118

SURVEYORS' OFFICE
MIDDLESBROUGH

1938-39

VOL. II.

STEAMERS & MOTORSHIPS
OF 300 TONS GROSS
AND OVER

The Characters used for Classification are:—

100A1 / 90A1 — Vessels built of Iron or Steel according to the Rules in force since 1869.

A1 — Iron or Steel vessels built for a special purpose.

⚓A1 ⚓A1 — Iron Vessels built according to Rules in force between 1864 & 1871.

*⚓A1 — Iron vessels built with thicker plating than required for ⚓A1

A1 A1 — Wood or Composite Vessels.

The figure 1 affixed to a character signifies that the vessel is well and sufficiently equipped; a line after the character (thus, A—) that the equipment is deficient from that required by the Rules.

The words "*with freeboard*" under the character signify that the freeboard assigned is a condition of the vessel's class.

Classification of the late Underwriters' Registry.

A1* A1* / A1, A1, — Characters of Iron, Steel, or Composite Vessels built according to the Rules of Underwriters' Registry.

Vessels classed in Red have been built under inspection of Surveyors to Underwriters' Registry.

The Classification Columns when left blank indicate Vessels never Classed by the Society.

In Col. 6 (Sailing Vessels), Col. 5 (Steamers), three dots with date (thus $\overset{\cdots}{3,37}$) indicate that the Class was withdrawn at Owner's request at the date specified. Where the Class was withdrawn in this way prior to 1st July, 1933, the three dots appear in Col. 8 (Sailing Vessels) and Col. 7 (Steamers).

In Col. 8 (Sail) and Col. 7 (Steam) Lv signifies the classification of the Underwriters' Registry, and the letters *a*, *b*, *c*, &c., indicate the letters and equipment numbers in the Rules.

A black line with date under it in Classification Column (thus $\underline{3,37}$) indicates that vessel's character was expunged from Register Book at date specified because, from reported defects, the vessel was not entitled to retain her classification; a red line with date (thus, $\underline{3,37}$) indicates withdrawal of class because of non-compliance with Society's Rules as regards surveys.

A date in Classification Column, without character, indicates that the Class has expired, or been withdrawn from absence of Survey, or non-payment of fees.

When a posting of loss, casualty, &c., is made against a classed vessel the character is expunged thus:— ~~100A1~~

✠ in the Classification Column signifies that the vessel was built under Special Survey.

LMC —Boilers and Machinery of steamers, or machinery of motorships certified by the Engineer Surveyors to Lloyd's Register.

LMC(M) —Internal Combustion Engines certified by the Engineer Surveyors to Lloyd's Register to be in good condition after modified Survey.

LMC CS —Lloyd's Machinery Certificate denoting that the machinery of motorships has been surveyed by the Surveyors to Lloyd's Register in conformity with the Continuous Survey arrangements, the date following the CS being that at which a cycle of the Continuous Survey was completed. The date below is that at which the survey was last advanced by the inspection of about 25 per cent. of the machinery.

B&MS —Boilers and Machinery Surveyed and reported to be satisfactory by the Engineer Surveyors to Lloyd's Register.

DBS—Donkey Boiler Surveyed and reported to be satisfactory by the Engineer Surveyors to Lloyd's Register.

✠ Special Survey of Machinery or Boilers during construction.

Lloyd'sRMC —Refrigerating Machinery Certificate denoting that the Refrigerating machinery, insulation, and spare gear are fitted in accordance with the Rules, and were found in good condition by the Surveyors to Lloyd's Register at the time mentioned.

✠Lloyd'sRMC —The ✠ signifies the Special Survey of the Refrigerating appliances during construction, by the Surveyors to Lloyd's Register.

A&CP.—Anchors and Chains proved at a Machine recognised by Lloyd's Register.

Lloyd'sA&CP—Anchors and Chains proved under the inspection of the Society's Officers at a Machine recognised by Lloyd's Register.

SS & *ss.*—Special Survey. Rest.—Restored.

Cont.—Continued. HT.—Half-Time Survey.

The *date of survey* only certifies to the vessel's state of efficiency *at that time*.

Key to Abbreviations.

APT .....After Peak Tank.
Asp.....Asphalted.
B 30′ .....Bridge 30 feet long.
BH .....Bulkheads.
BK 9′ .....Bar Keel, 9 inches in depth.
CellDB .....Cellular Double Bottom.
Cem .....Cemented.
Comp .....Composite.
DB .....Double Bottom.
D.F.....Direction Finder (Wireless).
2 Dks (Iron-*Uws*) 2 Iron Decks, the upper one being sheathed with wood.
2 or 3 Dks ...Two or Three Decks laid.
DT .....Deep Tank.
E.S.D. .....Echo Sounding Device.
F 30t .....Forecastle 30 tons.
F&YM .....Felt and Yellow Metal.
FK .....Flat Keel.
FP .....Flash Point.
FPT .....Fore Peak Tank.
GyC. .....Gyro-Compass.
H.....Deck Houses.
len ..... Lengthened.
Mat.....Materials.
MT .....Midship deep Tank
(O.L.) .....Over-all length.
Ⓟ.....Passenger Certificate.
P 30t .....Poop 30 tons.
Pad .....Paddle Steamer.
Q 30′ ... .Raised quarter deck or Break 30 feet long.
RFD 30′.....Raised fore deck 30 feet long.
Sc .....Screw.
2 or 3 trB.....Two or three tiers of Beams with or without Decks on them.
WB.....Water Ballast.

Machinery.

C. .....Compound.
T. .....Triple expansion.
Q. .....Quadruple expansion
H. .....Horizontal.
O. .....Oscillating.
D. .....Diagonal.
L. .....Lever.
2 SB .....2 Single ended Boilers.
2 DB .....2 Double ended Boilers.
WTB .....Water-tube Boiler.
(Spt) .....Superheater(s) fitted.
FD .....Forced Draught or Induced Draught.
6 cf .....6 Corrugated Furnaces.
6 pf .....6 Plain Furnaces.
6 rf .....6 Ribbed Furnaces.
GS 109 .....109 square feet of Grate Surface.
HS 3006 .....3006 square feet of Heating Surface.
Cy.....Cylinders, with number prefixed.

4 S.C.....4-stroke cycle
2 S.C.....2-stroke cycle
SA .....Single acting
DA .....Double acting
} Oil and Gas Engines.

Figures before lb—Working Pressure of Main Boilers in lb per square inch.

Figures before *lb*—Working Pressure of Donkey Boilers in *lb* per square inch. The letter P or S prefixed to *lb* indicates the pressure of port or starboard donkey boiler respectively.

Mchy.Aft .....Machinery fitted Aft.

Ref.Mchy. .....Fitted with Refrigerating Machinery, *see* List at end of Register.

SR .....Single Reduction Gear fitted between Main Engines and Screw Shafting.

DR .....Double Reduction Gear fitted between Main Engines and Screw Shafting.

CL .....Tail Shaft fitted with Continuous Liner.

OG.....Tail Shaft fitted with an approved Oil Retaining Gland at after end of Stern Bush.

NHP .....Nominal Horse Power by formulæ given on page xxxv of Key.

RHP .....Nominal Horse Power by Official Register in the case of British Vessels.

NE&B ....New Engines and Boilers.
NDB .....New Donkey Boiler.
Pr.B .....Press Boiler.

In Col. 13 letters *r* and *s* in parentheses indicate the Material of Boilers.—(*See* Key, page xxxviii.)

Cmp .....Compounded.
Tpd .....Tripled.
Qpd .....Quadrupled.

In Col. 16 (Sailing Vessels) Col. 15 (Steamers) the capital letters represent the various Register Societies in which Vessels are classed, if not classed in Lloyd's Register. A dagger under the letter indicates that the vessel was formerly classed in Lloyd's Register. (*See* Key pages xxxvi-xxxviii, for full explanation.)

"BT till 6,37" indicates that a Board of Trade Passenger Certificate has been granted, expiring in June 1937.

For complete explanation of Records, &c., *see* Key at commencement of Register, —Vol. 1, page xxxiii.

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Silvaplana (7, 15)	89992
Silverlaurel (22)	90021
Silvio Scaroni (24)	90098
Sin-i-Maru (23)	90094
Sinei Maru No. 3 (14)	90029
Singo Maru (23)	90093
Singu Maru (14)	90031
Sinko Maru (2560 tons) (17, 20)	90054
Sinko Maru (940 tons) (11)	90012
Sinryu Maru (14)	90023
Sinsei Maru No. 6 (8)	89995
Sinsyu Maru (14)	90024
Sinto Maru No. 1 (20)	90074
Sintō Maru No. 2 (17)	90049
Sintohoku Maru (14)	90032
Sinyu Maru (13)	90018
Siranger (23)	90097
Sire (3, 14)	89966
Sirehav (10)	90002
Siremalm (17, 22)	90051
Sirogane Maru (11)	90010
Sitisei Maru (4)	89975
Slamat (20)	90013
Slesvig (5, 7, 14)	89987
Sobieski (6, 24)	89989
Solfonn (18, 19)	90056
Solgry (7)	89990
Solin (11, 12, 14, 16, 23)	90014
Somerset (11)	90006
Sommelsdijk (24)	90099
Sophocles (16)	90047
Sorati Maru (14, 17)	90025
Sörholt (14, 17)	90041
Spreewald (21)	90082
Sréca (14, 15)	90042
Stad Maastricht (18, 22)	90055
Stamsund (21)	90083
Stancourt (13, 14, 17, 23)	90020
Stanfleet (13)	90019
Stangrant (16, 17)	90046
Stanlake (4, 7, 11)	89972
Stanmore (11, 21)	90009
Stathis A. (20)	90071
Steiermark (8)	89996
Stella Maris (22)	90086
Stettiner Grief (10, 13)	90003
Steuben (14)	90033
Stiklestad (12, 23)	89971
Storebælt (14)	90028
Straat Malakka (17, 22)	90050
Straat Soenda (9, 17)	89999
Stratford (4, 14)	89976
Strindheim (7)	89991
Süd (3)	89969
Süderau (14)	90035
Sudest (19)	90065
Suffolk (22, 24)	90088
Summity (21, 23)	90078
Surat (17, 24)	89955
Sussanna (4)	89977
Suva (8, 11, 18, 23)	89994
Suvat (3, 9)	89970
Suzy (1, 3, 12, 20)	89951
Sveadrott (10, 15)	89968
Svolder (22)	90090
Syd (14, 15)	90034
Sylvia Beale (3, 4, 5)	89967
Syoan Maru (14)	90036
Syoei Maru (14)	90038
Syohei Maru (21)	90084
Syoka Maru (14)	90037
Syoryu Maru (14, 21, 23)	90040
Syoten Maru (14, 15)	90030
Syoyo Maru (23)	90095
Syozan Maru (17)	90053
Syunko Maru (6781 tons) (2, 3)	89958
Syunko Maru (4027 tons) (20)	90069
Syunsei Maru (20)	90073
Syuntai Maru (20)	90072
Syunten Maru (17)	90052

T

Name.	No. in Supp.
Taihuku Maru (24)	90287
Taisyo Maru (3, 14)	90210
Taitao (20)	90270
Taityu Maru (14)	90249
Taiyu Maru (3)	90208
Taizin Maru (6)	90221
Takegawa Maru (17)	90257
Taku (21)	90276
Tama Maru (19)	90263
Tamesis (24)	90289
Tamon Maru No. 5 (24)	90290
Tantalus (16)	90253
Tassia (5, 11)	90216
Tatibana Maru (13, 14, 22)	90241
Tatu Maru (16)	90256
Tatuharu Maru (22)	90281
Tatumiya Maru (8)	90229
Tazan Maru (14)	90245
Tchernishevski (4)	90212
Tegri (7, 19)	90226
Tembien I (1)	90206
Temnaren (21, 23)	90250
Tenglo (20)	90268
Tenryo Maru (13, 23)	90240
Tenryu Maru (24)	90288
Tenshō Maru (5, 7)	90219
Tensin Maru (5, 7)	90218
Terukawa Maru (1)	90203
Tetukai Maru (22)	90282
Tetuzan Maru (19)	90264
Texas (21)	90275
Thames Coast (22)	90277
Thames Queen (1, 5)	90201
Theda Fritzen (21)	90274
The Lady Mostyn (13, 19)	90244
Themoni (8)	90207
Theodoros Coumantaros (21)	90271
Thor I (3, 12)	90211
Thornliebank (21)	90254
Thorshavet (8, 14)	90227
Thunder Bay Quarries (23)	90284
Tiba (9)	90220
Tibia (19)	90266
Tide Penn (5)	90217
Tiina (22)	90278
Tilly (18)	90259
Tinley (21, 22, 23)	90273
Tintern Abbey (1, 4, 15)	90202
Tiny (22)	90279
Tirso (4)	90213
Tiryo Maru (13, 23)	90239
Titibu Maru (6)	90225
Tjitjalengka (5, 19, 22)	90214
Toa Maru (14)	90248
Tōei Maru (18)	90258
Togo Maru (19)	90260
Tohuku Maru (13, 14)	90243
Tokai Maru (23)	90285
Tokati Maru (19)	90265
Tōkō Maru (16)	90255
Torinia (23)	90286
Tormes (8)	90228
Torrens (21, 24)	90272
Tosan Maru (14)	90247
Trabzon (22)	90283
Trade (12, 13)	90234
Transeas (13, 24)	90237
Traverse City Socony (6)	90222
Triadic (1, 7, 19)	90205
Trinidad (20)	90269
Trio (6, 15)	90224
Tripp (19)	90261
Tromp (11, 14, 18)	90233
Trondheim (18)	90232
Trovatore (15, 23)	90252
Tuapse (13)	90238
Tuira (15, 16, 22)	90251
Tulagi (20)	90267
Turkistan (18)	90231
Turuga Maru (6988 tons) (12)	90235
Turuga Maru (301 tons) (19)	90262
Tusima Maru (9, 23)	90230
Tuyama Maru (13, 14)	90242
Twee Gebroeders (3)	90209
Tynningö (1, 3, 22)	90204
Tyoki Maru (22)	90280
Tyoko Maru (6)	90223
Tyōryu Maru (5)	90215
Tyosei Maru (14)	90246
Tysa (14)	90236

U

Name.	No. in Supp.
Ukisima Maru (14)	90407
Ülev (4, 11)	90402
Ulianov (17)	90408
Umegawa Maru (21)	90409
Umgeni (1, 5, 8)	90401
Unitas (11)	90406
United States Gypsum (23)	90410
Unyu Maru (6)	90404
Urania (24)	90411
Uruguay (12, 18)	90403
Utlängan (11)	90405

V

Name.	No. in Supp.
Vacuum (17)	90511
Valen (18)	90512
Vapper (18)	90513
Vecta (14, 17)	90508
Venezuela (17, 21)	90505
Vera Cruz (20)	90515
Vest (23)	90520
Vestal (20)	90516
Vestra (21, 22)	90518
Vesuvio (4)	90503
Viator (2, 14, 21)	90501
Vicko Ferić (22, 23)	90519
Vido (19, 20)	90514
Villarrica (14, 21)	90509
Virgo (20, 23, 24)	90517
Vironia (11)	90506
Vitorlock (8, 10, 12)	90504
Viva (3, 15)	90502
Vohi (14)	90510
Voluntas (12, 16, 22)	90507

W

Name.	No. in Supp.
Waija (20)	90617
Waimea (13)	90612
Waipori (10, 16)	90605
Walenburgh (3)	90604
Waria (10, 11)	90601
Wellington Star (21)	90619
Wellpark (2, 7)	90602
Westown (17, 21)	90614
Whintown (14)	90613
Wigry (24)	90620
Wikinger (10, 15)	90607
William Hansen (20)	90618
William L. Thompson (20, 23)	90616
Willowbank (17)	90611
Willy (2, 3)	90603
Winnipeg (20)	90615
Wiril (20)	90606
Wo Sang (12, 14)	90609
Wyvern (13, 15)	90610

Y

Name.	No. in Supp.
Yamabiko Maru (14)	90760
Yeguchi Maru No. 6 (16, 17)	90764
Yeguchi Maru No. 7 (12)	90759
Yewmount (17)	90757
Yoko Maru (17)	90765
Yolande Bertin (1, 4, 13, 16, 22)	90751
Ypanis (7, 12)	90753
Yu Sang (9, 10, 13)	90755
Yürük (7)	90754
Yusei Maru (9)	90756

Z

Name.	No. in Supp.
Zephyr (3, 10, 12, 15, 21)	90752
Zeus (20)	90768
Zinzan Maru (16, 17)	90763
Zuiko Maru (21)	90769
Zyunyo Maru (14)	90761
Zyunyosi Maru (14)	90762
Zyuyo Maru (20, 21)	90767
Zyuzan Maru (10)	90758

NOTE:—The numbers following the vessels' names indicate the fortnightly Supplements (issued to Subscribers of un-posted books) in which particulars will be found.

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This book contains the Names, Dimensions, and full particulars of the Yachts of the United States and Canada, so far as they can be ascertained; a list of Yacht Clubs with the names of their Officers; a list of Yacht Owners of the United States and Canada, with their addresses, clubs and yachts; illustrations in colour of the Burgees of Yacht Clubs and the Private Signals of Yachtsmen: also a list of Late Names of Yachts and an index of Signal Letters.

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UNITED WITH THE

UNDERWRITERS' REGISTRY FOR IRON VESSELS IN 1885.

From 1st July, 1938, to the 30th June, 1939.

VOL. II.

STEAMERS AND MOTORSHIPS OF 300 TONS GROSS AND OVER

(For Steamers and Motorships under 300 Tons, Trawlers, Tugs, Dredgers, &c., see Vol. I.)

The REGISTER—which is printed solely for the information of Merchants, Shipowners, Underwriters, and others, being Subscribers or Members—contains the names, classes, and other useful particulars relating to vessels classed by the Society, and those classed by the Underwriters' Registry for Iron Vessels. It also includes, as far as possible, the names, dimensions, &c., of all other Merchant Vessels of the World, of 100 tons and upwards, some of which, although not classed by the Society, are classed elsewhere.

The conditions regulating the classification of Vessels in the REGISTER are contained in the Society's Rules.

Extract from the Society's Rules, Section 26:—

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OFFICE: 71, FENCHURCH STREET, LONDON.

1938.

Printed by Lloyd's Register of Shipping,
at the society's printing house, 64, southwark street,
london, s.e.1, england.

1938.

STEAMERS & MOTORSHIPS

(Excluding Steamers and Motorships of less than 300 tons gross, Trawlers, Drifters and other Fishing Vessels, Tugs, Salvage Vessels, Dredgers, Barges, Hoppers and other Miscellaneous Craft. These Vessels appear in a Separate List preceding the List of Sailing Vessels.)

1938-39

NAVIRES A VAPEUR ET A MOTEURS

(à l'exclusion des navires à vapeur et à moteurs d'une jauge brute de moins de 300 tonneaux, des chalutiers, cordiers et autres navires de pêche, des remorqueurs, bateaux de sauvetage, dragues, chalands, porteurs à clapets et autres bâtiments divers. Ces navires figurent sur une liste séparée précédant la liste des navires à voiles.)

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	7 Port of Survey. Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Rule Cert.
69001 207074 KDXQ	**A. A. Augustus** D.F. *Mchy.Aft* GyC. 1*Dk*		6390 — 4869				1909	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson &Co.)	504·0|54·0|30·0 P69′F28′	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½″,38″&63″–42″ 257NHP American S.B.Co.Clevelnd		R
69002 *Transferred to No. 66401*	**A. A. Cowan** *Oil Eng.* *Mchy.Aft*	Twin Sc	300 215 150	A1 *with freeboard* (*Class Contemplated*) *For Service on the Gulf of Guinea*			1938	Henry Robb,Ld. Leith	United Africa Co. Ld.	126·2|24·2| 8·9 Q43′F24′	British	Oil Engines 4S.C.SA 12Cy.9⅞″–14⅜″ Humboldt-Deutzmotoren A.G.,Köln-Deutz		
69003 KDXN	**A. Andreev** *Oil Eng.* *Mchy.Aft* E.S.D. GyC. 1*Dk* D.F. *Cruiser Stern*		2850 2003 1461				1935	NV Nederl. Schps.Maats Amsterdam	U.S.S.R.	285·1|49·0|20·6 P69′F28′	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.21⅛″–35⅞″ 472NHP Machinefabriek Gebr.Stork &Co.N.V.Hengelo		
69004 215979 WOCJ	**A. C. Bedford** *ss*N.Yk No.3-9,36 *ss*Mob.No.1–34 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* GyC. &*Web frames* *Longitudinal framing*	Twin Sc	9485 7820 5899	✠100A1 Gal ✠ *Shelter dk* ~~NCo.~~ *with freeboard* NYk ~~6,38 2,37~~ ✠LMC ~~MS8,37~~ ~~BS10,37~~ 2,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,15	CL s 12,36 P 6,37 *F.P. above* 150° F.		1918 2mo	Bethlehem S.B.Corp. Ld. San Francisco A&CP	Standard Oil Co. of New Jersey *Cell D Bu E&B* 85′374t *DT*f54′626t	500·0|68·0|35·8 FK *FPT*200t *APT*164t	Wilmgton (Del.) Utd.States 19*BH pt Asp* (15 *to U dk* 4 „ *2nd* „)	T.6Cy.20½″,35½″&60″–42″ 2001b (*r*) 637NHP 3SB,12*cf*,HS8943 FD B'thleh'm SB Corp.Ld.SFo	38 ″ 0 s 9 ″ 7 24 ″ 7⅞	
69005 51525 KDXN	**A. D. Macbeth** (*ex*Polynesia, *ex*Sailing Barge) *Mchy.Aft* D.F. 1*Dk 2tr B*		3640 — 2596				1897	Globe Iron Works Cleveland	Buckeye S.S.Co. (J.T.Hutchinson, *Mgr.*)	375·0|46·0|26·7 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.19″,30″&52″–40″ E*built*88*fitted*07 NB07 171NHP Dry Dock Eng.Wks.Detroit		R
69006 206126	**A. E. Nettleton** *Mchy.Aft* GyC. 1*Dk*		6286 — 5006				1908	Detroit S.B.Co. Wyandotte	Great Lakes S.S. Co.Inc.	525·0|55·3|32·0 *WB*	Oswego NY Utd.States	T.3Cy.23½″,38″&63″–42″ 257NHP Detroit S.B.Co.Detroit.		R
69007	**A. F. Braga** Twin Sc 1*Dk* *Mchy.Aft* *Stl framing Irn plating*		399 357 174	✠ Gls 4,39 ✠			1889 4mo	Ailsa SB.Co Troon	Sucesión de Pedro Risso	177·6|29·1| 9·0 P18′B14′F21′ *Shade dk*22′ FK	M.Video Uruguayan 1*BHCem*	T.6Cy.10½″,17″&28″–18″ 67NHP Lees,Anderson&Co.Gls.	9 ″ 0	
69008 226192 WOYT	**A. F. Harvey** D.F. *ss*Clv.No.1–31 *Mchy.Aft* GyC. 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing at bottom & at deck* *Cargo battens not fitted*		7973 7866 6352	✠100A1 Clv 8,37 ~~BS5,39~~ ~~LMC5,34~~ *For Service on the Great Lakes*			1927 5mo	Gt.Lakes Eng.Works River Rouge, Mich *Lloyd's A&CP*	Pittsburgh S.S.Co. *Cell D Bu E&B* 54′ *tanks in way of holds* 474′6990t *FPT* 114t *APT* 59t	588·3|60·2|27·8 F52′ FK 191t *Cell D B&side*	Duluth Min Utd.States 3*BH*	T.3Cy.24½″,41″&65″–42″ (*r*) 1901b 440NHP 3SB,6*cf*,GS148.us6867 FD Gt.Lakes Eng.Wks.Detroit	32 ″ 0 s 10 ″ 6½ 21 8	
69009 DIAI	**A. H. Both** (*ex*Monsun, *ex*Hildegard) *Mchy.Aft* 1*Dk*	3 Mst *Oil Eng.*	363 336 267				1917	Kaldnæs Pat.sl.& M.V. Tönsberg	Adolf Both	137·6|28·5|11·6 Q28′F13′ *WB*	Hamburg German	Oil Engines 4S.C.SA 4Cy.7¾″–17¾″ NE27 23NHP Motorenfbr "Deutz" A.G. Köln-Deutz		V
69010 200333 69011 220053	**A. H. Ferbert** (*ex*A.F.Harvey. *ex*Wisconsin) GyC. 1*Dk 2tr B* **A. J. Patmore** Twin Sc (*ex*B.B.McColl,*ex*Puloc Brani,*ex*Servitor) *Oil Eng.* 2*Dks*		4111 — 3005 858 — 673				1903 1914	Superior S.B.Co. W.Superior Chatham Dockyard Chatham	Pittsburgh S.S.Co. Ohio Tankers,Inc.	428·0|50·0|28·0 *WB* 200·0|34·2|16·2	Duluth Min Utd.States Wilmgton (Del.) Utd.States	T.3Cy.22″,35″&58″–42″ 218NHP Superior S.B.Co. Oil Engines 4S.C.SA 6Cy.12½″–18″ NE30 91NHP Electric Boat Works, Groton,Conn.		R
69012 5339 SDAR	**A. K. Fernström** (*ex*Export) ~~*ss*Got.3rd.No.3-5,38 *sa*(*w*) *ss* 2nd No.3 8,25~~ ~~*ss*Got.No.2 5,21~~ 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*		868 643 433	✠100A1 Got l 5,38~~4,37~~ ~~MS5,33 ✠LMC~~ ~~185 5,31 BS9,37~~ ~~DBS1,38~~	OG 11,36		1902 6mo.	Rijkee&Co Rotterdam A&CP	A.K.Fernström's Granitindustrier (E.Fernström) *WB* = *Cell D Ba* 45′*u E&B* 28′	205·6|30·1|12·9 217·4(O.L.) Q68′B51′F25′ FK *f*94′204t	Karlshmn Swedish 1*BH Cem*	T3Cy.13⅜″25⅝″&40⅝″–36″ 1601b *80lb* (*s*) 113NHP 1SB,3*cf*,GS54,HS1952 Maats.Fyenoord.Rot.	15 ″ 6 s ″ 10 14 ″ 9½	
69013 220873 KDLL	**A. L. Kent** *Fitted for oil fuel* D.F. 1*Dk*		6030 5374 3744				1920	Bath Iron Works,Ld. Bath,Me.	Koppers Coal Co. (Mystic S.S.Co., *Mgrs.*)	394·1|55·1|31·0 P42′B117′F37′ FK	Boston Utd.States *WB*	T.3Cy.24½″,41½″&72″–48″ 467NHP Bath Irn Wrks,Ld.Bath,Me	34 ″ 6	R †
69014 EAOC	**A. Lazaro** Ⓟ Twin Sc (*ex*Cristoforo Colombo) *Oil Eng.* Wireless 2*Dks*		1514 — 714				1895	N.Odero fu A. Sestri Pnente	Cia.Trasmediterranea	283·3|37·0|18·7 Q54′B80′F41′	Valencia Spanish *WB*	Oil Engines 4S.C.SA 20Cy.20⅜″–20⅞″ 856NHP E*made*—*fitted*27 Masch.Augsburg-Nürnberg A.G.Augsburg		V
69015 217566 WMAE	**A. M. Baxter** (*ex*H.W.Baxter-33, *ex*Cowanshannock) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*		2423 — 1464				1919	Gt.Lakes Eng.Wks. Ashtabula,O.	Horace X.Baxter S.S.Co.Inc.(J.H. Baxter&Co. *Mgrs.*)	253·4|43·6|25·1	S.Frncisco Utd.States *WB*	T.3Cy.21″,34½″&57″–42″ 211NHP Gt Lakes E.W.Ashtabula,O		R
69016	**A. M. Bisbee** Wood 1*Dk*		419 — 282				1902	H.F.Carmichael Hong Kong	Ninghai S.S.Co.Ld.	131·2|24·5|12·2	Ningpo Chinese	C.2Cy.15″&31″–21″ 37NHP Ross&Duncan,Glasgow		
69017 207504 WADD	**A. M. Byers** *Mchy.Aft* D.F. GyC 1*Dk*		6364 — 4841				1910	American S.B.Co. Cleveland,O.	Reiss S.S.Co.	504·0|54·0|30·0 F44′	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½″,38″&63″–42″ 257NHP American SB.Co.Cleveland		R
69018 OYNB	**A. P. Bernstorff** Ⓟ *Ref.Mchy.* D.F. 3*Dks*		2339 1331 1174				1913	Helsingörs Jernsk&Msk Elsinore	Det Forenede Dampskibs.Selsk.	291·8|41·7|25·7 F36′	Esbjerg Danish *WB*	T.4Cy.22″,44½″&(2)52″–48″ 355NHP Helsingörs Jernsk.&Mskb.		V
69019 213099 WJCC	**A. S. Hansen** (*ex*Gulfcoast–36) *ss*Mob.No.3–4,27 *Mchy.Aft* D.F. *ss*Mob.No.2–35 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*		5189 4591 3202	✠100A1 Mob y 11,37 ~~BS11,37~~ ~~MS11,37~~ ✠LMC5,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,15	CL 11,37 *F.P. above* 150° F.		1915 5mo	New York S.B.Corp. Camden,N.J. A&CP	Sabine Transportation Co.Inc.(M.T. Ball, *Mgr.*)	383·0|51·2|30·1 P97′B34′F33′ FK *Cell D Bu E&B* 62′ 222t *FPT* 159t *APT* 30t	Baltimore Utd.States 14*BH Cem* (8 *to Upr dk* 6 „ *2nd* „)	T.3Cy.27″,45″&75″–48″ (*r*) 1901b 543NHP 3SB,9*cf*,GS173,HS7843 FD New York SB Corp.Camden	30 ″ 2 s 5 ″ 9½ 24 ″ 7	
69020 204864 WOLO	**A. T. Kinney** (*ex*Caldera) *Mchy.Aft* D.F. GyC. 1*Dk*		6328 — 4686				1908	West Bay City SB Co. Bay City,Mch	The Wilson Transit Co.	504·0|54·0|26·9 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22½″,36″&60″–42″ 233NHP Detroit S.B.Co.Detroit		R

Numéro d'Ordre. / Numéro Officiel / Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Officiel: Total / Sous le Pont / Net	Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite	Terme assigné maintenant expiré Lettre d'Enregistrement	Date de la dernière visite de l'arbre porte-hélice	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. po.	Registres où cote, n'est pas dans le L.R. Durée.Cert.B.of Trade.
69021 107267 WOUM	**A. W. Osborne** (*ex*AndrewCarnegie) *Mchy.Aft* GyC. D.F. *1Dk2trB*	3826 — 2630					1897	Cleveland S.B.Co. Cleveland	TheWilsonTransit Co.	403·0|48·0|24·3	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23",38"&63"-40" NB12 251NHP ClevelandS.B.Co. Clevelnd		R
69022 DOAN	**Aachen** Sub.Sig. D.F. *2Dks*	6388 5826 3923					1923	J.C.TecklenborgA.G. Wesermünde-G.	Norddeutscher Lloyd	459·8|56·4|30·3 P60'B136'F72' len37	Bremen German *WB*	T.3Cy.29½",48"&78"-54" & 1 low pressure Turbine 615NHP J.C.TecklenborgA.G.Wsm		G
69023 LCAJ	**Aafjord** Ⓟ *1Dk&Shelter dk*	335 308 189					1914	Akers Mek.Værks Oslo	NamsosDampskibselskap	131·1|22·1|15·6 H27t	Namsos Norwegian *WB*	T.3Cy.12",20"&33"-21" 50NHP AkersMek.Værks.Oslo		
69024 OHHN	**Aagot** ssBgn.2ndNo.3-5,33 ssEls.No.1-38 *Cargo battens not fitted* *3Dk rule* *1Dk(Irn)2trB&deep framing*	3939 3390 2353	✠100A1 11,38 ~~2,38~~ BS~~5,37~~ 2,38 ✠LMC MS12,37	Els Rot	*v*	CL 4,37	1906 7mo	W.Gray&Co.Ld. W Hartlepool Lloyd'sA&CP	O/Y SeaFreight A/B (H.Nyman, *Mgr.*)	338·9|48·0|24·4 350,3(CL) P25'B90'F32' FK *WB = Cell DBa 133' uE 17' f 146' 1005t APT117t*	Helsingfrs Finnish 6*BHCem*	T.3Cy.25",40"&65"-42" (*s*) 160lb 289NHP NDB27*refitted*29 2SB,6*rf*,GS112,HS4562 Cen.Mar.Eng.Wrks.WHpl	27" 2 s 4" 10 22" 7	
69025 PCAH	**Aagtekerk** TwinSc ssRot.No.1-37 *OilEng.* D.F. *2Dks(Stl)&Shelter dk(Stl)* *CruiserStern*	6811 5827 4044	✠100A1 *withfreeboard* ~~...~~ 4,38 ✠LMC ...,37	Rot	*d*†	OG ~~4,37~~ N11,38	1934 1mo	NVNederl.Schps.Maats. Amsterdam Lloyd'sA&CP	VereenigdeNederlandscheScheep. Maats.(Directie en AgentuurMaats. HollandAustralie LijnN.V. *Mgrs.*)	460·1|60·2|27·3 P18'B66'F34' FK *Cell DBuE51' f176' 666t MTs49 1482t Tanks in way of tunnels 1461t FPT224t APT134t*	TheHague Dutch 8*BHptCem* (6 ,, *to 2nd dk*)	Oil Engines 2S.C.DA 12Cy.23⅝"-43 5/16" 2325NHP 2DB *120lb* Gebr.Stork&Co.N.V. Hengelo	32" 7 s 4" 4½ 28" 4¾	
69026 OXAA	**Aalborg** Wireless *1Dk*	1256 948 723					1920	Akt.P.Ph.Stuhr'sSkibs. Aalborg	A/S D/SDannebrog (C.K.Hansen *Mgr*)	238·7|36·2|13·4 P14'Q71'B94'F29'	Copnhagn Danish *WB*	T.3Cy.15",24"&40"-27" 83NHP A/S Frichs,Aarhus		V
69027 OYTH	**Aalborghus** Ⓟ D.F. *OilEng.* *CruiserStern 2Dks*	2079 1033 1186					1936	Nakskov Skibs.A/S Nakskov	DetForenede DampskibsSelsk.	272·3|42·4|15·3 B120'F52'	Aalborg Danish *WB*	Oil Engines 2S.C.SA 9Cy.19 1/16"-35 7/8" 608NHP Akt.Burmeistr&Wain,Cpn		V
69028 OFAR	**Aallotar** Ⓟ D.F. E.S.D. *2Dks-pt3rd dk* *Ref.Mchy.* *Strengthened for Navigation in Ice*	2916 — 1607	✠100A1 *withfreeboard* 5,38 ~~11,37~~ ✠LMC5,37 BS6,38	Els Hfs	*t*	OG 10,37	1937 5mo	Helsingörs Jernsk&Msk. Elsinore Lloyd'sA&CP	FinskaÅngf.A/B	|45·3|25·7 295·4(O.L.) F66' FK *Duct keel except at ends* *Cell DB238'349t FPT27t APT94t*	Helsingfrs Finnish 5*BHCem*	C.4Cy.(2)20¼"&(2)43 5/16"-45¾" 213lb (*s*) FD 531NHP 3SB(Spt)9*cf*,GS172,HS8943 HelsingörsJernsk.&Msk.	28" 3 s 9" 6¼ 19" 1	
69029 PCAM	**Aalsum** ssRot.No.3-6.35 *2Dks(Stl)&Shelter dk(Stl)* D.F. *Cruiser Stern*	~~5422~~ ~~4959~~ ~~3205~~ 5418 4960 3192	✠100A1 *Shelter dk* *withfreeboard* 5,39 ~~9,37~~ ~~BS7,38~~ BS2,39 ✠LMC ...34 *Fitted for oil fuel* 11,22 *F.P. above* 150° F.	Rot	*a*†	OG 3,38	1922 9mo	A.Vuijk&Zonen Capelle a/d Ysel Lloyd'sA&CP	StoomvaartMaats. "Oostzee"(Vinke &Co. *Mgrs.*)	~~420·5|56·2~~|26·4 420·9|56·3| F30' FK *Cell DB367'1199t MT1s* 682t *FPT164t APT191t*	Amstrdam Dutch 8*BHptCem* *ptAsp* (*Collision BHtoShdk* 7 ,, ,, *U* ,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb 603NHP 3SB,9*cf*,GS198,HS8730 FD Parson'sMarineSteam TurbineCo.Ld.Nwc.	29" 0 s 3" 6 25" 8½	
69030 OYBA	**Aarhus** Ⓟ D.F. *1Dk&AwngDk*	1618 899 819					1912	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	270·4|39·3|21·6 F35'	Aarhus Danish *WB*	T.4Cy.25",41"&(2)48"-39" 288NHP Akt.Burmeistr&Wain.Cpn		V
69031 OXVD	**Aarö** (*ex*Börglum,*ex*Secalia) *Now ...ido, see No. 90514* ~~ssAlbg.2ndNo.2-1,33~~ ssCpn.No.1-37 *1Dk(Stl)&deep framing* *&Awng dk(Stl)*	1909 1728 1169	✠100A1 *Shelter dk* *withfreeboard* 5,38 ~~9,37~~ ✠LMC BS~~1,37~~4,38 S3,37	Cpn Rot	*s*	CL 2,37	1906 8mo	Howaldtswerke Kiel A&CP	JensJ.Petersen	284·0|42·0|18·5 294·9(O.L.) 26·0 FK *Intermediate bulkhead in fore hold dispensed with.* *Cell DBa88' uE20 f124' 5..1t APT150t*	Haderslev Danish *Cem* *4BH only*	T3Cy.20⅝",33 1/16"&55 1/16"-35½" 185lb ~~160lb~~ (*s*) 206NH 2SB,6*cf*,GS100,HS3279 Howaldtswerke,Kiel	20" 7 s " 11½ 19" 9½	
69032 OXYX	— ssEls.No.3-6,38 ~~ssEls.No.2-35~~ ~~*Special Surveys to date from 7,20*~~ *Well deck* *1Dk(Stl)*	1426 1172 838	✠100A1 ~~6,...~~ 1,39 ✠LMC BS 12,38	Els	*p*	OG 7,37	1925 9mo	Helsingörs Jernsk&Msk. Helsingör Lloyd'sA&CP	A/S D/S Heimdal (M.Carl, *Mgr.*)	249·5|38·1|15·2 260·0 (O.L.) P17'Q76'B96'F28' FK *Cell DB210' 401t FPT 32t APT86t*	Elsinore Danish 4*BHCem*	T.3Cy.18 3/5",30"&50"-36" (*s*) 185lb 161NHP 2SB(Spt),4*cf*,GS56,HS2430 HelsingörsJernsk.&Mskb.	17" 6 s 0" 11 16" 8½	
69033 OXYY	**Aase** *1Dk*	1206 913 712					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/STorm A/S (A.Schmiegelow& A.Kampen, *Mgrs.*)	235·4|36·2|13·7 P69'Q69'B103'F28'	Copnhagn Danish *WB*	T.3Cy.15",24"&40"-27" 83NHP KjbnhavnsFlydk.&Skbsv.		C
69034 OYRE	**Aase Mærsk** ssRot.No.1-35 *OilEng.* D.F. *1Dk(Stl)* *Mchy.Aft* *CruiserStern*	6184 5505 3636	✠100A1 9.38 ~~3,38~~ ✠LMC CS10,38 DBS~~3,38~~ 3,39 12,37 *Carrying Petroleum in bulk*	Rot	*z*	CL N3,38	1930 9mo	Odense Staalskibsvft Odense Lloyd'sA&CP	D/S A/S Svendborg og A/S D S af 1912 (A.P.Möller, Copenhagen, *Mgr.*)	407·1|54·7|30·4 P96'B37'F37' FK *Trunk in wells* *Cell DB68'217t DTf35'702t FPT151t APT91t*	Nyborg Danish 10*BH*	Oil Engines 4S.C.SA 6Cy.29½"-59 1/16" 489NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	32" 3 s5" 7½ 26" 10½	
69035 7761 SDAG	**Aasne** *1Dk&Shelter dk* *CruiserStern*	*1572* *1371* *835*					1931	Oskrshmns M.V.&Skpsdk.A/B Oskarshamn	TrelleborgsÅngf. NyaAktieb. (JarlMalmros, *Mgr.*)	269·2|40·5|16·5 Q26'B161'F21'	Trelleborg Swedish *WB*	T.3Cy.17⅞",28¾"&47¼"-30" & 1 L.P Turbine with DR gearing & hydraulic coupling OskarshamnsM.V.Aktieb		N
69036 141887 GDSW	**Aba** Ⓟ (*ex*Glenapp) TwinSc ssLiv.No.3-11,30 ssLiv.No.1-35 *OilEng.* D.F. *2Dks(Stl)&Shelter dk* *Ref.Mchy.* *(Stl-ws.)*	7937 6789 4596	✠100A1 *Shelter dk* *withfreeboard* 10,38 ~~9,37~~ DBS10,38 ✠LMC CS4,36 ~~DBS10,37~~ 10,37	Liv	*c*†	CL 9,37	1918 9mo	Barclay,Curle&Co.Ld Glasgow Lloyd'sA&CP	ElderDempster Lines,Ld.	450·5|55·8|36·6 465·4(O.L.) *F37' on Shelter dk* FK *Cell DB 389'1140t DTa68'116t FPT98t APT44t*	Liverpool British *ptCem* 7 *BHtoSdk* 1 ,, ,, *U* ,,	Oil Engines 4S.C.SA 16Cy.29½"-43 5/16" 1353NHP NDB22-*100lb* Harland&Wolff,Ld.Gls.	40" 0 s16" 3 24" 3	BT till ~~4,38~~ ~~...~~ ~~6,38~~ ~~...~~ 1.39
69037 7417 SFRA	**Abadan** TwinSc ssGot.No.2-36 D.F. *OilEng.* *Mchy.Aft* *1Dk(Stl)* *Cruiser Stern*	*6230* *5469* *3628*	✠100A1 ~~...~~ ~~8,37~~ 9,38 ~~GotS~~ ✠LMC CS5,36 DBS~~8,37~~ 9,38 3,38 *Carrying Petroleum in bulk*	Ham	*a*†	CL ~~10,35~~ N 3,38	1928 2mo	A/B Götaverken Gothenburg Lloyd'sA&CP	RederiA/B Concordia(PerWaller, *Mgr.*)	417·7|55·2|32·2 P100'F54' *Trunk in well* FK *Cell DB uE67' 195t DTf24'4 50t APT381t*	Gothenbrg Swedish 10*BHptCem*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP DB(P)*100lb* (s)*85lb* A/B Götaverken,Got.	32" 0 s 6" 1½ 26" 1	
69038 EANC	**Abando** (*ex*PeñaCabarga) ssBbo.2ndNo.3-3,18 *1Dk(Stl)&deep framing*	1701 1466 962	✠ 4,23	Bbo	*q*		1897 10mo	AM'Millan &Son,Ld. Dumbarton	Cia.deNav. Vizcaya	260·0|37·0|18·2 B60'F27' FK *Cell DBa & uE88' f110' 402t APT63t*	Bilbao Spanish 4*BHCem*	T.3Cy.19",31"&51"-36" NDB20 164NHP 1SB,3*cf*,GS66,HS2567 Muir&Houston,Ld.Gls.	20" 6	G †

1 No. in Book / Official No. / Code Letters	2–3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck / Net	6–7 Particulars of Classification: Character (✠ for Special Survey, Date of last Survey), Port of Survey, Years Assigned now expired, Equipment Letter	7* Date when tail shaft last seen	8 Built When	9 By Whom / Where	10 Owners	11 Regist'd Dimensions, Deck Erections, &c. Length, Breadth, Depth	12 Port of Registry / Flag	13 Engines. No. & Dia. of Cylinders—Stroke; Boiler Pressure; NHP=Horse power by Society's formula; RHP=power by Ship's Register; Particulars of Boilers & Furnaces; Engine Maker's Name	14 Moulded depth / Freeboard amidships / Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. / Date of B. of Trade Cert.
69039 212612 KDAI	**Abangarez** (P) D.F. Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* *2Dks&2pt dks*	4538 — 2503			1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	378·8|50·3|29·1 B154'F45'	NewYork Utd.States *WB*	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&CoLd.Bel		C
69040 32 YLAE	**Abava** (*ex*Kobalt,*ex*MariaHosmnt *ex*FriedrichCarl,*ex*Professor Willy Stöwer,*ex*Marie Horn,*ex*Franziska Fischer,*ex*HildaHorn) *1Dk*	1423 1247 864			1900	Akt.Ges. "Neptun" Rostock	Govt.of Latvia (ValstsKugu Parvalde, *Mgrs.*)	245·2|36·1|17·3 P24'B58'F26'	Riga Latvian *WB*	T.3Cy.18",30½"&48"-33⅛" 133NHP A.G."Neptun,"Rostock		V
69041 142497 MJZB	**Abbas Combe** (*ex*BeaulyFirth-36, *ex*Cliffsider) *ss*Abn.No.3-4,33 *Welldeck* *1Dk(Stl)* *Mchy.Aft* *ss*Apl.No.1-38	489 316 202	✠100A1 Apl *g* ~~4,37~~ 1,39 ✠LMC	CL ~~N4,37~~ 1,39	1920 5mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's*A&CP	AldShippingCo.Ld.	160·1|25·2|9·7 *26·2* 160·0(O.L.) Q92'B11'F23' FK *CellDBf*95'114*tFPT*33*tAPT*12*t*	Bristol British *3BHCem*	T.3Cy.12½",21"&34"-24" 180lb (*s*) 64RHP 1SB,*3pf*,GS52,HS1573 J.Lewis&Sons,Ld.Abn.	11 " 8 s3 " 8 11 " 8	
69042 299 IBAA	**Abbazia** (P) *1Dk&Awng dk* D.F. *Fitted for oil fuel*	3706 3054 2197	...		1912	Lloyd Austriaco Trieste	"Adriatica"Soc. Anon.diNav.	346·7|45·5|25·9 FK B *on Awng dk*160'	Venice Italian *WB*	T.3Cy.23¼",37"&66"-48" 390NHP LloydAustriaco.Trieste	28 " 5	I †
69043 165409	**Abbeydale** D.F. E.S.D. *OilEng* *1Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8299 7423 4936	✠100A1 Nwc *d*† ~~struck~~ 4,39 *Carrying Petroleum in bulk*	CL N7,38	1937 3mo	Swan.Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's*A&CP	TheAdmiralty	466·3|61·9|33·9 481·6(O.L.) P107'B43 F45' FK *CellDBuE*75'176*t DTf*34'397*t FPT*209*t APT*183*t*	London British *17BHptCem pt.Asp*	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB*150lb* WmDoxford&Sons,Ld.Sld.	34 " 0 s6 " 8¾ 27 " 6½	
69044 146344 MNBF	**Abbotsford** (*ex*CyrilleDanneels-32) *ss*Gmh.No.3-4,37 *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	1585 1096 839	✠100A1 Gmh *p* 3,39 ~~struck~~ BS~~4,38~~ 4,39 ✠LMC3,36	CL 4,38	1924 10mo	GooleS.B.& RepairingCo. Ld. Goole *Lloyd's*A&CP	G.Gibson&Co.Ld.	250·8|38·0|14·5 260·8(O.L.) Q161'BonQ56'F24' FK *CellDBauE*86'*f*100'392*tFPT*61*tAPT*86*t*	Grngemth British *4BHCem*	T.3Cy.19",31"&52"-36" (*s*) 180lb 204NHP 2SB,*6cf*,GS96,HS3540 N.E.MarineEng.CoLdNwc	16 " 9 s [illegible] " 0½ 15 " 6¾	
69045 PCBO	**Abel Tasman** *OilEng* D.F. *1Dk* *Mchy.Aft* *CruiserStern*	314 199 153			1937	NVSchpsw Delfzijl v/h Gebr.Sander Delfzijl	J.Bonninga	126·5|24·1|8·4 P35'F15'	Groningen Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9 7/16"-14 3/16" 62NHP AppingedammerBrons Motorenfb.N.V		V
69046 219477 KOVR	**Abercos** Sub.Sig *Fitted for oil fuel* *1Dk&Shelter dk2tr1* *Longitudinal framing*	6076 5563 3729			1920	GMStandiferCnst.Corp. Vancouver. Wash	UnitedStates Maritime Commission	401·4|53·2|31·9 P48'B81'F37'	PortlndOr Utd.States *Wb*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven.Owens&Rentsch erCo.Hamilton,O.		R
69047 127164 GQBZ	**Aberdonian** (P) *ss*Abn.No.3-5,31 *ss*Abn.No.1-35 *2Dks(UStl-ws)*	1648 1146 747	✠100A1 Abn *r* 5,38 ~~4,37~~ BS~~12,36~~ 5,38 ✠LMC1,35	CL 4,36	1909 5mo	D&WHendersn&Co.Ld. Glasgow *Lloyd's*A&CP	AberdeenStmNav Co.Ld.	264·3|36·2|18·3 276·3(O.L.) P75'B74'F67 BK9' *WB=CellDBa*64'*f*72'148*t*	Aberdeen British *4BHCem*	T.3Cy.26",44"&72"-42" (*r*) 180lb *80lb* 394NHP 2DB,*12cf*,GS225,HS6484 D&W.Hendersn&CoLdGls	19 " 6 s 2 · 1½ 18 " 5½	BT till 11,38
69048 145321 MKYQ	**Aberhill** (*ex*Flora) *ss*Nwc.No.3-10,28 *ss*Bly.No.2-36 *Welldeck* *1Dk(ptStl pt Irn)* *Cargo battens not fitted*	1516 1271 888	✠100A1 Sld *p* 6,38 ~~6,37~~ Shl ✠LMC MS10,36 BS~~8,37~~ 10,38	OG ~~10,35~~ No,38	1915 8mo	A.Vuijk& Zonen,Capelle a/d Ysel A&CP	M.Taylor	246·8|38·2|16·3 P21'Q67'B63'F22' FK *CellDBa*77'*u*E17'*f*104'429*tFPT*35*tAPT*20*t*	Methil British *4BHCem*	T.3Cy.19",31"&51"-36" (*s*) 180lb 180NHP 2SB,*6cf*,GS90,HS2920 G.T.Grey,SouthShields	18 " 6 s 1 " 6½ 17 " 1	
69049 131559 VJBJ	**Abersea** (*ex*SouthBulli) Wireless ~~*ss*Syd.No.3-3,25~~ *Well deck* ~~*ss*Syd.No.2-24~~ *Mchy.Aft* *1Dk(ptIrn ptStl)* *Cargo battens not fitted* *ss*Syd.2ndNo.3-10,38	818 589 359	✠100A1 Syd *k* 3,39 ~~1,37~~ ~~10,38~~	CL ~~N6,36~~ 3,39	1913 5mo	Hall,Russell&Co.Ld Aberdeen *Lloyd's*A&CP	JonesBros.Coal Pty.Ltd.	195·1|30·3|12·6 Q110'B9'F34' FK *CellDBuE*28'*f*108'187*tFPT*70*tAPT*8*t*	SydnyNSW British *4BHCem*	T3Cy.16 5/16",26"&43"-33"(*r*) 180lb 140NHP 2SB,*4cf*,GS77,HS2506 Hall,Russell&Co.Ld.Abn.	14 " 6 s 4 " 3½ 14 " 1¾	
69050 208 YLFZ	**Abgara** (*ex*Vinodol-36,*ex*Bisley-33, *ex*Roselands) *ss*Rga2nd No.3-1,37 *1Dk(Irn)* *Cargo battens not fitted*	4422 1135 2821	✠100A1 Rot *x* 10,37 BS~~11,37~~ 12,38 ✠LMC12,[illegible]	10,37	1911 9mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*A&CP	LatvianShipping Co.	374·7|51·3|26·0 P25'B103'F36' *CellDBa*123' FK *uE&B*45'*f*164'1115*tAPT*40*t*	Riga Latvian *6BHCem*	T.3Cy.25",41"&68"-48" (*s*) 180lb *120lb* 315NHP 2SB,*6cf*,GS132,HS5298 Cen.Mar Eng.Wks.W Hpl.	28 " 6 s 5 " 6¼ 23 " 8	
69051 5430 SFLN	**Abisko** *Mchy.Aft* *1Dk* D.F.	*3088* *2633* *1640*			1913	Göteborgs M V.Aktieb. Gothenburg	Trafikaktiebolaget Grängesberg-Oxelösund (M.Waldenström, *Mgr.*)	336·8|46·9|21·0 P69'B24'F39'	Stockholm Swedish *Wb*	T.3Cy22 1/16",35½"&59"-39⅜" 220NHP GöteborgsMV.Aktieb.Got		C
69052 UOVM	**Abkhaziya** (P) TwinSc Sub.Sig. *OilEng.* *Ref.Mchy.* *CruiserStern* *2Dks*	4727 3101 2583			1927	BalticS.B. &E.Works Leningrad	U.S.S.R.	353·5|51·0|25·3 B&F268'	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.25 9/16"-33⅞" 1372NHP Russian DieselWorks,Len.		
69053 EAAA	**Abodi-Mendi** *ss*Bbo.No.3-8,34 *1Dk(Stl)&Shelter dk(Stl)* *Cargo battens not fitted in 'tween dks* Sub.Sig.	5914 5618 3529	✠100A1 Bbo *z* *Shelter dk with freeboard* 10,36 BS10,36 ✠LMC8,34	CL 10,36	1921 5mo	Furness S.B.Co.Ld Haverton Hill-on-Tees *Lloyd's*A&CP	Cia.Nav.Sota y Aznar	400·0|53·0|32·8 *F37'onShelter dk* FK *Collision* *CellDB*351'1170*tAPT*100*t*	Bilbao Spanish *Cem* *BHtoSh dk* 5 " " *U* "	T.3Cy.27",45"&75"-51" (*s* 180lb 569NHP 3SB,*9cf*,GS187,HS8491 FD Richardsons,Westgarth& Co.Ld.Hpl.	35 " 5 s 9 " 5¼ 26 " 2½	
69054 164265 MKKS	**Abosso** (P) TwinSc D.F. *3Dks&Shade dk* *OilEng* E.S.D. *Ref.Mchy.* *CruiserStern*	11330 7569 6743			1935	Cammell Laird&Co.Ld. Birkenhead	ElderDempster Lines,Ld.	460·8|65·2|31·5	Liverpool British *WB*	Oil Engines 2S.C.SA 16Cy.24 7/16"-45½" 1660NHP J.G.Kincaid&Co.Ld.Grk		C BT till ~~9,38~~ 8,39
69055 165246 GZJZ	**Aboyne** Wireless D.F. *1Dk&Shelter dk* E.S.D. *Platform dk in Nos.2&3 holds* *CruiserStern*	1020 832 386	✠100A1 Shl *q* *with freeboard* Dun 6,38 ~~10,37~~ ✠LMC[illegible]	OG	1937 2mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's*A&CP	Aberdn,Newcastle &HullStm.Co.Ld. (R.C.Cowper, *Mgr.*)	248·7|37·7|15·1 259·0(O.L.) B59' FK (*CellDBa&uE*77'*f*85'182*tFPT*29*tAPT*40*t*	Aberdeen British *4BHptCem* *Coll to Sh dk* 3 " *2nd*")	T3Cy.19",32½"&56"-42" (*s*) 220lb 264NHP 2SB,*6cf*,GS124,HS4282 J.G.Kincaid&Co.Ld.Grk.	16 " 6 s " 2 16 " 6	
69056 LDIK	**Abraham Lincoln** TwinSc *OilEng.* *ss*Osl.No.2-38 *1Dk(Stl)&Shelter dk(Stl)* D.F. *3rd dk(Stl) except in No.5 hold* *Ref.Mchy.*	5740 5214 3501	✠100A1 Osl *b*† *with freeboard* 3.38 ✠LMC CS4.38 DBS7,38 ~~10,36~~ 1,38 ✠Lloyd'sRMC1,38	CL 3,38	1929 4mo	Odense Staalskibsv Odense *Lloyd's*A&CP	A/SBonheur(F. Olsen&Co. *Mgrs.*)	435·9|56·2|27·7 P32'F41' FK (*Coll&AP* *CellDB*387'1349*t* *Tanks in way of tunnels* 185*tFPT*116*t*	Oslo Norwegian *7BH* *BH to Sh dk* 5 " *2nd*") *APT*128*t*	Oil Engines 4S.C.SA 16Cy.24 13/16"-43 5/16" 951NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	30 " 7 s4 " 0 26 " 8¾	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel / Total / Sous le Pont / Net	5–7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant expiré Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert.B.of Trade
69057 1300 IJAR	**Abruzzi** (exYomah,exBabalan) ssGen.4thNo.3-6,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	680 424 352	✠100A1 Pla *h* *For Coasting purposes in the Mediterranean & Black Sea* ~~2,38~~12,38 ~~BS1,38~~ LMC1,5… *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,98 *F.P. above* 150° F.	CL 2,38	1897 10mo	Rijkee&Co Rotterdam A&CP	AziendaGenerale ItalianaPetroli	194·9|25·8|10·4 P&B150'F20' FK	Genoa Italian 11*BHCem* *FPT*40*t*	T.3Cy.12½"20"&33¾"-21"(*s*) 175lb 65NHP 1SB,2*cf*,GS28,HS1115 Maatschappij deMaas.Rot.	11 ″ 0 s ″ 5½ 10 ″ 7½	
69058 OXAB	**Absalon** (exJosephMerryweather) ssOpn.No.3-7,27 ssAbg.No.1-31 1*Dk*(*Irn*)&*deepframing*	2144 1959 1353	✠ … Abg *s* 5,36 ✠		1898 9mo	W.Gray& Co.Ld. W Hartlepool	Dampsk.A/S 'Progress'(Marius Nielsen&Sön, *Mgrs.*) *Intermediate BH in forehold dispensed with*	290·3|42·1|19·2 P27'B69'F29' FK	Copnhagn Danish *Cem* 4 *BH only* *Cell D Ba&u E* 110'*f*120'607*t APT*54*t*	T.3Cy.21½",35"&58"-39" 220NHP 2SB,6*rf*,GS73,HS3445 Cen.Mar.Eng.Wrks.WHpl	21 ″ 9	V †
69059 OUEI	— Wireless 1*Dk*	457 301 149			1932	Orlogs- værftet Copenhagen	DenDanskeStat (Marine- ministeriet)	152·7|27·1|10·9	Copnhagn Danish	T.3Cy. Orlogsværftet,Cpn.		
69060 215986 KGDG	**Absaroka** *Fitted for oil fuel* 2*Dks*	5698 5056 3546			1918	Skinner& EddyCorp. Seattle.Wash	McCormickS.S.Co.	409·5|54·2|27·4 P43'B115'F47'	S.Frncisco Utd.States	T.3Cy.25",42"&72"-48" 359NHP SeattleMachineWorks		R
69061 83 IBBA	**Absirtea** ssTri.2ndNo.3-2,39 ~~ssTri.No.3-3,26~~ D.F. ~~ssTri.No.2-34~~ 1*Dk*(*ptIrn,ptStl*)	4170 3767 2492	✠100A1 Tri *x* 2,39 ~~3,38~~ MS3,38 ~~BS10,37~~ ✠LMC~~10,38~~ BS10,38 …4,39	CL 3,38	1913 10mo	Craig,Taylor&Co.Ld. Stockton *Lloyd's*A&CP	Soc.AnondiNav. G.L.Premuda *WB=Cell DBa*129'*uE&F*40'*f*150'1152*tFPT*	385·4|51·5|24·1 P52'B&F289' FK	Trieste Italian 6*BHCem* 98*tAPT*207*t*	T.3Cy26",42½"&69½"-45"(*s*) 1180lb 361NHP DB*made25refitted38-115lb* 2SB,6*cf*,GS130,HS5700 N.E.MarineEng.Co.Ld.Sld	26 ″ 6 s 2 ″ 11¾ 23 ″ 9	
69062 65 SUCL	**Abukir** (exKyleQueen-35, exIslandQueen-34) ssShl No 3-4,33 ssAlx.No.1-37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	689 500 355	✠100A1 Alx *i* ~~3,37~~10,38 … 4,39	CL ~~1,35~~ 4,39	1920 11mo	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd *Lloyd's*A&CP	PharaonicMail LineS.A.E.	173·5|28·1|12·9 P86'B15'F25' FK *CellDB*40'42*tFPT*	Alexndria Egyptian 4*BHCem* 47*tAPT*11*t*	T.3Cy.13½",22"&36"-30"(*s*) 180lb *100lb* 97NHP 1SB,3*cf*,GS58,HS1775 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	14 ″ 0 s ″ 7¼ 13 ″ 6¼	
69063 231673 WHES	**Acadia** (P) TwinSc E.S.D. *Fitted for oil fuel* D.F. GyC. 3*Dks CruiserStern*	6185 — 3020			1932	Nwprt Nws S.B.&D.D.Co Newport News	EasternS.S.Lines, Inc.	387·4|61·2|27·0	Boston Utd.States *WB*	2SteamTurbinesSRgeared to2Sc.Shafts NewportNewsSB&DD Co.		R
69064 133535 CGFS	— (P) Wireless GyC. 1*Dk&Shelterdk* E.S.D.	846 796 439	…		1913	Swan,Hunter&Wigham Richardson, Ld Newcastle	CanadianGovernment(Dept.of Marine)	170·0|33·7|19·1 FK	Ottawa British *WB*	T.3Cy.17",28"&46"-27" 177NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 0	
69065 154480	**Acadialite** *Fitted for oil fuel* *Mchy Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom and at deck* *CarryingPetroleum in bulk*	1919 1465 1085	✠ … Mdb 8,36 ✠		1930 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOilShippingCo.Ld.(H.J. Rahlves, *Mgr.*) *Middle line Bulkhead non-oiltight* *CellDBuE*24'68*tFPT*133*tAPT*48*t*	250·0|43·1|17·9 P62'F41' *Trunk*147' FK	Montreal British 11*BHptCem*	T.3Cy.17",28"&46"-36" 158NHP 1SB,4*cf*,HS2718 N.E.MarineEng.CoLdNwc	18 ″ 0 s1 ″ 1½ 16 ″ 2¼	
69066 133533 CYJP	**Acadian** (exGlenmavis) *Mchy.Aft* 1*Dk*	1686 1524 1055			1913	N.ofIre- landSB.CoLd Londonderry	CanadaSteamship Lines,Ld.	250·0|42·5|17·4 *WB*	Midland, Ont. British	T.3Cy.16",26"&44"-30" Richardsons, 96RHP Westgarth&Co.Ld.Mdb.		C
69067 132623 GQRD	**Acajutla** ssCrs.No.3-6,36 Wireless 1*Dk*(*Teak*)&2*nd dk*(*Stl*)	1170 962 654	✠100A1 Crs *n* 9,35 ~~1,38~~ ✠LMC MS12,35 BS~~10,37~~10,38 *Fitted for oil fuel* 3,20 *F.P. above* 150° F.	CL 1,38	1911 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's*A&CP	PacificStm.Nav. Co.Ld. *WB=CellDBa*40'*uE* 15'*f*94'160*t*	215·7|33·5|19·4 F27' FK	London British 4*BHCem* *APT*10*t*	T.3Cy.17",28"&46"-33"(*r*) 180lb 174NHP 2SB,6*cf*,GS107,HS3268 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 6 s 3 ″ 3¾ 18 ″ 7¼	
69068 LCBJ	**Acasta** (exWarMatron) ssSba.No.3-7,30 ssMob.No.2-37 1*Dk*(*Stl*)	~~5250~~ ~~4786~~ ~~3218~~ 6229 4775 3177	✠100A1 Mob *y* 11,37 ✠LMC BS9,37 MS11,37 *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 5,18 *F.P. above* 150° F.	CL 11,37	1918 6mo	SirJ.Laing &Sons,Ld Sunderland *Lloyd's*A&CP	A/S Mosvolds Rederi I(M.Mosvold,*Mgr.*) *Middle line Bulkhead not oil-tight* *CellDBa*121'*f*180'947*t FPT*123*t APT*195*t*	~~400·0~~|52·4|28·5 400·1 P49'B112'F39' FK	Farsund Norwegian 11*BHptCem*	T.3Cy.27",44"&73"-48"(*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 ″ 0 s 5 ″ 11¾ 25 ″ 3	
69069 163564 GYDF	**Acavus** *Mchy.Aft* OilEng. D.F. 1*Dk*,2*nd dk clear of cargo tanks* E.S.D. *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8010 7215 4752	✠100A1 [illegible] 11,35 ✠LMC CS11,38 DBS11,38 4,37 *CarryingPetroleum in bulk*	CL 2,38	1935 1mo	Workman Clark(1928) Ld. Belfast *Lloyd's*A&CP	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'158*t DTf*25'270*t FPT*135*t*	465·0|59·4|33·9 483·2(O.L.) P93'B46'F48' FK	London British 15*BH* *APT*83*t*	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 502NHP DB*180lb* Hwthrn,Leslie&CoLd.Nwc	34 ″ 0 s 6 ″ 8¾ 27 ″ 6¼	
69070 162667 MQDK	**Acclivity** ssLon.No.1-36 OilEng. *Mchy.Aft* 1*Dk*(*Stl*)	389 93 174	✠100A1 Goo *y* 3,38 DBS3,38 ✠LMC6,… (M)… *Carrying Petroleum in bulk*	OG ~~N6,36~~ 10,…	1931 12mo	G.Brown &Co. Greenock *Lloyd's*A&CP	F.T.Everard&Sons Ld. *CellDB*74'123*t DTa*5'46*t FPT*38*t*	164·0|24·6|8·6 P43'F20'*Trunk*101' FK	London British 9*BHptCem* *APT*16*t*	Oil Engines 2S.C.SA 5Cy.13 3/16"-15¾" 154NHP DB*180lb* Plenty-StillOilEngines Ld Newbury	10 ″ 6 s 7½ 10 ″ 0½	
69071 149595 GMQN	**Accra** (P) TwinSc ssLiv.No.2-34 OilEng. *Ref.Mchy.* 2*Dks*(*Stl*) *Weather dk*(*pt teak s*)3*rd dk*(*Stl*)*in holds* D.F. E.S.D. *CruiserStern*	9337 6816 5471	✠100A1 Liv *d*† *withfreeboard* 8,38 ~~7,37~~ DBS9,38 ✠LMC CS3,35 ~~DBS10,37~~ 12,36	CL ~~11,35~~ 8,38	1926 8mo	Harland& Wolff,Ld. Belfast *Lloyd's*A&CP	ElderDempster Lines,Ld. *CellDB*365'1226*t FPT*79*t*	450·8|62·3|31·3 P37'B267'F50 FK	Liverpool British 7*BHCem* *APT*195*t*	Oil Engines 4S.C.DA 12Cy.26¾"-55⅛" 1651NHP DB*100lb* Harland&Wolff,Ld.Bel.	34 ″ 6 s10 ″ 4 24 ″ 6¼	BT till ~~8,38~~ 1,39
69072 127863 GDMJ	**Accrington** (P) ssGms.2ndNo.3-11,35 D.F. 1*Dk*(*Stl-ws*)&*pt deepframing & lower dk inNos.*1&3*holds*	1678 1098 918	✠100A1 Gms *q* ~~1,38~~12,38 … 1,39	CL N1,38	1910 8mo	Earle'sCo. Ld. Hull *Lloyd's*A&CP	London&North- EasternRailway *WB=DBa*54'*uE*21'*f*111'295*t*	265·0|36·0|17·4 P41'B115'F32'BK9'	Grimsby British 5*BHCem* *APT*33*t*	T.3Cy.22",35"&60"-42" 180lb 309NHP 2SB,6*cf*,GS144,HS5540 Earle'sCo.Ld.Hull	18 ″ 6 s 1 ″ 6¾ 17 ″ 11¾	BT till 1.39
69073 164548 MKMG	**Accruity** OilEng. *Mchy.Aft* 1*Dk* *CruiserStern*	465 244 237	✠100A1 Yar *y* 1,3… ~~8,37~~	OG 10,…	1935 10mo	G.Brown &Co. Greenock *Lloyd's*A&CP	F.T.Everard&Sons Ld.	150·7|27·7|8·9 Q96'F19' FK *FPT*67*t*	London British 3*BHAsp* *APT*47*t*	Oil Engines 2S C.SA 5Cy.12¾"-15¾" 72RHP NewburyDieselCo.Ld. Newbury	9 ″ 11 s3 ″ 8 9 ″ 11	

No. in Book. / Official No. / Code Letters	Steamer's Name. Material, Rig, &c / Late Name if any. / Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. / Under deck. / Net.	Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	Date when tail shaft last seen.	Built. When	By Whom / Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. / Flag.	Engines.	Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	Registers in which classed, if not in L.R.
69074 218268 KJAV	**Ace** (*ex*LakeFrohna) *Ref.Mchy.* 1*Dk2trB*	2616 2243 1611			...		1919	American S.B.Co. Loraine,O.	Terminals& Transportation Corp.(Minnesota-AtlanticTransit Co.*Mgrs.*)	251·0|43·6|26·2 P25'B64'F23' FK	Duluth Utd. States *WB*	T.3Cy.20",33"&54"-40" 267NHP AmericanS.B.Co.Lorain,O.	28 " 2	R †
69075 DOCU	**Achaia** (*ex*Aquila-36, *ex*Deutschland) Sub.Sig. 2*Dks*	1778 1586 1033					1921	Nordd. Unionwerke A.G Tönning	AtlasLevante-LinieA.G.	283·2|39·8|17·8 P&B186'F31' len28	Bremen German *WB*	T.3Cy.20",31½"&49¼"-31½" 137NHP Waggon u. Maschb.A.G.Görlitz		G
69076 77 IBCA	**Achille** (*ex*LlanthonyAbbey) *ss*Sld.2ndNo.3-10,16 *Well deck* *ss*Nap.No.2-25 D.F. 1*Dk(Irn)&WebFrames*	2415 1848 1513	✠ 12,29	Msl	s		1890 12mo	Ropner&S. Stockton	M.Scuderi	299·3|39·1|18·6 290·0 P29'Q88'B116'F31' *CellDB* 238'454*t* BK10"	Catania Italian 5*BHCem*	T.3Cy.22" 36"&59"-39" NDB12 217NHP 2SB4*rf*,2*cf*,GS84,HS3250 Blair&Co.(Lim.)Stockton	21 " 10	I †
69077 407 IBIA	**Achille Lauro** (*ex*Canadian Explorer-33) *ss*Hfx.No.2-29 D.F. 2*Dks(Stl)*	5209 4773 3203	✠ ... 3,34	Hfx			1921 2mo	Halifax Shipyards,Ld Halifax,N.S.	A.Lauro	414·2|52·3|28·4 400·0 P49'B113'F39' FK *CellDB* 334'1027*t* *FPT*147*t*	Naples Italian 6*BHCem* *APT*133*t*	T.3Cy.27",44"&73"-48" 555NHP 3SB,9*cf*,GS224,HS8565 RobbE.WksLdAmherstNS	31 " 0	I †
69078 143640 GDBC	**Achilles** Ⓟ TwinSc *Ref.Mchy* D.F. 3*Dks*	11404 8184 7202					1920	Scotts'S.B.&Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	507·4|63·2|41·1 F69'	Liverpool British *WB*	2 DR Geared Steam Turbines Scotts'SB&EngCoLd.Grk.		BT till ~~[illegible]~~ 9.5[illegible]
69079 213174 WHCS	— TwinSc *Mchy.Aft* Sub.Sig. *Fitted for oil fuel* GyC. D.F. 1*Dk&Web frames* (*Self-Unloader*) *Longitudinal framing*	9660 — 6074			...		1915	Maryland SteelCo. Baltimore, Sparro'Pt.Md	AmericanS.S.Co. (Boland&Cornelius,*Mgrs.*)	514·0|65·2|36·5 P161'F55' FK	Baltimore Utd. States *WB*	T.6Cy.27½",46"&76"-48" 1283NHP MarylandStl.Co.Sparr.'Pt.	39 " 6	R †
69080 PCCI	— 2*Dks*	1815 1642 1129					1906	Nederl. Schps. Maats Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	286·9|40·2|18·8 P17'B127'F35'	Amstrdam Dutch *WB*	T.3Cy.20⅞",32⅝"&55"-35⅜" 180NHP NedFb.v.Wrk&Spoor,Ams		V
69081 DOIK	— Sub.Sig. Wireless 1*Dk*	998 797 591					1922	Atlas-WerkeA.G. Bremen	Dampfsch.Ges. "Neptun"	224·0|33·2|13·7 P15'Q65'B57'F29'	Bremen German *WB*	T3Cy.18$\frac{1}{10}$",29½"&48⅝"-29½" 129NHP Atlas-WerkeA.G.Bremen		G
69082 EAAB	**Achuri** (*ex*Rafael,*ex*Garton) 1*Dk&Web frames&pt Awng dk*	2613 2049 1761			...		1894	W.Gray& Co.Ld. W Hartlepool	JoséAgustinMutiozabal	306·0|43·0|18·3 P27'Q90' *ptAwng dk*189' FK	Bilbao Spanish *WB*	T.3Cy.23",36½"&62"-39" NDB12 239NHP Cen.Mar.Eng.Wrks.WHpl	20 " 10	
69083 214173 WSCF	**Acme** *ss*N.Yk.No.3-12,28 *ss*Bal.No.2-37 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6878 6395 4304	✠100A1 12,38 ~~[illegible]~~ ~~[illegible]~~ ✠LMC4,37 *Carrying Petroleum in bulk F.P. above 150°F.* *Fitted for oil fuel* 6,16	NYk BS12,38	b†	CL 3,37	1916 6mo	UnionIron WorksCo. S.Francisco A&CP	Socony-Vacuum OilCo.Inc. *CellDBuE&B64'* 197*t* *DTf*50'880*t*	435·0|56·0|32·0 P106'B50'F43 FK *FPT*97*t* *APT*74*t*	New York Utd. States 15*B HptAsp* (10 " *to Udk* 5 " " 2*nd* ")	T.3Cy.27",47"&76"-48" (*s*) 215lb 552NHP 3SB,9*cf*,HS9405 UnionIronWorksCo.S.Fo.	33 " 6 s 6 " 10½ 26 " 10½	
69084 HPGX	— (*ex*Amalienborg-37) *ss*Abg.No.3-4,31 *ss*Ham.No.2-39 ~~*ss*Abg.No.1-28~~ 1*Dk(Stl)*	2864 2581 1690	✠100A1 ~~[illegible]~~ [illegible],39 ✠LMC MS ~~[illegible]~~ 5,39	Ham BS4,37 [illegible]	u	OG 3,37	1919 5mo	Schpw.v. JanSmit,Czn. Alblasserdm. A&CP	HanseaticaAsch-purwis&Veltjens S.A.(Hansegesellschaft Aschpurwis& Veltjens,*Mgrs.*)	320·4|47·2|21·2 334·0(O.L.) P28'B186'F41 FK *CellDB*268' 847*t* *FPT*144*t*	Panama Pnamanian 5*BHCem* *APT*150*t*	T 3Cy.23",38"&62"-42" (*s*) 180lb *180lb* 282NHP 2SB,6*cf*,GS97,HS4520 Maats.deSchelde,Flushing	23 " 6 s 2 " 4½ 21 " 3	
69085 CBAB	**Aconcagua** Ⓟ *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	7237 5436 4451	✠100A1 *with freeboard* 2,39 ~~[illegible]~~ ✠LMC4,38 ✠Lloyd'sRMC ~~[illegible]~~ 5,39 [illegible] [illegible] hold & No. 3 [illegible] tween [illegible]k for temp 10° F., all other [illegible] chambers for temp. 32 [illegible]	Cpn Ham		CL 2,[illegible]	1938 4mo Lloyd	Nakskov Skibs.A/S Nakskov 's.A&CP	CompañiaSud Americana deVap. *CellDB*360'1373*t*	414·3|58·3|21·7 410·5(O.L.) 29·7 P45'F51' FK *DTsa*154*t* *FPT*42*t*	Valparaiso Chilian 7*BHto Wdk* *APT*125*t*	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$"-55⅛" 1027NHP Akt.Burmeistr&Wain,Cpn	33 " 9 ~~11 " 1~~ ~~[illegible]~~ s10 " 6 23 " 7½	
69086	**Acosta** *Mchy.Aft* *ss*Cco.No 2-36 1*Dk(Stl)&Web frames* *Longitudinal framing*	*2634* *1876* *1502*	✠100A1 1,39 BS1,39 ✠LMC6,36 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 3,28	Cco Mob	l	CL 1,39	1928 3mo Lloyd	Palmers' Co.Ld. Newcastle 'sA&CP	MeneGrandeOil Co.C.A. *CellDBuEx*	305·0|50·2|16·3 31[illegible] (O.L.) P69'B22'F33' FK *Trunk*181' *B*43'126*t* *FPT*194*t*	Maracaibo Venezuelan 11*BHptCem* *APT*76*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 227NHP 2SB,6*cf*,HS4009 MacColl&Pollock,Ld.Sld.	16 " 6 s 2 " 0½ 14 " 8	
69087 163438 MBRW	**Acrity** *ss*Yar No.1-38 *OilEng.* *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cruiser Stern*	403 261 200	✠100A1 6,38 ~~9,35~~ ~~✠LMC[illegible],34~~ ~~✠LMC(M)[illegible],36~~ ✠LMC6,38	Yar	f	OG ~~1,37~~ No,38	1934 2mo Lloyd	G.Brown &Co. Greenock 'sA&CP	F.T.Everard& Sons,Ld.	142·8|25·6|9·7 Q83'B9'F19' FK *FPT*	London British 3*BHAsp* 62*t* *APT*30*t*	Oil Engines 2S.C.SA 4Cy.12⅝"-15¾" 58RHP NewburyDieselCo.Ld. Newbury	10 " 3 s3 " 8 10 " 3	
69088 722 SVNQ	**Acropolis** Ⓟ (*ex*Colima-33, *ex*Polyanthus) *Fitted for oil fuel* Wireless 1*Dk*, 2*nd dk in Nos. 1&3holds*	*1393* *801* *819*			...		1917	Lobnitz& Co.Ld. Renfrew	Antoniou& Katramados, (N.D.Antoniou, *Mgr.*)	255·9|35·0|15·4 P&B166'F31' FK	Piræus Greek *WB*	T.4Cy.23",37"&(2)42"-30" 219NHP Lobnitz&Co.Ld.Renfrew	18 " [illegible]	
69089 PCCX	**Actinia** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	352 215 174					1937	NV Schpsf. v/hDeGroot &VanVliet Slikkerveer	F.A.Voigt&Co.	137·5|24·1|7·8 P39'Q46'F15'	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
69090 LCCB	**Activ** 1*Dk*	507 370 296					1903	Bergens Mek.Værks. Bergen	D/S A/S AlfLindös Rederi(AlfLindö, *Mgr.*)	166·2|26·2|12·6 Q42*t*B58*t*H18*t*F18*t*	Haugesnd Norwegian *WB*	T.3Cy.14",23½"&38"-27" 75NHP BergensMekVærksBergen		N
69091 162654 MQCX	**Activity** *ss*Lon.No.1-36 *Mchy.Aft* *OilEng.* *Well deck* 1*Dk(Stl)*	358 228 182	✠100A1 3,3[illegible] ~~1,37~~ ✠LMC11,3[illegible]	Lon Yar	e	OG ~~N1,35~~ 12,38	1931 10mo Lloyd	G.Brown &Co. Greenock 'sA&CP	F.T.Everard& Sons,Ld. *FPT*41*t*	135·2|24·6|9·1 F18'Q81'B9' FK *APT*22*t*	London British 3*BHCem*	Oil Engines 2S.C.SA 5Cy.13$\frac{3}{16}$"-15⅜" 153NHP Plenty-StillOilEngines,Ld Newbury	10 " 0 s 3 " 8 10 " 0	
69092 HPHQ	**Actor** TwinSc *Now "Languedoc," see No. 83923 in* *OilEng.* D.F. 1*Dk.2nd dk clear of cargotanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing-bracketless system*	9512 8[illegible] 5874	✠100A1 3,38 ✠LMC9,37 *Carrying Petroleum in bulk*	Fal	d†	CL	1937 9mo Lloyd	Akt.Burmeistr&Wain Copenhagen 'sA&CP	NeptuneShipping Ltda.S.A.(MosvoldShipping& Agency,*Mgrs.*) *CellDBuE*76'329*t*	479·8|65·4|33·2 501·1(O.L.) P101'B31'F44' FK *DTf*43'600*t* *FPT*97*t*	Panama Pnamanian 12*BHptCem* *APTs*175*t*	Oil Engines 2S.C.SA 14Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 943NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 " 4 s7 " 2½ 28 " 4¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total Sous le Pont Net	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. Navire. Mach. / Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Rof Trade.
69093 140541 GMCB	Actor ssHul.No.3-3,30 ssMch.No.1-34 2Dks(Stl)3rddk(Stl) in No.1hold	5548 5217 3467	✠100A1 Hul z 6,37 Fitted for ... F P. above 150° F.	CL 6,37	1917 D&W Hendersn&Co.Ld. 10mo Glasgow Lloyd 'sA&CP	CharenteS.S.CoLd (T.&J.Harrison, Mgrs.)	410·2|52·2|30·2 424·5(O.L.) P34'B139'F53' FK CellDB344'1117tDTa31'830tFPT64t	Liverpool British 7BHCem 1PT24t	T.3Cy.24½",42½"&72"-54" 215lb (s) 536NHP 2DB&1AuxSB.15cf,GS281, HS9263 D&W.Hendersn&CoLdGls	32″7 s6″2 26″7½	
69094 163314 MPDK	Actuality Mchy.Aft OilEng. ssLon.No.1-37 CruiserStern 1Dk(Stl) Cargo battens not fitted	311 224 149	✠100A1 Lon d 9,37	OG 2,36	1933 Fellows& Co.Ld. 2mo Gt.Yarmouth Lloyd 'sA&CP	F.T.Everard& Sons,Ld.	129·2|24·7|8·9 P37'F13' FK FP	London British 3BHCem T33tAPT9t	Oil Engines 2S.C.SA 4Cy.12⅝"-15¾" 114NHP NewburyDieselCo.Ld. Newbury	9″6 s″10¼ 8″9¼	
69095 163316 MKJM	Actuosity Mchy.Aft OilEng. ssLon.No.1-37 1Dk(Stl) Well dk	359 228 177	✠100A1 Yar e 12,37	OG ~~6,37~~ N4,39	1933 G.Brown& Co. 2mo Greenock Lloyd 'sA&CP	F.T.Everard& Sons.Ld.	135·3|24·6|9·1 Q81'B9'F18' FK FPT	London British 3BH 47tAPT31t	Oil Engines 2S.C.SA 4Cy.12 9/16"-15¾" 112NHP NewburyDieselCo.Ld. Newbury	10″0 s3″8 10″0	
69096 1?? IBEM	Ada (exCanadianConqueror-38) (P) ssMtl.No.3-4,33 Ref.Mchy. ssMtl.No.1-37 2Dks(Stl)	5248 4810 3154	✠100A1 Rot y ~~6,38~~ 2,39 Gen LMC BS~~3~~,4,38 MS1,38 ~~✠Lloyd's ... 10,37~~	CL 4,38	1920 Canadian Vickers,Ld. 10mo Montreal A&CP	I.N.C.S.A. (ImpreseNav. CommercialeSoc. Anon.)	412·5|52·3|28·5 400·4 P19'B120'F41' FK CellDB333'1025tFPT149t	Rome Italian 6BHptCem APT133t	T.3Cy.27",44"&73"-48" (s) 180lb 520NHP 3SB,9cf,GS198,HS7800 FD CanadianVickers,Ld.Mtl.	31″1 s5″11¼ 25″4½	
69097	— (exHeinrichPodeus-34, exWitteZee) 1Dk	2595 2276 1527			1921 N.V.Shps. v/hWd.A.van Duijvendijk Papendrecht	OttoBehnke	299·2|45·3|20·1 P24'B73'F25'	Panama Pnamanian WB	T.3Cy.22½",37"&62"-39" 240NHP NewWaterwayS.B.Co. Schiedam		G
69098 LCBK	— 1Dk	2456 2225 1486			1921 G.Brown &Co.Ld. Greenock	A/S D/SBratsberg (FinRögenæs, Mgr.)	290·2|44·0|20·8 P68tH114t	Haugesund Norwegian WB	T.3Cy.22",36"&59"-39" 217NHP McKie&Baxter,Glasgow		N
69099 677 ISPL	— WoodAuxBkn (exSailingVesselRicopino-38, OilEng exGaribaldinoIII,exEmiliaC, 1Dk2trB exVittoriosaItalia) (See Sailing Ship Register)	350 — 301			1917 F.Terrizzano ImperiaII	TeofiloDomenici	133·7|28·2|15·0	Viareggio Italian	Oil Engines Emade-fitted38		I
69100 604? SJHA	Ada Gorthon (exH.Uner, exVettern,exSigne) Sub.Sig. 1Dk	2405 2071 1354			1917 NV.Boele's Sch.Mschfbk. Bolnes	Rederi A/B Gefion (Joh.Gorthon, Mgr.)	292·0|44·0|19·9 P45'B86'F31'	Hlsngborg Swedish WB	T.3Cy.22",37"&60"-39" 225NHP Boele'sSch.&Mch.Bolnes		V
69100* 138? IBEA	Ada O. D.F.	5234 5013 3187			1919 Flli Orlando&Co. Leghorn	Navig.OderoSoc. Anon.	373·0|45·8|33·3	Genoa Italian WB	T.Cy.22⅝",36⅝"&60⅝"-39⅜" NE25 230NHP FlliOrlando&Co.Leghorn		I
69101 DHAC	Adalia Sub.Sig D.F. 2Dks&Shelter dk	3199 2775 1845			1921 Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Akt.Ges (Ham.-Amr.Linie)	337·6|48·2|20·9 B25'F43' 28·0	Hamburg German WB	T.3Cy.23⅝",38 9/16"&62"-61" 300NHP A.G."Neptun,"Rostock		G
69102 205239 KDVF	Adam E. Cornelius D.F. GyC. Mchy.Aft 1Dk	4900 — 3736			1908 Gt.Lakes Eng.Works St.Clair,Mch.	AmericanS.S.Co. (Boland&Cornelius, Mgrs.)	420·0|52·0|24·0	Buffalo Utd.States WB	T.3Cy.21",34½"&57"-42" 211NHP GreatLakesEng.Works		R
69103 86610 KFSM	Adam E. Cornelius, Jr. (exG.J.Grammer-37) Mchy.Aft D.F. GyC. 1Dk2trB	4471 — 3703			1902 Superior S.B.Co. W.Superior, Wis.	AmericanS.S.Co. (Boland&Cornelius, Mgrs.)	438·0|48·0|24·0 len05	Buffalo Utd.States WB	T.3Cy.20",33½"&55"-40" 191NHP SuperiorS.B.Co.		R
69104 704 SVQJ	Adamandios Georgandis (exPortvale, ssHul.No.3-10,27 exPortrushton, ssPir.No.2-36 exPortrush) 1Dk(Stl)	3443 3207 2158	✠100A1 Rot u 7,37 BS~~7,37~~ 11,38 ✠LMC6,36	CL ~~7,37~~ 5,39	1916 J.Blumer &Co. 11mo Sunderland Lloyd 'sA&CP Intermediate BH in after hold dispensed with CellDB308'918tFPT59t	GeorgandisBros.	348·5|48·7|23·3 P35'B106'F34' FK	Piræus Greek Cem 5BHonly 1PT132t	T.3Cy.24 3/16",40¼"&65"-42" 180lb (s) 318NHP NDB21refitted37-180lb 2SB,6cf,GS136,HS5024 J.Dickinson&Sons,Ld.Sld.	25″4 s4″4 21″5	
69105 923543 SVXA	Adamantios (exEastgate-37) ssCff.No.3-11,27 ssHul.No.2-36 1Dk(Stl)	4277 1034 2694	✠100A1 Mch y ~~11,37~~ 10,38 Rot 1,39	CL ~~11,37~~ 10,38	1915 W.Gray& Co.Ld. 11mo W Hartlepool Lloyd 'sA&CP	AdamasS.S.Co.Ld.	380·1|53·5|24·1 392·0(O.L.) P27'B230'F36' FK CellDB a128'uE&B45'f166'1270t	Piræus Greek 6BHCem	T.3Cy.25",41"&68"-48 (s) 180lb 100lb 380NHP 2SB,8cf,GS151,HS6284 Cen.Mar.Eng.Wrks.WHpl APT130t	26″8 s3″9½ 23″0½	
69106 84 SVMG	Adamantios J. Pithis (exBaronMinto) 2Dks	4537 4239 2897			1908 Napier& Miller,Ld. Glasgow	PithisBros.&Co.	385·2|51·2|26·4 P38'B111'F44'	Chios Greek WB	T.3Cy.25½",42"&68"-48" 320NHP Dunsmuir&Jackson,LdGls		C
69107 750 SVLJ	Adamas (exPromus-33) ssNpt.No.3-8,30 ssBkn.No.1-35 1Dk(Stl) Cargo battens not fitted in enclosed bridge	4144 3747 2470	✠100A1 Nwc x 12,37 MS5,35 LMC BS~~2,37~~ 1,38	CL 8,36	1918 Craig,Taylor&Co.Ld. 2mo Stockton Lloyd 'sA&CP	AdamasS.S.Co.Ld.	370·1|51·4|24·0 P52'B&F285' FK CellDB319'1134tFPT106t	Piræus Greek 6BHCem 1PT184t	T.3Cy.26",42½"&69½"-45" 180lb (r) 3?1NHP 2SB,6cf,GS130,HS5700 N.E.MarineEng.Co.Ld.Sld	26″6 s3″0¼ 23″9	
69108 1643 IBDA	Adamello D.F. 1Dk&Shelter dk	5785 5519 3661	...		1920 Nthmblnd S.B.Co.Ld. Newcastle	Soc.Anon. Cooperativa di Nav."Garibaldi"	413·4|52·9|33·0 399·9 FK F38 on Shelter dk	Genoa Italian WB	T.3Cy.27",45"&75"-51" 572NHP WllsndSlpwy&E Co.Ld. Newcastle	35″5	I †
69109 DOAY	Adana (P) (exAtto-36) Sub.Sig D.F. 2Dks	4205 3784 2597			1922 Vulcan-WerkeA.G Stettin	Deutsche Levante-LinieHamburg A.G.	360·7|51·0|26·0 P44'B109'F45'	Hamburg German WB	T.3Cy.22⅝",36⅝"&61⅝"-47¼" 260NHP Vulcan-WerkeA.G.Stettin		G
69110 TCAD	— IronBg (exEliane,exManon,exMagda, exStromboli,exBrunswick) 2Dks	1158 1011 720	...		1870 Laird Bros. Birkenhead	TürkiyeIsBankasi (Banque d'Affaires Turque)	258·2|29·7|20·0 len74	Istanbul Turkish	C.2Cy.30"&56"-36" NE&B83 158NHP LairdBros.Birkenhead	21″1	
69111 161549 MKMJ	Adaptity OilEng. Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	372 273 183	✠100A1 Yar 12,35 MC10,35 ✠LMC(M)12,38	OG 12,38	1935 Fellows& Co.Ld. 12mo Southdown, Gt.Yarmouth Lloyd 'sA&CP	F.T.Everard& Sons,Ld.	136·1|26·1|9·8 P37'F13' FK FPT33t	London British 3BHCem APT11t	Oil Engines 2S.C.SA 3Cy.12⅝"-15¾" 84NHP NewburyDieselCo.Ltd. Newbury	10″6 s1″2 9″4¾	
69112 146664 GJPR	Adda (P) TwinSc OilEng. D.F. E.S.D. ssLiv.No.3-5,35 Ref.Mchy. 2Dks(Stl)&Awngdk (Stl-ptteaks)	7816 6015 4668	✠100A1 Liv b† Awngdk withfreeboard 10,38~~6,37~~ DBS10,38 ✠LMC CS11,37 10,38	CL ~~4,35~~ ?,38 9,38	1922 Harland& Wolff.Ld. 11mo Greenock Lloyd 'sA&CP CellDB363'1160tDTa18'303t	ElderDempster Lines,Ld.	435·3|57·3|31·3 P34'B235'F50' on Awng dk FK FPT99tAPT118t	Liverpool British 8BHptCem (7 to Awn dk 1 ,, U ,,)	Oil Engines 4S.C.SA 16Cy.29½"-45¼" 1317NHP DB-100lb Harland&Wolff,Ld.Gls.	34″6 s9″9½ 24″11	BT till ~~6,38~~ ~~11,38~~ 9,39

No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	Regist'd Tonnage: Gross. / Under deck. / Net.	Particulars of Classification: Character. (✠ for Special Survey. Date of last Survey.)	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen	Built: When	Built: By Whom / Where	Owners.	Regist'd Dimensions, Deck Erections, &c.: Length. / Breadth. / Depth.	Port of Registry. / Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. / Freeboard amidships. / Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade cert.
69113 1969 IUQF	**Adda** (exTai-37,exRinin-35, exMolly-34,exBeharrlichkeit,exTrave, exSüd,exNorden) 1Dk	792 610 426					1905	Nylands Værksted Oslo	GestioneArmamentoPiroscafo "Adda"	204·6 | 30·1 | 15·3 191·9 Q56tB85tH11tF22t	Genoa Italian WB	T.3Cy.15½",25"&42"-30" 97NHP NylandsVærksted,Oslo		I
69114 3792 PJAV	**Adela** TwinSc ssCco.No.2-36 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	2696 1810 1224	✠100A1 2,39 BS7,37 ✠LMC6,35 6,36 Carrying Petroleum in bulk Fitted for oil fuel 6,28, F.P. above 150° F.	Cco	t	CL P9,36 s7,37 P2,39	1928 6mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	N.V.Curaçaosche Scheepv.Maats.	305·3 | 50·3 | 15·1 P86'F45' Trunk174' FK FPT	Willmstad Dutch 11BHptCem ptAsp 114tAPT86t	T.6Cy.13",22"&35"-24" (s) 180lb 234NHP 2SB,4cf, ,HS4042 FD Armstrong,Whitworth& Co.Ld.Nwc	15 0 s1 7 13 6¾	
69115 DRAS	**Adele Ohlrogge** (exHilde-38, exParis,exSaturn) Wireless Well deck Sub.Sig. 1Dk2trB	1371 931 851					1894	Flensburgr Schiffsb.Ges. Flensburg	KarlGross	231·6 | 33·4 | 13·8 Q71'B105'F25'	Brake German WB	T.3Cy.16",26"&43"-33" NB28 106NHP FlensburgerSchiffsb.Ges.		G
69116 DHAD	**Adele Traber** D.F. Cruiser Stern 1Dk	2575 2142 1426					1930	Flensburgr Schiffsb.Ges. Flensburg	W.Traber&Co.	281·7 | 46·1 | 21·9 P22'F25'	Hamburg German WB	T.3Cy.22",34⅝"&56$\frac{5}{16}$" 105NHP FlensburgerSchiffsb.Ges.		G
69117 924 SVYF	**Adelfoi Chandris** (exCokesit-38) ssNYk 2ndNo.3-1,38 ~~...~~ 2Dks Longitudinal framing	6176 — 4401	100A1 1,39 ~~1,38~~ ~~(Classification contemplated)~~ ~~...1,39~~	NYk Rot ... 1,38		CL 12,37	1919	GMStandiferCnst.Corp. Vancouver. Wash.	J.D.Chandris CellD	401·0 | 53·0 | 34·6 P34'F38' FK B344'1326tFPT85t	Piræus Greek 7BHCem APT147t	T.3Cy.24½",41½"&72"-48" 200lb (r) 515NHP 3SB,9cf,GS189,HS8112 FD Hooven,Owens,Rentschler Co.	34 6 s8 2¾ 26 6	
69118 121 SVGD	**Adelfotis** (exCapeSt.Columba-35, exCarlowCastle) ssLon No.3-12,29 ssRot.No.2-38 ~~ssBkn.No.1-35~~ 1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)inNo 1 hold Cargo battens not fitted in lower holds	5838 5605 3676	✠100A1 Shelter dk with freeboard 1,38 ~~2,35~~ ~~7,35~~ ✠LMC~~7,34~~ 7,38 5,37	Bkn Rot	y	CL 12,37	1917 2mo Lloyd's A&CP	Nthmblnd S.B.Co.Ld. Newcastle	~~CarrasBros.~~ M.J.Carras	400·0 | 53·0 | 32·8 F on Shelter dk39' FK CellDB351'1300t	Chios Greek 6BHCem APT110t	T.3Cy.26",45"&74"-48" (s) 180lb 465NHP 3SB,9cf,GS189,HS7908 Richardsons,Westgarth& Co.Ld.Sld	35 5 s9 5¼ 26 2½	
69119 162517 GBFV	**Adellen** OilEng. ssAms.No.1-34 D.F. GyC. 2Dks(Stl)&Web frames Mchy Aft Longitudinal framing	7984 7426 4735	✠100A1 ~~2,35~~ ~~1,38~~ 10,38 ✠LMC ~~BS1,36~~ ~~BS1~~ ,37 Carrying Petroleum in bulk	Ams ~~Phl~~	c†	CL ~~N4,37~~ 10,38	1930 12mo Lloyd's A&CP	Blythsw'd S.B.Co.Ld. Glasgow	AdellenShipping Co.Ld. CellDBuF13'182tDTf36'439t	459·7 | 60·0 | 34·5 P94'B30'F38' FK FPT294tAPT65t	London British 17BHptCem (10 to U dk 7 ,, 2nd,,)	Oil Engines 4S.C.SA 8Cy.29$\frac{1}{8}$"-59$\frac{1}{16}$" 653NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	34 5 s6 10¼ 27 10½	
69120 159560 VLGJ	**Adelong** Cargo battens not fitted E.S.D. 1Dk Mchy.Aft Cruiser Stern	3577 3033 1878	✠100A1 ~~1,36~~ ~~4,37~~ 9,38 ~~...~~ ✠LMC7,36 9,38	Mel Syd		OG 1,37	1936 7mo Lloyd's A&CP	Harland& Wolff,Ld. Glasgow	Huddart,Parker, Ld. CellDBuE42'f194'793tD	345·0 | 48·2 | 23·8 359·3(O.L.) P129'B16'F39' FK Tf38' 465t FPT73t	Melbourne British 7BHCem APT147t	T.3Cy.22½",38"&64"-45" 220lb (s) 399NHP 2WTB(Spt),HS5578 FD J.G.Kincaid&Co.Ld.Grk.	27 0 s4 5½ 22 8¾	
69121 FNLA	**Aden** TwinSc 2Dks(Stl)&Shelter dk(Stl-ws) D.F.	8033 7633 5066	✠ 3,18 ✠	Yka	c†		1918 3mo	AsanoS.B. Co.Ld. Tsurumi	ChargeursRéunis Cell	445·0 | 58·0 | 40·0 FK DB389'1347t FPT	Dunkirk French 7BHCem 84tAPT32t	T.6Cy.22",36½"&61"-48" 708NHP 4SB,12cf,GS232,HS9835 FD IshikawajimaS.B.&E.Co. Ld.Tokyo	40 1	V †
69122 25467 JADD	**Aden Maru** ssKob.No.3-3,32 ssYka.No.1-37 2Dks(Stl)&Awng dk(Stl)	5824 5586 4195	✠100A1 Awng dk with freeboard 4,38 ~~2,38~~ ✠LMC~~...~~ Fitted for oil fuel 5,23 F.P. above 150° F.	Kob	y	OG 2,38	1919 7mo A&CP	Kawasaki Dkyd.Co.Ld Kobe	~~YamashitaKisen~~ K.K. Oi Shoji Gom.iKaisya CellDB334 1118t	385·0 | 51·0 | 36·0 FK Collision FPT126tAPT93t	Kobe Japanese Cem BHto A dk 5 ,, ,, U,,	T.3Cy.26",43½"&72"-48" (s) 200lb 437NHP 2SB(Spt),&1AuxSB.8cf, GS154,HS5136 FD KawasakiDkydCoLdKobe	36 0 s8 1¾ 27 1	
69123 2189 IJDG	**Adige** (exAdriana-38) 1Dk	1006 906 609					1906	Flensburgr Schiffsb.Ges. Flensburg	PaoloFerraro	236·5 | 33·4 | 15·2 226·7 P&B140'F30'	Genoa Italian WB	T.3Cy.16",26¾"&44"-33" 111NHP FlensburgerSchiffsb.Ges.		(G)
69124 5859 PCDO	**Adinda** OilEng. D.F. CruiserStern 1Dk Longitudinal framing at bottom,in centre tank&in trunk Mchy.Aft	~~3500~~ 3359 2350 1789	✠100A1 1,39 ~~Class Contemplated~~ Carrying Petroleum in bulk ✠LMC1,39	Mfl	u	CL	~~19..~~ 1939 1mo Lloyd's A&CP	Cantieri RiunitiDell'Adriatico Monfalcone	Nederl.-Indische Tankstoomboot Maats. CellDBuE63 123t	352·0 | 46·6 | 20·0 347·7(O.L.) P93'F58' FK Trunk 36 DTf27 35tFPT86t	TheHague Dutch 12BHptCem ptAsp APT63t	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"-43$\frac{5}{16}$" 223NHP DB-180lb WerkspoorN.V.Ams.	20 0 s1 7½ 18 6¾	
69125 UOVL	**Adjaristan** (P) TwinSc (exAdjaria) OilEng. Ref.Mchy. 2Dks Sub.Sig. Cruiser Stern	4727 3101 2583					1927	BalticS.B. &E.Works Leningrad	U.S.S.R.	353·5 | 51·0 | 25·3 B&F268'	Odessa Russian WB	Oil Engines 2S.C.SA 12Cy.25$\frac{9}{16}$"-33⅞" 1372NHP Russian DieselWorks,Len.		
69126 145582 GFJW	**Adjutant** (exMyrtlepark) ssLon.No.3-7,35 2Dks(Stl)	1931 1740 1186	✠100A1 ~~5,34~~ ~~10,37~~ 11,38 — ✠LMC7,35 5,38	Shl	r	CL ~~7,35~~ 5,38	1922 6mo Lloyd's A&CP	Grangm'th Dkyd.Co.Ld Gr'ngemouth	GeneralStm.Nav. Co.Ld. CellDBa63'u E28	280·3 | 41·9 | 18·9 P21'B68'F29' FK f124'649t FPT44t	London British 4BHCem APT42t	T.3Cy.21",35"&57"-36" (s) 180lb 100lb 227NHP 2SB,6cf,GS113,HS3712 D.Rowan&Co.Ld. Glasgow	20 9 s2 8¾ 18 3	
69127	**Adler** (P) Wireless D.F. E.S.D. 1Dk Ref.Mchy. CruiserStern	1300					1938	Lübecker Maschb.Ges. Lübeck	ArgoReederei RichardAdler&Co.	243·5 | 39·4 | 12·2 P48'B&F189'F30'	Bremen German WB	C 4Cy.(2)17$\frac{11}{16}$"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$"&LPturbine withDR gearing & hydraulic coupling HS2799 240NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		
69128 DOIF	— Now "Aar," see No. 87025 in Supplement Sub.Sig. Wireless D.F. 2Dks	1170 1002 647					1900	Bremer Vulkan, Vegesack	ArgoReederei Richard Adler&Co.	235·5 | 31·1 | 19·0 P31'B114'F25'	Bremen German WB	T3Cy18⅞",30$\frac{11}{16}$"&49$\frac{3}{16}$"-31½" 136NHP Bremer Vulkan,Vegesack		G
69129 UOJV	— IronTwinSc (exPeter) 1Dk	338 286 214					1883	Stabilmnto Tecnico Trieste	U.S.S.R.	176·0 | 27·1 | 7·4	Rostovo/D Russian	C.4Cy.11⅛"&23½"-18" NB04 39NHP StabilimentoTecnico,Tri.		
69130 OQCA	**Administrateur Général Arnold** Wireless 1Dk Mchy.Aft	659 503 361					1927	Jos.Boel& Zonen Temsche	BelgianGovernment(Ministère desColonies)	180·3 | 29·5 | 15·1	Boma Belgian WB	T.3Cy.14½",22⅝"&37⅝"-23⅝" 68NHP Anc.Etablis Van de Kerckove,Ghent		
69131 DJRY	**Admiral** OilEng. 1Dk	415 224 171	✠100A1 with freeboard 4,37 ✠LMC5,37 For coasting service, Baltic, North Sea & United Kingdom Ports	Ham	g	OG	1937 5mo Lloyd's A&CP	Schiffsw. MemelLindenau&Cie, Memel	GermanNavy	151·4 | 25·1 | 10·9 B64'F44' KF DBf11'10t	Hamburg German 6BHptCem DTsa13'15t	Oil Engines 2S.C.SA 6Cy.14$\frac{3}{16}$"-18⅛" 212NHP SulzerBros,Ld.Winterthur	11 10 s2 8½ 9 5½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où cote. si ce n'est dans le L. R. Durée Cert. B. of Trade.
69132 220246 KUZG	**Admiral Chase** (*ex*Sutransco) *ss*S.Fo.No.3-9,32 1*Dk*(*Stl*)2*trB in fore& after holds& Web frames*	3285 3005 1997	✠100A1 10,35 ✠LMC MS?,33 BS?,36 *Fitted for oil fuel* 8,20	SFo	*v*	CL N1,34 *F.P. above* 150° F.	1920 8mo	Submarine BoatCorp. Newark,N.J. CP	PacificS.S.Lines, Ld.(~~AdmiralLine~~) *CellDB*251'827*t*	324·0 P30'B90'F35' FK *DTf* 20' 394*t FPT*	46·2	25·0	S.Frncisco Utd.States 6*BHptCem* 111*tAPT*69*t*	1DRGearedSteamTurbine 200lb (*s*) 386NHP 2WaterTubeBoilers FD HS5800 WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	
69133 220403 KDBS	**Admiral Cole** (*ex*Surailco) *ss*S.Fo.No.3-11,32 *ss*S.Fo.No.1-37 1*Dk*(*Stl*)2*trB in fore& after holds& Web frames*	3285 3005 1997	✠100A1 5,37 ✠LMC5,[illegible] *Fitted for oil fuel* 9,20	SFo		CL 8,34 *F.P. above* 150° F	1920 9mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. *CellDB*251'827*t*	324·0 P30'B90'F35' FK *DTf*20' 394*t FPT*	46·2	25·0	S.Frncisco Utd.States 6*BHptCem* 111*tAPT*69*t*	1DRGearedSteamTurbine 200lb (*s*) 386NHP 2WaterTubeBoilers(Spt) HS5800 FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	
69134 220531 KDDI	**Admiral Day** (*ex*Sutermco) *ss*S.Fo.No.3-2,32 1*Dk*(*Stl*)2*trB in fore& after holds& Web frames* *Fitted for oil fuel*	3285 3005 1997	✠ ... 2,35 ✠	SFo	*v*		1920 8mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. *CellDB*251'827*tD*	324·0 P30'B90'F35' FK *Tf*20'394*tFPT*111*t*	46·2	25·0	S.Frncisco Utd.States 6*BHptCem* *APT*69*t*	1DRGearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	R †
69135 220560 KDDP	**Admiral Gove** (*ex*Surico) *ss*S.Fo.No.3-7,32 1*Dk*(*Stl*)2*trB in fore& after holds& Web frames* *Fitted for oil fuel*	3513 3005 2208	✠ ... 2,35 ✠	SFo	*v*		1920 9mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. *CellDB*251'827*t*	324·0 P30'B90'F35' FK *DTf* 20' 394*t FPT*	46·2	25·0	Seattle, Wash. Utd.States 6*BHptCem* 111*tAPT*69*t*	1DRGearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	R †
69136 220862 KDLE	**Admiral Halstead** *ss*SFo.No.1-37 (*ex*Suwordenco) *ss*S.Fo.No.3-2,33 1*Dk*(*Stl*)2*trBinfore&after holds&Webframes* D.F.	3289 3005 2007	✠100A1 3,35 ~~3,36~~ ✠LMC BS~~3,36~~4,37 ✠MS6,37 *Fitted for oil fuel* 1,21	SFo	*v*	CL ~~3,36~~ 7,38 *F.P. above* 150° F.	1921 1mo	Submarine BoatCorp. Newark,N.J. CP	PacificLighterage Corp. *CellDB*251'827*tD*	324·0 P30'B90'F35' FK *Tf*20'394*t FPT*116*t*	46·2	25·0	S.Frncisco Utd.States 6*BHptCem* *APT*69*t*	DRGeared Steam Turbine 200lb (*s*) 386NHP 2 WaterTubeBoilers(Spt) HS5800 FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	
69137 221024 KDNX	**Admiral Laws** (*ex*Sunugentco) *ss*Sea.No.3-6,33 1*Dk*(*Stl*)2*trB in fore& after holds& Web frames* *Fitted for oil fuel*	3268 3005 2007	✠ ... 2,35 ✠	LAn	*v*		1921 3mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. *Cell DB*251'827*tD*	324·0 P30'B90 F35' FK *Tf*20'394*tFPT*111*t*	46·2	25·0	Seattle, Wash. Utd.States 6*BHptCem* *APT*69*t*	1DRGearedSteamTurbine HS5800 386NHP 2 Water Tube Boilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	R †
69138 220635 KDFK	**Admiral Nulton** (*ex*Suscolanco) *ss*S.Fo.No.3-10,33 1*Dk*(*Stl*)2*tr Bin fore& afterholds& Webframes* D.F.	3267 3005 2011	✠100A1 6,37 [illegible] *Fitted for oil fuel*10,20	SFo	*v*	CL 3,35 *F.P. above* 150°F.	1920 10mo	Submarine BoatCorp. Newark,N.J. CP	PortlandCalifornia S.S.Co. *CellDB*251'827*tD*	324·0 P30'B90'F35' FK *Tf*20'394*tFPT*111*t*	46·2	25·0	S.Frncisco Utd.States 6*BHptCem* *APT*69*t*	1D RGearedSteamTurbine 200lb (*s*) 386NHP 2WaterTubeBoilers(Spt) HS5800 FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	
69139 117116 WGCH	**Admiral Rogers** Ⓟ (*ex*Spokane) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks&Hur.dk*	2277 — 1350					1902	UnionIron Works S.Francisco	~~PacificS.S.Lines—Ld.(AdmiralLine)~~	270·1 *WB*	40·1	17·3	Seattle, Wash. Utd.States	T.3Cy.23½",40"&66"-42" 284NHP UnionIronWorks,S.Frisco		
69140 203123 WGCJ	**Admiral Sebree** (*ex*Ogdensburg) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	2446 — 1866					1906	American S.B.Co. Cleveland,O.	~~PacificS.S.Lines—Ld.(AdmiralLine)~~	242·0 F40'	43·0	26·5	S.Frncisco Utd.States	Q.4Cy.17½",25½",37"&54"-36" 175NHP AmericanS.B.Co.Clevelnd		
69141 220627 KDFI	**Admiral Senn** (*ex*Sulanierco) *ss*S.Fo.No.3-4,33 1*Dk*(*Stl*)2*trB in fore& after holds &Webframes* *Fitted for oil fuel*	3260 — 1996	✠ ... 2,35 ✠	SFo	*v*		1920 10mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. *CellDB*251'82	324·0 P30'B90'F35' FK 7*tDTf*20'394*tFPT*	46·2	25·0	Seattle, Wash. Utd.States 6*BHptCem* 111*tAPT*69*t*	1DRGearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	R †
69142 220693 KDHA	**Admiral Wiley** (*ex*Surichco) *ss*S.Fo.No.3-2,33 1*Dk*(*Stl*)2*trB in fore& after holds& Web frames*	3514 3005 2183	✠100A1 8,36 [illegible] *Fitted for oil fuel*10,20	LAn	*v*	CL 8,36 *F.P. above* 150° F.	1920 10mo	Submarine BoatCorp. Newark,N.J. CP	PacificS.S.Lines Ld.(~~AdmiralLine~~) *CellDB*251'827*t*	324·0 P30'B90'F35' FK *DTf* 20' 394*t FPT*	46·2	25·0	S.Frncisco Utd.States 6*BHptCem* 111*tAPT*69*t*	1DRGearedSteamTurbine 200lb HS5800 (*s*) 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	
69143 220888 KDLS	**Admiral Wood** (*ex*Sugillenco) *ss*S.Fo.No.3-5,33 1*Dk*(*Stl*)2*tr B in fore & after holds& Web frames* *Fitted for oil fuel*	3235 3005 1997	✠ ... 2,35 ✠	SFo			1920 12mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. *CellDB*251'827*tD*	324·0 P30'B90'F35' FK *Tf*20'394*tFPT*111*t*	46·2	25·0	S.Frncisco Utd.States 6*BHptCem* *APT*69*t*	1DRGearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	R †
69144 220402 KJZT	**Admiral Y. S. Williams** (*ex*Sunewco-34) *Fitted for oil fuel* *ss*N.Yk.No.1-26 1*Dk*(*Stl*)2*trB in fore& after holds& Webframes*	3252 3005 2000	✠ [illegible] [illegible] ✠	Sea	*v*		1920 9mo	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co. *CellDB*251'82	324·0 P30'B90'F35' FK 7*tDTf*20'394*tFPT*	46·2	25·0	S.Frncisco Utd.States 6*BHptCem* 111*tAPT*69*t*	1DRGearedSteam Turbine HS5800 386NHP 2 Water Tube Boilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	R †
69145 Broken up TCAE	**Adnan** (*ex*Elettrico) 2*Dks& Awng dk*	1387 1227 708			...		1887	A.Stephen &Sons Glasgow	Heirs ofJ.Summa	259·8	33·0	14·9 22·8	Istanbul Turkish	T.3Cy.30",48"&77"-48" NB98 411NHP A.Stephen&Sons,Glasgow	23"10	
69146 DHAG	**Adolf Leonhardt** (*ex*Theben) 2*Dks*	2989 2679 1757					1921	Nordsee-werke Emden	Leonhardt& Blumberg	339·9 F36'	47·9	20·9	Hamburg German *WB*	T.3Cy.$20\frac{7}{10}$",33½"&$52\frac{3}{5}$"-$35\frac{2}{5}$" 165NHP Gebr.Sachsenberg,Rosslau		G
69147 DHAJ	**Adolph Kirsten** *CruiserStern* *Ref.Mchy.* 1*Dk*	995 843 543					1927	Lübecker Masch.Ges Lübeck	(A.Kirsten, *Mgr.*)	228·2 P181'F31'	34·6	13·3	Hamburg German *WB*	T.3Cy.18½",29½"&47¼"-31½" 125NHP LübeckerMschGes.Lübeck		G
69148 DHAK	**Adolph Woermann** Ⓟ D.F. *Fitted for oil fuel* Sub.Sig. 2*Dks& Shelter dk*	8577 5867 4944					1922	Blohm& Voss Hamburg	WoermannLinie A.G.	433·5	58·2	37·4	Hamburg German *WB*	4 Steam Turbines SR geared to 1 Sc.Shaft Blohm&Voss,Hamburg		G
69149 TUTU	**Adolphe Le Prince** TwinSc 1*Dk*	343 — 101					1926	Atel.&Ch. delaLoire Nantes	Cie.Normande de Nav.àVap.	164·4 F20'	23·5	12·0	Havre French	T.6Cy.9½",15⅝"&$25\frac{3}{16}$"-$14\frac{3}{16}$" 48NHP Atel.&Ch.delaLoire,Nts.		V

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys. No. of Decks, &c.	3 Material, Rig, &c.	4 Register Tonnage. Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Lloyd's Reg. of Yachts.
69150 ONCC	**Adolphe Urban** (*ex*Nordby) *ss*Lon.No.1-16 Wireless	1*Dk*(*Stl*)	537 — 244	✠ 4,22	Hul	*g*		1913 1mo	Hall,Russell&Co.Ld Aberdeen	Armement L.Hermans, Soc.Anon.	155·6 / 36·1 / 12·3 Q94'F19' BK7' *WB*=*FPT*20*t*			Bruges Belgian	T.3Cy.13″,18″&31″–21″ 64NHP 4*BHCem* *APT*25*t* 1SB,2*pf*,GS37,HS1210 Earle'sCo.Ld.Hull	13 ″ 0	G †
69151 ONDC	**Adour** (*ex*OttoWoermann,*ex*Borkum)	1*Dk*	*1105*<*926* *658*					1898	Akt.Ges. "Neptun" Rostock	CieNationaleBelge deTransports Maritimes(Armement Deppe,*Mgrs*)	233·6 / 35·1 / 14·2 Q70'B60'F27'			Antwerp Belgian	*WB* T.3Cy.16½″,25⅝″&41½″–28″ 92NHP A.G."Neptun,"Rostock		V
69152 147201 GBZN	**Adrastus** Ⓟ D.F.	2*Dks*	7905 6540 4948					1923	Scott'sS.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs*.)	459·5 / 58·1 / 32·5 P53'B164'F57'			Liverpool British	*WB* 2 SR Geared Steam Turbines Scott'sS.B.&E.Co.Ld.Grk.		
69153 DIAM	**Adria** ~~Ham.No.3-1,39~~ *Oil Eng* ~~*ss*Ham.No.2-38~~ *Mchy.Aft* D.F. E.S.D. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*		6358 5783 ~~7,278,39~~ 3637	✠100A1 Ham ~~C C S 3,39~~ DBS3,39 3,39 *Carrying Petroleum in bulk*		CL ~~1,37~~ 3,39		1927 7mo	Akt.Ges. "Weser" Bremen	JohnT.Essberger *Lloyd's A&CP*	412·8 / 54·1 / 32·9 130·9(O.L.) P123'B28'F41' FK *Cell D Ba E*64'			Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$″–55½″ 438NHP 2WaterTubeDB *200tb* A.G."Weser,"Bremen 142*t DTf* 25' 164*t FPT* 171*t APT* 151*t*	32 ″ 9	
69154 222 IBGA	— Ⓟ (*ex*Pilsna-36,*ex*Adria-35, *ex*FerenczFerdinánd) *ss*Tri.No.3-5,27 D.F. *ss*Tri.No 2-36 *Ref.Mchy.* 2*Dks*(*Stl-U*-ws)		3809 2473 ~~1,88~~ 1,38 2164	✠100A1 Tri 3,39 BS2,38 LMC4,35 Lloyd'sRMC1,37 *Fitted for oil fuel* 3,31		*v*	*F.P. above*	1914 5mo	ClydeS.B. &E.Co.Ld. PortGlasgow	LloydTriestino Soc.Anon.diNav. *Lloyd's A&CP*	347·4 / 46·4 / 22·8 335·0 P&B234'F40' FK *Cell D Ba* 10″*n E&S* 59′ *f* 128′5			Trieste Italian 6*BHCem* 70*t APT* 16(	Q.4Cy.22½″,32″,47″&68″–48″ (*r*) 497NHP 225lb 4SB,12*cf*.GS212,HS7128 FD ClydeS.B.&E.Co.Ld.P.Gl	25 ″ 0 s 3 ″ 1½ 22 ″ 2½	
69155 HPHG	— (*ex*Cottonwood-37) *Mchy.Aft* 1*Dk*		2450 — 1485					1918	Gt.Lakes Eng.Works Ecorse,Mich.	Soc.AnonMaritime et Commerciale (~~B.Burger, *Mgr*.~~)	253·4 / 43·7 / 24·5			Panama Pnamanian *WB*	T.3Cy.21″,34½″&57″–42″ 211NHP Gt.LakesEng.Works,Det.		
69156 DJOT	**Adrian** *Oil Eng.* *Cruiser Stern* 1*Dk*		1279 973 684					1935	Nordseewerke G.m.b.H. Emden	E.KomrowskiReed	231·3 / 36·1 / 13·8 B46'Q84'F23'			Hamburg German *WB*	Oil Engines 4S.C.SA 8Cy.16½″–26⅜″ 222NHP Fr.KruppGermaniawftAG		G
69157 212089 KJAX	**Adrian Iselin** *Mchy.Aft* 1*Dk*		2040 — 1229					1914	American S B Co. Detroit	Geo.HallCorporation	244·0 / 43·0 / 20·5			Ogdensburg,N.Y. Utd.States *WB*	T.3Cy.18″,29″&48″–40″ 146NHP AmericanS B.Co.Detroit		R
69158 1232 IBHA	**Adriana** TwinSc *ss*Gen.No.3-5,35 *Mchy.Aft* *Oil Eng.* D.F. 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*		4346 4013 ~~3,38~~ 2,39 2473	✠100A1 Gen *Tubular Vessel* ✠LMC CS6,35 8,37		*x*	CL 2,38	1923 3mo	Cant.Fedl. perCostruzioneNavali PietraLigure A&CP	Soc.Esercizio Armamento *Cell D*	340·4 / 51·1 / 31·3 353·6(O.L.) P89'F36' FK B273'988*t FPT*355*t*			Genoa Italian 6*BHCem* 4*PT*128*t*	Oil Engines 2S.C.SA 8Cy.21¼″–29$\frac{15}{16}$″ 632NHP AnsaldoSanGiorgio,Turin	35 ″ 6 s 11 ″ 4½ 24 ″ 3½	
69159 204726 WNTU	**Adriatic** *Mchy.Aft* GyC. 1*Dk*		4658 — 3391					1907	American S.B.Co. Lorain,O.	InterlakeS.S. Co.(Pickands, Mather&Co *Mgrs*.)	120·0 / 52·0 / 28·0 H75'F46' *WB*			Wilmgton (Del.) Utd.States	T.3Cy.22″,35″&58″–42″ 218NHP AmericanSB.Co.Cleveland		R
69160 51 IAGT	**Adriatico** Ⓟ TwinSc *Oil Eng.* 2*Dks* *Cruiser Stern*		1976 1597 1070					1931	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica"Soc. Anon.diNav.	267·3 / 40·2 / 22·6 F34' *WB*			Bari Italian	Oil Engines 2S.C SA 12Cy.17½″–29⅜″ 654NHP SocAn"Fiat"S.G.M.Turin		I
69161 442 IBAS	**Adua** Ⓟ (*ex*Premier-35,*ex*Tasso) *ss*Dnz.No.2-31 *Ref.Mchy.* 1*Dk&Awng dk*(*Stl*-ws) *Platform dk in No.1hold&* *2nd dk*(*Stl*)*in No.3hold* *Cruiser Stern*		3564 — 2138	✠ —— Lon 1,36		*u*		1922 8mo	Ramage& Ferguson,Ld Leith	LloydTriestino Soc.Anon.diNav. *Cell D B* 280′604*t*	344·4 / 42·8 / 28·2 333·2 F35′ *on Awng dk* FK *FPT*50*t APT*9*t*			Naples Italian *Cem* 7*BHto Awning dk*	T.3Cy.21¼″,36″&63″–42″ 425NHP 2SB,8*cf*,GS159,HS6302 Ramage&Ferguson,Ld.Lth.	30 ″ 6	I †
69162 165435 GZLC	**Adula** D.F. E.S.D. *Oil Eng.* 1*Dk* 2*nd dk clear of cargo tanks* *Longitudinal framing at bottom& at deck* *Mchy.Aft* *Cruiser Stern*		8040 7201 ~~3,38 12,37~~ 4,39 4758	✠100A1 Cit ~~115gSn~~ ✠LMC4,37 *Carrying Petroleum in bulk*		CL		1937 3mo	Blythsw'd S.B.Co.Ld. Glasgow	Anglo-Saxon PetroleumCo.Ld. *Lloyd's A&CP* *Cell D Bu E*69′164*t DT f*25′292*t FPT*140*t*	465·0 / 59·2 / 33·8 482·5(O.L.) P90'B41'F66' FK *APT*89*t*			London British 15*BH* DB*180tb*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″–55½″ 503NHP J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 7½ 27 ″ 7	
69163 OHZJ	**Advance** (*ex*Benito-36,*ex*Binab-35, *ex*CapLaHève,*ex*Serbier, *ex*LakeHuron) 1*Dk*		1839 1666 1042	...				1917	Chicago S.B.Co. Chicago	RederiA/B Advance(Algot Johansson)	260·7 / 43·8 / 17·7 P25'B64'F26' FK			Mariehmn Finnish *WB*	T.3Cy.20″,33″&54″–40″ 272NHP AmericanSBCoClevelnd,O	20 ″ 4	N †
69164 LJQP	— (*ex*Groveburn-37,Ulmus-37, *ex*Groveburn-34,*ex*Hekla) 1*Dk*		949 685 576					1921	Pusnæs Stöberi&M.V Arendal	LarsFredriksen	210·9 / 33·3 / 13·7 Q77'B50'F29'			Oslo Norwegian *WB*	T.3Cy.15″,25″&40″–30″ 88NHP PusnæsStöberi&Mek.Vrks		N
69165 771 SVHD	**Aeas** (*ex*MountPentelikon-34,*ex* GambiaRiver-33) 1*Dk*		4729 4375 2988					1915	Irvine'sS.B. &D.D.Co Ld. W Hartlepool	PaterasBros.	385·1 / 52·0 / 27·0 P36'B126'F58'			Piræus Greek *WB*	T.3Cy.25″,40″&68″–48″ 320NHP Richardsons, Westgarth&Co Ld Hpl		C
69166 198 SVIP	**Aegeon** (*ex*Knockfierna-35) 1*Dk*		5285 4816 3208					1919	Napier& Miller,Ld. Glasgow	AegeonS.S.Co.Ld.	400·1 / 52·3 / 28·5 P49'B112'F39'			Argostoli Greek *WB*	T.3Cy.27″,44″&73″–48″ 360NHP Dunsmuir&Jackson,LdGls		C
69167 SVVW	**Aegeus** (*ex*Simonside-37, *ex*Dalworth-35) *ss*Shi.No.3-5,33 D.F. *ss*Cit.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)		4538 4185 2737	✠100A1 Lon *Shelter dk with freeboard* ~~9,00 10,37~~ 9,33 BS4,39 ~~BS4,39~~ ✠LMC3,37 *Fitted for oil fuel* 5,20		*z*	CL 10,37 *F.P. above* 15° F.	1920 5mo	A.McMillan&Son,Ld. Dumbarton	PaterasBros. *Lloyd's A&CP* *Cell D Ba* 134′ *u E* 23′ *f* 174′ 1278*t*	400·4 / 52·5 / 24·7 413·8(O.L.) FE *Coll* 5 ,, ,, *U* ,,			Piræus Greek *pt Cem* *B ll to Sh dk*	T.3Cy.27″,44″&73″–48″ (*s*) 517NHP 180lb 3SB,9*cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	27 ″ 6 s 2·10½ 24 ″ 10	
69168 DOIB	**Aegina** (*ex*Arkadia) Sub.Sig. 2*Dks*		2447 2229 1421					1922	Act.Ges. "Weser" Bremen	Norddeutscher Lloyd	315·8 / 46·1 / 18·8 F37'			Bremen German *WB*	T.3Cy.22⅝″,36¼″&60½″–39⅜″ 228NHP Act.Ges."Weser,"Bremen		G
69169 DHAM	**Aegir** 1*Dk*		4500 3915 2643					1923	Reiherst'g Schiffsw. Hamburg	Seereederei "Frigga"A.G.	351·8 / 50·3 / 27·7 P22'F34'			Hamburg German *WB*	Q.4Cy.21⅛″,32$\frac{5}{16}$″47$\frac{5}{16}$″&69″–49½″ 334NHP Reiherst.Maschinenf.Ham.		G

1 Numero d'Ordre / Numero Officiel / Signaux	2-3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel: Total / Sous le Pont / Net	5 Cote / ✠ Surveillance Spéciale / Date de la dernière Visite	6 Port de Visite	7 Terme assigné / Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Quand: Navire / Mach.	9 Construit: Par qui / Où	10 Armateurs	11 Longueur	Largeur	Creux	12 Port d'Armement / Pavillon	13 Machines	14 Creux sur Quille / Franc-bord / Tirant d'eau correspondant (pds. ps.)	15
69170 TFEA	Ægir *OilEng.* ssRjk.No.2-37 E.S.D. 1*Dk*(*Stl*-teak s) Wireless D.F. 2nd *dk*(*Stl*)in holds	497 436 126	✠100A1 *withfreeboard* 6,37 ✠LMC6,37	Rjk		CL 5,37	1929 7mo *Lloyd*	Akt.Bur-meistr&Wain Copenhagen *sA&CP*	Government of Iceland(Skipaút-geroRíkisins) *Cell DB*91'68*t D*	171·2 F37' *Ts a* 12 28*t DTf*10	29·6	14·3 BK8"	Reykjavik Icelandic 4*BHCem* 25*tFPT*18*t*	OilEngines 4S.C.SA 6Cy.17⅛"-33 7/16" 181NHP Akt.Burmeistr&Wain, Cpr.	17 " 3 s 4 " 7 13 " 8	
69171 ESRG	Aegna (P) (*ex*Seeadler-35, *ex*Adler-35) Sub.Sig. 1*Dk*	671 338 294					1904	Howaldts-werke Kiel	Laevaühing G.Sergo&Ko.	195·0 Q17'B105'F63'	25·1	11·4	Tallinn Estonian	T.3Cy.16⅞",25⅝"&43⅜"-24⅘" NE26 93NHP Howaldtswerke,Kiel		G
69172 166427 GKKJ	Aelybryn D.F. 1*Dk*& *Shelter dk* *Cruiser Stern*	4986 4463 2947	✠100A1 *withfreeboard* ~~10,38~~ ✠LMC4,[illegible] 3,39	Sld ~~Ret~~Ant	2	CL	1938 4mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland *sA&CP*	BrynymorS.S.Co. Ld.(Ambrose Davies&Matthews Ld.*Mgrs.*) *Cell DB*349'1114*t FPT* 204*t APT*168*t*	412·5 428·0(O.L.) F39	57·7	24·0 FK	London British 6*BHCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	T.3Cy.21½",37"&62"-42" 220lb (*s*) 353NHP 2SB(Spt&FD)&1Aux.SB, *Sef*,GS122,HS5087 N.E.MarineEng.CoLd.Sld	27 " 0 s 2 " 8¾ 24 " 6¼	
69173 131305 GPYZ	Aeneas (P) TwinSc D.F. *Ref.Mchy.* 3*Dks*	10058 8436 6253					1910	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	493·0 P46'B201'F58'	60·4	37·1	Liverpool British *WB*	T.6Cy.24",40"&68"-48" 641NHP Workman,Clark&CoLdBel		BT till ~~10,38~~ [illegible]
69174 99 SVGI	Aenos (*ex*CedarBranch) 3Mst 2*Dks*	3554 3318 2222					1910	Bartram& Sons Sunderland	"Zephyros" S.S.Co.Ld.	390·5 F36'	51·0	21·3	Argostoli Greek *WB*	T.3Cy.28",47"&78"-51" 434NHP J.Dickinson&Sons,Ld.Sld.		C
69175	Aeolus (P) (*ex*NewMathilde-37, *ex*Paz,*ex*DonZoilo,*ex*Mathilde) Wireless	1410 1198 842					1906	Howaldts-werke Kiel	Madrigal&Co.	230·8 P20'B68'F36'	34·1	19·3	Manila Utd.States *WB*	T.3Cy.17¼",29¼"&44"-25" 97NHP Howaldtswerke,Kiel		
	Now "New Mathilde," *see No.* 80046 *in Supplement*															
69176 527 SDAK	Æolus (P) Wireless Sub.Sig. 1*Dk*& *Awng dk*	816 481 407					1884	MotalaCo. Gothenburg	StockholmsRede-riaktieb.Svea (Eman.Högberg, *Mgr.*)	195·2 H81*t*	28·8	13·1 20·3	Stockholm Swedish	T.3Cy.13½",30"&49"-33" NE&B10 138NHP W.Doxford&Sons,Sndrlnd		
69177 132440 VJBC	Aeon ssSyd.2ndNo.3-8,38 ~~ssMel.No.3-8,25~~ ~~ssSyd.No.2-34~~ 1*Dk*(*Stl*)&*Shelter dk* (*ptStl*-teak s) *Cargo battens not fitted*	3768 3334 2007	✠100A1 *Shelter dk* *withfreeboard* 8,38 ~~8,37~~ ~~BS8,37~~ 8,38 ✠LMC~~8,33~~ 8,37	Syd	*x*	CL 7,36	1913 1mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' *sA&CP* *WB = Cell D*	AustralianSteam-shipsProprietary, Ld. (*Man.Agents.* HowardSmithLd.) *Ba*123'*uE&B*60'*f* 134' 965*t FPT* 170*t APT*100*t* *Cantilever framed Topside tanks in E&B space* 78' 303*t*	365·2 F31'*on Shelterdk*	50·6	22·1 FK	Melbourne British 6*BHCem*	Q.4Cy.24",34",48"&69"-45" 220lb (*s*) 417NHP 3SB,9*cf*,GS181,HS6780 Richardsons,Westgarth& Co.Ld.Hpl.	24 " 6 s 2 " 2 22 " 7½	
69178 DOGY	Aequator (*ex*Uranus-37) *Ref.Mchy.* Wireless 1*Dk*	726 549 402					1913	Akt.Ges. "Weser" Bremen	Versuchsges.für Haifischr-u.Hoch-seefangG.m.b.H. (CarstenRehder *Mgr.*)	185·8 Q53'B46 F16'	28·3	12·8	Hamburg German *WB*	T.3Cy.13",21"&34⅜"-23⅝" 57NHP A.G."Weser,"Bremen		G
69179 802 IBWH	Aequitas (*ex*Cogne) D.F. 1*Dk*	5335 4699 3173					1916	Cant.Offic. Savoia Cornigliano	Soc.Anon.per l'Industria ed ilCommercioMarittimo "NovaGenuensis"	395·9 P37'B23'F37'	51·6	27·6	Genoa Italian *WB*	T.3Cy.26",42½"&69 7/10"-48" 337NHP Cant.OfficineSavoia		CI
69180 216528 KJTR	Aetna (*ex*OscarJ.Lingeman-37, *ex*LakeCatherine) 1*Dk*	2016 1631 1193			...		1918	ToledoS.B. Co. Toledo,O.	Mid-West Transptn.Co.Inc.	252·0 P21'B64'F30'	43·5	18·9 FK	Detroit Utd.States *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 " 0	
69181 PUAA	Affonso Penna (P) TwinSc (*ex*MinasGeraes) 2*Dks deep framing*	3540 2779 2179			...		1910	Workman, ClarkCo.Ld. Belfast	LloydBrasileiro	340·3 P48'B130'F48'	45·1	24·8 FK&BK1¼"	R.Janeiro Brazilian *WB*	T.6Cy.18",30"&49"-42" 534NHP Workman,Clark&CoLdBel	26 " 0	C †
69182 ~~[illegible]~~ ~~[illegible]~~	Afghanistan (*ex*Abereden) ssShl.No.3-8,30 ssShl.No.1-35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* 1918	5616 4277	✠100A1 *Shelter dk* *withfreeboard* ~~[illegible]~~ 8,38 BS10,37 ✠LMC8[illegible]	Shl	*y*	CL ~~1,37~~ ~~5,38~~ 8,38	1917 7mo *Lloyd*	Sunderlnd S.B.Co.Ld Sunderland *sA&CP*	~~HindustanSteamShippingCo.Ld. (Common Bros.Ld. Mgrs.)~~ A.Lauro *Cell D B*338'1084*t FPT*87*t*	385·0 397·0(O.L.)	53·0	32·4 24·3 FK	Naples Italian 6*BHCem* *APT*115*t*	T.3Cy.25",42"&69"-48" (*s*) 180lb NDB37 *180lb* 371NHP 2SB,6*cf*,GS141,HS5892 N.E.MarineEng.Co.Ld.Sld	34 " 8 s 9 " 3¾ 25 " 6¾	
	Now "Lucrino," *see No.* 88917 *in Supplement*															
69183 130055 MJSR	Afon Dulais ssGoo.No.3-2,32 ssSws.No.1-36 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	988 732 578	✠100A1 5,37 ~~BS5,37~~ ✠LMC5,36 6,38	Cff	*m*	CL 5,37	1919 11 mo *Lloyd*	Dundee S.B.Co.Ld. Dundee *sA&CP*	AfonLliediS.S.Co. Ld.(W.Coombs& Sons, *Mgrs.*) *Cell DB*131' 245*t FPT*	208·0 Q102'B13'F24'	33·1	13·1 FK	Llanelly British 3*BHCem* 58*tAPT*2*t*	T.3Cy.18",29"&50"-33" (*s*) 180lb 152NHP 1SB,3*cf*,GS66,HS3200 Earle'sCo.Ld.Hull	15 " 1 s 0 " 11½ 14 " 3	
69184 130057 MJVL	Afon Gwili ssCff.No.3-1,33 ssApl.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	874 730 427	✠100A1 ~~6,37~~12,38	Apl Bel	*k*	CL ~~12,35~~ 12,38	1920 1mo *Lloyd*	Camper& NicholsonsLd Southampt'n *sA&CP*	AfonLliediS.S.Co. Ld.(W.Coombs& Sons, *Mgrs.*) *Cell DBf* 118'166*t FPT* 103*t*	198·0 204·7(O.L.) Q111'B13'F24'	30·6	12·4 FK	Llanelly British 3*BHptCem* *APT*31*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb 129NHP 2SB,4*pf*,GS64,HS2190 ShieldsE.&D.D.Co.N.Shl.	14 " 5 s 4 " 3¼ 13 " 11½	
69185 130058 MJXC	Afon Towy ssShl No 3-1,33 ssApl.No.1-37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	684 472 336	✠100A1 ~~[illegible]~~ 10,3[illegible]	Apl	*j*	CL ~~4,37~~ [illegible]	1919 12mo *Lloyd*	Dibles (1918)Ld. Southampt'n *sA&CP*	AfonLliediS.S.Co. Ld.(W.Coombs& Sons, *Mgrs.*) *Cell D Bf*112'200*tFPT*78*t*	178·0 183·4(O.L.) Q101'B10'F21'	29·0	11·3 FK	Llanelly British 3*BHCem* *APT*26*t*	T.3Cy.14",23"&39"-27" (*s*) 180lb 82RHP 2SB,4*pf*,GS60,HS1892 MacColl&Pollock,Ld.Sld.	13 " 3 s3 " 9½ 12 " 8	
69186 219225 KOMQ	Afoundria (P) *Fitted for oil fuel* Sub.Sig. *Ref.Mchy* 2*Dks*	5010 4598 3065					1919	American International S.B.Corp. HogIslnd,Pa	WatermanS.S. Corp.	390·0 P39'B121'F42'	54·2	27·8	Mobile Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
69187 149755 GMRD	Afric Star (*ex*Africstar) TwinSc ssNwc.No.2-35 4*Dks*(*Stl*)5*th dk*(*Stl*)*in Nos.* 1, 2, 3, 5 & 6 *holds* *Ref.Mchy.* D.F. *Cruiser Stern*	11900 11403 7438	✠100A1 *withfreeboard* 12,37 [illegible] Nos 1, 4 & 6 shelter [illegible] upper tween-dk. for temp. [illegible] F. *Fitted for oil fuel* 11,26 *F.P. above* 150° F.	Lon BS2,38	*ft*	CL 11,36	1926 11mo *Lloyd*	Palmers' Co.Ld. Newcastle *sA&CP*	BlueStarLine,Ld. *Duct keel forward of mchy. space* 143' *Cell DB*389' 1433*tFPT*102*t*	475·8 494·0(O.L.)	67·3	45·2 FK	London British 9*BHptCem* *APT*117*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 200lb FD 1581NHP 2D&2SB24*cf*GS420HS22869 Palmers'Co.Ld.Newcastle	48 " 5 s18 " 8¼ 30 " 0	
69188 120617 VTBZ	Africa (P) 3Mst ssAdn.2ndNo.3-12,32 ssAdn.No.1-37 *Well deck* 1*Dk*(*Stl*-ws) *Mchy.Aft*	454 302 162	✠100A1 1,38 ~~BS1,38~~ LMC1.37 3,39	Adn	*g*	CL 1,38	1905 10mo *Lloyd*	W.Walker Maryport *sA&CP*	Cowasjee,Dinshaw &Bros.	159·0 Q89'B11'F23' *WB = DBf*86'	24·9	9·4 BK7"	Bombay British 3*BHCem* 110*tFPT*53*t*	T.3Cy.13½",21½"&34½"-27" 150lb (*s*) 78RHP 1SB,3*pf*,GS51,HS1438 NB18*refitted*34 Hutson&Sons,Glasgow	11 " 9 s 4 " 0 12 " 0½	

No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. / Under deck. / Net.	Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom / Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. / Flag.	Engines. No. & Dia. of Cylinders – Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of R. of Trade cert.
69189 21798 JDFD	**Africa Maru** (P) TwinSc ssKob.No.3-9,30 ssKob.No.2-38 ~~ssKob.No.1-35~~ 2 Dks(Stl)&Shelter dk(Stl-ws) *Ref.Mchy.* *3rd Dk(Stl) in No. 1 hold*	9476 8797 5941	✠100A1 *Shelter dk* *withfreeboard* 6,38 ~~10,37~~ ✠LMC ✠Lloyd *Fitted for oil fuel* 3,24 *F.P. above* 150°F	Kob	*d*†	CL P3,38 S10,37 8,38 1,39	1918 8mo	Mitsubishi ZosenKaisha Ld. Nagasaki Lloyd's A&CP	OsakaSyosen K.K. *CellDB407'1664tD*	475·0 61·0 40·7 P35'F46'*on Shelter deck* FK *Ta48'519tFPT149t*	Osaka Japanese *8BHCem* *APT41t*	T.3Cy.27",44½"&75"-48" (*s*) 200lb 993NHP 5SB(Spt),*15cf*,GS330, HS13284 FD MitsubishiZosenKaisha,Ld	40 " 9 s 13 " 0 28 " 8	
69190 144128 GBGC	Sunk 1,39 Now refloated **African Mariner** (*ex*Bois-Soleil-37, *ex*Wolhandel, *ex*Andalusier,*ex*War Vigour) ssHav.No.3-12,31 ssRot.No.1-36 1 Dk(Stl)&Shelter dk(Stl) *Cargo battens not fitted in 'tween dks* *Straight frames bevelled bilge*	6581 6222 4166	✠~~100A1~~ *Shelter dk* *withfreeboard* 4,37 ~~✠LMC~~ 11,38	Hav	*a*†	CL 9,36	1919 12mo	Furness S.B.Co.Ld. Middlesbro' Lloyd's A&CP	African& Continental~~S.S. Co.Ld.~~ Steamship &TradingCo.Ld *Cell DB344' 1482t D*	412·5 55·6 34·5 F40'*on Shelter dk* FK *Ta23' 846t FPT97t*	London British *ptCem* *5BHtoShdk* *3 " " U "* *APT119t*	2 Steam Turbines DR geared to 1 sc. shaft (*s*) 200lb HS9636 677NHP 3WaterTubeBoilers FD ParsonsMarineSteam TurbineCo.Ld.Nwc	38 " 1 s10 " 1 28 " 2	
69191 OYDH	**African Reefer** (*ex*Yrsa-36) *Ref.Mchy.* *Oil Eng.* D.F. *CruiserStern* *2Dks*	1771 1413 996					1935	Helsingörs Jernsk&Msk Elsinore	J.Lauritzen	301·6 42·7 16·6	Esbjerg Danish *WB*	Oil Engines 2S.C.SA 6Cy.19⅛"-35 7/16" 404NHP Akt.Burmeistr&Wain,Cpn		G
69192 125734 GZSF	**African Trader** (*ex*Laurent Schiaffino-37, *ex*Scientist,*ex*Sargasso) ssAlg.2ndNo.3-4,33 1Dk(Stl)&Spar dk(Irn) &deepframing *Hatch covers dispensed with in'tweendecks* *Cargo battens not fitted*	3825 3493 2431	✠100A1 *Spar dk* 4.37 ✠LMC4,37 BS 12,38	Alg	*x*	CL ~~10,37~~ 11,38	1908 10mo	J.Read-head&Sons S.Shields Lloyd's A&CP	African&ContinentalSteamship &TradingCo.Ld *CellDBa110'*	359·4 47·6 15·4 371·5 (O.L.) 25·3 P83'B122'F39' FK *uEgB42' f156'849t*	London British *6BHCem* *APT13t*	T.3Cy.26½",43"&71"-48"(*r*) 180lb NDB21 *80lb* 409NHP 2SB,*6cf*,GS115,HS5425 FD J.Readhead&Sons,S.Shl.	27 " 8 s4 " 5 23 " 6	
69193 866 ICMC	**Africana** (*ex*Valleluce-35,*ex*Sestri) 1 *Dk*	5869 4560 3640					1918	Soc.Eser-cizioBacini RivaTrigoso	Giovanni Gavarone	391·6 51·6 27·3 P16'F37'	Genoa Italian *WB*	T.3Cy.26",42½"&69 7/10"-48" 337NHP Soc.EsercizioBacini		I
69194 OXOC	**Afrika** TwinSc ssCpn.No.3-7,33 D.F. ssCpn.No.1-38 *OilEng.* *2 Dks(Stl)&Awning dk(Stl)*	8597 6206 5469	✠100A1 *Awning dk* *withfreeboard* ~~10,36,10,38~~ 6,39 ✠LMC CS10.37 DBS10.37 10,38 4.37	Cpn	*c*†	CL ~~10,36~~ s10,36 P9,38	1920 3mo	Burmeist'r &Wain Copenhagen A&CP	A/S DetÖstasia-tiskeKompagni *Collision BHto Shltr dk 6BH to Upper dk* *Cell DB392'1468tFPT108tAPT108t*	445·8 60·3 39·1 462·5 (O.L.) F *on Shelter dk77'* FK	Copnhagn Danish *ptCem*	Oil Engines 4S.C.SA 12Cy.29½"-45¼" DB*100lb* 987NHP Akt.Burmeistr&Wain,Cpn.	42 " 0 s10-4¾ 31"10	
69195 ~~DOKA~~ DOKE	— (*ex*Lavington Court-37,*ex*VincenzoFlorio) ssBinn.No.1-38 ssShl.No.3-11,34 D.F. E.S.D. 1*Dk(Stl)&Shelter dk(Stl)*	6503 6248 4059	✠100A1 *Shelter dk* *withfreeboard* ~~4,36 2,37~~ 11,38 ~~BS2,37~~ ✠LMC ~~*Fitted for oil fuel* 10,26 *F.P. above* 150°F~~	Liv Binn S8,38	*z*	CL ~~N2,37~~ N11,38	1920 10mo	W.Doxford &Sons,Ld. Sunderland Lloyd's A&CP	"Atlas"Reederei A.G. *Intermediate BH in fore hold dispensed with* *CellDB364'1180t FPT105t APT127t*	410·6 54·0 34·4 FK	Emden German *ptCem* *1BHtoSh dk* *5 " " U "*	T.3Cy.27 1/16",44¾"&75"-54" 180lb (*s*) 577NHP 3SB,*9cf*,GS189,HS8547 FD G.Clark,Ld.Sunderland.	37 " 0 s8 " 11½ 28 " 4	
69196 179 SVMX	**Afroessa** (*ex*BaronDouglas, *ex*Glenmay) ssGtz.2ndNo.3-4,32 ssBla.No,1-37 1*Dk(ptIrn&ptStl)&Web frames*	2529 — 1578	✠100A1 5,38 ~~2,38~~ BS5, ✠LMC MS2,37	Bry Cff	*u*	CL ~~2,38~~ 5,38	1905 7mo	Ropner& Son Stockton Lloyd's A&CP	KirtatasBros. *CellDBa90'uEgB34' f138'613tAPT87t*	310·0 44·1 20·5 321·2 (O.L.) P29'B184'F37' FK	Andros Greek *5BHCem*	T3Cy23½",37½"&61½"-39"(*s*) 180lb 242NHP 2SB,*6cf*,GS97,HS3530 Blair&Co.Ld.Stockton	22"10 s 2"5½ 20"7	
69197 145112 MKJR	**Afterglow** ssSld.No.3-10,33 ssSld.No.1-37 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	936 752 482	✠100A1 7,38 ~~7,37~~ 7,38 ✠LMC7,37	Sld	*m*	CL ~~6,37~~ 7,38	1920 12mo	J.P.Ren-noldson&Sns. Ld. S.Shields Lloyd's A&CP	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld. *Mgrs.*)	216·6 32·0 13·5 B17'Q106'F25' FK *CellDBf126' 247tMT9'134tFPT112tAPT21t*	London British *4BHCem*	T.3Cy.16",27"&44"-30" (*s*) 180lb *100lb* 98RHP 4SB,*3cf*,GS54,HS1880 J.P.Rennldsn&SnsLdSShl	15 " 6 s1 " 9½ 13" 11	
69198 763 SVQB	**Agalliani** (*ex*Cordale-34, *ex*OttoHugoStinnes9) ssPir.No.3-5,34 *Mchy.Aft* 1*Dk(Stl)* *Cantilever framedtopsidetanks* *Cargo battens not fitted*	1656 1379 835	100A1 3.38 BS3.35 LMC1,34	Pir	*p*	CL 8,37	1911	G.Seebeck Akt.Ges. Weser-münde-G. A&CP	T.N.Epiphaniades *CellDB215' 381t Topside tanks161'343t Midship tank on dk16'39tFPT162tAPT38t*	249·8 38·1 18·0 261·1 (O.L.) P68'F25' FK	Piræus Greek *4BHCem*	T.3Cy.18",28⅜"&44½"-35½" 213lb (*s*) 123NHP 2SB,*4cf*,GS54,HS1345 FD G.SeebeckA.G.Bremerhvn	20 " 4 s 2 " 3½ 18 " 3	
69199 161124 GNYL	**Agamemnon** (P) TwinSc D.F. E.S.D. *OilEng.* *Ref.Mchy.* *2Dks*	7593 6501 4662					1929	Workman Clark(1928) Ld. Belfast	OceanS.S.Co.Ld. A.Holt&Co. *Mgrs.*)	459·8 59·4 29·3 P63'B180'F60'	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29⅛"-59 1/16" 1300NHP Akt.Burmeistr&Wain,Cpn		BT till ~~5,38~~ 5,39
69200 PCEW	— (P) *Cruiser Stern* 1*Dk&Shelter dk*	1930 1589 1031					1914	Dunlop, Bremner&Co. Ld PortGlas.	Koninkl.Nederl. Stoomb.Maats. N.V.	295·6 43·2 17·2	Amstrdam Dutch	T.3Cy.22",35"&59"-39" 218NHP [PortGlasgow Dunlop,Bremner&Co.Ld.		C
69201 135553 GPZX	**Agapenor** (P) D.F. *2Dks*	7392 6306 4657					1914	Scotts'S.B. & Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	455·2 56·2 32·5 P53'B165'F60'	Liverpool British *WB*	T.3Cy.31",51½"&86"-60" 574NHP Scotts'SB.&EngCoLd.Grk		BT till ~~5,38~~ 3,39
69202 1548 ICGA	**Agata** (*ex*SanGiovanni-37, *ex*Indeficienter) 1*Dk&Webframes*	2282 1940 1425			...		1901	Craig, Taylor&Co. Stockton	AlfioNapoli	299·0 43·3 18·7 289·0 43·1 20·2 P27'B74'F33' FK	Genoa Italian *WB*	T.3Cy.21",35"&57"-39" 216NHP MacColl&Pollock,Sld.	21 " 3	I †
69203 37048 JJWF	**Agata Maru** (P) *Oil Eng.* *Mchy Aft* 1*Dk*	302 235 177					1931	Fujinagata S.B.Co Osaka	KitaKyushu SyosenK.K.	130·0 23·0 12·0 F19'	Fukuoka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.13"-20½" 98NHP KobeSteelWorks,Kobe		
69204 137844 MGRV	**Agate** 3Mst ssBwg.No.3-9,29 ssBwg.No.2-37 *Mchy.Aft* *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	824 566 897	✠100A1 9,37 MS9,37 ✠LMC BS~~9,37~~ 3,39	Bwg	*k*	CL 9,37	1917 5mo	Scott& Sons Bowling Lloyd's A&CP	Wm.Robertson *CellDBf123'170tFPT66tAPT8t*	199·4 30·1 11·9 206·2 (O.L.) Q116'B9'F34' FK	Glasgow British *3BHCem*	T.3Cy.16",26"&44"-33" (*s*) 180lb 139NHP 2SB,*4pf*,GS78,HS2408 Ross&Duncan,Glasgow	14 " 0 s4 " 4½ 13 " 9¼	
69205 PCFC	**Agatha** TwinSc *OilEng.* E.S.D. ssHKg.No.2-36 *Mchy.Aft* 1*Dk(Stl)* *Longitudinal framing at bottom &at deck*	3125 2295 1639	✠100A1 ~~10,37~~ 3,39 ✠LMC CS4.36 3,39 10,37 *Carrying Petroleum in bulk*	Sba HKg.		CL 10,37	1927 9mo	Harland& Wolff,Ld. Glasgow Lloyd's A&CP	Nederl.Indische Tankstoomboot Maats. *CellDBuE55'120tFPT72tAPT91t*	305·2 50·2 19·3 P87'F48' FK *Trunk dk170'*	TheHague Dutch *12BHptCem*	Oil Engines 4S.C.SA 12Cy.19⅛"-35⅞" 450NHP DB*150lb* Harland&Wolff,Ld.Gls.	19 " 3 s1 " 8½ 17 " 8	
69206 8056 SKXM	**Agathe** WoodAux3MstSr (*ex*Merina-34,*ex*Agathe-32) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	316 267 212					1918	H.C.Poul-sen Rudkjöbing	Sigvard&August Olsson	129·4 28·9 12·6	Skärhamn Swedish *WB*	Oil Engines 4S.C.SA 4Cy.11⅞"-16¼" 54NHP H.C.Christoffersen,Holeby		V

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote n'est dans le L. R. Durée Cert. B.of Trade.
69207 157637 VLGG	**Age** Mchy.Aft 1Dk Cargo battens not fitted CruiserStern E.S.D. Longitudinal framing at deck	4734 3601 2650	✠100A1 ~~7,36 1,38~~ 1,39	Syd		CL	1936 8mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	AustralianSteam- shipsProprietary, Ld.(*Man.Agents*, HowardSmith,Ld.)	376·1 PonQ83'Q228'F39' *CellDB*318' FK 1113*tFPT*320	52·7	23·4	Sydney British 6*BHCem* *tAPT*202*t*	T.3Cy.22",37"&63"-45" (*s*) 220lb FD 409NHP 2SB(Spt)6*cf*,GS114,HS5884 N.E.MarineEng CoLdNwc	26 " 3 8 " 1½ 21 " 10½	
69208 FNNA	**Agen** Fitted for oil fuel Well deck 1Dk	4186 3638 2547			...		1921	W.Pickers- gill&Sons,Ld. Sunderland	Cie.Delmas Vieljeux	364·3 P18'Q128'B68'F28' FK	52·9	24·2	LaRochlle French *WB*	T.3Cy.23½",38"&64"-42" 347NHP SirW.G.Armstrong.Whit- worth&Co.Ld.Nwc.	26 " 8	V †
69209 533 SZHA	**Aghia Anastassia** TwinSc (*ex*Aspasia, *ex*SophiaCouppa) 1*Dk*	389 — 232					1890	Stabilmnto Tecnico Trieste	Const.Papa- georgiou	180·0	29·0	9·0	Piræus Greek	C.4Cy.13"&24"-20" NB05 43NHP StabilimentoTecnico,Tri.		
69210 208 SVDZ	**Aghia Thalassini** (*ex*Montague Seed-33, ssPir.2ndNo.3-12,36 *ex*Erlesburgh) 1*Dk*(*ptIrn ptStl*)&*Web frames* *Longitudinal framing*	3508 — 2375	✠100A1 5,38 ~~12,36~~	Pir	*w*	CL 12,36	1911 10mo Lloyd	W.Pickers- gill&Sons,Ld Sunderland 'sA&CP	L.G.Keranis	348·5 P30'B100'F37' FK *Cell*	50·2	23·5	Andros Greek 6*BHCem* *DBa*111'*uE*	T.3Cy.24½",40"&66"-45" (*s*) 180lb ~~120lb~~ 307NHP 2SB,8*cf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld. &*B*40'*f* 155'910*tAPT*134*t*	25 " 11 s 4 " 4½ 21 " 9½	
69211 SVQH	**Aghia Varvara** (*ex*Electrician, Strande[illegible] (*ex*SaintWinifred) ssPir.2ndNo.3-11,37 2*Dks*(*Stl*)	4572 4329 2884	~~✠100A1~~ 11,37	Pir	*y*	CL 11,37	1913 5mo Lloyd	Russell& Co. Pt.Glasgow 'sA&CP	L.M.Logothetis &M.Fakis	385·0 P34'B111'F45' FK '*Tween dk BH in after* *hold dispensed with* *CellDBa*124'*uE*&*B*41'*f*169'	52·0	26·5	Andros Greek *Cem* 5 *BH to Udk* 1 „ „2nd„ 1106*tDTa*30	T.3Cy.25",41"&68"-48" 180lb 361NHP 3SB,9*cf*,GS174,HS5749 J.G.Kincaid&Co.Ld.Grk. *only* 781*tFPT*75*tAPT*20*t*	29 " 0 ~~s 5 " 3¾~~ ~~20 " 11~~	
69212 731 SVNN	**Aghia Zoni P.** Ⓟ (*ex*Taranto-33) Wireless 2*Dk*&*Spar dk*	*1186* *1084* *767*					1899	Flli. Orlando Leghorn	GeorgeJ. Papayannakis	223·3 Q27'B27'	31·9	20·2	Piræus Greek *WB*	T.3Cy.17¾",26¾"&45¾"-33" 119NHP Flli.Orlando,Leghorn		I
69213 46 SWWS	**Aghios Georgios** (*ex*Onaway, *ex*Portsea) ssPir.No.3-8,25 ssPir.No.2-34 1*Dk*(*pt Irn pt Stl*)	*3283* *3146* *2062*	✠100A1 1,37	Cff	*w*	CL 12,37	1912 11mo Lloyd	Earle'sCo. Ld. Hull 'sA&CP	A.G.Vlassopulos	352·0 P30'B189'F37' FK *CellDBa*108'*uE* 22'*f*156'844*tFPT*6	49·6	22·0	Ithaca Greek 6*BHCem* 5*tAPT*105*t*	T.3Cy.24",39"&66"-45" (*s*) 180lb 307NHP 3SB,6*cf*,GS125,HS4590 Earle'sCo.Ld.Hull	24 " 3 s 3 " 1¼ 21 " 4	
69214 58 SVMR	**Aghios Markos** (*ex*Homayun) ssPir.No.3-6,32 ssPir.No.1-36 2*Dks*(*Stl*)	*4514* *4075* *2732*	✠100A1 11,38 ~~7,36~~	Bry Pir	*x*	CL 7,36	1919 9mo Lloyd	W.Gray& Co.(1918) Ld. WHartlepool 'sA&CP	G.Trilivas	376·0 388·2(O.L.) P41'B117'F39' FK *CellDB*321'984*tFPT*114*t*	51·9	26·5	Ithaca Greek 7*BHCem* *APT*66*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb ~~110lb~~ 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks WHpl	29 " 0 s5 " 2½ 24 " 0¾	
69215 108 SVMH	**Aghios Nicolaos** (*ex*Eugenia-33 *ex*IronAge,*ex*Australport, *ex*Ardangorm) 1*Dk*	*3687* *3414* *2312*					1915	Napier& Miller,Ld. Glasgow	J.C.&A.C. Hadjipateras	364·8 P28'B207'F37'	51·5	22·6	Chios Greek *WB*	T.3Cy.24",40"&65"-45" 283NHP J.G.Kincaid&Co.Ld.Grk.		C
69216 15 SZNX	— (*ex*Glynn-35) ssPir.3rdNo.3-4,36 *Well deck* 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	*1106* *805* *450*	✠100A1 ~~9,35 4,36~~ 5,39 12,38	Pir	*n*	OG ~~9,35~~ 12,38	1899 11mo	AilsaS.B. Co. Troon A&CP	EvangelosP.Nomi- kos(PetrosM. Nomikos,Ld.*Mgrs*)	230·3 P24'Q54'B53'F26' FK&BK1" *CellDBa* 56'*uE*19'*f*84'330*tFPT*	33·1	16·0	Thessalo- niki Greek 4*BHCem* 57*tAPT*55*t*	T.3Cy15¾",28¼"&45"-33"(*s*) 170lb 127NHP NDB14 1SB,3*cf*,GS59,HS2040 Muir&Houston,Ld.Gls.	17 " 0 s 1 " 2¾ 16 " 0¾	
69217 350 SZHE	— TwinSc (*ex*SophiaCostala-35,*ex*Centavros) 1*Dk*	856 — 484	✠ 6,84	Cly	*i*		1884 5mo	DavidJ. Dunlop&Co. PortGlasgow	G.Katsourakis	180·1 P44'B46'F33' FK *FPT*25*tAPT*15*t*	30·2	11·0	Piræus Greek 4*BHCem*	C.4Cy.18"&35"-24" 100NHP DavidJ.Dunlop&Co.P.Gls.	11 " 7	
69218 2 SVWW	**Aghios Spyridon** (*ex*Nicolaos ssPir.2ndNo.3-6,36 Pittas-36,*ex*Glynymel-33,*ex*Melton) *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1864* *1438* *1105*	✠100A1 2.38	Pir	*q*	CL 5,36	1912 4mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	Soc.Anon. Helleniques d'EntreprisesCom- merciales,Minieres &Maritimes *CellDBuE*&*B*37	260·0 Q93'B52'F26' FK '*f*114'346*t* *Tank in*	38·5	17·0	Laurium Greek 4*BHCem* *way of tunne*	T.3Cy.21",34"&56"-36" (*s*) 180lb 228NHP 2SB,6*pf*,GS129,HS3850 G.Clark,Ld.Sunderland *l* 135*tFPT*70*tAPT*40*t*	19 " 3 s 1 " 10 17 " 7	
69219 171 SVCN	**Agia Marina** (*ex*Australmead, *ex*Kirkoswald) ssGen.2ndNo.3-6,37 1*Dk*(*Stl*)&*Webframes* *Shelter dk*(*Irn*)*2nd dk*(*Stl*)*in No.1 hold* *Longitudinal framing* *Cargo battens not fitted*	*4151* *3803* *2476*	✠100A1 *Shelter dk* *with freeboard* 3,39 ~~4,36~~ BS7,38	Gen Pir	*x*	CL ~~12,35~~ 3,39	1912 5mo Lloyd	A.McMil- lan&Son,Ld. Dumbarton 'sA&CP	KassosSteamNav. Co.Ld.(Pnevmati- cos,Rethymnis, Yannaghas,*Mgrs*)	370·1 FK *CellDBa*109'*uE*	51·1	25·2	Syra Greek 6*BHCem* &*B*37'*f*168'	T.3Cy.25",41"&68$\frac{3}{16}$"-48" (*s*) 180lb 362NHP 3SB,9*cf*,GS173,HS5778 Rankin&Blackmore,Grk. 1076*tFPT*130*tAPT*224*t*	27 " 9 s 2 " 8¾ 25 " 2½	
69220 717 SZHB	— 3Mst (*ex*Seagull-34) ssNwc.2ndNo.3-2,25 ssNwc.No.1-30 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	667 *464* *270*	✠ ... 2,31	Nwc			1902 12mo	R.William- son&Son Workington	~~P.N.Koletsis&~~ ~~G.M.Katzourakis~~ A.N.Valsamakis &V.Alexatos	182·9 Q103'B11'F22' BK7" *DBf*96'134*t*	27·8	14·5	Piræus Greek 3*BHCem* *FPT*50*t*	T.3Cy.14",22½"&37"-27" 96NHP 1SB,3*pf*,GS56,HS1826 Ross&Duncan,Glasgow	13 " 11	
69221 873 SWCS	**Agia Varvara** (*ex*Matheos-37, *ex*Akenside, ssPir.2ndNo.3-9,28 *ex*Glyndwr, ssPir.No.~~1-32~~ 2-37 *ex*Craigronald) *Spar dk*(*Stl*)*2trB*& *deep framing*	2425 2309 1572	✠100A1 *Spar dk* *with freeboard* 9,37 ~~8,35~~ LMC MS9,37	Ant Pir	*t*	CL ~~8,35~~ 2,39	1904 10mo Lloyd	A.Rodger &Co. Pt.Glasgow 'sA&CP	F.Sigalas& Partners(G.Th. Sigalas,*Mgr.*) *CellDB*	313·6 20·7 P29'B82'F30' FK *a*&*uE*118'*f*136'623*t*	43·8	13·2	Piræus Greek 5*BHCem* *APT*67*t*	T.3Cy.21",35"&57¾"-39"(*s*) 180lb 248NHP 2SB,6*cf*,GS110,HS4210 A.Rodger&Co Glasgow	23 " 3 s 3 " 8¼ 19 " 9	
69222 PCFG	**Agiena** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	333 236 154					1936	N.V.Noord Nederlndsch. Schpswerven Groningen	H.E.Tattje	133·0 P41'F15'	23·0	9·5	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.10$\frac{1}{4}$$\frac{3}{8}$"-15¾" 68NHP Mtrn.WerkeMannheimAG		V
69223 147633 MLVX	**Agility** ssGoo.No.3-9,36 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	522 381 183	✠100A1 10,37 BS4,38 ✠LMC8,36 *Carrying Petroleum in bulk*	Goo	*g*	CL 10,37	1924 4mo Lloyd	G.Brown& Co. Greenock 'sA&CP	F.T.Everard& Sons,Ld.	160·3 Q63'F27' FK *DTf*11'31*tFPT*	26·2	12·3	London British 8*BHptAsp* 52*tAPT*24*t*	T.3Cy.13½",22"&36"-24" (*s*) 180lb 99RHP 1SB,3*cf*,GS61,HS2015 W.Beardmore&Co.Ld. Coatbridge	12 " 3 s 1 " 1½ 11 " 3¾	
69224 240 SYBN	**Agioi Anargyroi** (*ex*Korydallos-34,*ex*Maria *OilEng.* Sophion,*ex*Evangelistria, 1*Dk* *ex*Chardonneret)	321 270 179					1918	Forg.&Ch. delaMédit. LaSeyne	D.Constandinidis	132·3	24·0	11·9	Piræus Greek	Oil Engines 2S.C. 4Cy. A/B Bolinder-Munktell, Skm.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Equipment Letter.	7* Date when full draft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RPP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed as in L.R. Direct Port of Destination.
69225 SVCO	**Agios Georgios** (*ex*Bonna, 493 *ex*HansB.)	*ss*Pir.2ndNo.3–4,36 1 *Dk*(*Stl*)	4248 3989 2721	†100A1 9,38 ~~8,37~~ 8,38	Bry Pir	*x*	CL N3,37	1911 4mo	W.Gray& Co.Ld. W Hartlepool	D.PantaléonSons *Lloyd's SA&CP* *Cell DBa&uE149'f 159'970*	365·0 377·0(O.L.) P27'B106'F36'	50·8	26·0 FK 6 *BHCem* *APT125t*	Piræus Greek	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 381NHP NDB27 *refitted28* 2SB.*3cf*,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl.	28 ″ 4 s 5 ″ 5½ 23 ″ 1	
69226 D.F.	**Agios Georgios IV** 1 *Dk*&*Shelter dk* *Cruiser Stern*		4847 *4484* 2916	†100A1 *with freeboard* 2,35 7,38 (~~Grass Comp. protected~~) *Fitted for oil fuel* 7,38	Ams MC7,38		CL	1938 7mo	Bartram& Sons.Ld. Sunderland	N.G.Nicolaou (G.Nicolaou (Heilas) Ld. *Mgrs.*) *Lloyd's SA&CP* *Cell DBa&uE* *FPT184t APT264t*	417·9 431·3(O.L.) 1·33′	56·6	24·8 FK 7 *BHptCem* (*Sub. to Sh dk* 6 „ 2nd „ *h*	Piræus Greek	C.4Cy.(2)10⅞″&(2)21½″ -13″ SR geared & LP turbine DR geared to sc. shaft 8,000 (*s*) GS134 HS5124 2SB(Sp'&FD)&1AuxSB *5cf*, White'sMarEngCoLdNwc.	27 ″ 8 ~~82 ″ 9~~ 25 ″ 0¾	
69227 SVSC	**Agios Vlasios** (*ex*Tysla–35) 841 *ss*Kel.No.3–5,27 *ss*Got.No.1–31 1 *Dk*(*Stl*) ~~2 *Dks*(*UStl*)~~ & *Shelter dk*(*Stl*)		4297 *4066* *2697*	† Osl		*z*		1914 11mo	Nthmblnd S.B.Co.Ld. Newcastle	J.D.Chandris *Cell DBa137'u*	405·0	53·4	25·5 FR 6 *BHCem* *APT135t*	Piræus Greek	T.3Cy.28″,46″&75″–51″ 559NHP 3SB,*9cf*,GS189,HS8253 Blair&Co.Ld.Stockton	28 ″ 0	G †
69228 EAAC	**Agire-Mendi** (*ex*Schiehaven) Sub.Sig. *ss*Bbo.No.3–10,35 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)		5529 5282 3472	†100A1 *Shelter dk* *with freeboard* ~~2,35~~ 1,39 ~~BS2,38~~ †LMC9,39 *Fitted for oil fuel* 12,21	Bbo BS4,39	*y*	OG ~~N3,38~~ 11,38	1922 1mo	W.Dobson &Co. Newcastle	Cia.Nav.Sota y Aznar *Cell DB 356'1164t*	400·0	53·0	30·8 FK *Collision* *FPT104t APT175t*	Bilbao Spanish	T.3Cy.27″,45″&74″–48″ (*s*) 180lb 511NHP 3SB,*9cf*,GS153,HS7395 FD N.E.MarineEngCoLd.Nwc	33 ″ 4 s 7 ″ 11½ 25 ″ 7	
69229 SYJD	**Aglaia** (*ex*Ægina,*ex*A.J.West) 187 1 *Dk* (*See Sailing Ship Register*)	**WoodAux4MstSr** *Motor*	683 — 366					1898	..... Aberdeen, Wash.	AristidesSacholaropoulos	161·0	40·0	11·0	Piræus Greek	Motor		
69229* MIS8D	**Agnar** 3,38	**Iron** *ss*C.Tn.4thNo.3–10,26 *ss*C.Tn.No.1–30 *Well deck* 1 *Dk2trB*	427 312 255	† ~~10,35~~ ~~B11,01~~	CTn	*g*		1884 10mo	Stavanger Stöb.&Dok Stavanger	EagleShipping Ld.Co.(E.L. Loyseau, *Mgr.*) *DBa80'* *f5185t APT11t*	151·2 Q30*t* B60*t* H5*t* ND01	24·0	12·2 F11*t*	PortLouis, Mauritius British	C.2Cy.17″&32″–24″ NDB01 51RHP 1SB,*2pf*,GS84,HS1086 J.Wigham,Sunderland	13 ″ 0	
69230 SJBN	**Agne** (*ex*Uskside,*ex*MaindyForest, 783 *ex*Firtree) *ss*Cff.No.3–12,29 *ss*Shl.No.2–37 1 *Dk*(*Stl*) *Cargo battens not fitted*		2468 ~~2234~~ *1114*	†100A1 ~~4,37~~ 4,38	Shl	*t*	CL 8,36 5,38	1917 8mo	Craig,Taylor&Co.Ld. Stockton	Rederi A/B Bifrost (J.R.Trapp, *Mgr.*) *Lloyd's SA&CP* *Intermediate BH in fore hold dispensed with* *Cell DB250'* *635t FPT83t APT102t*	293·3 P27'B78'F30'	45·4	20·3 FK *Cem* 4 *BH only*	Gothenbrg Swedish	T.3Cy.22″,36″&60″–39″ (*s*) 180lb *80lb* 250NHP 2SB.*6cf*,GS100,HS3916 N.E.MarineEng.Co.Ld.Sld.	22 ″ 6 s 3 ″ 3½ 19 ″ 5	
69231 OHYJ	**Agnes** (*ex*Blairlogie–36,*ex*Oostdijk) *ss*Els.2ndNo.3–1,37 *Cargo battens not fitted* 1 *Dk*(*Stl*)		2983 — 1812	†100A1 ~~12,37~~ 1,39 †LMC MS1,37	Bkn Rot BS~~1,37~~ 1,38	*u*	CL 12,36 1,39	1912 2mo	Rotterdam Droogd.Maat Rotterdam	Mariehamns RederiA/B.(A. Ekbom, *Mgr.*) *Lloyd's SA&CP* *Cell DBa*	337·7 P21 B94'F31' 90' *uE21'f150'698t*	47·4	21·9 FK 5 *BHCem* *APT77t*	Mariehmn Finnish	T.3Cy22½″,37½″&62″–42″(*s*) 160lb *100lb* NDB28 266NHP 2SB,*6cf*,GS120,HS4268 RotterdamDroogd.Maats.	24 ″ 2 ~~3 ″ 11½~~ 20 ″ 4	
69232 LEXF	— (*ex*Solör–37,*ex*September–33, *ex*PeerGynt,*ex*HerbertSiemers, *ex*Oostzee) 1 *Dk*		1311 1122 722					1919	Wed.A.van Duyvendijk Papendrecht	A/S Agnes(Einar Saanum, *Mgr.*)	239·8 P51*t* H82*t*	36·6 F24*t*	15·8	Mandal Norwegian *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP AlblasserdamMsch.Fab.		N
69233 OXZJ	**Agnete** 1 *Dk*		1458 1186 855					1921	Helsingörs Jernsk&Msk. Helsingör	Dampskslsk.Torm A/S(A.Schmiegelow&A.Kampen, *Mgrs.*)	249·5 P17'Q76'B96'F34'	38·1	15·0	Svendborg Danish *WB*	T.3Cy.18″,30″&50″–36″ 150NHP HelsingörsJernsk.&Mskb.		G
69234 OXWB	**Agnete Mærsk** (*ex*Aabenraa) *ss*Abg.No.3–9,34 1 *Dk*(*Stl*) *ss*Cpn.No.1–39		2088 1832 1205	†100A1 ~~3,37~~	Mch	*s*	CL 9,37	1921 11mo	Yarrow& Co.Ld. Glasgow	D/S A/Saf1912(A. P.Möller,Copenhagen, *Mgr.*) *Lloyd's SA&CP* *Cell DBa86'u*	286·0 P27'B166'F31'	43·4	18·7 FK 5 *BHCem* 48*t APT78t*	Aalborg Danish	T.3Cy.20½″,33″&54″–36″ (*s*) 180lb 208NHP 2SB(Spt),*6cf*,GS102,HS3452 Yarrow&Co.Ld.Glasgow	21 ″ 0 s 1 ″ 9½ 19 ″ 5½	
69235	**Agnita** *Oil Eng.* *ss*Ams.No.1–35 *Mchy.Aft* 1 *Dk*(*Stl*) 2nd *dk*(*Stl*) in way of mchy. space & Web frames		3561 ~~3057~~ 1977	†100A1 ~~6,36~~ 6,37 *Carrying Petroleum in bulk* *Fitted with cylindrical tanks*	Ams	*u*	CL 2,37	1931 3mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's SA&CP*	Anglo-Saxon Petroleum Co.Ld. *Cell DBa E53'12*	305·4 317·0(O.L.) ~~292'B27'F37~~ *2/DT720 123t FPT*	50·5	26·3 FK 10 *BHptCem* *APT122t*	Loudon British	Oil Engines 4S.C.SA 3Cy.24⅛″–43⅜″ 476NHP DB160lb Werkspoor, Amsterdam	28 ″ 6 s 4 ″ 8½ 23 ″ 11½	
69236 SHFA	**Agra** 7203 *ss*Got.No.3–38 ~~*ss*Got.No.4–38~~ D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl–ws*) 3rd *dk*(*Stl*) in No.1 hold	**TwinSc** *Oil Eng.*	4569 *4042* *2605*	†100A1 with freeboard ~~5,37~~ 5,37 ~~BS5,38~~ 8,38	Got CS11,37 ~~8,36~~ 2,38	*z*	CL 2,38	1925 6mo	A.B.Götaverken Gothenburg	Aktieb.Svenska OstasiatiskaKomp. (G.Borin, *Mgr.*) *Lloyd's SA&CP* *Cell D B327'999t Tanks a sides of tw*	391·7 408·8(O.L.)	52·6	25·0 FK *Coll.* *BH to Sh dk* 6 „ „ 2nd „ *nels* 19·70*t FPT73t APT57t*	Gothenbrg Swedish *DB85lb*	Oil Engines 4S.C.SA 12Cy.23½″–47½″ 623NHP A.B.Götaverken,Got.	28 ″ 0 s 2 ″ 10¾ 25 ″ 2½	
69237	**Aguaray** *Mchy.Aft* *Cruiser Stern* 1 *Dk*	**TwinSc** *Oil Eng.*	302 — 179					1928	H.Robb, Ld. Leith	Cia.Argentina de Nav.Mihanovich Ltda.	160·0	34·0	8·6	Bns.Aires Argentine	Oil Engines 4Cy. J&CG BolindersCoLd.Skm		
69238 GPVD	**Aguila** (P) 140543 *ss*Liv.No.2–38 D.F. E.S.D. ~~*ss*Liv.No.1–38~~ *Well deck* 2 *Dks*(*UStl–ws*)	**3Mst**	3255 2162 1855	†100A1 ~~4,36~~	Liv	*u*	CL 11,36	1917 11mo	Caledon S. B.&E.Co.Ld. Dundee	YeowardLine,Ld. (YeowardBros. *Mgrs.*) *Lloyd's SA&CP* *Cell DBa140'u*	315·3 P&B213'F38'6K12	44·2	18·5 FK 5 *BHCem* *128 f156 523t FPT*	Liverpool British	T.3Cy.25″,42″&68″–42″ (*s*) 180lb 395NHP 3SB,*9cf*,GS189,HS7054 CaledonSB.&E.Co.Ld.Dun.	21 ″ 6 s 1 ″ 11½ 20 ″ 10	BT till 10,38
69239	**Aguila II** *Mchy.Aft*	**TwinSc** *Oil Eng.* *ss*B.As.No.1–35 1 *Dk*(*Stl*)	874 — 462	†A1 *with freeboard* ~~1,37~~ *For Service on the River Plate Ports seawards Monte Video*	BAs	OG ~~6,36~~		1931 1mo	H.Robb, Ld. Leith	Cia.Argentina de Lanchas *Lloyd's SA&CP limiting & Piedras*	260·0 F30	42·0 FK *FPT70t APT78t*	11·8	Bns.Aires Argentine	Oil Engines 2S.C.SA 8Cy.13⅜″–22⅞″ 250NHP DBJ120lb	13 ″ 0 s 3 ″ 3½ 10 ″ 0	
69240 WHCA	**Agwidale** 217184 *Ref.Mchy.*	*Fitted for oil fuel* 2 *Dks*	4763 4138 2969	...				1918	NwprtNws S.B.&D.D.Co. NewprtNews	Agwilines,Inc. (Clyde-Mallory Lines, *Mgrs.*)	370·0 P27'B104'F22'	53·1 FK	27·0 *WB*	NewYork Utd.States	T.3Cy.24½″,41½″&72″–48″ 471NHP NewportNewsSB&DD.Co	30 ″ 0	R †
69241 WECR	**Agwistar** 217530	*Fitted for oil fuel* 2 *Dks*	4661 4272 2921	...				1919	NwprtNws S.B.&D.D.Co. NewprtNews	NewYork&Cuba MailS.S.Co.	370·0 P27'B104'F22'	53·1 FK	27·0 *WB*	NewYork Utd.States	T.3Cy.24½″,41½″&72″–48″ 471NHP NewportNewsSB&DD.Co.	30 ″ 0	R †
69242 KDMD	**Agwiworld** 220911 *Mchy.Aft* D.F.	*Fitted for oil fuel* *Longitudinal framing* 2 *Dks* *Carrying Petroleum in bulk*	6771 6452 4148					1921	SunS.B. Co. Chester,Pa.	RichfieldOilCorp.	429·3 P133'B36'F40'	59·2	33·2 *WB*	LsAngeles Utd.States	T.3Cy.27″,45½″&76″–51″ 412NHP SunS.B.Co.Chester,Pa.		R

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Details de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Construit. Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. BHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
69243 135803 MBZN	**Ah Kwang** TwinSc OilEng. *Mchy.Aft* 1*Dk*	612 523 444					1913	Taikoo Dkyd.&Eng. Co.Ld. HongKong	AsiaticPetroleum Co.(N.China)Ld.	210·0|32·0|9·0 B46'F22'	Shanghai British *WB*	Oil Engines 2S.C.SA 8Cy.15"-16⅛" 317NHP J.&C.G.Bolinders,Skm.		
69244 149709 VPCX	**Ahamo** (*ex*Plume-33) *ss*Yka.No.3-2,37 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. GyC *Longitudinal framing*	8621 7957 5208	✠100A1 1,38 BS1 ✠LMC2,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,26	Sng	*d*†	CL ~~10,35~~ 9,38	1926 9mo *Lloyd's* A&CP *F.P. above* 150° F.	Lithgows, Ld. PortGlasgow	StandardTrans- portationCo.Ld. *CellDBuE&B65'f35'318t FPT190t APT130t*	460·0|62·8|36·4 P118 B43'F42' FK	HongKong British 19*BHptCem*	T.3Cy.26½",46"&79"-54" (*s*) 220lb 666NHP 3SB,*9cf*, HS9300 FD D.Rowan&Co.Ld.Gls.	36 ″ 6 s 7 ″ 5½ 29 ″ 3½	
69245 673 IJEW	**Aida** WoodAuxBkn (*exSailing Vessel*Agnese-34) *OilEng.* 1*Dk*2*trB* (*SeeSailingShipRegister*)	323 — 249					1920	G.Raiola Torre del Greco	GiuseppeGalatolo	144·0|28·3|14·9	Leghorn Italian	Oil Engines 2S.C.SA 4Cy.8⅛"-14 9/16" 52NHP NE35 Akt.Burmeistr&Wain,Cpn		I
69246 489 IBEG	**Aida Lauro** (*ex*Mina-37, *ex*Illingworth-34) *ss*Nwc.No.3-8,34 2*Dks(Stl)*	~~6067~~ ~~[illegible]~~ ~~[illegible]~~ 6006 — 3697	✠ ... 8,38 ~~[illegible]~~ ✠~~[illegible]~~	Rot	*a*†	CL 6,37	1922 1mo *Lloyd's* A&CP *Cell D Ba* 133' *uE*27'	Richardsn, Duck&CoLd. Stockton	A.Lauro *Intermediate 'tween dkBHin after hold dispensed with* *f*185'1374*t DTa*34 1030*t FPT*139*t APT*204*t*	~~445·3~~|55·8|29·2 430·4 P37'B185'F40' FK	Naples Italian *Cem* 6*BHtoUdk* 1 „ „2*nd* „	Q4Cy25½"36½",52½"&76"-54" 220lb (*s*) 629NHP 3SB,*12cf*,GS216,HS8875 Blair&Co.Ld.Stockton	31 ″ 10 ~~[illegible]~~ ~~[illegible]~~	
69247 609 SZKU	**Aighai** (*ex*Limni-36,*ex*Costas-33, *ex*Taormina) Wireless 1*Dk*	1406 1266 862					1896	Duncan &Co.(Lim.) Pt.Glasgow	G.&A.A.Fokias (J.A.Alexatos, *Mgr.*)	235·0|35·2|18·7 H78*t*	Piræus Greek *WB*	T.3Cy.19",31"&51"-36" 150NHP Muir&Houston(Lim.),Gls.		N
69248 211 YLGC	**Aija** (*ex*Tora-37,*ex*Bessegg-33, *ex*LillyMargrethe, *ss*Pir.No.1-24 *ex*Aspasia) 1*Dk(Stb)* *Well deck*	575 412 328	✠ 7,25 ✠	Pir	*h*		1920 5mo	J.Berg& Co. Delfzyl	KaijaShippingCo. Ld. *CellD Ba*36' *'tweenE&B*7' *f*63'140*t*	166·2|25·7|13·0 Q43*t*B53*t*F21*t*H27*t* FK	Riga Latvian 1*BHCem*	T3Cy.12⅝",19 7/16"&31½"-21⅝" 71NHP 1SB,*2cf*,GS43,HS1363 J.Berg&Co.Delfzyl	13 ″ 8	N †
69249 887 SVIC	**Aikaterini** (*ex*Wearpool-35) *ss*Pir.2ndNo.3-7,38 ~~*ss*Shl.No.3-2,36~~ D.F. ~~*ss*Shl.No.2-35~~ 1*Dk(pt Irn&pt Stl)*	*4929* *4719* *3073*	✠100A1 7,38 ~~7,37~~ ~~[illegible]~~ ✠LMC~~[illegible]~~ 7,38	Rot Pir	*y*	CL 7,37	1913 5mo *Lloyd's* A&CP	Ropner& Sons,Ld. Stockton	GeorgandisBros. *Cell DBa* 127' *uE*27'*f*174'1165*tFPT*194*tAPT*185*t*	390·0|55·5|26·3 P30'B219'F40' FK	Piræus Greek 6*BHCem*	T.3Cy.28",46"&75"-48" (*s*) 180lb 450NHP 3SB,*9cf*,GS194,HS7293 Blair&Co.Ld.Stockton	28 ″ 9 s 4 ″ 6½ 24 ″ 4¾	
69250 815 SVFD	**Aikaterini T.** (*ex*Nantes-34) 1*Dk*	2560 — 1490			...		1917	ForthS.B. &E.Co.Ld. Alloa	Th.L.Teryazos	305·3|42·7|21·5 P24'B85'F32' FK	Piræus Greek *WB*	T.3Cy.21",34"&56"-36" 226NHP Ramage&Fergusn,Ld.Lth.	23 ″ 9	C †
69251 FNIM	**Aïn El Turk** (*ex*Koningin *ss*AntNo.3-7,37 Elisabeth-37) 1*Dk(Stl)&Shelter dk(Stl)* D.F.	*2477* *2293* *1466*	✠ ... 11,38 *with freeboard* ✠~~[illegible]~~	Ant	*u*	CL 1,38	1925 5mo *Lloyd's* A&CP	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	Cie.France- Navigation,S.A. *CellDBa*93'*uE*21'*f*142'595*tAPT*57*t*	315·9|45·1|20·6 FK	Oran French 5*BHptCem* (*Coll toSh dk* 4 „ 2*nd* „)	T.3Cy.22",37"&61"-42" (*s*) 180lb 283NHP 3SB,*6cf*,GS135,HS4662 WllsndSlpwyCo.Ld.Nwc.	22 ″ 10 ~~[illegible]~~ ~~[illegible]~~	
69252 139237 GLMQ	**Ainderby** *ss*Npt.No.3-7,37 D.F. 1*Dk(Stl)*	4860 4626 2998	✠100A1 ~~6,38~~ ~~1,38~~ ~~7,37~~ 4,39 ✠LMC7,37 BS6,38	Shl	*y*	CL ~~7,37~~ 6,38	1925 7mo *Lloyd's* A&CP	W.Gray& Co.Ld. WHartlepool	RopnerShippingCo Ld. *CellDBa&uE*158'*f*169'1041*t FPT*180*t APT*179*t*	390·0|55·0|26·5 402·3(O.L.) P30'B220'F40' FK	W.Hartlpl. British 6*BHCem*	T.3Cy.25½",40"&71"-48" (*s*) 180lb ~~160lb~~ *125lb* 439NHP 3SB(Spt),*9cf*,GS190,HS7614 Cen.Mar.Eng.Wrks.WHpl	28 ″ 9 s 4 ″ 5¾ 24 ″ 6½	
69253 ~~LIRW~~ LJRW	**Aino** (*ex*Ashmore-34) *ss*Sfj.No.1-38 *OilEng.* *Longitudinal framing* *Mchy.Aft* 2*Dks(Stl)&Web frames* *Special Surveys to date from* 1,34	6126 5412 3559	✠100A1 12,38 ~~3,37~~ DBS3,38 ~~[illegible]~~ *Carrying Petroleum in bulk* ✠LMC CS12,38 3,37	Rot Sfj	*z*	CL 3,38	1932 4mo *Lloyd's* A&CP	Armstrong Whitworth &Co.(Ship- builders)Ld. Newcastle	SkibsA/S "Aino" (C.H.Sörensen& Sönner) *CellDBuE*56' 171*tDTf*34'347*t FPT*135*t APTs*239*t*	396·2|55·1|32·3 408·0(O.L.) P97'B29'F36 FK	Arendal Norwegian 14*BHptCem* (9 *to U dk* 5 „ 2*nd* „)	Oil Engines 2S.C.SA 6Cy.23⅝"-41⅜" 583NHP 2DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0 s 5 ″ 5½ 26 ″ 9½	
69254 29008 JCMF	**Aioi Maru No. 12** Ⓟ 1*Dk*	304 215 193					1922	Mukaijima SenkyoK.K. Mukaijima	IshizakiKisen K.K.	140·0|20·0|11·5	Mitsu- hama Japanese	T.3Cy.11",17½"&30½"-21" 42NHP		
69255 FNAQ	**Air France I** TwinSc (*ex*Aéro-PostaleI-34) *OilEng.* Wireless D.F. 1*Dk*	480 323 37					1930	Atel.&Ch. Marit.du Sud-Ouest Bordeaux	AirFrance	195·4|25·9|11·7 B31'F33'	Dakar French	Oil Engines 2S.C.SA 10Cy.13¾"-21¼" 330NHP SulzerBros.Winterthur		V
69256 FNAS	**Air France III** TwinSc (*ex*Aéro-PostaleIII-34) *OilEng.* Wireless D.F. 1*Dk*	480 323 37					1930	Atel.&Ch. deBretagne Nantes	AirFrance	195·3|23·5|11·6 B32'F55'	Dakar French	Oil Engines 2S.C.SA 10Cy.13¾"-21¼" 330NHP SulzerBros.Winterthur		V
69257 FNAT	**Air France IV** TwinSc (*ex*Aéro-PostaleIV-34) *OilEng.* Wireless D.F. 1*Dk*	480 323 37					1930	Atel.&Ch. deBretagne Nantes	AirFrance	195·3|23·5|11·6 B32'F55'	Dakar French	Oil Engines 2S.C.SA 10Cy.13⅝"-21¼" 330NHP SulzerBros.Winterthur		V
69258 161049 MPYL	**Aire** *ss*Goo.No.1-35 Sub.Sig. Wireless 1*Dk(Stl)*	1108 870 445	✠100A1 10,38 ~~10,37~~ ✠LMC MS12,35 BS~~[illegible]~~ 10,38	Goo	*o*	OG 3,35	1931 2mo *Lloyd's* A&CP	Cammell Laird&Co.Ld Birkenhead	LondonMidland& ScottishRailway (AssociatedHum- berLines,*Mgrs.*) *CellDBa&uE*73'*f*90' 193*t FPT*17*t APT*40*t*	240·6|34·1|15·4 P38'B85'F35' FK	Goole British 5*BHCem*	T.3Cy.22",36"&61"-39" (*s*) 200lb 352NHP 2SB,*6cf*,GS125,HS5220 FD CammellLaird&CoLdBkd	16 ″ 5 s1 ″ 8¾ 14 ″ 10½	
69259 1131 OHXM	**Airisto** (*ex*Ragni-35,*ex*Sixty-four-33, *ex*Sommen, *ss*Moss2ndNo.3-4,33 *ex*St.Thomas, *ss*Abo.No.1-37 *ex*Vikingen) 1*Dk(Stl)&deep framing* *Cargo battens not fitted*	2410 2215 1341	✠100A1 1,39 ~~11,37~~ BS9,37 LMC 10,38 MS11,37	Abo Cpn	*t*	CL 8,36	1907 11mo *Lloyd's* A&CP	S.P.Austin &Son,Ld. Sunderland	TurunLaivaO/Y (MainioE.Merimo, *Mgr.*) *Intermediate BH in fore hold dispensed with* *CellDBa*94' *uE&B*36' *f*120'667*tFPT*118*t APT*123*t*	295·0|43·4|20·7 306·0(O.L.) P21'B76'F30' FK	Turku Finnish *Asp* 4*BHonly*	T.3Cy.22",36½"&59"-39" (*s*) 180lb 235NHP 3SB,*6cf*,GS96,HS3609 N.E.MarineEng.Co.Ld.Sld	23 ″ 1 s 3 ″ 5½ 19 ″ 9½	
69260 710 SVGR	**Ais Giorgis** (*ex*Corfell-33, *ex*Queensgarth) 1*Dk* *Cantilever framed topside tanks*	*2098* *1840* *1007*					1908	Sir Raylton Dixon&Co Ld Middlesbro'	Mme.K.G.Sigalas (G.Sigalas Sons, *Mgrs.*)	275·0|40·3|20·5 B52'F28'	Piræus Greek *WB*	T.3Cy.22",35"&59"-39" 217NHP Richardsons,Westgarth& Co.Ld.Mdb.		G
69261 FNQA	**Aisne** (*ex*ThereseHorn) D.F. 2*Dks*	3654 — 2209					1914	Schiffsw.v. HenryKoch Lübeck	Cie.Havraise de Navigation (L.Corblet&Cie) ~~Anon.deGérance et d'Armement, Mgrs.)~~	375·9|50·7|21·5 H- F43'	Havre French *WB*	T.3Cy27",42 1/16"&68 9/16"-48 3/16" 312NHP OttensenerMaschf.Altona		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any	3 Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 For Special Survey. Date of last Survey.	7 Port of Survey. Years Additional now exp'rtd. Equipment Letter.	7a Depth when tail shaft last made.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke / Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Trade-in.
69262 30041 JQFB	**Aitoku Maru** Wireless 1 *Dk*		1328 1095 787					1924	Harada Zosen K.K. Osaka	Kita Nippon Kisen K.K.	225·0 P30'	33·0 B58'	20·2 F28'	Takasago Japanese *WB*	T.3Cy.18",29"&49"–33" 138 NHP Hakodate Dkyd. Hakodate		
69263 EAAD	**Aizkarai-Mendi** (*ex*Erica-36, *ex* Blanca-37, *ex* Aizkaran-36) Mendi-36) 1 *Dk*(*Stl*) *&Shelterdk*(*Stl*) Now registered as German and sailing as "ERICA", q.v.(June–37), which see.	*ss*Bbo.No.3-1,36	3274 1264 2010	✠100A1 Ham *r* *Shelter dk with freeboard* 12,37 12,36 ~~12,38 13,35~~ 1 ~~11,38~~ 12,38 ~~12,38~~			CL 5,35	1922 3mo	Ropner SB &Repairng Co (Stockton) Ld. Stockton	Cia. Nav. Sota y Aznar	~~340·3~~ 339·5 FK *Collision BH to Sh dk* *Cell D Ba* 108' *uE* 25'	~~48·6~~ 48·6	~~22·5~~ 22·5	Bilbao Spanish *Cem* 147'784*t APT* 126*t*	T.3Cy.24",40"&66"–45" (*s*) 180 lb *100 lb* 358 NHP 2SB,*6cf*,GS137,HS6078 Blair&Co.Ld.Stockton	24 " 10 s 1 " 11½ 23 " 0½	
69264 EAAQ	**Aizkori-Mendi** (*ex*Altuna-Mendi-37) Sub.Sig. 1 *Dk*(*Stl*) *&Shelter dk*(*Stl*) 2*nd dk*(*Stl*) *in fore & after holds* *Cargo battens not fitted in Shelter 'tween dk*	*ss*Bbo.No.1-39 *ss*Bbo.No.3–10,35	6202 5838 3897	✠100A1 Bbo *z* *Shelter dk with freeboard* 2,39 ~~1,37~~ 2,39 ~~d.MC1,37~~ 2,39			CL ~~1,37~~ 2,39	1922 3mo	J Readhead &Sons, Ld. South Shields	Cia. Nav. Sota y Aznar *Cell D Ba* 152' *uE* 152' *f*	400·5 P38' F40' *on Shelter dk* 177 1098*t APT* 154*t*	53·4 FK	33·9	Bilbao Spanish *Cem* 2 *BH to Sh dk* 4 " " *U* "	T.3Cy.27",44"&73"–48" (*r*) 180 lb 448 NHP 3SB,*9cf*,GS190,HS7566 J.Readhead&Sons,Ld.	36 " 6 s 8 " 6½ 28 " 2	
69265 148137 VRXV	**Ajasa** (*ex*Usworth) *Well deck* *Mchy. Aft* 1 *Dk*		2050 1540 1264				...	1925	Wood Skinner&Co.Ld. Newcastle	Government of Nigeria	275·2 Q166' F29'	39·8	17·6 FK *WB*	Lagos British	T.3Cy.21",34"&57"–36" 225 NHP N.E.Marine Eng Co Ld Nwc	20 " 2	
69266 162340 GJXM	**Ajax** (P) Twin Sc E.S.D. *Oil Eng.* *Ref. Mchy.* D.F. 2 *Dks*		7540 6488 4028					1931	Scotts' S.B. &Eng. Co. Ld. Greenock	Ocean S.S. Co. Ld. (A. Holt&Co. *Mgrs.*)	459·6 P63' B181' F57'	59·3	29·2 FK *WB*	Liverpool British	Oil Engines 4S.C.SA 16Cy.29½"–59" 489 NHP Akt. Burmeistr&Wain,Cpn		BT till ~~8,38~~ 5,39
69267 DOIL	— Sub.Sig. D.F. 2 *Dks* *Cruiser Stern*		2297 2012 1312					1927	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges. "Neptun"	287·0 F26'	46·0	28·2 FK *WB*	Bremen German	T8Cy19½",31½"&50½"–35½" & low pressure Turbine 180 NHP A.G. "Weser," Bremen		G
69268 PCFQ	— (*ex*Ceuta,*ex*Elbe) *Well deck* Wireless		942 798 510					1923	Hamburgr. Elbe Schiffsw. Hamburg	Koninkl. Nederl. Stoomb. Maats. N.V.	221·1 P&B171' F31'	34·5	13·4 FK *WB*	Amstrdam Dutch	T.3Cy.17¾",28⅛"&47"–31½" Gute Hoff- nungshütte, Oberhausen		V
69269 LFHN	**Akabahra** (*ex*Örnefjell-37) *Cruiser Stern* *Mchy. Aft* Wireless 1 *Dk*		1524 1234 864					1929	Porsgrund Mek. Værks. Porsgrunn	D/SA/S Akabahra (E.D. Knutsen)	244·7 P38*t* H13*8t*	37·9	18·3 FK *WB*	Oslo Norwegian	C4Cy(2)12¾"&(2)27½"–27½" 66 NHP Porsgrund M.V. Porsgrunn		N
69270 42327 JIQK	**Akagi Maru** *Oil Eng.* D.F. E.S.D. 2 *Dks* *Ref. Mchy.* *Cruiser Stern*		7390 6531 4328	✠100A1 Yka *d*† 7,38 ~~7,37~~ ~~LMC9,36~~ ~~Lloyd's RMC~~ DBS 7,38 12,38 *Carrying cargo oil F. P. above* 150° *F. in deep tanks Cell D B* 391' 148*3t DTs a* 39' 1461*t FT T* 83*t APT* 77*t*		CL 1,38	1936 9mo	Mitsubishi Jukogyo K.K. Nagasaki	Nippon Yusen K.K.	462·7 P23' B183' F41'	62·3 FK	34·4	Tokyo Japanese 8 *BHpt Cem*	Oil Engines 2S.C.DA 8Cy.28⅜"–47½" 2248 NHP DB *100 lb* Mitsubishi Jukogyo K.K. Nag.	34 " 5	
69271 14995 JTMH	— (*ex*Akagi) 1 *Dk*	(P)	669 — 421					1888	Kobe Ono- hama Zosen- sho Kobe	Amagasaki Kisenbu Gomei K.	186·0 F38	27·2	13·5	Osaka Japanese	C.4Cy. NE96 NB04 Kobe Onohama Zosensho		
69272 30033 JYIA	**Akagisan Maru** *ss*Kob.No.3–1,37 *Oil Eng.* 2 *Dks*(*Stl*)		4634 3932 2801	✠100A1 Tama *x* 1,39 ~~2,38~~ LMC CS1,37 ~~,39 ,37~~ 1,3			CL ~~1,37~~ 1,39	1924 7mo	Mitsui Bussan Kaisha, Ld. Tama Dkyd.	Mitsui Bussan Kaisha, Ld.	375·0 P34' B107' F39'	50·0 FK	30·0	Kobe Japanese 6 *BH to U dk* 1 " " 2nd " *pt Cem*	Oil Engines 4S.C.SA 6Cy.29½"–59½" DB *80 lb* 489 NHP Burmeister&Wain,Cpn.	30 " 1	
69273 133648 GMLP	**Akaroa** (P) Triple Sc (*ex*Euripides–32) *ss*Liv.No.3–6,20 *Ref. Mchy.* 3 *Dks*(*Stl*) *&Awng dk* D.F. E.S.D. (*Stl*–ws) *4th dk*(*Stl*) Gy C. *in Nos.3&4 holds*	~~*ss*Liv.No.3–6,20~~ *ss*Lon.No.2–34	~~15128~~ ~~9161~~ 15137 ~~12,73~~ ~~7,119~~	~~✠100A1 Lon *f*†~~ *Awng dk* ~~with freeboard BS5,38~~ ~~7,37~~ ~~LMC11,34~~ ~~Lloyd's RMC~~ ~~3,39 10,38~~ *Adapted for oil fuel* 12,32 *F. P. above* 150° *F.*		~~CL~~ ~~P10,38~~ ~~67,37~~ ~~CS1,38~~	1914 6mo	Harland& Wolff, Ld. Belfast	Shaw Savill& Albion Co. Ld.	550·7 569·7(O.L.) P51' B215 F94' *on Awng dk* FK&BK2' *Cell D Ba* 32' *u E&B* 128' *f* 223 161 3*t Deep tanks a in way of tunnels*	67·4	44·1	S'thamptn British 11 *BHpt Cem* 5 *BHtoSh dk*	T8Cy(2)24"(2)38⅛"&(4)44" –48"&1 L.P. turbine (*s*) 215 lb 1401 NHP 5DB,*30cf*,GS605,HS2507§ Harland& Wolff, Ld Bel. 592*t FPT* 125*t APT* 152*t*	47 " 11 s 15 " 5½ 32 " 11½	BT till 4,39
69274 31739 JHVB	**Akashi Maru** (P) (*ex*Tunisia. *ex*Dibble Bridge,*ex*War Simoom) 1 *Dk*		3228 2857 1958				...	1918	Irvine's SB &D.D.Co. Ld W Hartlepool	Shimatani Kisen K.K.	331·2 P33' B100' F28' FK	46·8	23·2 *WB*	Kobe Japanese	T.3Cy.25",41"&68"–45" 129 NHP Geo. Clark, Ld. Sunderland	25 " 6	
69275 20407 JPYE	— (P) Wood (*ex*Shintoku Maru No.2) 1 *Dk*		563 — 434					1917	Fukushima Matsuye Shimochi	Kawasaki Shoji Goshi Kaisha	134·0	30·5	14·1	Amagasaki Japanese	C.2Cy.12⅞"&27½"–19" 28 NHP Mutsuda Tekkosho, Osaka		
69276 40698 JGEJ	**Akasisan Maru** (*ex* Akashisan Maru–38) *Oil Eng.* D.F. 2 *Dks* *Ref. Mchy.* *Cruiser Stern*		4551 3717 2864					1935	Mitsui Bussan Kaisha, Ld. Tama	Mitsui Bussan Kaisha, Ld.	362·2 P36' B97' F31'	50·0	29·1	Kobe Japanese	Oil Engines 4S.C.SA 10Cy.21⅝"–39⅜" 453 NHP Mitsui Bussan Kaisha, Ld. Tama		C
Wrecked 1938 11.38 MKYL	**Akassian** (*ex*Cito–37) *ss*Hul.No.3–3,37 *Well deck* 1 *Dk*(*Stl*)		692 504 309	~~✠100A1~~ Hul *i* ~~6,38~~ Lagos ~~Lloyd's RMC~~ ~~2,38 2,38~~			CL ~~2,37~~ 8,38	1922 2mo	Swan, Hunter & Wigham Richardsn Ld Sunderland	United Africa Co. Ld.	173·5 179·0(O.L.) (86' B15' F25' FK *Cell D Ba* 104' *u E* 124*t FPT* 47*t APT* 111*t*	28·1	12·9	Liverpool British 1 *BH Cem*	T.3Cy.13½",22"&36"–30" (*s*) 180 lb 97 NHP ~~147 RHP~~ 1SB,*3cf*,GS58,HS1775 Swan, Hunter& Wigham Richardson, Ld. Nwc.	14 " 0 s " 7½ 13 " 6½	
69278 41390 JVCK	**Akatsuki Maru** (P) *Oil Eng.* *Cruiser Stern*		444 — 228					1936	Mitsubishi Jukogyo K.K. Kobe	Uwajima Unyu K.K.	151·1	25·8	12·5	Uwajima Japanese	Oil Engines 4S.C.SA 6Cy.13¾"–20½" 111 NHP Mitsubishi Jukogyo K.K. Kobe		
69279 147737 VWBC	**Akbar** (P) *ss*Bom.No.3–1,37 2 *Dks*(*Stl*) *&Shelter dk*(*Stl*-teak s)		4043 3173 2479	✠100A1 Bom *y* *with freeboard* ~~1,38~~ 1,37 1,38 ~~BS1,37~~ ~~LMC1,37~~ 12,38			CL ~~1,38~~ 12,38	1924 10mo	Lithgows, Ld. Port Glasgow	~~Bombay & Persia Stm. Nav. Co. Ld.~~ Mogul Line, Ld.	375·0 F50'	52·0 FK	23·1	Bombay British 6 *BH Cem* *BH to Sh dk* 5 " " 2nd "	T.3Cy.25",42"&70"–48" (*s*) 200 lb *110 lb* 156 NHP 2SB,*8cf*,GS151,HS6318 FD Rankin& Blackmore Ld Grk	25 " 6 s 2 " 5½ 23 " 8½	
69280 141979 MKZT	**Akeld** (*ex*The Earl–38, 3 Mst *ex*Mayfield) *ss*Shl.No.3–3,35 *Mchy. Aft* Wireless 1 *Dk*(*pt Stl*) *Well deck* *Cargo battens not fitted*		643 445 287	✠100A1 Shl *i* ~~2,38~~ ~~1,38~~ 1,38 Bly ~~BS6,37~~ ~~LMC3,35~~ 6,38			CL ~~6,38~~ 11,38	1922 1mo	Tyne-Tees Steam Shipping Co. Ld. Scotstoun	Tyne-Tees Steam Shipping Co. Ld.	175·1 Q96' B11' F31' BK7 *Cell D Bf* 103' 153*t FPT* 39*t APT* 3*t*	28·1	11·2	Newcastle British 3 *BH Cem*	T.3Cy.15".25½"&41"–30" (*s*) 180 lb 120 NHP 2SB,*4pf*,GS66,HS2104 Yarrow&Co.(1922) Ld.	13 " 6 s 4 " 5½ 13 " 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. R. of Trade.
69281 140680 GSDQ	**Akenside** (exBurnhope) ssHul.No.3-12,29 ssShl.No.2-38 ~~ssHul.No.1-35~~ Well deck 1Dk(Stl) D.F. Cargo battens not fitted	2694 2149 1595	✠100A1 ~~5,38~~ ~~11,37~~ 5,39 ~~BS11,37~~ ✠LMC ~~1,35~~ BS2,39 11,37	Cff Shl	l	CL 11,37	1917 7mo Lloyd's A&CP	WoodSkinner&Co.Ld. Newcastle Intermediate bulkhead in forehold dispensed with 4 BH only	QuaysideShipping Co.Ld.(Connell& Grace,Ld. Mgrs.) Cell DB263'695t FPT130t	321·2 | 43·2 | 19·5 330·5(O.L.) Q186'BonQ63' F32' FK	Newcastle British Cem APT151t	T.3Cy.22½",37"&61"-42"(s) 180lb 295NHP 2SB,8cf,GS143,HS5016 N.E.MarineEngCoLd.Nwc	21 " 9 s7 " 0½ 19 " 2	
69282 LCBN	**Akera** (exWarSinger) ssRot.No.3-8,30 ssRot.No.1-35 1Dk(Stl)	5248 4756 3149	✠100A1 3,38 BS9,38 ✠LMC MS10,34 ~~BS10,37~~ Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel F.P. above 150°F.	Rot	y	CL 9,37	1918 6mo Lloyd's A&CP	C.Connell &Co.Ld. Glasgow	SkibsA/S Garm (Prebensen& Blakstad,Mgrs.) Middle line Bulkhead not oil-tight Cell DB343'1093t FPT118t	400·8 | 52·3 | 28·5 413·8(O.L.) P49'B113'F39' FK	Risor Norwegian 11BHptCem APT184t	T.3Cy.27",44"&73"-48" (s) 180lb 490NHP 3SB,9cf,GS190,HS7020 FD D.Rowan&Co.Ld.Gls.	31 " 0	
69283 LCCJ	**Akershus** D.F. 1Dk	832 655 368					1914	Akers Mek.Værks. Oslo	A/S Jelölinjen (Fred.Olsen&Co. Mgrs.)	208·6 | 31·6 | 14·2 P26'B93'F40'	Oslo Norwegian WB	T.3Cy.16½",27"&45"-33" 116NHP AkersMek.Værks.Osl.		N
69284	**Aketz** For particulars see "Cabo Ortegal" Now sailing as "Libero"													
69285 UOKM	**Akhilleon** 1Dk	347 317 194					1869 1970	.... Linz	U.S.S.R.	208·0 | 26·3 | 9·6 P5'B22'F19'	Odessa Russian	C.4Cy.(2)13⅛"&(2)22⅞"-15" 32NHP Emade77 NB31 Ocker,Budapest		
69286 30502 JYZA	**Akibasan Maru** ssKob.No.3-1,37 D.F. 2Dks(Stl)	4607 3923 2865	✠100A1 2,39 ~~1,38~~ ✠LMC ~~1,38~~ LNE (c)made20refitted34 Fitted for oil fuel 11,24 F.P. above 150° F.	Kob Tam 2,39	x	CL 1,38	1924 11mo Lloyd's A&CP	MitsuiBussanKaisha Ld TamaDkyd.	MitsuiBussan Kaisha,Ld. Cell DB312'846t	375·0 | 50·0 | 30·0 P31'B126'F43' FK DTa 25'627t FPT	Kobe Japanese 7BHptCem (1 ,, to2nddk) 67t APT109t	T.3Cy.23",38"&64"-48" (s) 200lb 496NHP 3SB,9cf,HS7900 FD MitsuiBussanKaisha,Ld.	30 " 0 s5 " 8½ 24 " 6	
69287 18487 JCBD	**Akita Maru** ssKob.2ndNo.3-2,39 ~~ssYka.No.3-1,36~~ ~~ssYka.No.2-35~~ 2Dks(Stl)	3817 3463 2316	✠100A1 2,39 ~~2,38~~ ~~BS2,38~~ ✠LMC ~~8,35~~ 2,39	Osa Kob	w	OG 2,37	1916 5mo Lloyd's A&CP	MitsuBishi Dkyd&EWks Nagasaki	NipponYusen K.K.	345·0 | 50·0 | 29·1 P33'B74'F40' FK CellDB294'772t	Tokyo Japanese 6BHCem APT27t	T.3Cy.23",38"&64"-48" (s) 200lb 342NHP 2SB(Spt),6cf,GS109, HS4394 FD MitsuBishiD.&E.Wks.Nag	29 " 1 s5 " 4½ 23 " 11	
69288 42304 JFMH	**Akitsu Maru** Ⓟ OilEng. 2Dks CruiserStern	1038 — 552					1936	Mitsubishi JukogyoK.K Kobe	AwanokuniKyodo KisenK.K.	196·8 | 32·8 | 16·1 F12'	Japanese WB	Oil Engines 4S.C.SA 8Cy.16¾"-24 7/16" 218NHP MitsubishiJukogyoK K. Kobe		
69289 DOCW	**Akka** (exStettin) 2Dks	2646 2331 1511					1924	Stettiner Oderwerke Stettin	AtlasLevante-LinieA.G.	328·9 | 46·0 | 18·7 P14'B50'F31'	Bremen German WB	T.3Cy.22⅝",35 13/16"&57"-39⅜" 204NHP StettinerOderwerkeA.G.		G
69290 LCGG	**Åkre** (exChildar-35) ssSea.No.1-29 OilEng. D.F. 1Dk(Stl)&Shelter dk(Stl) Should be "Aakre," see No. 87084 in Supplement	4138 3709 2336	✠ 8,33 ✠	Abg	y		1926 2mo	Kockums M.V.Aktieb. Malmö Cell DB313'1028t Tanks at sides of tunnel 255t	RederiA/S Henneseid(Thoralf Holta,Mgr.)	377·6 | 54·0 | 22·9 F38' FK	Porsgrunn Norwegian 6BHptCem (Coll to Sh dk 5 ,, 2nd ,,) DTa 10' 101t	Oil Engines 4S.C.SA 6Cy.27 9/16"-55⅛" 438NHP KockumsM.V.Akt.Mälmo FPT208t APT100t	26 " 7	N †
69291 TCFA	**Aksu** Ⓟ (exCampidoglio-34,exLeopolis-32) 1Dk&Spardk&deepframing	3905 — 2442			...		1909	Lloyd Austriaco Trieste	Denizbank-Denizyollari Idaresi	368·4 | 44·2 | 23·3 P&B246'F65' FK	Istanbul Turkish WB	T.3Cy.26",43½"&73"-48" 195NHP LloydAustriaco,Trieste	25 " 10	I †
69292 TCCQ	**Aktan** (exSami-38, exAghiosSpyridon, exCityofCadiz,exCorcyra) Iron 1Dk2trB	831 699 468			...		1862	Richardsn, Duck&Co. Stockton	TürkSilepçilik Limited.Sirketi	204·4 | 28·5 | 17·3 P34'F36' ND94 BK6½"	Istanbul Turkish	C.2Cy.26"&49"-30" NE76 NB94 95NHP T.Richardson&Sons,Hpl.	18 " 1	
69293 236 SVGX	**Akti** (exFantee-33) Sunk by Collision 12,38 ssLon.No.3-4,33 ssTri.No.1-37 1Dk(Stl)&Shelter dk(Stl)	4261 3960 2593	✠~~100A1~~ Shelter dk with freeboard ,38 ~~12,37~~ ✠~~LMC~~	Bry		CL ~~6,37~~ 9,38	1920 2mo Lloyd's A&CP	Nthmblnd S.B.Co.Ld. Newcastle	KassosStm.Nav.Co Ld.(Pnevmaticos, Rethymnis,Yannaghas, Mgrs.) Cell DB351'1290t FPT60t	399·5 | 53·0 | 32·8 F37'on Shelter dk FK (Coll	Syra Greek ptCem BH to Sh dk 6 ,, ,, U ,, APT80t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	26 " 11 s2 " 8½ 24 " 5	
69294	**Al Fath** (exAndréeEddé-35, exCigogne-32,exLoriot) Should be "El Fath," see No. 87930 in Supplement	332 247 73					1918	Forg.&Ch. delaMédit LaSeyne	IbrahimShaker	131·4 | 24·1 | 11·2 F26'	Jeddah Arabian	C.2Cy 18"&36"-24 53NHP Forg.&Ch.delaMédit.Msl.		V
69295 FNEJ	**Al Racou** (exNijverdal-37) Wireless OilEng. Mchy.Aft 2Dks Now "Nemours," see No. 89328 in Supplement	673 416 370					1930	N.V. Industrieele DeNoord Alblasserdam	Cie.France-NavigationS.A.	171·7 | 27·2 | 11·6 P109'F23'	Havre French WB	Oil Engines 4S.C.SA 6Cy14 9/16"-22⅛" 123NHP Motorenfabr."Deutz" A.G.Köln-Deutz		V
69296 VSKD	**Al Said** (exDrake-34) ssLon.No.2-30 2nd dk(Stl)inNo.2hold 1Dk(Stl)&Shelter dk(Stl)	1657 1049 831	✠ ... 12,34 ✠	Lon			1922 2mo	AilsaS.B. Co.Ld. Ayr	Government of Zanzibar Cell DB215'339t	245·9 | 38·1 | 14·5 B63'on Shelter dk FK FPT16t APT24t	Zanzibar Cem 5BHtoShdk	T.3Cy.22",35"&57"-39" 259NHP 2SB,6cf,GS126,HS4516 AilsaS.B.Co.Ld.Troon	17 " 0	
69297 LCCK	**Ala** 1Dk	933 681 555					1916	Akt.Jarlsö Værft. Tönsberg	E.B.AabysRederi A/S(E.B.Aaby)	200·4 | 31·9 | 12·7 Q62'B53'F20'	Oslo Norwegian WB	T.3Cy.14",24½"&40"-27" 83NHP BergensMekVærksBergen		N
69298 1676 IBKC	**Alabama** (exAshtabula,exGraf Stroganoff) ssMdb.2ndNo.3-1,30 ssGen.No.1-35 Mchy.Aft 2Dks(1Stl&UptIrn &ptStl)&Webframes D.F.	6725 5767 3983	✠ [illegible] NB11,16 ✠ [illegible] Carrying Petroleum in bulk Fitted for oil fuel 1,09 F.P. above 150° F.	Gen	a†	CL 1,38	1903 8mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	"Petroleum" Soc. Anon.diNav. (G.Chiarella Mgr) Cell D	442·2 | 54·7 | 30·5 P252'F46' FK BuE39'71t FPT77t	Genoa Italian 14BHCem APT130t	T.3Cy.28",46½"&77"-54" (s) 180lb 75lb 530NHP 3SB,12cf,GS265,HS8964 Palmers'Co.Ld.Newcastle	32 " 0 ~~s4 " 11~~ ~~27 " 2~~	

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
69299 FNTP	**Alabama** ssHav.No.1-35 2 Dks(Stl)&Shelter dk(Stl) D.F.	5645 4885 3326	✠100A1 Shelter dk withfreeboard 11,38 7,37 BS1,37 3, Fitted for oil fuel 4,31 F.P. above 150° F.	Hav ~~Ant~~		CL 6,37	1931 4mo	Ch.&Atel. deSt.Nazaire (Penhöet)SA Gd.Quevilly Lloyd'sA&CP	Compagnie GénéraleTrans-atlantique CellDB	425·8|54·9|26·3 442·8(O.L.) FK 364'1379t FPT161t	Havre French 7BHptCem (Coll to Sh dk 6 „ U „) APT118t	T.3Cy.28",46½"&78"-54" (s) 180lb 712NHP 4SB,12cf,GS ,HS11280 FD Atel.&Ch.deFrance,Dnk.	29 " 0 s 3 " 8¾ 25 " 6	
69300 OXDC	— (exAtlantic) ssRot.No.1-38 ssCpn.No.3-6,34 D.F. 1 Dk(Stl)&Shelter dk(Stl)	4575 4107 2748	✠100A1 Shelter dk withfreeboard 7,38 ~~8,37~~ ~~MH6,34~~ Fitted for oil fuel 1,21 F.P. above 150° F.	Cpn Rot ✠LMC7,38	z	OG ~~8,37~~ 7,38	1921 1mo	A.B.Öresundsvarvet Landskrona Lloyd'sCP	DetForenede Dampskibs.Selsk. Intermediate BH in after hold dispensed with CellDB343'1081t	401·1|53·7|25·7 F on Shelter dk 37 FK FPT79t APT204t	Copnhagn Danish Cem 1 BHtoSh dk 1 „ „ U „	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb FD 420NHP 3SB(Spt)9cf,GS123,HS5580 DeLavalsAngturbin,Skm	28 " 6 s 3 " 3¼ 25 " 5	
69301 130907 WRAE	— (exNorthtown) Fitted for oil fuel Mchy.Aft 1Dk&Spar dk D.F. Carrying oil in bulk	2840 — 2070					1901	Chicago S.B.Co. Chicago	TheTexasCompany	294·0|42·2|23·2 len14	Wilmgton (Del.) Utd.States WB	T.3Cy.20",33"&54"-40" NB14 184NHP ChicagoS.B.Co.Chicago		V
69302 207138 WPCT	— (P) D.F.	2626 — 1684					1910	Manitowoc D.D.Co. Manitowoc	EarlG.Kirby	250·0|45·5|26·1	Detroit Utd.States	T.3Cy.23",38"&62"-36" 231NHP ToledoS.B.Co.Toledo,O.		R
69303 221907 KDWX	**Alabaman** (exDianaDollar-36, exCathay) Fitted for oil fuel D.F. 3Dks	7004 — 4337					1921	Kiangnan Dk&EngWks Shanghai	American-HawaiianS.S.Co.	429·0|55·2|34·2	NewYork Utd.States WB	T.3Cy.26½",44"&74"-48" 377NHP KiangnanDock&Eng.Wks		R
69304 KZBL	**Alabat** TwinSc OilEng. 1 Dk(Teak) Wireless	806 — 406	✠ ... 8,33	Man			1929 5mo	Taikoo D.&E.Co.of H.Kg.Ld HongKong	ManilaRailroad Co. CellDB115' 124t tank in way of tunnels 17tFPT	162·0|34·1|12·9 P22'B58'F30' FK	Manila Utd.States 4BHptCem 8tAPT16t	Oil Engines 4S.C.SA 12Cy.12¼"-17¾" 176NHP MotorenWerke,Mannheim	14 " 8	
69305 22110? KDQM	**Aladdin** To be Broken up ssN.Yk.No.3-12,33 2 Dks(Stl)&Web frames Mchy.Aft Longitudinal framing D.F.	6882 6366 4223	✠~~100A1~~ 9,37 Carrying Petroleum in bulk Fitted for oil fuel F.P. above 150° F.	N Yk	b†	CL N3,36	1921 3mo	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md. A&CP	~~Socony-Vacuum OilCo.Inc.~~ CellDBuE&B57' 197tDTf50'824t	435·6|56·2|33·6 453·0(O.L.) P122'B50'F44' FK FPT97t APT74t	NewYork Utd.States 15BHptCem (9 to U dk 6 „ 2nd „)	T.3Cy.27",47"&78"-48" (s) 220lb 598NHP 3SB,9cf,GS165,HS8235 FD BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.	33 " 6	
69306 213861 WCCF	**Alamar** (exEurana) ssBal.No.3-10,27 ssBal.No.2-35 D.F. 2Dks(Stl)&Web frames Longitudinal framing	5689 5312 3516	✠100A1 ~~10,27~~ 10,28 Fitted for oil fuel 1,16 F.P. above 150° F.	Bal	z	CL ~~12,36~~	1916 1mo	UnionIron WorksCo. SanFrancisco A&CP	CalmarS.S.Corp. Intermediate BH in after hold dispensed with Cell DB315'1236t DT at sides of tunnel30'223t	399·7|56·2|30·5 P57'B229'F40' FK	NewYork Utd.States Asp 5 BHto Udk	1DRGearedSteamTurbine 210lb (s) 498NHP 3SB,HS7704 GeneralElectricCo. Schenectady,N.Y. FPT80t APT200t	32 " 0 s 5 " 2 27 " 0½	
69307 218921 WDFF	**Alamo** (exLakeElon) Fitted for oil fuel Ref.Mchy. 1 Dk2trB	2676 — 1660					1919	Gt.Lakes Eng.Works Ashtabula,O.	AgwilinesInc. (Clyde-Mallory Lines, Mgrs.)	253·4|43·7|26·2	NewYork Utd.States WB	T.3Cy.19",35"&59"-42" 226NHP GreatLakesEng.Works		R
69308 LCBO	**Alaska** (exPeelCounty-33, exAlaska) ssRot.No.3-5,37 2Dks(Stl)	5681 5091 3476	✠100A1 ~~2,28~~ 1,39 ✠E1,? ~~BS~~3,38 Fitted for oil fuel 7,18 F.P. above 150°F.	Rot	z	CL ~~1,37~~ 1,39	1918 7mo	JCoughlan &Sons VancouvrBC Lloyd'sA&CP	D/S A/S Alaska (C. Haaland) IntermediateBH in fore & after holds dispensed with CellDB	410·5|54·1|27·5 P59'B115'F47' FK 368'1274t FPT 131t	Haugesnd Norwegian Cem 5 BH only APT269t	T.3Cy.26",42"&70"-48" (s) 190lb 523NHP 3SB,9cf,GS180,HS8010 FD Swan,Hunter&Wigham RichardsonLd.Nwc	29 " 9 s 5 " 10 24 " 1½	
69309 FNRA	— ssHav.No.3-12,33 2Dks(Stl)&Shelter dk(Stl) D.F. ssHav.No.1-38	5399 4922 3225	✠100A1 Shelter dk withfreeboard 4, ~~1,37~~	Dnk Rot	a†	CL ~~7,36~~ N1,38	1922 4mo	Sunderlnd S.B.Co.Ld. Sunderland Lloyd'sA&CP	CieGénérale Transatlantique CellDB363'1319t	425·0|55·0|26·6 FK FPT109t APT201t	Havre French Cem Collision BHtoSh dk 6 „ „ U „	T.3Cy.28",46½"&78"-54" (s) 180lb 629NHP 4SB,12cf,GS268,HS11670 Blair&Co.Ld.Stockton	29 " 0 s 3 " 8¾ 25 " 6	
69310 222966 KFIM	— (P) TwinSc 4Dks D.F. Fitted for oil fuel	4515 — 2274					1923	ToddDry Dock&ConstructionCo Tacoma	AlaskaS.S.Co.Inc.	350·4|49·6|15·6	NewYork Utd.States	2SteamTurbinesconnected to Electric Motors & Screw Shafts NEmade21fitted31 NB30 GeneralElectricCo. Schenectady		R
69311 25937 JALD	**Alaska Maru** ssOsa.No.3-3,31 ssKob.No.1-35 1 Dk(Stl)&Shelter dk(Stl)	7379 6844 4522	✠100A1 Shelter dk withfreeboard 1 ~~7,37~~ Fitted for oil fuel 12,22 F.P. above 150° F.	Kob Tama 12	a†	CL ~~7,38~~ 12,38	1919 8mo	MitsuBishi ZosenKaisha, Ld. Nagasaki A&CP	OsakaSyosen K.K. CellDB358'1165t DTa28' 1077t	420·0|56·0|38·5 F47'on Shelter dk FK FPT 108t APT95t	Osaka Japanese Cem (BH to S dk 2 „ „ U „	T.3Cy.28",49"&79"-51" (s) 200lb 574NHP 3SB,9cf,GS191,HS7714 FD MitsuBishiZosenKaisha	38 " 7 s 10 " 4½ 28 " 5	
69312 223485 KFTJ	**Alaska Standard** TwinSc Mchy.Aft OilEng 1 Dk Wireless D.F. Carrying oil in bulk	1274 — 768					1923	Bethlehem S.B.Corp.Ld San Francisco	StandardOilCo.of California	210·0|40·1|16·1	S.Frncisco Utd.States	Oil Eng. and Elec. Motors 12Cy.13$\frac{9}{16}$"-19$\frac{1}{16}$"4S.C.SA DieselEng.Co. 215NHP GeneralElectricCo.		R
69313 217232 WACW	**Alaskan** (exWheaton) ssN.Ns.No.3-6,28 ssS.Fo.No.1-32 2Dks(Stl)&Shelter dk(Stl) 3rd dk(Stl)in No.1hold&Web frames D.F. GyC. Longitudinal framing Fitted for oil fuel	5364 4977 3280	✠ ... 3,34	SFo			1918 11mo	Bethlehem S.B.Corp.Ld. Sparro'Pt.Md	American-HawaiianS.S.Co. CellDB363'1232t	415·0|53·7|36·3 FK FPT125t APT52t	NewYork Utd.States Cem Coll BH to Sh dk 7 „ „ U „	T.3Cy.30½",52"&86"-54" 813NHP 4SB,12cf,GS264,HS12020 BethlehemS.B.Corp.Ld.	31 " 6	R †
69314 147315 GLKM	**Alaunia** (P) TwinSc ssLon.No.3-1,38 ~~ssLon.No.2-38~~ 2Dks(Stl)&Shelterdk(Stl-ws) Ref.Mchy. 3rd dk(Stl)in Nos 1,2&3holds D.F. Sub.Sig. GyC. E.S.D.	14030 10629 8448	✠100A1 Shelter dk withfreeboard 1, ~~2,37~~ 3,39 | BF3,39 ✠LMC2,37 ✠Lloyd'sRMC ~~1,38~~ 4,39 ~~2,38~~ ~~6,38~~ Fitted for oil fuel 7,25 F.P. above 150° F.	Liv Lon	h†	CL 12,37	1925 7mo	J.Brown& Co.Ld. Glasgow Lloyd'sA&CP	CunardWhite Star.Ld. CellDB447'1927t DTf51'1470t	519·6|65·2|39·2 538·5(O.L.) B&FonShelterdk 425' FK FPT 106t APT47t	Liverpool British 11BHCem (10 to S dk 1 „ U „)	4 Steam Turbines DR (r) geared to 2 Sc. Shafts 220lb 1640NHP 2D&2SB,24cf,HS19442 FD J.Brown&Co.Ld.Glasgow	43 " 0 s 11 " 2¾ 32 " 2¾	BT till 12,38

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. Navire. Mach. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chandières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où, si ce n'est dans le L.R. Durée Cert. R.of Trans.
69315 147609 VWBL	**Alavi** (P) ssBom.No.3-12,36 3Dks(Stl-Weather teak s)	3566 3029 2161	✠100A1 Bom *u* *with freeboard* DBS10,33 8,38 ~~9,37~~ MBS12,38 ~~BS12,37~~ ✠LMC12,3	CL N9,37	1924 Lithgow's 6mo Ld. PortGlasgow *Lloyd's*A&CP	MogulLine,Ld. ~~Bombay&Persia Stm.Nav.Co.Ld.~~ *CellDB*298'852*t* *FPT*74*tAPT*36*t*	350·0|48·0|23·1 365·0(O.L.) FK *Collision BH to*	Bombay British 6*BHCem* *Weather dk*	T.3Cy.24",40"&67"-45" (*r*) 200lb *110lb* 394NHP 2SB,6*cf*,GS127,HS5384 FD Rankin&BlackmoreLdGrk	25 " 6 s 3 " 0¼ 22 " 8½	
69316 YQSL	**Alba Julia** (P) (*ex*CarlLegien-33) Sub.Sig. *Fitted for oil fuel* D.F. 2*Dks*	5700 4402 3428			1922 Marine- werft Wilhelmshvn	RoumanianState MaritimeService	409·8|53·9|23·7 H133'F49'	C'nstantza Roumanian *WB*	T.3Cy.25¼",41"&66⅝"-49¼" &L.P.Turbine 430NHP Marinewerft,Wilhelmshvn		V
69317 1536 IJFT	**Albachiara** (*ex*Mecklenburg, *ex*AnnaTiede) 1*Dk&Shelter dk*	1245 1094 728	...		1904 Schiffsw. v. HenryKoch Lübeck	~~G.Frenna fu N.~~ RenatoDurante	246·3|35·7|21·9 H62' FK	Genoa Italian *WB*	T.3Cy.17",28⅝"&45½"-32½" 140NHP J.F.Ahrens,Altona	17 " 4	I †
69318 4212 SDAR	**Albania** *Well deck* ssAbg.2ndNo.3-9,28 ssMmo.No.2-37 1*Dk(Stl)&deep framing*	*1241* *999* *541*	✠100A1 Mmo *p* 4,38 ~~4,37~~ Got ✠LMC MS12,36	OG 2,36	1903 Schömer& 10mo Jensen Tönning *Lloyd's*A&CP	Rederiaktieb SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDBa*58'*u*	237·7|35·2|15·4 P&B143'H95*t*F78' FK *E*19'*f*106'296*tFPT*	Gothenbrg Swedish 4*BHCem* 52*tAPT*17*t*	T.3Cy.19¾",32¼"&53⅛"-36¼" 175lb (*s*) 186NHP 2SB(Spt),4*cf*,GS82,HS2927 Schömer&Jensen,Tönning	17 " 9 s 1 " 3 16 " 7½	
69319 305 IBLA	**Albano** (P) (*ex*WarArrow) *Well deck* 1*Dk*	2364 1785 1317	...		1918 S.P.Austin &Son,Ld. Sunderland	"Adriatica"Soc. Anon.diNav.	293·5|42·1|19·0 P25'Q72'B66'F32' FK	Venice Italian *WB*	T.3Cy.22",36"&59"-39" Richardsons, 266NHP Westgarth&Co.Ld.Sld.	21 " 2	I †
69320 133420 MDWB	— *CruiserStern* *Ref.Mchy.* 1*Dk*	1176 968 519			1912 Earle'sCo. Ld. Hull	Ellerman'sWilson LineLd.	250·2|37·2|14·7	Hull British *WB*	T.3Cy.19",31"&53"-36" 168NHP Earle'sCo.Ld.Hull		C
69321 1711 IJGF	**Albatros** (*ex*Yacht, TwinSc *ex*Bernicle,*ex*Norseman, *ex*Yreryr,*ex*Norseman) 2*Dks*	412 394 213	✠ Grk 6,14		1898 D.&W. 2mo Henderson &Co. Glasgow	D.Zolezzi	186·5|27·3|15·7	Genoa Italian	C.4Cy.22"&44"-27" 84NHP D.&W Henderson&Co.		I †
69322 147714 GKRN	**Albatross** ssLon.No.3-9,37 1*Dk(Stl)2nd dk in*	1943 1753 1193	✠100A1 Lon *r* 9,37 BS8,35 ✠LMC9,37	CL 4,37	1924 Grngem'th 9mo DockydCoLd Grngemouth *Lloyd's*A&CP	GeneralStm.Nav. Co.Ld. *CellDBa*63'*uE*2	280·3|41·9|19·0 291·7(O.L.) P21'B68'F29' FK 8'*f*124'549*tFPT*44*t*	London British 5*BHCem* *APT*42*t*	T.3Cy.21",35"&57"-36" (*s*) 180lb *100lb* 227NHP 2SB,6*cf*,GS113,HS3712 D.Rowan&Co.Ld Glasgow	20 " 10 s 2 " 8¾ 18 " 3¼	
Now "Atlantic Guide," *see No. 87007 in Supplement*											
69323 DOBD	— Wireless D.F Sub.Sig. 1*Dk*	985 819 501			1917 Stettiner Oderwerke Stettin	ArgoReederei RichardAdler&Co.	235·8|33·6|13·5 P&B148'F29'	Bremen German *WB*	T.3Cy.22⅝",35⅞"&57$\frac{7}{16}$"-39⅜" 205NHP StettinerOderwerke		G
69324 150290 CGFT	**Alberni** (P) TwinSc (*ex*CoalBarge No.7-36) Wireless 1*Dk*	502 410 197			1927 Canadian Govt.Shipyrd (Dept.M.&F.) Sorel,P.Q.	CanadianGovt. (Dept.of Marine)	157·3|30·5|10·6	Sorel,P.Q. British *WB*	C.4Cy.12"&24"-16" 48RH E*made*18*refitted*27 AllisChalmers,Ld.Toronto		
69325 7985 SMPA	**Albert** (*ex*Sandysike-35) ssShl.No.3-1,35 ssGot.No.1-39 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	*1745* *1329* *973*	✠100A1 Got *q* ~~7,35~~ ~~5,37~~ 4,39 ~~BS~~ ✠LMC 5,38 4,39	CL ~~7,36~~ 7,38	1922 WoodSkin- 9mo ner&Co.Ld. Newcastle *Lloyd's*A&CP	RederiA/BSylvia (Alb.Billner,*Mgr*) *CellDBa*77 *u*	258·6|37·7|16·3 Q153'BonQ52'F29' FK *E*18'*f*102'448*tFPT*	Gothenbrg Swedish 4*BHCem* 92*tAPT*150*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 208NHP 2SB,6*cf*,GS99,HS3440 N.E.MarineEngCoLdNwc	18 " 7 s 5 " 7 17 " 2	
69326 DHAN	— (*ex*LiliasCalvert,*ex*Gibel-Derif, *ex*Elsa) 1*Dk*	788 603 461			1888 Flensburgr Schiffsb.Ges. Flensburg	(Hamburg-Danzig Linie,*Mgrs*)	191·3|30·4|13·4 Q59'B50'F20'	Hamburg German *WB*	T.3Cy.14",25"&40½"-27" 85NHP FlensburgerSchiffsb.Ges.		V
Now "Alma," *see No. 87004 in Supplement*											
69327 84 HAAS	TwinSc (*ex*Tisza-35,*ex*SanPaolo-33, *ex*Cadenel-34,*ex*Paso de los Libres,*ex*SajoniaII) 1*Dk*	631 478 369			1905 Nordsee Werke Emden	NeptunSeaNavi- gationCo.Ld. (B.Burger,*Mgr.*)	197·4|32·8| 8·8 F24'	Budapest Hungarian	T.6Cy.10¼",15¾"&26¾"-17¾" 30NHP I.Frerichs&Co. OsterholzScharmbeck		IV
69328 147767	**Albert C. Field** *Mchy.Aft* 1*Dk*	1764 1616 1802			1923 Furness S.B.Co.Ld. Haverton Hill-on-Tees	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch,*Mgr.*)	252·5|43·3|17·8 F34'	S.Cathrnes Ont. British *WB*	T.3Cy.16",27"&44"-33" 111NHP MacColl&Pollock,Sld.		C
69329 215708 WNXW	**Albert E. Heekin** (*ex*WilliamA. Amberg) GyC. 1*Dk&Web frames* *Mchy.Aft* *Longitudinal framing*	7031 6823 5641	...		1917 American S.B.Co. Lorain,O.	NationalSteelCorp. (M.A.HannaCo. *Mgrs.*)	525·0|58·0|31·0 F48' FK	WlmgtnDl Utd.States *WB*	T.3Cy.23½",38"&63"-42" 376NHP AmericanS.B.Co.Lorain,O.	32 " 0	R †
69330 221038 KDOK	**Albert E. Watts** ssMob.No.3-2,33 ssN.Os.No.1-37 2*Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing* Sub.Sig.	7138 6509 5111	✠100A1 Gal *b*† ~~1,39~~ ~~2,38~~ 2,39 NOs BS1,39 ✠LMC1,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21 *F.P. above* 150°F.	CL 3,38	1921 Bethlehem 2mo S.B.Corp.Ld. (HarlanPlnt) WlmngtnDel A&CP	SinclairNav.Co. *CellDBuE&B*62' 200*tDT f*40'588*t*	430·2|59·2|32·8 P134'B36'F40' FK *FPT*228*tAPT*72*t*	NewYork Utd. States 17*BHptCem* (13 *to U dk* 4 „ *2nd* „)	T.3Cy.26½",44"&74"-51" (*s*) 200lb 593NHP 3SB,9*cf*,HS8829 FD BethlehemS.B.Corp.Ld. (HarlanPlnt)Wlmngtn.Dl	33 " 3 s 6 " 8¾ 26 " 10	
69331 170811	**Albert H. Willis** Wood3MstSr (*ex*AuxTwScSr-38,*ex*SailingVessel-37) 1*Dk* (*See Sailing Ship Register*)	525 494 395			1914 F.S.Bowker Phippsburg, Me.	~~R.Ogilvie~~ SeaboardShipping Co.Ld.	156·0|34·1|14·2	StJohn,NB British	~~2 Petrol Motors~~ ~~... BHP~~ ~~Emade23refitted~~ ~~GeneralMotorsofCanada,~~ ~~Ld.OshawaOnt~~		
69332 214715 WFCV	**Albert Hill** (*ex*J.W.VanDyke) 3Mst ssN.Yk.No.3-1,36 *Mchy.Aft* 2*Dks(Stl)&Web frames* GyC. *Longitudinal framing*	7115 6379 4403	✠100A1 ~~Mob~~ Phl *b*† ~~1,38~~ ~~3,37~~ 1,39 BS1, ✠NE10,19 ✠LMC MS4,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,17 *F.P. above* 150°F.	CL ~~12,36~~ ~~1,38~~ 1,39	1917 UnionIron 2mo WorksCo. SanFrancisco A&CP	AtlanticRefining Co. *CellDBuE&B*64' *DTf*56'1038*t*	435·0|56·0|32·0 454·2(O.L.) P134'B50'F42' FK 197*t* *FPT*97*tAPT*74*t*	Phildlphia Utd.States 15*BHptAsp* (11 *to U dk* 4 „*2nd*„)	T.3Cy.27$\frac{7}{16}$",45½"&76"-51" 192lb FD 576NHP 3SB(Spt)9*cf*,GS165,HS8325 SunS.B.Co.Chester,Pa.	33 " 6 s 6 " 5½ 27 " 3½	
69333 DDTW	**Albert Janus** (*ex*Heinrich Schuldt-33,*ex*Anna MarquardtPetersen) 1*Dk*	1598 1263 945			1928 Flensburgr Schiffsb.Ges. Flensburg	Frachtcontor G.m.b.H.(Seereed. "Frigga"A.G. *Mgrs.*)	262·7|40·3|15·3 P16'Q85'B104'F82'	Hamburg German *WB*	T.3Cy.15⅜",25$\frac{9}{16}$"&44$\frac{1}{16}$" 29½" 105NHP FlensburgerSchiffsb.Ges.		G
69334 LJIP	**Albert L. Ellsworth** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	8309 7636 4987	✠100A1 Phl *c*† ~~9,36~~ ~~10,37~~ 1,39 ~~Fal~~ Ant ✠LMC2,37 *Carrying Petroleum in bulk*	OL 1,39	1937 Götaver- 2mo kenA/B Gothenburg *Lloyd's*A&CP	RederiA/SAlse (HakonS.Onstad, *Mgr.*) *CellDBuE*77'209*t*	463·7|59·2|35·9 P103'F59' FK *DTf*22'375*tFPT*95*t*	Oslo Norwegian 10*BHptCem* *APT*152*t*	Oil Engines 4S.C.SA 8Cy.29½"-59$\frac{1}{16}$" 653NHP 2DB*150lb* GotaverkenA/B,Got.	35 " 5 s8 " 2½ 27 " 6¾	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross / Under deck / Net	5, 6, 7 Particulars of Classification: Character (✠ for Special Survey. Date of last Survey) / Port of Survey / Years Assigned now expired / Equipment Letter	7* Date when tail shaft last seen	8 Built: When	9 By Whom / Where	10 Owners	11 Regist'd Dimensions, Deck Erections, &c. Length / Breadth / Depth	12 Port of Registry / Flag	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated R of Trade Cert.
69335 FNZO	Albert Sarraut	2156 — 1132			1921	Arsenal de laMarine Saigon	Gouvernement Généralde l'Indochine(Soc.les AffréteursMar. Indochinois,*Mgrs*)	270·3 39·5 21·8 P32'B62'F30'	Saigon French *WB*	T.3Cy.18",30"&49½"-37½" 149NHP Atel.&Ch.de laLoire,Nts.		V
69336 106 IBMA	Alberta ssMfl.No.3-9,35 2*Dks(Stl)&Webframes* D.F.	6131 5022 3781	✠100A1 Mfl Gen z 9,38 ~~7,37~~ ✠LMC MS12,34 BS~~7,37~~9,38 *Fitted for oil fuel*10,22 *F.P. above* 150° F.	CL 7,37	1922 10mo	Cant.Nav. Triestino Monfalcone A&CP	"Italia"Soc.Anon. diNav.	417·7 54·2 30·2 P36'B124'F41' FK *Cell DBa*117 = *Bof*198' 1130t *MT f*27' 816t *FPT*107t	Trieste Italian 6*BHCem* *APT*135t	T3Cy26 9/16"42½"&70 1/16"-48 1/16" 180lb (*s*) FD 483NHP 3SB(Spt)9*cf*,GS148,HS7221 United MachineFactories, Smichow,Prague	32 10 s7 8¾ 25 4	
69337 FPGB	— *OilEng* D.F. 1*Dk* *Mchy.Aft CruiserStern Longitudinal framing at bottom in centre tank&in trunk*	~~4000~~ 3357 2352 1786	✠100A1 Ams u 3,39 ~~10,38~~ ~~ClassContemplated~~ *CarryingPetroleum in bulk* ✠LMC10,38	CL	1938 10mo	NVNederl. Dok.Maats. Amsterdam *Lloyd's*A&CP	Soc.Anon Française des PétrolesShell	332·0 46·7 20·2 347·7(O.L.) FK P93 F53 *Trunk*186 *CellDBaE*63'138t *DTf*27'31t *FPT*86t	Algiers French 13*BHptCem ptAsp* *APT*63t	Oil Engines 4S.C.SA 6Cy.19 11/16"-43 5/16" 223NHP DB150lb WerkspoorN.V.Ams.	20 0 s1 7½ 18 6¼	
69338 85765 VGCD	— (P) D.F. 2*Dks*	2829 2140 2377			1883 reblt. 1911	C.Connell &Co Glasgow	CanadianPacific RailwayCo.	309·7 38·2 23·3 len11	Montreal British	C.2Cy.30"&64"-48" Western NE&B13 236NHP DD&SBCo.Ld.PtArthur		
69339 9 SVQC	— (P) TwinSc (*ex*Mykali-35,*ex*Alberta-34) Wireless 2*Dks&Shadedk*	*1193* *787* *481*			1900	J.Brown& Co.Ld. Clydebank	D.InglessiFilsS.A. Nav.deSamos	270·0 35·6 14·6 P48'B151'F44'	Samos Greek *WB*	T.3Cy.(2)19½"(2)31½"&(4)36½"-30" 292NHP J.Brown&Co.Ld.Clydebnk		
69340 FNOG	Alberte Le Borgne TwinSc (*ex*Kribi) 2*Dks*	3921 — 2438			1914	Akt.Ges. "Weser" Bremen	Cie.Ch.LeBorgne	354·0 50·4 23·8 P&B270'F41'	Havre French *WB*	T6Cy17 3/10",27⅔"&44 2/10"-31½" 146NHP GebrSachsenberg,Rosslau		V
69341 EAHY	Alberto (*ex*Wearsider) K ssBbo.No.2-21 *Well deck Mchy.Aft* 1*Dk(Stl)*	597 *418* *306*	✠ Bbo i 2,24 ✠		1912 8mo	J.P.Rennoldson &Sns South Shields	Soc.Anon.de Transp.Mar.	175·4 28·2 11·0 Q89'B9'F22' *WB=Cell* FK *DBf*112'140t *FPT*	Barcelona Spanish 3*BHCem* 29t*APT*31t	T.3Cy.15½",25"&41"-27" 95NHP 1SB,3*pf*,GS55,HS1825 J.P.Rennoldsn&Sns,S.Shl.	13 3	
69342 1490 ICER	Alberto Fassio 3Mst (*ex*RivaSarda-36, *ex*FreeportSulphurNo.1, *ex*FrancisHanify) *Fitted for oil fuel* 1*Dk Mchy.Aft* D.F. *Carrying Petroleum in bulk*	2289 — 1368			1914	Harlan& Hollingsworth Corp. Wlmgtn.Del.	Villain&Fassio Soc.Anon.Italiana diNav. Mercantile	295·9 45·1 18·6 294·0 22·5 P32'B20'F32'	Genoa Italian *WB*	T.3Cy.21",34"&56"-42" 203NHP Harlan&Hollingsworth Corp.		I
69343 CBAH	Alberto Haverbeck (*ex*Dana-35) 1*Dk(Stl)*	2794 — 1755	✠ ... Cff s 3,35 ✠		1931 2mo	Antwerp Eng.Co.Ld. Hoboken	Haverbeck& Skalweit *IntermediateBH in forward hold dispensed with*	295·3 43·7 17·9 P27'B165'F34' FK *Cell DB*213'675t *FPT*59t	Valdivia Chilian 4*BHCem* *APT*101t	T.3Cy.21½",35"&57"-39" 242NHP 2SB,6*cf*,GS105,HS4044 N.E.MarineEng.Co.Ld.Sld	20 4	G †
69344 126 IBOA	Alberto Treves (*ex*WarCobra) ssTri.No.3-9,31 ssVen.No.1-36 D.F. 2*Dks(Stl)*	5145 4853 3209	✠100A1 Tri ~~Gen~~ y ~~8,38~~ ~~1,36~~ 3,39 BS~~8,37~~ 8,38 ✠LMC9,35 *Converted for oil fuel* 9.31 *F.P. above* 150°F.	CL ~~1,36~~ 8,38	1917 12mo	Harland& Wolff,Ld. Belfast *Lloyd's*A&CP	LloydTriestino Soc.Anon.diNav.	413·4 52·2 19·4 400·1 52·3 28·1 P49'B113'F40' FK *CellDB*345'1014t *FPT* 122t	Venice Italian 7*BHptCem* *APT*181t	T.3Cy.27",44"&73"-48" (*s*) 180lb 518NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 0 s5 11 25 4	
69345 133949 VGNP	Albertolite (*ex*Caddo,*ex*Winnipeg, *ex*Adorna) ssSt.J.No.3-1,35 *Mchy Aft* 2*Dks(Stl)&Webframes* D.F. GyC.	6406 5779 3980	✠100A1 Ver z 3,36 ~~11,37~~ 11,38 BS11,38 ~~BS11,37~~ ✠LMC4,.. *CarryingPetroleum in bulk* *Fitted for oil fuel*8.12 *F.P. above* 150°F.	CL 1.37	1912 8mo	Armstrong Whitworth &Co.Ld. Newcastle A&CP	ImperialOilShippingCo.Ld.(H.J. Rahlves.*Mgr.*)	415·0 55·2 31·1 P104'B26'F46' FK *Cell DBa*69 149t *DTf*46'500t *FPT*70t*APT*31t	Montreal British 16*BHCem* (9 *to Upr dk* 7 ,, 2*nd* ,,)	Q.4Cy.24",35",51"&73½"-48" 220lb (*s*) 597NHP 3SB,12*cf*,GS223,HS8844 FD WllsndSlpwy.Co.Ld.Nwc.	32 10 s6 0½ 27 1	
69346 1 ORLA	Albertville (P) TwinSc ssAnt.No.2-36 3*Dks(Stl-Uteak s)* *Ref.Mchy.* Sub.Sig D.F. GyC. *CruiserStern*	*11047* — *5653*	✠100A1 Ant f† 7,38 ~~2,36~~ BS4,38 ✠LMC4 ✠Lloyd'sRMC4,.. *Fitted for oil fuel*1.28 *F.P. above* 150 F	CL s4.37 PN7,38	1928 1mo	Atel.&Ch. de laLoire St.Nazaire *Lloyd's*A&CP	CieMaritimeBelge (LloydRoyal) Soc.Anon.(Agence MaritimeInternationale,*Mgrs.*)	521·8 62·0 24·0 537·2(O.L.) B148 F93 FK len.37 *Cell DB*445'1400t *FPT*	Antwerp Belgian 9*BHptCem* 78t*APT*39t	Q.8Cy.29",41½"59"&85"-54" &L.P.Turbines withD.R. gearing&Hydraulic couplings 200lb (*s*) 1556NHP 6SB(Spt),18*cf*,GS383 FD HS17537 Hwthrn,Leslie&CoLdNwc	34 8 s8 8 26 4¼	
69347 FNNB	Albi *Well deck* 1*Dk*	4191 3640 2546	...		1920	W.Pickersgill&Sons,Ld Sunderland	Cie.Delmas Vieljeux	364·3 52·8 24·3 P18'Q128'B68'F28' FK	La Rochlle French 6*BHCem* *WB*	T.3Cy.23½",38"&64"-42" 347NHP Armstrong,Whitworth& Co.Ld.Nwc.	26 8	V †
69348 143286 GCBD	Albion Star (*ex*Albionstar) TwinSc ssNwc.No.3-8,32 ssLiv.No.1-36 D.F. 2*Dks(Stl)&Shelter dk(Stl)* *Ref.Mchy. CruiserStern*	7920 7576 4908	✠100A1 Liv Nwc c† *Shelter dk withfreeboard* 1,39 ~~9,37~~ ✠LMC MS11,36 BS~~8,37~~9,38 Lloyd'sRMC~~1,38~~ ~~9,37~~ 1,39	CL S11,36 P9,37	1919 6mo	Workman, Clark &Co.Ld Belfast *Lloyd's*A&CP	UnionColdStorage Co.Ld.(BlueStar LineLd.*Mgrs.*)	450·0 58·5 37·1 P31'F43 *on Shelter dk* FK *CellDB*392'1495t*FP*	London British 8*BHtoShdk ptCem* *T*120t*APT*70t	T.6Cy.26½",44"&73"-48" (*s*) 200lb 1138NHP 3DB,24*cf*,GS440,HS17079FD Wrkman,Clark&Co.Ld.Bel	40 0 s11 0½ 29 3	
69349 147131 GKCV	Albionic ssHul.No.3-11,36 D.F. 1*Dk(Stl)*	2468 2246 1497	100A1 Hul Hpl s 4,38 ~~11,36~~ LMC MS11.36 BS~~5,37~~ 5,38	CL 11,36	1924 3mo	G.Brown& Co. Greenock *Lloyd's*A&CP	W.H.Cockerline& Co. *Intermediate BH in forward hold dispensed with*	290·2 44·1 20·9 P25'B88'F35 FK *CellDB*248'638t	Hull British *Asp* 4*BH only* *APT*72t	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* 265NHP 2SB,6*cf*,GS124,HS4494 McKie&Baxter,Glasgow	23 0 s3 1¾ 20 0½	
69350 PCGY	Albireo ssRot.No.1-38 ssRot.No.3-8,33 2*Dks(Stl)* D.F.	4427 4074 2690	✠100A1 Rot x ~~1,37~~ 11,38 ✠LMC11,38 ~~SMS1,37~~ ~~MS1,38~~	CL 1,37	1920 2mo	New Waterway S.B.Co. Schiedam *Lloyd's*A&CP	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats.	370·0 50·1 26·5 P33'B122'F37' FK *CellDB*319'833t *FPT* 120t	Rottrdam Dutch 6*BHCem* *APT*64t	T.3Cy.26",42"&70"-48" (*s*) 180lb *100lb* 402NHP 3SB,9*cf*,GS186,HS6660 NewWaterwayS.B.Co. Schiedam	29 0 s5 4½ 23 10	
69351 1945 IBBB	Albisola (*ex*Pentor-34) ssP.Nl.No.1-31 D.F. 1*Dk(Stl)*	4097 3871 2527	✠ ... Gen r 10,35		1927 10mo	Burntislnd S.B.Co.Ld. Burntisland	"Corrado"Soc. Anon.diNav.	381·0 51·5 25·1 370·0 P29'B221'F34' FK *Cell DB*318'1126t *FPT*	Genoa Italian 6*BHCem* 77t*APT*189t	T.3Cy.25",41"&68"-45" 371NHP 3SB,9*cf*,GS173,HS6201 D.Rowan&Co.Ld.Glasgow	27 6	I †
69352 161824 GPDL	Albuera (*ex*SierraNevada) ssGmh.No.3-5,34 D.F. ssGmh.No.1-38 1*Dk(Stl)* *Cargo battens not fitted*	3477 3172 2052	✠100A1 Gmh Gms r 5,38 ~~9,38~~ ✠LMC MS~~5,33~~5,38 BS~~10,37~~ 12,38	CL N8,38	1921 5mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's*A&CP	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	331·3 48·6 25·1 P32'B200'F29 FK *Cell DB*278'941t*FPT*135t	Leith British 5*BHptCem* *APT*160t	T.3Cy.24",40"&65"-42"(*s*) 180lb ~~150lb~~ *130lb* 316NHP 2SB,6*cf*,GS112,HS5122 Cooper&Greig,Ld.Dundee	27 3 s8 10 23 7¼	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si n'est dans le L.R. Durée Cert. R of Trade
69353 PCID	**Albula** OilEng. *Mchy.Aft* 1*Dk* *Cruiser Stern*	329 239 150					1935	GuteHoff-nungshütte A.G. Walsum	SchellenScheep-vaart&Bevrach-tingN.V.	135·9|24·0|9·1 P37'F17'	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 4Cy.10¼"–13¾" 73NHP Gebr.SulzerA.G. Winterthur		G
69354 149634 GDYK	**Alca** (P) *ss*Liv.No.2-36 D.F. E.S.D. 2*Dks*(*Stl*)	3712 2543 2104	✠100A1 5,39 ~~11,37~~ BS~~11,37~~ 3,39 ✠LMC3,36	Liv		CL 2,37	1927 8mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	YeowardLine,Ld. (YeowardBros. *Mgrs.*) *Cell DBa*72'*f*156'581*tFPT*71*t*	319·2|46·2|20·7 P&B216'F58'BK12"	Liverpool British 5*BHCem* *APT*129*t*	T.3Cy.25",42"&68"–42" (*s*) 180lb 395NHP 3SB,9*cf*,GS159,HS7054 CaledonSB&E.Co.Ld.Dun.	24 " 0 s [illegible] " 5 22 " 10	BT till ~~11,38~~ 12,38
69355 OHND	— (*ex*Skåne,*ex*NilsDaniel) Comp OilEng. 1*Dk*	439 359 223					1919	A/BÖsters-jövarvet Norrköping	ArthurAndersson	156·5|28·5|10·9	Marie-hamn Finnish	Oil Engines 2S.C.SA 4Cy.12⅝"–18½" 112NHP A/BAtlasDiesel,Skm.		V
69356 148151 GLQR	**Alcantara** (P) TwinSc *ss*Bel.No.3-4,35 D.F. 4*Dks 5th dk in Nos.* 1, 2 & 3 *holds* *Ref.Mchy.* E.S.D. *CruiserStern*	22209 16089 13189	100A1 *withfreeboard* ~~9,38~~ 4,39 ✠NE&B4,[illegible] ✠Lloy[illegible] *Fitted for oil fuel* 4,35	Sou BS3,39 LMC4,35		CL ~~[illegible]~~ 4,38 4,38 *F.P. above* 150° F.	1926 *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	RoyalMailLines, Ld. *Cell DB*540'3630*t* *Tanks in way of tunnels*482*t FPT*166*t*	640·5|78·5|40·5 P47'B115'F137' FK&BK2" len35	Belfast British 11*BHptCem* *APT*278*t*	6SteamTurbinesSRgeared to 2 Sc. Shafts 4205NHP 3W.T.B.(Spt) 450lb (*s*) HS24780 2DB26 *100lb* FD Harland&Wolff,Ld.Bel.	44 " 9 s14 " 1½ 31 " 1½	BT till 4,39
69357 PCIM	**Alchiba** *ss*Ham.No.3-11,32 *ss*Rot.No.1-37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4427 4093 2704	✠100A1 *Shelter dk* *withfreeboard* 11,38 ✠LMC MS5,[illegible] *Fitted for oil fuel* 8,20	Rot BS2,38	*y*	CL 4,37 *F.P. above* 150° F.	1920 8mo	New Waterway, S.B.Co. Schiedam A&CP	N.V.vanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB*311'876*tFPT*106*t*	385·3|50·3|26·5 FK *Collision*	Rottrdam Dutch *Asp* *BHtoSh dk* 5 „ „ *U* „ *APT*50*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb FD 459NHP 3SB(Spt),9*cf*,GS138,HS6661 NewWaterwayS.B.Co. Schiedam	29 " 0 s 3 " 5 25 " 9¾	
69358 105770 MQTN	**Alchymist** *ss*Lon.3rdNo.3-9,32 *ss*Lon.No.1-37 *Mchy.Aft* 1*Dk*(*Irn*)	382 343 209	✠100A1 5,38 ~~12,37~~ *Carrying Tar in bulk*	Yar Goo [illegible]C11,37	*f*	CL ~~N6,35~~ 5,38	1895 12mo	W.Dobson &Co. Newcastle A&CP	F.T.Everard& Sons,Ld.	147·5|24·1|12·8 Q23'F23' BK7" *WB*=	London British 6*BHCem* *APT*12*t*	T.3Cy.12½",20"&33"–24" (*s*) 160lb NB8,28 50RHP 1SB,3*cf*,GS48,HS1443 N.E.MarineEngCoLd.Nwc	13 " 6 s 1 " 8 12 " 5	
69359 LDPM	**Alcides** OilEng. D.F. *ss*Rot.No.2-38 ~~Fal.No.1-34~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7634 7254 4582	✠100A1 ~~3,36~~ 11,38 ✠LMC DBS~~3,37~~ B.3[illegible] *CarryingPetroleum in bulk*	Alx Rot CS3,38 12,3[illegible]	*c*†	CL ~~12,36~~ 11,38	1930 8mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*s.A&CP* *Cell DBu*85'327*tDTf*41'523*tFPT*199*tAPT*146*t*	D/S A/S Eikland (I.M.Skaugen, *Mgr*)	460·5|59·5|34·1 P109'B30'F60' FK	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 2DB*120lb* 687NHP Barclay,Curle&Co.Ld.Gls	34 " 1 s8 " 3½ 26 " 0	
69360 PCIS	**Alcinous** (P) TwinSc D.F. OilEng. *Mchy.Aft* 2*Dks*	6189 — 3825					1925	Scotts'S.B. &E.Co.Ld. Greenock	Nederl.Stoomb. Maats."Oceaan"	429·8|54·8|29·0 P35'B235'F45'	Amsterdm Dutch *WB*	Oil Engines 4S.C.SA 16Cy.24$\frac{11}{16}$"–43$\frac{5}{16}$" 950NHP Akt.Burmeistr&Wain,Cpn		C
69361 1763 IJIB	**Alcione C.** (*ex*Anam, *ex*WarVessel) TwinSc Wireless 1*Dk* OilEng. *CarryingPetroleum in bulk CruiserStern*	493 402 231					1915	W.Gray& Co.Ld. WHartlepool	CisterneItaliane Soliani& Saltamerenda	178·1|31·2|10·8 170·0 F27*t*H92*t*	Genoa Italian *WB*	Oil Engines 2S.C.SA 8Cy.16$\frac{13}{32}$"–18⅞" 383NHP J.&C.G.BolindersCo.Skm.		I
69362 PCIY	**Alcor** *ss*Rot.No.1-38 *ss*Rot.No.3-1,34 1*Dk*(*Stl*)	3526 3272 2121	✠100A1 2,39 ~~1,38~~ ~~11,36~~ [illegible] ✠LM[illegible] *Fitted for oil fuel* 10,20	Rot	*w*	CL ~~1,38~~ 2,39 *F.P. above* 150° F.	1920 10mo *Lloyd*	Rotterdam Droogd.Maat Rotterdam '*sA&CP*	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB*305'918*t FPT*85*t*	361·3|49·8|22·0 373·5(O.L.) P25'B214'F36' FK	Rottrdam Dutch 6*BHCem* *APT*127*t*	T.3Cy.25⅝",41"&68"–45" (*s*) 180lb FD 394NHP 3SB(Spt),9*cf*,GS154,HS5469 RotterdamDroogd.Maats.	24 " 6 s 2 " 11 21 " 10½	
69363 123348 GSXQ	**Alcora** (*ex*Dundee-33) 1*Dk*&*Shelter dk*	1381 1100 562					1919	CaledonS. B.&E.Co.Ld. Dundee	MossgielS.S.Co. Ld.(J.Bruce&Co. *Mgrs.*)	270·6|38·1|16·2	Glasgow British *WB*	T.3Cy.21",34"&56"–39" 196NHP CaledonS.B.&E.CoLd.Dun		C
69364 PCJE	**Alcyone** (P) *ss*Ham.No.1-38 *ss*Ham.No.3-3,34 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	4534 4129 2756	✠100A1 *Shelter dk* *withfreeboard* 5,37 ✠LMC [illegible] BS[illegible]1,38 *Fitted for oil fuel* 9,21	Ham MS4,38	[illegible]	CL ~~[illegible]~~ 4,38 *F.P. above* 150° F.	1921 9mo	N.V.Kuy& Ree'sMch.& Schpsw. Schiedam A&CP	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB*314'1031*t* *DTa*32'762*tFPT*94*tAPT*109*t*	375·0|52·1|25·8 389·0(O.L.) FK *Collision*	Rottrdam Dutch *Asp* *BHtoShdk* 5 „ „ *U* „	T.3Cy.26⅝",43$\frac{5}{16}$"&70"–47½" 180lb (*s*) 484NHP 3SB(Spt),9*cf*, ,HS7293 FD N.V.Kuy&Ree'sMch.& Schpsw.Schiedam	28 " 3 s 3 " 0 25 " 5¼	
69365 204069 KLLS	— (*ex*Yacht) OilEng. 1*Dk*	440 — 299					1907	G.Lawley& Son,Corp. S.Boston, Mass.	BaltimoreSteam PacketCo.	155·6|30·0|17·6	Baltimore Utd.States	Oil Engines connected to Elec. Motor & Sc. Shaft 4S.C.SA 141NHP 12Cy.11"–14" NE22 WintonEng.CorpCleveland		
69366 EAET	**Aldam** (*ex*Galdames-38) *ss*Bbo.No.3-3,30 *ss*Bbo.No.1-34 *Now "Galdames," see No. 88224 in Supplement* *Cargo battens not fitted*	3337 3002 2013	✠100A1 12,37 CS10,38 ✠LMC4,34	Cdz	*u*	CL ~~11,36~~ 10,38	1918 9mo *Lloyd*	Soc.Anon. Astilleros del Nervion Bilbao '*sA&CP*	Auxiliar MaritimaS.A.	325·7|47·1|22·5 P31'B80'F39' FK *CellDB*280'818*t*	Bilbao Spanish 6*BHCem* *FPT*130*t*	T.3Cy.24",40"&65"–45" (*s*) 180lb *100lb* 295NHP 2SB,6*cf*,GS121,HS4374 Astilleros delNervion,Bbo	24 " 11 s 4 " 4¾ 20 " 9	
69367 UOYZ	**Aldan** (*ex*Brunswijk-34) *ss*Rot.No.3-5,24 *ss*Rot.No.2-32 Sub.Sig. 1*Dk*(*Stl*)	2172 1958 1309	✠ ... 7,35 ✠	Rot	*s*		1912 1mo	Schpw.v. JanSmit,Czn. Alblasserdm *IntermediateBH in forehold dispensed with*	U.S.S.R.	287·7|42·1|19·4 P21'B72'F33' FK	Leningrad Russian *Cem* 4*BH only* *CellDBa*84'*uE*18'*f*120'589*tAPT*68*t*	T.3Cy.21",35"&57"–39" 221NHP 2SB,6*cf*,GS108,HS3586 Maats.deSchelde,Flushing	21 " 11	
69368 PCJR	**Aldebaran** D.F. 2*Dks*	7891 7269 4951					1920	Bremer Vulkan Vegesack	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	475·0|60·7|32·8 P43'B143'F48'	Rottrdam Dutch *WB*	T3Cy32$\frac{5}{16}$",52$\frac{1}{2}$"&86⅝"–55$\frac{1}{16}$" 556NHP BremerVulkan,Vegesack		V
69369 EAAK	**Aldecoa** *ss*Bel.No.3-3,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing in DB* *Cruiser Stern*	6089 4703 4437	✠100A1 *Shelter dk* *withfreeboard* 3,35 ~~BS3,36~~ ✠LMC[illegible]34 *Fitted for oil fuel* 3,22 ~~NO LATER SURVEY REPORTED~~	Val BS3,39	*x*	CL 3,35 *F.P. above* 150° F	1922 3mo *Lloyd*	Soc.Espa-ñola de Const.Nav. Bilbao '*sA&CP*	F.Aldecoa *CellDB*308'860*t FPT*70*t*	357·6|49·9|31·5 P&B235'F31'*on Shelter dk* FK	Bilbao Spanish *Cem* 6*BHtoShdk* *APT*63*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 601NHP 3 Water Tube Boilers HS9636 FD J.G.Kincaid&Co.Ld.Grk.	33 " 11 s 5 " 6½ 28 " 8	
69370 PCJV	**Aldegonda** TwinSc OilEng. *Mchy.Aft* E.S.D. *ss*Bat.No.1-35 *Longitudinal framing at bottom and at top of trunk* 1*Dk*(*Stl*) D.F.	2088 1396 1031	✠100A1 8,38 ~~11,37~~ [illegible]8,38 11,37 *CarryingPetroleum in bulk*	Bat MC CS12,36	*r*	CL SN 11,37 ~~[illegible]~~ FN8,38	1931 3mo *Lloyd*	A.F.Smul-ders(Werf Gusto). Schiedam '*sA&CP*	N.V.Nederl. IndischeTank-stoombootMaats. *Cell DB*48'81*t FPT*27*t*	260·4|48·1|15·0 P84'F47' FK *Trunk*129'	TheHague Dutch 9*BHptCem* *APT*107*t*	Oil Engines 4S.C.SA 12Cy.15¾"–31½" 286NHP DB*150lb* N.V.Werkspoor,Amstrdm.	14 " 9 s " 7 14 " 3½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when last shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registered in which classed, if not in L.R. Letter(s) of Trade Mark.
69371 LCCO	**Alden** (P) *1 Dk*	513 283 297					1888	Laxevaags Msk.&Jrnskb. Bergen	Fylkesbaatane i Sogn&Fjordane	154·8 P109	23·9 H20	12·4 F42	Bergen Norwegian	T.3Cy.15½",25"&40"–27" NB04 83NHP Hall,Russell&Co.Aberdeen		
69372 221431	**Alden Barnes Fiertz** (ex I.L.I.104–36, ex Interwaterways Line In-corporated 104–32) *Oil Eng* *Mchy.Aft*	1040 956 797	✝ A1 NYk *Self-propelled Barge* ss N.Yk.No.3–4,38 ss N.Yk.No.1–38 *1 Dk(Stl)*		3,38 LMC 4,38		1921	McDougall 7mo Duluth,Minn.	Erie&St.Lawrence Corporation *Side tanks f* 12'23t *F P T* 30t	254·0	36·0	14·0 FK	New York Utd. States	Oil Engines 2S.C.SA 12Cy.10"–12½" 211NHP 9 *BHCem* *APT* 13t NE4,28 Fairbanks Morse Co. Beloit, Wis.	14 " 0	
69373 PCJZ	**Alderamin** *Fitted for oil fuel* D.F. *2 Dks 3tr B*	7886 7269 4947					1920	Bremer Vulkan Vegesack	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats.	475·0 P44	60·7 B144	32·8 F45	Rotterdam Dutch *WB*	T8Cy.32⅞",52½"&86½"–55½" 556NHP Bremer Vulkan, Vegesack		V
69374 161994 GBLN	**Alderpool** (ex Northwick–36) *1 Dk(s) Shelter dk* *Special Surveys to date from* 9,36 D.F.	4313 1010 2591	✝ 100A1 Hpl *y* *with freeboard* Dry Cff 5,38 2,38 3,39		CL ✝ LMC 9,36			W. Pickersgill&Sons Ld. Sunderland *Launched* 1930 *Completed* 1936–9mo *Lloyd's SA&CP*	PoolShippingCo. Ld.(Sir R.Ropner &Co.Ld. *Mgrs.*)	382·1 F36	53·4	25·1 FK (Coll	W.Hartlpl British 6 *BHCem* *BHto Sh dk* 5 " 2nd " *Cell DB335*	T.3Cy.25",39"&70"–48" (s) 200lb 446NHP 3SB(Spt),9cf,GS194, HS7626 George Clark,Ld.Sld. 1165t *F P T* 102t *APT* 184t	27 " 6 2–2 " 11½ 21 " 8½	
69375 165572	**Aldersdale** *Oil Eng* D.F. *1 Dk,2nd dk clear of cargo tanks* *Mchy.Aft* E.S.D. *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8402 7489 5009	✝ 100A1 Bkn *d*† 12,07 11,38 ✝ LMC 9,37 *Carrying Petroleum in bulk*		CL 11,38		1937	Cammell 9mo Laird&Co.Ld. Birkenhead *Lloyd's SA&CP*	The Admiralty *Cell D B* 375'2490 *I*	466·9 182·5 O.L. P103' B35' F58 *Tf* 32'422t *F P T* 2541	62·0	34·0 FK	London British 17 *BHpt Cem* *APT* 250t *Cell D B* 335	Oil Engines 2S.C.SA 4Cy.28½"–91⅞" 687NHP 2 *DB* 150lb	34 " 1 6–9 " 9½ 27 " 6½	
69376 138312 VJBF	**Aldinga** (ex Glenstal) *ss Syd.No.3–7,32* *ss Syd.No.1–37* *1 Dk(Stl)* *Cargo battens not fitted*	3078 2861 1868	✝ 100A1 Syd *n* 5,37 BS 5,37 6,38 ✝ LMC 5,36		CL 7,35 6,38		1920	Dublin 5mo Dkyd.Co.Ld. *Lloyd's SA&CP*	The Adelaide Steamship Co.Ld. *Cell D B* 278'765t *F P T*	331·1 312·0 O.L. P32' B98' F28'	46·7	23·1 FK	Melbourne British 5 *BHCem* 105t *APT* 145t	T.3Cy.25",41"&68"–45" (s) 180lb 433NHP 3SB,9cf,GS155,HS6420 FD McKie&Baxter,Glasgow	25 " 6 4–0 " 0 21 " 9	
69377 161230 GFBQ	**Aldington Court** *Oil Eng.* D.F. *ss Shl.No.2–37* *1 Dk(Stl) & Shelter dk(Stl)*	4891 1550 2979	✝ 100A1 Aut *n*† *with freeboard* Lon 2,39 3,38 DBS 1,38 2,39 ✝ LMC 3,37		CL 1,37		1929	W.Pickersgill&Sons,Ld Sunderland *Lloyd's SA&CP*	Court Line.Ld. (Haldin&Philipps, Ld. *Mgrs.*) *Cell D B* 344'1285t *M T* 25'991t	405·6 F39'	55·5	25·1 FK (Coll to Sh dk 6 " 2nd "	London British 7 *BHpt Cem*	Oil Engines 2S.C.SA 3Cy.22⅛"–91¼" 482NHP 2 *DB* 120lb W.Doxford&Sons,Ld.Sld.	28 " 3 3–3 " 3¼ 25 " 2¼	
69378 PUAB	**Alegrete** (ex Salamanca) Sub.Sig. *2 Dks*	5970 4589 3812					1906	Harland& Wolff.Ld. Belfast	Lloyd Brasileiro	392·0 P36' B24'	50·2 F50'	28·4	R.Janeiro Brazilian *WB*	T.3Cy.25½",42½"&71"–51" 360NHP Harland&Wolff,Ld.Bel.		V
69379 CBAJ	**Alejandro** (P) (ex Argentine) *ss Vpo.2nd.No.3–5,37* *2 Dks(Stl-Uws)*	2947 1985 1808	✝ 100A1 Vpo *i* 5,38 2,38 ✝ NB 10,32 BS 5,38 ✝ LMC 5,37		CL 8,35		1913	Ailsa S.B. Co.Ld. Troon *Lloyd's SA&CP*	Chilian State Railways *Cell D Ba* 68' *n E & B* 86' *f* 114 452t *F P T*	309·6 P&B 197'	41·6 F38'	20·5 FK 5 *BHCem* 20t *APT* 5t	Valparaiso Chilian	T.3Cy.21",36½"&59"–45" 200lb (s) 340NHP 2SB,6cf,GS121,HS4920 FD Ailsa S.B.Co.Ld.Troon	23 " 0 2–0 " 11½ 20 " 7	
Now "Villarrica," see No. 96509 in Supplement																
69380 EAIL	— *Mchy.Aft* *1 Dk*	346 — 222					1931	Alejandro Bengoechea y Cia.Lda. Bilbao	Soc.de Almacenitas de Carbon	137·4 Q37' F18'	24·3	10·5	Bilbao Spanish	T.3Cy.10½",15½"&24½"–15⅝" 23NHP A/S Akers Mek. Værks. Oslo		
69381 EANO	**Alejandro No. 2** *Mchy.Aft* *1 Dk*	397 292 208					1933	Alejandro Bengoechea y Cia.Lda	Rafael Trujillo & Hnos.	143·0 P7' F19'	25·3	11·0	Bilbao Spanish	T.3Cy.9⅛",15¾"&26⅞"–18⅛" Industrial 30NHP Electro Mecanica, Bilbao		
69382	**Alejandro No. 3** *Mchy.Aft* *1 Dk* *Cruiser Stern*	1050 — 550					1936	Alejandro Bengoechea y Cia.Lda. Bilbao	Alejandro Bengoechea & Cia. Lda.	196·7 Q116' F26'	32·1	15·5	Bilbao Spanish *WB*	T.3Cy.14",23"&38"–27" 75NHP Soc. Española de Const. Bbo.		
69383 YTAB	**Aleksandar I.** *ss.Rot.No.2–35* D.F. *2 Dks(Stl)*	5948 5538 3783	✝ 100A1 Bry *a*† 10,37 R 7,35 ✝ LMC MS 7,35 BS 2,38		CL 7,35 6,38		1927	Lithgows 5mo Ld. Port Glasgow *Lloyd's SA&CP* *1 Intermediate Cell D*	Jugoslavenski Lloyd a.d. *BH & 1 'Tween dk Ba & u E* 162' *f* 186't	423·5 P38' B123' F41'	56·0	28·8 FK *BH dispensed with* 241t *DTa* 36' 1114	Split Yugoslav *at Cem* *BH to U dk* 2 " " 2nd " *APT* 32t	T.3Cy.27",45"&74"–51" (s) 180lb 563NHP 3SB,9cf,GS190,HS8489 FD J.G.Kincaid&Co.Ld.Grk.	31 " 4 6–0 " 2½ 25 " 5	
69384 DHAQ	**Alemania** (ex Alesia) *Fitted for oil fuel* Wireless *1 Dk*	1383 1153 812					1921	Deutsche Werft.A.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	234·0 B52' F23'	36·6	17·7 *WB*	Hamburg German	T.3Cy.16½"27⅞"&43½"–31½" 106NHP Stettiner Oderwerke Stettin		G
69385	**Alentejo** *1 Dk*	362 — 160	...				1924	J.Crichton &Co.Ld. Saltney	Cia Caminhos de Ferro Portugueses	155·4	25·1	9·5 FK	Lisbon Portuguese *WB*	C.4Cy.12½"&26"–18" 91NHP Plenty&Sons,Ld.Newbury	10 " 0	
69386 GRVB	**Alert** *Cable Vessel* Wireless D.F. E.S.D.	941 876 367	... *Fitted for Oil Fuel* *1 Dk(s) Awning dk* *Cruiser Stern*				1918	Swan,Hunter&Wigham Richardson. Ld Newcastle	H.M.Postmaster General	196·7	31·4	20·1 FK	British *WB*	T.6Cy.9¾",16"&26"–21" 106NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	20 " 9	
69387 IJIS	**Alessandro** (ex Helgoland) *1 Dk* (*See Sailing Ship Register*)	462 388 325	*Aux 3 Mst Sr* *Oil Eng.*				1918	Ver. Elbe u Norderwerft Boizenburg	L.G.Tomei	170·4 158·4 Q35' F24	27·6	12·4	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.16½"–18⅝" 96NHP J&CG Bolinders Co Ld Skm.		I
69388 470 IJJE	**Alessandro Podestà** (ex Rhein) *1 Dk*	633 464 348					1897	J.C.Tecklenborg A.G. Weser-münde-G	A.Lauro	194·5 P110' F23'	26·1	13·3	Naples Italian *WB*	C.2Cy.19"&37"–26¾" 59NHP J.C.Tecklenborg A.G.Wsm		I
69389 FCKM	**Aletta** *Oil Eng.* *ss Sba.No.2–35* *1 Dk(Stl)* *Mchy.Aft* *Longitudinal framing at bottom & deck* E.S.D. D.F.	3085 2261 1572	✝ 100A1 Bat Dec 1936 3,39 ✝ LMC CS 10,35 6,38 *Carrying Petroleum in bulk* DBS 3,38 1,39		7,35 3,38		1927	Caledon S. B.&E.Co.Ld. Dundee *Lloyd's SA&CP*	Nederl.Indische Tankstoomboot Maats. *Cell D Bu E* 10 106t	305·0 P86' *Trunk* 169' F50'	50·3	19·4 FK	The Hague Dutch 12 *BH*	Oil Engines 4S.C.SA 12Cy.18¼"–35⅞" 380NHP DB 150lb Werkspoor, Amsterdam	19 " 3 3–1 " 9½ 17 " 7½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Oficiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où cote ce n'est dans le L.R. figurés Cert. R.of Trade.
69390 UOFK	**Aleut** (exGlenRidge) *WhaleOilFactory* *Ref.Mchy.* Sub.Sig. *2Dks*	5055 4205 2454					1919	Standard S.B.Corp. Shooters Island,N.Y.	U.S.S.R.	377·0|52·0|26·6 P41'B106'F41'	Vladvostk Russian *WB*	T.3Cy.25",42"&70"–40" 310NHP StandardS.B.Corp. ShootersIsland,N.Y.		
69391 203116 WCCR	**Aleutian** (P) (exMexico) TwinSc *Fitted for oil fuel* *Ref.Mchy.* D.F. GyC. *4Dks*	6362 — 3901					1906	WCramp&SonsS&EBCo Philadelphia	AlaskaS.S.Co.Inc.	400·0|50·0|30·0	NewYork Utd.States *WB*	T.6Cy.28",46⅝"&76"–42" 749NHP NB23*refitted*30 W.Cramp&SonsS.&EB.Co.		R
69392 1016 ESUE	**Alev** (exBromsgrove-35) *ss*Tln.2ndNo.3-7,35 *Well deck* *1Dk(Stl)&deep framing* *Cargo battens not fitted*	1446 1210 839	✠100A1 ~~5,33 8,36~~ 5,39 BS~~6,37~~ 7,38 ✠LMC7,35	Bry ~~Off~~ Npt	*o*	CL ~~8,36~~ 5,38	1909 11mo	J.Crown&Sons,Ld. Sunderland *Lloyd's A&CP*	TallinnaLaevauhisus,A.S.(TallinnShippingCo.Ld.)	239·5|36·0|15·7 P24'Q59'B50'F26' FK *CellD*	Tallinn Estonian *4BHCem* *Ba65'uE17'*	T.3Cy.19",31"&51"–36" (*s*) 180lb *90lb* 174NHP 1SB,*4pf*,GS66,HS2743 N.E.MarineEng.CoLd.Sld. *f104'349tFPT53tAPT92t*	17 ″ 9 s 1 ″ 9½ 16 ″ 4	
69393 171308 ~~VQZD~~ GTGJ	**Alex** (exNicos-38,exIonia, exConstantinosXII) *ss*Sld.No.3-4,27 *ss*Ant.No.2-36 *1Dk(Stl)*	3907 3647 2440	✠100A1 1,38 BS2,38 ✠LMC10,36	Ant	*r*	CL 4,37	1914 1mo	J.Priestman&Co. Sunderland *Lloyd's A&CP*	HectorS.S.Co.Ld.(E.R.ManagementCo.Ld.*Mgrs.*) *CellD Ba127'uE&B42' f*	380·0|51·5|22·1 393·6(O.L.) P37'B238'F41' FK 165'1529t*FPT*154t	Cardiff British *6BHCem* *APT*217t	T.3Cy.26",42"&70"–48" (*s*) 180lb 380NHP 3SB,*9cf*,GS184,HS6024 Blair&Co.Ld.Stockton	25 ″ 6 s 3 ″ 1½ 22 ″ 6¾	
69394 126994 KFSA	**Alex B. Uhrig** (exCenturion) *Mchy.Aft* D.F. GyC. *2Dks*	3257 — 2011					1893	F.W.Wheeler&Co. W.BayCity	ReissS.S.Co.	360·0|45·2|21·9 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.20",33"&54"–44" 263NHP F.W.Wheeler&Co.WBayC		R
69395 ONCH	**Alex van Opstal** (P) *OilEng* D.F. *1Dk&Shelter dk* E.S.D. *3rd dk forward of mchy. space* *Ref.Mchy* *CruiserStern*	5965 4744 3447	✠100A1 *withfreeboard* 4,38 ~~4,37~~ ✠LMC9,37 ✠Lloyd's ... 5,38 ~~10,36 5,38~~ for temp. 32° F.	Cpn Ant	*b*†	CL	1937 9mo	Nakskov Skibs.A/S Nakskov *Lloyd's A&CP*	Cie.MaritimeBelge (LloydRoyal) Soc.Anon.(Agence MaritimeInternationale,*Mgrs.*)	420·0|57·1|26·4 447·3(O.L.) P73'F48' FK (*CollBHtoShltrdk6* *CellDB*367'1462t *M Ts*42'1294t*FPT*84t	Antwerp Belgian *7BH* *BHto2nddk*) *APT*131t	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$"–55⅛" 1026NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	29 ″ 3 s 3 ″ 3¾ 26 ″ 0¾	
69396 98988 ZMKR	**Alexander** (P) TwinSc *OilEng.* *Well deck* Wireless *1Dk*	377 236 196			...		1903	Mackie&Thomson Glasgow	AnchorShipping&FoundryCo.Ld.	138·5|24·0|9·7 Q81'BonRQD47' F26' FK	Nelson,NZ British *WB*	Oil Engines 2S.C.SA 8Cy.12½"–15" 137NHP NE30 L.Gardner&Sons,Ld.Mch.	10 ″ 6	
69397 UOJZ	**Alexander Emshanov** TwinSc Wireless *Fitted for oil fuel* *CarryingPetroleum in bulk* *1Dk*	1219 1153 637					1922	Naval Works Nicolaieff	U.S.S.R.	229·9|34·0|12·2	Tuapse Russian	T.6Cy.11",19$\frac{7}{16}$"&29$\frac{1}{16}$"–15¾" 67NHP NavalWorks,Nicolaieff		
69398 223775	**Alexander Hamilton** (P) Pad *Fitted for oil fuel* D.F. GyC. *3Dks* *CruiserStern*	2367 — 1252					1923	Bethlehem S.B.Corp.Ld Sparrows Point,M.D	HudsonRiverDay Line	338·6|42·1|13·6	NewYork Utd.States	T.3Cy.36½",56"&85"–72" 614NHP BethlehemS.B.Corp.Ld. SparrowsPoint		
69399 162767 MJZJ	**Alexander Kennedy** *ss*Sld.No.1-37 *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted* Wireless	1313 985 726	✠100A1 8,38 ~~8,37~~ BS8,38 ✠LMC8,37	Sld Lth	*o*	CL 8,37	1932 9mo	BurntisIndS.B.Co.Ld. Burntisland *Lloyd's A&CP*	LondonPowerCoLd (StephensonClarke &AssociatedCompaniesLd.*Mgrs.*) *CellDBuE25'f*151'	227·0|36·4|15·4 234·5(O.L.) Q138'B16'F21' FK 369t*DTf*109t*FPT*	London British *5BHCem* 132t*APT*27t	T.3Cy.17",28"&46"–33" (*s*) 200lb *100lb* 143NHP 1SB,*3cf*,GS59,HS2254 D.Rowan&Co.Ld.Gls.	17 ″ 5 s 4 ″ 11¼ 16 ″ 1	
69400 154692	**Alexander Leslie** (exH.A.Rock, exJ.T.Hutchison) *Mchy.Aft* *1Dk2trB*	3508 3333 2000					1901	American S.B.Co. Cleveland,O.	LakeErieCoalCo.Ld.	353·6|48·2|23·7	WndsrOnt British *WB*	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.Co.		
69401 107372 WOKI	**Alexander McDougall** D.F. *1Dk2trB* *Mchy.Aft* GyC. (*Whaleback*)	3672 3385 2824					1898	American StlBargeCo. WstSuperior	BuckeyeS.S.Co. (J.T.Hutchinson. *Mgr.*)	413·0|50·0|22·0 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.17½",28½",48"&66"–40" NB26 276NHP ClevelandS.B.Co.Clevelnd		R
69402 UOBD	**Alexander Pushkin** (exBoukharin-37) Sub.Sig. *1Dk(Stl)*	2332 2013 1296	✠ 8,33 ✠	Len	*s*		1930 1mo	BalticS.B.&Eng.Wrks Leningrad	U.S.S.R.	284·8|43·1|20·5 P18'B75'F32' FK *CellDB*228'554t*APT*	Archangel Russian *4BHptCem* 51t*APT*85t	T.3Cy.17$\frac{11}{16}$",29⅛"&48$\frac{7}{16}$"–35$\frac{7}{16}$" 193NHP 2SB,*4cf*,GS64,HS2690 BalticS.B.&Eng.Works	22 ″ 7	
69403 100 SVFP	**Alexandra** (exGerontas-33, exPentwyn-32, ~~ssBry.No.3-5,26~~ exAriadneIrene) ~~ssAnt.No.2-33~~ *ss*Ant.2ndNo.3-7,37 *1Dk(ptIrnptStl)*	4355 3970 2638	✠100A1 4,38 ~~2,36~~ BS~~5,37~~ 4,38 ✠LMC~~6,35~~ MS6,37	Rot Ant	*r*	CL 11,37	1913 3mo	JLThompson&Sons,Ld Sunderland *Lloyd's A&CP*	~~CarrasBros.~~ C.J.Carras *CellDBa*131'uE&B47'	375·0|52·5|25·0 P27'B219'F38' FK *f*155'1135t*FPT*82t	Chios Greek *6BHCem* *APT*285t	T.3Cy.25",42"&68"–48" (*s*) 180lb 382NHP NB18*refitted*38-*180lb* 2SB,*8cf*,GS153,HS6356 Blair&Co.Ld.Stockton.	27 ″ 6 s 3 ″ 10¼ 23 ″ 10½	
69404 OZDE	— Wireless D.F. *ss*Gms.No.1-36 *1Dk(Stl–pt ws)2nd dk in holds* *Ref.Mchy.* *Cruiser Stern* *Strengthened for Navigation in Ice*	1463 1207 766	✠100A1 *withfreeboard* 12,37 BS~~12,37~~ 4,39 ✠LMC4,36	Els	*r*	OG 4,36	1931 2mo	HelsingörsJernsk&Msk. Elsinore *Lloyd's A&CP*	DetForenede DampskibsSelsk. *CellD*	266·6|39·1|17·1 P&B177'F54' FK B218'347t*FPT*35t	Esbjerg Danish *6BHCem* *APT*72t	C.4Cy.(2)18$\frac{11}{16}$"&(2)39⅝"–39⅜" (*s*) 282NHP 215lb FD 2SB(Spt)*6cf*,GS100,HS3960 HelsingörsJernsk.&Mskb.	19 ″ 6 ~~s 2 ″ 6~~ ~~17 ″ ...~~ s 2 ″ 2¼ 17 ″ 1	
69405 DCAP	-- *1Dk*	720 680 438					1905	Howaldtswerke Kiel	Sartori&Berger	194·5|30·3|13·9 B45'F23'	Kiel German *WB*	T.3Cy.14⅜",22⅝"&36⅝"–21⅝" NB27 62NHP Howaldtswerke,Kiel		G
69406 117518 EIJX	-- TwinScSr Wireless D.F. E.S.D. Sub.Sig. *1Dk2trB*	618 519 223					1904	Vickers,Ss.&Maxim,Ld. Barrow	Commissioners of IrishLights	201·4|30·3|14·1 B63'F36'	Dublin British *WB*	T.6Cy.15",23½"&38"–24" NB31 141NHP VickersSs.&MaximLdBrw.		
69407 DAKZ	— *1Dk*	592 443 354					1903	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	176·9|28·1|11·2 Q53'B43'F22'	Stettin German *WB*	T.3Cy.14",22"&36"–26" 66NHP StettinerOderwerke,Stn.		G
69408 116340	— *2Dks*	490 460 249					1903	Up.Ottawa Imp.Co.Ld. Temiscamingue,Que.	UpperOttawa ImprovementCo. Ld.	136·0|26·4|8·3	Ottawa British	C.2Cy.24½"&44"–26" E*made—fitted*22 84RHP NB*made*30.*fitted*32		
69409 LIYZ	**Alexandra Höegh** *Oil Eng.* *Progressive survey of oil tanks* D.F. E.S.D. *1Dk* *Mchy.Aft* *CruiserStern*	8248 7504 4985	✠100A1 ~~4,38 4,37~~ 10,33 ✠LMC5,35 *Carrying Petroleum in bulk*	Rot ~~BknCff~~	*c*†	CL 5,36	1935 5mo	EriksbergsM.V.Aktieb. Gothenburg *Lloyd's A&CP*	Skibs.A/S Arcadia (LeifHöegh&Co. A/S,*Mgrs.*) *CellDBuL*	469·2|61·1|31·5 486·0(O.L.) P92'B28'F40' FK 68'188t*DTf*23'465t	Oslo Norwegian *12BHptCem* *APT*141t	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"–47½" 644NHP 2DB*142lb* EriksbergM.V.Aktieb.Got	34 ″ 0 s 7 ″ 5 26 ″ 9¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Twle Cert.
69410 OSFA	**Alexandre André** *Mchy.Aft.* GyC. *OilEng.* *Carrying Petroleum in bulk* 2*Dks* *Longitudinal framing at bottom & at deck*	5322 4631 2832					1928	NV Burgerbout'sM.&S. Rotterdam	BelgianGulfOil Co.S.A.	378·0 54·4 29·0 P112'B33'F36'	Antwerp Belgian *WB*	Oil Engines 2S.C.SA 4Cy.26 9/16"-47¼" 491NHP N V Burgerhout'sM&S.Rot		V
69411 165 SYHS	**Alexandros** (*ex*Artemissia-35, *ex*Hohneck,*ex*Bayhowel, *ex*KingHowel) 1*Dk*2*trB*&*deep framing*	4343 — 2822			...		1906	R.Stephenson&Co.Ld. Newcastle	M.A.Tachmindji	355·2 50·1 27·5 P46'B98'F34' FK	Syra Greek *WB*	T.3Cy.26",43"&70"-45" 356NHP Palmers'Co.Ld.Newcastle	30 ″ 2	V †
69412 163571 GYFY	**Alexia** *Mchy.Aft* *OilEng.* D.F. 1*Dk* 2*nd dk clear of cargo tanks* *Rudder electrically welded* *CruiserStern* *Longitudinal framing at bottom & at deck*	8016 7229 4788	✠100A1 8,38 ~~1,38~~ *Carrying Petroleum in bulk*	HKg Rot ✠LMC4,35	c†	CL 1,38	1935 4mo Lloyd's A&CP	Bremer Vulkan Vegesack	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'14	465·0 59·4 33·8 483·8(O.L.) P93'B47'F48' FK 1*tDTf*25'272*tFPT*	London British 15*BHptCem* 139*tAPT*85*t*	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 502NHP DB*180lb* BremerVulkan,Vegesack	34 ″ 0 s6 ″ 8¾ 27 ″ 6¼	
69413 TVMT	**Alexis de Tocqueville** TwinSc (*ex*Lotharingia-34) *ss*Chb.No 3-3,38 *ss*Chb.No.1-33 2*Dks* *CruiserStern*	1256 905 598	✠100A1 *with freeboard* ~~6,38~~ ~~2,38~~ 2,39 ✠NB4,23 *For Service in Cherbourg Harbour*	Chb 2,39 LMC[illegible]		CL 2,37	1923 1mo Lloyd's A&CP	W.Hamilton&Co.Ld. PortGlasgow	Soc.Cherbourgeoise deRemorq. &deSauvetage	200·9 38·1 15·5 B96' FK *FPT*15*t*	Cherbourg French 6*BHCem* *APT*30*t*	T.6Cy13¼",21¼"&34"-21"(s) 180lb 170NHP NE18*refitted*23 2SB.6*cf*,GS107,HS3380 D.Rowan&Co.Ld.Glasgow	17 ″ 0 s8 ″ 3 9 ″ 1	
69414 OXBA	**Alf** (*ex*Bremersvold,*ex*Alf, *ex*MinisterHelleputte) D.F. 1*Dk*	2175 1693 1374					1909	Flensburger Schiffsb.Ges. Flensburg	H.A.Christensen	279·6 41·4 17·5 P17'Q93'B50'F30'	Copnhagn Danish *WB*	T.3Cy.23 13/16",35 7/16"&55⅛"-35 7/16" 181NHP FlensburgerSchiffsb.Ges.		G
69415 6997 SDBG	**Alfa** (*ex*KalmarsundXI,*ex*Senta) 1*Dk*	1261 951 734					1922	PPhStuhrs Msk &Skbs. Aalborg	RederiA/B Alfa (AllanBörjesson)	238·7 36·2 13·4 P14'Q71'B94'F29'	Hlsingborg Swedish *WB*	T.3Cy.15",24"&40"-27" 83NHP A/S Frichs,Aarhus		V
69416 OXZN	— (*ex*Alida) 1*Dk*	844 722 488					1921	N.V.Werf. "Zeeland" Hansweert	J.Lauritzen	212·9 31·4 13·2 P30'Q56'H60'F23'	Esbjerg Danish *WB*	T.3Cy.14⅓",22"&35⅓"-23⅝" 85NHP Jachf."Delftshaven"Rot		G
69417 1117 ESVO	— (*ex*Ruby-36) *ss*Tln.3rdNo.3-8,36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	454 386 161	✠100A1 6,37 BS~~10,37~~ 9,38	Grk ✠LMC8,36	*g*	CL 6,37	1904 3mo Lloyd's A&CP	Scott&Sons Bowling	K.H.Kopf&others	142·5 26·1 10·9 147·4 (O.L.) Q70'B9'F26' BK7¼"	Tallinn Estonian 3*BHCem* *FPT*39*t*	O.2Cy.18"&40"-27" (*s*) 130lb 92NHP 1SB.3*pf*,GS53,HS1680 Muir&Houston,Ld.Gls.	12 ″ 1 s ″ 3¾ 12 ″ 5	
69418 525 IJJP	— Aux4MstSr *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	373 297 180					1916	H.C.Christensen Marstal	SalvatoreSinagra	152·2 29·0 10·2 139·6 P25 B14'F6'	Porto Empedocle Italian *WB*	Oil Engines 2S.C SA 2Cy.16⅞"-18½" 100NHP J&CGBolindersCoLdSkm		IV
69419 CSAC	**Alferrarede** (*ex*Sado,*ex*Pluto) *ss*Cff.2ndNo.3-2,23 *ss*Lis.No.3-4,35 Wireless 1*Dk*(*Stl*)&*ptAwngdk*	1452 972 865	100A1 *ptAwng dk* *withfreeboard* 1,38 BS5,~~37~~ 7,38 LMC4,35	Lis	*o*	OG N7,37	1905 Lloyd's A&CP	J.C.TecklenborgA.G Wesermünde-G.	SocGeral de Commercio,Industria e Transportes,Lda. *CellDB*	229·7 36·2 15·1 Q82'B102'RFD23' F24' FK 188'299*t FPT*50*t*	Lisbon Portuguese 1*BHCem* *APT*6*t*	T.3Cy.17¼",28"&45"-33" (*s*) 175lb *100lb* 137NHP 1SB,3*cf*,GS54,HS2260 J.C.TecklenborgA.G.Wsm	24 ″ 6 s7 ″ 1 17 ″ 8	
69420 1989 IBFY	**Alfio** (*ex*NataleL -34,*ex*Mavisbrook) *ss*Gen.2ndNo3-6,25 *ss*Gen.No.1-29 1*Dk*(*Irn*)&*deep framing*	2134 1926 1330	✠ 8,34	Gen	*s*		1899 7mo	W.Gray&Co.Ld. WHartlepool	AlfioNapoli *CellDBa&u*	290·3 42·2 19·0 P27'B74'F29' FK *E&B*126'*f*120'654*t*	Genoa Italian 5*BHCem* *APT*54*t*	T.3Cy.21⅛",35"&58"-39" 217NHP 2SB.6*rf*,GS82,HS3370 Cen.Mar.Eng.Wrks.WHpl	21 ″ 9	I †
69421 SVLT	**Alfios** (*ex*Bolivian-33) *ss*Pir.No.1-38 *ss*Nwc.No.3-1,34 1*Dk*(*Stl*) ~~2*Dks*(*Stl*)~~	5116 4741 3154	✠100A1 ~~8,37~~ 10,38 ~~BS8,37~~	Rot Pir ✠LMC1,34 10,38	*y*	CL 10,36	1920 3mo Lloyd's A&CP	Irvine'sSB&D.D.Co.Ld. WHartlepool	Theofano Maritime Co.Ld. (N.G. Livanos,*Mgr.*) *CellDB*	400·0 52·3 28·5 P49 B113'F38' FK 347'1120*t FPT*117*t*	Chios Greek 7*BHCem* *APT*175*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Richardsons,Westgarth&Co.Ld.Hpl	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
69422 PKRN	**Alfoer** *OilEng.* *Mchy.Aft* 1*Dk*	473 386 227					1934	Droogdok Maats. "Soerabaia" Sourabaya	Koninkl.Paketv. Maats.	156·0 28·0 11·4 P58'F27'	Batavia Dutch *WB*	Oil Engines 2S.C.SA 6Cy.9⅞"-13" 102NHP Kon.Maats."DeSchelde"		V
69423 CBAF	**Alfonso** Ⓟ Now "Puyehue," see No. 83531 in Supplement *ss*Vpo.No.2-36 2*Dks*(*Stl-Weather dk ws*) 3*rd dk*(*Stl*)*in No.* 1 *hold*	3076 [illegible]347 1783	✠100A1 *withfreeboard* 3,38 MS1,36	Vpo LMC BS9,37		CL 3,38	1928 1mo Lloyd's A&CP	Ayrshire DckydCo.Ld. Irvine	ChilianState Railways *CellDB*230'430*t*	278·6 44·1 24·7 B126'F31' FK *FPT*38*tAPT*62*t*	Valparaiso Chilian 5*BHCem* *all ,, to Wdk*	T.3Cy.18½",30"&50"-36" (*s*) 200lb 248NHP 2SB,6*cf*,GS105,HS3852 FD J.G.Kincaid&Co.Ld.Grk.	26 ″ 9 s5 ″ 11 18 ″ 3	
69424 EAAL	**Alfonso Perez** (*ex*WarChief) Sunk by gunfire 11,38 as "Cantabria" *ss*Bbo.No.[illegible]-6,31 *ss*Bbo.No.1-37 2*Dks*(*Stl*) *Now sailing as* "**Cantabria**"	5649 5157 3374	~~✠100A1~~ 7,38 ~~6,37~~ ✠NE6,26 ~~BS7,32~~	Cff Bry ✠~~LMC5,37~~	*z*	CL 4,37	1919 2mo Lloyd's A&CP	J.Coughlan&Sons Vancouver 1 *Intermediate BH in forehold dispensed with*	A.F.Perez *CellDB*	410·5 54·1 27·[illegible] P59'B115'F47' FK 368'1274*t FPT* [illegible]	Santander Spanish *ptCem* 6*BH only* *APT*269*t*	T.3Cy.25",44"&73"-48" (*s*) 180lb 532NHP 3SB,9*cf*,GS189,HS8008 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 ~~s5 ″ 11½~~ ~~24 ″ [illegible]~~	
69425 EALR	**Alfonso Senra** (*ex*SuarezNo.1, *ex*Sineus,*ex*Blue Cross) *ss*Liv.2ndNo.3-6,20 1*Dk*(*ptStl ptIrn*)2*trB*& *ptAwngdk*(*Irn*)&*Web frames*	3030 — 1866	✠ 1,25 ✠	Bcl	*u*		1892 4mo	JLThompson&Sons Sunderland	NavieraCelta,S.A. (Bienvenido Suarez, *Mgr.*)	322·1 41·3 26·7 P29'Q100' BK10" *ptAwng dk*192' *CellDB*230'500*t*	Vigo Spanish 6*BHCem* *APT*30*t*	T.3Cy.24",39"&64"-42" NDB04 266NHP 2SB,6*cf*,GS116,HS4000 J.Dickinson,Sunderland	24 ″ 0	
69426 204650	**Alfred H. Smith** (*ex*Rochester) *Mchy.Aft* 2*Dks*	4698 — 3855					1907	Gt.Lakes Eng.Works Ecorse,Mich	GreatLakesTransitCorporation	381·0 50·2 30·0	Buffalo Utd.States *WB*	Q.4Cy.21",30",43½"&68"-42" 257NHP GreatLakesEng.Wks.Det.		
69427 162322 GJXV	**Alfred Jones** *OilEng.* *Ref.Mchy.* 2*Dks*&*Shelterdk*	4022 — 2152					1930	Harland&Wolff,Ld. Glasgow	ElderDempster Lines,Ld.	370·6 51·6 20·1 P37'F43'	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 652NHP Harland&Wolff,Ld.Gls.		C
69428 LJOV	**Alfred Olsen** TwinSc (*ex*Valverda-3[illegible]) *OilEng.* *Mchy.Aft* 2*Dks* D.F. *Longitudinal framing*	8817 8313 5208	✠100A1 7,38 ~~12,37~~ ~~DBS11,35~~ *Carrying Petroleum in bulk* DBS12,37	Cpn ✠LMC11,35	*d*†	CL SN7,38 P11,37	1934 11mo Lloyd's A&CP	Wm.Hamilton&Co.Ld. PortGlasgow	A/S Binta (Per Gjerding, *Mgr.*) *CellDBuE*83' 315*tDTf*49'701*t*	475·0 63·3 35·1 ~~492·3~~(O.L.) P119'B38'F48' FK *FPT*219*tAPT*434*t*	Bergen Norwegian 16*BHptCem* (10 *to U dk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk	35 ″ 0 s6 ″ 10¾ 28 ″ 4¾	
69429 1623 IJKV	**Alfredo** (*ex*Nino di Gallura-33, *ex*Poggioreale,*ex*Rebus, *ex*Scotsgap,*ex*Kilbride) *OilEng* 1*Dk*	614 — 354			...		1918	Hall,Russell&Co.Ld Aberdeen	Dani&C.	182·3 30·1 15·7 175·4 B50' FK	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.13⅝"-21¼" 133NHP E*made*18*refitted*30 SulzerBros.Winterthur	16 ″ 6	I †

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Periodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. R.of Trade.
69430 108 IJLA	**Alfredo Cappellini** (P) 1*Dk*	637 368 328					1912	Fratelli Orlando&Co. Leghorn	Soc.Anon.Nav. Toscana	184·9|24·4|13·7 P33'B41'F30'	Leghorn Italian	T.3Cy.16",26½"&48"-30" 100NHP Flli.Orlando&Co.Leghorn		I
69431 81 IBEN	**Alfredo Oriani** (*ex*Mampoko-34, *ex*Tongrier, *ss*Ant.No.3-5,31 *ex*WarBreaker) 1*Dk*(*Stl*)2*nd dk*(*Stl*) D.F. *inNos.*1,2,3&4*holds*	3059 — 1831	✠ ... 7,35 ✠	Ant	*u*		1918 11mo	Lloyd RoyalBelge (Gt.Britain), Ld. Glasgow	"Tirrenia"Soc. Anon.diNav.	342·0|46·7|23·2 P33'B100'F28' FK *Cell*	Fiume Italian 7*BHptCem* *DB*284' 738*t*	T.3Cy 25",41"&68"-45" 433NHP 3SB,9*cf*,GS155,HS6420 FD McKie&Baxter,Glasgow *FPT*95*tAPT*124*t*	25 " 6	I †
69432 492 IJZL	**Alga** (*ex*Antonios-37,*ex*Pessades-36, *ex*D'Enambuc-34,*ex*AndréMontreuil, *ex*Janine,*ex*Tours) 1*Dk*	1851 1618 1106			...		1917	Toledo S.B.Co. Toledo,Ohio	A.Lauro	260·9|43·6|18·8 P21'B64'F30' FK	Naples Italian *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo	21 " 0	I †
69433 OXZO	**Algarve** 1*Dk*	1355 1137 784					1921	Frdkshvns. Værft& FlydedokA/S Frederikshvn	DetForenede Dampskibs.Selsk.	254·6|37·2|16·0 P158'F26'	Copnhagn Danish *WB*	T.3Cy.20",33"&54"-36" &1LPTurbine D.Rowan&Co.Glasgow		V
69434 PCKZ	**Algenib** *OilEng.* 1*Dk*,2*nd dk in No.*3*hold & mchy.space* D.F. E.S.D. *CruiserStern* *Part electrically welded, including sheerstrake, keel & deck stringers* *Rudder electrically welded*	5483 4984 3240	✠100A1 ~~5,38~~ ~~8,38~~ 4,39 [illegible] ✠[illegible]	Rot	*a*†	CL	1937 8mo *Lloyd'sA&CP*	Deutsche WerftAG Bet Finkenwrder Hamburg	N.V.VanNievelt Goudriaan&Co's Stoomv.Maats. *CellDB*372'1238*t*	429·2|58·7|24·9 451·3(O.L.) P24'B&F395' FK *Upper*F36' *MT*56' 1385*t FPT*192*t*	Rottrdam Dutch 7*BHptAsp* *APT*153*t*	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 748NHP Maschinenfbk,Augsburg- NürnbergA.G.Augsburg	27 " 2 s 3 " 3¼ 24 " 0¼	
69435 CFJI	**Alger** (*ex*Oldambt-36) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	425 333 279					1930	J.Smit& Zoon Foxhol	Vieira&Labrincha Lda.	148·6|25·6|10·4 P38'F20'	Lisbon Portuguese *WB*	Oil Engines 4S.C.SA 4Cy.11⅝"-17¾" 54NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
69436 6635 SLFA	**Algeria** *ss*Osc.No.3-6,34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*1617* — 803	✠100A1 *Shelter dk with freeboard* 6,38 ~~10,37~~ [illegible]C MS3,34	Skm Dnz	*r*	OG 4,37	1921 6mo *Lloyd'sA&CP*	Oskrshmns M.V.Aktieb. Oskarshamn	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*237'47	270·9|41·2|22·6 286·0(O.L.) FK *Collision* 3*tFPT*44*tAPT*23*t*	Gothenbrg Swedish *ptCemptAsp* *BH to Sh dk* 3 „ „ *U* „	T.3Cy.22½",35 13/16"&58 11/16"-36" 185lb *100lb* (*s*) 271NHP 2SB(Spt),6*cf*,GS87,HS3800 FD OskarshamnsM.V.Aktieb.	18 " 0 s " 5 17 " 8½	
69437 147256 GKNQ	**Algerian** *ss*Hul.No.3-7,37 1*Dk*(*Stl*)2*nd dk* *CruiserStern* (*Stl*)*inNos.*1&2*holds*	2315 2168 1440	✠100A1 6,38 ~~12,37~~ 10,38 BS~~12,37~~ ✠LMC12,36 12,38	Hul Liv	*l*	CL ~~5,35~~ 5,38	1924 5mo *Lloyd'sA&CP*	Barclay, Curle&Co.Ld Glasgow	EllermanLines.Ld. (Ellerman&Papa- yanniLinesLd. *Mgrs.*) *CellDB*254'501*tD*	295·0|43·7|21·0 P&B184'F31' FK *Tf*20'324*tAPT*29*t*	Liverpool British 6*BHptCem* 1 „ *to2nd dk*	T.3Cy.18",31½"&54"-36" (*s*) 225lb 300NHP 2SB,6*cf*,GS109,HS4526 FD Barclay,Curle&Co.Ld.Gls.	23 " 0 s 2 " 5 20 " 9½	
69438 FNWA	**Algérie** 1*Dk*2*tr B*	3386 2572 2151			...		1910	Atel.&Ch. deFrance Dunkirk	Cie.desBateaux à Vap.duNord(Soc. Anon.deGérance et d'Armement, *Mgrs.*)	331·0|46·5|21·0 P&B218'F34' FK	Dunkirk French *WB*	T.3Cy.24",40"&65"-42" NE18 290NHP N.E.Mar.Eng.Co.Ld.Nwc.	23 " 10	V †
69438* 257 IJLG	**Algerino** (*ex*Holstenau,*ex*Cairo) 2*Dks*	1371 761 793					1920	Vulcan- Werke Hamburg	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	239·0|34·4|20·0 B25'F30'	Trieste Italian *WB*	T.3Cy.15¾",23⅝"&43 3/16"-27½" 98NHP Vulcan-Werke,Hamburg		I
69439 220518 KDDC	**Algic** *Fitted for oil fuel* Sub.Sig. 2*Dks & Web frames*	5496 4971 3373			...		1920	Merchant S.B.Corp. Harriman,Pa.	UnitedStates MaritimeCom- mission	400·7|54·2|30·2 P36'B124'F44' FK	Phildlphia Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft WestinghouseElectric &Mfg.Co.Essington,Pa	32 " 10	R †
69440 OYWX	**Algier** *OilEng* *Ref.Mchy.*1*Dk&pt Shelter dk* ~~2*Dks*~~ Wireless D.F. *CruiserStern*	1654 1298 910					1938	Helsingörs Jernsk&Msk. Elsinore	DetForenede Dampskibs.Selsk.	~~270·0|40·2|26·5~~ 271·7|40·4|16·6	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 5Cy.19 11/16"-35 7/16" 338NHP HelsingörsJernsk.&Msk. Elsinore		
69441 158164 VGKM	**Algocen** (*ex*JohnJ.Barlum-35) *Mchy.Aft* 1*Dk*	6893 6566 5032					1909	American S.B.Co. Cleveland,O.	AlgomaCentral& HudsonBayRail- wayCo.	512·5|54·2|26·7	Sault Ste. Marie,Ont. British *WB*	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Cleveland		R
69442 145637 MLZC	**Algol** *ss*Cff.No.3-9,37 1*Dk*(*Stl*) *Cargo battens not fitted*	1566 1378 929	✠100A1 ~~9,37~~ 3,39 BS~~9,37~~ ✠LMC9,36 3,39	Cff ~~Gms~~	*p*	CL 9,37	1924 8mo *Lloyd'sA&CP*	W.Dobson &Co. Newcastle	R.H.Penney&Sons *CellD*	245·3|37·0|18·7 B48'F22' FK *B*219' 431*t FPT*67*t*	Shoreham British 4*BHptCem* *APT*117*t*	T.3Cy.17½",29"&48"-33" (*s*) 180lb 176NHP 2SB,4*cf*,GS80,HS3150 N.E.MarineEngCoLd.Nwc	20 " 4 s 2 " 7 17 " 11¾	
69443 8207 SKPN	— *OilEng* Wireless 1*Dk* *Mchy.Aft* *CruiserStern* *Strengthened for navigation in ice* *Rudder electrically welded*	978 714 443	✠100A1 ~~3,38~~ 11,38 ✠LMC10,37 *Carrying Petroleum in bulk*	Ham Mmo	*l*	CL	1937 10mo *Lloyd'sA&CP*	Deutsche WerftAG Bet Reihstgwrft Hamburg	TrelleborgsÅngf. NyaAktieb.(J. Malmros,*Mgr.*)	205·0|32·3|15·0 209·8(O.L.) P54'F29' FK *Trunk*116' *CellDBuE*22'20*tFPT*	Trelleborg Swedish 11*BHptCem* 39*tAPT*43*t*	Oil Engines 4S.C.SA 6Cy.15¾"-26¾" 144NHP DB*142lb* Fr.KruppGermaniawftAG Kiel	15 " 0 s1 " 2¼ 13 " 11½	
69444 222185 WODU	**Algomah II** (P) (*ex*Bainbridge-36) 2*Dks*	704 — 413					1922	RiceBros. Corp. Boothbay,Me	IslandTransptn. Co.	139·2|29·9|21·0	GrndHavn, Mich. Utd. States	T.3Cy.12¾",23½"&35"-24" 60NHP MarineIronWks.Chicago		
69445 220815 KDKH	**Algonquin** *ss*Bal.No.1-37 *ss*N.Yk.No.3-3,38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	7229 6642 4475	✠100A1 ~~1,39~~ ~~5,38~~1,39 ✠LMC MS4,37 BS~~3,38~~1,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,20 *F.P. above* 150°F.	NYk ~~Mob~~ Bal	*b*†	CL ~~5,36~~ 1,39	1920 11mo A&CP	Bethlehem S.B.Corp.Ld Alameda,Cal.	Socony-Vacuum OilCo.Inc. *CellDBuE&B*62' 197*tDTf*50'884*t*	435·0|56·0|32·0 453·7(O.L.) P106'B50'F42' FK *FPT*104*tAPT*70*t*	NewYork Utd. States 14*bHptAsp* (9 *to U dk* 5 „ 2*nd*„)	T.3Cy.27",47"&78"-48" 205lb 600NHP 3SB,9*cf*.HS8235 FD BethlehemS.B.Corp.Ld.	33 " 6 s 8 " 0½ 25 " 10	
69446 226126 KGDL	— (P) *Ref.Mchy.* 1*Dk*2*nd dk in holds* D.F. *Fitted for oil fuel*	5945 4424 3546			...		1926	NwprtNws S.B.&D.D.Co NewprtNews	Cherokee-Semi- noleS.S.Corp. (Clyde-Mallory Lines,*Mgrs.*)	387·5|55·0|20·0 P&B522'F53' *Promenade dks* FK	NewYork Utd. States *WB*	2SteamTurbinesSRgeared to1Sc.Shft. 981NHP NewportNewsSB&DD.Co.	23 " 6	R †
69447 16151 CYPW	**Algonquins** *Mchy Aft* 1*Dk*	1940 1634 1160					1929	Barclay, Curle&Co.Ld Glasgow	St.Lawrence Steamships,Ld.	252·7|43·3|17·8 Q100'F35'	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Barclay,Curle&Co.Ld.Gls.		C
69448 PCLK	**Algorab** *Fitted for oil fuel* D.F. 2*Dks & Shelter dk*	4938 4473 2966					1921	Deutsche Werft Hamburg	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	400·3|54·3|27·4 F40'	Rotterdam Dutch *WB*	1DRgearedSteamTurbine Allgem.Elekt.Ges.Berlin		G

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Register Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey. Year Assigned or last Renewed. Machinery.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships — Corresponding draught. ft. in.	15 In registers in which classed. If not in L.R. Date of last Trade Cert.
69449 138212 VGJB	**Algorail** (*ex*HomeSmith-36, *ex*WilliamS.Mack)	D.F. *Mchy.Aft* 1 *Dk 2trB*	3495 3318 2536				1901	American S.B.Co. Lorain,O.	AlgomaCentral& HudsonBay RailwayCo.	346·0	48·0	28·0	Midland, Ont. British *WB*	T.3Cy.20″,33½″&55″–40″ 191NHP AmericanS.B.CoCleveland		R
69450 130776 VGJD	**Algosoo** (*ex*J.FraterTaylor-36, *ex*Saturn)	D.F. *Mchy.Aft* 1 *Dk 2trR*	3429 3178 2080				1901	American S.B.Co. Lorain,O.	AlgomaCentral& Hudson Bay RailwayCo.	346·0	48·0	24·1 *WB*	SaultSte. Marie,Ont. British	T.3Cy.22″,35″&58″–42″ 218NHP AmericanS.B.CoCleveland		R
69451 158165 VGQN	**Algosteel** (*ex*ThomasBarlum-35)	*Mchy.Aft* 1 *Dk*	6117 5870 4324				1907	Detroit S.B.Co. Wyandotte, Mich.	AlgomaCentral & HudsonBay RailwayCo.	487·5	52·2	26·6	SaultSte. Marie,Ont. British *WB*	T.3Cy.22½″,36″&60″–42″ 233NHP DetroitS.B.Co.Detroit Mch		R
69452 165933 MMTB	**Alhama** 1 *Dk & Shelter dk* Wireless D.F. E.S.D. ~~1 *Dk*~~ *Cruiser Stern*		1352 1114 746				1938	Nylands Verksted Oslo	~~JohnBruce&Co.~~ MossgielS.S.Co. Ld.,(JohnBruce &Co.*Mgrs.*)	~~250·0~~ 250·7	~~41·3~~ 41·2	14·8	Glasgow British *WB*	C.2Cy.16¾″&33⅞″–33⅞″& LPturbinewithDRgearing &hydraulic coupling 107NHP NylandsVerksted,Oslo		
69453 EAAN	**Alhambra** Ⓟ (*ex*Cataluña) *ss*Bcl.2ndNo.3–11,35 2 *Dks(M–Stl)&Awng dk.(pt Stl)*		1689 1646 922	✝100A1 *Awng dk with freeboard* 11,35	Bcl	*q* 11,35	1908 12mo	R.Thompson&Sons,Ld Sunderland	Hijo deRamonA. Ramos *CellDB*	250·0	35·0	16·0 BK9″	Barcelona Spanish	T.3Cy.18½″,30″&49″–33″ (*s*) 180lb *100lb* 153NHP 6 *BHCem* 1SB.*3cf*,GS62,HS2400 260t *APT8t*	26 ″ 4 s 6 ″ 4½ 21 ″ 1	
	Now sailing as "MARIA R."		NO LATER SURVEY REPORTED													
69454 PCLR	**Alhena** *Fitted for oil fuel* D.F. 2 *Dks & Shelter dk*		4930 4473 2969				1921	Deutsche Werft A.G. Hamburg	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	400·3 F41′	54·3	27·4 *WB*	Rotterdam Dutch	T.3Cy.28 9/16″,45 5/16″&75″–55½″ 418NHP GutteHoffnungshütte Oberhausen		G
69455	**Aliados** (*ex*LynnRegis-36, *ex*City of Cork,*ex*Tyro) *Mchy.Aft* 1 *Dk*		721 527 373				1917	NV Boele's Schp.&Mchf. Bolnes	Centro deComercio deSalFluminense Ltda.	180·0 Q110′B12′F20′	28·4	12·4 *WB*	R.Janeiro Brazilian	T.3Cy.15⅝″,24¾″&39⅜″–27½″ 81NHP NVBoele'sMchFab.Bolnes		V
69456 721 SVFW	**Aliakmon** (*ex*Evi-37,*ex* VictorianTransport-33)	1 *Dk*	4521 4271 2847				1913	Nthmblnd S.B.Co.Ld. Newcastle	~~N.G.Livanos~~ Theofa[illegible] [illegible] Ltd.(*Mgrs.*)	385·1 P35′B119′F37′	52·0	27·1	Piræus Greek *WB*	T.3Cy.25″,40″&68″–48″ 320NHP Richardsons,Westgarth& Co.Ld.Sld.		C
69457 DJNK	**Alicante** D.F. E.S.D. Sub.Sig.	1 *Dk* *Cruiser Stern*	2140 1629 1103				1934	Deutsche Werft AG Bet Finkenwrder Hamburg	R.M.Sloman,Jr.	306·4 B&F278′ *Upper*F47′	43·6	16·2	Hamburg German *WB*	C.4Cy.(2)16¾″&(2)35 7/16″– 37⅜″ & Exhaust Steam Turbine HS4090 309NHP DeutscheWerftA.G.Ham		G
69458 307 ICPG	**Alicantino** (*ex*Pangbourne) *ss*Bkn.No.3–10,26 *ss*Tri.No.2–34 *Mchy.Aft* 2 *Dks(Stl)&2nd dk(Stl) in Nos.1&2holds*		1642 1430 999	✝100A1 ~~10,37~~ MS11,34	Tri ✝LMC BS5,37 5,34	*q* CL 10,37	1914 1mo	Earle'sCo. Ld. Hull *Lloyd*	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	260·7 250·2 P69′B28′F53′ UK *CellDBuE&B*	40·1	19·7	Trieste Italian 1 *BIICem*	T.3Cy.18″,29″&50″–33″ (*s*) 180lb 182NHP 2SB,*4cf*,GS92,HS3180 Earle'sCo.Ld.Hull *FPT46t APT35t*	21 ″ 11 s 2 ″ 6 19 ″ 6½	
69459	**Alice** *ex*Gatun-38,*ex*Helendra-38, *ex*Gabel-Antar-37,*ex*Mustapha II-33 2 *Dks & Promenade dk* *ex*TheodoreMante)		*3257* 2415 *1491*				1912	Forg.&Ch. de laMédit. LaSeyne	EdouardGodillot (A.Davaris,*Mgr.*)	346·4 F46′	44·6	22·2	Colon Panamanian *WB*	T,3Cy.34″,54″&85 1/16″–45 5/32″ 490NHP Forg.&Ch.de laMédit.Msl.		V
69460	— OXZP	1 *Dk*	1196 921 712				1924	A/S Nakskov Skibs. Nakskov	Dampskslsk.Torm A/S(A.Schmiegelow&A.Kampen, *Mgrs.*)	235·4 P14′Q69′B97′F30′	36·2	13·7	Copnhagn Danish *WB*	T.3Cy.15¾″,25½″&41½″–26⅜″ 90NHP OttensenerMachfabAltona		C
69461 141 IDFA	— Ⓟ (*ex*Arditall, *ex*George Ward,*ex*Princess Alice)	*ss*Gls.2ndNo.3–1,21 *ex*Yt.Beryl, Wireless 1 *Dk(Stl–* teak s)	1094 923 513	2,26	Ply		1898	Laird Bros. Birkenhead	Ballilla Longo	250·9 272·9 P34′F35′	33·5 35·1 BK8″	20·0 18·8 5 *BIICem*	Rome Italian	T.3Cy.19″,30″&46″–30″ 108NHP 2SB,*6cf*,GS99,HS1450 Laird Bros. Birkenhead	20 ″ 0	I †
69462 144924 GDWX	**Alice Marie** *ss*Nwc.No.3–6,36 D.F. 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted*		2206 1750 1216	✝100A1 10,36 ~~12,37~~ BS8,37	Bry Nwc ✝LMC6,36	*r* CL 4,37	1920 10mo	S.P.Austin &Son,Ld. Sunderland *Lloyd*	Rodney S.S.Co.Ld. *CellDB* 231·5 *t side tanks*	280·0 Q157′F28′ FK *inERI66t*	40·5	18·5 FPT110/	Newcastle British 4 *BIICem*	T.3Cy.21″,34″&56″–39″ (*s*) 180lb *1Wolt* 220NHP 2SB,*6pf*,GS109,HS3514 G.Clark,Ld.Sunderland	20 ″ 9 s 6 ″ 5½ 18 ″ 7½	
69463 135913 GBJF	**Alice Moller** (*ex*Rhodesian Transport-33, *ex*Clutha River)	*ss*Npt.No.3–7,27 2 *Dks(Stl)*	4986 4663 3145	✝ — 6,33 ✝	Liv	*y*	1914 12mo	Irvine'sSB &D.D.Co.Ld. W Hartlepool	MollerLine,Ld. (Mollers',Ld. *Mgrs.*) *CellDB*	400·0 P36′B126′F43′ 28′ *f* 178′102 9t	52·0	27·4 FK *FPT*	Shanghai British 6 *BIICem*	T.3Cy.26″,42″&70″–48″ 402NHP 3SB,*9cf*,GS167,HS6636 Richardsons,Westgarth& Co.Ld.Hpl.	30 ″ 0	C †
69464 FNFX	**Alice Robert** *Fitted for oil fuel* *Mchy.* D.F. 1 *Dk 2trB* *Cruiser Stern*		2588 2216 1409				1934	Nakskov Skibs.A/S Nakskov	Cie.Franco-Coloniale deNav. (L.Martin,S.àr.l. *Mgrs.*)	295·6 P35′F129′	47·4	22·8	Nantes French *WB*	C.4Cy.(2)15⅝″,(2)37 7/16″– 34 7/16″ 140NHP FredrikstadM.V.Frdstad		V
69465 220354	**Alice Tebb** (*ex*Forest King–37) *Mchy.Aft*	**Wood** *ss*Sea.–28 1 *Dk 2trB* *Salted* *Fitted for oil fuel*	2426 2106 1725	10,29	SFo	*t* 12	1919 5mo	Grant, Smith PorterCo. Abrdeen Wsh. *Completed by*	SouthlandS.S.Co. Gray's Harbor M.	267·6 P74′F29′ S. Corp	46·2	24·0	Aberdeen, Wash. Utd.States	T.3Cy.19″,32″&56″–36″ 275NHP 2 Water Tube Boilers Nordberg Mfg.Co. Milwaukee	26 ″ 1	
69466	**Alicia** **TwinSc** *ss*Cco.No 2–37 *Mchy.Aft* 1 *Dk(Stl)* *Longitudinal framing at bottom and deck*		2336 9,38 ~~2,36~~ BS2,38	✝100A1 ✝LMC12,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,28	Cco	*t* CL P1,37 S8,37	1928 2mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd*	Caribbean PetroleumCo.Ld. *SA&CP*	305·2 Q86′F45′ FK *Trunk*174′ 150° F. above	50·2	15·0 *FFT*114t	Maracaibo Venezuelan 11 *BIIpt Cem pt Asp*	T.6Cy.13″,22″&35″–24″ (*s*) 180lb 234NHP 2SB,*4cf*, HS4042 FD *APT84t* ShieldsEng.Co.Ld.N.Shl.	15 ″ 0 s 1 ″ 7 13 ″ 7½	
69467 137 IJLM	— (*ex*Latvija,*ex*Holger,*ex*JohannW.Jens, *ex*Beta,*ex*Kiel)	1 *Dk*	487 408 273				1889	Akt.Ges. "Neptun" Rostock	A.Alfino&Figli	151·4	25·4	14·0	Catania Italian *WB*	C.2Cy.18 3/16″&34⅛″–16 1/16″ 39NHP J.Spengel&Sons,Ld.Nwc.		I

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 6 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terminaison de la cote actuelle. Lettre ou date indiquant l'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. Navire. Mach. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Remorques où cote n'est dans le L. R. Dépôts Cert. Board of Trade
69468	**Alida Gorthon** (*ex*Karlsvik-34. *ex*Alida, D.F. *ex*Atheniana, *ex*Athinaia, *ex*Atheniana) 1 *Dk*(*Trn*) & deep framing. *Cargo battens not fitted*	2373 2111 1399	✠100A1 Lkr ~~4,856,37~~ 4,39 ~~Dk 4,37~~ LMC4,36 LS ~~4,38~~ 5,38	CL 5,37	1902 5mo	W.Gray& Co.Ld. W Hartlepool	Rederiaktieb. Activ.(Joh. Gorthon, *Mgr.*) *Lloyd's SA&CP* *Cell DB*	302·4|43·2|19·8 311·1(O.L.) P27'B69'F29' FK *a&uE120'f124'621t*	Hisingborg Swedish	T.3Cy.22",35"&59"–39" (*s*) 160lb 221NHP 2SB,*6pf*,GS84,HS3383 Cen.Mar.Eng.Wrks.W Hpl	22 " 3 s 3 " 6½ 18 " 11	
69469 709 SVAI	**Aliki** (*ex*LeopoldL.D., *ex*WarCypress) *ss*Rot.No.3–11,29 *ss*Ssk.No.2–38 ~~ss Pio. No.1–35~~ 1 *Dk*(*Stl*)	5140 4720 3199	✠100A1 Pir *y* 8,384,37 ~~BS4,37~~ ✠LMC ~~4,35~~ 5,38	CL 4,37	1917 11mo	Cammell Laird&Co.Ld Birkenhead *Lloyd's SA&CP* *Cell DB*	N.G.Livanos	400·0|52·4|28·4 P49'B113' F40' FK 343'1152t *FPT*113t	Piræus Greek	T.3Cy.27",44"&78"–48" (*s*) 180lb 490NHP 2SB,*9cf*,GS189,HS7020 FD Cammell Laird&Co.Ld.Bkn	31 " 0 s 5·11½ 25 " 3½	
69470 PCMC	**Alioth** *Oil Eng.* D.F. 1 *Dk*,2*nd dk in No.3 hold & mchy. space* E.S.D. *Part electrically welded including sheerstrake, keel & deck Cruiser Stern stringers Rudder electrically welded*	5483 4984 3246	✠100A1 Rot *a*† 9,38 ~~10,87~~ ✠LMC5,37	CL	1937 5mo	Deutsche Werft A.G Bet Finkenwrder Hamburg *Lloyd's SA&CP* *Cell DB372'1238t*	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats.	429·2|58·7|24·9 451·2(O.L.) P24'B&F395' FK *MT56'1385t FPT192t APT153t*	Rottrdam Dutch	Oil Engines 2S.C.SA 6Cy.26¾"–47½" 748NHP 7 *BHpt Asp* Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg	27 " 2 s 3 " 3½ 24 " 0½	
69471 144902 GDCB	**Alipore** D.F. 2 *Dks*(*Stl*)	5273 4766 3241	✠ 3,22 Bom *y*		1920 7mo	Palmers' Co.Ld. Newcastle	P.&O.Stm.Nav.Co. *Cell DB*	400·1|52·3|28·5 P49'B113'F39' FK 345' 1112t *FPT*122	Newcastle British	T.3Cy.27",41"&73"–48" 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers' Co.Ld.Newcastle	31 " 0	
69472 LCCS	**Alix** (*ex*IngridLindoe) 4Mst Stranded & Sunk 5,38 as "Malaga," 1 *Dk*	1115 976 657			1917	Akers Mek.Værks. Oslo	A/S A.Salvesens Rederi (A.Salvesen, *Mgr.*)	226·4|36·5|15·8 P22'B58'F80' *WB*	Oslo Norwegian	T.3Cy.17",29"&47"–33" 127NHP Akers.Mek.Værks.Oslo		N
69473 PCME	**Alja** *Oil Eng.* 1 *Dk* *Mchy. Aft*	335 — 249			1936	Gebr.van Diepen Waterhuizen	J.vanDijk	141·1|24·9 8·5 P35'F19'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–17⅛" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
69474 DOMF	**Alk** Wireless D.F. E.S.D. 1 *Dk*	1175 887 612			1924	Akt.Ges. "Neptun" Rostock	Argo Reederei Richard Adler&Co.	221·4|34·9|11·2 P14'Q65'B52'F26' *WB*	Bremen German	T3Cy17⅜",29½"&47½"–31½" 125NHP A.G "Neptun," Rostock		G
69475 PCMG	**Alkaid** D.F. E.S.D. *Oil Eng.* 1 *Dk*, 2*nd dk in No.3 hold & mchy. space* *Part electrically welded including sheerstrake, keel & deck stringers Cruiser Stern Rudder electrically welded*	5483 4984 3246	✠100A1 Bkn *a*† 8,38 ~~2,38~~ Rot ~~LMC7,37~~	CL 8,38	1937 7mo	Deutsche Werft A.G Bet Finkenwrder Hamburg *Lloyd's SA&CP* *Cell DB372'1238t*	N.V.VanNievelt Goudriaan&Co's Stoomv.Maats.	429·2|58·7|24·9 451·2(O.L.) P24'B&F395' FK Upr F36' *MT56'1385t FPT*192t *APT*153t	Rottrdam Dutch	Oil Engines 2S.C.SA 6Cy.26¾"–47½" 748NHP Maschinenfbrk,Augsburg-Nürnberg A.G.Augsburg	27 " 2 s 3 " 3½ 24 " 0½	
Now "Rodina," *see No. 89837 in Supplement* (STRANDED 7,33 — REFLOATED — NOW IN PORT DAMAGED)	**69476** — (*ex*Tenbergen) 2 *Dks*(*Stl*)	4441 4126 2702	✠ 7,88 Rot *y*		1922 9mo	N.V. Lobithsche Scheepsb.My. Lobith	*Cell DB*	385·0|50·3|26·4 P31'B242'F37' FK 333'882t *FPT*106t *APT*50t		2 Steam Turbines DR geared to 1 Sc. Shaft 439NHP 3SB,*9cf*,GS171,HS6660 British Thomson-Houston Co.Ld. Rugby	29 " 0	
69477 PCMN	**Alkmaar** (P) *Fitted for oil fuel* D.F. *Cruiser Stern* 3 *Dks*	6982 6422 4246			1919	Rotterdam Droogd Maats Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	447·4|62·8|30·2 P36' *WB*	Amstrdam Dutch	T.3Cy.31",50"&82"–54" 494NHP Rotterdam Droogd.Maats.		V
69478 361	**Alku** *Oil Eng.* 1 *Dk*	348 303 260			1920	O/Y Rauma Wood, Ld. Raumo	O/Y Rauma Wood, Ld.	144·4|29·5|11·1	Raumo Finnish	Oil Engines 2S.C.SA 2Cy.16½"–18½" 96NHP J&CG Bolinders Co Ld.Skm		
69479	**All America** (*Cable Vessel*) TwinSc *ss*BoaNo.3–12,38 1 *Dk*(*Stl*) & *Awng dk* (*Stl*–teak s) & 2*nd dk*(*Stl*) *in hold* *ss*BoaNo.1–38 D.F. E.S.D.	*1819* *1655* *880*	✠100A1 Boa *q* *Awng dk* *with freeboard* ~~12,38~~ ~~12,368~~,39 11,37 ~~BS5,37~~ ✠LMC ~~4,36~~ *Fitted for oil fuel F. P. above*	CL P2,38 ~~S8,36~~ S3,39	1921 10mo	Swan,Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA&CP* 150° F	All America Cables Inc. *Cell DBa33'u E21'*	278·4|37·0|22·4 FK *f82'167t FPT*27t *APT*29t	New York Utd. States *Cem* *5 BHto Awdk*	T.6Cy.15½",25"&43"–30" (*s*) 180lb *100lb* 264NHP 2SB,*6cf*, HS3746 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	24 " 9 s4 " 7½ 20 " 6	
69480 221033 KDOH	**Allan Jackson** (*ex*Crampton Anderson) *Mchy. Aft* D.F. *Fitted for oil fuel* 2 *Dks*& *Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	6635 — 4038		...	1921	Bethlehem S.B.Co.Ld. Alameda,Cal.	Standard Oil Co. of New Jersey	435·0|56·0|33·6 P106 B50 F42 FK *WB*	Wilmgton (Del.) Utd. States	T.3Cy.27",47"&78"–48" 600NHP Bethlehem SB Co.Ld. San Francisco	33 " 6	R †
69481 152000 VJBG	**Allara** *ss*Syd.No.3–4,36 1 *Dk*(*Stl*) *Cargo battens not fitted*	3279 2967 1969	✠100A1 Syd *v* ~~4,37~~ 8,39 ~~BS4,37~~ ✠LMC4, ~~BS5,33~~,39	CL ~~4,36~~ 8,39	1924 7mo	W.Beardmore&Co.Ld. Glasgow *Lloyd's SA&CP* *Cell DB289'885t FPT*97t	The Adelaide Steamship Co.Ld.	340·5|47·2|23·2 352·0(O.L.) P38'B104'F35 FK *APT*131t	Melbourne British	T.3Cy.25",41"&68"–45" (*s*) 180lb 441NHP 3SB,*9cf*,GS161,HS6600 FD W.Beardmore&Co.Ld.Gls.	25 " 6 s 3 " 11½ 21 " 7½	
69482 222760 KFGA	**Alleghany** (P) *Fitted for oil fuel* Sub.Sig. 4 *Dks* D.F. *Longitudinal framing*	5486 — 3361			1923	Federal S.B.Co. Kearny,N.J.	Merchants& Miners Transptn. Co.	350·7|52·1|15·2 *WB*	Baltimore Utd. States	T4Cy.24½",41⅜"&(2)54"–48" Hooven,Owens& 104NHP Rentschler Co.Hamilton,O.		R
69483 145858 MKSB	**Allegheny** *ss*Sld.No.3–8,31 *Mchy. Aft* 1 *Dk*(*Stl*) & *Web frames*	828 731 384	✠100A1 Lon *l* 2,38 BS12,38 ~~LM~~ ,34 *Carrying Petroleum in bulk* *Fitted for oil fuel F. P. above*	CL 11,37	1921 7mo	J.Crichton &Co.Ld. Connah's Quay *Lloyd's SA&CP* 50° F.	Anglo-American Oil Co.Ld. (F.J.Wolfe, *Mgr.*)	200·4|32·5|14·0 F23'B54' FK *FPT*50t	Liverpool British	T.3Cy.14",22"&38"–24" (*s*) 180lb 101NHP 2SB,*4cf*,GS62,HS1880 Lytham S.B.&E.Co.Ld. Lytham	15 " 0 s 2 " 0½ 13 " 1½	
69484 148305 GSQZ	**Allende** *ss*.YkaNo.2–37 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) D.F.	5081 4737 3168	✠100A1 Yka *a*† *with freeboard* 1,38 ~~3,07~~ ✠LMC BS2,~~37~~ 3 MS8,37 1,39 *Fitted for oil fuel* 1,38 F.P.	CL N2,37	1928 11mo	Nthmblnd S.B.Co. (1927),Ld. Newcastle *Lloyd's SA&CP above* 150° F.	Nolisement SS Co Ld (Morel,Ld. *Mgrs.*) *Cell DB362'1397t*	412·6|55·3|26·1 426·5(O.L.) F40' FK *FPT*100t *APT*154t	Cardiff British	Q.4Cy.23",32½",47"&68"–48" 225lb *150lb* (*s*) 442NHP 3SB(Spt)*9cf*,GS151,HS7395 N.E. Marine Eng. Co Ld Nwc	28 " 6 s 3 " 3½ 25 " 5½	
69485 DABT	**Allenstein** (*ex*Lena. *ex*Coblenz, *ex*Wasserbootll) TwinSc *Mchy. Aft* 1 *Dk* Wireless D.F.	939 896 550			1913	Schffb.Ges Unterweser Weser-münde-L.	Kohlen-Import u Poseidon Schiffahrts A.G.	203·0 34·5|16·1 B20'	Königsbrg German	C.4Cy.12⅝"&25⅜"–16⅞" 43NHP Ottensener Maschf.G.m.b.H.Altona		G

No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c / Late Name if any / Special Surveys. No. of Decks, &c.	Register Tonnage: Gross / Under deck / Net	Character. ✠ for Special Survey. Date of last Survey.	Port of Survey	Years Assigned / Equipment Letter	Date when tail shaft last seen	Built: When	By Whom / Where	Owners	Length	Breadth	Depth	Port of Registry / Flag	Engines	Moulded depth / Freeboard midships / Corresponding draught (ft. in)	Registers
69486 150156 VLGF	Allenwood WoodTwinScK *Mchy.Aft* Wireless 1*Dk*	398 322 188					1920	J.Wright CapeHawke, N.S.W.	AllenTaylor&Co. Ld.	147·0	35·0	8·2	SydnyNSW British	C.2Cy.12"&24"-16"&18" RossDuncan.Gls.& 48RHP MelbourneCoal& ShippingCo.Mel.		
69487 DODU	Aller (P) 4Mst Sub. Sig. D.F. E.S.D. 2*Dks*	7627 6973 4741					1927	Bremer Vulkan Vegesack	Norddeutscher Lloyd	503·1 P39'	63·1	28·3	Bremen German *WB*	T4Cy.$85\frac{1}{16}$",57½"&(2)$66\frac{15}{16}$"-$59\frac{1}{16}$" 688NHP BremerVulkan,Vegesack		G
69488 95920 KJBD	Allerton (P) Iron (*ex*HomerRamsdell) 1*Dk*	1181 — 822					$\frac{1887}{1912}$	T.S.Marvel S.B Co. Newbrgh,NY	Nantasket-Boston SteamboatCo.	225·0	32·5	11·8	Boston Utd. States	C.2Cy.28"&52"-36" *E altered*11 135NHP WrightStm.Eng.Wks. Newburgh,N.Y.		
69489 CBAL	Allipen 2*Dks* *Cruiser Stern*	1762 1188 747					1923	Inter- nationalS.B. &E.Co.Ld. Danzig	Haverbeck& Skalweit	243·0	36·1	15·5	Valdivia Chilian *WB*	T3Cy.$17\frac{5}{16}$"$27\frac{5}{8}$"&$45\frac{5}{16}$"-31½" 112NHP InternationalS.B.&E.Co. Ld.Danzig		G
69490 118034 VPLN	Allister (*ex*Alegria-36,*ex*Eaton Grove,*ex*Perez, *ss*N.Yk.2ndNo.3-12,28 *ex*Eastern Wireless *ss*Mob.No.3-1,37 Coast, 2*Dks* *ex*Powerful) *lower dk(Stl)28' in forehold*	1597 1280 860	✠100A1 *withfreeboard* ~~1,36~~7,~~37~~2,39 ✠LMC1,37 BS4,38 *Fitted for Oil fuel* 1,24	Mob Jck Gal	r	CL 10,36 *Lloyd's A&CP* *F.P. above* 150°F	1903 7mo	Swan Hun- ter&Wigham Richrdsn,Ld. Newcastle	J.S.Webster&Sons *Coll BH in tween dk omitted* *Cell D Ba74'&uE20'* 133t *FPT*	270·4 282·2(O.L.) Alt.1923 FK	36·0	19·3	Kingston Jamaica British 4*BHCem* 38t*APT*21t	T.3Cy.21½",34"&56"-42" (*r*) 160lb 238NHP 2SB,8*pf*,GS132,HS4096 WghmRchrdsn&CLdNwc.	27"10 s 8"6 19"9	
69491 1080 IJMB	Alma (*ex*Jocelyn-34, AuxSr *ex*Rotterdam) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	304 201 168					$\frac{1918}{1936}$	NVSchpsw Welgelegen Harlingen	DavideZolezzi	145·0 P23'F13'	23·9	11·7	Genoa Italian *WB*	Oil Engines 4S.C.SA 6Cy.$8\frac{11}{16}$"-$14\frac{3}{16}$" 44NHP NE35 Humboldt-Deutzmotoren, A.G. Köln-Deutz		I
69492 140700 GBLZ	Alma Dawson (*ex*Whinfield-36) *ss*Sld.No.3-5,36 D.F. E.S.D. *ss*Shl.No.1-34 1*Dk*(*ptStl&ptIrn*)	3985 3677 2473	✠100A1 2,38 BS2,38 ✠LMC10,	Lth	w	CL S10,36 *Lloyd's A&CP*	1917 10mo	TyneI.S.B. Co.Ld. Newcastle	JubileeStm.Nav. Co.Ld.(FrankS. Dawson,Ld.*Mgrs.*) *Cell DB* 313' 980t *FPT*	360·1 372·5(O.L.) P33'B123'F37' FK	51·1	24·3	Newcastle British 6*BHCem* 90t*APT*170t	T.3Cy.25",41"&67"-45" (*s*) 180lb *100lb* 348NHP 2SB,6*cf*,GS123,HS5658 Blair&Co.Ld.Stockton	26"9 s4"8¾ 22"3	
69493 136353 GLTK	Almanzora (P) TrpSc *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks*&1*ptDk*	15551 10179 9441	✠Lloyd's ... ~~1,38~~ ~~12,38~~ ... ~~1,38~~ ~~1,00~~ ~~1,39~~ 5,39				1914	Harland& Wolff,Ld. Belfast	RoyalMailLines, Ld.	570·0 P53'B353'UpB348' F100' *Promenade* *dkon*UprB295'	67·3	33·3	Belfast British *WB*	T.8Cy.(2)27",(2)42"& (4)49"-51" 1L.P.Turbine Harland&Wolff,Ld.Bel.		BT till ~~8,38~~ [illegible] 8,39
69494 149751 GMTC	Almeda Star (P) TwinSc (*ex*Almeda) *ss*Bkn.No.2-35 *Ref.Mchy.* 5*Dks* 3*rd&*5*th dks omitted* D.F. E.S.D. *in foremost hold* *Cruiser Stern*	14935 12358 9239	✠100A1 *withfreeboard* ~~1,36~~ 10,38 BS12,38 ~~[illegible]~~ ✠LMC 35 ✠Lloyd's RMC ... 3, ... 1,39 ... Nos. 1 & 1a forecastle, Nos. 1 1a & 6 shelter 'tween dks No. 5 after shelter 'tween spaces, No. 3 shelter trunk No. 1 ... 5 bridge dks. for ... temp. 32° F. *Fitted for oil fuel* 1,26	Lon		CL ~~F2,36~~ ~~S11,36~~ 9,38 *F.P. above* 150° F.	1926 12mo	Cammell Laird&Co.Ld Birkenhead *Lloyd's A&CP*	BlueStarLine,Ld. *Duct keel forward of mchy. space* *Cell DB*488' 1942t *FPT*	578·9 597·7(O.L.) B266'F142' FK len35 105t*APT*84t	68·3	42·7	London British 10*BHCem* (*Coll to W dk* 9 ,, 2*nd* ,,)	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 200lb FD 1909NHP 3D&1SB28*cf*GS490HS26680 CammellLaird&Co.Ld.	46"0 s18"4½ 28"1	BT till ~~1,39~~ 2,39
69495 OXFH	Almena *OilEng.* Wireless D.F. 1*Dk* *CruiserStern*	1567 1317 860					1933	Nakskov Skibs.A/S Nakskov.	Dampskslsk- TormA S (A.Schmiegelow& A.Kampen,*Mgrs.*)	270·7 P23'B154'F31'	41·2	15·7	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 6Cy.21⅝"-38⅝" 271NHP Akt.Burmeistr&Wain,Cpn		C
69496 160239 GSYV	Almenara (*ex*Papelera) *Fitted for oil fuel* 1*Dk*	1851 1573 925					1922	Osbourne, Graham& Co.Ld. Sunderland	MossgielS.S.Co. Ld.(J.Bruce&Co. *Mgrs.*)	260·1 B150'F12'	41·2	18·5	Glasgow British *WB*	T.3Cy.21",35"&58"-39" 195NHP N.E.MarineEng.Co.Ld.Sld		C
69497 219430 KOTJ	Almeria Lykes (*ex*LakeSlavi) *Fitted for oil fuel* 1*Dk*2*tr*B	2637 — 1762					1919	Gt.Lakes Eng.Works Ecorse,Mich.	LykesBros. ~~RipleyS.S.Co.Inc.~~ SteamshipCo.,Inc	253·4 P25'B65'F26'	43·8	26·0	Galveston Utd. States *WB*	T.3Cy.21",35"&59"-42" 225NHP Gt.LakesEng.Wks.Detroit		R
69498 PUAC	AlmiranteAlexandrino (P) (*ex*Itu,*ex*CapRoca) *Fitted for oil fuel* Sub.Sig. 2*Dks*	5786 4595 3660					1900	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	411·4 P&B263'F52'	48·3	29·0	R.Janeiro Brazilian *WB*	Q.4Cy.24½",35½",51½"&75"- 54" 413NHP ReiherstMaschinenf.Ham.		V
69499 PUAD	Almirante Jaceguay (P) (*ex*GeneralSanMartin,*ex*Edmund Wagenknecht,*ex*Professor, 2*Dks* *ex*ProfessorWoermann)	6079 4217 3546					1912	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	392·9 P&B82'F58'	52·4	26·9	R.Janeiro Brazilian *WB*	Q.4Cy.26⅝",38⅝",55⅜"&81⅜"- 55⅛" 484NHP Reiherst.Maschinenf.Ham.		G
69500 PCMZ	Almkerk TwinSc *OilEng.* D.F. *CruiserStern* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *ss*Rot.No.1-37	6310 5826 4046	✠100A1 *withfreeboard* ~~1,38~~ ~~1,37~~ 3,39 ✠LMC CS3,39 DBS10,38 3,39	Rot	d†	OG ~~6,37~~ S2,39	1934 4mo	NVNederl. Schps.Maats. Amsterdam *Lloyd's A&CP*	VereenigdeNeder- landscheScheep. Maats.(Directie en AgentuurMaats. HollandAustralie LijnN.V. *Mgrs.*)	460·1 P18'B66'F34' FK *Cell DBuE*51'*f*176' 1482t *Tanks in*	60·2	27·3	TheHague Dutch 8*BHptCem* (6 *to* 2*nd dk*) 666t *MTs*49' *way of tunn*	Oil Engines 2S.C.DA 12Cy.23⅝"-$43\frac{5}{16}$" 2325NHP 2DB*120lb* Gebr.Stork&Co.N.V. Hengelo *els* 1461t *FPT*224t *APT*134t	32"7 s4"4½ 28"4½	
69501 LCBT	Almora (*ex*Caballero,*ex*Toften, *ex*O.H.Weins) *ss*Osl.2ndNo.3-9,29 *ss*Osl.No.~~1-34~~ 2-38 1*Dk*(*Stl*)&*deep framing*	2433 3193 1486	✠100A1 5,38 ~~1,37~~ BS~~10,37~~ ✠LMC~~10,34~~ 12,38 MS5,38	Lis Osl	t	OG 10,37	1905 11mo	Murdoch& Murray Pt.Glasgow *Lloyd's A&CP*	A SAlmora (ErlingMorten- senA S) *Cell D Ba*96	299·3 P27'B74'F26' FK *uE& B*38' *f*124' 640t	44·5	19·9	Oslo Norwegian 5*BHCem* *APT*100t	T.3Cy.22",36½"&59"-39" (*s*) 180lb *100lb* 238NHP 2SB,6*cf*,GS97,HS3716 D.Rowan&Co.Glasgow	22"4 s3"2½ 19"3½	
69502 146567 GJLZ	Alnmoor *ss*Bly.No.3-7.35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6573 6273 4077	✠100A1 *Shelter dk* *withfreeboard* 1,39 ~~1,00~~ BS1,39 ~~[illegible]~~ ✠LMC7,35	Shl	z	CL 1.37	1922 5mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's A&CP*	MoorLine,Ld. (Runciman ShippingCo.Ld. *Mgrs.*) *Intermediate bulkhead* *in fore hold dispensed with* *Cell D B*364' 1181t *FPT*105t *APT*127t	420·0 433·7(O.L.) FK	54·0	34·3	London British *Cem* 1*BHtoSh dk* 5 ,, ,, *U* ,,	T.3Cy.27",44½"&75"-54" (*s*) 180lb 577NHP 3SB(2Spt),9*cf*,GS198, HS8530 FD FairfieldCo.Ld.Glasgow	37"0 s8"11½ 28"4	
69503 161595 MLLL	Alnwick *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	508 372 249	✠100A1 11.37 ✠LMC5,36	Nwc	h	CL 11,37	1936 5mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's A&CP*	Tyne-TeesSteam ShippingCo.Ld. *Cell D*	165·3 P59'F23' FK B106 152t *FPT*65t	27·2	10·4	Newcastle British 3*BHptCem* *APT*11t	Oil Engines 4S.C.SA 7Cy.11"-$17\frac{5}{16}$" 82NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	12"4 s1"0½ 11"4¾	

Numero d'Ordre Numero Officiel Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Officiel Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	Registres où coté. Durée Cert. L.R. B. of Trade
69504 150045 ZSBR	**Aloe** ssP.Nl.No.3-4,38 ~~ssP.Nl.No.2-34~~ 2Dks(Stl)	5047 4804 3194	✠100A1 ~~4,36~~ 9,36 ..,39 ~~BH4,37~~ ✠LMC1,34 BS3,39 4,..	PNl	y	CL 10,37	1925 9mo Lloyd's A&CP	R.Duncan &Co.Ld. PortGlasgow	UnionGovt.ofS. Africa(Rlwys.& HarboursAdministration,CapeTwn) Int.'tween dk BH in after hold dispensed with Cell DB348' 1072t DTa30'860t APT102t	404·9 53·0 27·6 P38'B119'F39' FK	CapeTown British ptCem 5BH to Udk 1 ,, 2nd ,,	T.3Cy.27",44"&73"-48" (s) 180lb 477NHP 3SB,9cf,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow	30 ″ 0 s 5 ″ 8½ 24 ″ 7	
69505 EAJZ	**Alona-Mendi** ssHfs.No.2-37 1Dk(Stl)&Shelter dk(Stl) Wireless D.F.	*1598* *1327* 753	✠100A1 withfreeboard 11,38 ~~10,37~~ ✠LMC10,37 BS11,38	Hfs Bbo	r	CL ~~10,37~~ 11,38	1929 1mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	Cia.Nav.Sota y Aznar Cell DB245'376t APT40t	280·0 39·0 16·1 FK	Bilbao Spanish 4BHCem (Coll to Sh dk 3 ,, 2nd ,,)	T.3Cy.20½",33½"&55"-39" 180lb (s) 291NHP 2SB,6cf,GS106,HS4532 FD Cen.Mar.Eng.Wks.W.Hpl	18 ″ 2 s ″ 4 18 ″ 0¾	
69506 ~~146801~~ ~~ODFR~~	**Alondra** Ⓟ ~~B.S.D.~~ ssLiv.No.3-1,35 D.F. 2Dks(Stl)&Awng dk(Stl-ws) Ref.Mchy	*3445* *3044* *1887*	✠100A1 Awng dk withfreeboard 8,38 ~~12,37~~ ✠LMC1,35 ✠Lloyd'sRMC10,38	Liv		CL ~~12,37~~ 6,38	1922 4mo Lloyd's A&CP	CaledonSB &E.Co.Ld. Dundee	ChilianState Railways Cell DB266'743t FPT50t APT87t	319·0 44·2 26·5 BK12'	Valparaiso Chilian Cem 5BHtoAwdk	T.3Cy.25",42"&68"-42" (s) 180lb 395NHP 3SB.9cf,GS189,HS7054 CaledonS.B.&ECo.Ld.Dun	28 ″ 9 s 8 ″ 2½ 21 ″ 10	BT till 12,38
69507 206130 WADU	**Alpena** (Self-Unloader) Mchy.Aft GyC. D.F. 1Dk	2886 — 1787					1909	Detroit S.B.Co. Wyandotte	WyandotteTrans. Co.	356·0 47·2 27·0 WB	Wyand'tte Mich. Utd.States	Q.4Cy.17½" 25½",37"&54"-36" 175NHP DetroitS.B.Co.Detroit		R
69508 147921 GKWL	**Alpera** (exCabodelAgua,exCoria) ssGls.No.3-11,33 1Dk(Stl)&Shelter dk(Stl) ssGls.No.1-38	1777 1547 914	✠100A1 Shelter dk withfreeboard 7,38 ~~8,37~~ ..7 ✠LMC6,..	Gls BS1,39 MS7,..	r	CL 8,37	1920 12mo Lloyd's A&CP	H.&C. Grayson,Ld. Garston	MossgielS.S.Co. Ld.(J.Bruce&Co. Mgrs.) Cell DB224'410t FPT63t APT18t	264·9 41·2 18·7 275·0(O.L.) FK Collision	Glasgow British Cem BH to Sh dk 3 ,, ,, U ..	T.3Cy.21",34"&56"-36" (s) 180lb 252NHP 2SB,6cf.GS118,HS4550 McKie&Baxter,Glasgow	21 ″ 0 s ″ 10¼ 20 ″ 4	
69509 218389 KIMS	**Alpha** (exBurnwell) Fitted for oil fuel Mchy.Aft 1Dk Fitted with cylindrical tanks for carrying petroleum	5771 4633 3595			...		1919	Chester S.B.Co Chester,Pa.	DalyTankship Corp.	400·8 54·3 31·4 P99'B27'F50' FK	NewYork Utd.States WB	2 Steam Turbines DR geared to 1 Sc. Shaft WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 ″ 9	R †
69510 PCNE	— OilEng. Mchy.Aft 1Dk	347 224 174					1936	Gebr.van Diepen Waterhuizen	P.E.Beck	134·7 24·1 9·4 P34'B16'F17'	Groningen Dutch WB	Oil Engines 4S.C.SA 4Cy.12"-17¼⅛" 55NHP N.V.Motorenfb."De Industrie"Alphen a/dRijn		V
69511 3793 PCNK	**Alphacca** Ⓟ ssHamNo.2-37 D.F. 2Dks(Stl)&Shelter dk(Stl)	5759 4935 3480	✠100A1 withfreeboard 6,38 ~~7,37~~ ✠LMC MS10,36 BS3,.. ..,3	Ham	a†	CL 7,37	1928 7mo Lloyd's A&CP	W.Gray& Co.Ld. Sunderland	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. Cell DB364'1146t FPT129t APT86t	~~409·8~~ 56·2 27·0 409·9 F39' FK	Rottrdam Dutch 7BHCem (Coll to Sh dk 6 ,, 2nd ,,)	T.3Cy.27",44"&73"-51" (r) 200lb 592NHP 3SB(Spt),10cf,GS207 HS8934 FD Cen.Mar.Eng.Wks.W.Hpl	29 ″ 6 s 3 ″ 8 26 ″ 0¾	
69512 PCNQ	**Alphard** OilEng. 1Dk,2nd dk in No.3 hold&mchy.space D.F. E.S.D. CruiserStern Part electrically welded including sheerstrake,keel&deck stringers Rudder electrically welded	5483 4984 3246	✠100A1 3,39 ~~2,38~~ ✠LMC10,3..	Rot	a†	CL	1937 10mo Lloyd's A&CP	Deutsche WerftAG Bet Finkenwrder Hamburg	N.V.VanNievelt Goudriaan&Co's Stoomv.Maats. Cell DB372' 1238t MT56' 1385t FPT192t APT153t	429·2 58·7 24·9 451·2(O.L.) P24'B&F395' FK UpperF36'	Rottrdam Dutch 7BHpt Asp	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 748NHP Maschinenfbr.Augsburg-Nürnberg.A.G.Augsburg	27 ″ 2 s 3 ″ 3½ 24 ″ 0½	
69513 3828 PCNU	**Alpherat** Ⓟ ssHam.No.2-36 D.F. 2Dks(Stl)&Shelter dk(Stl)	5498 4935 3355	✠100A1 withfreeboard 7,38 ~~9,00~~ ✠LMC BS3,.. 2,..	Ham	a†	CL ~~2,33~~ 7,38	1928 8mo Lloyd's A&CP	W.Gray& Co.Ld. Sunderland	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. Cell DB364'1146t FPT129t APT86t	409·9 56·2 27·0 423·6(O.L.) F39' FK	Rottrdam Dutch 7BHCem (Coll toSh dk 6 ,,2nd,,)	T.3Cy.27",44"&73"-51" (r) 200lb 592NHP 3SB(Spt),10cf,GS207 HS8934 FD Cen.Mar.Eng.Wks.W.Hpl	29 ″ 6 s 3 ″ 8 26 ″ 0¾	
69514 FNWN	**Alsacien** (exQuernmore-37) ssAnt.No.3-1,36 1Dk(Stl)2trB Fitted for oil fuel CruiserStern D.F. E.S.D.	3819 3226 2188	✠ ... 5,37 ✠	Ant	x		1923 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Cie.desBateaux à Vapeur du Nord. (Soc.Anon.deGerance et d'Armement, Mgrs.) Duct keel in Boiler space & forward 141' Cell DB292'1145t DTa22'450t FPT50t APT47t	363·3 52·0 23·4 P45'B178'F77' FK	Dunkirk French 8BHptCem ptAsp	T.3Cy.26",43"&73"-48" 538NHP 3SB,9cf,GS195,HS8151 Richardsons,Westgarth& Co.Ld.	26 ″ 7	V †
69515 OXOE	**Alsia** Ⓟ TwinSc4Mst OilEng. ~~ssCpn.No.1-38~~ 1Dk(Stl)&Shelter dk(Stl-teaks) D.F. 3rd dk(Stl) in forward holds ssCpn No.2-38	5812 4603 3607	✠100A1 withfreeboard 2,39 ✠LMC CS9,37 BS9,38 11,37	Cpn		CL ~~81,36~~ ~~10,37~~ 6,38	1929 9mo Lloyd's A&CP	A/S Nak- skovSkibs. Nakskov	A/S DetOstasiatiskeKompagni Cell DB369'1288t tank-in way of tunnels 83t FPT94t APT72t	425·2 57·3 25·4 439·8(O.L.) B92'F40' FK Coll	Copnhagn Danish BH to Sh dk 6 ,, ,, 2nd ,,	Oil Engines 4S.C.SA 14Cy.24¼⅜"-51$\frac{3}{16}$" 827NHP DR100lb Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 4¾ 24 ″ 9¼	
69516 FNBC	**Alsina** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 3Dks CruiserStern	8404 — 4639					1921	Swan.Hunter&Wigham Richardson, LdNewcastle	Soc.Gén.deTransp. Mar.àVap.	450·5 58·4 31·5 P35'B271'F88'	Marseilles French WB	4 Steam Turbines DR geared to 2 Screw Shafts Swan,Hunter&Wigham Richardson,Ld.Nwc.		IV
69517 OXPA	**Alssund** (exSierraLeone) ssAbg.No.3-1,34 D.F. ssCpn.No.1-39 1Dk(Stl)	3222 2891 1924	✠100A1 2,39 ~~5,37~~ ✠LMC2,39	Dnz Cpn	v	OG 5,37	1920 11mo A&CP	N.V.Schpw v.J.Smit,Czn. Alblasserdm	Dampskibsslsk. "Hafnia"A/S (T.C.Christensen, Mgr.) Cell DB284'951t FPT101t APT156t	332·1 48·7 21·8 345·0(O.L.) P30'B212'F24' FK	Copnhagn Danish 5BHCem	T.3Cy.23",38"&62"-42" (s) 180lb 180lb 282NHP 2SB,6cf,GS97,HS4520 Maats.deSchelde,Flushing	24 ″ 6 s 2 ″ 9¼ 21 ″ 11	
69518 DOEO	**Alster** Ⓟ 4Mst Sub.Sig. D.F. E.S.D.	8514 7767 5828					1928	Deutsche Schiff-Machf. WerkVulcan Hamburg	Norddeutscher Lloyd	509·9 63·6 30·9 P26'B&F161' upperF30'	Bremen German WB	T3Cy.34¼",52¾"&86⅝"-57$\frac{1}{16}$" &1 low pressureTurbine 1000NHP DeutscheSchiff.-u-.Machf. WerkVulcan,Ham.		G
69519 5910 SDBR	**Alstern** (exFredland,exAnn-Mari, exEbro,exMeteor) 1Dk	*915* *723* *480*					1917	Hlsingbrgs Varfs Aktieb Helsingborg	O.F.Ahlmark&Co. Eftr.A/B	204·5 33·6 12·7 Q69'H121'F19' B52t	Karlstad Swedish WB	T.3Cy.18⅜",29½"&46⅞"-27½" 115NHP HelsingborgsVarfsAktieb.		V
69520 128877 MDQY	**Alt** ssGoo.2ndNo.3-9,36 1Dk(Stl)	1004 832 419	✠100A1 3,39 ~~1,38~~ ~~BS9,3~~ ✠LMC9,36 9,38	Goo	o	OG 9,37	1911 12mo Lloyd's A&CP	W.Dobson &Co. Newcastle	LondonMidland& ScottishRailway (Associated HumberLines, Mgrs.)	240·2 34·2 15·4 P38'B88'F35' FK CellDBa58' uE15'f91'182t FPT14t APT31t	Goole British 5BHCem	T.3Cy.22$\frac{5}{16}$",36"&61"-39"(r) 180lb 331NHP 2SB,6cf,GS124,HS4948 FD Wllsnd Slpwy.Co.Ld.Nwc.	16 ″ 4 s 2 ″ 0½ 14 ″ 9¼	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Registered Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. For Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Date Machy. Last Examined. Equipment. Letter.	7a Date when tail shaft last tested.
69521 220366 KDBC	**Altair** (*ex* Agwimoon)	ss Bal. No. 3–12,32 ss Bal. No. 1–37 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing*	6933 6211 4318	✠100A1 1,39 ~~1,38~~ BS~~1,38~~ 1,39	NYk	*b*†	CL 3,37
69522 DOTI	—	*Fitted for oil fuel* D.F. E.S.D. 1 *Dk* *Cruiser Stern*	2414 2079 1393				
69523 LIYQ	— (*ex* Atherton–35)	ss Shl. No. 2–31 1 *Dk (Stl)*	1522 1249 912	✠ ... 6,35	Bly	*p*	
69524 TCAG	**Altay** (*ex* Rosina Topic–33, *ex* Blairmore, *ex* Mountfields)	ss Nwc. 2nd No. 3–2,26 1 *Dk (Irn) 2tr B & deep framing 3 Dk rule*	*3038* *2822* *1947*	✠ 7,30 ✠	Ant	*u*	
69525 DOMH	**Altenfels**	*Cruiser Stern Oil Eng* Sub.Sig. E.S.D. 2 *Dks*	8132 7508 5041				
69526 EAAP	**Altobizkar-Mendi**	ss Bbo. No. 3–1,35 1 *Dk (Stl) & Shelter dk (Stl)* Sub.Sig. 2nd *Dk (Stl) in No. 3 hold* *Cargo battens not fitted in 'tween dks*	5989 5602 3581	✠100A1 *Shelter dk with freeboard* 9,36 BS~~6~~ LMC4	Hul	*z*	CL 4,35
69527 DHAW	**Altona**	ss Ham. No. 2–29 2 *Dks (Stl) 3rd dk in No. 1 hold* *Well deck* D.F.	5892 5398 3598	✠ ... 12,33 ✠	Ham		
69528 EAKN	**Altube-Mendi** (P)	*Oil Eng* ss Bbo No. 2–38 D.F. 1 *Dk (Stl) & Shelter dk (Stl)* *3rd dk in holds*	2955 2062 1527	✠100A1 *with freeboard* 2,39 ~~1,38~~ LMC CS3 3,38	Bbo		CL 1,38
69529 EAAR	**Alu-Mendi**	ss Bbo. No. 1–39 ss Bbo. No. 3–9,38 1 *Dk (Stl) & Shelter dk (Stl)*	3350 3018 1915	✠100A1 *Shelter dk with freeboard* 4,39 ~~9,36~~ MS~~9,35~~4, MC S~~14,36~~ 2,	Mdb	*v*	CL 10,36 2,39
69530 PCNZ	**Aludra**	D.F. 2 *Dks & Shelter dk*	4930 4473 2970				
69531 230675 WBEK	**Alva**	**TwinSc** (*Yacht*) *Oil Eng.* ss N.Yk. No. 1–35 Annual Survey, Jck. 1,38 2 *Dks (1 dk Stl & weather dk pt Stl–teak s)* D.F. *3rd dk (Stl) clear of mchy. space*	2265 2014 1144	✠100A1 *with freeboard* 1,38 DBS2,38 LMC7,36	Jck		CL 1,38
69532 164028 MBWC	—	**3Mst** Wireless E.S.D. 1 *Dk*	1584 1356 928				
69533 206090	**Alva C. Dinkey**	*Mchy. Aft* GyC. 1 *Dk*	7514 — 5822				
69534 212017 KJBF	**Alvarado**	**TwinSc** D.F. *Fitted for oil fuel* *Mchy. Aft* 1 *Dk*	1994 — 1400				
69535 PCOE	**Alwaki** (P)	ss Ham. No. 3–5,35 2 *Dks (Stl)* D.F. *& Shelter dk (Stl)*	4533 4129 2754	✠100A1 *Shelter dk with freeboard* 4,39 ~~8,37~~ BS1,39 LMC	Ham	*y*	CL ~~8,36~~ 5,38
69536 DHAX	**Alwine Russ**	Sub.Sig Wireless 1 *Dk*	988 777 566	*Fitted for oil fuel* 6,22		*F.P. above* 150° F.	
69537 137980 MDGV	**Alyn**	**3Mst** ss Liv. 2nd No. 3–8,35 *Mchy. Aft* 1 *Dk (Stl)*	350 242 133	✠100A1 12,35 ~~1,38~~	Liv	*f*	~~8,36~~ 12,38
69538 148844 GLBY	**Alynbank**	**TwinSc** ss Ant. No. 3–2,38 *Oil Eng.* 1 *Dk (Stl) & Shelter dk (Stl–ws)*	5151 4764 3117	✠100A1 *with freeboard* ~~2,38~~ 12,38 ~~12,38~~ *Carrying vegetable oil in deep tank*	Ant Liv	*a*†	CL 81,38 PN1,38

8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; BHP=power by Ship's Register particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Which classed, if not in L.R. Register. Distinguishing letter.
1920 7mo	Sun S.B. Co. Chester, Pa. A&CP	Socony-Vacuum Oil Co. Inc.	429·3 P133′ B36′ F40′ *Cell D*	59·2 FK *Bu E & B*	33·2 16 *B Hpt Cem* (12 *to Up dk* 4 „ 2*nd* „) 59′	New York Utd. States	273″ T.3Cy. ~~27~~ .45½″ & 76″–51″ (*r*) 190lb 612 NHP 3SB, 9*cf*, GS207, HS9198 FD Sun S.B. Co. Chester, Pa. *f* 41′ 408*t* *F P T* 222*t* *A P T* 57*t*	33 „ 3 s 6 „ 9½ 26 „ 8½	
1937	Nordsee-werke Emden G.m.b.H. Emden	Argo Reederei Richard Adler & Co.	324·3 P17′ B& F296′ *Upper* F30′ *Cell D B* 205′ 498*t* *F P T*	46·9 FK	18·2 4 *B Hpt Cem* 51*t* *A P T* 63*t*	Bremen German *W B*	Q.4Cy. 12⅝″, 16⅛″, 24⅛″ & 15½″–39⅜″ 127 NHP Rheinmetall-Borsig A.G. Berlin Tegel		G
1923 5mo	Furness S.B. Co. Ltd. Haverton Hill-on-Tees *Lloyd's*	D/S A/S Altair (H. Östervold. *Mgr.*) *Cell D B* 205′ 498*t* *F P T*	244·8 P19′ B43′ F23′	38·0 FK	17·5 4 *B Hpt Cem* 51*t* *A P T* 63*t*	Bergen Norwegian	T.3Cy. 17″, 27½″ & 45″–38″ 156 NHP 2SB, 4*cf*, GS79, HS2806 Ross & Duncan, Glas. Wrks. WHp1	19 „ 7	N †
1901 2mo	W. Gray & Co. Ltd. W Hartlepool	Hüseyin Avni Sohtorik *Cell D Ba*	325·0 P27′ B88′ F30′ *ŷu E* 130′ *f* 136′ 732*t*	47·2 FK	22·4 5 *B H Cem* *A P T* 53*t*	Istanbul Turkish	T.3Cy. 24″, 38″ & 64″–42″ NDB 13 257 NHP 2SB, 6*pf*, GS98, HS3738 Cen. Mar. Eng. Wrks. WHp1	24 „ 10	V †
1925	Vulcan-Werke, A.G. Hamburg	Deutsche Dampfs. Ges. "Hansa"	469·1 P115′ B144′ F93′	60·4 FK	32·5 *B W*	Bremen German	2 Oil Engines 4 S.C.SA each 8Cy. 25⅝″–27⅛″ & hydraulic coupling S.R. geared to 1 Sc. Shaft 996 NHP Vulcan Werke, A.G. Ham.		G
1921 2mo	Furness S.B. Co. Ltd. Haverton Hill-on-Tees *Lloyd's*	Cia. Nav. Sota y Aznar *Cell D B* 351′	400·0 F38′ *on Shelter dk* 1272*t* *A P T* 100*t*	53·0 FK *Collision*	32·8 *n B H to S dk* 5 „ „ *U* „	Bilbao Spanish *Cem*	T.3Cy. 27″, 45″ & 75″–51″ (*s*) 180lb 573 NHP 3SB, 9*cf*, GS188, HS8580 FD Richardsons, Westgarth & Co. Ltd. Mdb.	35 „ 5 s 9 „ 5½ 26 „ 2½	
1921 12mo	Blohm & Voss Hamburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) *Cell D B* 389′ 1560*t* *F P T*	450·0 P& B366′ F59′ 60*t*	58·2 FK *A P T* 111*t*	27·0 8 *B H Asp*	Hamburg German	4 Steam Turbines S.R. geared to 1 Sc. Shaft 882 NHP 1SB, 12*cf*, GS268, HS12272 Blohm & Voss, Hamburg	29 „ 6	G †
1929 7mo	Cia Euskal-duna de Const Bilbao *Lloyd's*	Cia. Nav. Sota y Aznar *Cell D H*	335·0 270′ 541*t*	45·6 FK *A P T* 13*t*	17·7 5 *B H Cem* (3 *to Sh dk* 2 „ 2*nd* „)	Bilbao Spanish	Oil Engines 4S.C.SA 6Cy. 21⅝″–39⅜″ 271 NHP Akt. Burmeistr & Wain, Cpn	20 „ 0 s 1 „ 5½ 18 „ 10½	
1920 12mo	Ropner S.B. & Repng. Co. (Stockton) Ltd. Stockton *Lloyd's*	Cia. Nav. Sota y Aznar *Cell D Ba* 108′ *u E* 25′ *f*	340·2 147′ 784*t*	48·7 FK *Collision* *A P T* 126*t*	22·4 *B H to Sh dk* 5 „ „ *U* „	Bilbao Spanish *Cem*	T.3Cy. 24″, 40″ & 66″–45″ (*s*) 180lb 358 NHP 2SB, 6*cf*, GS137, HS6078 Blair & Co. Ltd. Stockton	24 „ 10 s 1 „ 11⅛ 23 „ 0½	
1921	Deutsche Werft Hamburg *W B*	N.V. Van Nievelt, Goudriaan & Co.'s Stoomv. Maats.	400·3 F41′	54·3	27·4	Rotterdam Dutch	T3Cy. 28⅜″, 45⅛″ & 75″–55½″ Gutehoff-nungshütte, Oberhausen 418 NHP		G
1931 3mo	Frd. Krupp Germaniawf. A.G. Kiel *Lloyd's*	W.K. Vanderbilt *Cell D Ba* 16′ *u E* 63′ *f* 38′ 350*t* *D T a* 16′ 25*t* *D T f* 9′ 82*t* *F P T*	249·3 Q126′ B& F122′	46·2 FK	25·0 11 *B Hpt Cem* 38*t* *A P T* 78*t*	New York Utd. States	Oil Engines 4S.C.SA 16Cy. 23⅜″–41⅜″ DB 175*lb* 863 NHP Frd. Krupp Germaniawf A.G. Kiel	26 „ 4 s 12 „ 4½ 18 „ 1½	
1934	Burntisland S.B. Co. Ltd. Burntisland	Clydesdale Ship-owners Co. Ltd. (Glen & Co. LM, *Mgrs.*)	265·0 P15′ Q43′ B110′ F30′	40·5 *W B*	16·3	Glasgow British	T.3Cy. 17″, 28″ & 47″–33″ 127 NHP D. Rowan & Co. Ltd. Gls.		C
1909	American S.B. Co. Lorain, Ohio	Pittsburgh S.S. Co.	580·0	58·0 *W B*	32·0	Duluth, Minn. Utd. States	T.3Cy. 24″, 39″ & 65″–42″ 274 NHP American S.B. Co. Lorain, O.		R
1914	Craig S.B. Co. Long Beach, Cal.	J.S. Moore	245·0	41·5	24·0	S. Frncisco Utd. States	Q 8Cy. 11″, 16″, 23″ & 34″–24″ 113 NHP Craig S.B. Co.		
1922 6mo	Werf "Maasdijk" Schiedam A&CP	N.V. Van Nievelt Goudriaan & Co.'s Stoomv. Maats. *Cell D B* 311′ 1031*t* *D T o* 32′ 762*t*	375·0 *F P T* 94*t*	52·2 *Collision* *A P T* 109*t*	25·8 *B H to Sh dk* 5 „ „ *U* „	Rotterdam Dutch *Asp*	T.3Cy. 26⅜″, 43⅝″ & 70″–47½″ 180lb (*s*) 497 NHP 3SB (Spt), 9*cf*, GS162 HS7590 FD Werf. "Maasdijk" Schiedam	28 „ 3 s 3 „ 0 25 „ 5½	
1921	Stettiner Oderwerke Stettin	Ernst Russ	210·6 P14′ Q53′ B55′ F28′	33·8	13·3	Hamburg German *W B*	T8Cy. 15½″, 25½″ & 41⅓″–29½″ 92 NHP Stettiner Oderwerke		G
1909 5mo	G. Brown & Co. Greenock *Lloyd's*	Zillah Shppg. & Carrying Co. Ltd. (W.A. Savage, Ld. *Mgrs.*)	142·1 Q81′ B8′ F23′ *W B = F P T* 29*t*	23·6 FK	9·8 3 *B H Cem* *A P T* 23*t*	Liverpool British	C.2Cy. 17½″ & 36″–24″ (*s*) 133lb 74 RHP 1SB, 3*pf*, GS52, HS1354 Gauldie, Gillespie & Co. Gls.	10 „ 10 s 3 „ 6½ 10 „ 8	
1925 3mo	Harland & Wolff, Ld. Glasgow *Lloyd's* *Cell*	Bank Line, Ld. (A. Weir & Co. *Mgrs.*)	420·0 *D T f* 32′ 1067*t* *Tan*	58·9 FK *ks between tunnels* 1	26·5 7 *B Hpt Cem* *B H to Sh dk*; 6 „ „ 2*nd dk* 15′ 251*t* *F P T*	Glasgow British *Coll*	Oil Engines 4S.C.SA 12Cy. 24⅛″–37½″ 717 NHP DB 110*lb* Harland & Wolff, Ld. Gls. 106*t* *A P T* 132*t*	29 „ 2 s 8 „ 7½ 25 „ 8	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Ferme assigné maintenant expiré Lettre d'Emplacement.	7* Date de la dernière visite de Flotteur portebillon.	8 9 Construit. Quand. — Navire. — Mach	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où ce vapeur est dans le Index Cert. Roll Index
69539	**Amabilitas** (*ex*AnsaldoSavoia Secondo)	5425 / 4547					1919	Cant. Offic. Savoia Cornigliano	Soc.AnonIndustriaArmamento	395·8 / 51·7 / 27·4	Genoa Italian	T.3Cy.26″,42½″&69⅞″–48″ 337NHP		CI
901 IBBC	D.F. 1 *Dk*	3214								137 B113 F33	*WB*	Cant.Nav.Riuniti,Ancona		
69540	**Amagi Maru** (P)	3165					1924	Yokohama DockCo. Yokohama	NipponYusenK.K.	315·5 / 46·0 / 27·0 P22′B79′F36′	Tokyo Japanese	T.3Cy.23″,38″&64″–48″ 284NHP		C
30026 JDHA	GyC. 2 *Dks*	2776 / 1916									*WB*	YokohamaDockCo.		
69541 38579 JUSI	**Amagisan Maru** *ss*TamaNo.1–38 *OilEng.* *Ref.Mchy.* 2 *Dks(Stl)* GyC. *CruiserStern*	7620 / 6836 / 4711	✝100A1 *withfreeboard* 5,38 DB85,36 Lloyd'sRMC 11,37 2,39 *Carrying cargo oil*	Tama	*c* †	CL 4,37 *F.P. above* 150° F. *in deep tank*	1933 12mo *Lloyd's*	Mitsui Bussan Kaisha,Ld. Uno.Tama *Cell DB*	MitsuiBussan Kaisha,Ld.	454·0 / 60·0 / 37·0 P28′B171′F51′ (1 *Dk*) 395′ 1702*t DTa* 30′1	Kobe Japanese *S&H* *Cell* *A&CP*	Oil Engines 2S.C.DA 6Cy.24⅞″–55½″ 1230NHP DB*120lb* *H to 2nd dk)* 093*t FPT* 79 *APT* 69*t* MitsuiBussanKaisha,Ld.	37 ″ 0 s 9 ″ 5½ 27 ″ 8¾	
69542 15013 JGUB	**Amaho Maru** (*ex*UnkaiMaruNo.3, *ex*Istria,*ex*Craigrowan) 1 *Dk2trB&deepframing*	2769 / 2367 / 1989				F. *P. above* 150° F. *in deep tank*	1898	A.Rodger &Co. PortGlasgow	AzumaKisenK.K.	314·4 / 44·0 / 20·7 P29′B76′F29′ FK	Fuchu Japanese *WB*	T.3Cy.22½″,37″&61″–42″ 250NHP Hall-Brwn,Buttery&C.Gls	23 ″ 3	
69543 147288 GKXC	**Amakura** *ss*Liv.No.3–3,37 1 *Dk(Stl)&Shelter dk(Stl)* *3rd dk(Stl)inNo.1hold*	1937 / 1694 / 1172	✝100A1 *withfreeboard* 3,39 BS12, [illegible]	Liv	*s*	CL N2,37	1924 11mo *Lloyd's*	CaledonS. B.&E.Co.Ld. Dundee *Mgrs.)* *Cell DBa&uE* 94′	ArakakaSS.Co.Ld. (BookerBros. McConnell&Co.Ld. *Cell DBa&uE* 94′	280·1 / 42·2 / 18·7 F27′ FK *f* 124′ 426*t APT* 52*t*	Liverpool British *BHCem* *B to Sh dk* *2nd dk*	T.3Cy.20½″,34″&56″–36″ (*r*) 180lb 235NHP 2SB,*6cf*,GS118,HS4060 CaledonSB.&E.Co.Ld.Dun	20 ″ 9 s ″ 11 20 ″ 0	
69544 10323 JGLB	**Amakusa Maru** (P) TwinSc (*ex*Amur) 1 *Dk(Stl)&Spar dk(Stl–teaks)* *&deep framing*	2340 / 1905 / 1870	✝ 10,03	Nag	*s*		1901 4mo	Act.Ges. "Neptun" Rostock	KitaNipponKisen K.K. *WB=*	279·3 / 40·6 / 14·4 P32′B106′F40′ 21* FK *Cell DBa* 48′ *uE&b*	Fuchu Japanese *BHCem* *f* 118′362*t*	T.6Cy.20⅞″,35½″&55″–35½″ 426NHP 2SB,*6cf*,GS124,HS5876 FD A.G."Neptun," Rostock	24 ″ 0	
69545	**Amal** (*ex*Amalie–36,*ex*Lavinia–35) 1 *Dk*	1072 / 910 / 586					1902	SunderInd S.B.Co.Ld. Sunderland	AtidNavigationCo. Ld.(BarnettBros. &Borchard,Ld. *Mgrs.*)	224·7 / 33·0 / 15·2 P&B133′F28′ *WB*	Haifa Palestine	T.3Cy.16″,28″&44″–33″ 111NHP N.E.MarineEng.CoLd.Sld		G
69546 36968 JEQC	**Amami Maru** (P) (*ex*KankyoMaru, *ex*SeishiMaruNo.5) Wireless 2 *Dks*	746 / — / 427					1908	OsakaIron Works Osaka	OshimaKisenK.K.	180·0 / 27·2 / 18·1 B31′F21′	Kagoshima Japanese	T.3Cy.13″,21½″&36″–27″ 67NHP OsakaIronWorks,Osaka		
69547 ~~HBDP~~ HKBP	**Amapala** (P) *ss*N.Os.No.3–2,37 2 *Dks(Stl–Weather dk teaks)* *& 2 lower dks sparred for* *Ref.Mchy.* *fruit cargo*	4148 / 3546 / 2552	✝100A1 *withfreeboard* ~~1,38~~ 3,39 ~~Hull 37~~ Lloyd's R 10,34 for temp. 50° F. *Lower decks for fruit cargoes* *Fitted for oil fuel* 6,24 *F.P. above* 150° F.	NOs NYk	*w*	OG 1,38 BS2,39 LMC 37	1924 6mo *Lloyd's*	Swan,Hunter& Wigham Richardson Ld.Newcastle	StandardNavCorp. (StandardFruit& S.S.Co. *Mgrs.*) *Intermediate bulk* *in fore & after* *Cell DBa* 93′ *u*	350·0 / 50·2 / 29·3 365·0(O.L.) F34′ FK *heads* *holds dispensed with* *E* 28′ *f* 180′ 377*t FPT*	Ceiba Honduran *Cem* *BHOnly* 53*t APT* 55*t*	T4Cy27″,45″&(2)54″–45″ (*s*) 200lb 668NHP 4SB,*16cf*,HS10540 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 6 ·11 ″ 5¾ 20 ″ 5½	
69548 PUQV	**Amaragy** (*ex*Camaragibe–37, *ex*Mirabella,*ex*Enare,*ex*B.G.Kronberg) 1 *Dk*	1848 / 1638 / 1117					1915	Sörlandets Skibsbygger Fevig	Cia.Commercio e Navegação	265·0 / 42·1 / 17·9 P22′B71′H147*t* F29′ *WB*	R.Janeiro Brazilian	T.3Cy.18″,29½″&50″–36″ 150NHP FredrikstadM.V.Frdstad.		
69549 CSAD	**Amarante** (*ex*Württemberg) *ss*Ant.2ndNo.3–4,38 ~~*ss*Lis.No.3–2,36~~ Sub.Sig. 2 *Dks(Stl)3rd Dk in No.1hold*	7896 / 7224 / 4940	100A1 ~~1,385,36~~ 10,38 ~~DS?36~~	Ham Ant LMC 5,38	*c* †	CL ~~5,36~~ 5,38	1914 *Lloyd's*	Bremer Vulkan Vegesack	Soc.Geral deComercioIndustria e TransportesLtda. *Cell DB*	470·0 / 58·0 / 35·0 487·2(O.L.) P54 B121′F58′ FK 115′ 1823*t FPT* 243	Lisbon Portuguese *BHCem* *APT* 45*t*	T.3Cy.32⅝″,52½″ &86½″–55½″ 200lb (*s*) 558NHP 4SB,*12cf*,GS204,HS9160 FD Bremer Vulkan, Vegesack	35 ″ 0 s 8 ″ 2½ 27 ″ 0½	
69550 144211 GBKP	**Amarapoora** (P) D.F. E.S.D. *Fitted for oil fuel* 3 *Dks*	8173 / 6748 / 5159					1920	W.Denny &Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld.(P.Henderson&Co. *Mgrs.*)	465·8 / 59·3 / 30·5 P56 B174′F51′ *WB*	Glasgow British	T.3Cy.29½″,50″&84″–60″ 550NHP W.Denny&Bros.Ld.Dmb.		C BT till ~~1,36~~ 3,38
69551 201937 WPBC	**Amasa Stone** *Mchy.Aft* GyC. D.F. 1 *Dk*	6282 / — / 4930					1905	Detroit S.B.Co. Wyandotte	InterlakeS.S.Co. (Pickands,Mather &Co. *Mgrs.*)	525·0 / 55·2 / 31·0 F44′ *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½″,38″&63″–42″ 257NH DetroitS.B Co.Detroit		R
69552	**Amasis** (P) D.F. 1 *Dk&Shelter dk*	7129 / 6385 / 4357					1923	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	438·4 / 55·3 / 32·1 F54′ *WB*	Hamburg German	T3Cy29⅝″48⅜″&77⅛″–55½″ &L.P.Turbine 616NHP BremerVulkan,Vegesack		G
69553 163572 GYDD	**Amastra** *OilEng.* D.F. 1 *Dk*,2*nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8031 / 7238 / 4777	✝100A1 ~~Pal~~ Cff 3,39 LMC CS3,39 DBS3,39 10,37 *Carrying Petroleum in bulk*			CL 6,38	1935 3mo *Lloyd's*	Lithgows Ld. Port Glasgow *Cell DBa E* 69′ 167*t*	Anglo-Saxon PetroleumCo.Ld.	465·0 / 59·2 / 33·8 P93′B47′F48′ FK *DT f* 25′ 280*t FPT*	London British 15 *BHCem* 43*t APT* 90*t*	Oil Engines 4S.C.SA 8Cy.25⅛″–55½″ 503NHP DB*130lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 8¾ 27 ″ 6¾	
69554 11 YLBH	**Amata** (*ex*Dundaga,*ex*Emmy, *ex*Condroz,*ex*HerzogJohann Albrecht) 1 *Dk*	1132 / 959 / 696					1898	Akt.Ges. "Neptun" Rostock	J.Münninghoff (LatvianShipping Co. *Mgrs.*)	233·5 / 35·2 / 14·3 Q70′B108′F25′ *WB*	Riga Latvian	T.3Cy.16½″,25½″&41½″–31½″ 98NHP A.G."Neptun,"Rostock		V
69554* 30089 KDXP	**Amazon** (*ex*SailingBarge) GyC. D.F. *Mchy.Aft* 1 *Dk2trB*	3702 / — / 2680					1897	Chicago S.B.Co. Chicago	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*) *WI*	376·0 / 46·2 / 25·9	Wilmgton (Del.) Utd.States	T.3Cy.20″,30″&52″–40″ E*bl89 fttd*08 NB08 171NHP Dry Dock Eng.Wks Detroit		R
69555 PJBK	**Amazone** Wireless *Fitted for oil fuel* *Cruiser Stern* 2 *Dks*	1257 / 853 / 689					1922	J.Meyer's S.B.Co. Zalt Bommel	West-Indische Scheepv.Maats.	255·1 / 36·8 / 13·3 B51′ *WB*	Curaçao Dutch	T.3Cy.18½″,24½″&48″–36″ 138NHP J.&H.Suyver,Amsterdam		V
69556	**Amba Alagi** (*ex*Sung-Shan–38, *ex*Yarrowdale–35, *ex*Boukadra) ~~*ss*Shi.2ndNo.3–8,35~~ 1 *Dk(Stl)*	3710 / 3424 / 2333	✝100A1 6,38 ~~Hull 37~~ B LMC 8,35	Shi	*w*	CL ~~10,36~~ 6,38	1910 7mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool *A&CP*	Cia.Italiana di Nav. S.A.I. (Chinese ItalianNavCoLd.) *Cell DBa*	350·1 / 50·1 / 23·6 P29′B67′F33′ FK 113′ *u* E23′ *f* 154′ 997	Shanghai Italian *BHCem* *APT* 41*t*	T 3Cy 24″,38″&64″–42″ (*s*) 180lb ~~160lb~~ NDB29 313NHP 2SB.*6cf*,GS102,HS4142 Cen.Mar.Eng.Wrks.W Hpl	25 ″ 11 s 4 ″ 8½ 21 ″ 5	
69557 148113 GLFY	**Ambassador** *ss*Shl.No.3–5,37 D.F. 1 *Dk(Stl)&Shelter dk(Stl)*	4450 / 4185 / 2658	✝100A1 *withfreeboard* 7,36 ~~5,37~~ MS5.37	Shl Cff LMC BS [illegible]	*z*	CL 5,37	1925 1mo *Lloyd's*	RpnerS.B &Repg.Co (Stockton)Ld Stockton *Cell DB* 326′ 1068′	HallBros.Steamship Co.Ld. (HallBros. *Mgrs.*)	399·0 / 53·2 / 25·2 F40′ FK *Coll* *FPT* 152*t APT* 220*t*	Newcastle British *BHCem* *B to Sh dk* *2nd* ,,	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 422NHP 3SB(Spt)*9cf*,GS192,HS7248 Blair&Co.Ld.Stockton	27 ″ 6 s 3 ″0½ 24 ″ 8	
69558	**Amberes** (P) TwinSc *OilEng.* 1 *Dk*	975 / — / 841					1929	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·1 / 43·2 / 12·3 P37′B46′F29′	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15¾″–29½″ 288NHP Harland&Wolff,Ld.Gls.		

No. in Book. / Official No. / Code Letters	Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	Regist'd Tonnage: Gross / Under deck / Net	Character (✠ for Special Survey. Date of last Survey)	Port of Survey	Years Assigned now expired. Equipment letter	Date when tail shaft last seen	Built: When	By Whom / Where	Owners	Regist'd Dimensions. Deck Erections, &c. Length / Breadth / Depth	Port of Registry / Flag	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name	Moulded depth / Freeboard amidships / Corresponding draught (ft. in.)	Registers in which classed, if not in L.R. Date of Reg't Trade Cert.
69559 149474 GNRZ	Amberton ssNwc.No.2-37 1Dk(Stl)	5377 4845 3245	✠100A1 ~~1,38~~ ~~1,38~~ 5,39 BS4,38	Npt Grk LMC 3.37	z	CL 3,37	1928 7mo Lloyd's	Short Bros. Ld. Sunderland sA&CP CellDB	CarltonS.S.Co.Ld. (R.Chapman&Son, Mgrs.)	409·6 54·0 28·2 P34'B124'F44' FK 344'1797t FPT217t	Newcastle British 7BHCem APT290t	T.3Cy.22½",39"&68"-48" (s) 220lb 180lb 380NHP 2SB(Spt)8cf,GS155,HS5760 J.Dickinson&Sons,Ld.Sld	31" 6 s6" 0¾ 25" 7⅜	
69560 145475 MKXT	Amble (exLaura) ssSld.No.1-38 ssMdb.No.3-1,33 Mchy.Aft Well deck 1Dk(Stl) Wireless Cargo battens not fitted	1162 390 681	✠100A1 9,38 ~~1,36~~ MS9.36	Shl LMC BS5,37	n 9,38	OG ~~9,36~~ 9,38	1920 2mo Lloyd's	Verschure &Co. Amsterdam sA&CP CellDBu	Broomhill Steamships,Ld.	230·7 34·3 13·2 [illegible] FK B19 / 156'397t FPT	Newcastle British 4BHCem 88tAPT48t	T.3Cy.15½",25½"&44"-36" 180lb 60lb (s) 120NH [illegible]f,GS60.HS1983 [illegible]&Co.Amsterdam	16" 0 s4" 8 14" 11½	
69561 EAOG	Ambos Wood	342 268 199					1918	F.Cardama Godoy Vigo	Grau y Cia.Ltda.	134·5 24·8 11·7 P12'B30'F16'	Vigo Spanish	T.3Cy.10 7/16",16 9/16"&26"-21" 31NHP F.CardamaGodoy,Vigo		
69562 CSBW	Ambriz Wireless Mchy.Aft 1Dk&Awng dk	920 829 546			...		1907	SirRaylton Dixon&CoLd Middlesbro'	CiaNacional de Navegação	199·5 30·1 16·3 F39' 16·2 FK	Lisbon Portuguese WB	T.3Cy.15½",25"&41"-27" 112NHP N.E.MarineEng.Co.Ld.Sld	18" 7	
69563 148783 GMQZ	Ambrosio TwinSc ssAru.No.3-11,38 ~~ssCoo.No.2-34~~ Mchy.Aft 1Dk(Stl) Carrying Petroleum in bulk Fitted for oil fuel 7,26 F.P. above 150 °F.	2391 1743 1239	✠100A1 ~~with freeboard~~ 11,38 1,38 ~~[illegible]~~ ✠LMC	SNs Aru	t	CL ~~12,36~~ ~~P1,38~~ 11,38	1926 7mo Lloyd's	Harland& Wolff,Ld. Belfast sA&CP	LagoShipping Co.Ld.(F.J.Wolfe, Mgr.) Wing tanks f286t Wing tanks a356t FPT 60t APT75t	305·7 50·2 14·3 P67'F34' FK Trunk204'	London British 7BHptCem	T.6Cy.13½",23½"&36"-27"(s) 180lb 196NH 2SB,6cf,GS98,HS3702 Harland&WolffLd.Belfast	15" 0 s1" 10¾ 13" 3¾	
69564 PCOR	Ameland ssRot.No.2-38 ~~ssRot.No.1-34~~ 1Dk(Stl)2nddk(Stl)in Nos.1&4holds CruiserStern	4537 4185 2727	✠100A1 ~~2,2-10,37~~ 1,38 ~~[illegible]~~ ✠LMC BS11,38	Rot 11,37	y	OG 4,37	1930 1mo Lloyd's	Rotterdam Droogd.Maat Rotterdam sA&CP CellDBa	Stoomv.Maats. Rotterdam(W. Ruys&Zn.Mgrs.) uE139'f167'999tD	387·0 53·2 25·7 P37'B246'F32' FK Ta26'852tFPT104t	Rottrdam Dutch 7BHCem APT135t	T.3Cy.25",41"&68"-45" (s) LP Turbine with DR gearing & hydraulic coupling 200lb 504NH 3SB.9cf,GS171,HS6351 FD RotterdamDroogd.Maats.	28" 0 s3" 9½ 24" 4¾	
69565 104069 MQPZ	Amelia Mchy.Aft 1Dk	341 231 127			...		1894	S.Mc Knight&Co. Ayr	W.Cooper&Son	145·0 22·8 9·9 Q49'B26'F24' BK7"	Kirkwall British WB	C.2Cy.19"&42"-30" 69RH Muir&Houston,Glasgow	12" 0	C †
69566 425 IBEZ	Amelia Lauro (exBelgian-34) ssLiv.No.2-28 D.F. 2Dks(Stl)	5335 4848 3219	✠		y		1919 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Cell	A.Lauro	412·9 52·3 28·4 400·3 P49'B113'F40' FK 345'1025t FPT130t	Naples Italian 7BHptCem APT204t	T.3Cy.27",44"&73"-48" 517NH 3SB.9cf.GS189,HS7668 Swan,Hunter&Wigham-Richardson,Ld.Nwc	31" 0	I †
69567 215448 KGQF	America (P) (exAmerika) TwinSc Sub.Sig. GyC. 5Dks D.F. Ref.Mchy.	21329 18748 12189					1905	Harland& Wolff,Ld. Belfast	UnitedStates MaritimeCommission	668·8 74·3 47·8 B344'F85	New York Utd. States WB	Q.8Cy.34",49",71"&100"-63" 1586NHP Harland&WolffLd.Belfast		R
69568	— TwinSc (exHenry-FrankI.,exAmerica) 1Dk	800 — 380					1907	J.Frerichs &Co.A.G. Einswarden	Mariano Quatrocchi	162·2 30·0 6·6	Bns.Aires Argentine	C.4Cy.11¼"&20½"-15¾" 28NH J.Frerichs&Co.Osterholz		
69569 3068 JACD	America Maru (P) TwinSc 2Dks	6070 4546 3126			...		1898	C.S.Swan& Hunter.Ld. Newcastle	OsakaSyosenK.K.	423·0 51·1 29·5 P79'B223'F54' FK&BK1½'	Osaka Japanese WB	T.6Cy.28¼",46"&75"-48" 1080NHP WllsndSlpwy.Co.Ld.Nwc.	32" 6	
69570 213845 WACA	American (exSantaBarbara) Fitted for oil fuel ssBos.No.3-2,28 D.F. ssS.Fo.No.1-32 2Dks(Stl)&Shelter dk(Stl)3rd dk(Stl)in No.1hold only&Web frames Longitudinal framing	4946 4333 2834	✠ ... 11.34	Bos	z		1916 1mo	W Cramp& SonsS&EBCo Philadelphia	American- HawaiianS.S.Co. CellDB350'1229t	404·6 53·9 26·2 F31' FK DTf32'826t FPT	New York Utd. States 5BHCem 71tAPT16t	Q.4Cy.25½"37"52½"&76"-54" 611NH 3SB,12cf,GS213.HS8446 WCramp&SnsS&EBCoPhl	28" 9	R †
69571 220643 WBDA	American Banker (P) (exCantigny) Fitted for oil fuel Ref.Mchy. GyC. 2Dks&Shelter dk D.F. Cruiser Stern	7430 6282 4013			...		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.	436·9 58·2 35·9 P80'B135'F82' on Shelter dk FK	NewYork Utd. States WB	2 Steam Turbines DR geared to 1 Sc. Shaft 1290NHP GeneralElectricCo.Clvlnd.	40" 0	R †
69572 220927 WBDB	American Farmer (P) (exOurcq) GyC. Fitted for oil fuel Ref.Mchy. 2Dks&Shelter dk D.F. CruiserStern	7430 6282 4013			...		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.	436·9 58·2 35·9 P80'B135'F82' on Shelter dk FK	NewYork Utd. States WB	2 Steam Turbines DR geared to 1 Sc. Shaft 1295NHP General ElectricCoErie,Pa	40" 0	R †
69573 210617 WHCM	American Fisher 3Mst (exStanleyHiller-36, ~~ssBal.No.3-8,35~~ exNelson-35) ~~ssMob.No.2-34~~ Mchy.Aft 1Dk(Stl)&pt2nd dk(Stl)&Web frames E.S.D. ssSFo.2ndNo.3-8,37 Fish Reduction Ship Fitted for oil fuel F.P. above 150 °F.	4779 — 2817	✠100A1 ~~8,37~~ [illegible] 5,38	SFo MS8,37	x	CL ~~10,36~~ [illegible]	1912 11mo	ForeRiver S.B.Co. Quincy,Mass CP CellDBuE&[illegible]	SantaCruzOilCorp.	370·0 52·1 27·0 P38'B26'F30' FK B83'f2[illegible] FPT[illegible]	S.Frncisco Utd.States 3BH[illegible]m	T.3Cy 23½",41 7/8"&68"-48" 190lb (s) 356NH 2SB.6cf,GS103,HS4334 FD NDB(WT)36-400lb ForeRiverS.B.Co.Quincy	30" 0 s5" 11 24" 3⅜	
69574 220853 WGEG	American Importer (P) (exSomme) Fitted for oil fuel E.S.D. Ref.Mchy. 2Dks&Shelterdk D.F. GyC. Cruiser Stern	7590 6282 4039			...		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.	436·9 58·2 26·4 P80'B135'F82' on Shelter dk FK	NewYork Utd. States WB	2 Steam Turbines DR geared to 1 Sc. Shaft 1259NH GeneralElectricCo.EriePa	40" 0	R †
69575 221478 KDTM	American Legion (P) TwinSc Fitted for oil fuel GyC. D.F. E.S.D. 2Dks&Shelter dk Ref.Mchy. Longitudinal framing	13736 12548 8137					1920	New York S.B.Corp. Camden,N.J.	~~MunsonS.S.Line~~ UnitedStates Maritime Commission	516·5 72·2 27·8 B222'on Shelter dk FK	NewYork Utd. States WB	4 Steam Turbines DR geared to 2 Sc. Shafts 3105NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh.Pa.	41" 0	R †
69576 220984 WFDL	American Merchant (P) (exAisne) Fitted for oil fuel D.F. GyC. 2Dks&Shelter dk Ref.Mchy. Cruiser Stern	7430 6282 4013			...		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.	436·9 58·2 35·9 P80'B135'F82' on Shelter dk FK	NewYork Utd. States 11BHtoS dk WB	2 Steam Turbines DR geared to1ScShaft1290NH GeneralElectricCo. Schenectady,N.Y.	40" 0	R †
69577 220148 KUVB	American Oriole (exEastern Glen-33) ssN.Yk.No.3-10,33 ssNYk.No.1-37 2Dks(Stl) Fitted for oil fuel 10,33 F.P. above 150° F.	5169 4823 3213	✠100A1 ~~12,37~~ 9,38 BS~~3~~78,38	NYk SFo LMC MS12.37	z	CL ~~[illegible]~~ [illegible]	1920 3mo	UchidaS.B &Eng.Co.Ld. Yokohama A&CP CellD	~~S.S.Oriole.Inc.~~ ~~AmericanForeign~~ ~~S.S.Corp.Mgrs.~~ American ForeignS.S.Corp	399·9 54·7 27·6 P39'B121'F40' FK B345'1042t FPT138t	NewYork Utd States 6BHptCem APT92t	T.3Cy 26",43½"&72"-48"(s) 200lb FD 513NH 3SB(Spt)9cf,GS175,HS7376 Ishikawajima SB.&Eng.Co.Ld.Tokyo	30" 0	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Franc-bord assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
69578 219632 KUDN	American Press Sub.Sig. *Fitted for oil fuel* *2 Dks*	5131 — 3099					1920	American International S.B.Corp. HogIslandPa	~~LykesBros.-RipleyS.S.Co.Inc.~~ LykesBros. SteamshipCo.,Inc	390·0 54·2 27·8 P39'B121'F43'	N.Orleans Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
69579 OZAH	American Reefer *OilEng.* D.F. E.S.D. *2Dks* *Ref.Mchy.* *CruiserStern*	2308 1817 1283					1936	Nakskov Skibs.A/S Nakskov	J.Lauritzen	332·6 47·8 17·2 B&P174'	Esbjerg Danish *WB*	Oil Engines 2S.C.SA 10Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 675NHP Akt.Burmeistr&Wain,Cpn		G
69580 219117 KOJS	American Robin (*ex*Magmeric–37) *Fitted for oil fuel* Sub.Sig. *2Dks*	5172 4598 3169					1919	American International S.B.Corp. HogIslandPa	AmericanForeign S.S.Corp.	390·0 54·0 27·6 P39'B121'F43'	NewYork Utd States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
69581 220983 WEDZ	American Shipper Ⓟ (*ex*Tours) *Fitted for oil fuel* D.F. GyC. *2Dks& Shelter dk* *Ref.Mchy.* *Cruiser Stern*	7430 6282 4013			...		1921	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.	436·9 58·2 35·9 P80'B135'F82' *on Shelter dk* FK	NewYork Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft 1290NHP GeneralElectricCo. Schenectady,N.Y.	40 ″ 0	R †
69582 218477 KJBI	American Star Ⓟ(*ex*Strathnaver) *Fitted for oil fuel* *2Dks*	5194 — 3317					1919	Downey S.B.Corp. NewYork	RedSalmon CanningCo.	386·8 52·2 27·4 P40'B110'F40'	S.Frncisco Utd. States *WB*	T.3Cy.27",40"&70"–48" 389NHP DowneyShipyardCorp.		R
69583 220893 WFDC	American Trader Ⓟ (*ex*Marne) *Fitted for oil fuel* D.F. GyC. *2Dks& Shelter dk* *Ref.Mchy.* *Cruiser Stern*	7430 6282 4013			...		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.	436·9 58·2 35·9 P80'B135'F82' *on Shelter dk* FK	NewYork Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 1295NHP GeneralElectricCoErie,Pa.	40 ″ 0	R †
69584 220778 KDJN	American Traveler Ⓟ (*ex*Cambrai) *Fitted for oil fuel* E.S.D. GyC. *2Dks& Shelter dk* D.F. *CruiserStern*	7555 6282 3908			...		1920	American International S.B.Corp. HogIslandPa	UnitedStatesLines Co.	436·9 58·2 26·4 P80'B135'F82' *on Shelter dk* FK	NewYork Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft GeneralElectricCo.Erie,Pa		R †
69585 205096	Americana Ⓟ *Mchy.Aft*	969 — 531					1908	Buffalo D.D.Co. Buffalo	Steamer Americana	203·0 45·0 15·8	NewYork Utd. States	T.3Cy.20",32"&50"–36" 150NHP DetroitS.B.Co.Detroit		
69586 1246 IBAB	Americano (*ex*Chinampa,*ex*Cushing, *ex*Prometheus) *ss*Gen.3rdNo.3-11,38 D.F. *2Dks(1Stl&U ptIrn&ptStl)&Webframes* *Mchy.Aft*	7008 5847 4408	✠100A1 ~~12,37~~11,38 ~~10,36,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,13 *F.P. above* 150° F.	Pal Gen 4,38 ✠LMC4,38	*a*†	12,37	1903 11mo	Palmers' Co.Ld. Newcastle A&CP	DittaG.M. Barbagelata *CellDB*	435·1 54·6 30·3 428·0 54·4 30·5 P252'F46' FK *uE*39' 71*t* *FPT*77*t*	Genoa Italian 14*BHptCem* *APT*130*t*	T.3Cy.28",46½"&77"–54" (*s*) 180lb 564NHP 4SB,*12cf*,GS265,HS9950 Palmers'Co.Ld.Newcastle	32 ″ 0 s 4″11½ 27 ″ 3½	
69587 OXVE	Amerika Ⓟ *OilEng.* *ss*Cpn.No.2-38 ~~*ss*Cpn.No.1-34~~ D.F. *2Dks(Stl)3rdDk (Stl)in motor space &forward holds* *Ref.Mchy*	10218 8377 6243	✠100A1 *with freeboard* 9,38 ~~6,37~~ ✠LMC CS2,35 10,38 DBS~~9,37~~ 9,38 ~~7,36~~ ✠Lloyd'sRMC~~1,38~~ 9,38 for temp. 32° F No. 2 upper 'tween dk. for temp. 14° F	Cpn		CL 6,37	1930 1mo	Akt.Burmeistr&Wain Copenhagen Lloyd's A&CP	A/SDetÖstasiatiskeKompagni *CellDB*408'1702*t* in way of tunnel255*t*	465·4 62·2 37·2 484·2(O.L.) B179'F73' FK *DTa*11'522*t Tanks* *FPT*138*tAPT*185*t*	Copnhagn Danish 8*BH* (6 to Wdk 2 „ 2nd „)	Oil Engines 2S.C.DA 6Cy.24⅜"–55⅛" 1236NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	40 ″ 0 s11 ″ 9¼ 28 ″ 5¼	
69588 DOND	— (*ex*Goldenfels-36,*ex*Brocktown, *ex*Goldenfels) *2Dks* D.F.	7463 7033 4703			...		1911	Swan,Hunter&Wigham Richardson, Ld.Newcastle	"Atlas"Reederei A.G.	467·9 58·3 32·0 P65'B131'F57' FK	Emden German *WB*	Q.4Cy.26½",39",56"&80"–54" 606NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	34 ″ 9	G †
69589 7215 SEXA	Amerikaland TwinSc *ss*Got.No.3–8,35 *OilEng.* D.F. *1Dk(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	15355 14224 3320	✠100A1 5,38 ~~12,37~~10,38 DBS~~9,37~~ 10,38 ✠LMC8,35	Bal	*j*†	CL ~~6,35~~ s10,38 PN 10,38	1925 6mo	Deutsche WerftA.G. Hamburg Lloyd's A&CP	ÅngfAktiebTirfing (T.E.J. : son Broström,*Mgr.*) *CellDBuE*91' 380*tDTf*27'1173*t* *DT*'s at sides & u bottom of holds330'	561·3 72·2 44·1 P117'F51' FK *FPT*729*tAPT*290*t*	Gothenbrg Swedish 11*BHAsp* (1 to 2nd dk)	Oil Engines 4S.C.SA 16Cy.29½"–47¼" DB*114lb* 1313NHP AlgemeineElek.Ges.Berlin	44 ″ 0 s10″2¼ 34 ″ 0¼	
69590 ONEC	Améthyste TwinSc *OilEng* *CruiserStern* *1Dk*	810 654 448					1932	Soc.Anon. Jhn.Cockerill Hoboken	Soc.Anon.John Cockerill	178·4 35·6 15·5 Q53'B46'F23'	Antwerp Belgian *WB*	Oil Engines 4S.C.SA 16Cy.13"–23⅝" 260NHP SocAn.J.Cockerill,Seraing		V
69591 10 SZHS	Amfitriti Ⓟ (*ex*Keravnos-35, *ex*NoorElBahr-28) *1Dk*	434 — 246					1884	Atel.&Ch. de laLoire St.Nazaire	Pagasitikos SteamshipCo.	185·2 23·3 12·3	Volo Greek	T.3Cy.16",24"&40"–24" 78NHP		
69592 148278 GJQR	Amicus *ss*Cff.No.3–8,37 D.F. *1Dk(Stl)*	3660 3403 2255	✠100A1 ~~10,36~~~~1,38~~ 3,39 BS~~1,38~~9,38	Ant Bry ✠LMC MS8.37	*w*	CL N7,37	1925 1mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd's A&CP	TempusShipping Co.Ld.(W.H. Seager&Co.Ld. *Mgrs.*) *CellDB*317'1042*t*	362·5 50·9 22·5 373·7(O.L.) P33'B221'F30' FK *FPT*80*t*	Cardiff British 6*BHCem* *APT*100*t*	T.3Cy.25",41"&68"–45" (*r*) 180lb 369NHP 3SB,*9cf*,GS165,HS6120 N.E.MarineEng.CoLdNwc	24 ″ 8 s 3 ″ 0 21 ″ 10¾	
69593 FNWJ	Amiénois D.F. *2Dks*	3713 3326 1976					1932	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Compagnie des Bateaux à Vapeur duNord (Soc.Anon. deGérance et d'Armement,*Mgrs.*)	331·7 53·2 25·0	Dunkirk French *WB*	T.3Cy.22",36"&60"–39" 225NHP G.Clark&Co.Ld.Sld.		V
69594 142583 MJDX	Amiens *ss*Nwc.No.3–11,30 *ss*Shl.No.1–35 *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	1548 1285 836	✠100A1 4,38 ~~4,37~~ MS9,35	Shl Npt ✠LMC BS~~11,37~~ 1,39	*p*	CL ~~9,36~~ 4,38	1918 7mo	Dublin Dkyd.Co.Ld. Dublin Lloyd's A&CP	HarriesBros&Co. Ld. *CellDB*171'310*t*	240·2 36·3 18·4 Q94'B47'F23' FK *DTa*29' 131*t* *FPT*80*t*	London British 4*BHCem* *APT*38*t*	T.3Cy.18",29"&48"–33" (*s*) 180lb 167NHP 2SB,*6cf*,GS97,HS2886 Ross&Duncan,Glasgow	20 ″ 6 s 2 ″ 5½ 18 ″ 3	
69595 DOIJ	Amisia Wireless D.F. *1Dk*	999 797 596					1921	Atlas-WerkeA.G. Bremen	ArgoReederei Richard Adler&Co.	224·0 33·2 13·7 P14'Q66'B53'F31'	Bremen German *WB*	T3Cy.18$\frac{1}{16}$",29½"&48⅝"–29½" 129NHP Atlas-WerkeA.G.Bremen		G
69596 162345 MPZV	Amlwch Rose *ss*Bly No.1–39 *Special Surveys to date from* 3,34 *Well deck* *Mchy.Aft* *1Dk(Stl)* *Cargo battens not fitted*	632 428 277	✠100A1 3,39 ~~1,37~~ BS4,38	Lth Bly ✠LMC ~~1,37~~ MS3,39	*i*	CL ~~1,37~~ 3,39	1931 4mo	NVSchpsw "DeMerwede" Hardinxveld Lloyd's A&CP	Richard Hughes& Co.(Liverpool)Ld. *CellDB*105'144*t*	175·3 27·1 11·1 Q101'B11'F25' FK *FPT*54*tAPT*4*t*	Liverpool British 3*BHCem*	T.3Cy.13",21½"&35"–27" (*s*) 180lb 88RHP 1SB,*3cf*,GS54,HS1615 D&W.Hendersn&CoLdGls	13 ″ 0 s 3 ″10 12 ″ 9¼	

No. in Book. / Official No. / Code Letters	Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	Regist'd Tonnage: Gross / Under deck / Net	Character (✠ for Special Survey. Date of last Survey)	Port of Survey	Years Assigned now expired / Equipment	Date when tail shaft last seen	Built: When	Built: By Whom / Where	Owners	Regist'd Dimensions, Deck Erections, &c. (Length / Breadth / Depth)	Port of Registry / Flag	Engines	Moulded depth / Freeboard amidships / Corresponding draught ft. in.	15
69597 DNBA	**Ammerland** (exKilnsea-36) ssGls.No.3-5,36 1Dk(Stl)&Shelter dk(Stl) Wood hatch covers dispensed with in all 2nd dk hatchways	5381 5173 3334	✠100A1 Shelter dk with freeboard 5,38 12,37	Rot Ant	x	CL 7,36	1923 8mo	IrvinesS.B. &D.D.Co.Ld W Hartlepool Lloyd's A&CP E40'f156'860tDTa17'	Frachtschiffahrt G.m.b.H. CellDBa110' 52t	374·3 | 51·2 | 32·8 FK Collision FPT119tAPT163t	Oldenburg German Cem BH to Shdk 5 „ „ U „	T.3Cy.26",42"&70"-48" (s) 180lb 180lb 412NHP 3SB,9cf,GS,167HS6656 Richardsons,Westgarth&Co.Ld.Hpl.	35 " 3 s 9 " 6¼ 25 " 11½	
69598 DHBB	**Ammon** (P) D.F. 2Dks	7134 6406 4369					1922	Bremer "Vulcan" Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	488·4 | 55·3 | 32·1 F54'	Hamburg German WB	T.3Cy.29⅜",48⅞"&77⅞"-55" 446NH Bremer Vulkan, Vegesack		G
69599 CMQA	**Amolco** ssBos.No.3-1,27 ssN.Os.No.2-35 Mchy.Aft 2Dks(Stl) Web frames Cuauhtemoc," see No. 07620 in Supplement	3101 2779 1881	✠100A1 8,37 BS10,37 ✠LMC6,35 Carrying Petroleum in bulk Fitted for oil fuel 1,27	Phl	u	CL 6,35 F.P. above 150° F.	1914 1mo	ForeRiver S.B.Corp. Quincy,Mass. Lloyd's A&CP	Old Time Molasses Company Island Service Corp. Cell DBuE&B68'186t	317·1 | 46·0 | 23·8 P72'F32' FK FPT155tAPT60t	Havana Cuban 12BH Cem 8 „ to Uprdk 4 „ „ 2nd „	T.3Cy.22",37"&60"-42" (s) 180lb 291NH 2SB,6cf,GS100,HS4001 FD ForeRiverS.B.Co.Quincy	25 " 6	
69600 PCPA	**Amor** (P) Ref.Mchy Longitudinal framing 2Dks	2325 1729 1443					1911	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	300·0 | 42·0 | 17·0 B76'Q108'F42'	Amstrdam Dutch WB	T.3Cy.21",35"&56"-39" 196NHP Maats.Fyenoord,Rot.		V
69601 10291 JTEH	**Amoy Maru** (P) Wireless D.F. 2Dks	734 668 423					1906	OsakaIron Works Osaka	OsakaSyosen K.K.	185·0 | 27·1 | 17·8	Osaka Japanese	T.3Cy.13",25"&39"-30" 83NHP OsakaIronWorks,Osaka		
69602 FOYJ	**Ampère** TwinSc (Cable Vessel) GyC. 1Dk	2435 1046 660					1930	Soc.Provençale de Cnst.Nav. LaCiotat	FrenchGovernment(Postes& Télégraphes)	288·3 | 41·1 | 23·7 B98'	LaSeyne French WB	T6Cy17$\frac{5}{16}$"27$\frac{5}{16}$"&45$\frac{11}{16}$"-28¾" 224NHP SocProvençale deCnstNav		V
69603 10 ONPB	**Ampetco** (exUrania) TwinSc OilEng. ssAnt.No.2-33 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl) D.F. Sub.Sig. Web frames Longitudinal framing Progressive survey of oil tanks	8718 8425 4752	✠100A1 Shelter dk with freeboard 8,37 ✠LMC CS10,38 DBS 9,38 9,36 Carrying Petroleum in bulk	Ant	d†	CL 9,36 8,38	1926 6mo	Howaldtswerke Kiel Lloyd's A&CP	StandardAmericanPetroleumCo CellDBa&uE93' DTf36'275t	470·3 | 63·2 | 35·3 B34'F39' FK 287t FPT182tAPT79t	Antwerp Belgian 18BHptCem ptAsp 13BHtoUdk	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP 2 Water Tube DB200lb DB70lb GebrüderSulzer, Ludwigshafen	35 " 6 s 8 " 4¾ 27 " 5	
69604 148313 GMTB	**Ampleforth** (exGlofield-32) ssHul.No.2-38 ssRot.No.1-33 D.F. 1Dk(Stl)&Shelter dk(Stl)	4576 4235 2765	✠100A1 with freeboard 9,38 6,37 LMC 9,38	Liv Hul	z	CL 2,38	1929 12mo	Craig, Taylor&Co.Ld. Stockton Lloyd's A&CP	AmpleforthS.S.Co. Ld.(CharlesCravos &Co.) CellDB344'1312t	400·5 | 53·5 | 25·0 F32' FK FPT121tAPT146t	Cardiff British 6BHCem (Coll to Shdk 5 „2nd„)	T.3Cy.25½",42"&70"-48" (s) 180lb 417NHP 3SB,9cf,GS144,HS7080 Blair&Co.(1926)Ld.Stk.	27 " 6 s 3 " 0¾ 24 " 8	
69605 237016 WPTE	**Amsco** (exTorino-38) ssMob.2ndNo.3-2,38 Mchy.Aft 2Dks	4627 4397 2738	✠100A1 2,39 2,38 BS2,39 LMC2,38 Carrying Petroleum in bulk Fitted for oil fuel 2,38 F.P. above 150°F.	Mob		CL	1920	Internatnl. S.B.Co. Pascagoula Miss. Lloyd's A&CP Launched1920	AmericanMineral SpiritsCo. (Amsco Nav.Co. Mgrs.) CellDBuE&pump room53'f62'316t Completed&reconstructed as tanker19.8	370·0 | 52·0 | 27·5 P19'B115'F37' FK FPT118t	Wilmingtn Del Utd.States 14BHptCem	T.3Cy.24",40"&65"-42" 180lb (s) 378NHP NB01r alt&refitted20, refitted38 2SB,8cf, HS5540 FD InternationalMarineIron Wks.Houston Tex.	27 " 6 s 5 " 0½ 22 " 7	
69606	**Amsel** (P) Should be "Schwan," see No. 89961 Ref.Mchy. 2Dks Wireless D.F. E.S.D. Cruiser Stern	1550					1938	Howaldtswerke A.G. Kiel	ArgoReederei RichardAdler&Co.	245·2 | 38·5 | 12·4 B70' F33'	Bremen German WB	C.2Cy.17$\frac{11}{16}$"&35$\frac{7}{16}$"-35$\frac{7}{16}$"& LP turbine with DR gearing & hydraulic coupling HS3122 222NHP Deschimag,Bremen		
69607 PCPG	**Amstel** ssRot.No.3-3,38 D.F. 1Dk(Stl)	2115 1892 1253	✠100A1 1,39 3,38 ✠LMC BS10,37 MS3,38	Rot	s	CL 5,37	1925 5mo	A.Vuijk& Zonen Capelle a/d Ysel Lloyd's A&CP	N.V.Houtvaart (Vinke&Co. Mgrs) CellDB	281·3 | 42·7 | 19·3 P22'B64'F22' FK 244' 536t FPT103t	Rottrdam Dutch 4BHptCem ptAsp APT54t	T.3Cy.21",34½"&57"-36" (s) 210lb 248NH 2SB,6cf,GS106,HS4054 Arnhemsche-Stoomsleephelling Maats.Arnhem	21 " 4 s 3 " 1¼ 18 " 4	
69608 PCPL	**Amstelkerk** (P) ssHam.No.2-37 2Dks(Stl)&Shelter dk(Stl) D.F. Cruiser Stern	4457 3215 2453	✠100A1 with freeboard 9,38 9,37 LMC MS1,37 BS5,35 Fitted for oil fuel 2,29 Fitted for carrying oil	Ham	y	CL N5,37 3 F.P above 150°F. F.P. above 150°F. in Deep Tank	1929 2mo	Nüscke& Co.A G. Stettin Lloyd's A&CP	Vereenig deNederlandscheScheep. Maats. (Holland West AfrikaLijn N.V. Mgrs.) CellDB301'726tDTf27'502t	368·7 | 53·2 | 22·0 383·7(O.L.) B112'F36' FK (CollBH&A.P. FPT80tAPT44t	TheHague Dutch 7BHptCem ptAsp BH to Sh dk 4 „ 2nd „ 1 „ 3rd „)	2 Steam Turbines DR (s) geared to 1 Sc. Shaft 225lb 653NHP 4SB(Spt),12cf,GS189, FD HS8439 EscherWyss&Cie.Zürich	25 " 6 s 2 " 1½ 23 " 6¼	
69609 PCPR	**Amstelland** ssHam.No.1-37 ssAms.No.3-12,33 2Dks(Stl)3tr BinNo.1hold Ref. Mchy. Cruiser Stern	8156 7532 5128	✠100A1 1,38 8,37 ✠Lloyd's RMC Fitted for oil fuel 8,20	Ham Ams	d†	CL 8,37 N4,38 8 F.P. above 150° F.	1920 8mo	Swan.Hunter& Wigham Richardson, Ld Newcastle Lloyd's A&CP	N.V.totVoortzetting van den KoninklijkenHollandschenLloyd Cell	470·1 | 61·5 | 32·1 489·1(O.L.) P58'B317'F48' FK DB413' 1580t FPT	Amstrdam Dutch 7BHptCem 113tAPT68t	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 1066NH 5SB(Spt),15cf,GS327, FD HS13300 Swan,Hunter&Wigham-RichardsonLdMch&Nwc	34 " 10 s 6 " 4¾ 28 " 8¾	
69610 PCPW	**Amstelstroom** OilEng. Mchy.Aft 1Dk&Shelter dk Cruiser Stern Rudder electrically welded	395 295 184	✠100A1 with freeboard 5,38 10,37 10,38 ✠LMC11,36	Ams	j	CL 10,37	1936 1mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen Lloyd's A&CP	N.V.Hollandsche Stoomb.Maats. CellDB120'158t	185·6 | 29·6 | 8·3 30·7 FK FPT24tAPT13t	Amstrdam Dutch 4BHptCem (Coll to Shdk 3 „2nd„)	Oil Engines 4S.C.SA 7Cy.15⅝"-24$\frac{7}{16}$" 160NHP WerkspoorN.V.Ams.	11 " 0 s " 2 10 " 11	
69611 2157 IBEC	**Amsterdam** ssAnt.No.1-38 ssAms.No.3-12,33 2Dks(Stl)&Shelter dk(Stl) Cruiser Stern	8673 7917 4711	✠100A1 Shelter dk with freeboard 4,39 4,36 Fitted for oil fuel 12,21	Ams Ven Gen	†	CL 8,36 F.P. above 150° F.	1921 11mo	Lithgows, Ld. PortGlasgow Lloyd's A&CP	FratelliRizzuto CellDB396' 1946tDTa39'1384t	492·4 | 65·5 | 31·7 473·6 F38'on Shelter dk FK FPT368tAPT263t	Genoa Italian ptCem 8BHtoShdk Turbines by	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 220lb HS14958 1105NHP 6SB(Spt),18cf,GS343 FD D.Rowan&CoLd.Glasgow MetVickersElecCoLdMch	35 " 9 s 5 " 11¼ 30 " 0¼	
69612 PCQF	— ssRot.No.1-38 ssRot.No.3-10,34 D.F. 2Dks(Stl)& Mchy.Aft Web frames Longitudinal framing	~~7352~~ ~~6873~~ ~~4460~~ 7329 6873 4372	✠100A1 11,38 10,37 ✠LMC 11,38 Carrying Petroleum in bulk Fitted for oil fuel 10,22	Rot	b†	CL ~~10,37~~ 11,38 F.P. above 150° F.	1922 10mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	N.V.Petroleum IndustrieMaats CellDBuE&B50'152t DTf598t	440·0 | 57·5 | 34·1 P95'B32'F46' FK FPT135tAPT42t	TheHague Dutch 18BHptCem (11 to Udk 7 „2nd„)	T.3Cy.28",46"&77"-51" (s) 180lb 627NHP 3SB&1Aux.SB,11cf,HS9562 ArmstrongWhitworth &Co.Ld.Nwc. FD	33 " 11 s6 " 6¾ 27 " 7	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 / 3 Nom du Navire. Matériaux, Grêement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote et n'est dans le L. R. Durée.Cert. R. of Trade.
69613 161037 GNCW	**Amsterdam** (P) TwinSc ssGms.No.2-38 ~~ssHar.No.1-34~~ 2Dks(Weather dk pt Stl-teak s)3rd Dk forward of Mchy.space Sub.Sig. Cruiser Stern	4220 30[illegible] 1989	✠100A1 with freeboard 5,39 BS4,39 ✠LMC3,38 For Service between Harwich & the Hook of Holland	Rot Gms	w	OG ~~4,34~~ 4,30	1930 4mo Lloyd's A&CP	J.Brown&Co.Ld. Clydebank	London&North EasternRailway Cell DBu E42'55t DTsf48'5	350·8 | 50·1 | 26·0 365·7(O.L.) Promenade dk & F268' FK MT12'120t 7t DTsa22'42t FPT	Harwich British 8BHpt Cem pt Asp 12t APT42t	4SteamTurbinesSRgeared to 2 Sc. Shafts (r) 215lb FD 1520NHP 5SB,20cf,GS430,HS15033 J.Brown&Co.Ld.Clydebnk	27 " 0 s12"2½ 15 " 3	BT till ~~4,36~~ 4,39
69614 4222 SDGC	— Well deck 1Dk	889 714 496					1903	W.LindbergsM.V. Stockholm	StockholmsRederiaktiebSvea (Eman.Högberg, Mgr.)	209·2 | 32·1 | 13·2 Q79'B51'H50tF19'	Stockholm Swedish WB	T.3Cy.14$\frac{9}{16}$",23$\frac{3}{8}$"&38"–25$\frac{5}{16}$" 73NHP W.LindbergsM.V.Skm.		V
69615 223669 KLEC	**Amsterdam Socony** TwinSc Oil Eng. Mchy.Aft Carrying Petroleum in bulk New middle body electrically welded 1937	1199 — 753					1924	SunS.B.&D.D.Co. Chester,Pa. Rebuilt 1937	Socony-Vacuum OilCo.Inc.	252·9 | 40·1 | 12·8	NewYork Utd.States WB	OilEngines 4S.C.SA 6Cy.13"–18" 98NHP McIntosh&SeymourCorp. Auburn,N.Y		R
69616 UOIX	**Amur** (exJapix-33,exEldon) ssNwc.No.1-28 Well deck 1Dk(Stl) Sub Sig.	2917 2281 1551	✠ ~~[illegible]~~ [illegible] ✠	Kel	t		1923 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R. Cell DBu E20' f126'43	306·3 | 45·1 | 22·3 Q122'B56'F25' FK 2t DTa86'799t FPT	Vladvostk Russian 6BHpt Cem 79t APT96t	T.3Cy.24",40"&65"–42" 335NHP 2SB,8cf,GS142,HS5679 Richardsons,Westgarth&Co.Ld.Hpl.	24 " 3	
69617 UPLW	— (exDamptre-35,exStokka) 1Dk	1931 1686 1104					1921	NVRotterdmsch.Schpw My.WerfII. Rotterdam	U.S.S.R.	270·0 | 42·2 | 18·4 P76tH99tF14t	Odessa Russian WB	T.3Cy.20",31"&51"–36" 156NHP N.V.v/dKuy&v/dKee's Mchfb.&Schps.Rot.		N
69618 114447 VGDQ	— (exJ.H.Plummer,exVanEyck, exJ.H.Plummer) 2Dks Mchy.Aft	1643 1491 1238					1903	Armstrong Whitworth &Co.Ld. Newcastle	CoastwiseS.S.&BargeCo.Ld.(J.Griffiths&Sons, Mgrs.)	246·4 | 36·6 | 21·7	Vancouver British WB	T.3Cy.20½",33"&54"–36" 175NH WllsndSlpwy.Co.Ld.Nwc.		
69619 143718 MKPF	**Amy Summerfield** ssLiv.No.1-38 ssLiv.No.3-5,34 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	407 318 159	✠100A1 ~~2,37~~12,38 ✠LMC ~~MS5,34~~ 12,38 ~~BS2,37~~ 2,38	Liv	f	CL ~~2,37~~ 11,38	1921 3mo Lloyd's A&CP	Day,Summers&Co.Ld. Southampton	ZillahShipping&CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.)	143·2 | 25·1 | 11·6 Q47'B9'F24' BK7" FPT48t	Liverpool British 3BHCem APT3t	C.2Cy.19"&38"–30" (s) 120lb 60RHP 1SB,3cf,GS64,HS1840 Day,Summers&Co.Ld.Sou.	12 " 9 s "10 12 " 6	
69620	**An Kong** (P) (exCheongOn-37, exMondego,exStandard) 1Dk&Spar dk	1492 1324 882					1905	Framnes Mek.Værks. Sandefjord	LeeKeeS.S.Co.Ld	231·5 | 35·5 | ~~19·4~~ H111tF31t	Shanghai Chinese WB	T.3Cy.18",29"&48"–33" 132NHP Akers.Mek.Værks.Oslo		
69621 XNBN	**An Lee** (exHwahHsin,exSexta) 1Dk&Spar dk	1668 1442 977					1905	Schiffsw.v.HenryKoch Lübeck	ChingKeeS.N.Co.Ld.	265·7 | 37·8 | 18·3 P30'B75'F38'	Chefoo Chinese WB	T.3Cy.20½",33½"&53½"–33½" 164NHP J.F.Ahrens,Altona		
69622 XNFS	**An-Shing** (exMinerva) TwinMasts 2Dks Longitudinal framing	2821 2215 1794					1909	W.Hamilton&Co.Ld. Pt.Glasgow	AnTungS.S.Co.	327·6 | 44·2 | 18·5 Q110'B86'F41'	Shanghai Chinese WB	T.3Cy.21",35"&57"–29" 203NHP D.Rowan&Co.Glasgow		
69623 EARV	**Ana** (exConfidence) Iron 1Dk	304 — 205			...		1885	E.Foden Northwich	Hijos de F. deAzqueta	114·5 | 21·9 | 11·4 Q38'B14'F14' FK	S.Sebast'n Spanish WB	C.2Cy.16"&30"–22" NB98 43NH W.E.Bates,Northwich	11 " 6	
69624	**Anaconda** Now "Analock," see No. 87031 in Supplement Longitudinal framing Sub.Sig. Fitted for oil fuel	6093 5579 3757	(Reclassification contemplated)		...		1919	Federal S.B.Co. Kearny,N.J.	G.E.Marden (Wheelock&Co. Ld. Mgrs.)	395·5 | 55·0 | 31·4 P45'B110'F38' on Shelter dk FK	British 7BHtoSh dk WB	2 Steam Turbines DR geared to 1 Sc. Shaft NE20 Mid.WestEng.Co.Indianapolis	34 " 11	R †
69625 216846 KJBK	**Anacortes** 2Dks&Web frames Sub.Sig. Longitudinal framing	4889 4383 3527			...		1918	ToddD.D.&Const.Corp. Tacoma,Wsh.	UnitedStates Maritime Commission	379·8 | 53·1 | 27·0 P39'B102'F42' FK	Tacoma, Wash. WB Utd.States	T.3Cy.24",40"&70"–48" SeattleConst.&DryDockCo.Seattle 472NHP	29 " 4	R †
69626 163570 GYDG	**Anadara** ssSng.No.1-39 Mchy.Aft Oil Eng. 1Dk 2nd dk clear of cargo tanks D.F. E.S.D. Cruiser Stern Longitudinal framing at bottom & at deck	8009 7213 4767	✠100A1 ~~1,39 2,38~~ 1,3[illegible] DBS1,39 ~~[illegible]~~ Carrying Petroleum in bulk ✠LMC [illegible] 3,43	Nwc ~~Sng~~ Sng	ct	CL 3,38	1935 2mo Lloyd's A&CP	Harland&Wolff,Ld. Glasgow	Anglo-Saxon PetroleumCo.Ld. Cell DBu E69' 159t	465·1 | 59·4 | 33·9 483·2(O.L.) P93'B46'F48' FK DTf25'289t FPT1	London British 15BH 14t APT88t	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" 502NHP DB180lb Harland&Wolff,Ld.Gls.	34 " 0 s6 " 8½ 27 " 6	
69627 UOFX	**Anadir** (P) Sub.Sig. Cruiser Stern 2Dks	3554 2993 1963					1929	BalticS.B.&E.Works Leningrad	U.S.S.R.	314·7 | 46·1 | 26·1 P43'B95'F37'	Vladvostk Russian WB	T.3Cy.22$\frac{7}{16}$",37"&59$\frac{1}{16}$"–39⅜" 219NHP BalticS.B.&E.Works,Len.		
69628 TCAJ	**Anadolu** (exAnatolieII,exLeopold, exDoob,exTriton,exClio)	631 — 348					1896	J.Laing Sunderland	Mustafa ve Ahmed ve VehbiAldikaçti	185·0 | 27·6 | 12·5 Q64'B45'F26'	Istanbul Turkish WB	T.3Cy.16½",26½"&43½"–30" 103NHP G.Clark,Ld.Sunderland		
69629 TCAB	**Anafarta** (P) (exSkerryvore) Wireless 2Dks	1354 — 637					1898	Caledon SB.&E.Co.Ld Dundee	Denizbank-Denizyollari Idaresi	250·0 | 35·6 | 16·3 P&B160'F50'	Istanbul Turkish WB	T.3Cy.25",40"&65"–48" 293NHP CaledonSB.&E.Co.Ld.Dun		
69630 UPBI	**Anastas Mikoyan** (exPiatiy Krabolov, exBenavon) ssLth.2ndNo.3-1,29 1Dk(Stl)&Spar dk(pt Irn&pt Stl)&deep framing	4153 3546 2472	✠ ~~[illegible]~~ [illegible] ✠	Kob	w		1905 9mo	Bartram&Sons Sunderland	U.S.S.R. Cell DBa 120'uE&B42'	376·2 | 45·9 | 26·4 P35'B135'F38' FK f154'868t APT55t	Vladvostk Russian 6BHCem (5 to Sp dk 1 " M ")	T.3Cy.25",42"&68"–48" 352NHP 2SB,8cf,GS168,HS5500 J.Dickinson&Sons,Ld.Sld.	28 " 6	
69631 PCQM	**Anastasia** TwinSc Oil Eng. E.S.D ssSng.No.2-39 ~~ssSub.No.1-35~~ Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	3029 2282 1605	✠100A1 ~~3,35 6,37~~ 2,39 ✠LMC BS6,37 ~~[illegible]~~ 2,39 Carrying Petroleum in bulk	Bat Sng 2,39 CS ~~[illegible]~~ 2,39		CL 6,37	1930 12mo Lloyd's A&CP	NV Burgerhout'sM.&S. Rotterdam	Nederl.-Indische Tankstoomboot Maats. Cell	305·8 | 50·1 | 19·3 P86'F50' FK Trunk169' DBuE52'136t FPT	The Hague Dutch 11BHpt Cem 68t APT68t	Oil Engines 4S.C.SA 12Cy.18½"–35$\frac{7}{8}$" 380NHP DB made 21 rc [illegible] 39-120lb Werkspoor,Amsterdam	19 " 3 s1 " 9½ 17 " 7½	
69632 14 SYGX	**Anastassia** (exKingCity, exQuarrydene) 1Dk&deep framing	2885 2723 1822			...		1905	Bartram&Sons Sunderland	C.Choremis (Panos Protopapas Mgr.)	331·0 | 48·0 | 21·5 P29'B190'F37' FK	Hydra Greek WB	T.3Cy.23½",39"&64"–42" 291NHP Blair&Co.Ld.Stockton	24 " 0	C †

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	Register Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	Port of Survey.	Equipment Letter	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Length.	Breadth.	Depth.	Port of Registry Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard midships Corresponding draught ft. in.	Registers in which classed, if not in L.R. Board of Trade Cert.
69633 46 SVGK	**Anastassios Pateras** (exSvorono, exEnnisbrook) ssMsl.No.3-9,27 ssPir.No.2-36 1Dk(ptStl ptIrn) Cargo battens not fitted in No. 2 hold	3333 3183 2127	✠100A1 3,38	Pir	r	CL 3,38	1914 7mo	J.Blumer& Co. Sunderland Lloyd's A&CP Intermediate BH in after hold dispensed with	Anastassios Pateras&Sons Cell DBa123'u E25'	348·5 P35'B106'F30' FK f149'861t FPT59t	48·7	22·9	Chios Greek Cem 5BH only APT108t	T.3Cy.24",40"&65"-42" (s) 180lb 301NH 2SB,6cf,GS116,HS4700 N.E.MarineEng.Co.LdSld	25 " 4 s 4 " 2½ 21 " 4	
69634	**Anatina** (exWarHermit) ssSba.No.3-3,30 ssRot.No.1-34 1Dk(Stl) Now "Mindanao," see No. 89064 in Supplement	5236 4761 3150	✠100A1 1,38 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 4,18 F.P. above 150° F.	Nwc	y	CL 12,37	1918 4mo	J.Brown& Co.Ld. Clydebank Lloyd's A&CP	Cia.Maritima (Fernandez Hermanos,Inc. Mgrs.) Middle line Bulkhead not oil-tight Cell DB	400·7 P49'B113'F39' FK 345'1134t FPT118t	52·3	28·5	Manila Utd.States 11BHptCem APT176t	T.3Cy.27",44"&73"-48" (s) 180lb 489NH 3SB,9cf,GS190,HS7020 FD Fullerton,Hodgart& Barclay,Ld.Paisley	31 " 0	
69635 DOGA	**Anatolia** Sub.Sig. 2Dks	2446 2189 1421					1923	Akt.Ges. "Weser" Bremen	Norddeutscher Lloyd	315·8 P59'B24'F37'	46·1	18·8	Bremen German WB	T.3Cy.22⅞",36¼"&60¼"-39⅜" 228NHP Akt.Ges."Weser," Bremen		G
69636 EAKA	**Anboto-Mendi** Ⓟ OilEng. ssBbo.No.2-37 D.F. 1Dk(Stl)& Shelter dk(Stl)3rd dk in holds	2955 2062 1527	✠100A1 with freeboard 1,39 ~~10,37~~ ✠LMC CSI 1,37	Bbo		CL ~~10,37~~ 1,39	1929 1mo	CiaEuskalduna deConst Bilbao Lloyd's A&CP	Cia.Nav.Sota y Aznar Cell D	335·0 FK B270'541t APT43t	45·6	17·7	Bilbao Spanish 5BHCem (3 to Sh dk 2 " 2nd ")	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 388NH Sulzer Bros. Winterthur	20 " 0 s " 11 19 " 3	
69637	**Ancap II** (exAudax-35, exMarit, exStolt) 3Mst ssLth.No.3-5,27 Mchy.Aft 1Dk(Stl) Carrying Petroleum in bulk	482 335 262	✠	CTn	y		1915 11mo	NVSchpsw DeMerwede Hardinxveld	Administración Nacional deCombustibles Alcohol y Portland	156·6 Q97 F20' FK	25·1	10·8	M.Video Uruguayan 3BHCem FPT43t	T.3Cy.13",20"&33"-24 74NHP 1SB,3pf,GS51,HS1364 Verschure&Co.Ams.	11 " 11	
69638 131320 GPZB	**Anchises** Ⓟ TwinSc D.F. Ref Mchy. 3Dks	10000 8436 6213					1911	Workman Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co Mgrs)	493·0 P47'B199'F63'	60·4	37·1	Liverpool British WB	T.6Cy.24",40"&68"-48" 640NHP Wrkman,Clark&Co.LdBel		BT till ~~6,38~~ 6,39
69639 117125 WCCI	**Ancon** Ⓟ (exShawmut) TwinSc GyC. Fitted for oil fuel Sub.Sig. D.F. 3Dks	9640 — 7531					1902	Maryland SteelCo. Sparro'PtMd	PanamaCanal (PanamaR.R.Co. Inc. Mgrs.)	489·5 B178'	58·0	28·9	NewYork Utd.States WB	T.6Cy.23½",39½"&63"-45" NB18 533NHP MarylandStl.Co.Sparr.Pt		
69640 163559 GYDK	**Ancylus** Mchy.Aft OilEng. D.F 1Dk2nd dk clear of cargo tanks E.S.D. CruiserStern Longitudinal framing at bottom & at deck	8017 7221 4784	✠100A1 5,38 ~~8,37~~ Carrying ... bulk	Sng Nwc	c†	CL 4,38	1935 1mo	Swan.Hunter&Wigham Richardson,Ld Newcastle Lloyd's A&CP	Anglo-Saxon PetroleumCo.Ld. Cell DBu E55'157t	465·0 P33'B46'F48' FK DTf 25'270t FPT	59·4	33·8	London British 15BH APT92t	Oil Engines 4S.C.SA 3Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB180lb Hwthrn,Leslie&CoLdNwc	34 " 0 s 6 " 8⅜ 27 " 6	
69641 149782 GMVB	**Andalucia Star** Ⓟ TwinSc (exAndalucia) ssBkn.No.2-35 Ref.Mchy. 5 Dks3rd & 5th dks omitted in foremost hold D.F. E.S.D. CruiserStern	14943 12358 9259	✠100A1 with freeboard ~~7,37~~ 3,39 Nos. 1 & 1a forecastle, Nos 1a & 6 shelter ... dks No. 3 ... Fitted for oil fuel 3,27 F.P. above 150° F.	Lon		CL 4,35	1927 3mo	Cammell Laird&Co.Ld. Birkenhead Lloyd's A&CP	BlueStarLine,Ld.	578·9 577·7 (O.L.) B266'F142' FK len35 Duct keel forwd of	68·3	42·7	London British 10BHCem (Coll to W dk 9 2nd ") mchy.space Cell DB	4SteamTurbinesSRgeared to2Sc.Shafts (r) 1909NHP 200lb FD HS26680 3D&1SB,28cf,GS490 CammellLaird&Co.Ld.Bkn 188'1942t FPT105t APT84t	46 " 0 s 18 " 4½ 28 " 1	BT till ~~7,38~~ 6,39
69642 228 IBEB	**Andalusia** (exAustralplain, exArdanmhor) D.F. 1Dk&Spar dk	4499 4185 2807					1907	D&WHenderson&Co.Ld Glasgow	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	397·7 385·2 P45'B110'F40'	50·5	17·7 26·4	Trieste Italian SB	T.3Cy.25",41"&67"-48" 311NH D&W.Hendersn&CoLdGls		CI
69643 5769 SGDN	— ssAbg.No.3-4,29 Wireless ssSbg.No.2-38 1Dk(Stl)&Shelter dk(Stl)	1357 1095 698	✠100A1 Shelter dk with freeboard 1,39 ~~3,38~~ BS3.3	Sbg	p	OG ~~3,38~~ 1,39	1916 1mo	Oskrshmns M.V.Aktieb. Oskarshamn Lloyd's A&CP	Rederiaktb. SvenskaLloyd (K.R.Bökman, Mgr.) Cell DB203'347t F	236·1 FK PT22t APT21t	37·4	16·0	Gothenbrg Swedish 4BHCem (Coll to Sh dk 3 " 2nd ")	T.3Cy.19",31½"&51½"-33" 185lb (s) 204NHP 2SB(Spt),6cf,GS87,HS3636 Oskarshamns M.V.Aktieb	17 " 9 s . 2 17 " 9	
69644 140557 GRBW	**Andalusian** CruiserStern 2Dks	3082 2872 1899					1918	Earle'sCo. Ld. Hull	EllermanLines,Ld (Ellerman&Papayanni Lines,Ld. Mgrs.)	321·5 P73'B108'F33'	45·2	24·2	Liverpool British WB	T.3Cy.20½",35½"&61"-42" 241NH Earle'sCo.Ld.Hull		C
69645 145934 GJBX	**Andania** Ⓟ TwinSc ssLiv.No.1-38 ssLiv.No.3-12,34 2Dks(Stl)&Shelter dk(Stl-ws) 3rd dk(Stl)in holds except in Nos.4&5 Ref.Mchy. GyC. D.F. E.S.D. Sub.Sig.	13950 10713 ~~8391~~ 8245	✠100A1 Shelter dk with freeboard 2,39 ~~2,38~~ Fitted for oil fuel 5,22 F.P. above 150° F.	Lon Liv	h†	CL 1,38 2,39	1922 5mo	Hawthorn Leslie&CoLd. Newcastle Lloyd's A&CP	CunardWhite Star,Ld. Cell DB450'1746t Tanks in way of tunnel 45'384t	520·2 B&F426' on Sh dk Prom. dk 243' FK DTf1409t FPT105t	65·3	39·2	Liverpool British ptCem 10BH toSdk APT40t	4 Steam Turbines DR geared to 2 Sc. Shafts (r) 220lb 1660NHP 2DB&2SB,24cf,HS19902 FD Hwthrn,Leslie&C.Ld.Nwc	43 " 0 s 11 " 10¾ 31 " 6¾	BT till 1,39
69646 146225 GBPQ	**Andelle** ssSld.No.1-39 ssShl.No.3-1,35 1Dk(Stl) Mchy.Aft Well deck Cargo battens not fitted	1832 1381 992	✠100A1 4,39 ~~1,36~~	Shl Sld	q	CL 10,37	1922 1mo	S.P.Austin &Son,Ld. Sunderland Lloyd's A&CP	WestwickS.S.Co. Ld.(James Westoll,Ld. Mgrs.) Cell DB215'503t M	260·0 Q154'F30' FK T10' 224t FPT140t	37·5	17·5	Sunderlnd British 5BHCem APT56t	T.3Cy.20½",33"&54"-39" 180lb (s) 205NH 2SB,6pf,GS87,HS3268 Richardsons,Westgarth& Co.Ld.Sld	19 " 8 s 6 " 5 18 " 2½	
69647 LCLI	**Andenæs** Ⓟ Sunk by Collision 5,38 1Dk&Awng dk	812 761 487					1903	Fredrkstad Mek.Værks. Fredrikstad	Vesteraalens Dampskibsselskab	186·1	28·6	18·4	Stokmarknæs Norwegian WB	T.3Cy.14½",24½"&39"-27" 79NH FredrikstadM.V.Frdstad.		N
69648 LCDE	**Anderson** Fitted for oil fuel D.F. 3Dks	1694 976 933					1925	Bergens Mek.Værks Bergen	SkibsA/S Byfjord (KorneliusOlsen, Mgr.)	255·1 P19'F26'	35·6	15·7 22·3	Stavanger Norwegian WB	T.3Cy.23",37"&63"-39" 248NHP BergensMekVærksBergen		N
69649 164526 GYMQ	**Andino** TwinSc GyC. Sub.Sig. E.S.D. Mchy.Aft CruiserStern 1Dk Longitudinal framing at bottom & at deck Rudder electrically welded	4569 3416 2227	✠100A1 ~~9,38~~ ~~2,38~~ 3,39 LMC 9,35 Carrying Petroleum in bulk Fitted for oil fuel 9,35 F.P above 150° F. BS3,39	NOs Hbg	x	CL S2,38 P3,39	1935 9mo	Howaldtswerke A.G. Kiel Lloyd's A&CP	LagoShippingCo. Ld.(F.J.Wolfe, Mgr.) Cell D BuE & B58'158t D	362·0 P87'B36'F31' FK Trunk in wells Tf30'503t FPT162t	64·2	17·8	London British 8BHptCem ptAsp APT189t	T.6Cy.20$\frac{1}{16}$",32$\frac{11}{16}$"&54$\frac{5}{16}$"-37$\frac{7}{16}$" 225lb (s) 416NHP 2WTB HS6997 FD HowaldtswerkeA.G.Kiel	18 " 0 s 1 " 6½ 16 " 7¾	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 / 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 / 6 / 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terme assigné antérieurement à la dernière visite d'Equipement.	7* Tête de la dernière visite de l'arbre porte-hélice.	8 / 9 Construit. Quand. Navire. Mach. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. HP = Force en chevaux d'après les formules de la Société. cHP = Force en chevaux d'après les papiers du navire. Matériaux des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pi. pa.	15 Registrée ou cotée si ce n'est dans la L. R. Divers Cert. B. of Trade
69650 185575 MMLX	**Andoni** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*	678 414 347	✠100A1 2,39 ~~8,36 11,36~~ ~~Lon~~ ✠LMC9.37	Cff 3,38	j	oe	1937 9mo	Goole S.B. & Repg Co. Ltd. Goole *Lloyd's SA&CP*	T. E. Evans & Co. Ltd. *Cell D B 115'215t F*	181·0|30·1| 9·2 187·1 (o.L.) P49'Q107'F20' FK *P T 54t A P T 62t*	London British	Oil Engines 2S.C.SA 7Cy.9½"–16½" 61RH *3 B H Cem*	11 ″ 9 s 4 ″ 3½ 11 ″ 6½	
69651 EAAT	**Andraka-Mendi** (*ex* Plencia) *ss* Bbo. 2nd No. 3–8,24 *ss* Bbo. No. 1–28 1 *Dk* (*pt Stl & pt Irn*) *lower dk in holds & Web frames & pt Awng dk* (*Irn*)	2516 1801 1644	✠ ... 9,33 ✠	Bbo			1898 5mo	Sir R Dixon & Co. Ltd. Middlesbro'	Cia. Nav. Sota y Aznar *Cell D Ba 98'*	289·5|42·0|17·7 P24'Q88' FK *pt Awng dk 176' a Eg 884' f 106'530t*	Bilbao Spanish	T. 3Cy. 22½", 36½" & 60" – 39" 224NH' *5 B H Cem* 2SB, *6cf*, GS 97, HS 3350 *A P T 69t* Blair & Co. Ld. Stockton	20 ″ 3	
69652 FOAD	**André Lebon** (P) Twin Sc *Fitted for oil fuel* D.F. GyC. 4 *Dks* *Ref. Mchy.*	13682 — 7375					1913	Message. Maritimes La Ciotat	Soc. des Services Contractuels des Messageries Maritimes	508·2|61·6|45·8 B252'	Marseilles French *WL*	Q. 8 Cy. 30⅜", 43½", 62½" & 88⅜" – 53" 1140NHP Message. Marit. La Ciotat		V
69653 UNZE	**Andre Marti** (*ex* Trotsky, *ex* Ashwin, *ex* War Drum) *Well deck* 1 *Dk*	2352 1766 1351		...			1918	S. P. Austin & Son, Ld. Sunderland	U.S.S.R.	285·0|42·1|19·1 P25'Q72 B66'F32' FK *W B*	Leningrad Russian	T. 3Cy. 22", 36" & 59" – 39" 266NHP Richardsons, Westgarth & Co. Ld. Sld.	21 ″ 2	
69654 FNXK	**André Moyrand** *Oil Eng.* 1 *Dk*, 2 *nd Dk in Nos.* 1 & 4 *holds*	2471 1952 1452		...			1927	Atel. & Ch. de France Dunkirk	Soc. Anon. de Gérance et d'Armement	288·2|45·6|18·3 P29'B63'F38' FK *W B*	Dunkirk French	Oil Engines 4S.C.SA 6Cy. 19½"–49⅜" 222NHP Akt. Burmeistr & Wain, Cpn	21 ″ 0	V †
69655 FOCA	**André Thomé** (*ex* Député André Thomé) 1 *Dk*	2012 — 1182					1920	Govern-ment Yard Brest	Cie Delmas Vieljeux	270·3|39·4|19·6 P19'B54'F23'	Rouen French	T. 3Cy. 18 1/16", 29 5/16" & 49½" – 37⅞" 149NHP Etablissements d'Indret, Indret		V
69656 LCDF	**Andrea** (*ex* Anomia, *ex* War Expert) *ss* H. Kg. No. 3–3,30 *ss* Rot. No. 1–34 1 *Dk* (*Stl*)	5193 4767 3154	✠100A1 11,37 BS11,37 ✠LMC9,33 *Carrying oil fuel in bulk F.P.* *Fitted for oil fuel 3, 18 F.P.* above 150° F.	Bkn 12,36	y	CL	1918 3mo *Lloyd's SA&CP*	Harland & Wolff, Ld. Glasgow	Th. Brövig *Cell D Is*	400·6|52·3|28·5 413·2 (o.L.) P49'B112'F38' FK *Middle line Bulkhead 345' 1136t F P T 118t*	Farsund Norwegian 11 *B H pt Cem not oil-tight A P T 185t*	T. 3Cy. 27", 44" & 73" – 48" (*s*) 180lb 490NHP 3SB, *9cf*, GS 190, HS 7020 FD D. Rowan & Co. Ld. Glasgow	31 ″ 0 s 6 ″ 0½ 25 ″ 3	
Now "Mugnono," *see No. 89093 in Supplement*														
69657 1829 1BXA	— (*ex* Germaine L.D., *ex* Eastney) D.F.	5152 4927 3124	✠ ... 12,34 ✠	Gen	x		1921 2mo	Nthmblnd S.B. Co. Ld. Newcastle *Cell D Ba 133' u*	"Corrado" Soc. Anon. di Nav. *E 23' f 154' 1052t D T*	387·7|51·3|31·7 375·0 F31' FK *Collision a 25'790t A P T 130t*	Genoa Italian *Cem* *n B H to Sh dk* 6 ,, *to U* ,,	T. 3Cy. 25", 41" & 69" – 48" 370NHP 3SB, *9cf*, GS 155, HS 5883 Wllsnd. Slpwy Co. Ld. Nwc.	34 ″ 1	I †
69658 218067 KIFV	**Andrea F. Luckenbach** *Fitted for oil fuel* Twin Sc D.F. 2 *Dks* GyC. *Cruiser Stern*	6565 — 4052					1919	Bethlehem S.B. Corp. Ld. Quincy, Mass.	Luckenbach S.S. Co. Inc.	496·0|68·2|23·3 B74' 37·2	New York Utd. States *WL*	4 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B. Corp. Ld.		R
69659 195 IJRG	**Andrea Sgarallino** (P) 1 *Dk*	731 689 341					1930	Soc. Odero Terni Orlando Leghorn	Soc. Anon. Nav. Toscana	194·7|28·3|19·8	Leghorn Italian	T. 3Cy. 16", 26½" & 43" – 30" 101NH Odero-Terni-Orlando, S.A. Leghorn		I
69660 SVQP	**Andreas** *ss* Rot. No. 1–37 (*ex* New Mexico–33) *ss* Nwc. No. 3–10,33 1 *Dk* (*Stl*) & *Shelter dk* (*Stl* *Straight frames & bevelled bilge* *Tonnage opening closed 37* *Cruiser Stern* *Hatch covers dispensed with in 'tween dks*	6566 6230 4044	✠100A1 *Shelter dk* *with freeboard* ~~8,35~~ 8,37 ✠LMC3,37 *Carrying vegetable oil in deep tank*	Rot ~~8,37~~ CL 3,37	a†		1919 8mo *Lloyd's SA&CP*	Harland & Wolff, Ld. Belfast *Cell D B 343' 1571t D*	Ionion S.S. Co. Ltd. *Ta 23' 858t F P T 91t*	412·6|55·8|34·4 427·8 (o.L.) F40' *on Shelter dk* FK *A P T 126t*	Argostoli Greek *Cem* *2 B H to Sh dk* 6 ,, ,, *U*	T. 3Cy. 27", 44" & 73" – 48" (*s*) 180lb 517NH s 10 ″ 0 3SB. *9cf*, GS 190, HS 7668 FD Harland & Wolff, Ld. Bel.	38 ″ 0 28 ″ 3½	
69661 SVQP	— (*ex* Indian Prince–36, *ex* Glenlyon) Sub. Sig. E.S.D.	~~4939~~ 4639 3123	✠100A1 ~~1,36~~ 12,38 Rot BS10,38 ✠LMC MS11.36 ~~BS10.37~~	Ams 1,38	y	CL	1917 9mo *Lloyd's SA&CP*	C. Connell & Co. Ld. Glasgow *Cell D B 344' 1066t D*	A. I. Cosmas *Ta 33' 890t A P T 24t*	400·3|53·0|27·3 P35'B121'F45' FK *'Tween dk B H in after hold dispensed with* 5 *B H to U dk* 1 ,, ,, 2 *nd* ,, *only*	Pnamanian *Cem*	T. 3Cy. 27", 43" & 72" – 48" (*s*) 180lb *100lb* 510NHP 3SB, *9cf*, GS 150, HS 7647 FD Dunsmuir & Jackson, Ld Gls	29 ″ 7 s 5 ″ 8 24 ″ 2	
69662 232231 WHFY	**Andree** (*ex* Wm. F. Kenny–35) *Mchy. Aft* 1 *Dk* GyC.	1423 — 1212					1933	United Dry Docks Inc. (Staten Isl. Ind. Plnt) Mariners Harbor, N.Y.	Perry S.S. Co.	209·0|43·0|13·5 len 34	New York Utd. States	Oil Engines 4S.C.SA 12Cy. 14"–16" 220NHP Winton Eng. Corp. Clevelnd		R
69663 UOAB	**Andrei Zhdanov** (P) (*ex* Alexei Rikov–37) *Ref. Mchy.* Sub. Sig. 2 *Dks*	3870 2889 2249		...			1928	Severney S.B. Yard Leningrad	U.S.S.R.	324·6|48·0|25·9 P48'B96'F36' FK *W B*	Leningrad Russian	Oil Engines 2S.C.SA 6Cy. 25½"–33⅜" 692NHP Russian Diesel Works, Len	28 ″ 0	
69664 136 YLCG	**Andrejs Kalnins** (*ex* Vilnis–35, *ex* Onda–33) 1 *Dk* (*pt Irn & pt Stl*) & *deep framing* *Cargo battens not fitted*	3002 2581 1726	✠100A1 7,37 ~~BS2,37~~ ✠LMC6,35 BS6,~~38~~2,39	Lie 7,37	u	CL	1907 8mo *Lloyd's SA&CP*	Clyde S.B. & E. Co. Ld. Pt. Glasgow	A. Kalnins (M. Kalnins, *Mgr.*) *Cell D Ba 106' u E 18 f 134' 703t*	315·3|47·0|21·0 P37'B94'F31' FK *5 B H Cem A P T 54t*	Riga Latvian	T. 3Cy. 23", 38" & 61" – 42" (*s*) 180lb 269NHP 2SB, *6cf*, GS 120, HS 4244 Clyde S.B. & E. Co. Ld. P. Gls.	23 ″ 4 s 3 ″ 6½ 19 ″ 11½	
69665 138904 VWDY	**Andrew** (*ex* Fraser) Twin Sc 3 Mst Wireless D.F. 2 *Dks*	1241 1084 492					1905	Armstrong Whitworth & Co. Ld. Newcastle	Government of India (Commerce Dept.)	263·6|35·2|18·0 P37'B36'F50'	Calcutta British *WL*	T. 6Cy. 18", 30" & 48" – 33" 265NHP Wllsnd Slpwy. Co. Ld. Nwc.		
69666 219251 *Now* "Pan-Georgia," *see No. 89588 in Supplement*	**Andrew Jackson** *Fitted for oil fuel* *Dks*, *Shelter dk* & *Web frames* *Carrying Petroleum in bulk*	8197 7262 6252		...			1919	The Pusey & Jones Co. Gloucester, N.J.	National Bulk Carriers, Inc.	439·6|60·2|33·7 P41'B134'F44' *on Shelter dk* FK *W B*	New York Utd. States	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.	36 ″ 8	R †
69667 221286	**Andrew M. Barnes** Twin Sc (*ex* L.L.I. 102–36, *ex* Interwaterways Line Incorporated 102–32) *Mchy. Aft* Oil Eng. *ss* N Yk. No. 3–4,33 *ss* N.Yk. No. 1–38 1 *Dk* (*Stl*)	1040 956 797	✠ A1 *Self-propelled Barge* 3,39~~3,38~~ I.MC *For service between New York Chicago & Montreal via Erie & Welland Canals* *& for coastwise service between Boston, Mass. & Philadelphia, Pa. & to Norfolk, Va. via Chesapeake & Delaware canals from 1st April to 30th November*	NYk ~~3,38~~ 3,39			1921 6mo	McDougall Duluth S.B. Co. Duluth, Minn.	Erie & St. Lawrence Corporation A&CP	254·0|36·0|14·0 FK *Side tanks f 12'23t F P T 30t*	New York Utd. States 9 *B H Cem A P T 13t*	Oil Engines 2S.C.SA 12Cy. 10"–12½" 211NHP NE 4,27 Fairbanks Morse Co. Beloit, Wis.	14 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard (Load) Corresponding draught. ft. in.	15 Registers to which vessel, if not in L.R. Class.
69668 208187 WPJJ	**Andrew S. Upson** *Mchy. Aft* D.F. GyC. 1 *Dk*	4442 — 3120					1909	American S.B.Co. Cleveland, O.	Buckeye S.S.Co. (J.T.Hutchinson, *Mgr.*)	380·0 52·0 28·0			Wilmington (Del.) Utd. States	T.3Cy.21″,33½″&57″–42″ 211NHP American S.B.Co.Clv.		R
69669 203 SVBM	**Andriotis** (*ex*Bellfield, *ex*Craigwen, *ex*Orpheus) ~~ex Hal No 3-6,36~~ *ss*Act.2nd No.3-7,38 ~~ex Ips No.2-38~~ 1 *Dk*(*Stl*)	*4393* *4165* 2731	✠100A1 7,[illegible] 8,38	Rot Ant.	*y*	CL N8,36	1912 6mo	Bartram & Sons Sunderland	N.A.Kydoniefs *Lloyd's SA&CP*	385·0 52·0 25·1 P33′B237′F36′ FK 169′1113′ *Cell D Ba* 133′ *uE* 23′ *FPT* 172′ *APT* 150*t*			Andros Greek *GB Hl Cem* *Coll to Sh dk*	T.3Cy.25⅞″,42″&71″–48″ (*r*) 180lb 404NH 3SB,9*pf*,GS167,HS6568 J.Dickinson&Sons, Ld. Sld	27 ″ 6 ~~3 10~~ 23 ″ 1 65 ″ 19½ 25 ″ 10	
~~69670~~	**Andromeda**	658 518					1910	Akt.Ges. "Weser" Bremen	Dampfsch.Ges. "Neptun"	180·0 28·1 12·8 Q52′B44′F19′			Bremen German	T3Cy13½″,21 1/10″&34 7/10″–23½″ 57NH *WB* A.G."Weser," Bremen		G
69671 DOMC	**Andros** (*ex*Ascensione, *ex*Catania) 1 *Dk*	363 2995 2756			…		1910	Akt.Ges. "Neptun" Rostock	Deutsche Levante-Linie Hamburg A.G.	320·9 46·2 24·1 P29′F31′ FK			Hamburg German *WB*	T3Cy20 15/16″,35 7/16″&55 7/16″–37⅜″ 238NHP A.G."Neptun," Rostock	26 ″ 9	G †
69672 881 SVGC	— Ⓟ (*ex*Syria) 2 *Dks*	1845 *2068* *1662* *1272*					1914	Sir Raylton Dixon & Co Ld Middlesbro'	Hellenic Mediterranean Lines Co. Ltd.	260·0 40·2 20·9 B121′F54′			Piraeus Greek *WB*	T.3Cy.23½″,38″&62″–39″ 240NHP G.Clark, Ld. Sunderland		CV
69673 EAKB	**Andutz-Mendi** *ss*Bcl.No.2-37 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) (*DAMAGED BY SUBMARINE 7,37—NOW IN PORT*)	1601 — 758	✠ 5,37	Bcl	*y*		1929 2mo	W.Gray & Co.Ld. W Hartlepool	Cia.Nav.Sota y Aznar *Cell D*	280·1 39·0 16·1 FK 4 *B H Cem* (*Coll to Sh dk* 3 „ 2*nd* „) *B*245′ 376*t* *APT* 140′			Bilbao Spanish	T.3Cy.20½″,33½″&55″–39″ 291NHP 2SB,6*cf*,GS105,HS4532 Cen.Mar.Eng.Wrks. W Hpl	18 ″ 2	
69674 CSFD	**Anfitrite 1°** (*ex*Haukur, *ex*Phönix) **Aux 4 Mst Sr** *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*)	358 329 282					1914	J.R.Andersen Svendborg	Bagão, Nunes & Machado, Ltda.	140·4 29·7 10·5			Lisbon Portuguese *WB*	Oil Engines 4S.C.SA 1Cy.11 13/16″–16½″ 54NHP Holeby Masch. Holeby		
69675 110 IBHB	**Anfora** *Ref.Mchy* D.F. *ss*Mfl.No.3-3,34 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) *ss*Tri.No.1-38	5452 4984 3379	✠100A1 *Shelter dk* *with freeboard* 1,39 ~~1,45~~ [illegible] Lloyd's RM	Tri	*y*	CL ~~7,37~~ [illegible]	1922 5mo	Cant.San Rocco S.A. Trieste	Lloyd Triestino Soc. Anon. di Nav. *Cell D B* 338′ 1339	404·2 54·0 29·5 B125′ *on Shelter dk* FK 2 *B H to Sh dk* 4 „ „ *U* „ *FPT* 114′ *APT* 244*t*			Trieste Italian *Cem*	T.3Cy.27″,42″&68″–48″ (*s*) 180lb 465NHP HS7023 FD 3SB(Spt).9*cf*,GS158 Stabilimento Tecnico Triestino, Tri.	32 ″ 0 ~~7 ″ 1~~ 25 ″ 3	
69676 UOWK	**Angarstroi** (*ex*Grantleyhall) 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) *Straight frames & bevelled bilge Cruiser Stern*	*4761* *4414* *2911*	✠ [illegible]	Hpl	*a*†		1927 8mo	Harland & Wolff, Ld. Greenock	U.S.S.R. *Cell D B* 342′ 1440*t* *D Ta* 23′ 862*t*	412·1 55·1 25·0 FK			Vladvostk Russian	T.3Cy.27″,44″&73″–48″ 452NHP 3SB,9*cf*,GS190,HS7668 Harland & Wolff, Ld. Bel.	28 ″ 7	
69677 VSBC	**Angby** (*ex*Mauritanie) *Mchy Aft* 1 *Dk*	786 612 504					1913	Scott & Sons Bowling	Sarawak S.S.Co.Ld	200·3 36·1 10·7 B16′Q50′F23′			Kuching Sarawak *WB*	T.3Cy.13½″,22½″&36″–24″ 36NHP W.V.V.Lidgerwood, Gls.		V
69678 FNWM	**Ange Schiaffino** *Fitted for oil fuel* 2 *Dks*	3236 2880 1917					1929	Howaldtswerke A.G. Kiel	Soc.Algérienne de Nav.pour l'Afrique du Nord (Ch.Schiaffino & Cie. *Mgrs.*)	330·6 48·1 23·7 P24′F41′			Algiers French *WB*	T.3Cy.22⅞″,37⅜″&60½″–39⅝″ 227NHP Howaldtswerke A.G. Kiel.		V
69679	**Angèle** (*ex*Assmina-35, *ex*Carmel-33, *ex*Enossis-33, *ex*Hammouda, *ex*Tartosia, *ex*Anna, *ex*Ithaki, *ex*Alouette, *ex*Volga, *ex*Laurium) 1 *Dk* *Well deck*	339 208 193			…		1895	Cumming & Ellis Invrkeithing	Marie Hamozlou	136·0 23·0 10·0 Q46′B31′F29′ BK7′			French	C.2Cy.18″&36″–27″ 66NHP Hawthorn & Co. Leith	10 ″ 4	
69680 24 SUBG	**Angele Mabro** (*ex*P.L.M.10, *ex*Easingwold) *ss*Alx.3rd No.3-2,35 1 *Dk*(*Irn*) 2 *tr B* & *deep framing* 3 *Dk rule* *Cargo battens not fitted*	3154 2870 1988	✠100A1 [illegible] 1,38 BS1.38 [illegible] MC	Alx	*u*	~~8,36~~ 5,38	1898 9mo	W.Gray & Co.Ld. W Hartlepool A&CP	T.Mabro *Cell D Ba* 106′ *u*	330·1 48·5 21·6 P27′B82′F30′ FK *E* & *B* 40′ *f* 136′ 765*t*			Alxandria Egyptian *GB H Cem*	T.3Cy.24″,38″&64″–42″ (*s*) 170lb *100lb* NDB16 292NHP 2SB,6*cf*,GS111,HS4680 Cen.Mar.Eng.Wrks. W Hpl	24 ″ 0 ~~3 ″ 10½~~ 20 ″ 4	
69681 233016 WGFX	**Angelina** *Fitted for oil fuel* D.F. 2 *Dks*	4772 — 2946					1934	Nwprt Nws S.B.&D.D.Co Newprt News	A.H.Bull S.S.Co. Inc. (A.H.Bull & Co. Inc. *Mgrs.*)	393·8 55·3 28·1 P34′B125′F35′			New York Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft Newport News SB & DD Co.		R
69682 PCQV	— Twin Sc *Oil Eng.* *Mchy. Aft* D.F. *ss*HKg.No.3-8,37 *Longitudinal framing* *at bottom and at top of trunk* 1 *Dk*(*Stl*)	2086 1396 1028	✠100A1 ~~5,38~~ 8,37 [illegible] 5,38 *Carrying Petroleum in bulk*	HKg	*y*	CL PN8,37, S 8,37	1931 7mo	Nederl. Dok Maats. Amsterdam	Nederl.Indische Tankstoomboot Maats. *Lloyd's SA&CP* *Cell D*	260·2 48·1 14·9 272·9 (O.L.) P84′ *Trunk* 129′ F47′ FK *Ba* 148′ 81′ *FPT* 27′ *APT* 107*t*			The Hague Dutch *OB Hpl Cem*	Oil Engines 4S.C.SA 12Cy.15⅝″–31½″ 286NHP DB 150*lb* Werkspoor N. V. Ams.	14 ″ 9 s ″ 7 11 ″ 3	
69683 382 IBIB	**Angelina Lauro** (*ex*Bowes Castle, *ex*Solfels) D.F. 2 *Dks*	5787 5427 3595			…		1913	J.C.Tecklenborg A.G. Weser-münde-G	A.Lauro	437·1 56·2 29·7 P60′B136′F51′ FK			Naples Italian *WB*	T.3Cy.28″,46⅜″&75½″–54″ 520NHP J.C.Tecklenborg A.G. Wsm	32 ″ 4	I †
69684 107494 KFNM	**Angeline** *Mchy. Aft* D.F. 1 *Dk* *tr B*	4690 — 3441					1899	Detroit S.B.Co. Wyandotte	Presque Isle Transprtn.Co (Cleveland-Cliffs Iron Co. *Mgrs.*)	423·9 51·9 28·0 *WB*			Wilmgton (Del.) Utd. States	T.3Cy.22″,35″&58″–42″ 218NHP Detroit S.B.Co. Detroit		R
69685 DHRX	**Angeln** (*ex*Nordmark-36, *ex*Faust) 1 *Dk*	987 813 568					1921	Schiffb.Ges Unterweser m.b.H. Weser-münde-L.	Robert Bornhofen	215·5 34·6 13·6 P13′Q58′B65′F22′			Hamburg German *WB*	T.3Cy.16 3/16″,26″&34½″–25⅝″ 59NHP A.Borsig, Berlin-Tegel		G
69686 2605 SHLE	**Ångermanland** Ⓟ Iron 1 *Dk* & *Shelter dk*	643 348 446					1872	Bergsunds Mek Verkst Stockholm	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	170·5 25·1 12·9 H52*t* 20·3			Stockholm Swedish	O.2Cy.26″&47″–27″ 96NHP W.Lindbergs Mk.V.Skm.		
69687 ~~Broke up 1938~~ ~~Burnt 7.39~~ ~~Foul~~	**Angers** Ⓟ Twin Sc (*ex*Cap Arcona) D.F. *Ref.Mchy.* 2 *Dks*	9847 — 5388					1907	Blohm & Voss Hamburg	Soc.des Services Contractuels des Messageries Maritimes	483·6 55·3 31·1 P & B 380′ F79′			~~Marseilles~~ French *WB*	Q.8Cy.27 7/16″,39⅜″,56½″&80⅜″ –59½″ 1004NHP Blohm & Voss, Hamburg		V

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
69688 161159 MPTV	**Anglesea Rose** ssBly.No.2-38 ~~ssCff No.1-34~~ *Well deck Mchy.Aft* 1*Dk(Stl)* *Cargo battens not fitted*	1151 866 670	✠100A1 7,38 ~~12,36~~ ~~BS8,37~~ ✠LMC	Sws Bly	*u*	CL ~~12,36~~ 7,38	1930 6mo Lloyd's SA&CP	D&WHenderson&Co.Ld Glasgow	RichardHughes&Co.(Liverpool)Ld. *Cell D B144'231t FPT84t APT41t*	220·0	34·1	14·2 Q123'B12'F24' FK	Liverpool British 4*BHptCem*	T.3Cy.17",27"&45"-33" (*s*) 180lb 173NH 2SB,*4cf*,GS94,HS3304 D&W.Hendersn&CoLdGls	16"3 s 4"11 15"5¾	
69689 164270 GYNK	**Anglian Coast** TwinSc *OilEng* Wireless D.F. E.S.D. 1*Dk&Shelter dk* *Mchy.Aft CruiserStern*	594 493 276	✠100A1 *withfreeboard* 7,38 ~~3,38~~ ✠LMC	Sws Brs	/	OG ~~5,37~~ 5,38	1935 10mo Lloyd's SA&CP	S.P.Austin&Son,Ld. Sunderland	CoastLines,Ld. *Cell DB145'206t FPT90t APT34t*	196·3	32·0 33·5	11·2 *after*B36'F25' FK	Liverpool British 3*BHCem*	Oil Engines 2S C.SA 10Cy.9 3/16"-16 9/16" 168NHP BritishAuxiliaries,Ld.Gls.	13"3 s "2 13"2½	
69690 HPHK	**Anglo** (*ex*Anana-37, *ex*Nordamerika-35) ssKel.2ndNo.3-1,29 ssEls.No.1-33 1*Dk(ptIrn&ptStl)& deep framing& Web frames*	2978 2486 1769	✠ —— 3,38 ✠	Lth	*u*		1905 4mo	JLThompson&Sons,Ld. Sunderland	AngloS.S.Corp.(ValdemarSkoglandA/S,*Mgrs.*) *Cell DBa106'uE&B30'f 132'720t DTa24'616t FPT40t APT46t*	315·1 327·0(O.L.)	46·5	20·8 P29'B190'F34' FK	Panama Panamanian 5*BHCem*	T3Cy.23 11/16",38 5/16"&62½"-42" 264NH 2SB,*6cf*,GS113,HS3913 J.Dickinson&Sons,Ld.Sld	23"2	N †
69691	**Anglo No. 1** (*ex*Kingswood,*ex*Shirley,*ex*Zarate) TwinSc *Mchy.Aft Ref.Mchy.* 2*Dks*	1394 — 795					1921	CammellLaird&Co.Ld Birkenhead	Union ColdStorage Co.Ld (Soc.Anon. FrigorificoAnglo, *Mgrs.*)	220·5	44·1	9·3	Bns.Aires Argentine *WB*	T.2Cy.13½",21"&34"-19" 50NHP CammellLaird&CoLd.Bkn		C
69692	**Anglo No. 2** TwinSc (*ex*GeneralFlores-37, *ex*AngloNo.2-35, *ex*Reformer) *Ref.Mchy.* 1*Dk* *Mchy.Aft*	1206 — 729			...		1901	A.Rodger&Co. Pt.Glasgow	UnionColdStorage Co.Ld.(Soc.Anon. FrigorificoAnglo, *Mgrs.*)	230·2	42·0	11·5 FK	Bns.Aires Argentine *WB*	T.6Cy.11",17"&28"-21" 130NHP Ross&Duncan,Glasgow	13"6	
69693 161339 GMFL	**Anglo African** ssShl.No.2-38 ~~ssShl.No.1-34~~ D.F. 1*Dk(Stl)&Shelterdk(Stl)*	5631 5047 3369	✠100A1 *withfreeboard* 11,38 ~~10,37~~ ~~BS~~ ✠LMC MS11	Cff Shl	*a*†	CL ~~12,35~~ 4,38	1929 12mo Lloyd's SA&CP	Short Bros. Ld. Sunderland *Cell DB378'*	NitrateProducers' S.S.Co.Ld.(Lawther,Latta&Co.Ld. *Mgrs.*) 1299*t DTa23'*1078*t*	426·0 439·7(O.L.) *FPT89t APT195t*	58·0	26·0 FK	London British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Q.4Cy.23½",32½",47"&68"-48" 220lb *120lb* (*s*) 453NHP 3SB,*9cf*,GS135,HS6216 FD N.E.MarineEngCoLd.Nwc	28"6 s3"6½ 25"2	
69694 [illegible] GMXW	**Anglo Australian** Missing since 3,38 ssShl.No.2-35 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	5456 5013 3332	✠~~100A1~~ *withfreeboard* 3,38 ~~BS~~ ✠LMC	Cff	*a*†	CL 2,37	1927 5mo Lloyd's SA&CP	ShortBros. Ld. Sunderland	NitrateProducers' S.S.Co.Ld.(Lawther,Latta&Co.Ld.*Mgrs.*) *Cell DB355'1340t*	426·0	58·0	26·1 FK	London British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,) *DTa23'998t*	Q4Cy23½",32½",47"&68"-48" 220lb *120lb* (*s*) 453NHP 3SB,*9cf*,GS141,HS6216 FD N.E.MarineEngCoLdNwc *FPT89t APT185t*	28"6 s3"6½ 25"2	
69695 160529 GSLD	**Anglo Canadian** *OilEng.* ssBkn.No.2-37 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	5268 4773 3246	✠100A1 *withfreeboard* ~~9,36~~ ~~3,38~~ 3,39 ✠LMC [illegible]	Nwc ~~Liv~~ Mch	*a*†	CL 3,38	1928 7mo Lloyd's SA&CP *Cell D B349'*	ShortBros. Ld. Sunderland 1430*t DTa29'*	NitrateProducers' S.S.Co.Ld.(Lawther,Latta&Co.Ld.,*Mgrs.*) 1060*t DTf23'*986*t*	426·0 439·8(O.L.) *FPT78t APT149t*	58·0	24·7 FK	London British 8*BHptCem* (*Coll to Sh dk* 7 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy.22"-85" 598NHP DB*120lb* W.Doxford&Sons,Ld.Sld.	28"6 s3"5¼ 25"3¼	
69696 166338 GFGT	**Anglo Indian** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Longitudinal framing at dks "Arcform"*	5609 5078 3341	✠100A1 *withfreeboard* ~~9,38~~ ~~1,39~~ 2,39 ✠LMC1 *Fitted for oil fuel* 1,38 *F.P. above* 150°F.	Nwc Bry		CL	1938 1mo Lloyd's SA&CP	ShortBros. Ld. Sunderland	NitrateProducers' SSCo.Ld(Lawther, Latta&Co.Ld. *Mgrs.*) *Cell DB36*6'1069*t DTa23'* 959*t*	433·1 447·4(O.L.) F35' *FPT147t APT207t*	61·5	26·1 FK	London British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd*,,)	T.3Cy.24",39"&68"-48" 220lb (*s*) 477NHP 2SB(Spt&FD)&1AuxSB, *8cf*,GS136,HS7030 N.E.MarineEng.CoLd.Nwc	28"6 s3"2¾ 25"5¾	
69697 OXBH	**Anglo Mærsk** (*ex*Anglo-Swede) ssRot.No.2-38 ~~ssFal.No.1-34~~ *Mchy.Aft OilEng.* 2*Dks(Stl)&Webframes* *CruiserStern* *Longitudinal framing*	~~8033~~ ~~7310~~ ~~[illegible]~~ 7705 7162 4649	✠100A1 ~~8,37~~ ~~11,38~~ 4,39 *Carrying Petroleum in bulk*	Fal Rot	*c*†	CL ~~N1,35~~ 3,38	1930 3mo Lloyd's SA&CP	Armstrong Whitworth &Co.(Shipbuilders)Ld Newcastle	D/S A/S Svendborg og A/S D/S af 1912 (A.P.Moller, Copenhagen, *Mgr.*) *Cell DBaE70'183t*	461·1 P108'B29'F40' *DTf38'387t FPT2*40*t APT179t*	59·9	~~33·6~~ 31·6 FK	Fredericia Danish 17*BHptCem* (11 *to U dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 7Cy.26 3/8"-49 5/8" 848NHP 2DB(P)*180lb*(S)*130lb* AtlasDieselCo.Ld.Skm.	33"7 s6"8¼ 27"1½	
69698 161287 GFVB	**Anglo Norse** (*ex*Maricopa) ssRot.No.3-4,27 *Mchy.Aft* ssRot.No.2-36 D.F. 2*Dks(Stl) Webframes* *Longitudinalframing except in E&B spaces*	7983 6382 4539	✠100A1 ~~[illegible]~~ 10,38 10,38 [illegible] *Carrying oil fuel in bulk F.P. above* 150°F *Fitted for oil fuel* 5,14 *F.P. above* 150°F.	Sfj Osl		CL 7,37	1914 5mo Lloyd's SA&CP	Palmers' Co.Ld. Newcastle	FalklandShipowners,Ld. (Bruun&v.d.Lippe, *Mgrs.*) *Cell DBu E&B48'115t*	425·2 P102'B28'F75' *DTf42'555t APT40t*	57·0	33·1 FK	London British 15*BHCem* (10 *to Upr dk* 5 ,, 2*nd* ,,)	T.3Cy.28",46¾"&76"-51" (*s*) 180lb 24 PrB-*60lb*, 665NH 2PrB-*45lb*,4PrB 5SB,*15cf*,GS273,HS10607 FD Palmers'Co.Ld.Newcastle	33"0 s5"11 27"3½	
69699 149698 GMRP	**Anglo Peruvian** ssShl.No.2-35 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	5457 5013 3331	✠100A1 *withfreeboard* 4,38 ~~6,37~~ ✠MC MS7,35 LS~~10~~ 4.	Npt Shl	*a*†	CL ~~6,37~~ 4,38	1926 7mo Lloyd's SA&CP	ShortBros. Ld. Sunderland	NitrateProducers' S.S.Co.Ld.(Lawther,Latta&Co. Ld.*Mgrs.*) *Cell DB355'1340t* *DTa23'998t*	426·0 439·5(O.L.) *FPT89t APT185t*	58·0	26·1 FK	London British 7*BHCem* (*Coll to Shdk* 6 ,, 2*nd* ,,)	Q.4Cy.23½",32½",47"&68"-48" 220lb *100lb* (*s*) 453NH 3SB,*9cf*,GS141,HS6216 FD N.E.MarineEng.CoLdNwc	28"6 s3"6¾ 25"1¾	
69700 161279 GBXV	**Anglo Saxon** ssShl.No.2-38 ~~ssShl.No.1-34~~ D.F. 1*Dk(Stl)&Shelter dk(Stl)*	5596 5047 3401	✠100A1 *withfreeboard* ~~6,36~~ ~~8,37~~ 12,38 ~~BS11,36~~ ✠ BS12,38 MS6,38	Bry ~~Shl~~	*a*†	CL ~~11,36~~ 6,38	1929 8mo Lloyd's SA&CP	ShortBros. Ld. Sunderland	NitrateProducers' SSCoLd(Lawther, Latta&Co.Ld. *Mgrs.*) *Cell DB378'1299t*	426·0 440·2(O.L.) *DTa23'1078t FPT*	58·0	26·0 FK	London British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd*,,) 89*t APT195t*	Q.4Cy.23½",32½",47"&68"-48" (*s*) 453NH 220lb *120lb* 3SB,*9cf*,GS141,HS6216 FD N.E.MarineEng.CoLdNwc	28"6 s3"6½ 25"2	
69701 FNLL	**Ango** (P) *Ref.Mchy* D.F. 3*Dks*	7110 — 4363					1913	Forg.&Ch.delaMédit. Havre	ChargeursRéunis	414·0 B148'	53·8	34·8	Havre French *WB*	T.3Cy.28",46"&76"-52" NB19 416NH Forg.&Ch.delaMédit.Hav		V
69702 CBNG	**Angol** (*ex*TorrHead-33) ssVpo.No.3-8,35 *Ref.Mchy.* 2*Dks(Stl)* D.F.	5215 4745 3227	✠100A1 ~~[illegible]~~ 4,39 BS3,39 ✠ [illegible]	NYk ~~Vpo~~	*z*	CL ~~1,36~~ 4,39	1923 5mo Lloyd's SA&CP	Workman.Clark&Co.Ld Belfast	Cia.Chilena de Nav.Interoceanica (H.R.Samsing, *Mgr.*) *Cell DB33*8'1085*t DTa28'760t*	400·1 P49'B124'F52'	52·3	28·4 FK	Valparaiso Chilian 7*BHCem* *APT120t*	T.3Cy.26¾",44"&74"-48" (*s*) 200lb 531NH 3SB,*9cf*,GS177,HS7548 FD Wrkman,Clark&Co.Ld.Be	30"11	
69703 CSAF	**Angola** (P) TwinSc (*ex*Albertville) ~~ssLis.2ndNo.2-8,30~~ ssLis.2ndNo.3-1,39 ~~ssLis.No.1-33~~ 2*Dks(Stl)&* D.F. *Shelterdk(Stl-teaks)* *Platform dk in No.1 hold*	7884 — 4844	✠100A1 *Shelter dk withfreeboard* 1,39 ~~10,37~~ ✠ 9,38	Lis	*b*†	CL ~~6,35~~ P12,36 S6,38	1912 12mo Lloyd's SA&CP	Soc.Anon. Jhn.Cockerill Hoboken	Cia.Nacional de Nav. *Cell DBa124'uE&B*	439·5 P52' *on Shltr dk* 95' *f*159'1302*t FPT*	55·7	34·3 F83' FK	Lisbon Portuguese 7*BHCem* 88*t APT43t*	Q.8Cy.23",33",47"&67"-48" 215lb (*s*) 964NH 6SB,*18cf*,GS345HS14100 FD SocAn.J.Cockerill,Seraing	37"0 12"5 25"1	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 for Special Survey. Date of last	7 Port of Survey.	7* Date when hull classed or last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught ft. in.	15 Registers in which classed. If not in L.R. Remarks.
69704 OPAJ	**Angra** (*ex*Maudie-37) D.F.	*ss*Osl.No.3-7,38 *ss*Abo.No.1-37 2 *Dks*(*Stc*)	4661 — 2757	✠100A1	Hfs	*y*	CL 9.37	1920 9mo *Lloyd's*	Lithgows, Ld. PortGlasgow	RederiA/B Atlanta (B.Krogius, *Mgr.*) *Intermediate 'tween dk B Htn after Cell D B* 331'995*t B*	384·7 398·0 (O.L.) P39' B115' F45' *hold dispensed with Ta* 30'780*t A P T* 20*t*	52·0 FK *5 B H to U 3d.* *1 „ „2nd „*	26·7	Helsingfrs Finnish	T.3Cy.26",43"&70"–48" (*s*) 180lb 488NHP 3SB.9*cf*,GS178,HS7345 FD Rankin&BlackmoreLdGrk	29 " 3 s 5 " 6½ 23 " 11	
69705 163479 MBVT	**Angularity** *Mchy Aft* *Well deck*	*Oil Eng.* 1 *Dk* *Cruiser Stern*	501 322 260	✠100A1 3.36	Bly	*y*	OG 2.38	1934 6mo *Lloyd's*	G.Brown &Co. Greenock	F.T.Everard& Sons,Ld.	160·5 ,102'F19'	26·7 FK *FPT*	9·4 9*t A P T* 39*t*	London British	Oil Engines 2S.C.SA 5Cy.12⅜"–15¾" 72RHP *3 B H Asp* Newbury Diesel Co. Ld.	10 " 3 s 3 " 11 10 " 3	
69706 DOEG	**Anhalt** (P) (*ex*Ansgir-36) Sub.Sig. D.F. 2 *Dks*		5870 5401 3606					1921	Frd.Krupp Act.Ges. Kiel	Norddeutscher Lloyd	393·2 P34' B122' F40'	54·3	23·3	Bremen German *WB*	T.3Cy.28½",47"&75¾"–51" 410NHP Frd.Krupp A.G.Kiel		G
69707 153581 GKQS	**Anhui** (P) *Fitted for oil fuel* 3 *Dks*		3494 2948 2080					1925	Taikoo Dkyd.&E.Co.Ld Hong Kong	ChinaNav.Co.Ld.	338·5 B97'	49·3	24·1	London British *WB*	2SteamTurbinesDR geared to 1 Sc.Shaft Taikoo Dkyd.&E.Co.Ld.		
69708 2092 IBQL	**Aniene** *Oil Eng.* *Ref.Mchy.*	*ss*Msl.No.1–33 2 *Dks*(*Udk–Stl*)	2522 1849 1375	✠	Msl	*s*		1928 8mo	Cia Euskal-duna de Const Bilbao	Soc.Italiana Aeroplani Idrovolanti "Savoia Marchetti"	290·0 B98' F35' FK *Cell D B* 248'347*t*	42·2	21·0 *5 B H A P T* 16*t*	Genoa Italian	Oil Engines 2S.C.SA 5Cy.23⅜"–41¾" 487NHP Gebr. SulzerA.G.Ludwigshafen	23 " 3	
	See also "**Ebro**"																
69709 8233 SLBN	**Anita** D.F. E.S.D. *Cruiser Stern* 1 *Dk* *Part electrically welded including butts of shell plating* *Strengthened for navigation in ice*	*Oil Eng.*	2566 1907 1408	✠100A1 3,39 Bal	Got	*l*	CL	1938 3mo *Lloyd's*	Akt.Lind-holmens Varv Gothenburg	RederiA/B Disa (E.Brodin, *Mgr.*) *Intermediate B H* *Cell D*	322·4 331·3 (O.L.) P26'Q100'B&F191' *in forward hold dispensed with B* 260' 514*t F P T* 63*t*	44·6 FK	17·2 4 *B H pt Cem* *A P T* 125*t*	Stockholm Swedish	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings & SR gearing 10Cy.13⅜"–22 17/16" 312NHP *DB 1001b* Atlas-DieselA/B,Skin.	20 " 0 s 1 " 4½ 18 " 8½	
69710 427 IJVK	— (*ex*Labrone,*ex*Johann, *ex*Bebside,*ex*Kildangan) 1 *Dk* *Oil Eng.*		636 — 364				...	1918	Cochrane &Sons,Ld. Selby	~~BonoaCasarotto~~ Cap.AdolfoCalzi	182·0 B50'	30·0 FK	15·7 ~~Genoa~~ Trieste *WB*	Oil Engine 2S.C.SA NE28 192NHP 4Cy.16½"–18 7/16" J&CG Bolinder,Stockholm	16 " 6	I †
69711 DHBE	**Anita L.-M. Russ** *Cruiser Stern* Sub.Sig. 1 *Dk*		1712 1401 1004					1926	Akt.Ges. "Neptun" Rostock	Schiffahrt-u. Assekuranzges. E.Russ&Co.	257·2 P15'Q79'B111'F32	41·1	16·2	Hamburg German *WB*	T.3Cy.19 9/16",31½"&51 3/16"–35 7/16" 156NHP A.G."Neptun," Rostock		G
69712 33288 JZBB	**Aniwa Maru** (P) Sub.Sig.	Twin Sc *Cruiser Stern* 3 *Dks*	3391 2651 1617					1927	KobeSteel Works,Ld. Harima	Government Railways	309·6 F19' P83'	45·0	30·0	Tokyo Japanese *WB*	T.6Cy 21",35"&58"–42" 436NHP KobeSteel Works,Ld.		
69713 OFCH	**Anja** (*ex*Airthria-38,*ex*Trelevan, *ex*Lübeck) D.F. 2 *Dks*(*Stl*)3rd dk in No.1 hold only	*ss*Gls.2ndNo.3–1,38	4936 — 1,391 4765	✠100A1	Gls		CL 6mo *Lloyd's*	1914	Flensburger Schiffsb.Ges. Flensburg	RederiA/B Atlanta (B.Krogius, *Mgr.*) *Cell D Ba* 133'	396·5 412·2 (O.L.) P& B220 F51' *Leg B47' f 178'* 1315*t*	54·8 FK	26·2 1*P T* 20*t*	Helsingfrs Finnish	T.3Cy.28⅝",47½"&78"–54" 1851b (*s*) 620NHP 3SB,9*cf*,GS198,HS9030 FD FlensburgerSchiffsb.Ges	28 " 8 s 3 " 10½ 25 " 0½	
69714 OSQ	**Anjou** (*ex*Asahan, *ex*Anjou) D.F. E.S.D.	Twin Sc 2 *Dks* *Cruiser Stern*	599 446 354 2733					1899	A.Lega Nantes	LiShuenWai	142·7	25·0	10·7	Canton Chinese	T.6Cy.9",15"&24"–14" 41NHP A.Mancour, Nantes		
69715 TSFS	—	Twin Sc 1 *Dk*	439 421 199					1899	De la Brosse &Fouché Nantes	Henri Levendi (...&C.Atychidès, *Mgrs.*)	165·6 Q28'H47'RFD28'	24·4	12·6	Rouen French *WB*	C.4Cy.17¾"&29½"–16½" NB13 61NHP De la Brosse& Fouché,Nts.		V
69716 DOSQ	**Ankara** D.F. E.S.D.	*Oil Eng.* 2 *Dks* *Cruiser Stern*	4768 3697 2733					1937	Nordsee-werke Emden G.m.b.H. Emden	Atlas-Levante-Linie,A.G.	108·5 F24'	56·7	21·4	Bremen German *WB*	Oil Engines 2S.C.SA 7Cy.25 9/16"–49 7/16" 797NHP Fr.KruppGermaniawftAG		G
69717 TCAC	— (P) (*ex*Angora, *ex*Rindjani)	3 *Dks*	4765 3647 2952					1906	Kon. Maats deSchelde Flushing	Denizbank-Denizyollari Idaresi	394·3 P72'B176'F80'	47·1	27·2	Istanbul Turkish *WB*	T.3Cy.28½",48"&82"–60" 521NHP Maats.deSchelde,Flushing		
69718 14856 GBLF	**Anking** (P) *Fitted for oil fuel* 3 *Dks*		3472 2937 2047					1925	Scott's S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	338·4	49·2	24·1	London British *WB*	2SteamTurbinesDR geared to 1 Sc.Shaft Scott's S.B.&E.Co.Ld.Grk.		
69719 65 SVMJ	**Ann Stathatos** (*ex*PersianPrince–33)	*ss*Mdb.No.3–8,30 *ss*Rot.No.2–38 1 *Dk*(*Stl*)*&Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*in No.3 hold*	5685 5438 3499	✠100A1 *Shelter dk with freeboard*	Rot Bry	*z*	CL 1.37	1918 7mo *Lloyd*	W.Pickers-gill &Sons Ld. Sunderland	D.D.Stathatos *Cell D B*	405·0 F35'*on Shelter dk* 351'1295*t F P T* 129*t*	52·3 FK	31·9 6 *B H Cem* *A P T* 113*t*	Ithaca Greek	T.3Cy.26",43"&73"–48" (*s*) 1801b 517NHP 3SB,9*cf*,GS189,HS7668 FD Richardsons, Westgarth& Co.Ld.Hpl.	34 " 6 s 9 " 0½ 25 " 8½	
69720 479 SWLS	**Anna** (*ex*MountAthos,*ex*Leapark)	*ss*Pir.No.3–8,31 *ss*Rot.No.1–36 1 *Dk*(*Stl*)*&platform dk*(*Stl*)*in Nos.*1.2.4*&5holds* *Longitudinal framing in double bottom & at dks*	5173 4720 3192	✠100A1	Rot	*y*	CL 1.37	1919 4mo *Lloyd*	Greenock Dkyd Co.Ld. Greenock	N.D.Lykiardopulo *Cell D L*	400·6 P51 B114'F39' 347 1296*t F P T* 125*t*	52·3 FK	28·5 7 *B H pt Cem* *A P T* 200*t*	Pirœus Greek	T.3Cy.27",44"&73"–48" (*s*) 1801b 517NHP 3SB 9*cf*,GS190,HS7668 FD Rankin& Black mre Ld.Grk	31 " 0 s 5 " 11 25 " 3¾	
69721 7149 SDCM	— *Well deck*	*ss*Hbg.No.3–6,37 1 *Dk*(*Stl*) *Cargo Battens not fitted*	1345 1001 714	✠100A1 3,39	Hbg	*p*	OG 3.38 6.39	1924 9mo *Lloyd*	Howaldts-werke Kiel	RederiA/B A.Th. Jonasson (M. Jonasson, *Mgr.*) *Cell D B* 202'429*t F P T* 38*t*	236·5 249·6 (O.L.) P20'Q71'B101'F23'	37·2 FK	14·0 *A P T* 48*t*	R&S Swedish	T3Cy 16 9/16"27 3/16"&43 5/16"-29½" 1851b (*s*) 128NHP 2SB,4*cf*,GS61,HS2174 Howaldtswerke,Kiel	16 " 0 15 " 5 15 " 9½	
69722 OXZV	— Wireless	1 *Dk*	1220 1008 730					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	J.Lauritzen	236·9 P27'B54'F27'	35·7	14·8	Copnhagn Danish *WB*	C.2Cy.14¾"&31½"–29½"&LP Turbine with reduction gear & chain drive 103NHP HS1765 NE36 Helsingörs Skibsværft		N

1 Numero d'Ordre / Numero Officiel / Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel: Total / Sous le Pont / Net	5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Quand. Navire — Mach.	9 Par qui — Où	10 Armateurs	11 Longueur	Largeur	Creux	12 Port d'Armement / Pavillon	13 Machines	14 Creux sur Quille / Franc-bord / Tirant d'eau pds. ps.	
69723 OHYU	**Anna** (*ex*Braemar-36,*ex*Havbör, *ex*Bess,*ex*Bayard) 1*Dk*2*trB*	1124 — 648					1897	Nylands Værksted Oslo	Höyrylaiva O/Y "Anna"(E.Fagerström)	239·2 H45*t*F26*t*	32·6	14·5	Raumo Finnish *WB*	T.3Cy.16½",27"&44"-30" 106NHP NylandsVærksted,Oslo		
69724 PUZA	— (P) TwinSc *ss*Rio2ndNo.3-7,34 Wireless *ss*Rio.No.1-38 *Well deck* 1*Dk*(*Stl*)	721 417 364	✠ A1 *withfreeboard* 12,38 NB7, LMC12,38 *Coasting, Buenos Aires & Rio Janeiro*	Florianopolis Rio	*j*	CL ~~[struck]~~ ~~[struck]~~ 11,38	1909 6mo *Lloyd's A&CP*	Bremer Vulkan Vegesack	EmprezaNacional deNav."Hoepcke"	175·9 P&B113'F22' FK *WB*=*CellDBa*37'*uE*9'*f*75'149*tFPT*23*tAPT*15*t*	29·5	10·0	Floriano-polis Brazilian 4*BHCem*	C.4Cy.14$\frac{9}{16}$"&28$\frac{15}{16}$"-17¾" (*s*) 192lb *114lb* 106NHP 1SB,*3cf*,GS58,HS2047 BremerVulkan,Vegesack	11"11 s"10½ 11"3	
69725 14 ORXB	— *ss*Bly.No.2-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* Wireless	695 471 431	✠100A1 2,39 ~~7,37~~ LS10,38 LMC7,37	Bly Goo	*j*	OG ~~7,37~~ 2,39	1928 7mo *Lloyd's A&CP*	GooleS.B.& R.Co.(1927) Ld. Goole	Handel enScheepvaartN.V. (M. Vandesompel*Mgr*)	190·0 Q117'B13'F23' FK *CellDB*119'176*tFPT*45*tAPT*29*t*	29·2	10·9	Nieuport Belgian 3*BH*	T.3Cy.15",25"&40"-30" (*s*) 180lb 120NHP 2SB,*4cf*,GS69,HS2200 Earle'sCo.Ld.Hull	13"1 s4"6 12"11½	
69726 1131 ESVW	— 3Mst (*ex*RiverAvoca-37,*ex*Glenshesk-34, *ex*Calchfaen) *ss*Cff.3rdNo.3-11,27 *Well deck Mchy.Aft* *ss*Tln.No.2-37 *Cargo battens not fitted* 1*Dk*(*Irn*)	478 348 183	✠100A1 ~~[struck]~~	Cff Tln	*g*	CL 4,37	1893 10mo A&CP	AilsaS.B. Co. Troon	A.Toop	160·0 167·0(O.L.) Q84'B12'F26' BK7" *FPT*47*tAPT*3*t*	24·6	10·8	Tallinn Estonian 3*BHCem*	C.2Cy.20¼"&40"-27" (*s*) 115lb 66NHP 1SB,*3pf*,GS50,HS1484 Ross&Duncan,Glasgow	11"9 s4"0¾ 12"0	
69727 201088	**Anna Arundel** (P) (*ex*Anne Arundel-38) No "Mohawk," *see No.*89074 *in Supplement*	795 — 630					1904	Baltimore S.B.&D.D.Co Baltimore	Stony Creek Improvement Co.	174·0	36·0	10·2	Baltimore Utd. States	T.3Cy.13",21"&34"-24" 57NHP		
69728 185 SVAH	**Anna Bulgaris** (*ex*Indianola) *ss*Hul.2ndNo.3-10,37 ~~*ss*Cff.No 3-5,25~~ ~~*ss*Pir.No.2-34~~ 1*Dk*(*Stl*)&*Shelter dk*(*Irn*)&*Web frames* *Longitudinal framing*	*4603* *4333* *2865*	✠100A1 *Shelter dk* *withfreeboard* ~~[struck]~~1,39 LMC LS1,	Gls ~~Hul~~ Ams	*y*	CL ~~10,37~~ 1,39	1912 1mo *Lloyd's A&CP*	Richardsn, Duck&Co. Stockton	C.Th.Bulgaris	390·0 FK *CellDBa&uF*161'*f*155'1095*t FPT*85*t*	52·5	25·6	Andros Greek 6*BHCem* *APT*84*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 409NHP 3SB,*9cf*,GS193,HS6851 Blair&Co.Ld.Stockton	28"0 s3"2¼ 25"0	
69729 153113 VGMR	**Anna C. Minch** *Mchy.Aft* 1*Dk*2*trB*	4139 3935 2880					1903	American S.B.Co. Cleveland,O.	WesternNav.Co.Ld	387·1 F48' *WB*	50·2	23·9	Ft.William Ont. British	T.3Cy.22",35"&58"-40" 213NHP AmericanS.B.Co.Clv.		F
69730 68 IJVY	**Anna Capano** (*ex*Bråvik-34, *ex*Gyp,*ex*Noord *ss*Hbg.No.3-5,25 Holland,*ex*Mayflower) *ss*Got.No.1-30 *Well deck* 1*Dk*(*Irn*)&*Web frames*	1216 942 721	✠ ... 2,34	Hbg			1897 10mo	AilsaS.B. Co. Troon	C.Capano	238·2 230·0 Q83'B55'F28' FK *CellDBa*58'*f*88'240*tFPT*50*tAPT*24*t*	34·0	16·2	Torre del Greco Italian 4*BHptAsp ptCem*	T.3Cy.17",27½"&44"-33" 123NHP NDB97*refitted*27 1SB,*3cf*,GS59,HS2040 Muir&Houston,Ld.Gls.	17"3	I †
69731 DAXS	**Anna Katrin Fritzen** (*ex*Gerda Kunstmann-38,*ex*Vulcan) *Mchy.Aft* 1*Dk*	676 559 320					1910	Akt.Ges. "Vulcan" Stettin	Johs.Fritzen& Sohn. vorm W.Kunstmann	166·1 P56'F26'	32·0	14·1	Stettin German	2Cy.22⅞"-23⅝" 39NHP A.G."Vulcan",Stettin		G
69732 LDSZ	**Anna Knudsen** TwinSc *OilEng.* *ss*Got.No.1-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	9057 8403 5389	✠100A1 ~~[struck]~~3,39 *Carrying Petroleum in bulk*	Fal ~~[struck]~~	*d*†	CL ~~4,35~~ 9,38 10,38	1931 12mo *Lloyd's A&CP*	Götaver-kenA/B Gothenburg	D/S A/S Jeanette Skinner(Knut Knutsen,O.A.S. *Mgr.*)	471·1 489·6(O.L.) P100'B30'F46' FK *CellDBuL*67'285*tDTf*38'431*tFPT*210*tAPT*86*t*	64·4	35·5	Haugesnd Norwegian 17*BHptCem* (10 *to U dk* 7 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB*150lb* Götaverken,A/B,Got.	35"4	
69733 OZUE	**Anna Mærsk** *OilEng.* D.F. *ss*H.Kg.No.1-35 *Ref.Mchy.* 1*Dk*(*Stl*)*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*inNos.*1&4*holds*	5339 4624 3346	✠100A1 *withfreeboard* ~~[struck]~~1,38 Lloyd's RMC 1,38 Port chamber for temp. 32° F. *Fitted for carrying oil F.P. above 150° F. in deep tanks*	HKg	*b*†	CL ~~6,35~~ 5,38	1932 5mo *Lloyd's A&CP*	Odense Staalskibsvft vedAPMöller Odense	A/S D/S Svendborg &Dampskslsk af 1912 A/S (A.P.Möller, Copenhagen,*Mgr.*)	441·4 462·2(O.L.) F42' FK *CellDB*386'1597*t MTs*63'2402*t Tanks in way of tunnels*	57·0	25·8	Copnhagn Danish 8*BH* (*Coll to S dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 9Cy.17¾"-47$\frac{5}{16}$" 983NHP NDB35*100lb* Akt.Burmeistr&Wain,Cpn 70'1782*tFPT*124*tAPT*99*t*	28"11 s3"4½ 25"9	
69734 517 SVVC	**Anna Maria** (*ex*Compostela-37, *ex*Ariadne, *ss*Gls.2ndNo.3-3,06 *ex*GeneralGordon) *ss*Bdx.No.2-15 *Well deck* 1*Dk*(*Stl*)2*trB*	1317 1027 831	✠ 5,19 NB3,06 ✠	Bbo	*o*		1885 8mo	A.Stephen &Sons Glasgow	E.N.Vintiadis	240·4 Q84'B57'F28' BK8" *CellDB*184'326*tAPT*21*t*	34·1	16·0	Syra Greek 4*BHCem*	T.3Cy.15",24"&40"-36" 106NHP 1SB,*3cf*,GS48,HS1753 A.Stephen&Sons,Glasgow	18"6	I †
69735 1968 IJVZ	— (*ex*Ninfea-35, *ex*Fior d'Arancio-35,*ex*Bowden-34) 2*Dks*	1205 1078 728					1912	Fredrkstad Mek.Værks Fredrikstad	Dani&C.	245·9	33·7	19·9	Genoa Italian *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frstad.		I
69736 1686 IORG	**Anna Martini** (*ex*Ileana-37, *ex*Renzo,*ex*AmedeoCeretti, *OilEng.* *ex*SunnyMaid, 1*Dk*&*Web frames* *ex*Anthony,*ex*Julienne, *Mchy.Aft* *ex*Q.H.C.GrainBoatNo.1)	935 — 681			...		1914	Smith's DockCo.Ld. Middlesbro'	Piero&Mario Martini("Cicoma" Soc.Anon.)	208·7 202·0 FK	39·0	15·0	Genoa Italian *WB*	Oil Engines 2S C.SA 4Cy.20½"-29½" 294NHP NE30 J&CGBolinder'sM.V.A/B Skm.	16"0	I †
69737 85 SZGH	**Anna Mazaraki** (*ex*RoyalCity, *ex*Gerfrid,*ex*FederikoGlavic) 1*Dk*(*Stl*)&2*nd dk*(*Stl*)*in Nos.* 1&4 *holds only*	*5411* *4989* *3481*	✠ 2,17 ✠	Nwc	*z*		1913 4mo	Earle'sCo. Ld. Hull	D.C.&J.C. Mazarakis	419·7 P49'B250'F45' FK *CellDBa*153'*uE*25'*f*168'1253*t DTf*25'980*t*	53·8	26·3	Argostoli Greek 7*BHCem* *APT*175*t*	T.3Cy.26",42½"&70"-51" 467NHP 3SB,*9cf*,GS168,HS6735 Earle'sCo.Ld.Hull	28"11	C †
69738 223 SVPD	**Anna N. Goulandris** (*ex*Texel-34) *Fitted for oil fuel* 2*Dks*	4358 3913 2575					1921	Rotterdam DryDockCo. Rotterdam	Goulandris Brothers	377·6 P37'B223'F34'	51·6	25·1	Andros Greek *WB*	T.3Cy.25",41"&68"-45" 310NHP RotterdamDryDockCo.		V
69739 DIZK	**Anna Peters** (*exLighter*Anna) *OilEng.* 1*Dk*	486 387 290					1913	E.J.Smit & Zoon Westerbroek	H.Peters	145·0 P34'F17'	29·5	10·6	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.11"-17¾" 71NHP E*made*&*fitted*36 Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
69739* DCSA	**Anna Rehder** (*ex*Waterway) *Mchy Aft* 1*Dk*	725 575 377			...		1921	Limhamns Skeppsvarv A/BLimhamn	C.Rehder	178·9 P56'F20' FK	30·6	12·4	Altona German *WB*	T.3Cy.16",26"&43"-30" 119NHP N.E.MarineEng.Co.Ld.Sh	15"0	G †
69740 718 SVOF	**Anna S.** (*ex*Neraida-38,*ex*Amazon, *ex*Scarpa, *ss*Rou.2ndNo.3-1,32 *ex*Wilster) *ss*Pir.No.1-37 *Spar dk*(*Irn*)2*trB* &*deep framing*	*2759* *2560* *1763*	✠100A1 *Spar dk* *withfreeboard* 6,37	Pir	*u*	CL 8,36	1903 10mo *Lloyd's A&CP*	Irvine'sSB &D.D.Co.Ld. WHartlepool	J.Stephanopoulos &N.M.Andronicos (Balkans&Near EastShipping Agency,S.A.*Mgrs*)	320·0 P30'B96'F30' FK *CellDBa*98'*uE*22'*f*140'736*tFPT*80*tAPT*75*t*	46·0	21·3	Piræus Greek 5*BHCem*	T.3Cy.23",38$\frac{5}{16}$"&62½"-42" 160lb NDB16 (*s*) 278NHP 2SB,*6cf*,GS120,HS4530 Blair&Co.Ld.Stockton	23"7 s3"8½ 20"1	
69741 215756 KDIT	**Anna Schafer** (*ex*C.D.Johnson *Fitted for oil fuel* III.-34,*ex*LakeSuperior) 1*Dk*	1985 1631 1202			...		1917	ToledoS.B. Co. Toledo,O.	SchaferBros.S.S. Lines	251·0 P21'B64'F30' FK	43·8	18·9	S. Frncisco Utd.States *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo	21"0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Year in which Freeboard to be next Renewed. Roll Plimsoll Letter	7* Date when tail shaft last Surveyed.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draughts. ft. in.	15 Ice Class. If not in L.R. Distinguishing Pendant Letter.
69742 LFKA	**Anna Sofie** (*ex*WarCove) *ss*Bgn.No.3-6,34 1 *Dk*(*Stl*) *Cargo battens not fitted*		3100 2849 1852	✠100A1 9,37 BS9,37 1,39	Cff	*u* ✠LMC6	CL 9,37	1919 6mo	Tyne S.B. Co.Ld. Newcastle A&CP	A/S Theologos(N. Rögenæs, *Mgr.*) *Intermediate B H forward dispensed with Cell D*	331·0 342·0(O.L.) P33'B100'F29' B284'72*t* P71106	46·6	23·2	Haugesnd Norwegian	T.3Cy.25",41"&68"-45" (*s*) 180lb 429NHP 3SB.9*cf*,GS153,HS6304 FD N.E.MarineEng.CoLdNwc 4 *B Hpt Cem* 1 *PT*123*t*	25 " 6	
69743 SVSA	**Anna T.** (*ex*Sf.Nicolae-35, 837 *ex*Auratan-34, *ex*Blairholm-33, *ex*Korsholm, *ex*SanGiacomo, *ex*AlexanderKamburoff) *ss*Gtz.2ndNo.3-6,34 1 *Dk*(*Stl*) *& deep framing Cargo battens not fitted*		2728 2486 1698	✠100A1 1,38 ✠LMC 16,8	Rot	*t*	CL 1,38	1906 3mo	Blyth S.B. Co.Ld. Blyth *Lloyd's*	Th.L.Teryazos *Cell D*	313·0 P29'B90'F34' FK *Ba 2 u E120' f 128'644t*	45·5	20·5	Piræus Greek 1801b	T.3Cy.33",38"&61"-42" (*s*) 262NHP 5 *B H Cem* 2SB,*Gcf*,GS112,HS4040 N.E.MarineEngCoLd.Nwc 1 *PT*107*t*	23 " 0 83 " 5½ 13 " 9	
69744 IJWS	**Annagher** (*ex*Città di Barletta-35,*ex*Orsola Casubolo,*ex*Grebe) *Well deck* 1 *Dk*2*tr B*		1019 665 562			...		1887	Gourlay Bros.&Co. Dundee	Michele Poli	218·8 210·0 P153'F31'	30·0 30·1 BK7"	14·8 15·0	Bari Italian *WB*	T.3Cy.19",29"&48"-33" 112NHP Gourlay Bros.&Co. Dundee	15 " 10	I †
69745 MLRZ	**Annagher** 3Mst (*SUNK 12,37*) *Mchy. Aft Well deck* 1 *Dk*		586 402 267			...		1923	J.Lewis& Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint, *Mgr.*)	165·2 Q94'B11'F28'	27·0 FK	11·2	Belfast British *WB*	T.3Cy.14",24"&39"-27" 88RHP J.Lewis&Sons,Ld.Abn.	13 " 3	C †
69746 MNBX	**Annaghmore** *ss*Bel.No.3-7,37 1 *Dk*(*Stl*) *Mchy. Aft Well deck*		583 401 271	✠100A1 1,39 7,06 ✠LMC BS5,37 5,38 MS8,3	Bel	*h*	CL 7,37	1924 10mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's*	JohnKelly,Ld. (W.Clint, *Mgr.*) *Cell D*	165·1 Q94'B11'F28' *Bf*97'125*t FPT*44*t*	27·0 FK	11·1	Workngtn British 3 *B H Cem* *APT*7*t*	T.3Cy.14",24"&39"-27" (*s*) 180lb 83RHP 1SB,3*pf*,GS54,HS1883 J.Lewis&Sons,Ld.Abn.	13 " 4 s 3 " 8½ 13 " 2¾	
Broken up LCHD	**Annaho** (*ex*Utstein) *Well deck* 1 *Dk*		740 540 414			...		1890	Nylands Værksted Oslo	A/S Grindhaugs Fiskeriselskap (Govert Grindhaug, *Mgr.*)	186·0 P&B104'F29'	29·0 BK8"	13·3	Kopervik Norwegian *WB*	T.3Cy.14½",24"&39"-27" 80NHP Nylands Værksted,Oslo	14 " 8	N †
69748 OZNB	**Annam** Twin Sc 4Mst *ss*Cpn.2ndNo.3-12,38 D.F. ~~*ss*Cpn.No.2-11,36~~ ~~*ss*Cpn.No.2-33~~ *Oil Eng.* 2 *Dks*(*Stl*) *& Shelter dk*(*Stl*-ws)		6636 4859 4236	✠100A1 *Shelter dk with freeboard* ~~6,37~~ 7,39	St.N. Cpn.No.2	*a* †	CL ~~11,38~~ 8 6,37 11,38	1913 6mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's*	Akties.DetÖstasiatiskeKompagni *WB* = *Cell D Ba*126' *u E*	410·0 46' *f* 190' 1275*t FPT*	55·2	35·4	Copnhagn Danish 7 *B Hpt Cem* 97*t APT*78*t*	Oil Engines 4S.C.SA 16Cy.23¾"-31½" 842NHP DM80*tb* Akt.Burmeistr&Wain,Cpn	38 " 6 s 10 " 11¼ 28 " 1	
69749 MCQD	**Annan** 2 *Dks*		955 852 392			...		1907	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·0 P&B150'F47'	33·6	16·0	Glasgow British *WB*	T.3Cy.16½",26½"&46"-42" NE&B32 137NHP A.Stephen&Sons,Ld.,Gls.		C
69750 JDND	**Annan Maru** 2 *Dks & Web frames Longitudinal framing*		2939 2710 1821			...		1911	Armstrong Whitworth &Co.Ld. Newcastle	KitaNipponKisen K.K.	305·2 P19'B85'F32'	44·1 FK	24·9	Fuchu Japanese *WB*	T.3Cy.22",37"&61"-42" 279NHP N.E.MarineEng.CoLdNwc	27 " 3	
69751 IBNB	**Annarella** (*ex*Loki) Twin Sc *Oil Eng.* *Mchy. Aft* 2 *Dks & Web frames* D.F. *Carrying Petroleum in bulk*		5999 5186 3389			...		1913	Fried. Krupp A.G. Kiel	"C.I.T.O.M."Cia. Italiana Trasporto Oli Minerali	417·7 P107'B42'F44'	53·2 FK	30·0 *WB*	Genoa Italian	Oil Engines 2S.C.SA 12Cy 19½"-31½" 814NHP Fried.Krupp A.G.Kiel	32 " 4	I †
69752 LCDJ	**Annavore** 1 *Dk*		3324 3015 1986			...		1921	Murdoch& Murray.Ld. Port Glasgow	A/S Vore (GunsteinStray& Sön, *Mgrs.*)	333·1 P31'B102'F30'	49·0 FK	22·4 *WB*	Farsund Norwegian	T.3Cy.23",38"&62"-42" 287NHP ClydeSB&Eng.Co Ld.P.Gl	24 " 10	N †
69753 DHBF	**Annchen Peters** (*ex*Nieuw Cappelle) *Oil Eng.* *Mchy. Aft* 1 *Dk*		490 358 343					1920	Gebr.van Diepen Waterhuizen	H.Peters	155·8 P54'F25'	26·5	11·0 *WB*	Hamburg German	Oil Engines 4S.C.SA 6Cy.11"-17¾" NE37 70NHP Humboldt-Deutzmot. A.G.Köln-Deutz		G
69754 OZQD	**Anne** Wireless D.F. 1 *Dk*		1593 1225 940					1928	Howaldts-werke A.G. Kiel	DampfskslskTorm A/S(A.Schmiegelow&A.Kampen, *Mgrs.*)	253·2 P16'Q75'B101'F34'	38·5	15·4 *WB*	Copnhagn Danish	T.3Cy.17½",28½"&46"-33½" 123NHP HowaldtswerkeA.G.Kiel		G
69755 KJBN	**Anne Hanify** Wood *Fitted for oil fuel* 1 *Dk*		1345 — 756					1920	Kruse& Banks S.B.Co. North Bend, Or.	J.R.HanifyCo.	235·0 P16'B19'F48	43·0	17·7	S.Frncisco Utd.States	T.3Cy.16",27"&46"-33" 122NHP MainStreamIronCo.S.Fo		R
69756 OHFT	**Anneberg** (*ex*Farmsum) *ss*Kel.2ndNo.3-6,28 D.F. *ss*Skm.No.2-36 1 *Dk*(*Stl*) *& deep framing*		2544 — 1393	✠100A1 9,38 ~~5,37~~ ✠LMC MS1,36 BS2,38 5,39	Fal Hpl	*t*	CL N4,37	1902 9mo	Nederl. Schps. Maats. Amsterdam *Lloyd's*	Rederi A/B "Anneberg" (ArthurEkbom) *Cell D Ba*88	317·2 P22'B72'F32' *u E & B*36' *f* 130'711*t*	45·9 FK	19·8	Mariehmn Finnish 5 *B H Cem* *APT*125*t*	T.3Cy.21¾",33½"&56½"-39⅜" 160lb (*s*) 221NHP 2SB,4*cf*,GS102,HS3613 NedFb.v.Wrk&Spoor,Ams	22 " 4 s 3 " 4½ 19 " 2	
69757 DRAB	**Anneliese** 3Mst *Mchy. Aft* 1 *Dk*		726 500 419					1908	Schiffsw.v. Henry Koch Lübeck	F.H.Bertling	180·6 P&B101'F22'	27·2	12·6	Lübeck German	C.2Cy.15¾"&31½"-19⅝" 37NHP OttensenerMasch.Fab.Alt.		G
69758 DJQC	**Anneliese Essberger** D.F. E.S.D. *Oil Eng.* 1 *Dk*,2*nd dk in No.3 hold & mchy. space* *Longitudinal framing in double bottom* *Rudder electrically welded* *Strengthened for Navigation in Ice* *Shell, decks & inner bottom part* *Cruiser Stern electrically welded*		5173 4657 3052	✠100A1 9,38 5,38 ✠LMC *Carrying Vegetable Oil in Deep Tank*	Ham Qbc	*a* †	CL 3,38	1935 12mo	Deutsche Werft A G Bet Finkenwrder Hamburg *Lloyd's*	JohnT.Essberger *Cell D B*362'1288*t*	418·5 P25'B&F383' *MT*51'1269*t FPT*139*t*	57·2 FK	25·3	Hamburg German 7 *B Hpt Cm* *APT*137*t*	2 Oil Engines 2S.C.SA SR geared to Sc. Shaft 12Cy.20½"-27⅞" 885NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg	27 " 7	
69759 DDTP	**Annelis Christophersen** (*ex*Sexta-38,*ex*Marquardt Petersen-35) 1 *Dk*		1581 1262 937					1927	Flensburgr Schiffsb.Ges. Flensburg	H.W.Christopher-sen	262·7 P16'Q85'B105'F32'	40·3	15·3 *WB*	Flensburg German	T.3Cy.15¾",25⅝"&48"-29¼" 125NHP FlensburgerSchiffsb.Ges.		G
69760 LCHE	**Annfin** (*ex*Gaupen) Wood *Ref Mchy.* 1 *Dk*		729 538 340					1919	Fjeldviks Skibsverft Arendal	Skibs A/S Martha Therese(P.Holm, *Mgr.*)	159·2 Q55*t* B2·9*t* H29*t* F27*t*	32·2	16·3	Oslo Norwegian	T.3Cy.15",25"&40"-30" Dusnæs 115NHP Stöperi&M.V.Arendal		N
69761 DMBC	**Anni Ahrens** (*ex*Ursula Fischer, *ex*Kommerzienrat Boeckel) 1 *Dk*		895 722 554					1904	Akt.Ges. "Neptun" Rostock	Erich Ahrens	211·2 P13'Q65'B57'F26'	32·1	13·1 *WB*	Rostock German	T.3Cy.14⅜",24¼"&38⅛"-26¾" 76NHP A.G."Neptun,"Rostock		G

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de la dernière Visite. Terme assigné maintenant toute la Classification.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	Observations on cols. 1 to 5	1
69762 PUAU	**Annibal Benevolo** (P) (*ex*Commandante Alvim, *ex*Ruy Barbosa, *ex*Jupiter)	TwinSc 1 *Dk & Awng dk*	1905 1629 984					1905	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	269·0 F30′	37·8	11·5	R.Janeiro Brazilian *WB*	T6Cy13⅜″,28¼″&37½″-29⅝″ 156NHP Reiherst.Maschinenf Ham			
69763 DHBH	**Annie Hugo Stinnes 6** Sub.Sig. E.S.D. *Mchy.Aft* Wireless D.F.	1 *Dk*	1486 1287 767					1910	Flensburger Schiffsb.Ges Flensburg	HugoStinnes G.m.b.H.	243·6 P70′F24′	37·6	17·6	Hamburg German *WB*	T.3Cy.17¾″,28⅜″&48″-34⅞″ 135NHP FlensburgerSchiffsb.Ges.			G
69764 7235 SMEA	**Annie Johnson** (P) *Oil Engs.* ss Got No.3-11,38 ~~Mno.No.2-34~~ *Ref.Mchy.* 2 *Dks (Stl)* D.F. E.S.D *& Shelter dk (Stl)*	TwinSc	*4913* *3931* 2798	✠100A1 *with freeboard* ~~Got~~ 3,38 ~~6,37~~ DBS ~~10,37~~ 9,38 ✠Lloyd's RM	Skm *z*		OG	1925 11mo	A/B Götaverken Gothenburg *Lloyd's*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *Cell D B332 1378t*	392·0 F39′ *Tanks at sides of tunnels*	52·6 FR	24·8 *Coll*	Stockholm Swedish *B Hto Sh dk* 6 „ „ 2nd „	Oil Engines 4S.C.SA 12Cy.23⅞″-47½″ 633NHP DB85*lb* A/B Götaverken,Got. *FPT109t APT82t*	28″ 0 s 2 ″11½ 25 ″ 1½		
69765 221292 KDSG	**Anniston City** *Fitted for oil fuel* GyC. 2 *Dks*		5687 5081 3450					1921	Chickasaw S.B.& CarCo. Chickasaw Ala.	IsthmianS.S.Co.	424·2 P58′B&F350′	56·2	30·0	New York Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft FederalS.B.Co.Kearny,N.J			R
69766 *Now* "Carthage," *see No. 87565 in Supplement*	**Annita** (*ex*Mydol-38, *ex*Robert-37, *ex*Signe, *ex*Mediana)		2709 2302 *1604*					1897	Sir Raylton Dixon&Co. Middlesbro'	~~G.H.Kokotos~~ P.G.Cottaropoulos&P.Canallas (P.G.Cottaropoulos, *Mgr.*)	311·8 P31′B77′F30′	43·1	20·4	~~Corfu~~ ~~Greek~~ Tunis *WB* Tunisian	T.3Cy.22½″,36½″&60″-42″ 238NHP SirC.Furness,Westgarth &Co.Ld.Middlesbro'			G
69767 MKYM	**Ano Vathy** (*ex*TaiChow-38, *ex*Georgy, *ex*Amur, *ex*Ochotsk, *ex*ChungKing) *Oil Eng.* *Mchy.Aft* 1 *Dk* *Cruiser Stern*	TwinSc	1524 — 929					1882	Scott&Co. Greenock	~~L.D.Tsounis~~ J.D.Tsounias	251·6	32·5	18·9	Piræus Greek	C.4Cy.25″&50″-30″ 228NHP Scott&Co.Greenock			
69768 164587 MKYM	**Anonity** *Oil Eng.* *Mchy.Aft* 1 *Dk* *Cruiser Stern*		303 195 141	✠100A1 3,36 ✠LMC3,38 ✠L M) 3,38	Grk *d*		OG	1936 3mo	G.Brown &Co. Greenock *Lloyd's*	F.T.Everard& Sons,Ld.	116·2 P36′Q39′F17′ *FPT41t APT13t*	25·5 FR	8·8	London British *3 BHAsp*	Oil Engines 2S.C.SA 3Cy.12⅜″-15¾″ 84NHP NewburyDieselCo.Ld. Newbury	9 ″ 9 s 3 ″ 5 9 ″ 8½		
69769 164275 GYPF	**Anselm** (P) D.F. E.S.D. 1 *Dk & Shelter dk* 3rd *dk except in after hold* *Cruiser Stern*		5954 4351 3609	✠100A1 *with freeboard* 9,38 ~~11,37~~ ✠LMC12,38	Liv		CL 9,38	1935 12mo	W.Denny &Bros.Ld. Dumbarton *Lloyd's* *Cell D B350′ 1056t side tanks*	BoothS.S.Co.Ld.	412·3 F48′ *Including collision BH to 2nd dk 66t APT36t*	55·7 FR	25·8	Liverpool British *8 BHpt Cem* 3SB(Spt).9*cf*,GS176, W.Denny&Bros.Ld.Dmb.	3SteamTurbinesSR geared toSc.shaft (*s*) 696NHP 2500lb HS7704 FD	28 ″ 6 s 3 ″ 1½ 25 ″ 6¼	BT till ~~6,38~~ 6,39	
69770	**Anshu Maru** *2 Dks* *Cruiser Stern*		2500 2200 1450					1937	Uraga Dock Co.Ld. Uraga	ChosenYusenK.K.	295·0 P29′B75′F32′	45·0	23·8	Jinsen Japanese *WB*	C.4Cy.(2)11 7/16″&(2)20½″-13¾″SRgeared&LP turbine DRgearedtoISc.shaft HS3014 223NHP UragaDockCo.Ld.Uraga			
69771 162320 GPDX	**Anshun** (P) *Oil Eng.* 2 *Dks (Stl) & Shelter dk*		3188 2600 1869					1930	Scott's S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	338·4	50·2	21·7	London British *WB*	Oil Engines 2S.C.SA 6Cy.27″-45″ 762NH Scott'sS.B &Eng.Co.Ld.			
69772 TCAA	**Antalya** (P) (*ex*Antissa, *ex*Lomonosoff) Wireless 1 *Dk & Spar dk & deep framing*	TwinSc	1024 870 537				...	1891	W.Dobson &Co. Newcastle	Denizbank-Denizyollari Idaresi	226·5 B52′F66′	30·0 FK	14·9 20·8	Istanbul Turkish *WB*	T.3Cy.12½″,20″&33″-24″ NB12 121NHP Hwthrn,Leslie&C.Ld Nwc.	21 ″ 6		
69773 TCAI	**Antares** (*ex*Clam) ss Shl.2nd No.3-5,13 *Mchy Aft* ss Liv.No.1-18 *Well deck* 2 *Dks (Stl) & Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel*	3 Mst	3723 3066 2377	✠ 11,22 ~~NBS 13~~ ✠	Sng *w*			1893 2mo	W.Gray& Co.Ld. W Hartlepool	TuvaLd.Sirketi (AgenziaMarittimaItaliana,Cap. G.Folcini, *Mgrs.*) *Cell D B64′ 117t*	348·8 338·0 P219′F47′	43·1 43·0 FK	28·0 26·4	Istanbul Turkish *8 BHCem APT30t*	T.3Cy.25½″,40½″&67″-45″ NDB13 321NHP 3SB,9*cf*,GS94,HS5120 CentralMar.Eng.Works, W.Hpl.	28 ″ 0		I †
69774 DOSD	— Sub.Sig. D.F. E.S.D. *Cruiser Stern*	1 *Dk*	2593 2213 1470					1937	Lübecker Maschb.Ges. Lübeck	ArgoReederei Richard Adler&Co.	319·7 P24′B&F287′ *Upper* F36′	47·0	18·5	Bremen German *WB*	C.4Cy.(2)20 1/16″&(2)43 5/16″-13 7/16″ HS4628 342NHP LübeckerMaschb.Ges.			G
69775 775 OHYC	— (*ex*Maud-35) Wireless	1 *Dk*	1381 1192 735					1933	Sölvesb'rgs Varvs& RederiA/B Sölvesborg	FinskaÅngf.A/B	252·1 P28′B60′F25′	37·8	16·2	Helsingfrs Finnish *WB*	T.3Cy.17½″,29″&48″-30″ 126NHP SölvesborgsVarvs& RederiA/B			V
69776 YTAF	**Ante Matkovic** (*ex*Mossi-34) *Fitted for oil fuel*	1 *Dk*	2710 — 1663					1920	Atel.&Ch. de Bretagne Nantes	EugenMatkovic	290·0 P57′F26′	43·3	20·2	Split Yugoslav *WB*	DR Geared Steam Turbine Atel.&Ch.deBretagne,Nts.			V
69777 YTAG *Now* "Vicko Ferić," *see No. 90519 in Supplement*	**Ante Topić** (*ex*Oreland) ss Spt.2nd No.3-9,35 1 *Dk (Stl)*		*4190* *4021* 2709	✠100A1 1,38 BS ~~5,37~~ 8,38	Rot *x* ✠LMC 7,35		CL N4,36	1911 6mo	Nthmblnd S.B.Co Ld. Newcastle *Lloyd's*	SlobodnaPlovidba TopićD.D.(Ant. Topić, *Mgr.*) *Cell D Ba1*	370·2 P22′B100′F33′ 17′*u E&B43′f166′11*	51·0 FK	26·2	Susak Yugoslav *6 BHCem* 20t *APT45t*	T.3Cy.25″,41″&69″-48″ (*s*) 1801b 372NHP 3SB.9*cf*,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	28 ″ 9 s 5 ″ 4½ 23 ″ 7½		
69778 6406 SHIA	**Anten** ss Got.No.3-1,34 ss Got.No.1-38 D.F. 1 *Dk (Stl) & Shelter dk (Stl)*		5135 4664 3093	✠100A1 *Shelter dk* *with freeboard* ~~1,38~~ 3,38 ~~BS 5,37~~ ✠LMC3,38 *Fitted for oil fuel* 11,20 *F.P. above*	Got Nwc		CL 2,38	1920 11mo	W.Doxford &Sons.Ld. Sunderland *Lloyd's* *Cell D B364′ 1181t*	Rederiaktieb Transatlantic (G.Carlsson, *Mgr.*)	422·5 433·7(O.L.) F42′ *on Shelter dk* *Collision* *FPT105t APT125t*	53·8 FK	34·3	Gothenburg Swedish *pt Cem* *B Hto Sh dk* 6 „ „ *U* „ W.Doxford&Sons.Ld.Sld.	T.3Cy.27 1/16″,44½″&75′-54″ 1801b (*s*) 577NHP 3SB(Spt).9*cf*,GS189, HS8530 FD	29 ″ 0 s 3 ″7½ 25 ″ 7		
69779 147292 GLFC	**Antenor** (P) *Fitted for oil fuel* *Ref.Mchy.* D.F. 3 *Dks*	TwinSc	11174 8590 6809					1925	Palmers' Co.Ld. Newcastle	China Mutual Stm. Nav.Co Ld (A. Holt&Co., *Mgrs.*)	497·7 P74′B201′F62′	62·2	35·0	Liverpool British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Palmers'Co.Ld.Newcastle		BT till ~~3,38~~ 3,39	
69780 1967 IBLB	**Anteo** ss Pal.No.1-38 *Oil Eng.* D.F. *Mchy.Aft* 2 *Dks* *Longitudinal framing–bracketless system* *Cruiser Stern*		6772 6157 4037	~~100A1~~ ~~12,35~~ ~~10,36~~ ~~Pal~~ 1,39 *Carrying Petroleum in bulk* DBS4,38	Nap Gen		CL 3,38	1934 11mo	Cant. Nav. Riuniti Palermo *Lloyd's*	SocietàLigure di Armamento *Cell D Bu E52′135t DTf36′306t*	451·3 431·9 P107′B25′F29′ *FPT112t APT76t*	57·0 FK	33·0	Genoa Italian 16 *BHpt Cem* (9 to *U* dk 7 „ 2nd „)	Oil Engines 2S.C.SA 3Cy.29½″-49 3/16″ 911NHP 2DB156*lb* Soc.An"Fiat"S.G.M.Turin	33 ″ 4		

No. in Book / Official No. / Code Letters	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross / Under deck / Net	Character (✠ for Special Survey, Date of last Survey)	Port of Survey	Years Assigned	Date when tail shaft last seen	Built When	By Whom / Where	Owners	Regist'd Dimensions Deck Erections, &c. (Length, Breadth, Depth)	Port of Registry / Flag	Engines	Moulded depth / Freeboard amidships / Corresponding draught ft. in.	Registers
69781 147691 GKTM	**Anthea** ssBkn.No.1-39 ssBry.No.3-5,35 D.F. E.S.D. 1*Dk(Stl)*	5186 4767 3132	✠100A1 4,39 ~~4,38~~ ~~BS4,37~~ ~~4,38~~	Bry Bkn ✠LMC5,[illegible]	y	CL 4,38	1924 7mo Lloyd's	Ardrossan D.D.&S.B. Co.Ld. Ardrossan *sA&CP*	BowringS.S.Co. Ld.(C.T.Bowring &Co.Ld. *Mgrs.*) *CellDB*	385·4 | 53·2 | 28·5 398·9(O.L.) P37'B120'F43' FK 332'1054*tFPT*106*t*	London British *6BHCem* *APT*220*t*	T.3Cy.26",44"&73"-48" (*s*) 180lb 530NHP 3SB,*9cf*,GS190,HS7968 FD J.G.Kincaid&Co.Ld.Grk.	31 " 0 s 5 " 8¾ 25 " 6	
69782 489 SVPS	**Anthippi N. Michalos** (*ex*Cromerton, ssPir.2ndNo.3-11,32 *ex*Novorossia) ssPir.No.1-37 1*Dk(ptIrn&ptStl)*2*trE* *deep framing&Web frames3Dk rule*	3298 2912 1920	✠100A1 ~~10,37~~ 12,38 MS3,37	Pir ✠LMC ~~BS10,37~~ 12,38	u	CL 5,37	1905 2mo Lloyd's	Bartram& Sons Sunderland *sA&CP*	MichalinosMari-time&Commercial Co.Ld. *CellDBa*108'*uE*	325·0 | 48·0 | 21·9 P29'B94'F56' FK 20' *t* 136' 77*t FPT*	Piræus Greek *5BHCem* 77*tAPT*140*t*	T.3Cy.24",39"&64"-42" (*s*) 180lb *180lb* ND1925 285NHP 2SB,*8pf*,GS125,HS4360 J.Dickinson&Sons,Ld.Sld.	24 " 0 s 3 " 11 20 " 6	
69783 150232 CYJQ	**Anticosti** (*ex*Glenclova) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	1925 1627 1092					1921	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	246·0 | 42·5 | 18·5 Q86'F36'	Midland, Ont. British *WB* *Rebuilt*	T.3Cy 18",30"&50"-42" 162NHP FrontierIronWrks.Detroit *by*Gt.LakesFndry&MchCo		C
69784 219229 KONR	**Antietam** *Fitted for oil fuel* *Mchy.Aft* *CarryingPetroleum in bulk* *Longitudinal framing*	6972 — 4293					1919	Bethlehem S.B.Corp.Ld. Sparrows Pnt, Md.	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	435·6 | 56·2 | 31·7 P122'B39'F45'	Wilmngtn (Del.) Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld.		R
69785 160457 GNRT	**Antigone** ssBry.No.2-37 1*Dk(Stl)&Shelter dk(Stl)*	4545 4322 2835	✠100A1 *with freeboard* 6,38 ~~10,37~~ 2,39 ~~BS5,38~~ 2,39	Syd Ldn ✠LMC4,[illegible]	z	CL 4,37 2,39	1928 5mo Lloyd's	Napier& Miller,Ld. Glasgow *sA&CP*	NewEgypt& LevantShppg.Co. Ld.(T.BowenRees &Co.Ld. *Mgrs.*) *CellDB*350'	401·4 | 54·2 | 25·3 415·8(O.L.) F42' FK 1046*tAPT*136*t*	London British *6BHCem* (*Coll to Shdk* 5 ,, 2*nd* ,,)	T.3Cy.26 1/16",42"&71"-48" 180lb (*s*) 418NHP 3SB,*9cf*,GS186,HS6999 J.G.Kincaid&Co.Ld.Grk.	27 " 9 s 2 " 10¾ 24 " 11½	
69786 231465 KDCJ	**Antigua** Ⓟ TwinSc *Fitted for oil fuel* D.F. GyC. 4*Dks* *Ref.Mchy.* E.S.D.	6982 3985 3178					1932	Bethlehem S.B.Corp.Ld Quincy,Mass.	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·7 | 60·3 | 24·1 P41'B&F343'	NewYork Utd.States	2SteamTurbinesconnectd to Elec. Motor& Sc Shafts GeneralElectricCo. Schenectady,N.Y.		R
69787 123984 GPZF	**Antilochus** Ⓟ TwinSc D.F. 3*Dks*	9082 8649 5772					1906	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	486·0 | 58·3 | 39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"-48" 585NHP Hwthrn,Leslie&C.Ld.Nwc		BT till ~~9,38~~ 3,39
69788 220352 KDAX	**Antinous** *Fitted for oil fuel* Sub.Sig 1*Dk&Shelter dk* *Longitudinal framing*	6034 5532 3775		...			1920	GMStandi ferConstCorp Vancouver, Wash.	WatermanS.S. Corp.	401·5 | 53·2 | 31·9 P34'B114'F38'*on Shelter dk* FK	Mobile Utd.States *WB*	DR GearedSteam Turbine *Emade*19*refitted*34 550NHP GeneralElectricCo. Schenectady,N.Y.	34 " 7	R †
69789 DHBI	**Antiochia** Sub.Sig. D.F. 2*Dks*	3106 2785 1809					1921	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	334·9 | 48·3 | 19·8 F41'	Hamburg German *WB*	T.3Cy.23⅝",38½"&62"-41 5/16" 247NHP A.G."Neptun,"Rostock		G
69790 161362 GSJB	**Antiope** ssBry.No.2-38 ~~ssCff.No.1-34~~ 1*Dk(Stl)&Shelterdk(Stl)*	4545 4288 2842	✠100A1 *with freeboard* 2,38 ~~11,35~~ [illegible] 2,38	Auk Bry [illegible]	z	CL 5,37	1930 1mo Lloyd's	Napier& Miller,Ld. Glasgow *sA&CP*	NewEgypt& LevantShipping Co.Ld.(T.Bowen Rees&Co.Ld.*Mgs.*) *CellDB*350'	400·8 | 54·2 | 25·3 417·0(O.L.) F42' FK 1046*tAPT*136*t*	London British *6BHCem* (*Coll to Shdk* 5 ,, 2*nd* ,,)	T.3Cy 26",42"&71"-48" (*s*) 180lb 418NHP 3SB,*9cf*,GS186,HS6999 J.G.Kincaid&Co.Ld.Grk.	27 " 9 s 2 " 10¾ 25 " 0	
69791 163400 MBKF	**Antiquity** ssLon.No.1-38 *OilEng.* *Mchy.Aft* 1*Dk(Stl)* *Cargo battens not fitted* *Cruiser Stern*	311 224 148	✠100A1 1,38 ~~11,33~~	Yar Lon [illegible]	d	OG ~~11,35~~ 1,38	1933 11mo Lloyd's	Fellows& Co.Ld. Southtown, Gt.Yarmouth *sA&CP*	F.T.Everard& Sons,Ld.	129·2 | 24·7 | 8·9 P38'F13' FK *FPT*	London British *3BHCem* 33*tAPT*9*t*	Oil Engines 2S.C.SA 4Cy 12⅝"-15⅝" 112NHP NewburyDieselCo.Ld. Newbury	9 " 6 s " 10¼ 8 " 9¼	
69792 4367 CBAG	**Antofagasta** (*ex*PlumBranch-33) 2*Dks*	4793 4367 2900					1921	Palmers' Co.Ld. Newcastle	CompaniaChilena deNavegacion Interoceanica(H. R.Samsing, *Mgr.*)	398·5 | 53·8 | 26·1 P50'B121'F42'	Valparaiso Chilian *WB*	T.3Cy.24 7/16",40 9/16"&66 9/16"-47" 300NHP *Emade22fitted33* DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		C
69793 YTPN	**Anton** (*ex*Kobac-36,*ex*Chiswick Manor-34, ssCff.No.2-27 *ex*Lombardier) 1*Dk(Stl)*	*1480* *1312* *787*	✠ [illegible]	Cff	p		1919 4mo	Lloyd Royal Belge (Gt.Britain) Ld. Glasgow	Ant.Babarovic *CellDB*	240·3 | 36·1 | 19·1 B52'F23' FK B198' 297*t FPT*84*t*	Milna Yugoslav *4BHCem* *APT*60*t*	T.3Cy.18",30"&50"-33" 172NHP 2SB,*6cf*,GS97,HS2886 N.BritishDieselEng.CoGls	21 " 3	C †
69794 UOMU	**Anton Chekhov** Ⓟ TwinSc (*ex*Delfin) *OilEng.* 2*Dks&Shelter dk* *CruiserStern*	2121 1364 939					1929	Sevastopol MarineWks. Sevastopol	U.S.S.R.	249·3 | 39·4 | 18·2 F27'B88'	Rostov-on-Don Russian *WB*	Oil Engines 2S.C.SA 8Cy.18¼"-32" 476NHP KharkovLoco.Wrks. "Komintern,"Kharkov		
69795 417 OHXL	**Anton H.** (*ex*JohnShaw-35) ssHfs.2ndNo.3-5,38 ~~ssApl.No.3-8,28~~ *Mchy.Aft* ~~ssHfx.No.2-30~~ *Cargo battens not fitted* 1*Dk(Stl)*	1436 — 833	✠100A1 ~~6,38~~ ~~7,37~~ 1,39	Got [illegible]	p	CL ~~9,35~~ 6,38	1913 1mo Lloyd's	W.Harkess &Son,Ld. Middlesbro' *sA&CP*	WernerHacklin *CellDBa*36'	217·0 | 38·0 | 14·0 254·4(O.L.) Q144'F28' FK *f*169'441*tFPT*168*t*	Pori Finnish *4BHCem* *APT*45*t*	T.3Cy.18",29"&48"-33" (*s*) 180lb 175NHP 2SB,*4pf*,GS79,HS3128 MacColl&Pollock,Ld.Sld.	16 " 9 s 5 " 1½ 15 " 3	
69796 145937 GJBY	**Antonia** Ⓟ TwinSc ssLiv.No.1-38 ssBkn No.3-1,34 Sub Sig. 2*Dks(Stl)&Shelter dk(Stl-ws)* *Ref.Mchy.* 3*rd dk(Stl)in holds except* D.F. E.S.D. GyC. *in Nos.4&5*	13867 10636 ~~8445~~ 8254	✠100A1 *Shelter dk* *with freeboard* 2,39 ~~12,37~~ ~~MS9,33~~ Lloyd's RMC [illegible] 4,39 & No. 6 hold chambers for temp. 32° F *Fitted for oil fuel* 6,22 *F.P. above* 150° F.	Liv ✠LMC12,37 ~~BS12,37~~ 12,38	h†	CL 12,36	1921 12mo Lloyd's	Vickers,Ld Barrow *sA&CP*	CunardWhite Star,Ld. *CellDB*450'1796*t* *in way of Tunnels*	519·9 | 65·3 | 39·1 B&F448' *on Sh dk* *Prom. dk* 266' FK *DTf*1450*t Tanks* 389*t FPT* 108*t AP*	Liverpool British *ptCem* 10*BH toSdk* *T*49*t*	4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb HS19443 FD 1640NHP 2SB&2DB,*24cf*,GS497 Vickers,Ld.Barrow	43 " 1 s 11 " 11¼ 31 " 6¾	BT till ~~[illegible]~~ [illegible]
69797 PCSH	— *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom* ~~& at deck~~ *in centre tanks* [illegible]	8000 3[illegible]7 2348 1787	✠100A1 ~~(ClassContemplated)~~ *CarryingPetroleum in bulk* ✠LMC8,38	Rot	a	CL	1938 8mo Lloyd's	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *sA&CP*	Nederl.Indische Tankstoomboot Maats. *CellDBuE*63'	~~[illegible]~~ | 20·0 332·0 | 46·6 348·0(O.L.) FK P98'*Trun*186'F58' 120'*DTf*2742*tFPT*	TheHague Dutch *13BH* [illegible]*APT*624	Oil Engines 4S.C.SA 6Cy19 11/16"-43 5/16" 223NHP *DBI*-20*lb* WerkspoorN.V.Ams.	26 " 0 ~~[illegible]~~ s 1 " 7¼ 18 " 9¼	
69798	**Antonico** (*ex*Ashbay-35, TwinSc *ex*Tourneur) *Mchy Aft* 1*Dk*	*1223* *826* *643*					1919	Ch.&Atel deSt.Nazaire St.Nazaire	MancelLeonidas de Albuquerque—	218·6 | 34·2 | 13·2 F74'F30'	Para Brazilian *WB*	C.4Cy.16"&30"-20" 81NHP Ch.&Atel.deSt.Nazaire		V

1 Numero d'Ordre / Numero Officiel / Signaux	2, 3 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel: Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant au piró. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
69799 1604 IBFC	**Antonietta** (exAtholl) ssCff.2ndNo.3–1,26 ssGen.No.1–31 D.F. 2Dks(1Stl& Upt Irn&pt Stl) &deep framing	4423 4082 2792	✠ ... 3,34 ✠	Gen			1901 2mo	Napier& Miller,Ld Glasgow	G.Bozzo fuL. Cell DBa125'u	398·9|48·7|27·4 385·5 P40'B110'F44' FK E& B44'f167' 1059t	Genoa Italian 6BHCem APT38t	T.3Cy.27",43"&72"–48" 418NHP 2SB,8cf,GS136,HS5463 Dunsmuir&Jackson,LdGls	29 " 9	I †
69800 2023 IBYW	**Antonietta Costa** (exMonteBianco–37, ssTri.No.3–9,31 exNimrod) ssGen.No.1–35 D.F. 2Dks(Stl)	5900 — 3619	✠ [illegible] 3,39 ✠	Gen ~~Tri~~ ~~LMC~~ ~~BS9~~	a†	CL ~~9,36~~ ~~4,36~~ 1,39	1913 10mo	Stabilmnto Tecnico Trieste Lloyd's A&CP	G.Costa fu Andrea CellDBa151' uE25	451·6|54·5|27·8 435·0 P38'B279'F44' FK 'f191'1355tAPT29t	Genoa Italian 7BHCem	T.3Cy.27½",45"&75"–48" 180lb 529NHP 3SB,9cf,GS177,HS7688 FD J.G.Kincaid&Co.Grk.	30 " 6 ~~4–11¼~~ ~~25 "~~	
69801 422 IBGC	**Antonietta Lauro** (exParklaan–33) ssRot.No.1–32 D.F. 1Dk(Stl)	5428 5022 3328	✠ ... 1,35 ✠	Rot	z		1928 3mo	P.Smit,Jr. Rotterdam	A.Lauro CellDBa&uE1	435·5|55·2|26·5 420·3 P33'B250'F36' FK 56'f182'1188t FPT	Naples Italian 7BHptCem 150tAPT34t	T.3Cy 27$\frac{9}{16}$",42½"&72$\frac{13}{16}$"–51$\frac{3}{16}$" 500NHP 3SB,9cf,GS171,HS7104 P.Smit,Jr.Rotterdam	29 " 0	I †
69802 142601 GBDN	**Antonio** (exWestern,exWarFijian) ssCff.No.3–11,30 ssNwc.No.2–39 ~~ssCff.No.1–31~~ 1Dk(Stl)	5223 4775 3168	✠100A1 1,39 [illegible]	Rot ~~Msl~~ Nwc	y	CL ~~1,38~~ ~~6,38~~ 1,39	1918 7mo	JLThompson&Sons,Ld. Sunderland Lloyd's A&CP	NewEgypt&Levant ShippingCo.Ld (T.BowenRees&Co Ld. Mgrs.) CellDB	400·3|52·3|28·4 P49'B113'F39' FK 341'1081tFPT134t	London British 7BHCem APT212t	T.3Cy.27",44"&73"–48" (s) 180lb 517NH 3SB,9cf,GS189,HS7668 FI J.Dickinson&Sons.Ld.Sld	31 " 0 5·11¾ 25 " 3½	
69803 EANB	**Antonio de Satrustegui** (exMari-Dolores–34, ssBboNo.3–5.30 exTenax,exCanadian ssBcl.No.1–35 Raider) 1Dk(Stl) Cargo battens not fitted	3289 — 1867	✠100A1 3,36 BS3.36 ✠LMC1,	Bel	v	CL 1,34	1920 1mo	Wallace ShipyardsLd. N.Vancouver Lloyd's A&CP	Cia.deNav.Vasco-Asturiana ~~(R.G. de la Sobea, Mgrs.)~~ Cell	331·0|46·7|23·2 P33'B98'F33' FK DB270'674tFPT95	Aviles Spanish 7BHCem tAPT73t	T.3Cy.25",41"&68"–45" (s) 180lb 408NH 3SB,9cf,GS156,HS7275 WallaceShipyards,Ld.	25 " 6 s 3"11¾ 21 " 9	
			NO LATER SURVEY			REPORTED								
69804 DHBJ	**Antonio Delfino** (P) TwinSc (exSierraNevada–34, Fitted for oil fuel exAntonioDelfino–32) 4Dks D.F. GyC. Sub.Sig. Cruiser Stern	13589 10178 8013					1921	Akt.Ges. "Vulcan" Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	499·5|64·0|38·7 B&F402'Upper F41'	Hamburg German WB	T6Cy26$\frac{7}{16}$",43$\frac{5}{16}$"&71"–51$\frac{3}{16}$" &2low pressureTurbines 1200NHP VulcanWerkeA.G. Hamburg		G
69805 114 IVPG	**Antonio Landi** Aux3MstSr (exVittoria–36,exSive) OilEng. Mchy.Aft Wireless 1Dk (See Sailing Ship Register)	415 368 301					1919	NVSchpsw v/hGebr.G.& H.Bodewes Martenshoek	CarloLandi fu Antonio	157·1|25·4|12·6 Q31'H24t	Savona Italian	Oil Engines 2S.C.SA 4Cy.10¼"–17¾" 73NH NE34 Soc.An."Fiat"S.G.M.Turin		I
69806 220244 IBTF	**Antonio Limoncelli** (exAberdare–33, ssCff.No.2–32 exMerioneth) D.F. 1Dk(Stl)	4574 4263 2819	✠ ... 4,34 ✠	Bry			1924 5mo	W.Gray& Co.Ld. WHartlepool	A.Lauro CellDB	412·2|52·0|25·6 400·0 P30'B257'F35' FK 360'1260t FPT117t	Genoa ~~Naples~~ Italian 6BHptCem APT128t	T.3Cy.26",43"&71"–48" 436NHP 3SB,9cf,GS187,HS7503 Cen.Mar.Eng.Wrks.WHpl	28 " 1	I †
69807 EEAV	**Antonio Lopez** (P) (exRuahine) ssBcl.3rdNo.3–9,27 2Dks(Stl–ws)3trB Sub.Sig D.F.	6044 5116 4346	✠ 11,30 ✠	Msl	a†		1891 12mo	W.Denny &Bros. Dumbarton	Cia.Trasatlantica WB	430·0|50·1|31·6 P54'B160'F58' BK11' = Cell DBa110'uB	Barcelona Spanish 7BHCem 58'f153'779t	Q.4Cy.32",46½",64½"&92"–60" FD 818NHP 3DB,18pf,GS270,HS11262 Denny&Co.Dumbarton	34 " 6	
69808 152 SVGH	**Antonios** Iron (exNewington) ssLth.2ndNo.3–4,09 ssPir.No.1–13 Well deck 1Dk(Irn)	1187 845 679	✠ 11,19 ✠	Bry	m		1883 5mo	Workman, Clark&Co. Belfast	AntoniosG.Georgandis WB = DBa59'	217·3|31·9|15·4 P32'Q46'B63'F29' ptND09 FK f84'&uE&B31'274t	Piræus Greek 5BHCem APT39t	C.2Cy.26"&50½"–36" NDB04 122NHP 1SB,3pf,GS45,HS2062 V.Coates&Co.Ld.Belfast	16 " 9	V †
69809 SVYD	**Antonios Chandris** (exEasterling–37) 2Dks& Awng dk	5866 5584 4399			...		1918	Kawasaki Dkyd.Co.Ld Kobe	J.D.Chandris	385·0|51·0|36·0 FK	Piræus Greek WB	T.3Cy 26",43½"&72"–48" 440NH KawasakiDkydCoLd Kobe	36 " 0	G †
Broken up 69810 743 SVJE	**Antonios Michalos** (exGeorgiosK. ssPir.2ndNo.3–10,25 Saliaris–33,exCorby) ssPir.No.2–34 1Dk(Stl)&Spar dk(pt Irn&pt Stl) &deep framing	3514 3257 2279	✠~~100A1~~ Spar dk 6,36 ✠	Pir	r	CL 6,36	1901 10mo	JLThompson&Sons,Ld. Sunderland Lloyd's A&CP	C.N.Michalos (MichalinosMaritime&Commercial Co.Ld. Mgrs.) CellDBa110'uE	331·0|48·0|17·0 25·0 P27'B90'F30' FK &B38'f136'	Piræus Greek 6BHCem	T.3Cy.24¼",40"&65"–42"(s) 160lb 291NHP 2SB,8pf,GS 2.HS4618 J Dickinson &Sons.Ld.Sld. 770tDTf20'494tAPT31t	27 " 4 s 4 " 9 22 " 9	
69811 39 SVDS	**Antonios Stathatos** ssBry.No.3–8,32 ssShl.No.1–36 1Dk(Stl)	3836 3365 2258	✠100A1 7,38 ~~[illegible]~~ BS12,3[illegible] ✠	Hul Shl	w	CL ~~12,35~~ 7,38	1920 11mo	R.Duncan &Co.Ld. Pt.Glasgow Lloyd's A&CP	D.D.Stathatos	364·9|51·5|22·6 P27'B219'F39' FK CellDB313'948t	Ithaca Greek 6BHCem APT63t	T.3Cy.25",41"&68"–45" (s) 180lb 391NHP 3SB,9cf,GS177,HS6801 D.Rowan&Co Ld.Glasgow	25 " 0 s 3 " 2¾ 22 " 0	
			Fitted for oil fuel 11,26			F.P. above 150° F.								
69812	**Antonios Vrondissis** (exRosina) ssMsl.2ndNo.3–7,29 ssPir.No.1–34 1Dk(Stl)2trB& Webframes (STRANDED 8,36—REFLOATED—NOW IN PORT DAMAGED)	2690 2412 1677	✠ 9,34 ✠	Pir	u		1904 2mo	Chant.Nav Anversois Hoboken CellDBa92'	uE&B38'f142'810t	318·0|44·6|20·7 P35'B200'F37' FK DTa28' 510t FPT	6BHCem 82tAPT100t	T.3Cy.23",38"&64"–42" NDB21 287NHP 2SB,6cf,GS126,HS4417 N.E.MarineEng.Co.Ld.Sld	23 " 6	
69813 SVGY	**Antonis** (exIouliaNicolaou–36, exRocio–33) ssShl.No.3–9.28 ssRot.No.2–37 1Dk(Stl)	3729 3466 2320	✠100A1 8,37 ✠	Rot	u	CL N7,37	1915 8mo	R.Thompson&Sons,Ld. Sunderland Lloyd's A&CP	AntonisG.Lemos' Sons CellDBa	350·0|50·5|22·8 P35'B210'F36' FK 106'uE21'f148'807t	Chios Greek 6BHCem APT139t	T.3Cy.25",42"&68"–48" (s) 180lb 100lb 346NHP 2SB,6cf,GS138,HS5300 N.E.MarineEng.Co.Ld.Sld	25 " 2 s 2"11½ 22 " 5¾	
69814 672 SVOC	**Antonis Georgandis** (exRijndijk) ssRot.No.3–10,27 ssPir.No.2–36 1Dk(Stl)	3557 3259 2172	✠100A1 8,37 ✠ 5,36	Sws	v	CL 7,37	1915 3mo	Rotterdam Droogd.Maat Rotterdam A&CP	GeorgandisBros. CellDBa96'uE2	345·6|48·8|23·2 P25'B115'F35' FK 3'f163'816tFPT82t	Piræus Greek 6BHCem APT110t	T.3Cy.25",41"&67"–45" (s) 180lb 361NHP 2SB&1AuxB,8cf,GS158 NewAuxB11,30 HS6033 RotterdamDroogd.Maats	25 " 7 s 4 " 2½ 21 " 7	
69815 164314 GZGQ	**Antrim Coast** OilEng. Wireless D.F. E.S.D. 1Dk&Shelter dk Mchy.Aft Cruiser Stern	646 492 234	✠100A1 with freeboard ~~[illegible]~~ ✠LMC2.37 5,39	Liv	m	OG	1937 2mo	Ardrossan DockyardLd Ardrossan Lloyd's A&CP CellD	B154'219tDTf6'3	200·6|33·1|11·1 34·9 209·5(O.L.) FK F23' 1tFPT65tAPT28t	Liverpool British 3BHCem (Coll to Shdk 2 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 224NHP J.G.Kincaid& Co.Ld.Grk.	13 " 8 s " 2 13 " 7½	
69816 ONWA	**Antverpia** (exFangturm) ssAnt.2ndNo.3–12,36 1Dk(Stl)&Spar dk(Stl–pt teak s)&deep framing D.F.	4932 4694 3132	✠100A1 Spar dk 6,38 ~~12,36~~ ✠LMC12,36 LS3,38	Ant	z	CL 12,36	1908 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd's A&CP	Cie.RoyaleBelgo-Argentine(ArmementDeppe, Mgrs.) CellDBa 'tweendk tanks a44'	401·2|52·5|20·2 28·2 P50'B122'F51' FK 130'uE24'f180'966t 434tf42'456t FPT60tAPT50t	Antwerp Belgian 6BHCem	Q.4Cy.23",31½",48"&71"-51" 213lb 120lb (r) 470NHP 3SB,9cf.GS153.HS6216 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 " 0 s 6 " 0½ 25 " 2¾	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last exam.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; HP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard (midships) Corresponding draught ft. in.	15 Letters in which classed, if not in L.R. Register Book
69817 131907 GDFV	**Antwerp** (P)	**TwinSc** *Cruiser Stern* 2 *Dks & Shelter dk* Sub.Sig.	2957 2373 1285			...		1920 4mo	J.Brown& Co.Ld. Glasgow	London&North EasternRailway	321·6 F131′	43·1 *on Shelter dk*	17·9 FK	Harwich British *WB*	4SteamTurbinesSR geared to 2ScShafts 1476NHP J.Brown&Co.Ld.Glasgow	26 " 6	BT LR 4,39
69818 PCSJ	**Antwerpen** *Mchy.Aft*	*Oil Eng.* 1 *Dk*	364 291 251					1927	N.V.Werf DeNoord Alblasserdm.	N.V.Motorship "Antwerpen" (T.denHartigh, *Mgr.*)	148·7 Q39′F15′	24·2	9·6	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"–17⅛" 47NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V
69819 DIFF	**Anubis** (P) (ex Preewald-35) D.F. Sub.Sig. *CruiserStern*	**TwinSc** *Oil Eng.* 2 *Dks*	5083 3467 3002					1922	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 F40′	54·2	27·4	Hamburg German *WB*	Oil Engines 4S.C.SA 12Cy.24¾"–38¾" 714NHP AlgemeineElec.Ges.Berlin		G
69820 OOWA	**Anvers** (*ex*Ekkehard,*ex*ElsaMenzell)	2 *Dks*	*4398* *4097* 2782					1908	Flensburger Schiffsb.Ges Flensburg	Cie.RoyaleBelgo-Argentine (Armement Deppe, *Mgrs.*)	383·3 P43′B113′F42′	52·1	25·3	Antwerp Belgian	T.3Cy.22⅜",39¼"&66½"–48" 306NHP FlensburgerSchiffsb.Ges.		V
69821 ONVA	**Anversville** (P) *Ref.Mchy.* D.F.	**TwinSc** *ssGls.No.3–2,30* *ssAnt.No.1–34* 2 *Dks(Stl)&* *Shelter dk(Stl–teaks)*	*8433* *6425* *5092*	✝100A1 *Shelter dk* *with freeboard* 2,38 NB2,30	Ant	*b*†	CL 6,37	1912 8mo *Lloyd's*	A.Stephen &Sons.Ld. Glasgow	~~Cie Maritime Belge~~ ~~Lloyd Royal~~ ~~Soc.Anon.(Agence Maritime Inter-nationale, *Mgrs.*)~~	440·3 452·0(O.L.) P56′F86′ *WB=CellDBa14*	55·6 *on Shltr dk* FK	34·4 9′*uE&B93′f*	Antwerp Belgian 8 *BHCem*	Q.8Cy.23",33",47"&67"–48" 215lb (*s*) 979NHP 5SB(Spt),*20cf*,GS348, HS14430 A.Stephen&Sons,Ld.Gls. 163′1002*t FPT83t APT74t*	37 " 0 ≤ 9 " 3 28 " 2¾	
69822 KLEE	**Anvil** *Renamed No. 66425*	**WoodTwinSc** *OilEng.* 2 *Dks*	363 — 276					1905	StoneS.B. Co. SanFrancisco	Bank of Seward	116·0	24·5	16·5	Seattle Utd.States	Oil Engines 6Cy.14"–28" UnionGasEng.Co.S.Fo.		
69823 16282 JAYD	**Anyo Maru** (P)	**TwinSc** *ssKob.No.3–6,34* *ssYka.No.1–38* 2 *Dks(Stl)&* *Shelter dk(Stl–ws)*	9257 8651 5739	✝100A1 *Shelter dk* *with freeboard* 8,38 ✝LMC3,38 *Fitted for oil fuel* 3,1	Yka	*d*†	OG 5,37 *P.above* 150 F.	1913 6mo *Lloyd's*	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K. *CellDBa133′uE&b*	466·3 FK&BK14″ *32′f178′1571t FPT*	58·9	38·0	Tokyo Japanese *WB*	4SteamTurbinesSR geared to 2 Screw Shafts (*s*) 7 *BHCem* 128t *APT27t* 5SB,GS289,HS12065 MitsuBishiD&E.Wks.Nag.	40 " 6 ≤ 10 " 9½ 30 " 3	
69824 150273 VGBR	**Anyox** (P) Wireless	**Wood** *Fitted for oil fuel* 1 *Dk*	1267 1035 749					1917	Winslow S.B.Co. Winslow,W.	PacificSalvage Co.Ld.	193·4 F96′	39·7	19·6	Vancouver British *WB*	T.3Cy.17",27"&44"–32" *Emade07* 98RHP Moran Bros.Seattle,Wash.	23 " 4 ≤ 2 " 10	
69825* 255 JTQB	**Anzan Maru** (*ex*Riverway, *ex*FraserRiver)	1 *Dk*	3890 3469 2337					1915	Irvine's SB &D.D.Co.Ld. W Hartlepool	DairenKisenK.K.	350·2 P31′B104′F39′	51·1	24·0	Dairen Japanese *WB*	T.3Cy.25",40"&67"–45" Richardsons, Westgarth&Co.Ld.Hpl.	302NHP	
Anzora *Now sailing as* "**Roosile**," *but for particulars see* "**Cabo Silleiro**"																	
69826 40196 JFOJ	**Aobasan Maru** (*ex*Awobasan Maru–38) D.F. *Ref.Mchy.*	*Oil Eng.* 3 *Dks* *CruiserStern*	8812 — 5800					1935	Mitsui Bussan K.K. Tama	MitsuiBussan K.K.	450·0 F35′	62·0	39·5	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.24⅛"–55½" 1230NHP MitsuiBussan Kaisha,Ld. Tama		C
69827 40697 JGHJ	**Aoi Maru** (P) *Mchy.Aft* *CruiserStern*	*Oil Eng.* 1 *Dk*	358 268 262					1935	Urabe Zosen Tekkosho Osaka	ShowaKogyo K.K.	131·0 P44′F24′	26·0	12·0	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 4Cy.16⅛"–18½" 192NHP NipponHatsudokiK.K.Kob		
69828 148515 GDVB	**Aorangi** (P) GyC. *Ref.Mchy.* Sub Sig. D.F.	**QuadSc** *ssSyd.No.3–2,37* *OilEng.* 4 *Dks(Stl–Weather dk teak s)* *CruiserStern*	17491 13531 10733	✝100A1 *with freeboard* 15,3	Syd	*l*†	CL F 12,38 *Pa* 1,38 *sf* 2,37 *sa* 1,38	1924 12mo *Lloyd*	Fairfield Co.Ld. Glasgow *CellDB4*	CanadianAustra-lasianLine,Ld. F93′ *Prom dk* 419′ FK&BK2′ *38′1653t DTf37′51*	580·1 *(oll B ftto Wthr dk* *0t FPT151t APT16*	72·2	43·4 *7t F Wtanks*	London British 11 *BHptCem*	Oil Engines 2S.C.SA 24Cy 27½"–39" 2DB–*120lb* 3177NHP FairfieldCo.Ld.Glasgow *between tunnels* 410t	46 " 7 ≤ 19 " 4¾ 27 " 10	
69829 1035 IBOC	**Aosta** (*ex*GianLuigi) *Mchy.Aft* (*See Sailing Ship Register*)	**Aux3MstSr** *OilEng.* 1 *Dk*	485 401 279					1913	Cant.Offic. Savoia Cornigliano Ligure	Luigi Gotelli&C.	182·7 P18′F30′	28·3	12·0	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.14⅜"–21½" NE25 145NHP Sulzer Frères,Winterthur		I
69830 149611 GMSB	**Apapa** (P) D.F. E.S.D. *Ref.Mchy.*	**TwinSc** *ssLiv.No.2–35* *OilEng.* 2 *Dks(Stl–Weather dk pt teak s)* 3rd *Dk(Stl) in holds* *CruiserStern*	9333 6813 5472	✝100A1 *with freeboard* 3,38 1,38	Liv	*d*†	CL F 1,37 SS 3,38	1927 1mo *Lloyd*	Harland& Wolff,Ld. Belfast	ElderDempster Lines,Ld. *CellDB365′1226t FPT79t APT195t*	450·7 P37′B267′F50′	62·3 FK	31·3	Liverpool British 7 *BHCem*	Oil Engines 4S.C.DA 12Cy.26¾"–55⅛" 1651NHP DB *700lb* Harland&Wolff,Ld.	34 " 6 ≤ 10 - 4 24 " 6½	RT LR 3,39
69831 980 IKBQ	**Ape** (*ex*Coccinelle)		360 313 149					1918	Ch.& Atel. deProvence Port deBouc	Soc.Anon.Ilva	139·1	24·1	13·1	Genoa Italian	C.2Cy.17⅞"&25⅝"–23⅜" NB20 26NHP Forg.&Ch.de laMedit.Msl.		
69832	**Apipé** (*ex*Jenny,*ex*Cuers, *ex*Paso deSan Lorenzo) *Mchy.Aft*	**TwinSc** 1 *Dk*	750 — 441				...	1909	J I Thorny-croft&Co.Ld. Woolston	"La Industrial Platense"Soc. Anon.	221·2	33·2 FK	10·7	Bns.Aires Argentine *WB*	T.6Cy.11",18"&29"–21" 128NHP J I Thornycroft&Co Ld.Lon	11 " 6	
69833	**Apo** (*ex*J.Bustamante–36) Wireless	(*Cable Vessel*) 1 *Dk*	1074 744 461					1904	Cia.Tras-atlantica Cadiz	PhilippineGovern-ment	222·0 P21′F35	32·0	15·7	Manila Utd.States *WB*	T.3Cy.19",32"&51"–39" 162NHP Lobnitz&Co.Ld.Renfrew		
69834 PUQC	**Apody** (*ex*Assu–37) Wireless	**TwinSc**	*1185* *1126* 925					1891	Hawthorn. Leslie&Co Ld Newcastle	Cia.Commercio e Navegação	260·7 P25′F35′	36·2	14·3	R.Janeiro Brazilian *WB*	C.4Cy.17"&34"–22" 90NHP Ross&Duncan,Glasgow		
69835 105772 VPGR	**Apoey** (*ex*SuiSang)	1 *Dk&Spar dk&deep framing*	2790 2589 1776			...		1895	Sir R.Dixon &Co. Middlesbro'	PoHingS.S.Co.Ld.	309·9 P44′B64′F85′ FK	41·1	17·2 25·2	HongKong British *WB*	T.3Cy.23",36"&59"–42" 275NHP N.E.Marine Eng.Co.Ld.Sld	27 " 6	
69836 163 IBAD	**Apollo** (*ex*Farnham–36,*ex*Fulham–34, *ex*Dublin, *ex*Albistan, *ex*Cambyses)	*ssShl.2ndNo.3–1,31* *ssAnt.No.1–34* 1 *Dk(pt Irn&pt Stl)&deep framing*	3177 2961 1996	✝ ... 3,37 ✝	Gen	*w*		1905 6mo	W.Gray& Co.Ld. W Hartlepool	Soc.Anon.Sbarchi-Imbarchie Trasporti *CellDBa*	362·2 350·1 P27′B182′F34′ FK 117′*uE23′f150′722t*	46·1	23·6	Rome Italian 6 *BHCem* *APT30t*	T.3Cy.24¾",40"&65"–42" NDB27 291NHP 2SB,*Grf*,GS112,HS4404 Cen.Mar.Eng.Wrks.W Hpl	26 " 1	I †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registre où il est dans le
69837 DOKH	**Apollo** D.F. 2*Dks* Sub.Sig. E.S.D. *Cruiser Stern*	2297 2042 1311					1927	Act.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	287·0 46·0 23·2 F26'	Bremen German *WB*	T3Cy19$\frac{13}{16}$",31½"&50⅝"-35$\frac{7}{16}$" & 1 low pressure Turbine 180NHP A.G."Weser,"Bremen		G
69838 527 ESFT	— WoodAux4MstSr (*ex*Jirina,*ex*Natividad, *OilEng* *ex*Apollo,*ex*Wigala,*ex*Else) 1*Dk* (*See Sailing Ship Register*)	343 323 266					1917	R.Rasmussen Nakskov	T.Kain	138·2 30·2 12·8	Loksa Estonian	Oil Engines 2S.C.SA 3Cy.14$\frac{15}{16}$"-15$\frac{5}{16}$" 116NHP A/S Maskinfabr Tuxham,Copenhagen		V
69839 OHYG	— (*ex*Elinsborg-36,*ex*Hamburg, *ex*Gösta) *Mchy.Aft* 1*Dk*	303 257 187					1908	Eriksbergs M.V.Aktieb Gothenburg	O/Y Maininki (Seppinen& Kemppi O/Y,*Mgrs*)	128·6 22·4 11·4 P28'H18'F15'	Koivisto Finnish *WB*	C.2Cy.10"&22½"-15" 16NHP EriksbergM.V.Aktieb.Got		N
69840 PCSY	**Apollonia** TwinSc *Oil Eng.* ssMfl.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom and at top of trunk*	2086 1396 1031	✠100A1 1,38 ✠LMC CS8,35 BS1,38 3,37 *Carrying Petroleum in bulk*	Alx	*r*	CL 1,38	1931 7mo *Lloyd's A&CP*	N.V.Wrf. v.Rijkee&Co Rotterdam	Nederl.Indische Tankstoomboot Maats.	260·5 48·1 15·0 P84'*Trunk*129' FK F47' *CellD BuE*48'81*t FPT*27*t*	TheHague Dutch 9*BH pt Cem* *APT*107*t*	Oil Engines 4S.C.SA 12Cy.15¾"-31½" 286NHP DB150*lb* WerkspoorN.V.Ams.	14 " 9 s " 7 14 " 3½	
69841 EAAW	**Apolo** ssBbo.2ndNo.3-11,25 ssBbo No.1-30 2*Dks*(1*Stl*&*Upt Irn*&*pt Stl*) &*deep framing*	*4320* *4033* *2800*	✠ ... 12,34 ✠	Bbo	*x*		1900 9mo	Napier& Miller,Ld. Glasgow *WB*=	Cia.Anon.Marit. Union(M.Urruchua,*Mgr.*) *CellD Ba*127'*u E*23'	375·3 50·0 25·9 P39'B102'F45' FK *f*163'1044*t APT*48*t*	Bilbao Spanish 6*BH Cem*	T.3Cy.27⅜",43½"&72½"-48" 415NHP 2SB,6*cf*,GS120,HS5100 FD D.Rowan&Co.Glasgow	28 " 8	C †
69842 CBAP	— (*ex*Solstad,*ex*Burstad) Wireless 1*Dk*	1117 — 719					1911	Akers Mek.Værks. Oslo	Tyrer y Landgren	221·3 32·2 12·1 Q110*t*B56*t*H32*t* F22*t*	Valparaiso Chilian *WB*	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Værks.Oslo		N
69843 161561 GJXF	**Appalachee** *OilEng.* ssBel.No.1-35 D.F. 1*Dk*(*Stl*)2nd*dk*(*Stl*)*clear* *Mchy.Aft of cargo tanks&web frames* *Longitudinal framing at bottom, at deck & at Longitudinal bulkheads* *Rudder electrically welded*	8826 8084 5267	✠100A1 ~~3,38~~ 12,38 ✠LM[illegible] DBS [illegible],38 *Carrying Petroleum in bulk*	Nwe Fal	*d*†	OG 4,37	1930 12mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	Anglo-American OilCo.Ld. (F.J.Wolfe,*Mgr.*) *CellD BuE*61'151	477·0 63·8 34·8 P105'B27'F41' FK *t DTf*41'616*t FPT*	Newcastle British 17*BHpt Cem* 276*t APT*48*t*	Oil Engines 2S.C.SA 4Cy.25$\frac{3}{16}$"-97½" 785NHP 2DB150*lb* W.Doxford&Sons,Ld.Sld	34 " 9 s 6 " 10 28 " 2½	
69844 161611 GPTD	**Appledore** ssCff.No.2-38 ~~ssCff.No.1-34~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5218 4819 3150	✠100A1 *with freeboard* 9,38 ~~8,37~~ ✠LM 2,38 ~~LMC6,34~~ ~~[illegible]~~	Npt Bry	*a*†	CL ~~9,36~~ 9,38	1929 10mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	MaritimeShipping &TradingCo.Ld. *Cell DBa&uE* 134'	406·3 56·0 26·9 F33' FK *f*188'1387*t* (Co *FPT*139*t APT*104*t*	Bideford British 6*BH Cem* *ll to Sh dk* 5 " 2*nd* ")	T.3Cy.26",43"&73"-48" (*s*) 200lb 527NHP 3SB,9*cf*,GS179,HS7569 FD Richardsons,Westgarth& Co.Ld.Hpl.	29 " 5 s 3 " 9½ 25 " 10½	
69845 140251 GVCG	**Appleleaf** TwinSc ssLon.No.3-11,29 D.F. ssHKg.No.2-36 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	5892 5258 2480	✠100A1 7,38 ~~7,37~~ BS7,3[illegible] ~~BS7,37~~ ✠LMC7,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2.17 *F.P. above* 150° F.	HKg	*a*†	CL 7,36	1917 2mo *Lloyd's A&CP*	Workman, Clark&Co.Ld Belfast	TheAdmiralty	405·5 54·6 32·6 426·7(O.L.) P36'B32'F89' FK *Cell DBuE&B*88'393*t*	London British 20*BHpt Cem* *DTf*48'214*t*	T.6Cy.26",42½"&70"-45" (*s*) 200lb 1102NHP 6SB,18*cf*,HS17250 FD Wrkman,Clark&Co.LdBel	35 " 8 s 6 " 8½ 28 " 8¾	
69846 163393 MBJR	**Apricity** ssYar.No.1-37 *OilEng* *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cruiser Stern*	402 260 200	✠100A1 5,39 ~~4,37~~ ✠LMC4,37	Yar	*f*	OG N4,37	1933 10mo *Lloyd's A&CP*	G.Brown& Co. Greenock	F.T.Everard& Sons,Ld.	142·8 25·6 9·3 Q83'B9'F19' FK *FPT*62*t*	London British 3*BH Asp* *APT*30*t*	Oil Engines 2S.C.SA 5Cy.12⅝"-15¾" 72RHP NewburyDieselCo.Ld.	10 " 3 s 3 " 8 10 " 3	
69847 465 IKBT	**Aprilia** (*ex*Föhr-35,*ex*Hamm, *ex*Hestia) 1*Dk*&*deep framing*&*pt Awng dk*	1259 868 757			...		1907	WoodSkinner&Co.Ld. Newcastle	A.Lauro	234·4 34·1 14·3 225·3 Q81'F28'RFD19' *pt Awng dk*98' FK	Naples Italian *WB*	T.3Cy.17",28"&46"-38" 141NHP N.E.MarineEng.Co.Ld.Sld	16 " 6	I †
69848 UOWN	**Apsheron** (*ex*Apsheronneft-34, *ex*Zoroaster) *OilEng.* *Mchy.Aft Cruiser Stern* 1*Dk* D.F. *Carrying Petroleum in bulk*	3756 3253 1830					1923	A/B Götaverken Gothenburg	U.S.S.R.	319·2 49·1 28·2 P75'B32'F35'	Tuapse Russian *WB*	Oil Engines 2S.C.SA 4Cy.26$\frac{3}{16}$"-36¼" 496NHP Akties.NobelDiesel, Nynäshamn		
69849	**Apure** TwinSc ssCco.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	*3164* *2298* *1669*	✠100A1 11,38 ~~1,08~~ BS11,38 [illegible]IC5,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5.28 *F.P. above* 150° F	Mob NNs	*u*	CL ~~1,38~~ 10,38	1928 5mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	MeneGrandeOil Co.C.A. *CellD BuE&B*50' 149*t side tanks*	325·0 55·2 16·4 337·2(O.L.) P73'B22'F40' *Trunk in wells* FK 180'2115*t FPT*207*t*	Maracaibo Venezuelan 8*BHpt Cem* *APT*126*t*	T.6Cy14½",24"&39½"-27" (*s*) 180lb 248NHP 2SB,6*cf*, ,HS4808 Palmers'Co.Ld.Newcastle	16 " 6 s 2 " 0½ 14 " 8¼	
69850 OAPA	**Apurimac** (*ex*Paita,*ex*Anubis, *ex*Luciana) ssHam.No.3-3,10 2*Dks*(*Stl-Uws*) *Well deck* 3*tr B Lower dk forehold* *Fitted for oil fuel*	5361 — 2699	✠ 12,15 ✠	Ham			1898 2mo	J L Thompson&Sons,Ld Sunderland	Cia.Peruana de Vap.y Dique del Callao	382·0 48·2 26·2 P233'F44' BK8½" *Cell DBa* 120'*u B*36'	Callao Peruvian 6*BH Cem* *f*152'729*t*	T.3Cy.27",44"&72"-48" 391NHP 3SB,9*pf*,GS197,HS6300 G.Clark,Ld.Sunderland	29 " 0	V †
69851 220013 KUSN	**Aquarius** Sub.Sig. *Fitted for oil fuel* 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6094 5632 3816			...		1920	G M Standifer ConstCorp Vancouver, Wash.	LykesBros. ~~Ripley S.S.Co.Inc.~~ SteamshipCo.,Inc	401·4 53·2 31·9 P34'B114'F38'*on Shelter dk*	Houston Tex Utd. States *WB*	T.3Cy.24½",41½"&72"-48" 552NHP LlewellynIronWorks, LosAngeles,Cal	34 " 7	R †
69852 163551 MBBK	**Aqueity** *OilEng* 1*Dk* *Mchy.Aft Cruiser Stern* *Cargo battens not fitted*	370 272 184	✠100A1 5,36 ✠LMC12,34 ✠LMC(M)3,37	Goo		OG N1,38	1934 12mo *Lloyd's A&CP*	Fellows &Co.Ld. Southdown Gt.Yarmouth	F.T.Everard& Sons,Ld.	137·0 26·1 9·8 P37'F13' FK len.36 *FPT*33*t*	London British 3*BH Cem* *APT*11*t*	Oil Engines 2S.C.SA 3Cy.12⅝"-15¾" 84NHP NewburyDieselCo.Ld. Newbury	10 " 6 s1 " 2½ 9 " 5	
69853 423 IBEO	**Aquileja** Ⓟ TwinSc (*ex*Prins der ssAms.No.3-8,26 Nederlanden-35) D.F. ssAms No 1-30 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-teak s) Sub.Sig. *Ref.Mchy. 3rd dk in No.1 hold*	9448 7294 4793	✠ *Shelter dk with freeboard* 7,31 ✠ LNB(1SB/)4,27	Ams	*d*†		1914 1mo	Nederl. Schps.Maats. Amsterdam	LloydTriestino Soc.Anon. di Nav. *Cell DBa*122'*uE*	498·0 57·2 34·8 481·2 26·8 P43'F74' *on Shelter dk* FK 58'*f*159'1033*t FPT*	Trieste Italian 3*BH Cem* 78*t APT*62*t*	Q.8Cy.24$\frac{7}{16}$",34⅝",47¼"&70⅞"-47½" 1257NHP 3DB&3SB,27*cf*,GS465, HS19898 FD NedFb.v.Wrk&SpoorAms	37 " 11	I †

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter	7a Date when last abaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders —Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Engineers in ward classed. If not in L.R. insert R. of Trade Cert.
69854 124059 MCQK	**Aquilla** *ss*Liv.2ndNo.3–5,31 *ss*Liv.No.1–36 *Well deck* 1 *Dk*(*Stl–pt* teaks) *Mchy.Aft* *Cargo battens not fitted*		450 330 172	✝100A1 2,38	Liv	*g*	CL 4,36	1907 4mo	AilsaS.B. Co.Ld. Troon *Lloyd's*A&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld.) *WB*=*Cell DB f*77′110*t FPT*	155·0|26·1|10·8 Q51′B9′F28′ BK7′ *ll DB f*77′110*t FPT*	Liverpool British 3 *BHCem* 48*t APT*7*t*	0.2Cy 18″&40″–27″ (*s*) 130lb 94RHP 1SB,3*pf*,GS51,HS1752 Ross&Duncan,Glasgow	13 ″ 1 s ″ 11 12 ″ 9	
69855 135583 GLRZ	**Aquitania** (P) QuadSc *ss*Sou.2ndNo.3–6,38 ~~saloon.No.3–1,36~~ GyC. ~~*ss*Sou.No.2–34~~ E.S.D. 4 *Dks*(*Stl–Upt*ws)&*Shelter dk* Sub.Sig. (*Stl–pt*ws)*Lower&Orlop dks* D.F. (*Stl*)*in forward&after holds*		~~45647~~ ~~23403~~ ~~23000~~ ~~44736~~ 19297	✝100A1 ~~4,37~~ 4,39 ~~5,36~~ 5,38 *Fitted for oil fuel* 7,20	Sou		CL ~~1934~~ 1935 Pa3,39 Sa3,39 Pf 1,36 Sf 3,38 *F.P. above* 150°F.	1914 4mo	J.Brown& Co.Ld. Clydebank *Lloyd's*A&CP	CunardWhiteStar, Ld. *WB* = *Cell DBa* 141′	868·7|97·0|49·7 B524′*on Shelter dk* *uEq B*444′ *f*169′555	Liverpool British 10 *BHCem* 5*t FPT*240*t*	4 Steam Turbines (*r*) 195lb HS138596 9708NHP 21DB,168*cf*,GS3541 FD J.Brown&Co.Ld.Clydebnk	54 ″ 6 s ~~18~~ 7½ 36 ″ 2	BT till ~~1,38~~ 1,39 ~~1,36~~ 1,39
69856 1932 18BU	— (*ex*Farnworth–34) *ss*Nwc.No.2–34 D.F. 1 *Dk*(*Stl*)		4971 4527 3024	✝100A1 7,36 BS9,38 ✝LMC MS11,33	Gen	*y*	CL 8,37	1924 9mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd's*A&CP	DittaLuigi PittalugaVapori *Cell DBa&uE*158′*f*	414·6|53·2|26·9 401·6| P36′B118′F35′ FK 181′1408*t FPT*100*t*	Genoa Italian 6 *BHCem* *APT*130*t*	T.3Cy.26″,42″&71″–48″ (*r*) 180lb 425NHP 3SB,9*cf*,GS190,HS7167 J.G.Kincaid&Co.Ld.Grk.	29 ″ 7 s 5 ″ 8½ 24 ″ 2	
69857 8121 SJVN	**Ara** (*ex*Holmewood–36,*ex*Mathiasen Trader–34.*ex*Holmewood–34,*ex*Novadoc, *ex*NormanM.Paterson, 1 *Dk* *ex*Canadian Pathfinder)		*2208* *1958* *1250*			…		1921	Collingwd. S.B.Co.Ld. Toronto	A/B Arafart (A.R.Appelqvist, *Mgr.*)	251·4|43·7|22·3 P25′B61′F28′ FK	Stockholm Swedish *WB*	T.3Cy.20″,33″&54″–40″ 310NHP JohnInglisCo.Ld.Toronto	24 ″ 3	C †
69858 OFAM	— (*ex*Argo–37,*ex*Briarpark) 1 *Dk*		1940 — 1101			…		1923	Grngem'th Dkyd.Co.Ld. Grngemouth	FinskaÅngf.A/B	291·5|41·9|18·9 P21′B68′F29′ FK	Helsingfrs Finnish *WB*	T.3Cy.21″,35″&57″–36″ 227NHP D.Rowan&Co.Ld.Gls	20 ″ 10	V †
69859 LCHF	— (*ex*Bois) 1 *Dk*		965 649 556					1919	Trosvik M.V.A.S Brevik	DetBergenske Dampskibsselskap	196·9|32·5|12·4 Q44*t*B173*t*H71*t*	Bergen Norwegian *WB*	T.3Cy.15½″,25″&42″–30″ 97NHP AkersMek.Værks.Oslo		N
69860 304 IBIC	**Arabia** *Oil Eng.* *ss*Gen.No.2–35 D.F. 2 *Dks*(*Stl*)		7025 5391 4499	✝100A1 ~~12,37~~	Gen	*a*†	CL 12,37	1926 11mo	Cantiere SanRocco SA Trieste *Lloyd's*A&CP	LloydTriestino Soc.Anon.diNav. *Cell DB*368′ 1246*t DTa*44′973′	447·7|55·5|27·3 P35′B279′F43′ FK *FPT*114*t APT*40*t*	Venice Italian 8 *BHptCem* 1 ,, *to 2nd dk*	Oil Engines 4S.C.SA 8Cy.29⅛″–59–⅛″ 652NHP DB*100lb*	30 ″ 2 s 5 ″ 0⅜ 25 ″ 3½	
69861 22226 JEGD	**Arabia Maru** (P) TwinSc *ss*Kob.No.3–4,29 *ss*Kob.No.2–37 *Ref.Mchy.* 3 *Dks*(*Stl*)&*Shelter dk* (*Stl–ws*)*3rd dk* (*Stl*) *in No.1 hold*		9480 8797 5790	✝100A1 *Shelter dk* *with freeboard* 11,38 ~~1,36~~	Kob	*d*†	CL 58,37 P5,36	1918 5mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd's*A&CP	OsakaSyosen K.K. *Cell DB*407′166	475·0|61·0|40·7 P35′B30′F16′ *on Shelter dk* FK 4*t DTa* 48′519*t FPT* 149*t APT*41*t*	Osaka Japanese 8 *BHCem* Mitsubishi ZosenKaishaLd	T.6Cy.27″,44½″&75″–48″ (*s*) 2001b 993NH 5SB(Spt),*15cf*,GS330, FD HS13284	40 ″ 9 s 13 ″ 0 3 ″ 3	
69862 164728 GZDD	**Arabian Prince** *Ref.Mchy.* D.F. 1 *Dk&Shelter dk* *Cruiser Stern*		1960 1446 1035	✝100A1 *with freeboard* 10,38 ✝LMC 10,36 ✝Lloyd's RMC 11,36	Mch	~~*x*~~	CL	1936 10mo	Wm.Ham-ilton&Co.Ld. Port Glasgow *Lloyd's*A&CP	PrinceLine,Ld. Furness,Withy& Co.Ld. *Mgrs.*) *Cell DB*227′506*t*	296·3|44·2|16·4 B90′F27′ FK *FPT*77*t APT*63*t*	London British 5 *BHptAsp* 4 ,, 2nd ,,)	T.3Cy.19″,31″&55″–36″ (*s*) 220lb FD 319NH 2SB(Spt),*6cf*,GS121 HS4906 J.G.Kincaid&Co.Ld.Grk.	19 ″ 2 s ″ 4¾ 18 ″ 10¾	
69863 161272 GTFP	**Arabistan** *ss*Ant.No.2–37 ~~*ss*Shi.No.1–32~~ 2 *Dks*(*Stl*) D.F.		5874 5438 3701	✝100A1 ~~3,37~~ 1,38 MS11,37 *Fitted for oil fuel* 8,29	Gls	*a*†	CL 12,37	1929 8mo	J.Read-head&Sns,Ld. SouthShields *Lloyd's*A&CP	StrickLine (1923) Ld.(F.C. Strick&Co.Ld. *Mgrs.*) *Cell DB*361′1227′	425·7|55·0|28·5 440·7(O.L.) P38′B131′F47′ FK *DTa*58′903*t FPT*1	London British 7 *BHptCem* 07*t APT*38*t*	T.3Cy.28¾″,46″&78″–51″& LP Turbine with DR gear & hydraulic coupling 210lb (*r*) 787NHP 3SB,*12cf*,GS207,HS9756 FD J.Readhead&Sons,Ld.SShl	31 ″ 0 s 6 ″ 3½ 24 ″ 11½	
69864 147205 GBWF	**Araby** *Oil Eng.* *ss*Lon.No 3–1,36 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Cruiser Stern*		4936 4423 2944	✝100A1 *Shelter dk* *with freeboard* 2,39 ~~2,38~~ ✝LMC CS10,35 DBS6,37 ~~5,38~~ 5,36	Lon	*y*	CL 1,37	1923 3mo	A.McMil-lan&Son,Ltd Dumbarton *Lloyd's*A&CP	RoyalMailLines, Ld.	380·0|53·2|27·1 F31′*on Shelter dk* FK *Cell DBa* 121′*uE*26′ *MT*35′1414′	Liverpool British *pt Cem* *n BH to Sdk* 6 ,, ,, *U* ,,	Oil Engines 4S.C.SA 6Cy.29½″–59–½″ 489NHP DB–*100lb* Harland&Wolff,Ld. Glasgow	29 ″ 6 s 3 ″ 5 26 ″ 8½	
69865 PUAE	**Aracajú** (*ex*Persia) 2 *Dks*		3569 3280 2182					1914	Flensburgr Schiffsb.Ges Flensburg	LloydBrasileiro	364·3|51·0|22·0 B30′	R.Janeiro Brazilian *WB*	T.3Cy.24¾″,40½″&67¾″–48″ 318NHP FlensburgerSchiffs Ges.		V
69866 147296 GKWY	**Aracataca** *Ref.Mchy* Sub.Sig. D.F. E.S.D. 4 *Dks*		5378 4678 3299					1924	Cammell Laird&Co.Ld Birkenhead	Elders&Fyffes,Ld.	400·5|51·4|30·4 F43′B137′F43′	Liverpool British *WB*	T.3Cy.27½″,46½″&78″–54″ 447NHP CammellLaird&Co.Ld.Bkn		C
69867 PUUM	**Aragano** (*ex*Victoria–35, Iron *ex*Nepthis) 2 *Dks*		2181 — 1547	✝ 6,95				1877 6mo	C.Mitchell &Co. Newcastle	LloydNacional Soc.Anon.	310·0|34·1|24·7 BK9′	R.Janeiro Brazilian	T.3Cy.20″,32″&54″–42″ 189NHP E*made*92*refitted*17 B*made*12*refitted*17 FrontierI.Wks.		
69868 FNDE	**Aragaz** *ss*Shl.No.3–6,37 *Mchy.Aft* 2 *Dks*(*Stl*)&*Web frames* *Longitudinal framing*		5009 4471 2719	✝100A1 ~~4,37~~ 2,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,14	Shl	*x*	CL ~~4,37~~ 2,39 *Lloyd's*A&CP *F.P. above* 150°F.	1914 5mo	Armstrong Whitworth &Co.Ld. Newcastle	Soc.Anon.Los Petroles d'Outre-Mer	385·3|50·3|30·3 P88′B28′F41′ FK *WB* = *Cell I*	Havre French 16 *BHptCem* (9 ,, *to U dk* 7 ,, *to 2nd dk* *BuB*24′35*t D*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb ~~2000~~ 425NHP 2SB,*6cf*,GS126,HS5862 FD N.E.MarineEng.CoLdNwc *Tf*36′316*t FPT*73*t APT*39*t*	30 ″ 3 s 5 ″ 5 25 ″ 1	
69869 SOZG	**Arago** (*ex*Transmitter) (*Cable Vessel*) Wireless 1 *Dk&pt2nd dk*		*901* *710* *388*			…		1914	GooleS.B. &RepCo.Ld. Goole	FrenchGovern-ment(Postes& Télegraphes)	208·4|30·1|16·6 P18′B72′F37′ FK	Dakar French *WB*	T.3Cy.17″,28″&46″–33″ 163NHP Richardsons,Westgarth& Co.Ld.Hpl.	17 ″ 6	V †
69870 EAOA	**Aragon** (P) 2 *Dks&Awng dk*		1896 — 1028			…		1902	R.Thomp-son&Sons Sunderland	Cia.Trasmediter-ranea	272·9|38·1|17·0 25·0 BK9′	Seville Spanish *WB*	T.3Cy.20″,33″&54″–39″ NDB22 190NHP N.E.MarineEng.Co.Ld.Sld	27 ″ 6	V †
69871 150811	— *Mchy.Aft* 1 *Dk*		1643 1261 963					1896	Detroit DryDockCo Wyandotte	SterlingGravel& Supplies,Ld.	249·3|41·9|15·3	WndsrOnt British *WB*	T.3Cy.17″,27½″&46″–36″ 127NHP DetroitD.D.EngineWorks		

Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu Visites Périodiques. Nombres des Ponts.	Tonnage Officiel Total sous le Pont Net	Cote. ✠ Surveillance Spéciale Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre l'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Quand. Navire. Mach.	Construit. Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres
69372 LJJZ	**Aragon** Wireless D.F. 1Dk& Shelter dk Cruiser Stern	1416 1094 806					1937	Nylands Verksted Oslo	Dampskibsintersk. Garonne(Fearnley &Eger,Mgrs.)	261·1|41·3|14·8	Oslo Norwegian WB	C.2Cy.16¾"&33 7/16"-33 7/16"& LP turbine withDRgearing & hydraulic coupling Nylands Verksted,Oslo		I
69373	**Aragua** TwinSc ssCco.No.2-36 Mchy.Aft 1Dk(Stl)& Web frames Longitudinal framing	2650 1890 1509	✠100A1 7,38 ~~10,37~~ [illegible] Carrying Petroleum in bulk Fitted for oil fuel 9,27	Crs Mob	l	CL ~~10,37~~ 7,38 F.P. above 150°F.	1927 9mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	MeneGrandeOil Co.C.A.	305·5|50·2|16·3 316·8 (O.L.) P69'B22'F33' Trunk181' FK CellDBuE&B42' 107t FPT 194t APT85t	Maracaibo Venezuelan 11BHptCem	T.6Cy.13½",23"&37"-27" (s) 180lb 212NHP 2SB,6cf,HS4055 Richardsons,Westgarth& Co.Ld.Mdb	16 ″ 6 s 2 ″ 0½ 14 ″ 8	
69374	**Araguá** (exAlice-35, exDraytonManor, exNorthquay,exAbelia) 3Msc ssRio.No.3-10,32 1Dk(Stl) Mchy.Aft Cargo battens not fitted Well deck ssRio.No 1-38	730 501 347	✠100A - 8,38 ~~12,35~~ [illegible] 8,35	Rio		OG 8,37	1920 8mo	N.V.Schps DeMerwede v/dVanVliet &Co. Hardinxveld	Soc.Brasileira de Cabotagem,Lda.	180·0|28·0|12·0 Q117'F24' FK CellDBf103'146tFPT63t APT7t	R.Janeiro Brazilian 3BHCem	T.3Cy.15",25"&40"-27" (s) 180lb 100lb 111NHP 1SB,3cf,GS60,HS1983 Verschure&Co.Amsterdam	14 ″ 6 s 4 ″ 8½ 14 ″ 0	
69375 117587 ZMCR	**Arahura** Ⓟ TwinSc 2Dks& Awng dk	1607 1308 796					1905	W.Denny &Bros. Dumbarton	AnchorShipping &FoundryCo.Ld.	240·6|36·6|22·4	NelsonN.Z. British WB	T.6Cy.10½",23½"&38"-24" 147NHP Denny&Co.Dumbarton		
69376 EAAX	**Araitz-Mendi** ssBbo.No.3-1,35 D.F. 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted	2572 2181 1445	✠100A1 Shelter dk with freeboard 11,36 IBS11,36	Bbo	l	CL ~~1,35~~ 3,39	1922 1mo A&CP	Cia.Euskalduna deConst Bilbao	Cia.Nav.Sota y Aznar	300·0|44·1|20·2 FK CellDB252'564t APT55t Collision BH to S dk 4 ,, ,, U ,,	Bilbao Spanish Cem	T 3Cy.23",37½"&61½"-39" 180lb 100lb (s) 262NHP 2SB,6cf.GS121,HS4142 Cia.Euskalduna deConst.	22 ″ 6 s 1 ″ 3¾ 21 ″ 4½	
69377 162385 MBUV	**Arakaka** ssLiv.No.1-37 1Dk(Stl)&Shelter dk(Stl)3rd dk(Stl) in No. 1 hold CruiserStern	2379 2005 1397	✠100A1 with freeboard ~~7,38~~ ~~1,00~~ 1,39	Liv	u	CL 1,38	1933 8mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	ArakakaS.S.Co. Ld.(BookerBros. McConnell&Co. Ld.)	322·5|43·5|18·5 F34' FK CellDB268' 589t APT74t (Coll to Sh dk 4 ,, 2nd,,)	Liverpool British 5BHCem	T.3Cy.18½",31"&52"-39"(r) 200lb FD 221NHP 2SB(Spt),6cf,GS76,HS3020 D.Rowan&Co.Ld.Gls.	20 ″ 9 s 0″11½ 20 ″ 0	
69378 152036 VLCM	**Arakoon** TwinSc Ref.Mchy Wireless 1Dk	875 — 581					1926	Lithgows Ld. Pt.Glasgow	NorthCoastStm. Nav.Co.Ld.(E.S. Crauford,Mgr.)	190·0|34·2| 9·9 Q92'B13'F30'	Sydny NSW British WB	T.6Cy.11",18"&29"-22" 86RHP D.Rowan&Co.Ld.Glasgow		C
69379 EAKC	**Aralar-Mendi** ssBkn.No.1-33 1Dk(Stl)&Shelter dk(Stl) Wireless D.F. Now "Monte Bustelo," see No. 89146 in Supplement	1597 1327 758	✠100A1 with freeboard 9,35 [illegible] 4,39	Gls	r	CL ~~8,34~~ 4,39	1928 12mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	Cia.Nav.Sota y Aznar	280·0|39·0|16·1 FK CellDB245'376tAPT40t (Coll to Sh dk 3 ,, 2nd,,)	Bilbao Spanish 4BHCem	T.3Cy.20½",33½"&55"-39" 180lb (s) 291NHP 2SB,6cf,GS106,HS4532 FD Cen.Mar.Eng.Wrks.WHpl	18 ″ 2 s ″ 4 18 ″ 0¾	
69380 FOBP	**Aramis** Ⓟ TwinSc OilEng. D.F. 4Dks	17537 13130 9990					1932	Forg.&Ch. de la MeditSA LaSeyne	Soc.desServices Contractuels des Messageries Maritimes	543·5|69·6|33·6 B318' F49'	Marseilles French WB	Oil Engines 2S.C.SA 20Cy.26¾"-47 3/16" 2490NHP Cie.de Const.Méc.Sulzer, St.Denis		V
69881 LCXA	**—** TwinSc CruiserStern OilEng. ssFal.No.1-35 Special Surveys to date from 2,32 Mchy.Aft 2Dks(Stl)& Web frames Longitudinal framing-bracketless system	7984 7368 4701	✠100A1 11,38 ~~2,33~~ [illegible] ✠LMC(M)12,37 Carrying Petroleum in bulk	Sba Fal	c†	CL s1,37 10,38	1931 11mo Lloyd's A&CP	Akt.Burmeistr&Wain Copenhagen	SkibsA/S"Aramis" (BernhardHanssen&Co.Mgrs.)	457·2|59·7|34·9 P93'B28'F43' FK CellDBuE68'318t DTf43'512t FPT138t APT166t	Flekkefjrd Norwegian 16BH (11 to U dk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.23¾"-43 5/16" 624NHP 2DB180lb Akt.Burmeistr&Wain,Cpn	35 ″ 0 s 9 ″ 2½ 25 ″11¾	
69882 871 OHCP	**Aranda** Ⓟ Wireless 1Dk	592 522 282					1920	A/BVulcan Åbo	FinnishBoard of Navigation	151·9|27·2|12·7	Åbo Finnish WB	T.3Cy.14",24½"&37½"-24" 69NHP A/B Vulcan,Åbo		
69383 149837 GMXF	**Arandora Star** Ⓟ TwinSc (exArandora) ssBkn.No.2-35 Ref.Mchy. 4Dks(Stl-Wthrdk-ws)5th dk(Stl)inNos.1,2,3,5&6holds D.F. E.S.D. CruiserStern	15501 11860 9096	✠100A1 with freeboard 12,35 ~~12,37~~ [illegible] ✠LM Fitted for oil fuel 5,27	Sou Nwc	12,38	CL 11,37 F.P. above 150°F.	1927 5mo Lloyd's A&CP	Cammell Laird&Co.Ld. Birkenhead	FrederickLeyland &Co.Ld.	512·8|68·3|42·5 B345'F48' FK Duct keel fwd of Mchy space147 CellDB440' 1821t FPT117t APT84t	London British 9BHCem	4 Steam Turbines SR geared to 2 Sc. Shafts 200lb (r) FD 2078NHP 3D&2SB32cfGS560HS30600 CammellLaird&CoLd.Bkn	45″11 s 18″3 28 ″ 1	BT till ~~12,36~~ 12,39
69884	**Arango** (exMeyun) ssP.Sd.No.3-6,19 ssAdn.No.1-23 1Dk&pt Awng dk(Teak)	567 382 232	✠ 9,28 [illegible] B2.22 ✠	Adn	h		1905 12mo	Ramage& Ferguson,Ld. Leith	J.Arango	150·0|30·1|12·8 pt Awng dk90' BK7" CellDBa18'f33'39tFPT23tAPT6t	Villa Sanjurjo Moroccan 4BHCem	T.3Cy.17",27"&45"-33" 127NHP 1SB,3cf,GS69,HS2000 Ramage&Fergusn,Ld.Lth.	13 ″ 6	
69885 98579 CGSP	**Aranmore** Ⓟ IronSr Wireless Well deck 2Dks	1170 919 502			...		1890	WBThmpson&Co(Lim) Dundee	CanadianGovernment(Dept. of Marine)	241·5|34·8|15·7 P150'B25'F36'	Ottawa British Wb	T.3Cy.23",38"&61"-48" 258NHP WBThmpsn&Co.Ld.Dun.	18 ″ 0	
69886 144234 MKJX	**—** Wireless 2Dks	1135 970 468					1920	Hawthorns &Co.Ld. Leith	ClydeShppg.Co.Ld	250·5|35·3|16·8 P157'F76'	Glasgow British WB	T.3Cy.20",33"&53"-39" 175NHP Hawthorns&Co.Ld.Leith		C
69887 EAAY	**Arantza-Mendi** ssHul.No.3-5,36 (exLecce-38,exArantza-Mendi-37) OilEng. ~~ssRot.No.2-32~~ 1Dk(Stl)&Shelter dk (Stl-pt ws) Longitudinal framing in DB ~~Now registered as Italian and Sailing as "LECCE," which see~~	3720 3068 2048	✠100A1 Shelter dk with freeboard 10,38 ~~4,36~~ [illegible]	Rot ~~Gen~~	w	CL 5,36	1923 4mo A&CP	Cia.Euskalduna deConst Bilbao	Cia.Nav.Sota y Aznar	345·8|48·7|22·4 F32'on Shelter dk FK Collision BH to S dk CellDB279'852tAPT124t 5 ,, ,, U ,,	Bilbao Spanish Cem	Oil Engines 4S.C.SA 6Cy.29⅛"-59" DR-100lb 489NHP Harland&Wolff,Ld.Gls.	24″10 s 1 ″10¼ 23 ″ 2	
69388 EABB	Wrecked 5,39 **Arantzazu-Mendi** (exLord Guilford) ssBbo.No.3-11,35 Sub.Sig. 1Dk(Stl)&Shelter dk(Stl) Platform dk(Stl)in Nos.1&2holds Cargo battens not fitted in 'tween dks	6646 6395 4106	✠~~100A1~~ Shelter dk with freeboard 3,39 ~~12,36~~ [illegible]	Bbo ~~B92.36~~	a†	CL ~~11,35~~ 9	1920 1mo Lloyd's A&CP	JLThompson&Sons,Ld Sunderland	Cia.Nav.Sota y Aznar	410·7|52·0|34·4 412·5 55·5 FK F36'on Shelter dk CellDB366'1364t FPT154tAPT228t	Bilbao Spanish Cem 6BHtoSh dk 1 ,, ,, U ,,	T.3Cy.27",44"&73"-48" (s) 180lb 593NHP 3SB.12cf.GS225.HS9464 FD G.Clark.Ld.Sunderland	37 ″ 0 s 8 ″ 9¾ 28 ″ 6	
69889	**Arapey** (exRivadavia) TwinSc OilEng.	743 — 431					1884	D.Rowan Glasgow	Cia.Uruguaya de Nav.Lda.	238·2|30·0|11·0	M.Video Uruguayan	Oil Engines 2S.C. 4Cy. NEfitted18 J&CG BolindersCoLd.Skm		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers to which classed. If not in L.R. Date of B. of Trade Cert.
69890 PUHY	**Arapuá** (*ex*Celeste-35, *ex*Homedale, *ex*Celtic Warrior, *ex*HaniII, *ex*Britannia)	*Mchy. Aft* 1 *Dk*	525 436 245				...	1907	J. Fullerton & Co. Paisley	Soc. Brasileira de Cabotagem, Ltda.	175·0 F17′	34·1	9·2 FK	R. Janeiro Brazilian *WB*	C.2Cy.15″&32″–22″ 59NHP C. Houston & Co. Ltd. Gls.	9 ″ 10	
69891 PUHY	**Arara** (*ex*SerraAzul-35, *ex*Providencia-33, *ex*Besh-taoo)	*ss*Pir.No.3–12,23 *ss*Rio.No.1–28 1 *Dk (Stl)*	1075 926 652	† —— 1,32	Rio			1907 3mo	Hawthorn, Leslie & Co. Ltd Newcastle	Cia. "Serras" de Navegação e Commercio *Cell D Ba58′ u E & B*	240·2 Q29′B42′F42′ FK	35·0	12·8	R. Janeiro Brazilian *1 B H Cem 57t A P T 21t*	T.3Cy.16″,26″&44″–33″ 143NHP 2SB, *4cf*, GS80, HS2480 Ross & Duncan, Glasgow	14 ″ 10	V †
69892 PUUB	**Ararangua** (P) Twin Sc *Oil Eng.* *ss*Rio.No.2–35 2 *Dks (Stl–Weather dk* teak s) *Ref. Mchy.*		4872 3699 2974	†100A1 *with freeboard* 6,37 ~~B&Cert 7,6~~ †Lloyd'sRM 7,38 *South American Coasting—Bahia Blanca & Trinidad*	Rio	*y*	0G 5,35	1927 8mo	Cant. Nav. Triestino Monfalcone *Lloyd's A & CP*	Lloyd Nacional Soc. Anon. *Cell D B300′ 913t Tank at sides*	378·0 P34′F61′ FK *of tunnels 120t F P T*	53·7	24·4	R. Janeiro Brazilian *7 B Hpt Asp 1 „ to 2nd dk 70t A P T 82t*	Oil Engines 2S.C.SA 8Cy.26¾″–37½″ 1008NHP DB *120lb* "Fiat" Stab. Grandi Motori, Turin	27 ″ 4 s 9 ″ 7 18 ″ 2¼	
69893 PUUC	**Araraquara** (P) Twin Sc *ss*Rio.No.2-38 ~~*ss*Rio.No.1–37~~ *Oil Eng.* 2 *Dks (Stl–Weather dk* teak s) *Ref. Mchy.*		~~3699~~ 2974	†100A– *with freeboard* 9,38 ~~B&Cert 9,38~~ DB 2,38 †Lloyd'sRM *South American Coasting—Bahia Blanca & Trinidad*	Rio	*y*	0G ~~10,38~~ 2,38	1927 10mo	Cant. Nav. Triestino Monfalcone *Lloyd's A & CP*	Lloyd Nacional Soc. Anon. *Cell D B300′ 913t Tank at sides*	378·0 P34′F61′ FK *of tunnels 120t F P T*	53·7	24·4	R. Janeiro Brazilian *7 B Hpt Asp 1 „ to 2nd dk 70t A P T 82t*	Oil Engines 2S.C.SA 8Cy.~~26¾″~~–37½″ 1008NHP 26½″ DB *120lb* "Fiat" Stab. Grandi Motori, Turin	27 ″ 4 s 9 ″ 7 18 ″ 2¼	
69894 PUUO	**Araribá** (*ex*Saverne-33, *ex*War Leveret)	*ss*Rio.No 2–28 1 *Dk (Stl)*	1999 1818 1197	† —— 2,32 (*Reclassification contemplated*)	Rio	*r*		1919 6mo	Midland S.B.Co. Midland, Ont.	PedroBrando *Cell D B210′ 613t F P T 54t*	251·0 P24′B64′F27′ FK	43·5	20·3	R. Janeiro Brazilian *4 B H Asp A P T 55t*	T.3Cy.20½″,33″&54″–40″ 253NHP 2SB, *6cf*, GS138, HS1600 John Inglis Co. Ltd. Toronto	23 ″ 1	
69895 PUUI	**Araruna** (*ex*Itaipu-33, *ex*Marne, *ex*Calgarian)	*Mchy. Aft* 2 *Dks* *Longitudinal framing*	2326 2046 1302					1913	Western DD&SBCoLd P. Arthur, Ont	LloydNacional Soc. Anon.	244·0 F39′	42·8	26·0 *WB*	R. Janeiro Brazilian	T.3Cy.18″,29″&48″–40″ 146NHP American S.B.Co. Clv.		
69896 PULC	**Arary** (*ex*Flamengo-33, *ex*Manchester, *ex*Charbonnier) Wireless	1 *Dk* *Mchy. Aft*	1064 750 588					1919	Forg. & Ch. de la Médit. Havre	PedroBrando	216·5 P23′F9′	34·1	14·7 *WB*	R. Janeiro Brazilian	T.6Cy.12″,20″&31½″–16½″ 80NHP Forg. & Ch. de la Médit. Msl.		
69897 PUUE	**Arassú** (*ex*SerraNegra-35, *ex*MariaLuisa-33, *ex*Ayrco, *ex*Anna Mærsk) Wireless	*ss*Hfs.No.3–1,24 *ss*Rio.No.2–32 1 *Dk (Stl) & deep framing*	1371 1229 797	† —— 4,37	Rio	*p*		1908 9mo	A. Vuijk & Zonen Capelle a/d Ysel	Cia. "Serras" de Navegação e Commercio *Cell D Ba60′ u E18′ f106′376t F P T*	214·2 P18′B66′F26′ FK	36·7	16·7	R. Janeiro Brazilian *4 B H Cem 58t A P T 80t*	T.3Cy18 $\frac{9}{16}$″,29″&48″–33″ 142NHP 1SB, *3cf*, GS60, HS2210 G.T.Grey, South Shields	19 ″ 0	
69898 PUUH	**Arataia** (*ex*Commandante Castilho-35, *ex*Douro, *ex*Carvoeiro, *ex*Antonina, *ex*Carrington) *Well deck*	Iron *ss*Rio.3rd No.3–7,19 1 *Dk (Irn)* 2 *tr B*	1773 1454 1125	† 7.22	Rio	*r*		1881 5mo	J. Laing Sunderland	LloydNacional Soc. Anon.	269·0 P28′Q72′B48′F32′ BK9½′ *D Ba*	36·0	20·6	R. Janeiro Brazilian *5 B H Cem 72′ f 48′ 207t*	T.3Cy.19″,31″&50″–33″ 197NHP E & B *made 92 refitted* 19 2SB. *6pf*, GS112, HS3900 N.E.Mar.Eng.Co.Ld.Nwc.	22 ″ 3	V †
69899 PUUJ	**Aratanha** (*ex*Portugal-35, *ex*Aleardi, *ex*Balaton)	1 *Dk (Stl) & Spar dk (Irn) & deep framing*	2458 2214 1554	†100A – *Spar dk* *with freeboard* 4,37 1 S4,38	Rio		CL 10,36	1901 12mo	Wigham-Richrdsn & Co Ld Newcastle	Lloyd Naciona Soc. Anon. *Cell D Ba110′ u E & B38′ f128′587t F P T 86t A P T 22t*	314·0 P44′B102′F36′ 21·4 FK	41·8	13·6 *6 B H Cem*	R. Janeiro Brazilian	T3Cy.20¼″,35″&59½″–42″ (*r*) 200lb 256NHP 2SB. *6rf*, GS108, HS3854 Wgham Rchrdsn & C. Ld Nwc	23 ″ 10 s 3 ″ 10 20 ″ 4	
69900 PUIR	**Arataú** (*ex*SerraGrande-35, *ex*Lillebonne, *ex*Ouvrier)	*Mchy. Aft* 1 *Dk*	1065 — 588					1919	Ch. & Atel. Augustin Normand Havre	Cia. "Serras" de Navegação e Commercio	229·6 P59′F19′	34·1	14·7	R. Janeiro Brazilian *W B*	T.6Cy.10 $\frac{5}{16}$″,16 $\frac{5}{8}$″&26½″–13 $\frac{7}{16}$″ 50NHP Ch. & Atel. de Augustin Normand. Havre		V
Now Monte Faro, see Vol. 1938-39	**Arate Mendi** (*ex*RioNavia-35, *ex*ArateMendi-37, *ex*RioNavia-35, *ex*Mar del Norte) ~~now Registered as German and sailing as "ELLEN," which see~~	*ss*Ham.No.2–37 1 *Dk (pt Irn pt Stl)*	2917 2310 1654 2661 2386 1566	†100A1 2,38 1,37 S2,38	Ham Rot	*t*	CL 1,37	1915 11mo	Cia Euskal-duna de Const Bilbao *Lloyd's A & CP*	Cia. Nav. Sota y Aznar *Cell D Ba102′ u E20*	~~2954~~ 306 4 P33′B70′F35′ *f 120′ 633t F P T 150*	11·2 ~~2·10~~ 21 9 FK	~~2·10~~	Bilbao Spanish *5 B H Cem A P T 163t*	T.3Cy.23″,36½″&62″–42″ (*s*) 180lb 268NHP 2SB, *6cf*, GS104, HS4090 Cen. Mar. Eng. Wrks. W Hpl	24 ″ 7 ~~3 ″ 11~~ ~~21 ″ 0~~ s 3 ″ 9½ 21 ″ 0	
69902 PUUD	**Aratimbo** (P) Twin Sc *Oil Eng.* *ss*Rio.No.2–37 ~~*ss*Rio.No.1–37~~ 2 *Dks (Stl–wther dk* teak s) *Ref. Mchy.*		4872 3698 2974	†100A1 *with freeboard* 5,38 ~~CS5,38~~ DB S5,38 2,35 †Lloyd's RMC 8,37 4,3 *South American Coasting—Bahia Blanca & Trinidad*	Rio	*y*	0G 5,37	1928 4mo	Cant. Nav. Triestino Monfalcone *Lloyd's A & CP* *Cell D B300′ 913t Tanks at sides*	Lloyd Nacional Soc. Anon.	378·0 P34′F61′ FK *of tunnels 120t F P T*	53·7	24·4	R. Janeiro Brazilian *7 B Hpt Asp 1 „ to 2nd dk 70t A P T 82t*	Oil Engines 2S.C.SA 8Cy.26¾″–37½″ 1008NHP DB *120lb* Fiat Stab. Gran. Mot. Turin	27 ″ 4 s 9 ″ 7 18 ″ 2¼	
Wrecked	**Araucania** (*ex*Edwin Douglas, *ex*Killena) Wireless	*ss*Vpo.No.3–10,33 *ss*Vpo.No.1–37 1 *Dk (Stl)*	624 ~~100A1~~ 493 11,37 459		Vpo		CL 10,36	1918	Smith's Dock Co. Ld Middlesbro' *Lloyd's A P*	T. Landgren & Co. Ld.	172·2 B50′ FK *Cell D Bu*	30·0	15·7 *E26′ 20t*	Valparaiso Chilian *5 B H Cem*	T.3Cy.16″,26″&44″–26″ (*s*) 200lb 116NHP 1SB. *3cf*. GS51. HS1832 Smith's Dock Co. Ld. Mdb.	16 ″ 6 s 1 ″ 10 14 ″ 11	
Now Taitao, see Vol. 1938-39 Supplement	**Araucano** (P) (*ex*Americano)	*see No. 39270 in Supplement* Wireless *Well deck* 1 *Dk*	701 459 374				...	1921	G. Brown & Co. Greenock	Chilian State Railways	170·0 P&B109′F30′ FK	30·1	12·3 *W B*	~~Date Arrues~~ Chilian	T.3Cy.14″,23″&37″–24″ 108NHP W. Beardmore & Co. Ld. Coatbridge	13 ″ 6	
	Arauco (P) 2 Twin Mst (*ex*Boussole-35, *ex*Saint Eloi, *ex*Registan) D.F. *Ref. Mchy.*	2 *Dks*	5414 4030 3309				...	1921	W. Gray & Co. (1918) Ld. W Hartlepool	Cia. Chilena de Navegacion Interoceanica (H.R. Samsing, *Mgr.*)	350·2 P30′B215′F35′ FK	52·5	26·8 *W B*	Valparaiso Chilian	T.3Cy.26″,42″&70″–48″ 515NHP Cen. Mar. Eng. Wrks. W Hpl	29 ″ 4	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel / Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. / Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté.
69906 140148 GSMN	**Arawa** Ⓟ TwinSc (exEsperanceBay-36) ssLon.No.3-2,35 2Dks(Stl)&Shelter dk Ref.Mchy. (Stl-ws)3rd dk(Stl)in D.F. E.S.D. forward holds	14462 11881 8598	✠100A1 Shelter dk withfreeboard 9,38 ~~3,38~~ ✠LMC Fitted for oil fuel 7,22	Lon	i †	CL 12,36 F.P.	1922 7mo Lloyd above	W.Beard- more&Co.Ld Glasgow 'sA&CP 150° F.	ShawSavill& AlbionCo.Ld. CellDB457'2259t Tanks in way of tu	530·9 B215'F76'onShltr dk FK MT24'1017t nnels467t FPT174t	68·3	39·9	S'thamptn British ptCem 9BHtoShdk APT143t	4 Steam Turbines DR geared to 2 Sc. Shafts (r) 220lb FD 1977NHP 3DB(Spt)&2SB(Spt),32cf, HS25923 W.Beardmore&Co.Ld.Gls.	43 ″ 6 s10″8½ 33 ″ 2	
69907	**Araxa** (exOdette-35,exOrione, exJuni,exBluefields) 1Dk	1349 — 618					1905	Bergens Mek.Værks Bergen	Soc.Brasileira de Cabotagem,Lda.	224·0 Q78'B31'F35'	31·3	14·6	R.Janeiro Brazilian WB	T.3Cy.19",30"&50"-33" 144NHP BergensMekVærksBergen		V
69908 EAJJ	**Araya-Mendi** Ⓟ OilEng. ssBbo.No.1-35 1Dk(Stl)&Shelter dk(Stl) 3rd dk inNo.1&after holds	2955 2062 1608	✠100A1 withfreeboard 5,38 ~~4,37~~ ✠LMC1,38	Alg Ant		CL 5,36	1930 5mo Lloyd	CiaEuskal- duna deConst Bilbao 'sA&CP	Cia.Nav.Sota y Aznar CellD	335·0 FK B270' 541t APT13t	45·6	17·7	Bilbao Spanish 5BHCem (3to Sh dk 2 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP Akt.Burmeistr&Wain,Cpn	20 ″ 0 s ″ 11 19 ″ 3	
69909 399 IBTD	**Arborea** Ⓟ TwinSc OilEng. D.F. 2Dks&3rd dk in No.1 hold	4959 3255 3036			...		1929	Soc.Odero- Terni Spezia	"Tirrenia"Soc. Anon.diNav.	377·1 364·6 B&F323' FK	50·0	24·5	Naples Italian WB	Oil Engines 2S.C.SA 12Cy.26¾"-37 13/16" 1511NHP "Fiat"Stab.GrandiMotori Turin	27 ″ 2	
69910 144715 MKKY	**Arbroath** OilEng. Wireless 1Dk Mchy.Aft CruiserStern	553 444 289	✠100A1 withfreeboard 7,38 ~~7,37~~ ✠LMC	Dun	i	OG 7,38	1935 9mo Lloyd	CaledonS. B.&E.Co.Ld Dundee 'sA&CP	Dundee,Perth& LondonShipping Co.Ld. CellDB112'136t	167·9 176·0(O.L.) FK Q41'F21 FPT64tAPT6t	30·1 31·0	11·8	Dundee British 4BH	Oil Engines 2S.C.SA 4Cy 13⅜"-22 7/16" 125NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0 s3 ″ 7 10 ″ 5¾	
69911 217972 KEXZ	**Arcata** (exGlymont-37) Fitted for oil fuel 1Dk	2722 1963 1672					1919	AlbinaEng &Machine Works Portland,Or.	~~HammondLumber Co.~~ Hammond ShippingCo.Ld.	289·0 P26'B148'F32'	44·1	19·2	S.Frncisco Utd.States WB	T.3Cy.22",36½&60"-42" 233NHP AlbinaEng.& Mach.Wks.Portland,Or.		I
69912 123940 GRNV	**Archangel** Ⓟ TrpSc (exSt.Petersburg) 2Dks&Shelterdk Sub.Sig. (ptStl-teaks)	2448 1502 1039	✠ 2,13 ✠	Rot	l		1910 7mo	J.Brown& Co.Ld. Clydebank	London&North EasternRlwy. WB = Cell D	330·8 F onShelterdk52' FK BuE40' 62t FPT9t	43·2	17.8	Harwich British 8BHCem DTf40'40t	3 Steam Turbines 5SB,20cf,GS430,HS14833FD J.Brown&Co.Ld. Clydebank	18 ″ 9	B ti 4.
69913 601 SWGB	**Archangelos** (exBawtry, exMottisfont) ssCff.No.3-6,29 ssAlx.No.2-37 1Dk(Stl)&Shelter dk(Stl)	5692 5470 4228	✠100A1 Shelter dk withfreeboard 1,38 ~~8,37~~ ✠LMC	Rot Nwc BS1,38 MS5,37	y	CL 8,37	1917 3mo Lloyd	W.Dobson &Co. Newcastle 'sA&CP	TheofanoMaritime Co.Ld (N.G. Livanos,Mgr.) CellDB	400·5 412·5(O.L.) FK 351'1087t FPT102t	52·0	25·1 33·0	Piræus Greek 6BHCem APT136t	T.3Cy.26",43"&72"-48" (s) 180lb 455NHP 3SB,9cf,GS141,HS6333 FD N.E.Marine EngCoLdNwc	35 ″ 7 s ″ 9¾ 26 ″ 0	
69914 264 SZHZ	**Archon** (exSinaloa-33,exSanta Gertrudis) Fittedforoilfuel Wireless 1Dk	1364 1085 627					1921	NVSchpsw deMerwede Hardinxveld	Constantine MarcouLemos	238·6 P40'B60'F25'	36·6	15·6	Syra Greek WB	T.3Cy.17",28"&46"-36" 127NHP Kuy&v/dRee,Rotterdam		C
69915 1599 IBJA	**Arcola** Fitted for oil fuel D.F. 2Dks Mchy.Aft Carrying Petroleum in bulk	6349 5552 3893					1929	Soc.Odero- Terni- Orlando Spezia	"Tigullia"Soc. Anon.diNav.	409·6 P100'B28'F35'	54·9	29·6	Genoa Italian	T.3Cy.26",42½"&69 13/16"-48" 335NHP Soc.Vickers-Terni,Spezia		C
69916 UNGH	**Arcos** (exPinewin,exWarJavelin) Well deck 1Dk	2343 1749 1327			...		1918	WoodSkin- ner&Co.Ld. Newcastle	U.S.S.R.	284·9 P28'Q77'B56'F28' FK	39·8	18·9	Archangel Russian WB	T.3Cy.22",36"&59"-39" 265NHP NEMarineEng.Co.Ld.Nwc	21 ″ 2	
69917 OYKV	**Arctic** WoodAux3MstSr (exPrimo) Mchy.Aft OilEng. Ref.Mchy. Wireless 1Dk (See Sailing Ship Register)	478 359 377					1919	Bergkvara Skeppsvarf Bergkvara	A/S Grönlandsk Havfiskerislsk "Nordlyset"(P.A. Jensen,Mgr.)	142·3 P15'Q13'F15'	34·6	11·1	Vaag, Faroe Is. Danish	Oil Engines 2S.C.SA 2Cy.15"-16⅜" 79NHP J&CGBolinder'sCoLdSkm		V
69918 202867 WNWK	**Arcturus** (exJamesB.Wood) Mchy.Aft GyC. 1Dk	6707 — 5263					1905	WestBay CityS.B.Co WstBayCity	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	514·0 WB	54·0	27·1	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
69919 DOTJ	— D.F. E.S.D. 1Dk CruiserStern	2596 2213 1471					1937	Lübecker Maschb.Ges Lübeck	ArgoReederei, RichardAdler&Co.	319·7 P24'B&F286' UpperF36	47·0	18·5	Bremen German WB	C.4Cy.(2)20 1/16"&(2)43 5/16"- 43 5/16" HS4628 342NHP LübeckerMaschb.Ges.		G
69920 FNHD	— Ⓟ 1Dk&Shelter dk	2532 — 1534					1913	Akt.Ges. "Neptun" Rostock	Cie.deNav.Paquet	331·4 F40'	46·0	18·8 26·7	Marseilles French WB	T.3Cy.23⅞",38½"&63"-43 3/16" 260NHP A.G."Neptun,"Rostock		V
69921 OHAF	— Ⓟ ssHfs.3rdNo.3-5,36 D.F. 1Dk(Stl)&Spar dk(Stl-ptws) Ref.Mchy. &Web frames	2156 1522 1169	✠100A1 Spar dk withfreeboard 5,38 ~~6,37~~ ✠LMC	Hfs	s	CL 5,36	1898 12mo Lloyd	Gourlay Bros.&Co. Dundee sA&CP	FinskaÅngfartygs Aktiebolaget WB=CellDBa36'	291·7 P41'B102'F68' BK8" uE&B61' f94' 227t	38·2	13·7 21·1	Helsingfrs Finnish 4BHCem APT17t	T.3Cy.29½",47"&75"-45" (s) 170lb 551NHP 3SB,9cf,GS183,HS8520 FD GourlayBros.&Co.Dun.	23 ″ 5 s 3 ″ 7 20 ″ 9	
69922	— (exNord-37,exCairnmore) 1Dk&deepframing&ptAwng dk	1682 1229 1035			...		1892	Wood, Skinner&Co. Newcastle	J.Rang	250·5 Q95'B60'F28' RFD68' FK	36·1	16·8	Tallinn Estonian WB	T.3Cy.19",31"&51"-36" 156NHP Black,Hawthorn&Co.Gts.	19 ″ 0	V †
69923 LCHH	— 1Dk2trB	1277 966 757					1910	Bergens Mek.Værks Bergen	DetBergenske Dampskibsselskab	229·9 Q95tB130tH34t F33t	35·2	16·0	Bergen Norwegian WB	T.3Cy.17½",28"&48"-33" 132NHP BergensMekVærksBergen		N
69924 161891 GFZW	**Ardanbhan** D.F. 1Dk	4930 4619 3080					1929	D&WHen- dersn&Co.Ld. Glasgow	ArdanS.S.Co.Ld. (Clark&Service, Mgrs.)	402·9 P45'B125'F47'	52·2	27·3	Glasgow British WB	T.3Cy.21½",37"&62"-42" 249NHP D&W.Hendersn&CoLdGls		C

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 'articulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned / now expired	Equipment Letter	7* Date when tail shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B of T trade cert.
69925 161904 GSKL	**Ardangorm** D.F. 1 *Dk*	5200 4889 3278						1930	C.Connell &Co.Ld Glasgow	Ardan S.S.Co.Ld. (Clark&Service, *Mgrs.*)	405·0|54·0|28·0 P35′B126′F42′			Glasgow British *WB*	T.3Cy.25″,42″&70″–48″ 337NHP D.Rowan&Co.Ld.Glasgow		C
69926 EAAZ	**Ardantza-Mendi** (*ex*Maraglo) *ss*Bbo.No.3–1,37 D.F. 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)	4904 4648 3583	✠100A1 *Shelter dk* *with freeboard* 1,37	Bbo	*w*	OG	1,37	1922 2mo	NV Scheeps deKlop Sliedrecht *Lloyd's SA&CP*	Cia.Nav.Sota y Aznar *Cell D B305′953t*	357·6|50·3|30·0 FK *Collision* *FPT77t A PT110t*			Bilbao Spanish *Cem B Hto Sh dk* 5 „ „ *U* „	T.3Cy.23⅝″,38⅛″&62⅛″–41⅛″ (*s*) 180lb 332NHP 3SB,*9cf*,GS189,HS5958 BurgerhoutsMachFab.Rot	32 ″ 6 s 8 • 8½ 24 ″ 0½	
69927 YQSA	**Ardeal** Ⓟ (*ex*EmilKirdorff–32) *Fitted for oil fuel* Sub.Sig. 2 *Dks* D.F.	5695 4402 3421						1922	Marine-werft Wilhelmshvn	RoumanianState MaritimeService	409·8|53·9|23·7 H133*t*F49′			Con-stantza, Roumanian *WB*	T.3Cy.25½,″41″&66⅛″–49½″ &L.P.Turbine 462NHP J.C.TecklenborgA.G. Wesermünde-G.		V
Broken up 69928	**Arden** *Fitted for oil fuel* Sub.Sig. 2 *Dks*&*Web frames*	5976 4971 3700				…		1921	Merchant S.B.Corp. Harriman,Pa.		400·7|54·2|30·4 P36′B124′F44′ FK			British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 661NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
69929 916 SZHW	**Ardena** Ⓟ (*ex*Peony) 2 *Dks*(*Stl–Uws*) *CruiserStern* Wireless	*1092* *794* *433*	✠ 10,15	Gls				1915 10mo	A.McMillan&Son,Ld. Dumbarton	NavigationConst. Toyias(E.K.Toyias *Mgr.*) *Cell D B*	250·1|33·1|17·3 F63′ FK *uB21t DT f22t FPT*			Piræus Greek 12 *B H Cem* 11*t A PT17t*	T.3Cy.21½″,35″&58″–27″ 350NHP D.Rowan&Co.Ld.Glasgow	18 ″ 0	
69930 5813 SMTN	**Ardennia** (*ex*Gothia–36, *ex*Roxen) 4Mst *ss*N.Yk.No.3–10,29 *ss*Got.No.2–38 *Cargo battens not fitted* 1 *Dk*(*Stl*)	*1823* *1621* *1089*	✠ 5,39	Got	*r*	OG	5,36	1916 7mo	Lindholmens V.A. Gothenburg	Rederi A/B Sylvia(Alb. Billner, *Mgr.*)	262·0|42·7|18·1 277·5(O.L.) P24′B65 F31 FK *Cell D B224′471t*			Gothenbrg Swedish 185lb 214NHP 2SB(Spt)*6cf*,GS110,HS3500 LindholmensM.V.Got.	T.3Cy.20½″,33″&55″–36″(*s*) 2SB(Spt)*6cf*,GS110,HS3500	20 ″ 6 ~~9 • 8½~~ ~~18 ″ 0~~	
69931 LCDN	**Ardent** (*ex*Örja,*ex*Bolama,*ex*Sonja) 1 *Dk*	1804 1614 1101						1917	Sörlandets Skibsbyggeri Fevig	D/S A/S Ardent (J.Kröger, *Mgr.*)	265·1|42·1|18·0 P56*t*H71*t*			Tönsberg Norwegian	T.3Cy.20½″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad		N
69932 142025 MKJY	**Ardenza** *ss*Irv.No.3–11,32 *ss*Gls.No.1–37 *Well deck* 1 *Dk*(*Stl*)	933 640 466	✠100A1 ~~6,~~ ~~3,37~~ ~~2,~~ 2,39	Gls	*l*	OG	~~7,36~~ 2,39	1920 12mo	Hawthorns &Co.Ld. Leith	MossHutchison Line,Ld. *Cell D Ba39′uE19′*	210·0|31·7|12·3 218·0(O.L.) Q115′F27 FK 105′ 205*t FPT17t A*			Liverpool British 1 *B H Cem* *PT13t*	T.3Cy.7″,28″&46″–33″ (*s*) 180lb 169NHP 2SB,*6cf*,GS95,HS3138 Hawthorns&Co.Ld.Leith	14 ″ 6 ~~4 • 7~~ 13 • 9½	
69933 131461 GPVJ	**Ardeola** 3Mst *ss*Liv.2ndNo.3–8,37 *Well deck* D.F. 2 *Dks*(*UStl–ws*)	2639 2109 1282	✠100A1 ~~12,~~ ~~8,37~~ ~~11,~~	Liv	*l*	CL	7,37	1912 10mo	CaledonS. B.&E.Co.Ld. Dundee	YeowardLine,Ld. (YeowardBros. *Mgrs.*)	310·2|44·2|18·5 P&B207′F57′BK10′ *WB = Cell D Ba40′uE*			Liverpool British 5 *B H Cem* 26′*f*152′502*t*	T.3Cy.24″,39″&64″–42″ (*s*) 180lb 345NHP 3SB,*9cf*,GS180,HS6126 CaledonS.B.&E.Co.Ld Dun	21 ″ 6 s 1 • 11½ 20 • 7½	
69934 142271 MJPZ	**Ardgantock** *ss*P.Gl.No.3–7,32 *ss*Sld.No.1–36 *Mchy.Aft* 1 *Dk*(*Stl*)&*Web frames* *Well deck* *Cargo battens not fitted*	842 591 416	✠100A1 ~~9,~~ ~~10,37~~ 7,39	StN Liv	*l*	CL	9,37	1919 6mo	Ardrossan DD&SBCo Ltd Ardrossan	P.MacCallum& Sons,Ld. *Cell D*	200·1|30·2|12·6 Q111′F26′ FK *Bf*121′220*t FPT61t*			Greenock British 3 *B H Cem* *APT53t*	T.3Cy.15″,26″&42″–27″ (*s*) 180lb 90RHP 1SB,*3cf*,GS60,HS1998 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 0 ~~4 • 10¾~~ 14 ″ 3	
69935 142318 MGZX	**Ardgryfe** (*ex*St.DunstanesHill) *ss*Lth.No.3–7,29 *ss*Ant.No.2–37 *Mchy.Aft* 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	964 672 481	✠100A1 ~~8,~~ ~~3,~~ ~~7,~~ 8,	Ant	*l*	~~CL~~	~~2,36~~ 3,39	1918 3mo	Ardrossan DD&SBCoLtd Ardrossan	P.MacCallum& Sons,Ld. *Cell D B*	200·4|31·2|13·2 210·8(O.L.) Q139′F23′ FK *f*126′186*t FPT66t*			Greenock British 3 *B H Cem* *AP148t*	T.3Cy.17″,28″&46″–33″ (*s*) 180lb 149NHP 2SB,*4cf*,GS90,HS2524 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 6 ~~4 • 5¾~~ 15 • 2	
69936 212964 WBCQ GyC.	**Ardmore** (*ex*Delphin) *ss*N.Yk.No.3–9,25 *ss*Mob.No.1–31 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	7035 6463 4390	✠ … 9,33	Mob				1913 12mo	Akt.Ges. "Neptun" Rostock	ArdmoreS.S.Co. Inc.(C.D.Mallory &Co.Inc. *Mgrs.*) *WB = Cell D B* 333*t DT f*48′550*t*	449·6|59·6|28·8 FK *uE&B79′f20′* (1 *FPT210t A PT145t*			Wilmgton, (Del.) Utd. States 17 *B H pt Asy.* 3 *B H to U dk* 4 „ „ 2*nd* „)	Q.4Cy.23¾″,33½″,48¼″&70½″–49⅜″ 524NHP 3SB,*9cf*,GS516,HS7523 A.G."Neptun," Rostock	29 ″ 10	R †
69937 140464 EIDF	— (*ex*Lady Killiney, *ex*Killiney) Wireless E.S.D.	1023 955 417	✠100A1 5,38 ~~4,37~~ ~~[illegible]~~ MC5,35 *Fitted for oil fuel* 11,23	Dub Liv	*p*	CL	4,37 *F.P. above*	1918 4mo	CaledonS. B.&E.Co.Ld Dundee *Lloyd's SA&CP*	British&Irish SteamPacketCo. ~~Dublin~~ Ld. *Cell D Ba6′uE*	254·5|36·1|16·0 264·0(O.L.) P66′B89′F75′ FK 24′*f*84′172*t FPT20t*			Cork British 4 *B H Cem* *APT6t*	T.3Cy.24″,39″&64″–42″ (*r*) 180lb 347NHP 3SB,*9cf*,GS190,HS6176 CaledonSB.&E.Co.Ld.Dun	16 ″ 8 ~~1 • 6~~ ~~15 • 2~~ s 1 • 11¼ 15 ″ 0¾	
69938 1478 IBLC	**Ardor** TwinSc *Oil Eng.* *ss*Tri.No.2–35 D.F. 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* *CruiserStern* *Longitudinal framing*	8960 8469 5079	✠100A1 *Shelter dk* *with freeboard* 1, ~~1,38~~ MC CS9,35 DB ~~3,35~~ 1,36 *Carrying Petroleum in bulk*	Mfl		CL	~~9,35~~ 12,38	1927 6mo	Ansaldo SanGiorgio Spezia *Lloyd's SA&CP*	"LaColumbia"Soc. Marit.perTrasporto diPetrolio e Derivati *Cell D Bu E69′132t DT f*36′281*t D*	489·6|63·0|34·6 470·6|63·2| FK B34′F40′			Genoa Italian 18 *B H pt Cem* 13 „ *to U dk* *Ta*19′111*t FPT188t*	Oil Engines 2S.C.SA 8Cy.27⅞″–47½″ 1000NHP 2 Water Tube DB *200lb* DB*70lb* Soc.An.FiatS.G.M.Turin	35 ″ 6 s 8 • 6½ 27 ″ 2½	
69939 164509 MKKK	**Arduity** *Oil Eng.* *Mchy.Aft* 1 *Dk* *CruiserStern*	304 195 143	✠100A1 8,35 MC8 5 L3 10,37	Grk	*d*	OG	8,39	1935 8mo	G.Brown &Co. Greenock *Lloyd's SA&CP*	F.T.Everard& Sons,Ld.	116·2|25·5| 8·8 P36′Q39′F16′ FK *FPT41t*			London British 3 *B H Asp* *APT13t*	Oil Engines 2S.C.SA 3Cy.12¾″–15¾″ 84NHP NewburyDieselCo.Ld. Newbury	9 ″ 9 s 3 • 5 9 • 8½	
69940 LCZF	**Arena** (*ex*Svolder–37) TwinSc *Oil Eng.* D.F. *Carrying Petroleum in bulk* *Mchy.Aft* *CruiserStern* 1 *Dk*	6362 5518 3772						1927	Aktieb. Götaverken Gothenburg	A/S Alida(Rudolf KureOlsen, *Mgr.*)	408·3|55·3|32·0 P367*t*H396*t*F81*t*			Xiansand Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21½″–39⅜″ 543NHP Aktieb.Götaverken,Got.		N
69941																	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Quand. Navire. / Mach.	9 Construit. Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et ce n'est dans le L. R. Navire. Cert. B. of Trade.
69942 LCHI	Arendal (P) 1Dk&Awng dk	521 488 303					1882	Motala Co. Gothenburg	A/SArendals Dampskibsselskab	159·0|27·0|17·7 H33t	Arendal Norwegian	C.2Cy.17"&38"-23⅝" NB98 58NHP MotalaCo.,Motala		N
69943	Arenorte No. 11 Iron&Steel3Mst (exHeraldo, exLaFrance)	381 — 238					1889	Edwards& Symes London	Cia.Arenera del NorteS.A.	149·9|24·9|8·9	Bns.Aires Argentine	C.2Cy.17"&34"-22" 45NHP Pratt,Huddersfield		
69944 145407 MNLP	Arete 1Dk	898 618 509					1925	MistleyS.B &Rpg.Co. Mistley	ElderDempster Lines,Ld.	197·7|30·6|12·2	Liverpool British WB	T.3Cy 16",27"&44"-30" 106NHP G.Clark,Ld.Sunderland		C
69945 7483 SDEK	— ssGot.No.2-37 1Dk(Stl) Mchy.Aft CruiserStern	569 421 269	✠100A1 9,38 ~~6,37~~ BS8,38	Got Rot ✠LMC6,37	h	OG ~~7,35~~ 9,38	1928 12mo Lloyd's A&CP	A/B Lödöse Varf Lödöse	Rederiaktieb. Unda(PerWaller, Mgr.) CellD	166·9|28·1|11·4 P56'F18' FK B110' 168t FPT12t	Gothenbrg Swedish 3BHCem APT18t	C.2Cy.14 9/16"&32½"-21⅝" (s) 130lb 50NHP 1SB,2cf,GS28,HS850 A/B Lödöse Varf,Lödöse	13"3 s1"3½ 12"1¼	
69946 171 YLBI	Arethusa 3Mst (exArethusaII, exArethusa) ssGls2nd.No.3-6,30 ssLie.No.1-34 Mchy.Aft Well deck 1Dk(Stl)	496 426 195	✠100A1 5,38 ~~7,36~~ BS2,39 ~~MS1,...~~	Lie MS4,39 ✠LMC ~~BS1,32~~	i	CL ~~10,34~~ ~~5,36~~ 3,39	1906 4mo Lloyd's A&CP	AilsaS.B. Co.Ld. Troon	KugniecibasSabiedriba "Gaida" (A.Behrsin,Mgr.) WB=	174·1|27·4|11·8 Q57'B68'F23' FK DTf12'27t FPT33t	Riga Latvian 3BHCem APT7t	C.2Cy.19 7/16"&36½"-24" 80lb 70lb 63NHP 1SB,2cf,GS37,HS1301 Hutson&Sons.Ld Glasgow	12"9 s"6 12"4¼	
69947 2108 IBUV	Arezzo (exJupiter-37) ssBbo.2ndNo.3-11,25 ssBbo.No.1-30 2Dks(Stl)&deepframing Restored to Spanish flag as "JUPITER" which see.	4833 4516 3130	✠ ... 12,34	Bry ✠	y		1900 8mo	Russell& Co. Pt.Glasgow Cell	~~Soc.Anon.Cooperativa diNav. "Garibaldi"~~ DBa131' uE&B42'	389·2|52·1|27·1 P31'B112'F40' FK f167'1244t DTa31'	Genoa Italian 7BHCem 800t APT56t	T.3Cy.27",43"&72"-48" NDB19 403NHP 2SB,6cf,GS122,HS5121 Rankin&Blackmore,Grk.	29"11	CI †
69948 2221 IBCM	Argentea (exSaramacca-38) ssN.Yk.2ndNo.3-8,33 Ref.Mchy. 2Dks(Stl)&Spar dk D.F. (Stl-ws)	3302 2465 1925	✠ 10,38 Spar dk [illegible]	NYk ✠[illegible]	v	CL 3,38	1908 3mo Lloyd's A&CP	Nederl. Schps.Maats Amsterdam	"LaCosteira"Soc. Anon.diNav.	354·1|42·2|15·2 336·7 22·8 P&B218'F46' FK&BK2"	Genoa Italian	T.3Cy.24",42"&68"-48" 180lb (s) 503NHP 3SB.9cf,GS187,HS7827 FD NedFb.v.Wrk&Spoor,Ams	26"0 ~~s2"0¾~~ ~~20"2¼~~	I †
	Intermediate bulkhead in after hold dispensed with 5BH only Cem CellDBa76'f134'418t Fitted for oil fuel 3,24 F.P. above 150° F.													
69949 EAIE	Argentina (P) QuadSc (exReinaVictoria-Eugenia) ssNwc.No.3-8,24 ssBcl.No.1-28 Sub.Sig. 3Dks(UStl-teak s) D.F. &Shade dk(Stl-teak s) Reported sunk in port	10137 6924 5564	✠~~100A1~~ Shade dk 12,31 ~~MS6,28~~	Msl ✠~~LMC~~	e† Pf	CL 8f N1,30 Pa1,30 N12,30 Sa7,31	1913 2mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cia.Trasatlantica CellDB a105'uE&B150'	480·0|61·3|32·7 FK&BK2¼" f170' 1080t FPT	Barcelona Spanish 9BHCem 81tAPT42t	T.8Cy.(2)29",(2)43"&(4)47"-42" 180lb (r) 7SB,21cf.GS480,HS20657FD 2L.P.Turbines 1484NHP Swan,Hunter&Wigham Richardson,Ld Nwc.	35"9 ~~11"5¾~~ ~~25"0~~	
	~~NO LATER SURVEY REPORTED~~													
69950 OXCC	— TwinSc (exPolarhavet) D.F. OilEng. 2Dks	5375 5092 3325					1921	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede Dampskibsselskab	378·0|52·2|32·6 F33'	Copnhagn Danish WB	Oil Engines 4S.C.SA 12Cy.23¼"-35½" 629NHP Burmeister&Wain,Cpn.		V
69951 7992 SDQA	— TwinSc OilEng. E.S.D. D.F. 2Dks&Shelter dk Ref.Mchy. Strengthened for Navigation in Ice	5277 4171 2873	✠100A1 with freeboard 1,39 ✠Lloyd's ...	Mmo Lkr ✠LMC3,35	a†	OG ~~9,38~~ P1.39 S9,38	1935 3mo Lloyd's A&CP	Götaverken A/B Gothenburg	Rederiaktieb. Nordstjernan (A.A.Johnson, Mgr.) CellDB307'1486t	420·7|55·9|23·9 F80' FK (tanks in way of tunnels309tFPT	Stockholm Swedish 7BH Coll toSh dk 6 ,,2nd,,) 76tAPT52t	Oil Engines 4S.C.SA 16Cy.24 1/16"-51 3/16" 945NHP DB85lb GotaverkenA/B,Got	28"0 s2"10¾ 25"3½	
	No. 3 lower hold & Nos. 2 & 4 lower 'tween dks for temp 31° F.													
69952 123 IBMC	— (P) TwinSc D.F. 2Dks&deepframing &Shelter dk	5083 — 3083			...		1907	Russell& Co. PortGlasgow	"Tirrenia"Soc. Anon.diNav.	407·4|47·9|22·5 390·0 30·6 F78' FK	Palermo Italian WB	T.6Cy.20½",35"&56"-42" 582NHP Dunsmuir&Jackson LdGls	25"3	I †
69953 PUAF	— (P) TwinSc OilEng. Wireless 1Dk CruiserStern	930 718 513					1927	Deutsche Werft Hamburg	LloydBrasileiro	237·0|38·0|10·0 B65'F24'	R.Janeiro Brazilian	Oil Engines 4S.C.SA 16Cy.11 7/16"-16 15/16" 204NHP Maschfbk.Augsburg-Nürnberg,Augsburg		
69954 LCZN	Argentino TwinSc4Mst (exSudAtlantico) OilEng. ssNo.2-36 1Dk(Stl)&Shelter dk(Stl) 3rdDk(Stl)inNo.1hold Now "Buenos Aires," see No. [illegible]	4640 4119 2771	✠100A1 withfreeboard 8,38 ~~11,37~~ DBS8,37 7,38	NYk Bal ✠LMC 37	z	CL ~~S2,36~~ P8,37 S8,38	1928 4mo Lloyd's A&CP	Akt.Burmeistr&Wain Copenhagen	A/S IvaransRederi (S.Holter-Sörensen Mgr.) CellDB334'1062t	381·8|53·8|25·1 FK (FPT112t APT156t	Oslo Norwegian 6BH Coll to Sh dk 5 ,,2nd,,)	Oil Engines 4S.C.SA 12Cy.21⅝"-59 1/16" 534NHP DB100lb Akt.Burmeistr&Wain,Cpn	28"9 s2"11½ 25"11½	
69955 LOHO	— TwinSc3Mst (exBayard-33) OilEng. Mchy.Aft 2Dks	2991 2638 1735					1915	Akers Mek.Værks. Oslo	Soc.Anon. Importadora y Exportadora de laPatagonia	335·2|48·2|20·5 P70tH173tF21t	Bns.Aires Argentine WB	Oil Engines 4S.C.SA 12Cy.19⅝"-26" 452NHP AkersMek.Værks.Oslo		V
69956 891 OFCD	Argo (exOdessa,exElisabeth, exCamperdown) ssOsc.3rdNo.3-5 37 1Dk(Irn)& deep framing	2513 2341 1468	✠100A1 4,39 ~~10,37~~ ~~BS7,38~~ MS1,37	Skm Got ✠LMC BS..,39	t	CL ~~6,36~~ 4,39	1898 7mo Lloyd's A&CP	R.Napier& Sons,Ld. Glasgow	RederiA/BPonape (GustafErikson, Mgr.) CellDBa100'	323·0|44·2|20·4 310·0 P29'B82'F31' FK uE&B38' f128' 645t	Mariehamn Finnish 5BHCem APT105t	T3Cy23½",38¾"&62"-39"(s) 160lb 245NHP 2SB,6cf,GS108,HS3736 R.Napier&Sons,Ld.Gls.	23"0 s3"7½ 19"7	
69957 559 OHAC	— ssHfs.No.3-4,33 ssHfs,No.1-37 D.F. 1Dk(Stl)&Awng dk(Stl)	1818 — 1025	✠100A1 Awng dk withfreeboard 4,38 ~~7,37~~	Hfs BS4,38 ✠LMC7,37	p	7,37	1921 3mo Lloyd's A&CP	NVMach& Schpsw.van P.Smit,Jr. Rotterdam	FinskaAngf.A/B. CellD	247·5|36·9|17·8 FK B182' 355t FPT14t	Helsingfrs Finnish 4BHCem APT31t	T.3Cy.20¾",32¼"&55"-39⅜" 180lb (s) 212NHP 2SB(Spt),6cf,GS97,HS3341 NVMch&Schps.vPSmit Jr	27"6 s8"2½ 19"6	
69958 LCHJ	— 1Dk2trB	411 296 249					1898	Stavanger Stöberi&Dok Stavanger	FiskaaensRederi A/S(CarlFiskaaen, Mgr.)	144·7|25·1|11·7 Q61tB35tH5tF14t	Haugesund Norwegian WB	T.3Cy.13½",22"&34"-25" NB12 58NHP LaxevaagsMsk&Jrns.Bgn.		N
69959 207 SVDV	Argolikos (exPearBranch-33) Fitted for oil fuel 2Dks	4786 4357 2902					1921	Palmers' Co.Ld. Newcastle	M.A.Embiricos	398·6|53·9|26·1 P37'B121'F42'	Andros Greek WB	DR Geared Steam Turbine 450NHP Palmers'Co.Ld.Newcastle		C
69960 219622 KUDD	Argon ssGal.No.3-9,32 ssMob.No.1-37 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6952 6427 4271	✠100A1 ~~7,37~~ 2,39 2,39	Mob ~~NYk~~ Bal ✠LMC7,37	b†	CL ~~3,36~~ 4,38	1920 3mo A&CP	Bethlehem S.B.Corp.Ld. SparrowsPt. CellDBuE&B57'	Socony-Vacuum OilCo.Inc. 197tDTf50'82	435·6|56·2|31·7 P122'B50'F44' FK 4tFPT97tAPT74t	NewYork Utd.States 15BHpt Cem (9 ,, to U dk 6 ,, ,,2nd,,)	T.3Cy.26 15/16",47"&78"-48"(s) 220lb 598NHP 3SB,9cf.GS165.HS8235 FD BethlehemS.B.Corp.Ld.	33"6	
	Carrying Petroleum in bulk Fitted for oil fuel 3,20 F.P. above 150° F.													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck / Net.	5 Particulars of Classification. Character. ✠ for Special Survey / Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired.	7* Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Distinctive Mark of Tradecraft.
69961 FOCB	**Argonne** 1 *Dk*	2115 1848 1202				...		1920	J.S.White & Co.Ltd. Cowes	Cie.Delmas Vieljeux	280·0 P24' B67 F37'	40·2	19·3 FK	LaRochlle French	T.3Cy.19",32"&52"–36" 213NHP *WB* J.S.White&Co.Ltd.Cowes	21 ″ 6	V †
69962	**Argos** TwinSc *Oil Eng* *Mchy.Aft* 1 *Dk*	1185 — 587	✠A1 *with freeboard* 3,38 *For Service on the River Ports seaward*	BAs MC11,37	OG P(N) 2,38 s2,38	*Plate-Video*	1935 11mo	Henry Robb,Ld. Leith *Lloyd's limiting*	Cia.Argentina de Lanchas *sA&CP*	287·0 F26' *FPT*	50·1 FK 1130	12·8 *APT* 70t	Bns.Aires Argentine *5 BHAsp* Atlas-DieselA/B,Skm.	Oil Engines 2S.C.SA 10Cy.13⅜"–22⅞" 313NHP	14 ″ 0 s 5 ″ 8½ 8 ″ 5	
69963 HRAY	**Argual** *Ref.Mchy.* D.F. Sub.Sig. 3 *Dks*	2690 2135 1581						1927	Cammell Laird&Co.Ltd Birkenhead	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	301·1 B93' F33'	44·2	22·3 *WB*	Tela Honduran	T.3Cy.20½",35"&59"–42" Cammell 225NHP Laird&Co Ld.Bkn.		C
69964 UPCE	**Argun** (*ex*Sunray–34) *ss*Hul.No.3–3,29 *ss*Npt.No.1–34 1 *Dk(Stl)*	3487 2961 1996	✠ ... 8,35	Npt	*d*			1917 7mo	R.Thompson&Sons,Ld. Sunderland	U.S.S.R. *CellDB*	330·5 P31'B100'F37' *a*98'*u*E23'*f*140'*G*84*t*	48·0 FK	21·9 5 *BHCem* 2SB,6*cf*,GS124,HS1594 *APT*137*t*	Leningrad Russian	T.3Cy.24",38"&64½"–42" 293NHP J.Dickinson&Sons,Ld. Sld.	24 ″ 4	
69965 27453 JNJD	**Argun Maru** *ss*Osa.No.3–5,32 *ss*Kob No.1–36 1 *Dk(Stl)* & *Shelter dk(Stl)* & *Web frames* *Longitudinal framing*	6608 6111 4040	✠100A1 *Shelter dk with freeboard* 7,38 ~~6,37~~	Kob MC	*at*	CL ~~6,37~~ 1,39		1920 8mo	OsakaIron Works,Ld Osaka A&CP	OsakaSyosen K.K. *CellDB*	415·0 P32'B148'F45'*on Shelter dk* 368'1470*t* *DTa*39'1145*t*	55·5 FK	34·6 *Osaka* Japanese *Cem* 4 *BHtoSh dk* 4 „ „ *U* „	Osaka Iron Wrks.Ld.Osaka	T.3Cy.27⅞"45"&75"–51" (*s*) 180lb 552NHP 3SB,9*cf*,GS190,HS8100 FD	34 ″ 8 s 7 ″ 4½ 27 ″ 7	
69966 HPIA	**Argus,** TwinSc 1 *Dk*,2nd *dk* clear of cargo tanks *Mchy Aft* D.F. *Cruiser Stern* *Longitudinal framing–bracketless system*	9512 8778 5874	✠100A1 6,38 ~~11,37~~ *Carrying Petroleum*	Cpn Got MC11,37	*dt*	CL *in bulk*		1937 11mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's*	NeptuneShipping Ltd.a.S.A.(Mosvold Shipping& Agency,*Mgrs.*) *CellD*	479·8 501·1(O.L.) P101'B31'F44' *BuE*76'329*t* *DTf*43	65·4 FK	33·2 *Panama* Pnamanian *12 BIIpt Cem* 2DB*180lb* *600t FPT*97 *t APTs*175*t*	Akt Burmeistr&Wain,Cpn	Oil Engines 2S.C.SA 14Cy.19½"–35,⅞" 943NHP 35 ″ 4 s 7 ″ 2½ 28 ″ 4½	
69967 KZUS	— (*ex*Yeoman) *ss*Mch.2nd No.3–3,25 Wireless 1 *Dk(Irn)* & *deep framing* *Well deck*	1025 — 585	✠ 4,30	Nwc	*m*			1901 2mo	WoodSkinner&Co.Ld Newcastle *CellI*	Madrigal&Co. *Ba&u*E75'*f*96'235*t*	220·0 Q115'B15'F24'	31·7 FK	14·8 *Manila* Utd.States 5 *BHCem* *IPT*21*t*	T.3Cy.17",28"&46"–53" NDB22 135NHP 1SB.3*cf*,GS62,HS2150 N.E.MarineEngCoLd.Nwc	17 ″ 0	
69968 111147 VOCN	**Argyle** *ss*NFL.2nd No.3–4.24 *ss*NFL.No.2–32 1 *Dk* & *Web frames lower dk in main hold*	439 342 199	✠ ~~8,38~~ ~~3,37~~ ~~NB6,21~~ ~~HS8,37~~	NFL	*g*	7,37		1900 2mo	A.&J. Inglis Glasgow A&CP	Government of Newfoundland (Newfoundland RailwaySteamship Department) *CellD*	154·7 F15' *Ba&u*E&B	25·1 BK7" 47'*f*61'84*t*	12·6 SJhnsNFL British 1 *BHCem*	T.3Cy.15",24"&40"–30" (*s*) 160lb 99NHP 1SB.3*cf*,GS52,HS1820 FD A.&J.Inglis,Glasgow	15 ″ 0 ~~9 ″ 1½~~ ~~10 ″ 10~~	
69969 FNEC	**Argyll** *ss*S.Fo.3rd No.3–9,30 *ss*S.Fo.No.1–34 2 *Dks*(1 *Stl* & *Crn–ws*) & *Web frames* 3 *Dk rule*	2953 2626 1880	✠100A1 10,37 ~~11,37~~ *Carrying Petroleum* *Fitted for oil*	LAn BS12,36 ~~MC11,37~~	*u*	CL 10,37 *in bulk*		1892 6mo	W.Gray& Co.(Ld.) WHartlepool A&CP	Cie.DuBoleo	320·2 P31'B80'F37' *WB – CellD Ba*136' *u*E&B	40·7 BK10" 50° F.	24·4 *Bordeaux* French 12 *BHCem* *above* 150° F.	T.3Cy.25",40½"&65"–42"(*s*) 160lb 283NHP 2SB,6*cf*,GS112,HS4380 OenMarEWks(Ld),WHpl	27 ″ 0	
69970 SVEH	**Ariadne** (*ex*Sonora–34,*ex*Northern) *ss*Hav.No 1–29 1 *Dk(Stl* & *Shelter dk* *(pt Irn pt Stl)*	4745 4314 2969	✠ 7,34	Hav	*y*			1912 2mo	J.L.Thompson&Sons,Ld Sunderland	JohnM.Nikiforos *CellD Ba*136' *u*E&B	388·7 P46'*f*163'1270*t*	54·1 FK *FPT*	26·0 *Piræus* Greek 1 *BHCem* 15*t APT*238*t*	T.3Cy.28½",44½"&74"–48" 455NHP 3SB,9*cf*,GS195,HS7575 J.Dickinson&Sons,Ld.Sld.	28 ″ 6	C †
69971 357 OHAD	— Ⓟ *ss*Hfs.2nd No.3–1,38 ~~*ss*Hfs.No.3–5,36~~ ~~*ss*Hfs.No.3–38~~ *Ref.Mchy.* 2 *Dks* & *Awng dk(pt Stl)* *Strengthened for navigation in ice*	2559 — ~~1957~~ 1172	✠100A1 *Awng dk with freeboard* ~~4,37~~ 3,39 ~~HS4,37~~	Hfs BS12,38 LMC	*s*	~~CL 4,37~~ OG ~~3,38~~		1914 3mo	Lindholmens V.A. Gothenburg *Lloyd's* *WB*	FinskaÅngfartygs Aktiebolaget *= CellD Ba*32' *u*E	274·2 273·0(O.L.) F45 *§B62'f96'267t FPT*	43·7 FK	18·9 *Helsingfrs* Finnish 4 *BHCem* 30t *APT*8*t*	T.3Cy.24½",40"&66"–42" (*s*) 185lb 447NHP 3SB,12*cf*,GS258,HS8760 Lindholmens V.A.Got.	28 ″ 9 ~~11 ″ 2½~~ 17 ″ 10½	
69972 LDNJ	— Ⓟ E.S.D. D.F. *Cruiser Stern* 2 *Dks*	2029 1381 1138						1930	Nylands Værksted Oslo	DetBergenske Dampskibsselskab	271·3 P85'B205'H252*t* F32*t*	38·2	19·4 *Bergen* Norwegian *WB*	T.3Cy.22",35"&60"–42" 234NHP Nylands Værksted,Oslo		
69973 PCUF	— Wireless *Cruiser Stern* 2 *Dks*	1170 976 643						1919	N.V Boele's Sheepsw. Slikkerveer	Koninkl.Nederl. Stoomb.Maats. N.V.	250·0	36·5	23·0 Amstrdam Dutch *WB*	T.3Cy.18½",30"&48"–36" 138NHP N V Boele's Sheepw.Bolnes		V
69974 DOIC	— 2 *Dks*	621 612 373						1898	G.Seebeck A.G. Bremerhaven	Dampfschiffahrts Ges.Neptun	170·5	27·2	16·3 *Bremen* German *WB*	T.3Cy.14¾",22"&38⅜"–23⅝" 72NHP G.Seebeck A.G.Bremerhvn		G
69975 EABC	**Ariaga-Mendi** (*ex*Delfshaven) *ss*Bbo.No.3–11,35 Sub.Sig. 1 *Dk(Stl)* & *Shelter dk(Stl)*	5535 5282 3478	✠100A1 *Shelter dk with freeboard* 10,36 ~~HS3,37~~ *Fitted for oil fuel*	Bbo MC	*y*	OG 11,35 *F.P. above*		1921 10mo	W.Dobson & Co. Newcastle *Lloyd's*	Cia.Nav.Sota y Aznar *CellD B*356'1166*t*	400·0 FK *FPT*	53·0 *Collision* 104*t APT*175*t*	30·8 *Bilbao* Spanish *pt'em* *B Hto Sh dk* 5 „ „ *U* „	T.3Cy.27",45"&74"–48" (*s* 180lb 511NHP 3SB,9*cf*,GS153,HS7395 FD N.E.MarineEng.CoLdNwc	33 ″ 4 ~~7 ″ 11½~~ 25 ″ 7	
69976 FNUT	**Arica** (*ex*Zenon–34) *ss*Rou.No.1–38 *ss*Hav.No.3–2,34 D.F. 2 *Dks(Stl)* & *Shelter dk(Stl)*	5390 4922 3219	✠100A1 *Shelter dk with freeboard* ~~1,37~~ 3,39 MC	Hav Rou.	*at*	CL N8,36		1921 8mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's*	Cie.Générale Transatlantique *CellD B*368'1319	423·6 436·6(O.L.) *FPT*	55·0 FK *Collision* 109*t APT*201*t*	26·3 *Havre* French *Cem* *B Hto Sh dk* 6 „ „ *U* „	T.3Cy.28",46½"&78"–54"(*s* 180lb 627NHP 1SB,12*cf*,GS296,HS11652 N.E.MarineEng.CoLdNwc	29 ″ 0 ~~3 ″ 8~~ 25 ″ 6	
69977 CBRI	— Ⓟ *ss*Vpo No.1–34 *Ref.Mchy.* D.F. 2 *Dks(Stl)*	*4583* *3373* *2812*	✠100A1 6,... 1,38 ~~10,37~~ ~~Lloyd's RMC~~ ~~BS 39~~	Vpo ~~MC11,34~~ ~~2,39~~		CL 1,38		1931 1mo	R.Duncan & Co.Ld. PortGlasgow *Lloyd's*	Cia.Chilena de NavegacionInteroceanica(H.R. Samsing,*Mgr.*) *CellD B*291'820*t FPT*	354·0 P28'B117'F32' 15*t APT*190*t*	53·2 FK	25·0 Valparaiso 6 *BHCem*	T.3Cy.25",41"&68"–45" (*s* 200lb 433NHP 3SB,9*cf*,GS173,HS6147 FD D Rowan&Co.Ld.Glasgow	27 ″ 6 ~~4 ″ 9½~~ 23 ″ 1	
69978 EABD	**Arichachu** *ss*Bbo.No.3–1,34 1 *Dk(Stl)* & *Web frames* *Longitudinal framing* *ss*Bbo.No.1–38 *Cargo battens not fitted*	*3276* *3062* *2102*	✠100A1 6,38 ~~1,37~~ MC	Bbo ~~12,35~~ 6,38	*v*	CL 6,38		1920 12mo	Echevarrieta y Larrinaga Cadiz *Lloyd's*	CiaNaviera "Easo" (Creditode la Union Minera, *Mgrs.*) *CellD*	331·0 P31'B91'F32' *B* 284'872*t FPT*63	48·0 FK	23·3 S.Sebast'n Spanish 5 *BHCem* *APT*175*t*	T.3Cy.25",41"&68"–45" (*s* 180lb *90lb* 411NHP 2SB,8*cf*,GS148,HS5882 F J.G.Kincaid&Co.Ld.Grk	25 ″ 8 ~~4 ″ 0½~~ 21 ″ 10	

Now "Lorraine," *see No.* 83921 *in Supplement*

Now "Trovatore," *see No.* 90252 *in Supplement*

Now "Gayarre," *see No.* 88231 *in Supplement*

1 Numero d'Ordre. / Numero Officiel. / Signaux	2-3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Quand. Navire. / Mach.	9 Construit. Par qui. / Où.	10 Armateurs.	11 Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade
69979 162607 MQCD	**Aridity** ssYar.No.1-36 Mchy Aft OilEng. Well deck 1Dk(Stl)	336 223 172	✠100A1 10,36 ✠LMC5,35 ✠L… (M)9,37	Yar		OG 9,36	1931 7mo	Fellows& Co.Ld. Gt.Yarmouth Lloyd'sA&CP	F.T.Everard& Sons,Ld.	130·0 Q85'F14' FK FPT	24·6	8·9	London British 3BHCem 10tAPT23t	Oil Engines 2S.C.SA 5Cy.13 3/16"-15 3/8" 154NHP Plenty-StillOilEngines,Ld Newbury	9 ″ 6 s 3 ″ 2½ 9 ″ 6	
69980 698 OHCM	**Ariel** ssHfs.No.2-38 D.F. 2Dks(Stl) Strengthened for Navigation in Ice	2198 1991 1241	✠100A1 withfreeboard 3,38 ~~3,38~~ ✠LMC3,38	Hfs Rot	r	OG 3,38	1929 6mo	Helsingörs Jernsk&Msk. Elsinore Lloyd'sA&CP	FinskaAngfAktieb CellDB228'413t	260·1 273·0(O.L.) FK FPT33tAPT21t C	40·2	24·7	Helsingfrs Finnish 4BHCem oll „ to W dk	T.3Cy20 3/16",32"&53"-36"(s) 200lb 230NHP 2SB(Spt)6cf,GS190,HS4003 HelsingörsJernsk&Mskb.	27 ″ 6 s 8 ″ 2½ 19 ″ 4¾	
69981 7397 SGEN	— (exÖresund,exDanemark) D.F. 1Dk	1775 1513 958					1920	A/S Baltica Værftet Copenhagen	RederiA/B Atos (AllanBörjesson, Mgr.)	277·0 P38'B157'F22'	40·2	18·3	Hlsngborg Swedish WB	DR GearedSteamTurbine A/S AtlasCopenhagen		V
69982 148890 GMBL	**Ariguani** (P) TwinSc 2Dks 3rd&4th dks in holds Ref.Mchy. D.F. Sub.Sig. E.S.D.	6746 5243 ~~4131~~ 4116					1926	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	425·2 P40'B192'F47'	54·1	30·3	Glasgow British WB	T.6Cy.23½",39½"&67"-48" 622NHP A.Stephen&Sons,Ld.Gls.		C BT till 10,38
69983 186 YLCJ	**Arija** (exNorthBritain,exBaltic Exchange) 1Dk2trB&deep framing& Web frames 3Dk rule	3678 3457 2338			…		1907	Bartram& Sons Sunderland	J.Zalcmanis,K. Jansons&J.Frey- man(Latvian ShippingCo.Mgrs)	346·5 P23'B94'F36' FK	50·8	22·9	Riga Latvian WB	T 3Cy.24½",40"&66"-45" 317NHP NDB07refitted29 Blair&Co.Ld.Stockton	25 ″ 6	C †
69984 42355 JIZK	**Arima Maru** OilEng. D.F. E.S.D. GyC. 2Dks Ref.Mchy. CruiserStern	~~7387~~ ~~6531~~ ~~4322~~ 7390 6531 4326	✠100A1 9,38 ~~10,37~~ ✠LMC11,36 ✠Lloyd'sRMC ~~10,37~~ 3,39 9,38 ~~4,38~~ Carrying cargo oil F.P. above150° F. in deeptanks	Yka	d†	CL 4,38	1936 12mo	Mitsubishi JukogyoK.K Nagasaki Lloyd'sA&CP	NipponYusenK.K. CellDB361'1458t	462·7 P23'B183'F41' FK DTa39'1436t, Tanks at sides of tunnel91tFPT	62·3	34·4	Tokyo Japanese 8BHptCem 82tAPT76t	Oil Engines 2S.C.DA 8Cy.28⅜"-47¼" 2248NHP DB100lb MitsubishiJukogyoK.K. Nag	34 ″ 5	
69985 42965 JTGL	**Arimasan Maru** OilEng. D.F. GyC. 2Dks&Shelter dk Ref.Mchy. CruiserStern	8696 — 5268					1937	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha Ld.	452·8 F35'	62·0	30·5	Kobe Japanese WB	Oil Engines 2S.C.DA 6Cy.24 7/16"-55⅛" 1230NHP Mitsui Bussan Kaisha,Ld. Tama		C
69986 EABE	**Arinda-Mendi** ssBbo.No.3-5,34 1Dk(Stl)&Shelter dk(Stl)	3453 3032 2044	✠100A1 Shelter dk withfreeboard 9,36 BS12.36 ✠LMC8,35	Cff	v	CL ~~8,36~~ 3,39	1921 4mo	RopnerS.B &Repg.Co. (Stockton) Ld. Stockton Lloyd'sA&CP	Cia.Nav.Sota y Aznar CellDBa108' uE25'	340·3 FK ←Collision f147' 784tAPT126t	48·6	22·5	Bilbao Spanish Cem nBHtoS dk 5 „ „ U „	T.3Cy.24",40"&66"-45" (s) 180lb 100lb 358NHP 2SB,6cf,GS137,HS6078 Blair&Co.Ld.Stockton	24 ″ 10 s 1 ″ 11½ 23 ″ 0¾	
69987 164649 GYTZ	**Arinia** OilEng. Mchy.Aft 1Dk,2nddk clear of cargotanks D.F. E.S.D. CruiserStern Longitudinal framing at bottom & at deck	8024 7238 4777	✠100A1 ~~7,38~~ ~~8,37~~ 2,39 ✠LMC7,36 CarryingPetroleum in bulk	Cff Shl	c†	CL	1936 7mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld. Cell DBuE69'167t DT	465·0 483·2(O.L.) P90'B42'F48' FK f25'281tFPT143t	59·2	33·8	London British 15BH APT94t	Oil Engines 4S.C.SA 8Cy.25 3/16"-55⅛" DB180lb 503NHP J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 9 27 ″ 6½	
69988 219798 KULM	**Ario** ssPhl.No.3-10,33 ssNYk.No.1-37 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6952 6427 4271	✠100A1 5,38 ~~11,37~~ BS5 … ✠LMC9,37 CarryingPetroleum in bulk Fitted for oil fuel 4,20 F.P. above 150° F.	Gal NYk	b†	CL ~~8,35~~ N5,38	1920 4mo	Bethlehem S.B.Corp.Ld. Sparrow's Pt A&CP Md	Socony-Vacuum OilCoInc. CellDBuE&B57' 197tDTf50'824t	435·6 P122'B50'F44' FK FPT97tAPT74t	56·2	31·7	NewYork Utd. States 15BHptCem (9 to U dk 6 „ 2nd „)	T.3Cy.27",47"&78"-48" (s) 220lb 598NHP 3SB,9cf,GS165,HS8235 FD BethlehemS.B.Corp.Ld. Sparrow'sPt.Md.	33 ″ 6	
69989 EAMR	— (exAfonDyfi, ssCdz.No.3-2,34 exTarrasa) Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	771 529 870	✠100A1 10,37 BS11,38 ✠… MS2.34	Cdz	k	CL ~~10,37~~ N10,38	1921 8mo	Astilleros delMedit.S.A Barcelona Lloyd'sA&CP	MiguelM.dePin- illos	186·6 Q114'B12'F22' FK CellDBf114'176t	29·5	12·4	Cadiz Spanish 4BHCem FPT42t	T.3Cy.12",20"&32"-24" (s) ~~180lb~~ 180lb 84NHP 2SB4pf,GS60,HS1714 AlexanderHnos.Barcelona	14 ″ 7 s4 ″ 10½ 13 ″ 11	
69990 DOIP	**Arion** Sub.Sig. 2Dks D.F. CruiserStern	2297 2042 1311					1927	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	287·0 F26'	46·0	23·2	Bremen German WB	T3Cy19 11/16",31½"&50⅜"-35 7/16" & 1 low pressure Turbine 180NHP A.G."Weser,"Bremen		G
69991 15 IBQC	**Ariosto** (exBáróFejérváry, exBulganak,exBáró ssFiu.3rdNo.3-7,35 Fejérváry) 1Dk(Stl)&Spar D.F. dk(Irn)&deep framing	4115 3659 2540	✠100A1 Spar dk 7,38 ~~7,37~~ BS~~6,37~~ ✠LMC7,35 6,38	Tri	x	CL ~~5,36~~ 7,38	1902 6mo	Wigham Richrdsn&Co Ld.Newcastle A&CP	"Tirrenia"Soc. Anon.di Nav. Cell DBa132'uE&B76	365·3 25·1 P51'B127'F38' FK f114'855t FPT55t	48·2	17·8	Fiume Italian 6BHCem APT28t	T.3Cy.22½",40 3/16"&66"-48" 200lb (r) 361NHP 3SB(Spt),9cf,GS159,HS5754 Wghm Rchrdsn&C.LdNwc	28 ″ 3 s 5 ″ 1¾ 23 ″ 3½	
69992 270 SVHQ	**Aris** (exMichalisPoutous-36,exMount Pindus-35,exMaindy ssCff.No.3-12,27 Grange-32, ssRou.No.2-35 exPontwen) 1Dk(Irn)	*4810* *4558* *3020*	✠100A1 7,38 ~~12,37~~ BS10.37 ✠LMC8,36	Ant Pir	x	CL ~~8,36~~ 6,38	1914 6mo	Richardsn, Duck&Co.Ld. Stockton Lloyd'sA&CP	MichaelM.Xylas	380·2 P34'B111'F31' FK CellDBa127'uE&B45'f168'	50·9	28·0	Syra Greek 6BHCem	T.3Cy.26",42"&70"-48" (s) 180lb 385NHP 3SB,9cf,GS173,HS6169 Blair&Co.Ld.Stockton 1116tFPT162tAPT129t	30 ″ 4 s 5 ″ 9½ 24 ″ 9	
69993 46 SZHV	— TwinSc (exCampos) 1Dk&Shelter dk	919 895 574					1903	Craig, Taylor&Co. Stockton	GerassimosVer- gottisCargoS.S.Co. Ld.&Gerassimos VergottisSonsS.S. Co.Ld.	200·3 B102'F24'	33·1	9·5	Argostoli Greek	T.6Cy.11",17"&28"-21" 72NHP N.E.Marine Eng.Co.Ld.Sld		C
69994 134 SVAE	**Aristides L. Goulandris** (exCalimeris, ssPir.2ndNo.3-5,30 exHarlech) ssPir.No.1-35 1Dk(ptIrn&ptStl)&deep framing	3470 2196 2224	✠100A1 6,38 ~~5,36~~ BS~~5,36~~ ✠LMC5,35 5,38	Pir	w	CL 12,35	1905 10mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	E.A.Goulandris& Co(E.A.Goulandris Mgr.) CellDBa	342·0 P23'B210'F34' FK 111'uE&B40'f148'	49·5	22·7	Andros Greek 6BHCem 957tAPT42t	T.3Cy.25½",40½"&67"-45" 180lb (s) 316NHP 2SB,6rf,GS118,HS4733 Cen.Mar.Eng.Wrks.WHpl	25 ″ 2 s 3 ″ 2½ 22 ″ 1¾	
69995 LOEA	**Aristobulo Del Valle** Fitted for oil fuel Mchy.Aft 1Dk&Web frames	2454 2091 1459			…		1917	Gt.Lakes Eng.Works Ecorse. Mich.	ArgentineGovt. (YacimientosPet- roliferosFiscales)	252·0 P71'B31'F32' FK	43·7	24·3	Bns.Aires Argentine WB	T.3Cy.20½",34"&57"-42" 297NHP Gt.LakesEngWks.Detroit	25 ″ 7	
69996	**Ariston** TwinSc *For full particulars see No. 87016 in Supplement.* OilEng. Mchy.Aft CruiserStern D.F. E.S.D. GyC.	10000	100A1 (ClassContemplated) CarryingPetroleum in bulk				1938	A/B Göta- verken Gothenburg	A.S.Onassis(Goth- enburgLd(GustE. Sandström,Mgr.)	495·5 P95'B34'F59'	64·2	38·7	Swedish	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" A/BGotaverken,Got.		
69997 692 SZKI	**Aristone** (P) (exLeonia-37, TwinSc exKimon-37,exNumidia) Wireless 1Dk&Awng dk *Now "Sokratis," see letter S.*	1134 — 449					1904	Cie.Franc. deNav.&de Const.Nav. Nantes	S.Theofanides& Co.Ld.(A.Davaris, Mgr.)	260·7 H—	28·5	16·2 22·9	Piræus Greek	T.6Cy.19 11/16"-31½"&51 13/16"- 31½" NB11 305NHP Cie.Franc.deNav.& deConst.Nav.Lyons		

1 No. in Book. / Official No. / Code Letters	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck / Net	5 Particulars of Classification: Character. (✠ for Special Survey. Date of last Survey.)	6 Port of Survey	7 Years Assigned / Equipment Letter	7* Date when tail shaft last seen	8 Built: When	9 By Whom / Where	10 Owners	11 Regist'd Dimensions, Deck Erections, &c. Length / Breadth / Depth	12 Port of Registry / Flag	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
69998 EABG	**Aritz-Mendi** ssBbo.No.3-12,36 1*Dk*(*Stl*)	5754 5026 3389	✠100A1 3,392,37	Vcr Bry	z	CL 11,36	1920 8mo *Lloyd's A&CP*	Cia Euscalduna deConstyRep. Bilbao	Cia.Nav.Sota y Aznar *CellDB*	400·0 53·5 28·6 P40'B115'F38' FK 351'1103t *FPT*145t	Bilbao Spanish 6*BHCem* *APT*142t	T.3Cy.27½",45"&75"-48" (s) 180lb 456NHP 3SB,9cf,GS195,HS7494 J Dickinson&Sons,Ld.Sld.	31 " 2 s 6 " 1¾ 25 " 2½	
69999 OXRA	**Arizona** TwinSc *OilEng.* D.F. 2*Dks*	6385 6048 4013					1922	A/SNakskovSkibs. Nakskov	DetForenede DampskibsSelsk.	408·4 54·4 33·4	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-35 7/16" 629NHP Akt.Burmeistr&Wain,Cpn		V
70000 FNUY	— ssHav.No.3-12,37 ~~ssHav.No.2-33~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5457 4922 3240	✠100A1 *Shelter dk withfreeboard* ~~12,37~~ ~~10,36~~,39	Hav Ant BS12,..	a†	CL N12,37	1925 1mo *Lloyd's A&CP*	Sunderlnd S.B.Co.Ld. Sunderland	Cie Générale Transatlantique *CellDB*368'1319t	425·0 55·0 26·6 438·0(O.L.) FK *Coll* *FPT*109t*APT*201t	Havre French *Cem* *BH to Sh dk* 6 " " *U* "	T.3Cy.28",46½"&78"-54" (s) 180lb 629NHP 4SB,12cf,GS268,HS11670 Blair&Co.Ld.Stockton	29 " 0 s3 " 8¾ 25 " 6¼	
70001 218983 KODR	— ssGal.No.1-39 (*ex*Galena,*ex* SalemCounty) ssGal.No.3-8,35 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Mchy.Aft* D.F.	5174 4424 3106	100A1 ..8,37 BS2,38 *Carrying Petroleum in bulk* *Fitted for oil fuel F.P. above 150°F*	LAn Gal	y	CL ~~4,36~~ 1,39	1919	Bethlehem S.B.Corp.Ld. (HarlanPlnt) Wlmgtn,Del. CP	TheTexasCo. *CellDBuE&B*72' *DTf*65'818t	391·8 51·3 28·8 P99'B34'F44' FK 210t *FPT*89t*APT*30t	Wilmgton (Del.) Utd.States 14*BHptCem* (7 *to U dk* 7 " *2nd* ")	T.3Cy.27",45"&75"-48" (s) 190lb 26.. 512NHP 3SB,9cf,HS7127 FD BethlehemS.B.Corp Ld. (Harlan Plant) Wlmn.Del.	30 " 2	
70002 26706 JDZD	**Arizona Maru** Ⓟ TwinSc ssKob.No.3-9,31 ssKob.No.1-36 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*) *Ref.Mchy.* 3*rd dk*(*Stl*)*inNo.*1*hold*	9684 8797 5993	✠100A1 *Shelter dk withfreeboard* 5,38 ~~7,37~~ ✠Lloyd's .. *Fitted for oil fuel* 2,24 *F.P. above* 150° F.	Kob Osa LMC7..	d†	CL ~~10,36~~ 5,38	1920 6mo A&CP	Mitsubishi Zosen Kaisha, Ld. Nagasaki	OsakaSyosen K.K. *CellDB*405'1663t *D*	475·0 61·0 40·7 P35'B30'F86' *on Shelter dk* FK *Ta*48'519t *FPT*137	Osaka Japanese *Cem* 8*BH toShdk* t*APT*51t	T.6Cy.27",44½"&75"-48" (s) 200lb 993NHP 5SB(Spt),15cf,GS330, HS132×4 FD MitsubishiZosenK.Ld.	40 " 9 s 13 " 0 28 " 3	
70003 219714 WACX	**Arizonan** (*ex*Willhilo, *ex*Conshohocken) *Fitted for oil fuel* D.F. 2*Dks&Shelter dk*	5815 5479 3617			...		1920	SunS.B. Co. Chester,Pa.	American-HawaiianS.S.Co.	434·3 57·7 27·2 FK	NewYork Utd.States *WB*	T.3Cy.27",45½"&76"-51" 612NHP SunS.B.Co.Chester,Pa.	30 " 3	R †
70003* 219800 KULN	**Arizpa** Ⓟ *Fitted for oil fuel* Sub.Sig. 2*Dks&Web frames* *Ref.Mchy.*	5437 4971 3338			...		1920	Merchant S.B.Corp. Harriman, Pa	WatermanS.S. Corp.	400·7 54·2 30·4 P36'B124'F44' FK	Mobile Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 614NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 10	R †
70004 151993 VJBL	**Arkaba** (*ex*Arcoona) ssSydNo.3-3,36 2*Dks*(*Stl*) *Cargo battens not fitted*	4212 3949 2593	✠100A1 *withfreeboard* 2,38 10,38 ..MC3,36	Syd	w	CL ~~3,36~~ 10,38	1924 5mo *Lloyd's A&CP*	W.Beardmore&Co.Ld Dalmuir	TheAdelaide SteamshipCo.Ld. *CellD*	341·6 47·2 30·3 352·0(O.L.) F34' FK *Collision* *B*288'878t *FPT*97t	Melbourne British 7*BHCem* *BH to W dk* *APT*126t	T.3Cy.25",41"&68"-45" (s) 180lb 441NHP 3SB,9cf,GS161,HS6600 FD W.Beardmore&Co.Ld.	32 " 7 s10 " 5¾ 22 " 2½	
70005 DODC	**Arkadia** (*ex*Amsel-36) D.F. Sub.Sig 2*Dks* *Cruiser Stern*	1756 1428 790					1927	Akt.Ges. "Neptun" Rostock	AtlasLevante-LinieA.G.	276·1 42·2 15·9 P14'B255'F33'	Bremen German *WB*	T.3Cy.23⅝",38 3/16"&62"-41 5/16" 247NHP A.G."Neptun,"Rostock		G
70006 871 SZNN	— Iron (*ex*Lisa-36,*ex*Cumberland) *OilEng.* *Mchy.Aft* 1*Dk*	853 — 539					1866 1921	Barclay, Curle&Co. Glasgow	AtlantisShippingCo.Ltd.	237·5 28·2 15·3 P59'F59'	Piræus Greek	Oil Engines 6Cy.13⅜"-19⅝" A/S DanskDieselmotor Kompagni,Holeby		N
70007 221479 KDUV	**Arkansan** (*ex*MargaretDollar-36, *ex*Celestial) *Fitted for oil fuel* D.F. 3*Dks*	6997 — 4319					1921	Kiangnan Dk&EngWks Shanghai	American-HawaiianS.S.Co.	429·0 55·2 26·6	NewYork Utd.States *WB*	T.3Cy.26½",44"&74"-48" 377NHP KiangnanDock&Eng.Wks		R
70008 146928 MLTP	**Arkleside** ssHpl.No.3-3,36 1*Dk*(*Stl*) *Cargo battens not fitted*	1567 1403 949	✠100A1 ~~5,36~~9,37 2,.. 8,38	Cff ..kn	q	CL ~~2,36~~ 2,39	1924 2mo *Lloyd's A&CP*	Osbourne, Graham&Co Ld. Sunderland	SmithHogg&Co. Ld. *CellDBa&uE*98	258·0 38·2 17·4 268·0(O.L.) P21'B62'F31' FK *f*104'395t *FPT*49t	W.Hartlpl British 4*BHptCem* *APT*56t	T.3Cy.19",32"&52"-36" (s) 190lb 202NHP 2SB,6cf,GS196,HS3400 N.E.MarineEng.Co.Ld.Sld	19 " 6 s2 " 4½ 17 " 3½	
70009	**Arktika** D.F. E.S.D. 1*Dk* Sub.Sig. *CruiserStern*	2920 2484 1569					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·4 48·2 20·4 P20'B98'F33'	Archangel Russian *WB*	T.3Cy.20",33"&57"-42' 210NHP N.E.MarineEng.CoLdNwc		
70010 LCHK	**Arktos** Wood 1*Dk*	438 321 193					1919	Skaalurens Skibsbyggeri Rosendal	A/S Arktos (MartinKarlsen)	129·9 27·6 14·1 Q29tB24tH19tF19t	Aalesund Norwegian *WB*	T.3Cy.12",20"&33"-24" 53NHP BergensMekVærks Bergen		N
70011 132021 GCQV	**Arlanza** Ⓟ TrpSc Broken up *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*&2*ptDks* ~~D.F.~~	14622 10025 8838					1912	Harland& Wolff,Ld. Belfast	~~RoyalMailLines Ld.~~	570·3 65·3 33·3 P53'B348'F100' UprB287' *Promenade dk on UprB*242'	Belfast British *WB*	T.8Cy.(2)27",(2)42"&(4)49"-51"&1L.P.Turbine Harland&Wolff,Ld.Bel.		BT till 9,38
70012 148856 GLKF	**Arletta** (*ex*Vanduara-37) ssNwc.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	4870 4228 2944	✠100A1 ~~7,36~~ ~~10,37~~ 10,38 ✠LMC5,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,25 *F.P. above* 150° F.	Mlt BS7,38	x	CL ~~4,36~~ 6,38	1925 5mo *Lloyd's A&CP*	R.Duncan &Co.Ld. PortGlasgow	ArlonS.S.Co.Ld. (Jas.German&Co. Ld. *Mgrs.*) *CellDBuE*	375·1 51·7 29·0 P108'B35'F51' &*B*60'123t*APT*81t	London British *ptCem* 11*BHtoUdk* 5 " "*2nd*"	T.3Cy.26",42"&70"-48" (s) 180lb *120lb* 470NHP 2SB,8cf,HS6950 FD Rankin&BlackmoreLdGrk	29 " 2 s 4 " 8 21 " 8½	
70013 138219 VGWX	**Arlington** (*ex*Glencadam, *ex*F.P.Jones) *Mchy.Aft* 1*Dk*	1870 1578 1118					1913	Detroit S.B.Co. Wyandotte	BurkeTowing& SalvageCo.Ld. (E.F.Burke, *Mgr.*)	244·0 43·0 18·2	Toronto British *WB*	T.3Cy.18",29"&48"-40" 145NHP DetroitS.B.Co.Detroit		R
70014 147644 GKCN	**Arlington Court** ssAvn.No.3-5,36 D.F. 1*Dk*(*Stl*)	4915 4564 2985	✠100A1 ~~6,36~~ ~~9,37~~ 8,38 ✠LMC MS5,36	Bry Cff BS12,.. 5,39	y	CL N8,37	1924 5mo *Lloyd's A&CP*	Workman, Clark&Co.Ld Belfast	CourtLine.Ld. (Haldin&Philipps, Ld. *Mgrs.*) *Cell*	396·6 53·1 26·5 410·7(O.L.) P46'B119'F39' FK *DB*345'1057t *FPT*	London British 6*BHCem* 98t*APT*174t	T.3Cy.26",42"&70"-48" (r) 180lb 414NHP 3SB,9cf,GS198,HS7017 Wrkman,Clark&Co.Ld.Bel	29 " 0 s 5 " 5¾ 23 " 8½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu.	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terre-plein nouvellement exécuté. Lettre d'Enregistrement.	7a Date de la dernière visite de Flotteur porte-bâtiet.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire). Tirant d'eau correspondant.	14a Tirant d'eau.
70015 148878 GLCQ	**Arlon** (*ex*Valetta–37) *ss*Rot.No.2–36 2 *Dks*(*Stl*) & *Web frames* *Mchy.Aft* *Longitudinal framing*		4903 4211 2997	✠100A1 6,38 2.38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,25	Msl	*x*	CL 4,38 6,38 *F.P. above*	1925 5mo	Greenock Dkyd.Co.Ld Greenock *Lloyd's SA&CP* 150° F.	Arlon S.S.Co.Ld. (Jas.German&Co. Ld. *Mgrs.*) *Cell D Bu E*	375·0 P106	51·7 B35′F41′	29·0 FK	London British *pt Cem* 11 *B Hto U dk* 5 „ „ *2nd* „ *& B60′122t A PT90t*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *120lb* 461 NHP 2SB,8*cf*,GS158,HS6706 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 2 ~~4–8+~~ ~~24–6+~~	
70016 217590 KEKQ	**Arlyn** (*ex*CastleWood) Sub.Sig. 1 *Dk*		3304 2750 1971					1919	The Pusey &Jones Co. Gloucester City,N.J.	A.H.Bull Steam-ship Co.(A.H.Bull &Co.. *Mgrs.*)	321·7 P37′B82′F31′	50·0	21·6 FK	New York Utd. States *WB*	T.3Cy.20$\frac{5}{16}$″,31$\frac{1}{2}$″&54$\frac{1}{2}$″–36″ NB20 352 NHP Pusey&Jones Co. Wlmngtn	24 ″ 9	]
70017 161299 GMCR	**Armadale** *Oil Eng.* *ss*Hul.No.2–37 D.F. 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*)		5066 4711 3079	✠100A1 *with freeboard* ~~12,87~~ 4,39	Hul Lon	*a* †	CL ~~4,36~~ 4,39	1929 9mo	W.Denny &Bros.Ld. Dumbarton *Lloyd's SA&CP*	Australind Steam Shipping Co.Ld. (Trinder,Anderson &Co..*Mgrs.*) *Duct keel fwd.* *Cell D B346′1086t*	410·5 FK *of mchy. space* *M T37′ 1025t F PT*	54·2 (*Coll to Sh dk* 6 „ 2nd „)	25·7 98′ *A PT111t*	London British 7 *B Hpt Cem* 2 DB *125lb*	Oil Engines 2S.C.SA 6Cy.23$\frac{5}{8}$″–41$\frac{3}{4}$″ 582 NHP W.Denny&Bros.Ld.Dmb.	29 ″ 10 s 3 ″ 6$\frac{1}{4}$ 26 ″ 4$\frac{1}{2}$	
70018 1991 1BQO	**Armando** (*ex*Fior di Mandorlo–36, *ex*Sama–34, *ex*Concettina di Giorgio) Wireless *Fitted for oil fuel* 2 *Dks* 3 *tr B*		1541 1404 916					1911	Nylands Værksted Oslo	Dani&C.	261·4 249·7 H104*t*	34·7	22·2 *WB*	Genoa Italian	T.3Cy.21$\frac{1}{2}$″,34$\frac{1}{2}$&60″–39″ 225 NHP Nylands Værksted,Oslo		]
70019 165387 GZJR	**Armanistan** D.F. E.S.D. 2 *Dks* *Cruiser Stern*		6805 6097 4194	✠100A1 1,39	Bkn Lon Shl LMC 1,37		CL 1,39	1937 1mo	J.Read-head&Sons Ld South Shields *Lloyd's SA&CP* 150° F.	Strick Line (1923) Ld.(F.C.Strick& Co.Ld. *Mgrs.*) *Cell D B392′ 1475t*	453·9 P39′B133′F41′ *D Ta39′990t*	58·5 FK	29·6 *F P T10* *0t A PT40t*	London British 7 *B Hpt Cem*	T.3Cy.29″,48″&81″–51″& LP turbine with DR gearing & hydraulic coupling 220lb (*s*) 914 NHP 3SB(Spt)&1 AuxSB(Spt), *15cf*,GS241,HS11480 FD J.Readhead&Sons Ld.S.Shl	32 ″ 1 s 6 ″ 9 25 ″ 6$\frac{3}{4}$	
70020 213583 SVVM	**Armathia** (*ex*TuskerRock–37, (*ex*Kastalia–36) *ss*Sws.No.3–8,32 *ss*Gls.No.1–36 D.F. 1 *Dk* 2 *Dks* ~~(Stl)~~		*4683* *4293* *2932*	✠100A1 8,38 ~~8,87~~ LMC MS3,36 *Fitted for oil fuel F.P*	Ams	*y*	CL ~~1,36~~ 7,38 9 *above*	1919 10mo	Lithgows Ld. Port Glasgow *Lloyd's SA&CP* 150° F.	Yannaghas Bros. &Co. *Cell D B331′985t*	384·9 P49′B113′F38′ *t F PT132t A PT20t*	52·0 FK	26·7 7 *B H Cem*	Piræus Greek 3SB,9*cf*,GS190,HS7668 FD Rankin&Blackmre Ld Grk.	T.3Cy.27$\frac{1}{2}$″,44″&73″–48″(*s*) 180lb 517 NHP	29 ″ 3 s 5 ″ 6$\frac{1}{4}$ 24 ″ 0	
70021 TVRJ	**Armenier** 3 Mst *Mchy.Aft* 1 *Dk*		914 — 472					1919	J.Drewes &Co. Gideon	Soc.Bois&Charbons F.Le Brise	186·0 F22′B11′Q117′	31·6	14·1 WB	Lorient French	T.3Cy.15″,25″&40″–27″ 83 NHP Verschure&Co.Amsterdam		V
70022 UOVP	**Armeniya** (P) Sub.Sig. *Ref.Mchy.* *Cruiser Stern*	Twin Sc *Oil Eng* 2 *Dks*	4727 3101 2566					1928	Baltic S.B. &E.Works Leningrad	U.S.S.R.	353·5 B&F268′	51·0	25·3 WB	Odessa Russian	Oil Engines 2S.C.SA 12Cy.25$\frac{7}{16}$″–33$\frac{1}{2}$″ 1380 NHP Russian Diesel Works,Len.		
70023 156137	**Arminda** (*ex*Catherine O'Boyle–32,*ex*Isonzo) 1 *Dk*	Twin Sc *Oil Eng.*	1146 916 642					1918	Cant.Offic. Savoia Cornigliano, Ligure	W.B.Webster (J.S. Webster&Sons, *Mgrs.*)	215·0	31·7	15·2 WB	Kingstn Ja British	Oil Engines 2S.C.SA 8Cy.13$\frac{1}{2}$″–21$\frac{1}{4}$″ 256 NHP Sulzer Bros. Winterthur		R
70024 LDMQ	**Arna** *Oil Eng.* D.F. 2 *Dks*		4325 3887 2593					1929	Eriksbergs M.V.Aktieb. Gothenburg	D/S A/S Sverre (S.M.Kuhnle& Son, *Mgrs.*)	380·3 P123*t*	54·1 H280*t*	24·2 F29*t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 8Cy 24$\frac{1}{16}$″–51$\frac{3}{16}$″ 468 NHP Eriksberg M.V.Aktieb Got		N
70025 EABH	**Arnabal-Mendi** (P) *Oil Eng.* *ss*Bbo.No.2–38 D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) 3 *rd dk in No.1 & after holds*		2955 2062 1608	✠100A1 *with freeboard* 6,38 ~~4,37~~	Cdz Bbo		CL ~~10,34~~ 6,38	1929 11 mo	Cia Euskal-duna de Const Bilbao *Lloyd's SA&CP*	Cia.Nav.Sota y Aznar *Cell D B*	335·0 FK 270′541*t A PT13t*	45·6	17·7 5 *B H Cem* (3 *to Sh dk* 2 „ *2nd* „)	Bilbao Spanish	Oil Engines 4S.C.SA 6Cy.21$\frac{5}{8}$″–39$\frac{3}{8}$″ 271 NHP Akt.Burmeistr&Wain,Cpn	20 ″ 0 s 1 ″ 5$\frac{1}{2}$ 18 ″ 10$\frac{1}{4}$	
70026 16557s GXZT	**Arndale** *Oil Eng.* D.F. 1 *Dk*,*2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*		8296 7423 4936	✠100A1 *Carrying Petroleum in bulk*	Nwc	*d* †	CL	1937 9mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's SA&CP*	The Admiralty *Cell D B*	466·3 481′6 (O.L.) P107′B43′F45′ *u E75′176t D T f34′3*	61·9 FK	33·9 9*t F PT209t*	London British 17 *B Hpt Cem* *pt Asp* *A PT183t*	Oil Engines 2S.C.SA 1Cy.23$\frac{5}{8}$″–91$\frac{7}{16}$″ 687 NHP 2 DB *150lb* Wm Doxford&Sons,Ld.Sld	34 ″ 0 s 6 ″ 8$\frac{3}{4}$ 27 ″ 6$\frac{1}{2}$	
70027 4086 SDER	**Arne** (*ex*Lord,*ex*Georgia) *Well deck* 1 *Dk*	Iron	1575 1297 916					1885	W.Gray& Co. W Hartlepool	Rederi A/B Arne (Morgan Wedlin, *Mgr.*)	261·5 P29′Q68′B100′ F28′	36·8	18·2 BK9″ *WB*	Hisingborg Swedish	C.2Cy.32$\frac{1}{4}$″&60″–39″ NDB99 173 NHP Black,Hawthorn&Co.Gts.	19 ″ 5	V †
70028 LCHM	**Arnfinn Jarl** 1 *Dk*		1151 980 652					1921	Fredrkstad Mek.Værks Fredrikstad	Det Nordenfjeldske Dampskibsselskab	230·5 P48*t*	36·1 H70*t*	14·9	Trondheim Norwegian *WB*	T.3Cy.16$\frac{1}{2}$″,26″&44″–29$\frac{1}{2}$″ 106 NHP Fredrikstad M.V.Frdstad.		N
70029 DDFV	**Arnis** (*ex*Dilston–35) *ss*Fln.2nd No.3–5,38 *Well deck* 1 *Dk*(*Stl*) *Cargo battens not fitted*		1499 1199 842	✠100A1	Kel	*p*	OG ~~10,34~~ 5,38	1913 3mo	Blyth S.B. &D.D.Co Ld. Blyth *Lloyd's SA&CP*	Zerssen&Co. *Cell D Ba65′*	244·4 Q124′B13′F26′ *uE&B35′ f107′434t*	37·2 FK	16·3 *F P T40t A P* *T95t*	Rendsburg German 4 *B H Cem*	T 3Cy.20″,33$\frac{1}{2}$″&54″–36″ (*s*) 168lb 224 NHP 2SB,6*pf*,GS100,HS3918 N.E.Marine Eng.Co.Ld.Sld	18 ″ 10 s 5 ″ 3 17 ″ 3	
70030 EABI	**Arno-Mendi** *ss*Bbo.No.3–10,35 1 *Dk*(*Stl*)		5754 5158 3389	✠100A1 10,35	Bbo	*z*	CL 10,35	1920 4mo	Cia Euskal-duna de Con. Bilbao *Lloyd's SA&CP*	Cia.Nav.Sota y Aznar *Cell D B*	400·0 P35′B115′F38′ *u E&B51′ 1103t F PT145t*	53·5 FK	28·6 *A PT142t*	Bilbao Spanish 6 *B H Cem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 461 NHP 3SB,9*cf*,GS198,HS7947 Cen.Mar Eng Wks Ld W Hpl	31 ″ 2 s 6 ″ 4 25 ″ 2	
70031 7223 SDEW	**Arnold Bratt** 1 *Dk*		1430 1222 767					1925	Nya Varvs-aktb. Öresund Landskrona	Ångf. A/B Adolf (A.Bratt&Co. *Mgrs.*)	246·2 P27′B140′F25′	38·2	15·6 WB	Gothenburg Swedish	T.3Cy.18″,30″&49″–33″ 138 NHP Lindholmens M.V.Got.		V
70032 OZSB	**Arnold Mærsk** *ss*Rot No.3–1,27 D.F. *ss*Abg No.2–35 1 *Dk*(*Irn*)		1966 — 1183	✠100A1 1,38	Ant Cpn	*r*	CL 10,37	1914 3mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's SA&CP*	Dampskibsselsk af 1912 (A.P.Möller. Copenhagen, *Mgr.*) *Cell D Ba&u E108′u*	280·0 P21′B72′F31′ *B14′f118′535t F PT*	40·0 FK	19·1 75*t A PT78t*	Kalundbrg Danish 4 *B H Cem*	T.3Cy.20″,31$\frac{1}{2}$″&53″–36″ (*s*) 180lb 188 NHP 2SB,4*cf*,GS70,HS2980 Cen.Mar.Eng.Wrks.W Hpl	21 ″ 4 s 2 · 11$\frac{3}{4}$ 18 ″ 6	
70033 EABJ	**Arnotegi-Mendi** *ss*Bbo.No.3–7,37 D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) *Cargo battens not fitted*		3222 2806 1858	✠100A1 *Shelter dk* *with freeboard* ~~7,37~~	Bbo	*v*	CL 3,37	1921 5mo	Cia Euskal-duna de Const Bilbao *Lloyd's SA&CP*	Cia.Nav.Sota y Aznar *Cell D B a110′u E*	335·0 FK 18′139′640t *A PT79t*	46·6	22·0 *Cem* 2 *B Hto Sh dk* 3 „ „ *U* „	Bilbao Spanish	T 3Cy.24″,40″&65″–42″ (*s*) 180lb 1001b 333 NHP 2SB,6*cf*,GS136,HS5620 Blair&Co.Ld.Stockton	24 ″ 5 s 1 ″ 11 22 ″ 8$\frac{3}{4}$	

Dama[illegible] aircraft 6,38

Now "Monte Castelo," *see No. 89143 in Supplement*

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formula. RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft in.	15 Registers in which classed, if not in L.R.
70034 EABL	Arola-Mendi ssBbo.No.3-7,35 Sub.Sig. 1Dk(Stl)&Shelter dk(Stl) ~~Cargo battens not fitted in 'tween dks~~	5914 5519 3530	✠100A1 Shelter dk with freeboard ~~8,37~~	Ant		CL ~~8,37~~ 3,39	1921 4mo	Furness S.B Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	Cia.Nav.Sota y Aznar Cell DB351'	400·0|53·0|31·8 F38' on Shelterdk FK Collision BH to Shdk 1272t APT100t	Bilbao Spanish Cem 5 ,, ,, U ,,	T.3Cy.27",45"&75"-51" (s) 180lb 573NHP 3SB,9cf,GS188,HS8580 FD Richardsons,Westgarth& Co.Ld Mdb.	35 " 5 s9 " 5¼ 26 " 2½	
Broken up 70035 133042 GRMW	Aronda Ⓟ TwinSc ssCal.2ndNo.3-11,35 2Dks(UStl-teaks) D.F. & Shade dk(Stl-teaks)	4062 2884 1677	✠~~100A1~~ ~~Shade dk~~ 11,37	Cal	y	CL 11,37	1912 5mo	A.Stephen &Sons.Ld. Glasgow Lloyd's A&CP WB=	~~BritishIndiaStm.Nav.Co.Ld.~~ Cell DBa86' uE&B	390·2|50·0|22·1 BonShadedk156' FK 112' f149' 656t FPT	Glasgow British 6BHCem 50t APT45t	Q.8Cy.24½",35",50"&70"-48" 215lb HS21418 (s) 1319NHP 2D&4SB,32cf,GS542, FD A.Stephen&Sons,Ld.Gls.	24 " 6 s3 " 7¾ 21 " 3	
70036 142680 VJBM	Aroona (exCape of Good Hope, exWarTyphoon) ssSyd.No.3-7,31 ssSyd.No.1-35 1Dk(Stl) Cargo battens not fitted	3116 2858 1863	✠100A1 ~~3,37~~ 3,39	Syd	u	CL N3,37	1918 10mo	SirRDixon &Co.Ld. Middlesbro' Lloyd's A&CP	TheAdelaide SteamshipCo.Ld.	331·0|46·8|23·2 P33'B98'F29' FK Cell DB284' 736t FPT 112t	Melbourne British 7BHptCem APT112t	T.3Cy.25",41"&68"-45" (s) 180lb 433NHP 3SB,9cf,GS155,HS6420 FD Richardsons,Westgarth& Co.Ld.Mdb.	25 " 6 s3 " 11¾ 21 " 9	
70037 [illegible] SDFE	Aros Now "Devon," see No. 87763 in Supplement 1Dk	926 714 493					1925	Hlsingbrgs Varfs. Aktieb Helsingborg	RederiA/BAtala (ErikBrodin, Mgr.)	204·8|33·6|12·7 P29'Q50'B54'F20'	Stockholm Swedish WB	T.3Cy.16½",24¼"&42¼"-27 9/16" 93NHP HelsingborgsVarfsAktieb.		V
70038 112803 MFCF	Arpha Ⓟ TwinSc (exYacht-38, ssBly.3rdNo.3-4,38 exSteamerCanterbury-27) 1Dk Wireless D.F. E.S.D.	602 451 233	100A- with freeboard 4,38 Coasting Great Britain & Ireland, Continent, Hamburg to Brest Fitted for oil fuel 5,27 F.P. above 150°F.	Bly		3,38	1901	WmDenny &Bros. Dumbarton	SarkMotorShips, Ld. Cell DBa26' f17 24t	195·4|28·0|14·2 F16'B66' FK&BK2" DTa18 69t FPT19t	Guernsey British 6BHCem APT30t	T.6Cy.13½",20½"&31"-21" 160lb 80lb (r) 148NHP NB12 1SB,4cf,GS76,HS2504 FD Wm.Denny&Bros.Dmb.	15 " 0 s3 " 11 11 " 6½	BT till 5,38
70039 133011 GRLT	Arracan Fitted for oil fuel D.F. E.S.D. 2Dks Now "Stanmore," see No. 90003 in Supplement	5525 5132 3543					1912	W.Denny& Bros. Dumbarton	StanhopeS.S.Co. Ld.(J.A.Billmeir &Co.Ld.Mgrs.)	425·0|54·2|28·3 P55'B124'F53'	Glasgow British WB	T.3Cy.26",44"&73"-48" 369NHP Denny&Co.Dumbarton		C
70040 EACE	Arraiz (exQueenswood) ssBbo.No.2-34 D.F. 1Dk(Stl)&Web frames Corrugated sides	4524 4156 3173	✠	Cff	x		1925 3mo	NewWater -wayS.B.Co Schiedam	Cia.Nav.Vascon- gada Cell DB318' 1036t	370·0|56·3|27·7 25·4 P22'B110'F35' FK FPT92t APT192t	Bilbao Spanish 6BHCem	T.3Cy.23½",40½"&67"-45" 339NHP 2SB,6cf,GS150,HS5410 Cen.Mar.Eng.Wks.WHpl.	27 " 9	
70040* 206266 WECA	Arrow Ⓟ (exBelfast-36) TrpSc Fitted for oil fuel 2Dks	2157 — 1147					1909	BathIron Works,Ld. Bath,Me.	ColonialNav.Co.	320·6|40·0|16·1	NewYork Utd.States	3 Steam Turbines BathIron Works,Ld.Bath,Me.		
70041 2211 97 IBSC	Arsa ssGen.No.3-6,33 D.F. 1Dk(Stl)&Shelter dk(Stl) ssGen.No 1-38	5441 5022 3428	✠100A1 Shelter dk with freeboard 6,39 ~~[illegible]~~ Fitted for oil fuel 7,29 F.P. above 150°F	Gen BS5,31 LMC ,37	y	CL N9,37	1921 6mo	Stabilmnto Tecnico Trieste A&CP	"Italia" Soc. Anon.di Nav. Cell DBa&uE149	404·1|54·1|29·0 FK f163' 1185t FPT114t APT224t	Genoa Italian Cem 2BHtoShdk 1 ,, ,, U ,,	T.3Cy.27",42"&68"-48" (s) 180lb FD 465NHP 3SB(Spt)9cf,GS158,HS7023 StabilimentoTecnico,Tri.	32 " 0 s7 " 5½ 24 " 9	
70042 491 IMUW	Arsia (exCredere-38,exEzilda Croce-37,exEzilda-36,exAnubis-33, exEastcheap,exVal de 1Dk Travers) Mchy.Aft Well deck	736 558 337			...		1900	SMcKnght &Co.Ld. Ayr	RaffaeleRomano	206·6|30·6|11·6 200·0 Q103'B13'F27' FK	Naples Italian WB	T.3Cy.17",27½"&44"-33" NB27 NDB17 116NHP Ross&Duncan,Glasgow	14 " 0	I †
70043 DOCB	Arta (exNaimes,exAegina) Sub.Sig. 2Dks	2452 2369 1469					1922	Akt.Ges. "Weser" Bremen	AtlasLevante- LinieA.G.	315·8|46·0|18·8 B59'F37'	Bremen German WB	T.3Cy.22⅞",36¼"&60¼"-39¼" 228NHP A.G "Weser," Bremen		G
70044 TVSD	Artabaze Carrying Petroleum in bulk Fitted for oil fuel Mchy.Aft 1Dk	435 — 198					1922	Chant.Nav Français Caen	Association Pétrolière	150·7|25·7|12·3 P18'	St. Nazaire French WB	T.3Cy.9½",15½"&26"-18" 29NHP Cooper&Greig,Dundee		V
70045 EAZQ	Artabro Oil Eng. (Scientific Research Vessel) Wireless E.S.D. 2Dks Strengthened for navigation in ice	1135 756 552	✠100A1 with freeboard 11,35 ✠LMC10 No later survey reported	Val	k	CL	1935 11mo	UnionNav. deLevanteSA Valencia Lloyd's A&CP	SpanishGovern- ment (Patronato de la Expedición Inglesias a los Amazonas) Cell DB128'	177·6|35·6|14·6 B48' FK FPT20t 222t Deep tanks aft	Valencia Spanish 5BHptCem 1 ,, to 2nd dk 34t APT28t	Oil Engines 2S.C.SA con- nected to electric motor & Screw Shaft 8Cy.8 11/16"-12⅝" 188NHP DB128lb Akt.Burmeistr&Wain.Cpn	16 " 5 s8 " 7¼ 7 " 10¾	
70046 EABO	Artagan-Mendi ssBbo.No.3-12,30 D.F. ssBbo.No.1-36 1Dk(pt Irn pt Stl)	5717 5108 3409	✠100A1 12,36	Bbo		CL 12,36	1917 10mo	CiaEuskal- duna Bilbao A&CP	Cia.Nav.Sota y Aznar Cell DB	400·0|53·5|28·5 P27'B115'F39' FK 351' 1103t FPT145t	Bilbao Spanish 6BHCem APT142t	T.3Cy.27",44½"&73"-48" (s) 180lb 448NHP 3SB,9cf,GS194,HS7554 Blair&Co.Ld.Stockton	31 " 0 s6 " 1¼ 25 " 0¾	
70047 EABP	Artea-Mendi ssBbo No 3-2,35 D.F. 1Dk	3554 3236 2118	✠100A1 9,36 NO LATER SURVEY REPORTED	Mdb	v	CL 1,35	1921 10mo	C.Hill& Sons Bristol Lloyd's A&CP	Cia.Nav.Sota y Aznar Cell	325·0|48·0|25·2 P27'B102'F34' FK DB262' 713t FPT80t	Bilbao Spanish 5BHCem APT100t	T.3Cy.24",39"&64"-42" (s) 180lb 100lb 320NHP 2SB,6cf,GS121,HS5387 Richardsons,Westgarth& Co.Ld.Hpl.	27 " 6 s4 " 7¼ 23 " 1	
70048 215315	Artemis TwinSc5MstSr (exBohemia,exIowa) ssLiv.No.2-11 3Dks(Stl)&Shelter dk(Stl)	8413 7909 5248	✠ 12,15	Ham	g†		1902 11mo	Harland& Wolff,Ld. Belfast WB=	UnitedStates Maritime Commission Cell DBa130' uE&B	500·5|58·3|34·0 FK&BK3" 74' f205' 1530t DTf	NewYork Utd.States 8BHCem 66 2003t DT	T.6Cy.23½",39"&66"-48" HS14310 812NHP 2DB&2SB,18cf,GS372, Harland&Wolff,Ld.Bel. a36' 990t FPT164t APT93t	37 " 2	
70049 PCUN	— TwinSc Oil Eng MchyAft. ssTri.2ndNo.3-7,33 D.F. 2Dks(Stl)&Web frames Now "Felania," see No. 88060 in Supplement	3809 3327 2150	✠100A1 4,37 DBS10.37 ✠LMC8,33 Carrying Petroleum in bulk	Rot	v	CL S7,36 P4,37	1914 1mo	Nederl. Schps.Maats. Amsterdam Lloyd's A&CP WB=	N.V.Petroleum Maats."La Corona" Cell DBa41' 50t A	346·5|46·7|25·3 360·0(O.L.) P74'F36' FK PT53t DTf27' 440t	TheHague Dutch 14BHCem 11 ,, to U dk 3 ,, ,, 2nd ,,	Oil Engines 4S.C.SA 12Cy.20½"-35 7/16" 488NHP DB120lb Ned.Fabriek vanWerk- tuigen.Amsterdam	27 " 5 s4 " 9¼ 22 " 9¾	
70050 3842 SDFI	— Sunk [illegible] 12,38 (exSeaGull) ssGot.No.2-01 Well deck 1Dk(ptStl)	794 623 357	✠ 4,03	Got	l		1893 7mo	AM'Millan &Son.Ld. Dumbarton	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	206·1|30·0|13·8 P125'H24tF25' BK7½" WB=Cell DB88'	Stockholm Swedish 4BHCem 104t FPT25t	T.3Cy.17½",26"&43"-30" NB06 101NHP 1SB,4pf,GS66,HS1766 D.Rowan&Son,Glasgow	14 " 10	
70051 92 SZHY	Artemis Pitta (exMaid of Athens, exHerold) ssPir.2ndNo.3-8,31 ssPir.No.1-35 Well deck 1Dk(Stl)	1433 1143 863	100A1 6,37 BS12,37	Pir LMC8,35	o	OG 6,36	1906	Stettiner Oderwerke Stettin	G.N.PittasBros.& Co. Cell D	240·9|36·0|16·2 P14'Q68'B102'F26' FK B170' 342t FPT59t	Chios Greek 4BHptCem APT21t	T3Cy.17⅝",27 9/16"&43 7/16"-31½" 185lb (s) 128NHP 2SB,4cf,GS74,HS2150 StettinerOderwerke	18 " 6 s " 11¼ 17 " 8¾	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. / Terme assigné maintenant à l'ancienne Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course / Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Vitesse. Pour bon milles. Tirant d'eau pour plein
70052 144904 GDSK	**Artemisia** (*ex*Antar–32, *ex*Kincardine) ss Cliff.No.3–6,29 ss Shl.No.2–38 D.F. 1 *Dk(Stl)* & *Shelter dk(Stl)*	6507 6264 4083	✠100A1 *Shelter dk with freeboard* Bs11,58	Shl	*z*	CL 3,38	1920 7mo *Lloyd's*	W.Doxford &Sons,Ld. Sunderland *A&CP*	H.M.Thomson *Intermediate B Hin fore Cell D B364′1179t*	420·0|54·0|34·3 FK *hold dispensed with FPT109t APT123t*	London British *WB*	T.3Cy.27″,44½″&75″–54″ (*s*) 180lb 565NHP 3SB,*9cf*,GS186,HS8271 FD W.Doxford&Sons,Ld Sld.	37 s 8 28
70053 FNWB	**Artésien** 2 *Dks*	3152 2919 1970		...			1921	J.Read-head&SonsLd S.Shields	Cie.desBat.àVap. duNord(Soc.Anon. deGérance et d' Armement,*Mgrs.*)	331·2|47·2|22·1 P30′B170′F33′ FK	Dunkirk French *WB*	T.3Cy.23½″,39″&65″–45″ 307NHP J Readhead&SonsLdS.Shls	24
70054 166547 GNNM	**Arthur F. Corwin** *Oil Eng.* *Mchy.Aft* 1 *Dk*,2nd *dk clear of cargo tanks* D.F. *Longitudinal framing* GyC E.S.D. *Cruiser Stern*	10516 9635 6077	✠100A1 2,38 ~~*Class Contem plated*~~ *Carrying Petroleum in bulk*	Ham *f* Sbn	CL	1938 5mo *Lloyd's*	Blohm& Voss, K.a.A. Hamburg *A&CP*	Oriental Tankers, Ltd. *Cell D Bu E60 1s1t O Tf 24 648t F T T*	490·3|70·0|37·0 506·7(O.L.) P107 B39 F35	London British *WB*	Oil Engines 2S.C.SA 8Cy.25⅝″–49⅛″ 912NHP DB(*f*)2068/2DB(*a*)2001b Fr.KruppGermaniawft A.G.Kiel	37 87 « 29«
70055 107005	**Arthur Orr** *Mchy.Aft* 2 *Dks*	2745 — 2117				1893	Chicago S.B.Co. Chicago,Ill.	Canada Atlantic Transit Co.	334·0|41·3|21·8 len99	Duluth,Min. Utd.States *WB*	T.3Cy.19⅝″,32½″&52″–44″ 180NHP H.G.Trout,Buffalo	
70056 LCDO	**Arthur W. Sewall** *Fitted for oil fuel* *Mchy.Aft* 2 *Dks* & *Web frames* *Longitudinal framing* *Cruiser Stern* *Carrying Petroleum in bulk*	6030 5595 3628		...		1926	Armstrong Whitworth &Co.Ld. Newcastle	Skibs A/S Garm (Prebensen& Blakstad,*Mgrs.*)	352·1|60·0|33·0 P97′B32′F35′ FK	Risör Norwegian *WB*	T.3Cy.27″,45″&75″–51″ 626NHP Armstrong,Whitworth& Co.Ld.Nwc	35 «
70057 164887 GZKV	**Arthur Wright** 1 *Dk* *Mchy.Aft* *Cruiser Stern* Wireless *Cargo battens not fitted*	1091 782 622	✠100A1 ~~1,38 1,97~~ Nwc	Sld	*m*	CL	1937 1mo *Lloyd's*	W.Pickers-gill&Sons,Ld. Sunderland *A&CP*	The Mayor, Alder-men&Burgesses of the County Borough of Brighton (Stephenson Clarke & Associated Com-panies,Ld,*Mgrs.*)	210·5|33·2|14·0 Q120′B11′F19′ FK *Cell D Bu E18′f142′ 358t FPT102t APT32t*	Shoreham British *3 B Hpt Cem*	T.3Cy.14½″,24″&41″–30″ (*s*) 200lb *100lb* 124NHP 1SB(Spt),*3cf*,GS42, HS1722 FD N.E.MarineEng.CoLd.Sld.	15« 1 s 4 « 8 15 «
70058 164718	**Arthurtown** *Oil Eng.* *Mchy.Aft* 1 *Dk* *Cruiser Stern* *Rudder electrically welded*	527 332 263	✠100A1 10,38 ~~2,38~~ Bly MC10	Lon	*g*	CL 12,37	1936 10mo *Lloyd's*	NV Schps w Gebr.van der Werf Deest *A&CP*	~~A.Simpson (Boruts end) Williams,Ld.~~ *Mgrs.*) Finch& Simpson *Cell D B104′140t FPT50t APT24t*	161·0|27·2| 9·1 P27′Q54′B11′F16′ FK	London British *3 B H Cem*	Oil Engines 4S.C.SA 6Cy.12 7/16″–17⅛″ 87NHP Mtrn Werke Mannheim A.G.	11 « (s 3«10 10 « 9
70059 EABQ	**Artiba-Mendi** ss Bbo.No.3–1,34 ss Bbo.No.1–38 D.F. 1 *Dk(Stl)* & *2nd dk in holds* *Cargo battens not fitted*	2543 2181 1459	✠100A1 2,38	Bbo	*t*	CL 1,37	1921 7mo *Lloyd's*	Cia Euskal-duna de Const Bilbao *A&CP*	Cia.Nav.Sota y Aznar	300·0|44·1|20·2 P26′B70′F31′ FK *Cell D B250′ 564t APT55t*	Bilbao Spanish *5 B H Cem*	T3Cy.23″,37½″&61½″–39″(*s*) 160lb *100lb* 244NHP 2SB,*6cf*,GS94,HS3784 Cia.Euskalduna de Const.	22 « 6 s 3 « 3½ 19 « 5
70060 219959 KURG	**Artigas** *Fitted for oil fuel* Sub.Sig. 2 *Dks*	5161 4595 3144					1920	American International S.B.Corp. Hog Island Pa	United States Maritime Commission	390·0|54·2|27·8 P39′B121′F43′	Philidlphia Utd.States *WB*	DR geared Steam Turbine General Electric Co. Schenectady,N.Y.	
Reported struck mine & sunk 8,38 TSHA	**Artois** Twin Sc 1 *Dk*	439 386 199					1899	De la Brosse & Fouché Nantes	Soc.de Nav.Côtière ~~(E.Huret,*Mgr.*)~~	165·6|24·4|12·6 Q28′H47′RFD28′	Rouen French *WB*	C.4Cy.17¾″&29½″–16½″ NB14 61NHP De la Brosse& Fouché,Nts.	
70062 DAOV	**Artushof** Wireless 1 *Dk*	1478 1022 866					1919	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	230·5|36·5|15·0 Q78′B102′F26′	Stettin German *WB*	T3Cy16 5/16″,27⅜″&43⅜″–31½″ 107NHP Stettiner Oderwerke	
70063 EABR	**Artxanda-Mendi** ss Bbo.No.3–4,34 1 *Dk(Stl)* D.F. *Cargo battens not fitted* Now registered as Italian and sailing as "SIENA," which see	3222 2806 1858	✠ ... 7,38	Gen	*u*	CL 7,35	1921 4mo *Lloyd's*	Cia Euskal-duna de Const Bilbao *A&CP*	Cia.Nav.Sota y Aznar *Cell D Ba*	335·0|46·6|22·0 P39′B74′F28′ FK *110′u E18′f139′640t*	Bilbao Spanish *5 B H Cem*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *100lb* 333NHP 2SB,*6cf*,GS135,HS5620 Blair&Co.Ld.Stockton	24 « 2 s 4 « 9 20 « 4
70064 EAKJ	**Artza-Mendi** (P) ss Bbo.No.1–34 *Oil Eng.* 1 *Dk(Stl)* & *Shelter dk(Stl)* D.F. 3rd *Dk in No.1* & *after hold*	2955 2062 1608	✠100A1 *with freeboard* 12.36	Bbo		CL ~~1,36~~ 3,39	1930 7mo *Lloyd's*	Cia Euskal-duna Bilbao *A&CP*	Cia.Nav.Sota y Aznar *Cell D B*	335·0|45·6|17·7 FK 270′541t *APT13t*	Bilbao Spanish *5 B H Cem* (3 *to Sh dk* 2 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.21⅝″–39⅜″ 271NHP Akt.Burmeistr& Wain,Cpn	20 « 0 s « 11 19 « 3
70065 161043 MPQF	**Aruba** (*ex*Nieuwcappelle, 2 Twin Msts *ex*Graaf Hendrik, ss Ant.No.3–4,29 *ex*Mont Cervin,*ex*Laura) ss Goo.No.2–37 *Well deck* *Mchy.Aft* 1 *Dk(Stl)* *Cargo battens not fitted*	1159 866 674	✠100A1 ~~3,38~~	Goo	*n*	CL 2,38	1916 3mo *Lloyd's*	Wilton's E. &Slpwy.Co. Rotterdam A&CP	Hook S.S.Co.Ld. (Goole&Hull Steam Towing Co.Ld. *Mgrs.*) *Cell D Bu E*	230·5|34·2|13·0 Q131′B13′F24′ FK *15′f159′ 389t FPT 88t APT48t*	Goole British *4 B H Cem*	T.3Cy16⅛″25½″&41″–36″(*s*) 180lb *100lb* 120NHP 1SB,*6cf*,GS65,HS1982 Wilton's E.&Slpwy.Co.Rot	16 « 0 s 4 « 8½ 14 « 11½
70066 DOBT	**Arucas** (P) D.F. Sub.Sig. E.S.D. 2 *Dks*	3369 2708 1974					1927	Flensburgr Schiffsb.Ges. Flensburg	Norddeutscher Lloyd	319·9|46·8|23·2 P17′B107′F34′	Bremen German *WB*	T.3Cy.23½″,38 7/16″&63″–45½″ 266NHP Flensburger Schiffsb.Ges.	(
70067 149844	**Arun** (*ex*Polonia) *Oil Eng.* *Cruiser Stern* 2 *Dks*	384 376 312					1925	Svendborg Skibsværft Svendborg	Royal Mail Lines Ld.	124·4|24·6|16·3	Kingstn Ja British *WB*	Oil Engines 2S.C. 3Cy. J V Svenssons Mtrfbk.Skm	
70068 145175 GCZL	**Arundel Castle** (P) Twin Sc D.F. E.S.D. *Ref.Mchy.* *Cruiser Stern* 3 *Dks*	19118 14940 11438					1921	Harland& Wolff Ld. Belfast	Union-Castle Mail S.S.Co.Ld.	661·3|72·5|41·6 P89′B333′F97′ len37 *WB*	London British	6 Steam Turbines SR geared to 2 Screw Shafts NE&4NB(W.T.)37 Harland& Wolff Ld.Belfast	B1 till « 2 «
70069 PCUS	**Arundo** (*ex*Cromarty–36, *ex*Petersfield–33) ss Rot.No.3–1,37 E.S.D. D.F. 1 *Dk(Stl)* & *Shelter dk(Stl)*	5079 4753 3122	✠100A1 *with freeboard* 6,38 ~~1,37~~	Rot	*a*†	CL 11,37	1930 2mo *Lloyd's*	N thmblnd S.B.Co. (1927) Ld. Newcastle *A&CP*	N.V.Maats Zeevaart (Hudig& Veder.*Mgrs.*) *Cell D B362′1293t*	412·0|55·3|26·0 F40′ FK *FPT100t APT154t*	Rottrdam Dutch *7 B Hpt Cem* (*Coll to Sh dk* 6 ,, *2nd*,,)	Q4Cy23″,32½″,47″&68″–48″ 225lb *150lb* (*s*) 442NHP 3SB,*9cf*,GS161,HS7895 N.E.MarineEng.CoLd Nwc	28 « 6 s 3 « 3½ 25 « 5½

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard/midships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70070 94763 GYJN	**Arvida** (*ex*City of Montreal, *ex*Mapleboro, *ex*Seguin) *Mchy. Aft*		1141 — 771					1890	Polson Iron Works Owen Sound		207·0 | 34·2 | 13·0			Toronto British	T.3Cy.17″,28″&46″–30″ 116NHP Polson Iron Works, Tto.		
70071 163526 MBYK	**Ary Lensen** (*ex*Orla II–34) *Oil Eng.* D.F. 1 *Dk*		3214 2739 1935					1930	Akt. Burmeistr & Wain Copenhagen	Ary Shipping Ld. (A.C. Lensen *Mgr.*)	326·5 | 50·0 | 20·9			London British *WB*	Oil Engines 4S.C.SA 6Cy.21⅛″–59.1/16″ 266NHP Akt. Burmeistr & Wain, Cpn		N
70072 PCUX	**Ary Scheffer** Ⓟ *ss*Rot.2nd No.3–4,30 *ss*Rot.No.1–35 1 *Dk (Stl) & deep framing*		642 467 4,36 ~~9,37~~ 373	✠100A1 ~~NB12,24~~ ✠LMC ~~MS4,35~~ 9,38	Rot	*j*	CL 3,37	1904 9mo	Nederl. Schps. Maats. Amsterdam *Lloyd's SA&CP*	N.V. Havre Stoomvaart Maats. v/h. C. Balguerie & Zoon (Driebeek & Zonen, *Mgrs.*)	180·0 | 28·9 | 13·1 P60′B22′F22′ FK *WB=Cell D Bu E17, f 114′*			Rottrdam Dutch *3 BH Cem*	T.3Cy.15″,23⅝″&39⅜″–27⅝″ 1601b *80lb* (*s*) 97NHP 1SB.*2cf*,GS41,HS1079 NedFb.v.Wrk&Spoor,Ams	15 ″ 5 s 1 ″ 4¼ 14 ″ 3	
New "Ary," *see No. 87059 in Supplement*																	
70073 219178 KOLB	**Aryan** *ss*N.Yk.No.3–2,33 *ss*N.Yk.No.1–36 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. GyC. *Longitudinal framing*		6452 6126 ~~7,33~~ 7,37 7,39 4008 ~~8,54~~ 8,39	✠100A1 ~~LMC12~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,19	Gal NYk	*a*†	CL 12,36	1919 11mo	Texas S.S. Co. Bath, Me. A&CP	The Texas Company *Cell D Bu E§*	416·8 | 56·1 | 31·1 P107′F33′B35′ FK *B64′ 209t FPT229t* *F.P. above 150° F.*			Wilmgton (Del.) Utd. States *16 BHpt Cem APT130t*	T.3Cy.26¾″,44″&74″–51″ (*s*) 200lb HS9969 556NHP 3 Water Tube Boilers (Spt) H.G.Trout Co. Buffalo, N.Y.	32 ″ 10 s 6 ″ 3½ 26 ″ 9	
70074 33770 JQQB	**Asahi Maru** Ⓟ Twin Sc (*ex*Dante Alighieri) 2 *Dks & Shelter dk*		9326 6977 5645					1914	Soc. Esercizio Bacini Genoa	Kinkai Yusen K.K.	483·0 | 59·4 | 25·5 P103′B189′F136′			Tokyo Japanese	Q.8Cy.25 5/16″,37 7/16″,53 13/16″ & 78 13/16″–53 13/16″ 1512NHP Soc. Esercizio Bacini, Gen.		
70075 4514 JDKC	— (*ex*Zuiho Maru–37, *ex*Swatow Maru, *ex* Swatow). Wireless 1 *Dk & Spar dk*		1001 916 611					1889	Blohm & Voss Hamburg	Marutatsu Kaiun K.K.	225·0 | 30·4 | 17·6 H75′			Osaka Japanese *WB*	T.3Cy.15½″,24⅜″&39⅝″–33″ 90NHP Blohm & Voss, Hamburg		
70076 42959 JNXL	— 1 *Dk*		986 — 589							Asahi Kisen K.K.	216·5 | 31·0 | 20·0			Kobe Japanese			
70077 25940 JPDB	**Asahi Maru No. 2** Wireless 1 *Dk*		1317 1072 751					1919	Nitta Zosensho. Osaka	Kyoritsu Kisen K.K.	220·0 | 35·0 | 18·5 P16′B48′F30′			Kobe Japanese *WB*	T.3Cy.15½″,25¾″&42½″–32″ 117NHP Yoshida Tekkusho, Osaka		
70078 40205 JGAJ	**Asahisan Maru** *Oil Eng.* D.F. 2 *Dks* *Ref. Mchy.* *Cruiser Stern*		4551 3747 2684					1935	Mitsui Bussan Kaisha, Ld. Tama	Mitsui Bussan Kaisha	360·0 | 50·0 | 29·0 P36′B97′F34′			Kobe Japanese	Oil Engines 4S.C.SA 10Cy.21⅛″–39⅜″ 453NHP Mitsui Bussan Kaisha, Ld. Tama		C
70079 44012 JWUL	**Asaka Maru** *Oil Eng.* D.F. E.S.D. GyC. 2 *Dks* *Ref. Mchy.* *Cruiser Stern*		7399 6551 4231	✠100A1 10,38 ~~11,37~~ ~~MC~~ *Carrying cargo oil F.P. above 150° F. in deep tanks*	Nag Yka	*d*†	CL	1937 11mo	Mitsubishi Jukogyo K.K Nagasaki *Lloyd's SA&CP*	Nippon Yusen K.K. *Cell D B361′1538t DTsa37′1304t* *Tanks at sides of tunnel 94t FPT*	462·7 | 62·3 | 34·4 482·3(O.L.) P24′B183′F41′ FK			Tokyo Japanese *8 BHpt Cem*	Oil Engines 2S.C.DA 8Cy.28⅜″–47½″ 2248NHP DB *100lb* Mitsubishi Jukogyo K.K. Nag.	34 ″ 5	
70080 27877 JSLA	— (*ex*Australmount, *ex*Strathbeg) 2 *Dks*		4681 4074 3422					1909	W. Hamilton & Co. Ld. Pt. Glasgow	Hamane Shoten K.K.	376·8 | 52·3 | 25·5 P35′B100 F40′			Takasago Japanese *WB*	T.3Cy.25″,41′&68″–48″ 320NHP D. Rowan & Co. Glasgow		C
70081 42982 JTNL	**Asakasan Maru** *Oil Eng.* D.F. GyC. 3 *Dks* *Cruiser Stern*		8709 — 5261					1937	Mitsui Bussan Kaisha, Ld. Tama	Mitsui Bussan Kaisha, Ld.	452·8 | 62·0 | 30·5 F35′			Kobe Japanese	Oil Engines 2S.C.DA 6Cy.24 7/16″–55½″ 1230NHP Mitsui Bussan Kaisha, Ld. Tama		
70082 35342 JFXC	**Asama Maru** Ⓟ Quad Sc *ss*Nag.No.2–38 *ss* ~~Nag.No.1–34~~ *Oil Eng.* 3 *Dks (Stl–Wthr dk pt teaks)* E.S.D. 4*th dk (Stl) in Nos.1,2&3 holds* D.F. *Ref. Mchy.* GyC. *Cruiser Stern*		16975 11576 10017	✠100A1 *with freeboard* ~~1,37~~ 2,39 ~~S8,38~~ 2,39 ~~Lloyd's RMC5,37~~ 4,39 *Fitted for carrying oil* 10,29	HKg Nag Yka	*l*†	*p f* 6,38 ~~S~~ 6,38 Pa N 6,38 sa ~~No.3~~ *F.P. above 150° F. in forward deep tanks*	1929 10mo	Mitsubishi Zosen Kaisha, Ld. Nagasaki *Lloyd's SA&CP*	Nippon Yusen K.K. *Cell D B389′ 20190t*	560·0 | 72·0 | 42·5 583·6(O.L.) Ba F183′ FK *Promenade 340′* *Tanks in way of tunnels 998t DT*			Tokyo Japanese *10 BHpt Cem*	Oil Engines 2S.C.SA 32Cy.26¾″–39⅜″ 4008NHP 2 DB *120lb* Sulzer Bros Winterthur *f 11′358t FPT97t APT275t*	42 ″ 6 s 14 ″ 2 28 ″ 6	
70083 29705 JDYA	— (*ex*Inverie) *ss*Osa.No.3–5,26 *ss*Kob.No.1–31 2 *Dks (Stl) & deep framing*		4892 4402 3075	✠ ... 7,34	Osa	*x*		1901 12mo	W. Hamilton & Co. Port Glasgow	Sanwa Syosen K.K. (Taiyo Kaiun K.K. *Mgrs.*) *Cell D Ba 117′ uE27′*	369·5 | 52·1 | 27·2 P33 B114′F38′ FK *f 154′ 9141t DTa27*			Kobe Japanese *6 BHCem 730t APT290*	T.3Cy.27½″ 43½″&72½″–48″ NDB16 405NHP 2SB,*6cf*,GS123,HS5122 D. Rowan & Co. Glasgow	29 ″ 11	
70084 23311 JAUB	— —		2017 1845 1181					1918	Toba Co. Toba	Settsu Syosen K.K. (Osaka Syosen K.K. *Mgrs.*)	270·0 | 39·0 | 23·9			Fuchu Japanese *WB*	T.3Cy.18″,30″&49″–36″ 144NHP Okamoto Works, Osaka		
70085 OYFH	**Asbjörn** Twin Sc *Oil Eng* D.F. 1 *Dk & Shelter dk* *3rd dk in No. 1 hold* *Cruiser Stern*		4387 3879 2616	✠100A1 *with freeboard* 8,36 ~~11,37~~ ✠LMC11,35	Ant	*y*	CL 8,38	1935 11mo	Akt. Burmeistr & Wain Copenhagen *Lloyd's SA&CP*	D/S A/S "Myren" (Holm & Wonsild, *Mgrs.*)	378·5 | 55·0 | 23·1 F36′ FK *Cell D B327′ 1129t MT*			Copnhagn Danish *7 BH Cell to Sh & 6 „ 2nd „ des of tunnel*	Oil Engines 2S.C.SA 10Cy.19 1/16″–35 7/16″ 676NHP DB *100lb* Akt. Burmeistr & Wain, Cpn	27 ″ 2 s 2 ″ 9 24 ″ 6½	
70086 147307 GKNJ	**Ascania** Ⓟ Twin Sc *ss*Liv.No.3–4,38 GyC. 2 *Dks (Stl) & Shelter dk* Sub.Sig. (*Stl*–ws) 3*rd dk (Stl) in holds* *Ref. Mchy.* *except Nos.4&5* D.F. E.S.D.		14013 10693 8437	✠100A1 *Shelter dk* *with freeboard* ~~8,36~~ ~~4,36~~ 8,39 *Fitted for oil fuel* 5,25	Liv ~~Mtl~~ Lon	*h*†	CL PN 8,38 S2,39 *F.P. above 150° F.*	1925 5mo	Armstrong Whitworth & Co Ld. Newcastle *Lloyd's SA&CP*	Cunard White Star, Ld. *Cell D B445′ 17366t* *Tanks in way of tunnels 45′ 382t FPT*	520·0 | 65·3 | 39·0 B&F426′ *on Sh dk* *Prom dk 243′* FK *106t APT557t*			Liverpool British *Cem 10 BH to Sdk*	4 Steam Turbines DR geared to 2 Sc. Shafts (*s*) 2200lb 1640NHP 2 D&2SB,*2cf*,HS19440 FD Armstrong, Whitworth & Co. Ld. Newcastle	43 ″ 0 s 11 ″ 10¾ 31 ″ 7½	PT Bill 8,39
70087 3234 OHSD	*ss*El.3rd No.3–2,38 (*ex*Ramshäll, ~~*ex*Hbg.2nd No.3–5,26~~ *ex*Scania, *ex*Narcissus) ~~*ex*Abo No.2–34~~ *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted*		838 703 391	✠100A1 2,38 ~~7,37~~	Rot Els	*k*	CL 1,38	1901 4mo	Mackie & Thomson Glasgow *Lloyd's SA&CP*	J.W. Paulin *Cell D Ba40′7f9′184t FPT*	199·2 | 31·0 | 13·1 Q98′B15′F25′ FK			Wiborg Finnish *4 BH Cem 45t APT24t*	T3Cy17½″,28⅞″&45″–33″ (*s*) 1651b *90lb* 130NHP 1SB,*3rf*,GS60,HS2040 Muir & Houston, Ld. Gls.	14 ″ 6 s 4 ″ 10½ 13 ″ 9	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
70088 DRAC	**Ascania** Iron 1*Dk*	420 322 251					1884	Aron& Gollnow Stettin	Reed.K.K.Skriver G.m.b.H.	175·4 Q41'B37'F18' len90	24·1	9·0	Hamburg German *WB*	O.2Cy.17½"&32¾"-22½" NB22 42NHP Aron&Gollnow,Stettin	
70089 131312 GPZC	**Ascanius** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	10048 8436 6262					1910	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	493·0 P47'B199'F63'	60·4	37·1	Liverpool British *WB*	T.6Cy.24",40"&68"-48" 640NHP Wrkman,Clark&Co.Ld Bel	
70090 163574 MBFB	**Aseity** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	416 261 213	✠100A1 ~~2,87~~12,38 LMC3,35 ✠LMC(M)7,37	Yar	*f*	OG N12,37	1935 3mo	G.Brown &Co. Greenock *Lloyd's A&CP*	F.T.Everard& Sons,Ld.	142·9 Q91'F19' FK *FPT*64t*APT*37t	26·7	8·7	London British 3*BHAsp*	Oil Engines 2S.C.SA 5Cy.12⅝"-15¾" 72RHP NewburyDieselCo.Ld. Newbury	9 " 9 s3 " 8 9 " 9
70091	**Aserbaidjan** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	6100					1934	StatesS.B. Yd."61" Nicolaieff	U.S.S.R.	409·1 P106'B29'F30'	54·6	32·2	Russian	Oil Engines 4S.C SA 6Cy. KolomenskyStateE.Wks.	
70092 LCHO	**Asgerd** Wireless 1*Dk*	1308 1135 741					1924	Stavanger Stöberi&Dok Stavanger	D/S A/S Asgerd (Bertrand Marcussen)	243·4 P53tH65t	37·2	16·0	Askeröy Norwegian *WB*	T.3Cy.17½",28½"&48"-39" 144NHP StavangerStöberi&Dok	
70093 164622 MLLB	**Ashanti** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	534 333 274	✠100A1 5,39 ~~2,38~~ ✠NE10,37 ✠LMC10,37 ✠LMC(M)5,39	Cff Npt	*h*	OG ~~9,37~~ 5,39	1936 5mo	GooleS.B. &Repg.Co. Ld. Goole *Lloyd's A&CP*	T.E.Evans&Co.Ld.	183·6 P42'Q100'F18' FK Cell DB114'180t*FPT*54t*APT*41t	27·1	8·0	London British 3*BHCem*	Oil Engines 2S.C.SA 6Cy.9⅝"-16 5/16" 102NHP Nydqvist&Holm,A/B. Trollhättan	10 " 5 s 3"11½ 10 " 0¼
70094 164518 GYMC	**Ashantian** D.F. 1*Dk&Shelter dk* *CruiserStern*	4917 4146 ~~2900~~ 2955	✠100A1 *withfreeboard* 5,38 ~~10,37~~ 4,39 ~~..~~ ✠LMC8,35 *Carrying vegetable oil in deep tank*	Liv ~~Rot~~ Ham		CL 5,38	1935 8mo	Wm.Hamilton&Co.Ld. PortGlasgow *Lloyd's A&CP*	UnitedAfricaCo. Ld.	404·1 F45' FK CellDB334'946t *DTa*25'873t*FPT*188t*APT*142t	56·7	23·0	Liverpool British 7*BHptCem* (*Coll to Sh dk* 6 ,,*2nd*,,)	T.3Cy.21½",35"&62"-45" &exhaust turbine driving steam compressor (*s*) 220lb FD 397NHP 2SB(Spt),6*cf*,GS107,HS4810 D.Rowan&Co.Ld.Gls.	25 " 3 s 1 " 11 23 " 6½
70095 148865 GLPV	**Ashbury** (*ex*Cairnhill-35,*ex*Nitedal) *ss*Nwc.No.3-7,38 ~~*ss*Hpl.No.3-6,35~~ ~~*ss*Gls.No.2-31~~ 1*Dk*(*Stl*)	3901 3600 2363	100A1 7,38 ~~11,36~~ ~~BS11,36~~ LMC~~7,34~~ 8,38	Sld Nwc	*w*	CL N10,37	1924	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	AlexanderShippng Co.Ld.(Capper, Alexander&Co. *Mgrs.*)	356·5 P30'B108'F35' FK CellDB313'989t *FPT*118t*APT*84t	50·0	24·7	Glasgow British 6*BHCem*	T.3Cy.23",40½"&67"-45" (*s*) 180lb 415NHP 2SB(FD)&1AuxSB,8*cf*, GS139,HS6085 Cen.Mar.Eng.Wrks.WHpl	27 " 2 s 4 " 8¾ 22 " 8½
70096 139249 GNLR	**Ashby** D.F. 1*Dk*	4868 4586 3030					1927	Cowpen DD&SBCoLd Blyth	RopnerShipping Co.Ld.	405·1 P30'B229'F41'	53·6	26·4	W. Hartlpl British *WB*	T.3Cy.26",43"&71"-48" 349NHP Blair&Co.(1926)Ld.Stk.	
70097 152841 VGCM	**Ashcroft** (*ex*Gleniffer) *Mchy.Aft* D.F. 1*Dk*	7726 7253 4439					1924	Midland S.B.Co Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	546·0	60·2	28·0	Midland, Ont. British *WB*	T.3Cy.24½",41½"&72"-48" E*made*18*fitted*24 360NHP Hooven-Owens& RentschlerCo.Hamilton,O.	
70098 137401 MFPN	**Ashfield** 3Mst *Well deck* *ss*Liv.No.3-7,27 *Mchy.Aft* *ss*Liv.No.2-36 1*Dk*(*Stl*)	426 306 162	✠100A1 8,36 BS1,39 ✠LMC	Liv	*g*	CL 7,36	1914 10mo	LythamSB &Eng.Co.Ld. Lytham *Lloyd's A&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·5 Q85'B9'F23' BK6½" *WB=DTf* 16'	26·0	11·5	Liverpool British 4*BHCem* 33t*APT*6t	T.3Cy.14",22"&38"-24" (*s*) 180lb 70RHP 1SB,3*pf*,GS50,HS1520 LythamS.B.&E.Co.Ld.Lyt	12 " 6 s 3 " 11 12 " 11
70099 149491 GSWD	**Ashlea** *ss*Hul.No.2-38 ~~*ss*Hul.No.1-32~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4222 3945 2565	✠100A1 *withfreeboard* 11,38 ~~2,37~~ ✠LMC MS5,37 ~~S8,37~~ 11,38	Bry ~~Hul~~	*x*	CL 7,36	1929 2mo	SirJ Priest- man&Co. Sunderland *Lloyd's A&CP*	CliffsideShipping Co.Ld.(J.Morri- son&Son, *Mgrs.*)	367·4 380·0(O.L.) F38' FK CellDB315'994t *FPT*134t*APT*247t	51·5	25·1	Newcastle British 6*BHCem* (*Coll to Sh dk* 5 ,,*2nd*,,)	T.3Cy.25",41"&69"-48" (*s*) 180lb 375NHP 3SB,9*cf*,GS174,HS6009 G.Clark,Ld.Sunderland	27 " 6 s 2"10 24"10½
70100 147616 MLVP	**Ashley** *ss*Sld No.3-5,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1323 988 716	✠100A1 4,38 ~~5,37~~ ✠LMC5,.. BS4,38	Sld	*o*	CL ~~8,36~~ 4,38	1924 4mo	WoodSkin- ner&Co.Ld Newcastle *Lloyd's A&CP*	StephensonClarke &Associated Companies,Ld. *Cell DB*183'392t	235·0 243·1(O.L.) Q117'F25' FK *MT*7' 158t *FPT*96t	35·6	14·7	London British 4*BHCem* *APT*44t	T.3Cy.19",31"&51-36" (*s*) 180lb *100lb* 188NHP 1SB,4*cf*,GS84,HS3155 N.E MarineEngCoLd.Nwc	16 " 9 s 5 " 0 15 " 9¾
70101 120500 ~~VJBN~~ VRBG	**Ashridge** *ss*Mel.2ndNo.3-12,29 *ss*H.Kg.No.2-38 ~~*ss*Mel.No.1-31~~ 1*Dk*(*Stl*)&*deep framing* ~~*Cargo battens not fitted*~~	2884 2740 1849	✠100A1 2,39 ~~1,37~~ ~~BS11,37~~ 6,38 ✠LMC~~7,34~~ 6,38	Syd HKg	*u*	CL ~~8,36~~ 10,38	1905 2mo	W.Hamil- ton&Co. Pt.Glasgow *Lloyd's A&CP*	WingHongCoLd. (Williamson&Co, *Mgrs.*) *WB=Cell*	325·8 337·7(O.L.) P22'B88'F40' FK *DBa*96'*uE*22'*f*144'	47·0	22·2	HongKong British 5*BHCem* 849t*APT*70t	T.3Cy.24",40"&65"-42" (*r*) 180lb 287NHP 2SB,6*cf*,GS112,HS4290 OlydeS.B.&E.Co.Ld.P.Gls.	24"10 s 3"11¾ 21 " 0
70102 142865 GDPM	**Ashworth** *ss*Nwc.No.3-4,33 *ss*Nwc.No.1-37 D.F. 1*Dk*(*Stl*)	5227 4790 3148	✠100A1 ~~7,33~~~~12,37~~4,39 ✠MC BS~~7,37~~5,39 MS12,37	Nwc ~~Yks~~	*y*	CL 12,37	1920 4mo	W.Pickers- gill&Sons,Ld Sunderland *Lloyd's A&CP*	WatergateStm. ShippingCo.Ld. (R.S.Dalgliesh& R.I.James,*Mgrs.*) *Cell DBa*126'*u E*22'	400·0 P49'B113'F38' FK *f*180 978t *FPT*132t	52·3	28·5	Newcastle British 7*BHCem* *APT*218t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland.	31 " 0 s 5 "11¾ 25 " 3¾
70103 OYRB	**Asia** TwinSc4Mst *OilEng.* *ss*Cpn.No.3-9,32 *ss*Cpn.No.1-37 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	7014 5645 4460	✠100A1 *Shelter dk* *withfreeboard* 8,38 ~~2,38~~ 2,39 ✠LMC CS11,.. BS.. 9,38 8,358	Cpn	*a*†	CL SN3,37 P2,38	1919 3mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd's A&CP*	Akties.DetÖsta- siatiskeKompagni	425·3 442·0(O.L.) FK *Collision BHtoShelter dk* *Cell DB*378 1266t*FPT*93t*APT*73t	55·2	35·4	Copnhagn Danish *pt Cem* 6*BH to U dk*	Oil Engines 4S.C.SA 12Cy.24 13/16"-37 13/16" 717NHP DB*100lb* Akt.Burmeister&Wain	38 " 6 s10 "0¾ 28 " 10
70104 110358 VPJX	**Asian** (*ex*HwahChong-38, *ex*WinifredMoller-33,*ex*Gurth-32, *ex*Albr.W.Selmer,*ex*Saltwell) 1*Dk*	2461 2135 1488					1900	ShortBros. Ld. Sunderland	LingNamS.S.Co. Ld.(Williamson& Co.*Mgrs.*)	299·0 P27'B68'F32' FK	43·0	19·5	HongKong British *WB*	T.3Cy.21½",35"&59-39" NDB19 219NHP J.Dickinson&Sons,Ld.Sld.	22 " 0
70105 147061 GJRD	**Asiatic** *ss*Hpl.No.3-3,36 D.F. 1*Dk*(*Stl*)	3741 3386 2300	✠100A1 9,38 ~~7,37~~ ~~..S11,..~~ MS2,39 BS9,38 ✠LMC ~~BS..~~ MS..1,39	Hpl Hul	*w*	CL ~~2,35~~ 8,38	1923 1mo	Burntislnd S.B.Co.Ld Burntisland *Lloyd's A&CP*	W.H.Cockerline &Co. *Cell DBa*	349·7 P32'B103'F32' FK 103'*uE*21'*f*155'888t	50·0	24·7	Hull British 6*BHCem* *APT*113t	T.3Cy.25",41"&68"-45" (*r*) 180lb *180lb* 342NHP 2SB(Spt)8*pf*,GS128,HS5336 Cooper&Greig,Ld.Dundee	26"11 s 5 " 4¾ 21 " 9
70106 FNLM	**Asie** Ⓟ TwinSc *Fitted for oil fuel* D.F. *Ref.Mchy.* 5*Dks*	8561 6617 4214					1914	Atel.&Ch. deFrance Dunkirk	ChargeursRéunis	439·3 F72'	55·9	35·4	Havre French *WB*	T.6Cy.28",46"&77"-48" 822NHP Atel.&Ch.deFrance,Dnk.	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Letters, if not in L.R. Particulars of Trade Cert.
70107	**Asien** (*ex*Hermes)		3894 / 3652 / 2447			...		1905	J.L.Thompson&Sons,Ld. Sunderland	"Atlas" Reederei-A.G.	344·7 / P31'	49·3 / B104'	26·8 / F31' FK	Emden German WB	T.3Cy.25",41"&67"–45" NDB26 329NHP G.Clark,Ld.Sunderland	27 ft 11	G †
DGDC	1 *Dk 2 tr B deep framing & Web frames*																
70108	**Ask** (*ex*Lowfield-35,*ex*Lambeth)	ss Shl.No.3-7,30	1541 / 1280	✠100A1 6,37	Bgn	*p*	CL 6,35	1917	Dublin Dckyd Co.Ld. Dublin	A/S D/S Ask(A. Kjerland, *Mgr.*)	240·2 / (O.L.) 249·2 / Q91'	36·2 / B52'	18·3 / F23' FK	Bergen Norwegian	T.3Cy.18",30"&50"–33" (*s*) 180lb 179NHP 2SB.*6cf*,GS101,HS3075 J.G.Kincaid&Co.Ld.Grk.	20 ft 6 s 2 ft 7½ 18 ft 3	
LIZU	*Well deck*	ss Shl.No.1–35	821	BS5,37 ✠LMC3,35			12,38	11mo									
		1 *Dk (Stl)*		5,38				*Lloyd*	*sA&CP*	*Cell D B171'310t D Ta 29'131t FPT 80t APT 38t*							
		Cargo battens not fitted															
70109	—		1041 / 890					1908	Lindholmens V.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	227·2 / B60'	33·6 / H68t	14·1 / F28'	Stockholm Swedish WB	T.3Cy.14½",24"&40"–27" 83NHP Lindholmens V.A Got.		V
4914 SDFR		1 *Dk*	592														
70110	**Askari**		590 / 483					1927	Deutsche Werft A.G. Hamburg	Deutsche Ost-Afrika Linie	170·6 / Q6'	28·1 / F27'	13·1	Hamburg German WB	T.3Cy.13$\frac{7}{16}$",21½"&34$\frac{13}{16}$"–22$\frac{13}{16}$" 58NHP Deutsche Werft,Ham.		G
DHBM	Wireless *Mchy. Aft*	1 *Dk*	319														
70111	**Askawake**		6148					1919	Seattle North Pacific S.B.Co. Seattle, Wash	United States Maritime Commission	401·9 / P34'	53·1 / F38'	32·0	Seattle Utd. States WB	2 Steam Turbines DR geared to 1 Sc Shaft W.&A.Fletcher,Hoboken, N.J.		
218586	*Fitted for oil fuel*	2 *Dks*	5735 / 4617														
	Longitudinal framing																
70112	**Askeladden**		2496 / 2199					1920	Forth S.B. & E.Co.Ld. Alloa	Rederi A/S Aladdin (J.T.Farsjö&Co. *Mgrs.*)	295·7 / P87t	43·6 / H124t	20·6	Oslo Norwegian WB	T.3Cy.20½",33"&54"–39" 182NHP Forth S.B.&E.Co.Ld.Alloa		N
LCDQ		1 *Dk*	1431														
70113	**Askepot**		1312 / 1044					1937	Fredrkstad Mek Vrks A/S Fredrikstad	Rederi A/S Aladdin (J.T.Farsjö&Co. *Mgrs.*)	251·2 / P58t	42·3 / H125t	14·0 / F15t	Oslo Norwegian WB	C.4Cy.(2)13"&30$\frac{7}{16}$"–28½" 82NHP Fredrikstad M.V.A/S Fredrikstad		N
LJLI	Wireless D.F.	1 *Dk & Shelterdk*	707														
		Cruiser Stern															
70114	**Askild** (*ex*Bockenheim, *ex*Karpin,*ex*Megrez) 4 Mst		1930 / 1660					1918	J.&A.van deSchuyt Papendrecht	Rederi A/S Aladdin (J.T.Farsjö&Co. *Mgrs.*)	269·5 / P77t	42·2 / H103t	18·2 / F32t	Oslo Norwegian WB	T.3Cy.17½",29"&46"–36" 127NHP J.&A v.d.Schuyd,Ppndrht		N
LCDR		1 *Dk*	1120														
70115	**Askö** (*ex*Erik B.-36,*ex*Ursus,*ex*Dora)	ss Abg.3rd No.3–3,34	2122 / —	✠100A1 *pt 4 wng dk with freeboard*	Sws Sbg	*r*	CL 12,36	1897 7mo	Akt.Ges. "Neptun" Rostock	Rederi A/B Askö (A.Andersson, *Mgr.*)	290·8 / P14' Q88'	40·7 / FK	15·8	Mariehmn Finnish	T.3Cy.19$\frac{5}{8}$",32$\frac{1}{4}$"&53$\frac{1}{2}$"–35½" 170lb *100lb (s)* 187NHP NDB25 1SB,3*rf*,GS59,HS3006 A.G."Neptun,"Rostock	18 ft 6 s ft 8½ 17 ft 11½	
868 OHYF	1 *Dk (Stl) & deep framing & pt 4 wng dk (Stl)*		1282	5,38 2,38 MBS5,37				*Lloyd*	*sA&CP*	*Cell D Ba92'*	*pt 4 wng dk 176' uE & B44' f 104' 516t*		*APT 15t*	*1 B H Cem*			
	Cargo battens not fitted																
	D.F.	ss Sbg.No.1–38															
70116	— (ex Patria)		1299 / 1124					1920	Stavanger Stöberi&Dok Stavanger	Dampskibsselsk. "Heimdal" (M.Carl, *Mgr.*)	242·7 / P21'	37·2 / B60'	14·7 / F24'	Copnhagn Danish WB	T.3Cy.17½",28½"&48"–33" 132NHP Stavanger Stöberi&Dok		V
OXZZ		1 *Dk*	738														
70117	**Aslaug**		1509 / 1161					1927	Akt.Burmeistr&Wain Copenhagen	Dampskslsk. Torm A/S (A.Schmiegelow& A.Kampen, *Mgrs.*)	250·1 / P16' Q68'	38·7 / B106'	15·5 / F31'	Copnhagn Danish WB	T.3Cy.18",29"&48"–33" 132NHP Akt.Burmeistr&Wain,Cpn		C
OZKE	Wireless D.F.	1 *Dk*	900														
70118	**Aslög**		1368 / 1171					1916	N.V.G.van der Giessen Krimpen	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	237·8 / P30' B57'	36·1 / F25'	16·3 / H134t	Stockholm Swedish WB	T.3Cy.17½",29"&46"–36" 127NHP Alblasserdam.Msch.Fab.		V
5933 SDFU		1 *Dk*	759														
70119	**Asmara** (*ex*Nasina-35, *ex*Meissonier–33) Twin Sc	ss Lon.No.3–8,27	7192 / —	✠ ... 8,35	Liv	*b* †		1915 6mo	Russell& Co. Port Glasgow	Italian Navy (operated by Soc. Anon.Cooperativa di Nav.Garibaldi)	454·8 / 440·0 F48'	56·2 / *on Shelter dk* FK	35·6	Genoa Italian	Q.8Cy20½",29½"42"&61"–48" HS17070 887NHP 3DB&1AuxSB,*2Icf*,GS424, Harland&Wolff Ld.Belfast	38 ft 11	I †
2055 IACO		ss Liv.No.1–31	4490	✠													
	D.F. *Ref.Mchy.*	3 *Dks (Stl–ws) & Shelter dk (Stl–ws)*						*Cell D B a137 u E a 95' f 153' 1286t FPT 64t APT 58t*									
70120	**Asnæs** (*ex*Lidsö,*ex*Johanne Margretha,*ex*Frode) Twin Sc *Oil Eng.*		460 / 371					1921	Marstal Skibsbygger Marstal	O.Fr.Svendsen	141·2 /	30·1 /	10·6	Copnhagn Danish	Oil Engines 2S.C.SA 4Cy.14$\frac{15}{16}$"–16$\frac{9}{16}$" 157NHP J&C G Bolinders Co Ld.Skm		V
OUPH	*Mchy. Aft*		334														
70121	**Asni** (P)		2300 / 2284					1929	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Compagnie de Navigation Paquet	330·3 / P&B214'	43·0 / F96'	24·4	Marseilles French WB	T.3Cy.21",34"&56"–39" 196NHP Swan,Hunter&Wigham-Richardson.Ld.Nwc.		V
FNHH		2 *Dks*	1699														
70122	**Aso Maru** (P)		3028 / 2709					1923	Mitsubishi Zosen Kaisha Ld. Nagasaki	Nippon Yusen K.K.	315·5 / P22'	46·0 / B80'	27·0 / F36'	Tokyo Japanese WB	T.3Cy.23",38"&64"–48" 284NHP Mitsubishi Zosen Kaisha Ld.		C
29312 JAAB		2 *Dks*	1822														
70123	—		704					1932	Mitsubishi Zosen Kaisha Ld.Kobe	Osaka Syosen K.K.	170·0 / P44'	30·0 / F20'	17·6	Osaka Japanese WB	Oil Engines 4S.C.SA 6Cy.16¾"–24$\frac{7}{16}$" 164NHP Mitsubishi Zosen Kaisha Ld.		
37491	*Ref.Mchy.*	*Oil Eng.*	604														
	Mchy. Aft *Cruiser Stern*	1 *Dk*	368														
70124	**Asosan Maru**		8812 / —					1935	Mitsui Bussan Kaisha,Ld. Tama	Mitsui Bussan K.K.	453·0 / P22'	62·0 / F22'	30·5	Kobe Japanese WB	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"–55½" 1230NHP Mitsui Bussan Kaisha,Ld. Tama		C
39705 JWSI	*Oil Eng.* *Ref.Mchy.* D.F.	2 *Dks & Shelterdk*	5296														
GyC	*Cruiser Stern*																
70125	**Aspasia** (*ex*Theodoros Galakis, *ex*Hornby Castle, *ex*Pacific)	ss Ant.No.3–6,27 ss Ams.No.2–36	4211 / 3331 / 2615	✠100A1 3,38 11,37 BS5,37	Ant	*x*	CL 11,37 2,38	1914 9mo	Sunderlnd S.B.Co.Ld. Sunderland	J.Th.Galakis	370·0 / P33' B234' F33' FK	53·5 / *E26' f 164' 987t FPT*	24·5	Chios Greek	T.3Cy.25",42"&65"–48" (*s*) 180lb 363NHP 2SB,6*cf*,GS140,HS6214 Blair&Co.Ld.Stockton	27 ft 0 s 3 ft 8½ 23 ft 6½	
SVQY		1 *Dk (pt Stl pt Irn)*						*Lloyd*	*sA&CP*	*Cell D Ba117' u*			*6 B H Cem 82t APT 131t*				
70126	—	Iron	386 / —					1871	Reiherst'g Schiffsw. Hamburg	E.Vrionis	150·9 / Q36t	22·8 / B86t	12·9 / F22t	Piræus Greek	C.2Cy.17"&28"–24" NB02 32NHP Reiherst.Maschinenf.Ham		
634 SZIB	(*ex*Gero,*ex*Pregel,*ex*Africa)	1 *Dk*	207														
70127	**Aspen** (*ex*Henneseid-36,*ex*Fri, *ex*Ytteröy,*ex*Konsul Olsen)		1305 / 1115					1918	Stavanger Stöberi&Dok Stavanger	O.F.Ahlmark&Co. Eftr.A/B	239·9 / P50t	37·1 / H67t	15·5 / F14t	Karlstad Swedish WB	T.3Cy.17½",28½"&48"–33" 132NHP Stavanger Stöberi&Dok		N
8092 SKZG		1 *Dk*	714														

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total — Sous le Pont — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire — Mach.	9 Par qui — Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur | Largeur | Creux	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. pc.
70128 127477 MFTG	**Aspen** 3Mst *Well deck* ssBel.No.3–4,27 *Mchy.Aft* ssBwg.No.2–35 1*Dk*(*Stl*) *Cargo battens not fitted*	333 242 128	✠100A1 7,35	Bwg	*f*	CL ~~6,05~~ 6,35	1915 1mo *Lloyd*	J.Fuller-ton&Co. Paisley '*sA&CF*	Newry&Kilkeel S.S.Co.Ld.(J. Fisher&Sons,Ld. *Mgrs.*)	142·6|23·6|10·1 Q79'B7'F25' BK6" *WB=FPT*	Newry British 8*BHCem* 45*tAPT*40*t*	C.2Cy.15"&34"–24" (*s*) 130lb 47RHP 1SB,2*pf*,GS39,HS1280 Fisher's,Ld.Paisley	11 // 4 s4 // 0½ 11 // 7
70129 161300 MPNV	**Asperity** ssGoo.No.2–38 ~~ssYar.No.1–32~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Strengthened for Navigation in Ice* *Carrying Petroleum in bulk*	699 538 305	✠100A1 1,38 ~~4,33~~	Yar Goo		CL N1,38	1929 9mo *Lloyd*	G.Brown &Co. Greenock '*sA&CP*	F.T.Everard& Sons,Ld.	187·4|28·2|13·4 Q74'F25' FK *FPT*26*tAPT*39*t*	London British 8*BHptCem* *ptAsp*	T.3Cy.15",25"&40"–30" (*s*) 180lb 99RHP 1SB,3*cf*,GS66,HS2464 W.Beardmore&Co.Ld.Gls.	13 // 2 s1 // 2 12 // 1½
70130 147289 GJPZ	**Asphalion** (P) *Ref.Mchy.* D.F. 2*Dks*	6274 5348 3836					1924	Scott'sS.B. &Eng.Co.Ld. Greenock	ChinaMutual SteamNav.Co.Ld. (A.Holt&Co.*Mgrs*)	431·7|54·7|30·1 P43'B140'F45'	Liverpool British *WB*	2 SteamTurbinesDR geared to 1 Sc.Shaft Scott'sS.B.&Eng.Co.Ld.	
70131 PUAG	**Aspirante Nascimento** TwinSc (*ex*Oyapock,*ex*Venus) *Fitted for oil fuel* Wireless 1*Dk*&*Awng dk*	916 — 439					1905	Howaldts-werke Kiel	LloydBrasileiro	200·0|30·0|8·9	R.Janeiro Brazilian *WB*	T.6Cy.11⅝",19¾"&31½"–18⅜" 84NHP Howaldtswerke,Kiel	
70132 7039 SDFW	**Aspö** (*ex*Fylgia,*ex*Bris) ssMmo.No.3–3,32 ssMmo.No.1–36 1*Dk*(*Stl*)	1397 1146 717	✠100A1 4,39 ~~3,38~~	Mmo Osc	*p*	OG 3,38	1920 5mo	Kockums M.V.Aktieb. Malmö	RederiA/BRex (K.M.Källström, *Mgr.*) *CellD*	235·5|37·7|16·5 245·4(O.L.) P17'B63'F25' FK *B*196'364*t FPT*44*t*	Stockholm Swedish 4*BH* *APT*59*t*	T.3Cy.18¼",28¾"&48 1/16"–31½" 185lb (*s*) 157NHP 2SB,4*cf*,GS70,HS2546 KockumsM V.Akt Malmö	18 // 7 s2 // 3¼ 16 // 6
70133 102591 EIGF	**Assaroe** (*ex*Yarrow) E.S.D. Wireless 2*Dks*	903 749 459			...		1893	R.Napier& Sons Glasgow	Dublin&Silloth S.S.Co.Ld.	230·0|32·1|15·0 P55'B70'F42' BK8"	Dublin British *WB*	T.3Cy.21½",34"&57"–42" NB08 223NHP R.Napier&Sons,Glasgow	15 // 10
70134 162508 MPXV	**Assiduity** ssLon.No.1–35 *Mchy.Aft* *OilEng.* *Well deck* 1*Dk*(*Stl*)	350 218 186	✠100A1 9,38 ~~1,38~~	Goo	*e*	OG 1,38	1930 11mo *Lloyd*	G.Brown& Co. Greenock '*sA&CP*	F.T.Everard& Sons,Ld.	135·3|24·6|8·7 Q90'F16' FK *FPT*18*t*	London British 3*BHCem* *APT*20*t*	Oil Engines 2S.C.SA 5Cy.13 3/16"–15¾" 153NHP Plenty-StillOilEngines,Ld Newbury	9 // 6 s3 // 7½ 9 // 6⅝
70135 661 SZIA	**Assimina Baïka** (*ex*Eugénie, *ex*Condor,*ex*Lestris) 2*Dks*	1334 — 789			...		1895	Wigham-Richrdsn&Co Newcastle	P.E.Baïkas	254·1|33·5|17·1 P27'B50'F26' BK9"	Piræus Greek *WB*	T.3Cy.21",33½"&54"–39" 195NHP WighmRchrdsn&Co.Nwc.	19 // 8
70136 125984 VGKX	**Assiniboia** (P) 3Mst *Mchy.Aft* 1*Dk*(*Stl*)&*deep framing* D.F. &*Awng dk*(*Stl–ws*)	3880 2613 2486	✠ 11,07	NYk	*w*		1907 8mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo. *WB=Cell*	336·5|43·8|15·4 B&F295' 23·6 FK *DBuE&B*113'*f*185'	Montreal British 6*BHCem* 720*tFPT*24*t*	Q4Cy23½",34",48½"&70"–45" 524NHP 4SB,12*cf*,GS299,HS9627 FairfieldCo.Ld.Glasgow	26 // 9
70137 280 IBSD	**Assiria** *OilEng.* D.F. 2*Dks*	2705 — 1622					1928	Stabilmnto Tecnico SanRocco	"Adriatica"Soc. Anon.diNav.	308·2|41·8|20·0 B185'F35'	Trieste Italian *WB*	Oil Engines 4S.C.SA 6Cy.24 1/3"–43 5/16" 357NHP StabilimentoTecnico,Tri.	
70138 237523 WNNH	**Associated** *Mchy.Aft* *Fitted for oil fuel* D.F. E.S.D. GyC. 1*Dk* *CruiserStern* *Carrying petroleum in bulk* *Longitudinal framing–bracketless system*	8407 — 5931					1938	SunS.B.& D.D.Co. ChesterPa.	TideWater AssociatedOilCo.	441·1|65·3|35·1	S. Frncisco Utd. States	2 steam turbines D.R. geared to sc. shaft GeneralElectricCo. Lynn,U.S.A.	
70139 226071	**Associates** TwinSc *Mchy.Aft* *OilEng.* *Carrying Petroleum in bulk* 1*Dk*	526 — 313					1926	Bethlehem S.B Corp.Ld. SanFrancisco	TideWater AssociatedOilCo.	160·0|38·0|9·3	S. Frncisco Utd. States *WB*	Oil Engines 4S.C.SA 6Cy.10½"–15" 64NHP	
70139* DIEB	**Assuan** (P) TwinSc (*ex*Odenwald–35) *OilEng.* D.F. 2*Dks* Sub.Sig. *CruiserStern* *Now "Odenwald" see No. 89465 in Supplement*	5098 4167 3007					1923	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6|54·2|27·4 F42'	Hamburg German *WB*	Oil Engines 4S.C SA 12Cy.24¾"–38¾" 714NHP AllgemeineElecGes.Berlin	
70140 1869 ICKB	**Assunta De Gregori** (*ex*Tirreno–33) ssHam.No.3–4,27 ssTri.No.1–31 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4219 4117 2633	✠ ... 6,35	Gen	*y*		1914 2mo	Nthmblnd S.B.Co.Ld. Newcastle *CellD*	Soc.Anon.diNav. "Assunta De Gregori" *Ba*140' *uE*23' *f* 16	400·0|53·0|23·8 FK 6'1186*t DTa*30'100	Genoa Italian 7*BHCem* 0*t APT*128*t*	T.3Cy.26½",44"&73"–48" 433NHP 3SB,9*cf*,GS183,HS7116 Richardsons,Westgarth& Co.Ld Sld.	26 // 5
70141 2151 ICMG	**Assunzione** (*ex*Valnegra–34, *ex*Brendon,*ex*Exford) ssSpz.No.3–7,23 ssGen.No.1–27 D.F. 1*Dk*(*Stl*)	4531 4196 2730	✠	Gen	*x*		1911 5mo	Craig,Tay-lor&Co.Ld. Stockton	FratelliRizzuto *CellDBa*117'*uE*24	396·0|50·0|26·2 380·0 P35'B117'F36' FK '*f*167'1210*tFPT*11	Genoa Italian 6*BHCem* 7*tAPT*112*t*	T.3Cy.25",42½"&69"–48" 374NHP 2SB,6*cf*,GS142,HS6002 N.E.MarineEng.Co.Ld.Sld	20 // 0
70142 143952 GCVK	**Assyrian** (*ex*Fritz) TwinSc ssLiv.No.3–5,27 *Well deck* ssLiv.No.2–35 2*Dks*(*StlU*–teak s)5*trB* *in fore hold*&*Web frames* *Longitudinal framing*	2962 2717 1759	✠100A1 9,38 10,37	Liv	*u*	CL ~~9,05~~ S9,36	1914 8mo *Lloyd*	Blohm& Voss Hamburg '*sA&CP*	EllermanLines,Ld. (Ellerman&Papa-yanniLines,Ld. *Mgrs.*) *CellD*	332·0|44·8|23·1 P&B212'F35' FK *B*268' 740*t FPT*58*t*	Liverpool British 7*BHCem* *APT*94*t*	T.6Cy.16½",26½"&44"–34" 180lb (*s*) 280NHP 2SB,6*cf*,GS134,HS7551 Cooper&GreigLd.Dundee	25 // 6 s3 // 3 22 // 5½
70143 OHWA	**Asta** (*ex*AugustLeffler, *ex*Boltenhagen, ssGot.2ndNo.3–6,25 *ex*August Leffler, ssLkr.No.3–5,32 *ex*Lygnern,*ex* ssSkm.No.1–36 AugustLeffler) D.F. 1*Dk*(*ptIrn*&*ptStl*)& *Cargo battens not fitted* *deepframing*	1854 1722 1086	✠100A1 ~~8,36~~	Rot	*r*	OG 12,35	1900 1mo	Osbourne, Graham&Co Sunderland A&CP	RederiA/BAsta (A.Andersson) *CellDBa*	281·2|40·5|18·1 P22'B66'F29' FK 90'*uE*20'*f*108' 465t	Mariehmn Finnish 4*BHCem* *APT*74*t*	T.3Cy.20¾",33"&54"–39" (*s*) 160lb 192NHP 2SB(Spt),6*pf*,GS87,HS3037 J.Dickinson&Sons,Ld.Sld.	20 // 6 s2 // 9 17 // 11
70144 DOMB	**Astarte** (*ex*Suomi) *Well deck* 1*Dk*	633 479 356			...		1897	R.Craggs& Sons Middlesbro'	Dampfschifffahrts Ges.Neptun	177·3|27·9|13·6 Q90'B16'F23' BK7"	Bremen German *WB*	T.3Cy.14",22½"&37"–27" 83NHP MacColl&Pollock,Sld.	14 // 2
70145 151 SVLY	**Asteria** (*ex*DespinaGlypti–35, *ex*Despina, ssRot.2ndNo.3–8,29 *ex*Sildra) ssPir.No.1–34 1*Dk*(*Irn*)2*trB*&*deep framing*3*Dk rule*	3313 3131 2121	✠ ... 7,33	Pir	*w*	CL 10,37	1904 9mo *Lloyd*	J.Priest-man&Co. Sunderland '*sA&CP*	J.A.Tachmindji *CellDBa*	336·5|46·5|23·9 P31'B200'F32' FK &*uE*136'*f*136'1063*t*	Syra Greek 6*BHCem* *APT*130*t*	T.3Cy.25",41"&67"–45" (*s*) 180lb 325NHP 3SB,9*pf*,GS135,HS5001 N.E.MarineEng.Co.Ld.Sld	27 // 3 ~~s3 // 5~~ ~~23 // 11~~
70146 149713 MNRP	— (*ex*Surbiton) ssIrv.No.3–3,38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	649 450 319	✠100A1 4,39 ~~3,38~~	Irv	*i*	CL ~~11,36~~ 4,39	1926 9mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	Wm.Robertson *CellD*	171·4|27·8|11·3 176·9 (O.L.) Q96'B11'F24' FK *B*103' 142*t FPT*52*t*	Glasgow British 3*BHCem* *APT*21*t*	T.3Cy.13",23"&37"–26" (*s*) 200lb 70RHP 1SB,3*pf*,GS48,HS1440 J.Lewis&Sons,Ld.Abn.	13 // 5 s3 // 8¾ 13 // 4½
70147 62 IKKG	— TwinSc (*ex*Darma,*ex*Daraghiati i Dit, *OilEng.* *ex*Zeemeeuw) 1*Dk*	393 320 228					1911	N.V.Werf. deNoord Alblasserdm.	B.&P.Donvio	147·5|25·5|10·0 P31'F21'	Fiume Italian *WB*	Oil Engines 2S.C.SA 4Cy.10⅝"–12⅝" NE27 SchiffswerfteLinz, 152NHP Linz	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Nets.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years allowed now applied. Equipment Letter	7a Date when tail shaft last drawn.	8 9 Built. When	By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Letter Ref. Trade &c.
70148 EEAU	**Astillero** Iron 1 Dk	397 — 214					1893	..... Eaarlen, Holland	N.Lafuente	145·5	28·4	10·7	Bilbao Spanish			
70149 580 ex Höneberg, ex Auguste, ex Gunther) SZID	**Astir** (ex Angelica Mærsk, 1 Dk	1335 934 835					1896	Helsingörs Jernsk & Msk. Elsinore	Th. F. Stafilopatis	240·6	34·2	14·1 Q78 B114 F20	Piræus Greek	T.3Cy.17", 27½" & 47"–33" 124 NHP Helsingörs Jernsk & Mskb.		G
70150 EABT	**Astoi-Mendi** (ex Highmead, ex Cromarty, ex War Jasmine) ss Bbo. No. 3–5, 31 ss Bbo. No. 1–35 1 Dk (Stl)	5263 4817 3210	✠100A1 Lon y 8,39 ~~1,37~~ Cff BS1,37 ✠LMC11 4,39		CL ~~11,35~~ 3,39		1919 1mo	Harland & Wolff, Ld. Glasgow Lloyd's SA&CP	Cia. Nav. Sota y Aznar Cell D/S	400·1 P49 B113 F39' FK 342' 1062t FPT 127t	52·3	28·3 Bilbao Spanish 7 BHptCem APT 218t	T.3Cy.27½", 44" & 78"–48" (s) 1801b 517 NHP 3SB.9cf, GS190, HS7668 FD Harland & Wolff, Ld. Gls.	31 " 0 s 6 " 0 25 " 3½	
70151 OXDB	**Astoria** Twin Sc Oil Eng. ~~ss Cpn. No. 2–38~~ D.F. 1 Dk (Stl) & Shelter dk (Stl) ss Els. No. 3-9, 38	4454 4077 2694	✠100A1 Ant y with freeboard 9,38 ~~2,38~~ 4,39 ✠LM CS~~7,33~~ DBS~~7,37~~ 3,39	Els	CL ~~+3,35~~ p8,37 80,38		1926 4mo	Akt. Nakskov Skibs. Nakskov Lloyd's SA&CP Cell DB 334' 1018t Tanks between tunnels 90t FPT 116t APT 123t	A/S D/S Orient Coll BH to Sh dk 5 " " 2nd "	379·6 F39' FK	53·3	25·3 Copnhagn Danish 6 BHptCem DB 120lb	Oil Engines 4S.C.SA 12Cy.21⅛"–39⅜" 541 NHP 8 3 " 1 24 " 1½ Akt. Burmeistr & Wain, Cpn	28 " 0	
70152 216749 KGEP	— (ex Point Adams) Fitted for oil fuel Sub. Sig. 1 Dk	2224 1945 1358	...				1918	Albina Eng & Mach. Wrks Portland, Or.	~~Hammond Lumber Co.~~ Hammond Shipping Co. Ld.	289·0 P24' B144' F32' FK	44·1	19·0 S. Frncisco Utd. States WB	T.3Cy.22", 37½" & 60"–42" 313 NHP Ellicott Machine Corp. Bal.	21 " 6	R †
70153 147 YLCK	**Astra** (ex Erissos, ex Acacia) ss Bly. 2nd No. 3–1,29 ss Lie. No. 2–37 Spar dk (ptInd & ptStl) 2 tr B & deep framing Cargo battens not fitted	3120 2685 1808	✠100A1 Lie u Spar dk with freeboard 6,37 BS4,39		CL 6,37		1902 8mo	Irvine's S.B. & D.D. Co. Ld. W Hartlepool Lloyd's SA&CP	Kugniecibas Sabiedriba "Gaida" (A. Behrsin, Mgr.) Cell D Ba	315·0 327·0 (O.L.) P21' B190' F30' FK 100 u E22 f 134' 690t	45·1	22·3 Riga Latvian 5 BHCem APT 77t	T.3Cy.24", 38" & 64"–42" (s) 1601b 260 NHP 2SB, 6cf, GS95, HS3825 Richardsons, Westgarth & Co. Ld. Hpl.	25 " 0 s 2 " 10¾ 22 " 3⅝	
70154 OXTE	— (ex Ferm, ex Saphir) ss Abg. No. 3–3,33 ss Abg. No. 1–38 1 Dk (Stl)	2398 2153 1407	✠100A1 Abg t 9,38 ~~1,38~~ Cpn BS3,39 ✠ Fitted for oil fuel 5,20		CL 1,38 F.P.		1920 5mo	Clyde S.B. & Eng. Co. Ld Port Glasgow Lloyd's SA&CP above 150° F.	A/S D/S Orion (C.P. Jensen, Mgr.)	296·1 305·2 (O.L.) P25' B80' F35' FK Cell D B 250' 662t	44·3	20·3 Copnhagn Danish 5 BHCem APT 60t	T.3Cy.22", 35" & 59"–39" (s) 1801b 100lb 250 NHP 2SB, 6cf, GS126, HS4060 Clyde S.B. & Eng. Co. Ld.	22 " 9	
70155 LDLS	— (ex York Harbor) 1 Dk	2164 1935 1279	...				1919	Staten Island S.B. Co Staten Island, N.Y.	A/S Alfa (M. Chr. Stray)	264·5 P40t H 150t F8t FK	42·2	21·8 Xiansand Norwegian WB	T.3Cy.18", 30" & 51"–36" 240 NHP Staten Island S.B. Co.	24 " 0	N †
70156	— (ex La Platense) ss B.As. 2nd No. 3–12,31 Mchy. Aft ss B.As. No. 1–36 1 Dk (Stl)	888 560 506	✠100A1 BAs 11,37 BS~~5,38~~ ✠LMC5,36 4,39 Carrying Petroleum in bulk Fitted for oil fuel 5,19		11,37 F.P. a		1907 3mo	Jonker & Stans Hendrik Ido Ambacht Lloyd's SA&CP above 150° F.	"Astra" Cia. Argentina de Petroleo Soc. Anon.	176·2 P51' F22' FK FPT Middle line Bk	33·5	Bns. Aires Argentine 9 BHCem 86t APT 5t not oil tight	C.2Cy.16" & 32"–24" (s) 1301b 69 NHP 1SB, 3cf, GS49, HS1450 Crabtree & Co. Ld. Gt. Yar.		
70157 LOFC	**Astra II** (ex Peruviana) ss B.As. No. 3–1,37 1 Dk (Stl) & Web frames	4302 3787 2452	✠100A1 BAs w 1,39 3,37 ✠LMC BS~~7,38~~ 4,38 MS1,37 Carrying Petroleum in bulk Fitted for oil fuel 10,23		CL 3,37 1,39 F.P. a		1923 10mo	Nthmblnd S.B. Co. Ld. Newcastle Lloyd's SA&CP	"Astra" Cia. Argentina de Petroleo Soc. Anon.	355·0 P31' B100' F31' FK Middle line bulkhd Cell D Bu E21' f 28'9	50·9	24·9 Bns. Aires Argentine 18 BHptCem not oil tight 3t APT 86t	T.3Cy.25", 41" & 68"–45" (s) 1801b 356 NHP 3SB, 9cf, GS148, HS5760 N.E. Marine Eng. Co Ld Nwc	27 " 4 s 4 " 2 23 " 6	
70158 UNWD	**Astrakhan** (P) 2 Dks	2692 1762 1511					1912	Nevsky S.B. & Mch. Works Leningrad	U.S.S.R.	286·0 Q39' B20	40·6	26·9 Vladvostk Russian WB	T.3Cy.20", 32" & 52"–39" 169 NHP Nevsky S.B. & Mch. Works		V
70159 214492 WSCG	**Astral** ss N.Yk. No. 3–5,28 ss N Yk. No. 2–37 Mchy. Aft 2 Dks (Stl) & Shelter dk D.F. (Stl) & Web frames Longitudinal framing	7542 6806 4574	✠100A1 Bal c† Shelter dk NYk with freeboard ~~1,38~~ 11,38 BS10,38 ~~BS7,38~~ ✠LMC3,37 Carrying Petroleum in bulk Fitted for oil fuel 10,16		CL 3,37 F.P. a		1916 10mo	Union Iron Works Co. S. Francisco A&CP Cell D Bu E & B	Socony-Vacuum Oil Co. Inc. 74'276t DT f 29'4	439·5 39·1 FK 0t FPT 127t	58·0	33·0 New York Utd. States 16 BHpt Asy (10 to U dk 6 " 2nd ") 0t APT 57t	Q.4Cy.24", 34" & 51" & 74"–54" 2201b (r) 699 NHP 3SB, 9cf, HS10695 FD Union Iron Works Co. S. Fo.	33 " 1 s 4 " 1½ 29 " 1½	
70160 PJBI	**Astrea** Wireless Fitted for oil fuel Ref. Mchy. 2 Dks Cruiser Stern	1406 1153 827					1921	N.V. Lobithsche Scheepsb. Mij. Lobith	West-Indische Scheepv. Maats.	264·5 Q39' B20	39·2	14·8 Curaçao Dutch WB	T.3Cy.20", 31⅛" & 51½"–35½" 153 NHP Machinefbk. "Kinderdijk" Kinderdijk		V
70161 FQLI	**Astrée** (ex Bellbro-33) ss Rot. No. 3–3,34 D.F. ss Rot. No. 1–38 1 Dk (Stl) Well deck Cargo battens not fitted	2147 1646 1216	✠100A1 Rot s ~~10,37~~ BS10,37 ✠LMC3,34 4,38		CL 10,37		1921 11mo	Blyth S.B. & D.D. Co. Ld. Blyth Lloyd's SA&CP	Société Navale Caennaise (G. Lamy & Cie. Mgrs.) DB 82 Cell D	285·3 P25 Q84 B58 F24' FK B158' 697t FPT 97t	42·0	17·8 Caen French 6 BHCem APT 110t	T.3Cy.22", 36" & 60"–39" (s) 1801b 274 NHP 2SB, 6cf, GS124, HS4642 N.E. Marine Eng Co Ld Nwc	20 " 0 s 2 " 1½ 18 " 1	
70162 8180 SKBT	**Astri** D.F. Oil Eng E.S.D. Cruiser Stern 1 Dk Part electrically welded including butts of shell plating Strengthened for navigation in ice	2557 1907 1399	✠100A1 Got f ~~1,37~~ 11,37 ~~BS11,37~~ Bal ✠LMC8,37		CL		1937 8mo	Akt. Lindholmens Varv Gothenburg Lloyd's SA&CP	Rederi A/B Disa (E. Brodin, Mgr Intermediate Bk Cell D	322·4 331·3 (O.L.) P26' Q100' B & F 191 in forward hold dispensed with B260' 544t FPT 63t	44·6	17·2 Stockholm Swedish 4 BHptCem APT 125t	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings & SR gearing 10Cy.13⅜"–22⅞" 312 NHP DB 100lb Atlas-Diesel A/B, Skm	20 " 0 s 1 " 4½ 18 " 8½	
70163 OZSA	**Astrid** 1 Dk	1735 1376 1022					1924	Kjöbnhvns Flydk. & Skbs. Copenhagen	"Myren" D/S A/S (Holm & Wonsild, Mgrs.)	261·1 P15' Q77' B106' F31'	40·1	16·9 Copnhagn Danish WB	T.3Cy.18", 28½" & 48"–33" 132 NHP Kjbnhavns Flydk. & Skbsv.		V
70164 OFBS	**Astrid Thordén** Oil Eng. D.F. 1 Dk & Shelter dk Cruiser Stern Strengthened for navigation in ice	1816 1308 767	✠100A1 Msl s with freeboard ~~1,38~~ 2,38 Lkr ✠MC7,37 4,39		CL		1937 7mo	Crichton-Vulcan A/B Åbo Lloyd's SA&CP	Rederi A/B Astrid Thordén (Gustaf B. Thordén, Mgr.) Cell D B 216' 467t FP	286·4 305·8 (O.L.) FK (Col B Hto Shltrdk 3 B Hto 2nd dk T 5t APT 100t	42·3	15·3 Helsingfrs Finnish 4 BH B Hto 2nd dk	2 Oil Engines 2S.C.SA 12Cy.13⅜"–22⅞" 376 NHP with electro-magnetic slip coupling & SR gearing DB 57lb Atlas-Diesel A/B, Skm	18 " 8 s " 2 18 " 7½	

1 Numero d'Ordre / Numero Officiel / Signaux	2-3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
70165 OQBA	**Astrida** (P) ssAnt.No.2-37 *Ref.Mchy.* 2*Dks*(*Stl*) D.F. *Cruiser Stern*	3422 2952 2055	✠100A1 9,38 ~~8,37~~	Ant	*v*	CL ~~12,35~~ 9,35	1929 2mo	Rotterdam Droogd.Maat Rotterdam *Lloyd*'sA&CP	Cie.Maritime Belge(LloydRoyal) Soc.Anon.(Agence MaritimeInternationale,*Mgrs.*)	339·9 P35'B106'F38' FK *CellDB* 268'686*tFPT*	48·5	23·0	Antwerp Belgian 6*BHCem* 48*tAPT*19*t*	T.3Cy.23⅝",37 13/16"&63"-42" 180lb (*s*) 396NHP 3SB(Spt),9*cf*,GS162, FD HS6171 RotterdamDroogd.Maats.	25 " 7 s4 " 1¾ 21 " 7
70166 140531 GQNT	**Astronomer** ssLiv.No.3-4,30 ~~ssBkn.No.1-35~~ 2*Dks*(*Stl*) 3*rd dk*(*Stl*)*inNo.1hold*	8401 7545 5841	✠100A1 4,38 *Fitted for oil fuel* 12,20 *F.P. above* 150°F.	Liv	*d*†	CL 4,38	1917 8mo	D&WHenderson&CoLd Glasgow *Lloyd*'sA&CP	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*)	482·7 502·8(O.L.) P54'B188'F52' FK *CellDB*415'1562*tDTa*33'1050*tFPT* 118*t*	58·2	33·2	Liverpool British 9*BHCem* *APT*30*t*	Q4Cy25½"36½"52½"&75"-54" 220lb (*s*) 696NHP 2D&2SB18*cf*GS378HS13140 D&W.Hendersn&CoLdGls	35 " 10 s7 " 7 28 " 6
70167 EEAW	**Astur** (*ex*Freixas1,*ex*Sarita, *ex*Vittoria,*ex*Henriette, *ex*Letterewe) Iron 1*Dk*2*trB*	944 — 754	✠ 3,87	Liv			1876	W.H.Potter&Sons Liverpool	SantiagoRivero Morán	185·8 F25'	32·8	19·7	Gijon Spanish	T.3Cy.13½",21"&35"-22" *Emade*90 NB04 57NHP A.Shanks&Sons,Arbroath	
70168 LOFE	**Asturiano** (P) ssB.As.2ndNo.3-9,38 ~~ssB.As.No.3-10,25~~ *Ref.Mchy.* ~~ssBkn.No.2-31~~ 2*Dks*(*Stl U*-ws)	2449 — 1304	✠100A1 9,38 ~~10,36~~ *Fitted for oil fuel* 8,34 *F.P. above* 150°F.	BAs		CL ~~10,36~~	1913 7mo	AilsaS.B.Co.Ld. Troon *Lloyd*'sA&CP *WB*	Soc.Anon.Importadora y Exportadora de la Patagonia	309·8 P&B197'F38' FK = *CellDBa*68'*uE*&*B*80'*f*114'142*tFPT*	41·6	20·5	Bns.Aires Argentine 5*BHCem* 20*tAPT*5*t*	T.3Cy.21½"36½"&59"-45"(*s*) 200lb 295NHP 2SB,6*cf*,HS4920 FD AilsaS.B.Co.Ld.Troon	23 " 0 s2 " 11½ 20 " 7
70169 148146 GLQS	**Asturias** (P) TwinSc ssBel No.3-10,34 4*Dks*&5*th dk in Nos.*1,2&3 *holds* *Ref.Mchy.* D.F. E.S.D. *CruiserStern*	22048 15954 18108	100A1 *withfreeboard* 10,38 ~~3,38~~ NE&B10,[illegible] BS[illegible] *Fitted for oil fuel* 10,34 *F.P. above* 150°F.	Sou		CL ~~[illegible],37~~ ~~P6,37~~ 10,38	1925	Harland&Wolff,Ld. Belfast *Lloyd*'sA&CP	RoyalMailLines, Ld.	640·5 P41'B414'F137' len34 FK&BK2" *CellDB*540'3630*t tanks in way of tunnels*482*t FPT*166*tAPT*278*t*	78·5	40·5	Belfast British 11*BHCem*	6 Steam Turbines SR geared to Sc. Shafts (*s*) 150lb BS24780 4205NHP 2DB25-100*lb* FD 3Water Tube Boilers (Spt) Harland&Wolff,Ld.Bel.	44 " 9 s14 " 1¼ 31 " 1½
70170 LCDT	— (*ex*Ærö) 1*Dk*	1829 1630 1094					1912	Sörlandets Skibsbyggeri Fevig	Dampskintsk. Garonne(Fearnley &Eger,*Mgrs.*)	265·0 P22'B71'F29'	42·1	17·9	Oslo Norwegian *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.	
70171 30494 JYDA	**Asuka Maru** TwinSc *OilEng.* ssOsa.No.3-5,27 ssKob.No.2-35 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in Nos.*1&3 *holds*	7523 6996 4538	✠100A1 ~~6,33 7,37~~ 12,38 Yka	Kob	*b*†	CL ~~P7,35~~ S7,36 P6,38	1924 11mo	D&WHendersn&Co.Ld. Glasgow *Lloyd*'sA&CP	NipponYusenK.K. *CellDB*375'1408*t DTa*27'899*t*	440·4 F42' *DTf*45'1326*t* FK *FPT*140*tAPT*75*t*	57·0	38·5 35·5	Tokyo Japanese 8*BH* 1 ,, *to2nddk*	Oil Engines 4S.C.SA 16Cy.26¾"-43 5/16" DB100*lb* 1111NHP Harland&Wolff.Ld.Gls.	38 " 7
70172 DHRO	**Asuncion** (*ex*Niederwald-37) D.F. Sub.Sig. 2*Dks* *Ref.Mchy.*	4626 4139 2763					1921	Deutsche Werft.A.G. Hamburg	Hamburg-Süd-Amerik.Dampfschiff fahrtsGes.	414·4 P&B257'F50' len33	50·3	26·9	Hamburg German *WB*	T.3Cy.26 3/16",43⅜"&70 13/16"-47 5/16"&LPturbine 438NHP GuteHoffnungshütte,Sterkrade	
70173 TCAF	**Asya** (*ex*Assia,*ex*Macedonia, *ex*Panorimitis,*ex*Zingara,*ex*Yacht) Iron	427 — 268			...		1875	R.Steele&Co. Newcastle	FatmaBiltül,EsnaveAbdurrahman (MustafaNuri ve Sakir,*Mgrs.*)	186·3	25·1	15·1	Istanbul Turkish	C.2Cy.24"&43"-30" NB92 84NHP R.Steele&Co.Greenock	
70174 30916 JYCA	**Atago Maru** TwinSc *OilEng.* ssKob.No.3-4,37 2*Dks*(*Stl*)3*rd dk*(*Stl*) *inNos.*1&3*holds*	7543 7021 4516	✠100A1 *withfreeboard* 2,39 ~~8,38~~ *Adapted for carrying oil* 1,29 *F.P.above* 150°F. *in DTs forward*	Kob	*b*†	CL ~~S4,36~~ P3,38 S2,39	1924 11mo	Lithgows' Ld. PortGlasgow *Lloyd*'sA&CP	NipponYusenK.K. *CellDB*374'*F*43'1373*t* *DTa*27'1010*t*	440·0 FK *DTsf*48'1461*tFPT*	57·2	35·8	Tokyo Japanese 8*BHptCem* 1 ,, *to 2nddk* 170*tAPT*79*t*	Oil Engines 2S.C.SA 8Cy.26¾"-47¼" DB100*lb* 997NHP SulzerBros.Winterthur	38 " 6 s10 " 8½ 28 " 3
70175	**Atahualpa** (*ex*Baraldan) TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	446 — 312					1929	D.W. KremerSohn Elmshorn	Cia.Argentina de Navegacion Mihanovich,Ltda.	191·3	36·0	9·8	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.7⅞"-11 13/16" 72NHP Motor-WerkMannheim	
70176 PUAH	**Atalaia** (*ex*CarlWoermann) 2*Dks*	5555 5083 3490					1910	Bremer Vulkan Vegesack	LloydBrasileiro	419·7 P268'F46'	54·5	28·0	R.Janeiro Brazilian *WB*	Q4Cy.24",34 11/16",50 13/32"&72 13/16"-53 3/16" 388NHP BremerVulkan,Vegesack	
70177 121334	**Atalanta** (P) TrpSc 2*Dks*	463 358 186					1906	J.Brown&Co.Ld. Clydebank	BlackpoolSteam Nav.Co.Ld.	210·4	30·1	10·3	Glasgow British	3 Steam Turbines NB30 J.Brown&Co.Ld.Clydebnk	
70178 EABU	**Atalaya** ssBbo.No.2-29 1*Dk*(*Stl*)2*ndDk*(*Stl*)*in holds* *Longitudinal framing* &*Web frames*	3309 — 2250	✠ —— 1,35 (*Reclassification contemplated*) ✠	Bbo	*v*		1921 5mo	Echevarrieta y Larrinaga Cadiz	Cia.Nav.Mundaca S.A.(José de Zabalandicoechea,*Mgr*) *Cell*	331·0 P31'B91'F32' FK *DB* 284'872*t FPT*	48·0	23·3	Bilbao Spanish 5*BHCem* 63*tAPT*175*t*	T.3Cy.25",41"&68"-45" 411NHP 2SB,8*cf*,GS148,HS5882 J.G.Kincaid&Co.Ld.Grk.	25 " 8
70179 TVSM	**Atar** (*CarryingPetroleum in bulk*) *OilEng.* *Mchy.Aft* 1*Dk*	322 — 166					1922	Chant.Nav duMidi Martigue	Association Pétrolière	115·4	25·7	12·0	Marseilles French *WB*	Oil Engines 2S.C.SA 2Cy.16½"-19" 96NHP J&CGBolindersCoLd.Skm	
70180 ~~[illegible]~~	**Atea** (*ex*Anversoise-37,*ex*Reigate) ssGot.2ndNo 3-6,28 ssGot.No.1-33 2*Dks*(*Stl*)& *Web frames*	3893 — 2504	✠ 9,35 ✠ ~~(Reclassification contemplated)~~	Els	*w*	CL	1901 11mo	Palmers' Co.Ld. Newcastle	~~"K" Navigation Co.(C.H.Kokotos)~~ *CellDBa*	365·0 B78'F41' FK 126'*uE*26'*f*148'819*t*	48·2	25·4	British 6*BHCem* *APT*34*t*	T.3Cy.24½",41½"&70"-45" 392NHP 2SB,6*cf*,GS121,HS4993 FD Palmers'Co.Ld.Newcastle	28 " 4
70181 212634 KDAK	**Atenas** (P) *Ref.Mchy.* *Fitted for oil fuel* D.F. 2*Dks*&2*ptDks*	4639 3902 2581					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*)	378·8 B154'F45'	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27",45"&75"-54" 413NHP WrkmanClark&Co.Ld.Bel	
70182 85764 VGQT	**Athabasca** (P) (*ex*Athabaska) D.F. 2*Dks*	2784 2085 2349					1883 *rblt.* 1910	Aitken& Mansel,Gls. TheCollingwoodS.B.Co Ld.Collingwood,Ont.	CanadianPacific RailwayCo.	298·8 len10	38·2	23·3	Montreal British	C.2Cy.30"&64"-48" NE&B13 288NHP WesternDD&SBCo.Ld. Pt.ArthurOnt.	
70183															

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Year Assigned now expired.	7 Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
70184 162330 GTPM	**Athelbeach** OilEng ssBkn.No.1-35 D.F. GyC. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	6568 6003 3799	✠100A1 11,38 ~~2,38~~ ✠LMC CS7,35 DBS[illegible] Carrying Molasses or Petroleum in bulk	Fal Grk	a†	CL ~~[illegible]~~ 11,38	1931 3mo	Cammell, Laird&Co Ld. Birkenhead Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE73'322t DTf32'354t	426·1|55·9|32·2 440·0(O.L.) P103'B34'F42' FK FPT184t APT188t	Liverpool British 16BHptCem (10 to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.29½"-59 1/16" 489NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	32 " 3 s 5 " 9¼ 26 " 9¼	
70185 82930 VQMB	**Athelbrae** ssDem.No.1-35 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing	681 437 240	✠100A1 2,36 ~~BS5,37~~ BS2,39 LMC2,35 Carrying Molasses or Petroleum in bulk Fitted for oil fuel 2,31 F.P above 150° F.	Dem	i	CL ~~8,37~~ 1,39	1931 2mo	GooleS.B. &Repg.Co. (1927)Ld. Goole Lloyd's A&CP	UnitedMolasses Co.Ld.	160·9|33·1|11·3 168·0(O.L.) Trunk in well FK Q57'B20'F22' FPT35t APT75t	Georget'n, Dem. British 10BHptCem	T.3Cy.13½"22¾"&37"-26 (s) 180lb 107NHP 1SB,3cf,GS--,HS1657 FD Amos&Smith,Ld Hull	11 " 3 s " 5¼ 10"11¾	
70186 147323 GLMY	**Athelchief** TwinSc ssBkn.No.[illegible] OilEng. Mchy.Aft ~~ssBkn.No.2-34~~ D.F. 2Dks(Stl)&Web frames Longitudinal framing	7707 7039 4544	✠100A1 4,38 ~~2,37~~ 4,38 ✠LMC CS~~4,34~~ BS~~3,37~~4,38 ~~3,37~~4,38 Carrying Molasses or Petroleum in bulk	Bkn	c†	CL ~~3,37~~ 11,37	1925 8mo	CaledonS. B.&E.Co.Ld Dundee Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE60'314t DTf45'651t	460·8|59·2|33·3 476·0(O.L.) P117'B34'F49' FK FPT171t APT328t	Liverpool British 16BHptCem (10 to U dk 6 „2nd „)	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld Grk NDB(aft)'38 110lb	33 " 4 s 6 " 4¾ 27 " 3	
70187 161107 GTFY	**Athelcrown** TwinSc OilEng. ssBkn.No.2-38 ~~ssBkn.No.1-34~~ Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC. CruiserStern E.S.D. Longitudinal framing	11999 11424 7074	✠100A1 ~~9,38~~ 7,37 4,39 ✠LMC C[illegible] DBS~~5,37~~ 9,38 5,37 9,38 Carrying Molasses or Petroleum in bulk	Rot Bkn	g†	CL ~~10,35~~ 9,38	1929 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE70' 117tDTsf56'826t	526·2|68·8|38·9 546·0(O.L.) B40'F40' FK FPT196t	Liverpool British 18BHptCem (11 to U dk 7 „ 2nd „) APT156t	Oil Engines 4S.C.SA 16Cy.24 13/16"-51 3/16" 945NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	39 " 0 s 9 " 2¾ 30 " 1¼	
70188 161088 GSWK	**Athelduchess** TwinSc OilEng. ssFal.No 2-36 Mchy.Aft 2Dks(Stl)&Webframes D.F. GyC. Longitudinal framing	8940 8307 5229	✠100A1 ~~5,38~~ 2,38 4,39 [illegible] 38 Carrying Molasses or Petroleum in bulk	Hul Bkn	d†	CL 1,38	1929 4mo	W.Hamilton&Co. (1928)Ld. PortGlasgow Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE83' 331tDTf48'701t	475·0|63·3|35·0 492·0(O.L.) P119'B34'F48' FK FPT219t APT434t	Liverpool British 16BHptCem (10 to U dk 6 „2nd „)	Oil Engines 4S C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk	35" 0 s 6"10¾ 28 " 4½	
70189 161081 GSRP	**Atheldukе** TwinSc OilEng Mchy.Aft ssBkn.No.2-36 2Dks(Stl)&Web frames D.F. GyC. Longitudinal framing	8966 8307 5329	✠100A1 ~~[illegible]~~ 1,38 ✠LMC CS[illegible] [illegible] 11,38 1,38 Carrying Molasses or Petroleum in bulk	Rot Yka	d†	CL 1,38 11,38	1929 1mo	R.Duncan &Co.Ld. PortGlasgow Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE83' 331tDTf48'701t	475·0|63·3|35·0 P119'B34'F48' FK FPT219t APT434t	Liverpool British 16BHptCem (10 to U dk 6 „2nd „)	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld Grk	35" 0 s 6"10¾ 28 " 4½	
70190 162317 GDBF	**Athelempress** TwinSc OilEng. ssBkn.No.2-38 ~~ssBkn.No.1-34~~ Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC. Longitudinal framing	8941 8316 5241	✠100A1 ~~[illegible]~~ 7,37 12,38 ✠LMC CS12,38 12,38 DBS12,38 CBS12,38 Carrying Molasses or Petroleum in bulk	Bkn ~~Yka~~	d†	CL 10,36	1930 7mo	W.Hamilton&Co. (1928)Ld. PortGlasgow Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE83'315t DTf49'701t	475·0|63·3|35·0 491·6(O.L.) P119'B34'F48' FK FPT219t APT434t	Liverpool British 16BHptCem (10 to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy 24 13/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35" 0 s 6"10¾ 28 " 4½	
70191 162327 GTPL	**Athelfoam** OilEng. ssFal.No.1-35 Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC. Longitudinal framing	6554 6014 3789	✠100A1 ~~7,35~~ 3,38 10,38 ✠LMC CS5,35 DBS[illegible],38 Carrying Molasses or Petroleum in bulk	Rot ~~Bkn~~ Hul	a†	CL 6,37	1931 6mo	Cammell Laird&Co.Ld. Birkenhead Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE72'322t DTf32'354t	426·1|55·9|32·2 P103'B34'F42' FK FPT184t APT188t	Liverpool British 16BHptCem (10 to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.28¾"-59" 476NHP 2DB180lb N.E.MarineEng.CoLdNwc	32 " 3 s 5 " 9 26 " 9½	
70192 147359 GMFK	**Athelking** TwinSc ssBkn.No.3-10,37 OilEng Mchy.Aft ~~[illegible]~~ D.F. 2Dks(Stl)&Web frames Longitudinal framing	9557 8895 6019	✠100A1 2,39 ~~10,37~~ DBS9,38 ✠LMC CS2,39 [illegible]11,38 9,38 Carrying Molasses or Petroleum in bulk	Bkn	e†	CL ~~1,36~~ 2,39	1926 3mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE48'266tDTf52'925t	474·9|64·4|36·5 492·5(O.L.) P114'B34'F52' FK FPT264t	Liverpool British 18BHptCem (10 to U dk 8 „ 2nd „) APT365t	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB180lb J.G Kincaid&Co.Ld.Grk.	36" 6 s 7 " 5½ 29 " 3¾	
70193 161143 GSKF	**Athelknight** TwinSc ssRot.No.2-38 ~~ssRot.No.1-34~~ OilEng. Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC. Longitudinal framing ~~Progressive Survey of oil tanks~~	8940 8307 5224	✠100A1 ~~9,38~~ [illegible] ✠LMC CS12,38 12,38 DBS9,38 CBS9,38 Carrying Molasses or Petroleum in bulk	LAn Rot	d†	CL s11,37 PN 11,37	1930 3mo	R.Duncan &Co.Ld. PortGlasgow Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE83'331t DTf48'701t	475·0|63·3|35·0 P119'B34'F48 FK FPT219t APT434t	Liverpool British 16BHptCem (10 „to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35" 0 s 6"10¾ 28 " 4½	
70194 161145 GSKD	**Athellaird** TwinSc ssFal.No.1-34 OilEng. Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC Longitudinal framing Progressive Survey of oil tanks	8999 8388 5313	✠100A1 7,37 11,38 LMC CS[illegible] DBS[illegible],38 3,37[illegible] Carrying Molasses or Petroleum in bulk	Bkn	d†	CL 9,36	1930 3mo	Cammell Laird&Co.Ld Birkenhead Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE80'339t DTsf44'712t	475·3|63·3|35·0 492·6(O.L.) P118'B34'F48' FK FPT211t APT425t	Liverpool British 16BHptCem (10 to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB180lb FD J.G.Kincaid&Co.Ld.Grk.	35 " 0 s 6 " 9¼ 28 " 5½	
70195 142613 GZRQ	**Athelmere** (exRealf-37, exAthelbeach,exConia, ssBkn.No.3-5,37 exWarRajput) 1Dk(Stl)2trB&Web frames D.F. Longitudinal framing	5566 4701 3409	✠100A1 4,39 ~~2,38~~ ~~[illegible]~~ [illegible] Carrying oil fuel in bulk F.P. above 150° F Fitted for oil fuel 8,18 F.P. above 150° F.	Lon Bkn	z	CL ~~[illegible]~~ 4,39	1918 8mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	UnitedMolasses Co.Ld.	400·0|52·4|28·4 410·3(O.L.) P49'B121'F39' FK CellDB59'240t Middleline Bulkhead not oil-tight	London British 12BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Hwthrn,Leslie&CoLdNwc	31 " 0 s 4 " 9¼ 26 " 5¼	
70196 149673 GNRQ	**Athelmonarch** TwinSc OilEng. D.F. GyC. ssRot.No.2-36 Mchy.Aft 2Dks(Stl) Longitudinal framing &Web frames Progressive Survey of oil tanks	8995 8354 5350	✠100A1 11,38 ~~3,38~~ ✠LMC CS2,36 DBS3,38 11,38 ~~10,36~~ Carrying Molasses or Petroleum in bulk	Bkn	d†	CL ~~PN2,36~~ ~~s10,36~~ 9,38	1928 4mo	W.Hamilton&Co.Ld. PortGlasgow Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE75' 300tDTf48'701t	475·0|63·3|35·0 491·6(O.L.) P119'B34'F48 FK FPT219t APT434t	Liverpool British 16BHptCem (10 to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB 180lb J.G.Kincaid&Co.Ld.Grk.	35 " 0 s 6"10¾ 28 " 4½	
70197 147356 GMCS	**Athelprince** TwinSc OilEng. ssFal.No.5-8,37 ~~ssBkn.No.2-34~~ Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing D.F.	8782 8173 5144	✠100A1 2,39 ~~10,37~~ ✠LMC CS8,35 DBS~~8,37~~ 8,38 ~~8,37~~ 8,38 Carrying Molasses or Petroleum in bulk	Fal Bkn 2,39	d†	CL ~~7,35~~ s10,37 PN8,38	1926 2mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	UnitedMolasses Co.Ld. CellDBuE80'323tDTf54'724t	471·2|62·4|35·3 P116'B34'F48' FK FPT186t	Liverpool British 16BHptCem (10 to U dk 6 „2nd „) APT304t	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB 180lb J.G.Kincaid&Co.Ld.Grk.	35 " 4 s 7 " 0¾ 28 " 7¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	
70198 161137 GLNZ	**Athelprincess** TwinSc *OilEng.* ssBkn.No.2-38 ~~ssBkn.No.1-34~~ D.F. GyC. 2*Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	8882 8310 5259	✠100A1 9,38 ~~9,37~~ ✠LMC CS~~5,34~~ DBS~~3,37~~ 6,38 *Carrying Molasses or Petroleum in bulk*	Bkn ~~Hul~~ 10,38 ~~3,37~~ CB	*d*†	CL P5,36 S8,37	1929 12mo	W Hamilton &Co(1928)Ld Pt.Glasgow *Lloyd's*A&CP	UnitedMolasses Co.Ld. *CellDBuE83'278t DTf35'534t*	475·0|63·3|35·0 P119'B34'F48' FK *FPT219t APT249t*	Liverpool British 16*BHptCem* (9 *to U dk* 7 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.24⅜"-51 3/16" 709NHP 2DB*180lb* J.C.Kincaid&Co.Ld Grk.	35 " 0 s6 " 10¾ 28 " 4½	
70199 149660 GLJV	**Athelqueen** TwinSc *OilEng.* D.F. GyC. ssBkn.No.2-35 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*	8780 8183 5145	✠100A1 ~~3,38~~ 12,38 ✠LMC CS11,3 DBS3,38 *Carrying Molasses or Petroleum in bulk*	Rot Fal ~~3,38~~ 12,38	*d*†	CL 3,38	1928 1mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's*A&CP	UnitedMolasses Co.Ld. *CellDBuE63'297t DTf54'724t*	471·2|62·4|35·3 P116'B34'F48' FK *FPT186t APT304t*	Liverpool British 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.24⅜"-51 3/16" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35 " 4 s 7 " 0¾ 28 " 7	
70200 161142 GQWL	**Athelregent** TwinSc *OilEng.* ssBkn.No 2-37 ~~ssFal.No.1-34~~ D.F. GyC. 2*Dks(Stl)&Webframes* *Mchy.Aft* *Longitudinal framing*	8881 8306 5231	✠100A1 ~~7,38~~ ~~12,37~~ 2,39 ✠LMC CS12,37 ~~DBS12,37~~ 2,39 *Carrying Molasses or Petroleum in bulk*	Bkn Fal ~~10,37~~ 3,38	*d*†	CL ~~9,36~~ 7,38	1930 2mo	Furness S.B.Co.Ld Haverton Hill-on-Tees *Lloyd's*A&CP	UnitedMolasses Co.Ld. *CellDBuE85'319t DTsf44'711t*	475·2|63·2|35·0 492·6(O.L.) P119'B34'F48' FK *FPT177t APT398t*	Liverpool British 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.24⅜"-51 3/16" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35 " 0 s 6 " 11¾ 28 " 3½	
70201 143355 MJQN	**Athelrill** (*ex*BenJee-33, *ex*Jolly Basil) *Mchy.Aft* 1*Dk*	366 241 148					1919	N.V.v.d. Kuy& v.d.Ree Rotterdam	UnitedMolasses Co.Ld.	119·4|23·8|10·4 P39'B8'F17'	Georgetwn Dem. British *WB*	T.3Cy.9⅞",15¾"&25⅝"-20" 29NHP N.V.v.d.Kuy&v.d.Ree. Rotterdam		
70202 142729 GYRR	**Athelstane** (*ex*Hird-36,*ex*Athelfoam *ex*Caprella,*ex*War ~~ssRot.No.3-8,31~~ Ghurka) ~~ssBkn.No.1-33~~ D.F. 1*Dk(Stl)2trB&Web frames* *Longitudinal framing* ssBkn.No.3-6,36	5571 4722 3397	✠100A1 9,38 ~~10,37~~ BS~~7,37~~ 9,38 *Carrying oil fuel in bulk F.P. above 150° F* *Fitted for oil fuel 12,18 F.P. above 150° F.*	Fal LMC6,36	*z*	CL ~~5,36~~ 9,38	1918 12mo	Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd's*A&CP	UnitedMolasses Co.Ld. *CellDBuF&B59'218t f50'60t FPT*	400·0|52·3|28·4 P49'B121'F39' FK	London British 11*BHptCem* 100*t APT83t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 546NHP 3SB,9*cf*,GS187,HS8328 FD Richardsons,Westgarth& Co.Ld.Hpl.	31 " 0 s 4 " 9 26 " 5¾	
70203 161128 GKBC	**Athelsultan** TwinSc *OilEng.* D.F. GyC. ssHul.No.1-34 E.S.D. 2*Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	8882 8310 5259	✠100A1 7,37 ✠LMC CS3,34 BS~~12,37~~ 1,39 *Carrying Molasses or Petroleum in bulk*	SFo 12,37	*d*†	CL 12,37	1929 11mo	W.Hamilton&Co. (1928)Ld. PortGlasgow *Lloyd's*A&CP	UnitedMolasses Co.Ld. *CellDBuE83' 278tDTf35'534t*	475·0|63·3|35·0 P119'B34'F48' FK *FPT219t APT249t*	Liverpool British 16*BHptCem* (9 *to U dk* 7 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.24⅜"-51 3/16" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35 " 0 s 6 " 10¾ 28 " 4½	
70204 161116 MPNS	**Atheltarn** ssRot.No.2-37 *Mchy.Aft* 1*Dk(Stl)&Web frames* Wireless *Longitudinal framing* ~~*Progressive Survey of oil tanks*~~	1179 859 568	✠100A1 ~~2,39~~ ~~12,37~~ 5,39 ✠LMC12,37 BS2,39 *Carrying Molasses or Petroleum in bulk*	Rot Bkn	*n*	CL ~~12,37~~ 5,39	1929 9mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's*A&CP	UnitedMolasses Co.Ld.	221·8|36·3|14·0 P70'B22'F37 FK *Trunk in well* *DTf24' 126t FPT31t*	Liverpool British 12*BHptCem* *APT63t*	T.3Cy.17",28"&46"-30" (*s*) 180lb 203NHP 2SB,6*cf*,GS120,HS4200 Cammell Laird&CoLd.Bkn	14 " 0 s " 7½ 13 " 6½	
70205 161160 GJYQ	**Atheltemplar** TwinSc *OilEng.* E.S.D. ssBkn.No.2-38 ~~ssRot.No.1-34~~ D.F. GyC. 2*Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	8939 8316 5240	✠100A1 4,39 ~~4,38~~ ✠LMC CS~~2,35~~ DBS~~4,38~~ 4,39 *Carrying Molasses or Petroleum in bulk*	Bkn Fal 4,39 4,38 CBS~~4,38~~ 4,39	*d*†	CL 3,38	1930 6mo	Lithgows Ld. PortGlasgow *Lloyd's*A&CP	UnitedMolasses Co.Ld. *CellDBuE83' 315tDTf44'701t*	475·0|63·3|35·0 491·8(O.L.) P119'B34'F48' FK *FPT219t APT434t*	Liverpool British 16*BHptCem* (10 *to U dk* 6 ,,*2nd* ,,)	Oil Engines 4S.C.SA 12Cy.24⅜"-51 3/16" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35 " 0 s 6 " 10¾ 28 " 4½	
70206 162387 MBDL	**Athelviking** (*ex*Java-33) TwinSc *OilEng.* ssBkn.No.3-8,37 D.F. 2*Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	8779 8173 5213	✠100A1 ~~3,38~~ 4,39 ✠LMC CS3,38 BS~~8,37~~ 10,38 *Carrying Molasses or Petroleum in bulk*	Bkn ~~Fal~~ ~~3,38~~ 10,38	*d*†	CL 8,37	1926 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's*A&CP	UnitedMolasses Co.Ld. *CellDBuE80'323t DTf54'724t*	471·2|62·4|35·3 P116'B34'F48' FK *FPT186t*	Liverpool British 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,) *APT304t*	Oil Engines 4S.C.SA 12Cy 24⅜"-51 3/16" 709NHP 2DB-*180lb* J.G.Kincaid&Co.Ld Grk.	35 " 4 s 7 " 0¾ 28 " 7	
70207 161118 GTDF	**Athelviscount** TwinSc *OilEng.* ssBkn.No.2-37 D.F. GyC. 2*Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	8882 8310 5259	✠100A1 10,38 ~~10,37~~ ✠LMC CS10,37 DB~~S~~ 10,38 *Carrying Molasses or Petroleum in bulk*	Bkn Fal 10,37	*d*†	CL 10,37	1929 9mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd's*A&CP	UnitedMolasses Co.Ld. *CellDBuE83' 278tDTf35'534t*	475·0|63·3|35·0 493·0(O.L.) P119'B34'F48' FK *FPT219t APT249t*	Liverpool British 16*BHptCem* (9 *to U dk* 7 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy 24⅜"-51 3/16" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35 " 0 s6 " 10¾ 28 " 4½	
70208 DJRV	**Athen** Ⓟ *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	4450 3709 2608					1936	Deutsche WerftAG Bet Reihstgwrft Hamburg	DeutscheLevante LinieHamburg A.G.	401·8|55·8|21·3 P36'B&F354' *Upper*F36'	Hamburg German *WB*	Oil Engines 2S.C.SA. 12Cy.20½"-27 9/16" 885NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
70209 LCDV	**Athene** *OilEng.* ssOsl.No.2-35 2*Dks(Stl)&Web frames* *Mchy.Aft* D.F. *CruiserStern* *Longitudinal framing-bracketless system*	4681 4020 2644	✠100A1 1,39 ~~9,37~~ DBS~~12,37~~ 1,39 *Carrying Petroleum in bulk*	Rot ✠LMC10,37	*w*	CL 9,37	1928 6mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP	A/S Athene (JorgenBang) *CellDBuE59'165t*	345·6|53·5|27·8 P80'B26'F30' FK *Trunk a112'f80'* *DTf30'430t FPT*	Xiansand Norwegian 13*BHptCem* (9 *to U dk* 4 ,,*2nd* ,,) 185*APT66t*	Oil Engines 2S.C.SA 6Cy.23⅝"-47¼" 580NHP 2DB*150lb* Aktieb.AtlasDiesel,Skm.	28 " 0	
70210 146330 GFDM	**Athenia** Ⓟ TwinSc *Ref.Mchy.* *Fitted for oil fuel* D.F. E.S.D. GyC. *CruiserStern* 3*Dks*	13581 10209 8197					1923	Fairfield Co.Ld. Glasgow	Donaldson AtlanticLineLd. (DonaldsonBros& Black,Ld.*Mgrs.*)	526·3|66·4|38·1 B&F427'	Glasgow *WB* British	6 Steam Turbines DR geared to 2 Sc. Shafts FairfieldCo.Ld.Glasgow		C‡ BT till 12,38
70211 164995 GZJS	**Athenic** D.F. E.S.D. 1*Dk* *CruiserStern*	5351 4931 3246	✠100A1 2,38	Yka ✠LMC1,37	*z*	CL	1937 1mo	W.Gray.& Co.Ld. WHartlepool *Lloyd's*A&CP	SirWalterH. Cockerline *CellDB*	413·3|57·0|27·0 P34'B259'F35' FK 360' 1207*t FPT137t*	Hull British 7*BHCem* *APT192t*	T.3Cy.23½",36½"&65"-45" 200lb (*s*) 400NHP 2SB(Spt)&1AuxSB,10*cf*, GS156,HS7144 Cen.Mar.E.Wks (W.Gray&Co.Ld.)W.Hpl.	29 " 3 s 4 " 5¼ 25 " 0½	
70212 18 SZHK	**Athina** Ⓟ 2*Dks&Spar dk*	468 — 172					1893	J.McDowall&Barbour Piræus	Hadjiconstanti Bros.	162·0|23·6|14·0 F30'	Piræus Greek	T.3Cy.14",22"&37½"-30" 77NHP McDowall&Barbour,Pir.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned or last expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard (midships). Corresponding draught.	15 Registers in which classed. If not in L.R. Date of B. of Trade cert.
70213 SVUH	**Athina Livanos** D.F.	1 *Dk & Shelter dk Cruiser Stern*	*4824* *4379* *2842*	✠100A1 Aut *with freeboard* Rot ~~11,34~~ ✠LMC10,36			CL 3.37	1936 10mo	W. Gray & Co. Ltd. W Hartlepool	Theofano Maritime Co. Ltd. (N.G. Livanos, *Mgr.*)	419·2 | 56·7 | 25·3 F36' FK *DB365'1202t FPT*	Chios Greek	T.3Cy.22½",39"&65"–45" (*s*) 225lb GS 146 HS 7115 460 NHP 2SB (FD) (Spt) & Aux SB *9cf* Cen. Mar. E. Wks. (W. Gray & Co. Ltd.) W. Hpl.	27 ″ 10 s 3 ″ 0 25 ″ 1	
70214 907584 SVVO	**Athinai** (*ex* Scottish Prince–37) *ss* Mch. 2nd No. 3–11,34 1 *Dk (Stl) & Shelter dk (Stl–ws)*		*2897* *2655* *1794*	✠100A1 Ham *Shelter dk with freeboard* 11,~~38~~ ~~3,00~~ ✠LMC MS7,34 BS~~12,36~~ 3, 38			CL 9.37	1910 3mo	Short Bros. Ld. Sunderland	Hellenic Lines, Ld. (P.G. Callimanopulos, *Mgr.*) *Cell D Ba102'u*	340·6 | 46·4 | 21·5 F37' FK *E25'f145'636t FPT*	Piræus Greek	T.3Cy.25",42"&69"–45" (*s*) 180lb ~~760~~ 389 NHP 2SB, *6cf*, GS 122, HS 5268 FD 106t *APT* 21t	22 ″ 11 s 1 ″ 7½ 21 ″ 7	
70215 403 SZHM	— (P) (*ex Yt.* Harvard, *ex* Waconta, *ex* Eleanor) Wireless 2 *Dks*		968 — 577					1894	..... Bath, Me.	Hellenic Coast Lines Co. Ltd.	220·0 | 32·0 | 17·5	Piræus Greek			
70216 164625 GYTK	**Athlone Castle** (P) Twin Sc D.F. E.S.D. 3 *Dks, Ath dk except in Nos. 4 & 7 holds, 5th dk in Nos. 3, 5 & 6 holds* *Ref. Mchy.* Sub. Sig. *Cruiser Stern*	*Oil Eng.*	25564 18722 15688	✠100A1 Sou *with freeboard* 6,~~38~~12,~~00~~ ✠LMC 5.36 12,38			CL	1936 5mo	Harland & Wolff, Ld. Belfast	The Union-Castle Mail Steamship Co. Ltd.	696·0 | 82·5 | 41·4 P228' B274' F107' *joined by Shade dk* FK *Cell D B575'3021t*	London British	Oil Engines 2S.C.DA 20Cy.26"–59$\frac{5}{16}$" 4650 NHP 2 DB *100lb* Harland & Wolff, Ld. Bel. 11 *B Hlpt Cem nels* 49' 265t *Tanks between tun*	18 ″ 0 s 16 ″ 3 32 ″ 0¼	BT till ~~12,38~~ 12,39
70217 LJKN	**Athos** D.F. *Mchy. Aft Cruiser Stern* 2 *Dks* *Carrying Petroleum in bulk* *Longitudinal framing–bracketless system*	Twin Sc *Oil Eng.*	8267 7675 4867					1937	Akt. Burmeistr & Wain Copenhagen	Skibs A/S Athos (Bernhard Hanssen & Co. *Mgrs.*)	471·3 | 61·3 | 35·2 P251' H227'	Flekkefjrd Norwegian *WB*	Oil Engines 2S.C.SA 12Cy.19$\frac{13}{16}$"–35$\frac{7}{16}$" 810 NHP Akt. Burmeistr & Wain, Cpn		N
70218 FOAI	**Athos II.** (P) *Ref. Mchy.* GyC.	Twin Sc *Fitted for oil fuel* 4 *Dks*	15276 — 8947					1925	Akt. Ges. "Weser" Bremen	Soc. des Services Contractuels des Messageries Maritimes	543·9 | 66·2 | 41·7 B312' F49'	Marseilles French *WB*	2 DR geared Steam Turbines Akt. Ges. "Weser" Bremen		V
70219	**Atid** (*ex Lighter* Mabel Violet. *ex* Vossfelde)	Twin Sc *Oil Eng.* 1 *Dk*	509 431 305					1921	Vereinigte Elbe und Norderwerft Hamburg	Atid Navigation Co. Ld (Barnett Bros. & Borchard Ld. *Mgrs*)	165·5 | 26·4 | 11·5 P20' len31 *WB*	Haifa Palestine	Oil Engines 4S.C.SA 12Cy.11"–16$\frac{9}{16}$" 141 NHP *Emade & fitted* 34 Fr. Krupp Germaniawerft A.G. Kiel		G
70220 127 TCAL	**Atilla** (*ex* Helena, *ex* Ludworth) *Well deck* *ss* Sld. No. 3–6.19 *ss* Pla. No. 2–28 1 *Dk (pt Irn pt Stl) & deep framing*		1301 1000 783	✠ ~~——~~ Cpl *o* 12,32 ✠				1907 4mo	Blyth S.B. Co. Ld. Blyth	Türk Sil-pçilik Limited Sirketi	234·7 | 34·5 | 15·1 Q122' B10' F24' FK *Cell D Ba65'u E&*	Istanbul Turkish 1 *B H Cem*	T.3Cy.19",31"&51"–36" 166 NHP 1SB, *3cf*, GS 61, HS 2520 Richardsons, Westgarth & Co. Ld. Sld.	17 ″ 3	I †
70221 5137 SHYA	**Atland** *Turret deck*	1 *Dk*	5029 4228 2700					1910	W. Doxford & Sons, Ld. Sunderland	Ångfaktiebs Tirfing (T.E.J. : son Brostrom, *Mgr.*)	388·9 | 52·4 | 26·1 P39' B67' H172t F43'	Gothenburg Swedish *WB*	T.3Cy.26",42"&68"–48" 320 NHP W. Doxford & Sons, Ld. Sld.		C
70222 749 OHVD	**Atlanta** (*ex* Shahristan–34, *ex* Ninive, *ex* Turkistan) D.F. 2 *Dks (Stl)*	*ss* Gls. No. 3–12,33 *ss* Hfs. No. 1–37	4595 — 2701	✠100A1 Hfs *y* ~~10,37~~ ~~——~~ ✠LM MS10,37 BS2,38 *Fitted for oil fuel* 4,28			CL ~~5,37~~ 5,38 *F.P. above* 150° F.	1911 11mo	W. Gray & Co. Ltd. W Hartlepool	Rederi A/B Atlanta (B. Krogius, *Mgr.*) *Cell D Ba119'u E23'f*	373·0 | 50·0 | 27·4 P25' B120' F38' FK 162'975t *DT a* 34'86	Helsingfrs Finnish 6 *B H Cem* 10t *APT* 36'	T.3Cy.28",46"&77"–48" (*s*) 180lb 616 NHP 3SB, *12pf*, GS 213, HS 9469 FD Cen. Mar. Eng. Wrks. W Hpl	30 ″ 6 s 5 ″ 7 24 ″ 7¾	
Now "Equator," see No. 87941 in Supplement															
70223 ~~2208~~ ~~873~~ IBZC	— (*ex* Stella Polare, *ex* Atlanta) *Ref. Mchy.* D.F. 1 *Dk (Stl) & Spar dk (Stl-pt ws) & deep framing*	*ss* Mfl. 2nd No. 3–6,35	4404 4008 2720	✠100A1 Tri *y* *Spar dk* Gen ~~9,35~~ ~~1,08~~ 2,30 ~~BS8,75~~ ✠LMC 8.35 Lloyd's RMC ~~4,38~~ 2,39 *Fitted for oil fuel* 9.21			CL ~~15,37~~ 2,39 *F.P. above* 150° F.	1908 4mo	Russell & Co. Port Glasgow	"Italia" Soc. Anon. di Nav. *Cell D Ba126'u E&*	399·5 | 49·8 | 18·4 P77' B108' F41' 26·3 FK 6 *B H Cem* 4 *P T* 32t	Genoa Italian	T.3Cy.26",42"&70"–48" (*s*) 180lb 483 NHP 3SB, *9cf*, GS 165, HS 7224 FD D. Rowan & Co. Glasgow	29 ″ 0 s 4 ″ 11½ 24 ″ 8	
Now "Irma," see No. 89218 in Supplement															
70224 221380 KDSW	**Atlanta City** *Fitted for oil fuel* GyC. 2 *Dks*		5687 5081 3450					1921	Chickasaw S.B. & Car Co (Chickasaw A)	Isthmian S.S. Co.	424·2 | 56·2 | 26·5 P58' B& F35o' *WB*	New York Utd. States	2 Steam Turbines DR geared to 1 Sc. Shaft Federal S.B. Co Kearny, NJ		R
70225 EAOB	**Atlante** (P) (*ex* New Londoner) *Well deck* *Mchy. Aft* Wireless	3 Mst *ss* Nwc. No. 3–4,06 *ss* Cdz. No. 2–14 2 *Dks (U Stl–ws)*	1446 948 793	✠ Bel *q* 7,19 ✠				1894 4mo	Wigham Richrdsn & Co Newcastle	Cia. Trasmediterranea *WB = Cell D B144*	270·0 | 33·6 | 15·6 P178' F60 BK9 160t *DTf* 27t	Barcelona Spanish 5 *B H Cem*	T.3Cy.28⅞",46"&75"–42" 390 NHP 3SB. *12pf*, GS 156, HS 6231 Wigham Richardsn & Co Nwc	18 ″ 2	
70226 409 IUVA	— (*ex* Teresita–37, *ex* Teresita Terzo–35, *ex* Ain-Taya–34, *ex* Antoine Achaque, *ex* Tillydrine) *Mchy. Aft* 1 *Dk*		305 232 122	...				1908	Dundee S.B. Co. Ld. Dundee	Lucio Vecchi	138·0 | 23·1 | 10·0 132·3 Q17' B11' F25 FK	Trieste Italian *WB*	C.2Cy.16"&34"–24" 60 NHP W. V. V. Lidgerwood. Gls.	11 ″ 0	I †
70227 149686 GSMD	**Atlantian** *Ref. Mchy.*	*ss* Liv. No. 2–37 3 *Dks (Stl)*	6549 6024 4016	✠100A1 Mch *at* ~~8,38~~ ~~10,37~~ Liv ✠LMC MS7,37 BS~~9,38~~ 8,39			CL 1.37	1928 8mo	Caledon S. B. & E. Co. Ld. Dundee	Charente S.S. Co. Ld (T. & J. Harrison *Mgrs.*) *Cell D B343'1093t*	414·6 | 54·6 | 33·8 431·3 (O.L.) P41' B150' F40' FK *DT a* 25' 387t *FPT*	Liverpool British 8 *B H Cem* 97t *APT* 28t	Q.4Cy.27",39",56"&80"–54" 215lb (*s*) 777 NHP 4SB, *12cf*, GS 247, HS 11748 FD Caledon SB & E. Co. Ld. Dun	36 ″ 9 ~7 ″ 6½ 29 ″ 5¾	
70228 LCDU	**Atlantic** *Mchy. Aft* D.F.	*Oil Eng.* 2 *Dks* *Carrying petroleum in bulk*	7342 6772 4253					1925	Armstrong Whitworth & Co. Ld. Newcastle	A/R Seljan (Wilh. & Paul Jebsen)	441·6 | 57·5 | 34·1 P379t H182t	Bergen Norwegian	Oil Engines 2S.C.SA 6Cy.23½"–41⅜" 582 NHP Armstrong, Whitworth & Co. Ld. Nwc		C
70229 217709 WBCO	— (*ex* West Catanace)	*Fitted for oil fuel* 2 *Dks*	5524 5058 3455	...				1919	South Western S.B. Co. San Pedro, Cal	Argonaut Line Inc.	410·5 | 54·0 | 27·2 P43' B115' F47' FK	New York Utd. States *WB*	T.3Cy.24½",41½"&72"–48" 552 NHP Llewellyn Iron Works, LAn	29 ″ 9	R †
70230 ~~218804~~ ~~9881~~	— D.F. 1 *Dk (Irn) 2 tr B & deep framing 3 Dk rule*	*ss* Hul. 2nd No. 3–1,31 *ss* Hul. No. 1–36	3016 2812 1916	✠100A1 Hpl *u* ~~7,38~~ ~~11,37~~ BS~~4,37~~ 7,38 ✠LMC 4,36			CL 11.37	1904 3mo	W. Gray & Co. Ltd. W Hartlepool	~~W. H. Cockerline & Co.~~ *WB = Cell D Ba & u E130'f136'*	325·0 | 47·0 | 22·4 336·1 (O.L.) P29' B88' F34' FK 726t *APT* 53t	Finnish 5 *B H Cem*	T.3Cy.24",38"&64"–42" (*s*) 160lb 270 NHP 2SB, *6pf*, GS 102, HS 4128 Cen. Mar. Eng. Wrks. W Hpl	24 ″ 10 s 4 ″ 2 20 ″ 10	
Now "Margareta," see No. 89144 in Supplement															

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	
70231 162405 GWSY	**Atlantic Coast** TwinSc Oil Eng. *Mchy.Aft* 1*Dk&Shelter dk* D.F. E.S.D. *Cruiser Stern*	890 687 475	✠100A1 *withfreeboard* 4,38 ~~4,48~~ ✠LMC7,34	Liv	*o*	OG 3,38	1934 7mo	H.Robb, Ld. Leith Lloyd'sA&CP	CoastLines,Ld. *Intermediate BH in hold dispensed with Coll*	231·6 F28' 241·8(O.L.) FK *CellDB176'318tDTf12'58tFPT18tAPT24t*	35·2 36·9	11·8	Liverpool British *Cem* *BH to Sh dk* 2 ,, ,, *2nd* ,,	Oil Engines 2S.C.SA 10Cy.13⅜"-22 7/16" 312NHP BritishAuxiliariesLd Gls.	14 ″ 0 s ″ 2 13 ″ 11	
70232 179028 KZEF	**Atlantic Gulf** Ⓟ (*ex*Southern Trader,*ex*Euzkadi, *ex*HelenC,*ex*LakeFaulk) *Fitted for oil fuel* 1*Dk2trB*	2639 2243 1519			...		1919	American S.B.Co. Lorain,O	AtlanticGulf& PacificCo. of Manila	251·0 P25'B64'F23' FK	43·6	26·1	Manila P.I. Utd. States *WB*	T.3Cy.21",35"&59"-42" 352NHP AmericanS.B.Co.Lorain,O	28 ″ 2	
70233 26857 JTTD	**Atlantic Maru** *ss*Kob.No.3-8,32 *ss*Yka.No.1-37 2*Dks(Stl)&Awng dk(Stl)*	5873 5590 4254	✠100A1 *Awng dk* *withfreeboard* 10,37 ~~10,37~~ *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	Yka Smk BS1,38 ✠LMC10,37	*y*	OG 9,37	1920 12mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	KokusaiKisenK.K. *CellDB327'1126t*	385·0 FK *Collision* *FPT127tAPT94t*	51·0	36·0	Hashidate Japanese *ptCem* *BH to Aw dk* 5 ,, ,, *U* ,,	T.3Cy.26",43½"&72"-48" (*s*) 200lb 440NHP 2SB(Spt)&1Aux.SB,*8cf*, GS154,HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s9 ″ 1¾ 27 ″ 1	
70234 219840 KUMS	**Atlantic Sun** *ss*Phl.No.3-4,32 *ss*Phl.No.1-36 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*	6735 6038 4146	✠100A1 2,38 ~~2,38~~ MS2,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,20 *F.P. above* 150° F.	Phl ✠LMC BS2,38	*b*†	CL 2,38	1920 4mo	SunS.B. Co. Chester,Pa. A&CP	SunOilCo. *CellDBuE&B60'* 259t	429·3 P133'B36'F40' FK *FPT222tAPT57t*	59·2	31·4	Phildlphia Utd. States 17*BHptCem* (13*BHtoUdk* 4 ,, ,,*2nd*,,)	T.3Cy.27",45½"&76"-51" (*r*) 190lb 612NHP 3SB,*9cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s6 ″ 10¾ 26 ″ 7½	
	Now "Giorgio Fassio," *see No.* 88226 *in Supplement*															
70235 ~~HOPG~~	**Atlantico** (*ex*Skramstad) Wireless 1*Dk&Spardk*	1076 — 709					1904	Framnes Mek.Værks Sandefjord	Soc.Anon.NavegaçãoParaná SantaCatharina	231·7 H80t	35·2	20·5	R.Janeiro Brazilian *WB*	T.3Cy.16½",27"&44"-33" 111NHP NylandsVærksted,Oslo		\
70236 791 SVFV	**Atlanticos** (*ex*Maryland-35, *ex*WarNoble) *ss*Bly.No.3-1,35 2*Dks(Stl)*	5446 4903 3367	✠100A1 ~~8,38~~ 10,38 ~~BS3,38~~ ✠LE20 *refitted*1,35 BS3,38	Ams Rot ✠LMC1,35	*z*	CL 2,38	1919 3mo	JCoughlan &Sons Vancouver, B.C. Lloyd'sA&CP	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*) 1 *Intermediate BH in fore hold dispensed with DB*	410·5 P44'B115'F47' FK 368'1274t *FPT*131t	54·1	27·5	Piræus Greek *ptCem* 6*BH only* *APT*269t	T.3Cy.24",39½"&67"-48" (*s*) 190lb 510NHP 3SB *9cf*,GS189,HS8008 FD N.E.MarineEng.CoLdNwc	29 ″ 9 s5 ″ 9¾ 24 ″ 2	
70237 HRBL	**Atlantida** Ⓟ *ss*NOs.No 3-2.37 2*Dks(Stl)* (*Weather dk-teak s*)& 2 *lower dks sparred for fruit cargo* *Ref.Mchy.*	4191 3565 2470	✠100A1 *withfreeboard* ~~6,37~~ 10,38 BS1,38 ✠Lloyd'sRMC2,38 10,38 for temp. 50° F. *Fitted for oil fuel* 5,24 *F.P. above* 150° F. *LowerDecks for Fruit Cargoes*	NYk ✠LMC2,37	*w*	OG ~~8,35~~ 6,38	1924 5mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	StandardNavCorp. (StandardFruit& S.S.Co.*Mgrs.*) *Intermediate bulkheads in fore & after holds dispensed with* *CellDBa93'uE20'*	350·6 F36' FK *f*119'300t *FPT*78t	50·3	29·5	Ceiba Honduran *Cem* 4*BHonly* *APT*52t	T.4Cy.27",44"&(2)54"-45" 200lb (*s*) 669NHP 4SB,*16cf*,HS10548 FD Wrkman,Clark&Co.Ld.Bel	31 ″ 6 s11 ″ 6 20 ″ 4	
Wrecked 1.38 70238 1666 IBPC	**Atlantide** (*ex*Antiope-34, *ex*Dommelsdijk, *ex*EmpireTransport, *ex*Savannah) *ss*Rot.2ndNo.3-8,30 *ss*Ant.No 1-34 2*Dks(Stl)&deep framing* D.F. *&Shelter dk(Stl)*	6300 4626 3966	✠ 8,38 *Shelter dk* *withfreeboard* ~~MS8,34~~	Gen ✠LMC ~~BS5,37~~	*a*†	CL 3,35	1909 5mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd'sA&CP	"Atlantide" Soc. per Imprese Marittime *CellDBa146'uE&B47'*	422·0 410·0 FK *f*169'1137t *DTa*36'	52·0	27·6	Genoa Italian 7*BHCem* 870t*APT*38t	T.3Cy.28",46"&77"-54" (*s*) 180lb 563NHP 3SB,*9cf*,GS189,HS7925 FD Richardsons.Westgarth& Co.Ld.Sld.	39 ″ 0 ~~s1 ″ 5~~ ~~20 ″ 8~~	
70239 135497 GLTM	**Atlantis** Ⓟ (*ex*Andes) TrpSc *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks&*1*ptDk*	15135 10221 8529					1913	Harland& Wolff,Ld. Belfast	RoyalMailLines, Ld.	570·3	67·3	33·3	Liverpool British *WB*	T.8Cy(2)27",(2)42"&(4)49"-51"&1L.P.Turbine Harland&Wolff,Ld.Bel		BT till ~~10,38~~ 12,38
70240 214459 WSCH	**Atlas** (*ex*Sunoil) *ss*NYk.No.3-8,27 *ss*NYk.No.2-36 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	7058 6236 4368	✠100A1 2,39 BS2,39 *Carrying Petroleum in bulk* *Fitted for oil fuel*12,16 *F.P.above* 150° F.	NYk ✠LMC8,36	*b*†	CL 5,37	1916 10mo	W Cramp& SonsS&EBCo Philadelphia A&CP	Socony-Vacuum OilCo.Inc. *CellDBuE&B61'* 234t	430·0 446·0(O.L.) P116'B36'F49' FK *FPT*246t*APT*49t	58·2	33·3	NewYork Utd. States 15*BHptCem* (10 *to U dk* 5 ,, *2nd*,,)	T.3Cy.27",45½"&76"-51" (*r*) 190lb 565NHP 3SB,*9cf*,GS185,HS8095 FD W.Cramp&SnsS&EBCPhl	33 ″ 4 s6 ″ 6 27 ″ 0½	
70241 HPHV	— (*ex*PanAmerican-37, *ex*Willpolo-33,*ex*Yaphank) *Fitted for oil fuel* D.F. 2*Dks*	4810 — 3036					1919	Downey S.B.Corp. Arlington, N.Y.	Soc.Anon. Maritime et Commerciale	386·8 P40'B110'F40'	52·2	27·4	Panama Pnamanian *WB*	T.3Cy.27",40"&70"-48" 339NHP DowneyS.B.Corp. Arlington,N.Y.		R
70242 667 SVCL	— (*ex*Irini-35,*ex*ConradMohr) *ss*Ant.No.1-38 *ss*Rot.2ndNo.3-2,33 2*Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	4008 3699 2055	✠100A1 6,38 ~~10,36~~ ~~BS5,37~~ *Carrying Petroleum in bulk*	Pir Ant 6,38 ✠LMC	*w*	CL ~~2,36~~ 5,38	1909 7mo	R.Craggs& Sons,Ld. Middlesbro' Lloyd'sA&CP	Soc.Anon.Hellénique Maritime "Transpetrol" (A.Romano&A.H. Behar,*Mgrs.*)	345·0 P97 B25'F44' FK *CellDBuE&B75'22*5t	48·0	28·5	Piræus Greek 12*BHCem* *APT*201t	T.3Cy.25",41⅝"&67"-45" (*s*) 180lb 326NHP 2SB,*8cf*,GS144,HS5014(Spt) N.E.MarineEngCoLd.Nwc	28 ″ 9 s5 ″ 3¾ 23 ″ 7	
70243 DOKG	— D.F. Sub.Sig. *Cruiser Stern* 2*Dks*	2297 2042 1311					1927	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	287·0 F26'	46·0	23·2	Bremen German *WB*	T3Cy19 11/16"31½"&50⅜"-35 7/16" & 1 low pressure Turbine 180NHP A.G."Weser,"Bremen		G
70244 1337 IBBD	— D.F. *Fitted for oil fuel* *Carrying Oil in bulk* 1*Dk&Spar dk*	2005 1749 1128					1898	Delaware RiverCo. Chester,Pa.	~~Soc.Armatrice Italiana~~ Ditta G.M.Barbagelata	258·1	40·3	20·0	Genoa Italian	T.3Cy.21",34"&56"-42" 203NHP Delaware RiverCo.Chester		I
70245 PJBQ	— TwinSc (*ex*Pallas,*ex*Margarete,*ex*Düsseldorf) Wireless 1*Dk*	1277 — 608					1922	Deutsche WerftA.G Hamburg	West-Indische Scheepv.Maats.	242·4 B48'F57'	36·0	14·3	Curaçao Dutch *WB*	T.6Cy.11⅝",20"&32¼"-16¼" NE&B27 83NHP N.V.Boele'sScheepv.& Machf.,Bolnes		V
70246 OHXZ	— (*ex*Carlsten-35,*ex*Oder, *ex*CarboII,*ex*Bylgia) *ss*Skm.No.3-9,12 1*Dk(Stl)&deep framing* Wireless D.F.	1098 950 586	✠ 12,19	Cpn	*n*		1901 11mo	Söderhmns Verks.Aktieb Söderhamn	A.Andersson *CellDB*	232·2 P16'B61'F22' FK *a*52'*uE*27' *f*94'296t	34·0	14·4	Mariehmn Finnish 4*BHCem* *APT*40t	T.3Cy.16½",27"&44"-30" 118NHP NE&B*made*98*refitted*01 1SB,*3rf*,GS38,HS2035 NylandsVærksted,Oslo	16 ″ 9	V †
70247 26272 JAPD	**Atlas Maru** *ss*Kob.No.3-7,31 *ss*Kob.No.1-35 1*Dk(Stl)&Shelter dk(Stl)*	7347 6856 4481	✠100A1 *Shelter dk* *withfreeboard* 10,35 ✠LMC10,37 *Fitted for oil fuel* 8,23 *F.P. above* 150° F.	Kob Osa	*a*†	CL 10,37	1920 1mo	Mitsubishi ZosenKaisha Ld.Nagasaki A&CP	OsakaSyosen K.K. *CellDB*358'1165t *DTa*28'1077t	420·0 F47'*onShelter dk* FK *FPT*108t*APT*95t	56·0	38·5	Osaka Japanese *Cem* 6*BHtoShdk* 2 ,, ,, *U* ,,	T.3Cy.28 9/16",47"&79"-51" 200lb (*s*) 574NHP 3SB,*9cf*,GS192,HS7726 FD MitsubishiZosenKaisha,Ld	38 ″ 6 s10 ″ 4¼ 28 ″ 4	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Registered Tonnages. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of withdrawal.
70248 LCHW	**Atle Jarl** 1 *Dk*	1173 1005 671					1919	Fredrkstad Mek. Værks. Fredrikstad	A/S Det Nordenfjeldske Dampskibsselskab	230·5 | 36·1 | 14·9 P20' B62' F26'			Trondheim Norwegian *WB*	T.3Cy.16½",26"&44"–30" 106NHP Fredrikstad M.V. Frdstad.		N
70249 LDNL	**Atna** *Cruiser Stern* 1 *Dk*	1846 1635 1111					1930	Fredrkstad Mek. Værks Fredrikstad	D/S A/S Hedrum (Óluf S. Knudsen, *Mgr.*)	265·1 | 42·1 | 17·9 P55*t* H89*t*			Xiansand Norwegian *WB*	T.3Cy.20¾"33"&56"–36" 188NHP Fredrikstad M.V. Frdstad.		N
70250 3959 SKTA	**Atos** (*ex* Uppland, *ex* Marie) *ss* Hbg. 2nd No. 3–5,28 *ss* Osc. No. 2–37 1 *Dk* (*pt* Trn *pt* Stl) *&* deep framing *Cargo battens not fitted*	*2161* *1962* 7,38 ~~6,37~~ *1286* BS7,38	✠100A1 Rot	Osc LMC6 37	*s*	06 6.36	1902 1mo	Helsingörs Jernsk.&Msk Elsinore *Lloyd's*	Rederi A/B Atos (A. Börjesson) *Intermediate bulkhead*	291·6 | 42·6 | 19·1 Q20' B70' H120' FK F35' *Cell D Ba & u E* 112' *f* 120'5 78*t* *FPT* 58*t* *APT* 44*t*			Hlsngborg Swedish *4 B H Cem*	T.3Cy.20¾",35"&57"–39" (*s*) 185lb 270NHP 3SB (Spt), *Grf*, GS113, HS4800 Helsingörs Jernsk.&Mskb.	21 ″ 10 s 3 ″ 4½ 18 ″ 7	
70251 131322 GRPX	**Atreus** Ⓟ D.F. 2 *Dks*	6546 5558 4133					1911	Scotts' S.B. &E.Co.Ld. Greenock	China Mutual Stm. Nav.Co.Ld.(A. Holt&Co. *Mgrs.*)	443·5 | 52·8 | 32·1 *Cell D Ba & u E* 112' *f* 120'5 78*t* *FPT*			Liverpool British *WB*	T.3Cy.30",50"&83"–60" 534NHP Scotts' S.B.&E.Co.Ld.Grk.		BT till ~~7,36~~ 6.39
70252 JATD	**Atsuta Maru** Ⓟ Twin Sc D.F. *ss* Yka. No. 1–37 2 *Dks* (*Stl*–*Upper* teak s) deep framing & Web frames Lower dk (*Stl*) in Nos. 1 & 3 holds	7983 6744 4940	✠100A1 9,37 MS3,37	Yka LMC BS9,37	*d*†	CL 9,37	1909 3mo	Mitsu Bishi DDks&EWks Nagasaki *Lloyd's*	Nippon Yusen K.K. *WB = Cell D Ba*	473·9 | 54·7 | 31·3 P61' B176' F54' FK 139' *u E & B* 85' *f* 180'			Tokyo Japanese 7 *B H Cem*	T.6Cy.25",41½"&69"–48" (*s*) 200lb 973NHP 6SB, *18cf*, GS338, HS14276 FD Mitsu Bishi D & E. Wks. Nag 143*t* *APT* 48*t*	34 ″ 6 s 8 ″ 1½ 27 ″ 1	
70253 14443 JTLH	— 1 *Dk*	496 456 290					1911	Ono Seikichi Osaka	Heian Kisen Goshi Kaisha	178·7 | 22·0 | 16·9 1609*t* *FPT*			Fuchu Japanese	T.3Cy.11",19"&32"–22" 48NHP Ono Seikichi, Osaka		
70254 PCVX	**Att-S** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cargo battens not fitted* *Cruiser Stern* *Rudder electrically welded*	466 351 ~~4,34~~ 3,38 3,39 252	✠100A1 Bot LMC8 37 LMC(M)3,39	Mil	*g*	3,39	1937 8mo	N.V. Boele's Schpsw&Mch Bolnes *Lloyd's*	N.V. Zeevaart Maats. Holland-Engeland (Rotterdamsche Kustvaart Centrale. NV *Mgrs.*)	160·4 | 26·4 | 10·0 168·9 (O.L.) Q44' F21' FK *Cell D B* 107' 127*t* *FPT* 48*t* *APT* 11*t*			Rottrdam Dutch 3 *B Hpt Cem*	Oil Engines 4S.C.SA 8Cy.11"–17⅛" 94NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	11 ″ 10 s 1 ″ 2 10 ″ 8¾	
70255 136700 MMFP	**Attendant** 1 *Dk*	1016 781 500					1914	H.M. Dockyard Chatham	Hemsley Bell, Ld. (H.L.R. Bell, *Mgr.*)	200·0 | 34·2 | 15·2			London British *WB*	T.3Cy.13",20"&32"–24" 50NHP H.M. Dockyard, Chatham		
70256 135489 MDYZ	— Twin Sc *ss* Bel. 2nd No. 3–6,37 1 *Dk* (*Stl*–teak s)	357 250 120	✠100A1 6,37 LMC6,37	Bel	*e*	CL 4.37	1913 8mo	Harland& Wolff, Ld. Glasgow *Lloyd's*	Malet Salvage Syndicate, Ld. *Cell D Ba* 25' *f* 47'42	124·7 | 27·2 | 10·8 28·7 FK 131·0 (O.L.) B19 F18' *FPT* 14*t* *APT* 22*t*			Liverpool British 5 *B H Cem*	T.6Cy.10½",16½"&26"–18" 180lb (*s*) 91RHP 2SB, *4cf*, GS51, HS1812 Harland& Wolff, Ld. Gls.	11 ″ 6 s 1 ″ 2½ 10 ″ 7½	
70257 DOAE	**Attika**, "Argyra," *see No. 87036 in Supplement* D.F. Sub.Sig. 2 *Dks*	2447 2190 1437					1923	Act. Ges. "Weser" Bremen	Norddeutscher Lloyd	315·8 | 46·1 | 18·8 P59' B24' F37			Bremen German *WB*	T.3Cy.22⅞",36⅛"&60½"–39⅜" 228NHP A.G. "Weser," Bremen		G
70258 557 SVAF	**Attiki** Ⓟ (*ex* Arakaka, *ex* Grenada) *ss* Pir. 3rd No. 3–11,25 1 *Dk* (*Stl*) *&* Spar dk (*pt Stl*–teak s) *&* deep framing	2561 — 1534	✠ 3,31	Pir	*s*		1896 1mo	A. Stephen &Sons Glasgow	Hellenic Mediterranean Lines Co. Ld.	281·5 | 39·0 | 14·7 P29' B152' F30' 23·2 FK *Cell D B* *a* 72' *u E & B* 40' *f* 104'			Piræus Greek 4 *B H Cem*	T.3Cy.23",37"&62"–42" 345NHP 2SB (FD) &1 Aux SB 2,14 *Gcf*. *&* 2*pf*, GS120, HS6247 A. Stephen&Sons, Glasgow	25 ″ 6	
70259 LDOP	**Attila** *Oil Eng.* *ss* Osl. No. 1–35 2 *Dks* (*Stl*) *&* Web frames *Mchy. Aft* *Longitudinal framing*	7913 7269 11,38 ~~8,38~~ 4729 LMC CS4,35 *Carrying Petroleum in bulk* D BS11,38	✠100A1 Bom	HKg	*c*†	CL N4,36	1930 11mo	Armstrong Whitworth &Co. (Shipbuilders) Ld Newcastle *Lloyd's*	Skibs. A/S Varild (Alf. Jakhelln, *Mgr.*) *Cell D Bu E* 59' 214*t* *D*	161·0 | 59·8 | 33·9 P108' B29' F40' FK *Tf* 38' 387*t* *FPT* 134*t* *APT* 179*t*			Oslo Norwegian 17 *B Hpt Cem* (11 *to U dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 776NHP 2 DB *150lb* Armstrong, Whitworth & Co. (Engineers) Ld. Nwc.	33 ″ 7	
70260 401 IBEJ	**Attilio Deffenu** Ⓟ Twin Sc *Oil Eng.* 2 *Dks* *&* tr *B*	3510 2078 2040					1929	Soc. Anon. Ansaldo Sestri Ponente	"Tirrenia" Soc. Anon. di Nav.	324·0 | 43·8 | 21·4			Naples Italian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–35 7/16" 1170NHP Cant Off. Savoia, Cri gliano		I
70261 43739 JYKL	**Atutasan Maru** (*ex* Atsutasan Maru–38) D.F. E.S.D. *Ref. Mchy.* 2 *Dks* Gy.C *Cruiser Stern*	8661 — 5254					1937	Tama Zosen-Sho K.K. Tama	Mitsui Bussan Kaisha, Ltd.	455·1 | 62·0 | 39·5 F35			Kobe Japanese	Oil Engines 2S.C.DA 6Cy.24 7/16"–55½" 1230NHP Tama Zosen-Sho K.K. Tama		
70262 EABV	**Atxeri-Mendi** *ss* Bbo. No. 3–1,34 1 *Dk* (*Stl*) *&* Shelter dk (*Stl*)	3615 3020 2096	✠100A1 *Shelter dk with freeboard* 9,36 MS1,34 LMC3,39 MTS12	Bbo	*v*	CL ~~5,36~~ 5,39	1921 3mo	Ropner S.B. &Rpg Co. (Stk) Ld. Stockton *Lloyd's*	Cia. Nav. Sota y Aznar *Cell D Ba* 108' *u E* 25'	340·2 | 48·7 | 22·4 FK *Collision BH to Sh dk* 5 „ „ *U* „ *f* 147' 784*t* *APT* 126*t*			Bilbao Spanish *Cem*	T.3Cy.24",40"&66"–45" (*s*) 180lb ~~190lb~~ 358NHP 2SB, *6cf*, GS137, HS6078 Blair& Co. Ld. Stockton	24 ″ 10 s 1 ″ 11⅜ 23 ″ 0½	
70263 EAKG	**Atxuri-Mendi** *ss* Gls. No. 1–33 1 *Dk* (*Stl*) *&* Shelter dk (*Stl*) Wireless D.F.	*1597* *1329* *756*	✠100A1 *with freeboard* 7,37 BS2,37 LMC8 33	Hul	*r*	CL 5,36	1929 7mo	W. Gray& Co. Ld. W Hartlepool *Lloyd's*	Cia. Nav. Sota y Aznar *Cell D*	280·0 | 39·0 | 16·1 289·2 (O.L.) FK *B* 245' 376*t* *APT* 40*t*			Bilbao Spanish 4 *B H Cem* *Coll to Sh dk* 3 „ 2*nd*, „)	T.3Cy.20½",33½"&55"–39" 180lb (*s*) 291NHP 2SB, *6cf*, GS105, HS4532 FD Cen. Mar E. Wrks. Ld W Hpl	18 ″ 2 s ″ 4 18″ 0¾	
70264 103565	**Aube** (*ex* Rosemount, *ex* Aube, *ex* Rosemount) 3 Mst 1 *Dk*	1580 1495 989					1896	Wood, Skinner&Co. Newcastle	Sincennes McNaughton Tugs, Ld.	244·3 | 40·2 | 18·5 Q31' F34' FK			Montreal British *WB*	T.3Cy.20",34"&57"–39" 210NHP N.E. Marine Eng. Co. Nwc.	21 ″ 4	
70265 VSBD	**Auby** (*ex* Rosario) Twin Sc 1 *Dk*	636 532 319					1908	Soc. Esercizio Bacini Genoa	Sarawak S.S. Co. Ld.	202·2 | 34·2 | 9·8			Kuching Sarawak *WB*	T.6Cy.9¼",16⅝"&25⅛"–18⅛" 47NHP Soc. Esercizio Bacini, Genoa		V
70266 857 IBAC	**Auctoritas** (*ex* Ansaldo Savoia Primo) D.F. 1 *Dk*	5228 4480 3259					1918	Cant. Offic. Savoia Cornigliano	Soc. Anon Industria Armamento	395·8 | 51·7 | 27·8 P37' B113' F33'			Genoa Italian *WB*	T.3Cy.26",42½"&69 7/16"–39⅜" 305NHP Cant. Nav. Riuniti, Ancona		CI

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enfoncement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course—Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*
70267	**Audace** (*ex*Royal)		1459					1892	Akt.Ges. "Neptun" Rostock	IgnazioMessina &C.	249·2	36·1	19·8	Genoa Italian	T.3Cy.16½",25½"&41⅜"-31½" 98NH	
1720			—								P&B188'F26			*WB*	A.G."Neptun,"Rostock	
IKLQ	Sub.Sig.	1 *Dk&Spar dk*	889													
70268	**Audacity**	*ss*Lon.No.3–7,38	589	✠100A1	Mch	*h*	CL.	1925	G.Brown &Co.Ld. Greenock	F.T.Everard& Sons.Ld.	172·8	26·7	12·7	London British	T.3Cy.13½",22"&36"-24" (*s*) 180lb 99RH	12 " 6
148704	~~Aberd. No.2–38~~		444	2,36 ~~2,36~~	Glas	7	8,36	11mo			Q64'F26'		FK		1SB,*3cf*,GS66,HS2064	s 1 " 0½
MNLF	*Mchy.Aft*	1 *Dk(Stl)&Web frames*	242	~~Liv~~	~~LMC~~	~~3~~	1,39			*Lloyd's A&CP*	*DTf11'32tFPT36t*				*APT29t*	11 " 7½
				Carrying Petroleum in bulk											W.Beardmore&Co.Ld. Coatbridge	
70269	**Auditor**		5444	✠100A1	Mch	*z*	CL.	1924	C.Connell &Co.Ld. Glasgow	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*)	410·0	52·3	30·6	Liverpool British	T.3Cy.24½",42½"&72"-54"(*s*) 215lb HS9339 538NHP	32 " 11
147260		*ss*Mch.No.3–8,37	5101	6,38 ~~8,37~~	Liv		N8,37	6mo			424·2(o.l.)				8 *BHCem*	s 11 " 2½
GKMJ		2 *Dks(Stl)*	3427		✠LMC			*Lloyd's A&CP*			P37'B138'F52'		FK		1 ,, *to 2nd dk*	27 " 0½
				BS4,37 ~~4,37~~	MS8,37						*CellDB351'1118t I*				*Ta31'850t FPT52t*	
															APT22t	
70270	**Audun**		1304					1925	Stavanger Stöberi&Dok Stavanger	D/S A/S Audun (Bertrand Marcussen)	242·8	37·3	16·0	Askerøy Norwegian	T.3Cy.17½",28½"&48"-39" 144NHP	
	Wireless D.F.		1134								P51tH64t			*WB*	StavangerStöberi&Dok	
LCHY		1 *Dk*	742													
70271	**Augsburg** (*ex*NorthwesternMiller)		6512	✠100A1	Bmn	*a*†	CL.	1915	Nthmblnd S.B.Co.Ld. Newcastle	Norddeutscher Lloyd	419·8	53·4	36·1	Bremen German	T.3Cy.29",49"&80"-54" (*s*) 180lb 682NHP	39 " 0
		*ss*Qns.No.3–8,27	4737	*Shelter dk*	Ham		~~8,36~~	3mo							7 *BHCem*	s 11 " 0½
DOEM		*ss*Bmn.No.2–35	4095	*with freeboard*			2,39				F34'*on Shelter dk*		FK		3SB,*12cf*,GS234,HS10300 FD	28 " 3
	Sub.Sig.	2 *Dks(Stl)&Shelter dk(Stl)*		2,39 ~~19,37~~	✠LMC			*Lloyd's A&CP*							Richardsons,Westgarth&	
	D.F.	*Tonnage opening closed* 1919		MS6,35 ~~6,35~~	BS6,37 ~~6,37~~			*Cell DBa146'*			*uE33'f172'1230t I*				Co.Ld.Hpl	
		3tr *B in No.1 hold*		2,39							*Ta35'955tFPT110t*				*APT125t*	
70272	**August** (*ex*YorkCounty,*ex*August)		5254					1911	W.Gray& Co.Ld. W Hartlepool	A/S D/S Mathilda (J.Christensen, *Mgr.*)	410·0	54·0	28·9	Bergen Norwegian	T.3Cy.26",42"&70"-48" 339NHP	
			4912								P36'B254'F43'			*WB*	Cen Mar.Eng.Wrks.W Hpl	
LDGK		2 *Dks*	3246													
70273	—		400					1936	Frd.Krupp Germaniawft A.G. Kiel	Sartori&Berger	156·7	26·7	10·5	Kiel German	Oil Engines 4S.C.SA 6Cy.14⅜"-19⅛" 121NHP	
		Oil Eng.	314								P78'F16'			*WB*	Fr.KruppGermaniawftAG	
DCIO		1 *Dk*	197													
	Mchy.Aft	*Cruiser Stern*														
70274	**August Blume**		744					1922	C.Pape G.m.b.H. Bodenwerder	AugustBlume (R.Bornhofen, *Mgr.*)	192·6	27·9	13·2	Rendsbrg German	T3Cy16⅞"27⅜"&41⅜"-19½" *Emade92,refitted*23 75NHP	
			618								len27			*WB*	F.Schichau,Elbing	
DCHC	*Mchy.Aft*	1 *Dk*	408													
70275	**August Bolten**		3665					1936	Neptun-werftRostock G.m.b.H. Rostock	Aug.BoltenWm. Miller'sNachf.	363·1	51·7	22·1	Hamburg German	T.3Cy.20⅜",33⅜"&54⅛"-35⅞" & exhaust turbine HS4090 328NHP	
			3289								P238'F27			*WB*	NeptunwerftRostock G.m.b.H.,Rostock	
DJSW	D.F.	1 *Dk*	2078													
		Cruiser Stern														
70276	**August Cords**		900					1910	Akt.Ges. "Neptun" Rostock	Aug.Cords.	231·3	33·8	12·0	Rostock German	T.3Cy.14⅜",24⅛"&38⅜"-26⅜" 77NHP	
			772								P&B177'F25'			*WB*	A.G."Neptun,"Rostock	
DMAD	*Mchy.Aft*	1 *Dk*	497													
70277	**August Leonhardt** (*ex*Johanna Blumberg)		2593					1922	Stettiner Oderwerke Stettin	Leonhardt&Blum-berg	329·0	46·1	18·7	Hamburg German	T.3Cy.22½",35⅜"&57⅛"-39⅜" 210NHP	
			2331											*WB*	StettinerOderwerke	
DHBP	Sub.Sig.	1 *Dk&Shelter dk*	1526													
70278	**August Schultze**		2452					1921	Nordd. WrftG.m.b.H Weser-münde-G.	Oldenbrg-Portug. Dmpfsch.Rhed. A.G.	278·4	40·4	23·7	Oldenburg German	T 3Cy.22½",37"&57⅛"-35⅜" & LP Turbine 254NHP	
			2144								P31'B79'F36'			*WB*	BremerVulkan,Vegesack	
DNAH	Sub.Sig. D.F.	2 *Dks*	1505													
70279	**August Thyssen**		2342					1923	Flensburg Schiffsb.Ges. Flensburg	Seereed "Frigga" A.G.	297·0	42·6	19·1	Hamburg German	T.3Cy.18½",31½"&54"-36" *Emade*18,*fitted*23 175NHP	
			1953								P30'B67'F28'			*WB*	VulcanIrnWks,JerseyCity	
DHBQ	Sub.Sig.	1 *Dk*	1318													
70280	**August Ziesing**		7969	✠100A- 8,37	Cgo			1918	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co.	580·0	60·0	27;9	D'luthMin. Utd.States	T.3Cy.24½",40"&65"-42"(*s*) 180lb 414NHP	32 " 0
215870		*ss*Clv.No.3–37	7916	BS2,39 ~~2,39~~	✠LMC3,37			4mo							3SB,6*cf*,GS137,HS6405 FD	s10 " 8½
GyC.		1 *Dk(Stl)&Web frames*	6143	*For Service on the Great Lakes*						*CellDBuE&B63'f&inside tanks*	F54'		FK		4 *BH*	21 " 6½
	Mchy.Aft										467'6510t *FPT*2800				*APT*760t	
70281	**Augusta** (*ex*Durham)		5702	✠100A1	Gen	*a*†	CL.	1904	Hawthorn, Leslie&Co.Ld Newcastle	A.Zanchi	434·5	54·0	28·6	Genoa Italian	Gt.LakesEngWks.Ecorse T.3Cy.28⅝",47"&78"-54" (*s*) 180lb 518NHP	31 " 9
1267		*ss*Gen.2nd No.3–3,31	5220	*Shelter dk*			9,37	11mo					FK		7 *BHCem*	s 5 " 0
IBED		*ss*Gen.No.1–35	3484	*with freeboard*				*Lloyd's A&CP*		*CellDBa100'u*	E36'f195'911t *FPT*				3SB,9*cf*,GS183,HS6759 FD	27 " 0
	Ref.Mchy.	2 *Dks(Stl)&deep framings&*		6,36 12,38	✠LMC						139t *APT*150				N.E.MarineEngCoLd Nwc	
	D.F.	*Shelter dk(Stl)*		MS3,35	BS~~10,37~~ 1		2,38									
				✠Lloyd'sRMC	~~12,38~~											
					12,38											
70282	**Augusta L.** (*ex*LieutenantRobert Mory,*ex*EdithCavell,*ex*Tropeiro)		1266					1908	Dundee S.B.Co.Ld. Dundee	LykkesRederiA/S (PerT.Lykke, *Mgr.*)	235·3	37·1	14·4	Trondheim Norwegian	T.3Cy.17",28"&46"-30" 141NHP	15 " 6
			1037								Q74'B70'F31'		FK	*WB*	N.E.MarineEng.CoLd.Sld	
LCHZ	*Well deck*	1 *Dk&deep framing*	672													
70283	**Augustin Le Borgne** (*ex*Rensfjell)		1128					1918	Akers Mek.Værks. Oslo	Cie.C.LeBorgne	225·2	36·3	15·7	Rouen French	T.3Cy.17",29"&47"-33" 150NHP	
			967								P18'B56'F24'			*WB*	AkersMek.Værks.Oslo	
TTZE		1 *Dk*	669													
70284	**Augustina**	TwinSc	3110	✠100A1	Sha		CL.	1927	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Nederl.Indische Tankstoomboot Maats.	305·1	50·2	19·3	TheHague Dutch	Oil Engines 4S.C.SA 12Cy.18⅛"-35⅞" 379NHP	19 " 3
		Oil Eng.	2277	~~8,37~~ 11,38	~~Hng~~Bat		4,36								12 *BHptCem*	s 1 " 9½
PCWA	*Mchy.Aft*	*ss*Bat.No.2–35	1626		✠LMC	CS9,35					P86'F46'				DB*150lb*	17 " 7½
	E.S.D. D.F.	1 *Dk(Stl)*		11,37 ~~8,37~~	11,38	4,36					*Trunk dk*178		FK		Hwthrn,Leslie&C.Ld.Nwc	
	Longitudinal framing at bottom & at deck			*Carrying Petroleum in bulk*						*Cell*	*DBuE53'104tFPT*				72t *APT*59t	
70285										*Lloyd's A&CP*						

Note. "Venta," *see letter V.*

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15
70286 EEBI	**Augusto** Steel&Iron (*ex*JaimeD'Urgell, *ss*Got.2ndNo.3-5,09 *ex*Norden) 1*Dk*2*tr B* *Well deck* *Floors.Beams&Keels on Irn*	685 — 334	✠ 6,14	Got	*j*		1885 9mo	Boolds, Sharer&Co Sunderland	VicenteBlay Navarro	171·4|25·9|14·8 P118'H34*t*F21' BK7½" *D Ba*37'*f*24'75*t FPT*	Valencia Spanish 4*BHCem* 30*t APT*25*t*	C.2Cy.27"&50"-36" NDB00 122NHP 1SB,3*pf*,GS49,HS2090 Carr&Co.(Ld.)Sld.	15 " 3	
70287 1485 IBFD	**Augustus** Ⓟ QuadSc *OilEng.* GyC. *ss*Gen.No.2-36 *Ref.Mchy.* 4*Dks*(*Stl-Weather dk* teak s) D.F. *5th&6th Dks*(*Stl*)*in holds* *7th Dk*(*Stl*)*in No.*1*hold*	30418 19447 17970	✠100A1 *withfreeboard* 4,38 12,37 1,39 LMC CS11,36 DBS10,38 7,35 ✠Lloyd'sRMC3,38 1,39 7,38	Gen	s†	CL SaN 9,37 *sf*1,39 Pa3,38 Pf 12,37	1927 11mo	Soc.Anon. Ansaldo Cant.Nav. SestriPonnte *Lloyd's A&CP*	"Italia" Soc.Anon.diNav.	710·9|82·8|46·5 666·3 FK B404'F66' *Cell DB* 579'4514*t DTa*213*t*	Genoa Italian 11*BHptCem* *DTsf*714*t F*	Oil Engines 2S.C.DA 24Cy.27$\frac{9}{16}$"-47¼" 6368NHP 2DB170*lb* Cant.OfficineSavoia,Genoa *PT*200*t APT*218*t*	51 " 6 s 21"6¼ 30 " 2¼	
70288 200883 WSWL	**Augustus B. Wolvin** *Mchy.Aft* GyC. D.F. 1*Dk*	6585 — 5311					1904	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	540·0|56·0|32·0 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.18½",28½",43½"&66"- 42" 282NHP AmericanS.B.Co.Clv.O.		R
70289 LCDW	**Augvald** (*ex*Torrey) *Fitted for oil fuel* 1*Dk&Shelter dk* *Cruiser Stern* *Longitudinal framing*	4811 4403 2859			...		1920	AM'Millan &Son,Ld. Dumbarton	Skibs A/S Corona (H.M.Wrangell& Co.A/S,*Mgrs.*)	400·4|52·6|25·7 FK	Haugesnd Norwegian *WB*	T.3Cy.27",44"&73"-48" 444NHP J.G.Kincaid&Co.Ld.Grk.	28 " 3	N †
70290 145126 MKLC	**Auk** *ss*Lon.No.3-2,33 *ss*Lon.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl-ws*)	1338 985 612	✠100A1 *Shelter dk* *withfreeboard* 2,39 11,37 ✠LMC11,37 BS11,36 *Fitted for oil fuel* 7,24 *F.P. above* 150° F.	Lon	*p*	CL S10,37 9,38	1921 1mo	Bow,Mc- Lachlan&Co Ld. Paisley *Lloyd's A&CP*	GeneralStm.Nav. Co.Ld. *Cell DBf*161'255*t*	250·1|37·1|14·0 FK *FPT*20*t APT*18*t*	London British 4*BHCem* (2 „ *to Sh dk* 2 „ *2nd* „)	T.3Cy.22",35"&57"-39" (*s*) 180lb 273NHP 2SB,6*cf*,GS126,HS4939 Bow,McLachln&CoLdPsy	16 " 6 s " 2 16 " 5½	
70291 LDOE	**Aun** D.F. 1*Dk*	1908 1680 1137					1930	Smith's DockCo.Ld. Middlesbro'	A/S FinnJohnsens Rederi(Finn Johnsen,*Mgr.*)	270·6|43·0|18·6 P58*t*H79*t*	Bergen Norwegian *WB*	T.3Cy.19",31"&52"-36" 162NHP Smith'sDockCo.Ld.Mdb.		N
70292 OHHO	**Aune H.** (*ex*Graafjeld-33,*ex*Ruth, *ex*Mizar) 1*Dk*	1988 1859 1200					1905	Bonn& Mees Rotterdam	Laiva O/Y Rahtaus (W.Hacklin, *Mgr.*)	282·0|40·2|19·5 F28*t*H82*t*	Björnebrg Finnish	T.3Cy.21",35"&57"-39" 202NHP Maats. deSchelde,Flushing		N
70293 FOJV	**Aunis** TwinSc 1*Dk*	439 421 199					1899	DelaBrosse &Fouché Nantes	Marseille Maritime (Obadia,Hassoum & Bonifacio,*Mgrs*)	165·6|24·4|12·6 Q28'H47'RFD28'	Sète French *WB*	C.4Cy.17¾"&29$\frac{15}{16}$"-16½" NB17 61NHP DelaBrosse&Fouché,Nts		V
70294 OHHU	**Aura** (*ex*Tenbury-33, *ex*Löwenburg) *ss*Shl.2ndNo.3-12,31 *ss*Rot.No.1-36 1*Dk*(*Stl*)&*Spar dk*(*Stl*) D.F. &*deep framing*	4763 — 2919	✠100A1 *Spar dk* 6,38 7,37 ✠LMC MS6,36 BS5,38 2,39	Hfs	*y*	CL 6,36	1907 7mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	Rederi A/B Atlanta (BirgerKrogius. *Mgr.*) *Cell DBa*128 *uE*	398·2|54·1|20·9 25·4 P48'B116'F48 FK 22'*f*180'1082*t FPT*	Helsingfrs Finnish 6*BHCem* 65*t APT*45*t*	T.3Cy.25",42½"&70"-48" (*r*) 180lb 403NHP 2SB,6*cf*,GS121,HS5356 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	27 " 10 s 5 " 10¼ 22 " 2¾	
70295 OHHS	— (*ex*Mary-33,*ex*Grovehill) 1*Dk*	1912 1686 1129					1908	Irvine'sSB &D.D.Co.Ld. W Hartlepool	LaivaO/Y Ansio (MeritoimiO/Y. *Mgrs.*)	278·3|40·4|17·9 P29'B66'H78*t*F27'	Åbo Finnish *WB*	T.3Cy.20½",33"&54"-36" 175NHP MacColl&Pollock,Ld.Sld.		C
70296 147277 GFLY	**Aurania** Ⓟ TwinSc *ss*Liv.No.3-2,37 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*) *3rdDk*(*Stl*) *in holds except in Nos.* 4 & 5 *Ref.Mchy* E.S.D. D.F. Sub.Sig. GyC.	13984 10732 9478 8323	✠100A1 *Shelter dk* *withfreeboard* 1,39 4,38 BS1,39 ✠LMC1,36 Lloyd'sRMC4,38 10,32 1,39 No. 5 after chamber & No 6 hold for temp. 35° No. 5 port & starboard chambers for temp. 18° *Fitted for oil fuel* 9,24 *F.P. above* 150° F.	Liv Lon	*h*†	CL 10,36 P3,38 s1,39	1924 9mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	CunardWhite Star.Ld. *Cell*	519·7|65·3|39·2 B&F on *Shltr dk*425' *Prom.dk*266' FK *DB*450'1788*t D T* *f*51'1456*t Tanks in way of tunnels* 382*t FPT*106*t APT*57*t*	Liverpool British *pt Cem* 10*BH to* *Shelter dk*	4SteamTurbinesDRgeared to 2 Sc. Shafts (*r*) s 220lb 1663NHP 2D&2SB,24*cf*,HS19944 FD WllsndSlpwy.Co.Ld Nwc.	43 " 0 11 " 10¾ 31 " 6¾	BT till 3.39
70297 2451 SDGQ ESCB	— (*ex*Jokkmokk, *ss*Hbg.3rdNo.3-5,27 *ex*Eva) *ss*Hbg.No.2-36 *Well deck* 1*Dk*(*Irn*)2*tr B* *Cargo battens not fitted*	1341 1022 775	✠100A- 6,38 5,37 5,39 ✠NB3,14 ✠LMC MS5.36 BS5,37 6,38	Hbg Tln	*o*	OG 5,36 5,38	1889 7mo	Strand SlipwayCo. Sunderland A&CP	Treikelder&Co (O Treikelder, *Mgr.*) *Cell DB*192'	242·0|34·9|14·9 250·6(O.L.) P29'Q59'B48'F33' BK8" 422*t FPT*65*t APT*	Tallinn Estonian 4*BHpt Aspd* *pt Cem* 18*t*	T.3Cy.18½",30"&49"-33" (*s*) 160lb 85*lb* NDB07 128NHP 1SB,3*pf*,GS54,HS1760 NE.MarineEng.Co.Ld.Sld.	17 " 6 s 1 " 5¼ 16 " 9	
70298 1187 IBHD	**Aureola** (*ex*Nafta,*ex*Haliotis) 3Mst *ss*Sng.No.3-10,10 *Mchy.Aft* *ss*H.Kg.No.2-18 1*Dk*(*Stl*)&*Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel*	1833 1320 1130	✠ 9,22 ✠	HKg	*p*		1898 8mo	Armstrong &Co Ld. Newcastle	NaftaSoc.Italiana pelPetrolio ed Affini	248·6|40·2|19·3 242·0 17·3 P35'F37' FK *FPT*101*t*	Genoa Italian 10*BHCem* *APT*39*t*	C.2Cy.30"&63"-39" NDB01 217NHP 2SB,6*pf*,GS123,HS3734 WllsndSlpwy.Co.Ld.Nwc.	17 " 4	
70299 153734 MLLG	**Auretta** D.F. 1*Dk&Shelter dk* Sub.Sig. *Cruiser Stern*	4564 4245 2766	✠100A1 *withfreeboard* 3,39 10,37 ✠LMC9	Cff Rot	*z*	CL 10,37	1935 9mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's A&CP*	ChellewSteamship ManagementCo. Ld.(F.C.Perman, *Mgr.*) *Cell DB*349'1283*t*	412·0|56·0|25·1 424.0(O.L.) F40' FK *FPT*109*t APT*159*t*	London British 6*BHCem* (*Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.21",33"&62"-42" & exhaust turbine driving steam compressor 333NHP 220lb 220*lb* (*s*) FD 2SB(Spt),6*cf*,GS81,HS3300 D.Rowan&Co.Ld.Gls.	27 " 7 s 2 " 10¼ 24 " 11¼	
70300 FNLN	**Aurigny** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	9589 — 6028	✠Lloyd'sRMC2,38 3,39 2,39 No. 1 hold & 'tween dks. for temp. 32° F.				1918	Forg.&Ch. dela Médit. LaSeyne	ChargeursRéunis	481·6|58·2|27·2 B262'F56'	Havre French *WB*	T.6Cy.25⅝",42½"&70"-48" 689NHP F.&C.delaMédit.Msl.		V
70301 FNND	**Aurillac** *Well deck* 1*Dk*	4248 — 2526			...		1921	W.Pickers gill&Sons,Ld Sunderland	Cie.Delmas Vieljeux	364·3|52·8|24·3 P18'Q128'B68'F28 FK	LaRochlle French *WB*	T.3Cy.23½",38"&64"-42" 347NHP Armstrong,Whitworth& Co.Ld.Nwc	26 " 8	V †
70302 164463 GYDJ	**Auris** *OilEng.* E.S.D. 1*Dk*,*2nd dk clear of cargo tanks* *Mchy.Aft* D.F. *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8030 7243 4783	✠100A1 9,38 1,38 DBS6,37 ✠LMC5,35 *Carrying Petroleum in bulk*	Ams Cff	*c*†	OL 9,38	1935 5mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd's A&CP*	Anglo-Saxon PetroleumCo.Ld.	465·2|59·4|33·9 P93'B47'F48' FK *Cell DBuE*64'161*t*	London British 15*BH* *DTf*25'272*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB180*lb* N.V.Werkspoor,Ams *FPT*139*t APT*85*t*	34 " 0 s 6 " 9 27 " 5¼	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné par le Règlement. Lettre d'Emplacement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*
70303 KERX	**Aurora** (*ex*MillerCounty) *Oil Eng.* *ss*Phl.No.3–11,33 *Mchy.Aft* 2 *Dks(Stl)&Web frames* D.F. GyC. *Longitudinal framing* *ss*NYk.No.1–37		7050 5269 4389	100A1 5,38 4,37 ✠ NP[illegible] ✠ MC[illegible] DBS6,37 5,3[illegible] 5,38 *Carrying Petroleum in bulk*	NYk	*b*†	CL 6,37	1920	Baltimore D.D.&S.B.Co. Baltimore, Md.	Socony-Vacuum OilCo.Inc. *CellDBuE&B54'548t DTf40'456t FPT232t APT102t*	431·0 P105' B36' F38' FK (13 *to U dk* 4 „ *2nd* „)	59·2	33·3	New York Utd. States 17 *BHptCem*	Oil Engines 2S.C.SA 1Cy.22½"–91½" 640NHP DB*200lb* SunS.B.&D.D.Co.Chestr.Pa	33 „ 4
70304 PCWG	— *ss*Ams.No.3–4,32 *ss*Ams.No.1–36 1 *Dk(Stl)pt Awng dk(Stl) &2nd dk(Stl)in aft hold*		1695 1135 1019	✠100A1 *pt Awng dk withfreeboard* 3,38 11,38 BS4,38 ✠ MC8,36 *Fitted for oil fuel* 2,20	Ams	*p*	CL 3,38	1920 2mo	Rotterdam Droogd.Maat Rotterdam A&CP	Koninkl.Nederl. Stoomb.Maats. *CellDB*	245·2 Q83' *pt Awng dk* 163' FK 205'349t *FPT* 30t *APT* 43t	37·3	15·8	Amstrdam Dutch 4 *BHCem*	T.3Cy.17½",28"&47"–36" (*s*) 180lb 175NHP 2SB(Spt),*4cf*,GS75, HS2514 FD Rotterdam Droogd Maats.Rot.	17 „ 10 s 7 „ 3 17 „ 9
70305 1KNA	— 47*s* (*ex*Rondo) *Well deck* *ss*Nap.2ndNo.3–12,14 1 *Dk(Iru)&Webframes* *Cargo battens not fitted*		1224 873 709	✠ 3,20 [illegible] ✠	Nap	*n*		1889 10mo	T.&W. Smith N.Shields	A.Lauro	232·9 225·2 Q75' B164' F28' *WB=DBa59'f90'*	31·7 BK8"	14·6	Naples Italian 4 *BHCem* 272t *APT* 40*t*	T.3Cy.16½",27"&44"–33" 112NHP 1SB,3*pf*,GS52,HS1686 J.P.Rennoldsn&Sns,S.Shi	16 „ 8
70306 ERBM	— (*ex*Parayas,*ex*Dione) *ss*Sld.No.2–78 1 *Dk*	Iron	693 341 351	✠ 10,80	Fal			1868 3mo	Richardsn, Duck&Co. Stockton	Cia.Nav.Vapor "Aurora"(José& Juan deGoyoaga)	191·8 Q20*t*B13*t* *WB=DBa28'f45'*	27·6	13·7	Bilbao Spanish 4 *BHCem*	C.2Cy.28½"&53"–33" NE&B79 134NHP Blair&Co.Ld.Stockton	17 „ 9
70307 PUNK	— *Mchy.Aft* Wireless *ss*Rio.No.1–37 *ss*Mob.No.3–11,33 1 *Dk(Stl)&Web frames*		423 369 227	✠100A1 12,[illegible] 4,36 [illegible] ✠ [illegible] 3,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,21	Rio	*f*	CL 7,87 11,[illegible]	1921 10mo	I.J.Abdela &Mitchell,Ld Queensferry *Lloyd'sA&CP*	Cia.deNavegacão Shell-Mex do Brasil	140·5 F16	27·6	10·9 FK	R.Janeiro Brazilian 9 *BHCem* *APT* 15*t*	C.2Cy.15½"&32"–24" (*s*) 130lb 59NHP 1SB,*2cf*,HS1135 I.J.Abdela&Mitchell,Ld. Brimscombe	11 „ 6 s 1 „ 6 10 „ 3
70308 65 YLCC	**Auseklis** (*ex*Hochland) 1 *Dk*		1309 1120 720					1914	Nevsky-Werft Leningrad	LatvianS.S.Co. "Austra"Ld. (M.Kalnins, *Mgr.*)	225·9 P109'B12'F39' *WB*	36·0	17·0	Riga Latvian	T3Cy.16⅜",26⅜"&42⅝"–30⅝" 102NHP Nevsky-Werft,Leningrad	(
70309 112 YLBK	**Ausma** (*ex*Trinacria,*ex*Prussia, *ex*CharlotteBlumberg, *ex*Lewisport) 1 *Dk&deep framing*		1905 1716 1190			…		1903	CaledonSB &E.Co.Ld. Dundee	Kugniecibas Sabiedrība"Gaida" (A.Behrsin, *Mgr.*)	279·2 P25'B68'F27' FK	41·0	18·1	Riga Latvian *WB*	T.3Cy.20",33"&54"–36" 191NHP CaledonS.B.&E.CoLd.Dun	20 „ 7
70310 113 YLBM	— (*ex*Moria, *ex*Amphitrite, *ex*Eastgate) *ss*Hbg.2ndNo.3–11,14 *ss*Got.No.2–23 *Well deck* 1 *Dk(Stl)2trB*		1791 1428 1121	✠ 5,28	Skm	*q*		1889 5mo	T.Turnbull &Son Whitby	"Jura"Shipping Co.Ld.(Fr. Karklins, *Mgr.*)	259·0 P28'Q60'B112' F32' FK *CellDBa72'f* 104'	31·1	16·8	Ventspils Latvian 4 *BHCem* *&uE*20'340t	T.3Cy.20",33"&54"–36" NDB11 170NHP 2SB,*4cf*,GS58,HS2483 Blair&Co.Ld.Stockton	19 „ 4
70311 145970 GJBZ	**Ausonia** Ⓟ *ss*Lon.No.3–2,34 *ss*Bkn.No.1–38 2 *Dks(Stl)&Shelter dk* *Ref.Mchy.* (*Stl*–ws) 3*rd dk(Stl)in holds,* Sub.Sig. E.S.D. *except Nos.4&5* D.F. GyC.	TwinSc	13912 10696 ~~9597~~ 8424	✠100A1 *Shelter dk withfreeboard* 4,[illegible] ~~3,38~~ [illegible] ✠ [illegible] Lloyd'sRMC [illegible] *Fitted for oil fuel* 8,22	Bkn Lon	*h*†	CL 3,38	1921 12mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	GunardWhite Star.Ld. *CellDB*442'1810t *Tanks in way of Tunnels*45'382t *FPT*	520·0 538·4(O.L.) B&F425'*onShltr dk* *Promenade dk* 243' *DTf* 1456t	65·3 FK	39·1 FK	Liverpool British *ptCem* 10 *BHtoS dk* 106t *APT*57*t*	4 Steam Turbines DR geared to 2 Sc. Shafts 2201b (*r*) 1640NHP 2DB&2SB,*2dcf*,HS19440 FD Armstrong,Whitworth& Co.Ld.Newcastle	43 „ 0 s11„10½ 31 „ 6¾
	& No. 6 hold chambers for temp. 32° F.															
70312 111 IBID	**Aussa** *ss*Gen.No.3–8,34 1 *Dk(Stl)&Shelter dk(Stl)* D.F. *ss*Tri.No.1–38		5441 5022 3426	✠100A1 *Shelter dk withfreeboard* ~~5,76~~ 10,37 1,39 5,33 ~~BS4,37~~ ✠ MC7,35 *Fitted for oil fuel* 6,29	Tri Gen	*y*	CL ~~1,86~~ 1,39	1921 6mo	Cantiere SanRocco Trieste A&CP	"Italia"Soc.Anon. di Nav. *CellDB*338'1339t	404·1 B125'*onShelter dk* *FPT*114t *DTf*10'285t	53·9 FK	29·5	Trieste Italian *Cem* 2 *BHtoSh dk* 4 „ „ *U* „	T.3Cy.27",42"&68"–48" (*s*) 180lb FD 465NHP 3SB(Spt)*9cf*,GS158,HS7028 StabilimentoTecnico Triestino,Trieste	32 „ 0 s6 „ 11½ 25 „ 3
70313 875 CBAU	**Austral** *ss*P.As.No.1–15 1 *Dk(Stl)*		528 361 286	✠ 7,21	Vpo	*h*		1912 1mo	Mackay Bros. Alloa	SocAnonGanadera yComercialMen-endezBehety	160·1 B50'F25' *WB=FPT*28*t*	27·0 FK	11·2	PntaArnas Chilian 4 *BHCem* *APT*27*t*	T.3Cy.13½",22"&35"–24' B*made32fitted*33 81NHP 1SB,3*cf*,GS51,HS1470 W.V.V.Lidgerwood,Gls.	12 „ 0
70314 227206 WQBV	**Australia** (*ex*MaryEllen O'Neil) *Cruiser Stern* *Mchy.Aft* 2 *Dks* *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	TwinSc *Oil Eng.*	11628 11149 7221					1928	SunS.B.& D.D.Co. Chester,Pa	TheTexasCompany	509·7 P95'F53'	70·3	39·9	Wilmgton (Del.) Utd. States *WB*	Oil Engines 2S.C.SA 8Cy.21½"–85" 1110NHP SunS.B.&D.D.Co. Chester,Pa.	R
70315	— (*ex*SailingVessel) 1 *Dk*	*Oil Eng.*	585 — 408					1913	Soc.Eser-cizioBacini Genoa	Cia.Argentina de Nav.Mihanovich, Ltda.	208·6	40·2	11·5	Bns.Aires Argentine *WB*	Oil Engines 4Cy.16½"–20" NE18 91NHP J&CG Bolinder'sCoLdSkm	
70316 163215 GYCS	**Australia Star** *Ref.Mchy.* D.F. E.S.D. GyC.	TwinSc *Oil Eng.* 2 *Dks & Shelter dk* 4*th Dk in Nos.2&3holds* *Cruiser Stern*	11122 8853 6803	✠100A1 *withfreeboard* 10,38 1,38 [illegible] ✠ MC4,[illegible] 2,36 [illegible]	Liv		CL 5,[illegible]	1935 4mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	FrederickLeyland &Co.Ld. *Duct keel forward* *CellDB*369'2295t	524·2 542·9(O.L.) P59'B193'F72' FK *of Mchy. space* (*FPT*126t *APT*172t	70·4	32·3	Belfast British 8 *BHptCem* *Coll to Sh dk* 7 „ *2nd* „)	Oil Engines 2S.C.DA 12Cy.24⅞"–55½" 2463NHP 2DB*100lb* Harland&Wolff,Ld.Bel.	35 „ 0 s 5 „ 7½ 29 „ 7
70317 OZKH	**Australian Reefer** D.F. E.S.D. *Ref.Mchy.*	*Oil Eng.* 1 *Dk & pt Shelter dk* *Cruiser Stern*	2321 1817 1289					1937	Nakskov Skibs.A/S Nakskov	J.Lauritzen	332·6	47·8	17·2	Esbjerg Danish *WB*	Oil Engines 2S.C.SA 10Cy.19⅛"–35⅞" 675NHP Akt.Burmeistr&Wain,Cpn	G
70318 OZRA	**Australien** D.F. *ss*Yka.No.3–4,28 *ss*Cpn.No.2–36 2 *Dks(Stl)&Shelter dk(Stl)*	TwinSc *Oil Eng.*	6652 4778 4246	✠100A1 *Shelter dk withfreeboard* [illegible] DBS6,37 5,37 [illegible]	Cpn	*a*†	CL ~~11,34~~ ~~6,37~~ 8,38	1915 8mo	Akt.Bur-meistr&Wain Copenhagen *Lloyd'sA&CP*	A/S DetÖstasia-tiskeKompagni *WB=Cell DBa*126'*u E&B*	410·0 427·1(O.L.) 42'*f* 194'1198t *FPT*	55·2 FK	35·4	Copnhagn Danish 7 *BHptCem* 300t *APT*72*t*	Oil Engines 4S.C.SA 12Cy.24⅛"–37⅛" DB*80lb* 717NHP Akt.Burmeistr&WainCpn.	38 „ 6 s10 „ 10 28 „ 1
70319 161223 GLWT	**Australind** D.F. 1 *Dk(Stl)&Shelter dk(Stl)* 3*rd Dk(Stl) in Nos.1&3holds&machinery space*	*Oil Eng.* *ss*Liv.No.2–38	5020 4666 3051	✠100A1 *withfreeboard* [illegible] 4,39 [illegible] DB[illegible] 3,36	Liv	*a*†	CL 3,38	1929 4mo	W.Denny &Bros.Ld. Dumbarton *Lloyd'sA&CP*	AustralindStm. Shipping Co.Ld. (Trinder,Anderson &Co. *Mgrs.*) *CellDB*346'	410·5 1009t *MT*40' 1025	54·2	25·7 FK (*Coll to Sh dk* 6 „ *2nd* „)	London British 7 *BHptCem*	Oil Engines 2S.C.SA 6Cy.23⅝"–41⅜" 582NHP 2DB*125lb* W.Denny&Bros.Ld.	29 „ 9 s 3 „ 6½ 26 „ 4½

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Lloyd's Equipment Letter.	7* Date when last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70320 LCMA	**Austri** (P) *Ref. Mchy.*	1 *Dk & Awngdk*	490 473 274					1910	Helsingörs Jernsk & Msk Elsinore	Det Stavangerske Dampskbsselsk.	150·8 P105' F21'	26·7	15·3 *WB*	Stavanger Norwegian	T.3Cy.12½",19"&31"–18" 41NHP Helsingörs Jernsk.& Mskb.		
70321 LDRK	**Austvangen** *ss* N.Os. No 1–35 *Cargo battens not fitted*	1 *Dk (Stl)*	2420 1993 1394	✠100A1 NOs *s* 2,38 BS10,37 ✠LMC7,35 12,38 *Fitted for oil fuel* 11,30		OG	12,38 *F.P. above* 150° F.	1930	Interna-tional S.B. & Eng. Co. Ltd. Danzig *Lloyd's SA & CP*	Skibs A/S Karaibien (Görrissen & Co. A/S. *Mgrs.*) *Intermediate B Hin Cell D B* 248'6 2	291·2 P28' B84' F33' *fore hold dispensed with 3 f P T* 61*t A P T* 78*t*	45·7 FK *Wing tanks*	18·5	Oslo Norwegian *WB*	C.4Cy.(2)16⅞"&(2)35⅞"–35⅞" 206lb (*s*) 229NHP 2SB, *6cf*, Gs72, Hs3380 FD 4 *B Hpt Cem* International S. B. & E Co Ltd *in Bridge* 12*t*	20 " 6 s 2 " 8½ 17 " 11½	
70322 LCDX	**Austvard** *Oil Eng.* 2 *Dks*	Twin Sc	3677 3338 2161					1925	Akt. Burmeistr & Wain Copenhagen	Kloster's Rederi A/S (Lauritz Kloster, *Mgr.*)	368·0	51·5	21·7 *WB*	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 540NHP Akt. Burmeistr & Wain, Cpn		N
70323 160484 MPCF	**Authority** *ss* Lon. No. 2–36 *Mchy. Aft*	1 *Dk (Stl)* & *Web frames*	616 466 274	✠100A1 Lon *i* 11,37 12,38 Goo B35, MS11,36 ✠LMC B33,37 *Carrying Petroleum in bulk*		CL	12,38	1928	G. Brown & Co. Ltd. Greenock *Lloyd. SA & CP*	F.T. Everard & Sons Ltd. *DTf* 11'	179·8 188·4 (O.L.) Q68' F27' *38t F P T* 70*t A P T* 27*t*	26·7 FK	12·7	London British *WB*	T.3Cy.13½",22"&37"–26" (*s*) 180lb 83NHP 1SB, *3cf*, Gs64, Hs2066 W. Beardmore & Co. Ltd. Coatbridge	12 " 6 s 1 " 1½ 11 " 6½	
70324 162557 GMFV	**Autocarrier** (P) Wireless *Cruiser Stern*	Twin Sc 1 *Dk*	822 645 329					1931	D & W Hendersn & Co. Ltd Glasgow	Southern Railway	220·3 B94' F37'	35·6 *WB*	14·1	London British	T.8Cy.(2)15",(2)25"&(4) 29"–21" 154NHP D & W Hendersn & Co Ltd Gls		BT till 2,39
70325 147176 GDFN	**Autolycus** (P) D.F. *Ref. Mchy.*	2 *Dks*	7621 6464 4793					1922	Hawthorn, Leslie & Co. Ltd Newcastle	China Mutual S.N. Co. Ltd. (A. Holt & Co. *Mgrs.*)	459·7 P53' B162' F57'	58·3 *Wh*	32·6	Liverpool British	2 Steam Turbines DR geared to one Sc. Shaft Hwthrn, Leslie & Co Ltd Nwc		BT till 8,39
70326 147203 GBZR	**Automedon** (P) D.F. *Ref. Mchy.*	2 *Dks*	7528 6398 4724					1922	Palmers' Co. Ltd. Newcastle	Ocean S.S. Co. Ltd. (A. Holt & Co. *Mgrs.*)	459·4 P53' B162' F52'	58·4 *WB*	32·6	Liverpool British	2 Steam Turbines DR geared to one Sc. Shaft Palmers' Co. Ltd. Newcastle		BT till Jan. 2,39
70327 FOCD	**Auvergne**	1 *Dk*	2114 1848 1203	...				1921	J. S. White & Co. Ltd. Cowes	Cie. Delmas Vieljeux	280·0 P24' B67' F37'	40·2 FK *WB*	19·3	La Rochlle French	T.3Cy.19",32"&52"–36" 243NHP J. S. White & Co. Ltd.	21 " 5	V †
Wrecked 2,39 70328 YTAD	**Avala** *ss* Ant. No. 2–38 D.F.	1 *Dk (Stl)*	6378 5800 3896	✠100A1 Ant *a* † 12,38 Rot B37,38 ✠LMC 5,37		CL	12,38	1929	W. Doxford & Sons, Ltd. Sunderland *Lloyd's SA & CP*	Jugoslavenski Lloyd a. d. *Cell D Ba & u E* 150' *D Ta* 29'1334*t*	425·0 441·0 (O.L.) P35' B275' F34' *f* 196' 1273*t F P T* 133*t A P T* 198*t*	58·2 FK	28·6	Split Yugoslav	T.3Cy.27",45"&75"–51" (*s*) 200lb 573NHP 8 *B Hpt Cem* 3SB, *9cf*, Gs184, Hs8230 FD J. Dickinson & Sons, Ld. Sld.	31 " 2 s 4 " 11½ 26 " 5½	
70329 161654 WQCV	**Avalon** (P) (*ex* Virginia) *Fitted for oil fuel*	Twin Sc 2 *Dks*	1985 — 1186					1891	Globe Iron Works Co. Cleveland, O.	Wilmington Transportation Co.	264·7 H—	38·3 *WB*	22·1	Ls Angeles Cal. Utd. States	T.6Cy.20",32"&52"–36" NB23 324NHP Globe Irn Wks Co. Clevelnd		
70330 OYAI	**Avance** (*ex* Tizona) Wireless D.F.	1 *Dk*	1582 1189 933					1920	Laxevaags Msk. & Jrnsk. Bergen	Dampskslsk Activ A/S (J. K. Rasmusen, *Mgr.*)	246·2 P61*t* Q108*t* H74*t* B125*t* F29*t*	37·9 *WB*	15·8	Korsör Danish	T.3Cy.18",29"&49"–33" 137NHP Laxevaags Msk. & Jrns. Bgn		V
70331 LCMB	**Avance I** (*ex* Avance)	1 *Dk*	1300 1102 768					1912	Kjöbnhvns Flydk. & Skbs Copenhagen	D/S A/S Imica (J. Henriksen, *Mgr.*)	241·3 P9*t* H147*t* F32*t*	36·2 *WB*	16·1	Risör Norwegian	T.3Cy.16½",27"&44"–30" 106NHP Kjbnhavns Flydk. & Skbsv		N
70332 143514 MKDX	**Avanville** *ss* Bkn. No. 3–2,33 *Well deck* *ss* Apl. No. 1–36 *Mchy. Aft*	1 *Dk (Stl)*	683 472 341	✠100A1 Apl *j* 10,37 BB11,37 ✠LMC MS12,36 BS8,37		OG	82,36	1920	Dibles (1918) Ld. Southampton *Lloyd's SA & CP*	John S. Monks Ld. *Cell D B f* 112' 200*t F P* 7 *78t A P T* 26*t*	178·0 Q102 B11' F21'	29·0 FK	11·3	Liverpool British	T.3Cy.14",23"&39"–27" (*s*) 180lb 105NHP 3 *B H Cem* 2SB, *4pf*, Gs60, Hs1892 MacColl & Pollock, Ld. Sld.	13 " 3 s 3 " 9 12 " 8	
70333 149821 GMXB	**Avelona Star** D.F. E.S.D. *Ref. Mchy.*	Twin Sc 4 *Dks (Stl) 5th dk (Stl) in Nos. 1, 2, 3, 5 & 6 holds Cruiser Stern*	13376 11822 8369	✠100A1 Lon *h* † *with freeboard* 12,33 12,38 ✠LMC MS11,34 BS7,37 Lloyd's RMC 5,39 11,38 Nos. 4, 5 & 6 bridge & shelter 'tween dks. No. 4 upper 'tween dk. for temp. 32° F. *Fitted for oil fuel* 5,27		CL	1,38 8 *F.P. above* 150° F.	1927	J. Brown & Co. Ltd. Clydebank *Lloyd's SA & CP*	Blue Star Line, Ld. *Duct keel forward of mchy. space* 152' *Cell D B* 421 1770*t Tanks at sides of tunnels* 188*t F P T* 97*t A P T* 86*t*	510·2 530·0 (O.L.) B172'	68·2 FK	42·6	London British	1 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 200lb FD 1842NHP 3 D & 1SB, *28cf*, Gs502, Hs26758 J. Brown & Co. Ltd. Clydebnk	45 " 11 s 17 " 6½ 28 " 7	
70334 467 IBKD	**Aventino** (P) (*ex* Baron Beck) *Fitted for oil fuel* D.F. 1 *Dk & Spar dk & deep framing*		3794 2787 2254	...				1907	Lloyd Austriaco Trieste	"Tirrenia" Soc. Anon. di Nav.	368·4 P& B246' F65'	44·2 FK	23·3 *WB*	Naples Italian	T.3Cy.24½",40½"&68"–48" 248NHP Lloyd Austriaco, Trieste	25 " 10	I †
70335 FNUX	**Aveyron** (*ex* Pasteur) D.F.	2 *Dks*	4785 3591 2899					1923	Atel. & Ch. de Gironde Havre	Cie Générale d'Armements Mar.	362·9 P& B233' F44'	49·2 *WB*	24·5	Rouen French	T.3Cy.25½",42⅝"&70"–48" 340NHP Schneider & Co. Havre		V
70336 143675 GDRQ	**Aviemore** D.F. E.S.D.	Fitted for oil fuel 1 *Dk 2 tr B*	4060 3563 2318					1920	Irvines S. B. & D. D. Co. Ltd. W Hartlepool	Johnston Warren Lines, Ld. (Furness, Withy & Co. Ld. *Mgrs.*)	360·0 P35' B171' F32'	52·0 *WB*	24·5	Liverpool British	T.3Cy.26",42"&73"–48" 370NHP Richardsons, Westgarth & Co. Ld. Hpl.		C
70337 149791 GMTY	**Avila Star** (P) (*ex* Avila) *Ref. Mchy.* D.F. E.S.D.	Twin Sc *ss* Nwc. No. 2–35 5 *Dks 3rd & 5th Dks omitted in No. 1 hold Cruiser Stern*	14443 11899 8836	✠100A1 Lon *with freeboard* 5,38 BS1,39 BS1,38 ✠LMC 3,35 Lloyd's RMC 4,38 2,36 1,38 No. 1 fcl. 'tween dk., Nos. 1 & 3 shelter 'tween dks., No. 3 aft shelter 'tween dk. spaces, No. 3 shelter trunk. No. 4 trunk, Nos. 4 & 5 bridge dks. for temp. 32° F. *Fitted for oil fuel* 3,27		CL	s1,38 15,38 *F.P. above* 150° F.	1927	J. Brown & Co. Ltd. Glasgow *Lloyd's SA & CP*	Blue Star Line, Ld. *Duct keel forward of machinery space* 152' *Cell D B* 448' 1767*t Tanks at sides of tunnels* 770*t F P T* 133*t A P T* 86*t*	550·4 569·2 (O.L.) B267' F112' Loa 535 (*Coll to W dk* 8 " *2nd* " FD	68·2 FK	42·6	London British	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 200lb 1840NHP 3 D B & 1SB, *28cf*, Hs26758 J. Brown & Co. Ltd. Glasgow	46 " 0 s 18 " 8½ 28 " 0½	BT till 1,39
70338 938 CBAV	**Aviles** (*ex* Emilia. *ex* Emilia B.) Wireless	Twin Sc 1 *Dk*	824 585 497					1905	J. Reid & Co. Ld. Glasgow	Soc. Anon. Ganadera y Comercial Menendez-Behety	205·0 B56' F22'	33·7 *WB*	10·7	Punta Arnas Chilian	T.6Cy.11",18"&30"–22" 84NHP Muir & Houston, Ld. Gls.		

1 Numero d'Ordre. / Numero Official. / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 / 6 / 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terme assigné maintenant et cause. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 / 9 Construit. Quand. — Navire. — Mach. Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté ce navire est dans le L. R.
70339 147174 GFLT	**Avoceta** (P) *ss*Liv.No.3–2,36 D.F. 2 *Dks(Stl&c) Awng dk(Stl-ws)*	3442 3044 1879	✠100A1 Liv *Awng dk* *withfreeboard* 10,33~~10,37~~ BS10,38 ~~BS10,37~~ ✠LMC12,34	CL 1,37	1923 CaledonS. 1mo B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	YeowardLine,Ld. (YeowardBros. *Mgrs.*) *CellDB266'743t*	319·0|44·2|26·5 BK12' *FPT50t APT87t*	Liverpool British *Cem* *5 BH to A dk*	T.3Cy.25",42"&68"–42" (*s*) 180lb 395NHP 3SB,*9cf*,GS189,HS7054 CaledonSB.&E.Co.Ld.Dun	28 " 9 s 8 " 2½ 21 " 10	BT till ~~10,3~~ 10,3
70340 160742 MBYB	**Avonwood** *ss*Shl.No.1–38 *Mchy.Aft* 1 *Dk* *CruiserStern*	1056 712 597	✠100A1 Shl *m* *withfreeboard* 7,38 ~~4,37~~ ✠LMC~~8,34~~ 7,38	CL 7,38	1934 Burntisln'd 9mo S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	JosephConstantineS.S.Line,Ld. *Cell*	199·8|33·2|13·6 Q144'F26' FK *DB f132'320t FPT*	Middlsbro' British *3 BHCem* 90'*APT70t*	T.3Cy.13½",23"&38"–27" (*s*) 200lb *125lb* 105NHP 1SB(Spt),*3cf*,GS40,HS1871 N.E.MarineEng.CoLd.Sld	16 " 6 s 5"11½ 15 " 2	
70341 240 SVIS	**Avra** (*ex*Halesius–36, *ex*ClanMacbeolan, *ex*LordCromer) *ss*Rot.No.3–10,25 *ss*Grk.No.2–34 2 *Dks(Stl)&Web frames* *Longitudinal framing*	~~4652~~ ~~4396~~ 2903	✠ —— Bry *y* 2,38 ✠		1912 Craig,Taylor&Co.Ld. 3mo Stockton *CellDBa119'uE&B36'f*	~~M.Sitinas&Co.~~ N.Sitinas&Co	385·0|51·5|27·4 P32'B116'F36' FK 173'1231t *FPT130t*	Andros Greek *6 BHCem* *APT150t*	T.3Cy.26",42"&70"–48" 419NHP 3SB,*9cf*,GS178,HS7152 Blair&Co.Ld.Stockton	29 " 11	
70342 2001 IKOD	**Avvenire** (*ex*Allan–35, *ex*Morlais,*ex*Uno, *ex*Alex.O.Nelson,*ex*HildurGertrude, *ex*Alblasserdam) Iron *ss*Sws.3rdNo.3–11,20 1 *Dk(Ira)2trB* *Well deck*	957 761 575	✠ Sws *n* 1,26 ~~NB(P)8,19~~ ~~NB(S)14~~ *refitted*19		1883 Rijkee&Co 2mo Rotterdam	AngeloBertorellofuA.	240·0|31·6|14·8 230·8| Q84'B146'H25t F23' BK8" *4 BHCem* *DBa*59'*f*92'210*t*	Genoa Italian 128NHP 2SB,*4pf*,GS70,HS2337 Maats'deMaas',Rotterdam	15 " 8	I +
70343 121389 ZMLJ	**Awahou** (P) TwinSc *Well deck* 1 *Dk*	410 249 206	✠ Wlh *f* 7,12		1912 J.Fullerton&Co. 3mo Paisley	Richardson&Co.Ld.	146·0|25·1|9·1 Q79'B13'F21' FK *WB* = *FPT28t*	Wellingt'n British *4 BHCem* NDB30 NE30	Oil Engines 2S.C.SA 12Cy.10"–12½" 51NHP Fairbanks,Morse&Co. Beloit,Wis.	9 " 8	
70344 41231 JWVL	**Awata Maru** *Oil Eng.* D.F. E.S.D. GyC. 2 *Dks* *Ref.Mchy* *CruiserStern*	7398 6551 4328	✠100A1 Nag *dt* 11,3~~12,37~~ Yka ✠LMC12,37 ✠Lloyd'sRMC~~12,5~~11,38 *Carrying cargoil F.P. above* 150° F. *in deep tanks*	CL 11,38	1937 Mitsubishi 12mo JukogyoK.K Nagasaki *Lloyd'sA&CP* *CellDB361'1538t* *Tanks at sides*	NipponYusenK.K.	462·7|62·3|34·4 482·3(O.L.) P24'B183'F41' FK *DTs a37'1304t* *of tunnel94t FPT85t*	Tokyo Japanese *8 BHpt Cem* *DB100lb* *APT79t*	Oil Engines 2S.C.DA 8Cy.28½"–47½" 2248NHP MitsubishiJukogyoK.K. Nag	34 " 5	
70345 157650 ZMBJ	**Awatea** (P) TwinSc D.F. E.S.D. GyC. 3 *Dks* *Ref.Mchy.* *CruiserStern* *Topsides special quality steel*	13482 7929	✠100A1 Syd *c* *withfreeboard* ~~8,38~~ ~~11,05~~ 8,39 BS~~7,37~~ 9,38 ✠LMC7,36 *Fitted for oil fuel* 7,36	CL s9,38	1936 Vickers-Armstrongs, Ld. Barrow *Lloyd'sA&CP*	UnionS.S.Co.of NewZealand,Ld.	527·3|74·2|41·7 31·7 B&F508' FK *Upper Bridge348'*	Wellingtn, N.Z. British *8 BHCem*	6 Steam Turbines SR (*s*) geared to 2 Sc. Shafts 4501b 4608NHP 6WTB(Spt),HS51300 FD VickersArmstrngsLdBrw.	35 " 6 s 10 "1⅜ 25 " 6	
70346 10801 JHVA	**Awazi Maru** (P) (*ex*AwajiMaru–38) 1 *Dk(Stl)&Spar dk&deep framing*	1948 1725 1180	✠ Yka *s* 2,07		1906 Grngem'th 10mo &Greenock Dockyard Co. Grngemouth 1933 Mitsubishi ZosenKaisha Ld. Kobe	KinkaiYusenK.K. *WB* = *CellDBa82'uE&B* TokiowanKisen K.K.	285·3|38·2|13·8 F38' 20·8 38'*f*116 279*t FPT* 192·0|32·0|16·5 F42'	Tokyo Japanese *5 BHCem* 41t*APT25t* Moto Japanese *WB*	T.3Cy.19",31"&52"–39" 214NHP 2SB,*6cf*,GS115,HS3770 Dunsmuir&Jackson,LdGls Oil Engines 4S.C.SA 6Cy.16¾"–24⅞" 164NHP MitsubishiZosenKaisha Ld.Kobe	23 " 3	
70347 37749 JAXE	**Awoi Maru** (P) *Oil Eng.* Wireless 2 *Dks* *CruiserStern*	938 — 521									
70348 475	**Axel** 1 *Dk*	1076 770 606			1904 Howaldtswerke Kiel	E.Fagerström	212·8|34·1|13·5 P11'Q64'B98'F24'	Raumo Finnish *WB*	T.3Cy.15¾",25½"&41¼"–27½" 90NHP Howaldtswerke,Kiel		V
70349	— (*ex*Ingelo, *ex*City of Liege, *ex*City of London) 1 *Dk* *Well deck*	343 267 187	...		1891 Schlesingr, Davis&Co Newcastle	Köster&Seelig	135·3|23·6|11·6 P14'Q59'F20' FK	Rostock German	T.3Cy.12½",20"&33"–24" NB09 62NHP N.E.Mar.E.Co.Ld.Nwc.	12 " 3	G +
70350 5717 SDHE	— 3 Mst *Mchy.Aft* 1 *Dk*	325 268 218			1915 Eriksbergs M.V.Aktieb Gothenburg	ErikBaagöe	128·5|22·5|11·4 P28'F16'	Hälsingbrg Swedish *WB*	C.2Cy.11½"&24¾"–16½" 20NHP EriksbergM.V.Aktieb.Got		N
70351 7225 SKAN	**Axel Johnson** (P) TwinSc *Oil Eng* D.F. *ss*Got.No.3–8,38~~,Got.No.3–8~~ *Ref.Mchy.* E.S.D. 2 *Dks(Stl)&Shelter Dk(Stl)*	~~4896~~ ~~3587~~ ~~2850~~ 4913 3981 2705	✠100A1 Skm *z* *withfreeboard* ~~Got~~Lkr ~~3,36~~ ~~3,35~~ 4,39 8,38 DBS 8,38 ✠LMC~~8,34~~ ~~TS C(M)7,35~~ ✠Lloyd'sRMC~~2,36~~ ~~3,34~~ 4,39 ~~11,36~~	OG ~~7,36~~ ~~10,36~~ 7,38	1925 A.B.Götaverken 8mo Gothenburg *Lloyd'sA&CP*	Rederiaktieb. Nordstjernan(A.A. Johnson,*Mgr.*) *CellDB532'1378t*	392·0|52·6|24·8 409·0(O.L.) F39' FK (*Tanks at sides of to*	Stockholm Swedish *7 BHpt Cem* *Coll to Sh dk* 6 " 2nd " *nnels*40'109*t*	Oil Engines 4S.C.SA 12Cy.23½"–47½" 623NHP *DB85lb* A.B.Götaverken,Got. *FPT109t APT82t*	28 " 0 s 2 " 11½ 25 " 1⅜	
70352 160598 MPGF	**Axinite** (*ex*Okehampton) *ss*Gls.No.2–36 *Mchy.Aft* 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted*	724 493 369	✠100A1 Ayr *j* 12,38~~9,37~~ Irv ✠LMC MS3,36 S1,38 12,38	CL 9,37	1928 J.Lewis&Sons,Ld. Aberdeen *Lloyd'sA&CP*	Wm.Robertson *CellD*	180·2|28·9|11·3 186·5(O.L.) Q103'B11'F26' FK *B110'162t FPT61t*	Glasgow British *3 BHCem* *APT24t*	T.3Cy.13",23"&57" 26" (*s*) 200lb 70RHP 1SB,3*pf*,GS48,HS1440 J.Lewis&Sons,Ld.Abn.	13 " 6 s 4 " 2¾ 13 " 5	
70353 117 SVLV	**Axios** (*ex*Barbadian–33) *ss*Nwc.No.3–1,34 *ss*Ant.No.1–38 2 *Dks(Stl)*	~~5289~~ ~~4833~~ 3266	100A1 Ant *y* ~~3,38~~ 10,38 Bry LMC3,38	CL N2,37	1919 Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	TheofanoMaritime Co.Ld. (N.G. Livanos,*Mgr.*) *CellDB*	400·2|52·4|28·4 P49'B113'F40' FK 345'1021t *FPT130t*	Chios Greek *7 BHCem* *APT204t*	T.3Cy.27".44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 " 0 s 5"11½ 25 " 1	
70354 EABM	**Axpe** (*ex*Ciano–34,*ex*Arraiz, *ex*RoseCastle) *ss*Cff.2ndNo.3–6.20 *ss*Bbo.No.2–28 1 *Dk(Stl)&deep framing&pt Awng dk(Stl)*	2815 2116 1721	✠ —— Bbo *t* 4,33 ✠		1895 W.Pickersgill&Sons Sunderland	Cia.Naviera Amaya *CellDBa96'*	310·0|42·9|19·2 Q77' *pt Awng dk*233' FK *uE&B*14'*f*120'647*t*	Bilbao Spanish *6 BHCem* *APT66t*	T.3Cy.22½",37"&61"–42" NDB12 249NHP 2SB,*6pf*,GS108,HS3857 G.Clark,Ld.Sunderland	21 " 9	
70355 EAKP	**Axpe-Mendi** (P) *Oil Eng* D.F. *ss*Bbo.No.1–34 1 *Dk(Stl)&Shelter dk(Stl)* *3rd dk in No 1&afterhold*	2955 2062 1608	✠100A1 Bbo *withfreeboard* 11,36 ✠LMC8,33	CL 12,35	1929 CiaEuskalduna deConst Bilbao *Lloyd'sA&CP*	Cia.Nav.Sotay Aznar *CellDB270'541t APT13*	335·0|45·6|17·7 352·0(O.L.) FK	Bilbao Spanish *5 BHCem* (*3 to Sh dk* 2 " 2nd ")	Oil Engines 4S.C.SA 6Cy.21⅛"–39⅜" 271NHP Akt.Burmeistr&Wain,Cpn	20 " 0 s 1 " 5½ 18 " 10½	
70356											

Broken up

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey	7 Year Assigned. Date when now expired. Equipment Letter.	7a Date when (all) last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard (midship). Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Fr. of Register.
70357 226944 WPBJ	**Axtell J. Byles** D.F. *Mchy. Aft*	*Fitted for oil fuel Carrying Petroleum in bulk Longitudinal framing* 2 *Dks*	895 C 8841 5453					1927	SunS.B.& D.D.Co. Chester, Pa.	TideWaterAssociatedOilCo.	480·5 P78'	66·0 F41	36·8	Wilmgton (Del.) Utd. States *WB*	Q.4Cy.27",39",56"&82"–54" 494NH SunS.B.&D.D.Co Ch.Pa.		R
70358 EAKQ	**Aya-Mendi** (P) D.F.	*Oil Eng* ssBbo.No.2–39 1 *Dk(Stl)* & *Shelter dk(Stl)* 3rd *dk in holds*	2955 2062 1698	✠100A1 *withfreeboard* 8,38 9,37	Liv		CL. 9,37	1929 9mo	CiaEuskalduna deConst Bilbao *Lloyd's*	Cia.Nav.Sota y Aznar *Cell D*	335·0 B270 FK 5 *B H Cem* (3 *to Sh dk* 2 „ *2nd* „)	45·6 541 *APT*	17·7 13*t*	Bilbao Spanish *SA&CP*	Oil Engines 4S.C.SA 6Cy.21⅛"–39⅜" 271NH Akt.Burmeistr& Wain,Cpn	20 „ 0 s 1 „ 5 18 „ 10½	
70359 19763 JYVD	**Ayaha Maru** ssKob.No.3 8,28 ssKob.No.2 37 2 *Dks(Stl)*		5278 4826 3267	✠100A1 7,38	Kob	*z*	06 7,38	1917 2mo	MitsuBishi Dkyd&EWks Kobe *Lloyd*	TatsuumaKisen K.K. *CellD*	400·0 B322' FK *APT*	54·5 996/ 132*t*	30·0 *APT*	Nisinomiya Japanese 87*t*	T.3Cy.26½",43"&72"–48" (*s*) 180lb 510NH 3SB.*9cf*,GS183,HS7618 FD MitsuBishiD.&E.Wks.Kob	30 „ 0 s 5 „ 6½ 24 „ 8	
70360 EAKD	**Ayala-Mendi** (P) (*ex*Elise–38, *ex*Ayala Mendi–37) Oil Eng. ssBbo.No.2–38 1 *Dk(Stl)* & *Shelter dk(Stl)* 3rd *Dk in holds* Now registered as German and sailing as "ELISE," which see		2955 2531 2061 1427	✠100A1 *withfreeboard* 6,38 6,33	Bbo		CL. 2,37	1929 2mo	CiaEuskalduna de Const. Bilbao *Lloyd's*	Cia.Nav.Sota y Aznar *Cell DB*	335·0 B306 FK 5 *B H Cem* (3 *B H to Shdk* 2 „ *2nd* „)	45·6 1 15·5 270 541 *APT*	17·7 13*t*	Bilbao Spanish 388NH SulzerBros.Winterthur	Oil Engines 2S.C.SA 4Cy.23⅜"–41⅜"	20 „ 0 s 1 „ 5½ 18 „ 10½	
70361 48711 MNLQ	**Ayamonte** (*ex*OldenburgII.,*ex* Strauss) Wireless	1 *Dk & Spar dk*	845 735 500					1899	Bremer Vulkan Vegesack	Cowasjee,Dinshaw&Bros	186·5 P24' B53' F17'	29·3	17·3	London British *WB*	T.3Cy.16¼",26"&41⅜"–27½" 97RH Bremer Vulkan, Vegesack	19 „ 9 s 3 „ 1 17 „ 0⅜	
70362 UPLS	**Ayan** Twin Sc	*Oil Eng.* 1 *Dk*	987 760 462					1935	StateS.B.& Eng.Wks. 'AndréMarti' Odessa	U.S.S.R.	229·6 P72' F33'	34·1	10·9	Vladvostk Russian *WB*	Oil Engines 4S.C.SA 12Cy.13⅝"–19½" 214NHP KolomenskieStateE.Wks.		
70363 162741 GTYQ	**Aylesbury** ssCtf.No.1–37 1 *Dk(Stl)* & *Shelter dk(Stl)* *Cruiser Stern*		3944 3683 2418	✠100A1 *withfreeboard* 1,36 BS8,37 1,36 MS11,37	Nwc Npt	*y*	CL. 8,37	1932 8mo	Burntisln S.B.Co.Ld. Burntisland *Lloyd's* *Cell D Ba*	Alexander ShippingCo.Ld. (CapperAlexander &Co.*Mgrs.*) *uE* 125' *f* 179' 1059/	372·5 F30' FK *FPT* 760/	52·5 *APT* 113/	24·4	London British *Coll to Sh dk* 5 „ *2nd* „	T.3Cy.22½",39"&65"–45" (*s*) 200lb 381NHP 2SB&1AuxB,*8cf*,GS137, HS5521 FD D.Rowan&Co.Ld.Gls.	26 „ 9 s 2 „ 7½ 24 „ 4	
70364 141902 GBJV	**Aymeric** ssShl.No.3–1,32 ssHKg.No.1–37 1 *Dk(Stl)*		5196 4751 3157	✠100A1 BS3,37 LMC3,36 *Carrying oil fuel F. P. above Fitted for oil fuel* 5, 9 *F.P. a*	Syd	*y*	CL. 9,38	1919 5mo	R.Thompson&Sons,Ld Sunderland *Lloyd's* *SA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *Cell L*	400·3 P19' B113' F39' FK 50° F. *in DB* *B* 340' 901/ above 150° F.	52·2	28·5	Glasgow British	T.3Cy.27",44"&73"–48" (*s* 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld *FPT* 137*t* *APT* 213*t*	31 „ 0 s 6 „ 0½ 25 „ 3	
70365 145979 MLDG	**Ayrshire Coast** (*ex*Spaniel,*ex* AyrshireCoast) D.F. E.S.D. 1 *Dk(Stl)* & *Shelter dk(Stl)* *Mchy. Aft*	ssLiv No.3–7,35	773 616 332	✠100A1 *Shelter dk* *withfreeboard* 2,36 MS7,35	Bkn Lon	*l*	CL. 4,38	1922 10mo	A.& J.Inglis Ld. Glasgow *Lloyd's* *SA&CP* *Cell L*	CoastLines,Ld. *BuE* 21 *f* 126' 204/	200·5 F *FPT* 34/	31·1 *APT* 19*t*	12·3 *Collision B H to Shdk* 3 „ „ *U* „	Liverpool British *Cem*	T.3Cy.16",26"&42"–30" (*s*) 180lb 123NHP 2SB(Spt),*4cf*,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	22 „ 4 s „ 2 14 „ 9½	
70366 763 CBAY	**Aysen** (P) 3 Mst 2 *Dks & deep framing* *Prom dk & Shade dk*		3814 2574 2288				…	1906	J.Reid& Co.Ld. Glasgow	CompaniaSud Americana deVap.	379·6 BK11'	44·3	21·5	Valparaiso Chilian *WB*	T.3Cy.29",47"&78"–57" 596NHP Dunsmuir&Jackson,Ld Gls	25 „ 0	
70367 PUAI	**Ayuruoca** (*ex*Roland) 4 Mst 2 *Dks(Stl)* & *Shelter dk(Stl)*		6872 6386 4245	✠ 7,16	Bmn	*d*†	…	1912 12mo	Akt.Ges. "Weser" Bremen *Cell I*	LloydBrasileiro *Ba* 158 *uE* & *B* 78 *f*	468·4 F54' *on Shelter dk* 189	58·4 156/	29·2 *FPT* 126/	R.Janeiro Brazilian *APT* 17/	4SB,*12cf*,gs220,HS10340FD A.G."Weser"Bremen	32 „ 0	V +
70368 219018 KUPT	**Azalea City** (*ex*Excelsior–37, *ex*Waterbury) *Fitted for oil fuel* 2 *Dks & Web frames*		5588 — 3504				…	1920	Merchant S.B.Corp. Harriman,Pa	WatermanS.S. Corp.	400·7 P36' B124' F44' FK	54·2	30·4	Mobile Utd. States *WB*	2 steam turbines DR geared to 1 sc. shaft 645NHP Westinghouse Electric& Mfg.Co.Essington,Pa	32 „ 10	R +
70369 UNZI	**Azneft** Twin Sc *Carrying Petroleum in bulk* *Mchy. Aft* Oil Eng. 2 *Dks* *Cruiser Stern*		4817 — 3064					1915	Russo-BalticSB.&E.Co. Leningrad	U.S.S.R.	487·0 P101' B39' F87'	49·7	26·9	Tuapse Russian	Oil Engines 2S.C.SA 12Cy.16⅛"–19⅛" 224NHP NE26 Russian Diesel Works, Leningrad		
70370 FNII	**Azrou** (P) *Fitted for oil fuel* 2 *Dks*		2998 2232 1680					1930	Atel.&Ch. deBretagne Nantes Nantes	Cie.deNav.Paquet	330·6 P55' F94'	43·1 B115'	23·4	Marseilles French *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Atel.&Ch.deBretagne,Nts		V
70371 44106 JWZL	**Azuma Maru** D.F. E.S.D. GyC. 1 *Dk & Shelter dk* *Ref. Mchy.* 3rd *Dk except in after hold* *Cruiser Stern*	*Oil Eng*	6646 5554 3570	✠100A1 *withfreeboard* 2,39 Lloyd'sRMC DBS2,39 *Carrying cargo oil*	Nag	*d*†	CL. 1,39 *F.P. above*	1938 3mo	Mitsubishi JukogyoK.K Nagasaki *Lloyd's*	NipponYusenK.K. *Cell DB* 357' 1618/	461·6 485·4 (o.l.) F39' FK *DTsa* 42 1360/ 150° F. *in deep tanks*	62·3	31·5	Tokyo Japanese 55*t*	Oil Engines 2S.C.DA 8Cy.28⅜"–47½" 2248NHP DB *100lb* MitsubishiJukogyoK.K. Nag	31 „ 6 s 4 „ 0 27 „ 7½	
70372 38085 JPUH	**Azumasan Maru** *Oil Eng.* GyC. *Ref. Mchy.*	ssTamaNo.1–37 2 *Dks(Stl)* *Cruiser Stern*	7623 6836 4655	✠100A1 *withfreeboard* 4,39 LMC CS3,38 DBS 4,39 3,38 Lloyd'sRMC 10,38 *Carrying cargo oil*	Tama		CL. 1,39 *F.P. above*	1933 8mo	Mitsui Bussan Kaisha,Ld. Tama *Lloyd's*	MitsuiBussan Kaisha,Ld. *Cell DB* 395' 1702/	454·0 P28' B171' F34' FK *DTa* 30' 1093/ 150° F. *in deep tanks*	60·0	37·0	Kobe Japanese 8 *B H* 1 „ *to 2nd dk* 79*t*	Oil Engines 2S.C.DA 6Cy.24⅞"–55⅛" 1230NHP DB *120lb* Mitsui Bussan Kaisha,Ld. Tama	37 „ 0 s 9 „ 5½ 27 „ 8¾	
70373																	

*** Additional Ships are inserted in the Supplement at the end of the Register.

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equillement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*
70374 226895 WNAT	**B. F. Affleck** *ssClv.No.1–33* *Mchy.Aft* 1 *Dk(Stl)Web frames* GyC. *Cargo battens not fitted* *Longitudinal framing at bottom & at deck*		7964 7656 6345	✠100A1 Clv 10,37 BS~~3,36~~ ✠LMC4,34 2,35				1927 8mo *Lloyd's*	Toledo S.B.Co. Toledo,Ohio *s.&C.*	Pittsburg S.S.Co. *Cell D Bu E& B*	587·9 60·3 27·8 FK	Duluth Utd. States	T.3Cy.24½",41"&65"–42" (*r*) 190lb 489NHP 3SB,*6cf*,GS143,HS8001 FD Toledo S.B.Co.Toledo,O.	32 " 0 s 10 " 3 21 " 11½
70375 202839	**B. F. Jones** *Mchy.Aft* 1 *Dk*		6948 — 5744					1906	Gt. Lakes Eng. Works Ecorse,Mich.	Interstate S.S.Co.	530·0 56·2 32·0 *WB*	Duluth, Minn. Utd. States	T.3Cy.23",37"&63"–42" 257NHP Gt.Lakes E.Wrks.Detroit	
70376 223352 KFLK	**B. H. Taylor** *Mchy.Aft* (*Self-Unloader*) Gy~~C~~ D.F. 1 *Dk*		7318 6975 5760					1923	American S.B.Co. Lorain,Ohio	Bradley Trans-portation Co.	536·6 60·3 29·5	Fairport,O Utd. States *WB*	T.3Cy.25½",41"&67"–42" 291NHP American S.B.Co. Lorain,O.	
70377 3971	**B. Lyman Smith** *Mchy.Aft* 1 *Dk 2tr B*		4271 — 3017					1903	American S.B.Co. Lorain,Ohio	Great Lakes S.S.Co Inc.	380·0 50·0 28·0 F48'	Oswego NY Utd. States *WB*	T.3Cy.22",35"&58"–40" American 213NHP S.B.Co.Cleveland,Ohio	
70378 6540 SDHG	**B. O. Börjesson** (*ex* George Harper) 1 *Dk*		*1586 1316 928*					1907	Akt.Ges. "Neptun" Rostock	Rederi A/B Gefion (Joh. Gorthon, *Mgr.*)	261·4 38·1 16·5 P12'Q84'B105'F28 *WB*	Hälsingborg Swedish	T.3Cy.17⅞",30½"&48"–33" 132NHP A.G."Neptun," Rostock	
70379 167206	**B. P. Spirit** 1 *Dk* *Oil Eng.* *Deck & trunk electrically welded* *Mchy.Aft*		466 ~~4~~ 347 284	✠ A1 3,39 ✠LMC3,39 *Carrying Petroleum in bulk* *For Coasting Service Ipswich to Lower*			OG	~~1938~~ 1939 3mo *Lloyd's*	L.Smit& Zoon Kinderdijk *s.&C.P.*	Union Lighterage Co. Ltd.	157·5 32·1 8·9 162·0(O.L.) *33·2* FK *Trunk 90'* *Centre line bulkhead* *FPT22t APT26t*		London British *S.E.H.*	Oil Engines 4S.C.SA 8Cy.11" ~~17½~~ 17½ 2NHP non-duty	10 " 3 s1 " 9 8 " 7½
70380 FOGJ	**Baalbeck** (*ex* Eilbek, *ex* Dora Horn) *Fitted for oil fuel* *Well deck* *Cruiser Stern* 1 *Dk*		2115 — 1228					1923	Schiffsw.v. H.Koch.A.G. Lübeck	Soc.de Nav.à Vap. Daher	281·9 45·0 21·1 P14'B209'F31' *WB*	Marseilles French	T3Cy22 7/16",34 5/16"&58½"–39 3/8" 212NHP Lübecker Mchb.Ges Lübeck	
70381 LJNG	**Baalbek** D.F. *Oil Eng.* *Cruiser Stern* 1 *Dk & Shelter dk*		2160 1651 1160					1937	A/S Akers Mek. Verks. Oslo	A/S Ganger Rolf& A/S Borgå (F.Olsen &Co. *Mgrs.*)	315·2 44·3 16·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.19 11/16"–35 7/16" 471NHP A/S Akers Mek. Verks. Oslo	
70382 PCXE	**Baarn** (P) *ss* Ham.No.2–35 D.F. E.S.D. 2 *Dks(Stl)* & *Shelter dk(Stl)* *Cruiser Stern*		5559 4634 3361	✠100A1 Ham *a*† *with freeboard* 11,38 ~~11,37~~ ✠LMC MS3,35 ~~[illegible]~~ ~~1,37~~,38 *Fitted for oil fuel* 4,27		CL 4.37	*F.P. above*	1927 5mo *Lloyd's*	N.V.C.Van der Giessen& Zonen's Schps Krimpen *s.&C.P.*	Koninkl.Nederl. Stoomb.Maats. N.V. *Cell D B323'1175t*	400·6 58·3 26·3 117·3(O.L.) FK *(Cell) A.P* *FPT106t APT66t*	Amstrdam Dutch *7 BHCem BH to Sh dk* 5 " " 2nd "	T.3Cy.28½",46 3/16"&74 13/16"–51 7/16" 200lb (*r*) 570NHP 3SB(*Spt*),*9cf*,GS165, HS8220 FD Rotterdam D.D.Co.Ld Rot.	30 " 0 s 3 " 7 26 " 7
70383 91466 VLFQ	**Babinda** 3 Mst *Oil Eng.* Wireless *Mchy.Aft* 1 *Dk* *Cruiser Stern*		659 137 325	✠100A1 Bsb *j* 9,36 ~~2,38~~ Syd ✠LMC4,36		CL 2.37		1936 4mo *Lloyd's*	Scott& Sons Bowling *s.&C.P.*	Australasian United Steam Nav. Co.Ld. *Cell D B*	175·2 30·1 10·8 *31·6* 181·1(O.L.) Q103'B11'F35' FK 114'186t *FPT* 44t *A PT26t*	Maryboro' British *3 BHpt Cem*	Oil Engines 2S.C.SA 5Cy.13⅜"–22 7/16" 156NHP British Auxiliaries,Ld Gls.	12 " 6 s 3 " 11 12 " 48
70384 DIEE	**Babitonga** (P) (*ex* Osiris–38) D.F. Twin Sc *Oil Eng* 2 *Dks* *Cruiser Stern*		4422 3883 2600					1922	Deutsche Werft A.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	376·2 51·8 25·9 F363 F11	Hamburg German *WB*	Oil Engines 4S.C.SA 12Cy.24⅜"–37½" 717NH Allgem.Electr.Ges.Berlin	
70385 164723 GXYB	**Bacchus** (*Storeship*) 2 *Dks* 3rd *dk in Nos.* 1 & 3 *holds* *Cargo battens not fitted in No.* 1 *Cruiser Stern* upper 't'ween dk		3154 2856 1775	✠100A1 Dun *u* *with freeboard* Lou 9,38 ~~9,38~~ ✠LMC9,36 *Fitted for oil fuel* 9,36		CL *F.P. above*		1936 9mo *Lloyd's*	Caledon S. B.&E.Co.Ld. Dundee *s.&C.P.*	The Admiralty *Cell D B* 236'504t *Tanks at sides of Tunnel* 157t	327·0 49·3 22·9 B48'F38' FK *tanks at M.T.* 51'100t *FPT* 76t *A PT* 43t	London British *6 BH*	T.3Cy.21",35"&58"–42" (*s*) 200lb FD 396NHP 3SB,9*cf*, HS6408 N.E.Marine Eng.Co.Ld.Sld	25 " 6 s 7 " ■ 17 " 11½
70386 PCXJ	— *Ref.Mchy* 2 Twin Mst *Fitted for oil fuel* 2 *Dks* *Longitudinal framing*		2255 1648 1401					1911	Maats. Fyenoord Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	300·0 42·0 19·2 Q106'B78'F46' *WB*	Amstrdam Dutch	T.3Cy.21½",38"&57"–39" 203NHP Maats.Fyenoord,Rot.	
70387 FNVP	— (*ex* Trent–34) *ss* Rou.No.1–38 *ss* Rot.No.3–8,34 *Mchy.Aft* 1 *Dk(Stl)* *Cargo battens not fitted*		1810 1411 1030	✠100A1 Rou *q* 11,38 ~~11,37~~ 7,37 ~~B87,37~~ ✠LMC9,34 *Fitted for oil fuel* 9,34 *Carrying wine in portable tanks*		CL N 11,37 *F.P. above*		1922 10mo 1 50°F. A&CP	Schpw.v. P.Smit Jr. Rotterdam	"Soflumar" (Soc. d'Armement Fluvial et Maritime) *Cell D Bu B21'*	274·2 36·9 17·5 P77'F20' FK *f* 201'611t *FPT* 160t *A PT* 18t	Rouen French	T.3Cy.20¾",32½"&55"–39⅜" 180lb (*s*) 239NHP 2SB,*6cf*,GS120,HS4152 Schpw.v.P.Smit,Jr.Rot.	20 " 0 s 2 " 10½ 17 " 4
70388 DOMK	— 1 *Dk*		658 517 362					1910	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·0 28·1 12·8 Q50'B45'F22' *WB*	Bremen German	T3Cy.13½"21 11/16"&34 11/16"–23½" 57NHP A.G."Weser," Bremen	
70389 165486 GZRB	**Bachaquero** Twin Sc *Mchy.Aft* 1 *Dk* *Cruiser Stern* "*Arcform*" *Rudders electrically welded* *Longitudinal framing at bottom & at deck*		4890 3685 2432	✠100A1 Boa ~~14,37~~ 3,39 ✠LMC6,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,37		CL 9,36 *F.P. above*		1937 6mo *Lloyd's*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *s.&C.P.*	Lago Shipping Co. Ld.(F.J.Wolfe, *Mgr.*) *Cell D Bu E& B58'*	371·1 64·2 18·1 379·4(O.L.) FK P89'B36'F37' FK *Trunk in wells* 195t *DT f* 40'555t *FPT* 333t *A PT* 215t	London British *8 BHpt Cem pt Asp*	T.6Cy.16¼",28½"&48"–36" 225lb (*s*) FD 551NHP 2SB,*8cf*,HS8870 N.E.Marine Eng.Co Ld Nwc	18 " 0 s 1 " 6 16 " 8½
70390 EABW	**Bachi** (*ex* Bologna–38, *ss* Nap.No.1–38 *ex* Bachi–37) *ss* Bbo.No.3–2,33 1 *Dk(Stl)* ~~Now registered as Italian and sailing as "BOLOGNA," which see.~~ *Cargo battens not fitted*		3091 2823 1867	✠100A1 Rot *u* ~~5,36~~ ~~5,36~~ ~~[illegible]~~ ✠LMC 4,37 ~~Mch.35~~ ~~Iron.35~~		CL ~~5,36~~ ~~4,35~~ 2,39		1920 9mo *Lloyd's*	Blyth S.B. Co.Ld. Blyth *s.&C.P.*	Cia.Naviera "Bachi" (Hijos de Astigarraga) *Cell D B*	331·2 46·7 23·2 P33'B98'F29' FK 284'734t *FPT* 122t *A PT* 18t	Bilbao Spanish *5 BH Cem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 368NHP 3SB,9*cf*,GS155,HS6090 Richardsons, Westgarth &Co.Ld.Hpl.	25 " 6 s 3 " 11½ 21 " 9
70391 1638 IBBE	**Bacicin Padre** (*ex* Scottish Bard, *ex* War Pundit) D.F. *Fitted for oil fuel* 1 *Dk 2tr B& Web frames* *Carrying oil in bulk*		5591 4705 3454					1918	Sir J. Laing &Sons,Ld. Sunderland	"Corrado" Soc. Anon. di Nav.	409·8 52·2 28·5 400·0 P50'B121'F39 FK	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" 517NHP Palmers' Co.Ld.Newcastle	31 " 0
70392 204915 KJCI	**Back Bay** (*ex* Juneau, *ex* Burlington) *Mchy.Aft* *Fitted for oil fuel* 2 *Dks*		2382 — 1805					1908	Gt.Lakes Eng.Works Ecorse,Mich.	Gartland S.S.Co. (D.Sullivan &Co. *Mgrs.*)	244·0 43·2 27·0	Wilmgton (Del.) Utd. States *WB*	Q.4Cy.16¾",24",35"&51"–36" 156NHP Gt.Lakes Eng.Wks.Detroit	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Letters in which classed. If not in L.R. Dated B.of Trade Cert.
70393 142837 GCBZ	**Backworth** *ss*Shl.No.3–10,32 *ss*Bly.No.1,37 D.F. 1 *Dk(Stl)*	2481 2244 1442	✠100A1 Bly *t* 10,37 ✠LMC10,38		CL 10,37	1919 8mo	Dunlop, Bremner & Co.Ld PortGlasgow	DalglieshSteam Shppg.Co.Ld. (R.S. Dalgliesh,Ld. *Mgrs.*)	302·9 42·9 20·7 P32′B80 F33′ FK	Newcastle British	T.3Cy.22″,36½″&59″–39″ (*s*) 180lb *100lb* 262NHP 2SB,6*cf*,GS124,HS4426	23 ″ 0 s 3 ″ 4½ 19 ″ 10	
	"Ogmore Castle," *see No. 894*						*Lloyd's*A4*CP*		*Cell DB*260′669*t*		*FPT*72*t APT*170*t*			
70394 214080 KLEH	**Bacoi** (*ex*Calgary) **TwinSc** *Oil Eng.* 1 *Dk* *Carrying oil in bulk*	1696 1515 1185				1912	Swan, Hunter & Wigham Richardson, Ld Newcastle	Bouchard Transpn.Co.	248·0 42·5 19·1 P36′F37′	New York Utd. States *WB*	Oil Engines 2S.C.SA 6Cy.16½″–24″ 286NHP McIntosh& Seymour Corp. N.Yk.		R
70395 160411 GNTZ	**Bactria** *ss*Liv.No.2–35 2 *Dks(Stl)*	2407 2085 1207	✠100A1 Liv *t* ~~7,37~~ 6,39 ✠LMC MS3,35 BS~~7,37~~		CL 7 37	1928 4mo	J.L.Thompson&Sons,Ld. Sunderland	CunardS.S.Co.Ld.	292·3 45·0 20·3 B129′F28′ FK	Liverpool British	T.3Cy.24″.40″&66″–45″ (*s*) 180lb *180lb* 403NHP 2SB,8*cf*,GS155,HS5944 FD	22 ″ 6 s 3 ″ 0¾ 19 ″ 8	
							*Lloyd's*A4*CP*	*Cell DBa&s*	*E*94′*f*139′526*t FPT*43*t APT*23*t*		J.Dickinson&Sons,Ld.Sld.		
70396 EABK	**Badalona** ~~(*ss*Arnus)~~ **TwinSc** (*ex*Sirius-39*ex*Arnus) *Oil Eng.* *Mchy.Aft* *ss*Bcl No.3–10,34 D.F. 2 *Dks(Stl)* & *Web frames* *Longitudinal framing* ~~*New marking as*~~ "Sirius"	4202 3873 2548	✠100A1 Cdz *w* 12,36 ~~Lmc. Cdz~~ B ~~12,36~~ 12,3 ~~10,34~~ *Carrying Petroleum in bulk* ✠LMC3,39		OG ~~9,34~~ 1,39	1922 9mo	Swan, Hunter & Wigham Richardson. Ld.Newcastle	Cia. Arrendataria del Monopolio de Petroleos.S.A.	365·0 49·0 28·7 P87′B28′F37′ FK	Barcelona Spanish	Oil Engines 2S.C.SA 12Cy.17″–35″ 600NHP *DB120lb* Swan,Hunter&Wigham-Richardson,Ld.Nwc.	28 ″ 9 s 5 ″ 1 23 ″ 11½	
							*Lloyd's*A4*CP* *Cell*	*l DBa* 19′*u E*33′121	*c DTf* 13′363*t FPT*		99*t APT*67*t*			
70397 151783 VWCQ	**Badarpur** *ss*Cal.No.1–38 *ss*Cal.No.3–12,34 *Mchy.Aft* 2 *Dks(Stl)* & *Web frames* D.F. *Longitudinal framing* *Cruiser Stern*	8079 7473 4949	✠100A1 Bom *t*† 9,38 ~~8,37~~ Cal ~~c.38~~ ~~10,36~~ ~~Lmc~~ LMC 6,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,22		CL ~~10,36~~ 6,38 *F.P. above*	1922 6mo	Hawthorn, Leslie&Co.Ld Newcastle	BurmahOilCo.Ld.	440·0 57·1 38·9 454·4(O.L.) P38′B31′F64′ FK	Rangoon British	T.3Cy.30⅛″,50″&80″–54″ (*s*) 180lb FD 715NHP 3SB(Spt),&1AuxSB,15*cf*. HS11066	39 ″ 3 s 9 ″ 7¾ 29 ″ 10	
							*Lloyd's*A4*CP* above 150° F.	*Cell DBu* B32′84*t DTf* 41′444*t*	*FPT*290*t APT*80*t*		10 ,, 2*nd* ,,)		Hwthrn,Leslie&Co.Ld.Nwc	
70398 DHBU	**Baden** **4Mst** *Fitted for oil fuel* D.F. Sub.Sig. 2 *Dks*	8204 7397 4879				1922	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	468·7 58·3 32·7 P55′B224′F54′	Hamburg German *WB*	T.3Cy.32¼″,52¾″&86⅝″–55″ &L.P.turbine 769NHP Bremer Vulkan, Vegesack		G
70399 LJQT	— Ⓟ Wireless E.S.D. *Cruiser Stern* 1 *Dk*	1392 935 599				1937	A/S Akers Mek.Verks. Oslo	A/S Jelölinjen (Fred.Olsen&Co. *Mgrs.*)	258·8 39·3 15·0 P29′B111′F55′	Oslo Norwegian *WB*	C.4Cy.(2)17⅛″&(2)37⅞″– 37⅞″ 142NHP A/S Akers Mek.Verks.Oslo		N
70400 DGWA	**Badenia** **TwinSc** 1 *Dk*	921 707 510				1912	F.Schichau Elbing	Rhein-London Linie.G.m.b.H.	219·8 33·5 13·4 Q66′B52′F26′	Cologne German *WB*	T.6Cy11⅜″,19⅞″&31½″–17⅜″ 84NHP F.Schichau,Elbing		G
70401 214598	**Badger State** (*ex*Fordonian–34,*ex* Georgian, *ss*Ogdensburg2ndNo 3–5,34 *ex*Yukondoc,*ex*Fordonian) *Oil Eng.* Wireless GyC. 1 *Dk* *Mchy.Aft* *Cargo battens not fitted* *ss*N.Yk.No.1–39	1540 — 1118	✠100A1 NYk *with freeboard* 1 1 3,39 ~~3,37~~ ~~LNE~~NE4,28 ~~Lmc~~ *For service between New York Chicago & Quebec via Canals, also between Boston, Mass. & Norfolk,Va.*		CL ~~8,37~~ 2,39	1912 9mo	Clyde S.B. &E.Co.Ld. Port Glasgow	Federal Motorship Corp.(Geo.D.Mac-Donald, *Mgr.*)	250·0 42·6 16·7 alt.34 FK	Buffalo, N.Y. Utd. States	Oil Engines 4S.C.SA 6Cy.18″–22″ 190NHP BessemerGasEngineCo. GroveCity,Pa	20 ″ 0 s 6 ″ 1½ 14 ″ 0	
							*Lloyd's*A4*CP*	*Cell DBu* E20′*f* §	*in side tanks in fore hold* 190′767*t*		*FPT*70*t APT*18*t*			
70402 149451 GMJV	**Badjestan** *ss*Shl.No.2–36 D.F. 1 *Dk(Stl)*	5573 ~~7,38~~ ~~1,38~~ 1,38 3353	✠100A1 Shl *z* ~~Cdf~~ Bly ✠LMC MS1,36 BS~~7,37~~ 7,38		CL ~~6,37~~ 12,38	1928 3mo	Bartram& Sons,Ld. Sunderland	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*)	395·5 54·0 29·1 408·6(O.L.) P35′B108′F35′ FK	Newcastle British	T 3Cy 21½″.37″&65″–48″ (*s*) 220lb *180lb* 418NHP 3SB(Spt),9*cf*,GS140, HS5801	31 ″ 6 s 6 ″ 2½ 25 ″ 5¾	
							*Lloyd's*A4*CP*	*Cell DB* 340′1214*t DT*	*a*28′ 1184*t FPT*321		*tAPT*266*t*		MacColl&Pollock,Ld.Sld.	
70403 PUAJ	**Baependy** Ⓟ (*ex*Tijuca) 2 *Dks*3*tr B* *Fitted for oil fuel*	4801 3840 3066				1899	Blohm& Voss Hamburg	Lloyd Brasileiro	375·6 46·3 27·5 P238′F50′	R.Janeiro Brazilian	Q4Cy.21⅜″,31½″,46″&66⅜″– 50¾″ 315NHP Blohm&Voss,Hamburg		V
70404 PUAK	**Bagé** Ⓟ (*ex*SierraNevada) **TwinSc** Sub.Sig. 3 *Dks*	8235 6863 4969				1912	Akt.Ges. "Vulcan" Stettin	Lloyd Brasileiro	439·2 56·0 35·1 B151′F103	R.Janeiro Brazilian	T.6Cy.24″,39½″&65″–49½″ 600NHP A.G."Vulcan,"Stettin		V
70405 LJHI	**Baghdad** *Ref.Mchy.* *Oil Eng* D.F. *Cruiser Stern* 1 *Dk* & *Shelter dk*	2161 1651 1162				1936	A/S Akers Mek Værks Oslo	A/S Bonheur&Den Norske Middel-havslinje A/S (Fred.Olsen&Co. *Mgrs.*)	315·2 44·3 16·7 B151′F103	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.19½″–35⅞″ 471NHP A/S Akers Mek.Værks.Oslo		N
70406 161284 GSZV	**Bahadur** *s.Cal.No.2–38* ~~Cal.No.1–38~~ 2 *Dks(Stl)*	5424 5024 3397	✠100A1 Cal *z* 6,38 ~~3,37~~ ✠LMC1,38 BS3,39		CL ~~12,38~~ 6,38	1929 9mo	Lithgow's, Ld. Port Glasgow	Asiatic Stm.Nav. Co.Ld.	405·0 54·0 28·8 P40′B121′F41′	London British	T.3Cy.24½″,42″&70″–48″ (*s*) 210lb *110lb* 446NHP 2SB,8*cf*,GS154,HS5972 FD	31 ″ 3 s 6 ″ 1 25 ″ 4¾	
							*Lloyd's*A4*CP*	*Intermediate 'tween in after hold dispensed with*	*en dk BH* FK 5 *B Hto U dk*		D.Rowan&Co.Ld.Gls.			
							*Cell DB*348	1186*t DTa* 35′981*t*	*FPT*118*t APT*31*t*					
70407 160495 GSLF	**Baharistan** ~~*ss*Lon.No.2–36~~ D.F. 2 *Dks(Stl)*	5479 5065 3482	✠100A1 Avn *z* 1,39 ~~3,38~~ Liv ✠LMC MS5,35 BS~~1,37~~ 1,39 *Fitted for oil fuel* 6,28		CL ~~8,38~~ 1,39 *F.P. a*	1928 6mo	J.Readhead &Sons,Ld. SouthShields	StrickLine (1923) Ld. (F.C. Strick&Co.Ld. *Mgrs.*)	415·0 54·2 27·6 P31′B126′F52′ FK	London British	T.3Cy.28″.46″&77″–48″ (*r*) 200lb 630NHP 3SB,12*cf*,GS192,HS9411 FD	30 ″ 1 s 6 ″ 0¾ 24 ″ 3	
							*Lloyd's*A4*CP* above 150° F.	*Cell DB*365′1192*t*	*DTa*37′962*t*		J.Readhead&Sons,Ld. *FPT*110*t APT*24*t*			
70408 DIAP	**Bahia** Sub.Sig. *Oil Eng.* 2 *Dks*	4117 3720 2407				1927	Kockums M.V.Aktieb. Malmö	Hamburg-Süd.-Amerik.Dampf-schifffahrts Ges.	376·2 54·2 23·2 F38′	Hamburg German	Oil Engines 4S.C.SA 6Cy.27⅛″–55½″ 438NHP Kockums M.V.Akt.Malmö		G
70409 I +	**Bahia Blanca** (*ex*Scania) *Cruiser Stern* *Oil Eng.* *Mchy.Aft* 1 *Dk*	637 508 482				1920	Limhamn Skeppsv.A.B. Limhamn	Borzone y Boggiano, Pablo Calamani y Pio Frascaroli	180·7 29·0 11·6 P57′F23	Bns.Aires Argentine	Oil Engines 2S.C.SA 4Cy.15¾″–28½″ 172NHP A/B Atlas-Diesel,Skm.		V
70410 R	**Bahiense** (*ex*Natuna) **TwinSc** *Well deck* 1 *Dk*	737 — 420	...			1898	Ramage& Ferguson,Ld. Leith	Cia. de Transportes Maritimos S.A. (F.M.Brosig. *Mgr.*)	197·4 32·1 13·0 Q74′B48′F30′ FK	Bns.Aires Argentine	C.4Cy.13¾″&30″–21″ 88NHP NB14 *refitted*24 Ramage&Ferguson Ld.Ltb	13 ″ 6	V

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur, Largeur, Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
70411 FOYO	**Bahram** (exSaintBoniface) ssRot No.2-30 *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	7765 7182 4139	✠ ... 8,34 ✠	Msl	c†		1922 10mo	Chant.Nav Français Caen	Association Pétrolière *CellDBuE44'76t u DTf35'313t*	452·0|57·2|35·0 P135'B34'F44' B38'132t FK *FPT168tAPT235t*	Dunkirk French *18BHptCem (10,, to U dk 8,,,,2nd,,)*	3SteamTurbinesDRgeared to 1 Sc. Shaft 569NHP 3SB,*9cf*,GS204,HS7528 Atl.&Ch.de la Loire,St.N.	35 " 0
70412 HPGB	**Bahrein** (exR.J.Hanna-35) D.F. GyC. ssYka.No.3-10,36 *2Dks* *Mchy.Aft* *Longitudinal framing*	7095 — 4388	100A1 ~~9,37~~ 9,38 BS9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel F.P. above 150° F.*	SFo S11,38 MC10,38	b†	CL 10,36	1921	UnionConstructionCo. Oakland,Cal.	ForeignTankship Corporation *Midship portion (cargo tanks) renewed 36* *Cell DBuE&B62'178t DTf50'1049t FPT119t APT81t*	435·0|56·2|33·4 P105'B38'F42' FK	Panama Pnamanian *14BH (8 to U dk 6 ,, 2nd ,,)*	T.3Cy.27⅛",47"&78"-48" (s) 220lb FD 632NHP 3SB,*9cf*,GS180,HS9000 LlewellynIronWorks, LosAngelos	33 " 6
70413 UOYV	**Baikal** (exRoseworth-34) ssBly.No.3-1,33 *1Dk(Stl)* *CruiserStern* *Fitted for oil fuel*	2554 2244 1408	✠ 1,33 ✠	Bly	l		1919 11mo	Dunlop, Bremner&Co. Ld.PGlasgow	U.S.S.R. *Cell D*	302·9|42·9|20·7 P33'B80'F32' FK *B260' 669t FPT72t*	Leningrad Russian *5BHCem* *APT170t*	T.3Cy.22",36"&59"-39" 175NHP 2SB,*6cf*,GS124,HS4426 DunlopBrmnr&CoLdPGl.	23 " 0
70414 28678 JBPA	**Baikal Maru** Ⓟ TwinSc ssOsa.No.3-2,33 ssOsa.No.1-37 *1Dk(Stl)&Shelter dk(Stl-ws)* *2nd dk(Stl) in No. 1 hold*	5266 4079 3096	✠ ... 7,38 *Shelter dk with freeboard* ~~✠LMC2,37~~	Osa Kob	y	CL ~~P2,35~~ s2,36 P3,38	1921 9mo *Lloyd's* A&CP	Mitsubishi Zosen Kaisha,Ld Kobe	OsakaSyosen K.K. *CellDB335'792t tanks at sides of thrust recess 8'65t*	400·0|50·0|30·0 B169'F46 *onShelter dk* FK *FPT37tAPT50t*	Osaka Japanese *Cem* *7BHtoShdk* *1 .. .. U ..*	4 Steam Turbines SR geared to 2 Screw Shafts 200lb (s) FD 1009NHP 4SB(Spt),*12cf*,GS264, HS10628 MitsubishiZosenKaishaLd	30 " 0 ~~s 7 " 4~~ ~~23 " 1~~
70415 1663 ICPK	**Bainsizza** D.F. *1Dk*	7933 6011 4965					1930	Stabilmnto Tecnico Trieste	Soc.Anon.E.V. Parodi	446·8|58·4|29·3 P37'B288'F40'	Genoa Italian *WB*	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"-43$\frac{5}{16}$" 407NHP StabilimentoTecnico,Tri.	
70416 HRCP	**Baja California** *Fitted for oil fuel* *2Dks*	1649 1418 819					1914	R.Thompson&Sons,Ld Sunderland	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	265·6|38·5|18·0 P21'B64'F32' *Wb*	Puerto Cortes Honduran	T.3Cy.20",33"&54"-36" NB19*refitted*36 175NHP N.E.MarineEng.Co.Ld.Sld	
70417 LDAM	**Bajamar** TwinSc *OilEng.* D.F. *CruiserStern* *2Dks*	2757 2144 1244					1931	Akers Mek.Værks Oslo	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*)	330·6|48·2|19·2	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¾"-43$\frac{5}{16}$" 625NHP AkersMek.Værks.Oslo	
70418 YTJF	**Bakar** Ⓟ ssSpt.No.1-35 *1Dk(Teak)*	344 — 115	✠100A1 *withfreeboard* ~~4,37~~ 2,39 ~~BS4,37~~ ✠LMC7,35	Spt BS2,39	f	CL 4,37	1931 3mo *Lloyd's* A&CP	J.S.White &Co.Ld. EastCowes	Jadranska Plovidba ~~d~~D.D. *Tanks in way of tunnel 16 11t DTf20'31tFP T4t APT3t*	144·5|24·6|11·4 F34' BK6"	Susak Yugoslav *5BHCem*	T.3Cy.14",22½"&37"-24"(s) 200lb 111NHP 1SB,*3cf*,GS53,HS1723 FD J.S.White&Co.Ld.Cowes	12 " 0 s 2 " 4½ 10 " 3½
70419 218817 KIZC	**Bakersfield** *Fitted for oil fuel* Sub.Sig. *2Dks*	5545 — 3458					1919	South WesternShipbuildingCo. SanPedro,Cal	UnitedStates Maritime Commission	410·5|54·3|27·2 P46'B112'F46'	LAngeles Cal. Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP LlewellynIronWorks, LosAngeles	
70420 TCMD	**Bakir** (exGlenardle-38, exNordkynII) ssNpt.No.3-8,34 ssShl.No.1-38 *2Dks(Stl)* *Longitudinal framing in DB&at decks*	4584 4235 2786	✠100A1 4,39 ~~3,38~~ BS1,39 ✠LMC5,38 *Fitted for oil fuel 11,21 F.P. above 150°F.*	Shl Bdx	c	CL 11,36	1921 11mo *Lloyd's* A&CP	Greenock DockyardCo. Ld. Greenock	~~MuhipOzyigit~~ Sosiyetesi Lep T.A.S.	376·6|52·3|26·1 P37'B105'F37' FK *CellDB321'1068t*	Istanbul Turkish *6BHptCem* *APT128t*	T.3Cy.25",41"&68"-48" (s) 180lb 432NHP 3SB,*9cf*,GS165,HS6250 FD Rankin&Blackmore,Ld. Greenock	28 " 6 s5 " 1½ 23 " 7
70421 7577 SHAN	**Balaklava** TwinSc *OilEng.* ssGot.No.2-38 ~~ssGot.No.1-34~~ D.F. *1Dk(Stl)* *Mchy.Aft* *CruiserStern*	8036 7229 4663	✠100A1 ~~8,38~~ ~~4,37~~ 3,39 ✠LMC CS~~3,37~~ 8,38 ~~DBS7,37~~ 8,38 ~~1,36~~ *Carrying Petroleum in bulk*	HKg ~~Got~~ 8,38	b†	CL ~~7,36~~ 7,38	1929 11mo *Lloyd's* A&CP	A/BGötaverken Gothenburg	RederiA/BTransmark(G.Carlsson, *Mgr.*) *Cell DBuE65'278t DTf29'468t FPT113t APT247t*	454·8|59·1|35·4 P96'F37' FK	Gothenbrg Swedish *10BHptCem*	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 634NHP 2DB*150lb* A/BGötaverken,Got.	35 " 0 s 8 " 1 27 " 1½
70422 UOKB	— (exAi-Todor) Wireless *1Dk*	1026 858 567					1898	Stabilmnto Tecnico Trieste	U.S.S.R.	233·2|34·3|13·0 Q42'B42'F26'	Odessa Russian	T.3Cy.16",26"&42½"-26" 92NHP StabilimentoTecnico,Tri	
70423 6146 SHXA	**Balboa** Ⓟ TwinSc3Mst *OilEng.* ssGot.No.3-9,31 ssGot.No.1-35 D.F. *2Dks(Stl)&Shelter dk(Stl)*	5524 4977 3381	✠100A1 *Shelter dk with freeboard* ~~9,35~~ ~~3,38~~ 2,39 ✠LMC7,35 ✠LMC(M)12,36	SFo Got DBS5,38	a†	OG ~~P11,36~~ ~~s12,36~~ 1,39	1919 6mo AP	Aktieb. Götaverken Gothenburg	Rederiaktieb Nordstjernan(A.A. Johnson, *Mgr.*) *Collision BH to Shelter dk* *Cell DB368'1506t Wing tank aft 353t FPT 94t APT72t*	426·9|56·2|26·1 410·0(O.L.) FK	Stockholm Swedish *Cem* *6BH to U dk*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" DB*80lb* 717NHP Aktieb.Götaverken,Got	30 " 0 s 3 " 11½ 26 " 3¼
70424 HPHD	— (exAllegro-37, Iron exHemland, ssGot.4thNo.3-3,30 exMidas) ~~ssOsc.No.1-34~~ ssHam.No.2-38 *1Dk(Irn)2trB*	1953 1667 1149	✠100A1 9,35 ~~9,38~~ 1,39	Ham MS1,38	r	OG 10,37	1883 5mo A&CP	T.&W. Smith N.Shields	HanseaticaAschpurwis&Veltjens S.A.(Hansegesellschaft Aschpurwis& Veltjens, *Mgrs.*)	276·0|36·7|21·2 P29'B64'F29' FK *DBa82'f28'&uE&B40' 297tFPT24t APT17t*	Panama Pnamanian *4BHCem*	T.3Cy.19½",32"&56"-40"(s) 160lb *80lb* NDB00 180NHP 1SB,*3cf*,GS60,HS2417 *Tpd*03 LindholmnsMVGot	22 " 6 s 3 " 5 19 " 3½
70425 218676 KISM	**Baldbutte** *Fitted for oil fuel* D.F. *2Dks* *Mchy.Aft* *Longitudinal framing* Sub.Sig. *Carrying Petroleum in bulk*	6295 — 3886					1919	Bethlehem S.B.Corp.Ld Quincy, Mass	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	416·9|56·2|31·0 P92'B39'F33'	Wilmgton (Del) Utd.States *WB*	T.3Cy.26½",44"&74"-51" 391NHP BethlehemS.B.Corp.Ld.	
70426 7676 SFBA	**Balder** (exHubro) *Now "Selbo," see No. 90005 in Supplement* *1Dk*	1774 1342 995					1921	OuseS.B. Co.Ld. Goole	Ångf.A/B Kjell (H.Jeansson)	263·3|40·2|15·9 P49tQ122tH102t F11t	Stockholm Swedish *WB*	T.3Cy.19½",31"&53"-36" 169NHP Earle'sCo.Ld.Hull	
70427 LCMF	— *1Dk*	1129 906 679					1901	Trndhjms Mek.Værks, Trondheim	AlbertSchjelderup RederiA/S (A.Schjelderup. *Mgr.*)	231·4|34·4|13·6 Q125tB51tF30t	Bergen Norwegian *WB*	T.3Cy.16",26"&44"-30" TrondhjemsM.V. 106NHP Trondheim	
70428 218915 KOBV	**Baldhill** *Fitted for oil fuel* Sub.Sig. *Carrying Petroleum in bulk* *Mchy.Aft* *Longitudinal framing* *2Dks*	6413 — 3951					1919	Bethlehem S.B.Corp.Ld Quincy,Mass	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	416·8|56·1|31·0 P92'B39'F33'	Wilmgton (Del) Utd.States *WB*	T.3Cy.26½",44"&74⅝"-51" 394NHP BethlehemS.B.Corp.Ld.	

No. in Book / Official No. / Code Letters	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross / Under deck / Net	Particulars of Classification: Character, Port of Survey, Year Assigned, Equipment Letter	Date when tail shaft last seen	Built: When	By Whom / Where	Owners	Regist'd Dimensions (Length, Breadth, Depth), Deck Erections, &c.	Port of Registry / Flag	Engines	Moulded depth / Freeboard amidships / Corresponding draught (ft. in.)	Registers in which classed, if not in L.R.
70429 LCMH	**Balduin** 1Dk	1164 975 647			1921	Akers Mek.Værks Oslo	A/SBonheur (F.Olsen&Co. *Mgrs.*)	226·7|36·6|14·7 P50tH89tF6t	Oslo Norwegian *WB*	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Værks.Oslo		N
70430 DHBW	**Baldur** D.F. *CruiserStern* *Mchy.Aft* Sub Sig. 2*Dks*	5805 5037 2995			1929	Flensburgr Schiffsb.Ges. Flensburg	SeereedereiFrigga A.G.	411·9|58·2|26·0 P26'B26'F43'	Hamburg German *WB*	T.3Cy.23⅝",38½"&63"-45¼" &LPTurbine 400NHP FlensburgerSchiffsb.Ges.		G
70431 143604 GCQB	**Balfe** ssLiv.No.3-5,35 D.F. 2*Dks*(*Stl*)	5369 4799 3225	✠100A1 Mch *g* 8,37 11,38 Bkn ~~BS9,36~~ ✠LMC5,35 BS 11,38	CL ~~9,36~~ 11,38	1920 1mo *Lloyd*'*sA&CP*	D&W Henderson&CoLd Glasgow	Lamport&Holt Line,Ld. *CellDB*	400·1|52·3|28·4 P49'B113'F38' FK 344'1030t*FPT*113t	Liverpool British 7*BHptCem* *APT*210t	T.3Cy.27",44"&73"-48" (*s*) 180lb *120lb* 517NHP 3SB,9*cf*,GS190,HS7668 FD D&WHendersn&CoLdGls	31 ″ 0 s5 ″ 11½ 25 ″ 4	
70432 150124 MJXD	**Balfron** ssGmh.No.3-10,32 ssGmh.No.1-36 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	362 247 138	✠100A1 Gmh *f* 12,36	CL ~~...36~~ 12,36	1920 3mo *Lloyd*'*sA&CP*	Scott& Sons Bowling	ShieldS.S.Co.Ld. (Walker&Bain, *Mgrs.*) *FPT*31t*APT*12t	141·7|23·8|10·1 25·1 Q81'B8'F24' BK7"	Grngemth British 3*BHCem*	C.2Cy.16"&34"-24" (*s*) 130lb 47RHP 1SB,2*pf*,GS42,HS1388 Fishers,Ld.Paisley	11 ″ 0 s3 ″ 4½ 11 ″ 3	
70433 UOYT	**Balhash** (*ex*Straum-34, *ex*BarHarbor) 1*Dk*	2191 1807 1255	...		1918	Staten IslandS.B.Co StatenIsland N.Y.	U.S.S.R.	264·4|42·2|21·9 P52tF8tH154t FK	Leningrad Russian *WB*	T.3Cy.18",30"&51"-36" 160NHP StatenIslandS.B.Co. StatenIsland,N.Y.	24 ″ 0	
70434 LJCK	**Bali** (P) (*ex*Alnwick-35) ssOsl.No.2-37 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) Wireless D.F.	1428 920 614	✠100A1 Osl *g* *withfreeboard* 6,38 ~~6,37~~ ✠LMC MS12,35 BS~~2,38~~ 2,39	CL 5,37	1928 4mo *Lloyd*'*sA&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*) *CellD BagnE75'f*115'21	254·1|38·8|14·4 B75'F30' FK Coll 4t*FPT*17t*APT*12t	Oslo Norwegian 5*BHCem* *BH to Sh dk* 4 ,, ,, 2*nd* ,,	T.3Cy20¾",35½"&60"-45"(*s*) 215lb 392NHP 2SB,6*cf*,GS130,HS5864 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	16 ″ 8 s ″ 7 16 ″ 3	
70435 LZDE	**Balkan** (*ex*LouisFraissinet-34) *Fitted for oil fuel* 2*Dks*	3838 — 2296			1914	Ch.&Atel. deProvence Port deBouc	Soc.Commerciale BulgaredeNav.à Vap.	353·5|46·6|23·1 P25'Q82'F48'	Varna Bulgarian *WB*	T3Cy25".40 9/16"&66 9/16"-43 3/16" 295NHP Ch.&Atel.deProvence,Msl.		V
70435* TCDP	**Balkaya** (*ex*Utku-38,*ex*Zafer-36, *ex*Victoria,*ex*Campania, *ex*Marcial,*ex*RioCaete, *ex*Itararé,*ex*Arminda, *ex*Bosnian) *Oil Eng* 1*Dk* *Well deck*	378 — 259	✠ Ayr *f* 6,91		1890 7mo	Mackie& Thomson Glasgow	FaikNadirZeren veOrtaklari	148·0|23·6|10·5 Q79'B19'F21' BK7" *DBa*35'29t	Istanbul Turkish 4*BHAsp* *FPT*31t	Oil Engines 4Cy. NE31	11 ″ 6	
70436 201695	**Ball Brothers** *Mchy.Aft* 1*Dk*	5733 — 4438			1905	American S.B.Co. Lorain,O.	GlobeS.S.Corp. (G.A.Tomlinson, *Mgr.*)	480·0|52·0|30·0 *WB*	Michigan, Ind. Utd.States	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
70437 LJOY	**Balla** (*ex*Gresham-37, *ex*Margretian) TwinSc *OilEng.* ssBly.No.3-3,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft Cruiser Stern*	2565 2288 1502	✠100A1 Osl *t* *Shelter dk* *withfreeboard* ~~6,38~~ ~~11,37~~ 3,39 DBS~~8,37~~ 6,38 LMC 36	CL ~~6,37~~ s6.38 PN6,38	1923 11mo *Lloyd*'*sA&CP*	C.Hill& Sons,Ld. Bristol	Th.Brövig *CellDB*257'3	297·7|43·9|21·5 F26'*onShelter dk* FK Coll 28t*MT*47'770t*FPT*	Farsund Norwegian *ptCem* *BH to Sh dk* 4 ,, ,, *U* ,, 57t*APT*80t	Oil Engines 4S.C.SA 12Cy.20⅞"-20⅞" 518NHP NE12,30NDB(*f*)28-*120lb* NDB(*a*)23 *120lb* Maschfbk.Augsburg-NürnbergA.G.Augsburg	24 ″ 0 s1 ″ 7 22 ″ 7½	
70438 130127 MLTC	**Balmaha** ssGmh.No.3-1,37 1*Dk*(*Stl*) *Cargo battens not fitted*	1428 1256 768	✠100A1 Gmh *p* 9,37 ✠LMC MS10,36 BS9,37	CL 9,37	1924 2mo *Lloyd*'*sA&CP*	Bow,McLachlan&Co LdPaisley	ShieldS.S.Co.Ld. (Walker&Bain, *Mgrs.*) *Cell*	244·7|36·1|17·2 253·5(O.L.) B56'F27' FK *DB*201'398t*FPT*77t	Grngemth British 4*BHCem* *APT*57t	T.3Cy.17",27"&45"-33" (*s*) 180lb 170NHP 2SB,4*cf*,GS90,HS3217 Bow,McLachln&CoLdPsy	19 ″ 3 s2 ″ 6 16 ″ 10½	
70439 108628 MCSS	**Balmarino** 3Mst ssBel.3rdNo.3-8,36 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft*	419 304 166	✠100A1 Bel *g* 6,38 ~~12,36~~ ✠LMC MS8,36 BS~~8,37~~ 6,..	CL ~~8,36~~ 6,38	1898 11mo A&CP	AilsaS.B. Co. Troon	J.Kelly,Ld. (W.Clint, *Mgr.*) *WB* =	161·7|25·1|9·8 26·9 Q79'B7'F26' BK7½" *DBf*79'118t *FPT*	Belfast British 3*BHCem* 49t*APT*5t	C.2Cy.19"&42"-30" (*s*) 115lb 80RHP 1SB.3*pf*,GS60,HS1380 Muir&Houston,Ld.Gls.	12 ″ 6 s4 ″ 1½ 12 ″ 9½	
70440 113300 GFQP	**Balmoral** (P) Pad Wireless	471 369 188			1900	S.Mc Knight&Co. Ld. Ayr	Southamptn,I.ofW &S.of Eng.Royal MailStmPktCo.Ld	236·0|27·1|9·6	S'thamptn British	C.2Cy.36½"&66½"-66" NB20 300NHP Hutson&Sons,Ld.Glasgow		BT till 10,38
70441 129074 GLVQ	**Balmoral Castle** (P) TwinSc ssSou.2ndNo.3-11,34 *Ref.Mchy.* 4*Dks*(*Stl-Mws Uteaks*) D.F.	13363 10683 7503	✠100A1 Sou *l*† 7,38 ~~2,38~~ BS1,38 ✠LMC12,..	CL s9.35 P3.37	1910 2mo *Lloyd*'*sA&CP*	Fairfield Co.Ld. Glasgow	~~Union-Castle MailS.S.Co.Ld.~~ *WB = CellDB* = 94'*u*	570·0|64·5|38·9 P74'F116'FK&BK3" *Promenade dk*346' *E&B*209'*f*130'1825t	London British 9*BHCem* *FPT*95t	Q8Cy32"46"66½"&96"-60"(*s*) 220lb HS40637 2234NHP 6D&4SB,52*cf*,GS1050, FairfieldCo.Ld.Glasgow	42 ″ 6 s11 ″ 10½ 31 ″ 5	BT till 3,39
70442 164835 GZKK	**Balmoralwood** D.F. E.S.D. GyC. 1*Dk&Shelter dk* *Ref.Mchy. Cruiser Stern* *Longitudinal framing at shelter dk*	~~5832~~ [illegible] ~~3375~~ [illegible]	✠100A1 Nwc *g* *withfreeboard* PNI 10,35 ~~2,38~~ ✠LMC2,37	CL	1937 2mo *Lloyd*'*sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	Constantine ShippingCo.Ld. (*Co* *CellDB*	446·7|56·7|26·1 463·2(O.L.) F39' FK *ll BH to Shltrdk,6B* 379'1342t *FPT*206t	Middlsbro' British 7*BHCem* *Hto2ndk*) *APT*309t	T.3Cy.23½",38"&65"-45"& exhaust turbine driving steam compressor 477NHP 220lb (*s*) 2SB(Spt)(FD)&1AuxSB 9*cf*,GS142,HS6634 N.E.MarineEngCoLd.Nwc	29 ″ 0 s3 ″ 7½ 25 ″ 8¾	
70443 143762 GFCR	**Balmore** (*ex*Kirkliston-37, *ex*Rowanpark) ssGmh.No.3-5,34 ssNwc.No.1-38 1*Dk*(*Stl*) *Longitudinal framing in DB & at dks* *Cargo battens not fitted*	1925 1711 1166	✠100A1 Shl *r* 10,38 ~~1,38~~ Nwc ~~✠LMC~~ ~~BS10,37~~ ✠LMC10,38	CL ~~5,35~~ 10,38	1920 11mo *Lloyd*'*sA&CP*	Grngem'th Dockyard Co. Ld.Grngmth	BalmoreS.S.Co. Ld.(JohnBruce& Co.*Mgrs.*) *CellDBa*66'*uE*2	280·2|41·9|19·0 291·3(O.L.) P24'B65'F29' FK 7'*f*121'550t*FPT*43t	Glasgow British 4*BHCem* *APT*43t	T.3Cy.21",35"&57"-36" (*r*) 180lb *100lb* 230NHP 2SB,6*cf*,GS113,HS3796 Cooper&Greig,Ld.Dun.	20 ″ 9 s2 ″ 8¾ 18 ″ 3	
70444 PCXW	**Baloeran** (P) TwinSc D.F. GyC. *OilEng.* Sub.Sig. *CruiserStern* 4*Dks*	17001 12123 10173			1930	Maats. Fyenoord Rotterdam	Rotterdamsche Lloyd(W.Ruys& Zonen, *Mgrs.*)	551·0|70·4|41·6 B11'F100'	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 20Cy.29 1/8"-52¾" 3115NHP SulzerFrères,Winterthur		V
70445 166411	**Baltabor** (*ex*Cumbal-38, *ex*SantaMonica-36,*ex*City of SanFrancisco) TwinSc *OilEng.* ~~ss...No.3-11,32~~ D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*)*inNo.1hold* ssLiv.No.3-4,38	2592 1785 1391	✠100A1 NYk *u* *withfreeboard* Liv 4,38 ~~10,36~~ DBS4,38 ✠LMC4,38 ✠Lloyd'sRMC~~4,38~~ 11,38	CL 10.36	1924 9mo *Lloyd*'*sA&CP*	A/B Gotaverken Gothenburg	Anglo-Latvian ShippingCo.Ld. (UnitedBaltic Corp.Ld. *Mgrs.*) *CellDB*207'561t *MT*19'436t	302·0|46·0|18·4 314·6(O.L.) P38'B110'F38' FK *FPT*105t*APT*51t	London British 6*BHptCem* (*Coll to Sh dk* 5 ,,2*nd* ,,)	Oil Engines 4S.C.SA 12Cy 23 3/16"-35 7/16" 629NHP DB*100lb* A/B Gotaverken,Got.	21 ″ 6 s1 ″ 1½ 20 ″ 6½	
70446 144615 MKBW	**Baltallinn** (*ex*Starling) ssLon.No.3-3,33 ssLon.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl-ws*) *Ref.Mchy* &2*nd dk*(*Stl*)*inNo.1 hold* Wireless	1303 1025 512	✠100A1 Lon *g* *Shelter dk* *withfreeboard* 9,38 ~~1,38~~ BS2,39 ~~BS1,38~~ ✠LMC4,37 ✠Lloyd'sRMC~~1,38~~ 1,39	CL ~~3,37~~ 9,38	1920 6mo *Lloyd*'*sA&CP*	AilsaS.B. Co.Ld. Troon	Anglo-Estonian ShippingCo.Ld. (UnitedBaltic Corp.Ld. *Mgrs.*) *CellDB*211'32	245·2|39·2|15·0 B63' *on Shelter dk* FK *Collision* 4t*FPT*17t*APT*19t	London British *Cem* *BH to Sh dk* 4 ,, ,, *U* ,,	T.3Cy.22",37½"&60"-39" (*s*) 180lb 292NHP 2SB,8*cf*,GS16,HS5154 AilsaS.B.Co.Ld.Troon	17 ″ 0 s ″ 7 16 ″ 7	

Numero d'Ordre. — Numero Officiel. — Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total — Sous le Pont. — Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite du tube porte-hélice	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. — Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après la formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14
70447 165459 GZSJ	**Baltanglia** (*ex*Langfond-37, *ex*Laatefos) *ss*Lon.No.3-5,37 *Ref.Mchy.* Wireless 1*Dk*	1523 1340 891	100A1 8,38 ~~1,33~~ BS5,38	Lon		CL 5,37	1921	Ardrossan D.D.&SB.Co. Ld.Ardrossan *Lloyd*'*sA&CP*	Anglo-Lithuanian ShippingCo.Ld. (UnitedBaltic Corp.Ld. *Mgrs.*)	255·6|39·4|16·5 262·2(O.L.) P24'B&F210' FK *Cell DB*215'453*t FTP*42*t APT*35*t*	London British 4*BHCem*	T.3Cy.19",32"&52"-36" (*s*) 180lb 203NHP 2SB,*6cf*,GS105,HS3518 J.G.Kincaid&Co.Ld.Grk.	18 s 18
70448 148640 GLKX	**Baltannic** (*ex*Westland, *ex*Zaanstroom) ~~*ss*Rot.No.3-7,33~~ *ss*Gms.2ndNo.3-6,38 ~~*ss*Lon.No.2-33~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*Weather dk* (*ptStl*-ws)	1739 1060 1004	100A1 *withfreeboard* ~~6,38~~ ~~1,37~~ 3,39 ✠Lloyd'sRMC ~~11,37~~ BS3,39 1,39 ~~6,38~~	Lon ~~Gms~~ Hu 5,38	*p*	CL ~~3,36~~ 5,38	1913	Rotterdam Droogd.Maat Rotterdam	UnitedBaltic Corporation,Ld.	243·4|37·3|24·6 FK *Cell DBa&u E*72'*f* 98'263*t FPT*27*t APT*31*t*	London British 5*BHCem*	T.3Cy.21⅛",33"&57"-39" (*s*) 180lb 291NHP 2SB,*6cf*,GS115,HS4372 FD RotterdamDroogd.Maats.	25 s 7 18
70449 142356 GTXM	**Baltara** (*ex*Glacière-33, *ex*WarCountry) 3Mst *ss*Ham.No.3-8,30 *Ref.Mchy.* ~~*ss*Lon.No.1-35~~ *ss*Lon.No.2-38 1*Dk*(*Stl*)	3292 2818 ~~1992~~ 1993	✠100A1 ~~8,38~~12,38 ~~1,38~~ Lloyd'sRMC 12,38	Lon 12,38 ✠LMC1,38	*u*	CL 3,37	1918 3mo	W.Gray&Co.Ld. WHartlepool A&CP	UnitedBaltic Corporation,Ld.	331·2|46·7|23·2 P33'B100'F29' FK *Cell D B*284'741*t FPT*105*t APT*130*t*	London British *ptCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 430NHP 3SB,*9cf*,GS153,HS6336 FD Cen.Mar.Eng.WrksW.Hpl	25 " s 3 " 1 21 " 1
70450 166403 GJGB	**Baltavia** Ⓟ (*ex*Chimu-38, *ex*SantaCatalina-35, *ex*CityofPanama) TwinSc OilEng. D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*)*inNo.*1*hold* *ss*Liv.No.3-4,38	2592 1785 1891	✠100A1 *withfreeboard* 4,38 ~~4,38~~ ,39 ✠LMC ✠Lloyd'sRMC ~~4,38~~ DBS3,39 5,39 ~~10,38~~	NYk Lis Gms 4,38	*u*	CL 9,37	1924 10mo	Aktieb. Götaverken Gothenburg *Lloyd*'*sA&CP*	Anglo-Estonian ShippingCo.Ld. (UnitedBaltic Corp.Ld. *Mgrs.*)	302·0|46·0|18·4 314·6(O.L.) P38'B110'F38' FK *CellDB*207'561*t MT*19'436*t FPT*105*t APT*51*t*	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.23¼"-35 7/16" 629NHP DB100*lb* Aktieb.Götaverken,Got.	21 " s 1 " 20 "
70451 144503 MJYF	**Balteako** (*ex*Heron-35) *ss*Lon.No.3-5,33 *ss*Lon.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)&2*nd dk*(*Stl*)*inNo.*1*hold* *Ref.Mchy.* Wireless	1314 ~~1026~~ ~~515~~ 1323 1026 541	✠100A1 *Shelter dk* *withfreeboard* 3,38 ~~1,38~~3,39 ✠Lloyd'sRMC ~~1,38~~ 1,39	Lon BS3,39 ✠LMC4,37	*q*	CL 3,38	1920 4mo	AilsaS.B. Co.Ld. Troon *Lloyd*'*sA&CP*	Anglo-Latvian ShippingCo.Ld. (UnitedBaltic Corp.Ld. *Mgrs.*)	245·1|39·2|15·0 B63'*onShelterDk* FK *Cell D B*213'338*t FPT*17*t APT*19*t* *Collision*	London British *Cem* *BHto Sh dk* 4 ,, ,, *U* ,,	T.3Cy.23",37½"&60"-39" (*s*) 180lb 292NHP 2SB,*8cf*,GS167,HS5154 AilsaS.B.Co.Ld.Troon	17 " s " 2 16 " 11
70452 DHKM	**Baltia** (*ex*Harald-33) *ss*Shl.No.2-12 1*Dk*(*Stl*)& *deep framing*	1876 1627 1091	✠ 1,16	Binn	*r*		1904 6mo	Craig,Taylor&Co. Stockton	"Orion"Schiffahrts-G.m.b.H.	278·5|38·4|18·5 P26'B72'F28' E16' FK *WB=Cell DBa*90'*u f*116'406*t FPT*79*t APT*87*t*	Rostock German 4*BHptCem* *ptAsp*	T.3Cy.19",31"&51"-33" 167NHP 2SB,*4pf*,GS74,HS2654 N.E.MarineEng.Co.Ld.Sld	20 " 7
70453 HPFG	**Baltic** TwinSc OilEng. *Mchy.Aft* 3*Dks* D.F. E.S.D. *Longitudinal framing* *CarryingPetroleum in bulk*	8805 — 5410					1920	Nordseewerke Emden	PanamaTransp. Co.	509·6|64·0|31·7	Panama Pnamanian *WB*	OilEngines 2S.C.SA 8Cy.25⅝"-51⅛" 908NHP NE26 Fried KruppGermaniawerftA.G.Kiel	32 " 0 s5 " 3½ 26 " 11½
70454 OHAH	— Ⓟ Wireless D.F. 1*Dk*&*Hurricane dk*	1086 1046 612					1897	Schiffsw. vonH.Koch Lübeck	FinskaÅngfartygs Aktiebolaget	201·5|32·8|21·2	Helsingfrs Finnish *WB*	T.3Cy.15½",25⅝"&44"-30" 106NHP Blohm&Voss.Hamburg	
70455 316 ESEX	**Baltica** (*ex*Sillesund, *ex*Rana) Comp OilEng. *Mchy.Aft* 1*Dk* *Now "1st," see No. 88505 in Supplement*	343 255 165					1917	AktiebC.O. Christianson &Co. Strömstad	A.Jürgenthal& others(A.Jürgenthal,*Mgr.*)	116·0|25·1|11·4 P41'B7'F38'	Haapsalu Estonian	Oil Engines 2S.C.SA 4Cy.13 3/16"-14 3/16" 123NHP BergsundsM.V.Aktb Skm.	
70456 7398 SDLA	**Balticia** (*ex*LordErskine,*ex*Eric Petersen,*ex* Dwina,*ex*Kara Sea) *ss*Hbg.2nd.No.3-2,30 ~~*ss*Hbg.No.1-34~~ 1*Dk*(*Stl*)&*deep framing* *ss*Hbg.No.2-38 *Cargo battens not fitted*	*1966* *1783* *1138*	✠100A1 ~~4,38~~~~6,37~~ 2,39 ✠LMC	Hpl ~~Hbg~~ Shl	*r*	CL 6,37	1905 7mo	Craig, Taylor&Co. Stockton *Lloyd*'*sA&CP*	Rederi A/B Allians (N.M.Thore,*Mgr.*)	280·3|42·2|19·4 289·8(O.L.) P26'B70'F28' FK *CellDBa*88'*u E*16' *f*112'470*t*	Jonstorp Swedish 4*BHCem* *APT*92*t*	T.3Cy.21⅞",35"&57"-39" (*s*) 160lb *90lb* 210NHP 2SB,*6pf*,GS188, HS3248 (Spt) N.E.MarineEng.CoLd.Sld	20 " 7 s2 " 11½ 17 " 9¾
70457 165458 GZNT	**Baltistan** D.F. E.S.D. 2*Dks* *CruiserStern*	6803 6097 4194	✠100A1 ~~6,38~~ ~~10,37~~ 5,39 *Fitted for oil fuel* 5,37 *F.P. above* 150° F.	Shi ~~Lon~~ 37		CL 11,38	1937 5mo	J.Readhead&SonsLd SouthShields *Lloyd*'*sA&CP*	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*)	453·9|58·5|29·6 471·2(O.L.) P39'B133'F41' FK *CellDB*392'1475*t DTa* 39'990*t FPT*100*t APT*40*t*	London British 7*BHptCem*	T.3Cy.29",48"&81"-51"& LPturbine withDR gearing & hydraulic coupling 220lb (*s*) FD 914NHP 3SB(Spt)&1AuxSB(Spt), *15cf*,GS242,HS11480 J.Readhead&SonsLd.S.Shl	32 " 1 s 6 " 9 25 " 6¾
70458 165333 GZCZ	**Baltonia** (*ex*BuenaVista-36) D.F. *Ref.Mchy.* 1*Dk* *ss*Lon.No.3-11,37	2013 1618 1019	100A1 ~~11,37~~ 11,38 BS11,38	Lon		CL N 1,37	1925	Akers Mek.Værks. Oslo	Anglo-Lithuanian ShippingCo.Ld. (UnitedBaltic Corp.Ld.*Mgrs.*)	303·0|42·2|17·1 316·0(O.L.) P29'B&F251' FK *CellDBa&uE*101'*f* 22'522*t APT*50*t*	London British 5*BHCem*	T.3Cy.22",35"&60"-42" (*s*) ~~180lb~~ 180lb FD 317NHP 2SB(Spt)6cfGS130,HS4604 AkersMek.Værks.Oslo	20 " 0 s " 10¾ 19 " 3½
70459 494 ESBD	— (*ex*Kustas,*ex*Bjarmia, *ex*Greyfriars) *ss*Hfs.2ndNo.3-6,20 *ss*Ant.No.1-25 *Well deck* 1*Dk*(*Stl*)& *Web frames*	1527 1442 85[illegible]	✠ 11,28	Msl	*n*		1894 8mo	Hall, Russell&Co. Aberdeen	C.F.Gahlnbäck	240·0|34·2|14·6 Q84'B104'F29' FK *CellDBa*69'*f*95'235*t APT*70*t*	Tallinn Estonian 4*BHCem*	T.3Cy.17 5/16",27"&45"-36" 159NHP 2SB,*4cf*,GS74,HS2412 Hall,Russell&Co Aberdeen	15 " 5 V †
70460 148755 GMJS	**Baltrader** (*ex*Banka) *ss*Gms.No.3-7,38 ~~*ss*Lon.No.3-4,20~~ *Well deck* ~~*ss*Lon.No.2-35~~ *Ref.Mchy.* 1*Dk*(*Stl*)	1699 1171 1012	100A1 ~~7,38~~ ~~12,37~~ 4,39 Lloyd'sRMC ~~11,37~~ 1,39 S4,38 *Fitted for oil fuel* 19,19 *F.P. above* 150° F.	Hul Gms 7,38 LMC		12,37	1919	Akt.Burmeistr&Wain Copenhagen	UnitedBaltic Corporation,Ld.	255·4|38·2|15·4 P15'Q75'B104'F32' FK *CellDBa&u E*83'*f*110'392*t FPT*32*t APT*22*t*	London British 4*BHptCem*	T.3Cy.18",30"&50"-36" (*s*) 180lb 165NHP 2SB,*4cf*,GS132,HS2600 Akt.Burmeistr&Wain,Cpn	17 " 9 s " 8½ 17 " 3
70461 142597 GTXN	**Baltraffic** (*ex*Réfrigérant-33, *ex*WarCoppice) *ss*Ham.No.3-9,30 *Ref.Mchy* ~~*ss*Lon.No.1-35~~ *ss*Lie.No.2-38 1*Dk*(*Stl*) *Cargo battens not fitted*	3297 2844 1994	✠100A1 ~~3,38~~ ~~3,27~~ 12,38 Lloyd'sRMC 12,[illegible]	Lie ~~BS3,38~~ ✠LMC12,38	*u*	CL ~~3,36~~ 11,38	1918 7mo	J.Blumer &Co. Sunderland *Lloyd*'*sA&CP*	UnitedBaltic Corporation,Ld.	331·3|46·8|23·2 P33'B98'F28' FK *CellD B*276'734*t FPT*105*t APT*122*t*	London British 7*BHptCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 430NHP 3SB,*9cf*,GS153,HS6304 FD J.Dickinson&Sons,Ld.Sld.	25 " 6 s 3 " 10 21 " 10¾
70462 132840 GYQX	**Baltrover** Ⓟ (*ex*Dominica-36, *ex*Digby) ~~*ss*Gms.No.3-10,26~~ Sub.Sig. D.F. ~~*ss*N.Yk.No.2-31~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *ss*Gms.2ndNo.3-2,39	4916 4160 3014	✠100A1 *Shelterdk* *withfreeboard* 2,39 ~~1,37~~ 3,39	Lon Gms BS2,39 ✠LMC 2,37	*x*	CL ~~10,35~~ 1,39	1913 4mo	Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd*'*sA&CP*	UnitedBaltic Corporation,Ld.	350·8|50·0|31·6 B128'F43'*onShelter dk* FK *CellDBa*108'*uE&B*54'*f*144'701*t FPT*26*t APT*44*t*	London British 6*BHCem*	T.3Cy.28",46"&77"-48" (*s*) 180lb 602NHP 3SB,*12cf*,GS207,HS9142 FD Richardsons,Westgarth& Co.Ld.Hpl.	34 " 1 s 0 " 0½ 25 " 6 BT till 1,39

1 No. in Book / Official No. / Code Letters	2 Steamer's Name. Late Name if any	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. / Date of last Survey	Port of Survey.	Years Allowed / Date expired / Equipment Letter	7 Date when tail shaft last seen.	8 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth / Freeboard amidship— / Corresponding draught ft. in.	15 Particulars in which classed at Lloyd's Register.
70463 / 143619 / GCSZ	**Balzac**	ssGls.No.3-10,32 ssLiv.No.1-37 D.F. 2 *Dks(Stl)*	5372 / 4803 / 3210	✠100A1 2,30 ~~3,08~~	Mch NYk	*y*	CL 1,37 2,00	1920 3mo	D&W Hendersn&Co.Ld. Glasgow	Lamport&Holt Line,Ld.	400·3 P49 B113 F38′ FK 344 1030t *FPT* 113t	52·3	28·4 *CellDB*	Liverpool British *7 B Hp t Cem* *APT* 210t	T.3Cy.27″,44″&73″-48″ (*s*) 180lb *120lb* 517NHP 3SB.*9ct*,GS190,HS7668 FD D&W Hendersn&Co.Ld.Gls	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
70464	—	*Oil Eng* LCED Wireless *Mchy.Aft* 1 *Dk*	962 765 498					1921	Odense Staalskibsvft Odense	A/S Gangor Rolf (Fred.Olsen&Co. *Mgrs.*)	215·0 P138′ F31′	34·7	12·9 *WB*	Oslo Norwegian	Oil Engines 4S.C.SA 6Cy 19⅞″–35½″ 225NHP Akt Burmeistr & Wain,Cpn		N
70465 / ENHF	**Bamako**	*Oil Eng* 2 *Dks*	2357 2114 1431					1930	Akt.Burmeistr & Wain Copenhagen	Cie.de Nav.Paquet	281·9 P24′ B93′ F29′	45·1	21·1 *WB*	Marseilles French	Oil Engines 4S.C.SA 6Cy.21⅝″–39⅜″ 271NHP Akt.Burmeistr&Wain.Cpn		V
70466 / 160296 / MMBS	**Bamboo**	*Mchy.Aft* 1 *Dk* *Cargo battens not fitted*	360 257 129	✠100A1 8,38 ~~1,06~~	Bwg	*f*	CL 7,38	1936 11mo	Scott& Sons Bowling *Lloyd'sA&CP*	Frontier Town S.S. Co.Ld.(J.Fisher& Sons,Ld. *Mgrs.*)	142·2 Q81′ B7′ F20′ BK 6″	23·6	10·5 *FPT*	Newry British *3 B H Cem* *54t APT 35t*	T.3Cy.11¼″,20″&32″-24″ (*s*) 205lb 62RHP 1SB,*3cf*,GS51,HS1489 Aitchison,Blair Ld. Clydebank	11 ″ 5 s 3 ″ 6½ 11 ″ 8½	
70467 / MFQZ	**Bamburgh** (*ex* Arkade) *Now* Methilhill, *See letter M.*	*Mchy.Aft* *Well deck* *Cargo battens not fitted* ssShl.No.3-12,27 ssMdb.No.2-36 1 *Dk(Iron)*	648 ~~488~~ 378	✠100A1 2,38 BS3,38	Bly ~~LMC2,36~~	*j*	06 2,38	1914 12mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd'sA&CP*	M.Taylor	179·9 Q119′ B11′ F22′ FK *Cell D B* 136t *FPT*	28·0	11·4 *33t APT 28t*	Methil British *3 B H Cem*	T.3Cy.15½″,25″&41″-30″ (*s*) 180lb 85RHP 1SB,*3cf*,GS60,HS1975 MacColl&Pollock,Ld.Sld.	13 ″ 6 s 3 ″ 9½ 13 ″ 4½	
70468 / 136288 / GRYC	**Bamora** Ⓟ	ssCal.No.3–4,27 ssBom.No.2–35 2 *Dks(Stl-Uteaks)*	3291 2654 1870	✠100A1 6,98 ~~5,07~~	Bom ~~MC5,35~~	*v*	CL 4,36	1914 5mo	Barclay, Curle&Co.Ld. Glasgow	British India Stm. Nav.Co.Ld. *Lloyd'sA&CP* *WB* = *Cell D B* 94 *uE&B* 66′	330·2 P&B 192′ F34′ FK *f* 124 647t *FPT*	46·2	23·1 *5 B H Cem* *97t APT 18t*	Glasgow British	T.3Cy.20″,34″&58″–45″ (*s*) 215lb HS9074 FD 526NHP 3SB&1AuxSB,*11cf*,GS227 Barclay,Curle&Co.Ld.Gls.	25 ″ 6 s 4 ″ 1½ 21 ″ 9½	
70469 / PKMR	**Ban-Ho-Guan** (*ex* DeHaan–35) *Fitted for oil fuel*	1 *Dk*	1693 1327 904					1908	Maats. Fyenoord Rotterdam	N.V.Handel Maats. Tjin Liong	270·3 P33′ B73′ F30′	40·2 *WB*	16·9	Bandjermasin Dutch	T.3Cy.19″,31½″&51½″–39″ 66NHP Maats.Fyenoord,Rot.		V
70470	**Ban Ho Liong** (*ex* Leif–36)	*Mchy.Aft* 1 *Dk*	490 431 211					1895	Simons& Co. Renfrew	Mrs.Tan Sin Tjoo	154·5	28·6	11·5	Amoy Chinese	C.2Cy.22″&44″–24″ B *made* 25 79NHP Simons&Co.Renfrew		
70471 / 157826 / VPRM	**Ban Hong Liong** (*ex* Van Hoorn–34)	1 *Dk*	1671 1380 1004					1908	Nederl. Schps. Maats. Amsterdam	Heap Eng.Moh S.S. Co.Ld.	269·8 P33′ B74′ F31′	40·1 *WB*	16·7	Singapore British	T.3Cy.19″,31½″&51½″–39″ NB12 165NHP Ned Fb.v.Wrk&Spoor,Ams		V
70472 / LDOS	**Bañaderos** D.F.	*Oil Eng.* *Cruiser Stern* 2 *Dks*	2728 2141 1257					1930	Akers Mek. Værks. Oslo	A/S Gangor Rolf (Fred.Olsen&Co. *Mgrs.*)	330·6 P97t H277′ F21′	48·2	19·2	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¾″–43⅞″ 625NHP Akers Mek Værks.Oslo		N
70473 / LCMJ	**Banan** (*ex* Edward M.Raphel–36. *ex* Banan–36) Wireless	2 *Dks*	1581 917 977					1912	Nylands Værksted Oslo	Dampsk.-A/S Sydfart (Erling Sannes, *Mgr.*)	250·0 H 12 *9t*	34·7	22·0	Bodö Norwegian *WB*	T.3Cy.21⅜″,34½″&60″–39″ 225NHP Nylands Værksted,Oslo		
70474 / 28026 / JAQA	**Bandai Maru**	ssKob.No.3–10,33 ssOsa No.1–37 1 *Dk(Stl)* & *Shelter dk(Stl)* *Web frames in E & B in No.2 hold* 2 *nd tr B in Nos.1,3 & 4 holds*	4147 3874 2541	✠100A– *Shelter dk* *with freeboard* ~~12,37~~	Osa		CL 12,37	1921 7mo	Nitta Shipyard, Osaka	Kyoritsu Kisen K.K. Hokkaido Tanko K.K. *Cell D B* 296′ 860t	340·0 B51′ F38′ *on Shelter dk* FK *FPT* 63t *APT* 87t	46·5	32·7	Tokyo Japanese *Cem* *5 B H to Sh dk* 1 ,, ,, *U* ,,	T.3Cy.23½″,~~27½″~~&65″–48″ 190lb ~~87½″~~ (*s*) 348NHP 3SB,*9cf*,GS139,HS5651 Fujimura,Osaka	32 ″ 9 ~~6 ″ 11½~~ 26 ″ 0½	
70475 / 149811 / GMZV	**Bandar Shahpour** (*ex* Arabistan) D.F.	ssBkn.No.3–2,37 2 *Dks(Stl)*	5236 ~~4814~~ 3268	✠100A1 ~~10,37~~ 0,38 37 *Fitted for oil fuel*	Sws ~~1,34~~ CB MO 4,27	*n*	CL ~~2,37~~ 11,38 *above*	1927 4mo	W.Gray& Co.Ld. W Hartlepool *Lloyd'sA&CP*	Strick Line(1923), Ld.(F.C.Strick& Co.Ld. *Mgrs.*) *Cell D B* 350′ 1210t	400·0 412 3(O.L.) P31′ B124′ F40′ FK *DT a* 37′ 990t *FPT* 150 F.	53·5	27·2 *DT a* 37′ 990t *FPT* 12 *2t APT* 33t	London British *7 B Hp Cem* 1 ,, *to 2nd dk* *2t APT* 33t	T.3Cy.28″,46″&77″–48″ (*s*) 180lb 590NHP 3SB,*12cf*,GS220,HS8874 FD Cen.Mar Eng.Wrks W.Hp	29 ″ 7 s 5 ″ 9½ 24 ″ 0½	
70476 / 133005 / GNZM	**Bandeirante** *Ref. Mchy.* D.F.	Twin Sc *Oil Eng.* 2 *Dks* *Cruiser Stern*	2930 2633 1698	✠100A1 12,37	Rot ~~LMC12,37~~ Lloyd'sA RMC1,38	*u*	co	1937 12mo	N V Scheepsw "De Merwede" v/h van Vliet&Co. Hardinxveld *Lloyd'sA&CP*	Govt. of the State of Rio Grande do Sul *Cell D B* 238 6	322·5 P33 B30 F30 FK *47t FPT* 66t *APT* 88t	47·4	21·3	Pto Alegre Brazilian *6 B H Cem*	Oil Engines 2S.C.SA 14Cy.13¾″–23½″ 468NHP Gbr.Stork&Co N V Hengelo	24 ″ 0 s 3 ″ 8 20 ″ 6½	
70477	— (*ex* Elbnixe) *Mchy.Aft.* *(See Sailing Ship Register)*	Wood Aux 3 Mst Sr *Oil Eng.* 1 *Dk*	342 280 238					1922	Gbr. Klahn G.m.b.H. Neustadt	Companhia Amarante	153·0 Q44 H 10′ F23′	25·8	10·8	R.Janeiro Brazilian	Oil Engines 2S.C.SA 2Cy 12⅜″–12⅜″ 20NHP H.Callesen&Co.Apenrade		
70478 / FABZ	**Banderas**	ssBbo.2nd No.3–1,26 ssBbo.No 2–34 1 *Dk(Stl)* & *deep framing*	2140 1921 1273	✠100A1 11,36 ~~LMC~~ MS4,34	Off ~~BS2,37~~	*s*	CL 9,36	1899 7mo	W.Pickersgill&Sons Sunderland A&CP	Cia.Nav.Vascongada *WB* = *Cell D Ba* 70 *uE* 20 *t* 108′ 575t	286·0 P23′ B56′ F27′ FK	42·9	18·7	Bilbao Spanish *5 B H Cem* *4 PT* 54t	T.3Cy.21⅛″,35″&57½″–39″ (*r*) 160lb 210NHP 2SB,*6pf*,GS99,HS3221 G.Clark,Ld.Sunderland	21 ″ 0 s 3 ″ 1⅜ 18 ″ 0	
70479 / 27166 / JNOD	**Bandoeng Maru** Ⓟ (*ex* Kinno Maru)	ssOsa.No.3–11,32 ssOsa.No.3–2,39 ssKob.No.1–11 2 *Dk-(Stl)*	4003 3460 2469	✠100A1 2,39 ~~12,37~~ ~~BS1,38~~	Nag Osa ~~LMC11,36~~ 2,39	*w*	CL 11,36	1920 5mo	Yokohama Dock Co.Ld. Yokohama A&CP	Nanyo Kaiun K.K. *Cell D*	345·0 357 4(O.L.) P33′ B57′ F31′ FK *Ba* 46′ 799t *FPT* 56t	50·0	29·0 *6 B H Cem* *4 PT* 29t	Kobe Tokyo Japanese	T.3Cy.23″,38″&64″–48″ (*s*) 200lb ~~327~~ ~~348~~ NHP 2SB,*6cf*,GS105,HS~~4050~~ FD Yokohama Dock Co.	29 ″ 1 s 5 ″ 5½ 23 ″ 11	
70480 / 204328 / KJCN	**Bandon** *Mchy.Aft*	Wood Twin Sc *Fitted for oil fuel* 1 *Dk*	642 — 350					1907	Kruse& Banks North Bend, Or.	Moore Mill& Lumber Co.	172·8	39·7	11·0	S.Frncisco Utd. States	C.4Cy.12″&25″–16″ 42NHP Marine Iron Wks.Chicago		
70481 / 136275 / GRMX	**Bandra** Ⓟ	ssBom.No.3–6,27 ssBom.No.2–35 2 *Dks(Stl-Uteaks)*	3194 2651 1893	✠100A1 7,38 ~~6,37~~ RS6,~~37~~ 7,38	Bom ~~LMC5,~~	*p*	CL 6,36	1914 3mo	Barclay, Curle&Co.Ld Glasgow *Lloyd'sA&CP*	British India Stm. Nav.Co.Ld. *Cell D Ba* 94 *uE&B* 66′	330·4 342 7(O.L.) P33′ B94′ F34′ FK *f* 124 647t *FPT* 47t	46·2	23·1 *5 B H Cem* *APT* 18t	Glasgow British	T.3Cy.20″,34″&58½″–45″ 215lb *195lb* 450NHP 3SB,*9cf*,GS186,HS7503 FD Barclay,Curle&Co.Ld.Gls.	25 ″ 6 s 4 ″ 3 21 ″ 8½	
70482 / 133005 / GNZM	**Banffshire** (*ex* Clan Macrae) *Ref Mchy.* D.F.	3 *Dks* & *Shelter dk*	6479 4689 4048					1912	W.Doxford &Sons,Ld. Sunderland	British&South American Steam Nav.Co.Ld. (Houston Line (London) Ld. *Mgs.*)	430·0	53·5	34·6	Glasgow British *WB*	T.3Cy.29″,49″&80″–60″ &1 L.P.Turbine 575NHP W.Doxford&Sons,Ld.Sld.		C

1	2 / 3	4	5	6		7*	8	9	10	11			12	13	14	
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Registres
70483 FOHM	**Banfora** (P) TwinSc (exInsulinde-33) 3Dks D.F. Ref.Mchy.	9347 7031 5577					1914	Kon.Maats deSchelde Flushing	Cie.Générale de Nav.àVap.Cyp. Fabre(FabreLine)	478·4 P150'B187'F84'	57·1	26·3 34·4	Marseilles French WB	T 6Cy.29",47"&81"-52" 942NH Maats.deSchelde,Flushing		
70484 160547 GBCY	**Bangalore** Fitted for oil fuel 2Dks& Shelter dk Ref.Mchy. CruiserStern D.F.	6067 5488 2875			...		1928	Barclay, Curle&Co.Ld Glasgow	HainS.S.Co.Ld.	436·0 F34'	57·5	29·8 FK	London British WB	Q4Cy30½",44",63½"&91"-57" &LPTurbine withDRgearing&hydraulic coupling 1236NHP Barclay,Curle&Co.Ld.Gls.	32 ″ 3	
70485 FNLO	**Bangkok** TwinSc Sub.Sig. D.F. 2Dks& Shelter dk	8056 7845 5077			...		1919	Uraga DockCo.Ld. Uraga	ChargeursRéunis	445·0	58·0	37·3 FK	Dunkirk French WB	T.6Cy.22",36½"&61"-48" 516NHP UragaDockCo.Ld.Uraga	40 ″ 1	
70486 43460 JSIL	**Bangkok Maru** (P) OilEng. D.F. 2Dks	5348 — 3939					1937	Mitsubishi JukogyoK.K Kobe	OsakaSyosenK.K.	376·3 F14'	55·8	32·8	Osaka Japanese WB	Oil Engines 4S.C.SA 16Cy.17⅛"-24⅜" & hydraulic coupling SR geared to 1 sc. shaft 488NHP MitsubishiJukogyoK.K. Kobe		
70487 219009 KODZ	**Bangu** (exOrphis) Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	4782 4279 3016					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh.	UnitedStates Maritime Commission	380·5 P52'B102'F41'	53·1	27·0	NewYork Utd.States WB	T.3Cy.24",40"&70"-48" 339NHP ToddD.D.&Const.Corpn. Tacoma,Wash.		F
70488 157858 VSPD	**Banka** (exSingkara-36) 2Dks	623 489 319					1914	NV.Schpw. Dordrecht Dordrecht	SoonBeeS.S.Co. (Singapore)Ld. (HeapEngMohS.S.Co.Ld.Mgrs.)	185·6 P&B120'F25'	31·1	10·9	Singapore British	C.2Cy.15 1/16"&29¼"-23¾" 35RHP RotterdamDroogd.Maats.		V
70489 133051 GRMQ	**Bankura** (P) ssBom.2ndNo.3-5,37 ~~ssBom.No.3-7,26~~ ~~ssBom.No.1-33~~ 2Dks(Stl-Uteaks)	3185 2678 1896	✠100A1 6,38 ~~5,37~~	Bom	v	CL 5,37	1912 6mo Lloyd's A&CP	Barclay, Curle&Co.Ld Glasgow WB=	BritishIndiaStm. Nav.Co.Ld. CellDBa94'uE&b	330·8 342·7 (O.L.) P33'B94'F34' 67'f124'647tFPT	46·2	23·3 FK	Glasgow British 5BHCem 47tAPT18t	T.3Cy.20",34"&58"-45 (s) 215lb HS9074 FD 526NHP 3SB&1AuxSB,11cf,GS227, Barclay,Curle&Co.Ld.Gls	25 ″ 6 s 4 ″ 3 21 ″ 8¾	
70490 11808[illegible] MCVQ	**Bankville** (exSusetta-34,exWilliam Rowland) ssBwg.2ndNo.3-10,32 Weltdeck Mchy.Aft ssBkn.No.1-36 Cargo battens not fitted 1Dk(Stl)	339 259 129	✠100A1 ~~9,00~~ ~~2,38~~ 2,39	Bkn	f	CL ~~7,05~~ 9,38	1904 4mo Lloyd's A&CP	AilsaS.B. Co.Ld. Ayr	JohnS.MonksLd.	150·2 Q54'B14'F27' BK7' FPT50t	24·4	10·4	Liverpool British 3BHCem APT5t	C.2Cy.20"&42"-27" (s) 130lb 95RHP 1SB,3pf,GS52,HS1676 Ross&Duncan,Glasgow	11 ″ 8 s ″ 6¾ 11 ″ 9¼	
70491 29830 JTSA	**Bansei Maru** (exSaishoMaru-33, exYarborough) ssHpl.No.3-8,12 ssGls.No.1-17 1Dk(Irn)2trB&Web frames 3Dk rule	3120 2896 1972	✠ 10,20	Lon	u		1900 8mo	W.Gray& Co.Ld. W Hartlepool	KusakabeKisen K.K. CellDBa	324·5 P27'B82'F30' &uE130'f136'732t	47·1	22·4 FK	Mikage Japanese 5BHCem APT53t	T.3Cy.24",38"&64"-42" NDB17 267NHP 2SB,6rf,GS105,HS4046 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10	C †
70492 4979 JZCB	**Banshu Maru No. 6** (exYenoura Maru-33) Ref.Mchy. Wireless 1Dk	657 536 353					1900	MitsuBishi Dkyd&EWks Nagasaki	IzumiyaGiichi	174·8 B48'	32·8	12·5	Tokyo Japanese WB	T.3Cy.12",20"&33"-24" 53NHP MitsuBishiD.&E.WksNag		
70493 38079 JPRH	**Banshu Maru No. 15** Wireless OilEng. 1Dk	390 — 248					1933	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	135·0	25·0	12·0	Kobe Japanese	Oil Engines		
70494 28954 JNSA	**Banshu Maru No. 17** Wireless Fitted for oil fuel Mchy.Aft Ref.Mchy. 1Dk	460 400 254					1923	KobeSteel Works Harima	Hayashikane ShotenK.K.	130·0 F24'	26·0	14·5	Kobe Japanese WB	T.3Cy.14½",24 1/16"&40"-30" 88NHP TakaoIronWorks,Kobe		
70495 39169 JOPJ	**Banshu Maru No. 87** Wireless OilEng. Ref.Mchy. Mchy.Aft 1Dk CruiserStern	363 233 225					1934	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	135·0 P40'F16'	25·0	13·0	Shimonoseki Japanese	Oil Engines 2S.C.SA 4Cy.20"-22" 282NH HayashikaneTekko-bu Hikoshima		
70496 39195 JOVJ	**Banshu Maru No. 88** TwinSc Wireless OilEng. Ref.Mchy. Mchy.Aft 1Dk CruiserStern	725 — 392					1934	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	170·0 P49'B62'F21'	30·0	14·5	Shimonoseki Japanese	Oil Engines 2S.C.SA 8Cy.16⅝"-18½" 395NHP HayashikaneTekko-bu Hikoshima		
70497 39391 JUDJ	**Banshu Maru No. 89** OilEng. Ref.Mchy. Wireless 1Dk Mchy.Aft CruiserStern	363 290 225					1934	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	135·0 P40'F16'	25·0	13·0	Shimonoseki Japanese WB	Oil Engines 2S.C.SA 4Cy.20"-22" 282NHP HayashikaneTekko-bu Hikoshima		
70498 PKHN	**Bantam** Mchy.Aft 1Dk E.S.D	3322 2537 2300					1929	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Koninkl.Paketv. Maats.	323·0 Q208'F34'	48·2	20·5	Batavia Dutch WB	T.3Cy.22",36½"&60"-42" 233NHP N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.		V
70499 160500 GSLV	**Bantria** ssLiv.No.2-35 2Dks(Stl)	2402 2085 1209	✠100A1 ~~7,37~~	Liv	t	CL 6,37	1928 6mo Lloyd's A&CP	JLThompson&Sons,Ld. Sunderland	CunardS.S.Co.Ld. CellDBa&u	292·3 B129'F28' E94'f139'526tFPT	45·0	20·3 FK	Liverpool British 5BHptCem 43tAPT23t	T.3Cy.24",40"&66"-45" (s) 180lb 180lb 403NHP 2SB,8cf,GS155,HS5944 FD J.Dickinson&Sons,Ld.Sld.	22 ″ 6 s 3 ″ 0½ 19 ″ 8	
70500 [illegible] JPNB	**Banyei Maru No. 2** *Now "Banei Maru No. 2," see No.87296 in Supplement* Wireless 1Dk	1186 [illegible] 800					1917	NittaCo. Osaka	KyoritsuKisen K.K.	220·0	33·5	18·5	Kobe Japanese WB	T.3Cy.14½",24⅓"&40"-30" Okamoto 88NHP ZosenTekkosho,Osaka		
70501 [illegible] JQCB	**Banyei Maru No. 3** *Now "Banei Maru No. 3," see No.87297 in Supplement*	1778 [illegible] 1232					1919	NittaCo. Osaka	KyoritsuKisen K.K.	265·0 P14'B57'F26'	36·0	20·9	Kobe Japanese WB	T.3Cy.16",27"&45"-32" 114NHP TanakaWorks,Osaka		
70502 [illegible] JILB	**Banyei Maru No. 6** *Now "Banei Maru No 6.," see No.87292 in Supplement* Wireless 1Dk	1191 1007 808					1917	NittaCo. Osaka	KyoritsuKisen K.K.	220·0	33·5	18·5	Kobe Japanese WB	T.3Cy.14",24"&40"-30" 88NHP NittaCo.Osaka		
70503																

1 No. in Book. Official No. Code Letters	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Tons Assigned (new ones printed in Italics) Engine-room Letter	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard (amidships). Corresponding draught. ft. in.	15 Remarks. Steamers in which classed, if not in L.R. Date of Withdrawal from Class.
70504 JOOB	**Banyei Maru No. 7** *see Nos. 87295 in Appendix* Wireless	1 *Dk*	1189 1007 799					1918	NittaCo. Osaka	KyoritsuKisen K.K.	220·0	33·5	18·5	Kobe Japanese	T.3Cy.14½″,24⅜″&40″–30″ Okamoto 88NHP ZosenTekkosho,Osaka		
70505 JOCD	**Banyei Maru No. 15** *see No. 87300 in Appendix*	1 *Dk*	1828 1481 1063					1919	NittaCo. Osaka	KyoritsuKisen K.K.	265·0	36·0	20·9	Kobe Japanese	T.3Cy.17½″,29½″&49⅝″–36″ 148NHP YoshidaTekkosho,Osaka		
70506 FNLP	**Baoulé** D.F. *Ref.Mchy.*	2 *Dks*	5874 — 3491					1921	Atel.&Ch. de la Loire Nantes	ChargeursRéunis	393·6 P39′B125′F54′	55·9	29·0 *WB*	Havre French	T.3Cy.25½″,42½″&68½″–48″ 325NHP Atel.&Ch.de la Loire,Nts.		V
70507	**Baracoa** (P) (*ex*Julia) *Fitted for oil fuel*	2 *Dks & Awng dk*	1744 1529 1133				…	1891	DavidJ. Dunlop&Co. Pt.Glasgow	EmpresaNaviera deCubaS.A.	260·3 175′23·4 *pt Shaded dk* BK8″	36·1	15·9 *WB*	Havana Cuban	T.3Cy.26½″,42⅜″&65¼″–42″ NB00 339NHP DavidJ.Dunlop&Co.P.Gls.		
70508 133022 GMCP	**Barala** (P) *ss*Bom.2nd.No.3–4,35	2 *Dks*(*Stl–U* teak s)	3148 2667 1899	✠100A1 4,36 4,37 ✠LMC	Cal Bom	*r*	CL 1,36	1912	Barclay, Curle&Co.Ld Glasgow *Lloyd's*	BritishIndiaStm. Nav.Co.Ld.	330·5 P49′B94′F34′ *Aft Peak BH to WB = Cell DB a*	46·2 FK 94′*u E&B* 67′	23·1 *2nd dk only*	Glasgow British 5 *BHCem*	T.3Cy.20″,34″&58″–45″ (*s*) 215lb HS9074 FD 526NHP 3SB&1AuxSB.*11cf*,GS227, Barclay,Curle&Co.Ld.Gls *f* 124′647*t* *FPT* 47*t* *APT* 18*t*	25 ″ 6 *s* 4 ″ 3 21 ″ 8¼	
70509 147947 VJDZ	**Baralaba** (*ex*Solskin,*ex*Nürnberg) *Well deck* Wireless	*ss*Bsb.No.3–1,37 1 *Dk*(*Stl*)	998 787 557	100A1 4,36 4,37 10,38 BS9,37 1,39 LMC1,37	Bsb	*m*	CL 1,37	1921	Stettiner Oderwerke Stettin	Australas'n United Stm.Nav.Co.Ld. *Cell DB a* 55′*v*	211·6 P16′Q53′B55′F22′ *E20 f* 92′340*t*	33·9 FK *FPT* 50*t*	13·1 *APT* 31*t*	Brisbane British 4 *BHpt Cem*	T.3Cy15¾″25⅞″&41⅝″–29½″ 200lb (*s*) 124NHP 2SB,*4cf*,GS58,HS2160 StettinerOderwerke	16 ″ 2 *s* 1 ″ 1 15 ″ 3	
70510 PJBO	**Baralt** Wireless	*Fitted for oil fuel* 2 *Dks*	780 — 323				…	1921	Coaster Constrct'n Co Ld. Montrose	West-Indische Scheepv.Maats.	200·0 B60′F23′	33·1	10·5 *WB*	Curaçao Dutch	T.3Cy.15″,25″&40″–27″ 88NHP Fleming&Fergusn,Ld.Psy		C
70511 218128 KJGQ	**Baranof** (P) (*ex*SantaElisa–36) *ss*N.Yk.No.3–3,31 *ss*Bal.No.2–3 *ss*~~N.Yk.No.1–36~~ D.F.	2 *Dks*(*Stl*) & *Shelter dk*(*Stl*)	5065 4483 2986	✠100A1 *Shelter dk* *with freeboard* ~~7,37~~ 8,38 *Fitted for oil fuel* 6,19	Sea BS8,38 M	*x*	CL ~~10,36~~ 3,38 *F.P. above* 150° F.	1919	New York S.B.Corp. Camden,N.J. A&CP	AlaskaS.S.Co.Inc. *Cell DB* 292′870*t*	360·3 F40′ *on Shelter dk* *FPT* 61*t*	51·7 FK *APT* 11*t*	31·1 *6 BHto Sh dk* 1 „ „ *U* „	New York Utd. States *Cem*	Q4Cy25½″38½″55½″&81″–54″ 220lb (*s*) 663NHP 4SB,*12cf*,GS214,HS8953 FD N.YorkSBCorpCamdenNJ	33 ″ 6 *s* 8 ″ 4⅝ 25 ″ 4	
70512 PUAL	**Barbacena** (*ex*Gundrun) Sub.Sig.	2 *Dks*(*Stl–Uws*) & *deep framing*	4772 4419 2984	Ham 11,12		*z*		1909 12mo	J.C.Teck-lenborg A.G. Weser-münde-G.	LloydBrasileiro *Cell DB a* 100′ *u E&B*	392·5 P&B225′F55′ 103′*f* 130′1156*t*	51·9 FK *FPT* 80*t*	27·3 *7 BHCem APT* 52*t*	R.Janeiro Brazilian	Q4Cy24″34⅝″50⅜″&74″–53½″ 639NHP 3SB(FD)&1AuxSB,*12cf*, GS241,HS9759 J.C.Tecklenborg AG Wsm	30 ″ 1	V †
70513 1496 IBBF	**Barbana G.** (*ex*Barbana, *ex*Italian Navy Ship,*ex*Teodo) D.F.	1 *Dk*	6561 6065 3537					1915	Stabilmnto Tecnico Trieste	Soc.Anon.Coop. diNav.Garibaldi	449·8	55·6	34·1	Genoa Italian	T.3Cy.26″,43½″&73″–48″ *Ealt.*29 369NHP StabilimentoTecnico,Tri.		I
70514 210888 WMCP	**Barbara** (P) (*ex*SantaCruz) *ss*Bal.2*nd*No.3–12,37 D.F.	2 *Dks*(*Stl*) & *Web frames* *Longitudinal framing*	4637 — 2734	✠100A1 *b* ~~8,37~~ 11,38 ~~BS8,38~~ ✠LMC ~~MS5,37~~ ~~BS8,37~~ *Fitted for oil fuel* 2,13	Bal	*x*	CL ~~7,37~~ 5,38 *F.P. above* 150° F.	1913 2mo	W Cramp& SonsS&EBCo Philadelphia A&CP	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*) *Cell DB a* 130′	384·0 P31′B122′F40′ *u E&B* 46′*f* 160′988*t*	50·2 FK	26·6 *7 BHCem APT* 31*t*	New York Utd. States	T.3Cy.26″,43½″&72″–51″ (*s*) 180lb 481NHP 3SB,*9cf*,GS159,HS6813 FD W.Cramp&SnsS&EBC Phl	28 ″ 6 *s* 5 ″ 2¾ 23 ″ 6	
70515 173 IBCE	— (*ex*W.L.Connelly–37,*ex*Walter Hardcastle, *ex*L.V.Stoddard) *Mchy.Aft*	*Fitted for oil fuel* 1 *Dk* *Carrying Petroleum in bulk*	3065 2726 1825				…	1912	Toledo S.B.Co. Toledo,Ohio	~~Capt.Enrico~~ ~~Saletnich~~ Enrico Musom	313·0 P76′B19′F24′ len 16	43·7 FK	25·1 *WB*	Rome Italian	T.3Cy.21″,34½″&57″–42″ 275NHP ToledoS.B.Co.Toledo.Ohio	27 ″ 6	I †
70516 220743 WFED	**Barbara C.** (*ex*Pacific) Wood Wireless	*Fitted for oil fuel* 1 *Dk*2*tr B*	1240 1055 702					1920	Kruse& BanksS.B.Co Nth.Bend,Or	W.R.Chamberlin &Co.	221·5 P15′B36′F36′	43·0	16·6	S.Frncisco Utd. States	T.3Cy.15″,25″&42″–30″ 97NHP PacificMar.I.W.Prtlnd,Or		
70517 149464 GNTL	**Barbara Marie** *ss*Hul.No.2–37	1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	4223 3946 2535	✠100A1 *with freeboard* 9,38 ~~1,38~~ ✠LMC 6,37 BS9,38	PNl Bry	*x*	CL ~~6,37~~ 9,38	1928 4mo	SirJ Priest-man&Co. Sunderland *Lloyd's*	CliffsideShipping Co.Ld.(J.Morrison &Son,*Mgrs.*) *Cell DB* 315′994*t*	365·0 377·8(O.L.) F35′ *FPT* 125*t*	51·5 FK *APT* 24 7*t*	25·1 *6 BHCem* (*Coll to Sh dk* 5 „ *2nd* „)	Newcastle British	T.3Cy.25″,41″&69″–48″ (*s*) 180lb 375NHP 3SB,*9c f*,GS174,HS6009 G.Clark,Ld.Sunderland	27 ″ 6 *s* 2 ″10 24 ″10½	
70518 417 IBZD	**Barbarigo** *Oil Eng.* *ss*Tri.No.2–39 ~~*ss*Tri.No.1–36~~ D.F.	1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) *3rd dk* (*Stl*) *in No. 1 hold*	5293 4148 3061	✠100A1 *with freeboard* 4,39 ~~2,38~~ ✠LMC 6,38 DB 4,39 4,39 *Fitted for carrying oil* 9,30 *F.*	Tri	*a* †	CL ~~2,38~~ N 4,39	1930 9mo	Cant.Nav. Triestino Monfalcone *Lloyd's*	"Italia"Soc.Anon. diNav. *Cell DB* 340′1159*t*	440·7 423·1 F35′ *DT a* 41′1155*t*	56·2 FK	23·5 *8 BH pt Cem* (*Coll to Sh dk* 7 „ *2nd* „) *FPT* 133*t* *APT* 107*t*	Trieste Italian	Oil Engines 2S.C.SA 8Cy.29½″–49⅜″ DB *100lb* 1219NHP Soc.Anon.Fiat-Stab. GrandiMotori,Turin	27 ″ 2 *s* 3 ″ 1½ 24 ″ 2½	
70519 LDLO	**Barbro** *Carrying Petroleum in bulk* D.F. *Mchy.Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern*	6325 5779 3759					1934	Götaver-kenA/B Gothenburg	RederiA/SMascot (Arth.H. Mathiesen,*Mgr.*)	408·1 P236*t*	55·2 H225*t*	33·9 *WB*	Oslo Norwegian	Oil Engines 4S.C.SA 6Cy.29⅛″–59⅛″ 489NHP GötaverkenA/B,Got.		N
70520 OHGW	— (*ex*Polarhavet,*ex*Atlanten)	1 *Dk* & *deep framing*	2155 1922 1242				…	1902	Murdoch& Murray Pt.Glasgow	RederiA/B Barbro (A.Andersson)	285·8 P27′B74′F29′	43·0 FK	18·8 *WB*	Mariehmn Finnish	T3Cy 20½ 35″&57″–39″ 210NHP D.Rowan&Co.Glasgow	21 ″ 3	V †
70521 DHBX	**Barcelona** Sub.Sig.	2 *Dks*	3101 2790 1845					1921	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	338·0 F34′	49·3	21·0 *WB*	Hamburg German	T.3Cy.27⅒″,38⅒″&62″–41½″ 250NHP A.G."Neptun,"Rostock		G
70522 70523	— (P)	Twin Sc *Oil Eng.* 1 *Dk*(*Stl*)	975 — 341					1929	Harland& Wolff,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·0 Q24′B46′F28′	43·1	11·7 *WB*	Bns.Aires Argentine	Oil Engines 4S.O.SA 12Cy.15¾″–29½″ 288NHP Harland&Wolff,Ld.Gls.		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel: Total / Sous le Pont / Net	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné relativement aux Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Donane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société HHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers — nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc	15 Enregistrés en cotes et ce n'est dans le cas de Durée. Cert. R. d'Essai.	16
70524 EGTD	**Barcino** (*ex* Virgen de Africa–36, Iron *ex* William Haynes, *ex* Guadiana)	2 *Dks*	417 — 271	...				1866	Henderson Coulbrn & Co. Renfrew	M. Suau	184·7 P40′	24·6 H—	13·4 F37′	Barcelona Spanish	C.2Cy.25″&43½″–25″ NB94 79NHP Portilla & White, Sevilla			
70525 SJRN	**Bardaland** *Oil Eng.* (8112) D.F. *Ref. Mchy.* *Strengthened for Navigation in Ice*	1 *Dk* & *Shelter dk* *Cruiser Stern*	2595 2225 1367	✠100A1 Got *with freeboard* 7,38 ~~11,37~~ ✠LMC10, *Carrying oil fuel F. P. oil in deep tanks in w*	*w*	CL 7,38 above 1 *ing DB t*	1936 10mo	Götaverken A/B Gothenburg	Ångf.A/BTirfing (Svenska Orient Linien) (T.E.J: son Broström. *Mgr.*) *Cell DB* 251′775t *M* 50° F. *or vegetable anks in ER*	354·5 370·8 (o.L.) *T* 24′297t *Tanks in way of tunnel*	50·2 FK	19·4 (	Gothenburg Swedish *Coll to Sh dk* 6 „2nd„) 167t *APT* 58t	Oil Engines 2S.C.DA 6Cy.17⅛″–47½″ 644NHP *7BH* DB85lb Götaverken A/B, Got.	22 ″ 3 s ″10½ 21 ″ 6		
70526 PCYJ PCYI DOPT PCYI	**Barendrecht** *Oil Eng* (8851) D.F. *Cruiser Stern* 1 *Dk* (3617) *Longitudinal framing at bottom & deck in* *Mchy. Aft* *centre tanks*		9385	✠100A1 Rot ~~Class Contm. plated~~ *Carrying Petroleum in* ✠LMC7,38	*e* †	CL bulk	1938 7mo	Odense Staalskibsvft ved A P Møller Odense *Lloyd's*	N.V. Maats Motorschip "Barendrecht" (N.V. Phs. van Ommeren's Scheepv. Bedrijf, *Mgrs.*)	483·9 501·0 (o.L.) *Cell DB Bu* E31′416t *DT* 26′143t *FPT* 16t	65·6 FK	35·8 14 *BH* *APTs* 22t	Rotterdam Dutch 2 DB *180lb*	Oil Engines 4S.C.SA 7Cy.29½″–59⅛ 572NHP Akt. Burmeistr & Wain, Cpn	35 ″ 10 s 8 ″ 1 28 ″ 0¼		
70527 PCYK	**Barendsz** (*ex* Apollinaris VI.–37) *ss* Sld. No.1–36 *Mchy. Aft* 1 *Dk* (*Stl*) *Cargo battens not fitted* *Cruiser Stern*	*Oil Eng*	313 — 229	✠100A1 Rot 8,38 ~~9,07~~ ✠LMC7,38	*d*	~~N6,36~~ N9,38	1931 5mo	N.V. Industrie le Maats. De Noord Alblasserdam *Lloyd's*	N.V. Motorschip "Barendsz" (J. Vermaas' Scheepvaart Bedrijf, N.V. *Mgrs.*) *Cell DB*	134·9 Q26′B8′F16′ *f* 28′28t *FPT*	23·5 FK	8·8 (*APT* 4t	Rotterdam Dutch 3 *BH Cem* 10t *APT* 4t	Oil Engines 4S.C.SA 3Cy.11″–17¾″ 35NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	9 ″ 6 s ″ 11 8 ″ 8		
70528 DOMI	**Barenfels** Sub. Sig.	2 *Dks*	7569 7040 4679				1921	J.C. Tecklenborg A.G. Weser-münde-G.	Deutsche Dampfschiff Ges. Hansa	P80′B138′F59′	168·5	58·6 W *B*	32·5	Bremen German	T.3Cy.31½″,49″&82½″–55″ 1 LP turbine 692NHP J.C. Tecklenborg AG Wsm			G
70529 PKHX	**Barentsz** *Fitted for oil fuel* *Ref. Mchy.*	3 *Dks*	4819 3891 2997				1915	Nederl. Schps. Maats. Amsterdam	Koninkl. Paketv. Maats.	P17′F236′	383·4	48·7 W *B*	27·3	Batavia Dutch	T.3Cy.28½″,47″&77″&54″ 433NHP NedFb.v.Wrk&Spoor, Ams			V
70530 LDNZ	**Barfonn** Twin Sc *Oil Eng.* D.F. *Mchy. Aft* *Cruiser Stern*	*ss* Fal. No.1–34 1 *Dk* (*Stl*)	9739 8065 6025	✠100A1 NYk 7 ~~1,38~~ ~~Hex~~ Bal MC CS5, ~~1,38~~ 3,37 *Carrying Petroleum in*	*e* †	CL 1,38 bulk	1931 5mo	Götaverken A/B Gothenburg *Lloyd's*	Skibs A/S Dalfonn (Sigval Bergesen) *Cell DB Bu* E71′304t *D*	475·6 494·8 (o.L.) P103′B35′F41′ *Tf* 33′622t *FPT* 19	64·2 FK	37·8 (*APT* 31	Stavanger Norwegian 10 *B Hpt Cem* 10t *APT* 4t	Oil Engines 4S.C.SA 16Cy.21⅝″ 39⅜″ 724NHP 2 DB *180lb* Götaverken A/B, Got.	37 ″ 3		
70531	**Bariloche** (*ex* Majvik, *ex* Ljusne Jernverk) *Mchy. Aft*	*Oil Eng* 1 *Dk*	477 363 236				1913	Göteborgs M.V. Aktieb Gothenburg	Peirano Hnos.	P46′F20′	173·2	28·3 W *B*	10·1	Bns. Aires Argentine	Oil Engines 2S.C.SA NE25 4Cy.14½″–20½″ 141NHP Akt. Atlas Diesels Motorer, Skn.			C
70532 IBAX	**Barion** (*ex* Jarl–36, *ex* Ida Zschimmer, 62 *ex* Cambrian) Now "Giuseppe Messina", *ss* Ham. No.2–38 *Well deck*	1 *Dk* (*Stl*)	863 614 464	✠ ... Ham 6,36 *W B S Agreement*	*l*		1900 4mo	Mackie & Thomson Glasgow	Società Armamento Pugliese	P63′B64′F22′	219·1 207·4	30·6 FK	12·5 (*Cell DB* 169′225t	Bari Italian 4 *BH Cem* 2SB, 4*cf*, GS71, HS2686 A. Stephen & Sons, Glasgow	14 ″ 9		I †
70533 MJCN	**Barium** *ss* Bkn. No.3–6,30 *ss* Liv. No.2–38 *Mchy. Aft* *Well deck* Wireless *Cargo battens not fitted*	1 *Dk* (*Stl*)	601 443 291	✠100A1 Liv 1,38 ~~1,58~~ MC BS4,~~35~~5,38 MS1,38	*i*	OG 1,38	1918 5mo	C Rennoldson & Co. S. Shields *Lloyd's*	I.C.I. (Alkali) Ld. *Cell I*	P52′B9′F27′ *Bf* 103′165t *FPT* 60t	180·6 187·7 (o.L.)	28·1 FK	10·7 (*APT* 28t	Liverpool British 3 *BH Cem* 1SB, 3*cf*, GS66, HS1785 Shields Eng. Co. Ld. N. Shl.	12 ″ 9 s 1 ″ 8 11 ″ 7		
70534 133060 GRMS	**Barjora** Ⓟ	*ss* Bom. No.3–7,27 *ss* Cal. No.2–35 2 *Dks* (*Stl–U* teak s)	3164 2883 1908	✠100A1 Bom ~~1,38~~ 12,38 Cal BS1,38 ✠LMC6,35 12,38	*y*	CL 1,38	1912 7mo	Barclay, Curle & Co. Ld Glasgow *Lloyd's*	British India Stm. Nav. Co. Ld. *Cell D Ba* 94′ *u E&*	P33′B94′F34′ *B77′f* 124′647t *FPT*	330·4	46·2 FK	23·3 (*APT* 18t	Glasgow British 5 *BH Cem* 47t *APT* 18t	T.3Cy.20″,34″&58″–45″ (*s*) 215lb HS9074 FD 526NHP 3SB&1 Aux SB, *11cf*, GS227 Barclay, Curle & Co. Ld. Gls.	25 ″ 6 s 4 ″ 3 21 ″ 8½		
70535 IAGW	**Barletta** Ⓟ	Twin Sc *Oil Eng* 2 *Dks* *Cruiser Stern*	1975 — 1069				1931	Cantieri Riuniti Dell' Adriatico Monfalcone	"Adriatica" Soc. Anon di Nav.	F34′	267·3	40·2 W *B*	22·6	Bari Italian	Oil Engines 2S.C.SA 12Cy.17¾″–29½″ 656NHP Soc An "Fiat" S.G.M. Turin			J
70536 DHBY	**Barmbek** *ss* Ham. No.2–37 ~~*ss* Ham. No.1–36~~ *Cruiser Stern* *Strengthened for Navigation in Ice*	1 *Dk* (*Stl*)	2446 2231 1434	✠100A1 Ham ~~2,38~~ 2,37 ~~3,00~~ 3,38 Fla ✠LMC6,37	*l*	CL ~~3,85~~ 4,38	1929 12mo	Flensburger Schiffsb. Ges. Flensburg *Lloyd's*	Knohr & Burchard Nfl. *Cell D B* 264′695t	307·1 322·1 (o.L.) P & B 50′F34′ *FPT* 31t *APT* 120t	45·5 FK	19·7 (	Hamburg German 5 *B Hpt Cem* *pt Asp*	C.4Cy.(2)18½″&(2)39⅜″–39⅜″ 199lb (*s*) 272NHP 2SB(Spt), 4*cf*, GS73, HS3879 A. Borsig, G.m.b.H. Berlin	21 ″ 9		
70537 POYO	**Barneveld** Ⓟ D.F.	*Fitted for oil fuel* 2 *Dks* & *Shelter dk* *Cruiser Stern*	5597 4634 3384				1928	N.V.C. Van der Giessen & Zonen's Schps Krimpen	Koninkl. Nederl. Stoomb. Maats N.V.		401·1	58·3 W *B*	26·3	Amstrdam Dutch	T.3Cy.27⅞″,46⅛″&74¾″–51½ 400NHP Rotterdam D.D.Co. Rot.			V
70538 132988 GRMT	**Baroda** Ⓟ	*ss* Cal. 2nd No.3–3,35 2 *Dks* (*Stl–U* teak s)	3205 2678 1888	✠100A1 Bom 4,38 ~~4,27~~ BS ... MC3,35	*u*	CL ~~2,85~~ 4,38	1911 11mo	Barclay, Curle & Co. Ld Glasgow *Lloyd's*	British India Stm. Nav. Co. Ld. *WB* = *Cell D Ba* 94′ *u E&*	330·4 342·5 (o.L.) P49′B94′F34′ *After peak bulkhead to*	46·2 FK	23·1 (*APT* 18t	Glasgow British 5 *BH Cem* 2nd dk only 47t *APT* 18t	T.3Cy.20″,34″&58″–45″ (*s*) 215lb 70*lb* 456NHP 3SB, 9*cf*, GS186, HS7503 FD Barclay, Curle & Co. Ld. Gls.	25 ″ 6 s 4 ″ 3 21 ″ 8½		
70539 163843 GZFF	**Baron Ailsa** D.F. *Cruiser Stern*	1 *Dk* & *Shelter dk*	3656 3347 2148				1936	Lithgows Ld. Port Glasgow	Kelvin Shipping Co. Ld. (H. Hogarth & Sons *Mgrs.*)	F32′	386·4	53·2 W *B*	22·5	Ardrossan British	T.3Cy.21½″ 37″&62″–42″ 250NHP D. Rowan & Co. Ld. Gls.			C
70540 GTYC	**Baron Ardrossan** D.F. *Cruiser Stern*	1 *Dk*	3896 3509 2334				1932	D & W Hendersn & Co. Ld Glasgow	Hogarth Shipping Co. Ld. (H. Hogarth & Sons, *Mgrs.*)	P40′B110′F45′	360·9	51·7 W *B*	23·4	Ardrossan British	T.3Cy.21½″,37″&62″–42″ 249NHP D&W. Hendersn & Co Ld Gls			C
70541 146720 GLBS	**Baron Belhaven** D.F	2 *Dks*	6591 6030 3921				1925	Lithgows Ld. Port Glasgow	Hogarth Shipping Co. Ld. (H. Hogarth & Sons, *Mgrs.*)	P44′B180′F53′	435·2	57·3 W *B*	29·6	Ardrossan British	T.3Cy.26″,46″&76″–48″ 400NHP D. Rowan & Co. Ld. Gls.			C
70542 161807 GTCN	**Baron Blythswood** D.F.	1 *Dk*	3668 3323 2219				1929	Lithgows Ld. Port Glasgow	Kelvin Shipping Co. Ld. (H. Hogarth & Sons, *Mgrs.*)	P40′B106′F36′	350·7	50·2 W *B*	23·3	Ardrossan British	T.3Cy.21½″,37″&62″–42″ 249NHP J.G. Kincaid & Co. Ld. Grk.			C

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.		Register Tonnage. Gross. / Under deck. / Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Date when Bill shall be last heard.	Built. When	By Whom / Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	Port of Registry. / Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Year of Engine Repair. Freeboard assigned. Corrosion Allowance.	Engines, Boilers & Electric Light Passed if not in Lt. Ref. to Table
70543 Baron Carnegie 148981 GLCS D.F. 1 *Dk*			3178 2907 1904				1925	Dunlop, Bremner& Co.Ld. PortGlasgow	KelvinShipping Co.Ld. (H.Hogarth &Sons, *Mgrs.*)	336·3|48·5|22·2 P28′B102′F36′	Ardrossan British *WB*	T.3Cy.22″,35½″&60″–39″ 225NHP D.Rowan&Co.Ld.Glasgow		C
70544 Baron Cawdor 161815 D.F. GYCQ *Cruiser Stern* 2 *Dks*			3638 3381 2132				1935	D&W Hendersn&Co.Ld. Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	387·1|53·2|22·5 F32′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–42″ 250NHP D&WHendersn&Co.LdGls		C
70545 Baron Cochrane 160124 GNJC D.F. 1 *Dk*			3385 3069 2051				1927	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	341·8|48·6|22·7 P36′B104′F37′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–39″ 240NHP D.Rowan&Co.Ld.Gls.		C
70546 Baron Dechmont 161806 GJBR D.F. 1 *Dk*			3675 3324 2221				1929	Ardrossan DD&SBCoLd Ardrossan	HogarthShipping Co.Ld. (H.Hogarth &Sons, *Mgrs.*)	350·6|50·2|23·3 P40′B106′F38′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–42″ 249NHP J.G.Kincaid&Co.Ld.Grk.		C
70547 Baron Douglas 161812 GTYD D.F. *Cruiser Stern* 1 *Dk*			3893 3510 2342				1932	Lithgows Ld. PortGlasgow	KelvinShipping Co.Ld. (H.Hogarth &Sons, *Mgrs.*)	360·8|51·7|23·4 P40′B110′F45′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–42″ 249NHP D.Rowan&Co.Ld.Glasgow		C
70548 Baron Dunmore 161813 GWPC D.F. *Cruiser Stern* 1 *Dk*			3935 3550 2362				1933	D&W Hendersn&Co.Ld Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	365·3|51·7|23·4 P40′B113′F39′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–42″ 249NHP D.Rowan&Co.Ld.Gls.		C
70549 Baron Elgin 161814 GWPD *Cruiser Stern* 1 *Dk*			3942 3562 2384				1933	D&W Hendersn&Co.Ld Glasgow	HogarthShipping Co.Ld. (H.Hogarth &Sons, *Mgrs.*)	365·4|51·7|23·4 P40′B113′F39′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–42 249NHP D.Rowan&Co.Ld.Gls		C
70550 Baron Elphinstone 163845 GCCD D.F. E.S.D. 1 *Dk & Shelter dk Cruiser Stern*			4635 4172 2692				1937	Sir J.Laing &Sons,Ld. Sunderland	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	417·1|58·2|24·1 F38′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–42″ 250NHP GeorgeClark(1936)Ld.Sld		C
70551 Baron Erskine 161809 GTJN D.F. 1 *Dk*			3657 3305 2216				1930	D&W Hendersn&Co.Ld. Glasgow	KelvinShipping Co.Ld. (H.Hogarth &Sons *Mgrs.*)	350·0|50·2|23·2 P40′B106′F36′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–42″ 249NHP D&W.Hendersn&CoLdGls		C
70552 Baron Fairlie 146719 GLCY D.F. 2 *Dks*			6706 6121 4009				1925	Ayrshire Dkyd.Co.Ld Irvine	HogarthShipping Co.Ld. (H.Hogarth &Sons, *Mgrs.*)	440·7|57·4|29·2 P43′B129′F48′	Ardrossan British *WA*	T.3Cy.27″,46″&76″–48″ 400NHP McKie&Baxter,Ld.Gls.		C
70553 Baron Forbes (*ex* General Napier, *ex* Hamburg) 143130 GBMR D.F. 1 *Dk (Stl) & Shelter dk (Stl) Cargo battens not fitted*		*ss* Rot. No. 3–1,27 *ss* Gls. No. 2–35	3061 2730 1843	100A1 *Shelter dk with freeboard* 6,38 ~~11,37~~ MS4,35	Gls / LMC BS10,37	CL. 10,37 9,38	1915	Schiffsw. v. Henry Koch Lübeck	IberiaShippingCo. Ld. (H.Hogarth& Sons, *Mgrs.*) *Cell D B268′622t*	311·7|42·4|26·0 327·0(O.L.) P19′B47′F37′ *on Shelter dk* FR *FPT120t APT85t*	Ardrossan British *Coa* 2 *B Hto Sh dk* 3 „ „ *U* ..	T.3Cy.22⅝″,37″&57½″–35⅝″ 185lb (*s*) 253NHP FR 2SB(Spt),*4cf*,GS85,HS3552 OttensenerMaschf.Altona	28 „ 5 6 „ 4½ 22 „ 3	
70554 Baron Graham 148984 GLQP D.F. 1 *Dk*			3242 2965 1957				1925	Napier& Miller,Ld. Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	336·4|48·4|22·6 P35′B101′F36′	Ardrossan British *WA*	T.3Cy.21½″,35½″&60″–39″ 225NHP D.Rowan&Co.Ld.Gls.		C
70555 Baron Haig 148986 GMDW D.F. 1 *Dk*			3391 3097 2045				1926	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	342·2|48·6|22·7 P36′B104′F36′	Ardrossan British *WB*	T.3Cy.21½″,35½″&60″–39″ 225NHP D.Rowan&Co.Ld.Glasgow		C
70556 Baron Inchcape 135731 GPLM D.F. 1 *Dk & Shelter dk*			7005 6703 5202				1917	Ayrshire Dkyd.Co.Ld Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	425·8|56·2|33·3 P36′B104′F36′	Ardrossan British *WB*	T.3Cy.27″,46″&76″–48″ 400NHP J.G.Kincaid&Co.Ld.Grk.		C
70557 Baron Jedburgh 163844 D.F. GZGX *Cruiser Stern* 1 *Dk & Shelter dk*			3656 3347 2148				1936	Lithgows Ld. PortGlasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	386·4|53·2|22·5 F32′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–42″ 250NHP D.Rowan&Co.Ld.Gls.		C
70558 Baron Kelvin 146714 GDRZ D.F. 1 *Dk*			3081 2826 1872				1924	C.Connell &Co. Glasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	332·2|48·2|22·1 P29′B97′F34′	Ardrossan British *WB*	T.3Cy.21½″,35½″&60″–39″ 225NHP D.Rowan&Co.Ld. Glasgow		C
70559 Baron Kinnaird 160121 GNCR D.F. 1 *Dk*			3355 3052 2022				1927	Napier& Miller,Ld. OldKilpatrck	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	340·1|48·7|22·7 P36′B104′F36′	Ardrossan British *WB*	T.3Cy.21½″,35½″&60″–39″ 225NHP D.Rowan&Co.Ld.Glasgow		C
70560 Baron Loudoun 148985 GLPF D.F. 1 *Dk*			3164 2900 1914				1925	Lithgows Ld. Port Glasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	336·1|48·5|22·4 P35′B102′F36′	Ardrossan British *WB*	T.3Cy.21½″,35½″&60″–39″ 225NHP J.G.Kincaid&Co.Ld.Grk.		C
70561 Baron Lovat 148989 GMRS D.F. 1 *Dk*			3395 3096 2037				1926	Ayrshire Dkyd.Co.Ld. Irvine	H.Hogarth&Sons	342·1|48·6|22·7 P36′B104′F36′	Ardrossan British *WB*	T.3Cy.21½″,35½″&60″–39″ 225NHP D Rowan&Co.Ld.Glasgow		C
70562 Baron Maclay 146718 GKXW D.F. 2 *Dks*			6317 5792 3870				1924	Ayrshire Dkyd Co.Ld. Irvine	HogarthShipping Co.Ld. (H.Hogarth &Sons, *Mgrs.*)	430·4 56·3 29·1 P43′B129′F50′	Ardrossan British *WA*	T.3Cy.27″,46″&76″–48″ 400NHP McKie&Baxter,Glasgow		C
70563 Baron Minto 163846 GFFB D.F. E.S.D. 1 *Dk & Shelter dk Cruiser Stern*			4637 4172 2693				1937	Sir J.Laing &Sons,Ld. Sunderland	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	417·1|58·2|24·1 F38′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–42″ 250NHP GeorgeClark(1936)Ld.Sld.		C
70564 Baron Murray 163847 GKSL D.F. 1 *Dk*			3103 2847 1840				1924	Napier& Miller,Ld Glasgow	Cia. Carbonifera y de Fundicion Schwager	332·6|48·3|22·0 P29′B98′F37′	Ardrossan British Canadian *WB*	T.3Cy.21½″,35½″&60″–39″ 225NHP D.Rowan&Co.Ld.Glasgow		C
70565 Baron Nairn 148983 GLPJ D.F. 1 *Dk*			3164 2900 1914				1925	Lithgows Ld. PortGlasgow	KelvinShipping Co. Ld.(H.Hogarth &Sons, *Mgrs.*)	336·1 48·5|22·4 P35′B102′F36′	Ardrossan British *WB*	T.3Cy.21½″,35½″&60″–39″ 225NHP J.G.Kincaid&Co.Ld.Grk.		C
70566 Baron Napier 161808 GTJM D.F. 1 *Dk*			3659 3303 2217				1930	D&W Hendersn&Co.Ld Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	350·1|50·2|23·2 P40′B106′F36′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–42″ 249NHP D.&W.Henderson&Co.Ld.		C

Now Lawrence, *see* No. 83701 *in Supplement*

1 Numéro d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Appariement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	8 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Contre Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*
70567 160126 GNQF	**Baron Newlands** D.F.	1 *Dk*	3386 — 2031					1928	Ayrshire Dkyd.Co.Ltd. Irvine	HogarthShipping Co.Ltd.(H.Hogarth &Sons, *Mgrs.*)	341·8|48·6|22·7 P36′B104′F37′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–39″ 240NHP D.Rowan&Co.Ltd.Glasgow	
70568 148988 GMRQ	**Baron Ogilvy**	1 *Dk*	3391 3094 2035					1926	Ayrshire Dkyd.Co.Ltd. Irvine	HogarthShipping Co.Ltd.(H.Hogarth &Sons, *Mgrs.*)	342·0|48·6|22·7 P36′B104′F36′	Ardrossan British *WB*	T.3Cy.21½″,35½″&60″–39″ 225NHP D.Rowan&Co.Ltd.Glasgow	
70569 160122 GJXW	**Baron Pentland** D.F.	1 *Dk*	3410 3096 2045					1927	Ayrshire DckydCo Ltd. Irvine	KelvinShipping Co.Ltd.(H.Hogarth &Sons, *Mgrs.*)	342·1|48·6|22·8 P36′B104′F37′	Ardrossan British *WB*	T.3Cy.21½″,35½″&60″–39″ 225NHP D.Rowan&Co.Ltd.Glasgow	
70570 160128 GCSF	**Baron Ramsay**	1 *Dk*	3650 3303 2211					1929	D&W Hendersn&Co.Ltd. Glasgow	IberiaShipping Co.Ltd.(H.Hogarth &Sons, *Mgrs.*)	350·0|50·2|23·2 P40′B106′F36′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–42″ 249NHP D.&W.Henderson&Co.Ltd.	
70571 163841 GYDR	**Baron Renfrew** D.F. *Cruiser Stern*	2 *Dks*	3635 3328 2130					1935	D&W Hendersn&Co.Ltd. Glasgow	KelvinShipping Co.Ltd.(H.Hogarth &Sons, *Mgrs.*)	387·0|53·2|22·5 F32′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–42″ 250NHP D&W.Hendersn&CoLdGls	
70572 148982 GLCT	**Baron Ruthven** D.F.	1 *Dk*	3178 2907 1904					1925	Dunlop, Bremner&Co. Ltd. Pt.Gls	HogarthShipping Co.Ltd.(H.Hogarth &Sons, *Mgrs.*)	336·3|48·5|22·2 P28′B102′F36′	Ardrossan British *WB*	T.3Cy.22″,35½″&60″–39″ 225NHP D.Rowan&Co.Glasgow	
70573 160123 GDSP	**Baron Saltoun** D.F.	1 *Dk*	3404 3091 2041					1927	Ayrshire Dkyd.Co.Ltd. Irvine	IberiaShipping Co.Ltd.(H.Hogarth &Sons, *Mgrs.*)	342·1|48·6|22·7	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–39″ 240NHP D.Rowan&Co.Ltd.Glasgow	
70574 160130 GTCM	**Baron Stranraer** D.F.	1 *Dk*	3668 3326 2220					1929	Lithgows Ld. PortGlasgow	HogarthShipping Co.Ltd. (H.Hogarth &Sons, *Mgrs.*)	350·7|50·2|23·3 P40′B106′F36′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–42″ 249NHP D.Rowan&Co.Ltd.Glasgow	
70575 148990 GNCQ	**Baron Tweedmouth**	1 *Dk*	3357 3054 2023					1927	Lithgows Ld. PortGlasgow	HogarthShipping Co.Ltd.(H.Hogarth &Sons, *Mgrs.*)	340·3|48·7|22·7 P35′B104′F36′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–39″ 225NHP J.G.Kincaid&Co.Ltd.Grk.	
70576 160127 GTFD	**Baron Vernon** D.F.	1 *Dk*	3642 3296 2205					1929	D&W Hendersn&Co.Ltd. Glasgow	KelvinShipping Co.Ltd. (H.Hogarth &Sons, *Mgrs.*)	350·1|50·2 23·2 P40′B106′F36′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–42″ 249NHP D&W.Hendersn&CoLdGls	
70577 160125 GNJD	**Baron Yarborough**	1 *Dk*	3388 3073 2034					1928	Ayrshire Dckyd.Co.Ltd Irvine	KelvinShipping Co.Ltd.(H.Hogarth &Sons, *Mgrs.*)	341·6|48·6|22·7 P36′B104′F37′	Ardrossan British *WB*	T.3Cy.21½″,37″&62″–39″ 240NHP D.Rowan&Co.Ltd.Glasgow	
70578 140583 GPDS	**Baronesa** Twin Sc ss Lon.No.3–1,30 ~~ss Lon.No.2–33~~ ~~ss Lon.No.4–34~~ *Ref. Mchy.* D.F. 3 *Dks*(*Stl*)& *Shelter dk*(*Stl*–ws)		8663 7515 5408	✠100A1 *Shelter dk with freeboard* ~~4,391~~ ~~4,39~~	Lon Liv	*y*†	CL ~~4,36~~ P12,38 ~~4,39~~ S12,38 ~~4,39~~ ~~4,39~~	1918 4mo *Lloyd's*	Sir R Dixon &Co.Ld. Middlesbro' *SA&CP*	Furness-Houlder ArgentineLines, Ld. *Cell*	431·0|61·3|35·6 B *on Shelter dk* 259′ F *on Shelter dk* 39′ FK *DB*375′1128*t FPT*9*t APT*118*t*	Liverpool British 7 *BHCem*	T.6Cy.25″,41½″&70″–48″ (*s*) 200lb FD 1076NHP 5SB(Spt),*20cf*,gs416, hs16396 Richardsons,Westgarth& Co.Ld.Mdb.	38 ″ 4 s7 ″10½ 30 ″ 8	
70579 163218 GYMF	**Baronscourt** 3 Mst Wireless *Mchy.Aft* *Cruiser Stern* 1 *Dk*		869 597 456					1935	J.Lewis& Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint. *Mgr.*)	197·7|30·7|12·1 Q112′B11′F30′	Belfast British *WB*	T.3Cy.14½″,25″&41″–30″ 131NHP J.Lewis&Sons,Ld.Abn.	
70580	**Barossa** *For full particulars see No. 87251 in Supplement.* *Cruiser Stern*		4240 3416 2383	100A1 (*Class Contem plated*)				1938	Caledon S. B.&E.Co.Ld. Dundee	The Adelaide SteamshipCo.Ld.	367·1|50·3|24·6 Q146′F43′	Melbourne British	T.3Cy.20½″,33″&54″–42″ & LP turbine with DRgearing & hydraulic coupling J.G.Kincaid&Co.Ld.Grk.	27 ″ 3 s4 ″ 9½ 22 ″ 7½	
70581 OHED	**Barösund** (*ex* Tilly Russ I.) Wireless D.F.	1 *Dk*	1015 859 586					1920	Stettiner Oderwerke Stettin	J.W.Paulin	211·3|33·8|13·0 P12′Q59′B55′F22′	Wiborg Finnish *WB*	T.3Cy15⅝″,25½″&41⅜″–29½″ 92NHP Stettiner Oderwerke	N
70582 LCMO	**Baröy** (P) D.F.	2 *Dks*	424 371 234					1929	Trndhjms Mek.Værks. Trondheim	OfotensDamp-skibsselskabA/S	143·8|24·1|16·3 H53*t*	Narvik Norwegian *WB*	T.3Cy.13¾″,23″&38″–22″ 68NHP TrondhjemsM.V.Trondhm	N
70583 136279 GRYD	**Barpeta** (P) ss Bom.No.3–7,27 ss Bom.No.2–35 2 *Dks*(*Stl–U* teak s)		3194 2651 1892	✠100A1 ~~Lmc~~ LMC 6,35	Bom	*v*	CL ~~4,86~~ 4,38	1914 4mo *Lloyd's*	Barclay, Curle&Co.Ld. Glasgow *SA&CP* *WB*	British India Stm. Nav.Co.Ld. = *Cell DBa*94′*u E&*	330·3|46·2|23·1 342·7(O.L.) P&B192′F34′ FK *B*67′*f*124′647*t FPT* 47*t APT*18*t*	Glasgow British 5 *BHCem* 3SB&1AuxSB,*11cf*,gs227 Barclay,Curle&Co.Ld.Gls.	T.3Cy.20″,34″&58″–45″ (*s*) 215lb hs9074 FD 526NHP 3SB&1AuxSB,*11cf*,gs227	25 ″ 6 s 4 ″ 1¼ 21 ″ 10	
70584 148319 MPQZ	**Barra Head** (*ex* Portavon) ss Lth.No.2–38 ~~ss Lth.No.1–38~~ *Mchy.Aft* 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted* Wireless		671 444 326	✠100A1 ~~8,07~~ 11,38	Lth	*j*	CL ~~4,36~~ ~~4,39~~ 11,38	1930 2mo *Lloyd's*	Goole S.B. &Repg.Co. (1927)Ld. Goole *SA&CP*	A.F.Henry& MacGregor,Ld. *Cell DB*	176·6|28·4|11·4 182·0(O.L.) Q101′B11′F23′ FK 107′ 150*t FPT*43*t A*	Leith British 3 *BHCem* *APT*31*t*	T.3Cy.13⅛″,22″&37″–27″(*s*) 180lb 95RHP 1SB,*3pf*,gs57,hs1780 Day,Summers&Co Ld.Sou.	13 ″ 6 s 4 ″7½ 13 ″3	
70585 148882 GMCT	**Barrdale** D.F. E.S.D. ss Bkn.No.3–8,37 1 *Dk*(*Stl*)		5072 4673 3007	✠100A1 ~~8,38~~ 2,38 ✠LMC ~~8,37~~ BS2,38	Ams Ant	*z*	CL. 8,37	1925 11mo *Lloyd's*	Greenock Dkyd.Co.Ltd. Greenock *SA&CP*	TheBarrShppg.Co. Ld.(Barr,Crombie &Co.Ld. *Mgrs.*) *Cell DBa*124′*u E*	400·3|54·4|26·3 P37′B189′F38′ FK 23′*f*180′1034*t DT f*	Glasgow British 7 *BHpt Cem* 37′1500*t FP* *T*160*t APT*200*t*	T.3Cy.25″,42″&70″–48″ (*s*) 180lb FD 475NHP 3SB(Spt)9*cf*,gs157,hs7035 J.G.Kincaid&Co.Ld.Grk.	28 ″ 8 s 4 ″ 9½ 24 ″ 1½	
70586 219353 KJCQ	**Barreado** (*ex* Gaffney) *Fitted for oil fuel* Sub.Sig. 2 *Dks* *Longitudinal framing*		4781 — 3015					1919	Seattle Con &Dry Dock Co Seattle,Wash	United States Maritime Commission	380·5|53·1|26·9 P39′B102′F41′	New York Utd. States *WB*	T.3Cy.24″,40″&70″–48″ 339NHP Skinner&Eddy Crp.Seattle	R
70587 142279 GNFB	**Barrgrove** (*ex* Stromboli, *ex* War Anemone) D.F. ss Rot.No.3–1,31 ss Bry.No.1–35 1 *Dk*(*Stl*)		5222 4748 3237	✠100A1 ~~8,37~~ ~~Lmc~~ LMC BS8,37 8,38	Cff	*y*	CL ~~4,36~~ S12,36	1918 1mo *Lloyd's*	Nthmblnd S.B.Co.Ld. Newcastle *SA&CP*	TheBarrShppg.Co. Ld.(Barr,Crombie &Co.Ld. *Mgrs.*) *Cell DB*	400·2|52·3|28·4 412·8(O.L.) P49′B113′F39′ FK 344′1125*t FPT*115*t*	Glasgow British 7 *BHpt Cem* *APT*175*t*	T.3Cy.26″,44″&73″–48″ (*s*) 160lb 517NHP 3SB,*9cf*,gs190,hs7668 FD N.E.Marine Eng Co Ld.Nwc	31 ″ 0 s 5·11½ 25 ″ 3½	

No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	Regist'd Tonnage: Gross. / Under deck. / Net.	Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey. / Port of Survey / Years Assigned now expired / Equipment Letter	Date when tail shaft last seen.	Built: When	By Whom / Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. / Flag.	Engines. No. & Dia. of Cylinders — Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	Registers in which classed if not in L.R. Date of R. of Trade Cert.
70588 133093 GKWR	**Barrhill** (*ex*QueenMargaret) *ss*Rot.2ndNo.3-11,37 D.F. 2*Dks*(*UptIrn ptStl*)&2*nd dk*(*Stl*)	4972 4748 3197	✠100A1 Rot *y* 2,39 ~~1,37~~ Vcr BS11,3 MC11,37	CL 11.37	1912 12mo Lloyd	R.Duncan &Co.Ld. Pt Glasgow 'sA&CP	TheBarrShppg.Co. Ld.(Barr,Crombie &Co.Ld.*Mgrs.*) *CellDBa*135'*u*	405·0|53·0|27·2 420·0(O.L.) P41'B115'F41' FK *E&B*43'*f*173'1189*t*	Glasgow British 6*BHCem* *APT*36*t*	T.3Cy.26",42"&71"-48" (*s*) 180lb 415NHP 3SB,9*cf*,GS189,HS6888 J.G.Kincaid&Co.Ld.Grk.	29 " 9 s 5 " 9¼ 24 " 3	
70589 151045 CYKP	**Barrie** (*ex*RobertP.Kernan) *Mchy.Aft* 1*Dk*	1824 1558 98[illegible]			1925	TheCollingwood S.B.Co.Ld. CollngwdOnt	CanadaSteamship Lines,Ld.	252·0|43·1|16·8 Q93'F35'	Montreal British *WB*	T.3Cy.15½",26"&44"-26" 99RHP E.J.CoddCo.Ld.Baltimore		C
70590 147722 GKVZ	**Barrington Court** *ss*Cff.No.3-8,36 D.F. 1*Dk*(*Stl*)	4910 4560 2988	✠100A1 Shl *y* 5,38 ~~12,36~~ ~~BS7,37~~ LMC6,36	CL ~~12,36~~ 5.38	1924 9mo Lloyd	Workman, Clark&Co.Ld. Belfast 'sA&CP	CourtLine,Ld. (Haldin&Philipps Ld.*Mgrs.*) *Cell*	396·6|53·1|26·5 P46'B119'F39' FK *DB*345'1057*t* *FPT*	London British 6*BHCem* 98*t APT*174*t*	T.3Cy.26⅛",42"&70"-48" (*r*) 180lb 414NHP 3SB,9*cf*,GS198,HS7017 Wrkman,Clark&Co.Ld.Bel	29 " 0 s 5 " 6¾ 23 " 8¾	
70591 161890 GDYX	**Barrwhin** *ss*Rot.No.2-38 ~~*ss*Nwc.No.1-33~~ D.F E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4998 4605 2970	✠100A1 Rot *a*† *withfreeboard* Bkn 5,38 ~~3,37~~12,38 ~~BS12,36~~ ✠LMC~~12,33~~ 5.38	CL ~~6,37~~ 4,38	1929 10mo Lloyd	Greenock DockydCoLd Greenock 'sA&CP	BarrShippingCo. Ld.(Barr,Crombie &Co.Ld.*Mgrs.*) *CellDB*350'1112*t* *MT*21'821*t*	405·5|55·7|25·4 421·0(O.L.) F36' FK *FPT*140*t APT*185*t*	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	T.3Cy.23¾",40½"&66"-45"& LP Turbine with DR gearing & hydraulic coupling 200lb (*s*) FD 473NHP 3SB(Spt)9*cf*,GS130,HS6051 Rankin&BlackmreLd.Grk	27 " 10 s 3 " 0 25 " 0	
70592 TV8E	**Barsac** 1*Dk* *Mchy.Aft*	1049 — 417			1923	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	Worms&Cie.	215·9|30·6|12·6 P126'F57'	Havre French *WB*	T.3Cy.18",30"&50"-33" 143NHP Atel.&Ch.de laSeine Maritime		V
70593 116 YLBR	**Bārta** (*ex*Penmount) *ss*Lie.3rdNo.3-5,38 ~~*ss*Cff.2ndNo.3-6,25~~ ~~*ss*Rga.No.2-34~~ 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	2324 2135 1451	✠100A1 Lie *s* 5,38 ~~5,37~~ ~~BS3,37~~ ✠LMC~~2,33~~ 5,33 BS4,39	5,37	1900 2mo	W.Gray& Co.Ld. W Hartlepool A&CP	LatvianGovt. (ValstsKugu Parvalde,*Mgrs.*) *CellDB*	302·5|43·2|19·7 313·6(O.L.) P25'B71'F29' FK *a&uE*120'*f*124'644*t*	Riga Latvian 5*BHCem* *APT*40*t*	T.3Cy.22⅛",35"&59"-39" (*s*) 160lb ~~NDB17~~ 218NHP 2SB,6*rf*,GS82,HS3303 Cen.Mar.Eng.Wrks.WHpl	22 " 3 s 8 " 6¼ 18 " 11	
70594 162 YLCE	**Bārtava** (*ex*Ulla,*ex*Föhr) *ss*Els.3rdNo.3-6,24 *ss*Lie.No.3-3,32 *ss*Lie.No.1-37 *Cargo battens not fitted* 1*Dk*(*Stl*)	768 638 461	✠100A1 Lie *k* 3,39 ~~4,37~~ ✠NB12,12 ✠LMC4,37 ~~BS3,38~~3,[illegible]	CL 4,37	1888 10mo	G.Howaldt Kiel	G.Grinvalds,ASeebergs&others(Geo. Grinvalds,*Mgr.*) *Cell*	193·4|29·9|14·3 200·1(O.L.) B44'F29' BK7½" *DB*152'224*t*	Liepaja Latvian 4*BHCem*	T.3Cy.14⅛",24"&36⅝"-23⅝" 165lb (*s*) 82NHP 2SB(Spt),4*cf*,GS36,HS1160 Gebr.Howaldt,Kiel	16 " 4 s 1 " 11 14 " 7	
70595 TCAP	**Bartin** Ⓟ (*ex*Odin-32, *ex*Hungerburg,*ex*Paramaribo) Wireless 2*Dks*	741 — 399			1896	Nederl. Schps. Maats, Amsterdam	Denizbank-Denizyollari Idaresi	175·0|28·2|18·3	Istanbul Turkish *WB*	T.3Cy.14¾",24⅝"&39⅜"-27½" NB23 82NHP NedFb.v.Wrk&Spoor,Ams		
70596 EACA	**Bartolo** (*ex*Algorta,*ex*WarZephyr) *ss*Bbo.No.3-7,31 *ss*Bbo.No.1-35 1*Dk*(*Stl*) *Cargo battens not fitted*	3124 2867 1870	✠100A1 Rot *u* 9,38 ~~1,37~~ Mch ✠LMC MS1,35 BS~~11~~ 9,38	CL ~~1,35~~ 9,38	1918 10mo Lloyd	J.Priestman&Co. Sunderland 'sA&CP	Cia.NavieraBachi (Hijos deAstigarraga,*Mgr.*) *CellD*	331·3|46·8|23·2 P33 B98'F28' FK *B*278'749*t FPT*115*t*	Bilbao Spanish 7*BHptCem* *APT*122*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 429NHP 3SB.9*cf*,GS156,HS6321 FD G.Clark,Ld Sunderland	25 " 6 s 3 " 11¾ 21 " 9	
70597	**Basarabia** Ⓟ TwinSc *Oil Eng* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *CruiserStern*	~~7000~~ 66[illegible] — 3918			1938	Akt.Burmeistr&Wain Copenhagen	RoumanianState MaritimeService	405·0|57·7|~~30·2~~ 26·9 B&F335'	Constantza Roumanian *WB*	Oil Engines 2S.C.SA 24C.24 7/16"-45¼" 2490NHP Akt.Burmeistr&Wain,Cpn		V
70598	— (*ex*LotteReith,*ex*Otto Reith,*ex*LotteReith,*ex*Portimão) *Now* "Danubius," *see No.*87751 [illegible] 1*Dk*&*Spd* [illegible]	1489 1258 923			1899	Schiffsw.v. H.Koch Lübeck	MatteoLevenson	245·9|35·2|18·4 B69'F29'	Galatz Roumanian *WB*	T.3Cy.16¾",28"&44½"-32½" 113NHP J.F.Ahrens.Altona		G
70599 LCMP	**Basel** TwinSc Wireless D.F. 1*Dk*	1110 848 619			1924	Akers Mek.Værks. Oslo	A/SGangerRolf (FredOlsen&Co. *Mgrs.*)	225·7|35·1|12·9 B102*t*H113*t*F11*t*	Oslo Norwegian *WB*	T.6Cy.12",20"&33"-21" 100NHP AkersMek.Værks.Oslo		N
70600 149671 GNSJ	**Basil** *ss*Hul.No.2-37 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	4913 1449 3072	✠100A1 Ant *withfreeboard* Liv ~~6,36 10,37~~ 1,39 ✠LMC MS5,36 BS~~9,37~~ 10,38	CL ~~10,37~~ N7,38	1928 3mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	BoothS.S.Co.Ld. *CellDB*350'990*t* *DTs a*32'783*t*	407·9|53·8|26·0 422·3(O.L.) F28' FK *FPT*86*t APT*32*t*	Liverpool British 8*BHptCem* (*Coll to Shdk* 6 ,, 2*nd*,, 1 ,, 3*rd*,,)	T.3Cy25½",43½"&73"-51"(*s*) 215lb FD 600NHP 3SB(Spt)9*cf*,GS195,HS8859 Hwthrn,Leslie&C.Ld.Nwc	28 " 6 s 3 " 3¼ 25 " 5¼	
70601	**Basilan** (*ex*GouverneurGeneral Roume-36, *ex*Victoria) *ss*Syd.No.3-10,14 *ss*Syd.No.2-23 2*Dks*(*Stl-Uws*)&*Web frames*	2969 — 1870	✠ Saigon *r* 3,28 ✠		1902 9mo	Gourlay Bros.&Co. Dundee	Cia.Maritima (FernandezHnos. Inc,*Mgrs.*) *CellDBa*72'*uE*&*B*	335·0|43·2|20·6 P201'F100' BK8½" *Prom.dk on*P101' 58'*f*154'1290 *FPT*	Manila Utd. States 7*BHCem* 43*t APT*26*t*	T.3Cy.27½",45"&74"-48" 521NHP 2D&1SB,15*cf*,GS348HS9550 GourlayBros.&Co.Dundee	23 " 2	
70602 LJES	**Basilea** *OilEng.* 1*Dk* 2*nd dk clear of cargo tanks* *Part electrically welded including butts of shell, upper deck & longitudinal bulkhead plating* D.F. *Mchy.Aft* *Rudder electrically welded* *Longitudinal framing* *CruiserStern*	9612 8885 5761	✠100A1 Fal *e*† ~~[illegible] 9,37~~11,38 LMC7.36 DBS(WTB)12,37 *Carrying Petroleum in bulk*	CL 11,38	1936 7mo Lloyd	Kockums M.V.Aktieb. Malmö 'sA&CP	Skibs.A/S Navalis (Tschudi&Eitzen, *Mgrs.*) *CellDBuE*70'187*t*	506·1|63·1|36·4 P97 B41'F59' FK *DTf*34'517*t FPT*1	Oslo Norwegian 11*BHptCem* 68*t APT*370*t*	Oil Engines 2S.C.DA 7Cy.23⅝"-43 5/16" 1358NHP 2DB170lb DB(WTB)170lb Kockums M.V.Akt.Malmö	36 " 7 s 8 " 5¾ 28 " 3	
70603 142341 GQCZ	**Bassa** (*ex*WarPointer) *ss*Hul.No.3-9,30 *ss*Bkn.No.1-35 2*Dks*(*Stl*)	5267 4784 3202	✠100A1 Hul *y* 3,38 ~~12,37~~ BS~~12,37~~ 1,38 ✠LMC11.35	CL ~~12,37~~ 3,38	1918 3mo Lloyd	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP	ElderDempster Lines,Ld. *DB*	400·1|52·3|28·4 412·7(O.L.) P49'B112'F39' FK 345'1113*t FPT*118*t*	Liverpool British 7*BHCem* *APT*174*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 " 0 s 5 " 11¾ 25 " 3	
70604 165691 GDDR	**Bassano** D.F. E.S.D. 2*Dks*&*Shelter dk* *Ref.Mchy.* *CruiserStern* *Strengthened for navigation in ice*	4843 4122 2687	✠100A1 Nwc *z* *withfreeboard* Hul ~~[illegible]~~ 1,39 ✠LMC12,37 *Carrying vegetable oil in deep tank*	CL	1937 12mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	Ellerman'sWilson Line,Ld. *CellDB*335'899*t*	401·5|55·8|25·7 419·6(O.L.) B119'F35' FK *DTa*28'706*t FPT*63*t*	Hull British 7*BHptCem ptAsp* (*Coll toSh dk* 6 ,, 2*nd* ,,) *APT*48*t*	T.3Cy.26½",44"&73"-48"& LP turbine with DR gearing & hydraulic coupling 225lb FD (*s*) 786NHP 4SB(Spt),12*cf*,GS248, HS9870 Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 " 3 s 2 " 10 25 " 7	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Tenue actuelle maintenant exprimée. Lettre d'Equipement.	7* Date de la dernière visite de Carène pour Bateliers.	8 9 Construit. Quand. Navire. Mach. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*
70605 163454 MBTC	**Bassethound** Wireless *Fitted for oil fuel* *Carrying Petroleum in bulk* 1 *Dk* *Mchy. Aft* *Longitudinal framing*	1174 863 574			1934 Blythsw'd S.B.Co.Ltd. Glasgow	HadleyShipping Co.Ld.	222·6 35·1 15·8 P72′ *Trunk* 123′ F26′	London British *WB*	T.3Cy.16″,27″&45″–33″ 116NHP D.Rowan&Co.Ld.Gls.	
70606 LEZA	**Bastant** *Note* "Waija," *see No. 20617 in Supplement* D.F. 1 *Dk*	1715 1503 998			1912 Nylands Værksted Oslo	A/S GangerRolf (Frod.Olsen&Co. *Mgrs.*)	264·9 40·2 18·6 P22′ B63′ F29′	Oslo Norwegian *WB*	T.3Cy.19″,31″&51½″–33″ 152NHP NylandsVærksted,Oslo	
70607 LIUZ	**Bastö** (P) *CruiserStern* 1 *Dk*	322 250 125			1934 A/S Moss Værft&Dokk Moss	A/S Alpha	137·3 27·1 12·1 B63′ F16′	Moss Norwegian *WB*	C.4Cy.(2)9½⅛″&(2)23″–20½″ 37NHP FredrikstadM.V.Frdstad.	
70608 UOLS	**Bataisk** **IronTwinSc** (*ex*SviatoiNicolai,*ex*Karl) 1 *Dk*	319 293 218			1882 Stabilmnto Tecnico Trieste	U.S.S.R.	176·0 26·9 7·5 F15′ B20′ P19′	Odessa Russian	C.4Cy.(2)11″&(2)22″–18″ NB31 34NHP StabilimentoTecnico,Tri.	
70609 PKFT	**Batak** *OilEng.* *Mchy. Aft* 1 *Dk*	409 323 244			1931 N.V.Droog-dokMaats. "Soerabaia" Sourabaya	N.V.Koninkl. Paketv.Maats.	150·9 27·2 10·2	Batavia Dutch *WB*	Oil Engines 2S.C.SA 6Cy.9⅜⅜″–13″ 102NHP SulzerBros.Winterthur	
70610 LCEF	**Batavia** Wireless *Oil Eng.* *Mchy. Aft* 1 *Dk*	962 766 497			1922 Odense Staalskibs. Odense	A/S"GangerRolf" (Frod.Olsen&Co. *Mgrs.*)	215·0 34·7 12·9 P99′ H76′	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.19¹⁄₁₆″–35⁷⁄₁₆″ 225NHP Akt.Burmeistr&Wain,Cpn	
70611 24707 JICD	**Batavia Maru** (P) *ss*Osa.No.3–9,36 *ss*Osa.No.1–34 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4393 3677 2731	✠100A1 Osa *w* *Shelter dk* *withfreeboard* 12,37 ~~11,35~~ 10,38 ~~MC12.~~ ~~11,33~~	CL ~~11.35~~ 10,38	1919 1mo	OsakaIron Works,Ld. Innoshima	OsakaSyosenK.K.	345·0 49·8 28·1 P30′ B99′ F34′ *on Shelter dk* FK *CollisionBH to Shelter dk* 5 *BH to U dk* *Cell DB*294′ 1098*t FPT* 115*t APT* 29*t*	Osaka Japanese *Cem*	T.3Cy.24″,41″&67″–48″ (*s*) 28 *n* 2 180lb 390NHP *s* 4 *n* 8¾ 2SB.*6cf*,GS126,HS5400 FD 28 *n* 8 OsakaIron Wrks.Ld.Osaka	
70612 PCYV	**Batavier II.** (P) Sub.Sig. Wireless D.F. 2 *Dks*	1573 896 956			1920 Wilton's E. &Slpwy.Co Rotterdam	Wm.H.Müller&Co. N.V.	260·0 35·0 15·5 P57′ B&F183′	Rottrdam Dutch *WB*	T.3Cy.24″,38″&62″–36″ 231NHP Wilton'sE.&Slpwy.Co.Rot	V
70613 PCYX	**Batavier III.** (P) Sub.Sig. Wireless D.F. 2 *Dks*	1406 854 836			1897 Gourlay Bros.&Co. Dundee	Wm.H.Müller&Co. N.V.	261·3 33·6 13·9 P&B153′ F47′ len10	Rottrdam Dutch *WB*	T.4Cy.23″,37″&(2)41″–36″ NB10 202NHP GourlayBros.&Co.,Dundee	V
70614 PCYZ	**Batavier IV.** (P) Sub.Sig. Wireless D.F. 2 *Dks*	1569 920 866			1902 Gourlay Bros.&Co. Dundee	Wm.H.Müller&Co. N.V.	260·2 35·1 15·6 P57′ B&F183′	Rottrdam Dutch *WB*	T.3Cy.24″,38″&62″–36″ 231NHP GourlayBros.&Co.Dundee	V
70615 PCZB	**Batavier V** (P) Sub.Sig. Wireless D.F. 2 *Dks*	1573 896 955			1921 Wilton's E. &Slpwy.Co. Rotterdam	Wm.H.Müller&Co. N.V.	260·1 35·0 15·5 P57′ B&F183′	Rottrdam Dutch *WB*	T.3Cy.24″,38″&62″–36″ 231NHP Wilton'sE.&SlpwyCo.Rot.	V
70616 154476 CYKN	**Batiscan** (*ex*UnitedStates) 2 *Dks*	1656 915 823			1909 Manitowoc D.D.Co. Manitowoc	MarineIndustries Ld.	246·8 40·0 16·0	Montreal British *WB*	T.3Cy.22″,36½″&60″–40″ 227NHP Manitowoc]).D Co.Man.	
70617 160569 GSQV	**Batna** *ss*Shl.No.2–36 D.F. 1 *Dk*(*Stl*) *Cargo battens not fitted*	4399 4076 2735	✠100A1 Shl *x* ~~5,34~~ ~~11,37~~ ~~11,34~~ Rbt ~~6,00~~ ~~6,00~~ 1C 1,39	CL ~~8.37~~ 1,39	1928 J.Readhead 9mo &Sons,Ld. South Shields	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld. *Mgrs.*)	370·0 52·3 25·9 384·7(o.L.) P28′ B104′ F36′ *CellDBa§n* FK E144′/160′1075*t FPT*135*t APT*115*t*	London British 6 *BH Cem*	T.3Cy.24½″,41″&66″–45″ (*r*) 28 *n* 3 180lb *120lb* 341NHP *s* 5 *n* 3⅜ 2SB,*6cf*,GS109,HS4460 FD 23 *n* 1½ J.Readhead&SonsLd.SShl	
70618 SPEE	**Batory** (P) **TwinSc** *OilEng.* D.F. GyC. 2 *Dks*,3*rd dk forward&in* *Ref.Mchy. Cruiser Stern No.3hold aft* *Strengthened for Navigation in Ice*	14237 8342 8167	✠100A1 Got *withfreeboard* NYk ~~11,35~~ 1,39	CL 11,38	1936 4mo	Cantieri RiunitiDell' Adriatico Monfalcone	Gdynia-America Shipping Lines,Ld.	498·8 70·8 32·4 525·7(o.L.) B&F185′ *Upper* FK *Bridge* 280′ *CellDB*384′1147*t DTa*2	Gdynia Polish 9 *BH Cem*	Oil Engines 2S.C.SA 18Cy.28⅜″–49²⁵⁄₃₂″ 2516NHP 2DB *100lb* Cant. RiunitiDell'Adriatico *FPT*130*t APT*182*t* Trieste	37 *n* 7 *s* 13 *n* 0 24 *n* 9
70619 TSJB	**Battambang** 1 *Dk*&*Awng dk*	668 634 318			1888 A.Dubig'on Nantes	Cie.Saïgonnaise deNav.&deTransp.	191·7 28·0 14·1 H21′ 21·0	Saïgon French	T.3Cy.18″,29″&47″–29″ NB03 119NHP J.Voruz,aîné,Nantes	V
70620 UOWP	**Batum** (*ex*BatumskySoviet–34) *OilEng* 1 *Dk*(*Stl*) *Mchy. Aft* *Cruiser Stern* *Carrying Petroleum in bulk*	6236 5504 3676	✠ Odn 1,32		1932 1mo	Odense Staalskibsvft ved A.P.Möller Odense	U.S.S.R.	407·4 54·7 30·4 P95′ B37′ F37′ *Trunk in wells* FK *CellDB*66′21	Tuapse Russian 10 *BH* 15*t APT*86*t*	Oil Engines 4S.C.SA 6Cy.29⅜″–59³⁄₁₆″ 489NHP 2DB Akt.Bur.neistr&Wain,Cpn	32 *n* 3
70621 DHCB	**Baumwall** *Well deck* 1 *Dk*	876 699 505			1908	Stettiner Oderwerke Stettin	H.M.Gehrckens	211·3 32·6 12·4 Q65′ B51′ F21′	Hamburg German *WB*	T.3Cy.16″,25″&44″–30″ 106NHP StettinerOderwerke,Stn.	G
70622	**Baurdo** *For particulars see* "Cabo Quintres"									
70623 LFLA	**Bauta** (*ex*CanadianSealer) 1 *Dk*	1657 1451 944		...	1919	NovaSc'tia Steel&Coal Co.Ld. NewGlasgow N.S.	SkibsA/SWilliam HansensRederiI (WilliamHansen, *Mgr.*)	270·0 38·2 17·9 P28′ B65′ F27′ FK	Bergen Norwegian *WB*	T.3Cy.17½″,28¾″&47″–33″ 166NHP RobbEngineering Works, Amherst,N.S.	20 *n* 6
70624 126470	**Baxter Dick** (*ex*PrinceIto) **IronSp** 1 *Dk*	473 466 321			1900	..... Kinderdijk	NationalSand& MaterialCo.Ld. (J.D.Payne,*Mgr.*)	159·3 28·0 10·2	HalifaxNS British	T.3Cy.12″,18″&30″–18″ 38NHP	
70625 143060 GLNW	**Baxtergate** (*ex*AngloIndian–37) *ss*Cff.No.3,11–37 D.F. 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) *Corrugated sides* *Longitudinal framing in DB&at decks*	5531 5110 3401	✠100A1 Cff *a*† *withfreeboard* Smk 1,35 ~~3,00~~ LMC MS10,37 BS1,38	CL 3,38	1925 10mo	Short Bros. Ld. Sunderland	RedgateS.S.Co.Ld. (Turnbull,Scott& Co.*Mgrs.*)	426·0 59·5 26·0 439·6(o.L.) FK *Lloyd'sSA&CP* *CellDB*379′ 1302*t DTa*24′980*t*	London British 7 *BH Cem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Q.4Cy23½″,32½″47″&68″–48″ 220lb *120lb* (*s*) 453NHP 3SR(Spt),*9cf*,GS141, HS6210 FD N.E.MarineEngCoLd.Nwc	28 *n* 6 *s* 3 *n* 7½ 25 *n* 0½
70626										

No. in Book / Official No. / Code Letters	Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	Regist'd Tonnage: Gross / Under deck / Net	Character (✠ for Special Survey; Date of last Survey)	Port of Survey	Years Assigned now expired. Equipment Letter	Date when tail shaft last seen	Built: When	Built: By Whom / Where	Owners	Regist'd Dimensions (Length, Breadth, Depth); Deck Erections, &c.	Port of Registry / Flag	Engines	Moulded depth / Freeboard amidships / Corresponding draught (ft. in.)	Registers in which classed, if not in L.R. Date of h. of Trade cert.
70627 143599 MJSQ	**Bay Fisher** (*ex*Tarnwater-34) *ss*Brw.No.3-1,34 *ss*Brw.No.1-38 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	575 394 262	✠100A1 2,38 BS9,38 ✠LMC12,3	Brw	*h*	CL 2,38	1919 11mo	J.Lewis&Sons,Ld. Aberdeen *Lloyd'sA&CP*	JamesFisher&Sons,Ld.	164·8 27·0 11·1 *28·3* 171·9(O.L.) Q94'B11'F21' FK *CellDBf*97'125t*FPT*44t*APT*19t	Barrow British 3*BHCem*	T.3Cy.14",24"&39"-27" 180lb 105NHP 1SB,3*pf*,GS54,HS1894 J.Lewis&Sons,Ld.Abn.	13 " 3 s 3 " 8¾ 13 " 2¾	
70628 141870 GBVQ	**Bayano** (P) TwinSc3Mst E.S.D. Sub.Sig. *Ref.Mchy.* 2*Dks* D.F.	6815 5204 3936					1917	A.Stephen&Sons,Ld. Glasgow	Elders&Fyffes,Ld.	425·5 54·2 30·4 P40'B195'F47'	Glasgow British *B B*	T.6Cy.23½",39½"&67"-48" 622NHP A.Stephen&Sons,Ld.Gls.		C BT till ~~9,38~~ 10,38
70629 LJCZ	**Bayard** *OilEng.* D.F. *Ref.Mchy.* 1*Dk&Shelter dk* *CruiserStern*	2160 1651 1161					1936	A/S Akers Mek.Værks. Oslo	A/SBonheur(Fred.Olsen&Co.)	315·2 44·3 16·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.19 1/16"-35 7/16" 471NHP A/SAkersMek.Værks.Oslo		N
70630 148758 MKXL	**Baymaud** WoodAux3MstSr (*ex*Maud) *OilEng.* 2*Dks* (*See Sailing Ship Register*)	385 339 297	...				1917	Chr.Jensen Asker	Hudson'sBayCo.	106·8 40·0 15·3	London British	Oil Engines 2S.C.SA 4Cy.15"-16½" 69NHP J&CGBolindersCoLdSkm	18 " 4	
70631 181837 KZBK	**Baynain** (*ex*Kilcloher,*ex*Channel Queen) *ss*Man.2ndNo.3-2,33 *ss*CebuNo.1-37 1*Dk*(*Stl*) *Well deck* Wireless	659 — 287	✠100A1 3,38 ~~2,37~~ ✠LMC~~2,37~~ 3,38-	Cebu	*i*	OG 2,37	1912 10mo	GooleS.B.&RepgCo.Ld. Goole *Lloyd'sA&CP*	~~BayShippingCo. (F.L.Zimmerman Mgr.)~~ Philippine CutchCorp. *CellDBa*29'*f*70'130t*FPT*42t*APT*30t	175·0 27·9 10·9 P19'Q33'B51'F26' BK7"	Z'mboanga P.I. Utd. States 4*BHCem*	T.3Cy.15",25"&40"-27" (*s*) 180lb 109NHP 1SB,3*cf*,GS60,HS1952 Earle'sCo.Ld.Hull	13 " 5 s " 7½ 13 " 6	
70632 218735 KFAG	**Bayonne** Wireless *OilEng.* GyC. 1*Dk&Webframes* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	1077 915 616	...				1919 -	TankS.B.Corp. Newburgh, N.Y	Socony-Vacuum OilCo.Inc.	206·8 35·5 16·8 P56'F23' FK	NewYork Utd. States *WB*	Oil Engines 4S.C.SA 6Cy.16"-24" 149NHP McIntosh&Seymour, Auburn,N.Yk.	17 " 4	
70633 220553 KDGK	**Bayou Chico** *Fitted for oil fuel* Sub.Sig. 2*Dks&Webframes*	5401 4942 3364	...				1920	Pensacola S.B.Co. Pensacola	UnitedStates Maritime Commission	400·7 54·2 30·2 P36'B124'F44' FK	Pensacola Fla. Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft WestinghouseElectric&Mfg.Co.Essington,Pa.	32"10	R †
70634 141675 VGNJ	**Bayton** (*ex*FrancisWidlar) GyC. *Mchy.Aft* 1*Dk*2*trB*	4176 3924 3000					1904	American S.B.Co. Cleveland,O.	ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*)	416·0 50·0 28·0	Toronto British *WB*	T.3Cy.22",35"&58"-40" 213NHP ClevelandSBCoClevelndO		R
70635 164102 GZCK	**Beachy** (P) E.S.D. 2*Dks*	1600 1170 697					1936	A.Stephen&Sons,Ld Glasgow	ClydeShippingCo.Ld.	272·5 38·4 17·2 P&B177'F43'	Glasgow British *WB*	T.3Cy.21",34"&56"-39" 196NHP A.Stephen&Sons,Ld.Gls.		C BT till 10,38
70636 221092 KDPO	**Beacon** (*ex*Agwistone) TwinSc *Fitted for oil fuel* *Mchy.Aft* 3*Dks* D.F. GyC *Longitudinal framing* *Carrying Petroleum in bulk*	10388 10049 7886					1921	Nwprt Nws S.B.&D.D.Co. NewprtNews	StandardOilCo.of NewJersey	500·0 68·2 29·3	Wilmgton (Del.) Utd. States *WB*	T.6Cy.20½",35"&60"-42' 457NHP NewportNews SB&DD.Co.		R
70637 166436 GKKK	**Beacon Grange** TwinSc *OilEng* D.F. *Ref.Mchy.* 4*Dks* *CruiserStern*	10119 8000 6221	✠100A1 ?,38 ~~5,38~~ ✠LMC5,38 Lloyd'sRMC~~5,38~~	Nwc Lon	*e*†	CL ~~4,38~~ 4,39	1938 5mo	Hawthorn,Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	HoulderLine,Ld.(HoulderBros.&Co.Ld.) *CellD*	447·5 65·5 ~~35·4~~ 35 3 464·5(O.L.) B&F384' FK B354'1369t*FPT*99t	London British 8*BHptCem* *APT*82t	Oil Engines 4S.C.SA 16Cy.25 9/16"-55⅛" NHP1006 3DB*125lb* Hwthrn,Leslie&CoLdNwc	38"2½ s 7 " 0¼ 31 " 5¼	
70638 217905 KEXV	**Beaconhill** (*ex*Hoven) *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	6941 — 4295					1919	Bethlehem S.B.Corp.Ld SparrowsPt.	StandardOilCo.of NewJersey	434·8 56·2 31·8 P92'B50'F42'	Wilmgton (Del.) Utd. States *WB*	T.3Cy.27",47 5/16"&78"-48" 422NHP BethlehemS.B Corp.Ld.		R
70639 220143 KUTX	**Beaconlight** (*ex*Richconcal) *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft* *CarryingPetroleum in bulk* *Longitudinal framing*	6926 — 4261					1920	Bethlehem S.B.Corp.Ld Alameda, Cal.	StandardOilCo.of NewJersey	435·0 56·0 32·0 P106'B50'F44'	Wilmgton (Del.) Utd. States *WB*	T.3Cy.27",47"&78"-48" 421NHP BethlehemSBCorpLd.S.Fo		R
70640 218837 KIVR	**Beaconoil** (*ex*Devolente) *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	6893 — 4291					1919	Bethlehem S.B.Corp.Ld. Alameda,Cal.	StandardOilCo.of NewJersey	435·0 56·0 32·0 P106'B50'F44'	Wilmgton (Del.) Utd. States *WB*	T.3Cy.27",47"&78"-48" 421NHP BethlehemSBCorpLd.S.Fo		R
70641 166576 GNNQ	**Beaconsfield** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4635 4191 2699	✠100A1 *withfreeboard* 9,38 ~~(ClassContemplated)~~	Dun		CL	1938 9mo	CaledonS.B.&E.Co.Ld Dundee *Lloyd'sA&CP*	BritainS.S.Co.Ld.(Watts,Watts&Co.Ld.*Mgrs.*) (*CellEH&Shlt dk* ... *2nd dk*) *CellDB*315 1035t*FPT*267t*APT*190t	418·5 56·7 24·6 431·?(O.L.) FK	London British 7*BHAsp*	T.3Cy.23",38"&65"-42" 220lb (*s*) 404NHP 2SB(Spt&FD)&1AuxSB. 8*cf*,GS130,HS6020 N.E.MarineEngCo(1938)LdNwc	28 " ? s2 " 11 25 " 2	
70642 223910 KDMC	**Beaconstar** (*ex*Agwimars) Broken up *ss*N.Os.No.3-9,33 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing* D.F.	6945 — 4265	~~✠100A1~~ 6,37 ~~BS6,37 ✠LMC6,37~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	Gal		CL 6,37	1920 12mo	SunS.B.Co Chester, Pa. *A&CP*	~~StandardOilCo.of NewJersey~~ *CellDB* *uE&B*59'*f*41'408t	429·3 59·2 33·2 P133'B36'F40' FK *FPT*222t*APT*57t	Wilmgton (Del.) Utd. States 16*BHptCem* (12 to *U dk* 4 "*2nd*")	T.3Cy.27⅜",45½"&76"-51" 190lb (*r*) 612NHP 3SB.9*cf*,GS207,HS9198 FD TheSunS.B.Co.Chester,Pa	33 " ? s 0 " 9⅜ 26 " 8	
70643 149865 GYJB	**Beaconstreet** *ss*Nwc.No.2-35 D.F. 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Bracketless system* *Longitudinal framing*	7467 6923 4493	✠100A1 9,38 ~~11,37~~ BS9,38 ~~BS11,37~~ ✠LMC3,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,27 *F.P. above* 150° F.	Nwc	*b*†	CL 8,36	1927 7mo	Palmers Co.Ld. Newcastle *Lloyd'sA&CP*	BritishMexican PetroleumCo.Ld.(F.J.Wolfe,*Mgr.*) *CellDBuE&B*72'	450·3 59·7 34·0 P104'B33'F43' FK 261t *DTf*36'669t *FPT*165t *APT*228t	London British 17*BHptCem* (11 to *U dk* 6 " *2nd* ")	T.3Cy.28",46"&76"-51" (*s*) 180lb 582NHP 3SB,9*cf*,HS8649 FD PalmersCo.Ld.Newcastle	34 " 3 s 7 " 6½ 27 " 0	
70644 167591 MKXK	**Beal** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	504 372 249	✠100A1 3,39 ~~1,38~~ ✠LMC2,36	Nwc	*h*	CL ~~1,38~~ 3,39	1936 2mo	Hawthorn,Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	Tyne-TeesSteam ShippingCo.Ld. *CellD*	165·3 27·2 10·4 P59'F23' FK B 106' 152t *FPT*65t	Newcastle British 3*BHptCem* *APT*11t	Oil Engines 4S.C.SA 7Cy.11"-17⅜" 82NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	12 " 4 s 1 " 0¼ 11 " 4¾	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Materiaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
70645 81809	**Bear Mountain** (P) Pad (exHighlander,exBridgeport, exWilliamG.Payne) 2Dks,Saloon dk& Promenade dk	941 — 368					1902	Harlan& Hollingsworth Co. Wlmgtn,Del.	McAllister NavigationCo.	243·3	36·9	14·6	NewYork Utd.States	C.2Cy.35"&72"–72" 366NHP Harlan&HollingsworthCo		
70646 214848 KFSO	**Beatrice** ssBal.No.3-3,29 Sub.Sig. ssBal.No.2-37 1Dk(Stl)2nd dk(Stl) in Nos.1&5holds & Web frames Longitudinal framing	3451 2843 2188	✠100A1 11,38 ~~12,37~~ BS11,38 ✠LMC12,37 Fitted for oil fuel 3,17 F.P. above 150° F.	Bal	u	CL 5,37	1917 4mo	Bethlehem SteelCo. Sparro'Pt Md A&CP	A.H.BullSteamshp Co.Inc.(A.H.Bull& Co.Inc. Mgrs.) CellDBa90'u	327·2 P35'B98'F38' FK E20'f146'691tFPT	46·2	22·9	NewYork Utd.States 5BHCem 78tAPT296t	T.3Cy.22",37½"&60"–42" (s) 190lb 293NHP 2SB,6cf,GS143,HS4933 BethlehemStl.Co.Sparr'Pt	25 ″ 6 s4 ″ 6½ 21 ″ 2	
70647 2022 IBRH	**Beatrice C.** (exClaraCamus-35) ssTri.No.3-2,34 D.F. 2Dks(Stl)	6132 5444 3763	✠ … 1,38 ✠	Ven	a†		1920 4mo	Stabilmnto Tecnico Triestino Trieste	G.Costa fuAndrea CellDBa 151'uE25'f19	151·6 435·0 P42'B279'F43' FK 1'1355tDTa34'935t	54·2	27·6	Genoa Italian 7BHCem APT29t	T.3Cy.27",45"&75"–48" 529NHP 3SB,9cf,GS177,HS7688 J.G.Kincaid&Co.Ld.Grk.	30 ″ 6	I †
70648 148281 GFVX	**Beatus** ssCff.No.3-11,37 D.F. 1Dk(Stl)	4885 4610 2992	✠100A1 ~~2,36~~ 11,38 S11,38 ✠LMC11,37	Bry Liv	y	CL 10,37	1925 3mo	RopnerS.B &Repg.Co. (Stkn)Ld. Stockton Lloyd'sA&CP	TempusShipping CoLd.(W.H.Seager &Co.Ld. Mgrs.) CellDBa126'uE25'	390·0 403·2(O.L.) P29'B221'F41' FK f171'1059tFPT162	55·5	26·4	Cardiff British 6BHCem tAPT194t	T.3Cy.26",43"&71"–48" (s) 180lb 120lb 436NHP 3SB(Spt),9cf,GS190,HS7500 Blair&Co.Ld.Stockton	28 ″ 9 s4 ″ 4¾ 24 ″ 6¾	
70649 LJXF	**Beau** 1Dk 2nd dk clear of cargo tanks OilEng. Mchy.Aft CruiserStern Longitudinal framing Upper dk&butts of shellplating electrically welded	9475 8798 5563	✠100A1 12,38 ~~7,38~~ (ClassContemplated) CarryingPetroleum in bulk ✠LMC7,38	Mmo Gls		CL	1938 7mo	Kockums M.V.Aktieb. Malmö Lloyd'sA&CP	D/S A/S Avenir (BiörnBiörnstad & Co. Mgrs.) CellDBuE70'180t	505·4 523·4(O.L.) P97'B41'F67' FK DTf34'469tFPT11[illegible]	63·1	36·4	Oslo Norwegian 11BHptCem [illegible]T312t	Oil Engines 2S.C.DA 7Cy.23⅝"–43$\frac{5}{16}$" 1361NHP 2DB171lb&DB(WT)171lb KockumsM.V.Akt.Malmö	36 ″ 7 s8 ″ 3½ 28 ″ 5	
70650 LDME	**Beaufort** ssNwc.No.2-37 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	5053 4761 2961	✠100A1 10,37 ✠LMC10,37 CarryingPetroleum in bulk Fitted for oil fuel 8,29 F.P. above 150° F.	Nwc	y	CL 10,37	1929 8mo	Barclay, Curle&Co.Ld. Glasgow Lloyd'sA&CP	SkibsA/S "Beaufort"(Biörn Biörnstad&Co.) CellDBuE&B75' 267tDTsf47'81	388·8 P96'B27'F45' FK 1tFPT85tAPT40t	52·8	30·6	Oslo Norwegian 13BHptCem (9 to U dk 4 ,, 2nd,,)	T.3Cy.25",42"&71"–48" (s) 200lb 510NHP 3SB,9cf,GS177,HS7440 FD Barclay,Curle&Co.Ld.Gls.	30 ″ 6	
70651 LDOQ	**Beaulieu** ssNwc.No.2-37 OilEng. Mchy.Aft ~~ssGot.No.1-37~~ 2Dks(Stl)&Webframes Longitudinal framing	6114 5412 3552	✠100A1 ~~6,38~~ ~~10,37~~ 3,39 ✠LMC CS[illegible] ~~BS10,37~~ 12,38 10,37 CarryingPetroleum in bulk	Nwc Bal 11,38	z	CL 10,37	1930 8mo	Armstrong Whitworth &Co.(Ship- builders)Ld. Newcastle Lloyd'sA&CP	SkibsA/SBeaulieu (BiörnBiörnstad &Co.) CellDBuE56'171t	396·2 P97'B29'F36' FK Trunk238' DTf34'347tFPT13	55·1	32·3	Oslo Norwegian 14BHptCem (9 to U dk 5 ,, 2nd ,,) 5tAPT121t	Oil Engines 2S.C.SA 6Cy.23⅝"–41⅜" 583NHP 2DB180lb Armstrong,Whitworth &Co.(Engineers)Ld.Nwc	32 ″ 0	
70652 147919 MLZK	**Beauly** 2Dks	1030 874 404					1924	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·2 P&B149'F43'	34·2	16·0	Glasgow British WB	T.3Cy.18",28¾"&50"–42" 162NHP AilsaS.B.&E.Co.Troon		C
70653 FOLA	**Beaumanoir** ssNts.No.3-7,35 D.F. 1Dk(Stl) Cargo battens not fitted	2324 2191 1450	✠100A1 2,39 ~~9,37~~ [illegible] ✠LMC[illegible] 12,38	LaR Lry	s	CL 9,37	1920 8mo	Murdoch& Murray,Ld. PortGlasgow Lloyd'sA&CP	Cie.Nantaise des Chargeurs de l'Ouest	290·2 P23'B77'F28' FK CellDB250'558t	44·2	20·9	Nantes French 6BHCem APT80t	T.3Cy.22",36"&59"–39" (s) 180lb 100lb 263NHP 2SB.6cf,GS126,HS4428 J.G.Kincaid&Co.Ld.Grk.	23 ″ 1 s3 ″ 4 20 ″ 0	
70654 LDHF	**Beaumont** OilEng. Mchy Aft ssGot.No.2-37 D.F. 1Dk(Stl) Strengthened for Navigation in Ice	5702 4993 3215	✠100A1 ~~9,37~~ 11,38 ✠LMC CS9,37 ~~BS9,37~~ 11,38 6,37 CarryingPetroleum in bulk	Got	z	CL 9,37	1929 1mo	Odense Staalskibsvft Odense Lloyd'sA&CP	SkibsA/S Beaumont(Biörn Biörnstad&Co.) CellDBuE71'234t	390·6 P99'B32'F34' Trunk in wells FK DTf29'512tFPT25	55·2	31·0	Oslo Norwegian 10BH 0tAPT101t	Oil Engines 4S.C.SA 6Cy.29½"–59$\frac{1}{16}$" 490NHP 2DB150lb Akt.Burmeistr&Wain,Cpn	30 ″ 8	
70655 210175	**Beaumont Parks** (exRenown) ssCgo.No.4-3,37 Mchy.Aft 1Dk(Stl)&Webframes GyC. Longitudinal framing	4154 3778 2098	✠100A1 3,38 ~~2,37~~ BS4,39 ✠LMC3,37 ForService on the Great Lakes CarryingPetroleum in bulk Fitted for oil fuel 7,12 F.P. above 150° F.	Cgo	b	N4,31	1912 7mo	American S.B.Co. Lorain,O. A&CP	StandardOilCo. (Indiana) CellDBu E&B	373·0 F54' FK 73'f266'1210tFPT	52·0	25·0	Chicago Utd.States 12BH 180tAPT18t	T.3Cy.23½",38"&63"–42" (s) 180lb 388NHP 2SB,6cf,GS126,HS5998 FD AmericanSBCo.ClevelndO	25 ″ 1 s4 ″ 11½ 20 ″ 4½	
70656 160386 GNMC	**Beaverbrae** TwinSc ssLon.No.2-36 2Dks(Stl)3rd dk(Stl)in D.F. E.S.D. Nos.1,2,3,4&5 holds Ref.Mchy. Sub.Sig. CruiserStern Strengthened for Navigation in Ice	9956 9189 6000	✠100A1 ~~4,38~~ ~~2,37~~ 12,38 [illegible] [illegible] 10,38	Lon	f†	CL ~~BN 12,35~~ SN2,37 P12,38 CellDB419'19	1928 3mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP 65tDTf39'11	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld. Mgrs.) Duct keel fwd Upper 'tween dk BH 67tTanks in way of	502·5 F45' FK (Coll of mchy. space except Coll.BH dis tunnels 294t FPT1	61·9	37·5	London British ptCem BH to U dk 7 ,, ,, 2nd,,) pensed with 40tAPT213t	6SteamTurbinesSRgeared to 2 Sc. Shafts FD 250lb (s) 1581NHP 2SB(1Spt)&4W.T.Boilers (Spt),6cf,GS398,HS17880 ParsonsMarineSteam TurbineCo Ld.Nwc	40 ″ 6 s10 ″ 8¾ 30 ″ 0	
70657 160187 GNLT	**Beaverburn** TwinSc ssLon.No.2-36 2Dks(Stl) 3rd dk(Stl)in D.F. E.S.D. Nos.1,2,3,4&5holds Ref.Mchy. Sub.Sig. CruiserStern Strengthened for Navigation in Ice	9874 9095 5930	✠100A1 1,39 ~~2,38~~ [illegible] 10,38	Lon	f†	CL ~~N4,36~~ 1,39	1927 12mo	W.Denny &Bros.Ld Dumbarton Lloyd'sA&CP CellDB419'	CanadianPacific Rly.Co.(Canadian PacificSteamships. Ld. Mgrs.) Duct keel fwd Upper 'tween dk BH 1912tDTf39'1165t	503·0 F48' FK (Coll of mchy. space except Coll.BH dis Tanks in way of tun	61·8	37·6	London British ptCem BH to U dk 7 ,, ,,2nd,,) pensed with nels 313t FP	6 Steam Turbines SR geared to 2 Sc. Shafts 250lb (s) 1516NHP 2SB(1Spt)&4WTBoilers (Spt),6cfGS440,HS17780 FD W.Denny&Bros.Ld.Dmb. T109tAPT196t	40 ″ 6 s10 ″ 8¾ 29 ″ 11½	
70658 149987 GNLV	**Beaverdale** TwinSc ssLon.No.2-36 E.S.D. 2Dks(Stl)3rddk(Stl)in D.F. Nos.1,2,3,4&5 holds Ref.Mchy. CruiserStern Strengthened for Navigation in Ice	9957 9189 6005	✠100A1 [illegible] 1,38 [illegible] 11,38	Lon	f†	CL ~~N4,36~~ 3,39 CellDB419'19	1928 1mo	Armstrong Whitworth &Co Ld. Newcastle Lloyd'sA&CP 65tDTf39'11	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld. Mgrs.) Duct keel fwd Upper'tween dk BH 67tTanks in way of	502·5 F45' FK Coll of mchy.space except Coll. BH di tunnels294t FPT1	61·9	37·5	London British ptCem BH to U dk 7 ,, ,, 2nd ,, spensed with 40tAPT213t	6SteamTurbinesSRgeared to 2 Sc. Shafts 250lb (s) 1578NHP 2SB(1Spt)&4WTBoilers (Spt)6cf,GS435,HS17820 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	40 ″ 6 s10 ″ 8¾ 30 ″ 0	
70659 149983 GNMB	**Beaverford** TwinSc ssLon.No.2-36 E.S.D. 2Dks(Stl)3rddk(Stl)in D.F. Nos.1,2,3,4&5holds Ref.Mchy. Cruiser Stern Strengthened for Navigation in Ice	10042 9259 6060	✠100A1 2,39 ~~12,37~~ [illegible]	Lon	f†	CL ~~N4,36~~ 2,39 CellDB419'	1928 1mo	Barclay, Curle&Co.Ld Glasgow Lloyd'sA&CP 1918tDTf39'11	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld. Mgrs.) Duct keel fwd. Upper 'tween BH 80tTanks in way of	503·0 F42' FK Coll of mchy. space except Coll.BH dis tunnels 279t FPT1	61·8	37·5	London British ptCem BH to U dk 7 ,, ,,2nd ,, pensed with 30tAPT237t	6 Steam Turbines SR geared to 2 Sc. Shafts 250lb (s) 1574NHP 2SB(1Spt)&4WTBoilers (Spt)6cf,GS435,HS17736 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	40 ″ 6 s10 ″ 9⅓ 29 ″ 11½	

No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. / Under deck. / Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey. Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines.	By Whom. Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70660 160362 GNMD	**Beaverhill** TwinSc ssLon.No.2-36 E.S.D. 2Dks(Stl)3rddk(Stl)in D.F. Nos.1,2,3,4&5 holds Ref.Mchy. Sub.Sig. CruiserStern Strengthened for Navigation in Ice	10041 9259 6060	✠100A1 ~~11,33~~ 2,38 3,33 ~~BS12,37~~ ✠LMC2,36 9,38	Lon ft† StJ	CL ~~11,36~~ 11,38	1928 2mo	Barclay, Curle&Co.Ld. Glasgow Lloyd's A&CP	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld. Mgrs.) Duct keel fwd. of mchy.space Upper'tween dk BH except Coll. BH dispensed with Cell DB 419'19 18t DTf39'11 80t Tanks in way of tunnels 279t	503·0|61·8|37·5 520·6(O.L.) F42' FK Coll FPT130t APT237t	London British ptCem BH to U dk 7 ,, ,, 2nd ,,	6SteamTurbinesSRgeared to 2 Sc. Shafts 250lb (s) 1577NHP 2SB(1Spt)&4WTBoilers (Spt)6cf,GS397,HS17796 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	40 ″ 6 s10″9¾ 29″11¼	
70661 125440 CYDZ	**Beaverton** Mchy.Aft 2Dks	2012 1886 1357				1908	R.Stephenson&Co.Ld. Newcastle	CanadaSSLinesLd	249·3|42·7|21·0 F36'	Montreal British WB	T.3Cy.17",28"&46"-33" 122NHP N.E.MarineEng.CoLdNwc		C
70662 148107 GLDS	**Becheville** (exNewtonElm-37, exWestlea) ssNwc.No.3-10,37 D.F. 1Dk(Stl)&Shelter dk(Stl)	4228 3942 2561	✠100A1 with freeboard ~~8,~~ 11,38 ✠LMC MS2,37 BS~~10,37~~ 10,38	Nwc x ~~Bry~~ Bry	CL ~~10,36~~ 8,38	1924 11mo	SirJPriestman&Co. Sunderland Lloyd's A&CP	ArlonS.S.Co.Ld. (Jas.German&Co. Ld. Mgrs.) CellDB315'950t	365·0|51·5|25·1 FK (FPT125tAPT134t	London British 6BHCem (Coll to Sh dk 5 ,,2nd,,)	T.3Cy.24½",43"&69"-48" (s) 180lb 375NHP 3SB(Spt)9cf,GS174,HS6009 G.Clark,Ld.Sunderland	27 ″ 6 s2 ″ 10 24 ″ 10¼	
70663 165589 GCGK	**Beckenham** D.F. E.S.D. 1Dk&Shelter dk CruiserStern	4636 4191 2700	✠100A1 with freeboard 10,37 ✠LMC10.	Dun	CL	1937 10mo	CaledonS.B.&E.Co.Ld. Dundee Lloyd's A&CP	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld. Mgrs.) CellDB345'1035t	418·5|56·7|24·6 434·0(O.L.) FK (FPT267t APT190t	London British 7BHAsp (Coll to Sh dk 6 ,, 2nd,,)	T.3Cy.23",38"&65"-42" (s) 220lb 404NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS130,HS6020 N.E.MarineEng.CoLdNwc	28 ″ 0 s2 ″ 11 25 ″ 2¼	
70664 4628 SDHW	**Beda** ssSkm.2ndNo.3-5,33 ssSkm.No 1-37 Mchy.Aft 1Dk(Stl)	300 220 165	✠100A1 ~~4,37~~ ,39 MC4,37 ~~BS~~ 4,33	Skm d	OG 4,37	1906 8mo	Aktieb. LödöseVarf. Lödöse Lloyd's A&CP	YngveFahlander	122·1|22·4|10·9 P34'H17tF20' FK len20 CellDBf21'35t FPT26tAPT11t	Stockholm Swedish 3BHCem	C.2Cy.10"&22½"-15" (s) 120lb 20NHP 1SB,1cf,GS12,HS363 Aktieb.LödöseVarf.Lödöse	12 ″ 0 s ″ 11 11 ″ 2	
70665 165674 GBGJ	**Bedale H.** (exObor-37) OilEng Wireless Mchy.Aft 1Dk CruiserStern	493 349 185	✠100A1 ~~10,37~~ 10,38 ✠LMC1,37 Carrying Petroleum in bulk	Gmh g Goo	~~10,37~~ 10,38	1937 1mo	NV.Schpsf. v/hDeGroot &VanVliet Slikkerveer Lloyd's A&CP	Harker(Coasters) Ld.(J.Harker.Ld. Mgrs.)	168·2|25·9|9·8 175·5(O.L.) Q61'F23'Trunk82' FK FPT100tAPT19t	Hull British 8BHptCem	Oil Engines 4S.C.SA 8Cy.11"-17 11/16" 94RHP DB100lb Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 4 s ″ 5 10 ″ 0¼	
70666 LJDD	**Beduin** D.F. E.S.D. OilEng. Mchy.Aft CruiserStern 1Dk Carrying Petroleum in bulk	8136 7462 4860				1936	GötaverkenA/B Gothenburg	A.O.Andersen Shppg Co.A/S(A.O.Andersen&Co.'s EfterfolgerA/S, Mgrs.)	455·5|59·2|35·9 P101'F59'	Oslo Norwegian WB	Oil Engines 4S.C.SA 8Cy.29 1/8"-59 1/16" 653NHP GotaverkenA/B,Got.		N
70667 170128 VCMK	**Beeceelite** OilEng. Wireless Electrically welded 1Dk Mchy.Aft Longitudinal framing	400 288 208	✠100A1 11,38 ✠LMC12,37 ~~(Class Contemplated)~~ Carrying Petroleum in bulk British Columbia Coasting Service	Vcr e	CL	~~1938~~ 1937 12mo	Marine Industries, Ld. Sorel,P.Q. Lloyd's A&CP	ImperialOil Shipping ~~Ld~~ CoLd (H.J.Rahlves. Mgr.) CellDBuE24'f16' Centre line bulkhead non-oil tight at top of expansion trunk	120·0|27·0|12·6 28·1 127·5(O.L.) FK P41'F17 FPT18tAPT21t	Vancouver British 11BHptAsp	Oil Engines 2S.C.SA 5Cy.14"-17" 172NHP FairbanksMorse&Co. Beloit,Wis.	12 ″ 6 s1 ″ 0 11 ″ 6¾	
70668 150843 VCQG	**Beechbay** (exRiveur) TwinSc Mchy.Aft 1Dk	1219 819 658				1919	Ch.&Atel. deSt.Nazaire Penhoët	TreeLineNav.Co. Ld.(J.D.Calvin, Mgr.)	218·8|34·3|13·2 P74'F30'	Montreal British WB	C.4Cy.16"&30"-19½" 77RHP Ch.&Atel.deSt.Nazaire		V
70669 145912 MKXY	**Beechfield** ssLiv.No.3-3,35 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	449 319 175	✠100A1 9,36 ✠LMC7,34 2,39	Liv g	CL 9,36	1922 1mo	LythamSB&E.Co.Ld. Lytham Lloyd's A&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.)	142·0|25·9|11·4 B9'Q85'F23' BK6½' DTf19'48tFPT12t	Liverpool British 4BHCem APT21t	T.3Cy.14",22"&38"-24" (s) 180lb 71RHP 1SB,3pf,GS49,HS1520 LythamS.B.&E.Co.Ld.	12 ″ 6 s3 ″ 11 12 ″ 11	
70670 PCZP	**Beemsterdijk** ssRot.No 3-5,31 ssRot.No.1-35 D.F. 2Dks(Stl)&Shelter dk	6869 6397 4241	✠100A1 Shelter dk with freeboard BS2,39 2,39 3,37 MC MS12,35 Fitted for oil fuel 6,22 F P. above 150° F.	Rot z	CL ~~4,35~~ 1,38	1922 6mo	Maats. Fyenoord Rotterdam Lloyd's A&CP	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) CellDB325' MT671tDTa577t	400·6|54·3|36·6 416·5(O.L.) F50'onShelterdk FK 1028t Collision FP7139tAPT149t	Rottrdam Dutch ptCem BH to S dk 5 .. ,, U ,,	3 Steam Turbines DR geared to 1 Sc. Shaft (s) 215lb 648NHP 3SB(Spt),9cf,HS8481 FD Harland&WolffLd.Belfast	39 ″ 0 s9 ″ 0¾ 30 ″ 2	
70671 143714 MKNR	**Beeston** ~~SMot~~ ssBkn.No.3-1,34 Mchy.Aft 1Dk(Stl) Well deck ssNwc.No.1-38	466 321 192	✠100A1 8,38 ~~7,37~~ ~~BS7,37~~ ✠LMC~~1,34~~ 8,38	Bkn Nwc	CL 7,37	1921 2mo	Cochrane& Sons.Ld. Selby Lloyd's A&CP	OvertonS.S.Co.Ld. (R.R.Clark,Mgr.)	152·0|25·2|10·8 157·7(O.L.) Q86'B9'F25' FK FPT48t	Liverpool British 3BHCem APT21t	T.3Cy.13",23"&37"-24" (s) 180lb 85RHP 1SB,3pf,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s3 ″ 9 11 ″ 10	
70672 164896 MMLS	**Begerin** OilEng. Mchy.Aft 1Dk Cargo battens not fitted CruiserStern	483 313 253	✠100A1 3,38 ✠LMC7,37	Nwc g	OG	1937 7mo	GooleS.B. &RepgCo.Ld. Goole Lloyd's A&CP	H.Wilson	164·3|26·7|8·8 170·3(O.L.) P29'Q66'BonQ11' F17' FK CellDB106'148t FPT47t	Goole British 3BHCem APT19t	Oil Engines 4S.C.SA 6Cy.11"-17 11/16" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 0 s3 ″ 11 10 ″ 7¾	
70673 EGSB	**Begochu** (Verge delPilar-36. exS.Giner,exMeliton Gonzalez, exWittekind) ssSws.No.1-93 1Dk(Irn)&Web frames IrnBeams&Stringers(Irn)	1001 690 610	✠ 5,94 ✠	Gls m		1889 4mo	Sunderlnd S.B.Co.Ld. Sunderland	Soc.Anon."Saysa"	210·0|31·5|17·4 P22'Q46'B22' CellDB(Irn)174'210t	Bilbao Spanish 4BHCem	T.3Cy.17 3/16",28"&46"-30" 116NHP 1SB,3pf,GS52,HS1777 N.E.MarineEng.CoLdNwc	15 ″ 10	V †
70674 966 ESTK	**Begonia** (exAnna,exGuldborgsund,exElisabethMærsk, exSilkeborg,exAros) ssRot.No.1-38 ssHbg.3rdNo.3-6,34 1Dk(Irn)&Web frames Well deck Cargo battens not fitted	1591 1443 936	✠100A1 12, ~~5,36~~ ✠LMC~~6,34~~ 7,38 MS12,38	Ant y Rot	OG ~~5,36~~ 11,38	1890 6mo	J.Laing Sunderland A&CP	A.Kalm	265·5|35·6|16·5 Q112'B100'F31' FK CellD Ba88'uE16'f100'333t	Tallinn Estonian 4BHCem	T.3Cy.19",31"&51"-33" (s) 160lb 155NHP 2SB.4rf,GS60,HS2395 N.E.MarineEng.CoLd.Sld.	18 ″ 8 s ″ 11 17 ″ 11½	
70675 146619 GJNL	**Begum** ssCal.No.3-4,35 2Dks(StlUpt-teak s)	5843 5373 3656	✠100A1 5,38 ~~6,37~~ BS~~8,37~~ ✠LMC2,35 6,38	Cal a†	CL 6,37	1922 9mo	Lithgows, Ld. Pt.Glasgow Lloyd's A&CP	AsiaticSteamNav. Co.Ld. 1 Intermediate BH & 1 'tween dk BH dispensed with Cell DB 360'1181t DTa36'1109t APT31t	423·2|56·0|28·7 P39'B125'F48' FK	London British Cem 5BH to U dk 1 ,, ,,2nd,, only	T.3Cy.27",45"&74"-51" (r) 180lb 110lb 563NHP 3SB,9cf,GS190,HS8478 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 4 s6 ″ 0¼ 25 ″ 6	
70676 160577 GJPM	**Behar** Fitted for oil fuel 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy. CruiserStern D.F.	6100 5496 2910	✠ 8,32 ✠Lloyd'sR.	Rot		1928 11mo	Harland& Wolff,Ld. Greenock	HainS.S.Co.Ld. CellDB368'1276t	436·0|57·6|29·6 F34' FK (FPT68tAPT54t	London British 7BHptCem (Coll to Sh dk 6,,2nd,,)	Q4Cy30½",44",63½"&91"-60" &LP Turbine with DR gearing & hydraulic coupling 1245NHP 5SB,15cf, HS15050 Harland&Wolff,Ld.Gls.	32 ″ 3	

Numero d'Ordre / Numero Officiel / Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel: Total / Sous le Pont / Net	Détails de la Classification: Cote (✠ Surveillance Spéciale, Date de la dernière Visite)	Port de Visite / Terme / Lettre	Date de la dernière visite de l'arbre porte-hélice	Construit: Quand (Navire, Macn.), Par qui, Où	Armateurs	Dimensions d'après la Douane (Longueur, Largeur, Creux), Superstructures, &c.	Port d'Armement / Pavillon	Machines	Franc bord au milieu du navire / Tirant d'eau correspondant (pds. po.)	
70677 PKGW	**Belawan** 1*Dk*	1330 [illegible] 715				1929 N.V.Intermaas Slikkerveer	Konink.Paketv. Maats	252·4 40·2 13·5 F21' B78' P36'	Batavia Dutch *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31½"-31½" 92NHP StorkBros.Hengelo		V
70678 UOKC	**Belbek** IronTwinSc (exAthanasisTheofani)	489 45? 336				1899 .... United Kingdom	U.S.S.R.	201·2 24·8 10·8	Odessa Russian	C.4Cy.(2)13¼"&(2)26⅝"-25½" 58NHP Lobnitz&Co.Renfrew		
70679 LCFM	**Beldagny** (exPortAlfred) ssShi.No.1-35 *CruiserStern* 1*Dk(Stl)* D.F. *Cargo battens not fitted*	4858 3908 2976	✠100A1 12,37	Bal	CL 8,36	1930 5mo Smith's DockCo.Ld Middlesbro' *Lloyd's* A&CP	RederietBeldagny A/S(Christen Smith)	335·2 60·3 25·0 Q89' B72' F25' *Trunk in well* FK *Cell DB297' 1270t FPT174t APT177t*	Oslo Norwegian 5*BHCem*	T.3Cy.25",39"&70"-48" &exhaust turbine driving steam compressor 200lb (s) 522NHP 3SB,9cf,GS148,HS6626 FD Smith'sDockCo Ld.Mdb.	27"3 s4"7½ 22"10½	
Now "Foss Beck," see No. 83053 in Supplement												
70680 8125 SJYN	**Bele** Wireless D.F. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	*1237* 924 638	✠100A1 *with freeboard* 5,38 ~~7,37~~ ✠LMC1,37	Skm *q*	OG ~~7,37~~ 5,38	1937 1mo Öresundsvarvet A/B Landskrona *Lloyd's* A&CP	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *Cell DB220' 395t*	266·6 37·8 13·1 FK *FPT11t APT45t*	Stockholm Swedish 4*BHCem* (*Coll to Sh dk* 3 ,, *2nd* ,,)	T.3Cy.18½",29$\frac{5}{16}$"&48$\frac{1}{16}$"-33½" 200lb (s) 182NHP FD 2SB(Spt),4cf,GS60,HS2510 ÖresundsvarvetA/B,Lkr.	16"4 s"2 16"3¼	
70681 28548 JHEA	~~**Belfast Maru**~~ Stranded & Sunk 5,38 ssKob.No.3-4,35 2*Dks(Stl)&Awng dk(Stl)*	6586 6157 4038	✠~~100A1~~ *Awng dk* *with freeboard* 6,37 *Fitted for oil fuel* 6,22	Kob *z*	OG 4,36 *F.P. above 150°F.*	1922 5mo Kawasaki Dkyd.Co.Ld. Kobe A&CP	KawasakiKisen K.K. *Cell DB342' 1234t DTa35' 808t*	405·0 53·0 37·0 F33' *on Awng dk* FK *FPT104t APT36t*	Kobe Japanese *ptCem* (*Collision BH to A dk* 5 ,, ,, *U* ,,)	T.3Cy.28¾",46½"&78"-54" 200lb (s) 578NHP 3SB(Spt),9cf,GS190, HS7800 FD KawasakiDockyardCo.Ld.	37"0 ~~8"10¼~~ ~~26"...~~	
70682 14458? MJXV	**Belford** (exJollyLaura,exMickleham) ssNwc.No.3-12,32 ssDun.No.1-37 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	366 265 147	✠100A1 5,37	Dun *e*	CL 4,37	1920 4mo J.&D. Morris,Ld. Newcastle *Lloyd's* A&CP	J.M.Piggins	135·5 23·6 10·0 143·0(O.L.) Q44' B8' F18' FK *FPT35t*	Montrose British 3*BHCem* *APT12t*	C 2Cy.17"&34"-24" (s) 130lb 62RHP 1SB,2pf,GS40,HS1109 ShieldsE&DDCo.Ld.N.Shl	11"0 s"9½ 10"4	
70683	**Belfort** Broken up *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk&Web frames* *Longitudinal framing*	6629 5882 4122	...			1919 Federal S.B.Co. Kearny,N.J.	Douglas&Ramsey	395·5 55·0 31·4 P45' B110' F38' *on Shelter dk* FK	British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft MidWestEng.Co. Indianapolis,Ind	34"11	R †
70684 7636 SHTN	**Belgia** (P) D.F. 2*Dks*	2023 1398 1074				1930 NyaVarvsaktbÖresund Landskrona	FörnyadeÅngf. Aktieb.Götha(F. Sternhagen,*Mgr.*)	286·6 40·2 16·7 B38'	Gothenbrg Swedish *WB*	C 4Cy (2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 124NHP Akt.Lindholmen-Motala		V
70685 34 ONGB	**Belgian Gulf** TwinSc *OilEng* GyC. ssAnt.No.2-37 ~~ssAnt.No.1-33~~ *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing at bottom & at decks*	*8401* *7507* *4601*	✠100A1 7,38 ~~4,37~~ 3,38 *Carrying Petroleum in bulk*	Ant *c*†	CL 4,37	1929 7mo Burgerhout'sMachf &Schpsw. Rotterdam *Lloyd's* A&CP	BelgianGulfOil Co.Soc.Anon. *Cell DBuE72' 247t DTf50' 547t*	450·3 61·3 34·4 P121' B41' F46' FK *FPT119t*	Antwerp Belgian 20*BHptCem* 5 ,, *to 2nd dk* *APT406t*	Oil Engines 2S.C.SA 8Cy.26$\frac{9}{16}$"-47¼" 985NHP 2DB*180lb* DB*100lb* Burgerhout'sMaschf. &Schpsw.Rot.	34"6 s6"9¾ 27"10½	
70686 OXEA	**Belgien** ssEls.No.3-11,34 D.F. 1*Dk(Stl)* *Cargo battens not fitted*	1979 1674 1173	✠100A1 10,37	Cpn *r*	CL 7,36	1922 9mo Antwerp Eng.Co. Hoboken *Lloyd's* A&CP	H.A.Christensen *Cell DB238' 555t*	279·0 40·2 18·2 P22' B59' F23' FK *FPT* [illegible]	Copnhagn Danish 4*BHCem* *APT6?t*	T.3Cy.20",33"&54"-36" (s) 180lb 213NHP 2SB,6cf,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20"7 s2"10½ 17"11	
70687 856 SVIQ	**Belgion** (exSolhaug-35, exFireIsland) Sub.Sig. 2*Dks*	2844 2496? 1637	...			1919 ThePusey &JonesCo. Wlmgtn.Del.	HellenicLines,Ld. (P.G.Callimanopulos,*Mgr.*)	300·0 44·1 22·9 P37' B76' F29' FK	Piræus Greek *WB*	T.3Cy.19¾",31½"&54¼"-36" 332NHP Pusey&JonesCo.Wlmngtn	25"0	N †
70688 ONQA	**Belgique** (exCourtfield) ssAnt.No.3-8,35 2*Dks(Stl)&deep framing* *Shelter dk(Stl-ptws)*	*4606* *4292* *2731*	✠100A1 *Shelter dk* 4,38 ~~3,37~~ ✠LMC BS 8,38	Ant *y*	CL ~~8,36~~ 4,38	1902 10mo Ropner& Son Stockton *Lloyd's* A&CP	CieRoyaleBelgo Argentine(ArmementDeppe, *Mgrs.*) *Cell DBu125' uE25' f167*	391·0 51·6 26·7 FK *1028t FPT* [illegible]	Antwerp Belgian 6*BHCem*	T.3Cy 27",45"&74"-48" (s) 180lb 458NHP 3SB,9cf,GS165,HS6400 FD Blair&Co.Ld.Stockton *13tAPT139t*	29"6 s3"5¾ 26"3½	
70689 96606	**Belgium** (exHoraceS.Wilkinson) *Mchy.Aft* 1*Dk2trB*	3860 — 3057				1902 Chicago S.B.Co. Chicago	GreatLakesS.S.Co. Inc.	370·0 48·2 24·0 *WB*	Oswego, N.Y. Utd.States	T.3Cy.20",33½"&55"-40" 191NHP ChicagoS.B.Co.Chicago		
70690 26809? JIJD	**Belgium Maru** ssYka.No.3-11,34 2*Dks(Stl)&Awng dk(Stl)*	5839 5590 4216	✠100A1 *Awng dk* *with freeboard* ~~1,33~~ ~~4,37~~ 11,38 *Fitted for oil fuel* 3,23	Nag *y* ~~Kob~~ Sink 11,38	OG ~~N1,36~~ 11,38 *F.P. above 150°F.*	1920 5mo Kawasaki Dckyd.Co.Ld Kobe *Lloyd's* A&CP	KokusaiKisenK.K. *Cell DB334' 1118t*	385·0 51·0 36·0 FK *Collision* *FPT126t APT93t*	~~Hasidate~~ Japanese *ptCem* *BH to Aw dk* 5 ,, ,, *U* ,,	T.3Cy.26",43½"&72"-48" (s) 200lb 437NHP 2SB(Spt)&1AuxSB, FD 8cf,GS154,HS5741 KawasakiDkydCoLdKobe	36"0 s9"1¾ 27"1	
70691 140377 GVCZ	**Belgol** ssH.Kg.No.3-10,30 ssCff.No.2-38 ~~ssH.Kg.No.1-34~~ 2*Dks(Stl)&Web frames* *Longitudinal framing*	2648 2226? 1055	✠100A1 ~~[illegible]~~ 2,37 12,38 ✠LM[illegible] *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,17	Ply ~~[illegible]~~ 10,38	CL 2,37 *F.P. above 150°F.*	1917 10mo Irvine'sSB &D D.Co.Ld WHartlepool *Lloyd's* A&CP	TheAdmiralty *Cell DBuE&B68' 141t*	320·0 41·5 23·1 P46' B107' F45' FK *DTr24' 92t FPT50t*	London British 16*BHptCem* (10 ,, *to U dk* 6 ,, ,, *2nd*,,) *APT32t*	T.3Cy.26",42½"&70"-45" (s) 200lb 541NHP 3SB,9cf,HS8400 FD Richardsons,Westgarth& Co.Ld.Hpl	25"6 s3"3¾ 22"4½	
70692 DJTK	**Belgrad** *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	4418 3721 2563				1937 DeutscheWerftAG Betr Reihstgwrft Hamburg	Deutsche Levante-LinieHamburg A.G.	401·8 55·8 21·3 P36' B&F354' UprF36'	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.20½"-27$\frac{9}{16}$" 885NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
70693 DJRZ	**Belgrano** *OilEng.* Sub.Sig. 1*Dk* D.F. *CruiserStern*	6095 5137? 3458				1936 HowaldtswerkeA.G. Hamburg	Hamburg-Süd-Amerik.Dampfschiffahrts Ges.	446·4 61·3 23·8 P31' B&F404' UprF31'	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"-47¼" 906NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
70694 164337 GZST	**Belgravian** D.F. E.S.D. *Ref.Mchy.* 1*Dk&Shelter dk*	3136 2485 1400?	✠100A1 *with freeboard* 3,39 ~~11,37~~ ✠LMC9,37 Lloyd'sRMC ~~[illegible]~~ 3,39	Liv *w* Nwc	CL	1937 9mo W.Gray& Co.Ld. W Hartlepool *Lloyd's* A&CP	EllermanLines,Ld. (Ellerman& PapayanniLines, Ld.,*Mgrs.*) *Cell DB291' 745t*	345·6 50·1 20·7 361·0(O.L.) F29' FK *FPT24t*	Liverpool British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,) *APT11t*	T.3Cy.23",38"&65"-48"& LP turbine with DR gearing & hydraulic coupling 225lb (s) FD 606NHP 3SB(Spt)9cf,GS166,HS7770 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl	23"3 s1"3 22"2½	

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Register Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. Port of Survey. Year Added. Machy. Special Survey. Equipment.	Date when hull last seen	Built. When. By Whom. Where.	Owners.	Registd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Remarks. In which classed, if not in L.R. Date of first Register.
70695 LHAP	**Belita** *(Carrying Petroleum in bulk Oil Eng. Mchy. Aft D.F. Cruiser Stern 1 Dk)*	6323 5779 3760			1933 Götaverken A/B Gothenburg	SkibsA/S Oiltank III (Reidar Rød, *Mgr.*)	408·1 | 55·2 | 33·9 P236 *t* H224 *t*	Tönsberg Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"–59⅛" 489NHP Götaverken A/B, Got.		N
70696 LJKF	**Belize** (*ex* Cornore, *ex* Cornucopia) *1 Dk*	2153 1753 1280	...		1919 Manitowoc S.B.Co. Manitowoc, Wis	Rederi A/S Nidaros (A/S Krogstads Shipping Agencies Ltd. *Mgrs.*)	250·5 | 43·7 | 20·1 P27'B61'F26' FK	Oslo Norwegian *WB*	T.3Cy.20",33"&54"–40" 269NHP Manitowoc S.B.Co. Manitowoc, Wis.	23 " 0	N †
70697	— Ⓟ **TwinSc** *Jck 2ndN 3–1.38 ~~Trd.Nov.1.25~~ Wireless 1 Dk Shelter dk ~~Fitted for oil fuel~~*	*1498 1191 1780*	✠100A1 Jck *o* *Shelter IR with freeboard* 4.38 MS: 37 *Fitted for oil fuel*	CL 11.37	1914 Caledon S.B. Co. Ltd. Dundee *Lloyd's SA&CP*	Navieros Unidos S.A.	220·5 | 37·1 | 18·4 B94'F42' *on Shltr dk* FK *WB—Cell DB 62 m f 88' 224 t FPT 28 t APT 18 t*	Vera Cruz Mexican *WB*	T8Cy(2)12½" (2)20"&(4)24" –24" 160lb (*s*) 182NHP 2SB,*4cf*, GS78, HS2892 FD 4 *BHCem* Caledon SB.& E.Co.Ltd. Dundee	20 " 6	
70698 125217 VJFJ	**Bellambi** (*ex* Five Islands) *ss* Syd.2nd No.3–6,33 *ss* Syd.No.1–37 *Mchy. Aft 1 Dk(Stl) w deep framing Cargo battens not fitted*	~~938~~ ~~1,237~~ 10,36 531	✠100A1 Syd *m* ~~BS11,37~~ ✠LMC12,3 9,38	CL ~~1.35~~ 10,38	1909 Napier & Miller, Ltd. Glasgow *Lloyd's SA&CP*	Bellambi Coal Co. Ltd.	215·2 | 33·1 | 13·9 *3 & 9* 233·0(o.L.) P18'B10 F27' FK *Cell DB f 146'2 64 t FPT 45 t APT 15 t*	Sydney N.S.W. British *WB*	T.3Cy.16",27⅛"&44"–30" 180lb 138NHP 4 *BHCem* 2SB.*4cf*, GS73, HS2450 D.Rowan & Co. Glasgow	16 " 0 s 1 10½ 14 " 3½	
70699 8025 SKWG	**Bellatrix** *Oil Eng Mchy. Aft Cruiser Stern 1 Dk Strengthened for Navigation in Ice*	48 ~~3,108~~ 217	✠100A1 Lkr *q* ~~4,37~~ ✠LMC(M)12.37 *Carrying Petroleum in bulk*	OG 8,38	1935 Nya Varvs A/B Oresund Landskrona *Lloyd's SA&CP*	Trelleborgs Angf. Nya A/B (J. Malmros, *Mgr.*)	155·9 | 27·1 | 12·4 P40'F25' FK *Cell DB f 146'2 64 t FPT 45 t APT 15 t*	Trelleborg Swedish *WB*	Oil Engines 2S C.SA 6Cy.9½"–16½" 102NHP 11 *BH* DB *100 lb* A/B Atlas-Diesel, Skm	12 " 3 s 1 0½ 11 " 3½	
70700 119197 MCDK	**Bellavale** (*ex* The Viceroy) 3 Mst *ss* Bel.2nd No.3–6,31 *ss* Bel.No.1–36 *Well deck Mchy. Aft 1 Dk(Stl)*	477 345 ~~2,39 8,06~~ 193 ~~BS8,33~~ ✠LMC8, 11,33	✠100A1 Bel *q*	OG 7,36	1905 Ailsa S.B. Co. Ltd. Troon *Lloyd's SA&CP*	John Kelly, Ltd. (W.Clint, *Mgr.*)	170·0 | 25·6 | 10·1 Q95'B11 F33' BK7' *Cell D bf 58' 121 t FPT*	Belfast British *WB*	C.2Cy.19½"&42"–30" (*s*) 180lb 72RHP 1SB.*3pf*, GS62, HS1543 Muir & Houston, Ld. Gls.	12 " 10 s 4 " 2½ 13 " 0	
70701 ~~1,147~~ Broken up	**Bellbuckle** *Fitted for oil fuel 1 Dk(Stl) & Shelter dk(Stl) & Web frames Longitudinal framing*	620 ~~588~~ 3835	...		1919 Federal S.B.Co. Kearny, N.J.	United States Maritime Commission	395·5 | 55·0 | 31·4 P45'B110'F38' *on Shelter dk* FK	Newark N.J. Utd. States *WB*	2 Steam Turbines D R geared to 1 Sc. Shaft Mid West Eng.Co. Indianapolis, Ind	34 " 11	
70702 224714	**Belle Island** Ⓟ **TwinSc** *Fitted for oil fuel 3 Dks*	842 — 420			1925 H.H. Marvel Newbrgh N.Y.	Steamer Belle Island Co. Inc.	212·0 | 42·0 | 12·0	New York Utd. States	T.6Cy.15½",26"&44"–26" General Ordinance Co. Denver, Col.	197NHP	
70703 FNLQ	**Belle Isle** Ⓟ **TwinSc** *Ref. Mchy 3 Dks D.F.*	9531 — 6027	~~Trd.Mar.1.25~~ ~~Cl.~~ No. 5 hold & tween decks for temp. 32° F.		1918 Forg. & Ch. de la Médit. Havre	Chargeurs Réunis	479·0 | 58·3 | 38·0 B270'F51'	Havre French *WB*	T.6Cy.25½",49⅝"&70⅝"–48" 680NHP Forges & C. de la Médit. Hav.		V
70704 161566 VGBL	— Ⓟ *ss* Hfx.No.1–36 *1 Dk(Stl) 2 wl dk(Stl) in D.F. Mchy. Aft forward holds Strengthened for Navigation in Ice*	1960 1332 1159	✠100A1 Hfx *q* *with freeboard* ~~8,...~~ ~~1,37~~ ~~Apr. 1937~~ *Fitted for oil fuel 5,82 F.P. above 150° F.*	CL 4.36 ~~...~~ 4.39	1932 Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA&CP*	Newfoundland Canada Steamships, Ld. (E.C. Phinney, *Mgr.*)	246·1 | 37·7 | 19·0 P&B160'F25' FK *Cell D B204'353 t FPT 80 t APT 69 t*	Halifax N.S. British *WB*	T.3Cy.18½",29"&48"–33" (*s*) 180lb 201NHP 5 *BHpt Cem* 2SB(Spt),*6cf*, HS3108 FD Swan, Hunter & Wigham-Richardson, Ld. Nwc.	21 " 0 s 5 " 10 15 " 3½	
70705 218988	**Bellemina** *1 Dk & Shelter dk & Web frames Longitudinal framing*	6085 5579 3751	...		1919 Federal S.B.Co. Kearny, N.J.	United States Maritime Commission	395·5 | 55·0 | 31·4 P45'B110'F38' *on Shelter dk* FK	Newark N.J. Utd. States *WB*	2 Steam Turbines D R geared to 1 Sc. Shaft Mid West Engine Co. Indianapolis, Ind.	34 " 11	
70706 ~~Broken up~~ Sub.Sig.	**Bellepline** *1 Dk & Shelter dk & Web frames Longitudinal framing*	6045 5579 3767	...		1919 Federal S.B.Co. Kearny, N.J.	Douglas & Ramsey	395·5 | 55·0 | 31·4 P45'B110'F38' *on Shelter dk* FK	British *WB*	2 Steam Turbines D R geared to 1 Sc. Shaft Mid West Eng.Co. Indianapolis, Ind.	35 " 0	R †
70707 120915 GPZJ	**Bellerophon** Ⓟ **TwinSc** D.F. *3 Dks*	9019 5558 5769			1906 Workman, Clark & Co. Ltd Belfast	Ocean S.S.Co. Ltd. (A. Holt & Co. *Mgrs*)	485·3 | 58·4 | 39·5 F35'	Liverpool British *WB*	T.6Cy.23",38½"&65"–48" 585NHP Workman, Clark & Co. Ltd.		BT till ~~1.44~~ 2.39
70708 219274	**Bellflower** *1 Dk & Shelter dk & Web frames Longitudinal framing*	6085 5578 3751	...		1919 Federal S.B.Co. Kearny, N.J.	~~United States Maritime Commission~~	395·5 | 55·0 | 31·4 P45'B110'F38' *on Shelter dk* FK	~~Newark N.J.~~ Utd. States *WB*	2 Steam Turbines D R geared to 1 Sc. Shaft Mid West Eng.Co. Indianapolis, Ind.	646NHP 34 " 11	
70709 219006 KJDC	**Bellhaven** *1 Dk & Shelter dk & Web frames* Sub.Sig. *Longitudinal framing*	6098 5578 3760	..		1919 Federal S.B.Co. Kearny, N.J.	United States Maritime Commission	395·5 | 55·0 | 31·4 P45'B110'F38' *on Shelter dk* FK	Newark N.J. Utd. States *WB*	2 Steam Turbines D R geared to 1 Sc. Shaft Mid West Engine Co. Indianapolis	34 " 11	R †
70710 219640 KUDQ	**Bellingham** (*ex* West Himrod) *Fitted for oil fuel 2 Dks* D.F.	5345 — 3368			1920 Los Angeles S.B.& D.D.Co. San Pedro, Cal	Waterman S.S. Corp.	410·0 | 54·4 | 27·2 P43'B115'F47' *WB*	Mobile, Ala Utd. States	T.3Cy.28½",47"&78"–48" Los Angeles S.B. & D.D.Co. San Pedro. Cal.	422NHP	R
70711 8313 KLEJ	— **Wood** (*ex* Willapa) *Oil Eng. 2 Dks*	365 338 333			1891 ..... Portland, Or	Ketchikan Cold Storage Co.	129·3 | 21·6 | 17·6	Ketchikan Utd. States	Oil Engines 2S.C.SA 4Cy.12"–14" Nb23 101NHP Fairbanks, Morse Co. Cgo.		
70712 LDOH	**Bello** *ss* Nwc.No.1–31 *Oil Eng. D.F. 2 Dks, Stl & Web frames Mchy. Aft Longitudinal framing*	6123 ~~5,36~~ 3686	✠100A1 Nwc *q* † ~~6,38 9,37~~ ✠LM CS7,34 ~~DBS7,37~~ 9,37 *Carrying Petroleum in bulk*	CL 3,36	1930 Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA&CP*	Skibs A/S Oiltank (Hans H. Torgersen & Co. A/S, *Mgrs.*) *Cell D Bu E 81'274 t DT f 38'198 t*	420·8 | 58·5 | 31·2 435·0(o.L.) P108'B28'F38' FK *FPT 113 t APT 113 t*	Tonsberg Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP 2 DB *120 lb* Wilsnd Slpwy. Co. Ld. Nwc.	31 " 3	
70713 DOMJ	**Bellona** Wireless Sub.Sig. *Cruiser Stern 2 Dks*	1297 899 592			1929 Atlas-Werke A.G Bremen	Dampfschifffahrts Ges. Neptun	237·3 | 37·5 | 13·3 F26'	Bremen German *WB*	T.3Cy.18½",29½"&49⅜"–29½" 134NHP Atlas-Werke A.G Bremen		G
70714 OYSA	— *Ref. Mchy.* Wireless D.F. *1 Dk*	839 673 418			1923 Deutsche Werke A.G Kiel	Det Forenede Dampskibsselsk.	231·9 | 34·0 | 13·6	Odense Danish *WB*	T.3Cy.19⅛",32⅝"&52¾"–35" 165NHP Deutsche Werke A.G. Kiel		V

Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Grément, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite. / Terme assigné maintenant expiré. Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire — Mach. Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. Pavillon.	Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
70715 145498 GDQZ	**Bellwyn** (exGordonia-37, exEleveen-35) ssShl.No.3-11,35 *Arch deck* 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*	1670 ~~1687~~ 1508 ~~909~~ 977	✠100A1 2,39 ~~10,37~~ BS~~10,37~~ 1,39	Gls Cff *p* LMC11,35	CL ~~10,37~~ 2,39	1922 10mo Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	DillwynSSCo.Ld. (Stockwood,Rees &Co.Ld.*Mgrs.*)	245·3|37·3|22·3 254·0(O.L.) P18'F21' FK *CellDB*210'446t*FPT*42t*APT*47t	Newcastle British 4*BHCem*	T.3Cy.19",31"&51½"-33" (*s*) 180lb 179NHP 2SB,6*cf*,GS103,HS2947 Cooper&Greig,Ld.Dundee	24 " 3 s 6 " 0¾ 18 " 4
70716 LGCA	**Belmoira** *OilEng.* ssRot.No 2-37 *Mchy.Aft* 1*Dk*(*Stl*) D.F. *CruiserStern*	3214 2785 1869	✠100A1 ~~8,37~~ 2,39 DBS~~8,37~~ ,38	Shi *u* ~~Ant~~ Gls CS1,37 9,37	CL ~~1,37~~ 7,38	1928 2mo Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	BelshipsCompany Ld.SkibsA/S (ChristenSmith, *Mgr.*) *IntermediateBHin holdsdispensed with 4BH and 1 oil fuel tank BH* *CellDB*208' 651t *FPT*129t *APT*143t	329·6|49·2|21·2 P88'B22'F27' FK	Oslo Norwegian *ptCem*	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 387NHP 2DB150*lb* ArmstrongWhitworth&Co.Ld.Nwc.	23 " 6 s3 " 10½ 19 " 9½
70717 LCEJ	**Belnor** ssRot.No.3-5,38 *Oil Eng.* *Mchy.Aft* ~~ssNpt.No.2-33~~ 1*Dk*(*Stl*)	2871 2364 1673	✠100A1 ~~8,37~~ 5,39 DBS1~~...~~ 5,39	N Yk *t* ~~...~~ Bkn	CL ~~10,36~~ 3,38	1926 1mo Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	BelshipsCompany Ld.SkibsA/S (ChristenSmith, *Mgr.*) 1 *IntermediateBHin holdsdispensed with* *CellDB*251'589t*FPT*154t*APT*99t	309·0|46·2|20·7 P86'B23'F26' FK	Oslo Norwegian 4*BHptCem*	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 387NHP 2DB 125*lb* ArmstrongWhitworth&Co.Ld.Nwc.	23 " 3 s 3 " 7½ 19 " 9½
70718 103342	**Beloeil** (P) (exPelerin-34, exSorel,exDuchess of York) **Pad** 1*Dk*	490 297 262				1895 W.C.White Montreal	C.Sauvageau, J.Sauvageau &A.Sauvageau	156·8|25·3|9·4 H140t	Quebec British	1Cy.34"-108" *re-blt*.95 39RHP J.&R.Weir,Montreal	
70719 UPOL	**Belomorcanal** D.F. E.S.D. 1*Dk* Sub.Sig. *Cruiser Stern*	2920 2484 1569				1936 Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·5|48·4|20·7 P20'B98'F33'	Archangel Russian *WB*	T.3Cy.20",33"&57"-42" 210NHP N.E.MarineEng.Co.Ld. Nwc.	
70720	**Belorussiya** D.F. E.S.D. 1*Dk* Sub.Sig *Cruiser Stern*	2920 2485 1569				1936 Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·4|48·2|20·4 P20'B98'F33'	Archangel Russian *WB*	T.3Cy.20",33"&57"-42" 210NHP N.E.MarineEng.CoLdNwc	
70721 7576 SEYN	**Belos** ssGot.No.2-37 D.F. 1*Dk*(*Stl*)	2830 2555 1635	✠100A1 ~~5,...,37~~ 1,39 BS~~10,38~~	Got *u* Hbg ✠LMC9,37	CL 9,37	1929 11mo R.Thompson&Sons,Ld Sunderland *Lloyd'sA&CP*	RederiA/B Helsingborg (O. Hillerström, *Mgr.*) *CellDBa&uE*118'f137'653t *FPT*81t*APT*117t	320·0|46·6|21·5 P30'B190'F27' FK	Hlsngborg Swedish 5*BHCem*	T.3Cy.24",40"&65"-42" (*s*) 180lb 308NHP 2SB(Spt)8*cf*,GS150,HS4890 G.Clark,Ld.Sunderland	23 " 9 s 2 " 6 21 " 5½
70722 LGBA	**Belpamela** *OilEng.* ssRot.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Cruiser Stern*	3215 2785 1869	✠100A1 ~~...~~ 1,39 DBS~~2,~~ 1,39	Rot *u* ~~Fel~~ LMC CS12, 2,38	CL ~~12,36~~ 1,39	1928 2mo Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	BelshipsCompany Ld.SkibsA/S (ChristenSmith, *Mgr.*) *Intermediate bulkhead in holds dispensed with* *CellDB*208'651t *FPT*129t *APT*143t	329·6|49·2|21·2 P88'B22'F27' FK	Oslo Norwegian *ptCem* 4*BH* & 1 *oil fueltankBH*	Oil Engines 2S.C.SA 4Cy.23$\frac{9}{16}$"-41¾" 358NHP 2DB150*lb* ArmstrongWhitworth&Co.Ld.Nwc.	23 " 6 s3 " 10½ 19" 9½
70723 LCEM	**Belpareil** **TwinSc** *OilEng.* *Mchy.Aft* ssStv.No.2-34 1*Dk*(*Stl*)	7203 6438 4285	✠100A1 1,38 DBS~~11,37~~ 10,38	Vcr *b*† ✠LMC8,34	CL 1,38	1926 7mo Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	BelshipsCompany Ld.SkibsA/S (ChristenSmith, *Mgr.*) 1 *IntermediateBHin holds dispensed with* *CellDBuE*58'f278' 1384t *FPT*502t*APT*298t	414·4|67·1|31·0 P96'B32'F39' FK	Oslo Norwegian 6*BHCem*	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP DB100*lb* Armstrong,Whitworth&Co.Ld.Nwc.	33 " 6 s 7 " 2¼ 26 " 6¼
70724 LCEK	**Belray** ssRot.No.3-6,38 *OilEng.* *Mchy.Aft* ~~ssPhl.No.2-34~~ 1*Dk*(*Stl*)	2888 2454 1678	✠100A1 5,39 DBS5,39	Osl *u* Phl ✠LMC CS6,38 6,38	CL ~~9,36~~ ~~6,38~~ 11,38	1926 5mo Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	BelshipsCompany Ld.SkibsA/S (ChristenSmith, *Mgr.*) 1 *Intermediate bulkhead in holds dispensed with* *CellDB*261'660t*FPT*154t*APT*99t	319·2|46·4|20·8 P86'B23'F26' FK	Oslo Norwegian 4*BHptCem*	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 387NHP 2DB125*lb* ArmstrongWhitworth&Co.Ld.Nwc	23 " 3 s 3 " 9½ 19 " 7½
70725 DJRC	**Belt** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern* *Carrying Petroleum in bulk*	322 245 154				1936 Werft Nobiskrug G.m.b.H. Rendsburg	JohnT.Essberger	136·3|24·8|9·6 P31'F23'	Hamburg German *WB*	Oil Engines 4S.C.SA 4Cy.11$\frac{3}{16}$"-16$\frac{9}{16}$" 49NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	G
70726 159566 VLJW	**Beltana** 1*Dk*&*Shelter dk* *CruiserStern*	3043 2641 1590	✠100A1 *withfreeboard* 11,38~~1,88~~	Syd ✠LMC8,37	CL	1937 8mo CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	TheAdelaide SteamshipCo.Ld. *CellDB*287'748t *Tanks at sides of tunnel*95t*FPT*225t *APT*135t	357·2|48·7|20·5 370·0(O.L.) F40' FK	Melbourne British 7*BHCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	T.3Cy.20½",33"&54"-42"& LPturbine with DRgearing &hydraulic couping 220lb (*s*) FD 3.0 ~~391~~NHP 2SB(Spt)6*cf*,GS135,HS5406 J.G.Kincaid&Co.Ld.Grk	23 " 10 s 1 " 7½ 22 " 4
70727 162096 GNWQ	**Beltinge** (exGuéthary) ssCff.No.2-38 ssCff.No.3-1,30 *Well deck* ~~ssCff.No.1-35~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	1736 1325 1025	✠100A1 12,38~~5,37~~ BS~~4,37~~ 6,38	Cff *q* ✠LM~~...~~ MS12,38	CL ~~12,35~~ 11,38	1916 12mo WoodSkinner&Co.Ld. Newcastle *Lloyd'sA&CP*	Constants(South Wales)Ld.(M. Constant, *Mgr.*) *CellDB*214' 422t *FPT*92t*APT*101t	260·2|37·7|16·4 269·6(O.L.) Q153'BonQ52'F29' FK	Cardiff British 4*BHCem*	T.3Cy.20½",33"&54"-39"(*s*) 180lb 202NHP 2SB,6*pf*,GS112,HS3178 G.T.Grey&Co.Ld.S.Shl.	18 " 7 s 5 " 7 17 " 2
70728 136351 MFXJ	**Beltoy** ssGoo.2ndNo.3-2,39 ~~ssGoo.No.3-10,36~~ *Well deck* ~~ssGoo.No.2-35~~ 1*Dk*(*Stl*)	1544 1151 732	✠100A1 2,39 ~~9,37~~ ~~...~~ 2,39	Goo *p* ✠LMC BS~~11,36~~ 6,38	OG 8,37	1915 7mo Ramage& Ferguson,Ld Leith *Lloyd'sA&CP*	ShamrockShpg. Co.Ld. *CellDBuE*20'f92' 231t *DTa*73' 307t *FPT*41t*APT*33t	250·7|36·2|17·2 P20'Q77'B48'F27' FK	London British 5*BHCem*	T.3Cy.18",30"&49"-33" (*r*) 180lb 178NHP 2SB,6*cf*,GS98,HS3149 Ramage&Fergusn,Ld.Lth.	18 " 3 s 1 " 5½ 16 " 11½
70729 2149 IBIE	**Belvedere** (P) ssTri.No.2-8,30 ssGen.No.1-34 D.F. 2*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl-ws*)	6889 6197 4316	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~...~~ Lloyd'sRMC~~1,38~~ ~~9,38~~ 2,39 *Fitted for oil fuel* 9,24 *F.P. above* 150° F.	Gen *a*† ~~...~~ LMC9,34	CL 5,37 9,38	1913 8mo Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP*	"Italia"Soc.Anon diNav.	412·0|51·7|26·3 435·4|54·0|34·4 FK B273' *on Shelter dk* *WB=CellDBa*155'*uE* & *B*47'f170' 1490t *FPT*66t*APT*27t	Genoa Italian 7*BHCem*	T 3Cy.28½",47"&78"-54" (*s*) 180lb 650NHP 4SB,12*cf*,GS221,HS9860 FD N.E.MarineEngCoLdNwc.	29 " 0 s 3 " 4¾ 25 " 9½
70730 145493 MLBY	— (exEnidDunford) ssApl.No.3-9,34 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	869 626 416	100A1 12,37 BS4,38	Shl *k* LMC9,34	CL 10,37	1922 7mo W.Harkess &Son,Ld. Middlesbro' *Lloyd'sA&CP*	O.Dorey&Sons,Ld. *CellDBf*118'166t*FPT*103t*APT*31t	198·0|30·6|12·4 Q111'B13'F25' FK	London ~~Guernsey~~ British 3*BHptCem* *ptAsp*	T.3Cy.16",27"&44"-30" (*s*) 180lb 130NHP 1SB,3*cf*,GS60,HS2224 MacColl&Pollock,Ld.Sld.	14 " 5 s 4 " 3½ 13 " 11½

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Register Tonnage / Gross / Under-deck / Net.	5 6 7 Particulars of Classification. Character. / † for Special Survey. Date of last Survey.	5 Port of Survey.	6 Class assigned. Date of last Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. / — / Ship. / — / Engines	By Whom. / — / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of Trade Cert.
70731 HPGD	**Beme** *ssCal.2ndNo.3–12,29* *ssIst.No.1–33* *1 Dk(Stl)&Spar dk(Stl)& Web frames*	*3039* *2330* *1899*	†100A1 *Spar dk* 5,37 MS11.33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,04	1st	*u* LMC BS5,38 *F.P.ab*	CL 8,35	1904 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's&CP* *above 150° F.*	P.DiaconZadeh *WB= Cell DB*	309·5 / 41·5 / 20·5 27·5 P29'B24'F3.' FK *uB32'48t FPT140t*	Pnamanian 1 *BHCem* *APT20t*	T.3Cy.22¾",37"&61"–42" (r) 180lb *120lb* 265NHP 2SB,*6cf*,GS123,HS4130 Wllsnd Slpwy.Co.Ld.Nwc	28 " 8 s 5 " 7½ 23 " 4	
70732 FNAM	**Bemtevi** (*ex*Matthias,*ex*Maxton, *ex*Nimfa,*ex*Bemtevi) Wireless D.F. 1 *Dk*	623 451 258	*See Vo. 89320 in Supplement*				1918	Smith's Dock Co.Ld. Middlesbro'	Air-France	172·3 / 30·0 / 15·6 B50'	Dakar French *WB*	T.3Cy.16",26'&44"–26" 116NHP Smith's Dock Co.Ld.Mdb.	16 " 6	
70733 150959 KFUA	**Ben E. Tate** (*ex*William Nelson–36, *ex*Panay) (*Self-Unloader*) *Mchy.Aft* D.F. 1 *Dk2trB*	3811 3096 2778					1902	Chicago S.B.Co. Chicago	J.A.PaisleyS.S.Co. (ValleyCampS.S. Co.*Mgrs.*) *WB*	356·0 / 50·0 / 24·0	Wilmington (Del.) United States	T.3Cy.20",33½"&55"–40" NB13*refitted*34 191NHP Chicago S.B.Co.Chicago		R
70734 163394 MBJV	**Ben Henshaw** Twin Sc *Oil Eng.* *Mchy.Aft* *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk*	377 295 168					1933	Rowhedge Ironworks Co.Ld. Rowhedge	National Benzole Co.Ld. *WB*	135·0 / 25·1 / 11·4 P44'F21'	London British	Oil Engines 2S.C.SA 10Cy.11"–13½" 210NHP L.Gardner&Sons,Ld.Mch.		C
70735 145304 GNDB	**Ben-My-Chree** Ⓟ Twin Sc *ssBrw.No.2–36* Sub.Sig. 1 *Dk&Shelter dk(pt Stl–teak s)* D.F. *3rd dk clear of E & B spaces*	2586 1823 1043	† A1 *with freeboard* 5,37 BS5,38 LMC6,36 *Irish Channel service* *Fitted for oil fuel* 6,27	Brw	*F.P. a*	OG 5,36	1927 6mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's&CP* *Cell DB*	Isle of Man Steam Packet Co.Ld.	355·0 / 46·1 / 17·4 366·3(O.L.) *Promenade dk 250'* FK&BK1½" *a86'f60'149t FPT*	Douglas IM British 10 *BHCem* 13t *APT77t*	4 Steam Turbines SR geared to 2 Sc. Shafts (r) 220lb 1745NHP 2D&2SB,*24cf*, HS18180 FD Cammell Laird&Co Ld.Bkn	18 " 6 s 5 " 3¾ 13 " 6	BT till 7,38
70736 144764 MLNT	**Ben Read** *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk* 1 *Dk*	449 318 169					1923	C. Hill &Sons,Ld. Bristol	National Benzole Co.Ld. *WB*	159·0 / 27·6 / 12·1	Bristol British	T.3Cy.14",23"&38"–27" W.Beardmore&Co. 99RHP Ld.Coatbridge		C
70737 PCZT	**Benakat** Twin Sc *Mchy.Aft* 1 *Dk* *Longitudinal framing at bottom & deck* *Rudder electrically welded* *Cruiser Stern*	4763 3498 2665	†100A1 12,38 LMC9.38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,35	Bat	*F.P.a*	CL 8,37 12,38	1935 9mo	N.V.Rotterdam Droogd. Maats. Rotterdam *Lloyd's&CP* *above 150° F.*	N.V.Nederlandsche Koloniale Tank-vaart Maats. *Cell DBu E&B50'155t D*	365·7 / 64·2 / 18·0 P87'B36'F31' FK *Trunk in wells* *Tf26'416t FPT198t*	The Hague Dutch 9 *BHpt Asp* *APT186t*	T.6Cy.16",24"&45"–30" (s) 225lb 400NHP 2SB(Spt),*6cf*, HS6148 FD N.V.Rot.Droogd.Maat Rot	18 " 0 s 1 " 6½ 16 " 7½	
70738 143607 GPMB	**Benalder** (*ex*Tower Bridge–35, *ex*Badagry–34) *ssMdb.2ndNo.3–12,37* 2 *Dks*	5161 4738 3149	100A1 12,37 2,38 LMC12.3	Mdb Ham		CL 12.37	1919	Irvine's SB &D.D.Co.Ld. W Hartlepool *Lloyd's&CP*	Ben Line Steamers, Ld.(W.Thomson& Co.*Mgrs.*) *Cell DB*	400·2 / 52·4 / 28·5 P49'B112'F39' FK 344'1126t FPT117t	Leith British 7 *BHCem* *APT178t*	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Richardsons,Westgarth& Co.Ld.W.Hpl.	31 " 0 s 5 " 11½ 25 " 3	
70739 148256 GFKN	**Benarty** *ssAnt.No.3–3,38* D.F. 2 *Dks(Stl)*	5800 5435 3684	†100A1 1,38	Lth	*z*	CL 3,38	1926 1mo	C.Connell &Co.Ld. Glasgow *Lloyd's&CP*	Ben Line Steamers, Ld.(W.Thomson& Co.*Mgrs.*) 1 *Intermediate BH* 1 *'tween dk BH* *Cell DB*	420·2 / 54·0 / 29·9 430·0 (O.L.) P35'B129'F44' FK *forward &* *aft dispensed with* 363'1050t *DTa32'96*	Leith British *ptCem* 5 *BHto Udk* 1 „ „2nd„ *t APT32t*	Q4Cy24¾",35½",51"&73"–51" 220lb *120lb* (s) 598NHP 3SB(Spt),*12cf*,GS214, HS8730 FD D.Rowan&Co.Ld.Gls.	32 " 3 s 6 " 4 26 " 3	
70740 161818 GSTK	**Benavon** *ssAnt.No.2–38* D.F. 2 *Dks(Stl)*	5872 5541 3723	†100A1 1,38	Ant	*a†*	CL 5,37	1930 6mo	Lithgows Ld. Port Glasgow *Lloyd's&CP*	Ben Line Steamers, Ld.(W.Thomson& Co.*Mgrs.*) 1 *Intermediate BH* *BH*	425·0 / 56·0 / 29·0 437·6(O.L.) P38'B121'F38' FK *fwd.& 1'tween dk* *aft dispensed with*	Leith British *ptCem* 5 *BHto Udk* 1 „ „2nd„ *Cell DB362'*	T.3Cy.26",43½"&74"–51" (s) 200lb 576NHP 3SB,*9cf*,GS190,HS8421 FD Rankin&BlackmoreLdGrk	31 " 6 s 6 " 3½ 25 " 6	
70741 LIVT	**Bencas** Wireless D.F. 1 *Dk*	1445 1195 835					1934	Fredrkstad Mek.Værks. Fredrikstad	A/S Butangen (F.B.Bendixen, *Mgr.*)	245·1 / 39·9 / 15·9 B139'F21'P22'	Oslo Norwegian	4Cy.(2)11⅝"&(2)27½ –26½" 64NHP Fredrikstad M.V.Frdstad.		N
70742 141302 GJNT	**Bencleuch** (*ex*Willdomino, *ex*WarConvoy) *ssLth.No.3–7,31* *ssHul.No.1,35* 2 *Dks(Stl)*	5562 5150 3294	†100A1 2,38 NE10.22 MS4.35	Liv Mlb	*z* LMC BS5,38	CL 1.37	1919 4mo	J.Coughlan &Sons Vancouver, B.C. *Lloyd's&CP*	Ben Line Steamers, Ld.(W.Thomson& Co.*Mgrs.*) *Inter mediate BH in fore* *Cell DBa&uE172'f*	410·6 / 54·1 / 27·5 P44'B115'F47' FK *hold dispensed with* 182'1158t *FPT131t*	Leith British *ptCem* 6 *BHonly* *APT85t*	T.3Cy.27",44"&73"–48" (s) 539NHP 190lb 3SB,*9cf*,GS189,HS8008 FD J.G.Kincaid&Co.Ld.Grk.	29 " 9 s 5 " 9¾ 24 " 2	
70743 160652 GSNR	**Bencruachan** *ssAlx.No.2–36* D.F. 2 *Dks(Stl)*	5920 5528 3750	†100A1 2,39 BS4.37 LMC4,36	Mdb	*a†*	CL 12,36	1928 9mo	C.Connell &Co.Ld. Glasgow *Lloyd's&CP*	Petrograd Steamers,Ld.(W.Thomson&Co.*Mgrs.*) 1 *Intermediate BH* *BH* *Cell D*	429·0 / 53·9 / 30·0 P35'B143'F47' FK *fwd. & 1'tween dk* *aft. dispensed with* B372'1148t *DTa31'*	Leith British *ptCem* 5 *BHto Udk* 1 „ „2nd„ 949t *APT32t*	Q4Cy24¾"35½"51"&73"–51" 220lb (s) 675NHP 3SB(Spt),&1AuxSB,*15cf*, GS268,HS10430 FD D.Rowan&Co Ld Glasgow	32 " 3 s 6 " 3 26 " 3	
70744 128023 GMWY	**Bendoran** (*ex*Cambrian Peeress, *ex*Eurybates, *ex*Indradeo) *ssHpl.2ndNo.3–6,31* *ssLth.No.1–35* 1 *Dk(Stl)& Spar dk(Stl)& deep framing*	5567 5200 3495	†100A1 *Spar dk* MS5.35	Lth Mdb	*a†*	CL 8,38	1910 3mo	C.Connell &Co.Ld. Glasgow *Lloyd's&CP*	Petrograd Steamers.Ld.(W.Thomson&Co.*Mgrs.*) *Cell DB378'1125t FPT*	430·2 / 50·2 / 30·7 P39'B146'F51' FK *fwd.& 1'tween dk* *aft. dispensed with* B372'1148t *DTa31'*	Leith British 7 *BHCem* 85t *APT170t*	T.3Cy.26",41"&73"–48" (r) 200lb *90lb* 517NHP 2DB,*12cf*,GS195,HS9202 D.Rowan&Co.Glasgow	33 " 1 s 6 " 6 26 " 10	
70745 149687 GSPN	**Benedick** *Oil Eng.* *ssFal.No.2–36* *Mchy.Aft* 2 *Dks(Stl)& Web frames* D.F. E.S.D. *Longitudinal framing*	6978 6400 4178	†100A1 5,38 *Carrying Petroleum in bulk* DBS	Fal	*a†*	CL 1,39	1928 8mo	Blyths-wood S.B. Co.Ld. Glasgow *Lloyd's&CP*	Bear Creek Oil& Shipping Co.Ld. (C.T.Bowring& Co.Ld.*Mgrs.*) *Cell D Bu E38'108t*	431·0 / 58·2 / 32·9 P38'B30'F40' FK *DT f 36'352t FPT*	Liverpool British 16 *BHpt Cem* 11 *to Udk* 5 „ „2nd„ 12t *APT176t*	Oil Engines 4S.C.SA 5Cy.29½"–59½" 490NHP 2DB *150lb* J.G.Kincaid&Co.Ld.Grk.	32 " 8 s 6 " 0½ 26 " 10½	
70746 161147 GSKW	**Benedict** *ssLiv.No.2–38* 1 *Dk(Stl)& Shelter dk(Stl)* D.F. *3rd dk(Stl) except in Nos. 5 & 6 holds*	4949 4466 3064	†100A1 *Shelter dk* *with freeboard* 12,38 LMC4,38 *Carrying vegetable oil in cap (tk)*	Liv		CL 87,37	1930 3mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's&CP* *Cell DB350'* 999t *DTa32'73*	Booth S.S.Co.Ld.	408·5 / 53·7 / 26·0 F32' FK *0t FPT93t APT36t*	Liverpool British 8 *BHCem* *Coll to Shdk* 7 „ 2nd „	T.3Cy.25½",48½"&73"–51" 220lb (s) 608NHP 3SB(Spt),*9cf*,GS195, HS8907 FD Cammell Laird&Co Ld.Bkn	28 " 6 s 3 " 3½ 25 " 4½	
70747 OXNE	**Benedikt** Ⓟ Wireless 1 *Dk*	365 265 196					1901	Akt.Burmeistr& Wain Copenhagen	Det Forenede Dampskibs Selsk.	149·8 / 25·0 / 9·9 952'B44'F25'	Hobro Danish *WB*	T.3Cy.12¾",19¾"&33"–21" 50NHP Akt.Burmeistr&Wain,Cpn		V

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretien.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pe.	Registres de cote.
70748 162000 GRLF	**Beneficent** ssShl.No.1–36 *Special Surveys to date from* 10,31 *Mchy.Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted*		2944 2307 1674	✠100A1 3,38~~8,37~~ ✠LMC ~~S.~~	Shl	*t*	CL 8,37	1931 5mo	W.Pickers-gill&Sons,Ld. Sunderland *Lloyd's A&CP* *Cell*	WestollSteamships Ld.(JamesWestoll, Ld.*Mgrs.*) *DB254′756t MT11′*	316·5|45·2|20·3 Q186′F32′ FK *419t FPT188t APT*	Sunderlnd British *26t*	T.3Cy.22½″,37″&61″–42″ (*s*) 180lb 277NHP 2SB,6*cf*,GS126,HS4488 G.Clark,Ld.Sunderland	22 ″ 5 s 7 ″ 5 20 ″ 1¼	
70749 28450 JBQA	**Bengal Maru** ssYka.No.3–4,36 2 *Dks (Stl)*		5399 4814 ~~3259~~	✠100A1 ~~3,39 2,38~~ ~~BS 2,38~~ 3,39 ✠LMC4	Yka	*z*	CL 7,37	1921 5mo	Mitsubishi ZosenKaisha, Ld. Nagasaki A&CP	NipponYusen K.K. *CellD*	400·0|54·5|30·0 P39′B121′F43′ FK *B350′1075t FPT85t*	Tokyo Japanese *6 BHCem*	T.3Cy.26½″,44½″&75″–48″ 2001b (*s*) 490NHP 3SB,9*cf*,GS163,HS6499 FD *APT87t* MitsubishiZosenKaisha,Ld	30 ″ 0 s 5 ″ 6¾ 24 ″ 8	
70750 PCZX	**Bengalen** ssCal.No.1–36 *Oil Eng.* *Ref.Mchy.* 2 *Dks (Stl)* 3*rd dk (Stl)* **D.F.** *clear of machinery space* *Cruiser Stern*		6933 6417 4260	✠100A1 2,39~~2,38~~ ✠LM ~~SS 2,38~~ 5,38 ~~2,36~~ ✠Lloyd'sRM(C) ~~11,38~~ *Carrying fuel oil F.P above* 150° *F. in deep tanks*	Cal	*b*†	OG 5,36	1932 4mo	N.V.Konink.Maats. "DeSchelde" Flushing *Lloyd's A&CP* *CellD*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	436·4|55·8|33·5 P45′B87′F85′ FK *B365′ 1150t DTs a 1 05′ 2060t FP*	Rottrdam Dutch	Oil Engines 2S.C.SA 6Cy 29½⅜″–52⅜″ 937NHP 2DB*121lb* N.V.Konink.Maats. "DeSchelde"Flushing *T78t APT85t*	36 ″ 0 s 8 ″ 2¼ 28 ″ 2¼	
70751 127 IBJE	**Bengasi** Ⓟ *Fitted for oil fuel* 2 *Dks*		1716 1259 864					1912	Camt.Nav. Riuniti Palermo	"Tirrenia" Soc. Anon. di Nav.	277·2|36·4|18·2 P43′B62′F38′ *WB*	Palermo Italian	T3Cy.19⅜″,32⅜″&55⅛″–39⅜″ 191NHP NOdero fuASestriPonente		
70752 PDAE	**Bengkalis** *Fitted for oil fuel* 3 *Dks*		6453 6048 4056					1918	Maats. Fyenoord Rotterdam	N.V.Stoomv. Maats. "Nederland"	420·0|54·7|33·6	Amstrdam Dutch	T.3Cy.28″,46″&77″–54″ 435NHP Maats.Fyenoord,Rot.		
70753 PKOQ	— *Oil Eng.* 2 *Dks*		1053 840 578					1915	Gebr.Pot Bolnes	Koninkl.Nederl. Paketv.Maats.	230·0|38·2|12·2	Batavia Dutch *WB*	Oil Engines 4S.C.SA 6Cy.15¾″–27⅝″ 145NHP NedFb.v Wrk&Spoor,Ams		
70754 137058 GRJK	**Bengloe** (*ex* Ardgoil) ssYka.No.3–10,29 ssLth.No.2–37 2 *Dks (Stl)* & *Web frames* *Longitudinal framing*		5318 4928 3425	✠100A1 ~~1,38~~ 2,38	Mdb	*z*	CL N1,37	1918 1mo	W.Hamilton&Co.Ld. PortGlasgow *Lloyd's A&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) *'tween dk B H in after hold dispensed with* *CellD Ba129′u E2*	405·1|52·6|27·7 P36′B120′F44′ FK *1′f176′1093t DT36′*	Leith British *Cem* *5 B H to U dk* 1 ,, ,,2*nd* ,, *958t APT39t*	T.3Cy.27″,44″&73″–48″ (*s*) 1801b *100lb* 476NH 2SB,8*cf*,GS157,HS6697 FD J.G.Kincaid&Co.Ld.Grk. *only*	30 ″ 3 s 5 ″ 11½ 24 ″ 6	
70755 145425 GJLT	**Bengore Head** 1 *Dk* **D.F. E.S.D.** *Cruiser Stern*		2609 2304 1512					1922	Irvine'sSB &D.D.Co.Ld W Hartlepool	UlsterSteamship Co.Ld.(G.Heyn& Sons,Ld.*Mgrs.*)	310·2|45·0|20·7 P30′B106′F36′ *WB*	Belfast British	T.3Cy.24″,39″&66″–45′ 292NH Richardsons,Westgarth& Co.Ld.Hpl.		
70756 7622 SDIM	**Bengt Sture** (*ex* Alfred Rehder, *ex* Gerrat, *ex* Hentsch, *ex* Richard Hentsch, *ex* Oda) 1 *Dk*		*854* *731* *497*					1917	Schffb.Ges. Unterweser m.b.H. Weser -münde-L.	RederiA/B Eruths (StureEruths, *Mgr.*)	212·3|31·6|13·2 P29′B63′F21′ *WB*	Trelleborg Swedish	T 3Cy.14⅜″,22⅛⅛″&35⅜″–23⅜″ 62NH Christiansen& Meyer, Harburg		
70757 164641 MLMF	**Benguela** *Oil Eng.* *Mchy.Aft* 1 *Dk* *Cruiser Stern*		534 333 274	✠100A1 4,38 ~~10,37~~ ✠L...	Cff Gls	*h*	OG 10,37	1936 6mo	GooleS.B. &Repg.Co.Ld Goole *Lloyd's A&CP*	T.E.Evans&Co.Ld. *CellD*	183·6|27·1| 8·0 190·6(O.L.) Q100′P42′F18′ FK *B114′ 180t FPT54t*	London British *3 BHCem* *APT41t*	Oil Engines 4S.C.SA 7Cy.11″–17⅛⅛″ 82NH Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 5 s 3 ″ 11½ 10 ″ 0½	
70758 224 202	**Benjamin** (*ex* Pardense, *ex* Cidade de Anajas. *ex* Baturite) **TwinScSp** 1 *Dk* & *Promenade dk*		312			…		1900	Murdoch& Murray Pt.Glasgow	Nicolaus&Co.	145·1|27·0| 8·0 FK	Para Brazilian	C.4Cy.12″&24″–18′ 57NH Lees,Anderson&Co.Gls.	8 ″ 4	
70759 215002 WOCK	**Benjamin Brewster** 3Mst ssMob.No.3–8,29 ssN.Os.No.2–38 ~~ssLth.No.1–34~~ 2 *Dks (Stl)* & *Web frames* *Mchy.Aft* *Longitudinal framing* **D.F.** GyC.		5950 5091 3677	✠100A1 2,39 ~~2,37~~ 7,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,17 *F.P. a*	NOs	*z*	CL ~~7,37~~ N7,38	1917 5mo	Harlan& Hollings-worthCor. Wlmgtn,Del. A&CP	StandardOilCo.of NewJersey *CellD B u E& B67′u 245t DT32′336t P*	411·6|53·4|29·8 B29′P114′F41′ FK *Bunker13′* *PT106t APT105t*	Wilmgton (Del.) Utd.States *18 BIlptCem* (14 ,, *to U dk* 4 ,, ,,2*nd*,,)	T.3Cy.27″,45″&74″–48′ (*s*) 180lb 528NHP 2SB,8*cf*,GS180,HS7788 FD Harlan&HollingswthCorp.	31 ″ 0 s 5 ″ 8¾ 25 ″ 6	
70760 LCEN	**Benjamin Franklin** TwinSc *Oil Eng.* ssOsl.No.2–35 *Ref.Mchy.* 1 *Dk (Stl)* & *Shltr dk (Stl)* 3*rd Dk (Stl) in Nos.* 1, 2, 3 & 4 *holds* **D.F.**		7034 6074 3960	✠100A1 *with freeboard* 2,38	Osl	*c*†	CL S7,37 P6,38	1927 6mo	Ch.&Atel. deSt.Nazaire (Penhoët) St.Nazaire *Lloyd's A&CP* *Cell*	A/SGangerRolf (F.Olsen&Co.*Mgs*) *DB404′1421t FPT*	452·0|59·5|27·9 FK 123*t APT101t*	Oslo Norwegian *7 BH* *Coll'o Sh dk* 6 ,,2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.29⅛″–51⅛⅛″ 984NHP DB*141b* Ch.&Atel.deSt.Nazaire	30 ″ 7 s 4 ″ 2½ 26 ″ 7	
70761 PKOR	**Benkoelen** 2 *Dks*		1003 845 538					1921	H. Bernard Nzn. Scheeps. HetJacht Nieuwendam	Konikl.Paketv. Maats.	229·3|38·2|13·5 *WB*	Batavia Dutch	T.3Cy.15¾″,25½″&43″–27′ 96NH N.V.Werf.Hubertina, Haarlem		V
70762 161822 GTRZ	**Benlawers** ssLth.No.2–38 ~~ssLth.No.1–34~~ 2 *Dks (Stl)* **D.F.**		5943 5528 3755	✠100A1 ~~12,37~~ 9,39	Mdb	*a*†	CL 12,37	1930 9mo	C.Connell &Co.Ld. Glasgow *Lloyd's A&CP*	Petrograd SteamersLd.(W. Thomson&Co. *Mgrs.*) 1 *Intermediate BH fwd & aft dispensed with* 1 *'tween dk B H* *Cell DB372′1148t D*	429·0|53·9|30·0 413·5(O.L.) P35′B148′F48′ FK *1′a 31′949t APT32(*	Leith British *pt Cem* *5 B H to U dk* 1 ,, ,,2*nd*,,	Q4Cy24¾″,35¼″,51″&73′–51′ 220lb (*s*) 675NHP 3SB(Spt)&1AuxB,*15cf*, GS268,HS10430 D.Rowan&Co.Ld.Gls.	32 ″ 3 s 6 ″ 2½ 26 ″ 3½	
70763 161817 GDBJ	**Benledi** ssLth.No.2–37 ~~ssLth.No.1–34~~ 2 *Dks (Stl)* **D.F.**		5943 5528 3755	✠100A1 ~~12,37~~ 9,39	Lth	*a*†	CL ~~4,36~~ 4,39	1930 6mo	C.Connell &Co.Ld. Glasgow *Lloyd's A&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) 1 *Intermediate BH fwd & 1′tween dk B* *Cell DB372′1148t D*	429·0|53·9|30·0 441·0(O.L.) P35′B148′F48′ FK *Haft dispensed with Ta31′949t APT32t*	Leith British *pt Cem* *5 B H to U dk* 1 ,, ,,2*nd*,,	Q4Cy24⅜″,35½″,51″&73′–51′ 220lb (*s*) 675NHP 3SB(Spt)&1AuxB,*15cf*, GS268,HS10430 D.Rowan&Co.Ld.Glasgow	32 ″ 3 s 6 ″ 2½ 26 ″ 3½	
70764 7513 SDIO	**Benlos** (*ex* Peter Mærsk) ssKel.2ndNo.3–11,34 1 *Dk (Stl)* & *deep framing* *Cargo battens not fitted*		*1369* *1210* 792	✠100A1 10,~~36~~ ~~,36~~	Hbg	*p*	OG 5,36	1906 9mo	A.Vuijk& Zonen Capelle a/d *Lloyd's A&CP* Ysel	A/BG.H.Dalgren (G.H.Dalgren, *Mgr.*) *CellD Ba60′u*	242·8|36·8|16·7 253·6(O.L.) P19′B66′F28 FK *E18′f102′354t FPT*	Hlsngborg Swedish *9 BHCem* *30t APT50t*	T.3Cy.18″,29″&48″–33″ (*s*) 180lb *90lb* 143NHP 1SB,3*cf*,GS60,HS2208 G.T.Grey,SouthShields	19 ″ 0 s 2 ″ 2½ 16 ″ 1½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R.
70765 123336 GPSK	**Benmacdhui** (*ex*Archimedes-32, *ex*Den of Airlie) ssLth.2ndNo.3-6,35 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) D.F.	6869 — 5068	✠100A1 *Shelter dk with freeboard* 3,39 ~~9,37~~ ✠LMC MS5.35 BS~~9,37~~ 10,38	Rot ~~Lth~~ Mdb	*a*†	CL 4,38	1911 8mo	Russell&Co. Pt.Glasgow *Lloyd'sA&CP*	BenLineSteamers, Ld.(W.Thomson&Co.*Mgrs.*) *Intermediate BH in forehold dispensed with*	433·5 447·2(O.L.) *CellDBa130'uE*	54·2	34·6 FK	Leith British *Cem* *6BH only* *& B46'f 195*	T.3Cy.27",46"&76"-51" (*s*) 200lb 603NHP 3SB,*9cf*,GS186,HS8805 FD D.Rowan&Co.Glasgow 1311*t DTa*39'1009*t APT*18*t*	37 " 2 s 10 " 2½ 27 " 2¼	
70766 148270 GNTM	**Benmohr** D.F. ssFal.No.3-6,31 ssAnt.No.1-35 2*Dks*(*Stl*)	5920 5528 3751	✠100A1 ~~8,38~~ ~~8,38~~1,39 ✠LMC MS12.34 BS3 38	Rot Mdb	*a*†	CL ~~11,36~~ 8,38	1928 5mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	BenLineSteamers, Ld.(W.Thomson&Co.*Mgrs.*) *1 Intermediate BH forward & 1 'tween dk BH aft dispensed with* *CellDB*372'1148*t DTa*31'949*t*	429·0 P35'B143'F47'	53·9	30·0 FK	Leith British *ptCem* *5BH to U dk* *1 " "2nd "* *APT*32*t*	Q.4Cy.24¾",35½",51"&73"-51" 220lb FD 675NHP 3SB(Spt)&1AuxSB,*15cf*, GS268,HS10430 D.Rowan&Co.Ld.Gls.	32 " 3 s 6 " 3 26 " 3	
70767 PDAM	**Bennekom** Ⓟ (*ex*Bourne,*ex*BurgermeisterSchröder) ssHam.No.3-5,29 ssBoa.No.2-37 *Well deck* D.F 2*Dks*(*Stl*) *3rd dk in No.1hold*	5998 5429 3796	100A1 ~~5,38~~ ~~10,37~~1,39 S1.38 *Fitted for oil fuel* 8,23 *F.P. above* 150°F.	Boa Ams LMC10,37		CL ~~1,37~~ 3,39	1917	Flensburgr Schiffsb.Ges Flensburg	Koninkl.Nederl. Stoomb.Maats.	449·7 P&B377'F53' *CellDB*403'1640*t*	58·1	26·9 FK	Amstrdam Dutch *9BHCem*	T.3Cy.31$\frac{7}{16}$",50$\frac{13}{16}$"&84$\frac{1}{16}$"-55$\frac{1}{16}$" 185lb (*s*) 791NHP 4SB(Spt)*12cf*,GS253, HS12196 FD FlensburgerSchiffsb.Ges.	29 " 6 s 4 " 5½ 25 " 4	
70768 LJLP	**Bennestvet** D.F. 1*Dk* *CruiserStern*	2438 2077 1454					1937	MossVærft &Dokk,A/S Moss	Th.Brövig	304·7 P25'B184'F25'	47·7	18·5	Farsund Norwegian *WB*	C.3Cy.(2)15¾"&39⅜"-31½" &LPturbinewithreduction gear&chaindrive HS3245 228NHP MossVærft&Dokk,A/S		N
70769 142609 GPWC	**Bennevis** (*ex*Cutcombe, *ex*WarOstrich) ssLth.No.3-7,30 ssLth.No.2-37 ~~ssLth.No.1-34~~ 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween decks*	5264 4831 3205	✠100A1 3,39 LMC BS3,39 MS11,37	Lth Mdb	*y*	CL ~~1,36~~ 3,39	1918 8mo	Richardsn, Duck&Co.Ld Stockton *Lloyd'sA&CP*	BenLineSteamers, Ld.(W.Thomson&Co.*Mgrs.*) *CellDb*335'1058*t FPT*132*t*	400·2 413·0(O.L.) P49'B113'F40'	52·4	28·4 FK	Leith British *7BHptCem* *APT*213*t*	T.3Cy.26",44"&73"-48" (*s*) 180lb 426NHP 3SB,*9cf*,GS190,HS6912 Blair&Co.Ld.Stockton	31 " 0 s 5 " 11¼ 25 " 4	
70770 116762 WEFF	**Bennington** (*ex*EduardoSala, *ex*St.Paul) (*Self-Unloader*) *Mchy.Aft* 1*Dk*&*Spar dk*	2029 — 1222					1897	Chicago S.B.Co. Chicago	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	238·0	42·2	22·2	WlmgtnDl Utd.States *WB*	T.3Cy.17",29"&47"-36" NB19 132NHP ClevelandS.B.Co.Clevelnd.		R
70771 145558 GDJT	**Benreoch** ssMdb.No.1-38 ssAnt.No.3-2,34 2*Dks*(*Stl*) D.F.	5818 5442 3702	✠100A1 9,38 ~~11,37~~ ✠LMC MS~~2,37~~ 4,38 BS~~1,37~~ 8,38	Mdb Ant	*z*	CL N2,37	1921 12mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	BenLineSteamers, Ld.(W.Thomson&Co.*Mgrs.*) *Intermediate BH in forward hold & intermediate 'tween dk BH in after holds dispensed with* *CellDB*363'1050*t DTa*32'960*t APT*32*t*	420·1 P35'B128'F45'	54·0	30·0 FK	Leith British *ptCem* *5BH to U dk* *1 " "2nd " only*	Q.4Cy.24¾",35½",51"&71½"-51" (*s*) 220lb *100lb* 600NHP 3SB(Spt),*12cf*,GS214, HS8781 FD Dunsmuir&JacksonLdGls	32 " 3 s 6 " 4 26 " 2	
70772 219036	**Bensalem** *Fitted for oil fuel* 2*Dks*&*Webframes*	5513 4971 3389			…		1919	Merchant S.B.Corp. Harriman,Pa	UnitedStates Maritime Commission	400·7 P36'B124'F44'	54·2	30·4 FK	Phildlphia Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc Shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 10	
70773 223909 KFTC	**Benson Ford** Ⓟ *OilEng.* *Mchy.Aft* D.F. GyC.	8626 — 6393					1924	Gt.Lakes Eng.Works RiverRouge, Mich.	FordMotorCo.	590·0	62·0	32·0	Dearborn Utd.States	Oil Engines 2S.C.SA 4Cy.22⅝"-91" 690NHP SunS.B.Co.Chester,Pa.		
70774 OXCB	**Bente Mærsk** (*ex*AnnaMærsk) *OilEng.* ssRot.No.2-36 *Mchy.Aft* D.F. 1*Dk*(*Stl*)	5722 4990 3406	✠100A1 ~~7,35~~ ~~6,34~~12,38 ✠LMC S4.37 DBS~~9,37~~10,38 9.36 *Carrying Petroleum in bulk*	Ams ~~Kn~~ Fal	*z*	CL N6,37	1928 3mo	Odense Staalskibsverft Odense *Lloyd'sA&CP*	D/SA/S Svendborg og A/S D/S af 1912 (A.P.Möller, Copenhagen, *Mgr.*) *CellDBuE*66'233*t DTf*27'490*t FPT*85*t*	390·6 P94'B37'F30 *Trunk in wells*	53·7	29·6 FK	Svendborg Danish *10BHptCem* *APT*118*t*	OilEngines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP *180lb* 2DB(P*made*22*refitted*28) Akt.Burmeistr&Wain,Cpn	31 " 4 s 5 " 1 26 " 6¼	
70775	**Benty** D.F. E.S.D. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	3000 2100					1938	Helsingörs Jernsk&Msk. Elsinore	Cie.deNavigation Fraissinet	333·0 F82'	44·0	27·3	Marseilles French *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 610NHP HelsingörsJernsk.&Mskb.		
70776 148265 GCPB	**Benvenue** ssLth.No.2-35 2*Dks*(*Stl*) D.F.	5920 5528 3750	✠100A1 ~~3,36~~ ~~12,37~~11,38 S~~12,37~~ 11,38 ✠ MC2.35	Mdb ~~Lth~~ Ant	*a*†	CL 4,36	1927 7mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	BenLineSteamers, Ld.(W.Thomson&Co.*Mgrs.*) *1Int.BH fwd &1'tween dkBH aft dispensed with* *CellDB*372'1148*t DTa*31'949*t*	429·0 440·0(O.L.) P35'B143'F47'	53·9	30·0 FK	Leith British *ptCem* *5BHto U dk* *1 " "2nd "* *APT*32*t*	Q.4Cy.24¾",35½",51"&73"-51" (*s*) 220lb 675NHP 3SB(Spt)&1AuxSB, *15cf*, GS268,HS10430 FD D.Rowan&Co.Ld.Glasgow	32 " 3 s 6 " 3 26 " 3	
70777 142010 GCFB	**Benvorlich** ssMdb.No.3-8,31 D.F. ssLth.No.1-35 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween decks*	5193 4818 3222	✠100A1 ~~5,38~~ ~~1,38~~ 1,39 ✠LMC MS11.35 BS~~2,38~~1,39 *Fitted for oil fuel* 4,20 *F.P. above* 150° F.	Lth	*y*	CL ~~1,38~~ 8,38	1919 8mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	Ben Line Steamers Ld.(W.Thomson&Co.*Mgrs.*) *CellDB*340'1069*t FPT*133*t*	400·6 413·0(O.L.) P49'B113'F39'	52·2	28·5 FK	Leith British *7BHptCem* *APT*70*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Dunsmuir&JacksonLdGls	31 " 0 s 5 " 11½ 25 " 3¾	
70778 LCEO	**Benwood** ssStv.2ndNo.3-4,35 1*Dk*(*Stl*)	3931 3628 2389	✠100A1 8,38 ~~2,38~~ ✠LMC4,35	Rot NYk	*u*	CL 2,38	1910 1mo	Craig,Taylor&Co.Ld. Stockton *Lloyd'sA&CP*	SkjelbredsRederei A/S (O.A.T. Skjelbred,*Mgr.*) *WB*	344·9 P44'B104'F31' *= CellD Ba*111'*uE*21'*f*147' 101	51·3	25·3 FK	Xiansand Norwegian *6BHCem*	T.3Cy.24",40"&66"-45" (*s*) 180lb 342NHP 3SB,*9pf*,GS135,HS5604 N.E.MarineEng.Co.Ld.Sld 0*t FPT*149*t APT*98*t*	27 " 9 s 4 " 9 23 " 1½	
70779 160659 GSWL	**Benwyvis** ssMdb.No.3-4,30 ssLth.No.2-37 ~~ssLth.No.1-34~~ D.F. 2*Dks*(*Stl*)	5920 5528 3751	✠100A1 12,38 ~~2,38~~ ✠LMC MS~~2,34~~ 10,37 BS2 36	Lth Mdb	*a*†	CL ~~2,36~~ 12,38	1929 5mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	BenLineSteamers, Ld.(W.Thomson&Co.*Mgrs.*) *1 Intermediate BH fwd & 1 'tween dk BH aft dispensed with* *CellDB*372'1148*t DTa*31'949*t*	429·0 445·0(O.L.) P35'B145'F48'	53·9	30·0 FK	Leith British *ptCem* *5BH to U dk* *1 " " 2nd "* *APT*32*t*	Q4Cy24¾",35½",51"&73"-51" 220lb (*s*) 675NHP 3SB(Spt)&1AuxSB,*15cf*, GS268,HS10430 FD D.Rowan&Co.Ld.Glasgow	32 " 3 s 6 " 2¾ 26 " 3¼	
70780 YTJG	**Beograd** Ⓟ ssSsk.No.3-1,36 1*Dk*&*Shade dk*	864 593 517	✠100A1 *Shade dk with freeboard* ~~9,37~~ 11,38 BS4,39 ✠LMC3,35 *For Service in the Mediterranean*	Ssk	*l*	CL ~~10,35~~ 11,38	1922 11mo	M.U.Martinolich Lussnpiccolo *Lloyd'sA&CP*	Jadranska Plovidba d.d.	215·0 227·8(O.L.) *CellDBa*45'*uE*18'*f*	30·5	12·9 FK	Susak YugoSlav *4BHCem* 84'138*t*	T.3Cy.18⅛",29½"&48"-33"(*s*) 180lb *100lb* 211NHP NDB20*refitted*22 2SB,*4cf*,GS156,HS3358 FD UnitedMachineFactories, Smichow	15 " 0 s 1 " 0 14 " 4¾	

Numero d'Ordre. / Numero Officiel. / Signaux	Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. / Sous le Pont. / Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné / Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Longueur.	Largeur.	Creux.	Port d'Armement. / Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	
70781 151634 VOLF	Beothic (exLakeComo) ssNFL.No.3-9,38 ~~ssN.Y.k.No.3-5,25~~ Sub.Sig. ~~ssNFL.No.2-34~~ 1Dk(Stl) Strengthened for Navigation in Ice	1825 1633 1078	✠100A1 9,38 ~~5,37~~ BS3,38 ✠LMC	NFL	r	CL 5,37	1918 3mo	American S.B.Co. Lorain,O. A&CP	BowringBrothers, Ld.	262·5 273·1(O.L.) P25'B64'F30' FK len25 Cell DB218' 532t FPT70t	43·7	18·4	SJhnsNFL British 6BHCem APT69t	T.3Cy.20",33"&54"-40" (s) 180lb 274NHP 2SB,6cf,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20 ″ 4 s 2 ″ 5¾ 18 ″ 1	
70782 1785 IBAE	Beppe (exKingarth-32,exBerwyn, exMattawa, ssSt.J.No.3-4,24 exFranktor, ssNwc.No.1-28 exSaintHugo) D.F. 2Dks(Stl)	4859 4560 3031	✠ ——	Bry	y		1912 7mo	AM'Millan &Son,Ld. Dumbarton	G.&F.Fratelli Bozzo	414·2 401·0 Q36'B126'F48' FK Cell DBa117'uE&B42'f	52·1	27·3	Genoa Italian 7BHCem 188'955t DT	T.3Cy.27",44"&73"-48" 458NHP 3SB,9cf,GS181,HS7860 D.Rowan&Co.Glasgow f 27' 745t FPT70t APT45t	30 ″ 0	I †
70783 LCMV	Bera 1Dk	771 600 430					1925	Mjellem& Karlsen Bergen	A/S Dacapo (Bachke&Co. Mgrs.)	188·1 Q63tH45tF28t	31·2	12·3	Trondheim Norwegian WB	T.3Cy.14",23¼"&38"-27" 75NHP Mjellem&Karlsen,Bergen		N
70784 143416 GQDF	Bereby 2Dks	5248 4766 3197					1919	Irvine'sSB &D.D.Co.Ld. W Hartlepool	ElderDempster Lines,Ld.	400·2 P49'B113'F38'	52·3	28·5	Liverpool British WB	T.3Cy.27",44"&73"-48" Richardsons, 369NHP Westgarth&Co.Ld.Hpl.		C
70785 144301 GBZW	Berengaria (P) QuadSc (exImperator) ssSou.No.3-2,34 4Dks(Stl-U ws)&Shelter dk Sub.Sig. (Stl-ws)&Shadedk(Stl-ws) Ref Mchy. 5th dk(Stl)in holds 6th dk in GyC. D.F. E.S.D. No. 1 hold Broken up	52101 36307 20574	~~100A1~~ 2,37 ~~BS11,37~~ Fitted for oil fuel 5,22 Carrying oil fuel F.P.	Sou		CL pf2,37 sf1,36 Pa 1,36 sa1,35 F.P. above 1 above 1	1912 Lloyd's A&CP 50°F. 50°F.	Vulcan-Werke Hamburg Cell DB in deep tank f	~~CunardWhite Star,Ld.~~ 767' 6036t DTf64' orward	883·6 B on Shade dk446' Promenade dk478' FK&BK4" 485t FW Tanks in w	98·3	57·1	Liverpool British Cem 3 BH to S dk 9 ,, ,, U ,, ay of tunnels	4 Steam Turbines (s) 228lb 14860NHP 46 Water Tube Boilers FD HS203000 Vulcan-Werke,Hamburg 17'162t FPT117t APT118t		
70786 PDAR	Berenice Wireless 2Dks	1177 973 665					1919	N.V. Lobithsche ScheepsbMy Lobith	Konink1.Nederl. Stoomb.Maats. N.V.	256·4	37·0	13·5	Amstrdam Dutch WB	T.3Cy.18½",30"&48"-36" 138NHP Alblasserdam.Msch.Fab.		V
70787 UPCQ	Beresina (exBracondale-34, exSeatonia, ssHpl.No.3-11,30 exWarHighway) 1Dk(Stl)	3087 2842 1859	✠ ... 1,35 ✠	Hpl	u		1918 5mo	J.Blumer& Co. Sunderland	U.S.S.R.	331·3 P33'B98'F28' FK Cell DB276'734t FPT105t	46·8	23·2	Leningrad Russian 7BHCem APT122t	T.3Cy.25",41"&68"-45" 430NHP 3SB,9cf,GS153,HS6304 J.Dickinson&Sons,Ld.Sld.	25 ″ 6	
70788 EECP	Berga (exBarflo exBerga) ssBcl.No.2 29 Mchy.Aft 1Dk(Stl) Well deck	804 — 460	✠ —— 5,33 ✠	Bcl	k		1921 1mo	Astilleros delMedit. S.A. Barcelona	Hijo deRomulo BoschS.enC.	186·6 Q114'B12'F22' FK Cell DB f114'	29·5	12·4	Barcelona Spanish 4BHCem 176t FPT42t	T.3Cy.12",20"&32"-24" 84RHP 2SB,4cf,GS60,HS1714 AlexanderBros.Barcelona	14 ″ 7	
70789 152006 VJFK	Bergalia TwinSc ssSyd.No.3-8,37 ~~ssSyd.No.2-32~~ Ref.Mchy. Wireless 1Dk(Stl) Mchy.Aft Cargo battens not fitted	548 367 195	✠100A1 ~~6,36 6,36~~ 10,38 ✠LMC 6,37	Syd	h	OG 6,36	1925 1mo Lloyd's A&CP	AilsaS.B. Co.Ld. Ayr	Illawarra&South CoastS.N.Co.Ld. (A.L.Miller, Mgr.) Side ta	153·1 P21'F29' FK nks f18'50t FPT44t	34·6 35·8	8·5	Sydney NSW British 3BHCem APT50t	T.6Cy.10½",16"&26"-16" (s) 180lb 70RHP 1SB,3cf,GS70,HS2202 AilsaS.B.Co.Ld.Troon	9 ″ 6 s 1 ″ 2 8 ″ 4½	
70790 LCXB	Berganger Oil Eng. D.F. Ref.Mchy. 1Dk&Shelter dk	6826 6013 4229					1932	Nederl Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	464·4 P97tF22t	61·2	27·4	Bergen Norwegian WB	Oil Engines 2S.C.DA 7Cy.27½"-47¼" 1842NHP AlgemeineElektrizitats-Ges.		N
70791 LCMX	Bergen (P) 2Dks	553 479 320					1909	Stavanger Stöberi&Dok Stavanger	DetStavangerske Dampskibselskab	157·6 H74t	25·8	18·1	Stavanger Norwegian WB	T.3Cy.14¾",23½"&39"-27" 79NHP StavangerStöberi&Dok		
70792 PDAX	Bergendal Now "De Ruyter," see No. 87766 in Supplement Oil Eng. Mchy.Aft 1Dk CruiserStern	458 355 291					1931	NV.Industrieele Maats. DeNoord Alblasserdam	NV.Scheepv.Maats "Bergendal"	159·6 P43'F18'	25·7	10·5	Rottrdam Dutch WB	Oil Engines 4S.C.SA 6Cy.11"-20" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
70793 OXOB	Bergenhus (P) Wireless D.F. 2Dks3trE	1398 1272 825					1922	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	231·1	35·2	21·1	Copnhagn Danish WB	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		V
70794 LFBA	Bergensfjord (P) TwinSc ssOsl 2ndNo.3-8,38 ~~ssOsl.No.3-1,26~~ ~~ssBmn.No.2-33~~ GyC. 2Dks(Stl)&Shelter dk(Stl) D.F. 3rd dk in Nos.1,2&5holds	11015 8654 6550	✠100A1 Shelter dk with freeboard 8,38 ~~4,37~~ BS9,38 ✠LMC 11,37 Fitted for oil fuel 3,20	Osl	g †	CL ~~2,36~~ 8,38 F.P. above 1	1913 9mo Lloyd's A&CP 50° F.	Cammell Laird&Co.Ld Birkenhead	DenNorske AmerikalinjeA/S WB=CellDBa 119'uE&B152'f	511·8 P70'B201'F108' FK 189'1165t FPT149t	61·2	29·5	Bergen Norwegian 8BHCem APT150t DTf7'225t	Q.8Cy.26",37½",53"&75"-51" & 2 LP Turbines with DR gearing & hydraulic couplings 220lb (r) 1469NHP 8SB,32cf,GS590,HS23000FD CammellLaird&Co.LdBkn	32 ″ 6 s 6 ″ 8½ 26 ″ 0	
70795 226171 KGDV	Bering (P) (exSalatiga) ssS.Fo.No.3-5,33 ssS.Fo.No.1-37 2Dks(Stl)&Shelter dk(Stl)	7631 — 5667	✠100A1 Shelter dk with freeboard 4,37 ✠LMC Fitted for oil fuel 6,20	SFo	b †	CL 4,36 F.P. above 1	1920 6mo 50° F.	SunS.B. Co. Chester,Pa. A&CP Cell DB370'	AlaskaPackers Association 1355t DTa30' 874t	435·2 F41' on Shelter dk FK FPT132t APT76t	57·8	35·2	S.Frncisco Utd. States pt Cem 3BH to Sh dk 4 ,, ,, U ,,	T.3Cy.27",45½"&76"-51" (r) 190lb 612NHP 3SB,9cf,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	38 ″ 0 s 10 ″ 0¾ 28 ″ 2	
70796 217255 KETZ	— Wood (exArthurJ. Fitted for oil fuel Baldwin-36,exAnnetteRolph) 2Dks	2361 — 1391					1918	RolphS.B. Co. Rolph,Cal.	AlaskaS.S.Co.Inc.	245·3	45·5	28·3	NewYork Utd. States	T.3Cy.16½",26"&44"-30" BethlehemS.B. 106NHP Corp.Ld.SanFrancisco		
70797 PDBA	Berkel ssRot.No.1-35 D.F. 1Dk(Stl) Cargo battens not fitted	2130 1904 1273	✠100A1 4,38 ~~6,37~~ ✠LMC BS3.35 BS ~~6,37~~ 4,38	Rot	s	CL ~~10,35~~ 4,38	1930 4mo Lloyd's A&CP	A.Vuijk& Zonen Capelle a/d Ysel	N.V."Houtvaart" (Vinke&Co. Mgrs.) Ce	281·5 P22'B64'F22' FK ll DB244'542t FPT	42·7	19·3	Rottrdam Dutch 4BHCem 62t APT54t	T.3Cy.21",34½"&57"-36" 210lb (s) 251NHP 2SB,6cf,GS106,HS4137 ArnhemscheStoomsleephellingMaatsArnhem	21 ″ 4 s 3 ″ 1¾ 18 ″ 3¾	
70798 222831 KFIE	Berkshire (P) D.F. Fitted for oil fuel Sub.Sig. 4Dks Longitudinal framing	5486 — 3361					1923	Federal S.B.Co. Kearny,N.J.	Merchnts&Miners Transportation Co.	350·7	52·1	15·2	Baltimore Utd. States WB	T.4Cy.24½",42"&(2)54"-48" HoovenOwens& 404NHP RentschlerCo.Hamilton,O.		R
70799 220173 KUVG	— (exEastern Tempest) D.F. GyC. 2Dks	4621 3832 2824			...		1920	Uraga DockCo Ld. Uraga	Coastwise Transportation Corp.	360·1 P21'B91'F35' FK	51·2	25·9	Boston Utd.States WB	T.3Cy.25",42"&70"-48" 400NHP UragaDockCo.Ld.	28 ″ 6	R †

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years in Class. Boiler exam'd. Equipment Letter	Date when tail shafts last dealt with.
70800 211149	**Berkshire** Ⓟ	Pad 1 *Dk & Shade dks*	4300 — 2918				
70801 DOCL	**Berlin** Ⓟ E.S.D. D.F. Sub.Sig. GyC.	TwinSc *Fitted for oil fuel* 4 *Dks*	15286 9732 8988				
70802	—	TwinSc *Oil Eng.*	561 — 301				
70803 DAOE	— Ⓟ Wireless	1 *Dk*	468 384 189				
70804 131533 VJFP	**Bermagui** Wireless *Mchy. Aft*	TwinSc 1 *Dk*	402 306 150				...
70805 LOFH	**Berna** Ⓟ Wireless	PadK *Fitted for oil fuel* 1 *Dk & Promenade dk*	1179 — 502				...
70806 FOAL	**Bernardin de Saint Pierre** Ⓟ *Fitted for oil fuel* *Ref. Mchy.* GyC. D.F.	TwinSc 4 *Dks*	10086 — 5616				
70807 LJSB	**Bernhard** (*ex*Innaren-37) D.F.	*Oil Eng.* 1 *Dk* *Cruiser Stern*	3563 3224 2159				
70808 DHCF	—	1 *Dk & Web frames*	592 480 367				
70809 DHCG	**Bernhard Blumenfeld** (*ex*Dalewood) *ss*Ham.No.3–4,33 *ss*Ham.No.1–37 *Well deck*	1 *Dk(Stl)* *Cargo battens not fitted*	2879 2284 1653	✠100A1 1,38	Ham	*t*	OG 5,37
Now "Carl Jüngst," see No. 87511 in Supplement							
70810 6310 SIWA	**Bernicia** *ss*Mmo.No.3–5,33 Sub.Sig. *ss*Got.No.1–36 Wireless D.F. 1 *Dk(Stl) & Shelter dk(Stl)*		*1532* *1208* 728	✠100A1 *Shelter dk* *with freeboard* *Fitted for oil fuel* 7,20	Skm	*r*	OG 5,37 *F.P. above* 150° F.
70811 141743	**Bernier** Ⓟ (*ex*Mardep-35, *ex*Labrador)	2 *Dks*	317 245 174				
70812 PDBC	**Bernina** *Mchy. Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern*	329 239 150				
70813 PDBD	**Bernisse**	1 *Dk*	951 773 478				
70814 DJTP	**Bernlef** (*ex*SevenSeasSound-37, *ex*Hunstanworth-37) D.F. *Cargo battens not fitted*	*ss*Shl.No.3–12,32 *ss*Cff.No.1–37 1 *Dk(Stl)* *Cruiser Stern*	2482 2242 1432	✠100A1 2,38	Rot	*t*	CL 2,37
70815 PKOS	**Berouw** *Mchy. Aft*	1 *Dk*	756 526 322				
70816 146599 MLPC	**Berriedale** (*ex*Almascos-32, *ex*RoyalRegis) *Mchy. Aft* *Well deck*	*ss*Shl.No.3–1,35 1 *Dk(Stl)* *Cargo battens not fitted*	614 384 270	✠100A1 4,38	Abn	*h*	CL 1,35
70817 118183 MCKB	**Berryden** (*ex*Thrift) *Well deck*	*ss*Abn.2ndNo.3–7,28 *ss*Abn.No.2–37 *Cargo battens not fitted* 1 *Dk(Stl)*	506 373 209	✠100A1 8,38	Abn	*h*	CL 1,35
70818 141876 VGCR	**Berryton** (*ex*B.F.Berry) *Mchy. Aft* GyC.	1 *Dk*	6221 5813 5023				
70819 3643 PJAL	**Berta** *ss*Cco.No.2–35 *Mchy. Aft* *Longitudinal framing at bottom & at deck*	TwinSc 1 *Dk(Stl)*	*2611* *1716* *1131*	✠100A1 3,38	Cco	*t*	CL 88,37 P3,38

8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; HP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Register Book. Class. Lt. in L.R. Date B.O.T. Trade Cert.
1913	New York S.B.Co. Camden, N.J.	Hudson River Nav. Corp.	422·4	50·6	12·9	New York Utd. States	1 Cy. 84″–144″ 651 NH E & B *made 08 fitted 13* W & A Fletcher Co. Hoboken		
1925	Bremer Vulkan Vegesack	Norddeutscher Lloyd	549·3 B272′	69·2	34·8	Bremen German *WB*	T. 8 Cy. (2) 34½″ (2) 56 7/16″ & (4) 65⅝″–59 1/16″ 1317 NH Bremer Vulkan, Vegesack		G
1928	..... Carmelo, Uruguay	Cia. Argentina de Nav. Mihanovich Ltda.	228·3	36·1	10·8	Bns. Aires Argentine	Oil Engines Soc. Anon. Ansaldo, Genoa		
1906	Nüscke & Co. Stettin	Swinemünder Dampfschiffahrts Act. Ges.	184·0 B34′ H–F17′	26·4	12·3	Swnemnde German *WB*	T. 3 Cy. 17″, 26″ & 43″–28″ 98 NHP Schiffs. Uebigau, Dresden		G
1912	Ailsa S.B. Co. Ld. Troon	Illawarra & S Coast Stm. Nav. Co. Ld. (A. L. Miller, *Mgr.*)	144·0 F27′	32·1 FK	8·2	Sydny NSW British *WB*	C. 4 Cy. 13″ & 26″–16″ 56 RHP Ailsa S.B. Co. Ld. Troon	9 ″ 0	
1911	A. & J. Inglis, Ld. Glasgow	Cia. Argentina de Nav. Mihanovich, Ltda.	265·2	37·1 FK	10·4	Bns. Aires Argentine	T. 3 Cy. 21½″, 35″ & 54″–66″ 252 NHP A. & J. Inglis, Ld. Glasgow	11 ″ 1	
1926	J. C. Tecklenborg A.G Weser-münde-G.	Soc. des Services Contractuels des Messageries Maritimes	455·8	60·8	41·0	Marseilles French *WB*	2 DR geared Steam Turbines J. C. Tecklenborg A.G. Wsm		V
1924	Sorlandets Skibsbyggeri Grimstad *Completed by*	Skibs A/S Oiltank III (Reidar Rød, *Mgr.*) Langesunds Mek. Verks. Fevig	331·8 P37′ B102′ F30′	50·3	24·1	Tönsberg Norwegian *WB*	Oil Engines 4 S.C.SA 6 Cy. 24½″–51½″ 354 NHP Götaverken, Gothenburg		N
1890	H. Koch Lübeck	Mathies Reed, K.G.	175·0 B43′ F31′	26·2	12·6	Hamburg German *WB*	C. 2 Cy. 21⅛″ & 40½″–27½″ NB09 71 NHP J. W. Klawitter, Danzig		G
1921 8mo	Eltringham's, Ld. Willington Quay *Lloyd's* *Intermediate* *C*	Krupp Reederei und Kohlenhandel G.m.b.H. *BH in fore* *DT in N*	304·8 *Ba* 59′ *u* *E* 23′ *f* 122′	44·1 *Pon* Q21′ Q125′ B54 F25′ FK *604t DT a* 41′ 319t *No. 1 hold* 52t FPT 64t	20·5 *hold dispensed with*	Hamburg German *Cem* *APT* 116t	T. 3 Cy. 23″, 38″ & 62″–42″ (*s*) 180lb 288 NHP 2SB, 6*cf*, GS 120, HS 4690 Eltringham's, Ld. Willington Quay	23 ″ 0	
1920 5mo	Oskrshmns M.V. Aktieb Oskarshamn A&CP	Rederiaktieb. Svenska Lloyd (K.R. Bökman, *Mgr.*) *Cell D B* 229′ 4	274·0	40·9	23·5 15·5 FK *Collision* 51t FPT 34t *APT* 56t	Gothenbrg Swedish *Cem* *BH to Sh dk* *3 BH to U*	T. 3 Cy. 19″, 31½″ & 51½″–33″ 185lb (*s*) 226 NHP 2SB (Spt), 6*cf*, GS 75 FD HS 3442 Oskarshamns M.V. Aktieb.	18 ″ 0 s ″ 2 17 ″ 11½	
1918	Davie S.B. & Rpg. Co. Ld. Quebec	Government of Canada (Ministry of Marine)	125·0	23·4	13·6	Quebec British	T. 3 Cy. 12¾″, 21½″ & 35″–24″ 61 RHP Dominion Bridge Co. Ld.		
1935	Gute Hoffnungshütte A.G. Walsum	Schellen Scheepvaart & Bevrachting N.V.	135·8 P37′ F17′	24·0	9·1	Rottrdam Dutch *WB*	Oil Engines 2 S.C.SA 4 Cy. 10½″–18¾″ 73 NHP *Emade* 14–*refitted* 35 Sulzer Bros. Winterthur		G
1915	Maats. Fyenoord Rotterdam	P.A. van Es & Co.	222·0 P&B 170′ F33′	34·4	15·0	Rottrdam Dutch *WB*	T. 3 Cy. 17½″, 29″ & 46″–39″ 132 NHP Maats. Fyenoord, Rot.		G
1919 10mo	Ardrossan DD & SB Co Ld Ardrossan *Lloyd's*	Emder Dampferkompagnie A.G. (Wilh. Nübel, *Mgr.*) *Cell D B* 260′	~~303·1~~ 302′ 1″ P33′ B80′ F32′ 644t FPT 78	~~43·0~~ FK	~~20·7~~ 9	Hamburg German 6 *BH Cem* *APT* 172t	T. 3 Cy. 22″, 36″ & 59″–39″ (*s*) 180lb 265 NHP 2SB, 6*cf*, GS 124, HS 4500 McKie & Baxter, Glasgow	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
1919	NV. Schps. & Machfab. de Klop Sliedrecht	Koninkl. Paketv. Maats.	183·8 Q103′ B11′ F20′	29·0	14·4	Batavia Dutch *WB*	T. 3 Cy. 14″, 22″ & 36″–23½″ 63 NHP N.V. de Klop, Sliedrecht		V
1922 7mo	J Chambers Ld. Lowestoft *Lloyd's*	G. Couper & Co. Ld. *Cell D B* 99′ 1	168·0 Q108′ F24′ 38t FPT 45t *APT* 30t	26·5 FK	10·4	London British *3 BH Cem*	T. 3 Cy. 14″, 23″ & 38″–27″ (*s*) 180lb 92 RH 1 SB, 3*pf*, GS 51, HS 1666 Yeaman & Baggesen, Dun.	12 ″ 7½ s 4 ″ 2 12 ″ 7½	
1904 1mo	Hall, Russell & Co. Ld Aberdeen *Lloyd's*	R. Taylor & Sons, Ld *Cell D B*	168·6 176·0 (O.L.) Q79′ B18′ F23′ a25′ *f* 74′ 134t FPT 39t	26·1 BK 7′	10·5	Dundee British *4 BH Cem* *APT* 8t	T. 8 Cy. 14½″, 23½″ & 38″–30″ (*s*) 180lb 93 RH 1 SB, 5*pf*, GS 51, HS 1490 Hall, Russell & Co. Ld. Abn	13 ″ 5 s ″ 11⅛ 13 ″ 3¾	
1908	American S.B.Co. Lorain	Colonial Steamships, Ld. (R. Scott Misener, *Mgr.*)	480·0	52·0	25·6	Toronto British *WB*	T. 3 Cy. 22½″, 36″ & 60″–42″ 233 NHP American S.B. Co. Cleveland.		R
1927 7mo	Harland & Wolff, Ld. Belfast *Lloyd's* *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,27	N.V. Curacaosche Sheepv. Maats.	305·0 P87′ F42′ *Trunk dk* 176′	50·2 FK	15·0	Willmstad Dutch 11 *B Hpt Cem* *pt Asp*	T. 6 Cy. 13½″, 23½″ & 36″ 27″ (*s*) 180lb 238 NHP 2SB, 4*cf*, HS 3958 FD Harland & Wolff, Ld. Bel.	15 ″ 0 s 1 ″ 6 13 ″ 7½	

1 Numero d'Ordre / Numero Officiel / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel — Total. / Sous le Pont. / Net.	5 / 6 / 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Ferme assigné maintenant un fire. Lettre d'Equipement.	7* Mois de la dernière visite de l'arbre porte-hélice.	8 / 9 Construit. Quand. Navire. Mach.	Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant *pds. pa.*	15 Registre où cette Cie est dans le L. R.
70820	**Berta** (*ex*Autom-37,*ex*Reidun-37, *ex*Wenchita-33,*ex*Hollandia,	1278					1917	T.v.Duivendijk Lekkerkerk	N.V.Europeesche VrachtvaartMaats (N.V.Nederl.Bevrachtingskantoor, *Mgrs.*)	237·3|36·4|16·0 P40*t*H66*t*F33*t*			Amstrdam Dutch *WB*	T.3Cy.17",28"&46"–36" 127NHP		N
PDBE	*ex*Raamsdonkveer, *ex*Jan van Steen) 1*Dk* Wireless	728												N.V.v.d.Kuy&v.d.Rees' Mchf.&Schpb.Rot		
70821	**Bertha** (*ex*Ostanvik-32,*ex*Ragnar)	*1216*	✠100A1	IIbg	*o*	OG	1906	WoodSkinner&Co.Ld.	RederiA/BMagnus Stenbock(E. Påhlsson,*Mgr.*)	232·7|35·5|14·1			Hlsngborg Swedish	T.3Cy.18",29"&50"–33" (*s*)	16 " 6	
4604	*ss*Skm.2nd.No.3–6,32	*966*	4,38			4 38	5mo	Newcastle	236·0				180lb *120lb* 156NHP	s 1 " 3	
SDJO	*ss*Hbg.No.1–36	*971*	BS4·38 ~~[illegible]~~ MC4,36				*Lloyd's A&CP*		242·2(O.L.) FK P14'Q74'B62'F24'				1SB,*4pf*,GS68,HS2398	15 " 4½	
	Well deck 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*								*Cell D Ba69'uE* 4*BHCem* *&B33'f94'371tFPT* 57*tAPT19t*				J.Dickinson&Sons,Ld.Sld.		
70822	—	766					1915	Nüscke& Co.A.G. Stettin	Dampsk.-A/S Progress(M. Nielsen&Sön, *Mgrs.*)	202·4|30·4|12·5 B49'Q69'F25'			Copnhagn Danish *WB*	T.3Cy.14⅛",21⅛"&35⅞"–28⅜" Christian- sen&Meyer,Harburg		G
OYAO	1*Dk*	606 451														
70823	—	487					1905	Gourlay Bros.&Co. (Dundee),Ld. Dundee	MetalIndustries, Ld.(T.McKenzie, *Mgr.*)	175·3|28·1|12·4 Q&B82'F26'			S'thamptn British *WB*	T.3Cy.16",26"&43"–33" 93RHP Gourlay Bros.&Co. (Dundee),Ld.Dundee		
119725		379														
MCJL	*Mchy.Aft* 2*Dks*	195														
70824	**Bertha Brøvig**	2412					1938	Moss Værft &Dokk,A/S Moss	Th.Brövig	304·7|47·7|18·5 P24'B182'F21'			Farsund Norwegian *WB*	C.3Cy.(2)15¾"&39⅜"–31½" &LP turbine with reduction gear & chain drive 228NHP HS3245 Moss Værft&Dokk,A/S		
	Fitted for oil fuel	2077														
LJVA	1*Dk* *Cruiser Stern*	1449														
70825	**Bertha Fisser** (*ex*Hesperides–37,	4110	...	Ant	*x*		1919	Flensburger Schiffsb.Ges. Flensburg	Fisser&v.Doornum's ReedereiG.m.b.H. (Fisser&v.Doornum,*Mgrs.*)	383·4|52·7|22·4 FK			Emden ~~Hamburg~~ German	T.3Cy.28¾",46⅝"&76"–48" 527NHP	24 " 9	C
	*ex*Parthia) *ss*Rot.No.3–3,28	3631	5,37						*Collision*				*Cem*			†
DJSZ	1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*) *in fore hold*	2371							*Cell D B346'11*	40*t FPT40t APT17t*			3SB,*9cf*,GS165,HS7433 5 " " *U* "	FlensburgerSchiffsb.Ges.		
70826	**Bertie M. Hanlon** Wood	409					1901	PacificS.B Co. Marshfield Or	SantaCruzOilCorp.	148·0|33·0|10·5			S.Frncisco Utd.States	C.2Cy.13½'&26'–20" 25NHP		
93207	(*ex*Marshfield)	—												FultonCrowIronWorks		
KJDJ	*Mchy.Aft* 1*Dk*	257														
70827	**Bertil** (*ex*Rogu,*ex*Borna,*ex*Material,	*941*			...		1903	GooleS.B. &Repairing Co.Ld. Goole	C.O.Malmström (A.B Hillerström& Co.*Mgrs.*)	197·2|32·2|13·8 P63'F20' FK *H28t*			Malmö Swedish *WB*	T.3Cy.15",25"&41"–27" 104NHP G.T.Grey,SouthShields	16 " 1	N †
4136	*ex*Sune)	*747*														
SDIW	*Mchy.Aft* 1*Dk*&*deep framing*	*495*														
70828	**Berto** (*ex*Botnia–36,*ex*Modemi)	1483					1918	Bergens Mek.Værks. Bergen	Skibs.A/S Berto (TomJentoft Berge)	224·5|37·7|15·5 P34*t*Q106*t*H96*t* F34*t*			Oslo Norwegian *WB*	T.3Cy.18",29"&49"–33" 138NHP BergensMek.Værks.		N
		1183														
LCRO	1*Dk*	841														
70829	**Bertram Rickmers**	4188					1923	Nordd. Werft m.b.H. Weser- münde-G.	Rickmers RhedereiA.G.	367·8|49·7|26·1 P45'B120'F44			Hamburg German *WB*	T.3Cy.24",39½"&66⅛"–47½" 300NHP BremerVulkan,Vegesack		G
		3800														
DHCH	Sub.Sig. D.F. 2*Dks*	2546														
70830	**Berury** (*ex*Olen)	4924					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh.	UnitedStates MaritimeCommission	379·5|53·1|27·0 P52'B102'F41'			NewYork Utd.States *WB*	T.3Cy.24",40"&70"–48" 339NHP ToddD.D.&ConstCorpn. Tacoma,Wash.		R
218668	*Fitted for oil fuel*	4445														
KINR	Sub.Sig. 2*Dks* *Longitudinal framing*	3096														
70831	**Berwickshire** (*ex*ClanMacarthur)	7464					1912	Armstrong Whitworth &Co.Ld. Newcastle	ScottishShireLine, Ld.(Turnbull, Martin&Co.Ld. *Mgrs.*)	450·1|57·1|26·8			Glasgow British *WB*	T.3Cy.31½",52"&86"–60" &1LPTurbine 841NHP WilsndSlpwy.Co.Ld.Nwc.		C
133085	E.S.D.	5341														
GNZL	*Ref.Mchy.* D.F. 2*Dks*&*Shelter dk*	4622														
70832	**Berwindglen**	4411					1929	Bethlehem S.B.Corp.Ld. (Fore River Plant) Quincy,Mass	WilmoreS.S.Co.	350·5|50·1|28·3 P97'B11'F30'			NewYork Utd.States *WB*	T.3Cy.22",41½"&72"–48" 358NHP Hooven,Owens&Rentschler Co.Hamilton,O.		R
228674		—														
WKDC	*Mchy.Aft* D.F. 1*Dk*	2750														
70833	**Berwindvale**	4411					1929	Bethlehem S.B.Corp.Ld. (Fore River Plant) Quincy,Mass.	WilmoreS.S.Co.	350·5|50·1|28·3 P97'B11'F30'			NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft BethlehemSBCor.Ld(Fore RiverPlant)Quincy,Mass.		R
228882		3617														
WKDY	*Mchy.Aft* D.F. 1*Dk*	2750														
70834	**Beryl** 3Mst	568	✠100A1	Bkn	*h*	CL	1924	AilsaS.B. Co.Ld. Troon	Wm.Robertson	165·2|26·6|11·3			Glasgow British	T.3Cy.13½",21"&35"–26" (*s*)	12 " 6	
147932	*ss*Ayr.No.3–1,36	391	4,38			4,38	11mo			Q94'B9'F27' BK7"			180lb 88RHP	s 4 " 0½		
MNBZ	*Mchy.Aft* 1*Dk*(*Stl*)	236	BS~~4,38~~ 2,39 ~~[illegible]~~ MC4,36				*Lloyd's A&CP*		*FPT60t*				3*BHCem* *APT6t* 1SB,*3cf*,GS50,HS1627 AilsaS.B.Co.Ld.Troon	12 " 10		
	Well deck *Cargo battens not fitted*															
70835	**Bes** (*ex*Spedit–35,*ex*Solfrid–34,	542					1917	Göteborgs Nya Verk. Gothenberg	Dampskslsk."Bes" A/S(Oluf Svendsen)	167·0|27·3|11·1 P49'F23'H49*t*			Copnhagn Danish *WB*	T.3Cy.13⅜,"22½"&37⅞"–23⅛" 68NHP GöteborgsNyaVerk.Got.		V
	*ex*Engelsberg)	400														
OYGW	*Mchy.Aft* 1*Dk*	294														
70836	**Besholt**	4977					1936	Kockums M.V.Aktieb. Malmö	A/S Besco (S.Holter-Sörensen,*Mgr.*)	401·4|54·8|25·1 P29'F34'			Oslo Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"–43$\frac{5}{16}$" 972NHP KockumsM.V.Akt.Malmö		N
	Oil Eng.	4300														
LJGL	D.F. 1*Dk*&*Shelter dk*	2959														
70837	**Bessel** (*ex*Sorrento)	1878					1925	Act.Ges. "Weser" Bremen	Dampfsch.Ges. "Neptun"	283·7|41·7|16·5 P&B231'F35'			Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.22$\frac{1}{16}$"–39⅜" 282NHP A.G."Weser,"Bremen		G
	Cruiser Stern *Oil Eng.*	1499														
DOIE	D.F. 1*Dk*&*Shelter dk*	915														
70838	**Bessemer**	4762			...		1919	ThePusey &JonesCo. Gloucester City,N.J.	TheAtlantic RefiningCo.	364·9'51·0'29·5 B34'F31'P95' FK			Phildlphia Utd.States *WB*	OilEngines connected to Elec.Motor&Sc.Shaft. 4S.C.SA 553NHP 18Cy.17¾"–22" NE27 Ingersoll-RandCo.N.Yk.	31 " 3	R †
218155	*Oil Eng.*	4449														
KIGT	*Mchy.Aft* GyC. 2*Dks*&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	2927														
70839	**Bessheim** Ⓟ	1774					1912	Nylands Værksted Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	256·0|36·1|22·8 F33*t*H194*t*			Oslo Norwegian *WB*	T.3Cy.21½",34½"&60"–39" 225NHP NylandsVærksted,Oslo		N
		1538														
LDAA	2*Dks*	1031														

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard (midship). Corresponding draught. ft. in.	15 Register in which classed if not in L.R. (Yacht Register).
70840 LEZV	**Bestik** (*ex*Bestik 2-35,*ex*Annik-33)	*ss*Hav.No.3-11,32 *ss*Rot.No.1-37 1 *Dk* (*Stl*)	2684 2394 1568	✠100A1 ~~10,37~~ 10,38 ✠LMC10,37 S10,38	Rot NY	*l*	CL ~~10,37~~ 1,38	1920 4mo	C.Hill& Sons Bristol	Skibs.A/S Manitowoc(K.Th.Einersen,*Mgr.*) *Cell D*	310·8|44·3|21·6 324·6(O.L.) P28′B87′F32′ FK *Lloyd's A&CP* B265′ 622*t* *FPT* 90*t* *APT* 90*t*	Oslo Norwegian	T.3Cy.21″,34″&56″–36″ (*s*) 180lb 242NHP 2SB,*6cf*,GS111,HS4246 Richardsons,Westgarth& Co.Ld.Hpl.	23 ″ 10 8 3 ″ 10 20 ″ 2½	
70841 LEGA	**Bestum** (*ex*Hessa-34) 1 *Dk*		2215 1989 1316			…		1919	Dominion S.B.Co.Ld. Toronto	Skibs.A/S Grøm (K.Th.Einersen, *Mgr.*)	251·6|43·9|22·3 P25′B64′F20′ FK *WB*	Oslo Norwegian	T.3Cy.20″,33″&54″–40″ 328NHP JohnInglisCo.Ld.Toronto	24 ″ 3	N †
70842 WEDB	**Beta** (*ex*Hisko) *Fitted for oil fuel* 1 *Dk* *Mchy.Aft* *Fitted with cylindrical tanks for carrying Petroleum*		5665 215758 4550 3516			…		1917	Chester S.B.Co.Ld. Chester,Pa.	Chas.Kurz&Co., Inc.(Pennsylvania ShippingCo. *Mgrs.*)	400·8|54·3|31·4 P99′B27′F50′ FK *WB*	Wilmgton (Del.) Utd.States	2SteamTurbinesDRgeared to 1 Screw Shaft 628NHP WestinghouseMachineCo. EastPittsburg	32 ″ 9	R †
70843 1924 OESU	— (*ex*Rigel,*ex*Fez,*ex*Quebracho Argentino, *ex*Rio) *see No. 30510* 1 *Dk*	Iron	516 416 312					1889	O.A.Brodin Gefle	BalticSalvage Association	181·5|27·1|10·9 Q58′B32′F18′ *WB*	Tallinn Estonian	C.2Cy.18″&32″–22″ NB11 40NHP J&C.G.BolindersM.V.A/B		V
70844 98920	— *Mchy.Aft*	IronTwinScSp 1 *Dk*	393 382 176					1891	TA Walker Sudbrook	ManchesterShip CanalCo.	145·5|30·4|10·7	Manchestr British	Q.8Cy.9″,12″,16″&25″–21½″ NB05 96RHP Fleming&Ferguson,Psy.		
70845 PDBK	— Wireless	*OilEng.* 1 *Dk*	333 237 198					1935	N.V.Noord Nederlndsch. Schpswerven Groningen	J.Tonkkes	133·2|22·9| 9·5 P34′F14′ *WB*	Groningen Dutch	Oil Engines 4S.C.SA 6Cy.10⅛″–15¾″ 68NHP MtrnWerkeMannheim AG		V
70846 LITA	**Betancuria** *Cruiser Stern* D.F.	TwinSc *OilEng.* 2 *Dks*	2696 1998 1302					1933	A/S Akers Mek.Værks. Oslo	A/S GangerRolf (FredOlsen&Co. *Mgrs.*)	343·6|48·7|18·8 P96′H40*ot*F23*t* *WB*	Oslo Norwegian	Oil Engines 2S.C.SA 12Cy.19½″–35⅞″ 808NHP A/SAkersMek.Værks.Oslo		N
70847 LDPH	**Beth** D.F. *Mchy.Aft* *Longitudinal framing–bracketless system*	*OilEng.* *ss*Stv.No.1-34 1 *Dk* (*Stl*) & *Web frames*	6852 5985 3960	✠100A1 7,38 ~~8,38~~ ✠LMC CS11.36 DB ~~10.37~~ 3,38 12.36 *Carrying Petroleum in bulk*	Rot	*a*†	CL 3,38	1930 9mo	W Doxford &Sons,Ld. Sunderland *Lloyd's A&CP*	A/S Bill(L.Gill-Johannessen *Mgr.*) *Cell D Bu E* 35′157*t*	416·2|58·0|32·8 P94′B32′F40′ FK *Trunk in wells* *DT f* 35′538*t* *FPT* 51*t* *APT* 276*t*	Oslo Norwegian	Oil Engines 2.S.C.SA 4Cy.22 1/16″–85″ 2DB150lb 598NHP W.Doxford&Sons,Ld.Sld.	33 ″ 0	
70848 21515 WCDR	**Bethlehem** (*ex*Midvale) D.F. GyC *Mchy.Aft*	1 *Dk*	8271 — 6564					1917	Gt.Lakes Eng.Works Ashtabula,O.	BethlehemSteel Corp.(Bethlehem Transptn.Corp. *Mgrs.*)	580·0|60·0|32·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24½″,40″&65″–42″ Great 274NHP Lakes Eng.Works,Detroit		R
70849 221913 KDWW	**Bethore** *Fitted for oil fuel* 1 *Dk* *Mchy.Aft* *Longitudinal framing*	TwinSc	8257 — 4198					1922	Bethlehem S.B.Corp.Ld Sparrow's Point,Md.	OreS.S.Corp.	550·3|72·2|43·7 P139′B82′F50′ *WB*	NewYork Utd.States	T.6Cy.25″,41″&68″–48″ 641NHP BethlehemS.B.Corp. Sparrow'sPt.Md.		R
70850 EECW	**Bétis** (*ex*NuevoValencia) 2 *Dks* & *Awng dk*	Iron	1011 674 737	✠ 5,79	Nwc	*n*		1879 4mo	A.Leslie& Co. Newcastle	JoséMorey	210·6|29·6|15·0 22·8 FK *WB* = *DBa* 44′ & *uE* & *B* 38′ *FPT*	Valencia Spanish 5 *BHCem*	C.2Cy.28″&54″–33″ NB96 140NHP Black,Hawthorn&Co.Nwc		
70851	**Betsiboka** (*ex*Sarron,*ex*Meknès, *ex*Guazú) *Mchy.Aft*	1 *Dk* (*Stl*)	413 312 156	✠ 7,11 ✠	Dun			1907 2mo	Dundee SB Co.Ld. Dundee		165·5|27·4| 9·4 F27′ *Shade dk* 80′ FK *FPT* 20*t*		T.3Cy.13″,21″&34″–24″ 76NHP 1SB,3*pf*,GS43,HS1377 G.T.Grey,SouthShields	10 ″ 0	
70852 161885 MLPL	**Betswood** *Mchy.Aft* *Cruiser Stern*	1 *Dk* *Cargo battens not fitted*	1051 695 531	✠100A1 6,38 ~~7,37~~ ✠LMC7,36	Bly	*m*	CL	1936 7mo	W.Pickers-gill&Sons,Ld. Sunderland *Lloyd's A&CP*	W.France, Fenwick&Co.Ld. *Cell D Bu*	218·0|34·0|12·5 Q139′B14′F28′ FK *E* 21′ *f* 136′320*t* *FPT* 91*t* *APT* 36*t*	Shoreham British 3 *BHpt Cem*	T.3Cy.15″,25″&42″–30″ (*s*) 200lb FD *100lb* 150NHP 1SB(Spt),*3cf*,GS50,HS2262 N.E.MarineEng.Co.Ld.Sld	14 ″ 4 s4 ″ 1 13 ″ 11	
70853 LJAX	**Betta** *Mchy.Aft*	1 *Dk* *Cruiser Stern*	1568 1283 896					1935	Porsgrund Mek.Værks. Porsgrunn	D/S A/S Henriksen &Kierulf(D.Henriksen&H.Kierulf, *Mgrs.*)	246·6|37·9|18·2 P66′F29′ *WB*	Oslo Norwegian	C.2Cy.13¾″&27 7/16″–27 7/16″ &L.P Turbine with DRgearing&hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn		N
70854 OZWE	— Wireless D.F	(*ex*Betty-37) 1 *Dk*	1567 1195 935					1931	Nakskov Skibs.A/S Nakskov	J.Lauritzen	254·2|39·2|15·4 P16′Q71′B107′F36′ *WB*	Esbjerg Danish	C.4Cy.(2)14¾″&(2)31½″–31½″ HS2350 164NHP A.Borsig,Berlin-Tegel		G
70855 219637 KUBG	**Betterton** D.F. *Mchy.Aft*	*Fitted for oil fuel* 2 *Dks* & *Web frames* *Longitudinal framing*	7198 6593 4382					1920	Baltimore D.D &S.B.Co. Baltimore, Md.	TideWater AssociatedOilCo.	431·0|59·2|31·4 P105′B37′F39′ FK	S.Frncisco Utd.States	T.3Cy.24½″,41½″&72″–48″ NE25 536NHP Hooven,Owens&Rentschler Co.Hamilton,O.	33 ″ 3	R †
Now "Tide Penn," see No. 9621															
70856 LCEQ	**Betty** (*ex*Hundvaagö, *ex*Kahei Maru) 1 *Dk*		2439 2239 1456					1919	Yoshiura ShipbldngYd Yoshiura	A/SNeptun (M.Bruusgaard& H.Bödtker-Næss Jr. *Mgrs.*)	290·1|41·0|22·7 P42*t* H6*t* F38*t*	Oslo Norwegian *WB*	T.3Cy.19½″,32″&55″–36″ 181NHP TakaoIron Works,Kobe		N
70857	— (*ex*Betty Weems, *ex*Lake Agomak) *Ref. Mchy.* D.F.	*ss*Bal.No.3-7,36 1 *Dk* (*Stl*) 2*nd dk* (*Stl*) *in holds*	2339 1976 1420	✠100A1 ~~1,37~~ 12,38 ✠LMC BS ~~3,37~~ 12,38	Bal Sug	*r*	CL ~~11,34~~ 12,38	1918 10mo	Superior S.B.Co. Superior,Wis	ChinaMerchants ~~Steam Nav.Co.Ld.~~ HuntS.S.Corp *Cell D B* 208′539*t* *FPT* 68*t* *APT* 77*t*	251·0|43·7|22·2 P25′B64′F20′ FK	Chinese	T.3Cy.19″,32″&56 3/16″–36″ (*s*) 180lb 330NHP 2SB,*6cf*,GS115,HS5467 FD Nordberg Mfg.Co.Milwkee	24 ″ 4	
70858 OHFL	**Betty H** (*ex*Kirktown,*ex*Broomfield) *ss*Cff.2nd No.3-9,29 ~~*ss*Clyn.No.1-34~~ 1 *Dk* (*Irn*) & *Web frames* *Cargo battens not fitted*		2478 — 1391	✠100A1 1,38 ~~7,37~~ ~~BS6,37~~ ✠LMC ~~2,34~~ 1,38	Abg Skm	*l*	1,38	1902 5mo	T Turnbull &Son Whitby *Lloyd's A&CP*	PorinLaiva O/Y (WernerHacklin, *Mgr.*)	301·7|44·0|21·8 310·7(O.L.) P29′B84′F33′ FK *DBa* 94′ *uE* 24′ *f* 118′	Björneborg Finnish 6 *BHCem*	T.3Cy22½″,36½″&60″–39″(*s*) 160lb 224NHP 2SB,*6cf*,GS97,HS3350 Blair&Co.Ld.Stockton	23 ″ 0 3 ″ 6½ 19 ″ 8	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnag. Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. SHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	
70859 OXEB	**Betty Mærsk** D.F. 1*Dk*	2357 2028 1423					1922	Odense Staalskibsvft Odense	Dampskibselsk af 1912 (A.P.Möller, Copenhagen, *Mgr*)	299·8 P20'B92'F34'	42·4	19·9	**Aalborg** Danish *WB*	T.3Cy.21¼",33⅞"&55½"-39⅜" &LP Turbine BörsigA.Werke,Tegel		
70860 HPBF	**Beulah** (*ex*Heiren) TwinSc5Mst Sunk in port 12,37-Refloated *OilEng.* *Mchy.Aft* *ss*L.An.No.3-10,33 Wireless 1*Dk*(*Stl*)2*tr B*	1389 1210 1042	✠ ~~100A1~~ 7.37	SFo		OG N7,37	1923 3mo	Randolph A/S Skibs. Fevig A&CP	Carriso,Inc. (FloodBros. *Mgrs*)	232·6 P35'F34' BK8½"	37·7	20·4	**Panama** P'namanian *Cem* 2*BHto U dk* 4 „ „2*nd*„	Oil Engines 2S.C.SA 8Cy.15"-16½" DB14*fitted*32 150lb 137NHP J&CG BolindersCo.Ld.Skm	22 ″ 0	
	Intermediate 'tween dk BHin hold dispensed with MT27'350tD Tf27'350tAPT30t															
70861 PDBR	**Beursplein** 2*Dks*	4368 4096 2780					1920	Deutsche Werft.Akt. Ges. Hamburg	NV.ScheepvMaats Millingen(G.A. Spliethoff, *Mgr.*)	389·9 P37'B111'F49'	50·1	26·9	**Rotterdam** Dutch *WB*	T.3Cy.27$\frac{3}{16}$",43$\frac{3}{16}$"&69$\frac{3}{16}$"-47½" 345NHP OttensenerMaschf.Altona		
70862 PDBW	**Beverwijk** (*ex*Terschelling) D.F. Sub.Sig. 1*Dk*	2948 2744 1847					1909	Bonn& Mees Rotterdam	N.V.StoomvMaats Wijklijn(Erhardt &Dokkers, *Mgrs.*)	327·0	47·3	21·8	**Rotterdam** Dutch *WB*	T.3Cy.23½",38"&64"-42" 265NHP Maats.deSchelde,Flushing		
70863	**Bhadana** (*ex*Lighter) *Mchy.Aft*	320 — 219					1908	HongKong &Whampoa DockCo.Ld. HongKong	SawadSukhum BanijLd.	134·6	26·0	13·0	**Bangkok** Siamese	C.2Cy.12"&24"-16" 19NHP		
70864 156048 VTCG	**Bhadravati** Ⓟ *ss*Bom.No.1-36 1*Dk*&*Shelter dk* (*Stl*-teak s)	1449 946 695	✠100A1 *Shelter dk withfreeboard* 9,38 ~~8,37~~ ~~LMC~~ ✠LMC1,36 *Fitted for oil fuel* 9,32 *F.P.above 150°F.*	Bom BS9,38	*p*	CL 8,37	1932 9mo *Lloyd's* A&CP	Harland& Wolff,Ld. Glasgow	BombaySteam NavigationCo.Ld. *Cell DBu E25'50t*	230·8 F34' FK *FPT55tAPT62t*	38·6	14·8	**Bombay** British 5*BHCem* (2 „ *to Sh dk* 3 „ „ *U* „)	T.3Cy.17",29"&48"-33" (*s*) 200lb 269NHP 2SB,6*cf*,GS131,HS4546 FD Harland&Wolff,Ld.Bel.	16 ″ 0 s ″ 4¼ 16 ″ 1	
70865 124249 GRLS	**Bhamo** Ⓟ Broken up D.F. 2*Dks* *Fitted for oil fuel*	5161 4580 2974					1908	W.Denny &Bros. Dumbarton	~~British&Burmese S.N.Co.Ld. (P.Henderson& Co. Mgrs.)~~	411·2 P37'B136'F48'	52·2	28·1	**Glasgow** British *WB*	T.3Cy.28½",46½"&76"-54" 424NHP Denny&Co.Dumbarton		
70866 312 HSAN	**Bhanurangsi** TwinSc *OilEng.* *ss*Bgk.No.2-35 1*Dk*(*Stl*)&*Shadedk*(*Teak*)	686 504 410	✠100A1 *withfreeboard* ~~10,37~~ 10,38 ✠LMC CS11,35 *For Coasting Service—Gulf of Siam Malay Peninsula & Sumatra*	Bgk	*l*	CL SN5,36 ~~P5,36~~ ~~P5,36~~ P10,38	1927 5mo *Lloyd's* A&CP	A/S Naks- kovSkibsvft. Nakskov	SiamSteamNav. Co. *Cell DBu E*	199·9 FK 27'*f*38'112*tFPT*42*t*	32·5	9·7	**Bangkok** Siamese 4*BHptCem* *APT*32*t*	Oil Engines 4S.C.SA 12Cy.13"-23⅝" 196NHP Akt.Burmeistr&Wain,Cpn	11 ″ 10 s 2 ″ 2 9 ″ 8	
70867 161203 GSYL	**Bhutan** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Cruiser Stern*	6104 5496 2912	✠ 4,32 ✠Lloyd'sRMC ~~1,36~~ 3,39	Rot		CL	1929 3mo	Harland& Wolff,Ld. Glasgow	HainS.S.Co.Ld. *Cell*	436·0 F34' FK B368'1276*tFPT*68*t*	57·6	29·6	**London** British 7*BHptCem* (*Collto Sh dk* 6 „ 2*nd* „) *APT*54*t*	Q4Cy30½",44",63½"&91"-60" LPTurbinewithDRgearing&hydraulic coupling 1245NHP 5SB,15*cf*,GS HS15050 Harland&Wolff,Ld.Gls.	32 ″ 3	
70868 4098 SKXI	**Bia** (*ex*Onnctar-35,*ex*Ilse,*ex*Sailing Vessel) *ss*Hfs.3rdNo.3-5,34 *ss*Osc.No.3-11,35 *Mchy.Aft* 1*Dk*(*Stl*)	428 360 291	✠100A1 4,38 ✠LMC11,3? ✠NE&B9.0? BS4,38	Bgn	*f*	N4,38	1902 12mo	AktLödöse Varf Lödöse A&CP	~~A.B.Carlsson~~ RederiA/B Bia (A.B.Carlsson *Mgr.*)	135·2 140·2(O.L.) P38'F18' BK7" Jen08 *CellDBf*19'30*tFPT*21*tAPT*11*t*	26·2	12·6	**Gothenbrg** Swedish 3*BHCem*	C.2Cy.12"&27"-18" (*s*) 125lb 31NHP 1SB,2*cf*,GS25,HS522 Akt.LödöseVarf.Lödöse	15 ″ 3 s 1 ″ 2½ 14 ″ 8	
70869 143285 GQDC	**Biafra** *ss*Bkn.No.3-9,34 2*Dks*(*Stl*)	5405 4782 3298	✠100A1 3,38 BS ~~11,37~~ ✠LMC9,34 10,38	Hul	*y*	CL 5,37	1919 6mo *Lloyd's* A&CP	Harland& Wolff,Ld. Greenock	ElderDempster Lines,Ld. *CellDB*	400·4 412·7(O.L.) P50'B113'F39 FK 340'1051*t FPT*128*t*	52·3	28·5	**Liverpool** British 7*BHptCem* *APT*220*t*	T.3Cy.25½",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Grk.	31 ″ 0 s 6 ″ 0 25 ″ 3	
70870 LCER	**Bianca** *Carrying Petroleum in bulk* *OilEng.* D.F. *Mchy.Aft* 1*Dk* *Cruiser Stern*	5688 5056 3340					1926	A.B.Göta- verken Gothenburg	RederiA/S Mascot (Arth.H.Mathiesen, *Mgr.*)	380·7 P228*t*F72*t*H333*t*	55·2	32·1	**Oslo** Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NH A.B.Götaverken,Got.		N
70871 DHGA	— (*ex*Elbe-32,*ex*Bianca) 1*Dk*	1375 1149 737					1921	Hamburg ElbeSchiffsw. Hamburg	A.Kirsten	244·5 P&B186'F31'	36·2	15·7	**Hamburg** German *WB*	T3Cy17¾",28$\frac{11}{20}$"&47$\frac{3}{10}$"-31½" GuteHoff- 125NH nungshütte,Oberhausen		G
70872 136809 GPBT	**Biarritz** Ⓟ TwinSc 3*Dks*&*Awng dk*3*tr B* *Cruiser Stern*	2388 1424 936					1915	W.Denny &Bros. Dumbarton	SouthernRailway	341·2	42·1	24·0	**London** British *WB*	4 Steam Turbines SR geared to 2 Sc.Shafts Denny&Co.Dumbarton		BT till 11,38
70873 LCES	— Ⓟ 4Mst 1*Dk*	1752 1263 1016					1922	Akers Mek.Værks. Oslo	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*)	255·7 P33'B83'F29'	39·7	16·9	**Oslo** Norwegian *WB*	T.3Cy 19",31"&53"-36" 169NHP AkersMek.Værks.Oslo		N
70874 161323 GMCJ	**Bibury** *ss*Shl.No.2-? ~~*ss*Bry.No.1-31~~ 1*Dk*(*Stl*)&*Shltr dk*(*Stl*)	4616 4378 2898	✠100A1 *withfreeboard* 9,38 ~~9,37~~ ~~MS10,34~~	Cff Shl	*a*†	CL ~~10,36~~ 9,38	1929 11mo *Lloyd's* A&CP	R.Duncan &Co.Ld. PortGlasgow	AlexanderShppng. Co.Ld.(Capper, Alexander&Co. *Mgrs.*) *Cell DB*352'1150*t DTa*	408·0 420·5 (O.L.) F38' FK 30'1150*tAPT*115*t*	55·0	25·9	**London** British 6*BHCem* (*CelltoShdk* 5 „ 2*nd* „)	T.3Cy.25",42"&70"-48" (*s*) 200lb HS7320 489NHP 2SBFD&1AuxSB,8*cf*GS150 Rankin&BlackmoreLd. Grk.	28 ″ 5 s3 ″ 6½ 25 ″ 1½	
70875 814 IKWA	**Bice** (*ex*AntonioPadre) AuxBk *OilEng.* *ss*Gen.No.3-7,14 *ss*Gen.No.1-19 *See Sailing Ship Register*) 1*Dk*2*tr B*	1459 1317 1098	✠ 3,24 ✠DB9,02	Gen	*s*		1902 9mo	N.Odero fùA. SestriPnente	Pietro Canale	233·8 P65'F21' BK9"	37·7	20·6	**Genoa** Italian 2*BHCem*	Oil Engines 4S.C.SA 6Cy.15"-21¼" 131NHP NE*fitted*19 OfficineInsobri,Milan	22 ″ 1	I †
70876 KZAC	**Bicol** (*ex*Borongan) Wireless 1*Dk*	367 — 184					1901	Lobnitz& Co.Ld. Renfrew	ManilaRailroadCo.	150·2	26·0	9·5	**Manila** Utd.States	C.2Cy.27"&56"-46" 177NHP Lobnitz&Co.Ld.Renfrew		
70877 TSJZ	**Bidassoa** 1*Dk*	558 513 325					1901	Lobnitz& Co.Ld. Renfrew	Worms&Cie.	170·5 B40'F21'	27·2	14·1	**Havre** French *WB*	C.2Cy.15"&35"-24" 50NHP Lobnitz&Co.Ld.Renfrew		V

No. in Book / Official No. / Code Letters	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross / Under deck / Net	Character (✠ for Special Survey. Date of last Survey)	Port of Survey	Equipment Letter	Date when tail shaft last seen	Built When	By Whom / Where	Owners	Regist'd Dimensions (Length, Breadth, Depth). Deck Erections, &c.	Port of Registry / Flag	Engines	Moulded depth / Freeboard amidships / Corresponding draught (ft. in.)	Registers in which classed, if not in L.R.
70878 161606 GZZF	Biddlestone D.F. E.S.D. 1Dk Cruiser Stern	4910 4512 2953	✠100A1 ~~6,36 11,37~~ 1,39	Nwc		CL	1937 7mo	Short Bros. Ld. Sunderland Lloyd's A&CP	WhiteShippingCo. Ld.(R.I.James, *Mgr.*) *Cell*	401·9 53·9 26·6 414·8(O.L.) P36'B123'F35' FK *DB*350'1249*t FPT*110*t*	Newcastle British 6*BHCem* *APT*205*t*	C.4Cy.(2)10⅜"&(2)20¼"-13" SR geared & LP turbine DR geared to sc. shaft 240lb (*s*) 348NHP 2SB(Spt&FD)&1AuxSB, 9*cf*,GS124,HS4936 White'sMar.EngCoLdNwc	29 " 0 s5 " 7¼ 23 " 7¼	
70879 153919 VJPL	Bidelia (*ex*Cardross-35) ssSyd.No.3-3,39 ~~ssSyd.No.2-35~~ Wireless 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1364 907 775	✠100A1 ~~6,36 11,37~~ 3,39	Syd	*o*	CL 11,37	1927 9mo	J.Lewis& Sons,Ld. Aberdeen Lloyd's A&CP	JohnBurke,Ld. *CellDBa& uE54'f92'244t*	227·2 34·9 14·8 237·7(O.L.) Q85'B96'F27' FK *DTa*21'70*t FPT*32*t*	Brisbane British 4*BHCem* *APT*14*t*	T.3Cy.17¼",28½"&48¾"-33" 200lb (*s*) 179NHP 2SB,6*pf*,GS102,HS3104 J.Lewis&Sons,Ld.Abn.	16 " 9 s " 5¼ 16 " 5½	
70880 LJVO	Bidevind 1*Dk& Shelter dk* *OilEng.* D.F. E.S.D. ~~2Dks~~ *CruiserStern*	4956 4403 2905					1938	Flensburger Schiffsb.Ges. Flensburg	A/S Borgestad	414·3 55·7 25·0	Porsgrunn Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"-43 5/16" 969NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
70881 220637 KESQ	Bidwell *OilEng.* ssPhl.No.3-6,32 *Mchy.Aft* ssPhl.No.1-36 GyC. 2*Dks*(*Stl*)& *web frames* *Longitudinal framing*	6837 6269 4185	100A1 ~~12,37~~ 2,39 ✠LMC9,36 *Carrying Petroleum in bulk*	Phl	*b*†	CL 4,37	1920	Baltimore D.D.&S.B.Co Baltimore, Md. AP	SunOilCo. *CellDBuE&E54' DTf40'456t*	431·0 59·2 33·3 P105'B36'F38' FK 548*t* *FPT*232*t APT*102*t*	Phildlphia Utd. States 17*BHptCem* (13 *to U dk* 4 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy.22 13/16"-91¼" DB200*lb* 640NHP SunSB.&DD.Co.ChesterPa	33 " 4	
70882 142625 GPSZ	Biela (*ex*WarMastiff) ssLiv.No.3-2,31 ssLiv.No.1-34 D.F. 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5298 4853 3218	✠100A1 11,37 ✠LMC MS11.34 BS11.37	Liv	*y*	CL 11,37	1918 9mo	ShortBros. Ld. Sunderland Lloyd's A&CP	Lamport&Holt Line,Ld. *CellDB*	400·3 52·4 28·5 P49'B113'F40' FK 340'1067*t FPT*135*t*	Liverpool British 7*BHptCem* *APT*198*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEng.CoLd Sld	31 " 0 s5 " 11¾ 25 " 3½	
70883 ~~135140~~ ~~MDTX~~	Bienvenido ssJck.No.2-21 1*Dk*(*Stl*)&*Shade dk*	944 732 482	✠ 8,25	Jck	*m*		1912 9mo	A.Vuijk& Zonen Capelle a/d Ysel	~~WelcomeS.S.Co. Ld.~~ *CellDB*	210·3 32·1 14·9 FK *a*51'*uE*13'*f*92'215*t*	Venezuelan 4*BHCem*	T.3Cy.17½",28½"&47"-30" NB27 144NHP 2SB,4*pf*,GS69,HS2406 G.T.Grey,SouthShields	17 " 0	
70884 220989 KDNE	Bienville (*ex*Exarch-37, *ex*Naamhok) *Fitted for oil fuel* 2*Dks& Web frames*	5491 — 3467			...		1921	Merchant S.B.Corp. Harriman,Pa.	WatermanS.S. Corp.	400·7 54·2 30·4 P36'B124'F44' FK	Mobile Utd. States *WB*	2 steam turbines DRgeared to 1 sc. shaft 645NHP WestinghouseElectric &Mfg.Co.E.Pittsburg	32 " 10	R †
70885 7913 SDGT	Bifrost (*ex*Rotha-33) ssGot.No.3-8,33 ssGot.No.1-37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1781* *1329* *991*	✠100A1 2,38	Bly	*q*	CL 2,38	1923 1mo	WoodSkinner&Co.Ld Newcastle Lloyd's A&CP	RederiA/B Bifrost (J.R.Trapp) *CellDBa77'uE18'*	258·5 37·7 16·3 260·5 FK Q153'BonQ52'F29' *f*102'448*t FPT*92*t*	Gothenbrg Swedish 1*BHCem* *APT*150*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 208NHP 2SB,6*cf*,GS99,HS3440 N.E.MarineEngCoLd.Nwc	18 " 7 s5 " 7 17 " 2	
70886 4163 JDQB	Bifuku Maru (P) (*ex*KosaiMaru) ssYka.No.2-07 2*Dks& Spar dk*(*Stl*-teak s)	2558 2446 1332	✠ 2,07	Yka	*t*		1899 4mo	Lobnitz& Co.Ld. Renfrew	NipponGodoKosen K.K. *CellDBa90'uE&*	312·0 39·2 18·7 B8' 26·2 BK10" B90 *f*88'468*t FPT*20*t*	Tokyo Japanese 5*BHCem* *APT*14*t*	T.3Cy.25 3/32",42"&67"-48" 377NHP 2DB,6*cf*,GS233,HS6300 Lobnitz&Co.Ld.Renfrew	29 " 6	
70887 PDCR	Bilderdijk ssRot.No.3-10,31 ssRot.No.1-36 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6856 6383 4228	✠100A1 *Shelter dk with freeboard* 8,38 ~~12,37~~ ✠LMC MS11,36 BS2,38 *Fitted for oil fuel* 8,22 *F.P. above* 150° F.	Rot	*z*	CL ~~1,36~~ N8,38	1922 8mo	C.van der Giessen& Zonen Krimpen a/d Ysel Lloyd's A&CP	Nederl.-Amerik. Stoomv.Maats. Holland-Amerika Lijn) *CellDB325' MT1722t DTa577t*	400·0 54·3 36·6 F50' *on Shelter dk* FK 1028*t* *Collision BH to Sh dk* *FPT*139*t APT*149*t*	Rottrdam Dutch *ptCem* 6 ,, ,, *U* ,,	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 215lb 648NHP 3SB(Spt),9*cf*,HS8481 FD Harland&Wolff,Ld.Bel.	39 " 0 s9 " 0¾ 30 " 2	
70888 PDCX	Bill S. *OilEng* *Mchy.Aft* 1*Dk* *Rudder electrically welded* *CruiserStern* *Cargo battens not fitted*	466 351 252	✠100A1 7,38 ~~9,37~~	Rot	*g*	N6,38	1937 9mo	NV Boele's Schpsw&Mch Bolnes Lloyd's A&CP	N.V.Zeevaart Maats."Bill" (Rotterdamsche KustvaartCentrale N.V.*Mgrs.*) *CellDB*107'127*t*	160·4 26·4 10·0 168·9(O.L.) Q44'F21' FK *FPT*48*t*	Rottrdam Dutch 3*BHptCem* *APT*11*t*	Oil Engines 4S.C.SA 8Cy.11"-17[illegible]" 94NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	11 " 10 s1 " 2 10 " 8¾	
70889 DHCK	Bille *Mchy.Aft* Sub.Sig. 1*Dk*	665 535 344					1920	Stocks& Kolbe Kiel	Bugsier-Reed. u.Bergungs A.G.	176·0 31·3 12·3 P115'F23'	Brmrhavn German *WB*	T.3Cy.12 9/16",19 11/16"&32 5/16"-22 7/16" 49NHP C.Wollheim,Breslau		G
70890 144936 MKDW	Bilton ssBly.No.3-3,33 ssBly.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	746 505 375	✠100A1 6,38 ~~3,37~~ *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Nwc		CL 3,37	1920 8mo	J.S.White &Co.Ld. Cowes Lloyd's A&CP	Tyne-TeesSteam ShippingCo.Ld.	180·6 29·3 11·5 Q111'B11'F24' FK *CellDBf*110'	Middlsbro' British 3*BHCem* 166*t FPT*38*t*	T.3Cy.15",25½"&41"-30" (*s*) 180lb 93RHP 1SB,3*cf*,GS49,HS2127 J.S.White&Co.Ld.Cowes	13 " 7 s3 " 8¾ 13 " 6	
70891 LEEJ	[Abandoned at Sea 10,38] Bims (*ex*Ino-37, *ex*Mitkjel, *ex*Capri) **Wood** 1*Dk*	570 450 331					1900	Brunchrst &Dekke Bergen	Skibs.A/S Bims (Realfsen& Andersen)	165·4 27·2 15·2 Q39*t* B53*t* F22*t*	Oslo Norwegian	T.3Cy.12¼",20"&32"-26" 52NHP LaxevaagsMsk&Jrns.Bgn.		N
70892 141895 GBMV	Binfield ssBom.No.3-8,27 ssCal.No.2-35 1*Dk*(*Stl*)& *Web frames* *Cargo battens not fitted*	5180 4709 3170	✠100A1 8,35 ~~8,37~~ BS ~~8,37~~ ✠LMC8,35 8,38	Cal	~~*c*~~ *y*	CL N8,37	1919 4mo	Sir Raylton Dixon&CoLd Middlesbro' Lloyd's A&CP	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·3 52·4 28·5 P49'B112'F39' FK 345'1122*t FPT*123*t*	Glasgow British 7*BHptCem* *APT*177*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 " 0 s5 " 11½ 25 " 3½	
70893 109652 VLDZ	Bingera *OilEng.* Wireless 1*Dk* *Cruiser Stern*	922 581 399	✠100A1 ~~6,36~~ ~~2,38~~ 1,39 ✠LMC	Bsb ~~Syd~~	*l*	CL 5,38	1935 9mo	Wm Denny &Bros.Ld. Dumbarton Lloyd's A&CP	Australasian UnitedSteamNav. Co.Ld. *CellD*	200·2 34·1 9·0 35·9 207·2(O.L.) P26'Q86' FK BonQ46'F24' *B*158' 267*t FPT*33*t*	Bundabrg British 4*BHptCem* *APT*38*t*	Oil Engines 4S.C.SA 6Cy.19 11/16"-35 7/16" 224NHP J.G.Kincaid&Co.Ld.Grk.	13 " 9 s4 " 4½ 13 " 1	
70894 LETA	Binna (*ex*Bessa-37) ssCpn.No.3-3,29 ssOsl.No.2-37 ~~ssOsl.No.1-33~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) & *Web frames* *Longitudinal framing*	7815 7422 5847	✠100A1 *Shelter dk with freeboard* ~~8,37 8,36~~ ✠LMC 6,38 BS6,38 *Fitted for oil fuel* 4,17 *F.P above* 150° F.	Ham ~~Rot~~ Yka	*a*†	CL N11,37	1917 4mo	Union Iron WorksCo. Alameda,Cal. A&CP	Rederi A/S Henneseid (Thoralf Holta, *Mgr.*) *CellDB355'1213t*	410·9 56·2 38·4 FK	Porsgrunn Norwegian 7*BHptAsp* *DTa*30'228*t*	T.3Cy.27",47"&78"-48" (*s*) 220lb 600NHP 3SB,9*cf*,GS165,HS8265 FD Union IronWorksCo.S.Fo. *FPT*80*t*	41 " 0 s10 " 8½ 30 " 6	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	
70895 PDDB	**Binnendijk** ssRot.No.3-1,35 D.F. 2Dks(Stl)&Shelter dk(Stl)	6873 6398 4240	✠100A1 Shelter dk with freeboard 1,39 ~~11,37~~ Fitted for oil	Rot fuel 12	z ,21	CL ~~11,36~~ S2,39 F.P.a	1921 12mo Lloyd's bove 1	N.V.Werf deNoord Alblasserdm 'sA&CP 50°F.	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) CellDB325' 671tDTa577t	400·4 F50'onShelter dk FK 1028tMT Collisio FPT139tAPT149t	54·3	36·6	Rottrdam Dutch ptCem nBHtoSh dk 5 ,, ,, U ,,	3SteamTurbinesDRgeared to 1 Sc.Shaft (s) 215lb FD 648NHP 3SB(Spt)9cf,GS185,HS8481 Harland&Wolff,Ld.Bel.	39 ″ 0 s 9 ″ 0¾ 30 ″ 2	
70896 LCDB	**Binta** OilEng. Mchy.Aft ssBgn.No.2-36 D.F. 2Dks(Stl)&Web frames Longitudinal framing	5873 5433 3421	✠100A1 …38 …5,39 Carrying Petr	Got oleum	z ,38 in	CL 10,36 bulk	1928 4mo Lloyd's	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP	A/S Binta(Per Gjerding) CellDBuE68'161t DTf34'347t	396·4 P97'B22'F35' FK FPT135tAPT121t	55·0	32·3	Bergen Norwegian 14BHptCem (9 to Udk 5 ,, 2nd,,	Oil Engines 2S.C.SA 6Cy.23⅝″-47¼″ 580NHP 2DB180lb AtlasDieselCo.Skm.)	32 ″ 0	
70897 PDDI	**Bintang** OilEng. D.F. 3Dks	6481 6050 4027					1916	Maats. Fyenoord Rotterdam	N.V.Stoomv. Maats. "Nederland"	420·0 P59'F42'	54·7	33·6	Amstrdam Dutch WB	Oil Engines 2S.C.SA 6Cy.30″-52⅜″ NE25 940NHP SulzerBros.Winterthur		
70898 OXEC	— TwinSc OilEng. ssH.Kg.No.3-11,34 1Dk(Stl)&Awng dk (Stl-teak s)	2779 2560 1725	✠100A1 Awng dk with freeboard 7,38 ~~3,36~~	Msl Bgk	s	CL S8,37 P1,38	1922 5mo Lloyd's	A/S Nak- skovSkibs. Nakskov 'sA&CP	A/S DetÖsta- siatiskeKompagni CellDB243'574t	284·8 F30'onAwng dk FK Collision&after pea FPT36tAPT55t	44·2	25·4	Copnhagn Danish ptCem kBHstoA dk 2 ,, ,, U ,,	Oil Engines 4S.C.SA 12Cy.19 1/16″-26″ 453NHP Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 7 ″ 6 20 ″ 10¾	
70899 PKOT	**Bintoehan** 1Dk	1018 844 534					1921	N.V.Werf Hubertina Haarlem	Kon.Paketvaart Maats.	229·6 P25'B64'F25'	38·4	12·8	Batavia Dutch WB	T.3Cy.15¾″,25¾″&43″-27″ 96NHP N.V.WerfHubertina		
70900 147917 GKLD	**Birchbank** TwinSc OilEng ssAnt.No.3-2,37 1Dk(Stl)&Shelter dk(Stl-ws)	5151 4768 3117	✠100A1 with freeboard ~~11,37~~ 1,39 1,39 ✠LMC(M)2,39 Carrying veg	Cal Kob etable	a† 2,37 oil	CL P2,37 S11,37 in deep	1924 9mo Lloyd's tank	Harland& Wolff,Ld. Glasgow 'sA&CP	BankLine,Ld.(A. Weir&Co.Mgrs.) Coll CellDB357'1121t Tanks between	420·4 FK tunnels 115'251t D	53·9	26·5	Glasgow British 7BHptCem BH to Sh dk 6 ,, ,, 2nd ,, Tf32' 1067t	Oil Engines 4S.C.SA 12Cy.24 1/16″-37 1/16″ DB110lb 717NHP Harland&Wolff,Ld.Gls. FPT106tAPT132t	29 ″ 2 s 3 ″ 7¾ 25 ″ 8	
70901 157592 VJFZ	**Birchgrove Park** ssSyd.No.1-35 Mchy.Aft 1Dk(Stl) Cargo battens not fitted CruiserStern	640 450 247	✠100A1 12,37	Syd 1,39	i	CL 4,37	1930 11mo Lloyd's	J.Lewis& Sons,Ld. Aberdeen 'sA&CP	R.W.Miller&Co. Pty.Ld. CellDBuE20'f82'	153·4 160·1(O.L.) Q67'F27' FK 163tDTf4'15t FPT	34·1 34·3	10·7	SydneyNSW British 3BH pt Cem ptAsp 45tAPT6t	T.3Cy.14″,24½″&40″-27″ (s) 200lb 93RHP 1SB,3cf,GS60,HS2100 J.Lewis&SonsLd.Abn.	12 ″ 7 s ″ 9 11 ″ 11	
70902 140325 GVBT	**Birchol** ssLon.No 3-7.30 ssLon.No.2-39 ~~ssLon.No.1-34~~ Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing	1115 861 747	✠100A1 1,39 ~~12,37~~ Carrying Petr Fitted for oil	Lon 1,39 oleum fuel 9.	n in 17	CL 11,37 bulk F.P. a	1917 9mo Lloyd's bove 1	Barclay, Curle&Co.Ld. Glasgow 'sA&CP 50°F.	TheAdmiralty M CellDBuE&B45'6	210·0 P62'F57' FK iddle line Bulkhead 3tDTf30'245tFPT	34·7	15·6	London British 12BHptCem not oil tight 35tAPT30t	T.3Cy.15½″,25½″&41½″-27″ 180lb (s) 87RHP 2SB,4cf,HS2206 FD Barclay,Curle&Co.Ld.Gls.	16 ″ 6 s 1 ″ 6 15 ″ 1	
70903 147893	**Birchton** Mchy.Aft Well deck 1Dk	1732 1374 1006			…		1924	A.McMil- lan&Son,Ld. Dumbarton	Gulf&LakeNav. Co.Ld.(R.A. Carter,Mgr.)	250·0 Q92'F36' FK	43·2	15·5	Montreal British WB	T.3Cy.15″,26″&42″-30″ 89RHP J.G.Kincaid&Co.Ld.Grk.	17 ″ 6	R †
70904 506 SEHA	**Birger Jarl** Ⓟ Sub.Sig. 1Dk&Shelterdk	761 451 479					1893	W.Lind- bergs,Aktieb. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	187·2 H72t	28·6	13·9 21·1	Stockholm Swedish WB	T.3Cy.18½″,29¾″&48¾″-29¼″ 128NHP W.Lindbergs,M.V.Skm.		
70905 OZIA	**Birgit** D.F. 1Dk	1971 1680 1189					1924	Lübecker Maschb.Ges. Lübeck	A/S Dampskslsk Dania(Chr. Andresen,Mgr.)	280·0	40·4	8·3	Esbjerg Danish WB	T.3Cy. LübeckerMaschb.Ges		G
70906 DHCL	— (exPentelikon) 1Dk	325 283 175					1921	Schiffs.-u Dckbauwerft Flender Lübeck	MathiesReederei K.G.	139·0 B34'F21'	22·5	11·8	Hamburg German WB	C.2Cy.14¾″&22⅝″-15¾″ 17NHP G.SeebeckA.G. Wesermünde-G.		G
70907 7982 SKVD	**Birgitta** (exAnglos-34,exNeath Abbey,exVardaas, ssHul.No.3-6,34 exMoland) ssLkr.No.1-38 1Dk(Stl) Cargo battens not fitted	1363 1135 756	✠100A1 2,38 ~~4,37~~ 5,3…	Sld Lkr	o	OG ~~1,38~~ 1,39	1921 2mo Lloyd's	Kalund- borgSkibs. A/S. Kalundborg 'sA&CP	RederiA/B Berget (Fänges&Pähl- ssonsRederier, Mgrs.) CellD	233·7 244·0(O.L.) P13'B50'F29' FK B195'408t FPT63t	37·2	16·1	Lerberget Swedish 4BHCem APT73t	T.3Cy.16⅛″,25 9/16″&42⅛″-29½″ 185lb (s) 120NHP 2SB,4cf,GS67,HS2028 A/SSmith,Mygind& Hüttemeier,Copenhagen	18 ″ 0 s 1 ″ 11 16 ″ 2	
70908 OZIE	**Birgitte** Wireless D.F. 1Dk	1595 1212 934					1930	Helsingörs Jernsk&Msk. Elsinore	DampskslskTorm A/S(A.Schmie- gelow&A.Kampen, Mgrs.)	253·5 P16'Q80'B106'F32'	39·1	15·4	Copnhagn Danish WB	C.4Cy.(2)14¾″&(2)31½″- 31½″ HS2350 144NHP HelsingörsJernsk.&Mskb.		C
70909 LCWC	**Biri** TwinSc Wireless D.F. 1Dk	940 687 524					1914	Nylands Værksted Oslo	A/S GangerRolf (Fred.Olsen&Co. Mgrs.)	221·0 Q64'B53'F28'	33·5	12·2	Oslo Norwegian WB	T.6Cy.10″,17″&28″-18″ 66NHP NylandsVærksted,Oslo		N
70910 LDDA	**Birk** 2Dks	3664 3359 2178					1920	R.Duncan &Co.Ld. PortGlasgow	D/S A/S Storli (A/SRederiet Odfjell,Mgrs.)	359·8 P73tH218tF14t	52·1	23·6	Bergen Norwegian WB	T.3Cy.25″,41″&68″-48″ 320NHP D.Rowan&Co.Ld.Gls.		N
70911 DJUF	**Birka** D.F.E.S.D. Cruiser Stern 1Dk	1000 754 508					1937	Flensburgr Schiffsb.Ges. Flensburg	MathiesReederei K.G.	240·3 P16'B&F214' UpperF22'	34·1	12·2	Hamburg German WB	C.4Cy.(2)14 3/16″(2)31½″- 31½″ HS2788 184NHP FlensburgerSchiffsb.Ges.		G
70912 8043 SJKN	**Birkaland** OilEng. D.F. Ref.Mchy. 1Dk&Shelter dk CruiserStern Strengthened for Navigation in Ice	2663 2215 1372	✠100A1 with freeboard ~~8,37~~ ✠Lloyd'sRMC5,39 for Carrying oil oil in deep tan	Got temp fuel F. k&in w	w ,39 P. in	CL 6,38 21°F above 1 g DB t	1935 10mo Lloyd's 50°F. anks i	Eriksbergs M.V.Aktieb. Gothenburg 'sA&CP or vegetable nER	Ångf.A.-B.Tirfing (SvenskaOrient Linien)(T.E.J:son Broström,Mgr.) CellDB247'784tM Ta	353·2 370·4(O.L.) FK (T24'297t nks in way of tunnel	50·1	19·4	Gothenbrg Swedish 7BH Coll to Sh dk 6 ,, 2nd ,,) 167tAPT58t	Oil Engines 2S.C.DA 6Cy.17 1/16″-47¼″ 644NHP DB80lb EriksbergsMV.Aktieb.Got	22 ″ 3 s ″ 10¾ 21 ″ 6	
70913 DIAO	**Birkenau** (exBarbara-33) OilEng. 2Dks GyC. CruiserStern	1990 1585 1028					1926	Act.Ges. Weser Bremen	BugsierReed.u. BergungsA.G.	284·6 P&B228'F32'	43·4	16·6	Brmrhavn German WB	2 Oil Engines 4S.C.SA Coupled to 1 sc. shaft by hydraulic transformers 12Cy.14 3/16″-20½″ 235NHP Act.Ges.Weser,Bremen		G

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	Port of Survey.	Years Assigned. Date when Equipment expires.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert.
70914 DOHT	**Birkenfels** Sub.Sig. 2 *Dks*	6322 5812 3851					1922	Act.Ges. Weser Bremen	Deutsche Dampfs. Ges. "Hansa"	431·6 P60'	56·5 B132'	30·3 F53'	Bremen German *WB*	T.3Cy.29⅛",47"&76⅜"–54" &L.P.turbine 430NHP Act.Ges.Weser,Bremen		G
70915 221700 KDVL	**Birkenhead** *ss*Phl.No.3–12,33 *ss*Bal.No.1–37 *Mchy.Aft* *Dks(Stl)&Web frames* D.F. GyC. *Longitudinal framing*	6960 6398 4297	✠100A1 12,38 2,08 LMC4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,21	NYk	*a*†	CL 2,38 *F.P. above*	1921 1mo	Moore S.B. Co. Oakland,Cal. A&CP	Socony-Vacuum OilCo.Inc. *Cell DB uE&B* 61'143*t DT* 50' F.	425·0 P106' *f* 35'948*t*	57·2 B50' *APT* 122*t*	33·1 F41' FK	New York Utd. States 16 *BHpt Asp* (9 *to U dk* 7 „ *2nd* „)	T.3Cy.27¾",46"&78"–51" (*s*) 2201b 680NHP 3SB,*9cf*,HS9900 FD Hooven,Owens Rentschler Co.Hamilton,O.	33 " 0 s 5 " 10½ 27 " 4	
70916 1427c1 MJLN	**Birker Force** (*ex*Elloughton–35) *ss*Hul.No.3–12,31 *ss*Bwg.No.1–35 *Mchy Aft* 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted*	953 674 489	✠100A1 9,38 11,37 BS12,36 11,37 MC11,3	Bkn	*l*	OG 3,36	1919 1mo	Goole S.B. &RepgCo.Ld Goole *Lloyd's*	West Coast Shippng Co.Ld.(W.S.Kennaugh&Co. *Mgrs.*) *Cell DB*	200·1 Q118' *f* 120'	32·1 B13' *DBf* 195*t*	12·8 F24' FK *FPT* 54*t*	Whitehvn British 3 *BH Cem* 65*t*	T.3Cy.15",25"&40"–30" (*s*) 180lb 113NHP 2SB,*4pf*,GS62,HS2000 Earle's Co.Ld.Hull	15 " 1 s 4 " 10½ 14 " 8	
70917 418 IBRE	**Birmania** *Oil Eng* *ss*Ven.No1–34 1 *Dk(Stl)*&*Shelter dk(Stl)* D.F. 3rd *dk(Stl)* in *No.1* hold	5305 4149 3065	✠100A1 *with freeboard* 11,37 LMC CS12,3 BS10,38 7.37 *Fitted for carrying oil*	Ven	*a*†	CL S11,37 11,30	1930 11mo	Cantieri Riuniti Dell. Adriatico Monfalcone *Lloyd's* *F.P.a*	"Italia" Soc.Anon. di Nav. *Cell DB* *deep tank* *DTo*	440·7 423·1 F35' 340' 41'	56·2 1159*t* 1155*t*	23·6 FK *FPT* 133*t* *APT* 107*t*	Trieste Italian *SBH* DB *100lb* *Cell to Sh dk* 7 „ *2nd* „)	Oil Engines 2S.C.SA 8Cy.29½"–49⅜" 1219NHP Soc.An.Fiat S.G.M.Turin	27 " 2 s 3 " 1½ 24 " 2½	
70918 PDDL	**Birmingham** *Oil Eng.* *Mchy.Aft* 1 *Dk* *Cruiser Stern* *Cargo battens not fitted*	399 286 257	✠100A1 5,38 1,06 Hrl Rob LMC11,34	Hrl	*f*	N1,38	1934 11mo	NV Rotterdam Droogd. Maats. Rotterdam *Lloyd's*	Internationale Kustvaart Maats. *Cell DB*	153·3 P34' F16'	25·2 97 148*t*	8·5 FK *FPT* 25*t* *APT* 23*t*	Rottrdam Dutch *SBH Cem*	Oil Engines 2S.C.SA 5Cy.10⅛"–18⅞" 102NHP Geb.Stork&Co NV Hengelo	11 " 0 s 1 " 1 9 " 11½	
70919 220160 KUTT	**Birmingham City** *ss*Bal.No.3–4,32 *ss*Bal.No.1–36 1 *Dk(Stl)*&*Shelter dk(Stl)* GyC. &*Web frames* *Longitudinal framing*	6194 5579 3844	✠100A1 *Shelter dk* *with freeboard* 4,39 LMC MS 2 BS 13 38 *Fitted for oil fuel* 6,20	Bal Bos	*z*	CL 8,36 4,39 *F.P. above*	1920 6mo	Chickasaw S.B.&CarCo Chickasaw, Ala. A&CP	Isthmian S.S.Co. *Cell DB*	395·5 P45'B110'	55·0 F38' 331' 1508*t*	31·4 FK *FPT* 187*t* *APT* 175*t*	New York Utd. States *pt Cem* 7 *BHto Sh dk*	T.3Cy.24½",41½"&72"–48"(*s*) 210lb 587NHP 3SB(Spt).*9cf*,GS180 FD HS8919 Hooven,Owens Rentschler Co.Hamilton,O.	34 " 11 s 7 " 10½ 27 " 2½	
70920 OXFA	**Birte** 1 *Dk*	1741 1369 1027					1921	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/S Myren (Holm&Wonsild, *Mgrs.*)	261·0 P15'Q77'	40·1 B106'	16·9 F30'	Copnhagn Danish *WB*	T.3Cy.18",29"&48"–33" 132NHP Kjbnhavns Flydk.&Skbs.		V
70921 145523 GBLQ	**Birtley** *ss*Shl.No.3–8,33 *ss*Bly.No.1–37 1 *Dk(Stl)* *Cargo battens not fitted*	2873 2576 1696	✠100A1 0,38 3,38 BS1,38 LMC 2,37 1,39	Sbl	*u*	CL N2,37	1923 5mo	Wood Skinner&Co.Ld. Newcastle *Lloyd's*	Burnett S.S.Co.Ld.	334·3 P27'B70'	44·6 F25'	21·6 FK	Newcastle British 5 *BHpt Cem*	T.3Cy.24",40"&65"–42" (*s*) 180lb *100lb* 337NHP 2SB(Spt)*8cf*,GS140,HS5732 N.E.Marine Eng.Co Ld.Sld	24 " 0 s 4 " 1½ 20 " 1	
70922 77 YLBB	**Biruta** (*ex*Wraymore,*ex*Pomaron) 1 *Dk*	1740 1595 1072					1907	Grngem'th &Greenock Dockyard Co. Grngemouth	P.Danneberg	276·0	40·4	19·0	Riga Latvian *WB*	T.3Cy.20½",33"&54"–36" Richardsons, 175NHP Westgarth&Co.Ld.		C
70923 28721 JRUE	**Bisan Maru** (P) 2 *Dks*	344 288 201					1922	Sanokawaya Yasutaro,Osaka	Setsuyo Syosen K.K.	130·0	22·5	14·5	Osaka Japanese	T.3Cy.11⅛",17⅞"&30"–20" Ohara Zosen 40NHP Tekkosho, Osaka		
70924 KZMX	**Bisayas** (*ex*Merritt) **TwinSc** *Fitted for oil fuel* 1 *Dk*&*Awng dk*	2832 — 1497					1912	Shanghai Dk.&E.Co.Ld Shanghai	Manila S.S.Co.Inc. (Elizalde&Co.Inc. *Mgrs.*)	285·0	45·0	17·7	Manila Utd. States *WB*	T.6Cy.16½",27"&44"–33" 111NHP Shanghai Dck.&E.Co.Ld.		V
70925 LDNE	**Bisca** *Oil Eng* 2 *Dks(Stl)*&*Web frames* D.F. *Mchy Aft* *Longitudinal framing*	6089 5402 3578	✠100A1 3,38 1,38 LMC CS1,38 4,35 1,39 *Carrying Petroleum in bulk* DB 37,39	Fal	*z*	CL 1,38	1930 4mo	Armstrong Whitworth &Co.(Shipbuilders) Ld. Newcastle *Lloyd's*	~~A/S Bisca~~ ~~(Per Gjerding)~~ A/S Binta (Per Gjerding) *Cell DBu E56'171t*	396·2 P97'B29' *Trunk* 238'	55·1 F36'	32·3 FK *DTf* 34'317*t* *FPT* 35*t* *APT* 121*t*	Bergen Norwegian 14 *BHpt Cem* (9 *to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.23⅜"–41⅜" 2DB *180lb* 583NHP Armstrong,Whitworth &Co.(Engineers) Ld Nwc.	32 " 0 s 5 " 5 26 " 10½	
70926 FNGZ	**Biscarosse** (*ex*Sea Victory–37) *ss*Bkn.No.3–4,32 *ss*Gmh.No.1–36 1 *Dk(Stl)*&*Shelter dk(Stl)*	*1937* *1634* *1002*	✠100A1 *Shelter dk* *with freeboard* 11,37 1,39 BS11,38 LMC	Rot Rou	*s*	CL 11,37 1,39	1919 12mo	Clyde S.B. &Eng.Co.Ld Port Glasgow *Lloyd's*	Cie. France-Navigation,S.A. *Cell DB*	290·0 244' 564*t*	42·4 *FPT* 62*t*	26·9 FK *APT* 79*t*	Marseilles French *Cem* *2 BHto Sh dk* 1 „ „ *U* „	T.3Cy.22",36"&61"–39" (*s*) 180lb 273NHP 2SB,*6cf*,GS129,HS4502 Clyde S.B.&Eng.Co.Ld.	21 " 2 s " 11 20 " 5½	
70927 DIAS	**Biscaya** *Oil Eng.* *ss*Ham.No.2–35 2 *Dks(Stl)*&*Web frames* D.F. E.S.D. *Longitudinal framing*	6369 5642 3657	✠100A1 5, 38 1,38 LMC S3,35 BS 1,38 5, 38 6,36 11,37 *Carrying Petroleum in bulk*	Ham	*z*	CL 4,37	1927 5mo	Act.Ges. "Weser" Bremen *Lloyd's*	John T.Essberger *Cell DBu E64'142t*	412·8 P123'B28' *DTf* 25'164*t*	55·1 F41' FK *FPT* 171*t* *APT* 151*t*	32·9 Hamburg German 18 *BHpt Cem* (6 „ *to 2nd dk*)	Oil Engines 4S.C.SA 6Cy.27½"–55½" 438NHP 2DB(WT)–*200lb* 1DB–*71lb* A.G."Weser," Bremen	32 " 9	
70928 LCWF	— "S," *see No. 83057 in Supplement* 1 *Dk*	1476 1315 875					1907	Nylands Værksted Oslo	Dmpskibsinteresk. Garonne(Fearnley &Eger, *Mgrs.*)	260·0 P21*t*	37·2 H5 8*t*	17·1 F37*t*	Oslo Norwegian *WB*	T.3Cy.19",31"&51½"–33" 152NHP Nylands Værksted,Oslo		N
70929 165468	**Bishopdale** D.F. E.S.D. *Oil Eng.* *Mchy.Aft* 1 *Dk*,*2nd dk clear of Cruiser Stern* *cargo tanks* *Longitudinal framing at bottom*;*at deck*	8406 7481 5007	✠100A1 2,38 MC6,37 *Carrying Petroleum in bulk*	Grk	*d*†	CL	1937 6mo	Lithgows Ld. Port Glasgow *Lloyd's*	The Admiralty *Cell DBu E78'178t*	167·6 481·5(O.L.) P105'	61·7 B43' *DTf* 34'427*t*	33·9 F46' FK *FPT* 20*t* *APT* 198*t*	London British 17 *BHpt Cem* *pt Asp*	Oil Engines 4S.C.SA 6Cy.29½"–59⅛" 490NHP 2DB *150lb* J.G.Kincaid&Co.Ld.Grk.	34 " 0 s 6 " 8½ 27 " 6½	
70930 LCXU	**Bisp** (*ex*Norli,*ex*Normandie, *ex*Truro City) *Well deck* 1 *Dk*&*Web frames*	1000 686 573					1889	Sunderlnd S.B.Co.Ld. Sunderland	D/S A/S Bisp (O.Kvilhaug)	209·2 P46*t* Q41*t* H32*t*	30·1 B14 9*t*	13·6 F	Haugesnd Norwegian *WB*	T.3Cy.15½",25"&41"–27" 87NHP N.E.Marine Eng.Co Ld Nwc	15" 10	N †
70931 6648 SLAG	**Bissen** (*ex*Kongsgaard–36,*ex*Isa–35, *ex*Odnes) 1 *Dk*	*1514* *1301* *854*					1920	Fredrkstad Mek Værks Fredrikstad	And.Smith	243·0 P27'B67'F29'	39·3	17·3	Stockholm Swedish *WB*	T.3Cy.18",29½"&49"–33" 138NHP Fredrikstad M.V.Frdstad.		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite. Terme assigné pour le Bordé. Lettre d'Entretien.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*
70932	**Bitterfeld**		7659					1930	Frd.Krupp Akt.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·5 P38′B&F429′ *Upper*F41′	63·2	28·4	Hamburg German *WB*	4SRGearedSteamTurbines *Emade23refitted30* Blohm&Voss,Hamburg	
DHCM	D.F. *Ref.Mchy.* Sub.Sig. 2*Dks*		4482													
70933	**Bittern**		1899	✠100A1		Bkn	*s*	CL	1920	Swan,Hunter&Wigham Richardson, Ld Newcastle	290·0	42·6	19·0	Liverpool British	T.3Cy.20½″,34″&56″–42″ (*s*)	21 ″ 2
143483	*ss*Brw.No.3–3,31		1645	*Shelter dk*				2,38	9mo						180lb 318NHP	s 1 ″ 0
GBXQ	1*Dk(Stl)&Shelter dk(Stl)*		939	*withfreeboard* 2.38							FK			*Cem*	SSB,*6cf*,GS126,HS5000 FD	20 ″ 4¾
				[illegible]					*Lloyd'sA&CP*	*CellDB244′578t*	*Collision* *FPT31t APT39t*			*BHtoSh dk* 5 ″ ″ *U* ″	Swan,Hunter&Wigham Richardson,Ld.Nwc.	
70934	**Biyo Maru**		5480	✠100A1		Kob	*z*	CL	1921	AsanoS.B. Co. Tsurum A&CP F.	ToyoKisenK.K.	400·0	53·2	29·4	Yokohama Japanese	2Turbo-ElectricMotorsSR geared to 1 Sc. Shaft (*s*) 220lb HS6152 FD 390NHP 2SB(Spt),&1AuxSB,(Spt) *8cf*,GS160, SvenskaTurbinfabriks, A/B Ljungström,Finspong	32 ″ 0
28158	*ss*Kob.No.3–2,34		4988	5.37				1,38	5mo							s 6 ″ 7
JPDD	2*Dks(Stl)*		3922	[illegible]				3,38			P33′B124′F41′ FK			6*BHptCem*		25 ″ 9
				Fitted for oil fuel 6,2			*F.P. above* 150° F.				*CellDB334′921t*			*APT28t*		
70935	**Bizkargi-Mendi**		2934	✠ [illegible]	5,39	Cff	*u*	CL	1910	CiaEuskal-duna deCon.y Rp.deBuques Bilbao	Cia.Nav.Sota y Aznar	320·0	46·6	21·5	Bilbao Spanish	T.3Cy.22½″,37″&61″–42″ (*s*)	23 ″ 11
	*ss*Bbo.2ndNo.3–12,31		2695					9,34	11mo						180lb 253NHP	s 4 ″ 0¼
EACC	D.F. 1*Dk(pt Irn&pt Stl)*		1838	[illegible]							P29′B74′F31′ FK			5*BHCem*	2SB,*6cf*,GS102,HS3787 Blair&Co.Ld.Stockton	20 ″ 1
	Cargo battens not fitted			[illegible]					*Lloyd'sA&CP*		*WB*=					
70936	**Bizkaya** (*ex*JosephMagne)		4579						1923	Atel.&Ch. de laGironde Harfleur	Cia.Nav.Mundaca S.A.(JosédeZabal-andicoechea,*Mgr.*)	360·9	48·9	26·7	Bilbao Spanish	T.3Cy.24⅛″,39″&65″–44½″ 280NHP	C
	D.F. Sub.Sig 1*Dk*		3960								P231′F28′			*WB*		
EALJ	Now registered as Italian and sailing as "PADOVA," which see		2648												Schneider&Co.Havre	
70937	**Bjarköy** Ⓟ (*ex*Bjarkö–36)		311						1907	Trndhjms Mek.Værks Trondheim	A/S TromsFylkes Dampskibsselskab	128·0	21·6	15·4	Tromsö Norwegian	T.3Cy.11¼″,18½″&30″–20″ 40NHP	
			271								H18*t*					
LCYD	1*Dk&Awng dk*		176												TrondhjemsMek.Værks.	
70938	**Bjerka** (*ex*Levisa)		1893	✠100A1	6,37	Phl	*r*	CL	1916	Detroit S.B.Co. Wyandotte A&CP	SkibsA/SOrion (M.Bruusgaard& H.Bödtker-Næss Jr.*Mgrs.*)	251·0	43·8	18·2	Oslo Norwegian	T.3Cy.20″,33″&54″–40″ (*s*)	20 ″ 2
	*ss*N.Yk.No.3–11,29		1671	[illegible]				N10,36	10mo						180lb 274NHP	s 2 ″ 6½
LDLX	*ss*Osl.No.1–35		1105	[illegible]							P28′B65′F27′ FK			4*BHCem*	2SB,*6cf*,GS126,HS5246	17 ″ 10½
	Sub.Sig. 1*Dk(Stl)*									*CellD*	*B212′512t FPT67t*			*APT77t*	DetroitS.B.Co.Detroit	
				Fitted for oil fuel 7,23		Cpn	*F.P. above* 150° F.		1921	F.Schichau Danzig	RederiA/S Henne-seid(ThoralfHolta, *Mgr.*)	398·9	55·9	29·3	Porsgrunn Norwegian	T.3Cy.23¼″,37⅞″&61″–39″ &LP Turbine withDRgear-ing&hydraulic coupling NE35	33 ″ 11
70939	**Björnn** (*ex*Bolivia–35)		5509		7,35						F54′ FK			6*BHptCem* (4 *to 2nd dk*)		N
	*ss*Cpn.No.2–29		5041													†
LIXZ	D.F. 3*Dks(Stl)*		3353													
										CellDBa&uE151′f	190′1192*t FPT138t*			*APT46t*	FredrikstadM.V.Frdstad	
70940	**Björgvin** Ⓟ (*ex*Norge)		792						1909	Fredrkstad Mek.Værks. Fredrikstad	A/SArendals Dampskibsselskab	180·8	28·7	20·4	Arendal Norwegian	T.3Cy.18″,29″&49″–30″	N
			701								H71*t*				Richardsons, Westgarth&Co.Ld.Mdb.	
LCZK	2*Dks*		384											5*BH* *WB*		132NHP
70941	**Björkö** (*ex*PhyllisSeed–33)		*2240*	✠100A1		Mmo	*s*	CL	1924	NewWater -wayS.B.Co. Schiedam A&CP	RederiA/B Rex (K.M.Kallström, *Mgr.*)	293·4	45·0	19·5	Stockholm Swedish	T.3Cy.21″,34½″&57″–39″ (*s*)	21 ″ 6
79066	*ss*Mmo.No.3–3,37		*2005*	4,38 ~~3,37~~				3,37	12mo			290·8			180lb *100lb* 249NHP	s 3 ″ 0¾	
SDFT	1*Dk(Stl)&Web frames*		*1296*	[illegible]					*Lloyd'sA&CP*		P26′B74′F28′ FK			5*BHCem*	2SB,*6cf*,GS122,HS4234	18 ″ 6½
	Corrugated Sides			[illegible]						*CellD*	*B246′559t FPT53t*			*APT94t*	NewWaterwayS.B.Co.	
	Cargo battens not fitted			[illegible] 12,38												
70942	**Björneborg** (*ex*Arnöy,*ex*Vestland,		2466	✠100A1		Bry	*s*	CL	1894	Ropner& Son Stockton A&CP	RederiA/B Suomi (G.B.Thorden, *Mgr.*)	295·0	40·4	17·9	Helsingfrs Finnish	T3Cy23⅛″36½″&62½″–39 (*s*)	21 ″ 0
602	*ex*St.Andrew, *ss*Kel.3rdNo.3–8,33		1813	*pt Awng kd*		Abo		2,36	2mo			P29′Q86′			160lb NDB20	s 7 ″ 9	
OHAI	*ex*Maria) 1*Dk(Irn)&Web frames*		1401	*withfreeboard* 6,38 ~~8,37~~				6,38			*ptAwngdk180′* FK			2*BHCem*	2SB,*6rf*,GS99,HS3528	20 ″ 2
	*ss*Abo.No.1–38 *&pt Awng dk(Irn)*			[illegible]							*CellDB242′466t*			*APT30t*	Blair&Co.Ld.Stockton	
	Cargo battens not fitted			[illegible] 12,38					*Intermediate BH in forward hold dispensed with*					4*BH*		
70943	**Björnongen** (*ex*Björnongen) Wood		316						1912	American Car& Foundry Co. Wilmington	HaraldBerg	150·1	24·3	10·2	Tromsö Norwegian	Oil Engines 2S.C.S.A.	V
Now "Elven," *see No.* 87918 *in Supplement.*	Oil Rig.		245								Q20*t*H25*t*F17*t*				4Cy.14 $\frac{3}{16}$″–15½″ 138NHP	
LFPE	1*Dk*		154												*Emade—fitted30* Skandiaverken,Lysekil	
70944	**Blaafjeld I** (*ex*Annemor)		1146						1918	Trndhjms Mek.Værks. Trondheim	A/S D/S Blaafjeld (HaraldGrieg Martens,*Mgr.*)	226·3	36·5	15·7	Bergen Norwegian	T.3Cy.17″,27½″&46″–30″ 116NHP	N
			980								P32*t*H51*t*F29*t*			*WB*		
LCRB	1*Dk*		652												TrondhjemsM.V. Trondheim	
70945	**Black Condor** (*ex*Ala–35)		5358				...		1921	Merchant S.B.Corp. Harriman,Pa	BlackDiamond Lines,Inc.	400·7	54·2	30·4	NewYork Utd.States	2SteamTurbinesDRgeared to 1 Sc. Shaft 661NHP	32 ″ 10
221027	*Fitted for oil fuel*		4971								P36′B124′F44′ FK			*WB*	WestinghouseElectric& Mfg.Co.Essington,Pa	R †
KDOB	D.F. 2*Dks&Web frames*		3386													
70946	**Black Eagle** (*ex*Tomalva–32)		5060						1920	American International S.B.Corp. HogIslandPa	BlackDiamond Lines,Inc.	390·0	54·2	27·0	NewYork Utd.States	DR Geared Steam Turbine	R
220628	*Fitted for oil fuel*		4598								P39′B121′F43′			*WB*	GeneralElectricCo. Schenectady,N.Y	
KDFH	E.S.D. D.F. 2*Dks*		3123													
70947	**Black Falcon** (*ex*SacCity–32)		5049				...		1918	American International S.B.Corp. HogIslandPa	BlackDiamond Lines,Inc.	390·0	54·2	27·6	NewYork Utd.States	DR Geared Steam Turbine 600NHP	32 ″ 0 R †
217365	*Fitted for oil fuel*		4664								P39′B122′F43′ FK			*WB*	GeneralElectricCo. Schenectady,N.Y.	
KEFB	E.S.D. D.F. 2*Dks&Web frames*		3114													
70948	**Black Gull** (*ex*City ofAlton–32)		5029						1919	American International S.B.Corp. HogIslandPa	BlackDiamond Lines,Inc.	390·0	54·2	27·8	NewYork Utd.States	DR Geared Steam Turbine	R
219259	*Fitted for oil fuel*		4598								P39′B121′F43′			*WB*	GeneralElectricCo. Schenectady,N.Y.	
KONZ	E.S.D. D.F. 2*Dks*		3124													
70949	**Black Hawk** (*ex*Saco–32)		4988				...		1919	American International S.B.Corp. HogIslandPa	BlackDiamond Lines,Inc.	390·0	54·2	27·6	NewYork Utd.States	DR Geared Steam Turbine 600NHP	32 ″ 0 R †
217693	*Fitted for oil fuel*		4740								P39′B122′F43′ FK			*WB*	GeneralElectricCo. Schenectady,N.Y.	
KEPT	E.S.D. D.F. 2*Dks&Web frames*		3085													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last drawn.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Transference.
70950 217439 KESC	**Black Heron** (*ex*Sacandaga-32) *Fitted for oil fuel* D.F. E.S.D. 2 *Dks & Web frames*	4926 4664 3051			...		1918	American International S.B.Corp. Hog Island Pa	Black Diamond Lines, Inc.	390·0 P39'	54·2 B122'	27·6 F43' FK	New York Utd. States *WB*	DR Geared Steam Turbine 600 NHP GeneralElectricCo. Schenectady, N.Y.	32 " 0	R †
70951 216012 WCDH	**Black Osprey** (*ex*WestArrow-35) *Fitted for oil fuel* D.F. 2 *Dks*	5589 — 3513			...		1918	Skinner& Eddy Corp. Seattle, Wash	Black Diamond Lines, Inc.	409·6 P44'	54·1 B115'	27·1 F47' FK	New York Utd. States *WB*	DR Geared Steam Turbine 508 NHP GeneralElectricCo. Schenectady, N.Y.	29 " 9	R †
70952 215657 WFDH	**Black Point** (*ex*Nebraskan, *ex*Fairmont) *ss*Bos.No.3–7,30 *ss*Bos.No.1–34 D.F. E.S.D. 1 *Dk (Stl) & Web frames*	5353 4758 3363	✝100A1 [illegible]	Bos	*y*	CL 2,35 1,08	1918 2mo	New York S.B. Corp. Camden, N.J. A&CP	New England& Southern S.S.Co. *Cell D B320'1832t*	368·6 P27' B72' F31' FK *FPT220t APT201t*	55·2	30·5	Boston Utd. States *7 BH Cem*	T.3Cy.25",39¾"&70"–46" (*r*) 195lb 462 NHP 3SB,*9cf*,GS154,HS6624 FD New York S.B. Corp.	34 " 5 s 7 " 10 27 " 0	
70953 LJWG	**Black Prince** (P) TwinSc *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Ref Mchy.* *Cruiser Stern*	5000 5033 6481					1938 1939	A/S Akers Mek. Verks. Oslo	A/S Ganger Rolf (Fred Olsen&Co. *Mgrs.*)	385·8 365' 1,58	53·0	30·0 26·5	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 18Cy.19⅛"–35⅞" 1215 NHP A/S Akers Mek. Verks. Oslo		
70954 219226 KOMP	**Black Tern** (*ex*CoahomaCounty-32) *Fitted for oil fuel* D.F. E.S.D. 1 *Dk & Shelter dk*	5032 4598 3130					1919	American International S.B.Corp. Hog Island Pa	Black Diamond Lines, Inc.	390·0 P50'	54·2 B121'	27·8 F40'	New York Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady, N.Y.		R
70955 LKBF	**Black Watch** (P) TwinSc *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Ref Mchy.* *Cruiser Stern*	5035 [illegible] 2938					~~1938~~ 1939	A/S Akers Mek. Verks. Oslo	A/S Ganger Rolf (Fred Olsen&Co. *Mgrs.*)	~~385·8~~ 365'	~~53·0~~ 1,58	~~30·0~~ 26·5	Oslo Norwegian *WB*	Oil Engines 2S.C SA 18Cy.19¼"–35⅞" 1215 NHP A/S Akers Mek. Verks. Oslo		
70956 164668 GYXW	**Blackheath** D.F. E.S.D. 1 *Dk & Shelter Dk* *Cruiser Stern*	4637 1191 2702	✝100A1 with freeboard [illegible] 8,38 5,39	Bry	Liv	CL 3,39	1936 7mo	Caledon S. B.&E.Co.Ld. Dundee *Lloyd's A&CP*	Britain S.S.Co.Ld. (Watts Watts&Co. Ld. *Mgrs.*) *Cell D B345'1035t*	418·5 434·5 (O.L.)	56·7	24·6 FK	London British *7 BHAsp Coll to Sh dk* 6 „ *2nd* „	T.3Cy.23",38"&65"–42" (*s*) 220lb 404 NHP 2SB(Spt) FD&1 Aux B,*8cf*, GS130,HS6020 N.E. Marine Eng. Co Ld Nwc	28 " 0 s 2 " 11 25 " 2¼	
70957 143123 GRSY	**Blackhill** (*ex*WarCherry) D.F. 1 *Dk*	2492 2267 1439					1919	Forth S.&E.Co.Ld. Alloa	Consett Iron Co.Ld. (William Dickinson&Co.Ld. *Mgrs.*)	303·3 F33'	43·0 B80'	20·8 F33'	Newcastle British *WB*	T.3Cy.22",36"&59"–39" Douglas& Grant, Ld. Kirkcaldy 217 NHP		C
70958 102183 MQRN	**Blacksod** (*ex*Devonshire) 3 Mst *ss*Bel.3rd No.3–12,31 *ss*Bel.No.1–36 *Mchy. Aft* *Well deck* 1 *Dk (Stl)*	500 355 199	✝100A1 8.37 BS8.37	Bel	*h*	CL 8,36	1894 12mo	J. Fullerton &Co. Paisley A&CP	John Kelly, Ld. (W. Clint, *Mgr.*)	175·0 (27·9) Q94' B10' F32' BK7" *Cell DB f91'135t FI* *T45t*	26·6	10·3	Belfast British 3 *BH Cem*	C.2Cy.22"&44"–30" (*s*) 110lb 81 RHP 1SB,*3cf*,GS58,HS1564 Ross&Duncan, Glasgow	12 " 10 s 4 " 4½ 13 " 2	
70959 128873 MDGP	**Blacktoft** *ss*Bly.No.1–38 *ss*Goo.2nd No.3–5,34 1 *Dk (Stl)* *Cargo battens not fitted*	1109 939 654	✝100A1 [illegible]	Bly	*n*	OG 1,36	1910 5mo	Wood Skinner&Co.Ld Newcastle *Lloyd's A&CP*	"Toft" S.S.Co.Ld. (T.H.Donking& Sons, Ld. *Mgrs.*) *WB = Cell D Ba58*	225·2 P16' B48' F25' FK *uE19'f91 286t FPT*	36·2	14·5	Middlsbro' British *1 BH Cem 45t APT 3t*	T.3Cy.18½",30"&50"–33" (*s*) 180lb 169 NHP 2SB,*6pf*,GS88,HS2776 G. Clark, Ld. Sunderland	16 " 5 s 2 " 0 14 " 7	
70960 123129 MMMD	**Blackwater** 3 Mst *ss*Bel.2nd No.3–11,32 *ss*Bel.No.1–36 *Well deck* *Mchy. Aft* 1 *Dk (Stl)*	678 459 259	✝100A1 1,38 1.1.39	Bel	*j*	CL 9,36	1907 11mo	Ailsa S.B. Co.Ld. Troon *Lloyd's A&CP*	~~Lady Mary Kelly, (W. Clint, *Mgr.*)~~ John Kelly, Ld. (W. Clint, *Mgr.*) *WB = Cell D Bf103'145t FPT*	185·1 Q103' B11' F34'	27·6	11·0 BK7½"	Belfast British *4 BH Cem 66t APT 10t*	C.2Cy.21⅞"&46"–30" (*s*) 130lb 87 RHP 1SB,*3cf*,GS66,HS2133 Ailsa S.B.Co.Ld. Troon	13 " 7 s 4 " 8 13 " 10¾	
70961 146318 GSJY	**Blairangus** (*ex*Portregis-34) ~~*ss*Mch No.2 38 *ss*Nwc.No.1–34~~ D.F. E.S.D. 1 *Dk (Stl)*	4409 4062 2649	✝100A1 [illegible] 3,37	Gls	*y*	CL 9,37	1930 2mo	Craig, Taylor&Co.Ld. Stockton *Lloyd's A&CP*	Clydesdale Nav.Co. Ld. (G. Nisbet&Co. *Mgrs.*) *Cell D Ba$u E151'*	380·3 392·5 (O.L.) P61' B227' F29' *f153'1068t FPT150t*	52·0 FK	25·3	Glasgow British *6 BH Cem 4 APT 165t*	T.3Cy.24½",41"&67"–45" (*s*) 180lb *100lb* 373 NHP 2SB,*8cf*,GS154,HS6382 Blair&Co.(1926)Ld.Stk.	27 " 8 s 3 " 9½ 24 " 1½	
70962 148875 GLNX	**Blairatholl** D.F. E.S.D. 1 *Dk (Stl)*	3319 3026 2005	✝ 9.26	Rot	*e*		1925 9mo	Napier& Miller, Ld Glasgow	Nisbet Shipping Co. Ld. (G. Nisbet&Co. *Mgrs.*) *Cell D B f297'954t FPT*	340·1 P29' B104' F34' FK	48·7	22·5	Glasgow British *6 BH Cem 86t APT 195t*	T.3Cy.22",35½"&60"–39" 298 NHP 2SB,*6cf*,GS123,HS5126 D. Rowan&Co.Ld.Gls.	25 " 0	C †
70963 139197 GKYP	**Blairbeg** (*ex*Wynburn, *ex*Cliftower) *ss*Hpl.No.3–2,30 *ss*Shl.No.2–38 D.F. 1 *Dk (Stl)* *Cargo battens not fitted*	3509 3304 2202	✝100A1 1,39 2,30 [illegible]	Shl Lth	*w*	CL 2,38	1917 2mo	J. Blumer &Co. Sunderland *Lloyd's A&CP*	Clydesdale Nav.Co. Ld. (G. Nisbet&Co. *Mgrs.*) *Cell D B312' 802t FPT67t*	356·3 P35' B108' F33' FK	48·7	23·9	Glasgow British *6 BH Cem APT 109t*	T.3Cy.24",40"&66"–45" (*s*) 180lb *120lb* 311 NHP 2SB,*6cf*,GS122,HS4700 N.E. Marine Eng. Co. Ld. Sld	25 " 11 s 4 " 3 21 " 10	
70964 147946 GKZQ	**Blairdevon** D.F. E.S.D. 1 *Dk*	3282 2997 2006					1925	Napier& Miller, Ld. Glasgow	Nisbet Shipping Co. Ld. (G. Nisbet&Co. *Mgrs.*)	338·4 P29'	48·7 B104'	22·6 F34'	Glasgow British *WB*	T.3Cy.22",35½"&60"–39" 225 NHP D. Rowan&Co.Ld.Gls.		C
70965 148841 GLJR	**Blairesk** D.F. 1 *Dk*	3300 3026 2018					1925	Napier& Miller, Ld. Glasgow	Northern Nav.Co. Ld. (G. Nisbet&Co. *Mgrs.*)	340·4 P29'	48·7 B104'	22·6 F34'	Glasgow British *WB*	T.3Cy.22",35½"&60"–39" 225 NHP D. Rowan&Co.Ld. Glasgow		C
70966 148310 GFTW	**Blairlogie** (*ex*Grovedene-36, *ex* Portfield-35) ~~*ss*Rot.No.1–31~~ D.F. E.S.D. 1 *Dk (Stl)* *ss*Sws.No.2–38	4425 4075 2662	✝100A1 [illegible]	Liv	*y*	CL 12,36	1929 10mo	Craig, Taylor&Co.Ld Stockton *Lloyd's A&CP*	Clydesdale Nav.Co. Ld. (G. Nisbet&Co. *Mgrs.*) *Cell D Ba $ u E151'f*	380·3 P61' B227' F29' FK *f153'1068t FPT150t*	52·0	25·3	Glasgow British *6 BH Cem APT 165t*	T.3Cy.24½",41"&67"–45" (*s*) 180lb *100lb* 373 NHP 2SB,*8cf*,GS154,HS6382 Blair&Co.(1926)Ld.Stk.	27 " 8 s 3 " 9½ 24 " 1½	
70967 160219 GSNB	**Blairmore** D.F. 1 *Dk*	4141 3679 2533					1928	Ayrshire Dckyd.Co.Ld Irvine	Clydesdale Nav.Co. Ld. (G. Nisbet&Co. *Mgrs.*)	371·7 P32' Q122' B128' F35'	51·2	24·3	Glasgow British *WB*	T.3Cy 22",38"&63"–42" 257 NHP D. Rowan&Co.Ld.Gls		C
70968 161901 GPMC	**Blairnevis** D.F. E.S.D. 1 *Dk*	4155 3690 2522					1930	Ardrossan Dockyard Ld. Ardrossan	Nisbet Shipping Co. Ld. (G. Nisbet&Co. *Mgrs.*)	371·8 P32' Q122' B128' F35'	51·2	24·3	Glasgow British *WB*	T.3Cy.22",38"&63"–42" 257 NHP J.G. Kincaid&Co Ld. Grk.		C
70969 161892 GNZD	**Blairspey** D.F. 1 *Dk*	4155 3690 2522					1929	Ardrossan DD&SB Co Ld Ardrossan	Northern Nav.Co. Ld. (G. Nisbet&Co. *Mgrs.*)	371·8 P32' Q122' B128' F35'	51·2	24·3	Glasgow British *WB*	T.3Cy.22",38"&63"–42" 257 NHP J.G. Kincaid&Co. Ld. Grk.		C

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Port de Visite. Terme assigné maintenant expiré. Lettre à remplacement.	7 Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. BHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	Registres où coté, si ce n'est dans le L.R.
70970	**Blankaholm**	2845	✠100A1	Bal	*c*	1930	Eriksbergs	A/B Svenska Amerika Mexiko Linien (E. Carlson, *Mgr.*)	334·2	46·9	20·2	Gothenburg	Oil Engines 4S.C SA	22 ″ 11	
7642	*ss* Got. No. 2-39 ~~ex Got. No. 1-33~~	2467	*with freeboard*	Got		5mo	M.V. Aktieb. Gothenburg		349·4 (o.l.)			Swedish	8Cy. 24½″–51⅛″ 473NHP	s 1 ″ 5½	
SHVN	*Oil Eng.*	1553	2,39 ~~2,38~~			*Lloyd's SA&CP*					FK	7 *BH pt Cem*	DB *80lb*	s 21 ″ 8	
	D.F. 1 *Dk (Stl) & Shelter dk (Stl)*		~~BS 2,37~~ ~~3,38~~									*Coll to Sh dk*	Eriksberg M.V. Aktieb. Got		
	Strengthened for Navigation in Ice											6 „ *2nd* „			
70971	**Bled** Ⓟ (*ex* Slovenac-34, *ex* Piceno.	854	✠100A1	Ssk	*k*	1893	Gourlay	Jadranska Plovidba D.D.	211·0	28·5	13·1	Susak	T.3Cy.19″,31″&51″–36″ (*s*)	14 ″ 1	
	ex Slovenac, *ex* Villám) 1 *Dk*	—	~~11,38~~		~~1,37~~ 11,38	9mo	Bros. & Co. Dundee					Yugoslav	170lb 173NHP	s ″10½	
YTNF	*Well deck*	373	~~MC1,~~				A&CP		P&B 128′ F32′		BK 7′	4 *BH Cem*	1SB.3*cf*, GS53, HS2233 FD	14 ″ 1½	
	ss Ssk. No. 1-35		BS ~~11,38~~						*DBa* 31′ 22*t DTf* 15*t*			*FPTt*	Gourlay Bros. & Co. Dundee		
70972	**Blenda**	368				1919	Gebr. Zwolsman Ylst	A.B. Carlsson	133·4	23·8	11·2	Gothenburg	C.2Cy.13″&22⅝″–17¾″		V
7535	(*ex* Tom I, *ex* Transport 5. *ex* Bruxelles	282							P58′ H5′ F15′			Swedish	18NHP		
SDKE	Maritime, *ex* Amstelveen) 1 *Dk*	178										*WB*	Gebr. Stork & Co. Hengelo		
70973	**Blenheim** Ⓟ	1807				1923	Nylands Værksted Oslo	A/S Ganger Rolf (Fred. Olsen & Co. *Mgrs.*)	255·4	36·2	23·0	Oslo	T.3Cy.22″,34½″&60″–39″		N
		1528							H236*t* F25*t*			Norwegian	225NHP		
LCEU	D.F. 2 *Dks*	1045										*WB*	Nylands Værksted, Oslo		
70974	**Blinjoe**	1331				1929	N.V. Schps. "de Maas" Slikkerveer	Konink. Paketv. Maats.	252·4	40·2	13·5	Batavia	C.4Cy.(2)14⅜″&(2)31½″–31½″		V
		1094							P21′ B78′ F36′			Dutch	93NHP		
PKHO	1 *Dk*	716										*WB*	Stork Brothers, Hengelo		
70975	**Blink** (*ex* Arlette-33)	2701	✠100A1	Rot	*l*	1920	C. Hill & Sons Bristol	Skibs. A/S Manitowoc (K. Th. Einersen, *Mgr.*)	310·8	44·3	21·6	Oslo	T.3Cy.21″,34″&56″–36″ (*s*)	23 ″ 10	
	ss Bdx. No. 3-12,32	2412	~~Lloyd's 2,37~~ 2,39	~~N.Y.G.~~ Osl	~~7,37~~	6mo						Norwegian	180lb 242NHP	s 3 ″ 10	
LEGG	*ss* Rot. No. 1-37	1579		MC9	6,38	*Lloyd's* above			P28′ B87′ F32′ FK			5 *BHpt Cem*	2SB, *6cf*, GS111, HS4246	20 ″ 2½	
	1 *Dk (Stl)*		*Fitted for oil*	*fuel* 6,20		150° F.		*Cell DBa & uE*	118′ *f* 126′ 56*t*			90*t APT* 90*t*	Richardsons, Westgarth & Co. Ld. W. Hpl.		
	Cargo battens not fitted														
70976	**Blitar**	7005				1923	Maats Fyenoord Rotterdam	Rotterdamsche Lloyd (W. Ruys & Zonen, *Mgrs.*)	446·2	54·3	34·2	Rottrdam	T.3Cy.27″,46″&77″–54″		V
	Fitted for oil fuel	6[illegible]7							B68′ F57′			Dutch	&L.P Turbine 436NHP		
PDDS	D.F. *Cruiser Stern* 3 *Dks*	4483											Maats. Fyenoord, Rot.		
70977	**Bloemfontein** Ⓟ Twin Sc	10081	✠100A1	Ham		1934	N.V. Nederl. Schps. Maats. Amsterdam	N.V. Vereenigde Nederl. Scheep. Mij. (Directie en Agentuur Maats. Holland Afrika Lijn. N.V. *Mgrs.*)	457·2	63·2	34·9	The Hague	Oil Engines 2S.C.DA	38 ″ 8	
	Oil Eng.	7829	4,38 ~~4,37~~ 4,38	Rmd		10mo						Dutch	12Cy.23⅝″–43⅞″ 2334NHP	s 8 ″ 0½	
PDDV	E.S.D. D.F. 3 *Dks*	6160		MC1	38	*Lloyd's* above			P32′ B175′ F35′ FK			8 *BHpt Cem*	2DB *120lb*	30 ″ 9½	
	Ref. Mchy. *Cruiser Stern*		~~Yd~~ ~~Fld~~ ~~Lloyd~~										Gebr. Stork & Co. N.V. Hengelo		
			BS 2,38						*Cell DBuE & f* 239′ 6			75*t* tanks in			
									way of tunnels			1127*t FPT*			
70978	**Blommersdijk**	6855	✠100A1	Rot	*z*	1922	N.V.C. van der Giessen & Zonen Krimpen a/d Ysel	Nederl. Amerik. Stoomv. Maats. (Holland-America Lijn)	400·0	54·3	36·6	Rottrdam	3 Steam Turbines DR	39 ″ 0	
	ss Rot. No. 3-1,35	6383	*Shelter dk*			2mo						Dutch	geared to 1 Sc. Shaft (*s*)	s 9 ″ 0½	
PDDX	D.F. 2 *Dks (Stl) & Shelter dk (Stl)*	4229	*with freeboard*						F50′ *on Shelter dk*			*pt Cem*	215lb FD 648NHP	30 ″ 2	
			12,37	~~MC~~					FK				3SB (Spt) *9rf*, GS185, HS8481		
			MS1,35	~~L Surrey~~					*Collision B Hto Sh dk*				Harland & Wolff, Ld. Bel.		
									6 „ „ *U* „						
			Fitted for oil	*fuel* 4,22	*F.P. a*	*Lloyd's* above	150° F.	*Cell*	*DB* 325′ 1028*t MT* 17			16*t DTa* 577*t*	*FPT* 139*t APT* 149*t*		
70979	**Bloomfield** (*ex* Swiftsure-38,	1417	100A1	Shl	*o*	1920	G. Brown & Co. Greenock	Harries Bros. & Co. Ld.	235·0	35·3	15·1	Swansea	T.3Cy.19¼″,31″&52″–33 (*s*)	17 ″ 1	
145469	*ex* Moland, *ex* Jomaas) *ss* Hpl. No. 3-12,38	[illegible]	2,38								FK	British	180lb 179NHP	s 4 ″ 10⅜	
MKVY	*Well deck* *Mchy. Aft* *ss* Shl. No. 1-37	795		L Mc					*Pon* Q75′ Q166′ F28′			4 *BH Cem*	2SB, *6cf*, GS97, HS2896	16 ″ 3½	
	Cargo battens not fitted 1 *Dk (Stl)*		BS 2,38			*Lloyd's SA&CP*		*Cell DBuE & B* 35′	*f* 161′ 355*t FPT* 80*t*			*APT* 83*t*	McKie & Baxter, Glasgow		
70980	**Blue Galleon**	712	✠100A1	Nwc	*j*	1924	Cochrane & Sons, Ld. Selby	Galleon Shipping Co. Ld. (Heslop & Robson, *Mgrs.*)	180·2	29·0	11·4	Newcastle	T.3Cy.14¼″,24″&40″–27″ (*s*)	13 ″ 6	
148074	*ss* Nwc. No. 3-8,37	493	9,38 ~~9,37~~		~~11,37~~	6mo				30·2		British	180lb 82RHP	s 3 ″ 10½	
MLXQ	*Mchy. Aft* 1 *Dk (Stl)*	337		✠L MC					185·0 (o.l.)			3 *BH pt Cem*	1SB, *3pf*, GS51, HS1800	13 ″ 2½	
	Well deck *Cargo battens not fitted*				~~8,38~~	*Lloyd's*	*SA&CP*		Q103′ B11′ F29′ FK				Amos & Smith, Ld. Hull		
			BS 9,38						*Cell DB* 104′ 149*t FPT*			55*t APT* 81*t*			
70981	**Blue Sunoco** Twin Sc	1588				1929	Sun S.B. & D.D. Co. Chester, Pa	Sun Oil Co.	246·5	43·0	18·5	Phildlphia	Oil Engines 4S.C.SA		R
228330	*Carrying Petroleum in bulk* *Oil Eng.*	—							P47′ F33′			Utd. States	12Cy.14″–18″ 229NHP		
WFFL	*Mchy. Aft* 1 *Dk*	932											Bessemer Gas Engine Co. Grove City, Pa.		
	Cruiser Stern *Longitudinal framing*														
70982	**Blush Rose** 3 Mst	645	✠100A1	Bly	*j*	1913	N.V. Schpsb. De Merwede Hardingxveld	Richard Hughes & Co. (Liverpool) Ld.	178·4	28·1	11·1	Liverpool	T.3Cy.15″,25″&40″–27″ (*s*)	13 ″ 5	
135482	*Mchy. Aft* *ss* Bly. 2nd No. 3-7,37	454	9,38 ~~7,37~~			6mo						British	180lb 82RHP	s 4 ″ 4½	
MDYS	*Well deck* 1 *Dk (Stl)*	281		✠L MC	7,37	*Lloyd's*	*SA&CP*	*Cell DBf* 103′	Q103′ B11′ F22′ FK			3 *BH Cem*	2SB4*pf*, GS59, HS1800	13 ″ 1½	
			BS 9,38						139*t FPT* 45*t APT* 4*t*			*WB*	Earle's Co. Ld. Hull		
70983	**Blyth**	1108	✠100A1	Goo	*o*	1931	Cammell Laird & Co Ld Birkenhead	London Midland & Scottish Railway (Associated Humber Lines, *Mgrs.*)	240·6	34·1	15·4	Goole	T 3Cy 22″,36″&61″–39″ (*s*)	16 ″ 5	
161048	*ss* Goo. No. 1-36	870	~~3,38~~ 3,38			1mo			249·2 (o.l.)			British	200lb 352NHP	s 1 ″ 8½	
MPYB	Sub. Sig. 1 *Dk (Stl)*	445		✠L MC		*Lloyd's*	*SA&CP*	*Cell DB* 104′ 149*t FPT*	P38′ B85′ F35′ FK			5 *BH Cem*	2SB, *6cf*, GS125, HS5220 FD	14 ″ 10½	
			~~MS1,~~	~~BS 3,37~~					55*t APT* 81*t*				Cammell Laird & Co. Ld. Bkn		
70984	**Blythmoor**	6582	✠100A1	Shl	*z*	1922	W. Doxford & Sons. Ld. Sunderland	Moor Line, Ld. (Runciman Shppg Co. Ld. *Mgrs.*)	420·0	54·0	34·3	London	T.3Cy.27″,44½″&75″–54″ (*s*)	37 ″ 0	
146540	*ss* Bly. No. 3-5,35	6273	*Shelter dk*	MS3,39		3mo						British	180lb HS8530 577NHP	s 8 ″ 11½	
GJKQ	D.F. 1 *Dk (Stl) & Shelter dk (Stl)*	4032	*with freeboard*	BS9,38		*Lloyd's*	*SA&CP*	*Cell DB* 360′ 1160*t*	*Intermediate*		FK	*Cem*	3SB (2Spt), *9cf*, GS189, FD	28 ″ 4	
	ss Shl. No. 1-39		9,38 ~~9,37~~ 3,39						*bulkhead in fore hold dispensed with*			1 *BH to Sh dk*	W. Doxford & Sons, Ld. Sld.		
			~~BS 9,37~~	~~L MC 9,38~~					*FPT* 105*t APT* 23*t*			5 „ „ *U* „			
70985	**Boardale**	8334	✠100A1	Grk	*d* †	1937	Harland & Wolff, Ld. Glasgow	The Admiralty	467·8	61·7	33·8	London	Oil Engines 4S.C.SA	34 ″ 0	
165489	*Oil Eng.*	7454	~~7,38~~ ~~9,37~~ 12,38	Gls		7mo			483·1 (o.l.)			British	6Cy. 29½″–59⅛″ 490NHP	s 6 ″ 9½	
GXZW	D.F. E.S.D. 1 *Dk*, 2nd *dk* clear of	4973		✠L MC	7,38	*Lloyd's*	*SA&CP*		P105′ B43′ F45′ FK			17 *BH pt Cem*	2DB *150lb*	27 ″ 5½	
	Mchy. Aft *Cruiser Stern* *cargo tanks*		*Carrying Petroleum in bulk*					*Cell DBuE* 78′ 175*t D*	*Tf* 34′ 434*t FPT* 224*t*			*pt Asp*	Harland & Wolff, Ld. Gls.		
	Longitudinal framing at bottom & at deck											*APT* 200*t*			
70986	**Bobie** (*ex* Actif-37) Iron	782	✠	Shl	*l*	1883	A. Hall & Co. Aberdeen	W.H. McEwan	202·4	31·6	14·2	Gibraltar	C.2Cy.27″&50″–33″		V
171303		700	7,37			4mo			Q67′ B48′ F22′			British	B made 12 *fitted*— 120NHP		†
VQYT	1 *Dk*	437										*WB*	Blaikie Bros. Aberdeen		
70987	**Boca Maule** *ss* Vpo. No. 1-39	2515	✠100A1	Vpo	*s*	1922	Dublin Dkyd. Co. Ld. Dublin	Cia. Carbonifera y de Fundicion Schwager	290·2	44·3	18·5	Valparaiso	T.3Cy.20″,33″&54″–36″ (*s*)	20 ″ 6	
1131	*ss* Vpo. No. 3-7,34	1876	1,39 ~~10,00~~			2mo						Chilian	180lb 254NHP	s 5 ″ 9½	
CBBM	*Well deck* 1 *Dk (Stl)*	1441	~~BS 1,37~~	~~L MC~~	~~5,38~~	*Lloyd's*	*SA&CP*		*Pon* Q21′ Q228′ F32′			*Cem*	3SB, *9cf*, GS152, HS4788	19 ″ 1	
	Cargo battens not fitted		1,39	MS1,					FK			4 *BH only*	D. Rowan & Co. Ld. Glasgow		
								Intermediate B Hfore hold dispensed with							
								Cell D	*B* 239′ 663*t FPT* 68*t*			*APT* 91*t*			

1 No. in Book. / Official No. / Code Letters.	4 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c	5 Register Tonnage Gross. / Under deck. / Net.	6 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Dtce when tail shaft last drawn.	8 Built. When	By Whom / Where	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed if not in L.R. Initial letters of Trade Mark
70988 PUCR	**Bocaina** 1 *Dk*	Twin Sc *1695* *1570* *1404*					1909	Workman, Clark & Co. Ld Belfast	Lloyd Brasileiro	276·2 F29′	44·9	16·4	R. Janeiro Brazilian *WB*	T. 6 Cy. 14″,22″ & 37″–21′ 63 NHP Wrkman, Clark & Co. Ld Bel		
70989 DHCP	**Bochum** Ⓟ *ss* Ham. No. 2–30 *Well deck* 2 *Dks* (*Stl*) *3rd dk in No. 1 hold* D.F.	6121 5520 3772	✠ … 2,34	Ham			1922 2mo	Akt. Ges. "Vulcan" Hamburg	Hamburg-Amerik Packetf. Akt. Ges. (Ham-Amr. Linie) *Cell D*	450·0 P&B366′F59 *B405′1456t FPT63t*	58·2 FK	27·0	Hamburg German *8 BHpt Cem pt Asp*	T 3 Cy. 31½″,52⅝″ & 84¼″–59⅛″ & L.P. Turb. with D R gear & hydraulic coupling 820 NHP 1 SB, *12cf*, GS 264, HS 11970 A.G. "Vulcan," Hamburg	29 ″ 6	G †
70990 DOER	**Bockenheim** (*ex* Kieldrecht–32, *ex* Anboto-Mendi) *Fitted for oil fuel* E.S.D. D.F. 1 *Dk* & *Shelter Dk*, *3rd Dk in Nos. 2, 3 & 4 holds*	4902 4514 2987		…			1924	J. Read-head & Sons, Ld. S. Shields	Unterweser Reederei A.G.	403·8 P39′F38′	53·6 FK	26·2	Bremen German *WB*	T. 3 Cy. 27″,44″ & 78″–48″ (*r*) 525 NHP J. Readhead & Sons, Ld.	29 ″ 0	G †
70991 PDEJ	**Bodegraven** Ⓟ *Fitted for oil fuel* D.F. 3 *Dks* *Cruiser Stern*	5545 4634 3351					1929	N.V.C. Van der Giessen & Zonen's Schps Krimpen	Koninkl. Nederl. Stoomb. Maats. N.V.	401·1	58·3	26·3	Amstrdam Dutch *WB*	T. 3 Cy. 27⅞″,46½″ & 74⅛″–51⅝″ 384 NHP Rotterdam Droogd. Maats. Rot.		V
70992 5595 SFWN	**Boden** *ss* Got. 2nd No. 3–10.38 ~~*ss* Got. No. 3–3.26~~ ~~*ss* Got. No. 2–34.~~ D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cargo battens not fitted*	*4265* *3846* *1969*	✠100A1 *Shelter dk with freeboard* 1[illegible] 2,[illegible] [illegible] 1,[illegible]	Got	*y*	CL 3,36 9,38	1914 5mo	J. L. Thompson & Sons, Ld Sunderland *Lloyd's SA&CP*	Trafikaktiebolaget Grängesberg-Oxelosund (M. Waldenström, *Mgr.*) *W B = Cell D B a including Bow Tank in fo* *u E21′ f including*	385·0 399·6 (O.L.) *cluding Tunnel To rehold 147′1811t DT*	53·7 FK *nks 134′ a 15′432t DT*	23·6	Stockholm Swedish *7 BHCem*	T. 3 Cy. 26½″,43″ & 72″–48″ LP Turbine with D R gearing & hydraulic coupling 180 lb (*s*) 507 NHP 3 SB (Spt) *9cf*, GS 195, HS 7731 J. Dickinson & Sons, Ld. Sld. *f 21′260t FPT76t APT191t*	26 ″ 1 *s* 2 ″6½ 23 ″ 9½	
70993 OYAV	**Bodil** (*ex* Mathilda) by [illegible] craft 7,38 1 *Dk*	844 722 488					1922	N.V. Werf Zeeland Hansweert	J. Lauritzen	212·9 P42′Q37′B60′F28′	31·4	13·2	Esbjerg Danish *WB*	T. 3 Cy. 14⅝″,22″ & 35⅝″–24⅛″ 85 NHP N V Delftshaven Mach. Rot.		G
70994 LCRD	**Bodin** Ⓟ 2 *Dks*	323 288 179					1910	Mjellem & Karlsen Bergen	A/S Saltens Dampskibsselskap	129·3 H36t	21·2	15·1	Bodö Norwegian	C. 2 Cy. 13½″ & 30″–22″ 35 NHP Mjellem & Karlsen, Bergen		
70995 140634 GQCY	**Bodnant** *ss* Npt. No. 1–38 *ss* Brw. No. 3–1,34 2 *Dks* (*Stl*)	5342 4747 3230	✠100A1 ~~5,37~~ 12,38 Npt ~~1,34~~ 12,38	NYk	*y*	CL 9,36 12,38	1915 7mo	J. Brown & Co. Ld. Glasgow *Lloyd's SA&CP*	Elder Dempster Lines, Ld. *Cell D L*	401·0 P40′B113′F49′ 345 1134t *FPT118t*	52·3 FK	28·5	Liverpool British *7 BHpt Cem APT176t*	T. 3 Cy. 25½″,44″ & 73″–48″ (*s*) 180 lb 517 NHP 3 SB. *9cf*, GS 190, HS 7668 FD J. Brown & Co. Ld. Glasgow	31 ″ 0 *s* 6 ″ 0 25 ″ 3	
70996 LCKA	**Bodö** (*ex* Dampfem–35, *ex* Goodspeed) *Now "Hozan Maru," see No. 88413 in Supp.* Sub. Sig. 1 *Dk*	2255 [illegible] 1325				…	1918	Detroit S.B. Co. Wyandotte	A/S Nordfart (ErlingSannes, *Mgr.*)	251·2 P62t H10 4t F24t	43·8 FK	22·5	Bodö Norwegian *WB*	T. 3 Cy. 20″,33″ & 54″–40″ 267 NHP Detroit S.B. Co. Detroit	24 ″ 2	V
70997 EEDB	**Bodon** (*ex* Mont-Sant–33) Comp 1 *Dk*	841 677 509					1920	Astilleros de Tarragona Tarragona	Federico G.-Fierro	198·4 B38′F30′	30·4	16·4	S. Esteban Spanish	T. 3 Cy. 12″,20″ & 32″–24″ Alexander 50 NHP Hermanos, Barcelona		V
70998 PDEM	**Boekelo** *ss* Ams. No. 2–37 ~~*ss* Ams. No. 1–36~~ 1 *Dk* (*Stl*)	2118 1858 1253	✠100A1 ~~5,37~~ 10,38 [illegible] 7,38	Ams	*s*	CL 9,37 [illegible]	1930 10mo	A. Vuijk & Zonen Capelle a/d Yssel *Lloyd's SA&CP*	N.V. Stoomv. Maats. "Noordzee" *Cell D*	281·2 293·5 (O.L.) P23′B62′F19′ *B242′ 531t FPT50t*	42·7 FK	19·0	Amstrdam Dutch *4 BHCem APT42t*	T. 3 Cy. 19⅜″ 32″ & 52″–36″ (*s*) 180 lb 208 NHP 2 SB. *4cf*, GS 77, HS 3640 N V. Verschure & Co. Ams.	21 ″ 0 *s* 3 ″ 0⅜ 18 ″ 0½	
70999 PKHZ	**Boelongan** *Oil Eng.* 2 *Dks*	1053 840 578					1915	Gebroeders Pot (Bolnes) Bolnes	Koninkl. Paketv. Maats.	230·0	38·2	12·2	Batavia Dutch	Oil Engines 6 Cy. 15″–27½″ Nederlandsche Fab. Ams.		V
71000 OYAW	**Bogö** (*ex* Gallicier) *ss* Bdx. No. 3–3,33 *ss* Rot. No. 1–37 1 *Dk* (*Stl*)	1214 1006 728	✠100A1 ~~5,37~~ [illegible] [illegible] [illegible]	Rot	*o*	CL ~~1,37~~ [illegible]	1920 11mo	Lloyd Royal Belge (Gt. Britain) Ld. Glasgow *Lloyd's SA&CP*	Dampskslsk. Baltic A/S (Chr. Jensen, *Mgr.*) *Cell D*	240·3 P27′B57′F25′ *B211′ 386t FPT20t*	35·7 FK	15·1	Copnhagn Danish *4 BHCem APT15t*	T. 3 Cy. 15″,25″ & 40″–27″ (*s*) 185 lb 99 NHP 2 SB. *4cf*, GS 48, HS 1630 McKie & Baxter, Glasgow	17 ″ 3 *s* 1 ″ 11 15 ″ 6	
71001 DOTR	**Bogota** Twin Sc *Oil Eng.* *Mchy. Aft* Wireless 1 *Dk* *Cruiser Stern*	1230 903 614					1938	Schiffb. Ges 'Unterweser' A.G. Weser-munde-L.	Norddeutscher Lloyd	249·0 P&B162′F44′	34·7	14·0	Bremen German *WB*	Oil Engines 4 S.C.SA S.Rgeared 16 Cy. 14⅜″–19¾″ 322 NHP Fr. Krupp Germaniawft A.G		G
71002 221408 KDTB	**Bohemian Club** *Fitted for oil fuel* Gy C. 2 *Dks* *Mchy. Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	6906 — 4271					1921	Moore S. B. Co. Oakland, Cal.	Atlantic Refining Co.	125·0 F106′B40′F41′	57·2	33·1	Philidlphia Utd. States *WB*	T 3 Cy. 27½″,46″ & 78″–51″ 432 NHP Hooven, Owens, Rentschler Co. Hamilton, O.		R
71003 KZAH	**Bohol** (*ex* Sirius, *ex* Suva) 1 *Dk* (*Stl*) & *Spar dk* (*pt Stl–teak s*) & *deep framing*	2126 — 1140	✠ 3,06	Bel	/		1906 3mo	Workman, Clark & Co. Ld Belfast	Cia. Maritima (Fernandez Hnos. Inc. *Mgrs.*) *Cell D Bat65′ u E25′*	300·3 P&B197′F36′ *f 113′ 275t FPT20t*	41·1 19·7 FK	11·8	Manila, P.I. Utd. States *5 BHCem APT15t*	T. 3 Cy. 23½″,39½″ & 67″–42″ 414 NHP 2 SB, *8cf*, GS 149, HS 5946 Wrkman, Clark & Co. Ld Bel	22 ″ 0	
71004 5592 SDKM	**Bohuslän** Ⓟ 1 *Dk*	*330* *166* *142*					1913	Eriksbergs M.V. Aktieb. Gothenburg	Marstrands Nya Angf. Aktieb. (Bertil Egnell, *Mgr.*)	140·7 B62′F38′	23·8	10·0	Marstrand Swedish *WB*	T. 3 Cy. 13¾″,22 7/16″ & 36⅝″–24″ 66 NHP Eriksberg M.V. Aktieb. Got		
71005 PKQA	**Boissevain** Ⓟ Trp Sc *Oil Eng.* D.F. E.S.D. 3 *Dks* *Ref. Mchy.* *Cruiser Stern*	14134 10241 8669	[illegible] [illegible] [illegible]				1937	Blohm & Voss, K.a.A. Hamburg	Koninkl. Paketv. Maats.	537·3 B352′F92′ Upr B 245′	72·2	36·3	Batavia Dutch	Oil Engines 2 S.C.SA 24 Cy. 25 7/16″–47¼″ 2734 NHP Sulzer Bros Ld. Winterthur		
71006 6956 SDKO	**Bojan** (*ex* Estrid, *ex* Selandia) 1 *Dk*	*1046* *834* *609*					1905	Helsingörs Jernsk & Msk. Elsinore	Rederi A/B Meteor (A. Christensen, *Mgr.*)	226·3 P12′Q59′B106′F27′	34·9	12·4	Simrishmn Swedish *WB*	T. 3 Cy. 16½″,26½″ & 44″–30″ 106 NHP Helsingörs Jernsk. & Msk.		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terms assigned at maintenance and equipment. Letters explained.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	1 Registres où coté.
71007 YTFU	**Boka** (*ex*Canadian Planter–36) *ss*Mtl.No.3–4,35 2*Dks*(*Stl*)	5399 4865 3535	✝100A1 1,35	Rot	*y*	CL 1,37	1920 1mo	Canadian Vickers,Ld. Montreal *Lloyd's SA&CP*	"ZetskaPlovidba" A.D. *Cell H*	400·3 P49'B113'F39' FK *B*333' 1025*t FPT*14	52·4	28·6	Kotor Yugoslav	T.3Cy.27",44"&73"–48" (*s*) 180lb 520NHP 6*BHptCem* 8SB,9*cf*,GS198,HS7743 FD *ptAPT*133*t* Canadian Vickers,Ld.Mtl.	31 " 2 s 6 " 0 25 " 3½	
71008 LCRE	**Bokn** (*ex*Granheim,*ex*Blidensol, *ex*Urda) *Well deck* 1*Dk2trB*	697 528 393	✝ 12,93	Gls	*j*		1890 3mo	Bergens Mek.Værks Bergen *Cell*	D/S A/S "Bokn" (ErikBakkevig) *DB*390'135*t FPT*30*t*	195·0 Q46'B86'F25*t* BK7'	28·1	11·0	Haugesnd Norwegian 4*BHAsp APT*11*t*	T.3Cy.15½",25"&40"–27" 91NHP ISB,2*cf*,GS41,HS1528 BergensMek.Verks.Bgn.	13 " 9	N †
71009 30256 JYFA	**Bokuyo Maru** Ⓟ TwinSc *ss*Kob.No.3–5,35 2*Dks*(*Stl*)*c* *Shelter dk*(*Stl–ws*) *ss*Kob.No.1–39	8619 7883 6162	✝100A1 *Shelter dk with freeboard* 10,35 12,37 8,39 B11,37 L3 *Fitted for oil fuel* 10,24	Kob	*c*†	CL ~~9,36~~ 11,37 P5,38 *F.P.*	1924 10mo	Asano S.B. Co. Tsurumi *Lloyd's SA&CP* *above*	Nippon Yusen K.K. *Cell DB*384'1652*t* 15'392*t D* 150° F	445·0 F48'*on Shelter dk* FK *DTa* *Tf* 15'466*t FPT*84*t*	58·0	32·0	Tokyo Japanese *ptCem* 8*BHtoSh dk* *APT*67*t*	4 Steam Turbines DR geared to 2 Sc.Shafts 200lb (*s*) 922NHP 4SB(Spt),12*cf*,GS242, HS9844 FD MidwestEng.Co. Indianapolis	40 " 0 s 10"6½ 30 " 0	
71010 142265 MJKL	**Bolbec** (*ex*Ardgirvan) *ss*Nwc.No.3–5,36 *ss*Shl.No.1–36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1345 1029 806	✝100A1 11,37	Shl	*o*	CL ~~1,37~~ 1,39	1918 10mo	Campbelt'wn SBCoLd Campbelt'wn *Lloyd's SA&CP*	Harries Bros.&Co. Ld.	230·0 Q79'B48'F28' FK *Cell DB*190'395*t*	35·8	15·5	Greenock British 4*BHCem APT*85*t*	T.3Cy.18",27½"&45"–33" (*s*) 180lb 142NHP 2SB,4*cf*,GS79,HS2386 Ross&Duncan,Glasgow	17 " 7 s 1 " 3½ 16 " 6	N
71011 LCEW	**Bolette** Wireless 1*Dk*	1167 982 649					1920	Akers Mek Verksted Oslo	A/S "Ganger Rolf" (Fred.Olsen &Co.*Mgrs.*)	226·5 P25'B58'F29'	36·6	14·7	Oslo Norwegian *WB*	T.3Cy.17",29"&47"–33" 127NHP AkersMek.Verks.Oslo		N
71011* DHCQ	**Bolheim** (*ex*Arundo)	3324 3020 2059					1913	Rotterdam Droogd.Maat Rotterdam	Aug.Bolten Wm.Miller'sNachf.	330·9 P21'F31'	48·1	22·3	Hamburg German *WB*	T.3Cy.23",38"&62"–42" 249NHP RotterdamDroogd.Maats		V
71012	**Bolivar** TwinSc *ss*Cco.No.2–35 *Mchy.Aft* 1*Dk*(*Stl*) *&Web frames Longitudinal framing*	2651 1890 1517	✝100A1 11,35 B8[illegible] *Carrying Petroleum in Fitted for oil fuel* 7,27 B811,38	Cco NYk	*l*	CL ~~1,36~~ 11,38 *bulk F.P.*	1927 7mo	Palmers' Co.Ld. Newcastle *Lloyd's SA&CP* *above*	Mene Grande Oil Co. C.A. *Cell DBuEg*	305·3 P69'B22'F33' FK *Trunk* 181' *B*42' 107*t FPT*194*t*	50·2	16·3	Maracaibo Venezuelan 11*BHptCem APT*85*t*	T.6Cy.13½",23"&37"–27" (*s*) 180lb 210NHP 2SB,6*cf*,HS4009 MacColl&Pollock Ld.Sld.	16 " 6 s 2 " 0½ 14 " 8	
71013 HPIO	— (*ex*Hwadah–38, *ex*Bolivar–37, *ex*LakeFackler) *Fitted for oil fuel* 1*Dk2trB*	2606 2237 1612			…		1919	Detroit S.B.Co. Wyandotte Mich.	Wallem&Co.Ld.	251·0 P25'B64'F23'	43·6	26·1 FK	Panama P'namanian *WB*	T.3Cy.21",35"&59"–42" 352NHP DetroitS.B.Co.Detroit, Mich.	28 " 2	
71014	— TwinSc (*ex*Fylgia–34) *Fitted for oil fuel* 1*Dk*	*1236* *842* *825*					1919	Nüscke& Co.A.G. Stettin	Cia.Anon.Venezolana de Nav.	221·5 Q64'B54'F27'	33·6	14·0	Maracaibo Venezuelan *WB*	T.6Cy.11⅛",18⅛"&30⅛"–19⅝" *Emade*16 83NHP Christiansen&Meyer, Harburg		V
71015 LCEX	**Bollsta** 1*Dk*	1832 1588 1075					1924	Oddens Skibs. Grimstad	A/S Ganger Rolf (Fred Olsen&Co. *Mgrs.*)	266·6 P62*t*H117*t*F6*t*	42·2	17·8	Oslo Norwegian *WB*	T.3Cy.19",31"&53"–36" 169NHP AkersMek.Værks.Oslo		N
71016 DJVG	**Bollwerk** (*ex*Söderhamn–37, *ex*NailseaMoor–37, *ex*DavidLloydGeorge–32) D.F. *ss*Npt.No.3–7,36 1*Dk*(*Stl*)	4173 3727 2528	✝ … 1,35	HKg	*x*		1917 7mo	Craig,Taylor&Co.Ld. Stockton	Aug.Bolten Wm.Miller'sNachf *Cell DB*	371·9 F52'B&F218' 319'1134*t FPT*106*t*	51·4	~~22·6~~ FK	Hamburg German 6*BHCem APT*84*t*	T.3Cy.26",42½"&69½"–45" GS162,HS6830 400NHP 2SB&1Aux.SB,6*cf*&2*pf* N.E.MarineEng.Co.Ld.Sld	26 " 6	C †
71017 2105 IBUN	**Bologna** ~~(*ex*Bachi–37, which also see)~~ *ss*Nap.No.1–38 *ss*Bbo.No.3–2,38 1*Dk*(*Stl*) *Cargo battens not fitted* Restored to Spanish Flag as "Bachi," which see	3091 2823 1867	✝100A1 5,38 2,37	Lgn Nap	*u*	CL 5,36 1,38	1920 9mo	Blyth S.B. Co.Ld. Blyth *Lloyd's SA&CP*	Soc.Anon.Cooperativa di Nav. "Garibaldi" *Cell DB*	331·2 P33'B98'F29' FK 284' 734*t FPT* 122*t*	46·7	23·2	Genoa Italian 5*BHCem APT*48*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 368NHP 3SB,9*cf*,GS155,HS6090 Richardsons,Westgarth &Co.Ld.Hpl.	25 " 6 s 3 " 11½ 21 " 9	
71018 365 IBOE	**Bolsena** (*ex*WarBattery) *Fitted for oil fuel* *Well deck* 1*Dk*	2384 1787 1324			…		1918	Osbourne, Graham&Co. Ld. Sunderland	"Adriatica" Soc. Anon.di Nav.	297·5 285·0 P25'Q72'B66'F32' FK	42·0	19·0 *WB*	Trieste Italian	T.3Cy.25",41"&68"–45" 420NHP MacColl&Pollock Ld.Sld.	21 " 2	I †
Should be "Tenryo Maru," see No. 90240 in Supplement 71019	**Bolshevik** D.F. E.S.D. *Cruiser Stern*	1850 1406 900	100A1 (*Class Contemplated*)				1938	Matsuo Zosen-sho Nagasaki	U.S.S.R.	254·3 P23'B73'F34'	42·0	23·0	Russian	T.3Cy.18⅛",31⅛"&52¾"–39" Matsuo Zosen-sho Nagasaki		
71020 UNYK	— (*ex*Neva,*ex*Bianca) Wireless 1*Dk2trB*	1412 1164 796					1899	Schiffsw.v. Henry Koch Lübeck	U.S.S.R.	241·2 P15'B56'F22'	36·0	16·2	Odessa Russian *WB*	T.3Cy.16⅝",27⅜"&44½"–32⅞" 113NHP OttensenerEisenwerk,Alt.		
71021 UPKM	**Bolshoy Tschantar** (*ex*Neidenfels–35) Sub.Sig. 2*Dks*	3018 2081 1745					1923	Schiffs.-u. Dckbauwerft Flender A.G. Lübeck	U.S.S.R.	337·7 F36'	48·2	21·1	Vladvostk Russian *WB*	T.3Cy.23⅝",38⅛"&61⅝"–41 3/16" 246NHP G.Seebeck A.G.Wsm.		G
71022 DHCT	**Boltenhagen** (*ex*Dubbe) 1*Dk*	3335 2984 2051					1912	Rotterdam Droogd.Maat Rotterdam	Aug.Bolten, Wm.Miller's Nachfolger	331·9 P25'	48·2	22·1	Hamburg German *WB*	T.3Cy.23",38"&62"–42" 249NHP RotterdamDroogd.Maats.		V
71023 DJQE	**Boltenhof** (*ex*Dorie–35) *ss*Ham.2ndNo.3–6,36 1*Dk*(*pt Irn pt Stl*) *Cargo battens not fitted*	3307 3070 2064	✝100A1 4,38 BS3,39 B34,38 ✝ MC6,38	Ant	*v*	CL 3,38	1911 3mo	Richardsn, Duck&Co. Stockton *Lloyd's SA&CP*	Aug.Bolten Wm.Miller's Nachfolger *Cell DB*	342·0 P29'B98'F36' FK 305'890*t FPT* 86*t APT*76*t*	49·0	22·0	Hamburg German 6*BHCem*	T.3Cy.24",40"&65"–42" (*s*) 180lb 299NHP 2SB,6*cf*,GS122,HS4612 Blair&Co.Ld.Stockton	24 " 5 s 4 " 2½ 20 " 5½	
71024 135581 GPNJ	**Bolton Castle** *ss*N.Yk.No.3–6,26 *ss*Nwc.No.2–34 2*Dks*(*Stl*)*&Web frames Longitudinal framing*	5826 5407 3689	✝100A1 8,37 MC MS7,34 *Carrying oil fuel F.P.*	Ant	*a*†	CL ~~1,35~~ 0,36 *above*	1914 5mo	W.Hamilton&Co.Ld. Pt.Glasgow *Lloyd's SA&CP* 150° F *in DB*	Minerva S.S.Co.Ld. (Fred Hunter (Management) Ld. *Mgrs.*) *Intermediate 'tween dk BH in No.3 hold dispensed with* *WB = Cell DB*	424·2 P36'B145'F48' FK *Cem* 6*BHto Udk* 1 „ 2nd dk 1231*t DTa* 27 124'*uEg* B43'*f* 194	53·0	29·9	London British	T.3Cy.~~28"~~,45"&75"–51" (*s*) 180lb 28⅛"(Spt) 568NHP 3SB,9*cf*,GS161,HS8490 FD D.Rowan&Co.Glasgow *only* 756*t FPT*64*t APT*124*t*	32 " 6 s 6 " 4½ 26 " 8½	
Now "Fidelitas," see No. 88077 in Supplement																

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assign'd or Expired. Equipment Letter.	7* Date when tail shaft last exam.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of R.of Trade Cert.
71025 160775 MKMM	**Boltonhall**	D.F. 1 *Dk & Shelter dk*	4824 4378 2861	✠100A1 *with freeboard* 6,38 7,37	Cff	*z* ✠LMC12,38	CL 6,38	1935 12mo	W. Gray & Co. Ltd. W Hartlepool	Wiltonhall S.S. Co. Ltd. (Guthe Brothers Ltd. *Mgrs*) *Cell D B358'1143t D Ta28'1076t*	410·7 54·8 24·9 123·5 (o.l.) F35' FK 1	W. Hartlpl British 7 *B Hpt Cem Coll to Sh dk* 6 „ 2nd „	Q.4Cy. 18½", 25½" 41" & 61"–48" 260lb (*s*) 467NHP 8SB (Spt), *9cf*, GS144, HS6811 FD Cen. Mar. E. Wrks. (W. Gray & Co. Ltd.) W Hpl	27 ″ 7 ″ 3 ″ 0½ 24 ″ 9½	
71026 864 IBPF	**Bolzaneto** *Mchy. Aft*	1 *Dk*	2220 1782 1285					1918	N. Odero & Co. Genoa	Soc. Anon. Ilva	297·8 41·2 20·8	Genoa Italian *WB*	T. 3Cy. 18 1/16" 29 1/16" & 47⅞"–27½" 114NHP N. Odero & Co. Genoa		CI
71027 143615 GBSV	**Boma** *ss* Liv. No. 1-37 *ss* Shl. No. 3-6,38 2 *Dks (Stl)*		5408 4800 3313	✠100A1 12,38 5,37 MS4,37	Ham Cff CMC BS4,38	*y*	CL 12,38	1920 2mo	Harland & Wolff, Ltd. Glasgow	Elder Dempster Lines, Ld. *Lloyd's SA & CP* *Cell D B342'*	400·6 52·3 28·5 P49' B112' F39' FK 1059t *F PT127t*	Liverpool British 7 *B H Cem A PT218t*	T. 3Cy. 25⅜", 44" & 73"–48" (*s*) 180lb 517NHP 3SB, *9cf*, GS190, HS7668 FD Harland & Wolff, Ld. Gls.	31 ″ 0 s 6 ″ 0½ 25 ″ 3	
71028 368 IKWD	**Bombardiere** (*ex* Collodi-34, *ex* Bombardier-31, *ex* Kilchrenan)	*ss* Sld. No. 3-8,20 *ss* Nwc. No. 1-25 1 *Dk (Stl)*	613 494 243	1,34	Shl			1918	Smith's Dock Co. Ltd. Middlesbro'	Trasporti Marittimi Soc. Anon.	179·0 30·0 15·6 172·2 B50' FK 5 *R H Cem Cell D Bu*	Trieste Italian	T. 3Cy. 16", 26" & 44"–26" 116NHP 1SB, *3cf*, GS51, HS1825 Smith's Dock Co. Ltd. Mdb.	16 ″ 6	I †
71029 157634 VLGN	**Bombo** Wireless *Mchy. Aft* *Cargo battens not fitted*	*ss* Syd. No. 2-38 1 *Dk (Stl)*	540 427 282	✠100A1 1,38 2,38 ✠LMC1,38 S12,38	Syd	*h*	12,37	1930 2mo	H. Robb, Ld. Leith	Quarries Pty. Ld. *Cell D B80'116t*	154·3 30·1 12·0 31·5 Q49' B18' F22' FK *F PT35t A PT6t*	Sydny NSW British 4 *B Hpt Cem pt. 1sp*	T. 3Cy. 14½", 25" & 40"–27" (*s*) 180lb 100NHP 1SB, *3cf*, GS63, HS2176 Plenty & Son, Ld. Newbury	14 ″ 2 s ″ 11½ 13 ″ 4½	
71030 152003 VJGC	**Bonalbo** Wireless *Ref. Mchy.*	1 *Dk*	960 616 450					1925	Lithgow's Ld. Port Glasgow	North Coast Steam Nav. Co. Ltd. (E. S. Crauford, *Mgr.*)	205·0 34·6 12·0 Q127' F33'	Sydny NSW British *WB*	T. 3Cy. 17", 28½" & 47"–30' 121NHP D. Rowan & Sons, Glasgow		C
71031 141937 MJVX	**Bonawe** *ss* Irv. No. 3-12,31 *ss* Irv. No. 1-36 *Mchy. Aft* *Well deck*	3 Mst 1 *Dk (Stl)*	355 245 137	✠100A1 1,38 3,37 2,38 ✠LMC4,36	Irv	*f*	CL 3,37 12,38	1919 12mo	Scott & Sons Bowling *Lloyd's SA & CP*	J. & A. Gardner & Co. Ld. *Cell D B f47'50t F PT31t A PT12t*	141·6 23·8 10·1 147·5 25·1 (o.l.) BK7 Q81' B8' F24' 3 *B H Cem*	Glasgow British 3 *B H Cem*	C.2Cy. 16" & 34"–24" (*s*) 180lb 47RHP 1SB, *2pf*, GS42, HS1388 Fishers, Ld. Paisley	11 ″ 0 s 3 ″ 4½ 11 ″ 3	
71032 LJEL	**Bonde** *Mchy. Aft*	1 *Dk* *Cruiser Stern*	1570 1283 889					1936	Porsgrund Mek. Værks. Porsgrunn	D/SA/S Henriksen & Kierulf (D. Henriksen & H. Kierulf. *Mgrs.*)	246·6 37·9 18·2 P66' F29'	Oslo Norwegian *WB*	C.2Cy. 13⅜" & 27 9/16" – 27 9/16" & LP Turbine with DR gearing & hydraulic coupling 63NHP Porsgrund M. V. Porsgrunn		N
71033	**Bonden** (*ex* Enigheden) *Well deck*		695 495 368					1891	Burmeister & Wain Copenhagen	Rederi. A/B Bonden (Arthur Ekbom, *Mgr.*)	186·4 30·1 11·7 Q62' B51' F27' H22t	Mariehmn Finnish	C.2Cy. 25" & 44"–27" 84NHP Burmeister & Wain, Cpn.		V
71034 129741 MDCS	**Bondicar** Wireless	*ss* Shl. 2nd No. 3-8,37 1 *Dk (Stl)* *Cargo battens not fitted*	1441 1079 804	✠100A1 12,37 BS3,37 8,38 ✠LMC1,36	Shl	*o*	CL 1,36	1910 3mo	J. Crown & Sons, Ld. Sunderland	Broomhill Steamships, Ld. *Lloyd's SA & CP*	240·3 36·5 14·4 Q123' B10' F22' FK 1 *B H Cem*	Newcastle British	T. 3Cy. 18½", 30" & 50"–36" (*s*) 180lb 182NHP 2SB, *dcf*, GS82, HS3060 Richardsons, Westgarth & Co. Ld. Sld.	16 ″ 6 s 9 ″ 3½ 15 ″ 1	
71035 143672 GCTS	**Bonheur** *ss* N. Yk. No. 3-10,32 *ss* Liv. No. 1-37 2 *Dks (Stl)*		5327 4811 3170	✠100A1 4,38 3,37 10,38 ✠LMC MS3,37 BS9,37 10,38 *Fitted for oil fuel*	N Yk	*y*	CL 4,36	1920 10mo	Harland & Wolff, Ld. Belfast	Lamport & Holt Line, Ld. *WB = Cell D B* *Lloyd's SA & CP above* *Cell D B335 1051t D* 150° F	400·4 52·4 28·4 P40' B128' F47' FK *W 65' u E & B34' f 103'* *Ta 26'587t F PT111t* 3 *B H Cem* 384t *F PT36t* *A PT97t*	Liverpool British 6 *B H Cem*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 3SB, *9cf*, HS7668 590NHP FD Harland & Wolff, Ld. Bel.	31 ″ 0 s 5 ″ 10½ 25 ″ 4	
71036 140685 GNSK	**Boniface** D.F.	*ss* Liv. No. 2-36 2 *Dks (Stl)* & *Shelter dk (Stl)*	4928 4453 3077	✠100A1 *with freeboard* 2,38 BS10,37 2,38 ✠LMC9,36 *Carrying*	Liv Hul		CL 6,37	1928 7mo	Hawthorn Leslie & Co. Ld Newcastle	Booth S.S. Co. Ld. *Cell D B350'990t D Ta32'712t*	407·8 53·8 26·0 F28' FK 1 *F PT86t A PT32t*	Liverpool British 8 *B Hpt Cem Coll to Sh dk* 6 „ 2nd „ 1 „ 3rd „	T. 3Cy. 25 3/4", 43½" & 73"–51" & L.P. Turbine with DR gearing & hydraulic coupling 215lb (*s*) 668NHP 3SB (Spt), *9cf*, GS195, HS8859 Hwthrn, Leslie & Co Ld. Nwc	28 ″ 6 s 3 ″ 8½ 25 ″ 5½	
71037 FN1B	**Bonifacio** (*ex* Cragganhill-37, *ex* Wulsty Castle-36)	*ss* Ams. No. 3-9,36 1 *Dk (Stl)*	3566 3303 2184	✠100A1 3,38 5,39 BS12,38 ✠LMC9,36 ✠NE & B21 *refitted* 36	Hav Rot	*m*	CL 3,38	1918 4mo	J. Bluner & Co. Sunderland	Cie. France-Navigation, S.A. *Cell D B288'786t D Ta27'805t F PT67t A PT109t*	356·3 48·7 23·9 P35' B & F281' FK	Dieppe French 6 *B H Cem*	T. 3Cy. 23", 36½" & 58"–42" 180lb *100lb* (*r*) 349NHP 2SB, *6cf*, HS5548 FD W. Beardmore & Co. Ld. Gls.	25 ″ 11 s 2 ″ 8½ 23 ″ 5	
71038 OTVQ	**Bonita** (*ex* Skule) *Oil Eng.* 1 *Dk*		3198 2784 1885					1930	A/S Aalborg Msk. og Skibs. Aalborg	A/S Dampskibs-selskab Dania (Chr. Andreasen, *Mgr.*)	325·6 50·1 20·7 P60' H328t	Esbjerg Danish *WB*	Oil Engines 4S.C.SA 6Cy. 21⅛"–59 1/16" 266NHP Akt. Burmeistr & Wain, Cpn		N
71039 LCEY	**Bonn** Wireless	1 *Dk*	1265 938 487					1928	Akers Mek. Værks. Oslo	A/S Jelölinjen (Fred Olsen & Co. *Mgrs.*)	240·5 37·2 15·2 P59t H160t F6t	Oslo Norwegian *WB*	T. 3Cy 22", 35" & 60"–42" 234NHP Akers Mek. Værks. Oslo		N
71040 LDMF	**Bonneville** *Oil Eng.* D.F. 1 *Dk & Shelter dk*		4665 4261 2794					1929	Odense Staalskibsv. Odense	Skibs A/S Sjöstad (A. F. Klaveness & Co A/S. *Mgrs.*)	386·3 54·2 25·7 P75t H310t F12t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy. 29⅝"–59 1/16" 490NHP Akt. Burmeistr & Wain, Cpn		N
71041 130555	**Bonnington** (P) *Mchy. Aft*	Stern Pad	1700 — 955					1911	J. M. Bulger Nelson, B.C.	Canadian Pacific Railway Co.	202·5 39·1 7·5	Vancouver British	H.C.2Cy. 16" & 34"–96" 99RHP Polson Iron Works, Tto.		
71042 161319 GCVT	**Bonnington Court** *Oil Eng* D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)*	*ss* Sld. No. 2-38	4909 4597 3012	✠100A1 *with freeboard* 5,37 12,38 ✠LMC CS1,38 DBS1,38 5,37 12,38	Gal Shl Sul	*q* †	CL 1,37 5,38	1929 11mo	R. Duncan & Co. Ld. Port Glasgow	Court Line, Ld. (Haldin & Philipps, Ld. *Mgrs.*) *Cell D B345'* 1367t *M T25'996t*	405·5 55·5 25·8 419·3 (o.l.) F40' FK 1 *F PT150t A PT117t*	London British 7 *B Hpt Cem Coll to Sh dk* 6 „ 2nd „	Oil Engines 4S.C.SA 6Cy. 29⅜"–59 1/16" 490NHP 2 DB 660th 136lb J. G. Kincaid & Co. Ld. Grk.	28 ″ 3 s 3 ″ 4½ 25 ″ 1½	
71043															

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant *pds. pc.*	Registres ou cotes
71044	**Bontekoe**		5033					1922	J & K Smits Schps. Kinderdijk	**Koninkl. Paketv. Maats.**	383·4	49·4	26·8	**Batavia** Dutch	T.3Cy.28½″,47″&77″–54″ 433NHP		V
PKEF	D.F.	*3 Dks*	3044											*WB*	Werkspoor, Ams.		
71045	**Bonzo**	**TwinSc**	8177	100A1 Gen			CL	1931	Cantieri Riuniti Dell' Adriatico Monfalcone	**A. Zanchi**	483·8	60·2	34·6	**Genoa** Italian	Oil Engines 2S.C.SA 8Cy.26⅝″–43⅛″ 1000NHP	34 ″ 6	
2021	*Oil Eng.*	*ss* Nap. No. 3–5,35	7648	3,38 12,38			3,36				467·3				2DB *180lb*		
IBFN	*Mchy. Aft*	*2 Dks*	4917	[illegible] MC 5,35										16 *BH*			
	D.F.	*Longitudinal framing at bottom & at decks*		*Carrying Petroleum in bulk* DBS 4,39						*Cell D Bu E 73′ 208t DT f 32′ 531t*	P 117′ B 30′ F 56′ FK			(11 *to U dk* 5 ,, *2nd* ,,)	Soc An. "Fiat" S.G.M. Turin		
71046	**Bor** (*ex* Izrada–35, *ex* Poldennis, *ex* Izrada)	*ss* Spt. 2nd No. 3–7,34	3518	100A1 3,39 ~~3,38~~ ~~DBS 6,37~~ ~~12,38~~	Rot Spt	*x*	CL ~~4,35~~	1910	W. Doxford & Sons, Ld. Sunderland	**Brodarsko Akcionarsko Drustvo "Oceania"**	360·2	50·3	21·5	**Susak** Yugoslav	T.3Cy.26″,42″&68″–42″ (*s*) 160lb 346NHP	24 ″ 0	
3265			2210		LMC 8,34 12,38		3,39				P 26′ B 232′ F 33′ FK			6 *BH Cem*	2SB, *6cf*, GS 129, HS 5755	s 3 ″ 1¼	
YTBS		1 *Dk* (*Stl*) *ss* Spt. No 1–38						*Lloyd's*	*SA&CP*	*Cell D Ba & u E*	129′ *f* 163′ 854*t FPT*			99*t APT* 20*t*	W. Doxford & Sons, Ld. Sld.	21 ″ 0¾	
71047	**Bör**		927					1918	Jarlsö Verft Tönsberg	**A/S Ganger Rolf (Fred. Olsen & Co.** *Mgrs.*)	200·4	31·9	12·7	**Oslo** Norwegian	T.3Cy.16″,25½″&44″–30″ 106NHP		N
LDBO	Wireless D.F.	1 *Dk*	675 552								Q 63′ B 54′ F 20′			*WB*	Trondhjems Mek Værksted		
71048	**Borbeck** (*ex* Berwindmoor)	*ss* Kel. No. 3–3,37	6002 5767	✠100A1 *Shelter dk* Rot	Kel	*a*†	CL N3,37	1923	Workman, Clark & Co. Ltd. Belfast	**Fried. Krupp A.G. (Fried. Krupp's Reed. en Transportbedrijf, N.V.** *Mgrs.*)	419·0	56·3	27·6	**Bremen** German	T.3Cy.27½″,45½″&76″–54″ 180lb *100lb* (*s*) 636NHP	30 ″ 6 s 4 ″ 0½	
DOFL	*Mchy. Aft*	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cantilever framed Topside tanks*	3100	*with freeboard* 6,38 ~~8,37~~ MS 3,37	✠LMC BS 11,37			9mo					FK	*pt Cem pt Asp*	3SB, *12cf*, GS 220, HS 9768 FD	26 ″ 7½	
	Sub. Sig. D.F.	*Cargo battens not fitted*						*Lloyd's*	*SA&CP*	*Intermediate* *Cell D B 35*	6′ 1290*t* Topside	*B Hin fore hold dis* *e Tanks 275′ 1235t*	*pensed with Cell* *FPT 550t APT 100t*	6 *B Honly* *B Hto Sh dk* 5 ,, ,, *U* ,,	Wrkman, Clark & Co. Ltd. Bel		
71049	**Borde**	*ss* Sld. No. 1–38	2014	✠100A1 6,38 ~~8,37~~	Sld	*r*	CL	1921	J. Crown & Sons, Ld. Sunderland	**Stephenson Clarke & Associated Companies, Ld.**	270·4	38·2	18·5	**London** British	T.3Cy.19½″,33″&54″–39″ (*s*) 180lb 214NHP	20 ″ 6 s 6 ″ 6¾	
145167		*ss* Sld. No. 3–4,34	1548				4,37	3mo			280·3 (O.L.)			4 *BH Cem*	2SB. 6*pf*, GS 93, HS 3524	18 ″ 10½	
GFMR	*Well deck*	1 *Dk* (*Stl*)	1099	~~BS 4,37~~	✠LMC 4,34 6,38			*Lloyd's*	*SA&CP*	*Cell D B 225′ 5*	*06t MT 10′ 252t FPT*			*149t APT 77t*	N.E. Marine Eng. Co. Ltd. Sld		
	Mchy. Aft	*Cargo battens not fitted*															
71050	**Bordeaux**	**TwinSc**	774 650					1912	Atel. & Ch. de la Loire St. Nazaire	**Chemins de Fer de l'Etat Français (Southern Rly.** *Mgrs.*)	206·7	27·9	15·9	**Dieppe** French	T 6Cy 14″,22 27/32″&37 13/16″–29 13/16″ 156NHP		V
TSKR		1 *Dk*	262								B 48′ F 31′				Atel. & Ch. de la Loire, Nts.		
71051	**Bordeaux Maru**		6567	✠100A1 *Awng dk*	Kob	*z*	OG	1923	Kawasaki Zosensho K.K Kobe	**Kawasaki Kisen K.K.**	405·0	53·0	37·0	**Kobe** Japanese	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb HS 7800 746NHP	37 ″ 0 s 8 ″ 10½	
27895		*ss* Kob. No. 3–5,35	6157		Tama		9,37	12mo						*pt Cem*		28 ″ 5	
JSYA		2 *Dks* (*Stl*) & *Awng dk* (*Stl*)	4104	*with freeboard* 12,38 ~~9,37~~	✠LMC ~~3,37~~		2,38	*Lloyd's*	*SA&CP*	*Cell D B 342′*	F 33′ *on Awng dk*		FK *Collisio*	*n B Hto A dk*	3SB (Spt), *9cf*, GS 190,	FD	
				Fitted for oil fuel			*F.P. a*			1234*t DT a* 35′ 767*t*	*FPT 104t APT 36t*			5 ,, ,, *U* ,,	Kawasaki Dkyd Co Ltd Kobe		
71052	**Border Firth** (*ex* Challacombe, *ex* War Tamar)	*ss* Abn. No. 3–8,30	469 343	✠100A1 10,37	Shl	*g*	CL ~~0,36~~	1919	Swan, Hunter & Wigham Richardson, Ld. Newcastle	~~**Border Shipping Co. Ltd. (C. T. Gillie & Blair, Ld.** *Mgrs.*)~~ British Isles Coasters, Ld.	157·2	26·1	11·0	**London** British	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 70RHP	12 ″ 0 s ″ 10½	
MJPC	*Mchy. Aft*	*ss* Abn. No. 1–35	250	BS ~~3,37~~ 9,38	✠LMC 6,35		9,38	4mo			Q 57′ F 25′		FK	3 *BH Cem*	1SB, 2*pf*, GS 33, HS 1175	11 ″ 3	
		1 *Dk* (*Stl*)						*Lloyd's*	*SA&CP*		*Cell D B f 39′*			*53t FPT 61t*	Shields Eng. & D.D. Co. Ltd.		
71053	**Border King** (*ex* San Jacinto) **Wood**		938					1908	Matthews' S.B. Co. Hoquiam	**Border Line Transportation Co.**	163·7	36·9	21·4	**Seattle** Utd. States	C.2Cy.14″&32″–24″ 42NHP		
204900		*Fitted for oil fuel*	—												Union Iron Works, S. Fo.		
KJDP		1 *Dk*	549														
71054	**Border Prince** Ⓟ (*ex* Chilkoot–34)	*Fitted for oil fuel*	710					1919	Wallace Shipyards, Ld North Vancouver, B.C.	**Border Line Nav. Co. Ltd. (Dodwell & Co. Ltd.** *Mgrs.*)	172·6	30·2	12·9	**Vancouver** British	T.3Cy.15½″,26″&44″–26″ 96RHP		C
141710			515								P & B 69′ F 19′						
CYGV	*Mchy. Aft*	1 *Dk*	394											*WB*	Iron Foundry, Providence, Rhode Island		
71055	**Bordsee** (*ex* Fehmarn)	*Cruiser Stern*	959					1926	J. Frerichs & Co. A.G. Einswarden	**W. Schuchmann**	181·3	34·3	15·0	**Brmrhavn** German	T3Cy13″,20 3/4″&33 1/16″–22 1/2″ J. Frerichs & Co. 52NHP		G
DCSF	*Mchy. Aft*	1 *Dk*	772 522								Q & B 66′ F 23′			*WB*	AG. Osterholz-Scharmbeck		
71056	**Bordvik** (*ex* Dageid, *ex* Hufterö)		1623					1920	Bergens Mek. Værks. Bergen	**Skibs A/S Lunde-gaard (Lundegaard & Sönner.** *Mgrs.*)	244·5	37·7	15·7	**Farsund** Norwegian	T.3Cy.18″,29″&49″–33″ 138NHP		N
LCGS		1 *Dk*	1183 935								P 46*t* Q 125*t* B 157*t* H 83*t*			*WB*	Bergens Mek Værks Bergen		
71057	**Bore**		*1216*	✠100A1	Osc	*o*	CL	1910	Campbeltn S.B. Co. C'mpbeltown	**Stockholms Rederiaktieb. Svea (Eman. Högberg,** *Mgr.*)	229·4	35·8	15·6	**Stockholm** Swedish	T.3Cy.18″,27½″&45″–33″ (*s*) 180lb 136NHP	17 ″ 7 s 1 ″ 3½	
5167		*ss* Skin. 2nd No. 3–3,35	*999*		Ant		~~1,35~~	10mo			236·3 (O.L.)			4 *BH Cem*	2SB, *4cf*, GS 70, HS 2228	16 ″ 6	
SDLG	*Well deck*	1 *Dk* (*Stl*)	*700*	BS ~~4,37~~	✠LMC 3,35 5,38		5,38	*Lloyd's*	*SA&CP*	*WB = Cell D*	*Ba 59′ u E & B 33′ f 98′*			*355t APT 85t*	J. G. Kincaid & Co. Ld. Grk.		
71058	**Bore I.** Ⓟ (*ex* Hebe, *ex* Bore I, *ex* Bore)	*ss* Abo. 3rd No. 3–11,33	772 335	✠100A1 *pt Awng dk*	Abo	*i*	OG ~~5,36~~	1898	Helsingörs Jernsk & Msk. Elsinore	**Ångf.-Aktieb. Bore (Thr. Kramer,** *Mgr.*)	180·7	29·6	13·1	**Åbo** Finnish	T.3Cy.18½″,28″&47″–27″ (*s*) 180lb 180NHP	13 ″ 11 s ″ 5½	
1005								1mo			188·5 (O.L.)						
OHAM		*ss* Abo. No. 1–37	294	~~10,37~~	LMC		5,38				F 16′		BK 7½″	5 *BH Cem*	NB 10 *refitted* 21	11 ″ 1	
	Wireless	1 *Dk* (*Stl*) & *pt Awng dk*		~~8,37~~ 4,39	MS 10,37			A&GP		*DB u E & B 51′ 21t FPT*				50*t APT 18t*	2SB, *6rf*, GS 92, HS 3548 Helsingörs Jernsk & Mskb.		
71059	**Bore III.** (*ex* Skuld–37)		1153					1915	Trndhjms Mek. Værks. Trondheim	**Ångf.-Aktieb. Bore (Thr. Kramer,** *Mgr.*)	226·3	36·5	15·7	**Åbo** Finnish	T.3Cy.17″,27½″&46″–30″ 116NHP		N
OFAQ	Wireless	1 *Dk*	— 621								P 12′ B 52′ H 50*t* F 25′			*WB*	Trndhjems M.V. Trndheim		
71060	**Bore IV.** (*ex* Skotland, *ex* Strandholm, *ex* Loly Jensen, *ex* Olaf)		1654					1907	Akt. Burmeistr & Wain Copenhagen	**Ångf.-Aktieb. Bore (Thr. Kramer,** *Mgr.*)	269·7	39·2	17·7	**Åbo** Finnish	T.3Cy.18″,29″&50″–33″ 144NHP	20 ″ 4	N
	D.F.	1 *Dk*	1442 1015								H 81′ F 33′			*WB*	Akt. Burmeistr & Wain, Cpn		
71061	**Bore V.** Ⓟ (*ex* Ægir)		777					1896	Nylands Værkstd. Oslo	**Ångf.-Aktieb. Bore (Thr. Kramer,** *Mgr.*)	174·0	28·0	14·5	**Åbo** Finnish	C.2Cy.17½″&36″–27″ NB 26 56NHP		V
150			745											*WB*	Nylands Mek. Vrkstd. Oslo		
OHDC	Wireless	1 *Dk* & *Awng dk*	465														
71062	**Bore VI.** (*ex* Bjarke, *ex* Arkö, *ex* Ellwiron)	*ss* Abo. No. 3–4,32	1466 —	✠100A1 6,38 ~~8,37~~	Abo	*p*	OG 5,36	1919	Kockums M.V. Aktieb Malmö	**Ångf.-Aktieb. Bore (Thr. Kramer,** *Mgr.*)	235·0	37·7	16·1	**Åbo** Finnish	T.3Cy.18¼″,28¾″&48⅛″–31½″ 185lb (*s*) 157NHP	18 ″ 7 s 2 ″ 2½	
950		*ss* Abo. No. 1–36	832		✠LMC			5mo			P 17′ B 63′ F 25′		FK	4 *BH Cem*	2SB, *4cf*, GS 70, HS 2546	16 ″ 7	
OHGP	Wireless	1 *Dk* (*Stl*)		MS 9,36	BS 6,37					*Cell D B 196′ 396t FPT*				44*t APT 59t*	Kockums M.V. Akt. Malmö		
71063	**Bore VIII.** (*ex* Frank Sutton, *ex* Huanchaco)	*ss* Kel. 2nd No. 3–7,33	4528 4130	✠100A1 *Shelter dk*	Abo	*y*	CL 8,37	1907	W. Beardmore & Co. Ltd. Glasgow	**Ångf.-Aktieb. Bore (Thr. Kramer,** *Mgr.*)	390·6	50·2	25·7	**Åbo** Finnish	T.3Cy.21¾″,42″&70″–51″ (*s*) 190lb 463NHP	28 ″ 6 s 3 ″ 4	
OHAK		*ss* Abo. No. 1–37	2708	*with freeboard* 8,38 ~~8,37~~	✠LMC 8,37			8mo			406·3 (O.L.)		FK & BK 2″	7 *BH Cem*	3SB, *12cf*, GS 220, HS 8121	25 ″ 6	
	D.F.	2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Lower dk* (*Stl*) *in No. 1 hold*		BS 10,38				*Lloyd's*	*SA&CP*	*Cell D Ba 102′ u E & B*	*63′ f 167′ 925t FPT*			*69t APT 52t*	W. Beardmore & Co. Ltd. Gls.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Registd Tonnage. Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. — † for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Intention of Register.
71064 1052 ORBZ	**Bore IX.** (*ex*Queensbury,*ex*Yonne, *ex*Strathan) 2 *Dks* D.F.	4512 4101 2651					1910	A M'Millan &Son,Ld. Dumbarton	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*)	377·0 P36′B100′F39′	52·2	25·5	Åbo Finnish *WB*	T.3Cy.25″,41″&68″–48″ 320NHP D.Rowan&Co.Glasgow		C
71065 1169 OFDL	**Bore X** *Oil Eng.* 1 *Dk & Shltr dk, 3rd dk except in No.5 hold* D.F. E.S.D. *Ref.Mchy* *Cruiser Stern* *Strengthened for navigation in Ice*	~~4998~~ 5058 4224 2732	✠100A1 Got *a*† *with freeboard* 1,39 ✠LMC1,39 ✠Lloyd's R 01,39 for temp 36 F		CL		~~1938~~ 1939 1mo *Lloyd's*	Götaverken A/B Gothenburg *SA&CP*	Ångf.Aktieb.Bore (Thr.Kramer, *Mgr.*) *Cell DB325′121t tunnel 46′17¾″*	442·7 418·0 F40′ FK *Tanks in way of TT95t APT215t*	56·7	24·2 *Coll to Sh dk* 6 „ 2nd „)	Åbo Finnish *7 BHT* DB *50lb*	Oil Engines 2S.C.DA 5Cy.24 7/8″–55½″ 1026NHP Gotaverken A/B,Got.	28 „ 8 s 3 „ 1½ 25 „ 9	
71066 LIUQ	**Boreas** (*ex*CanadianSquatter–34) 2 *Dks*	2801 2520 1674					1920	British American S.B.Co. Welland,Ont.	Dampsk.A/S Transport (Valdemar Skogland A/S, *Mgrs.*)	320·3 P28′B96′F31′	43·9	22·6	Haugesnd Norwegian *WB*	T.3Cy.21½″,38″&63″–42″ 257NHP John Inglis Co.Ld.Toronto		N
71067	**Boreland** *For full particulars see No. 87257 in Supplement* D.F. E.S.D. *Ref.Mchy.* *Cruiser Stern*	2623 *Gross* 1360	100A1 *with freeboard* (*Class Contemplated*)				1938	Eriksbergs M.V.Aktieb Gothenburg	Ångf.A/B Tirfing (Svenska Orient Linjen w T.E.Johnson Broström, *Mgr.*)	353·6	50·2	19·4	Gothenbrg Swedish	Oil Engines 2S.C.DA 6Cy.17 1/16″–47¼″ Eriksberg M.V.Aktieb.Got	22 „ 3 s „ 21 „ 6	
71068 6515 SDTN	**Boren** *ss*Got.No.1–38 *ss*Got.No.3–12,33 1 *Dk* (*Stl*) *Shelter dk* (*Stl–pt* ws) D.F.	4528 4039 2704	✠100A1 Lkr *y* *Shelter dk* *with freeboard* ~~8,37~~ ~~Lloyd's R 8,38~~ *Fitted for oil fuel* 6.21		OG cr 4,36 F.P. *a*		1921 7mo *Lloyd's*	Akt. Lindholmen-Motala Gothenburg *SA&CP*	Rederi A/B Transatlantic (G.Carlsson, *Mgr.*) *Cell*	377·8 393·6(O.L.) F38′ *on Shelter dk* FK *Collision* B269′1145t *APT86t*	54·2	24·4 *pt Cem* *B Hto Sh dk* 5 „ „ *U* „ HS6150	Gothenbrg Swedish FD	T.3Cy.27″,44″&72½″–48″ (*s*) 185lb 450NHP 3SB(Spt),*9cf*,GS144, Akt.Lindholmen-Motala	27 „ 0 s 2 „ 11⅜ 24 „ 2½	
71069 LCEZ	**Borgå** *Oil Eng.* 3 *Dks* TwinSc3Mst	4821 3259 2969					1923	Akers Mek.Værks. Oslo	A/S Borgå (Petter Olsen, *Mgr.*) (Den Norske Syd-Amerika Linje)	362·4 H199*t*	51·4	22·5 31·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23 3/16″–35⅝″ 625NHP Akers Mek.Værks.Oslo		N
71070 4330 SDLK	**Borga** (*ex*Cyrene,*ex*Sailing Vessel) 1 *Dk*	*430* *351* 292					1904	Lödöse Varf Lödöse	A.B.Carlsson& C.A.Carlsson (A.B. Carlsson, *Mgr.*)	138·7 Q14′H36′F15*t*	25·9	12·8	Gothenbrg Swedish *WB*	C.2Cy.12″&28″–18″ E&B *fitted*07 28NHP Lödöse Varf,Lödöse		V
71071 LDYA	**Borgestad** *Oil Eng.* 1 *Dk* D.F. TwinSc	3924 3488 2336					1924	Burmeister & Wain Copenhagen	A/S Borgestad	351·3 P103*t*H236*t*F9*t*	51·4	24·2	Porsgrunn Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19½″–35 7/16″ 449NHP A/S Burmeister& Wain,Cpn		N
71072 LCPZ	**Borgfred** (*ex*Winroth–34,*ex*Rönnes, *ex*Krosfond) 1 *Dk*	2183 1956 1292					1920	Swan,Hunter& Wigham Richardson, Ld Sunderlnd	Skibs A/S Borgholm (G.Gabrielsen, *Mgr.*)	285·3 P64*t*H111*t*	41·5	20·2	Farsund Norwegian *WB*	T.3Cy.22″,35″&58″–39″ 210NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		N
71073 384 ESDE	**Borghild** (*ex*Svedania,*ex*Hogstad, *ex*Gro) *Mchy.Aft* 1 *Dk*	959 630 490					1898	Akers Mek.Værks. Oslo	E.Kriisk&others	199·3 P216*t*F24*t*	30·1	12·8	Tallinn Estonian *WB*	T.3Cy.15″,22″&37″–27″ 71NHP Akers Mek.Værks.Oslo		G
71074 LCFC	**Borgholm** Wireless D.F. 1 *Dk*	1561 1349 899					1922	Akers Mek.Værks. Oslo	A/S Borgå (Petter Olsen *Mgr.*)	255·8 P41*t*H84*t*F27*t*	39·7	17·0	Oslo Norwegian	T.3Cy.19″,31″&53″–36″ 168NHP Akers Mek.Værks.Oslo		N
71075 LCRL	**Borgila** *Now "Oinas," see No. 89474 in Supplement* Wireless D.F. 1 *Dk* 4Mst	1434 1268 854					1910	Fredrkstad Mek.Værks Fredrikstad	A/S Borgå (Petter Olsen, *Mgr.*)	243·0 P47*t*H54*t*	38·4	17·1	Oslo Norwegian *WB*	T.3Cy.18″,29½″&50″–36″ 150NHP Fredrikstad M.V.Frdstad.		N
71076 LDWA	**Borgland** *Oil Eng.* *ss*Osl.No.3–3,31 *ss*Osl.No.1–36 2 *Dks* (*Stl*) TwinSc3Mst	3636 3302 2211	✠100A1 Osl *x* ~~4,37~~ ~~Lloyd's R 3,38~~ ~~LMC 3,38~~		CL ~~4,36~~ 1,38		1918 5mo *Lloyd's*	Akers Mek.Værks Oslo *SA&CP*	A/S Ganger Rolf (Fred.Olsen&Co. *Mgrs.*) *Cell*	362·0 P32′B&F309′ FK *Cell DB314′102 1t FPT*	51·5	31·0 *6 BHpt Cem* 93*t APT40t* DB *80lb*	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.21¼″–28¾″ 528NHP Akers Mek.Værks.Oslo	34 „ 0	
71077 LDIJ	**Borgny** *Oil Eng.* *ss*Bla.No.2–37 ~~*ss*Bla.No.1–36~~ *Mchy.Aft* 1 *Dk* (*Stl*) *& Web frames* *Longitudinal framing–bracketless system*	3015 2161 1686	✠100A1 Ist *f* 1,36 ~~4,36~~ 5,38 ~~LMC CS 37~~ DBS ~~9,37~~ 10,38 ~~8,36~~ 9,38 *Carrying Petroleum in bulk*		CL ~~5,36~~ N1,3		1929 3mo *Lloyd's*	A/S Aalb'rg Skibsbyggeri Aalborg *SA&CP*	A/S Borgå (Petter Olsen, *Mgr.*) *Cell D Bu E47′5*	305·4 P67′B88′F81′ *Trunk in wells* FK *ot D Tj 29′210t FPT*	50·2	18·8 *12 BHpt Cem* 154*t APT22t*	Oslo Norwegian	Oil Engines 4S.C.SA 6Cy.19¾″–59½″ 222NHP DB *185lb* Akt.Burmeistr& Wain,Cpn	19 „ 0	
71078 LDID	**Borgsten** Wireless 1 *Dk*	1569 1355 914					1922	Akers Mek.Værks. Oslo	A/S Borgå (Petter Olsen. *Mgr.*)	255·9 P44*t*H91*t*F9*t*	39·7	17·7	Oslo Norwegian *WB*	T 3Cy.19″,31″&53″–36″ 168NHP Akers Mek.Værks.Oslo		N
71079 LCRM	**Borgund** (*ex*Tangbrand, *ex*Jerseydene,*ex*Suzanne& Madeleine, *ex*Barbeau) *Ref.Mchy.* 1 *Dk*	303 244 132					1917	Forg.&Ch. de la Médit La Seyne	Statens Kjøleanlegg&Fryseri	132·6 Q7*t*H24*t*F24*t*	24·0	10·9	Aalesund Norwegian *WB*	C.2Cy.18″&36″–28¾″ Forges&Ch.de la Medit.La Seyne	52NHP	V
71080 OYBE	**Boringia** (P) D.F. *ss*Cpn.No.2–38 *Ref.Mchy.* ~~*ss*Cpn.No.1–38~~ 1 *Dk* (*Stl*) *& Shelter dk* (*Stl*-teaks) 3rd *dk* (*Stl*) *in frwd.holds* TwinSc	5821 4648 3606	✠100A1 Cpn *b*† *with freeboard* 2,38 11,38 12,38 ~~LMC CS 37~~ DBS ~~5,38~~ 6,38 ~~10,36~~ 8		CL 5,36		1930 4mo *Lloyd's*	Akt.Burmeistr& Wain Copenhagen *SA&CP*	A/S.Det Ostasiatiske Kompagni *Cell D B372′1326t way of tunnels 10*	425·5 442·3(O.L.) B92′ FK *tanks in* *0t FPT95t APT99t*	57·1	25·3 *7 BHpt Cem* *Coll to Shdk* 6 „ 2nd „)	Copnhagn Danish	Oil Engines 4S.C.SA 14Cy.24 1/16″–51 3/16″ 827NHP DB *90lb* Akt.Burmeistr& Wain,Cpn	28 „ 0 s 3″ 4½ 24 „ 8½	
71081 230447 KGWQ	**Borinquen** (P) D.F. GyC. *Ref.Mchy.* 3 *Dks* *Fitted for oil fuel*	7114 — 4249					1931	Bethlehem S.B.Corp.Ld Quincy,Mass.	Coamo S.S.Corp. (New York& Porto Rico S.S.Co. *Mgrs.*)	413·7 B249′F77′	59·8	23·2	New York Utd. States *WB*	2 Steam Turbines SR Geared to 1 Sc. Shaft Bethlehem S.B.Corp.		R
71082 834 SVHI	**Boris** (*ex*Menapier–33,*ex*War Heather) *ss*Ant.No.3–9,30 *ss*Rot.No.1–35 1 *Dk* (*Stl*)	*5166* 4737 3071	✠100A1 Cff *y* ~~8,37~~ ~~Lloyd's R 8,38~~ Ant		CL N1,38		1917 12mo *Lloyd's*	D&W Hendersn&Co. Ld Glasgow *SA&CP*	Soc.Commerciale et d'Armément S.A. *Middle line Bulkhead*	400·5 P49′B113′F39′ FK *not oil-tight* *Cell DB345′*	52·3	28·5 *7 BH pt Cem* 1132*t FPT114t APT177t*	Piræus Greek	T.3Cy.27″,44″&73¼″–48″ (*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD D&W.Hendersn&Co Ld Gls	31 „ 0 s 5–11½ 25 „ 3½	
71083 DOFJ	**Borkum** (*ex*Ingram–36,*ex*Antares) Sub.Sig. D.F. 2 *Dks*	3670 3279 2208					1922	Nordseewerke Emden	Norddeutscher Lloyd	369·7 F41′	50·8	21·8	Bremen German *WB*	T.3Cy.24″,38⅝″&63″–43⅜″ Frd.Wilhelms Hütte,Mülheim 261NHP		G

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enregistrement	7a Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*
71084	**Borneo**		338					1937	NVSchpsw "Vooruitgang" Foxhol	J.Wester	133·0	23·9	9·5	Paterswolde Dutch	Oil Engines 4S.C.SA 6Cy.11½"-16⅝" 74NHP MtrnWerkeMannheim AG	
PDFB	*Mchy.Aft*	*Oil Eng* 1 *Dk*	164								P35'Q45'F21'			*WB*		
71085	**Borneo Maru**		5864					1917	Kawasaki Dkyd.Co.Ltd. Kobe	OsakaSyosen K.K.	385·0	51·0	36·0	Osaka Japanese	T.3Cy.26",43½"&72"-48" 440NHP	36 " 0
21145 JCLB		2 *Dks&Awng dk*	5586 4264											*WB*	KawasakiDkydCoLdKobe	
71086	**Bornholm**		3177	✠100A1 Els		*v*	CL	1930	Akt.Burmeistr&Wain Copenhagen	A/SDet Dansk-FranskeDampskibsselskab (A.N.Petersen& E.Hahn-Petersen *Mgrs*)	326·2	50·1	20·8	Copnhagn Danish	Oil Engines 4S.C.SA 6Cy.21⅝"-59 1/16" 267NHP	23 " 0
2730 OYOE		*Oil Eng.*	1927	2,38 ✠LMC CS3			10,37	6mo			340·8(O.L.)			5 *BII pt Cem*	DB *100lb*	s 2 " 7½
	D.F.	1 *Dk(Stl)*		DBS ~~10,37~~ 12,38				*Lloyd's*			P25'B155'F27' *Trunk in wells* FK			*APT110t*	Akt.Burmeistr&Wain,Cpn	20 " 6½
71087	— Ⓟ		1350					1930	Akt.Burmeistr&Wain Copenhagen	A/S Dampsksisk. paa Bornholm af 1866 (Thorkil Lund, *Mgr.*)	B277'824t *MT156t* 235·3	37·9	11·4	Rønne Danish	Oil Engines 4S.C.SA 6Cy.21⅝"-39¾" 271NHP	
		Oil Eng.	647								*Fon Awng dk32'*			*WB*	Akt.Burmeistr&Wain,Cpn	
OXZE	Wireless D.F.	2 *Dks*	804													
71088	**Borodino** Ⓟ		2004					1911	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	318·0	42·2	17·2	Hull British	T.3Cy.22",36"&60"-42" 233NHP	
132268 GRCW	*Ref.Mchy.* D.F.	(*Cruiser Stern*) 2 *Dks*	1650 1091											*WB*	Earle'sCo.Ld.Hull	
71089	**Borthwick**		1097					1920	J.Cran& SomervilleLd Leith	G.Gibson&Co.Ld.	235·2	34·0	15·3	Leith British	T.3Cy.18½",31"&50"-33" 144NHP	
142019 MKGJ		1 *Dk*	896 458								P28'B67'F31'			*WB*	J.Cran&Somerville,Ld.Ltb	
71090	**Borussia**	TwinSc	948					1912	Nüscke& Co.A.G. Stettin	Rhein-London LinieG.m.b.H.	219·8	33·5	13·1	Cologne German	T.6Cy.11⅛",18 5/16"&30 7/16"-18 7/16" 82NHP	
DGWC		1 *Dk*	745 528								Q63'B53'F23'			*WB*	Atlas-WerkeA.G.Bremen	
71091	**Borzoli** (*ex*Astero,*ex*Nettuno, *ex*Leipzig)	Iron	1167					1884	Akt.Ges. "Vulcan" Stettin		224·7	30·2	19·7	Genoa Italian	C.2Cy.26 5/16"&49⅜"-31½" 114NHP	
IKWM		1 *Dk&Spar dk3trB*	714								F12'			*WB*	A.G."Vulcan,"Stettin	
71092	**Bosanka**		3456	✠100A1 Spt		*v*	CL	1905	Nthmblnd S.B.Co.Ld. Newcastle	Dubrovacka Plovidba A.D.	341·2	46·8	15·9	Dubrvnik Yugoslav	T.3Cy.24".40"&65"-45"(*s*) 160lb 300NHP	27 " 4
3291 YTAJ	*ss*Tri.2ndNo.3-8,32 *ss*Spt.No.1-37	*Spar dk*	2244	*with freeboard* 11,38 ~~11,38~~	BS11,38		11,36	3mo			24·7			6 *BH Cem*	NDB07 *refitted*27	s4 " 10
	Spar dk(Stl)2trB&deep framing			~~11,38~~ ✠LMC11,36				*Lloyd's*		*WB=Cell DB*	P30'B94'F30' FK a110'*uE*22'*f*154'77			6t *APT61t*	2SB,*6cf*,GS129,HS4770 N.E.MarineEng.CoLdNwc	22 " 8
71093	**Boscan**	TwinSc	3953	✠100A1 Nwc		*w*	CL	1937	Furness S.B.Co.Ld. Haverton Hill-on-Tees	LagoShippingCo. Ld.(F.J.Wolfe, *Mgr.*)	355·9	60·2	16·7	London British	T.6Cy.16",26"&43"-27" (*s*) 180lb 318NHP	17 " 6
166326 GFFC	*Mchy.Aft*	1 *Dk*	2955 1812	12,37 11,38 Aru ✠LMC12,37			10,38	12mo			365·2(O.L.) P73'F41' FK *Trunk*240'			8 *BII pt Cem pt Asp*	2SB,*6cf*,HS5130 FD	s4 " 13
		Cruiser Stern						*Lloyd's*		*Cell*	*DBuE*12'23t *FPT*			64t *APT141t*	N.E.MarineEng.CoLdNwc	13 " 6½
	Rudders electrically welded			*Carrying Petroleum in bulk* *Fitted for oil fuel* 12,37			*F.P. a*				above 150° F.					
71094	**Boschdijk**		6872	✠100A1 Rot		*z*	CL	1922	N.V.Werf deNoord Alblasserdam	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	400·2	54·3	36·6	Rottrdam Dutch	3SteamTurbinesDRgeared to1Sc.Shaft (*s*) 215lb 648NHP	39 " 0
6398 PDFN	*ss*Rot.No.3-8,31 *ss*Rot.No.1-36	*Shelter dk*	4240	*with freeboard* 12,38 ~~12,38~~	✠LMC		11,38	*Lloyd's*		*Cell DB325' MT671t DTa577t*	P35'F50' *on Shelter dk* FK 1028t *Collision*			*pt Cem*	3SB(Spt),*9cf*,GS185, HS8481 FD	s9 " 0¾
	2 *Dks(Stl)&Shelter dk(Stl)*			M~~11,36~~	BS~~11,38~~ 12,38						5 " " *U* "			*B IIto Shdks*	Harland&Wolff,Ld.Bel.	30 " 2
				Fitted for oil fuel 10,22			*F.P. a*				above 150° F.					
71095	**Boschfontein** Ⓟ (*ex*Nieuwkerk-34)	*Oil Eng.*	7139	✠100A1 PNl Ams		*b*†	OG	1928	N.V.Mch. &Scheepswrf. van P.Smit,Jr Rotterdam	VereenigdeNederlandscheScheep. Maats.(Directie en AgentuurMaats. "HollandAfrika" LijnN.V. *Mgrs.*)	453·7	59·5	27·2	TheHague Dutch	2Oil Engines 2S.C.SA 20Cy.22 1/16"-33 1/16" with S.R. gearing & hydraulic coupling 2DB *225lb* 1705NHP	31 " 6
PDFP	*ss*HamNo.2-37		5048 4292	8,38 ~~11,38~~			11,37	10mo			472·4(O.L.)			8 *BH Cem*	NDB(WT)34-*225lb*	s 4 " 6
	D.F. E.S.D.	1 *Dk(Stl)Shelter dk(Stl)&*		✠LMC CS12,37				*Lloyd's*			P33'B134'F67' FK			(2 *to Sh dk*	KonMaats"DeSchelde,"	26 " 7
	Ref.Mchy.	3rd *dk(Stl)in holds*		DBS11,38 12,37				*A&CP*			len34			6 " 2nd ")	Flushing	
		Cruiser Stern		✠NE1,34 ✠Lloyd's RMC11,37 ~~11,38~~			11,38			*Cell*	*DB372'1099t FPT*			115t *APT62t*		
				,39												
71096	**Bosiljka** (*ex*Falco-35,*ex*Bia, *ex*Augusta, *ex*Polycarp)	*ss*Got.3rdNo.3-9,33 *ss*SskNo.1-37	3009	✠100A1 Pla Spt		*u*	CL	1896	Barclay, Curle&Co.Ld Glasgow	Parobrodarsko Drustvo,S.O.I. "Alcesu"	322·0	42·3	16·9	Orebic Yugoslav	T.3Cy.23½",39½"&64"-42"(*s*) 160lb NDB11 277NHP	28 " 0
2842 YTQA			1810	*Spar dk* ~~10,37~~ 10,38			10,37	3mo			25·6			5 *BH Cem*	2SB(Spt)*6cf*,GS126,HS4328	s 5 " 7½
		1 *Dk(Stl)&Spar dk(Irn)*		BS~~10,37~~ ✠LMC10,36				*A&CP*		*Cell*	FK *DBa&uE*125'*f*138'			598t *APT140t*	Barclay,Curle&Co.Ld.Gls.	22 " 7½
		&deep framing		11,38												
71097	**Boskoop** Ⓟ	*ss*Ham.No.2-35	5620	✠100A1 Ams Ham		*a*†	CL	1927	N.V.C.van derGiessen& Zonen'sSchps Krimpen	Koninkl.Nederl. Stoomb.Maats.	400·6	58·3	26·3	Amstrdam Dutch	C.4Cy.(2)29"&(2)47¼"-47¼" 200lb (*r*) 522NHP	30 " 0
4631 3892	D.F.	2 *Dks(Stl)&Shelter dk(Stl)*		*with freeboard* ~~11,37~~ 5,39			N5,39	7mo			417·3(O.L.)			7 *BH Cem*	3SB(Spt)*9cf*,GS165,HS8220	s 3 " 7
		Cruiser Stern		BS~~7,37~~ ✠LMC6,35							FK (*Coll&A*			*P to Sh dk*	FD	26 " 7
				7,38				*Lloyd's*						5 " 2nd ")	RottrdamDryDockCo.Rot.	
				Fitted for oil fuel 7,27			*F.P. a*	*A&CP*						*APT66t*		
								above 150° F.		*Cell DB*	323'1175t *FPT106t*					
71098	**Bosna** Ⓟ (*ex*Bosnia)		542	A1 Spt		*h*	CL	1899	Lloyd Austriaco Trieste	Jadranska Plovidba a.d.	162·8	24·9	11·6	Split Yugoslav	T.3Cy.13⅜",22¼"&36"-24"(*s*) 170lb 94NHP	12 " 5
347 YTJK		1 *Dk(Stl-ws)*	263	*For service in the Adriatic*	Ssk		10,37				174·2(O.L.)			5 *BH Cem*	2SB,*4cf*,GS80,HS1470 FD	~~9~~ s~~4~~
		*ss*Ssk.No.1-39		2,39 ~~10,37~~	2,39			*Lloyd's*		*Cell DBa*	P49'B39'F45' FK			*uE*23'63t	LloydAustriaco,Trieste	~~11~~ 13 ~~6~~
				BS~~10,37~~	LM~~C~~					*Cell D Ba&uE*94'	145'*f*139'526t *FPT43t*			*APT23t*		
71099	**Bosnia**		2407	✠100A1 Liv		*t*	CL	1928	JLThompson&Sons,Ld. Sunderland	CunardS.S.Co.Ld.	292·3	45·0	20·3	Liverpool British	T.3Cy 24",40"&66"-45" (*s*) 180lb *180lb* 403NHP	22 " 6
160388 GNSD		*ss*Liv.No.2-35 2 *Dks(Stl)*	2085 1207	7,38 ~~7,37~~ BS~~6,37~~ 7,38	✠LMC8,35		7,37	3mo			B129'F28' FK *f*139'526t *FPT43t*			5 *BH pt Cem* *APT23t*	2SB,*8cf*,GS155,HS5944 FD J.Dickinson&Sons,Ld.Sld.	s3 " 0¼ 19 " 8
71100	**Bosphorus**		2111					1934	A/SAkers Mek.Værks. Oslo	D/S A/S Spanskelinjen(FredOlsen &Co.andOleR. Thoresen, *Mgrs.*)	323·6	44·2	16·7	Oslo Norwegian	Oil Engines 2S.C.SA 6Cy.19½"-35 7/16" 404NHP	
LIXM	D.F.	*Oil Eng.* 1 *Dk&Shelter dk*	1647 1151								P98'H320t *F46t*			*WB*	A/SAkersMek.Værks.Oslo	
	Ref.Mchy.	*Cruiser Stern*														
71101	**Boston** Ⓟ	TwinSc	4989					1924	Bethlehem S.B.Corp.Ld. Sparrow'sPt.	Eastern Steamship Lines,Inc.	385·3	72·5	20·9	Portsmth, N.H. Utd.States	4SteamTurbinesSRgeared to2Sc.Shafts	
223749 WECB	*Cruiser Stern* D.F. Gy.C	*Fitted for oil fuel* 6 *Dks*	— 2703							*WB*					Bath Iron Works,Bath,Me.	

Broken up

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Letters in brackets refer to Notes.
71102 / 134724 / GDSB	**Boston City** ss Brs.No.3–8,33 / ss Brs.No.1–38 / D.F. 2 Dks(Stl) & Shelter dk(Stl) / 3rd dk(Stl) in fore hold	2870 / 2632 / 1707	✝100A1 *Shelter dk with freeboard* 2,39 ~~3,80~~ / Fitted for oil fuel 8.20	Brs	*u* / ✝LMC / BS11,38 BS2,38	CL 1,38	1920 / 8mo	C.Hill& Sons,Ld. Bristol / *Lloyd's SA&CP*	Bristol City Line of Steamships,Ld. (C.Hill&Sons, *Mgrs.*) / *Cell DB 268'6 01t*	316·1 | 43·8 | 23·6 FK / *FPT 88t APT 89t*	Bristol British / *Cem BHtoSh dk* 5 „ „ *U* „ / *Collision*	T.3Cy.24½",39"&66"–45" 180lb *100lb* (*s*) 357NHP 2SB,*6cf*,GS111,HS4839 FD Richardsons,Westgarth& Co.Ld.Hpl.	26 „ 0 / 2 „ 1½ / 24 „ 1½	
71103 / 26358 / JMCD	**Boston Maru** ss Nag.No.3–3,32 / ss Kob.No.1–37 / 2 Dks(Stl)	5477 / 4988 / 3407	✝ ... 6,39	Kob	*z* / smk	CL 5,37	1919 / 10mo	Asano S.B.Co. Tsurumi A&CP	Ishihara Sangyo Kaiun Kaisha,Ld.	400·0 | 53·2 | 29·4 P33'B124'F41' FK / *Cell DB 339'942t*	Fuchu Japanese / *6 BHCem APT 27t*	T.3Cy.26¾",43½"&72"–48" 200lb (*s*) 513NHP 3SB,*9cf*,GS175,HS7376 FD Ishikawajima,Tokyo	32 „ 0 / ~~0 „ 0~~ / ~~0" „ 0~~	
71104 / 223680 / KLEL	**Boston Socony** Twin Sc *Oil Eng.* / *Mchy. Aft* 1 Dk / *Carrying Petroleum in bulk* / *New middle body electrically welded 1935*	1199 / — / 753					1924	New York S.B.Corp Camden,N.J. Rebuilt 1935	Socony-Vacuum Oil Co. Inc.	252·0 | 40·0 | 12·8 WB	New York Utd. States	Oil Engines 4S.C.SA 6Cy.13"–18" 98NHP McIntosh&Seymour Corp. Auburn,N.Y.		R
71105 / 164171	**Boston Trader** *Oil Eng.* / *Mchy. Aft* 1 Dk / *Cargo battens not fitted* *Cruiser Stern*	271 / 258 / 171	✝100A1 ~~3,37~~ 11,38	Goo	*e* / ✝LMC11.36	OG	1936 / 11mo	Goole S.B. & Repg Co.Ld. Goole / *Lloyd's SA&CP*	Gt.Yarmouth Shipping Co.Ld.	143·5 | 26·2 | 8·9 P41 F15' FK / *Cell 185'f 32 52t FPT 52t*	Yarmouth British / *3 BHCem APT 23t*	Oil Engines 2S.C.SA 6Cy.9½"–16" 101NHP British Auxiliaries,Ld.Gls.	10 „ 0 / s „ 11½ / 9 „ 2	
71106 / 143043 / GNSX	**Bosworth** (*ex* War Peridot) ss Shl.No.3–8,31 / ss Cff.No.1–36 / D.F. 1 Dk(Stl) & Shelter dk(Stl) / *Cargo battens not fitted in 'tween decks*	6672 / 6398 / 4140	✝100A1 *Shelter dk with freeboard* ~~3,~~11,38 / BS2,38	Cff	*a*† / Shl ✝LMC12.34	CL NS,38	1919 / 3mo	J.L.Thomp. son&Sons,Ld Sunderland / *Lloyd's SA&CP*	H.M.Thomson	112·5 | 55·5 | 34·4 F on *Shelter dk* 36' FK / *Cell DB 366' 1362t D*	London British / *pt Cem 6 BHtoSh dk* 2 „ „ *U* „ / *Ta 26'997t FPT 154t APT 224t*	T.3Cy.27",45"&75"–54" (*s*) 1801b 619NHP 3SB,*12cf*,GS219,HS9525 FD J.Dickinson&Sons,Ld.Sld.	37 „ 0 / s 8 „ 9¾ / 28 „ 6	
71107 / PKOC	**Both** 2 Dks	2601 / 2034 / 1519					1931	Nederl. Schps.Maats Amsterdam	Koninkl.Paketv. Maats.	299·4 | 46·6 | 19·3 P26'B83'F19'	Batavia Dutch / *WB*	C.4Cy.(2)16½"&(2)35½"–35½" 122NHP Gebr.Stork&Co.Hengelo		V
71108 / OXFC	**Bothal** ss Els.No.3–5,33 / D.F. 1 Dk(Stl) & Web frames / *Mchy. Aft* *Well deck* ss Els.No.1–38	2109 / 1665 / 1223	✝100A1 ~~4,36~~ 5,37 8,39	Els	*r* / ~~[illegible]~~	CL ~~4,36~~ 4,38	1920 / 4mo	Ferguson Bros.(Port Glasgow) Ld Port Glasgow / *Lloyd's SA&CP*	Det Danske Kulkompagni	275·4 | 41·1 | 18·1 Q165'F30' FK / *Cell 227'692t Deck tanks 16'36t FPT 162t APT 32t*	Copnhagn Danish / *4 BHCem*	T.3Cy.20"~~,33"~~&54"–36" (*s*) 1801b ~~1000~~ 213NHP 2SB,*6cf*,GS105,HS3600 Ferguson Bros.(Port Glasgow),Ld.	20 „ 6 / s 6 „ 1½ / 18 „ 11½	
71109 / 160475 / GSLJ	**Bothnia** ss Liv.No.2–35 / 2 Dks(Stl)	2407 / 2085 / 1209	✝100A1 2,38 ~~10,38~~	Liv	*l* / ~~[illegible]~~ BS6,38	CL 12,37	1928 / 5mo	J.L.Thomp. son&Sons,Ld Sunderland / *Lloyd's SA&CP*	Cunard S.S.Co.Ld.	292·3 | 45·0 | 20·3 B129'F28' FK / *Cell DBa&uE 94'f 139'526t FPT*	Liverpool British / *5 BHptCem 43t APT 23t*	T.3Cy.24",40"&66"–45" (*s*) 1801b *180lb* 403NHP 2SB,*8cf*,HS155,HS5944 FD J.Dickinson&Sons,Ld.Sld.	22 „ 6 / s 3 „ 0½ / 19 „ 8	
71110 — / 6061 (*ex* Freja) / SDLU	1 Dk	*1343* / *1144* / *711*					1918	Limhamns Skeppsv.A.B Limhamn	Rederi A/B Svenska Lloyd(K. R.Bökman, *Mgr.*)	239·0 | 37·6 | 18·2 P19'B60'F30'	Gothenbrg Swedish / *WB*	T.3Cy.17¼",29½"&48"–31½" 130NHP Limhamns Skeppsv.A.B		V
71111 — / *Now "Mogheb," see No. 89096 in Supplement* / PDFV	*Oil Eng.* D.F. 1 Dk / *Mchy. Aft* *Cruiser Stern*	494 / 355 / 252	✝100A1 6,38 ~~2,38~~	Ost	*q* / Rob ✝LMC6,37		1937 / 6mo	Werf Jan Smit,Czn. Alblasserdam / *Lloyd's SA&CP*	N.V. Motorvracht-vaart "Oke" (J.J.Onnes, *Mgr.*)	159·7 | 27·4 | 9·7 169·3(O.L.) Q43'F25' FK / *Cell DB 102' 158t FPT*	Groningen Dutch / *3 BHptCem*	Oil Engines 4S.C.SA 8Cy.11"–17½" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 „ 8 / s 1 „ 1½ / 10 „ 7½	
71112 / DHCY	**Botilla Russ** Wireless Sub.Sig. 1 Dk	996 / 798 / 583					1922	Atlas Werke A.G. Bremen	Ernst Russ	224·0 | 33·3 | 13·7 P15'Q79'B61'F27'	Hamburg German / *WB*	T3Cy.18½",29½"&48½"–29½" 129NHP Atlas Werke A.G.Bremen		G
71113 / LCRN	**Botne** 1 Dk	991 / 861 / 570					1922	Hölens Verks. Larvik	Jansons Rederi A/S (Ingvar Jansen, *Mgr.*)	214·2 | 34·3 | 14·2 H59'P39t	~~Oslo~~ Bergen Norwegian / *WB*	T.3Cy.15½",25"&42"–30" 97NHP Moss Værft.A/S.Moss		N
71114 / 153733	**Bou Regreg** ss Suz.No.1–38 / ss Cdz.No.3–11,34 / *Mchy. Aft* 1 Dk	382 / 296 / 182	100A1 12,38	Gib Suz	*f* / LMC12,38	CL ~~12,38~~ 12,38	1924	Philip& Son,Ld. Dartmouth	Texas Shipping Company (China) Ld. (Société [illegible] Texas [illegible] Ltd.)	140·0 | 30·1 | 8·3 *Trunk* 65' FK / *FPT 18t*	Hong Kong British / *7 BHptCem APT 28t*	C.2Cy.13½"&28"–20" 150lb 32RHP 1SB,*2cf*,HS1081 Philip&Son,Ld.Dartmouth	9 „ 6	
			For Service at Suez Carrying Petroleum in bulk Fitted for oil fuel 24 F. above 150 F.			*P. above*								
71115 / FOHJ	**Boudjmel** (*ex* Zeus) 2 Dks	1527 / 1257 / 943					1901	Rijkee& Co. Rotterdam	L.Bérengier& Giannoni	250·7 | 34·6 | 18·5 Q78'B60'F32	Marseilles French / *WB*	T.3Cy.19",32"&51"–36" NB20 156NHP Maats.Fyenoord,Rot.		V
71116 / UPAG	**Boug** (*ex* Agnes Duncan–35) ss Cff.No.3–1,25 / *Mchy. Aft* ss Cff.No.2–34 / 1 Dk(Stl)	2496 / 2175 / 1407	✝ 4,34	Cff			1912 / 7mo	R.Duncan &Co.Ld. Port Glasgow	U.S.S.R.	306·0 | 43·2 | 20·1 P71'F38' FK / *2 Int ermediate BHds in main hold dispensed with Cell DB 852 f*	Leningrad Russian / *Cem 3 BHonly*	T.3Cy22",36⅞"&59"–39"(*s*) 263NHP 2SB,*6cf*,GS126,HS4428 J.G.Kincaid&Co.Ld.Grk. 185'716t *FPT 305t APT 74t*	22 „ 7	
71117 / FNLR	**Bougainville** Ⓟ *Ref. Mchy.* D.F. 3 Dks	7110 / — / 4363					1913	Forg.&Ch. de la Médit. Havre	Chargeurs Réunis	414·0 | 53·8 | 34·8 B148'	Havre French / *WB*	T.3Cy.28",46"&76"–52" 416NHP Forg.&Ch.de la Médit.Hav.		V
71118 / FNGJ	**Bougaroni** (*ex* Sheaf Spear–37) ss Nwc.No.3–2,32 / ss Rot.No.1–35 / D.F. E.S.D. 1 Dk(Stl)	*3050* / *2831* / *1915*	✝100A1 ~~4,36~~ 12,37 10,38 ~~Dbr St~~ BS~~6,37~~ 4,39	Shl	*u* / ✝LMC12,34	CL 6,37	1919 / 1mo	J.Blumer &Co Sunderland / *Lloyd's SA&CP*	Cie.France-Navigation S.A. / *Cell D*	331·3 | 46·8 | 23·2 P33'B98'F28' FK / *B276'734t FPT 105t*	Rouen French / *7 BHptCem APT 122t*	T.3Cy.23",41"&68"–45" (*s*) 180lb 340NHP 2SB,*6cf*,GS102,HS4203 FD J.Dickinson&Sons,Ld.Sld.	25 „ 6 / s 3·11½ / 21 „ 9	
			Fitted for oil fuel 2.20 above 150° F.			*F.P. a*								
71119 / 180758 / GSQD	**Boulderpool** ss Shl.No.2–36 / D.F. 1 Dk(Stl)	4805 / 4552 / 2992	✝100A1 ~~3,~~ ~~11,37~~ 4,39	Npt	*z* / ~~Lpr~~ Shl ✝LMC MS3,37 BS~~7,37~~ 6,38	CL 11,36	1928 / 10mo	Smith's Dock Co.Ld. Middlesbro' / *Lloyd's SA&CP*	Pool Shipping Co. Ld. (Sir R.Rojner& Co.Ld. *Mgrs.*) / *Cell DB*	405·0 | 53·5 | 26·4 417·3(O.L.) P30'B229'F41' FK / *352'1398t FPT 168t*	W.Hartlpl British / *6 BHCem APT 159t*	T.3Cy.25½",40"&71"–48" (*s*) 180lb FD 508NHP 3SE(Spt)*9cf*,GS169,HS7688 Smith's Dock Co.Ld.Mdb.	29 „ 5 / s 4 „ 9 / 24 „ 11½	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite. / Terme assigné maintenant et ayant Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.
71120	**Bourbonnais** (*ex* Baytigern, *ex* Saint Kentigern, *ex* Port de Boulogne)	D.F. 2 *Dks*	4484 — 2886					1914	Greenock & Grangem'th Dckyd Co. Ltd. Greenock	Nouvelle Cie. Havraise Péninsulaire de Nav.	375·8 52·6 25·6 P36' B39' F43'			Marseilles French *WB*	T.3Cy.25″,41″&68″–48″ 320NHP Rankin & Blackmore, Grk.	
71121	**Bourgas** (*ex* Carniolia)	1 *Dk & Spar dk*	2941 2283 1674				...	1900	Lloyd Austriaco Trieste	Soc. Commerciale Bulgare de Nav. à Vap.	315·3 40·8 21·5 P36' B86' F64' FK			Varna Bulgarian *WB*	T.3Cy.23½,39″&65½″–45″ 356NHP Lloyd Austriaco, Trieste	24 ″ 3
71122	**Bourges**		2910 2538 1774				...	1919	Forth S.B. & E.Co.Ld. Alloa	Cie. Delmas Vieljeux	324·4 44·3 23·1 P28' B85' F33' FK			La Rochlle French *WB*	T.3Cy.20½″,33″&54″–39″ 234NHP G.T.Grey & Co.Ld. S.Shl.	25 ″ 6
71123 124501	**Bournemouth Queen** Ⓟ	Pad Sp 1 *Dk & Promenade dk*	353 241 139					1908	Ailsa S.B. Co.Ld. Troon	Southamptn. I. of W & S. of Eng. Royal Mail Stm Pkt Co. Ltd	200·1 24·1 8·0 Q10'			S'thamptn British	C.D.2Cy.23″&48″–51″ 94RHP Hutson & Sons, Ld. Glasgow	
71124 161439 MPVS	**Bovey Tracey** Wireless	*ss* Goo. No.1–35 1 *Dk (Stl)*	1212 921 613	✠100A1 6,37 BS11,37 2,39		Shl LMC1,35	*n* 2,39	1930 6mo *Lloyd's*	J.Crown & Sons, Ld. Sunderland *A&CP*	T. & C. Wilton & Co. Ld. *Cell D Ba*	222·0 35·2 14·6 232·9 (O.L.) P20' B49' F23' FK *u* E75′ *f* 93′ 276 *t FPT*			London British *Cem* 34 *t APT* 66 *t*	T.3Cy.17″,28″&46″–33″ (*s*) 180lb 158NHP ?SB, 4*cf*, GS73, HS2792 N.E. Marine Eng. Co Ld. Sld.	16 ″ 7 *s* 1 ″ 10½ 14 ″ 10½
71125 129523 MDKN	**Bowling** (*ex* Clydemhor) 3 Mst *Mchy. Aft*	*ss* Gmh. 2nd No.3–7,32 *ss* Gmh. No.1–37 1 *Dk (Stl)*	793 558 344	✠100A1 5,38 ~~5,87~~ BS6,38 LMC6,37		Gmh LMC6,37	*k* 7,35 5,38	1910 10mo *Lloyd's*	J Fullerton & Co. Paisley *A&CP*	G. Gibson & Co. Ld.	199·0 30·1 11·2 204·8 (O.L.) Q121' F36' FK *WB = Cell D Bf* 106′			Glasgow British 3 *B H Cem* 185 *t FPT* 79 *t*	T.3Cy.17″,27½″&45″–33″ (*s*) 170lb 150NHP 2SB, 4*pf*, GS78, HS2696 Ross & Duncan, Glasgow	13 ″ 7 *s* 4 ″ 7 13 ″ 1½
71126 144931 GDWN	**Box Hill** (*ex* Glentworth–34)	*ss* Nwc. No.3–11,34 1 *Dk (Stl)* & *Shelter dk (Stl)* *ss* Ams. No.1–39	5677 5310 3501	✠100A1 *Shelter dk with freeboard* 3,39 3,39 ~~3,39~~ ~~1,33~~ LMC11,34 NE11,34 ~~BS11,37~~ *Fitted for oil fuel* 11,20		Ams	*b*† 6,36 3,39	1920 11mo *Lloyd's*	Hawthorn, Leslie & Co. Ld Newcastle *A&CP*	Surrey S.S. Co. Ltd. (Counties Ship Management Co. Ld. *Mgrs.*) *Cell D Ba*	450·0 55·0 26·4 FK *Collision B H to S dk* 150′ *u* E29′ *f* 221′ 1319 *t*			London British *Cem* 6 ,, ,, *U* ,, 133 *t APT* 70 *t*	T.3Cy.24½″,40½″&68″–48″ 200lb (*s*) 548NHP 3SB(Spt), 12*cf*, GS214, HS8655 FD Hwthrn, Leslie & Co Ld Nwc	29 ″ 1 *s* 3 ″ 0½ 25 ″ 6½
71127 140355	**Boxol**	*ss* Mlt. No.3–10,29 *ss* Mlt. No.2–37 1 *Dk (Stl)* & *Web frames Longitudinal framing*	1115 861 747	✠100A1 1,39 ~~11,37~~ LMC12,34 BS1,39 *Carrying Petroleum in bulk Fitted for oil fuel* 9,17		Mlt	*n* 11,37 *P. above* 150° F.	1917 9mo *Lloyd's*	Barclay, Curle & Co Ld Glasgow *A&CP*	The Admiralty *Middle line Bulkhead Cell D Bu E & B* 45′ 6	210·0 34·7 15·6 220·0 (O.L.) P62' F57' FK 3 *t DT f* 30′ 245 *t FPT*			London British 12 *B Hpt Cem not oil tight* 35 *t APT* 30 *t*	T.3Cy.15½″,25½″&41½″–27″ 180lb (*s*) 87RHP 12SB, 4*cf*, HS2206 FD Barclay, Curle & Co. Ld. Gls.	16 ″ 6 *s* 1 ″ 6 15 ″ 1
71128 LCFD	**Braa** (*ex* Tosca, *ex* Evanger, *ex* Loiret)	*ss* Osl. 2nd No.3–3,33 *ss* Osl. No.1–38 1 *Dk (Stl)* & *deep framing Cargo battens not fitted*	2214 2030 1323	✠100A1 2,38 ~~3,88~~ LMC MS2,37 BS8,38		Osl LMC 10,38	*s* 2,37	1908 10mo	Forg. & Ch. de la Médit Havre *A&CP*	A/S Braa (Nilssen & Sönner) *Cell D Ba* 98′ *u*	291·0 44·0 19·0 P23' B74' F35' FK E13′ *f* 120′ 616 *t FPT*			Oslo Norwegian 6 *B H Cem* 62 *t APT* 32 *t*	T.3Cy.20⅞″,33⅛″&52″–35 7/16″ 170lb (*s*) 190NHP 2SB, 6*cf*, GS108, HS3234 Forg. & Ch. de la Médit. Hav.	21 ″ 4 *s* 2 ″ 11 18 ″ 6½
71129	**Brabant**	*Oil Eng. Cruiser Stern* 2 *Dks*	~~2483~~ 2100 1287					1938	Soc. Anon. Jhn. Cockerill Hoboken	Cie. Nationale Belge de Transp. Mar. (Armement Deppe *Mgrs.*)	~~300·3 45·0 21·8~~ F26′ 15·2 27·7 307·6			Antwerp Belgian *WB*	Oil Engines 2S.C.SA 5Cy.20″–35 5/16″ 366NHP Soc An. J. Cockerill, Seraing	
71130 LCFF	— Ⓟ	Twin Sc *Cruiser Stern* *Oil Eng.* D.F. 2 *Dks*	2335 1650 1345					1926	Akers Mek. Værks. Oslo	A/S Ganger Rolf (Fred. Olsen & Co. *Mgrs.*)	270·5 41·2 20·3 P48' Q92' F49'			Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19¾″–35 7/16″ 446NHP Akers Mek. Værks. Oslo	
71131 7361 SGHN	— (*ex* Inneröy, *ex* Vollendam, *ex* Narva, *ex* Alpha), Now "Drabant," *see No. 8717 in 1939 Supplement*	*ss* Skm. No.1–37 *ss* Skm. 3rd No.3–6,33 *framing & pt Awng dk (Irn)*	2036 1376 1223	✠100A1 *pt Awng dk with freeboard* 4,38 ~~5,87~~ LMC 4,38 ~~MS4,38~~ ~~LMC 5,37~~		Skm	*r* 5,37	1897 9mo	W. Gray & Co. Ld. W Hartlepool *A&CP*	Rederiaktieb. Brabant (Svante Svensson, *Mgr.*)	270·0 39·2 15·9 P17' Q86' FK *pt Awng dk* 167′			Stockholm Swedish 4 *B H Cem* *Cell D Ba & u*	T.3Cy.19″,30½″&51″–36″ (*s*) 160lb 156NHP 2SB, 4*rf*, GS54, HS2330 Cen. Mar. Eng. Wrks. W Hpl *E* 106′ *f* 112′ 478 *t APT* 69 *t*	18 ″ 2 *s* 7 ″ 5½ 17 ″ 10
71132	—	*Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk*	345 266 203					1927	Gebr. Pot Bolnes	N.V. Motorschip Brabant (T. den Hartigh, *Mgr.*)	147·9 25·2 8·7 P40' F20'			Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11″–17¾″ 47NHP Motorenfabrik "Deutz" A.G. Köln-Deutz	
71133 164347 MMNX	**Brackenfield** *Mchy. Aft*	1 *Dk* *Cruiser Stern*	657 412 268	✠100A1 2,38 LMC11,37		Liv	*i* CL	1937 11mo	Lytham S.B. & E.Co.Ld. Lytham *A&CP*	Zillah Shipping & Carrying Co. Ld. (W.A.Savage, Ld. *Mgrs.*)	171·0 28·8 11·2 176·7 (O.L.) Q102' F25' FK *Cell D B* 86′ 113 *t FPT*			Liverpool British 3 *B H Cem* 115 *t APT* 47 *t*	T.3Cy.12¾″,21″&36″–24″ (*s*) 200lb 68 RHP ~~105 NHP 68 RHP~~ 1SB, 2*cf*, GS38, HS1637 FD Lytham S.B. & E.Co.Ld	13 ″ 6 *s* 4 ″ 2 13 ″ 1½
71134 161617 GFQS	**Bradburn**	*Fitted for oil fuel* 1 *Dk & Shelter dk*	4736 4425 2872					1930	W. Gray & Co. Ld. W Hartlepool	Leeds Shipping Co. Ld. (Sir W.R. Smith & Sons, Ld. *Mgrs.*)	400·4 54·2 25·6 F41'			Bideford British *WB*	Q.4Cy.20″,28½″,41½″&61″–48″ 258NHP Cen. Mar. E Wrks. Ld W Hpl	C
71135 217769 KJDU	**Braddock** Sub.Sig.	*Fitted for oil fuel* 1 *Dk & Shelter dk* & *Web frames Longitudinal framing*	6629 5895 4122				...	1919	Federal S.B.Co. Kearny, N.J.	United States Maritime Commission	395·5 55·0 31·4 P45' B110' F38' *on Shelter dk* FK			Newrk, NJ Utd. States *WB*	D R Geared Steam Turbine General Electric Co. Schenectady, N.Y.	34 ″ 11 R †
71136 161622 GYWP	**Bradford City**	*Oil Eng.* 1 *Dk & Shelter dk* *Cruiser Stern*	4953 4642 2999					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Reardon Smith Line Ld. (Sir W.R. Smith & Sons, Ld. *Mgrs.*)	426·5 56·2 25·3 F42'			Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝″–91 7/16″ 687NHP W. Doxford & Sons, Ld. Sld.	C
71137 148834 GFJN	**Bradfyne** D.F.	*Fitted for oil fuel* 1 *Dk & Shelter dk*	4740 4421 2872					1928	W. Gray & Co. Ld. W Hartlepool	Leeds Shipping Co. Ld. (Sir W.R. Smith & Sons, Ld. *Mgrs.*)	400·2 54·2 25·6 F41'			Bideford British *WB*	T.3Cy.25″,42″&70″–48″ 339NHP Cen. Mar. Eng. Wrks. W Hpl	C
71138 161616 GPVQ	**Bradglen** D.F.	*Fitted for oil fuel* 1 *Dk & Shelter dk*	4741 4428 2874					1930	W. Gray & Co. Ld. W Hartlepool	Leeds Shipping Co. Ld. (Sir W.R. Smith & Sons, Ld. *Mgrs.*)	400·4 54·2 25·6 F41'			Bideford British *WB*	Q.4Cy.20″,28½″,41½″&61″–48″ 258NHP Cen. Mar. E Wrks. Ld W Hpl	C

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. — Late Name if any. — Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Marking now expired. Equipment Letter.	7* Date when bulk shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP.=Horse power by Society's formulæ; RHP.=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Fitted Cert.
71139 LKAH	**Braga**	*Oil Eng.* D.F. *Cruiser Stern*	~~1600~~ 1671 1219 812	✠100A1 *with freeboard*	Shl	*b*†	CL	1938	Akt. Lindholmens Varv Gothenburg	D.S.A.S. Svenska-Amerikalinjen (Fred. Olsen & Co. & O.R. Thoresen, *Mgrs.*)	285·4 F25′	42·3	16·3	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.19$\frac{5}{8}$″–35$\frac{7}{8}$″ 454NHP Sulzer Bros. Ld. Winterthur		
71140 LJTS	**Braganza** (*ex* Pacific Trader–38) D.F. E.S.D. 1 *Dk (Stl)* & *Shelter dk (Stl)* 3rd *Dk (Stl)* in Nos. 1 & 2 holds	*Oil Eng.* *ss* Gls. No. 3–5,37	6327 5298 3935	✠100A1 *with freeboard* 7,38 ~~7,38~~ ✠LM(DBS1 38	Shl Yka	*b*†	CL 4,36	1924 5mo	W. Doxford & Sons, Ld. Sunderland	A/S Braganza (L.G. Braathen, *Mgr.*) *Duct keel forward* 1284*t* *Cell DB* 358′	420·0 436·6 (O.L.) F41′ *of boiler space* 128′ *DT f* 22′996′ *FPT* 1	58·0	28·1	Oslo Norwegian 8 *BHpt Cem* *Coll to Sh dk* 7 „ 2nd „) 20*t APT* 126*t*	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{2}$″–91$\frac{1}{4}$″ 640NHP NDB(S)38 *125lb* DB *125lb* W. Doxford & Sons, Ld. Sld.	30 ″ 11 s 3 ″ 11$\frac{1}{2}$ 27 ″ 1$\frac{3}{4}$	
71141	— **Wood** *Mchy. Aft* 1 *Dk*		305 260 143					1917	E. Lindstöl Lindstöl	U.S.S.R.	118·5 Q16*t* H29*t*	28·6	13·7	Archangel Russian	C.2Cy.13$\frac{3}{8}$″ & 26$\frac{1}{8}$″–18$\frac{1}{16}$″ 31NHP Kaldnæs M.V. Tönsberg		
71142 DJVM	**Brage** D.F. E.S.D. 2 *Dks* *Cruiser Stern*		5954 4995 3024					1937	Nordseewerke Emden G.m.b.H. Emden	Seereederei "Frigga" A.G.	437·1 B49′ F35′	59·0	23·6	Hamburg German *WB*	C.4Cy.(2)20$\frac{1}{16}$″ & (2)48$\frac{7}{16}$″–43$\frac{7}{16}$″ & LP turbine with DR gearing & hydraulic coupling 313NHP A. Borsig, G.m.b.H. Berlin-Tegel		G
71143 SJZN	— Wireless D.F. 1 *Dk* & *Shelter dk* *Cruiser Stern* *Strengthened for Navigation in Ice*		1238 925 639	✠100A1 *with freeboard* 4,38 ✠LMC 4,37	Skm	*q*	OG	1937 4mo	Öresunds-varvet A/B Landskrona	Stockholms Rederiaktieb. Svea (E. Högberg, *Mgr.*) *Cell DB* 220′ 3	266·6 273·0 (O.L.) F K (95*t* *FPT* 11*t* *APT* 45*t*	37·8	13·1	Stockholm Swedish 4 *BHCem* *Coll to Sh dk* 3 „ 2nd „)	T.3Cy.18$\frac{1}{2}$″, 29$\frac{15}{16}$″ & 48$\frac{7}{8}$″–33$\frac{1}{4}$″ 200lb (*s*) 182NHP 2SB, (Spt), *4cf*, GS 60, HS 2510 FD Öresundsvarvet A/B, Lkr.	16 ″ 4 s 0 ″ 2 16 ″ 3$\frac{1}{4}$	
71144 5192 SDJA	— (*ex* Tanke) 3Mst *Mchy. Aft* 1 *Dk*		774 501 359					1903	Chant. Nav Anversois Hoboken	Rederi A/B Stella (Einar Sjökvist, *Mgr.*)	188·3 P67′ Q87 B13′ H35*t* F26′	30·1	11·3	Gothenburg Swedish *WB*	T.3Cy.15″, 25″ & 40″–27″ 83NHP N.E. Marine Eng Co Ld. Nwc		V
71145 8209 SKON	**Brageland** D.F. E.S.D. 1 *Dk* & *Shelter dk* *Ref. Mchy.* *Part electrically welded* *Strengthened for navigation in ice* *Cruiser Stern*	*Oil Eng.*	2608 2220 1363	✠100A1 *with freeboard* 10,38 9,37 ~~9,37~~ ~~LMC 9,37~~ ~~LMC 9,37~~ *Carrying oil fuel F. P. above* 150° F. *or vegetable oil in deep tank* & *wing double bottom tanks in E.R.*	Got	*w*	CL	1937 9mo	Eriksbergs M.V. Aktieb. Gothenburg	Ångf. A/B Tirfing (Svenska Orient Linjen) (T.E. Jison Broström, *Mgr.*) *Cell DB* 252′	353·6 370·3 (O.L.) F K (780*t* *MT* 24′ 300*t* *T anks in way*	50·2	19·4	Gothenburg Swedish 7 *BH* *Coll to Sh dk* 6 „ 2nd „) *of tunnel* 170*t* *APT* 59*t*	Oil Engines 2S.C.DA 6Cy.17$\frac{1}{16}$″–47$\frac{1}{4}$″ 644NHP DB *80lb* Eriksberg M.V. Aktieb. Got	22 ″ 3 s ″ 10$\frac{3}{4}$ 21 ″ 6	
71146 6340 SGHN	**Braheholm** D.F. *ss* Lkr. No. 2–6,38 ~~*ss* Got. No. 3–8,25~~ ~~*ss* Got. No. 2–34~~ 2 *Dks (Stl)*		5676 5106 3367	✠100A1 ~~5,37~~ 4,38 ~~Lkr~~ Skm ~~LMC 6,38~~ ~~HS 1,38~~ *Fitted for oil fuel* 4,20	Dnz	*z*	CL ~~10,34~~ 6,38 *F.P. above* 150° F.	1920 4mo	J. Coughlan & Sons, Ld. Vancouver, A&CP B.C. *Intermediate*	Aktieb. Svenska Amerika Mexiko Linien (E. Carlson, *Mgr.*) *B Hin forehold & In BH in after* *Cell DB* 363′ 1239*t*	410·5 P44′ B115′ F47′ FK *Intermediate 'tween dk* *hold dispensed with* *FPT* 124*t* *APT* 87*t*	54·1	27·5	Gothenburg Swedish *ptCem* 5 *BHto U dk* 1 „ „ 2nd „ *only*	T.3Cy.27″, 44″ & 73″–48″ (*s*) & exhaust turbine driving steam compressor 1801b 520NHP 3SB, 9*cf*, GS 198, HS 7743 FD J.G. Kincaid & Co. Ld. Grk.	29 ″ 9 s 5 ″ 9$\frac{3}{4}$ 24 ″ 2	
71147 LIWU	**Brajara** *Oil Eng.* *Mchy. Aft* D.F. 1 *Dk* *Cruiser Stern*		8116 7462 4894	✠100A1 4,38 ~~3,38~~ ~~LMC 12,38~~ *Carrying Petroleum in bulk*	Yka Sba	*c*†	CL 2,38	1934 12mo	Götaverken A/B Gothenburg	Rederi A/S Freikoll (Ludv. G. Braathen *Mgr.*) *Cell DBu E* 75′ 20	455·5 P101′ F59′ FK 9*t* *DT f* 22′ 375*t* *FPT*	59·2	35·9	Oslo Norwegian 10 *BHpt Cem* 95*t* *APT* 152*t*	Oil Engines 4S.C.SA 8Cy.29$\frac{1}{8}$″–59$\frac{1}{16}$″ 653NHP 2DB *150lb* Götaverken A/B, Got.	35 ″ 6 s 8 ″ 1 27 ″ 8$\frac{1}{4}$	
71148 LDGT	**Bra-Kar** **TwinSc** *Oil Eng.* 2 *Dks*		3778 3348 2275					1928	Akers Mek. Værks Oslo	A/S Ganger Rolf, Fred. Olsen & Co. (Den Norske Syd Amerikalinje)	365·5 P193*t* F33*t*	51·8	21·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$″–39$\frac{3}{8}$″ 542NHP Akers Mek. Værks. Oslo		N
71149 DJUU	**Brake** *Oil Eng.* *Mchy. Aft* 1 *Dk*, 2nd *dk in mchy. space* D.F. *Cruiser Stern* *Rudder electrically welded*		9925 9173 5884	✠100A1 ~~2,38~~ 11,38 ~~LMC 10,38~~ *Carrying Petroleum in bulk* DBS(WTB) 12,38	Bhn Ham	*e*†	CL	1937 10mo	Bremer Vulkan Vegesack	Jurgens Van den Bergh Margarine Verkaufs-Union G.m.b.H. (Schiffahrts- & Speditionskontor "Elbe," G.m.b.H. *Mgrs.*) *Cell DBu E* 75′ 222*t*	489·3 510·7 (O.L.) P113′ F75′ FK	66·0	36·4	Hamburg German 12 *BHpt Cem* *pt Asp* *DT f* 43′ 715*t*	Oil Engines 2S.C.DA 6Cy.28$\frac{3}{8}$″–43$\frac{5}{16}$″ 1167NHP 2DB *170lb*, DB(WT) *170lb* Bremer Vulkan, Vegesack *FPT* 164*t* *APT* 258*t*	35 ″ 11	
71150 DORB	— (*ex* Zent–36) D.F. *ss* Brs. No. 3–8,32 *ss* Bhn. No. 1–36 *Ref. Mchy.* 3 *Dks (Stl)* & *Shelter dk* Sub. Sig. E.S.D. (*Stl*-ws)		5347 4653 3225	✠100A1 *Shelter dk* *with freeboard* 11,38 ~~11,38~~ ~~LMC 11,38~~ BS 3,38	Bhn	*z*	CL 11,36	1920 10mo	Cammell Laird & Co. Ld Birkenhead	("Union" Handels- u. Schiff. G.m.b.H. *Mgrs.*) *Cell D*	396·6 400·3 P42′ B154′ F41′ on *Shelter dk* FK *B* 343′ 874*t* *APT* 21*t*	51·1	30·3	Bremen German *Asp* 6 *BHto Sh dk* 1 „ „ *U* „	T.3Cy.27½″, 46½″ & 78″–54″ 205lb (*s*) 750NHP 4SB, *16cf*, GS 277, HS 11600 FD Cammell Laird & Co. Ld Bkn.	32 ″ 11 s 6 ″ 5 26 ″ 11$\frac{3}{4}$	
71151 DHCZ	— (*ex* Munin, *ex* Fritzöe, *ex* Atlas) *ss* Got. No. 1–13 *Mchy. Aft* 1 *Dk (Stl)*		617 508 336	✠ 12,19 ✠	Osl	*j*		1909 4mo	Thorskogs Mek. Verks. Lödöse	Reed. Johannes Ick G.m.b.H. (Arthur Sommer, *Mgr.*) *Cell D B*	177·8 P58′ H17′ F21′ FK *f* 115′ 151*t* *FPT* 22*t*	29·6	12·4	Hamburg German 3 *BH Cem* *APT* 23*t*	C.2Cy.16″ & 30″–22″ 46NHP 1SB, *2cf*, GS 23, HS 870 Thorskogs M.V. Lödöse	14 ″ 4	G †
71152 LJFW	**Bralanta** *Oil Eng.* D.F. 1 *Dk*, 2nd *dk clear of cargo tanks* *Mchy. Aft* *Part electrically welded* *including butts of shell, upper dk & longitudinal bulkhead plating* *Longitudinal framing* *Cruiser Stern* *Rudder electrically welded*		9608 8885 5759	✠100A1 ~~4,38~~ ~~4,37~~ 1,39 An ✠LMC 9, *Carrying Petroleum in bulk* DBS(~~T.L.~~) 1,39	SFo	*e*†	CL 11,37	1936 9mo	Kockums M.V. Aktieb. Malmö	A/S Bralanta (L.G. Braathen, *Mgr.*) *Cell DBu E* 70′ 187*t* *D*	506·1 P97′ B41′ F59′ FK *Tf* 34′ 517*t* *FPT* 168*t* *APT* 370*t*	63·1	36·4	Oslo Norwegian 11 *BHpt Cem*	Oil Engines 2S.C.DA 7Cy.23$\frac{5}{8}$″–43$\frac{5}{16}$″ 1358NHP 2DB *170lb* IDB(WT) *170lb* Kockums M.V. Akt. Malmö	36 ″ 7 s 8 ″ 4 28 ″ 4$\frac{1}{2}$	
71153 140287 GVDN	**Brambleleaf** **TwinSc** *ss* Mlt. No. 3–3,30 *ss* Mlt. No. 2–38 2 *Dks (Stl)* & *Web frames* *Longitudinal framing*		5917 5275 2498	✠100A1 1,~~38~~ ~~2,38~~ BS 3,39 ✠LMC 2, *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,17	Mlt	*a*†	CL 2,38 *F.P. above* 150° F.	1917 4mo	Russell & Co. Pt. Glasgow	The Admiralty *Cell DB*	405·4 425·2 (O.L.) P36′ B33′ F90′ FK *uE* & *B* 87′ 383*t* *DT f*	54·5	32·6	London British 20 *BHpt Cem* (2 to 2nd *dk*) 18′ 196*t* *DTa*	T.6Cy.26″, 42½″ & 70″–45″ (*s*) 2001b 1124NHP 6SB, *18cf*, HS 17730 FD D. Rowan & Co. Gls. 20′ 62*t* *FPT* 70*t* *APT* 90*t*	35 ″ 2 s 6 ″ 9$\frac{1}{4}$ 28 ″ 7$\frac{1}{2}$	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Emplacement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	11 Largeur.	11 Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L. R.
71154 147308 MNFJ	**Bramden** (*ex*Fullerton Rose-37) *ss*Bly. No.3–12,36 *Mchy. Aft Well deck 1 Dk (Stl)* *Cargo battens not fitted*	1694 1243 948	✠100A1 ~~Lloyd's~~ 5,39 ~~1,38~~ BS1,38 ✠LMC12,36	Hpl ~~Lon~~ Cff	*p*	CL ~~12,36~~ 11,38	1925 4mo *Lloyd's SA&CP*	J Fullerton &Co. Paisley	Angel,Son&Co.Ld. *Cell DB*	250·3|37·1|16·4 Q140 B15 F23′ FK *f* 169′ 410*t FPT* 93*t*	Liverpool British	T.3Cy.19″,31″&50″–36″ (*s*) 180lb 226NHP 2SB,6*cf*,GS185,HS4866 Ross&Duncan,Govan	18 ″ 6 s 5 ″ 4½ 17 ″ 3	
71155 145645 GFDS	**Bramhill** (*ex*Gwentland–36) *ss*Cff. No.3–9,36 *Well deck 1 Dk (Stl)* *Cargo battens not fitted*	1834 1422 1093	✠100A1 3,39 ~~2,38~~ BS4,38 ✠LMC9,36 5.39	Ant Lon	*q*	CL 3,38	1923 7mo *Lloyd's SA&CP*	R.Thompson&Sons,Ld. Sunderland	Angel,Son&Co.Ld. *Cell DBa* 78′183*tu E* 20′62*t*	264·0|39·0|16·9 Q102′B57′F24′ FK *f* 108′ 273*t FPT* 60*t*	Newport, Mon. British *4 BH Cem* *APT* 111*t*	T.3Cy.20″,33″&54″–39″ (*s*) 180lb 214NHP 2SB,6*cf*,GS92,HS3526 N.E.MarineEng.Co.Ld.Sld	19 ″ 5 s 1 ″ 9½ 17 ″ 10	
71156 LCTE	**Bramora** (*ex*Markland–36) TwinSc *Oil Eng.* *Mchy. Aft 1 Dk* *Cruiser Stern* *Carrying Petroleum in bulk*	6361 5523 3769					1928	Eriksbergs M.V.Aktieb. Gothenburg	A/S Bramora (Ludv.G. Braathen)	408·3|55·3|32·0 P367*t* H389*t* F81*t*	Olso Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 543NHP Eriksberg M.V.Aktieb.Got		N
71157 145456 GCKQ	**Bramwell** (*ex*Sheaf Garth–37) *ss*Bly. No.3–12,34 *Arch deck 1 Dk (Stl)* D.F. E.S.D. *Cruiser Stern* *Cargo battens not fitted*	1927 1665 1077	✠100A1 ~~10,37~~ 10,38 ~~BS1,37~~ ✠LMC12,34 ~~BS3,38~~ 1,39	Nwc Mid	*q*	OG 10,37	1921 9mo *Lloyd's SA&CP*	BlythS.B. &D.D.Co.Ld. Blyth	Angel,Son&Co.Ld. *Cell DB* 220′528*t* sidetanks	260·5|38·7|22·3 271·8(O.L.) P19′F19′ FK	Newcastle British *4 BH Cem*	T.3Cy.22½″,37″&62″–39″ (*s*) ~~180lb~~ 180lb 314NHP 2SB,8*pf*,GS148,HS5581 MacColl&Pollock,Ld.Sld.	24 ″ 7 s 6 ″ 7½ 18 ″ 2½	
71158 LCFG	**Brand** TwinSc *Oil Eng.* D.F. 2 *Dks*	4819 4315 2829					1927	A/B Götaverken Gothenburg	A/S Borgestad	380·5|54·7|25·7 P146*t* H298*t* F28*t*	Porsgrunn Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅜″–39⅜″ 543NHP A/B Götaverken,Got.		N
71159 LCFH	**Brandanger** TwinSc *Oil Eng.* 2 *Dks*	4624 4201 2765					1926	Akt.Burmeistr&Wain Copenhagen	Westfal-Larsen& Co.A/S	381·6|53·8|25·9 P103*t* H259*t* F22*t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅛″–39⅛″ 542NHP Akt.Burmeistr&Wain,Cpn		N
71160 129385 MDGJ	**Brandenburg** *ss*Lth.No.1–38 *ss*Lth.2ndNo.3–6,34 *Well deck 1 Dk (Stl) & deep framing*	1473 1114 802	✠100A1 8,38 ~~9,37~~ ~~BS3,37~~ ✠LMC6~~,34~~ 7,38	Lth	*p*	OG 8,36	1910 3mo *Lloyd's SA&CP*	Greenock& Gr'ngemouth Dockyard Co. Gr'ngemouth	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.,*Mgrs.*) *Cell DBa* 60′*u E*	234·6|36·0|16·4 246·7(O.L.) P21′Q118′F26′ FK B *on Q dk* 56′ *f* & *B* 34′*f* 104′ 358*t AP*	Leith British *4 BH Cem* *T* 82*t Tween*	T.3Cy.18″,27½″&45″–33″ (*r*) 180lb 143NHP 2SB,*4cf*,GS80,HS2440 Richardsons,Westgarth& *dk tanks* 14′35*t* Co.Ld.Mdb.	18 ″ 4 s 5 ″ 5 17 ″ 1	
71161 DAPQ	— Ⓟ (*ex*Sedina) *Ref. Mchy.* Wireless D.F. 1 *Dk*	1112 738 642					1899	Act.Ges. "Neptun" Rostock	Rud.Christ.Gribel	226·8|31·4|15·0 P&B133′F26′	Stettin German *WB*	T.3Cy.20″,32¼″&52″–33″ 155NHP A.G."Neptun," Rostock		G
71162 140409 GDPF	**Brandon** (*ex*Bredon.*ex*Holbrook) *ss*Lth.No.3–2,30 *ss*Shl.No.2–38 ~~Cell. No.1–01~~ 1 *Dk (Stl)* & *Shelter dk (Stl)* E.S.D. D.F. GyC. *Cargo battens not fitted*	6668 6382 4163	✠100A1 *Shelter dk* *with freeboard* 1,39 ~~2,38~~ BS1,39 ~~BS3,37~~ ✠LMC~~3,42~~ 1,38 *Carrying oil fuel F.P. above*	Shl	*z*	CL ~~6,37~~ N1,39 1 50° F. *in DB*	1917 11mo *Lloyd's SA&CP*	JL Thompson&Sons,Ld Sunderland	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.,*Mgrs.*) *Cell DB* 366′ 1360*t DTm*	412·3|55·5|34·4 FK 27′ 1090*t FPT* 101*t*	London British *7 BH Cem* *APT* 229*t*	T.3Cy.25″,45″&76″–54″ (*r*) 180lb 600NHP 4SB(2Spt),*12cf*,GS248, HS9932 FD(2aft Blrs) Blair&Co.Ld.Stockton	37 ″ 0 s 9 ″ 4½ 27 ″ 11	
71163 207301 KJDV	— - (*Self-Unloader*) *Mchy. Aft 2 Dks*	2432 — 1431					1910	Detroit S.B.Co. Wyandotte	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	244·0|43·2|27·2	Wilmgton (Del.) Utd. States *WB*	Q.4Cy.17½″,25½″,37″&54″–36″ 175NHP DetroitS.B.Co.Detroit		
71164 217210 WGUI	**Brandywine** *Fitted for oil fuel* E.S.D. 2 *Dks* & *Web frames* *Mchy. Aft Longitudinal framing* *Carrying Petroleum in bulk*	4931 4449 3003			…		1919	Pusey& Jones Co. Gloucester City,N.J.	HillconeS.S.Co.Ld.	364·9|51·0|29·5 P94′B34′F31′ FK	S.Frncisco Utd. States *WB*	DRGearedSteamTurbine General ElectricCo. Schenectady,N.Y.	31 ″ 3	R †
71165 SBTW	**Brännaren** *Oil Eng.* *ss*Skm.No.1–37 *Mchy. Aft Cruiser Stern 1 Dk (Stl)* *Strengthened for Navigation in Ice* *Part electrically welded, including deck*	552 435 238	✠100A1 10,37 DBS10,37 ✠LMC4,37 *Carrying Petroleum in bulk*	Skm	*h*	OG 1,37	1933 9mo *Lloyd's SA&CP*	Kockums M.V.Aktieb. Malmö	SwedishGovernment (Kungl.Marintörvaltningen) *Cell DB in ER* 35′17*t DT*	168·0|29·0|12·4 P54′F18′ FK *f* 67*t FPT* 17*t*	Stockholm Swedish *9 BHpt Cem* *APT* 23*t*	Oil Engines 2S.C.SA 4Cy.13⅜″–22 7/16″ 125NHP DB 100*lb* Atlas-DieselA/B,Skm.	13 ″ 1 s 1 ″ 2½ 12 ″ 0½	
71166 LCFI	**Brant County** (*ex*Lennep) *Well deck 2 Dks* D.F.E.S.D.	5001 4567 3054			…		1915	Akt.Ges. "Neptun" Rostock	DetBergenske Dampskibsselskab (County Line)	419·4|54·1|26·3 P83*t* H218*t* F117*t* FK	Bergen Norwegian *WB*	T.3Cy.29⅛″,48¾″&80 11/16″–55½″ 684NHP A.G."Neptun," Rostock	28 ″ 10	N †
71167 LJRL	**Brarena** (*ex*Scottish Borderer–38) TwinSc *Oil Eng.* D.F. *Mchy. Aft* 2 *Dks* *Carrying Petroleum in bulk*	6996 6245 4111					1923	W.Denny &Bros.Ld. Dumbarton	A/S Braganza (L.G.Braathen *Mgr.*)	426·5|56·9|33·4 P95′B37′F55′	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.23½″–41⅜″ 769NHP W.Denny&Bros.Ld.Dmb.		C
71168 LIYV	**Brasil** TwinSc *Oil Eng.* D.F. 1 *Dk* *Mchy Aft Cruiser Stern*	8130 7352 4637	✠100A1 8,38 ~~1,38~~ ✠LMC5~~,38~~ *Carrying Petroleum in bulk*	Gal NYk	*c* †	CL SN1,38 P1,38	1935 5mo *Lloyd's SA&CP*	Nakskov Skibs.A/S Nakskov	TheTexasCo. (Norway)A/S(H.C. Mathiesen,*Mgr.*) *Cell DBuE* 77′340*t DT*	461·0|59·7|34·5 P106′B34′F54′ FK *f* 31′ 478*t FPT* 218*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23½″–48 5/16″ 624NHP 2DB 170*lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 6 ″ 9½ 27 ″ 5½	
71169 8014 SDAN	— *Oil Eng.* D.F. E.S.D. 2 *Dks* & *Shelter dk* *Ref Mchy.* ~~*Strengthened for Navigation in Ice*~~ *Strengthened for Navigation in Ice*	5294 4171 2397	✠100A1 *with freeboard* ~~8,39~~ ~~9,38~~ ✠Lloyd's R~~M~~ ~~1,39~~ ~~2,38~~ No. 3 hold & Nos. ~~1~~ & 4 lower	Lkr	*a* †	OG P3,37 S0,38	1935 5mo *Lloyd's SA&CP*	Götaverken A/B Gothenburg	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*)	420·7|55·9|24·0 440·0(O.L.) F80′ FK 'tween dks. for temp. 31° F. *Cell DB* 3	Stockholm Swedish *7 BH* *Coll to Sh dk* 6 „ 2nd „	Oil Engines 4S.C.SA 16Cy.24½″–51 7/16″ 945NHP DB 85*lb* GotaverkenA/B,Got.	28 ″ 0 s 2 ″ 10¾ 25 ″ 3½	
71170 OXGB	**Brasilien** (*ex*Atlanterhavet) *Fitted for oil fuel* D.F. 1 *Dk* & *Shelter dk*	5334 5080 4084					1921	Kjöbnhvns Flydk.&Skbs Copenhagen	DetForenede Dampskibsselskab	378·0|52·2|32·6	Copnhagn Danish *WB*	DRgearedSteamTurbines A/B LavalsÅngturbin,Skm.		V
71171 LCFJ	**Brask** (*ex*Bogen.*ex*Orangemend, *ex*Orangemoor) *Turret deck 1 Dk 2 tr B*	4079 3434 2561					1911	W.Doxford &Sons,Ld. Sunderland	A/S Brask (Nilssen &Sönner)	350·8|51·1|24·0 P80*t* H95*t*	Oslo Norwegian *WB*	T.3Cy.26″,42″&68″–45″ 310NHP W.Doxford&Sons.Ld.Sld.		N
71172 PDGF	**Brastagi** TwinSc *Oil Eng.* D.F. E.S.D. 3 *Dks* *Ref. Mchy. Cruiser Stern* *Rudder electrically welded* *Tonnage opening closed '38*	9247 — 5640	✠100A1 12,36 ~~1,36~~ ✠LMC5,37 ✠Lloyd's RMC3~~,38~~ 12,38 *Carrying cargo oil F.P. above*	Ham Sba		OG 150° F. *in deep & fore peak tanks*	1937 5mo *Lloyd's SA&CP*	N.V.Konink.Maats "DeSchelde" Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *Cell DB*	483·4|62·8|36·8 513·2(O.L.) 28·8 F109′ FK *Upper 'tween dk bkhds except coll BH dispensed with* 284′ 1317*t MTs* 72·3 *Tanks in*	Rottrdam Dutch *pt Cem* *Wthr dk* 7 „ „ 2nd „ 488′ *DT* 63 *way of tunnels* 477*t DTs* a 64′ 945*t*	Oil Engines 2S.C.SA 16Cy.25 1/16″–47¼″ 1810NHP 2DB 100*lb* N.V.Konink.Maats. "DeSchelde" Flushing 769*t FPTs* 390*t APT* 125*t*	40 ″ 8 s 10 ″ 2 30 ″ 8	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Year Assigned / now or prior Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers to which classed. If not in L.R. Dated 31st of Trade Cert.
71173 166344 MMQL	**Brasted** *Mchy. Aft* *Cruiser Stern* 1 *Dk* *Cargo battens not fitted*	1076 740 605	✠100A1 *with freeboard* 7, ~~1,38~~	Nwc	*m*	CL	1938 1mo	Burntisln'd S.B.Co.Ltd. Burntisland *Lloyd's SA&CP*	Hudson Steamship Co.Ld. *Cell D B1*	223·4 / 214·0 / 11·9 (o.l.) 215·0 / F25' FK 72'368t / TPT 910t / AT 728t	London British *WH Com*	T.3Cy.13½",23"&38"–27" 220lb (s) 115NHP 1SB.3cf.GS60,HS2067 N.E.MarineEng.Co.Ld.Nwc	14 ″ 3 s 4 ″ 4½ 13 ″ 6⅜	
71174 LCRG	**Bratli** (*ex*Bomma–38, *ex*Ingeborg Bakkevig) Wireless D.F. 1 *Dk*	805 ~~—~~ 461					1920	Xiansands Mek. Værks. Xiansand	Berg Thorsen	186·0 / 31·2 / 12·0 Q57' H46' B76' F28'	Arendal Norwegian *WB*	T.3Cy.14",23½"&38"–27" 75NHP Xiansands M. V. Xiansand		N
71175 LJAC	**Brattdal** *Oil Eng.* D.F. 1 *Dk* & *Shelter dk* *Cruiser Stern* 3rd dk in No. 1 hold *Rudder electrically welded*	4968 4403 2995	✠100A1 *with freeboard* ~~Spt~~ Bkn ~~4,39~~ 4,39 ~~2,38~~ DBS(W.T.)—	Ham	*z*	CL 4,39	1935 8mo	Bremer Vulkan Vegesack *Lloyd's SA&CP*	A/S Moltzau's Tankrederi (Moltzau & Christensen, *Mgrs.*) *Cell D B360*	414·3 / 55·7 / 25·0 F23' FK 12677t *MT* 34' 1360t / *FPT* 766t / *APT* 169t	Oslo Norwegian *WB* (2 *to Sh dk* 5 „ 2nd „)	Oil Engines 2S.C.DA 5Cy.23⅜"–43⅛" 969NHP DB *100lb* DB(WT) *100lb* Bremer Vulkan, Vegesack	28 ″ 6 s 3 ″ 3 25 ″ 5	
71176 6205 SGAU	**Brattfors** (*ex*Regulus–37) 1 *Dk*	913 ~~—~~ 731					1919	Helsingborg Varfs Akt. Helsingborg	Uddeholms Aktiebolag (Fritiof Olsson, *Mgr.*)	205·1 / 33·5 / 12·7 Q61' B56' F20'	Uddeholm Swedish *WB*	T3Cy17¼",29 1/16"&46⅞"–27½" 175NHP Helsingborgs Vrfs A.B. Hbg.		V
71177 DOGO	**Braunfels** E.S.D. *Oil Eng.* Sub Sig. *Cruiser Stern* 2 *Dks*	7847 7308 4852					1927	Deutsche Schs-u-Mschb. A.G. Werk A.G. "Weser" Bremen	Deutsche Dampfs. Ges. "Hansa"	472·9 / 60·5 / 31·9 P120' B143' F90'	Bremen German *WB*	Oil Engines 2S.C.SA 6Cy.27 9/16"–47¼" 794NHP A.G. "Weser," Bremen		G
71178 219062 KGGN	**Brave Coeur** *Fitted for oil fuel* Sub. Sig 2 *Dks* *Longitudinal framing*	6458 5872 4710					1919	Skinner & Eddy Corp. Seattle, Wash.	United States Maritime Commission	402·6 / 54·2 / 32·1 P48' F42'	Seattle Utd. States *WB*	T.3Cy.25",42"&72"–48" 359NHP Skinner & Eddy Corp.		R
71179 LCFL	**Bravo I** (*ex*Barfond, *ex*Bravo) Wireless 1 *Dk* *Spar dk*	1584 1313 947					1908	Fredrkstad Mek. Værks Fredrikstad	A/S Bonheur (Fred. Olsen & Co. *Mgrs.*)	241·4 / 36·1 / 20·7 P49*t* B143*t* H23*t* F17*t*	Oslo Norwegian *WB*	T.3Cy.18",29½"&50"–36" 150NHP Fredrikstad M. V. Frdstad.	21 ″ 8	N
71180 LCRX	**Bravore** (*ex*Bellbrook, *ex*Polberg, *ex*Bergvik) 1 *Dk*	1458 1175 855				...	1916	Kockums M.V.Aktieb Malmö	A/S Vore (Gunstein Stray & Sönn, *Mgrs.*)	235·0 / 37·7 / 16·3 P18' B63' F26' FK	Farsund Norwegian *WB*	T.3Cy.18⅜",28¾"&48⅛"–31½" 156NHP Kockums M. V. Akt. Malmö	18 ″ 7	N †
71181 LOHB	**Brazil** (*ex*Rio–33, *ex*Brazil) TwinSc *Oil Eng.* 2 *Dks*	2388 ~~—~~ 1385					1914	Akers. Mek. Værks Oslo	Cia. Argentina de Nav. Mihanovich Ltda.	308·3 / 48·1 / 18·4 P61' H34' F11'	Bns. Aires Argentine *WB*	Oil Engines 4S.C.SA 12Cy.19 7/16"–26" 452NHP Akers. Mek. Værks. Oslo		N
71182 3467 KJDW	— (*ex*Glenbrae, *ex*Brazil) (*Self-Unloader*) *Mchy. Aft* 1 *Dk* 2 *tr B*	2166 2091 1655					1926	Union Dry Dock Co Buffalo, N.Y.	Illinois Ship & Dredge Co.	276·0 / 40·0 / 21·3	Chicago Utd. States *WB*	T.3Cy.19½",32"&52"–45" 181NHP NB29 *refitted* 32 H.G. Trout, Buffalo		
71183 25457 JBZD	**Brazil Maru** *ss* Kob. No. 3–4,34 *ss* Kob. No. 1–38 2 *Dks* (*Stl*) & *Awng dk* (*Stl*)	5860 5586 4260	✠100A1 *Awng dk* *with freeboard* 3,38	Kob	*y*	CL 3,37	1919 6mo	Kawasaki Dkyd. Co. Ltd. Kobe *A&CP*	One Shop Gomei Kaisha (Taiyo Kaiun K.K. *Mgrs.*) *Cell D B1134*	385·0 / 51·0 / 36·0 FK *Collision B H to Adk* 5 „ „ *U* „ *FPT* 1267t / *APT* 798t	Fuchu Japanese *Cem*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 437NHP 2SB(Spt) & 1 Aux SB(Spt), *8cf*, GS154, HS5636 FD Kawasaki Dkyd Co Ld Kobe	36 ″ 0 s 9 ″ 1½ 27 ″ 1	
71184 OYZH	**Brazilian Reefer** D.F. *Oil Eng.* *Ref. Mchy.* *Cruiser Stern* 2 *Dks*	1831 1438 999					1936	Nakskov Skibs. A/S Nakskov	J. Lauritzen	292·8 / 44·7 / 16·2	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 6Cy.19 3/16"–35 7/16" 405NHP Akt. Burmeistr & Wain. Cpn		G
71185 TTWT	**Brazmor** (*ex*Jolly Norman, *ex*Chelsham) *Mchy. Aft* *Well deck* *ss* Nwc. No. 3–3,31 *ss* Nts. No. 1–35 1 *Dk* (*Stl*) *Cargo battens not fitted*	355 264 144	✠100A1 9,37 BS~~9,37~~ 9,38	Hav	*e*	CL 9,37	1919 10mo	J. & D. Morris. Ld. Pelaw Main-on-Tyne *Lloyd's SA&CP*	Soc. Auxiliaire du Port de Caen	135·5 / 23·6 / 10·0 *24·6* 141·0 (o.l.) FK Q44' B8' F18' *FPT* 35t / *APT* 12t	Nantes French *3 BH Cem*	C.2Cy.17"&34"–24" (*s*) 130lb 62NHP 1SB.*2pf*, GS34, HS1109 Shields. Eng. & Dry Dock Co. Ld. N. Shl.	11 ″ 0 s ″ 9⅜ 10 ″ 4	
71186 136761 WHCB	**Brazos** (*ex*El Rio) *Fitted for oil fuel* 2 *Dks* & *Awng dk*	4497 ~~—~~ 2793					1899	Nwport News S.B. & D.D. Co Newport News	Agwilines Inc. Clyde-Mallory Lines, *Mgrs.*	391·9 / 48·3 / 26·0 32·2	New York Utd. States	T.3Cy.32",52"&84"–54" NB20 *fitted* 30 518NHP Newport News SB&DD.Co		R
71187 FNLS	**Brazza** (P) (*ex*Camranh) TwinSc D.F. *Oil Eng.* *Ref. Mchy.* 3 *Dks*	10387 8128 6206					1923	Atel. & Ch. de la Loire Nantes	Chargeurs Réunis	471·4 / 59·1 / 29·1 B193' F58' 37·6 Ien36	Havre French *WB*	Oil Engines 2S.C.SA 16Cy.25 3/16"–46½" 1816NHP NE36 Cie. de Constr. Mecaniques Sulzer, St. Denis		V
71188 DHDA	**Brechsee** (*ex*Kapitän Kross, *ex*Annix Hölken, *ex*Marie Bremer, *ex*Luise) 1 *Dk*	688 539 394					1901	Nuscke & Co. A.G. Stettin	W. Schuchmann	189·6 / 29·1 / 12·2 Q65' B46' F23'	Brmrhavn German *WB*	T.3Cy.13⅜",21⅝"&35⅜"–23⅜" 61NHP "Kette" Ges, Uebigau		G
71189 PDGH	**Breda** (P) *Fitted for oil fuel* D.F. 3 *Dks* *Cruiser Stern*	6941 6563 4387					1921	New Waterway S.B.Co. Schiedam	Koninkl. Nederl. Stoomb. Maats. N.V.	402·6 / 58·3 / 34·7 F32'	Amstrdam Dutch *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Met-Vickrs Elec Co Ld. Mch		V
71190 LDMA	— 3 Mast Wireless D.F. 2 *Dks*	1260 1185 760					1915	Akers Mek. Værks Oslo	A/S Ganger Rolf (Fred. Olsen & Co. *Mgrs.*)	220·3 / 34·7 / 20·8	Oslo Norwegian *WB*	T.3Cy.17",29"&47"–33" 127NHP Akers Mek. Værks. Oslo		N
71191 PDGM	**Breedijk** *ss* Rot. No. 3–3.35 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) D.F.	6861 6385 4229	✠100A1 *Shelter dk* *with freeboard* 4,38 ~~2,38~~ BS~~2,38~~ *Fitted for oil fuel* 3,22	Rot	*z*	CL ~~10,37~~ 4,38 S3,39 MC3,35 *F.P. above* 150° F.	1922 2mo	NV Boele's Scheepsw. Bolnes *Lloyd's SA&CP*	Nederl.-Amerik. Stoomv. Maats. (Holland-Amerik Lijn) *Cell D B325*	400·9 / 54·3 / 36·6 416·5 (o.l.) F50' *on Shelter dk* FK 5 *B H to U Dk pt Cem* 10288t *MT* 67t / *DT* a 577t / *FPT* 1396t / *APT* 149t	Rotterdam Dutch *Coll B H to Shelter dk*	3 Steam Turbines DR geared to 1 Screw Shaft (*s*) 215lb FD 648NHP 3SB(Spt) *9cf*, GS185, HS8481 Harland & Wolff. Ld. Bel.	39 ″ 0 s 9 ″ 0¾ 30 ″ 2	
71192 132427 ZMBW	**Breeze** *ss* Ddn. No 1–37 Wireless *Oil Eng.* *Mchy. Aft* *Well deck* 1 *Dk* (*Stl*)	622 419 317	✠100A1 12,38 ~~11,37~~ LMC CS11,37 DBS11, 8,37	Ddn	*j*	CL 11.37	1933 11mo	Scott & Sons Bowling *Lloyd's SA&CP*	Canterbury Stm. Shipping Co. Ld.	175·1 / 30·1 / 10·3 *31·6* (o.l.) 211 / F30' FK *Cell D B115* 1990t / *FPT* 44t / *APT* 43t	Lyttltn NZ British *3 BH Cem*	Oil Engines 2S.C.SA 5Cy.13⅜"–22 7/16" 156NHP DB *100lb* British Auxiliaries, Ld. Gls.	12 ″ 6 s 3 ″ 11 12 ″ 4½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Emplacement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. pe.*	Registres où coté. Si ce n'est dans la T. R.
71193	**Breidablik**		1116					1910	Laxevaags Msk.&Jrnsk b Bergen	A/S D/S Breidablik (A.Schjelderup)	229·0 P19′	35·1 B61′	15·8 F25′	Bergen Norwegian *WB*	T.3Cy.16″,25½″&43″–30″ 101NHP Laxevaags Msk&Jrns.Bgn.	16 ″ 10	N
LCRY		1 *Dk*	989 650														
71194	**Breiva** (*ex* Santa Veronica–37)		2623				...	1920	Toledo S.B. Co. Toledo, O.	A/S Östfart (Erling Sannes, *Mgr.*)	251·1 P25′	43·8 B64′	26·0 F23′ FK	Bodö Norwegian *WB*	T.3Cy.22″,36″&59″–42″ 315NHP Toledo S.B. Co. Toledo, O.	28 ″ 2	
New	"Togo Maru," *see No. 90260*	*Ex-hull fuel*	2554														
LJNC		1 *Dk* 2 *tr B*	1617														
71195	**Breiviken** (*ex* Kronstad)		2669					1911	W. Dobson & Co. Newcastle	Wallem & Co. A/S	313·0 P61 *t*	46·5 H108 *t*	20·6	Bergen Norwegian *WB*	T.3Cy.23″,38″&62″–42″ 249NHP N.E. Marine Eng. Co Ld Nwc		N
LCPB		1 *Dk*	2412 1599														
71196	**Bremen** (P)	Quad Sc	51731					1929	Deutsche Sch-u-Mschb. A.G. Weser, Bremen	Norddeutscher Lloyd	898·7 B&F 847′	101·9	48·2	Bremen German *WB*	SR Geared Steam Turbines Akt.Ges.Weser, Bremen		G
DOAH	GyC. E.S.D. D.F. Sub.Sig.	*Fitted for oil fuel* 5 *Dks* *Cruiser Stern*	30882 21609														
71197	**Bremerhaven** (*ex* Reventazon–36)	*Ref.Mchy.*	5355 4678					1921	Workman Clark & Co. Ld Belfast	("Union" Handels- u. Schiff. G m.b.H. *Mgrs.*)	399·5 P42′	51·3 B155′	30·0 F41′	Bremen German *WB*	T.3Cy.27½″,46½″&78″–54″ 447NHP Wrkman, Clark & Co. Ld. Bel		C
DORA	Sub.Sig. E.S.D. D.F.	2 *Dks* & 2 *pt Dks*	3236														
71198	**Breñas**	Twin Sc	2687					1933	A/S Akers Mek. Værks. Oslo	A/S Ganger Rolf (Fred Olsen & Co. *Mgrs.*)	341·6 P96 *t*	48·7 H404 *t*	18·8 F22 *t*	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 12Cy.19¾″–35 7/16″ 808NHP A/S Akers Mek. Værks, Oslo		N
LDTW	D.F. *Cruiser Stern*	*Oil Eng.* 1 *Dk* & *Shelter dk*	1988 1300														
71199	**Brendonia**		313	✠ 100 A1	Goo	*e*	OG	1937	Goole S.B. & Repg Co. Ld Goole	~~Jack Wharton~~ J. Wharton (Shipping) Ld.	143·2 148·8 (o.l.) P35′ F16′	24·7	7·8	Goole British 3 *B H Cem*	Oil Engines 4S.C.SA 6Cy.11″–17½″ 70NHP	10 ″ 0 s ″ 11½ 9 ″ 1½	
164894		*Oil Eng.*	223	8,39 ~~4,37~~ 2,39				4mo									
MMFT	*Mchy. Aft*	1 *Dk* *Cruiser Stern*	153	✠ Lloyd's RMC 4,37				*Lloyd's*			*Cell*	*DB* 91′ 114 *t*	*FPT* 42 *t*		Humboldt-Deutzmotoren, A.G. Köln-Deutz		
71200	**Brennero**		4946					1921	Soc. Esercizio Bacini Riva Trigoso	Italian Navy (operated by Soc. An. Cooperativa di Nav. Garibaldi)	343·5	59·3	26·7	Genoa Italian *WB*	T.3Cy.26″,42½″&69 7/16″–48″ 337NHP Soc. Esercizio Bacini, Riva Trigoso		I
1588		(*Carrying oil in bulk*)	3965														
IADG	D.F.	1 *Dk* 2 *tr B* *Fitted for oil fuel*	2810														
71201	**Brenta** (*ex* Brental I, *ex* Brenta)		5400	✠ 100 A1	Tri	*y*	CL	1920	Cantiere San Rocco, S.A. Trieste	Lloyd Triestino Soc. Anon. di Nav.	404·1	54·1	29·0 FK	Trieste Italian *Cem* 2 *B Hto Sh dk* 1 " " *U* "	T.3Cy.27″,42″&68″–48″ (*s*) 1801b FD 465NHP 3SB (Spt) *9cf*, GS158, HS7028 Stabilimento Tecnico, Tri.	32 ″ 0 s 7 ″ 5½ 24 ″ 9	
92		*ss* Tri. No. 3–1,33	5022	*Shelter dk*			3,37	8mo									
IBTE		*ss* Tri. No. 1–37	3319	*with freeboard* BS 10,38				A&CP		*Cell DB* 338′ 1296 *t*		*FPT* 114 *t*	*APT* 244 *t*				
	D.F.	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		~~10,38~~ MC 1,37													
	Ref.Mchy.			✠ Lloyd's RMC 4,38 10,38													
71202	**Brescia** (*ex* Cilurnum–37)		3077		Gms			1919	Sir Raylton Dixon & Co. Ld. Middlesbro'	~~Soc. Anon. Cooperativa di Nav. "Garibaldi"~~	331·4 P33′	46·8 B98′ F29′	23·2 FK	Genoa Italian 5 *B H Cem*	T.3Cy.25″,41″&68″–45″ 362NHP 3SB, *9cf*, GS155, HS5925 Richardsons, Westgarth & Co. Ld. Mdb.	25 ″ 6	CI †
2106		*ss* Hul. No. 3–3,29	2844	8.33						*Cell DB* 284′ 736 *t*		*FPT* 112 *t*	*APT* 112 *t*				
IBUO	D.F.	1 *Dk* (*Stl*)	1848														
	~~See also "CILURNUM"~~ Restored to Spanish flag as "CILURNUM" which see																
71203	**Brescou**		325					1935	N.V. Industrie le Maats. "De Noord" Alblasserdam	Cie. Méridionale de Navigation	124·0 Q34′	24·5 F16′	10·9	Marseilles French *WB*	Oil Engines 4S.C.SA 6Cy.11″–18″ 70NHP Motorenfbr. "Deutz" A.G. Köln-Deutz		V
	Oil Eng.		256														
TTQG	*Mchy. Aft*	1 *Dk* *Cruiser Stern*	167														
71204	**Brest**	Twin Sc	522					1900	Forges & C. de la Médit. Havre	Chemins de Fer de l'Etat Français (Southern Rly. *Mgrs.*)	204·0	26·0	15·0	Dieppe French	T.6Cy.11″,17½″&25½″–18″ 55NHP Forges & C. de la Médit. Hav.		V
TSLF		1 *Dk*	257														
71205	**Brestois** (*ex* Lyras N.–37, *ex* Matadi–37)	*ss* Ant. No. 3–6,31	3094 2856	✠ ... 11.37	Ant	*u*		1919 7mo	R. Thompson & Sons, Ld. Sunderland	Cie. Franco-Africaine de Nav. "Francafrica" (Soc. Anon. de Gérance etd' Armement, *Mgrs.*)	331·3 P33′ B100′	46·8 F28′ FK	23·2	Rouen French *7 B Hpt Cem*	T.3Cy.25″,41″&68″–45″ 358NHP 3SB, *9cf*, GS162, HS5814 N.E. Marine Eng. Co. Ld. Sld	25 ″ 6	
	D.F.	*ss* Ant. No. 1–36	1843							*Cell DB* 276′ 729 *t*		*FPT* 112 *t*	*APT* 44 *t*				
		1 *Dk* (*Stl*) 2 *nd Dk* (*Stl*) in Nos. 1,2,4 & *h'holds*															
71206	**Bretagne** (P)	Twin Sc	10108	✠ ...	Ams	*d* †		1922 9mo	Barclay, Curle & Co. Ld Glasgow	Compagnie Générale Trans-atlantique	450·4	59·2	41·7 FK	Havre French *Cem* 7 *B Hto Pr dk* 14 *t A PT* 137 *t*	4 Steam Turbines DR geared to 2 Sc. Shafts 1292NHP 6SB, *24cf*, HS16938 FD Barclay, Curle & Co. Ld. Gls.	45 ″ 0	V †
FNSB	(*ex* Flandria–36)	*ss* Ams. No. 3–11,34	8986	8,36													
		2 *Dks* (*Stl–Up tws*) *Shelter dk* (*Stl*) & *Ref. Mchy.* *Prom. dk* (*Stl–ws*) 3 *rd dk*	5543					*Cell*		*DB* 375′ 1268 *t* *DT f* *Tanks between t*	36′ 693 *t* *DT a* 21′ 306 *t* *unnels* 55′ 93 *t*		*FPT* 1				
	Sub.Sig. D.F. Gy C.	(*Stl*) in No. 1 *hold*															
	Cruiser Stern	*Fitted for oil fuel*															
71207	— (P)		3285					1937	A/S Akers Mek. Verks. Oslo	A/S Ganger Rolf (Fred. Olsen & Co. *Mgrs.*)	299·9 H573 *t*	46·2	26·9	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 9Cy.19 3/16″–35 7/16″ 608NHP A/S Akers Mek. Verks. Oslo		N
	Sub.Sig.	*Oil Eng*	2679														
LJKY	D.F. E.S.D.		1960														
	Cruiser Stern	1 *Dk* & *Shelter Dk*															
71208	—		3177	✠ 100 A1	Cpn	*v*	CL	1928 5mo	Akt. Burmeister & Wain Copenhagen	Dansk-Franske Dmpsk. (A.N. Petersen & E Hahn-Petersen *Mgrs.*)	326·2 339·5 (o.l.) P25′ B155′ F27′	50·1	20·8 FK	Copnhagn Danish 5 *B H*	Oil Engines 4S.C.SA 6Cy.21⅛″–59 1/16″ 267NHP DB *100lb* Akt. Burmeistr & Wain, Cpn	23 ″ 0 s 2 ″ 7⅜ 20 ″ 6½	
	Oil Eng.		2730	~~12,37~~ 5,39 Ams			~~1,37~~ 10,38 5,39	*Lloyd's*		*Cell D*	*Trunk in wells* *B* 277′ 824 *t* *MT* 212 *t*		*APT* 110 *t*				
OXHB	D.F	*ss* Cpn. No. 2–36	1931	~~5,39~~ CS													
		1 *Dk* (*Stl*)															
71209	**Brevik** (P) (*ex* Motala)	Iron	394					1868	Motala Co. Motala	A/S Arendals Dampskibsselskab	135·4 H26 *t*	25·6	16·8	Arendal Norwegian	C.2Cy.20⅜″–37½″–21⅜″ NE83 NB12 54NHP Akers Mek. Værks. Oslo		N
Broken up			368														
LDAS		1 *Dk* & *Awng dk* 2 *tr B*	215														
71210	**Brian**		1074	✠ 100 A1	Sld	*m*	CL	1924 1mo	R Thompson & Sons, Ld. Sunderland	J.J. Robson & Son	210·4 Q102′ B9′ F20′	33·0	13·6 FK	Sundrland British 3 *B H Cem* 64 *t A PT* 38 *t*	T.3Cy.17″,28″&46″–30″ (*s*) 1801b *100lb* 147NHP 1SB, *3cf*, GS61, HS2555 N.E. Marine Eng Co. Ld. Sld.	15 ″ 8 s 1 ″ 3½ 14 ″ 6½	
146927		*ss* Sld. No. 3–2,36	791	~~11,37~~ 2,39 DB			~~11,37~~ 5,38	*Lloyd's*		*Cell D*	*B* 277′ 824 *t* *MT* 212 *t*		*APT* 110 *t*				
MLTS	*Well deck*	1 *Dk* (*Stl*)	606	MS 1,36 Ld MC													
	Mchy. Aft	*Cargo battens not fitted*		~~MS 1,36~~ Ld S													
71211	**Briar** (*ex* Royal Firth–33)		411	✠ 100 A1	Bel	*f*	CL	1921 5mo	Brown's SB & D.D. Co. Ld. Hull	R. Neill & Sons, Ld.	145·1 Q45′ B11′ F25′	24·1	10·9 FK	Belfast British 3 *B H Cem*	T.3Cy.12½″,21″&34″–24″ (*s*) 1801b 68RHP 1SB, *2pf*, GS35, HS1140 C.D. Holmes & Co. Ld. Hull	11 ″ 10 s ″ 10½ 11 ″ 1	
144263		*ss* Apl. No. 3–11,31	291	3,38 11,38			2,38	*Lloyd's*		*Cell*	*DB f* 11′ 15 *t* *FPT* 40 *t*		*APT* 9 *t*				
MLRB		*ss* Bel. No. 1–36	173	✠ LMC													
	Mchy. Aft	1 *Dk* (*Stl*)		MS 1.36 LS													
	Cargo battens not fitted																

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey. Years as to prod. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed. If not in L.R. Date of Exit of Trade Cert.
71212 143669 MKYG	**Briarfield** *ss*Liv.No.3–6,33 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*		446 318 172	†100A1 2,36 BS5,37 6,38	Liv LMC6,33	*g* 5,38	1920 9mo *Lloyd's*	Lytham S.B.&E.Co.Ld Lytham *SA&CP*	ZillahShipping&CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·2|26·0|11·5 Q85'B9'F21' BK61½ *DTJ* 19·48*t FPT* 12*t*	Liverpool British	T.3Cy.14″,22″&38″–24″ (*s*) 180lb 88NHP 1SB,*3pf*,GS49,HS1520 LythamS.B.&E.Co.Ld.	12 ″ 6 s 3 ″ 11 12 ″ 11	
71213 Wrecked 12,38 MDFJ	**Briarthorn** (*ex*CelticPride) *ss*Lan.2ndNo.3–5,37 *Well deck* 1*Dk(Stl)* *Mchy.Aft*		459 306 183	†~~100A1~~ 4,38 ~~4,37~~ ~~Bk10,36~~	Liv ~~LMC~~	*g* CL 4,38	1910 1mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *SA&CP*	ThornLine,Ld. (W. J.Ireland, *Mgr.*)	155·3|25·2| 9·8 163·6(O.L.) Q90'B9'F19' BK7″ *Cell DBf* 93	Liverpool British	C.2Cy.17¼″&39″–27″ (*r*) 135lb 80RHP 1SB,*3pf*,GS50,HS1343 108*t FPT* 20*t* A Hall&Co.Ld. Aberdeen	12 ″ 2 ~~4 ″ 2~~ ~~12 ″ 5~~	
71214 160733 GQYR	**Briarwood** *ss*Shl.No.2–38 ~~mchy.No.1–38~~ E.S.D. D.F. Gy.C. 1*Dk(Stl)*		4019 3663 2465	†100A1 6,38 ~~11,37~~ LMC6,38	Shl	*w* CL 9,36	1930 7mo *Lloyd's*	Nthmblnd S.B.Co. (1927)Ld. Newcastle *SA&CP*	JosephConstantineS.S.Line,Ld. *Cell D*	364·8|51·0|24·9 377·0(O.L.) P33'B113'F28' FK B318'938*t FPT* 782*t*	Middlsbro' British 6*BHCem* *APT* 120*t*	T.3Cy.23″,38″&65″–42″ (*s*) 210lb 411NHP 2SB(Spt)(FD)&1AuxB, *8cf*,GS138,HS6207 N.E.MarineEng.CoLdNwc	27 ″ 1 s 4 ″ 8½ 22 ″ 6½	
71215 153111	**Bricoldoc** (*ex*JamesH.Hoyt) *Mchy.Aft* 1*Dk2trB*		4364 4160 3278				1902 *Lloyd's*	Superior S.B.Co. W.Superior *SA&CP*	PatersonSteamships,Ld.	410·8|50·2|23·7 F40′ len10 *WB*	FtWilliam Ont. British	T.3Cy.17″,31″&55″–40″ 191NHP SuperiorS.B.Co.		R
71216 To be broken up ~~MJCF~~	**Brideen** (*ex*SolwayFirth, ~~Spanish~~ *ex*Squadron) *ss*Fal.No.3–1,31 *Mchy.Aft* *ss*Fal.No.1–35 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*		362 262 143	~~†100A1~~ 3,38 ~~LMC~~	Foy ~~LMC~~	*e* CL 3,38	1918 5mo *Lloyd's*	J.&D. Morris,Ld. Newcastle *SA&CP*	~~A.C.Reynolds~~	135·3|23·6|10·0 B8'F18'Q49' FK *FPT*	German 3*BHCem* 25*t APT* 12*t*	C.2Cy.17″&34″–24″ 130lb 48RHP 1SB,2*pf*,GS35,HS1180 G.T.Grey&Co.Ld.S.Shl.	11 ″ 0 ~~s — 9½~~ ~~10 ″ —~~	
71217 139232 GKFS	**Bridgepool** *ss*Shl.No.3–8,36 D.F. 1*Dk(Stl)*		4845 4618 3009	†100A1 4,39 Sws BS12,38 LMC8,36	Cff	*y* CL ~~10,37~~ 11,38	1924 5mo *Lloyd's*	RopnerS.B &Repairing Co(Stockton) Ld. Stockton *SA&CP*	PoolShippingCoLd (SirR.Ropner&Co. Ld. *Mgrs.*) *Cell D Ba* 126′ *uE* 25′ *f*	390·0|55·5|26·4 403·1 (O.L.) P29'B221'F42' FK 171′1059*t FPT* 162*t*	W.Hartlpl British 6*BHCem* *APT* 194*t*	T.3Cy.25½″,40″&72″–48″ (*s*) 180lb ~~built 3 at 170lb~~ 438NHP 3SB(Spt)*9cf*,GS189,HS7420 J.Dickinson&Sons,Ld.Sld.	28 ″ 9 s 4 ″ 5 24 ″ 6½	
71218 99394 MPCW	**Brier Rose** Steel&Iron *ss*Hul.3rdNo.3–11,32 *ss*Bly.No.1–36 *Well deck* *Mchy.Aft* 1*Dk(Irn)* *Irn framingStl plating*		503 333 196	†100A1 ~~2,38~~ 10,38 ~~LMC~~ MS4,36 BS~~1~~ 10,38	Bly LMC	*g* CL ~~11,37~~ 4,38	1892 4mo *Lloyd's*	J.Shearer &Son Glasgow *SA&CP*	RichardHughes& Co.(Liverpool)Ld.	165·0|25·1|10·3 Q89'B12'F29' BK7″ *WB = FPT*	Liverpool British 8*BHCem* 56*t*	C.2Uy.19″&44″–30″ (*s*) 120lb 104NHP 1SB,*3cf*,GS55,HS1790 Hutson&Corbett,Glasgow	11 ″ 6 s 4 ″ 3 11 ″ 11	
71219 128049 GWTC	**Bright Wings** (*ex*Delia–34, *ex*MiddlehamCastle) *ss*Rot.2ndNo.3–5,35 2*Dks(Stl)&Web frames* *Longitudinal framing*		4539 4175 2885	†100A1 4,39 ~~3,37~~ ~~Kinloss~~ LMC 5,35 ~~N B28 renewed~~ 35 BS5 ~~3,38~~ 3,39	Cff Bry	*y* CL ~~10,36~~ 3,39	1910 6mo *Lloyd's*	W.Hamilton&Co.Ld. PortGlasgow *SA&CP*	WingLine,Ld. (WingManagementCo.Ld. *Mgrs.*) *Cell D Ba* 119′ *u E&B*	380·0|50·0|26·9 P35'B113'F42' FK 36′ *f* 170′1000*t APT* 27*t*	London British 6*BHCem*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb *120lb* NDB24 414NHP 2SB,*6cf*,GS125,HS5595 FD D.Rowan&Co.Ld.Glasgow	29 ″ 6 s 5 ″ 4½ 24 ″ 4	
71220 149452 GNQV	**Brighton** *ss*Nwc.No.2–37 D.F. 1*Dk(Stl)*		5359 4845 3237	†100A1 8,38 ~~8,38~~ LMC2,37	Cff Bry	*z* CL 1,37	1928 1mo *Lloyd's*	ShortBros. Ld. Sunderland *SA&CP*	CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*) *Cell DB*	409·6|54·0|28·2 423·5(O.L.) P34'B116'F44' FK 344′1797*t FPT* 217*t*	Newcastle British 7*BHCem* *APT* 290*t*	T.3Cy.22½″,39″&68″–48″ (*s*) 220lb *180lb* 380NHP 2SB(Spt) *8cf*,GS155,HS5760 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 1½ 25 ″ 7½	
71221 160139 GQFK	— Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. 3*Dks* *CruiserStern*		2391 1914 971				1933 *Lloyd's*	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	298·1|38·6|22·7 *WB*	Newhaven British	6 Steam Turbines W.Denny&Bros.Ld.Dmb.		BT till 3,39
71222 99949 GKMC	**Brighton Belle** Ⓟ Pad (*ex*LadyEvelyn) Wireless 2*Dks*		396 288 152				1900 *Lloyd's*	J.Scott& Co. Kinghorn *SA&CP*	P.&A.Campbell, Ld.	200·0|24·1| 8·2 P9′ len04	Bristol British	C.2Cy.22⅝″&48″–54″ NB*made19fitted*34 141NHP J.Scott&Co.Kinghorn		BT till 10,38
71223 119968 GJTW	**Brighton Queen** Ⓟ Pad (*ex*LadyMoyra–33,*ex*Gwalia) Wireless D.F. 2*Dks*		807 433 ~~391~~ 319				1905 *Lloyd's*	J.Brown& Co.Ld. Clydebank *SA&CP*	P.&A.Campbell. Ld.	245·0|29·0| 9·7 *Trunk* 176′	Bristol British	C.D.2Cy.34½″&71″–60″ 325NHP J.Brown&Co.Ld.Clydebnk		BT till 10,38
71224 162324 MJPM	**Brightside** *ss*Bly.No.1–35 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*		476 322 189	†100A1 5,38 ~~5,37~~ BS~~5,37~~ 4,38 LMC5,35	Bly Shl	*f* CL ~~3,36~~ 3,38	1930 8mo *Lloyd's*	Abdela-Mitchell Queensferry *SA&CP*	FortisS.S.Co.Ld. (T.H.Donking& Sons,Ld. *Mgrs.*)	142·2|25·2|11·5 Q79'B9'F23' FK *FPT* 54*t APT* 28*t*	Middlsbro' British 3*BHCem*	C.2Cy.18″&38″–27″ (*s*) 180lb*at Eng.*130lb 69RHP 1SB,*3cf*,GS37,HS1380 Abdela–Mitchell, Brimscombe	12 ″ 7 s 4 ″ 4½ 12 ″ 3½	
71225 3654 PJAN	**Brigida** TwinSc *ss*Cco.No.2–35 *Mchy.Aft* 1*Dk(Stl)* *Longitudinal framing at bottom&at deck*		*2609* *1716* *1133*	†100A1 12,38 ~~6,37~~ ~~4016,37~~ *CarryingPetroleum in bulk* *Fitted for oil fuel*	Cco BS6,38 LMC5,35	*l* CL P6,37 ~~S6,38~~ 8,27	1927 8mo *Lloyd's*	Harland& Wolff.Ld. Belfast *SA&CP*	N.V.Curacaosche Scheepv.Maats.	305·0|50·2|15·0 P87'F42' FK *Trunk* 176′ *FPT* 84*t*	Willmstad Dutch 11*BHptCem* *ptAsp* *APT* 92*t*	T.6Cy.13½″,23½″&36″–27″ 180lb (*s*) 238NHP 2SB,*4cf*,HS3958 FD Harland&Wolff,Ld.Bel.	15 ″ 0 s 1 ″ 6½ 13 ″ 7½	
71226 2441 DAYR	**Brigitte** (*ex*Tullochmoor–36) *ss*Stn.No.3–1,37 1*Dk(Stl)Arch dk* *Cruiser Stern* *Cargo battens not fitted*		2740 1683	†100A1 *withfreeboard* 1,39 ~~1,37~~ LMC1,37	Stn	*l* CL ~~7,35~~ 12,38	1924 10mo *Lloyd's*	BlythS.B. &D.D.Co.Ld. Blyth *SA&CP*	F.L.Nimtz *Cell D*	319·6|43·0|24·1 P21'F26' FK *B*277 743*t FPT* 148*t*	Stettin German 5*BHptCem* *APT* 99*t*	T.3Cy.23½″,38″&64″–42″ (*s*) 180lb 323NHP 2SB,*8cf*,GS126,HS5464 N.E.MarineEngCoLd.Nwc	26 ″ 9 s 7 ″ 7½ 19 ″ 3½	
71227 (*ex*Wanadis–33, *ex*Sambo) DMDF	**Brigitte Raabe** WoodAux 3MstSr 1*Dk* *OilEng.* (*See Sailing Ship Register*)		375 323 288				1920	Gartha Vaerft Arendal	FritzRaabe (Renck&Hessenmüller, *Mgrs.*)	137·2|28·0|13·0	Rostock German	Oil Engines 4S.C.SA 6Cy.8⅛″–14⅜″ 44NHP NE34 Humboldt-Deutzmotoren A.G.,Köln-Deutz		N
71228 143998 GSZW	**Brika** *ss*Bry.No.2–37 D.F. 1*Dk(Stl)* *Cargo battens not fitted*		4412 4094 2736	†100A1 ~~10,37~~ 1,39	Shl	*x* CL ~~1,37~~ 1,39	1929 5mo *Lloyd's*	J.Readhead &Sons,Ld. SouthShields *SA&CP*	LaTunisienneStm. Nav.Co.Ld.(F.C. Strick&Co.Ld. *Mgrs.*) *Cell D Ba&u E* 144′ *f*	370·6|52·3|25·9 P28'B104'F36' FK 160′1075*t FPT* 135*t*	Swansea British 6*BHCem* *APT* 115*t*	T.3Cy.24½″,41″&66″–45″ (*r*) 180lb *120lb* 341NHP 2SB,*6cf*,GS109,HS4460 FD J.Readhead&Sons,Ld.	28 ″ 3 s 5 ″ 3½ 23 ″ 1½	
71229 230338 KGWS	**Brilliant** *OilEng.* *Mchy.Aft* *ss*Phl.No.1–35 D.F. Gy.C. 2*Dks(Stl)&Web frames* *CruiserStern* *Longitudinal framing–bracketless system*		9132 8574 5561	†100A1 8,38 ~~8,37~~ ~~Bk 38~~ *CarryingPetroleum in bulk*	NYk	*et* CL ~~6,36~~	1930 11mo *Lloyd's*	SunS.B.& D.D.Co. Chester,Pa. *SA&CP*	Socony-Vacuum OilCo.Inc. *Cell D Bu E* 76′ 378*t*	480·5|66·0|36·8 *after Bridge* 77′ B37'F48' FK *FPT* 186*t APT* 127*t*	NewYork Utd. States 17*BHptCem* (12 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝″–91⅛″ 690NHP 2W.T.*DB 200lb* SunSB&DDCo.ChesterPa.	37 ″ 0	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite. Forme assignée après Lettre d'Equipement.	7 Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cités si ce n'est dans le L. R. Durée. Cert. B of Trade
71230	**Brilliant**	3 Mst	657	✠100A1	Ayr	CL	1901	Scott&	Wm.Robertson	185·0	29·2	10·8	Glasgow	T.3Cy.15",25"&40"–27" (s)	13 " 0
114003		ss Bwg.2nd No.3–5,27	450	2,59 ~~4,38~~	Sou	3,38	12mo	Sons		192·5 (O.L.)			British	160lb 91 RHP	s 4 " 3½
MFSF	*Well deck*	ss Gls.No.2–35	266		LMC			Bowling		Q99'B11'F35'			*BH Cem*	18S,*3pf*,GS58,HS1600	13 " 4
	Mchy Aft	1 *Dk(1rn)*		MS3,35	BS ~~12,37~~	3,39	*Lloyd's SA&CP*			BK7½'				Muir&Houston,Ld.Gls.	
		Cargo battens not fitted		NB5,20 *refitted* 10,31						*WB = Cell D Bf* 104'			160t *FPT* 60t		
71231	**Brimanger**	Twin Sc	4883				1929	Armstrong	Westfal-Larsen&	398·0	54·7	26·1	Bergen	Oil Engines 4S.C.SA	N
		Oil Eng	4372					Whitworth	Co.A/S	P70t H370t F35t			Norwegian	12Cy.23¾"–43 5/16" 625 NHP	
LDKB	D.F.	2 *Dks*	2999					&Co.Ld.					*WB*		
	Ref.Mchy.							Newcastle						J.G.Kincaid&Co.Ld.Grk.	
71232	**Brindisi** (P)	Twin Sc	1976				1931	Cantieri	"Adriatica"	267·4	40·2	22·6	Bari	Oil Engines 2S.C.SA	I
52		*Oil Eng.*	1597					Riuniti Dell'	Soc.Anon di Nav.	F34'			Italian	12Cy.17⅛"–29⅛" 654 NHP	
IBUE		2 *Dks*	1074					Adriatico					*WB*	Soc.An "Fiat" S.G.M.Turin	
		Cruiser Stern						Monfalcone							
71233	**Brinkburn**		1598	✠100A1	Sld	CL	1924	Sir J Priest-	Brinkburn S.S.Co.	245·2	37·1	18·2	Sundrland	T.3Cy.19",31"&52"–36" (s)	20 " 4
148316		ss Sld.No.3–7,37	1361	2,38		3,37	7mo	man&Co.	Ld.(S.Marshall&	255·0 (O.L.)			British	180lb 186 NHP	s 2 " 10½
MLYF		1 *Dk(Stl)*	889	BS2,38 ✠LMC 3,37				Sunderland	Co.*Mgrs.*)	B50'F25'		FK	2SB,*6cf*,GS100,HS3012		17 " 8
		Cargo battens not fitted					*Lloyd's SA&CP*		*Cell D B* 202'417t *FPT*				60t *APT* 142t	G.Clark,Ld.Sunderland	
71234	**Brioni** (P)	Twin Sc	1987				1931	Cant.	"Adriatica"	267·3	40·2	22·6	Bari	Oil Engines 2S.C.SA	I
49		*Oil Eng*	—					Riuniti dell'	Soc.Anon di Nav.	F34'			Italian	12Cy.17 1/16"–29⅛" 654 NHP	
IBYD		2 *Dks*	1069					Adriatico					*WB*	Soc.An "Fiat" S.G.M.Turin	
		Cruiser Stern						Monfalcone							
71235	**Briquetas Zorroza**		1697	✠ ...	Bbo		1889	W.Gray&	A.Menchaca	260·0	36·6	18·3	Santander	T.3Cy.19",30½"&51"–36"	19 " 5
	(*ex* Peña Rocias–35, *ex* Norlands)	ss Bbo.3rd No.3–10,26	1306	4,31			5mo	Co.Ld.		P27'Q80'B104'F25		FK	NDB13	156 NHP	
EAHV		ss Bbo.No.1–32	996	✠				W Hartlepool					2SB,*4rf*,GS66		
		1 *Dk(Stl)&Web frames*								*D Ba* 82'			*f* 100'378t	Cen.Mar.Eng.Wrks.W Hpl	
71236	**Bris**		2027				1938	Trndhjms	D/SA/S Truls	289·3	44·1	18·3	Oslo	T.3Cy.20½",33"&56"–36"	
		1 *Dk*	1768					Mek.Verks.	(M.Thorvik, *Mgr.*)				Norwegian	188 NHP	
LJVU		*Cruiser Stern*	1174					Trondheim					*WB*	Trondhjems M.V.	
71237	**Brisbane**		4004	~~✠100A1~~	Alg	CL	1909	Fevigs	André Puech	334·7	47·1	24·8	Algiers	T.3Cy.24",40"&66"–45" (r)	27 " 0
Damaged by aircraft & beached 6.38	(*ex* Maris Louise	ss Alg.2nd No.3–11,32	~~3,27~~	*Spar dk*		5,37	1mo	Jernskibsbyg		343·5 (O.L.)			French	185lb 340 NHP	~~3 " 9~~
FNWR	Schiaffino–37,	ss Alg.No.1–37	2451	3,38				Fevig		P74'B116'F36'		FK	6*BH Cem*	2SB&1 AuxSB,*8cf*,GS151,	~~23 " 5~~
	ex Schiaffino,*ex* Noruega)	1 *Dk(Stl)*	3133	~~BS3,38~~	~~✠LMC 3,37~~		*Lloyd's SA&CP*						(5 to *Sp dk*	Richardsons, HS5493	
		&Spar dk(Stl–ws) 3 tr *B*	2451	*Fitted for oil*	*fuel* 4,20	*F.P. a*	*above* 150° F.		*Cell D Ba* 90' *u E* 22'	*f* 150'681t *APT* 29t			1 „ *Mdk*)	Westgarth&Co.Ld.Mdb.	
71238	**Brisbane Maru**		5425	✠100A1	Yka	CL	1930	Yokohama	Osaka Syosen	380·0	54·5	34·2	Osaka	Oil Engines 4S.C.SA	34 " 3
35934		*Oil Eng.*	4941	*with freeboard*		~~6,35~~	5mo	Dock Co.Ld.	K.K.				Japanese	6Cy.29⅛"–59 1/16" 489 NHP	s 10 " 2½
JJAC		ss Yka.No.1–35	3220	6,37	DBS6,38	6,38		Yokohama		B23'F43'		FK	6*BH*	DB *100lb*	24 " 2½
	Ref.Mchy.	3 *Dks(Stl)*		~~✠LMC 6,37~~	✠LMC6,34		*Lloyd's SA&CP*						(*Coll to W dk*	Akt.Burmeistr&Wain,Cpn	
				~~Lloyd's~~	~~W~~				*Cell D B* 317'805t	*f PFT* 47t *APT* 71t			5 „ 2nd „)		
71239	**Brisbane Star**	Twin Sc	11076	✠100A1	Bkn Gls Liv	CL	1937	Cammell	Union Cold Storage	530·0	70·4	32·2	London	Oil Engines 2S.C.SA	35 " 0
165365		*Oil Eng.*	9040	*with freeboard*			1mo	Laird&Co.Ld.	Co.Ld.(Blue Star				British	20Cy.28⅜"–49 7/16" 2806 NHP	s 5 " 8
GZCJ	D.F. E.S.D. GyC.	1 *Dk&Shelter dk,3rd dk*	6787 ~~11,36~~	6,39	✠LMC 1 37			Birkenhead	Line,Ld. *Mgrs.*)	P83'B202'F70'		FK	2 DB *100lb*		29 " 6½
	Ref.Mchy.	*except in No.1 hold,4th dk*		~~Lloyd's~~	~~RMC2,~~	~~3,38~~	*Lloyd's SA&CP*		*Duct keel forward*	*of mchy.space*			(*Coll to Sh dk*	Sulzer Bros.Ld.Winterthur	
		forward of mchy.space			3,39				*Cell D B* 380'1376t	*Tanks in*			7 „ 2nd „)		
		Cruiser Stern							*way of tun*	*nels* 1424t *FPT* 116t			*APT* 166t		
71240	**Brisk**		1594			-	1923	Akers Mek.	A/S Bonheur	255·0	39·5	17·6	Oslo	T.3Cy.19",31"&53"–36"	N
			1347					Verksted	(Fred.Olsen&Co.	P62t' H111t' F12t'			Norwegian	169 NHP	
LDGU	Wireless	1 *Dk*	885					Oslo	*Mgrs.*)				*WB*	Akers Mek.Verksted,Oslo	
71241	**Bristol City**		2864	✠100A1	Brs	CL	1920	C.Hill&	Bristol City Line of	316·5	43·8	23·6	Bristol	T.3Cy.24½",39"&66"–45' (s)	26 " 0
134722		ss Brs.No.3–2,30	2627	*Shelter dk*		3,37	3mo	Sons,Ld.	Steamships,Ld.(C.				British	180lb *100lb* 357 NHP	s 2 " 1½
GDML		ss Brs.No.2–39 ~~Brs.No.1–05~~	1711	*with freeboard*				Bristol	Hill&Sons. *Mgrs.*)			FK	*Cem*	2SB.*6cf*,GS111,HS4839 FD	24 " 1¼
	D.F.	2 *Dks(Stl)&Shelter dk*		1,39 ~~1,36~~	BS5, ~~3~~		*Lloyd's SA&CP*		*Collision B Hto Shelter dk*				5 *BH* to *U dk*	Richardsons,Westgarth&	
		(Stl)3rd dk(Stl)in forehold		~~BS6,37~~	✠LMC5, ~~3~~	TS1,38			*Cell D*	B268' 601t *FPT* 88t			*APT* 89t	Co.Ld.Hpl.	
				Fitted for oil	*fuel* 3,20	*F.P. a*	*above* 150° F.								
71242	**Brita** (*ex* Maid of Corfu,		2621				1907	Akt.Ges.	Suomen Kalastus	301·9	43·8	23·5	Lovisa	T3Cy20 3/16",35 7/16"&55 7/16"–37 3/16"	N
	ex Mecklenburg)		2484					"Neptun"	O/Y Finska	H72'			Finnish	192 NHP	
OHDX		2 *Dks*	1657					Rostock	Fiskeri A/B				*WB*	A.G."Neptun," Rostock	
71243	—		*1252*				1908	Sunderlnd	Rederi A/B Väsby	227·4	38·1	15·3	Lerberget	T.3Cy.17½",29"&48"–33"	V
	(*ex* Odland I,*ex* Odland)		*1039*					S.B.Co.Ld.	(Fänges&Påhls-	F43'B15'H21t'F23'			Swedish	132 NHP	
SDMI	*Mchy.Aft*	1 *Dk*	*702*					Sunderland	sons Rederier, *Mgs*)				*WB*	N.E.Marine Eng.Co.Ld.Sld	
71244	**Brita Thorden** (*ex* Gerdrun–35,		1866				1920	A/S Sör-	Rederi A/B Steam	265·0	42·0	17·9	Brandö	T.3Cy.18",29½"&50"–36"	N
	ex Eidsbotten,*ex* Aries)		1600					andets Skibs.	(Gust.B.Thordén,	P57t H75t			Finnish	150 NHP	
OHWX		1 *Dk*	1081					Fevig	*Mgr.*)				*WB*	Fredrikstad M.V.Frdstad.	
71245	**Britamlube**		1932	✠100A1	Tto	CL	1932	Furness	"Britamlube",Ld.	250·0	43·2	17·9	Toronto	T.3Cy.17",28"&46"–36" (r)	18 " 0
157353		ss Tto.No.1–38	1465	*For Service on the Great*		4,36	3mo	S.B.Co.Ld.					British	180lb 188 NHP	~~2 " 8½~~
CYJG	*Mchy.Aft*	1 *Dk(Stl)*	1085	*Lakes & River St. Lawr*		*ence,*		Haverton		P62'F41'			11 *BH pt Cem*	2SB,*4cf*,HS3600	~~16 " 0~~
	Longitudinal framing at bottom & at deck			*also to St. John NB & St.*		*John's*	*NFL*	Hill-on-Tees		*Trunk* 147'		FK		N.E.Marine Eng Co Ld Nwc	s1 " 11½
				4,38 ~~4,08~~	12,3				*Cell D Bu E&*	B40'112t *FPT* 129t			*APT* 47t		16 " 2¾
				~~BS12,35~~	✠LMC 4,32										
				Carrying Petroleum in		*bulk*	*Lloyd's SA&CP*								
				Fitted for oil	*fuel* 4,32	*F.P. a*	*above* 150° F.								
71246	**Britamoco**		1932	✠100A1	Tto	CL	1932	Furness	"Britamoco," Ld.	250·0	43·2	17·9	Toronto	T.3Cy.17",28"&46"–36" (r)	18 " 0
157359		ss Tto.No.1–38	1465	*For Service on the Great*		4,36	6mo	S.B.Co.Ld.					British	180lb 188 NHP	~~2 " 8½~~
CYJF	*Mchy.Aft*	1 *Dk(Stl)*	1085	*Lakes & River St. Lawr*		*ence,*		Haverton		P62'F41'			11 *BH pt Cem*	2SB,*4cf*,HS3600	~~16 " 0~~
	Longitudinal framing at bottom & at deck			*also to St. John NB & St.*		*John's*	*NFL*	Hill-on-Tees		*Trunk* 147'		FK	*pt Asp*	N.E.Marine Eng Co Ld Nwc	s1 " 11½
				4,38 ~~4,08~~	12,3				*Cell D Bu E&*	B40'112t *FPT* 129t			*APT* 47t		16 " 2¾
				~~BS12,35~~	✠LMC 4,32										
				Carrying Petroleum in		*bulk*	*Lloyd's SA&CP*								
				Fitted for oil	*fuel* 6,32	*F.P. a*	*above* 150° F.								

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidship. / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B of T or Cert.
71247	**Britamoil**		1931	✠100A1	Tto		CL	1931	Furness	"Britamoil," Ld.	250·0	43·2	17·9	Toronto	T.3Cy.17",28"&46"-36" (r)	18 " 0	
157039		ss Tto. No. 1-37	1469	For Service on the			4,35	6mo	S.B.Co.Ld.					British	180lb 176NHP	~~23 " 3~~	
CYFV	Mchy. Aft	1 Dk (Stl)	1099	Great Lakes					Haverton Hill-on-Tees		P62' Trunk 147' F41'			11 B Hpt Cem	1SB, 4cf, HS3250	~~16 " 4~~	
	Longitudinal framing at bottom & at deck			4,37 12,3~~9~~									FK		N.E. Marine Eng Co Ld. Nwc	21 " 7	
				BS~~4,37~~ ✠LMC~~6-31~~						Lloyd's SA & CP	Cell D B u E & B 40' 112t F P T			129t A P T 47t		16 " 7¼	
				Carrying Petroleum in bulk													
				Fitted for oil fuel 6,31			F.P. above 150° F.										
71248	**Britamolene**		1931	✠100A1	Tto		CL	1931	Furness	"Britamolene" Ld.	250·0	43·2	17·9	Toronto	T.3Cy.17",28"&46"-36" (r)	18 " 0	
157343		ss Tto. No. 1-38	1469	For service on the			7,37	6mo	S.B.Co.Ld.					British	180lb 176NHP	~~23 " 3~~	
CYFW	Mchy. Aft	1 Dk (Stl)	1099	Great Lakes					Haverton Hill-on-Tees		P62' Trunk 147' F41'			11 B Hpt Cem	1SB, 4cf, HS3250	~~16 " 4~~	
	Longitudinal framing at bottom & at deck			1,38 ~~4,36~~ 12,3~~7~~									FK		N.E. Marine Eng Co Ld. Nwc	21 " 7	
				BS~~12,35~~ ✠LMC~~6-31~~						Lloyd's SA & CP	Cell D B u E & B 40' 112t F P T 129t			A P T 47t		16 " 7¼	
				Carrying Petroleum in bulk													
				Fitted for oil fuel 6,31			F.P. above 150° F.										
71249	**Britanica** (ex Doon)	Twin Sc	1350	✠ A1	Lon		CL	1913	Cammell	Blue Star Line, Ld.	220·0	42·1	9·9	London	C.4Cy.15"&32"-19" (s)	12 " 7	
149915	ss Lon. 2nd No. 3-4,39 ~~ss Lon. No. 3-2,36~~		803	with freeboard			~~1,35~~	4mo	Laird & Co. Ld.		227·0 (O.L.)			British	140lb 181NHP	s 3 " ~~11½~~	
MBKG	Ref. Mchy	1 Dk	774	4,39 ~~4,37~~ ✠LMC 3,39			1,38		Birkenhead		B & F 208'		FK	5 B H Cem	2SB, 6cf, GS104, HS3465 FD	8 " ~~11½~~	
				Lloyd's RMC~~4~~			3,39	Lloyd's SA & CP		W B	= Cell D B a 70' f 52'3			50t F P T 75t	Cammell Laird & Co Ld Bkn.		
				3,39													
				For service between London, Brest & Hamburg													
71250	**Britannia** (P)		8799					1926	A. Stephen & Sons, Ld. Glasgow	Anchor Line, Ld.	460·0	59·0	29·4	Glasgow	Q.4Cy.29½",42½",60¾"&87"-54"		C
148894		Fitted for oil fuel	6636								P53' B164' F44			British	558NHP		BT till ~~1-11~~ 7,39
GLZN	D.F.	2 Dks	5276							W B					A. Stephen & Sons, Ld. Gls.		
71251	— (P)		4216	✠100A1	Got	x	CL	1929	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Rederiaktieb. Svenska Lloyd (K.R. Bökman, Mgr.)	373·5	50·1	28·6	Gothenburg	3 Steam Turbines SR geared to 1 Sc. Shaft	32 " 0	
7544		ss Got. No 2-37	3258	with freeboard			N~~41,35~~	6mo			360·0	50·1	29·1	Swedish	220lb HS11788 1043NHP	~~12 " 1½~~	
SFMN	D.F. E.S.D.	2 Dks (Stl—Weather dk ws)	2422	~~3,39 9,86~~ ✠LMC6,37			10,38				376·3 (O.L.)			7 B H Cem	3SB (Spt), 12cf, HS258, FD	20 " 4	
	Ref. Mchy. 3rd dk (Stl) in Nos. 2,3 & 4 holds			4,39 ~~10,36~~				Lloyd's SA & CP		Cell D B 301' 468t		F67' FK	Cell	B H to W dk	Parsons Marine Steam		
	Strengthened for Navigation in Ice			BS4.38							tanks in way =			A P T 54t	Turbine Co. Ld. Nwc.		
				Fitted for oil fuel 1 0,37			F.P. above 150° F.				f tunnel 42t F P T 28t						
71252	—		623	100A1	Lth		CL	1918	Smith's Dock Co Ld Middlesbro'	Leith, Hull & Ham. Stm. Pkt. Co. Ld. (J. Currie & Co. Mgrs.)	175·4	30·0	15·7	Leith	T.3Cy.16",26"&44"-26" (s)	16 " 6	
144909	(ex Thropton,	ss Lth. No. 3-11,32	488	4,39 ~~4,38~~			~~12,36~~				180·7 (O.L.)			British	200lb 100lb NDB24 94RHP	s 1 " 7½	
MKBT	ex Killiney)	ss Lth. No. 1-37	260	BS~~1,39~~	LMC2,37		4,39				B50'		FK	5 B H Cem	1B, 3cf, GS51, HS1825	15 " 0½	
		1 Dk (Stl)		4,39				Lloyd's SA & CP			Cell D B u E 26'20t			F P T 20t	Smith's Dock Co. Ld. Mdb.		
71253	— (P)	Pad Sk	483					1896	S M'Knght & Co. Ayr	P. & A. Campbell, Ld	230·0	26·6	9·6	Bristol	C.D.2Cy.37"&67"-66"		BT till ~~1-11~~ 3,39
102495			378								Q13'			British	NB35 304NHP		
GFNP	Wireless	1 Dk	183								Promenade dk 217'				Hutson & Son, Glasgow		
71254	**Britannic** (P)	Twin Sc	26943	✠100A1	N Yk		CL	1930	Harland & Wolff, Ld. Belfast	Cunard White Star, Ld.	683·6	82·4	48·6	Liverpool	Oil Engines 4 S C.D.A	52 " 10	BT till ~~6-36~~
162316		Oil Eng	21122	with freeboard	Liv		~~1,36~~	6mo						British	20Cy.33⅛"-53" 42 1NHP	s 18 " 4~~3~~	
GDXF	D.F. Gy.C.	ss Liv. No. 2-38 ~~ss Liv. No. 1-35~~	~~18445~~	1,39 ~~4,38~~ 4,~~37~~			12,38			Lloyd's SA & CP	B325' F110'			12 B H Cem	2DB 1150lb 5DB (upr.) 100lb	35 " 0½	~~11,36~~
	Ref Mchy	4 Dks (Stl—weather dk ws)	16374	✠LMC							Upper bridge 118'		FK & BK 24½"		Harland & Wolff, Ld. Bel.		12,38
	Sub. Sig.	5th dk (Stl) in holds, except		DBS~~1,34~~ 1,39							Cell D B 582' 3230t			D T s f 56' 1756t F P T	181t A P T 23t		
	Cruiser Stern	aftermost hold, 6th dk (Stl)		Lloyd's RMC~~4~~													
		in Nos. 1,2 & 3 holds		1,~~38~~													
				No. ~~4~~ lower ~~[illegible]~~ chambers													
				or temp. 33' ~~[illegible]~~													
				Carrying vegetable oil in after deep tank forward													
71255	—		2490	✠100A1	Hpl	t	CL	1918	C. Hill & Sons Bristol	W. H. Cockerline & Co.	303·0	43·0	20·7	Hull	T.3Cy.22",36"&59"-39" (s)	23 " 0	
142718	(ex Mumbles Light,	ss Hpl. No. 3-1,32	2246	~~6,38 3,37~~ 5,39			~~1,37~~	12mo						British	180lb 100lb HS5140 331NHP	s 3 " ~~4½~~	
GRSC	ex War Damson)	ss Hpl. No. 1-37	1443	✠LMC 3,37			5,38				P33' B80' F33'		FK	6 B H Cem	2 Water Tube Boilers FD	19 " 10	
	D.F.	1 Dk (Stl)		BS~~5,38~~ 5,39				Lloyd's SA & CP		Cell	D B 252' 670t F P T 70t			t A P T 180t	W. Simons & Co Ld. Renfrew		
	Cargo battens not fitted	Cruiser Stern															
71256	—		2242				...	1899	Wood Skinner & Co. Ld. Newcastle	A/B Britannia S.S. Co. Ld (A/B Nielsen & Thorden O/Y, Mgrs.)	290·2	42·4	19·2	Helsingfrs	T.3Cy.21½",35½"&58"-39"	21 " 9	V †
	(ex Oceanic-33, ex Franz Haubuss,		1995								P23' B64' F30'		FK	Finnish	215NHP		
CHHF	ex Ferro, ex Falkanger, ex Bryvhild,		1278											W B	N.E Marine Eng Co Ld. Nwc		
	ex Hirundo)	1 Dk & deep framing															
71257	**British Advocate**		6994	✠100A1	Sws	b†	06	1922	Sir J. Laing & Sons, Ld. Sunderland	British Tanker Co. Ld.	440·3	57·1	33·9	London	2 Steam Turbines DR geared to 1 Sc. Shaft (s)	33 " 11	
146629		ss Fal. No. 3-1,35	6549	~~7,38 12,37~~ 1,39	Nwc	Bd	6,37	9mo			456·4 (O.L.)			British	200lb 120lb 642NHP	~~6 " 4½~~	
GJLM	Mchy. Aft	2 Dks (Stl) & Web frames	4130	✠LMC							P113' B32' F48		FK	17 B H pt Cem	3SB (Spt), 12cf,	27 " 9	
	D.F. E.S.D.	Longitudinal framing		MS12.34 BS~~2,37~~ 1,39				Lloyd's SA & CP		Cell D B u E & B 74'				(10 to U dk 7 " 2nd ")	HS8256 FD		
				Carrying Petroleum in bulk							209t D T f 45'851t			F P T 205t A P T 259t	G. Clark, Ld. Sld.		
				Fitted for oil fuel 9,22			F.P. above 150° F.										
71258	**British Ambassador**		6940	✠100A1	Sld	b†	CL	1924	Sir J. Laing & Sons, Ld. Sunderland	British Tanker Co. Ld.	435·0	57·3	33·8	London	T.3Cy.28",46"&76"-51"	33 " 10	
147595		ss Bku. No. 3-7,36	6449	6,39 ~~1,38~~ 8,3~~8~~	Fal	Bku	~~1,37~~	2mo						British	180lb 120lb 581NHP	s 6 " 5½	
GJWB	Mchy. Aft		4110	MB~~5,36~~ 1,38	LMC	7,36	10,38				P110' B32' F49'		FK	16 B H Cem	2SB, 9cf, HS8634	27 " 7¾	
	D.F.	2 Dks (Stl) & Web frames		DBS~~4,37~~ 5,~~38~~				Lloyd's SA & CP		Cell D B u E & B 84' 387t				(11 " u dk 5 " 2nd ")	Palmers Co. Ld. Newcastle		
	E.S.D.	Longitudinal framing									D T f 41' 651t F			P T 204t A P T 154t			
				Carrying Petroleum in bulk													
				Fitted for oil fuel 3,24			F.P. above 150° F.										
71259	**British Architect**		7388	✠100A1	Bom	b†	CL	1922	Blyths-wood S.B. Co. Ld. Glasgow	British Tanker Co. Ld.	440·4	56·1	34·6	London	T.3Cy.25",42½"&72"-54" (s)	34 " 2	
146680		ss Nwc. No. 3-7,35	6819	~~11,38 3,38~~			10,36	12mo						British	215lb 180lb 616NHP	s 6 " 7⅜	
GJNP	D.F. Mchy. Aft	2 Dks (Stl)	4894	B~~5,38~~ ✠LMC 7,35							P105' B35' F56'		FK	15 B H pt Cem	3SB, 9cf, GS194, HS9216 FD	27 " 9½	
				11,38						Cell D B u E & B 61				(9 to U dk 6 " 2nd " ")	Dunsmuir & Jackson Ld. Gls		
				Carrying Petroleum in bulk				Lloyd's SA & CP			D T f 48 655t			F P T 237t A P T 46t			
				Fitted for oil fuel 12,22			F.P. above 150° F.										
71260	**British Ardour**		7124	✠100A1	Fal	b†	CL	1928	Palmers' Co. Ld. Newcastle	British Tanker Co. Ld.	440·6	57·1	33·9	London	Q.4Cy.24",35",50½"&73"-51"	33 " 11	
160525		ss Fal. No. 2-36	6522	12,38 ~~4,38~~	DBS12,38		~~12,37~~	7mo						British	225lb 120lb (r) 553NHP	s 6 " 6½	
GKFX	Mchy. Aft	2 Dks (Stl) & Web frames	4255	LMC 8,36			12,38				P107' B34' F49'		FK	17 B H pt Cem		27 " 7⅜	
	D.F. Gy.C	Longitudinal framing						Lloyd's SA & CP		Cell D B u E & B 80'				(11 to U dk 6 " 2nd ")	3SB (Spt), 9cf, HS7656		
	E.S.D.									382t D T f 41 579t				F P T 136t A P T 99t	Palmers Co. Ld. Newcastle		
				Carrying Petroleum in bulk													
				Fitted for oil fuel 7,28			F.P. above 150° F.										
71261	**British Aviator**		6998	✠100A1	Bom	b†	CL	1924	Palmers' Co. Ld. Newcastle	British Tanker Co. Ld.	439·8	57·1	33·8	London	Oil Engines 2 S.C.S.A	33 " 11	
147700		Oil Eng. ss Fal. No. 3-4,37	6457	9,38 1,38	Sld		6,36	8mo						British	4Cy.23½"-91⅛" 687NHP	s 6 " 6½	
GKTB	Mchy. Aft	2 Dks (Stl) & Web frames	4136	✠NE 2,30	LMC CS		3				P110' B33' F50'		FK	17 B H pt Cem	2DB-150lb	27 " 8¼	
	D.F.	Longitudinal framing		BS~~1,38~~ 3,39			4,37	Lloyd's SA & CP		Cell D B u E 34'				(11 to U dk 6 " 2nd ")	W. Doxford & Sons, Ld. Sld.		
	E.S.D.									75t D T f 45'224t				F P T 153t A P T 119t			
				Carrying Petroleum in bulk													

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. Roof Trade
71262	**British Captain**		6968	✠100A1	Fal	*b*†	OG	1923	Palmers'	BritishTankerCo.	440·0	57·1	33·8	London	2 Steam Turbines DR	33 ″ 11	
146691		*ss*Fal.No.3–6,35	6472	5~~,22~~,~~07~~ 1,39			8,37	2mo	Co.Ld.	Ld.				British	geared to 1 Sc. Shaft (*s*)	s 6 ″ 6	
GJRN	*Mchy.Aft*	2*Dks*(*Stl*)&*Web frames*	4073	✠LMC					Newcastle		P113′B32′F50′ FK			17*BHptCem*	2001b *120lb* 654NHP	27 ″ 8½	
	D.F.	*Longitudinal framing*		MS2,34	BS~~3,33~~3,38			*Lloyd's*A&CP		*CellDBuE&B87′*				(11 *to U dk*	3SB(Spt),*12cf*,GS204,		
	E.S.D.									*57t DTf47′ 729t*				6 „ 2nd „)	HS8511 FD		
				CarryingPetroleum in bulk						*FPT163t APT122t*					Palmers'Co.Ld.Newcastle		
				Fitted for oil fuel 2,23			*F.P. above* 150° F.										
71263	**British Chancellor**		7085	✠100A1	Fal	*b*†	OG	1921	SirJ.Laing	BritishTankerCo.	440·3	57·1	34·0	London	2 Steam Turbines DR	33 ″ 11	
146197		*ss*Shl.No.3–8,31	6549	~~11,37~~4,38	Blyth		~~10,37~~	12mo	&Sons,Ld.	Ld.				British	geared to 1 Sc. Shaft (*s*)	s 6 ″ 4¾	
GFVN	*Mchy.Aft*	*ss*Fal.No.1–36	4211	S10,38	✠LMC		4,38		Sunderland		P113′B32′F48′ FK			17*BHptCem*	2001b *120lb* 642NHP	27 ″ 9	
	D.F.	2*Dks*(*Stl*)&*Web frames*		MS4,36	BS~~11,~~			*Lloyd's*A&CP		*CellDBuE&B74′*				*ptAsp*	FD		
	E.S.D.	*Longitudinal framing*								*DTf45′851t*				(10 „ *to U dk*	3SB(Spt),*12cf*, ,HS8256		
				CarryingPetroleum in bulk						*FPT205t APT259t*				7 „ 2nd „)	G.Clark,Ld.Sunderland		
				Fitted for oil fuel 12,21			*F.P. above* 150° F.										
71264	**British Chemist**	*ss*Shl No.3–9,37	6997	✠100A1	Nwc	*b*†	CL	1925	Palmers'	BritishTankerCo.	439·7	57·1	33·8	London	Oil Engines 2S.C.SA	33 ″ 11	
148643		*Oil Eng.* ~~incl. No.3 SS~~	6438	4,39~~10,36~~	Sld		10,36	7mo	Co.Ld.	Ld.				British	4Cy.23⅝″–91½″ 687NHP	s 6 ″ 6½	
GLMC	*Mchy.Aft*	2*Dks*(*Stl*)&*Web frames*	4129	BS4,39	✠LMC CS4,39			*Lloyd's*A&CP	Newcastle		P110′B33′F50′ FK			17*BHptCem*	2DB*150lb*	27 ″ 8½	
	D.F.	*Longitudinal framing*		NE4,30	10,					*CellDBuE*				(11 *to U dk*	W.Doxford&Sons,Ld.Sld.		
	E.S.D.									*34′75t DTf45′224t*				6 „ 2nd „)			
				CarryingPetroleum in bulk						*FPT153t APT119t*							
				Fitted for oil fuel 2,29			*F.P. above* 150° F.										
71265	**British Chivalry**		7118	✠100A1	Shl	*b*†	CL	1929	Palmers'	BritishTankerCo.	440·8	57·1	33·9	London	Q.4Cy.24″,35″,50½″&73″–51″	33 ″ 11	
161198		*ss*Shl.No.2–37	6515	~~9,36~~~~12,37~~3,39			~~11,35~~	2mo	Co.Ld.	Ld.				British	225lb *120lb* (*r*) 553NHP	s 6 ″ 6	
GBXL	*Mchy.Aft*	2*Dks*(*Stl*)&*Web frames*	4238	✠LMC			8,38	*Lloyd's*A&CP	Newcastle		P107′B31′F49′ FK			17*BHptCem*	FD	27 ″ 8½	
	D.F. E.S.D.	*Longitudinal framing*		MS6,37	S~~3,36~~3,39					*CellDBuE&B80′*				(11 *to U dk*	3SB(Spt),*9cf*, ,HS7656		
				CarryingPetroleum in bulk						*382tDTf41′579t*				6 „2nd „)	Palmers'Co.Ld.Newcastle		
				Fitted for oil fuel 2,29			*F.P. above* 150° F.			*FPT136t APT99t*							
71266	**British Coast** TwinSc		889	✠100A1	Liv	*o*	OG	1934	H.Robb	CoastLines,Ld.	231·6	35·2	11·8	Liverpool	Oil Engines 4S.C.SA	14 ″ 0	
162399		*ss*Liv.No.1–39 *Oil Eng.*	687	*withfreeboard*			8,37	1mo	Ld.		36·7			British	10Cy.13⅜″–22⅞″ 312NHP	s ″ 2	
GWQX	*Mchy.Aft*	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	475	1,39 ~~7,36~~	~~Shl~~			*Lloyd's*A&CP	Leith		241·7(O.L.)					13 ″ 11	
	Wireless D.F.	*Cruiser Stern*		✠LMC CS1,39							F28′ FK			*Cem*			
	E.S.D.			4,36				*Intermediate B Hin hold dispensed with Coll*						*BII to Sh dk*	BritishAuxiliaries,Ld.Gls.		
								CellDB176′318tDTf12′5			8t *FPT18t APT24t*			2 „ „ 2nd „			
71267	**British Colonel**	*ss*Shl.No.1–38	6999	✠100A1	Fal	*b*†	OG	1921	SirJ.Laing	BritishTankerCo.	440·8	57·1	34·0	London	2 Steam Turbines DR	33 ″ 11	
145243		*ss*Sld.No.3–12,33	6549	~~6,36~~ 8,37 2,39	~~Shl~~		8,37	7mo	&Sons,Ld.	Ld.				British	geared to 1 Sc. Shaft (*s*)	s 6 ″ 4¾	
GFDB	*Mchy.Aft*	2*Dks*(*Stl*)&*Web frames*	4136	6,38	✠LMC		9,38	*Lloyd's*A&CP	Sunderland		P113′B32′F48′ FK			17*BHptCem*	2001b *120lb* 642NHP	27 ″ 9	
	D.F.	*Longitudinal framing*		MS~~12,38~~	LS~~11,37~~					*CellDBuE74′*				(10 „ *to U dk*	FD		
	E.S.D.									*209tDTf45′851t*				7 „ 2nd „)	3SB(Spt),*12cf*, ,HS8256		
				CarryingPetroleum in bulk						*FPT205t APT259t*					G.Clark,Ld.Sunderland		
				Fitted for oil fuel 7,21			*F.P. above* 150° F.										
71268	**British Colony**		6917	✠100A1	Fal	*b*†	CL	1927	Swan,Hun-	BritishTankerCo.	440·2	57·0	33·7	London	T.3Cy.26½″,44″&74″–51″ (*s*)	33 ″ 11	
149828			6356	~~7,36~~ ~~8,37~~ 12,38			~~4,36~~	5mo	ter&Wigham	Ld.				British	200lb *120lb* 584NHP	s 6 ″ 5	
GBKW	*Mchy.Aft*	*ss*Fal.No.2–35	4135	BS~~8,37~~	✠LMC7,35		5,38	*Lloyd's*A&CP	Richardson,		P110′B32′F49′ FK			18*BHptCem*	3SB,*12cf*, ,HS8634 FD	27 ″ 9½	
	D.F.	2*Dks*(*Stl*)&*Web frames*		8,38					LdNewcastle					(10 *to U dk*	Swan,Hunter&Wigham		
	E.S.D.	*Longitudinal framing*												8 „ 2nd „)	Richardson,Ld.Nwc		
				CarryingPetroleum in bulk						*CellDBuE&B83′f*				38′ 562t *DT*	*f*426t *FPT*158t *APT*104t		
				Fitted for oil fuel 5,27			*F.P. above* 150° F.										
71269	**British Columbia Express** TwSc		3339	✠100A1	Gls	*x*	CL	1936	Götaver-	SkibsA/S Victoria	364·4	50·3	21·3	Oslo	Oil Engines 2S.C.SA	25 ″ 6	
		Oil Eng	2611	*withfreeboard* ~~10,37~~			7,38	11mo	kenA/B	(S.Herlofson&Co.	381·6(O.L.)			Norwegian	18Cy.19¾″–35⅞″ 1213NHP	s 2 ″ 1	
LJHC	*Ref.Mchy.*	1*Dk&Shelter dk*	1869	2,39 ~~12,38~~	✠LMC11				Gothenburg	A/S,*Mgrs.*)	B&F210′ FK			*ptCem*		23 ″ 6	
		Platform dk in forward holds			Lloyd's RMC8,38		12,38	*Lloyd's*A&CP						*Coll BIItoSh dk*	GotaverkenA/B,Got.		
	D.F. E.S.D.	*Cruiser Stern*												4 „ „ 2nd „			
		Part electrically welded, including butts of shell, decks & inner bottom						*Intermediate B Hin afterhold dispensed with*									
								CellDBuE&f172′			646t *DT sa*95′ 713t			*FPT61t APT*	232t		
71270	**British Commander**		6901	✠100A1	Nwc	*b*†	OG	1922	CaledonSB	BritishTankerCo.	440·0	57·0	33·8	London	2SteamTurbinesDRgeared	33 ″ 11	
146652		*ss*Shl.No.3–1,35	6382	9,38 ~~2,28~~	Fal		~~1,38~~	12mo	&Eng.Co.Ld.	Ld.				British	to1 Sc. Shaft (*s*)	s 6 ″5¾	
GJKV	*Mchy.Aft*	2*Dks*(*Stl*)&*Web frames*	4075	BS2,39	✠LMC		1,39	*Lloyd's*A&CP	Dundee		P113′B32′F50′ FK			16*BHptCem*	2001b *120lb* 643NHP	27 ″ 8½	
	D.F.	*Longitudinal framing*		MS1,35	~~S1,34~~					*CellDBuE*				(10 *to Up dk*	FD		
	E.S.D.									*38′61tDTf46′699t*				6 „ 2nd „)	3SB(Spt),*12cf*, ,HS8256		
				CarryingPetroleum in bulk						*FPT141t APT188t*					MetVickersElec.CoLdMch		
				Fitted for oil fuel 1 2,22			*F.P. above* 150°F.										
71271	**British Commodore**		6865	✠100A1	Fal	*b*†	OG	1923	CaledonSB	BritishTankerCo.	440·0	57·0	33·8	London	2SteamTurbinesDRgeared	33 ″ 11	
146710		*ss*Shl.No.3–9,28	6382	~~1,36~~ ~~8,37~~2,39	~~Nwc~~Sld		7,37	3mo	&Eng.Co.Ld.	Ld.				British	to 1 Sc. Shaft (*s*)	s 6 ″ 5¾	
GJNQ	*Mchy.Aft*	*ss*Shl.No.2–36	4036	✠LMC				*Lloyd's*A&CP	Dundee		P113′B32′F50′ FK			16*BHCem*	200lb *120lb* 643NHP	27 ″ 8½	
	D.F.	2*Dks*(*Stl*)&*Web frames*		MS10,36	BS~~4,33~~5,38					*CellDBuE38′*				(10 *to U dk*	3SB(Spt),*12cf*,HS8256 FD		
		Longitudinal framing								*61tDTf46′699t*				6 „ 2nd „)	MetVickersElecCoLd.Mch		
				CarryingPetroleum in bulk						*FPT141t APT188t*							
				Fitted for oil fuel 3,28			*F.P. above* 150° F.										
71272	**British Confidence**		8494	✠100A1	Fal	*d*†	CL	1936	Cammell	BritishTankerCo.	466·9	62·0	34·0	London	Oil Engines 2S.C.SA	34 ″ 1	
164737		*Oil Eng.*	7489	~~1,36~~~~10,37~~	~~Nwc~~Shl			10mo	Laird&Co.Ld.	Ld.	482·0(O.L.)			British	4Cy.23⅜″–91½″ 687NHP	~~6 ″ 0½~~	
GZBV	D.F.	1*Dk 2nd dk clear of cargo tanks*	4998	✠	MC10,3			*Lloyd's*A&CP	Birkenhead		P103′B35′F58′ FK			17*BHptCem*	2DB*150lb*	~~07 6~~	
	E.S.D.	*Mchy.Aft* *CruiserStern*													Wm.Doxford&SonsLd.Sld.	s6 ″ 9	
		Longitudinal framing at bottom & at deck		*CarryingPetroleum in bulk*						*CellDBuE75′249t*	*DTf32′422t*	*FPT2*	*51t APT250t*			27 ″ 6½	
				Fitted for oil fuel													
71273	**British Consul**		6940	✠100A1	Gls	*b*†	CL	1924	SirJ.Laing	BritishTankerCo.	435·0	57·3	33·8	London	T.3Cy.28″,46″&76″–51″ (*r*)	33 ″ 10	
148511		*ss*Fal No.3–12,35	6449	~~6,36~~7,37 4,39	~~Lgs~~ Nwc		~~12,35~~	11mo	&Sons,Ld.	Ld.	448·5(O.L.)			British	180lb *120lb* 581NHP	s 6 ″ 5½	
GKWF	*Mchy.Aft*	2*Dks*(*Stl*)&*Web frames*	4115	BS1,39	✠LMC12,35		N0,38	*Lloyd's*A&CP	Sunderland		P110′B32′F49′ FK			16*BHptCem*	3SB,*9cf*,HS8634 FD	27 ″ 7¾	
	D.F.	*Longitudinal framing*		*CarryingPetroleum in bulk*						*CellDBuE&B84′*				(11 *to U dk*	Palmers'Co.Ld.Newcastle		
	E.S.D.			*Fitted for oil fuel* 12,24			*F.P. above* 150° F.			*387tDTf44′651t*	*FPT204t APT154t*			5 „ 2nd „)			
71274	**British Corporal**		6972	✠100A1	Fal	*b*†	OG	1922	Palmers'	BritishTankerCo.	440·0	57·1	33·8	London	2SteamTurbinesDRgeared	33 ″ 11	
146561		*ss*Fal.No.3–7,33	6472	~~3,36~~~~1,38~~,39	~~Shl~~		~~1,38~~	5mo	Co.Ld.	Ld.				British	to 1 Sc. Shaft (*s*)	s 6 ″ 6	
GJFV		*ss*Fal.No.1–38	4075	8,38	✠LMC		8,38	*Lloyd's*A&CP	Newcastle		P113′B32′F50′ FK			17*BHptCem*	200lb *120lb* 654NHP	27 ″ 8½	
	Mchy.Aft	2*Dks*(*Stl*)&*Web frames*		BS~~10,37~~	MS1,38					*CellDBuE&B87′*				(11 *to U dk*	3SB(Spt),*12cf*,GS204, FD		
	D.F.	*Longitudinal framing*								*DTf47′729t*	*FPT163t APT192t*			6 „ 2nd „)	HS8511		
	E.S.D.			*CarryingPetroleum in bulk*											Palmers'Co.Ld.Newcastle		
				Fitted for oil fuel 5,22			*F.P. above* 150° F.										
71275	**British Councillor**		7048	✠100A1	Fal	*b*†	OG	1922	SirJ.Laing	BritishTankerCo.	440·3	57·1	33·9	London	2SteamTurbinesDRgeared	33 ″ 11	
146562		*ss*Mch.No.3–4,35	6549	~~1,36~~ ~~8,37~~ 1,39	~~Sld~~		~~8,37~~	5mo	&Son,Ld.	Ld.				British	to 1 Sc. Shaft (*s*) 642NHP	s 6 ″ 4¾	
GJKT	*Mchy.Aft*	2*Dks*(*Stl*)&	4189	~~2,38~~	✠LMC4,~~39~~		1,39	*Lloyd's*A&CP	Sunderland		P113′B32′F48′ FK			17*BHCem*	200lb *120lb*	27 ″ 9	
	D.F. E.S.D.	*Web frames*		*CarryingPetroleum in bulk*						*CellDBuE&B74′*				(10 *to U dk*	3SB(Spt),*12cf*,HS8256 FD		
		Longitudinal framing		*Fitted for oil fuel* 5,22			*F.P. above* 150° F.			*209tDTf45′851t*	*FPT205t APT259t*			7 „ 2nd „)	G.Clark,Ld.Sunderland		
				BS1,~~36~~													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Registers British if closed in H.M. Dated Bd of Trade Cert.
71276 160390 GFXP	**British Courage** *Oil Eng* / *Mchy. Aft* / D.F. / E.S.D.	6952 6487 4132	✝100A1 6,33 9,37 3.39 Nwc / LMC CS2,36 / DBS6,37 2,36 / *Carrying Petroleum in bulk*	Fal	*b*†	CL 2,36 3,39	1928 3mo *Lloyd's*	Lithgows, Ltd. Pt.Glasgow	BritishTankerCo. Ltd. / *CellDBu E86'f36'411t*	440·5|57·0|33·8 P112'B34'F47' FK / *FPT178t APT93t*			London British 18 *BHptCem* (10 *to U dk* 8 „ *2nd* „)	Oil Engines 4S.C.SA 8Cy.29½"–59.½" 653NHP 2DB *150lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s 6 ″ 4 27 ″ 9½	
71277 165385 GZGP	**British Destiny** *Oil Eng.* D.F. E.S.D. 1 *Dk, 2nd dk clear of* / *Mchy. Aft Cruiser Stern cargo tanks* / *Longitudinal framing at bottom & at deck*	8470 7454 4971	✝100A1 8,37 12,37 2,39 Nwc / LMC1,37 / *Carrying Petroleum in bulk*	Bkn	*d*†	CL 1,37	1937 1mo *Lloyd's*	Harland& Wolff,Ld. Glasgow	BritishTankerCo. Ltd. / *CellDBuE78'175t*	467·8|61·7|33·8 P105'B43'F45' FK / *DTf34'434t FPT2 24t APT200t*			London British 17 *BHptCem pt Asp*	Oil Engines 4S.C.SA 6Cy.29½"–59.½" 490NHP 2DB *150lb* Harland& Wolff,Ld.Gls.	34 ″ 0 s 6 ″ 9½ 27 ″ 5½	
71278 165466 GZPB	**British Diligence** *Oil Eng.* D.F. E.S.D. 1 *Dk, 2nd dk clear of* / *Mchy. Aft Cruiser Stern cargo tanks* / *Longitudinal framing at bottom & at deck*	8408 7423 4930	✝100A1 6,35 11,37 2,39 Mch Bkn Stl / LMC6,37 / *Carrying Petroleum in bulk*		*d*†	CL	1937 6mo *Lloyd's*	Swan, Hunter& Wigham Richardson, Ld Newcastle	BritishTankerCo. Ltd. / *CellDBuE75'176t*	466·3|61·9|33·9 481·6(O.L.) P107'B43'F45' FK / *DTf34'397t FPT209t APT183t*			London British 17 *BHptCem pt Asp*	Oil Engines 2S.C.SA 4Cy.23⅝"–91.⅝" 687NHP 2DB *150lb* Wm.Doxford&Sons,Ld Sld	34 ″ 0 s 6 ″ 8½ 27 ″ 6½	
71279 148780 GFRY	**British Diplomat** TwinSc *Oil Eng.* / *Mchy. Aft* / D.F. / E.S.D. *Now used for oil fuel storage purposes*	6498 5820 4521	✝100A1 10,37 / LMC CS6,34 / DBS8,37 10,37 / *Carrying Petroleum in bulk*	Nwc	*a*†	CL 10,35	1926 7mo *Lloyd's*	J.Brown& Co.Ld. Clydebank / *CellDBuE5*	BritishTankerCo. Ltd. / *8'232t DTf34'388t*	420·2|54·4|32·7 P95'B35'F47' FK / *FPT 195t APT177t*			London British 18 *BHptCem* (12 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 8Cy.23⅝"–41⅜" 776NHP 2DB *120lb* J.Brown&Co.Ld. Clydebank	32 ″ 8 ~~s 6 ″ 2~~ ~~20 ″ 6½~~	
71280 160400 GLNV	**British Dominion** *Oil Eng.* / *Mchy. Aft* / D.F. / E.S.D.	6983 6402 4141	✝100A1 9,37 1,39 Fal / LMC CS2,37 / DBS 1,38 2,37 / *Carrying Petroleum in bulk*		*b*†	CL 2,37	1928 4mo *Lloyd's*	Swan, Hunter& Wigham Richardson, Ld Newcastle	BritishTankerCo. Ltd. / *CellDBuE77'*	440·0|57·0|33·9 455·0(O.L.) P104'B33'F54' FK / *f38' 464t FPT 148t APT108t*			London British 17 *BHptCem* (11 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.22⅛"–91⅛" 642NHP 2DB *150lb* W.Doxford&Sons,Ld.Sld	34 ″ 0 s 6 ″ 5½ 27 ″ 9½	
71281 147647 GKMD	**British Duchess** *ss* Fal. No. 3–3,36 / *Mchy. Aft* 2 *Dks (Stl) & Web frames* / D.F. *Longitudinal framing* / E.S.D.	5973 5494 3477	✝100A1 8,37 2,39 Bom / MC / MS3,36 CS11,37 1,38 / *Carrying Petroleum in bulk* / *Fitted for oil fuel* 5,24 *F.P. above* 150° F.	Sld	*z*	CL 7,37	1924 5mo *Lloyd's*	J.L.Thompson&Sons,Ld. Sunderland	BritishTankerCo. Ltd. / *CellDBuE&B79' 402t DTf42'671t*	405·0|54·8|32·9 420·8(O.L.) P104'B33'F54' FK / *FPT146t APT120t*			London British 16 *BHptCem* (10 *to U dk* 6 „ *2nd* „)	T.3Cy.28″,46″&76″–51″ (*r*) 180lb *120lb* 581NHP 3SB,*9cf*, HS8634 FD Palmers'Co.Ld.Newcastle	33 ″ 0 s 5–10½ 27 ″ 4½	
71282 139156 GSBN	**British Emperor** *ss* Bom. No. 3–8,29 / *ss* Shl. No. 2–37 / *Mchy. Aft* 2 *Dks (Stl) & Web frames* / D.F. *Longitudinal framing*	3663 3344 2155	✝100A1 11,37 2,39 Shl Bom / LMC / BS8,37 7,38 MS11,37 / *Carrying Petroleum in bulk* / *Fitted for oil fuel* 9,16 *F.P. above* 150° F.		*v*	CL 11,37	1916 8mo *Lloyd's*	Armstrong Whitworth &Co.Ld. Newcastle	BritishTankerCo. Ltd. / *CellDBu*	345·0|49·1|25·6 P88'B39'F46' FK / *B38'70t DTf*			London British 13 *BIIptCem* (8 *to U dk* 5 „ *2nd* „)	T.3Cy.23″,38″&62″–42″ (*r*) 180lb 380NHP 3SB,*9cf*, GS132, HS5904 FD N.E.MarineEngCoLd.Nwc	25 ″ 7 s 3 ″ 11½ 21 ″ 10	
71283 149914 GLCK	**British Endeavour** *ss* Fal. No. 2–36 / *Mchy. Aft* 2 *Dks (Stl) & Web frames* / D.F. *Longitudinal framing* / E.S.D.	4580 4061 2641	✝100A1 9,37 2,38 Bkn / BS2,39 LMC / MS3,36 / *Carrying Petroleum in bulk* / *Fitted for oil fuel* 10,27 *F.P. above* 150° F.	Fal	*x*	CL 12,36 N2,39	1927 10mo *Lloyd's*	Armstrong Whitworth &Co Ld. Newcastle	BritishTankerCo. Ltd. / *CellDBuE&B 51'f31'239t DTf31'264t*	381·2|50·4 27·6 P93'B30'F55' FK / *FPT135t APT69t*			London British 16 *BHptCem* (11 *to U dk* 5 „ *2nd*„)	T.3Cy.25″,42″&70″–48″ (*s*) 200lb *120lb* 422NHP 2SB,*6cf* HS5538 FD WllsndSlpwy.Co.Ld.Nwc.	27 ″ 6 s 4 ″ 4½ 23 ″ 4	
71284 164726 MLZM	**British Endurance** *Oil Eng* 8406 7423 4918 D.F. *Mchy. Aft* 1 *Dk, 2nd dk clear* / E.S.D. *Cruiser Stern of cargo tanks* / *Longitudinal framing at bottom & at deck*		✝100A1 11,37 2,39 Nwc Fal / LMC10,36 / *Carrying Petroleum in bulk*		*d*†	CL 2,37 6,38	1936 10mo *Lloyd's*	Swan, Hunter& Wigham Richardson, Ld.Newcastle	BritishTankerCo. Ltd. / *CellDBuE75' 176t DTf34'397t FPT209t*	466·3|61·9|33·9 483·0(O.L.) P107'B43'F45' FK / *APT183t*			London British 17 *BHptCem pt Asp*	Oil Engines 2S.C.SA 4Cy.23⅝"–91.⅝" 687NHP 2DB *150lb* W.Doxford&Sons,Ld.Sld.	34 ″ 0 s 6 ″ 8½ 27 ″ 6½	
71285 162588 GLBK	**British Energy** *Oil Eng.* / *Mchy. Aft* / D.F. / E.S.D.	7209 6579 4197	✝100A1 10,37 3,39 Nwc Fal / DBS6,38 ✝LMC2,38 / *Carrying Petroleum in bulk*	Bkn	*b*†	CL 10,35 6,38	1931 5mo *Lloyd's*	Greenock Dockyard Co.Ld. Greenock	BritishTankerCo. Ltd. / *CellDBuE85'f38' 424t FPT*	440·6|59·4|32·9 454·4(O.L.) P113'B43'F48' FK / *195t APT95t*			London British 17 *BHptCem* (13 *to U dk* 4 „ *2nd* „)	Oil Engines 4S.C.SA 8Cy.29½"–59.½" 653NHP 2DB *150lb* J.G.KincaidCo.Ld.Grk.	33 ″ 0 s 5–11½ 27 ″ 2½	
71286 146578 GJLN	**British Engineer** *ss* Fal. No. 3–3,35 / *Mchy. Aft* 2 *Dks (Stl) & Web frames* / D.F. *Longitudinal framing*	6993 6533 4066	✝100A1 8,38 1,38 Fal / LMC / MS3,35 BS8,37 8,38 / *Carrying Petroleum in bulk* / *Fitted for oil fuel* 6,22 *F.P. above* 150° F.		*b*†	OG 12,37	1922 6mo *Lloyd's*	Workman, Clark&Co.Ld Belfast	BritishTankerCo. Ltd. / *CellDBuE&B81' 42t DTf45'620t*	440·4|57·0|33·9 P113'B34'F65' FK / *FPT165t APT224t*			London British 17 *BHCem* (11 *to U dk* 6 „ *2nd* „)	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* 605NHP 3SB(Spt),*12cf*,GS209, HS8295 FD Wrkman,Clark&CoLd.Bel	33 ″ 11 s 6 ″ 4½ 27 ″ 9¼	
71287 149974 GLXQ	**British Faith** *Oil Eng.* / *Mchy. Aft* / D.F. GyC. / E.S.D.	6955 6344 4129	✝100A1 12,38 Bkn / LMC CS3,35 / B 39 2,37 12, 8 / *Carrying Petroleum in bulk*	Fal	*b*†	OG 9,37	1928 1mo *Lloyd's*	CaledonS. B.&E.Co.Ld. Dundee	BritishTankerCo. Ltd. / *CellDBuE85'311t DTf204t*	441·8|56·9|33·7 P104'B34'F54' FK / *FPT183t APT90t*			London British 17 *BHptCem* (11 *to U dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 8Cy.29½"–59.½" 653NHP 2DB *150lb* Burmeister& Wain,Cpn.	33 ″ 11 s 6 ″ 6½ 27 ″ 7½	
71288 164701 GYYK	**British Fame** D.F. E.S.D. *Oil Eng.* 1 *Dk, 2nd dk clear of cargo tanks* / *Mchy. Aft Cruiser Stern* / *Longitudinal framing at bottom & at deck*	8406 7123 4925	✝100A1 12,37 Bkn / MC8,36 / *Carrying Petroleum in bulk*	Fal	*d*†	CL	1936 8mo *Lloyd's*	Swan, Hunter&Wigham Richardson, Ld.Newcastle	BritishTankerCo. Ltd. / *CellDBuE75'176t*	466·3|61·9|33·9 P107'B43'F45' FK / *DTf34'397t FPT183t APT186t*			London British 17 *BHptCem pt Asp*	Oil Engines 2S.C.SA 4Cy.23⅝"–91.⅝" 687NHP 2DB *150lb* Wm.Doxford&Sons,Ld.Sld	34 ″ 0 s 6 ″ 8½ 27 ″ 6½	
71289 165448 GZNP	**British Fortitude** *Oil Eng.* D.F. E.S.D. 1 *Dk*, 2 *nd dk clear of* / *Mchy. Aft Cruiser Stern cargo tanks* / *Longitudinal framing at bottom & at deck*	8482 7489 5009 4923	✝100A1 9,38 4,38 Bkn / MC4,37 / *Carrying Petroleum in bulk*		*d*†	CL	1937 4mo *Lloyd's*	Cammell Laird&Co.Ld. Birkenhead	BritishTankerCo. Ltd. / *CellDBuE75 249t*	466·9|62·0|34·0 482·9(O.L.) P103'B35'F58' FK / *DTf32' 422t FPT251t APT250t*			London British 17 *BHptCem pt Asp*	Oil Engines 2S.C.SA 4Cy.23⅝"–91.⅝" 687NHP 2DB *150lb* Wm Doxford&Sons,Ld Sld	34 ″ 1 s 6 ″ 9½ 27 ″ 6¼	
71290 162486 GTPD	**British Fortune** ~~Shl No 2–39~~ ~~ss Fal. No. 1–39~~ / *Mchy. Aft* 2 *Dks (Stl) & Web frames* / D.F. *Longitudinal framing* / E.S.D.	4696 4089 2619	✝100A1 10,37 2,39 Nwc / Fal Shl / LMC / MS6,38 2,39 / *Carrying Petroleum in bulk* / *Fitted for oil fuel* 9,30 *F.P. above* 150°F.		*x*	CL ~~6,35~~ 6,38	1930 9mo *Lloyd's*	Lithgows Ld. Pt.Glasgow / *Cell DBuE&B66'30 1t DTf31'359t*	BritishTankerCo. Ltd.	384·6|50·2|27·7 P94'B38'F44' FK / *FPT111t APT58t*			London British 17 *BHptCem pt Asp* (13 *to U dk* 4 „ *2nd* „)	T.3Cy.25″,42″&70″–48″ (*s*) 200lb *150lb* 430NHP 2SB,*6cf*, HS6732 FD Rankin&Blackmre.Ld.Grk	27 ″ 6 s 4 ″ 5 23 ″ 4¼	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terminaison indiquant l'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15
71291	**British Freedom**		6985	✠100A1	Fal	*b*†	CL	1928	Palmers'	BritishTankerCo.	440·1	57·1	33·9	London	Oil Engines 2S.C.SA	33 ″ 11	
160193		*Oil Eng.*	6452	2,38 11,38 Shl			7.37	6mo	Co.Ld.	Ltd.				British	4Cy.22⅛″-91⅛″ 654NHP	s 6 ″ 6¼	
GKSM	*Mchy.Aft*	*ss*Bkn.No.2–36	4164	✠LMC CS11,36					Newcastle		P107′B34′F49′ FK			17 *B.Hpt Cem*	2DB *150lb*	27 ″ 8	
	E.S.D. D.F.	2 *Dks(Stl)&Web frames*		DBS2 11,38 11,38				*Lloyd's*	*SA&CP*	*Cell D Bu E83′*				(11 *to U dk*	Richardsons, Westgarth&		
		Longitudinal framing		*Carrying Petroleum in bulk*						*253t DT f41′254t*	*FPT136t APT93t*			6 „2*nd* „)	Co.Ld.Hpl.		
71292	**British Fusilier**		6943	✠100A1	Fal	*b*†	OG	1923	Swan,Hun-	BritishTankerCo.	440·0	57·0	33·7	London	2SteamTurbinesDRgeared	33 ″ 11	
146602		*ss*Shl.No.3–5,35	6400	9,37 2,39			2,37	1mo	ter&Wigham-	Ltd.				British	to 1 Sc. Shaft (*s*)	s 6 ″ 4	
GJRC	*Mchy.Aft*	2 *Dks(Stl)&Web frames*	4083	BS8,38 ✠LMC5,35					Richardson,		P113′B33′F49′ FK			16 *B.H Cem*	200lb *120lb* 642NHP	27 ″ 10¼	
	D.F. GyC.	*Longitudinal framing*		2,39					Ld.Newcastle	*Cell D Bu E38′61t*				(10 *to U dk*	3SB(Spt),*12cf*,HS8225 FD		
	E.S.D.			*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*DT f46′709t*	*FPT132t APT230t*			6 „ 2*nd*„)	Swan,Hunter&Wigham-		
				Fitted for oil fuel 1,23			*F.P. a*	*bove* 1	50° F.						Richardson,Ld.Nwc.		
71293	**British General**		6989	✠100A1	Sws	*b*†	OG	1922	Palmers'	BritishTankerCo.	440·2	57·1	33·8	London	2SteamTurbinesDRgeared	33 ″ 11	
146610		*ss*Sld.No.3–4,36	6472	8,38 12,37	Nwc		12.37	6mo	Co.Ld.	Ltd.	454·8(O.L.)			British	to 1 Sc. Shaft (*s*)	s 6 ″ 6	
GJLB	*Mchy.Aft*	2 *Dks(Stl)&Web frames*	4102	BS5,37 ✠LMC4,36					Newcastle		P118′B32′F50′ FK			17 *B.H pt Cem*	200lb *120lb* 654NHP	27 ″ 8¾	
	D.F.	*Longitudinal framing*		6,38				*Lloyd's*	*SA&CP*	*Cell D Bu E&B87′*				(11 *to U dk*	HS8511 FD		
	E.S.D.			*Carrying Petroleum in bulk*						*57t DT f47′729t*	*FPT163t APT192t*			6 „2*nd* „)	3SB(Spt),*12cf*,GS204,		
				Fitted for oil fuel 8,22			*F.P. a*	*bove* 1	50° F.						Palmers'Co.Ld.Nwc.		
71294	**British Glory**		6993	✠100A1	Bom	*b*†	CL	1928	Sir J. Laing	BritishTankerCo.	435·0	57·3	33·8	London	Oil Engines 2S.C.SA	33 ″ 10	
160364		*Oil Eng.*	6477	8,38 10,37	Sld		9,37	2mo	&SonsLd.	Ltd.				British	4Cy.22⅛″-91⅛″ 642NHP	s 6 ″ 5¾	
GLZR	*Mchy.Aft*	*ss*Shl.No.2–37	4159	✠LMC CS4,37			8,38		Sunderland		P105′B34′F53′ FK			16 *B.H pt Cem*	2DB *150lb*	27 ″ 7½	
	D.F.	2 *Dks(Stl)&Web frames*		DBS3, 2,37				*Lloyd's*	*SA&CP*	*Cell D Bu E80′238′*				(10 *to U dk*	W.Doxford&SonsLd.Sld.		
	E.S.D.	*Longitudinal framing*		*Carrying Petroleum in bulk*							*DT f39′240t*			6 „ 2*nd*„)			
											FPT222t APT106t						
71295	**British Governor**		6840	✠100A1	Fal	*b*†	CL	1926	Swan,Hun-	BritishTankerCo.	440·2	57·0	33·7	London	T.3Cy.26½″,44″&74″-51″ (*s*)	33 ″ 11	
149735		*ss*Shl.No.2–35	6334	1,38	Shl		1,39	10mo	ter&Wigham-	Ltd.				British	200lb *120lb* 584NHP	s 6 ″ 4½	
GKJR	*Mchy.Aft*	2 *Dks(Stl)&Web frames*	4037	✠LMC3,39					Richardson,		P100′B32′F50′ FK			17 *B.H pt Cem*	3SB,*12cf*,HS8634 FD	27 ″ 9¾	
	D.F.	*Longitudinal framing*		MS5,35 BS3,38					LdNewcastle					(11 *to U dk*	Swan,Hunter&Wigham-		
	E.S.D.			*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*					6 „ 2*nd*„)	Richardson,Ld.Nwc		
				Fitted for oil fuel 10,26			*F.P. a*	*bove* 1	50° F.	*Cell D Bu E&B 83′*	*f49′668t DT f60 3t FPT158t*				*APT104t*		
71296	**British Grenadier** *ss*Bkn.No.1 19		6857	✠100A1	Fal	*b*†	OG	1922	Swan,Hun-	BritishTankerCo.	440·0	57·0	33·7	London	2 Steam Turbines DR	33 ″ 11	
146591		*ss*Nwc.No.3–10,34	6368	9,39 10,37	Bkn		1,36	7mo	ter&Wigham-	Ltd.	454·9(O.L.)			British	geared to 1 Sc. Shaft (*s*)	s 6 ″ 6	
GFST	*Mchy.Aft*	2 *Dks(Stl)&Web frames*	4020	✠LMC3,39			2,39		Richardson,		P113′B35′F49′ FK			16 *B.H pt Cem*	200lb *120lb* 642NHP	27 ″ 7½	
	D.F.	*Longitudinal framing*		MS8,37 BS1,38					Ld.Newcastle					(10 *to U dk*	3SB(Spt),*12cf*,HS8225 FD		
	E.S.D.			*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*Cell D Bu E38′*				6 „ 2*nd*„)	Swan,Hunter&Wigham-		
				Fitted for oil fuel 7,22			*F.P. a*	*bove* 1	50° F.	*61t DT f46′709t*	*FPT132t APT223t*				Richardson,Ld.Nwc.		
71297	**British Gunner**		6894	✠100A1	Fal	*b*†	OG	1922	Swan,Hun-	BritishTankerCo.	440·0	57·0	33·7	London	2 Steam Turbines DR	33 ″ 11	
146639		*ss*Fal.No.3–8,35	6368	1,38 11,37			3,37	9mo	ter&Wigham-	Ltd.				British	geared to 1 Sc. Shaft (*s*)	s 6 ″ 6½	
GFSV	*Mchy.Aft*	2 *Dks(Stl)&Web frames*	4063	✠LMC					Richardson,		P113′B35′F49′ FK			16 *B.H pt Cem*	200lb *120lb* 642NHP	27 ″ 7½	
	D.F.	*Longitudinal framing*		MS8,35 BS5,38					Ld.Newcastle					(10 *to U dk*	3SB(Spt),*12cf*,HS8225 FD		
	E.S.D.			*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*Cell D Bu E38′*				6 „ 2*nd*„)	Swan,Hunter&Wigham-		
				Fitted for oil fuel 9,22			*F.P. a*	*bove* 1	50° F.	*61t DT*	*f46′709t FPT132t*				*APT223t*	Richardson,Ld.Nwc.	
71298	**British Honour**		6991	✠100A1	Nwc	*b*†	CL	1928	Palmers'	BritishTankerCo.	440·5	57·1	33·9	London	Oil Engines 2S.C.SA	33 ″ 11	
160530		*Oil Eng.*	6458	8,37	Swa Fal		9,37	7mo	Co.Ld.	Ltd.				British	6Cy.26⅜″-47½″ 748NHP	s 6 ″ 6½	
GDZS	*Mchy.Aft*	*ss*Fal.No.2–36	4174	✠ CS3,36					Newcastle		P107′B34′F49′ FK			17 *B.H pt Cem*	2DB *150lb*	27 ″ 7¾	
	D.F.	2 *Dks(Stl)&Web frames*		DBS 10,38 3,37				*Lloyd's*	*SA&CP*	*Cell D Bu E83′253t*				(11 *to U dk*	SulzerBros.Winterthur		
	E.S.D.	*Longitudinal framing*		*Carrying Petroleum in bulk*						*DT f41′254t*	*FPT136t APT93t*			6 „ 2*nd*„)			
71299	**British Hope**		6951	✠100A1	Shl	*b*†	OG	1928	CaledonS.	BritishTankerCo.	441·8	56·9	33·7	London	Oil Engines 4S.C.SA	33 ″ 11	
160382		*Oil Eng.*	6344	2,38	Bom		2,38	3mo	B.&E.Co.Ld.	Ltd.				British	8Cy.29⅝″-59 1/16″ 653NHP	s 6 ″ 7½	
GNTK	*Mchy.Aft*	*ss*Fal.No.2–36	4163	✠LMC CS1					Dundee		P103′B34′F54′ FK			17 *B.H pt Cem*	2DB *150lb*	27 ″ 7	
	D.F.	2 *Dks(Stl)&Web frames*		DBS 3,38 6,37				*Lloyd's*	*SA&CP*	*Cell D Bu E85′381t*	*DT f36′204t*			(11 *to U dk*	Burmeister&Wain,Cpn.		
	E.S.D.	*Longitudinal framing*		*Carrying Petroleum in bulk*							*FPT183t APT90t*			6 „ 2*nd*„)			
				Fitted for oil fuel 10,23			*F.P.*	*above*	150 F.								
71300	**British Hussar**		6944	✠100A1	Fal	*b*†	OG	1923	Swan,Hun-	BritishTankerCo.	440·2	57·0	33·7	London	2SteamTurbinesDRgeared	33 ″ 11	
147544		*ss*Fal.No.3–9,35	6401	9,38 11,37			6,36	10mo	ter&Wigham-	Ltd.				British	to 1 Sc. Shaft	s 6 ″ 4	
GJVR	*Mchy.Aft*	2 *Dks(Stl)&Web frames*	4098	BS1,37 ✠LMC					Richardson,		P113′B32′F49′ FK			16 *B.H pt Cem*	200lb *120lb* (*s*) 642NHP	27 ″ 10½	
	D.F.	*Longitudinal framing*		MS6,36					Ld.Newcastle					(10 *to U dk*	3SB(Spt),*12cf*,HS8225 FD		
				Carrying Petroleum in bulk				*Lloyd's*	*SA&CP*					6 „ 2*nd*„)	Swan,Hunter&Wigham-		
				Fitted for oil fuel 10,23			*F.P.*	*above*	150 F.	*Cell D Bu E38′61t D*	*Tf46′709t FPT132t*				*APT230t*	Richardson,Ld.Nwc		
71301	**British Industry**		4297	✠100A1	Bom	*w*	CL	1927	Palmers'	BritishTankerCo.	366·2	49·2	27·2	London	T.3Cy.23″,39″&66″-45″ (*r*)	27 ″ 3	
149836		*ss*Fal.No.2–35	3789	6,38 9,37	Fal		1,37	5mo	Co.Ld.	Ltd.				British	200lb *120lb* 407NHP	s 4 ″ 2	
GCPL	*Mchy.Aft*	2 *Dks(Stl)&Web frames*	2425	BS9,38 ✠LMC			6,38		Newcastle		P91′B31′F60′ FK			15 *B.H pt Cem*	2SB,*6cf*,HS5772 FD	23 ″ 3¾	
	D.F. E.S.D.	*Longitudinal framing*		MS4,35				*Lloyd's*	*SA&CP*					5 „ *to* 2*nd dk*	Palmers'Co.Ld.Newcastle		
				Carrying Petroleum in bulk						*Cell D Bu E*	*28′f30′153t DT f30′*			*227t FPT95t*	*APT121t*		
				Fitted for oil fuel 5,27			*F.P. a*	*bove* 1	50° F.								
71302	**British Integrity**		8412	✠100A1	Bkn	*d*†	CL	1937	Harland&	BritishTankerCo.	467·8	61·7	33·8	London	Oil Engines 4S.C.SA	34 ″ 0	
165562	D.F. E.S.D.	*Oil Eng.*	7454	9,38 1,38 10,38	Fuel Nwc		9,37	9mo	Wolff,Ld.	Ltd.	483·1(O.L.)			British	6Cy.29⅛″-59 1/16″ 490NHP	s 6 ″ 9½	
GZPG		1 *Dk;2nd dk clear of cargo tanks*	4940	✠ MC9,37					Glasgow		P105′B43′F15′ FK			17 *B.H pt Cem*	2DB *150lb*	27 ″ 5¾	
	Mchy.Aft	*Cruiser Stern*		*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*					*pt Asp*	Harland& Wolff,Ld.Gls.		
	Longitudinal framing at bottom& at deck									*Cell D Bu E78′*	*175t DT f34′434t F*						
71303	**British Inventor**		7101	✠100A1	Nwc	*b*†	CL	1926	Palmers'	BritishTankerCo.	430·0	58·1	34·0	London	T.3Cy.28″,46″&76″-51″ (*s*)	34 ″ 3	
148785		*ss*Nwc.No.3-12,36 *ss*Fal.No.2–34	6560	12,38	MS12,38		4,37	7mo	Co.Ld.	Ltd.				British	180lb *120lb* 567NHP	s 6 ″ 8	
GMKQ	*Mchy.Aft*	2 *Dks(Stl)&Web frames*	4226	BS10,38 ✠LMC			12,38		Newcastle		P103′B32′F47′ FK			15 *B.H pt Cem*	3SB,*9cf*,HS8317 FD	27 ″ 10½	
	D.F. E.S.D.	*Longitudinal framing-bracketless system*		*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*Cell D Bu E&B71′*	*268t*			(10 *to U dk*	Palmers'Co.Ld.Newcastle		
				Fitted for oil fuel 7,26			*F.P. a*	*bove* 1	50° F.	*DT f34′523t*	*FPT134t APT225t*			5 „ 2*nd* „)			
71304	**British Isles**		*7108*	✠100A1	Fal	*a*†	CL	1917	Armstrong		430·2	57·0	33·7		T.3Cy.27″,45″&74″-54″ (*r*)	33 ″ 6	
To be Broken up		*ss*Shl.No.3–10,29	*6483*	9,37			3,37	11mo	Whitworth					Dutch	180lb 618NHP	~~s 6 ″ 5½~~	
		*ss*Shl.No.1–34	*4411*	BS3,37 ✠LMC4,34					&Co.Ld.		P101′B32′F44′ FK			19 *B.H Cem*	3SB,*12cf*,GS204,HS9639 FD	~~d ″ 10½~~	
	Mchy.Aft	2 *Dks(Stl)&Webframes*							Newcastle					(11 *to U dk*	N.E.MarineEngCoLd.Nwc		
	D.F.	*Longitudinal framing*		*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*					8 „ 2*nd* „)			
				Fitted for oil fuel 10,17			*F.P. a*	*bove* 1	50° F.	*Cell D Bu B41′89t D*	*Tf40′688t FPT111t*			*APT72t*			
71305	**British Judge**		6735	✠100A1	Bom	*a*†	CL	1921	Sir J. Laing	BritishTankerCo.	420·5	56·4	33·4	London	T.3Cy.28″,46″&75″-51″ (*s*)	33 ″ 6	
146208		*ss*Nwc.No.3–12,32	6210	7,38 11,37			5,36	12mo	&Sons,Ld.	Ltd.				British	180lb *120lb* 560NHP	s 6 ″ 1½	
GFVP		*ss*Fal.No.1–36	4011	BS7,37 ✠LMC6,36					Sunderland		P99′B35′F55′ FK			15 *B.H pt Cem*	3SB,9*cf*,HS8277 FD	27 ″ 7¾	
	Mchy.Aft	2 *Dks(Stl)&Webframes*		*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*Cell D Bu E&B71′2*	*55t*			(9 *to U dk*	G.Clark,Ld.Sunderland		
	D.F. E.S.D.	*Longitudinal framing*		*Fitted for oil fuel* 12,21			*F.P. a*	*bove* 1	50° F.	*DT f36′649t*	*FPT227t APT156t*			6 „ 2*nd*„)			
				BS7,38													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Date of last Special Survey. Existing Letter.	7a Date when tail shaft last seen	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
71306 160548 GCWR	**British Justice** *Oil Eng.* *ss* Mch. No. 2–37	*Mchy. Aft* D.F.	6982 6458 4122	✠100A1 Bom *b*† 10,87 7,97 Oil *Carrying Petroleum in bulk*		CL 7.25 5,38		1928 8mo	Palmers' Co. Ld. Newcastle *Lloyd's SA&CP*	British Tanker Co. Ltd. *Cell D Bu E* 83'253*t* *DTf* 41'254*t*	440·7 | 57·1 | 33·9 P107'B34'F49' FK *FPT* 136*t A PT* 93*t*	London British 17 *B Hpt Cem* (11 *to U dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 4Cy. 22½"–45" 654 NHP 2 DB *150lb* Richardsons, Westgarth & Co. Ld. Hpl.	33 *n* 11 *s* 6 *n* 5⅜ 27 *n* 8½	
71307 146698 GJSF	**British Lady** *ss* Fal. No. 3–5,35 *Mchy. Aft* D.F. E.S.D.	2 *Dks (Stl) & Web frames* *Longitudinal framing*	6098 5629 3520	✠100A1 Fal *a*† 11,37 BS8, MS6,37 MC5,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,23 *F.P. a*		OG 4,36		1923 2mo	J L Thompson & Sons, Ld. Sunderland *Lloyd's SA&CP*	British Tanker Co. Ltd. *Cell D Bu E & B* 82'232*t DT f* 40'624*t*	412·0 | 54·8 | 32·9 P114'B35'F53' FK *FPT* 148*t A PT* 255*t*	London British 16 *B Hpt Cem* (11 *B Hto U dk* 5 „ „ 2*nd*„)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200 lb *180 lb* 644 NHP 3SB (Spt), *12cf*, HS 8265 FD Met. Vickers Elec Co Ld Mch	33 *n* 0 *s* 5 *n* 10¾ 27 *n* 4½	
71308 146658 GJNV	**British Lord** *ss* Shl. No. 1–39 *ss* Fal. No. 3–7,34 *Mchy. Aft* D.F. E.S.D.	2 *Dks (Stl) & Web frames* *Longitudinal framing*	6098 5629 3520	✠100A1 Fal *a*† 1,38 2,38 Shl BS1,39 C2, *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,22 *F.P.*		OG 2,38		1922 11mo	J L Thompson & Sons, Ld. Sunderland *Lloyd's SA&CP*	British Tanker Co. Ltd. *Cell D Bu E & B* 82'232*t DT f* 40'624*t*	412·0 | 54·8 | 32·9 427·0 (O.L.) P114'B35'F53' FK *FPT* 148*t A PT* 255*t*	London British 16 *B Hpt Cem* (11 *to U dk* 5 „ 2*nd* „)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200 lb *180 lb* 644 NHP 3SB (Spt), *12cf*, HS 8265 FD Met. Vickers Elec Co Ld Mch	33 *n* 0 *s* 5 *n* 10¾ 27 *n* 4½	
71309 149977 GLFR	**British Loyalty** *Oil Eng.* *ss* Nwc. No. 2–36 *Mchy. Aft* D.F. E.S.D.	2 *Dks (Stl) & Web frames* *Longitudinal framing*	6993 6458 4140	✠100A1 Shl *b*† 10,37 7,39 LMC CS5,36 ,38 1,37 7,38 *Carrying Petroleum in bulk*		CL 1,37 5,38		1928 1mo	Palmers' Co. Ld. Newcastle *Lloyd's SA&CP*	British Tanker Co. Ltd. *Cell D Bu E* 83'253*t* *DTf* 41'264*t*	440·7 | 57·1 | 33·9 P107'B34'F49' FK *t FPT* 136*t A PT* 93*t*	London British 17 *B Hpt Cem* (11 *to U dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 6Cy. 26¾"–47½" 748 NHP 2 DB *150lb* Sulzer Bros. Winterthur	33 *n* 11 *s* 6 *n* 6½ 27 *n* 8	
71310 146530 GJFW	**British Mariner** *ss* Fal. No. 3–1,35 *Mchy. Aft* D.F.	2 *Dks (Stl) & Web frames* *Longitudinal framing*	6996 6472 4079	✠100A1 Fal *b*† 11,37 Nwc ✠LMC MS1,35 BS8,37, *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,22 *F.P.*		OG 9,37		1922 3mo	Palmers' Co. Ld. Newcastle *Lloyd's SA&CP*	British Tanker Co. Ltd. *Cell D Bu E & B* 87'5*t* *DTf* 47'729*t*	440·2 | 57·1 | 33·8 P113'B32'F50' FK *FPT* 163*t A PT* 192*t*	London British 17 *B Hpt Cem* (11 *to Udk* 6 „ 2*nd*„)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200 lb *120 lb* 654 NHP 3SB (Spt), *12cf*, GS 204 FD HS 8511 Palmers' Co. Ld. Newcastle	33 *n* 11 *s* 6 *n* 6 27 *n* 8½	
71311 146655 GFWN	**British Merchant** *ss* Shl. No. 3–3,35 *Mchy. Aft* D.F. E.S.D.	2 *Dks (Stl)*	6994 6471 4015	✠100A1 Fal *b*† 7,37 1,38 Nwc ✠LMC MS10,34 BS3,38 2,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,22 *F.P. a*		OG 10,38 4,39		1922 11mo	W. Beardmore & Co. Ld. Glasgow *Lloyd's SA&CP*	British Tanker Co. Ltd. *Cell D Bu E & B* 67'248*t DT f* 45'701*t*	440·7 | 57·2 | 34·1 P116'B35'F49' FK *FPT* 168*t A PT* 240*t*	London British *pt Cem* 10 *B Hto U dk* 6 „ „ 2*nd*„	2 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 200 lb *180 lb* 673 NHP 3SB (Spt), *12cf*, HS 8670 FD W. Beardmore & Co. Ld. Gls.	33 *n* 11 *s* 6 *n* 5½ 27 *n* 7½	
71312 146326 GBVR	**British Monarch** *Fitted for oil fuel* D.F. 2 *Dks*		5661 5302 3532					1923	Napier & Miller, Ld. Glasgow	Monarch S.S. Co. Ld. (Raeburn & Verel, Ld. *Mgrs.*)	420·6 | 54·2 | 29·1 P48'B129'F46'	Glasgow British *W B*	T. 3Cy. 26", 43", & 73" –48" *Emade & fitted* 29 269 NHP D & W. Hendersn & Co Ld Gls		C
71313 148491 GKVM	**British Motorist** *Oil Eng.* *ss* Bkn. No. 3–4,37 *Mchy. Aft* D.F. E.S.D.	2 *Dks (Stl) & Web frames* *Longitudinal framing*	6891 6337 4088	✠100A1 Nwc *b*† 12,37 Swe Fal MC CS *Carrying Petroleum in bulk*		CL 12,37		1924 10mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA&CP*	British Tanker Co. Ltd. *Cell D Bu E* 15' *f* 45'289*t*	440·2 | 57·0 | 33·8 453·3 (O.L.) P106'B33'F49' FK *FPT* 160*t A PT* 104*t*	London British 17 *B Hpt Cem* (10 *to U dk* 7 „ 2*nd*„)	Oil Engines 2S.C.SA 8Cy. 24"–50" 796 NHP 2 DB *150lb* Swan, Hunter & Wigham-Richardson, Ld. Nwc.	33 *n* 11 *s* 6 *n* 4½ 27 *n* 9½	
71314 146646 GJLR	**British Officer** *ss* Sld. No 3–6,35 *Mchy. Aft* D.F. E.S.D.	2 *Dks (Stl) & Web frames* *Longitudinal framing*	6990 6478 4078	✠100A1 Nwc *b*† 2,38 ,39 Fal LMC MS6,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,22 *F.P. a*		OG 1,38 5,38		1922 9mo	Palmers' Co. Ld. Newcastle *Lloyd's SA&CP*	British Tanker Co. Ltd. *Cell D Bu E & B* 87'57*t DT f* 47'729*t*	440·2 | 57·1 | 33·8 P113'B32'F50' FK *FPT* 163*t A PT* 192*t*	London British 17 *B Hpt Cem* (11 *to U dk* 6 „ 2*nd* „)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200 lb *120 lb* 654 NHP 3SB (Spt), *12cf*, GS 204 FD HS 8511 Palmers' Co. Ld. Newcastle	33 *n* 11 *s* 6 *n* 6 27 *n* 8½	
71315 148676 GLNJ	**British Petrol** *Oil Eng.* *ss* Nwc. No. 3–2,38 *Mchy. Aft* D.F. E.S.D.	2 *Dks (Stl) & Web frames* *Longitudinal framing*	6891 6377 4103	✠100A1 Nwc *b*† 9,38 2,38 Bkn BS2,38 MC2,38 NE 3,41 *tcc* 2,38 *Carrying Petroleum in bulk*		CL N1,38		1925 9mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA&CP* *Cell*	British Tanker Co. Ltd. *D Bu E* 15'*f* 45'289*t*	440·2 | 57·0 | 33·8 P106'B33'F49' FK *FPT* 160*t A PT* 104*t*	London British 17 *B Hpt Cem* (10 *to U dk* 7 „ 2*nd*„)	Oil Engines 2S.C.DA 6Cy. 23⅝"–35 7/16" 1168 NHP 2 DB *150lb* Vickers Armstrongs, Ld. Brw.	33 *n* 11 *s* 6 *n* 4½ 27 *n* 9½	
71316 146354 GZGG	**British Power** *Oil Eng.* D.F. E.S.D. 1 *Dk, 2nd dk clear of* *Mchy. Aft Cruiser Stern cargo tanks* *Longitudinal framing at bottom & at deck*		8451 7454 4967	✠100A1 Fal *d*† 5,38 12,38 3,39 Nwc LMC 12,38 *Carrying Petroleum in bulk*		CL		1936 12mo	Harland & Wolff, Ld. Glasgow *Lloyd's SA&CP*	British Tanker Co. Ltd. *Cell D Bu E* 78'175*t D* *Tf* 34'434*t FPT* 224*t* *A PT* 200*t*	467·8 | 61·7 | 33·8 P105'B43'F45' FK	London British 17 *B Hpt Cem* *pt Asp*	Oil Engines 4S.C.SA 6Cy. 29½"–59 1/16" 490 NHP 2 DB *150lb* Harland & Wolff, Ld. Gls.	34 *n* 0 *s* 6 *n* 9½ 27 *n* 5½	
71317 146684 GJQM	**British Premier** *ss* Shl. No. 3–1,36 *Mchy. Aft* D.F. E.S.D.	2 *Dks (Stl) & Web frames* *Longitudinal framing*	5872 5395 3377	✠100A1 Bom *z* 4,38 7,37 1,39 MC MS1,36 BS[illegible] *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,22 *F.P. a*		OG 10,36		1922 12mo	Palmers' Co. Ld. Newcastle *Lloyd's SA&CP*	British Tanker Co. Ltd. *Cell D Bu E* 33'44	400·6 | 53·7 | 32·7 416·0 (O.L.) P107'B34'F49' FK *DT f* 40'560*t* *FPT* 130*t A PT* 80*t*	London British 16 *B Hpt Cem* (10 *to U dk* 6 „ 2*nd*„)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200 lb *120 lb* 523 NHP 3SB (Spt), *9cf*, HS 7737 FD Palmers' Co. Ld. Newcastle	33 *n* 0 *s* 5 *n* 9½ 27 *n* 5	
71318 162553 GMBF	**British Prestige** *Oil Eng.* D.F. *ss* Fal. No. 1–35 *Mchy. Aft*	2 *Dks (Stl) & Web frames* *Longitudinal framing*	7106 6526 4180	✠100A1 Fal *b*† 2,38 10,38 Shl LMC CS11,35 DBS 6,38 2,38 *Carrying Petroleum in bulk*		CL 8,36		1931 3mo	Lithgows, Ld. Port Glasgow *Lloyd's SA&CP* *Cell*	British Tanker Co. Ltd. *D Bu E* 85'*f* 38'470*t*	440·6 | 59·5 | 33·0 P113'B43'F48' FK *FPT* 172*t A PT* 83*t*	London British 17 *B Hpt Cem* (13 *to U dk* 4 „ 2*nd*„)	Oil Engines 4S.C.SA 8Cy. 29½"–59 1/16" 653 NHP 2 DB *150lb* J. G. Kincaid & Co. Ld. Grk.	33 *n* 0 *s* 6 *n* 0½ 27 *n* 2½	
71319 162533 GLYT	**British Pride** *Oil Eng.* D.F. E.S.D. *ss* Nwc. No. 1–35 *Mchy. Aft*	2 *Dks (Stl) & Web frames* *Longitudinal framing*	7106 6526 4180	✠100A1 Nwc *b*† 7,38 11,38 Bkn LMC CS *Carrying Petroleum in bulk*		CL 1,38		1931 1mo	Lithgows, Ld. Port Glasgow *Lloyd's SA&CP* *Cell*	British Tanker Co. Ltd. *D Bu E* 85'*f* 38'470*t*	440·6 59·5 33·0 455·6 (O.L.) P113'B43'F48' FK *FPT* 172*t A PT* 83*t*	London British 17 *B Hpt Cem* (13 *to U dk* 4 „ 2*nd*„)	Oil Engines 4S.C.SA 8Cy. 29½"–59 1/16" 2 DB *150lb* J. G. Kincaid & Co. Ld. Grk.	33 *n* 0 *s* 6 *n* 0½ 27 *n* 2½	
71320 161576 GYDQ	**British Prince** (*ex* Sutherland–36) *Oil Eng.* D.F. 1 *Dk s Shelter dk* *Cruiser Stern* *ss* Bel. No. 1–38		4979 4580 3056	✠100A1 Bkn *with freeboard* Bel 11,38 11,37 LMC CS12,38 LBS 11,38 3,37		CL 11,37		1935 1mo	W. Doxford & Sons, Ld. Sunderland *Lloyd's SA&CP*	Rio Cape Line, Ld. (Furness Withy & Co. Ld. *Mgrs.*) *Cell D B* 346'1174*t* *MT* 1236*t*	412·2 | 54·2 | 26·1 FK *A PT* 191*t*	Newcastle British 7 *B Hpt Cem* *Coll to Sh dk* 6 „ 2*nd*„)	Oil Engines 2S.C.SA 3Cy. 20½"–81½" 2 DB *120lb* W. Doxford & Sons, Ld. Sld.	28 *n* 8 *s* 3 *n* 4½ 25 *n* 6½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assurant maintenant expiré. Lettre du Pavillonnet	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant *pds. ps.*	15 Registres où coté, si on est dans le Distinct. Cert. Roll Trade
71321	**British Princess**		7319 7652	✠100A1	Fal	*a*†	CL	1917	Armstrong	BritishTankerCo.	430·0	57·0	33·7	London	T.3Cy.27″,45″&74″–54″ (*r*)	33 ″ 6	
140298			6477 ~~6,37~~	~~2,39~~ Shl			6,37	5mo	Whitworth	Ltd.				British	180lb 618NHP	s 6 ″ 5½	
GBMD	E.S.D.	*ss*Shl.No.2–38 ~~*ss*Bkn.No.1–01~~	4806	✠LMC 5,38					&Co.Ld.		P101′B32′F44′ FK			18 *B* Hpt *Cem*	3SB,*12cf*,GS204,HS9639 FD	27 ″ 3½	
	Mchy. Aft	2 *Dks*(*Stl*)&*Web frames*	4256	~~MS4,33~~ ~~BS3,38~~					Newcastle	*Cell D Bu B41′*				(10 ,, *to U dk*	NEMarineEng.Co.Ld.Nwc		
	D.F.	*Longitudinal framing*		*Carrying Petroleum in*			*bulk*	*Lloyd's*	*sA&CP*	89*t DTf*40′688*t*	*FPT*111*t APT*72*t*			8 ,, 2*nd* ,,)			
				Fitted for oil fuel 4,17			*F.P. a*	*bove* 1	50° F.								
71322	**British Progress**		4581	✠100A1	Fal	*s*	CL	1927	Armstrong	BritishTankerCo.	381·2	50·4	27·6	London	T.3Cy.25″,42″&70″–48″ (*s*)	27 ″ 6	
149926		*ss*Nwc.No.2–36	4061	~~5,38~~ ~~8,07~~ 2,39	~~Nwc~~		3,36	11mo	Whitworth	Ltd.				British	200lb *120lb* 422NHP	s 4 ″ 4½	
GKPV	*Mchy. Aft*	2 *Dks*(*Stl*)&*Web frames*	2689	~~✠LMC~~			1,39		&Co.Ld.		P93′B30′F55′ FK			16 *B* Hpt *Cem*	2SB,6*cf*, HS5538 FD	23 ″ 4	
	D.F. E.S.D	*Longitudinal framing*		~~MS3,36~~ ~~BS2,38~~					Newcastle					(11 ,, *to U dk*	WllsndSlpwy.Co.Ld.Nwc.		
				Carrying Petroleum in			*bulk*	*Lloyd's*	*sA&CP*					5 ,, 2*nd* ,,)			
				Fitted for oil fuel 11,27			*F.P. a*	*bove* 1	50° F.	*Cell D Bu E&B51′f*31′239*t*	*DTf*31′264*t FPT*			135*t APT*69*t*			
71323	**British Reliance**		7000	✠100A1	Shl	*b*†	CL	1928	Greenock	BritishTankerCo.	440·3	57·0	33·8	London	Oil Engines 4S.C.SA	33 ″ 11	
160357		*Oil Eng.*	6521	~~5,37~~ ~~5,06~~	Std	Fal.	N8,37	2mo	Dkyd.Co.Ld.	Ltd.				British	8Cy.29½″–59–½″ 653NHP	s 6 ″ 3½	
GNSF	Sub.Sig.	*ss*Fal.No.2–36	4132	2,39 ✠LMC CS6,36					Greenock		P111′B41′F53′ FK			17 *B* Hpt *Cem*	2DB *150lb*	27 ″ 10	
	Mchy. Aft	2 *Dks*(*Stl*)&*Web frames*		DBS ~~5,38~~ 0,38 ~~5,07~~				*Lloyd's*	*sA&CP*	*Cell D Bu E86′166t*				(10 ,, *to U dk*	J.G.Kincaid&Co.Ld.Grk.		
	D.F. E.S.D.	*Longitudinal framing*		*Carrying Petroleum in*			*bulk*			*DTf*36′226*t FPT*	180*t APT*97*t*			7 ,, 2*nd* ,,)			
71324	**British Renown**		6997	✠100A1	Fal	*b*†	CL	1928	SirJ.Laing	BritishTankerCo.	435·0	57·3	33·8	London	Oil Engines 2S.C.SA	33 ″ 10	
160397		*Oil Eng.*	6478	~~8,38~~ ~~1,28~~ 3,39	Shl		~~9,35~~	4mo	&Sons,Ld.	Ltd.				British	4Cy.22½″–91½″ 642NHP	s 6 ″ 5½	
GCRF		*ss*Shl.No.2–36	4143	~~✠LMC~~ CS6,36			8,38		Sunderland		P105′B34′F53′ FK			16 *B* Hpt *Cem*	2DB *150lb*	27 ″ 7½	
	Mchy. Aft	2 *Dks*(*Stl*)&*Web frames*		~~DBS 9,38~~ 8,37				*Lloyd's*	*sA&CP*	*Cell D Bu E80′238t*				(10 *to U dk*	Richardsons,Westgarth&		
	D.F.	*Longitudinal framing*		*Carrying Petroleum in*			*bulk*			*DTf*30′235*t*	*FPT*222*t APT*106*t*			6 ,, 2*nd* ,,)	Co.Ld.Hpl.		
71325	**British Resolution**		8408	✠100A1	Bkn	*d*†	CL	1937	Swan,Hun-	BritishTankerCo.	466·3	61·9	33·9	London	Oil Engines 2S.C.SA	34 ″ 0	
165539		*Oil Eng.*	7423	~~2,38~~ ~~2,38~~ Fal				8mo	ter&Wigham	Ltd.	481·6(O.L.)			British	4Cy.23½″–91–½″ 687NHP	s 6 ″ 8½	
GZPF	D.F. E.S.D.	1 *Dk*,2*nd dk clear of*	4927	4,39 ~~✠LMC~~ MC8,37					Richardson,		P107′B43′F45′ FK			17 *B* Hpt *Cem*	2DB *150lb*	27 ″ 6½	
	Mchy. Aft	*Cruiser Stern cargo tanks*		*Carrying Petroleum in*			*bulk*		Ld.Newcastle					*pt Asp*	Wm.Doxford&Sons,Ld.Sld.		
		Longitudinal framing at bottom & at deck						*Lloyd's*	*sA&CP*	*Cell D Bu E75′176t*	*DTf*34′397*t FPT*209*t APT*183*t*						
71326	**British Resource**		7209	✠100A1	Fal	*b*†	CL	1931	Greenock	BritishTankerCo.	440·6	59·4	32·9	London	Oil Engines 4S.C.SA	33 ″ 0	
162547		*Oil Eng.*	6579	~~11,37~~ 4,39			11,37	3mo	Dkyd.Co.Ld.	Ltd.				British	8Cy.29½″–59–½″ 653NHP	s 5 ″ 11½	
GKZB		*ss*Fal.No.2–36 ~~Fal.No.1–35~~	4197	~~✠LMC~~					Greenock		P113′B43′F48′ FK			17 *B* Hpt *Cem*	2DB *150lb*	27 ″ 2½	
	Mchy. Aft	2 *Dks*(*Stl*)&*Web frames*		~~DBS~~ 11,37				*Lloyd's*	*sA&CP*	*Cell D Bu E85′*				(13 *to U dk*	J.G.Kincaid&Co.Ld.Grk.		
	D.F. E.S.D.	*Longitudinal framing*		*Carrying Petroleum in*			*bulk*			*f*38′424*t FPT*195*t APT*95*t*				4 ,, 2*nd* ,,)			
71327	**British Sailor** (*ex*WarRajah)		5576	✠100A1	Bom	*z*	CL	1918	Swan,Hun-	BritishTankerCo.	400·0	52·3	28·4	London	T.3Cy.27″,44″&73″–48″ (*s*)	31 ″ 0	
142723		*ss*Fal.No.3–4,31	4706	10,38 ~~1,38~~			~~1,38~~	12mo	ter&Wigham	Ltd.				British	180lb 517NHP	s 5 ″ 7½	
GSBQ	D.F.	*ss*Bom.No.1–36	3444	~~✠LMC~~			10,38		Richardson,		P49′B121′F39′ FK			11 *B* Hpt *Cem*	3SB,9*cf*,GS189,HS7668 FD	25 ″ 7	
		1 *Dk*(*Stl*)2*tr*&*Stl*		MS1,36 ~~BS1,37~~					Ld.Newcastle	*Cell D Bu E&B59′2*	40*t f*50′65*t FPT*95*t*			*APT*80*t*	Swan,Hunter&Wigham-		
		&Web frames		,38				*Lloyd's*	*sA&CP*						Richardson,Ld.Nwc.		
		Longitudinal framing		*Carrying oil fuel in bulk F.P.*			*above* 1	50° F.									
				Fitted for oil fuel 12,18			*F.P. a*	*bove* 1	50° F.								
71328	**British Science**		7138	✠100A1	Nwc	*b*†	CL	1931	Palmers'	BritishTankerCo.	441·2	59·7	33·0	London	Oil Engines 2S.C.SA	33 ″ 0	
162532		*Oil Eng.*	6391	11,38 ~~8,38~~	Fal		3,38	1mo	Co.Ld.	Ltd.				British	4Cy.23½″–91–½″ 687NHP	s 6 ″ 1½	
GFCJ		*ss*Sld.No.1–35	4172	~~2,37~~ ~~✠LMC~~ 4,38					Newcastle		P108′B42′F49′ FK			17 *B* Hpt *Cem*	2DB *150lb*	27 ″ 0½	
	Mchy. Aft	2 *Dks*(*Stl*)		*Carrying Petroleum in*			*bulk*	*Lloyd's*	*sA&CP*	*Cell D Bu E79′283t*				(13 ,, *to U dk*	W.Doxford&Sons,Ld.Sld.		
	D.F. E.S.D.	GyC. *&Web frames*		DBS12,38						*DTf*39′227*t*	*FPT*149*t APT*89*t*			4 ,, 2nd,,)			
		Longitudinal framing															
71329	**British Scout**		1507	✠100A1	Gmh	*p*	CL	1922	Swan,Hun-	BritishTankerCo.	245·0	37·2	19·8	Swansea	T.3Cy.17½″,29″&48″–33″ (*r*)	20 ″ 0	
143979		*ss*Shl.No.3–8,35	1294	~~1,37~~ 3,39	~~Nwc~~		~~1,35~~	10mo	ter&Wigham	Ltd.	254·8(O.L.)			British	180lb 182NHP	s 2 ″ 4	
GJKD	*Mchy. Aft*	2 *Dks*(*Stl*)&*Web frames*	836	~~DBS~~ ~~✠LMC~~ 8,35			6,38		Richardson,		P67′B20′F26′ FK			11 *B* Hpt *Cem*	2SB,4*cf*,HS2664 FD	17 ″ 10	
	D.F.	*Longitudinal framing*		9,38					Ld.Newcastle	*Cell D Bu E22′23t*	*FPT*45*t APT*25*t*			(9 ,, *to U dk*	Swan,Hunter&Wigham-		
				Carrying Petroleum in			*bulk*	*Lloyd's*	*sA&CP*					2 ,, 2*nd* ,,)	Richardson,Ld.Nwc.		
				Fitted for oil fuel 10,22			*F.P. a*	*bove* 1	50° F.								
71330	**British Security**		8470	✠100A1	Gls	*d*†	CL	1937	Harland&	BritishTankerCo.	467·8	61·7	33·8	London	Oil Engines 4S.C.SA	34 ″ 0	
166328		*Oil Eng.*	7454	~~1,37~~ ~~12,37~~ 3,39	~~Fal~~	Shl		12mo	Wolff,Ld.	Ltd.	488·1(O.L.)			British	6Cy.29½″–59–½″ 490NHP	s 6 ″ 9½	
GZPD		1 *Dk*,2*nd dk clear of cargo tanks*	4979	~~✠LMC~~ 12,37					Glasgow		P105′B43′F45′ FK			17 *B* Hpt *Cem*	2DB *150lb*	27 ″ 5½	
	D.F. E.D.S.	*Mchy. Aft Cruiser Stern*		*Carrying Petroleum in*			*bulk*	*Lloyd's*	*sA&CP*					*pt Asp*	Harland&Wolff,Ld.Gls.		
		Longitudinal framing at bottom & at deck								*Cell D Bu E75′175t*	*DTf*34′434*t FPT*222*t APT*200*t*						
71331	**British Sergeant**		5868	✠100A1	Bom	*z*	OG	1922	Palmers'	BritishTankerCo.	400·6	54·2	32·7	London	2SteamTurbinesDRgeared	33 ″ 0	
146647		*ss*Shl.No.3–11,34	5389	9,38 ~~1,38~~	~~BS6,36~~		N5,37	8mo	Co.Ld.	Ltd.				British	to 1 Sc. Shaft *(s)*	s 5 ″ 10	
GJLQ	*Mchy. Aft*	2 *Dks*(*Stl*)&*Web frames*	3387	~~BS5,37~~ ~~✠LMC~~ 11,34					Newcastle		P122′B34′F49′ FK			16 *B* Hpt *Cem*	200lb *120lb* 593NHP	27 ″ 5½	
	D.F. E.S.D.	*Longitudinal framing*		*Carrying Petroleum in*			*bulk*	*Lloyd's*	*sA&CP*	*Cell D Bu E33′41t*	*FPT*130*t APT*80*t*			(10 ,, *to U dk*	3SB(Spt),9*cf*,HS7737 FD		
				Fitted for oil fuel 10,22			*F.P. a*	*bove* 1	50° F.	*DTf*40′560*t*				6 ,, 2*nd* ,,)	Palmers'Co.Ld.Newcastle		
71332	**British Soldier** (*ex*WarSikh)		5564	✠100A1	Bom	*z*	CL	1918	W.Gray&	BritishTankerCo.	400·0	52·3	28·4	London	T.3Cy.27″,44″&73″–48″ (*s*)	31 ″ 0	
142707		*ss*Fal.No.3–10,30	4712	7,38 ~~3,37~~			~~1,38~~	11mo	Co.Ld.	Ltd.				British	180lb 517NHP	s 5 ″ 7½	
GSBT		*ss*Bom.No.1–35	3503	~~BS12,38~~ ~~✠LMC~~			7,38		WHartlepool		P49′B121′F39′					25 ″ 7	
	D.F.	1 *Dk*(*Stl*)2*tr B&Web frames*		~~MS6,35~~ ~~BS12,37~~				*Lloyd's*	*sA&CP*	*Middle line Bulkh*	*ead not oil-tight* FK			11 *B* Hpt *Cem*	3SB,9*cf*,GS190,HS7668 FD		
		Longitudinal framing		*Carrying oil fuel in bulk*			*F.P.a*	*bove* 1	50° F.		*Cell D Bu E&B65′*			262*t f*50′65*t*	Cen.Mar.Eng.WrksW.Hpl.		
				Fitted for oil fuel 11,18			*F.P.a*	*bove* 1	50° F.								
71333	**British Sovereign**		3657	✠100A1	Bom	*p*	CL	1917	Armstrong	BritishTankerCo.	345·2	49·1	25·6	London	T.3Cy.23″,38″&62″–42″ (*r*)	25 ″ 7	
140319		*ss*Shl.No.3–8,30	3337	~~2,38~~ 12,38	Shl		~~7,36~~	7mo	Whitworth	Ltd.	354·1(O.L.)			British	180lb 380NHP	s 3 ″ 11½	
GSDY		*ss*Shl.No.2–38 ~~*ss*Shl.No.1–05~~	2176	~~✠LMC~~ 12,38			11,38		&Co.Ld.		P88′B39′F46′ FK			13 *B* Hpt *Cem*	3SB,9*cf*,GS132,HS5904 FD	21 ″ 9½	
	Mchy. Aft	2 *Dks*(*Stl*)&*Web frames*		~~MS8,36~~ ~~BS12,38~~					Newcastle	*Cell D Bu B38′70t*				(8 *to U dk*	N.E.MarineEngCoLdNwc.		
	D.F.	*Longitudinal framing*		*Carrying Petroleum in*			*bulk*	*Lloyd's*	*sA&CP*	*DTf*29′31	4*t FPT*69*t APT*34*t*			5 ,, 2*nd* ,,)			
				Fitted for oil fuel 5,17			*F.P.a*	*bove* 1	50° F								
71334	**British Splendour**		7138	✠100A1	Shl	*b*†	CL	1931	Palmers'	BritishTankerCo.	441·2	59·7	33·0	London	Oil Engines 2S.C.SA	33 ″ 0	
162546		*Oil Eng.*	6391	~~5,38~~ ~~8,37~~ 2,39	Std	Nwc	~~N2,36~~	2mo	Co.Ld.	Ltd.				British	4Cy.23½″–91–½″ 687NHP	s 6 ″ 1½	
GFKM	*Mchy. Aft*	*ss*Mch.No.1–35	4172	~~✠LMC~~ CS5,~~38~~ 2,39					Newcastle		P108′B42′F49′ FK			17 *B* Hpt *Cem*	2DB *150lb*	27 ″ 1	
	D.F. E.S.D.	2 *Dks*(*Stl*)&*Web frames*		~~BS1,36~~ ~~MS9,38~~ 11,36 2,3 9				*Lloyd's*	*sA&CP*	*Cell D Bu E79′283t*	*DTf*39′			(13 *to U dk*	W.Doxford&Sons,Ld.Sld.		
		Longitudinal framing		*Carrying Petroleum in*			*bulk*			227*t FPT*	149*t APT*89*t*			4 ,, 2nd,,)			

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey. Years assigned. Distinguishing Letter.	7	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Reg. of Trade Cert.
71335 146686 GJNR	**British Statesman** *ss*Fal.No 3–4,35 *Mchy.Aft* 2*Dks(Stl)*&*Web frames* D.F. E.S.D. *Longitudinal framing*		6991 6549 4150	✝100A1 ~~1,98~~ 10,38 LI10 MS2,35 BS~~12,37~~ 2,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,23 *F.P.a*	Shl Fal LI10	*b*† OG 1,38	1923 1mo *Lloyd's above 1*	Sir J. Laing &Sons,Ld. Sunderland *CellDBuE&B74' 209tDTf45'851t*	BritishTankerCo. Ld. *FPT205tAPT259t*	440·3|57·1|33·9 457·5(O.L.) P113'B32'F48' FK *BH Cem* 17 *to U dk* *to U dk* 10 „ „ *2nd*„ 7	London British *120lb* 642NHP 3SB(Spt)*12cf*,HS8256 FD G.Clark,Ld.Sunderland	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* 27	33 ″ 11 s 6 ″ 4½ 27 ″ 9	
71336 162575 GFLK	**British Strength** *Oil Eng.* D.F. GyC. *ss*Sld.No.1–35 E.S.D. 2*Dks(Stl)*&*Web frames* *Mchy.Aft* *Longitudinal framing*		7139 6391 4169	✝100A1 ~~3,98~~ 11,38 LMC CS7,35 DBS~~6,34~~ 1,38 *Carrying Petroleum in bulk*	Fal Sld	*b*† CL 1,38	1931 4mo *Lloyd's*	Palmers' Co.Ld. Newcastle *CellDBuE79'283t 227tFPT*	BritishTankerCo. Ld.	441·2|59·7|33·0 P108'B42'F49' FK *DTf39'* *149tAPT89t*	London British *BHpt Cem* 17 *to U dk* *to U dk* (13 4 „ *2nd* „) Richardsons,Westgarth& Co.Ld.Hpl.	Oil Engines 2S.C.SA 4Cy.23¾″–91⅝″ 687NHP 2DB, *150lb* 27	33 ″ 0 s 6 ″ 1½ 27 ″ 1½	
71337 143971 GFQL	**British Tommy** *ss*Shl.No.3–9,33 *ss*Sws.No.1–37 *Mchy.Aft* 2*Dks(Stl)*&*Web frames* Wireless D.F. *Longitudinal framing*		1411 1158 805	✝100A1 ~~1,98~~ ~~12,37~~ 0,38 MC BS~~3,73~~ S12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,21 *F.P. a*	Sws Shl	*o* CL N11,37	1921 8mo *Lloyd's above 1*	Lithgows, Ld. PortGlasgow *CellDB23'19t*	BritishTankerCo. Ld.	229·9|36·2|19·0 239·3(O.L.) P65'B22'F29' FK *FPT38t APT22t*	Swansea British *BHCem* 11 (9 *to U dk* 2 „ *2nd* „)	T.3Cy.17½″,28″&47″–33″ (*r*) 180lb 161NHP 2SB,*6cf*,GS99,HS2800 Rankin&Blackmore,Ld. Greenock	19 ″ 3 s1 ″ 10½ 17 ″ 6½	
71338 146163 GFVQ	**British Trader** *ss*Fal No.3–12,33 *ss*Fal.No.1–38 *Mchy.Aft* 2*Dks(Stl)* D.F.		4204 3630 2314	✝100A1 12,38~~4,38~~ ~~12,37~~ LMC BS~~11,~~— MS4,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,21 *F.P. a*	Fal Bom	*w* CL 4,38	1921 11mo *Lloyd's above 1*	W. Beardmore&Co.Ld. Glasgow *CellDBuE23' 68tDTf35'3*	BritishTankerCo. Ld.	351·4|49·1|27·1 363·2(O.L.) P82'B40'F57' FK *94tFPT54tAPT40t*	London British *BHpt Cem* 14 (9 *to U dk* 5 „ *2nd*„) W.Beardmore&Co.Ld.Gls.	T.3Cy.23″,36½″&58″–42″ (*r*) 180lb *180lb* 349NHP 2SB,*6cf*,HS5548 FD	27 ″ 0 s 4 ″ 1½ 23 ″ 2	
71339 165358 GZCY	**British Triumph** *Oil Eng.* *Mchy.Aft* 1*Dk*,2*nd dk clear of cargo* D.F. E.S.D. *Cruiser Stern tanks* *Longitudinal framing at bottom & at deck*		8402 7484 5008	✝100A1 ~~7,36~~ ~~12,37~~ LMC12,3 *Carrying Petroleum in bulk*	Nwc Bkn	*d*† CL 11,37	1936 12mo *Lloyd's*	Lithgows Ld. PortGlasgow *CellDBuE78'178tDTf34'427tFPT209t*	BritishTankerCo. Ld.	467·6|61·7|33·9 P105'B43'F46' FK *APT198t*	London British *BHpt Cem pt Asp* 17 *120lb* J.G.Kincaid&Co.Ld.Grk.	Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ 490NHP 2DB*150lb*	34 ″ 0 s 6 ″ 8½ 27 ″ 6½	
71340 149943 GKWD	**British Union** *Oil Eng.* D.F. *ss*Fal.No.2–35 E.S.D. 2*Dks(Stl)*&*Web frames* *Mchy.Aft* *Longitudinal framing*		6987 6402 4157	✝100A1 ~~7,36~~ ~~1,37~~ 2,38 LMC CS11,38 DBS~~4,37~~ 7,38 4,36 7,38 *Carrying Petroleum in bulk*	Nwc	*b*† CL ~~3,38~~ N5,38	1927 11mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *CellDBuE71' f38'466t FPT148t*	BritishTankerCo. Ld.	440·1|57·0|33·9 P104'B33'F54' FK *APT108t*	London British *BHCem* 17 (5 *to 2nd dk* WllsndSlpwy.Co.Ld.Nwc.	Oil Engines 2S.C.SA 6Cy.26¾″–47½″ 749NHP 2DB*150lb*	34 ″ 0 s 6 ″ 5⅝ 27 ″ 9½	
71341 149945 GJMY	**British Valour** *Oil Eng.* *ss*Nwc.No.2–35 *Mchy.Aft* 2*Dks(Stl)*&*Web frames* D.F. E.S.D. *Longitudinal framing*		6952 6487 4176	✝100A1 8,38 ~~8,37~~ LMC CS4,36 DBS~~8,34~~ 7,38 ~~8,37~~ 8,38 *Carrying Petroleum in bulk*	Bkn Nwc	*b*† CL ~~7,36~~ 7,38	1927 11mo *Lloyd's*	Lithgows, Ld. PortGlasgow *CellDBuE86' f36'411t*	BritishTankerCo. Ld.	440·5|57·0|33·8 P112'B34'F47' FK *FPT178t APT93t*	London British *BHCem* 18 (10 *to U dk* 8 „ *2nd*„) J.G.Kincaid&Co.Ld.Grk.	Oil Engines 4S.C.SA 8Cy.29½″–59 1/16″ 653NHP 2DB*150lb*	33 ″ 11 s 6 ″ 4 27 ″ 9½	
71342 162502 GTPF	**British Venture** ~~*ss*Shl.No.2–39~~ ~~*ss*Fal.No.1–34~~ *Mchy.Aft* 2*Dks(Stl)*&*Web frames* D.F. E.S.D. *Longitudinal framing*		4696 4089 2619	✝100A1 ~~9,36~~ ~~10,37~~ ~~Bkn~~ BS~~7,38~~ LMC *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,30 *F.P. a*	Fal ~~Shl~~	*x* CL 10,37	1930 11mo *Lloyd's above 1*	Lithgows, Ld. PortGlasgow *CellDBuE&B66' 301tDTf31'359t*	BritishTankerCo. Ld.	384·6|50·2|27·7 P95'B38'F44' FK *FPT111t APT53t*	London British *BHpt Cem pt Asp* 17 (13 *to U dk* 4 „ *2nd* „) Rankin&Blackmre,Ld.Grk	T.3Cy.25″–42″&70″–48″ (*s*) 200lb *150lb* 430NHP 2SB,*6cf*,HS5732 FD	27 ″ 6 s4 ″ 4½ 23 ″ 4½	
71343 145236 GFDY	**British Viscount** *ss*Fal.No.3–2,34 *ss*Fal.No.1–38 *Mchy.Aft* 2*Dks(Stl)*&*Web frames* D.F. E.S.D. *Longitudinal framing*		6895 6363 4073	✝100A1 11,38~~1,38~~ LMC1,38 BS11,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,21 *F.P. a*	Fal Shl	*b*† OG ~~4,37~~ 11,38	1921 6mo *Lloyd's above 1*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *CellDBuE38'61tDTf46'709t FPT132t*	BritishTankerCo. Ld.	440·0|57·0|33·7 P113'B32'F49' FK *APT223t*	London British *BHpt Cem* 17 (11 *to U dk* 6 „ *2nd* „) Swan,Hunter&Wigham-Richardson Ld.Nwc.	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* FD 644NHP 3SB(Spt)*12cf*,GS—,HS8280	33 ″ 11 s 6 ″ 6½ 27 ″ 7	
71344 146560 GJFX	**British Workman** ~~*ss*Bkn No.1–38~~ *ss*Shl.No.3–5,34 *Mchy.Aft* 2*Dks(Stl)*&*Web frames* D.F. E.S.D. *Longitudinal framing*		6994 6533 4066	✝100A1 ~~0,36~~ ~~10,37~~ ~~Bkn~~ MS10,37 LMC ~~BS10,37~~ ~~BS10,37~~ BS7,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,22 *F.P. a*	Fal ~~Bkn~~	*b*† OG 10,37	1922 4mo *Lloyd's above 1*	Workman Clark&Co.Ld. Belfast *CellDBuE&B 31'42t DTf45'620t*	BritishTankerCo. Ld.	440·4|57·0|33·9 P113'B34'F65' FK *FPT165t APT224t*	London British *BHpt Cem* 17 (11 *to U dk* 6 „ *2nd* „) Wrkman,Clark&CoLd.Bel	2SteamTurbinesDRgeared to 1Sc.Shaft *120lb* (*s*) 200lb ~~*120lb*~~ 605NHP 3SB(Spt),*12cf*,GS209, FD HS8295	33 ″ 11 s 6 ″ 4½ 27 ″ 9½	
71345 147491 GJVQ	**British Yeoman** *ss*Fal.No.3–2,36 *Mchy.Aft* 2*Dks(Stl)*&*Web frames* D.F. *Longitudinal framing* E.S.D.		6990 6479 4092	✝100A1 ~~4,38~~ ~~10,37~~ ~~Bkn~~ LMC MS5,35 BS~~10,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,23 *F.P. a*	Fal Bkn	*b*† OG ~~12,36~~ 2,39	1923 6mo *Lloyd's above 1*	Palmers' Co.Ld. Newcastle *CellDBuE&B87' 57tDTf47'729t*	BritishTankerCo. Ld.	440·0|57·1|33·8 P113'B32'F50' FK *FPT163t APT192t*	London British *BHpt Cem* 17 (11 *to U dk* 6 „ *2nd* „) Palmers'Co.Ld.Newcastle	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 654NHP 3SB(Spt),*12cf*,GS204, HS8511 FD	33 ″ 11 s 6 ″ 6 27 ″ 8½	
71346 165624 ~~GBPC~~ GZPC	**British Zeal** *Oil Eng.* 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom&at deck* D.F. E.S.D.		8532 7484 5065	✝100A1 ~~1,36~~ ~~12,37~~ 1,39 LMC12,37 *Carrying Petroleum in bulk*	PGl ~~Bkn~~ Nwc	*d*† CL	1937 12mo *Lloyd's*	Lithgows Ld. PortGlasgow *CellDBuE78'178t DTf34'427tFPT209t*	BritishTankerCo. Ld.	467·6|61·7|33·9 481·5(O.L.) P105'B43'F46' FK *BH Cem pt Asp* 17 *120lb* J.G.Kincaid&Co.Ld.Grk.	London British *APT198t*	Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ 490NHP 2DB*150lb*	34 ″ 0 s 6 ″ 8½ 27 ″ 6½	
71347 PDGZ	**Britsum** ~~sailRot.No.1–38~~ D.F. 1*Dk(Stl)*&*Shelter dk(Stl)* *ss*Rot.No.2–37		5273 ~~4,02~~ ~~3227~~ 5265 4902 3205	✝100A1 *with freeboard* ~~5,33~~ ~~1,37~~ 3,39 BS3,39 ~~5,36~~ MS1,37 *Fitted for oil fuel* 2,32 *F.P. a*	Rot	*a*† CL 4,37	1929 5mo *Lloyd's above 1*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *CellDB360' 1286t D*	Stoomv.Maats. "Oostzee"(Vinke& Co. *Mgrs.*) 1 *Intermediate* 5 *BH* & 1 *oil fuel*	421·2|56·2|26·4 F32' FK *BH dispensed with tank BH to 2nd dk* *Tf18'683t FPT78t APT101t*	Amstrdam Dutch *Cem Coll BH to Sh dk*	Q.4Cy.24″,34″,49″&71″–48″ 220lb (*s*) 549NHP 3SB(Spt),*9cf*,GS154, HS8004 FD N.E.MarineEngCoLd.Nwc	29 ″ 0 s 3 ″ 8 25 ″ 5½	
71348 6735 SFNE	**Britt** (*ex*Minna–35) 1*Dk*		*1544* *1341* *911*				1922	Nylands Værksted Oslo	KalmarRederiA/B (H.Jeansson, *Mgr.*)	252·8|39·2|16·6 P24'B64'F24'	Stockholm Swedish *WB*	T.3Cy.19″,31″&51½″–33″ 153NHP NylandsVærksted,Oslo		N
71349 LCGB	**Britta** TwinSc *Carrying Petroleum in bulk* *Oil Eng.* *Mchy.Aft* *Cruiser Stern* 1*Dk*		6214 5571 3609				1928	Helsingörs Jernsk.&Mek Helsingör	RederiA/SMascot (Arth.H.Mathiesen, *Mgr*)	407·8|54·7|32·5 P208tH435tF85t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″–39½″ 642NHP Akt.Burmeistr&Wain,Cpn		N

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel / Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné, maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où reçu et où publié. L.R. Dan's Cert. Ref. Trade.
71350	**Britta**		1146 / 929 / 673					1921	Schiffb.Ges Unterweser m.b.H. Weser-münde-L.	J.Lauritzen	231·5 | 34·6 | 14·1 P21'B56'F28'			Esbjerg Danish *WB*	C.4Cy.(2)12¾"&(2)27½"-27½" NE30 141NHP Christiansen&Meyer,Hrbg		G
OYAY		1 *Dk*															
71351	**Brittany**		4772 / 4178 / 2849					1928	A.McMillan&Son,Ld. Dumbarton	RoyalMailLines, Ld.	400·4 | 55·2 | 25·7 P38'F36'			Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29½"-72½" 646NHP Harland&Wolff,Ld.Gls.		C
149681		*Oil Eng.*															
GSNC	D.F.	2 *Dks&Shelter dk*															
71352	— Ⓟ	**TwinSc**	1445 / 933 / 554					1933	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	249·8 | 39·1 | 14·0			S'thamptn British *WB*	4SteamTurbinesSRgeared to2ScrewShafts W.Denny&Bros.Ld.Dmb.		PT Stl Stbd
163616		*Fitted for oil fuel*															
MBDQ	Wireless	3 *Dks*															
	E.S.D.	*Cruiser Stern*															
71353	**Brixton**		1557 / 1300 / 878	✝100A1 7,38 ~~7,37~~ BS~~4,37~~ 7,38	Shl	*p*	OG 6,36	1927 8mo *Lloyd's SA&CP*	S.P.Austin &Son,Ld. Sunderland	SouthMetropolitanGasCo. *CellDB176'347t Tank at sides*	244·3 | 36·7 | 18·4 Q96'B51'F24' FK *of tunnel109tFPT*			London British *4BHptCem 84tAPT68t*	T.3Cy.18",30"&49"-36" *(s)* 180lb 185NHP 2SB,*6cf*,GS94,HS8260 N.E.MarineEng CoLdNwc	20 " 6 s 2 "4½ 18 " 3½	
149882		*ss*Shl.No.2-36															
MNWC	Sub.Sig.	1 *Dk(Stl)*			✝LMC6	36											
	Well deck	*Cargo battens not fitted*															
71354	**Bro** (*ex*Barbro)	**3Mst**	908 / 619 / 408					1901	Framnes Mek.Værks. Sandefjord	D/S A/S Frithjof Eide(B.Pedersen& Sön,*Mgrs.*)	200·5 | 30·1 | 13·0 P209*t*H20*t*			Haugesnd Norwegian *WB*	T.3Cy.14",24"&37"-27" 71NHP AkersMek.Værks. Oslo		N
LDBB	*Mchy.Aft*	1 *Dk*															
71355	**Broad Arrow**		7718 / 7210 / 4714	✝100A1 *Shelter dk* *withfreeboard* ~~1,38~~ 1,39 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,18	Bal ~~N.Y.~~ ~~BS3,39~~ 3,39 ~~MC3~~	*dt*	CL ~~1944~~ 1946 *F.P above*	1918 3mo	New York S.B.Corp. Camden,N.J. A&CP	Socony-Vacuum OilCo.Inc.	467·6 | 62·7 | 32·0 FK *CellDBa28'uE&*	New York Utd.States	Q.4Cy.24",35",51'&75'-51" 220lb (*r*) 568NHP 16*BHptCem* 10 *to U dk* 6 ,,*2nd* ,, *B76'463tDT*	32 " 0 s 4 " 2 28 " 0½	
215988		*ss*Phl.No.3-5,29															
WSCJ		*ss*Bal.No.2-37															
		2 *Dks(Stl)&Shelter dk(Stl)*															
	Mchy.Aft	*&Web frames*															
	D.F.	*Longitudinal framing*															
71356	**Broadway**	**3Mst**	722 / 568 / 375	✝100A1 11,38 ~~1,38~~ BS1,38	Adl	*j*	OG 11,36	1921 10mo	Limhamns Skeppsv.AB. Limhamn	TheAdelaide SteamshipCo.Ld. *CellDB*	178·2 | 30·6 | 12·6 P56'F20' FK *Lloyd's SA&CP* *B144' 192t FPT56t*	Melbourne British *3BHCem APT26t*	T.3Cy.16",26"&48"-30" *(s)* 180lb *100lb* 119NHP 1SB,*3cf*,GS48,HS1958 N.E.MarineEng.Co.Ld.Sld	15 " 0 s 1 " 6½ 13 " 7	
145702	(*ex*Durley Hill,	*ss*Adl.No.3-7,32															
VJNS	*ex*Lygia)	*ss*Adl.No.1-37															
	Mchy.Aft	1 *Dk(Stl)*															
	Wireless	*Cargo battens not fitted*															
71357	**Brockley**	*ss*Shl.No.1-37	1564 / 1336 / 820	✝100A1 7,38 ~~7,26~~ BS~~8,37~~ 8,37	Shl	*p*	CL ~~7,36~~ 7,38	1920 9mo *Lloyd's SA&CP*	Dublin Dkyd.Co.Ld. Dublin	SouthMetropolitanGasCo. *CellDB171'306tD*	240·2 | 36·2 | 19·1 B52'F23' FK *Ta 29'121t FPT80t*	London British 6 *BHCem APT38t*	T.3Cy.18",30"&50"-33" *(s)* 180lb 172NHP 2SB,*6cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 " 4 s 2 " 9½ 18 " 8	
145012		*ss*Shl.No.3-5,33															
MKDV	Sub.Sig.	1 *Dk(Stl)*															
		Cargo battens not fitted															
71358	**Brockley Combe**		~~600~~ 662 / *withfreeboard* ~~(Class Contemplated)~~ 516 / 423	✝100A1 9,38	Brs	*i*	OG	1938 9mo *Lloyd's SA&CP*	C.Hill& Sons,Ld. Bristol	AldShippingCo.Ld.	172·6 | 29·1 | 13·2 177 (O.L.) ~~159~~ F26'29·3 FK *CellDB176'175tFPT*	Bristol British *3bHptAsp*	Oil Engines 4S.C.SA 7Cy.12½"-15" 107NHP Ruston&Hornsby,Ld. Lincoln	15 " 6 s2 " 4½ 13 " 2½	
160039		*Oil Eng.*															
MMXQ	*Mchy.Aft*																
		1 *Dk* *Cruiser Stern*			✝LMC	38											
		Deck&butts of keel electrically welded															
71359	**Brockton** (*ex*Valdez,*ex*Bennington)		2308 / — / 1729					1908	Gt.Lakes Eng.Works Ecorse,Mich.	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	244·0 | 43·2 | 27·0 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.16¾",24",35"&51"-36" 156NHP Gt.LakesEng.Wks.Detroit		R
204944																	
KJEB	*Mchy.Aft*	*Fitted for oil fuel* 2 *Dks* 3 *trB*															
71360	**Brodwal** (*ex*Katerina-33,		3385 / 3150 / 2152	✝100A1 1,38 BS3,38	Rot	*r*	CL 1,38	1900 8mo	R.Thompson&Sons Sunderland A&CP	BrodwalS.S.Co.Ld. (S.Catsell,*Mgr.*) *CellDBa100'uE24'*	326·0 | 48·0 | 23·7 P31'B102'F36' FK */134'794tFPT86t*	London British *5BHCem APT169t*	T.3Cy.24",39"&64"-42" *(s)* 160lb 285NHP 2SB,*6pf*,GS122,HS4574 G.Clark,Ld.Sunderland	26 " 4 s 4 " 3 22 " 3	
163448	*ex*Immacolota)	*ss*Pir.3rdNo.3-2,37															
GWPF		1 *Dk(Irn)*2*tr B&deep framing*			✝LMC2,37												
		3 *Dk rule*															
71361	**Broholm**		1544 / 1296 / 913					1925	Frdrkshvn Skibs&Flydk Fredrikshavn	DetForenede Dampskibs.Selsk.	280·7 | 37·7 | 16·0	Copnhagn Danish *WB*	C.4Cy.(2)14¾"&(2)31½"-35⅞" & ILP Turbine SvendborgMsk.Svendborg		V
OYBB		1 *Dk&pt Awng dk*															
71362	**Brönnöy**	**TwinSc**	4791 / 4315 / 2864					1926	A/B Götaverken Gothenburg	A/S Borgestad	380·5 | 54·7 | 25·7 P123*t*H269*t*F43*t*	Porsgrunn Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP A/B Götaverken,Got.		N
		Oil Eng.															
LCFQ	D.F.	1 *Dk*															
71363	**Bronte**	*ss*Gls.No.3-6,29	5317 / 4759 / 3229	✝100A1 3,3 ~~5,36~~ LMC MS9,37	NYk Gls BS2,38	*z*	CL ~~9,37~~ ~~1,38~~ 3,39	1919 6mo *Lloyd's SA&CP*	A.McMillan&Son,Ld. Dumbarton	Lamport&Holt Line.Ld. *CellDB*	400·5 | 52·2 | 28·5 P49'B113'F39' FK *347'1062tFPT126t*	Liverpool British *7BHptCem APT224t*	T.3Cy.27",44"&78"-48" *(s)* 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&BlackmoreLdGrk	31 " 0 s 6 " 0 25 " 3	
140623																	
GCPZ	D.F.	~~ssLiv.No.1-34~~ *ssLiv.No.2-36* 2 *Dks(Stl)*															
71364	—	**TwinSc**	~~4769~~ 4430 / 2801					1905	Flli. Orlando Leghorn	ItalianNavy (operated bySoc. Anon.Cooperativa diNav.Garibaldi)	~~391·8 | 47·0 | 31·0~~ 392·2 | 47·1 | 31·3	Genoa Italian	T.6Cy.22½",36½"&60½"-39½" 460NHP Flli.Orlando,Leghorn		I
2143		*Fitted for oil fuel*															
IADJ																	
		Carrying oil fuel in bulk															
71365	**Bronxville**		4663 / 4261 / 2793					1929	Odense Staalskibs. Odense.	Skibs A/S Söstad (A/S A. F. Klavenness&Co. *Mgrs.*)	386·3 | 54·2 | 25·7 P121*t*H316*t*F25*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29½"-59" 487NHP Akt Burmeistr&Wain,Cpn.		N
		Oil Eng.															
LDJE	D.F.	1 *Dk&Shelter dk*															
71366	**Bronzite** (*ex*PrincessThyra,	**3Mst**	602 / 434 / 237	✝100A1 4,37 NB3,38 MS4,37	Irv LMC BS~~12,37~~ 2,39	*i*	CL 3,37	1894 5mo	Scott& Sons Bowling A&CP	Wm.Robertson	180·0 | 29·1 | 10·6 187·0(O.L.) Q90'B11'F37' BK7½' *WB=CellDB95'*	Glasgow British 3*BHCem* *140tFPT22t*	T.3Cy.17⅛",27½"&44"-30" 160lb (*s*) 108NHP 1SB,*3cf*,GS53,HS1700 Muir&Houston,Glasgow	13 " 0 s ·4½ 13 " 3½	
102687	*ex*Citrine)	*ss*Bwg.3rdNo.3-11,32															
MQPR		*ss*Irv.No.1-37															
	Well deck	*Mchy.Aft* 1 *Dk(Irn)*															
		Cargo battens not fitted															
71367	**Brook**		1225 / 1074 / 690					1927	Stettiner Oderwerke Stettin	H.M.Gehrckens	239·5 | 37·8 | 14·4 P&B188'F27'	Hamburg German *WB*	T.3Cy.17⅛",28⅜"&45½"-38⅜" 121NHP StettinerOderwerkeStettin		G
DHDD	Wireless D.F.	1 *Dk*															
71368	**Brookdale**	**WoodTwinSc**	2935 / 2437 / 1730				...	1918	GraysHarb MotorS.Corp. Abrdeen,Wsh	GardeniaPacking Co.	272·5 | 49·1 | 25·8 P22'B62'F34'	S.Frncisco Utd.States	T.6Cy.15½",26"&44"-26" 198NHP MurrayIWBurlingtnIowa	28 " 6	
217298		*Fitted for oil fuel*															
		2 *Dks*															
71369	**Brookings** (*ex*Cowiche)		2327 / — / 1388					1919	Gt.Lakes Eng.Works Ashtabula,O.	McCormickS.S.Co.	253·4 | 43·6 | 25·1	S.Frncisco Utd.States *WB*	T.3Cy.21",34½"&57"-42" 211NHP Gt.LakesEng.Works, Ashtabula,O.		R
217978		*Fitted for oil fuel*															
WXOA	*Mchy.Aft*	1 *Dk*															

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Tons Deduct. Engine Room. Propulsion Letter.	7* Date when tail shaft last exam.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Bof Trade Cert.
71370 111855	**Brookton** (*ex* Dornoch, *ex* Colorado, *ex* The Iroquois, *ex* Tadenac) 1 *Dk*	2286 2022 1694					1902	Bertram E. Works Co. Ltd. Toronto	Colonial Steamships, Ld. (R. Scott Misener, *Mgr.*)	252·5	43·2	22·3	Toronto British *WB*	T. 3 Cy. 16½", 28" & 45"–36" 127 NHP Bertram E. W. Co. Ltd. Trnto.		
71371 160724 GSZY	**Brookwood** *ss* Shl. No. 2–38 D.F. E.S.D. 1 *Dk (Stl)* Gy C.	5100 4631 3138	✠ 100 A1 4,39~~4,38~~ Shl Swe		*z*	CL ~~12,36~~ 4,39	1929 5mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's SA&CP*	Joseph Constantine S.S. Line, Ld. *z* *Cell D B*	408·2 P34' B263' F34' 361' 1117*t*	53·5	26·3 FK *FPT* 156*t*	Middlsbro' British 7 *B H Cem* *APT* 141*t*	T. 3 Cy. 24½", 37½" & 68"–45" & exhaust turbine driving steam compressor 200 lb (*s*) 507 NHP 2 SB (Spt) (FD) & 1 Aux SB, *8cf*, GS 170, HS 7368 Cen. Mar. E Wrks. Ld W Hpl	28 ″ 11 s 4 ″ 2 24 ″ 11½	
71372 160293 MBWS	**Broom** *ss* Bwg. No. 1–38 *Mchy. Aft* 1 *Dk* *Cargo battens not fitted*	347 ~~363~~ 253 121	✠ 100 A1 ~~12,36~~ 2,39 Bel Bwe ✠ LMC 6 34 4 38		*f*	CL ~~12,36~~ 4,38	1934 6mo	Scott & Sons Bowling *Lloyd's SA&CP*	Frontier Town S.S. Co. Ld. (J. Fisher & Sons, Ld. *Mgrs.*)	142·7 148·2 (O.L.) Q81' B7' F20' BK 6"	23·6	10·5 FK *FPT* 54*t*	Newry British 3 *B H Cem* *APT* 39*t*	T. 3 Cy. 11¼", 20" & 32"–24" (*s*) 205 lb 62 RHP 1 SB, *3cf*, GS 51, HS 1489 Aitchison, Blair, Ld. Clydebank	11 ″ 5 s 3 ″ 6½ 11 ″ 8½	
71373 165694 GXZX	**Broomdale** *Oil Eng.* D.F. E.S.D. 1 *Dk* 2nd *dk* clear of *Mchy. Aft* *Cruiser Stern* *cargo tanks* *Longitudinal framing at bottom & at deck*	8334 7454 4967	✠ 100 A1 ~~1,38~~ 1,38 Grk Gls ✠ LMC 11 3 *Carrying Petroleum in bulk*		*d* †	CL	1937 11mo	Harland & Wolff, Ld. Glasgow *Lloyd's SA&CP*	The Admiralty *Cell D Bu E* 78' 175*t*	467·8 483·1 (O.L.) P105' B43' F45' *DT* 34' 434*t*	61·7 FK *FPT* 22	33·8 London British 17 *B Hpt Cem pt Asp* 1*t* *APT* 200*t*	Oil Engines 4S.C.SA 6Cy. 29⅜"–59 1/16" 490 NHP 2 DB *150 lb* Harland & Wolf, Ld. Gls.	34 ″ 0 s 6 ″ 9 27 ″ 5	
71374 166230 MMSL	**Broomfield** 1 *Dk* *Mchy. Aft* *Cruiser Stern*	657 442 268	✠ 100 A1 ~~4,39~~ 4,38 Liv Gws ✠ LMC 4 38		*i*	CL	1938 4mo	Lytham SB & E. Co. Ld. Lytham *Lloyd's SA&CP*	Zillah Shipping & Carrying Co. Ld. (W. A. Savage, Ld. *Mgrs.*) *Cell D*	171·0 176·7 (O.L.) Q102' F25' *B86'* 113*t*	28·8 FK *FPT* 110*t*	11·2 Liverpool British 3 *B H Cem* *APT* 47*t*	T. 3 Cy. 12¾", 21" & 36"–24" (*s*) 200 lb FD 68 RHP 1 SB, *2cf*, GS 38, HS 1637 Lytham S.B. & E. Co. Ld.	13 ″ 6 s 4 ″ 2 13 ″ 1½	
71375 145094 MKGX	**Broomlands** (*ex* Alfred Harrison) *ss* Shl. No. 3–11, 32 *ss* Mdb. No. 1–37 *Mchy. Aft* 1 *Dk (Stl)* *Well dk* *Cargo battens not fitted*	518 379 284	✠ 100 A1 1,39 ~~11,37~~ Nwc ✠ LMC BS ~~4,37~~ 6, IS 11 37		*g*	CL ~~2,37~~ 1,39	1920 11mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA&CP*	A. Chester	157·7 Q104' F21' *Cell D Bf* 55 45*t*	26·2 FK ~~*Cell D Bf* 70 55*t*~~ *FPT* 70*t*	12·1 Middlsbro' British 3 *B H Cem*	T. 3 Cy. 12", 20" & 34"–23" (*s*) 180 lb 77 RHP 1 SB, *3cf*, GS 46, HS 1415 W. Beardmore & Co. Ld. Gls.	13 ″ 0 s 3 ~ 4½ 12 ~ 6	
71376 147895 MLVY	**Brora** 2 *Dks*	1028 874 404					1924	Ailsa S.B. Co. Ld. Troon	W. Sloan & Co.	242·2 P & B 148' F 43'	34·2	16·0	Glasgow British *WB*	T. 3 Cy. 18", 28¾" & 50"–42" 162 NHP Ailsa S.B. Co. Ld. Troon		C
71377 OYUA	**Brosund** (*ex* Danevirke, *ex* Winneconne, *ex* Aslaug, *ex* General Wergeland, *ex* Yesaki Maru) *ss* Els. No. 3–10, 27 2 *Dks (Stl)* & *Web frames* D.F. *Longitudinal framing*	2939 2703 1828	✠ —— 12,32 Cpn		*t*		1916 5mo	Osaka Iron Works, Ld. Osaka	D/S Hafnia A/S (T. C. Christensen, *Mgr.*) *Cell D B* 255' 519*t* *FPT*	305·0 P19' B82' F32'	43·7 FK	27·2 Frdrkshvn Danish 5 *B H Cem* 76*t* *APT* 20*t*	T. 3 Cy. 22", 37" & 61"–42" 288 NHP 2 SB, *6cf*, GS 90, HS 3824 Osaka Iron Wrks, Ld. Osaka	27 ″ 3	V †
71378 LJSC	**Brott** *Mchy. Aft* Wireless 1 *Dk* *Cruiser Stern*	1583 1283 889					1937	Porsgrund Mek. Værks. Porsgrunn	D/S A/S Henriksen & Kierulf (Dagfin Henriksen & Haakon Kierulf, *Mgrs.*)	246·6 P66' B14' F29'	37·9	18·2 Oslo Norwegian *WB*	C. 2 Cy. 13⅜" & 27 9/16" – 27 9/16" & LP turbine with DR gearing & hydraulic coupling 63 NHP Porsgrund M V. Porsgrunn		N
71379 144705 MKVF	**Broughty** *ss* Lth. No. 3–12, 27 *ss* Hul. No. 2–36 *Mchy. Aft* *Well deck* 1 *Dk (Stl)*	504 328 200	✠ 100 A1 7,38 ~~7,37~~ Hul ✠ LMC 7 36 BS ~~7,37~~ 7,38 *Carrying bea n or sim*		*h*	CL ~~7,35~~ 7,38 *Compl*	1921 10mo	Larne S.B. Co. Ld. Larne *eted by* Scott & Sons. *Lloyd's SA&CP*	Dundee, Perth & London Shipping Co. Ld. Bowling *in D T* *Cell D Bf*	166·1 174·1 (O.L.) Q96' B11' F23' 97' 104*t* *Deep tanks*	25·3 FK *f* 36' 287*t*	9·6 Dundee British 6 *B H Cem* *APT* 2*t*	T. 3 Cy. 13", 21" & 35"–24" (*s*) 180 lb 84 RHP 1 SB, *3cf*, GS 51, HS 1566 W. Beardmore & Co. Ld. Gls	11 ″ 9 s 3 ″ 5 11 ″ 8	
71380 160721 VGYT	**Brown Beaver** (*ex* Fulton–32) *Mchy. Aft* 1 *Dk*	1892 1705 1190					1929	Smith's Dock Co. Ld. Middlesbro'	Upper Lakes & St. Lawrence Transportation Co. Ld. (G. G. Leitch, *Mgr.*)	253·0 F33'	44·1	18·6 Toronto British *WB*	T. 3 Cy. 15", 25" & 40"–33" 95 RH Smith's Dock Co. Ld. Mdb.		C
71381 140646 GCBL	**Browning** *ss* Sld. No. 3–10, 34 D.F. 2 *Dks (Stl)*	5332 4784 3150	✠ 100 A1 ~~1,38~~ 10,38 Mch Liv BS ~~7,38~~ 4,39		*y*	CL 1,37	1919 9mo	A. McMillan & Son, Ld. Dumbarton *Lloyd's SA&CP*	Lamport & Holt Line Ld. *Cell D B*	400·8 P49' B113' F39' 345' 1061*t*	52·2 FK *FPT* 126*t*	28·5 Liverpool British 7 *B Hpt Cem* *APT* 224*t*	T. 3 Cy. 27", 44" & 78"–48" (*s*) 180 lb *120 lb* 517 NHP 3 SB. *9cf*, GS 190, HS 7668 FD J. G. Kincaid & Co. Ld. Grk.	31 ″ 0 s 6 ″ 0 25 ~ 3	
71382 189 YLFE	**Bru** (*ex* Öiekast, *ex* Os) *Oil Eng.* 1 *Dk*	**Wood** 572 438 322					1919	A/S Rakkevik Rakkevik	A. Kalnins (Viktors Kalnins, *Mgr.*)	154·6 Q36*t* B42*t* H19*t*	30·5 F21*t*	15·2 Riga Latvian	Oil Engines 2S.C.SA 4Cy. 16½"–19 1/16" 192 NHP J & C G Bolinders Co Ld. Skm		V
71383 TFUA	**Bruarfoss** Wireless D.F. *Ref. Mchy.* 3 *Dks*	1580 859 970					1927	Kjöbnhvns Flydk & Skbs. Copenhagen	H/F Eimskipafjelag Islands	236·8 F37'	36·3	21·1 Reykjavik Icelandic *WB*	T. 3 Cy. 20¾", 32½" & 53⅜"–36" 172 NHP Kjbnhavns Flydk. & Skbsv.		V
71384 OSYA	**Bruges** (*ex* Kybfels) *ss* Ant. No. 3–12, 35 1 *Dk (Stl)* & *Spar dk (Stl–ws)* & *deep framing*	*4984* *4713* *3103*	✠ 100 A1 *Spar dk* 7,38 ~~10,37~~ Ant LMC MS 7.35 S 6 ~~37~~ 7,38		*z*	CL 9,37	1904 9mo	J. C. Tecklenborg A. G. Wesermünde-G. *Lloyd's SA&CP*	Armement Deppe *Cell D Ba* 110'*u E2*	400·9 P50' B117' F50' 5'*f* 177' 952*t*	52·2 FK & BK 2"	20·2 28·2 Antwerp Belgian 6 *B H Cem* *Tween dk tanks a4*	Q. 4 Cy. 24", 34⅝", 50" & 72⅛"–53 7/16" 213 lb *120 lb (s)* 505 NHP 3 SB, *9cf*, GS 155, HS 6669 FD J. C. Tecklenborg A. G. Wsm 1'426*t* *f* 38' 387*t* *FPT* 95*t*	31 ″ 0 s 5 ″ 11 25 ″ 4½	
71385 131908 GDWJ	— Ⓟ **Twin Sc** 2 *Dks & Shelter dk* Sub. Sig. *Cruiser Stern*	2949 2373 1268				…	1920	J. Brown & Co. Ld. Glasgow	London & North Eastern Rly.	321·6 F131' *on Shelter dk*	43·1 FK	17·9 Harwich British *WB*	1 Steam Turbines SR geared to 2 Screw Shafts 1462 NHP J. Brown & Co. Ld. Glasgow	26 ″ 6	BT till 2,39
71386 148087	**Brulin** *Mchy. Aft* 1 *Dk (Stl)* *Cargo battens not fitted*	2241 2005 1576	✠ 100 A1 *with freeboard* 10,37 BS ~~2,37~~ 1, MC 4 37 *For service on the Great River St. Lau rence & to from April t o close of*			CL 11,36 *Lakes Sydne navig*	1924 8mo	Palmers' Co. Ld. Newcastle *Lloyd's SA&CP* & *y, C.B. ation*	Bruce Lindsay Bros Ld. (R A. Carter, *Mgr.*) *also 2 intermedia te B H in holds (lowe r part W T) Cell D B* 220' 610*t*	248·0 F42' *FPT* 143*t*	43·0 FK *APT* 9*t*	22·8 Montreal British 3 *W T B Hds*	T. 3 Cy. 18", 30" & 49"–36" (*s*) 180 lb 180 NHP 2 SB, *6cf*, GS 89, HS 3112 MacColl & Pollock, Ld. Sld.	25 ″ 0 ~~6 10~~ ~~11 6~~ 65 ″ 8½ 19 ″ 6	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 & 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Emplacement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. On.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où noté, si ce n'est dans le L. R. Durée Cert. Kiel rade.
71387	**Brumaire**	7638					1930	Ch.et Atel. de St. Nazaire (Penhoët) Gnd.Quevilly	Société des Transp. Mar. Pétroliers	427·3	58·7	33·8	Rouen French *WB*	C.4Cy.(2)20$\frac{3}{16}$"&(2)43$\frac{5}{16}$"-43,$\frac{5}{8}$" 206NHP Deutsche Werft, Hamburg		V
	Fitted for oil fuel	6726								P102'	B34'	F41'				
FOTP	*Mchy.Aft* D.F. 1 *Dk*	4349														
	Carrying Petroleum in bulk															
71388	**Brundusium** (*ex* Deneb-34,	1237					1906	Nylands Værksted Oslo	A.Lauro	230·6	34·2	13·2	Naples Italian *WB*	T.3Cy.16½",27"&44"-30" 106NHP Nylands Værksted, Oslo		I
459	*ex* Ulefos)	805								Q74*t*	H37*t*	F28*t*				
IKXT	1 *Dk & pt Awng dk*	717														
71389	**Bruni**	352					1930	Soc. Anon. des Chantiers Generaux Sete	Soc. Auxiliaire des Consommateurs de Produits Pétrolifères	142·5	27·9	10·0	Marseilles French	Oil Engines 4S C.SA 3Cy.11"-17¾" 35NHP Motorenf. "Deutz" A.G. Koln-Deutz		V
	Carrying Petroleum in bulk *Oil Eng.*	333								B13'						
TTWW	1 *Dk*	189														
71390	**Brunswick**	~~3947~~	✠100A1 Phl		*d*†	CL	1928	Scott's S.B. & E.Co.Ld. Greenock	Atlantic Oil Shipping Co.	471·1	63·3	36·7	Panama Panamanian	4 Oil Engines connected to Elec.Motor&ScShaft 4S.C.SA 888NHP	36 " 9	
	Oil Eng.	~~3320~~	~~5,38 8,37~~ 2,39			~~1,37~~	8mo						16 *B Hpt Cem*		~~8 " 9¾~~	
HPAP	*ss* Phl.No.2-37	~~6051~~	~~✠L.MC C8 11,37~~			2,39				P109'	F46'	FK	(11 *to U dk*	24Cy.19½"-24" DB *25lb*	28 " 2	
	Mchy.Aft 2 *Dks (Stl) & Web frames*	8391	~~el SS(a) 1,38~~ 2,36 3,37				*Lloyd's*	*SA&CP*	*Cell D Bu E65' 221t*	*FPT 218t A PT 111t*			5 ,,*2nd* ,,)	NDB(*a*)34-*120lb*		
	GyC. *Longitudinal framing*	8260	~~DBS(a) 1,38~~											Soc.d'Elec.de Mec.Proc.		
		5728	DBS 6,36 3,39											Thomson-Houston Carels, Ghent		
	Carrying Petroleum in bulk															
71391	— **Wood**	532					1898 1903	A.M.Simpson Nrth.Bend,Or	Hobbs,Wall&Co.	161·3	34·4	12·2	S.Frncisco Utd. States	T.3Cy.14",22½"&36"-24" NB10 63NHP		
3749	*Fitted for oil fuel*	—						Rebuilt by H	ay & Wright, Ala	meda.				Gldn State&Minrs I.W.S Fo		
KJED	*Mchy.Aft* 1 *Dk*	288														
71392	**Bruse**	2205					1933	Nylands Værksted Oslo	Norges Statsbaner (Fred.Olsen&Co. *Mgrs.*)	277·0	40·2	19·0	Oslo Norwegian *WB*	C.4Cy.(2)12¾"&(2)29$\frac{15}{16}$"-27$\frac{9}{16}$"&L.P.Turbine Nylands Værksted, Oslo		N
	Cruiser Stern	1677								P62*t*	Q21*t*	H19*t*				
LITH	D.F. E.S.D. *Mchy.Aft* 1 *Dk*	1096														
71393	**Bruse Jarl**	1890					1923	Trndhjms Mek.Værks. Trondheim	Det Nordenfjeldske Dampskibsselskab	265·8	42·2	17·9	Tr'ndheim Norwegian *WB*	T.3Cy.20½",33"&56"-36" 188NHP Trondhjems M.V. Trondheim		N
		1664								P67*t*	H96*t*					
LCFO	D.F. 1 *Dk*	1079														
71394	**Bruselas** (P) **PadK**	1179			...		1911	A&J.Inglis Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	265·2	37·1	10·4	Bns.Aires Argentine	T.3Cy.21½",35"&54"-66" 252NHP A.&J.Inglis,Ld.Glasgow	11 " 1	
	Fitted for oil fuel	—										FK				
LOFJ	1 *Dk & Promenade dk*	502														
71395	**Brush** (*ex* Schroon)	5114			...		1919	American International S.B.Corp. Hog Island Pa	United States Maritime Commission	390·0	54·2	27·6	Phildlphia Utd. States *WB*	D.R.Geared Steam Turbine 600NHP General Electric Co. Schenectady, N Y	32 " 0	R
218200		4740								P39'	B122'	F43'				†
KIJM	Sub.Sig. 2 *Dks & Web frames*	3102										FK				
71396	Cap Pinede," *see No. 87519 in Supplement*	1320					1938	Fredrkstad Mek Vrks A/S Fredrikstad	A/S Bestum II (K.Th.Einersen, *Mgr.*)	251·2	42·3	14·0	Oslo Norwegian *WB*	C.4Cy.(2)18"&(2)30$\frac{5}{16}$"-28¾" 82NHP Fredrikstad M.V.A/S Fredrikstad		
Non		743														
LJVI	Wireless 1 *Dk & Shelter dk*	714														
	Cruiser Stern															
71397	**Bruxelles** (*ex* Southern)	*5085*					1919	Bartram & Sons,Ld. Sunderland	Armement Deppe	400·3	52·3	28·5	Antwerp Belgian *WB*	T.3Cy.27",44"&73"-48" 369NHP J.Dickinson&Sons,Ld.Sld.		C
		4788								P49'	B112'	F39'				
ORUA	2 *Dks*	*3127*														
71398	**Bruyère**	5335	✠100A1 Liv		*y*	CL	1919	A.McMillan&Son Dumbarton	Lamport&Holt Line Ld.	400·9	52·3	28·5	Liverpool British	T.3Cy.27",44"&73"-48" (*s*) 180lb *120lb* 517NHP	31 " 0	
143601	*ss* Liv.No.3-10,31	4789	~~5,38 8,37~~			12,37	10mo						7 *B Hpt Cem*	3SB,*9cf*,GS190,HS7668 FD	s~~0~~ " 0	
GCBM	D.F. *ss* Liv.No.1-36	3156	BS1.38 ✠L.MC10.36				*Lloyd's*	*SA&CP*	*Cell D B*	P49'	B113'	F39' FK	*t APT 224t*	J.G.Kincaid&Co.Ld.Grk.	25 " 3	
	2 *Dks (Stl)*									345'	1061*t*	*FPT 126*				
71399	**Brynhild** (*ex* Leif)	2195	✠100A1 Els		*s*	CL	1907	Sunderlnd S.B.Co.Ld. Sunderland	Det Forenede Dampskibs.Selsk.	285·0	43·6	18·9	Helsingör Danish	T.3Cy.22",36½"&60"-39" (*s*) 180lb *100lb* 237NHP	21 " 3	
	ss Els.No.1-38	~~1,36 8,36~~	2,39 Cpn			N9,37	5mo			295·4 (O.L.)			5 *B HCem*	2SB,6*cf*,GS96,HS8536	s2 " 11½	
1959	*ss* Cpn.2nd No.3-6,33	1345	BS2,39 ✠L.MC4,38				*Lloyd's*	*SA&CP*	*WB* = *Cell D Ba 92' u E6*	P24'	B78'	F29' FK	*t APT 79t*	N.E.Marine Eng.Co.Ld.Sld	18 " 5	
OXIA	D.F. 1 *Dk (Stl) & deep framing*		~~Alt 6,35~~ BS4 37							B34' *f* 120' 599*t* *FPT*			72*t*			
71400	— (P)	1179					1914	Akt.Burmeistr&Wain Copenhagen	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	217·6	34·2	11·0	Stockholm Swedish *WB*	T.3Cy.16½",27"&45"-27" 105NHP Akt.Burmeistr&Wain,Cpn		V
8088	(*ex* Heimdal-36)	502														
SJON	Wireless 2 *Dks*	624														
71401	**Brynilen** (P)	316					1912	Mjellem& Karlsen Bergen	Finmarks Fylkesrederi	128·4	21·5	15·6	Hammrfst Norwegian	T.3Cy.12",20"&33"-21" 50NHP Mjellem&Karlsen,Bergen		
		291														
LDBF	2 *Dks*	175														
71402	**Brynje** **TwinSc3Mst**	3916					1926	Burmeister &Wain Copenhagen	A/S Borgestad	351·3	51·4	24·2	Porsgrunn Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"-35⅝" 455NHP Burmeister&Wain,Cpn.		N
	Oil Eng	3488								P104*t*	H246*t*	F9*t*				
LCFP	1 *Dk*	2328														
71403	**Brynymor**	4771	✠100A1 Npt		*z*	CL	1936	Burntisind S.B.Co.Ld. Burntisland	Brynymor S.S.Co. Ld.(Ambrose, Davies&Matthews, Ld. *Mgrs.*)	410·0	56·0	25·4	Swansea British	T.3Cy.21½",35"&62"-45" (*s*) 220lb 377NHP	28 " 0	
144008		4398	*with freeboard* Bel Bty				6mo					FK	6 *B Hpt Cem*	2SB&1Aux B,*8cf*, GS143,HS5537 FD	s3 " 1	
GYXF	D.F. 1 *Dk & Shelter dk*	2931	~~7,38 5,37~~ ✠L.MC6,36				*Lloyd's*	*SA&CP*		*Cell D B* 346' 1346*t*			*Coll to Sh dk*	D.Rowan&Co.Ld.Gls.	25 " 1½	
	Cruiser Stern		12,38							*FPT 136t A PT 159t*			5 ,, *2nd*,,)			
71404	**Buccaneer** (*ex* Duivendrecht-38)	6222	✠100A1 Rot		*z*	CL	1927	New Waterway S.B.Co. Rotterdam	A.O.Andersen Shipping Co.A/S (A.O.Andersen& Co's Efterfolger A/S, *Mgrs.*)	403·4	55·2	32·7	Oslo Norwegian	Oil Engines 4S.C.SA 8Cy.29½"-59½" 652NHP	32 " 9	
	Oil Eng	5638	~~3,38 3,38 10,38~~ DB~~3,39~~			~~2,38~~	10mo						14 *B Hpt Cem*	3DB *142lb*	~~6~~ " 2	
LJUR	*ss* Rot.No.2-36	3679	~~Alt 6,36~~ ✠L.MC1,36			3,39	*Lloyd's*	*SA&CP*		P102'	F32'	FK		Harland&Wolff,Ld.Gls.	26 " 8½	
	Mchy.Aft 2 *Dks (Stl)*		~~L.MC (M) 11,37~~							*Cell D Bu E70' 259t*			*FPT 186t A PT 100t*			
	D.F. *Cruiser Stern*															
	Longitudinal framing at bottom, decks & topsides		*Carrying Petroleum in bulk*													
71405	**Buccari** (*ex* Lawbeath-33)	4543	✠ ... Gen		*y*		1925	Lithgows Ld. Port Glasgow	"Corrado" Soc. Anon. di Nav.	397·5	52·0	26·6	Genoa Italian *Cem*	T.3Cy.26",42"&70"-48" 437NHP	29 " 0	I
1916	*ss* Gen.No.2-34	4286	6,36				2mo			385·0			5 *B Hto U Dk*	2SB,*8cf*,GS147,HS6152 FD		†
IBME	D.F. 2 *Dks (Stl)*	2912	✠						*Intermediate 'tween dk B Hm after hold dispensed with*	P33'	B112'	F44' FK	1 ,, ,,*2nd*,,	J.G.Kincaid&Co.Ld.Grk.		
										a30' 760*t* *A PT 26t*							
									Cell D B	331' 1012*t* *D T*						

1 Official No. / Code Letters	2 Steamer's Name. Material, Rig, &c. — Late Name if any. — Special Surveys. No. of Decks, &c.	3	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7a Date when last shaft last tested.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers to which classed, if not in L.R. Distinctive Letters of Trade Cert.
71406 LDQN	**Buccinum** (*ex*Berwindmoor) *ss*Rot.2ndNo.3-1,36 *Mchy.Aft* 1 *Dk(Stl)* *Cantilever framed Topside tanks*		5237 4797 3082	✠100A1 7,2[illegible]1,371,39 BS[illegible]7,38 *Fitted for oil fuel* *Fitted for carrying*	Msl Rot Ams ✠LMC1,36	*z* 2, 17	CL 12.36 1,39 *F.P.* *oil F.P.*	1910 9mo *Lloyd's A+CP* *above* *above*	Sir Raylton Dixon&Co.Ld Middlesbro' 150° F. 150° F. *in Cyli*	Carl Olsens Tankrederi A/S *Cell D Bu&B 69'f 272'1163t* *indrical tanks and*	405·0 P247'F42' *Topside Tanks*	54·2	26·4 FK 269'	Arendal Norwegian 6 *B H Cem* 1130t *F P T 57t A P T 60t*	T.3Cy.28⅜",46"&77"-48" (*s*) 180lb 542NHP 3SB,*9cf*,GS188,HS7743 FD Richardsons,Westgarth &Co.Ld.Hpl.	29 " 3	
71407 YQSG	**Bucegi** 2 *Dks*		4501 4056 2863					1913	Greenock& Grngemouth Dockyard Co. Greenock	Roumanian State Maritime Service	375·8 P36'B100'F41'	52·2	25·5	Constntza Roumanian *WB*	T.3Cy.25",41"&68"-48" 321NHP J.G.Kincaid&Co.Ld.Grk.		V
71408 243 IKYO	**Bucintoro** (*ex*Fernande-32) *ss*Off.No.3-6,19 *ss*Goo.No.2-27 *Well deck* 1 *Dk(Stl)&deep framing*		1273 950 686	✠ — 2,32	Hul	*o*		1909 4mo	J.Priest-man&Co. Sunderland	Salvagno Anonima Navigazione *Cell D Ba66'u E&B*	247·3 238·0 Q91'B56'F20' *40'f 86'329t F P T 61t*	34·0 FK *4 B H Cem*	14·3 *A P T 104t*	Venice Italian	T.3Cy.18",30"&49"-36" 177NHP 2SB,*4pf*,GS73,HS2998 N.E.MarineEng.Co.Ld.Sld	16 " 6	I †
71409 229778 GyC.	**Buckeye State** Twin Sc *Oil Eng.* *ss*Ogdensburg N.Y.No.1-35 *Mchy.Aft* 1 *Dk(Stl)&Web frames* *Cargo battens not fitted*		1473 — 1180	✠ A1 *with freeboard* 1,37 *For service between Chicago&Quebec via Canals, also between Boston, & Norfolk, Va.*	Cgo ✠LMC4,35 ✠C(M)1,38 *New York,* *Mass.,*	CL 12.36		1930 6mo *Lloyd's A+CP*	St.Law-reuce Marine Repair Dock Corp. Ogdensburg, N.Y.	Federal Motorship Corp.(Geo.D. MacDonald, *Mgr.*) *Side ballast tanks*	246·3 Q39' 156'358t *F P T*	43·6 FK 145t	16·8 *A P T 47t*	Buffalo, N.Y. Utd.States 7 *B H*	Oil Engines 2S.C.SA 12Cy.14"-17" 413NHP Fairbanks Morse&Co.Ld. Beloit,Wis.	18 " 0 s 5 " 10½ 12 " 7	
71410 YQSB	**Bucuresti** 2 *Dks*		2499 2088 1642					1897	R.Napier& Sons,Ld. Glasgow	Roumanian State Maritime Service	300·0 P22'B92'F28'	39·7	22·1	Constntza Roumanian *WB*	T.3Cy.22",35"&58"-39" 210NHP R.Napier&Sons,Ld.Gls.		V
71411 HAAP	**Budapest** Twin Sc *Oil Eng.* *Mchy.Aft* 1 *Dk* Wireless		485 370 261					1934	Ganz&Co. Ld. Budapest	Königlich ungarische Donau-See-schiffahrts A.G.	177·1 F56'	27·9	9·8	Budapest Hungarian *WB*	Oil Engines 4S.C.SA connected to Elec. Motors & Sc. Shafts 12Cy 6½"-8½" Ganz&Co.Ld.Budapest		V
71412 UPIN	**Budenni** (*ex*Gull-35, *ex*Broompark-32) *ss*Rot.No.3-2,35 1 *Dk(Stl)*		2482 2163 1370	✠ 2,35	Rot	*s*		1923 9mo	Livingstne &Cooper,Ld. Hessle	U.S.S.R. *Inter* *mediate B H in fore* *Cell D B241'685t*	295·4 P28'B90'F33' *hold dispensed with* *F P T 113t A P T 125t*	43·7 FK *4 B H only*	20·4 Russian *Cem*	Archangel	T.3Cy.20½",33"&54"-39" 234NHP 2SB,*6cf*,GS238,HS4100 G.T.Grey&Co.Ld.S.Shields	22 " 8	
71413 219188 KOMC	**Buenaventura** (*ex*LakeFlattery) *Fitted for oil fuel* Sub.Sig. 1 *Dk2to B*		2609 2261 1610			...		1919	McDougall DuluthCo. Duluth,Minn	Panama Rail Road Co. Inc.	251·0 P25'B64'F20'	43·7 FK	25·8 *W B*	New York Utd.States	T.3Cy.21",35"&59"-42" 352NHP McDougall DuluthCo.	28 " 2	R †
71414 DOEI	**Buenos Aires** (*ex*Witram-37, *ex*Boonah, *ex*Melbourne) *ss*Syd.No.3-1,25 *ss*Bhn.No.2-33 D.F. Sub.Sig. 2 *Dks(Stl)* *Ref Mchy. Well deck 3rd dk in No.1 hold*		6097 5525 3806	✠ ... 2,37	Bhn	*a*†		1912 1mo	Flensburg r Schiffsb.Ges. Flensburg	Hamburg-Sud-Amerik.Dampf-schifffahrts Ges. *Cell D Ba182'u E&*	449·2 P&B378'F58'	58·2	26·8 German 8 *B H Cem*	Bremen	T.3Cy.30⅛",50⅝"&84"-54" 751NHP 4SB,*12cf*,GS264,HS11219 FlensburgerSchiffsb.Ges. *B72'f 149'1490t*	29 " 6	G †
71415 6212 SIUA	— (P) **TwinSc3Mst** *Oil Eng.* D.F. *ss*Got.No.3-5,32 *ss*Got.No.1-36 2 *Dks(Stl)&* *Shelter dk(Stl)*		5646 4977 3411	✠100A1 *Shelter dk* *with freeboard* [illegible] DBS1,38 ✠LMC[illegible] ✠LMC(M)[illegible]	Got Lkr	*a*†	OG F5,37 S5,39	1920 2mo	Akt.Göta-verken Gothenburg A&CP	Rederiaktieb. Nordstjernan(A.A. Johnson, *Mgr.*) *Cell D B368'1506t* *Wing tanks aft 340t*	426·9 440·0(O.L.) *Collision* *F P T 94t A P T 72t*	56·2 FK *B H to S dk* 6 " " *U* "	26·1 Stockholm Swedish *Cem*	Oil Engines 4S.C.SA 12Cy.24½"-37½" 717NHP DB*80lb* Akt.Götaverken,Got.	30 " 0 3 " 11½ 26 " 3½	
71416 EACD	— (P) *ss*Cdz.3rdNo.3-8,19 D.F. *ss*Bcl.No.2-28 3 *Dks(2Stl-Uws)*		5205 4147 3226	✠ 12,30	Bcl	*z*		1887 11mo	W.Denny &Brs. Dumbarton	Compañia Trasatlantica	410·6 P42'B164'F48'30·5 BK 11" *WB=*	48·2	22·4	Barcelona Spanish 6 *B H Cem* *D B346'902t*	Q4Cy32",46½",64½"&92"-60" 738NHP 3DB,*18cf*,GS342,HS9680 FD Denny&Co.Dumbarton	32 " 3	
71417 LOFJ	— (P) (*ex*Camarones,*ex*Taquary) 2 *Dks*		2263 — 904					1896	Sir Raylton Dixon&Co Middlesbro'	Argentina Cia. General de Nav. S.A.(A.M.Delfino y Cia.,*Mgrs.*)	298·8 P31'B96'F39'	41·2	23·6 *W B*	Bns.Aires Argentine	T.3Cy.20",33"&57"-45" 218NHP T.Richardson&Sns,Ld.Hpl		G
71418 36178 JIAC	**Buenos Aires Maru** (P) Twin Sc *Oil Eng.* *ss*Kob.No.3-7,35 3 *Dks(Stl-Weather dk-ws)* *Ref.Mchy.* *Cruiser Stern* GyC.		9626 7975 5829	✠100A1 *with freeboard* [illegible] DBS8,38 ✠LMC CS10,38 4,38 ✠Lloyd's RMC[illegible] 1,38	Kob	*e*†	CL 3,37	1929 10mo *Lloyd's A+CP*	Mitsubishi Zosen Kaisha Ld. Nagasaki	Osaka Syosen K.K. *Cell D B375'1449t* *tanks in way of f*	461·3 B80'F51' *tunnels 340t*	62·0 FK *F P T 144t*	39·5 Osaka 7 *B H* *A P T 119t*	Osaka Japanese DB*120lb* Mitsubishi Zosen Kaisha Ld	Oil Engines 2S.C.SA 12Cy.26¾"-39⅜" 1503NHP 39 " 6 s 13 " 11½ 26 " 0	
71419 LCFS	**Buesten** *Oil Eng.* *ss*Rot.No.2-36 *Mchy.Aft* 2 *Dks(Stl)&Web frames* *Longitudinal framing*		5187 4597 3041	✠100A1 [illegible] ✠LMC CS4,36 DBS5,38 11,38 *Carrying Petroleum in bulk*	Rot	*y*	CL 1,36	1927 11mo	Barclay, Curle&Co. Ld. Glasgow *Lloyd's A+CP*	Tönsbergs Rederi A/S(Rafen& Loennechen, *Mgrs*) *Cell D Bu E64'* *220t D T f 46'589t*	388·1 P86'B27'F43' *F P T 56t A P T 27t*	52·7 FK	29·0 Tönsberg Norwegian 14 *B H pt Cem* (10 *to U dk* 4 " 2nd ")	Oil Engines 2S.C.SA 3Cy.22½"-91⅜" 482NHP 2 DB*120lb* Barclay,Curle&Co.Ld.Gls.	29 " 3	
71420 DHDB	**Bugsee** (*ex*Swinemünde) 1 *Dk*		2307 1771 1322					1927	Nüscke& Co.A.G. Stettin	W.Schuchmann	270·4 P81'B82'F34'	42·8	18·6 German *WB*	Hamburg	T.3Cy.19¼",31½",&51⅝"-35⅞" 156NHP A.Borsig G.m.b.H.Berlin		G
71421 PDHL	**Buitenzorg** *Cruiser Stern* D.F. 3 *Dks*		7073 5081 4522					1916	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen, *Mgrs.*)	446·5 B59' F56'	54·3	34·2 Rottrdam Dutch *W B*		T.3Cy.29",48"&82½"-54" 500NHP Maats.deSchelde,Flushing		V
71422 310 JPRC	**Bujun Maru** *ss*Drn.No.1,34 *Mchy.Aft* 1 *Dk(Stl)*		4804 3979 2780	✠ ... 1,38	Drn	*x*		1929 2mo	Osaka Iron Works Osaka	Dairen Kisen K.K. *Cell D B295 1004t*	371·0 P96'B19'F47' *F P T 529t A P T 232t*	51·0 FK	29·0 Dairen Japanese 6 *B H pt Cem*	Dairen Japanese	T.3Cy.22",37"&61"-42" 346NHP 2SB,*6cf*,GS115,HS5002 Osaka Iron Works,Osaka	29 " 0	
71423 236 JLZG	— Twin Sc 1 *Dk*		801 699 374					1924	A.F.Smul-ders Schiedam	Minamimanshu Tetsudo K.K.	145·1	39·3	21·4	Dairen Japanese	C.4Cy.15"&29½"-15½" 60NHP A.F.Smulders,Schiedam		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de la hèlice porte-hélice.	8 Construit. Quand. Navire. — Mach.	8 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	11 Largeur.	11 Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	
71424 147900 MLXC	**Bulan** *Fitted for oil fuel* 2 *Dks* (*Weather dk Teak, 2nd dk Stl* ws)		1048 751 442	✠ 8,27 ✠	Sng	*o*		1924 6mo	A.Stephen &Sons,Ld. Glasgow	P.&O.Stm.Nav.Co.	220·3 | 35·1 | 13·1 FK *Cell D B176' 248t F P T*			Glasgow British	T.3Cy.17½",29"&47"–30" 165NHP 5 *B Hpt Cem* *Collision B Hto W dk* 14t *A P T27t*	15 " 1	
71425 LZDC	**Bulgaria** *ss* Cpl.2nd No.3–6,21 Wireless *ss* Ist.No.2–30 1 *Dk & Spar dk* (*pt Stl–ws*) *& deep framing*		1108 945 753	✠ ... 11,33 ✠	Varna			1894 8mo	Wigham Richrdsn&Co Newcastle	Soc.Commerciale Bulgare de Nav. à Vap.	240·5 | 33·5 | 11·1 P48' B35' F35' 18·6 BK7½" *WB = Cell D Ba 64' f 73'*			Varna Bulgarian	T.3Cy.20",32"&53"–36" NDB09 196NHP 4 *B H Cem* 105t *A P T 10* t Wigham Richrdsn&Co.Nwc	20 " 9	V †
71426 160726 VGCW	**Bulkarier** (*Self-Unloader*) D.F. *Mchy Aft* 1 *Dk*		2376 2156 1392					1929	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Canada Cement Transport Ld.	253·0 | 43·3 | 23·9 F35'			Montreal British	T.3Cy.18",30"&50"–36" 150NHP *WB* Earle's Co.Ld.Hull		C
71427 219155 KQKM	**Bulkoil** (*ex* Daniel Webster–36) *ss* N.Ns 2nd No.3–2,37 *Mchy.Aft* 2 *Dks* *Longitudinal framing*		7762 7262 5887	✠100A1 8,37 LMC2,38	Phl		CL 8,37	1919 11mo A&CP	The Pusey &Jones Co. Gloucester City, N.J. *Converted into a tanker 2,37*	National Bulk Carriers, Inc.	439·6 | 60·2 | 33·7 P79' B134' F14' FK *Cell D Bu E31' 65t F P T235t A P T163t*			New York Utd. States	DR Geared Steam Turbine HS10080 FD (*s*) 750NHP 1 W T B (Spt), &1 Aux W T B 250lb NB *made 29 refitted 37* General Electric Co. Schenectady, N.Y.	36 " 8 s 7 " 0 29 "10½	
Note	"Pan Carolina," *see No. 89561 in Supplement*			*Carrying Petroleum in bulk Fitted for oil fuel* 11,39			*F.P.above*				*above* 150° F.						
71428 319 HSAT	**Bull** *ss* Bgk.No.1–38 *ss* Bgk.2nd No.3–1,35 *Mchy.Aft* 1 *Dk* (*Stl*)		452 373 303	✠100A1 12,38 LMC12,38	Bgk	*y*	CL 12,38 12,38	1907 1mo *Lloyd's*	G.Brown& Co. Greenock	A/S Det Östasia-tiske Kompagni	160·0 | 26·1 | 11·4 B7' F21' FK *WB = F P T*			Bangkok Siamese	C.2Cy.14½"&30"–21" (*s*) 180lb 50NHP 3 *B H Cem* 53t *A P T17t*	12 " 3 s 1 " 6½ 10 " 10	
71429 6002 SHNA	**Bullaren** Twin Sc *Oil Eng.* *ss* Got.No.3–8,29 D.F. *ss* Got.No.2–37 1 *Dk* (*Stl*) *& Shelter dk* (*Stl*) 2 *dks* (*Stl*) *in Nos.*1,2,3 *& 4 holds* *Cruiser Stern*		5722 5136 3428	✠100A1 *Shelter dk* *with freeboard* 12,38	Got Ant		OG 8,37 12,37	1918 5mo	Aktieb. Götaverken Gothenburg	Rederiaktieb. Transatlantic (G.Carlsson, *Mgr*)	436·8 | 56·2 | 26·9 F36' *on Shelter dk* FK *Collision B H to Shltr dk* *Cell D B 372' 1188t F P T89t*			Gothenburg Swedish	Oil Engines 4S.C.SA 12Cy.29½"–48⅛" 988NHP *Cem* DB *80lb* 6 *B H to U dk* *A P T31t*	30 " 0 s 3 " 11½ 26 " 3	
71430 165345 MMBY	**Bullfinch** *Oil Eng.* 1 *Dk & Shelter dk* *Cruiser Stern*		433 300 195	✠100A1 *with freeboard* 8,37 LMC12,38 LMC (M)7,38	Lon	*j*	OG	1936 12mo *Lloyd's*	Caledon S. B.&E.Co.Ld. Dundee	General Stm.Nav. Co.Ld.	174·1 | 31·1 | 8·3 B19' FK *Cell D B122' 174t F P T54t A P T24t*			London British	Oil Engines 2S.C.SA 6Cy.9⅛"–16⅛" 53RHP 4 *B H pt Cem* *Coll to Sh dk* 3 „ 2nd „	11 " 0 s " 2 10 " 11½	
71431 149877 GMXT	**Bullmouth** *Oil Eng.* D.F. E.S.D. *ss* Ams.No.2–36 *Mchy.Aft* 1 *Dk* (*Stl*) *Longitudinal framing at bottom & at deck*		7519 6850 4340	✠100A1 2,38 LMC 03 3,38 DB 2,38 *Carrying Petroleum in bulk*	Cff Rot		CL 2,38 9,38	1927 10mo *Lloyd's*	Hawthorn, Leslie&Co.Ld Newcastle	Anglo-Saxon Petroleum Co.Ld.	440·3 | 59·5 | 32·7 P99' B41' F63' FK *Cell D Bu E73' 406t D T f 32' 367t F P T20*			London British	Oil Engines 4S.C.SA 6Cy.32½"–59⅛" 602NHP 15 *B H pt Cem* 9t *A P T73t*	32 " 9 s 6 " 3½ 26 " 8½	
71432 171245 VJPD	**Bulolo** Ⓟ Twin Sc *Oil Eng.* D.F. 2 *Dks.3rd dk forward* *Ref.Mchy.* *Cruiser Stern*		6267 4519 3442	✠100A1 *with freeboard* 11,38	Gls Syd		CL	1938 9mo *Lloyd's*	Barclay, Curle&Co.Ld. Glasgow	Burns Philp&Co. Ld.	399·0 | 58·2 | 25·3 412·5 (O.L.) B266' F46' FK *Cell D B325' 1024t D T* *Tanks at centre & sides of tunnels*			Sydny NSW British	Oil Engines 2S.C.SA 12Cy.24⅞"–45½" 1241NHP DB *100lb* 3 *B H pt Cem* *Coll to 2nd dk* 14' 114t 265t *F P T89t A P T23t*	30 " 9 s 7 " 10 26 " 04	BT (ill 9,38
71433 149818 GJBW	**Bulysses** *Oil Eng.* *ss* Ams.No.2–35 D.F. E.S.D. *Mchy.Aft* 1 *Dk* (*Stl*) *Longitudinal framing at bottom & at deck* *Cruiser Stern*		7519 6850 4342	✠100A1 11Kg Sng LMC5,38 DB 5,38 *Carrying Petroleum in bulk*			CL 8,38	1927 5mo *Lloyd's*	Hawthorn, Leslie&Co.Ld Newcastle	Anglo-Saxon Petroleum Co.Ld.	440·3 | 59·5 | 32·7 455·8 (O.L.) P99' B41' F63' FK *Cell D B u E73' 406t D T f 32' 367t F P T209t*			London British	Oil Engines 4S.C.SA 6Cy.32½"–59⅛" 602NHP 2 DB *180lb* 15 *B H pt Cem* *A P T73t*	32 " 9 s 6 " 3½ 26 " 8½	
71434 159564 VLJX	**Bungaree** D.F. 1 *Dk & Shelter dk* *Cruiser Stern*		3043 2641 1592	✠100A1 *with freeboard* 10,37 LMC5,37 11,38	Syd		CL 11,38	1937 5mo *Lloyd's*	Caledon S. B.&E.Co.Ld. Dundee	The Adelaide Steamship Co.Ld.	357·2 | 48·7 | 20·5 370·0 (O.L.) F40' FK *Cell D B287' 748t Tanks at sides of tunnels*			Melbourne British	T.3Cy.20½',33"&54"–42"& LP turbine with DR gearing & hydraulic coupling 220lb FD (*s*) 390 NHP 7 *B H Cem* *Coll to Sh dk* 6 „ 2nd „ 195t *F P T225t A P T* 35t	23 " 10 s 1 " 7½ 22 " 3½	
71435 7396 SDNE	**Bungenäs** (*ex* Grete Larsen, 1 *Dk* *ex* Horst Hamelmann, *ex* Ellen, *ex* Nederwaard) *Mchy.Aft*		608 460 298					1920	J.Koster, Hzn. Groningen	A/B Bungenäs Kalkbrott (E. Lilljequist, *Mgr.*)	166·0 | 27·8 | 11·2 P65' H31t F19'			Malmö Swedish	T.3Cy.11½",17½"&28½"–20⅞" 37NHP *WB* NV. vorheen Schipper&van Dongen, Geertruidenberg		G
71436 145211 MPTS	**Buoyant** (*ex* Queen Gnat, *ex* Sailing Vessel) *Oil Eng.* 1 *Dk*		300 205 129					1917	Montrose S.B.Co. Montrose	B.W.Steamship. Tug&Lighter Co. Ld.&W.Scott	128·5 | 25·2 | 8·0			Hull British	Oil Engines 4S.C.SA 4Cy.11"–17¾" 47NHP *Emade & fitted 30* Motorenfabr. "Deutz" A.G.Köln-Deutz		C
71437 LCFT	**Bur** (*ex* Sedbergh) *ss* N.Yk.No.3–10,29 *ss* Bgn.No.1–42–38 1 *Dk* (*Stl*)		4343 3915 2618	✠100A1 6,38 6,37 HS12,37 LMC 6,38 10,38 MS5,38	Ham Bgn	*x*	CL 6,37	1917 11mo *Lloyd's*	Ropner& Sons,Ld. Stockton	O.Grolle Olsen& I.Hysing Olsens Rederi A/S *Cell D Ba 115' u E26*	360·0 | 52·2 | 25·6 373·5 (O.L.) P23' B102' F38' *f 159' 919t F P T140*			Bergen Norwegian	T.3Cy.25",42"&68"–45" (*s*) 180lb 332NHP 6 *B H Cem* *t A P T58t* 2SB, *6cf*, GS127, HS5050 Blair&Co.Ld.Stockton	28 " 0 s 5 " 1 23 " 1½	
71438 6967 SLAN	— (*ex* Risvær) 1 *Dk*		*1956* *1673* *1095*					1919	Shanghai Dk.&E.Co.Ld. Shanghai	Rederi A/B Bur (E.Brodin, *Mgr.*)	265·1 | 42·2 | 17·8 P34' B72' F30'			Stockholm Swedish	T.3Cy.18',29½"&50"–36" 150NHP *WB* Shanghai Dk.&E.Co.Ld.		N
71439 137223 VJTT	**Buranda** (*ex* Nalpa–38, *ex* Solholm) *ss* Syd.No.1–38 *ss* Syd.No.3–1,34 *Well deck Mchy. Aft* 1 *Dk* (*Stl*) Wireless *Cargo battens not fitted*		685 532 365	100A1 7,37 10,38 BS1,37 3,38 LMC 3,38	Syd		CL 12,36	1918	Wortel-boer&Co. Delfzijl	Australasian United S.Nav.Co. Ld.	180·8 | 28·7 | 12·6 30·2 190·6 (O.L.) Q88' B11' F24' FK *Cell D B115' 151t F P T25t*			Bundaberg British	T3Cy.14¾",23⅝"&38⅝"–26½" 180lb (*s*) 84RHP 3 *B H Cem* *A P T3t* 2SB, *4cf*, GS66, HS2002 Wortelboer&Co.Delfzijl	14 " 4 s " 10½ 13 " 7	
71440 288 IBBG	**Burano** (*ex* Irma Schindler–36, *ex* Masconomo, *Fitted for oil fuel* *ex* Winnebago, 2 *Dks & Web frames* *ex* Kinsman) *Carrying Petroleum in bulk* D.F. *Mchy.Aft*		4450 4144 2565	...			...	1901	Armstrong Whtwrth&Co Ld Newcastle	~~Compagnia Indus-triaMarittima Anonima Roma (C.I.M.A.R.)~~ Compagnia Italiana Marittima	373·3 | 49·8 | 28·8 359·4 P76' B25' F36' FK			Venice Italian	T.3Cy.24",40"&66"–48" 345NHP *WB* Wllsnd Slpwy.Co.Ld Nwc.	30 " 3	I †

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years allowed/ now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard at midships. Corresponding draught.	15 Registers in which classed. If not in L.R. Date of Exit from Class.
71441 160559 GKFQ	**Burdwan** *Ref. Mchy.* D.F.	2 *Dks (Stl) & Shelter dk (Stl)* *Cruiser Stern* *Fitted for oil fuel*	6069 5488 2879	✠ 5,32 ~~✠ Lyd'sR 5,37 12-37 3,38~~	Rot			1928 9mo	Barclay, Curle & Co. Ltd. Glasgow	Hain S.S.Co.Ld. *Cell D B 373' 1197*	436·0 | 57·5 | 29·8 F34′ FK *3 F P T 89t A P T 55t (*	London British	Q.4Cy.30½″,44″,63½″ & 91″–57″ & L.P. Turbine with D.R. gearing & hydraulic coupling 1237 NHP 5SB,*20cf*,GS366,HS15165 Barclay, Curle & Co. Ltd. Gls.	32 ″ 3	
71442 UPAR	**Bureya** (*ex* Lettonia–34, *ex* Memel, *ex* Borussia, *ex* John Sauber) Sub.Sig.	1 *Dk*	2723 2085 1621					1908	Schiffsw. v. H. Koch A.G. Lübeck	U.S.S.R.	306·6 | 42·2 | 17·9 P15′ B76′ F32′	Leningrad Russian *W B*	T.3Cy.22½″,35⅝″ & 59″–35½″ 207 NHP Ottensener Masch. Fab. Alt.		
71443 DIAV	**Burgenland** (P) *Oil Eng.* Sub.Sig. D.F. E.S.D.	2 *Dks*	7320 6023 4321					1928	Flensburger Schiffsb. Ges. Flensburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	462·6 | 61·2 | 25·3 P30′ B & F423′	Hamburg German *W B*	Oil Engines 2S.C.DA 6Cy.27½″–47½″ 790 NHP Maschfbk. Augsburg-Nürnberg, Augsburg		G
71444 PDHQ	**Burgerdijk** *ss* Rot. No.3–6,34 D.F.	2 *Dks (Stl) & Shelter dk (Stl)*	6853 6383 4280	✠100A1 Rot *Shelter dk* *with freeboard* 5,38 ~~4,37~~ BS5,38 ~~BS4,37~~ ✠LMC6,34 *Fitted for oil fuel* 6,21		z	CL ×4,37 *F.P. above*	1921 4mo	C. v. d. Giessen & Zonen Krimpen a/d Yssel	Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)	400·0 | 54·3 | 36·6 416·5 (O.L.) F50′ *on Shelter dk* FK *Lloyd's SA & CP* 150° F. *Cell D B 325' 1028t M T 671t*	*pt Cem* *Collision* *B H to Sh dk* 5 ″ ″ *U* ″ *D T a 577t F P T 139t* *A P T 149t*	3 Steam Turbines D R geared to 1 Sc. Shaft (*s*) 215 lb FD 648 NHP 3SB (Spt) *9cf*, GS185, HS8481 Harland & Wolff, Ld. Bel.	39 ″ 0 *s* 9 ″ 0¾ 30 ″ 2	
71445 LCFU	**Burgos** (*ex* Brabant)	2 *Dks* *Cruiser Stern*	3220 3007 1926					1920	Nylands Værksted Oslo	A/S Ganger Rolf (Fred Olsen & Co. *Mgrs.*)	310·7 | 45·2 | 27·7 B113 *t* H54 *t*	Oslo Norwegian *W B*	2 Steam Turbines S R geared to 1 Sc. Shaft Svenska Turbinfabriks, A/B Ljungström Finspong		N
71446 6391 SDYA	**Burgundia** (P) *ss* Got. No.3–4,33 *ss* Got. No.1–37 1 *Dk (Stl)*		*1668* *1301* *944*	✠100A1 Got 3,30 3,38 ~~BS3,38~~ BS3,39 *Fitted for oil fuel* 12,20	✠LMC3,37	*q*	OG 3.38 *F.P. above*	1920 12mo	Kockums M.V. Aktieb. Malmö	Förnyade Ångfartygs A.B. Götha (F. Sternhagen, *Mgr.*) *Cell D*	256·0 | 38·3 | 16·4 268·4 (O.L.) P20′ B70′ F25′ FK *B 215′ 450t F P T 148t* *Lloyd's SA & CP* 150° F.	*4 B H Cem* *A P T 73t*	T.3Cy.18¼″,28⅞″ & 48⅜″–31½″ 185 lb (*s*) 160 NHP 2SB, *4cf*, GS56, HS2114 FD Kockums M.V. Akt. Malmö	18 ″ 10 *s* 2 ″ 4½ 16 ″ 7	
71447 678 TCAO	**Burhaniye** (*ex* Maria P. Xila–33, 4 Mst *ex* Othon Stathatos) *ss* Nwc. 2nd No.3–1,27 *ss* Bla. No.1–31	1 *Dk (pt I rnpt Stl) 2 tr B & deep framing*	3254 2840 1958	✠ ... 2,36	Ist			1902 5mo	J. Readhead & Sons S. Shields	Kadir Tayyar Hantaloglu & D.A. Demetriades & Co. (Kadir Tayyar Hantaloglu *Mgr.*) *Cell D Ba 110 u E &*	326·0 | 46·1 | 23·5 P11′ B150′ F30′ FK *B 40′ f 140′ 760t D T a*	Istanbul Turkish *6 B H Cem*	T.3Cy.24½″,40″ & 66″–45″ NDB23 310 NHP 2SB, *6rf*, GS121, HS4940 J. Readhead & Sons, S. Shl.	26 ″ 0	I †
71448 223670 KLEM	**Burlington Socony** Twin Sc *Mchy. Aft* D.F.	*Oil Eng.* 1 *Dk* *Carrying Petroleum in bulk* *New middle body electrically welded 1937*	1199 — 753					1924	Sun S.B. & D.D. Co. Chester, Pa. *Rebuilt* 1937	Socony-Vacuum Oil Co. Inc.	252·9 | 40·1 | 12·8 P64′ B156′ F44′ *B 40′ f 140′ 760t D T a*	New York Utd. States *W B*	Oil Engines 4S.C.SA 6Cy.13″–18″ 98 NHP McIntosh & Seymour Corp. Auburn, N.Y.		R
71449 136333 GRLV	**Burma** (P) D.F. E.S.D.	*Fitted for oil fuel* 2 *Dks*	7821 6486 4955					1914	W. Denny & Bros. Dumbarton	British & Burmese S.N.Co.Ld. (P. Henderson & Co. *Mgrs.*)	466·5 | 58·1 | 30·6 P64′ B156′ F44′	Glasgow British *W B*	T.3Cy.29½″,50″ & 84″–60″ 546 NHP Denny & Co. Dumbarton		C BT till ~~6.36~~ 6.39
71450 80 IBZE	— *ss* Fiu.2nd No.3–8,34 D.F.	2 *Dks (Upt I rnpt Stl & 2nd dk Stl)*	4675 4302 2896	✠100A1 Rot 4,37 ~~BS7,37~~ ✠LMC~~8,34~~ 11,38 ~~11,38~~ 11,3		*u*	CL ~~1.36~~ N 10.38	1912 6mo	W. Gray & Co. Ld. West Hartlepool	Soc. Anon. di Armamento Maritt. "Oriente"	400·0 | 52·2 | 25·0 412·2 (O.L.) P29′ B228′ F36′ FK *W B = Cell D B a 138' u*	Fiume Italian	T.3Cy.26″,42″ & 70″–48″ (*s*) 180 lb HS7461 FD 493 NHP 2SB & 1 Aux.SB, *8cf*, GS159 (Cen. Mar. Eng. Wrks. W Hpl	27 ″ 7 *s* 4 ″ 2½ 23 ″ 7½	
71451 19893 JYYD	**Burma Maru** (P) 2 *Dks & Shelter dk*		4585 4201 2822					1917	Kawasaki Dkyd. Co. Ld. Kobe	Nanyo Kaiun K.K.	385·0 | 51·0 | 28·0 FK	Tokyo Japanese *W B*	T.3Cy.26″,43½″ & 72″–48″ 391 NHP Kawasaki Dkyd Co Ld Kobe	28 ″ 0	C †
71452 129630 MDLB	**Burrington Combe** 3 Mst (*ex* Wheatvale, *ex* Bellavale) *Well deck Mchy. Aft*	*ss* Apl. 2nd No.3–3,35 1 *Dk (pt Stl)*	448 306 176	✠100A1 Apl Bfs 12,08 ~~3,37~~ ~~BS3,37~~ ✠LMC3,35 4,38		*h*	CL ~~2.37~~ N 12,38	1910 1mo	Mackie & Thomson, Ld. Glasgow	~~Ald Shipping Co. Ld~~ D. F. Barrett	160·6 | 25·0 | 9·4 168·4 *26·5* (O.L.) Q88′ B9′ F34′ BK 7′ *D B 88′ 105t F P*	Bristol British *3 B H Cem*	O.2Cy.19½″ & 42″–30″ (*s*) 130 lb 71 RHP 1SB, *3pf*, GS54, HS1716 Muir & Houston, Ld. Gls.	12 ″ 0 *s* 3·11½ 12 ″ 4½	
71453 TCAQ	**Bursa** (P) (*ex* Lubiana, *ex* Ljubljana, *ex* Hegedüs Sandor) *ss* Fiu. 2nd No.3–5,25 Wireless *ss* Mlt. No.3–3,28	1 *Dk (Stl–ws) & Shade dk*	929 — 450	✠ —— 4,31	Mlt	*l*		1900 7mo	Oderwerke Mas. Sch. A.G. Grabow a/O	Denizbank-Denizyollari Idaresi	210·6 | 30·0 | 20·1 FK *Cell D Ba 40' f 70' 93t F P T 17t*	Istanbul Turkish *5 B H Cem*	T.3Cy.19½″,31½″ & 51⅞″–35⅞″ 202 NHP 2SB, *6cf*, GS114, HS3661 Oderwerke, Grabow a/O	14 ″ 0	
71454 120749 VJBW	**Burwah** *ss* Syd. No.1–38 *ss* Syd. 2nd No.3–1,34 1 *Dk (Stl) & Spar dk (Stl) & deep framing* *Cargo battens not fitted*		2317 1961 1070	✠100A1 Syd *Spar dk* *with freeboard* 6,38 ~~6.07~~ BS6,38 ✠LMC7,37		*s*	CL 6.37	1908 7mo	J. Priestman & Co. Sunderland	Australian Steamships Proprietary, Ld. (*Man. Agents*, Howard Smith Ld.)	275·5 | 42·7 | 12·9 285·7 (O.L.) 20·8 B75′ F38′ FK *W B = Cell D Ba 80' u E &*	Melbourne British *4 B H Cem*	T.3Cy.24″,40″ & 64″–45″ (*s*) 180 lb 339 NHP 3SB, *9cf*, GS176, HS5794 G. Clark, Ld. Sunderland	23 ″ 1 *s* 3 ″ 5½ 19 ″ 10	
71455 PUQY	**Bury** (*ex* Braeside–36, *ex* Penhill–35, *ex* Mellon) *ss* Cff. No.3–3,33 *ss* Rio. No.1–36	1 *Dk (Stl)*	*3036* *2811* *1867*	✠100A1 Rio 1,38 ~~BS7,37~~ ✠LMC7,36 16,38 *Fitted for oil fuel* 7,20			7,37 *F.P. above*	1920 7mo	Shanghai Dk. & E. Co. Ltd. Shanghai	Cia. Commercio e Navegação	331·2 | 46·0 | 23·0 46·8 P33′ B100′ F29′ FK *Cell D B 284' 745t F P T 110t*	*A P T 45t* R. Janeiro Brazilian *6 B H Cem*	T.3Cy.24″,41″ & 68″–45″ (*s*) 180 lb 434 NHP 3SB, *9cf*, GS155, HS6420 FD Shanghai Dk. & Eng. Co. Ld.	25 ″ 6	
71456 132093 GRNM	— *ss* Gms. 2nd No.3–8,35 D.F.	(P) 1 *Dk (Stl–ws) & pt deep framing* *Lower dk in Nos. 1 & 3 holds*	1686 1098 910	✠100A1 Gms 11,38 ~~12.37~~ ~~BS12,37~~ ✠LMC8,35 12,38		*q*	CL 12,37	1911 1mo	Earle's Co. Ld. Hull	London & North-Eastern Rly.	265·0 | 36·0 | 17·4 P41′ B115′ F32′ BK 9′ *W B = D Ba 54' u E 21' f 111'*	Grimsby British *5 B H Cem*	T.3Cy.22″,35″ & 60″–42″ 180 lb *100 lb* 309 NHP 2SB, *6cf*, GS144, HS5540 Earle's Co. Ld. Hull	18 ″ 6 *s* 1 ″ 6½ 18 ″ 0	BT till ~~12.37~~ 11.38
71457 UOGK	**Buryat** (*ex* Lake Farley–32) Sub.Sig.	*Fitted for oil fuel* 1 *Dk 2 tr B*	2599 2243 1615	...				1919	American S.B. Co. Cleveland, O.	U.S.S.R.	252·3 | 43·6 | 26·1 P25′ B64′ F23′ FK	*295t A P T 33t* Vladvostk Russian *W B*	T.3Cy.21″,35″ & 59″–42″ 352 NHP American S B Co Clevelnd O.	28 ″ 2	
71458 27480 JOSB	**Busho Maru** (P)	2 *Dks*	2569 2009 1575	...				1921	Osaka Iron Works, Ld. Osaka	Osaka Syosen K.K.	284·5 | 42·5 | 23·0 P45′ B100′ F34′ FK	Osaka Japanese *W B*	T.3Cy.21″,35″ & 58″–39″ 288 NHP Osaka Iron Wrks. Ld. Osaka	23 ″ 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement. etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de la tube-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Details des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pcs.*	15 Registres où cotée si ce n'est dans le L. R.
71459	**Bushu Maru** (*ex* Wakaba Maru)		1219					1918	Asano Zosensho Tsurumi	HinodeKisenK.K.	217·0	34·0	18·5	Tokyo Japanese	T.3Cy 16½", 27½" & 45½"–30" Hashimoto 114NHP Tekkosho, Osaka		
22297			1032														
JCZE	*Mchy. Aft*	1 *Dk*	672														
71460	**Bushwood**		2314	✠100A1	Sld	*s*	CL	1930	S.P. Austin	W.France, Fenwick	283·0	41·5	18·9	London	T.3Cy.18½", 31" & 52"–39" (*s*)	21 " 0	
161350		*ss* Sld. No 2–38	1783	3,39 ~~2,38~~	Shl		~~2,36~~	1mo	&Son, Ld.	&Co. Ld.	293·5 (O.L.)			British	200lb 204NHP	s 6 " 7	
GKRB	D.F. *Mchy. Aft*	1 *Dk (Stl)*	1297		LMC		2,39		Sunderland		Q163'F32' FK			5 *BHCem*	2SB (Spt), *6cf*, GS88, HS3280	19 " 0½	
	Welldeck	*Cargo battens not fitted*		BS1,~~38~~2,	MS2,			*Lloyd's* *SA&CP*		*CellDB228'510t*	*MT8'255t FPT180t*			*APT45t*	N.E. Marine Eng. Co. Ld. Sld		
71461	**Busiris**	*ss* Liv. No 2–38	943	✠100A1	Liv	*m*	CL	1929	AilsaS.B. Co. Ld. Troon	MossHutchison Line, Ld.	215·7	32·1	12·3	Glasgow British	T.3Cy.16", 26½" & 43"–33" (*s*)	14 " 6	
160279	*Mchy. Aft*	*ss* (3 to No. 1–32)	634	5,38 ~~2,37~~			9,37	9mo			Q117'B11'F27' FK			3 *BHCem*	200lb 154NHP	s 4 " 8½	
MPNQ	*Well deck*	1 *Dk (Stl)*	438	~~BS5,37~~	✠LMC ~~5,38~~ 4,38			*Lloyd's* *SA&CP*		*CellDBuE21'*	*f135'191t FPT22t*			*APT5t*	2SB, *4cf*, GS83, HS2800 Ailsa S.B. Co. Ld. Troon	13 " 11½	
71462	**Busk**	3 Mst	367	✠100A1	Ard	*f*	CL	1906	Smith's Dock Co. Ld North Shields	J. Campbell	144·0	24·1	10·4	Irvine British	C.2Cy.17"&36"–27" (*s*)	11 " 5	
113137		*ss* Nwc 2nd No. 10–31	243	6,38 ~~8,37~~	Bkn		~~8,37~~	6mo			Q81'B11'F27 BK7"			3 *BHCem*	140lb 85RHP	s 4 " 1	
MGCY	*Well deck*	*ss* Irv. No. 1–36	142	BS3,39	✠LMC		6,38	*Lloyd's* *SA&CP*			*WB=FPT*			28t *APT3t*	1SB, *3cf*, GS51, HS1600 Shields Eng. Co. Ld. N.Shl.	11 " 10	
	Mchy. Aft	1 *Dk (Iron)*		MS12,36	BS4,~~38~~												
71463	**Bussard** (*ex* Siegen)		986					1921	Schiffb. Ges Unterweser m.b.H. Weser -münde-L.	ArgoReederei	215·5	34·5	13·6	Bremen German	T.3Cy.16⅞", 26" & 41⅞"–25⅝"		G
	Sub.Sig.		824							Richard Adler & Co.	P13'Q58'B65'F22'			*WB*	86NHP		
DODQ	Wireless	1 *Dk*	568												A. Borsig, Berlin-Tegel		
71464	**Bussum**		3636	✠100A1	Rot	*w*	CL	1917	L. Vuijk& Zonen, Capelle a/d Ysel	Stoomv. Maats. "Oostzee" (Vinke&Co. *Mgrs.*)	360·0	48·2	22·8	Amstrdam Dutch	T.3Cy.24½", 40" & 67"–45" (*s*)	25 " 3	
		ss Ams. No. 3–2,30	3315	~~10,37~~ 11,38			~~10,37~~	3mo			P27'B101'F27' FK			*pt Cempt Asp*	180lb 342NHP	s 4 " 6½	
PDHV		*ss* Rot. No. 2–38 ~~*ss* Amc. No. 1–35~~	2214		✠LMC		N11,38	*Intermediate*		*Bulkhead in after*	*hold dispensed with*			5 *BHonly*	3SB, *6cf*, GS144, HS5490	20 " 11	
		1 *Dk (Stl)*		MS1,~~34~~ 11,38	B ~~4,37~~ 5,~~38~~			A&CP		*CellDB310'966t*	*FPT74t*			*APT81t*	Maats. de Schelde, Flushing		
71465	**Buteshire** (*ex* Clan Macewen)		6590					1912	Palmers' Co. Ld. Newcastle	British&South American Steam Nav. Co. Ld. (Houston Line (London) Ld. *Mgs.*)	430·5	53·6	26·6	Glasgow British	T.3Cy.29", 49" & 80"–60" & L.P. Turbine with DR gearing & hydraulic coupling		C
138053			4736											*WB*	746NHP		
GNZP	D.F.	2 *Dks & Shelter dk 3 tr B*	4066												Palmers' Co. Ld. Newcastle		
	Ref. Mchy.																
71466	**Butiá** (*ex* Fluminense–32, *ex* Meisonnier, *ex* Nanquitt)	*Fitted for oil fuel* 1 *Dk*	3514					1920	Bethlehem S.B. Corp. Ld. (Moore Plant) Elizabeth, NJ	Cia. Carbonifera RioGrandense	328·0	46·2	22·9	R. Janeiro Brazilian	T.3Cy.22", 37½" & 60"–42"		V
			—								P53'B110'F37'			*WB*	233NHP		
PUMA	Sub.Sig.		2003												Harlan & Hollingworth Co. Wilmington, Del		
71467	**Butt** (*ex* Ludwig Stahl, *ex* Webburn)		736	✠100A1	Ant	*k*	OG	1909	W. Harkess &Son, Ld. Middlesbro'	ArgoReederei Richard Adler & Co.	190·0	30·0	13·0	Bremen German	T.3Cy.15½", 26" & 44"–30" (*s*)	15 " 0	
		ss Bmn. 2nd No. 3–6,33	590	4,38 ~~5,37~~	Bmn		6,37	5mo			Q98'B17'F22' FK			4 *BHCem*	180lb *100lb* 124NHP		
DHDJ	Sub.Sig.	1 *Dk (Stl)* & deep framing	408	BS4,38	✠LMC 6,37					*CellDBa40'uE&*	*B31'f83'188t FPT*			*18t APT24t*	1SB, *3cf*, GS51, HS2100		
		Cargo battens not fitted		✠NB02 *fitted* 33											Richardsons, Westgarth & Co. Ld. Mdb		
		ss Ant. No. 1–37															
71468	**Butterfly** (*ex* Suevier–32)		5127	✠ ...	Gen	*y*		1920	Bartram& Sons, Ld. Sunderland	I.N.S.A.-Industrie Navali Soc. Anon.	412·9	52·3	28·5	Genoa Italian	T.3Cy.27½", 45" & 75"–48"	31 " 0	I
1798		*ss* Gen. No. 3–6,33	4810	9.35				9mo			400·0				476NHP		†
IBXE	D.F.	2 *Dks (Stl)*	3176		✠						P36'B117'F39' FK			7 *BHCem*	3SB, *9cf*, GS204, HS8055		
										CellDB119'uE26'f	*176'1050t FPT135t*			*APT220t*	J. Dickinson & Sons, Ld. Sld.		
71469	**Buyo Maru**		5447	✠100A1	Kob	*z*	CL	1919	Asano S.B. Co. Ld. Tsurumi	TamaiSyosenK.K.	400·0	53·2	29·4	Hashidate Japanese	T.3Cy.26", 43½" & 72"–48" (*s*)	32 " 0	
24999		*ss* Yka. No. 3–10,36	4996	~~3,37~~ 10,38	Smk		9,36	3mo							200lb 513NHP	s 6 " 5½	
JPXD		2 *Dks (Stl)*	3407		✠LMC 8,37			A&CP			P33'B124'F41' FK			6 *BHCem*	3SB, *9cf*, GS175, HS7376 FD	25 " 9	
				BS10,38							*CellDB342'844t*			*APT28t*	Ishikawajima S.&E. Co. Ld. Tokyo		
71470	**Buyskes**		1800					1910	Maats. Fyenoord Rotterdam	Koninkl. Paketv. Maats.	270·3	40·2	16·9	Batavia Dutch	T.3Cy.19", 31½" & 51½"–39"		V
		Fitted for oil fuel	—								P32'B82'F38'			*WB*	165NHP		
PKOU		2 *Dks*	984												Maats. Fyenoord, Rot.		
71471	**Bygdöy** (*ex* Maisol–37, *ex* Roma, *ex* Nordland, *ex* Freja)		1252					1921	Akt. Rödby Havns Jernskibsv. Rödby Havn	LudvigLorentzen	236·1	37·2	14·7	Oslo Norwegian	T.3Cy.15", 24" & 40"–27"		V
			1083								P10t H120t F34t				83NHP		
LEKT		1 *Dk*	708												A/S Fricho, Aarhus		
71472	**Bylayl**		3289	✠100A1	NNs	*v*	CL	1916	New York S.B. Co. Camden, N.J.	PocahontasS.S.Co.	318·5	49·5	24·2	Wilmgton (Del.)	T.3Cy.21", 38¾" & 58"–42" (*s*)	27 " 6	
213834	D.F.	*ss* N.Ns. No. 3–6,28	2973	10,38 ~~3,38~~	Bos		3,37	1mo							200lb 318NHP		
KSOU	*Mchy. Aft*	*ss* N.Ns. No. 2–36	1980		✠LMC			A&CP			P79'B18'F31' FK			Utd. States 7 *BHCem*	2SB, *6cf*, GS110, HS4643 FD		
	Sub.Sig.	1 *Dk (Stl)*		MS6,36	BS ~~5,37~~ 4,~~38~~					*CellD*					New York SB Co. Camdn N.J.		
		Cargo battens not fitted								*BuE&B53'f216'12*	*54t D713' 412t FPT*			*293t APT92t*			
71473	**Byron D. Benson**	*ss* N.Yk. No. 1–37	7953	✠100A1	N Yk	*c*†	CL	1922	Oscar Daniels Co. Tampa, Fla.	TideWater Associated Oil Co.	465·4	60·2	36·0	Wilmgton (Del.)	Q.4Cy.24", 35", 51" & 75"–51"	36 " 3	
221861		*ss* N.Yk. No. 3–10,33	7661	*Shelter dk*	~~Bkt~~		~~5,36~~	1mo				FK		Utd. States	220lb (*s*) 596NHP	s 8 " 10½	
KDWN	D.F.	2 *Dks (Stl)* & *Shelter dk (Stl)* & *Mchy Aft*	4932	*with freeboard*	✠LMC 9,37		5,38	A&CP						17 *BHptCem*	3SB, *9cf*, HS8418 FD	27 " 7½	
		Web frames		5,36 ~~4,37~~										(3 *to Sh dk*	Vulcan Iron Works,		
		Longitudinal framing		3,39 ~~4,38~~	BS3,38									10 " *U* "	Jersey City, N.J.		
				Carrying Petroleum in bulk						*CellDB in way of*	*oil bunker 17'uE&B*			4 " 2nd ")			
				Fitted for oil fuel 1.22			*F.P. above* 150° F.			71'328t DT f50'694t	*FPT177t APT26t*						

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built When	By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard and ships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
71474 SFWA	**C. A. Banck** (*ex* Kapolna, 7459 *ex* Gogsjö, *ex* Libra) 4 Mst 1 *Dk*	1825 1597 1063					1913	Sörlandets Skibsbygger: Fevig	Christer Banck	263·7 P50′	42·1 H56′	17·7 F29′	Hlsngborg Swedish *WB*	T. 3 Cy. 20½″, 33″ & 56″–36″ 219 NHP Fredrikstad M.V. Frdstad.		V
71475 212628 WPCA	**C. A. Canfield** *ss* Gal. 2nd No. 3–11, 37 ~~*ss* N.Yk. No. 3–5, 25~~ ~~*ss* Mob. No. 2–36~~ *Mchy. Aft* D.F. 2 *Dks (Stl) & Web frames Longitudinal framing*	6161 — 3783	✠100A1 ~~5,38 5,37~~ 3,39 BS14,37 ~~4,38~~ MS5,37 *Carrying Petroleum in Fitted for oil fuel* 4, 13	NYk ~~Gal~~ LMC ~~4,37~~	*z*	CL N 11, 37 *bulk above* 1 50° F.	1913 4 mo	Armstrong Whitworth & Co. Ld. Newcastle *Lloyd's SA & CP* *Cell D*	Standard Oil Co. of New Jersey *WB = Cell D Bu*	405·0 P99′ B25′ F41′ B25′ 60 *t DT* / 45′ 547 *t FPT* 80 *t APT* 41 *t*	55·0 FK	33·9 Wilmgton (Del.) Utd. States 15 *B H Cem* (9 *to U dk* 6 *to M dk*)	T. 3 Cy. 27″, 44½″ & 75″–51″ (*s*) 180 lb 459 NHP 2 SB 8 *c f*, GS 139, HS 5920 FD Wllsnd Slpwy. Co. Ld. Nwc.	32 ″ 10 s 6 ″ 1 26 ″ 11½	
71476 LCGD	**C. A. Larsen** (*ex* San Gregorio) *ss* Ham. 2nd No. 3–10, 36 ~~*ss* Lon. No. 3 1,26~~ ~~*ss* Sfj. No. 2–33~~ *Mchy. Aft* D.F. GyC. 3 *Dks (Stl) & Web frames Longitudinal framing* *Tonnage opening closed 1918*	13246 11807 9614	✠100A1 *Shelter dk with freeboard* 10,39 ~~37~~ ~~[illegible]~~ Pr. BS ~~9,37~~ 36, *Carrying Whale oil in Fitted for oil*	Ham MC 10,	*g* †	CL 7, 37 9, 38 *bulk above* 1 50° F.	1913 7 mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA & CP* *Cell D*	Hvalfangstselskapet Blaahval A/S (~~Magnus Konow, *Mgr.*~~) (J. Knag, *Mgr.*) *D Bu* B 46′ 194 *t DT*	527·2 f 54′ 635 *t FPT* 208 *APT* 46 *t*	66·6	33·9 Sandefjord Norwegian 20 *B H Cem* 10 *B H to U dk* 10 ,, *to* 2 nd ,,	Q. 4 Cy. 28½″, 41″, 58″ & 81″–54″ 220 lb (*r*) 787 NHP NDB (*Lower*) '26 *200 lb* NDB (*Lower*) *made* '19 *refitted* '36 *200 lb* 2 ~~3~~ PrB–*60 lb* 2 PrB–*43 lb* 4 SB *19 c f*, GS 288, HS 11 290 FD Wllsnd Slpwy Co. Ld. Nwc.	42 ″ 0 s 9 ″ 9 32 ″ 5½	
71477 220900 KDLX	**C. B. Watson** (*ex* Mary Luckenbach–36) 1 *Dk* D.F. *Mchy. Aft*	5607 5043 3382	100A1 ~~3,36 1,38~~ 1,39 ~~BS 1,38~~ 1,39 *Carrying Petroleum in Fitted for oil fuel*	Mob LMC 1,36	*z*	CL 1,38 *bulk above* 50° F.	1920	South-Western S.B. Co. San Pedro, Cal	Sabine Transportation Co. Inc. (M.T. Ball, *Mgr.*) *Cell D Bu* E 368′ 21 *t DT*	410·5 428·1 (O.L.) P 109′ B 32′ F 47′ *Tf* 38′ 495 *t FPT* 135 *t APT* 280 *t*	54·3 FK	27·2 Baltimore Utd. States 12 *B H pt Cem*	T. 3 Cy. 24¾″, 41 3/32″ & 72″–48″ 210 lb 549 NHP s 4 ″ 11½ 3SB, 9 *c f*, HS 8112 FD Llewellyn Engine Works, Los Angeles	29 ″ 9 25 ″ 1	
71478 6360 SLUA	**C. F. Liljevalch** *ss* Got. No. 3–6, 32 *ss* Got. No. 1–36 D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)* *Cruiser Stern* *Cargo battens not fitted above lower stringer*	5492 5119 2928	✠100A1 *Shelter dk with freeboard* 10,38 ~~1,38~~ MS 6,36	Rot Ant LMC ~~S~~ 1, 93	*y*	OG 6, 36	1920 9 mo	Aktieb. Götaverken Gothenburg *Lloyd's SA & CP*	Trafikaktieb. Grängesberg Oxelösund (M. Waldenström *Mgr.*) *Cell D*	394·4 f 54′ 635 *t FPT* 208 *B at sides of tunnel*	52·2 FK	30·8 Stockholm Swedish *pt Cempt Asp* *BH to Sh dk* 5 ,, ,, *U* ,, 58′ 520 *t DT*	T. 3 Cy. 28″, 42⅛″ & 72 1/16″–48″ 185 lb (*s*) FD 430 NHP 3SB (Spt) 9 *c f*, GS 135, HS 5664 Lindholmens Motala Verks. *f* 66′ 645 *t FPT* 55 *t APT* 202 *t*	34 ″ 1 s 8 ″ 8 25 ″ 7½	
71479 OZED	**C. F. Tietgen** Ⓟ *Oil Eng.* D.F. *Cruiser Stern* 1 *Dk & Awng dk*	1850 926 1036					1928	Helsingörs Jernsk & Msk Elsinore	Det Forenede Dampskibs. Selsk.	271·2	41·1	14·0 Aarhus Danish *WB*	Oil Engines 4 S.C.SA 8 Cy. 21⅝″–39⅜″ 361 NHP Akt. Burmeistr & Wain, Cpn		V
71480 149494	**C. H. Houson** *Mchy. Aft* 1 *Dk*	1927 1627 1147					1929	Swan, Hunter & Wigham Richardson, Ld Newcastle	Sarnia Steamships Ld. (R. Scott Misener, *Mgr.*)	252·8	43·4	17·8 Sarnia Ont British *WB*	T. 3 Cy. 15″, 25″ & 40″–33″ 92 NHP Swan, Hunter & Wigham-Richardson, Ld. Nwc.		C
71481 204499 WNWM	**C. H. McCullough, Jr.** (*ex* Ward Ames) GyC. *Mchy. Aft* 1 *Dk*	5750 — 4422					1907	Superior S.B. Co. Superior, Wis.	Interlake S.S. Co. (Pickands, Mather & Co. *Mgrs.*) *WB*	540·0	56·0	30·1 Wilmgton (Del.) Utd. States	Q. 4 Cy. 18½″, 28½″, 43½″ & 66″–42″ 282 NHP Superior S.B. Co. Superior		R
71482	**C.I.A.E. No. 3** Twin Sc *Oil Eng.* *Carrying oil fuel in bulk* *Mchy. Aft* 1 *Dk & Web frames Longitudinal framing*	551 — 496				…	1922	Alley & MacLellan, Ld. Glasgow	Cia. General de Combustibles FK *WB*	330·0	38·0	9·5 Bns. Aires Argentine	Oil Engines 2 S.C.SA 8 Cy. 11½″–14″ 194 NHP W. Beardmore & Co. Ld. Gls.	10 ″ 6	
71483 FNFB	**C. I. P.** *Fitted for oil fuel* D.F. *Mchy. Aft* 2 *Dks* *Carrying Petroleum in bulk*	6587 — 3641					1921	Ch. & Atel. de St. Nazaire Ronen	Soc. Anon. Mazout Transports (Cie de Nav. Mixte, *Mgrs.*)	422·5 P 117′ B 33′ F 50′	57·6	30·1 Marseilles French *WB*	T. 3 Cy. 27½″, 44½″ & 75″–51″ 402 NHP Ch. & Atel. de St. Nazaire, Penhoët		V
71484 215635 WPCD	**C. J. Barkdull** (*ex* Frederic Ewing, *ex* Wilhelm Jebsen) *ss* N.Yk. No. 3–4, 30 *ss* Mob. No. 1, 34 *Mchy. Aft* D.F. 2 *Dks (Stl) & Web frames Longitudinal framing*	6773 6416 4157	✠100A1 3,38 ~~BS 9,37~~ ~~NE 12 *tr tl dd* 8,30~~ *Carrying Petroleum in Fitted for oil fuel* 9, 17	Gal ~~BS~~ LMC 8, 31		CL 9, 36 *bulk above* 1 50° F.	1917 10 mo	Union Iron Works Co. San Francisco A & CP *Cell D*	Standard Oil Co. of New Jersey *Cell D Bu* E 364′ 197 *t DT* 56 *t* 1038′	435·0 P 131′ B 50′ F 42′ *FPT* 97 *t APT* 74 *t*	56·0 FK	32·0 Wilmgton (Del.) Utd. States 15 *B H pt Asp* (11 ,, *to U dk* 4 ,, ,, *2 nd*,,)	1 DR Geared Steam Turbine 220 lb (*s*) 606 NHP 3SB (Spt) 9 *c f*, HS 8265 FD General Electric Co. Schenectady, N.Y.	33 ″ 6 s 6 ″ 4½ 27 ″ 4	
71485 HPGQ	**C. O. Stillman** Twin Sc *Oil Eng.* *Mchy. Aft* E.S.D. Sub. Sig. GyC. 2 *Dks (Stl) & Web frames Longitudinal framing–bracketless system*	13006 — 7765	✠100A1 ~~6,38 1,38~~ DBS 1,38 *Carrying Petroleum in*	Ham LMC 4, 37	*k* †	CL 4, 37 *bulk*	1928 2 mo	Bremer Vulkan Vegesack *Lloyd's SA & CP* *Cell*	Panama Transport Co. *D Bu* E 374′ 431 *t DT*	564·9 584′ 8 (O.L.) B 40′ F 46′ f 68′ 1040 *t FPT* 444 *t APT* 337 *t*	75·3 FK	44·5 Panama Panamanian 17 *B H pt Asp* 1 ,, *to* 2 *nd dk*	Oil Engines 2 S.C.SA 12 Cy. 27 3/16″–47½″ 1595 NHP 2 Water Tube DB 250 *lb* Bremer Vulkan, Vegesack	44 ″ 6 s 10 ″ 10½ 33 ″ 10⅜	
71486 202873	**C. S. Robinson** (*ex* Lofus Cuddy) D.F. *Mchy. Aft* GyC. 1 *Dk*	6829 — 5361					1906	American S.B. Co. Lorain, O.	Interlake S.S. Co. (Pickands, Mather & Co. *Mgrs.*) *WB*	525·0 F 46′	55·0	31·0 Wilmgton (Del.) Utd. States	T. 3 Cy. 22½″, 36″ & 60″–42″ 233 NHP American S B Co. Cleveland		R
71487 93322	**C. T. Jaffray** (*ex* Muncy) *Mchy. Aft* 2 *Dks*	4055 — 2946					1902	Detroit S.B. Co. Wyandotte	Great Lakes Transit Corporation F 32′ *WB*	350·0	46·0	30·0 Buffalo NY Utd. States	Q. 4 Cy. 19″, 27½″, 40″ & 58″–42″ 218 NHP Detroit S.B. Co. Detroit		
71488 138579	**C. W. Cadwell** (*Self-Unloader*) 1 *Dk*	564 429 219					1911	Superior S.B. Co., Superior, Wis.	Tees Transit Co. (T.A. Tees, *Mgr.*) *WB*	154·8	37·1	9·1 Wndsr Ont. British	C. 2 Cy. 16″ & 30″–26″ *E made* 91 *refitted* 11 27 NHP *B made* 96 *fitted* 34 Montague I.W. Milwaukee		
71489 147425 MPYZ	**C. W. S. Progress** *ss* Mch. No. 1–35 *Mchy. Aft* *Well deck* 1 *Dk (Stl)*	967 654 514	✠100A1 ~~5,38 3,37~~ ~~[illegible]~~ L.] ~~3,39~~	Mch	*m*	CL 5, 37	1931 2 mo	Armstrong Whitworth & Co. (Shipbuilders) Ld. Newcastle *Lloyd's SA & CP* *Cell D*	Co-operative Wholesale Society, Ld.	213·2 B 19′ Q 109′ F 44′ B 135′ 219 *t FPT* 35 *t APT* 7 *t*	32·3 FK	12·5 Manchestr British *AB H pt Asp*	T. 3 Cy. 16½″, 28″ & 47″–33″ (*s*) 200 lb 174 NHP 2 SB, 6 *c f*, GS 100, HS 3050 Armstrong, Whitworth & Co. (Engineers) Ld. Nwc.	14 ″ 9 s 4 ″ 6¾ 11 ″ 3¾	
71490 132455 GJRP	**Cabarita** (*ex* Chronos) *ss* Mel. No. 3–8, 27 *ss* Cal. No. 2–35 2 *Dks (Stl)* *Cargo battens not fitted*	4364 3954 2612	✠100A1 ~~10,38 2,38~~	Cal	*x*	CL 7, 36	1915 4 mo	W. Hamilton & Co. Ld Pt. Glasgow *Lloyd's SA & CP*	Bank Line Ld. (A. Weir & Co. *Mgrs.*) *Cell D Ba* 123′ *a E & B*	364·7 P 30′ B 81′ F 33′ f 135′ 104 *t FPT* 91 *t APT* 212 *t*	51·4 FK	26·0 Glasgow British 6 *B H Cem* 60′	T. 3 Cy. 24½″, 42″ & 70″–48″ (*s*) 180 lb 421 NHP 3SB, 9 *c f*, GS 186, HS 7212 D. Rowan & Co. Glasgow	28 ″ 6 s 5 ″ 3½ 23 ″ 5	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Local. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terminaison des Dates. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Voy. Rapp. ou corp. et Ter. est dans le R. Durée Cert. R.of Trade.
71491	**Cabedello** (*ex*Prussia)		3557					1912	Flensburg Schiffsb.Ges. Flensburg	LloydBrasileiro	364·3 1125′	51·0	22·0	R.Janeiro Brazilian	T.3Cy.24¾″,40⅞″&67¾″–48″ 318NHP FlensburgerSchiffsb.Ges.		V
PUAN		*1 Dk & Shelter dk*	3277 2180														
71492	**Cabenda**		534	✝100A1 Cff Rot		*h*	OG	1936	GooleS.B. &Repg.Co. Ld. Goole	T.E.Evans&Co.Ld.	183·6 P42′Q100′F18′ FK	27·1	8·0	London British	Oil Engines 4S.C.SA 6Cy.12½″–19″ 91NHP	10 ″ 5 s3 ″ 11½ 10 ″ 0¼	
164672		*Oil Eng.*	333	4,88			3,88	7mo									
MLMN	*Mchy. Aft*	*1 Dk*	274	MC7,36						*Cell D*	*B114′ 180t FPT54t*			*3 BHCem APT11t*			
		Cruiser Stern		LMC(M)4,38				*Lloyd's*	*sA&CP*								
71493	**Cable Enterprise**		943	✝100A1 Fal		*l*	CL	1924	A&J.Inglis Ld. Glasgow	~~Western Telegraph Co.Ld.~~ Cable and Wireless,Ltd.(E. Wilsnaw, *Mgr.*)	198·9	30·1	19·4	London British	T.3Cy 16½″,27″&45″–33″ (*s*) 180lb 145NHP	21 ″ 4 s 7 ″ 5½	
147639	(*Cable Vessel*)	*ss*Fal.No.3–7,37	872	*withfreeboard*			6,37	5mo									
GBZF		*2 Dks* (*Weather dk-pt Stl*	357	7,37	LMC7,37			*Lloyd's*	*sA&CP,*		340′ FK			*5 BHCem*	2SB,*4cf*,GS60,HS1990 FD	14 ″ 2½	
	Wireless	teak s) & *2nd dk* (*Stl*–ws)		BS7,38				*above*	150° F.					2 ,, *to 2nd dk*	A.&J.Inglis,Ld.Glasgow		
	E.S.D.	*Cruiser Stern*		*Fitted for oil fuel* 5,24			*F.P. a*			*Cell D Bu E*	*f 100′151t FPT12t*			*APT18t*			
71494	**Cabo Carvoeiro**	*ss*Bbo.No.1–37	1993	✝100A1 Cdz		*r*	CL	1909	W.Dobson &Co. Newcastle	Ybarra&Co.	265·8 B50′ FK	38·5	16·0 23·8	Seville Spanish	T3Cy 19½″,32½″&52½″-36″(*s*) 180lb *100lb* NDB21 187NHP	26 ″ 0 s 5 ″ 1½	
1920		*ss*Bbo.2nd No.3–4,38	1920	*Awng dk*	Bbo		~~5,86~~	2mo						*5 BHCem*	2SB,*4rf*,GS70,HS2980	21 ″ 0½	
EACG		*1 Dk* (*Stl*) & *Awng dk* (*Irn*) *2tr B*	1329	*withfreeboard* 5,38 ~~6,07~~	MC9,37		5,38	*Lloyd's*	*sA&CP*	*Cell D Ba*	*84′ uE&B36′ f 106′*			*371t APT24t*	Blair&Co.Ld.Stockton		
		Now Sailing as "EL BOEIRO"															
71495	**Cabo Cervera** (*ex*Rachen–39)		2164	✝100A1 Bbo		*r*	CL	1912	CiaEuskal-duna deCon.y Rp.deBuques Bilbao	Ybarra&Co.	265·5 B56′ FK	38·7	24·1	Seville Spanish	T.3Cy.19½″,32½″&52½″–36″ 180lb *100lb* (*s*) 188NHP	26 ″ 4 s 4 ″ 10½	
1920		*ss*Bbo.2nd No.3–2,38	2033	*Awng dk*			~~5,36~~	12mo						*5 BHCem*	2SB,*4cf*,GS71,HS3008	21 ″ 9	
EACH		*2 Dks* (*UStl*) & *Awng dk* (*Irn*)	1499	*withfreeboard* ~~2,36~~ 11,38	BS4,39 LMC2,38		11,38	*Lloyd's*	*sA&CP*	*Cell D Ba*	*82 uE18′ f 106′338t*			*APT33t*	Blair&Co.Ld.Stockton		
		~~**Now Sailing as "RACHEN."**~~															
71496	**Cabo Corona**		1531	✝100A1 Bbo		*o*	CL	1903	Grngem'th &Greenock Dockyard Co. Grngemouth	Ybarra&Co.	237·5 B52′ BKS4	34·6	14·9 22·6	Seville Spanish	T.3Cy.18″,29½″&48½″–33″(*s*) 160lb *90lb* 133NHP	24 ″ 10 s 4 ″ 4½	
1920		*ss*Bbo.2nd No.3–9,28	1480	*Awng dk*			~~2,33~~	12mo						*5 BHCem*	2SB,*4rf*,GS53,HS1952	21 ″ 2¾	
EACI		*ss*Bbo.No 1–33	1002	*withfreeboard* 5,34			3,39	*Lloyd's*	*sA&CP*	*WB= Cell D B*	*a61′ uE&B33′ f 94′*			*318t APT11t*	Blair&Co.Ld.Stockton		
	Wireless	*2 Dks* (*1 Stl*) & *Awng dk* (*Irn*)		BS1,31 LMC2,33													
				NO LATER SURVEY REPORTED													
71497	**Cabo Creux**		3717	✝				1919	Soc.Anon. Astilleros del Nervion Bilbao	Ybarra&Co.	325·7 P28′B100′F45′ FK	47·1	22·0	Seville Spanish	T.3Cy.24″,40″&65″–45″ 336NHP	24 ″ 10	
Sunk by bomb 2,39		*ss*Bbo.No.3–7,31	2923	9,35				4mo						*5 BHCem*	2SB(Spt)&1 Aux SB,*8cf*, GS159,HS5592		
EACJ		*ss*Bbo.No.1–35	2343	[illegible]						*Cell D*	*B279′ 803t FPT58t*			*APT98t*	Soc.Anon.Astilleros del Nervion,Bilbao		
		1 Dk (*Stl*) *2nd Dk Stl in holds*															
		Sailing as "KARDIN"															
		~~*(SUNK BY BOMB 5,37—NOW REFLOATED)*~~															
71498	**Cabo Cullera**	**Iron**	2246	✝100A1 Bbo		*s*	3,31	1882	R.Dixon& Co. Middlesbro'	Ybarra&Co.	270·4 *Awng.dk.* 810 BK9½″	39·3	25·9	Seville Spanish	T.3Cy.21½″,38″&71″–45″ 160lbc NDB09 323NHP	28 ″ 3 s 9 ″ 8½	
1920	(*ex*Ybarra No.4)	*ss*Bbo.4th No.3–3,31	2228	*Awng dk*				12mo						*1 BHCem*	2SB,*6f*,GS122,HS4640	19 ″ 10	
EADN		*1 Dk* (*Irn*) & *Awng dk 3tr B*	1506	*withfreeboard* 3,31	LMC3,31			*Lloyd's*	*sA&CP*	*WB= Cell D B*	*226′465t FPT*			*71t APT68t*	Blair&Co.Ld.Stockton		
				NB98 *refitted* 3,31													
				NO LATER SURVEY REPORTED													
71499	**Cabo Espartel**		~~3712~~	✝100A1 Bbo		*v*	CL	1920	Echevarri-eta&Larrin-aga Cadiz	Ybarra&Co.	330·1 B284′ 870t *FPT*	48·0	21·0 23·5 FK	Seville Spanish	T.3Cy.25″,41″&68″–45″ (*s*) 180lb *100lb* FD 417NHP	33 ″ 5 ~~s 10 ″ 0½~~ ~~23 ″ 6~~	
1920		*ss*Bbo.No.3–4,32	~~3444~~	*withfreeboard*			3,38	3mo						*5 BHCem*	2SB(Spt)*8cf*,GS147,HS6050	87 ″ 4	
EACK		*ss*Bbo.No.1–38	~~2178~~	2,39 ~~4,08~~	MC					*Cell D*				*APT175t*	J.G.Kincaid&Co.Ld.Grk.	26 ″ 5½	
		2 Dks (*Stl*) *3rd dk* (*Stl*)	4252	MS9,37	S3,38			*Lloyd's*	*sA&CP*								
		in holds & Web frames	4085					*above*	150° F.								
		Longitudinal framing	2598	*Fitted for oil fuel* 1,20			*F.P.*										
		Now sailing as "SPARIRE"															
71500	**Cabo Huertas**	*ss*Bbo.No.1–38	2776	✝100A1 Bbo		*s*	CL	1922	Soc.Espan-ola deConst. Naval Bilbao	Ybarra&Co.	280·0 P22′B68′F26′ FK	42·0	25·7	Seville Spanish	T.3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* 253NHP	26 ″ 9 ~~s 4 ″ 8½~~	
1920		*ss*Bbo.No.3–4,34	2312	*Awng dk*			~~4,34~~	8mo						*Cem*	2SB,*6cf*,GS120,HS4120	~~23 ″ 6~~	
EACL		*1 Dk* (*Stl*) & *Awng dk* (*Stl*)	1531	*withfreeboard* 4,38 ~~4,35~~	4,33		4,38	*Lloyd's*	*sA&CP*					*5 BHto Adk*	Blair&Co,Ld.Stockton	~~s 4 ″ 5½~~	
		2nd dk in holds		~~MS2,37~~	LMC ~~7,34~~			*above*	150° F.	*Cell D B*	*246′559t*			*APT18t*		22 ″ 6	
		Longitudinal framing in DB		*Fitted for oil fuel* 7,22			*F.P.*										
		Now sailing as "TAUSEND"															
71501	**Cabo La Plata**	*ss*Bbo.No.1–37	2002	✝100A1 Bbo		*r*	CL	1908	Greenock& Grangem'th Dckyd.Co.Ld Grngemouth	Ybarra&Co.	265·1 *Boat dk* 50′ FK	38·6	16·0 23·0	Seville Spanish	T3Cy19½″32½″&52½″–36″(*s*) 180lb *100lb* NDB22 187NHP	26 ″ 0 s4 ″11½	
1926		*ss*Bbo.2nd No.3–5,33	1926	*Awng dk*			6,36	11mo						*5 BHCem*	2SB,*4rf*,GS69,HS2980	21 ″ 3	
EACM		*2 Dks* (*M–Stl*)	1323	*withfreeboard* ~~7,06~~	LMC10,37			*Lloyd's*	*sA&CP*	*WB= Cell D Ba*	*86′ uE&B36′ f 106′419t APT18t*				Blair&Co.Ld.Stockton		
		& Awng dk (*Irn–ptws*)		12,38	LS12,35												
		Now sailing as "PLAUSTRA"															
71502	**Cabo Menor**	*ss*Bbo.No.3–2,25	2043	✝100A1 Bcl		*r*	CL	1912	Greenock& Grngemouth Dckyd.Co.Ld Grngemouth	Ybarra&Co.	265·2 B52′ FK	38·5	23·7	Seville Spanish	T.3Cy.19½″,32½″&52½″–36″ 180lb *100lb* (*s*) 188NHP	26 ″ 0 s 4 ″10	
1962		*ss*Bbo.No.2–33	1962	*Awng dk*			8,37	10mo						*5 BHCem*	2SB,*4cf*,GS71,HS3008	21 ″ 6	
EACN		*2 Dks* (*U Stl*) & *Awng dk* (*Irn*)	1251	*withfreeboard* 2,37	MC			*Lloyd's*	*sA&CP*	*WB= Cell D B*	*a88′ uE&B34′ f 106′*			*407t APT32t*	Blair&Co.Ld.Stockton		
				BS3,37	S6,37												
				NO LATER SURVEY REPORTED													
71503	**Cabo Ortegal**		3660	✝100A1 Bbo		*u*	CL	1919	Soc.Anon. Astilleros del Nervion Bilbao	Ybarra&Co.	325·7 P28′B100′F45′ FK	47·1	22·0	Seville Spanish	T.3Cy.24″,40″&65″–45″ (*s*) 180lb 346NHP	24 ″ 10 s3 ″ 11½	
1923		*ss*Bbo.No.3–5,31	2923	5,38 ~~7,35~~			~~4,34~~	12mo						*5 BHCem*	2SB(Spt)&1 Aux.SB,*8cf*, GS164,HS5856	21 ″ 1	
EACP		*ss*Bbo.No.1–35	2296	[illegible]	MC				A&CP	*Cell D B*	*279′ 743t APT98t*				J.G.Kincaid&Co.Ld.Grk.		
		1 Dk (*Stl*) *2nd dk* (*Stl*) *in holds*		[illegible]													
		Now sailing as "LIBERO"															
				NO LATER SURVEY REPORTED													
71504	**Cabo Prior** (*ex*RioTajo–35, *ex*MarTirreno)		3367	✝ ~~3,36~~	Bbo	*u*	CL	1917	CiaEuskal-duna deConst Bilbao	Ybarra&Co.	316·0 B268′623t *FPT*	44·2	26·9 FK	Seville Spanish	T.3Cy.23″,36½″&62″–42″(*s*) 180lb *100lb* 268NHP	29 ″ 7 ~~s 7 ″ 10~~	
1917		*ss*Bcl.No.3–10,28	3175	*Awng dk*			5,36	1mo						*6 BHCem*	2SB,*6cf*,GS104,HS4090	~~23 ″ 1~~	
EAPD		*ss*Bcl.No.1–33	1896	*withfreeboard*				*Lloyd's*	*sA&CP*	*Cell D*				*APT124t*	Cen.Mar.Eng.Wrks.W Hpl		
		1 Dk (*Stl*) & *Awng dk* (*Stl*) *2nd dk in holds*															
				[illegible]													
				NO LATER SURV ET REPORTED													
71505	**Cabo Quilates** Ⓟ		6629	✝100A1 Bbo		*z*	CL	1927	CiaEuskal-duna deConst Bilbao	Ybarra&Co.	397·0 F41′ FK	53·2	31·5	Seville Spanish	Oil Engines 4S.C.SA 6Cy.27 $\frac{3}{16}$″–55½″ 438NHP	34 ″ 0 s8 ″ 7½	
		Oil Eng.	5314	*withfreeboard*			11,36	3mo						*pt Cem*	DB85*lb*	25 ″ 6½	
EACS		*ss*Bbo.No.2–36	3992	11,36				*Lloyd's*	*sA&CP*					*5 BH to C dk*	Maschfbk.Augsburg-Nürnberg,Augsburg		
	Ref.Mchy.	*3 Dks* (*Stl*)		DBS3,36						*Cell D*	*B310′842t APT17t*			2 ,, *2nd* ,,			
	D.F.	*Cruiser Stern*		[illegible] Lloyd's R						*2 Additional B Hfitted in upper 'tween decks*							
		Now sailing as "IBAI"															
				NO LATER SURVEY REPORTED													

1 No. in Book. Official No. Code Letters	2 Steamer's Name. Late Name if any	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned or expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R.
71506 EAHH	**Cabo Quintres** (*ex*Mouro)	*ss*Bbo.No.3–4,28 *ss*Bbo.No.2–36 1*Dk*(*pt*1*rn pt*St) &2*nd Dk*(*Stl*)*in holds* **Now sailing as "BAURDO"**	2905 2382 1639	†100A1 12.36	Bbo	*l*	CL 11.36	1916 8mo	Cia Euskal-duna de Const Bilbao *Lloyd's SA&CP*	Ybarra&Co. *Cell D*	306·0|44·2|21·8 P33′B70′F35′ FK B260′633*t FPT*150*t*	Seville Spanish	T.3Cy.23″,36½″&62″–42″ (*s*) 180lb *100lb* 268NHP 2SB,6*cf*,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	24 ″ 7 s 3 • 8½ 21 ″ 0½	
				LMC BS7,36 MS12,36											
				NO LATER SURVEY REPORTED											
71507 EACT	**Cabo Razo**	*ss*Bbo.No.3–8,38 ~~*ss*Bbo.No.2–36~~ 1*Dk*(*Stl*)2*nd dk*(*Stl*) *in holds* 3*rd dk in holds* **Now sailing as "RAGGIO"**	2879 2384 1663	†100A1 8,38 ~~7,36~~ ~~BS8,37~~ LMC 7,38	Bbo		CL ~~7,36~~ 7,38	1926 3mo	Cia Euskal-duna de Const Bilbao *Lloyd's SA&CP*	Ybarra&Co. *Cell DBa&uE88′f132′*	300·0|43·2|24·7 P30′B78′F30′ FK 1 ,, *to 2nd dk* 465*t APT*148*t*	Seville Spanish	T.3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* 253NHP 2SB,6*cf*,GS180,HS4120 Blair&Co.Ld.Stockton	27 ″ 0 s 4 ″ 1 23 ″ 0½	
71508 EACV	**Cabo Roche** *ss*Bbo.No.1–38	*ss*Bbo.No.3–6,33 1*Dk*(*Stl*)&*Awng dk*(*Stl*) 2*nd dk in holds* *Longitudinal framing in DB* **Now sailing as "GADOFU"**	2776 2312 1531	†100A1 *Awng dk* *withfreeboard* 7,38 ~~7,36~~ LMC6,34 ~~11,36~~ ~~No.1 or 3rd Lloyd's Report~~ *Fitted for oil fuel* 6,22	Bbo BS5,39	*s*	CL ~~6,36~~ 7,38 *F.P. above*	1922 6mo	Soc. Españ-ola de Const. Naval Bilbao *Lloyd's SA&CP*	Ybarra&Co. *Cell DBa&uE88′f132′*	280·0|42·0|24·5 P22′B68′F26′ FK *Cem* 5*BH to A dk* *APT*18*t*	Seville Spanish	T.3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* 253NHP 2SB,6*cf*,GS120,HS4120 Blair&Co.Ld.Stockton	26 ″ 9 ~~s 4 ″ 8½~~ ~~23 ″ 5~~ ~~24 ″ 4½~~ 22 ″ 1	
71509 EADG	**Cabo Sacratif** *ss*Bbo.No.1–37	*ss*Bbo.2*nd*No.3–6,34 2*Dks*(*M Stl*)&*Awng dk*(*l u*) **Now sailing as "ZAFRA"**	2174 2030 1332	†100A1 *Awng dk* *withfreeboard* 4,38 ~~6,36~~ 12,37 ~~BS12,37~~ LMC ~~12,37~~	Bbo BS2,39	*r*	CL ~~9,34~~ 4,38	1909 9mo	Cia Euskal-duna de Const Bilbao *Lloyd's SA&CP*	Ybarra&Co. *Cell DBa82′uE18′f106′*	265·5|38·6|24·0 B56′ FK *Tanks in way of tunnels* 65*1t*	Seville Spanish	T3Cy19½″,32½″&52½″–36″(*s*) 180lb *100lb* 187NHP 2SB,4*rf*,GS70,HS2980 346*t APT*33*t* Blair&Co.Ld.Stockton	26 ″ 3 s 5 ″ 0½ 21 ″ 5	
71510 EAND	**Cabo San Agustin** (P) TwinSc *Oil Eng.* D.F.	2*Dks*(*Stl–Weather dk pt* ws) 3*rd dk*(*Stl*) *in forward holds*	12589 8539 7521	†100A1 *withfreeboard* 6,35 LMC CS8,35 9,34 **NO LATER SURVEY REPORTED**	Gen	/†	OG P7,34 S6,35	1931 9mo	Soc. Españ-ola de Const. Naval Bilbao *Lloyd's SA&CP*	Ybarra&Co. *Cell DB418′1790t*	482·5|63·3|34·3 B270′F54′ FK (3 ,, *to 2nd dk*) *Tanks in way of tunnels* 651*t*	Seville Spanish	Oil Engines 2S.C.DA 14Cy.23⅝″–35 7/16″ 2730NHP 5*BHpt Cem* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	37 ″ 0 s 11 ″ 10 25 ″ 4	†
71511 EALD	**Cabo San Antonio** (P) TwinSc *Oil Eng.* E.S.D. D.F.	*ss*Gen.No.1–34 2*Dks*(*Stl Wthr dk-pt* ws) 3*rd dk*(*Stl*) *in forward holds*	12275 8526 7596	†100A1 *withfreeboard* 1,36 LMC CS2,35 DBS6,35 ~~7,39~~ 2,34	Gen	/†	OG N1,36	1930 4mo	Soc. Españ-ola de Const. Naval Bilbao *Lloyd's SA&CP*	Ybarra&Co. *Cell DB430′14*	482·5|63·4|33·4 B261′F48′ FK *61t Tanks in way of tunnels*600*t*	Seville Spanish	Oil Engines 4S.C.SA 18Cy.28⅜″–55½″ 1392NHP DB *50lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	37 ″ 0 s 11 ″ 10 25 ″ 4	¾
71512 EAPB	**Cabo Silleiro** (*ex*RioMiño–35, *ex*MarMediterraneo)	*ss*Bbo.No.3–6,28 *ss*Bbo.No.2–37 1*Dk*(*pt*1*rn pt*St)2*nd dk*(*Stl*)*in holds* **Now sailing as "ROOSILE"**	2896 2378 1657	†100A1 ~~10,37~~ 12,38 MC ~~BS2,376,3~~ MS7,37	Bbo	*l*	CL 5,37	1915 5mo	Cia Euskal-duna de Const Bilbao *Lloyd's SA&CP*	Ybarra&Co. *Cell DBa* 102′ *uE20′f* 120′	306·0|44·2|21·8 P33′B70′F35′ FK 633*t FPT*150*t*	Seville Spanish	T.3Cy.23″,36½″&62″–42″ (*s*) 180lb *100lb* 268NHP 2SB,6*cf*,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	24 ″ 7 s 3 ″ 8½ 21 ″ 0½	
71513 EACZ	**Cabo Toriñana** Wireless	*ss*Bbo.2*nd*No.3–7,28 2*Dks*(1*Stl*)&*Awng dk*(*l r u*)	1506 1471 799	†100A1 *Awng dk* *withfreeboard* 2,30 BS10,30 LMC7,28 **NO LATER SURVEY REPORTED**	Bbo	*o*	CL 4,30	1903 11mo	Grngem'th &Greenock Dockyard Co. Grngemouth *Lloyd's SA&CP*	Ybarra&Co. *Cell DBa* 61′	236·9|34·6|14·8 22·6 B52′ BK8¼″ *WB*=	Seville Spanish	T.3Cy18″,29½″&48½″–33″(*s*) 160lb *80lb* 133NHP 2SB,4*rf*,GS53,HS1952 Blair&Co.Ld.Stockton *uE&fB33′f*94′318*t APT*11*t*	24 ″ 10 s 5 • 2 20 ″ 6	
71514 EADA	**Cabo Tres Forcas** Sunk in port by aircraft 2,38	*ss*Bbo.No.3 6.26 *ss*Bbo.No.2–34 2*Dks*(1*Stl*)&*Awng dk*(*l r u*)	2265 2135 1600	†~~100A1~~ *Awng dk* *withfreeboard* 9,37 LMC ~~Wood~~	Bel	*r*	CL 6,37	1914 1mo	Cia Euskal-duna de Const Bilbao *Lloyd's SA&CP*	Ybarra&Co. *Cell DBa*	273·5|38·7|24·1 B *on Awng dk*56′ FK 110′*uE*18′*f*86′366*t*	Seville Spanish	T.3Cy.19½″,32½″&52½″–36″ 180lb *100lb* (*s*) 188NH 2SB,4*cf*,GS71,HS3008 Blair&Co.Ld.Stockton	26 ″ 4 ~~s 5 • 0~~ ~~24 ″ 0~~	
71515 CSAK	**Cabo Verde** (P) (*ex*SaoThiago. *ex*Santa Barbara)	1*Dk*	4696 3398 2950					1908	Akt.Ges. "Neptun" Rostock	Cia.Nacional de Nav.	353·2|50·2|23·4 P24′B216′F43′	Lisbon Portuguese	T.3Cy.22 1/16″,36⅝″&60½″–41⅜″ 231NHP *WB* A.G "Neptun," Rostock		
71516 EADB	**Cabo Villano** (*ex*Waltraud–38, *ex*Contra–38,*ex*Cabo Villano–36)	2*Dks*(*Stl*)&3*rd dk*(*Stl*)*in holds*& *ss*Bbo.No.3–6,32 *Web frames* *ss*Hain.No.1–38 *Longitudinal framing* ~~Now registered as German and sailing as "WALTRAUD," which see~~	4232 ~~2393~~ 4045 2598	†100A1 ~~*withfreeboard*~~ ~~7,35 7,36~~ LMC11,36 6,38 ~~BS12,37~~ 12,38 *Fitted for oil fuel* 8,20	Bbo	*r*	CL 11,36 *F.P. above*	1920 8mo	Echevar-rieta y Larrinaga Cadiz *Lloyd's SA&CP*	Ybarra&Co. *Cell DB284′870t FPT*163*t*	330·1|47·9|31·0 341·3(o.l.) 23·5 FK 50° F.	Seville Spanish	T.3Cy.25″,41″&68″–45″ (*s*) 180lb *100lb* 417NHP 2SB(Spt),8*cf*,GS147, HS6050 FD J.G.Kincaid&Co.Ld.Grk.	33 ″ 5 ~~37 ″ 10~~ ~~30 ″ 11~~ 37 ″ 3½ 26 ″ 4	
71517 133 IBOF	**Caboto** (*ex*WarCelt)	*ss*Ven.No.3–12,32 *ss*Tri.No.1–37 ~~1*Dk*(*Stl*)~~ D.F. 1*Dk*&2*nd dk in Nos.*1&2 *holds*	5225 4878 3147	†100A1 9,38~~,38~~ ~~BS7,36~~ LMC3,37 2,39	Gen Tri	*y*	CL 3.37	1919 2mo	W.Hamil-ton&Co.Ld Port Glasgow *Lloyd's SA&CP*	LloydTriestino Soc.Anon.diNav.	400·5|52·3|28·5 P49′B118′F39′ FK *Cell DB*34	Venice Italian	T.3Cy.27½″,44″&73″–48″ 180lb (*s*) 517NH 3SB,9*cf*,GS190,HS7668 FI Caird&Co.Ld.Greenock 28′1182*t FPT*120*t APT*176*t*	31 ″ 0 s 5 ″ 11 25 ″ 3½	
71518 FOMN	**Cabourg** (*ex*SierraMadre. *ex*War Dove) *Well deck*	1*Dk*	2423 — 1263	…				1918	S.P.Austin &Son,Ld. Sunderland	Soc.Maritime Nationale	285·9|41·9|18·9 P25′Q72′B66′F32′ FK	Havre French	T.3Cy.25″,41″&68″–45″ 410NH *WB* CenMarEngWksLd.WHp	21 ″ 2	V †
71519 201058 WADK	**Cabrillo** (P) Wood Wireless	1*Dk*	611 — 387					1904	W.Muller San Pedro,Ca	Wilmington Transportation Co	182·0|32·0|13·5	Los An-geles,Cal. Utd. States	T.4Cy 18½″,32″&(2)38″–26″ 147NH Utd.Eng.Works,SanFsco.		
71520	**Cachoeira** (P) TwinSc 1*Dk*		*317* *231* *165*					1914	Murdoch & Murray,Ld. Pt.Glasgow	Cia.deNav. Bahiana	135·0|25·1| 9·6	Bahia Brazilian	C.4Cy.12″&24″–18″ 40NH J.G.Kincaid&Co.Ld.Grk.		
71521 217145 WQOR	**Cacique** (*ex*NosaChief–35, *ex*Garfield) D.F.	*ss*N.Os.No.3–2,31 *ss*N.Yk.No.1–35 1*Dk*(*Stl*)	2718 2355 1538	†100A1 2,38 LMC MS11,34 ~~BS8,37~~ 7,38 *Fitted for oil fuel* 5,20	N Yk	*l*	CL 2,38 A&CP *F.P. above*	1918 10mo	Bethlehem S.B.Corp.Ld. Elizabeth-port,N.J. 50° F.	GraceLineInc.	300·0|45·2|22·8 P24′B96′F39′ FK *Cell DB*240′572*t FPT* 400*t APT*70*t*	New York Utd. States	T.3Cy.21½″,35″&58″–42″(*s*) 190lb 341NH 2SB,8*cf*,GS133,HS5256 FI BethlehemS.B.Corp,Ld Elizabethport,N.J.	25 ″ 3	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. — *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si on est dans le L. R. Duke. Corr. Roff Tests.
71522 247 IKZY	**Cadamosto** (*ex*Dictator–32) 1 *Dk*		1010 874 595					1905	Stavanger Stöberi&Dok Stavanger	SalvagnoAnon. Nav.	242·1 | 33·1 | 15·1 P11*t*H46*t*F30*t*			Venice Italian *WB*	T 3Cy.17″,28″&47″–33″ 127NHP StavangerStöberi&Dok		I
71523 217153 WLOO	**Cadaretta** *Fitted for oil fuel* 1 *Dk*		2648 — 1621					1918	Albina E.&M.Wrks Astoria,Or.	W.H.Wood	289·0 | 44·1 | 19·2			S.Frncisco Utd. States	T.3Cy.22⅝″,36½″&60½″–42″ AlbinaEng.& Mach.Wks.Astoria,Or.		R
71524 140703 GQDX	**Cadillac** *ss*Nwc.No.3–5,30 *ss*Nwc.No.2–38 ~~*ss*Nwc.No.1–34~~ *Mchy.Aft* 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*)& **E.S.D.** *Web frames* *Longitudinal framing* **D.F.** *Tonnage opening closed 1917*		~~12076~~ ~~9024~~ 7418 12062 9024 7886	✠100A1 *Shelter dk with freeboard* ~~8,37~~ 4,38 ~~BS8,37~~ ~~BS11,36~~ ✠LMC 6,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12, 17	Nwc	*g* †	CL 8,37 *F.P. above*	1917 12mo	Palmers' Co.Ld. Newcastle *Lloyd's*	Anglo-American OilCo.Ld. (F.J.Wolfe, *Mgr.*) *Midship portion*	530·2 | 66·3 | 33·8 FK *Cell D Bu E & B* 91′ (cargo tanks) renewed 1930			Newcastle British 23 *B Ipt Cem* 353*t DT* 149′	Q4Cy.28½″,41″,58″&84″–54″ 220lb (*s*) 793NHP 4SB(Spt),*16cf*,GS296, RS11392 FD Palmers'Co.Ld.Newcastle 910*t FPT* 203*t APT* 141*t*	42 ″ 1 s12 ″2½ 30 ″ 2½	
71525 117134 KFNN	— (*ex*SteelKing) **D.F.** *Mchy.Aft* 1 *Dk*2*tr B*		3586 — 2855					1902	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo. *Mgrs*)	380·0 | 50·0 | 24·0 *WB*			Wilmgton (Del.) Utd. States	T.3Cy.22″,35″&58″–40″ 231NHP AmericanS.B.Co.Clevelnd.		R
71526	**Cadiz** *For particulars see* "Janu"																
71527 LCGC	**Cadmus** *Fitted for oil fuel* 3 *Dks*		1855 1013 1066					1926	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/S Bananfart (L.Harboe-Jensen &Co. *Mgrs.*)	267·3 | 39·2 | 22·0 P63*t*H150*t*F44*t*			Oslo Norwegian *WB*	T.3Cy 22½″,36½″&61″–39″ 232NHP KjbnhvnsFlydk.&Skbsv.		N
71528 149447 GKBD	**Caduceus** *ss*Bry.No.2–36 **D.F.** 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)		4364 1105 2645	✠100A1 *with freeboard* 11,38 ~~9,38~~ ✠LE MS12,35 BS ~~7,37~~ 9,38	Cff	*z*	CL 2,38	1927 11mo	Wm.Dobson&Co. Newcastle *Lloyd's*	HallBros.S.S.Co. Ld.(HallBros. *Mgrs.*) *Cell D B* 348′ 1188*t*	400·4 | 53·0 | 25·3 412·2(O.L.) F39′ FK *FPT* 120*t APT* 198*t*			Newcastle British 6 *B H Cem* (*Coll to Sh dk* 5 „ 2*nd* „	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 410NHP 3SB(Spt)*9cf*,GS178,HS6900 N.E.MarineEngCoLd Nwc	27 ″ 10 s 3 ″ 3 24 ″ 10	
71529 2159 IBPF	**Caffaro** *Fitted for oil fuel* **D.F.** 3 *Dks*		6476 4703 3908					1924	Soc.Anon. Ansaldo SestriP'nente	LloydTriestino Soc.Anon.diNav.	408·8 | 53·7 | 28·2 B90′			Genoa Italian *WB*	3 Steam Turbines DR geared to 1 Sc. Shaft Soc.Anon.Ansaldo, Sampierdarena		I
71530 28 IBQF	**Cagliari** Ⓟ **D.F.** 2 *Dks*&*Shade dk*3*tr B*		2322 2068 1408					1907	N.Odero fu A.&Co. SestriP'nente	"Tirrenia" Soc. Anon.diNav.	300·5 | 38·5 | 17·2 P15′B122′			Palermo Italian *WB*	T.3Cy.19⅜″,32⅛″&55⅛″–39⅜″ 190NHP N.Odero fu A.&Co.		I
71531 TWBX	**Caïd Fasi** (*ex*Rebia,*ex*Wyoming) *Well deck* 1 *Dk*		598 469 350			…		1907	R.Thompson&Sons,Ld Sunderland	Uniond'Entreprises Marocaines (Cie.Orano Marocaine, *Mgrs.*)	176·0 | 29·8 | 13·0 Q85′B17′F23′			Kénitra Moroccan *WB*	T.3Cy.15½″,25″&41″–27″ Richardsons, Westgarth&Co.Ld.Mdb.	13 ″ 0 87NHP	V †
71532 TWCF	**Caïd Hassan** **Iron&Steel** (*ex*LaCorse,*ex*Hermes,*ex*Loukkos, *ex*Olive) 1 *Dk Irn framing Stl plating*		477 434 248			…		1893	W.Harkess &Son Middlesbro'	Union d'Entreprises Marocaines (Cie.Orano Marocaine, *Mgrs.*)	173·1 | 26·6 | 11·9 P23′F21′ FK			Port Lyautey Moroccan *WB*	T.3Cy.15½″,25″&41″–27″ 92NHP Wstgrth,English&Co.Mdb.	12 ″ 9	V †
71533 149412 GMKR	**Cairnesk** *ss*Lth.No.2–35 *Ref.Mchy.* 2 *Dks*(*Stl*)& **D.F.** *Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*		5007 4487 3015	✠100A1 *with freeboard* 12,37 ✠LMC MS5,35 BS12,37 ✠Lloyd's RMC ~~1,39~~	Lth	*z*	CL ~~8,38~~ 8,39	1926 7mo	W.Pickersgill&Sons,Ld Sunderland *Lloyd's*	CairnLine of Stmships,Ld.(Cairns, Noble&Co. *Mgrs.*) *Cell D B* 343′ 1331*t* *DTa* 34′ 863*t*	401·8 | 55·3 | 26·3 418·8(O.L.) F49′ FK *FPT* 107*t APT* 152*t*			Newcastle British 7 *B H Cem* (*Coll to Sh dk* 5 „ 2*nd* „ 1 „ 3*rd* „)	3 Steam Turbines DR geared to 1 Sc. Shaft 180lb (*s*) 530NHP 3SB(Spt)*9cf*,GS150,HS6645 ParsonsMarineSteam TurbineCo.Ld.Nwc.	28 ″ 9 s 3 ″ 3¾ 25 ″ 8	
71534 149417 GBKQ	**Cairnglen** *ss*Shl.No.2–34 *Ref.Mchy.* 2 *Dks*(*Stl*)& **D.F.** *Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*		5019 4493 3024	✠100A1 *with freeboard* 8,37 MS5,~~35~~ BS9,~~36~~ ~~BS8,37~~ ✠LMC~~8,38~~ ✠Lloyd's RMC ~~5,38~~	Lth	*z*	CL ~~8,37~~ 4,39	1926 9mo	W.Pickersgill&Sons,Ld Sunderland *Lloyd's*	CairnLine of Stmships,Ld.(Cairns, Noble&Co. *Mgrs.*) *Cell D B* 343′ 1331*t*	401·8 | 55·3 | 26·3 418·8(O.L.) F46′ FK *DTa* 34′ 863*t* *FPT* 107*t APT* 152*t*			Newcastle British *B H Cem* (*Coll to Sh dk* 5 „ 2*nd* „ 1 „ 3*rd* „)	3 Steam Turbines DR geared to 1 Sc. Shaft 180lb (*s*) 530NHP 3SB(Spt)*9cf*,GS150,HS6645 ParsonsMarineSteam TurbineCo.Ld.Nwc.	28 ″ 9 s 3 ″ 3½ 25 ″ 8	
71535 165950 MMXK	**Cairngorm** *Oil Eng.* 1 *Dk* *Mchy.Aft* *Cruiser Stern*		~~300~~ 394 261 203	✠100A1 ~~5,39~~ (*Class Cont. suspended*)	Rot Bwg	*f*		1938 9mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd's*	~~W. Robertson~~ Wm.Robertson	140·0 | 25·5 | 9·2 145·8(O.L.) P37 Q52′F16′ FK *Cell D B* 81′ 92*t F T* 18*t APT* 19*t*			Glasgow British 3 *B H Cem*	Oil Engines 4S.CSA. 8Cy.11″–17½″ ~~(Coll H P~~ 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 6 s 3 ″ 3 11 ″ 5½	
71536 140707 GQKL	**Cairnmona** *ss*Lth.No.2–39 *ss*Lth.No.3–4,30 ~~*ss*Nwc.No.1–35~~ *Ref.Mchy.* 2 *Dks*(*Stl*)& **D.F.** *Shelter dk*(*Stl*)		4666 4223 2806	✠100A1 *Shelter dk* *with freeboard* 2,~~39~~ ~~BS8,39~~ BS10,37 ✠LMC~~8,38~~ ✠Lloyd's RMC ~~4,38~~ 1,38	Liv Lth	*y* *y*	CL 4,37	1918 3mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's*	CairnLine of Stmships,Ld. (Cairns, Noble&Co. *Mgrs.*) *Cell D B* 341′ 1160*t* *FPT* 1	390·2 | 53·1 | 33·7 FK			Newcastle British 6 *B H Cem* 02*t AP T* 164*t*	T.3Cy.28″,46″&75″–51″ (*s*) 180lb 550NHP 3SB,*9cf*,GS184,HS8033 FD Blair&Co.Ld.Stockton	27 ″ 9 s 3 ″ 0½ 25 ″ 0	
71537 145449 GFYX	**Cairnross** *ss*Lth.No.1–38 *ss*Lth.No.3–2,34 *Ref.Mchy.* 2 *Dks*(*Stl*)& **D.F.** *Shelter dk*(*Stl*)		5494 4926 3316	✠100A1 *Shelter dk* *with freeboard* 5,38 ~~5,37~~ ✠LMC MS~~6,345~~,38 BS~~9,37~~ 12,38 ✠Lloyd's RMC ~~4,38~~ 3,38 *Fitted for oil fuel* 6, 21	Lth	*a* †	CL ~~NO,36~~ 4,38 *F.P. above*	1921 6mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's*	CairnLine of Stmships,Ld. (Cairns, Noble&Co. *Mgrs.*) *Cell D B* 366′ 1301*t D*	425·0 | 55·0 | 26·6 437·7(O.L.) F49′ *on Shelter dk* *Collision* FK *Ta* 26 959*t FPT* 185*t*			Newcastle British *Cem* *B H to Sh dk* 7 „ „ *U* „ *APT* 81*t*	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb 622NHP 3SB(Spt),*9cf*,HS7863 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	29 ″ 0 s 3 ″ 6½ 25 ″ 8½	
71538 140718 GQKM	**Cairnvalona** *ss*Lth.No.3–3,30 *Ref.Mchy.* *ss*Lth.No.2–38 **D.F.** 2 *Dks*(*Stl*)& *Shelter dk*(*Stl*)		4929 4487 2971	✠100A1 *Shelter dk* *with freeboard* 2,38 ~~BS6,37~~ 7,38 ✠MC MS2,38 ✠Lloyd's RM~~12,37~~ 12,37 ~~7,38~~	Lth	*z*	CL 2,38	1918 8mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's*	CairnLine of Stmships,Ld.(Cairns, Noble&Co. *Mgrs.*) *Cell D B* 365′ 1250*t*	415·2 | 53·1 | 25·2 430·0(O.L.) FK *Coll* *FPT* 108*t APT* 155*t*			Newcastle British *Cem* *B H to Sh dk* 5 „ „ *U* „ „ „ 2*nd* „	T.3Cy.28″,46″&75″–51″ (*s*) 180lb 550NHP 3SB,*9cf*,GS184,HS8033 FD Blair&Co.Ld.Stockton	27 ″ 9 s 3 ″ 2½ 24 ″ 10 *only*	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned or Continued. Equipment Letter.	7a Date when last built shelter deck.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of H.of Trade Cert.
71539	**Cairo**	4778					1936	Frd.Krupp Germaniawft A.G. Kiel	Atlas-Levante Linie A.G.	408·5	56·6	21·4	Bremen German	Oil Engines 2S.C.SA 7Cy.25⅛"–49⅛" 796NHP		G
		3707														
DORS	D.F. E.S.D. 2 *Dks* *Cruiser Stern*	2741								F25′			*WB*	Fr.KruppGermaniawftAG		
71540	**Cairo City** (ex Iphigenia-33, ex Elmina, ex Albertville) *Fitted for oil fuel* 2 *Dks*§ *Shelter dk*	4792					1906	A.Stephen &Sons,Ld. Glasgow	Fenton S.S.Co.Ld.	380·4	47·4	22·9	London British	T.3Cy.29",46"&77"–51" 424NHP		V
129183		4249											*WB*	A.Stephen&Sons,Ld.Gls.		
GQCL		2997														
71541	**Caithness**	4970	✠100A1 *with freeboard*	Nwe		CL	1935	W.Doxford &Sons.Ld. Sunderland	B.J.Sutherland& Co.Ld.	412·2	54·2	26·1	Newcastle British	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 388NHP	28 " 8	
161689	*Oil Engs*	4580		Nprt		11,38	11mo							2DR *120lb*	s 3 " 4½	
GYPJ	D.F. 1 *Dk*§ *Shelter dk* *Cruiser Stern*	3026	6,38 11,38	LMC11,35 LMC(M)1,38			*Lloyd's*			FK			7 *BHpt Cem* (*Coll to Sh d* 6 " *2nd* ")	W.Doxford&Sons,Ld.Sld.	25 " 6½	
										Cell D B 346′ 1174*t*			*sA&CP*	*MT* 1236*t APT* 191*t*		
71542	**Calabar** (P)	1932					1935	Harland& Wolff,Ld. Belfast	Elder Dempster Lines,Ld.	249·4	41·2	16·3	Lagos British	Oil Engines 2S.C SA 5Cy.19⅜"–35⅜" 404NHP		C
164265	*Oil Engs*	1270								P39′ B96′ F35′			*WB*	Harland&Wolff.Ld.Bel		
VRXC	*Cruiser Stern* 1 *Dk*	1097														
71543	**Calabria** (P) (ex Werra-35) TwinSc *Corrugated sides*	9515					1922	Akt.Ges. "Weser" Bremen	Lloyd Triestino Soc.Anon.di Nav.	479·7	57·6	31·2	Genoa Italian	T6Cy.24¾",40⅛"&66⅜"–47" 604NHP		I
2050		6441								458·7	62·3	30·8				
IBCF	Sub.Sig. 3 *Dks*	5572								P146′ F44′			*WB*	Akt.Ges."Weser," Bremen		
71544	—	*1277*	✠100A1 *Shelter dk* *with freeboard*	Skm	*p*	OG	1916	Oskrshmns Mov.Aktieb. Oskarshamn	Rederiaktieb Svenska Lloyd (K.R.Bökman. *Mgr.*)	236·2	37·7	24·0	Gothenbrg Swedish	T3Cy.19⅜",31½"&51½"–33" 185lb (*s*) 204NHP	17 " 9	
5803	*ss* Abg.No.3-10,29	*1097*		MS4,32		8,35 4,38	6mo					16·0			s " 2	
SMVA	*ss* Sbg.No 2–38	*709*	1,38	LMC			*Lloyd's*			FK			4 *BHCem*	2SB(Spt),*6cf*,GS87,HS3636	17 " 9	
	Wireless D.F. 1 *Dk*(*Stl*)§ *Shelter dk*(*Stl*)		11,38	BS11,37						*Cell D B* 203′ 347*t*			*sA&CP*	22*t APT* 21*t*		
			MS11,35											Oskarshamns M.V.Aktieb.		
71545	**Calafatis** (ex Syria, ex War Syren)	4443	✠100A1 3,38	Liv	*x*	CL	1917	Uraga Dock Co.Ld. Uraga	*Exors of the late* C.D.Calafatis (Petros M.Nomikos Ld. *Mgrs.*)	360·0	51·0	24·6	Syra Greek	T3Cy.24¼",40½"&67"–48"(*s*) 180lb 378NHP	28 " 3	
200	*ss* Bdx.No 3-4,30	4091				1,38	8mo								s 5 " 5⅜	
SWGU	*ss* Pir.No.1–33 2 *Dks*(*Stl*)	2831		LMC12,38						P33′ B91′ F33′		FK	6 *BHCem*	SSB,*9cf*,GS180,HS6382	23 " 0	
			MS4,34	BS8,37						*Cell D B* 291′ 934*t*			113*t APT* 53*t*	Uraga Dock Co.Ld. Uraga		
71546	**Calamares** TwinSc *Fitted for oil fuel*	7233					1913	Workman, Clark&Co.Ld Belfast	United Fruit S.S. Corp.(United Fruit Co. *Mgrs.*)	470·4	55·3	30·8	New York Utd. States	Q8Cy23½"33½"47½"&68"–45" 620NHP		C
212654		5891								P48′ B245′ F47′						
KDAW	*Ref.Mchy.* Sub.Sig. 2 *Dks*§ *2pt Dks* D.F. GyC. E.S.D.	3811											*WB*	Workman,Clark&Co.Ld.		
71547	**Calcaria** 3Mst	569				...	1910	R.William-son&Son Workington	Calcaria (Bristol) Ld.(Alfred J. Smith,Ld.)	164·8	26·6	11·0	Workngtn British	T.3Cy.13",21½"&35"–27" 88RHP	13 " 2	C †
128969		389								Q95′ B11′ F21′						
MDKT	*Mchy.Aft* *Well deck* 1 *Dk*	224										FK	*WB*	Ross&Duncan,Glasgow		
71548	**Calchas** (P) TwinSc	10305					1921	Workman, Clark&Co.Ld Belfast	Ocean S.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	490·8	62·4	39·6	Liverpool British	2SteamTurbinesDRgeared to2Sc.Shafts NE29		BT till 5,34 6,39
143742		9303								P67′ B121′ F58′			*WB*	Cammell Laird&Co.Bkn		
GDPT	*Ref.Mchy.* D.F. 3 *Dks*	6329														
71549	**Calcite**	3996					1912	Detroit S.B.Co. Wyandotte	Bradley Transptn. Co.	416·0	54·2	29·0	Rogers City,Mich. Utd. States	Q.4Cy.19",27½",40"&58"–42" 218NHP		R
209763	(*Self-Unloader*)	—								F49′			*WB*	DetroitSB Co Detroit Mich.		
KDZN	*Mchy.Aft* D.F. GyC. 1 *Dk*	2459														
71550	**Calcium**	613	✠100A1	Bkn	*i*	CL	1918	G.Brown& Co. Greenock	I.C.I.(Alkali)Ld.	180·4	28·1	10·8	Liverpool British	T.3Cy.15",25"&40"–27" (*s*) 180lb 81RHP	12 " 9	
140563	Wireless *ss* Liv.No.2–3,30	448	2,38			2,37	3mo			187·2(O.L.)					s 1 " 3½	
MJBD	*Mchy.Aft* *Well deck* *Cargo battens not fitted* 1 *Dk*(*Stl*)	280		LMC		1,38 2,39				R9′ Q52′ F27′		FK	3 *BHCem*	1SB,*3cf*,GS67,HS1798 McKie& Baxter,Glasgow	11 " 7	
	ss Bkn.No.2–38		MS1,34, 9	BS3,36			*Lloyd's*		*Cell D B* 105 162′				*sA&CP*	*FPT* 62*t APT* 38*t*		
71551	**Calcutta Maru**	5339				...	1917	Mitsu Bishi Dkyd&EWks Nagasaki	Nippon Yusen K.K.	400·0	54·5	30·0	Tokyo Japanese	T.3Cy.26½",44½"&75"–48" 490NHP	30 " 0	C †
20373		4826								P39′ B121′ F40′						
JBCD	2 *Dks*	3214										FK	*WB*	Mitsu Bishi D.&E.Wks.Nag.		
71552	**Caldare** TwinSc	760	✠100A1	Syd	*j*	CL	1930	J.Lewis& Sons,Ld. Aberdeen	Australian Steam-ships Proprietary, Ld.(*Man. Agents*, Howard Smith Ld.)	165·5	36·6	11·2	Sydny NSW British	T.6Cy.12".21"&34"–24" (*s*) 180lb 175NHP	13 " 3	
140618	*ss* Syd.No1–36	551	8,38			12,36	12mo								s 1 " 4½	
VJGV	*Mchy.Aft* 1 *Dk*(*Stl*) Wireless *Cruiser Stern*	281	BS1,38 1,39	LMC11,34			*Lloyd's*			P35′ F32′		FK	4 *BHCem*	2SB,*4cf*,GS83,HS3406 J Lewis&Sons,Ld.Abn.	12 " 0½	
										Cell D Bu E7 f 86′ 1			*sA&CP*	66*t DT f* 13′ 65*t FPT* 44*t APT* 48*t*		
71553	**Caldea**	2703					1927	Cant.San Rocco S.A. San Rocco	"Adriatica" Soc. Anon.di Nav.	308·2	41·8	20·2	Genoa Italian	Oil Engines 4S.C.SA 6Cy.24½"–43⅛" 357NHP		I
2162	*Oil Engs*	1863								P&B185′ F35′			*WB*	Stabilimento Tecnico,Tri.		
IBTI	D.F. 2 *Dks*	1622														
71554	**Calderon**	1374					1919	Caledon SB &E.Co.Ld. Dundee	Mac Andrews& Co. Ld.	270·6	38·1	16·2	London British	T.3Cy.21",34"&56"–39" 277NHP		C
143442		1094								-			*WB*	Caledon S.B.&E.Co.Ld.		
GBWZ	Wireless D.F. 1 *Dk*§ *Shelter dk* 2 *tr Bs*	540														
71555	**Caledon**	1083	✠100A1 6,38 6,37	Syd	*m*	CL	1927	Burntisland 7mo	Australian Steam-ships Proprietary, Ld.(*Man. Agents*, Howard Smith Ld.)	215·3	32·4	13·3	Sydny NSW British	T.3Cy.16",26"&43"–33" (*s*) 180lb 154NHP	15 " 6	
155314	*ss* Syd.No.2–35	739				6,37 9,38		S.B.Co.Ld. Burntisland		223·5(O.L.)					s 4 " 6	
VJGX	*Well deck* 1 *Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	582					*Lloyd's*			B11′ Q132′ F28′		FK	3 *BHCem*	2SB,*4cf*,GS67,HS2904 D.Rowan&Co.Ld.Glasgow	14 " 9	
			MS10.35	BS[illegible] 1,38						*Cell D Bu B* 6 *f* 152′ 232*t FPT* 70*t APT* 53*t*						
71556	**Caledonia** (P) TwinSc	17046					1925	A.Stephen &Sons,Ld. Glasgow	Anchor Line Ld.	553·0	70·4	38·7	Glasgow British	6SteamTurbinesDRgeared to2Sc.Shafts		C BT till 1,39
148878	*Fitted for oil fuel*	12105								B&F455′			*WB*	A.Stephen&Sons,Ld.Gls.		
GFJY	*Ref.Mchy.* E.S.D. 4 *Dks* D.F. Sub.Sig. GyC. *Cruiser Stern*	10036														
71557	—	9892					1936	Deutsche Werft A G Bet Finkenwrder Hamburg	Lorentzen'sSkibs. A/S(Lorentzen's Rederi Co. *Mgrs.*)	492·9	66·1	36·4	Oslo Norwegian	Oil Engines 2S.C.DA 6Cy.23⅝"–43⅛" 1165NHP		N
	D.F. *Oil Engs.*	9190								P130′ F75′			*WB*	Allgemeine Elec Ges. Berlin		
LJCO	*Mchy.Aft* *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk*	5901														
71558	—	*1268*	✠100A1 *Shelter dk* *with freeboard*	Got Skm	*p*	OG	1913	Oskrshmns M.V.Aktieb. Oskarshamn	Rederiaktieb. Svenska Lloyd(K. R.Bökman, *Mgr.*)	227·7	36·7	16·0	Gothenbrg Swedish	T3Cy.19",31½"&51½"–33"(*s*) 185lb 204NHP	18 " 0	
5545	(ex Orvar)	*1061*				9,37 9,38	12mo			240·0(O.L.)					s 3½	
SMRA	Wireless *ss* Sbg.No.2–04 1 *Dk*(*Stl*)§ *Shelter dk*(*Stl*)	*663*	9,38 9,37	LMC			*Lloyd's*			B on *Shelter dk* 30′ H105*t*		FK	4 *BHCem*	2SB(Spt).*6cf*,GS87,HS3636 Oskarshamns M.V.Aktieb.	17 " 10½	
			MS6,33	BS3,35					*Cell D Ba* 66′ *u E*§					*B* 33′ *f* 93′ 346*t FPT* 37*t AP T* 33*t*		
71559	— (P) Pad	624					1934	W.Denny &Bros.Ld. Dumbarton	~~London, Midland & Scottish Rly.~~ (~~London & North Eastern~~ Pacific Co.Ld.	223·6	30·1	9·4	Glasgow British	T.3Cy.20",31½"&50"–60" 193NHP		BT till 3,39
161981		437								Q14′ B114′						
	Cruiser Stern 2 *Dks*	282											*WB*	W.Denny&Bros.Ld.Dmb		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où coté, si ce n'est dans le L. R. Date de Cert. Tonn.
71560 160195 GBNR	**Caledonian Monarch** D.F. E.S.D.	1 *Dk*	5851 5441 3646	✠100A1 12,38	Hfx		CL S5,37 PN5,37	1928	Napier& Miller,Ld. Glasgow	MonarchS.S.Co. Ld.(Raeburn& Vérel,Ld. *Mgrs.*)	430·6|56·2|28·0 P49′B131′F45′			Glasgow British *WB*	Q.4Cy.25″,35½″,51″&72″–51″ 370NHP J.Brown&Co.Ld.Glasgow		C
71561	**Caledonien** (P) *Ref.Mchy.*	2 *Dks&pt.dk* *Oil Eng. Cruiser Stern*	7960					1938 1939	Soc.Provençale de Cnst.Nav. LaCiotat	Cie Générale Transatlantique	469·2|61·8|38·8 P49′B164′F42′			Havre French *WB*	Oil Engines 2S.C.SA 10Cy.28⅜″–49-⅜/16″ 1310NHP Cie.deConstr.Mecaniques Sulzer,St.Denis		
71562 112205 CYMS	**Calgarian** (*ex*Glenellah) *Mchy.Aft*	2 *Dks*	2272 2041 1454					1905	CaledonS. B.&E.Co.Ld. Dundee	CanadaSteamship Lines,Ld.	250·0|43·2|23·5 F37′			Hamiltn,O British *WB*	T.3Cy.19½″,33″&54″–36″ 175NHP CaledonSB.&E.Co.Ld.Dun		C
71563 160725 VGCB	**Calgarolite** TwinSc *Oil Eng.* D.F. *Mchy.Aft* ssHfx.No.2–37 GyC. 2 *Dks(Stl)&Web frames* *Cruiser Stern* *Longitudinal framing–bracketless system*		1194 11333 6270	✠100A1 12,38 Hfx CS… 3,36 *Carrying Petroleum in bulk*	NYk	*h*†	CL S5,37 PN5,37	1929 7mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP*	ImperialOil ShippingCo.Ld. (H.J.Rahlves, *Mgr.*) *Cell D Bu E* 65′163t *DT* f44′1314t *FP*	521·5|70·4|38·7 542·0(O.L.) B37′F41′ *After* B37′ FK *T* 245t *A* PT 196t 4		Montreal British *WB* 17 *B Hpt Cem pt Asp B Hto 2nd dk*	Oil Engines 2S.C.SA 12Cy.26¾″–51-¾/16″ 1496NHP 2DB(WT) *270lb* Frd.KruppA.G.Kiel	38 ″ 9 s8 ″ 8½ 30 ″ 4½	
71564 143707 GFJT	**Calgary** ssAnt.No.1–38 ssP.Nl.No.3–4,38 D.F. *Ref.Mchy.*	2 *Dks(Stl)*	7206 6582 4486	✠100A1 5,38 BS11,37	PNl Ant LMC MS5,36	*h*†	CL 4,38	1921 2mo	J.Brown& Co.Ld. Clydebank *Lloyd'sA&CP*	ElderDempster Lines,Ld. *Cell D B* 378′1299t *FP*	440·1|59·2|31·1 P37′B188′F49′ *T* 142t *A* PT 140t FK		Liverpool British 7 *B H Cem*	3 Steam Turbines DR geared to 1 Screw Shaft (*s*) 2150lb 667NHP 4SB,12*cf*,GS199,HS9035 FD J.Brown&Co.Ld.Clydebnk	33″11 s 7 ″ 3½ 26 ″ 9⅜	
71565 Wrecked 7,38	**Cali** (*ex*Fredenhagen) Wireless	1 *Dk*	1023 710 616					1915	Schiffsw.v. H.KochA.G. Lübeck	Fontbona y Cordero,Ltda.	216·5|32·9|13·0 P114′F27′			Valparaiso Chilian *WB*	T3Cy17⅜″,29½″&45⅞″–29½″ 113NHP OttensenerMaschf.Altona		G
71566 215976 WQBR	**Caliche** (*ex*ChestnutHill) *Mchy.Aft*	2 *Dks&Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	4767 4449 2923					1918	Pennsylvania S.B.Co. Gloucester, N.J.	AmericanPetroleumTransp.Corp.	364·9|51·0|29·5 P95′B34′F31′ FK			NewYork Utd.States *WB*	Oil Engines 4S.C.SA 4Cy.29″–48″ NE28 326NHP McIntosh&SeymourCorp. Auburn,N.Y.	31 ″ 3	R †
71567 227115 WMCM	**California** (P) D.F. *Ref.Mchy.* GyC. Sub.Sig.	TwinSc *Fitted for oil fuel* 5 *Dks* *Cruiser Stern*	17833 — 9511					1928	NwprtNws S.B.&D.D.Co Newprt News	~~AmericanLineS.S. Corp.~~ UnitedStates MaritimeCommission	574·4|80·3|20·5 B313′F57′ | 52·0			NewYork Utd.States *WB*	2 Steam Turbines connected to Electric Motors & Sc Shaft 2833NHP GeneralElectricCo. Schenectady,N.Y.		R
Now "Uruguay," *see No. 90403 in Supplement*																	
71568 147871 GDJZ	— (P) D.F. E.S.D. *Ref.Mchy.* GyC. Sub.Sig.	TwinSc *Fitted for oil fuel* 3 *Dks* *Cruiser Stern*	16792 12093 9980					1923	A.Stephen &Sons,Ld. Glasgow	AnchorLineLd.	553·0|70·4|38·8 B270′B&F457′			Glasgow British *WB*	6 DR Geared Steam Turbines A.Stephen&Sons,Ld.Gls.		C BT till 2,39
71569 306 ICPO	— (P) (*ex*Albania) *Ref.Mchy.* D.F. GyC.	TwinSc4Mst ssTri.No.3–12,30 ssGen.No.1–35 2 *Dks(Stl)&Shelter dk (Stl–ws)3rd dk(Stl)in No.1 hold*	13060 11776 7519	✠100A1 *Shelter dk with freeboard* 10,38 MS2,34 Lloyd'sRMC3,38 *Fitted for oil fuel* 12,20	Nap	*h*†	CL S12,36 P2,38 *F.P. above* 150°F.	1920 12mo	Scotts'S.B. &Eng.Co.Ld. Greenock *Lloyd'sA&CP*	LloydTriestino. Soc.Anon diNav. *Cell D B* 446′2054t i031t *DT* a43′1395t	539·0|64·0|43·9 523·1 F on *Shltr dk* 86′ FK *DT* f25′ *Collision* *FPT* 139t *APT* 63t		Trieste Italian *pt Cem B H to S dk* 8 ,, ,, *U* ,,	4 Steam Turbines DR geared to 2 Screw Shafts 2001b (*r*) 1458NHP 1Aux.B*made10refitted30* 3DB(Spt),1Aux.B,*21cf*, GS449,HS19743 FD Scotts'S.B.&E.Co.Ld.Grk.	46 ″ 9 s 15″6½ 31 ″ 9	
71570 221170 KDRC	— (*ex*Helen Vinmont, *ex*Agwismith) *Mchy.Aft* D.F.	TwinSc *Fitted for oil fuel* 3 *Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	10388 10049 7850					1921	NwprtNws S.B.&D.D.Co Newprt News	TheTexas Company	500·0|68·2|29·3			Wilmgton (Del.) Utd.States *WB*	T.6Cy.20½″,35″&60″–42″ 457NHP NewportNewsSB&DD.Co.		R
71571 219775 KUKV	— (*ex*West Hixton)	*Fitted for oil fuel* 2 *Dks*	5441 — 3380					1920	Ls.Angeles S B.&D.D.Co. SanPedro,Cal	StatesSteamship Co.	410·0|54·4|27·2 P43′B115′F47′			Portlnd,Or Utd.States *WB*	T.3Cy.28¾″,47″&78″–48″ LosAngelesS.B. &D.D.Co.SanPedro,Cal. 422NHP		R
71572 OYCB	— D.F.	TwinSc *Oil Eng.* 1 *Dk&Awng dk*	4576 4011 2831					1913	Akt.Burmeistr&Wain Copenhagen	DetForenede Dampskibsselsk.	405·4|54·2|31·6 P47′B86′F45′ 31·96			Copnhagn Danish *WB*	Oil Engines 4S.C.SA 16Cy.21½″–28¾″ 704NHP Akt.Burmeistr&Wain,Cpn		V
71573 209117 KMWP	— (P) (*ex*Willamette–32) *Mchy.Aft* Wireless	Wood *Fitted for oil fuel* 1 *Dk*	953 — 475					1911	H.D.Bendixsen Fairhaven	California Whaling Co.	194·7|40·0|15·2			S.Frncisco Utd.States	T.3Cy.13½″.23″&40″–30″ Moore&Scott 88NHP I.Wks.Oakland,Cal.		
71574 LFDP	**California Express** *Ref.Mchy.* Sub.Sig. D.F.	TwinSc ssRot.No.1–38 *Oil Eng.* 2 *Dks(Stl–Weather dk ws)* 3rd *dk in forward holds* *Cruiser Stern*	3649 2956 2219	✠100A1 *with freeboard* MC CS7,38 7,38 Lloyd'sRMC7,38 12,38 for temp. 33½ F.	Gls	*v*	CL 3,38	1934 1mo	Götaverken A/B Gothenburg *Lloyd'sA&CP*	A/S Wenoka (S.Herlofson&Co. A/S. *Mgrs.*) *Cell D Bu E&f* 158′ *DTs* a695t	338·4|47·2|27·1 334·4 FK F154′ 427t *FPT* 35t *APT* 60t		Oslo Norwegian *5 B Hpt Cem Coll to W dk* 4 ,, *2nd* ,,)	Oil Engines 4S.C.SA 16Cy.21⅛″–39⅜″ 724NHP GötaverkenA/B,Got.	s 9 ″ 7 21 ″ 3	
71575 HPGA	**California Standard** *Mchy.Aft* *Oil Eng.* 1 *Dk(Stl)2nd Dk(Stl)in fore hold* 2nd&3rd *Dk(Stl)aft&Web frames* D.F. GyC. *Longitudinal framing–bracketless system*	TwinSc ~~ssH.Fo.No.1–38~~ ssH.Fo.No.2–38 *Cruiser Stern*	~~1124~~ ~~0882~~ ~~6854~~ 11520 10904 6843	✠100A1 12,38 BS6,38 *Carrying Petroleum in bulk*	LAn LM C6,38	*a*†	CL ~~2,36~~ SN12,38 ~~P12,36~~	1929 4mo	Frd.Krupp Akt.Ges. Kiel *Lloyd'sA&CP*	ForeignTankship Corporation *Cell D Bu E81′329t DT*	513·5|68·1|39·5 B39′F44′ FK *f* 49′695t *FPT* 285t		Panama Pnamanian 12 *B Hpt Cem pt Asp A PT* 185t	Oil Engines 2S.C.SA 8Cy.26¾″–51-⅞/16″ 995NHP 2 Water Tube DB *200lb* 2DB *100lb* Frd.KruppA.G.Kiel	39 ″ 5 s9 ″ 10½ 29 ″ 10½	
71576 222054 WACB	**Californian** *Oil Eng.* ssS.Fo.No.2–30 1 *Dk(Stl)&Shelter dk(Stl)* 2nd *dk* D.F. GyC. *(Stl)in forward holds*	TwinSc	5908 5469 3651	✠ … 3,34	SFo			1922 5mo	Merchant S.B.Corp. Chester,Pa.	American-HawaiianS.S.Co. *Cell D B* 380′1493t	445·1|59·8|27·1 FK *Coll B Hto Sh dk* 6 ,, ,, *U* ,, 1 ,, ,,*2nd* ,, *FPT* 231t *APT* 185t		New York Utd.States *pt Cem*	Oil Engines 4S.C.SA 12Cy.29½″–45½″ 987NHP Wm.Cramp&SonsS.& E.B.Co.Philadelphia	31 ″ 0	R †
71577 204629 KJRN	**Calistoga** (P) (*ex*Florida)	2 *Dks*	2680 — 1516					1907	Maryland Steel Co. Sparro'Pt.Md	SouthernPacific GoldenGate Ferries,Ld.	298·0|45·0|16·1			S.Frncisco Utd.States	T.4Cy.24½″,40″&(2)47″–42″ NB22 286NHP MarylandStl.Co.Sparr'Pt.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers to which classed. If not in L.R. Letter of Klassification.
71578 342 IBPJ	**Calitea** (P)	TwinSc Oil Eng. 2 Dks Cruiser Stern	4013 — 2086					1933	Cantieri Riuniti Dell' Adriatico Monfalcone	"Adriatica" Soc. Anon. di Nav.	334·1 1362	49·8	31·5	Trieste Italian WB	Oil Engines 2S.C.SA 14Cy.20½"–32⅝" 1024NHP Soc.An "Fiat" S.G.M. Turin		I
71579 HPFA	**Calliope** D.F. Sub.Sig. E.S.D.	TwinSc Oil Eng. Mchy. Aft ss Bmn. No.2–34 1 Dk (Stl) & Shelter dk (Stl) & Web frames Longitudinal framing	8426 — 5155	✠100A1 Shelter dk withfreeboard 8,38 ~~10,37~~ C CS3,34 DB ~~—~~ 8,38 1,36 Carrying Petroleum in bulk	Ham Bmn	d†	CL S1,36 P10,37	1926 8mo	Howaldtswerke Kiel Lloyd's SA & CP	Panama Trans-port Co.	470·2 1334 F39' Cell D Ba 93' u E 93' 287t DT f 36' 275	63·2	35·3 FK	Panama Panamanian 18 B Hpt Cem pt Asp (13 to U dk) f P T 182t A	Oil Engines 2S.C.SA 8Cy.23⅝"–41⅜" 776NHP 3DB 70lb 2 Water Tube DB–200lb Howaldtswerke, Kiel PT 72t	35 " 6 s 8 " 6 27 " 4	
71580 220425 KDBY	**Calmar** (ex Albert Jeffress, ex Eastern Importer) D.F.	Fitted for oil fuel 2 Dks & Awng dk	5787 4123 3586	...				1920	Mitsui Bussan Kaisha Ld Tama Dkyd.	Calmar S.S. Corp.	385·0	51·0	33·7 FK	New York Utd. States WB	T.3Cy.26",43¾"&72"–48" 554NHP Kobe Steel Works, Ld. Kobe	36 " 0	R †
71581 212642 WKCP	**Caloria** (ex Chatham) ss N.Os.2nd No.3–10,31 ss N.Os.No.1–36 1 Dk (Stl) & deep framing & Shelter dk (Irn)		4095 3281 2543	✠100A1 Shelter dk withfreeboard 4,38 ~~3,38~~ ✠LMC US2,36 BS12,37 Carrying Petroleum in bulk Fitted for oil fuel 9,1 2F P. above 150° F.	NOs	x	CL 3,38	1906 3mo	Armstrong Whitworth & Co.Ld. Newcastle Lloyd's SA & CP	Standard Nav. Corp (Standard Fruit & S.S. Co. Mgrs.) WB = Cell D Ba E 24'90t F P T 105t	370·4	51·0	22·4 FK	N. Orleans Utd. States 14 B H Cem	T.3Cy.26½",44"&72"–48" (r) 1801b 422NHP 3SB, 9 rf. GS177, HS6940 Blair & Co. Ld. Stockton	32 " 11 s 9 " 1½ 24 " 3	
71582 161681 GSJX	**Calshot** (P) (Tender) Wireless	TwinSc Fitted for oil fuel 2 Dks	679 671 282	...				1930	J. I. Thornycroft & Co. Ld. Southampton	Southampton I. of W. & S. of Eng. Royal Mail Stm Pkt Co. Ld.	147·8	33·1	18·1 BKS	S'thamptn British WB	T.6Cy.13½"21½"&35"–27" 249NHP J. I. Thornycroft & Co. Ld.	21 " 0	BT till 10,39
71583 147204 GCJV	**Calumet** Ref. Mchy. D.F.	ss P.Nl.No.3–9,35 2 Dks (Stl)	7268 6629 4462	✠100A1 4,39 ~~3,38~~ BS2,39 MS6,36 ✠Lloyd's RMC 4,38 for temp. 25° F.	Hul PN1 ✠LMC	b†	CL 8,37	1923 3mo	J. Brown & Co. Ld. Clydebank Lloyd's SA & CP	Elder Dempster Lines. Ld. Cell DB 378' 1421t F P T	440·2 P37' B188' F49' FK	59·2	31·1	Liverpool British 7 B H Cem 163t A P T 34t	3 Steam Turbines DR geared to 1 Sc. Shaft (s) 215lb 667NHP 4SB, 12cf, GS199, HS9035 FD J. Brown & Co. Ld.	33 " 11 s 7 " 3½ 26 " 9½	
71584 204447 WNTV	— GyC.	Mchy. Aft 1 Dk	4641 — 3385					1907	Detroit S. B. Co. Wyandotte. Mich.	Interlake S.S. Co. (Pickands, Mather & Co. Mgrs.) WB	420·0	52·2	29·0 Wilmgton (Del.) Utd. States	Detroit S.B.Co. Detroit		R
71585 FORY	**Calvados** (ex Eftychia Vergotti–38, ex Rowtor. ex Asiana)	ss Nwc.2nd No.3–11,35 Spar dk (Stl) 2 tr B & deep framing	2993 2819 1867	✠100A1 Spar dk withfreeboard 5,38 ~~11,36~~ ~~BS11,36~~ ✠LMC 11,3	Ant Alg BS5,3	u	CL 11,36	1909 6mo	Irvine's SB & D.D.Co.Ld. W Hartlepool Lloyd's SA & CI	Soc. Européenne de Navigation Cell D Ba 102' u E 24' f 1	325·0 336·5 (o.l.) P32' B101' F31' FK	47·0	22·4	~~Havre~~ Oran French 5 B H Cem 38' 573t F P T	T.3Cy.23½",38"&64"–42" (s) 1801b 290NHP 2SB, 6cf, GS97, HS4488 Richardsons, Westgarth & Co. Ld. Hpl. 60t A P T 77t	24 " 10 s 3 " 11½ 21 " 1	
71586 127606 KJEO	**Calvert** (P)	1 Dk	889 — 604					1902	Neafie & Levy Philadelphia	Sound S.S. Lines, Inc.	180·0	40·0	10·3	Baltimore Utd. States	C.2Cy.24"&40"–48" Neafie & Levy, Philadelphia, Pa. 92NHP		
71587 PDIU	**Calypso** Ref. Mchy.	Fitted for oil fuel 2 Dks Longitudinal framing	2258 1653 1415					1911	Nederl. Schps. Maats. Amsterdam	Koninkl. Nederl. Stoomb. Maats. N.V.	300·0 Q107' B77' F42'	42·0	19·2	Amstrdam Dutch WB	T.3Cy.21",35"&56"–39" 196NHP Ned Fb. v. Wrk & Spoor, Ams		V
71588	**Camagüey**	ss Hna. No.1–35 1 Dk Well dk	1399 899 815	✠100A1 withfreeboard 4,37 ~~BS8,38~~ ~~BS8,37~~ ✠LMC 7,35 Fitted for oil fuel 4,31 F.P. above 150° F	Hna	o	CL 4,37	1931 1mo	Earle's S.B. & E.Co.Ld. Hull Lloyd's SA & CP	Empresa Nav. de Cuba, S.A. Cell D B 201' 295t F P T	240·6 P & B 143' F30' FK	37·1	12·6	Havana Cuban 4 B H pt Cem 19t A P T 41t	T.3Cy.18",30"&50"–36" (s) 1801b 195NHP 2SB. 6cf, ,HS3450 Earle's S.B. & E.Co.Ld. Hull	14 " 6 s 2 " 10½ 12 " 1½	
71589 PUAO	**Camamú** (ex Steiermark) Sub.Sig. Longitudinal framing	Fitted for oil fuel 2 Dks	5546 — 3510					1911	Akt. Ges. "Vulcan" Stettin	Lloyd Brasileiro	399·8 F33'	52·7	24·4	R. Janeiro Brazilian	Q.4Cy.23",31½"47"&71"–47" NB30 345NHP A.G. "Vulcan," Stettin		V
71590 139631 ~~VFDP~~ VRBX	**Cambay Prince** (ex Jolly Iris–32, ex Hanil II. ex B.A.H.W.No.16) Mchy. Aft	ss Bom. 2nd No.3–10,34 1 Dk	455 342 249	✠ ... 9,37	Bom			1913 6mo	C.H. Walker & Co. Ld. Sudbrook	Cambay Prince S.S. Co. Ld (J. Manners & Co. Ld. Mgrs.)	158·0 P55' Bon Qdk 13' F20' FK F P T 38t A P T 8t	29·7	8·3	Hong Kong British 3 B H Cem	C.2Cy.15½"&30"–20" 52RHP 1SB. 2pf. GS36, HS1054 Plenty & Son, Ld. Newbury	9 " 4	
Miss 71591 ~~GQCJ~~ ~~VTDR~~	**Cambay Star** (ex Jolly Charles–32, ex Wyllstone) Mchy. Aft Well deck	ss Gms. No.3–9,32 ss Bom. No.1–37 1 Dk (Stl) Cargo battens not fitted	637 431 320	✠~~100A1~~ 3,38 ~~BS6,37~~ ✠NB 6,31 ~~BS5,36~~	Bom	i	CL 12,35	1920 11mo	J. Chambers, Ld. Lowestoft Lloyd's SA & CP	Eastern Stm. Nav. Co. Ld (Manager Sharif Hussum & Co.) Cell D Bf 95' 160t F P T 85t	168·0 Q69' F24' FK	27·5	11·0	Bombay British 3 B H Cem	T.3Cy.15",25"&41"–27" (s) 1801b 111NHP 1SB, 3cf, GS61, HS1940 G.T. Grey & Co Ld. S. Shields	13 " 4 ~~1 " 9~~ ~~11 " 2~~	
71592 147619 MLVR	**Camberwell** Well deck Sub.Sig.	ss Shl. No.3–7,46 1 Dk (Stl) Cargo battens not fitted	1577 1309 906	✠100A1 3,38 ~~3,38~~ BS7,37 ✠LMC 7,36	Shl	p	CL 7,37	1924 4mo	Tyne I.S.B. Co. Ld. Newcastle Lloyd's SA & CP	South Metropolitan Gas Co. Cell D B 175' 352t D T 29' 105t at sides	244·1 Q96' B51' F22' FK	36·7	18·5	London British 6 B H pt Cem 4t A P T 45t	T.3Cy.18",30"&49"–33" (s) 1801b 182NHP 2SB, 6cf, GS90, HS3260 N.E. Marine Eng. Co Ld Nwc	20 " 6 s 2 " 4½ 18 " 4	
71593 133529 PUNA	**Camboinhas** (ex Tiara–33) ~~ss~~ Rio. 2nd No.3–6,38 ~~ss Shl. No.3–12,38~~ ~~ss Rio. No.2–38~~ Cargo battens not fitted 1 Dk (pt Irn pt Stl)		4068 3747 2557	✠100A1 6,38 ~~5,35~~ ✠LMC 6, ~~RMC 6,~~ ~~RMC 5,~~	Rio	w	CL 12,36	1913 4mo	Sunderlnd S.B.Co.Ld. Sunderland Lloyd's SA & CP	Cia. de Cabotagem de Pernambuco Cell D Ba 119' u E & B 4'	364·0 P29' B105' F34' FK	50·8	24·2	Pnmbuco Brazilian 6 B H Cem 0' f 158' 900t F P T 97t A P T 158t	T.3Cy.25",42"&68"–45" (r) 1801b 341NHP 2SB, 6cf, GS121, HS5312 N.E. Marine Eng. Co. Ld. Sld	26 " 8 s 4 " 8½ 22 " 2	
71594 FNWC	**Cambraisien**	2 Dks	3151 2919 1964					1921	Ardrossan D.D. & S.B. Co. Ld. Ardrossan	Cia. des Bateaux a Vap. du Nord (Soc. Anon. de Gérance et d'Armement, Mgrs.)	331·4 P29' B170' F39'	47·3	22·1 FK	Dunkirk French WB	T.3Cy.24",40"&65"–45" 308NHP J.G. Kincaid & Co. Ld. Grk.	24 " 6	V †
71595 207568 WDDY	**Cambria** (ex E.H. Utley) D.F. Mchy. Aft	1 Dk	6287 — 4861					1910	Detroit S.B.Co. Wyandotte	Bethlehem Steel Corp. (Bethlehem Transpn. Corp. Mgrs.)	504·0 F44'	54·2	31·0 WB	Wilmgton (Del.) Utd. States	T.3Cy.23½",38"&63"–42" 257NHP Detroit SB Co. Detroit		R

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Tonnage assigné maintenant. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant, pds. pe.	Registres ou cote
71596 144971 EIBD	**Cambria** (P)	**TwinSc**	3462 1818 1396	...				1921	W.Denny&Bros.Ld. Dumbarton	LondonMidland&ScottishRly.	380·6	45·2	17·2 BR7'	Dublin British *WB*	4SteamTurbinesSRgearedto2sc.shafts 2717NHP W.Denny&Bros.Ld.Dmb.	18 ″ 6	
	Shelter dk Sub Sig.																
71597 120495 GQXZ	— *Cable Vessel* D.F. E.S.D.	**TwinSc** *ssPly.2ndNo.3-1,33* 1*Dk(Stl)&Spar dk(Stl*–teak s) *&pt lower dk(Stl)in holds* Fal.No.1–38	1959 1817 1004	✠100A1 *Spar dk* 4,38 ~~7,36~~ ~~[illegible]~~	Fal	*s*	CL 11,37	1905 1mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's SA&CP*	Cable and Wireless,Ld. (E. Wilshaw,*Mgr.*) *WB=CellDBa52'uE between&at sides of*	283·0	37·1	16·2 23·8 B84' FK&BK2'	London British 5*EHCem* 35*tAPT70t*	T.6Cy.16″,26″&44″–33″ (*r*) 190lb *110lb* 294NHP 2SB,*6cf*,GS109,HS1112 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 6 s 4 ″ 6½ 22 ″ 3	
71598 102489 MNSB	— (P) (*ex*Cambridge,*ex*Cambria) Wireless	**PadSp** 1*Dk*	436 333 165					1895	H.McIntyre&Co. Alloa	P.&A.Campbell Ld	225·0	26·1	9·4 Q10*t*H20*t*	Bristol British	C.2Cy.37″&67″–66″ NB12 304NHP Hutson&Son,Glasgow		
71599 146282 MLCZ	**Cambrian Coast** (*ex*Kinsale-33, *ex*CumberlandCoast, *ex*Gorilla) *Mchy.Aft*	*ssBrs.No.3-3,34* 1*Dk(Stl)* *ssLnr.No.1-38*	763 591 343	✠100A1 *Shelter dk with freeboard* 9,38 ~~6,27~~ ~~BS6,37~~	Bkn Liv MS9,38 BS6,38 LM ~~C~~	*k*	CL ~~6,35~~ 9,38	1922 2mo	Harland& Wolff,Ld. Glasgow *Lloyd's SA&CP*	CoastLines,Ld. *CellDBu*	200·2 212·0 (O.L.) *E21'f120'193tFPT*	31·1 FK	11·9 Liverpool British 3*BHCem* 28*tAPT4t*	T.3Cy 16″,26″&42″–30″ (*s*) 180lb 123NHP 2SB(Spt),*4cf*,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	14 ″ 4 8 ″ 6 14 ″ 0¼	
71600 144585 GDFR	**Cambridge** (*ex*Vogtland) D.F. *Ref.Mchy.*	**TwinSc** *ssFal.No.3–11,34* 3*Dks(Stl)4th dk(Stl) in No.1 hold*	10846 10265 ~~6650~~ 6656	100A1 *with freeboard* Gls ~~12,37~~ 1,39 *Fitted for oil fuel* 1 1,25	Liv		CL P12,36 N12,36 *F. P. above*	1916	J.C.Tecklenborg A.G. Weser-münde-G.	FederalStm.Nav. Co.Ld. *CellDB*	524·5 544·5 (O.L.) P67'B140'F45' 482'2198*t FPT129t*	65·7 FK	37·3 London British 9*BHptCem* 6SB,*18cf*,GS348,HS15825FD *APT121t*	T.6Cy.28⅝″,45½″&74″–51½″ 200lb (*s*) 1106NHP 6SB,*18cf*,GS348,HS15825FD J.C.TecklenborgA.G.Wsm	40 ″ 5 10″0½ 29 ″ 11	
71601 107216 WBCE	— (P) (*ex*Atlanta)	2*Dks*	2094 — 1399					1896	W.Cramp &Sons Philadelphia	ColonialNav.Co.	225·3	42·1	14·2	New York Utd.States	T.3Cy.24″,38″&62″–36″ 231NHP W.Cramp&Sons,Phl.		
71602 126668	— (P)	**Comp**	834 — 692					1890	Wm.E. Woodall&Co Baltimore	Estate of Wm.M.Mills	165·3	37·5	10·1	New York Utd.States	C.2Cy.20″&36″–26″ 55NHP		
71603 FOLB	**Cambronne** D.F. 1*Dk(Stl)2nd dk(Stl)in Nos.1,2&3 holds* *Longitudinal framing in DB & at decks*	*ssNts.No.3–3,32* *ssNts.No.1–36*	3059 2803 1904	✠100A1 ~~4,87~~ 11,38 ~~6,53~~	Nts StN	*u*	CL ~~6,45~~ ~~5,38~~ 11,38	1919 6mo	Grangemth Dkyd Co.Ld. Gr'ngemouth *Lloyd's SA&CP*	~~Chargeurs de l'Ouest~~ Cie. GénéraleTrans-atlantique *Cell DB*	331·4 P33'B97'F28' 276'833*t FPT*	46·7 FK	23·2 Nantes French 7*BHCem* 113*tAPT73t*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 433NHP 8SB,*9cf*,GS155,HS6420 FD D.Rowan&Co.Ld.Glasgow	25 ″ 7 s 4 ″ 0½ 21 ″ 9	
71604 220909 KDKL	**Camden** *ssMob.No.2–28* *Fitted for oil fuel* *Mchy.Aft* 2*Dks&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*		6653 6125 4153	...				1921	New York S.B.Corp. Camden, N.J.	Chas.Kurz&Co. Inc.(Pennsylvania Shipping Co.*Mgrs*)	419·5 P101'B36'F34'	56·5 FK	33·3 New York Utd. States *WB*	T.3Cy.27 7/16″,45″&75″–51″ 601NHP New YorkS.B.Corp.	33 ″ 4	R †
71605 ~~130736~~ ~~(P)~~	— (*ex*Edenor) *Arch deck*	*ssShl.2ndNo.3–6,36* 1*Dk(Stl)* *Cargo battens not fitted*	1449 1261 810	✠100A1 7,38 ~~9,37~~ LMC MS11,35 ~~BS9,37~~ 7,38	Gmh Shl	*n*	CL ~~9,37~~ 7,38	1911 4mo	Osbourne, Graham&Co. Sunderland *Lloyd's SA&CP*	~~Aberdeen Line~~ ~~Ltd.~~ *WB=CellDBa77'uE&*	240·2 250·2 (O.L.) P18'F23' *B29'f96'322tFPT*	34·2 FK	20·1 Finnish 4*BHCem* 8*tAPT65t*	T.3Cy.18″,29″&48″–33″ (*s*) 180lb 148NHP 2SB,*4pf*,GS68,HS2366 MacColl&Pollock,Ld.Sld.	22 ″ 2 s 6 ″ 1¼ 16 ″ 3¼	
Now "Juliette," see No. 88673 in Supplement																	
71606 164109 MMCT	**Cameo** *Mchy.Aft* *Cruiser Stern*	*Oil Eng.* 1*Dk*	946 667 504	✠100A1 ~~11,37~~ 3,30 LMC2,37 ~~LMC~~(M)3,35	Gls Liv	*l*	CL	1937 2mo	A&J.Inglis Ld. Glasgow *Lloyd's SA&CP*	Wm.Robertson *CellDB129'20*	202·2 210·8 (O.L.) P53'Q79'F28' *6t FPT88t APT37t*	32·8 FK	12·7 Glasgow British 3*BHCem*	Oil Engines 2S.C.SA 8Cy.11″–19 1/16″ 87RHP Harland&Wolff,Ld.Gls.	15 ″ 0 s 4 ″ 4 14 ″ 8½	
71607 141002 GMNV	**Camerata** D.F.	*ssHpl.No.1–35* 1*Dk(Stl)*	4875 4559 3006	✠100A1 ~~3,34~~ 3,30 MS9,35 BS~~5,37~~ 5,36	Rot Mdw	*y*	CL 8,37	1931 5mo	J.Readhead &Sons,Ld. SouthShields *Lloyd's SA&CP*	LaTunisienneStm. NavigationCo.Ld. F.C.Strick&Co. Ld.*Mgrs.*) *Cell DB a&u E147'f*	393·4 408·0 (O.L.) P30'B117'F39' 175'1133*t FPT142t*	53·8 FK	26·6 Swansea British 6*BHCem* *APT155t*	T.3Cy.25″,42½″&69″–48″ (*r*) 200lb *120lb* 427NHP 2SB,*6cf*,GS127,HS5754 FD J.Readhead&Sons,Ld.SShl	29 ″ 0 s 5 ″ 7½ 23 ″ 7½	
71608 144243 GDXS	**Cameronia** (P) D.F. E.S.D. Sub.Sig. *Ref.Mchy.* GyC.	**TwinSc** *ssGls.No.1–38* *ssGls.No.3–8,38* 2*Dks(Stl)&Shelter dk* (*Stl–ptws*)3*rd dk(Stl)in holds* *Cruiser Stern*	16297 12067 9607	✠100A1 *Shelter dk with freeboard* ~~5,33~~ ~~7,37~~ 12,38 ~~BS10,37~~ MC~~1,37~~ lloyd'sRMC~~5,38~~ 11,38 *Fitted for oil fuel* 3,21	Gls BS10,38 10,37		CL ~~15,37~~ ~~14,38~~ PS 12,38 *F.P. above*	1920 9mo	W.Beardmore&Co.Ld. Glasgow *Lloyd's SA&CP*	Anchor Line Ld. *CellDBa&u Nos 1,3&4 holds 3461'*	552·4 575·0 (O.L.) B&F455'onShelter dk E&F258'f143'2035*t*	70·4 FK	38·8 Glasgow British *ptCem* 10*BHtoSdk* *DT's in ses of tunnels*	6SteamTurbines DR geared to 2 sc.shafts (*s*) 2201b HS29164 2550NHP 3DB&3SB36*cf*,GS744 FD W.Beardmore&Co.Ld. 80'421*t FPT98t APT102t*	42 ″ 9 s 12·3 30 ″ 9½	BT till 1930 12,38
71609 137796 GQYX	**Camito** (P) Sub.Sig. *Ref.Mchy*	**TwinSc** D.F. E.S.D. 4*Dks*	6833 5204 3972					1915	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	426·3 P40'B195'F47'	54·2 FK	30·4 Glasgow British *WB*	T.6Cy.23½″,39½″&67″–48″ 622NHP A.Stephen&Sons,Ld.Gls.		C BT till 1930
71610 220607 KDEW	**Camor** (*ex*Paco,*ex*Philip Publicker) D.F.	*ssBal.No.3–8,31* *ssN.Yk.No.1–35* 1*Dk(Stl)*	2398 1988 1439	✠100A1 7,38 ~~8,36~~ LMC MS4,35 BS~~7,37~~ *Carrying oil fuel F. P. above* *Fitted for oil fuel* 9,20 *F.P. above*	N Yk	*r*	CL 2,38	1920 9mo	McDougall DuluthSBCo Duluth,Minn A&CP	Procter&Gamble ManufacturingCo. *CellDB*	251·0 P25'B64'F22' B206'537*t FPT60t*	48·7 FK	22·2 Cincinnati Utd. States 10*BH* *APT82t*	T.3Cy.19″,32¼″&54″–10″ (*s*) 190lb 262NHP 2SB,*4cf*,GS100,HS3828 FD McDougall-DuluthS.B.Co.	24 ″ 3 s 3 ″ 2 21 ″ 2½	
										Molasses in bulk 150° F. 150° F. above 1							
71611 EEGF	**Campalans** *Mchy.Aft* *Longitudinal framing–bracketless system*	**TwinSc** 1*Dk*	1060 874 498	✠100A1 11,35 LMC8,34 *Carrying oil in bulk F.P. abo* *Fitted for oil fuel* 8,34 *F.P. a* NO LATER SURVEY REPORTED	Bcl		CL	1934 8mo	Hijos deJ. BarrerasS.A. Vigo *Lloyd's SA&CP*	Cia. Arrendataria del Monopolio de PetroleosS.A. *CellD*	180·1 36·5 Q56'F34' *Trunk90'* *BuE19'20tFPT42t*	35·1 FK	13·4 Barcelona Spanish 7*BHptCem* *ptAsp* *APT31t*	C.4Cy.13½″&27″–18″ 125lb (*s*) 94NHP 2B,*2f*, HS1700 FD Hijos deJ.BarrerasSA Vigo	13 ″ 6 8 ″ 0 12 ″ 9½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Symbol of Trade Cert.
71612 FNBA	**Campana** (P) *Ref. Mchy.* D.F.	TwinSc *Fitted for oil fuel* 5 *Dks* *Cruiser Stern*	10816 7447 6463	✝100A1				1929	Swan, Hunter & Wigham Richardson Ld Newcastle	Soc. Gén. de Transp. Mar. à Vap.	510·6 P50′	67·0 B233′	32·1 F82′	Marseilles French *WB*	6 Steam Turbines SR geared to 2 sc. shafts Parsons Marine Steam Turbine Co. Ld. Nwc.		C I V
71613 IBRF	**Campania** (*ex* War Bracken) 890 D.F.	1 *Dk*	5247 4740 3184	...				1918	Caird & Co. Ld Greenock	Ditta Luigi Pittaluga Vapori	409·0 400·5 P50′	52·3 B113	28·5 F39′ FK	Genoa Italian *WB*	T.3Cy.27″,44″&73″–48″ 490 NHP Caird & Co. Ld. Greenock	31 ″ 0	I †
71614 EAFA	**Campas** D.F. *Mchy. Aft*	TwinSc *ss* Bbo. No. 1–37 *Oil Eng.* 1 *Dk* (*Stl*) 2nd *dk* (*Stl*) *clear of cargo tanks & Web frames* *Longitudinal framing–bracketless system*	6276 5343 3748	✝100A1 9,37 ✝DBS9,37 *Carrying Petroleum*	Bbo ✝LMC12,35	*z* in	CL 9,37 bulk	1932 3mo	Echevarrieta y Larrinaga Cadiz *Lloyd's SA&CP*	Cia. Arrendataria del Monopolio de Petroleos S.A. *Cell D Bu*	405·5 P102′ *E* 79′ 464 *t*	57·8 B26′ *F* 35′ *F P T* 109 *t*	30·1 FK *A P T* 229 *t*	Barcelona Spanish 17 *B H*	Oil Engines 4S.C.SA 12Cy.23¾″–47½″ 622 NHP 2 DB *150 lb* Akt. Burmeistr & Wain, Cpn	30 ″ 2 s 5 ″ 3 25 ″ 2	
71615 EACR	**Campeche** *Mchy. Aft*	TwinSc *Oil Eng.* 1 *Dk* (*Stl*) & 2nd *dk* clear of *cargo tanks* *Longitudinal framing–bracketless system*	6382 5477 3692	✝100A1 3.37 ✝DBS3,37 *Carrying Petroleum*	Bel ✝LMC4,34	*z* in	CL bulk	1934 4mo	Soc. Española de Const. Naval Cadiz *Lloyd's SA&CP*	Cia. Arrendataria del Monopolio de Petroleos S.A. *Cell D B*	412·5 405·5 P102′ *B* 79′ *E* 223 *t*	57·7 B26′ F35′ *F P T* 110 *t*	30·2 FK *A P T* 236 *t*	Tarragona Spanish 17 *B H*	Oil Engines 2S.C.SA 8Cy.23⅝″–40⅛″ 776 NHP 2 DB *150 lb* Soc Española de Const. Nav. Bbo.	30 ″ 2 s 5 ″ 3 25 ″ 2	
71616 PUUF	**Campeiro** *Mchy. Aft*	TwinSc *ss* Rio. 2nd No. 3–8,36 1 *Dk* (*Stl*) & *Awng dk* (*Stl*)	6382 2545 1605	✝100A1 *Awng dk* *with freeboard* 10,38 8,36 ✝NB5,29 MS8,36	Rio ✝LMC BS10,37	*s*	OG 8,36 10,38 10,38	1912 2mo	Wood Skinner & Co. Ld. Newcastle *Lloyd's SA&CP*	Lloyd Nacional Soc. Anon. *WB = Cell D B*	295·3 *a* & *u E* 90′ 215 *t*	43·7 *F P T*	23·4 FK 112 *t*	R. Janeiro Brazilian 5 *B H Cem* *A P T* 94 *t*	T.6Cy.15″,25″&41″–27″ (*s*) 180 lb 244 NHP 2SB,6*cf*,GS131,HS4506 Richardsons, Westgarth & Co. Ld. Mdb.	25 ″ 0 s 5 ″ 3 20 ″ 4	
71617 EACY	**Campero** E.S.D. *Mchy. Aft*	TwinSc *Oil Eng.* 1 *Dk* & 2nd *dk* clear of *cargo tanks* *Longitudinal framing–bracketless system*	6382 5477 3692	✝100A1 10,37 ✝DBS4,37 *Carrying Petroleum*	Msl ✝LMC5,37	*z* in	CL 5,37 bulk	1934 5mo	Echevarrieta y Larrinaga Cadiz *Lloyd's SA&CP*	Cia. Arrendataria del Monopolio de Petroleos S.A. *Cell D B*	412·5 405·5 P102′ *B* 79′ *E* 234 *t*	57·7 B26′ F35′ *F P T* 107 *t*	30·2 FK *A P T* 225 *t*	Malaga Spanish 17 *B H*	Oil Engines 2S.C.SA 8Cy.23⅜″–40⅛″ 776 NHP 2 DB *150 lb* Soc Española de Const. Nav. Bbo.	30 ″ 2 s 5 ″ 2¾ 25 ″ 2	
71618 PKER	**Camphuijs**	*Fitted for oil fuel* 2 *Dks* & *Awng dk*	2380 — 1492					1903	Nederl. Schps. Maats. Amsterdam	Koninkl. Paketv. Maats.	315·3 P67′	41·4 F74′	21·8 *WB*	Batavia Dutch	T.3Cy.23⅝″,37″&63″–43⅝″ 261 NHP Ned Fb. v. Wrk & Spoor Ams		V
71619 IBRN	**Campidoglio** (P) (*ex* Gastein–35) 2164 D.F.	1 *Dk* & *Awng dk* *Fitted for oil fuel* 3 *tr B*	3702 3035 2187	...				1910	Lloyd Austriaco Trieste	"Adriatica" Soc. Anon. di Nav.	346·3 B160′	45·5	26·0 FK *WB*	Genoa Italian	T.3Cy.23¼″,37″&66″–48″ 390 NHP Lloyd Austriaco, Trieste	28 ″ 5	I †
71620 ILAQ	— 170 5 (*ex* Active, *ex* Ameise, *ex* Hella Daitz, *ex* Peter)	*Oil Eng.* 1 *Dk*	399 — 204						A H. Arnold Germany	La Ligure Romana Soc. Anon. di Nav. Marittima e Fluviale	159·3 H13′	28·1	9·4	Genoa Italian	Oil Engines 4S.C.SA 6Cy.10¼″–14½″ 60 NHP *Emade* 20 *fitted* 23 Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		C I
71621 EEGM	**Campilo** *Mchy. Aft*	TwinSc *Oil Eng.* 1 *Dk* *Longitudinal framing–bracketless system*	3971 3074 2059	✝100A1 7,36 ✝LMC6,34 *Carrying Petroleum*	Val	*r* in	CL P11,34 bulk	1934 6mo	Union Nav. de Levante S.A. Valencia *Lloyd's SA&CP*	Spanish Navy *Cell D Bu E* 67′ 214 *t*	329·9 P94′ *B* 33′ *F* 31′ *D T f* 18′ 145 *t*	54·1	23·0 FK *F P T* 6 *t*	Seville Spanish 14 *B H* *A P T* 94 *t*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 543 NHP 2 DB *150 lb* Maquinista Terrestre y Maritima, Bcl.	23 ″ 0 s 3 ″ 8 19 ″ 6½	
71622	—	TwinSc *Oil Eng.* *Longitudinal framing–bracketless system*	3970	No later survey reported 100A1 (*Class Contemplated*) *Carrying Petroleum*			in bulk	1937	Union Nav. de Levante S.A. Valencia	Cia. Arrendataria del Monopolio de Petroleos S.A.	330·0	53·7	23·0	Spanish	Oil Engines 4S.C.SA 12Cy.19¼⅛″–39⅜″ Maquinista Terrestre y Maritima, Bcl		
71623 DHZT	**Campinas** (*ex* Westerwald–37) 3 Mst D.F. Sub.Sig.	*Fitted for oil fuel* 1 *Dk* & *Shelter dk*	4541 4114 2759					1921	Deutsche Werft A.G. Hamburg	Hamburg-Süd-Amerik. Dampfschifffahrts Ges.	391·2 P & B 238′	50·4 F45′	26·9	Hamburg German *WB*	T.3Cy.26⅜″,43⅝″&70⅛″–47⅝″ 345 NHP Gute Hoffnungshütte, Oberhausen		G
71624 PUUG	— (*ex* Posteiro) *ss* Rio. 2nd No. 3–4.38	TwinSc 1 *Dk* (*Stl*)	2306 1604 1390	✝100A1 12,36 S8,36 ✝LMC4,33	Rio	*r*	CL P12,36 SN 12,36	1909 11mo	Armstrong Whitworth & Co. Ld. Newcastle *Lloyd's AP*	Lloyd Nacional Soc. Anon.	275·0 P26′ B161′ *Cell D Ba* 68′ *u E* 16	43·5 F30′	16·0 FK 160 *t* *F P T* 86 *t*	R. Janeiro Brazilian 5 *B H Cem* *A P T* 110 *t*	T.6Cy.15½″,25⅝″&41⅛″–27″ 180 lb (*r*) 232 NHP 2SB,6*cf*,GS122,HS4160 Richardsons, Westgarth & Co. Ld. Mdb.	17 ″ 6 s 1 ″ 6½ 16 ″ 4	
71625 EAAH	**Campoamor** D.F. *Mchy. Aft*	TwinSc *Oil Eng.* *ss* Bcl. No. 1–35 1 *Dk* (*Stl*) 2nd *dk* (*Stl*) *clear of cargo tanks & Web frames* *Longitudinal framing–bracketless system*	7873 6912 4445	✝100A1 5,38 12,36 LMC C87,35 DBS ... 4,36 *Carrying Petroleum*	Bbo	*c* † in	CL 1,34 5,38 bulk	1931 2mo	Cia Euskalduna de Const Bilbao *Lloyd's SA&CP*	Cia. Arrendataria del Monopolio de Petroleos S.A. *Cell D Bu E* 79′ 293 *t*	455·0 P113′ *B* 31′ *F* 34′ *F P T* 159 *t*	59·0	34·0 FK *A P T* 224 *t*	Bilbao Spanish 19 *B H pt Cem*	Oil Engines 4S.C.SA 14Cy.23⅜″–43⅞″ 754 NHP 2 DB–*150 lb* Maschfbk. Augsburg-Nürnberg, Augsburg	34 ″ 0 s 7 ″ 4½ 26 ″ 9½	
71626 EAEC	**Campomanes** B.P. *Mchy. Aft*	TwinSc *Oil Eng.* 1 *Dk* (*Stl*) 2nd *dk* (*Stl*) *clear of cargo tanks & Web frames* *Longitudinal framing–bracketless system*	6276 5343 3748	✝100A1 12,35 ✝LMC C88,37 8,37 *Carrying Petroleum*	Bel	*z* in	CL 8,37 bulk	1932 3mo	Soc. Española de Const. Naval Cadiz *Lloyd's SA&CP*	Cia. Arrendataria del Monopolio de Petroleos S.A. *Cell D Bu E* 79′ 464 *t*	405·5 P102′ *B* 26′ *F* 35′ *F P T* 109 *t*	57·9	30·2 FK *A P T* 229 *t*	Cadiz Spanish 17 *B H*	Oil Engines 4S.C.SA 12Cy.23¼″–47½″ 622 NHP 2 DB–*150 lb* Akt. Burmeistr & Wain, Cpn	30 ″ 2 s 5 ″ 8 25 ″ 11	
71627 IOVW	**Campopisano** (*ex* Isabella–36, 104 *ex* Scheveningen) *Mchy. Aft*	1 *Dk*	344 257 166					1917	N.V.v.d. Kuy & v.d. Ree's Schpsw. Rotterdam	Società di Monteponi	141·4 Q56′	23·1 B9′	11·0 F15′	Savona Italian *WB*	T.3Cy.9¾″,15¾″&26¾″–20″ 32 NHP N.V.v.d.Kuy & v.d.Ree's Mch. Rot.		I
71628 PUAP	**Campos** (*ex* Asuncion)	2 *Dks* 3 *tr B*	4663 3824 3018					1894	Blohm & Voss Hamburg	Lloyd Brasileiro	376·1 P & B 226′	46·1 F54′	27·2	R. Janeiro Brazilian	Q4Cy21½″,31½″,46″&66″–48″ 302 NHP Blohm & Voss, Hamburg		
71629 PUAQ	**Campos Salles** (P) (*ex* Alfenas, *ex* San Nicolas)	*Fitted for oil fuel* 2 *Dks* 3 *tr B*	4739 3845 3041					1897	Blohm & Voss Hamburg	Lloyd Brasileiro	375·8 P & B 226′	46·3 F54′	27·5 *WB*	R. Janeiro Brazilian	Q.4Cy.21⅛″,31⅓″,46″&66½″–50¾″ 314 NHP Blohm & Voss, Hamburg		C

Bombed & Sunk in port 8,38–refloated

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Nets.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equipement.	7a Date de la dernière visite à sec ou porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	Observations Générales.
71630	**Camprodon** Twin Sc	1024	✠100A1	Bcl	*k*	CL	1934	Corcho	Cia. Arrendataria	180·1	35·1	13·4	Barcelona	C.4Cy.13½"&27"–18" (*s*)	13 " 6	
919	11,35					5mo	Hijos S.A.	del Monopolio de	36·5			Spanish	125lb 94NHP	s 8 " 9⅜	
EAXA	*Mchy. Aft* 1 *Dk*	447	✠LMC5,34				Santander	Petroleos SA.			FK	7 *B.H.pt Cem*	2 B,2*f*, HS1700 FD	12 " 9½	
	Longitudinal framing–bracketless system		No later survey reported				*Lloyd's SA&CP*		Q56'F34'			*pt Asp*	Hijos de J. Barreras SA Vigo		
			Carrying oil in bulk. F. P. above 150° F.						*Trunk* 90'						
			Fitted for oil fuel 5, 34 F. P. above 150° F.					*Cell*	*D B u E* 19'20*t FPT*			42*t APT* 31*t*			
71631	**Campus**	3667	✠100A1	Cff	*w*	CL	1925	Nthmblnd	Tempus Shipping	362·5	50·9	22·5	Cardiff	T.3Cy.25",41"&68"–45" (*r*)	24 " 8	
148282		3403	10,97 11,38	Bry		12,37	3mo	S.B.Co.Ltd.	Co.Ltd (W.H.Seager				British	180lb 369NHP	s 3 " 0	
GBJW	D.F. 1 *Dk (Stl)*	2250	BS3,38 ✠LMC3,35					Newcastle	& Co.Ltd. *Mgrs.*)	P33'B221'F30'		FK	6 *B.H.Cem*	3SB,9*cf*, GS165, HS6120	21 " 10¾	
							Lloyd's SA&CP			B317'1042*t FPT* 80*t*			*pt Asp* 100*t*	N.E. Marine Eng. Co Ltd Nwc	
								Cell	*D B u E* 19'20*t FPT*			42*t APT* 31*t*			
71632	**Campuzano** Twin Sc	6320	✠100A1	Cdz	*z*	CL	1932	Union Nav.	Cia. Arrendataria	414·0	57·5	31·0	Valencia	Oil Engines 4S.C.SA	30 " 2	
	Oil Eng. *ss* Cdz. No.1–37	5471	11,38 9,37	Bbo		2,36 11,38	9mo	de Levante SA	del Monopolio de				Spanish	12Cy.23¾"–47½" 622NHP	s 5 " 3½	
EADS	*Mchy. Aft* 1 *Dk (Stl)* 2nd *dk (Stl)*	3635	MC CS9,37					Valencia	Petroleos S.A.	P103'B31'F34'		FK	17 *B.H*	2 DB *150lb*	25 " 1½	
	D.F. *clear of cargo tanks*		DBS9,37 11,38 2,36				*Lloyd's SA&CP*							Akt. Burmeistr & Wain, Cpn	
	Web frames		*Carrying Petroleum in bulk*					*Cell*	*D B u E* 79'	333*t FPT* 109*t APT*			224*t*		
	Longitudinal framing–bracketless system														
71633	**Camrose** (*ex* Glenarm, *ex* Veulettes,	1564					1903	Detroit S.B.		245·8	41·0	15·3	Montreal	T.3Cy.18",25"&42"–30"		
145464	*ex* S.N. Parent)	1331						Co.		Q88'F36'			British	97RHP		
CYKQ	*Mchy. Aft* 1 *Dk*	1005						Wyandotte				*WB*	Detroit S.B.Co. Detroit		
71634	**Camroux I**	324	✠100A1	Brs	*e*	OG	1934	J. Pollock	Newcastle Coal &	130·0	25·1	8·7	London	Oil Engines 4S.C.SA	10 " 9	
163555	*Oil Eng.*	236	11,35 ~~1,38~~	Shl		~~12,37~~	12mo	Sons & Co.Ld.	Shipping Co.Ld.				British	6Cy.11 1/16"–17 1/16" 71NHP	s 1 " 0⅜	
MBCC	*Mchy. Aft* 1 *Dk*	151	✠NE8,37 ✠LMC12,			N1,39		Faversham		P37'F19'		FK	3 *B.H.pt Cem*	Humboldt-Deutzmotoren,	9 " 9½	
	Cruiser Stern *Cargo battens not fitted*						*Lloyd's SA&CP*		*Cell D B* 77'11	3*t FPT* 51*t APT* 25*t*			*pt Asp*	A.G. Köln-Deutz	
71635	**Camroux II**	~~324~~	✠100A1	Shl	*e*	OG	1935	J. Pollock	Newcastle Coal &	130·0	25·1	8·7	London	Oil Engines 4S.C.SA	10 " 9	
163567	*Oil Eng.*	235	5,38 ~~8,36~~				2mo	Sons & Co.Ld.	Shipping Co.Ld.				British	6Cy.11 1/16"–17 1/16" 71NHP	s 1 " 0⅜	
	Mchy. Aft 1 *Dk*	184	E11,37 ✠LMC2,35					Faversham		P37'F19'		FK	3 *B.H.pt Cem*	Humboldt-Deutzmotoren,	9 " 9½	
	Cruiser Stern *Cargo battens not fitted*						*Lloyd's SA&CP*		*Cell D B* 77'11	3*t FPT* 51*t APT* 25*t*			*pt Asp*	A.G. Köln-Deutz	
71636	**Camroux III**	409	✠100A1	Shl	*g*	OG	1935	Smith's	Q.M. Camroux & Co.	161·5	26·1	9·4	London	Oil Engines 4S.C.SA	11 " 6	
164554	*Oil Eng.*	298	~~7,38~~ 9,37 12,38			~~12,36~~	11mo	Dock Co.Ld.	Ld. (D.G. Harris,				British	6Cy.11"–17 1/16" 70NHP	s 1 " 7½	
MKMV	*Mchy. Aft* 1 *Dk*	257	✠LMC11,			12,38		S. Bank, Mdb.	*Mgr.*)	P37'F22'		FK	4 *B.H.pt Cem*		10 " 0	
	Cruiser Stern						*Lloyd's SA&CP*		*Cell D B* 105'133*t*	*FPT* 64*t APT* 19*t*				Humboldt-Deutzmotoren,	
														A.G. Köln-Deutz	
71637	**Camroux IV**	590	100A1				1938	N.V.T. van	Newcastle Coal &	162·5	28·8	9·6	London	Oil Engines 4S.C.SA	11 " 10	
166428	*Oil Eng.*	361						Duijvendijk's	Shipping Co.Ld.				British	8Cy.11"–17 1/16"	s 4 " 2	
For full particulars see No. 87501 in Supplement		306	(*Class Contem plated*)					Schpsw.		P45'Q102'F18'					11 " 5⅝	
	Mchy. Aft. *Cruiser Stern*							Lekkerkerk							
														Humboldt Deutzmotoren,	
														A.G. Köln-Deutz	
71638	**Canada** Ⓟ	11108	✠100A1	Ver	*f*†	CL	1935	Nakskov	A/S Det Ostasia-	468·8	64·3	36·3	Copenhagn	Oil Engines 2S.C.DA	40 " 0	
	Oil Eng.	8523	*with freeboard*			8,38	8mo	Skibs. A/S	tiske Kompagni				Danish	6Cy.24 7/16"–55½" 1236NHP	s 11 " 8	
OYAH	D.F. 2 *Dks* 3rd *dk in forward holds*	6586	~~12,38~~ LMC8.35					Nakskov		B226'F76'		FK	7 *B.H.to W dk*	DB *100lb*	28 " 8½	
	Ref. Mchy. *Cruiser Stern*		~~Lloyd's~~ RMC ~~12,37~~				*Lloyd's SA&CP*			9'829*t FPT* 51*t AP*			1 " " 2nd "	Akt. Burmeistr & Wain, Cpn	
			8,38					*Cell D*	*B* 460' 2254*t DTa* 2				*T* 212*t' Twee*	*n dk tanks amidships* 288*t*	
			Bridge 'tween dk. chambers & the fort forward, fort aft & stbd. fwd chambers in No. 4 hold for temp. 14°F all other chambers for temp. 32°F.												
71639	— Ⓟ Twin Sc	9684					1912	Forg. & Ch.	Cie Générale de	476·0	56·5	33·8	Marseilles	T6.Cy.30 1/16",49 3/16"&79 1/16"–		V
		8286						de la Médit.	Nav. à Vap Cyp.	B207'			French	51 1/16" 900NHP		
FOHB	*Ref. Mchy.* D.F. 6 *Dks*	5668						La Seyne	Fabre (Fabre Line)			*WB*	Forg. & Ch. de la Medit. Msl		
71640	— Ⓟ Twin Sc 3 Mst	5527	✠100A1	Cpn	*a*†	OG	1921	Aktieb.	Rederi Aktieb.	426·9	56·2	26·1	Stockholm	Oil Engines 4S.C.SA	30 " 0	
6413	*Oil Eng.*	4977	*Shelter dk*	Mmo		~~10,35~~	2mo	Götaverken	Nordstjernan				Swedish	*Cem* 12Cy.24 1/16"–37 1/16"	s 3 " 11½	
SDQN	D.F. *ss* Mmo. No.3–6,33	3412	*with freeboard*			~~8,36~~		Gothenburg	(A.A. Johnson,			FK		DB–*80lb* 717NH	26 " 3½	
	E.S.D. *ss* Cpn. No.1–38		~~Lloyd's~~ 2,38 3,39			P11,38	*Lloyd's SA&CP*		*Mgr.*)			*Collision*	*B H to Sh dk*	Aktieb. Götaverken, Got		
	2 *Dks (Stl)* & *Shelter dk (Stl)*		DBS8,37 ✠LMC2,38			8,39	*Cell D B* 368'15		00*t Wing tanks a* 336*t*			*FPT* 94*t APT* 72*t*	6 " " *U* "		
			6,98												
71641	— (*ex* Federal–38, Twin Sc	874					1926	Deutsche	Cia. Argentina de	217·6	38·0	10·1	Bns. Aires	Oil Engines 4S.C.SA		
	ex C.A.I.M. Primero) *Oil Eng.*	717						Werft A.G.	Nav. Mihanovich	Q19'B34'F20'			Argentine	8Cy.9 1/16"–13 3/16" 75NHP		
	Mchy. Aft 1 *Dk*	627						Hamburg	Ltda.			*WB*		Motorenwerke vorm. Benz,		
														Mannheim	
71642	**Canada Maru** Twin Sc	5261	✠100A1	Kob	*z*	CL	1911	Mitsu Bishi	Kuribayashi	400·0	51·0	32·4	Tokyo	T.6Cy.19¼",32"&54"–48" (*s*)	32 " 5	
13690	*ss* Osa. 2nd No.3–8,31	4881	8,38 ~~11,37~~			~~10,36~~	4mo	Dkyd & EWks	Syosen K.K.			29·8	Japanese	200lb 578NH	~~s 3 " 10½~~	
JCDD	2 *Dks (Upt Irn & pt Stl M–Stl)* & *deep*	3206	✠LMC ~~11,37~~			s11,37		Nagasaki		P34 B152'F44'		FK	*Cem*	3SB,9*cf*, GS198, HS8344 FD	s 6 " 8½	
	tramtop. Lower dk (Stl) in forehold		8,38			P8,38	A&CP						6 *B.H.to Up dk*	Mitsu Bishi D.& EWks. Nag	26 " 0	
Note—"Tamon Maru No. 5," sis. No. 3823 *Supplement*							*Cell D B a* 131'		*u E & B* 79'*f* 137'107	0*t FPT* 122*t APT* 39*t*			1 " " 2nd "		
71643	**Canadia**	1381					1920	Limhamns	Rederiaktieb.	240·1	38·1	16·0	Gothenbrg	T.3Cy.18",29½"&40"–31½"		V
6314		1190						Skeppsv. A/B	Svenska Lloyd	P&B185'F25'			Swedish	128NHP		
SDNO	1 *Dk*	730						Limhamn	(K.R. Bökman,			*WB*	Limhamns Skeppsvarv A.B.		
									Mgr.)						
71644	**Canadian** (*ex* Golden West–37,	5802					1919	J.F. Duthie	American–	410·3	54·2	27·7	New York	T.3Cy.24¾",41½"&72"–48"		R
219541	*ex* West Ivan) *Fitted for oil fuel*	5113						& Co.	Hawaiian S.S.Co.	P44'B115'F47'			Utd. States	359NHP		
KOZS	*Ref. Mchy.* 2 *Dks*	3639						Seattle, Wash				*WB*	Hooven, Owens, Rent-			
	D.F.												schler Co. Hamilton, O.			
71645	—	2214					1907	W. Dobson	Canada Steamship	248·3	43·0	22·8	Montreal	T.3Cy.19",32"&52"–36"		C
125427		2068						& Co.	Lines, Ld.	F43'			British	162NHP		
CYBJ	*Mchy. Aft* 2 *Dks*	1444						Newcastle				*WB*	Wllsnd Slpwy. Co. Ld. Nwc.		
71646	**Canadian Challenger** Ⓟ	5439	✠100A1	Mtl	*y*	CL	1921	Davie S.B.	Montreal Austra-	400·1	52·2	28·3	Montreal	T.3Cy.27",44"&73"–48" (*s*)	31 " 2	
150366	*ss* Mtl. No.3–9,33	4866	7,38 ~~10,37~~			~~10,35~~	11mo	& Rpg. Co.Ld.	lia New Zealand				British	180lb 522NHP	s 5 " 11⅝	
VGLY	*ss* Mtl. No.1–37	3331	✠LMC4,37			7,38		Levis, P.Q.	Line. Ld.	P49'B113'F40'		FK	6 *B.H.pt Cem*	3SB,9*cf*, GS198, HS7776 FD	25 " 5½	
	2 *Dks (Stl)*		DS7,38				*Lloyd's SA&CP*			330'978*t FPT* 1			31*t APT* 136*t*	Tidewater Shipbuilders, Ld.		
			Fitted for oil fuel 11,21 *F. P. a*					*Cell*	*D B*					Three Rivers P.Q.	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of T. Alt. &c.
71647 150465 VGLZ	**Canadian Constructor** (P) *Ref. Mchy.*	*ss* Hfx. No. 3–1,34 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *ss* Mtl. No. 1–37	7178 6664 4413	✠100A1 Mtl *b*† *Shelter dk* *with freeboard* 6,38 ~~8,37~~ ✠LMC MS~~5.37~~ 1,38 BS~~4.37~~ 5,3[illegible] Lloyd's RMC~~1.37~~ ~~.38~~ 10.38 *Fitted for oil fuel* 1,22		CL N8.37	*F.P. above* 150° F.	1922 1mo	Halifax Shipyards, Ld Halifax, N.S. A&CP	Montreal Australia New Zealand Line, Ld.	430·0 | 56·2 | 34·8 P46′F45′ *on Shelter dk* FK *Cell DB* 360′ 1159*t* *Cell DB* 360′ 1159*t D*	Halifax NS British *pt Cem* 2 *BH to S dk* 5 „ „ *U* „ *Ta* 24′ 625*t* *FPT* 132*t* *APT* 128*t*	T.3Cy. 29½″, 50″ & 80″–54″ (*s*) 180lb 705 NHP 4SB, *12cf*, GS 264, HS 10848 FD Tidewater Shipbuilders, Ld. Three Rivers, P.Q.	38 ″ 0 s 9 ″ 2½ 29 ″ 0½	
71648 150463 VGNB	**Canadian Cruiser** (P) *Ref. Mchy.*	*ss* Mtl. No. 3–8, 33 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *ss* Mtl. No. 1–37	7178 6664 4413	✠100A1 Syd *b*† *Shelter dk* (~~Stl~~ Mtl) *with freeboard* ~~5,36~~ 4,37 11,38 BS10,36 BS5.37 ~~1.37~~ 11,37 ✠LMC~~5.37~~ loyd's ~~C1.37~~ .38 *Fitted for oil fuel* 11, 21		CL 11,37	*F.P. above* 150° F.	1921 11mo	Halifax Shipyards, Ld Halifax, N.S. A&CP	Montreal Australia New Zealand Line, Ld.	430·0 | 56·2 | 34·8 P46′F45′ *on Shelter dk* FK *Cell DB* 360′ 1159*t D* *Ta* 24′ 625*t* *FPT* 132*t* *APT* 128*t*	Halifax NS British *pt Cem* 2 *BH to S dk* 5 „ „ *U* „	T.3Cy. 29½″, 50″ & 80″–54″ (*s*) 180lb 705 NHP 4SB, *12cf*, GS 264, HS 10848 FD Tidewater Shipbuilders, Three Rivers, P.Q.	38 ″ 0 s 9 ″ 2½ 29 ″ 2	
71649 OYKH	**Canadian Reefer** D.F. *Cruiser Stern* *Oil Eng.* *Ref. Mchy.* 1 *Dk* & *pt Shelter dk*		1831 1438 999					1936	Nakskov Skibs. A/S Nakskov	J. Lauritzen	292·8 | 44·7 | 16·2 *WB*	Esbjerg Danish	Oil Engines 2S.C.SA 6Cy. 19⅛″–35 7/16″ 405 NHP Akt. Burmeistr & Wain, Cpn		G
71650 207479	**Canadiana** (P) 2 *Dks*		974 — 427					1910	Buffalo Dry Dock Co. Buffalo, N.Y.	Crystal Beach Transit Co. Inc.	209·7 | 45·0 | 15·8	Buffalo NY Utd. States	T.3Cy. 20″, 32″ & 50″–36″ 150 NHP Detroit S.B. Co. Detroit		
71651 116576	**Canadoc** (*ex* Mars, *ex* E. A. S. Clarke, *ex* H. C. Frick) *Mchy. Aft* 1 *Dk 2tr B*		4580 1340 2894					1899	American S.B. Co. Cleveland, O.	Paterson Steamships Ld.	421·9 | 50·2 | 23·9 *WB*	Ft. William Ont. British	T.3Cy. 20⅛″, 37½″ & 63″–42″ 257 NHP American SB. Co. Cleveland		R
71652 152787 VGDN	**Canadolite** Twin Sc *Oil Eng* D.F. *ss* N.Yk. No. 2–34 GyC. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Mchy. Aft* & *Web frames* *Longitudinal framing* *Cruiser Stern*		11309 10782 5781	✠100A1 NNs *f*† *Shelter dk* *with freeboard* 12,37		CL ~~35.35~~ P3.37 S7.38		1926 4mo	Frd. Krupp Act. Ges. Kiel *Lloyd's*	Imperial Oil Shipping Co. Ld. (H. J. Rahlves, *Mgr.*)	510·9 | 68·2 | 37·9 B34′F42′ FK *Cell DB* 1,E45′ 175*t* 133′ *DT f* 37′ 321*t*	Montreal British 21 *BHpt Cem* *pt Asp* 20 *BH to S dk* 1 „ „ *U* „ *DT a* 18′ *FPT* 292*t* *APT* 205*t*	Oil Engines 2S.C.SA 8Cy. 25⅛″–51 7/16″ 905 NHP 2 Water Tube DB–*200lb* Frd. Krupp A.G. Kiel	38 ″ 0 s 9 ″ 1½ 29 ″ 2½	
71653 TCAY	**Canakkale** (P) (*ex* Chanak-Kale, *ex* Lizard) Wireless 2 *Dks*		1332 — 634	*Carrying Petroleum in bulk*				1895	WB Thmpson & Co. Ld. Dundee	Denizbank-Denizyollari Idaresi	246·5 | 33·7 | 16·2 P150′F52′ *WB*	Istanbul Turkish	T.3Cy. 23″, 38″ & 61″–48″ 258 NHP W.B. Thompson & Co. Ld.		
71654	**Cananova** *ss* N.Os. No. 3–11,32 1 *Dk* (*Stl*–ws) & *Shelter dk* (*Stl*–ws) 3 *tr It* *Fitted for oil fuel*		1926 1737 1055	✠ NOs *q*				1920 7mo	Manitowoc S.B. Co. Manitowoc, Wis.	Weinberger S.S. Co. Inc. ...ntorg Trading Corporation	249·8 | 37·7 | 22·8 FK *Cell DB* 194′4 75*t* *FPT* 88*t* *APT* 36*t*	Bluefields Nic. Nicaraguan *pt Cem* 3 *BH to Sh dk* 1 „ „ *U* „	T.3Cy. 23″, 37″ & 63″–39″ 357 NHP 2SB, *6cf*, GS 124, HS 5258 Manitowoc S.B. Co.	25 ″ 0	
71655 141478 CYGK	**Canatco** (*ex* Canadian Gunner) 2 *Dks*		2415 2044 1455					1919	The Collng-wood SB Co. Ld. Collingwood	Canada Atlantic Transit Co. (C. H. Nicholson, *Mgr.*)	251·0 | 43·0 | 23·6 P24′B64′F23′ *WB*	Montreal British	T.3Cy. 18″, 30″ & 50″–36″ 150 NHP Collingwood S.B. Co. Ld.		R
71656 132441 VJBX	**Canberra** (P) Twin Sc *ss* Syd 2nd No. 3–1,3~~4~~ ~~Lloyd. No. 3–5,36~~ ~~*ss* Syd. No. 2–34~~ *Ref. Mchy.* 2 *Dks* (*U Stl*–ws, 2*nd pt Stl*) & *Shelter dk* (*Stl*–ws) & *Shade dk* (*Stl*-teak s)		7710 6665 4257	✠100A1 Syd *b*† *Shelter dk* *with freeboard* ~~4.36~~ ~~5.37~~ 1,38 [illegible]		CL ~~s11.38~~ P5.37 ~~S.38~~		1913 3mo	A. Stephen & Sons, Ld. Glasgow *Lloyd's*	Australian Steamships Proprietary Ld. (*Man. Agents*, Howard Smith Ld)	410·0 | 57·2 | 38·4 426·5 (O.L.) FK *B* = *Cell DB* a 88′ *u* *E&B* 97′ *f* 140′ 949*t* *F*	Melbourne British 7 *BH Cem*	Q.8Cy. 24½″, 35″, 50″ & 70″–48″ 215lb (*s*) FD 1202 NHP 6SB, *24cf*, GS 465, HS 18808 A. Stephen & Sons, Ld. Glas.	41 ″ 7 s 18 ″ 6½ 23 ″ 6	
71657 41765 JPLK	**Canberra Maru** *Oil Eng.* *Ref. Mchy.* 2 *Dks*, 3*rd dk except in aftermost hold* *Cruiser Stern*		6477 5837 3858	✠100A1 Tama *with freeboard* ~~6.37~~ [illegible] 4,38 ~~4,38~~ [illegible]		CL		1936 6mo	Mitsui Bussan Kaishi, Ld Tama *Lloyd's*	Osaka Syosen K.K.	424·7 | 57·4 | 36·1 F39′ FK *Cell DB* 327′ 939*t* *Tanks in way of*	Osaka Japanese 8 *BH*	Oil Engines 2S.C.DA 6Cy. 24 7/16″–55½″ 1231 NHP DB *100lb* Mitsui Bussan Kaisha, Ld. Tama	36 ″ 1 s 10 ″ 10 25 ″ 4½	
71658 EADL	**Candina** (*ex* Francisca Uravain, *ex* Petingaudet, *ex* Gloxinia) D.F. 1 *Dk* (*Irn*) & *deep framing*	*ss* Bbo. 2nd No. 3–6,28 *ss* Bbo. No. 1–32	2587 2365 1616	✠100A1 Bbo *t* 6,35 ~~BS1.37~~ LMC 12,32 **NO LATER SURV BY REPORTED**		OG N9,36		1897 1mo	Tyne I.S.B. Co. Newcastle A&CP	Cia Nav. Bidasoa (A. Candina, *Mgr.*) *Cell DB a* 100	313·0 | 45·0 | 20·7 P28′B72′F33′ FK *u E&B* 38′ *f* 126′ 679*t*	Bilbao Spanish 6 *BH Cem* *APT* 21*t*	T.3Cy. 23″, 38″ & 61″–39″ (*r*) 180lb *90lb* NDB 09 258 NHP 2SB, *6cf*, GS 90, HS 4088 N.E. Marine Eng. Co Ld Nwc	23 ″ 1	
71659 162106 GYFQ	**Candleston Castle** (*ex* Seven Seas Star–37, *ex* Antinea–35) 1 *Dk* (*Stl*) *Cargo battens not fitted*	*ss* Rou. No. 3–8,32 *ss* Bkn. No. 1–37	2494 2234 1470	✠100A1 Bkn *t* 4,38 ~~1,37~~ Lon ✠LMC MS8,36 BS~~1.37~~ 4.5		CL ~~1.37~~ ~~4.38~~		1920 7mo	Burntisind S.B. Co. Ld. Burntisland *Lloyd's*	Branch S.S. Co. Ld.	300·6 | 43·6 | 22·1 P28′B81′F33′ FK *Cell DB a* 95′ *u E1* 6′ *f* 125′ 599*t* *FPT* 85*t*	Cardiff British 5 *BH Cem*	T.3Cy. 21″, 34″ & 57″–36″ (*s*) 180lb 237 NHP 2SB, *6cf*, GS 98, HS 4018 N.E. Marine Eng. Co. Ld. Sld	24 ″ 5 s 4 ″ 3½ 20 ″ 4	
71660 CBCA	**Canelos** (*ex* Wilhelm Oelssner) 1 *Dk*		2003 1254 1483					1914	Stettiner Oderwerke Stettin	Haverbeck & Skalweit	255·6 | 37·9 | 15·6 P & B 201′ F30′ *WB*	Valdivia Chilian	T.3Cy 20 7/16″, 31½″ & 51½″–35⅝″ 156 NHP Stettiner Oderwerke		G
71661 136147 GKWX	**Canford Chine** (*ex* Bryntawe–36) D.F.	*ss* Cff. No. 3–9,28 *ss* Cff. No. 2–37 1 *Dk* (*Stl*)	3364 3082 2094	✠100A1 Lon *v* ~~4.38~~ ~~4.37~~ Shl		CL 1,37		1917 12mo	Richardsn, Duck & Co. Ld. Stockton *Lloyd's*	Chine Shipping Co. Ld. *Cell DB a*	345·1 | 47·8 | 22·3 356·4 (O.L.) P29′B100′F33′ FK 118′ *u* E22′ *f* 149′ 854*t*	Swansea British 6 *BH Cem* *APT* 10*t*	T.3Cy. 24 7/16″, 40″ & 65″–42″ 180lb 308 NHP 2SB. *6cf*, GS 115, HS 4900 Blair & Co. Ld. Stockton	24 ″ 7 s 4 ″ 1½ 20 ″ 9	
71662 LFSG	**Canis** (*ex* Sophus Magdalon, *ex* Sailing Vessel Olga, *ex* Andrew Welch) *Mchy. Aft* 1 *Dk 2tr B*	Iron Bk *Oil Eng.* *ss* S.Fo. 2nd No. 3–8,15	934 796 546	✠ Got *p* 10,17				1888 9mo	Russell & Co. Port Glasgow	Det Bergenske Dampskibsselskab	185·6 | 36·1 | 17·5 P97*t* H30*t* BK 10′	Bergen Norwegian 1 *BH Cem*	Oil Engines 2S.C.SA. 4Cy. 15¾″–28½″ 172 NHP NDB 08 A/B Atlas Diesel, Skm.	20 ″ 4	N †
71663															

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Tourne assignée maintenant ex. prés. lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Donane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Epreuves où indiqué si on y est dans la Manche. Date de Cert. Roof Trade
71664	**Cankaya** (*ex*Behar, *ex*Tchan-Kaya, *ex*Ogour, *ex*Meg) *Oil Eng. Carrying Petroleum in bulk*	TrpSc	454 / — / 251					1917	Atel.&Ch. deBretagne Nantes	IsaacBehar	114·8 | 24·1 | 10·1			Istanbul Turkish	Oil Engines 4S.C.SA 6Cy.11″–13¾″ Oil Engines 2S.C.SA 3Cy.11″–11 7/16″ 135NHP *fitted*26 TheWolverineMotorWks. Inc.Bridgeport,Conn.		I
71665 145462 CYKR	**Canmore** (*ex*Glenfarn, *ex*Paramé, *ex*J.S.Keefe) *Mchy.Aft* 1*Dk*		1558 / 1326 / 1000					1903	BuffaloDry DockCo. Buffalo,N.Y.		246·1 | 41·0 | 15·2 Q60′F36′			Montreal British *WB*	T.3Cy.15″,25″&42″–30″ 97RHP DetroitS.B.Co.Detroit		
71666 PUYA	**Cannaveiras** (P) Wireless	TwinSc 1*Dk*(*Teak*)&*Shade dk*(*Teak*)	760 / 482 / 395	✝ 9,13	Trn	/		1910 9mo	AilsaS.B. Co.Ld. Troon	Cia.deNav. Bahiana	200·2 | 32·1 | 11·1 FK *WB*=*FPT*			Bahia Brazilian	T.6Cy.13½″,22″&36″–24″ 152NHP 1SB,*3cf*,GS64,HS2542 AilsaS.B.Co.Ld.Troon	11 ″ 10	
71667 125242 VJJC	**Canonbar** Wireless	1*Dk*	708 / 511 / 363					1910	Ardrossan DD&E.CoLd. Ardrossan	JohnBurke,Ld.	185·8 | 32·1 | 11·0 Q93′B12′F20′			Brisbane British	T.3Cy.15″,25″&40″–27″ 83NHP D.Rowan&Co.Glasgow		C
71668 143660 GCKM	**Canonesa** *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* *Cruiser Stern*		8286 / 5941 / 5102					1920	Workman, Clark&Co.Ld Belfast	Furness,Houlder ArgentineLinesLd	450·2 | 58·3 | 37·1 P35′F44′			Liverpool British *WB*	2SteamTurbinesDRgeared to 1 sc shaft Wrkman,Clark&Co.Ld.Bel		C
71669 202148 WNPQ	**Canopus** (*ex*GeorgeH.Russel) *Mchy.Aft* · GyC. 1*Dk*		4978 / — / 3770					1905	Gt.Lakes Eng.Works St.Clair,Mich	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	462·0 | 50·0 | 24·0 *WB*			Wilmgton (Del.) Utd.States	T.3Cy.22″,36″&60″–40″ 228NHP GreatLakesEng.Wks.Det.		R
71670 OFBR	— (*ex*SanMateo–37) 1*Dk*&*shelter dk*		1592 / — / 763					1911	WoodSkinner&Co.Ld. Newcastle	FinskaÅngf.A/B	270·0 | 40·8 | 18·3 P83*t*H112*t*F10*t* *WB*			Helsingfrs Finnish	T.3Cy 22″,36″&60″–39″ 225NHP N.E.MarineEng.CoLdNwc		N
71671 101490 ZMCL	— 3Mst *Mchy.Aft* *Well deck* Wireless 1*Dk*&*deep framing*		1337 / 1063 / 835			...		1903	C.S.Swan& Hunter,Ld Newcastle	WestportCoalCo. Ld.	250·4 | 35·1 | 15·7 Q144′F28′ FK *WB*			Dunedin British	T.3Cy.21″,35″&56″–39″ 222NHP WllsndSlpwy.Co.Ld.Nwc.	18 ″ 5	
71672	**Cantabria**	*For particulars see "*						**Alfonso Perez" Sunk**	by gunfire	11,38							
71673 FNRH	**Cantal** (*ex*UnkaiMaruNo 6) *ss*Hav.No.3–9,28 *ss*Dnk.No.2–37 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*		3178 / 2712 / 1908	✝100A1 7,38 9,37 BS7,38	Dnk Hav ✝LMC5,37	*t*	CL 11,35 6,38	1916 7mo	OsakaIron Works,Ld. Osaka A&CP	Cie.Gén.Transatlantique *Cell*	305·0 | 43·7 | 27·2 P19′B82′F32′ FK *DB* 255 519*t* *FPT*			Havre French 5*BHCem* 76*t APT*20*t*	T.3Cy.22″,37″&61″–42′ (*s*) 180lb 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIronWks.Ld.Osaka	27 ″ 3 s 4 ″ 3 23 ″ 2	
Broken up 71674	**Cantenac** (*ex*Glenarm) *ss*Hav.4thNo.3–5,33 *Well deck* 1*Dk*(*Stl*)		645 / 508 / 283	✝100A1 9,36	Hav	*j*	OG 9,36	1890 7mo	McIlwaine &McColl,Ld Belfast *Lloyd's SA&CP*	~~Werme&Co.~~	205·5 | 27·6 | 12·6 Q93′B53′F27′ len95 BK7½″ *WB*=*C* *Cell DB* a53′66*t FPT*			Belgian 4*BHCem* 26*t APT*18*t*	T3Cy16¼″27 5/16″&44¾″–30″(*s*) 160lb 110NHP 1SB,2*cf*,GS32,HS1313 FD McIlwaine&McColl,L.Bel.	13 ″ 8 s 1 ″ 2½ 13 ″ 2	
71675 161199 GSXR	**Canterbury** (P) *Fitted for oil fuel* *Cruiser Stern* 2*Dks*3*trB*	TwinSc	2910 / 1678 / 1153					1929	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	329·6 | 47·1 | 16·9 *WB*			London British	4 Steam Turbines SR geared to 2 sc. shafts W.Denny&Bros.Dumbrtn.		BT till 5.39
71676 166555 GDDT	**Canton** (P) D.F. E.S.D. GyC. *Ref.Mchy.* *Cruiser Stern* 3*Dks*,4*th dk in forward holds*	TwinSc	15784 / 12112 / 9255	✝100A1 *with freeboard* 1,38 ~~9,38~~ ✝LMC9,~~38~~ ✝Lloyd'sRMC ~~9,38~~ *Fitted for oil fuel* 9,38	Gls Lon		CL	1938 9m	Alexander Stephen& SonsLd. Glasgow	P.&O.Stm.Nav. Co. *Cell DB*	541·6 | 73·3 | 41·9 563·3(O.L.) B287′F91′ FK (*Cell BH to W dks*) 63′177*t* *Tanks at sides* *Wing tanks*,3′,11′,76*t*			London British 9*BHtoLAsp* 2*H to 2nd dk*) 4WTB(Spt) HS31800 FD Alex.Stephen&Sons,Ld.	46 ″ 0 s16 ″ 8½ 29 ″ 6	BT till 5.39
71677 6698 SGBN	— D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl–ws*) 2*nd dk*(*Stl*)*except in after hold* *Cruiser Stern*	TwinSc3Mst *Oil Eng.* *ss*Cpn.No.3–8,32 *ss*Got.No.1–36	5779 / 5144 / 3432	✝100A1 *Shelter dk* ~~No mng~~ *with freeboard* ~~2,38~~ 12,38 ✝LMC ~~08~~8,36 ~~7,38~~ 2,38	Got	*a*†	CL ~~12,35~~ P2,38 SN 12,38	1922 1mo	A/BÖresundsvarvet Landskrona A&CP	A/BSvenska Ostasiatiska Kompaniet (G.Borin, *Mgr.*) *Cell DB* 37 2′1224*t* *Tanks at sides*	436·0 | 56·2 | 27·0 440·0(O.L.) 34·9 F36′ *on Shelter dk* FK 6 „ „ *U* „ *es of tunnels*			Gothenbrg *pt Cem* Swedish *BH to Sh dk*	Oil Engines 4S.C.SA 12Cy.29½″–43 7/16″ NDB30–80*lb* 988NHP A/BGötaverken,Got. 49′259*t FPT*87*t APT*60*t*	30 ″ 0 s 3 ″ 11½ 26 ″ 3	
71678 FPDC	— (*ex*KongRing, *ex*Condor) Wireless 2*Dks*		1581 / — / 976					1915	G.Seebeck Akt.Ges. Weser-münde-G.	Cie.Indochinoise deNavigation	241·6 | 36·1 | 19·3 P77*t*B150*t*H86*t* F30*t* *WB*			Haiphong French	T.3Cy.23⅝″,37 7/8″&59″–39 3/8″ 218NHP G.SeebeckA.G.Wsm.		V
71679 33608 JFCA	**Canton Maru** (P) *ss*Kob.No.1–32 2*Dks*(*Stl–Weather dk* ws)		2820 / 2179 / 1614	✝ ... 1,35	Kob	*t*		1928 10mo	Uraga DockCo.Ld. Uraga	OsakaSyosenK.K. *Cell DB* 257′559*t*	300·0 | 45·0 | 24·7 P30′B108′F36′ FK *DT*a16′54*t FPT*29*t*			Osaka Japanese 6*BHCem* *APT*17*t*	T.3Cy.23″,38½″&64″–39″ 435NHP 3SB,9*cf*,GS174,HS6843 UragaDockCo.Ld.Uraga	24 ″ 9	
71680 DHDL	**Cap Arcona** (P) Sub.Sig. *Cruiser Stern* 5*Dks* D.F. E.S.D. GyC.	TwinSc *Fitted for oil fuel*	27561 / 17665 / ~~13011~~ 12					1927	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	643·6 | 84·6 | 41·9 *Promenade dk* 560′			Hamburg German *WB*	8 Steam Turbines S.R. geared to 2 sc. shafts Blohm& Voss,Hamburg		G
71681 FOZT	**Cap Blanc** D.F. *Ref.Mchy.* 1*Dk*		3317 / 2725 / 1764					1932	Atel.&Ch. de laSeine Maritime Worms et Cie LeTrait,S.I.	Soc.Anon.de Gérance et d'Armement	320·7 | 46·1 | 24·0 P28′B105′F30′ *WB*			Dunkirk French	T3Cy.21⅝″,35 1/16″&59″–41⅜″ 225NHP Atel.&Ch.de laSeine Maritime Worms et Cie.		V
71682 FOZU	**Cap Cantin** D.F. *Ref.Mchy.* 1*Dk*		3317 / 2725 / 1764					1933	Atel.&Ch. de laSeine Maritime Worms et Cie LeTrait,S.I.	Soc.Anon.de Gérance et d'Armement	320·7 | 46·1 | 24·0 P28′B107′F31′ *WB*			Dunkirk French	T.3Cy.21⅝″,35 1/16″&59 1/16″–41⅜″ 225NHP Atel.&Ch.de laSeine Maritime Worms et Cie.		V
71683 FOOQ	**Cap Corse** (P) D.F.	*Fitted for oil fuel* 2*Dks*3*trB*	2444 / 1657 / 1146					1929	Atel.&Ch. deBretagne Nantes	Cie.deNavigation Fraissinet	269·0 | 41·0 | 22·7 P33′B102′F41′ *WB*			Marseilles French	T.3Cy.24 7/16″,39 5/16″&64½″–39 3/16″ 260NHP Atel.&Ch.deBretagne,Nts.		V

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. For Special Survey. Date of last Survey.	Port of Survey.	Years Classed and now supplied. Equipment Letter.	7* Date when tail shaft last seen.
71684	**Cap des Palmes** (P)		3082				
		Oil Eng.	2453				
FOOD	D.F.	2 *Dks 3 tr B*	2068				
	Ref. Mchy.	*Cruiser Stern*					
71685	**Cap El Hank** (*ex* Ardennes-38, *ex* Nelly Lasry)	*ss* Msl. No. 3-12, 34	2307 / 2094	✠100A1 1,38 10,37 1,39	Rou	*l*	CL 9,36 4,38
FNTF	D.F.	2 *Dks (Stl)*	1395	[illegible] LMC 1,39			
	~~Cap Ardennes,~~	~~*ss* Dnk. No. 1-39~~	~~1778~~	~~1,38~~			
71686	**Cap Falcon** (*ex* Ingrid Sturm)		1778				
			1151				
FNEX	*Cruiser Stern*	1 *Dk*	1052				
71687	**Cap Figalo** (*ex* Delta-33)		2811				
			2641				
FOZN		1 *Dk & Shelter dk*	1756				
71688	**Cap Guir** (*ex* Almazora-36)	*ss* Gls. No. 2-36	1536 / 1230	✠ ... 1,37	Gls	*r*	
FOQW	Wireless D.F.	1 *Dk (Stl) & Shelter dk (Stl)*	802				
71689	**Cap Hadid**		1700				
		Fitted for oil fuel					
	D.F. E.S.D.	2 *Dks*					
	Ref. Mchy.	*Cruiser Stern*					
71690	**Cap Lopez** (*ex* Nicolas Toussaint, *ex* Paso de Tenelero, *ex* Sajonia, *ex* Mercurio, *ex* Francisco de Ibarra)	Twin Sc 1 *Dk & Awngdk* Wireless	1422 / 1151 / 787	...			
FNXO							
71691	**Cap Norte** (P) (*ex* Sierra Salvada-34, *ex* Cap Norte-32)	Twin Sc *Fitted for oil fuel*	13615 / 10179				G
DHDM	D.F. Sub. Sig.	GyC. 4 *Dks* *Cruiser Stern*	8027				
71692	**Cap Padaran** (P) (*ex* D'Iberville)		8009 / —				
FNLV	D.F.	3 *Dks*	4891				
71693	**Cap St. Jacques** (P) (*ex* Guichen)		8009 / —				
FNLW	D.F.	3 *Dks*	4891				
71694	**Cap Sim** (*ex* Genale-37, *ex* I.K. Ward-34)	Twin Sc *Oil Eng.*	1840 / 1511	[illegible]			
FNXM		2 *Dks*	1080				
71695	**Cap Tafelneh** (*ex* Ariege-38, *ex* Sydney Lasry)	*ss* Msl. No. 3-12, 34	2299 / 2093	✠100A1 3,39 2,38 BS11,38 2,38	Rou	*l*	CL 8,38
FNUA	D.F.	2 *Dks (Stl)*	1399	✠LMC12,38 2,38			
	~~Cap Ariego,~~	~~*ss* Rou. No. 1-38~~	~~1399~~	~~1,38~~			
71696	**Cap Tarifa** (*ex* Maurice Bernard. *ex* Député Maurice Bernard)		2177 / 1709				
FNZF		1 *Dk*	1187				
71697	**Cap Tourane** (P) (*ex* Jouffroy D'Abbans)		8009 / —				
FNLX	D.F.	3 *Dks*	4891				
71698	**Cap Varella** (P) (*ex* Kersaint)		8009 / —				
FNLY	D.F.	3 *Dks*	4891				
71699	**Capac** (*ex* Deuel)		5586				R
219209		*Fitted for oil fuel*	5113				
KOMD	*Ref. Mchy.*	2 *Dks*	3465				
71700	**Capacitas** (*ex* Ansaldo San Giorgio 959 Quarto)		5371 / 1566				CI
IBZB	*Mchy. Aft* D.F.	2 *Dks*	2933				
71701	**Cape Corso**		3890	✠100A1	Rot	*r*	CL
6		*ss* Pir. 2nd No. 3-9, 30	3716	*Spar dk*			2,38
SWKS		*ss* Pir. No. 1-35	2510	8,38 2,38 LMC11,38 BS1,38 1,38			
		1 *Dk (Stl) & Spar dk (Stl)* *& sleep framing*					
71702	—	~~*ss* Nptn No. 1-38~~	3807	✠100A1 1,38 11,38 1,39	Clf	*tr*	CL 1,38
145654	(*ex* Knight of St. George-34)	2 *Dks (Stl)*	3559 / 2388	Liv BS4,37 7,38 LMC1,38 MS1,38			
GCTF	D.F.						
71703	**Cape Horn**		5643	✠100A1	Npt	*tl*	CL
60250		*ss* Rou. No. 2-37	5374	11,38 1,38 38	Shl		N9,37
GTDJ		*Oil Eng.*	3615	✠LMC9,37			
	D.F. E & B	2 *Dks (Stl)*					

8 When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard and ships Corresponding draught.	15 In which class. If not in L.R. the name of Underwriters.
1935	Helsingörs Jernsk. & Msk Elsinore	Cie. de Navigation Fraissinet	335·6 / F86′	44′0	25′6	Marseilles French *WB*	Oil Engines 2S.C.SA 9Cy.19½″-35½″ 608NHP Akt. Burmeistr & Wain, Cpn		V
1920	Burntisl'nd 7mo S.B.Co.Ld. Burntisland *Lloyd's SASCP*	Soc. Anon. de Gérance et d'Armement *Intermediate 'tween dk B H in fore hold dispensed with*	300·7 / P28′B81′F29′ FK	43′7	22′5	Dunkirk French *Cem* 4 *B H to U dk* 1 „ „ 2nd „	T.3Cy.22″,36″&59″-39″ (*s*) 180lb 286NHP 2SB,*6cf*,GS142,HS5091 Cooper & Greig, Ld. Dundee *only*	25 „ 0 s 4 „ 2½ 21 „ 0	
		Cell D Ba 86′ *u* E20′ *f* 124′ 523*t*	*FPT55t APT42t*						
1924	Intrnationl SB.&E.Co.Ld Danzig	Armement L. Mazzella & Cie	243·6 / P24′Q69′	36′0	23′4	Oran French *WB*	T.3Cy.17 5/16″,27⅝″&44¼″-31½″ International 110NHP S.B.&E.Co.Ld		V
1905	Akt.Ges. "Neptun" Rostock	Armement L. Mazzella & Cie	292·1 / H18′	41′3	18′5 25′7	Oran French *WB*	T.3Cy.20 9/16″,35 5/16″&55 1/16″-35 5/16″ 181NHP A.G. "Neptun," Rostock		V
1927	R. Duncan 4mo &Co. Port Glasgow	Soc. Anon. de Gérance et d'Armement	270·2 / FK	41′0	15′4	Dunkirk French *4 B H Cem* *Coll to Sh dk* 3 „ 2nd „	T.3Cy.19″,32″&54″-36″ 247NHP 2SB,*6cf*,GS107,HS4406 D. Rowan & Co. Ld. Glasgow	17 „ 2	V †
		Cell D B233′ 470t	*FPT45t A PT80t*						
1938	Frdrkshvn Værft og Flydk. A/S Fredrikshavn	Soc. Anon. de Gérance et d'Armement	290·0 / 41′5 / 26′7			Dunkirk French *WB*	C.3Cy.(2)15¾″&39⅜″-37⅝″& LP turbine with reduction gear & chain drive 269NHP HS4000 Helsingörs Jernsk. & Mskb		
1906	J. Frerichs &Co. A.G. Einswarden	Messageries du Sénégal	236·4 / B80′F25′ FK	36′1	18′4	Dakar French *WB*	T.6Cy.11⅞″,17⅜″&30″-22″ 122NHP J. Frerichs & Co. Osterholz	19 „ 2	V †
1922	Vulcan Werke Hamburg	Hamburg-Süd-Amerik. Dampfschifffahrts Ges.	499·5 / B& F102′	64′0	38′7	Hamburg German *WB*	T.6Cy.26 7/16″,43 5/16″&71″-51 5/16″ & 2 LP Turbines 1200NHP Vulcan Werke A.G. Ham.		G
1922	Atel.&Ch. de la Loire St. Nazaire	Chargeurs Réunis	417·7 / B149′F45′	55′1	34′4	Havre French *WB*	3 Steam Turbines D R geared to 1 sc. shaft Atel. & Ch. de la Loire St. Naz		V
1922	Atel.&Ch. de la Loire Nantes	Chargeurs Réunis	417·7 / B148′F45′	55′1	34′5	Havre French *WB*	3 Steam Turbines D R geared to 1 sc. shaft Atel. & Ch. de la Loire, St. Naz		V
1929	Akt. Lind-holmen-Motala Gothenburg	Soc. Anon. de Gérance et d'Armement	269·5 / P38′B136′F17′ H53*t*	37′7	22′0	Dunkirk French *WB*	Oil Engines 4S.C.SA 12Cy.19½″-35 5/16″ 449NHP Gotaverken A/B, Gen.		N
1920	Burntisl'nd 9mo S.B.Co.Ld Burntisland *Lloyd's SASCP*	Soc. Anon. de Gérance et d'Armement *Intermediate 'tween dk B H in fore hold dispensed with*	300·7 / [43′7] [43′8] / P28′B81′F33′ FK		22′5	Dunkirk French *Cem* (4 *B H to U dk* 1 „ „ 2nd „	T.3Cy.22.5″,36″&59″-39″ (*s*) 180lb 286NHP 2SB,*6cf*,GS144,HS5091 Cooper & Greig, Ld. Dundee *only*)	25 „ 0 s 4 „ 2½ 21 „ 0	
		Cell D Ba 86′ *u* E20′ *f* 124′ 523*t*	*FPT55t A PT42t*						
1920	Govern-ment Yard Lorient	Calédonickel Soc. Anon.	270·3 / P28′B54′F23′	39′5	19′6	Dunkirk French *WB*	T.3Cy.18 1/16″,29 9/16″&49½″-37⅝″ 149NHP Atel. & Ch. de la Loire, Nts.		V
1923	Atel.&Ch. de la Loire Nantes	Chargeurs Réunis	417·7 / B149′F45′	55′1	34′5	Havre French *WB*	3 Steam Turbines D R geared to 1 sc. shaft Atel. & Ch. de la Loire, St. Naz		V
1921	Atel.&Ch. de la Loire Nantes	Chargeurs Réunis	417·7 / B148′F45′	55′1	34′5	Havre French *WB*	3 Steam Turbines D R geared to 1 sc. shaft Atel. & Ch. de la Loire, St. Naz		V
1919	J.F. Duthie &Co Seattle, Wash.	Grace Line, Inc.	410·3 / P44′B115′F47′	54′2	27′7	New York Utd. States *WB*	T.3Cy.24⅝″,41½″&72″-48″ 359NHP Hooven, Owens & Rentschler Co. Hamilton, O.		R
1920	Ansaldo San Giorgio Spezia	Soc. Anon. di Nav. "Mare Nostrum"	393·2 / P51′B98′F28′	51′8	28′1	Genoa Italian *WB*	3 Steam Turbines S R geared to 1 sc. shaft G. Ansaldo & Co. Smprdrna		CI
1905	Russell& Co. Pt. Glasgow	Ath. Coulouras	369·7 / P32′B200′F40 FK	49′0	17′6 25′3	Hydra Greek *6 B H Cem*	T.3Cy.25″,42″&68″-48″ (*s*) 180lb 384NHP 3SB,*9cf*,GS150,HS6517	28 „ 1 s 4 „ 1½ 24 „ 1½	
9mo		*WB = Cell D Ba* 114′ *u* E5′ *B* 4 0′ *f* 164′ 925*t DT* 436	S009 *A PT28t*				D. Rowan & Co. Glasgow		
Lloyd's SASCP									
1929	Lithgows. Ld. Port Glasgow	Lyle Shipping Co. Ld.	352·5 / P34′B108′F38′ FK	50′5	25′0	Glasgow British *6 B H pt Cem*	T.3Cy.24″,40″&66″-45″ (*s*) 180lb 389NHP 2SB(FD)&1 Aux SB,*8cf*, GS143,HS5588	27 „ 3 s 4 „ 10½ 22 „ 6½	
8mo									
Lloyd's SASCP		*Cell D Ba* 5 *u* E 133′ *f* 155′ 819′ *FPT*	87*t A PT88t*				D. Rowan & Co. Ld. Glasgow		
1929	Lithgows, Ld. Port Glasgow	Cape York Motor-ship Co. Ld. (Lyle Shipping Co. Ld. Mgrs.)	425·0 / P38′B121′F37′ FK	56′0	28′9	Glasgow British *pt Cem*	Oil Engines 4S.C.SA 8Cy.29½″-59 1/16″ 653NHP DB100*lb*	31 „ 6 s 6 „ 3 25 „ 6½	
5mo		1 *Interme diate B H* 1 *'tween dk B Haft*	*forwd end dispensed with*						
Lloyd's SASCP		*Cell D B359′ 1345t DT*	*a33′ 975t FPT1700 A PT35t*				J. G. Kincaid & Co. Ld. Grk.		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terre-neuvage naviguant exploit. Lettre d'Enregistrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. pc.*	15
71704 145660 GBCZ	**Cape Howe** (*ex* Knight Almoner–34) *ss* Npt. No. 1–34 E.S.D. D.F. 1 *Dk (Stl)* 2 *nd Dk (Stl) in holds*		4443 1105 2728	✠100A1 *i*, 38 ~~1.37~~ BS11,37 ✠LMC2,34	Cff Hul	*x*	CL 1,37	1930 7mo	Lithgows, Ld. Port Glasgow *Lloyd's*	LyleShippingCo. Ld. *Cell D*	375·0 | 53·0 | 25·6 P34′B108′F39′ FK *B324′ 968t FPT 97t*	Glasgow British *W B*	T.3Cy 25″,41″&68″–48″ (*s*) 180lb HS6058 413NHP 2SB(FD)&1AuxB *8cf* GS138 D.Rowan&Co.Ld.Gls.	27 ″ 11 s 5 ″ 2½ 22 ″ 11	
71705 152010 VJBY	**Cape Leeuwin** Ⓟ *Fitted for oil fuel* Wireless 2 *Dks* *Cruiser Stern*		1406 1165 495	...				1925	Australian Commonwlth Shippg. Board Sydney	Commonwealth of Australia (Dept. of Commerce)	225·0 | 35·0 | 20·3 B90′ FK&BK1½″	Sydny NSW British *W B*	T.3Cy.18½″,30″&49″–36″ 226NHP Australian Commonwealth Shipping Board	22 ″ 6	
71706 145656 GJYS	**Cape Nelson** (*ex* Knight of St. Michael–34) ~~*ss* Npt. No. 1–34~~ D.F. *ss* Ant No. 2–38 2 *Dks (Stl)*		3807 3559 2338	✠100A1 7 ~~8.37~~ 1,39 Aml. M.b ~~LMC~~ ✠LMC3,34 7,38	Sng Aml. M.b	*w*	CL ~~6,35~~ 6,38	1929 10mo	Lithgows, Ld. Port Glasgow *Lloyd's*	LyleShippingCo. Ld. *Cell D Ba & u E*	352·5 | 50·5 | 25·0 P34′B108′F38′ FK *133′ f 155′ 849t FPT*	Glasgow British *6 B Hpt Cem 87t A PT 88t*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb 389NHP 2SB(FD)&1AuxSB, *8cf*, GS143, HS5588 D.Rowan&Co.Ld.Glasgow	27 ″ 3 s 4 ″ 10½ 22 ″ 6½	
71707 129539 GRPM	**Cape Ortegal** *ss* Shl. No. 3–5,30 2 *Dks (Stl)*		4896 4663 3136	✠100A1 8,33 BS9,34 ✠LMC5,30	Grk	*y*	CL 9,34	1911 2mo	Russell& Co. Pt. Glasgow *Lloyd's*	HestonShipping Co. Ld. (J.C. Radcliffe. *Mgr.*) *W B = Cell D Ba* *1131t D*	405·0 | 52·4 | 27·4 P41′B124′F46′ FK *121′ u E 24′ f 184′* *Ta 30′804t A PT 28t*	Glasgow British *Cem 5 B H to U dk* 1 ,, ,, 2 *nd* ,,	T.3Cy.27″,44″&73″–48″ (*s*) 180lb *60lb* 480NHP 3SB, *9cf*, GS156, HS6783 FD Rankin&Blackmore, Grk.	30 ″ 0 s 5 ″ 8 24 ″ 6	
71708 157597 VJPK	**Cape Otway** Ⓟ *Fitted for oil fuel* Wireless 2 *Dks*		996 626 341	...				1931	Common-wealth Ship-ping Board Sydney	Commonwealth of Australia (Dept. of Commerce)	197·1 | 34·1 | 15·1 P29′B96′F27′ FK&BK1″	Sydny NSW British *W B*	T.3Cy.14¼″,23¾″&39½″–24″ 93RHP Commnwlth Shppng Board	17 ″ 0	
71709 145658 GSJM	**Cape Race** (*ex* Knight of St. John–34) *ss* Sld. No. 2–38 ~~*ss* Npt. No. 1–34~~ D.F. 2 *Dks (Stl)*		3807 3559 2338	✠100A1 ~~2.38~~ ~~10.37~~ 3,39 Liv ~~BS6,37~~ ✠LMC2,~~34~~ 9,38	Sld Liv	*w*	CL ~~2,87~~ 9,38	1930 2mo	Lithgows, Ld. Port Glasgow *Lloyd's*	LyleShippingCo. Ld. *Cell D Ba & u E 133t*	352·5 | 50·5 | 25·0 P34′B108′F38′ FK *f 155′ 849t FPT 87t*	Glasgow British *6 B Hpt Cem A PT 88t*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb 389NHP 2SB(FD)&1AuxSB, *8cf*, GS143, HS5588 D.Rowan&Co.Ld.Glasgow	27 ″ 3 s 4 ″ 10½ 22 ″ 6½	
71710 164068 GYSC	**Cape Sable** D.F. E.S.D. 1 *Dk, 2nd dk in holds*		4398 4079 2708	✠100A1 10,38 ~~1,38~~ ✠MC3,36	Liv Alx	*x*	CL	1936 3mo	Lithgows Ld. Port Glasgow *Lloyd's*	LyleShippingCo. Ld. *Cell D*	375·0 | 53·0 | 25·6 P34′B108′F39′ FK *B324′ 968t FPT 97t*	Glasgow British *6 B H Cem A PT 95t*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb 413NHP 2SB(FD)&1AuxSB, *8cf*, GS128, HS6058 D.Rowan&Co.Ld.Gls.	27 ″ 11 s 5 ″ 2½ 22 ″ 11	
71711 160385 GNSV	**Cape St. Andrew** *ss* P.Nl.No.2–35 2 *Dks (Stl)*		5094 4771 3163	✠100A1 1,38 ✠MC MS12,35 ~~6,38~~ 8	Yka	*z*	CL 5,37	1928 3mo	R. Duncan &Co. Ld. Port Glasgow *Lloyd's*	SunShippingCo. Ld (MitchellCotts& Co. Ld. *Mgrs.*) *Cell D B*	407·0 | 53·5 | 26·7 P37′B241′F34′ FK *B51′ 1240t A PT 197t*	London British *6 B H Cem*	T.3Cy.26″,44″&73″–48″ (*s*) 200lb 545NHP 3SB, *9cf*, GS172, HS8001 FD D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 4 ″ 4½ 24 ″ 10	
71712 125702 VPFF	**Cape St. Francis** (*ex* Sutlej) *ss* H.Kg.2nd No.3–4,32 *ss* H.Kg No.1–36 1 *Dk (Stl–ws) & deep framing* *& Awng dk (Stl–ws) lower dk in fore hold*		3549 3313 2170	✠100A1 *Awng dk* *with freeboard* ~~4,38~~ ~~4.37~~ BS4,38 ~~BS3,37~~ ✠LMC	HKg	*v*	CL ~~1,98~~ 4,38	1908 7mo	C. Connell &Co. Ld. Glasgow *Lloyd's*	ShunHongS.S.Co. Ld. (Williamson& Co. *Mgrs.*) *Cell D Ba 106′ u E &*	349·1 | 44·2 | 19·5 27·5 P41′F45′ FK *B68′ f 126′ 690t FPT*	HongKong British *6 B H Cem 49t A PT 86t*	T.3Cy.25⅛″,40″&68″–45″ (*s*) 200lb 426NHP 2SB, *6cf*, GS124, HS6000 FD D.Rowan&Co.Glasgow	30 ″ 0 ~~0 ″ 6~~ ~~24 ″ 4~~ 56 ″ 2½ 24 ″ 3¾	
71713 160514 GNSW	**Cape St. George** *ss* Cal. No. 2–36 2 *Dks (Stl)*		5112 4789 3175	✠100A1 11,38 ~~11,36~~ ✠LMC MS4,36 ~~6,38~~	Ams Cal	*z*	CL ~~11,36~~ 11,38	1928 6mo	R. Duncan &Co. Ld Pt. Glasgow *Lloyd's*	SunShippingCo. Ld (MitchellCotts& Co. Ld. *Mgrs.*)	407·0 | 53·5 | 26·7 P37′B241′F34′ FK *Cell D B 351′ 12*	London British *6 B H Cem 40t A PT 197t*	T.3Cy.26″,44″&73″–48″ (*s*) 200lb 545NHP 3SB, *9cf*, GS172, HS8001 FD D.Rowan&Co.Ld.Gls.	29 ″ 0 s 4 ″ 4½ 24 ″ 10	
71714 148897 GMFZ	**Cape York** TwinSc *ss* Rot. No. 3–1,39 *Oil Eng.* D.F. E.S.D. ~~*ss* Hl. No. 2–34~~ 2 *Dks (Stl) & Shelter dk (Stl)*		5027 4762 3117	✠100A1 *with freeboard* ~~3.38~~ ~~4.37~~ 1,39 ✠LMC CS1,39 DBS1,39 1,39	Vcr HKg Rot	*a* †	CL N12,36	1926 3mo	Lithgows Ld. Port Glasgow *Lloyd's*	Cape York Motor-ship Co. Ld. (Lyle Shipping Co. Ld. *Mgrs.*) *Cell D B 340′*	410·0 | 54·0 | 27·0 FK *1068t D T f 39′ 1627′*	Glasgow British *7 B Hpt Cem (Coll to Sh dk* 6 ,, 2 *nd* ,,)	Oil Engines 4S.C.SA 12Cy.22½″–39⅜″ 563NHP DB *100lb* Hwthrn, Leslie&C.Ld.Nwc	29 ″ 6 s 3 ″ 6½ 26 ″ 2½	
71715 152017 VJBZ	— Ⓟ *Fitted for oil fuel* Wireless 2 *Dks* *Cruiser Stern*		1406 1165 497	...				1925	Australian Commonwlth Shppg Board Sydney, NSW	Commonwealth of Australia (Dept. of Commerce)	225·0 | 35·0 | 20·1 B90′ FK&BK1½″	Sydney NSW British *W B*	T.3Cy.18¼″,30″&49″–36″ 225NHP Australian Commonwealth Shipping Board, Sydney	22 ″ 6	
71716 148862 GLBD	**Cape of Good Hope** *ss* Rot. No. 3–9,38 *Oil Eng.* D.F. E.S.D. ~~*ss* Hl. No. 2–34~~ 2 *Dks (Stl)*		4963 4571 3157	✠100A1 9,38 ~~2.37~~ DBS4,38 ✠LMC9,38 *Carrying oil F.P. above 150° in after deep tank*	Gls Rot	*y*	CL ~~7,35~~ 8,38	1925 6mo	Lithgows Ld. Port Glasgow *Lloyd's* F. *In*	Cape of Good Hope Motorship Co. Ld. (Lyle Shipping Co. Ld. *Mgrs.*) *termediate 'tw* *Cell D B 341′*	405·0 | 52·2 | 27·5 P39′B124′F44′ FK *een dk BH in after 1062t D T f 44′ 1266t*	Glasgow British *pt Asppt Cem 5 B H to U dk* 2 ,, ,,2 *nd* ,, *hold dispensed with D T a 35′ 922t FPT*	Oil Engines 4S.C.SA 6Cy.29½″–59⅛″ 490NHP DB *100lb* J.G.Kincaid&Co.Ld.Grk *only*	30 ″ 0 s 5 ″ 7½ 24 ″ 8	
71717 7670 SIDN	**Capella** TwinSc *ss* L.An.No.2–38 *Oil Eng.* *Mchy. Aft* D.F. ~~*ss* Lon. No. 1–34~~ *Cruiser Stern* 2 *Dks (Stl) & Web frames* *Longitudinal framing–bracketless system*		9683 8911 5621	✠100A1 ~~4,38~~ ~~9.37~~ ✠LMC~~4.38~~ 10,38 ~~10,36~~ ~~BS5,36~~ ~~5,37~~ *Carrying Petroleum in bulk*	LAn	†	CL ~~10,38~~ ~~10,37~~	1930 9mo	Eriksberg M.V. Aktieb. Gothenburg *Lloyd's*	Trelleborgs Ångf. Nya Aktieb. (J. Malmros, *Mgr.*) *Cell D Bu E 68′*	487·7 | 64·2 | 36·7 P101′F42′ FK *226t D T f 31′ 555t*	Trelleborg Swedish 16 *B Hpt Cem* (11 ,, *to U dk* 5 ,, 2 *nd* ,,) *FPT 222t A PT 243t*	Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 724NHP 2DB *150lb* Eriksberg M.V. Aktieb. Got	37 ″ 0 s 8 ″ 10½ 28 ″ 4	
71718 7559 SFHA	— (*ex* John Bakke) 1 *Dk*		*1880* *1639* *1068*					1923	Bergens Mek. Værks. Bergen	Banck&Co. (S. Banck, *Mgr.*)	265·8 | 42·2 | 17·9 P36′B59′F11′	Hlsingborg Swedish *W B*	T.3Cy.19½″,30″&52″–36″ 162NHP Bergens Mek Værks Bergen		N
71719 10 OHCF	— Ⓟ Wireless D.F. 1 *Dk & Spar dk*		1103 937 607					1888	H. Koch Lübeck	Finska Ångf Aktieb	196·8 | 29·7 | 12·8	Helsingfrs Finnish *W B*	T.3Cy.18″,28″&44″–27½″ NB99 102NHP H Paucksch, Landsburg a/w		
71720 LDBQ	— **Iron&Steel** 1 *Dk & Awng dk 3 tr B plating pt Stl*		877 844 465	✠ 12,85	Bgn	*m*		1885 8mo	Martens, Olsen&Co. Bergen	Det Bergenske Dampskibsselskab	191·9 | 28·8 | 14·7 H29*t* 20·3 BK7½″ *WB = Cell D B*	Bergen Norwegian 4 *B H Cem* *E made 19, fitted*— Lobnitz, Renfrew	T.3Cy.13½″,23″&37″–26″ NB01 69NHP		
71721 121226	**Caper** (*ex* Olga S.–37, *ex* Olga–36, *ex* Moray Coast–35, *ex* Princess Helena) 1 *Dk*		687 617 331					1905	Caledon S. B & E. Co. Ld. Dundee	Cape Lines, Ld.	210·5 | 31·1 | 14·3 P&B123′F55′	London British *W B*	T.3Cy.17″,28″&45″–33″ 116NHP Caledon SB.&E.Co.Ld.Dun		G

Not "Pacifico," *see No. 89570 in Supplement*

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Cond'n when last surveyed. How explored. Equipment (letter).	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of H. or Trade Cert.
71722 166102 GKGM	**Capetown Castle** (P) GyC. Sub.Sig. D.F, Ref.Mchy.	TwinSc Oil Eng. E.S.D. 3 Dks, 4th dk except in No. 7 hold, 5th dk in Nos. 3, 5, 6 holds Cruiser Stern	27000 19715 16454	✠100A1 with freeboard Bel Soy ~~3,38 4,38 12,38~~ ✠LMC ~~38~~			CL	1938 4mo	Harland& Wolff,Ld. Belfast Lloyd's SA&CP	Union-CastleMail S.S.Co.Ld. Cell D B58 1'3395t Tank between tu	702·9 734·0(O.L.) P276'B245'F122' joined by shade deck	82·5 FK nnels298t	42·0 F P T145t	London British 11 B Hpt Cem A P T426t	Oil Engines 2S.C.DA 20Cy.26"–59$\frac{1}{16}$" 4650 NHP 4DB100lb Harland& Wolft, Ld.Bel.	50 " 0 18 " 3 32 " 0$\frac{1}{2}$	BT till 3,39
71723 141709 CYGL	**Capilano** (P)	Wood 3 Dks	374 173 200					1920	B.C. Marine,Ld. Vancouver	UnionSteamships Ld.	135·0	26·9	8·2	Vancouver British	T.3Cy.12",19"&32"–16" 51RHP HuttonMach.Wks.Seattle		C
71724 219904 KUPN	**Capillo** Sub.Sig.	Fitted for oil fuel 2 Dks	5135 4598 3127					1920	American International Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P39'B121'F42'	54·2	27·8	Phildlphia Utd. States WB	DR gearedSteam Turbine GeneralElectricCo. Schenectady,N.Y.		R
71725 FNGA	**Capitaine Augustin** Well deck D.F.	1 Dk	3137 — 1635			...		1922	Ch.Navals Français Caen	UnionIndustrielle &Mar.Soc.Française d'Arm.	313·6 P15'Q90'B59'F29'	45·9 FK	20·5	Havre French WB	T3Cy 18$\frac{1}{8}$",29$\frac{1}{16}$"&50$\frac{3}{8}$"–37$\frac{1}{16}$" 235NHP Soc.MoteursChallassière, St.Etienne	23 " 0	V †
71726 FNFA	**Capitaine Damiani** Mchy.Aft D.F.	Fitted for oil fuel 2 Dks & Web frames Longitudinal framing Carrying Petroleum in bulk	4854 4049 2689			...		1921	National S.B.Corp. ThreeRivers, P.Q. Completed by Soc.	Soc.AnonMazout-Transports(Cie. deNav.Mixte, Mgrs.) NaphtesTransport	380·7 P101'B35'F44'	51·8 FK	28·2	Marseilles French WB	T.3Cy.27",43$\frac{3}{8}$"&73"–48" 317NHP Canadian Allis-Chalmers, Ld.Toronto,Ont.	28 " 4	V †
71727 FOGF	**Capitaine Edmond Laborie** D.F.	1 Dk	3087 — 1594					1923	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	Ets.Odon deLubersac	313·6 P164'F29'	46·4	20·1	Havre French WB	T.3Cy.18$\frac{1}{8}$",30"&49$\frac{1}{4}$"–37$\frac{1}{16}$" 149NHP Soc.MoteursChallassière, St.Etienne		V
71728 FNZH	**Capitaine Illiaquer**	1 Dk	2138 1707 1168			...		1921	Anciens Chantiers Dubigeon Nantes	"Calédonickel" Soc. Anon.	270·3 P20'B57'F25'	39·5 FK	19·6	Nouméa French WB	T.3Cy.18$\frac{1}{8}$",29$\frac{1}{16}$"&49$\frac{3}{16}$"– 37$\frac{1}{16}$" 187NHP Atel.&Ch.de laLoire,Nts.	23 " 0	V †
71729 FOMP	**Capitaine Le Bastard** D.F.	1 Dk	3176 — 1661					1923	Chant.Nav Français Caen	Soc.Mar.deTransp. &d'Affrêt.(Soc. Mar.Nationale. Mgrs.)	313·6 P&B164'F29'	45·9	20·5	Havre French	T.3Cy.18$\frac{1}{8}$",29$\frac{1}{16}$"&50$\frac{3}{8}$"–46$\frac{1}{2}$" 173NHP Schneider&Co.Havre		V
71730 FOGG	**Capitaine Le Diabat** 3Mst D.F.	1 Dk	3107 — 1613					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	UnionIndustrielle &Mar.Soc.Française d'Arm.	311·8 P164'F29'	45·9	23·6	Havre French WB	T.3Cy 21$\frac{1}{8}$",36"&59"–42" 226NHP Atel.&Ch.de laLoire, St.Denis		V
71731 FOGI	**Capitaine Luigi** D.F. Well deck	1 Dk	3176 — 1661			...		1922	Chant.Nav Français Caen	Soc.Mar.deTransp. &d'Affrêt(Soc. Mar.Nationale, Mgrs.)	313·6 P15'Q90'B59'F29'	45·9 FK	20·5	Havre French WB	T3Cy18$\frac{1}{8}$",29$\frac{1}{16}$"&50$\frac{3}{8}$"–37$\frac{1}{16}$" 235NHP Atel.&Chant.de laLoire, St.Denis	23 " 0	V †
71732 FNXB	**Capitaine Maurice Eugène** (ex Westminster–37, ex Capitaine Maurice Eugene–34)	ss Dnk.No.3–4,31 1 Dk (Stl) 2nd dk (Stl) in holds Cargo battens not fitted	4499 4161 2799	✠100A1 9,37 ✠LMC MS4,34 BS9,37	Msl	y	CL 9,37	1921 9mo	Atel.&Ch. duSud-Ouest Bordeaux Lloyd SA&CP	LesCargos Algériens,Soc. Anon. Cell D B	386·3 400·0(O.L.) P35'B110 F45' 340 1052t F P T 85t	52·6 FK	25·3	Algiers French 6 B H Cem A P T 30t	T.3Cy.26",42"&70"–48" (s) 180lb 437NHP 3SB,12cf,GS224,HS7677 J.G.Kincaid&Co.Ld.Grk.	28 " 4 s 5 " 6$\frac{1}{2}$ 23 " 0$\frac{1}{2}$	
71733 FNBD	**Capitaine Paul Lemerle**		4945 — 3120					1921	Atel.&Ch. duSud-Ouest Bordeaux	Soc.Générale de Transp.Mar.àVap.	386·0 P35'B110 F46	52·5	25·5	Marseilles French	T.3Cy.26",42"&70"–48" 340NHP J.G.Kincaid&Co.Ld.Grk.		V
71734 FNGD	**Capitaine Prieur** 3Mst D.F.	1 Dk	3087 — 1599					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	UnionIndustrielle &Mar.Soc.Française d'Arm.	311·8 P164'F29'	45·9	23·6	Havre French WB	T.3Cy.18$\frac{1}{8}$",30"&49$\frac{1}{4}$"–37$\frac{1}{16}$" 148NHP Schneider&Co.Havre		V
71735 EAOH	**Capitan Segarra** (P)	3 Dks	2252 1791 1040					1918	CiaEuskal-dunadeConst Bilbao	Cia.Trasmediterranea	265·0 P30'B76'F44'	36·5	23·9	Valencia Spanish WB	T.3Cy.22$\frac{3}{8}$",36$\frac{1}{2}$"&61$\frac{1}{2}$"–42" 248NHP Cen.Mar.Eng.Wrks.WHpl		V
71736 1973 IBLK	**Capitano A. Cecchi** D.F. Ref.Mchy.	TwinSc Oil Eng. 2 Dks (Stl–Weather dk ws) Cruiser Stern	2321 2048 1896	✠ ... 2,36 ✠	Gen	t		1934 1mo	Eriksbergs M.V.Aktieb Gothenburg Cell D B218	ItalianGovernment(Ministero dell'Africa Italiana–Regia Azienda Monopolio Banane)	312·8 298·6 B80'F46' 503t F P T 23t A P T	40·7 FK 60t	24·6 (Tanks in way of	Genoa Italian 5 B Hpt Cem (Coll to W dk 4 „ 2nd „) tunnels 251t	Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$"–39$\frac{3}{8}$" 543NHP Eriksberg M.V.Aktieb.Got	26 " 9	I †
71737 1906 IBDL	**Capitano Bottego** D.F. Ref.Mchy.	TwinSc Oil Eng. 2 Dks (Stl–Wthr dk ws) Cruiser Stern	2316 2048 1401	✠ ... 2,36 ✠	Gen	t		1933 10mo	Eriksbergs M.V.Aktieb Gothenburg	ItalianGovernment(Ministero dell'Africa Italiana–Regia Azienda Monopolio Banane) Cell D B 218' 503t F P T 23t A P T 60t Tanks in way of tunnels 251t	312·8 298·6 B80'F46'	40·7 FK	24·6 (	Genoa Italian 5 B Hpt Cem (Coll to W dk 4 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$"–39$\frac{3}{8}$" 543NHP Eriksberg M.V.Aktieb.Got	26 " 9	I †
71738 142748 MJLD	**Capito** (ex Ardgarroch–37, ex Portland House) Mchy.Aft Well deck	ss Grk.No.3–3,31 ss Bkn.No.1–35 1 Dk (Stl) Cargo battens not fitted	968 671 501	✠100A1 1,37 ~~BS12,36~~ 2,36 ✠LMC1,35	Bkn	l	CL 4,37	1918 12mo	Ardrossan DD&SBCoLd Ardrossan Lloyd SA&CP	BristolSteamNav. Co.Ld. Cell D B126' 186t F P T	200·2 Q130'F36 66t A P T 48t	31·2 FK	13·2	Bristol British 3 B H Asp	T.3Cy.17",28"&46"–33" (s) 180lb 149NHP 2SB.4cf,GS90,HS2534 Aitchison,Blair&Co.Ld. Clydebank	15 " 6 s 4 " 5$\frac{1}{2}$ 15 " 2$\frac{1}{4}$	
71739 PUQD	**Capivary** (ex Cometa, ex Candelaria) Wireless	TwinSc ss Rio.2nd No.3–12,34 ss Rio 1–30 1 Dk (Stl)	897 678 449	✠ A1 Brazilian Coasting 2,39 ~~10,36~~ ~~BS10,37~~ ✠LMC ~~37~~ 3,39	Rio	m	~~1,36~~ 12,38	1913 4mo	W.Harkess &Son,Ld. Middlesbro' Lloyd SA&CP	Cia.Commercio e Navegação Cell D Bas	205·0 P17'Q86'F26' E66' 110t F P T 54t	40·0 FK	10·5	R.Janeiro Brazilian 4 B H Cem A P T 18t	T.6Cy.11$\frac{1}{16}$",17$\frac{1}{16}$"&38$\frac{1}{2}$"– 21" 180lb 100lb (s) 115NHP 1SB,3cf,GS60,HS2298 MacColl&Pollock,Ld.Sld.	11 " 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenance acrée. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres ou cond. si ce n'est dans le L. R. Durée Cert. R. ou Tr. ic.
71740 2213 IBKZ	**Capo Alga** (*ex*Munbeaver–38, *ex*Sudbury)	*ss*Mob.No.3–4,31 2 *Dks* (*Stl*) *Fitted for oil fuel*	4723 4242 2821	✝ — 1,38	NOs	*y*		1918 3mo	Chester S.B.Co. Chester,Pa.	Cia.Genovese di Nav.aVap.S.A.	403·0 | 51·2 | 28·0 384·8 P29′B104′F36″ FK *Cell D B* 320′1157*t*	Genoa Italian	2 steam turbines DR geared to 1 sc. shaft 483 NHP 3 WTB (Spt), HS 7989 Westinghouse Machine Co. *FPT* 98*t AP* 109*t* Pittsburgh,Pa.	30 " 6	I †
71741 1848 IBWC	**Capo Arma** (*ex*Assunzione–33, *ex*Chama)	*Fitted for oil fuel* 1 *Dk* & *Shelter dk*	3195 2791 1948			…		1905	Palmers' Co.Ld. Newcastle	Cia.Genovese di Nav.aVap.S.A.	363·3 | 48·3 | 20·8 350·0 F45′ FK *Shade dk* 96′	Genoa Italian *WB*	T.3Cy.25″,42″&70″–45″ 478 NHP Palmers'Co.Ld.Newcastle	31 " 9	I †
71742 1639 ICAY	**Capo Faro** (*ex*Patani) D.F.	*Fitted for oil fuel* 2 *Dks* & *Shelter dk*	3476 3060 2134					1905	Workman, Clark&Co.Ld Belfast	Cia.Genovese di Nav.a Vap.S.A.	384·7 | 49·3 | 21·8 370·3 | 30·3 B98′F48′ *WB*	Genoa Italian	T.3Cy.26″,44″&74″–48″ 379 NHP Wrkman,Clark&Co.Ld Bel		I
71743 2073 IBVB	**Capo Lena** Ⓟ (*ex*Astrolabe–35, *ex*Saint-Augustin, *ex*Avristan, *ex*Saint Rene) D.F.	*Fitted for oil fuel* 2 *Dks*	4820 3980 2845			…		1921	W.Gray& Co.(1918)Ld. W Hartlepool	Cia.Genovese di Nav.aVap.S.A.	363·2 | 52·6 | 26·7 352·0 P30′B215′F36″ FK *WB*	Genoa Italian	T.3Cy.26″,42″&70″–48″ 515 NHP Cen.Mar.Eng.Wrks.W Hpl	29 " 4	I †
71744 2135 IBWB	**Capo Mele** (*ex*Georges et Henri–37, *ex*Sulima, *ex*Bassam) D.F.	*ss*Alg.2nd No.3–4,32 2 *Dks* (*Stl*) & *deep framing* & *Shelter dk* (*pt Stl pt Irn*)	3060 2779 1888	✝ … 5.36	Msl	*w*		1909 11mo	Irvine's SB &D.D.Co.Ld. W Hartlepool	Cia.Genovese di Nav.aVap.S.A.	354·3 | 46·6 | 22·9 340·4 P29′F41′ FK *Cell D Bu* 102′*u E* 26′*f* 150′593*t*	Genoa Italian *6 B H Cem* *APT* 35*t*	T.3Cy.25″,40″&67″–45″ (*s*) 335 NHP 2SB,*6cf*,GS 131,HS 5299 Richardsons,Westgarth& Co.Ld.Hpl.	25 " 3	IV †
71745 2131 IBQS	**Capo Noli** (*ex*Munardan–37) D.F.	2 *Dks*	3921 3563 2450			…		1917	Workman, Clark&Co.Ld Belfast	Cia.Genovese di Nav.aVap.S.A.	385·6 | 50·3 | 25·4 370·2 P35′B108′F45′ *WB*	Genoa Italian	T.3Cy.26½″,43½″&71½″–48″ 350 NHP Wrkman,Clark&Co Ld.Bel		I
71746 2072 IBVC	**Capo Olmo** Ⓟ (*ex*Recherche–35, *ex*Saint Roch, *ex*Bardistan) D.F.	2 Twin Msts *Fitted for oil fuel* 2 *Dks*	4781 3936 2829			…		1923 4mo	W.Gray& Co.Ld W Hartlepool	Cia.Genovese di Nav.aVap.S.A.	362·8 | 52·6 | 26·7 351·0 P30′B215′F35″ FK *WB*	Genoa Italian	T.3Cy.26″,42″&70″–48″ 515 NHP Cen.Mar.Eng.Wrks.W Hpl	29 " 4	I †
71747 2212 IBKW	**Capo Orso** (*ex*Munsomo–38) *Fitted for oil fuel*	*ss*N.Os.No.3–7,28 *ss*Bal.No.1–33 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	~~2948~~ ~~2799~~ ~~1856~~ 3149 2733 1887	✝ — 1,38	Bal	*u*		1916 5mo	Maryland Steel Co.of Baltimore County Sparro'Pt Md	Cia.Genovese di Nav.aVap.S.A. *forward ho*	327·2 | 46·2 | 22·9 P35′B98′F39″ FK *'Tween dk B H in* { *ld dispensed with* {	Genoa Italian *Cem* *4 B H to U dk* 1 „ „ 2nd „ *Cell D B* 278′	T.3Cy.24¼″,41″&68″–48″ 449 NHP 2SB,*8cf*,GS 144,HS 6397 MarylandStl.Co.Sparr'.Pt. *only* 768*t FPT* 78*t A PT* 296*t*	25 " 6	
71748 1469 IBAG	**Capo Vado** (*ex*Alderney, *ex*Dochra) D.F.	*Fitted for oil fuel* 1 *Dk* & *Spar dk* & *deep framing*	4391 4028 2713			…		1906	Swan,Hunter & Wigham Richardson, Ld Newcastle	Cia.Genovese di Nav.aVap.S.A.	376·7 | 51·0 | 17·7 P33′B114′F38″ 25·0 FK	Genoa Italian *WB*	T.3Cy.25″,41″&68″–45″ 379 NHP Swan,Hunter&Wigham Richardson,Ld.Nwc	28 " 2	I †
71749 162602 GPMZ	**Caprella** *Mchy.Aft* D.F. E.S.D.	Twin Sc *Oil Eng.* *ss*Rot.No1–35 1 *Dk* (*Stl*) 2nd *dk* (*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8230 7483 4828	✝100A1 ~~3,38~~ 3,39 ✝LMC CS5,35 DB 83,38 6,37 *Carrying Petroleum in bulk*	Rot Stl Lis	*y*† CL ~~P 11,36~~ ~~SN 10,36~~ 1,39		1931 7mo	Hawthorn, Leslie&Co.Ld Newcastle	Anglo-Saxon Petroleum Co.Ld. *Lloyd's SA&CP* *Cell D Bu E* 64′239*t D*	451·3 | 62·0 | 34·1 467·0 (O.L.) P103′B35′F42″ FK *Tf* 32′365*t FPT* 222*t*	London British 14 *B H* *APT* 62*t*	Oil Engines 4S.C.SA 12Cy.24½″–43½″ 714 NHP 2 DB *150lb* Hwthrn,Leslie&Co.Ld.Nwc	34 " 0 s 6 " 7½ 27 " 7½	
71750 DHDO	**Capri** D.F.	1 *Dk*	1846 1577 1037					1927	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	287·9 | 41·1 | 16·9 P&B227′F33′ *WB*	Hamburg German	T.3Cy.21¼″,34⅝″&55⅞″–37⅜″ 190 NHP A.G. "Neptun," Rostock		G
71751 368 ILCH	— Ⓟ *Fitted for oil fuel*	Twin Sc 2 *Dks*	630 444 309					1930	S.A. Bacini e Scali Napoletani Naples	Soc. "Partenopea" Anon.di Navigazione	190·5 | 29·6 | 13·6 Q37′	Naples Italian	T6Cy.15⅜″26⅜″&43⅞″–27⅝″ Offic.Mec.& Navali di Napoli,Naples		I
71752 162649 GPRY	**Capsa** *Mchy.Aft* D.F. E.S.D.	Twin Sc *Oil Eng.* *ss*Shl.No.1–35 1 *Dk* (*Stl*) 2nd *dk* (*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8229 7483 4826	✝100A1 8,38 ~~4,37~~ ✝MC CS10,35 BS ~~10,36~~ 8,38 2,37 *Carrying Petroleum in bulk*	Cff Rot	*c*† CL S7,36 P4,37		1931 10mo	Hawthorn, Leslie&Co.Ld Newcastle	Anglo-Saxon Petroleum Co.Ld. *Lloyd's SA&CP* *Cell D Bu E* 64′239*t*	451·3 | 62·0 | 34·1 467·0 (O.L.) P103′B35′F42″ FK *DT f* 32′365*t FPT* 222*t*	London British 14 *B H* *APT* 62*t*	Oil Engines 4S.C.SA 12Cy.24½″–43½″ 714 NHP 2 DB *150lb* Hwthrn,Leslie&Co.Ld.Nwc	34 " 0 s 6 " 7½ 27 " 7½	
71753 201645 KJET	**Captain A. F. Lucas** *Mchy.Aft* D.F.	*Fitted for oil fuel* 2 *Dks* *Carrying Petroleum in bulk*	4188 — 3257					1904	W.R.Trigg Co. Richmond Va	Standard Oil Co.of California	360·0 | 50·0 | 28·5	S.Frncisco Utd.States *WB*	T.3Cy.25″,41″&68″–42″ 300 NHP W.R.Trigg Co.Rchmnd,Va		R
71754 158644 VGZF	**Capt. C. D. Secord** (*ex*J.M.Oag–36, *ex*S.B.Way–36, *ex*A.E.R.Schneider, *ex*Charles R.VanHise) 1 *Dk* *Mchy.Aft*		6922 6510 5271					1900	Superior S.B.Co. Wst.Superior	Mohawk Nav.Co Ld (R.A.Campbell, *Mgr.*)	542·3 | 50·1 | 28·8 alt.'19	Montreal British *WB*	Q.4Cy.20½″,30″,43½″&63″–42″ 2 B *made* 16 *fitted*–Chicago S.B.Co.Chicago		R
71755 1 *Dk*	**Captain Cook**		396 376 172					1893	Morts Dock & Eng.Co.Ld. Sydney,NSW	New South Wales Government	155·8 | 25·2 | 13·0 F19′	Sydny NSW British	T.3Cy.16″,25″&41″–30″ 86 RHP Morts Dk.&Eng.Co.Ld.Syd		
71756 127469 WOQA	**Capt. Thomas Wilson** *Mchy.Aft* D.F. GyC. 1 *Dk* 2 *tr B*		4318 — 3091					1900	Jenks S.B. Co. Port Huron	The Wilson Transit Co.	420·5 | 50·0 | 24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22″,38″&63″–40″ NB15 251 NHP Jenks S.B.Co.		R
71757 162337 GMJR	**Capulet** D.F. E.S.D. *Mchy.Aft*	*ss*Fal.No.1–37 *Oil Eng.* 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	8190 ~~7272~~ 5005	✝100A1 ~~7,37~~ 3,39 ~~LBS 9,36~~ ✝LMC 9,36 *Carrying Petroleum in bulk* DB 37,38	Fal	*c*† CL ~~S4,37~~ ~~P3,37~~		1932 11mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	Bear Creek Oil& Shipping Co.Ld. (C.T.Bowring&Co. Ld. *Mgrs.*) *Lloyd's SA&CP* *Cell D Bu E* 81′197*t DTf* 41′435*t FPT* 161*t APT* 128*t*	460·4 | 59·5 | 34·1 P112′B30′F57″ FK *Trunk in after well* (10 to *U dk* 8 „ 2nd „)	Liverpool British 18 *B H pt Cem*	Oil Engines 4S.C.SA 8Cy.29½″–59 1/16″ 653 NHP 2 DB *150lb* J.G Kincaid&Co.Ld.Grk.	34 " 1 s 6 " 1½ 28 " 2½	
71758 220257 KUZR	**Capulin** Sub.Sig.	*Fitted for oil fuel* 2 *Dks*	4977 4598 3032					1920	American International S.B.Corp Hog Island Pa	United States Maritime Commission	390·0 | 54·2 | 27·8 P50′B121′F40′	Phildlphia Utd.States *WB*	DR Geared Steam Turbine General Electric Co. Schenectady,N.Y.		R

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Registered Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned and now expired. Equipment Letter.	7* Pass when tail shaft last seen.
71759 160244 GSZJ	**Cara**	D.F. 1 *Dk*	1760 1618 1078				
71760 135617 VRWL	**Carabao** (*ex*Le Norvégien–35, *ex*Rothenburg, *ex*Frieden)	Wireless 1 *Dk*	856 599 479				
71761 223478 WGGH	**Carabobo** Ⓟ	**TwinSc** *Fitted for oil fuel* *Ref. Mchy.* 2 *Dks*	2916 — 1718				
71762 146088 VLJG	**Caradale** (*ex*Lestris–36)	*ss*Bkn. No. 3–1,35 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	1881 1626 937	✠ … 11,36	Mch	*s*	
71763 FNUQ	**Caraibe** (*ex*Allier–35)	D.F. *Fitted for oil fuel* *Ref. Mchy.* 3 *Dks*	4043 3272 1782				
71764 400 IBYJ	**Caralis** Ⓟ	**TwinSc** *OilEng.* 3 *Dks* 4 *trB*	3510 — 2032				
71765 EEFS	**Caranza** (*ex*Ouse Hopper No. 2)	**Iron & Steel** *ss*Bbo. 4th No. 3–9,29 *ss*Bbo. No. 1–33 1 *Dk* (*Irn*)	524 — 332	✠100A1 10,35 B2,23 S1,37	Cdz		10,35
	NO LATER SURVEY REPORTED						
71766 147345 GMBN	**Carare** Ⓟ	**TwinSc** D.F. E.S.D. *Ref. Mchy.* Sub.Sig. 4 *Dks*	6878 5326 ~~4154~~ 4150				
71767 FNGW	**Caravelle** (*ex*Helga–35)	Wireless D.F. *Fitted for oil fuel* *Ref. Mchy.* 1 *Dk* *Cruiser Stern*	1390 1195 777				
71768 FNRL	**Carbet**	D.F. 2 *Dks*	3689 — 2326				
71769 150977 VGFN	**Cardena** Ⓟ	**TwinSc** *Fitted for oil fuel* Wireless 3 *Dks*	1559 1134 842				
71770 GPWQ	**Cardiff** Ⓟ	**TwinSc** *OilEng.* D.F. E.S.D. *ss*Rot. No. 1–35 *Mchy. Aft* 1 *Dk* (*Stl*) 2 *nd dk* (*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	975 — 341				
71771 162633 GPWQ	**Cardita**	**TwinSc** *OilEng.* D.F. E.S.D. *ss*Rot. No. 1–35 *Mchy. Aft* 1 *Dk* (*Stl*) 2 *nd dk* (*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8237 7483 4821	✠100A1 ~~Lyle~~ 8,27 1,39 MC CS2,36 B ~~…~~ 1,39 8,374 38 *Carrying Petroleum in bulk*	Rot ~~None~~ Off	c†	CL ~~+5,85~~ ~~+10,36~~ 4,38
71772 162664 GPWS	**Cardium** D.F. E.S.D.	**TwinSc** *OilEng.* *Mchy. Aft* *ss*Shl. No. 1–36 1 *Dk* (*Stl*) 2 *nd dk* (*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8236 7483 4828	✠100A1 ~~Lyle~~ 7,87 12,38 LMC CS2,36 DBS ~~1,38~~ 2,36 38 *Carrying Petroleum in bulk*	Rot Bkn	c†	CL PN 1,37 87,37
71773 220186 KUVV	**Cardonia**	*Fitted for oil fuel* Sub.Sig. 2 *Dks*	5104 4598 3106				
71774 135724 VLFF	**Cardross** (*ex*Kittiwake–35)	*ss*Gls. No. 3–1,32 *ss*Syd. No. 1–35 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cargo battens not fitted*	1896 1629 982	✠100A1 *Shelter dk* *with freeboard* 2,38 ~~3,38~~ BS ~~1,37~~ 11,38 ✠LMC 10,3	Syd	*s*	CL 2,38
71775 13 IBCG	**Carducci** (*ex*Kolozsvar)	D.F. *ss*Fiu. 2 nd No. 3–11,26 *ss*Ant. No. 1–31 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *deep framing*	2028 1783 1286	✠ … 8,35	Gen	*s*	
71776	**Carelia**	D.F. E.S.D. *Cruiser Stern* *Mchy. Aft* *pt Longitudinal framing*	8033 ~~7235~~ 4729	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*			
71777 564 OHGF	—	Wireless D.F. 1 *Dk*	1123 841 631				
71778	**Carenero** (*ex*Tonijn–37)	*OilEng.* *Mchy. Aft* 1 *Dk* D.F. *Cruiser Stern*	366 250 184				

8 When	9 Built. By Whom — Where	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Discontinued Trade etc.
1929	Burntisland S.B.Co.Ld. Burntisland	Admiral Shipping Co.Ld. (Glen & Co. ~~Mgrs.~~) Ld., *Mgrs.*)	271·5 P17′ B67′ F29′	39·7	21·0	Glasgow British *WB*	T.3Cy.19″,31″&51″–36″ 156NHP D.Rowan&Co.Ld.Gls.		C V
1915	Stettiner Oderwerke Stettin	Colonial Steamships, Ld. (Rogers & Co. *Mgrs.*)	203·7	30·8	12·0	Port Louis, Mauritius British *WB*	T.3Cy.13⅜″,21⅛″&37⅛″–25½″ 65RHP StettinerOderwerke,Stn.		V
1923	New York S.B.Corpn. Camden, N.J.	Northland Transportation Co.	305·2 P52′ B117′ F37′	48·2	19·9	Wilmgton (Del.) Utd. States *WB*	2 Steam Turbines DR geared to 2 sc. shafts W.&A.Fletcher Co. Hoboken, N.J		R
	Now "North Coast," *see No. 83302 in Suppl'ment*								
1921 7mo	Swan, Hunter & Wigham Richardson Ld. Newcastle	James Patrick & Co. Pty. Ltd.	290·0 *Cell D B* 226′ 46 4 *t M T* 18′ 129	42·6	18·1 FK *Collision*	Sydny NSW British *Cem*	T.3Cy.20½″,34″&56″–42″ 318NHP 3SB.6*cf*,GS126,HS5000 Swan,Hunter & Wigham-Richardson,Ld.Nwc.	21 ″ 2	C †
1932	Atel.&Ch. de France Dunkirk	Compagnie Générale d'Armements Maritimes	325·5 P49′ B99′ F42′	52·5	28·7	Havre French *WB*	3 Steam Turbines SR geared to Sc.Shaft 667NHP Atel.&Ch.de la Loire,St.N.		V I
1928	Soc.Anon. Ansaldo Sestri Ponente	"Tirrenia" Soc. Anon. di Nav.	330·2 B179′	43·8	21·4	Naples Italian *WB*	Oil Engines 4S.C.SA 12Cy.20½″–38⅜″ 486NHP Franco Tosi S.A.Legnano		
1885 10mo	W.Dobson & Co. Newcastle	Sociedad de Servicios Maritimos	158·6	28·6	12·3 BK 6″	Bilbao Spanish 5 *BH Cem*	C.2Cy.22″&44″–30″ (*s*) 90lb 97NHP 1SB.3*pf*,GS49,HS1808 N.E.Marine Eng.Co Ld Nwc	13 ″ 1	
	Lloyd's SA&CP								
	REPORTED								
1925	Cammell Laird & Co. Ld. Birkenhead	Elders & Fyffes, Ld.	425·2 P42′ B194′ F49′	55·1	29·9	Liverpool British *WB*	T.6Cy.23½″,39½″&67″–48″ 622NHP Cammell Laird & Co. Ld.		C BT till 10,39
								11	10,39
1933	Helsingörs Jernsk & Msk Elsinore	Cie. Générale d'Armements Maritimes	259·0 P & B 195′ F35′	39·7	15·6	Havre French *WB*	C4Cy(2)14¾″&(2)31½″–31½″ & Elec.drive from LP Turb. HS2520 192NHP Helsingörs Jernsk.& Mskb.		VG
	Now "Maria," *see No. 89095 in Suppl'ment*								
1920	Napier & Miller Glasgow	Cie. Générale Transatlantique	365·0 P & B 219′ F47′	49·0	24·6	Havre French *WB*	T.3Cy.26″,42½″&69″–48″ 330NHP Dunsmuir&Jackson,Ld Gls		V
1923	Napier & Miller Glasgow	Union Steamships Ld.	226·8	37·1	18·4 *WB*	Vancouver British	T.6Cy.16″,26½″&43″–30″ 202NHP D.Rowan&Co.Ld.Gls.		C
1929	A.&J. Inglis, Ld. Glasgow	Cia. Argentina de Nav. Mihanovich Ltda.	275·1 P37′ B46′ F29′	43·2	12·3	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15⅜″–29½″ 287NHP Harland & Wolff, Ld.Gls.		
1931 9mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Anglo-Saxon Petroleum Co. Ld.	451·3 407·0(O.L.) P103′ B35′ F42′ FK 244 *t DTF* 32′	62·0	34·0	London British 14 *BH*	Oil Engines 4S.C.SA 12Cy.24½″–43⅝″ 714NHP 2 DB *150lb* Hwthrn,Leslie&Co Ld.Nwc	34 ″ 0 s 6 *n* 7⅞ 27 ″ 7½	
	Lloyd's SA&CP	*Cell D Bu E* 69′	365 *t FPT* 213 *t*		*APT* 55 *t*				
1931 12mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Anglo-Saxon Petroleum Co. Ld.	451·3 P103′ B35′ F42′ FK	62·0	34·0 14 *BH*	London British	Oil Engines 4S.C.SA 12Cy.24⅛″–43⅝″ 714NHP 2 DB *150lb* Hwthrn,Leslie&Co Ld.Nwc	34 ″ 0 s 6 *n* 7⅞ 27 ″ 7½	
	Lloyd's SA&CP	*Cell D B* ~~E~~ 69′ 24	4 *t DTF* 32′ 365 *t FPT*		213 *t APT* 55 *t*				
1920	American International S.B.Corp. Hog Island Pa	~~Lykes Bros.~~ Ripley S.S.Co. Inc. ~~J…~~ ~~S…~~ Inc.	390·0 P50′ B121′ F40′	54·2	27·8	N.Orleans Utd. States *WB*	DR geared Steam Turbine General Electric Co. Schenectady,N.Y.		R
1919 8mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle	James Patrick & Co. Pty. Ltd.	290·3 301·0(O.L.)	42·5	18·9 FK *Collision*	Sydney, N.S.W. British *Cem*	T.3Cy.20½″,34″&56″–42″ (*s*) 180lb 318NHP 3SB.6*cf*,GS126,HS5000 FD Swan,Hunter & Wigham-Richardson,Ld.Nwc	21 ″ 2 s 1 ▪ 3 20 ″ 1½	
	Lloyd's SA&CP	*Cell D B* 248′ 399 *t*	*FPT* 31 *t APT* 39 *t*			*BH to Sh dk* 5 ,, ,, *U* ,,			
1902 3mo	W.Dobson & Co. Newcastle	"Tirrenia" Soc. Anon. di Nav.	285·8 280·3 P83′ B90′ F35′ FK	37·5 39·1	20·3 21·0	Fiume Italian 6 *BH Cem*	T.3Cy.19½″,34″&57″–39″ 230NHP 2 NDB 13 *refitted* 25 2SB.4*rf*,GS105,HS3500 N.E.Marine Eng.Co Ld Nwc	23 ″ 3	I †
		Cell D Ba 92′ *u E* 6	*E* 33′ / 121′ 425 *t FPT*		41 *t APT* 15 *t*				
1938	N V Nederl. Schps. Maats Amsterdam	N.V. Petroleum Maats. "La Corona"	~~Lyle~~ 15,0 ~~3~~ 4 462 · 9 59 · 5 33 · 8			The Hague Dutch	Oil Engines 4S.C.SA 8Cy.25⅛″–55⅛″		
							Werkspoor N.V. Ams.		
1921	Maskinoch Brobyg.Akt Helsingfors	Finska Ångfartygs A/B	217·0 P23′ B62′ F29′	34·5	14·0	Helsingfrs Finnish *WB*	T.3Cy.15⅝″,26″&41⅛″–27½″ Msk & Brbyggnads 89NHP A/B Helsingfors		N
1936	N V Schpsw Delfziil v/h Gebr. Sander Delfzijl	Cia. Anon. de Navegación de Carenero	135·7	24·5	9·1	La Guayra Venezuelan *WB*	Oil Engines 4S.C.SA 6Cy.11″–17½″ 70NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz		V

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Force assignée maintenant. Lettre signifiant l'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moteurs. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Surf Trade
71779	**Caribia** (P)	TwinSc	12049					1933	Blohm& Voss,K.a.A. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	497·8	65·8	27·9	Hamburg German *WB*	Oil Engines 2S.C.DA 16Cy.23⅝"–35,⅞" 3122NHP Blohm& Voss,K.a.A. Ham.		G
DJLP	GyC. E.S.D. D.F.	*Oil Eng.* 5 *Dks*	8979 6989														
	Sub.Sig.	*Cruiser Stern*															
71780	—	*Oil Eng.*	312 210					1936	Gebr.Niestern&Co. Delfzijl	C.vanWattum	127·6	24·1	8·7	Delfzijl Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9⅞"–14⅝" 62NHP AppingedammerBrons Motorenfb.N.V.		V
PDJC	*Mchy.Aft*	1 *Dk*	148								P30′	B12′	F15′				
		Cruiser Stern															
71781	**Caribou** (P)		2222	✝100A1	NFL		CL	1925	NewWater -wayS.B.Co. Schiedam	Newfoundland Government (Newfoundland Railway—Steam-shipDept.)	266·0	41·3	23·4	SJhns NFL British	T.4Cy.23½",40"&(2)46"–42" 200lb (r) 456NHP 2SB,8*cf*,GS137,HS7111 FD NewWaterwayS.B.Co.	25 ″ 6	
151660	~~ssNFL.No.3–5,38 ssNFL.No.2–34~~		1850	*withfreeboard*				10mo			276·5(O.L.)					*s* 7 ″ 7⅞	
VOLQ	2 *Dks*(*Stl*–ws)3*rd dk*(*Stl*) *in holds*		1362	5,38 ~~6,37~~ ~~BS6,37~~ ✝LMC5,34 5,38				*Lloyd's*	*SA&CP*	*Cell DB206′373t FPT*	F37′		FK	*5 BHCem*	2SB,8*cf*,GS137,HS7111 FD	18 ″ 6	
	D.F.	*Strengthened for Navigation in Ice*								*38t APT39t*					NewWaterwayS.B.Co.		
71782	**Carica Milica**		6371	✝100A1	Rot	*at*	CL	1928	W.Doxford &Sons,Ld. Sunderland	Jugoslavenski Lloyd a.d.	425·0	56·1	29·3	Dubrovnik Yugoslav	T.3Cy.27",45"&75"–51" (*s*) 180lb 569NHP 3SB,9*cf*,GS179,HS8491 FD Richardsons,Westgarth& Co.Ld.Sld.	31 ″ 10	
	*ss*Rot.No.2–36		5860	3,592,38	Bry		N3,37				440·2(O.L.)					*s* 6 ″ 5¾	
YTAL	2 *Dks*(*Stl*)		3927					*Lloyd*	*'s A&CP*	*Cell DBa&uE*	P35′	B143′	F35′	FK *8 BHCem*		25 ″ 6¾	
	D.F.			MS4,36 ~~MS4,36~~ BS2,39						150′*f*196′1207*t DT*	*a*34′1083*t FPT*147*t*				1 „ *to 2nd dk* *APT61t*		
71783	**Cariddi** (P)	TwinSc	2809					1931	Cantieri RiunitiDell' Adriatico Trieste	ItalianState Railway	365·4	56·7	17·5	Messina Italian *WB*	3 Oil Engines connected to 2Elec.Motors&Sc.Shafts 4S.C.SA 985NHP 24Cy.20½"–21½" StabilimentoTecnico,Tri.		I
27	(*TrainFerry*)	*Oil Eng.*	—								B172′						
IBMF		2 *Dks*	973														
71784	**Carignano** (P) (*ex*WarPigeon)		5753	✝100A1	Gen	*y*	CL	1918	Ropner& Sons,Ld. Stockton	LloydTriestino Soc.Anon. diNav.	395·5	52·2	27·8	Genoa Italian	T.3Cy.27",44"&73"–48" (*s*) 180lb 490NHP	31 ″ 0	
2145	*ss*Tri.No.3-4,31		4802	~~2,37~~ 2,39			5,37	9mo			412·4(O.L.)	52·4		7 *BHptCem*	3SB,9*cf*,GS190,HS7020 FD	*s* 5″10½	
IBDG	*ss*Gen.No.1–35		3497	BS8,37 ✝LMC7,35 7,38				*Lloyd's*	*SA&CP*		P49′	B113′	F40′	FK	Harland& Wolff,Ld.Gls.	25 ″ 4¾	
	D.F.	2 *Dks*(*Stl*)		*Adapted for oil fuel*			11,28 *F.P.*	*above*	150° F.	*Cell D*	*B340′1072t FPT*13			*1t APT214t*			
71785	**Carimaré** (P) (*ex*SaintAygulf)		4459					1920	Napier& Miller,Ld. Glasgow	Cie.Générale Transatlantique	364·6	49·1	24·1	Havre French *WB*	T.3Cy.26",42½"&69"–48" 330NHP Dunsmuir&Jackson,LdGls		V
FNRM	D.F.	2 *Dks*	2667								F36′						
71786	**Carina**	TwinSc	6303	✝100A1	Got	*z*	CL	1931	Götaverken A/B Gothenburg	Rederiaktieb. Castella(Per Waller,*Mgr.*)	419·4	55·2	33·9	Gothenbrg Swedish	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP 2DB*150lb*	33 ″ 7	
7696	*Oil Eng.*		5720	~~6,38~~ ~~9,37~~ 12,38 ~~Bld~~ Mdb			S9,36	1mo			423·8(O.L.)			10 *BHptCem*		*s* 7 ″ 2⅝	
SIJN	*ss*Got.No.1–35		3610	~~LM~~ CS9,			P9,37	*Lloyd's*	*SA&CP*	*Cell DBuE*	P98′	F36′	FK	*APT129t*	Götaverken A/B,Got.	26 ″ 6½	
	D.F. *Mchy.Aft*	1 *Dk*(*Stl*)		DB~~8,37~~ 9,38 9,36 *Carrying Petroleum in bulk*							63′260*t DT f*17′221*t*						
	Sub.Sig.	*Cruiser Stern*															
	Special Surveys to date from 12,31																
71787	**Caring** (*ex*Vigdis,*ex*Heinrich,		~~881~~	✝100A1	Mmo	*m*	CL	1883	Ramage& Ferguson Leith	Angf.A/B Caring (H.Bergelin)	210·5	30·2	13·3	Gothenbrg Swedish	C.2Cy.27"&50"–30" (*s*) 87lb ~~NDR0⅝ 60⅝~~ 116NHP	16 ″ 0	
6691	*ex*Ecossaise)	*ss*Got.4thNo.3–8,33	~~664~~	3,38 ~~10,36~~	Got		12,36	3mo			Q70′	B57′	F23′	FK	1SB,3*cf*,GS58,HS2034	*s* ″ 11⅛	
SDNU		*ss*Got.No.1–38	~~518~~	~~NN38.03~~ ✝LMC~~3,33~~ 10,37				*Lloyd's*	*SA&CP*	*Cell DB180′200t*				*4 BHCem*	Ramage&Ferguson,Lth.	15 ″ 1½	
	Well deck	1 *Dk*(*Iron*)												*APT12t*			
71788	**Carinthia** (P)	TwinSc	20277	✝100A1	Liv	*n*†	CL	1925	Vickers, Ld. Barrow	CunardWhite Star,Ld.	600·7	73·8	40·7	Liverpool British	4 Steam Turbines DR (*r*) geared to 2 Sc. Shafts 220lb 2437NHP	45 ″ 0	BT till 1,39
147318	*ss*Liv.No 3–1,38		14281	*Shelter dk*			~~12,35~~ 1,39	8mo						*Promenade dk*397′		*s* 12″9½	
GLKY	*Ref.Mchy.*	2 *Dks*(*Stl*)&*Shelter dk*	~~12088~~	*withfreeboard*				*Lloyd's*	*SA&CP*				FK	10 *BHCem*	3D&3SB,*36cf*,GS769, HS29164 FD	32 ″ 8	
	D.F. Sub.Sig.	(*Stl*–ptws)&*Shade dk*	11971	1,39 ~~1,38~~	LS1,38									*Coll BH to Shade dk*			
	E.S.D. GyC.	(*Stl*–ptws)3*rd dk*(*Stl*) *in holds, except No.4*		~~BS1,38~~ ✝LMC1,37 ~~Lloyd'sRMC1,38~~ 1,39						*Cell D*	*B520′2578t DT f*47′			*„ Shelter*	Vickers,Ld.Barrow		
											at sides&betwe	*en tunnels*612*t FPT*		1112*t APT80t*			
				Fitted for oil fuel	8,25	*F.P. a*		*above*	150° F.								
71789	**Carioca**	TwinSc	2927	✝100A1	Rot	*u*	OG	1937	NV.Industrieele Maats. "DeNoord" Alblasserdam	Govt.of theState of RioGrande doSul	322·5	47·4	21·4	Porto Alegre Brazilian	Oil Engines 2S.C.SA 14Cy.13¾"–23⅝" 463NHP	24 ″ 0	
2630	*Oil Eng.*		1694	12,37				12mo			336·3(O.L.)					*s* 3 ″ 8	
	2 *Dks*			✝LMC12,37				*Lloyd's*	*SA&CP*	*Cell D*	P33′	B90′	F30′	FK *6 BHptCem*	Gbr.Stork&CoNVHengelo	20 ″ 5½	
	Ref.Mchy.	*Cruiser Stern*		Lloyd'sRMC1 38							*B238′ 647t FPT66t*			*APT88t*			
71790	**Caripiteño**		475	✝100A1	Cco	*g*	~~4,37~~	1934	Schiffsw. MemelLindenau&Cie Memel	StandardOilCo.of Venezuela	150·9	24·9		Cristobal Colon Venezuelan	Oil Engines 2S.C.SA 6Cy.14⅛"–18⅛" 212NHP	11 ″ 10	
	Oil Eng.		265	*withfreeboard*	Aru	8,38	7,38	5mo								*s* 2 ″ 7⅝	
	*ss*Aru.No.1–38 1 *Dk*(*Stl*–ws)		225	8,38 ~~5,37~~ ~~LMC5,34~~							F63′		FK	*4 BHptCem*	SulzerBros.Winterthur	9 ″ 5½	
	Cargo battens not fitted in after hold			*For Venezuelan Coasting Service*				*Lloyd's*	*SA&CP*	*Cell D Bf*11′10*t Tanks at sides of Tunnel*13′15*t*							
71791	**Carisco** (*ex*Baltimorean,		927					1912	Staten Isld. S.B.Co. Pt.Richmond N.Y.	ThamesRiverLine Inc.	180·1	28·4	12·5	NewYork Utd.States	T.3Cy.15½",25½"&37½"–26" *Emade84fitted*12 72NHP GossMarineWks.Bath,Me.		
209871	*ex*AtlanticCity)		—														
KJEV		2 *Dks*	680														
71792	**Carl**		318					1924	A/S Rödby-havns Dok og Skibsværft Rödby Havn	DeDanskeSukker-fabrikker	131·0	24·6	10·0	Copnhagn Danish	Oil Engines 2S.C.SA 4Cy.12⅛"–18½" 111NHP		V
	Oil Eng.		254								B34′	F19′		*WB*	A/S Atlas,Stockholm		
OUPU	*Mchy.Aft*	1 *Dk*	165														
71793	**Carl Cords**		903					1910	Akt.Ges. "Neptun" Rostock	Aug.Cords	231·4	33·8	12·0	Rostock German *WB*	T.3Cy.14⅝",24⅛"&38⅝"–26⅜" 77NHP A.G."Neptun."Rostock		G
			773								P&B177′	F25′					
DMAH	*Mchy.Aft*	1 *Dk*	498														
71794	**Carl D. Bradley** (P)		10028	✝100A1	Clv		OG	1927	American S.B.Co. Lorain,O.	BradleyTransportationCo.	623·2	65·2	30·2	Duluth Utd.States	1SteamTurbine connected toElec.Mot.&Sc.Shaft 3*BH* 325lb HS11260 985NHP	33 ″ 0	
226776	*ss*Clv.No.1–34		8162	*ForServiceon the GreatLakes* 11,37				7mo					FK	*3 BH*		*s* 10 ″ 8	
WOBK	(*Self-Unloader*)		7706					*Lloyd's*	*SA&CP*	*Cell DB&SideTanks*8679*t FPT*347*t*				*APT121t*	2WaterTubeBoilers FD GeneralElectricCo. Lynn,Mass.	22 ″ 6½	
	Mchy.Aft	1 *Dk*(*Stl*)&*Web frames*		BS11,37 ✝LMC5,34													
	D.F. GyC.	*Cargo battens not fitted*															
		Longitudinal framing at deck															
71795	**Carl Fritzen** (*ex*Taifun–38, *ex*Fiume)		6594 6257				...	1920	Monmouth S.B.Co.Ld. Chepstow	~~Ixxau,Scharbau &Co.~~ John Fritzen& Sohn vorm Ixxau Scharbau&Co.	412·4	55·8	34·5	Emden German *WB*	2 steam turbines DR geared to1 sc. shaft 676NHP Metropolitan-Vickers Elec.Co.Ld.Mch.	38 ″ 0	G †
DOOR		1 *Dk&Shelter dk* *Cruiser Stern*	4048								F39′ *on Shelter dk*		FK				

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment letter.	7* Date when tail shaft last exam.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed; if not in L.R. Date of withdrawal.
71796 GHSK	**Carl Henckel** (*ex*Harrisborg–34, *ex*Severini, *ex*Leila, *ex*Henrietta) *Well deck* 1 *Dk* *Cargo battens not fitted*	Iron 1352 1113 769	✠100A1 5,38 ~~6,06~~ 3,38	Sbg	*o*	4,37	1882 10mo	T Turnbull &Son Whitby A&CP	RederiA/B Henal (P.Trolle-Henckel, *Mgr.*)	242·5 | 34·1 | 18·1 253·2 (O.L.) Q88′B56′F33′ FK *DB*			Hlsngborg Swedish	C.2Cy.30″&55″–36″ 80lb 143NHP 2SB,*4pf*,GS52,HS2391 Blair&Co.Ld.Stockton	19 ″ 6 s 2 ″ 0½ 17 ″ 11	
71797 PUZB	**Carl Hoepcke** (P) Wireless	TwinSc 1249 1063 653					1927	F Schichau Elbing	EmprezaNacional deNavegação "Hoepcke"	205·8 | 36·0 | 17·8			Florian-opolis Brazilian	C.8Cy.(4)12⅝″&(4)27⅜″–27⅜″ 133NHP F.Schichau,Elbing		G
71798 SJPT	**Carl Matthiessen** (*ex*Columbus–36, *ex*Commodore Rollins–34) Wireless 2 *Dks3trB*	1170 933 506					1911	Bergens Mek.Værks. Bergen	A/B Banantrans-port(SvenSalén, *Mgr.*)	244·5 | 34·6 | 14·2 H108*t*			Stockholm Swedish *WB*	T.3Cy.23″,37″&63″–39″ 248NH Bergens Mek Værks Bergen		N
71799 DCRO	**Carl Rehder** (*ex*Stubnitz, *ex*Frida Horn) 1 *Dk*	559 442 262					1920	Union-Giesserei A.G Königsberg	CarstenRohder	166·0 | 28·8 | 11·9 P&B112′F21′			Altona German *WB*	T.3Cy.18″,20¼″&33″–22⅝″ Union- 52NHP Giesserei A.G.Königsberg		G
71800 DONZ	**Carl Vinnen** Aux5MstSr *Oil Eng.* Sub.Sig. *Mchy.Aft* 2 *Dks* (*See Sailing Ship Register*)	1827 1537 1524					1922	Frd. Krupp Akt.Ges. Kiel	C.R.H.Vinnen (F.A.Vinnen& Co.*Mgrs.*)	261·8 | 44·3 | 19·1 Q82′F55′			Bremen German *WB*	Oil Engines 4S.C.SA 4Cy.15¾″–21⅝″ 97NHP Frd.Krupp A.G.Kiel		G
71801 SDOG	**Carl von Linné** (P) 1 *Dk*	409 441 221 248					1884	Motala Co. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg. *Mgr.*)	144·7 | 24·5 | 10·3 147′ H109*t* F32′			Stockholm Swedish	C.2Cy.24″&43″–24″ NB04 75NHP Motala Co.,Motala		
71802 IMXQ	**Carla** (*ex*Fede–37, *ex*Ester–33, *ex*Esther, *ex Sailing Vessel* Jenny, *ex*Louise Linnemann, *ex*Voorwaarts) 1 *Dk* *Mchy.Aft* (*See Sailing Ship Register*)	Aux3MstSr *Oil Eng.* 347 134 303 259					1903	Gebr. Verstockt Martenshoek	CarloLandi	145·4 | 26·2 | 10·6 Q17′			Savona Italian	Oil Engines 2S.C.SA 2Cy.14½⅜″–16⅜″ 79NHP Emade15*fitted*— J&CG Bolinder'sCoLdSkm		I
71803 MBVR	**Carle C. Conway** 1 *Dk*	6530 — 4910					1907	Chicago S.B.Co. Chicago	NationalSteel Corp.(M.A.Hanna Co.*Mgrs.*)	532·0 | 56·2 | 31·0			Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½″,38″&63″–42″ 257NHP AmericanSB.Co.Cleveland		R
71804 ONIA	**Carlier** (P) (*ex*Itauri) *Ref.Mchy.* **D.F.** Sub.Sig. 2 *Dks&Shelter dk*	7217 — 4398					1915	Flensburgr Schiffsb.Ges. Flensburg	Cie.Maritime Belge (LloydRoyal)S.A. (AgenceMaritime Internationale S.A. *Mgrs.*)	471·1 | 60·9 | 28·6 H36′F54′ 36·5 Q51′B12′F24′ SK7′ *WB=FPT41t*			Antwerp Belgian	T.3Cy.31 1/10″50⅝″&84″–53 3/10″ 518NHP FlensburgerSchiffsb.Ges.		V
71805 MBVR	**Carlingford** K *ss*Lan.2ndNo.3–5,34 *ss*Apl.No.1-38 1 *Dk*(*Stl*)	345 274 131	✠100A1 ~~11,36~~ 4,39	Liv	*f*	CL ~~11,36~~ 7,38	1908 1mo	Dublin Dockyard Co Dublin *Lloyd's SA&CP*	RibbleShippingCo. Ld.(W.J.Ireland, *Mgrs.*)	145·6 | 24·1 | 10·4 *25·6* Q51′B12′F24′ SK7′ *WB=FPT41t*			Liverpool British 3*BHCem*	C.2Cy.18 5/16″&38″–27″ (*s*) 180lb 80RHP 1SB,*2pf*,GS40,HS1477 Ross&Duncan,Glasgow	11 ″ 6 s ″ 8 11 ″ 5	
71806 VLDB	**Carlisle** (*ex*Merganser–34) *ss*Mch.No.3–2,32 *ss*Syd No.1–36 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	1881 1638 934	✠100A1 *Shelter dk with freeboard* 9,38 ~~9,38~~ MS3,36	Syd	*s*	CL 6,37	1919 11mo	Swan,Hunter&Wigham Richardson. Ld Sunderlnd *Lloyd's SA&CP*	JamesPatrick& Co.Pty.Ld. *Cell DB248′450*	290·0 | 42·5 | 18·8 300·7 (O.L.) *tFPT31tAPT39t*			Sydny NSW British *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.20½″,34″&56″–42″ (*s*) 180lb 318NHP 3SB,*6cf*,GS126,HS5000 FD Swan.Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 2 s 1 ″ 1½ 20 ″ 2½	
71807 GBVM	**Carlo** (*ex*LasPalmas) 1 *Dk*	1737 1538 985					1911	Schiffsw.v. H.Koch A.G Lübeck	Ellerman'sWilson Line,Ld.	277·7 | 39·2 | 17·9 PWB220′F35′			Hull British *WB*	T.3Cy.22 5/16″,35⅜″&56 1/10″–33½″ 163NHP Schiffs.v.H.Koch.A.G.		C
71808 IBDO	**Carlo Martinolich** (*ex*Honvéd–35) *ss*Rot.No.2–35 1 *Dk*(*Stl*)	4208 3918 2570	✠100A1 12,38 ~~12,38~~ ~~8,39~~ 7,38	Rot	*x*	CL 7,37	1928 6mo	Swan,Hunter&Wigham Richardson, LdSunderlnd *Lloyd's SA&CP*	Nav.Carlo MartinolichS.a.g.l. *Cell DB*	385·3 | 52·0 | 24·9 373·0 P37′B221′F82′ FK 320′1110*t* *FPT113t*			Trieste Italian 6*BHCem* *APT127t*	T.3Cy.24″,39″&65″–45″ (*s*) 180lb *120lb* 331NHP 2SB(Spt)*6cf*,GS130,HS5410 N.E.Marine Eng.Co Ld.Sld	27 ″ 3 s ″ 8¾ 23 ″ 8¾	
71809 ILFD	**Carlo Zeno** (*ex*Henri Delmas–33, *ex*Klio) *Well deck* 1 *Dk&deep framing*	1446 1141 869					1906	Mackay Bros. Alloa	SalvagnoAnonima Navigazione	244·6 | 35·9 | 16·4 234·8 Q87′B56′F29′ FK			Venice Italian *WB*	T.3Cy.18″,29″&48″–33″ 146NHP MacColl&Pollock,Ld.Sld.	18 ″ 6	I †
Disch. 71810 203805 KJEX	**Carlos** Wood3Mst *Mchy.Aft* *Fitted for oil fuel* 1 *Dk*	865 702 541					1908	Stone& VanBergen San Francisco	DonovanS.S.Co.	198·4 | 39·2 | 14·8			S.Frncisco Utd.States	T.3Cy.14′,22″&36″–24″ Fulton Iron Works, 64NHP San Francisco,Cal.		
71811 PJAW	**Carlota** TwinSc *ss*Cco.No.3–11,36 1 *Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing at bottom & at deck*	2696 1798 1481	✠100A1 ~~12,37~~ 12,38 ~~11,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,24	Cco	*t*	CL s12,37 P3,37 *F.P. a*	1924 9mo	W.Beard-more&Co.Ld. Glasgow *Lloyd's SA&CP* *above* 150° F.	N.V.Curacaosche Scheepv.Maats.	305·0 | 50·2 | 15·0 Q87′ *Trunk dk* 176′ F42′ FK *FPT1096t*			Willemst'd Dutch *SBHptCem* *APT87t*	T.6Cy.14″,23″&38″–27″ (*s*) 180lb 252NHP 2SB,*4cf*,HS4100 FD W.Beardmore&Co.Ld.	15 ″ 0 s 1 ″ 7 13 ″ 6½	
71812 ILFP	**Carlotta** (*ex*Kopernik–34, *ex*Yorkdale, *ex*Ardgour) *Mchy.Aft* 1 *Dk*	750 64 565 532					1914	G.Brown &Co. Greenock	OnofrioJacomino	207·6 | 29·1 | 12·8 200·0 Q87′F25′ *WB*			Torre del Greco Italian	Oil Engines 4S.C.SA 6Cy.12 7/16″–17¾″ 87NHP Emade35*fitted*37 Mtrn Werke Mannheim A G		CI
71813 GKPQ	**Carlton** *ss*Nwc.No.3–5,37 1 *Dk*(*Stl*)	5162 4750 3205	✠100A1 ~~1,37~~ 1,39 ~~Bef~~ Off ~~11,36~~ 5,37	Msl	*y*	CL 5,37	1924 4mo	Short Bros. Ld. Sunderland *Lloyd's SA&CP*	R.Chapman&Son *Cell DB342′1524*	390·0 | 53·5 | 28·6 402·0 (O.L.) P33′B113′F41′ FK *tFPT128tAPT167t*			Newcastle British 6*BHCem*	T.3Cy.24″,41″&68″–48″ (*s*) 180lb *180lb* 363NHP 2SB(Spt)*8cf*,GS155,HS5806 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 1½ 25 ″ 7½	
71814 KDDK	— **D.F.** *Fitted for oil fuel* 2 *Dks*	5127 4598 3124					1920	American International S.B.Corp. Hog Island Pa	TampaInterocean S.S.Co.	390·0 | 54·2 | 27·8 P50′B121′F40′			N.Orleans Utd.States *WB*	DR Geared Steam Turbine General Electric Co. Schenectady,N.Y.		R

1 Numéro d'Ordre — Numéro Officiel. — Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à la Lettre d'Equipement.	7* Date de la dernière visite de la Cloison porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Registres ou code.
71815 147175 MLGT	**Carmarthen Coast** (*ex*Nova, *ex*Langfjord) Wireless	*ss*Lth.No.3-7,34 1 *Dk (Stl)* & *Shelter dk (Stl)* *ss*Lon.No.1-38	961 713 468	✠100A1 Lon *Shelter dk with freeboard* ~~7,33 7,35~~ 2,39			CL 7,37	1921 12mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's SA&CP*	CoastLines,Ld. *CellDB174'240c*	212·5 | 33·7 | 12·5 F34' *on Shelter dk*			Liverpool British	T.3Cy.16½",27"&44"–30" (*s*) 180lb 142NHP 2SB,*4cf*,GS82,HS2558 Plenty&Son,Ld.Newbury	14 " 6 s " 2 14 " 6	
71816 66 ILFV	**Carmela** (*ex*KathleenC.–33, *ex*AlbertKasimir, *ex*Volga, *ex*Arshaluis,*ex*Otterburn) 1 *Dk*		981 771 561	✠ 2,98				1892 9mo	J.Laing Sunderland	CarmineVitiello	212·7 | 30·9 | 14·4 204·0 | 30·8 | 14·1 FK			Torre del Greco Italian	T.3Cy.17½",28"&46"–30" 116NHP W.Allan&Co.Sunderland		I †
71817 LJBH	**Carmelfjell** Wireless D.F. *CruiserStern* 1 *Dk* & *Shelter dk*		1334 1101 716					1935	Nylands Værksted Oslo	A/SLuksefjell (Olsen&Ugelstad, *Mgrs.*)	250·9 | 41·3 | 14·8			Oslo Norwegian *WB*	C.2Cy.16¾"&33 7/16"–33 7/16"& LPTurbine with DR gearing and hydraulic coupling 107NHP NylandsVærksted,Oslo		N
71818 LOGY	**Carmelo** (P) TwinSc *Fitted for oil fuel*		320 — 133					1919	..... Germany	Cia.Uruguaya de Nav.Lda.	180·7 | 23·2 | 10·2			Bns.Aires Argentine	T6Cy13⅝"19 7/16"&30 7/16"–17 7/16" 80NHP		
71819 16 ILGW	**Carmen** 1 *Dk*		1434 — 835					1925	Cant.Nav. ScoglioOlivi Pola	Soc.Anon.diNav. M.U.Martinolich	228·8 | 38·2 | 17·7 Q24'B50'F31'			Lussinpiccolo Italian *WB*	T.3Cy.15",24"&39"–25½" N.Odero fu Aless&Co.SestriPonente 77NHP		I
71820 OYBJ	— (*ex*Catalonier) *ss*Els.No.3-2,33 *ss*Abg.No.1-37 1 *Dk (Stl)* *Cargo battens not fitted*		1206 731	✠100A1 Abg *o* 2,00 11,38 Gls LMC BS4,376,3 MS10,37			OG ~~6,37~~ 11,38	1920 10mo	Lloyd Royal Belge (Gt.Britain) Ld. Glasgow *Lloyd's SA&CP*	J.Lauritzen *CellDB211'386tPT21tAPT*	240·0 | 35·7 | 15·3 P27'B57'F25' FK 4 *BHCem* 15*t*			Esbjerg Danish	T.3Cy.15",25"&40"–27" (*s*) 185lb 99NHP 2SB(Spt),*4cf*,GS48,HS1630 McKie&Baxter,Glasgow	17 " 3 s 1 " 11 15 " 6	
71821 EEGA	— (*ex*Peveril) *Well deck* *Mchy. Aft* 1 *Dk*		322 — 127					1895	Scott& Sons Bowling	CaboHermanos	135·0 | 23·1 | 10·3 Q59'B10'F25' BK7"			Malaga Spanish *WB*	C.2Cy.17½"&40"–27" 80NHP Muir&Houston,Glasgow	11 " 0	
71822	**Carmen Avellaneda** TwinSc *Oil Eng.* (*Train Ferry*) 1 *Dk*		2100 — 1525					1929	A&J Inglis Ld. Glasgow	EntreRiosRailwaysCo.Ld.	340·0 | 57·7 | 17·7 FK			Ibicuy Argentine	Oil Engines 4S.C.SA 16Cy.15¾"–29½" 383NHP Harland&Wolff,Ld.Gls.	19 " 9	
71823	**Carmen Sylva** (*ex*Frednes–36) 1 *Dk* & *Spar dk*		1601 1162 998					1903	Bergens Mek.Værks. Bergen	Capato&Macri	245·1 | 36·0 | 15·5 B60'H105*t* 20·8 *F32t* *WB*			Constntza Roumanian	T 3Cy.19",30"&50"–33" 144NHP BergensMk.Værks,Bergen		N
71824 215614 WQDR	**Carmi A. Thompson** 1 *Dk* & *Web frames* *Mchy. Aft* D.F. *Longitudinal framing* GyC.		7039 6833 5658					1917	American S.B.Co. Lorain,O.	MidlandS.S.Line. Inc.	525·0 | 58·0 | 31·0 F48' FK *WB*			Wilmgton (Del.) Utd. States	T.3Cy.23½",38"&63"–42" 376NHP AmericanS.B.Co.Lorain,O	32 " 0	R †
71825 132028 MDYG	**Carnalea** ~~ssBel 2ndNo.3-4,38~~ ~~ssBel.No.3-2,25~~ *Well deck* ~~ssBel.No.2-34~~ *Mchy. Aft* 1 *Dk (pt Stl)*		579 423 233	✠100A1 Bel *j* 4,38 2,00 ~~LMC3,37~~ LMC3,34 4,38			CL ~~2,06~~ 3,38	1913 1mo	Scott& Sons Bowling Lloyd's *SA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *WB=Cell*	178·6 | 28·1 | 10·5 Q101'B9'F33' BK7¼" *DBf* 101'154*t FPT*			Belfast British	T.3Cy.15",25½"&41"–30" (*s*) 180lb 85RHP 1SB,*3cf*,GS60,HS1938 Aitchison,Blair&Co.LdGls	13 " 0 s 4 " 4½ 13 " 3½	
71826 148766 GJSL	**Carnarvon Castle** (P) TwinSc *Cruiser Stern* *Oil Eng.* *Ref.Mchy* D.F. E.S.D. 6 *Dks*		20122 15524 12089					1926	Harland& Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld.	661·1 | 73·5 | 41·7 len.38 P100 B336'F130'			London British *WB*	Oil Engines 2S.C.DA 20Cy.24 1/16" 55½ 11[illegible]NHP, N[illegible] Harland&Wolff Ld.Belfast		BT till ~~6,38~~ 5,39
71827 117 IBJG	**Carnia** *ss*Tri.No.3-3,35 D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)* *Ref.Mchy.*		5451 4984 3378	✠100A1 Tri *y* *Shelter dk with freeboard* 10.38 ~~2,38~~ BS3.38 LMC3,35 Lloyd's RMC ~~10,385~~ 5,30 *Carrying vegetable oil in deep tank*			CL ~~3,38~~ 9,38	1923 1mo	Cant.San RoccoS.A. Trieste A&CP *CellDB338'*	LloydTriestino Soc.Anon di Nav. 1339*t DTa*35' 980*t*	404·2 | 54·0 | 29·6 B125'*on Shltr dk* FK *FP*7 114*t APT*244*t*			Trieste Italian 7 *BHCem* (2 " *to S dk* 5 " " *U* ")	T.3Cy.27",42"&68"–48" (*s*) 180lb 465NHP 3SB(Spt),*9cf*,GS158, HS7023 FD StabilimentoTecnico Triestino,Tri.	32 " 0 s 6 " 11½ 25 " 3	
Now "Lake Hallwil,"	**Carolina Dorian** (*ex*Carol, *ex*Helmsdale) *ss*Ist.2ndNo.3–10,32 *ss*Ant.No.1–37 *Spar dk* *framing Main dk in Nos.1 & 4 holds*		3165 2991 2027	✠100A1 Rot *r* *Spar dk with freeboard* ~~2,38~~ BS2.38 LMC ~~MS11,36~~ MS2,37			CL ~~2,38~~ N6,38	1907 10mo	A.Rodger &Co. PortGlasgow Lloyd's *SA&CP*	EuxineShipping Co.Ld. *CellDB*a*u E126f146*	330·5 | 49·0 | 14·4 22·3 P21'B92'F35' FK 5 *BHCem* 846*t APT*69*t*			London British 2SB,*6cf*,GS128,HS4786 A.Rodger&Co.Glasgow	I.3Cy.24",40"&65"–42" (*s*) 170lb ~~220lb~~ NDB24 305NHP	24 " 9 s 3 " 11½ 21 " 0	
71829 826 OFCK	**Carolina Thordén** *Oil Eng.* D.F. E.S.D. 1 *Dk* & *Shelter dk*, 3rd *dk in forward hold* GyC. *Strengthened for navigation in ice* *Cruiser Stern*		3645 2776 1868	✠100A1 Abo *x* *with freeboard* 3,38 LMC3,38			CL	1938 3mo	Crichton-Vulcan A.B. Åbo Lloyd's *SA&CP*	~~Gustaf D.Thordén~~ R[illegible] (Mgr. Thordén, *Mgrs.*) *CellDB286'95*	365·9 | 51·4 | 21·6 388·2(O.L.) FK *6t DTa*31*t FPT*69*t*			Brändö Finnish *6BH* (*Coll to Sh dk* 5 " *2nd* ")	Oil Engines 2S.C.SA 7Cy. ~~60½"~~ –49 3/16" 795NHP 25 1/16" DB57*lb* *APTs*155*t* Fr.KruppGermaniawftAG Kiel	25 " 5 s 1 " 9½ 23 " 8½	
71830 OXTB	**Caroline Mærsk** TwinSc *Oil Eng.* D.F. *Mchy. Aft* *ss*Rot.No.2–37 1 *Dk (Stl)* & *Web frames* *Longitudinal framing* *bracketless system*		7691 7232 4713	✠100A1 Ams *c* ~~20,37~~ 1,39 Rot IC CS1,38 DBS1,~~[illegible]~~ ~~5,34~~ 5,34 *Carrying Petroleum in bulk*			CL ~~4,37~~ PN1,37 S1,39	1928 11mo	Odense Staalskibsvft Odense Lloyd's *SA&CP*	D/S A/S Svendborg og A/S D/S af 1912 (A.P.Möller, Copenhagen, *Mgr.*) *CellDBuE68'*	456·8 | 59·7 | 33·7 P101'B38'F36' FK *201tDTf*34*t*			Fredericia Danish 11 *BHptCem* 605*t FPT*225*t APT*120*t*	Oil Engines 4S.C.SA 12Cy.21⅜"–39⅜" 543NHP 2DB *180lb* Akt.Burmeistr& Wain,Cpn	35 " 9 s 8 " 10½ 27 " 2	
71831 42326 JIYK	**Caroline Maru** *Oil Eng.* *Mchy. Aft* *Cruiser Stern*		320 — 158					1936	Harada Zosen K.K. Osaka	TokaishaK.K.	130·2 | 22·0 | 13·0			Tokyo Japanese	Oil Engines 2S.C.SA 4Cy.16 9/16"–18½" 192NHP NipponHatsudokiK.K.		
71832																	

1 No. in Book. Official No. (Code Letters.)	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Tonnage Gross / Deduction / Net / Reg.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned and last renewed. Equipment.	7a Date when tail shaft last seen.	8 Built. When. Where.	By Whom.	9 Owners.	10 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	11 Port of Registry. Flag.	12 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	13 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	14 Registers in which classed, if not in L.R. Transferred to Sail Cert.
71833 221728 KDXI	**Carolinian** (*ex* Melville Dollar–36, *ex* Oriental) D.F.	*Fitted for oil fuel* 3 *Dks*	6997 — 4318					1921 Regines	Kiangnan Dk & Eng Wks Shanghai	American-Hawaiian S.S. Co.	429·0	55·2	34·0	New York Utd. States *WB*	T.3Cy.26½″,43″&74″–48″ 377 NHP Kiangnan Dock & Eng. Wks		R
71834 OHHJ	**Carolus**	1 *Dk* *Cruiser Stern*	2245 1915 1277					1919	Osbourne, Graham & Co. Ld Sunderlnd	A/B Ohlson S.S. Co. O/Y (A/B Nielsen & Thordén O/Y. *Mgrs.*)	285·0 P35′B70′F33′	43·5	19·1	Helsingfrs Finnish *WB*	T.3Cy.21″,35″&50″–39″ 156 NH MacColl & Pollock, Ld., Sld.		C
71835 210278 WKCA	**Carolyn** ss Bal. 2nd No. 3–11,36 Sub. Sig.	2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	3209 2769 2389	✠100A1 Bal *u* Yk *Fitted for oil fuel* 9.22 *F.P. above*			CL 2.38 8 1,38 1 50° F.	1912 7mo	Nwport News S.B. & D.D. Co Newport News A&CP	A.H. Bull Steamship Co. Inc. (A.H. Bull & Co. Inc. *Mgrs.*) *Cell D Ba* 100′ *u E* 20′	313·5 P36′B94′F31 FK *f* 136′ 679 *t FPT* 78 *t*	46·0	22·7	New York Utd. States 5 *BH Cem* *APT* 248 *t*	T.3Cy.22″,37″&60″–42″ (*s*) 180 lb 279 NHP 2SB, *6cf*, GS 138, HS 4680 Newport News SB & DD. Co.	25 *n* 6 s 4 *n* 5½ 21 *n* 3	
71836 210278 WKCA	**Caroni** Twin Sc ss Cco. No. 2–36 *Mchy. Aft* 1 *Dk* (*Stl*) & *Web frames* *Longitudinal framing–bracketless system*	SNs NYk *Carrying Petroleum in bulk* *Fitted for oil fuel* 5.28 *F.P. above*	3164 2298 1661	✠100A1 1,39 LMC8,36			CL 12,36 *bulk* 1 50° F.	1928 5mo	Palmers' Co. Ld. Newcastle *Lloyd's SA&CP*	Mene Grande Oil Co. C.A. *Cell D Bu E&B* 50′	325·0 P73′B22′F40′ FK 149 *t* side tanks 180′	55·2	16·4	Maracaibo Venezuelan 8 *BHpt Cem* 211 5 *t FPT* 2 07 *t APT* 126 *t*	T.6Cy.14½″24″&39½″–27″ (*s*) 180 lb 248 NHP 2SB, *6cf*, HS 4808 Palmers' Co. Ld. Newcastle	16 *n* 6 s 2 *n* 0½ 14 *n* 8½	
71837 160592 GSNV	**Caroni River** *Mchy. Aft* ss Fal. No. 2–37 D.F.	*Oil Eng.* 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	7807 7157 4841	✠100A1 Fal *b*† *Carrying Petroleum in bulk*			CL 10,37 *bulk*	1928 10mo	Blyths-wood S.B. Co. Ld. Glasgow *Lloyd's SA&CP*	British Empire Steam Nav. Co. Ld. (Houlder Brothers & Co. Ld. *Mgrs.*) *Cell D Bu E* 55′ 276′	456·0 P94′B30′F38′ FK *DT f* 38′ 432 *t FPT* 183 *t APT* 64 *t*	59·0	33·9	London British 16 *BH* (10 *to U dk* 6 „ 2nd „) 2 DB 150 *lb*	Oil Engines 4S.C.SA 8Cy.29⅛″–59 1/16″ 653 NHP J.G. Kincaid & Co. Ld. Grk.	33 *n* 9 27 *n* 4	
71838 YQST	**Carpati**	2 *Dks*	4336 4056 2799					1913	Greenock & Gr'ngemouth Dckyd Co. Ld. Greenock	Roumanian State Maritime Service	375·8 P36′B100′F41′	52·2	25·5	Constntza Roumanian *WB*	T.3Cy.25″,41″&68″–48″ 320 NHP D. Rowan & Co. Glasgow		V
71839 139257 GSLQ	**Carperby** ss Sws. No. 2–36 D.F.	1 *Dk* (*Stl*)	4890 4610 3033	✠100A1 Clf Stl			CL 1,37	1928 6mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's SA&CP*	Ropner Shipping Co. Ld. *Cell D B*	405·0 417·9 (O.L.) P30′B229′F41′ FK 359′ 1402 *t FPT* 188 *t*	53·5	26·5	W. Hartlpl British 6 *BH Cem* *APT* 190 *t*	T.3Cy.25½″,41″&71″–48″ (*s*) 180 lb 505 NHP 3SB (Spt), *9cf*, GS 172, HS 7614 FD Cen. Mar. Eng. Wrks. W Hpl	29 *n* 5 s 4 *n* 9 24 *n* 11½	
71840 146158 GFQZ	**Carpio** ss Lon. No. 3–1,34 D.F.	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) ss Ant. No. 1–37	1847 1548 893	✠100A1 Ant *r* Clis *Shelter dk* *with freeboard* BS5,38 6,37 *Fitted for oil fuel* 24 *F.P. above*			CL 6,37 1 50° F.	1921 8mo	H. & C. Grayson Liverpool *Lloyd's SA&CP*	MacAndrews & Co. Ld. *Cell D B* 222′ 4	264·8 FK 14 *t FPT* 63 *t APT* 18 *t*	41·2 *Collision*	18·8	London British *Cem* *BH to Sh dk* 3 „ „ *U* „	T.3Cy.21″,34″&56″–36″ (*s*) 180 lb HS 5370 280 NHP 2SB & 1 Aux B, *8cf*, GS 145, McKie & Baxter, Glasgow	21 *n* 0 s *n* 10½ 20 *n* 3½	
71841 220597 KDER	**Carrabulle** D.F.	*Fitted for oil fuel* *Carrying Petroleum in bulk* 2 *Dks*	5030 4598 3105					1920	American International S.B. Corp. Hog Island Pa	Cuba Distilling Co. Inc. (International Freighting Corp. Inc. *Mgrs.*)	390·0 P39′B121′F43′	54·2	27·8	Baltimore Utd. States *WB*	DR geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
71842 111 SVQT	**Carras** (*ex* Kinross–34, *ex* Taxandrier, *ex* War Spartan) ss Rot. No. 2–38	ss Nwc. No. 3–2,31 1 *Dk* (*Stl*)	5234 4750 3166	✠100A1 Rot *y*			CL 2,37	1918 10mo	Sir R Dixon & Co. Ltd. Middlesbro' *Lloyd's SA&CP*	~~Carras Bros.~~ *Cell D B*	400·0 P49′B113′F39′ FK 335′ 1122 *t D/T* 28′ 11 20 *t* *FPT* 123 *t*	52·3	28·5	Chios Greek 7 *BH Cem* *APT* 177 *t*	T.3Cy.25″,44″&73″–48″ (*s*) 180 lb 517 NHP 3SB, *9cf*, GS 190, HS 7668 FD Richardsons, Westgarth & Co. Ld. Mdb.	31 *n* 0 s 5 *n* 11½ 25 *n* 3	
71843 162409 MBXL	**Carrick Coast** *Mchy. Aft* *Cruiser Stern*	*Oil Eng.* 1 *Dk*	369 247 193					1934	Ardrossan Dockyard Ld. Ardrossan	Coast Lines, Ld.	135·5 B9′Q91′F19′	25·1	9·4	Liverpool British *WB*	Oil Engines 2S.C.SA 4Cy.13⅜″–22 7/16″ 125 NHP Atlas-Diesel A/B, Skm.		C
71844 142744 MPSF	**Carrickmacross** (*ex* Olivine, *ex* Catherine Aida) ss Bel. No. 2–38 *Well deck* *Mchy. Aft*	3 Mst ss Gmh. No. 3–10,29 1 *Dk* (*Stl*) *Cargo battens not fitted*	754 517 337	✠100A1 Bel *j* LMC8,34			CL 5,37	1918 12mo	Forth S.B. & Eng. Co. Ld. Alloa *Lloyd's SA&CP*	John Kelly, Ld. (W. Clint, *Mgr.*) *Cell D B*	190·9 Q105′B8′F33′ BK 7½′ 111′ 173 *t FPT* 75 *t*	29·2 *Bf*	11·5	Glasgow British 3 *BH Cem* *APT* 137 *t*	T.3Cy.16″,26½″&44″–30″ (*s*) 180 lb 127 NHP 2SB, *4cf*, GS 66, HS 2128 Forth S.B. & E. Co. Ld. Alloa	13 *n* 8 s 4 *n* 2½ 13 *n* 10	
71845 148144 MNFK	**Carrickmore** ss Bel. No. 3–8,37 *Well deck* *Mchy. Aft*	1 *Dk* (*Stl*)	581 400 269	✠100A1 Bel *h*			CL 8,37	1925 4mo	J. Lewis & Sons, Ld. Aberdeen *Lloyd's SA&CP*	John Kelly, Ld. (W. Clint, *Mgr.*) *Cell D*	165·0 Q94′B11′F28′ FK *Bf* 97′ 125 *t FPT* 44 *t*	27·0	11·1	Belfast British 3 *BH Cem* *APT* 17 *t*	T.3Cy.13″,23″&37″–26″ (*s*) 200 lb 70 RHP 1SB, *3pf*, GS 48, HS 1440 J. Lewis & Sons, Ld. Abn.	13 *n* 4 s 3 *n* 8½ 13 *n* 2½	
71846 LJHE	**Carrier** (*ex* Capitaine Bonelli–36)	1 *Dk*	3105 2315 1664					1921	Atel. & Ch. de la Seine Marit Le Trait	D/S A/S Anglo (Valdemar Skog-land A/S, *Mgrs.*)	313·6 P164′F29	46·3	20·2	Haugesnd Norwegian *WB*	T.3Cy.21⅝″,36″&59″–42″ 226 NHP Atel. & Ch. de la Loire, St. Denis		V
71847 212652 KDAE	**Carrillo** (P) D.F. Sub. Sig. *Ref. Mchy.*	*Fitted for oil fuel* 2 *Dks* & 2 *pt dks* *tr B*	4593 3894 2590					1911	Workman, Clark & Co. Ld. Belfast	United Fruit S.S. Corp. (United Fruit Co. *Mgrs.*)	378·8 B160′F42′	50·3	29·1	New York Utd. States *WB*	T.3Cy.27″,45″&75″–54″ 412 NHP Wrkman, Clark & Co. Ld Bel		C
71848 200537	**Carrollton** (*ex* Marquette & Bessemer No. 1–37) *Mchy. Aft* Gy C.	1 *Dk*	1525 — 925					1903	Buffalo Dry Dock Co. Buffalo, N.Y.	Saginaw Dock & Terminal Co.	241·0	43·0	18·3	Wilmngtn (Del.) Utd. States	T.3Cy.17″,27½″&46″–36″ 127 NHP Detroit S.B. Co. Detroit		
71849 102662 MQNT	**Carron** (*ex* Glasgow)	2 *Dks*	1017 854 426	....				1894	W B Thompson & Co. Ld. Dundee	Carron Co.	240·0 P43′B76′F57′ BK 8′	32·0	16·1	Grngemth British *WB*	T.3Cy.21⅛″,34¼″&56″–42″ NB 30 228 NHP W.B. Thompson & Co. Ld.	16 *n* 10	C †
71850 132047 MFRD	**Carrowdore** ss Bkn. 2nd No. 3–2,38 *Ref. Mchy.* *Well deck* *Mchy. Aft*	1 *Dk* (*pt Stl*)	599 434 226	✠100A1 Mch *j* Bkn MC2.38 BS2,39			CL 1,38	1914 2mo	Scott & Sons Bowling *Lloyd's SA&CP*	A. Guinness, Son & Co. Ld. *WB = Cell D*	180·2 Q103′B9′F33′ BK 7½′ *Bf* 103′ 162 *t FPT* 48 *t*	29·1	10·4	Belfast British 3 *BH Cem* *APT* 24 *t*	T.3Cy.14″,25½″&41″–30″ (*s*) 180 lb 85 RHP 1SB, *3cf*, GS 60, HS 2034 Aitchison, Blair & Co. Ld Gls	13 *n* 0 s 4 *n* 4½ 13 *n* 3	
71851 148084 GDZY	**Carslogie** (*ex* Hartside–37) ss Shl. No. 3–12,36 D.F.	1 *Dk* (*Stl*)	3786 3519 2317	✠100A1 Clf *w* Ams LMC12,36			CL 1,38	1924 8mo	J Readhead & Sons, Ld. South Shields *Lloyd's SA&CP*	Carslogie S.S. Co. Ld. (Honeyman & Co. *Mgrs.*)	363·8 377·5 (O.L.) P25′B101′F35′ FK *Cell D B* 318′ 989 *t*	50·5	23·6	Glasgow British 6 *BH pt Cem* *APT* 170 *t*	T.3Cy.25″,42″&69″–45″ (*r*) 180 lb 371 NHP 2SB, *6cf*, GS 120, HS 6044 J. Readhead & Sons, Ld.	26 *n* 0 s 4 *n* 8½ 21 *n* 6	

Numéro d'Ordre. / Numéro Officiel. / Signaux	Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. / Sous le Pont. / Net.	Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Tirant d'eau assigné dans l'acte d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	Registres de code.
71852 116 IBMG	**Carso** ssTri.No.3–11,36 1 Dk(Stl) & Shelter dk(Stl) D.F.	6275 5224 3955	✠100A1 Shelter dk with freeboard 6,9t 1,1,38	Tri	z	CL 1,35 6,38	1923 1mo	Stabilimnto Tecnico Trieste A&CP	LloydTriestino Soc.Anon.diNav. Cell D Ba132′uEo DTa40′1096t	419·0|54·0|30·1 B130′F35′ on Shelter dk FK B55′f163′1542t FPT99tAPT185t	Trieste Italian	T.3Cy.26⅜″,42⅛″&70⅛″–48″ 180lb FD (s) 483NHP 3SB(Spt),9cf,GS148,HS7221 UnitedMachineFactories, Smichow	33 ″ 3 s 8 ″ 1⅜ 25 ″ 4	
71853 DHDT	**Carsten Russ** Wireless 1 Dk	994 787 576					1910	Stettiner Oderwerke Stettin	ErnstRuss	210·7|33·9|13·3 P12′Q36′B55′F19′ WB	Hamburg German	T.3Cy15⅞″25½″&41⅜″–29½″ 93NHP StettinerOderwerke		C
71854 212584 KDAA	**Cartago** (P) (exGeneralLee–38, exCartago–32) Fitted for oil fuel D.F. Ref.Mchy. 2 Dks & 2pt Dks	4732 3935 2732					1908	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.)	378·8|49·8|29·6 B151′F14′ WB	NewYork Utd.States	T.3Cy.27″,45″&75″–54″ 413NHP Wrkman,Clark&Co Ld.Bel		C
71855 162658 GRNX	**Carthage** (P) TwinSc Fitted for oil fuel 3 Dks(Stl–Weather dk ws) Ref.Mchy. 4th dk(Stl) in forward holds D.F. Cruiser Stern	14182 11383 7665	✠ 10,35 RMC4,38 3,39	Lon	ft		1931 11mo	A.Stephen &Sons,Ld. Glasgow	P.&O.Stm.Nav.Co. Cell	522·5|71·4|42·1 B246′F76′ FK DB448′2568t FPT7	London British 9 BHpt Cem Coll.,to Wdk 0t APT140t	6SteamTurbinesSRgearedto2sc.shafts 2997NHP 4WaterTubeBoilers A.Stephen&Sons,Ld.Gls.	46 ″ 1	BD til 8,2 7,36
71856 129745 CGFP	**Cartier** (P) TwinSc GyC. Wireless 2 Dks(Stl–U ws)	556 432 284	✠ 3,10	Nwc	i		1910 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadianGovernment(Department ofMarine)	164·0|29·2|13·1 F40′ FK WB=CellDBuE & 79tDTf13′37tFPT	Ottawa British 7BHAsp B&Bnkr62′ 8tAPT9t	T.6Cy.11½″,18″&31″–24″ 142NHP 2SB,4cf,GS62,HS2162 Swan,Hunter&Wigham Richardson,Ld.Nwc.	15 ″ 0	
71857 149455	**Cartierdoc** Mchy.Aft 1 Dk	1919 1629 1142					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	252·8|43·3|17·8 Q100′F35′	Fort William British WB	T.3Cy.15″,25″&40″–33″ 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
71858 EEGV	**Caruso** (exAitor,exSaturnus) Well deck 2 Dks	1022 — 567					1883	Maats de Maas Delfshaven	V.Fernandez Balsera(A.Alvarez S.en.C.Mgrs.)	209·5|29·6|14·8 Q67′B47′F22′ WB	Aviles Spanish	C.2Cy.27″&50″–36″ 125NHP Maats deMaas.Delfshaven		
71859 CSBU	**Carvalho Araujo** (P) TwinSc ssLis.No.2–38 exLis.No.1–34 2 Dks(Stl–U teak s)3rd Dk (Stl) in Nos.1&2holds Cruiser Stern	4560 3575 2649	✠100A1 5,38 10,37 BS11,38 BS12,38	Lis	w	CL 10,36 LMC1,54 1,58	1930 3mo	Cant.Nav. Triestino Monfalcone Lloyd'sA&CP Cell	EmpresaInsulana deNav.(Bensaude &Co.Mgrs.)	346·5|50·2|26·6 P30′B128′F65′ FK after B.32′ DB275′912t FPT6	Lisbon Portuguese 6BHCem	T.6Cy.21″,36½″&60″–39″ 210lb (r) FD 735NHP 4SB(Spt),12cf,GS268, HS11164 J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 7¾ 23 ″ 9	
71860 DNBC	**Casablanca** E.S.D. 1 Dk Ref.Mchy. Cruiser Stern	2313 1715 1223					1936	Deutsche Werft A G Bet Reihstwrft Hamburg	Oldenbrg-Portug. Dampfsch.Rhed.	287·9|45·8|18·1 P16′B263′F34′ WB	Oldenburg German	C.4Cy.(2)16⅞″&(2)35⅞″ –35⅞″&LP turbine with DR gearing & hydraulic coupling 304NHP Deutsche Werft A.G.Ham.		G
71861 FNMA	**Casamance** Ref.Mchy. D.F. 2 Dks	5817 — 3455					1921	Atel.&Ch. de la Loire St.Nazaire	ChargeursRéunis	390·6|55·9|29·0 P57′B124′F54′ WB	Havre French	3 Steam Turbines DR geared to 1 Sc. Shaft Atl.&Ch.dela Loire,St Denis		V
71862 147295 GKWZ	**Casanare** D.F. E.S.D. Sub.Sig. Ref.Mchy. 4 Dks	5376 4678 3297					1924	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·3|51·4|30·4 P43′B157′F43′ WB	Liverpool British	T.3Cy.27½″,46½″&78″–54″ 447NHP Cammell Laird&Co.Ld.Bkn		C
71863 3407 PJAX	**Casandra** TwinSc ssCco.No.3–10,37 1 Dk(Stl) Mchy.Aft Longitudinal framing at bottom & at deck	2701 1800 1482	✠100A1 10,38 10,37 LMC9,38 Carrying Petroleum in bulk Fitted for oil fuel 12,24	Cco	l	CL SN 10,38 P1,38 F.P. above	1924 12mo	W.Beardmore&Co.Ld. Glasgow	N.V.Curaçaoasche Scheep.Maats. Lloyd'sA&CP	305·0|50·2|15·0 Q87′F42′ Trunk dk176′ FK FPT109t	Willemstd Dutch 8BHptCem	T.6Cy.14″,23″&38″–27″ (s) 180lb 252NHP 2SB,4cf,HS4100 FD W.Beardmore&Co.Ld. Coatbridge	15 ″ 0 s 1 ″ 7 13 ″ 6½	
71864 2158 IBNG	**Casaregis** Fitted for oil fuel D.F. 3 Dks	6485 — 3908					1924	Soc.Anon. Ansaldo Sestri Ponente	LloydTriestino Soc.Anon.diNav.	408·8|53·7|28·2 WB	Genoa Italian	3 Steam Turbines DR geared to 1 sc. shaft Soc Anon. Ansaldo,Sampierdarena		I
71865 170613	**Casca** (P) WoodPad 1 Dk	1300 313 1033					1937	British YukonNav. Co.Ld. Whitehorse, YukonTrty.	BritishYukonNav. Co.Ld.	180·0|36·5| 5·6	Vict'riaBC British	H.2Cy.16″–72″ Emade97,fitted37 17RHP Bmade07,fitted37 AlbionIronWorks, Victoria,B.C.		
71866 215796 KDIS	**Cascade** (exLakebridge,exWar Rifle) Fitted for oil fuel 1 Dk	1853 1631 1109					1917	Toledo S.B.Co. Toledo	E.K.WoodLumber Co.	251·0|43·8|18·9 P21′B64′F30′ FK	S.Frncisco Utd.States WB	T.3Cy.20½″,33″&54″–40″ 260NHP ToledoS.B.Co.Toledo	21 ″ 0	R †
71867 PDJF	— Oil Eng. Mchy.Aft D.F. 1 Dk Cruiser Stern	338 203 167					1937	Scheepswrf Waterhuizen J.Pattje Waterhuizen	N.V."Cascade" (T.vanDijk,Mgr.)	134·5|24·1| 8·2 P40′B16′F20′	Delfzijl Dutch WB	Oil Engines 4S.C.SA 4Cy.12⅞″–18¾″ 58NHP AppingedammerBrons Motorenfb.N.V.		C
71868 160046	**Casco** Mchy Aft 1 Dk	1831 1595 1153					1927	Earle'sCo. Ld. Hull	Lakes&St.LawrenceNavigation Co.Ld.(Canada StarchCo.Ld. Mgrs.)	252·7|43·2|17·8 Q94′F35′	Montreal British WB	T.3Cy.17″,28″&46″–33″ 122NHP Earle'sCo.Ld.Hull		C
71869 200856 KJEY	**Caspar** (exNushagak) ssS.Fo.3rdNo.3–11,37 1 Dk(Stl) Mchy.Aft Cargo battens not fitted	739 584 479	✠100A1 1,3 0,1,38 BS1,38 LMC11,3 10,38 Fitted for oil fuel 3,07	SFo		CL 10,37 F. P. above	1904 5mo	United Eng.Works SanFrancisco A&CP	Romco S.S.Co.Inc. CasparLumber Co. Cell D B140′223t	175·5|34·0|14·5 P43′F38′ FK uE & B50′62t FPT 150° F.	S.Frncisco Utd.States 3BH 75t APT27t	T.3Cy.14″,22″&38″–30″ (s) 180lb 120lb 118NHP 2SB,4cf,GS60,HS2320 UnitedEng.Works.S.Fo.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Registd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registered in Dkcks classed. If not in L.R. Date of R. of Tonnage Cert.
71870 160551 GSMK	**Caspia** *ssShl.No.2–36* *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*		6018 5520 3720	✠100A1 [illegible] *Carrying Petroleum in bulk Fitted for oil fuel*	Bkn Eal	z [illegible]	CL 2,37 *bulk F.P. above*	1928 8mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	OverseasOil& TransportCo.Ld. *CellDBuB10'64t*	412·0 427·2(O.L.) P108'B28'F46' *DTf38'338t FPT*	53·4	31·6 FK	London British 17*BHptCem* (10 *to U dk* 7 „ 2nd „) 66t*APT59t*	T.3Cy.27″,45″&75″–48″ (*s*) 1801b *120lb* 533NHP 3SB,*9cf*,GS189,HS7773 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 6 s 5 ″ 5½ 26 ″ 3½	
71871 TKFJ	**Cassard** *ssNts.No.1–33* *ssNts.No.3–4,34* 1*Dk(Stl)* *Longitudinal framing in DB & at dks* *Cargo battens not fitted*		1596 1388 933	✠100A1 [illegible]	Rot	y	CL 4,37	1920 2mo	Grangemth Dkyd.Co.Ld. Grngemouth *Lloyd'sA&CP*	~~Chargeurs de l'Ouest~~ Cie.Nantaise des Chargeurs de l'Ouest *CellDBuB198'452t*	253·4 P27'B63'F26'	37·4 FK	18·4 *4BHCem APT47t*	Nantes French 180lb 2SB,*6cf*,GS115,HS3622 Ross&Duncan,Glasgow	20 ″ 6 s 2 ″ 6½ 18 ″ 1	
71872 DHDV	**Cassel** Ⓟ *ssHam.No.2–30* *Well deck* 2*Dks(Stl)* 3*rd dk in No.1 hold* D.F.		6047 5389 3672	✠ … 5,34	Ham	*b*†		1922 5mo	Blohm& Voss Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Line) *CellD B389'1560t FPT60t*	450·0 P&B366'F59'	58·2 FK	27·0 *8BHptCem ptAsp APT11t*	Hamburg German 4SteamTurbinesSRgeared to 1 Sc. Shaft 882NHP 4SB,*12cf*,GS268,HS12272 Blohm&Voss,Hamburg	29 ″ 6	G †
71873 CSAL	**Cassequel** (*ex*Pangim,*ex*Numantia) *ssLis.3rdNo.3–8,37* 2*Dks*(1*Stl*&*Utrn*) *Cell side tanks amidships, deep framing at ends*		4751 4051 3325	✠100A1 [illegible] [illegible]	Lis Npt	*x*	CL 5,37	1901 4mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	Cia.Colonial de Navegaçao *CellD Ba126'uE26'f172'*	384·5 P40'B145'F40'	52·1 FK	25·6 *6BHCem* 1008t *Cell si*	Lisbon Portuguese 180lb 3SB,*9cf*,GS157,HS5592 Cen.Mar.Eng.Wrks.WHpl *de tanks*217'850t*APT55t*	28 ″ 4 s 5 ″ 5½ 23 ″ 1½	
71874 FOID	**Cassidaigne** (*ex*Schiaffino XXIII–37,*ex* Sofiliege,*ex*Zeeland) *Mchy.Aft* *Well deck*	*Fitted for oil fuel* 1*Dk*	1417 1075 817	…				1923	Frd.Krupp Act.Ges. Kiel	Cie.France-NavigationS.A.	242·9 Q79'P66'F24'	36·1 FK	15·7 *WB*	Marseilles French T.3Cy.19½″,32⅛″&54¾″–39⅜″ 224NHP Frd.Krupp,A.G.Kiel	18 ″ 0	V †
71875 220574 KDDZ	**Cassimir** *Fitted for oil fuel* *Carrying Petroleum in bulk* D.F. 2*Dks*		5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	CubaDistillingCo. Inc. (International FreightingCorp. Inc. *Mgrs.*)	390·0 P39'B121'F43'	54·2	27·8	Baltimore Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
71876 124140 GJZC	**Castalia** Ⓟ *Fitted for oil fuel* 2*Dks*		6601 5583 4171					1906	Barclay, Curle&Co.Ld. Glasgow	AnchorLineLd.	440·5 P48'B153'F49 *Promenade dk* 153'	53·2	29·8	Glasgow British *WB*	T.3Cy.29½″,49″&81″–54″ 482NHP Barclay,Curle&Co.Ld.Gls.		C BT till 9.38
71877 220630 KDFF	**Castana** *Fitted for oil fuel* *Carrying Petroleum in bulk* 2*Dks*		5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	Commercial MolassesCorporation	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo Schenectady,N.Y.		R
71878 DJPP	**Castellon** D.F. Sub.Sig. E.S.D. *CruiserStern* 2*Dks*		2086 1578 1044					1935	Deutsche Werft AG Bet Finkenwrder Hamburg	Rob.M.Sloman,Jr.	303·3 P23'B&F269'F41'	43·6	16·1	Hamburg German *WB*	C.4Cy.(2)16½″&(2)35⅞″–37⅜″&LP Turbine 210NHP DeutscheWerftA.G.Ham.		G
71879 143384 GBVX	**Castilian** 2*Dks*		3067 2836 1849					1919	SirRaylton Dixon&CoLd Middlesbro'	EllermanLines, Ld.(Westcott& LauranceLine, Ld. *Mgrs.*)	331·3 P33'B98'F29'	46·8	28·2	London British *WB*	T.3Cy.25″,41″&68″–45″ 310NHP Richardsons,Westgarth &Co.Ld.Mdb.		C
71880 HRAH	**Castilla** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks*1*trB*		3910 1825					1927	Workman, Clark&Co.Ld Belfast	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	341·9 P35'B115'F42'	48·0	28·2	Tela Honduran *WB*	T.4Cy.27″,45″&(2)55″–45″ 406NHP Wrkman,Clark&Co.LdBel		C
71881 CBCS	— (*ex*Gazelle,*ex*Wilhelmine,*ex*B.W.III.) *Mchy.Aft* Wireless 1*Dk*		361 264 174					1920	Werf Noordster Groningen	Martinez,Pereira &Cia.,Lda.	130·5 P38'Q44'F22'	23·1	11·5	SanAntnio Chilian *WB*	T.3Cy.10¾″,17⅞″&28″–17⅞″ Boon,Molema& DeCock,Hoogezand 33NHP		G
71882 163872 MMGD	**Castle Combe** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Part electrically welded including deck & butts of keel* *Rudder electrically welded*		454 279 232	✠100A1 [illegible] *withfreeboard*	Brs	*g*	OG [illegible]	1936 12mo	C.Hill& Sons,Ld. Bristol *Lloyd'sA&CP*	AldShippingCo.Ld.	155·0 Q97'F21' *CellDB95'132t FPT*	27·6 *28·2*	8·6 FK	Bristol British *3BHptAsp* *34tAPT43t*	Oil Engines 4S.C SA 7Cy.12½″–15″ 89RHP Ruston&Hornsby,Ld.Lin.	10 ″ 9 s 3 ″ 11 10 ″ 8	
71883 156175 VQJK	**Castle Harbour** TwinSc (*ex*Mid-Ocean) *ssBermudaNo.2–37* 1*Dk*(*Stl–ws*) 2*nd dk*(*Stl–ws*) Wireless *in fore hold*		730 548 294	✠100A1 *withfreeboard* [illegible]	Ber-muda MC BS2,381		6.37	1929 10mo	Blythsw'd S.B.Co.Ld Glasgow *Lloyd'sA&CP*	Bermuda&West IndiesS.S.Co.Ld. *CellDBuE21'36' DTa above tunnel* 19'103t *FPT9t*	176·3 F68'	33·7 FK	15·0 *DTsf9'110t* *APT12t*	Bermuda British *6BHCem* HS4700 FD 2 Water Tube Boilers J.G.Kincaid&Co.Ld.Grk.	16 ″ 0 1801b 279NHP s 3 ″ 9½ 12 ″ 6¾	
71884 142504 MKNT	**Castlehill** *ssBel.No.3–6,33* *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)		690 467 280	✠100A1 [illegible] *Fitted for oil fuel*	Bel [illegible]	*j*	CL [illegible]	1920 11mo	Scott& Sons Bowling *Lloyd'sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD Bf110 172t FPT46t*	187·4 Q107'B9'F38' BK7½″	28·7	11·0 *APT7t*	Belfast British *3BHCem*	T.3Cy.15″,25½″&41″–30″ (*s*) 1801b 85RHP 1SB,*3cf*,GS58,HS1938 Aitchison Blair,LdCldebnk	13 ″ 6 s 4 ″ 5½ 13 ″ 8½	
71885 146613 GJKW	**Castlemoor** *ssBly.No.3–9,35* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)		6574 6275 4078	✠100A1 *Shelter dk* *withfreeboard* 6,38 [illegible]	Cff Rot	*z*	CL 6.37 MC9,35	1922 8mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	MoorLine,Ld. (RuncimanShip-pingCo.Ld. *Mgrs.*) *CellDB364'1181t*	420·0 435·0(O.L.) *FPT105t APT127t*	54·0 FK	34·3 *Inter* *mediate B Hin fore hold dispensed with* 5 „ „ *U* „	London British *Cem* 1*BHtoSh dk*	T.3Cy.27″,44½″&75″–54″ (*s*) 1801b 577NHP 3SB(2Spt),*9cf*,GS198, HS8530 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s 8 ″ 11½ 28 ″ 4	
71886 7458 SFXA	**Castor** TwinSc *OilEng.* *ssFal.No.2–36* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *CruiserStern* *Longitudinal framing–bracketless system*		8714 7950 4851	✠100A1 [illegible] *Carrying Petroleum in bulk*	Rot [illegible]	*d*†	CL [illegible] 7.38	1928 6mo	Kockums M.V.Aktieb. Malmö *Lloyd'sA&CP*	TrelleborgsÅngf. NyaAktieb. (J.Malmros, *Mgr.*) *CellDBuE60'*	482·3 P97'B36'F40' 249*t DTf38'* 298*t*	61·8 FK *FPT152t APT190t*	36·1	Trelleborg Swedish 17*BHptCem* (12 *to U dk* 5 „2nd „)	Oil Engines 4S.C.SA 12Cy.22 7/16″–39⅜″ 584NHP 2DB*170lb* 1DB(*aft*) *160lb* KockumsM.V.Akt.Malmö	36 ″ 3 s 8 ″ 2 27 ″ 3½	
71887 LCGE	— (*ex*Rödfaxe) *Well deck* 1*Dk*		1683 1177 1039					1920	Helsingörs Jernsk.&Msk Elsinore	DetBergenske Dampskibsselskab	249·8 P38*t* Q104*t* F31*tH*50*t*	38·3	15·4 B242*t*	Bergen Norwegian *WB*	T.3Cy.18″,30″&50″–36″ 150NHP HelsingörsJrnsk.&Mskb.		N

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu.	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel: Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à Joint Lettre d'Appui spécial.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa	Repères du cote.
71888	**Castor**		1225	✠100A1	Hfs	*n*	OG	1906	Laxevaags	Finska Ångf.	225·9	33·4	15·8	Helsingfrs	T.3Cy.17″,25½″&43″–30″ (*s*)	16 ″ 10	
369	(*ex*Cettois,*ex*Saga)	*ss*Abo.2ndNo.3–4,31	974	7,07 1,39			7,37	Smo	Msk.&Jrnsk	Aktieb.				Finnish	175lb NDB36–*125lb* 113NHP	s 1 ″ 10½	
OHGG	Wireless D.F.	*ss*Abo.No.1–35	659						Bergen		P19′B61′F25′ FK			4*BHptCem*	1SB,*3pf*,GS55,HS1824	15 ″ 1	
		*ss*Hls.No.2–39 1*Dk*(*Stl*)*&deep framing*						*Lloyd's*	*SA&CP*	*WB=Cell DBa* 63′ *f* 119′	*285t FPT 40t APT*		51*t*	*ptAsp*	LaxevaagsMsk.&Jrns.Bgn		
71889	—		519					1896	Act.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	163·0	24·1	9·6	Bremen German	C.2Cy.16⅝″&30⅛″–20½″ 36NHP		
			289								Q16′F16′						
DOMA		1*Dk&pt Awng dk*	820								*pt Awng dk* 130′			*WB*	A.G."Weser,"Bremen		
71890	**Castore**		1016					1917	N.Odero& Co. Foce, Genoa	Soc.Anon.Ilva	203·9	31·9	16·6	Genoa Italian	T.3 Cy.15½″,24⅝″&39⅜″–25⅝″ 79NHP		C
822			806														
ILIL	*Mchy.Aft*	1*Dk*	599												N.Odero&Co.		
71891	**Catahoula**		5030					1920	American International S.B.Corp. Hog Island Pa	CubaDistillingCo. Inc.(International FreightingCorp. Inc. *Mgrs.*)	390·0	54·2	27·8	Baltimore Utd. States	DR Geared Steam Turbine		]
220629		*Fitted for oil fuel*	4598								P39′B121′F43′			*WB*			
KDFG	D.F.	*Carrying Petroleum in bulk* 2*Dks*	3105												GeneralElectricCo. Schenectady,N.Y.		
71892	**Catala** Ⓟ	**TwinSc**	1476					1925	CoasterCon-structnCoLd Montrose	UnionSteamships Ld.	217·9	37·1	18·4	Vancouver British	T.6Cy.16″,26″&44″–26″ 200NHP		C
152822	*Ref.Mchy.* Wireless	*Fitted for oil fuel*	1065								B120′				*Emade19rebuilt&fitted25* Campbell&CalderwoodPsy		
VGNY	*Cruiser Stern*	2*Dks*	851														
71893	**Catalani** Ⓟ		2429	✠100A1	Tri	*s*	CL	1929	Cant.Nav.	"Tirrenia"Soc. Anon.diNav.	294·0	40·2	21·1	Fiume Italian	Oil Engines 4S.C.SA 6Cy.24⅜″–43⅞″ 357NHP	23 ″ 4	
59		*Oil Eng.*	1838	1,39			N8,37	1mo	Triestino		(O.L.)					s 3 ″ 1¾	
IBHG		*ss*Tri.No.2–37 2*Dks*(*Stl*)	1422						Monfalcone		P29′B84′F36′ FK			6*BHptCem*	DB*100lb*	20 ″ 5¾	
								Lloyd's	*SA&CP*	*Cell DB* 213′40	*4t FPT 58t APT 57t*			*ptAsp*	StabilimentoTecnico,Tri.		
71894	**Catalina** Ⓟ	**TwinSc**	1766					1924	Ls.Angeles SB&DDCorp. San Pedro Cal	Wilmington TransportationCo.	285·2	52·1	18·8	Ls.Angeles Utd.States	T.6Cy.20½″,35″&60″–36″ Hooven,Owens& RentschlerCo.Hamilton,O.	432NHP	
223907		*Fitted for oil fuel*	—											*WB*			
KFTP		3*Dks*	1161														
71895	—		632	100A1	Lis		CL	1918	Smith's DockCo Ld. Middlesbro'	C.A.Moreira&Cia. Ltda.	175·0	30·0	15·7	Porto Portuguese	T.3Cy.16″,26″&44″–26″ (*s*) 200lb 116NHP	16 ″ 6	
	(*ex*Falconer,	*ss*Lis.No.3–5,32	487	8,38 6,36			8,26									s 1 ″ 7½	
CSBY	*ex*Kilkeel)	*ss*Lis.No.1–36	322				7,36				B50′ FK			5*BHCem*	1SB,*3cf*,GS51,HS1825	15 ″ 0½	
		Cargo battens not fitted 1*Dk*(*Stl*)						*Lloyd's*	*SA&CP*	*Cell DBuE* 26′20*t*	*FPT* 20*t*				Smith'sDockCo.Ld.Mdb.		
71896	—		582					1913	Soc.Anon. Jhn.Cockerill Hoboken	Anglo-Ecuadorian Oilfields,Ld.	164·0	31·2	13·1	Guayaquil Ecuadorian	T.3Cy12″,20″&32″–28″ 49NHP		V
	(*ex*Mazout–36,	*Fitted for oil fuel*	493								P28 F28′			*WB*	Earle'sCo.Ld.Hull		
	*ex*Mazout I)	*Mchy.Aft* 1*Dk*	317														
		Carrying Petroleum in bulk															
71897	**Catania**		2148					1935	Neptun-werft Rostock G.m.b.H. Rostock	Rob.M.Sloman,jr.	303·2	43·7	16·1	Hamburg German	C.4Cy.(2)16½″&(2)35 7/16″–35 7/16″ & LP Turbine with DR gearing & hydraulic coupling 205NHP		G
1636											P24′F272′			*WB*			
DJPW	D.F. E.S.D.	2*Dks*	1105												NeptunwerftRostock G.m.b.H.Rostock		
	Sub.Sig.	*Cruiser Stern*															
71898	**Cataract**	**Comp**	839					1882	A.M. Robertson Hamilton Ont.	SorelHarbour Tugs,Ld.	174·6	33·2	15·0	Sorel,P.Q. British	C.2Cy.20″&40″–36″ NE64 B*made*90 67RHP		
77698			657						Montreal D.D.	&ShipRepairingCo.Ld.					J.Inglis&Co.Toronto,Ont.		
		1*Dk*	451				*Rebuilt*	1918									
71899	**Catatumbo**	**TwinSc**	*3163*	✠100A1	Mob		CL	1928	Palmers' Co.Ld. Newcastle	MeneGrandeOil Co.C.A.	325·0	55·2	16·4	Maracaibo Venezuelan	T.6Cy.14½″,24″&39½″–27″ 180lb (*s*) 248NHP	16 ″ 6	
		*ss*Cco.No.2–36	2293	12,37 11,38	A Y k		12,37	4mo			337·1(O.L.)					s 2 ″ 0½	
	Mchy.Aft	1*Dk*(*Stl*)*&Web frames*	*1671*	P.911,38	M		11,38	*Lloyd's*	*SA&CP*	*Cell DBuE&B* 50′	*Trunk in Wells*			8*BHptCem*	2SB,*6cf*, ,HS4808	14 ″ 8½	
	Longitudinal framing-bracketless system			*Carrying Petroleum in bulk*					150° F.	1490 *side tanks*	180′2115*t FPT* 2207*t*			*APT* 126*t*	Palmers'Co.Ld.Newcastle		
				Fitted for oil fuel 4,28			*F.P. above*										
71900	**Caterina Gerolimich**		5430	✠ ...	Gen	*y*		1912	Cantiere San Rocco Trieste	I.N.C.S.A. (Impresse Nav Commerciale Soc.Anon)	396·3	52·2	25·5	Rome Italian	T.3Cy.26′,42″&70″–48″ 411NHP	27 ″ 10	I
156		*ss*Gen.No.3–3,32	4158	5,36				12mo			380 0						†
IBRG	D.F.	2*Dks*(*Stl*)	3326								P31′B247′F41′ FK			6*BHCem*	2SB.*6cf*,GS118,HS5534		
										Cell DBa 35′ *f* 159	1008*t APT* 37*t*			*DTa* 35*t* 824*t*	ClydeS.B.&E.Co.Ld.P.Gl.		
71901	**Caterina Madre** (*ex*Valnoce,		4019	✠	Gen	*x*		1904	Richardsn, Duck&Co. Stockton	"Corrado"Soc Anon. diNav.	362·5	48·7	25·9	Genoa Italian	T.3Cy.26′,42½″&69½″–45′ 349NHP	28 ″ 5	I
1145	*ex*Iddesleigh)	*ss*Bry.No.3–6,17	3765	8,27				7mo			355·0						†
IBSG		*ss*Gen.No.1–23	2427								P35′B213′F34′			7*BHCem*	2SB.*6cf*,GS129,HS5620		
	D.F.	1*Dk*(*pt Irn&pt Stl*)*2trB &deep framing*									FK				Blair&Co.Ld.Stockton		
										Cell Ba 113′ *uE* 20′ *f* 158′	915*t DTf* 21′			726*t FPT* 137*t APT* 168*t*			
71902	**Catford**		1568	✠100A1	Shl	*p*	CL	1919	Dublin	SouthMetro-politanGasCo.	240·2	36·3	19·1	London	T.3Cy.18″,30″&50″–33″ (*s*) 180lb 172NHP	21 ″ 3	
143334		*ss*Shl.No.3–7,31	1345	7,07 10,38			6 37	7mo	Dckyd.Co.Ld Dublin		B52′F23′ FK			6*BHCem*	2SB,*6cf*,GS97,HS2886	s 2 ″ 9½	
MJQV		*ss*Shl.No.1–35	829					*Lloyd's*	*SA&CP*	*Cell DB* 171′306*t*	*DTa* 29′118*t FPT* 180*t*			*APT* 38*t*	J.G.Kincaid&Co.Ld.Grk.	18 ″ 8	
	Sub.Sig.	1*Dk*(*Stl*)															
		Cargo battens not fitted															
71903	**Cathay** Ⓟ	**TwinSc**	15225	✠	Lon	*j*1		1925	Barclay, Curle&Co.Ld. Glasgow	Peninsular& Oriental Stm.Nav. Co.	523·5	70·2	42·3	Glasgow British	Q.8Cy.29½″,42¼″,60¾″&87″–54″ 1905NHP	46 ″ 0	BT till
148843		3*Dks*(*Stl–Weather dk–pt* teak s)	12242	8,28				3mo			B255′F92′			9*BHptCem*	3D&4SB,*40cf*, ,HS29298		
GCDF	*Ref.Mchy.*	4*th dk*(*Stl*)*in forward holds*	8740								FK			3D&4SB,*40cf*, ,HS29298			
	E.S.D. D.F.	*Cruiser Stern*	8730							*Cell DB* 443′1683*t*	*Tanks Cell Bls*			*HtoWthr dk*	Barclay,Curle&Co.Ld.Gls.		
		Fitted for oil fuel								*at sides of tunn*	69′580*t FPT* 1711*t*			*APT* 117*t*			
71904	**Cathcart** Ⓟ (*ex*Canadian Hunter)		3709	✠100A1	Mtl	*y*	CL	1920	DavieS.B. &Repg.Co.Ld Lauzon,P.Q.	CanadianHunter, Ld.(Canadian NationalSteam-ships,*Mgrs.*)	331·1	46·7	23·2	Montreal British	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 470NHP	25 ″ 6	
141769		*ss*Hfx.No.3–2,33	2915	5,27			9,35	8mo								s 7 ″ 2¾	
VGBX		*ss*Hfx.No.1–37	2217				5,38	*Lloyd's*	*SA&CP*		P&B215′F33′ FK			6*BHCem*	3SB,*9cf*,GS156,HS7275 FD	18 ″ 6	
	Well deck	1*Dk*(*Stl*)2*nd dk*													TidewaterShipbuilders, Ld.ThreeRivers,P.Q.		
	Ref.Mchy.	(*Stl*)*&platform dk in holds*		12,38						*Cell DB* 266′674*t FPT*	95*t APT* 73*t*						
				Adapted for oil fuel 4,29			*F.P.*	*above*	150° F.								
71905	**Catherine** Ⓟ (*ex*Lake Greenwood)		2286	✠100A1	Bal	*r*	CL	1918	Manitowoc S.B.Co. Manitowoc, Wis.	A.H.BullSteam-shipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*)	250·5	43·7	20·4	New York Utd. States	T.3Cy.21″,35″&59 7/16″–42″(*s*) 190lb 307NHP	23 ″ 1	
216816		*ss*Bal.No.3–2,37	1767	6,35 7,07			7,35	7mo									
KTOI		1*Dk*,2*nd Dk in No.4 hold*	1251								P27′B134′F26′ FK			8*BHCem*	2SB,*6cf*,GS138,HS5486		
		Cargo battens not fitted													NordbergMfg.Co. Milwaukee,Wis		
				Fitted for oil fuel 1,23			*F.P. above*		150° F.	*Cell DB* 212′ 637*t FPT* 54*t*				*APT* 51*t*			

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Year cancelled. Present letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register in which classed and Date of Trial Cert.
71906 216216 KMAI	**Catherine D.** (P) *Fitted for oil fuel* D.F. GyC.	WoodTwinSc 2 *Dks*	2224 — 1624					1918	Pacif. Amr. Fisheries Co. Bellingham	Pacific American Fisheries, Inc.	242·0 P50′	41·6	24·4	Bellingham Utd. States	T.6Cy.13″,21″&35″–27″ 126NHP Seattle Mach. Works, Sea.		R
71907 2018 5 GNWR	**Catherine G. Sudden** 3Mst (ex Thorbjörn, ex George W. Fenwick) **Hellenic Trader,** *see No. 88402 in Supplement*		2052 1770 1215					1907	Nwprt News S.B.& DD.Co Newprt News	Sudden& Christenson	277·0 P50′B27′F31′	43·0	17·3	S.Frncisco Utd. States *WB*	T.3Cy.19″,36″&52″–40″ 171NHP Newport News SB.&DD.Co		
71908 FNWY	**Catherine Schiaffino** *Fitted for oil fuel* Wireless 1 *Dk*		1591 1285 813					1930	Howaldts-werke A.G. Hamburg	Soc. Algérienne de Nav. pour l'Afrique du Nord (Ch. Schiaffino & Cie. *Mgrs.*)	243·9 P&B133′F30′	38·0	18·5	Algiers French *WB*	T.3Cy.18½″,30⅝″&49½″–33½″ 140NHP Howaldtswerke, Kiel		V
71909 219196 KOLP	**Cathlamet** *Fitted for oil fuel* Sub.Sig. 2 *Dks*		5869 5113 3635					1919	Ames S.B. & Drydock Co Seattle, Wash	American West African Line Inc. (Barber S.S. Lines, Inc. *Mgrs.*)	409·8 P44′B119′F47′	54·2	29·2	New York Utd. States *WB*	T.3Cy.24⅝″,41½″&72″–48″ 359NHP Allis Chalmers, Milwaukee		R
71910 219956 KURC	**Cathwood** *Fitted for oil fuel* 2 *Dks* *Mchy. Aft* *Carrying petroleum in bulk* D.F *Longitudinal framing*		7072 — 4360					1920	Bethlehem S.B. Corp. Ld. Alameda, Cal.	Union Oil Co. of California	435·0 P123′B50′F33′	56·0	32·0	L.Angeles Cal. Utd. States *WB*	T.3Cy.27″,47″&78 7/16″–48″ 425NHP Bethlehem S.B. Corp. S.Francisco		R
71911 Cato (ex Fink). "Andrea Contarini," *see No. 87303 in Supplement* 1 *Dk*			1436 855					1913	Stettiner Oderwerke Stettin		230·9 Q75′B101′F29′	36·4	15·0	Italian *WB*	T3Cy16 5/16″,27⅝″&43 3/16″–31½″ 105NHP Stettiner Oderwerke		C
71912 134703 MFDZ	— *ss* Brs. No. 3-5,27 *ss* Shl. No. 2-36 1 *Dk (Stl)* & *Shelter dk (Stl)* *Cargo battens not fitted in forward holds*		710 577 291	✠100A1 *Shelter dk* *with freeboard* b.3s ~~4.36~~ ✠LMC MS4,36 ~~BS4,38~~ 3,9	Shl Brs	*n*	CL 4,36 ~~6.36~~	1914 6mo	Campbel-town S.B. Co. Campbeltwn	Bristol Stm. Nav. Co. Ld.	231·0 32·6	30·9	13·0 FK	Bristol British *WB = Cell D*	T.3Cy.15″,25½″&41″–30″ (*s*) 180lb 85RHP 2SB,4*cf*,GS79,HS2386 *Ba*53′*u E*&*B*53′*f* 92 213*t A P T* 18*t* Ross & Duncan, Glasgow	14 ″ 0 s ″ 9½ 13 ″ 4	
71913 1531 IBTG	**Caucaso** (ex Ostpreussen) TwinSc *Oil Eng.* *Mchy. Aft* 2 *Dks* *Carrying Petroleum in bulk*		2065 1813 1272					1921	Frd. Krupp Akt. Ges. Kiel	Nereide Soc. Anon. f. Nav.	286·8 276·0 F42′	40·5	23·4	Genoa Italian *WB*	Oil Engines 4S.C.SA 12Cy.17⅞″–16½″ 371NHP Maschf. Augsburg-Nürnberg A.G. Augsburg		I
71914 FNCT	**Caudebec** (ex Oldenburg) *ss* Hav. 2nd No. 3–11,34 Wireless *Well deck* 1 *Dk (Stl)*		1471 1125 796	✠ ~~3.36~~ ✠ ~~MS4,36~~	Hav	*p*	OG 2,37	1910 5mo	Greenock & Grangem'uth Dockyard Co Grngemouth	Worms & Co.	235·2 *Cell D Ba*60′ *u E*&*B*34′ *f* 104′36′	36·0	16·4 P21 Q118 F26′ FK *B on Qdk*58′ *A P T* 82 *'tween dk tanks* 14′34′	Havre French *1 B H Cem*	T.3Cy.18″,27½″&45″–33″ (*r*) 186lb 143NHP 2SB,4*cf*,GS80,HS2440 Richardsons, Westgarth & Co. Ld. Mdb.	18 ″ 4 ~~s 5 ″ 0~~ ~~W 8 ″ 1~~	
71915 257521 WNOQ	**Cavalier** *Fitted for oil fuel* 4 *Dks*		3056 — 1893					1938	Pusey & Jones Corp Wilmington, Del.	Philadelphia & Norfolk S.S. Co. Inc.	~~282·0~~ 280 · 2	~~47·5~~ 48	~~30·0~~ 7 13·5 32·2	Wilmington Del. Utd. States *WB*	2 Steam Turbines DR geared to 1sc. shaft General Electric Co. Lynn, Mass.		
71915* DOCR	**Cavalla** (ex Frankfurt) Wireless 2 *Dks*		1570 1413 954					1912	Bremer Vulkan Vegesack	Atlas Levante-Linie A.G.	260·5 B69′F33′	37·1	19·5	Bremen German *WB*	T.3Cy.23⅜″,38⅛″&61⅛″–41 5/16″ 245NHP Bremer Vulkan, Vegesack		G
71916 146461 GDNS	**Cavallo** *Cruiser Stern* 2 *Dks*		2268 2039 1304					1922	Dundee S.B. Co. Ld. Dundee	Ellerman's Wilson Line, Ld.	312·0	44·7	18·7	Hull British *WB*	T.3Cy.20¼″,35″&60″–42″ 233NHP Earle's Co. Ld. Hull		C
71917 12248 ~~GDNO~~	**Cavan** (ex Lady Cavan–38, ex Wexfordian–33, ex Poolmina, ex Kildo) 1 *Dk* *New Vessel, see No. 39135 in Supplement*		602 518 267					1906	Earle's Co. Ld. Hull	British & Irish Stm. Packet Co. (~~1936~~) Ld.	178·0 P101′F22′	29·6	14·1	Dublin British *WB*	T.3Cy.14½″,24″&40″–27″ 79RHP Earle's Co. Ld. Hull		C
71918 141547 VGKF	**Cavelier** (P) (ex Canadian Aviator) *ss* Hfx. No. 3–3,33 *ss* Mtl. No. 1–37 *Well deck* 2 *Dks (Stl)* & *Ref. Mchy* *platform dk in holds*		3663 2878 2213	✠100A1 ~~6.37~~ MC ~~MS4,38~~ ~~BC~~ 14,38 *Adapted for oil fuel* 4,29 *F.P. above*	Mtl	*v*	CL ~~5.38~~ ~~5.38~~	1919 11mo	Wallace Shipyards, Ld. Vancouver, B.C.	Canadian Aviator, Ld. (Canadian National Steamships, *Mgrs.*)	331·0 P&B215′F33′ *Cell D B* 270′67*t F P T* 150° F.	46·7 FK	23·2 7 *B H Cem* 95*t A P T* 73*t* above	Montreal British	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 470NHP 3SB,9*cf*,GS156,HS7275 FD Wallace Shipyards, Ld.	25 ″ 6 s 7 ″ 2½ 18 ″ 6	
71919 147896 GKFV	**Cavina** (P) TwinSc *Ref. Mchy.* Sub.Sig. D.F. E.S.D. 2 *Dks*		6907 5243 ~~4018~~ 4062					1924	A. Stephen & Sons, Ld. Govan	Elders & Fyffes, Ld.	425·2 P42′B195′F48′	54·1	30·3	Glasgow British *WB*	T.6Cy.23½″,39½″&67″–48″ 622NHP A. Stephen & Sons, Ld. Gls.		C BT till ~~1.38~~ 11,39
71920 PUAS	**Caxambú** (ex Minneburg) *ss* Rio. No. 3–6,18 1 *Dk (Stl)* & *Spar dk (Stl)* & *deep framing*		4748 4424 2999	✠ 11.36	Nts	*y*		1909 5mo	J.C. Teck-lenborg A.G Weser-münde-G	Lloyd Brasileiro	399·3 *Cell D Ba* 132′ *u E* 22′ *f* 180′ 122*5t F P T*	54·2 FK	17·0 *6 B H Cem* 70*t A P T* 47*t*	R. Janeiro Brazilian	T.3Cy.26″,42½″&70″–48″ 427NHP 2SB,6*cf*,GS123,HS5852 J.C. Tecklenborg A.G. Wsm	27 ″ 6	C †
71921 PUMH	**Caxias** (ex Caruarú–34, ex Ines–33, ex Mercuria, ex Kelvingrove) *ss* Shl. 2nd No. 3–1,26 1 *Dk (Stl)* & *Spar dk (Stl)* & *deep framing*		*3106* 2937 1957	✠ ~~—~~	Rio	*v*		1899 10mo	A. McMil-lan & Son, Ld. Dumbarton	Cia. Carbonifera Rio Grandense	333·0 P28′B106′F38′ *Cell D Ba* 104′*f* 140′ 74*2t F P T*	45·0 FK	15·9 23·9 *5 B H Cem* 156*t A P T* 56*t*	R. Janeiro Brazilian NDB13	T.3Cy.25″,42″&68″–45″ 343NHP 2SB,6*cf*,GS107,HS4308 D. Rowan & Co. Glasgow	26 ″ 6	V †
71922 PUMH	**Cayo Mambi** *ss* N.Os. No. 3–11,32 1 *Dk (Stl–ws)* & *Shelter dk (Stl–ws)* 3*tr B* *Fitted for oil fuel*		1925 1737 1055	✠ ~~—~~ *Shelter dk*	NOs	*q*		1920 6mo	Manitowoc S.B. Co. Manitowoc	Weinberger S.S. Co. Inc.	249·8	37·7	14·8 FK	Bluefields, Nic. Nicaraguan	T.3Cy.23″,37″&63″–39″ 357NHP 2SB,6*cf*,GS123,HS5258 Manitowoc S.B. Co.	25 ″ 0	
New Vera Cruz, *see No. 905 in Supplement*															*pt Cem* 3 *B H to S dk* 1 " " *U* "			
71923 122219 VGNQ	**Cayuga** (P) TwinSc 2 *Dks*		2196 1673 1168					1907	Canadian S.B. Co. Ld. Toronto	Canada Steamship Lines, Ld.	*Cell D B* 194′47*5t* 305·0	36·6	14·2 *F P T* 38*t A P T* 36*t*	Toronto British *WB*	Q.8Cy.17½″,25″,36″&52″–30″ 296NHP Canadian S.B. Co. Ld. Tto.		
71924 KZAX	**Cebu** (P) (ex Nuen Tung) TwinSc Wireless 2 *Dks*		1408 — 804					1900	G. Seebeck A.G. Bremerhaven	Cia. Maritima (Fernandez Hnos. Inc. *Mgrs.*)	250·8 H41′	34·1	18·5	Manila Utd. States *WB*	T.6Cy.14 3/16″,22 11/16″&31 1/16″–23⅝″ 94NHP G. Seebeck A.G. Bhn.		
71925 147618 MLXK	**Cecile Mapleson** TwinSc (ex Halal–32) *Oil Eng.* *Mchy. Aft* 1 *Dk* & *Shelter dk*		344 245 187					1924	Bow, Mc-Lachlan & Co. Ld. Paisley	African Coasters (Pty.) Ld. (Grind-rod, Gersigny & Co. (Pty.) Ld. *Mgrs.*)	142·5	26·8	9·3	London British *WB*	Oil Engines 4S.C.SA 8Cy.11½″–16½″ 108NHP Holeby Diesel Works, Ld. Holeby		C

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Temps assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de flotte ou porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille à Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.
71926	**Cedarbank**	**TwinSc**	5159	✠100A1	Syd	*a*	CL	1924	Harland&	BankLine.Ld.	420·4|53·9|26·5	Glasgow	Oil Engines 4S.C.SA	29 ″ 2
147926	*Oil Eng.*	*ssCff.No.3–3,36*	4768	*withfreeboard*	Shr Aht		P10.38	10mo	Wolff,Ld.	(A.Weir&Co.		British	12Cy.24½″–37½″ 717NHP	s 3 ″7½
GKLF	1 *Dk(Stl)&Shelter dk(Stl–ws)*		3117	~~4,38~~ ~~7,37~~ 10,38			SN		Glasgow	*Mgrs.*)	FK	DB *110lb*		25 ″ 8
				DBS2,38 ✠LMC3	6		10,38	*Lloyd*	*sA&CP*		Coll	*B H to Sh dk*	Harland&Wolff,Ld.Gls.	
				Carrying vegetable oil in deep				*tank*		*CellDB357′1121tDTf32′*	1067t	6 ,, ,, *2nd* ,,		
				✠LMC(3,38)						*Tanks between tunn*	*els115′251tFPT106*	*tAPT132t*		
71927	**Cedarton**		1732				...	1924	A.McMil-	Gulf&LakeNav.	250·1|43·2|15·5	Montreal	T.3Cy.15″,26″&42″–30″	17 ″ 6
147891	*Mchy.Aft*		1373						lan&Son,Ld	Co.Ld.,(R.A.Carter.		British	89RHP	
MLVF	*Well deck*	1 *Dk*	1005						Dumbarton	*Mgr.*)	Q92′F36′ FK	*WB*	J.G.Kincaid&Co.Ld.Grk	
71928	**Cedartree**		1557	✠100A1	Sld	*p*	CL	1928	J.Crown&	Shamrock	245·0|36·6|16·0	London	T.3Cy.19″,31″&51″–36″ (*s*)	18 ″ 1
160419		*ssSld.No.2–37*	1154	~~11,38~~ ~~1,37~~	Bly		~~7,30~~	5mo	Sons,Ld.	ShippingCo.Ld.	254·0(O.L.)	British	180lb 193NHP	s 5 ″5½
MNZT	*Well deck*	1 *Dk(Stl)*	824				11,38		Sunderland		Q147′F27′ FK	4 *BHCem*	2SB,*6cf*,GS93,HS3268	16 ″8½
	Wireless	*Cargo battens not fitted*						*Lloyd*	*sA&CP*	*CellDB*	202′ 430t *FPT127t*	*APT158t*	G.Clark,Ld.Sunderland	
71929	**Cedarwood**		899					1933	Burntislnd	JosephConstantine	193·1|32·2|12·5	Middlsbro'	T.3Cy.13″,22″&36″–27″	
160737			612						S.B.Co.Ld.	S.S.Line,Ld.	Q115′B10′F25′	British	98RHP	
MBDN	*Mchy.Aft*	*CruiserStern* 1 *Dk*	498						Burntisland			*WB*	N.E.MarineEng.Co.Ld.Sld	
71930	**Cedrington Court** (*ex*Cabotia,		5160	✠100A1	Bry	*y*	CL	1918	Harland&	CourtLine,Ld.	400·4|52·3|28·4	London	T.3Cy.27½″,44″&73″–48″ (*s*)	31 ″ 0
142323	*ex*War Viper)	*ssCff.No.3* 12,30	4739	~~5,38~~ 1,37 5,39			~~1,37~~	3mo	Wolff,Ld.	(Haldin&Philipps.		British	180lb 518NHP	s 5 ″11½
GLBF	D.F.	*ssSld.No 2–38* ~~*ssCff.No.1–35*~~	3122		Lay		1,39		Belfast	Ld.*Mgrs.*)	P49′B113′F40′ FK	7 *BHptCem*	3SB,*9cf*,GS190,HS7668 FD	25″ 3½
		2 *Dks(Stl)*						*Lloyd*	*sA&CP*			Harland&Wolff,Ld.Bel.	
							5,39			*CellDB345′1123tF*	*PT122t AP*	*T181t*		
71931	**Cefalu** Ⓟ		5221	✠100A1	NOs	*y*	OG	1930	Workman	StandardNav.	380·7|53·4|29·6	Celba	Q.4Cy.25½″,37″,54″&78″	33 ″ 3
		ssN.Os.No.2–38	4269	*withfreeboard*	~~Lvr~~		3,38	4mo	Clark(1928)	Corp.(Standard		Honduran	–48″ 260lb (*s*) 867NHP	s 9 ″6½
HRBF	*Ref.Mchy.*	2 *Dks(Stl–Weather dk* teaks)	3270	1,38~~,38~~				*Lloyd*	Ld. Belfast	Fruit&S.S.Co.	P37′B138′F40′	*ptCem*	4SB,*16cf*, HS13300 FD	23 ″ 10
		3 *rd&4th dks(Stl)in holds*								*Mgrs.*)		6 *BH*	WorkmanClark(1928)Ld.	
										CellDB308′734t	FK			
										Tanks in way	*of tunnel 289t FPT*	*18tAPT30t*		
				Three lower decks for			*Fruit*	*Cargo*	*es*					
				Fitted for oil fuel 4,30			*F. P. a*	*bove* 1	50° F.					
71932	**Cefn-y-Bryn** (*ex*DacreCastle–37)		5278	✠100A1	Ant	*y*	CL	1919	Swan,Hun-	~~BryanmorS.S.Co.~~	400·1|52·4|28·4		T.3Cy.27″,44″&73″–48″ (*s*)	31 ″ 0
~~14,500~~		*ssAnt.No.3–4,31*	4866	1,38			3,37	3mo	ter&Wigham	Ld.(Ambrose,		Yugoslav	180lb 517NHP	s 5 ″11½
GHNW		*ssCff.No.1–35*	3277		MC				Richardson,	Davies&Matthews	P49′B113′F29′ FK	7 *BHptCem*	3SB,*9cf*,GS190,HS7668 FD	25 ″ 3¼
				MS4,35	S1,38				Ld Newcastle	Ld.*Mgrs.*) *CellDB*	40′ 1019t *FPT130t*	*APT204t*	Swan,Hunter&Wigham	
								Lloyd	*sA&CP*				Richardson,Ld.Nwc.	
										W B= Cell DBa41′u	*E20′f180′342tFPT*	*12tAPT30t*		
71933	**Ceiba**		1698	✠100A1	NYk	*r*	OG	1911	Swan,Hun-	SeaboardS.S.Corp.	309·6|39·2|16·6	Celba	T.3Cy.23″,39″&66″–42″ (*r*)	18 ″ 11
		ssN.Os.2ndNo.8–9,35	1490	*Shelter dk*	~~NOs~~ Bal		~~1,38~~	4mo	ter&Wigham	(StandardFruit&		Honduran	195lb *100lb* 347NHP	s 1 ″3½
HRBE	*Ref.Mchy.*		1054	*withfreeboard*			4,39		Richardson,	S.S.Co.*Mgrs.*)	len15 FK	4 *BHCem*	2SB,*8cf*,GS163,HS5736	17 ″ 9
		1 *Dk(Stl)*2 *trB&Shelterdk(Stl*-teaks)		~~6,38~~ ~~1,38~~ 4,39	B811,38				Ld Newcastle				Swan,Hunter&Wigham	
					Hs10,38 ✠LMC9			*Lloyd*	*sA&CP*				Richardson,Ld.Nwc.	
					Lloyd'sRMC~~(3,38)~~					*W B= Cell DBa41′u*	*E20′f180′342tFPT*	*12tAPT30t*		
				for temp. 50° F.										
				Fitted for oil fuel 3, 20			*F.P. a*	*bove* 15	0° F.					
71934	**Celebes**		453	✠100A1	Hul	*f*		1937	E.J.Smit&	R.J.Kajuiter	145·7|26·5|10·2	Groningen	Oil Engines 4S.C.SA	11 ″ 10
		Oil Eng.	325	~~1,38~~ 1,38 1,39	~~Trr~~ Rot			9mo	Zoon		156·2(O.L.)	Dutch	6Cy.11″–17⅛″ 70NHP	s 1 ″ 1¼
PDJR	*Mchy.Aft*	1 *Dk*	269		MC9,37				Westerbroek		P36′*Trunk*91′ FK	3 *BHptCem*		10 ″ 10½
		Rudder electrically welded						*Lloyd*	*sA&CP*		F16′		Humboldt-Deutzmotoren	
										Cell DB95′113t FPT61t		*APTs22t*	A.G.,Köln-Deutz	
71935	**Celebes Maru**		5863	✠100A1	Osa	*y*	OG	1917	Kawasaki	OsakaSyosen	385·0|51·0|36·0	Osaka	T 3Cy.26″,43½″&72″–48″ (*s*)	36 ″ 0
21386		*ssKob.No.3–11,29*	5586	*Awng dk*			N1,38	12mo	Dkyd.Co.Ld.	K.K.		Japanese	200lb 440NHP	s 0 ″ 1⅜
JCED		*ssOsa.No.2–36*	4262	*withfreeboard*					Kobe		FK	6 *BHCem*	2SB(Spt)&1AuxSB,*8cf*,	27 ″ 1
		2 *Dks(Stl)&Awng dk(Stl)*		1,39~~,38~~	LMC1,38			*Lloyd*	*sA&CP*	*CellDB*	334′ 1118t *FPT126t*	*APT93t*	GS154.HS5741 FD	
					1,39								KawasakiDkydCoLdKobe	
71936	**Celeno** (*ex*Saxoleine)	**3Mst**	3741					1899	Armstrong	CisterneItaliane	335·9|45·0|28·5	Genoa	T.3Cy.24″,40″&64″–48″	I
1544		*Fitted for oil fuel*	3376						Whitworth	Soliani&	P82′B23′F41′	Italian	275NHP	
IBWI	*Mchy.Aft*	2 *Dks*	2329						&Co.Ld.	Saltamerenda		*WB*	WllsndSlpwy.Co.Ld.Nwc	
	D.F.	*Carrying Petroleum in bulk*							Newcastle					
71937	**Celerol**		2649	✠100A1	Nwc		CL	1917	Short Bros.	TheAdmiralty	320·0|41·5|23·2	London	T.3Cy.26″,42½″&70″–45″ (*s*)	25 ″ 6
140348		*ssGmh.2ndNo.3–10,35*	2230	~~2,38~~ ~~2,37~~ 1,39	~~Grk~~		11,37	9mo	Ld.			British	200lb 543NHP	s 3 ″3⅜
GVFY		2 *Dks(Stl)&Web frames*	1136	10,38	MC1,38				Sunderland		P46′B107′F39′ FK	16 *BHptCem*	3SB.*9cf*,HS8430 FD	22 ″ 4⅜
		Longitudinal framing		*For Government Service*				*Lloyo*	*sA&CP*			(10 *to U dk*	G.Clark,Ld.Sunderland	
		Cruiser Stern		*Carrying Petroleum in bulk*								6 ,, *2nd*,,)		
				Fitted for oil fuel 9,17	F.		*P. abov*	*e* 150°	F.	*CellDBuE&B68′1*	*48tDTf24′98tFPT*	*48tAPT39t*		
71938	**Celestina**	**WoodAuxBkn**	381					1922	Cantiere	GiacomoDelfino fu	151·6|28·2|14·7	Spezia	Oil Engines	I
58	(*ex*Sailing Vessel	*Oil Eng.*	—						Bonifacio	Baldassane		Italian	*Emade–fitted*38	
ILJV	Cav.AnielloBonifacio–38)	1 *Dk2trB*	337						Castellam-				DeutscheWerkeKielA.G.	
	(*See Sailing Ship Register*)								mare				Kiel	
71939	**Celilo** Ⓟ	**Wood**	943					1913	J.H.Price	LosAngeles&San	202·3|40·2|14·7	S.Frncisco	T.3Cy.18½″,28″&40″–30″	
211948			789						St.Helen's,O.	FranciscoNav.Co.,		Utd. States	88NHP	
WCDU	*Mchy.Aft*	Wireless 1 *Dk*	576							Ld.			MainStreetIronWrks.S.Fo	
71940	**Celio** Ⓟ (*ex*Bruenn)		3872				...	1908	Lloyd	"Adriatica"	361·6|44·1|23·3	Venice	T.3Cy.26″,43½″&73″–48″	25 ″ 10
306		*Fitted for oil fuel*	2822						Austriaco	Soc.Anon.diNav.	P&B246′F65′	Italian	495NHP	I
IBVG	D.F.	1 *Dk&Spar dk&deep framing*	2297						Trieste		FK	*WB*	LloydAustriaco.Trieste	†
71941	**Cellina** Ⓟ		6086	✠100A1	Mfl		CL	1926	Stabilmnto	"Italia"Soc.Anon.	448·5|55·4|27·3	Trieste	Oil Engines 2S.C.DA	30 ″ 2
419		*Oil Eng.*	5353	*withfreeboard*	Tri		N10,37	5mo	Tecnico	diNav.	430·8| 55·4| 27·6	Italian	6Cy.25⅛″–45½″ 1323NHP	s 4 ″ 0¾
IBXG	*Ref.Mchy.*	*ssTri.No.3–10,37*	3806	~~10,37~~ 10,38					Trieste		FK	8 *BHptCem*	DB25*refitted*37–*100lb*	26 ″ 4
	D.F.	2 *Dks(Stl)&Shelterdk(Stl)*		NE10,37 ✠LMC10,3				*Lloyd*	*sA&CP*	*CellDB377′1245t*	(*Coll*	*BHtoSh dk*	Soc.Anon."Fiat"S.G.M.,	
		Rudder electrically welded		BS10,37 10,38						*DTa30′748t*	*FPT121tAPT39t*	6 ,, *2nd*,,	Turin	
				Lloyd'sRMC~~10,37~~								1 ,, *3rd*,,)		
				10,38 ~~6,38~~										

Now "Kobac," see No. 88770 in Supplement (1938).

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross / Under deck / Net	5 6 7 Particulars of Classification. Character. ✠ for Special Survey / Date of last Survey	6 Port of Survey.	7 Year Assigned / now expired / Equipment Letter	7* Date when tail shaft last exam.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnace. Engine Maker's Name.	14 Moulded depth Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated B.o.T. Trade Cert.
71942	**Celta**	*ss* Val. No. 2–32	*1194*	✠100A1	Gen	*n*	CL	1924	R. Duncan	M.M. De Pinillos	220·0	34·7	13·4	Cadiz	T. 3Cy. 16″,27″&44″–30″ (*s*)	17 " 6	
			975	5,35			6,36	4mo	& Co. Ltd.				15·7	Spanish	180lb 140NHP	s 1 " 4½	
BEHH	*Well deck*	1 *Dk* (*Stl*)	*721*						Port Glasgow		P13′Q50′B62′		FK	4 *B.H.pt Cem*	18S.B, *3cf*, GS63, HS2505	16 " 3½	
		Cargo battens not fitted						*Lloyd's*	*SA&CP*		F24′				D. Rowan & Co. Ltd. Glasgow		
				NO LATER SURVEY REPORTED										*Cell D B* 180′	285*t A P T* 40*t*		
71943	**Celte**		904					1893	Sundrland	Sécheries de	207·5	31·0	15·3	La Rochlle	T. 3Cy. 18¼″,30″&49″–33″		V
			764						S.B. Co. Ltd.	Morues du Nord				French	NB 20 138NHP		
FOIC	Wireless	2 *Dks*	519						Sunderland		P68′		F17	*W B*	N.E. Marine Eng. Co. Ltd. Sld.		
71944	**Celtic Monarch**		5824					1929	D & W Hen-	Monarch S.S. Co. Ltd	430·0	56·2	28·1	Glasgow	Q. 4Cy. 25″,35½″,51″&72″–51″		C
160233			5412						dersn & Co. Ltd.	(Raeburn & Verel,				British	370NHP		
GSRF	D.F. E.S.D.	1 *Dk*	3682						Glasgow	Ltd. *Mgrs.*)	P49′B131′F35′			*W B*	D & W Hendersn & Co Ltd. Gls		
71945	**Celtic Star** (*ex* Celtic star,		~~5574~~	✠100A1	Nwe	*y*	CL	1918	Dunlop,	Union Cold Storage	390·7	53·2	32·9	London	T. 3Cy. 25″,41½″&70″–48″	36 " 0	
142437	*ex* Camana)	*ss* Nwe. No. 3–10,30	~~5138~~	*Awng dk*	Bry		~~4,36~~	6mo	Bremner &	Co. Ltd. (Blue Star				British	200lb (*r*) 552NHP	s 9 " 1½	
GNXD	*Ref. Mchy.*	~~Nwe. No. 1–35~~	~~5206~~	*with freeboard*			11,38		Co. Ltd.	Line, Ltd. *Mgrs.*)				6 *B.H.Cem*	3SB, *9cf*, GS150, HS8535 (*r*)	27 " 1½	
	D.F.	2 *Dks* (*Stl*) & *Awng dk* (*Stl*)	5575	~~9,36~~ 6,36 12,38					Port Glasgow		F50′ *on Awng dk* FK			32*t A P T* 9*t*	Dunlop Bremnr & Co Ltd PG)		
		Cruiser Stern	5154					*Lloyd*	*SA&CP*	*Cell D Ba* 128′ *u*	*E* 21′ *f* 172′ 97*t*		*F P T*				
		ss Nwe. No. 2–38	3515														
				Fitted for oil fuel 9,27 *F.P. above* 150° F													
71946	**Cemenco** (*ex* Baytree–34, *ex* Byrness)		1887	✠100A1	Bkn	*q*	CL	1927	J. L. Thomp-	Continental	270·8	38·0	18·0	London	T. 3Cy. 20″,33″&54″–36″ (*s*)	20 " 1	
148351		*ss* Bkn. No. 3–2,38	1496	~~9,38~~ 2,38	Ant		8,37	2mo	son & Sons, Ltd	Transit Co. Ltd.	281·2 (O.L.)			British	180lb 213NHP	s 6 " 1½	
GMZC	*Well deck*	1 *Dk* (*Stl*)	1109	✠LMC					Sunderland	~~D. P. Barnett,~~	P21′Q126′B12′F22′		FK	4 *B.H.Cem*	2SB, *6cf*, GS107, HS3600	13 " 4½	
				MS2.38				*Lloyd*	*SA&CP*	*Mgrs.*)				D. Rowan & Co. Ltd. Glasgow		
				10,38						*Cell D B* 229′	523*t M T* 109*t F P T*			47*t A P T* 99*t*			
71947	**Cementkarrier**		1971					1930	Furness	Canada Cement	253·0	43·4	18·6	Montreal	2 Oil Engines connected		C
160732		(*Self-Unloader*) *Oil Eng.*	1665						S.B. Co. Ltd.	Transport, Ltd.				British	to Elec. Motor & Sc. Shaft		
		1 *Dk*	1127						Haverton					*W B*	2S.C.SA 250NHP		
									Hill-on-Tees						8Cy. 13⅜″–22 7/16″		
															Atlas Diesel Co. Skm.		
71948	**Cementos Rezola No. 1** Iron		832	✠	Cff	*l*		1882	R. Duncan	Cementos Rezola	207·8	28·9	13·9	S. Sebast'n	C. 2Cy. 24″&48″–36″	14 " 9	V
	(*ex* Añorga, *ex* Aleson,	*ss* Lon. No. 3–4,95	—	6,05				4mo	& Co.	S.A.	Q114′F27′			Spanish	NDB 96 106NHP		†
EARL	*ex* Rui Perez, *ex* River	*ss* Sws. No. 2–03	460						Port Glasgow				BK7	4 *B.H.Cem*	1SB, *3pf*, GS54, HS1714		
	Derwent, *ex* Katherine Clark)										*D Ba* 59′ 131*t F P T*			42*t A P T* 16*t*	Kincaid & Co. Greenock		
	Wireless	1 *Dk* (*Irn*) 2*tr B*															
71949	**Cementos Rezola No. 2**		551	✠ [illegible]	Bbo	*h*	1,37	1919	Soc. Anon.	Cementos Rezola	159·9	26·1	11·0	S. Sebast'n	T. 3Cy. 12⅝″,20½&33″–23⅝″	13 " 0	
	(*ex* Amatxu Begoñakoa, *ss* Bbo. No. 3–8,31		446					4mo	Astilleros	S.A.				Spanish	180lb (*s*) 83NHP	~~8 " 11~~	
EEHI	*ex* Maria Elena)	*ss* Bbo. No. 1–36	208						Ardanaz		Q86′B16′F24′		FK	4 *B.H.Cem*	NE & B 17 *refitted* 36	~~13 " 9~~	
	Well deck	1 *Dk* (*Stl*)							Bilbao		*Cell D B* 118′ 164*t F P T*			38*t A P T* 13*t*	1SB, *2cf*, GS44, HS1640		
	Now sailing as "ITXAS-ZURI"							*Lloyd's*	*SA&CP*						Flensburger Schiffsbau Ges		
															Flensburg.		
71950	**Cens**	*ss* Nts. No. 3–10,38	2384	✠100A1	Rou	*s*	6,37	1926	Ch. & Atel.	Cie. Nantaise des	269·4	42·0	19·6	Nantes	T. 3Cy. 18¾″,29 15/16″&49 1/16″–	21 " 10	
		~~*ss* Nts. No. 2–35~~	1775	~~12,37~~ 10,38 Nts				6mo	de St. Nazaire	Chargeurs de	280·9 (O.L.)			French	37½″ 185lb (*s*) 198NHP	s 2 " 2	
FNDT	*Well deck* D.F.	1 *Dk* (*Stl*)	1262						(Penhoët)	l'Ouest	Q&B162′F25′		FK	4 *B.H.Cem*	2SB, *6cf*, GS117, HS3498	19 " 9½	
		Cargo battens not fitted			10,38				St. Nazaire						Etab National de la Marine,		
								Lloyd	*SA&CP*	*Cell D Ba* 5*u* E84′ *f* 99′ 39*2t*	*Tanks at sides of tunnel* 64′ 360*t*			*F P T* 72*t*	Loire		
71951	**Centaur** (P)		3222					1924	Scotts' S.B.	Ocean S.S. Co. Ltd.	315·7	48·2	21·5	Liverpool	Oil Engines 4S.C.SA		
147275		*Oil Eng.*	2169						& Eng. Co. Ltd	(A. Holt & Co.				British	6Cy 24⅜″–51 3/16″ 355NHP		
GMQP	*Ref. Mchy.*	2 *Dks* & *Shade dk*	1901						Greenock	*Mgrs.*)				*W B*	Burmeister & Wain, Cpn.		
71952	**Centenario** (P) (*ex* Fortuna, Twin Sc		658					1899	Forges & C.	Cia. Argentina-	264·0	29·5	15·1	M. Video	T. 6Cy 24¾″ 35½″&53¾″–25 9/16″		
	(*ex* France)		—						de la Médit.	Uruguaya de Nav.	B160′F68′			Uruguayan	285NHP		
CXAB		1 *Dk*	—						Havre	Centenario, S.A.					Forges & C. de la Médit. Hav.		
71953	**Ceramic** (P) Trp Sc 4 Mst		18713	100A1	Gls		CL	1913	Harland &	Shaw Savill &	655·1	69·4	43·8	S'thamptn	T. 8Cy. (2) 26½″, (2) 42⅛″,	47 " 10	BT
135474		*ss* Gls. 2nd No. 3–8,36	16358	*with freeboard*			ON 1,37		Wolff, Ld.	Albion Co. Ltd.				British	(4) 47 5/8″–51″	s 13 " 6½	till
GLST	*Ref. Mchy.* 4 *Dks* 5*th dk in Nos.* 1&2 *holds*		11582	~~12,37~~ 1,39			FWS		Belfast		B371′ FK&BK 24½			12 *B.H.pt Cem*	1 Low Pressure Turbine	34 " 9½	
	D.F. E.S.D.			BS~~5,38~~ LMC8			8,36	*Lloyd's*	*SA&CP*	*Cell D B* 577′ 3034*t.*	*tanks in way*			267*t A P T* 83*t*	2150lb (*s*) 1692NHP		
				✠Lloyd's RMC ~~5,38~~						*tanks in way*	*of tunnels* 116*t F P T*				6 D B, *36cf*, GS725, HS30099		
				3,39											Harland & Wolff Ld. Belfast		
71954	**Cereal** (*ex* Rhenus–25)		555					1909	P. Smit, jr.	Ivers-Linie,	188·5	23·1	13·2	Kiel	C. 2Cy. 13″&28″–12″		G
			527						Rotterdam	Kommanditt Ges.				German	22NHP		
DCCL		1 *Dk*	310							(Paulsen & Ivers,				*W B*	P. Smit, jr. Rotterdam		
										Mgrs.)							
71955	**Cerere** (*ex* Cambridge,	Twin Sc	1198					1920	Soc. Anon.	Soc. Anon. Sbarchi.	229·6	34·3	12·7	Rome	T. 6Cy. 12″,20″&31½″–16½″		CI
118	*ex* Elbeuf, *ex* Debardeur)		—						de Travaux	Imbarchi e	P75′F29′			Italian	79NHP		
ILKN		1 *Dk*	590						Dyle & Bac-	Trasporti				*W B*	Soc. Anon. de Travaux		
	Mchy. Aft								alan						Dyle & Bacalan		
									Bordeaux								
71956	**Ceres**		3073				...	1918	Jos. T. El-	Cie. des Affrêteurs	330·6	47·7	22·7	Rouen	T. 3Cy. 24″,39″&65″–42″	24 " 10	V
			2963						tringham &	Français	P33′B116′F40′			French	289NHP		†
FNCA		2 *Dks*	1887						Co. Ltd. Wil-	(Heuzey &			FK	*W B*			
									lington Quay	Chastellain, *Mgrs*)					Jos. T. Eltringham & Co. Ltd.		
71957	— (P)		2680					1919	J. & K.	Koninkl. Nederl.	348·0	48·2	18·3	Amstrdam	T. 3Cy. 23″,37″&61″–45″		V
		Fitted for oil fuel	2319						Smits Schps.	Stoomb. Maats.				Dutch	250NHP		
PDJT		2 *Dks* & *Shelter dk*	1561						Kinderdijk	N.V.				*W B*	Mach. fab. Kinderdijk		
		Cruiser Stern															
71958	—	Twin Sc	1078					1936	Schiffb. Ges	Dampfschifff. Ges.	234·4	34·7	13·4	Bremen	Oil Engines 2S.C.SA		G
		Oil Eng.	833						"Unterweser"	"Neptun"	P115′F36′			German	10Cy. 11 13/16″–16 5/16″ 245NHP		
DORJ	*Mchy. Aft*	1 *Dk*	553						A.G. Weser-					*W B*	Maschinenfbrk. Augsburg-		
	Wireless D.F.	*Cruiser Stern*							münde-L.						Nürnberg A.G. Augsburg		
71959	—		99	✠100A1	Hfs	*m*	~~CL~~	1889	Tynel. S.B.	Finska Ångf Aktieb	210·5	31·2	15·3	Helsingfrs	T. 3Cy. 17″,25½″&40 5/16″–30″	16 " 1	
7u		*ss* Abo 4th No. 3–3,31	79	~~8,37~~ 2,39			~~5,39~~	8mo	Co. Ltd.					Finnish	150lb *100lb* NDB 19 114NHP	s 1 " 0½	
OHGH	*Well deck*	*ss* Hfs. No. 1–35	575				ON		Newcastle		Q77′B60′F23′		FK	4 *B.H.Cem*	1SB, *3pf*, GS57, HS1753 (*s*)	15 " 2½	
	Wireless	1 *Dk* (*Irn*) & *Web frames*					7,38	*Lloyd's*	*SA&CP*	*WB=DB*	*a* 64′ *f* 49′ *g u E* & *B* 35′			29*1t A P T* 15*t*	NE Marine E. Co. Ld. Nwc.		
				6,38													

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel: Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Tonnage assigné maintenant exprimé Lettre d'Equipement.	7* Date de la dernière visite de tarbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant *pds. pe.*	15 Registres où coté. si ce n'est dans le L. R. Durée Cert. Particulier.
71960	**Cerigo** Ⓟ		1120					1922	Schiffb.Ges Unterweser m.b.H. Weser -münde-L	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	227·2	34·4	12·4	Hamburg German	T.3Cy.15¾",27½"&45⅝"-27½" 110NHP		G
DHDY	Wireless Sub.Sig.	2 *Dks*	877 522								F29'			*WL*	A.Borsig.G.m.b.H.Berlin		
71961	**Cerinthus**		3878	✠100A1	Nwc	*t*	CL	1930	Hawthorn, Leslie&Co.Ld Newcastle	HadleyShipping Co.Ld.	336·0	48·8	25·6	London British	T.3Cy.20",33"&55"-39" (*s*) 200lb 385NHP	25 " 6 s 3 " 1	
162481	*ss*Nwc.No.2-38		3146	12,36 3,38 4,39 Rnwl Ln			3,33	9mo			350·0(O.L.)						
GTNX	*Mchy.Aft*	1 *Dk(Stl)2nd Dk(Stl) in foreholdᵈ Web frames*	2318	BS12,38 ✠ *Carrying Petroleum in bulk*				*Lloyd's SᴬG CP*			P88'F49'			FK	2SB,*6cf*,HS6510	22 " 7½	
	D.F.	*Longitudinal framing Rudder electrically welded*		*Fitted for oil fuel* 9,30			*F.P. a*	*above* 150° F.	*Cell D Bu E& B* 54'83'		*Trunk* 198' *DT f* 26'426*t FPT* 8			*Cem*	1 *B Hpt Cem* 9*t APT* 105*t*		
71962	**Cerne** (*ex*Woodcote-34)		1257	✠100A1	Sld	*n*	CL	1924	Burntisland S.B.Co.Ld. Burntisland	StephensonClarke &AssociatedCompanies,Ld.	220·7	34·9	16·4	London British	T.3Cy.17",28"&46"-33" (*s*) 180lb 164NHP	18 " 6 s 7 " 0⅜	
147672	*ss*Sld.No.3-6,37		990	*with freeboard* Shl			13,36	5mo			226·5(O.L.)				1SB,*3cf*,GS56,HS2868 FD	15 " 7¼	
MLXV	*Mchy.Aft* Wireless	1 *Dk(Stl)*	670	6,38 6,37			6,38	*Lloyd's SᴬG CP*	*Cell D Bu E* 18'*f* 138'485*t*		Q140'F23'			FK	*4 B Hpt Cem FPT* 160*t*		
	Well deck	*Cargo battens not fitted*													N.E.MarineEng.CoLdNwc		
71963	**Cerons**		1049					1923	Atel.&Ch. de la Seine Marit. LeTrait,S.I.	Worms&Cie.	216·0	30·7	12·7	Havre French	T.3Cy.18",30"&50"-33" 144NHP		V
TYQR	*Mchy.Aft*	1 *Dk*	644 411								P&B126'F57'			*WB*	Atel.&Ch.de la Seine Marit.		
71964	**Cerro-Azul**	3 Mst	9059			...		1921	SunS.B. Co. Chester,Pa.	StandardOilCo. ofNewJersey	480·5	66·0	36·8	Wilmington (Del.) Utd. States	Q.4Cy.26",38¼",56"&82"-54" 819NHP	37 " 0	R †
221144		*Fitted for oil fuel*	8572								F44'*on Shelter dk*			FK			
KDQY	*Mchy.Aft*	1 *Dk&Shelter dk&Web frames*	5665											*WB*	SunS.B.Co.Chester,Pa.		
	D.F.	*Longitudinal framing Carrying Petroleum in bulk*															
71965	**Cerro-Ebano**	3 Mst	8880			...		1921	SunS.B. Co. Chester,Pa.	StandardOilCo. of NewJersey	480·5	66·0	36·8	Wilmington (Del.) Utd. States	Q.4Cy.26",38¼",56"&82"-54" 819NHP	37 " 0	R †
221129		*Fitted for oil fuel*	8572								F44'*on Shelter dk*			FK			
KDQS	*Mchy.Aft* D.F.	1 *Dk&Shelter dk &Web frames Longitudinal framing Carrying Petroleum in bulk*	5543											*WB*	SunS.B.Co.Chester,Pa.		
71966	**Cervantes**		1810	✠100A1	Ant	*r*	CL	1919	H.&C. Grayson,Ld. Garston	MacAndrews&Co. Ld.	265·0	41·2	18·8	London British	T.3Cy.21",34"&56"-36" (*s*) 180lb 271NHP	21 " 0 s " 10	
145327	*ss*Gls.No.3-5,32		1561	*Shelter dk*			9,36	7mo						FK			
GBXC	D.F.	*ss*Ant.No.1-36	991	*with freeboard*				*Lloyd's SᴬG CP*		*Collision BH to Shelter dk Cell D B* 224'408*t FPT* 63*t*				*Cem*	2SB,*6cf*,GS138,HS5112 3 *BH to U dk APT* 18*t*	20 " 4½	
		1 *Dk(Stl)&Shelter dk(Stl)*		1,39 1,37											D.Rollo&Sons,Liverpool		
71967	**Cervera**		857					1919	Astilleros Cardona(SA) Barcelona	Hijo deRomulo Bosch,S.enC.	187·0	32·8	12·9	Barcelona Spanish	T.3Cy.12",20"&32"-24" 50NHP		V
EEHM	*Mchy.Aft*	1 *Dk*	— 682								B12'F25'				AlexanderHnos,Barcelona		
71968	**Cervinia** (*ex*JulesHauzeur-37, *ex*Porvenir-34, *ex*Candelaria, *ex*Jan van Rijswijck-30, *ex*Arlieri, *see No.* 87001 *in Supplement*)		1213					1900	Rijkee&Co Rotterdam	Pittaluga& Bertorello	243·4	34·6	15·4	Genoa Italian	T.3Cy.17½",28"&45"-36" 122NHP		IV
Not			934								B60'F30'			*WB*	Maats.Fyenoord,Rot.		
EKRL		2 *Dks*	706														
71969	**Cervino** (*ex*Tatra)		4363			...		1913	J.Priest-man&Co. Sunderland	A.Zanchi	379·1	53·0	23·3	Genoa Italian	T.3Cy.24",39"&66"-45" 353NHP	26 " 8	I †
1115	D.F.	1 *Dk*	4032								P32'B234'F39'			FK			
IBZG		2 *nd Dk Beams in Nos.1&4 holds Fitted for oil fuel*	2599											*WB*	Richardsons,Westgarth& Co.Ld.Sld		
71970	**Cesarea** Ⓟ	Twin Sc	7785	5,38	Nap	*a†*	CL	1912	W.Beard-more&Co.Ld. Glasgow	LloydTriestino Soc.Anon.diNav.	428·5	56·7	34·1	Trieste Italian	Q.8Cy.23½",34",50"&72"-54" 250lb (*s*) 1374NHP	37 " 0 6 12 10½ 11 " 6½	
376	(*ex*FortSt.George-35, *ss*N.Yk.No.3-1,34		5911	*Shelter dk*			6,35	*Lloyd's SᴬG CP*			411·3				6 Water Tube Boilers HS25390		
IBDP	*ex*Wandilla)	2 *Dks(Stl U-ws)&*	4189	*with freeboard*							B155'F70' *on Shelter dk* FK&BK2"			*Cem*	W.Beardmore&Co.Ld.Gls.		
	D.F. E.S.D.	*Shelter dk(Stl-ws)&*								*Collision BH to S dk After peak*							
	Ref.Mchy.	3 *rd dk in Nos.*															
Now	GyC. "Arno,"	1,3,4&5 *holds* *see No.* 87001 *in Supplement*															
				Fitted for oil fuel 11,21			*F.P. a*	*above* 150° F.	*Cell D B* 317'853		*t FPT* 60*t APT* 65*t*						
71971	**Cetus** (*ex*SamuelH.Squire, *ex*Cetus,		4390					1903	Superior S.B.Co. W.Superior	InterlakeSteam-shipCo.	116·0	50·0	28·0	Wilmington (Del.) Utd. States	T.3Cy.22",35"&58"-40" 213NHP		R
200371	*ex*HenryS.Sill)		—												SuperiorS.B.Co.		
	Mchy.Aft GyC.	1 *Dk2tr B*	2952														
71972	—		2614	✠ -----	Sld	*t*		1920	Murdoch& Murray,Ld. PortGlasgow	A/S Dampskslsk Neptun(H.Östervold,*Mgr.*)	314·0	44·2	17·7	Bergen Norwegian	T.3Cy.25",41"&68"-48" 431NHP	20 " 0	N †
	(*ex*Moto-36)	*ss*Sld.No.2-29	1908	12,36				4mo			P27'Q214'F31'			FK			
LJHX	*Well deck*	1 *Dk(Stl)*	1422					*Inter*	*mediate B H in fore*	*hold dispensed with*	*Ta* 42'228*t FPT* 113*t*			*Cem*	1SB,*12cf*,GS231,HS7780 1 *BH only APT* 114*t*		
	D.F.								*Cell D B* 224'633*t D*						J.G.Kincaid&Co.Ld.Grk.		
71973	—		943			...		1934	A.Vuijk Capelle a/d Ysel	Madrigal&Co.	215·3	31·5	14·6	Manila P.I. Utd. States	T.3Cy.15¼",25"&42"-30" 160NHP	15 " 6	
181286	(*ex*Inga)	Wireless	—								Q73'B57'F25'			FK			
KZCS	*Well deck*	1 *Dk&deep framing*	520											*WB*	G.T.Grey&Co.S.Shl.		
71974	**Cetvrti** (*ex*Admiral, *ex Depot vessel* Siegfried, *ex Steamer* Hungarian)		1937					1884	Reiherst'g Schiffsw. Hamburg	PrvoDalmatinsko TrgovackoDrustvo	291·2	35·4	22·3	Dubrovnik YugoSlav	T.3Cy.17⅞",28⅞"&46⅛"- 32½" NE&B18 121NHP		G
YTAN		2 *Dks 3tr B*	1846 1217								P44'B71'F38'			*WB*	DresdnerMaschf.&Schiffsw "Ubigau" Dresden		
71975	**Ceuta**		2719					1929	Deutsche Werft A.G Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed. A.G.	283·3	45·9	22·9	Oldenburg German	C.4Cy.(2)18½"&(2)39⅜"- 39⅜" 162NH		G
		Fitted for oil fuel	2304								P21'B72'F32'			*WB*	DeutscheWerftA.G.Ham.		
DNAX	D.F. Sub.Sig.	2 *Dks*	1603														
71976	**Cevennes**		2509					1921	Atel.&Ch. deBretagne Nantes	Cie.Delmas Vieljeux	290·0	43·3	22·0	La Rochlle French	DRGeared SteamTurbine		V
			—								Q111'B57'F52'			*WB*	Atel.&Ch.deBretagne,Nts		
FOCE		1 *Dk*	1499														
71977	**Ceylon**		5235	✠100A1	Got	*a†*	CL	1911	Hawthorn, Leslie&Co.Ld Newcastle	A/B Svenska OstasiatiskaKomp (G.Borin,*Mgr.*)	425·0	54·1	26·9	Gothenbrg Swedish	T.3Cy.27",45"&75"-51" (*s*) 180lb 544NHP	29 " 6 s 4 " 3½	
5244	*ss*Got.2nd No.3-9,36		4907	6,38 11,37 1,38			11,35 1,38	*Lloyd's SᴬG CP*	*B=Cell D Ba* 122'*u*		P&B319'F44'			FK	7 *B H Cem* 3SB,*9cf*,GS184,HS7900 FD	25 " 6	
SGYA	*Well deck*		8931								*E* 29'*f* 212'990*t FPT*			W	N.E.MarineEngCoLd.Nwc		
	D.F.	2 *Dks(Stl-Uws)*	3267	MS9,36							82*t APT* 25*t*						
71978	**Ceylon Maru**		4905			...		1904	Mitsu Bishi Dkyd&EWks Nagasaki	KinkaiYusenK.K.	385·0	48·6	27·0	Tokyo Japanese	T.3Cy.26½",43"&72"-48" 442NHP	29 " 9	
8914			4065								P44'B125'F48'			FK			
JDWD		2 *Dks&deep framing*	2993											*WB*	MitsuBishiD.&E.Wks.Nag.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ. RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name	14 Moulded depth. Freeboard amidships — Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L.R. Date of Build of Trade Cert.
71979 / LOBW	**Chaco** (*ex* Rio Claro)	*Fitted for oil fuel* 2 *Dks* *Cruiser Stern*	2162 / 1776 / 1268					1923	Danziger Werft Danzig	Argentine Government	260·8 / F28′	37·9	22·0	Bns. Aires Argentine *WB*	T.3Cy.22″,35″&59″–42″ 225NHP Danziger Werft, Danzig		
71980 / GNRK	— (*ex* Zayda)	Sk 1 *Dk* (*Stl*) *Mchy. Aft*	389 / — / 277	✠ 4,07 ✠	Grk			1907 4mo	G. Brown & Co. Greenock	Cia. Argentina de Nav. Mihanovich, Ltda.	185·1 / B22′	34·1 / F25′	9·4 FK *WB*=	Bns. Aires Argentine *3 BH Cem FPT 28t*	C.2Cy.14½″&30″–21″ 47NHP 1SB, *2cf*, GS31, HS872 White & Hemphill, Ld Grk.	10 ″ 0	
71981 / 160192 / GNRK	**Chagres** D.F. E.S.D. Sub.Sig. *Ref. Mchy.*	2 *Dks*	5406 / 4674 / 3319					1927	Stephen & Sons, Ld. Glasgow	Elders & Fyffes, Ld.	400·6 / P42′ B155′ F41′	51·2	30·1	Glasgow British *WB*	T.3Cy.27½″,"46½″&78″–54″ 447NHP A. Stephen & Sons, Ld. Gls.		C
71982 / UPAQ	**Chaika** Ⓟ *Cruiser Stern*	Twin Sc *Oil Eng.* 2 *Dks* & *Shelter dk*	2121 / 1363 / 939					1929	Sevastopol Marine Wks. Sevastopol	U.S.S.R.	249·3 / B88′ F27′	39·4	18·2	Rostov Russian *WB*	Oil Engines 2S.C.SA 8Cy.18¼″–31¼″ 476NHP Kharkov Loco. Works		
71983 / 139576 / VPDT	**Chak Sang** ss H.Kg.No.3–12,29 ss HKg No.2–8″ ss H.Kg No.1–34	2 *Dks* (*Stl–U* teak s)	2358 / 2125 / 1470	✠ 100A1 ~~5,37~~ 6,38 ~~Dec.37~~	HKg	*s*	CL ~~3,36~~ 6,38	1917 11 mo	Hong K'ng & Whampoa Dock Co. Ld. Hong Kong *Lloyd's SA&CP*	Indo-China Steam Nav. Co. Ltd. *Cell DB 238′ 447t*	290·6 / 301·7 (O.L.) / P29′ B70′ F33′ FK *DT a 24′ 400t FPT*	42·1	22·7	Hong Kong British 5 *BH Cem* 60t *APT 26t*	T.3Cy.21″,34″&56″ 42″ (*s*) 180lb *100lb* 256NHP 2SB, *6cf*, GS119, HS3552 FD Hong Kong & Whampoa Dock Co. Ld. Hong Kong	25 ″ 0 s 3 ″ 9 21 ″ 8	
71984 / 146349 / GRZB	**Chakdina** Ⓟ	ss Cal.No.3–3,27 ss Cal.No.2–34 2 *Dks* (*Stl–Uws*) & *Shade dk* (*Stl*-teaks)	3033 / 2387 / 1580	✠ 100A1 *Shade dk* 8,38 ~~7,37~~ ~~BS7,37~~ 8,38	Cal	*v*	CL ~~7,37~~ 8,38 ~~LMC 9,34~~	1914 12 mo	Ramage & Ferguson, Ld Leith *Lloyd's SA&CP* *WB*	British India Stm. Nav. Co. Ltd. *=Cell D Ba 86′ u E&*	330·7 / F36′ *on Shade dk* FK *B72′ f 127 526t FPT*	46·1	22·1	Glasgow British 5 *BH Cem* 37t *APT 15t*	T.3Cy.24″,41″&70″–48″ (*s*) 215lb 668NHP 4SB, *16cf*, GS271, HS10870 FD Ramage & Fergusn, Ld. Lth.	24 ″ 6 s 3 ″ 5½ 21 ″ 5	
71985 / 137781 / GRYZ	**Chakla** Ⓟ	ss Bom.No.3–9,27 ss Cal.No.2–35 2 *Dks* (*Stl–Uws*) & *Shade dk* (*Stl*-teaks)	3081 / 2371 / 1727	✠ 100A1 *Shade dk* ~~12,37~~ ~~BS2,38~~ 12,38	Cbo	*v*	CL N11,36 ~~LMC 11,38~~	1914 12 mo	A. Stephen & Sons, Ld. Glasgow *Lloyd's SA&CP*	British India Stm. Nav. Co. Ltd. *Cell D Ba 76′ u E&*	330·5 / F44′ *on Shade dk* FK *B65′ f 115′ 513t FPT*	46·2	22·3	Glasgow British 5 *BH Cem* 31t *APT 15t*	T.3Cy.24″,41″&70″–48″ (*s*) 215lb 653NHP 4SB, *16cf*, GS271, HS10572 FD A. Stephen & Sons. Ld. Gls.	24 ″ 6 s 3 ″ 1½ 21 ″ 9	
71986 / 217003 / WNII	**Challenger** ss Phl.No 3–6,31 *Oil Eng.* ss Phl.No.1–25 Sub.Sig. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) GyC. & *Web frames* *Longitudinal framing*		7667 / — / 5842	✠ … 6,37 *Shelter dk* ~~NE1,24~~	Phl	*a*†		1918 10 mo	Bethlehem S B. Corp. Ld. Alameda, Cal.	American South African Line, Inc. *Cell D B 325′ 1192t*	410·0 / *DTa* 30′ 228t	56·0	29·0 FK *FPT 80t*	New York Utd. States 7 *B Hpt Asp APT 195t*	Oil Engines 2S.C.SA 4Cy.22½″–91¼″ 640NHP NDB24 NDB26 Sun S.B.&D.D.Co. Chestr Pa	32 ″ 0	R †
71987 / ~~71D0~~ / D.F. E.S.D. *Mchy. Aft*	**Chama** 1 *Dk*, 2nd *dk* clear of cargo tanks *Oil Eng.* *Cruiser Stern* *Longitudinal framing* at bottom & at deck		8028 / 7238 / 4721	✠ 100A1 12,38 ~~Class Contemplated~~ *Carrying Petroleum in bulk*	Rot		CL	1938 12 mo	N V Rotterdam dam Droogd. Maats. Rotterdam *Lloyd's SA&CP*	Anglo-Saxon Petroleum Co. Ld. *Cell D Bu E 61′ 16ot DT 25 262t FPT*	463·0 / 483·3 (O.L.) / P90′ B 12 ~~Class Contemplated~~	59·3 ~~53~~ FK	London British 17 *BII* *350t APT 83t*	Oil Engines 4S.C.SA 8Cy.25 1/16″–55⅛″ 502NHP DB *1500b* Werkspoor N.V. Ams & Gbr. Stork & Co N V Hengelo	31 ″ 0 27 ″ 6	
71988 / (*ex* Lancastrian Prince–38, *ex* Tunisiana) / FNXJ	**Champenois** ss Mch.No.3–9,33 ss Hul.No.1–37 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Straight frames, bevelled bilge* *Cruiser Stern*		*3482* / *2897* / *1794*	✠ 100A1 *Shelter dk* ~~Strength~~ *with freeboard* ~~4,38~~ 9,37 4,39 Fitted for oil fuel 1	Hul	*x*	CL ~~7,36~~ 3,38 ~~LMC 9,37~~ ~~BS11,38~~ 0,2 1 F.P.	1921 6 mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's SA&CP above*	Cie. des Bateaux à Vapeur du Nord (Soc. Anon. de Gérance et d'Armement, *Mgrs.*) *Cell DB 294′ 1303t FPT 14*	363·3 / F68′ *on Shelter dk* *Collision* FK *DB 294′ 1303t FPT 14*	52·1	22·3	Dunkirk French *Cem* *BH to Sh dk* 6 ″ ″ *U* ″ *51t APT 43t*	T.3Cy.26″,43″&78″–48″ (*s*) 180lb 538NHP 3SB, *9cf*, GS192, HS8166 FD Richardsons, Westgarth & Co. Ld. Sld.	24 ″ 9 s 2 ″ 3½ 22 ″ 5	
71989 / 103975	**Champion** Ⓟ	Iron Pad 2 *Dks*	482 / 343 / 304					1897	J. L. Davie Levis, Quebec	Thousand Island Nav. Co. Ltd.	143·5	25·6	7·8	Kingston, Ont. British	C.2Cy.18″,36″&32″–40″ NB13 NE10 30RHP F.X. Drolet, Quebec		
71990 / FNUN / GyC.	**Champlain** Ⓟ D.F. *Ref. Mchy.*	Twin Sc *Fitted for oil fuel* 4 *Dks*	28124 / 17220 / 15696					1932	Ch. & Atel. de St. Nazaire (Penhöet) SA St. Nazaire	Cie. Générale Transatlantique	606·5 / B525′	83·0	46·0	Havre French *WB*	6 Steam Turbines SR geared to 2 Sc. Shafts Ch. & Atel. de St. Nazaire		V
71991 / FOAO	**Champollion** Ⓟ *Ref. Mchy.* D.F.	Twin Sc *Fitted for oil fuel* 7 *Dks*	12546 / 9881 / 7891					1924	Soc. Proven-çale de Const. Navales La Ciotat	Soc. des Services Contractuels des Messageries Maritimes	531·3 / B20′ len 35	62·7	40·5	Marseilles French *WB*	T.6Cy.29½″,49⅝″&85″–53″ & L.P. Turbines 1025NHP Soc. Provençale de Const. Navales, La Ciotat		V
71992 / 137822 / GQPF	**Chancellor** (*ex* Crown of Cadiz) ss Liv.No.3–2,29 ss Bkn.No.2–38 2 *Dks* (*Stl*)		4607 / 4322 / 2942	✠ 100A1 8,38 ~~2,38~~ ~~LMC~~ ~~BS4,37~~ 6,38 ~~MS3,38~~	Bkn	*y*	CL ~~7,36~~ 8,38	1916 10 mo	Russell & Co. Port Glasgow *Lloyd's SA&CP*	Charente SS Co. Ld. (T.&J. Harrison, *Mgrs.*)	385·0 / 399·1 (O.L.) / P34′ B121′ F19′ FK *Cell DB 334′ 1018t*	52·0	26·5	Liverpool British 6 *BH Cem* *APT 24t*	T.3Cy.27″,44″&78″–48″ (*s*) 180lb 502NHP 3SB, *9cf*, GS177, HS7299 FD J.G. Kincaid & Co. Ld. Grk.	29 ″ 0 25 ″ 2½ 24 ″ 0	
71993 / 138907 / VTDS	**Chandbali** Ⓟ (*ex* Trawler–32)	1 *Dk*	362 / 291 / 148					1919	Pt. Arthur S.B.Co Ld. P. Arthur, Ont	Chandbali Steamer Service Co. Ld.	145·3 / len 32	23·4	11·8	Calcutta British	T.3Cy.12¾″,21½″,&35″–24″ 67RHP Port Arthur S.B.Co.Ld		
71994 / 145463 / CYKT	**Chandler** (*ex* Glendowan, *ex* Tregastel, *ex* Robert Wallace) *Mchy. Aft*	1 *Dk*	1563 / 1331 / 1005					1903	Buffalo Dry Dock Co. Buffalo, N.Y.		246·0 / Q88′ F36′	41·0	15·2	Montreal British *WB*	T.3Cy.18″,25″&42″–30″ 97RHP Detroit S.B.Co Detroit		
71995 / 157573 / VTFD	**Chandravati** Ⓟ	Twin Sc 1 *Dk* *Cruiser Stern* *Fitted for oil fuel*	556 / 474 / 205	✠ … 7,37	Bom			1933 9 mo	Harland & Wolff, Ld. Glasgow	Bombay Steam Nav. Co. Ltd. *Cell D Bu E 18′ 37t FPT 14t*	199·7 / *Shade dk* FK	34·1	10·9	Bombay British 8 *B Hpt Cem* *pt Asp* *APT 23t*	T.6Cy.11½″,20″&34″–24″ 260NHP 1DB, *6cf*, GS121, HS4563 Harland & Wolff, Ld. Bel.	11 ″ 6	
71996																	
71997																	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel: Total / Sous le Pont / Net	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré Lettre d'Equipement	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. pc.*	15 Registres où noté au Lloyd's Reg. Book / Durée Cert. Rel. Trade
71998 XNCL	**Chang-Hsing** (*ex*Heung-Shan) *Ex-name, if any.* **TwinSc** *See No. 8021 in Supplement* 2 *Dks & Shade dk*	3412 — 2121					1890	Ramage& Ferguson Leith	HoongOnS.Nav.Co. Ltd.	290·0 B240*t*	54·0 H688*t*	10·0 F63*t*	Shanghai Chinese	T.6Cy.20″,31″&49″–27″ NB10 249NHP Ramage&Ferguson,Leith		
71999	**Chang Lung** (*ex*Miltonia–35, *ex*Glenshane–34, *ex*Sunshine–34, *ex*Glenshane, 1 *Dk(Stl) & Shelter dk(Stl)* *See No. 90040 in Supplement* *Cargo battens not fitted in 'tween decks* *Straight frames & bevelled bilge*	6519 6234 3985	✝100A1 *Shelter dk with freeboard* 11,37 ✝LMC11	Nag	*at*†	CL 11,37	1919 1mo	Harland& Wolff,Ld. Belfast *Lloyd's SA&CP* *Cell DB343′*	DingYaoDung (TanakaShoji K.K. *Mgrs.*)	412·3 1571*t* *DT*a23′ 858*t*	55·5 FK *FPT*91*t*	33·8 *APT*126*t*	Chefoo Chinese *pt Cem* 6 *B Hto Sh dk* 2 „ „ *U* „	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld. Bel.	38 ″ 0 10·0 28 ″ 3	
72000	**Chang On** **TwinSc** *New "Panaro", see No. 89554 in Supplement* 2 *Dks*	1660 710 1306					1890	S.C.Farnham&Co. Shanghai	HoongOnS.Nav.Co. Ltd.	244·8 H764*t* len04	30·6 F36*t*	12·0	Shanghai Chinese	C.4Cy.16″&32″–24″ 42NHP S.C.Farnham&Co.Shi.		
72001	**Chang Tai** (*ex*WoSang) 2 *Dks*	1794 — 1115					1891	Lon.&Gls. Co.Ld. Glasgow	MingSingS.S.Co. Ltd.	260·0 B64′	36·1 *WB*	22·0	Shanghai Chinese	T.3Cy.20″,32″&52″–39″ 181NHP Lon.&Gls.Co.Ld.Glasgow		
72002 28542 JBME	**Chang Yang Maru** (P) **TwinSc** (*ex*GyochiMaru) 1 *Dk* *(SUNK TO BLOCK WHANGPOO RIVER, 8,37)*	1033 438 568					1922	Kiangnan Dk&Eng Wks Shanghai	NisshinKisenK.K.	197·0 B92′F86′	31·0	10·0	Tokyo Japanese	T.6Cy.15″,22″&34″–18″ 98NHP Kiangnan Dk.&Eng.Wks.		
72003 154093 VPFX	**Changon** (*ex*Morava–34, *ex*Kouroussa–33, *ex*LuluBohlen) 2 *Dks*	3619 2702 2235					1911	Reiherst'g Schiffsw. Hamburg	ChangonSteam-shipCo.Ld.(Peters &Co.Ld. *Mgrs.*)	332·7 P&B215′F49′	44·7	23·1	Hong Kong British *WB*	Q4Cy.19⅞″29⅛″42¾″&61½″–42¾″ 249NHP Reiherst.Maschinenf.Ham.		V
72004 151438 MCMW	**Changsha** (*ex*ChangSha) 2 *Dks*	2482 2017 1474					1922	TaikooDk-yd.&E.Co.Ld. Hong Kong	ChinaNav.Co.Ld.	290·1	46·0	17·3	London British *WB*	T.6Cy.13″,21″&35″–24″ 120NHP TaikooDkyd&Eng.Co.Ld.		
72005 153594 VPFK	**Changte** (P) ~~*ss*HKg.No.3-2,38~~ *ss*HKg.No.3-2,38 *Ref. Mchy* 2 *Dks(Stl-Upper dk* teak s)	4324 ~~2946~~ 2579	✝100A1 ~~1,38~~ 2,39 ~~1,38~~ 1,38 ~~8,38~~ 3,39 *Fitted for oil fuel* 9,	HKg	*w*	CL ~~6,38~~ 6,38 *F.P. a*	1925 9mo	Hong Kong & Whampoa Dock Co. Ld. Hong Kong *Lloyd's SA&CP* *Cell DB297′596t* *tanks at side* *bove* 150° F.	Australian-OrientalLine,Ld.	352·3 367·9 (O.L.) P&B225′F87′ *es of tunnel74t*	48·2 FK *FPT*	23·7 *APT*84*t*	Hong Kong British 7 *B HCem* 1 „ *to2nd dk* 55*t*	T.3Cy.27 7/16″,46″&77″–48″ (*s*) 200lb 638NHP 3SB,*9cf*,GS216,HS9633 FD Hong Kong&Whampoa Dock Co.Ld.Hong Kong	26 ″ 0 *s* 2 ″ 9¾ 23 ″ 6½	
72006 143534 MKPJ	**Channel Fisher** (*ex*Torrington–36, *ex*Polmanter–33, *ex*Portlaurie) *Well deck* 1 *Dk(Stl)* *Mchy. Aft* *Cargo battens not fitted* *ss*Nwc.No.1–33	700 454 345	✝100A1 7,35 ~~10,37~~ 7,38 10,37	Brw Nwc	*i*	CL 5,36	1921 1mo	J.Chambers,Ld. Lowestoft *Lloyd's SA&CP* *Cell DB*	JamesFisher& Sons,Ld.	178·1 28·9 184·5 (O.L.) Q114′F23′ *f*103′ 172*t*	27·6 FK *FPT*85*t*	11·0 *APT*35*t*	Barrow British *3 B HCem* *4 PT*	T.3Cy.15″,25″&41″–27″ (*s*) 180lb 108NHP 1SB,*3cf*,GS55,HS1844 G.T.Grey&CoLd.S.Shields	13 ″ 4 *s* 4 ″ 4 13 ″ 2	
72007 146138 MKTS	**Channel Queen** *ss*Lon.No.1–38 *ss*Shl.No.3–6,34 *Mchy. Aft* 1 *Dk(Stl)* *Well deck* *see No. 90614 in Supplement*	710 490 320	✝100A1 ~~10,39~~ ~~2,38~~ 1,39 Lon	Mdb	*j*	CL ~~12,36~~ 9,38	1921 10mo	C.Rennold-son&Co SouthShields *Lloyd's SA&CP*	BrookShipping Co. Ld.(Comben Long-staff&Co.Ld. *Mgrs.*) *Cell DBf*	180·4 Q105′B11′F24′ 103′155*t*	28·0 FK *FPT*	12·1 63*t* *APT*30*t*	London British *3 B HCem* Day.Summers&Co.Ld.Sou.	T.3Cy.13½″,22″&37″–27″ (*s*) 180lb 102NHP 2SB,*4pf*,GS62,HS1900	14 ″ 6 *s* 4 ″ 5½ 14 ″ 2½	
72008 144216 GDNC	**Chantala** (P) ~~*ss*Cal.No.3–7,38~~ ~~*ss*Cal.No.3–2,37~~ *ss*Cal.No.3–34 2 *Dks(Stl U–ws) & Shade dk* *(Stl–*teak s)	3129 2399 1428	✝100A1 *Shade dk* 7,38 ~~8,37~~ *Fitted for oil fuel* 8,	Cal	*v*	CL ~~7,36~~ 7,38 *F.P. a*	1920 8mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's SA&CP* *Cell DB269′569t*	BritishIndiaStm. Nav.Co.Ld.	330·2 F *on Shade dk* 37′ *DT*a9′ 56*t*	46·0 FK *FPT*39*t*	22·2 *APT*21*t*	Glasgow British 8 *B HCem*	T.3Cy.24″,41″&70″–48″ (*s*) 215lb 678NHP 4SB,*16cf*,GS271,HS11084 FD Barclay,Curle&Co.Ld.Gls	24 ″ 6 *s* 3 ″ 2½ 21 ″ 9	
72009 FOAP	**Chantilly** (P) **TwinSc** *Ref. Mchy.* **D.F.** 3 *Dks*	9986 — 5959					1923	Atel.&Ch. de la Loire St.Nazaire	Soc.desServices Contractuels des Messageries Maritimes	478·5 B355′F55′	59·2	27·3	Marseilles French *WB*	6 Steam Turbines DR geared to 2 Sc.Shafts 966NHP Atel&Ch. de la Loire,St.N		V
72010 UPEV	**Chapaev** (*ex*Vitebsk–35, *ex*Thuban–34) 1 *Dk*	3566 3260 2175					1915	Rotterdam Droogd. Maat Rotterdam	U.S.S.R.	345·8 P31′B114′F34′	48·8	23·2	Leningrad Russian *WB*	T.3Cy.25″,41″&67″–35″ 301NHP RotterdamDroogd.Maats.		
72011	— (*ex*Commercial Navigator–38, *ex*Lake Farber) Sub.Sig. **D.F.** *Fitted for oil fuel* 1 *Dk2tr B*	2638 2278 1634			…		1919	American S.B.Co. Cleveland,O.	U.S.S.R.	251·0 P25′B64′F23′	43·6 FK	26·2	Vladvostk Russian *WB*	T.3Cy.21″,35″&59″–42″ 352NHP AmericanSBCoClevelndO.	28 ″ 2	R †
72012 145461 CYKS	**Chapleau** (*ex*Glenealy, *ex*Cabourg, *ex*GeorgeC.Howe) *Mchy. Aft* 1 *Dk2tr B*	1560 1330 1002					1903	Chicago S.B.Co. Chicago		245·8 Q88′F36′	41·0	15·3	Montreal British *WB*	T.3Cy.18″,25″&42″–30″ NB10 97RHP ChicagoS.B.Co.Chicago		
72013 214913 KJFF	**Chapman Bros.** 1 *Dk*	472 — 321					1917	J.W.Sullivan Co.Eliza-bethport N.J.	Merritt-Chapman &ScottCorpora-tion	135·8	35·6	12·6	New York Utd. States	C.2Cy.18″&40″–28″ 71NHP J.W SullivanCo.New York		
72014 218732 KITZ	**Charcas** (P) (*ex*WestInskip) *Fitted for oil fuel* *Ref. Mchy.* 2 *Dks*	5555 — 3457					1919	S.Western S.B.Co. SanPedro.Cal	GraceLine,Inc.	410·5 P43′B114′F46′	54·3	27·2	New York Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ Llewellyn Iron Works,Los Angeles,Cal. 359NHP		R
72015 LJAE	**Charente** Wireless **D.F.** **E.S.D.** 1 *Dk & Shade dk* *Cruiser Stern*	1282 976 715					1935	Porsgrund Mek. Værks. Porsgrunn	Dampskintslsk. "Garonne" (Fearnley&Eger, *Mgrs.*)	249·4 P21′F&B200′	37·7	15·2	Oslo Norwegian *WB*	C.2Cy.15⅜″&31½″–31½″&LP Turbine with D.R.gearing 102NHP Porsgrund M.V.Porsgrunn		N
72016 OYBL	**Charkow** 1 *Dk & Awng dk*	1026 841 525					1913	Helsingörs Jernsk.&Msk. Elsinore	DetForenede DampskibsSelsk.	236·1	35·6	21·2	Copnhagn Danish *WB*	T.3Cy.18″,30″&50″–36″ 161NHP HelsingörsJernsk.&Mskb.		V
72017 ONFC	**Charles** (*ex*Scheldesop, *ex*Harley, *ex*Bromley)	*563* — *248*			…		1904	W.Dobson &Co. Newcastle	Armement L. Hermans,Soc. Anon.	165·0 B29′F16′	30·0 FK	13·6 *WB*	Bruges Belgian	T.3Cy.15½″,25″&41″–27″ 90NHP J.P.Rennoldsn&Sns,S.Shl.	13 ″ 6	G †
72018 203074 WOKX	**Charles A. Paul** (*ex*Powhatan–37, *ex*E.J.Kulas–36, *ex*General Garretson–35) *Mchy. Aft* **GyC.** 1 *Dk*	6297 — 4910					1907	W.BayCity S.B.Co. W.BayCity	TheWilsonTransit Co.	520·0	54·0	26·2 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22½″,36″&60″–42″ 288NHP DetroitS.B.Co.Detroit		R

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned. Now expired. Equipment Letter.	7 Date when last seen.
72019 225066 KFXK	**Charles C. West** TwinSc *(Self-Unloader)* *Mchy. Aft* 1 *Dk* D.F. GyC. *Cruiser Stern*	6644 — 5004				
72020 218628 KINP	**Charles Christenson** (*ex* West Hepburn) *Fitted for oil fuel* 2 *Dks*	5630 5243 3495				
72021 141678	**Charles Dick** 1 *Dk*	2015 1735 651				
72022 145786	**Charles Donnelly** (*ex* Troy) *Mchy. Aft* 1 *Dk & Spar dk*	3765 — 2966				
72023 220453	**Charles E. Dunlap** (*ex* L.M.Bowers–35) *Mchy. Aft* *pt Longitudinal framing* 1 *Dk*	8262 — 6436				
72024 166606<br~~GQCV~~ VBCB	**Charles F. Meyer** 1 *Dk, 2nd dk clear of cargo tanks* *Oil Eng.* *Mchy. Aft* GyC. E.S.D. D.F. *Cruiser Stern* *Longitudinal framing*	10516 8,39~~1,38~~ 6077	✠100A1 ~~Class Cont. in class.~~ *Carrying Petroleum in bulk* ✠LI C11,38	Hall	*f* Gal	CL
72025 226114 KGDD	**Charles G. Black** TwinSc (*ex* G. Harrison *ss* N.Yk.No.3–11,26 Smith) *ss* N.Yk.No 2–34 *Mchy. Aft* 1 *Dk (Stl) & Web frames* *Longitudinal framing* D.F. E.S.D. GyC.	14305 13434 9161	100A1 7,38~~12,87~~ ~~8S 12,87~~ 12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 19,21	N Yk	*f*† LMC12,31 *above* 150° F.	CL ~~3,66~~ ~~87,38~~ 12,38 *F.P.*
72026 220711 KDHH	**Charles H. Cramp** *Fitted for oil fuel* 2 *Dks & Shelter dk* *Longitudinal framing*	6220 5850 3812			...	
72027 203918	**Charles Hubbard** *Mchy. Aft* GyC. 1 *Dk*	4846 — 4287				
72028 216368 KKAU	**Chas. Kurz** (*ex* Tracy Brothers–33, *ex* Avondale) *Fitted for oil fuel* *Mchy. Aft* 1 *Dk* *Fitted with cylindrical tanks for carrying Petroleum*	5731 4550 3511			...	
72029 FQQC	**Charles L. D.** Sub.Sig. *Oil Eng.* D.F. *Cruiser Stern* 2 *Dks*	5267 1632 3126				
72030 214499 WMIU	**Charles L. Hutchinson** (*ex* Sir Trevor Dawson, *ex* William C. Moreland) *Mchy. Aft* D.F. GyC.	7215 — 5505				
72031 217203 WMEA	**Charles L. O'Connor** (*ex* Costilla) *Mchy. Aft* Sub.Sig. 2 *Dks*	2351 — 1433				
72032 216656 KPAA	**Charles L. Wheeler, Jr.** (*ex* Point Judith) *Fitted for oil fuel* 1 *Dk*	2205 1945 1348			...	
72033 FNGY	**Charles Le Borgne** (*ex* Gladys–34, *ex* Terne–33, *ex* Tosto) *Fitted for oil fuel* Wireless 1 *Dk*	1789 1257 1042				
72034 163562 MBBZ	**Charles M.** *ss* Lon.No.1–39 *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*	403 299 195	✠100A1 5,39~~1,37~~ ~~1,39~~ ~~✠LMC~~	Lon	*f* ~~Gal~~	OG ~~4,38~~ ~~Inc. 39~~ ~~85,39~~
72035 223200 WPBD	**Charles M. Schwab** D.F. GyC. *Mchy. Aft* 1 *Dk*	7935 7573 6206				
72036 204306	**Charles O. Jenkins** 1 *Dk*	6285 — 4827				
72037 164688 MLTL	**Charles Parsons** *Mchy. Aft* 1 *Dk* Wireless *Cruiser Stern* *Cargo battens not fitted*	1554 1149 915	✠100A1 ~~6,27~~10,38 ✠LMC8,38	Sld	*p*	CL 10,38
72038 HCQJ	**Charles Plumier** TwinSc E.S.D. *Oil Eng.* *Ref. Mchy.* 4 *Dks* *Cruiser Stern*	4200 — 2500				

8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. — Corresponding draught. *ft. in.*	15 Registers in which Assigned in L. R. Dates of Build Certs.
1925	Manitowoc S.B.Corp. Manitowoc, Wis.	Rockport S.S.Co.	456·2	60·1	29·1	Wilmgton (Del.) Utd. States	T.6Cy.17½",28½"&48"–36" 276NHP		R
			F72'			*WB*	Manitowoc S.B.Corp. Manitowoc, Wis.		
1919	J.F.Duthie &Co. Seattle, Wash	Christenson S.S.Co. Inc.	409·7	54·2	27·7	S.Frncisco Utd. States	T.3Cy.25½",41½"&72"–48"		R
			P44' B115' F47'			*WB*	Hooven, Owens, 359NHP Rentschler Co. Hamilton, O		
1922	The Collingwood S.B.Co.Ld. Collngwd Ont	National Sand & Material Co. Ld. (J.D.Payne, *Mgr.*)	244·0	43·2	18·9	Toronto British	T.3Cy.19",32"&56"–36" *E made 18 fitted 22* 188NHP		C
						WB	Prescott Co. Menominee, Mich.		
1898	Detroit Dry Dock Co Wyandotte	M.M.Cohen	398·4	47·0	28·0	Chicago Utd. States	Q.4Cy.19",27½",40"&58"–42" 218NHP		
						WB	Detroit Dry Dock Co Detroit		
1920	American S.B.Co. Lorain, O.	Continental S.S.Co. (G.A.Tomlinson, *Mgr.*)	580·0	60·2	27·8	Duluth, Minn. Utd. States	T3Cy.24½",41"&65"–42" 274NHP		R
						WB	American S.B.Co. Lorain, O		
1938 11mo	Blohm & Voss. ~~Kiel~~ Hamburg *Lloyd's SA & CP*	Oriental Tankers, Ld. *Cell D Bu E &*	~~430·4~~ 490·5	~~60·5~~ 70·0	~~30·6~~ 37·0	Hong Kong British	Oil Engines 2S.C.SA 8Cy.25 7/16"–49 3/16" 912NHP	37 " 0 s7 " 4½ 29 " 11½	
			506·7 (o.l.) FK P107 B39 F35'			16 *B Hpt Asp*	DB *f* 207*b* 2DB (*a*) 200*lb*		
			dT Df 21 618; *APT*			*Cell D Bu E* 86'18	Fr. Krupp Germaniawft A G Kiel		
1921	Bethlehem S.B.Corp.Ld Sparrows Point, Md.	Standard Oil Co. of New Jersey	550·3	72·2	43·7	Wilmgton (Del.)	T.6Cy.25",41"&68"–48" (*s*) 200*lb* 928NHP	44 " 0	
			P119' F51' FK			Utd. States 7 *B Hpt Cem*	3SB *12cf*, HS 13491 FD		
						(16 *B H in wings*)	Bethlehem S.B.Corp.Ld.		
			346*t dT* 27'1010*t P*			*PT* 720*t AP*	*T* 322*t*		
1920	W Cramp & Sons S&EB Co Philadelphia	Argonaut Line, Inc.	404·6	53·9	34·2	New York Utd. States	Q.4Cy.25½",37",52½"&76"–54" 633NHP	36 " 9	R †
			F31' *on Shelter dk* FK			*WB*	W.Cramp & Sons S&EB Co.		
1907	Toledo S.B. Co. Toledo	Great Lakes S.S.Co Inc.	438·7	52·0	23·9	Oswego, N.Y.	Q.4Cy.16½",24",35"&50"–42" 162NHP		R
						WB	Utd. States	Toledo S.B.Co. Toledo	
1918	Chester S.B.Co. Chester, Pa	Paco Tankers, Inc. (Pennsylvania Shipping Co. *Mgrs.*)	400·8	54·3	31·4	Wilmgton (Del.)	2 Steam Turbines DR geared to 1 Sc. Shaft	32 " 9	R †
			P99' B27' F50' FK			Utd. States	Westinghouse Mach. Co. E.Pittsburgh		
						WB			
1933	Götaverken A/B Gothenburg	Louis Dreyfus & Cie.	428·2	56·6	25·7	Dunkirk French	Oil Engines 4S.C.SA 8Cy.29½"–59 1/16" 653NHP		V
			F35'			*WB*	Götaverken A/B, Got.		
1910	American S.B.Co. Lorain, Ohio	Pioneer S.S.Co. (Hutchinson & Co. *Mgrs.*)	580·0	58·0	32·0	Wilmgton (Del.)	T.3Cy.24",39"&65"–42" 274NHP		R
			F49' *New forecastle*			Utd. States	American S.B.Co. Lorain, O.		
						WB			
1918	Gt. Lakes Eng. Works Ecorse, Mich.	M.&J.Tracy, Inc.	253·5	43·5	25·1	New York Utd. States	T.3Cy.19½",34½"&51"–42" 211NHP		R
			P115' F25'			*WB*	Gt. Lakes Eng. Wks. Detroit		
1918	Albina Eng & Mach. Wrks Portland, Or.	McCormick S.S.Co.	289·0	44·1	19·0	S. Frncisco Utd. States	T.3Cy.22",37½"&60"–42" 313NHP	21 " 6	R †
			P21' B144' F32' FK			*WB*	Ellicott Machine Corp. Bal.		
1920	Södra Varfvets Aktieb. Stockholm	Cie. Ch. Le Borgne	244·1	38·7	16·0	Havre French	T.3Cy.18",30"&49"–33" 138NHP		V
			P71*t* H81*t* F13*t*			*WB*	Lindholmens V.A. Got.		
1935 1mo	Burntisland S.B.Co.Ld. Burntisland *Lloyd's SA & CP*	T.J.Metcalf	141·5	27·4	9·8	London British	Oil Engines 4S.C.SA 6Cy.11"–17 1/16" 70NHP	10 " 9 s 3 " 5 10 " 5½	
			Q83' F19' FK *DT a* 4'42*t FPT* 55*t*			3 *BH* *APT* 9*t*	Humboldt-Deutzmotoren, A.G. Köln-Deutz		
1923	American S.B.Co. Cleveland, O.	Interlake S.S.Co. (Pickands, Mather & Co. *Mgrs.*)	586·3	60·2	28·0	Wilmgton (Del.)	T.3Cy.24½",41"&65"–42"		R
						WB	American 274NHP S.B.Co. Cleveland, O.		
1907	Detroit S.B.Co. Wyandotte	Tower S.S.Co.	504·0	54·2	31·0	Wilmgton (Del.)	T.3Cy.22½",36"&60"–42" 233NHP		R
						WB	Utd. States	Detroit S.B.Co. Detroit	
1936 8mo	S.P.Austin &Son, Ld. Sunderland *Lloyd's SA & CP*	London Power Co. Ld. (Stephenson Clarke & Associated Companies Ld. *Mgrs.*) *Cell D B*	239·0	38·7	16·2	London British	T.3Cy.16½",27½"&46"–33"	18 " 3 s 5 " 5 16 " 11½	
			B16' Q147' F21' FK			4 *B Hpt Cem*	200*lb* 100*lb* (*s*) 180NHP 1SB, 3*cf*, GS 59, HS 2654 FD		
			u E23' *f* 164'600*t MT*			100*t FPT* 16	N.E. Marine Eng. Co Ld. Sld.		
						APT 10*t*			
1938	Ch. & Atel. de Provence S.A. Port de Bouc	Cie. Gen. d'Armements Maritimes	343·8	51·8	33·1	~~Rouen~~ ~~French~~ Havre *WB* ~~Le Havre~~ ~~French~~	Oil Engines 2S.C SA 8Cy.20"–35 7/16" 584NHP ~~Soc. Gen. de Constr. Mecaniques, Le Creusot~~ Ch. & Atel. de St. Nazaire		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné relativement aux entretien et conservation de l'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres. —Course Pression des Chaudières. NR = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres ob tenus en G.B. et dans le L. R. Durée Cert. H. of Trade.
72039	**Charles Pratt**	TwinSc3Mast	8982	✝100A1	Gal	ft	CL	1916	NwprtNws	StandardOilCo.of	500·0	68·0	35·5	Wilmgton	T.6Cy.20⅝",35"&60"-42" (s)	38 ″ 3	
213899			7159	*Shelter dk*		~~+0,36~~		3mo	S.B.&D.D.Co.	NewJersey				(Del.)	200lb 628NHP	~10 ″ 0½	
WOCM			5644	*withfreeboard* 4,39	BS4,39 ✝LMC6,37	s12,37			NewprtNews				FK	Utd. States	3SB,*12cf*,GS213,HS8700 FD	28 ″ 6	
	Mchy.Aft	2 *Dks(Stl)&Shelter dk(Stl)*		*Carrying Petroleum in*		P10,38			A&CP	*Cell D Bu E& B57t*	*f17'255t*			19 *BH Cem*	NewportNewsSB&D.D.Co.		
	D.F. GyC.	*&Web frames*		*Fitted for oil fuel* 3,16		*bulk*				*DTf54'673t*	*FPT243t APT127t*			15 ,, *toU dk*			
		Longitudinal framing				*F.P. above* 150° F.								4 ,, ,,2nd ,,			
72040	**Charles R. Huntley**		1760					1926	Napier&	UpperLakes&St.	253·1	43·2	17·9	SCathrnes	T.3Cy.17",28½"&47"-33"		C
148898			1604						Miller,Ld.	LawrenceTrans-				Ont.	127NHP		
	Mchy.Aft	1 *Dk*	1304						Glasgow	portationCo.Ld.	F36'			British *WB*	D.Rowan&Co.Ld.Gls.		
										(G.C.Leitch,*Mgr.*)							
72041	**Charles R. McCormick** (*ex* Apus)		6027			...		1920	GMStandi-	McCormick	401·4	53·2	31·9	S.Frncisco	T.3Cy.24½",41⅛"&72"-48"	34 ′ 7	R
220434		*Fitted for oil fuel*	—						fferConstCorp	SteamshipCo.	P34'B114'F38' *on*			Utd.States	552NHP		†
KDBZ		1 *Dk&Shelter dk&Web frames*	3782						Vancouver,		*Shelter dk* FK			*WB*	LlewellynIronWorks,		
		Longitudinal framing							Wash.						LosAngeles,Cal		
72042	**Charles Racine**	TwinSc	9957	✝100A1	NYk	*e* †	CL	1937	Odense	SkibsA/S Snefonn	496·0	66·1	36·4	Stavanger	Oil Engines 4S.C.SA	36 ″ 3	
		Oil Eng.	9288	8,38~~12,37~~	SFo			8mo	Staalskibsvft	(SigvalBergesen	512·5(O.L.)			Norwegian	12Cy.23¾"-47½" 622NHP	~7 ″ 11	
LJOI	D.F. *Cruiser Stern*	1 *Dk*	5953	~~+~~	~~LMC8,37~~				vedA.P.Möller-	d.y.&Co. *Mgrs.*)	P103'B34'F40' FK			15 *BH*	2DB *180lb*	28 ″ 7½	
	Longitudinal framing at bottom & at deck			*Carrying Petroleum in*		*bulk*			d.y.&Co. *Mgrs.*)	*Cell D Bu E79'300t*	*DTf38'550t FPT182t*			15 *BH*	Akt.Burmeistr&Wain,Cpn		
	Mchy.Aft	*in centre tanks*						*Lloyd's SA&CP*	Odense		*APT181t*			2 *BH 180lb*			
72043	**Charles S. Hebard**		6291					1906	American	TheWilsonTransit	504·0	54·0	30·0	Wilmgton	T.3Cy.23½",38"&63"-42"		R
202889	D.F.		—						S.B.Co.	Co.				(Del.)	257NHP		
WOKV	GyC. *Mchy.Aft*	1 *Dk*	4854						Cleveland,O.					Utd.States	AmericanSB.Co.Cleveland		
72044	**Charles Schiaffino**		3664					1930	Atel.&Ch.	Soc.Algérienne de	363·6	51·6	22·9	Algiers	T.3Cy.24",40"&64½"-45½"		V
		Fitted for oil fuel	3352						de laSeine	Nav.pour l'Afrique	P33'B106'F38'			French	284NHP		
FNWV		2 *Dks*	2158						Maritime	duNord(Ch.Schi-				*WB*	Atel.&Ch.de la Seine,		
									LeTrait,S.I.	affino&Cie. *Mgrs.*)					Maritime,LeTrait		
72045	**Charles W. Galloway**		6291					1910	American	ColumbiaTrans-	504·0	54·0	30·0	Wilmgton	T.3Cy.23½",38"&63"-42"		R
207272	(*ex* Leonard B. Miller-37)		—						S.B.Co	portationCo.(John				(Del.)	257NHP		
WPST	*Mchy.Aft*	GyC. 1 *Dk*	4921						Cleveland,O.	T.Kelly,*Mgr.*)				*WB*	Utd.States AmericanS.B.Co.Clevelnd		
72046	**Charlie Watson**	TwinSc	1769					1920	Union	StandardOilCo.of	250·0	37·0	21·0	S.Frncisco	Oil Engine 4S.C.SA		R
220858	D.F.	*Oil Eng.*	—						Const.Co.	California	P78'B30'F48'			Utd.States	12Cy.16⅜"-29½" 229NHP		
KLES	*Mchy.Aft*	1 *Dk*	1013						Oakland,Cal.						SkandiaPacificOil Eng.Co.		
		Carrying Petroleum in bulk													SanFrancisco		
72047	**Charlotte**	TwinSc	822					1910	Forg.&Ch.	Herran,Decio &	235·0	32·3	13·4	Montevideo	C.4Cy.14⅝"&25⅝"-15⅝"		
			708						de laMédit.	Muller	P59'B34'F29'			Uruguayan	44NHP		
	Mchy.Aft	1 *Dk*	449						LaSeyne					*WB*	Forg.&Ch.delaMédit.Ms.		
72048	—		435					1915	H.Pauksch	RedStarLinie	137·9	29·6	10·1	Hamburg	Oil Engines 4S.C.SA		G
		Oil Eng.	328						Akt.Ges.	G.m.b.H.				German	6Cy.8½"-18⅛" 42NHP		
DIAX		1 *Dk*	245						Landsberg						M.A.N.Augsburg		
72049	**Charlotte Cords**		1779					1923	Act.Ges.	Aug.Cords	266·3	40·2	16·9	Rostock	T.3Cy.19⅝",31½"&51⅛"-35"		G
			1478						"Neptun"		Q102'B76'F31'			German	156NH		
DMAE		1 *Dk*	1049						Rostock					*WB*	A.G."Neptun,"Rostock		
72050	**Charlotte Schröder** (*ex* Liesbeth		922					1901	Schömer&	R.Schröder	211·4	32·4	13·3	Rostock	T.3Cy.15",24⅞"&40½"-28"		G
	Zelck,*ex* Lena Larsen,*ex* Erica Fischer,		741						Jensen		Q79'B55'F17'			German	NB26 85NHP		
DMBD	*ex* Marie Gartz)	1 *Dk*	565						Tönning					*WB*	Schömer&Jensen,Tönning		
72051	**Charlottetown** (P)	TrpSc	5889	✝ ...	Qbc	*x*		1931	DavieS.B.	CanadianGovern-	309·0	59·3	22·0	Charlotte-	T.9Cy.26",41"&66"-36"	25 ″ 0	
154887		(*Ice Breaking Train Ferry*)	5117	11,34				7mo	&RepairingCo.	ment(Dept.ofRail-	*Promenade dk*			townP.E.I.	1261NHP		
VGRS		2 *Screws aft&1 fwd.*	3385	~~+~~					Levis,P.Q.	ways&Canals)			FK	British	8SB,*24cf*,HS20096		
		1 *Dk(Stl)2nd dk(Stl)*									*Cell D B231'569t FPT263t*			7 *BH*	Canadian Vickers,Ld.Mtl.		
		clear of mchy.space Web frames												*APT114t*			
		Fitted for oil fuel															
72052	**Charlus** (*ex* Princenhage II)	Sp	361					1917	N.V.Kuy&	J.M.Piggins	182·3	23·1	10·9	Montrose	T.3Cy.10⅛",16½"&27⅝"-20"		C
139636			263						Ree'sMch.&		Q59'B9'F15'			British	*B made 33 refitted 35* 32NHP		
MKFX	*Mchy.Aft*	1 *Dk*	176						Schpsw.						N.V.Kuy&Ree'sMch.&		
									Rotterdam						Schpsw.Rot.		
72053	**Charlwood** (*ex* Streatham)	3Mast	1207	✝100A1	Cff	*n*	CL	1914	Dublin	LavertonS.S.Co.	226·2	35·5	14·4	London	T.3Cy.17⅜",27½"&45"-33"	16 ″ 7	
136049		*ss* Apl.No.3-7,27	934	4,39 ~~6,38~~	Ght	~~1,38~~		3mo	Dkyrd Co.Ld	Ld.(AllianceMar-	236·0(O.L.)			British	180lb *90lb* (s) 138NHP	s 1 ″ 5¾	
MFCL	*Mchy.Aft*	*ss* Ant.No.2-35	600	~~+~~	~~LMC~~	4,39			Dublin	ineTransportCo.	Q68'B13'F28' FK			4 *BH Cem*	1SB,*3cf*,GS69,HS2298	15 ″ 6¾	
	Well deck	1 *Dk(pt Irn pt Stl)*		~~DB8,37~~	~~MB~~			*Lloyd's SA&CP*		Ld. *Mgrs.*) *Cell D*	*Bf140'246t FPT125t*			5 *t APT37t*	Ross&Duncan,Glasgow		
		Cargo battens not fitted		11,38		4,39											
72054	**Charon** (P)		3703					1936	CaledonS.	OceanS.S.Co.Ld.	320·3	51·2	21·6	Liverpool	Oil Engines 2S.C.DA		
164308		*Oil Eng.*	2554						B.&E.Co.Ld.	(A.Holt&Co.	*B on Shelter dk 95'*			British	6Cy.17½"-47½" 580NHP		
GZJQ	E.S.D. *Ref Mchy.*	2 *Dks&Shelter dk*	2217						Dundee	*Mgrs.*)				*WB*	Akt.Burmeistr&Wain,Cpn		
72055	**Chartered**		2021	✝100A1	Shl	*r*	CL	1921	J.Crown&	GasLight&Coke	270·4	38·2	18·5	London	T.3Cy.19½",33"&54"-39" (s)	20 ″ 6	
146145		*ss* Nwc.No.1-38 *ss* Sld.No.3-9,34	1555	~~5,38 6,37~~	Nwc	~~8,36~~		10mo	Sons,Ld.	Co.(Stephenson	Q163'F28'		FK	British	180lb 214NHP	s 6 ″ 6½	
GJBC	*Mchy.Aft*	1 *Dk(Stl)*	1106	~~+~~	~~LMC~~	5,38			Sunderland	Clarke&Associated				4 *BH Cem*	2SB,*6pf*,GS92,HS3524	18 ″ 10½	
	Well deck	*Cargo battens not fitted*						*Lloyd's SA&CP*		Companies,Ld.					N.E.MarineEng.Co.Ld.Sld		
										Mgrs.) *Cell D B*	*225'506t MT10'252t*			*t FPT149t*	*APT77t*		
72056	**Charterhague** (*ex* Silverway,		2522	✝100A1	Rot	*l*	CL	1920	Monmouth	AngfartygsAktie-	303·0	43·0	20·7	Marieh'mn	T.3Cy.22",36'&59-39"	23 ″ 0	
822	*ex* WarFig)	*ss* Hfs.No.3-9,32	2248	1,39~~8,37~~		~~5,36~~		11mo	S.B.Co.Ld.	bolaget"Alfa"(A.				Finnish	1851b 271NHP	s 3 ″ 4¾	
OHDI		*ss* Skm.No.1-36	1348	~~+~~	~~LMC~~	1,39			Chepstow,	Karlsson,*Mgr.*)	P33'B80'F35' FK			5 *BHpt Cem*	2SB,*6cf*,GS114,HS4616	19 ″ 10	
		1 *Dk(Stl)*		~~NE5,29~~	~~MS3,36~~			*Lloyd's SA&CP*	Mon	*Cell D*	*B260'677t FPT87t*			*APT193t*	G.Fletcher&Co.Ld.Derby		
		Cruiser Stern		~~3,38~~ 9,38													
		Cargo battens not fitted															
72057	**Chastine Mærsk**	TwinSc3Mast	5177	✝100A1	Rot	*x*	OG	1923	Odense	A/S D/S Svend-	378·0	50·2	31·7	Svendborg	Oil Engines 4S.C.SA	34 ″ 5	
		Oil Eng. ss Cpn.No.3-2,36	4803	*Shelter dk*	~~Rot~~ Spg	P4,38		7mo	Staalskibs.	borg(A.P.Möller,				Danish	12Cy.19½"-35½" 450NHP	s 9 ″ 0½	
OYIA	D.F.	1 *Dk(Stl)&Shelter dk(Stl)*	3199	*withfreeboard* ~~12,37~~		S1,39			Odense	Copenhagen, *Mgr*)	F33'*on Shelter dk*			*pt Cem*	2DB *made 32 refitted 37-100lb*	25 ″ 6¾	
				1,39 ~~LMC~~	~~S2,36~~				A&CP		*Collision*			*B Hto Sh dk*	Akt.Burmeistr&Wain,Cpn		
				~~+~~	~~7,37~~						FK			5 ,, ,, *U* ,,			
				11,38						*Cell D B3*	*32'1116t Tank'twee*			*n tunnels 92t*	*FPT74t APT85t*		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed; if not in L.R. Date of Half-mark/Cert.
72058	**Chateau Larose**	2 *Dks*	2047 1677 903					1930	D&W Hendersn&Co.Ld Glasgow	Worms&Cie.	274·7 P38'B96'F31'	39·1	20·9	Havre French *WB*	T.3Cy.20½",34"&56"–42" 203NHP D&W.Hendersn&CoLdGls		V
FOPI																	
72059	**Château Latour**	2 *Dks*	1912 1763 824					1914	Atel.&Ch. delaLoire Nantes	Worms&Cie.	274·0 P36'B97'F31	38·0	23·0	Havre French *WB*	T.3Cy.21⅝",35¼"&59"–41 7/16" 224NHP Atel.&Ch.delaLoire,Nts.		V
FOPB																	
72060	**Château Palmer**	2 *Dks*	1912 1763 823					1914	Atel.&Ch. delaLoire Nantes	Worms&Cie.	280·3 P36'B97'F31'	38·1	21·4	Havre French *WB*	T.3Cy.21⅝",35⅝"&59"–41 7/16" NB35 224NHP Atel.&Ch.delaLoire,Nts.		V
FOPC																	
72061	**Chateau Pavie**	2 *Dks*	2047 1677 903					1930	D&W Hendersn&Co Ld Glasgow	Worms&Cie.	274·7 P38'B96'F32'	39·1	20·9	Havre French *WB*	T.3Cy.20½",34"&56"–42" 202NHP D&W.Hendersn&CoLdGls		V
FOPJ																	
72062	**Chateau Yquem**	D.F. 2 *Dks*	2536 — 1290					1925	Atel.&Ch. de la Seine Maritime LeTrait(S.I.)	Worms&Cie.	279·8 P165'F31'	39·5	19·7	Havre French *WB*	T.3Cy.21⅛",36"&59"–42" 225NHP Atel.&Ch.delaSeine Maritime,LeTrait		V
FOPD																	
72063	**Chateauroux** *Fitted for oil fuel*	D.F. 1 *Dk* *Well deck*	4185 — 2546				...	1921	TyneIron S.B.Co.Ld Newcastle	Cie. Delmas Vieljeux	364·1 P18'Q128'B68'F29	52·8	24·5 FK	LaRochlle French 6 *BHCem* *WB*	T.3Cy.23½",38"&64"–42" 347NHP Armstrong Whitworth &Co.Ld.Newcastle	26 " 8	V †
FNNH																	
72064	**Chatham** Ⓟ		5649					1926	NwprtNws S.B.&D.D Co. NewprtNews	Merchnts& Miners TransportationCo	350·0	52·0	36·0	Baltimore Utd. States *WB*	T.4Cy.25",42½"&(2)54 5/16"–48" 409NHP NewportNewsSB&DD.Co.		R
225471 KGAN	*Ref.Mchy.* D.F. GyC. *Fitted for oil fuel* Sub.Sig. *Longitudinal framing* 4 *Dks*		— 3456														
72065	**Chatir-Dag**	1 *Dk(Stl)*	901 787 518	✝ 5.96	Nwc	*m*		1896 5mo	Hawthorn, Leslie&Co.Ld Newcastle	U.S.S.R. *Cell D Ba 46' u E*	220·0 B34'F26'	34·1 FK	12·3	Odessa Russian 5 *BHCem*	T.3Cy.16",26"&43"–30" 120NHP 2SB,*4cf*,GS70,HS2080	14 " 0	
UOKV											*f* B36'*f* 98'270 *t FPT* 59 *t APT* 28 *t*						
72066	**Chatsworth** (*ex*Glendochart,		1573					1903	Superior S.B.Co. W.Superior		246·0 Q88'F36'	41·0	15·3	Montreal British *WB*	T.3Cy.18",25"&42"–30" NB22 97RH Superior S.B.Co.		
145465 CYKV	*ex*Corseulles,*ex*H.G.Dalton) *Mchy. Aft*	1 *Dk* 2 *trB*	1331 1170														
72067	**Chattanooga City** *Fitted for oil fuel*	GyC. 2 *Dks* 3 *trB*	5687 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	424·2 P58'B&F350'	56·2 *WB*	26·5	NewYork Utd. States	2 Steam Turbines DR geared to 1 Sc. Shaft W&A Fletcher Hoboken NJ		R
221643 KDUW																	
72068	**Chatwood**	*ss*Bly.No.2–37	2768	✝100A1 6,38 ~~11,37~~	Bly Stl	*l*	OG ~~6,35~~	1929 6mo	S.P.Austin &Son,Ld. Sunderland	W.France.Fenwick &Co.Ld.	306·0 Q177'F34'	44·0 FK	19·3	London British 6 *BHCem*	T.3Cy.19¼",33"&54"–39" (*s*) 200lb 220NHP 2SB(Spt),*6cf*,GS96,HS3536	21 " 6 s 7 " 1½ 19 " 3½	
161249 GSWX	*Mchy. Aft* D.F. 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted*		1557	BS7,376 38	LMC MS11.37		NG,38	*Lloyd's*	*SA&CP*	*Cell D B250' 623 t MT8'285 t FPT*	211 *t APT* 44 *t*				N.E.MarineEng.Co.Ld.Sld		
72069	**Chaucer**	*ss*Shl.No.2–37	5792	✝100A1 11,38 ~~10,37~~	Shl Bry	*a*	CL 10,37	1929 4mo	R.Duncan &Co.Ld. Pt.Glasgow	ShakespearShipping Co.Ld.(Glover Bros.(London)Ld. *Mgrs.*)	420·0 P37'B260'F44'	57·0 FK	28·2	London British 7 *BHCem*	T.3Cy.27",45"&74"–51" (*s*) 180lb 557NHP 3SB,*9cf*,GS184,HS8334 FD	30 " 6 s 4 " 9½ 25 " 11½	
GSZC	D.F. E.S.D. 2 *Dks(Stl)*		3629	BS11,38	LMC	57		*Lloyd's*	*SA&CP*	*Cell D B360'133 5 t APT 225 t*					D.Rowan&Co.Ld.Glasgow		
72070	**Chaumian**(*ex*LadyElinor,*ex*Loutsch) *Carrying Petroleum in bulk*		1624 1255				...	1886	Hawthorn, Leslie&Co.Ld Newcastle	U.S.S.R.	254·8 P72'F29'B97'	34·0 FK	17·9	Odessa Russian *WB*	T.3Cy.20",32"&53"–36" NB08 175NHP Hwthrn,Leslie&C.Ld.Nwc	19 " 0	
	Well deck *Mchy. Aft* 1 *Dk* 2 *trB*		923														
72071	**Chauncey M. Depew** Ⓟ	1 *Dk*	652 — 282					1913	Bath Iron Works Bath, Me.	Hudson River Day Line	185·1	35·6	13·5	New York Utd. States	T.4Cy.16",26"&(2)30"–24" 88NHP Bath Irn.Wks.Bath,Me.		
211290 KJFL	(*ex*Rangeley)																
72072	**Chavicha** (*ex*Hohenfels–35)	2 *Dks*	3021 2681 1742					1923	Schiffs.-u Dckbauwerft Flender A.G. Lübeck	U.S.S.R.	337·7 B36'	48·2	21·1	Vladvostk Russian *WB*	T.3Cy.23⅝",38 7/16"&62"–41¾" 248NHP G.Seebeck A.G. Wesermünde-G.		G
UPKN	Sub.Sig.																
72073	**Cheakamus** Ⓟ(*ex*Cheslakee)	2 *Dks*	689 479 403					1910	Dublin Dockyard Co Dublin	Union Steamships Ld.	145·3	28·1 *WB*	10·0	Vancouver British	T.3Cy.13½",22"&36"–20" 58RHP McColl&Co.Ld.Belfast		C
130309 CYGP																	
72074	**Chedabucto** Ⓟ		509	✝ ...	Hfx			1910 6mo	Dundee S.B.Co.Ld Dundee	Halifax&Canso S.S.Co.Ld.(R.A. Corbett&Co.Ld. *Mgrs.*)	145·0	24·5 FK	9·1	Liverpool British 4 *BHCem* *APT* 11 *t*	C.2Cy.18"&40"–27" 69RHP 1SB,*3pf*,GS54,HS1778 J.Abernethy&Co.Abn.	10 " 6	
127785 MKXG	(*ex*Ellinis,*ex*Fogota)	*ss*Sld.No.3–12,21 *ss*Hfx.No.2–29 1 *Dk & Shelter dk*	458 269	8,33							*FPT* 12 *t*						
72075	**Chef Mécanicien Armand Blanc**	D.F. 1 *Dk*	3070 — 1586					1922	Atel.&Ch. de la Seine Marit. LeTrait,S.I.	Union Industrielle &Mar.Sté.Française d'Armement	313·6 P164'F29'	46·4 *WB*	20·2	Havre French	T.3Cy.21⅝",35⅞"&59"–41¾" 223NHP At.&Ch.de la Loire,St Denis		V
FOJF																	
72076	**Chehalis**	Wood *Fitted for oil fuel* 1 *Dk*	663 590 421					1901	H.D.Bendixsen Fairhvn,Cal.	J.H.Hansen	183·3	37·5	14·8	S. Frncisco Utd. States	T.3Cy.13¾",21½"&40"–30" 88NHP Fulton I.W.San Francisco		
Broke 127424 KJFN																	
72077	**Cheik** (*ex*Nautik–36)	1 *Dk*	1058 805 611					1920	Nüscke &Co. Stettin	Cie.Nouvelle de Nav.Busck	225·8 P29'B63'F30'	32·8 *WB*	13·9	Marseilles French	T.3Cy.15⅜",25 7/16"&41¾"–25⅝" 110NHP Atlas Werke,Bremen		V
TSXC																	
72078	**Chekiang**	2 *Dks*	2172 1967 1313					1914	Taikoo Dckyrd&Eng Co.of H Kg Ld Hong Kong	China Nav.Co.Ld.	285·0	44·1	19·1	London British *WB*	T.3Cy.19",31"&53"–36" 169NHP Taikoo Dkyrd&Eng.Co. of Hong Kong,Ld.		
137675 GKYN																	
72079	**Chelatros** (*ex*Magdala)	*ss*Rot.No.3–6,27 *ss*Pir.No.2–35 1 *Dk(Stl)* & *Shelter dk(Stl)*	3489 3331 2214	✝100A1 *Shelter dk with freeboard* 1,39 ~~1,38~~ 10,38	Rot Ams	*x*	CL ~~10,37~~ 1,39	1914 4mo	Nthmblnd S.B.Co.Ld Newcastle	Kassos Stm.Nav. Co.Ld.(Pneumaticos, Rethymnis, Yannaghas, *Mgrs.*)	360·0 *Cell D B a 118' u E 23'*	52·0 FK	23·6	Syra Greek 6 *BHCem*	T.3Cy.25",41"&69"–48" (*s*) 180lb 365NHP 3SB,*9cf*,GS141,HS5700 Richardsons,Westgarth& Co.Ld.Hpl.	26 " 0 s 2 " 5 23 " 9½	
159 SVDB					MC 10 35			*Lloyd's*	*SA&CP*	*f* 153'996 *t A*	*PT* 45 *t*						

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net	5 Détails de la Classification. Cote. — ✝ Surveillance spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné relativement à l'état et à l'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. HP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. — Tirant d'eau correspondant. *pds. pe*	15 Registres où noté si ce n'est dans le L. R. Durée Corr. B. of Trade.
72080	**Cheldale**		4218	✝100A1	Rot	*x*	CL	1925	SirJ Priest-	MorrisonS.S.	365·0	51·5	25·1	Newcastle	T.3Cy.25",41"&69"-48" (*s*)	27 " 6
148121		*ss*Rot.No.3-2,38	3942	*withfreeboard*	Bry		9,37	3mo	man&Co.	Co.Ld.(J.Morrison				British	180lb 318NHP	s 2 " 10
GKRP		1*Dk*(*Stl*)&*Shelter*	2536	8,38 ~~2,38~~	~~7~~ MC8,37				Sunderland	&Son,*Mgrs.*)	F35' FK			6*BHCem*	3SB.9*cf*,GS165,HS6159	24 " 10½
	D.F.	*dk*(*Stl*)		~~8,38~~				*Lloyd's*A&CP			*CellDB*315'994*t*			*BH to Sh dk*	Richardsons,Westgarth&	
											*FPT*125*t APT*247*t*			5 „ „ 2*nd* „	Co.Ld.Sld.	
72081	**Chella** (P) **TwinSc**		8920					1934	Forg.&Ch.	Cie.deNav.Paquet	433·1	62·1	33·6	Marseilles	6 SteamTurbinesSRgeared	V
	D.F. E.S.D.	*Fitted for oil fuel*	5972						de laMéditSA		B193'F106'			French	to2Sc.Shafts 2383NHP	
FNHL	GyC. *CruiserStern*	4*Dks*	3860						LaSeyne					*WB*	Forg.&Ch.de laMédit.S.A.	
72082	**Chelma** (*ex*Bacchus)	*ss*Msl.No.1-36	4968	✝100A1	Msl	*y*	CL	1920	Palmers'	Cie.Générale de	386·4	52·5	26·3	Marseilles	T.3Cy.26",43"&71"-48" (*s*)	28 " 6
		*ss*Msl.No.3-7,33	4091	~~4,38~~ 12,38			~~10,37~~	9mo	Co.Ld.	Nav.àVap.Cyp.				French	180lb 453NHP	s 5 "5½
FOHC		2*Dks*(*Stl*)	3106	~~[illegible]~~	~~LMC7~~		12,38		Newcastle	Fabre(FabreLine)	P36'*AftB*21'			8*BHptCem*	3SB,9*cf*,GS220,HS8007	23 " 4
				6,38	M82,~~[illegible]~~			*Lloyd's*A&CP			B113'*For'dB*21' FK				Palmers'Co.Ld.Newcastle	
				Fitted for carrying oil			5,28	*P. above*	150° F. *in deep tank*		F42'					
				Carrying vegetable oil in				*forward deep tanks*			*DTs*f53'1850*t FPT*			97*t APT*20*t*		
72083	**Chelohsin** (P) **TwinSc**		1134	A1	Ver		CL	1911	Dublin	UnionSteamships	175·5	35·1	14·0	Vancouver	T.6Cy.13½",22"&36"-25"(*s*)	15 " 0
130805		*ss*Vcr.2nd.No.3-1,38	528	*withfreeboard*	BS11,38				Dockyard Co.	Ltd.	182·5(O.L.)			British	185lb 184NHP	s 2 "0½
VGKY	Wireless	2*Dks*.	597	~~8,38 1,38~~ 2,39	MC1~~[illegible]~~				Dublin		B&F146' FK			5*BHCem*	2SB,6*cf*,GS104,HS4400	13 " 0½
				For Channel & Sound Service											MacColl&Co.Ld.Belfast	
				Tacoma to Anacortes							*CellDBuE*24'32*t Tanks at sides of*				*tunnel* 17*t FPT*11*t APT*11*t*	
				Fitted for oil fuel	*F. P. above*			50° F.								
72084	**Chelsea**		4804	✝100A1	Rot	*y*	CL	1925	NthmbInd	SeaS.S.Co.Ld.(W.	396·1	52·8	27·2	Hull	T.3Cy.25",41"&69"-48" (*s*)	29 " 8
149027		*ss*Shl.No.3-9,03 ~~*ss*Nwc No.2-21~~	4533	9,38~~7,37~~	Rot		7,37	11mo	S.B.Co.Ld.	Brown,Atkinson&				British	180lb HS6459 390NHP	s 5 "6¾
GLWX		1*Dk*(*Stl*)	~~3089~~				8,38		Newcastle	Co.Ld.*Mgrs.*)	P45'B119'F35' FK			6*BHCem*	2SB&1AuxSB(Spt),	24 " 3¾
			3003	~~M63,34~~				*Lloyd's*A&CP	*CellDBa*138'*uE*23'*f*		171'1196*t FPT*131*t*			*APT*152*t*	*9cf*,GS171	
															N.E.MarineEngCoLd.Nwc	
72085	**Chelwood**		2742	✝100A1	Shl	*t*	OG	1928	S.P.Austin	W.France,	306·0	44·0	19·3	London	T.3Cy.20",33"&54"-39" (*s*)	21 " 6
160583	*Mchy.Aft*	*ss*Shl No.2-37	2116	~~4,38~~			3,38	9mo	&Son,Ld.	Fenwick&Co.Ld.				British	200lb 211NHP	s 7 " 1½
GSNT	*Well deck*	1*Dk*(*Stl*)	1543	~~BS10,38~~	✝LMC				Sunderland		Q177'F34' FK			6*BHCem*	2SB(Spt),6*cf*,GS88,HS3280	19 " 3¾
	D.F.	*Cargo battens not fitted*		MS4,36	~~[illegible]~~			*Lloyd's*A&CP		*CellDB*250'	623*t MT*8'273*t FPT*			211*t APT*44*t*	N.E.MarineEng.Co Ld.Sld	
72086	**Chelyuskinets**		5114					1936	Severney	U.S.S.R.	381·3	53·2	29·4	Odessa	Oil Engines 2S.C.SA	
		OilEng.	4702						S.B.Yard		P30'B57'F23'			Russian	6Cy.26¾"-47$_{16}^{3}$" 746NHP	
UPTM		2*Dks*	2989						Leningrad					*WB*	"Russian Diesel" Eng Wks.	
		Cruiser Stern													Len.	
72087	**Chemnitz**		5522					1929	Bremer	Norddeutscher	440·6	56·2	25·9	Bremen	T.3Cy.29⅞",48⅜"&78"-55½"	G
	D.F. E.S.D.		4918						Vulkan	Lloyd				German	&1LPTurbine 646NHP	
DOIQ	Sub.Sig.	2*Dks*	3310						Vegesack		B&F405'			*WB*	BremerVulkan,Vegesack	
72088	**Chemong**		1902					1924	N.ofIrelnd	SarniaSteamships	252·0	42·6	18·0	Montreal	T.3Cy.16",27"&44"-33"	C
148073			1574						S B.Co.Ld.	Ltd. (R.Scott	Q100'F36'			British	111NHP	
	Mchy.Aft	1*Dk*	1126						Londonderry	Misener,*Mgr.*)				*WB*	J.G.Kincaid&Co Ld.Grk	
72089	**Chen Yuan** (*ex*Tung-Hwa-37,		1057					1893	Sundrland	YungYuanS.S.Co.	240·0	32·0	17·3	Newch-	T.3Cy.20",32½"&53"-36"	
	*ex*TungNing-35,*ex*HuaTung-32,		—						S.B.Co.Ld.		H—			wang	NB14 169NHP	
	*ex*Hanoi)	2*Dks*	630						Sunderland					Chinese	N.E.MarineEng.CoLd.Sld	
72090	**Chenglee** (*ex*MikakiMaru)		1200					1916	Osaka Iron	Ching-KeeS.N.Co.	230·0	33·5	18·5	Chefoo		
	Wireless		—						Works	Ltd.				Chinese		
XNCP		1*Dk*	841						Osaka							
72091	**Chêngtu** (P)		2219					1914	Dunlop,	ChinaNav.Co.Ld.	285·4	44·1	19·1	London	T.3Cy.19",31½"&53"-39"	
136659			1888						Bremner&		B65'F36'			British	175NHP	
GKNZ		2*Dks*	1338						Co.Ld.					*WB*	Scotts'S.B.&E.Co.Ld.Grk.	
									Pt.Glasgow							
72092	**Chenonceaux** (P) **TwinSc**		14825					1922	Ch.et Atel.	Soc.desServices	543·4	65·1	41·1	Marseilles	T 6Cy.29½",48½"&79½"-	V
	(*ex*Aramis)	*Fitted for oil fuel*	—						de laGironde	Contractuels des				French	44½" NE26 858NHP	
FOAQ	D.F.	4*Dks*	8389						Bordeaux	Messageries				*WB*	Ch.et Atel.de laGironde	
	Ref.Mchy.									Maritimes						
72093	**Chepadoa**		6035					1919	SeattleN.	UnitedStates	402·4	53·1	32·9	Seattle	2 Steam Turbines DR	
219022		*Fitted for oil fuel*	5600						PacificS.B.Co	Maritime	P34'F38'			Utd.States	geared to 1 Sc.Shaft	
		1*Dk*2*trB*	4475						Seattle,Wash	Commission				*WB*	W.A.Fletcher.	
		Longitudinal framing													Hoboken,N.J	
72094	**Chepita**	**TwinSc**	2702	✝100A1	Cco	*t*	CL	1925	W.Beard-	N.V.Curaçaosche	305·0	50·2	15·0	Willemstd	T.6Cy.14",23"&38"-27" (*s*)	15 " 0
3413		*ss*Mob.No.3-8,28	*1800*	~~8,38 1,38~~ 1,39	BS1,39		P1,38	2mo	more&Co.Ld.	Scheepv.Maats.				Dutch	180lb 252NHP	s 1 "6½
PJAY	*Mchy.Aft*	*ss*Cco.No.2-36	*1482*	~~[illegible]~~	~~LMC12,36~~		~~so,36~~		Glasgow		Q87'F42' *Trunk*			8*BHptCem*	2SB.4*cf*.HS4100 FD	13 " 7½
		1*Dk*(*Stl*)		*Carrying Petroleum in bulk*				*Lloyd's*A&CP			*Dk*176' FK				W.Beardmore&Co.Ld.	
		Longitudinal framing at		*Fitted for oil fuel*	2,25		*F.P. above*	150° F			*FPT*1090*t*			*APT*87*t*	Coatbridge	
		bottom and at deck														
72095	**Chepo** (P) (*ex*Laris-37,		1054					1898	Flli.	C.Despotopoulos	222·7	29·0	17·1	Colon	T.3Cy.17",26¾"&45½"-33"	
	*ex*Katina P.-37,*ex*Barletta-33)		—						Orlando	(A.Davaris,*Mgr.*)	P&B122'F35'			Pnamanian	119NHP	
	Wireless	2*Dks*	675						Leghorn		*WB*				Flli.Orlando,Leghorn	
72096	**Cherbourg** (*ex*HarlawPlain)		448	✝100A1	Hav	*g*	CL	1921	J.Lewis&	Soc.Havraise de	150·1	25·2	10·0	Havre	T.3Cy.12½",21"&34"-24" (*s*)	12 " 1
		*ss*Hav.No.3-6,33	—	9,38~~6,37~~			~~6,35~~	1mo	Sons,Ld.	Transport & de	*26·3*			French	180lb 83NHP	s 3 "8½
TTZF	*Mchy.Aft*	*ss*Hav.No.1-37	148		~~[illegible]~~LMC6,37		9,38		Aberdeen	Transit				3*BHCem*	1SB.3*pf*,GS52,HS1573	12 " 0
	Well deck	1*Dk*(*Stl*)		~~BS6,35~~ 5,37				*Lloyd's*A&CP			Q86'B11'F24' FK				J.Lewis&Sons,Ld.Abn.	
										CellDB	*f*84'104*t FPT*40*t A*			*PT*17*t*		
72097	**Cherca**		5346	✝100A1	Tri	*y*	CL	1920	Stabilmnto	LloydTriestino,	404·1	54·0	29·5	Trieste	T.3Cy.27",42"&68"-48" (*s*)	32 " 0
90		*ss*Tri.No.3-4,32	4981	*Shelter dk*				6mo	Tecnico	Soc.Anon.diNav.				Italian	180lb FD 465NHP	s 7 "5½
IBCH		*ss*Tri.No.1-36	3309	*withfreeboard*					Trieste					*Cem*	3SB(Spt)9*cf*,GS158,HS7023	24 " 9
	D.F.	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)		~~6,38 12,37~~	~~12,38~~ BS6,~~[illegible]~~			A&CP						2*BHtoSh dk*	Stabilimento Tecnico,Tri.	
	Ref.Mchy.			~~[illegible]~~	MC5,~~[illegible]~~					*CellDB*337'1300*t*	*FPT*114*t APT*244*t*			4 „ „ *U* „		
				~~[illegible]~~Lloyd's RM~~[illegible]~~												
					12,~~[illegible]~~ 6,38											
72098	**Cheribon Maru** (P)		~~4041~~	✝100A1	Osa	*w*	OG	1921	Mitsubishi	NanyoKaiunK.K.	345·0	50·0	26·7	Kobe Tokyo	T.3Cy.23",38"&64"-48" (*s*)	29 " 1
26828		*ss*Osa.No.3-11,35	~~3440~~	~~2,38~~ 10,38			1,38	2mo	Zosen Kaisha.					Japanese	200lb 342NHP	s 5 " 7½
JCWD		2*Dks*(*Stl-Upt*ws)	~~2619~~		~~MC~~ 10,36				Ld. Kobe		P33'B74'F40' FK			6*BHCem*	2SB,6*cf*,GS109,HS4394 FD	24 " 0
			4016					A&CP		*CellD*	*Ba*107'*uB*30'*f*135'7			02*t APT*27*t*	MitsubishiZosenKaisha,Ld	
			2476													
			2508													

No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Register Tonnage: Gross. / Under deck. / Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year Classed / now applied. Additional Letters.	Date when tail shaft Last seen.	Built. When. — Ship. — Engines.	Built. By Whom. — Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	Registers in which classed. If not in L.R. Date of R.of Trade Cert.
72099 UOJQ	**Chernomorets** (*ex*Ai-Petri) Wireless 1 *Dk*	1048 854 532					1899	Stabilmnto Tecnico Trieste	U.S.S.R.	233·0 | 34·3 | 12·1 Q42'B42'F26'			Odessa Russian	T.3Cy 16",26"&42½"–26" 92NHP StabilimentoTecnico,Tri.		
72100 224642 WTCI	**Cherokee** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 1 *Dk&2nd dk in holds* D.F. *& Promenade dks*	5896 — 3514				...	1925	Nwprt Nws S.B.& DD.Co. NewprtNews	Cherokee-SeminoleS.S.Corp. (Clyde-Mallory Lines, *Mgrs.*)	387·5 | 54·3 | 20·0 P&B322'F53' FK			New York Utd.States *WB*	2SteamTurbinesSR geared to 1 Sc Shaft 981NHP NewportNewsSB.&DD.Co.	23 " 6	R †
72101 125973	— Ⓟ **TwinSc** 1 *Dk*	328 119 160					1907	Canadian S.B.Co.Ltd. Toronto	MuskokaLakes Nav.&HotelCo.Ltd.	120·0 | 23·0 | 7·2			Toronto British	T.6Cy.8",12½"&20"–12" 41RHP CanadianS.B.Co.Ltd.Tto.		
72102 140278 GVGL	**Cherryleaf** **TwinSc** *ss*Ply.No.3–5,29 *ss*Mlt.No.2–37 D.F. 2 *Dks(Stl)& Web frames* *Longitudinal framing*	5934 5283 2588	✠100A1 9,37 11,38 ✠LMC BS6,37 MS9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,17 *F.P. above* 150° F.	Mlt	*a*†	CL 3,00 10,38	1917 4mo	Sir Raylton Dixon&CoLd Middlesbro'	TheAdmiralty *Lloyd's SA&CP* *Cell DBuE&B* 87'405 *t DT* f48'218 *t FPT* 70 *t APT* 174 *t*	405·2 | 54·5 | 32·5 425·4(O.L.) P36'B32'F90' FK		London British 20 *BHpt Cem*	T.6Cy.26",42½"&70"–45" (*s*) 200lb 1082NHP 6SB,*18cf*,HS16800 FD Richardsons,Westgarth& Co.Ld.Mdb.	35 " 2 *s* 6 " 9½ 28 " 7½	
72103 UOJU	**Chervoni Kazak** **TwinSc** (*ex*ProrokJona) 1 *Dk*	472 407 314					1896	Stabilmnto Tecnico Trieste	U.S.S.R.	187·0 | 31·0 | 8·9			Odessa Russian	C.4Cy.13"&24"–20" NB08 43NHP StabilimentoTecnico,Tri.		
72104 148155 GNMY	**Chesapeake** *Oil Eng.* *Mchy.Aft* *ss*Bel.No.2–36 D.F. 2 *Dks(Stl)& Web frames* *Longitudinal framing*	8955 8155 5422	✠100A1 2,38 3,38 ✠LMC CS7,36 BS3,31,39 ,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,17 *F.P. above* 150° F.	Nwc Fal	*d*†	OG 4,37	1928 1mo	Workman, Clark&Co.Ld Belfast	Anglo-American OilCo.Ld. (F.J.Wolfe, *Mgr.*) *Lloyd's SA&CP* *Cell DBuE*53'160 *t DT* f36'492 *t*	476·8 | 63·8 | 35·1 P101'B33'F49' FK		Belfast British 18 *BHpt Cem* (11 *to U dk* 7 „ 2*nd* „)	Oil Engines 2S.C.SA 8Cy.26¾"–47½" 997NHP 2DB *150lb* Wrkman,Clark&Co.Ld Bel	34 " 10 *s* 6 " 9½ 28 " 3	
72105 149625 GLXV	**Cheshire** Ⓟ **TwinSc** *Oil Eng.* *ss*Bkn.No.2–35 Sub.Sig. 3 *Dks(Stl–U dk ws)* D.F. *Cruiser Stern*	10552 7735 6605	✠100A1 9,38 2,38 ✠LM CS1,36 DBS— 9,38 11,37 4,38	Bkn	*e*†	CL P5,37 S3,38	1927 7mo	Fairfield Co.Ld. Glasgow	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *Lloyd's SA&CP* *Cell DB*417'1724 *t FPT* 54 *t APT* 113 *t*	483·6 | 60·3 | 31·8 P51'B265'F78' FK		Liverpool British 8 *BHpt Cem*	Oil Engines 2S.C.SA 16Cy.28"–39" 2196NHP DB *120lb* FairfieldCo.Ld.Glasgow	36 " 3 *s* 6 " 10¾ 29 " 8½	BT 9,39
72106 137790 MFTV	**Cheshire Coast** **3Mst** (*ex*PrincessIrma) *Mchy.Aft* 1 *Dk&Shelter dk*	1122 865 448 472					1915	Sir Raylton Dixon&CoLd Middlesbro'	CoastLines,Ld.	240·0 | 34·9 | 14·3			Liverpool British *WB*	T.3Cy.19",31"&52"–36" 162NHP Richardsons,Westgarth &Co.Ld.Mdb.		C
72107 230959 WNGA	**Chester** **TwinSc** *ss*Clv.No.1–35 *Mchy.Aft* 1 *Dk(Stl)& Web frames* GyC.	1819 1819 1129	✠100A1 *with freeboard* 2,38 BS1,39 ~~BS2,38~~ ✠LMC12,35 *For Service between New York & Great Lakes via New York State Barge Canal, also between New Norfolk& Boston via Long Island Sound & Cape Cod Canal* *Fitted for oil fuel* 8,31 *F.P. above* 150° F.	Clv		CL 12,37	1931 8mo	Gt.Lakes Eng.Works Ecorse,Mich.	FordMotorCo. *Lloyd's SA&CP* *Cell DB*234 780 *t FPT* 223 *t APT* 49 *t*	292·0 | 43·0 | 20·0 FK		~~Dearborn~~ Utd.States 5 *BH*	6 Steam Turbines DR (*s*) geared to 2 Sc. Shafts 4250lb 376NHP 2WTB(Spt) HS3480 FD WestinghouseElec.&Mfg. Co.Phl.	20 " 0 *s* 7 " 8 12 " 6	
72108 227802 WRBK	**Chester O. Swain** (*ex*Albertolite) *ss*NYk.No.3–7,32 *ss*Gal.No.1–37 *Mchy.Aft* 2 *Dks(Stl)& Shelter dk(Stl)* D.F. *& Web frames* GyC. *Longitudinal framing*	8146 6053 5101	✠100A1 *Shelter dk* *with freeboard* ~~10,33 6,38~~ BS10,36 ✠LMC9, *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	NYk Gal	*c*†	CL ~~8,37~~ 8,39	1921 5mo	G M Standifer Cnst. Corp Vancouver, Wash.	StandardOilCo. ofNewJersey A&CP *Cell DBuE&* *B & bunker* 86'280 *t dk tanks a* 9'67 *t*	463·2 | 60·2 | 36·7 FK		Wilmgton (Del.) Utd.States 18 *BHpt Cem* (3 *to Sh dk* 11 „ *U* „ 4 „ 2*nd* „)	Q.4Cy.24",35½",51 7/16"& 75"–51" 2201b (*r*) 581NHP 3SB,*9cf*,HS8086 Hooven,Owens& Rentschler Co.Hamilton,O.	37 " 3 *s* 10·3½ 27 " 3	
72109 229382 KGMV	**Chester Sun** *Oil Eng.* *Mchy.Aft* *ss*Phl.No.2–~~*ss*Phl.No.4–44~~ GyC. 2 *Dks(Stl)& Web frames* *Longitudinal framing–bracketless system*	9097 8521 5523	✠100A1 ~~12,37~~ 6,~~38~~ 10,38 LMC CS6, ~~DBS12,37~~ 12,38 6,38 *Carrying Petroleum in bulk*	Phl	*e*†	CL ~~10,36~~ 6,38 ~~8,38~~	1930 2mo	Sun S.B.& Dry Dock Co. Chester,Pa.	MotorTankship Corporation *Lloyd's SA&CP* *Cell DBuE*76' *f*40'488 *t FPT* 186 *t APT* 84 *t*	480·6 | 66·0 | 36·8 P79'F48' FK		Phildlphia Utd.States 17 *BHpt Cem* (13 *to U dk* 4 „ 2*nd* „)	Oil Engines 2S.C.SA 4Cy 23¾"–91 5/16" 690NHP 2 Water Tube DB *200lb* SunS.B.&DryDockCo.	37 " 0	
72110 219407 KOST	**Chester Valley** *Fitted for oil fuel* Sub.Sig. 2 *Dks*	5078 4598 3110					1919	American International S.B.Corp. HogIslandPa	LykesBros.~~Ripley S.S.Co.Inc.~~ Steamship Co.,Inc.	390·0 | 54·2 | 27·8 P39'B121'F43'			N.Orleans Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
72111 127379 WRCQ	**Chester W. Chapin** Ⓟ **TwinSc** 2 *Dks*	2868 — 1822					1899	Maryland Steel Co. Sparrow's Pt. Md.	NewEnglandS.S. Co.	312·0 | 64·0 | 16·9			N.LndnCn Utd.States *WB*	T.6Cy.24",38"&60"–30" 394NHP MarylandStlCo.Baltimore		
Now "Meteor," *see No. 8906S in Supplement*																
72112 UOFH	**Chetverti Krabolov** (*ex*Benledi) *ss*Sld.2ndNo.3–5,28 1 *Dk(Stl)& Spar dk(pt Irn& pt Stl)* *& deep framing*	4304 3603 2574	✠ ~~—~~ .31 ✠	Kob	*w*		1904 11mo	Bartram & Sons Sunderland	U.S.S.R. *Cell DBa* 120 *'u E&B* 42'	362·4 | 46·1 | 26·7 P35'B104'F38' FK			Vladvostk Russian 6 *BHCem* (5 *to Sp dk* 1 „ *M* „)	T.3Cy.25",42"&68"–48" 352NHP 2SB,*8cf*,GS168,HS5500 J.Dickinson&Sons,Ld.Sld.	28 " 6	
72113 XNDU	**Cheung Hing** (*ex*Vatie-33, *ex*WahTai,*ex*Sagara Maru,*ex*MikageMaru No.6,*ex*FushikiMaru) **Iron** *ss*Nag.No.3–2,98 *ss*Yka.No.2–06 1 *Dk(Irn)2rB*	1806 1553 1098	✠ 9,07 ✠	Yka	*r*		1885 4mo	Tyne I.S.B. Co.Ld. Newcastle	CheungHingS.S. Co. *DBa* 84 *'f* 56' 256 *t FPT* 36 *t APT*	275·0 | 37·5 | 20·4 P29'B60'F30' ptND04 FK 12 *t MT* 30'320 *t*			Shanghai Chinese 5 *BHCem*	C.2Cy.35"&68"–45" 258NHP 2SB,*6pf*,GS115 HwthrnLeslie&Co.Ld.Nwc	21 " 7	
72114 146524 GCWF	**Chevington** *ss*Shl.No.3–11,35 Wireless 1 *Dk(Stl)* *Cargo battens not fitted*	1537 1260 920	✠100A1 11,38 2,37 ✠LMC MS11,35 BS6,37 8,38	Shl	*p*	CL 2,37	1923 5mo	Furness S.B.Co.Ld Haverton Hill-on-Tees	Broomhill Steamships,Ld. *Lloyd's SA&CP* *Cell DB*207'504 *t FPT* 51 *t APT* 103 *t*	244·8 | 38·0 | 17·5 P19'B43'F23' FK		Newcastle British 4 *BHpt Cem*	T.3Cy.17",28"&46"–33" (*s*) 180lb 150NHP 2SB,*6cf*,GS90,HS2570 Earle'sCo.Ld.Hull.	19 " 7 *s* 3 " 0½ 16 " 8	
72115 149418 GDSR	**Chevychase** *ss*Shl.No.2–35 1 *Dk(Stl)* *Cargo battens not fitted*	2719 2353 1642	✠100A1 9,38 ~~12,37~~ ✠LMC MS11,35 BS12,37	Shl Sld	*t*	CL ~~10,36~~ 9,38	1926 10mo	Smith's Dock Co.Ld. Middlesbro'	HillStm.Shpg.Co. Ld. (Witherington &Everett, *Mgrs.*) *Lloyd's SA&CP* *Cell DB* 261'713 *t FPT* 106 *t APT* 101 *t*	305·0 | 45·5 | 21·3 P23'B50'F28' FK		Newcastle British 6 *BHpt Cem*	T.3Cy.21",35"&57½"–42" (*s*) 180lb 266NHP 2SB,*6cf*,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 " 6 *s* 3 " 2½ 20 " 6½	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant pour la prochaine Lettre d'Entretien.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Francobord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	Registres où coté, et numéro dans ces registres.
72116 161559 GTRL	**Cheyenne** *Oil Eng.* *ss* Bel. No. 1–35 1 *Dk* (*Stl*) 2nd *dk* (*Stl*) D.F. *clear of cargo tanks & Web frames* *Longitudinal framing at bottom, at deck & at longitudinal bulkheads* *Mchy. Aft* *Rudder electrically welded*	8804 5267	✠100A1 5,38 ~~7,37~~ ~~[illegible]~~ —6[illegible]8 *Carrying Petroleum in bulk* DBS1,39	Fal	*d*†	oo ~~12,36~~ 1,39	1930 11mo	Palmers' Co. Ld. Newcastle *Lloyd's* *SA&CP*	Anglo-American OilCo. Ld. (F. J. Wolfe, *Mgr.*) *Cell*	477·0 | 63·8 | 34·8 P105′ B27′ F41′ FK *DBu* E51′ 151*t DT* *f*41′ 616*t FPT* 276*t APT* 48*t*	Newcastle British *WB*	Oil Engines 2S.C.SA. 4Cy. 25$\frac{7}{16}$″–97$\frac{1}{4}$″ 785NHP 17 *B Hpt Cem* 2DB *150lb* W. Doxford & Sons, Ld. Sld.	34 ″ 9 s 6 ″ 10 28 ″ 2$\frac{1}{4}$	
72117 149498 —	— (*ex* Phenicia) *Mchy. Aft* 1 *Dk*	1938 1638 1157					1929	Swan, Hunter & Wigham Richardson, Ld Sunderland	St. Lawrence Steamships, Ld.	252·8 | 43·4 | 17·8 Q100′ F35′	Montreal British *WB*	T.3Cy. 15″, 25″ & 40″–33″ 81RHP MacColl & Pollock, Ld. Sld.		C
72118 33095 JBNE	**Chialing Maru** Ⓟ Twin Sc *Oil Eng.* 1 *Dk*	366 155 198					1927	Shanghai D. & E. Co. Shanghai	NisshinKisenK.K.	130·0 | 24·0 | 6·5	Tokyo Japanese	Oil Engines		
72119 XNBP	**Chian Lee** (*ex* Alexander Kielland, *ex* Lisgar County, *ex* Alexander Kielland, *ex* Samui) 1 *Dk* & *deep framing* & *Awng dk*	2913 2680 1839			…		1907	Akt. Burmeistr & Wain Copenhagen	ChingKeeS.N.Co. Ld.	310·0 | 44·2 | 17·5 RFD 33′ 25·2 FK	Chefoo Chinese *WB*	T.3Cy. 21$\frac{1}{16}$″, 34$\frac{1}{2}$″ & 60″–39″ 252NHP Akt Burmeistr & Wain, Cpn.	27 ″ 8	C †
72120 13069 JCCD	**Chicago Maru** Ⓟ Twin Sc *ss* Osa. 2nd No. 3–11, 33 *ss* Osa. No. 1–37 2 *Dks* (*Stl*) & *deep framing* *Lower dk* (*Stl*) *in No. 1 hold*	5866 5125 3642	✠100A1 9,38 ~~10,37~~ MC12.3 BS9,38	Osa Smk	*z*	CL ~~12,36~~ 9,38	1910 3mo	Kawasaki Dkyd. Co. Ld. Kobe *Lloyd's* *SA&CP*	OsakaSyosen K.K. *Cell DBa* 127′ *u E&B*	419·7 | 49·5 | 29·9 P26′ B158′ F42′ FK 63′/167′/117·5*t FPT* 106*t APT* 26*t*	Osaka Japanese FD	T.6Cy. 19½″, 32$\frac{3}{4}$″ & 55″–46″ (*s*) 200lb 544NHP 3SB, 9*cf*, Gs 181, Hs 7498 7 *BH Cem* Kawasaki Dkyd Co Ld Kobe	32 ″ 6 s 7 ″ 3½ 25 ″ 7	
72121 160889 VGDR	**Chicago Tribune** (*ex* Thorold–33) *Oil Eng.* *Mchy. Aft* 1 *Dk* & *Trunk dk* D.F. *Cruiser Stern*	2960 1985 2344					1930	Earle's Co. Ld. Hull	Quebec & Ontario Transportation Co. Ld.	253·2 | 43·6 | 2[illegible]·1 P56′ *Trunk* 164′ F37′	Montreal British *WB*	Oil Engines 2S.C.SA. 4Cy. 18½″–32$\frac{5}{16}$″ 238NHP Sulzer Bros. Winterthur		C
72122 UOMN	**Chicherin** Ⓟ (*ex* Princess Eugenie of Oldenburg) 2 *Dks* & *Awng dk*	1852 1099 1085			…		1903	Howaldtswerke Kiel	U.S.S.R.	266·0 | 36·0 | 18·4 FK	Odessa Russian *WB*	T.3Cy. 22$\frac{11}{16}$″, 34$\frac{3}{8}$″ & 56$\frac{1}{2}$″–39$\frac{3}{8}$″ 201NHP Howaldtswerke, Kiel	25 ″ 1	
72123 35367 JFZC	**Chichibu Maru** Ⓟ Twin Sc *ss* Yka. No. 2–38 *Ref. Mchy.* *Oil Eng* D.F. Gy C. 3 *Dks* (*Stl–Wther dk pt teaks*) 4 *th dk* (*Stl*) *in Nos. 1, 2 & 3 holds* *Cruiser Stern*	17526 11586 10275	✠100A1 *with freeboard* 2,38 [illegible] [illegible] 10,3[illegible] 10,36 *Fitted for carrying* oil 3,30 *F. P. above* 150° F. *in deep tanks*	Yka	*l*†	CL PN1,36 s1,37	1930 3mo	Yokohama Dock Co. Ld. Yokohama *Lloyd's* *SA&CP*	NipponYusenK.K. *Upperbridge* 343′ FK *Cell DB* 455′ 2131*t DTsa* 40′ 746*t DTf* 11′ 627*t FPT* 106*t APT* 276*t*	560·0 | 74·0 | 42·5 583·0 (O.L.) B&F 479′	Tokyo Japanese 10 *B Hpt Cem* 2DB *120lb*	Oil Engines 4S.C.DA. 16Cy. 33$\frac{1}{16}$″–59$\frac{1}{16}$″ 3380NHP Akt. Burmeistr & Wain, Cpn	42 ″ 6 s14 ″ 3 28 ″ 6	
Now "Kamakura Maru," *see No. 88503 in Vol. II*																	
72124 Now "Tihuku Maru," *see No. 90225 in Supplement*	— Wireless *Ref. Mchy.* *Mchy. Aft* 1 *Dk*	1521 [illegible] 831					1923	Yokohama Dock Co. Yokohama	NichiroGyogyo K.K.	250·0 | 37·0 | 19·0 P56′ B60′ F38′	Yokohama Japanese *WB*	T.3Cy. 17″, 28½″ & 48″–30″ 126NHP Yokohama Dock Co. Yka.		C
72125 219875 KUNZ	**Chickasaw City** *ss* Bal. No. 3–4, 32 *ss* Bal. No. 1–35 Gy C. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) & *Web frames* *Longitudinal framing*	6196 5579 3849	✠100A1 *Shelter dk* *with freeboard* [illegible] MC MS11,35 [illegible]7,[illegible]3 *Fitted for oil fuel* 1,24 *F.P. above* 150° F.	NOs Bal Mob	*z*	CL ~~3,35~~ 3,38	1920 5mo	Chickasaw S.B. & Car Co Chickasaw, Ala.	IsthmianS.S.Co. *Cell DB*	395·5 | 55·0 | 31·4 412·5 (O.L.) P45′ B110′ F38′ *on Shelter dk* FK 331′ 150*st FPT* 187*t APT* 175*t*	New York Utd. States *pt Cem* 7 *B Hto Sh dk* Hs 8919 FD	T.3Cy. 24½″, 41½″ & 72″–48″ 210lb (*s*) 587NHP 3SB (Spt), 9*cf*, Gs 181, Hooven, Owens & Rentschler Co. Hamilton, O.	34 ″ 11 s 7 ″ 10½ 27 ″ 3	
72126 ~~Chifuku Maru~~ *see* "Tihuku Maru" Chifuku Maru																	
72127 24466 JBPC	**Chihaya Maru** Wireless 1 *Dk*	1161 973 655					1918	Chitose K.K.K. Osaka	OgawaGomei Kaisha	224·5 | 33·0 | 18·7	Fuchu Japanese *WB*	T.3Cy. 14″, 24½″ & 39″–28″ 81NHP Ishikawajima Zosensho, Tokyo		
72128 23744	**Chika Maru** 1 *Dk*	1146 976 652					1919	Tochigi Shipyard Yawata	TochikiShojiK.K.	209·7 | 31·0 | 19·2 P14′ B51′ F35′	Waka-matsu Japanese	T.3Cy. 16$\frac{1}{16}$″, 26$\frac{1}{8}$″ & 42″–30″ 97NHP KokuraKosakushoK.K.		
72129	**Chikugo Maru** Ⓟ *see* "Tikugo Maru"																
72130	**Chikuzen Maru** *see* "Tikuzen Maru"																
72131 217676 KENS	**Chilbar** (*ex* Cabrille) *Carrying Petroleum in bulk* *Mchy. Aft* Gy C. *Fitted for oil fuel* Sub. Sig. 2 *Dks* *Longitudinal framing*	5030 — 3690					1919	Bethlehem S.B. Corp. Ld. Wlmgtn, Del	PacoTankers, Inc. (Pennsylvania ShippingCo. *Mgrs.*)	391·8 | 51·3 | 28·8 P99′ B34′ F44′	Wilmgton (Del.) Utd. States *WB*	T.3Cy. 27″, 45″ & 75″–48″ 390NHP Bethlehem S.B. Corp. Ld.		R
72132 OZVB	**Chile** Twin Sc *Oil Eng.* *ss* Cpn. No. 3–6.28 *ss* Cpn. No. 2–35 D.F. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)	6956 5045 4433	✠100A1 *Shelter dk* *with freeboard* [illegible] [illegible] [illegible] 9,36 7,37	Cpn	*a*†	CL ~~2,38~~ ~~3,38~~ 4,39 ~~10,37~~ 4,39	1915 12mo	Akt. Burmeistr & Wain Copenhagen *Lloyd's* *SA&CP*	A/S Det Östasiatiske Kompagni	425·8 | 55·2 | 27·5 442·0 (O.L.) FK *WB=Cell DBa* 135′ *u* E42′ *f* 201′ 1266*t FPT* 93*t APT* 73*t*	Copnhagn Danish 7 *BH Cem* DB ~~100lb~~	Oil Engines 4S.C.SA. 12Cy. 24$\frac{3}{16}$″–37$\frac{3}{16}$″ 717NHP Akt. Burmeistr & Wain, Cpn	38 ″ 6 s 11·0¼ 28 ″ 0	
72133 8216 SKUN	— D.F. E.S.D. 2 *Dks* & *Shelter dk* *Ref Mchy.* ~~*Strengthened for navigation in ice*~~ *Strengthened for navigation in ice*	5297 4171 2904	✠100A1 *with freeboard* [illegible] [illegible] MC1[illegible] [illegible] [illegible] [illegible] [illegible] Lloyd[illegible] 5,39 [illegible] No. 3 lower hold [illegible] No. 2 & 4 lower 'tween dks. for temp. 31° F.	Got Mmg	*a*†	oo — —	1937 11mo	Götaverken A/B Gothenburg *Lloyd's* *SA&CP*	Rederiaktieb. Nordstjernan (A. A. Johnson, *Mgr.*) *Cell DB* 307′ *way of tunnels* 309′	420·8 | 55·9 | 23·9 440·1 (O.L.) FS0′ FK 1486*t Tanks in* (*C* *FPT* 76*t APT* 52*t*	Stockholm Swedish 7 *BH* DB *85lb* *oll to Sh dk* 6 „ 2nd „)	Oil Engines 4S.C SA. 16Cy. 24$\frac{1}{16}$″–51$\frac{3}{16}$″ 945NHP Gotaverken A/B, Got.	28 ″ 0 s 2″10½ 25 ″ 3½	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 No. of Decks, &c.	4 Register Tonnage Gross / Under deck / Net.	5 Particulars of Classification. Character. / † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned / now reclassified. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Rof Trade Cert.
72134 CBCI	**Chile** (P) (*ex*Quillota)	Twin Sc	3592 2856 1965	† — 9,36	Vpo	*x*		1907 2mo	W.Beardmore&Co.Ld. Glasgow	SocAnonMaritima Chilena	361·4 P41′F55′	46·2 FK&BK2′	22·2	Valparaiso Chilian	T.6Cy.20″,33″&55″-40″ 550 NHP 4SB,12*cf*,GS270,HS10160 W.Beardmore&Co.Ld.Gls.	25 ″ 0	
		2 *Dks*(*Stl U*-teaks)								*Cell D Ba* 81′ *uE*	*B59′ f* 153′ 634*t FPT*						
		pt deep framing & pt Web frames															
72135 25451 JKED	**Chile Maru**	*ss* Yka.No.1-37 *ss* Kob.No.3-3,34 2 *Dks*(*Stl*) & *Awng dk*(*Stl*)	5860 5586 4260	†100A1 *Awng dk* *with freeboard* 12,38	Kob Yka	*y*	OG 4,37	1919 5mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	YamashitaKisen K.K.	385·0 FK *Collision* *Cell D B* 384 1118*t*	51·0 *Collision* *FPT* 126*t*	36·0 *n B H to A dk* 5 ″ ″ *U* ″ *APT* 93*t*	Kobe Japanese *Cem* HS5636 FD	T.3Cy.26″,43½″&72″-48″ (*s*) 200lb 2SB&1 AuxSB,8*cf*,GS154, KawasakiDkydCoLdKobe	36 ″ 0 s D ″ 1½ 27 ″ 1	
72136 OYNH	**Chilean Reefer** 1 *Dk* *Oil Eng.* *Ref.Mchy.* D.F. *Cruiser Stern*		1831 1438 1000					1936	Nakskov Skibs.A/S Nakskov	J.Lauritzen	292·8	44·7	16·7	Esbjerg Danish *WB*	Oil Engines 2S.C.SA 6Cy.19¹⁄₁₆″-35⅞″ 405NHP Akt.Burmeistr&Wain,Cpn		G
72137 146280 GDNJ	**Chilka** (P)	Twin Sc *ss* Cal.No.3-3,30 *ss* Cal.No.2-34 2 *Dks*(*US tl*-ws) & *Shade dk*(*Stl*-teaks)	4360 3365 2209	†100A1 *Shade dk* 10,37 Fitted for oil fuel 2,32	Cal	*y*	CL 5,38 5,38 F.P. a	1922 1mo	W.Denny &Bros.Ld. Dumbarton *Lloyd's* above 1 50° F.	BritishIndia SteamNav.Co.Ld. *Cell D B* 342′ 752*t* *Tanks between tw*	390·0 F56′ *on Shade dk* FK *nnels* 47′ 74*t*	52·7 *Collision* *Tanks at*	23·2 *n B H to S dk* 8 ″ ″ *U* ″ *sides of tun*	Glasgow British *Cem* *FPT* 60*t* *APT* 63*t*	4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 215lb HS10692 FD 762NHP 3SB&1 AuxSB,11*cf*,GS242, W.Denny&Bros.Ld.Dmb. *nels* 23′ 68*t* *FPT* 60*t* *APT* 63*t*	26 ″ 0 s 4 ″ 6½ 21 ″ 10	
72138 137049 VGYN	**Chilliwack** (P) (*ex*Ardgarvel) *Mchy. Aft* *Well deck* Wireless	*ss* Vcr.No.3-5,29 *ss* Vcr.No.2-37 1 *Dk*(*Stl*) & *Web frames* *Cargo battens not fitted*	834 592 397	†100A1 6,37 1,38 Fitted for oil fuel 3,27	Vcr	*l*	CL 7,38 F.P. a	1917 1mo	Ferguson Bros.(Port Glasgow) Ld Port Glasgow *Lloyd's* above 1 50° F.	UnionSteamships, Ld. *Cell D B* 123′ 241*t*	200·2 *32·6* Q111′F26 FK	30·2	12·8 60*t*	Vancouver British 3 *B H Cem* *APT* 49*t*	T.3Cy.16″,26″&42″-27″ (*s*) 180lb 90RHP 1SB,3*cf*,GS60,HS1960 Ferguson Bros.(Port Glasgow)Ld.Pt.Gl.	15 ″ 0 s 4·10⅜ 14 ″ 3	
72139 835 CBCH	**Chiloé** (P)	*ss* Vpo.No.1-35 *ss* Vpo.2ndNo.3-5,35 2 *Dks*(*Stl-U* ws)	1846 1403 1164	†100A1 9,38 6,37 BS3,37 4,38	Vpo	*r*	CL 6,38 9,38 M59,38	1909 11mo	A.Rodger &Co. Pt.Glasgow *Lloyd's*	Cia.Chilena de Nav.Interoceanica (H.R.Samsing, *Mgr.*) *WB* = *Cell*	270·0 P29′B88′F41′ FK *DB* a 54′ *uE* 28′ *f* 124′	37·4	18·7 *SA&CP*	Valparaiso Chilian 4 *B H Cem* 300*t* *APT* 46*t*	T.3Cy.20″,33″&54″-36″ (*s*) 180lb 236NHP 2SB,6*cf*,GS115,HS4276 A.Rodger&Co.Glasgow	21 ″ 0 s 2 ″ 9 18 ″ 9	
72140 219919 KUPV	**Chiloil** (*ex*Kehuku) *Mchy. Aft*	*Fitted for oil fuel* 2 *Dks* *Carrying Petroleum in bulk* GyC. *Longitudinal framing*	5228 — 3203					1920	Bethlehem S.B.Corp.Ld. Wlmugtn Del	AmericanTankers Corp.of Delaware	391·6 P89′B33′F43′	51·2	28·6	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27″,45″&75″-48″ 390NHP Bethlehem S.B.Corp.Ld.		R
72141 223031 KFIW	**Chilore** *Mchy. Aft*	Twin Sc *Fitted for oil fuel* 1 *Dk* *Longitudinal framing*	8310 — 4565					1922	Bethlehem S.B.Corp.Ld. Alameda Cal.	OreS.S.Corp.	549·6 P118′F50′	72·2	40·5	New York Utd. States	2 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B. Corp.		R
72142 XNCO	**Chin Kiang** (*ex*NgoMei, *ex*KiangKing) Wireless	Twin Sc	1077 — 565					1920	Kiangnan Dk&Eng Wks Shanghai	ChinaMerchants' Stm.Nav.Co.Ld.	196·5	31·0	9·6	Shanghai Chinese	T.6Cy.15″,22″&34″-18″ 98NHP		
Now "Kinryu Maru,"	**Chin Yuen** (*ex*NewBrighton-34) *see* Nos. 5173 N 6183 & 8232	*ss* Nag.No.1-36 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) & *2nd dk*(*Stl*) *in forward holds & after main hold* *Straight frames & bevelled bilge* *Cruiser Stern* *Cargo battens not fitted in Shltr'tween dks*	6538 6221 4023	†100A1 *Shelter dk* *with freeboard* 9,37 BS9,37	Kob		CL 6,36 MC6,36	1920 1mo	Harland& Wolff.Ld. Belfast *Lloyd's*	T.K.King *Cell D Ba*	412·6 F40′ *on Shelter dk* FK *§ uE* 143′ *f* 182′ 147	55·8	34·4 *n B H to Sh dk* 2 ″ ″ *U* ″ *D T a* 23′ 858*t FPT*	Shanghai Chinese *Cem* 6 *B H to* 91*t* *APT* 126*t*	2 Steam Turbines DR geared to 1 Sc Shaft (*s*) 200lb HS9636 678NHP 3 Water Tube Boilers FD Harland&Wolff,Ld.Bel.	38 ″ 0 s 10—10½ 28 ″ 3	
72144 969 HPIE	**China** D.F. E.S.D. Gy.C *Mchy. Aft* *Cruiser Stern*	Twin Sc *Oil Eng.* 1 *Dk*,2nd *dk clear of cargo tanks*,3rd *dk aft* *Rudder electrically welded* *Longitudinal framing-bracketless system*	10781 10212 6545	†100A1 1,38 10,38 MC1,38 *Carrying Petroleum in bulk*	Kel	*g*†	CL	1938 1mo	Frd Krupp Germaniawft A.G. Kiel *Lloyd's*	BalboaTransport Corporation *Cell D B*	513·7 B39′F44′ FK *After bridge* 58′ *D T f* 31 892*t*	68·1	39·4 *n B H pt Cem* *pt Asp* 5*t* *APT* 205*t*	Panama Panamanian 12 *B H pt Cem*	Oil Engines 2S.C.SA 12Cy.23⅝″-45½″ 1165NHP 2 DB 200*lb* 2 DB 100*lb* Fr.KruppGermaniawftAG	39 ″ 5 s 9 ″ 6½ 30 ″ 2½	
72145 220080 KDGW	**China Arrow** *Mchy. Aft* D.F.	*ss* Bal.No.3-7,34 *ss* N.Yk.No.1-37 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) & *Web frames* *Longitudinal framing*	8403 7543 5228	†100A1 *Shelter dk* *with freeboard* 9,38 4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,20	N Yk	*d*†	CL N1,36 BS4,38 MC4,37 *F.P. a* *bove* 1	1920 10mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	Socony-Vacuum OilCo.Inc. *Cell D Bu E* & 880′ 2 85*t* *D T f* 40′ 518*t*	468·3 FK *FPT* 270*t*	62·7	32·0 *n B H pt Cem* (1 *to Sh dk* 10 ″ *U* ″ 6 ″ 2*nd*,,) *APT* 131*t*	New York Utd. States 17	Q.4Cy.24″,35″,51″&75″-51″ 220lb (*r*) 636NHP 3SB,9*cf*,HS9315 FD BethlehemS.B.Corp.Ld.	32 ″ 0 s 4 ″ 1½ 28 ″ 1½	
72146 26215 JCJD	**China Maru**	*ss* Kob.No.3-11,31 *ss* Yka.No.1-36 2 *Dks*(*Stl*) & *Awng dk*(*Stl*)	5870 5590 4266	†100A1 *Awng dk* *with freeboard* 3,39 3,39	Yka	*y*	OG 3,37 3,39 MC3,37	1920 4mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KawasakiKisen K.K. *Cell D B* 334′ 1118*t*	385·0 FK *Collision* *FPT* 126*t*	51·0	36·0 *B H to Awndk* 5 ″ *U* ″ *APT* 93*t*	Kobe Japanese *Cem* GS154,HS5636 FD	T.3Cy.26″,43½″&72″-48″ (*s*) 200lb 2SB(Spt)&1 AuxSB,8*cf*, KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1½ 27 ″ 1	
72147	**China Trader** (*ex*Commandant Destremau-33, *ex*Saint Paul,*ex*Sierra Morena, *ex*War Maxim) (SUNK TO BLOCK YANGTSZE KIANG RIVER 8,37)	*ss* Noumea No.2-27 1 *Dk*(*Stl*) *Well deck*	2338 — 1379	† — ,37	Syd	*s*		1918 8mo	Swan,Hunter&Wigham Richardson, Ld Sunderlnd	ChinaTrading Corporation *Cell D*	285·0 P25′Q71′B66′F32′ FK *B* 228′ 553*t*	42·1	19·1 7 *B H pt Cem* *APT* 224*t*	Shanghai Chinese	T.3Cy.25″,41″&68″-45″ 417NHP 2SB,8*cf*,GS130,HS6022 Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 ″ 2	
72148 212892 WCCE	**Chincha** *Fitted for oil fuel* 2 *Dks*& *Shelter dk* *Longitudinal framing*		6348 4574 3983			...		1912	J L Thompson& Sons.Ld Sunderland	AmericanSouth AfricanLine,Inc.	403·0 FK	52·3	26·8	New York Utd. States *WB*	Q.4Cy.24″,34½″,49″&71″-48″ 480NHP N.E.MarineEngCoLd.Nwc	37 ″ 1	R †
72149	— Wireless	*Oil Eng* 1 *Dk* *Mchy. Aft* *Cruiser Stern*	784 567 499					1937	D.W.Kremer Sohn Elmshorn	Compania Administradora del Guano	201·7 P56′F39′	31·2	11·5	Callao Peruvian *WB*	Oil Engines 2S.C.SA 6Cy.11 7/16″-19¹¹⁄₁₆″ 137NHP Sulzer Bros.Ld.Winterthur		G

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après Lettre d'Avertissement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté. Registres où coté dans le R.
72150	**Chinde**	**TwinSc**	1470			...		1911	Russell& Co. PortGlasgow	Cia.Nacional de Navegação	240·0	33·5	19·2	Lisbon Portuguese	T.6Cy.12",20"&32"-27" NB37 144NHP	21 " 6	
CSAQ	Wireless	1 *Dk&Awng dk*	910								P40 F43'		FK	*WB*	J.G.Kincaid&Co.Ld.Grk.		
72151	**Chindwin** Ⓟ		6369					1910	W.Denny &Bros Dumbarton	~~Brit.&BurmeseSN Co.Ld.(P.Henderson&Co.,Mgrs.)~~	445·5	55·2	28·6		T.3Cy.28½",46½"&76"-60"		C
~~12051~~		*Fitted for oil fuel*	5445								P61 B149 F42			Egyptian	447NHP		
~~GRLP~~	D.F. E.S.D.	2 *Dks*	4103											*WB*	Denny&Co.Dumbarton		B' till 5,5
Now "Rod el Farag," see No. 89305 in Supplement																	
72152	**Chinese Prince**	**TwinSc**	8593	✠100A1	Sng	*d*†	CL	1926	Deutsche Werft A.G. Hamburg	RioCapeLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*)	441·6	60·3	29·2	London British	Oil Engines 4S.C.SA	42 " 3	
148782	*ss*HKg No.3-8,38 ~~*ss*HKg No.2-34~~		8083	*with freboard*	HKg		P3,88	6mo					39·2		16Cy 29⅝"-47½" 1313NHP	s13 " 0½	
GJSN	*Oil Eng.*		5988	1,38 ~~3,38~~			~~3,77~~			*Lloyd's A&CP Duct*	F42'		FK	8 *BHpt Cem*	DB *100lb* DB *43lb*	29 " 4½	
	D.F.	3 *Dks*					s1,39				*chinery space 159' ween dk bulkheads e*			*pt.isp*	AllgemeineElecGes.Berlin		
		Cruiser Stern												*ceept Coll B*	*H dispensedwith Coll BH to*		
		Tonnage opening closed'37		*Carrying oil F.P. abo*			re 150'			(*Upper t*				*dk 7 BH to 2*	*nd dk)*		
				Carrying veg	*etable*		*oil or Late*			*F.or l. atex in deep ta*				*nd dk 7 BH to 2*			
										v in fo re&after peak	*tanks*			*Cell DB367'1386t M*	*Ts73'2571t F*		
															PT130t APT156t		
72153	**Ching An** (*ex*Sikiang)		1840					1907	Schiffsw.v H.Koch A.G. Lübeck	SanPehS.N.Co.Ld.	260·8	40·3	16·2	Shanghai Chinese	T.3Cy.21½",34½"&55½"-33½"		
Now "Reno," see No. 89810 in Supplement			1359								B168' F36'			*WB*	177NHP		
		2 *Dks*	1015												J.F.Ahrens,Altona		
72154	**Ching Ning** (*ex*ChinNing-34,		1878	✠	Bgk	*r*		1896	Ropner& Son Stockton	HuaNingSteam-shipCo.	270·0	39·5	14·4	Shanghai Chinese	T.3Cy.19½",32½"&52½"-36"	17 " 6	
XNDS	*ex*Chi-Tung, *ss*N.Yk.2ndNo.3-1,19		—	9,27				3mo			P27'Q82'				163NHP		
	*ex*Oslo,*ex*Fiol, *ss*Osl.No.1-23		1414								*pt Awng dk* 161' FK				2SB,*4rf*,GS60,HS2400		
	*ex*Talisman)	1 *Dk(Stl)2trB&pt*								*Cell Db*	*a94' uE&B30' f100'*			4 *BHCem*	Blair&Co.Ld.Stockton		
		Awng dk(Irn)									*1479t APT34t*						
Now "Vesuvio," see No. 90503 in Supplement																	
72155	**Ching Pu** (*ex*WaiShing-32),		*1865*	✠	Nwc	*r*		1903	Wigham-Richrdsn&Co Ld.Newcastle	SanPehS.N.Co.Ld.	275·3	40·0	12·9	Shanghai Chinese	T.3Cy.21",34"&56"-42"	22 " 3	
XNAX			*1715*	5,03				5mo			B68'F33'		20·1		226NHP		
		1 *Dk(Stl)&Spardk(Stl*-teak s)	*1170*							*WB = Cell DBa83'*	*uE21'f107'*		FK	5 *BHCem*	1SB,*4rf*,GS76,HS2913		
		&deepframing								*371t DT f15'190t*	*DTa 19' 265t FPT*			30t *APT17t*	WghmRchrdsn&C.LdNwc		
72156	**Chios** (*ex*Ceuta)		1731			...		1912	Schiffsw. v. Henry Koch Lübeck	Deutsche Levante-LinieHamburg A.G.	277·7	39·2	17·9	Hamburg German	T.3Cy.22",35⅞"&56½"-	20 " 0	G
			1542								P&B224'F81'				33⅞" 210NHP		†
DHDZ	*Well deck*	1 *Dk*	980										FK	*WB*	OttenserMaschFab.Altona		
72157	— Ⓟ		1121	✠	Pir	*n*		1892	AilsaS.B. Co. Troon	HellenicCoast LinesCo.Ld.	244·0	31·8	15·5	Piræus Greek	T.3Cy.26",41"&66"-42"	16 " 1	
137	(*ex*Arcadia-33,	*ss*Dub.No.3-4,04	753	1,20				4mo			P59'B88'F59'				382NHP		
SVCK	*ex*Sparrow,*ex*Duke	*ss*Pir.No.2-13	431								D804		BK8"	5 *BHCem*	2DB,*12cf*,GS222,HS5741		
	of Fife) Wireless	2 *Dks(UStl*-ws)													Dunsmuir&Jackson,Gls.		
72158	**Chipana** (*ex*NosaPrince-35,		3280					1920	Mobile S.B.Co. Mobile,Ala.	GraceLine,Inc.	324·0	46·2	25·0	New York	T.3Cy.22",37½"&60"-42"		R
219833	*ex*OklahomaCity)	*Fitted for oil fuel*	3005								P41'B90'F34'			Utd.States	Ellicott Machine		
KUML	D.F.	1 *Dk*	1997											*WB*	233NHP Corp.Baltimore,Md.		
72159	—		2159	✠100A1	Vpo	*r*	CL	1919	Manitowoc S.B.Corp. Manitowoc, Wis.	Cia.Naviera Estrella de Chile	250·5	43·7	20·1	Santiago Chilian	T.3Cy.20",33"&54"-40" (*s*)	23 " 0	
	(*ex*Corapeak)	*ss*N.Yk.No.3-12,29	1753	5,38 ~~6,37~~			~~6,37~~	5mo							190lb 269NHP		
CBIP	GyC.	~~*ss*Vpo.No.1-34~~	1464	~~[illegible]~~ ✠LMC ~~[illegible]~~			~~7,00~~				P27'B64'F26'		FK	4 *BHCem*	2SB,*4cf*,GS88,HS3992 FD		
		*ss*Vpo.No.2-38 1 *Dk(Stl)*		~~[illegible]~~			11,38			*Cell DB212'63*	*7t FPT54t APT51t*				ManitowocS.B.Corp.		
72160	**Chippewa**		2310	✠	Qbc	*r*		1920	Detroit S.B.Co. Wyandotte	StandardDredging Co.	251·0	43·6	22·2	New York Utd.States	T.3Cy.20",33"&54"-40"	24 " 2	R
220783		*Fitted for oil fuel*	1949	6,27				8mo			P27'B61'F26'		FK	4 *BHptCem*	265NHP		†
KDJS		1 *Dk(Stl)*	1440							*Cell DB204'531t FPT*				58t *APT89t*	2SB,*4cf*,GS88,HS3940 DetroitS.B.Co.Detroit		
72161	— Ⓟ	**Pad**	1514					1893	Hamilton BridgeCo. HamiltonOnt	Canada Steamship Lines,Ld.	308·5	36·3	12·5	Toronto British	B.1Cy.66¼"-132"		
100753			892												476NHP		
VGQC	Wireless	3 *Dks*	764												W.R.Fletcher&Co.Hobkn.		
72162	**Chirikof** Ⓟ (*ex*Lurline)	3Mst	6509	✠100A1	SFo	*a*†	CL	1908	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	AlaskaPackers Association	412·8	53·1	29·2	S.Frncisco Utd.States	T.3Cy.31",50"&84"-54"	33 " 6	
204955		*ss*S.Fo.2ndNo.3-5,33	—	~~4,28~~ 3,37 3,39			~~4,46~~	3mo							180lb 640NHP	s 8 " 1½	
WMCC	*Mchy.Aft*	*ss*S.Fo.No.1-37	4190	~~[illegible]~~ MC3 ~~[illegible]~~			3,39				P&B324'F43'		FK	7 *BH*	4SB,*16cf*,GS312,HS10928	25 " 7	
	Well deck	2 *Dks(Stl)&Web frames*		~~[illegible]~~											NewportNewsSB&DD.Co		
	D.F.	*Lower dk(Stl)in fore hold*		*Fitted for oil*	*fuel*	3,08	*F.P.a*								*f*43'1144t *FPT79t APT64t*		
										bove 150 F.	*Cell DBu E&B63' f2*			86'1353t *DT*			
72163	**Chiriqui** Ⓟ	**TwinSc**	6963					1932	Nwprt Nws S.B&D.D.Co. NewprtNews	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·4	60·2	24·0	New York Utd.States	2SteamTurbines connect'd		R
231468		*Fitted for oil fuel*	—								P36' B&F348'			*WB*	toElectricMotor&ScShafts		
KDCH	*Ref.Mchy.*	4 *Dks*	3184												GeneralElectricCo.		
	D.F. E.S.D.	GyC.													Schenectady,N.Y.		
72164	—		360	✠100A1	*D*	*f*	CL	1936	Oskrshmns Varv.A/B Oskarshamn	ElliotShipping& LandCo.Inc. (Hans Elliot, *Mgr.*)	140·5	26·5	8·8	Panama Pnamanian	Oil Engines 2S.C.SA	11 " 0	
		Oil Eng	230	2,39 ~~[illegible]~~ LMC 12,36			~~2,28~~	12mo			F22'		FK	3 *BH*	5Cy.13⅜"-22⅞" 157NHP	s1 " 2½	
	Ref.Mchy. *Mchy.Aft.*	1 *Dk*	139	~~[illegible]~~			2,22	*Lloyd's A&CP*			*Cell DB88'71t FPT36t*			*APTs15t*	Atlas-DieselA/B,Skm.	10 " 1½	
	Wireless	*Cruiser Stern*		~~[illegible]~~													
				~~[illegible]~~													
72165	**Chishima Maru**	**Iron**	1363			...		1891	W.Gray& Co.Ld. WHartlepool	FujimaYoshio	245·1	34·6	17·5	Tokyo Japanese	C.2Cy.31"&58"-36"	18 " 4	
7648	*ex*Skramstad,*ex*GeneralBoyd)		1088								Q79'B71'F28'		BK8½		NDB06 157NHP		
JZIB	*Well deck* Wireless	1 *Dk&Web frames*	837											*WB*	Cen.Mar.Eng.Wrks.WHpl		
72166	**Chisone** (*ex*Valtellina,*ex*BagnoliI)		6168			...		1922	Cant.Nav. "Ilva" Naples	Soc.Commerciale diNav.	394·3	51·7	34·8	Genoa Italian	Oil Engines 2S.C.SA	37 " 9	I
1759		*OilEng.*	5826										FK	*WB*	4Cy.29½"-49½" 610NHP		†
IBRI	*Mchy.Aft*	1 *Dk&Awng dk*	3692												NE28		
	D.F.	3rd dk in No.1 hold													FiatS.G.M.Turin		
72167	**Chita Maru**		2276					1923	Tochigi Shoji K.K Wakamatsu	TochikiShojiK.K.	270·0	40·0	24·0	Waka-matsu Japanese	T.3Cy.		
28825			1938								P17'B60'F28'						
JXER		1 *Dk*	1330											*WB*			
72168	**Chitose Maru** *now* "Titose Maru"		*which see*														
72169	**Chitral** Ⓟ	**TwinSc**	15346	✠	Lon			1925	A.Stephen &Sons,Ld. Glasgow	Peninsular& OrientalStm.Nav. Co.	526·3	70·3	42·3	Glasgow British	Q8Cy29½"-42½"60¾"&87"-54"	45 " 11	BT till 7,6
148861			12305	4,29							B255'F89'		FK	9 *BHptCem*	&L.P.Turbines 2075NHP		
GLKN	D.F.	3 *Dks(Stl)Wthr dk (pt* teak s)	~~8770~~							*Cell DB456'1752t*				*Coll BH to W dk*	3D&4SB,*40cf*,GS715,		
	Ref.Mchy.	*4th dk(Stl)in forward holds*	8757	~~[illegible]~~						*Tanks at sides of T*	*unnels 302t FPT17*			*7t APT121t*	HS29376		
	Fitted for oil fuel	*Cruiser Stern*		5,~~[illegible]~~ 11,~~[illegible]~~											A.Stephen&Sons,Ld.Gls.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Gross / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught.	15 Registers in which classed, if not in L.R. Date of Ft. of Freeboard.
72170 42638 JNFL	**Chiyo Maru** *Oil Eng.* *Mchy. Aft*	338 — 229					1936	Sanoyasu Dock Goshi Kaisha Osaka	Maru Kisen K.K.	136·0 | 23·6 | 13·0			Kobe Japanese	Oil Engines 4S.C.SA 6Cy. 11⅝"–17 1/16" 79NHP Hanshin Iron Works Kobe		
72171 27234 JXBB	**Chizu Maru** 1 *Dk 2tr B*	2297 1949 1391					1920	Tochigi Shipyard Wakamatsu	Tochiki Shoji K.K.	270·0 | 40·0 | 24·0 P16' B62' F28' *WB*			Kobe Japanese	T.3Cy.18¼",30½"&57½"–42" 215NHP Tochigi Shipyd, Wakamatsu		
72172 SVJU	**Chloe** (*ex* Rio Diamante–33) *ss* Ant. No. 2–37 1 *Dk (Stl) & Shelter dk (Stl)* *Web frames* *Corrugated sides*	*4641* *4324* *2815*	✠100A1 Rot *with freeboard* ~~4,39~~ 8,38 ~~BS 11,37~~ 11,38	*s*	CL ~~7,37~~ ~~11,38~~ ✠LMC 38	N 1,39	1928 5 mo	W. Gray & Co. Ltd. West Hartlepool	N. D. Lykiardopulo *Lloyd's SA&CP*	400·0 | 56·2 | 24·9 FK *Cell D B 347'1501t*			Argostoli Greek *G B H Cem* *Coll to Sh dk* 5 … 9 *ad* …	(4Cy 20" 28½", 41½"&61"–48" 260lb (*s*) 394NHP SSB (Spt), 9*cf*, GS 142, HS 5259 Cen. Mar. Eng. Wks. W Hpl.	28 " 1 s 3 " 1½ 25 " 2½	
72173 129113 MDJG	**Chloris** (*ex* Corncrake–37) *ss* Lon. 2nd No. 3–3,36 1 *Dk (Stl) & Shelter dk (pt Stl–ws)* *Mchy. Aft* *Lower dk in No. 1 hold*	1180 860 516	✠100A1 Liv *Shelter dk* *with freeboard* 1,38 ~~2,38~~ ~~BS 2,38~~ ✠LMC 3,36	*f*	CL ~~2,38~~ 1,39		1910 7 mo	Ails a S.B. Co. Ltd. Troon	Moss Hutchison Line, Ltd.	240·1 | 35·2 | 14·2 BK 7½ *Cell D B 144'208t F P T 22t*			Liverpool British *4 B H Cem* *Ails a S.B. Co. Ltd. Troon*	T.3Cy.22",35"&59"–39" (*s*) 170lb ~~200lb~~ 251NHP 2SB, 6*cf*, GS 116, HS 4180	16 " 6 s " 2 16 " 11½	
72174 216707 KLET	**Choctaw** *Oil Eng.* 1 *Dk* *Mchy. Aft* *Carrying Petroleum in bulk*	350 — 269					1918	Merrill-Stevens S.B. Corp. Jacksonville, Fla.	Gulf Oil Corporation	145·0 | 23·3 | 12·0			New York Utd. States	Oil Engines 4S.C.SA 6Cy. Standard Motor Co. Jersey City, N.J.		
72175 31378 JEDB	**Chofuku Maru** (P) Wireless 1 *Dk*	527 395 324					1926	Mitsubishi Zosen Kaisha, Ld. Nagasaki	Kyushu Shosen K.K.	160·2 | 27·0 | 15·5 F24'			Nagasaki Japanese	T.3Cy.12",20"&33"–21" Mitsubishi Zosen Kaisha, Ld. Nagasaki	50NHP	
72176 30047 JLHB	**Chohaku Maru** (P) (*ex* Takaoka Maru, *ex* Vestnorge, *ex* Iolanda di Giorgio) Wireless 1 *Dk & Awng dk*	1289 1129 788					1908	Bergens Mek. Værks Bergen	Kawasaki Kisen K.K.	230·5 | 31·6 | 21·4 H 109*t*			Kobe Japanese *WB*	T.3Cy.21",34"&57"–36" 195NHP Bergens Mek Værks Bergen		
72177 1278 JQSB	**Chohakusan Maru** (P) 2 *Dks*	2120 1900 1243					1928	Uraga Dock Co. Ltd Uraga	Chosen Yusen K.K.	280·0 | 41·0 | 23·5 P23' B72' F29'			Gensan Japanese *WB*	T.3Cy.18",29½"&50"–39" 156NHP Uraga Dock Co. Ltd. Uraga		
72178 147 JKPA	**Chohei Maru** (P) 2 *Dks*	1718 1278 958					1920	Fujinagata Zosensho Osaka	Dairen Kisen K.K	260·0 | 38·5 | 19·2 P44' B92' F41'			Dairen Japanese *WB*	T.3Cy.21½",36"&60"–39" 225NHP Fujinagata Zosensho Osaka		
72179 141 JGBB	**Chojun Maru** 1 *Dk*	2246 1897 1281				…	1918	Fujinagata Dkyd. Co. Osaka	Dairen Kisen K.K.	272·0 | 40·0 | 24·1 P16' B60' F34' FK			Dairen Japanese *WB*	T.3Cy.18½",30½"&51½"–36" 189NHP Fujinagata Dkyd Co Osaka	24 " 2	
72180 1322 JRKB	**Chojusan Maru** (P) 1 *Dk*	2131 1900 1243					1928	Uraga Dock Co. Ltd. Uraga	Chosen Yusen K.K.	280·0 | 41·0 | 23·5 P23' B72' F29'			Keijo Japanese *WB*	T.3Cy.18",29"&50"–39" 156NHP Uraga Dock Co. Ltd. Uraga		
72181 37464 JKHC	**Chokai Maru** (P) *Oil Eng.* 2 *Dks*	2658 — 1598					1932	Mitsui Bussan Kaisha, Ld. Tama	Shimatani Kisen Kaisha, Ld.	300·0 | 43·0 | 22·7 P23' B82' F36'			Kobe Japanese	Oil Engines 4S.C.SA 6Cy.21⅜"–39⅜" 271NHP Mitsui Bussan Kaisha, Ld. Tama		
72182	**Chokai Maru**	1285	*See* "Tyokai Maru"													
72183	**Chokai Maru No. 2**		*See* "Tyokai Maru No. 2"													
72184	**Choko Maru** (P)	2629	*See* "Tyōko Maru"													
72185 25470 JOSA	**Choko Maru**, ~~No. 1~~ *Ref. Mchy.* *Mchy. Aft* 2 *Dks*	1805 ~~1437~~ 967	*Fitted for oil fuel*				1923	Mitsubishi Zosen Kaisha, Ld. Nagasaki	Nichiro Gyogyo K.K.	250·0 | 39·0 | 19·0 P101' B74' F40'			Yokohama Japanese *H B*	T.3Cy.17",28½",48"–36" 138NHP Mitsubishi Zosen Kaisha, Ld		C
72186	**Chokoh Maru**	6783	*See* "Tyōkō Maru"													
72187 156133 CBCL	**Cholet** (*ex* Sailing Vessel) Twin Sc *Oil Eng* 1 *Dk*	759 679 540					1917	E. Finch & Co. Ltd. Chepstow	Trinidad Leaseholds, Ld.	180·1 | 30·9 | 13·0			Kingstn Ja British *WB*	Oil Engines 2S.C.SA 6Cy. Kromhout Motorenfb. Ams		V
72188 CBCL	**Chollin** (*ex* Este–37, *ex* Tabakhandel, *ex* Venetier, ~~*ex* B.As. No. 1–38~~ *ex* Lake Forest) Wireless 1 *Dk (Stl)* *ss* Vpo. No 2–38	2033 ~~1437~~ 1402	✠100A1 BAs ~~10,38~~ Vpo ~~LMC 8,38~~ ~~8,38~~	*r*	~~8,38~~ CL 9,38		1917 11 mo	Detroit S.B. Co. Wyandotte A&OP	Cia. Carbonifera y de Fundicion Schwager	251·0 | 43·8 | 18·5 P25' B64' F23' *Cell D B 208'538t F P T 5t A P T 69t*			Valparaiso Chilian *4 B H Cem* *Detroit S.B. Co. Detroit*	T.3Cy.20",33"&54"–40" (*s*) 180lb 274NHP 2SB, 6*cf*, GS 126, HS 5246	20 " 0	
72189 233737 WLFZ	**Choluteca** (P) Twin Sc *ss* N.Os. No. 3–9,33 *ss* N.Os. No. 1–38 1 *Dk (Stl) & Shelter dk (Stl–ws)*	2493 2213 1586	✠100A1 NOs *Shelter dk* *with freeboard* 4,38 ~~4,39~~ ✠LMC 2,38	*s*	CL 2,38		1921 3 mo	Newburgh Shipyard, Inc. Newburgh, N.Y.	United Fruit S.S. Corp. (United Fruit Co. *Mgrs.*)	301·3 | 42·3 | 22·6 FK *Cell D B 256'391t*			New York Utd. States *Asp* *3 B Hto Sh dk* 2 " " "	T.6Cy.18",30"&48⅜"–33" (*s*) 185lb 492NHP 3SB. 9*cf*, GS 173, HS 8280 Vulcan Iron Works, Jersey City, N.J.	25 " 0 s 8 " 0½ 16 " 7	
			Fitted for oil fuel 3. 21							*F.P. above* 150° F.						
72190 150593 VGDF	**Chomedy** (P) (*ex* Canadian Pathfinder–32, *ex* Canadian Freighter) *Fitted for oil fuel* 2 *Dks* *Ref. Mchy.* D.F.	6136 1895 3828					1921	J. Coughlan & Sons, Ld. Vancvr. B.C.	Canadian Pathfinder, Ld. (Canadian National Steamships, *Mgrs.*)	400·0 | 52·4 | 28·7 P49' B113' F40'			Vancouver British *WB*	T.3Cy.27",44"&73"–48" 370NH John Inglis Co. Toronto		C
72191 XNFL	**Chonglee** (*ex* Chosei Maru, *ex* Phan-Samud, *ex* Pitsanulok) 2 *Dks*	2030 1865 1249					1901	G. Seebeck Act. Ges. Bremerhaven	Ching Kee S.N. Co. Ld.	290·0 | 39·0 | 22·3 P13' B82' H31' F43'			Shanghai Chinese	T.3Cy.20½",34⅜"&55⅛"–35 7/16" 180NHP G. Seebeck A.G. Bremerhvn		

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné pour la prochaine visite. Lettre d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où compris. Si ce n'est dans le L. R.
72192 PBHZ	**Chorzow** (*ex*Helga)	1 *Dk*	845 722 489					1921	N.V.Werf Zeeland Hansweert	"Zegluga Polska" Spolka Akcyjna	212·9|31·4|13·2 P30′B60′F23′			Gdynia Polish *WB*	T3Cy14⅝″,22½″&35½″-23½″ 60NHP Mach.Delftshaven,Rot.		V
72193 28075 JHYA	**Chosa Maru** Ⓟ	1 *Dk*	2538 2009 1555			…		1921	Osaka Iron Works,Ld. Osaka	Osaka Syosen K.K.	284·5|42·5|23·0 P41′B100′F34′ FK			Osaka Japanese *WB*	T.3Cy.21″,35″&58″-39″ 288NHP Osaka Iron Wrks,Ld.Osaka	23 ″ 0	
72194 29711 JBSC	**Chosan Maru** Ⓟ Wireless	1 *Dk*	1169 913 661					1924	Ono Iron Wks&Shipyd Osaka	Awanokuni Kyodo Kisen K.K.	220·0|32·0|18·0 P26′B49′F22′			Mikage Japanese *WB*	T.3Cy.14⅝″,24½″&40″-30″ 88NHP Hamada Iron Works,Kobe		
72195 JOLB	**Chosei Maru** Ⓟ (*ex*Taihei Maru) Now "Chosei Maru," *see No. 90240 in Supplement*	1 *Dk*	1729 1015					1920	Hakodate Senkyo K.K Hakodate	Shimatani Kisen K.K.	242·0|36·0|21·5			Otaru Japanese *WB*	T.3Cy.18″,29″&49″-33″ Hakodate 138NHP Senkyo K.K.Hakodate		
72196 14458 JPVD	**Chosen Maru** Ⓟ	2 *Dks & Web frames Longitudinal framing*	3111 2755 1935			…		1911	Armstrong Whitworth &Co.Ld. Newcastle	Kita Nippon Kisen K.K.	305·1|44·1|24·9 P19′B85′F32′ FK			Osaka Japanese *WB*	T.3Cy.22″,37″&61″-42″ 279NHP N.E.Marine Eng.Co Ld Nwc	27 ″ 3	
72197 40224 JEMK	**Choshin Maru**	*Oil Eng.* 1 *Dk*	314 — 184					1935	Matsuura Ryoichi Tono	Hiraichotaro	120·1|23·1|12·6			Kinoye Japanese	Oil Engines		
72198	**Choukotka** (*ex*Charles Brower, *ex*Carolyn Francis) Wireless (*See Sailing Ship Register*)	Wood Aux 3 Mst *Oil Eng.* 1 *Dk*	569 415 325			…		1918	Barnes& Tibbitts Alameda,Cal.	U.S.S.R.	146·0|38·0|13·7 P40′F34′			Vladvostk Russian	Oil Engines 4S.C.SA 6Cy.12″–18″ NE20 84NHP DB18 McIntosh&Seymour Corp.Auburn,N.Y.	14 ″ 6	
72199 480 JPHC	**Choyo Maru** (*ex*Canadian Mariner–33)	*ss* Drn.No.3–10,33 2 *Dks (Stl)*	5388 4916 3236	✠ … 1,38	Kob	*y*		1920 11mo	Halifax Shipyards,Ld Halifax,N.S.	Dairen Kisen K.K.	399·3|52·3|28·4 P49′B113′F39′ FK *Cell DB* 334′1027*t* *FPT* 147*t*			Dairen Japanese 6 *BHCem APT* 133*t*	T.3Cy.27″,44″&73″-48″ 555NHP 3SB,9*cf*,GS224,HS8565 Robb Engine Works,Ld. Amherst,N.S.	31 ″ 0	
72200 32742 JURB	— (*ex*Braaland,*ex*General Currie)	1 *Dk*	2220 1989 1333			…		1919	Dominion S.B Co.Ld. Toronto	Ono Shoji Gomei Kaisha	251·1|43·6|21·2 P25′B64′F20′ FK *Wb*			Fuchu Japanese	T.3Cy.20″,33″&54″-40″ 328NHP J.Inglis&Co.Ld.Toronto	24 ″ 3	
72201 OZPA	**Chr. J. Kampmann** D.F.	1 *Dk*	2281 2036 1367					1924	Kjöbnhvns Flydk &Skbs. Copenhagen	D/S Vendila (Svendsen& Christensen *Mgrs*)	305·6|45·4|18·6 P23′B180′F35′ *Wb*			Copnhagn Danish	T.3Cy.22½″,35½″&58½″-36″ 206NHP Kjbnhavns Flydk.& Skbsv.		C
72202 LCGH	**Chr. Knudsen** D.F.	Twin Sc *Oil Eng.* 1 *Dk*	4904 4428 2939					1925	Akt.Burmeistr&Wain Copenhagen	A/S Borgestad	381·2|54·7|25·9 P382*t*H222*t*F8*t* *WB*			Porsgrunn Norwegian	Oil Engines 4S.C.SA 12Cy.19⅜″–35⅝″ 446NHP Burmeister&Wain,Cpn.		N
72203 OZAE	**Chr. Sass** D.F.	Twin Sc *Oil Eng.* *ss* Cpn.No.1–35 1 *Dk (Stl)* & *Shelter dk (Stl)*	3812 3510 2319	✠100A1 *with freeboard* 7,38 ~~4,07~~ [illegible]	Rot Cpn	*y*	CL P2,37 S11,37	1931 1mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's SA&CP*	D/S A/S Myren (Holm&Wonsild, *Mgrs.*) *Cell DB* 319′1002*t*	365·5|53·6|23·3 F34′ FK (*FPT* 98*t* *APT* 118*t*			Copnhagn Danish 6 *BH* *Coll to Sh dks* 5 „ 2nd„) DB *100lb* Akt.Burmeistr&Wain,Cpn	Oil Engines 4S.C.SA 12Cy.21½″–39⅜″ 541NHP	25 ″ 6 s 2 ″ 3½ 23 ″ 3¾	
72204 LDNN	**Chr. Th. Boe** *Mchy.Aft* D.F. *Cruiser Stern* *Carrying Petroleum in bulk*	Twin Sc *Oil Eng.* 1 *Dk*	6192 5545 3670					1930	Akt.Götaverken Gothenburg	Skibs.A/S Truma (Olaf Boe, *Mgr.*)	408·3|55·3|32·3 P97′F39′			Arendal Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅛″–39⅜″ 540NHP Akt.Götaverken, Gothenburg		N
72205 DOMP	**Christel Vinnen** (*ex*Aux.5Mst.Schooner–34) *Mchy.Aft* Sub.Sig.	*Oil Eng* 2 *Dks*	1874 1542 1313					1922	Frd.Krupp Act.Ges. Kiel	F.A.Vinnen (F.A.Vinnen&Co., *Mgrs.*)	256·3|44·4|19·0 Q101′F55′			Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.18⅛″–30½″ 190NHP NE34 Frd.Krupp A.G.Kiel		G
72206 PDKD	**Christiaan Huygens** Ⓟ D.F. *Ref.Mchy.* *Cruiser Stern*	Twin Sc *Oil Eng.* 3 *Dks*	16287 10677 9756					1927	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats.Nederland	551·4|68·8|36·2 P62′B379′F87′			Amstrdam Dutch *WB*	Oil Engines 2S.C.SA 20Cy.26¾″–47½″ 2490NHP Sulzer Bros.Winterthur		V
72207 DAKH	**Christian** Now "Evald," *see No. 87917 in Supplement*		932 719 573					1894	Akt.Ges. "Neptun" Rostock	Rud Christ.Gribel	206·3|31·2|13·9 Q63′B52′F26′			Stettin German *WB*	T.3Cy.13¾″,22½″&36½″-27½″ NB15 70NHP A.G."Neptun," Rostock		G
72208 OXCS	**Christian IX.** Ⓟ (*Ferry*) Wireless D.F.	Twin Sc 1 *Dk* & *Spar dk*	1590 1395 628					1908	Akt.Burmeistr&Wain Copenhagen	De Danske Statsbaner	290·0|48·6|17·2			Korsör Danish *WB*	T.6Cy.17″,28′&45″-24″ 198NHP Akt.Burmeistr&Wain,Cpn		
72209 OUIP	**Christian B.** (*ex*Maja–38)	1 *Dk*	377 272 214					1890	Helsingörs Skibsbyggeri Elsinore	Borge Bentzen (Aage A.Borbye, *Mgr.*)	149·0|24·1|10·9 Q57*t*B22*t*F13*t*			Copnhagn Danish *WB*	C2Cy.19″&35″-21″ 47NHP Helsingörs Mskinbyggeri		V
72210 LDUA	**Christian Börs** Now "Saphir," *see No. 90068 in Supplement*	1 *Dk* & *Spar dk* & *deep framing*	4306 4019 2788			…		1905	Swan,Hunter& Wigham Richardson, Ld Newcastle	Skibs A/S Vindelm Torkildsen Rederi (V Torkildsen)	375·5|51·0|25·5 P33′B110′F37′ FK			Bergen Norwegian *WB*	T.3Cy.25″,41″&67″-45″ 373NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 0	N †
72211 OXIB	**Christian Holm** (*ex*Christian) D.F. *Mchy.Aft* 2 *Dks (Stl)* & *Web frames* *Cruiser Stern* *Longitudinal framing–bracketless system*	Twin Sc *Oil Eng.* *ss* Shl.No.2–36	9119 8441 5605	✠100A1 ~~12,37~~ 10,38 [illegible] L.M.C. 03.38 DBS 10,38 ~~2,37~~ 12,37 *Carrying Petroleum*	Shl	*d*†	CL 12,37 in bulk	1927 8mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's SA&CP*	Det Danske Petroleums A/S (C.F.Holm, *Mgr.*) *Cell DB* *uE* 71′310*t* *DT*	471·1|64·3|33·2 P121′B30′F38′ FK *f* 43′600*t* *FPT* 250*t*			Copenhagn Danish 16 *BHpt Cem* 4 „ *to 2nd dk* 2DB *180lb* *APT* 165*t*	Oil Engines 4S.C.SA 12Cy.23¼″–47½″ 622NHP Akt.Burmeistr&Wain,Cpn	35 ″ 0 s 7 ″ 5½ 27 ″ 10	
72212 LCGI	**Christian Krohg**	1 *Dk*	1992 1729 1134					1917	A.F.Smulders Schiedam	Örvigs D/S A/S (O.Orvig, *Mgr.*)	269·2|42·2|18·0 P28′B74′F28′			Bergen Norwegian *WB*	T.3Cy.20″,32″&52″-39″ 169NHP A.F.Smulders,Schiedam		V
72213 LJLM	**Christian Radich** (*Training Ship*) Wireless E.S.D. *Mchy.Aft* 2 *Dks* (*See Sailing Ship Register*)	Aux S *Oil Eng.*	676 547 208					1937	Framnæs Mek. Værks. A/S Sandefjord	Oslo Skoleskib	192·1|32·0|16·0 P53′F33			Oslo Norwegian *WB*	Oil Engines 4S.C.SA 4Cy.11″–16⅝″ 47NHP Deutsche Werke A.G.Ham.		N

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Late Name if any* / Special Surveys.	3 Material, Rig, &c. / No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	6 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Transverse Bulkhead now required. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Register in which classed. If not L.R. Ownership of Steamers.
72214 DHEA	**Christian Russ** Wireless	1 *Dk*	975 743 547					1907	Stettiner Oderwerke Stettin	ErnstRuss	211·0 Q75′	33·0 B54′	13·3 F25′	Hamburg German *WB*	T.3Cy.16″,25″&41″–30″ 92NHP StettinerOderwerke		G
72215 LDCQ	**Christiania** (P)	1 *Dk & Awng dk 3 tr B*	727 632 376					1895	Helsingörs Jernsk&Msk. Elsinore	DetStavangerske Dampskibsselskab	180·5 H77*t*	27·4 19·8	12·7	Stavanger Norwegian *WB*	T.3Cy.18½″,28″&47″–27″ 115NHP HelsingörsJernsk.&Mskb.		N
72216 OXIC	**Christiansborg** *ss* Rot. No. 3 7,35 D.F.	1 *Dk (Stl)*	3270 2896 1929	✠100A1 7,38 7,37 *Fitted for oil fuel* 1,22	Rot Cpo	*c*	OG 7,37 *F.P. a*	1922 2mo *Lloyd's SA&CP*	Schpw.v. Jan Smit, Czn. Alblasserdm *Cell DB*	Akt.Dampskibs. Dannebrog(C.K. Hansen, *Mgr.*)	332·2 P30′B212′F24′ 284′ *876t FPT 91t A* above 150° F.	48·7 FK	22·2 *PT 155t*	Copnhagn Danish *5 BHCem*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb FD 356NHP 3SB(Spt) *6cf*, GS132, HS5418 ParsonsMarineSteam TurbineCo.Ld.Wallsend	24 ″ 6 s 2 ″ 6½ 22 ″ 2	
72217 144661 GDKW	**Christine Marie** (*ex* Hesperia–38, *ex* Patria) *ss* Gls. No. 3–1,34 *ss* Bkn. No. 1–38 D.F.	1 *Dk (Stl)* & *Shelter dk (Stl)* 2 *nd dk (Stl) in fore hold*	3895 3570 2380	100A1 *Shelter dk with freeboard* [illegible]	Bkn [illegible]	*x*	CL 5,37	1919	Flensburgr Schiffsb.Ges. Flensburg	EuxineShipping Co.Ld.	384·5 399·5 (o.l.) *Cell DB 346′ 1140t*	52·0 FK *Collision BH to Shdk* 5 „ „ *U* „	22·5 *FPT 140t APT 47t*	Liverpool British *Cem*	T.3Cy.28¾″,46⅞″&76″–48″ 185lb (*s*) 530NHP 3SB(Spt),*9cf*,GS165, HS7537 FD FlensburgerSchiffsb.Ges.	24 ″ 9 s 2 ″ 0½ 22 ″ 11	
72218 DJVA	**Christoph v. Doornum** (*ex* Goodleigh–37) *ss* Npt. No. 2–36	1 *Dk (Stl)*	3751 3472 2240	✠100A1 1,39 ~~1,37~~ ~~1,38~~ MS11,36 BS10,38	Shi ~~Rot~~ LMC	*w*	CL ~~1,37~~ 1,39	1928 3mo *Lloyd's SA&CP*	R.Thompson&Sons,Ld. Sunderland	Fisser & v Doornum Reederei G.m.b.H. (Fisser & v Doornum, *Mgrs.*) *Cell DBa&uE 135′*	357·6 371·7(o.l.) P34′B225′F33′ *f 156′ 869t FPT 152t*	50·3 FK	23·9 *AFT 150t*	Emden German *6 BHCem*	T.3Cy.24″,40″&66′–45″ (*s*) 180lb ~~360NHP~~ 361NHP 2SB,*6cf*,GS113,HS4925 FD J.Dickinson&Sons,Ld.Sld.	26 ″ 5 s 3 ″ 3½ 23 ″ 2½	
72219 111 SVUA	**Christos Markettos** (*ex* QueenMaud–36, *ex* Evangelos) *ss* Gls. No. 3–9,33 2 *Dks (Stl)*		*5209* *4758* *3135*	✠100A1 10,36 BS5,37	Ant LMC 9,33	*y*	CL N10,36	1919 9mo *Lloyd's SA&CP*	Taikoo Dkyd.&E.Co. (H.Kg.)Ld. HongKong	~~Mme. Maria L. C. Markettos~~ Markettos S.S.Co. Ltd. *Cell DB*	400·2 P49′B113′F40′ 344′ 1108*t*	52·3 FK *FPT 123t*	28·5 *APT 175t*	Argostoli Greek *7 BHCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD TaikooDykd.&Eng.Co. Ld.	31 ″ 0 s 5 ″ 11¾ 25 ″ 3	
72220 227520 WRBM GyC.	**Christy Payne** (*ex* Calgarolite) *ss* Gal. No. 1–37 *ss* Bal. No. 3–6,33 *Mchy. Aft* 2 *Dks (Stl)* & *Shelter dk (Stl)* D.F. & *Web frames* *Longitudinal framing*		8156 6238 5088	✠100A1 *Shelter dk with freeboard* ~~2,37~~ 2,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,21	NYk LMC 8,37 LMC 2,39	*c* †	CL N7,37 *F.P. a*	1921 5mo *Lloyd's SA&CP*	GMStandiferConstCorp Vancouver, Wash. *Cell DBu&E*	StandardOilCo.of NewJersey *Baybunker 86′ 280t dk tanks a 9′67t* above 150° F.	463·3 60·2 FK *DT f 50′335t′tween FPT 179t APT 103t*	36·6 Wilmgton (Del.) Utd.States 18 *BHpt Cem* (3 *to Sh dk* 11 „ *U* „ 4 „ 2*nd* „)	Q.4Cy.24″,35″,51″&75″–51″ 220lb (*r*) 581NHP 3SB,*9cf*, HS8086 FD LlewellynIronWorks, LosAngeles,Cal.	37 ″ 3 s 10 ″ 3¼ 27 ″ 3	
Sunk by Collision 10,38 469 SVNO	**Chryssi** (*ex* Silvio Pellico, *ex* Spuma) *ss* Tri. No. 3–6,26 *ss* Pir. No. 2–35 1 *Dk (Stl)* & *Shelter dk (Stl)*		5367 4960 3453	✠~~100A1~~ *Shelter dk with freeboard* 6,38 ~~4,37~~	Rot	*y*	CL ~~4,37~~ N6,38	1913 8mo *Lloyd's SA&CP*	Cant.Nav. Triestino Trieste	Heirs of the late P.J.Goulandris (Goulandris Bros. *Mgrs.*)	400·1 52·3 FK *Cell DBa 130′ uE 22′*	54·0	28·8 Andros Greek *6 BHCem* *f 165′ 1203t*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 499NHP 3SB,*9cf*,GS148,HS7590 FD ClydeS.B.&E.Co.Pt.Gl.	32 ″ 0 s 7 ″ 5½ 24 ″ 9	
72222 304 SZNG	**Chryssoroi** (*ex* Santa Tereja) *Oil Eng.* *Carrying Petroleum in bulk*		379 — 233					1892	..... Utrecht	Vayannis& Cairactides	154·0 len 36	23·1	13·9	Piræus Greek	Oil Engines 2S.C.SA 6Cy.8⅝″–14½″ 80NHP *Emade–fitted* 36 Akt.Burmeistr&Wain,Cpn C.		
72223	**Chuanchiu**		492 — 246					1892	..... United States	ChiangTehSeng	164·5	23·4	13·6	Amoy Chinese			
72224	**Chubar** (*ex* Dijkwater–35, *ex* Maasdijk) *ss* Rot. No. 3–12,33 1 *Dk (Stl)* & *Shelter dk (Stl)*		3611 3292 2179	✠ ... 7,36	Rot	*w*		1920 12mo	NV Burger houtsM.&S. Rotterdam	U.S.S.R. *Cell DB 308′ 1000t*	360·2 FK *FPT 63t APT 73t*	50·3 *Asp Coll*	21·8 Odessa Russian *BH to Sh dk* 5 „ „ *U* „	T.3Cy.25½″,41⅛″&66⅔″–45¼″ 340NHP 3SB,*9cf*,GS158,HS5418 BurgerhoutsMachFab.Rot.	24 ″ 6	
Now "Alma Ata," see No. 87041 in Supplement																	
72225 154018	**Chuen Chow** (P)	Twin Sc 2 *Dks*	1088 425 670					1928	Kwong Fook Cheong Hong Kong	ChuenOnSteam BoatCo.Ld.	177·8	33·1 *WB*	9·9	Hong Kong British	T.6Cy.11″,19″&30″–21″ Kwong 96RHP FookCheong,H.Kg		
72226 25096 JSQA	**Chukwa Maru** (P)	2 *Dks*	2189 1810 1286					1920	Uraga Dock Co.Ld. Uraga	OsakaSyosenK.K.	280·0 P34′B73′F37′	43·2	21·0	Osaka Japanese *WB*	T.3Cy.18″,29½″&50″–39″ 156NH KubotaIronWorks,Osaka		C
72227 166440 GJGM	**Chulmleigh** D.F.		5445 4987 3202	100A1 *with freeboard* (*Class Contemplated*)				1938	W.Pickersgill&Sons,Ld. Sunderland	DulvertonS S.Co. Ld. (W.J.Tatem, Ld. *Mgrs.*)	130·1 F38′	56·2	26·8	London British	T.3Cy.24″,40″&69″–48″ Richardsons,Westgarth& Co.Ld.Hpl	29 ″ 4 s 3 ″ 9½ 25 ″ 9	
For full particulars see No. 87505 in Supplement																	
72228 XNBO	**Chun Lee** Wireless	2 *Dks*	1176 — 665					1919	Matsuo Irn Wrks&Dkyd. Nagasaki	ChingKeeS.N.Co. Ld.	200·0 P20′B53′F25′	33·0	20·0	Chefoo Chinese *WB*	T.3Cy.14½″,24½″&40″–30″ 88NHP MatsuoIrn.Wrks.&Dkyd.		
72229 427 XNEH	**Chung Hsing** (*ex* Moviken–34, *ex* Bellasco–33) *ss* Shi. No. 3–1,35 1 *Dk (Stl)* *Fitted for oil fuel* (*SUNK TO BLOCK WHANGPOO RIVER 10,37—REFLOATED*)		2558 — 1471	✠ 8,37	Shi	*l*		1922 2mo	J.I.Thornycroft&Co.Ld. Southampton	ChungHsingS.S. Co.Ld. *Cell DB*	300·5 P28′B83′F33′ 251′ 602*t*	43·7 FK	22·2 *FPT 101t APT 108t*	Shanghai Chinese *5 BHCem*	T.3Cy.21″,34″&57″–36″ 240NH 2SB,*6cf*,GS224,HS4102 J.I.Thornycroft&CoLdSou	24 ″ 5	
72230 XNBS	**Chung Hwah** (*ex* HwahJah, *ex* China) *ss* Tri. No. 3–5,14 *ss* Shi. No. 1–17 1 *Dk (Stl)* & *Spar dk (Stl-ptws) 3 tr B*		6021 5300 3858	✠ 4,23	HKg	*z*		1900 4mo	Wigham Richrdsn&Co Ld Newcastle	HaiWaiTrading S.S.Co.Ld. *Cell DBa 133′ „ E 38′*	417·0 P40′B120′F18′ *f 175′ 1125t*	52·6 FK	28·5 *APT 150t*	Chefoo Chinese *6 BHCem*	Q.4Cy.24″,34″,51″&74″–54″ 495NH 3SB,*9cf*,GS159,HS6309 FD WghmRchrdsn&C.LdNwc	31 ″ 4	C †
72231 116036	**Chung On** (P) (*ex* Lin Tan)	Twin Sc 1 *Dk* & *Shade dk*	968 727 727					1904	Hong K'ng & Whampoa Dock Co.Ld. Hong Kong	LauWaPing	175·0	32·0	8·6	Hong Kong British	C.4Cy.14″&38″–18″ 86RHP HongKong&Whampoa DockCo.Ld.HongKong		

1 Numéro d'Ordre / Numéro Officiel	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Force assignée maintenant exprd. Lettre d'Equipement	7	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom de Constructeurs des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registre du code, si ce n'est dans le L. R. Inter. Code Book Trade
72232	**Chung Woo** (*ex*Pentaff,*ex*Jenny)		2032			...		1904	Craig, Taylor&Co. Stockton	HwaTungS.S.Co. Ltd.	279·3	38·3	18·4	Shanghai Chinese	T.3Cy.18¾",30½"&50½"-32½" 167NHP	20 " 7	
XNBD		*1 Dk&deep framing*	1234								P26'B72'F28'		FK		*WB* N.E.MarineEng.Co.Ld.Sld		
72233	**Chungchow** (*ex*Skule,*ex*Bygdö)		1333					1906	Akers Mek.Værks. Oslo	ChinaUnitedNav. Co.Ld.(N.Tsu, *Mgr.*)	235·4	35·2	14·8	Shanghai Chinese	T.3Cy.16½",27"&44"-33" 111NHP		
		1 Dk	803								P28*t*H62*t*F27*t*			*WB*	Akers.Mek.Værks,Oslo		
72234	**Chungking**		2171					1914	TaikooDk-yd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	285·0	44·1	19·1	London British	T.3Cy.19",31"&53"-36" 169NHP		
137671			1987											*WB*	TaikooDkyd.&Eng.Co. of HongKong,Ld.		
GMPV		*1 Dk*	1311														
72235	**Churruca**	*ss*Mlt.No.1-38	1847	✝100A1 *Shelter dk with freeboard* 1,37	Lon	*r*	CL 4,37	1921	H.&C. Grayson,Ld. Liverpool	MacAndrews& Co.Ld.	264·8	41·2	18·8	London British	T.3Cy.21",34"&56"-36" (*s*) 180lb *180lb* 252NHP	21 " 0	
146187		*ss*Gls.No.3-10,33	1543											*ptCem*	2SB,*6cf*,GS118,HS4550	s " 10½	
GFRB		*1 Dk(Stl)&Shelter dk(Stl)*	893								P&B181'F40'		FK	*Collision*	*nBH to S dk*	20 " 3½	
										CellDB222'414t				*FPT63tAPT18t*	3 " " *U* "	MacKie&Baxter,Ld.Gls.	
				Fitted for oil fuel 11,21		*F.P. above*	150° F.										
72236	—	Iron	788	✝ 3,97	Man	/		1878	A.Leslie &Co. Newcastle	TyCamcoSobrino	190·0	26·2	16·0	Manila Utd. States	T.3Cy.18",29"&46"-30" NDB90 128NHP		
		*ss*Liv.No.3-3,9	582					11mo			ND90		BK7½"		1SB,*4rf*,GS66,HS2090		
		*ss*Man.No.1-95	404											*WB*	D.Rollo&Sons,Liverpool		
		2 Dks(1 Irn)															
72237	—		711					1892	J.Reid& Co.Ld. Glasgow	FelipeGarcia	165·5	29·1	16·5	Callao Peruvian	T.3Cy.14",23"&37"-27" 71NHP		
	(*ex*Audaz-36, *ex*Cautin)	*Fitted for oil fuel* 2 *Dks*	428												Kincaid&Co.Ld.Grk.		
72238	**Chuy** (*ex*Arana)		2504	✝100A1 12,36	Rio	*l*	CL 12,36	1919	A.&J. Inglis,Ld. Glasgow	Cia.Carbonifera Rio-Grandense	303·4	43·0	20·7	R.Janeiro Brazilian	T.3Cy.22",36"&59"-39" (*s*) 180lb 265NHP	23 " 0	
PUMB		*ss*Rio.No.1-36	1457					12mo			P33'B81'F32'	FK		*6BHptCem*	2SB,*6cf*,GS124,HS4500		
	CruiserStern	*2 Dks(Stl)*						*Lloyd's SA&CP*		*CellDB*	260'661*t*	*FPT* 69*t*		*APT180t*	A.&J.Inglis,Ld.Glasgow		
Broken up	Chyebassa		6317	BS4,38 ~~✝100A1~~ 12,37	Cal	*at*	CL 12,37	1907	Workman, Clark&Co Ld. Belfast	~~BritishIndiaStm. Nav.Co.Ld.~~	130·2	54·3	32·0	Italian	T.3Cy.33",53½"&86"-60" (*s*) 180lb FD 757NHP	34 " 10	
~~GHWV~~		*ss*Cal.2ndNo.3-11,31	5916					3mo			P39'B82'F43'	FK		*7BHptCem*	4SB,*12cf*,GS270,HS10952	s 8 " 0½	
		*ss*Cal.No.1-36	4022					*Lloyd's SA&CP*		*CellDBa*130'*uE*& *B*	67'*f*156'1110*t*	*FPT* 95*t*		*APT*120*t*	Wrkman,Clark&Co LdBel.	27 " 3	
		2 Dks(Stl)3tr B&deep framing		*Fitted for oil fuel* 3,20		*F.P. above*	150° F.										
72240	**Ciaño** (*ex*Vicen-34,*ex*PuraRasilla,		4264	✝100A1 *Spar dk* 10,37	Bbo	*x*	CL 9,37	1901	Nthmblnd S.B.Co.Ld. Newcastle	Soc.Metalurgica Duro-Felguera	360·0	48·0	20·2 28·1	Gijon Spanish	T.3Cy.24½",40"&68"-48" (*s*) 180lb 356NHP	30 " 10	
	*ex*Craonne,	*ss*Bbo.3rdNo.3-7,34	4133					7mo			P32'B90'F33'	FK		*6BHCem*	3SB,*9cf*,GS174,HS5630	s 5·11½	
EAHZ	*ex*Turnwell,	*1 Dk(Stl)&Spar dk*	2778								A&CP			765*t*	N.E.Marine EngCoLd.Nwc	25" 1½	
	*ex*Queen Alexandra)	*(Stl)&Web frames*								*CellDBa*§*u*	*E*138'*f*154'757*t*	*APT*					
	Now sailing as "Vircov."																
72241	**Cid**		1847	✝100A1 *Shelter dk*	Ant	*r*	CL ~~2,35~~ 12,38	1922	H.&C. Grayson,Ld. Garston	MacAndrews&Co. Ld.	264·8	41·2	18·8	London British	T.3Cy.21",34"&56"-36" (*s*) 180lb *100lb* 252NHP	21 " 0	
146566		*ss*Ham.No.3-7,34	1548	*with freeboard* 12,38 ~~4,37~~				4mo					FK	*ptCem*	2SB,*6cf*,GS130,HS4558	s " 10½	
GJMF	D.F.	*1 Dk(Stl)&Shelter dk(Stl)*	893					*Lloyd's SA&CP*		*CellDB*			*Collision*	*nBHtoSh dk*	D.Rollo&Sons,Ld.Liv.	20 " 3½	
		*ss*Ant.No.1-38								*a*§*uE*94'*f*96'365*t*	*FPT*63*tAPT*18*t*			3 " " *U* "			
				Fitted for oil fuel 5,22		*F.P. above*	150° F.										
72242	**Cidade do Pará**		363					1889	..... England	HigsonBrooks &Cia.	193·5	29·2	13·8	Para Brazilian			
			263														
72243	**Cide** (*ex*Tekirda,*ex*Gazanfer,	Iron	423					1876	Bergsunds M.V.Aktieb Stockholm	Muratzade MahmutNadim	174·4	25·7		Istanbul Turkish	C.2Cy.19¾"&38"-26½" NB91 62NHP		
	*ex*L'Ailette,*ex*Sophia,*ex*Jakobstad)	*2 Dks*	198											*WB*	Bergsunds M.V.Aktb.Skm		
TCAU																	
72244	**Cienfuegos** (*ex*Sebou,	TwinSc	1033					1919	Atel.&Ch. de la Loire St.Nazaire	EmpresaNaviera deCubaS.A.	216·6	34·2	13·1	Havana Cuban	C.4Cy.16"&30"-19½" Ch.&At.de 66NHP		
	*ex*Marin)	*Fitted for oil fuel* 1 *Dk*	582											*WB*	Penboët,St.Nazaire		
72245	**Cieszyn**		1386	✝100A1 *with freeboard* 3,39	Dnz	*o*	CL 6.37	1932	Nakskov Skibs.A/S Nakskov	"ZegługaPolska" SpolkaAkcyjna	232·5	35·8	17·9	Gdynia Polish	C.4Cy.(2)16$\frac{7}{16}$"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 206lb (*s*) 218NHP	20 " 4	
	Wireless D.F.	*ss*DnzNo.1-36	1096					2mo						*4BHCem*	2SB(Spt),*4cf*,GS75,HS3122	s 4 " 6½	
SPAL	*CruiserStern*	*1 Dk(Stl)2nd dk(Stl) in Nos.1&2holds*	734					*Lloyd's SA&CP*			P28'B60'F23'	FK			A.Borsig,G.m.b.H. FD	15" 10½	
		Strengthened for Navigation in Ice						*CellDB196'3*		*32t Tank in way of*	*tunnels*27*t FPT*21*t*			*APT*33*t*	Berlin-Tegel		
72246	**Cigno** (P)	Iron&SteelSr	440	✝ ... 5,35	Gen			1894	Wm.Ham-ilton&Co. PortGlasgow	TitoCampanella SocdiNav.	213·3	26·1	13·7	Genoa Italian	T.3Cy.17",27"&45"-30" NDB26 109NHP		I
2095	(*ex*Sagitta-37,	*ss*Gen.3rdNo.3-11,26	403					6mo			179·7		BK	*4BHCem*	1SB,*3cf*,GS51,HS1601		†
IINF	*ex*Yacht-36,	*ss*Nap.No.1-31	224	*Yacht*											D.Rowan&Sons,Gls.		
	*ex*Arrow,	AnnualSurveyGen.7,34															
	*ex*Sagitta)	*2 Dks*															
72247	**Cihat** (*ex*Aydin-33,*ex*Aidin,	Iron	499			...		1873	Aitken& Mansel Glasgow	Muratzade MahmutNadim	176·4	24·1	12·3	Istanbul Turkish	Oil Engines		
	*ex*Ihsanié,*ex*Fauvette,	*Oil Eng.*	179								Q91'B11'F25'				E *fitted*36		
TCAX	*ex*Chrysalis,*ex*Honfleur)																
Now	Demirhisar,	*see No.87782 in Supplement*															
72248	**Cilicia** (P)	TwinSc	11136					~~1927~~ 1933	Fairfield Co.Ld. Glasgow	AnchorLine,Ld.	~~485·0~~ 483·6	~~66·3~~ 66·1	~~31·5~~ 31·0	Glasgow British	Oil Engines 2S.C.SA		BT
165934	*CruiserStern*	*Oil Eng.*	7906											*WB*	8Cy.28$\frac{7}{16}$"-88$\frac{7}{16}$" 1110NHP		31
GDGL	D.F. E.S.D.	*2 Dks*	6527												FairfieldCo.Ld.Glasgow		3.39
72249	—		2747					1927	Cant.Nav. ScoglioOlivi Pola	"Adriatica"Soc. Anon.diNav.	308·1	41·8	20·1	Genoa Italian	Oil Engines 4S.C.SA		I
2165	(*ex*Palestina-35)	*Oil Eng.*	1876								P&B181'F40'			*WB*	6Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 356NHP		
ICAN	D.F.	*2 Dks*	1613												StabilimentoTecnico,Tri.		
72250	**Ciltvaira** (*ex*Twyford-35,		3779	✝100A1 ~~2,37~~ 6,38	Rga	*w*	CL ~~1,37~~ 8,38	1905	J.L.Thomp-son&Sons,Ld Sunderland	LatvianShipping Co.	346·7	50·8	23·0 361·1(O.L.)	Riga Latvian	T.3Cy.23",40"&66"-45" (*s*) 180lb NDB28 317NHP	25 " 6	
203	*ex*Vironia-34,	*ss*Tln.2ndNo.3-6,38	3461		Dnz			3mo			P23'B94'F31'	FK		*6BHCem*	2SB,*6rf*,GS188,HS4870	s 4 " 4	
YLFT	*ex*Twyford-32,	*ss*Rga.No.1-37	2372					*Lloyd's SA&CP*		*CellD*	*Ba*119'*uE*21'*f*146'	843*tAPT*94*t*			G.Clark,Ld.Sunderland	21 " 5	
	*ex*President Sunge,	*1 Dk(ptIrn&ptStl)*		MS6,37			BS ~~1,39~~										
	*ex*Endsleigh)	*2tr B deep framing& Web frames3 Dk rule*															

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross — Under deck. — Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned and Special Equipment.	Date when last L.T. seen	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of T. Trade Cert.
72251 EAKI	**Cilurnum** (*ex*Brescia-38) D.F. ~~Now registered as Italian and sailing as "BRESCIA," which see~~	*ss*Hul.No.3-3,29 1 *Dk*(*Stl*)	3077 2814 1848		Gms			1919	Sir Raylton Dixon&CoLd Middlesbro'	A.Menchaca *CellDB*284'736*t*	331·4 P33'B98'F29' FK 5 *BH Cem*	46·8	23·2	Bilbao Spanish	T.3Cy.25",41"&68"–45" 362NHP 3SB,9*cf*,GS155,HS5925 Richardsons,Westgarth& Co.Ld.Mdb.	25 " 6	C †
72252 OYLW	**Cimbria** (*ex*S.N.A.6-35) *ss*Msl.No.3-10,33 *ss*Els.No.1-38 *Well deck* 1 *Dk*(*Stl*) D.F. *Cargo battens not fitted*		2653 1981 1317	✝100A1 8,38 ~~8,37~~ A1g	Els	*l*	CL 3,38	1921 8mo	Osbourne, Graham& Co.Ld Sunderland	A/S Dampskibsselskabet D.F.K.(De forenede Kulimportører A/S *Mgrs.*) *Interm diate BH in fore hold dispensed with* *Lloyd'sA&CP* *CellDBuE&B*40'*f*1	299·6 P19'Q106'B52'F23' FK *Cem* 16'396*t DT*a106'870*t*	46·0 *BH only*	18·1 *FPT*75*t AP T*75*t*	Copnhagn Danish	T.3Cy.23½",38"&64⅜"–42" 180lb (*s*) 317NHP 2SB,8*cf*,GS143,HS5264 Richardsons,Westgarth& Co.Ld.Sld	20 " 3 s 2 " 1⅜ 18 " 3⅜	
72253 OXWD	— Ⓟ Wireless 1 *Dk*& *Awng dk*		1056 655 540					1897	Lobnitz& Co.,Ld. Renfrew	Det Forenede Dampskibsselsk.	214·8	32·1	22·3	Randers Danish *WB*	T.3Cy.19",32"&51"–39" 162NH Lobnitz&Co.Ld.Renfrew		V
72254 161263 GTFX	**Cingalese Prince** TwinSc *Oil Eng.* D.F. ~~ss Bkr No.2-37 ss Bkr No.1-38~~ 3 *Dks*(*Stl*) ~~1 *Dk*(*Stl*)~~ & *Shelter dk*(*Stl*) *Tonnage opening closed '38 Cruiser Stern*		8474 7913 5257	✝100A1 *with freeboard* 9,38 ~~1,37~~ ~~9,38~~ ~~8,37~~ 9,38 *Carrying oil F.P. above* 150°	HKg	*d*†	CL P6,36 ~~84,37~~ 89,38	1929 7mo	Blythsw'd S.B.Co.Ld. Glasgow	RioCapeLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*) *Duct keel fwd. of* *Upper 'tween dk B'l.* *except 'oil' & 'dirty'* *F.or L.atex in deep* & *peak tanks* *CellDB*368'1477*t MT*s 73'	441·5 F44' FK (*Coll BH to 'tween dk* 7 *BH to 2nd dk*)	60·3 (*s*) 38 2 *BH pt Cem* 2 DB *125lb*	28·2 317NHP 1350NHP London British 2519*t FPT*108*t APT* 166*t*	Oil Engines 2S.C.SA 8Cy.23⅜"–70⅞" Richardsons,Westgarth& Co.Ld.Hpl	~~32 " 6~~ ~~s 4 " 7~~ ~~38 6~~ 42 " 5 s13 " 4½ 29 " 3	
72255 165916 GZMD	**Circassia** Ⓟ TwinSc *CruiserStern* *Oil Eng.* D.F. E.S.D. 2 *Dks*		11136 7906 6580					1937	Fairfield Co.Ld. Glasgow	AnchorLine,Ld.	483·6	66·4	31·0	Glasgow British *WB*	Oil Engines 2S.C.SA 8Cy.28⅜"–88⅝" Fairfield Co.Ld.Glasgow		C BT till ~~1936~~ 8,39
72256 FOPQ	**Circe** *ss*Rot.No.3-2,39 ~~*ss*Rot.No.2-35~~ D.F. *Well deck* 1 *Dk*(*Stl*) *Cargo battens not fitted*		2031 — 1110	✝100A1 ~~12,37~~ 2,38 LMC 2,39	Rot	*r*	CL 9,36 2,39	1926 11mo	Chant.Nav Français Caen *Lloyd'sCP*	SociétéNavale Caennaise(G. Lamy& Cie. *Mgrs.*) *CellDB*191'485*t*	269·3 P22'Q87'B50'F23' FK *Deep tanks aft* 34'2 05*t FPT* 77*t*	39·7	17·5	Caen French 4 *BH Cem*	T3Cy18⅜",29½"&50⅜"–37½" 185lb (*s*) 192NHP 2SB,4*cf*,GS95,HS3247 Atel.&Ch.de la Loire *APT* 22*t*	19 " 10 s1 " 11½ 18 " 0½	
72257 128715 VPKW	— 1 *Dk*& *Prom.dk*2*trB*		778 561 314					1912	Taikoo Dkyd&EngCo.of HongK'ngLd HongKong	Straits S.S.Co.Ld.	195·7	31·6	12·4	Singapore British *WB*	T.3Cy.15",25"&42"–30" 97NHP Taikoo Dkyd.&Eng.Co. of HongKong,Ld.		
72258 162641 GRDS	**Circe Shell** TwinSc *Oil Eng.* D.F. *ss*Rot.No.1-36 *Mchy.Aft* 1 *Dk*(*Stl*)2*nd dk*(*Stl*) E.S.D. *clear of cargo tanks* *Longitudinal framing at bottom* & *at deck*		8207 7463 4817	✝100A1 ~~12,38~~ ~~3,39~~ ~~Dkn~~ ~~3,38~~ ~~12,38~~ ~~LMC~~ ~~DBS~~ ~~3,38~~ 12,38 *Carrying Petroleum in bulk*	Nwc	*c*†	CL ~~3,38~~ 12,38	1931 10mo	Howaldts-werke A.G. Hamburg	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'260*t*	451·2 467·5(O.L.) P103'B35'F43' FK *DTf* 32'335*t FPT*2	62·1	34·1	London British 14 *BH* 25*t APT*41*t*	Oil Engines 4S.C.SA 12Cy.24⅛"–43⅛" 713NHP 2 DB *150lb* NV Burgerhout's M&S,Rot	34 " 0 s6 " 8 27 " 6⅜	
72259 143855 GCKB	**Ciscar** *ss*Ant.No.3-3,32 D.F. *ss*Ant.No.1-36 1 *Dk*(*Stl*)& *Shltr dk*(*Stl*)		1809 1551 986	✝100A1 *Shelter dk* *with freeboard* 8,38 ~~8,37~~ BS12,38 ~~LMC~~ ~~10,36~~	Liv	*r*	CL ~~6,36~~ 8,38	1919 12mo	H.&C. Grayson,Ld. Liverpool	MacAndrews&Co. Ld. *Collision BH to Shltr dk* *CellDI*224'408*t FPT*63*t A*	265·0 P29'Q80'B100'F32' FK *BH to Udk* *PT*18*t*	41·2	18·9	London British *Cem*	T.3Cy.21",34"&56"–36" (*s*) 180lb 271NHP 2SB,6*cf*,GS138,HS5112 D.Rollo&Sons,Liverpool	21 " 0 s " 10 20 " 4½	
72260 176 OHAL	**Cisil** (*ex*Sicilia) *ss*Osc.3rdNo.3-8,26 *ss*Els.No.2-35 *Well deck* 1 *Dk*(*Irn*)2*trB* *Cargo battens not fitted*		1848 1663 1038	✝100A1 1,38 ~~3,03~~ MS10,34	Els	*r*	1,38	1889 11mo	W.Pickers-gill&Sons Sunderland A&CP	Rederi A/B Steam (G.B.Thordén, *Mgr.*) *Cell DB* 222'323*t*	269·8 P29'Q80'B100'F32' FK 1 *PT*45*t*	37·1	17·1	Brändö Finnish 1 *BH Cem*	T.3Cy.21⅛",34"&56"–39"(*r*) 160lb 198NHP 2SB,6*cf*,GS100,HS2990 G.Clark(Lim.),Sunderland	19 " 8 s1 " 3½ 18 " 6½	
72261 148733 GMDT	**Cisneros** ~~*ss*Gls.No.3-6,38~~ ~~*ss*Liv.No.2-37~~ D.F. 1 *Dk*(*Stl*)& *Shltr dk*(*Stl*)		1886 1698 1079	✝100A1 *Shelter dk* *with freeboard* ~~4,39~~ ~~1,38~~ ~~LMC~~ ~~MS~~ ~~16,~~ ~~BS~~ ~~2,38~~	Liv	*s*	CL ~~8,36~~ 6,38	1926 3mo	Antwerp Eng.Co.S.A. Hoboken *Lloyd'sA&CP*	MacAndrews&Co. Ld. *CellDBa*&*uE* 108'*f*113'5	281·8 *Coll* 55*t FPT*46*t APT*68*t*	40·2 *BH to Sh dk* 3 " " *U* "	18·5	London British 4 *BH Cem*	T.3Cy.20",33"&54"–36" (*s*) 180lb 222NHP 2SB,6*cf*,GS102,HS3874 N.E.Marine Eng.Co.Ld.Sld	20 " 7 s " 11¾ 19 " 9¼	
72262 LDDY	**Ciss** Wireless D.F. 1 *Dk*		1159 988 671					1925	Trndhjms Mek.Værks. Trondheim	Th.Brövig	226·3 P35*t* H55*t* F27*t*	36·5	15·7	Farsund Norwegian *WB*	T.3Cy.17",27½"&46"–30" 116NHP Trondhjems M V.Trndheim		N
72263 LCGL	**Cissy** 2 *Dks*		2166 1931 1297					1920	Framnes Mek.Værks. Sandefjord	A/S Sjöfart (Jacob Kjöde A/S *Mgrs.*)	289·5 P76*t* H129*t* F9*t*	44·2	19·4	Bergen Norwegian *WB*	T.3Cy.22",35"&61"–36" 223NHP Trondhjems M V.Trndheim		N
72264 TSNN	**Cité d'Athènes** (*ex*Gardon) *Oil Eng.* 1 *Dk*		410 — 185					1918	Ch.&Atel. Aug.Normnd Havre	A.Puech	147·6	25·1	9·7	La Rochlle French *WB*	Oil Engines 6Cy.16"–22" 120NHP Ch.&Atel.Aug.Normand		V
72265 221491 KFKP	**Cities Service Boston** 3 Mst (*ex*Agwipond) *ss*N.Yk.No.3-7,32 *ss*N.Yk.No.1-37 *Mchy.Aft* 2 *Dks*(*Stl*)& *Shelter dk*(*Stl*) D.F. & *Web frames* *Longitudinal framing*		9348 7062 6785	✝100A1 *Shelter dk* *with freeboard* 11,38 ~~11,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,21	Mob	*a*†	CL 1,38	1921 4mo	Bethlehem S.B.Corp.Ld Sparrow's Pt. Md. A&CP	Cities Service Oil Co. *CellDBuE*& *B*80'2 *DTf*40'518*t*	468·3 186·6(O.L.) FK 80*t* *FPT*270*t APT*181*t*	62·7 (3 *to Sh dk* 8 " *U* " 6 " 2*nd*,,)	32·0 17 *BH pt Cem*	New York Utd. States	Q.4Cy.24⅛",35",51"&75"–51" 220lb (*s*) 636NHP 3SB,9*cf*, HS9315 FD Bethlehem S.B.Corp.Ld. Sparrow's Point,Md	39 " 6 s 10 " 3½ 29 " 5¼	
72266 221002 KDNN	**Cities Service Denver** (*ex*Agwilake) *Fitted for oil fuel* *Mchy.Aft* 3 *Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*		9316 7058 6707					1921	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	Cities Service Oil Co.	468·3	62·7	32·0	New York Utd. States	Q.4Cy.24",35",51"&75"–51" 402NHP Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.		R
72267 216233 KMAU	**Cities Service Empire** (*ex*Ampetco) *ss*N.Yk.No.3-8,28 *Mchy.Aft* *ss*N.Yk.No.2-37 D.F. 2 *Dks*(*Stl*)& *Shelter dk*(*Stl*) & *Web frames* *Longitudinal framing*		8103 8040 5020	✝100A1 *Shelter dk* *with freeboard* 7,38 ~~12,37~~ ~~S7,37~~ ~~LMC~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,18	Mob NYk	*c*†	CL 6,36	1918 5mo	Bethlehem S.B.Corp.Ld Sparrow's Pt. A&CP	Cities Service Oil Co. *CellDBa*88'351*t*	464·7 481·4(O.L.) FK *DTf* 50'724*t*	60·2 (14 *to U dk* 4 " 2nd,,)	33·3 18 *BH pt Cem*	New York Utd. States	Q.4Cy.24",35",51"&75"–51" 220lb (*s*) 560NHP 3SB,9*cf*,GS180,HS7641 FD Bethlehem S.B.Corp. *FPT*175*t APT*28*t*	36 " 3 s 9 " 0 27 " 5½	

Missing since 3,39

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-noms, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où cette classe est publiée. R. Dans le Cert. Hors Tout.
72268	**Cities Service Fuel** (*ex*Sucrosa)		5343	✠100A1 NYk		CL		1916	Fore River	CitiesServiceOil	389·0	54·7	29·3	New York	1 DR Geared Steam Turbine	32 " 6	
214190	*ss*N.Yk.No.3–7,27		5141	~~2nd~~ 11,38 M.		~~11,36~~		7mo	S.B.Cor.	Co.				Utd. States	1901b (*s*) 517NHP	s 0 " 9½	
WHCP	*Mchy.Aft*	*ss*Mob.No.2–35	3296	~~KL~~		11,34			Quincy,Mass.		P106'B28'F28' FK				3SB,*9cf*,GS165,HS7407	25 " 10¾	
	D.F.	2 *Dks*(*Stl*)*&Web frames*		MS4,35 L.—,					A&CP						(*6 to U dk*		
				Carrying Petroleum in bulk			*bulk*			*CellDB uE&B&f*329' 1782	*tFPT*217*tAPT*78*t*				7 " 2*nd*,,)		
				Fitted for oil fuel 12,26			*F.P. above*		50°F.						GeneralElectricCo. Schenectady,N.Y.		
72269	**Cities Service Kansas**		7641					1920	Baltimore	CitiesServiceOil	431·0	59·2	33·4	New York	2 Steam Turbines DR		R
220259	(*ex*CecilCounty)	*Fitted for oil fuel*	—						DD.&SB.Co.	Co.				Utd. States	geared to 1 Sc.Shaft		
KERZ	*Carrying Petroleum in bulk*	2 *Dks*	4678						BaltimoreMd		P123'B37'F39'			*WB*	W.&A.FletcherCo.		
	D.F.	*Mchy.Aft Longitudinal framing*													Hoboken,N.J.		
72270	**Cities Service Koolmotor**		6762				...	1918	Bethlehem	CitiesServiceOil	435·0	56·0	32·0	New York	T.3Cy.27",47"&78"–48"	33 " 6	R
216788	(*ex*Shreveport,	*Fitted for oil fuel*	6444						S.B.Corp.Ld.	Co.	P101'B50'F42'			Utd. States	600NHP		†
WGAO	*ex*W.S.Rheem)	2 *Dks*&*Web frames*	4186						Alameda,Cal				FK	*WB*	BethlehemS.B.Corp.Ld.		
	Mchy.Aft	*Carrying Petroleum in bulk*													S.Fo.		
	D.F. GyC.	*Longitudinal framing*															
72271	**Cities Service Missouri**		7506					1920	Baltimore	CitiesServiceOil	431·0	59·2	33·4	New York	2 Steam Turbines DR		R
220733	(*ex*ClementSmith)	*Fitted for oil fuel*	—						D.D.&SB.Co	Co.	P123'B37'F39'			Utd. States	geared to 1 Sc.Shaft		
KDGO	D.F. *Mchy.Aft*	2 *Dks*	4612						BaltimoreMd						W.&A.FletcherCo.		
		Carrying Petroleum in bulk													Hoboken,N.J.		
		Longitudinal framing															
72272	**Cities Service Ohio** (*ex*Herman		7245					1921	Baltimore	CitiesServiceOil	431·0	59·2	33·4	New York	2 Oil Engines 4S.C.SA		R
221127	Falk,*ex*Tuxpanoil)	*Oil Eng.*	—						D.D.&S.B.Co	Co.	P123'B37'F39'			Utd. States	geared to 1 Sc. Shaft		
KDFQ	D.F. *Mchy.Aft*	2 *Dks*	4398						BaltimoreMd						16Cy.18"–22½" 506NHP		
		Carrying Petroleum in bulk													NE21 *fitted*27		
		Longitudinal framing													FalkCorp.Milwaukee,Wis.		
72273	**Cities Service Oklahoma**		7529					1920	Baltimore	CitiesServiceOil	431·0	59·2	33·4	New York	2 Steam Turbines DR		R
220925	(*ex*HamptonRoads)	*Fitted for oil fuel*	—						DD.&SB.Co.	Co.	P123'B37'F39'			Utd. States	geared to 1 Sc.Shaft		
KESR	D.F. *Mchy.Aft*	2 *Dks*	4623						BaltimoreMd						W.&A.FletcherCo.		
		Carrying Petroleum in bulk													Hoboken,N.J.		
		Longitudinal framing															
72274	**Cities Service Toledo**		8192	✠100A1 NYk *c* †		CL		1918	Bethlehem	CitiesServiceOil	465·2	60·0	26·4	New York	Q 4Cy.24¼",35",51"&75"–51"	36 " 3	
216608	(*ex*J.A Bostwick)	*ss*N.Yk.No.3–3,29	7667	*Shelter dk*		~~6,36~~		7mo	S.B.Corp Ld	Co.			34·2	Utd. States	2201b (*r*) 557NHP	s 9 " 0	
WOCS	*Mchy.Aft*	~~*ss*Mob.No.1–38~~	5128	*with freeboard* ~~8,38~~ 8,38		N8,38			WImngtnDel				FK		18*B Hpt Cem*	27 " 5½	
		2 *Dks*(*Stl*)*&Shelter dk*(*Stl*)		~~9,36~~		✠MC1 K			A&CP						(14 *to U dk*		
	D.F. GyC.	*&Web frames*		*Carrying Petroleum in bulk*											4 ,, 2*nd* ,,)		
		*ss*N.Yk.No.2–37 *Longitudinal framing*		*Fitted for oil fuel* 7,18			*F.P. above*		150° F.	*CellDB*88'351*tDT*	*f*50'223*t FPT*175*t APT*28*t*				BethlehemS.B.Corp.Ld.		
72275	**Città di Agrigento** Ⓟ		2480					1930	Cant.Nav.	"Tirrenia"Soc.	305·1	40·2	18·9	Palermo	Oil Engines 4S.C.SA		I
156		*OilEng.*	1610						Riuniti	Anon.diNav.				Italian	6Cy.24⅜"–38⅜" 348NHP		
ICQC		2 *Dks*	1432						Palermo		P&B191'F53'			*WB*	Soc.Anon.FrancoTosi		
		Cruiser Stern													Legnano		
72276	**Città di Alessandria** Ⓟ		2498					1930	Cant.Nav.	"Tirrenia"Soc.	303·1	40·1	18·8	Palermo	Oil Engines 4S.C.SA		I
155		*OilEng.*	—						FrancoTosi	Anon.diNav.				Italian	6Cy.24⅜"–38⅜" 348NHP		
ICQA		2 *Dks*	1427						Taranto		P49'B94'F52'			*WB*	Soc.Anon.FrancoTosi		
		CruiserStern													Legnano		
72277	**Città di Bari** Ⓟ		3339					1927	Stabilmnto	"Adriatica"Soc.	331·9	44·7	21·8	Bari	Oil Engines 2S.C.DA		I
41	(*ex*Egeo–34)	*OilEng.*	2175						Tecnico	Anon.diNav.				Italian	6Cy.25$\frac{5}{16}$"–45½" 1324NHP		
IBAL		2 *Dks*	1598						Trieste		P&B222'F64'			*WB*	NE37		
															Soc.An.'Fiat'S.G.M.Turin		
72278	**Città di Bastia** Ⓟ		2499					1930	Cant.Nav.	"Tirrenia"Soc.	303·1	40·1	18·8	Palermo	Oil Engines 4S.C.SA		I
153		*OilEng.*	1606						FrancoTosi	Anon.diNav.				Italian	6Cy.24⅜"–38⅜" 348NHP		
ICQB		2 *Dks*	1428						Taranto		P49'B94'F52'			*WB*	Soc.Anon.FrancoTosi		
		Cruiser Stern													Legnano		
72279	**Città di Bengasi** Ⓟ		2813					1917	Cant.Nav.	"Tirrenia"Soc.	316·6	41·5	23·7	Naples	T.3Cy.19⅝",32$\frac{7}{10}$"&55"–39⅜"		I
388			—						Riuniti	Anon.diNav.				Italian	189NHP		
IBFH		2 *Dks*	1523						Ancona		P16'B215'F41'			*WB*	Cant.Nav.Riuniti,Ancona		
72280	**Città di Bergamo** Ⓟ		2163	✠100A1 Rot	*s*	CL		1914	Swan,Hun-	Ing.G.Angeloni	310·5	40·0	20·8	Genoa	T.3Cy.22½",37"&62"–42" (*r*)	22 " 3	
1949	(*ex*Imber–31)	*ss*Mch.No.3–4,27	1828	3,38		7,37		3mo	ter&Wigham		300·0			Italian	180lb 370NHP	s 2 "2½	
IBGE		*ss*Brw.No.2–34	1187	~~P&A~~					Richardson,						2SB,*6cf*,GS136,HS5640 FD	20 " 3	
		1 *Dk*(*ptIrn ptStl*)							Ld Newcastle		P&B174'F76' FK				Swan,Hunter&Wigham-		
		2*nd dk*(*Stl*)*inNo.1hold*						*Lloyd's SA&CP*		*CellDBa*75'*uE3*	4'*f*128'495*t APT*61*t*				Richardson,Ld Nwc.		
72281	**Città di Catania** Ⓟ	TrpSc	3355					1910	Ansaldo,	"Tirrenia"Soc.	363·5	42·1	19·1	Palermo	3 Steam Turbines		I
43			—						Armstrong&	Anon.diNav.				Italian	Ansaldo,		
IBIH		2 *Dks*&*Awng dk*	1314						Co SestriPnte		F39'			*WB*	Armstrong&Co.Smp.		
72282	**Città di Genova** Ⓟ	TwinSc	5413					1930	Cant.Nav.	"Tirrenia"Soc.	411·7	51·0	21·9	Palermo	Oil Engines 2S.C.SA		I
154		*OilEng.*	—						Riuniti	Anon.diNav.				Italian	12Cy.29½"–49$\frac{3}{16}$" 1815NHP		
IBSH		3 *Dks*	2914						Palermo					*WB*	Soc.Anon.FrancoTosi		
	D.F.	*CruiserStern*													Legnano		
72283	**Città di Livorno** Ⓟ		2471					1930	Cant.ed	"Tirrenia"Soc.	304·2	40·1	18·9	Palermo	Oil Engines 4S.C.SA		I
150		*OilEng.*	1602						Officine	Anon.diNav.				Italian	6Cy.24⅜"–38⅜" 348NHP		
IBZH		2 *Dks*	1419						Meridionali		P190'F53'			*WB*	S.A.FrancoTosi,Legnano		
	Ref.Mchy.	*CruiserStern*							Baia								
72284	**Città di Marsala** Ⓟ		2480					1929	Cant.Nav.	"Tirrenia"Soc.	305·1	40·2	18·9	Palermo	Oil Engines 4S.C.SA		I
146		*OilEng.*	1610						Riuniti	Anon.diNav.				Italian	6Cy.24⅜"–38⅜" 348NHP		
IBFF	*Ref.Mchy.*	*CruiserStern* 2 *Dks*	1433						Palermo		P66'B94'F73'			*WB*	S.A.FrancoTosi,Legnano		
72285	**Città di Messina** Ⓟ		2472					1929	Cant.ed	"Tirrenia"Soc.	304·2	40·1	18·9	Palermo	Oil Engines 4S.C.SA		I
145		*OilEng.*	1603						Officine	Anon.diNav.				Italian	6Cy.24⅜"–38⅜" 348NHP		
IBJH		2 *Dks*	1419						Meridionali		P190'F53'			*WB*	S.A.FrancoTosi,Legnano		
	Ref.Mchy.	*CruiserStern*							Baia								
72286	**Città di Napoli** Ⓟ	TwinSc	5418					1929	Cant.del	"Tirrenia"Soc.	410·6	50·9	21·9	Palermo	Oil Engines 2S.C.SA		I
151	*Ref.Mchy.*	*OilEng.*	—						Tirreno	Anon.diNav.				Italian	12Cy.29½"–49½" 1820NHP		
IBWG	D.F.	*CruiserStern* 3 *Dks*	2922						RivaTrigoso		B118'F52'			*WB*	S.A.FrancoTosi,Legnano		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7a Date when tail shaft last exmd.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. / Flag.	13 Engines. No. & Dis. of Cylinders.—Stroke. Boiler Pressure. NH'=Horse power by Society's formula; RH'=power by Ship's Register. Particulars of Boilers & Furnace-Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. *ft. in.*	15 Registers in which Class. ✠ not in L. R. Letter of last Class.
72287 158 IBEF	**Città di Palermo** Ⓟ D.F.	TwinSc *Oil Eng.* *Cruiser Stern* 3 *Dks*	5413 2807 2914					1930	Cant. Nav. Riuniti Palermo	"Tirrenia" Soc. Anon. di Nav.	411·7 | 51·1 | 21·9			Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½"-49$\frac{3}{16}$" 1816NH S.A. Franco Tosi, Legnano		I
72288 147 IBGF	**Città di Savona** Ⓟ *Ref. Mchy* *Cruiser Stern*	*Oil Eng.* 2 *Dks*	2500 — 1428					1930	Cant. Nav. Franco Tosi Taranto	"Tirrenia" Soc. Anon. di Nav.	303·1 | 40·1 | 18·9 P49'B94'F52'			Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"-38⅜" 348NH S.A. Franco Tosi, Legnano		I
72289 142 IBUH	**Città di Spezia** Ⓟ *Ref. Mchy.*	*Oil Eng.* 2 *Dks* *Cruiser Stern*	2474 1607 1421					1929	Cant. ed Officine Meridionali Baia	"Tirrenia" Soc. Anon. di Nav.	304·3 | 40·1 | 18·8 P190'F53'			Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"-38⅜" 348NH S.A. Franco Tosi, Legnano		I
72290 141 IBVI	**Città di Trapani** Ⓟ *Ref. Mchy.*	*Oil Eng.* *Cruiser Stern* 2 *Dks*	2467 1607 1422					1929	Cant. del Tirreno Riva Trigoso	"Tirrenia" Soc. Anon. di Nav.	304·3 | 40·1 | 18·8 P&B204'F55'			Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{1}{16}$"-38⅜" 348NH S.A. Franco Tosi, Legnano		I
72291 389 IBOH	**Città di Trieste** Ⓟ *Ref. Mchy.*	TwinSc 3 *Dks*	4658 — 2674					1915	Cant. Nav. Riuniti Palermo	"Tirrenia" Soc. Anon. di Nav.	361·9 | 46·1 | 23·3			Naples Italian *WB*	T.6Cy.21¼",34¼"&59⅜"-41⅛" 452NH Cant. Nav. Riuniti, Ancona		I
72292 392 IBPH	**Città di Tripoli** Ⓟ *Ref. Mchy.* D.F.	TwinSc *Fitted for oil fuel* 2 *Dks*	2933 — 1586					1915	Cant. Nav. Riuniti Ancona	"Tirrenia" Soc. Anon. di Nav.	316·6 | 41·5 | 21·3			Naples Italian *WB*	T.6Cy.19⅜",33⅜"&55$\frac{1}{16}$"-39⅜" 378NH Cant. Nav. Riuniti, Ancona		I
72293 152 IBHF	**Città di Tunisi** Ⓟ D.F. *Cruiser Stern*	TwinSc *Oil Eng.* 3 *Dks*	5419 — 2923					1929	Cantieri del Tirreno Riva Trigoso	"Tirrenia" Soc. Anon. di Nav.	410·6 | 51·0 | 21·9 B118'F52'			Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½"-49$\frac{3}{16}$" 1815NH Soc. Anon. Franco Tosi, Lgn		I
72294 143683 GDPX	**City of Adelaide** *ss* Liv. No. 3-6,33 *ss* Npt. No. 1-37 D.F. E.S.D.	2 *Dks* (*Stl*) *Cruiser Stern*	6589 6210 4178	✠100A1 7—~~9,37~~ 2,38 MS4.37	Bkn Cal ✠LMC BS3,38	*b*† *Fitted for oil fuel* 12,20	CL 9,37 *F.P. a*	1920 11mo *Lloyd's*	Wear Ship-yard of W. Gray & Co. (1918), Ld. Sunderland *SA&CP*	Ellerman Lines, Ld. (Hall Line, Ld. *Mgrs.*)	433·0 | 57·4 | 30·2 450·7(O.L.) P89'B&F308' FK *Cell D B385'1468t* above 150° F.			Liverpool British *7 B Hpt Cem* *D Ta 27'778t*	2 Steam Turbines D R geared to 1 Sc. Shaft 225lb (*s*) 767NH' 3 SB (Spt), *12cf*, GS230, HS8946 FD Cen. Mar. Eng. Wrks. W Hpl	32 ″ 10 *s* 5 ″ 0 28 ″ 0$\frac{3}{4}$	
72295 164307 GZGR	**City of Agra** D.F. E.S.D. *Cruiser Stern*	*Fitted for oil fuel* 2 *Dks*	6361 5877 3866					1936	W. Denny & Bros. Ld. Dumbarton	Ellerman Lines, Ld. (Hall Line, Ld. *Mgrs.*)	445·9 | 56·2 | 30·6 P80'B197'F42'			Liverpool British *WB*	3 SR geared Steam Turbines W. Denny & Bros. Ld. Dmb.		C
72296 219571 KUBP	**City of Alma** Ⓟ Sub. Sig.	*Fitted for oil fuel* 2 *Dks & Web frames*	5446 4971 3344				...	1920	Merchant S.B. Corp. Harriman, Pa	Waterman S.S. Corp.	400·7 | 54·2 | 30·4 P36'B124'F44' FK			Mobile Utd. States *WB*	2 Steam Turbines D R geared to 1 Sc. Shaft Westinghouse Electric & Mfg. Co. Essington, Pa.	32 ″ 10	R †
72297 148152 EIKC	**City of Antwerp** (*ex* General Leman, *ex* Minna) Wireless	1 *Dk 2 tr B*	947 728 555					1896	J. W. Klawitter Danzig	Saorstat & Continental S.S. Co. Ld.	218·3 | 30·9 | 13·0 Q71'B54'F23'			Dublin British *WB*	T.3Cy.17¼",27⅜"&42"-27⅜" NB07 91RH J. W. Klawitter, Danzig		C
72298 147227 GJVC	**City of Athens** *ss* Hpl, No. 3-8,35 E.S.D. D.F.	2 *Dks* (*Stl*) *Cruiser Stern*	6558 6243 4187	✠100A1 6,00 ~~11,37~~ BS10,38 MS8.36 *Fitted for oil fuel* 7,23	HKg Lal ✠LMC ~~—.37~~ *F.P. a*	*b*†	CL 7,36	1923 7mo *Lloyd's*	W. Gray & Co. Ld. Sunderland *SA&CP*	Ellerman Lines, Ld. (Hall Line, Ld. *Mgrs.*)	133·0 | 57·4 | 30·2 450·7(O.L.) P89'B&F308' FK *Cell D B379'1469t* above 150° F.			Liverpool British *7 B Hpt Cem* *D Ta 27'700t*	T.3Cy.26",45"&78"-54" (*s*) &LP. Turbine with D R gearing & hydraulic coupling 2301b HS9255 778NH 3 SB (Spt), *12cf*, GS236 FD Cen. Mar. Eng. Wrks W. Hpl	32 ″ 10 *s* 5 ″ 0 28 ″ 0$\frac{3}{4}$	
72299 201103 WFCJ	**City of Atlanta** D.F.	3 *Dks*	5269 — 3007					1904	Delaware River Co. Chester, Pa.	Ocean S.S. Co. of Savannah	377·5 | 49·0 | 15·8 27·0			Savannah Utd. States *WB*	T.3Cy.28",46"&75"-48" 390NH' Delaware River Co. Chester		R
72300 143083 GBDK	**City of Auckland** (*ex* Weissenfels) *ss* Cal. 2nd No. 3-1,38 ~~*ss* Nwc. No. 3-6,33~~ D.F. Sub. Sig.	2 *Dks* (*Stl-U* teak s) & *Web frames*	8336 7835 5288	100A1 *with freeboard* ~~1,33~~ 2,37 9,38 MS5.37	Gls ~~Cal~~ Hpl LMC BS~~—~~ 9,38	*e*†	CL 11,37	1914	Akt. Ges. "Weser" Bremen	Ellerman Lines, Ld. (Hall Line, Ld. *Mgrs.*)	478·6 | 62·2 | 33·0 500·2(O.L.) P45'B140'F59' FK *Cell D Ba155'uE33' f179'1458t'tween dk*			Liverpool British *Cem* *6 B Honly*	Q.4Cy.29½",40½",58¾"&85⅜"-55" 2131b (*s*) 845NH' 3 SB (Spt), *12cf*, GS238, HS10320 FD Akt. Ges. "Weser," Bremen	35 ″ 8 *s* 8 ″ 2½ 27 ″ 8½	
72301 144643 GDKQ	**City of Bagdad** (*ex* Geierfels) *ss* Gls. No. 1-38 *ss* Hul. No. 3-6,34 D.F.	2 *Dks* (*Stl*)	7506 7073 4713	100A1 6,38 ~~11,37~~ ~~BS11,38~~ 11,38	Gls LMC MS5.38	*c*†	CL ~~11,37~~ 9,38	1919	J. C. Tecklenborg A. G. Weser-münde-G.	Ellerman Lines, Ld. (W. S. Workman, *Mgr.*)	470·3 | 58·2 | 32·3 488·9(O.L.) P67'B138'F59' FK *Cell D Ba156'uE28'f184'*			Glasgow British *Cem* *6 B Honly*	T.3Cy.27⅜",50$\frac{13}{16}$"&82⅝"-55" LP. Turbine with D R gearing & hydraulic coupling 2001b (*s*) 819NH' 3 SB, (Spt), *12cf*, GS204, HS10039 FD J. C. Tecklenborg A. G. Wsm	35 ″ 0 ~~*s* 7 ″ 11~~ 27 ″ 4½	
72302 217921 WDEO	**City of Baltimore** Ⓟ (*ex* Steadfast) D.F. E.S.D. GyC. *Ref. Mchy.*	*Fitted for oil fuel* 1 *Dk & Shelter dk* *& Web frames* *Longitudinal framing*	8378 — 5147				...	1919	Bethlehem S.B. Corp. Alameda, Cal.	Baltimore Mail S.S. Co.	486·5 | 56·0 | 35·2 len31 FK			Baltimore Utd. States *WB*	D R geared Steam Turbines NE&B31 DeLaval Steam Turbine Co. Trenton, N.J.	38 ″ 0	R †
72303 161151 GTKR	**City of Barcelona** *ss* Mch. No. 2-38 ~~*ss* Bkn. No. 1-34~~ GyC. E.S.D. D.F.	2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)	5787 5355 3524	✠100A1 *with freeboard* 5,39 ~~8,37~~ ~~MS8.37~~	Liv Mch ~~LMC~~	*b*†	CL 8,37 ~~6,38~~	1930 5mo *Lloyd's*	Barclay, Curle & Co. Ld. Glasgow *SA&CP*	Ellerman Lines, Ld. (Hall Line, Ld. *Mgrs.*)	428·0 | 58·2 | 27·3 444·4(O.L.) F34' FK *Cell D B371'1267t D T a32'789t F P T*			Liverpool British *7 B H Cem* *Coll to Sh dk* 6 „ 2nd „	T4Cy.23½",40½"&(2)50"-48" & elec. drive from LP (*s*) Turbine 2651b 638NH' 2 SB (Spt) & 1 Aux B (Spt), *10cf*, GS178, HS7276 FD Barclay, Curle & Co. Ld. Gls.	29 ″ 9 *s* 3 ″ 7½ 26 ″ 4	
		Fitted for carrying oil in deep tanks and for ward peak tank	5,30 *F.*													
72304 140594 GRCK	**City of Baroda** Ⓟ D.F.	2 *Dks* *Cruiser Stern*	7129 6084 4500					1918	Barclay, Curle & Co. Ld. Glasgow	Hall Line, Ld.	433·4 | 57·2 | 30·6 P90'B171'F85'			Liverpool British *WB*	T.3Cy.26",44⅜"&78"-54" 447NH' Barclay, Curle & Co. Ld Gls		C BP ~~GL~~ ~~Lloyd's~~ 6,39
72305 ~~143224~~ ~~GBBP~~	**City of Batavia** (*ex* Ganelon) *ss* Hpl. 2nd No. 3-4,34 2 *Dks* (*Stl*) & *deep framing*		5655 5299 3572	✠100A1 8,37 BS1.38	NYk ✠LMC 5,34	*a*†	CL ~~5,36~~ 6,38	1907 7mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	~~Ellerman & Buch-anan S.S. Co. Ld.~~	425·5 | 53·1 | 29·3 P37'B181'F44' FK *Cell D Ba150'uE23'f181'1049t F P T*			Italian *7 B H Cem* *Coll to Sh dk*	T.3Cy.28¼",46"&77"-54" (*s*) 1801b 556NH' 3 SB, *9cf*, GS191, HS7785 FD Wallsnd Slpwy Co. Ld. Nwc	32 ″ 0 *s* 6 ″ 2½ 26 ″ 0	

"Voluntas," *see No. 93567 in Suppl. Issue*

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. No.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Service assigné maintenant après Lettre spécifiant.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.=Force en chevaux d'après les formules de la Société. RHP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre où coté, si ce n'est dans le L. R. Durée Cert. R. Irlande
72306 147370 GMPY	**City of Bath**	*ss*Hul.No.3-3,39 ~~*ss*Hpt.No.2-34~~ 2 *Dks*(*Stl*) *Special Quality Steel* *Cruiser Stern*	5079 4788 3154	✠100A1 NYk *z* ~~12,37~~ 8,39 Hul ~~M~~ 5,38 MS7,38 *Fitted for carrying oil* 6,26	NYk		CL 12,37	1926 6mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's SA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *Cell D B345'1074t*	393·2|52·2|28·2 408·0(O.L.) P38'B&F310' FK *DTa 30' 705t FPT*	Liverpool British *7 B H Cem* (2 to 2nd dk) *132t A P T49t*	Q.4Cy.21¼"30¼"45"&66"–48" 2651b (*s*) 532NHP 3SB(Spt),*9cf*,GS168, HS7572 FD Cen.Mar.Eng.Wrks.W Hpl	30 " 8 s 4 " 3½ 26 " 7½	
72307 147284 GKVY	**City of Bedford**	*ss*Gls.No.3-12,36 2 *Dks*(*Stl*) *Cruiser Stern*	6402 6136 4100	✠100A1 Liv *a*† ~~8,27~~ 12,36 NYk MS12,36 *Fitted for oil fuel* 10,24			CL 8,37 6,38 *F.P. a*	1924 10mo	W.Gray &Co.Ld. Sunderland *Lloyd's SA&CP above* 150° F.	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	430·0|55·1|31·1 P89'B162'F42' FK *Cell D B376'1308t*	Liverpool British *8 B Hpt Cem* 1 „ *to 2nd dk* *DTa 27'712t*	Q.4Cy.24",35",51"&74"–51" & L.P. Turbine with DR gearing & hydraulic coupling (*s*) 844NHP 2501b 3SB(Spt)&1AuxSB(Spt), *14cf*,GS245,HS10913 Cen.Mar.Eng.Wrks.W Hpl	33 " 9 s 6 " 3½ 27 " 8½	
72308 164096 GZBW	**City of Benares** (P)	3 *Dks* *Cruiser Stern*	11081 9281 6712	✠100A1 Bkn *with freeboard* Gls ~~6720~~ ~~7,38 10,37~~ 1,39 *Carrying oil* *fuel F.P. above* 1			CL 7,38 50° F.	1936 10mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's SA&CP* *in deep tank*	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*) *Cell D B111'1443t* *DTa 33'85*	486·1|62·7|30·8 F41' FK *3t F P T 87t A P T 82t*	Glasgow British *9 B Hpt Cem* *Coll to W dk* 8 „ *2nd* „)	3 Steam Turbines SR geared to 1 Sc. Shaft 2751b (*s*) 1450NHP 5SB(Spt),*20cf*,GS328, HS15700 FD Cammell Laird&Co.Ld.Bkn	43 " 3 s 15" 2½ 28 " 5½	BT till ~~6,36~~ ~~5,36~~ 4,39
72309 223293 WFCK	**City of Birmingham** (P)	4 *Dks*	5861 — 4343					1923	Nwprt Nws S.B.&D.D.Co. Newprt News	OceanS.S.Co. of Savannah	381·8|52·1|27·0	Savannah Utd. States *WB*	T.3Cy.26",44"&76"–48" 398NHP NewportNewsSB&DD.Co.		R
72310 137857 GRQP	— *ss*Gls.No.2–38 D.F. E.S.D.	*ss*Mch.No.3–5,30 ~~*ss*Gls.No.1–35~~ 2 *Dks*(*Stl*) *Cruiser Stern*	5309 5086 3408	✠100A1 NYk *z* ~~2,38~~ 12,38 Gls ~~M~~			CL 2,38	1917 9mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's SA&CP*	EllermanLines,Ld. (CityLine Ld. *Mgrs.*) *Cell D B 347' 1271t*	391·0|54·2|28·9 406·5(O.L.) P48'B&F274' FK *DTa 25'709t*	Glasgow British *7 B H Cem*	T.3Cy.24½",42½"&73"–51" 2201b (*s*) 581NHP 2SB&1AuxSB,*11cf*,GS208, HS8341 FD Cen.Mar.Eng.Wrks.W Hpl	31 " 5 s 4 " 4½ 27 " 3½	
72311 164342 GBGX	**City of Bombay** D.F. E.S.D.	*Fitted for oil fuel* 2 *Dks* *Cruiser Stern*	7140 6569 4270					1937	Barclay, Curle&Co. Ld. Glasgow	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	464·3|59·2|31·2 P73'F30'	Liverpool British *WB*	3 steam turbines SR geared to 1 screw shaft 750NHP ParsonsMarineSteam TurbineCo.Ld.Nwc.		C
72312 106276 EIKG	**City of Bremen** (*ex* Teelin Head–34, *ex* Audierne, *ex* Doonass, *ex* Whimbrel)	1 *Dk*	903 763 370					1897	CaledonS. B.&E.Co.Ld. Dundee	Saorstat&Continental S.S.Co.Ld	230·0|32·0|15·3 P&B123'F59'	Dublin British *WB*	T.3Cy.19",31"&50"–33" 114NH CaledonSB&E.Co.Ld.Dun		C
93135	**City of Bremerton** (P) **Wood** (*ex* Whatcom, *ex* Majestic)		510 — 346					1901	E.W.Heath Everett Wash	PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)	167·4|48·0|13·7	Seattle, Wash. Utd. States	T.3Cy.18",30½"&51"–28" NB23 138NHP DetroitS.B.Co.Detroit		
72314 143641 GDNX	**City of Brisbane** *Ref. Mchy.* D.F. E.S.D.	*ss*Nwc.No.3-7,33 *ss*Mch.No.1–37 2 *Dks*(*Stl*) 3rd tr Bin forehold *Cruiser Stern*	8006 6822 5062	✠100A1 Liv *c*† 1,~~832~~,38 Bkn MS1,37 1,39 *Fitted for oil fuel* 6,20			CL ~~8,36~~ 12,38 *F.P. a*	1920 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's SA&CP* *Cell D B414'1388t DT*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	463·6|58·8|30·9 P98'B&F332' FK *a 30' 1147t F P T 108t*	Liverpool British *7 B Hpt Cem* *A P T 52t*	2 Steam Turbines DR geared to 1 Sc. Shaft 2251b (*s*) 885NHP 3SB(Spt)&1AuxSB,*14cf*, GS270,HS10718 FD WallsendSlpway&E.CoLd	33 " 5 s 5 " 7½ 28 " 0½	
72315 148707 MNLW	**City of Brussels** *Mchy. Aft*	~~*ss*Ant.No.3–6,38~~ ~~*ss*Lon.No.2–34~~ 1 *Dk*(*Stl*) *pt* 2nd dk(*Stl*) *Cargo battens not fitted in holds*	629 564 357	✠100A1 Lon *j* *with freeboard* ~~Ant~~ ~~3,39 10,36~~ ~~6,38~~ ~~4,38~~			OG ~~3,35~~ 6,38	1925 11mo	Burntisind S.B.Co.Ld. Burntisland *Lloyd's SA&CP*	BrusselsS.S.Co.Ld. *Cell D*	175·1|28·6|15·9 B14'F21' FK *B f 70' 116t F P T 54t*	London British *3 B Hpt Cem* *A P T 26t*	T.3Cy.15",25"&40"–27" (*s*) 180lb 88RHP 1SB,*3cf*,GS63,HS2030 W.Beardmore&Co.Ld.Gls.	17 " 0 s 3 " 10 13 " 3½	
72316 137423 GQZY	**City of Cairo** (P) *ss*Gls.2nd No.3–2,~~36~~ ~~*ss*Bkn.No.3–6,26~~ ~~*ss*Gls.No.3–34~~ D.F. E.S.D.	2 *Dks*(*Stl*–*Uws*) *Cruiser Stern*	8034 6263 5088	✠100A1 Gls *c*† ~~6,38~~ ~~9,27~~,~~36~~ ~~2,38~~ ~~6,38~~			CL ~~9,36~~ ~~3,08~~ 1,39	1915 1mo	Earle's Co. Ld. Hull *Lloyd's SA&CP* *W*	EllermanLines,Ld (HallLine,Ld. *Mgrs.*) *B = Cell D Ba 141't*	449·9|55·7|31·3 465·2(O.L.) P94'B191'F86' FK *E& B84'f 179' 1277t*	Liverpool British *7 B H Cem* *DTa 33'937t*	Q.4Cy.26½",33",55"&80"–54" 2251b (*s*) 774NHP 3SB(Spt)&1AuxSB(Spt), *15cf*,GS285, HS14040 FD Earle'sCo.Ld.Hull	33 " 11 s 6 " 1 28 " 1½	BT till ~~1,38~~ 1.39
72317 149651 GNLD	**City of Canberra** *Ref. Mchy.* D.F. E.S.D.	*ss*Bkn.No.2–35 (*Special quality steel*) 2 *Dks*(*Stl*) *Cruiser Stern*	~~7485~~ ~~6837~~ ~~4089~~ 7434 6853 4681	✠100A1 Liv *c*† ~~2,38~~,39 MS~~1,38~~ 2,39 ~~4,36~~ 2,60 *Fitted for oil fuel* 12,27 *Fitted for carrying oil* 12,27			CL ~~2,36~~ 7,38 *F.P. a* *F.P. a*	1927 12mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's SA&CP-*	EllermanLines,Ld. (Ellerman&Buck-nallS.S.Co.Ld. *Mgrs.*) *Duct keel 144' fwd.* *Cell D B395'1400t*	453·2|57·8|31·9 P83'B162'F89' FK *of boiler space* *DTa 35'1037t F P T*	Liverpool British *7 B Hpt Cem* 125t *A P T 72t*	Q.4Cy.25¾",37½",54"&78½"–54"&Elec.drive from L.P. Turbine 2651b. (*s*)984NHP 4SB(Spt),*16cf*,GS277, HS12052 FD Cen.Mar.Eng.Wrks.W Hpl	34 " 6 s 6 " 4½ 28 " 4½	
72318 146325 GJQZ	**City of Canterbury** (P) D.F.	2 *Dks* *Cruiser Stern*	8331 6415 5290					1922	Swan,Hunter&Wigham Richardson, Ld Newcastle	*DT & FP* CityLine,Ld.	448·4|56·4|31·4 P&B295'F103'	Glasgow British *WB*	Q.4Oy.26¾",38½",55½"&80"–51"&Elec.Drive from L.P. Turbine 673NHP WallsendSlpway&E.CoLd		C BT till ~~5,36~~ ~~6,36~~ 7,39
72319 137526 GRBJ	**City of Canton** E.S.D. D.F.	*ss*Sws.No.3–12,28 *ss*Liv.No.2–36 2 *Dks*(*Stl*)	6692 6373 4271	✠100A1 Mtl *b*† ~~10,36~~ ~~10,37~~ Gls MS1,36 ~~5,38~~			CL ~~4,36~~ 9,38	1916 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's SA&CP* *C*	EllermanLines,Ld (HallLine,Ld. *Mgrs.*) *Cell D B403' 1312t D*	450·7|56·9|31·1 466·4(O.L.) P89'B192'F89' FK *Ta 39'1068t F P T 87t*	Liverpool British *7 B H Cem* *A P T 10t*	2 Steam Turbines SR geared to 1 Sc. Shaft 1901b (*s*) 751NHP 3SB(Spt),*12cf*,GS228, HS8940 FD WallsendSlpway&E.CoLd	33 " 5 s 5" 11½ 27 " 8½	
72320 164340 GBBQ	**City of Cape Town** D.F. E.S.D.	**TwinSc** 2 *Dks*,3rd dk in No.1 hold *Cruiser Stern*	8046 7229 3935	✠100A1 Mdb *with freeboard* Liv 1,39 ~~8,08~~ *Carrying cargo oil* *Fitted for oil fuel* 10,37			CL *F.P. above* *F.P. a*	1937 10mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's SA&CP* *F.in deep tank*	EllermanLines, Ld. (HallLine,Ld. *Mgrs.*) *Duct keel* *Cell D B422'1947t* *Tanks in way*	496·7|62·4|31·3 515·5(O.L.) P76'B&F351' FK *fwd. of mchy. space* *DTa 30'721t* *of tunnels 192t F P T*	Liverpool British *8 B H Cem* 88t. *A P T 82t*	6 steam turbines SR geared to 2 screw shafts 2651b (*s*) 1867NHP 6SB(Spt),*24cf*,GS414, HS19800 FD Cammell Laird&Co.Ld.Bkn	35 " 0 s 6 " 8½ 28 " 6½	
72321															

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any.	3 Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Added or now exptd. Equipment Letters	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Name of Yard & Yard No.
72322 140356 GMXP	**City of Cardiff** (*ex* Langton Hall) E.S.D. D.F.	*ss* Liv. No. 3-7, 30 *ss* Bkn. No. 2-38 2 *Dks* (*Stl*) *Cruiser Stern*	5661 5383 3601	✠100A1 Gls BS2.38	Gls	*z*	CL 5,38	1918 1mo	Craig, Taylor & Co. Ltd. Stockton *Lloyd's SA&CP*	Ellerman Lines, Ltd. (Hall Line, Ltd. *Mgrs.*)	403·5 419·5 (o.l.) P88' B153' F85' FK *Cell D B343' 1240t D T*	54·4	29·8	Liverpool British *7 B H Cem a30' 746t*	T 3Cy. 24½", 42¼" & 78" – 51" (*s*) 220lb HS7705 FD 552 NHP 2SB & 1 Aux SB, *11cf*, GS185, NE. Marine Eng. Co Ltd Nwc	32 " 3 s 5 " 1¾ 27 " 4	
72323 223221 WFCL	**City of Chattanooga** (P) D.F.	4 *Dks*	5861 — 4343					1923	Nwprt News S.B & D.D. Co Newprt News	Ocean S.S. Co. of Savannah	381·8	52·1	27·0	Savannah Utd. States	T. 3Cy. 26", 44⅜" & 76⅛" – 48" 404 NHP Newport News SB & DD. Co.		R
72324 143088 GBDY	**City of Christchurch** (*ex* Lorenzo, *ex* Aschenburg) D.F. E.S.D.	*ss* Nwc. No. 3-6, 28 *ss* Gls. No. 2-36 1 *Dk* (*Stl*) 2*nd dk* (*Stl*) *in No. 1 hold*	6009 5659 3753	✠100A1 Gls 4,39	Gls	*d*†	CL 3,38	1915 7mo	J. C. Tecklenborg, A. G. Weser-münde-G.	Ellerman & Buckn all S.S. Co. Ltd.	470·5 491·0 (o.l.) P62' *Upper* F52' B & F394' FK *Cell D Ba160' u E*	62·1	25·3	London British *7 B H Cem* 40*f* 202' 1612*t F P T*	Q. 4Cy. 27⅞" 39⅛" 55⅝" & 82½" – 55½" 213lb (*r*) 725 NHP 4SB, *12cf*, GS225, HS10120 FD J. C. Tecklenborg A. G. Wsm	28 " 0 s 3 " 10 24 " 5	
72325 145882 GFMV	**City of Christiania** D.F. E.S.D.	*ss* Lon. No. 3-10, 33 *ss* Gls. No. 1-37 2 *Dks* (*Stl*) *Cruiser Stern*	4940 4627 3031	✠100A1 Gls Liv BS11,38 *Fitted for oil fuel*	Gls	*y*	CL 11,37 10,21	1921 8mo *Lloyd's* above 150° F.	Earle's Co. Ltd. Hull *SA&CP* *Cell D B320' 965t D*	Ellerman Lines, Ltd. (Hall Line, Ltd. *Mgrs.*) *Ta* 27' 660: *F P T* 72*t*	380·1 P85' B & F266' FK	53·0	28·5	Liverpool British *6 B Hpt Cem A P T* 69*t*	T. 3Cy. 24", 41" & 71" – 48" (*s*) 225lb 550 NHP 3SB (Spt), *9cf*, GS184, HS7960 FD Earle's Co. Ld. Hull	30 " 9 s 4 " 0 26 " 11¾	
72326 204080 WNCM	**City of Cleveland III** (P) (*ex* City of Cleveland) D.F. Gy.C.	Pad 4 *Dks*	4568 — 2403					1907	Detroit S.B. Co. Wyandotte	Detroit and Cleveland Nav. Co.	390·0	54·2	22·3 *WB*	Detroit, Mich. Utd. States	O. 3Cy. 54" & (2) 84" – 96" 1152 NHP Detroit S.B. Co. Detroit		
72327 140555 GRBL	**City of Corinth** D.F.	*ss* Nwc. No. 3-2, 30 *ss* Bkn. No. 2-38 2 *Dks* (*Stl*) *Cruiser Stern*	5318 5085 3424	✠100A1 Bkn 2,39 Bal BS5,38 *Carrying oil fuel* *Fitted for oil fuel*	Bkn	*z*	CL 5,37 above 1 5,19	1918 1mo	W. Gray & Co. Ltd. W Hartlepool *Lloyd's SA&CP*	Ellerman Lines, Ltd (Hall Line, Ltd. *Mgrs.*)	391·0 107·0 (o.l.) P84' B & F274' FK *Cell D B347' 1271t D*	54·2	28·9	Liverpool British *7 B H Cem Ta* 25' 709*t*	T. 3Cy. 25½", 42¾" & 73" – 51" 220lb (*s*) 581 NHP 2SB (Spt) & 1 Aux SB (Spt), *11cf*, GS208, HS8341 FD Cen. Mar. Eng. Wrks. W Hpl	31 " 5 s 4 " 4½ 27 " 3½	
72328 64 [illegible] 82018 ELJV	**City of Cork** (*ex* Merannio) Iron Gate, *see No. 87250 in Supplement* *Well deck*	1 *Dk 3 tr B*	939 756 563					1881	W. Gray & Co. Hartlepool	Noemijulia S.S. Co Ltd. (S. Catsell, *Mgr.*)	216·0 P26' Q48' B60 F26' BK7"	31·2	13·7 *WB*	London British	C. 2Cy. 27" & 50½" – 33" NB00 99 RHP Blair & Co. (Linn.), Stockton	16 " 2	C †
72329 221006 KDNP	**City of Dalhart** Sub.Sig. Gy.C.	*Oil Eng.* 2 *Dks* *Longitudinal framing*	5878 — 3689					1921	Oscar Daniels Co. Tampa, Fla.	United States Maritime Commission	401·9 P34' B118' F38'	54·2	31·3 *WB*	Tampa, Fla Utd. States	Oil Engines 2S.C.SA 6Cy. 30" – 52" 938 NHP Busch-Sulzer Diesel Eng. Co. St. Louis, Mo.		R
72330 219277 KOPV	**City of Dallas** (*ex* Lake Fillion) *Fitted for oil fuel* Sub.Sig.	1 *Dk 2 tr B*	2559 2203 1586					1919	Toledo S.B. Co. Toledo, O	Southern S.S. Co.	251·0 P25' B64' F23' FK	43·6	25·8 *WB*	Philadelphia Utd. States	T. 3Cy. 22", 36" & 59" – 42" 315 NHP Toledo S.B. Co. Toledo	28 " 2	R †
72331 148871 GLBW	**City of Delhi** *Ref. Mchy.* D.F. E.S.D.	*ss* Liv. No. 3-5, 37 2 *Dks* (*Stl*) *Cruiser Stern*	7443 7127 4731	✠100A1 Mtl Lloyd's RMC 12,686 *Fitted for oil fuel*	Mtl	*c*†	CL 10,38 7,25	1925 7mo *Lloyd's* above 150° F.	Wear Ship-yard of W. Gray & Co. Ltd. Sunderland *SA&CP*	Ellerman Lines, Ld. (City Line, Ld. *Mgrs.*)	450·5 P74' G & F517' FK *Cell D B396' 1471t*	58·6	32·1 *WB*	Glasgow British *8 B Hpt Cem* 1 .. *tw* 2*nd dk D Ta* 30' 845*t*	Q. 4Cy. 24", 35", 51" & 74" – 51" & L.P. Turbine with D.R. gearing & hydraulic coupling 250lb (*s*) 845 NHP 4SB (Spt), *12cf*, GS230, HS10960 FD Cen. Mar. Eng. Wrks. W Hpl	34 " 9 s 5 " 11½ 29 " 0¾	
72332 146175 GFWC	**City of Derby** (*ex* Karonga) D.F. E.S.D.	*ss* Nwc. No. 3-5, 34 2 *Dks* (*Stl*) *Cruiser Stern*	6616 6246 4190	✠100A1 Bal BS12,38 *Fitted for oil fuel*	Bal	*b*†	CL 10,38 11,21	1921 11mo *Lloyd's* above 150° F.	W. Gray & Co. (1918) Ltd. Sunderland *SA&CP*	Ellerman & Buckn all S.S. Co. Ltd.	433·0 P89' B & F308' FK *Cell D B385' 1468t*	57·4	30·2 *WB*	London British *7 B Hpt Cem D Ta* 27' 778*t*	2 Steam Turbines D R geared to 1 Sc. Shaft (*s*) 767 NHP 225lb HS8946 FD 3SB (Spt), *12cf*, GS231, Cen. Mar E. Wrks. Ld. W Hpl	32 " 10 s 5 " 0 28 " 0¾	
72333 209571 WNCN	**City of Detroit III** (P) D.F. Gy.C.	Pad 1 *Dk 2 tr B*	6061 — 3328					1912	Detroit S.B. Co. Wyandotte	Detroit and Cleveland Nav. Co.	455·8	55·5	22·5 *WB*	Detroit, Mich. Utd. States	C. 3Cy. 62" & (2) 92" – 102" 1425 NHP Detroit SB. Co. Detroit Mich		
72334 160254 GSVQ	**City of Dieppe** *Ref. Mchy.* D.F. E.S.D.	*ss* Liv. No. 2-37 2 *Dks* (*Stl*) *Cruiser Stern*	7958 7215 4971	✠100A1 Liv BS12,38 *Fitted for carrying oil in deep tank, forepeak tank & F.P.* *Fitted for oil fuel*	Liv		CL 6,38 (6,29) 6,29	1929 6mo *Lloyd's* above 150° F.	W. Gray & Co. Ltd. W Hartlepool *SA&CP*	Ellerman Lines, Ltd. (Ellerman & Buckn all S.S. Co. Ltd. *Mgrs.*) *Intermediate B H dispensed with Duct keel fwd. of mchy. space* *Cell D B103' 1455t*	501·8 P84' B180' F107' Ien 34 FK *D Ta* 35' 943*t F P T* 3	58·2	32·2 *WB*	Glasgow British *7 B H Cem A P T* 93*t*	Q. 4Cy. 26½", 38", 54½" & 79½" – 54" & LP Turbine with D R gearing & hydraulic coupling 255lb (*s*) 1088 NHP 4SB (Spt), *16cf*, GS291, HS12792 FD Cen. Mar. E Wrks Ld. W Hpl	35 " 0 s 6 " 4½ 28 " 11½	
72335 85157 EIJY	**City of Dublin** (*ex* Mallard) Iron *Well deck*	2 *Dks*	1095 954 667					1882	Gourlay Bros. & Co. Dundee	Saorstat & Continental S.S. Co. Ltd.	225·0 P130' F36' BK8"	33·1	17·4 *WB*	Dublin British	C. 2Cy. 30" & 54" – 36" NB07 130 NHP Gourlay Bros. & Co. Dundee	19 " 6	C †
72336 143734 GDPY	**City of Dundee** (*ex* Sandon Hall) D.F. E.S.D.	*ss* Ant. No. 3-7, 33 *ss* Bkn. No. 1-37 2 *Dks* (*Stl*) *Cruiser Stern*	5273 4999 3309	✠100A1 Cff BS2,38 *Fitted for oil fuel*	Liv	*z*	CL 11,37 8,38 5,21	1921 3mo *Lloyd's* above 150° F.	Palmers' Co. Ltd. Newcastle *SA&CP*	Ellerman Lines, Ltd. (Hall Line, Ltd. *Mgrs.*)	406·0 423·3 (o.l.) P80' B147' F78' FK *Cell D B349' 1115t*	52·1	29·2 *WB*	Liverpool British *8 B Hpt Cem D Ta* 27' 668*t*	2 Steam Turbines D R geared to 1 Sc. Shaft (*s*) 609 NHP 220lb HS7978 FD 2SB (Spt) & 1 Aux SB (Spt), *10cf*, GS202 Palmers' Co. Ld. Newcastle	31 " 8 s 5 " 2½ 26 " 8	
72337 131464 GQZT	**City of Dunkirk** D.F. E.S.D.	*Fitted for oil fuel* 2 *Dks*	5861 5537 3759					1912	Barclay, Curle & Co. Ltd. Glasgow	Ellerman Lines, Ltd. (Hall Line, Ltd. *Mgrs.*)	420·7 P82' B150' F41'	54·2	30·3 *WB*	Liverpool British	T. 3Cy. 24½", 42¼" & 74" – 48" 379 NHP Barclay, Curle & Co. Ld. Gls.		C
72338 145892 GDSN	**City of Durban** *ss* Cal. No. 3-9, 33 *ss* Bkn. No. 1-37 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern*		5850 4249 3672	✠100A1 *Shelter dk with freeboard* BS5,38 *Fitted for oil fuel*	Mch	*y*	CL 3,38 1,22	1921 3mo *Lloyd's* above 150° F.	Earle's Co. Ltd. Hull *SA&CP*	Ellerman Lines, Ltd. (Hall Line, Ltd. *Mgrs.*)	379·7 F40' *on Shelter dk* FK *Collision B Ho Sh dk Cell D B319' 938t* 5 " " *U* "	52·1	26·6 *Cem B Ho Sh dk*	Liverpool British	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 607 NHP 225lb 3SB (Spt), *9cf*, GS179, HS7825 FD Earle's Co. Ld Hull	36 " 9 s 10 " 4½ 26 " 7½	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terre-plein exposé. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. Navire. Mach.	Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où coté si ce n'est dans le L. R. Darrès Cert. Provisio
72339 147213 GJVB	**City of Eastbourne** ssMdb.No.3–3,35 2*Dks*(*Stl*) D.F. *Cruiser Stern*	5563 5300 3509	✝100A1 ~~14,37~~ ✝LMC MS~~8.35~~ BS~~12.~~4,3 *Fitted for oil fuel* 5,23 *Carrying vegetable oil in 'tween deck tanks*	Bal	*z*	CL 11,37	1923 5mo *Lloyd's*	W.Gray&Co.Ld. W Hartlepool *s.&CP*	Ellerman Lines, Ltd. (Hall Line, Ltd. *Mgrs.*)	406·2 | 54·2 | 28·8 P87'B&F287' FK *Cell D B* 355'1310*t D*	Liverpool British *8 B Hpt Cem* *Ta* 28'1062*t*	T.3Cy.24½",42½"&74"–51"(*s*) Electric drive from L P. Turbine 225lb 690NHP 3SB(Spt),*11cf*,GS212, FD HS8544 Cen.Mar.Eng.Wrks.WHpl	31 " 5 s 4 " 6½ 27 " 1½	
72340 165045 GNGC	**City of Edinburgh** TwinSc *with freeboard Syd* D.F. E.S.D. *2Dks,3rd dk in No. 1 hold* *Cruiser Stern*	8036 7229 3965	✝100A1 3,38~~5,88~~ ✝LMC8,38 *Carrying cargo oil F.P. above* 15 *Fitted for oil fuel* 8,38 *F.P. above*	Bkn Syd		CL *Lloyd's*	1938 5mo *Lloyd's*	Cammell Laird&Co.Ld. Birkenhead *s.&CP*	Ellerman Lines Ld. (City Line, Ld. *Mgrs.*) *Cell D B* 422'1941*t*	496·7 | 62·4 | 31·3 515·8(O.L.) 276'B&F351' FK *DTa* 307'721*t* *Tanks in way of tunnels* 192*t FPT*	Glasgow British *8 B Hpt Cem* *Ta* 28'1067*t*	T.(*s*) 1867NHP 3SB(Spt),*24cf*,GS414, FD HS10500 Cammell Laird&Co.Ld.Bkn	15 0 s 8 " 8½ 28 " 5⅛	
72341 220962 KDMV	**City of Elwood** *Oil Eng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	6197 — 3822					1920 Doullut&Williams S.B.Co.Inc. New Orleans		United States Maritime Commission	395·5 | 55·0 | 31·4 P60'B109'F37'	*WB*	88*t APT* 82*t* New Orleans United States	Oil Engines 2S.C.SA 6Cy.30"–52" NE29 945NHP Busch-Sulzer Bros. Diesel Eng.Co.St.Louis		R
72342 127242 WTCS	**City of Erie** (P) Pad	2499 — 1280					1898 Detroit Dry Dock Co. Detroit, Mich.		Cleveland& Buffalo Transit Co.	316·0 | 44·0 | 18·0 78'*overguards*	*WB*	Wilmgton (Del.) Utd. States	B.C.2Cy.54"–96"&80"–144" 640NHP W.&A.Fletcher Co. Hoboken, N.J.		R
72343 145980 GJNF	**City of Evansville** ssHul.No.3–3,35 2*Dks*(*Stl*) D.F. E.S.D. *Cruiser Stern* ssBkn.No.1–38	6528 6203 4141	✝100A1 ~~12,37~~ 12,38 12,38 ✝LMC MS~~9.34~~ BS~~12,~~10,38 *Fitted for oil fuel* 10,22 *F.P. a*	NYk Bkn	*b*†	CL N11,37	1922 10mo *Lloyd's*	W.Gray&Co.Ld. W Hartlepool *s.&CP*	Ellerman Lines, Ld. (Hall Line, Ld. *Mgrs.*) *Cell D*	433·2 | 57·3 | 30·1 P88'B&F307' FK *B*379'1475*t DTa* 27'	Liverpool British *8 B Hpt Cem* 715*t*	T.3Cy.25½",42⅛"&74"–51' L.P.Turbine with DR gearing&hydraulic coupling 225lb (*s*) 729NHP 3SB(Spt),*12cf*,GS230, FD HS8946 Cen.Mar.Eng.Wrks.WHpl	32 " 10 s 5 " 0½ 28 " 1½	
72344 136297 GQZW	**City of Exeter** (P) TwinSc (*Car Ferry*) D.F. E.S.D. 2*Dks*	9654 7568 6127					1914 Workman, Clark&Co.Ld. Belfast		Ellerman Lines, Ld (City Line, Ld. *Mgrs.*)	486·7 | 58·9 | 32·6 P98'B219'F88'	Glasgow British *WB*	Q.8Cy.22",31½",46"&66"–45" 584NHP Wrkman, Clark&Co.Ld Bel		C BT till 8.38
72345 219614 KUCV	**City of Flint** *Fitted for oil fuel* Sub.Sig. 2*Dks*	4963 4598 3033					1920 American International S.B.Corp. Hog Island Pa		United States Maritime Commission	390·0 | 54·2 | 27·8 P50'B121'F40'	*WB*	Phildlphia Utd. States	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
72346 229316 WDC1	**City of Flint 32** (P) TwinSc (*Car Ferry*) 2*Dks* D.F. GyC.	3327 — 762					1930 Manitowoc S.B.Corp. Manitowoc, Wis.		Pere Marquette Rly.Co.	381·5 | 57·0 | 22·5	Ludington Mich. Utd. States	2 Steam Turbines connected to Elec. Motor&Screw Shafts 1200NHP General Electric Co., Schenectady, N.Y.		
72347 140559 GRCJ	**City of Florence** ssNwc.No.3–10,30 ssHpl.No.1–35 E.S.D. D.F. *Cruiser Stern* 2*Dks*(*Stl*)	6862 6512 ~~4392~~ 4052	✝100A1 12,37 BS9,38 ✝LMC MS11.34 *Fitted for oil fuel* 1,23	Liv	*b*†	CL ~~5,36~~ 11,38 *F.P. a*	1918 2mo *Lloyd's*	W.Gray&Co.Ld. W Hartlepool *s.&CP*	Ellerman Lines, Ld (Hall Line, Ld. *Mgrs.*)	448·8 | 56·2 | 31·4 P104'B171'F93' FK *Cell D B* 398'1636*t DTa* 24'806*t*	Liverpool British *7 B HCem* HS8726 Cen.Mar.Eng.Wrks.WHpl	T.3Cy.26½",44½"&77"–51' 220lb (*s*) 621NHP 3SB(Spt),*12cf*,GS226, FD HS8726 Cen.Mar.Eng.Wrks.WHpl	34 " 0 s ~~8~~ " 0½ 28 " 2¼	
72348 219248 KONM	**City of Fort Worth** (*ex* La Crosse) *Fitted for oil fuel* Sub.Sig. 1*Dk* 2*tr B*	2606 2261 1612			…		1919 McDougall Duluth Co. Duluth, Minn		Southern S.S.Co.	251·0 | 43·7 | 25·8 P25'B64'F20' FK	Phildlphia Utd. States *WB*	T.3Cy.21",35"&59"–42" 352NHP McDougall-Duluth Co.	28 " 2	R †
72349 80402 EIKJ	**City of Ghent** Iron ssBel.5th No.3–4,32 Head–34,*ex* City of Munich, *ex* Hungarian) 1*Dk*(*Irn–ws*)2*tr B*	1457 1210 827	~~✝100A1~~ ~~3,38~~ 3,38 ~~✝LMC 8.32~~ ✝LMC ~~MS~~ MS	Bel Ant	*q*	CL 12,36	1879 3mo	Blackwood &Gordon Pt.Glasgow A&CP	~~Secretst&Gen-eral Mgrs.B.S.Co.Ld.~~	260·7 | 35·8 | 17·2 Q52'B66'F32' BK9" *DBa* 76'*f* 106'280*t*	Dublin British *4 B HCem* *fuE&B* 46'	C.2Cy.30"&59⅝"–36" (*r*) 90lb *100lb* NDB20 150NHP 1DB,*6pf*,GS85,HS2057 Blackwood&Gordon,P.Gl.	19 " 11 ~~3 " 5½~~ ~~15 " 5~~	
72350 143700 GDRS	**City of Glasgow** ssMtl.No.1–37 ssNwc.No.3–6,33 *Ref. Mchy.* 2*Dks*(*Stl*) E.S.D. D.F. *Cruiser Stern*	5321 5086 3401	✝100A1 ~~6,37~~ 8,38 ~~34.38~~ ✝LMC6.37 ~~✝Lloyd's RM~~ 12,38 *Fitted for oil fuel* 12,20 *F.P. a*	Mtl	*z*	CL 2,38	1920 12mo *Lloyd's*	W.Gray&Co.(1918)Ld W Hartlepool *s.&CP*	Ellerman Lines, Ld. (Hall Line, Ld. *Mgrs.*)	391·3 | 54·2 | 28·9 P84'B&F274' FK *Cell D B* 342'1243*t DTa* 50° F.	Liverpool British *8 B HCem* 25'645*t*	2 Steam Turbines DR geared to 1 Sc. Shaft 225lb (*s*) 632NHP 3SB(Spt),*10cf*,GS196, FD HS7952 Cen.Mar.Eng.Wrks.WHpl	31 " 5 s 4 " 4½ 27 " 3½	
72351 210065 KFIS	**City of Grand Rapids** (P) *Mchy. Aft* 3*Dks*	3061 — 1572					1912 American S.B.Co. Cleveland, O.		E.E.Taylor	291·0 | 48·0 | 27·0	Chicago Utd. States	T.4Cy.26",42"&(2)51"–42' 337NHP American S.B.Co.Clevelnd		
72352 140030 GRBZ	**City of Guildford** (*ex* Romeo) ssNpt.No.3–1,32 ssMch No.1–36 D.F. 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5157 4823 3236	✝100A1 8,38 ~~1,38~~ ✝LMC MS12.35 BS~~12.~~	Lth Gls	*z*	CL 5,37	1919 6mo *Lloyd's*	W.Gray&Co.(1918)Ld. W Hartlepool *s.&CP*	Ellerman Lines, Ld. (Hall Line, Ld. *Mgrs.*) *Cell D B*	400·0 | 52·3 | 28·5 414·0(O.L.) P49'B219'F39' FK 345'1129*t FPT* 129*t*	Liverpool British *7 B Hpt Cem* *APT* 61*t*	T.3Cy.27",44"&73"–48' (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 " 0 s 4 " 9½ 26 " 5½	
72353 217456 KEGF	**City of Hamburg** (P) (*ex* Eclipse) *Fitted for oil fuel* E.S.D. GyC. 1*Dk* &*Shelter dk* *Ref. Mchy.* D.F. *Web frames* Now "City of San Francisco" *Longitudinal framing*	8424 7553 5222 ~~5289~~			…		1919 Bethlehem S.B.Corp. Ld. Alameda, Cal.		Baltimore Mail S.S.Co.	486·5 | 56·0 | 35·2 len 31 FK	Baltimore Utd. States *WB*	DR geared Steam Turbines NE&B31 DeLaval Steam Turbine Co. Trenton, N.J.	38 " 0	R †
72354 153423 CYJT	**City of Hamilton** *Mchy. Aft* 2*Dks*	1665 1506 972					1927 Midland S.B.Co.Ld. Midland, Ont.		Canada Steamship Lines, Ld.	230·0 | 38·1 | 20·7 F37'	Montreal British *WB*	T.3Cy.18",30"&50"–36" 150NHP Richardsons, Westgarth &Co.Ld.Hpl.		C
72355 137452 GMDZ	**City of Hankow** ssGls.No.3–5,27 ssGls.No.2–35 2*Dks*(*Stl*) *Cruiser Stern*	7360 7108 4735	✝100A1 ~~12,47~~ 10,38 ✝LMC MS8.34 BS~~4,39~~	Mel ~~Lth~~	*c*†	CL 9,37	1915 6mo *Lloyd's*	W.Gray&Co.Ld. W Hartlepool *s.&CP*	Ellerman Lines, Ld.(Hall Line, Ld.*Mgrs.*) *Cell D Ba* 168'	465·4 | 58·2 | 31·8 483·9(O.L.) P107'B171'F100' FK *uE&B* 45'*f* 200'1738*t DTa* 24'816*t*	Liverpool British *7 B HCem*	Q4Cy26½",37½",54"&78"–54" & L.P.Turbine with DR gearing & hydraulic coupling (*s*) 853NHP 225lb HS10936 FD 3SB(Spt)&1 Aux B(Spt), *15cf*,GS277, Cen.Mar.Eng.Wrks W.Hpl	34 " 8 s 6 " 4½ 28 " 6¾	

To be Broken up

Now "City of San Francisco" in Supplement

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Registered Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment	7a Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Register Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of ft. of Trail Cert.
Now "City of Los Angeles," *see No. 37530 in Supplement*																	
72356	**City of Havre** (P) (*ex* Victorious)		8424					1918	Bethlehem S.B.Corp,Ld. Alameda,Cal.	Baltimore Mail S.S.Co.	486·5	56·0	35·2	Baltimore Utd. States	DR geared SteamTurbines NE&B31 DeLavalSteamTurbine Co.Trenton,N.J.	38 ″ 0	R †
217060	*Fitted for oil fuel*		—								len31						
WXIA	E.S.D. GyC. 1 *Dk& Shelter dk*		5222										FK		*WB*		
	Ref. Mchy. D.F. *& Web frames*																
	Longitudinal framing																
72357	**City of Hereford**		5101	✠100A1	Npt	*y*	CL	1927	Barclay, Curle&Co.Ld Glasgow	EllermanLines,Ld. (Ellerman& BucknallS.S. Co.Ltd. *Mgrs.*)	385·4	51·7	30·3	Liverpool British	T.3Cy.24″,41¼″&72½″-48″ 225lb (*s*) 523NHP 2SB(Spt)&1AuxSB (Spt),*9cf*,GS184,HS7183 Barclay,Curle&Co.Ld.Gls	32 ″ 8	
149618	*ss* Liv.No.2-35		4825	~~8,37~~ 3,39	Bel. NYk		~~11,36~~	5mo			P31′B111′F37′		FK	7 *BH Cem*		s 6 ″6½	
GMXC	D.F. 2 *Dks(Stl)*		3215	BS8,37 ✠LMC5,35			6,38	*Lloyd's SA&CP*			1 ,, *to 2nd dk*			2SB(Spt)&1AuxSB (Spt),*9cf*,GS184,HS7183		26 ″ 4	
	Cruiser Stern			8,38				*Cell DB*			745*t FPT* 92*t*						
	Special Quality Steel			*Carrying oil fuel F. P. above*				50° F. *in DT*			*B* 335′ 976*t DTa* 28′						
72358	**City of Holland** (P) (*ex* City of Mackinnac I.,*ex* City of Mackinnac)		1749					1893	Detroit Dry Dock Co Wyandotte		266·0	38·6	13·4		BmC.2Cy.42″-88″&66″-132″ W.&A.Fletcher 417NHP Co.Hoboken,N.J.		
Broken up			954											Utd. States			
	2 *Dks*		1278														
72359	**City of Hongkong** (P)		9606	✠100A1	Liv	*d*†	CL	1924	Earle's Co. Ld. Hull	EllermanLines,Ld. (City Line,Ld. *Mgrs.*)	470·2	61·5	32·2	Hull British	Q.4Cy.26½″,38″,55″&80″-54″ &Electric drive from L.P turbine 225lb (*s*) 955NHP 4SB(Spt),*16cf*,GS311, HS12840 Earle'sCo.Ld.Hull	34 ″ 9	BT till ~~6,39~~ 6,39
147140	*ss* Bkn.No.3-8,36		7612	~~3,38~~ ~~10,37~~ 5,39	Gls		~~11,36~~ 5,39	5mo			P40′B&F394′		FK	9 *BHpt Cem*		s 5 ″ 11½	
GJZN	E.S.D. 2 *Dks(Stl)*		6071	~~11,36~~ ✠LMC9,36				*Lloyd's SA&CP*			1 ,, *to 2nd dk*			4SB(Spt),*16cf*,GS311, HS12840	29 ″ 0	
	D.F. *Cruiser Stern*			DS~~11,36~~ 9,36				*Cell DB*			412′1696*t DTa* 36′1044*t FPT* 60*t*			*APT* 80*t*			
				Fitted for oil fuel 5,24			*F.P. above*	150° F.							Earle'sCo.Ld.Hull		
72360	**City of Houston** (*ex* Lake Strymon)		2609					1919	McDougall Duluth Co. Duluth,Minn	SouthernS.S.Co.	251·0	43·6	26·2	Phildlphia Utd. States	T.3Cy.21″,35″&59″-42″ 352NHP McDougall Duluth Co.	28 ″ 2	R †
219228	*Fitted for oil fuel*		2261								P25′B64′F20′		FK		*WB*		
KONS	Sub.Sig. 1 *Dk2trB*		1610														
72361	**City of Johannesburg**		5669					1920	Barclay, Curle&Co.Ld Glasgow	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	417·2	54·8	29·0	Liverpool British	2SteamTurbinesDRgeared to 1 Sc. Shaft Barclay,Curle&Co.Ld.Gls.		C
143712	(*ex* Melford Hall) *Fitted for oil fuel*		5394								P107′B&F287′				*WB*		
GDVN	D.F. *Cruiser Stern* 2 *Dks*		3583														
72362	**City of Joliet**		6167					1920	G. A. Fuller Co. Wilmington, N Carolina	~~Lykes Bros. S.S. Co. Inc.~~ Lykes Bros. SteamshipCo.,Inc.	395·3	55·1	31·4	Houston Texas Utd. States	T.3Cy.24⅞″,41 1/16″&72″-48″ 590NHP Hooven,Owens Rentschler Co.Hamilton,O.	34 ″ 11	R †
219745	*Fitted for oil fuel*		5630								P45′B110′F38′ *on*		FK		*WB*		
KUJR	1 *Dk& Shelter dk & Web frames*		3804								*Shelter dk*						
	Sub.Sig. *Longitudinal framing*																
72363	**City of Karachi**		7140					1937	Barclay, Curle&Co Ld. Glasgow	EllermanLines,Ld. ~~(HallLine,Ld. Mgrs.)~~ City Line, Ld. *Mgrs.*)	464·3	59·2	31·2	Glasgow British	3 steam turbines SR geared to 1 screw shaft 750NHP Parsons Marine Turbine Co.Ld.Nwc		
165925	*Fitted for oil fuel*		6569								P74′B195′F31′				*WB*		
GDGS	D.F. E.S.D. 2 *Dks*		4267														
	Cruiser Stern																
72364	**City of Keansburg** (P) Twin Sc		1038					1926	H.A.Marvel Newburg.NY	Keansburg Steamboat Co.	231·0	43·0	12·0	Perth Amboy,N.J Utd. States	T.6Cy.15½″,26″&44″-26″ NE18 *refitted* 26 198NHP General Ordnance Co. Denver,Cal		
225904			—														
	1 *Dk*		551														
72365	**City of Keelung** (*ex* Keelung-36)		5186					1919	Earle's Co.Ld. Hull	Ellerman&Bucknall S.S.Co.Ld.	400·4	52·2	28·5	London British	T.3Cy.27″,44″&73″-48″ 368NHP		C
143445			4817								P116′F44′				*WB*		
GCLT	2 *Dks*		3199												Earle'sCo.Ld.Hull		
72366	**City of Khios** (*ex* Rydal Hall)		5574	✠100A1	Gls	*z*	CL	1925	Barclay, Curle&Co.Ld Glasgow	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	400·0	55·0	29·7	Liverpool British	T.3Cy.23½″,40½″&71″-48″ & L.P.Turbine with D.R. gearing & hydraulic coupling 225lb (*s*) 550NHP 2SB(Spt),*8cf*,GS154, HS6284 Barclay,Curle&Co.Ld.Gls	32 ″ 0 s 4 ″ 10 27 ″ 4	
147293	*ss* Gls.No.3-10,37		5283	7,38 ~~10,37~~	NYk		~~11,37~~	1mo			417·5(O.L.)			7 *BHpt Cem*			
GKYB	D.F. E.S.D. 2 *Dks(Stl)*		3537	BS3,~~38~~ ✠LMC4,37			4,39	*Lloyd's SA&CP*			P68′B&F269′		FK	1 ,, *to 2nd Dk*			
	Cruiser Stern							*Cell DB*			1114*t DTa* 27′726*t*						
72367	**City of Kimberley**		6169	✠100A1	Cff	*a*†	CL	1925	W.Gray& Co.Ld. W Hartlepool	Ellerman&Bucknall S.S.Co.Ld.	416·1	56·3	30·2	London British	T.3Cy.24½″,42½″&74″-51″(*s*) &Electric drive from L.P. turbine 225lb 682NHP 3SB(Spt),*12cf*,GS207, HS8379 Cen.Mar.Eng.Wrks W Hpl	32 ″ 8 s 5 ″ 1¾ 27 ″ 9½	
148579	*ss* Nwc.No.3-5,37		5883	10,37 ~~3,38~~ 3,38	NYk	Liv	~~10,37~~	4mo			P68′B&F288′		FK	*pt Cem*			
GLCM	2 *Dks(Stl)*		3954	✠LMC			2,39	*Lloyd's SA&CP*			*tDTa* 24′704*t*			6 *BH to Udk*			
	D.F. E.S.D. *Cruiser Stern*			MS5.37 ~~SS4.37~~ 9			38	*Cell DB*			360′1297			2 ,, ,, 2nd,,			
				Fitted for oil fuel 4,25			*F.P. above*	150° F.							Cen.Mar.Eng.Wrks W Hpl		
72368	**City of Kingston**		1690					1925	Davie S. B. & Repg Co Quebec	Canada Steamship Lines,Ld.	230·3	38·1	23·2	Montreal British	T.3Cy.18″,30″&50″-36″ Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
152837			1412								F37′				*WB*		
CYJV	*Mchy. Aft* 2 *Dks*		1013														
72369	**City of Kobe** (*ex* Malvernian)		4373					1924	Ramage& Ferguson,Ld. Leith	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	367·1	49·7	27·4	Liverpool British	T.3Cy.23½″,41″&68″-45″ 310NHP Ramage&Fergusn,Ld.Lth		C
147266			4100								P37′B162′F80′				*WB*		
GKVN	*Cruiser Stern*		2743														
72370	**City of Lancaster**		3041	✠100A1	Liv	*w*	CL	1924	Palmers' Co.Ld. Newcastle	EllermanLines,Ld. (Ellerman&Papayanni Lines,Ld. *Mgrs.*)	335·2	45·0	22·6	Liverpool British	T.3Cy.20″,35″&60-42″ (*s*) 225lb 362NHP 3SB,7*cf*,GS160,HS5198 Palmers'Co.Ld.Newcastle	24 ″ 10 s 4 ″ 3½ 22 ″ 4½	
147242	*ss* Nwc.No.3-2,29		2774	~~3,38~~ ~~8,36~~ 12,38	Hul		1,38	2mo			348·2(O.L.)			6 *BHpt Cem*			
GJZV	*ss* Hul.No.2-36 ~~ex Liv.No.1-04~~		1891	✠LMC				*Lloyd's SA&CP*			P&B219′F41′		FK				
	Well deck 1 *Dk(Stl)* 2nd *Dk(Stl)*			BS9~~6,37~~ 7 ~~BS1,37~~ 38				*Cell DB*			285′805*t DTf* 23′462*t APT* 29*t*						
	Cruiser Stern in Nos.1&2 holds			12,38							len29						
72371	**City of Leicester**		3351	✠100A1	Ant	*w*	CL	1926	W.Gray& Co.Ld. W Hartlepool	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	345·0	47·5	23·6	Liverpool British	T.3Cy.21¼″,36″&62″-45″ (*s*) 220lb 389NHP 2SB,6*cf*,GS127,HS5558 Cen.Mar.Eng.Wrks.W Hpl	26 ″ 0 s 2 ″ 2½ 24 ″ 0	
147349	Ant.No.3-1,38 ~~ex Ant.No.2-34~~		3103	*with freeboard*			1,38	1mo					FK	6 *BHpt Cem*			
GMDK	1 *Dk(Stl) & Shelter dk(Stl)*		1994	~~2,38~~ ~~1st~~ ✠LMC				*Lloyd's SA&CP*					*Coll*	*BH to Sh dk*			
	Cruiser Stern			MS~~1st~~ 1, ~~BS~~ ~~1st~~ 6,38				*Cell DB*			299′717*t FPT* 100*t APT* 163*t*						
72372	**City of Lille**		6588	✠100A1	Bkn	*c*†	CL	1928	Barclay, Curle&Co.Ld Glasgow	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	447·7	57·9	30·1	Liverpool British	Oil Engines 2S.C.SA 4Cy 26¾″-107″ 882NHP DB *100lb* DB *20lb* Barclay,Curle&Co.Ld.Gls.	33 ″ 11 s 5 ″ 7½ 28 ″ 7	
149679	*Oil Eng.*		6184	6,38 ~~8,37~~ 1,39	Hul		9,36	7mo			465·7(O.L.)			8 *BHpt Cem*			
GSLN	*ss* Gls.No.2-36		4052	~~DL~~ MC ~~8,37~~ 9,37				*Lloyd's SA&CP*			P70′B&F312′		FK	1 ,, *to 2nd dk*			
	GyC. 2 *Dks(Stl)*			DB~~8,37~~ 9,38 9,37				*Cell DB*		*Duct keel*	*fwd of mchy space* 1277*t DTs* a 26′1316*t*			*DTf* 22′ 710*t*			
	D.F. E.S.D. *Cruiser Stern*			*Carrying oil F.P. above* 150° F. *in lowest & intermediate DT ab aft engine room, fwd DT & fore & after peaks*				380									
72373	**City of Limerick** (P)		1359					1911	Caledon S. B.&E.Co.Ld. Dundee	Saorstat&Continental S.S.Co.Ld.	252·7	35·6	16·7	Dublin British	T.3Cy.20″,33 1/16″&53⅜″-39″ 175NHP		C
128549	(*ex* Ballycotton-36)		1011								P&B153′F50′				*WB* Caledon S.B.&E.Co.Ld Dun		
EILC	Wireless 2 *Dks*		~~607~~ 617														

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. *Ex-nom, s'il y a lieu.*	3 Matériaux, Grément, etc. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant après, Lettre d'Environnement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, s'il en est dans le L. R. Dernière Cote. Nouvelle.
72374 166624 GQQQ	**City of Lincoln**	TwinSc D.F. E.S.D. *2Dks,3rd dk in No.1 hold Cruiser Stern*	8039 ~~8046~~ 7229 ~~3978~~ 3968	✠100A1 *with freeboard* 12,38 ~~MC 12.38~~ *Carrying cargo oil F.P. above 150°F. in deep tanks Fitted for oil fuel 12.38 F.P. above 150°F.*	Bkn	CL	*Lloyd's*	1938 12mo *SA&CP*	Cammell Laird&Co.Ld. Birkenhead	EllermanLinesLd. (Ellerman& Buckn.S.S.Co. Ld. *Mgrs.*)	496·7|62·4|31·3 515·7(O.L.) P76'B&F351' FK *Duct keel fuel oil tanks etc. Cell DB 721t Tanks in way of bunkers 1237t*	London British *8 BHpt Cem* *Cell DB 7211t*	6 steam turbines SR geared to 2 Screw Shafts (*s*) 2651lb HS19300 1867 NHP 6SB (Spt) *24cf*, GS414, HS FD Cammell Laird&Co.Ld. Bkn	35 " 0 s 6 " 8½ 28 " 5¾	
72375 124162 GCPX	**City of London** (P) D.F. E.S.D.	2*Dks*	8956 7084 5714					1907	Workman, Clark &Co.Ld Belfast	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*)	491·0|57·8|32·5 P85'B203'F83"	Glasgow British *WB*	Q4Cy.31½"45"64½"&92½"–60" 660NHP Wrkman,Clark&Co.Ld Bel		C BT till 1936
72376 149965 MNYL	— *ss*Ant.No.2–36 *Mchy. Aft* 1*Dk(Stl)pt2nd dk(Stl)*		633 567 356	✠100A1 *with freeboard* 4,36 ~~LMC~~ MS2,36 BS~~5,33~~ 4,36	Ant	*j* OG 3,36		1927 12mo *Lloyd's*	Burntisland S.B.Co.Ld. Burntisland *SA&CP*	BrusselsS.S.Co.Ld. *Cell DB f 70'11*	175·1|28·6|15·9 B14'F22' FK *6t FPT 54t APT 26t*	London British *3 BHCem*	T.3Cy.15",25"&40"–27" (*s*) 180lb 88RHP 1SB,*3cf*,GS63,HS1955 W.Beardmore&Co.Ld. Coatbridge	17 " 0 s 3 "10 13 " 3½	
72377 127035 WRCB	**City of Lowell** D.F.	TwinSc 2*Dks*	2975 — 1877					1894	Bath Iron Works Bath,Me.	~~New England S.S. Co.~~	322·3|49·7|17·7	~~N.Lndn, Cd~~ Utd. States	T.6Cy.26",40"&64"–36" 492NHP Bath Iron Works, Bath,Me.		
72378 147353 GMCN	**City of Lyons** D.F. E.S.D.	*ss*Gls.No.3–9,38 ~~*ss*Liv.No.2–33~~ 2*Dks(Stl)* *Cruiser Stern*	7063 6795 4461	✠100A1 ~~8316,37~~ 4,39 ~~Gls~~ Cff MS~~11~~ 9,36 *Fitted for oil fuel* 2,36	HKg	*c*† CL 1,37	*F.P. above*	1926 2mo *Lloyd's*	Swan, Hunter&Wigham Richardson, Ld Newcastle *SA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *Cell DB 388'1337t DTf 15'518t D*	455·5|58·1|31·8 P44'B&F309' FK *Ta 30'838t FPT 165t*	Liverpool British 9 *BHpt Cem* (2 to 2nd dk) *APT 69t*	3 Steam Turbines SR geared to 1 Sc. Shaft (*s*) 240lb *150lb* 709NHP 3SB(Spt),*12cf*,GS228, HS9069 FD Wllsnd Slpwy. Co.Ld. Nwc	34 " 4 s 6 " 4 28 " 2½	
72379 123657 MCLS	**City of Malines** (*ex*Prince Léopold) *ss*Yar.2ndNo.3–7,30 *ss*Yar.No.~~1–31~~ 2–38 1*Dk(Stl)*		373 275 150	✠100A1 8,38~~,37~~ ~~Mchy.Aft~~ *Fitted for oil fuel* 2,36	Yar	*f* ~~10,36~~ OG 8,38 ~~MCC,38~~ 8,38 *F.P. above*		1905 5mo *Lloyd's*	Mackay Bros Alloa *SA&CP*	Great Yarmouth Shipping Co.Ld.	135·0|23·6|11·9 P15'Q67'F21' B on Q8' FK *APT 15t*	Yarmouth British 4 *BHCem* *APT 15t*	T.3Cy.13",22½"&36"–24"(*s*) 160lb *50lb* 78RHP 1SB,*2pf*,GS43,HS1379 MacColl&Pollock,Ld. Sld.	12 " 6 s 3 "4½ 11 "11½	
72380 164262 MBWW	**City of Manchester** D.F. E.S.D. GyC. *Ref. Mchy.*	TwinSc 2*Dks & Shelter dk* *4th dk in No.1 hold* *Cruiser Stern*	8917 7519 5572	✠100A1 *with freeboard* 1,38~~,37~~ ~~Lloyd~~ 5,30~~,38~~ *Fitted for oil fuel* 7,35	Bkn	CL 5,38	*F.P. above*	1935 7mo *Lloyd's*	Cammell Laird&Co.Ld. Birkenhead *SA&CP* *Cell DB*	EllermanLines,Ld. (HallLine Ld. *Mgrs.*) *Duct keel fuel oil m chy. space 424'2168t DT a 33'8 Tanks in way of tunnels 137t FPT 114t*	498·5|64·3|29·9 F38' FK *Coll to Sh dk 10t* 7 „ 2nd „ *APT 105t*	Liverpool British 8 *BHCem* *Coll to Sh dk* 7 „ 2nd „ *APT 105t*	6 Steam Turbines SR geared to 2 Screw Shafts 2751b 1625NHP 5SB(Spt)&1AuxSB(Spt), *24cf*,GS422,HS18425 FD Cammell Laird&Co.Ld. Bkn	33 " 9 s 5 " 0½ 28 " 11	
72381 147942 GKZD	**City of Mandalay** E.S.D. D.F.	*ss*Ant.No.3–7,37 2*Dks(Stl)* *Cruiser Stern*	7028 6669 4497	✠100A1 ~~7,37~~ 4,39 Gls BS9,38 ~~LMC~~ 7,37 *Fitted for oil fuel* 1,25	Ant	*c*† CL 7,37 *F.P. above*		1925 1mo *Lloyd's*	Swan, Hunter&Wigham Richardson, Ld Newcastle *SA&CP*	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*)	443·2|57·9|31·9 P43'B&F303' FK *Cell DB 374'1328t DT a 30'928t*	Glasgow British 8 *BHpt Cem* (1 to 2nd dk) *APT 105t*	T.3Cy.25½",43⅞"&76½"–54" & Electric Drive from L.P. Turbine 2251b HS9069 (*s*) 751NHP 3SB(Spt),*12cf*,GS223 FD Wllsnd Slpwy. Co.Ld. Nwc	34 " 4 s 6 " 2½ 28 " 3½	
72382 137508 GRBF	**City of Manila** E.S.D. D.F.	*ss*Bkn.No.3–7,29 *ss*Bkn.No.2–38 ~~*ss*Nwc.No.2–38~~ 2*Dks(Stl)* *Cruiser Stern*	7452 7196 4804	✠100A1 12,38~~,37~~ BS3,39 ~~LMC~~ ~~MS~~ 7,~~38~~ *Fitted for oil fuel F.P. above Carrying oil fuel F.P. above*	Liv	*d*† CL 10,36		1916 6mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool *SA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	475·0|58·2|31·8 P107'B180'F101' FK *Cell DB 422'1785t*	Liverpool British 8 *BHCem* *DT a 24'804t*	Q.4Cy.26½",37½",54"&78"–54"&L.P.Turbine with DR gearng&hydraulic coupling 2251b (*s*) 859NHP 3SB(Spt)&1Aux.B(Spt), *15cf*,GS281,HS11079 FD Cen.Mar.Eng.Wrks. W Hpl	34 " 6 s 6 " 5½ 28 " 3	
72383 135436 GCPY	**City of Marseilles** (P) ~~*ss*Gls.2ndNo.3–1,38~~ D.F. E.S.D.	TwinSc ~~*ss*Con.No.3–9,25~~ ~~*ss*Hpl.No.2–07~~ 2*Dks(Stl)*	8317 6742 5309	✠100A1 ~~6,38 9,07~~ 1,39 ~~Hpl~~ ~~Lloyd~~ 4,38	Gls	*c*† CL ~~6,36~~ 5,38		1913 1mo *Lloyd's*	Palmers' Co.Ld. Newcastle *SA&CP* *WB*	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*) *= Cell DB a 126'u E*	469·3|57·0|32·1 483·3(O.L.) P92'B200'F53' FK *& B66'f 201' 1332t D*	Glasgow British 7 *BHCem* *Ta 36'1035t*	Q.8Cy20¼"29¼"42½"&61"–45" 225lb HS12830 (*s*) 851NHP 4SB&1AuxSB,*18cf*,GS375, Palmers' Co.Ld.Nwc. FD	34 " 8 s 6 " 9 28 " 1½	BT till ~~5,38~~ 4,39
72384 140631 GBPR	**City of Melbourne** *ss*Ant.No.3–7,31 *ss*Bkn.No.1–36 1*Dk(Stl) & Shelter dk(Stl)* *Cargo battens not fitted in 'tween decks*		6630 6398 4125	✠100A1 *Shelter dk with freeboard* 3,39 ~~4,38~~ ~~LMC~~ MS10,35 ~~BS8,37~~	Gls Liv	*a*† CL ~~5,38~~ 3,39		1919 6mo *Lloyd's*	J L Thompson&Sons,Ld. Sunderland *SA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *Cell DB 366'1364t*	412·5|55·5|34·4 427·5(O.L.) F36'*on Shelter dk* FK *FPT 154t APT 228t*	Liverpool British *pt Cem* 6 *BHtoSh dk* 1 „ „ *U* „	T.3Cy.27⅞",44"&73"–48" (*s*) 1801b HS9525 597NHP 3SB(Spt),*12cf*,GS220 FD J.Dickinson&Sons,Ld.Sld.	37 " 0 s 8 "9½ 28 " 6	
72385 133304 GMWC	**City of Mobile** (*ex*Kentucky) D.F.	2*Dks*	6602 6314 4250					1912	Workman Clark&Co.Ld Belfast	Ellerman&Buck-nallS.S.Co.Ld.	447·3|56·4|31·4 P99'B153'F92'	N.Shields British *WB*	Q.4Cy.25",36",52½"&76"–51" 412NHP Wrkman,Clark&Co.Ld.Bel		C
72386 207362 WFCN	**City of Montgomery** (P) D.F.	4*Dks*	5425 — 4025					1910	Nwprt News S.B.& D.D.Co Newprt News	Ocean S.S.Co.of Savannah	371·6|49·7|15·4 27·0	Savannah Utd. States *WB*	T.3Cy.26",43"&72"–48" 359NHP Newport News SB&DD.Co.		R
72387 153422 CYJW	**City of Montreal** *Mchy. Aft*	2*Dks*	1665 1506 972					1927	Midland S.B.Co.Ld. Midland,Ont.	Canada Steamship Lines,Ld.	230·0|38·1|20·7 F37	Montreal British *WB*	T.3Cy.18",30"&50"–36" 150NHP Richardsons,Westgarth &Co Ld.Hpl.		C
72388 146310 GJLP	**City of Nagpur** (P) *ss*Hpl.No.1–38 *ss*Hul.No.3–6,34 D.F. E.S.D. 2*Dks(Stl U-ws)* *& Shelter dk(Stl-ws)* *Cruiser Stern*		10136 ~~8335~~ ~~8265~~ 10145 ~~8955~~ 6280	✠100A1 *Shelter dk with freeboard* 6,38 ~~6,37~~ ~~LMC~~ *Fitted for oil fuel* 9,22	Nwc Hpl	*e*† CL ~~10,07~~ 5,38 6,38 *F.P. above*		1922 9mo *Lloyd's*	Workman, Clark&Co.Ld Belfast *SA&CP*	Ellerman Lines,Ld (CityLine,Ld. *Mgrs.*) *Cell DB 399'1372t D*	469·9|59·3|40·0 FK *Ta 39'1010t FPT 90t*	Glasgow British *pt Cem* 6 *BHtoSh dk* *APT 120t*	Q.4Cy.29",42",60"&86"–60" 2301b (*s*) 1038NHP 5SB(Spt),*20cf*,GS376, HS15910 FD Wrkman,Clark&Co.Ld Bel	42 " 8 s 12 "7½ 30 " 7	BT till ~~6,38~~ 6,39
72389 229268 WQDC	**City of New York** (P) D.F. E.S.D. GyC.	TwinSc *Oil Eng.* 3*Dks*	8272 — 5025					1930	Sun S.B.& D.D.Co. Chester,Pa.	American South African Line,Inc.	450·9|61·8|24·0	New York Utd. States	Oil Engines 2S.C.SA 8Cy.23⅝"–79⅛" 1380NHP Sun.S.B.&D.D.Co. Chester Pa		R
72390 137421 GMFB	**City of Newcastle** *ss*Nwc.No.3–9,27 *ss*Gls.No.2–36 *Cruiser Stern* 2*Dks(Stl)*		6921 6616 4462	✠100A1 11,38~~,10~~ BS~~11,07~~ 11,38 ~~MC~~ 11	Hul Shi	*c*† CL 2,38		1915 1mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool *SA&CP* *WB*	HallLine,Ld. *B= Cell DB a 168'*	456·5|56·4|31·0 473·1(O.L.) P104'B171'F91' FK *u E& B42'f 194'1668t*	Liverpool British 7 *BHCem* *DT a 24'730t*	T.3Cy.26",44½"&77"–51" (*s*) 2201b 616NHP 3SB(Spt),*12cf*,GS219, HS8612 FD Cen.Mar.Eng.Wrks. W Hpl	33 " 9 s 6 " 1½ 27 "10½	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Allowed now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard & amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Trade Cert
72391 217596 WLCQ	**City of Newport News** Ⓟ (*ex*Archer) Sub.Sig. *Longitudinal framing* *Ref.Mchy.*	1 *Dk & Shelter dk* D.F. *Web frames* E.S.D. GyC. *Fitted for oil fuel*	8378 — 5147				...	1919	Bethlehem S.B.Corp.Ld. Alameda,Cal	Baltimore Mail S.S.Co.	486·5 len 31	56·0	35·2 FK	Baltimore Utd.States *WB*	DR geared Steam Turbines NE & B 31 DeLaval Steam Turbine Co. Trenton,N.J.	38 ″ 0	R †
72392 217172 WJIO	**City of Norfolk** Ⓟ (*ex*Independence) *Ref.Mchy* D.F. E.S.D. GyC.	*Fitted for oil fuel* 1 *Dk & Shelter dk & Web frames* *Longitudinal framing*	8378 — 5147				...	1918	Bethlehem S.B.Corp.Ld. Alameda,Cal	Baltimore Mail S.S.Co.	486·5 len 31	56·0	35·2 FK	Baltimore Utd.States *WB*	DR geared Steam Turbines NE & B 31 DeLaval Steam Turbine Co. Trenton,N.J.	38 ″ 0	R †
72393 208414 KJFV	— Ⓟ 2 *Dks*		2379 — 1617					1911	Maryland Steel Co. Sparro' Pt Md	Chesapeake S.S.Co.	297·5	46·5	16·2	Baltimore Utd.States	T.4Cy.24½″,40″&(2)47½″–42″ 289NH' Maryland Stl.Co.Sparr'Pt		R
72394 135479 GQZS	**City of Norwich** *ss*Hpl.2nd No.3–8,37 E.S.D. D.F. 2 *Dks*(*Stl*) *Cruiser Stern*		6726 6115 4346	✝100A1 ~~8,37~~ 10,38 MS8,37	Hpl Nwc LMC	*b*† 2,39	CL ~~7,37~~ 8,38	1913 7mo *Lloyd's above*	W.Gray & Co.Ld. W Hartlepool *SA&CP* 150° F	Ellerman Lines,Ld. (Hall Line,Ld. *Mgrs.*) *WB = Cell D Ba*	434·4 P 77′ B 165′ F 81′ 59′ *u E & B 42′ f* 183′	54·7 FK 14	31·2 *7 B H pt Cem* *50t D Ta* 793*t*	Liverpool British 220lb 606NH 3SB,*12cf*,GS214,HS8384 FD Cen.Mar.Eng.Wrks.W Hpl	33 ″ 10 ‹ 8 ″ 2½ 27 ″ 10½ ›	
72395 219315 KOZB	**City of Omaha** *Fitted for oil fuel* 1 *Dk & Shelter dk* Sub.S'g *& Web frames* *Longitudinal framing*		6124 5614 3775				...	1920	George A. Fuller Co. Wilmington N.C.	~~Lykes Bros. Ripley S.S.Co.Inc.~~ Lykes Bros. Steamship Co.,Inc.	393·7 P 15′ B 110′ F 38′ *on Shelter dk*	55·1 FK	31·4 *N.Orleans Utd.States* *WB*	T.3Cy.24⅜″,41½″&72″–48″ 590NH' Hooven,Owens & Rentschler Co.Hamilton,O.	34 ″ 11	R †
72396 137804 GMFC	**City of Oran** *ss*Nwc No.3–2,29 E.S.D. *ss*Hpl.No.2–37 2 *Dks*(*Stl*) *Cruiser Stern*		7323 7087 4728	✝100A1 ~~1,393~~ 1,38 LMC MS3,37	Liv Gls ~~BS12,~~ 1,39	*c*† N3,37	CL ~~9,36~~ 8,38	1915 9mo *Lloyd's above*	W.Gray & Co.Ld. W Hartlepool *SA&CP* 150° F.	Ellerman Lines, Ld. (City Line,Ld. *Mgrs.*) *Cell D Ba* 150′ *u*	465·5 P 107′ B 171′ F 100′ *E & B 69′ f* 194′	58·1 FK 175	31·7 *Glasgow British* *7 B H Cem* *DTa* 27′ 876*t*	T.3Cy.27″,44½″&77″–54″ & electric drive from L.P. Turbine (*s*) 756NHP 220lb HS8726 3SB(Spt),*12cf*,GS225, FD Cen.Mar.Eng.Wrks.W Hpl	34 ″ 6 *s* 6 ″ 4½ 28 ″ 4½	
72397 149600 GMRZ	**City of Oxford** *ss*Lon.No.2–35 1 *Dk*(*Stl*) *& Shelter dk*(*Stl*)		2759 2533 1633	✝100A1 *with freeboard* 8,38 ~~8,37~~ MS8,35	Lon Lth LMC ~~BS8,37~~ 10,38	*v*	CL ~~9,36~~ 8,38	1926 12mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld Newcastle *SA&CP*	Ellerman Lines,Ld. (Ellerman & Papayanni Lines,Ld. *Mgrs.*) *Cell D B* 280′ 689*t*	326·7 336·5 (O.L.) *F P T* 74*t A P T* 61*t*	46·4 FK (*Cell* 5 ,, ,, 2*nd* ,,)	20·9 *Liverpool British* *6 B H pt Cem* *B H to Sh dk* *105t A P T* 89*t*	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 2251b 1315NH' 5SB(Spt),*20cf*,GS392, FD HS15765 WllsndSlpwy.Co Ld.Nwc	23 ″ 2 *s* 1 ″ 5½ 21 ″ 10½	
72398 146256 GFQM	**City of Paris** Ⓟ *ss*Gls.No.3–2,34 E.S.D. 2 *Dks*(*Stl*) *& Shelter dk* D.F. (*Stl*–ws) 3 *rd tr B in No.* 1 *hold* *ss*Nwc.No.1–38		10902 9423 6855	✝100A1 *Shelter dk* *with freeboard* ~~8,37~~ 8,37	Nwc Mdb BS~~8,37~~	*e*† 2,39	CL ~~10,36~~ 2,39	1922 2mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld Newcastle *SA&CP*	Ellerman Lines,Ld. (City Line,Ld. *Mgrs.*) *Cell D B* 425′ 1366*t*	484·7 FK *D Ta* 36′ 1032*t F P T*	59·8 1	32·6 *Glasgow British* *pt Cem* *8 B H to Sh dk* *105t A P T* 89*t*	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 2251b 1315NH' 5SB(Spt),*20cf*,GS392, FD HS15765 WllsndSlpwy.Co.Ld.Nwc.	43 ″ 0 10 ″ 10½ 32 ″ 7	BT till ~~7,36~~ 5,39
72399 133318 GMSL	**City of Perth** (*ex*Kandahar) ~~*ss*~~Bkn.2nd No.3–3,39 D.F. 2 *Dks*(*Stl*) *Cruiser Stern*		6415 6107 4153	✝100A1 ~~4,36~~ 3,39 MC 3,39 ~~MS10,37~~ 5,36	Mch Gls Bku	*b*† ~~8,36~~ N4,38	CL N4,38	1913 9mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld Newcastle *SA&CP*	Ellerman & Bucknall S.S.Co.Ld *Cell D Ba* 148′ *u E &*	434·6 P 90′ B 174′ F 87′ *B 42′ f* 194′ 1155*t D T*	55·6 FK *a* 33′ 445*t*	31·5 *N.Shields British* *7 B H Cem* 3SB(Spt),*12cf*,GS220, FD HS7676	T.3Cy.25½″43½″&76″–51″(*s*) 2201b 568NH' WllsndSlpwy.Co.Ld.Nwc	33 ″ 10 *s* 5 ″ 11½ 28 ″ 1	
72400 219256 KONT	**City of Philadelphia** (*ex*Lake Elsmere) Sub Sig.	*Fitted for oil fuel* 1 *Dk*	2674 — 1663					1919	Gt.Lakes Eng.Works Ashtabula,O.	Southern S.S.Co.	253·6 P 32′ B 65′ F 24′	43·7	26·2 *Philidlphia Utd.States* *WB*	T.3Cy.21″,35⅜″&59″–42″ Great Lakes Eng.Works,Ashtabula 226NH'		R
72401 145898 GFSC	**City of Pittsburg** *ss*Hpl.No.3–12,34 D.F. 2 *Dks*(*Stl*) E.S.D. *Cruiser Stern*		7377 7110 4719	✝100A1 6,38 ~~9,37~~ LMC MS11,33	Nag Ila ~~BS12,37~~ 1,	*d*† 2,39	CL ~~10,36~~ 9	1922 1mo *Lloyd's above*	Palmers' Co.Ld. Newcastle *SA&CP* 150° F.	Ellerman Lines,Ld. (Hall Line,Ld. *Mgrs.*) *Cell D*	465·7 P 98′ B & F 329′ *B 409′ 1698t D Ta* 30′	58·6 FK 984*t*	31·8 *Liverpool British* *8 B Hpt Cem* 3SB(Spt),*12cf*,GS243, FD	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 2251b HS9669 759NH Palmers' Co.Ld.Newcastle	34 ″ 6 *s* 5 ″ 11½ 28 ″ 10½	
72402 165620 GDGR	**City of Pretoria** TwinSc D.F. E.S.D. 2 *Dks*,3 *rd dk in No.*1 *hold* *Cruiser Stern*		~~8046~~ ~~7229~~ ~~3977~~ 8049 7229 3977	✝100A1 *with freeboard* ~~4,38~~ 4,39 *Carrying car* *Fitted for oil*	Bkn ~~BS11,37~~ MC12,37 *go oil* *fuel*	F. *P. above* 12,37 *F.P. above*	CL	1937 12mo *Lloyd's above*	Cammell Laird & Co.Ld Birkenhead *SA&CP* 150° F. *in deep tank* 150° F.	Ellerman & Bucknall S.S.Co.Ld. *Duct keel* *Cell D B* 422′ 1944 *Tanks in way*	496·7 516·0 (O.L.) P 76′ B & F 351′ *fwd. of mchy. space* *D Ta* 30′ 721*t* *of tunnels* 192*t F P T*	62·4 FK *88t A P T* 82*t*	31·3 *London British* *8 B Hpt Cem*	6 steam turbines SR geared to 2 screw shafts 2651b (*s*) 1867NH' 6SB(Spt),*24cf*,GS414, FD HS19800 Cammell Laird & Co.Ld.Bkn	35 ″ 0 ~6 ″ 8½ 28 ″ 6½	
72403 135582 GQZX	**City of Rangoon** *ss*H.Kg.No.3–9,26 *ss*Liv.No.2–34 2 *Dks*(*Stl*) *Cruiser Stern*		6635 6305 4272	✝100A1 8,36 ~~7,37~~ BS10,37	Liv NYk MC11,34	*b*† ~~3,36~~ 8,38	CL	1914 6mo *Lloyd's*	W.Gray & Co.Ld. W Hartlepool *SA&CP*	Ellerman Lines,Ld. (Hall Line,Ld. *Mgrs.*) *B = Cell D B a* 162′	443·0 P 104′ B 165′ F 83′ *u E & B 42′ f* 188′ 1497*t*	55·3 FK *D Ta* 24′ 808*t*	31·2 *Liverpool British* *7 B H Cem*	T.3Cy.25⅜″,44½″&77″–51″(*s*) 2201b 617NH' 3SB(Spt),*12cf*,GS216, FD HS8641 Cen.Mar.Eng.Wrks.W Hpl	34 ″ 0 *s* 6 ″ 1½ 28 ″ 1½	
72404 220677 KDGS	**City of Rayville** *Oil Eng.* Sub.Sig. GyC. 2 *Dks* *Longitudinal framing*		5883 — 3666					1920	Oscar Daniels Co. Tampa,Fla.	United States Maritime Commission	401·9 ~~354~~ B 118′ F 88′	54·2	31·3 *Tampa,Fla Utd.States* *WB*	Oil Engines 2S.C.SA 6Cy.30″–52″ NE27 938NH' Busch-Sulzer Diesel Eng. Co.St.Louis,Mo.		R
72405 211710	**City of Richmond** Ⓟ *ss*Bal.2nd No.3–11,34 1 *Dk*(*Stl*–ws) *& Web frames* *Longitudinal framing*		1924 1048 1127	✝ A1 *Service Chesapeake Bay* 8,38 ~~2,38~~ ~~MS~~ 1,38 ~~BS~~	Bal MS2,39 ~~N~~11,30 LMC ~~BS~~10,37 9,38		CL 2,38	1913 11mo *Lloyd's*	Maryland Steel Co. Sparro' Pt Md A&CP	Chesapeake S.S.Co.	261·6 FK *W B*	53·1 *5 B H Asp* *= F P T* 55*t*	14·1 *Baltimore Utd.States*	T.4Cy.23″,38″&(2)45″–36″ 2001b 430NH' 4W.T.B. HS8668 Maryland Stl.Co.Sparr'Pt.	16 ″ 8	
72406 139278 GRCZ	**City of Ripon** (*ex*Lepanto–34) *ss*Hul.No.3–9,27 *Ref.Mchy.* *ss*Gls.No.2–35 D.F. 2 *Dks*(*Stl*) *& Shelter dk*(*Stl*)		6368 4440 4020	✝100A1 *Shelter dk* *with freeboard* ~~7,38~~ ~~11,37~~ 8,39 ~~BS10,37~~ MC11,35	Gls	*z*	CL 11,37	1915 11mo *Lloyd's*	Russell & Co. Pt.Glasgow *SA&CP*	Ellerman's Wilson Line,Ld. *Cell D Ba* 130′	410·2 424·9 (O.L.) *u E & B 43′ f* 180′ 1290	53·5 FK *t*	33·8 *Hull British* *7 B H Cem* *A P T* 20*t*	T.3Cy.27″,44″&73″–48″ (*s*) 1801b NDB 27 195NHP 3SB(Spt),*9cf*,GS177, FD HS7152 J.G.Kincaid & Co.Ld.Grk.	36 ″ 4 *s* 9 ″ 5½ 27 ″ 2	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Jaugeage Officiel: Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant exact. Lettre d'Enregistrement.	7* Date de la dernière Visite de l'Arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté, si ce n'est dans le L.R. Bureau Port Hot Trade
72407 149661 GNLX	**City of Roubaix** *ss*Gls.No.2–36 E.S.D. D.F. 2 *Dks*(*Stl*) *Cruiser Stern*		7108 6754 4555	✠100A1 1,38 ~~1,87~~ BS4.38 ✠LMC3,36	Hpl Bkn	*c*†	CL 11,37	1928 2mo	Swan,Hunter&Wigham Richardson, LdNewcastle	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	456·1|58·4|32·1 P50′B&F310′ FK			Liverpool British	3 Steam Turbines S.R geared to 1 Sc. Shaft (*s*) 300lb *150lb* 1029NHP 3SB(Spt)&1AuxSB(Spt), *16cf*,GS267,HS11016 FD WllsndSlpwy.Co.Ld.Nwc.	34 *n* 7 s 6 *n* 3½ 28 *n* 6½	
				Fitted for oil fuel 2,28 *F.P. a* *Fitted for carrying oil F.P. a* *in forward & after pe*				*Lloyd's SA&CP* *bove* 150°F. *bove* 150°F. *aks & f*	*Duct keel* *Cell DB*	*fwd. of mchy. space* 385′ 1287*t DTa*30′			9 *BHpt Cem* (7 „ *to Udk* 2 „ 2*nd* „) *orward & after deep tanks*	854*t DTf*18′ 551*t FPT*180*t APT*63*t*		
72408 107848	**City of Sacramento** (P) TwinSc (*ex*Asbury Park) (*Ferry*) 2 *Dks*& *Passenger dk*		3016 1286 1829					1903	W Cramp & SonsS&EBCo Philadelphia	SouthernPacific GoldenGate Ferries,Ld.	297·2|50·0|15·4			S. Frncisco Utd. States	T.8Cy.23″,37½″&(2)42″-30″ NB19 405NHP W.Cramp&SonsS&EBCo.		
72409 229150 WDCH	**City of Saginaw** 31 (P) TwinSc (*Car ferry*) D.F. GyC. 2 *Dks*		3327 — 762					1929	Manitowoc S.B.Corp. Manitowoc, Wis.	PereMarquette Rly.Co.	381·5|57·0|22·5			Ludington, Mich. Utd. States	2 Steam Turbines connected to Elec. Motors & Sc. shafts 1200NHP General Electric Co. Schenectady,N.Y.		
72410 207363 WFCP	**City of St. Louis** (P) D.F. 4 *Dks*		5425 — 4025					1910	NwprtNws S.B.&D.D.Co. NewprtNews	OceanS.S.Co.of Savannah	371·6|49·7|15·4 27·0			Savannah Utd. States *WB*	T.3Cy.26″,43″&72″-48″ 359NHP NewportNewsSB&DD.Co.		R
Wrecked 4,38 147264 GKDP	**City of Salisbury** *ss*Hpl.No.3–4,37 2 *Dks*(*Stl*) *Cruiser Stern*		5924 5647 3779	✠~~100A1~~ 12,37 ✠LMC	Bal	*a*†	CL N2,36	1924 6mo	Wear Shipyard of W. Gray&Co.Ld. Sunderland	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	415·0|54·0|30·3 P89′B150′F42′ FK	Liverpool British	T.3Cy.24½″,42½″&74″-51″ & Electric drive from L.P. Turbine 225lb (*s*) 750NHP 3SB(Spt),*12cf*,GS216, HS7986 Cen.Mar Eng.Wrks.WHpl	33 *n* 0 s 6 *n* 0 27 *n* 3½	
								Lloyd's SA&CP		*Cell DB*361′12 82*t DTa*30′827*t*	7 *BHto Udk* 1 „ „ 2*nd* „					
Broken up 126971 KFET	**City of Saugatuck** (P) Pad (*ex*City of Alpena II,*ex*City of Alpena) 2 *Dks*		1735 942 1282					1893	Detroit DryDockCo Wyandotte	MichiganTrust Co.	266·2|38·6|13·4			Duluth, Min. Utd. States	BmC.2Cy42″-90″&66″-132″ W.&A.Fletcher 417NHP Co.Hoboken,N.J.		
72413 204437 WFCQ	**City of Savannah** (P) D.F. 3 *Dks*		5397 — 3680					1907	Delaware RiverCo. Chester,Pa.	OceanS.S.Co.of Savannah	381·5|49·0|15·8 27·0			Savannah Utd. States *WB*	T.3Cy.28″,46″&75″-48″ 390NHP DelawareRiverCo. Chester		R
72414 140533 GRCF	**City of Shanghai** *ss*Mtl.No.3–6,36 D.F. E.S.D. 2 *Dks*(*Stl*) *Cruiser Stern*		5828 5521 3748	✠100A1 2,39 ~~2,38~~ MS6.36 ✠LMC BS5.~~6~~ 6.	Liv Avn Gls	*a*†	CL 5,37	1917 8mo	Earle'sCo. Ld. Hull	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	418·5|55·0|29·4 P86′B212′F48′ FK	Liverpool British	T.3Cy.24¾″,42½″&74″-51″ 220lb (*s*) 565NHP 2SB(Spt)&1AuxSB(Spt), *11cf*,GS206,HS7860 FD Earle'sCo.Ld.Hull	31 *n* 9 s 5 *n* 2¾ 26 *n* 10	
								Lloyd's SA&CP		*Cell DB*370′1136*t*	7 *BHCem* *DTa*30′783*t*					
72415 146273 GFQN	**City of Simla** (P) TwinSc *ss*Gls.No.3–5,34 D.F. E.S.D. 2 *Dks*(*Stl Upr*) 2 *Dks*& *Shelter dk* *Cruiser Stern* *ss*Gls.No.1–38		10138 7182 6257	✠100A1 *Shelter dk* *with freeboard* 9,38 ~~9,36~~ *Fitted for oil*	Bkn ✠LMC MS10.~~33~~ BS9,38 *fuel* 12	*d*†	CL 2,38 2,38 ,21	1921 11mo	W.Gray& Co.(1918),Ld W Hartlepool	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*)	476·7|58·2|39·8 498·7(O.L.) 31·3 (*Cell B Upr Shltr dk*,*SB* *Cell DB*416′1749*t*	Glasgow British	4 SteamTurbinesDRgeared to 2 Sc. Shafts (*s*) FD 225lb HS14847 1248NHP 5SB(Spt),*20cf*,GS385 Cen.Mar.Eng.Wrks.WHpl	42 *n* 7 s 14 *n* 1½ 28 *n* 11¼	BT till 8,38 8,39
								Lloyd's SA&CP		*Bon Shltr dk*78′ FK *Hto 2nd dk*) *DTa*36′920*t FPT*12	9 *BHCem* 6*t APT*119*t*					
72416 147197 GMCY	**City of Singapore** ~~*ss*Hpl.No.3–4,38~~ ~~*ss*Rot.No.8–12,25~~ ~~*ss*Liv.No.2–01~~ D.F. 2 *Dks*(*Stl*) *Cruiser Stern*		6555 6216 4161	✠~~100A1~~ ~~1,37~~ 12,38 ~~MS7.~~ ~~BS12,38~~ *Fitted for oil*	Bal ~~Hpl~~ MC *fuel* 3,	*b*†	CL ~~12,38~~ 4,38 ,23	1923 3mo	Wm.Gray &Co.Ld. W Hartlepool	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	433·0|57·3|30·2 450·7(O.L.) *Cell DB*379′1475*t DTa*2	Liverpool British	T.3Cy.24½″,42½″&74″-51″ & Electric drive from L.P. Turbine 225lb (*s*) 724NHP 3SB(Spt),*12cf*,GS230, HS8946 Cen.Mar.Eng.Wrks.WHpl	32 *n* 10 s 5 *n* 0½ 28 *n* 1¼	
								Lloyd's SA&CP *bove* 150° F.			8 *BHpt Cem* 775*t*					
72417 161144 GSFM	**City of Sydney** *ss*Hul.No.2–38 ~~*ss*Gls.No.1–34~~ D.F. 2 *Dks*(*Stl*) *Cruiser Stern*		6986 6516 4326	✠100A1 11,38 ~~1,36~~ ~~MS1,37~~ 6,38 *Fitted for carrying oil* *deep tanks aft* *Fitted for oil*	Bal Liv ✠LMC~~34~~ 6,38 *below* 2*nd* *fuel* 5,	*c*†	CL 1,38 5,30 ,30	1930 5mo	Workman, Clark(1928) Ld. Belfast	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	454·2|58·4|31·7 P58′B&F313′ FK	Liverpool British	T.4Cy.26½″,46″&(2)56″-51″ & L.P.Turbine with D.R. gearing & hydraulic coupling 2651lb (*s*) 905NHP 4SB(Spt),*16cf*,GS286, HS11448 Workman,Clark(1928) Ld	34 *n* 6 s 6 *n* 0½ 28 *n* 8½	
								Lloyd's SA&CP *F.P. a* *F.P. a*		*Cell DB* *DTs* *bove* 150° F. *in fore & afterpeak tanks* *bove* 150° F.	8 *BH pt Cem* *a*29′1212*t FPT*152*t* *APT*80*t*					
72418 145886 GFMW	**City of Tokio** *ss*Bkn.No.1–37 *ss*Mch.No.3–9,38 *Ref. Mchy* D.F. E.S.D. 2 *Dks*(*Stl*) *Cruiser Stern*		6993 6709 4426	✠100A1 ~~4,37~~ 10,38 ~~Gls~~ ~~Mch~~ ~~5,~~ ~~MS1,37~~ ~~10~~ ,38 ✠Lloyd's RM~~6~~ 3,39 *Fitted for oil*	Bkn *fuel* 11,	*c*†	CL 6,37 ,21	1921 9mo	Craig,Taylor&Co.Ld Stockton	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	442·5|59·0|31·6 463·3(O.L.) P97′B&F309′ FK *Cell DB* 386′1475*t DT*	Liverpool British	3SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 220lb 746NHP 3SB(Spt),*12cf*,GS244, HS9669 Palmers'Co.Ld.Newcastle	34 *n* 3 s 5 *n* 7½ 28 *n* 11	
								Lloyd's SA&CP *F.P. a*		*a*24′823*t* *bove* 150° F.	7 *BHpt Cem*					
72419 152838 CYJX	**City of Toronto** *Mchy Aft* 2 *Dks*		1688 1410 1012					1925	DavieS.B. &Repg.Co. Quebec	CanadaSteamship Lines,Ld.	230·2|38·1|23·2 F37′			Montreal British *WB*	T.3Cy.18″,30″&50″-36″ 150NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
72420 147890 GKCQ	**City of Venice** (P) *ss*Bkn No.3–2,37 D.F. E.S.D. 2 *Dks*(*Stl–Upr twss*) 3*tr B in No.1 hold* *Cruiser Stern*		8762 6757 5492	✠100A1 ~~6,37~~ 11,38	Gls Bkn	*c*†	CL ~~9,35~~ 5,38	1924 4mo	Workman, Clark&Co.Ld Belfast	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*)	455·2|58·1|31·3 473·3(O.L.) P&B315′F86′ FK	Glasgow British	Q4Cy28½″,39½″,57″&82″-54″ & Electric drive from L.P. Turbine 2301b (*s*) 972NHP 4SB(Spt),*16cf*,GS287, HS12044 Wrkman,Clark&Co.Ld.Bel	34 *n* 0 s 5 *n* 10 28 *n* 4½	BT till 7,38 8,39
								Lloyd's SA&CP		*Cell DB*385′1381*t*	8 *BHCem* 156*t APT*86*t*					
72421 78110 EIKL	**City of Waterford** Iron ~~*ss*Hul.No.3–4,36~~ (*ex*Fairhead–34) *Well deck* ~~*ss*Hul.No.2–35~~ *ss*bel.5thNo.3-2,38 1 *Dk*(*Iru*)2*tr B*		1071 835 629	✠100A1 ~~4,37~~ 2,39 ~~2,38~~	Ant	*n*	CL 4,37	1879 5mo	Harland& Wolff Belfast A&CP	Saorstat& ContinentalS.S.Co. Ld.	232·3|31·2|17·0 Q84′B65′F31′ BK87′	Dublin British	T3Cy.16″,26′&44″-26″ (*s*) 180lb 122NHP 2SB,*4cf*,GS72,HS2086 Hawthorns&Co.Ld.Lth.	18 *n* 5 s 1 *n* 4 17 *n* 9	
											3 *BHCem* *DBa*63′*f*67′					
72422 220161 KUVC	**City of Weatherford** *Fitted for oil fuel* Sub Sig. 2 *Dks*& *Web frames*		5401 4042 3364				…	1920	Pensacola S.B.Co. Pensacola	UnitedStates Maritime Commission	400·7|54·2|30·2 P36′B124′F44′ FK	Pensacola Fla. Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc Shaft WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 *n* 10	R †

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. How applied. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which vessel is not in L.R. Distinctive of Trade Port.
72423 147340 GLQN	**City of Wellington** ss Gls. No. 3–8, 38 ~~ss Bcl. No. 2–34~~ E.S.D. 2 Dks (Stl) D.F. Cruiser Stern	5733 5463 3642	✝100A1 Gls 8,38 ~~1,37~~ MC MS ~~1,37~~ 1,37 Fitted for carrying oil in DT Carrying vegetable oil in DT		a†	CL 9,37 11,25	1925 11mo Lloyd's F. P. forward above 150° F.	Barclay, Curle & Co. Ltd. Glasgow	Ellerman Lines, Ltd. (Hall Line Ltd. Mgrs.) Cell D B 338' 1112t DT 18' 544t DT in FPT tanks aft	411·3 427·5 (O.L.) P 68' B & F 276' FK a 27' 1066t FP 7 110t	55·0	29·7	Liverpool British 8 B Hpt Cem 1 ,, to 2nd dk	T. 3 Cy. 24", 41½" & 72" – 51" & Electric drive from L.P. Turbine 225lb (s) 647 NHP 3 SB (Spt), 9cf, GS 185, HS 7737 FD Barclay, Curle & Co. Ltd. Gls.	32 " 0 s 5 " 0½ 27 " 1½	
72424 140546 GRBK	**City of Winchester** ss Hpl. No. 3–6, 29 ss Liv. No. 2–37 Ref. Mchy. 2 Dks (Stl) D.F. E.S.D. Cruiser Stern	7120 6843 4578	✝100A1 Mch ~~1,38~~ 1,39 MC MS 6,37 Lloyd's RMC ~~1,38~~ 1,39		c†	CL ~~6,35~~ 7,38	1917 10mo Lloyd's	Palmers' Co. Ltd Newcastle	Ellerman Lines, Ltd. (Hall Line, Ltd. Mgrs.) Cell D B 407' 1480t	456·1 P 99' B & F 318' FK	57·9	31·3	Liverpool British 8 B H Cem D T a 25' 806t	2 Steam Turbines S R geared to 1 Sc. shaft (s) FD 200lb 3 SB (Spt) & 1 Aux S B, 14cf, GS 276, HS 10382 736 NHP Palmers' Co. Ltd. Newcastle	33 " 10 s 5 " 8¾ 28 " 4½	
72425 147560 GJYR	**City of Windsor** (ex Knaresbro') ss Gls. No. 3–1, 36 D.F. E.S.D. 2 Dks (Stl) Cruiser Stern	7218 6902 4616	✝100A1 Liv ~~3,38~~ 3,38 Mdb ~~11.37~~ S ~~2,38~~ 12,38 LMC 1,36		c†	CL ~~10,35~~ NS, 38	1923 11mo Lloyd's	Wear Ship-yard Ltd. Sunderland	Ellerman & Bucknall S.S. Co. Ltd.	447·5 P 38' B 210' F 92' FK Cell D B 393' 1538t	57·8	32·1	London British 8 B Hpt Cem M T 30' 861t	T. 3 Cy. 26", 45" & 78" – 54" & LP Turbine with D R gearing & hydraulic coupling 2301b HS 9225 (s) 777 NHP 3 SB (Spt), 12cf, GS 236 FD Cen. Mar. E. Wrks. Ltd W Hpl	34 " 8 s 6 " 3½ 28 " 7½	
72426 154463 CYJZ	— Mchy. Aft 2 Dks	1905 1719 1168					1929	Davie S. B. & Repg. Co. Ltd Levis, P.Q.	Canada Steamship Lines, Ltd.	242·0 F 37'	40·2	21·7	Montreal British W B	T. 3 Cy. 18", 30" & 50" – 36' Richardsons, 150 NHP Westgarth & Co. Ltd. Hpl.		C
72427 149638 GNJB	**City of Worcester** ss Bkn. No. 2–35 (Special quality steel) 2 Dks (Stl) Cruiser Stern	5469 5052 3430	✝100A1 NYk 9,38 ~~11,37~~ Mt BS ~~1,37~~ 1,37 LMC 10,35 Fitted for carrying oil 10,27		z	CL ~~4,36~~ 5,38	1927 10mo Lloyd's F. P. above 150° F.	Earle's Co. Ltd. Hull	Ellerman Lines, Ltd. (Hall Line Ltd. Mgrs.) Cell D B 350' 10 in FPT	397·2 412·5 (O.L.) P 32' B & F 313' FK 73t D T a 30' 800t FPT	58·4	28·8	Liverpool British 7 B H Cem 1 ,, to 2nd dk 116t A P T 96t	T. 3 Cy 23½", 40½" & 70" – 48" (s) 2201b 482 NHP 2 SB (Spt), 8cf, GS 157, HS 6640 FD Earle's Co. Ltd. Hull	31 " 4 s 4 " 4 27 " 2¾	
72428 145918 GFXL	**City of Yokohama** ss Liv. No. 1–38 ss Liv. No. 3–4, 34 D.F. E.S.D. 2 Dks (Stl) Cruiser Stern	7341 7084 4721	✝100A1 Gls ~~10,37~~ Liv BS 6,36 MC MS ~~7,39~~ Fitted for oil fuel 8,22		c†	CL ~~10,35~~ 8,38 F. P. above 150° F.	1922 3mo Lloyd's	W. Gray & Co. (1918) Ltd. W Hartlepool	Ellerman Lines, Ltd. (Hall Line, Ltd. Mgrs.)	465·1 P 107' B 171' F 97' FK Cell D B 407' 1692t	58·1	31·8	Liverpool British 7 B H Cem D T a 27' 840t	2 Steam Turbines D R geared to 1 Sc. Shaft (s) 2251b 917 NHP 3 SB (Spt) & 1 Aux. S B, 12cf, GS 284, HS 11372 FD W. Gray & Co, Ld. W. Hpl.	34 " 8 s 6 " 4½ 28 " 6½	
72429 EAPG	**Ciudad de Algeciras** (P) (ex Miguel Primo De Rivera) Twin Sc Wireless Oil Eng. Cruiser Stern ss Mga. No. 2–35 1 Dk (Stl) 2nd dk in holds	1029 602 481	✝100A1 Val l with freeboard Mga 12,36 ~~6,36~~ LMC CS 6,36 9,35 For Service between Gibraltar & Ceuta NO LATER SURVEY REPORTED			12,34 F. P. a	1927 2mo Lloyd's	Union Nav. de Levante S.A. Valencia	Cia. Trasmediterránea	191·1 F 30' FK Cell D Bu E 45' 51t	31·7	15·1	Valencia Spanish 5 B H Cem F P T 12t	Oil Engines 4 S.C.S.A 12 Cy. 18⅛" – 24⅛" 384 NHP Frd. Krupp A.G. Kiel	17 " 0 s 5 " 9¼ 11 " 6	
72430 EARI	**Ciudad de Alicante** (P) Twin Sc (ex Infante D. Juan) Oil Eng. ss Bcl. No. 1–34 2 Dks (Stl–Weather dk–ws) 3rd dk in forward holds Cruiser Stern	2434 1795 1337	✝100A1 Val r with freeboard 12,35 LMC CS 5,35 DBS 6,3 5,35 NO LATER SURVEY REPORTED			5,35	1930 6mo Lloyd's	Union Naval de Levante S.A. Valencia	Cia. Trasmediterránea Cell D B 175' 257t way of tunnels	258·3 F 39' FK Tanks in 69t D T a 10' 70t M T	40·9	23·5	Valencia Spanish 6 B H Cem (5 to W dk 1 ,, 2nd ,,) 20' 166t D T f	Oil Engines 4 S.C.S.A 14 Cy. 18⅛" – 27.5/8" 486 NHP DB 28lb Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg 15' 76t F P T 34t A P T 57t	25 " 9 s 11 " 0½ 15 " 2	
72431 LOGO	**Ciudad de Asunción** (P) E.S.D. Triple Sc Ref. Mchy. 2 Dks Oil Eng.	2330 — 1263					1929	A. & J. Inglis, Ld. Glasgow	Cia. Argentina de Nav. Mihanovich, Ltda.	306·4	58·5	9·4	Bns. Aires Argentine W B	Oil Engines 4 S.C.S.A 18 Cy. 15⅜" – 29½" 431 NHP Harland & Wolff, Ld. Gls.		
72432 LOFK	**Ciudad de Buenos Aires** (P) Twin Sc D.F. E.S.D. ~~ss B. As. No. 3 & 25~~ ss BAs. 2nd No. 3–6, 38 ~~ss B. As. No. 2–22~~ 2 Dks (Upt Stl–ws) & Shade dk (pt Stl–teaks)	2360 — 826	✝ A1 BAs 6,38 ~~6,37~~ MS 10,37 BS 6,38 LMC For Service between Buenos Aires & Monte Video Fitted for oil fuel 12,14		OG	8,37 F. P. above 150° F.	1914 11mo Lloyd's	Cammell Laird & Co. Ltd. Birkenhead	Cia. Argentina de Nav. Mihanovich, Ltda. WB = Cell	350·9 FK D Bu E & B 106' 216t	44·2	13·4	Bns. Aires Argentine 9 B H Asp F P T 18t	4 Steam Turbines S R geared to 2 Sc. Shafts (s) 663 NHP 170lb 4 SB, 12cf, GS 263, HS 9892 FD Cammell Laird & Co. Ltd. Bkn	15 " 0 s 3 " 0 12 " 6	
72433 EAOP	**Ciudad de Ceuta** (P) Twin Sc (ex General Sanjurjo) Oil Eng. ss Mga. No. 1–32 1 Dk (Stl) 2nd dk in holds Wireless Cruiser Stern	879 602 326	✝100A1 Val l with freeboard 4,36 ~~1,36~~ C10,36 For Service between Gibraltar & Ceuta NO LATER SURVEY REPORTED			~~10,34~~ 9,37	1928 9mo Lloyd's	Union Naval de Levante S.A. Valencia	Cia. Trasmediterránea	191·0 B 29' F 30' FK Cell D Bu E 46' 43t	31·7	15·0	Valencia Spanish 5 B H Cem F P T 12t	Oil Engines 4 S.C.S.A 12 Cy. 18⅜" – 24⅛" 384 NHP Frd. Krupp A.G. Kiel	17 " 0 s 5 " 9¼ 11 " 6	
72434 LOFB	**Ciudad de Concepción** (P) Oil Eng. Twin Sc Wireless Cruiser Stern 1 Dk	545 — 195					1930	A & J Inglis Ld. Glasgow	Cia. Argentina de Nav. Mihanovich, Ltda.	200·0 F 30' Promenade 167'	37·0	8·0	Bns. Aires Argentine W B	Oil Engines 4 S.C.S.A 12 Cy. 12.5/8" – 21⅝" 173 NHP Harland & Wolff, Ld. Gls.		
72435 LOFA	**Ciudad de Corrientes** (P) Trp Sc E.S.D. Oil Eng. Ref. Mchy. 2 Dks	2330 — 1263					1930	A & J Inglis Ld. Glasgow	Cia. Argentina de Nav. Mihanovich, Ltda.	306·4	58·5	9·4	Bns. Aires Argentine W B	Oil Engines 4 S.C.S.A 18 Cy. 15⅜" – 29½" 431 NHP Harland & Wolff, Ld. Gls.		
72436 EARD	**Ciudad de Ibiza** (P) Twin Sc Oil Eng. Cruiser Stern 3 Dks	2034 1347 1058					1933	Union Nav. de Levante S.A. Valencia	Cia. Trasmediterránea	245·5 B 135' F 46'	36·6	22·6	Valencia Spanish W B	Oil Engines 4 S.C.S.A 12 Cy. 16½" – 26⅜" 333 NHP Frd Krupp Germaniawf A G		V
72437 EARK	**Ciudad de Mahon** (P) (ex General Berenguer) Oil Eng. Wireless 2 Dks	1550 1115 1006					1930	Echevarrieta y Larrinaga Cadiz	Cia. Trasmediterránea	234·7 F 46'	36·3	19·9	Barcelona Spanish W B	Oil Engines 4 S.C.S.A 8 Cy. 22½" – 33.1/16" 405 NHP Maschfbk. Augsburg-Nürnberg, Augsburg		V
72438 EAPS	**Ciudad de Melilla** (P) (ex Reina Victoria) 2 Dks & Awng dk Wireless	1247 720 688				...	1907	Swan, Hunter & Wigham Richardson, Ld Newcastle	Cia. Trasmediterránea	247·0 F 41' BK 8"	31·5	20·3	Barcelona Spanish W B	T. 3 Cy. 21", 33½" & 54" – 39" 223 NHP Swan, Hunter & Wigham Richardson, Ld. Nwc.	23 " 1	V †
72439 CXAJ	**Ciudad de Montevideo** (P) Twin ~~ss D. As. No. 3–11, 26~~ Sc ~~ss B. As. No. 2–34~~ E.S.D. 2 Dks (Upt Stl–ws) Shade dk (pt Stl–teaks) ss B. As. 2nd No. 3–10, 38	3872 2505 1768	✝ A1 BAs ~~5,37~~ 12,38 LMC ~~10,34~~ 10,38 For Service between Buenos Aires & Monte Video Fitted for oil fuel 12,24		OG	~~5,37~~ NS, 38 F. P. above 150° F.	1915 1mo Lloyd's	Cammell Laird & Co. Ltd Birkenhead	Cia Uruguaya de Nav. Ltda. WB =	350·9 FK Cell D Bu E & B 106' 2	44·2	13·4	M. Video Uruguayan 9 B Hpt Cem 16t F P T 18t	4 Steam Turbines S R geared to 2 Sc. Shafts (s) 663 NHP 170lb 4 SB, 12cf, GS 263, HS 9892 FD Cammell Laird & Co. Ltd. Bkn	15 " 0 s 3 " 0 12 " 6	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant expiré. Lettre d'emplacement.	7	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*
72440	**Ciudad de Necochea**	Aux3MstSr	386				1917	Geb.G.&H. Bodewes Hoogezand	Cia.de Productos Agricolas	135·2	25·2	12·4	M.Video Uruguayan	Oil Engines 2S.C.SA 4Cy.11⅞"–16½" 91NHP *Emade&fitted22* Benz&Co.Mannheim	
	(*ex*Necochea,*ex*Johanna Ipland,*ex*Sailing Vessel)	*Oil Eng.* 1*Dk*	338 277							P25′					
	(*See Sailing Ship Register*)														
72441	**Ciudad de Palma** Ⓟ	TwinSc	3959	✠100A1 Val	*v*	CL	1930	Cant.Nav. Triestino	Cia.Trasmediterránea	332·2	49·0	25·5	Palma de Mallorca	Oil Engines 4S.C.SA 16Cy.21⅞"–30⅜" 722NHP	27 *ft* 11
	(*ex*PrincipeAlfonso)	*Oil Eng.*	2816	*withfreeboard*		9,33	4mo	Monfalcone					Spanish	*DR100lb*	s 9 *in* 4½
EARG		*ss*Bcl.No.1–34	2405	2,36 ✠LMC CS2 34				*Lloyd'sA&CP*		F66′		FK	6*BHCem*	Stabilimento Technico, Tri.	18 *ft* 11½
		2*Dks*(*Stl–Wthr dk ws*) 3*rd dk*(*Stl*) *in*Nos.1,2&3*holds*		DBS1.36 1,36					*CellDB245′658t Tanks in Coll way of tnls. 181t*				6 „ „ *2nd* „	*FPT41tAPT113t*	
				NO LATER SURVEY REPORTED											
72442	**Ciudad de Sevilla** Ⓟ	TwinSc	6279				1927	Frd.Krupp Akt.Ges. Kiel	Cia.Trasmediterránea	393·3	52·0	25·4	Valencia Spanish	Oil Engines 2S.C.SA 12Cy.23⅝"–45¼" 1155NHP	
	(*ex*InfantaBeatriz)	*Oil Eng.*	4025							B182′F82′			*WB*	Frd.KruppA.G.Kiel	
EAOT	*Ref.Mchy.* D.F.	3*Dks*	3720												
72443	**Ciudad de Tarragona** Ⓟ		2034				1933	UnionNav. deLevanteSA Valencia	Cia.Trasmediterránea	245·5	36·6	22·6	Valencia Spanish	Oil Engines 4S.C.SA 12Cy.16⅛"–26⅜" 334NHP	
	Oil Eng.	TwinSc	1347							B125′F46′			*WB*	Frd.KruppA,G.Kiel	
EARC	*Cruiser Stern*	3*Dks*	1058												
72444	**Ciudad de Valencia** Ⓟ	TwinSc	2497				1931	UnionNav. deLevanteSA Valencia	Cia.Trasmediterránea	265·8	40·7	25·8	Valencia Spanish	Oil Engines 4S.C.SA 14Cy.18¾"–27⅝" 485NHP	
	(*ex*InfanteD.Gonzalo)	*Oil Eng.*	1799							F37′P74′			*WB*	Maschfbk.Augsburg-Nürnberg,Augsburg	
EARH		3*Dks*	1379												
		Cruiser Stern													
72445	**Ciudad del Salto** Ⓟ	TwinSc	1922				1928	Harland& Wolff,Ld. Glasgow	CiaUruguaya de Nav.Lda.	250·6	42·1	9·7	M.Video Uruguayan	Oil Engines 4S.C.SA 12Cy.15¾"–29⅝" 286NHP	
		Oil Eng.	—										*WB*	Harland& Wolff,Ld.Gls.	
CXAL		2*Dks*	708												
72446	**Ciutat de Reus** (*ex*Stella)		943				1920	N.V.Werf "Zeeland" Hansweert	M.MallolBosch	212·9	31·3	13·3	Tarragona Spanish	T.3Cy.14⅜",22"&35½"–23⅝" N.V.Werf. 62NHP	G
			722							P30′B60′F23′			*WB*	"Zeeland,"Hansweert	
EEHQ		1*Dk3trB*	642												
72447	**Ciutat de Tarragona** (*ex*Mari Tere)		825				1920	N.V.Kuy& Rees'Mch.& Schpsw. Schiedam	M.MallolBosch	180·1	28·3	17·1	Tarragona Spanish	T.3Cy.15",24"&40"–24" 78NHP	N
			—							Q105′B11′F24′			*WB*	N.V.Kuy&Rees'Mch.& Schpsw.Schiedam	
EEHR	*Mchy.Aft*	1*Dk*	475												
72448	**Clairton**		6080			...	1919	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5	55·0	31·4	NewarkNJ Utd.States	DRgearedSteamTurbine	34 *ft* 11
218258	Sub.Sig.	1*Dk&Shelter*	5895							P45′B110′F38′ *on Shelter dk*			*WB*	General Electric Co. Schenectady,N.Y.	R
KIKR	GyC.	*dk&Web frames*	3737									FK			†
		Longitudinal framing													
72449	**Clairy** (*ex*Romford–37,*ex*Ionia–37,		*5845*	✠100A1 Rot	*z*	CL	1916	Sir J.Laing &Sons,Ld. Sunderland	Cia.Primera de Nav.Ltda.	407·0	52·4	31·5	Panama Pnamanian	T.3Cy.26½",44"&73"–48" (*s*)	31 *ft* 6
	*ex*Glenfield–35,	*ss*Shl.No.3–10,28	*5302*	3,38		N1,38	7mo						180lb	498NHP	s 5 *in* 10
HPHW	*ex*Mirita–34)	*ss*Rot.No.2–38	*3655*	BS3,39 ✠LMC3,38						P99′B28′F40′		FK	15*BHptCem*	3SB,*9cf*,GS174,HS7212 FD	25 *ft* 9¾
	Mchy.Aft	2*Dks*(*Stl*)&*Web frames*		*CarryingPetroleum in bulk*				*Lloyd'sA&CP*	*CellDB*				(8 *to U dk*	G.Clark,Ld.Sunderland	
		Longitudinal framing		*Fitted for oil fuel* 7,16	*F. P.*		*above*	150° F.	*uE&B73′189tDT*	*f40′433tAPT102t*			7 „ *2nd* „)		
72450	**Clam**		7404	✠100A1 HKg		CL	1927	Nederl.	Anglo-Saxon PetroleumCo.Ld.	440·4	59·5	32·7	London British	Oil Engines 4S.C.SA 6Cy.32¼–59" 600NHP	32 *ft* 9
149784		*Oil Eng.*	6761	7,38 ~~11,37~~ Cff		11,37	3mo	Schps.Maats. Amsterdam		P99′B34′F58′		FK	15*BHptCem*	2DB *180lb*	s 8 *in* 3½
GJRK		*ss*Sng.No.2–34	4283	✠LMC CS9,35				*Lloyd'sA&CP*	*CellDBuE69′31t DT f32′284t FPT*				161*tAPT65t*	NedFb.v.Wrk&Spoor,Ams	26 *ft* 7¾
	D.F. E.S.D.	1*Dk*(*Stl*)		DBS11.37 11,37											
	Sub.Sig. *Mchy.Aft*	*Cruiser Stern*													
	Longitudinal framing at bottom & at deck			*CarryingPetroleum in bulk*											
72451	**Clan Alpine**		5442	✠100A1 Gls	*z*	CL	1918	Greenock& Grngemouth Dkyd.Co.Ld. Greenock	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	410·2	53·5	28·4	Glasgow British	T.3Cy.27",44"&73"–48" (*s*)	31 *ft* 0
141879		*ss*Gls.No.3–8,30	5032	1,38 ~~1,37~~		~~1,37~~	4mo						*Cem*	&LPturbinewithDRgearing&hydraulic coupling	s 5 *in* 0½
GQMR	D.F.	*ss*Grk.No.1–35	3390	~~BS3,38~~ ~~3,38~~ ✠LM~~C~~ 3,38		9,38				P35′B259′F41′		FK	180lb	627NHP	26 *ft* 2
	E.S.D.	2*Dks*(*Stl*)											6*BHtoUdk*	3SB,*9cf*,GS186,HS8151 FD	
				Carrying oil fuel F. P		*above*	*Lloyd'sA&CP*	*Tween dk BH in after*	*hold dispensed with*				1 „ „ *2nd d*	J.G.Kincaid&Co.Ld.Grk.	
				Fitted for oil fuel F. P.		*above*	150° F	*in DB*	*CellDB346′1220t D*	*Ta33′985t APT45t*			*k only*		
72452	**Clan Buchanan**	TwinSc	7266	✠100A1 Grk		CL	1938	Greenock	TheClanLine	463·7	63·0	29·9	Glasgow	T.6Cy.26",42"&68"–48"&	32 *ft* 6
165929			6320	*withfreeboard* Bry			2mo	Dockyard Co.Ld. Greenock	Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	487·6(O.L.)			British	LPturbineswithDRgearing & hydraulic couplings	s 4 *in* 4½
GJGL	D.F. E.S.D. GyC.	2*Dks&Shelter dk*	3692	~~6,38~~ ~~7,38~~ ✠LMC2,38						P31′B102′F69′		FK	7*BHptCem*	220lb (*s*) 1370NHP	28 *ft* 4
		Cruiser Stern		3,39					*Duct keel fwd.*	*of mchy.space*			*Coll to Sh dk*	5SB(Spt),*20cf*,GS402	
							Lloyd'sA&CP						6 „ *2nd*„)	HS17780 FD	
				Fitted for oil fuel 2,38	*F.P.*	*above*	150°F.		*CellDB393′1266t*	*6tMT39′1360t FPT*			*68tAPT126t*	J.G.Kincaid&Co.Ld.Grk.	
72453	**Clan Cameron**	TwinSc	7243	✠100A1 Grk		CL	1937	Greenock	TheClanLine	463·7	63·0	29·9	Glasgow	T.6Cy.26",42"&68"–48"&	32 *ft* 6
164108			6318	*withfreeboard*			2mo	Dockyard Co.Ld. Greenock	Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	484·6(O.L.)			British	LP turbines with DR gearing&hydraulic couplings	s 4 *in* 4½
GZGK	D.F. E.S.D. GyC.	2*Dks&Shelter dk*	3659	~~6,38~~ ~~10,37~~ ✠LMC2,37						P31′B99′F69′		FK	7*BHptCem*	220lb (*s*) 1362NHP	28 *ft* 4
		Cruiser Stern		5,39					*Duct keel forward*	*of mchy.space*			*Coll to Sh dk*	5SB(Spt),*20cf*,GS402,	
							Lloyd'sA&CP						6 „ *2nd* „)	HS17780 FD	
				Fitted for oil fuel 2,37	*F.P.*	*above*	150°F.		*CellDB393′1266t*	*MT39′1360t FPT*			*68tAPT126t*	J.G.Kincaid&Co.Ld.Grk.	
72454	**Clan Campbell**	TwinSc	7255				1937	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	463·7	63·0	29·9	Glasgow British	T.6Cy.26",42"&68"–48"& LP turbines with DR gearing & hydraulic couplings	C
164112		*Fitted for oil fuel*	6318										*WB*	1043NHP	
GZLT	D.F. E.S.D. GyC.	2*Dks&Shelter dk*	3662											J.G.Kincaid&Co.Ld.Grk.	
		Cruiser Stern													
72455	**Clan Chattan**	TwinSc	7262	✠100A1 Grk		CL	1937	Greenock	TheClanLine	463·7	63·0	29·9	Glasgow	T.6Cy.26",42"&68"–48"&	32 *ft* 6
165907			6320	*withfreeboard*			7mo	Dockyard Co.Ld. Greenock	Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	487·6(O.L.)			British	LP turbines with DR gearing & hydraulic couplings	s 4 *in* 4½
GZYT	D.F. E.S.D. GyC.	2*Dks&Shelter dk*	3666	3,~~38~~ ~~11,37~~ ✠LMC7,37						P31′B102′F69′		FK	7*BHptCem*	220lb (*s*) 1362NHP	28 *ft* 4
		Cruiser Stern							*Duct keel fwd.*	*of mchy.space*			*Coll to Sh dk*	5SB(Spt),*20cf*,GS402,	
							Lloyd'sA&CP						6 „ *2nd* „)	HS17780 FD	
				Fitted for oil fuel 7,37	*F.P.*	*above*	150° F.		*CellDB393′1266t M*	*T39′1360t FPT68t*			*APT126t*	J.G.Kincaid&Co.Ld.Grk.	
72456	**Clan Chisholm**	TwinSc	7256				1937	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	463·7	63·0	29·9	Glasgow British	T.6Cy.26",42"&68"–48"& LP turbines with DR gearing & hydraulic couplings	C
165915		*Fitted for oil fuel*	6320										*WB*	1043NHP	
GBGS	D.F. E.S.D. GyC.	2*Dks&Shelter dk*	3671											J.G.Kincaid&Co.Ld.Grk.	
		Cruiser Stern													

1 No. in Book. Official No. Code Letters	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys.	3 No. of Decks, &c.	4 Register Tonnage Gross Under deck.	5 Particulars of Classification. Character.	6 Port of Survey.	7	7a Date when last shaft last sent.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Registered Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L. R. Date of R. of Trade Cert.
72457 142741 GPYV	**Clan Colquhoun** (*ex*Gallic-33,*ex*WarArgus) *Ref. Mchy.* D.F.	TwinSc 3 *Dks* *Cruiser Stern*	7914 7581 4888	Lloyd's RMC 12,376,38 5,39 10,36				1918	Workman, Clark & Co. Ltd Belfast	The Clan Line Steamers, Ltd. (Cayzer, Irvine & Co. Ltd. *Mgrs.*)	450·0 P31′F43′	58·5	37·1	Glasgow British *WB*	T.6Cy.26½″,44″&73″–48″ 738 NHP Wrkman, Clark & Co. Ltd Bel		C
72458 165921 GDGW	**Clan Cumming** D.F. E.S.D. GyC.	TwinSc 2 *Dks* & *Shelter dk* *Cruiser Stern*	7264 6320 3676	✠100A1 Grk *with freeboard* Gls Cff 6,38 1,36 3,39 ✠LMC1,38 *Fitted for oil fuel* 1,38		CL		1938 1mo	Greenock Dockyard Co. Ld. Greenock *Lloyd's SA&CP*	The Clan Line Steamers. Ld. (Cayzer, Irvine & Co. Ld. *Mgrs.*) *Duct keel fwd.* *Cell DB* 393′ 1266t *M*	463·7 487·6 (O.L.) P31′B102′F69′ FK (*Coll to Sh dk* 6 .. 2nd ..) *of mchy. space* T 39′ 1360t *FPT* 68t	63·0	29·9	Glasgow British *7 B Hpt Cem* *to Sh dk* 2nd ..) *APT* 126t	T.6Cy.26″,42″&68″–48″& LP turbines with DR gearing & hydraulic couplings (*s*) 1370 NHP 5SB(Spt),*20cf*,GS402, 220lb HS17780 FD J.G. Kincaid & Co. Ld. Grk.	32 .. 6 s 4 .. 4½ 28 .. 4	
72459 142695 GMCX	**Clan Farquhar** (*ex*Delphic-33, *ex*Mesaba, *ex*WarIcarus) *Ref. Mchy.* D.F. E.S.D.	TwinSc *ss*Gls. No.3–2,38 2 *Dks* (*Stl*) & *Shelter dk* *ss*Gls. No.1-37 (*Stl*–ptws) & 3rd dk (*Stl*) in No.4 hold *Cruiser Stern*	7958 7632 4897	✠100A1 Gls *Shelter dk* *with freeboard* BS7,38 1,36 5,39 5,38		cf CL P9,36 S2,38		1918 11mo	Harland & Wolff, Ld. Belfast *Lloyd's SA&CP*	The Clan Line Steamers, Ld. (Cayzer, Irvine & Co. Ld. *Mgrs.*) *Cell DB* 392′ 1461t *FPT*	450·4 462·0 (O.L.) P31′F43′ *on Shltr dk* FK *8 B lt to Sh dk* 119t *APT* 76t	58·4	37·2	Glasgow British *pt Cem*	T.6Cy.26½″,44″&78″–48″ (*s*) 200lb 1138 NHP 3DB,*24cf*,GS439 HS17079 FD Harland & Wolff, Ld. Gls.	40 .. 0 s 11 .. 0½ 29 .. 2½	
72460 165937 GLLJ	**Clan Ferguson** D.F. E.S.D. GyC.	TwinSc *Fitted for oil fuel* 2 *Dks* & *Shelter dk* *Cruiser Stern*	~~7250~~ 7347 6321 3563					1938	Greenock Dockyard Co. Ld. Greenock	The Clan Line Steamers, Ld. (Cayzer, Irvine & Co. Ld. *Mgrs.*)	463·7	63·0	29·9	Glasgow British *WB*	T.6Cy.26″,42″&68″–48″& LP turbines with DR gearing & hydraulic couplings 878 NHP J.G. Kincaid & Co. Ld. Grk.		
72461 165951 GJGB	**Clan Forbes** D.F. E.S.D. GyC.	TwinSc *Cruiser Stern*	~~7250~~ 7329 6321 3624	100A1 *with freeboard* (*Class Contemplated*)				1938	Greenock Dockyard Co. Ld. Greenock	The Clan Line Steamers, Ld. (Cayzer, Irvine & Co. Ld. *Mgrs.*)	463·7	63·0	29·9	Glasgow British	T.6Cy.26″,42″&68″–48″& LP turbines with DR gearing & hydraulic couplings J.G. Kincaid & Co. Ld. Grk	32 .. 6 s 4 .. 4½ 28 .. 4½	
72462 165960 GPPY	**Clan Fraser** D.F. E.S.D. GyC.	TwinSc 2 *Dks* & *Shelter dk* *Cruiser Stern*	~~7250~~ 7529 6321 3574	✠100A1 Grk *with freeboard* 2,39 (*Class Contemplated*) *Fitted for oil fuel* 2,39 *F.P. above* 150°		CL		1938 13mo	Greenock Dockyard Co. Ld. Greenock *Lloyd's SA&CP*	The Clan Line Steamers, Ld. (Cayzer, Irvine & Co. Ld. *Mgrs.*) *Duct keel forward* *Cell DB* 395 126	463·7 187·5 (O.L.) P31 D105′F70′ FK (*Coll to Sh dk* 6 .. 2nd ..) *of Mchy. space* *M* 30′ 1070t *FPT* *APT* 126t	63·0	29·9	Glasgow British *7 B Hpt Cem*	T.6Cy.26″,42″&68″–48″ & LP turbines with DR gearing & hydraulic couplings 2201b (*s*) FD 1370 NHP 5SB(Spt)20 GS402, HS17750 J.G. Kincaid & Co. Ld. Grk.	32 .. 6 s 4 .. 4½ 28 .. 4½	
72463 132733 GKDT	**Clan Graham** (*ex*Cambrian Baroness, *ex*Port Lincoln) D.F.	2 *Dks* (*Stl*) & *Shelter dk* (*Stl*–ws) *ss*Gls. 2nd No.3,5,57	5785 5237 3511	✠100A1 Npt Grk *Shelter dk* *with freeboard* 12,37 1,36 LMC BS12,37		cf CL 12,36		1912 Gmo	Hawthorn, Leslie & Co. Ld Newcastle *Lloyd's SA&CP*	British & South American Stm Nav. Co. Ld. (Houston Line (London) Ld. *Mgrs.*) *Cell DB* a 117 *u*	426·0 F on *Shltr dk* 50′ FK *Eng* B88′ *f* 170 1033t *APT* 27t	54·1	29·3 37·3	Glasgow British *7 B H Cem*	Q4Cy 27½″,39″,56″&81½″–54″ 2201b (*s*) 777 NHP 4SB,*16cf*,GS276,HS11420 FD N.E. Marine Eng. Co Ld Nwc	31 .. 10 s 4 .. 5½ 27 .. 7½	
72464 135132 GKXM	**Clan Grant** (*ex*Cambrian Marchioness, *ex*Port Macquarie) D.F.	2 *Dks* (*Stl*) & *Shelter dk* (*Stl*–ws)	5817 5237 3554	✠100A1 Grk *Shelter dk* *with freeboard* 4,38 LMC 4,38 BS8,37		cf CL 12,37		1912 9mo	Hawthorn, Leslie & Co. Ld Newcastle *Lloyd's SA&CP*	British & South American Stm Nav. Co. Ld. (Houston Line (London) Ld. *Mgrs.*)	426·0 443·2 (O.L.) F on *Shelter dk* 50′ FK *Cell DB* a 117 *u*	54·1	29·3	Glasgow British *7 B H Cem* *Eng* B88′ *f* 170 1033t *APT* 27t	Q4Cy 26¾″,39″,56″&81½″–54″ 2201b (*s*) 777 NHP 4SB,*16cf*,GS276,HS11420 FD N.E. Marine Eng. Co Ld Nwc	31 .. 10 s 4 .. 7½ 27 .. 7½	
72465 161909 GQYP	**Clan Macalister** D.F. E.S.D. GyC.	*Fitted for oil fuel* 2 *Dks* & *Shelter dk*	6787 6200 4081					1930	Greenock Dockyard Co. Ld. Greenock	The Clan Line Steamers Ld. (Cayzer, Irvine & Co. Ld. *Mgrs.*)	453·8 F38′	62·3	28·9	Glasgow British *WB*	T.3Cy.27″,45″&74″–54″& 1 L.P. turbine 719 NHP J G. Kincaid & Co. Ld. Grk.		C
72466 164066 GYPG	**Clan Macarthur** D.F. E.S.D. GyC. *Ref. Mchy.*	TwinSc 3 *Dks* *Cruiser Stern*	10528 9637 6105	✠100A1 Gls *with freeboard* 10,38 ✠LMC1,36 Lloyd's RMC 12,38 4,39		CL		1936 1mo	Greenock Dockyard Co. Ld. Greenock *Lloyd's SA&CP*	The Clan Line Steamers, Ld. (Cayzer, Irvine & Co. Ld. *Mgrs.*) *Duct keel fwd.* *Cell DB*	477·1 498·5 (O.L.) P33′B119′F69′ FK *of mchy. space* 405′ 1391t *FPT* 84t	66·2	40·2	Glasgow British *8 B Hpt Cem* 1 „ *to 2nd dk* *APT* 132t	T.6Cy.26″,42″&73″–48″&2 LP turbines with DR gearing & hydraulic couplings 2201b (*s*) 1552 NHP 6SB(Spt),*24cf*,GS450, HS19428 FD N.E Marine Eng. Co Ld Nwc	43 .. 1 s 13·5½ 30 .. 1	
72467 164100 GZCS	**Clan Macaulay** *Ref. Mchy.* Gy.C. D.F. E.S.D.	TwinSc 3 *Dks* *Cruiser Stern*	10492 9637 6118	✠100A1 Gls *with freeboard* 1,39 ✠Lloyd's RI *Fitted for oil fuel* 1,36		CL		1936 11mo	Greenock Dockyard Co Ld. Greenock *Lloyd's SA&CP*	The Clan Line Steamers, Ld. (Cayzer, Irvine & Co. Ld. *Mgrs.*) *Duct keel forward* *Cell DB*	477·1 498·6 (O.L.) P33′B119′F69′ FK *of machinery space* 405′ 1391t *FPT* 84t *APT* 132t	66·2	40·2	Glasgow British *8 B Hpt Cem* 1 „ *to 2nd dk*	T.6Cy.26″,42″&73″–48″&2 LP turbines with DR gearing & hydraulic couplings 2201b (*s*) 1585 NHP 6SB(Spt),*24cf*,GS468, HS20142 FD N.E. Marine Eng Co Ld. Nwc	43 .. 0 s 13·0½ 30 .. 0	
72468 141876 GQMP	**Clan Macbean** D.F. E.S.D.	*ss*Grk. No.3–2,31 *ss*Gls No.1–35 2 *Dks* (*Stl*)	5000 4697 3071	✠100A1 Gls *y* Grk 2,38 2,39 LMC MS10,37 *Fitted for oil fuel* 3,18		CL 2,38 3,38		1918 3mo	Bartram & Sons, Ld. Sunderland *Lloyd's SA&CP* *Cell DB* a 137′ *u* E26′	The Clan Line Steamers Ld. (Cayzer, Irvine & Co. Ld. *Mgrs.*)	400·0 P36′E118′F40′ FK *f* 175′ 1053t *FPT* 91t	52·4	28·0	Glasgow British *6 B H Cem* *APT* 168t	T.3Cy.27½″,45½″&75″–48″ 1801b (*s*) 476 NHP 3SB,*9cf*,GS204,HS8055 J. Dickinson & Sons, Ld. Sld.	30 .. 6 s 5·10½ 24 .. 10½	
72469 137811 GQLY	**Clan Macbrayne** D.F. E.S.D.	*ss*Rot. No.3–4,28 *ss*Grk No.2–37 2 *Dks* (*Stl*)	4818 4505 2978	✠100A1 Grk *y* 1,39		CL 6,37		1916 4mo	Ropner & Sons, Ld. Stockton *Lloyd's SA&CP*	The Clan Line Steamers Ld. (Cayzer, Irvine & Co. Ld. *Mgrs.*) *Cell DB* a 135′ *u* E23′ *f*	390·0 402·0 (O.L.) P38′B115′F37′ FK 168′ 1039t *FPT* 120t	50·5	28·0	Glasgow British *6 B H Cem* *APT* 197t	T.3Cy.26″,43″&71′–48″ (*s*) 1801b 403 NHP 3SB,*9cf*,GS184,HS6523 Blair & Co. Ld. Stockton	30 .. 6 s 5 .. 9½ 24 .. 10	
72470 160234 GSTB	**Clan Macdougall** *Ref. Mchy.* D.F. E.S.D.	*Oil Eng.* 2 *Dks* & *Shelter dk* *Cruiser Stern*	6843 6200 4079					1929	Greenock Dockyard Co. Ld. Greenock	The Clan Line Steamers Ld. (Cayzer, Irvine & Co. Ld. *Mgrs.*)	454·0	62·3	28·9	Glasgow British *WB*	Oil Engines 4S.C.DA 8Cy.26¾″–55½″ 1100 NHP J.G Kincaid & Co. Ld. Grk.		C
72471 146335 GDKZ	**Clan Macfadyen** D.F. E.S.D.	*ss*Npt. No.3–9,35 2 *Dks* (*Stl*) & *Awng dk* (*Stl*) *Cruiser Stern*	6191 5010 3779	✠100A1 Grk *z* *Awng dk* *with freeboard* 5,38 S8,38 *Fitted for oil fuel* 5,23		CL 5,36 5,39 *F.P. above* 150° F.		1923 5mo	Ayrshire Dkyd. Co. Ld. Irvine *Lloyd's SA&CP*	The Clan Line Steamers Ld. (Cayzer, Irvine & Co. Ld. *Mgrs.*) *Cell DB* 358′ 9381 *MT* 34′ 816t	418·2 432·5 (O.L.) B60′F38′ *on Awng dk* FK *Collisio* *FPT* 115t *APT* 114t	53·4	33·6	Glasgow British *Cem* *n BH to A dk* 6 „ „ *U* „	T.3Cy.27½″,46½″&78′–54″ &LP Turbine with DR gearing & hydraulic coupling 215lb 200lb (*s*) 743 NHP 3SB,*12cf*,GS214,HS8730 FD Dunsmuir & Jackson Ld. Gls	36 .. 0 s 8 .. 6½ 27 .. 9	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné par suite d'une Lettre spéciale d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course—Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après le papier du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où cotd. ou ces est dans le L. L. Dur. Cert. R. or Trade.
72472 146317 GJCY	**Clan Macfarlane** *ss* Grk. No. 3–8,35 D.F. 2 *Dks (Stl) & Awng dk (Stl)* E.S.D. *Cruiser Stern*	6193 5906 3735	✠100A1 *Awng dk* *with freeboard* 12,38 ~~9,37~~ 8,35 *Fitted for oil fuel* 11,22	Gls Grk BS4,30 LMC *F.P. above*	*z*	CL ~~8,35~~ 8,38	1922 11mo *Lloyd's*	Ayrshire Dykd.Co.Ltd. Irvine *SA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) 1 50°F. *Cell DB* 358'938*t MT* 34'816	418·1 | 53·4 | 33·6 B60'F38' *on Awng dk* FK *Collision*		Glasgow British *Cem* *n BH to A dk* 6 „ „ *U* „	T.3Cy.27½",46½"&78"–54"(*s*) &LP Turbine with DR gear- ing & Hydraulic Coupling 215lb 743 NHP 3SB, *12cf*, GS214, HS8730 FD Dunsmuir & Jackson Ld Gls.	36 „ 0 *s* 8 „ 6½ 27 „ 9	
72473 129596 GQLC	**Clan Macgillivray** *Fitted for oil fuel* D.F. 2 *Dks & Shelter dk* E.S.D.	6464 4873 4025					1911	Armstrong Whitworth &Co.Ld. Newcastle	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*)	430·6 | 53·6 | 26·6 *t FPT* 115*t APT* 14*t*			Glasgow British *WB*	T.3Cy.29",49"&80"–60" 496 NHP Wllsnd Slpwy. Co. Ld. Nwc.		C
72474 147931 GFJP	**Clan Macilwraith** *ss* Gls. No. 3–10.37 D.F. 2 *Dks (Stl)*	4839 4449 2878	✠100A1 6,38 ~~10,37~~ BS6,~~37~~6,38 MS7,37 *Carrying bean or similar oil in deep tank* *Fitted for oil fuel* 11,24	Gls Grk LMC *F.P. above*	*y*	CL 3,37	1924 11mo *Lloyd's*	Greenock Dkyd.Co.Ltd. Greenock *SA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) *Cell DB* 327'826	387·4 | 52·2 | 27·6 402·0 (O.L.) P45'B119'F40' FK *t DTf* 37'980*t FPT*			Glasgow British *7 BH Cem* 104*t APT* 18*t*	T3Cy.27½",44"&73"–48"&LP Turbine with DR gearing & hydraulic coupling 180lb (*s*) 653 NHP NE&B17 *refitted* 11,24 3SB, *9cf*, HS8595 FD McKie & Baxter, Glasgow	30 „ 0 *s* ■ „ 6 24 „ 8½	
72475 144233 GDXN	**Clan Macindoe** *ss* Gls. No. 1–38 *ss* Gls. No. 3–3,33 D.F. 2 *Dks (Stl)* E.S.D.	4635 4194 2775	✠100A1 ~~8,38~~ 8,38 ~~9,38~~ 1,39 BS7,38 *Fitted for oil fuel* 6,21	Gls Grk LMC *F. P. above*	*y*	CL N8,36	1920 12mo *Lloyd's*	Lithgows Ld. PortGlasgow *SA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) *Intermediate 'tween deck BH in after hold dispensed with* *Cell DB* 331'958*t DTa* 30'774*t FPT* 122*t APT* 19*t*	384·8 | 52·0 | 26·5 P49'B113'F38' FK			Glasgow British *Cem* *6 BH to U dk* 1 „ „ 2*nd* „ *only*	T.3Cy.27",44"&73"–48"&LP Turbine with DR gearing & hydraulic coupling 180lb (*s*) 613 NHP 3SB, *9cf*, GS190, HS7668 FD Rankin & Blackmore Ld Grk	29 „ 0 *s* 5 „ 2½ 24 „ 1	
72476 141940 GCTP	**Clan Macinnes** *ss* Gls. No. 3–12,32 *ss* Grk. No. 1–37 D.F. 2 *Dks (Stl)* E.S.D.	4672 4293 2826	✠100A1 7,38 ~~8,37~~ LMC MS7,36 ~~BS4,37~~ 12,38	Grk Gls	*y*	CL ~~8,37~~ 7,38	1920 1mo *Lloyd's*	Lithgows Ld. PortGlasgow *SA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *Cell DB* 331'984*t DTa* 30'774*t FPT* 132*t APT* 20*t*	384·8 | 52·0 | 26·7 398·0 (O.L.) P49'B113'F38' FK			Glasgow British *Cem* *6 BH to U dk* 1 „ „ 2*nd* „	T.3Cy.27",44"&73"–48" (*s*) 180lb 517 NHP 3SB, *9cf*, GS190, HS7668 FD Rankin & Blackmore Ld Grk	29 „ 3 *s* 5 „ 6½ 24 „ 0	
72477 144253 GFPY	**Clan Maciver** *ss* Gls. No. 1–38 *ss* Gls. No. 3–9,33 D.F. 2 *Dks (Stl)* E.S.D.	4500 4165 2725	✠100A1 1,~~38~~ 1,37 LMC MS ~~8,38~~ 12,38 ~~8,37~~ BS11,38 *Fitted for oil fuel* 6,21	Gls Grk LMC8,	*y*	CL N11,37	1921 6mo *Lloyd's*	Lithgows Ld. PortGlasgow *SA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *Cell DB* 329'949*t DTa* 30'774*t FPT* 122*t APT* 19*t*	384·8 | 52·0 | 26·5 397·5 (O.L.) P49'B113'F38' FK			Glasgow British *Cem* *6 BH to U dk* 1 „ „ 2*nd* „	T 3Cy.27",44½"&73"–48" (*s*) 180lb 517 NHP 3SB, *9cf*, GS190, HS7668 FD Rankin & Blackmore, Ld. Greenock	29 „ 0 *s* 5 „ 2½ 24 „ 1	
72478 141890 GQMT	**Clan Mackinlay** *ss* Gls. No. 3–4,31 *ss* Gls. No. 1–35 D.F. 2 *Dks (Stl) & Shelter dk (Stl) & Web frames* E.S.D. *Longitudinal framing*	6365 6078 3936	✠100A1 *Shelter dk* *with freeboard* ~~11,37~~ 12,38 ~~9,37~~ BS11,38 LMC8, *Carrying oil fuel in DB tanks under lower holds F.P. above* *Fitted for oil fuel* 11,18 *F.P. above* *Carrying vegetable oil in bulk in DT*	Gls Grk	*a*†	CL 11,37	1918 11mo *Lloyd's*	W. Hamilton&Co.Ld PortGlasgow *SA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) *'tween dk BH in No 3 hold dispensed with* 1 50° F. *Cell DB* 1185*t DTa* 32'712*t*	420·0 | 54·5 | 34·0 433·0 (O.L.) FK *FPT* 64*t APT* 15*t*			Glasgow British *Cem* *5 BH to U dk* 1 „ „ *Sh* „ 1 „ „ 2*nd* „	T.3Cy.29",47"&78"–54" (*s*) &LP Turbine with SR gear- ing & hydraulic coupling 180lb 781 NHP 4SB, *12cf*, GS253, HS10224 FD D. Rowan & Co. Ld. Gls. *only*	36 „ 6 *s* 8 „ 10½ 27 „ 10	
72479 144229 GBYD	**Clan Macnab** *ss* Grk. No. 1–37 *ss* Gls. No. 3–8,33 D.F. 2 *Dks (Stl) & Awng dk (Stl)* E.S.D. *Cruiser Stern*	6076 5793 3705	✠100A1 *Awng dk* *with freeboard* 12,38 ~~1,37~~ ~~9,38~~ MS12,37 *Fitted for oil fuel* 12,20	Grk Gls LMC *F.P. above*	*z*	CL ~~10,35~~ 12,38	1920 12mo *Lloyd's*	Ayrshire Dkyd.Co.Ltd. Irvine *SA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) 1 50°F. *Cell D* *B* 343' 898*t MT* 33'	410·6 | 53·3 | 33·4 425·0 (O.L.) B60'F44' *on Awng dk* FK *Collision* 750*t FPT* 47*t APT* 7*t*			Glasgow British *Cem* *B H to Aw dk* 6 „ „ *U* „	T.3Cy.27½"45½"&75"–54"(*s*) &LP Turbine with DR gear- ing & hydraulic coupling 200lb ~~100lb~~ 692 NHP 3SB, *9cf*, GS181, HS7806 FD Dunsmuir & Jackson, Ld Gls	36 „ 0 *s* 8 „ 6½ 27 „ 9	
72480 144259 GFNK	**Clan Macnair** *ss* Gls. No. 3–8,34 D.F. 2 *Dks (Stl) & Awng dk (Stl)* *Cruiser Stern*	6096 5788 3719	✠100A1 *Awng dk* *with freeboard* 9,37 MS12,33 ~~BS4,37~~ 7,36 *Fitted for oil fuel* 10,21	Grk LMC *F.P. above*	*z*	CL ~~9,37~~ 11,38	1921 10mo *Lloyd's*	Ayrshire Dkyd.Co.Ltd. Irvine *SA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) 1 50° F. *Cell D* *B* 343 '898*t MT* 33'	410·7 | 53·3 | 33·4 425·0 (O.L.) B60'F44' *on Awng dk* FK *Collision* 750*t FPT* 47*t APT* 7*t*			Glasgow British *Cem* *B H to Aw dk* 6 „ „ *U* „	T.3Cy.27½",45½"&75"–54" &LP Turbine with DR gear- ing & hydraulic coupling 200lb (*s*) 639 NHP 3SB, *9cf*, GS181, HS7806 FD Dunsmuir & Jackson, Ld Gls	36 „ 0 *s* 8 „ 0 27 „ 9½	
72481 146259 GFZS	**Clan Macnaughton** *ss* Grk. No. 3–3,34 D.F. 2 *Dks (Stl) & Awning dk (Stl)* E.S.D. *Cruiser Stern* *ss* Grk. No. 1–38	6088 5793 3689	✠100A1 *Awng dk* *with freeboard* 2,~~38~~ 3,~~37~~ LMC *Fitted for oil fuel* 10,21	Gls *F.P. above*	*z*	CL N3,38	1921 10mo *Lloyd's*	Ayrshire Dkyd.Co.Ltd. Irvine *SA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) *Cell DB* 343'897*t MT* 34'816*t*	410·5 | 53·3 | 33·4 B60'F44' *on Awng dk* FK *Collision* *FPT* 60*t APT* 7*t*			Glasgow British *Cem* *B H to Aw dk* 6 „ „ *U* „	T.3Cy.27½",45½"&75"–54" L.P. Turbine with DR gear- ing & hydraulic coupling 200lb *100lb* (*s*) 639 NHP 3SB, *9cf*, GS181, HS7806 FD Dunsmuir & Jackson, Ld Gls	36 „ 0 *s* 8 „ 6 27 „ 9½	
72482 146281 GFWP	**Clan Macneil** *ss* Gls. No. 3–8,34 D.F. 2 *Dks (Stl) & Awng dk (Stl)* *Cruiser Stern*	6111 5793 3788	✠100A1 *Awng dk* *with freeboard* 1,38 MS8,34 ~~BS12,37~~ 10,38 *Fitted for oil fuel* 2,22	Mdb LMC *F.P. above*	*z*	CL 4,37	1922 2mo *Lloyd's*	Ayrshire Dkyd.Co.Ltd. Irvine *SA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*) 1 50° F. *Cell DB* 343' 897*t MT* 34'816*t*	410·5 | 53·3 | 33·4 424·8 (O.L.) B60'F44' *on Awng dk* FK *Collision* *FPT* 60*t APT* 7*t*			Glasgow British *Cem* *B H to Aw dk* 6 „ „ *U* „	T.3Cy.27½",45½"&75"–54" L.P. Turbine with DR gear- ing & hydraulic coupling 200lb (*s*) 691 NHP 3SB, *9cf*, GS181, HS7806 FD Dunsmuir & Jackson, Ld Gls	36 „ 0 *s* 8 „ 6 27 „ 9½	
72483 129578 GQLR	**Clan Macphee** *Fitted for oil fuel* D.F. 2 *Dks & Shelter dk*	6628 4814 4114					1911	Irvines S.B. &D.D.Co.Ld. W Hartlepool	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. *Mgrs.*)	430·0 | 53·5 | 26·4			Glasgow British *WB*	T.3Cy.29",49"&80"–60" Richardsons, 497 NHP Westgarth & Co. Ld. Hpl.		C
72484 160249 GKBW	**Clan Macpherson** ~~*ss* Gls. No. 2–37~~ ~~*ss* Grk. No. 1–38~~ D.F. 2 *Dks (Stl) & Shelter dk (Stl)* GyC. E.S.D. *Cruiser Stern*	6940 6280 4078	✠100A1 *with freeboard* ~~Grk~~ N 1,~~35~~ 1,~~37~~ ~~BS11,~~ BS ~~8,37~~ 9,38 *Fitted for oil fuel* 5,29 MS5,37	Gls Grk Lt *F.P. above*	*d*†	CL ~~10,35~~ 1,39	1929 5mo *Lloyd's*	Greenock Dkyd.Co.Ltd. Greenock *SA&CP*	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld. *Mgrs.*) *Duct keel fwd.* *Cell DB* 365'1082*t*	454·0 | 62·3 | 28·9 472·0 (O.L.) F35' FK *of mchy. space* *DT f* 30'1608*t FPT*			Glasgow British *7 B Hpt Cem* *Coll to Shdk* 6 „ 2nd „ 134*t APT* 41*t*	T.3Cy.30",50"&83"–54"& 1 LP Turbine with DR gear- ing & hydraulic coupling 220lb *100lb* (*s*) 973 NHP 4SB(Spt), *16cf*, HS12700 FD Rankin & Blackmre Ld. Grk.	31 „ 6 *s* 4 „ 3½ 27 „ 5½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when hull last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Position in which classed in Table 21. (Instr. of Trade Cert.
72485 133157 GQLB	**Clan Macquarrie** *Fitted for oil fuel* D.F. E.S.D.	*2 Dks & Shelter dk*	6471 4613 4007					1913	A. Stephen & Sons, Ltd. Glasgow	TheClanLine Steamers Ltd. (Cayzer, Irvine & Co. Ltd. *Mgrs.*)	429·2	53·7	26·6	Glasgow British *WB*	T.3Cy.29″,49″&80″–60″ 496NHP A.Stephen&Sons,Ld.Gls.		C
72486 144223 GDPV	**Clan Mactaggart** *ss* Gls. No. 3–1,33 *ss* Mdb. No. 1–37 D.F. E.S.D.	*2 Dks (Stl) & Awng dk (Stl)* *Cruiser Stern*	7622 7261 4674	✝100A1 Grk *b*† *Awng dk* Gls *with freeboard* BS12,38 5,35 4,38 ✝LMC ~~4,38 3,37~~ MS3,38 *Fitted for oil fuel* 11,20		CL 3,38		1920 11mo	Ayrshire Dkyd. Co. Ltd. Irvine	ScottishShireLine, Ltd. (Turnbull, Martin & Co. Ltd. *Mgrs.*)	452·7 468·6 (O.L.) B69′F38′ *on Awng dk* FK *MT45′1290t FPT69t APT8t*	57·7	35·2	Glasgow British *Cem* *7 BHto Awdk* 4SB,*16cf*,GS272,HS12120 FD Scotts'SB&Eng.Co Ld.Grk.	2 Steam Turbines DR geared to 1 Sc. Shaft 2001b (*s*) 905NHP 27″ 9¼	37 ″ 6 s 9 ″ 11½	
72487 144252 GDPW	**Clan Mactavish** *ss* Grk. No. 3–2,34 D.F. E.S.D.	2 Dks (*Stl*) & Awng dk (*Stl*) *Cruiser Stern* *ss* Grk. No. 1–38	7631 7262 4640	✝100A1 Grk *b*† *Awng dk* *with freeboard* MS11,38 ~~11,362,86~~ ✝LMC ~~4,37~~ *Fitted for oil fuel* 6,21 ~~5,33~~		CL ~~10,37~~ 10,38		1921 5mo	Ayrshire Dkyd. Co. Ltd. Irvine	TheClanLine Steamers Ltd. (Cayzer, Irvine & Co. Ltd. *Mgrs.*)	452·6 467·8 (O.L.) B69′F38′ *on Awng dk* FK *MT45′1290t FPT69t APT8t*	57·7	29·6	Glasgow British *Cem* *7 BHto Awdk* 4SB,*16cf*,GS272,HS12120 FD Scotts'S.B.&E.Co.Ld.Grk.	2 Steam Turbines DR geared to 1 Sc. Shaft 2001b (*s*) 905NHP 27″ 9¼	37 ″ 6 s 9 ″ 11½	
72488 142698 GDLY	**Clan Macwhirter** (*ex* Willcasino, *ex* Halizones, *ex* Ypresville) *ss* Grk. No. 3–1,31 *ss* Grk. No. 1–36 D.F. E.S.D.	2 Dks (*Stl*) *Longitudinal framing in double bottom & at decks*	5941 5509 3702	✝100A1 Grk *a*† ~~10,371~~		CL 10,37		1918 7mo	Lloyd Royal Belge (Gt. Britain) Ld. Glasgow	TheClanLine Steamers Ltd. (Cayzer, Irvine & Co. Ltd. *Mgrs.*)	424·4 437·0 (O.L.) P44′B254′F44′ FK 1 *Intermediate* 2 *'tween dk BHds dispensed with*	55·8	28·8	Glasgow British *Cem* 4 *BH to U dk* 2 „ „ 2nd „ *Cell DB 363′1481t APT20t*	T.3Cy.27″,45″&75″–48″ (*s*) 180lb 549NHP 3SB,*9cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 4 s 4 ″ 11½ 26 ″ 7	
72489 141896 GQMW	**Clan Matheson** *ss* Gls. No. 3–5,32 *ss* Gls. No. 1–37 D.F. E.S.D.	2 Dks (*Stl*) & Shelter dk (*Stl*)	5613 5348 3458	✝100A1 Grk *y* *Shelter dk* ~~Gls~~ *with freeboard* ~~4,385,87~~ ✝LMC MS1 37 ~~BS5,32~~ 5,38 *Fitted for oil fuel* 4,19		CL ~~5,37~~		1919 4mo	W. Hamilton & Co. Ltd. Port Glasgow	TheClanLine Steamers Ltd. (Cayzer, Irvine & Co. Ltd. *Mgrs.*) *Cell DB 326′ 922t MT36′876t*	397·1 410·0 (O.L.) FK 3 *BH to Sh dk* 4 „ „ *U* „ *FPT66t APT15t*	51·4	34·0	Glasgow British *Cem* D.Rowan&Co.Ld.Gls.	T.3Cy.26½″,44″&73′–48″ (*s*) 180lb ~~190lb~~ 517NHP 3SB,*9cf*,GS190,HS7668 FD	36 ″ 6 s 9 ″ 8½ 27 ″ 5	
72490 165917 GMGN	**Clan Menzies** Twin Sc *Fitted for oil fuel* D.F. E.S.D. Gy C.	2 Dks & Shelter dk *Cruiser Stern*	~~7250~~ 7336 ~~3921~~ 3555					1938	Greenock Dockyard Co. Ltd. Greenock	TheClanLine Steamers, Ltd. (Cayzer, Irvine & Co. Ltd. *Mgrs.*)	463·7 463·0 (O.L.)	63·0	29·9	Glasgow British *WB*	T.6Cy.26″,42″&~~70~~ 68″–48′& LP turbines with DR gearing & hydraulic couplings J.G.Kincaid&Co.Ld.Grk		
72491 141882 GQMH	**Clan Monroe** *Fitted for oil fuel* D.F. E.S.D.	2 Dks & Awng dk	5952 5671 3617					1918	Ayrshire Dkyd. Co. Ltd. Irvine	TheClanLine Steamers Ltd. (Cayzer, Irvine & Co. Ltd. *Mgrs.*)	409·6 409·6 (O.L.)	53·4	33·5	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP Dunsmuir&Jackson,Ld Gls		C
72492 141877 GQMC	**Clan Morrison** D.F. E.S.D.	2 Dks & Awng dk	5936 5678 3643					1918	Ayrshire Dkyd. Co. Ltd. Irvine	TheClanLine Steamers Ltd. (Cayzer, Irvine & Co. Ltd. *Mgrs.*)	409·6 409·6 (O.L.)	53·5	33·5	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP Dunsmuir&Jackson,Ld Gls		C
72493 141911 GQML	**Clan Murdoch** *ss* Gls. No. 3–1,32 *ss* Grk. No. 1–36 D.F. E.S.D.	2 Dks (*Stl*) & Awng dk (*Stl*)	5950 5680 3638	✝100A1 Gls *z* *Awng dk* *with freeboard* 1 ~~10,27~~ *Fitted for oil fuel* 4,19		CL ~~2,35~~ 13,38		1919 7mo	Ayrshire Dkyd. Co. Ltd. Irvine	TheClanLine Steamers Ltd. (Cayzer, Irvine & Co. Ltd. *Mgrs.*) *Cell DB 346′898t MT*	409·6 426·6 (O.L.) FK *Cell* 6 „ „ *U* „ *739′890t FPT46t APT7t*	53·5	33·5	Glasgow British *pt Cem* *BH to Awdk* T.3Cy.27½″,45½″&75″–54″ &L.P.Turbine with DR gearing&hydraulic coupling 200lb *100lb* (*s*) 674NHP 3SB,*9cf*,GS181,HS7806 FD Dunsmuir&Jackson,Ld Gls	36 ″ 0 s 9 ″ 7½ 26 ″ 8	
72494 141894 GQMV	**Clan Murray** *Fitted for oil fuel* D.F.	2 Dks & Awng dk 3tr B	5954 5675 3631					1918	Ayrshire Dkyd. Co. Ltd. Irvine	TheClanLine Steamers Ltd. (Cayzer, Irvine & Co. Ltd. *Mgrs.*)	409·5 409·5 (O.L.)	53·5	33·5	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ &L.P.Turbine with SR gearing&hydraulic coupling 413NHP Dunsmuir&Jackson,Ld Gls		C
72495 137782 GQLF	**Clan Ogilvy** *Fitted for oil fuel* D.F.	2 Dks *Cruiser Stern*	5802 5348 3581					1914	W. Doxford & Sons, Ld. Sunderland	British&South American S.Nav Co Ld. (Houston Line (London) Ld. *Mgrs.*)	430·0 P41′B141′F43′	54·2	29·4	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP W.Doxford&Sons,Ld.Sld.		C
72496 137833 GQMF	**Clan Ranald** *ss* Gls. No. 3–7,29 *ss* Grk. No. 2–38 ~~*ss* Grk. No. 1–34~~ D.F. E.S.D.	2 Dks (*Stl*)	5447 5093 3379	✝100A1 Grk *z* ~~7,38 4,37~~ ~~BS2,39~~		CL ~~3,37~~ ~~3,38~~		1917 3mo	Napier & Miller, Ld. Glasgow	TheClanLine Steamers Ltd. (Cayzer, Irvine & Co. Ltd. *Mgrs.*) & 1 *'tween dk BH* *Cell D*	409·1 422·0 (O.L.) P49′B120′F41′ FK 1 *Intermediate BH* *H dispensed with* *B355′ 1060t*	54·0	28·9	Glasgow British *Cem* 5 *BH to U dk* 1 „ „ 2nd „ *only* *DT a36′1075t APT45t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 538NHP 3SB,*9cf*,GS186,HS5151 FD J.G.Kincaid&Co. Ld. Grk.	31 ″ 5 s 6 ″ 1½ 25 ″ 6	
72497 132763 GCLN	**Clan Robertson** Twin Sc (*ex* Otaki–34) *ss* Fal. No. 3–9,32 *ss* Gls No. 1–37 *Ref. Mchy.* D.F. E.S.D.	2 Dks (*Stl*) & Shelter dk (*Stl*) *Cruiser Stern*	7951 5777 4954	✝100A1 Gls *c*† *Shelter dk* *with freeboard* ~~3,38~~ 11,38 BS 38 MC2 37 ✝Lloyd's RMC ~~3,38~~ 8,38		CL ~~7,37~~ 13,38		1920 2mo	Barclay, Curle & Co. Ltd Glasgow	TheClanLine Steamers, Ltd. (Cayzer, Irvine & Co. Ltd. *Mgrs.*) *Cell D B386′ 1275t*	449·1 P31′F43′ *on Shelter dk* FK *FPT125t APT80t*	58·2	37·1	Glasgow British *Cem* 8 *BH to Sh dk*	T.6Cy.26½″,44″&73″–48″ (*s*) 200lb HS16680 1122NHP 2 DB&2SB,*22cf*,GS420, FD Barclay,Curle&Co.Ld.Gls.	40 ″ 0 s 11 ″ 0½ 29 ″ 3	
	New Street," see No. 90019 in Supplement																
72498 136330 GQLD	**Clan Ross** D.F.	2 Dks *Cruiser Stern*	5897 5402 3623					1914	Swan, Hunter & Wigham Richardson, Ld Newcastle	British&South American S.Nav. Co. Ld. (Houston Line (London) Ld. *Mgrs.*)	430·0 P40′B135′F43′	54·3	29·4	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
72499 141893 GFVM	**Clan Skene** (*ex* Halocrates, *ex* ClanSkene) *ss* Gls. No. 3–5,31 *ss* Gls. No. 1–35 D.F. E.S.D.	2 Dks (*Stl*)	5214 4808 3233	✝100A1 Grk *y* ~~1,38~~		CL 12,35		1919 1mo	C. Connell & Co. Ltd. Glasgow	TheClanLine Steamers, Ltd. (Cayzer, Irvine & Co. Ltd. *Mgrs.*) *Cell DB*	401·0 P49′B113′F39′ FK *336′ 1088t FPT123t*	52·3	28·5	Glasgow British 7 *BHpt Cem* *APT53t*	T.3Cy.27″,44″&73″–48″&LP Turbine with DR gearing & hydraulic coupling 180lb (*s*) 599NHP 3SB,*9cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s 5 ″ 11½ 25 ″ 8½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu.	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme adoptée maintenant à l'Intérieur d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registre ou cote.
72500 137827 GQLZ	**Clan Stuart** ssRot.No.3–6,29 ssGrk.No.2-38 ~~ssGrk.No.1-04~~ D.F. E.S.D. 2*Dks*(*Stl*)		5760 5361 3550	✠100A1 ~~7,~~ ~~12,06~~ 2,39 Gls MS7,37 ~~5,39~~ 5,39 *Carrying fuel oil F. P. above* 1	PNl	*a*†	CL 12,36	1916 10mo *Lloyd's*	Russell& Co.Ld. PortGlasgow *SA&CP*	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) 1 *Intermediate BHdispensed with* *Cell DB* 360′ 1181*t D*	423·5 437·5(O.L.) P38′B123′F43′ FK *kBHdispensed with Ta* 36′1118*t APT* 31*t*	56·0 *BH to U dk* 1 „ „ *2nd* „ *only*	28·7 5	Glasgow British *Cem*	T.3Cy.27″,44″&73″–48″ L.P.Turbine withDR gearing&Hydraulic coupling 1801b (*s*) 627NHP 3SB,*9cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk *only*	31 ″ 4 *s* 6 ″ 1½ 25 ″ 5	
72501 132036 MDYJ	**Clandeboye** ssBel.No.3–6,26 ssBel.No.2–34 *Well deck Mchy.Aft* 1*Dk*(*pt Stl*)		614 439 233	✠100A1 4,37 3,49	Bel	*j*	CL 4,37	1913 5mo *Lloyd's*	Scott& Sons Bowling *SA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *WB=Cell DB*	180·3 Q103′B9′F33′ *f* 103′158*t FPT* 46*t*	28·2 BK7½ 3*BH Cem* *APT* 7*t*	10·8	Belfast British	T.3Cy.15″,25½″&41″–30″ (*s*) 180lb 85RHP 1SB,*3cf*,GS60,HS1938 Aitchison,Blair&Co.Ld Gls	13 ″ 4 *s* 4 ″ 5 13 ″ 7	
72502 147594 GBPL *Now "Balkan," see No. 87259 in Supplement*	**Clanwood** ssSld.No.3–3,36 D.F. 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*		2180 1760 1244	✠100A1 11,37	Cpn	*r*	OG 10,37	1924 3mo *Lloyd's*	SirJ.Laing &Sons,Ld. Sunderland *SA&CP*	W.France,Fenwick &Co.Ld. *Cell DB a* 48′*u E&* *B39′f* 118′39	280·0 290·0(O.L.) P20′Q94′B48′ F19′ FK 7*t DT a* 36′250*t FPT*	40·2 4*BH Cem* 52*t APT* 80*t*	18·9	London British	T.3Cy.20′,33″&54″–39″ (*s*) 180lb 199NHP 2SB,*6cf*,GS94,HS3096 G.Clark,Ld.Sunderland	21 ″ 0 *s* 2 ″ 3½ 19 ″ 0½	
72503 113967 MFRF	**Clapham** (*ex*Ville d'Eu) 3Mst ssBel.2ndNo.3–4,28 ssBel.No.2–37 *Well deck Mchy.Aft* 1*Dk*(*Irn*)		763 542 316	✠100A1 1,39 ~~1,37~~ LMC BS1,38 1,39	Bel	*k*	CL ~~12,36~~ 1,39	1901 7mo *Lloyd's*	SM'Knight &Co.Ld. Ayr *SA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *WB=Cell DB*	200·4 31·7 Q103′B13′F27′ FK *f* 115′183*t FPT*	30·6 3*BH Cem* 70*t APT* 8*t*	11·5	Belfast British	T.3Cy.17″,27½″&44″–33″ (*s*) 160lb 116NHP 1SB,*3cf*,GS60,HS1830 Ross&Duncan,Glasgow	14 ″ 0 *s* 4 ″ 8½ 13 ″ 5	
72504 107 IBQH	**Clara** ssTri.No.3–8,35 2*Dks*(*Stl*)& *Web frames* D.F. Sub.Sig.		6131 5022 3731	✠100A1 9,38 ~~9,37~~ LMC MS4,36 BS ~~9,37~~ 9,38 *Fitted for oil fuel* 11,22	Pla	*z*	CL N3,38 *F.P. above* 1	1922 11mo *Cell D*	Cant.Nav. Triestino Monfalcone A&CP 50° F.	"Italia"Soc.Anon. diNav. *Ba* 117′ *u B&* *f* 198′114*t M*	401·0 418·4(O.L.) P36′B124′F44′ FK *T* 27′816*t FPT* 107*t*	54·2 6*BH Cem* *APT* 135*t*	30·2	Trieste Italian UnitedMachineFactories, Smichow,Prague	T3Cy26⅜″,42⅛″&70½″–48½″ 1801b FD (*s*) 488NHP 3SB(Spt)*9cf*,GS148,HS7221 25 ″ 4	32 ″ 10 *s* 7 ″ 8½	
72505 1070 OYBO	— Sub.Sig. 1*Dk*		1398 798					1925	Howaldts-werke Kiel	D/S A/S Myren (Holm&Wonsild, *Mgrs.*)	246·1 P16′Q77′B95′F31′	38·0 *WB*	14·4	Copnhagn Danish	T3Cy16½″,27⅜″&43⅛″–29½″ 102NHP Howaldtswerke,Kiel		G
72506 ~~ONGC~~	— ssGoo.2ndNo.3–4,34 *Well deck* 1*Dk*(*Stl*)& *deep framing* *Cargo battens not fitted*		783 555 481	✠100A1 10,37 10, LMC10,	Ant	*k*	2,37	1908 10mo *Lloyd's*	J.Crown& Sons,Ld. Sunderland *SA&CP*	~~Hamilton Scheepvaart N.V.~~ ~~M.Vandesompel,~~ *Mgr.*) Peet Rass *WB=Cell D*	195·0 202·6(O.L.) P19′Q77′B9′F24′ FK *Ba* 40′*f* 77′157*t FPT*	30·1 4*BH Cem* 25*t APT* 32*t*	11·9	Estonian	T.3Cy.16½″,27″&44″–33″ (*s*) 1801b *60lb* 141NHP 1SB,*4cf*,GS73,HS2454 N.E.MarineEngCo.Ld.Sld.	14 ″ 0 *s* ″ 11 13 ″ 3	
Now "Aksi," see No. 87078 in Supplement																	
72507 560 ILOV	— (*ex*SailingVessel, *ex*ElisaM.–35,*ex*Firenze) (*See Sailing Ship Register*)	**WoodAuxBk** *OilEng.* 1*Dk2tr B*	366 347 302					1921	Flli. Picchiotti Viareggio	U.Tomei	121·7	29·2	15·3	Viareggio Italian	Oil Engines 2S.C.SA 4Cy.9⅞″–13″ 63NHP *Emade&fitted* 36 HanseatischeMotorenGes. Bergedorf		I
72508 DHEB *Now "Hammonia," see No. 88362 in Supplement*	**Clara Blumenfeld** (*ex*Marsden) ssHam.2ndNo.3–2,35 *Well deck* 1*Dk*(*pt Irn&pt Stl*) *Cargo battens not fitted*		2543 1970 1467	✠100A1 6,38 ~~4,37~~	Ham	*s*	CL 1,37	1910 10mo *Lloyd's*	WoodSkin ner&Co.Ld. Newcastle *SA&CP*	Norddeutsche Kohlen-und Cokes-WerkeA.G. *Intermediate BHin fore*	304·4 Q116′Bon *Q.dk* 55′ F31′ FK *hold dispensed with* *Cell D Ba* 92′*u E&*	42·2 4*BH only* *&B41′f* 121′	18·7	Hamburg German *Cem*	T.3Cy.21½″,35″&58″–39″ 1801b 254NHP 2SB,*6cf*,GS117,HS4274 N.E.MarineEngCoLd.Nwc	20 ″ 11	
72509 (*ex*Chr.Matthiessen–37,*ex*Phaliron, OYNH *ex*Thora) Wireless D.F. 1*Dk*&*Spar dk*	**Clara Clausen** *Cruiser Stern*		1010 893 591					1907	A.Vuijk& Zonen Capelle/Ysel	C.Clausen	215·7 H94*t*	30·2 *WB*	18·6	Kolding Danish	T.3Cy.17½″,28½″&47″–33″ 127NHP G.T.Grey,SouthShields		V
72510 DHEC	**Clara L.-M. Russ** Sub.Sig. 1*Dk*		1600 1280 937					1927	Flensburgr Schiffsb.Ges Flensburg	Schiffahrt-u. Assekuranz Ges.E Russ&Co.	263·6 P16′Q84′B104′ F32′	41·9 *WB*	15·4	Hamburg German	T.3Cy.17 11/16″,27 5/16″&48″–37 7/16″ 141NHP FlensburgerSchiffsb.Ges.		G
72511 143703 MKRS	**Clara Monks** 3Mst ssBkn.No.1–39 ssBwg.No.3–2,34 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*		577 405 232	✠100A1 2,39 ~~1,38~~ 2,39	Bkn	*h*	CL 1,38	1920 12mo *Lloyd's*	AilsaS.B. Co.Ld. Ayr *SA&CP*	JohnS.Monks,Ld.	170·2 Q94′B12′F28′ BK7″	26·1 3*BH Cem* *FPT* 65*t*	11·7	Liverpool British *Cem*	T.3Cy.14″,23″&37″–30″ (*s*) 1801b 70RHP 1SB,*3cf*,GS56,HS1872 AilsaS.B.Co.Ld.Troon	13 ″ 0 *s*3 ″ 11½ 13 ″ 2½	
72512 213833 WKCB	**Clare** ssN.Yk.No.3–8,27 D.F. ssBal.No.2–35 Sub.Sig. 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*		3372 2842 2139	✠100A1 ~~7,07~~ 9,38 *Fitted for oil fuel* 12,15	Bal	*n*	CL 1,37 *F.P. above* 1	1915 12mo A&CP *Lloyd's*	Maryland SteelCo. Sparro'Pt Md	A.H.BullSteam-shipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*) 50° F.	327·2 P35′B98′F38′ FK *WB=Cell DB a* 90′*u E* 20′*f*	46·2 *WB* 146′691*t FPT* 78*t APT* 296*t*	22·9	New York Utd.States 5*BH Cem*	T.3Cy.22″,37⅜″&60⅛″–42″ 1901b (*s*) 293NHP 2SB,*6cf*,GS144,HS4933 MarylandStl.Co.Sparr'.Pt.	25 ″ 6 *s* 4 ″ 6½ 21 ″ 1½	
72513 DCGK	**Cläre Grammerstorf** (*ex*Harald) 1*Dk*		632 512 367					1912	Nüscke& Co.Akt.Ges. Stettin	K.Grammerstorf	191·5 Q48′B12′H48′F23′	30·1 *WB*	11·3	Kiel German	T3Cy12⅝″,22 1/10″&36⅛″–21 7/10″ 61NHP AtlasWerkeA.G.Bremen		G
72514 DJQF	**Cläre Hugo Stinnes 1** D.F. E.S.D. 2*Dks* *Cruiser Stern*	*OilEng.*	5295 4457 2611					1935	Flensburgr Schiffsb.Ges. Flensburg	HugoStinnes G.m.b.H.	415·7 P27′B&F376′	60·2 *WB*	21·0	Hamburg German	Oil Engines 2S.C.SA 16Cy.20½″–27⅝″ 1180NHP MaschinenfbrkAugsburg-NürnbergA.G.Augsburg		G
72515 133599 GWVL	**Clare Lilley** (*ex*Modig–34, *ex*Eastcliffe, ssOsl.No.3–5,30 *ex*Cliffside) ssBry.No.1–35 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)		3726 3531 2307	✠100A1 *Shelter dk with freeboard* 10,37	Hul	*w*	CL N11,36	1917 4mo *Lloyd's*	J.Priest-man&Co. Sunderland *SA&CP*	ClareShippingCo. Ld.	350·0 31·5 FK *Cell DB* 324′862*t*	50·9 6*BH Cem* *APT* 105*t*	23·5	London British	T.3Cy.25″,41″&67″–45″ (*s*) 1801b 325NHP 3SB,*6cf*,GS115,HS4995 N.E.MarineEngCo.Ld.Sld.	26 ″ 0 *s* 2 ″ 5½ 23 ″ 9	
72516 136345 MFSQ	**Clarecastle** ssBkn.2ndNo.3–10,38 ~~ssLiv.No.3–10,36~~ *Well deck* ~~ssLiv.No.2–34~~ *Mchy.Aft* 1*Dk*(*Stl*)		627 443 236	✠100A1 ~~11,37~~ Liv 10,38	Liv	*j*	CL 11,37	1914 12mo *Lloyd's*	Scott& Sons Bowling *SA&CP*	A.Guinness,Son& Co.Ld.	179·9 189·4(O.L.) Q103′B9′F33′ *WB=Cell DB f* 103′161*t FPT*	28·6 BK7½ 16*t APT* 7*t*	10·8	Belfast British	T.3Cy.15″,25½″&41″–30″ (*s*) 1801b 85RHP 1SB,*3cf*,GS60,HS1938 Aitchison,Blair,Ld.Gls.	13 ″ 6 *s* 4 ″ 5½ 13 ″ 8½	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. Port of Survey. Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. Ship. Engines. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register Book closed. If not to L.R. Date of it.
72517 215907 KJFX	**Claremont** Wood *Fitted for oil fuel* 1 *Dk*	1291 — 712			1917 Mathews S.B.Co. Aberdeen, Wash.	Hart-Wood LumberCo.	225·5 | 43·0 | 16·2	S. Frncisco Utd. States	T.3Cy.14″,23″&40″–30″ 88NHP UnionIronWorks,San Francisco		
72518 127300 *Mchy.Aft* GyC. 1 *Dk2trB*	**Clarence A. Black**	4150 — 2555			1898 Cleveland S.B.Co. Lorain,O.	PittsburgS.S.Co.	413·4 | 50·2 | 24·5 F46′ *WB*	Duluth, Minn. Utd.States	T.3Cy.22″,35″&58″–40″ NB20 213NHP ClevelndSB.Co.Clevelnd,O.		
72519 139099 GMXD D.F.	**Clarissa Radcliffe** (*ex*Gwent) *ss*Sld.No.3–8,28 *ss*Hul.No.2–37 1 *Dk*(*pt Irn&pt Stl*)	5754 5217 3501	✠100A1 Hul *z* ~~10.37~~ 11,38 Npt BS11,38 ✠LMC10,37	CL N10,37	1915 Craig,Taylor&Co.Ld. 11mo Stockton *Lloyd's*	ClarissaRadcliffe SSCoLd(E.Thomas Radcliffe&Co.*Mgrs*) *WB*=*CellDBa*13	415·0 | 55·5 | 26·7 P45′B&F321′ FK 4′*uE&B*46′*f*184′172	London British 7 *BHCem* 3*tFPT*154*t* *APT*183*t*	T.3Cy.27½″,46″&75″–48″ 1801b *150lb* (*s*) 470NHP 3SB,9*cf*,GS197,HS7891 Blair&Co.Ld.Stockton	28 ″ 7 s 3 ″ 9½ 25 ″ 1	
72520 FNZX D.F.	**Claude Chappe** (*ex*Patris) TwinSc 2 *Dks&deep framing&Shelter dk*	*4394* *3876* *2301*	…		1909 Nthmblnd S.B.Co.Ld. Newcastle	CiedesMessageries Maritimes FK *WB*	370·0 | 47·0 | 23·9	Saigon French	T.6Cy.22½″,37″&60″–42″ 776NHP G.Clark,Ld.Sunderland	26 ″ 6	V †
72521 PUXA	**Claudia M.** (*ex*AntoniettaAccame) *ss*Msl.No.3–11,11 *ss*Gen.No.2–20 1 *Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames*	3249 2844 1982	✠ Gen *u* 7,24		1899 Cant.Nav. 10mo diMuggiano Muggiano	Soc.Paulista de Nav.Matarazzo, Ltda. *DBa*94′ FK	346·0 | 47·2 | 16·2 P37′B106′F29′ 24·2 *uE&B*36′ *f*142′945*t*	SanPaulo Brazilian 6 *BHCem* *APT*58*t*	T.3Cy.21½″,35″&59″–39″ 228NHP 2SB,6*cf*,GS89,HS3416 T.Richardsn&Sns.Ld.Hpl	24 ″ 3	
72522 FCGK	**Claudius Magnin** 1 *Dk*	2310 1970 1253			1921 Atel.&Ch. deFrance Dunkirk	Cie.desForges et Aciéries de laMar. et d'Homécourt *WB*	292·6 | 41·0 | 20·9	Bayonne French	T.3Cy.21″,33″&56″–36″ 188NHP Atel.&Ch.deFrance,Dnk.		V
72523 DALW	**Claus** 1 *Dk*	302 231 153			1907 Stettiner Oderwerke Stettin	Rud.Christ.Gribel *WB*	138·7 | 24·3 | 9·0 P&B90′F17′	Stettin German	T.3Cy.9½″,16$\frac{7}{16}$″&25⅜″–17$\frac{7}{16}$″ 28NHP StettinerOderwerke		G
72524 DIAY	**Claus Horn** (P) (*ex*MinnaHorn) *Oil Eng.* D.F. 2 *Dks*	3177 2526 1842			1925 Reiherst'g Schiffsw. Hamburg	H.C.Horn *WB*	311·0 | 46·3 | 22·8 P75′B81′F86′	Hamburg German	Oil Engines 2S.C.DA 4Cy.23⅝″–35⅝″ 778NHP NE30 Maschinenfbrk Augsburg-NürnbergA.G.Augsburg		G
72525 DHEE	**Claus Rickmers** Sub.Sig. D.F. 2 *Dks*	5165 4708 3170			1924 Nrddtsche Werftm.b.H. Wesermünde-G.	Rickmers Rhederei A.G. *WB*	401·5 | 53·2 | 27·5 P50′B133′F42′	Hamburg German	T.3Cy.28½″,45½″&74″–53½″ 400NHP A.G."Weser," Bremen		G
72526 167255 ~~PKKT~~ D.F. E.S.D. GTGW *Mchy.Aft*	**Clausina** 1 *Dk*,2*nd dk clear of cargo tanks*. *Oil Eng.* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	~~8239~~ ~~3~~ 4221 7235 4786	✠100A1 Rot *c* ~~Tanker~~ 10.38 *(Class Contemplated)* *CarryingPetroleum in bulk* ~~BS~~ ✠LMC10,38	CL	1938 NV Rotterdam Droogd. Maats. Rotterdam *Lloyd's*	Anglo-Saxon PetroleumCo.Ld *CellDBa*[illegible]	465·3 | 59·3 | 33·8 ~~483·3(O.L.)~~ ~~P53′B47′F10′~~ FK P60′F43′F18′ *tDlf*25′262*tFPT*235*tAPT*83*t*	London British 17 *BH* DB150*lb*	Oil Engines 4S.C.SA 8Cy.25$\frac{1}{16}$″–55½″ 502NHP WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 8½ 27 ″ 6	
72527 *Mchy.Aft*	**Claycarrier** *Oil Eng.* 1 *Dk*	492			1937 Harland& Wolff,Ld. N.Woolwich	The Associated PortlandCement ManufacturersLd.	160·0 | 30·3	London British *WB*	Oil Engines 2S.C.SA 4Cy.11″–19$\frac{11}{16}$″ 84NHP Harland&Wolff,Ld.Gls.		
72528 PDRV	**Clea** *Particulars see No. 87506 in Sc[illegible]* D.F. E.S.D. *Cruiser Stern* *Mchy.Aft* *pt Longitudinal framing*	3028 238 4764	100A1 *(Class Contemplated)* *CarryingPetroleum in bulk*		1938 NV Rotterdam Droogd. Maats. Rotterdam	~~Anglo-Saxon PetroleumCo.Ld.~~ N.V.Petroleum Maats."La Corona"	463·0 | 59·3 | 33·8 P93′B47′F48′	TheHague Dutch	Oil Engines 4S.C.SA 8Cy.25$\frac{1}{16}$″–55½″ WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 8½ 27 ″ 6	
72529 102 SVXS	**Cleanthis** (*ex*FramlingtonCourt) *ss*Pir.2nd.No.3–1,36 1 *Dk2trB*	*4153* *3914* *2592*	✠100A1 Rot *x* 4,39 ~~1,38~~ Bry BS4,38 MC1,36	CL ~~8,36~~ 4,39	1911 Hawthorn, Leslie&Co.Ld. 4mo Newcastle *Lloyd's*	~~Th.L.Boyazides&~~ Co. PindosS.S. Co.Ld *CellDBa*114′*uE*27′	375·7 | 51·3 | 24·3 P41′B231′F36′ FK *f*160′ 808*t FPT*96*t*	Andros Greek 3 *BHCem* *APT*176*t*	T.3Cy.26″,42″&70″–48″ (*s*) 1801b 385NHP 3SB,9*cf*,GS189,HS6169 Blair&Co.Ld.Stockton	26 ″ 9 s 3 ″ 5½ 23 ″ 5½	
72530 162107 GYMZ D.F.	**Clearpool** 1 *Dk*	5404 4992 3323			1935 W.Gray& Co.Ld. W Hartlepool	PoolShippingCo. (SirR.Ropner&Co. Ld.,*Mgrs*.)	427·5 | 55·2 | 27·2 P62′B249′F42′ *WB*	Cardiff British	2 Steam Turbines DR geared to 1 screw shaft Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl.		C
72531 142845 GKSP	**Clearton** *ss*Nwc.No.3–8,32 *ss*Nwc.No.1–36 1 *Dk*(*Stl*)	5219 4790 3209	✠100A1 Npt *n* ~~Tanker~~ 8,37 9,38 ~~Gas~~ Nwc BS4,38 ✠LMC12,36	CL 3,38	1919 Richards'n 9mo Duck&Co.Ld. Stockton *Lloyd's*	R.Chapman&Son *CellDB*	400·2 | 52·4 | 28·4 P49′B113′F40′ FK 336′1058*t FPT*168*t*	Newcastle British 7 *BHCem* *APT*279*t*	T.3Cy.26″,44″&73″–48″ (*s*) 1801b ~~NDB38~~ *1001b* 897NHP 2Sb. Spt)6*cf*,GS137,HS6066 Blair&Co.Ld.Stockton	31 ″ 0 s 6 ″ 0 25 ″ 3½	
72532 219686 KUGD	**Clearwater** (P) *Fitted for oil fuel* 2 *Dks*	4970 4598 3038			1920 American International S.B.Corp. HogIslandPa	MississippiShipping Co.Inc.	390·0 | 54·2 | 27·8 P50′B121′F40′ *WB*	N.Orleans Utd. States	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
72533 1635 IBGZ	**Clelia Campanella** TwinSc (*ex*Oilvigor,*ex*Olvigore,*ex*Holden Evans) 2 *Dks&Web frames* *Mchy.Aft* *Longitudinal framing* D.F. *Carrying Petroleum in bulk* *Fitted for oil fuel*	3245 2955 1965	…		1917 Baltimore D.D.&S.B.Co Baltimore Md	TitoCampanella Soc.diNav. *WB*	306·0 | 47·2 | 28·0 P76′F26′ FK	Genoa Italian	T.3Cy.18″,26½″&42″–27″ 298NHP NE*made*13*refitted*27 NB*made*20*refitted*27 London&Glasgow E.&S.B. Co.Ld.Gls.	28 ″ 1	I †
72534 121906 WADE	**Clemens A. Reiss** (*ex*Frank T.Heffelfinger) *Mchy.Aft* D.F. GyC. 1 *Dk2trB*	4378 — 3367			1901 Chicago S.B.Co. Chicago	ReissS.S.Co. *WB*	430·0 | 50·2 | 24·5	Wilmgton (Del.) Utd.States	Q4Cy15″,23¾″,36½″&56″–40″ 198NHP ChicagoS.B.Co.Chicago		R
72535 162414 MBBL D.F.	**Clement** 1 *Dk&Shelter dk* *3rd dk except in Nos.5&6holds* *Cruiser Stern*	5051 4457 3082	✠100A1 Liv *withfreeboard* Hul 10,37 ~~3,36~~ MC12,34 BS3,39	CL 6,37	1934 Cammell 12mo Laird&Co.Ld Birkenhead *Lloyd's*	BoothS.S.Co.Ld. *CellDB*349′96	412·2 | 55·7 | 26·0 F32′ FK (*4tDTa*34′772*tFPT*	Liverpool British 8 *BHCem* *Coll to Sh dk* 7 ″ 2nd,,) 80*tAPT*44*t*	T.3Cy.24½″,40½″&67″–51″ & LP turbine with DR gearing & hydraulic coupling 220lb (*s*) FD 652NHP 3SB(Spt)9*cf*,GS195,HS8760 CammellLaird&Co Ld Bkn	28 ″ 6 s 3 ″ 1½ 25 ″ 7½	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite. / Terme assigné nationalement expiré. Lettre d'Equipement.	7 Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	Régistres
72536	**Cleodora**		8026	✠100A1	Fls	ct	1938	Kon.Maats	N.V.Petroleum	463·0	59·3	33·8	TheHague	Oil Engines 4S.C.SA	34 ″ 0	
	1 Dk 2nd dk clear of cargo tanks *Oil Eng.*		7236	3,37 7,38	Rot		7mo	"DeSchelde"	Maats "La	483·3 (o.L.)			Dutch	8Cy.25 1/16″–55 1/8″ NHP	6 ″ 8 1/2	
PDKX	D.F. E.S.D. *Cruiser Stern*		4724	*(Class Contemplated)*			*Lloyd's A & CP*	Flushing	Corona"	P98·3 147·F48′ FK			17 *BH*	DB *150 lb*	27 ″ 6	
	Mchy. Aft *Longitudinal framing at bottom & at deck*			*Carrying Petroleum in bulk*						P90′B43′						
				✠LMC 7,38					*Cell D Bu E64′13*	*DT f 2*		*FPT*	*135 APT*	Werkspoor N.V. Amst.		
72537	**Cleopatra**		6627				1933	Götaver-	RederiA/B	429·8	55·2	33·9	Gothenbrg	Oil Engines 4S.C.SA		N
7920	*Carrying Petroleum in bulk* *Oil Eng.*		6007					kenA/B	Transocean	417·0			Swedish	6Cy.29 1/8″–59 1/16″ 490 NHP		
SDIT	*Mchy. Aft* *1 Dk*		3883					Gothenburg	(G.Carlsson, *Mgr.*)				*WB*	Götaverken A/B, Got.		
	D.F. *Cruiser Stern*															
72538	—		1305				1920	Reiherst'g	A.Kirsten	258·6	37·7	14·7	Hamburg	T.3Cy.16 1/2″,27 1/2″&43″–33 1/2″		G
			1148					Schiffsw.		P&B197′F37			German	107 NHP		
	(*ex*Eider–35, *ex*Cleopatra)							Hamburg					*WB*	Reiherst. Maschinenf. Ham.		
DHFW	*Mchy. Aft* *1 Dk*		698													
72539	**Clermiston** (*ex*Vreewijk)		1448	✠100A1	Gmh	*p*	1921	N.V.Mach	RavelstonS.S.Co.	244·9	37·1	16·6	Grngemth	T.3Cy.17 3/16″,28 1/2″&47 1/2″–36″	19 ″ 0	
149392	*ss*Gmh.No.3–4,34		1283	7,37			11mo	&Scheeps.	Ld.(Gillespie&	258·0 (o.L.)			British	192 lb *100 lb* (*s*) 171 NHP	2 ″ 6	
MNXZ	1 *Dk* (*Stl*)		848				A&CP	"DeWaal"	Nicol, *Mgrs.*)	P20′B60′F24′ FK			2 *BH Cem*	2SB, *4cf*, GS 76, HS 2906	16 ″ 8	
	Cargo battens not fitted							Nijmegen		*Cell D B* 204′ 301 *t*			*APT* 30 *t*	N.V. Machinef. "DeWaal"		
72540	**Cletus Schneider** (*ex*Thomas		3528				1902	Craig S.B.	Schneider	370·8	50·2	24·2	Wilmgton	T.3Cy.20″,33 1/2″&55″–40″		R
145937	Adams)							Co.	TransportationCo.	F40′		*WB*	(Del.)	191 NHP		
KMEO	*Mchy. Aft* D.F.	*1 Dk 2tr b*	2665					Toledo, O.	(ClevelandCliffs				Utd. States	Craig S.B. Co. Toledo		
									IronCo., *Mgrs.*)							
72541	**Clevedon** Ⓟ (*ex*Feltre–37)		7314	✠100A1	Tri	*b* †	1927	Stabilimnto	PacificAmerican	448·5	55·4	35·3	Bellingham	Oil Engines 4S.C.SA	38 ″ 2	
236654	*Oil Eng.*		7026	*with freeboard*	Sea		2mo	Tecnico	Fisheries, Inc.	430·8		27·3	Utd. States	6Cy.29 1/8″–59 1/16″ 489 NHP	12 ″ 0 1/2	
WPMR	D.F *Ref. Mchy.* *ss*Pld.No.3–11,37		6442	4,39				Trieste				FK		DB *100 lb*	26 ″ 4 1/2	
	GyC. 3 *Dks* ~~*2 Dk (Stl) 1 Shelter dk (Stl)*~~						*Lloyd's A & CP*		*Cell D B* 377′				*Coll to Wdks*	Stabilimento Tecnico, Tri.		
	Tonnage opening closed								1245 *t DT* a 42′ 981 *t*	*FPT* 121 *t APT* 40 *t*			7 ,, 2nd dk)			
									6 *Additional BH fitted in Upper tween dks*							
72542	**Clevelander** (*ex*Twin	**TwinSc**	1460				1923	Gt. Lakes	NationalMotor-	250·6	42·2	15·7	Wilmgton	Oil Engines connected to		R
223241	Ports)	*Oil Eng.*	1388					Eng. Wrks	shipCorp.				(Del.)	Elec. Motors & Sc. Shafts		
KLEV	*Mchy. Aft*	*1 Dk*	840					Ashtabula, O.					Utd. States	4S.C.SA 6Cy.13″–19 1/2″		
													WB	Lombard Governor Co.		
														Salem, Mass.		
														2S.C.DA 5Cy.15″–17″		
														Made & fitted 31 494 NHP		
														Fairbanks, Morse, Co.		
														Beloit, Wis.		
72543	**Clewbay** (*ex*G.Player)	**3Mst**	645	✠100A1	Bel	*i*	1904	AilsaS.B.	JohnKelly, Ld.	183·0	28·6	11·1	Belfast	C.2Cy.19 1/4″&45″–30″ (*s*)	13 ″ 9	
109684	*ss*Bel.2ndNo.3–12,27		464	7,38 1,36			7mo	Co.Ld.	(W.Clint, *Mgr.*)				British	140 lb NDB 11 82 RH	4 ″ 7 1/2	
MJBJ	*Well deck* *ss*Bel.No.2–36		259		✠LMC 4,36			Troon		P19′Q83′B12′F25′			3 *BH Cem*	1SB, *3pf*, GS 68, HS 2240	13 ″ 4 1/2	
	Mchy. Aft	*1 Dk* (*Irn*)					*Lloyd's A & CP*			FK & BK 14″				Muir & Houston, Ld. Gls.		
									WB = Cell	*DB f* 103′ 162 *t FPT*			58 *t APT* 8 *t*			
72544	**Cliffville** (*ex*Isabeletta–35)		424	✠	Bkn	*f*	1921	J.Crichton	JohnS.Monks, Ld.	143·2	24·1	10·8	Liverpool	T.3Cy.13″,21″&34″–24″	12 ″ 0	
143740	*ss*Bkn.No.1–26		294	7,29			5mo	&Co.Ld.		Q87′B9′F23′		FK	British	80 NHP		
MKRT	*Mchy. Aft* *Well deck*	*1 Dk* (*Stl*)	162					Chester					4 *BH Cem*	1SB, *3pf*, GS 49, HS 1520		
										DT f 15′ 33 *t FPT* 9			*APT* 28 *t*	Hawthorns & Co. Ld. Leith		
72545	**Cliftonhall**		5063	100A1			1938	Wm.Dox-	WestHartlepool	426·3	54·3	26·1	W.Hartlpl	Oil Engines 2S.C.SA	28 ″ 8	
166779	*Oil Eng.*		4640	*with freeboard*				ford & Sons Ld	Stm.Nav.Co.Ld.	426·3 (o.L.)			British	3Cy.22 1/16″–85 1/16″	83 ″ 4 1/2	
GHLL	D.F.		2968					Sunderland							25 ″ 6	
	Cruiser Stern			*(Class Contemplated)*						*F on Shelter dk* 40′						
For full particulars see No. 87512 in Supplement														Wm. Doxford & Sons, Ld Sld		
72546	**Clintonia**	**Steel&Iron**	3106				1917	W.Dobson	StagLine, Ld.	331·0	48·0	22·2	N.Shields	T.3Cy.22 1/2″,36 1/2″&62″–42″		C
139879			2860					&Co.	(J.Robinson&	P29′B97′F33′			British	249 NHP		
GPBZ	D.F.	*1 Dk*	1882					Newcastle	Sons, *Mgrs.*)				*WB*	N.E. Marine Eng Co Ld Nwc		
72547	**Clio**	**TwinSc**	8580	✠100A1	Ham	*d* †	1926	Vulcan	PanamaTrans-	470·0	63·2	35·2	Panama	Oil Engines 2S.C.SA	35 ″ 6	
	*ss*Bmn.No.3–11,38 *Oil Eng.*		—	*Shelter dk*	Bmn		2mo	WerkeA.G	portCo.	489·6 (o.L.)			Panamanian	8Cy.25 7/16″–47 1/2″ 910 NHP	8 ″ 7	
HPFJ	D.F. E.S.D. ~~*ss*Ham.No.3–34~~		5175	*with freeboard*				Stettin		B34′F38′		FK	19 *BH pt Cem*	2 Water Tube DB *200 lb*	27 ″ 2	
	Mchy. Aft 1 *Dk* (*Stl*) *Shelter dk* (*Stl*)			11,38 ~~11,30~~			*Lloyd's A & CP*						13 *BH to S dk*	DB *70 lb*		
	~~*Cmb. Sig.*~~ *Cruiser Stern* *& Web frames*				11,38								6 ,, ,, *U* ,,	Maschfbk Augsburg-		
	GyC. *Longitudinal framing*			✠LMC CS8.3	11,38									Nurnberg, Augsburg		
	~~*Bel W*~~			DBS1.36 11,38 4.76	11,38											
				Carrying Petroleum in bulk					*Cell D Bu E* 38′ 131 *t DT f* 36′ 280 *t*			*FPT* 190 *t APT* 108 *t*				
72548	—		996	✠100A1	Hfs	*m*	1897	Caledon	FinskaAng. Akt.	220·3	32·0	15·5	Helsingfrs	T.3Cy.19″,31″&50 5/16″–33″ (*s*)	16 ″ 6	
57	*ss*Hfs.No.1–33		—	C.38 7.37 3,39			3mo	SB.&E.Co.Ld					Finnish	160 lb *125 lb* NDB 29 162 NHP	8 1 ″ 5 1/2	
OHGI	(*ex*Bittern)		550		✠LMC 4.35			Dundee		P&B121′F45 BK8″			4 *BH Cem*	1 W.T. Boiler HS 2721	15 ″ 9	
	Wireless D.F. 1 *Dk* (*Irn*) *lower dk forehold*			1.51 3.38	5.89		*Lloyd's A & CP*			*WB = Cell D Ba* 46′			*f* 81′ 158 *t*	Caledon SB.&E.Co.Ld. Dun.		
	Well deck *Web frames afterhold*															
72549	—		556				1922	Danziger	DetBergenske	153·9	24·2	17·5	Bergen	T.3Cy.12 3/8″,20 1/4″&32 1/4″–22 1/4″		
			537					Werft	Dampskibsselskab	H14 *t*			Norwegian	50 NHP		
LDFC		*2 Dks*	298					Danzig					*WB*	Danziger Werft. Danzig		
72550	—		374				1935	Gebroeders	WestIndische	162·6	29·4	8·9	Curaçao	Oil Engines 2S.C.SA		V
	Wireless	*Oil Eng.*	287					Pot	Scheepv. Maats.	P&B126′F21′			Dutch	7Cy.10 3/8″–18 7/8″ 132 NHP		
PJCA	*Mchy. Aft* *Cruiser Stern*	*2 Dks*	168					Bolnes					*WB*	Machinefabriek Gebr. Stork		
														& Co. N.V. Hengelo		
72551	**Cliona**	**TwinSc**	8375	✠100A1	Off	*ct*	1931	Harland&	Anglo-Saxon	456·6	62·0	34·1	London	Oil Engines 4S.C.SA	34 ″ 2	
162646	*Oil Eng.*		7612	~~5.36 0.37~~ 3,39	Shl H.K.g		10mo	Wolff, Ld.	PetroleumCo. Ld.	472·0 (o.L.)			British	12Cy.27 7/16″–55 1/8″ 877 NHP	8 ″ 8 1/2	
GPXC	*Mchy. Aft* D.F.	*ss*Shl.No.1–36	4948		✠LMC CS3.36			Glasgow		P107′B34′F42′ FK			14 *BH*	2 DB *150 lb*	27 ″ 8 1/4	
	E.S.D.	1 *Dk* (*Stl*) 2nd dk (*Stl*)					*Lloyd's A & CP*		*Cell D Bu E* 71′ 282 *t*	*DT f* 32′ 394 *t FPT* 23			9 *t APT* 93 *t*	Harland & Wolff. Ld. Gls.		
		clear of cargo tanks			5.5 ~~5.37~~											
		Longitudinal framing at bottom & at deck		*Carrying Petroleum in bulk*												
72552				~~DBS3.38~~ 3,39												

1 No. in Book. Official No. Code Letters	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when call aft. last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated Bo'ff Trade Cert.
72553	**Clive**		1068					1924	Nordsee-werke A.G. Emden	Angfartygs A/B "Ostersjön" (Adolf Bratt & Co. *Mgrs.*)	213·7 | 35·0 | 12·9 P14′Q55′B54′F27′ H110*t*	Gothenburg Swedish	T3Cy 17¾″, 29 7/16″ & 46 1/16″-31½″ 119NHP Friedrich Wilhelms Hütte, Mülheim, Ruhr		G
			790												
SDPK		1 *Dk*	591									*WB*			
72554	**Clizia** (*ex* Appalachee, *ex* Duffield)	3 Mst	3698	✠	NYk	*w*		1894	Tyne I.S.B. Co. Ltd. Newcastle	Ape Anonima Petroliere	348·8 | 44·2 | 28·4 340·0 44·2 22·1 P81′B38′F35′ 29·1 FK	Genoa Italian	T.3Cy.26″, 41″ & 68″-48″ 349NHP 3SB, *9rf*, GS150, HS5667 Wilsnd Slpwy. Co. Ld. Nwc.	30 ″ 2	I C †
1426	*ex* Duffield)	*ss* Mdb. 2nd No. 3-10, 19	3391	9,26											
IBVH	*Mchy. Aft* D.F.	*ss* Rot. No. 1-23	2249	✠							*Cell D B68′188t FPT*	1124 *A P T* 30*t*	14 *B H Cem*		
		Fitted for oil fuel 1 *Dk (Stl) & Spar dk (Irn) & Web frames* *Carrying Petroleum in bulk*													
72555	**Clonlara**	*ss* Liv No.: [illegible]	1203	✠ 100A1	Liv	*q*	CL	1926	Caledon SB & E.Co.Ld. Dundee	Limerick S.S.Co.Ld (S.J.K.Roycroft, *Mgr.*)	253·1 | 37·2 | 16·6 P64′B78′F78′ FK	Limerick British	T.3Cy.20″, 33″ & 53″-39″ (*r*) 1851b 239NHP 2SB, *6cf*, GS124, HS4325 Caledon SB. & E.Co.Ld. Dun	17 ″ 6 s 1 ″ 9 16 ″ 0½	
147373		*ss* Liv. No. 2-34	984	BS3,39	LMC		9,38	4mo				6			
EIGX	*Ref. Mchy.*	1 *Dk (Stl)*	485					*Lloyd's*			71′ *f* 104′ 308*t* *FPT*	311 *A P T* 31			
											Cell D Ba & u E				
72556	**Clova** (*ex* Audoni-37)		310	✠ 100A1	Shl	*e*	CL	1935	Goole S.B. & Repg.Co.Ld Goole	Dundee, Perth & London Shipping Co. Ld.	140·5 | 24·6 | 7·8 P36′F15′ FK	Dundee British	Oil Engines 4S.C.SA 6Cy.11″-17 1/16″ 70NHP	10 ″ 1 s ″ 11 4 9 ″ 2½	
164495		*Oil Eng.*	223	10,37	Dun		10,37	6mo				3			
MBTM	*Mchy. Aft* Wireless	1 *Dk*	157		LMC 6,35			*Lloyd's*			*Cell D B91′111t FPT*	142 *A P T* 162*t*			
		Cruiser Stern													
72557	**Clumberhall**	*ss* Hpl. No. 2-38	5198	✠ 100A1	Mel	*a*†	CL	1930	W. Gray & Co. Ld. West Hartlepool	West Hartlepool Stm. Nav. Co. Ld.	425·2 | 55·3 | 25·6 438·5(O.L.) F37′ FK	W. Hartlpl British	Q.4Cy.20″, 28¼″, 41½″ & 61″-48″ 2601b (*s*) 441NHP 3SB (Spt), *9cf*, GS145, HS6258 FD	28 ″ 4 s 3 ″ 5 25 ″ 1½	
160767		*ss* Hpl. No. 1-34	4739	*with freeboard*	Hpl		6,36	8mo				7			
GQZJ	D.F.	1 *Dk (Stl)* & *Shelter dk (Stl)*	3097	11,38			10,38	*Lloyd's*			*Cell D B373′1256t* *D Ta 29′1130t*	*Coll to Sh dk* 6 „ *2nd* „			
				BS12,37	LMC	2,34 1,38					*F P T 178t A P T 161t*		Cen. Mar. E Wrks. Ld W Hpl		
72558	**Clunepark**	*ss* Shl. No 2-37	3491	✠ 100A1	Sbl	*v*	CL	1928	Lithgows, Ld. Pt. Glasgow	Denholm Line Steamers, Ld. (J. & J. Denholm, Ld. *Mgrs.*)	350·0 | 49·0 | 23·7 862 6(O.L.) P30′B98′F29′ FK	Greenock British	T.3Cy.22″, 38″ & 63″-42″ (*s*) 2001b *100lb* 339NHP 2SB, *6cf*, GS113, HS4650 FD	26 ″ 0 s 4 ″ 7½ 21 ″ 7½	
160318		*ss* Shl. No 2-37	3241	1,37 1,39			12,36	4mo				6			
GNVJ	D.F.	1 *Dk (Stl)*	2153	BS [illegible]	LMC 1,37			*Lloyd's*			*Cell D B301′800*	*B H Cem* *A P T* 99*t*	D. Rowan & Co. Ld. Gls.		
72559	**Clyde**		439	✠ 100A1	NFl.	*q*	2,36	1900	A. & J. Inglis Glasgow	Government of Newfoundland (Newfoundland Railway–Steamship Dept.)	154·7 | 25·1 | 12·6 166·0(O.L.) F18′ ND12 BK7′	S Jhns NFL British	T.3Cy.15″, 24″ & 40″-30″ (*r*) 160lb 99RHP 1SB, 3*cf*, GS51, HS1533 FD	15 ″ 0 s 2 ″ 1½ 13 ″ 10	
111148		*ss* NFL. 3rd No. 3-5, 36	342	5,37			4,38	2mo				4			
VOBJ		1 *Dk* & *Web frames* & *lower dk in Main hold*	199	B5,[illegible]	LMC 5,36			*A&CP*			*Cell D Ba & u E & B*	47′ *f* 61′ 84*t*	A. & J. Inglis, Glasgow		
				6,39											
72560	**Clyde Maru**		5498	✠ ...	Osa	*z*		1920	Asano	Nanyo Kaiun K.K.	400·0 | 53·2 | 29·4 P33′B124′F41′ FK	Tokyo Japanese	T.3Cy.26″, 43¾″ & 72″-48″ 513NHP 3SB, *9cf*, GS175, HS7376 Ishikawajima SB & ECo Tok	32 ″ 0	C †
27090		*ss* Kob. No. 3-1, 33	4996	5,37				5mo	S.B.Co. Tsurumi			6			
JCZD		2 *Dks (Stl)*	3424	✠							*Cell D B357′1121t D T*	*B H Cem* *A P T* 27*t*			
72561	**Clydebank**	**Twin Sc**	5156	✠ 100A1	Cal	*a*†	CL	1925	Harland & Wolff, Ld. Glasgow	Bank Line, Ld. (A. Weir & Co. *Mgrs.*)	420·0 | 53·9 | 26·5 433·7(O.L.) FK	Glasgow British	Oil Engines 4S.C.SA 12Cy.24 1/16″-37 1/16″ 717NHP DB *110lb*	29 ″ 1 s 3 ″ 7½ 25 ″ 8	
147943		*Oil Eng.*	4768	*with freeboard*	Vcr. Hul		2,37	1mo				7			
GKLM		*ss* Liv. No. 3-3, 37	3118	8,37 1,39			1,39	*Lloyd's*			*Coll*	*B H pt Cem* *B H to Sh dk*	Harland & Wolff, Ld. Gls.		
		1 *Dk (Stl)* & *Shelter dk (Stl-ws)*		DBS3,38	LMC 1,37			*A&CP*			*Cell D B357′1121t D T*	6 „ „ *2nd* „			
		Carrying vegetable oil in deep tank									*f* 32′1067*t tanks between tunnels*		115′251*t F P T* 106*t A P T* 132*t*		
72562	**Clydebrae**	**Iron & Steel 2 Mst**	515	✠ 100A1	Bel	*h*	CL	1891	Scott & Co. Bowling	H. Craig & Co. Hugh Craig & Co Ld.	175·4 | 26·7 | 10·7 Q86′B10′F25′ BK7½	Belfast British	T3Cy 14 1/16″, 23¼″ & 36″-27″ (*s*) 1801b 70RHP 1SB, 3*pf*, GS52, HS1321 Douglas & Grant Ld. Kirkcaldy	13 ″ 0 s ″ 8½ 12 ″ 11½	
98681	(*ex* Princess	*ss* Bel. 3rd No 3-11, 30	374	4,39 10,37			4,39 6,36	12mo	Bowling			3			
MKJG	Sophia. *ex* Topaz)	*ss* Bel. No. 1-86 2-39	222	[illegible]	LMC 10,38		3,39	*A&CP*			*W B = Cell D B96′*	*B H Cem*			
	Mchy. Aft	1 *Dk (pt Irn)*		GNB06 refitted 8, [illegible]								120*t F P T* 15*t*			
	Well deck	*Irn framing & Stl plating*		BS7,37 4,39											
72563	**Clydefield**		7365	✠ 100A1	Gls		CL	1928	D & W Hendersn & Co. Ld. Glasgow	Field Tank S.S.Co. Ld (Hunting & Son. Ld. *Mgrs.*)	450·5 | 57·8 | 32·7 P89′B41′F44′ FK len 35	Newcastle British	Oil Engines 4S.C.SA 8Cy.29½″-72½″ 647NHP 2DB *120lb* Harland & Wolff, Ld. Gls.	32 ″ 9 s 6 ″ 5½ 26 ″ 7½	
149473		*Oil Eng.*	6578	2,39 1,38	Nwc		1,38	7mo				16			
GSNK		*ss* Shl. No. 2-36	4329		LMC CS4,37		,39	*Lloyd's*			*Cell D Bu E67′234t D*	*B H pt Cem*			
	D.F. *Mchy. Aft*	1 *Dk (Stl)*		DBS1,38 2,39	7,36			*A&CP*			*Tf* 32′412*t F P T* 185*t*	*A P T* 261*t*	Harland & Wolff, Ld. Gls.		
	Longitudinal framing at bottom & at deck			*Carrying Petroleum in bulk*											
72564	**Clydesdale** (P)		401					1905	Scott & Sons Bowling	David MacBrayne Ld.	151·1 | 26·1 | 12·4 P&B95′F40′	Glasgow British	T.3Cy.15′, 25½″ & 41′-30′ 85RHP		BT till 5,38 5,39
121243			302									*WB*			
GWJM	Wireless	1 *Dk*	155										Ross & Duncan, Glasgow		
72565	**Clydevalley** (*ex* Londoner, *ex* Balniel)	**Iron**	460			...		1886	M'Ilwaine Lewis & Co. Ld Belfast	Colonial Shippers Ld. (C.O. Maguire, *Mgr.*)	174·0 | 26·1 | 12·6 Q95′F27′ FK	Glasgow British	C.2Cy.22⅜″ & 44″-30″ 80RHP	13 ″ 5	
93690			363									*WB*			
MKPV		1 *Dk*	223										M'Ilwne, Lewis & Co Ld. Bel		
72566	**Clytoneus** (P)	**Twin Sc**	6278					1930	Scott's S.B. & E.Co.Ld Greenock	Ocean S.S.Co.Ld. (A. Holt & Co. *Mgrs.*)	432·5 | 56·3 | 26·3 P43′B260′F50′	Liverpool British	Oil Engines 4S.C.SA 12Cy.24 7/16″-51 3/16″ 700NHP Scott's S.B. & E.Co Ld. Grk.		BT till 10,38 5,39
161158		*Oil Eng.*	5191									*WB*			
GPBY	D.F.	2 *Dks & pt dk*	3848												
	Longitudinal framing at Upr & Bridge dk														
72567	**Coahuila** (P)		2876	✠	SFo	*t*		1916	W Cramp & Sons S & E B Co Philadelphia	Mexican Government (operated by Transportes Maritimos, S.C.O.P.)	304·6 | 45·2 | 20·1 B90′F36′ FK	Progreso Mexican	T.3Cy.20″, 33″ & 55″-36″ NB37 262NHP 2SB, *6cf*, GS107, HS3994 W. Cramp & Sons S & E B Co.	22 ″ 8	
		ss N.Os. No. 1-20	—	10,25				5mo				6			
XCCJ		*Fitted for oil fuel* 2 *Dks (Stl)*	1892	✠							*Cell D B248′605t F P T 108t*	*A P T* 148*t*			
72568	**Coalfax**		2482					1927	Furness S.B.Co.Ld Haverton Hill-on-Tees	Coal Carriers Corporation, Ld.	253·0 | 43·3 | 25·3 F35′ *Trunk* 147′	Middlsbro' British	T.3Cy.16″, 27″ & 44″-33″ 111NHP		C
147793		(*Self-Unloader*)	2136									*WB*	Shields E. & D.D.Co Ld NShl		
GNVT	*Mchy. Aft*	1 *Dk*	1813												
72569	**Coalhaven**		2362					1928	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Canada S.S. Lines, Ld.	252·5 | 43·4 | 22·8 F35′ *Trunk* 145′	Montreal British	T.3Cy.18″, 30″ & 50″-36″ 150NHP		C
160508		(*Self-Unloader*)	2119									*WB*	Earle's S.B.Co.Ld. Hull		
VGLW	D.F. *Mchy. Aft*	1 *Dk*	1370												
72570	**Coalinga**		875					1910	Moore & Scott I. Wks. Oakland	Tide Water Associated Oil Co.	193·0 | 38·0 | 13·1	S. Frncisco Utd. States	C.2Cy.14″ & 32″-24″ Moore & Scott Iron Works, Oakland, Cal. 42NHP		
207665		*Fitted for oil fuel*	—												
KJGB	*Carrying Petroleum in bulk*	1 *Dk*	563												

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Termes accolés aux mentions dans la colonne 5 indiquant l'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ro/Trpde.
72571	**Coamo** Ⓟ		7057					1925	NwprtNws S.B.&DD.Co NewprtNews	CoamoS.S.Corp. (NewYork&Porto RicoS.S.Co.*Mgrs.*)	429·0	59·5	35·0	NewYork Utd.States	2 Steam Turbines DR geared to 1 Sc. Shaft		R
225135		*Fitted for oil fuel*	—								B250′F71′				*WB*	NewportNewsSB.&DDCo.		
WKCW	*Ref.Mchy.* D.F.	3*Dks*	4208															
72572	**Coast Banker** (*ex*PointBonita–37,		3283	...				1919	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0	46·2	25·0	Portlnd,Or Utd.States	DRGearedSteamTurbine 386NHP	28 ″ 6	R †
218059	*ex*BoundBrook)	*Fitted for oil fuel*	3005								P30′B90′F35′				FK			
KIFQ	1*Dk2trB in fore & after holds & Web frames*		2000												*WB*	WestinghouseElec.&Mfg. Co.Essington,Pa.		
72573	**Coast Farmer** (*ex*PointArena–37,		3290	...				1920	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0	46·2	25·0	Portlnd,Or Utd.States	DRGearedSteamTurbine 386NHP	28 ″ 6	R †
219585	*ex*RiversideBridge)	*Fitted for oil fuel*	3005								P30′B90′F35′				FK			
KUCD	1*Dk2trB in fore & after holds & Web frames*		2042												*WB*	WestinghouseElec.&Mfg. Co.Essington,Pa.		
72574	**Coast Merchant**		3283	...				1919	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0	46·2	25·0	Portlnd,Or Utd.States	DRGearedSteamTurbine 386NHP	28 ″ 6	R †
218944	(*ex*PointMontara–37,	*Fitted for oil fuel*	3005								P30′B90′F35′				FK			
KOCN	*ex*Federal Bridge)	1*Dk2trB in fore & after holds & Web frames*	2000												*WB*	WestinghouseElec.&Mfg. Co.Essington,Pa.		
72575	**Coast Miller** (*ex*PointGorda–37,		3283	...				1920	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0	46·2	25·0	Portlnd,Or Utd.States	DRGearedSteamTurbine 368NHP	28 ″ 6	R †
219859	*ex*Neshobee)	*Fitted for oil fuel*	3005								P30′B90′F35′				FK			
WSBK	1*Dk2trB in fore & after holds & Web frames*		1996												*WB*	WestinghouseElec.&Mfg. Co.Essington,Pa.		
72576	**Coast Shipper** (*ex*PointSur–37,		3286	...				1920	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0	46·2	25·0	Portlnd,Or Utd.States	DRGearedSteamTurbine 386NHP	28 ″ 6	R †
219758	*ex*EastChicago)	*Fitted for oil fuel*	3005								P30′B90′F35′				FK			
KURD	1*Dk2trB in fore & after holds & Web frames*		2030												*WB*	WestinghouseElec.&Mfg. Co.Essington,Pa.		
72577	**Coast Trader** (*ex*PointReyes–37,		3286	...				1920	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0	46·2	25·0	Portlnd,Or Utd.States	DRGearedSteamTurbine 386NHP	28 ″ 6	R †
219588	*ex*HolyokeBridge)	*Fitted for oil fuel*	3005								P30′B90′F35′				FK			
KUCJ	1*Dk2trB in fore & after holds & Web frames*		2030												*WB*	WestinghouseElec.&Mfg. Co.Essington,Pa.		
72578	**Coastville** (*ex*Pentland	**3Mst**	423	✠100A1	Apl		CL	1915	J.Fuller-ton&Co. Paisley	JohnS.Monks,Ld.	150·2	23·9	10·5	Liverpool British	O.2Cy.18′&38″–27″ (*s*)	11 ″ 6	
137466	Coast–34,*ex*Blarney,	*ss*Qns.No.3–6,28	274	9.36			~~5,35~~	7mo							130lb 87RHP	s 4 ″ 2	
MFXL	*ex*WexfordCoast)	*ss*Apl.No.2–36	164		✠LMC		6,38				Q86′B9′F26′ FK				3 *BH Cem*	1SB,*3pf*,GS53,HS1650	11 ″ 5	
	Well deck Mchy.Aft	1*Dk*(*Stl*)		MS9,36	BS~~5,37~~6,38			*Lloyd's*	*sA&CP*					*FPT*	38*t APT* 18*t*	Ross&Duncan,Glasgow		
72579	**Coastwise**		4015					1910	NewYork S.B.Co. Camden,N.J.	CoastwiseTrans-portationCorp.	359·0	49·3	23·9	Prtlnd,Me. Utd.States	T.3Cy.24½″,38½″&64″–45″ 275NHP		R
207187			3552								P77′B17′F34′		30·0		*WB*	NewYork SB.Co.Cmdn.NJ		
WKCZ	*Mchy.Aft*	1*Dk2trB*	2444															
72580	**Coatsworth**		2555	✠100A1	Nwc	*t*	CL	1919	Dunlop, Bremner& Co.Ld. PortGlasgow	DalglieshSteam ShippingCo.Ld. (R.S.Dalgliesh, Ld.*Mgrs.*) *Cell D*	302·9	42·9	20·7	Newcastle British	T.3Cy.22″,36″&59″–39″ (*s*)	23 ″ 0	
142844		*ss*Nwc.No.3–11,32	2244	11.37			1,37	9mo							180lb *100lb* 262NHP	s 8 ″ 4½	
GCDB		*ss*Nwc.No.1–37	1418		✠LMC						P33′B80′F32′ FK				6 *BHpt Cem*	2SB,*6cf*,GS124,HS4426	19 ″ 10	
		1*Dk*(*Stl*)		BS~~9,37~~3,38	MS11,37			*Lloyd's*	*sA&CP*		*B*260′669*t FPT*72*t*				*APT*170*t*	DunlopBremnr&CoLdPG1		
	D.F.	*Cruiser Stern*																
		Cargo battens not fitted																
Now	"Dinarić," *see No.* 87776 *in Supplement*																	
72581	**Coaxet**		6038					1919	GMStandi-ferOnst.Corp. Vancouver, Wash.	UnitedStates Maritime Commission	401·4	53·2	31·9	Portlnd Or Utd.States	T.3Cy.24½″,41½″&72″–48″ 359NHP		R
217953		*Fitted for oil fuel*	5500								P48′B81′F37′				*WB*	Hooven,Owens&Rent-schlerCo.Hamilton,O.		
WPUU	Sub.Sig.	1*Dk*	3742															
		Longitudinal framing																
72582	**Cobargo**	**TwinSc**	860					1929	AilsaS.B. Co.Ld. Ayr	Illawarra&SCoast Stm.Nav.Co.Ld. (A.L.Miller, *Mgr.*)	190·3	34·4	9·5	SydnyNSW British	T.6Cy.12½″,20″&32″–24″ 100NHP		C
155346		*Cruiser Stern*	517								Q111′B61′F35′				*WB*	AilsaS.B.Co.Ld.Troon		
VJZR	*Ref.Mchy.* Wireless	1*Dk*	352															
72583	**Cobetas** (*ex*Guadalquivir,		3948	✠100A1	Cff	*x*	CL	1914	Russell& Co. PortGlasgow	Cia.Naviera Vascongada	359·7	49·9	26·9	Bilbao Spanish	T.3Cy.25″,41″&68″–45″ (*r*)	29 ″ 4	
	*ex*Adelina)	*ss*Cdz.No.3–5,26	3706	12.36			s12,36	4mo							180lb *100lb* 375NHP	s 5 ″ 2¾	
EADO		*ss*Bbo.No.2–35	2461	BS9,36	✠LMC07,34			*Lloyd's*	*sA&CP*	*Cell D Ba*115′*u E*	P40′B102′F46′ FK				6 *BH Cem*	NDB19*refitted*30	24 ″ 4	
	D.F.	2*Dks*(*Stl*)									26′*f* 145′789*t FPT*8				2*t APT*57*t*	2DB,*8cf*,GS138,HS6300		
																Rankin&Blackmore,Grk.		
72584	**Cobra** Ⓟ	**TwinSc**	2132					1926	Vulcan Werke,A.G. Stettin	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	270·3	40·1	20·6	Hamburg German	4SteamTurbinesSRgeared to 2 Sc.Shafts		G
			1575												*WB*	VulcanWerke,A.G.Stettin		
DHEG	Sub.Sig.	2*Dks*3*trB*	906															
72585	**Cochrane**		7203	✠100A1	PNl	*b*†	CL	1923	J.Brown& Co.Ld. Clydebank	ElderDempster Lines,Ld.	440·0	59·2	31·1	Liverpool British	3 Steam Turbines DR Geared to 1 Sc. Shaft (*s*)	33 ″ 11	
146705		*ss*Nwc.No.3–3,36	6577	~~11.37~~10,38	Gls		~~2,36~~ 10,38	3mo			455·0(O.L.)				7 *BH Cem*	215lb 667NHP	s 7 ″ 3½	
GFPX	D.F. *Ref.Mchy.*	2*Dks*(*Stl*)	4485	[illegible]				*Lloyd's*	*sA&CP*	*Cell DB*	P37′B188′F49′ FK				*APT*40*t*	1SB,*12cf*,GS199,HS9035 FD	26 ″ 9¾	
				1[illegible],39							378′1299*t FPT*142*t*					J.Brown&Co.Ld.Clydebnk		
72586	**Cockaponset**		5995					1919	Pacific CoastS.B.Co. BayPoint, Cal.	UnitedStates Maritime Commission	402·5	53·0	32·0	S.Frncisco Utd.States	DRGearedSteamTurbine		R
219030		*Fitted for oil fuel*	—								P34′B80′F38′				*WB*	KerrTurbineCo.Wellsville		
KJGC	Sub.Sig.	1*Dk*&*Shelter dk*	4443															
		Longitudinal framing																
72587	**Cocle** (*ex*America–37,		2958					1918	W.Dobson &Co. Newcastle	CiaNavieraAmaya (A.Davaris,*Mgr.*)	331·0	48·0	24·5	Colon Pnamanian	T.3Cy.25″,41″&68″–45″ 430NHP	24 ″ 6	V
	*ex*VeraCruz–36,*ex*Santi–36,		—								P33′B100′F32′				*WB*	N.E.MarineEngCoLd.Nwc	s 4 ″ 0	
	*ex*Hercule,*ex*WarGlen)	1*Dk*	1704														20 ″ 8½	
72588	**Cody**		5104					1920	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0	54·2	27·8	N.Orleans Utd.States	DRGearedSteamTurbine		R
220608		*Fitted for oil fuel*	4598								P39′B121′F43′				*WB*	GeneralElectricCo. Schenectady,N.Y.		
KDEX	D.F. GyC.	2*Dks*	3118															
72589	**Coelleda**		4986					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0	54·2	27·8	Phildlphia Utd.States	DRGearedSteamTurbine		R
219482		*Fitted for oil fuel*	4598								P50′B121′F40′				*WB*	GeneralElectricCo. Schenectady,N.Y.		
KOVV	Sub.Sig.	2*Dks*	3048															
72590	**Coeta** (*ex*Spica)		310					1937	Gebr.van Diepen Waterhuizen	H.Tattje	130·6	24·1	9·7	Groningen Dutch	Oil Engines 2S.C.SA		C
		Oil Eng.	224															
PDKZ			153												4Cy.9 7/8″–14 3/8″ 62NHP	AppingedammerBrons Motorenfb.N.V.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. (No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Patent Log.
72591 8449	**Cohoes** (*ex*Haven, *ex*ErastusCorning)	Wood	930 — 632					1857	Tietgen& Lang D.D.Co. Hoboken,N.J	HudsonRiverNav. Corp.	175·6	34·7	10·4	New York Utd. States	T.3Cy.12¾",21½"&35"-24" NE&B24 60NHP DominionBridgeCo.Mtl.		
72592 165498 GZZC	**Coimbra** D.F. E.S.D. GyC. *Cruiser Stern* 2 *Dks* *Mchy.Aft* *Rudder electrically welded* *Longitudinal framing-bracketless system*		6768 6244 3976	✝100A1 Mob 4,39 4,38 Gal BS4,38 ✝LMC7,37 *Carrying Petroleum in* *Fitted for oil fuel* 7,37		CL	*bulk* *F.P. above*	1937 7mo	Howaldts-werke A.G. Kiel *Lloyd's SA&CP*	StandardTrans-portationCo.Ltd. *CellDBuE71'210t*	422·8 433·5(O.L.) P82'B28'F12'	60·4	32·8 FK	London British 1 *BHptCem* *ptAsp* 1 50° F.	C.4Cy.(2)22½"&(2)47½"-17½" 228lb (*s*) 550NHP 3SB(Spt),*9cf*,HS8393 FD Rheinmetall-BorsigA.G. BerlinTegel *DTf28'388t FPT2* *37t APT49t*	33 ″ 0 s 6 ″ 0½ 27 ″ 1½	
72593 256 IBXH	**Col di Lana** *Oil Eng.* *ss* Tri. No. 3–7,37 D.F. 2 *Dks* (*Stl*)		5891 4431 3709	✝100A1 Mfl *y* 3,38 2,38 Tri Gen 6,38		CL N7,37		1926 6mo	Cant. Nav. Triestino Monfalcone *Lloyd's SA&CP*	Nav.Gen.Gero-limich&Co.Soc.in Azioni *CellDB325'1116t* *DTa52'1000t*	416·8 P34'B261'F44'	53·2	24·7 FK	Trieste Italian 8 *BHptCem* (1 to 2nd *dk*)	Oil Engines 4S.C.SA 6Cy.29½"-59 7/8" 489NHP DB*100lb* StabilimentoTecnico,Tri.	27 ″ 10 s 3 ″ 7½ 24 ″ 5	
72594 220710	**Colabee** (*ex*Pagasset-37) *Fitted for oil fuel* 2 *Dks*		5518 — 3420					1920	Atlantic Corp. Prtsmth,N.H	ColabeeS.S.Co. (AmericanRange Lines,Inc.,*Mgrs.*)	410·5 P44'B115'F47'	54·2	27·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.24½",41½"&72"-48" 359NHP AtlanticCorp.PrtsmthNH		R
72595 128789 VJCD	**Colac** (*ex*Dinoga) *ss* Mel. No. 3–1,32 *ss* Mel. No. 1–37 1 *Dk* (*Stl*) & *Web frames* *Longitudinal framing* *Cargo battens not fitted*		3341 3010 1939	✝100A1 Mel *y* 1,39 BS~~5,39~~ 2,38 ✝LMC3,36		~~S10,36~~ 1,39		1920 2mo	N.S.W. Govt.Dckyd. Newcastle, N.S.W. A&CP	Huddart,Parker, Ld. *CellD*	331·0 341·0(O.L.) P31'B95'F30'	47·9	23·5 FK *B277'885t FPT118t* *APT204t*	Melbourne British 190lb 5 *BHCem*	T.3Cy.25",41"&68"-45" (*s*) 520NHP 3 Water Tube Boilers HS8289 FD Govt.Dckyd.Nwc.N.S.W.	26 ″ 1 s 4 ″ 5½ 21 ″ 10	
72596 150421 VGBW	**Colborne** (P) (*ex*Canadian Skirmisher-32) *Ref.Mchy.* D.F.		6230 4867 3886	✝100A1 Mtl *y* 1,38 7,37 Hfx 4,39 ✝LMC4,37 [Lloyd's ~~LMC~~ 4,38 BS~~4,38~~ 4,39 ~~5,38~~ 3,39 *Fitted for oil fuel* 4,21		CL ~~S10,36~~ 4,39 *F.P. above*		1921 4mo	WallaceSB &D.D.Co.Ld. Vancvr,B.C. *Lloyd's SA&CP*	CanadianSkir-misher,Ld. (Canadian NationalSteam-ships,*Mgrs.*) *CellD*	400·0 P49'B113'F41'	52·4	28·7 FK *B329'920t FPT146t*	Montreal British 180lb 6 *BHCem*	T.3Cy.27",44"&73"-48" (*s*) 540NHP 3SB,*9cf*,GS198,HS8199 FD WallaceS.B.&D.D.Co.Ld.	31 ″ 0 s 5 ″ 3½ 26 ″ 3	
72597 219547 KUBB	**Cold Harbor** *Fitted for oil fuel* Sub.Sig. 2 *Dks*		5010 4598 3065					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8 *WB*	Phildlphia Utd. States	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
72598 219293 KOQK	**Coldbrook** *Fitted for oil fuel* Sub.Sig. 2 *Dks*		5104 4598 3127					1919	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P39'B121'F43'	54·2	27·8 *WB*	Phildlphia Utd. States	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
72599 219546 KOZZ	**Collamer** *Fitted for oil fuel* Sub.Sig. 2 *Dks*		5112 4598 3133					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8 *WB*	Phildlphia Utd. States	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
72600 146693 GJPS	**Collegian** (*ex*RoyalPrince-35, *ex*LondonCommerce) D.F. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern* *Cargo battens not fitted in Shelter 'tween dks*	*ss* Bkn. No. 3–7,35	7886 7362 4934	✝100A1 Liv *c*† *Shelter dk* *with freeboard* ~~12,37~~ J 1,38 ~~5,37~~ 5,39 ~~5,37~~ 2,37 ✝LMC7,36 *Carrying vegetable oil in deep tanks after* *Fitted for oil fuel* 1,23		CL 12,37		1923 1mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's SA&CP*	CharenteS.S.Co. Ld.(T.&J.Harri-son,*Mgrs.*) *Duct keel in Blr.s*	450·4 471·6(O.L.) F42' *on Shelter dk* *Collision* *pace & forward* 154' 6 " " U " *CellDB366'1568t L* 1 50° F.	58·0	38·3 FK *n BHto Shdk*	Liverpool British *ptCem*	2 Steam Turbines SR geared to 1 Sc. Shaft (*s*) 1901b 1010NHP 4SB,*16cf*,GS312,HS13314 FD Richardsons,Westgarth& Co.Ld.Mdb. *T/33'967t D* *Ta33'797t FPT68t APT82t*	41 ″ 0 s 11 ″ 1¼ 30 ″ 2	
72601 FONF	**Colleville** (*ex*MatelotHuguen) 1 *Dk*		2012 — 1182					1922	Govern-ment Yard Cherbourg	Soc.Nav.Caennaise (G.Lamy&Cie, *Mgrs.*)	270·3	39·5	19·6	Caen French	T.3Cy.18",30"&49"-38" Etablissement 148NHP National d'Indret,Indret		V
72602 CBAA	**Collico** (*ex*Atacama, *ex*Tiltil, *ex*Essenhaven, *ex*Acme, *ex*Langoe) 1 *Dk* (*Stl*) & *Well deck* *Web frames*	*ss* Vpo. 1th No. 3–3,38	2274 1756 1464	~~✝100A1~~ Vpo *s* ~~10,38~~ ~~5,38~~		CL ~~2,38~~ ~~5,38~~		1890 5mo	W.Gray& Co.Ld. W Hartlepool A&CP	Cia.Carbonifera y deFundición Schwager	290·0 P27'Q94'B112'F29'	38·1 BK10" *DBa*	20·3	Valparaiso Chilian 1 *BHCem*	T.3Cy.21½",35"&58"-39" 130lb NDB06 204NHP 2SB,*Grf*,GS90,HS3090 Cen.Mar.Eng.Wrks.WHpl	22 ″ 2	
72603 147662 VGMT	**Collier** (*ex*CollierNo.1) D.F. (*Self-Unloader*) *Mchy.Aft* 1 *Dk*		1858 1633 930					1924	Vickers, Ld. Barrow	CanadaS.S.Lines, Ld.	249·2 F38'	43·2 *WB*	18·3	Montreal British	C.2Cy.24"&48-"36" 110NHP VickersLd.Barrow		C
72604 219778 KUKX	**Collingsworth** *Fitted for oil fuel* Sub.Sig. 2 *Dks*		5101 4598 3125					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8 *WB*	Phildlphia Utd. States	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
72605 117089 VGNZ	**Collingwood** *Mchy.Aft* 1 *Dk*	Iron&Steel	4529 4209 3480					1907	Collingw'd S.B.Co.Ld. Collingwood	CanadaS.S.Lines, Ld.	386·0	50·0 *WB*	23·0	Collingwd British	T.3Cy.21",35"&57"-42" 211NHP CollingwoodS.B.Co.Ld.		R
72606 229 ILQN	**Colomba Lofaro** (*ex*ColombaL, *ex*Matteo Verderame, *ex*Oberon)		897 763 543					1890	Huijgens& van Gelder Amsterdam	RosarioLofaro	222·9 Q66'H45'F26'	30·6 *WB*	15·6	Naples Italian	T.3Cy.15",25"&40"-36" 96NHP Maats.de"Maas,"Rot.		I
72607 PDLA	**Colombia** (P) *Oil Eng.* *ss* Ham. No. 2–39 ~~sc.tmn No 1 dk~~ 3 *Dks* (*Stl-weather dk teak s*) *Ref.Mchy.* *4th Dk* (*Stl*) *in forehold* D.F. *Cruiser Stern*	Twin Sc	10782 7649 6386	✝100A1 Ham *d*† *with freeboard* A 1 4,39 ~~5,38~~ 10,38 5,39 ✝LMC CS~~8,38~~ BS ~~4,39~~ 9,38 6,37 [Lloyd's RM ~~12,37~~ 2,39 ~~8,36~~		OG ~~S10,37~~ P ~~1,38~~ ~~2,38~~ SN 4,39 P 12,38		1930 10mo	N.V.Mch. &Scheepswrf. van P.Smit,Jr Rotterdam (a *Lloyd's SA&CP*	N.V.Koninklijke Nederlandsche StoombootMy (a *CellDB385'1415t* *of tunnels 61t*	429·5 457·1(O.L.) P9'B169'F86' *Tanks in way* *DTsa 14'295t FPT*	61·7	36·0 FK	Amstrdam Dutch 7 *BHptCem* *ptAsp* *Coll to W dk* 6 „ 2nd „) 110t *APT71t*	Oil Engines 4S.C.SA 16Cy.30½"-55½" 1456NHP 2DB*115lb* Werkspoor,Amsterdam	39 ″ 6 s 13 ″ 0½ 26 ″ 8½	
72608 8196 SKDT	— D.F. E.S.D. 2 *Dks* & *Shelter dk* *Ref.Mchy.* *Strengthened for Navigation in Ice*	Twin Sc *Oil Eng.*	5297 4171 2905	✝100A1 Got *d*† *with freeboard* Skm 12,38 ✝LMC8,37 [Lloyd's RM ~~C12,38~~ c. 3 lower hold & Nos. 2 tween decks for temp! 31°F		OG		1937 8mo	Götaver-kenA/B Gothenburg *Lloyd's SA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson. *Mgr.*) 4 lower.	420·7 440·1(O.L.) F80' *Tanks in way of* *CellDB307'14*	55·9	23·9 FK 86t	Stockholm Swedish 7 *BH* *Coll to Sh dk* 6 „ 2nd „) *tunnels* 309t	Oil Engines 4S.C.SA 16Cy.24½"-51 7/8" 945NHP DB*85lb* GotaverkenA/B,Got. *FPT76t APT52t*	28 ″ 0 s 2 ″ 10½ 25 ″ 3½	

Sunk by Collision 5.2.38

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Entrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou note
72609	**Colombia**		794 / 607 / 456					1893	Bergens Mek. Værks. Bergen	A/S Pretex (T.Evers, *Mgr.*)	206·2	29·7	12·0	Haugesnd Norwegian *WB*	T.3Cy.16½",26½"&43"–30" 101NHP Bergens Mek Værks Bergen		N
LDFD		1 *Dk*									Q57*t*	B97*t*	H5*t*	F30*t*			
72610	**Colombie** (P)	TwinSc	13391 / 10390 / 7554					1931	Atel.&Ch. de France Dunkirk	Cie.Générale Transatlantique	488·0	66·6	42·2	Havre French *WB*	6SteamTurbinesS.R. geared to 2Sc.Shafts Atel.&Chantiers de Penhoet,St.Nazaire		V
FNTH	*Fitted for oil fuel* *Ref.Mchy.* D.F. GyC.	3 *Dks*									B252′						
72611	**Colombo** (P)	TwinSc	11760	✠100A1 Gen		*y*†	CL	1917	Palmers' Co.Ld. Newcastle	Lloyd Triestino Soc.Anon. di Nav.	536·3	64·0	24·2	Genoa Italian	Q.8Cy.28½",40",57"&80"–51" 2201b (*s*) FD 1826NHP	35 ″ 0	
1581	(*ex*SanGennaro) *ss*Gen.No.3–1,30		7509	1,3[illegible]				7mo			518·0	32·3		8 *BH Cem*	12SB,*36cf*,GS775,HS29604	s11″ 9½	
IBYH	D.F. *ss*Gen.No.2–39 *ss*Gen.No.1–39		6022	[illegible] ✠LMC[illegible]			[illegible]	*Lloyd's*	*SA&CP*		B242′F56′ on Shade dk				Palmers' Co.Ld. Newcastle	23 ″ 9	
		3 *Dks*(*Stl*)&*Shade dk*(*Stl*–ws)		*Fitted for oil fuel* [illegible]			*P. abo*	ve 150°	F.	*Cell D*	B451′ 1366*t*	*DT*24′	257*t*	*FPT*98*t*	*APT*62*t*		
72612	**Colon** (*ex*Vaccares–37)		2997 / — / 1742					1924	Atel.&Ch. de la Seine Marit. Le Trait (S.I.)	Hanseatica Aschpurwis&Veltjens S.A. (Hansegesellschaft Aschpurwis &Veltjens, *Mgrs.*)	313·6	45·9	20·1	Panama Panamanian *WB*	T.3Cy.21⅝",36"&59"–42" 225NHP Atel.&Ch.de la Seine Mar.Le Trait(S.I.)	23 ″ 3 s 3 ″ 2¾ 20 ″ 1¼	V
HPHE		2 *Dks*									P164′F29′						
72613	—		1803 / 1552 / 983	✠100A1 Liv		*r*	CL 10,36	1919	H&C.Grayson,Ld. Liverpool	MacAndrews&Co. Ld.	265·0	41·2	18·8	London British *Cem*	T.3Cy.21",34"&56"–36" (*s*) 180lb 271NHP 2SB,*6cf*,GS138,HS5112	21 ″ 0 s ″ 10 20 ″ 4½	
143420	*ss*Gls.No.3–4,32			*Shelter dk*				9mo			FK						
GCKD	D.F. *ss*Ant.No.1–36			*with freeboard*				*Lloyd's*	*SA&CP*	*Collision BH to Shelter dk*				3 *BH to U dk*	D.Rollo&Sons,Liverpool		
		1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)		10,[illegible] BS10,38 [illegible] ✠LMC11,36						*Cell D*	B224′ 408*t*	*FPT*63*t*		*APT*18*t*			
72614	**Colonel**		3597 / — / 2992					1901	Detroit S.B.Co. Wyndtte Mch	Fontana S.S.Co. (Cleveland-Cliffs Iron Co. *Mgrs.*)	356·0	50·0	28·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.18",29"&48"–40" 146NHP Detroit S.B.Co.Detroit		R
127553																	
WDDS	*Mchy.Aft* D.F.	1 *Dk2tr B*															
72615	**Colonel Crompton** *ss*Lth.No.1–38		1495 / 1119 / 844	✠100A1 Sld		*p*	CL 8,37	1933	S.P.Austin &Son,Ld. Sunderland	London Power Co. Ld. (Stephenson Clarke&Associated Companies,Ld.)	237·0	38·2	15·9	London British	T.3Cy.17",28"&46"–33" (*s*) 200lb *100lb* 158NHP	17 ″ 11 s 5 ″ 4½	
163389	1 *Dk*(*Stl*)			9,38[illegible] 9,38	Lth			9mo			244·2(O.L.)			4 *BHpt Cem*	1SB,*3cf*,GS62,HS2668	16 ″ 7½	
MBJK	*Well deck* *Cargo battens not fitted* *Mchy.Aft* Wireless			✠LMC[illegible]				*Lloyd's*	*SA&CP*	*Cell D*	Q145′B16′F22′ FK				J.Dickinson&Sons,Ld.Sld.		
											*Bu*E23′*f*162′ 425*t*			*DTf*142*t* *FPT*158*t*	*APT*25*t*		
72616	**Colonel E. M. Young**		6412 / — / 5362					1905	Gt.Lakes Eng.Works, Ecorse,Mich.	United S.S.Co. (G.A.Tomlinson, *Mgr.*)	504·0	54·2	31·0	Wilmgton (Del.) Utd. States *WB*	Q.4Cy.18",27"47"&63"–42" NB11 251NHP Gt.Lakes Eng.Wks Detroit		R
202033	(*ex*E.M.Young,*ex*Hoover&Mason)																
WFFK	*Mchy.Aft* (*Self-Unloader*) D.F.	1 *Dk*															
72617	**Col. James M. Schoonmaker**		8603 / — / 6650					1911	Gt.Lakes Eng.Works Ecorse,Mich.	Shenango Furnace Co.	590·0	64·2	34·2	Pitsbrg Pa Utd.States *WB*	Q4Cy22¾",33¼",48"&69"–42" 309NHP Gt Lakes Eng Wrks. Detroit		R
209185											F56′						
WTBM	*Mchy.Aft* D.F. GyC.	1 *Dk*															
72618	**Colonel James Pickands**		8151 / — / 6442					1926	American S.B.Co. Lorain,O.	Interlake S.S.Co. (Pickands,Mather &Co. *Mgrs.*)	586·0	60·0	28·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½",41"&65"–42" 274NHP American S.B.Co.Lorain,O.		R
225394																	
WPBE	*Mchy.Aft* D.F. GyC.	1 *Dk*															
72619	**Colonial** (P) (*ex*Assyria, *ex*Ypiranga)	TwinSc	8309 / — / 5218					1908	Frd.Krupp Akt.Ges. Kiel	Cia Colonial de Nav.	449·8	54·9	27·8	Loanda Portuguese *WB*	Q8Cy21⅛",31⅛",45⅝"&65½"–47½" 332NHP Frd.Krupp A.G.Kiel		C
CSCW	*Ref.Mchy.*	2 *Dks*									P290′F79′						
72620	—		5108 / 4747 / 3129	✠100A1 Lon		*y*	CL 2,36	1926	D&W Henderson&Co.Ld Glasgow	Charente S.S.Co.Ld (T.&J.Harrison, *Mgrs.*)	396·0	52·6	28·0	Liverpool British *Cem*	T.3Cy.26",43"&73"–48" (*r*) 200lb *120lb* 464NHP 2DB(Spt).*12cf*,GS210, HS7706	30 ″ 7 s 5 ″ 9½ 25 ″ 0	
147355	*ss*Bkn.No.3–12,38			12,[illegible] Bkn				2mo			407·8(O.L.)						
GCRL		2 *Dks*(*Stl*)		[illegible] ✠LMC[illegible] 12,38				*Lloyd's*	*SA&CP*	*Cell D*	B340′1130*t*		7	*BH to U dk*	D.&W.Henderson&Co.Ld.		
										*DTa*29′752*t*	*FPT*7		8*t*	*APT*24*t*			
72621	**Colonial Beacon**	TwinSc	1224 / — / 727					1927	Sun S.B.& D.D.Co. Chester,Pa.	Colonial Beacon Oil Co.	246·2	40·1	14·6	Boston Utd. States	Oil Engines 2S.C.SA 12Cy.14"–17" 413NHP Fairbanks Morse Co.		R
226701	*Carrying petroleum in bulk*	*Oil Eng.*															
KLEW	*Mchy.Aft*	1 *Dk*															
72622	**Colony Trader** (P) (*ex*ManIsle–37,		888	✠ Hfx		*k*		1909	Short Bros. Ld. Sunderland	Old Colony Steamships,Ld.	195·7	34·1	11·5	Halifax NS British	T.3Cy.15",25"&41"–27" 84RHP	13 ″ 6	C
129051	*ex*Manisle–33, *ss*Hav.No.3–5,20		696	9,28				6mo			Q92′B17′F22′			4 *BH Cem*	1SB,*3pf*,GS49,HS1600		†
CYFS	*ex*Sambro–33,*ex* Pellegrini,*ex*Skerne) *ss*Hfx.No.1–25		497	✠						*Cell D*	Ba37′			3[illegible] *APT*20*t*	G.T.Grey,South Shields		
	Welldeck	1 *Dk*(*Stl*)									*u*E15′*f*92′223*t*						
72623	**Coloradan** (*ex*Willboro–37,		6557				...	1920	Osaka Iron Works,Ld. Osaka	American-Hawaiian S.S.Co.	414·7	55·7	31·9	New York Utd. States *WB*	T.3Cy.27",45"&75"–51" 553NHP Osaka Iron Wrks.Ld.Osaka	34 ″ 8	R
219989	*ex*Eastern Admiral) *Fitted for oil fuel*		6089								P32′B148′F45′ on						†
KURM	D.F.	1 *Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	4134								*Shelter dk* FK						
72624	**Colorado** (*ex*Wm.F.Herrin)		5039	✠100A1 Pal		*y*	CL	1911	Nwprt Nws S.B.&D.D.Co. Newprt News A&CP	Petroleum Soc. Anon.di Nav. (G.Chiarella, *Mgr*)	386·2	52·1	29·5	Genoa Italian	T.3Cy.24½",40"&68"–48"(*r*) 200lb *160lb* 461NHP	30 ″ 0	
1550	*ss*Gen.No.3–6,34		4510	6,38 [illegible] Gen 6,38			7,37	3mo									
IBLH	*Mchy.Aft* D.F.	2 *Dks*(*Stl*)&*Web frames*	3083	[illegible] ✠LMC6,34						*Cell DB*	P128′B50′F45′ FK			11 *BH Cem*	4SB,*12cf*,GS226,HS8320		
	Carrying Petroleum in bulk									*u*E&B79′*f*56′381*t*				(8 *to U dk*	Newport News SB&DD.Co		
	Fitted for oil fuel 3,11						*F.P. a*	bove 150 °F.			*FPT*45*t*	*APT*109*t*		3 ,, *M* ,,			
72625	—		2689				...	1920	Manitowoc S.B.Co. Manitowoc	Agwilines,Inc. (Clyde-Mallory Lines, *Mgrs.*)	253·5	43·9	25·9	New York Utd. States *WB*	T.3Cy.21",35"&59"–42" 326NHP Nordberg Mfg.Co.M'lw'kee	28 ″ 4	R
219701	(*ex*Lake Galisteo) *Fitted for oil fuel*		2329								P25′B65′F26′ FK						†
KJGH	*Ref.Mchy.*	1 *Dk2tr B*	1667														
72626	**Colorado Springs**		6864					1919	Skinner& Eddy Corp. Seattle,Wash	~~Lykes Bros.~~ ~~Ripley S.S.Co.Inc~~ Lykes Bros. Steamship Co.,Inc.	409·5	54·2	27·1	Lake Charles,La Utd.States *WB*	DR Geared Steam Turbine General Electric Co. Schenectady,N.Y.		R
218612	*Fitted for oil fuel*		6752														
KILK	Sub.Sig. ,,	2 *Dks*&*Shelter dk*	5347														
	Now Marymar, see No. 89162 in Supplement																
72627	**Columba**		1118 / 826 / 618					1929	Bergens Mek. Værks. Bergen	Det Bergenske Dampskibsselskap	223·8	34·2	14·1	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"–33" 138NHP Bergens Mek Værks Bergen		N
LDLK	Wireless D.F.	1 *Dk*									*Q*77*t*	B89*t*	H75*t*	F31*t*			
72628																	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Register'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey.	6 Port of Survey.	7 Years taken for new engines, equipment Letter.	8 Date when tail shaft last seen.	9 Built. When	10 By Whom Where	11 Owners.	12 Register'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	13 Port of Registry. Flag.	14 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; RH=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	15 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	16 Numerals to which classed. If not in L.R. Part of Table
72629 203813 WGCQ	**Columbia** (P) (*ex*Dorothy Alexander-38, *ex*President) D.F. *Ref.Mchy.*	TwinSc *OilEng.* *ssRot.No.2-36* *3Dks & Shelter dk*	5453 — 2546	✠100A1 *withfreeboard* 5,38 7,37	Syd Lon	*z*	CL PN 12,36	1907	New York S.B.Co. Camden, N.J.	Alaska S.S.Co.Inc.	391·9 48·2 19·7			New York Utd. States *WB*	T.3Cy.34″,56″&90″-60″ 601NHP New York S.B.Co.		R
72630 OZGD	— D.F.	TwinSc *OilEng.* *ssRot.No.2-36* *2 Dks & Hold Shelter Dk* *Tween dk forward*	6049 4127 3760	✠100A1 *withfreeboard* 5,38 7,38	Syd Lon LMC CS12. 7,37	*z*	CL PN 12,36 BS5,38	1928 12mo	A/S Nakskov Skibs. Nakskov	A/S D/S Orient *Lloyd's SA&CP*	384·7 54·4 24·6 32·6 F38′ FK			Copnhagn Danish *6BHptCem* DB*100lb*	Oil Engines 4S.C SA 12Cy.21⅝″-39⅜″ 541NHP Akt.Burmeistr & Wain, Cpn	35 ″ 4 s 9 ″ 4¼ 26 ″ 2	
72631 127665	— (P)	1*Dk*	968 — 549					1902	Detroit S.B.Co. Wyandotte	Detroit & Windsor Ferry Co.	200·0 45·0 18·0			Detroit, Mich. Utd. States	T.3Cy.21½″,34″&54″-36″ 175NHP Detroit S.B.Co. Detroit		
72632 33079 JPZB	**Columbia Maru** *OilEng* *ssKob.No.2-36* *2 Dks (Stl)*		5612 3216 3519 5613 5210 3524	✠100A1 7,38 7,37 LMC CS9,36 DBS7,37 7,38 8,37 7,38	Yka Kob	*z*	CL 2,36 8,39	1927 7mo	Mitsubishi Zosen Kaisha Ld. Nagasaki *Lloyd's SA&CP*	Mitsubishi Shoji Kaisha, Ld. *Intermediate 'tween dk BH in after hold dispensed with* *Cell DB347′1215t DT*	405·0 55·0 32·0 P58′B110′F11′ FK			Tokyo Japanese *pt Cem* *4BH to Udk* *2 ,, ,, 2nd ,,* *APT33t*	Oil Engines 2S.C.SA 6Cy.23⅝″-41½″ 582NHP DB*100lb* Mitsubishi Zosen Kaisha Ld	32 ″ 0 s 6 ″ 6½ 25 ″ 7½	
72633 211480 WACC	**Columbian** (*ex*Santa Clara) *Fitted for oil fuel* D.F.	*ssN.Yk.No.3-10,25* *ssBos.No.2-34* *2 Dks (Stl) & Shelter dk (Stl)* *3rd dk (Stl) in No.1 hold only* *& Web frames* *Longitudinal framing*	4954 1330 2861	✠ … 6,34	SFo	*z*		1913 8mo	W. Cramp & Sons S & EBCo Philadelphia	American-Hawaiian S.S.Co. *Cell DBa131′ uE & B49′ f*	404·6 53·9 34·2 FK 166′ 1264t DT			New York Utd. States *7BHCem*	Q4Cy25½″,37″,52½″&76″-54″ 611NHP 3SB.*12cf*,GS214,HS8446 W. Cramp & Sons S & EBCo. *f* 27′ 1065t *FPT* 78t *APT* 20t	28 ″ 9	R †
72634 227053 WQBF	**Columbine** (*ex*U.S.L.H.) Wireless	1*Dk*	456 — 307					1892	Globe Iron Works Cleveland, O.	Union S.B.Co.	145·5 26·4 14·0 *WB*			Baltimore Utd. States	C.2Cy.22″&41″-30″ 77NHP Globe Iron Wrks. Cleveland		
72635 DOBX	**Columbus** (P) *Fitted for oil fuel* *Ref.Mchy.* D.F. 5*Dks* Sub.Sig. E.S.D. GyC.	TwinSc	32581 [illegible] 16053					1922	F. Schichau Danzig	Norddeutscher Lloyd	749·6 83·1 49·1 B&F675′			Bremen German *WB*	2 Steam Turbines S R geared to 2 Sc Shafts NE&B29 Blohm & Voss, Hamburg		G
72636 134943 MJGQ	**Colwith Force** *Mchy.Aft* *Well deck* *Cargo battens not fitted*	*ssBkn.No.3-1,31* *ssGoo.No.1-35* 1*Dk (Stl)*	805 549 374	✠100A1 12,36 BS8,37 11,38 LMC4,35	Bkn	*k*	CL 12,36	1918 9mo	R. William-son & Son Workington *Lloyd's SA&CP*	West Coast Ship-ping Co.Ld. (W.S Kennaugh & Co. *Mgrs.*)	186·3 29·4 12·4 Q116′B9 F23′ FK *Cell DBf 112′ 162t*			Whitehvn British *3BHCem* *FPT40t*	T.3Cy.14″,23″&38″-27″ (*s*) 180lb 100NHP 2SB.*4pf*,GS65,HS1790 W. Beardmore & Co.Ld.Gls.	14 ″ 7 s 4 ″ 10¼ 14 ″ 4¼	
72637 PDLC	**Colytto** D.F. E.S.D.	1*Dk*	4408 3990 2659					1926	Rotterdam Droogd. Mij Rotterdam	N.V.Maats. Zeevaart (Hudig & Veder, *Mgrs.*)	372·2 54·6 24·7 P31′B222′F34′ *WB*			Rotterdam Dutch	T.3Cy.25″,41″&68″-45″ 310NHP Rotterdam Drydk.Co.Rot.		V
72638 211319	**Comanche** *Fitted for oil fuel*		686 — 447					1913	Seattle Con-struction & Dry Dock Co. Seattle, Wash	Puget Sound Nav. Co. (A.M. Peabody, *Mgr.*)	133·7 28·5 18·5			Seattle Utd. States	T.3Cy.11″,18″&31″-20″ 43NHP E&B *made 04 fitted 13* Detroit D.D.Co. Detroit		
72639 164067 GYRX	**Comanchee** *OilEng.* 1*Dk*, 2*nd dk clear of cargo tanks* D.F. GyC. *Longitudinal framing* *Mchy.Aft* *Cruiser Stern*		6837 2,38 6121 3967	✠100A1 12,38 LMC3,36 *Carrying Petroleum in bulk*	Bel		CL 12,38	1936 3mo	J. Brown & Co.Ld. Clydebank *Lloyd's SA&CP*	Anglo-American Oil Co. Ld. (F.J. Wolfe, *Mgr.*) *Cell DB358′2677t*	450·2 61·2 27·4 P104′B30′F32′ FK *DT720 615t FPT7*			Glasgow British *17BHAsp* *9t APT185t*	Oil Engines 2S.C.SA 4Cy.21 7/16″-91 7/16″ 735NHP 1DB*200lb* 1DB(*waste heat*)*125lb* J. Brown & Co. Ld. Clydebnk	32 ″ 2 s 6 ″ 0¾ 26 ″ 3¾	
72640 1047 IBAL	**Comandante Bafile** *Mchy.Aft*	1*Dk*	1790 1339 857					1921	G. Ansaldo & Co. S.A. Ital Sestri P'ponte	Peninsulare Soc. Italiana di Cabot-taggio	273·6 43·5 18·0 P76′F27′			Genoa Italian	T.3Cy.15⅜″,24″&39⅜″-27½″ 81NHP Soc. Anon. Coop. di Pro-duzione, Sampierdarena		I
72641 171215 VLJP	**Comara** *Mchy.Aft* *Ref.Mchy.* *Cruiser Stern*	*OilEng.* 1*Dk*	751 502 411					1937	Harland & Wolff, Ld. Glasgow	North Coast Steam Nav. Co. Ld. (E.S. Crauford, *Mgr.*)	173·0 35·6 9·1 Q80 B10 F28			Sydny NSW British *WB*	Oil Engines 2S.C.SA 6Cy.11″-19½″ 126NHP Harland & Wolff, Ld. Gls.		C
72642 233731 WNFD	**Comayagua** *ssN.Os.No.3-4,33* *ssN.Os.No.1-38* 1*Dk (Stl) & Shelter dk (Stl-ws)*	TwinSc	2493 2213 1536	✠100A1 *Shelter dk* *withfreeboard* 2,38 12,38 BS5,37 LMC2,38 *Fitted for oil fuel* 6,21	NOs Gal	*s*	CL 2,37 S12,38 DS 1,38	1921 6mo	Newburgh Shipyard Inc. Newburgh, N.Y. *A&CP*	United Fruit S.S. Corp. (United Fruit Co. *Mgrs.*) *Cell DB256′391t*	301·3 42·3 22·7 Q80 B10 F28 FK *FPT22t APT73t*			New York Utd. States *ptCem pt Asp* *3BH to Sh dk* *2 ,, ,, U ,,*	T.3Cy.18″,30″&48″-33″ (*s*) 185lb 492NHP 3SB,*9cf*,HS8280 FD Vulcan Iron Works Inc. Jersey City, N.J.	25 ″ 0 s 8 ″ 9 16 ″ 7	
72643 132042 MFYP	**Comber** *ssBel.No.3-1,27* *Well deck* *Mchy.Aft*	*ssBel.No.2-36* 1*Dk (pt Stl)*	489 333 187	✠100A1 6,38 [illegible] [illegible]	Bel	*h*	CL 1,35 6,38	1913 9mo	Scott & Sons Bowling *Lloyd's SA&CP*	John Kelly, Ld. (W. Clint, *Mgr.*) *WB = DTf 14′ 28t FPT*	160·1 25·6 12·3 Q89′B9′F29′ BK7¼″ *29t APT19t*			Belfast British *3BHCem*	C.2Cy.18″&40″-27″ (*s*) 130lb 64RHP 1SB,*3cf*,GS57,HS1778 Aitchison, Blair, Ld. Gls.	12 ″ 3 s 4 ″ 3¾ 12 ″ 7	
72644 161119 GPTJ	**Comedian** *ssLiv.No.2-38* 2*Dks (Stl)*		5122 4721 3162	✠100A1 2,37 1,38 [illegible]	Liv	*y*	CL 12,36	1929 10mo	Charles Connell & Co.Ld. Glasgow *Lloyd's SA&CP*	Charente S.S.Co.Ld (T.&J. Harrison, *Mgrs.*) *Cell DB331′1122t DT*430′762t	395·5 52·5 28·0 409·6 (o.l.) P37′B127′F40′ FK			Liverpool British *Cem* *7BH to Udk* *1 ,, ,, 2nd ,,*	T.3Cy.26″,43″&73″-48″ (*r*) 200lb *120lb* 464NHP 2DB(Spt),*12cf*,GS210, HS7706 D. Rowan & Co.Ld. Glasgow	30 ″ 6 s 5 ″ 10½ 24 ″ 10½	
72645 212946 KJGK	**Comerio** (*ex*Guantanamo, *ex*Registan)	2*Dks*	3349 3004 2043	…				1910	W. Gray & Co.Ld. W Hartlepool	Agwilines.Inc. (New York & Porto Rico S.S. Co. *Mgrs.*)	350·7 46·5 22·4 P25′B86′F35′ FK			New York Utd. States *WB*	T.3Cy.25″,40″&65″-42″ 386NHP Cen. Mar. Eng. Wrks. W Hpl	24 ″ 9	R †
72646 230424 WBEL	**Comet** *ssNYk.No.1-35* *Mchy.Aft* 2*Dks (Stl) & Web frames* D.F. GyC. *Cruiser Stern* *Longitudinal framing–bracketless system*		9154 8594 5583	✠100A1 3,38 BS2, [illegible] BS6,37 LMC12,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,30	NYk	*e†*	CL 9,36 [illegible] *F.P. above* 150°F.	1930 12mo	Sun S.B. & Dry Dock Co. Chester, Pa. *Lloyd's SA&CP*	Socony-Vacuum Oil Co. Inc. *Cell DBu E & B87 332t FPT186t*	480·5 66·0 36·8 B37′F48′ *after Bridge 77′* FK			New York Utd. States *17BHptCem* *(12 to U dk* *5 ,, 2nd ,,)* *APT127t*	Q4Cy.27″,39″,56″&82″-54″ 220lb (*r*) 742NHP 3SB,*9cf*, HS10558 FD Sun S.B. & Dry Dock Co.	37 ″ 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Tonn. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Force assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ko/Trade.
72647 211398 WJFN	**Comet** (*ex*Cometa-34,*ex*Comet) *Mchy.Aft*	*ss*Mob.2ndNo.3-8,34 1*Dk*&*Web frames* *Longitudinal framing*	2486 2136 1258	✠100A1 Clv *r* 8,35 ~~9,37~~ BS3,30 ~~7,38~~ ✠LMC8,34 *For service on the Great Carrying Petroleum in*			CL ~~8,34~~ N5,38 *Lakes bulk*	1913 7mo	American S.B.Co. Lorain,O. A&CP *Cell D Ba*	Marine Tankers. Inc.(Cleveland Tankers,Inc. *Mgrs.*) *12'uE&B54'f30'26*	250·0|43·0|26·0 P83'F53' FK *0t FPT77t APT22t*			Wilmgton (Del.) Utd. States *11 BH Asp*	T.3Cy.19⅞",31"&54"–42" 200lb (*s*) 277NHP 2SB,*6cf*,GS100,HS5052 AmericanSBCo.ClevelndO	25 " 0 3 " 3½ 21 " 11½	
72648 204087 WECD	— (*ex*Camden–36)	(P) TrpSc *Fitted for oil fuel* 1*Dk*	2153 — 1143					1907	Bath Iron Works,Ld. Bath,Me.	ColonialNav.Co.	320·5|40·0|16·1			New York Utd. States	3 Steam Turbines Bath Iron Works,Ld.Bath,Me.		
72649 LDSA	**Cometa** E.S.D. D.F.	TwinSc *Oil Eng.* *ss*Osl.No.3–12,34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3794 3408 2302	✠100A1 Osl *r* *Shelter dk* *with freeboard* 6,38 ~~10,37~~ ✠LMC CS12,34 ~~DBS 5,38~~ 10			OG ~~S11,34~~ P3,37 ~~S5,38~~	1921 9mo	Akt. Burmeistr& Wain Copenhagen *Lloyd's*A&CP *Cell D B3*	Det Bergenske Dampskibsselsskab (Den Norske Syd-Amerika-Linje) 23'1130*t Tanks at s*	367·3|51·5|22·3 382·0(O.L.) FK *Collision* *ides of tunnels 40' 18*			Bergen Norwegian *BH to S dk* 5 " " *U* " *0t FPT75t A*	Oil Engines 4S.C.SA 12Cy.23¼"–35⅛" 629NHP DB*100lb* Akt. Burmeistr& Wain,Cpn *PT60t*	25 " 6 s 2 " 4 23 " 4	
72650 2119 IBLG	**Comitas** (*ex*Orminster–36, (*ex*Orebic–35, *ex*Selonia,*ex* Briarwood,*ex*Deemster, *ex*Grelben,*ex*Reliance)	*ss*Fiu.2ndNo.3–6,32 *ss*Rot.No.1–35 1*Dk*(*Stl*)2*tr*&*deep framing*	3685 3389 2359	✠100A1 Bry *w* ~~4,08~~ ~~12,36~~ 2,32 ~~11,38~~ ✠LMC MS3,35 ~~BS9,38~~ 1,38			CL ~~N1,35~~ 4,38	1905 3mo	R.Stephenson&Co.Ld. Newcastle *Lloyd's*A&CP	~~Soc.Anon.di Nav. "Mare Nostrum"~~ A.Ravano *Cell D Ba98'uE&B*	343·3|50·1|23·5 P36'B165'F26' FK *44' f 152'911t FPT*			Genoa Italian 6*BH Cem* *61t APT188t*	T.3Cy.25",42"&68"–45" (*s*) 180lb *100lb* NDB19 335NHP 2SB,*6cf*,GS126,HS5150 Blair&Co.Ld.Stockton	26 " 3	
72651 147937 GKLJ	**Comliebank** *ss*Cff.No.3–7,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)	TwinSc *Oil Eng.*	5149 4768 3119	✠100A1 Cff *with freeboard* ~~Smk~~ Fal ~~6,36~~ ~~11,37~~ 1,39 ~~BS8,37~~ ✠LMC8,37 ~~5,38~~ 3,38 *Carrying vegetable oil in deep*			CL ~~n5,36~~ ~~s5,36~~ 6,38	1924 12mo	Harland& Wolff,Ld. Glasgow *Lloyd's*A&CP *Cell D B357'1121t D T7* *Tanks between tunnels*	Bank Line,Ld. (A.Weir&Co.*Mgrs*) *32'1067t* *ls 115'251t FPT106t*	420·0|53·9|26·5 434·5(O.L.) FK *Coll*			Glasgow British 7*BH pt Cem* *BH to Sh dk* 6 " " 2nd " *APT132t*	Oil Engines 4S.C.SA 12Cy.24½"–37½" DB*110lb* 717NHP Harland&Wolff,Ld.Gls.	29 " 2 s 3 " 7½ 25 " 8	
72652 FOKF	**Commandant Charles Meric** 1*Dk*		2156 — 1158					1922	Chant. Nav Français Caen	Soc.d'Exploitation et de Transport du Pin Maritime	270·3|39·5|20·3 P31'B57'F24' FK			Bayonne French *WB*	T3Cy18⅛"29½⅛"&49⅜"-37½⅛" 175NHP Atel.&Ch.de la Loire,Nts.		V †
72653 FNYE	**Commandant Dorise** D.F. 2*Dks*		5529 4826 3470					1917	Mitsu Bishi Dkyd&EWks Kobe	Cie.des Messageries Maritimes	400·0|54·5|30·0 P38'B121'F40' FK			Marseilles French *WB*	T.3Cy.26½",43"&72"–48" 510NHP MitsuBishiD.&E.Wks.Kob	30 " 0	V †
72654	**Commandant Henri Riviere** (*ex*Yung Ning,*ex*Camira,*ex*Clan Campbell) 2*Dks*&*Web frames*		*2615* *2393* *1611*					1894	Naval Con. &Arm.Co.Ld. Barrow	Shiu Tsing Hong (Far East Shipping Co.Ld.*Mgrs.*)	312·0|40·2|24·7 P29'B62'F39' BK10"			Canton Chinese *WB*	T.3Cy.23",38"&63"–42" 317NHP NavalC.&A.Co.Ld.Brw.	26 " 2	
72655 PUAT	**Commandante Alcidio** (P) Twin Sc (*ex*Sirio) 1*Dk*&*Awng dk*		1858 1549 970					1905	Howaldts-werke Kiel	Lloyd Brasileiro	269·0|37·9|11·6			R.Janeiro Brazilian *WB*	T6Cy14⅜"24⅞"&39¾"–27⅝" 166NHP Howaldtswerke,Kiel		
72656 PUAV	**Commandante Capella** (P) Twin Sc (*ex*Servulo Dourado,*ex*Saturno) 1*Dk*&*Awng dk*		1811 1543 933					1904	Howaldts-werke Kiel	Lloyd Brasileiro	269·0|37·9|11·6			R.Janeiro Brazilian *WB*	T6Cy14⅜"24⅞"&39¾"–27⅝" NB20,*fitted*22 166NHP Howaldtswerke,Kiel		
72657 *Should be "Commandante Paolini," see No. 87515*	**Commandante Paolini** (*ex*Yi Li–38, *ex*Okhotsk)		1104 638	*Supplement*				1908	Sunderlnd S.B.Co.Ld. Sunderland	Cia.Italiana di Nav. S.A.I. (Chinese Italian Nav Co Ld)	193·5|29·5|17·8			Shanghai Italian	T.3Cy.14",23"&38"–27" 75NHP G.S.Grey,South Shields		
72658 PUAW	**Commandante Ripper** (P) Twin Sc (*ex*Ceará) *ss*Rio.No.2–14 2*Dks*(*UStl*–teak s)&*deep framing, lower dk in Nos.1&2 holds* *Fitted for oil fuel*		*3324* *2687* *2078*	✠ Rio 11,17				1907 7mo	Workman, Clark&Co.Ld Belfast	Lloyd Brasileiro *Cell D Ba88'uE*	340·2|44·8|23·5 F67' FK&BK1½" *36'f96'395t FPT45t*			R.Janeiro Brazilian 6*BH Cem* *APT55t*	T.6Cy.18",30"&49"–42" 534NHP 3SB,*12cf*,GS284,HS8754 FD Wrkman,Clark&Co.Ld Bel	26 " 0	
72659 218295 KEPM	**Commercial Bostonian** (*ex*Lake Elkwater) Sub.Sig.	*Fitted for oil fuel* 1*Dk*2*tr B*	2730 — 1693					1919	Gt. Lakes Eng. Works Ecorse,Mich.	Mooremack Gulf Lines,Inc.(Moore &McCormack Co. Inc.*Mgrs.*)	253·4|43·6|26·0 P25'B65'F26'			New York Utd. States *WB*	T.3Cy.21",35"&59"–42" 225NHP Gt.Lakes Eng.Wks.Detroit		R
72660 Broken up 210850 KUNC	**Commercial Pioneer** (*ex*Lake Nunni) D.F.	*Fitted for oil fuel* 1*Dk*2*tr B*	2686 — 1665					1920	Globe S.B. Co. Superior,Wis	Mooremack Gulf Lines,Inc.(Moore &McCormack Co. Inc.*Mgrs.*)	253·4|43·8|26·9 P29'B64'F23'			New York Utd. States *WB*	T 3Cy.19",32"&56"–36" 188NHP Hoover Owens&Rentschler Co.Hamilton,Ohio		R
72661 Now Undig[illegible] *See No. 88507*	**Commercial Quaker** (*ex*Malsah, *ex*Pirlona) D.F.	*Fitted for oil fuel* 1*Dk*2*tr B*	2689 2329 1667					1920	Manitowoc S.B.Co. Manitowoc	U.S.S.R.	253·5|43·9|25·9 P25'B65'F26' FK			Russian *WB*	T 3Cy.21",35"&59"–42" 326NHP Nordberg Mfg.Co Milwkee	28 " 5	R †
72662 1782 ILQZ	**Commercio** (*ex*Norman–33, *ex*Gunhild) 1*Dk*		766 521 445					1920	Kalund-borg Skibs-værft Kallundborg	Davide Zolezzi	199·8|30·7|11·3 P12'Q55'B50'F24'			Genoa Italian *WB*	T.Cy.12⅝",20⅞"&33⅛"–19⅞" 58NHP Smith,Mygind&Hütte-meier,Copenhagen		I
72663 FOAR	**Commissaire Ramel** (P) D.F. 2*Dks*		10061 7559 5947					1920	Soc Proven-çale de Const Navale La Ciotat	Soc.des Services Contractuels des Messageries Maritimes	478·8|59·2|33·4			Dunkirk French *WB*	T3.Cy27⅝",46"&76½"–51⅝" &L.P.Turbine Soc.Provençale de Const. Nav.La Ciotat		V
72664 Broken up 205149 WRCC	**Commonwealth** (P) Pad 2*Dks*		5980 — 2500					1907	W Cramp& Sons S&EB Co Philadelphia		437·9|55·0|19·3 *WB*			Fall River, Mass. Utd. States	C.4Cy.50"&96"–114" 1640NHP W.Cramp&Sns S&EBC Phl		
72665 129291 MDKJ	**Como** 1*Dk*		1205 1077 704					1910	Earle's Co. Ld. Hull	Ellerman's Wilson Line,Ld.	250·0|35·2|15·7 P16'B136'F31'			Hull British *WB*	T.3Cy.16½",27"&45"–33" 116NHP Amos&Smith,Ld.Hull		C
72666 [illegible] HLOFL	**Comodoro Rivadavia** (P) (*ex*Anselm) *Ref.Mchy.*	*Fitted for oil fuel* 1*Dk*&*Spar dk*	4482 — 1698					1905	Workman, Clark&Co.Ld Belfast	Argentina Cia. Generale de Nav S.A. (A.M.Delfino y Cia. *Mgrs.*)	400·4|50·1|19·1 P&B279'F45' 27·3 FK			Bns.Aires Argentine *WB*	T.3Cy.29½",49"&80"–60" 819NHP Wrkman,Clark&Co.Ld Bel	30 " 0	G †

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under dock. / Net.	6 Particulars of Classification. Character. for Special Survey. Date of last Survey.	7 Port of Survey.	8 Years Assigned now expired. Engines. Boilers.	9 Date when tail shaft last seen.	10 Built. When. / Ship. / Engines	Built. By Whom. / Where.	11 Owners.	12 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	13 Port of Registry. Flag.	14 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	15 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	16 In which classed. If not in L.R. Date of Boiler Trade-Cert.
72667 148848 GFDT	**Comorin** (P) D.F. *Ref. Mchy.* *3 Dks (Stl–Weather dk pt teak s) 4th dk (Stl) in* *Cruiser Stern* *forward holds* *Fitted for oil fuel*	TwinSc 15241 12248 8744 8729	✠ Lon *f*† 6,28 ✠Lloyd's [illegible]				1925 4mo	Barclay, Curle&Co.Ld Glasgow	Peninsular& Oriental Stm. Nav. Co. *Cell D B443'1683t at sides of tunn*	523·5 | 70·2 | 42·3 B255'F92' FK *Tanks Collision* *ets 69'580t F P T 171t*	Glasgow British *9 B Hpt Cem* *B H to W dk* *A P T 117t*	Q8Cy29½", 42½"60½"&87"–54" &L.P.Turbines 2075NHP 3D&4SB, *40cf*, HS29298 Barclay, Curle&Co.Ld.Gls.	46 " 0	BT till [illegible] 4,39
72668 KZEP	**Compañia de Filipinas** Wireless	784 445					1890 1931	Lobnitz& Co. Renfrew G.Brown &Co. Greenock	Cia.Gen.deTabacos deFilipinas Swift&Co.Ld.	180·0 | 29·9 | 12·0 Q56'B44'F32' 147·6 | 34·6 | 6·2	Manila Utd.States *W B* London British *W B*	T.3Cy.15",25"&40"–30" 88NHP Lobnitz&Co.Renfrew Oil Engines 4S.C.SA 12Cy.8¼"–12$\frac{1}{16}$" 79NHP Motorenfabr."Deutz" A.G.Köln-Deutz		V
72669 162542	**Cia. Swift de la Plata No. 9** *Oil Eng.* *2 Dks*	TwinSc 300 251 128														
72670 FOAS	**Compiègne** (P) *Ref. Mchy.* *3 Dks* D.F.	TwinSc 9986 5959					1923	Atel.&Ch. de la Loire St. Nazaire	Soc. des Services Contractuels des Messageries Maritimes	478·5 | 59·2 | 27·3 B355'F55'	Marseilles French *W B*	4 Steam Turbines D R geared to 2 Sc. Shafts 966NHP Atel.&Ch. de la Loire, St. N.		V
72671 157536 VPTN	**Conakrian** D.F. *1 Dk & Shelter dk* E.S.D. *Platform dk in part No. 2 hold* *Cruiser Stern*	4876 4344 ~~5868~~ ~~5776~~	✠100A1 Liv *a*† *with freeboard* ~~6,08 3,36~~ LMC 11,3 3,39 *Fitted for oil fuel* 11,37	CL *F.P. a*	1937 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's SA&CP*	Elmina,Ld. (United Africa Co. Ld. *Mgrs.*) *Cell D B296'* *1072t M T 25'*	422·5 | 56·7 | 23·6 438·3 (O.L.) F44' FK *931t Tanks in way o*	Freetown, Sierra Leone British *7 B Hpt Asp* *Coll to Sh dk* 6 „ 2nd „ *f tunnel 363t*	T.3Cy.23",38"&65"–45" (*s*) 220lb 456NHP 2SB(Spt&FD)&1AuxSB, *8cf*, GS142, HS7030 N.E.MarineEngCoLd.Nwc *F P T 183t A P T 139t*	26 " 2 *s* 2 " 4½ 24 " 0½	
72672 162663 GPXR	**Conch** *ss* Shl. No. 1–36 *Mchy. Aft* *Oil Eng.* D.F. *1 Dk (Stl) 2nd dk (Stl)* E.S.D. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	TwinSc 8376 7612 4953	✠100A1 Bkn *c*† 12,~~38~~1,~~38~~ LMC CS6,36 DBS4,36 ~~1,37~~ 1,33 *Carrying Petroleum in bulk*	CL 1,37	1931 12mo	Harland& Wolff,Ld. Glasgow *Lloyd's SA&CP*	Anglo-Saxon Petroleum Co. Ld. *Cell D Bu E71'282t D*	456·4 | 62·0 | 34·1 472·1 (O.L.) P107'B34'F42' FK *Tf 32'394t F P T 239t*	London British 14 *B H* *A P T 93t*	Oil Engines 4S.C.SA 12Cy.27$\frac{5}{16}$"–55½" 877NHP 2 DB *150lb* Harland&Wolff,Ld.Gls.	34 " 2 *s* 6 " 8½ 27 " 7½	
72673 3346 PJAZ	**Conchita** *ss* Cco. No. 3–2,37 *Mchy. Aft* 1 *Dk (Stl)* *Longitudinal framing* *at bottom and at deck*	TwinSc 2702 1798 1481	✠100A1 Cco *t* ~~3,38~~ 3,39 BS3,39 ~~LMC2,37~~ LMC2,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,24	CL ~~F.P. a~~ 3,38 *F.P. a*	1924 6mo	W.Beard-more&Co.Ld Glasgow *Lloyd's SA&CP*	N.V.Curaçaosche Scheep.Maats.	305·0 | 50·2 | 15·0 Q87' *Trunk dk* 176' F42' FK *F P T*	Willemstd Dutch *8 B H pt Cem* 109t *A P T 87t*	T.6Cy.14",23"&38"–27" (*s*) 180lb 252NHP 2SB, *4cf*, HS4100 FD W.Beardmore&Co.Ld.Gls.	15 " 0 *s* 1 " 6½ 13 " 7½	
72674 FNQC	**Condé** (P) D.F. 2 *Dks (Stl) & Shelter dk (Stl)* *Ref. Mchy.*	*ss* Hav. No. 3–8,27 *ss* Rou. No. 2–34	✠100A1 Hav *a*† *Shelter dk* Dnk *with freeboard* ~~5,38 2,38~~ [illegible] ~~DBS3,38~~ LMC	CL ~~2,37~~ 2,39	1915 8mo	Forg.& Ch. de la Médit. Havre A&CP	Nouvelle Cie. Havraise Péninsulaire de Nav. *W B = Cell D Ba*	418·2 | 53·8 | 26·4 34·3 P43'B137'F47' *on Shelter dk* FK 84'*u* E31'*f* 199'1044*t*	Havre French *7 B H Cem* *A P T 31t*	T.3Cy.28$\frac{4}{16}$",46$\frac{1}{16}$"&77$\frac{5}{16}$"– 52$\frac{1}{32}$" 200lb (*s*) 645NHP 3SB, 1 AuxSB, *11cf*, GS217, HS9507 FD Forg.&Ch. de la Médit. Hav	37 " 7 *s* 10 " 11 26 " 10	
72675 EADR	**Conde de Zubiria** *ss* Bbo. No. 3–4,31 *ss* Bbo. No. 1–35 *Mchy. Aft* 1 *Dk (Stl)* D.F. *Cargo battens not fitted*		✠100A1 Bbo *u* 2673 9,38 10,36 Sws 2002 BS~~4,36~~ LMC 8,35 9,38	CL ~~6,34~~ ~~9,38~~	1918 1mo	Soc. Espanola de Const. Naval Bilbao *Lloyd's SA&CP*	Altos Hornos de Vizcaya Soc. Anon.	314·0 | 48·1 | 22·1 P76'F39' FK *Cell D B 262 801t F P T 19*	Bilbao Spanish 5 *B H Cem* *A P T 46t*	2 Steam Turbines S R geared to 1 Sc. Shaft (*s*) 200lb 261NHP 2SB, *6pf*, GS120, HS4220 Soc Espanola de C.N. Ferrol	24 " 4 *s* 4 " 6½ 20 " 1	
72676 99	**Condestable Celendon** (*ex* Santa Elena–36, *ex* Melmore) *Well deck*	*ss* Ply. 2nd No. 3–6,12 1 *Dk* *Fitted for oil fuel*	✠ SFo *y* 3,20		1892 7mo	D.J.Dun-lop&Co. Pt. Glasgow	Peruvian Government (Minister of Marine)	156·2 | 25·8 | 11·3 P83'F59' BK6' *F P T*	Callao Peruvian 5 *B H Cem* 29t *A P T 14t*	T.3Cy.15",23"&38"–27" 75NHP 1SB, *3rf*, GS52, HS1516 D.J.Dunlop&Co.P.Gls.	12 " 0	
72677 220444 KDCF	**Condor** (*ex* Rotarian) *Ref. Mchy.* 2 *Dks* *Longitudinal framing*						1920	Todd D.D. &Const. Corp. Tacoma, Wash.	Grace Line, Inc.	380·3 | 53·1 | 27·0 P52'B102'F41'	Wilmgton (Del.) Utd. States *W B*	T.3Cy.24",40"&70"–48" 339NHP Todd D.D.&Const. Corp. Tacoma, Wash.		R
72678 DOGK	— (*ex* Koblenz) Wireless Sub.Sig. 1 *Dk*				1922	Atlaswerke A.G. Bremen	Argo Reederei Richard Adler&Co.	217·0 | 32·7 | 13·0 P&B124'F32'	Bremen German *W B*	T.3Cy.18¾", 29½"&49¾"–29½" 134NHP Atlaswerke A.G. Bremen		G
72679 214 SVKF	**Condylis** (*ex* Lowther Castle–33) *ss* Ant. No. 3–6,27 *ss* Lgn. No. 2–35 1 *Dk (Stl) & Shelter dk (Stl) & Web frames* *Longitudinal framing*		✠100A1 Rot *y* *Shelter dk* *with freeboard* ~~3,37~~ 10,38 BS9,38 ~~BS8,37~~ LMC 5,35	CL 5,36	1914 5mo	Antwerp Eng.Co.Ld. Hoboken *Lloyd's SA&CP*	G.N.Condylis *Cell D Ba1*	400·0 | 51·8 | 24·7 FK 24'*u* E49'B42'*f* 180'1	Andros Greek 6 *B H Cem* 244t *F P T 66t*	T.3Cy.26",43"&72"–48" (*s*) 180lb 480NHP 3SB, *9cf*, GS177, HS6910 FD Richardsons, Westgarth& *A P T 52t* Co.Ld. W.Hpl.	27 " 0 *s* 2 " 7 24 " 6½	
72680 1178 ICLL	**Confidenza** (*ex* Ulisse, *ex* Robilante) D.F. 1 *Dk & Shelter dk* *Cruiser Stern*				1920	Furness S.B.Co.Ld. Middlesbro'	"Corrado" Soc. Anon. di Nav.	412·4 | 55·6 | 34·4 F40' *on Shelter dk* FK	Genoa Italian *W B*	2 Steam Turbines DR geared to 1 Sc. Shaft 678NHP Richardsons, Westgarth& Co.Ld.Hpl.	38 " 1	I †
72681 149952 GCZW	**Congella** (*ex* Mindoro–33, *ex* Sagami, *ex* Secundus) *ss* Rot. 2nd No. 3–1,38 1 *Dk (Stl) & Shelter dk (Stl–teak s)* 3rd *dk (Stl) in No. 1 hold & Web frames* *Longitudinal framing*	TwinSc *Oil Eng.*	100A1 Rot *Shelter dk* Cal *with freeboard* ~~5,00~~ 1,38 3,39 ~~BS4,38~~ 4,39 LMC 1,38	CL ~~1,36~~ 6,38	1914	Blohm& Voss Hamburg	Bank Line, Ld. (A. Weir&Co. *Mgrs.*) *Cell D B345' 1018t D*	399·3 | 52·8 | 24·3 FK *Tf 18' 434t F P T 64t*	London British 7 *B H Cem* *Coll to Sh dk* *A P T 123t*	Oil Engines 4S.C.SA 12Cy.21½"–35$\frac{7}{16}$" 545NHP W.T. DB *120lb* NE11,27 Deutsche Werke A.G. Kiel	27 " 0 *s* 2 " 9½ 24 " 4½	
72682 FPAL	**Congo** (*ex* Saint Michel–38) 2 *Dks*				1914	Atel.&Ch. de France Dunkirk	Cie. Navale Afrique du Nord (Comptoir Maritime Franco-Belge, *Mgrs.*)	352·5 | 52·5 | 28·7 P29'B102'F35'	Havre French *W B*	T.3y.26",42"&70"–48" 339NHP Atel.&Chnt. de France, Dnk		V
72683 CSAM	— (*ex* Ingraban, *ex* Clara Menzell) Sub.Sig. 1 *Dk & Shelter dk*				1905	Flensburger Schiffsb. Ges. Flensburg	Cia. Nacional de Nav.	307·7 | 45·3 | 19·0 H70' 26·1	Lisbon Portuguese *W B*	T3Cy 20$\frac{1}{16}$", 33$\frac{9}{16}$"&55$\frac{7}{8}$"–37$\frac{7}{8}$" 192NHP Flensburger Schiffsb. Ges.		
72684 164299 GYZR	**Congonian** D.F. *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* *Longitudinal framing at bottom & deck in* *Rudder electrically welded* *oil tanks*		✠100A1 Ams *y* Bkn 12,~~38~~ 38 LMC 9,36 *Carrying Oil F.P. a*	CL 12,36 *bove 150°*	1936 9mo	Howaldts-werke A.G. Kiel *Lloyd's SA&CP*	United Africa Co. Ld. *Cell D Bu E56'*	399·8 | 55·2 | 26·8 P144'B26'F76' FK *a50'f54'198t F P T*	Liverpool British 11 *B H pt Cem* *pt Asp* 107t *A P T 49t*	Oil Engines 4S.C.SA 6Cy.23$\frac{3}{16}$"–51$\frac{1}{16}$" 321NHP DB *180lb* Howaldtswerke A.G. Kiel	27 " 0 *s* 4 " 8½ 22 " 5½	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques	3 Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite	7 Terme assigné après Visite / Lettre d'Avertissement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres. — Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où cuiré, a rien ne dans le L. R. Durée Cert. Hoffmade.
72685 164614 MMKN	**Conida** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cargo battens not fitted* *Cruiser Stern*		413 266 218	✝100A1 ~~5,36 9,37~~ ~~LMC~~	Lon	*f*	06 N1,37	1936 4mo	GooleS.B. &Repg.Co. Ld. Goole *Lloyd's* *SA&CP*	S.G.Jenkings *CellD*	156·1|26·4| 7·9 P26′Q66′*afterB* *amQ13′F18′* FK *B100′ 131t FPT32t*			London British *3BHCem*	Oil Engines 4S.C.SA 6Cy.11″–17½″ 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz *APT18t*	10 ″ 0 s 3 ″ 6 9 ″ 11	
Sunk 72686 145078 MKQP	**Conifer** (*ex*Egham) D.Tision 1,39 *ss*Lon.No.3–7,36 *Well deck* 1 *Dk*(*Stl*) *Mchy. Aft* *Cargo battens not fitted*		453 319 169	~~✝100A1~~ 7,36 ~~LMC~~	Lon	*f*	CL 7,36	1920 10mo	J.Crichton &Co.Ld. Saltney *Lloyd's* *SA&CP*	GeneralSteam Nav.Co.Ld. *Cell*	142·3|25·2|11·4 Q87′B9′F22′ FK *DTf14′45tFPT*			London British *4BHCem*	T.3Cy.14″,22″&33″–24″ (*s*) 180lb 70RHP 1SB,*3pf*,GS47,HS1430 LythamS.B &E.Co.Ld.Lyt.	12 ″ 6 s 3 ″4½ 12 ″ 2½	
72687 160706	**Coniscliffe Hall** *Mchy. Aft* 1 *Dk*		1900 1701 1204					1928	Smith's Dock Co.Ld Middlesbro'	HallCorporation ofCanada	253·0|44·1|18·5 F35′			Montreal British *WB*	T.3Cy.15″,25″&40″–33″ 81RHP Smith'sDockLd.Mdb.		C
72688 145470 MKWQ	**Conister** (*ex*Abington) 3Mst *ss*I.M.No.3–12,33 *ss*I.M.No.1–37 *Mchy. Aft* 1 *Dk*(*Stl*) *Cargo battens not fitted*		411 285 171	✝100A1 ~~9,36~~ 10,38 ~~LMC~~ 10,37 B-2,39	Bkn	*f*	CL ~~2,37~~ 10,38	1921 11mo	Brown'sSB &D.D.Co.Ld. Hull *Lloyd's* *SA&CP*	IsleofManSteam PacketCo.Ld. *Cell*	145·0|24·1|10·9 Q45′B11′F25′ FK *DBf11′13tFPT58t*			DouglasIM British *3BHCem*	T.3Cy.12½″,21″&34″–24″ (*s*) 180lb 68RHP 1SB,*2pf*,GS35,HS1140 C.D.Holmes&Co.Ld.Hull	11 ″10 s ″10½ 11 ″ 1	
72689 214061 WADV	**Conneaut** (*Self-Unloader*) *Mchy. Aft* D.F. GyC. 1 *Dk*		4749 — 8027					1916	Gt.Lakes Eng.Works Ecorse, Mich.	Wyandotte TransportationCo.	415·0|56·0|27·5			Wyand'tte Mich. Utd.States	Q.4Cy.19″,28″,41″&60″–42″ 233NHP Gt.LakesEng.Wks.Detroit		R
72690 141859 VGBK	**Connector** (*ex*CanadianSapper) *ss*Hna.No.3–12,32 *ss*Boa.No.1,37 1 *Dk*(*Stl*) 2nd *dk*(*Stl*) in No.1 hold		1789 1442 1064	✝100A1 5,38 ~~5,37~~ ~~LSS~~,38 ~~LMC~~5,37 ~~Lloyd's RMC~~ 10,38	Boa Crs	*q*	CL 5,37	1920 12mo	N.va.Scotia Steel&Coal Co.Ld. NewGlasgow *Lloyd's* *SA&CP* N.S.	CanadianSapper, Ld.(Canadian NationalSteam-ships, *Mgrs.*) *Cell*	270·0|38·2|17·9 P28′B65′F27′ FK *B213′ 466t FPT35t*			Montreal British *1BHCem*	T.3Cy.17½″,28⅜″&47″–33″ 185lb (*s*) 191NHP 2SB,*4cf*,GS84,HS2900 FD CanadianIngersoll Rand Co.Ld.Sherbrook,Que.	20 ″ 6 s 3 ″ 1 17 ″ 7	
	Fitted for oil fuel 6,29 *F.P. above* 150°F.																
Now Rena Reed, *see No. 87937 in Supplement*																	
72691 214060 KUPL	**Conness Peak** Sub.Sig. 2 *Dks*		5117 3115					1920	American InternatCorp HogIslandPa	LykesBros. SteamshipCo.,Inc	390·0|54·2|27·8 P50′B121′F40′			N.Orleans Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,NYk		R
72692 37932 LOGU	**Conquistador** (*ex*Dosina) *ss*B.As.No.1 39 *ss*B.As.No.3–5,34 *Mchy. Aft* 2 *Dks*(*Stl*) 3 *tr B&* *Web frames* *Longitudinal framing*		3911 — 2026	✝100A1 1,39 ~~10,37~~ 10,36 ~~LMC~~ ~~MS5,341,39 S10,37~~ 11,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,22 *F.P. above* 150° F.	BAs		CL ~~10,36~~ N1,38	1922 2mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's* *SA&CP*	EstrellaMaritima S.A.deNavegación yComercio *CellD Bu E&B90′* *254tDT f41′362*	400·3|52·1|29·5 P120′B28′F42′ FK *tFPT139tAPT52t*			Bns.Aires Argentine 15*B Hpt Cem* (11 to *U dk* 4 „2*nd*„)	T.3Cv.27″.44″&73″–48″ (*s*) 180lb 407NHP 2SB,*6cf*,GS127,HS5112 FD CaledonSB.&E.Co.Ld.Dun	32 ″ 0 s 7 ″ 3½ 25 ″ 1	
Now Rena Reed, *see No. 89816 in Supplement*																	
72693 145052 MJNK	**Consett** (*ex*WarRother) Orelet *see No.* 89816 *in Supplement* *Well deck* *ss*Nwc.No.1–36 *Cargo battens not fitted* 1 *Dk*(*Stl*)		1368 1036 758	✝100A1 8,38 ~~11,37~~ ~~LMC~~ MS6,36	Mdb Shl BS3,38	*o*	CL ~~9,35~~ 8,38	1919 3mo	Campbel-townSBCoLd Campbeltwn *Lloyd's* *SA&CP*	ConsettIronCo.Ld. (W.Dickinson& Co.Ld. *Mgrs.*) *CellDB190′*	229·8|35·8|15·6 235·6(O.L.) Q79′B56′F27′ FK *395tAPT50t*			Newcastle British *1BHptCem*	T.3Cy.18″,30″&50″–33″ (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 Ross& Duncan Ld.Glasgow	17 ″ 7 s 1 ″ 2 16 ″ 8	
72694 214048 WHSL	**Constance Chandler** (*ex*WestHosokio) *Fitted for oil fuel* *see No. 88922 in Supplement* 2 *Dks*		5523 5117 3419					1918	Skinner& Eddy Corp Seattle, Wash	MatsonNavigation Co.	409·6|54·2|27·1 P43′B115′F47′			LsAngeles Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
72695 DDTJ	**Constantia** (*ex*HannaLarsen, *ex*Cilondia,*ex*Anna DoretteBoog) 1 *Dk*		1777 1454 1065					1909	Akt.Ges. "Neptun" Rostock	J.Jost	266·2|40·3|16·7 Q102′B106′F31′			Flensburg German *WB*	T.3Cy.19⅝″,30½″&50″–35⅞″ 150NHP A.G."Neptun,"Rostock		G
72696	**Constantine Svorono** TwinSc (*ex*Ekatarina) *Mchy. Aft*		449 — 312					1891	Stabilmnto Tecnico Trieste	U.S.S.R.	179·5|28·7| 9·2			Rostoff Russian	C.4Cy.13″&24″–20″ 44NHP StabilimentoTecnico,Tri.		
72697 EEIR	**Constantino Candeira** Wood (*ex*SailingShip) Aux3MstSr *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*)		319 — 282					1918	Armindo Sobrino Camposancos	A.&J.M.Fos Brull	145·7|30·7|15·9			Vigo Spanish	Oil Engines *E.fitted36*		
72698 673 SVAX	**Constantinos H.** (*ex*Anthemis–32, *ex*Nancéen,*ex*ChristianHorn) 1 *Dk*& *Shelter dk*		2527 2360 1602					1905	Akt.Ges. "Neptun" Rostock	I.&A.Iliopoulos (IliasIliopoulos, *Mgr.*)	291·2|44·0|16·6 B12′H27′ 23·7			Piræus Greek	T3Cy.20½″,35 7/16″&55⅝″–37⅜″ 192NHP A.G."Neptun,"Rostock		V
72699 218 SVLC	**Constantinos Louloudis** (*ex*Vlieland–33) *Fitted for oil fuel* 2 *Dks*		4697 4078 2786					1922	A.F.Smulders Schiedam	Goulandris Brothers	376·0|51·8|25·1 P38′B227′F83′			Andros Greek *WB*	T.3Cy.25″,41″&67″–45″ 301NHP A.F.Smulders,Schiedam		V
72700	**Constitucion** Iron&SteelTwinSc (*ex*Draga) 1 *Dk*		578 — 413					1880	.....	Cia.Naviera y Comercial de Chiloé	179·7|31·2|10·5			Puerto-Montt Chilian	C.4Cy.13″&23⅝″–20″ 42NHP		
72701 165683 GCGQ	**Consuelo** D.F. E.S.D. 2 *Dks*& *Shelter dk* *Ref.Mchy.* *Cruiser Stern* *Strengthened for navigation in ice*		4847 4126 2686	✝100A1 *withfreeboard* Hul ~~6,38 9,39~~ 11,38 ✝LMC10,37 *Carrying vegetable oil in deep tank*	NYk	*z*	CL	1937 10mo	Swan,Hunter& Wigham Richardson, LdNewcastle *Lloyd's* *SA&CP*	Ellerman'sWilson Line,Ld. (*CollBHtoShelter dk6BHto2nd dk*) *CellDB335′899tD*	401·5|55·8|25·7 419·6(O.L.) B119′F35′ FK *Ta28′ 706t FPT63t*			Hull British *7BHptCem* *ptAsp* *APT48t*	T.3Cy.26¼″,44″&73″–48″& LP turbine with DR gearing & hydraulic coupling FD (*s*) 786NHP 225lb 4SB(Spt),*12cf*, GS248,HS9870 Swan,Hunter&Wigham-Richardson,Ld.Nwc	28 ″ 3 s 2 ″ 10 25 ″ 7	
72702 EEIT	**Consuelo de Huidobro** (*ex*Larrasquitu) *Mchy. Aft* 1 *Dk*		395 394 211					1912	Cia.Euskal-duna Bilbao	R.Trujillo&Hnos	151·2|27·2|11·2			SantaCruz de Tenerife Spanish	T.3Cy.12″,20″&32″–23″ 49NHP MacColl&Pollock,Ld.Sld.		
72703 5543 SDPO	**Consul Bratt** 1 *Dk*		*1117* *970* *624*					1913	Trndhjms Mek.Værks Trondheim	Ångf.Aktieb.Adolf (AdolfBratt&Co., *Mgrs.*)	225·4|36·4|14·3 P22′B48′F21′			Gothenbrg Swedish *WB*	T.3Cy.17″,27½″&46″–30″ 116NHP TrondhjemsMVTrndheim		N
72704 DMAG	**Consul Cords** Sub.Sig. 1 *Dk*		951 830 552					1920	Atlas WerkeA.G. Bremen	Partenreed des Dampfers "Consul Cords" (Aug.Cords *Mgr.*)	223·9|32·8|14·1 P29′B120′F23′			Rostock German *WB*	T3Cy15 9/16″,25½″&41 7/16″–25⅝″ 88NHP Atlas WerkeA.G.Bremen		G

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Cert. of Trade Cert.
72705 7385 SFIA	**Consul Corfitzon** (*ex*Mikelis, *ex*Atlantis, *ex*Fullerton) ~~ssBdr.No.3-1,26~~ ~~ssHbg.No.2-34~~ ssHbg.2ndNo.3-4,38 1*Dk*(*Stl*)	2812 2596 1673	✠100A1 ~~7,37~~ 3,39 BS3,	Got Hbg	*u*	CL 7,37	1912 10mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd's sA&CP*	RederiA/B. Helsingborg(O. Hillerström, *Mgr.*) *CellDBa100'*	325·0|46·9|21·3 336·7(O.L.) P29'B196'F33' FK *uE&B35'f144'740t*	Hlsngborg Swedish 7*BHCem*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb 302NHP 3SB(Spt)*9pf*,GS154,HS4728 G.Clark,Ld.Sunderland	23 ″ 6 s 2 ″ 5¾ 21 ″ 2½	
72706 DMCF	**Consul Hintz** (*ex*Marie Ferdinand, *ex*Thyra, *ex*Parklands) *Well deck*	1547 1302 932	✠100A1 ~~4,37~~ ~~NB4.03~~ BS3,	Kel Abg	*q*	~~N4,37~~ 2,39	1880	W.Gray& Co. W Hartlepool A&CP	O.Wiggers	256·6|34·6|19·8 P35'Q68'B65'H35*t* F29′ BK9″ *DB*	Rostock German 4*BHCem*	C.2Cy.33″&61″–33″ (*s*) 80lb 159NHP 2SB,*4pf*,GS76,HS2468 T.Richardson&Sons,Hpl.	21 ″ 0	
72707 7287 SIRA	**Consul Olsson** (*ex*Gracefield) DF. 1*Dk*(*pt Irn&pt Stl*)*&deep framing*	2726 2508 1624	✠100A1 5,38 ~~3,37~~ BS3,37 1,38	Got	*u*	CL ~~3,37~~ 5,38	1905 11mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's sA&CP*	RederiA/B Helsingborg(O. Hillerström, *Mgr.*) *CellDBa98'uE&B36'f136'770t*	313·5|46·5|21·1 P30'B96'F35' FK *FPT72tAPT93t*	Hlsngborg Swedish 5*BHCem*	T.3Cy.22″,37″&62″–42″ (*r*) 180lb 267NHP 2SB,*6cf*,GS104,HS4070 Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 ″ 1 s 3 ″ 6½ 19 ″ 9	
72708 DHEJ	**Consul Poppe** (*ex*Amisia) Wireless 1*Dk*	1412 1083 877					1904	Nüscke& Co.Act.Ges. Stettin	JohannM.K.Blumenthal	239·0|36·8|16·1 Q83'B58'F29	Hamburg German *WB*	T.3Cy.17″,28″&43″–32″ 104NHP Schiffs.Uebigau,Dresden		G
72709 207361 KDUE	**Consumers Power** (*ex*Harry Yates–34) D.F. GyC. *Mchy.Aft*	6391 — 5082					1910	Gt.Lakes Eng.Works St.Clair,Mich	AmericanS.S.Co. (Boland& Cornelius, *Mgrs.*)	504·0|56·0|26·0	Buffalo NY Utd.States *WB*	T.3Cy.23″,37″&63″–42″ 257NHP Gt.LakesEng.Works		R
72710 1347 IBCI	**Conte Biancamano** (P) TwinSc ssGen.No.3–8,37 4*Dks*(*Stl–Wthr dk pt* teak s) *Ref.Mchy.* 5*th dk*(*Stl*)*in No.3&after* D.F. GyC. *holds,5tr BinNos.1&2holds* E.S.D.	23255 16093 13682	✠100A1 *withfreeboard* 1,39 ~~11,38~~ ~~Lloyd'sRMC7,38~~ BS9,38 1,39	Gen	*p*†	CL ~~F1,38~~ S2,38 F7,38	1925 11mo	W.Beard-more&Co.Ld Glasgow *Lloyd's sA&CP*	LloydTriestino Soc.Anon di Nav. *CellDB513'2558t*	650·9|76·1|27·5 626·4 76·3 43·7 B390'F90′ FK *DTsf39'990tFPT*	Genoa Italian 10*BHpt Cem Coll BH to W dk* 122*tAPT95t*	4SteamTurbinesDRgeared to 2 Sc. Shafts 4421NHP 220lb (*s*) FD 7DB(Spt)&2SB(Spt),*64cf*, GS1176,HS50240 W.Beardmore&Co.Ld.Gls.	48 ″ 1 s 5 ″ 11½ 26 ″ 0½	
			Fitted for oil fuel 1,25			*F.P. above* 150° F.								
72711 155 IBHW	**Conte di Misurata** (*ex*British Marquis,*ex*Servian) D.F.	5014 4732 3187	*Fitted for oil fuel* 2*Dks&Web frames* *Carrying Petroleum in bulk*			…	1908	SirJ.Laing &Sons,Ld. Sunderland	I.N.C.S.A. (ImpreseNav. CommercialeSoc. Anon.)	397·1|51·0|27·7 385·0 P30'B83'F40′ FK	Rome Italian *WB*	T.3Cy.26½″,44″&72″–48″ 436NHP J.Dickinson&Sons,Ld.Sld.	30 ″ 2	CI †
72712 1801 IBLI	**Conte di Savoia** (P) QuadSc ssGen.No.1–37 4*Dks*(*Stl–weather dk* *Ref.Mchy.* Sub.Sig. D.F. *pt* teak s)*5th Dk*(*Stl*)*in holds* *Special quality steel Cruiser Stern* GyC.	48502 25817 25948	✠100A1 *withfreeboard* ~~5,38~~ 12,38 ~~Lloyd'sRM~~ 12,38 ~~9,38~~ BS10,38	Gen		CL ~~T1,38~~ ~~S4,38~~ Pa12,38 Sa12,38 ~~Sa1,37~~ *Lloyd's sA&CP* S/5,38 Pf6,38	1932 11mo	Cantieri RiunitiDell' Adriatico Trieste	"Italia" Soc. Anon di Nav. *CellDB inc. wing tanks*	814·6|96·1|32·4 785·9 48·6 B&F707′ FK Bridge on B&F513′ Upper Bridge460′ *Duct keel fwd. of mchy. space in ES677'5813tDTs*	Genoa Italian 12*BHpt Cem*	12 Steam Turbines SR geared to 4 Sc. Shafts (*s*) 10WTB(Spt) 425lb 22506NHP 3DB*180lb* HS134550 FD Cant.RiunitiDell'Adriatico	53 ″ 4 s 14 ″ 2¾ 31 ″ 2	
			Fitted for oil fuel 11,32			*F.P. above* 150° F.				*f2086tDTs a865tFPTs276tAPT127t*				
72713 1516 IBDI	**Conte Grande** (P) TwinSc ssGen.No.2–36 4*Dks*(*Stl–Weather dk* ws) D.F. GyC. *5th dk*(*Stl*)*in holds* *Ref.Mchy.*	23861 16420 14076	✠100A1 *withfreeboard* 12,38 ~~Lloyd'sRM~~ BS1,38	Gen	*p*†	3,37	1928 2mo	Stabilimnto Tecnico Trieste *Lloyd's sA&CP*	"Italia"Soc. Anon.diNav. *CellDB507'2297tDT*	652·2|78·3|27·2 624·6 48·0 B390'F90′ FK *Duct keel forward of mchy space f78'991tFPT112t*	Genoa Italian 10*BHCem Coll BH to W dk* *APT109t*	4 Steam Turbines DR geared to 2 Sc. Shafts 220lb (*s*) 4512NHP 7DB(Spt)&2SB(Spt), HS50290 Stabilimento Tecnico,Tri.	48 ″ 0 s 5 ″ 5 26 ″ 7	
			Fitted for oil fuel 2,28			*F.P. above* 150° F.								
72714 318 IBEI	**Conte Rosso** (P) TwinSc ss Tri.No.3–8,36 2*Dks*(*Stl*)*&Shelter dk*(*Stl*)*&* *Ref.Mchy.* *Shade dk*(*Stl*–teak s)*3rd dk* D.F. GyC. (*Stl*) *in holds*	17879 11201 9909	✠100A1 *withfreeboard* ~~Gen~~ ~~1,38~~ 2,38 ~~Trans~~ BS6, ~~Lloyd'sRM~~ NB(Aux W)9,36 NE(2Aux)9,36 BS(WTB)~~9,38~~ 12,38 ~~Lloyd'sRM~~ 2,39 ~~Scantlingboard ch~~	Ven	*l*†	CL 8,37 6,38	1922 2mo	W.Beard-more&Co.Ld. Glasgow *Lloyd's sA&CP*	LloydTriestino Soc.Anon.di Nav. *CellDB453'1335t*	588·2|74·2|35·9 570·2 B327'F50′ on FK *Shade dk DT f13'126tFPT*	Trieste Italian *Cem* 9*BHtoSh dk* 38*tAPT78t*	4SteamTurbinesDRgeared to 2 Sc. Shafts (*s*) 6DB(Spt)&1SB(Spt),*52cf*, HS39143 200lb 2 Aux Turbines& 1 Aux W.T.B.(Spt), HS11395 1990lb FD 6000NHP W.Beardmore&Co.Ld.Gls.	40 ″ 0 s 12 ″ 5¾ 27 ″ 8½	
			Fitted for oil fuel 2,22			*F.P. above* 150° F.								
72715 327 IBGI	**Conte Verde** (P) TwinSc ssHKg.No.3–11,37 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) *Ref.Mchy.* *&Shade dk* (*Stl*-teak s) D.F. GyC. 3*rd dk*(*Stl*)*in holds*	18765 11201 11527	✠100A1 *withfreeboard* 2,39 ~~1,38~~ ~~LMC~~ MS11,37 ~~Lloyd'sRMC~~	Ven	*l*†	CL 10,37	1923 4mo	W.Beard-more&Co.Ld. Glasgow *Lloyd's sA&CP*	LloydTriestino Soc.Anon.diNav. *CellDB478'1468t*	570·2|74·2|35·9 592·3(O.L.) B327'F50′ on FK *Shade dk DT f15'676tFPT*	Trieste Italian *Cem* 9*BHtoSh dk* 5*tAPT96t*	4 Steam Turbines DR geared to 2 Sc.Shafts (*s*) 200lb FD 3660NHP 6DB(Spt)&2SB(Spt),*56cf*, HS42154 W.Beardmore&Co.Ld.Gls.	40 ″ 0 s 12 ″ 5¾ 27 ″ 9	
			Fitted for oil fuel 4,23			*F.P. above* 150° F.								
72716 HRBC	**Contessa** (P) D.F. 2*Dks*(*Stl–Weather dk* teak s) 3*rd* & 4*th dk*(*Stl*) *in holds* *Ref.Mchy.*	5512 4404 3094	✠100A1 *withfreeboard* 12,38 ~~3,38~~ BS ~~12,38~~ 3,38 ~~Lloyd'sRMC~~ 12,38 *Three lower decks for fruit cargoes* *Fitted for oil fuel* 4,30	NOs	*z*	OG ~~2,36~~ 12,38	1930 4mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's sA&CP*	StandardNav.Corp (StandardFruit& S.S.Co.*Mgrs.*) *Cell DB323'722t Tanks*	381·5|53·7|30·6 P36'B135'F41′ FK *in way of t*	Ceiba Honduran 6*BHpt Cem*	Q.4Cy.25¾″,37″,54½″&78″–48″ 260lb (*s*) 895NHP 4SB,*16cf*,GS307,HS13944 FD Barclay,Curle&Co.Ld.Gls. *unnel 344tFPT35tAPT33t*	33 ″ 0 s 9 ″ 6¾ 23 ″ 8½	
						F.P. above 150° F.								
72717 165763 HDLK	**Continent** (*ex*Castor–35) *Mchy Aft* *Oil Eng.* 1*Dk* *Cruiser Stern*	466 305 361					1931	N.V.Schps v/hGebr(G& H.Bodewes Martenshoek	~~W.Kondous~~ JobBros.Ld.	~~148·8|25·4|9·2~~ P36′ ~~129·7|~~ *WB*	Newcastle British	Oil Engines 2S.C.SA 6Cy.11⅛″–15¾″ 147NHP NE38 N.V.KromhoutMtrnfbAms		V
72718 DCCO	**Continental** (*ex*Rhenus25) 1*Dk*	542 519 305					1908	P.vanSmit, Jr. Rotterdam	IversLinie,Kommanditges.(Paulsen&Ivers, *Mgrs.*)	187·5|23·1|13·3	Kiel German *WB*	C.2Cy.13″&28″–12″ 23NHP P.vanSmit,Jr.Rotterdam		G

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. — *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 / 6 / 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné aux machines.	7 Date de la dernière visite de l'arbre porte-hélice.	8 / 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registre du navire. Lettre ou lettres dans le Tableau.
72719 124058 MCQG	**Continental Coaster** (*ex*Lyme Regis,*ex* Volpone) *ss*Hul.2ndNo.3-2,33 *ss*Shl.No.1-37 *Mchy.Aft Well deck* 1 *Dk*(*Stl*) Wireless *Cargo battens not fitted*	555 379 223	✠100A1 8,38 ~~10,37~~ ~~D.S.~~ 8,38	Lon Rot	*h* ~~10,37~~ 8,38	CL 1907 3mo *Lloyd's*	R.William-son&Son Workington *sA&CP*	DonDavidCoastal ShippingCo.Ld. (A.E.Russell, *Mgr.*)	164·8|26·6|11·0 Q86'B11'F20' BK7" *DBf*89'108*t FPT*	London British 3 *BHCem* 35*t APT*30*t*	T.3Cy.14½",22⅛"&37"–27" 170lb (*s*) 99RHP ISB,*3cf*,GS53,HS1898 Ross&Duncan,Glasgow	18 " 4 s 4 " 8 13 " 4	
72720 216538 KSOI	**Contoy** (*ex*LakeWimico) 1 *Dk*	1943 1646 1203			…	1918	American S.B.Co. Lorain,O.		251·0|43·5|20·0 P25'B64'F23' FK	United States *WB*	T.3Cy.20",33"&54"–40" 274NHP AmericanS.B.Co.Lorain,O	20 " 2	
72721 162320 GTNC	**Contractor** *ss*Bkn.No.1–35 2 *Dks*(*Stl*)	6004 5573 3755	✠100A1 11,37 ~~2,39~~ 2,39	Gls	*a*† CL 12,36	1930 7mo *Lloyd's*	Cammell Laird&Co.Ld Birkenhead *sA&CP*	CharenteS.S.Co. Ld.(T.&J. Harrison, *Mgrs.*)	420·3|54·6|30·4 434·1(O.L.) P37'B137'F44' FK *Cell DB*362'1136*t Ta*32'908*t FPT*62*t*	Liverpool British 8 *BHCem* (1 „ to 2nd *dk*) *APT*24*t*	T.3Cy.27",46"&77"–54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),*12cf*,GS215, HS8208 CammellLaird&Co.Ld.	32 " 7 s 0 " 4 26 " 5½	
72722 162615 GQCB	**Conus** TwinSc *Oil Eng.* *ss*Shl.No.1–35 *Mchy.Aft* 1 *Dk*(*Stl*)2nd *dk*(*Stl*) D.F. E.S.D. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8132 7510 4775	✠100A1 8,38 ~~9,35~~ ✠LMC CS6,36 BS1,38 1,38 *Carrying Petroleum in bulk*	Shl Cff	*c*† CL ~~9,35~~ 8,38	1931 12mo *Lloyd's*	Workman Clark(1928) Ld. Belfast *sA&CP*	Anglo-Saxon PetroleumCo.Ld.	452·4|62·1|33·9 P103'B33'F42' FK *Cell DBuE*64'183*t DTf*32'338*t FPT*20*t*	London British 14 *BII* 6*t APT*81*t*	Oil Engines 4S.C.SA 12Cy.24½"–43 5/16" 714NHP 2DB*150lb* N.E.MarineEng.CoLdNwc	34 " 0 s 6 " 7½ 27 " 7½	
72723 6631 SGJN	**Convallaria** *ss*Sbg.No.1–38 *ss*Hbg.No 3–7,33 D.F. 1 *Dk*(*Stl*) *Cargo battens not fitted*	*1996* ~~6,32~~ 9,38 *1145*	✠100A1 — Ant	Hbg	*r* ~~4,35~~	1921 1mo *Lloyd's*	Verschure &Co. Amsterdam *sA&CP*	RederiA/B Activ (J.Gorthon, *Mgr.*)	280·4|40·2|19·1 P22'B74'F32' FK *Cell DB*240'459*t FPT*67*t APT*86*t*	Helsingbrg Swedish 180lb *100lb* 194NHP 4 *BHCem* 2SB,*4cf*,GS100,HS3177 Verschure&CoAmsterdam	T.3Cy.20",31½"&53"–36" (*s*) s 3 " 0½ 18 " 5	21 " 4	
72724 145467 VJCF	**Coolana** *ss*Mel.No.1–38 *ss*Mel.No.3–3,34 1 *Dk*(*Stl*) *Cargo battens not fitted*	2197 1965 1261	100A1 ~~1,07~~ 3,39	Mel	*s* CL 4,37	1921 10mo *Lloyd's*	Swan,Hunter&Wigham Richardson Ld Sunderlnd *sA&CP*	MelbourneS.S.Co. Ld.	285·2|41·5|20·2 294·5(O.L.) P29'B74'F29' FK *Cell DB*242'574*t FPT*95*t APT*132*t*	Melbourne British 1 *BHCem* G.Clark,Ld.Sunderland	T.3Cy.22",35"&58"–39" (*s*) 180lb *100lb* 251NHP 2SB,*6cf*,GS130,HS4188	22 " 6 s 3 " 2 19 " 6	
72725 131537 VJJS	**Coombar** TwinSc *Ref.Mchy.* Wireless 1 *Dk*	581 381 232			…	1912	Murdoch& Murray,Ld Pt.Glasgow	W.R.Carpenter& Co.(SolomonIs.) Pty.Ld.	166·0|30·1|10·1 *WB*	SydnyNSW British	C.4Cy.14"&30"–18" 99RHP D.Rowan&Co.Glasgow		C
72726 UOAV	**Cooperatzia** (P) *Oil Eng.* D.F. 2 *Dks* *Ref.Mchy.* Sub.Sig. *Cruiser Stern*	3767 2934 2164			…	1929	Severney S.B.Yard Leningrad	U.S.S.R.	332·5|48·0|25·6 P34'B99'F41' FK *WB*	Leningrad Russian	Oil Engines 2S.C.SA 6Cy.25⅝"–33⅛" 692NHP RussianDieselWorks,Len.	27 " 9	
72727 ONOR	**Copacabana** (P) *Oil Eng.* *Ref.Mchy.* Sub.Sig. 2 *Dks*&*Shelter dk* D.F. E.S.D. *Cruiser Stern*	*7340* *5403* 4350	✠100A1 *withfreeboard* 8,38 ~~8,36~~ ✠LMC 5,38 (*Class Custom plating*)	Ant	*c*† CL	1938 5mo *Lloyd's*	Soc.Anon. Jhn.Cockerill Hoboken *sA&CP*	Cie.MaritimeBelge (LloydRoyal) Soc.Anon.(Agence MaritimeInternationale, *Mgrs.*)	435·9|61·5|26·8 459·8(O.L.) FK F49' 8 *BII* (*Coll B Hto Shl dk*7 *Cell DB*365*t* 1864*t*)	Antwerp Belgian *Cempt.Asp* *B Hto 2nd dk*5 *ing tanks in*	Oil Engines 2S.C.DA 5Cy.~~24½"~~–55" 1028NHP 24⅛" DB–*100lb* Soc An.J.Cockerill,Seraing	30 " 2 s 5 " 7⅜ 24 " 9¼	
72728 147874 GJVW	**Copeland** (P) Wireless 2 *Dks*	1526 1150 640				1923	CaledonS. B.&E.Co.Ld. Dundee	ClydeShippingCo. Ld.	270·0|37·2|17·4 P&B176'F43'	Glasgow British *WB*	T.3Cy.21",34"&56"–39" 196NHP CaledonSB.&E.Co.Ld.Dun		C FT M 1935
72729 ~~CBCB~~ CBCP	**Copiapó** (P) *Oil Eng.* D.F. E.S.D. 3 *Dks* *Ref.Mchy.* *Cruiser Stern*	7216 5436 4434	✠100A1 *withfreeboard* 12,38 ~~12,37~~ LMC 12,3 Lloyd's R~~M~~C 12,38 ~~12,37~~ No.3 hold & No.3 dks for temp 10° F chambers for temp.	Cpn	CL	1937 12mo *Lloyd's*	Nakskov SkibsA/S Nakskov *sA&CP*	CompañiaSud Americana deVap.	414·3|58·3|29·7 440·5(O.L.) 21·7 P45'F51' FK *Cell DB*360'1373*t DTs a*154*t FPT*42*t*	Valparaiso Chilian *ptCem* 7 *BII to Wdk* *APT*125*t*	Oil Engines 2S.C.DA 5Cy.24 7/16"–55½" 1027NHP ~~11 " 1~~ ~~23 " 01~~ Akt.Burmeistr&Wain,Cpn	33 " 9 s10 " 6 23 " 7½	
72730 212646 KDAF	**Coppename** (P) *ss*N.Yk.2ndNo.3-8,33 D.F. 2 *Dks*(*Stl*)& *Ref.Mchy.* *Spar dk*(*Stl*–ws)	3289 2157 1911	✠100A1 *Spar dk* 8,36 4,39 ~~D.S.~~ ✠LMC~~S~~	Bal	*v* CL 8,36	1908 2mo *Lloyd's*	Workman, Clark&Co.Ld Belfast *sA&CP*	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*) *Intermediate bulk*	339·5|42·6|15·9 357·6(O.L.) P&B218' F41' 23·6 FK&BK2"	NewYork Utd.States *Cem*	T.3Cy.26",41"&69"–48" (*s*) 180lb 486NHP 3SB,*9cf*,GS177,HS7419 FD Workman,Clark&Co.Ld.	26 " 0 s3 " 3½ 23 " 4½	
72731 147777 MNFC	**Copsewood** *ss*Shl.No.3-2,37 1 *Dk*(*Stl*) *Mchy.Aft* *Well deck* *Cargo battens not fitted*	969 900 537	✠100A1 5,38 ~~11,07~~ 10,38 *Fitted for oil fuel* 2,24	Shl	*l* CL ~~10,37~~ 5,38 10,38	1925 4mo *Lloyd's*	Osbourne, Graham& Co.Ld. Sunderland *sA&CP*	KyleShippingCo. Ld.(MonroeBros. *Mgrs.*)	198·0|32·3|12·4 204·7(O.L.) Q133'B14'F25' FK *Cell DB f*128'217*t FPT*112*t*	Middlsbro' British 3 *BHCem* *APT*47*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb *100lb* 131NHP 1SB,*3pf*,GS61,HS2239 G.Clark,Ld.Sunderland	14 " 7 s 4 " 8½ ~~11 " 4~~ ~~s 4 " 0~~	
72732 149312 GSND	**Coptic** TwinSc *Oil Eng.* *Ref.Mchy.* *ss*Lon.No.2–36 D.F. E.S.D. 2 *Dks*(*Stl*)& *Shelter dk*(*Stl*)	8533 7488 5221	✠100A1 *withfreeboard* 1,39 ~~3,38~~ ~~✠LMC~~ ~~7,37~~ 6, ✠Lloyd's RMC 3,~~38~~	Nwc	*f*† CL ~~8,36~~ P3,38	1928 7mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld Newcastle *sA&CP*	Shaw,Savill& AlbionCo.Ld.	482·6|64·2|30·8 499·5(O.L.) B173'F61' FK *Cell DB*408'1571*t FPT*109*t APT*60*t*	S'thamptn British 8 *BHptCem* *Coll to Shdk* 7 „ 2nd „	Oil Engines 2S.C.SA 12Cy.31"–43" 2020NHP 2DB*100lb* WllsndSlpwy.Co.Ld.Nwc.	34 " 4 s 5 " 4½ 29 " 2½	
72733 146925 MLPG	**Coquetdale** *ss*Sld.No.3–9,36 1 *Dk*(*Stl*)	1597 1363 886	✠100A1 11,38 ~~5,37~~ ✠LMC MS9,36 ~~MS4~~	Shl Nwc	*p* CL ~~8,36~~ 11,38	1923 7mo *Lloyd's*	J.Priest-man&Co. Sunderland *sA&CP*	EnfieldS.S.Co.Ld. (S.Marshall&Co. *Mgrs.*) *Cell D*	245·0|37·0|18·3 B50'F22 FK *B*201'437*t FPT*61*t*	Sundrland British 4 *BHptCem* *APT*118*t*	T.3Cy.19",31½"&52"–36" (*s*) 180lb 186NHP 2SB,*6cf*,GS100,HS3012 G.Clark,Ld.Sunderland	20 " 4 s 2 " 10½ 17 " 8	
72734 217871 WVAA	**Coquina** 1 *Dk*	2140 1753 1281			…	1919	Manitowoc S.B.Co. Manitowoc, Wis	MatsonNavigation Co.	250·5|43·7|20·1 P27'B64'F26' FK	L.Angeles Utd.States *WB*	T.3Cy.20",33"&54"–40" 269NHP ManitowocS.B.Co. Manitowoc,Wis	23 " 0	R †
72735														

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. — Ship. — Engines	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register in which classed if not in L.R. Date of Trade Cert.
72736 1340 IBHJ	**Cor Jesu** (*ex* L'Erdre) *ss* Gen. 2 nd No. 3–9,38 1 *Dk*(*Stl*) 2 *tr B & Web frames* D.F.	3994 3579 2474	✠ ... 10,37	Gen	*x*		1908	Atel. & Ch. de la Loire Nantes	**Ang. Gazzolo di A.** *Cell D Ba* 100′ *u E* 2	375·6 | 50·5 | 25·6 P34′ B110′ F41′ FK 3′ *f* 148′ 925 *t F P T* 67 *t*			Genoa Italian	T. 3 Cy. 23⅞″, 36″ & 59″–41½″ 284 NH 2 SB, 1 Aux SB, 8 *cf*, GS 159, HS 4919 Atel. & Ch. de la Loire, Nts.	26 ″ 11	I +
72737 DHBK	**Cora** (*ex* Reinhart, *ex* Dollart, *ex* Edgar, *ex* Stettin) 1 *Dk*	864 710 466					1920	Nya Varvet A/B Helsingfors	**Theodor Grammerstorf** (Karl Grammerstorf, *Mgr.*)	191·5 | 34·0 | 13·3 Q38′ B28′ F21′			Kiel German *WB*	T. 3 Cy. 16 3/16″, 26 9/16″ & 43 3/16″–27½″ 98 NH Christiansen & Meyer, Ham.		G
72738 5 ILRZ	— (*ex* Jupiter–35) Aux Sr *Oil Eng* 1 *Dk* (*See Sailing Ship Register*)	349 296 256					1917	J. Th. Wilmink & Co. Groningen	**Giuseppe Roggero**	140·3 | 26·4 | 11·4 129·4 P29′ Q39′ H86 *t* F21′			Imperia Italian	Oil Engines 4S.C.SA 6 Cy. 10⅝″–14 3/16″ 66 NH NE31 Humboldt Deutzmotoren, A.G. Köln-Deutz		IV
72739 165561 GBGF	**Corabella** D.F. 1 *Dk* *Cruiser Stern*	5682 5128 3373	✠ 100 A1 4,39 ~~4,38~~	Sld Nwc LMC 8,37		CL ~~4,38~~ N 4,39	1937 8mo	J. L. Thompson & Sons, Ld. Sunderland	**Tenax Steamship Co. Ld.** (Muir Young, Ld. *Mgrs.*)	409·3 | 57·6 | 29·1 425·3 (O.L.) P35′ B122′ F32′ FK			London British	T. 3 Cy. 22″, 37¾″ & 63″–45″ (*s*) 220 lb (*s*) FD 395 NH 3 SB (Spt) 9 *cf*, GS 140, HS 5580 George Clark (1936) Ld. Sld	31 ″ 7 s 6 ″ 9½ 25 ″ 0	
Lloyd's SA & CP									*Cell D B* 294′ 11	42 *t Tank in way of*			*tunnel* 315 *t F P T* 165 *t*	*A P T* 190 *t*					
72740 147852 GJSZ	**Coracero** *ss* Gls. No. 3–11,35 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Ref. Mchy.* 3 *rd dk* (*Stl*) *in fore holds* D.F. E.S.D. *Platform dk in No. 1 hold*	7252 6908 4533	✠ 100 A1 *Shelter dk with freeboard* 8,38 ~~7,39~~ BS 2,38 ~~BS 2,38~~ LMC 11, ~~loyd'~~ ~~MC 2,38~~ ~~2,38~~ 2,38	Gls PS 2,39	*a* †	CL 7,37	1923 5mo	Lithgows Ld. Port Glasgow	**Donaldson South American Line, Ld.** (Donaldson Bros. & Black, Ld. *Mgrs.*)	423·6 | 56·0 | 36·7 438·8 (O.L.) F37′ *on Shelter dk*			Glasgow British	T. 3 Cy. 27″, 42″ & 77″–51″ & exhaust turbine driving steam compressor (*s*) 200 lb FD 831 NH 1 SB, 12 *cf*, GS 247, HS 11044 J. G. Kincaid & Co. Ld. Grk.	39 ″ 4 s 11·0½ 28 ″ 6	
Lloyd's SA & CP									*Cell D Ba* 112′ *u E* 24 *u B* 39′	*Collision B H* 6 FK			*Cell D Ba* 189′ 125 4 *t F P T* 88 *t*	1 *B H to Sh dk* 2 " " *U* *A P T* 30 *t*					
			Fitted for oil fuel 5,23			*F.P. above* 150° F.										
72741 141928 MJSF	**Coral** (*ex* Cromarty Firth) *ss* Ayr. No. 3–9,32 *ss* Irv. No. 1–36 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	638 424 300	✠ 100 A1 6,38 ~~4,36~~ BS ~~4,37~~ 5,38	Irv Rou LMC 4,36	*i*	CL ~~3,34~~ 6,38	1919 10mo	Ardrossan D.D. & S.B. Co. Ld. Ardrossan	**Wm. Robertson**	175·4 | 28·3 | 10·1 183·4 (O.L.) Q100′ B11′ F28′ FK			Glasgow British 3 *B H pt Cem Asp*	T. 3 Cy. 14″, 23″ & 38″–27″ (*s*) 180 lb 99 RHP 1 SB, 3 *pf*, GS 58, HS 1780 W. Beardmore & Co. Ld. Coatbridge	12 ″ 6 s 3 ″ 8 12 ″ 5½	
Lloyd's SA & CP									*Cell D B f* 97′ 148 *t F P T*	46 *t A P T* 29 *t*						
72742 127139	**Coralia** *Mchy. Aft*	4349 — 3264					1896	Globe Iron Works Cleveland, O.	**Nicholson Universal S.S. Co.**	413·2 | 48·0 | 24·0 *WB*			Wilmgton (Del.) Utd. States	T. 3 Cy. 22″, 39″ & 68″–42″ NB 08 258 NHP Globe Iron Works, Clevelnd		R
72743 142659 GSYB	**Corato** (*ex* Cliona, *ex* War Jemadar) *ss* H. Kg. No. 3–4,31 *ss* Yka. No. 1–35 1 *Dk*(*Stl*) 2 *tr B & Web frames* *Longitudinal framing*	5563 4703 3476	✠ ~~100 A1~~ 5,37 ~~LMC~~ ~~BS 6,37~~ *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 9,38 *F.P. above* 150° F.	Yka	*z*	CL N 8,36	1918 9mo	Sir J. Laing & Sons, Ld. Sunderland	**Hadley Shipping Co. Ld.**	400·0 | 52·4 | 28·5 P49′ B121′ F39′ FK *Middle line Bulkhead* *Cell D Bu E & B* 59 251 *t*			London British 1 *B H pt Cem* *not oil-tight* *f* 50′ 67 *t*	T. 3 Cy. 27″, 44″ & 73″–48″ (*s*) 180 lb 617 NHP 3 SB, 9 *cf*, GS 190, HS 7668 FD G. Clark, Ld. Sunderland	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
Lloyd's SA & CP																
72744 135270 GRTC	**Corbank** (*ex* Hitchin) *ss* Sld. No. 3–11,26 *ss* Sld. No. 2–35 Sub. Sig. E.S.D. 1 *Dk*(*Stl*)	1933 1502 1123	✠ 100 A1 3,38 BS ~~12,37~~ 1,38 LMC 12,3	Sld	*q*	CL 12,37	1913 10mo	S. P. Austin & Son, Ld. Sunderland	**Cory Colliers, Ld.** (Wm. Cory & Son, Ld. *Mgrs.*)	267·0 | 38·0 | 17·6 Q140′ B12′ F28′ FK			London British	T. 3 Cy, 21″, 34″ & 56′–39″ (*s*) 180 lb 221 NHP 2 SB, 6 *pf*, GS 89, HS 3534 N.E. Marine Eng. Co Ld. Sld.	19 ″ 10 s 6 ″ 4½ 18 ″ 1½	
Lloyd's SA & CP									*Cell D Ba* 67′ *u E* & *B* 41	*f* 106′ 480 *t F P T* 105 *t*				*A P T* 195 *t*		
72745 128285 MCYW	**Corbet** (*ex* Buteman) *ss* Bel. 2 nd No. 3–6,32 *ss* Bel. No. 1–36 *Well deck* *Mchy. Aft* 1 *Dk*(*Stl*)	468 334 183	✠ 100 A1 ~~7,38~~ ~~5,36~~ BS ~~7,37~~ 7,38 LMC 8,36	Bel	*h*	CL ~~7,35~~ 6,38	1909 6mo	Scott & Sons Bowling	**Alexander King, Ld.**	160·0 | 25·6 | 11·3 Q89′ B10′ F26′ BK 7′			Belfast British	C. 2 Cy. 18″ & 40″–27″ (*s*) 130 lb 95 RHP 1 SB, 3 *pf*, GS 56, HS 1877 Ross & Duncan, Glasgow.	12 ″ 3 s 4 ″ 3½ 12 ″ 7	
Lloyd's SA & CP										*W B* = *D B f* 11′ 20 *t F P T*				*45 t A P T* 28 *t*		
72746 162662 GQJK	**Corbis** Twin Sc *Oil Eng.* *ss* Shl. No. 1–35 D.F. E.S.D. 1 *Dk*(*Stl*) 2 *nd dk*(*Stl*) *Mchy. Aft* *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8132 7510 4776	✠ 100 A1 11,38 ~~1,38~~ LMC CS 4,36 DBS ~~1,38~~ 1,38 ~~3,37~~ 1,38 *Carrying Petroleum in bulk*	Cff H Kg	*c* †	CL ~~8,36~~ 11,38	1931 12mo	Workman, Clark (1928) Ld. Belfast	**Anglo-Saxon Petroleum Co. Ld.**	452·4 | 62·1 | 33·9 468·6 (O.L.) P103′ B33′ F42′ FK			London British 1 4 *B H*	Oil Engines 4S.C.SA 12 Cy. 24 1/8″–43 5/16″ 714 NHP 2 DB *150 lb* N.E. Marine Eng Co Ld. Nwc	34 ″ 0 s 6 ″ 7½ 27 ″ 7½	
Lloyd's SA & CP										*Cell D Bu E* 64′ 183 *t*				*D T f* 32′ 338 *t*	*F P T* 206 *t A P T* 81 *t*	
72747 164555 GYNP	**Corbrae** Sub. Sig. E.S.D. *Mchy. Aft* 1 *Dk* *Cruiser Stern* *Cargo battens not fitted*	1788 1339 1005	✠ 100 A1 3,38 LMC 12,39	Shl	*q*	CL 2,38	1935 12mo	Burntisland S.B. Co. Ld. Burntisland	**Cory Colliers, Ld.** (Wm. Cory & Son, Ld. *Mgrs.*)	257·0 | 39·5 | 16·7 Q150′ F25′ FK			London British 1 *B H Cem*	T. 3 Cy. 16½″, 26″ & 47″–33″ (*s*) 220 lb 171 NHP 2 SL (Spt), 3 *cf*, GS 76, HS 2854 N.E. Marine Eng. Co Ld. Sld.	18 ″ 9 s 6 ″ 1 17 ″ 4	
Lloyd's SA & CP									*Cell D B* 214′ 500 *t*	*M T* 9′ 166 *t F P T* 158 *t*				*A P T* 21 *t*		
72748 149073 GNLY	**Corbridge** *ss* Shl. No. 2–37 Sub. Sig. *Well deck* 1 *Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	1703 1295 935	✠ 100 A1 7,38 ~~4,37~~ LMC 4,37 BS 7,38	Shl	*q*	CL ~~4,36~~ 7,38	1928 1mo	S. P. Austin & Son, Ld. Sunderland	**Cory Colliers, Ld.** (Wm. Cory & Son, Ld. *Mgrs.*)	255·0 | 37·5 | 16·8 P22′ Q150′ F21′ FK			London British 1 *B H Cem*	T. 3 Cy. 19″, 31″ & 52″–36″ (*s*) 180 lb 195 NHP 2 SB, 6 *cf*, GS 93, HS 3268 G. Clark, Ld. Sunderland	18 ″ 10 s 5 ″ 8½ 17 ″ 4½	
Lloyd's SA & CP									*Cell D B* 207′	440 *t M T s* 120 *t F P T*				*70 t A P T* 150 *t*		
72749 161285 GCTJ	**Corbrook** ~~*ss* Bly. No. 2–38~~ ~~*ss* Bly. No. 1–41~~ *Mchy. Aft* *Well deck* 1 *Dk*(*Stl*) Sub. Sig *Cargo battens not fitted* E.S.D.	1729 1312 983	✠ 100 A1 10,38 ~~11,36~~ BS 2,38	Shl Bly LMC 7 ~~,34~~ MS 10,38	*q*	CL ~~2,38~~ 10,38	1929 8mo	Cowpen Dry Dock & S.B. Co. Ld Blyth	**Cory Colliers Ld.** (Wm. Cory & Son, Ld. *Mgrs.*)	255·1 | 37·5 | 17·0 P21′ Q135′ F22′ FK			London British 5 *B H pt Cem*	T. 3 Cy. 19″, 31″ & 52″–36″ (*s*) 180 lb 197 NHP 2 SB, 6 *cf*, GS 87, HS 3324 G. Clark, Ld. Sunderland	19 ″ 0 s 5 ″ 7½ 17 ″ 7½	
Lloyd's SA & CP									*Cell D B* 219′	508 *t M T* 9′ 227 *t F P T*				*62 t A P T* 161 *t*		
72750 164577 GYNQ	**Corburn** Sub. Sig. E.S.D. *Cruiser Stern* 1 *Dk* *Mchy. Aft* *Cargo battens not fitted*	1786 1339 1003	✠ 100 A1 8,38 ~~8,37~~ LMC 2,36	Sld	*q*	CL	1936 2mo	Burntisland S.B. Co. Ld. Burntisland	**Cory Colliers, Ld.** (Wm. Cory & Son, Ld. *Mgrs.*)	257·0 39·5 | 16·7 Q150′ F25′ FK			London British 4 *B H Cem*	T. 3 Cy. 16½″, 26″ & 47″–33″ (*s*) 220 lb 171 NHP 2 SB (Spt), 6 *cf*, GS 76, HS 2854 N.E. Marine Eng. Co. Ld. Sld	18 ″ 9 s 6 ″ 1 17 ″ 4	
Lloyd's SA & CP									*Cell D B* 214′ 500 *t*	*M T* 9′ 166 *t F P T* 158 *t*				*A P T* 21 *t*		
72751 149801 GNBK	**Corchester** *ss* Shl. No. 2–36 Sub. Sig. *Well deck* 1 *Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	2374 1836 1335	✠ 100 A1 3,38 LMC MS 5,36 BS 3,38	Bly	*s*	CL 3,38	1927 4mo	S. P. Austin & Son, Ld. Sunderland	**Cory Colliers, Ld.** (Wm. Cory & Son, Ld. *Mgrs.*)	285·0 | 41·7 | 19·0 Q165′ F31′ FK			London British 4 *B H Cem*	T. 3 Cy. 20½″, 35″ & 57″–39″ (*s*) 180 lb 243 NHP 2 SB (Spt) 6 *pf*, GS 122, HS 4060 G. Clark, Ld. Sunderland	21 ″ 1 s 6 ″ 7½ 19 ″ 1½	
Lloyd's SA & CP									*Cell D B* 234′ 584 *t side tanks in ER* 168 *t F P T*					*95 t A P T* 228 *t*		
72752 140715 GRTJ	**Corcrest** (*ex* Hopecrest) *ss* Nwc. No. 3–8,30 *ss* Shl. No. 1–35 Sub. Sig. *Well deck* 1 *Dk*(*Stl*) *Cargo battens not fitted* E.S.D.	2373 1863 1337	✠ 100 A1 12,37 ~~11,37~~ 9,38	Sld LMC ~~12,38~~	*s*	CL 11,37	1918 5mo	Swan, Hunter & Wigham Richardson, Ld Sunderlnd	**Cory Colliers, Ld.** (Wm. Cory & Son, Ld. *Mgrs.*)	285·3 | 41·5 | 19·1 P24′ Q122′ B20′ F31′ FK			London British 4 *B H Cem*	T. 3 Cy. 22″, 35″ & 58″–39″ (*s*) 180 lb *100 lb* 288 NHP 2 SB, 6 *cf*, GS 107, HS 4204 FD Swan, Hunter & Wigham-Richardson, Ld. Nwc.	21 ″ 4 s 6 ″ 4½ 19 ″ 2	
Lloyd's SA & CP									*Cell D B* 236′ 587 *t side tanks in engine space* 206 *t*					*F P T* 111 *t A P T* 196 *t*		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 / 6 / 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné à l'entretien; expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NEP = Force en chevaux d'après les formules de la Société. MEP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où cons. n'est pas dans le L. R. Durée Cert. Hull Trials.
72753 148129 GLKR	**Cordale** (*ex*Horsley–37) *ss*Shl.No.2–4,38 ~~*ss*Shl.No.2–38~~ Sub.Sig. **E.S.D.** 1*Dk*(*Stl*) *Cargo battens not fitted*	2143 1853 1244	✠100A1 ~~4,37~~ 10,38 ~~S[illegible]~~ ✠LMC[illegible] 1,39 M[illegible]	Cff	*s*	CL ~~4,37~~ 10,38	1925 7mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro' *S.&C.P.*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *Cell D*	280·0|41·6|20·1 292·2(O.L.) P24′B49′F26′ FK *B234′644t F.P.T160t*	London British *1 B.H.Cem* *A.P.T117t*	T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 228NHP 2SB,6*cf*,GS103,HS3947 Smith'sDockCo.Ld.Mdb.	22 ″ 3 s 3 ″ 2½ 19 ″ 5	
72754 162332 GKFC	**Cordelia** *Oil Eng.* *ss*Nwc.No.1–36 *Mchy.Aft* 2*Dks*(*Stl*)*& Web frames* **D.F. E.S.D.** *Longitudinal framing*	8190 7272 5005	✠100A1 3,38 ~~BS4,38~~ ✠LMC7,36 *Carrying Petroleum in bulk*	Nwc	*c*†	CL 3,38	1932 3mo *Lloyd's*	Swan,Hunter&Wigham Richardson Newcastle *S.&C.P.*	OilTankS.S.Co.Ld. (C.T.Bowring& Co.Ld.*Mgrs.*) *Cell D Bu E81′197t* *DT f41′435t*	460·4|59·5|34·1 P112′B30′F57′ FK *Trunk in after well* *F.P.T161t A.P.T128t*	Liverpool British *18 B.H.pt Cem* (10 *to U dk* 8 „ 2*nd*„)	Oil Engines 4S.C.SA 8Cy.29⅜–59 1/16″ 652NHP 2DB*180lb* J.G.Kincaid&Co.Greenock	34 ″ 1 s 6 ″ 1½ 28 ″ 2½	
72755	— 1*Dk*	1357 1149 723					1921	Hamburgr-ElbeSchiffsw. Hamburg	A.Kirsten	244·5|36·2|16·1 P&B195′F31′	Hamburg German *WB*	T3Cy17¾″,28 1/16″&47 3/16″–31½″ GuteHoff-nungshütte,Oberhausen		G
72756 147668 GKNL	**Cordene** *ss*Shl.No.3–7,37 Sub.Sig. **E.S.D.** 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2345 1876 1322	✠100A1 6,38~~7,37~~ ✠LMC7,37 ~~BS6,38~~	Shl	*s*	CL ~~7,37~~ [illegible]	1924 6mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *S.&C.P.*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *Cell D B242′549t M*	284·5|42·1|19·6 P20′Q164′F26′ FK *Ts14′205t F.P.T104t*	London British *1 B.H.pt Cem* *A.P.T146t*	T.3Cy.21″,34″&56″–39″ (*s*) 180lb 247NHP 2SB,6*cf*,GS98,HS4215 G.T.Grey&Co.Ld.S.Shl.	21 ″ 9 s 6 ″ 6¾ 19 ″ 4½	
72757 DJMA	**Cordillera** (P) TwinSc D.F. GyC. E.S.D. *Oil Eng.* Sub.Sig. *Cruiser Stern* 3*Dks*	12055 8979 6902					1933	Blohm& Voss,K.a.A. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	497·8|65·9|27·9 B&F344′	Hamburg German *WB*	Oil Engines 2S.C.DA 16Cy.23⅝–35 7/16″ 3120NHP Blohm& Voss,K.a.A.Ham.		G
72758 144239 GDRK	— *ss*Gls.No.1–37 *ss*Gls.No.3–10,33 2*Dks*(*Stl*)*& Shelter dk*(*Stl*) *Ref.Mchy.* 3*rd Dk*(*Stl*)*in forehold* **D.F. E.S.D.** *Platform Dk*(*Stl*)*in Nos.4&5holds*	6865 6573 4248	✠100A1 *Shelter dk* *with freeboard* 2,38 ~~3,37~~ ~~BS2,38~~ ✠LMC[illegible] Lloyd'sRMC2,38 ~~3,38~~ 4,38	Gls Liv BS4,39 MS3,37	*a*†	CL 3,37	1920 10mo *Lloyd's*	Short Bros. Ld. Sunderland *S.&C.P.*	DonaldsonSouth AmericanLine,Ld. (Donaldson Bros. &Black,Ld.*Mgrs.*) *Cell D B344′1198t*	419·0|54·8|35·7 434·9(O.L.) FK *F.P.T89t A.P.T251t*	Glasgow British *Cem* *7 B.H to S.h dk*	3SteamTurbinesDRgeared to 1 sc. shaft 2001b (*s*) 862NHP 4SB,*12cf*,GS240,HS10632FD ~~N.E.MarineEngCo.Ld.Nwc~~ (f Tlr.180lb) N.E.MarineEngCo.Ld.Nwc	38 ″ 3 s 10 ″ 10¼ 27 ″ 8	
			Fitted for oil fuel 2,21			*F.P. above*	150° F.							
72759 DHXK	**Cordoba** (*ex*Taunus–37,*ex*Lisa, *ex*Galtymore) **D.F.** Sub.Sig. 2*Dks*	4611 4198 2784				...	1919	Lithgows, Ld. PortGlasgow	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	384·6|52·0|26·5 P49′B113′F38′ FK	Hamburg German *WB*	T.3Cy.27″,44″&73″–48″ 517NHP Rankin&BlackmoreLdGrk	29 ″ 0	G †
72760 209855 WCCS	**Cordova** (P) *Fitted for oil fuel* **D.F.** 2*Dks*	2089 — 1269					1912	Harlan& Hollings-worthCor. Wlmgtn.Del.	AlaskaS.S.Co. Inc.	238·7|41·2|20·9 P150′F33′	NewYork Utd.States	T.3Cy.19″,30″&50″–36″ 150NHP Harlan&HollingswrthCor.		
72761 147566 GJXS	**Corduff** *ss*Bly.No.3–9,36 **E.S.D.** 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* Sub.Sig.	2345 1876 1322	✠100A1 8,38 ~~8,37~~ ~~BS8,37~~ ✠LMC9,36 8,38	Shl	*s*	CL 8,37	1923 12mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *S.&C.P.*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *Cell D B242′549t M*	284·5|42·0|19·6 P20′Q164′F26′ FK *Ts14′205t F.P.T104t*	London British *4 B.H.pt Cem* *A.P.T146t*	T.3Cy.21″,34″&56″–39″ (*s*) 180lb 247NHP 2SB,6*cf*,GS98,HS4215 G.T.Grey&Co Ld.S.Shields	21 ″ 9 s 6 ″ 6¾ 19 ″ 4½	
72762 98398 MQSZ	**Corea** *ss*Goo.3rdNo.3–2,32 *ss*Goo.No.1–36 *Well deck* 1*Dk*(*Stl*)	751 567 315	✠100A1 3,38 ~~NB11,27~~ ✠LMC12, ~~BS7,38~~3,39	Goo	*l*	OG 3,38	1895 4mo *Lloyd's*	Earle'sCo. Ld. Hull *S.&C.P.*	Bennett S.S.Co.Ld.	210·0|31·0|13·6 Q99′B20′F29′ BK8″ *WB=DB*	Goole British *5 B.H.Cem* *a38′f49′100t*	T.3Cy.19″,32″&52″–36″ (*s*) 160lb 173NHP 2SB,*4cf*,GS86,HS2760 Earle'sCo.Ld.Hull	14 ″ 3 s ″ [illegible] 14 ″ 2[illegible]	
72763 ~~17000~~ MKSQ	**Corfe Castle** (P) PadSp (*ex*Mauretania–38,*ex*Queen–36) 1*Dk*&*Promenade dk*	345 267 145					1902	J.Reid&Co Ld. Glasgow	~~Sou.I.of Wight& S.of Eng.Royal Mail Stm.Pkt Co.Ld~~	200·3|24·1| 8·3	~~Southampton~~ ~~British~~ Dutch	C.2Cy.27″&55″–54″ 185NHP Barclay,Curle&Co.Ld.Gls.		~~PP~~ ~~Cert~~ ~~Boy~~
72764 163532 GWWY	**Corfell** Sub.Sig. **E.S.D.** *Mchy.Aft* *Cruiser Stern* 1*Dk*	1802 1354 1010					1934	S.P.Austin &Son,Ld. Sunderland	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*)	257·0|39·5|16·7 Q150′F24′	London British *WB*	T.3Cy.16½″,28″&47″–33″ 127NHP N.E.MarineEng.Co.Ld.Sld.		C
72765 165601 GDDW	**Corferry** *Mchy.Aft* **E.S.D.** 1*Dk* Sub.Sig. *Cargo battens not fitted* *Cruiser Stern*	1788 1344 1003	✠100A1 ~~[illegible]~~ 11,~~[illegible]~~38 ~~N~~LMC11,3	Sld Gnk	*q*	CL N8,38	1937 11mo *Lloyd's*	Burntislnd S.B.Co.Ld. Burntisland *S.&C.P.*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *Cell D B214′500t*	257·0|39·5|16·7 265·0(O.L.) Q150′F25′ FK *M T9′166t F.P.T158t*	London British *4 B.H.Cem* *A.P.T21t*	T.3Cy.16″,25″&45″–33″ 220lb FD (*s*) 176NHP 2SB(Spt),*6cf*,GS49,HS2506 N.E.MarineEng.Co.Ld.Sld	18 ″ 9 s 6 ″ 1 17 ″ 4	
72766 165504 MMKQ	**Corfield** *Mchy.Aft* *Cruiser Stern* 1*Dk* Sub.Sig. **E.S.D.** *Cargo battens not fitted*	1791 1344 1004	✠100A1 2,38 ✠LMC7,37	Sld	*q*	CL 2,38	1937 6mo *Lloyd's*	Burntislnd S.B.Co.Ld. Burntisland *S.&C.P.*	CoryColliersLd. (Wm.Cory&Son, Ld.*Mgrs.*) *Cell D B214′500t*	257·0|39·5|16·7 265·0(O.L.) Q150′F25′ FK *M T9′166t F.P.T158t*	London British *4 B.H.Cem* *A.P.T21t*	T.3Cy.16″,25″&45″–33″ (*s*) 220lb FD 176NHP 2SB(Spt),*6cf*,GS49,HS2506 N.E.MarineEng.CoLd.Sld.	18 ″ 9 s 6 ″ 1 17 ″ 4	
72767 163476 MBVN	**Corfirth** *Mchy.Aft* **E.S.D** *ss*Sld.No.1–38 *Well deck* Sub.Sig. 1*Dk* *Cruiser Stern* *Cargo battens not fitted*	1803 1355 1016	✠100A1 ~~10,37~~10,38 ~~N~~LMC5,~~37~~ 10,38	Sld	*q*	CL ~~10,37~~ 10,38	1934 5mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *S.&C.P.*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *Cell D B214′492t*	257·0|39·5|16·7 Q150′F25′ FK *M T9′164t F.P.T153t*	London British *4 B.H.pt Cem* *A.P.T15t*	T.3Cy.16½″,28″&47″–33″ (*s*) 220lb 171NHP 2SB(Spt),*6cf*,GS76,HS2854 N.E.MarineEng.Co.Ld.Sld	18 ″ 9 s 6 ″ 0[illegible] 17 ″ 4	
72768 163484 GWTD	**Corfleet** *ss*Sld.No.1–39 *Mchy.Aft* 1*Dk* *Cruiser Stern* Sub.Sig. **E.S.D.** *Cargo battens not fitted*	1803 1355 1015	✠100A1 3,39 ~~4,37~~ ~~✠~~LMC~~6,34~~ 3,~~39~~	Shl Sld	*q*	CL ~~11,37~~ 3,~~39~~	1934 6mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *S.&C.P.*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *Cell D B214′492t M T9′164t F.P.T159t*	257·0|39·5|16·7 Q150′F25′ FK	London British *4 B.H.pt Cem* *A.P.T15t*	T.3Cy.16½″,28″&47″–33″ (*s*) 220lb 171NHP 2SB(Spt),*6cf*,GS76,HS2854 N.E.MarineEng.Co.Ld.Sld	18 ″ 9 s 6 ″ 0¾ 17 ″ 4	
72769 162643 GRNW	**Corfu** (P) TwinSc *Fitted for oil fuel* 3*Dks*(*Stl–Weather dk* ws) *Ref.Mchy.* 4*th dk*(*Stl*)*in forward holds* **D.F. E.S.D.** *Cruiser Stern*	14170 11383 ~~7000~~ 7005	✠ 9,35 ✠Lloyd'sR 5,35	Lon	*j*†	BT till 4,38	1931 9mo	A.Stephen &Sons,Ld. Glasgow	P.&O.Stm.Nav.Co.	522·5|71·4|33·1 B246′F76′ FK *Cell D B448′2568t F.P.T7*	London British *9 B.H.pt Cem* *Coll.,to W dk* *0t A.P.T140t*	6SteamTurbinesSRgeared to 2 sc.shafts 2997NHP 4WaterTubeBoilers 2DB HS25200 FD A.Stephen&Sons,Ld.Gls	46 ″ 0	
72770 161301 GFZB	**Corglen** *ss*Sld.No.2–38 ~~*ss*Shl.No.1–34~~ Sub.Sig. 1*Dk*(*Stl*) *Mchy.Aft* **E.S.D.** *Well deck* *Cargo battens not fitted*	2822 2201 1632	✠100A1 6,38 ~~8,37~~ ~~BS[illegible]~~ ✠[illegible]	Shl Sld	*l*	CL ~~7,36~~ 8,38	1929 9mo *Lloyd's*	Cowpen D.D.&S.B. Co.Ld. Blyth *S.&C.P.*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *Cell D B250′747t*	306·4|44·2|19·9 Q186′F30′ FK *M T 10′ 347t F.P.T*	London British *6 B.H.pt Cem* *136t A.P.T17t*	T.3Cy.21½″,36″&60″–39″ (*s*) 180lb 259NHP 2SB(Spt)*8pf*,GS128,HS4196 G.Clark,Ld.Sunderland	22 ″ 0 s 7 ″ 0[illegible] 19 ″ 10	

1 No. in Book. Official No. Code Letters	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. Ship. Engines.	By Whom. Where.	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Bot. Trade Cert.
72771 163398 GWMN	**Corhampton** *Mchy. Aft* E.S.D.	*Cruiser Stern* Sub.Sig.	2495 1899 1435					1933	S.P.Austin &Son,Ld. Sunderland	Cory Colliers,Ld. (Wm.Cory&Son, Ld. *Mgrs.*)	292·0 Q184′	42·5 F28′	19·2	London British *WB*	T.3Cy.18″,30½″&51″–36″ 156NHP N.E.MarineEng.Co.Ld.Sld.		C
72772 163384 MBGT	**Corhaven** *Mchy. Aft* *Well deck* Sub.Sig.	1 *Dk(Stl)* E.S.D. *ss*Nwc.No.1-38 *Cargo battens not fitted*	991 707 532	✠100A1 7,38 ~~7,47~~ ~~H87,37~~	Nwc	*m*	CL ~~7,37~~ 7,38	1933 8mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *sA&CP*	Cory Colliers,Ld. (Wm.Cory&Son, Ld. *Mgrs.*) *Cell DB u E18′f140′*	208·0 Q131′F23′ 294t *MT9′107t*	34·0 FK *FPT*	12·7 *4 BHpt Cem 64t APT15t*	London British 200lb 1SB,*3cf*,GS53,HS2231 N.E.MarineEng.Co.Ld.Sld	T.3Cy.13½″,23″&38″–27″ (*s*) 118NHP *3cf*,GS53,HS2231	14 ″ 8 s 4 ″6½ 14 ″ 0	
72773 165356 MMCD	**Corheath** E.S.D. Sub.Sig. *Mchy. Aft*	1 *Dk* *Cruiser Stern* *Cargo battens not fitted*	1096 783 577	✠100A1 6,38 6,37	Sld Nwc	*m*	CL	1936 12mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *sA&CP*	Cory Colliers,Ld. (Wm.Cory&Son, Ld. *Mgrs.*) *Cell DB164′29*	215·0 Q136′F22′ 99 *MT11′142t*	34·5 FK *FPT*	13·1 *5 BHpt Cem 82t APT42t*	London British 220lb *100lb* 131NHP 1SB(Spt),*3cf*,GS53,HS2254 N.E.MarineEng.Co.Ld.Sld.	T.3Cy.14½″,24″&41″–30″(*s*) 131NHP 1SB(Spt),*3cf*,GS53,HS2254	15 ″ 0 s 4 ″6½ 14 ″ 4½	
72774 144248 GFDJ	**Corinaldo** *ss*Gls.No.1-39 *ss*Liv.No.3-2,34 2 *Dks(Stl)* & Shelter dk(Stl) *Ref.Mchy.* 3rd dk(Stl) in forward holds D.F. E.S.D. *Platform dk in No.1 hold*		7131 6722 4417	✠100A1 *Shelter dk* *with freeboard* 1,~~55~~ ~~7,37~~ ~~BS8,38~~ Lloyd's RMC ~~5,38~~ 6,39 ~~10,36~~ *Fitted for oil fuel* 5,21	Gls	*at* †	CL ~~6,36~~ 6,38 5,38 *F.P. above* 150° F.	1921 2mo *Lloyd's*	Scotts'S.B. &Eng.Co. Ltd. Greenock *sA&CP*	Donaldson South American Line,Ld. (Donaldson Bros. & Black,Ld. *Mgrs.*) *Cell DB355′1107t*	414·5 28·7 FK *FPT96t APT50t*	55·6	36·7	Glasgow British *pt Cem 6 BH to S dk* 1 ,, ,, *U* ,, 200lb 810NHP 1SB(Spt),*12cf*,GS229, HS10468 Scotts'S.B.&E.Co.Ld.Grk.	2 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 810NHP 1SB(Spt),*12cf*,GS229, HS10468	39 ″ 3 s 10 ″ 8 28 ″ 8½	
72775 156014 MMFN	**Corinda** *Oil Eng.* D.F. *Ref.Mchy.* 2 *Dks* *Cruiser Stern*		3376 2838 1930	✠100A1 6,38 ~~7,44~~ 12,38 Lloyd's RMC ~~7,37~~ 1,39	Syd	*r*	CL ~~7,37~~ LMC 4,37	1937 4mo *Lloyd's*	Short Bros. Ltd. Sunderland *sA&CP*	Australas'n United Stm.Nav.Co.Ld. *Cell DB286′766*	345·6 356·8(O.L.) 1′33′B208′F27′ *FPT81t APT120t*	48·3 FK	21·0	P.Adelaide British *6 BH Cem*	Oil Engines 2S.C.SA 3Cy.22 7/8″–85 1/8″ 449NHP 2DB *120lb* W.Doxford&Sons,Ld.Sld.	25 ″ 0 s 2 ″8½ 22 ″ 6	
72776 140835 MPFX	**Corinia** *ss*Goo.No.2-37 *Mchy. Aft* *Well deck*	1 *Dk(Stl)*	870 586 426	✠100A1 ~~2,38~~ BS ~~4,37~~ 4,38	Goo Bly LMC MS11,37	*k*	CL 2,38	1928 10mo *Lloyd's*	R.William-son&Son,Ld. Workington *sA&CP*	Northwest Shippng Co.Ld. (R.William-son, *Mgrs.*) *Cell DB114′*	188·3 Q116′B11′F23′ *FPT44t*	30·2 FK	12·4 *3 BHpt Cem 177t*	Workington British 180lb *90lb* 1SB,*3pf*,GS52,HS1992 W.Beardmore&Co.Ld. Coatbridge	T.3Cy.14″,24″&40″–27″ (*s*) 99RHP 1SB,*3pf*,GS52,HS1992	14 ″ 7 s 4 ″ 9½ 14 ″ 4½	
72777 217 SVKS	**Corinthiakos** (*ex*North Anglia–33, *ex*Bideford)	1 *Dk*	3562 3293 2214					1910	Craig,Tay-lor&Co.Ld. Stockton	M.A.Embiricos	362·3 P29′B232′F34′	51·0 *WB*	21·0 Andros Greek	T.3Cy.25″,42″&68″–45″ 310NHP N.E.MarineEng.Co.Ld.Sld		C
72778 166946 GNQD	**Corinthian** D.F. E.S.D. *Ref.Mchy.*	1 *Dk* Shelter dk *Cruiser Stern*	3122 2153 1447	✠100A1 *with freeboard* 2,3~~8~~ ~~6,36~~ ~~LMC8,38~~ ~~BS8,38~~	Hpl Liv	*m*	CL	1938 8mo *Lloyd's*	W.Gray& Co.Ld. W.Hartepool *sA&CP*	Ellerman Lines Ld. (Ellerman& Papayanni Lines, Ltd. *Mgrs.*) *Cell DB BHto Shltrdk,6 BHto2nd dk) Cell DB291′74 FPT*	345·7 358·7(O.L.) F30′ *APT*	50·1 FK	20·7 *7 BHpt Cem 114t*	Liverpool British LPtu with DR gearing & hydraulic coupling 225lb (*s*) FD 606NHP 3SB(Spt),*9cf*,GS166,HS7770 Con.Mar.E.Wks. (W.Gray&Co.Ld) W.Hpl.	T.3Cy.23″,38″&65″–48″ & 3SB(Spt),*9cf*,GS166,HS7770	23 ″ 3 s 1 ″ 3 22 ″ 2½	
72779 147155 GKNW	**Corinthic** *ss*Bry.No.3-6,37 D.F. 1 *Dk(Stl)*		4823 4513 3023	✠100A1 ~~3,38~~ ~~3,38~~ ~~Hul~~ LMC MS6,37 ~~BS10,37~~ 11,38	Mch	*y*	CL ~~3,38~~ 5,39	1924 6mo *Lloyd's*	Irvines S.B. Co.Ld. &D.D.Co.Ld. W Hartlepool *sA&CP* *Cell DB*	Sir W.H.Cockerline	390·1 402·8(O.L.) P30′B221′F41′ 335′ 1098t *FPT*	55·5 FK	26·2 *6 BH Cem 120t APT149t*	Hull British 180lb 442NHP 3SB(Spt),*9cf*,GS182 HS7551 Richardsons,Westgarth& Co.Ld.Hpl.	T.3Cy.26″,43″&72″–48″ (*s*) 442NHP 3SB(Spt),*9cf*,GS182 HS7551	28 ″ 9 s 4 ″5½ 24 ″ 6	
72780 128788 VJCG	**Corio** (*ex*Delungra) *ss*Syd.No.3-2,32 *ss*Syd.No.1-37 1 *Dk(Stl)* & *Web frames* *Longitudinal framing* *Cargo battens not fitted*		3346 3009 1934	✠100A1 ~~14,37~~ LMC MS1.37 ~~BS7,37~~ 9,38	NSW	*v*	1,37	1919 9mo *Lloyd's*	Govt.Dkyd Newcastle, N.S.W. A&CP *Cell DB277′885t*	Huddart,Parker, Ld.	331·0 P31′B95′F30′ *FPT118t APT204t*	47·9 FK	26·0 *5 BH Cem*	Melbourne British 190lb HS8289 3 Water Tube Boilers FD Govt.Dkyd.Nwc N.S.W.	T.3Cy.25″,41¾″&68″–45″ (*s*) 519NHP 3 Water Tube Boilers FD Govt.Dkyd.Nwc N.S.W.	26 ″ 1 s 4 ″ 5¾ 21 ″ 10	
72781 HRDA	**Corisco** (*ex*Arwyco–34,*ex*Lancashire Coast,*ex*Annie Hough,*ex*Delta) Wireless *Well deck*	1 *Dk(Stl)* 2*tr b*	1109 ~~1,38~~ 6,39 ~~LMC6,34~~		Mob	*n*	CL 5.37	1900 3mo *Lloyd's*	J.Scott& Co. Kinghorn *sA&CP* *Cell D Ba44′60t*	A.Garcia	225·4 P&B132′F35′ *FPT50t*	34·2 FK *APT50t*	15·2 *5 BH Cem*	Puerto Cortes Honduran	T.3Cy.17″,27″&45″–33″ (*s*) 170lb 124NHP 2SB,*4cf*,GS72,HS1861 J.Scott&Co.Kinghorn	16 ″ 6 s 1 ″ 3 15 ″ 5½	
72782 140362 GFCT	**Corland** (*ex*Buffs) *ss*Shl.No.3-8,30 Sub.Sig. *ss*Shl.No.1-35 E.S.D. 1 *Dk(Stl)* *Cargo battens not fitted*		3431 3052 2001	✠100A1 8,38 ~~10,37~~ BS ~~10,37~~ 8	Bly LMC	*v*	CL ~~8,36~~ 8,38	1917 10mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *sA&CP*	Cory Colliers,Ld. (Wm.Cory&Son, Ld. *Mgrs.*) *Cell DB253′902t* *FPT223t APT80t*	341·0 P29′B66′F24′ *Tn* 34′161t *D Tin Eroom port side*	47·0 FK	22·8 *6 BH Cem*	London British 180lb 303NHP 2SB,*8pf*,GS138,HS1740 Richardsons,Westgarth& *board* 14′122*t* Co.Ld.Sld.	T.3Cy.24″,40″&65″–42″ (*s*) 303NHP 2SB,*8pf*,GS138,HS1740	25 ″ 3 s 4 ″ 5½ 20 ″ 11	
72783 160366 GNLZ	**Corminster** *ss*Bly.No.2-37 *Well deck* Sub.Sig. E.S.D. 1 *Dk(Stl)* *Cargo battens not fitted*		1703 1295 935	✠100A1 7,38 ~~7,47~~ LMC7,37 BS7,38	Bly	*q*	CL 6,37	1928 2mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *sA&CP*	Cory Colliers,Ld. (Wm.Cory&Son, Ld. *Mgrs.*) *Cell DB207′*	255·0 P22′Q150′F25′ *FPT70t APT150t*	37·5 FK	16·8 *4 BH Cem*	London British 180lb 195NHP 2SB,*6cf*,GS93,HS3268 G.Clark,Ld.Sunderland	T.3Cy.19″,31″&52″–36″ (*s*) 195NHP 2SB,*6cf*,GS93,HS3268	18 ″ 10 s 5″ 8½ 17 ″ 4½	
72784 140963 MNXW	**Cormorant** *ss*Lon.No.2-36 *Ref.Mchy.* 2 *Dks(Stl)* *Cruiser Stern*		1220 1069 714	✠100A1 *with freeboard* 2,38 ~~4,36~~ ~~BS3,38~~ LMC 4,36 Lloyd's RMC 2,~~4~~ 3,~~6~~	Lon	*n*	CL ~~3,36~~ 3,38	1927 12mo *Lloyd's*	Earle's Co. Ld. Hull *sA&CP*	General Stm.Nav. Co.Ld. *Cell DB176′200t*	216·0 B62′ *FPT27t APT20t*	32·1 BK6″	18·5	London British *5 BH Cem* (1 to 2nd dk)	T.3Cy15½″,25½″&42″–30″(*s*) 158NHP 2SB,*4cf*,GS79,HS3040 Earle's Co.Ld.Hull	20 ″ 9 s 7 ″ 3 14 ″ 0½	
72785 164700 GZBD	**Cormount** *Mchy. Aft* E.S.D. Sub.Sig. *Cruiser Stern* 1 *Dk*		2841 2159 1624					1936 S.B.Co.Ld. Burntisland	Burntisl nd	Cory Colliers,Ld. (Wm.Cory&Son, Ld. *Mgrs.*)	308·0 Q186′F26′	44·5 *WB*	19·6 London British	T.3Cy.18½″,29″&52″–39″ 169NHP N.E.MarineEng.Co.Ld.Sld		C
72786 214382 WKCC	**Cornelia** *ss*N.Yk.No.3-10,27 *ss*N.Yk.No.2-35 Sub.Sig. 2 *Dks(Stl)* & *Web frames* *Ref.Mchy.* *Longitudinal framing* D.F.		3129 2620 1944	✠100A1 ~~10,37~~ 9,38 ~~BM10,37~~ LMC ~~8,36~~ Lloyd's RMC ~~8,38~~ 9,38 *for tem. 387 F.* *Fitted for oil fuel* 8,16	Bal	*u*	CL N10,37 *F.P. above* 150° F.	1916 8mo *Lloyd's*	Bethlehem SteelCo. Sparro'Pt,Md A&CP	A.H.Bull Steam-ship Co.Inc.(A.H. Bull&Co.Inc. *Mgrs.*) *Cell D*	327·7 P38′B94′F37′ B255′662t *FPT50t*	46·7 FK	23·5 *6 BH Cem APT145t*	New York Utd. States	T.3Cy.24¾″,41 3/16″&68 5/8″–48″ 487NHP 3SB,*9cf*,GS169,HS7237 Bethlehem Stl.Co.Sparr'Pt	26 ″ 3 s 4 ″ 6 21 ″ 11½	
72787 215234 KJOI	— (*ex*John C. Kirkpatrick–36,*ex*Robert C.Sudden,*ex*Hadrumete,*ex*Robert C Sudden)	*Wood* *Fitted for oil fuel* 1 *Dk* Wireless	1430 — 809					1917	F.Stone Oakland,Cal.	Kitsap S.S.Co.	223·0	43·6	16·5	Seattle Utd. States	T.3Cy.15½″,26″&43″–33″ 106NHP MainStr.Iron Wks.S.Fo.		R

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Registres ou coté.
72788 PDLX	**Cornelia B.** *ss*Hrl.No.2-39 *Oil Eng.* *Mchy.Aft* 1 *Dk(Stl)* *Strengthened for navigation in Ice*		400 287 264	✝100A1 4,39 ~~4,37~~ ~~LMC10,38~~ MC(M)10,38 LMC4,39	Rot Hrl	*f*	~~9,37~~ M4,39	1931 7mo *Lloyd's*	N.V.Werf "Vooruit" Spaarndam *SA&CP*	O.Bosma *Cell DB f43·65t FPT*	147·8 P39'F15'	25·2	10·0 FK	Groningen Dutch	Oil Engines 4S.C.SA 4Cy.11"–17½" 47NHP 3 *BHpt Cem* *16t APT15t* Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 " 8 s 1 " 1½ 9 " 7½	
72789 OXJA	**Cornelia Mærsk** *ss*Svb.No.3–1,38 D.F. 1 *Dk(Stl)*		1892 1683 1115	✝100A1 ~~3,38~~ 1,38 12,36 ~~Asg~~ Aut ✝LMC1,38 BS2,39	Svb	*r*	CL 1,38	1925 4mo *Lloyd's*	F.Schichau Danzig *SA&CP*	A/S D/S Svendborg(A.P.Moller, Copenhagen, *Mgr*) *Cell DB240' 541t FPT38t*	280·8 293·5 (O.L.) P27'B74'F32'	40·2	18·8 FK	Kalundbrg Danish	T.3Cy.19½",32⅝"&53⅜"–37 1/16" & L.P. turbine with reduction gearing & chain drive 200lb (*s*) 243NHP 2SB(Spt),*4cf*,GS78, HS3014 FD F.Schichau,Elbing	21 " 4 s 2 " 9 18 " 8½	
72790 97614 MQSF	**Cornelian** Steel&Iron3Mst *Mchy.Aft* *Well deck* 1 *Dk(Irn)* *Irn framing Stl plating* *Cargo battens not fitted*	*ss*Ayr3rdNo.3–8,26 *ss*Gls.No.2–34	408 286 156	~~✝100A1~~ 4,38 ~~NB9,13~~ MS6,34	Bwg	*f*	CL N3,36	1890 3mo	Scott&Co. Bowling A&CP	~~Wm.Robertson~~	142·5 25·2 Q68'B9'F24'	25·1	11·1 BK7" *WB*	Glasgow British	T.3Cy.13½",21½"&34"–27" 160lb (*s*) 60RHP 1SB,*3pf*,GS54,HS1334 Muir&Houston,Glasgow	12 " 0 ~~" 4½~~ ~~13 " 3~~	
72791 127451	**Cornell** GyC. *Mchy.Aft* 1 *Dk2trB*		4449 — 3439					1900	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	454·0	50·2	25·0 *WB*	Duluth, Minn. Utd.States	Q.4Cy.18",26¾",41"&63"–42" 257NHP ChicagoS.B.Co.		
72792 152301 VOQB	**Corner Brook** *ss*Mob.No.3–4,37 2 *Dks(Stl)&Shelter dk(Stl)* D.F. Sub.Sig. *Strengthened for Navigation in Ice*		5767 5244 3528	✝100A1 *withfreeboard* 3,38 ~~4,37~~ BS~~4,37~~ 4,38 ~~LMC~~ MS4,37 *Fitted for oil fuel*	Mob Rot	*b*†	CL 3,38	1925 9mo *Lloyd's*	Armstrong Whitworth &Co.Ld. Newcastle *SA&CP*	Bowater'sNewfoundlandPulp& PaperMills,Ld. *Cell DB347·1082t DTa28'868t*	424·8 439·4(O.L.) F50'	56·3	28·6 FK *(Coll*	StJhnsNFL British *8 BHpt Cem* *BII to Sh dk* 6 " " 2nd,, 1 " " 3rd,,) *FPT223t APT170t*	T.3Cy.28½",46"&77"–51" (*r*) 180lb 620NHP 3SB,*12cf*,GS225,HS9420 FD Armstrong Whitworth &Co.Ld.Nwc.	31 " 3 s 4 " 1½ 27 " 3½	
72793 LCKE	**Corneville** TwinSc *Oil Eng.* D.F. *Cruiser Stern* 2 *Dks*		4544 4202 2747					1930	Akt.Burmeistr&Wain Copenhagen	SkibsA/S Mandeville(A.F. Klaveness&CoA/S) *PonShelter dk20'* F27' *WB*	391·0	55·2	24·4	Oslo Norwegian	Oil Engines 4S.C.SA 14Cy.23¼"–43⅛" 730NHP Akt.Burmeistr&Wain,Cpn		N
72794 222746 KJGO	**Cornish** *Fitted for oil fuel* 2 *Dks*		1827 1666 1094					1923	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	EasternS.S.Lines, Inc.	233·6	40·2	24·3	Newport News Utd.States	T.3Cy.19",32"&56"–36" 187NHP Hooven,Owens&RentschlerCo.Hamilton,O.		
72795 161624 GZDK	**Cornish City** *Oil Eng.* D.F. 1 *Dk&Shelter dk* *Cruiser Stern*		4952 4642 2984					1936	Furness S.B.Co.Ld Haverton Hill-on-Tees	LeedsShippingCo. Ld.(SirW.R.Smith &Sons,Ld. *Mgrs.*)	426·5 F42'	56·2	25·3 *WB*	Bideford British	Oil Engines 2S.C.SA 4Cy.23⅝"–91 7/16" 687NHP W.Doxford&Sons,Ld.Sld.		C
72796 137210 MKNJ	**Cornish Rose** (*ex*CornishTrader) *ss*Hul.No.3–5,33 *ss*Bly.No.1–36 *Mchy.Aft* 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted*		471 319 212	✝100A1 ~~10,36~~ 11,38 BS~~11,37~~ 10,38	Bly	*f*	CL ~~10,36~~ 11,38	1920 11mo *Lloyd's*	I.J.Abdela Mitchell,Ld. Queensferry *SA&CP*	RichardHughes& Co.(Liverpool) Ld.	141·9 Q79'B9'F19'	25·1	11·6 FK *FPT50t*	Liverpool British	C.2Cy.18"&38"–27" (*s*) 130lb 80RHP 1SB.*2cf*,GS39,HS1400 MacColl&Pollock,Ld.Sld.	12 " 7 s 4 "5½ 12 "3¾	
72797 145038 GDQM	**Cornwall** TwinSc *ss*Liv.No.3–11,32 *ss*Liv.No.1–36 2 *Dks(Stl)&Shelter dk(Stl-ws)* D.F. *Ref.Mchy.* *Cruiser Stern*		~~10603~~ ~~10424~~ ~~6687~~ 10605 0125 6623	✝100A1 *Shelter dk* *withfreeboard* 5,38 ~~10,37~~ 1,32 ~~Lloyd's~~ ✝LMC10,36 Lloyd's ✝MC~~11,37~~ 12,38 ~~12,36~~ *Adapted for oil fuel*	Bkn ~~Nrt~~ Sws	*f*†	CL P4,37 S10,37 1,28 *F.P.*	1920 10mo *Lloyd's*	W.Hamilton &Co.Ld Pt.Glasgow *SA&CP* *Cell DB421*	FederalStm.Nav. Co.Ld. *Intermediate BHin fore* *hold dispensed with* 5 *BHtoSh dk* 2 " " *U* " *above* 50°F.	495·1 508·1 (O.L.) B185'F44'*on Shelter dk* *1671t DTa114t FPT107t*	63·1	40·3 FK *APT103t*	London British *Cem*	4 Steam Turbines SR geared to 2 Sc. Shafts 180lb (*s*) 1206NHP 5SB,*20cf*,GS385 HS16200 FD D.Rowan&Co.Ld.Glasgow	43 " 3 s10 " 7½ 32 " 11	
72798 VGBY	**Cornwallis** (P) (*ex*Canadian Transporter–32) *Fitted for oil fuel* *Ref.Mchy.* 2 *Dks*		5458 4895 3352					1921	J.Coughlan&Sons,Ld. Vancvr.B.C.	CanadianTransporter,Ld.(CanadianNational Steamships, *Mgrs*)	400·0 P44'B115'F47'	52·4	28·7	Vancouver British	T.3Cy.27",44"&73"–48" 370NHP *WB* J.G.Kincaid&Co.Ld.Grk.		C
72799 LCGP	**Corona** 1 *Dk*		3264 2966 1952					1920	Smith's DockCo.Ld. Middlesbro'	Skibs-A/S Corona (H.M.Wrangell& Co.A/S)	334·2 P32'B102'F34' H156t	48·0	24·9	Haugesnd Norwegian *WB*	T.3Cy.24",39"&65"–42" 274NHP Smith'sDockCo.Ld.Mdb.		N
72800 OFAG	— (*ex*Nelly–37,*ex*Margret,*ex*IngridHorn) *Well deck* 1 *Dk*		1569 — 839					1922	Lübecker Maschb.Ges. Lübeck	FinskaAngf.A/B	263·0 P16'Q75'B114'F29'	37·8	14·0	Helsingfrs Finnish	T3Cy.21⅜",34½"&55⅛"–35⅜" 201NHP LübeckerMaschb.Ges.		G
72801	— (*ex*Yacht)		304 — 133			...		1905	Hawthorns &Co.Ld. Leith	FerraroHermanos	150·5	23·2	12·5	Callao Peruvian	T.3Cy.12½",21"&34"–24" 74NHP Hawthorns&Co.Ld.		
72802 110533 VPNL	**Coronda** (*ex*Politician) 4Mst *ss*Lth.3rdNo.3–9,35 D.F. 2 *Dks(Stl)&deep framing&Webframes*		7503 6690 4911	✝100A1 2,38 ~~3,37~~ 9,38 BS~~8,37~~ 9,38 ✝LMC9,35 *Carrying whale oil in bulk*	Grk Osl	*c*†	CL 7,37	1899 1mo *Lloyd's*	C.S.Swan& Hunter,Ld. Newcastle *SA&CP*	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co. *Mgrs.*) *Cell DBa*	469·5 482·0 (O.L.) P37'B165'F38' *WB=Cell DBa95' f147'845t*	56·4	31·9 FK *FPT85t APT43t*	StanleyFI. British *12 BHCem* (9 *to U dk* 3 " *2nd* ") 1534 *t FPT*	T.3Cy.27½",45½"&75"–60" 180lb (*s*) 571NHP 2D&1SB*15cf*,GS308 HS10150 WllsndSlpwyCo.Ld.Nwc. *117t APT30t*	34 " 10 s 8 " 1 27 " 0	
72803 208330 KJPI	**Corozal** *ss*Mob.2ndNo.3–11,35 2 *Dks(Stl)*		3110 2890 1920	✝100A1 2,39 ~~3,38~~ BS~~5,37~~ 4,39 ✝LMC11,35	NYk Mob	*u*	CL 7,37	1911 2mo	NwprtNws S.B.&D.D.Co NewprtNews A&CP	Agwilines,Inc. (NewYork&Porto RicoS.S.Co. *Mgrs.*) *WB=Cell DBa95' f147'845t*	335·0 *uE&B41'*	46·8 FK	22·7 *4 BH to Udk* 1 " *2nd dk*	New York Utd.States *Cem*	T 3Cy.21¾",36⅛"&61"–42" 190lb (*s*) 309NHP 3SB,*9cf*,GS184,HS5040 NewportNewsSB&DD.Co.	25 " 0	
72804 161902 GSJL	**Corrales** *Ref.Mchy.* Sub.Sig. D.F. E.S.D. 2 *Dks*		5363 4655 3316					1930	A.Stephen &Sons,Ld. Glasgow	Elders& Fyffes,Ld.	400·6 P42'B155'F41'	51·2	30·1 *WB*	Glasgow British	T.3Cy.27½",46½"&78"–54" 447NHP A.Stephen&Sons,Ld.Gls.		C
72805 217197 WPIE	— *Fitted for oil fuel* D.F. 1 *Dk*		2146 1766 1287			...		1918	Manitowoc S.B.Co. Manitowoc, Wis	MatsonNavigation Co.	250·5 P27'B64'F26'	43·7	20·4 FK	L.Angeles Utd.States *WB*	T.3Cy.20",38"&54"–40" 263NHP ManitowocS.B.Co.	23 " 1	R †

To be Broken up

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7a Date when full shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Register in which classed, if not in L.R. Interest in Trade Cert.
72806 KZGR	**Corregidor** (*ex*Engadine-33) TrpSc *2 Dks & Awng dk*	1881 — 871					1911	W.Denny &Bros. Dumbarton	Cia.Maritima (FernandezHermanosInc.*Mgrs.*)	316·0 | 41·1 | 15·8			Manila Utd.States *WB*	3 Steam Turbines Denny&Co.Dumbarton		
72807 115706 MFMF	**Corrib** (*ex*TheCountess) 3Mst *ss*Bel.2ndNo.3–9,28 *Mchy.Aft* *ss*Bel.No.2–37 *Well deck* 1 *Dk*(*Stl*)	624 428 251	✝100A1 3,38 ✝LMC10 BS1,39	Bel	*i*	CL 9,37	1902 9mo	AilsaS.B. Co.Ld. Troon *Lloyd's SA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*)	181·4 | 27·3 | 11·0 187·1(O.L.) Q100'B9'F34' *DB* f 96'139*t* *FPT* 59*t*	BK7½" *APT* 9*t*		Belfast British 3 *BH Cem*	C.2Cy.19¾"&44¼"–30" (*s*) 180lb 80NHP 1SB,*3pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 " 7 s 4 " 6¾ 13 " 9	
72808 144218 GDMP	**Corrientes** *ss*Gls.No.3–10,32 *ss*Gls.No.1–37 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) 3rd *dk*(*Stl*) *in forehold* *Platform dk*(*Stl*) *in No.4 hold* *Ref.Mchy.* D.F. E.S.D.	6863 6572 4233	✝100A1 *Shelter dk* *with freeboard* 10,33 ~~11,37~~ ✝LMC MS11,37 BS~~2,36~~ 3,38 ✝Lloyd's RMC ~~11,37~~ 4,38 ~~10,38~~ *Fitted for oil fuel* 11,20	Gls	*a*†	CL 7,37	1920 7mo	Short Bros. Ld. Sunderland *Lloyd's SA&CP*	DonaldsonSouth AmericanLine,Ld. (Donaldson Bros& Black,Ld.*Mgrs.*) *Cell* 1*A*	419·0 | 54·8 | 35·7 FK B344'1198*t* *FPT* 89*t*		Glasgow British 7 *B Hto Sh dk* *Cem* *APT* 251*t*	3 Steam Turbines DR geared to 1 Sc. Shaft 200lb (*s*) 756NHP 4SB,*12cf*,GS240,HS10632 FD Parsons Mar. Stm. Turbine Co.Ld.Nwc.	38 " 3 s 10 " 10½ 27 " 8	
72809 DOED	— (P) (*ex*Münster–38, *ex*Nord-Friesland,*ex*Louisiana) Sub.Sig. 1 *Dk* & *Shelter dk* D.F *Cruiser Stern*	4565 4221 2783				...	1921	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Hamburg-Süd-Amerik.Dampfschifffahrts-Ges.	362·6 | 52·2 | 31·0 F68' *on shelter dk* FK			Bremen German *WB*	T.3Cy.26",43"&73"–48" 538NHP Richardsons,Westgarth& Co.Ld.Sld	24 " 9	G †
72810 1107 ILSV	**Corriere del Tevere** IronTwinSc (*ex*GianCarlo,*ex*Tullio,*ex*Paul) 1 *Dk*	423 352 226					1879	Stabilmnto Tecnico Trieste	LaLigureRomana Soc.An.diNav. Maritt.eFluviale	187·1 | 27·2 | 8·7			Genoa Italian	C.4Cy.11½"&23½"–18" 39NHP		I
72811 131496 VJRD	**Corrimal** 3Mst *Mchy.Aft* 1 *Dk*	1140 890 682					1911	Greenock& Grangem'th DckyrdCoLd, Grangem'th	JamesPatrick&Co Pty.Ld.	230·0 | 34·7 | 13·9 Q124'B13'F25'			Sydney NSW British *WB*	T.3Cy.18",30"&48"–33" 132NHP Muir&Houston,Ld.Gls.		C
72812 146178 GFWQ	**Corsea** *ss*Shl.No.3–11,34 Sub.Sig. 1 *Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	2764 2426 1596	✝100A1 2,38 BS~~2,38~~ 3,39 ✝LMC11,34	Bly	*t*	CL ~~4,37~~ 2,39	1921 11mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's SA&CP*	CoryColliers.Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *Cell D B* 236'783*t* *D*	312·5 | 45·3 | 20·8 322·6(O.L.) P25'B66'F28' FK *T in ER* (P.10's.14') *DT a* 22'117*t* *FPT*			London British 5 *B H Cem* 180*t* 170*t* *APT* 70*t*	T.3Cy.22½",37"&61"–42" (*s*) 180lb 268NHP 2SB,*8pf*,GS125,HS4236 Richardsons,Westgarth& Co.Ld.Sld.	23 " 1 s 3 " 9½ 19 " 6	
72813 104917 MQSW	**Corsica** *ss*Lth.No.1–38 *ss*Lth.3rdNo.3–12,33 2 *Dks*(*U Stl*)	1100 853 538	✝100A1 6,38 ~~10,36~~ NB8,13 ~~BS10,36~~ ✝LMC 5,38	Lth	*n*	~~10,36~~ N4,38	1895 8mo	Ramage& Ferguson,Ld. Leith *Lloyd's SA&CP*	The Admiralty) *Cell D Ba* ν	230·0 | 32·1 | 15·1 240·5(O.L.) P27'B56'F28' FK *E* 71'*f* 94'182*t* *FPT*			Leith British 5 *B H Cem* 34*t* *APT* 18*t*	T.3Cy.19",31"&50"–36" (*s*) 165lb 167NHP 2SB,*4cf*,GS86,HS2750 Ramage&Ferguson,Lth.	17 " 4 s 2 " 0½ 15 " 6	
72814 142745 GRTF	**Corstar** (*ex*WarDart) *ss*Shl.No 3–6,31 *ss*Bly.No.1–36 *Well deck* Sub.Sig. 1 *Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	2337 1756 1336	✝100A1 ~~6,35~~ ~~9,37~~ ✝LMC MS6,36 BS~~9,37~~ 6,38	Shl	*s*	CL ~~5,36~~ N5,39	1918 12mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's SA&CP*	CoryColliers.Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *Cell I A*	285·0 | 42·0 | 18·9 P28 Q77'B56'F32' FK 8228'585*t* *FPT* 100*t*			London British 7 *B Hpt Cem* *APT* 209*t*	T.3Cy.22",36"&59"–39" (*s*) 180lb 266NHP 2SB,*6cf*,GS124,HS4500 CaledonS.B.&E.Co.Ld.Dun	21 " 2 s 2 " 1½ 19 " 3	
72815 CSAG	**Corte Real** (*ex*Peursum–34) *ss*Rot.No.3–3,34 D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	2044 1809 1212	✝100A1 *Shelter dk* *with freeboard* 5,37 ✝LMC 4,38	Ant	*s*	CL ~~3,35~~ 3,38	1922 6mo	A.Vuijk& Zonen Capelle a/d Ysel A&CP	Cia.deNav. "Carregadores Açoreanos"	281·7 | 40·2 | 19·2 F29' *on Shelter dk* FK *Collisio n B Hto Sh dk* 3 " " *U* "			Ponta Delgada Portuguese *Cem* *FPT* 80*t* *APT* 41*t*	T.3Cy.21",35"&57"–39" (*s*) 180lb 267NHP 2SB,*6cf*,GS110,HS3812 FD Maats.deSchelde, Flushing	21 " 4 s 1 " 0½ 20 " 6½	
72816 142505 MKNV	**Corteen** *ss*Bel.No.1–39 *ss*Bel.No.3–1,34 *Mchy.Aft* *Well deck* 1 *Dk*(*Stl*)	530 359 211	✝100A1 2,39 ~~1,38~~ ~~BS2,37~~ ✝LMC ~~1,34~~ 2,39	Bel	*h*	CL ~~1,36~~ 1,39	1920 11mo	W.Simons &Co.Ld. Renfrew *Lloyd's SA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *Cell D*	166·9 | 26·6 | 9·9 Q94'B9'F32' BK7½" *Bf* 90'134*t* *FPT* 47*t*			Belfast British 3 *B H Cem* *APT* 25*t*	T.3Cy.14",24"&40"–30" (*s*) 180lb 88NHP 1SB,*3cf*,GS61,HS2009 W.Simons&Co.Ld Rnf.	12 " 8 s 4 " 3½ 13 " 0½	
72817 238 IBXI	**Cortellazzo** *Oil Eng.* *ss*Tri.No.1–35 D.F. 1 *Dk* & *Shelter dk* 3 *dk* & *in No. 1 hold*	5292 4147 3061	✝100A1 *with freeboard* ~~2,38~~ 2,38 1,39 ✝LMC CS9,35 DBS ~~3,37~~ 1,39 9,36 *Fitted for carrying oil*	Shi	*a*†	CL N9,36 3,31 *F.*	1931 3mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd's SA&CP*	LloydTriestino Soc.Anon.diNav.	440·6 | 56·2 | 33·2 423·1 | 23·5 FK F35' (			Venice Italian 8 *B H* *Cell to Shdk* 7 " " 2nd ")	Oil Engines 2S.C.SA 8Cy.29½"–49 3/16" 1219NHP DB *100lb* Soc.An.FiatS.G.M.Turin	27 " 2 s 3 " 1½ 24 " 2½	
72818 143354 GBXD	**Cortes** Wireless D.F. 1 *Dk*	1374 1094 542					1919	CaledonS. B.&E.Co.Ld. Dundee	*P. above* 150° F. *in deep tank* *Cell D* *WB* = *Cell D Ba* 114'*u E & B* 43'*f* 123'936*t* *Side tank* *s in ER* 10'0 MacAndrews&Co. Ld.	*B* 340 1159*t* *DT a* 41' 270'6 | 38'1 | 16'2			1155*t* *FPT* 133*t* *APT* 107*t* London British *WB*	T.3Cy.21",34"&56"–39" 196NHP CaledonSB&E.Co.Ld.Dun		C
72819 135192 GRTB	**Corton** *ss*Shl.No.3–2,26 *ss*Sld.No.2–35 E.S.D. 1 *Dk* (*Stl*) Sub.Sig. *Cargo battens not fitted*	3405 3028 2034	✝100A1 7,37 ✝LMC 8,35 ✝NB(s)8,10 BS7,37	Bly	*v*	CL 7,37	1913 2mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's SA&CP*	G.E.Marden (Wheelock&Co. Ld.*Mgrs.*)	341·0 | 47·0 | 22·8 P25'B59'F28' FK			Shanghai British 6 *B H Cem*	T.3Cy.24",40"&65"–42" (*s*) 180lb 301NHP 2SB,*4pf*,*4cf*,GS140,HS4721 G.Clark,Ld.Sunderland	25 " 3 s 4 " 5½ 20 " 11	
72820 144237 GFDP	**Cortona** *ss*Gls.No.3–1,34 *ss*Gls.No.1–37 *Ref.Mchy.* 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) D.F. 3 *Dks*(*Stl*) *in forward holds* E.S.D. *Platform Dk*(*Stl*) *in Nos.1 & 4 holds*	7093 6679 4453	✝100A1 *Shelter dk* *with freeboard* 12,38 ✝LMC MS8,36 BS~~12,38~~ 12,38 ✝Lloyd's RMC ~~12,38~~ 1,39 *Fitted for oil fuel*	Gls	*a*†	CL 7,36	1921 3mo	Vickers, Ld. Barrow *Lloyd's SA&CP*	DonaldsonSouth AmericanLine,Ld. (DonaldsonBros.& Black,Ld.*Mgrs.*) *Cell D* B357'1124*t* *E & B space* 404*t*	414·4 | 55·7 | 36·8 FK *Wingtanks* (*FPT* 103*t* *APT* 43*t*			Glasgow British *Cem* 6 *B Hto Sh dk* 1 " " " *U* ")	2 Steam Turbines DR geared to 1 Sc.Shaft (*r*) 200lb HS10332 804NHP 4SB(3Spt),*12cf*,GS246 FD Vickers,Ld.Barrow	39 " 3 s 10 " 8 28 " 8½	
72821 LOHE	**Corumbá** (P) (*ex*Asuncion) Pad Wireless 1 *Dk*	630 — 252					1906	W.Denny &Bros. Dumbarton	CiaArgentina de Nav.Mihanovich, Ltda.	200·0 | 30·1 | 8·8			Bns.Aires Argentine	T.3Cy.16¼",26½"&43"–54" 136NHP Denny&Co.Dumbarton		
72822 LDFG	**Coruna, "Balmung,"** *see No. 87275 in Supplement* 1 *Dk*	1467 — 1325 883					1908	W.Dobson &Co. Newcastle	Dampskintsk. Garonne(Fearnley &Eger,*Mgrs.*)	253·2 | 37·7 | 17·5 P13*t* F32*t*			Oslo Norwegian *WB*	T.3Cy.19",31"&51"–36" 156NHP N.E.MarineEngCoLdNwc	19 " 9	N

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Yacht. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de la cabre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
72823 148568 MNDZ	**Corundum** (*ex*Balcombe) *ss*Ayr.No.3–10,37 *Mchy.Aft* 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted*		929 627 496	✝100A1 DS1,39	Ayr	*l*	CL 1,37 6,38 N1,39	1925 3mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's*	Wm.Robertson *CellDBuB17*	200·1 205·0(o.l.) Q139′F23′ *f*133·223*t* *FPT*42*t*	30·8 FK	12·7	Glasgow British *APT*35*t*	T.3Cy.16″,28½″&45″–27″ (*s*) 200lb 125NHP 2SB,4*pf*,gs66,hs1970 Atlas-DieselA/B,Skm.	14 ″ 9 s 4 ″ 4½ 14 ″ 6½	
72824 CSEW	**Corvo** (*ex*Martha,*ex*Comp. Stm.Dva,*ex*Truma) *Mchy.Aft*	**TwinSc** *Oil Eng.* 1 *Dk*	773 593 523					19½6	Pusnæs Stöperi&Mek. Verk. Arendal	EmpresaInsulana deNavegaçao (Bensaude&Co. *Mgrs.*)	182·9 P48′F25′	30·4 *WB*	13·0	Lisbon Portuguese	Oil Engines 2S.C.SA 8Cy.14½″–15¾″ 281NHP *Emade*18*fitted*24 Atlas-DieselA/B,Skm.		
72825 200479	**Corvus** (*ex*J.L.Weeks) GyC. *Mchy.Aft*	1 *Dk*2*trB*	4551 — 3451					1903	WestBay CitySB.Co. W.BayCity	InterlakeS.S.Co. (Pickands,Mather &Co. *Mgrs.*)	416·0	50·0	24·0	Wilmington (Del) Utd.States	T.3Cy.22″,35″&58″–40″ 213NHP DetroitS.B.Co.Detroit		R
72826 LDFH	—	1 *Dk*	1317 1092 765					1921	Kjöbnhvns Flydk.&Skbs Copenhagen	DetBergenske Dampskibsselskab	241·4 P39*t*H72*t*F32*t*	36·2	16·2	Bergen Norwegian *WB*	T.3Cy.16½″,27″&44″–30″ 106NHP KjbnhavnsFlydk&Skibsv.		V
72827 PDMF	**Coryda** 1 *Dk*,2*nd dk clear of cargo tanks Oil Eng.* D.F. E.S.D. *Cruiser Stern* *Mchy.Aft* *Longitudinal framing at bottom & at deck*		8023 7238 4764 4 *x* 1	✝100A1 5,39 *Class Contemplated* *Carrying Petroleum in* LMC	Rot	*c*†	CL bulk	1938 8mo	NV Rotter-damDroogd. Maats. Rotterdam *Lloyd's*	Anglo-Saxon PetroleumCo.Ltd. N.V.Petroleum Maats 'LaCorona' *CellDBuE64* 15	463·0 483·3(o.l.) P93′B17′F18′ P91′B43′ *DT f*25 262*t* *FPT*1	59·3 FK	33·3 33·9 FK	TheHague Dutch 17*BH*	Oil Engines 4S.O.SA 8Cy.25⅛″–55½″ 502NHP DB–*180lb* 35*t* *APT*83*t* Werkspoor N.V.Ams.	34 ″ 0 s 6 ″ 8½ 24 ″ 6	
72828 148303 GSPV	**Coryton** *ss*Bry.No.2–36 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) D.F.		4553 4236 2796	✝100A1 *withfreeboard* MS5,36 BS4,36	Gls	*z*	CL 2,39	1928 9mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*	BritishSteam ShippingCo.Ld. (J.Cory&Sons,Ld. *Mgrs.*) *CellDB*	397·5 412·5(o.l.) F32′ 351′1051*t*	53·0 FK (*Coll* *APT*129*t*	24·7	Cardiff British 6*BHCem* *BH to Shdk* 5 ,, ,, 2*nd*,,)	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 423NHP 3SB(Spt.)9*cf*,gs184,hs7281 Cen.Mar.Eng.Wrks WHpl	27 ″ 1 s 2 ″ 11½ 24 ″ 4½	
72829 2112 IBQY	**Cosenza** (*ex*Uribitarte–37, which also see) D.F.	*ss*Bbo.No.3–6,34 1 *Dk*(*Stl*) *Cargo battens not fitted*	3456 3212 2130	✝ 7,38	Gen	*v*	CL 8,38	1922 3mo	Burntislnd S.B.Co.Ld Burntisland *Lloyd's*	Soc.Anon.Cooper-ativa diNav. "Garibaldi" *CellDBa*	331·6 P32′B98′F30′ 96′*u*E19′	48·7 FK *f* 145′872′	25·1	Genoa Italian 5*BHCem* *APT*143*t*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb 311NHP 3SB,9*cf*,gs135,hs4983 Cooper&Greig,Ld.Dundee	27 ″ 3 s 11 ″ 0 26 ″ 5	
72830 PDMM	**Costa Rica** (P) (*ex*Prinses Juliana) D.F.	**TwinSc** *ss*Ham.2ndNo.3–6,34 2 *Dks*(*Stl*) & *deep framings* & *Shelter dk*(*Stl*-teak s) *lower dk beams in No.* 1 *hold* *ss*Ham.No.1–38	8672 6432 4978	✝100A1 *Shelter dk* *withfreeboard* 5,39 MS1,38 BS4,38 NB(1SB/)5,27 *Fitted for oil fuel*	Ham	*c*†	OG PN4,37 SN 11,37 *F.P. above*	1910 9mo	Nederl. Schps.Maats. Amsterdam *Lloyd's*	N.V.Koninkl. Nederl.Stoomb. Maats. *CellDBa*108′*u*E56′	455·3 473·0(o.l.) P44′F73′ *Prom. dk*273′ *on Shelter dk* *f*158′881*t* *FPT*	55·3 FK	34·2	Amstrdam Dutch 7*BHCem* 68*t* *APT*68*t*	Q8Cy.24¾″,34⅜″,47¼″&70⅝″ –47½″ 210lb (*s*) 1192NHP 3DB&3SB(2Spt),27*cf*, GS444,HS18345 NedFb.v.Wrk.&SpoorAms	37 ″ 3 s 11 ″ 0 26 ″ 5	
72831 38 ILUX	**Costanza** (*ex*Rina,*ex*Algethi) *Mchy.Aft* *Well deck*	1 *Dk*	582 419 240				...	1902	Ardrossan DD&SBCoLd Ardrossan	DittaGius.Dormio	170·7 Q91′C10′F24′ BK7″	27·2 FK	10·4	Bari Italian *WB*	T.3Cy.14″,22½″&37″–27″ NDB19 61NHP BowMcLachlan&CoLdPsy	12 ″ 6	I †
72832 CSHW	**Costeiro** (*ex*Lorient) *Mchy.Aft* *Well deck* Wireless	*ss*Lis.No.3–7,33 *ss*Lis.No.1–37 1 *Dk*(*Stl*)	629 464 339	✝100A1 5,38 BS5,38	Lis	*j*	CL 5,38	1921 6mo	Dibles (1918)Ld. Southampton *Lloyd's*	Soc.Geral deCommercioIndustria e Transportes,Ltda. *CellDBa*112′196*t* *FPT*78*t*	178·5 Q102′B11′F21′	29·0 FK	11·3	Lisbon Portuguese 3*BHCem* 4*PT*28*t*	T.3Cy.14″,28″&39″–27″ (*s*) 180lb 75NHP 2SB,4*pf*,gs58,hs1930 J.S.White&Co.Ld.Cowes	13 ″ 3 s 3 ″ 12 ″ 8	
72833 CSFV	**Costeiro Segundo** 1 *Dk* *Cruiser Stern*	*ss*Lis.No.1–37	486 393 229	✝100A1 6,38 BS4,37 6,37 MS7,37	Lis	*g*	CL 6,38	1933 11mo	Companhia UniãoFabril Barreiro *Lloyd's*	Soc.Geral deCommercioIndustria e Transportes.Ltda. *D*	154·4 P12′F14′ *BuE*15′22*t*	27·1 FK *FPT*30*t*	12·2	Lisbon Portuguese 6*BHCem* *APT*20*t*	T.3Cy.11½″,20″&34″–24″ 220lb (*s*) 74NHP GS40,HS1220 1 Water Tube Boiler Harland&Wolff,Ld.Bel.	12 ″ 7 s 1 ″ 6½ 11 ″ 2½	
72834 218760 KJGQ	**Cotati** *Ref.Mchy.* 1 *Dk* & *Shelter dk* & *Web frames* Sub.Sig. *Longitudinal framing*	*Fitted for oil fuel*	5963 5535 4385				...	1919	MooreS.B. Co. Oakland,Cal.	UnitedStates Maritime Commission	402·5 P34′F39′ *on Shelter dk*	53·0 FK	32·0	S.Frncisco Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft W&A FletcherCo.Hoboken	34 ″ 6	R †
72835 FNXU	**Côte d'Argent** (P) *Cruiser Stern*	**TwinSc** *Fitted for oil fuel* 2 *Dks*	3047 2485 1050					1932	Forg.&Ch. de la Médit SA Havre	Soc.Anon.de Gérance& d'Armement	325·8 B173′	45·0	26·0	Havre French *WB*	4SteamTurbinesSRgeared to 2 sc.shafts Forg.&Ch.de la Médit.S A		V
72836 FNXT	**Côte d'Azur** (P) *Cruiser Stern*	**TwinSc** *Fitted for oil fuel* 2 *Dks*	3047 1549 1040					1930	Forg.&Ch. de la Médit. Havre	Soc.Anon de Gérance et d'Armement	325·9 B173′	45·0	25·0	Havre French *WB*	2SteamTurbinesSRgeared to 2 Sc. Shafts Forg.&Ch.de la Médit.Hav.		V
72837 149500	**Coteaudoc** *Mchy.Aft*	1 *Dk*	1940 — 1160					1929	Barclay, Curle&Co.Ld Glasgow	PatersonSteam-ships,Ld.	252·7 Q100′F35′	43·3	17·8	Fort William British *WB*	T.3Cy.15″,25″&40″–33″ 93RH Barclay,Curle&Co.Ld.		C
72838 PDMR	**Cottica** (P) D.F.	*ss*Ams.No.2–35 3 *Dks*(*Stl*–*Wthr dk* teak s) *Cruiser Stern*	3989 3245 2312	✝100A1 *withfreeboard* 3,38 MS10,34 5,35 *Fitted for oil fuel*	Ams	*v*	CL N7,37 9,27 *F.P. above*	1927 9mo	NV Mach& Schpsw.van P.Smit,Jr. Rotterdam *Lloyd's*	Koninkl.Nederl. Stoomb.Maats. *CellDB*262′587*t*	315·2 *FPT*35*t*	47·2 FK (*Coll* *APT*24*t*	27·4	Amstrdam Dutch 6*BHptCem* *ptAsp* 5 ,, ,, 2*nd*,,)	T.3Cy.22⅛″,36¼″&59⅛″– 43⅛″ (*r*) 205lb 385NHP 2SB(Spt).6*cf*,gs165, HS5920 NVMch&Schps.v PSmitJr	30 ″ 6 s 9 ″ 5½ 21 ″ 1½	
72839 164092 GYXB	**Coulbeg** D.F.	1 *Dk*	3670 3393 2254	✝100A1 11,37 LMC9,38	Shl	*w*	CL 11,37	1936 9mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd's*	CarslogieS.S.Co. Ld.(Honeyman& Co. *Mgrs.*)	352·6 P28′B113′F36′ *CellDB*303′783*t*	50·2 FK	23·8	Glasgow British 6*BHCem* *APT*157*t*	T.3Cy.22″,38″&63″–42″ (*s*) 200lb *100lb* 346NHP 2SB,6*cf*,gs118,hs4802 D.Rowan&Co.Ld.Gls.	26 ″ 0 s 4 ″ 2½ 21 ″ 11½	
72840 164082 GYXC	**Coulmore** D.F.	1 *Dk*	3670 3393 2254	✝100A1 12,36 2,39 LMC6,38	Sws Bay Shl	*w*	CL 8,38	1936 6mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd's*	DornochShipping Co.Ld.(Lambert Bros.Ld. *Mgrs.*)	352·6 P28′B113′F36′ *CellDB*303′783*t*	50·2 FK	23·8	Glasgow British 6*BHCem* *APT*157*t*	T.3Cy.22″,38″&63″–42″ (*s*) 200lb *100lb* 346NHP 2SB,6*cf*,gs118,hs4802 D.Rowan&Co.Ld.Gls.	26 ″ 0 s 4 ″ 2½ 21 ″ 11½	
72841 12 SVPK	**Coulouras-Xenos** (*ex*Wyndyke, *ex*HomerCity)	1 *Dk*	*4914* *4533* *3051*					1915	Ropner& Sons,Ld. Stockton	Ath.Coulouras	384·9 P37′B125′F39′	53·0 FK	27·0	Hydra Greek *WB*	T.3Cy.26″,43″&71″–48″ 349NH Blair&Co.Ld.Stockton		C

Now "Carsbreck," see No. 87513 in Supplement.

1 No. in Book. / Official No. / Code Letters.	3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or now expired. Equipment Letter.	7* Date when last class last noted.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed as Passenger Steamers.
72842 / 149596 / GMRL	**Counsellor** ss Mch. No. 2–35 2 *Dks (Stl)*	5068 4721 3158	✠100A1 12,37	Liv	*y*	CL 12,37	1926 8mo	C. Connell & Co. Ltd. Glasgow *Lloyd's SA&CP*	Charente S.S. Co. Ltd. (T. & J. Harrison, *Mgrs.*) *Cell D B334' 1122t D T'a 30' 762t*	395·5 | 52·5 | 28·0 409·7 (O.L.) P33' B124' F41' FK *FPT 76t A PT 26t*			Liverpool British *Cem* 7 *B H to U dk* 1 „ „ *2nd* „	T.3Cy. 26", 43" & 73"–48" (*r*) 200lb *120lb* 464 NHP 2 DB (Spt), *12cf*, GS 210, HS 7706 D. Rowan & Co. Ltd. Gls.	30 " 6 s 5 " 10½ 24 " 10s	
72843 / 217287 / WVUA	**Courageous** *Oil Eng.* 1 *Dk & Shelter dk & Web frames* Sub. Sig. GyC. *Longitudinal framing*	7573 7282 4826			...		1918	Bethlehem S.B. Corp. Ltd Alameda, Cal	United States Maritime Commission	456·1 | 56·0 | 35·4 P55' B63' F23' len 28 FK *WB*			S. Frncisco Utd. States	Oil Engines connected to Elec Motor & sc. shaft NE 28 32 Cy. 20"–24" 1143 NHP McIntosh & Seymour Auburn, N. Yk.	38 " 0	R †
72844 / 165828 / MJMG	**Courland** D.F. E.S.D. Wireless *Cruiser Stern* 2 *Dks*	1325 986 520					1932	Barclay, Curle & Co. Ltd. Glasgow	Leith, Hull & Ham. Stm. Pkt. Co. Ltd. (J. Currie & Co. *Mgrs.*)	251·2 | 38·2 | 15·9			Leith British *WB*	T. 3Cy. 21", 34" & 56"–39" 196 NHP Barclay, Curle & Co. Ltd. Gls.		C
72845 / 145466 / CYKW	**Courtright** (*ex* Glengarnock, *ex* Fouras, *ex* John Crerar) *Mchy. Aft* 1 *Dk*	1572 1329 1169					1903	Chicago S.B. Co. Chicago		246·3 | 41·0 | 15·3			Montreal British *WL*	T. 3Cy. 18", 25" & 42"–30" 97 RHP Chicago S.B. Co. Chicago		
72846 / 217774 / KJGT	**Covalt** *Mchy. Aft* 1 *Dk*	2450 — 1485					1919	Gt. Lakes Eng. Works Ecorse, Mich.	Morton Salt Co. Inc. (Robert K. Warren. *Mgr.*)	253·0 | 43·8 | 25·6 P115' F25'			Chicago Utd. States *WB*	T. 3Cy. 21", 34½" & 57"–42" 210 NHP Gt. Lakes Eng. Wks. Detroit		R
72847 / 162651 / GQKJ	**Cowrie** Twin Sc *Oil Eng.* ss Shl. No. 1–36 *Mchy. Aft* 1 *Dk (Stl)* 2nd *dk (Stl)* D.F. E.S.D. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8197 7469 4812	✠100A1 7,38 ✠LMC CS6.36 *Carrying Petroleum in bulk*	HKg	*ct*	CL S3,37 P11,37	1931 10mo	Cantieri Riuniti Dell' Adriatico Monfalcone *Lloyd's SA&CP*	Anglo-Saxon Petroleum Co. Ltd. *Cell D B u E69' 24 5t D T f 32' 363t F P T 223t A P T 53t*	451·2 | 62·1 | 34·1 P103' B35' F43' FK			London British *WB*	Oil Engines 4S.C.SA 12 Cy. 24½"–43½" 714 NHP 2 DB *150lb* N V. Werkspoor, Ams.	34 " 0 s 6 " 7¾ 27 " 6s	
72848 / 165698 / MMRJ	**Coxwold** *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern* *Cargo battens not fitted*	1124 759 620	✠100A1 8,38	Goo	*m*	OG 7,38	1938 3mo	Goole S.B. & Repg Co. Ltd Goole *Lloyd's SA&CP*	Atkinson & Prickett. Ltd. *Cell D B141' 280t F P T 117t*	216·0 | 33·0 | 13·1 224·2 (O.L.) Q158' F19' FK *A P T 11t*			Hull British *B H Cem*	Oil Engines 2S.C.SA 4 Cy. 13⅜"–22⅞" 64 RHP British Auxiliaries, Ld. Gls.	15 " 3 s 4 " 11½ 14 " 10¼	
72849 / 218873 / KISC	**Coya** (*ex* Orcus) *Fitted for oil fuel* *Ref. Mchy* 2 *Dks* *Longitudinal framing*	4954 4418 3074					1919	Todd D. D. & Const. Corp. Tacoma	Grace Line, Inc.	380·2 | 53·1 | 27·0 P52' B102' F41' *WB*			Wilmgton (Del.) Utd. States	T. 3Cy. 24", 40" & 70"–48" 339 NHP Todd D. D. & Const. Corp.		R
72850 / CBCQ	**Coyhaique** (*ex* Jamaica) ss Vpo. 2nd No. 3–1,34 Wireless 2 *Dks (M Stl–ws)* ss Vpo. No. 1–37	1138 832 602	✠100A1 11,37	Vpo	*n*	CL 11,37	1908 10mo	W. Harkess & Son. Ld. Middlesbro' *Lloyd's SA&CP*	Soc. Industrial del Aysen	220·0 | 34·0 | 14·9 P24' B79' F28' FK *D B f 42' 49t F P T*			Valparaiso Chilian *4 B H Cem* *47t A P T 43t*	T. 3Cy. 18", 29" & 48"–33" (*s*) 180lb 171 NHP 2 SB, *4rf*, GS 83, HS 3000 MacColl & Pollock, Ld. Sld.	16 " 0 s 2 " 2½ 14 " 3¼	
72851 / 148052 / GCRS	**Crackshot** ss Shl. No 3–3,37 1 *Dk (Stl)* *Cargo battens not fitted*	2379 2077 1438	✠100A1 3,38	Shl	*s*	CL 2,37	1924 2mo	Smith's Dock Co. Ld South Bank-on-Tees *Lloyd's SA&CP*	Witherington & Everett *Cell D B*	290·0 | 43·3 | 20·3 P23' B50' F27' FK 248' 585t F P T 86t			Newcastle British *5 B H Cem* *P T 83t*	T. 3Cy. 21", 35" & 57½"–42" (*s*) 180lb 263 NHP 2 SB, *6cf*, GS 121, HS 4462 Smith's Dock Co. Ld.	22 " 6 s 3 " 3½ 19 " 5	
72852 / 146553 / GFWL	**Craftsman** (*ex* Imperial Prince–35, *ex* London Mariner, *ex* Feliciana) ss Bkn. No. 3–8,35 2 *Dks (Stl)* & Shelter dk *(Stl)* D.F. *Cruiser Stern*	8022 7377 5075	✠100A1 *Shelter dk* *with freeboard* 11,38 *Fitted for oil fuel* *Adapted for carrying*	Gls Liv	*ct*	CL 11,38 F.P. o il 3,29	1922 5mo	Furness S.B. Co. Ltd. Haverton Hill-on-Tees *Lloyd's SA&CP* *above 150° F* *F.P.* *above 150° F*	Charente S.S. Co. Ltd. (T. & J. Harrison. *Mgrs.*) *Duct keel in Boiler* *in after deep tank*	450·5 | 58·0 | 38·4 472·0 (O.L.) F42' *on Shelter dk* *space & forward* 154' *Cell D B368' 1596t D T*			Liverpool British *pt Cem* *n B H to Sh dk* 6 „ „ *U* „ *f33' 967t D T*	2 Steam Turbines SR geared to 1 sc. shaft (*s*) 1901b FD 1004 NHP 4 SB, *16cf*, GS 325, HS 13168 J. Brown & Co. Ld. Glasgow *a33' 790t F P T 68t A P T 82t*	41 " 0 s 11 " 1½ 30 " 2	
72853 / 160756 / GSMB	**Cragpool** D.F. 1 *Dk*	5133 4845 3199					1928	Cowpen D D & S B Co Ld Blyth	Pool Shipping Co. Ld. (Sir R. Ropner & Co. Ld. *Mgrs.*)	420·1 | 54·1 | 26·7 P34' B238' F41'			W. Hartlpl British *WB*	T. 3Cy. 26½", 44" & 73"–48" 369 NHP Blair & Co. (1926), Ld. Stk.		C
72854 / 149158 / MBRY	**Cragside** *Mchy. Aft* 1 *Dk* *Cargo battens not fitted*	496 358 223	✠100A1 4,38 ✠LMC 5.35	Lon	*g*	CL 10,36	1935 5mo	Furness S.B. Co. Ld. Haverton Hill-on-Tees *Lloyd's SA&CP*	Tyne-Tees Steam Shipping Co. Ld. *Cell D B u E1*	161·2 | 27·6 | 10·0 Q37' B28' F15' FK *1' F97' 142t F P T 38t*			Stockton British *3 B H P Cem* *pt Asp 1 P T 27t*	T. 3Cy. 12", 20" & 33"–24" (*s*) 200lb 78 RHP 2 SB, *4cf*, GS 40, HS 1420 N. E. Marine Eng. Co Ld. Sld.	12 " 0 s 1 " 0½ 11 " 1½	
72855 / 147922 / MNBD	**Cragsman** (*ex* Cromarty Firth–35) ss Ard. No. 3–12,35 *Mchy. Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted*	377 254 143	✠100A1 6,38	Trn Bwg	*e*	CL 5,38	1924 9mo	Bow, Mc-Lachlan & Co. Ld. Paisley *Lloyd's SA&CP*	J. Kennedy & Sons *Cell D B f 14' 14t F P T 30t*	135·9 | 24·1 | 9·7 *25·4* 142·1 (O.L.) Q49' B9' F23' FK *4 P T 21t*			Glasgow British *3 B H Cem*	T. 3Cy. 11", 18" & 30"–22" (*s*) 180lb 67 RHP 1 SB, *2cf*, GS 38, HS 1316 A. Hall & Co. Ld. Aberdeen	10 " 9 s " 7½ 10 " 3	
72856 / 145420 / MKTV	**Craigolive** ss Bel. No. 1–38 ss Bel. No. 3–5,34 1 *Dk (Stl)* *Mchy. Aft* *Well deck*	605 404 271	✠100A1 12,37	Bel	*i*	CL 10,38	1921 8mo	Taw Shipyards, Ld Barnstaple *Lloyd's SA&CP*	H. Craig & Co. Hugh Craig & Co Ld.	174·5 | 28·6 | 10·9 *29·8* Q106' B11' F26' FK *45t A P T 22t*			Belfast British *3 B H Cem*	T. 3Cy. 14", 23" & 38"–27" (*s*) 180lb 72 RHP 1 SB, *3cf*, GS 52, HS 1761 Aitchison, Blair, Ld. Clydebank	13 " 0 s 4 " 3½ 12 " 10½	
72857 / 218333 / WXOO	**Craigsmere** *Mchy. Aft* Sub. Sig. 1 *Dk*	2496 — 1486					1919	Gt. Lakes Eng. Works Ashtabula, O.	M. & J. Tracy, Inc.	253·4 | 43·6 | 25·1			New York Utd. States *WB*	T. 3Cy. 21", 34½" & 57½"–42" 214 NHP Gt. Lakes Eng. Works, Ashtabula, O.		R
72858 / 165376 / MMCS	**Crane** *Oil Eng.* 1 *Dk & Shelter dk* *Cruiser Stern*	785 567 368	✠100A1 *with freeboard* 11,38 ✠LMC 1.37 ✠LMC(M)6.38	Lon	*n*	OG	1937 1mo	Ailsa S.B. Co. Ld. Troon *Lloyd's SA&CP*	General Stm. Nav. Co. Ld. *Cell D B 168' 206t F*	214·3 | 35·6 | 11·5 *36·1* B48' FK *P T 26t A P T 36t*			London British *5 B H P t Cem* *1 B H to Sh dk* 4 „ *2nd* „	Oil Engines 2S.C.SA 5 Cy. 13⅜"–22⅞" 81 RHP British Auxiliaries, Ld. Gls.	14 " 0 s " 2 13 " 11½	
72859 / ~~149170~~ / ~~MWVP~~	**Cranenest** 1 *Dk*	2260 1818 1348					1918	Gt. Lakes Eng. Works Ecorse, Mich.	~~C. E. Marden (Wheelock & Co. Ld. *Mgrs.*)~~	253·5 | 43·8 | 20·4 P27' B66' F26'			~~Halifax~~ ~~British~~ Japanese	T. 3Cy. 21", 35" & 59"–42" 226 NHP Gt. Lakes Eng. Wks. Detroit		

Note "Zyrzan Maru." *see No. 90758 in Supplement*

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné à quoi. Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté si ce n'est dans le L. R. Durée Cert. Hull trade.
72860	**Cranfield**	5332	✠100A1	Bom	*y*	CL	1919	W.Pickers-	BritishIndiaStm.	400·0	52·3	28·5	Glasgow	T.3Cy.27″,44″&73″–48″ (*s*)	31 ″ 0
141918		4808	12,35 ~~10,07~~	Cal		~~7,35~~	9mo	gill&Sons,Ld	Nav.Co.Ld.				British	180lb 517NHP	s 5 ″ 11½
GBQS	*ss*Cal.No.3–8,27	3213	BS8,37	✠LMC	35	12,38		Sunderland		P49′B113′F38′ FK			7*B Hpt Cem*	3SB,9*cf*,GS189,HS7656 FD	25 ″ 3½
	*ss*Cal.No.2–35		9,38				*Lloyd's A&CP*		*Cell DB*	345 1047*t FPT* 132*t*			*APT* 218*t*	G.Clark,Ld.Sunderland	
	Cargo battens not fitted 1 *Dk*(*Stl*)						1920	GeorgeA.	~~LykesBros.~~	393·7	55·1	31·4	Lake	T.3Cy.24½″,41½″&72″–48″	34 ″ 11 R
72861	**Cranford**	6036			…			FullerCo.	~~RipleyS.S.Co.Inc.~~	P45′B110′F38′ *on*			Charles La	590NHP	†
219203	*Fitted for oil fuel*	——						Wilmington	L. ~~S.~~ Steamship Co.,Inc.	*Shelter dk* FK			Utd.States	Hooven,Owens&Rentsch-	
KOLX	Sub.Sig. 1 *Dk*&*Shelter dk*	3719						N.C.		*WB*				lerCo.Hamilton,O.	
	&Web frames														
	Longitudinal framing														
72862	**Craster**	733	✠100A1	Bly	*m*	CL	1935	Swan,Hun-	Tyne-TeesSteam	207·9	32·2	11·9	Newcastle	T3Cy.15¼″,24½″&40″–33″ (*s*)	14 ″ 3
161583		557	*withfreeboard*	Nwc		12,37	6mo	ter&Wigham-	ShippingCo.Ld.				British	200lb 144NHP	s ″ 2
MBRZ	*Mchy.Aft* 1 *Dk*&*Shelter dk*	841	9,38 ~~11,37~~	✠LMC	6,35			Richardson,		F20′ FK			3*B Hpt Cem*	2SB(Snt),*4cf*,GS80,HS2732	14 ″ 2½
	Cruiser Stern							Ld.Newcastle		(			*Coll to Sh dk*	Swan,Hunter&Wigham-	
							Lloyd's A&CP		*Cell D*	*Bu E*22′ *f*118′ 193*t*			2 ,,2nd,,)	Richardson,Ld.Nwc.	
72863	**Crawford Ellis**	2161					1930	Swan,Hun-	A/S Hav(Helmer	280·8	40·0	23·4	Oslo	*FPT* 14*t APT* 10*t*	N
	Fitted for oil fuel	1831						ter&Wigham	Staubo&Co. *Mgrs*)	Q22*t*B94*t*H111*t*			Norwegian	T.3Cy.23½″,39″&65″–42″	
LCKO	D.F. 2 *Dks*	1138						Richardson,		F35*t*			*WB*	274NHP	
								Ld Newcastle						Swan,Hunter&Wigham-	
72864	**Crawl Keys**	2308					1918	Gt.Lakes	G.E.Marden	253·5	43·8	20·4		Richardson,Ld.Nwc.	
Now	Keizan Maru, *see No.* 85791 *in Sup.*	1854						Eng.Works	(Wheelock&Co.	P27′B66′F26′			~~British~~	T.3Cy.21″,35″&59″–42″	
	1 *Dk*	1378						Ecorse,Mich.	Ld. *Mgrs.*)				*WB*	226NHP	
72865	**Credo** (*ex*Hamlet–37) TwinSc	5069					1915	Göteborgs	A/S Prebensens	355·1	55·2	29·9		Gt.LakesEng.Wks,Detroit	
	Oil Eng.	4364						M.V.Aktieb	Tankrederi(J.W.	P342*t*H203*t*F73*t*			Risör	Oil Engines 2S.C.SA	V
LDEL	(*Carrying Petroleum in bulk*	2714						Gothenburg	Prebensen,*Mgr.*)				Norwegian	12Cy.23⅜″–35⅞″ 1170NHP	
	Mchy.Aft *Longitudinal framing*												*WB*	Akt.DieselsMotorer,Skm.	
	CruiserStern 1 *Dk*														
72866	**Cree** (*ex*YohHsing–37,*ex*Ivanhoe–37,	4791					1920	Common-	CreeS.S.Co.Ld.	372·0	54·3	25·6	London	T.3Cy.26″,41½″&67″–48″	C
136468	*ex*Wollert–32,*ex*Biloela)	4316						wealthNaval	(MuirYoung,Ld.				British	Commonwealth 311NHP	
GDGP	*Mchy.Aft* 1 *Dk*	2757						Dockyard	*Mgrs.*)				*WB*	NavalDckyd.SydneyNSW	
								Sydney NSW							
72867	**Creek Fisher** (*ex*Holland,	731	100A1	Lan	*j*	CL	1918	T.van Duij-	JamesFisher&Son	180·4	28·8	12·3	Lancaster	T.3Cy.15⅝″,24½″&39⅜″– (*s*)	14 ″ 6
128313	*ex*Otterdal) *ss*Lan.No3–8,26	526	9,37			3,36		vendijk	Ld.	189·6(O.L.)			British	27 $\frac{5}{16}$″ 185lb 80RHP	s 3 ″ 11½
MKWC	*ss*Goo.No.2–34	328	BS11,38	LMC				Lekkerkerk		Q107′B11′F23′ FK			3*BHCem*	2SB,*4cf*,GS70,HS2087	14 ″ 4½
	Mchy.Aft 1 *Dk*(*Stl*)		MS10,34	~~BS9,37~~						*Cell DB*103′ 136*t FPT*			40*t APT* 28*t*	Boele'sSchps&Mch.Bolnes	
72868	**Creekirk** (*ex*Hyphaestos–38,	3913	✠100A1	Npt	*n*	CL	1912	R.Duncan	CreeS.S.Co.Ld.	353·3	51·1	23·8	London	T.3Cy.25″,41″&67″–45″ (*s*)	26 ″ 3
133032	*ex*Milcovul–38, *ss*Npt.2ndNo.3–2,38	3537	~~2,38~~	~~1,39~~ Mdb	Bkn	~~12,37~~	5mo	&Co.Ld.	(MuirYoung,Ld.	366·9(O.L.)			British	180lb ~~364~~ 338NHP	s 4 ″ 7½
GJJT	*ex*Mariston)	2405	BS1,39	✠LMC	2,39	1,39		Pt.Glasgow	*Mgrs.*)	P21′B90′F36′ FK			6*BHCem*	2SB,*6cf*,GS130,HS5384	21 ″ 10
	D.F. 1 *Dk*(*Stl*)		~~BS3,37~~	~~MS8,37~~			*Lloyd's A&CP*		*Cell DBa* 115′	*uE&B*36′ *f*156′915*t*			*APT* 105*t*	Rankin&Blackmore,Grk.	
72869	**Creemuir** (*ex*Langleemere–38,	3997	✠100A1	Rot	*n*	CL	1924	Palmers'	MuirS.S.Co.Ld.	360·2	51·0	24·7	Newcastle	T.3Cy.25″,41″&66″–45″ (*s*)	27 ″ 0
148072	*ex*Medomsley) *ss*Nwc.No.3–5,37	3680	4,39 ~~4,06~~	Cff		~~N5,36~~	6mo	Co.Ld.	(MuirYoung,Ld.				British	180lb 352NHP	s 4 ″ 10½
GKQF	D.F. 1 *Dk*(*Stl*)	2466	BS11,38	✠LMC		4,39		Newcastle	*Mgrs.*)	P37′B102′F38′ FK			6*BHCem*	3SB,*9cf*,GS150,HS5908	22 ″ 4½
			MS6,37	~~MS7,37~~			*Lloyd's A&CP*		*Cell DB*309′996*t FPT*88*t*				*APT* 106*t*	Palmers'Co.Ld.Newcastle	
72870	**Crefeld** 4Mst	8045					1922	Flensburgr	Norddeutscher	474·2	60·9	32·8	Bremen	T3Cy32$\frac{3}{16}$″,52$\frac{3}{16}$″&86⅜″–55$\frac{5}{16}$″	G
	D.F. E.S.D.	7457						Schiffsb.Ges.	Lloyd	P82′B230′F107′			German	554NHP	
DOCQ	Sub.Sig. 3 *Dks*&*Shelter dk*	4949						Flensburg					*WB*	FlensburgerSchiffsb.Ges.	
72871	**Cremer**	4608					1926	Nederl.	Koninkl.Paketv.	390·0	52·3	24·2	Batavia	Oil Engines 4S.C.SA	V
	Oil Eng.	3806						Schps.Maats.	Maats.	P16′B106′F61′			Dutch	12Cy.28⅜″–51⅛″ 958NHP	
PKEG	D.F. 2 *Dks*	2770						Amsterdam					*WB*	Werkspoor,Amsterdam	
72872	**Cremon**	935					1922	Gebr.Goed-	H.M.Gehrckens	213·8	33·0	13·6	Hamburg	T.3Cy16$\frac{9}{16}$″,26⅜″&43$\frac{3}{16}$″–29⅛″	G
		760						hardtA.G.		P11′Q53′B103′F21′			German	101NHP	
DHEN	Wireless D.F. 1 *Dk*	538						Lübeck					*WB*	LübeckerMaschb.	
														A.G.Lübeck	
72873	**Creofield** (*ex*Athelstane–36)	838	✠100A1	Shl	*k*	CL	1928	GooleS.B.	FieldTankS.S.Co.	185·2	31·4	14·0	Newcastle	T.3Cy.16″,27″&44″–30″ (*s*)	14 ″ 0
161078	*ss*Shl.No.2–38 ~~*ss*Goo.No.1–38~~	593	1,39 ~~12,36~~	Lon		~~1,36~~	12mo	&RepgCo.	Ld.(Hunting&				British	180lb 166NHP	s ″ 9½
GSXF	Wireless 1 *Dk*(*Stl*)&*Web frames*	358	~~BS7,37~~	✠LMC	~~4,37~~	10,38		(1927)Ld.	Son,Ld.*Mgrs.*)	P61′B14′F21′ FK			11*BHpt Cem*	2SB,*4cf*,GS81,HS3265	13 ″ 3½
	Mchy.Aft *Longitudinal framing*		*Carrying Mol asses or*					Goole		*Trunk in wells*				MacColl&Pollock,Ld.Sld.	
			Petroleum in bulk				*Lloyd's A&CP*			*DT f* 15′56*t FPT* 33*t*			*APT* 10*t*		
			Fitted for oil fuel 11,38 *F.P.to* 17′ *F.*												
72874	**Crescent City**	4109					1897	Chicago	NicholsonUniver-	406·0	48·2	24·0	Wilmgton	Q.4Cy.17¼″,24⅜″,35$\frac{5}{16}$″&58″–	R
127176	D.F. 1 *Dk*2*trB*	——						S.B.Co.	salS.S.Co.				(Del.)	42″ NB22 218NHP	
KGQO	*Mchy.Aft*	3052						Chicago		*WB*			Utd.States	ChicagoS.B.Co.Chicago	
72875	**Cresco**	1270					1916	Huiskens	E.B.AabysRederi	237·9	36·7	16·0	Oslo	T.3Cy.17½″,29″&46″–36″	V
		1107						&vanDyk	A/S(E.B.Aaby,	P31′B56′F23′			Norwegian	127NHP	
LDFI	1 *Dk*	732						Dordrecht	*Mgr.*)					Huiskens&vanDyk,Dor.	
72876	**Cressado** (*ex*Cressida)	1228	100A1	Bkn	*p*	CL	1913	Schiffsw. v.	EllermanLines,	241·4	36·2	15·9	London	T.3Cy18⅜″,29$\frac{5}{16}$″&46½″–32½″	18 ″ 1
144644	*ss*Liv.No.3–6,33	1105	*withfreeboard*			6,37		Henry Koch	Ld.(Ellerman&	251·2(O.L.)			British	200lb (*s*) 154NHP	s 1 ″ 4½
MKCD	*ss*Bkn.No.1–37	717	6,38 ~~7,37~~	LMC			*Lloyd's A&CP*	Lübeck	PapayanniLines,	P&B186′F34′ FK			4*BHCem*	2SB *4cf*,GS72,HS2580	16 ″ 9½
	Well deck 1 *Dk*(*Stl*)		BS4,37	MS7,37					Ld.*Mgrs.*)	*Cell DBa* 48′*uE*				OttenenerM.Fab.G.mbH.	
			4,38							12′*f*118′319*t FPT*			70*t APT* 17*t*	Altona	
72877	**Cressdene**	4270	✠100A1	Bry	*y*	CL	1936	W.Gray&	CressdeneShippng.	385·5	53·2	24·6	London	T 3Cy.21″,33½″&58″–42″	26 ″ 10
164608		3905	4,39 ~~5,07~~ ~~La,38~~	~~Cff~~	Bkn	1,39	4mo	Co.Ld.	Co.Ld.(Dene				British	200lb (*s*) 289NHP	s 3 ″ 2⅜
GYSF	D.F. 1 *Dk*	2613		✠LMC	1,36			W Hartlepool	Shipmanagement	P51′B237′F35′ FK			6*BHCem*	2SB(Spt)*6cf*,GS110,HS4964	23 ″ 10¾
	Cruiser Stern						*Lloyd's A&CP*		Co.Ld.*Mgrs.*)					Cen.Mar.E.Wks.	
									Cell DB	321′ 995*t FPT* 116*t*			*APT* 104*t*	(W.Gray&Co.Ld.)W.Hpl	
72878	**Cressington Court**	4971	✠100A1	Ant	*a*†	CL	1929	Nthmblnd	CourtLine,Ld.	405·5	55·5	25·1	London	Oil Engines 2S.C.SA	28 ″ 3
161289	*Oil Eng.*	4591	*withfreeboard*	~~Rot~~	~~Lit~~	7,36	8mo	S.B.Co.	(Haldin&Philipps,				British	3Cy.22$\frac{1}{16}$″–91½″ 482NHP	s 3 ″ 3½
GCVX	*ss*Rot.No.2–38 ~~*ss*Brs.No.1–35~~	3033	~~4,37~~ 3,37	11,38	Mtl	1,38		(1927)Ld.	Ld. *Mgrs.*)	F41′ FK			7*B Hpt Cem*	2DB *120lb*	25 ″ 2
	D.F. 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)		DBS11,37	✠LMC	4,38			Newcastle		(			*Coll to Sh dk*	W.Doxford&Sons,Ld.Sld.	
			11,38		4,38		*Lloyd's A&CP*						6 ,, 2nd ,,)		
									*Cell DB*344′ 1322*t M*	*T*25′965*t FPT* 152*t*			*APT* 120*t*		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey	6 Date of last Survey.	7 Port of Survey. Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Certs.
72879 / 145598 / MNFY	**Crested Eagle** (P) Pad *Fitted for oil fuel* *1 Dk & Prom. dk*	1110 787 570	✠100A1		Bel	...	1925	J. Samuel White & Co. Ltd. Cowes	General Stm. Nav. Co. Ltd.	299·7 | 34·6 | 11·1 *Promenade dk 288'* FK			London British *WB*	T. D. 3 Cy. 30", 46" & 69½"–66" 538 NHP J. Samuel White & Co. Ltd.	11 " 6	BT till 9,38
72880 / 204587 / WCTH	**Crete** *Mchy. Aft* GyC. *1 Dk*	6030 — 4605					1907	American S.B. Co. Lorain, O.	Interlake S.S. Co. (Pickands, Mather & Co. *Mgrs.*)	480·0 | 52·0 | 30·0 *WB*			Wilmington (Del.) Utd. States	T. 3 Cy. 22½", 36" & 60"–42" 233 NHP American S.B. Co Cleveland		R
72881 / 145428 / MLNB	**Crewhill** 3 Mst *ss* Bel. No. 3–5,36 *Well deck* *1 Dk (Stl)* *Mchy. Aft*	695 467 282	✠100A1 5,36 1 M[illegible]36		Bel	*j*	1923 1 mo	Scott & Sons Bowling *Lloyd's SA & CP*	John Kelly, Ltd. (W. Clint, *Mgr.*) *Cell D B*	187·3 | 28·7 | 11·0 Q 107' B 9' F 33' BK 7¼" *f* 110·172*t* *FPT* 46*t*			Belfast British *3 B H Cem* *A PT* 7*t*	T. 3 Cy. 15", 25½" & 41"–30" (*s*) 180 lb 85 RHP 1 SB, 3*cf*, Gs 58, Hs 1938 Aitchison Blair, Ld Clydebk	13 " 6 s 4 "5¼ 13 " 8½	
72882 / 142015 / MKCZ	**Crichtoun** *1 Dk*	1097 896 457					1920	John Cran & Somerville Ld. Leith	G. Gibson & Co. Ld.	235·2 | 34·0 | 17·7 P 28' B 67' F 31'			Leith British *WB*	T. 3 Cy. 18¼", 28½" & 48½–28" 123 NHP John Cran & Somerville Ld.		C
72883 / 211044 / KJGY	**Cricket** *Fitted for oil fuel* *Mchy. Aft* *1 Dk*	1136 993 773					1913	United Eng. Works Alameda, Cal.	Owens-Parks Lumber Co. Inc.	210·0 | 41·0 | 15·4			Ls. Angeles Utd. States	T. 3 Cy. 16", 26" & 44"–30" 106 NHP United Eng. Works		
72884 / PDMV	**Crijnssen** (P) *Fitted for oil fuel* D.F. *3 Dks*	4298 3067 2617					1919	Maats. Fyenoord Rotterdam	Koninkl. Nederl. Stoomb. Maats. N.V.	342·8 | 47·7 | 24·5 P 28' B 144' F 61'			Amstrdam Dutch *WB*	T. 3 Cy. 25", 39" & 67"–48" 311 NHP Maats. Fyenoord, Rot.		V
72885 / KQBV	**Criollo Bueno** (*ex* Creole Bueno) Twin Sc *ss* B. As. No. 2–37 *1 Dk (Stl) & Web framing* *Mchy. Aft* *Longitudinal framing–bracketless system*	3109 2298 1772	✠100A1 2,38 BS 2,38 ✠LMC 1,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11 ,28 *F. P. above* 150° F.		BAs	*u*	1928 11 mo	Palmers' Co. Ld. Newcastle *Lloyd's SA & CP* *Cell D Bu E & B* 50'	Cia. Transportadora de Petroleos S.A.	325·0 | 55·2 | 16·4 P 73' B 22' F 40' FK *Trunk in wells* 149*t* *side tanks* 180' 2115*t* *FPT*			Bns. Aires Argentine *8 B Hpt Cem*	T. 6 Cy. 14¾", 24" & 39½"–27" 180 lb (*s*) 288 NHP 2 SB, 6*cf*, Gs– , Hs 4808 FD Palmers' Co. Ld. Newcastle 207*t* *A PT* 126*t*	16 " 6 s 2 " 6 14 " 4½	
72886 / KQBW	**Criollo Fiel** (*ex* Punta Benitez–37) Twin Sc *ss* Cco. No. 2–36 *1 Dk (Stl)* *Mchy. Aft* *Longitudinal framing–bracketless system*	2394 1743 1243	✠100A1 12,37 BS 12,37 ✠LMC 8,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3 ,28 *F. P. above* 150° F.		BAs	*t*	1928 3 mo	Harland & Wolff, Ld. Belfast *Lloyd's SA & CP* *Wing tank*	Cia. Transportadora de Petroleos S.A.	305·7 | 50·2 | 14·3 P 67' F 34' FK *Trunk* 204' *f* 286*t* *a* 356*t* *FPT* 60*t*			Bns. Aires Argentine *7 B Hpt Cem*	T 6 Cy. 13½", 23½" & 36"–27" (*s*) 180 lb 196 NHP 2 SB, 6*cf*, Gs 98, Hs 3702 Harland & Wolff, Ld. Gls	15 " 0	
72887 / KQJL	**Criollo Lindo** (*ex* Creole Lindo–33) Twin Sc *ss* BAs. No. 2–37 *Mchy. Aft* *1 Dk (Stl) & Web frames* *Longitudinal framing–bracketless system*	3109 2298 1772	✠100A1 3,38 BS 3,38 ✠LMC 4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10 ,28 *F. P. above* 150° F.		BAs	*u*	1928 10 mo	Palmers' Co. Ld Newcastle *Lloyd's SA & CP* *Cell D Bu E & B* 50' 149*t*	Cia. Transportadora de Petroleos S.A.	325·0 | 55·2 | 16·4 P 73' B 22' F 40' FK *Trunk in wells* *side tanks* 180' 2115*t* *FPT* 207*t* *A PT* 126*t*			Bns. Aires Argentine *8 B Hpt Cem* *Coll to Shdk* 7 „ 2*nd* „	T. 6 Cy. 14½", 24" & 39½" 27" (*s*) 180 lb 288 NHP 2 SB, 6*cf*, ,Hs 4808 FD Palmers' Co. Ld. Newcastle	16 " 6	
72888 / 219103 / KOJL	**Cripple Creek** *Fitted for oil fuel* Sub. Sig. *2 Dks* *Longitudinal framing*	6320 5872 4668					1919	Skinner & Eddy Corp. Seattle, Wash.	~~Lykes Bros. Ripley SS Co. Inc.~~ Lykes Bros. Steamship Co., Inc.	402·6 | 54·9 | 32·1 P 48' F 42'			Tampa, Fla Utd. States *WB*	T. 3 Cy. 25½", 42" & 72"–48" 359 NHP Skinner & Eddy Corp. Sea.		R
72889 / 161256 / GYDZ	**Crispin** *Cruiser Stern* *1 Dk & Shelter dk 3rd dk except in Nos. 5 & 6 holds*	5051 4457 3082	✠100A1 *with freeboard* 9,38 ~~1,36~~ ✠LMC 3,35		Bkn		1935 3 mo	Cammell Laird & Co. Ltd Birkenhead *Lloyd's SA & CP* *Cell D*	Booth S.S. Co. Ld.	412·2 | 55·7 | 26·0 F 32' FK *B* 349'964*t* *D Ta* 34'7			Liverpool British *8 B H Cem* *Coll to Shdk* 7 „ 2*nd* „ 72*t* *FPT* 80*t* *A PT* 44*t*	T. 3 Cy. 24½", 40½" & 67"–51" &L. P. Turbine with DR gearing & hydraulic coupling 220 lb (*s*) 603 NHP 3 SB (Spt), 9*cf*, Gs 189, Hs 7659 FD Cammell Laird & Co. Ld. Bkn	28 " 6 s 3 " 1½ 25 " 7½	
72890 / 166611 / GJGY	**Crista** 2 *Dks* *Oil Eng.* *Mchy. Aft* D.F. *Cruiser Stern* E.S.D.	~~3600~~ ~~2540~~ ~~12,38~~ *(Class Contemplated)* 1406	✠100A1 ~~Boc~~ ✠LMC 12,38 *Carrying fuel oil in D.B. tanks*		~~Boc~~		1938 12 mo	N.V. Werf. "Gusto" v/h A. F. Smulders Schiedam *Lloyd's SA & CP*	Anglo-Saxon Petroleum Co. Ld. *After B[illegible] between decks forward*	310·5 | 42·0 | 22·3 320·7 (O.L.) *Cell D Bu* [illegible]			London British *4 B H Cem Dk* 1 „ 2*nd* „ *Trunk* [illegible]	Oil Engines 4 S.C.SA 6 Cy. 19¾"–43⅛" 22 [illegible] *DE–1800 lb* Werkspoor N.V. Ams.	26 " 0 s 4 "0¾ 21 " 2¾	
72891 / 147357 / GMPF	**Cristales** *Ref. Mchy.* 4 *Dks* Sub. Sig. D.F. E.S.D.	5389 4678 3301					1926	Cammell Laird & Co. Ld Birkenhead	Elders & Fyffes, Ld.	400·3 | 51·4 | 30·4 P 48' B 157' F 43'			Liverpool British *WB*	T. 3 Cy. 27½", 46½" & 78"–54" 447 NHP Cammell Laird & Co. Ld Bkn		C
72892 / EADT	**Cristina** (*ex* Land Scout, *ex* Betzdorf) *ss* Bbo. No. 3–5,31 *1 Dk (Stl)* *Cargo battens not fitted*	2421 — 1297	100A1 9,36 BS [illegible] ✠LMC 6,34		Bbo		1920	Frd. Krupp Akt. Ges. Kiel *Intermediate Bulkhead in forehold*	Cia. Nav. Vascongada	288·5 | 44·2 | 20·3 P 22' B 80' F 38' FK *dispensed with 4 B H* *Cell D B* 231'558*t*			Bilbao Spanish *pt Cem* *only pt Asp* *D T f* 12'118*t*	T. 3 Cy. 19½", 32½" & 54¾"–39⅜" 185 lb (*s*) 245 NHP 2 SB, 4*cf*, Gs 86, Hs 3445 FD Frd. Krupp A. G. Essen *F PT* 57*t* *A PT* 153*t*	22 " 6 s 3 " 3⅜ 19 " 5	
72893 / 145934 / WCCH	**Cristobal** (P) (*ex* Tremont) Twin Sc *Fitted for oil fuel* Sub. Sig. *3 Dks* D.F. GyC.	9604 — 7026					1902	Maryland Steel Co. Sparro's Pt. Md.	Panama Canal (Panama R.R. Co. Inc. *Mgrs.*)	489·5 | 58·0 | 28·9 B 178'			New York Utd. States *WB*	T. 6 Cy. 23¾", 39½" & 63"–45" NB 19 533 NHP Maryland Stl. Co. Sparr's Pt.		
72894 / FOGM	**Criton** *ss* Ant. No. 3–4,39 ~~*ss* Ant. No. 3–5,36~~ D.F. *1 Dk (Stl) & Shelter dk (Stl)*	4564 4247 2727	✠100A1 *with freeboard* 4,39 ~~3,37~~ ✠LMC MS ~~3,35~~ 12,38 BS ~~3,37~~ 6,38		Ant	*z*	1927 7 mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's SA & CP*	Cie. de Navigation d'Orbigny	400·0 | 53·0 | 25·1 F 35' FK *Cell D B* 353' 1001			La Rochlle French *6 B H Cem* *Coll to Sh dk* 5 „ 2*nd* „	T. 3 Cy. 26", 43" & 71"–48" (*s*) 180 lb 439 NHP 3 SB, 9*cf*, Gs 184, Hs 7590 Cen. Mar. Eng Wrks. W Hpl	27 " 6 s 2 "11⅜ 24 " 9¾	
72895 / 131410 / MDRG	**Croham** (*ex* Risedale) *ss* Nwc. 2nd No. 3–1,38 *Mchy. Aft* *Well deck* *1 Dk (Stl)* *Cargo battens not fitted*	391 263 154	✠100A1 2,~~38~~ 38 W[illegible] ✠LMC BS ~~0·47~~ MS 1,38		Nwc	*f*	1912 1 mo	J. Fullerton & Co. Paisley *Lloyd's SA & CP*	J. S. Cole	142·4 | 24·1 | 10·5 Q 81' B 9' F 25' BK 6" *WB* = *F PT* 25*t*			Aberdeen British *3 B H Cem* = *F PT* 25*t*	C. 2 Cy. 15½" & 36"–24" (*s*) 130 lb 53 RHP 1 SB, 2*pf*, Gs 42, Hs 1388 Fishers, Ld. Paisley	11 " 6 s 4 " 1½ 11 " 10	
72896 / 164958 / GZBX	**Cromarty** (*ex* Skipsea–38) *Oil Eng.* D.F. *1 Dk & Shelter dk* *Cruiser Stern*	4974 4629 3031	✠100A1 *with freeboard* ~~Nwc~~ Hul ~~7,38 1,36~~ ✠LMC 9,36 2,39 ✠LMC M 2,39 *Carrying vegetable oil in deep tank*		Shl		1936 9 mo	W. Doxford & Sons, Ld. Sunderland *Lloyd's SA & CP*	B. J. Sutherland & Co. Ld. *Cell D B* 347'117	426·8 | 54·2 | 26·1 F 40' FK 4*t* *M T* 1146*t* *A PT* 17*t*			Newcastle British *7 B H pt Cem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2 S.C.SA 3 Cy. 22 7/8"–85 1/16" 449 NHP 2 DB *1200 lb* W. Doxford & Sons, Ld. Sld.	28 " 8 s 3 " 4½ 25 " 6	
72897 / 161603 / MMDV	**Cromarty Firth** *Oil Eng.* *Mchy. Aft* *1 Dk* *Cruiser Stern* *Cargo battens not fitted*	538 367 275	✠100A1 ~~2,38~~ ~~12,37~~ ~~3,38~~ Lon 12,38 ✠LMC 2,37		Shl	*h*	1937 2 mo	J. Lewis & Sons, Ld. Aberdeen *Lloyd's SA & CP*	Northern Coasters, Ld. ~~G. T. Gillies & Blair, Ld.~~ *Cell D B* 99'155*t* *F PT* 41*t*	161·5 | 28·1 | 9·9 168·2 (O.L.) P 35' Q 57' B 9' F 23' FK *A PT* 14*t*			Newcastle British *3 B H Cem*	Oil Engines 2 S.C.SA 6 Cy. 9½"–16 5/16" 52 RHP British Auxiliaries, Ld. Gls.	12 " 4 s 3 " 8⅜ 12 " 2¾	

1 Numéro d'Ordre. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant expiré.	7 Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	1 Navires où coté, et où il est dans le Vol.
72898 DHEO	**Cronshagen**	1 *Dk*	1787 1487 1091					1904	Act.Ges. "Neptun" Rostock	HeinrichF.C.Arp (S.Ollgaard& Thoersen)	261·1 P20′Q83′B71′F24′	38·1	17·5 *WB*	Hamburg German	T.3Cy.18⅞″29½″&50″–35 7/16″ 149NHP A.G."Neptun," Rostock		G
72899 140103 MBGL	**Crossbill** K *ss*Shl.No.3–12,33 *ss*Shl.No.1–38 *Mchy.Aft* 1 *Dk(Stl)*		309 210 127	✠100A1 10,38 1,38 MS9,37	Shl LMC BS 1,38 5,38	*d*	9,37 10,38	1920 12mo *Lloyd's*	Crabtree& Co.Ltd. Gt Yarmouth *sA&CP*	R.&W.Paul,Ld.	130·0 Q42′B9′F16′ *FPT28t*	23·2 FK	9·5 *APT21t*	Ipswich British 3 *BHCem*	C.2Cy.16″&34″–28″ (*s*) 140lb 47RHP 1SB,*2pf*,GS35,HS1120 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 9½ 9 ″ 10	
72900 165157 MMCB	**Crossgar** 3Mst *Mchy.Aft* 1 *Dk* *CruiserStern*		661 435 287	✠100A1 2,37	Bel LMC 1,38	*i*	CL	1936 11mo *Lloyd's* *Cell*	A&J.Inglis Ld. Glasgow *sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr*)	176·0 Q105′B11′F27′ *DB90′126t*	27·9 *29·4* FK *FPT41t*	15·0 *APT21t*	Belfast British 3 *BHptCem*	T.3Cy 13½″,23″&38″–27″ (*s*) 200lb 86RHP 1SB,*3cf*,GS56,HS1834 Aitchison,BlairLd. Clydebank	13 ″ 4 s 4 ″ 2¼ 13 ″ 3	
72901 220039 KUSP	**Crown City** *Oil Eng.* Sub.Sig. 2 *Dks* E.S.D. GyC.		5428 — 3374					1920	Los Angeles S.B.& D.D.Co. San Pedro Cal	United States Maritime Commission	410·0 P43′B114′F46′	54·4	27·2 *WB*	Ls Angeles Cal. Utd.States	Oil Engines 4S.C.SA 6Cy.32″–60″ NE26 591NHP M'Intosh&Seymour Corp. Auburn,N.Y.		R
72902 217637 KJHB	**Crudoil** (*ex*Panoil) TwinSc *ss*Clv.No.3–7,35 *Mchy.Aft* 1 *Dk* *Longitudinal framing*		1371 1090 761	✠100A1 *For Service on the Great Lakes* 5,38 7,35 NE&B2 2,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21	Clv MC7,35 S2,38 3,39 *F.B. above*		CL	1918 12mo	Alabama New Orleans Transptn.Co. Violet,La. A&CP	AlliedOilTrans-portCo.Inc. (Cleveland TankersInc. *Mgrs*)	242·5 P72′ *Trunk128′F21* *FPT20t APT45t*	36·9 FK	19·7	Wilmgton (Del.) Utd. States 10 *BHptAsp*	C.4Cy.14 1/16″&32⅜″–24″ (*r*) 165lb 166NHP 2SB,*4cf*,GS88,HS3414 StatenIslandS.B.Co. NewYork	19 ″ 0 s 2 ″ 7 16 ″ 7½	
72903 LDRF	**Crux** TwinSc *Oil Eng.* E.S.D. *ss*Cpn.No.3–9,35 2 *Dks(Stl)&Shelter dk(Stl)*		3828 3416 2299	✠100A1 *Shelter dk* *withfreeboard* 5,37 LMC CS9,35 10,37	Osl	*x*	OG 5,37	1923 7mo	Akt. Burmeistr& Wain Copenhagen A&CP	DetBergense Dampskibsselskab (DenNorskeSyd-AmerikaLinje)	367·5 *Cell DB329′1086t Tank between*	51·5 FK *Collision*	22·6 *n tunnels 98t*	Bergen Norwegian *ptCem* *BH to Sh dk* 5 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.19½/⅛″–35⅜″ 450NHP Akt. Burmeistr&Wain,Cpn.	25 ″ 6 s 2 ″ 3¾ 23 ″ 5	
72904 37709 HAAG	**Csarda** (*ex*Vinocean,*ex*Leominster, *ex*Capelcastle) *ss*Hul.No.3–2,31 *ss*Bla.No.1–35 1 *Dk(Stl)*		*3872* *3486* *2353*	✠100A1 6,38 6,37 2,39 LMC MS2,34	Cff Aft Mdb S 8,38	*w*	CL 6,37 8,38	1917 11mo *Lloyd's*	R.Thomp-son&Sons,Ld Sunderland *sA&CP*	Anglo-Hungarian ShippingCo.Ld. (G.Bartha,*Mgr.*) *Cell DBa&uE131′*	360·1 371·1(O.L.) P33′B110′F33′ *f156′862t FPT153t*	50·0 FK	22·9 *APT124t*	Budapest Hungarian 6 *BHCem* *APT124t*	*Fell DB1086t Tank between n tunnels 98t* *FPT54t APT68t* T.3Cy.25″,42″&68″–45″ (*r*) 180lb 341NHP 2SB,*8pf*,GS123,HS5302 N.E.MarineEng.Co.Ld.Sld	25 ″ 5 s 4 ″ 2¾ 21 ″ 5	
72905 HAAQ	**Csikós** (*ex*NorthPacific–34) *ss*Rot.2ndNo.3–2,38 1 *Dk(Stl)&Shelter dk(Stl)*		*3938* *3750* *2468*	✠100A1 *Shelter dk* *withfreeboard* 12,38 2,38 LMC MS2,38	Rot Hul	*x*	CL 5,36	1913 5mo *Lloyd's*	J.L.Thomp-son&Sons,Ld. Sunderland *sA&CP*	Anglo-Hungarian ShippingCo.Ld. (G.Bartha,*Mgr.*)	379·5 393·3(O.L.)	53·0 FK	22·8	Budapest Hungarian 6 *BHCem*	T.3Cy.26″,42″&71″–48″ (*s*) 180lb 399NHP 3SB,*6pf&3cf*,GS168,HS6449 J.Dickinson&Sons,Ld.Sld.	25 ″ 4 s 2 ″ 4½ 23 ″ 2	
72906 FNRQ	**Cuba** (P) TwinSc *Fitted for oil fuel* D.F. 3 *Dks&pt dk*		11337 — 6326					1923	Swan,Hunter& Wigham Richardson, Ld Newcastle	Cie.Générale Transatlantique	476·0 B222′	62·3	35·1 *WB*	S.Nazaire French	4 Steam Turbines DR geared to 2 sc. shafts Swan,Hunter&Wigham Richardson,Ld.Nwc		V
72907 CMQE	— (P) TwinSc (*ex*PresidenteMachado, *ex*SanCarlos) *ss*Cdz.No.2–25 1 *Dk&Aumq dk(Stl*–teak s) 2*nd dk*(*Stl*)*in holds*	*Fitted for oil fuel*	2492 2052 1196	✠ 8,39	Bel	*s*		1917 1mo	Soc.Espa-ñolaConst. Naval Cadiz	EmpresaNaviera deCubaS.A. *Cell DB213′252t*	291·2 F44′*on Awning dk* *DTa12′20t FPT146t*	40·0 FK	26·5 *APT129t*	Havana Cuban 8 *BHCem* *APT129t*	4 Steam Turbines SR geared to 2 sc. shafts 341NHP 2SB,*6cf*,GS108,HS4180 Soc.Española Const.Nav.Ferrol	27 ″ 6	
72908 221220 KDRT	— (P) TwinSc *Fitted for oil fuel* 2 *Dks&Shelter dk* *Cruiser Stern*		2472 — 1100					1921	W Cramp& SonsS&EBCo Philadelphia	Peninsular& OccidentalS.S.Co.	325·0	47·2	18·0	New Haven Conn. Utd. States *WB*	T.6Cy.20½″,34⅛″&56″–36″ 376NHP W.Cramp&SonsS&E.B.Co		R
72909 31741 JHUB	**Cuba Maru** *Oil Eng.* *ss*Kob.No.2–34 2 *Dks(Stl)* *Cruiser Stern*		5950 5379 3666	✠100A1 8,38 6,37 BS6,37 8,38	Kob Osa LMC	*z*	CL 6,37 7,38 12,34	1926 8mo *Lloyd's* *Cell*	Kawasaki Dckyd Co.Ltd Kobe *sA&CP*	KawasakiKisen K.K. *Cell DB331′1369t DT*	405·0 P32′B166′F37′ *T38′1259t FPT162t*	53·0 FK	34·0 *APT149t*	Kobe Japanese 7 *BHptCem* 2 ,, *to 2nd dk*	Oil Engines 2S.C.SA 6Cy.22″–66″ 902NHP DB *120lb* J.Brown&Co.Ld.Gls.	34 ″ 0 s 7 ″ 2 27 ″ 1½	
72910 ~~191300~~ [illegible]	**Cubahama** TwinSc *Oil Eng.* Wireless *Mchy.Aft* 1 *Dk&Shelter dk* *CruiserStern*		*932* *680* 500	✠100A1 *withfreeboard* 8,38	Lth	*q*	OG	1938 8mo *Lloyd's* *Cell*	Henry Robb.Ld. Leith *sA&CP*	~~Bahama Line, Ltd.~~ Bahama Line, Ld *39·3* *Aft*B49′B27′F12′ (*Coll BH to Shelter dk* *B133 3571 FPT53 AT17 23t*	257·5 266·3(O.L.) FK	38·2	10·3 *3 BHto2nd dk*	Panama Panamanian *ABHptCem*	Oil Engines 2S.C.SA 14.Cy.13⅜″–22 7/16″ 436NHP	13 ″ 6 s ″ 2 13 ″ 5	
~~Now "Panamanian," *see No. 3366 in Supplement*~~				*(Class Contemplated)*													
72911 CSAN	**Cubango** (*ex*Goa,*ex*Lichtenfels) *ss*Lis.3rdNo.3–1,37 ~~*ss*Lis.2ndNo.3–1,35~~ ~~*ss*Lis.No.2–32.~~ 1 *Dk(Stl)&Webframes&Spar dk*(*Stl*–*pt*teak s)		5820 5353 3668	✠100A1 *Spar dk* 7,36 11,38 BS4,37 LMC 4,38	Cff Lis	*a*†	CL 10,37	1903 3mo *Lloyd's* *Cell D*	Flensburgr Schiffsb.Ges. Flensburg *sA&CP*	Cia.Nacional de Navegação	425·0 P59′B119′F50′ *Ba138′u E25′f134′*	53·0 FK&BK2½″	21·2 29·4 *DT f*	Lisbon Portuguese 7 *BHCem* 1110t	Q.4Cy.24″,34″,51″&74″–54″ 213lb ~~191lb~~ (*s*) 506NHP 3SB,*9cf*,GS145,HS6500 FD FlensburgerSchiffsb.Ges. 31′820t *FPT115t APT25t*	32 ″ 2 s 7 ″ 1 25 ″ 5	
72912 LCGQ	**Cubano** *ss*Phl.No.1–37 *ss*N.Yk.No.3–9,38 3 *Dks(Stl)&Shelter dk(Stl)* *Cruiser Stern*		5810 4140 3689	✠100A1 *Shelter dk* *withfreeboard* 4,39 2,37 MS2,37 *Carrying oil fuel F.P. above* *Fitted for oil fuel* 7,21	Phl LMC BS4,39 50° F *F.P. above* 50° F.		CL 10,37	1921 3mo *Lloyd's* *Cell D*	J.L.Thomp-son&Sons,Ld. Sunderland *sA&CP*	Wilh.Wilhelmsen	395·1 F31′ *on Shelter dk* *B342′882t MT36′852t*	53·3 FK	24·7 32·7	Tönsberg Norwegian *Cem* 2 *BHtoW dk* 4 ,, ,, *2nd* ,, *APT82t*	T.3Cy.27″,44″&73″–48″& LPturbine with DRgearing & hydraulic coupling (*s*) 180lb 603NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	35 ″ 0 s 11 ″ 4 25 ″ 11	
72913 PUAZ	**Cubatão** TwinSc 1 *Dk*		*1808* *1670* *1080*					1907	Craig,Tay-lor&Co.Ld. Stockton	LloydBrasileiro	275·0 F28′	44·8	16·5 *WB*	R.Janeiro Brazilian	T.6Cy.14″,22″&37″–24″ 67NHP Blair&Co.Ld.Stockton		
72914 219905 KUPP	**Cubore** D.F. *Fitted for oil fuel* *Mchy.Aft* 1 *Dk* *Longitudinal framing*		7051 — 4385					1920	Bethlehem S.B.Corp.Ld. Quincy,Mass.	OreS.S.Corp.	450·6 P106′B22′F39′	57·2	34·0	New York Utd. States	T.3Cy.24½″,41½″&68″–84″ 320NHP NE&B20 *refitted* 37 Hooven,Owens, Rentschler Co.Hamilton,O.		R

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Dates of Rel. Trade Cert.
72915 KDNV	**Cucuta** (P) (*ex*Commercial Traveler-34, *ex*CroftonHall-33)	*ss*Boa.2ndNo.3-1,38 2 *Dks*(*Stl*)&*Web frames* *Longitudinal framing* (*Naval Training Ship*)	5378 4738 3322	✠100A1 1,38 *Fitted for oil fuel*	Boa	*a*	CL 1,38 F.P. *a*	1913 3mo *Lloyd's*	W.Hamilton&Co.Ld. PortGlasgow	Colombian Government *CellDBa*109′ *u*	405·2 P38′B256′F39′ *E&B*60′ *f*175′1060*t*	52·1 FK	27·9	Cartagena Colombian *6BHCem* *1PT*32*r*	T.3Cy.27½″,45″&75″ 51″ (*s*) 180lb 507NHP 4SB,*12cf*,GS215,HS8800 D.Rowan&Co.Glasgow	30 ″ 6 s 4 ″ 4½ 26 ″ 4	
72916 MFQS	**Cuirassier**, "Thames Coast," *see No. 90277 in Supplement*	*ss*Mch.No.2-36 1 *Dk*(*Stl*)&*Shelter dk*(*pt Stl&pt Trn*) *Tonnage opening closed* 1917	1045 856 474	✠100A1 *Shelter dk* *with freeboard* MS3,36.	Mch	*o*	CL 1,38	1914 11mo *Lloyd's*	W.Dobson &Co. Newcastle	Fisher,Renwick Manchester-LondonSteamers,Ld. *WB*=*CellDB*	230·6 a58′*u*E19*f*100′205*t*	35·0 FK	14·9 *APT*17*t*	Manchestr British 5*BHCem*	T.3Cy.18″,30″&49″–33″ (*s*) 180lb 170NHP 2SB,*4cf*,GS80,HS2918 N.E.MarineEngCoLd Nwc	24 ″ 0 s 6 ·04 18 ″ 1	
72917 220582 KDJV	**Culberson** Sub.Sig.	*Fitted for oil fuel* 2 *Dks*	5453 — 3395					1920	Ls. Angeles S.B.& DD.Co. SanPedro, Cal.	UnitedStates Maritime Commission	410·0 P43′B115′F47′	54·2	27·2	L.Angeles Cal. Utd.States *WB*	T.3Cy.28½″,47″&78″–48″ 421NHP LosAngelesS.B.&D.D.Co. SanPedro		R
Now "Mormacmar," *see No. 89115 in Supplement*																	
72918 21954 KOZR	**Culburra** Hardwood treenails *Mchy.Aft*	WoodTwinSc *Oil Eng.* 1 *Dk2trB* *Salted & specially treated*	2353 1872 1776	✠ ... 1,34	Sea			1917 3mo	SloanShipyardsCorp. Olympia, Wash.	SantaCruzOilCorp.	261·7 P64′B36′F38′	46·6	21·7	Tacoma Utd.States	Oil Engines 4S.C.SA 12Cy.16″–24″ 298NHP 2NDB17,*refitted*24 M'Intosh&Seymour, Auburn,N.Yk.	24 ″ 3	
72919 140660 GCNK	**Culebra** (*ex*Riposto) Sub.Sig. D.F.	2 *Dks*	3044 2313 1834					1919	Irvine'sS.B &D.D.Co.Ld. WHartlepool	RoyalMailLines, Ld.	331·0	46·8	23·1	Liverpool British	T.3Cy.25″,41″&68″–45″ Richardsons, 310NHP Westgarth&Co.Ld.Hpl.		C
72920 469 IBLM	**Cuma** (*ex*Nictheroy-37) D.F.	*Fitted for oil fuel* 3 *Dks* *Cruiser Stern*	8260 — 5168					1920	Workman, Clark&Co.Ld Belfast	A.Lauro	462·4 450·2 P35′F14′	58·3	37·1	Naples Italian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Wrkman,Clark&Co.Ld Bel		CI
72921 154137 GZPK	**Cumarebo** (*ex*CriolloFiel-37) *Mchy Aft*	TwinSc 1 *Dk*(*Stl*)&*Web frames*	4085 2905 2001	✠100A1 12,37	Cco	*w*	CL PS P9,38 S5,38	1934 6mo *Lloyd's*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	LagoShippingCo. Ld.(F.J.Wolfe, *Mgr.*) *CellDB*	351·3 P73′F41′ *Trunk*236′ *u*E12′19*t*	60·2 FK	16·7 *FPT*155*t*	London British 7*BHptCem* *1PT*63*t*	T.6Cy.16″,26″&43″–27″ (*s*) 180lb 318NHP 2SB,*6cf*,HS5130 FD N.E.MarineEng.CoLdNwc	17 ″ 6 s 2 ″ 7 15 ″ 1½	
72922 145052 GDWC	**Cumberland** (*ex*Wendland) D.F. *Ref.Mchy.*	TwinSc *ss*Gls.No.3-2,31 3 *Dks*(*Stl*)*with dk*(*Stl*)*in No.1hold* *ss*Sws No.1-38	10939 10207 6745	100A1 *with freeboard* 4,39 MC C3,38	Fal Gls	*g*†	OG P8,37	1919	Bremer Vulkan Vegesack	FederalStm.Nav. Co.Ld. *CellDB*477′2084*t*	520·0 P70′B252′F43′ *FPT*111*t* *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,34	64·2 FK *APT*121*t* *Lloyd's* *F.P. above* 150°F.	37·6 *SBHptCem*	London British *pt.1cp*	T.6Cy.28⅜″,46⅞″&75⅝″–51 15/32″ & L.P. turbines with D.R. gearing & hydraulic couplings 199lb (*s*) 1270NHP 5SB,*15cf*,GS335,HS15525FD Bremer Vulkan, Vegesack	41 ″ 4 s 9 ″ 8½ 31 ″ 10	
72923 159979 VCDL	— (*ex*Bartholomew) Sub.Sig	*Fitted for oil fuel* 1 *Dk2trB*	2599 2243 1615	...				1919	American S.B.Co. Cleveland,O.	~~EasternS.S.Lines, Inc.~~ MaritimeNav. Co.Ld.	251·0 P25′B64′F23′ *WB*	43·6 FK	26·1	Nassau N.P. British	T.3Cy.21″,35″&59″–42″ 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	R †
72924 TCAT	**Cumhuriyet** (P) (*ex*Djumhouriet, *ex*QueenOlga)	3 *Dks*(1 *Stl*-teak s &1 *pt Stl*-ws)	4179 3289 2479	✠ 1,94	Grk	*w*		1894 1mo	W.Denny &Bros. Dumbarton	Denizbank-Denizyollari Idaresi	371·2 P36′B152′F40′	45·1 FK	27·5 *Cell*	Istanbul Turkish 7*BHCem*	T.3Cy.28¼″,47½″&76″–54″ NB13 501NHP Denny&Co Dumbarton *DB*308′356*t*	30 ″ 1	
72925 CSAO	**Cunene** (*ex*Adelaide) *Well deck*	*ss*Shl.2ndNo.3-2,36 2 *Dks*(*Stl*)3*rd dk in No.1hold*	5875 5454 3688	✠100A1 0,37 L... ,39	Ant	*b*†	CL 2,36 N8,38	1911 7mo *Lloyd's*	Flensburgr Schiffsb.Ges. Flensburg	Soc.Geral de Comercio Industria e Transportes, Ltda. *CellDBa* 182 *u E&B*72′	450·0 P&B385′F54′	58·0 FK	27·0 *f* 149′1501*t*	Lisbon Portuguese 8*BHCem*	T.3Cy.30 5/16″,50 9/16″&84″–54″ 185lb ~~12.3/8~~ (*s*) 630NHP 3SB,*9cf*,GS198,HS8414 FD FlensburgerSchiffsb.Ges. *FPT*48*t APT*3*t*	29 ″ 6 s 4 ″ 3 25 ″ 6½	
72926 125776	**Cupid**	2 *Dks*(*M Stl*-teak s&*Stl*-ws *aft* *Wood fwd*)	611 379 243	✠ 4,09	Dun	*i*		1909 4mo	CaledonS. B.&E.Co.Ld. Dundee	Cowasjee, Dinshaw &Bros. *CellDBa*36′*f*46′62*t FPT*13*t APT*0*t*	155·1 P23′B66′F26′	27·8 FK	13·8 *4BHCem*	Bombay British Caledon SB.&E.Co.Ld.Dun	T.3Cy.14″,28″&38″–27″ 72RHP 1SB,*3cf*,GS50,HS1334 FD	14 ″ 6	
72927 220489 KDCN	**Curaca** (*ex*NosaQueen-35, *ex*Atlanta of Texas) D.F.	*Fitted for oil fuel* 1 *Dk*	3280 3005 1997					1920	Mobile S.B.Co. Mobile,Ala.	GraceLineInc.	324·0 P41′B90′F32′	46·2	25·0	NewYork Utd. States *WB*	T.3Cy.22″,37½″&60″–42″ Ellicott Machine 238NHP Corp.Baltimore,Md.		R
72928 127113 WGCL	**Curaçao** (P) Wireless *Ref.Mchy.*	*Fitted for oil fuel* 2 *Dks*	1548 — 1144					1895	W.Cramp &Sons Philadelphia	AlaskaS.S.Co.Inc.	241·3 F50′	38·0 *WB*	16·3	NewYork Utd.States	T.3Cy.18″,28″&45″–30″ 111NHP W.Cramp&Sons,Phl.		
72929 DOBN	**Curityba** (*ex*Holstein-37, Sub.Sig. D.F.	2 *Dks*&*Shelter dk*	4969 4647 3045					1911	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Südamerik. Dampfschiff.Ges.	402·3	54·0 *WB*	26·5	Bremen German	T.3Cy.28⅜″,17½″&78″–54″ 447NHP FlensburgerSchiffsb.Ges.		G
72930 PUBA	— (*ex*Walburg, *ex*LotteMenzell) Sub.Sig.	1 *Dk*&*Shelter dk*	3081 2895 2362					1905	Flensburgr Schiffsb.Ges Flensburg	LloydBrasileiro	301·4 H70′	45·3 *WB*	26·0	R.Janeiro Brazilian	T3Cy20 5/16″,33 3/16″&55 3/4″–37 3/8″ 192NHP FlensburgerSchiffsb.Ges.		
72931 181 YLCA	**Curonia** (*ex*Glensloy) D.F.	*ss*Shl.2ndNo.3-11,37 1 *Dk*(*Stl*)	3702 3449 2842	✠100A1 2,~~11,27~~ ...	Shl Ant	*w*	CL ~~11,37~~ N2,39	1911 10mo *Lloyd's*	A.Rodger &Co. Pt.Glasgow	QuaysideShipping Co.Ld.(Connell& Grace,Ld. *Mgrs.*) (LatvianRepresentatives Latvian ShippingCo.) *CellDBa* &*uE*137*f*160′	360·3 P28′B93′F41′	49·6 FK	23·5 *6BHCem*	Riga Latvian A.Rodger&Co.Glasgow	T.3Cy.24″,40″&65″–42″ (*s*) 180lb 318NHP 2SB,*6cf*,GS120,HS5196	26 ″ 0 s 4 ″ 5 21 ″ 9	
Now "Everagra," *see No. 87952 in Supplement*																	
72932 208114 WJCA	**Currier** *Mchy.Aft*	3Mst *ss*N.Yk.No.3-9,22 *ss*Mob.No.2-31 *Fitted for oil fuel* 1 *Dk*(*Stl*)&*pt2nd Dk*(*Stl*)&*Web frames*	4750 2814	✠ ... 7,37	N Yk	*x*		1910 12mo	ForeRiver S.B.Co. Quincy,Mass.	AmericanMarine ProductsCo. (L.B.Keplinger, *Trustee*) *CellDB*315′1819*t*	370·0 P98′B26′F30′	52·1 FK	27·0 (*8 to U dk* 5 ,,*2nd* ,,) *FPT*225*t APT*120*t*	S.Francisco Utd. States 13*BHCem*	T.3Cy.23⅝″,41″&68″–48″ 448NHP 3SB,*9cf*,GS154,HS6501 ForeRiverS.B.Co.Quincy	30 ″ 0 s 6 ·8½ 23 ″ 5½	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant (Lettre d'autrefois).	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Donane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres ou noté et si 4 ans Lr. R. Durée Cert. Hull Tests.
72933	**Curupayty** (*ex*RioChubut, *ex*Curupayti)		490 — 279	✝ 9,15	Bwg			1911 5mo	Scott& Sons Bowling	MartinPujol	175·6 F23′	28·1 FK	10·0 *FPT31t*	Bns. Aires Argentine	T.3Cy.13½″,22″&36″–24″ 95NHP 1SB,*3cf*,GS57,HS1811 Ross&Duncan,Glasgow	10 ″ 6	
		1*Dk*(*Stl*)		✝									*APT3t*				
72934 119114 MGRR	**Cushendall** (*ex*TheEmperor) 3Mst *ss*Dub.2ndNo.3–12,30 *Well deck* *ss*Bel.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*)		626 436 248	✝100A1 10,39 ~~9,35~~ BS~~11,37~~ 1,39	Bel ✝LMC9,35	*i*	OG ~~9,35~~ 10,35	1904 4mo	AilsaS.B. Co.Ld. Troon *Lloyd's SA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *Cell D*	185·0 Q101′B10′F34′ BK7½″ *Bf* 99′145*t FPT57t*	27·6	10·8 *APT10t*	Belfast British 3*BHCem*	C.2Cy.20½″&44″–30″ (*s*) 130lb 80RHP 1SB,*3pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s 4·10½ 13 ″ 8	
72935 119186 MCBY	**Cushendun** (*ex*TheSultan) 3Mst *ss*Bel.2ndNo.3–4,31 *Well deck* *ss*Bel.No.1–36 *Mchy.Aft* 1*Dk*(*Stl*)		646 438 256	✝100A1 6,37 BS~~8,37~~ 4,38	Rou ✝LMC6,36	*i*	OG 2,37	1904 11mo	AilsaS.B. Co.Ld. Ayr *Lloyd's SA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *Cell D*	184·7 Q101′B10′F34′ BK7½″ *Bf* 99′145*t FPT57t*	27·6	10·8 *APT10t*	Belfast British 3*BHCem*	C.2Cy.19⅜″&44″–30″ (*s*) 130lb 80RHP 1SB,*3pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s 4·10½ 13 ″ 8	
72936 149682 GSMJ	**Custodian**	*ss*Liv.No.2–37 2*Dks*(*Stl*)	5881 5483 3695	✝100A1 1,38 BS4,38	Liv ✝LMC M87,37	*a*†	CL N11,36	1928 7mo	C.Connell &Co.Ld Glasgow *Lloyd's SA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *Cell DB*	420·0 433·6(O.L.) P37′B139′F44′ *Ta*32′ 911*t*	54·5 FK *FPT63t*	30·4 *APT26t*	Liverpool British 8*BHptCem* 1 „ *to2nd dk*	T.3Cy.27″,46″&77″–54″ (*r*) 210lb *120lb* 524NHP 2DB(Spt),*12cf*, GS215,HS8208 D.Rowan&Co.Ld.Glasgow	32 ″ 7 s 6 ″ 4 26 ″ 6½	
72937	**Cuyabá** Ⓟ (*ex*Hohenstaufen)		6489 4737 4086					1906	Bremer Vulkan Vegesack	LloydBrasileiro	409·3 P&B259′F48	52·7	28·0 *WB*	R.Janeiro Brazilian	Q.4Cy.24″,34½″,50⅜″&72⅜″ –53⅜″ 387NHP BremerVulkan,Vegesack		C
PUBB	Sub.Sig.	2*Dks*															
72938 201012	**Cuyler Adams** (*ex*Sahara)		5785 — 4497					1904	American S.B.Co. Lorain,O	GlobeS.S.Corp. (G.A.Tomlinson, *Mgr.*)	474·0	52·0	29·0 *WB*	Michigan City, Ind. Utd.States	T.3Cy.22½″,36″&60″–42″ 233NHP DetroitS.B.Co.Detroit		R
	Mchy.Aft	1*Dk2trB*															
72939 218254 KIKM	**Cuzco** (*ex*WestKasson) *Fitted for oil fuel*	2*Dks*	5496 — 3443					1919	LongBeach S.B.Co. LongBeach, Cal.	GraceLine,Inc.	410·5 P46′B112 F46′	54·3	27·2 *WB*	NewYork Utd.States	T.3Cy.24⅜″,41½″&72″–48″ 359NHP LlewellynIronWorks, LosAngeles,Cal.		R
	Ref.Mchy.																
72940 160729 VGCQ	**Cyclo-Chief** ~~*ss*Tto No.2–38~~ ~~*ss*Tto.No.1–34~~ D.F. *Mchy.Aft*	1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2500 2033 1422	✝100A1 4,38 ~~4,37~~ ~~1911,36~~ ~~LMC12,37~~ 12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,30	Mtl Tto *Lloyd's SA&CP*	*r*	CL 4,37 *F.P. above* 150° F.	1930 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	S.S.Cyclo-Chief Ld. *Seams of centre line riveted & Cell DBuE& B40′*	250·0 P63′ *Trunk* 148′F39′ *line BH single* FK *electrically welded* 101*t*	43·3	24·2 *DTf*16′109*t*	Toronto British 11*BHptCem*	T.3Cy.19″,33″&54″–42″ (*r*) 200lb 281NHP 2SB,*6cf*,HS5170 N.E.MarineEngCoLd.Nwc	24 ″ 6 ~~3 6~~ ~~21 1~~ s 2·10½ 21 ″ 9½	
72941 160731 VGMX	**Cyclo-Warrior** ~~*ss*Tto No.2–38~~ ~~*ss*Mtl.No.1–34~~ D.F. *Mchy.Aft*	1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2500 2033 1422	✝100A1 ~~4,38~~ ~~4,37~~ 9,38 ~~LMC12,37~~ ~~MS4,34~~ ~~BS12,~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,30	Mtl Tto *Lloyd's SA&CP*	*r*	CL ~~4,37~~ 9,38 *F.P. above* 150° F	1930 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	S.S.Cyclo-Warrior Ld. *Seams of centre line riveted & Cell DBuE& B40′*	250·0 P63′ *Trunk* 148′F39′ *line BH single* FK *electrically welded* 101*t*	43·3	24·2 *DTf*16′109*t*	Toronto British 11*BHptCem*	T.3Cy.19″,33″&54″–42″ (*r*) 200lb 281NHP 2SB,*6cf*,HS5170 N.E.MarineEngCoLd.Nwc	24 ″ 6 ~~3 6~~ ~~21 1~~ s 2·10½ 21 ″ 9½	
72942 123978 GPZK	**Cyclops** Ⓟ D.F.	**TwinSc** 3*Dks*	9076 8640 5786					1906	D&W Hendersn&Co.Ld Glasgow	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	485·0	58·2	39·5 *WB*	Liverpool British	T.6Cy.23″,38½″&65″–48″ 585NHP D&WHenderson&Co.Ld.		BT till ~~1936~~ 6,39
72943 148802 GKTF	**Cydonia** ~~*ss*Shl.No 3–2,39~~ ~~*ss*C&L.No.2–35~~ D.F.	1*Dk*(*Stl*)	3517 3325 2175	✝100A1 2,39 ~~12,37~~ ~~LMC12,37~~ ~~LMC6,35~~ 2,39	Hul Shl	*w*	CL 10,86 2,39	1927 1mo	J.Blumer& Co.Ld. Sunderland *Lloyd's SA&CP*	StagLine,Ld. (J.Robinson&Sons *Mgrs.*) *Cell*	356·3 P34′B217′F32′ FK *DB*314′81*t FPT7*	48·7	23·9 6*BHptCem* 0*t APT111t*	N.Shields British	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *120lb* 301NHP 2SB(Spt)6*cf*,GS127,HS4690 J.Dickinson&Sons,Ld.Sld.	25 ″ 11 s 3 ″ 1½ 22 ″ 11½	
72944 200414	**Cygnus** (*ex*JosephC.Gilchrist) *Mchy.Aft* GyC.	1*Dk2trB*	4725 — 3393					1903	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0	50·0	28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22″,35″&58″–40″ 213NHP AmericanS.B.Co.Clevelnd		R
72945 7155 SENA	— (*ex*Senegal,*ex*H.V.Fisker,*ex*Oaklands) *Well deck*	1*Dk*&*Web frames*	1704 1418 996				…	1890	W.Gray& Co.Ld. W Hartlepool	RederiA/B Brubor (R.Brunkman, *Mgr.*) *Cell*	270·0 P29′Q72′B116′F31′ FK *DB*314′81*t FPT7*	37·0	18·3 0*t APT111t*	Hlsingborg Swedish	T.3Cy.20⅛″,31⅝″&53″–36″ 168NHP Cen.Mar.Eng.Wrks.W Hpl	20 ″ 0	V †
72946	—		1333 1157 753					1921	Scheepswrf J.Huis de Merwede Papendrecht	DetBergenske Dampskibsselskap	238·9 P59*t*H62*t*F16*t*	36·4	16·0 *WB*	Bergen Norwegian	T.3Cy.17½″,29″&46″–36″ 127NHP NV.Machinefabrik.Bolnes		N
LDFJ	Wireless	1*Dk*															
72947 149647 GNLM	**Cymbeline** *Mchy.Aft* D.F. E.S.D.	*ss*Nwc.No.2–36 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6317 3857 3743	✝100A1 2,39 BS2,39 ~~LMC12,35~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,27	Nwc Fal ~~LMC6,35~~ *F.P. above* 150°F	*a*†	CL N1,39	1927 12mo	W.Hamil- ton&Co. PortGlasgow *Lloyd's SA&CP*	OilTankS.S.Co.Ld. (C.T.Bowring&Co Ld. *Mgrs.*) *Cell D BuE& B48′* 130*t DTf*38′483*t*	420·0 P108′B34′F47′ FK *FPT230t APT115t*	54·4	32·5	Liverpool British 18*BHptCem* (14 *to U dk* 4 „ *2nd* „)	T3Cy.25¼″,43½″&76″–51″(*s*) 220lb 572NHP 3SB,*9cf*,GS177,HS7901 FD D.Rowan&CoLd.Glasgow	32 ″ 8 s 6 ″ 0½ 26 ″ 10½	
72948 167257 ~~GPMKT~~ GTGV	**Cymbula** *Mchy.Aft* D.F. E.S.D. *Longitudinal framing at bottom & at deck*	*Oil Engs.* 1*Dk,2nd dk clear of cargo tanks* *CruiserStern*	8082 7235 4783	✝100A1 5,39 ~~7,35~~ (~~ClassCustom~~ ~~plated~~) *Carrying Petroleum in bulk* ~~LMC7,35~~	Ams Dan	*c*†	CL *F.P. above* 150°F	1938 7mo	NVNederl. Schps.Maats Amsterdam *Lloyd's SA&CP*	Anglo-Saxon PetroleumCo.Ld. *Cell DBuE70′ 16t DTf*25′264*t FPT*	465·3 483·3(O.L.) P91 B43′F66 FK 135*t APT83t*	59·3	33·8	London British 17*BHptCem*	Oil Engines 4S.C.SA 8Cy.25½″–55½″ 502NHP DBJ180lb Werkspoor.N.V.Ams.	34 ″ 0 s 6 ″ 8½ 27 ″ 6	
72949	**Cypria** LDSI	**TwinSc** *Oil Engs.* 2*Dks* *CruiserStern*	4366 3887 2603					1931	Akt.Bur- meistr&Wain Copenhagen	D/SA/S Hassel(A/S Rederiet Odfjell, *Mgrs.*)	379·4 P65*t*H367*t*F19*t*	54·2	24·4	Bergen Norwegian	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 543NHP Akt.Burmeistr&Wain,Cpn		N
72950 165374 GZJW	**Cyprian Prince** *Ref.Mchy.* D.F.	1*Dk*&*Shelter dk* *CruiserStern*	1988 1432 1002	✝100A1 *withfreeboard* ~~10,37~~ ~~LMC1,37~~ ~~Lloyd's RMC1,38~~ 2,39	Mch Lth	*t*	CL	1937 1mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's SA&CP*	PrinceLineLd. (Furness,Withy& Co.Ld. *Mgrs.*) *Cell DB*234′486*t*	296·5 B90′F23′ FK *FPT72t APT58t*	44·2	16·4 5*BHptCem* *ptAsp* *Coll to Sh dk* 4 „ *2nd* „)	London British	T.3Cy.19″,31″&55″–36″ 220lb HS4830 (*s*) 315NHP 2SB(Spt),*6cf*,GS121 FD Richardsons,Westgarth& Co.Ld.Hpl	19 ″ 1 s ″ 4½ 18 ″ 10½	
72951	**Cyril** OXJB D.F.	1*Dk*	2116 1787 1267					1924	Lübecker Maschb.Ges. Lübeck	A/S Dampskslsk. Dania(Chr. Andresen, *Mgr.*)	280·7 P20′B61′F26′	41·7 *WB*	19·0	Esbjerg Danish	T3Cy.21⅛″,34½″&55½″–35⅜″ 182NHP Lübecker Maschb.Ges.		G

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks. &c.	4 Regist'd Tonnage Gross. / Under deck. / Net	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Yrs when classed, now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L. R. Date of B. of Trade Cert.
72952	**Cyrnos** (P)	**TwinSc** *Oil Eng.*	2406 —					1929	Akt.Ges. "Weser" Bremen	FrenchGovernment(Ministère de la MarineMarchande)(Cie.de Navigation Fraissinet,*Mgrs.*)	293·4	41·1	23·1	Marseilles	Oil Engines 2 S.C.DA		V
FOOS	D.F.	*2 Dks* *Cruiser Stern*	726								P62′B120′F62′			French *WB*	12Cy.17⅞"-24¾" 1267NHP A.G."Weser,"Bremen		
72953	**Cyrus**	*Fitted for oil fuel*	435 —					1922	Ch.Nav. Français Caen	Association Pétrolière	150·7	25·7	12·3	Marseilles	T.3Cy.9½",15½"&26"-18"		V
TSPB	*Mchy.Aft*	*1 Dk* *Carrying Petroleum in bulk* *Longitudinal framing in bottom & at decks*	310								P18′			French *WB*	29NHP Cooper&Grieg,Dundee		
72954	**Cyrus Field**	**TwinSc**	1288	✠100A1	Hfx	*n*	CL.	1924	Ch.&Atel.	BritishWestern	223·6	34·2	16·6	London	T.6Cy.13½",22½"&37"-27"(*s*)	18 " 6	
147699		*ss*N.Yk.No.3–9,36	881	*with freeboard*			9,36	7mo	deSt.Nazaire	Union,Ld.				British	180lb *125lb* 207NHP	s 1 " 5¾	
GKQC	E.S.D. GyC.	(*Cable Vessel*)	453	8,38 L.12,36					St.Nazaire		P&B136′F44′ FK			*GBHCem*	2SB,*4cf*,HS3107 FD	17 " 1¾	
	Wireless D.F.	*2 Dks*(*Stl–U* teaks)		✠LMC				*Lloyd's*	*AS&CP Cell D*	*Ba&uE74′f72′136t*	*DT f24′ 75t FPT*			18*t APT23t*	Ch.&Atel.deSt.Nazaire		
	Well deck			*Fitted for oil fuel* 7.24			*F.P. abore*	1	50° F.								

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numéro d'Ordre.	2 Nom du Navire. Matériaux. Gréement, etc.	3 *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à suivre. Lettre d'Appuiement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Macn.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B of Trade
72955	**D. B. Hanna**		1780					1925	Furness S.B.Co.Ld. Haverton Hill-on-Tees	UnionTransitCo. Ld. (J.B.Foote, *Mgr.*)	252·5 | 43·2 | 17·8 F34′			F't William Ont British	T.3Cy.16″,27″&44″–33″ *WB* Earle'sCo.Ld.Hull		C
147780			1583														
~~84[illegible]~~	*Mchy.Aft*	1 *Dk*	1255														
Note "Collision doc." *see No. 87586 in Supplement*																	
72956	**D. G. Kerr**		7756	✠100A–	Clv			1916	American S.B.Co. Lorain,O.	PittsburghSteam-shipCo.	580·0 | 60·0 | 32·0 F53′			Duluth, Minn. Utd.States	T.3Cy.24½″,41″&65″–42″ (*s*) 180lb 414NHP 3SB,6*cf*,GS137,HS6405 FD *3 B H* American S.B.Co.Lorain,O	32 ″ 0 s10 ″ 4 21 ″10½	
214147		ss Clv.No.3–12,34	7446					6mo									
	Mchy.Aft	1 *Dk(Stl)* & *Web frames*	6026							*Cell D Bu E & B55′ f side tanks 479′8724 t*	*8′s in Hopper FPT 299t APT 59t* FK						
	GyC.	*Longitudinal framing*															
72957	**D. G. Scofield**		8622					1916	Union Iron Works Co. San Francisco	StandardOilCo.of California	439·5 | 58·0 | 39·1 FK			S. Frncisco Utd. States	Q.4Cy.24″,34″,51″&74⅞″– 54″ 407NHP *WB* UnionIronWorksCo.S.Fo.	41 ″ 0	R †
214363		*Fitted for oil fuel*	—														
WOCA	*Mchy.Aft*	2 *Dks* & *Shelter dk*	~~3894~~														
	D.F. GyC.	& *Web frames*	5294														
		Longitudinal framing															
		Carrying Petroleum in bulk															
72958	**D. J. Purdy 1** Ⓟ **WoodTwinSc**		532					1924	Meteghan Marine Rly &S.B.Co. Meteghan NS	EasternCanada CoastalSteam-ships,Ltd.	143·7 | 25·5 | 6·9			S.JohnN.B. British	Oil Engines 4S.C.SA 12Cy.11″–14″ 24RHP Wintore NE18 *fitted* 24 Motor Wrks,Cleveland,O.		
151012		*Oil Eng.*	162														
		1 *Dk*	396														
72959	**D. L. Harper** **TwinSc**		11210	✠100A1	Ham		CL	1933	Deutsche Werft A.G Bet Finkenwrder Hamburg	PanamaTrans-portCo.	521·4 | 70·4 | 38·7 542·0 (O.L.)			Panama Panamanian	Oil Engines 2S.C.DA 8Cy.23⅜″–35⅞″ 1560NHP	38 ″ 9 s8 ″ 6½	
		Oil Eng.	—	~~6,08[illegible]~~ 3,39	DBS3,39		~~8,35~~	9mo						16 *B Hpt Cem pt Asp*	4 DB *200lb*	30 ″ 6½	
HPFM	*Mchy.Aft*	ss Ham.No.3–11,35	6919	~~BS37,37~~	✠LMC11,38		3,39				*aft* B55′ B40′ F39′ FK			Pnamanian	Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		
	1 *Dk(Stl)* 2 *nd dk(Stl)* clear of cargo tanks			*Carrying Petroleum in bulk*											53′2308*t FPT 290t APT 244t*		
	3 *rd dk(Stl)* aft of cargo tanks										*Cell D Bu E 50′ 119t DT's f*						
	Longitudinal framing	*Cruiser Stern*															
	Rudder electrically welded	*Web frames*															
	GyC. D.F. E.S.D.																
72960	**D. M. Clemson**		7728	✠100A–	Clv			1917	American S.B.Co. Lorain,O.	PittsburghSteam-shipCo.	580·0 | 60·0 | 32·0 F53′ FK			Duluth, Minn. Utd.States	T.3Cy.24½″,41″&65″–42″ (*s*) 180lb 414NHP 3SB,6*cf*,GS137,HS6405 FD *3 B H* American S.B.Co.Lorain,O	32 ″ 0 s10 ″ 4 21 ″10½	
214699		ss Clv.No 3–9,34	7462	*For Service on the Great Lakes*				1mo									
	Mchy.Aft	1 *Dk(Stl)* & *Web frames*	6020	2,38						*Cell D Bu E & B55′ 2 side tanks 479′872 t*	*30t f & in Hopper FPT 299t APT 59t*						
	GyC.	*Longitudinal framing*		~~BS2,38~~ 2,39	✠LMC9,34												
72961	**D. M. No. 8** **TwinSc**		1725					1906	Canadian Government Sorel,P.Q.	CanadianGovern-ment (Dept.of Marine)	264·0 | 45·8 | 18·3			Sorel,P.Q. British	T.6Cy.15″,24″&39″–24″ 74RHP *WB* Fleming&Ferguson,Psy.		
131048	(*ex* M.&F.No.8)		1501														
		1 *Dk*	1022														
72962	**D. O. Mills**		6598					1907	Gt. Lakes Eng.Works Ecorse,Mich.	InterlakesS.S.Co. (Pickands,Mather &Co. *Mgrs.*)	532·0 | 58·2 | 32·0 *WB*			Wilmgton (Del.) Utd.States	T.3Cy.24″,37″&65″–42″ 274NHP Gt.LakesEng.Wks.Detroit		R
203979			—														
	Mchy.Aft D.F. GyC.	1 *Dk*	4850														
72963	**D'Artagnan** Ⓟ **TwinSc**		15105					1924	Ch.& Atel. de la Gironde Bordeaux	Soc.des Services Contractuels des Messageries Maritimes	543·5 | 65·0 | 41·4 B310′F75′			Marseilles French	T6Cy.29⅛″,49⅜″&84⅜″–53¾″ 1044NHP *WB* Ch.&Atel.de la Gironde Bdx		V
		Fitted for oil fuel	—														
FOAT	*Ref.Mchy.* D.F.	6 *Dks*	9608														
72964	**D'Entrecasteaux** Ⓟ		7291					1922	Forg.& Ch. de la Médit. Havre	ChargeursRéunis	417·8 | 55·3 | 34·5 B147′			Havre French	T.3Cy.27⅝″,46″&76″–51⅛″ 416NHP *WB* Forg.&Ch.de la Médit,Hav.		V
			—														
FNME	*Ref.Mchy.* D.F.	3 *Dks*	4501														
72965	**Dacia** Ⓟ **TwinSc**		3418					1907	Atel.&Ch. de la Loire St.Nazaire	RoumanianState MaritimeService	356·9 | 41·9 | 27·5			Constanza Roumanian	T.6Cy.24⅜″,38⅜″&64⅜″–39⅜″ 525NHP *WB* Atel.&Ch.de la Loire,Nts.		V
		Fitted for oil fuel	—														
YQSD		2 *Dks* & *Awng dk*	1364														
72966	**Dafila**		1940					1927	D&W Hen-derson&Co Ld Glasgow	British&Con-tinentalS.S.Co.Ld.	291·5 | 43·2 | 19·1			Liverpool British	T.3Cy.21″,36″&59″–39″ 217NHP *WB* D.&W.Henderson&Co.Ld.		C
149657			1680														
GNMR		2 *Dks*	969														
72967	**Dageid**	**TwinSc**	6361					1931	A/S Akers Mek.Værks. Oslo	A/S Ocean (John P. Pedersen &Søn, *Mgrs.*)	407·5 | 56·2 | 32·4 P220*t* H407*t* F58*t*			Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.21⅛″–39⅜″ 542NHP *WB* A/S Akers Mek.Værks.Oslo		N
		Oil Eng.	5623														
LCYT	*Mchy Aft*	1 *Dk*	3782														
	D.F.	*Cruiser Stern*															
		Carrying Petroleum in bulk															
72968	**Dagenham**		2178	✠100A1	Shl	*r*	CL	1919	Osbourne, Graham& Co.Ld. Sunderland	HudsonSS.Co.Ld.	280·0 | 40·5 | 18·5 P27′Q90′B52′F26′ FK			London British	T.3Cy.21″,35″&58″–39″ (*s*) 180lb 231NHP 2SB,6*cf*,GS118,HS3616 MacColl&Pollock,Ld.Sld.	20 ″ 9 s 2 ″ 0½ 18 ″ 11	
143424		ss Shl.No.3–1,32	1735	4,38			11,36	9mo						6 *B Hpt Cem*			
GCDQ		ss Shl.No.1–35	1260	~~BS10,37~~ BS 10,38	✠LMC11,36												
	Well deck	1 *Dk(Stl)*						*Lloyd's* *s & CP*		*Cell D B 196′472t*	*DTa 38′95t FPT 95t APT 170t*						
	Cargo battens not fitted																
72969	**Dagfred**	**TwinSc**	4434					1930	Akers Mek. Værks. Oslo	A/S Ocean (John P. Pedersen &Søn, *Mgrs.*)	385·2 | 54·8 | 24·4 P84*t* H317*t* F28*t*			Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.23¾″–43⅞″ 626NHP Akers Mek. Værks.Oslo		N
		Oil Eng.	4005											*WB*			
LCXL	D.F.	2 *Dks*	2653														
72970	**Dagfrid** (*ex* Lionel)		770					1921	Langesund's Mek Verk A/S Langesund	RederiA/B Ostersjön (A.Chri-stensen, *Mgr.*)	181·1 | 30·0 | 14·7 Q67′B51′F19′			Trälleborg Swedish	T.3Cy.13½″,22″&37½″–28″ 75NHP *WB* Langesunds M.V.A/S		N
6670			540														
SDPW		1 *Dk*	409														
72971	**Daghestan**		5742	✠100A1	Shl	*y*	CL	1921	Short Bros. Ld. Sunderland	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*)	405·0 | 52·0 | 31·5 418·5 (O.L.)			Newcastle British	T.3Cy.27½″,45″&75″–48″ (*s*) 180lb 573NHP 3SB,9*cf*,HS8721 FD J.Dickinson&Sons,Ld.Sld.	34 ″ 6 s 8 ″ 1½ 26 ″ 7	
145471		ss Shl.No.3–12,34	5528	*Shelter dk*			3,38	12mo						(*B Hpt Cem*			
GDRF	*Mchy.Aft*	1 *Dk(Stl)* & *Shelter dk(Stl)*	3532	*with freeboard*				*Lloyd's* *s & CP*		*Cell D Bu E & B81′*	P62′ *on Shelter dk* FK *f 63′505t APT 154t*			*4 to Sh dk*			
	D.F.	& *Web frames*		3,38										5 ,, *U* ,,)			
		Longitudinal framing		~~BS9,37~~ BS 10,38	✠LMC4[illegible]												
				Carrying Petroleum in cylindrical tanks													
				Fitted for oil fuel 12,21			*F.P. above* 150′ F.										
72972	**Daghild**	**TwinSc**	9272	✠100A1	NNs	*dt*	CL	1927	Akt.Bur-meistr& Wain Copenhagen	A/S Ocean (John P. Pedersen&Søn, *Mgrs.*)	471·8 | 64·2 | 35·0 P106′B30′F46′ FK			Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 543NHP 2 DB *180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0	
		ss NNs.No.3–11,37	8445	~~3,3[illegible]~~ 3,39	~~NYs~~ Fal		~~10,37~~ 3,39	12mo						16 *B Hpt Cem*			
LCGU	*Mchy.Aft*	*Oil Eng.*	5557	~~[illegible]~~	~~[illegible]~~			*Lloyd's* *s & CP*		*Cell D Bu E 65′328t DT*	*f 43′584t FPT 250t APT 165t*			4 ,, *to 2 nd dk*			
	D.F.	2 *Dks(Stl)* & *Web frames*															
		Cruiser Stern		*Carrying Petroleum in bulk*													
		Longitudinal framing–bracketless system															

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. now expired. Equipment letter.	7a Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed 1 = 100 A1 Lloyd's Register
72973	**Dagmar** (P) (*ex*ImperatorNicolaiI, *ex*Irkutsk)	2477					1903	R.Stephenson&Co.Ld. Newcastle	DetForenede Dampskibsselskab	290·5 B46′F32′	40·0	25·6	Aalborg Danish *WB*	T.3Cy.22″,38″&64″–42″ 265NHP WilsndSlpwy.Co.Ld.Nwc.		V
OXXD	*Ref.Mchy.* D.F. 1 *Dk&Awng Dk*	2264 / 1534														
72974	— *ssLie.3rdNo.3–4,35*	2149 / 1721	✠100A1 12,38 10,37	Rot Shl	*s*	OG 10,37 12,38	1900 6mo	Helsingörs Jernsk.&Msk. Elsinore A&CP	RederiA/B Dagmar(A. Karlsson,*Mgr.*) *CellD*	290′0 Q16′B70′F36′ *Ba58′a&u E54′f1*	42′5 FK	19′1 *5 BHCem*	Mariehmn Finnish *WB*	T.3Cy.20½″,35″&57″–39″ (*s*) 180lb 215NHP 2SB,*6rf*,GS76,HS3247 HelsingörsJernsk.&Msk.b.	21 ″ 10 s 3 ″ 2¾ 18 ″ 9	
OHXC	1 *Dk(Stl)&deep framing*	1222		LMC												
72975	— (*ex*Leonora)	844 / 722					1922	N.V.Werf. Zeeland Hansweert	J.Lauritzen	212′8 P41′Q37′B60′F21′	31′3	13′5 *WB*	Esbjerg Danish	T.3Cy.14⅛″,22″&35⅞″–23½″ N.V.Delftshaven 85NHP Machinefab.Rot.		G
OYBQ		488														
72976	— (P)	330 / 177					1904	Göteborgs M.V.Aktieb. Gothenburg	TheBalticSalvage Association	120′2 P79′H53′F29′	24′1	10′3	Tallinn Estonian	C.2Cy.17⅛″&39⅜″–23⅝″ 63NHP GöteborgsMV.Aktieb.Got.		
403 ESDI	1 *Dk*	186														
72977	**Dagmar Bratt** (*ex*Kapela)	*1424* / *1144* / *808*	✠100A1 5,38 4,37 S1,38	Got LMC4 37	*p*	OG 4,37	1920 8mo	Kockums M.V.Aktieb. Malmö *Lloyd's AP*	Ångf.A/BAdolf(A. Bratt&Co.*Mgrs.*) *Trunk CellD*	235′5 245′5(O.L.) P17′B64′F25′ *dk between erections B196′ 364t FPT44t*	37′7 FK	16′5 *4 BHCem APT59t*	Gothenbrg Swedish	T.3Cy.18⅛″,28¾″&48½″–31½″ 185lb (*s*) 157NHP 2SB.*4cf*,GS70,HS2546 KockumsM.V.Akt.Malmö	18 ″ 7 s 1 ″ 8½ 17 ″ 0½	
7135 SDQI	1 *Dk(Stl)*															
72978	**Dagmar Clausen** (*ex*Brunla–36)	677					1909	AkersMek. Værks. Oslo	C.Clausen	198′8 P68*t*H35*t*F16*t*	29′2	12′4	Aalborg Danish	T.3Cy.16″,25½″&43″–30″ 101NHP AkersMek.Værks.Oslo		N
OYPQ	*Mchy.Aft* 1 *Dk*	366														
72979	**Dagmar Salén** *Oil Eng.*	*5001* / *4328*	✠100A1 *withfreeboard* 4,39	Lkr Sea LMC9 37	*b*†	CL	1937 9mo	Öresunds-varvet Aktiebolag Landskrona *Lloyd's SA&CP*	RederiA/B Pulp (SvenSalén,*Mgr.*)	442′2 453′7(O.L.) F40′	57′2 FK	21′1 *7 BHptCem Coll to Sh dk* 6 „ 2*nd*„)	Stockholm Swedish	4 Oil Engines 2S.C.SA 24Cy.13⅜″–22 13/16″ with electro-magnetic slip couplings & SR gearing DB*55lb* 752NHP	29 ″ 0 s 3 ″ 6½ 25 ″ 6½	
8199 SKLN	D.F. 1 *Dk&Shelter dk Cruiser Stern* *Strengthened for Navigation in Ice*	*2852*							*Carrying vegetable oil in DTs ER,&wing tanks in way of tunnel*	*Cell DB328′1241t in ER,p66′s28′*		*DTs 550t Tanks at sides of tunnel 635t*		Atlas-DieselA/B,Skm. *FPT110t APT44t*		
72980	**Dagny** (*ex*Nordstjernan, *ex*Costante,*ex*Bellmore) Iron	*1105*			…		1882	H.McIntyre&Co. Paisley	RederiA/BDagny (Arvid Abrahamsson)	235′4 Q116′B15′F31′	32′8 FK	16′3 *WB*	Mariehmn Finnish	C.2Cy.26 15/16″&52⅝″–42″ NB12 135NHP Muir&Houston,Glasgow	17 ″ 6	V †
OHYI	*Well deck* 1 *Dk2trB*	*591*														
72981	— (*ex*Wawel,*ex*Karen,*ex*Hauk,*ex*Brisling, *ex*Helvitia,*ex*Natale) *Mchy.Aft* 1 *Dk*	*804* / *690* / *384*					1916	Soc.Esercizio Bacini Riva Trigoso	RederiA/B Dagny (BrorAndrén)	185′1 H63*t*F26′	30′5	15′3 *WB*	Säffle Swedish	T3Cy.11½″,18½″&29⅜″–21⅝″ 40NHP Soc.EsercizioBacini,Gen.		N
7382 SDQM																
72982	**Dagny I** (*ex*Kinderdijk)	1392 / 1207					1916	L.Smit& Zoon Kinderdijk	D/S A/S DagnyI. (J.KjödeA/S)	239′5 P58*t*H60*t*F29*t*	36′2	16′7 *WB*	Bergen Norwegian	T.3Cy.17″,29″&46″–36″ 127NHP L.Smit&Zoon,Kinderdijk		N
LCLB	Wireless 1 *Dk*	796														
72983	**Dagö** (*ex*Brodsworth,*ex*Elmpark)	2157 / 1808	✠100A1 2,38	Abg	*r*	CL 4.37	1917 4mo	Brys& Gylsen,Ld. Glasgow *Lloyd's SA&CP*	S.S.Co."Baltic," Ld.(Chr.Jensen (Copenhagen), *Mgr.*) *CellD*	280′0 290′5(O.L.) P22′B68′F29′ *B237′ 567t FPT55t*	41′8 FK	19′1 *4 BHCem APT46t*	Riga Latvian	T.3Cy.21″,35″&57″–36″ (*r*) 180lb 228NHP 2SB,*6cf*,GS113,HS3734 Cooper&Greig,Ld.Dundee	20 ″ 9 s 2 ″ 11 18 ″ 1	
166 YLBQ	ss Abg.No.2–38 D.F. 1 *Dk(Stl)* *Cargo battens not fitted*	1285														
72984	**Dago**	1757 / 1392					1902	CaledonSB &E.Co.Ld. Dundee	Ellerman'sWilson Line,Ld.	296′0 P175′F38′ len09	37′2	17′4 *WB*	Hull British	T.3Cy.20″,33″&56″–39″ 196NHP CaledonSB&E.Co.Ld.Dun.		C
113645 GRCY	*Ref.Mchy.* D.F. 1 *Dk*	1057														
72985	**Dagomba**	3845 / 3089 / 2106	✠100A1 *withfreeboard* 11,38 11,37 LMC CS9 DBS7,38	Liv	*x*	CL 9,36	1928 3mo	A.McMillan&Son,Ld. Dumbarton *Lloyd's SA&CP*	ElderDempster Lines,Ld. *CellDB292′ 804t DT's 458 616t*	355′3 P37′F42′ *on Shelter dk*	49′2 FK	22′4 *6 BHptCem Coll to Sh dk* 5 „ 2*nd* „)	Liverpool British	Oil Engines 4S.C.SA 6Cy.29½″–59 1/16″ 489NHP DB*100lb*	24 ″ 8 s 2 ″ 2½ 22 ″ 7½	
149669 GNQX	ss Ham.No.2–35 *Oil Eng.* 2 *Dks(Stl)&Shelter dk(Stl)*													Harland&Wolff,Ld.Gls.		
72986	**Dagrun** *Oil Eng*	4562 / 4027					1928	Kockums M.V.Aktieb. Malmö	A/S Ocean(JohnP. Pedersen&Sön, *Mgrs.*)	381′9 P118*t*H320*t*F25*t*	54′0	24′7 *WB*	Oslo Norwegian	Oil Engines 4S C.SA 6Cy.27 15/16″–55⅛″ 438NHP KockumsM.V.Akt.Malmö		N
LDGQ	D.F. 2 *Dks*	2760														
72987	**Dah Pu** (P) (*ex*ClaraJebsen–36)	1974 / 1772					1922	Howaldtswerke Kiel	Wallem&Co.A/S (HaakonJ.Wallem, *Mgr.*)	270′7 P23′B70′F38′	38′9	21′0 *WB*	Bergen Norwegian	T.3Cy.20 15/16″,32¼″&51⅝″–35⅝″ 160NHP Howaldtswerke,Kiel		G
LJHL	Sub.Sig. 2 *Dks*	1145														
72988	**Dahlia** 4Mst	*1057* / *764*					1907	Lindholmens V.A. Gothenburg	RederiA/B SvenskaLloyd (K.R.Bökman, *Mgr.*)	208′7 Q77′B50′F32′	33′6	13′6 *WB*	Gothenbrg Swedish	T.3Cy.16″,26½″&44″–30″ 106NHP LindholmensV.A.Got.		V
4801 SDQO	*Well deck* 1 *Dk*	*577*														
72989	**Dahomey** *Ref.Mchy*	5851 / —					1921	Atel.&Ch. de la Loire St.Nazaire	ChargeursRéunis	393′6 P56′B134′F54′	55′9	29′0 *WB*	Havre French	T3Cy.25⅜″,42½″&70″–48″ 340NHP Atel.&Ch.de la Loire,Nts.		V
FNMC	D.F. 2 *Dks*	3478														
72990	**Dahomian** (*ex*Themoni–33)	5277 / 4991 / 3316	✠100A1 *withfreeboard* 12,38 12,37	Bkn Rot	*y*	CL 8,37	1929 6mo	Nthmblnd S.B.Co. (1927)Ld. Newcastle *Lloyd's SA&CP*	UnitedAfricaCo. Ld. *CellDB332′1050t*	375′4 390′0(O.L.) F35′ *FPT76t APT135t*	53′0 FK	32′1 *6 BHCem Coll to Wdk* 5 „ 2*nd*„)	Liverpool British	T.3Cy.25″,41½″&70″–48″(*s*) 200lb 426NHP 3SB(Spt),*9cf*,GS167,HS7030 Richardsons,Westgarth& Co.Ld.Sld.	34 ″ 6 s 10 ″ 11 23 ″ 9½	
162384 GWMF	ss Liv.No.2–37 D.F. 2 *Dks(Stl)* *Longitudinal framing at bottom&at decks*															
72991	**Daian Maru No. 2** (*ex*Mikage Maru No3,*ex*FukuiMaru No3)	1032 / 834					1918	Takemoto Chukichi Osaka	FujitaShinzo	195′5	31′5	18′0	Fuchu Japanese *WB*	T.3Cy.13¼″,22½″&37½″–28″ 74NHP Fukushima Tekkosho,Osa.		
22676 JKLC	Wireless 1 *Dk*	746														
72992	**Daiboshi Maru** (*ex*TaiseiMaru, *ex*Mintaro, *ex*Larnaca) *Well deck* *ss*N.S.W.No.2–97 1 *Dk(Stl)* *&Web frames*	2338 / — / 1668	✠ 7,98	Syd	*s*		1889 4mo	Russell& Co. Greenock	HashiyaK.K. *CellDB256′*	290′2 P30′Q86′B118′F31′ *448t′ APT30t*	37′9 BK10″	22′0 *5 BHptAsp ptCem*	Hashidate Japanese	T.3Cy.22⅛″,35½″&58½″–39″ 251NHP 2SB,*6pf*,GS74,HS3452 FD J.Howden&Co.Glasgow	22 ″ 1	
19824 JHKB																
72993																

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnages Officiels: Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant à Spéc. Lettre d'Egoïsement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cote. Registres où cote.
72994	**Daiboshi Maru No. 6**		3925	✠	Cal	*r*		1902	Palmers'	HashiyaK.K.	360·7	48·8	24·6	Takasago	T.3Cy.27″,15½″&74″–48″	27 ″ 6	C
27871	(*ex*Gracchus)	*ss*Syd.No.2–10	3458	5,13				9mo	Co.Ld.					Japanese	488NHP		†
JSNA		2*Dks*(*Stl*)&*deep framing*	2408						Newcastle		FK&BK1¾″				3SB,9*cf*,GS151,HS6768 FD		
		&*Shelter dk*(*pt Stl–teaks*)								*Cell D Ba*	116′ *u E&B* 48′*f* 144				849*t APT* 21*t*		
72995	**Daichi Maru** Ⓟ		1280					1905	Osaka	OsakaSyosenK.K.	228·0	34·0	19·5	Osaka	T.3Cy.15½″,25½″&42½″–30″		
9677			1073						Iron Works					Japanese	99NHP		
JKGE		2*Dks*	725						Osaka					*WB*	OsakaIronWorks,Osaka		
72996	**Daido Maru** Ⓟ		2962					1935	Uraga	OsakaSyosenK.K.	297·7	45·0	23·8	Osaka	C.4Cy.(2)11 7/16″&(2)20½″–		
41175			2270						Dock Co.Ld.		P23′B97′F32′			Japanese	18¾″SRgeared&LP Turbine		
JZUH		2*Dks*	1726						Uraga					*WB*	DR geared to Sc. Shaft		
		Cruiser Stern													109NHP		
															UragaDockCo.Ld.Uraga		
72997	**Daifuku Maru** (*ex*Gonzaga,*ex*Luna)		3184			…		1907	Clyde S.B.	DaifukuKisenK.K.	315·1	46·5	21·0	Fuchu	T.3Cy.23″,38″&61″–42″	23 ″ 4	C
32315			2570						&E.Co.Ld.		P37′B94′F31′			Japanese	269NHP		†
JIJB		1*Dk*&*deep framing*	2257						Port Glasgow		FK			*WB*	ClydeS.B.&E.Co.Ld.P.Gl.		
72998	**Daigen Maru** (*ex*Baccarat)		2221			…		1920	American	NamuraKisen	251·8	43·6	22·0	Fuchu	T.3Cy.20″,33″&54″–40″	24 ″ 2	C
32739		(*Fitted for oil fuel*)	1991						S.B.Co.	GoshiKaisha	P27′B64′F26′			Japanese	267NHP		†
JUMB		1*Dk*	1318						Cleveland,O.	(TaiyoKaiunK.K.				*WB*	AmericanS.B.Co.Clevelnd		
										Mgrs.)							
72999	**Daigen Maru No. 2** (*ex*Shoka		1999	✠	Bom	*r*		1917	Pt.Arthur	YamatoKisenK.K.	251·0	43·8	21·6	Fuchu	T.3Cy.20″,33″&54″–40″	22 ″ 0	C
32745	Maru,*ex*Warawala,		1775	9,20				11mo	S.B.Co.Ld.	(TaiyoKaiunK.K.	P27′B78′F27′			Japanese	256NHP		†
JUUB	*ex*WarDance)	1*Dk*(*Stl*)	1162						Port Arthur,	*Mgrs.*)				4*BHCem*	2SB,6*cf*,GS126,HS4626		
									Ont.		FK			*AP T* 81*t*	Pt.ArthurS.B.Co.Ld.Pt.A.		
										Cell D B 210′ 581*t*	*FPT* 56*t*						
73000	**Daigen Maru No. 3** (*ex*Hasshu		5256	✠100A1	Kob	*z*	CL.	1908	Russell&	NamuraKisen	400·0	52·0	18·9	Fuchu	T.3Cy.27¾″,44″&78″–48″ (*s*)	30 ″ 0	
31734	Maru,*ex*GeorgiaC.,	*ss*Kob.No.3–7,26	4162	*Spar dk*			3,38	9mo	Co.	GoshiKaisha	27·3			Japanese	1801b 502NHP	5 ″ 7½	
JHJB	*ex*Georgia)	*ss*Kob.No.3–3,37	4042	3,38	✠LMC3,38				Pt.Glasgow	(TaiyoKaiunK.K.	P78′B120′F41′	FK		6*BHCem*	3SB,9*cf*,GS173,HS7305 FD	24 ″ 7½	
		1*Dk*(*Stl*)&*Spar dk*(*Stl–pt ws*)						*Lloyd's SA&CP*		*Mgrs.*)				*AP T* 35*t*	J.G.Kincaid&Co.Ld.Grk.		
		&*deep framing*								*Cell D Ba* 134′*u*	*E&B* 43′*f* 171′	1264*t*					
73001	**Daigen Maru No. 6**		510					1935	Namura	NamuraKisen	160·0	28·0	13·5	Osaka	Oil Engines 2S.C.SA		
40631		*Oil Eng.*	—						Zosensho	GoshiKaisha	P&B59′F19′			Japanese	4Cy.20½″–23⅝″ 295NHP		
JZGH	*Mchy. Aft*	*Cruiser Stern* 1*Dk*	243						K.K. Osaka	(TaiyoKaiunK.K.					NipponHatsudokiKK.Kob		
										Mgrs.)							
73002	**Daigen Maru No. 7**		1290					1937	Namura,G.	NamuraKisen	219·3	35·8	18·5	Osaka	T.3Cy.16¾″,27½″&46½″–36″		
44016			—						Shipbldg.Yd.	GoshiKaisha				Japanese	130NHP		
JSTL			708						Osaka	(TaiyoKaiunK.K.					Namura,G.S.B.Yard,Osa.		
										Mgrs.)							
73003	**Daihakuzan Maru** K		470					1911	MitsuBishi	NipponHogeiK.K.	163·0	22·4	16·6	Nishino-	T.3Cy.12″,20″&33″–24″		
15183	(*ex*FukutomiMaruNo.2)		433					*Bolt* 15	Dkyd&EWks		F21′			miya	53NHP		
JPME		1*Dk*	264						Nagasaki					Japanese	MitsuBishiD&EWks.Nag		
73004	**Daiho Maru No. 2** (*ex*Benten		3690			…		1896	Russell&	TomoigumiKisen	339·4	46·0	17·8	Tokyo	T.3Cy.25″,40″&64″–45″	28 ″ 6	
10744	Maru,*ex* Venus)		3384						Co.	K.K.	B66′F36′		25·8	Japanese	294NHP		
JSEB		1*Dk*&*Spar dk*&*deep framing*	2620						Pt.Glasgow				FK	*WB*	Rankin&Blackmore,Grk.		
73005	**Daiho Maru No. 3** (*ex*Hiyodori		1868			…		1906	Schiffsw.v.	KoyoSyosenK.K.	251·0	37·2	22·2	Nishino-	T.3Cy.17⅛″,28¾″&46″–32½″	24 ″ 5	C
28533	Maru–34,*ex*Polcrest,*ex*Heinz Blumberg,		1682						Henry Koch		B26′*on Shelter dk*			miya	142NHP		†
JTKB	*ex*Elsezum Bach)	1*Dk*&*Shelter dk*	1320						Lübeck		FK		*WB*	Japanese	J.F.Ahrens,Altona		
73006	**Daiju Maru**		1279					1918	Y'maguchi	OiyeZenroku	217·0	32·0	18·9	Fuchu	T.3Cy.14″,23″&38″–27″		
22944			984						Shinichi					Japanese	75NHP		
JJGC	Wireless	1*Dk*	852						Osaka				*WB*		MiharaZosensho,Osaka		
73007	**Daikoku Maru**		598					1928	Uraga	Shinanogawa	175·0	35·0	13·0	Niigata	C.2Cy.		
33794			586						Dock K.K.	KaijoSeiri Timusho				Japanese			
JDWE		1*Dk*	238						Yokohama								
73008	**Daikokusan Maru**		688					1911	Mitsubishi	TakarabeShoten	188·3	26·5	18·0	Shimo-	T.3Cy.12″,20″&33″–24″		
13189			636						Zosensho	K.K.				noseki	Mitsubishi 53NHP		
JPCE		1*Dk*	420						Nagasaki					Japanese	Zosensho,Nagasaki		
73009	**Daikokuten Maru** Ⓟ		640					1927	KobeSteel	IinoKisenK.K.	170·0	28·0	15·5	Kobe	T.3Cy.13″,20⅜″&33½″–24″		
30636			516						Works,Ld.		P17′B46′F25′			Japanese	54NHP		
JAQC	Wireless	1*Dk*	345						Harima					*WB*	OkanishiDengyo,Osaka		
73010	**Daikyu Maru** Ⓟ		1518					1920	Nagata	OsakaSyosenK.K.	250·0	35·0	21·0	Osaka	T.3Cy.18½″,30½″&51½″–33″		
26773			1256						Sanjuro		P28′B54′F36′			Japanese	151NHP		
JCQB			892						Osaka					*WB*	NagataSanjuro,Osaka		
73011	**Dainichi Maru**		5813	✠100A1	Kob	*y*	CL.	1922	Mitsui Bus-	ItayaSyosenK.K.	385·0	51·0	36·0	Kobe	T.3Cy.26″,43½″&72″–48″ (*s*)	36 ″ 1	
28537	(*ex*IbukisanMaru–35)	*ss*Kob.No.3–10,32	5514	*Awng dk*	Tama		6,37	1mo	san Kaisha Ld					Japanese	2001b 488NHP	s 9 ″ 1¾	
JCVA		*ss*Kob.No.1–37	4057	*with freeboard*					Tama Dkyd.			FK		*pt Cem*	3SB,9*cf*,GS165,HS6836 FD	27 ″ 1	
	D.F.	2*Dks*(*Stl*)&		6,38 ~~6,37~~	✠LMC~~37~~					*Cell B* 323′ 986*t*		*Coll B*		*Aw dk*	MitsuiBussan Kaisha,Ld.		
		Awng dk(*Stl*)		*Fitted for oil fuel* 4		22	*F.P. above* 1	A&CP	50° F.	*D T* a 28′ 62	*5t FPT* 119*t*	*APT* 68*t*	5	„ „ *U* „	TamaDockyard,Uno		
73012	**Dairen Maru** Ⓟ	Twin Sc	3748					1925	Mitsubishi	DairenKisenK.K.	360·0	46·0	28·5	Dairen	4SteamTurbinesSR geared		
237		*Cruiser Stern*	3035						Zosen Kaisha,		B36′F41′			Japanese	to2Sc.Shafts		
JGAB		2*Dks*	2021						Ld. Kobe					*WB*	MitsubishiZosenKaisha,Ld		
73013	**Dairyu Maru No. 2**	Wood	302					1917	Hirata	TazakaZenshiro	129·1	23·8	13·4	Nagahama	C.2Cy.14⅜″&26½″–15″		
21752			258						Tameji					Japanese	22NHP		
		1*Dk*	178						Misato						OsakaIronWorks,Osaka		
73014	**Daishin Maru** Ⓟ		1307					1905	MitsuBishi	OsakaSyosen K.K.	228·0	34·0	16·6	Osaka	T.3Cy.15½″,25¾″&42½″–30″		
9742			1116						Dkyd&EWks		P53′B67′F32′			Japanese	98NHP		
JKHE		2*Dks*	748						Nagasaki					*WB*	MitsuBishiD&E.Wks.Nag		
73015	**Daishin Maru No. 2**		1147					1918	Chitose	DaishinKisen K.K.	224·5	33·0	17·6	Kobe	T.3Cy.14¼″,24⅛″&39″–28″		
22664	(*ex*Shinko Maru–37)		973						Shipyard		P15′B60′F31′			Japanese	Takahashi 81NHP		
JILC	Wireless	1*Dk*	665						Osaka						Tekkosho,Osaka		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Registd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or required Maintained Under.	Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Registd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Dates of Trade Cert.
73016	**Daishin Maru** *Oil Eng*	300					1937	Urabe Zosen Tekko-sho Osaka	Osumi Denfun Kogyo K.K.	120·0	23·5	11·5	Kagoshima Japanese	Oil Engines 4S.C.SA 6Cy.10⅝"–15¾" 66NHP Hanshin Iron Works, Kobe		
73017 23562 JRCE	**Daishin Maru No. 1** *Cruiser Stern* 1*Dk*	1307 1084 745					1918	Osaka Yogyo K.K. Osaka	Daishin Kisen K.K	228·0	33·0	18·7 *WB*	Amagasaki Japanese	T.3Cy.14½",24½"&40½"–30" 90NHP Hirotani Seikosho, Osaka		
73018	**Daishin Maru No. 5** (*ex*Ribe, ex*Georgios B. Panagtsos*, *ex*Cresy)	2455 2144			...		1897	W. Gray & Co. Ld. W Hartlepool	Kihara Toyojiro (Kihara Syosen Kogyo K.K. *Mgrs.*)	302·0 P25'B69'F29' FK	43·1	19·7 *WB*	Shikitsu Japanese	T.3Cy.22",35"&59"–39" 227NHP Cen. Mar. Eng. Wrks. W Hpl	22 " 3	
[illegible]	**Daiyu Maru**, *see No. 4 Daiyu Maru (1939)*	1829														
73019 33211 JBCC	**Daishu Maru** (*ex*Sunbank) 1*Dk*	3322 2862 2050			...		1919	Burntisland S.B.Co.Ld. Burntisland	Daifuku Kisen K.K.	331·6 P32'B99'F29' FK	46·7	24·8 *WB*	Fuchu Japanese	T.3Cy.25",41"&68"–45" NB18*refitted*27 398NHP Douglas&Grant, Ld. Kirkcaldy	27 " 0	C †
73020 7571 SDQR	**Daisy** (*ex*Stokesley) **Iron** *ss*Ant.4thNo.3–4,29 *ss*Got.No.2–37 *Well deck* 1*Dk*(*Irn*)2*tr*B *Cargo battens not fitted*	1027 815 573	✠100A1 10,38~~7,37~~ ✠LMC7,	Got Sbg	*n*	~~7.27~~ ~~6,38~~	1883 2mo	R. Craggs & Sons Middlesbro' A&CP	Rederi A/B "Alicia" (H. Bratt, *Mgr.*) *Cell D*	225·1 233·7(O.L.) Q88'B60'F28' BK8" *B* 196'298*t*	32·0	13·5 *4BHCem APT48t*	Gothenbrg Swedish	O.2Cy.26"&48½"–36" (*b*) 80lb *80lb* NDB98 110NHP 1SB,3*pf*,GS48,HS1734 Westgarth, English&Co. Mdb.	16 " 0 s 1 " 3 15 " 5	
73021 203747 KJHF	**Daisy Freeman** **Wood** *Fitted for oil fuel* 1*Dk*	613 — 436					1906	H. D. Bendixsen S.B.Co. Fairhaven Cal	W.S.Scammell	173·5	38·6	13·3	S.Frncisco Utd. States	O.2Cy.14"&32"–24" United Eng. Wks. 42NHP Alameda, Cal.		
73022 209439 KJHG	**Daisy Gadsby** **Wood** *Fitted for oil fuel* 1*Dk*	818 — 478					1911	Matthews S.B.Co. H'quiam Wsh	F. Linderman	189·5	41·1	14·3	S.Frncisco Utd. States	T.3Cy.13½",22"&36"–24" United Eng. Wks. 64NHP Alameda, Cal.		
73023 222719 KJHH	**Daisy Gray** **Wood3Mst** *Fitted for oil fuel* 1*Dk*	1187 — 655					1922	Matthews S.B.Co. Portland, Or.	S.S.Freeman	216·2	43·3	15·5	S.Frncisco Utd. States	T.3Cy.15",24"&43"–24" United Eng. Wks. 91NHP Alameda, Cal.		
73024 214266 KJHI	**Daisy Matthews** **Wood** *Fitted for oil fuel* 1*Dk*	933 — 532					1916	Matthews S.B.Co. H'quiam Wsh	S.S.Freeman	204·8	42·1	14·2	S.Frncisco Utd. States	T.3Cy.13½",22"&36"–24" United Eng. Wks. 64NHP Alameda, Cal.		
73025 136795 GYDB	**Daisy Moller** (*ex*Wilfred–34, *ex*Huntscape, *ex*Pindos) 2*Dks*	4087 3841 3061					1911	Bremner Vulcan Vegesack	Moller Line, Ld. (Mollers' Ld. *Mgrs.*)	337·6 H126*t*	48·2 F45*t*	29·2 *WB*	Shanghai British	T.3Cy.23⅝",38⅜"&62"–41⅛" 245NHP Bremer Vulkan, Vegesack		C
73026 21209 JKAC	**Daisyō Maru** (*ex*DaishoMaru–38, *ex*KaijoMaru–34) Wireless 1*Dk*	1518 — 886					1918	Yokohama Dock Co. Ld. Yokohama	Settu Syosen K.K (Osaka Syosen K.K. *Mgrs.*)	240·0 P24'B46'F30'	33·5	22·5 *WB*	Nishinomiya Japanese	T.3Cy.15½",25½"&42"–30" 97NHP Yokohama Dock Co. Ld.		
73027 24074 JTTH	**Daito Maru** Ⓟ	1233 1028 739					1918	Harima Co. Harima	Amagasaki Kisenbu Gomei Kaisha	228·0	33·0	18·7 *Wb*	Aioi Japanese	T.3Cy.15½",26"&42½"–32" 102NHP Tanaka Eng. Works, Osaka		
73028 30455 JOFH	**Daitoku Maru** 1*Dk*	1131 960 739					1917	Tochigi Shoji K.K. Yawata	Iwata Shoten Goshi Kaishi	209·3 P8'B51'F23'	31·0	19·0	Sasebo Japanese	T.3Cy.		
73029 7836 JOIB	**Daiya Maru** (*ex*Dai–ya Maru–38) 1*Dk*2*tr*B&*Web frames* *Cruiser Stern*	2760 2563 1680			...		1902	Mitsu Bishi Dkyd&EWks Nagasaki	Kinkai Yusen K.K.	332·1 P16'F31' FK	41·3	22·2 *WB*	Tokyo Japanese	Q.4Cy.20½",29",42"&60"–45" 278NHP Mitsu Bishi D.&E.Wks Nag	25 " 1	
73030 26933 JKWD	**Dakar Maru** *ss*Yka.No.3–11,35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	7170 6706 4384	✠100A1 *Shelter dk with freeboard* 2,38~~1,36~~ ~~Passenger~~ ✠LMC11,	Yka Bsg	*a*†	CL 1,38	1920 3mo	Mitsu Bishi Zosen Kaisha Nagasaki A&CP	Nippon Yusen K.K. *Cell D B*358'1075*t D Ta*28'1076	120·0 *Fon Shelter dk* 47'FK (*tFPT*108*tAPT*95*t*	56·0	38·5 (6*BHtoSh dk* 2 " " *U* "	Tokyo Japanese *Cem*	T.3Cy.28",47"&79"–51" (*s*) 200lb 574NHP 3SB,*9cf*,GS192,HS7726 FD Mitsu Bishi Zosen Kaisha	38 " 6 s 10 " 4½ 28 " 4	
73031 145891 GFCY	**Dakarian** *ss*Bkn.No.3–10,34 *Ref. Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6426 6052 4065	✠100A1 *Shelter dk with freeboard* 4,38 ~~4,36~~ ✠LMC MS10,34	Liv Mdb	*z*	CL ~~7,35~~ 2,38	1921 11mo	D&W Hendersn&Co.Ld Glasgow *Lloyd's A&CP*	Charente S.S.Co. Ld. (T.&J. Harrison, *Mgrs.*) *Cell D B*340'963*t D Ta*26'670*t*	400·3 113·5(O.L.) B143' FK&BK2' *on Shelter dk* (	52·5	35·0 7*BHptCem* 6*BHtoSh dk* 1 " " *U* "	Liverpool British	Q.4Cy.23½",34",49"&70"–51" 215lb (*s*) 626NHP 4SB,*12cf*,GS240,HS9791 FD D&W Hendersn&CoLdGls	37 " 7 s 8 " 8½ 29 " 2	
73032 210753 WACD	**Dakotan** *ss*S.Fo.2ndNo.3–7,30 *Fitted for oil fuel* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk in No.1 hold&Web frames* D.F. *Longitudinal framing*	5220 4747 3154	✠ ... 2,35 ✠	SFo	*a*†		1912 11mo	Maryland Steel Co. Sparro'Pt Md	American-Hawaiian S.S.Co.	407·7 *Intermediate 'tween dk B Hin hold dispensed with* *Cell D Ba*122'*tE&B*54'*f*166'1234*t*	53·7 28·1 FK *Coli No.2*	36·1	New York Utd. States *Cem BHtoShdk* " " *U* " 1 " " 2nd " *only* *DTf*30'866*t*	Q4Cy.25½",37",53½"&78"–54" 666NHP 3SB,*12cf*,GS205,HS9519 Maryland Stl.Co.Sparr'.Pt. *FPT*125*tAPT*52*t*	39 " 6	R †
73033 145910 GFNB	**Dakotian** *ss*Grk.No.3–1,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D.	6426 6052 4065	✠100A1 *Shelter dk with freeboard* ~~12,37~~ 11,38 ~~BS2,39~~ ~~BS2,30~~ ✠LMC1,85 *Carrying vegetable oil in bulk*	Sws	*z*	CL 12,37	1922 1mo	D&W Hendersn&Co.Ld. Glasgow *Lloyd's A&CP*	Donaldson Line, Ld. (Donaldson Bros., ~~Ld.~~ *Mgrs.*) &Black, Ld. *Mgrs*) *Cell D B*340'963*t D Ta*26'670*t*	400·4 413·4(O.L.) B143' *on Shelter dk* FK&BK2' *deep tank*	52·5	35·0 6*BHtoSh dk* 1 " " *U* " *FPT*123*tAPT*30*t*	Liverpool British *pt Cem* *ward*	Q.4Cy.23½",34",49"&70"–51" 215lb (*s*) 626NHP 4SB,*12cf*,GS240,HS9791 FD D&W.Hendersn&CoLdGls	37 " 7 s 8 " 8½ 29 " 2	
73034 XNDL	**Dalai** (*ex*Livingstone, *ex*Henry Fürst) Wireless *ss*Bgk.No.1–25 1*Dk*(*Stl*)&*deep framing*	1655 — 991	✠ 12,29 ✠	Shi	*q*	*in for* Sunk to block Yangtsze River 8/37	1905 6mo	Osbourne, Graham&Co. Sunderland	Chung Hsing Steamship Co. Ld. *Cell D B*	250·3 P23'B66'F28' FK *as2'uE&B26'f*100'	37·5	17·2 *BHCem* 110*tAPT*54*t*	Shanghai Chinese	T.3Cy.19",30"&50"–36" 151NHP 2SB,*4pf*,GS75,HS2294 G.Clark, Ld. Sunderland	19 " 6	
73035 DHER	**Dalälfven** (*ex*Grimm, *ex*Dalälfven, *ex*Steinbeis) 1*Dk*	1439 1174 879					1911	Howaldtswerke Kiel	Aug. Bolten Wm. Miller's Nchf.	240·6 Q87'B60'F27'	36·1	17·1 *WB*	Hamburg German	O.3Cy.18⅛"&(2)26¾"–29½" 65NHP Howaldtswerke, Kiel		V
73036 7976 SKUI	**Dalanäs** *Mchy. Aft* *Oil Eng.* *Cruiser Stern* 1*Dk* *Strengthened for Navigation in Ice*	462 350 219	✠100A1 5,38 ~~6,37~~ ✠LMC11, *Carrying Petroleum in bulk*	Skm Got	*g*	06 5,38	1934 11mo	Nya Varvs-aktb. Öresund Landskrona *Lloyd's A&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*)	155·6 P40'F25 FK	27·2	12·3 *BH APT*16*t*	Stockholm Swedish	Oil Engines 2S.C.SA 6Cy.9½"–16½" 102NHP 1*BH* Atlas-Diesel A/B, Skm.	12 " 3 s 1 " 0½ 11 " 3½	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Date de la dernière visite de l'arbre porte-hélice.	8 Quand Navire. — Mach.	9 Construit. Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Jauge. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Noms du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Propriétaires ou Gérants. (Voir la liste à la fin de l'ouvrage.)
73037 3744 SGJA	Dalaro (*ex*Siljan,*ex*Vard) *ss*Skm.2ndNo.3-9,34 1 *Dk*(*Stl*)		*3927* *3484* *2310*	100A1 9,38 ~~9,37~~ ~~BS3,37~~	Mmo Skm LMC~~34~~	*w*	CL	1911	J.Priest-man&Co. Sunderland *Lloyd's A&CP*	Rederiaktiebolget Rex(K.M.Käll-ström, *Mgr.*) *Bulkhead in Cell D*	347·2 | 50·7 | 23·1 P29'B100'F34' FK *in after hold omitted* *Ba*110'*uE*21'*f*152'9	Stockholm Swedish *Cem* *5 B Honly* *90t A PT 105t*	T.3Cy.24½",40½"&67"–45"(*s*) 180lb *90lb* 319NHP 2SB,*6cf*,GS124,HS4800 N.E.MarineEng.Co.Ld.Sld	26 " 0 s 4 " 8 21 " 6½	
73038 149413 GMNJ	Dalblair *ss*Bkn.No.3–12,37 D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)		4608 4208 2810	✠100A1 *with freeboard* 10,38 ~~12,37~~ DBS10,38 MBS3,38	Bkn Rot	*z*	CL ~~7,35~~ 10,38	1926 8mo	Scott's S.B. &E.Co.Ld. Greenock *Lloyd's A&CP*	UnitedSteamNav. Co.Ld. (Campbell Bros.&Co. *Mgrs.*) *Cell DB* 354'	406·5 | 54·1 | 24·7 420·5(O.L.) FK *Coll B H to Sh dk* 1059*t DT* 25'906*t FPT* 82*t A PT* 125*t*	Newcastle British *6 B H Cem* 5 „ „ *2nd* „	T.3Cy.26½",43"&70"–48" (*r*) 180lb *120lb* 449NHP 2SB(Spt),*6cf*,GS120, FD HS6446 Scott'sS.B.&E.Co.Ld.Grk.	27 " 3 s 3 " 0½ 24 " 4½	
73039 149424 GMNC	Dalcairn *ss*Shl.No.3–3,37 D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) E.S.D.		4608 4208 2810	✠100A1 *with freeboard* ~~Pilot~~ 4,39 BS6,38	Shl ~~Bry~~ ✠LMC3,37	*z*	CL 2,37 ~~1,37~~ 4,39	1927 3mo	Scott's S.B. &E.Co.Ld. Greenock *Lloyd's A&CP*	UnitedSteamNav. Co.Ld.(Campbell Bros.&Co. *Mgrs.*) *Cell DB* 354' 1059*t DT* 25 906*t*	406·5 | 54·1 | 24·7 FK *Coll B H to Sh dk* *FPT* 82*t A PT* 125*t*	Newcastle British *6 B H Cem* 5 „ „ *2nd* „	T.3Cy.26½",43"&70"–48" (*r*) 180lb *120lb* 449NHP 2SB(Spt),*6cf*,GS120, FD HS6446 Scott'sS B.&E.Co.Ld.Grk.	27 " 3 s 3 " 0½ 24 " 4½	
73040 161546 GBMQ	Dalcross *ss*Bkn.No.2–37 ~~*ss*Shl.No.1 etc~~ 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) D.F.		4557 4247 2799	✠100A1 *with freeboard* ~~2,38~~ 9,38 BS1,39	Bkn ~~Bry~~Shl	*z*	CL 12,37	1930 1mo	Scott's S.B. &E.Co.Ld. Greenock *Lloyd's A&CP* *Cell D Ba*$*u*	UnitedSteamNav. Co.Ld.(Campbell Bros.&Co. *Mgrs.*) (*Coll B H to Shelter* *E*148'*f*176'1065*t D*	406·5 | 54·1 | 24·8 420·0(O.L.) FK *Ba*5 *B H to 2nd dk*) *Ta*25'904*t FPT* 82*t A PT* 42*t*	Newcastle British *6 B H Cem*	Q.4Cy.21½",31",45"&65"–48" 250lb (*r*) 457NHP 3SB(Spt),*9cf*,GS127, FD HS6300 Scott'sS.B.&E.Co.Ld.Grk.	27 " 3 s 3 " 0½ 24 " 4	
73041 161550 GSDW	Dalcroy E.S.D. *ss*Shl.No.2-38 ~~*ss*Shl.No.1 etc~~ D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)		4558 4247 ~~2812~~ 11,38 ~~2,38~~ 2801 BS3,39	✠100A1 *with freeboard* ✠LMC~~38~~	NXs Shl	*z*	CL 2,38	1930 3mo	Scott's S.B. &E.Co.Ld. Greenock *Lloyd's A&CP*	UnitedSteamNav. Co.Ld.(Campbell Bros.&Co. *Mgrs.*) *Cell D B* 346' 1065*t DTa*	406·5 | 54·1 | 24·8 FK (*Coll B H to S dk* 5 *B* 25'904*t A PT* 42*t FT* *T*62*t*	Newcastle British *6 B H Cem* *H to* 2nd *dk*)	Q.4Cy.21½",31",45"&65"–48" 250lb (*r*) 457NHP 3SB(Spt),*9cf*,GS128, FD HS6300 Scott'sS.B.&E.Co.Ld.Grk.	27 " 3 s 3 " 0½ 24 " 4	
73042 161935 GRMK	Daldorch *ss*Bkn.No.2-38 ~~Bry.No.1 etc~~ D.F. 2 *Dks*(*Stl*)		5571 5239 3512	✠100A1 12,~~39~~,37 ~~BS6,37~~ 11,~~24~~	Bry Bkn	*z*	CL ~~7,36~~ 12,38	1930 10mo	W.Beard-more&Co.Ld. Dalmuir *Lloyd's A&CP*	Steamship "Dal-dorch" Co.Ld.(J.M. Campbell&Son, *Mgrs.*) *Intermed in after* *Cell D*	407·8 | 55·2 | 28·7 420·8(O.L.) P38'B124'F43' FK *iate 'tween dk B H* *hold dispensed with* *B*346'1251*t DTa*35	Glasgow British *Cem* (*5 B H to U dk* 1 „ 2*nd* „) 917*t A PT* 36*t*	T.3Cy.25½",42"&68"–48"& L.P.Turbine with DR gear-ing & hydraulic coupling 200lb (*s*) 522NHP 3SB,*9cf*,GS154,HS6570 FD W.Beardmore&Co.Ld.	31 " 0 s 5 " 11 25 " 3	
73043 161316 GQKP	Daleby (*ex*KittyTaylor-34) *ss*Shl.No.2–38 D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)		4640 4341 2785	✠100A1 *with freeboard* ~~9,38~~ ~~1,38~~ 1,39 BS1,39	Shl Rot	*z*	CL ~~4,36~~ 1,39	1929 11mo	Armstrong Whitworth &Co.(Ship-builders) Ld Newcastle *Lloyd's A&CP*	RopnerShipping Co.Ld. *Cell D B* 338'1117*t*	395·1 | 53·8 | 25·7 F37' FK (*F PT* 125*t A PT* 249*t*	W.Hartlpl British *6 B H Cem* (*Coll to Sh dk* 5 „ 2*nd*„)	T.3Cy.25½",43"&72"–48" (*s*) 180lb 419NHP 3SB(Spt)*9cf*,GS192,HS687(Armstrong, Whitworth &Co.(Engineers)Ld.Nwc	28 " 3 3 " 2 25 " 2½	
73044 140565 MJBF	Dalegarth Force 3Mst (*ex*Croxteth) *ss*Shl.No.3–12,29 *ss*Bkn.No.2–38 *Mchy.Aft* *Well deck* 1 *Dk*(*Stl*) *Cargo battens not fitted*		825 562 393	✠100A1 4,38	Bkn	*k*	CL 12,37	1918 3mo	J Fullerton &Co. Paisley *Lloyd's A&CP*	WestCoastShppg. Co.Ld.(W.S.Ken-naugh&Co. *Mgrs.*) *Cell D B* 338'1171*t F PT*	195·0 | 31·2 | 11·8 201·6(O.L.) Q109'B13'F26' FK *Coll B H to Sh dk* *F PT* 125*t A PT* 249*t*	Whitehvn British *6 B H Cem* *60t A PT* 38*t*	T.3Cy.15",25½"&41"–30" (*s* 180lb 95RHP 1SB.*3pf*,GS59,HS2187 Ross& Duncan,Glasgow	14 " 0 4 " 6 13 " 7½	
73045 145548 GJKZ	Dalemoor *ss*Shl.No.3–1,35 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) *ss*Bly.No.1–39		5796 5577 3660	✠100A1 *Shelter dk* *with freeboard* 8,~~38~~ 12,~~37~~ 4,39 ~~BS2,37~~	Cff ~~Shl~~ Bly	*y*	CL ~~4,37~~ 3,39	1922 3mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	MoorLine,Ld. (RuncimanShip-pingCo.Ld.,*Mgrs.*) *Cell D Ba*140'*uE*23'*f*	399·9 | 52·9 | 32·8 414·7(O.L.)' F38'*on Shelter dk* *Collision* 166'1190*t A PT* 110*t*	London British *Cem* *B H to Sh dk* 5 „ „ *U* „	T.3Cy.27",45"&75"–51" (*s*) 180lb 568NHP 3SB(2Spt),*9cf*,GS194, FD HS8478 NEMarineEngCo.LdNwc	35 " 5 9 " 4½ 26 " 4	
73046 162534 GLNQ	Dalewood *ss*Shl.No.1–36 *Mchy.Aft* D.F. *Well dk* 1 *Dk*(*Stl*) *Cruiser Stern* *Cargo battens not fitted*		2774 2117 1561	✠100A1 2,39 ~~1,36~~ BS~~1,38~~ 1,39	Shl ✠LMC2,~~38~~	*l*	CL ~~2,36~~ 2,39	1931 2mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's A&CP*	W.France,Fenwick &Co.Ld. *Cell D B* 250'626*t M*	306·0 | 44·0 | 19·3 Q177'F35' FK *T*8' 285*t F PT* 211*t*	London British *6 B H Cem* *A PT* 44*t*	T.3Cy.20",33"&54"–39" (*s*) 200lb FD 245NHP 2SB(Spt),*6cf*,GS65,HS3400 N.E.MarineEng.CoLd.Slc	21 " 6 s 7 " 1½ 19 " 3½	
73047 LCAL	Dalfonn Twin Sc *Oil Eng* *Mchy.Aft* D.F. *ss*Fal.No.2–36 *Cruiser Stern* 1 *Dk*(*Stl*)		9860 9090 5849	✠100A1 3,38 ✠LMC ~~10,12,36~~ 7,36 *Carrying Petroleum in bulk*	Rot	*e*†	CL 1,37	1928 12mo	Eriksbergs M.V.Aktieb Gothenburg *Lloyd's A&CP* *Cell*	Skibsaktieselsk Dalfonn(Sigval Bergesen) *D Bu E* 95'226*t DT*	475·0 | 64·2 | 37·5 P107'F43' FK *f*32'555*t F PT* 222*t*	Stavanger Norwegian *16 B Ipt Cem* *pt Asp* *A PT* 242*t*	Oil Engines 4S.C.SA 12Cy.24⅛"–51⅛" 708NHP 2 DB *150lb* EriksbergM.V.Aktieb.Got	37 " 0	
73048 161554 GDYF	Dalfram *ss*Rot.No.2–38 ~~*ss*Shl.No.1 etc~~ D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)		4558 4247 ~~6,39~~ 2802	✠100A1 *with freeboard* ~~Rot~~ Shl ~~Bry~~ BS6,37 ~~6,36~~	Shl ✠LMC 6,38	*z*	CL ~~4,36~~ 6,38	1930 4mo	Scotts'S.B. &Eng.Co.Ld. Greenock *Lloyd's A&CP*	UnitedSteamNav. Co.Ld.(Campbell Bros.&Co. *Mgrs.*) *Cell D B* 346' 1065*t D*	406·5 | 54·1 | 24·8 FK *F PT* 82*t* (*Ta*25'904*t A PT* 42*t*	Newcastle British *6 B H Cem* *Coll to Sh dk* 5 „ 2*nd*„)	Q.4Cy.21½",31",45"&65"–48" 250lb (*r*) 457NHP 3SB(Spt),*9cf*,GS128, FD HS6300 Scotts'S.B.&E.Co.Ld.Grk.	27 " 3 s 3 " 0½ 24 " 4	
73049 147851 GFTQ	Dalgoma Twin Sc *Oil Eng* *Cruiser Stern* *ss*Mdb.No.3–4,36 2 *Dks*(*Stl–U* teak s)		5953 5373 3571	✠100A1 ~~7,38~~ 2,~~38~~ 5,39 ✠LMC CS8,~~38~~ DBS9,~~37~~,38 7,36	Mdb	*at*	CL ~~4,35~~ 4,39	1923 6mo	A.Stephen &Sons,Ld. Glasgow *Lloyd's A&CP*	BritishIndiaStm. Nav.Co.Ld. *Cell D*	430·0 | 54·7 | 29·7 P46'B102'F52' FK *B*364'1226*t F PT* 64*t*	Glasgow British *8 B Ipt Cem* *A PT* 93*t*	Oil Engines 2S.C.SA *Cy.26¾"–43½" 998NHP DB *100lb* A.Stephen&Sons,Ld.Gls.	32 " 5 7 " 2½ 25 " 8	
73050 161930 GRLZ	Dalhanna *ss*Bry.No.2–38 ~~*ss*Gls.No.1 etc~~ D.F. E.S.D. 2 *Dks*(*Stl*)		5571 5232 3512	✠100A1 ~~6,38~~ 2,~~38~~ 4,39 BS12,37	Nwc ~~Bry~~Bln ✠LMC4,~~37~~ MS2,38	*z*	CL 2,38	1930 8mo	W.Beard-more&Co.Ld. Dalmuir *Lloyd's A&CP*	SteamshipDal-hannaCo.Ld. (J.M. Campbell&Son, *Mgrs.*) *Intermedi in after* *Cell D B* 346'1251*t D*	407·8 | 55·2 | 28·7 P38'B124'F43' FK *iate 'tween deck B H* *hold dispensed with* *Ta*35'917*t A PT* 36*t*	Glasgow British *Cem* *6 B H to U dk* 1 „ „ 2*nd*„	T.3Cy.25½",42"&68"–48"& LP Turbine with DR gear-ing & hydraulic coupling 200lb (*s*) 522NHP 3SB,*9cf*,GS154,HS6570 FD W.Beardmore&Co.Ld.	31 " 0 s 5 " 11 25 " 3	
73051 7762 SITN	Dalhem *Oil Eng* *ss*Got.No.1–36 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) *Cruiser Stern* *Strengthened for Navigation in Ice*		2992 2675 1646	✠100A1 *with freeboard* 2,39 ~~3,38~~ ✠LMC CS5,~~38~~ DBS~~3,37~~ ~~3,38~~ 12,~~38~~ 5,39	Got Ham	*v*	CL 3,38	1931 8mo	Eriksbergs M.V.Aktieb Gothenburg *Lloyd's A&CP*	Rederiaktiebo-lagetVolo (G.Myrsten, *Mgr.*) *Cell D B* 284'847*t F F*	341·9 | 48·9 | 20·6 333·0 FK *T*110*t A PT* 166*t* *Collision B H to* 2nd *dk*	Slite Swedish *6 B Ipt Cem* *including* *A PT* 93*t*	Oil Engines 4S.C.SA 6Cy.24⅛"–51⅛" 355NHP DB *80lb* EriksbergM.V.Aktieb.Got	23 " 3 s 1 " 8 21 " 8½	
73052 130311 VGYQ	Dalhousie City Ⓟ Wireless 2 *Dks*		1256 977 752					1911	Collingw'd S.B.Co.Ld Collingwood	DalhousieNavCo. Ld.	199·8 | 37·0 | 20·7	Toronto British *WB*	T.3Cy.18",29"&48"–30" 126NHP CollingwoodS.B.Co.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net	5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned (now expired). Remarks.	8 Date when tail shaft last seen.	9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Transferred to L.R.
73053 150215 ZSDV	**Dalia** 2 *Dks (Stl) & Shelter dk (Stl)*	5188 4662 3219	✝100A1 Sng a† *with freeboard* 6,38 ~~8,37~~ ~~BS11,37~~ ✝LMC2~~,38~~ 6,~~38~~	Syd		CL ~~8,37~~ 5,38	1931 2 mo *Lloyd's SA&CP*	R. Duncan & Co. Ltd. Port Glasgow	Union Govt. of S. Africa (Railways & Harbours Administration, Durban) *Intermediate 'tween dk B H in after hold dispensed with Cell D B351'*	408·0 | 55·0 | 25·8 421·0 (O.L.) F26′ FK *Coll B H to Sh dk* 4 „ „ 2nd „ 1 „ „ 3rd „ *1067t D T a55′907t L; PT223t*			Durban British *Cem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 506NH 3SB,9*cf*,GS190,HS7401 FD D. Rowan & Co. Ltd. Gls.	28 ″ 3 s 3 ″ 5 25 ″ 0¾	
73054 FNGF	**Dalila** 1 *Dk* *Well deck* D.F.	3173 — 1661					1923	Ch. Navals Français Caen	Union Indust. & Mar. Sté. Française d'Arm.	313·6 | 45·9 | 20·5 P15′Q90′B59′ FK			Rouen French	T.3Cy18¼″,29⅛″&50⅜″–37½″ 235NH *H B* Schneider & Co. Havre	23 ″ 0	V †
73055 161623 GYXX	**Dallas City** *Oil Eng* D.F. 1 *Dk & Shelter dk* *Cruiser Stern*	4952 4642 2988					1936	Furness S.B. Co. Ltd. Haverton Hill-on-Tees	Reardon Smith Line, Ltd. (Sir Wm. R. Smith & Sons, Ltd. *Mgrs.*)	426·5 | 56·2 | 25·3 F42′			Bideford British *WB*	Oil Engines 2S.C.SA 1Cy.23⅝″–91⅛″ 687NH W. Doxford & Sons, Ltd. Sld.		C
73056 161306 GCWB	**Dallington Court** *ss* Bkn. No. 2–37 D.F. 2 *Dks (Stl)*	6889 5559 4329	✝100A1 Bkn a† *with freeboard* 10,37 BS2,38 ✝LMC1,37			CL ~~8,37~~ 10,37	1929 10 mo *Lloyd's SA&CP*	Nthmblnd S.B. Co. (1927) Ld. Newcastle	Framlington Syndicate, Ld. (Haldin & Philipps, Ld. *Mgrs.*) *Upper 'tween deck B Hs except Coll*	420·0 | 56·5 | 33·8 F42′ FK *Coll B H dispensed with* 5 „ „ 2nd „ *Cell D B369′*			London British *Cem*	T.3Cy.27′,45″&75″–51″ (*r*) 180lb 568NH 3SB,9*cf*,GS162,HS8466 FD Wllsnd Slpwy. Co. Ld. Nwc.	36 ″ 4 s 9 ″ 6 27 ″ 1½	
73057 483 IBAJ	**Dalmatia L.** Ⓟ (*ex* Dalmatia) D.F. 1 *Dk & Spar dk & deep framing*	3252 2487 1891					1903	Lloyd Austriaco Trieste	Lloyd Triestino Soc. Anon. di Nav.	345·2 | 42·5 | 14·8 P36′B96′F64′ 23·0 FK *WB*			Naples Italian	T.3Cy.24″,40½″&68″–45″ 394NH Lloyd Austriaco, Trieste	25 ″ 4	I †
73058 *Mchy. Aft*	**Dalmazia** Iron 1 *Dk (Irn)*	342 280 195	✝ Crk *f* 11,84				1884 9 mo	Murray Bros. Dumbarton	Cia. Argentina de Nav. Mihanovich Ltda.	141·3 | 29·1 | 9·7 Q18′B28′F19′ *WB = FPT86t* FK			Bns. Aires Argentine *3 B H Cem*	C.2Cy.20″&40″–27″ 69NH Muir & Houston, Glasgow	10 ″ 2	
73059 149428 GMNF	**Dalmore** *ss* Shl. No. 3–1,38 ~~*ss* Shl. No. 2–35~~ D.F. 1 *Dk (Stl)*	5193 4761 3171	✝100A1 Shl z ~~4,37~~ 6,37 3,38 Sba ~~A1HS6,37~~ ✝LMC5~~,37~~ ~~BS10,37~~ ~~BS5,38~~			CL ~~10,37~~ 4,38	1927 4 mo *Lloyd's SA&CP*	Scotts' S.B. & Eng. Co. Ltd. Greenock	United Stm. Nav. Co. Ltd. (Campbell Bros. & Co. *Mgrs.*) *Cell D B a&u E158′ f174′ Ta25′1008t F P T85t 1009t D*	406·9 | 52·3 | 28·3 P35′B123′F39′ FK *Ta25′1008t F P T85t A P T166t*			Newcastle British *6 B Hpt Cem pt Asp*	T.3Cy.26½″,43″&70″–48″ (*r*) 180lb *120lb* FD 449NH 2SB (Spt) 6*cf*,GS120,HS6446 Scotts' S.B. & E. Co. Ltd. Grk.	30 ″ 9 s 6 ″ 1 24 ″ 10	
73060 119151 MKPT	**Dalmuir** TwinScSp *Mchy. Aft* *Carrying Petroleum in bulk* 2 *Dks*	971 914 555					1904	W. Beardmore & Co. Ltd. Glasgow	Anglo-American Oil Co. Ltd. (F. J. Wolfe, *Mgr.*)	234·0 | 38·2 | 13·4 FK			Glasgow British *WB*	T.6Cy.11½″,22″&37″–24″ 158NH W. Beardmore & Co. Ltd. Gls.	14 ″ 6	C †
73061 FNMD	**Dalny** (*ex* Waldeck) D.F. 3 *Dks*	6672 — 4116					1914	Bremer Vulkan Vegesack	Chargeurs Réunis	472·3 | 58·9 | 28·7 FK			Havre French *WB*	T.3Cy.32⅛″,52¾″&86⅜″–55″ 556NH Bremer Vulkan, Vegesack		V
73062 146911	**Dalriada** Ⓟ 1 *Dk* 2*nd dk in holds*	758 629 298					1926	R. Duncan & Co. Port Glasgow	Clyde & Campbeltown Shipping Co. Ltd. (J. D. Rodger, *Mgr.*)	230·0 | 34·7 | 14·8 B90′F56′ FK & BK1½′			Glasgow British *WB*	T.4Cy.22″,35½″&(2)40″–33″ 348NH D. Rowan & Co. Ltd. Glasgow	15 ″ 6	PT till 2,39
73063 161555 GMSP	**Dalryan** *ss* Rot. No. 2–37 D.F. 1 *Dk (Stl) & Shelter dk (Stl)* E.S.D.	4558 4247 ~~4891~~ 2798	✝100A1 Rot z *with freeboard* 2,~~39~~ ~~3,38~~ Shl LMC BS~~8,37~~7,38 MS10,37			CL 3,38	1930 6 mo *Lloyd's SA&CP*	Scotts' S.B. & E. Co. Ltd. Greenock	United Steam Nav. Co. Ltd. (Campbell Bros. & Co. *Mgrs.*) *Cell D B346′ 1065t D Ta25′904t L P T 132t F P T 82t A P T 125t*	406·5 | 54·1 | 24·8 FK (*Coll to Sh dk* 5 „ 2*nd* „)			Newcastle British *6 B H Cem*	Q.4Cy.21½″,31″,45″&65″–48″ 250lb FD (*r*) 457NH 3SB (Spt) 9*cf*,GS128,HS6300 Scotts' S.B. & E. Co. Ltd. Grk.	27 ″ 3 s 3 ″ 0~~3~~ 24 ″ 4	
73064 LCSB	**Dalvangen** *ss* NOs. No. 1–36 1 *Dk (Stl)* *Cargo battens not fitted*	2412 1993 1392	✝100A1 NOs s ~~2,38~~ ~~3,37~~ 1,39 BS~~2,38~~ ✝LMC1,~~38~~ 2,~~39~~ *Fitted for oil fuel* 10,~~38~~ 31			OG 2,38	1931 10 mo *Lloyd's SA&CP above*	Internatnl S.B. & E. Co. Ltd. Danzig	Skibs A/S Karaibien (Görrissen & Co. A/S. *Mgrs.*) *Inter mediate B H in fore hold dispensed with Cell D B248′ 623t F P T 61t A P T 78t*	291·2 | 45·7 | 18·5 P28′B84′F33′ FK 150° F.			Oslo Norwegian *4 B H pt Cem*	C.4Cy.(2)16~~,~~⅝″&(2)35~~,~~⅞″– 35~~,~~⅞″ 206lb (*s*) 229NH 2SB,6*cf*,GS72,HS3380 FD (International SB & E. Co. Ltd. *Wing tanks in Bridge* 42′	20 ″ 6 s 2 ″ 8½ 17 ″ 11½	
73065 149434 GMND	**Dalveen** *ss* Shl. No. 3–12,38 ~~*ss* Shl. No. 2–35~~ D.F. E.S.D. 1 *Dk (Stl)*	5193 4761 3171	✝100A1 Bry z 12,38 ~~10,37~~ Shl ~~4,37~~ ~~3,38~~ ~~A1HS6,37~~ ✝LMC12,38 ~~BS10,37~~ ~~12,38~~			CL ~~4,38~~ 12,38	1927 6 mo *Lloyd's SA&CP*	Scotts' S.B. & E. Co. Ltd. Greenock	United Steam Nav. Co. Ltd. (Campbell Bros. & Co. *Mgrs.*) *Cell L Ba u E158′ f174′ 1009t D Ta 25′1008t F P T 85t A P T 166t*	406·9 | 52·3 | 28·3 P35′B123′F39′ FK			Newcastle British *6 B H pt Cem pt Asp*	T.3Cy.26½″,43″&70″–48″ (*r*) 180lb *120lb* FD 449NH 2SB (Spt) 6*cf*,GS120,HS6446 Scotts' S.B. & E. Co. Ltd. Grk.	30 ″ 9 s 6 ″ 1 24 ″ 10	
73066 150348 CYGJ	**Dalwarnic** (*ex* Canadian Harvester) 2 *Dks*	2394 2044 1428					1920	Pt. Arthur S.B. Co. Ltd Port Arthur, Ont.	Canada Atlantic Transit Co. (C. H. Nicholson, *Mgr.*)	251·0 | 43·6 | 23·7			Montreal British *WB*	T.3Cy.18″,30″&50″–36″ 150NH Port Arthur S.B. Co. Ltd. Port Arthur, Ont		R
73067 146289 MKZC	**Dalwhinnie** (*ex* Begonia) 3Mst *ss* Lth. No. 3–10,31 *ss* Lth. No. 1–36 *Mchy. Aft* 1 *Dk (Stl)* *Arwd deck*	734 518 338	✝100A1 Lth j 2,38 BS~~7,37~~ ✝LMC4,~~36~~ 9,38			OG 11,36	1919 9 mo	N.V. Schpsw de Merwede Hardinxveld	Leith, Hull & Hamburg Stm. Pkt. Co. Ltd. (J. Currie & Co. *Mgrs.*) *Cell*	180·2 | 28·1 | 12·4 187·5 (O.L.) Q103′B15′F23′ FK *D B f103′146t F P T 63t A P T 7t*			Glasgow British *4 B H Cem*	T.3Cy15~~,~~⅝″,25~~,~~⅝″&41~~,~~⅝″–27~~,~~⅝″ 176lb (*s*) 134NH 2SB,*4cf*,GS110,HS2500 Machfabr, Schipp. & van Dongen, Geertuidenberg	14 ″ 6 s 4 ″ 5½ 14 ″ 2½	
Now "Whinnie," see No. 90613 in 1941 Journal																
73068 FPDQ	**Damas** (*ex* Belkas–35, *ex* Agadir) *Ref. Mchy.* 2 *Dks*	2727 2281 1638					1907	Sir J. Laing & Sons, Ld. Sunderland	Soc. Orientale de Nav. (Khedivial Mail S.S. & Graving Dock Co. Ld. *Mgrs.*) (*q.v.*)	285·0 | 41·8 | 25·7			Beyrouth French *WB*	T.3Cy.24″,39″&64″–45″ 275NH G. Clark, Ld. Sunderland		
73069 644 SZNB	**Damaskini** (*ex* Fofo Macri–37, *ex* Port Fouad, *ex* Damas, *ex* Karaks) 1 *Dk*	1196 — 512					1903	Soc. Anon. Jhn. Cockerill Hoboken	P. G. Anghelatos	221·8 | 37·0 | 13·5 Q51′B42′F27′			Piræus Greek *WB*	T.3Cy.16¾″,26″&41~~,~~⅜″–29½″ 93NH Soc. An. J. Cockerill, Seraing		G
73070 161522	**Damia** *Mchy. Aft* 1 *Dk*	1926 1627 1147					1929	Swan, Hunter & Wigham Richardson, Ld Newcastle	Inland Lines, Ld. (K. A. Scott, *Mgr*)	252·8 | 43·4 | 17·8			Montreal British *WB*	T.3Cy.15″,25″&40″–33″ 81RP Wllsnd Slpwy Co. Ld. Nwc		C

Numéro d'Ordre. / Numéro Officiel. / Signaux	Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	Tonnage Officiel: Total sous le Pont / Net	Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant et passé. Lettre d'Equipement.	Date de la dernière Visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course—Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	Registres où noté
73071 / PDNJ	**Damsterdijk** (P) — TwinSc / *Oil Eng.* / *ss* Rot. No. 1–35 / *Ref. Mchy.* D.F. / 3 *Dks (Stl)* / *U-ws in after well*	10155 / 9039 / 6337	✠100A1 / 5,3[illegible] 2,[illegible] / [illegible] / *Carrying Vegetable oil in deep tank*	Rot	*f* †	CL / 2,36 / 5,38	1930 / 9mo	Wilton's Eng.&Slip. Co / Rotterdam / *Lloyd's A&CP*	Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn) / *Cell D B* 410′ 1666*t* / *Tanks in way of tunnels* 522*t D Ta*	490·9 | 64·7 | 34·1 / P40′ B149′ F46′ FK / 8 *B Hpt Cem*	Rotterdam / Dutch	Oil Engines 4S.C.SA / 16Cy. 29⅛″–72⅛″ 1293NHP / DB *100lb* / Harland&Wolff, Ld. Gls / 36′ 1050*t F P T* 140*t A P T* 165*t*	40 ″ 0 / s 9 ″ 4⅜ / 30 ″ 9¾	
73072 / OXRS	**Dan** (P) / (*Ferry–Screw fore & aft*) / 2 *Dks*	799 / 719 / 310					1921	Orlogsværftet Copenhagen	De Danske Statsbaner	222·9 | 34·5 | 14·1 / *WB*	Fredericia / Danish	T.6Cy. 14⅝″, 23½″ & 39⅜″–21 ⅞″ 136NHP / Orlogsværftet, Copenhag'n	
73073 / FOPR	**Danae** / D.F. 1 *Dk*	2660 / 1967 / 1393					1936	Atel.&Ch. de la Seine Maritime Wormset Cie. Le Trait, S.I.	Soc. Navale Caennaise (G. Lamy&Cie. *Mgrs.*)	307·5 | 43·6 | 19·1 / P35′ Q92′ B61′ / *WB*	Caen / French	T.3Cy. 21⅝″, 35½″ & 59″–41¾″ 225NHP / Atel.&Ch. de la Seine Maritime Wormset Cie.	
73074 / SVIW	**Danaos** (*ex* Kostantis Lemos, *ex* Constantinos, *ex* Strathearn) / *ss* Bly. 2nd No. 3–6,30 / *ss* Fir. No. 1–35 / *Arch deck* 1 *Dk (Stl)*	*4419* / *4106* / *2845* / *1923* / *1274*	✠100A1 / *Spar dk* 4,37 / 12,27	Rot	*x*	CL 4,37	1906 / 1mo	Grngem'th &Greenock Dockyard Co. Greenock / *Lloyd's A&CP*	~~P.O.&C.O. Lemos~~ "Polena" Societa di Navigazione / *Cell D Ba* 114′ *u E* 20′ *f* 112′ 475*t F P T* 103*t*	370·0 | 52·2 | 17·5 / 384·0 (O.L.) 25·5 / P25′ B92′ F41′ FK / *Cell D Ba* 114′ *u E* & *f* 44′ *f* 162′	Italian / 180lb 353NHP / 6 *B H Cem*	T.3Cy. 25″, 41″ & 68″–48″ (*s*) / 3SB, *9cf*, GS 199, HS 5510 / J.G. Kincaid&Co. Greenock / 1115*t A P T* 123*t*	28 ″ 0 / s 5 ″ 3½ / 22 ″ 11	
Now	"Moscardin," *see No.* 8913													
73075 / SVIW	**Danapris** (*ex* Saima–36, *ex* Clapton, *ex* Pensacola) / *ss* Shl. No. 2–22 / *Arch deck* 1 *Dk (Stl)*	*2113* / *1923* / *1274*	✠ / 12,27	Sld	*r*		1914 / 7mo	Osbourne, Graham&Co. Sunderland	S. Synodinos (Synodinos Bros. *Mgrs.*) / *Cell D Ba* 84′ *u E* 20′	279·2 | 40·3 | 22·6 / P25′ F29′ FK / *Cell D Ba* 84′ *u E* 20′ *f* 112′ 475*t F P T* 103*t*	Piræus / Greek / 4 *B H Cem*	T.3Cy. 20½″, 33″ & 54″–36″ 206NHP / 2SB, *4pf*, GS 82, HS 3400 / Richardsons, Westgarth& Co. Ld. Sld. / *A P T* 67*t*	24 ″ 9	C †
73076 / GZSQ	**Danby** / D.F. 1 *Dk* / *Cruiser Stern*	4258 / 3905 / 2614	✠100A1 / [illegible] 2,39 / [illegible]	Shl	*y*	CL	1937 / 6mo	W. Gray& Co. Ld. W Hartlepool	Ropner Shipping Co. Ld. / *Cell D B* 331′ 995*t F P T* 116*t*	385·5 | 53·2 | 24·6 / 396·4 (O.L.) / P51′ B237′ F31′ FK	W. Hartlpl / British / 6 *B H Cem*	T.3Cy. 21″, 33½″ & 58″–42″ (*s*) / 200lb 289NHP / 2SB (Spt) *6cf*, GS 109, HS 4964 / Cen. Mar. E. Wks. (W. Gray&Co. Ld.) W. Hpl.	26 ″ 10 / s 3 ″ 2⅜ / 23 ″ 10½	
73077 / 1BCJ	**Dandolo** / *ss* Tri. No. 3–3,33 / *ss* Tri. No. 1–37 / D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)* / 2nd *dk (Stl) in fore hold*	4964 / 4125 / 2949	✠100A1 / *Shelter dk* / *with freeboard* / *Converted for oil fuel*	Tri / Gen	*z*	CL 3,36 / 12,31 *F.P. ab*	1921 / 6mo	Swan, Hunter&Wigham Richardson, Ld Newcastle	Lloyd Triestino Soc. Anon. di Nav. / *Cell D B* 343′ 1057*t*	413·7 | 53·2 | 26·3 / 400·3 / F48′ *on Shltr dk* FK / *ove* 150° F.	Venice / Italian / *pt Cem*	T.3Cy. 27″, 44″ & 73″–48″ (*s*) / 180lb *110lb* 540NHP / 3SB, *9cf*, GS 194, HS 8190 FD / Swan, Hunter& Wigham-Richardson, Ld. Nwc.	28 ″ 9 / s 3 ″ 2½ / 25 ″ 9½	
73078 / OYVH	**Dania** (*ex* Alacrity–36) / *ss* Cpn. No. 3–7,36 / 1 *Dk (Stl)* / *Cargo battens not fitted*	2389 / 2070 / 1429	✠100A1 / [illegible] 1,39 / [illegible]	Cpn	*s*	CL 4,39	1924 / 4mo	Smith's Dock Co. Ld. Middlesbro'	A/S Dampskibs-selskabet D.F.K. (De Forenede Kulimportører A/S *Mgrs.*)	290·0 | 43·2 | 20·3 / 301·5 (O.L.) / P23′ B50′ F27′ FK	Copnhagn / Danish / 5 *B H Cem*	T.3Cy. 21″, 35″ & 57½″–42″ (*s*) / 180lb 263NHP / 2SB, *6cf*, GS 121, HS 4462 / Smith's Dock Co. Ld. Mdb.	22 ″ 6 / s 3 ″ 3½ / 19 ″ 5	
73079 — / OYUB	/ *Fitted for oil fuel* / *Mchy. Aft* 1 *Dk* / Wireless *Carrying Petroleum in bulk*	1099 / 736 / 588					1925	Kjöbnhvns Flyd.&Skbs. Copenhagen	Det Danske Petroleums A/S	206·1 | 36·2 | 14·2 / P156′ F26′ / *Cell D B* 248′ 585*t F P T* 86*t A P T* 83*t*	Nyborg / Danish / *WB*	T.3Cy. 18″, 28½″ & 48″–33″ 132NHP / Kjbnhavns Flydk.&Skbsv.		V
73080 / KGBD	**Daniel J. Morrell** / D.F. / *Mchy. Aft* Gy.C. 1 *Dk*	7239 / — / 5419					1906	W. Bay City S.B.Co. West Bay City Mich	Cambria S.S.Co. (Bethlehem Transptn. Corp. *Mgrs.*)	580·0 | 58·0 | 27·4 / *WB*	Wilmgton (Del.) / Utd. States	T.3Cy. 24″, 39″ & 65″–42″ 274NHP / Detroit S.B.Co. Detroit		R
73081 / MKYY	**Daniel M.** / *Oil Eng.* / *Mchy. Aft* 1 *Dk* / *Cruiser Stern*	448 / 319 / 242	✠100A1 / [illegible]	Lon	*y*	OG 5,86 / 5,38	1936 / 2mo	Burntisland S.B.Co. Ld. Burntisland	T. J. Metcalf	149·5 | 26·2 | 9·7 / P35′ Q53′ F16′ FK / *Cell D B* 55′ 82*t F P T* 62*t*	London / British / 3 *B Hpt Cem*	Oil Engines 4S.C.SA / 6Cy. 11″–17⅛″ 70NHP / *A P T* 22*t* / Humboldt-Deutzmotoren, A.G. Köln-Deutz	11 ″ 6 / s 3 ″ 2 / 11 ″ 1½	
73082 / CYBF	**Daniel M. Munro** — Aux Sr Barge / (*ex Sailing Vessel* Olivia) / Sub. Sig. 1 *Dk 2tr B* / (*See Sailing Ship Register*)	1216 / 1138 / 888				…	1892	A. McMillan&Son, Ld. Dumbarton	Gypsum Packet Co. Ld.	220·7 | 35·0 | 21·0 / P28′ F29′ / BK 8½″	Windsor, N.S. / British	Oil Engines 2S.C.SA / 4Cy. 16½″–18⅜″ 18RHP / J.&C.G. Bolinders, Skm.		
73083 / 204416	**Daniel Willard** (*ex* Wissahickon) / *Mchy. Aft* 2 *Dks*	4253 / — / 3295					1907	Buffalo DD Co. Buffalo	Great Lakes Transit Corporation	350·0 | 46·0 | 20·9 / *WB*	Buffalo NY / Utd. States	Q.4Cy. 19″, 27″, 40″ & 58″–42″ 218NHP / Detroit S.B.Co. Detroit		
73084 / LJOW	**Danio** (*ex* Baron Dalmeny–37) / *Oil Eng.* *ss* Shl. No. 3–4,36 / 2 *Dks (Stl)*	*3496* / *3317* / *2189*	✠100A1 / [illegible] 10,38 / [illegible]	NYk / Bal	*w*	CL 10,37	1924 / 3mo	W. Hamilton&Co. Ld. Port Glasgow	Dann's Skibs A/S (Clemeth Dann) / *Intermediate 'tween deck B H in after hold*	348·7 | 50·0 | 24·0 / P36′ B102′ F39′ FK / *Cell D B* 299′ 914*t*	Oslo / Norwegian / *pt Cem* 5 *B H to U dk* 1 „ „ 2nd „ / *D Ta* 37′ 705*t*	Oil Engines 4S.C.SA / 6Cy. 24½⅜″–51⅞″ 355NHP / DB *100lb* / J.G. Kincaid&Co. Ld. Grk. / *F P T* 85*t A P T* 57*t*	26 ″ 4 / s 4 ″ 6½ / 21 ″ 11	
73085 / OZOE	**Danmark** — Twin Sc / *Oil Eng* / D.F. *Cruiser Stern* *ss* Shl. No. 1–35 / *Mchy. Aft* 2 *Dks (Stl)* & *Web frames* / *Longitudinal framing–bracketless system*	10517 / 9761 / 6468	✠100A1 / 7,38 9,27 / [illegible] CS 8,35 / DB 8,38 9,37 / *Carrying Petroleum in bulk*	Nwc	*f* †	CL 6,26 / 7,38	1931 / 10mo	Akt. Burmeistr& Wain Copenhagen	Det Danske Petroleums A/S (C.F. Holm, *Mgr.*) / *Cell D B* 68′ 340*t D*	490·8 | 67·8 | 35·8 / P103′ B32′ F42′ FK / (10 *B H to Upper dk* 6 *B Tf* 44′ 608*t F P T* 278*t*	Copnhagn / Danish / 16 *B H* *Hto 2nd dk)*	Oil Engines 4S.C.SA / 12Cy. 24½⅜″–51⅞″ 709NHP / 2 DB *180lb* / Akt. Burmeistr& Wain, Cpn	37 ″ 8 / s 8 ″ 8½ / 29 ″ 4½	
73086 — / OZUB	— Twin Sc 4 Mst / *Oil Eng* / D.F. *ss* Cpn. No. 3–8,38 ~~*ss* Cpn. No. 3–41~~ / 2 *Dks (Stl)* 3rd *dk (Stl)* / *in Nos. 1 & 3 holds*	8391 / 7783 / 5342	✠100A1 / 8,38 9,37 / [illegible] CS ~~8,44~~ / 9,37 / 5,38 / *Carrying Vegetable Oil in DTs*	Cpn	*r* †	CL ~~8,37~~ ~~10,38~~	1925 / 12mo	A/S Burmeistr& Wain Copenhagen	A/S Det Östasiatiske Kompagni / *Upper 'tween dk B H except Coll & A P B Hs dispensed with* / *DB* 406′ 1491*t Tanks between forward Cell tunnels* 88*t D Ts f* 54′ 1210*t*	460·1 | 59·7 | 35·6 / F43′ FK / *Coll B A P Tanks between A P*	Copnhagn / Danish / 7 *B H* / *H to F'cl dk* „ „ *U* „ 5 „ „ 2nd „ / *only*	Oil Engines 4S.C.SA / 12Cy. 29⅛″–51⅞″ 983NHP / DB *80lb* / A/S Burmeister& Wain	38 ″ 4 / s 9 ″ 9½ / 28 ″ 9½	
73087 — / OXDS	(P) / Sub. Siz. D.F. / (*Ferry*) / *Cruiser Stern* 2 *Dks*	2727 / 2233 / 1092					1922	Helsingörs Jernsk&Msk Elsinore	De Danske Statsbaner	333·2 | 51·5 | 21·4	Gjedser / Danish / *WB*	T.6Cy. 20⅜″, 34 1/16″ & 56½″–31½″ 355NHP / Helsingörs Jernsk.& Mskb.		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross — Under deck — Net.	5 Particulars of Classification. Character. — † for Special Survey / Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last exam.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ, RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Patent Reg. of Trade Cert.
73088	**Danmark** Aux S (*Training Ship*) *Oil Eng.*	777					1933	Nakskov Skibs A/S Nakskov	Den Danske Stat (Ministeriet for Handel, Industri og Søfart)	188·6	33·0	17·0	Copnhagn Danish	Oil Engines 4S.C.SA 6Cy.$9\frac{1}{8}$"–$13\frac{3}{8}$" 52NHP		
OXDK	Wireless D.F. *Mchy. Aft* 2 *Dks*	676											*WB*	A/S Frichs, Aarhus		
	(*See Sailing Ship Register*)	555														
73089	**Dannedaike**	4310				...	1919	Baltimore D.D.&S.BCo Baltimore, Md	Paco Tankers Inc. (Pennsylvania Shipping Co. *Mgrs.*)	340·1	49·2	27·1	Wilmgton (Del.)	DR Geared Steam Turbine 390NHP	28 " 7	R †
219282	*Fitted for oil fuel*	3808								P92' B35' F31'			Utd. States	Westinghouse Electric & Mfg. Co. E. Pittsburgh, Pa.		
KOPD	*Mchy. Aft* 2 *Dks & Web frames*	2520										FK	*WB*			
	Longitudinal framing															
	Carrying Petroleum in bulk															
73090	**Dante** (*ex* Cambrian Princess,	4901				...	1914	Bartram & Sons, Ld. Sunderland	"Corrado" Soc. Anon. di Nav.	402·4	50·5	28·1	Genoa Italian	T.3Cy.26",43"&71"–48" 401NHP	30 " 6	I †
1696	*ex* Glenearn)	4555								390·0						
IBZJ	D.F. 2 *Dks*	3024								P33' B115' F36'		FK	*WB*	J. Dickinson & Sons, Ld. Sld.		
73091	**Danubian** (*ex* Haralampos P.,	2728	†100A1	Gtz	*u*	CL	1898	Ropner & Son Stockton A&CP	Cyprian Shipping Co. Ltd.	320·0	44·0	21·9	Larnaca (Cyprus) British	T.3Cy.22",37"&61"–42" (*s*) 160lb 245NHP	24 " 3	
105198	*ex* Gileston, *ss* Alx 3rd No.3–9,36	2576	*with freeboard*			8,36	7mo							2SB.*6rf*, GS100, HS3760	s 4 " $0\frac{1}{2}$	
VQSB	*ex* Euston) 1 *Dk* (*Irn*)	1747	10,36							P29' B68' F37'				Blair & Co. Ld. Stockton	20 " 5	
	2 *tr B Web frames*		BS10,37 ~~12,37~~	LMC9,36								FK	5 *BHCem*			
	3 *Dk rude*		9,38						*Cell D Ba*	112 *u'* *E22'f* 126'583 *t*			*APT44t*			
73092	**Danybryn** (*ex* Nailsea Manor–37,	5630	†100A1	Bry	*y*	CL	1920	Ropner SB. & Repairng Co (Stocktn) Ld Stockton	~~Brynymor S.S. Co.~~ Ld. (Ambrose, ~~Davies & Matthews~~ Ld. *Mgrs.*)	390·0	52·5	32·6	Yugo Slav *Cem*	T.3Cy.26",43"&71"–48" (*s*) 180lb 475NHP	35 " 3	
~~MGCQ~~	*ex* Nailsea Court–36, *ss* Shl. No.3–6,33	5298	*Shelter dk*	BAs		12,37	6mo					24·7		3SB&1AuxSB, *12cf*, GS228, HS8647	s D " $6\frac{3}{4}$	
~~QPCT~~	*ex* H.H. Asquith–32) *ss* Shl. No.1–37	3460	*with freeboard*							P31' F36' *on*		FK	*BH to Sh dk*		25 " 11	
	D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		6,38 ~~12,37~~	LMC						*Shelter dk* *Coll*			5 " " *U* "	Blair & Co. Ld. Stockton		
			BS6.37	MS9,37			*Lloyd's A&CP*			*FPT135t* *APT166t*						
	New "Lasta," *see No. 88914 in Supplement*															
73093	**Danzig**	1062					1925	Schiffs.-u Dckbauwerft Flender A.G Lübeck	Mathies Reed, K.G.	220·7	34·6	12·5	Hamburg German	T.3Cy.$16\frac{3}{4}$",$27\frac{9}{16}$"&$43\frac{5}{16}$"–$27\frac{9}{16}$" 98NHP		G
		820								P13' Q64' B92' F22'			*WB*	Waggon-u. Maschinenbau A.G. Görlitz		
DRBJ	1 *Dk*	589														
73094	—	797					1898	Flensburg Schiffsb. Ges. Flensburg	Rud. Christ. Gribel	198·6	29·0	12·0	Stettin German	T.3Cy.$10\frac{5}{8}$",$16\frac{7}{8}$"&$27\frac{1}{2}$"–19" NE18 NB13 34NHP		G
	(*ex* Elsa)	550								P116' F23'			*WB*	Görlitzer Mch.-Hnst Görlitz		
DAKM	1 *Dk*	476														
73095	**Daphne** (*ex* Sunland–34)	3798	†100A1	Rot	*x*	CL	1918	J. Priest-man & Co. Sunderland	Cephalonian Maritime Co. Ltd. (N.D. Lykiardopulo, *Mgr.*)	365·0	51·5	22·1	Piræus Greek	T.3Cy.25",41"&67"–45" (*s*) 180lb 384NHP	24 " 6	
757	*ss* Nwc. No.3–1,33	3514	*Shelter dk*	Bry		N2,38	4mo							3SB, *9pf*, GS114, HS5364 FD	s 2 " $3\frac{1}{4}$	
SVMS	*ss* Ams. No.1–37	2306	*with freeboard*	BS ~~7t~~								FK	6 *BHCem*	G. Clark, Ld. Sunderland	22 " $5\frac{1}{2}$	
	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		~~4,38~~ 9,38	LMC2,38			*Lloyd's A&CP*						(*Coll to Sh dk*			
	Cargo battens not fitted		*Fitted for oil fuel*	8,20	*F.P. a*		*bove* 1	50° F.		*FPT115t* *APT85t*			5 " " (2nd ")			
73096	**Daphné** (*ex* Rouennaise)	1969	†100A1	Rot	*r*	CL	1925	Atel. & Ch. de la Loire Nantes	Société Navale Caennaise (G. Lamy & Cie. *Mgrs.*)	277·0	40·7	17·3	Caen French	T3Cy 18$\frac{1}{4}$"29$\frac{1}{2}$"&49$\frac{3}{4}$"–37$\frac{1}{2}$" 185lb (*s*) 205NHP	19 " 6	
	ss Rot. No.3–6,37	1541	8,38 ~~8,37~~			3,36	8mo							2SB, *6cf*, GS112, HS3703	s 1 " $10\frac{3}{4}$	
FOWV	1 *Dk* (*Stl*)	1123		LMC	37					P24' Q84' B57' F28'		FK	6 *BHptCem*	Atel. & Ch de la Loire, Paris	17 " 9	
			~~BS8,37~~ BS8,38				*Lloyd's A&CP*						*ptAsp*			
									Cell D B231'655t	*FPT64t* *APT75t*						
73097	**Daphne** (*ex* Granheim–36,	1939	†100A1	Ant	*r*	OG	1920	NV Schpsb en Machfab. "de Klop"	Rederi A/B Daphne (Tore Ulff A B)	267·7	42·1	18·3	Brando Finnish	T.3Cy.19$\frac{1}{8}$",31$\frac{7}{8}$"&51"–36" 185lb (*s*) 238NHP	20 " 6	
	ex Avecappelle, *ss* Osl. No.3–4,33		~~8,38~~ ~~11,36~~ 5,39	Clot		~~11,40~~	11mo							2SB, *6cf*, GS110, HS3660	s 2 " $10\frac{1}{4}$	
OHZW	*ex* Yselveer) *ss* Ant. No.1–38 1 *Dk* (*Stl*)	1081		LMC ~~37~~		5,39				P26' B64' F21'		FK	1 *BHCem*	N.V. Scheepb. en Machfab. "de Klop"	17 " $9\frac{1}{4}$	
	Cargo battens not fitted		BS5,39	3,38			A&CP	Sliedrecht	*Cell D B225'476t*	*APT63t*			1 50° F.			
			Fitted for oil fuel	11,20	*F.P. a*		*bove*									
73098	**Daphnella**	8000	100A1				1938	Hawthorn, Leslie & Co. Ld Newcastle	Anglo-Saxon Petroleum Co. Ld.	465·0	59·2	33·8	London British	Oil Engines 4S.C.SA 8Cy.25$\frac{1}{16}$"–55$\frac{1}{8}$"		
	For full particulars see No. 87753 in Supplement				*Oil Eng*					P94' B45' F53'						
	D.F. E.S.D.	4700	(*Class Contemplated*)											Hwthrn, Leslie & Co Ld Nwc		
	Mchy. Aft *Cruiser Stern*		*Carrying Petroleum in bulk*													
	Longitudinal framing at bottom & at deck															
73099	**Dar Pomorza** (*ex* Pomorze, Aux	1561	100A1	Dnz		OG	1909	Blohm & Voss Hamburg	Polish Government (Ministry of Industry & Commerce)	239·2	41·1	20·9	Gdynia Polish	Oil Engines 4S.C.SA 6Cy.$13\frac{1}{2}$"–$19\frac{1}{16}$" 106NHP	24 " 0	
63	*ex* Sailing Vessel, *ex* Colbert, *Oil Eng*	1351	9,38 ~~9,37~~	9,38		9,37							6 *BHCem*	DB09 *100lb*		
SPCB	*ex* Prinzess *ss* Cpn. 2nd No.3–6,36	525	~~No. E6.39~~	~~LMC~~			*Lloyd's A&CP*			P78' F42'		BK9"	(5 to *U* dk	Maschfbk. Augsburg-Nürnberg, Augsburg		
	Eitel Friedrich) *ss* Dnz. No~~1~~ 342–38												1 " 2nd ")			
	D.F. GyC. Wireless 3 *Dks* (*U Stl*–teak s)		~~DBS8,37~~ 9,38							*MT*	*DTa*					
	(*See Sailing Ship Register*)															
73100	**Darcoila**	4084	†100A1	Rot	*w*	CL	1928	Lithgows Ld. Port Glasgow	Farco Shipping Co. Ltd. (Douglas & Ramsey, *Mgrs.*)	370·0	50·6	24·9	Glasgow British	T.3Cy.25",42"&70"–48" (*s*) 200lb 424NHP	27 " 2	
160201	~~ssShl. No.2–34~~	3854	~~4,39~~ ~~1,38~~	Hpl		~~1,38~~	4mo						6 *BHptCem*	3SB, *9cf*, GS181, HS7008	s 4 " $10\frac{1}{2}$	
GNQZ	2 *Dks* (*Stl*)	2544	~~Not to Class~~	LMC		3,39	*Lloyd's A&CP*		*Cell D Ba*	P25' B108' F33'		FK	*APT158t*	D. Rowan & Co. Ld. Glasgow	22 " 7	
				4,38						*Sh u E132' f 170'890t*			Leith British	Q.4Cy.23$\frac{1}{2}$",34",49"&70"–51" 215lb (*s*) 626NHP	37 " 7	
73101	**Darian**	6434	†100A1	Mdb	*z*	CL	1922	D & W Hen-dersn & Co. Ld. Glasgow	Charente S.S. Co. Ltd. (T. & J. Harrison, *Mgrs.*)	400·4	52·5	35·0			8 " $8\frac{1}{2}$	
145975	*ss* Liv. No.3–11,35	6052	*Shelter dk*	~~Liv~~ Gls		11,36	9mo			413·5 (O.L.)						
GCJX	*Ref. Mchy.* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)	4065	*with freeboard*				*Lloyd's A&CP*			B143' *on Shelter dk*		FK & BK2	6 *BHto Sh dk*	D & W Hendersn & Co Ld Gls.	29 " 2	
	Now "Benvrackie," *see No. 87322 in Supplement*		~~7,37~~ 7,39	~~BS2,39~~					*Cell D B340'963t*	*FPT123t* *APT80t*			1 " " " *U* "			
			~~Not to Class~~	~~LMC~~					*DTa 26'670t*							
73102	**Darien** (*ex* La Marea)	4281	†100A1	N Yk		CL	1924	Cammell Laird & Co. Ld Birkenhead	Balboa Shppg. Co. Inc. (United Fruit Co. *Mgrs.*)	352·7	48·1	28·3	Panama Pnamanian *Cem*	1 Steam Turbine connected to Electric Motor & Sc. Shaft 400lb HS8660 839NHP	31 " 9	
	ss N.Yk. No.3–7,36	3533	*with freeboard*	Bos		9,37	4mo								s 9 - 5	
HPBD	Sub.Sig. 4 *Dks* (*Stl-Weather* ws)	2276	6,38 ~~11,37~~	BS1,39						P34' B135' F40'			4 *BH to Udk*	2 Water Tube Boilers (Spt)	22 " $6\frac{1}{2}$	
	Ref. Mchy. *Cruiser Stern*		~~Not to Class~~	~~LMC~~						len30 FK & BK $1\frac{1}{2}$			1 " " 3rd "	DB24 *140lb* FD		
			~~KN EX B6.36~~				*Lloyd s A&CP*	*Inter*	*mediate B Hin fore*	*hold & intermediate*			*APT13t*	British Thomson-Houston Co. Ld. Rugby		
			Fitted for oil fuel	6,36	*F.P. a*		*bove* 1	50° F. *BH in*	*'tween dk in after*	*hold dispensed with*						
									Cell D	*B299' 62t* *FPT52t*						
73103	**Darino**	1351	†100A1	Lon	*p*	CL	1917	Ramage & Ferguson. Ld. Leith	Ellerman Lines, Ld. (Ellerman & Papayanni Lines, Ld. *Mgrs.*)	236·3	36·5	17·1	Liverpool British	T.3Cy.$16\frac{1}{2}$",$28\frac{1}{2}$"&$48\frac{1}{2}$"–33" 210lb ~~Instlb~~ (*s*) 203NHP	19 " 3	
139323	*ss* Lon. No.3–4,36	1226	~~4,39~~ ~~6,37~~	Bkn		~~10,37~~ 3,39	10mo							2SB, *4cf*, GS74, HS2976 FD	s 2 - $0\frac{1}{2}$	
MGXQ	*ss* Hul. No.2–39 ~~ss Lon. No.1–36~~	822		LMC			*Lloyd's A&CP*			P33' B79' F26'		FK	4 *BHCem*	Ramage & Ferguson Ld Lth.	17 " $4\frac{3}{4}$	
	2 *Dks.* (*Stl*)		MS ~~1,37~~ 1,39	BS ~~10,37~~ 10,40					*Cell D B203'318t*							
	Cruiser Stern															
73104	**Darlington Court**	4974	†100A1	Lon	*a* †	CL	1936	Lithgows Ld. Port Glasgow	Court Line. Ld. (Haldin & Philipps, Ld. *Mgrs.*)	414·5	56·2	25·6	London British	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{2}$"–$59\frac{1}{16}$" 490NHP	28 " 0	
164642	*Oil Eng.*	4634	*with freeboard*			2,39	6mo			431·3 (O.L.)			7 *BHptCem*	2 DB *150lb*	s 3 " $1\frac{3}{4}$	
GYWD	D.F. 1 *Dk* & *Shelter dk*	3014	~~5,38~~ 8,38	~~LMC6,38~~			*Lloyd's A&CP*		*Cell D B344'1268t*	F44'		FK	(*Coll to Sh dk*	J.G. Kincaid & Co. Ld. Grk.	25 " 1	
	Cruiser Stern		DB24,38						*MT 29'1183t*	*FPT149t* *APT144t*			6 " 2nd ")			

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terminaison maintenant inscrite après Lettre d'Avertissement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	
73105	**Darmas** (*ex*Divis,*ex*Treherbert, **Iron**		*1595*	✠ ...	Pir	*q*		1883	Palmers'	G.N.PittasBros.&	258·3	36·2	17·3	Chios	C.2Cy.24½″&50″–39″	19 ″ 2	
44	*ex*Penarth) *ss*Shl 3rdNo.3–11,23		*1822*	12,35				4mo	Co.	Co.				Greek	155NHP		
SVEJ	*Well deck* *ss*Pir.No.2–31		*967*	NH37.11					Newcastle		Q94′B60′F30′	FK			2SB,*4pf*,GS82,HS2720		
	1*Dk*(*Stl*)&*Webframes2trB*										*D B220′365t FPT120t*			*APT75t*	Palmers'Co.Ld.Newcastle		
73106	**Darro** (*ex*Lealtad-39,*ex*Darro-37)		2610	✠100A1	Msl	*s*	CL	1931	CiaEuskal-	M.M.dePinillos	290·0	42·0	20·5	Cadiz	Oil Engines 2S.C.SA	23 ″ 3	
	Oil Eng. *ss*Val.No.1–35		1849	*withfreeboard*			6,34	8mo	duna					Spanish	5Cy.23⅝″–41½″ 487NHP	5 ″ 5	
EALQ	D.F. 2*Dks*(*Weather dk–Stl*)		1433	5,36 LMC CS3.36					Bilbao		B98′F35′	FK		5*BHpt Cem*		18 ″ 1	
				3.36				*Lloyd's SA&CP*			*Cell DB248′347t*			*APT16t*	Gebr.SulzerAG Ldwgshfn		
	~~*Now sailing as* "Lealtad"~~		NO LATER SURVEY REPORTED.														
73107	**Dartford** *ss*Shl.No.2–39		4093	✠100A1	Ant	*x*	CL	1930	Smith's	BritainS.S.Co.Ld.	366·4	52·0	24·7	London	T.3Cy.23½″,40″&67″–45″ (*s*)	27 ″ 0	
162500	~~*ssHul.No.1–38*~~		3698	4,39 LMC	Shl		3,06	10mo	DockCo.Ld.	(Watts,Watts&Co.				British	185lb 308NHP	4 ″ 84	
GTQY	E.S.D. 1*Dk*(*Stl*)		2414	~~13·2·38~~ LMC ~~11·5·38~~			4,39		Stockton-on-	Ld. *Mgrs.*)	P32′B129′F39′	FK		6*BHpt Cem*	3SB(Spt)9*cf*,GS158,HS6173	22 ″ 6¼	
	D.F.			4,39				*Lloyd's SA&CP*	Tees	*Cell*	*DB312′1167t FPT*			31t*APT184t*	Blair&Co.(1926)Ld.Stk.		
73108	**Daru**		3854	✠100A1	Liv	*x*	CL	1927	A.McMil-	ElderDempster	355·4	49·2	22·4	Liverpool	Oil Engines 4S.C.SA	24 ″ 8	
149652	*Oil Eng.*		3090	*withfreeboard*			7,37	12mo	lan&Son,Ld.	Lines,Ld.				British	6Cy.29½″–59½″ 489NHP	8 2 ″ 24	
GNLQ	*ss*Liv.No.2–35		2127	9,38 ~~7,00~~					Dumbarton		P37′F42′	FK		6*BHpt Cem*	DB *100lb*	22 ″ 7¾	
	2*Dks*(*Stl*)&*Shelter dk*(*Stl*)			LMC CS6.36				*Lloyd's SA&CP*			(*Coll*			„ *toSh dk*	Harland&Wolff,Ld.Gls.		
				DBS ~~[illegible]~~			5, 8			*Cell DB292*	*804t DTs a58′ 616*			5 „ „ *2nd*„)			
	Carrying vegetable oil in deep tanks.																
73109	**Darvel**		1929					1924	Caledon	StraitsSteamship	261·0	41·1	18·7	Singapore	T.3Cy.20½″,33″&54″–36″		
151977	*Fitted for oil fuel*		1411						S.B.&E.Co.	Co.Ld.	P&B158′F40′			British	175NHP		
VPQC	2*Dks*		1003						Dundee					*WB*	CaledonS.B.&E.Co.Dundee		
73110	**Dashwood**		2154	✠100A1	Sld	*r*	OG	1924	Vickers,	W France,Fenwick	281·2	40·2	18·8	London	T.3Cy.20″,33″&54″–39″ (*s*)	20 ″ 11	
147596	*ss*Shl.No.3–4,37		1723	~~10,38~~ 11,33 ~~Bal~~			3,37	3mo	Ld.	&Co.Ld.				British	180lb 203NHP	2 ″ 1½	
GJKL	*Well deck* 1*Dk*(*Stl*)		1263	~~3,39~~ ~~LMC~~			3,31		Barrow		P20′Q113′B48′F19			4*BHCem*	2SB,6*cf*,GS110,HS3210	18 ″ 11	
	D.F. *Cargo battens not fitted*							*Lloyd's SA&CP*		*Cell DBa48′uE*		FK			Vickers,Ld.Barrow		
				3,39						*&B39′f113′43*	*3t DTa37′249t FPT*			50t*APT55t*			
73111	**Daugava** (*ex*Vera,*ex*Ljubow)		1430	✠100A1	Lie	*o*	5,37	1891	Helsingörs	LatvianGovern-	250·3	36·0	15·2	Riga	T.3Cy.18″,27½″&47″–33″ (*s*)	16 ″ 9	
82	*ss*Lic.No.1–38 *ss*Lie.3rdNo.3–12,33		1198	5,36 ~~5,37~~				5mo	Jernsk&Msk.	ment (ValstsKugu	258·0(O.L.)			Latvian	160lb *100lb* NDB12 134NHP	8 1 ″ 1	
YLCI	*Well deck* 1*Dk*(*Stl*)2*trL*		748	~~LMC~~					Elsinore	Parvalde,*Mgrs.*)				4*BHCem*	2SB,4*rf*,GS64,HS2120	16 ″ 5	
				~~[illegible]~~				*Lloyd's SA&CP*			Q68′B121′	BK8½″			HelsingörsJernsk.&Mskb.		
											F27′	*APT29t*		*MT42′400t*			
73112	**Davaar** Ⓟ		495			...		1885	Lon.&Gls.	Clyde&Campbel-	217·8	27·0	12·9	Glasgow	C.2Cy.29″&58″–42″	13 ″ 7	BT till 2,39
86902			422						Co.(Lim.)	townShippingCo.	Q56′B63′F48′			British	NB03 182NHP		
	1*Dk*		202						Glasgow	Ld.(J.D.Rodger, *Mgr.*)				*WB*	Lon.&Gls.Co.(Lim.),Gls.		
73113	**Davanger**		7102	✠100A1	Ant	*a*†	CL	1922	W.Hamil-	Westfal-Larsen&	425·0	56·8	33·0	Bergen	T.3Cy.27″,45″&74″–54″ (*s*)	33 ″ 0	
	*ss*Shl.No.3–3,35		6399	2,38	BS5,38		1,38	1mo	ton&Co.Ld	Co.A/S				Norwegian	180lb 567NHP		
LCIE	*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*		4434	~~[illegible]~~	LMC3.35				PortGlasgow		P101′B27′F43′	FK		15*BHpt Cem*	4SB,12*cf*,GS205,HS8370 FD		
	D.F. *Longitudinal framing*			*Carrying Petroleum in bulk*				*Lloyd's SA&CP*						(9 *to U dk*	J.G.Kincaid&Co.Ld.Grk.		
				Fitted for oil fuel 1			22	*50° F. Cell D*		*BuE&B84′ 153t D*	*Tf38′552t APT56t*			6 „ *2nd*„)			
73114	**Davenport**		5491			...		1920	Merchant	UnitedStates	100·7	54·2	30·4	Philadlphia	2 Steam Turbines DR	32 ″ 10	R
219643	*Fitted for oil fuel*		4971						S.B.Corp.	Maritime	P36′B124′F44′			Utd.States	geared to1Sc.Shaft 645NHP		†
KUDR	Sub.Sig. 2*Dks*&*Web frames*		3370						Harriman,Pa	Commission		FK		*WB*	WestinghouseElectric& Mfg.Co.Essington,Pa.		
73115	— **Wood**		911					1912	Kruse&	A.B.Johnson	200·1	40·0	14·5	S.Frncisco	T.3Cy.13½″,23″&40″–30″		
210507	*Fitted for oil fuel*		742						Banks	LumberCo.				Utd.States	88NHP		
KJHQ	*Mchy.Aft* 1*Dk*		525						CoosBay,Or.						UnitedEng.WorksS.Frisco		
73116	**David H. Atwater**		2438					1919	Gt.Lakes	AtwacoalTrans-	253·8	43·6	24·9	FallRiver,	T.3Cy.18½″,34½″&57″–42″		R
218156	(*ex*W.J.Crosby–35,*ex*Crabtree)		—						Eng.Works	portationCo.	P115′P26′			Mass.	Gt.LakesEng. 211NHP		
WOGB	1*Dk*		1468						Ashtabula,O.			*WB*		Utd.States	Works,Ashtabula,O.		
73117	**David Livingstone**		4022					1930	A.McMil-	ElderDempster	370·6	51·6	20·1	Liverpool	Oil Engines 4S.C.SA		C
161141	*Oil Eng.*		3142						lan&Son,Ld.	Lines,Ld.	P37′F41′			British	8Cy.29½″–59½″ 652NHP		
GSJT	D.F. *Ref.Mchy.* 2*Dks*&*Shelter dk*		2175						Dumbarton					*WB*			
															Harland&Wolff,Ld.Gls.		
73118	**David M.**		350	✠100A1	Gms	*e*	N7,37	1933	J.Koster	T.J.Metcalf	130·5	25·4	9·1	London	Oil Engines 4S.C.SA	9 ″ 9	
163342	*Oil Eng.* *ss*Lon.No.1–37		245	11,37				5mo	Hzn.Schpsw					British	4Cy.11″–17½″ 47NHP	4 ″ 10½	
MBDK	*Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*		168	~~[illegible]~~					"Gideon"		Q77′	FK		3*BHpt Cem*	Humboldt-Deutzmotoren,	9 ″ 6¼	
	Well deck *Cruiser Stern*								Groningen	*Bottom plating*	*not cemented in hold*				A.G.Kölu-Deutz		
								Lloyd's SA&CP			*FPT62t*			*APT12t*			
73119	**David M. Weir** (*ex*Edward		6611					1907	Superior	NationalSteel	532·0	56·0	31·0	Wilmgton	T 3Cy.23½″,38″&63″–42″		R
203927	A.Uhrig,*ex*Sheldon Parks)		—						S.B.Co.	Corp.(M.A.Hanna				(Del.)	257NH		
WNYA	*Mchy.Aft* GyC. 1*Dk*		5049						Superior,Wis.	Co.*Mgrs.*)		*WB*		Utd.States	AmericanSB.Co.Cleveland		
73120	**David McIntosh** **TwinSc**		449					1920	Lytham	UnitedAfrica	154·1	29·1	9·9	London	C.4Cy.12½″&28″–18″		
144648			353						S.B.&E.CoLd	Co.Ld.	Q44′B47′F24′			British	28NHP		
MKCY	1*Dk*		249						Lytham			*WB*			LythamS.B.&E.Co.Ld.		
73121	**David McKelvy**		6821	✠100A1	Bal	*b*†	CL	1921	SunS.B.Co.	TideWater	480·0	59·2	33·4	Wilmgton	T.3Cy.27″,45½″&76″–51″ (*r*)	33 ″ 3	
221427	*ss*Bal.No.3–4,33		6329	~~7,00~~ ~~Liv~~ 4,39 NYk			~~11,37~~	6mo	Chester,Pa.	AssociatedOilCo.				(Del.)	190lb 612NHP	6 ″ 8¼	
KDTD	*ss*Bal.No.1–37		4242	~~12,38~~	MC11,37		6,38		A&CP		P133′B36′F40′	FK		Utd.States	3SB.9*cf*,GS207,HS9198 FD	26 ″ 9½	
	2*Dks*(*Stl*)&*Web frames*			*Carrying Petroleum in bulk*						*Cell DBa*				17*BHpt Cem*	SunS.B.Co.Chester,Pa.		
	Mchy.Aft *Longitudinal framing*			*Fitted for oil fuel* 6,21			*F.P. above*	*50°F.*		*&B59′f41′40*	*8t FPT222t APT57t*			13 „ *to U dk*			
	D.F.			~~BS4,39~~										4 „ „ *2nd*„)			
73122	**David P. Thompson** (*ex*Wilpen)		7612					1907	Gt.Lakes	PioneerS.S.Co.	554·0	58·2	33·0	Wilmgton	T.3Cy.24″,38″&65″–42″		R
204238	D.F. GyC.		—						Eng.Works	(Hutchinson&Co.				(Del.)	274NHP		
KGBP	*Mchy.Aft* 1*Dk*		5851						Ecorse,Mich.	*Mgrs.*)		*WB*		Utd.States	Gt.LakesEng Wks.Detroit		
73123	**David W. Branch** Ⓟ		5544	✠100A1	Sea	*y*	CL	1915	Kon.Maats	Libby,McNeill&	380·6	48·7	32·6	S.Frncisco	T.3Cy.29″,47″&77″–48″ (*s*)	35 ″ 3	
214368	(*ex*SantaOlivia–37, *ss*S.Fo.No.3–8,27		4740	*Awng dk*			3,37	9mo	deSchelde	Libby				Utd.States	180lb 624NH	10 ″ 6½	
WNCW	*ex*Ecuador) *ss*Sea.No.2–37		3485	*withfreeboard*					Flushing			FK		6*BHCem*	4SB,12*cf*,GS248,HS9660 FD	24 ″ 11½	
	2*Dks*(*Stl*)&*Awng dk*(*Stl–teaks*)			5,38 ~~5,37~~				*Lloyd's SA&CP*			*Cell DBa94′uE36′f147*			559t*FPT936t*	Maats.deSchelde.Flushing		
	D.F.			~~BS5,36~~	LMC4,36												
				Fitted for oil fuel 7,16			*F.P. above*	*50° F.*									

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter	7* Date when tail shaft last scrn.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Rec. to be held class A of Dateof L. of Tonnage
73124 202931	**David Z. Norton** Gy.C		5667 —					1906	American S.B.Co. Cleveland	ColumbiaTransportationCo.(JohnT.Kelly,*Mgr.*)	480·0	52·0	30·0	Wilmgton (Del.)	T.3Cy.22½",36"&60"–42"		R
	Vchy.Aft	1*Dk*	4250										*WB*	U.States	233NH		
73125 1855 ILYK	**Davide Bianchi** (*ex*Oriens–34, *ex*Siracusa–33,*ex*Uranus)	2*Dks*	1477 1250 869					1906	Wrf.voorh. Rijkee&Co. Rotterdam	"Aurora"Soc. Anon.diNav.	264·1	34·6	18·5 Q75'B69'F34'	Genoa Italian	T.3Cy.19",32"&51"–36" 156NH *WB* Maats.Fyenoord,Rot.		I
73126 LCIF	**Daviken** Ⓟ	*ss*HKg.No.3–1,38 ~~will H.g. No.3–44~~ *Upper dk(pt Stl–teak s)2nd dk(Stl)*	2922 2656 1778	✠100A1 *withfreeboard* ~~2,88~~ 10,37 ~~3,88~~ ~~9,84·37~~ ✠LMC4.36	11Kg	*t*	CL 4,36 4,38	1926	W.Hamilton&Co.Ld Port Glasgow	Wallem&Co.A/S (H.J.Wallem,*Mgr.*) *Lloyd'sSA&CP* *CellDB250'502t*	295·0	45·7	26·0 B72'F31' FK 4 *FPT88tAPT105t*	Bergen Norwegian *Cem*	T.3Cy.20½",34"&56⅜"–36" 180lb (*s*) 244NH *BHto2nd dk* 2SB,*6cf*,GS132,HS4302 1 „ „ *U* „ Rankin&BlackmreLd.Grk	28 ″ 3 s 9 ″ 8½ 18 ″ 8½	
73127 Form'ly	**Davila** *particulars see No. 87754 in Supplement*		~~8000~~ 5053	100A1				1938	Lithgows Ld. Port Glasgow	Anglo-Saxon PetroleumCo.Ld.	465·0	59·3	33·8 P90'B42'F50'	London British	Oil Engines 4S.C.SA 8Cy.25 9/16"–55⅛"	34 ″ 0 s 6 ″ 8½ 27 ″ 7½	
	Mchy.Aft D.F. E.S.D. *Longitudinal framing at bottom & at deck*	*Cruiser Stern*		*(Class Contem plated) Carrying Petroleum in bulk*											J.G.Kincaid&Co.Ld.Grk.		
73128 147200 GJSK	**Davisian** *ss*Liv.No.3–10,36	*Ref.Mchy.* 2*Dks(Stl)&Shelter dk(Stl)*	6433 6051 4065	✠100A1 Liv *Shelter dk withfreeboard* 12,38 ~~12,38~~ ~~B89,37~~ ✠LMC10.36		*z*	CL 10,36	1923 2mo	D&W Hendersn&Co.Ld. Glasgow *Lloyd'sSA&CP* *CellDB3*	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) 40'963*tDT*a26'670	400·3	52·5	35·0 B143 *onShelterdk* FK *FPT123tAPT30t*	Liverpool British *ptCem* 6*BHtoSh dk* 1 „ „ *U* „	Q.4Cy.23½",34",49"&70"–57" 215lb (*s*) 626NH 4SB,*12cf*,GS240,HS9791 FD D&W Hendersn&CoLd.Gls	37 ″ 7 s 8 ″ 8½ 29 ″ 2	
73129 Wrecked 9,38 VTCK	**Dayavati** Ⓟ	*ss*Bom.No.2–37 1*Dk&Shelter dk(Stl–teak s)*	1409 943 681	✠100A1 Bom *Shelter dk withfreeboard* 4,38 ~~9,37~~ ✠LMC10,36 *Fitted for oil fuel* 9,29		*F.P. a*	CL N10,36	1929 9mo	Bow,McLachlan&Co. Ld. Paisley *Lloyd'sSA&CP*	BombayS.Nav.Co. Ld. *CellDBuE25'53t*	230·8	38·6	14·7 F34' FK (*Cell to Sh dk* 4 „ *U* „) *FPT55tAPT62t*	Bombay British 5*BHptCem ptAsp* above 150° F.	T.3Cy.17",29"&48"–33" (*s*) 200lb 267NH 2SB,*6cf*,GS131,HS4500 FD Bow,McLachln&CoLd Psy	16 ″ 0 s ″ 4½ 16 ″ 0½	
73130 230834 WDEJ	**Daylight** D.F. GyC. *CruiserStern*	*Oil Eng.* *ss*Phl.No.1–35	9180 8555 5599	✠100A1 NYk 8,38 ~~11,37~~ ~~P11·37~~ ✠LMC3.35		*e*†	CL 2,37	1931 6mo	SunS.B.& Dry Dock Co. Chester,Pa.	Socony-Vacuum OilCo.Inc. *CellDBuE86'378t*	480·5	66·0	36·8 500·1(O.L.) B37'F48' FK *AfterBridge77'* *FPT413tAPT127t*	NewYork Utd.States 6*BHptCem* (11 *to U dk* 5 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 690NHP 2W TDB *200lb* SunSB&DD.Co.Chester Pa	37 ″ 0	
	Mchy.Aft *Longitudinal framing–bracketless system*	2*Dks(Stl)&Web frames*		*Carrying Petroleum in bulk* DBS5,38													
73131	**Dayman** (*ex*UruguayII, *ex*AsuncionR,*ex*LaNivera)	Iron 1*Dk*	444 349 289	✠ 3,88	Bel	*f*		1883 2mo	Harland& Wolff Belfast	CiaUruguaya de Nav.Lda. *WB=APT11t*	154·9	26·2	11·0 Q18' FK	M.Video Uruguayan 5*BHCem*	C.2Cy.16"&32"–24" NB05 42NH Harland&Wolff,Belfast		
73132 148304 GFQT	**Dayrose** *ss*Rot.No.2–37	1*Dk(Stl)*	4113 3929 2606	✠100A1 Npt ~~7,37~~ ~~5,39~~ ✠LMC ~~B5…,38~~		*x*	CL ~~12,36~~ ~~7,38~~ 1	1928 10mo	R.Thompson&Sons,Ld. Sunderland *Lloyd'sSA&CP*	ClaymoreShipping Co.Ld. *CellDBa&*	380·2	53·1	24·1 391·8(O.L.) P34'B230'F36' FK *uE149' f163'1065t*	Cardiff British 6*BHCem* *APT135t*	T.3Cy.25",41"&68"–48" 180lb 376NH 3SB,*9cf*,GS165,HS6174 N.E.MarineEng.Co.Ld Sld	26 ″ 6 s 3 ″ 7½ 23 ″ 0½	
73133 142876 VRXW	**Dayspring** *Mchy.Aft* Wireless	TwinSc 1*Dk(Stl–teak s)* *Cruiser Stern*	1102 898 520	✠ 8,28	Nwc	*m*		1928 8mo	Armstrong Whitworth &Co.Ld. Newcastle	Government of Nigeria *CellDB134'24*	195·2	36·1	16·3 FK *1tMT11'100t FPT*	Lagos British 5*BHAsp* 70t*APT17t*	T.6Cy.11",19"&32"–21" 110NH 2SB,*4cf*,GS66,HS1800 ShieldsEng.Co.Ld.N.Shl.	18 ″ 6	
73134 145984 GFKQ	**Daytonian** *ss*Liv.No.3–11,36	*Ref.Mchy.* 2*Dks(Stl)&Shelter dk(Stl)*	6434 6052 4066	✠100A1 Liv *Shelter dk withfreeboard* 7,38 ~~8,37~~ ~~B8,37~~ ✠LMC ~~B8…~~		*z*	CL 11,36	1922 10mo	D&W Hendersn&Co.Ld. Glasgow *Lloyd'sSA&CP*	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *DB340'* *Cell 963tDTa2*	400·3	52·5	35·0 414·2(O.L.) B143' *on Shelter dk* FK 6'670*tDTf*24'641t *FPT123tAPT30t*	Liverpool British *ptCem* 6*BHtoSh dk* „ „ *U* „	Q.4Cy.23½",34⅜",49"&70"–51" 215lb (*s*) 626NH 4SB,*12cf*,GS240,HS9791 FD D&W Hendersn&CoLd Gls	37 ″ 7 s 8 ″ 8½ 29 ″ 2	
73135 FNRR	**De Grasse** Ⓟ *Ref.Mchy.* D.F. GyC.	TwinSc *Fitted for oil fuel* 4*Dks*	18435 13003 11053					1924	Cammell Laird&Co.Ld. Birkenhead	Cie.Générale Transatlantique	552·1	71·4	42·3 F129'B371'	Havre French *WB*	4 Steam Turbines SR geared to 2 Sc Shafts Cammell Laird&Co.Ld Bkn		V
73136 PKOY	**De Klerk**	*Fitted for oil fuel* 2*Dks&Shade dk*	1936 1690 1200					1900	Nederl. Schpsb Maats Amsterdam	Koninkl.Paketv. Maats.	300·0	40·5	21·5 P60'H68'F61' 29½	Batavia Dutch *WB*	T.3Cy.23",36"&60"–42" Ned.Fab. 233NH v.Werkt.&SpoorMat.Ams		V
73137 FNRS	**De La Salle** Ⓟ D.F.	TwinSc *Fitted for oil fuel* *Cruiser Stern* 3*Dks*	8400 — 5124					1921	Barclay, Curle&Co.Ld Glasgow	Cie.Générale Transatlantique	140·0	56·7	34·6 P58'B247'F46'	Havre French *WB*	T.6Cy.21½",37"&64"–48" 568NH Barclay,Curle&Co.Ld.Gls		V
73138 PKOZ	**De Weert**	*Fitted for oil fuel* 2*Dks*	1805 — 985					1912	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3	40·2	17·0 P33'	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"–39" 165NH Maats.Fyenoord,Rot.		V
73139 211734 KJHY	**De Witt Clinton** Ⓟ (*ex*Nopatin,*ex*Manbattan)	TwinSc 1*Dk(Stl)&Web frames*	3899 3539 2246	✠ 3,14	Phl			1913 10mo	Harlan& Hollings-worthCorp. Wlmgtn,Del. *CellDB*	HudsonRiverDay Line	320·2	48·1	22·0 BK8 *a44'uE&B114'f86*	NewYork Utd.States 7*BHCem* 522t	T.3Cy.(2)23½",(2)37½"&(4) 42"–36" 754NH 6SB,*18cf*,GS264,HS11417 Harlan&Hollingswrth Co		
73140 LCIG	**Dea** (*ex*Sangstad)	1*Dk*	2418 2235 1459					1911	R.Thompson&Sons,Ld Sunderland	PartrederietDea (Th.Brövig)	299·4	44·5	19·9 H75t*F36t*	Farsund Norwegian *WB*	T.3Cy.21½",36"&59"–39" 217NH N.E.MarineEng.Co.LdSld.		N
73141 464 IBNA	**Dea Mazzella** (*ex*WelshPrince–36, *ex*SyrianPrince–36) D.F. *Ref.Mchy.*	*ss*Bkn.No.3–6,32 *ss*Alx.No.1–36 1*Dk(Stl)&2nd dk(Stl)in holds*	3082 2831 1840	✠100A1 Nap 9,38 ~~11,37~~ Ant ~~P11,37~~ ✠LMC ~~B11,38~~ 11,38		*u*	CL 12,36	1919 11mo	J.L.Thompson&Sons,Ld. Sunderland *Lloyd'sSA&CP*	PasqualeMazzella *Cell D*	342·5	46·8	23·2 P38'B98'F29' FK 6274'727t*FPT109t*	Naples Italian 7*BHCem* 4*PT49t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 358NH 3SB,*9cf*,GS153,HS5817 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
73142 160387 MPBY	**Deal** *CruiserStern*	TwinSc 1*Dk*	688 627 270					1928	D&W Hendersn&Co.Ld. Glasgow	SouthernRailway	220·5	33·6	14·2 B90'F37'	London British *WB*	T.6Cy.15",25"&41"–24" 165NH D&W.Hendrsn&CoLd.Gls.		
73143																	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant et prec. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté ☩ n'est dans le L. R. Durée Cert. Roff trade.
73144 219012 KOFG	**Dean Emery** (*ex*Sunshine) *ss*N.Yk.No.3–2,32 *ss*Gal.No.1–36 *Mchy.Aft* 2 *Dks*(*Stl*)*&Web frames* D.F. *Longitudinal framing*		6664 6112 4148	✠100A1 11.38 BS11, ✠LMC4.36 *Carrying Petroleum in bulk* *Fitted for oil fuel*	Gal NYk	*b*† CL	~~11.36~~ 11.38 F.P. above 150° F.	1919 11mo	SunS.B. Co. Chester, Pa.	StandardOilCo. ofNewJersey *Cell D Bu E&B60'*	429·3|59·2|31·4 P133'B36'F40' FK 259*t DT*552*t* *FPT*202*t APT*57*t*	Wilmgton (Del.) Utd.States	T.3Cy.27",~~40½"~~&76"–51"(*r*) 190lb 612NHP 3SB,*9cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 " 3 s 6 " 9½ 26 " 8½	
73145 146343 MLZX	**Dearne** *ss*Goo.No.3–12,37 *Ref.Mchy.* 1 *Dk*(*Stl*) Wireless D.F.		1046 818 422	✠100A1 2,39 ~~12,37~~ ✠LMC12,38 ~~1 S2,39~~	Goo	*o* OG	11,37	1924 9mo	Vickers, Ld. Barrow *Lloyd's SA&CP*	LondonMidland& ScottishRailway (AssociatedHumberLines,*Mgrs.*) *Cell D Ba58'*	240·3|34·2|15·4 *u E*15'*f*90'204*t FPT* P38'B88'F35' FK	Goole British	T.3Cy.22",36"&61"–39"(*r*) 180lb 333NHP 2SB,*6cf*,GS124,HS5000 FD Vickers,Ld.Barrow	16 " 4 s 2 "0½ 14 " 9	
73146 YTKD	**Dedinje** Ⓟ (*ex*Dubrovnik–38, *ex*Lovrjenac) *ss*Spt.2ndNo.3–12,34 ~~1 *Dk*(*Stl–ws*)*&Shelter dk*~~ 1 *Dk&Shelter dk* (~~*pt Stl–bulk sh*~~) *ss*Spt.No.1–35		1036 816 594	✠100A1 *withfreeboard* ~~0,38 6,37~~ ✠MC ~~1–~~ N4,38 ✠NE1.07 *Service in the Adriatic*	Spt	*l* CL	~~6.37~~ ~~11.37~~	1909 8mo	Cant.Nav. Triestino Monfalcone	Dubrovacka Plovidba A.D	208·9|29·2|18·7 30·8 BK6' *DTs*f27'33*t*.1*PT*12*t* ~~*Coll DBa*40'*u E*28'*DTs f*27'30*t f*40'80*t*.1*PT*12*t*~~	Dubrovnik Yugoslav	T.3Cy.18⅛",29½"&48"–30" 180lb (*s*) 203NHP 2SB,*4cf*,GS80,HS3229 FD WllsndSlpwy.Co.Ld.Nwc.	13 " 0 s " 6 13 " 2¼	
73147 148166 GTDB	**Deebank** *ss*Liv.No.2–38 1 *Dk*(*Stl*)*&Shelter dk*(*Stl–ws*)		5060 4628 3001	✠100A1 *withfreeboard* 10,38 ~~3,38~~ ~~1 Dk&Shelter dk~~ ✠LMC4.37 *Carrying vegetable oil in deep tank* *Fitted for oil fuel* 6,29	Liv Fal BS2,	*a*† CL	~~10,35~~ 10,38 F.P. above 150° F.	1929 6mo	Workman, Clark(1928) Ld. Belfast *Lloyd's SA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *Cell D B366'1176t*	421·8|56·7|26·7 FK (*C* *DTa* 27'1105*t FPT* 156*t APT*79*t*	Belfast British	Q4Cy.22",32",46¾"&68"–48" 260lb (*s*) 565NHP 3SB(Spt),*12cf*,GS214, FD HS8112 Workman,Clark(1928)Ld.	29 " 3 s 3 " 9½ 25 " 8	
73148 139306 MGJD	**Deedon** (*ex*Magrix–37) 3Mst *Well deck* *Mchy.Aft* ~~*ss*Hul.No.3–7,29~~ ~~*ss*Hul.No.4–30~~ *ss*Pet.No.2–38 1 *Dk*(*Stl*)		314 220 124	✠100A1 7,38 ~~12,36~~ ✠NB11.16 ✠NE10,00 *re-fitted*	Hul Pet 7,32 ✠LMC	*e* CL	1916 12mo	Cochrane &Sons,Ld. Selby *Lloyd's SA&CP*	A.M.Massie	135·3|23·1| 9·5 144·6(O.L.) Q68'B on Q9'F20' BK7' *FPT*39*t*	Aberdeen British	T.3Cy.10 7/16",18⅛"&31½"–21" 180lb (*s*) 57RHP 1SB,*2pf*,GS29, HS1007 Hall,Russell&Co.Ld.Abn.	10 " 6 s " 5½ 10 " 8	
73149 162285 MBJQ	**Deemount** *ss*Abn.No.1–37 *Well deck* *Cruiser Stern* 1 *Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*		569 367 274	✠100A1 ~~1–37 12,37 1–39~~ 4,39 ✠LMC BS3 ~~7~~7,38 MS12,37 ✠NE&B made c31 re	Abn	*h* CL	~~9.37~~ 4,39	1933 9 mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's SA&CP*	BorderShippingCo. Ld. (~~G.T.Gillie&~~ ~~Blair,Ld.*Mgrs.*~~) *Cell D B104'157t FPT*41*t APT*20*t*	165·5|27·2| 9·7 Q112'B on Q9'F22' FK	Aberdeen British	T.3Cy.12½",21"&34"–24"(*s*) 180lb 70RHP 3*B Hpt Cem* *pt Asp* J.Lewis&Sons,Ld.Abn.	12 " 1 s 3 " 8 12 " 1½	
73150 14747	**Deepwater** *Mchy.Aft* 1 *Dk*		1796 1639 1184					1928	Smith's Dock Co.Ld. Middlesbro'	CanadianLake Carriers,Ld.	253·0|43·4|18·4 F37' *WB*	Montreal British	T.3Cy.16",26"&44"–33" 95RHP Smith'sDockCo.Ld.Mdb.		C
73151 218312 KIMD	**Deer Lodge** *Fitted for oil fuel* Sub.Sig. 2 *Dks*		6187 5139 3832			...		1919	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8|54·2|27·7 P44'B115'F47' FK	PortInd Or Utd.States *WB*	DR Geared Steam Turbine GeneralElectric 579NHP Co.Schenectady,N.Y.	30 " 2	R †
73152 160768 GTNW	**Deerpool** D.F. 1 *Dk*		5167 4878 3168					1930	W.Gray& Co.Ld W Hartlepool	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*)	421·0|54·2|27·2 P35'B240'F43' *WB*	W.Hartlpl British	T.3Cy.26",43½"&73"–48" 369NHP Cen.Mar.EWrks.Ld W Hpl		C
73153 143456 GPDQ	**Deerwood** *ss*Sld.No.3–10,32 *ss*Shl.No.1–37 *Well deck* 1 *Dk*(*Stl*) D.F. *Cargo battens not fitted*		1914 1495 1128	✠100A1 2,39 ~~2,38~~ ✠LMC MS8.37 BS~~—~~ ~~3.39~~	Gms Bly	*q* CL	2,38	1919 10mo	J.Crown& Sons,Ld. Sunderland *Lloyd's SA&CP*	W.France,Fenwick&Co.Ld. *Cell D B223'426t FPT*105*t*	268·0|37·9|17·6 P24'Q82'B51'F30' FK *APT*100*t*	London British	T.3Cy.20",33"&54"–36"(*s*) 180lb 192NHP 2SB,*6pf*,GS97,HS2977 McColl&Pollock,Ld.Sld.	19 " 9 s 1 "11 18 " 0	
73154 219134 KOKC	**Defacto** (*ex*NorthernStar, *ex*Waterbury) *Fitted for oil fuel* 2 *Dks*		4800 — 2999					1919	Downey S.B.Corp. Arlington, N.Y	AmericanSugar TransitCorp.	386·8|52·2|27·4 P36'B110'F39' *WB*	NewYork Utd.States	T.3Cy.24",40"&70"–48" 339NHP DowneyS.B.Corp. Arlington,N.Y.		R
73155 137459 GQNC	**Defender** *ss*Liv.No.3–12,27 *ss*Bkn.No.2–37 2 *Dks*(*Stl*)*&3rd dk*(*Stl*) *in No.1 hold*		8258 7396 5280	✠100A1 9,28~~9,37~~ ✠LMC MS2,37 BS~~9,37~~ 9,38	Gls Mch	*d*† CL	~~7,35~~ 9,38	1915 6mo	C.Connell &Co.Ld. Glasgow *Lloyd's SA&CP*	CharenteS.S.Co. Ld.(T&J Harrison, *Mgrs.*) *WB* = *Cell D Ba E&B75'f*210'1539*t*	482·3|58·3|33·4 498·6(O.L.) P54'B188'F51' FK 135'*u* *DTa* 30'1066*t FPT*	Liverpool British	Q.4Cy.25½",36½",52½"&75"–54" 220lb 720NHP 2DB&2SB,*18cf*,GS379, HS13788 Dunsmuir&Jackson Ld Gls	35 "10 s 7 " 7 28 " 7	
73156 216874 WTBS	**Defiance** Sub.Sig. 1 *Dk&Shelter dk* GyC. *&Web frames* *Longitudinal framing*		7572 4826			...		1918	Bethlehem S.B.Corp. Alameda,Cal.	NationalBulk Carriers,Inc.	440·0|56·0|35·2 FK	NewYork Utd.States *WB*	4 OilEngines connected to ElectricMotor&Sc.Shaft 4S.C.SA.32Cy20"–24" NE29 1250NHP McIntosh&Seymour, AuburnN.Y.	38 " 0	R †
73157 160370 GNQY	**Deido** *Oil Eng.* *ss*Liv.No.2–36 2 *Dks*(*Stl*)*&Shelter dk*(*Stl*)		3894 3132 2143	✠100A1 *withfreeboard* ~~10,37~~ 11,38 ✠LMC CS1 DBS3.37 5.38 ~~1–36~~ 5.32 *Carrying vegetable oil in deep tanks*	Liv Lon	*x* CL	~~9.36~~ 11,38	1928 3mo	Ardrossan DockyardLd. Ardrossan *Lloyd's SA&CP*	ElderDempster Lines,Ld. *Cell D B284'*	356·6|49·2|22·4 834*t DTs a* 58'628*t* P37'F41 FK	Liverpool British	Oil Engines 4S.C.SA 6Cy.29⅜"–59.1⅛" 490NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	24 " 8 s 2 " 2½ 22 " 7½	
73158 Now "Helga Moller," *see No. 88355 in Supplement*	**Deike Rickmers** (*ex*Aker, *ex*Istok, *ex*Kurmark) *ss*Ham.2ndNo.3–5,35 2 *Dks*(*Stl U–pt teak s*) BS12.36		5341 4749 3304	100A1 12,37 LMC5.34	Ant	*z* CL	12,37	1912	Rickmers Akt.Ges. Bremerhaven *Lloyd's CP*	MollerLine,Ld. (Mollers,Ld *Mgrs*) *Cell D Ba*129'*u E&B*49'*f*178'11,63*t FPT*46*t APT*8*t*	401·0|53·2|27·5 P50'B134'F35' FK	Shanghai British	T.3Cy.28",45"&74"–54" 192lb FD 510NHP 3SB(Spt)*9cf*,GS225,HS6943 A.G."Weser," Bremen	30 " 0	
73159 UOML	**Dekabrist** (*ex*Anadyr, *ex*Franche-Comté) Twin Sc Sub.Sig. 2 *Dks&Shelter dk* D.F. GyC.		7363 6654 4160			...		1903	Vickers,Ss. &Maxim,Ld. Barrow	U.S.S.R.	475·8|54·1|32·6 B125'*on Shelter dk* FK	Odessa Russian *WB*	T.6Cy.27",44"&72"–48" 855NHP Vickers,Sons&Maxim,Ld.	35 " 8	
73160 Wireless	**Dekret** (*ex*Wassian, *ex*Elben, *ex*Laboe) Iron 1 *Dk&Awng dk*		721 683 442					1888	Gebr. Howaldt Kiel	U.S.S.R.	187·0|24·8|18·9 H15*t* *WB*	Archangel Russian	C.2Cy.23"&37½"–27" NB97 61NH Gebr.Howaldt,Kiel		
73161 26025 JDID	**Delagoa Maru** *ss*Yka.No.3–1,31 *ss*Yka.No.1–35 1 *Dk*(*Stl*)*&Shelter dk*(*Stl*)		7148 6700 4373	✠100A1 *Shelter dk* *withfreeboard* 2,38 BS ~~7~~ 2,39 ✠MC	Yka	*a*† CL	1,37	1919 10mo	Mitsubishi Zosen Kaisha Nagasaki A&CP *Cell D B358'*	NipponYusen K.K. 1160*t DTa* 28'1127*t*	420·0|56·0|38 5 F*on Shelter dk* 47' FK *FPT*107*t APT*95*t*	Tokyo Japanese *Cem* 6 *B Hto Sh dk* 2 " " *U* "	T.3Cy.28",~~47"~~&79"–51"(*s*) 200lb ~~47½"~~ 620NHP 1SB,*12cf*,GS217,HS8788 FD MitsubishiZosenKaisha	38 " 6 s 10 " 4½ 28 " 4	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned, now expired. Equipment Letter.	7* Take when rail shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Equipment letter if not in L.R. Class. If not in L.R. Class see Pt. of Trade Cert.
73162 Delalba	(*ex*Saugerties–35)	5101				...	1919	American International S.B.Corp. Hog Island Pa	Mississippi Shipping Co. Inc.	390·0	54·2	27·6	N.Orleans Utd. States / *WB*	DR Geared Steam Turbine 600NB / General Electric Co. Schenectady, N.Y.	32 " 0	R †
217731 WNCV	*Fitted for oil fuel* 2 *Dks & Web frames*	4710 3093								P39'B122'F43' FK						
73163 Delambre	(*ex*War Dame)	7032	✠100A1	Liv	*b*†	CL	1917	Mitsubishi	Lamport & Holt	444·8	58·2	31·4	Liverpool	T.3Cy.27½",44½"&75¾"–51"	34 " 0	
142371 GPSY	*ss*Mdb.No.3–2,30 *ss*Liv.No.2–38	6522 4516	2,38			N1,38	11mo	Zosen Kaisha Nagasaki	Line, Ld.	P35'B138'F35' FK			British	200lb FD (*s*) 524NHP	s 7 " 6	
D.F.	2 *Dks*(*Stl*)						*Lloyd's* ✠ *CP*		*Cell D B*392	1316*t D Ta*42'1226*t*			*7 B H Cem* *APT*62*t*	3SB(Spt)*9cf*,GS163,HS6591 Mitsubishi Zosen Kaisha	26 " 8½	
73164 Delane	*Oil Eng.*	6054	✠100A1	Bel		CL	1938	Harland & Wolff, Ld. Belfast	Lamport & Holt Line, Ld.	438·6	62·3	25·4	Liverpool	Oil Engines 2S.C.DA 6Cy.20½"–49 1/16" 898NHP	30 " 3	
164348 MMNW	D.F. 2 *Dks & Shelter dk* *Cruiser Stern*	5458 3744	*with freeboard* 10,38 1,96	Lov			*Lloyd's* ✠ *CP*		*Cell D B*350'1507*t* tunnel14	456·0(O.L.) B83'F32' FK *Tanks in way of* (7*t FPT*66*t APT*53*t*			2 DB *120lb* *Coll to Sh dk* 7 " *2nd* "	Harland & Wolff, Ld. Bel.	s 3 " 8½ 26 " 8½	
73165 Delapan	(*ex*War Vessel) Twin Sc	528					1915	Sir R. Dixon & Co. Ltd. Middlesbro'	N.V. Curaçaosche Scheepsv. Maats.	170·0	31·2	11·5	Curaçao Dutch / *WB*	Oil Engines 2S.C.SA 8Cy.16⅜"–18⅞" 386NHP J & C G Bolinder's Co Ltd Skm		
PJEH	1 *Dk* *Oil Eng.* *Carrying Petroleum in bulk*	416 157								H90*t*F22*t*						
73166 Delarof Ⓟ	(*ex*Mohinkis)	6021	100A1	SFo	*z*	CL	1920	Pacific Coast S.B.Co. Bay Point, Cal	Alaska Packers' Association	402·5	53·0	32·0	S.Frncisco	T.3Cy.24½",41½"&72"–48"	34 " 6	
219770 KUKP	*ss*S.Fo.No.3–5,30 *ss*S.Fo.No.2–38 *ss*S.Fo.No.1–24 2 *Dks*(*Stl*) & *Web frames* *Longitudinal framing*	5694 3842	*with freeboard* 1,39			1,39			*'Tween deck bulk machinery space* *Cell D B*344'1351*t*	P34'F39' FK *heads at ends of space dispensed with* *MT*30'554*t FPT*73*t*			Utd. States *pt Cem* 3 *B H to W dk* 1 " " 2nd " *APT*46*t*	210lb NE20 *fitted* 5,30 3SB,*9cf*,HS8745 FD Llewellyn Iron Works, Los Angeles	s 8 " 3½ 26 " 5½	
			Fitted for oil fuel 1920			*F.P. above* 150' F.										
73167 Delaware	(*ex*Newa, *ex*Mickley)	2441	✠100A1	Abg	*l*	CL	1902	W. Dobson & Co. Newcastle	A/B Helsingfors Steamship Co. Ltd. (A B Nielsen & Thorden O/Y, *Mgrs.*)	305·3	43·5	20·8	Helsingfrs Finnish	T.3Cy.22",36"&58"–39" (*s*) 160lb 233NHP	23 " 0	
634 OHAN	*ss*Hbg.2nd No.3–5,29 *ss*Hbg.No.1–24 1 *Dk*(*Stl*) & *Web frames* *Cargo battens not fitted*	2249 1424	5,38 2,26	Osc		9,37	11mo *Lloyd's* ✠ *CP*		*Cell D B*	P27'B82'F35' FK *a*94'*u E & B*40'*f*132'			*5 B H Cem* 608*t APT*18*t*	2SB,*6pf*,GS107,HS3840 N.E.Marine Eng.Co Ld Nwc	s 3 " 6½ 19 " 7	
73168 —	(*ex*Copenhagen)	2280	✠100A1	Cpn	*u*	OG	1919	A.B. Öresundsvarvet Landskrona	Det Forenede Dampskibs Selsk	310·0	44·7	19·5	Copnhagn Danish	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb FD 250NHP	22 " 0 s 1 " 2 21 " 0	
OYAA	*ss*Els.No.3–11,29 *ss*Els.No.2–39 *ss*Els.No.1–39 D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	2029 1333	*Shelter dk* Els *with freeboard* 2,39 10,37 2,39			5,36 1,99	12mo		*Intermediate BH in fore* *Cell D*	FK *Collision* *hold dispensed with* *B*262'543*t FPT*89*t*			*Cem* *B H to Sh dk* 3 " " *U* " *APT*105*t*	2SB(Spt),*6cf*,GS82,HS3533 A.B. de Laval Sa Angturbin, Skm.		
73169 —		1940					1929	Swan, Hunter & Wigham Richardson, Ld Sunderlnd	St. Lawrence Steamships, Ld.	252·8	43·4	17·8	Montreal	T.3Cy.15",25"&40"–33"		C
149497	(*ex*Imari) *Mchy. Aft* 1 *Dk*	1638 1158								Q100'F35'			British *WB*	81RH Mac Coll & Pollock, Ld. Sld.		
73170 Delaware River	(*ex*Lake Tippah)	2606				...	1920	Detroit S.B.Co. Wyandotte	Philadelphia & Norfolk S.S.Co. Inc.	251·0	43·6	26·1	Wilmgton, Del.	T.3Cy.21",35"&59"–42"	28 " 2	R †
219454 KJBT	*Fitted for oil fuel* 1 *Dk* 2 *tr B*	2237 1612								P25'B64'F23' *WB* FK			Utd. States	352NH Detroit S.B Co.		
73171 Delaware Sun	*ex*[illegible]	8964	✠100A1	Phl	*e*†	CL	1922	Sun S.B. Co. Chester, Pa.	Sun Oil Co.	480·5	66·0	36·8	Phildlphia	T 3Cy.27",45½"&76"–51" (*s*)	37 " 0	
221893 KDWQ	*ss*Phl.No.3–5,34 1 *Dk*(*Stl*) *Shelter dk*(*Stl*) & *Web frames* *Longitudinal framing*	8575 5617	*Shelter dk* *with freeboard* 3,39 10,37			3,39	1mo			FK *Cem Shelter dk*			Utd. States 19 *B H pt Cem* 9 *B H to Sh dk* 10 " " *U* "	210lb 628NHP 3SB,*9cf*,GS197,HS9198 FD Sun S.B.Co. Chester, Pa.	s 9 " 2 28 " 1½	
Mchy. Aft GyC.			*Carrying Petroleum in bulk* *Fitted for oil fuel* 1,22			*F.P. above* 150' F.			*Cell D Dis Ex B*74'[illegible]	FK 6 *Cem* *f*40 395*t FPT*186*t*				*APT*84*t*		
73172 Delawarean	(*ex*Golden Coast–37, *ex*West Nivaria)	5705					1920	S. Western S.B.Co. San Pedro, Cal	American-Hawaiian S.S.Co.	410·5	54·2	27·2	New York	T.3Cy.24½",41½"&72"–48"		R
219937 KUQJ	*Fitted for oil fuel* D.F. *Ref. Mchy.* 2 *Dks*	— 3625								P46 B112'F46'			Utd. States *WB*	Llewellyn Iron Works, Los Angeles, Cal	359NH	
73173 Delegat	Twin Sc	958					1931	States S.B. & Eng. Wks. 'André Marti' Odessa	U.S.S.R.	229·6	34·0	10·8	Rostov	Oil Engines 4S.C.SA 12Cy.13 5/16"–19 11/16"		
UOWI	*Oil Eng* Wireless 1 *Dk.*	— 448								P64'F32' FK			Russian	214NHP Kolomenskie State E.Wks.		
73174 Delfin	(*ex*Camogli–35, *ex*Rovereto *ex*WarAngler)	5322				...	1918	Scotts' S.B. & Eng. Co. Ld Greenock	"Polena" Società di Navigazione	421·5	52·2	28·2	Genoa	T.3Cy.27",44"&73"–48"	31 " 0	I
2124 IBLF	*Fitted for oil fuel* D.F. 1 *Dk*	1823 3233								400'3 P50 B113'F39' FK			Italian *WB*	490NH Scott's S.B.&Eng.Co.Ld.		†
73175 —	Ⓟ	1254				...	1885	Harland & Wolff Belfast	Cia. Trasmediterranea	243·9	31·9	15·3	Barcelona	O.2Cy.35'&70"–45"	16 " 3	V
	(*ex*Optic)	736								ptND98 BKS"			Spanish	274NHP		†
EAOK	D.F. 2 *Dks*	625											*WB*	Harland & Wolff, Belfast		
73176 Delfina		3480				...	1919	Hanlon D.D.&S.B.Co. Oakland, Cal.	Baltimore Insular Line, Inc. (A.H. Bull & Co. Inc. *Mgrs.*)	320·7	46·0	24·4	Baltimore	T.3Cy.24",39"&63"–42"	26 " 9	R
21881 KIVS	*Fitted for oil fuel* 1 *Dk*	2991 2060								P26 B79'F31' FK			Utd. States *WB*	387NHP Allis Chalmers Mfg.Co. Milwaukee		†
73177 —		3037	✠100A1	Bbo	*u*	CL	1919	Tyne I.S.B. Co. Ld. Newcastle	Marques del Real Socorro	331·2	46·8	23·1	Bilbao	T.3Cy.25",41"&68"–45" (*s*)	25 " 6	
EAQH	(*ex*Hallside) 1 *Dk*	2872 1855	10,36			12,34 4,39	9mo *Lloyd's* ✠ *CP*			P33 B101'F29' FK			Spanish *5 B H Cem*	180lb 358NHP 3SB,*9cf*,GS155,HS5829	s 3 " 11½ 21 " 9	
	Now sailing as "ITXAS-GANE"		NO LATER SURV BY REPORTED						*Cell D B*	284'724*t FPT*110*t*			*APT*41*t*	N.E.Marine Eng Co Ld Nwc		
73178 Delfina Mitre	Twin Sc	2100				...	1928	A. & J. Inglis Ld. Glasgow	Entre Rios Railways Co. Ld.	340·0	57·7	17·7	Ibicuy	Oil Engines 4S.C.SA 16Cy.15⅞"–29½" 383NHP	19 " 9	
	(*Train Ferry*) *Oil Eng.* 1 *Dk*	— 1525								FK			Argentine	Harland & Wolff, Ld. Gls.		
73179 Delfinus		1293					1912	Laxevaags Msk. & Jrnskb Bergen	Det Bergenske Dampskibsselskab	230·1	35·2	16·1	Bergen	T.3Cy.17½",29"&48"–33"		N
		976								Q82'B58'F28'			Norwegian	12NHP		
LDFS	1 *Dk*	751											*WB*	Laxevaags Msk. & Jrns. Bgn		
73180 Delfshaven	*ss*Ant.No.2–38 *ss*Hbt.No.1–37	5281	✠100A1	Ant	*a*†	CL	1930	W. Gray & Co. Ld. Sunderland	N.V. Gebr. van Uden's Scheepv. en Agentuur Maats	421·2	54·3	27·2	Rottrdam	Q4Cy.20",28½"41½"&61"–48"	29 " 8	
		4934	6,38			2,35	3mo						Dutch	260lb (*s*) FD 463NHP	s 4 " 8½	
PDOC	1 *Dk*(*Stl*)	3256				5,38	*Lloyd's* ✠ *CP*		*Cell D B*	P22 B268'F36' FK 373'1246*t FPT*117*t*			*7 B H Cem* *APT*157*t*	3SB(Spt)*9cf*,GS151.HS6696 Cen. Mar. E Wrks. Ld W Hpl.	25 " 2¼	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 / 6 / 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Temps assigné maintenant expiré. Lettre d'Emplacement.	7* Date de la dernière visite de survie port-édition.	8 / 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Jauge. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Hauteur Intérieur milieu du navire. Tirant d'eau correspondant. *pds. pds.*	1 Les visites en cale, etc., ne sont dues que tous les 2 ans.
73181	**Delftdijk** Ⓟ — Twin Sc	10220	✠100A1	Rot	/†	CL	1929	Wilton's E.	Nederl.-Amerik.	490·9 | 64·7 | 34·1			Rottrdam	Oil Engines 4S.C.SA	40 " 0	
	Oil Eng.	9038	7,38 ~~Mar 35~~				10mo	& Slpway. Co.	Stoomv. Maats.				Dutch	16Cy.29½"–72½" 1293NHP	s 9 " 4½	
PDOD	*ss* Rot. No. 2–38 ~~Pilot. No. 1–34~~	6385	~~LMC CS~~					Rotterdam	(Holland-Amerika Lijn) *Cell D B*	P40'B149'F46' FK			8 *B Hpt Cem*	DB *1001b*	30 " 9½	
	3 *Dks* (*Stl U*–ws *in after well*)		~~DBS~~ ~~U 38 H 34~~				*Lloyd's*	*sA&CP*		410'1666*t tanks in way of tunnels*			Harland & Wolff, Ld. Gls.			
	Ref. Mchy. D.F.		~~✠Lloyd's RMC~~										1050*t F P T* 140*t A P T* 165*t*			
			2,38													
			Carrying vegetable oil in deep tank													
73182	**Delhi** — Twin Sc	4571	✠100A1	Got	z	CL	1925	A/B. Lind-	Aktieb. Svenska	391·7 | 52·6 | 25·0			Gothenbrg	Oil Engines 4S.C.SA	28 " 0	
7229	*Oil Eng.*	4042	*with freeboard*	Yka		~~36,35~~	10mo	holmen-	Ostasiatiska Komp	409·1 (o.l.)			Swedish	12Cy.24½"–39½"	s 2 " 11½	
SEJA	*ss* Got. No 3–3,38	2606	9,38 ~~3,38~~ 3,39			P12,36		Motala	(G. Borin, *Mgr.*)	F31' FK			7 *B Hpt Cem*	DB *855lb* 716NHP	25 " 2	
	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*–ws)		~~LMC CS~~			S9,38		Gothenburg	*Cell D B* 328'995*t T of tunnels* 19'72*t F P T* 69*t A P T* 49*t*	*tanks at sides* (*Coll*			*B Hto Sh dk*	Aktieb. Atlas-Diesel, Skm.		
	D.F. 3*rd dk* (*Stl*) *in No. 1 hold*		DB86 ~~2,38~~ 7,38				*Lloyd's*	*sA&CP*		6 " " *2nd* ")			6 " " "			
73183	**Deli Maru** Ⓟ	2182					1922	Osaka Iron	Osaka Syosen K.K.	270·0 | 43·0 | 22·5			Osaka	T.3Cy.21", 35" & 58"–39"		C
28708		1915						Works,		B21'F28'			Japanese	Osaka 210NHP		
JHKA	2 *Dks*	1332						Innoshima					*WB*	Iron Works, Innoshima		
73184	**Delia** (*ex* Valfiorita–35,	5406	✠ ...	Gen	y		1917	A. McMil-	Giovanni	413·2 | 52·0 | 27·8			Genoa	T.3Cy.27", 44" & 73"–48"	30 " 0	I
1144	*ex* Buckleigh) *ss* Gen. No. 3–4,31	4577	7,35				7mo	lan & Son	Gavarone	400·0			Italian	458NHP		†
ICLY	2 *Dks* (*Stl*)	3310						Dumbarton		P36'B129'F48' FK			6 *B H Cem*	3SB, *9cf*, GS180, HS7860		
									Cell D B 349'893'*t D T a* 36'873*t F P T*				82*t A P T* 18*t*	D. Rowan & Co. Glasgow		
73185	—	1297					1929	Atlas-	Dampfschifffahrts	237·3 | 37·5 | 13·3			Bremen	T.3Cy.18½", 29½" & 49⅜"–29½"		G
	Wireless	899						Werke A.G.	Ges. Neptun A.G.	F26'			German	134NHP		
DOMS	Sub. Sig. *Cruiser Stern* 2 *Dks*	592						Bremen					*WB*	Atlas-Werke A.G. Bremen		
73186	**Delilian**	6423	✠100A1	Gls	z	CL	1923	D & W Hen-	Donaldson Line, Ld.	400·4 | 52·5 | 35·0			Liverpool	Q.4Cy.23½", 34", 49" & 70"–51"	37 " 7	
147207	*ss* Grk No. 3–7,36	6052	*Shelter dk*			5,36	4mo	dersn & Co. Ld.	(Donaldson Bros. ~~Ld. Mgrs.~~	412·0 (o.l.)			British	215lb (*s*) 626NHP	s 8 " 8½	
GJSQ	2 *Dks* (*Stl*) *s*	4064	*with freeboard*			3,39		Glasgow	& Black, Ld. *Mgrs.*)	B143'*on Shelter dk* FK			*pt Cem*	4SB, *12cf*, GS240, HS9791 FD	29 " 2	
	Ref. Mchy D.F. E.S.D. *Shelter dk* (*Stl*)		4,38 ~~3,38~~				*Lloyd's*	*sA&CP*	*Cell D B* 340'963*t D T a* 26'670*t*				6 *B H to Sh dk*	D & W Hendersn & Co Ld. Gls		
			~~LMC~~										1 " " *U* "			
			12,38													
73187	**Delisle**	3478			...		1919	Hanlon	Baltimore-	320·7 | 46·0 | 24·4			Baltimore	T.3Cy.24", 39" & 65"–42"	26 " 9	R
218986	*Fitted for oil fuel*	2991						D.D. & S.B. Co.	Insular Line, Inc.	P26'B79'F34'			Utd. States	397NHP		†
KIVT	1 *Dk*	2064						Oakland, Cal.	(A. H. Bull & Co. Inc. *Mgrs.*)	FK			*WB*	Allis Chalmers Mfg. Co. Milwaukee, Wis.		
73188	**Delius**	6065	✠100A1	Liv		CL	1937	Harland &	Lamport & Holt	438·6 | 62·3 | 25·4			Liverpool	Oil Engines 2S.C.DA	30 " 5	
164329	*Oil Eng.*	5458	*with freeboard*				7mo	Wolff, Ld.	Line, Ld.	456·0 (o.l.)			British	6Cy.20⅞"–49⅜" 898NHP	s 3 " 8½	
GZSY	D.F 2 *Dks* & *Shelter dk*	3749	9,38 ~~9,37~~	~~LMC~~	7,37			Belfast		B83'F32' FK			2 *D B 120lb*	Harland & Wolff, Ld. Bel.	26 " 8½	
	Cruiser Stern						*Lloyd's*	*sA&CP*					8 *B Hpt Cem*			
													(*Coll to Sh dk*			
									Cell D B 350'15*t*				7 " 2*nd* ")			
										07*t Tanks in way of*			*tunnel* 147*t F*			
73189	**Dellie** (*ex* Sphene 35)	411	✠100A1	Syd	f	CL	1895	Scott &	Aulco Pty. Ld.	142·5 | 25·1 | 10·7			Sydny NSW	C.2Cy.20" & 40"–27" (*s*)	12 " 1	
105964	*ss* Mel. 3rd No. 3–11,32	274	~~2,38~~ 2,38			2,38	11mo	Sons		147·8 (o.l.)			British	110lb 65RH	" " 5	
VLGS	Wireless *ss* Syd. No. 1–37	159				N1,39		Bowling		Q68'			3 *B H Cem*	1SB, *2pf*, GS140, HS1270	12 " 3	
	Mchy. Aft *Iron Floors* 1 *Dk* (*Irn*)		1,38					A&CP		B on Q9'F25' BK7"			*F P T* 18*t*	Muir & Houston, Glasgow		
	Well deck *Cargo battens not fitted*															
73190	**Dellwood** Ⓟ	3923			...		1919	Hanlon	Alaska S.S. Co. Inc.	320·7 | 46·0 | 24·4			New York	T.3Cy.24", 39" & 65"–42"		R
219590	*Fitted for oil fuel*	—						D.D. & S.B. Co		P & B249'F40'			Utd. States	397NH		†
KUBZ	D.F. 1 *Dk*	2489						Oakland, Cal.		FK			*WB*	Mfg. Co. Milwaukee, Wis		
73191	**Dellwyn** (*ex* Madge Llewellyn–38)	1451	✠~~100A1~~	Cff	o	CL	1920	J. Lewis &	Dillwyn S.S. Co. Ld.	234·8 | 35·7 | 16·6			Cardiff	T.3Cy.18¼", 28½" & 48¼"–33"	18 " 7	
Sunk in port by Aircraft 7/38	*ss* Smh. No. 3–6,34	1119	1,38				9mo	Sons, Ld.	(Angel, Son & Co.	244·3 (o.l.)			British	180lb (*s*) 86RH	s ~~1–6~~	
MKFV	*Well deck* 1 *Dk* (*Stl*)	886						Aberdeen	Ld. *Mgrs.*)	P16'Q67'B58'F23'			1 *B H Cem*	2SB, *6pf*, GS104, HS3210	~~12–1~~	
	Wireless *Cargo battens not fitted*						*Lloyd's*	*sA&CP*		FK				J. Lewis & Sons, Ld. Abn.		
									Cell D B 192'381*t F P T* 41*t*				*A P T* 46*t*			
73192	**Delmar**	5107					1920	American	Mississippi	390·0 | 54·2 | 27·8			N. Orleans	DR geared Steam Turbine		R
220710	(*ex* Bibbco–35) *Fitted for oil fuel*	4598						International	Shipping Co. Inc.	P39'B121'F43'			Utd. States			
KDHJ	2 *Dks*	3115						S.B. Corp.					*WB*	General Electric Co.		
								Hog Island Pa						Schenectady, N.Y.		
73193	**Delmundo** Ⓟ (*ex* Casey–32)	5032					1919	American	Mississippi	390·0 | 54·2 | 27·8			N. Orleans	DR geared Steam Turbine		R
219292	*Fitted for oil fuel*	4573						International	Shipping Co. Inc.	P39'B121'F43'			Utd. States			
KQGJ	2 *Dks*	3127						S.B. Corp.						General Electric Co.		
								Hog Island Pa						Schenectady, N.Y.		
73194	**Delnorte** Ⓟ (*ex* Schoodic)	4982			...		1919	American	Mississippi	390·0 | 54·2 | 27·6			N. Orleans	DR Geared Steam Turbine	32 " 0	R
218002	*Fitted for oil fuel*	4740						International	Shipping Co. Inc.	P39'B122'F43'			Utd. States	600NH		†
KIDQ	2 *Dks* & *Web frames*	3054						S.B. Corp.		FK			*WB*	General Electric Co.		
								Hog Island Pa						Schenectady, N.Y.		
73195	**Delos** (*ex* Donau, *ex* Osterndorf)	2589					1922	Akt. Ges.	Deutsche Levante-	311·0 | 45·2 | 19·6			Hamburg	T.3Cy.21⅜", 34½" & 56"–37½"		G
		2300						"Neptun"	Linie Hamburg	P & B207'F31'			German	192NHP		
DHEU	1 *Dk*	1541						Rostock	A.G.				*WB*	A.G. "Neptun," Rostock		
73196	**Delos W. Cooke** (*ex* Starruca)	3398					1897	Union D.D.	M.M. Cohen	326·5 | 44·0 | 14·9			Chicago	T.3Cy.22", 38½" & 64"–42"		
116786		—						Co.		29·3			Utd. States	265NHP		
	Mchy. Aft 1 *Dk* & *Spar dk*	2067						Buffalo					*WB*	King Iron Works, Buffalo		
73197	**Delphin** (*ex* Amersham, *ex* Rochdale)	3816	✠100A1	Sld	v	CL	1906	Bartram &	S. & C. M. Los & E. C.	346·5 | 50·8 | 22·9			Chios	T.3Cy.24½", 40" & 66"–45" (*s*)	25 " 6	
85	*ss* Pir. 2nd No. 3–7,36	3195	10,36			~~10,36~~	4mo	Sons	Andreadis				Greek	180lb NDB27–~~40½~~ 307NHP	s 4 " 4	
SVNH	*ss* Pir. No. 1–35	2373				11,38		Sunderland		P31'B88'F37' FK			6 *B H Cem*	2SB, *8pf*, GS142, HS4600	21 " 5	
	1 *Dk* (*pt Irn* & *pt Stl*) 2 *tr B.*						*Lloyd's*	*sA&CP*	*Cell D Ba* 119'*u E* 6	B43'*f* 144'899*t F P T*			89*t A P T* 50*t*	J. Dickinson & Sons, Ld. Sld		
	deep framing & *Web frames* 3 *Dk rule*		~~LMC~~													
			11,38													
73198	— Ⓟ — Pad	404					1905	Akt. Ges.	Norddeutscher	190·2 | 23·7 | 9·4			Bremen	T3Cy.19 7/16", 30 11/16" & 50⅜"–47½"		G
		320						"Weser"	Lloyd	B79'			German	174NHP		
DOMV	Wireless 1 *Dk*	140						Bremen					*WB*	A.G. "Weser," Bremen		
73199	**Delphinus**	657					1919	Eriksbergs.	O.F. Ahlmark & Co.	180·6 | 28·9 | 11·6			Karlstad	T3Cy.14 3/16", 22 7/16" & 36⅜"–24"		V
6075	*Cruiser Stern*	507						M.V. Akties	Eftr. A/B	P55'F22'			Swedish	80NHP		
SDRO	*Mchy. Aft* 1 *Dk*	356						Gothenburg					*WB*	Eriksberg M.V. Aktieb, Got		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years Assigned now expired. Equipment factor.	8 Date when tail shaft last seen.	9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnace. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Register to which classed. If not in L.R. Date of first entry.
73200 SVCD	**Delphoi** (*ex*Foyle-31) Passed by stranding 11,38. Now in port 2 *Dks*(*Stl*)		4739 4427 2952	✠100A1 7.37	Ams	*y*	CL N7,37	1915 10mo *Lloyd's SA&CP*	J L Thompson & Sons, Ld. Sunderland	D.P., M.G. & E.P. Lemos & Rethymnis & Kulukundis (Hellas) Ld.	400·0 | 53·0 | 26·0			Piræus Greek	T.3Cy.26⅞",43"&71"–48" 180lb (*s*) 421NHP 3SB,*9cf*,GS192,HS7060 Blair & Co. Ld. Stockton	28 " 7 - 4 " 4½ 24 " 5½	
											P27'B241'F39' FK *Cell D Ba* 139'*u* E6'				22*t FPT* 88*t APT* 121*t*		
73201 220519 KDDE	**Delplata** (*ex*LorraineCross-36) *Fitted for oil fuel* 2 *Dks*		5127 4598 3124					1920	American International Corporation Hog Island Pa	Mississippi Shipping Co. Inc.	390·0 | 54·2 | 27·8 P50'B121'F46'			N. Orleans Utd. States *WB*	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
73202 218681 KLSQ	**Delrio** (*ex*Afel-36) *Fitted for oil fuel* 2 *Dks* & *Web frames*		5052 4740 3093			...		1919	American International S.B. Corp. Hog Island Pa	Mississippi Shipping Co. Inc.	390·0 | 54·2 | 27·6 P39'B122'F43' FK			N. Orleans Utd. States *WB*	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.	32 " 0	R †
73203 218349 KIMN	**Delsud** Ⓟ (*ex*SalvationLass) GyC. *Fitted for oil fuel* 2 *Dks* & *Web frames*		4932 4740 3054			...		1919	American International S.B. Corp. Hog Island Pa	Mississippi Shipping Co. Inc.	390·0 | 54·2 | 27·6 P39'B122'F43' FK			N. Orleans Utd. States *WB*	DR Geared Steam Turbine 600NHP General Electric Co. Schenectady, N.Y.	32 " 0	R †
73204 TVGM	**Delta** (*ex*Ampat, *ex*War Vessel) TwinSc *Fitted for oil fuel* *Carrying Petroleum in bulk* 1 *Dk*		494 391 126					1915	Workman, Clark & Co. Ld Belfast	Cie. Fluviale et Mar. de Transp. de Pétrole (Soc. Anon. les Pétroles Jupiter *Mgrs.*)	170·0 | 31·1 | 8·6 F59*t* H105*t*			Marseilles French *WB*	T.6Cy.9",15"&24"–12" NB26 40NHP Wrkman, Clark & Co. Ld Bel		V
73205 219184 KOLL	**Delvalle** Ⓟ (*ex*Clavarack-32) *Fitted for oil fuel* 2 *Dks*		5032 4573 3127					1919	American International S.B. Corp. Hog Island Pa	Mississippi Shipping Co. Inc.	390·0 | 54·0 | 32·0 P50'B121'F40'			N. Orleans Utd. States	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
73206 149406 GFSW	**Demeterton** *ss*Nwc. No.2-34 1 *Dk*(*Stl*)		5251 4792 3244	✠100A1 12,38 Nwc	Npt	*z*	CL 12,37	1926 2mo *Lloyd's SA&CP*	Short Bros. Ld. Sunderland	Carlton S.S. Co. Ld. (R. Chapman & Son, *Mgrs.*) *Cell DB*	397·2 | 54·0 | 28·6 410·8(O.L.) P32'B122'F39' FK 343'1502*t FPT* 151*t*			Newcastle British 6*B HCem* *APT* 213*t*	T.3Cy.25",41"&68"–48" (*s* 180lb *180lb* 363NHP 2SB(Spt) *8cf*,GS155,HS5806 J. Dickinson & Sons. Ld. Sld.	31 " 6 - 6 " 1½ 25 " 7½	
73207 TCMC D.F.	**Demir** (*ex*Eastpool-38, *ex*Eastville-37) *ss*Cff. No.3-3,38 1 *Dk*(*Stl*)		3709 3414 2278	✠100A1 1,38 BS1,39	Cff	*c*	CL 2,38	1925 11mo *Lloyd's SA&CP*	J Readhead & Sons. Ld. South Shields	Sosiyetesilep T.A.S. *Cell D*	347·0 | 49·1 | 25·1 P30'B93'F35' FK *Ba* 110'*u* L23'*f* 152'			Istanbul Turkish 6*B HCem* *APT* 54*t*	T.3Cy.24½",41"&66"–45"(*r*) 180lb *90lb* 328NHP 2SB,6*cf*,GS120,HS5173 J. Readhead & Sons, Ld. S Shl	26 " 9 - 4 " 8½ 22 " 2½	
73208 131435 GRPY	**Demodocus** Ⓟ *Ref. Mchy.* D.F. 2 *Dks*		6522 5553 4113					1912	Workman, Clark & Co. Ld Belfast	China Mutual Stm. Nav. Co. Ld. (A. Holt & Co. *Mgrs.*)	443·0 | 52·8 | 32·1 P50'B162'F53'			Liverpool British *WB*	T.3Cy.30",50"&88"–60" NB19 532NHP Wrkman, Clark & Co. Ld Bel		BT till 1/39 3/39
73209 PDOO	**Dempo** Ⓟ TwinSc *Oil Eng.* Sub.Sig. GyC. 4 *Dks* D.F. *Cruiser Stern*		17024 12119 10211					1931	Kon. Maats de Schelde Flushing	N.V. Rotterdamsche Lloyd (W. Ruys & Zonen, *Mgrs.*)	551·0 | 70·4 | 41·6 F101'			Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 20Cy.29½/16"–52½" 3090NHP Kon. Maats. de Schelde Flushing		V
73210 PDOR	**Den Haag** TwinSc *Oil Eng.* *ss*Rot. No.3–6,37 *Mchy. Aft* 1 *Dk*(*Stl*) & *Shelter Dk*(*Stl*) Sub.Sig. & *Web frames* D.F. GyC. *Cruiser Stern* *Longitudinal framing*		8971 8477 5036	✠100A1 *Shelter dk with freeboard* 6,37 4,39 DBS4,39 LMC 6,37 *Carrying Petroleum in bulk*	Rot		CL 3,39	1925 6mo *Lloyd's SA&CP*	Frd. Krupp Act. Ges. Kiel	N.V. Petroleum Industrie Maats. *Cell D Bu E*	469·8 | 63·2 | 35·3 B33'F39' FK 73'160*t DT f* 36'315*t*			The Hague Dutch 18*B Hpt Cem* *pt Asp* (13 *to U dk*) *DTa* 19 111*t*	Oil Engines 4S.C.SA 12Cy.25⅛"–39⅜" 763NHP 2 Water Tube DB *200lb* 2 DB *70lb* Frd. Krupp A.G. Kiel *FPT* 186*t APT* 106*t*	35 " 6 - 8 " 7½ 27 " 1½	
73211 226878 WQCA	**Denali** Ⓟ TwinSc (*ex*Caracas-38) *Fitted for oil fuel* *Ref. Mchy.* *Cruiser Stern* 2 *Dks*		3365 — 1961					1927	Nwprt News S.B. & D.D. Co. Newprt News	Alaska S.S. Co. Inc.	323·0 | 51·0 | 22·0 P51'B137'F36' *WB*			New York Utd. States	2 steam turbines SR geared to 2 sc. shafts Newport News SB. & DD Co.		R
73212 164312 MMDG	**Denbigh Coast** *Oil Eng.* *Mchy. Aft* 1 *Dk* Wireless D.F. E.S.D. *Cruiser Stern*		484 367 259	✠100A1 12,37 1,39 LMC	Mch	*y*	OG 8,37	1937 1mo *Lloyd's SA&CP*	N.V. Industrieele Maats "De Noord" Alblasserdam	Coast Lines, Ld. *Cell D*	163·7 | 26·4 | 10·0 *27·5* Q13'F23' FK *B* 107' 140*t FPT* 56*t*			Liverpool British 3*B Hpt Cem* *APT* 9*t*	Oil Engines 4S.C.SA 8Cy.11"–17⅛" 91NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	11 " 10 - 1 " 1½ 10 " 9	
73213 LENT	**Deneb** (*ex*Nordstjernen-36) Iron 1 *Dk*& *Awng dk* 3 *tr B*		856 825 447	✠ 11,83	Ham	*l*		1882 6mo	Rostocker Akt. Ges. Rostock	Det Bergenske Dampskibsselskab	188·0 | 28·2 | 14·8 H9*t* 21·3 *D Ba*			Bergen Norwegian 4 *B HCem* 53'*f* 57'80*t*	T.3Cy.14",21⅛"&33½"–27½" NB07 59NHP Emade 17, *fitted* 24 Klawitzer, Danzig		
73214 132051 MDKG	**Deneside** *Well deck* *ss*Liv.2nd No.3–5,35 *Mchy. Aft* 1 *Dk*(*Irn*) *Cargo battens not fitted*		327 226 124	✠100A1 9,38 BS9,38 LMC'5 35 NB10 20*cf* (*fitted*) 34	Bel	*d*	CL 9,38	1910 8mo *Lloyd's SA&CP*	J T Eltringham & Co. S. Shields	Larne S.S. Co. Ld.	133·9 | 23·1 | 9·3 Q48'B9'F21' FK *WB* = *FPT* 33*t APT* 4*t*			Belfast British 3 *B HCem*	C.2Cy.16"&34"–24" (*s* 180lb 48RHP 1SB.*2pf*,GS40,HS1240 G.T. Grey. South Shields	10 " 6 - " 7 10 " 0	
73215 206152	**Denmark** *Mchy. Aft* GyC. 1 *Dk*		5448 — 4434					1909	Toledo S.B. Co. Toledo	Great Lakes SS. Co. Inc.	440·0 | 56·0 | 28·0			Oswego NY Utd. States *WB*	T.3Cy.22½",36"&60"–42" 283NHP Toledo S.B. Co. Toledo		R
73216 26195 JDJD	**Denmark Maru** *ss*Kob. No.3–1,33 2 *Dks*(*Stl*) & *Awng dk* (*Stl*)		5870 5590 4266	✠ ... 12,37 *Awng dk*	Kob	*y*		1920 1mo	Kawasaki Dkyd. Co. Ld. Kobe	Hakuyo Kisen K.K. *Cell D B* 334'1118*t*	385·0 | 51·0 | 36·0 FK *Collision* *FPT* 126*t APT* 93*t*			Kobe Japanese *Cem* *B H to Aw dk* 5 " " *U* "	T.3Cy.26",43½"&72"–48" 427NHP 2SB(Spt)&1AuxSB(Spt), *8cf*,GS154,HS5636 Kawasaki Dkyd Co Ld Kobe	36 " 0	
73217 162328 MPXL	**Dennis Rose** *ss*Bly. No.2-38 *ss*Bly. No.1-35 *Mchy. Aft* *Well Deck* 1 *Dk*(*Stl*)		1600 1231 946	✠100A1 12,38 1,38 Bly IC 2,35 12,38	Shl	*p*	CL 12,38	1930 11mo *Lloyd's SA&CP*	D & W Hendersn & Co. Ld Glasgow	Richard Hughes & Co. (Liverpool) Ld. *Cell D*	250·0 | 37·2 | 16·4 Q140'B15'F25' FK *B* 169'373*t FPT* 93*t*			Liverpool British 4 *B Hpt Cem* *APT* 66*t*	T.3Cy.19",31"&52"–36" (*s* 180lb 232NHP 2SB.*6cf*,GS132,HS4366 D&W. Hendersn & Co Ld Gls	18 " 6 - 5 " 5 17 " 3	
73218 160320 GNVK	**Denpark** *ss*Shl. No.2–36 D.F. 1 *Dk*(*Stl*)		3491 3241 2153	✠100A1 4,39 BS 6,38 LMC 36	Shl Cff	*v*	CL 4,37	1928 5mo *Lloyd's SA&CP*	Lithgows Ld Port Glasgow	Denholm Line Steamers. Ld. (J.&J. Denholm, Ld. *Mgrs.*)	350·0 | 49·0 | 23·7 P30'B98'F29' FK *Cell DB* 301'800*t*			Greenock British 200 6 *B HCem* 1 *PT* 99*t*	T.3Cy.22",38"&63"–42" (*s* 180lb *100lb* 339NHP 2SB.*6cf*,GS97,HS4650 FD D. Rowan & Co. Ld. Gls.	26 " 0 - 4 " 7½ 21 " 7½	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à cet Navire. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Tirant d'eau corresp. (Franc-bord au milieu du navire. Tirant d'eau corresp. pds	
73219	**Dentice** (*ex*Adna-37, *ex*WarPatriot)	*ss*Sba.No.3-5,30 *ss*Rot.No.1-34 1 *Dk*(*Stl*)	5197 — 3155	✝ 6,38	Nwc	*y*	CL 9,36	1918 4mo	Fairfield Co.Ld. Glasgow *Lloyd's*	"Polena" Società di Navigazione	400·5 52·3 28·5 P49'B112'F38' FK 345'1136*t*	Genoa Italian	T.3Cy.27",44"&78"–48" (*s*) 180lb 489NHP 3SB.9*cf*,GS190,HS7020 FD FairfieldCo.Ld.Glasgow	31 " 0
73220	**Deo Duce**	*Oil Eng.* 1 *Dk* *Mchy.Aft* *Cruiser Stern*	346 222 170					1937	D.&J.Boot Schps."De Industrie" Alphen a/d Rijn	J.Boll	148·4 25·7 7·1 P77 B16'F17' *WB*	Winsum Dutch	Oil Engines 4S.C.SA 6Cy.11"–15¾" 70NHP D.&J.BootMtrnfb."De Industrie"Alphen a/dRijn	
73221	**Deodata** (*ex*Quevilly)	TwinSc *Oil Eng.* *Mchy.Aft* *Carrying Petroleum in bulk* 2 *Dks* & *Web frames*	3295 2602 2241			...		1897	Laporte& Cie. Rouen	SkibsA/S Deodata (Chs Hannevigs Sr.) (Louis Hannevig)	324·8 45·5 24·1 P345*t* B99*t* F212*t* H36*t*	Horten Norwegian	Oil Engines 4S.C.SA 12Cy.13⅝"–19⅞" 209NHP NE24 A/S Holeby Dieselmotor Fabrik	25 " 7
73222	**Depa**	*Oil Eng.* 1 *Dk* *Cruiser Stern*	315 223 192					1935	E.J.Smit& Zoon Westerbroek	E.H.Paap	131·6 24·2 9·0 P37'F17' *WB*	Groningen Dutch	Oil Engines 4S.C.SA 6Cy.11"–17½" 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	
73223	**Depere**	*Fitted for oil fuel* 2 *Dks*	3475 2991 2068			...		1920	Hanlon DD &S.B.Co. Oakland,Cal.	AlaskaS.S.Co.Inc.	320·7 46·0 24·4 P26'B79'F34' FK *WB*	New York Utd.States	T.3Cy.24",39"&65"–42" Allis-Chalmers 397NHP Mfg.Co.Milwaukee,Wis.	26 " 9
73224 220524 KDBA GTQZ	**Deptford** D.F. E.S.D.	*ss*Cff.No.1-35 1 *Dk*(*Stl*)	4034 3698 2418	✝100A1 10,38 1,38 MS7,35	Sld Cff LMC	*x*	CL 7,35 12,38	1931 1mo	Smith's Dock Co.Ld. Stockton-on-Tees *Lloyd's*	BritainS.S.Co.Ld. (Watts,Watts& Co.Ld. *Mgrs.*)	366·4 52·0 24·7 376·4(O.L.) P32'B129'F39' FK 312'1167*t*	London British 6 *B Hpt Cem* *APT*184*t*	T.3Cy.23½",40"&67"–45" (*s*) 1851b 368NHP 3SB(Spt)*9cf*,GS159,HS6173 Blair&Co.(1926)Ld.Stk.	27 " 0 s 4 " 8½ 22 " 6½
73225 DOCM	**Der Deutsche** (P) (*ex*SierraMorena-34) D.F. Sub.Sig. GyC.	TwinSc *Corrugated sides* 4 *Dks*	11453 8270 6446					1924	Bremer Vulkan Vegesack	DeutscheArbeits-frontG.m.b.H. (Norddeutscher Lloyd,*Mgrs.*)	490·5 61·8 34·3 66·3 P&B380'F79' *WB*	Bremen German	T.6Cy.28⅜",46⅞"&75½"–51½" 818NHP Bremer Vulkan, Vegesack	
73226 220599 KDDT	**Derblay**	*Fitted for oil fuel* 2 *Dks*	3475 2991 2065			...		1920	Hanlon DD &S.B.Co.Ld Oakland,Cal.	AlaskaS.S.Co.Inc.	320·7 46·0 24·4 P26'B79'F34' FK *WB*	New York Utd.States	T.3Cy.24",39"&65"–42" 397NHP Allis-ChalmersMfg.Co. Milwaukee,Wis.	26 " 9
73227 218639 KIRT	**Derbyline** *Mchy.Aft* D.F.	*ss*N.Yk.No.3-6,35 2 *Dks*(*Stl*) & *Web frames* *Longitudinal framing*	6852 6509 4239	100A1 12,38 BS LMC6,35 *Carrying Petroleum in bulk* *Fitted for oil fuel*	NYk	*b*†	CL 9,36 N12,38 *bulk* *F.P. a* 4,23	1919	Bethlehem S.B.Cpn.Ld. Alameda,Cal.	TheTexas Company	435·0 56·0 32·0 P106'B48'F43' FK *CellDB* *uE&B*62'202*tDTf*	Wilmgton (Del.) Utd.States 13 *B Hpt Cem* (9 *to U dk* 4 „ *2nd*„)	T.3Cy.26⅝",47½"&78½"–48" 2201b (*s*) 597NHP 3SB,6*cf*,HS8235 FD BethlehemS.B.Cpn.Ld. SanFrancisco	33 " 6
73228 164273 GYMX	**Derbyshire** (P) D.F.	TwinSc *Oil Eng.* 3 *Dks* *Cruiser Stern*	11660 8007 7229	✝100A1 12,37 10,38 DBS6,37 LMC10,	Bkn		CL PN5,36 S15,38	1935 10mo	Fairfield Co.Ld. Glasgow *Lloyd's*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*)	482·6 66·2 23·0 P51'B265'F78' FK *B*422'1590*t* *FPT*36	Liverpool British 8 *B Hpt Cem* *APT*101*t*	Oil Engines 2S.C.SA 16Cy.28⅜"–39" 2252NHP DB*120lb* FairfieldCo.Ld.Glasgow	36 " 6 s 7 " 5½ 29 " 4½
73229 DHEV	**Derindje** (*ex*ChiefScout,*ex*Derindje) Sub.Sig. D.F.	1 *Dk* & *Shelter dk*	3063 2876 1838			...		1915	Nordsee-werke Emden	DeutscheLevante-LinieHamburgAG.	336·1 48·3 20·9 29·1 F36' *on Shelter dk* FK *WB*	Hamburg German	T.3Cy.23½",38"&62"–42" 331NHP Reiherst.Maschinenf.Ham	31 " 7
73230 124 IBHJ	**Derna** (P)	*Fitted for oil fuel* 2 *Dks*	1769 1259 871					1912	Cant.Nav. Riuniti Palermo	"Tirrenia"Soc. Anon. di. Nav.	277·2 36·4 18·2 P43 B62'F38' *WB*	Palermo Italian	T.3Cy.19⅜",32⅜"&55⅛"–39⅜" 191NHP N.Oderof u A.Stri Ponente	
73231 218888 KOBJ	**Deroche** *Carrying Petroleum in bulk* *Mchy.Aft* D.F.	*Fitted for oil fuel* 2 *Dks* *Longitudinal framing*	7058 — 4349					1919	Bethlehem S.B.Cpn.Ld. Alameda,Cal.	UnionOilCo.of California	435·0 56·0 32·0 P123'B50'F44' *CellDB*351'1441*t* *MT*30'1216*t* *FPT*14 7*t* *APT*262*t*	LosAngeles Utd.States	T.3Cy.27⅞",47"&78"–48" 594NHP BethlehemS.B.Cpn.Ld. SanFrancisco	
73232 166384 GKGQ	**Derrymore** D.F.	*Oil Eng.* 1 *Dk* & *Shelter dk* *Cruiser Stern*	4799 4360 2822	✝100A1 *with freeboard* NQ4 4,38 4,39 LMC4,38	Sld		CL	1938 4mo	Burntisl nd S.B.Co.Ld. Burntisland *Lloyd's*	McCowen&Gross, Ld.	414·0 56·9 25·7 431·7(O.L.) FK (*Cell DB*351'1441*t*	London British 7 *B Hpt Cem* (*Cell to Sh dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 3Cy.22 1/16"–85 1/16" 449NHP 2DB*120lb* Wm.Doxford&Sons,Ld Sld	28 " 1 s 3 " 0 25 " 3½
73233 DHEW	**Desdemona** *Mchy.Aft*	1 *Dk*	1305 1148 698					1920	Reiherst'g Schiffsw. Hamburg	A.Kirsten	258·0 37·4 14·6 P&B199'F37' *WB*	Hamburg German	T.3Cy.16½",27½"&43"–33½" 107NHP Reiherst.Maschinenf.Ham.	
73234 161062 GSQK	**Designer**	*ss*Liv.No.2-37 2 *Dks*(*Stl*)	5945 5530 3720	✝100A1 4,39 LMC MS10,37	Liv	*a*†	CL 5,37	1928 9mo	D&W Hendersn&Co. Glasgow *Lloyd's*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *Cell DB* *DTa*32'904*t*	419·8 54·6 30·4 434·0(O.L.) P37'B136'F44' FK 362'1181*t* *FPT*67*t* *APT*22*t*	Liverpool British 8 *BHCem* 1 „ *to 2nd dk*	T.3Cy.27",46"&77"–54" (*r*) 2101b *120lb* 524NHP 2DB(Spt),*12cf*,GS215, HS8208 D&W Hendersn&CoLdGls.	32 " 7 s 6 " 3½ 26 " 6½
73235 FNMF	**Désirade** (P) *Ref.Mchy.* D.F.	TwinSc 3 *Dks*	9645 — 6013					1921	Atel.&Ch. de France Dunkirk	ChargeursRéunis	483·4 58·9 34·6 F56' *WB*	Havre French	T.6Cy.25⅝",42½"&70"–48" 679NHP Atel.&Ch.deFrance,Dnk.	
73236 UOYX	**Desna** (*ex*Clio-34)	2 *Dks*	2926 2287 1830					1910	Wrf.voorh. Rijkee&Co. Rotterdam	U.S.S.R.	326·9 44·3 19·0 Q106'B87'F40'	Leningrad Russian *WB*	T.3Cy.21½",33"&57"–39" 203NHP Maats.Feyenoord,Rot.	
73237 GDQM	**Despina** (*ex*Bournemouth, *ex*ErringtonCourt) *ss*Ard.2ndNo.3-2,36 1 *Dk*(*Stl*) 2 *tr B&deep framing* 3 *Dk rule*		4461 4224 2782	✝100A1 10,37 LMC MS3,35 BS10,	Stn	*x*	CL 3,35	1909 8mo	Nthmblnd S.B.Co.Ld Newcastle *Lloyd's*	G.E.Marden (Wheelock&Co.Ld. *Mgrs.*) *Cell DBa&uE*150'	380·0 52·3 25·4 P45'B96'F34' FK *f*167'1087*t* *FPT*106	British 6 *BHCem* *APT*134*t*	T.3Cy.26",42"&70"–48" (*s*) 1801b *150lb* 385NHP 2SB,6*cf*,GS142,HS6156 Blair&Co.Ld.Stockton	28 " 0 s 5 " 3½ 22 " 11

New "Deslock," *see No. 87762 in Supplement*

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. / now expired. / Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ✠ of Trade Cert.
73238 762 SVLS	**Despina** (*ex*AngelisCambitsis-34,*ex*DeGreve) 1 *Dk & deep framing*	3016 — 1941			...		1907	BlythS.B. Co.Ld. Blyth	Michalinos Maritime& CommercialCo.Ld.	330·2|47·2|21·8 P29′B168′F34′ FK			Piræus Greek *WB*	T.3Cy.24″,38″&64″–42″ 287NHP N.EMarineEngCo LdNwc.	24 " 5	V †
73239 DOBC	**Dessau** (P) (*ex*Wido-36) Sub.Sig. D.F. 2 *Dks*	5933 5428 3663					1923	Frd.Krupp Act.Ges. Kiel	Norddeutscher Lloyd	393·5|54·3|31·4 P26′B138′			Bremen German *WB*	T.3Cy.28½″,47″&75¾″–51″ 408NHP Frd.KruppA.G.Essen		G
73240 144046 GDNT	**Destro** *Cruiser Stern* 1 *Dk & Shelter dk*	3553 3291 2177					1920	Dunlop, Brmnr&CoLd PortGlasgow	EllermanLines, Ld.(Ellerman& PapayanniLines Ld.*Mgrs.*)	314·0|45·2|28·7			Hull British *WB*	T.3Cy.21″,36″&62″–39″ Dunlop, 240NHP Bremner&Co.Ld.PG1		C
73241 138457	**Detector** (P) TwinSc 1 *Dk*	584 480 281					1915	Canadian Govt.Shipyrd (Dept.M.&F.) Sorel,P.Q.	CanadianGovt. (Dept.ofMarine)	140·0|35·0|13·1			Sorel,P.Q. British *WB*	C.2Cy.14″&28″–21″ 33RHP NewBurrellJohnsonIron Works,Yarmouth,N.S.		
73242 223349 KLFC	**Detroiter** (*ex*TwinCities) TwinSc *Oil Eng.* *Mchy.Aft* 1 *Dk* *Ref.Mchy.*	1460 1388 840					1923	Gt.Lakes Eng.Works Ashtabula,O.	NationalMotorship Corp.	250·6|42·2|15·7			Wilmgton (Del.) Utd.States *WB*	Oil Engines connected to Elec. Motors & Sc. Shafts 4S.C.SA 12Cy.13″–19½″ Lombard 197NHP GovernorCo.Salem,Mass.		R
73243 TFDA	**Dettifoss** (P) D.F. 2 *Dks*	1564 1308 940					1930	Frdrkshvn Værft og Flydk. Fredrikshavn	H.F.Eimskipa-fjelagIslands	237·1|36·2|21·2 F39′			Reykjavik Icelandic *WB*	C.4Cy.(2)16⅛″&(2)35⅞″–35⅞″ 124NHP Helsingörs Jernsk&Mskb.Elsinore		V
73244 162329 GSWR	**Deucalion** (P) TwinSc *Oil Eng.* *Ref.Mchy.* D.F. 2 *Dks* E.S.D.	7516 6478 4647					1930	Hawthorn, Leslie&Co.Ld. Newcastle	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	460·0|59·4|29·3 P44′B177′F51′			Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29⅜″–59⅞″ 1307NHP Akt.Burmeister&Wain, Cpn.		BT till 3,38 surv 11,38
73245 PDPD	— (P) 2 *Dks*	1796 1538 1031					1914	Wrf.voorh. Rijkee&Co Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	296·8|43·2|16·1			Amstrdam Dutch *WB*	T.3Cy.21″,35′&56″–39″ 196NHP Maats.Fyenoord,Rot.		V
73246 DJNB	**Deutschland** (P) TwinSc4Mst *Ref.Mchy.* E.S.D. *Fitted for oil fuel* *Cruiser Stern* GyC. 5 *Dk* D.F. Sub.Sig. *Corrugated sides*	21046 15089 12060					1923	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	645·8|72·2|41·9 78·7 P185′B306′F100′ len33			Hamburg German *WB*	8 Steam Turbines SR geared to 2 Sc. Shafts Blohm&Voss,Hamburg		G
73247 DSPN	— (P) TwinScSr (*Ferry*) Sub.Sig. GyC. D.F. 2 *Dks*	2972 2412 1095					1909	Akt.Ges. "Vulcan" Stettin	DeutscheReichs-bahnGes.,Reichs-bahnDirektion Stettin	356·1|51·0|20·9 F69′ *Promenade dk* 275′			Sassnitz German *WB*	T.6Cy.23″,38″&63″–36″ 476NHP A.G."Vulcan," Stettin		G
73248 2 EADW	**Deva** (*ex*Levensau) *ss*Bcl.2ndNo.3-12,33 *Well deck* 1 *Dk(Stl.)&deep framing*	2151 1832 1347	✠100A1 5,37 BS2,37	Ams	*s*	CL N5,37	1907 5mo	Eiderwerft Akt.Ges. Tönning	ComiteNabarra (Culliford&Clark, Ld. *Mgrs.*)	290·6|42·6|17·5 P15′Q100′B116′ FK F27′			Barcelona Spanish	T.3Cy.18⅜″,30⅛″&49⅜″–35⅜″ 1854lb (*s*) 182NHP 2SB,*4cf*,GS88,HS3120	19 " 7 s1 " 2½ 18 " 6½	
	Lloyd's SA & CP *Intermediate*		LMC12,3						*Bulkhead in fore*	*hold dispensed with*			*Cem*	Eiderwerft A.G.Tönning		
	Intermediate									*Cell D*			*4 B H only*			
													Ba 96′*u* E16′			
													f 116′566*t F P T* 49*t A P T* 27*t*			
73249 164350 GFGJ	**Devis** *Oil Eng.* D.F. 2 *Dks & Shelter dk* *Cruiser Stern*	6054 5458 3744	✠100A1 *with freeboard* ~~2,38~~ 11,38	Bel Liv		CL	1938 2mo	Harland& Wolff,Ld. Belfast	Lamport&Holt Line,Ld.	438·6|62·3|25·4 456·0(O.L.) B83′F32′ FK			Liverpool British	Oil Engines 2S.C.DA 6Cy.20⅛″–49⅜″ 898NHP 2DB*120lb*	30 " 3 s3 " 8½ 26 " 8½	
	Lloyd's SA & CP		LMC2,38						(*Coll*	*B H to Shelter dk*			*8 B H pt Cem*			
	Cell D B 350′								1507*t Tanks in way*	*of tunnel* 147*t F P T*			*H to 2nd dk)*	Harland&Wolff,Ld.Bel.		
													66*t A P T* 53*t*			
73250 139098 GLZQ	**Devon** TwinSc4Mst *ss*Liv.No.3-12,27 *ss*Npt.No.2-35 *Ref.Mchy.* 2 *Dks(Stl)&Shelter* D.F. *dk(Stl–ws)* *Cruiser Stern*	~~8025~~ ~~8328~~ 5490 ~~6021~~ ~~8128~~ 5503	✠100A1 *Shelter dk* *with freeboard* ~~1,38~~ 3,39 ~~BS1,38~~ ✠Lloyd's RMC ~~1,38~~ 3,39	Liv ~~Fal~~ BS3,38 ✠LMC1	*dt* *s*	CL P7,37 SN7,37	1915 7mo	Atel.&Ch. deFrance Dunkirk	BritishIndiaSteam Nav.Co.Ld.	473·3|59·9|36·7 495·0(O.L.) B189′F48′*on* FK *Shelter dk*			London British	T.6Cy.23″,38½″&64½″–45″ 2001b (*r*) FD 975NHP 5SB,*20cf*,GS357,HS15336	39 " 5 s 9 "4½ 30 " 4	
	Lloyd's SA & CP									*W B* = *Cell D B a* 110′ *u* E			*7 B H Cem*	Atel.&Ch.deFrance,Dnk.		
													& B 85′*f* 193′	1502*t F P T* 101*t A P T* 75*t*		
73251 161620 MBKL	**Devon City** *Oil Eng.* D.F. 1 *Dk & Shelter dk* *Ref.Mchy.* *Cruiser Stern*	4928 4630 3007					1933	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	425·5|56·3|25·4 F42′			Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅜″–91⅛″ 687NHP W.Doxford&Sons,Ld.Sld.		C
73252 164297 GYVD	**Devon Coast** *Oil Eng.* Wireless E.S.D. D.F. 1 *Dk & Shelter dk* *Mchy.Aft* *Cruiser Stern*	646 499 244	✠100A1 *with freeboard* 8,38 ~~8,38~~ ✠LMC8,36	Liv	*m*	OG	1936 8mo	Ardrossan Dockyard Ld. Ardrossan	CoastLines,Ld.	199·4|33·1|11·1 *34·9* 209·5(O.L.) FK F23′			Liverpool British	Oil Engines 4S.C.SA 6Cy.19½″–35⅞″ 224NHP J.G.Kincaid&Co.Ld.Grk.	13 " 8 s " 2 13 " 7½	
	Lloyd's SA & CP									*Cell D B* 154′ 219*t*			*3 B H Cem*			
										F P T 65*t A P T* 28*t*			*(Coll to Sh dk*			
													2 " 2nd,,)			
73253 119970 GFNM	**Devonia** (P) Pad Wireless 2 *Dks*	622 434 243					1905	J.Brown& Co.Ld. Clydebank	P.&A.Campbell Ld	245·0|29·0|9·7			Bristol British	C.D.2Cy.34½″&71″–60″ 325NHP J.Brown&CoLdClydebank		BT till 10,38
73254 127859 GRNK	**Dewsbury** (P) *ss*Gms.No.1-39 *ss*Gms.2ndNo.3-7,34 1 *Dk(Stl–ws)&pt deep framing* D.F. *Lower dk in Nos.1&3 holds*	1686 1102 947	✠100A1 ~~3,38~~ ~~2,38~~ ~~BS2,38~~ ✠LMC ~~1,39~~ 3,39	Gms	*q*	CL ~~3,38~~ 2,39	1910 6mo	Earle'sCo. Ld. Hull	London&North EasternRly.	265·0|36·0|17·4 P41′B115′F32′ BK9″			Grimsby British	T.3Cy.22″,35″&60″–42″ 1801b 309NHP 2SB,*6cf*,GS144,HS5540 Earle'sCo.Ld.Hull	18 " 6 s1 " 6½ 17 "11½	BT till 2.39
	Lloyd's SA & CP								*WB* = *D B a* 54′	*u* E21′*f* 111′295*t A P T* 33*t*						
73255 150004 VTFP	**Dhamra** (P) (*ex*Rosamond) (*Screw fore&aft*) 1 *Dk*	485 408 219					1910	R.I.M. Dockyard Calcutta	ChandbaliSteamer ServiceCo.Ld.	160·0|26·7|12·6			Calcutta British *WB*	C.4Cy.12″&24″–16″ NB25 48RHP A.G.MumfordLdColchestr		
73256 166001 GJGA	**Diala** *Oil Eng.* D.F. E.S.D. *Mchy.Aft.* *Longitudinal framing at bottom & at deck* *Cruiser Stern* 1 *Dk, 2nd dk clear of cargo tanks*	~~8060~~ ~~7220~~ ~~4750~~ ~~8100~~ 7201 4781	✠100A1 4,39 ~~4,38~~ ~~Wilson Custon plated~~ *Carrying Petroleum in bulk* ✠LMC1,38	Vgk Cff	*dt*	CL	1938 11mo	Bremer Vulkan Vegesack	Anglo-Saxon PetroleumCo.Ld.	~~465·0|59·4|33·8~~ 465′6|59′3|33′8 483·3(O.L.) FK P91′B18′F51′			London British	Oil Engines 4S.C.SA 8Cy.25⅜″–55⅛″ 502NHP DB*180lb* BremerVulkan,Vegesack	~~6·6~~ 0 ~~26·~~ 10 ~~2·~~ 6	
										Cell D B a 61′150						

New "Zephyr," see No. 90752 in Supplement

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel — Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme additionnel.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	8 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté. Si ce n'est dans le L. R.
73257	**Diamant**	**TwinSc**	715					1919	Soc.Anon. Jhn.Cockerill Hoboken	Soc.Anon.John Cockerill	213·2 | 27·9 | 13·2			Antwerp Belgian	T.3Cy.16½",24½"&37½"–25¾" 71NHP SocAn.J.Cockerill,Seraing		V
ONIC		*Cruiser Stern* 1 *Dk*	528 401								Q75′B52′F34′						
73258	**Diamantis** (*ex*KoreanPrince–34,		*4990*	✠100A1	Rot	*y*	CL	1917	Bartram& Sons,Ld. Sunderland	D.J.Pateras& Sons	400·0 | 52·4 | 28·0			Chios Greek	T.3Cy.27½",45"&75"–48" (*s*) 180lb ~~*Bwell*~~ 476NHP		30 " 6
119	*ex*Hindustan) *ss*Mch.No.3–11,29		*4697*	~~5,36 10,97~~			9,37	11mo			414·5(O.L.)			Greek	3SB,*9cf*,GS186,HS8055	s5 "10½	
SVBZ	*ss*Pir.No.2–36 *sx*tils No.1–34		*3115*	~~1,35~~ 7,38	✠LM MS10,37						P36′B119′F40′ FK			6 *BHCem*	J.Dickinson&Sons,Ld.Sld.	24 " 10	
		2 *Dks*(*Stl*)						*Lloyd's*	*SA&CP*	*Cell DBa* 137′ *uE*26′	*f*176′1053*t FPT*191*t*			*APT*168*t*			
73259	**Diamond**		628	✠100A1	Hul	*i*	CL	1927	Burntisind S.B.Co.Ld. Burntisland	Wm.Robertson	170·0 | 27·7 | 11·2			Glasgow British	T.3Cy.13½",22½"&37"–26" 200lb (*s*) 96RHP		13 " 4
160183	*Well deck* *ss*Hul.No.3–1,37		431	~~4,37~~ 12,38	Bkn		3,37	11mo			Q96′F28′B12′ FK			3 *BHCem*	1SB,*3cf*,GS55,HS1692	s 3 "8½	
MNXF		1 *Dk*(*Stl*)	308	BS1,34 12,38	LMC4,37			*Lloyd's*	*SA&CP*						W.Beardmore&Co.Ld. Coatbridge	13 " 3½	
	Mchy.Aft	*Cargo battens not fitted*								*Cell DB*104′145*t*	*FPT*59*t APT*24*t*						
73260	**Diamond Alkali** (*ex*LouisR.		5612					1912	GreatLkes Eng.Works Ashtabula,O.	AmericanS.S.Co. (Boland& Cornelius, *Mgrs.*)	504·0 | 56·0 | 30·0			Buffalo,NY Utd.States *WB*	T.3Cy.23",37"&63"–42" GreatLakes Eng.Works,Ashtabula		R
209971	Davidson)	(*Self-Unloader*)	—														
KDUH	D.F.	GyC.	5335														
	Mchy.Aft	1 *Dk*															
73261	**Diamond Cement** (*ex*Eastern		3993			...		1919	Yokohama DockCo.Ld Yokohama	~~PacificCoastS.S. Co.~~ PacificCoast CoalCo.	345·0 | 50·0 | 29·0			S.Frncisco Utd.States *WB*	T.3Cy.23",38"&64"–48" 343NHP YokohamaDockCoLd.Yka	29 " 1	R †
220007	Coast)	*Fitted for oil fuel*	3467								P33′B77′F41′ FK						
KURX	D.F.	2 *Dks*	2488														
73262	**Diamond Head** (*ex*WestErral)		5603					1919	Ls.Angeles S.B.&D.D.Co. San Pedro,Cal	MatsonNav.Co.	410·0 | 54·4 | 27·2			L.Angeles Utd.States *WB*	T.3Cy.28½,47"&78"–48" LosAngelesS.B. &D.D.Co.SanPedro,Cal. 422NHP		R
217540		*Fitted for oil fuel*	—														
KERJ	*Ref.Mchy.* D.F.	2 *Dks*	3465														
73263	**Diana** (P) (*ex*Niobe)		3347					1923	Cant.Nav. Riuniti Palermo	"Adriatica"Soc. Anon.diNav.	309·4 | 44·5 | 29·5			Venice Italian *WB*	T.3Cy.22⅞",36⅜"&61⅛"–39⅜" NE&B25 173NHP Soc.Vickers-Terni,Spezia		I
302		*Fitted for oil fuel*	2921								B84′F35′						
IBIJ	D.F.	2 *Dks*	1929														
73264	—		1892					1908	Osbourne Graham&Co. Sunderland	RederiA/B Diana (ToreUlf A/B)	279·1 | 40·1 | 18·1			Brandö Finnish *WB*	T.3Cy.20½",33"&54"–36" 175NHP MacColl&Pollock,Ld.Sld.		C
	(*ex*Blenda–34,*ex*Kennington,		—								P25′B60′F29′						
OHWK	*ex*Grantley)	1 *Dk*	1111														
73265	—		1551					1924	Flensburgr Schiffsb.Ges. Flensburg	FlensburgrSchiffs-parten-Vereinig. A.G.(H.Schmidt G.m.b.H. *Mgrs.*)	262·5 | 39·4 | 15·2			Flensburg German *WB*	T.3Cy.17½",29½"&48"–31⅛" 135NHP FlensburgerSchiffsb.Ges.		G
	(*ex*Käthe)		1237								P20′Q81′B104′ F32′						
DDUD	Sub.Sig.	1 *Dk*	906														
73266	—		1359					1922	Hamburg ElbeSchiffsw Act.Ges. Hamburg	A.Kirsten	244·5 | 36·2 | 16·1			Hamburg German *WB*	T.3Cy.17½",28½"&47½"–31½" 125NHP Gutehoffnungsbütte, Sterkrade		G
			1149								P&B193′F30′						
DHEZ		1 *Dk*	725														
73267	—(*ex*Scotia–38,*ex*Ring–37,		*1196*	✠100A1	Rot	*n*	OG	1888	Russell& Co. Pt.Glasgow	ScotiaCorporation (F.Leon, *Mgr.*)	231·3 | 33·0 | 17·0			Panama Panamanian	T.3Cy.17",28"&45"–36" (*s*) 150lb *80lb* NDB03 115NHP		18 " 0
	*ex*LordRosebery) *ss*Got.4thNo.3–6,35		*886*	~~5,38 2,38~~ 11,38	~~Bmt~~ Bkr		2,38	8mo			P135′F31′ BK8″			4 *BH*(*Irn*)	1SB,*3cf*,GS54,HS1710	s 1 "3½	
HPGR	*Well deck* 1 *Dk*(*Irn*)2*trE*		*695*	✠NB2,09 MS9,34	LMC BS7,37			*Lloyd*	*SA&CP*	*DBa*56′	*f*84′245*t FPT*44*t*			*Cem*	Kincaid&Co.Greenock	17 " 4½	
73268	—		1154					1904	Bergens Mek.Værks. Bergen	DetBergenske Dampskibsselskab	225·2 | 32·1 | 13·5			Bergen Norwegian *WB*	T.3Cy.17",28"&46"–33" 122NHP BergensMek Værks Bergen		N
			790								Q71*t*H26*t*F278*t*						
LDSS	Wireless	1 *Dk*(*pt Awng dk*	699								*pt Awng dk*153′						
73269	—		942					1911	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede Dampskibsselsk.	232·1 | 33·9 | 21·2			Aalborg Danish *WB*	T.3Cy.19½",32"&53"–36" 169NHP KjbnhavnsFlydk.&Skbsv.		V
	Ref.Mchy.	1 *Dk*	689														
OYVA	Wireless D.F.		426														
73270	—		516					1901	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	167·6 | 26·1 | 11·7			Bremen German *WB*	T3Cy12⅜",19½"&31½"–21⅝" 46NHP A.G."Weser,"Bremen		G
			403								Q49′B41′F22′						
DOMU		1 *Dk*	299														
73271	—		313					1936	Gebr.Nie-stern&Co. Delfzijl	Jac.deVoogd	127·6 | 24·1 | 8·7			Schiedam Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9⅞"–14⅛" 62NHP AppingedaminerBrons Motorenfb.N.V.		V
		Oil Eng	210								P30′F15′						
PDPQ	*Mchy.Aft*	1 *Dk*	149														
		Cruiser Stern															
73272	**Dicido**		*1546*	✠100A1	Osc	*q*	6,37	1903	Craig,Tay-lor&Co. Stockton	Rederiet förÅngf "Dicido" (SvenRedig)	250·0 | 37·2 | 18·9			Hlsngborg Swedish	T.3Cy.19",31"&51"–36" (*s*) 160lb 168NHP		21 " 2
5309		*ss*Hbg.2ndNo.3–3,30	*1404*	4,38				5mo			258·1(O.L.)			4 *BHCem*	2SB,*4pf*,GS74,HS2710	s 2 "9½	
SDTE		*ss*Osc.No.2–38	*896*		✠LMC 4,38						P31′B58′F29′ FK			*AP*T60*t*	N.E.MarineEng.CoLd.Sld.	18 " 7	
		1 *Dk*(*Stl&Irn*)*&deep framing*						*Lloyd's*	*SA&CP*	*WB* = *Cell DBa*72′ *uE*16′	*f*104′370*t FPT*57*t*						
		Cargo battens not fitted															
73273	**Dickenson**		831	✠100A1	Hono-lulu		CL	1923	SunS.B.& D.D.Co. Chester,Pa.	CommercialPacific CableCo.	174·3 | 30·1 | 21·8			NewYork Utd.States	T.3Cy.17",25"&43"–30" (*r*) 185lb 166NHP		22 " 6
222822	*Cable Vessel* *ss*HonoluluNo.3–6,35		742	*Shelter dk*			~~8,36~~ 9,38	4mo				FK		*Cem*	2SB,*4cf*,GS82,HS3303	s 7 "9½	
KFHG	Wireless 1 *Dk*(*Stl*)*w Shelter dk*(*Stl*-ws)		391	*withfreeboard* 9,37	BS3,34				A&CP					2 *BH to S dk*	SunS.B.&D.D.Co.	15 " 2	
		2*nd dk*(*Stl*) *in No.*1 *hold*		~~BS5,37~~	~~LMC8,35~~					*Cell DBf*21′47*t*	*Tank Collisio*			5 " " *U* "	Chester,Pa.		
				Fitted for oil fuel	4,38		*F.P. above*			*uE*28*t DTf*8′35*t*	*FPT*20*t APT*26*t*						
73274	**Dickson**		2920				150° F.	1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·5 | 48·4 | 20·7			Archangel Russian *WB*	T.3Cy.20",33"&57"–42" 210NHP N.E.MarineEng.CoLd Nwc		
			2484								P20′B98′F33′						
	Sub.Sig. D.F. E.S.D.	1 *Dk*	1569														
		Cruiser Stern															
73275	**Dicky** (*ex*Hopeful,*ex*Point	3 Mast	507	✠100A1	Hul	*h*	CL	1901	Ritson&Co Maryport	Goole&HullSteam TowingCo.Ld.	166·0 | 27·2 | 11·4			Liverpool British	T.3Cy.14",22½"&37"–27" (*s*) 160lb NDB17 *60lb* 52RHP		12 " 4
113939	Clear)	*ss*Goo.3rdNo.3–8,38	365	~~4,36 10,37~~ 3,39	Goo		~~12,37~~ 7,38	2mo	A&CP		173·2(O.L.)			3 *BHCem*	1SB,*3pf*,GS46,HS1366	s3 "11½	
MFDD	*Mchy.Aft*		210	✠NB8,17	LMC						Q91′B11′F21′ BK7″			*FPT*43*t*	Ross&Duncan,Glasgow	12 " 6	
	Well deck	1 *Dk*(*Stl*)		~~BS5,37~~			8,38				*DBf*12′08*t*						
73276	**Dido**		3554					1920	Dunlop, Brmnr&CoLd PortGlasgow	EllermanLines,Ld. (Ellerman& PapayanniLines, Ld. *Mgrs.*)	314·0 | 45·2 | 28·7			Hull British *WB*	T.3Cy.21",36"&62"–39" Dunlop, Bremner&Co.Ld.PGl 240NHP		C
144058		*Cruiser Stern*	3291														
GDTM		1 *Dk&Shelter dk*	2175														
73277	—(*ex*PionierI–37,	**TwinSc**	483					1919	Sandvikns Skeppd.&MV Helsingfors	D/S A/S Saga (D.Anfindsen& C.Skogland *Mgrs.*)	175·2 | 28·1 | 12·2			Haugesnd Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.16½"–18⅛" 192NHP J&CG BolindersCo Ld.Skm		G
	*ex*Njord–36,*ex*Sunkist)	*Oil Eng.*	395								H50′F47′						
LJNM		1 *Dk*	235														

Capsized & Sunk 1.39

1 No. in Book. / Official No. / Code Letters.	4 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey.	6 Port of Survey.	7 Year Classed / now expired / Mpt. (date)	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed; if not in L.R., Date of L.R. class cert.
73278 PJCF	**Dido** *Oil Eng.* Wireless *Mchy. Aft* 1 *Dk & Shelter dk* *Cruiser Stern*	388 293 160					1937	NV Schpsw Gebr. Pot. Bolnes	West-Indische Scheepv. Maats.	179·7 | 29·9 | 8·2 P12′ B&F156′			Curacao Dutch	Oil Engines 2S.C.SA 8Cy. 10½″–18⅞″ 151 NHP Gbr. Stork & Co NV Hengelo		V
73279 1992 IBGL	**Dielpi** (*ex* Thelma–34, *ex* Wandrahm) *ss* Gls. No. 3–6, 32 1 *Dk (Stl) & pt Awng dk (Stl)*	1527 1004 901	… 11,34	Gls	*o*		1912	Stettiner Oderwerke Stettin	Marchesa Giulia Moncalvi wd. De la Penne & Figli	254·4 | 35·6 | 14·4 242·5 P18′ Q63′ *pt Awng dk* 160′ FK *Cell D* 4193 391t *FPT* 62t			Genoa Italian 4 *BH Cem* *AP T* 52t	T. 3Cy. 18⅛″, 28⅜″ & 45⅝″–33½″ 146 NHP 2SB. 4*cf*, GS 67, HS 2456 Stettiner Oderwerke	17 ″ 4	I †
73280 DHFB	**Dieter Hugo Stinnes 12** Sub. Sig. D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* 1 *Dk*	2545 2048 1222					1924	Frd. Krupp Akt. Ges. Kiel	Hugo Stinnes Reed A.G.	277·8 | 44·2 | 20·8 P83′ F29′ *WB*			Hamburg German	T. 3Cy. 21¼″, 33⅝″ & 55″–39⅜″ 190 NHP Frd. Krupp A.G. Kiel		G
73281 TTAA	**Dijonnais** *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk*	389 313 185					1934	Atel. & Ch. de France Dunkirk	Cie. Maritime de la Seine	161·9 | 23·4 | 11·8 P47′ B23′ F26′ *WB*			Rouen French	Oil Engines 4S C.SA 6Cy. 11⅛″–18⅛″ 81 NHP Ziegler Frères, Dnk.		V
73282 128791 VJCL	**Dilga** *ss* Syd. No. 3–6, 32 *ss* Syd. No. 1–36 1 *Dk (Stl)* *Longitudinal framing* *Cargo battens not fitted*	3308 3010 1949	✠100A1 ~~6,38 6,37~~ BS5,37 6,38	Syd	*v*	CL ~~7,36~~ 6,38 MC4,36	1920 5mo	Govt. Dockyard Newcastle, A&CP N.S.W.	The Adelaide Steamship Co. Ltd. *Cell D B* 277′ 885*t*	331·0 | 47·9 | 23·5 341·0 (O.L.) P31′ B95′ F30′ FK *FPT* 118*t* *APT* 204*t*			Melbourne British 5 *BH Cem*	T. 3Cy. 25″, 41″ & 68″–45″ (*s*) 190 lb HS 8289 519 NHP 3 Water Tube Boilers FD Government Dockyard Nwc. N.S.W	26 ″ 1 s 4 ″ 5⅜ 21 ″ 10	
73283 21·008 KODX	**Dillwyn** *Carrying Petroleum in bulk* *Mchy. Aft* *Fitted for oil fuel* 2 *Dks* *Longitudinal framing*	6913 — 4262					1919	Bethlehem S.B. Corp. Ld. Alameda, Cal.	Malston Co. Inc. (C.D. Mallory & Co. Inc. *Mgrs.*)	435·0 | 56·0 | 32·0 P123′ B50′ F44′			Wilmgton (Del.) Utd. States	T. 3Cy. 27″, 47″ & 78″–48″ 594 NHP Bethlehem S.B. Corp. Ld. San Francisco		R
73284 164568 GYQV	**Dilwara** (P) D.F. E.S.D. *Ref. Mchy.* *Cruiser Stern* *Platform dk forward* *Cargo battens not fitted*	Twin Sc 11080 7524 6572	✠100A1 *with freeboard* 2,38 1,36 ✠Lloyd's RMC 1,36	Sou		CL MC 11,36	1936 1mo	Barclay, Curle & Co. Ld. Glasgow *Lloyd's SA&CP*	British India Stm. Nav. Co. Ld. *Cell D B* 423′ 1486*t* *Tanks at sides*	496·5 | 63·2 | 31·0 F61′ *Shaded dk* FK *of tunnels* 620*t* *FPT* 121*t*			London British 9 *B Hpt Cem* *AP T* 43*t*	Oil Engines 2S.C.SA 10Cy. 22 7/16″–66½″ 1510 NHP 2 DB *100 lb* Barclay, Curle & Co. Ld. Gls.	35 ″ 0 s 11 ″ 10½ 23 ″ 4	BT till 6/38 6/39
73285 219462 KOVJ	**Dilworth** *Carrying Petroleum in bulk* *Mchy. Aft* *Fitted for oil fuel* 2 *Dks* Sub. Sig. *Longitudinal framing*	7045 — 4351					1919	Bethlehem S.B. Cpn. Ld. Alameda, Cal.	Paco Tankers, Inc. (Pennsylvania Shipping Co. *Mgrs*)	435·0 | 56·1 | 32·0 P123′ B50′ F44′ *WB*			Wilmgton (Del.) Utd. States	T. 3Cy. 27″, 47″ & 78″–48″ 594 NHP Bethlehem S.B. Cpn. Ld. San Francisco		R
73286 781 SVRL	**Dimitrios Chandris** (*ex* Mont Kemmel–34, *ex* Rendsburg) *ss* Msl. 2nd No. 3–8, 34 *Well deck* 2 *Dks (Stl)* & *pt deep framing* & *lower dk beams in No. 1 hold only*	4643 4307 2892	✠ ~~5,39~~	Hul Ro	*z*	CL ~~6,38~~ ~~7,38~~	1910 6mo	Flensburger Schiffsb. Ges. Flensburg *Lloyd's SA&CP*	J. D. Chandris *Cell*	395·9 | 54·6 25·3 P&B 320′ F47′ FK *DBa* 126 *u E & B* 52′			Piraeus Greek 7 *B H Asp* *f* 178′ 1211*t*	T. 3Cy. 28⅜″, 47¼″ & 78″–54″ (*s*) 185 lb 594 NHP 3SB. 9*cf*, GS 198, HS 8414 FD FlensburgerSchiffsb. Ges.	28 ″ 0 ~~3 4~~ ~~21 ″ 10~~	
73287 172 SWGG	**Dimitrios G. Thermiotis** (*ex* Janeta) *ss* Pir. 2nd No. 3–11, 30 *ss* Pir. No 1–36 2 *Dks (Stl)* & *deep framing*	4271 4063 2709	✠100A1 ~~3,37~~ 10,38 BS 5,37 10,38	Pir Ams	*x*	CL ~~8,37~~ 10,38 LMC 6,36	1906 11mo	A. Stephen & Sons, Ld. Glasgow *Lloyd's SA&CP*	A. M. Tatakis *Cell*	385·5 | 50·0 | 26·0 P47′ B113′ F38′ FK 4 *B Hlt to Upper Dk* 2 *B Hlt to Middle Dk Cem* *DBa* 121′ *u E & B* 38′ *f* 169′			Andros Greek	T. 3Cy. 25″, 41″ & 67″–48″ (*s*) 175 lb 390 NHP 2SB, 6*cf*, GS 128, HS 5450 FD A. Stephen & Sons, Ld. Gls.	28 ″ 0 s 5 ″ 4 23 ″ 6	
73288 7 SVOK	**Dimitrios Inglessis** (*ex* Burutu–34, *ex* War Swan) 2 *Dks*	5275 4831 3220					1918	Sunderlnd S.B. Co. Ld Sunderland	D. Inglessi Fils S.A. Nav. de Samos	400·0 | 52·4 | 28·4 P49′ B112′ F39′ *WB*			Samos Greek	902*t* *FPT* 123*t* *APT* 268*t* T. 3Cy. 27″, 44″ & 73″–48″ 369 NHP Blair & Co. Ld. Stockton		C
73289 12 SVDH	**Dimitrios N. Bogiazides** (*ex* Maid of Corfu, *ex* Orissa, *ex* Ingelfingen) 1 *Dk (Stl)* 2 *tr B deep framing* & *Web frames* 3 *Dk rule*	3444 3304 2159	✠ 8,19 ✠	Ham	*r*		1908 4mo	Chant. Nav Anversois Hoboken	N. D. Bogiazides & Co. *Cell D Ba* 108′ *u E &*	340·8 | 48·1 | 23·1 P31′ B180′ F31′ FK *B* 42′ *f* 152′ 788*t* *FPT*			Andros Greek 6 *B H Cem* 108*t* *AP T* 81*t*	T. 3Cy. 24″, 40″ & 66″–45″ 317 NHP 3SB, 9*cf*, GS 136. HS 4905 N.E. Marine Eng Co Ld Nwc	25 ″ 7	C †
73290 745 SZIU	**Dimitrios Nomicos** (*ex* Protos–33, *ex* Anglos, *ex* Beijerland) *ss* Bla. 2nd No. 3–5, 28 *ss* Pir. No. 1–33 *Well deck* 1 *Dk (Stl)* & *Web frames*	1171 913 707	✠ — 7,37 ✠	Pir	*n*		1903 12mo	W. Dobson & Co. Newcastle	Loucas Nomicos *Cell D Ba* 69 *u E & B*	230·6 | 34·0 | 15·0 Q87′ B59′ F24′ FK 38′ 88 298*t* *FPT* 44*t*			Piræus Greek 4 *B H Cem* *AP T* 19*t*	T. 3Cy. 18″, 29½″ & 48″–33″ 146 NHP 2SB. 4*cf*, GS 66, HS 2352 N.E. Marine Eng Co Ld Nwc	17 ″ 3	G †
73291 28 SZVS	**Dimitris** (*ex* Gyp, *ex* Kylestrome, *ex* Ballochmyle) *ss* Bdx. 2nd No. 3–7, 28 *ss* Rou. No. 1–31	3338 3108 2116	✠ … 6,36 ✠	Pir	*v*		1905 6mo	Craig, Taylor & Co Stockton	Antonis G. Lemos' Sons *Cell D Ba* 104′ *u E & B* 38′ *f* 150′ 74*t*	340·0 | 47·8 | 23·7 P30′ B94′ F33′ FK 8*t* *FPT* 133*t*			Chios Greek 6 *B H Cem* *AP T* 136*t*	T. 3Cy. 24″, 40″ & 65″–45″ NDB 22 308 NHP 2SB, 6*cf*, GS 140, HS 4750 Richardsons, Westgarth & Co. Ld. Mdb.	26 ″ 0	G †
73292 UPAI	**Dimitrov** (P) (*ex* Haarlem–34) *ss* Ams. No. 3–8, 32 2 *Dks (Stl)* *Fitted for oil fuel*	3689 3272 2361	✠ … 4.34	Ams			1920 1mo	Rotterdam Droogd. Maat Rotterdam	U.S.S.R. *Cell D B* 309′ 929*t* *FPT*	361·4 | 49·8 | 22·0 P25′ B214′ F36′ FK 85*t* *AP T* 127*t*			Odessa Russian 6 *B H Cem*	T. 3Cy 26″, 40″ & 68″–45″ 386 NHP 3SB, 9*cf*, GS 157, HS 5279 Rotterdam Droogd. Maats.	24 ″ 6	
73293 YTFP	**Dinara** (*ex* Ruurlo–36, *ex* Uuras–35, *ex* Ruurlo–32, *ex* Eigen Hulp II) *ss* Ams. No. 3–1, 28 *ss* Tri. No. 2–36 1 *Dk (Stl)*	3156 2805 1932	✠100A1 3,38 MBS 4,39	Spt	*u*	CL 3,36 LMC 4,36	1917 8mo	Wilton's E. & Slpwy. Co. Rotterdam A&CP	Brodarsko Akcionarsko Drustvo "Oceania"	337·3 | 47·2 | 21·9 325·0 FK P24′ B206′ F29′ *Cell D B* 278′ 662*t*			Susak Yugoslav 5 *B H Cem* *AP T* 48*t*	T. 3Cy. 22¾″, 37″ & 62″–39″ (*s*) 180 lb *180 lb* 270 NHP NB *made* 19 *fitted* 24 NDB 24 2SB, 3*cf*, GS 132, HS 4300 Wilton's E. & Slpwy. Co. Rot	24 ″ 2 s 2 ″ 9 21 ″ 7½	
73294 146991 GKTN	**Dinard** (P) E.S.D. D.F. *Fitted for oil fuel* *Cruiser Stern* 2 *Dks*	Twin Sc 2313 1165 939					1924	W. Denny, & Bros. Ld. Dumbarton	Southern Railway	316·0 | 41·1 | 13·9 P58′ B & F 245′ *WB*			S'thamptn British	4 Steam Turbines SR geared to 2 Sc. Shafts W. Denny & Bros. Dmb.		BT till 2/39
73295 1831 IBPG	**Dino** (*ex* Hendonhall, *ex* Montes, *ex* Sierra Belgrano) *ss* Shl. No. 2–29 D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)* *Fitted for oil fuel*	5592 5317 3423	✠ —— 8,33 ✠	Hpl	*y*		1920 6mo	Nthmblnd S.B. Co. Ld. Newcastle	"Corrado" Soc. Anon. di Nav. *Cell D B* 351′ 1178*t*	413·5 | 53·0 | 32·8 399·6 FK F37′ *on Shelter dk* *FPT* 60*t* *APT* 90*t*			Genoa Italian *pt Cem* 2 *B Hlt to Sh dk* 5 " " *U*	T. 3Cy. 27″, 44″ & 73″–48″ 517 NHP 3SB, 9*cf*, GS 190, HS 7668 Palmers' Co. Ld. Newcastle	35 ″ 5	I †
73296 1·0 IMBP	**Dino Leoni** (P) 1 *Dk*	514 474 249					1930	Soc. Odero-Terni-Orlndo Leghorn	Soc. Anon. Nav. Toscana	168·4 | 26·3 | 17·6			Leghorn Italian	T. 3Cy. 16 9/16″, 26 9/16″ & 40⅝″–23⅝″ 81 NHP Odero-Terni-Orlando, S.A. Genoa		I

Now "Aigis" (*ex* Maid of Corfu, *ex* Orissa, *ex* Ingelfingen) *Mchy. Aft* *Cruiser Stern* *Web frames* 3 *Dk rule* *Cell D B* 279′ 1000*t* *FPT* 108*t* *APT* 81*t*

Now "Aghios Spyridon" *Diagn. Notn.* 27079 *Pl. Supplement*

Numero d'Ordre / Numero Officiel / Signaux	Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant appelé Lettre d'Enrolement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Registres ou notes
73297 PDPZ	**Dinteldijk** (P) D.F.	9399 8534 5814	✠100A1 *Awng dk with freeboard* 2,39 7,37 11,38 *Ref Mchy.* *Cargo battens not fitted in B&F*	Rot	*e* †	CL 8,35 11,38 82,39 10,38	1922 2mo *Lloyd's*	Harland& Wolff,Ld. Glasgow *sA&CP*	Nederl.-Amerik, Stoom.Maats. (Holland Amerika Lijn) 1 *BH dispens* *Cell DB* 422′ 1667 *t DT*	485·6|62·3|35·8 P40′B153′F58′ *on Awng dk* FK & BK2″ *ea with* 7 *BH only, all* a30′ 706 *t FPT* 130 *t*	Rotterdam Dutch *pt Cem* *to Awng dk* *APT* 75 *t*	Oil Engines 4S.C.SA 16Cy.29⅝″–45½″ DB–*100 lb* 1317 NHP Harland& Wolff,Ld.Gls.	38 *n* 9 s 9 *n* 4½ 29 *n* 7½	
73298 14593 GCYR	**Diomed** (P) *Ref. Mchy.* D.F. 3 *Dks*	10374 9323 6354					1922	Workman, Clark&Co.Ld Belfast	China Mutual Stm. Nav.Co.Ld.(A. Holt&Co. *Mgrs.*)	491·0|62·4|39·6 P67′B121′F58′	Liverpool British *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts Wrkman,Clark&CoLd.Bel		
73299 FOPG	**Dioné** D.F. 1 *Dk*	2660 1967 1390					1936	Atel.&Ch. de la Seine Maritime Worms et Cie. Le Trait,S.I.	Sté.Navale Caennaise (G.Lamy&Cie. *Mgrs.*)	307·6|43·6|19·1 P35′Q92′B61′F22′	Caen French *WB*	T.3Cy.21⅝″,35½⅜″&59″–41¾″ 225 NHP Atel.&Ch.de la Seine Maritime Worms et Cie.		
73300 OFAZ	**Dione** (*ex* Småland-37, *ex* Sarmacja–36, *ex* Småland–35, *ex* Gallia) *ss* Sar.No.3–6,38 *ss* Got.No.3–6,38 *ss* Abo.No.1–38 D.F. 1 *Dk(Stl)&Shelter dk(Stl)* Sub.Sig. *Cruiser Stern*	1780 — 950 1741 — 945	✠100A1 *Shelter dk with freeboard* 4,38 DS4,39	Abo Liv	*s*	OG 3,38	1920 10mo *Lloyd's*	Eriksbergs M.V.Aktieb Gothenburg *sA&CP*	Finska Ångf.A/B *Inter* *mediate B Hin fore* *Cell DB* 256′ 540 *t*	299·9|43·2|23·3 302·9(O.L.) FK *hold dispensed with* *FPT* 29 *APT* 31 *t*	Helsingfrs Finnish *Cem* 1 *BH to Sh dk* 3 „ „ *U* „	T.3Cy.22⅞″,35⅞″&58½–36″ 185 lb (*s*) 271 NHP 2SB,6*cf*,GS 103,HS 8840 FD Kockums M.V.A/B.Malmö	19 *n* 0 s *n* 6½ 18 *n* 7½	
73301 57 SWGZ	**Dioni** (*ex* Lesvos, *ex* Vasilissa Sofia, *ex* Asgard) *ss* Pir.2nd No.3–8,27 1 *Dk(Stl)&Spar dk(Stl)&deep framing*	4227 4044 2710	✠ 11,32	Dnz	*x*		1906 9mo	Nthmblnd. S.B.Co.Ld. Newcastle	G.F.Andreadis *Cell DB* a	360·0|48·0|20·2 P31′B93′F33′ 28·0 FK 117′ *u E&B* 41′ *f* 157′	Chios Greek 6 *BH Cem* 360 *t APT* 63 *t*	T.3Cy.25″,41″&69″–48″ 372 NHP 3SB,9*cf*,GS 150,HS 5940 Richardsons,Westgarth& Co.Ld.Sld	31 *n* 10	
73302 34 SVAN	**Dionyssios Stathatos** *ss* Hul.No.3–5,31 *ss* Kob.No.1–36 1 *Dk(Stl)&Web frames*	5168 4720 3172	✠100A1 10,38 2,38 BS11,37 10,38	Bry	*y*	CL 9,38 10,38	1919 9mo *Lloyd's*	Cammell Laird&Co.Ld. Birkenhead *sA&CP*	D.D.Stathatos *Cell DB* 343′ 1152 *t*	400·0|52·4|28·4 P49′B113′F40′ FK *DT a* 28′ 1215 *t FPT* 1	Ithaca Greek 18 *t APT* 166 *t*	T.3Cy.27″,44″&73′–48″ (*s*) 517 NHP 180 lb 7 *BH pt Cem* 3SB,9*cf*,GS 190,HS 7668 FD Cammell Laird&CoLd.Bkn	31 *n* 0 s 5 *n* 11⅜ 25 *n* 3½	
73303 150005 VTFN	**Dipavati** (P) *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*	840 773 439	✠ A1 *with freeboard* 8,38 7,37 *For coasting services Bombay & Alleppey, Bombay & Bhavnagar*	Bom		OG 8,38	1936 9mo *Lloyd's*	Harland& Wolff,Ld. Glasgow *sA&CP*	Bombay Stm.Nav. Co.Ld. *Cell D*	224·8|33·6|15·5 *Shade dk* FK *Bu E&f* 118·73 *t FT*	Bombay British 8 *BH pt Cem* *pt Asp* *T* 6 *t APT* 16 *t*	Oil Engines 2S.C.SA 12Cy.13½⅜″–24⅞″ 396 NHP Harland& Wolff,Ld.Gls.	10 *n* 0 s1 *n* 10⅜ 8 *n* 4½	
73304 145878 GFVC	**Diplomat** *ss* Liv.No.3–7,34 2 *Dks(Stl)* 3 *rd dk(Stl)* in *No.* 1 *hold*	8240 7407 5255	✠100A1 4,38 5,37 MS9,33	Liv	*d* †	CL 5,37	1921 9mo *Lloyd's*	C.Connell &Co.Ld. Glasgow *sA&CP*	Charente S.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *Cell DB* 422′ 1554 *t DT*	482·1|58·4|33·4 499·2(O.L.) P54′B188′F51′ FK a38′ 1324 *t FPT* 101 *t*	Liverpool British 9 *BH Cem* *APT* 49 *t*	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200 lb HS 13452 871 NHP 2DB(Spt)&2SB *18cf* GS 379, Dunsmuir&Jackson,Ld Gls	35 *n* 10 s 7 *n* 7 28 *n* 7	
73305 147362 GBFZ	**Director** *ss* Liv.No.2–35 2 *Dks(Stl)*	5107 4746 3128	✠100A1 5,38 5,37 MS5,35	Liv Mch	*y*	CL 6,36	1926 4mo *Lloyd's*	D&W Henderson&Co.Ld Glasgow *sA&CP*	Charente S.S.Co.Ld. (T.&J.Harrison, *Mgrs.*) *Cell DB* 3	395·7|52·6|28·0 407·9(O.L.) P37′B128′F40′ FK 40′ 1130 *t DT a* 29′ 75	Liverpool British *Cem* 7 *BH to Udk* 1 „ „ 2*nd*„	T.3Cy.26″,43″&73″–48″ (*r*) 200 lb *120 lb* 464 NHP 2DB(Spt),*12cf*,GS 210, HS 7706 D&W Hendersn&CoLd.Gls	30 *n* 6 s 5 *n* 9⅜ 25 *n* 0	
73306 217554 KEGM	**Dirigo** *ss* Mob.No 3–4,30 *ss* N.Yk.No.2–38 *Mchy. Aft* 2 *Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6418 6126 3988	✠100A1 3,38 2,38 3,39 BS3,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,19	NYk SFO MC2,38	*a* †	CL 6,37 *bulk* *F.P. above* 150° F.	1919 2mo	Texas S.S.Co. Bath,Me. A&CP	The Texas Company	416·8|56·1|31·1 P107′B35′F33′ FK 16 *BH Cem* *Cell DB Bu E&* B64′ 209 *t FPT* 229 *t APT* 130 *t*	Wilmgton (Del.) Utd. States	T.3Cy.26½″,44″&74″–51″ (*s*) 200 lb HS 9969 556 NHP 3 Water Tube Boilers (Spt) H.G.Trout Co Buffalo,N.Y.	32 *n* 10 s6 *n* 3 26 *n* 9½	
73307 96 SVOX	**Dirphys** (*ex* Theofano–37, *ex* Harpalion, *ex* Avonmede, *ex* Cottesmore, *ex* Swindon) *ss* Shl.No.3–4,31 *ss* Ant.No.1–36 1 *Dk(Stl)*	4240 4020 2661	✠100A1 7,37 LMC MS2,36 BS3,38	Hul	*y*	CL 12,36	1917 3mo *Lloyd's*	W.Pickers-gill&Sons.Ld. Sunderland *sA&CP*	V.J.Pateras *Cell DB*	390·0|53·3|23·5 401·2(O.L.) P40′B244′F35′ FK 338′ 1192 *t FPT* 110 *t*	Chios Greek 6 *BH Cem* *APT* 77 *t*	T.3Cy.25½″,45″&74″–48″ (*s*) 180 lb 466 NHP 3SB,9*cf*,GS 204,HS 7917 J.Dickinson&Sons,Ld Sld.	26 *n* 0 s 3 *n* 5½ 22 *n* 9	
73308 7011 SKZA	**Disa** (*ex* Solvær) 1 *Dk*	1965 1674 1093					1918	Shanghai E. S.B.&D.Co Ld Shanghai	Rederi A/B Disa (E.Brodin, *Mgr.*)	266·3|42·3|18·0 P30′B66′H164 *t* F25′	Stockholm Swedish *WB*	T.3Cy.18″,29½″&50″–36″ 150 NHP Shanghai E.S.B.& DD Co Ld		N
73309 114675 VPNQ	**Discovery** Wood Aux Bk Wireless 2 *Dks 3 tr B* (*See Sailing Ship Register*)	736 670 357					1901	Dundee Shipbuilders' Co Ld. Dundee	Boy Scouts' Association Trust Corporation	179·3|34·0|18·5 H22 *t* F43 *t*	London British *WB*	T.3Cy.14½″,22½″&36″–30″ 67 RHP Gourlay Bros.& Co. Dundee		
73310 161322 VPSJ	**Discovery II.** *ss* C.Tn.No.2–38 ~~Lon.No.1–38~~ Wireless D.F. 1 *Dk(Stl–ws)* 2nd *dk in holds* *Strengthened for Navigation in Ice*	1036 861 344	✠100A1 6,38 2,37 BS10,37 LMC 6,[illegible] *Fitted for oil fuel* 11,29	Lon CTn		OG 8,38 6,38 *F.P. above* 150° F.	1929 11mo *Lloyd's*	Ferguson Bros.(Port Glasgow)Ld. Port Glasgow *sA&CP*	Government of the Falkland Islands *Cell DB*	221·1|36·2|16·6 P16′F43′ FK *u E&B* 53′ *f* 39′ 100 *t*	Stanley F.I. British	T.3Cy.18″,28½″&48¼″–28″ 200 lb (*s*) 221 NHP 2SB,6*cf*,HS 3556 FD Ferguson Bros.(Port Glasgow) Ld.Pt.Gls.	20 *n* 0 s 2 *n* 10½ 17 *n* 5½	
73311 OXLA	**Disko** (P) Wireless D.F. *Oil Eng.* 2 *Dks*	1496 1272 891					1927	Kjöbnhvns Flydk.&Skbs Copenhagen	Grönlands Styrelse	221·9|36·2|21·5 F32′	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 6Cy.19⅛″–35⅞″ 224 NHP Akt.Burmeistr& Wain,Cpn		V
73312 139134 GVSP	**Distol** *ss* Lth.No.3–10,36 *Mchy. Aft* 1 *Dk(Stl)&Web frames*	1174 857 571	✠100A1 10,38 10,36 LMC 10,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,16	Lth Cff	*n*	OG 9,36 *bulk* *F.P. above* 150° F.	1916 7mo *Lloyd's*	W.Dobson &Co. Newcastle *sA&CP*	The Admiralty *Middle line Bulkhead* *Cell DB Bu E&B* 43′ 66 *t*	210·1|34·8|15·6 P44′F40′ FK *DT* f30′ 257 *t FPT* 36 *t* *APT* 32 *t*	London British 18 *B Hpt Cem* *not oil-tight*	T.3Cy.16″,26″&43″–27″ (*s*) 180 lb 142 NHP 2SB,4*cf*,HS 2174 FD N.E.Marine Eng Co Ld Nwc	16 *n* 6 s 1 *n* 5½ 15 *n* 1½	
73313 221046 KDMZ	**District of Columbia** *Fitted for oil fuel* *Mchy. Aft* *Carrying Petroleum in bulk* D.F. Gy.C. *Longitudinal framing* 2 *Dks*	7213 — ~~4199~~ 7152 — 4329					1921	Baltimore D.D.&S.B.Co. Baltimore Md	Standard Oil Co. of California	431·0|59·2|33·4 P123′B37′F39′	S.Frncisco Utd. States	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A Fletcher Co., Hoboken,N.J.		R

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	Port of Survey.	Year Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. (Letter H. of Trade Cert.
73314 224391 KJIA	**District of Columbia** (P) *Fitted for oil fuel* *2 Dks*		2128 — 1240					1924	The Pusey & Jones Co. Wlmgtn, Del.	Norfolk & Washington Steamboat Co.	297·8 | 51·0 | 16·3			Washngtn, D.C. Utd. States	T.4Cy.23½",37"&(2)43"–42" 239NHP Pusey & Jones Co. Wlmngtn		
73315 DHFF	**Ditmar Koel** (*ex* Merriwa, *ex* Gertrud, *ex* Willy Rickmers) *2 Dks*		5088 4689 3156				...	1915	Rickmers Werft Bremerhaven	Hanseatische Reederei Emil Offen & Co.	401·0 | 53·1 | 27·5 P50′B134′F44′ FK			Hamburg German *WB*	T.3Cy.28",45"&74"–53" 514NHP Act. Ges "Weser," Bremen	30 *n* 1	G †
73316 FOMB	**Divatte** (*ex* War Weapon) *ss* Nts No.3–4,31 *Well deck* D.F. *ss* Nts. No.1–35 *Cargo battens not fitted* *1 Dk (Stl)*		2266 1762 1292	✠100A1 5,38 7,37 LMC BS1,39	Bry Rot [illegible]	*s*	CL 7,37 5,38	1918 10mo	J. Crown & Sons, Ld. Sunderland *Lloyd's* *s A & CP*	Cie. Nantaise des Chargeurs de l'Ouest *Cell D*	285·0 | 42·0 | 19·0 297·6 (o.l.) P26′Q72′B64′F32′ FK *B228′568t F PT 108t*			Nantes French 7 *B Hpt Cem*	T.3Cy.25½",41"&68"–45" (*s*) 1801b 416NHP 2SB, *8cf*, GS150, HS5998 FD N.E. Marine Eng. Co Ld. Sld.	21 *n* 2 *s* 2 *n* 1½ 19 *n* 3	
73317 TUYK	**Divona** (*ex* Sierra Verde, *ex* War Clyde) *1 Dk*		1530 — 815				...	1918	A. McMillan & Son, Ld. Dumbarton	Union Indust. & Mar. Sté. Française d'Arm.	240·5 | 36·1 | 19·1 B52′F28′ FK			Rouen French *WB*	T.3Cy.18",30"&50"–33" 172NHP Rankin & Blackmre Ld. Grk	21 *n* 3	V †
73318 149641 GNJQ	**Dixcove** *Oil Eng.* *ss* Ham. No.2–35 *2 Dks (Stl) & Shelter dk (Stl)*		3790 3090 1995	✠100A1 *with freeboard* ~~5,38 5,37~~ 3,39 LMC CS9,35 DBS5.38 9.38 *Carrying Vegetable oil in deep tanks*	Ham Nave Mch	*x*	CL 6,35 5,38	1927 10mo	A. McMillan & Son, Ld. Dumbarton *Lloyd's* *s A & CP*	Elder Dempster Lines, Ltd. *Cell D B 292′778t*	355·4 | 49·2 | 22·4 367·6 (o.l.) P37′F42′ FK (*Coll B H to Sh dk 5 „ 2nd „*) *D Ts a 58′616t F PT 97t A PT 100t*	Liverpool British 6 *B Hpt Cem*	Oil Engines 4S.C.SA 6Cy.29½"–59½" 489NHP DB *100lb* Harland & Wolff, Ld. Gls.	24 *n* 8 *s* 2 *n* 2½ 22 *n* 7½	
73319 221349 KDSP	**Dixiano** *Fitted for oil fuel* *Mchy. Aft* *2 Dks* Sub. Sig. *Carrying Petroleum in bulk* *Longitudinal framing*		4323 — 2613					1921	Staten Isld. S.B. Co. Mariner's Harbor, N.Y.	American Sugar Transit Corp.	360·0 | 50·2 | 29·2 P91′B37′F33′			New York Utd. States *WB*	T.3Cy.28",39"&66"–42" 282NHP Staten Island S.B. Co.		R
73320 227107 WICX	**Dixie** (P) *Fitted for oil fuel* D.F. GyC. *3 Dks* E.S.D. *Longitudinal framing*		8188 — 4918					1927	Federal S.B. & D.D. Co. Kearny, N.J.	Southern Pacific S.S. Lines	426·6 | 60·2 | 26·0			New York Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft De Laval Steam Turbine Co Trenton, N.J		
73321 LJMZ	— Wireless D.F. *Mchy. Aft* *Cruiser Stern* *1 Dk*		1571 1283 888					1937	Porsgrund Mek. Værks Porsgrunn	A/S Frank (Chr. J. Reim, *Mgr.*)	246·6 | 37·9 | 18·2 P66′F29′			Porsgrunn Norwegian *WB*	C2Cy13¾",27⅞"–27⅞"&LP turbine with DR gearing & hydraulic coupling 63NHP Porsgrund M.V. Porsgrunn		N
73322 221735 KDVT	**Dixie Arrow** *ss* Mob. No.3–11,33 *ss* Mob. No.1–37 *Mchy. Aft* *2 Dks (Stl) & Shelter dk (Stl) &* D.F. *Web frames* *Longitudinal framing*		8046 7834 4960	✠100A1 *Shelter dk* *with freeboard* 12,38 ~~8,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,21	Mob NYk BS12,38 LMC 8,37	*dt*	CL ~~8,37~~ 11,38	1921 11mo	New York S.B. Corp. Camden, N.J. A & CP	Socony-Vacuum Oil Co. Inc. *Cell D Ba 19′ to 60° F.*	468·3 | 62·7 | 32·0 FK (*Collision B H to Sh dk* *E & B 76′436t D T f 40′ aft 100t* 9 „ „ *U* „ *F P T 229t A P T 131t* 6 „ „ 2nd „)	New York Utd. States 16 *B Hpt Cem*	Q.4Cy.24",36",51"&75"–51" 2201b (r) 625NHP 3SB, *9cf*, GS173, HS9052 FD New York S.B. Corp Camden, N.J.	32 *n* 0 *s* 4 *n* 1½ 28 *n* 1½	
73323 218945 KOCP	**Dixie Sword** (*ex* Florida–37, *ex* Point Firmin–34, *ex* Continental Bridge) *Fitted for oil fuel* *1 Dk 2 tr B in fore & after holds & Web frames*		3283 3005 2000				...	1919	Submarine Boat Corp. Newark, N.J.	Sword S.S. Line, Inc.	324·0 | 46·2 | 25·0 P30′B90′F35′ FK			New York Utd. States *WB*	DR geared steam turbine Westinghouse Electric & Mfg. Co. Essington, Pa.	28 *n* 6	R †
73324 105158 MKNF	**Dixley** (*ex* Oakover–37. *ex* Bendracht) *1 Dk*		347 252 162					1914	J. Th. Wilmink Gideon	Harris & Dixon S.S. Co. Ld. (J.E.P. Hocken, *Mgr.*)	132·3 | 23·1 | 10·8 Q & B72′F11′			London British *WB*	T3Cy11½",17⅞"&29½"–17⅞" NB21 *fitted* 25 D.H. Landauer & Zonen, Martenshoek 60 RHP		V
For "Accomac," *see No. 87097 in Supplement*																	
73325 PDQU	**Djambi** *Oil Eng.* D.F. *3 Dks*		6983 4992 4436					1919	Maats. Fijenoord Rotterdam	N.V. Rotterdamsche Lloyd (W. Ruys & Zonen, *Mgrs.*)	445·6 | 54·3 | 34·4 P7′F58′			Rottrdam Dutch *WB*	Oil Engines 2S.C.DA 6Cy.27⅞"–47⅜" 1590NHP NE31 Wilton-Fijenoord, Rot.		V
73326 FNFC	**Djebel-Amour** *Fitted for oil fuel* *3 Dks*		2908 2431 1545					1931	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Cie. de Nav. Mixte (Cie. Touache)	325·0 | 44·6 | 24·4 P35′B88′F48′			Marseilles French *WB*	3 DR Geared Steam Turbines Parsons Marine Steam Turbine Co. Ld. Nwc		V
73327 FNFS	**Djebel-Aurès** (P) *Fitted for oil fuel* *3 Dks*		2835 2463 1551					1929	Swan, Hunter & Wigham Richardson, Ld Newcastle	Cie. de Nav. Mixte (Cie. Touache)	325·0 | 44·6 | 24·4 P35′B88′F43′			Marseilles French *WB*	3 DR Geared Steam Turbines Parsons Marine Steam Turbine Co. Ld. Nwc		V
73328 FNFH	**Djebel-Dira** (P) *Fitted for oil fuel* *3 Dks*		2835 2463 1551					1930	Swan, Hunter & Wigham Richardson, Ld Newcastle	Cie. de Nav. Mixte (Cie. Touache)	325·0 | 44·6 | 24·4 P35′B88′F45′			Marseilles French *WB*	3 DR Geared Steam Turbines Parsons Marine Steam Turbine Co. Ld. Nwc.		V
73329 FNFR	**Djebel Nador** *Oil Eng.* *2 Dks, 3rd dk in forward holds* *Cruiser Stern*		~~3187~~ 3168 1837	✠100A1 *with freeboard* ~~2,38~~ 11,38 LMC	Dnz Msl	*u*	CL	1938 2mo	Internatnl S.B. & E. Co Ld Danzig *Lloyd's* *s A & CP*	Cie. de Nav. Mixte (Cie. Touache) *Cell D B 267′54t*	324·8 | 45·6 | 26·5 335·0 (o.l.) F43′ FK *tanks at sides of tunnel 408t F PT 20t*			Marseilles French 5 *B Hpt Cem* pt *Asp* *A PT 61t*	Oil Engines 2S.C.DA 6Cy.23⅝"–35⅛" 1170NHP ~~1 DB 100lb~~ Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg	28 *n* 10 *s* 8 *n* 1 *21 *n* 1½	
73330 FNHX	**Djenne** (P) Twin Sc *Fitted for oil fuel* D.F. *3 Dks (4th dk in Nos. 1 & 2 holds)* E.S.D. *Cruiser Stern*		8790 6156 4551					1931	Forg. & Ch. de la Médit SA La Seyne	Cie. de Nav. Paquet	426·9 | 58·6 | 34·3 B192′F80′			Marseilles French *WB*	6 Steam Turbines SR geared to 2 Sc. Shafts Forg. & Ch. de la Médit. S.A.		V
73331 PDRC	**Djirak** (*ex* Creole Jefe–33) Twin Sc *ss* Sng. No.2–36 *Mchy. Aft* *1 Dk (Stl) & Web frames* *Longitudinal framing–bracketless system*		3077 2298 2164	✠100A1 ~~Upr 8,37~~ 2,38 Sng ~~HS3,36~~ LMC1,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,28 BS6~~3,38~~4,38	Sba	*u*	CL ~~8,37~~ 2,39	1928 9mo	Palmers' Co. Ld. Newcastle *Lloyd's* *s A & CP*	N.V. Nederland-sche Koloniale Tankvaart Maats. *Cell D Bu E & B 50′*	325·0 | 55·2 | 16·4 P73′B22′F40′ FK *Trunk in wells* 149t *side tanks* 180′			The Hague Dutch *B Hpt Cem*	T.6Cy.14½",24"&39½"–27" 1801b (s) 288NHP 2SB, 6*cf*, HS4808 FD Palmers' Co. Ld. Newcastle	16 *n* 6 *s* 2 *n* 0 14 *n* 8½	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Grésement, etc. / Ex-noms, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Les lettres ou cotes si ce n'est dans Partie Cert. Register.
73332	**Djurdjura** (*ex* Penrith Castle)		4070 / 3241			...		1922	Ardrossan DD&SB Co Ld Ardrossan	Les Cargos Algériens Soc. Anon.	351·8 | 50·2 | 23·6 / P42′ B127′ F46′ FK	Rouen French *WB*	T.3Cy.25″,41″&68″–45″ 375NHP J. G. Kincaid & Co. Ld. Grk.	25 ″ 1	V †
FONM	D.F. 2 *Dks*		2500												
73333	**Djurma** (*ex* Brielle–35)		6908					1921	New Waterway S.B. Co. Schiedam	U.S.S.R.	402·6 | 58·3 | 34·7 / F33′	Odessa Russian *WB*	T.3Cy.30″,48″&79″–54″ 458NHP New Waterway S.B. Co.		V
	Fitted for oil fuel		4716												
UPKZ	*Cruiser Stern* 3 *Dks*		3924												
73334	**Dnepr** (*ex* Miltonstar, *ex* Brodhurst)		3071 / 2940					1914	Clyde S.B. & Eng. Co. Ld. Port Glasgow	U.S.S.R	304·3 | 44·7 | 27·2	Vladvostk Russian *WB*	T.3Cy.23″,37″&61″–42″ 241NHP Clyde SB. & Eng Co Ld. P. Gl		
UOTQ	*Ref. Mchy.* 1 *Dk & Shelter dk*		1876												
73335	**Dneprostroi** (*ex* Kutais–35, *ex* Mistley Hall–34, *ex* Aldersgate, *ex* Milazzo, *ex* War Hostage)		5284 / 4743 / 3164	... 12,36		Rot	*y*	1917 12mo	Harland & Wolff, Ld. Glasgow	U.S.S.R.	400·7 | 52·3 | 28·5 / P49′ B112′ F38′ FK *Cell D B345′ 11362t D T28′ 1200t F P T11*	Odessa Russian *WB*	T.3Cy.27″,44″&73″–48″ 489NHP 7 *B Hpt Cem* 3SB, *9cf*, GS190, HS7020 *8t A P T185t* Harland & Wolff, Ld. Gls.	31 ″ 0	
UPEB	*Adapted for oil fuel*														
73336	— (*ex* Dallas)		4756 / 4268			...		1918	Standard S.B. Corp. Shooter's Island, N.Y.	U.S.S.R.	377·0 | 52·0 | 26·8 / P25′ B106′ F34′ FK	Vladvostk Russian *WB*	T.3Cy.24″,40″&70″–48″ 478NHP Standard S.B. Corp.	29 ″ 0	
UOBH	2 *Dks*		2963												
73337	**Dnestr**		3580					1928	Deutsche Sch.-u. Mschb A.G. Seebeck Wesrmünd-G	U.S.S.R.	306·4 | 48·0 | 27·3 / B83′ F34′	Odessa Russian *WB*	T3Cy23″38⅝″&63″–43⅜″&LP Turbine with DR gearing & hydraulic coupling 346NHP Deutsche Sch. u Mschb A.G. Wesermünde-G		
	Fitted for oil fuel		3224												
UOUP	*Ref. Mchy.* 2 *Dks* *Cruiser Stern*		2061												
73338	**Dobesa** (*ex* Walborg–36, *ex* Miranda–36, *ex* Quezzan, *ex* Gertrud Schüuemann, *ex* Helmo Hemsoth)		1109					1920 11mo	N.V. Wilh. Hemsoth's Schps. en Mch Delfzijl	N.V. Stoomschip Willem van Driel, Sr. (Nederlandsch Bevrachtingskantoor N.V. *Mgrs*)	212·6 | 33·9 | 14·1 / P12′ Q45′ B65′ F31′	Amstrdam Dutch *WB*	T.3Cy.16¾″26¾″&43⅜″–27⅜″ 100NHP Dresdner Msch. & Schiffsw. Ubigan A.G.		V
PDRD	*Fitted for oil fuel* 1 *Dk*		821												
	Wireless		663												
73339	**Dobrina Nikitich**	Twin Sc	*1664*				..	1916	Swan, Hunter & Wigham Richardson, Ld. Newcastle	U.S.S.R.	200·1 | 50·5 | 27·4 / FK	Vladvostk Russian *WB*	T.6Cy.21½″,35½″&58″–36″ 721NHP Swan, Hunter & Wigham-Richardson, Ld. Nwc.	27 ″ 6	
	(*Icebreaker*)		*1613*												
UODW	1 *Dk & Awng dk*		*672*												
	2 *dks in fore & after holds*														
73340	**Doce de Octubre (12 de Octubre).**			*See letter*		"T"									
73341	**Doepel**	Wood Twin Sc	389					1919	G. E. Beattie Brisbane Water, NSW.	North Coast Steam Nav. Co. Ld. (E.S. Crauford, *Mgr.*)	145·0 | 33·0 | 9·2 / F18′	Sydny NSW British *WB*	C.2Cy.10″&20″–14″ F&B *made* 13 33RHP Chapman & Co. Sydny NSW		
150141			314												
VLCP	*Mchy. Aft* Wireless 1 *Dk*		194												
73342	**Dogan** (*ex* Mastrandreas–33, *ex* Highgate, *ex* Dunolly)		*3281* / *3133* / *2127*	... 12,33		Cff		1901 11mo	A. Rodger & Co. Pt. Glasgow	Barzilay & Benjamin	325·5 | 48·2 | 23·8 / P29′ B84′ F30′ FK *Cell D B a & u E122′ f138′ 781t*	Istanbul Turkish *6 B H Cem A P T120t*	T.3Cy.24″,40″&65″–42″ 278NHP NDB12 *refitted* 22 2SB, *6cf*, GS118, HS4240 Clyde S.B. & E. Co. Ld. Pt Gls	26 ″ 4	V †
TCBB	1 *Dk (Stl) 2 tr B & deep framing*		*2127*												
73343	**Doggersbank**		309 / 227	100A1 10,37		Sba	*d*	1933 1mo	N.V. Industrieele Maats. "De Noord" Alblasserdam	Koninklijke Paketvaart Maats	131·9 | 23·5 | 8·8 / Q26′ F16′ FK *Cell D B f 28′ 28t F1′ T10t A P T4t*	Batavia Dutch *3 B H Cem*	Oil Engines 4S.C.SA 4Cy.11″–17½″ 47NHP	9 ″ 6 s ″ 11½ 8 ″ 7½	
PDRF	*Mchy. Aft* *Oil Eng.* 1 *Dk (Stl)*		219	LMC1,37			N1,37						Humboldt-Deutzmotoren, A G. Köln-Deutz		
	Cruiser Stern *Cargo battens not fitted*							*Lloyd's A & CP*							
73344	**Dokka**		1168 / 1010					1925	Laxevaags Msk. & Jrnskb Bergen	D/S A/S Songa (Klaus Wiese Hansen, *Mgr.*)	230·0 | 36·5 | 14·8 / P47t H69t	Bergen Norwegian *WB*	T.3Cy.16¾″,25¾″&43″–30″ 101NHP Laxevaags Msk & Jrns Bgn		N
LDFV	1 *Dk*		656												
73345	**Dokter Colijn,** *see* **Dr. Colijn** *No.* 73433														
73346	**Dokter Wagemaker**		374 / 272					1934	N.V. Wilton-Fijenoord Rotterdam	N.V. Texel's Eigen Stoomboot Onderneming	149·6 | 26·5 | 9·6	Texel Dutch	T.3Cy.11″,17″&28½″–18½″ 29NHP N.V. Wilton-Fijenoord, Rot.		V
	1 *Dk*		169												
73347	**Dolium** (*ex* President Bolivar–32)	Twin Sc	1142 / 730	100A1 12,36	Suz	*m*	CL 11,36	1922 7mo	J. Koster, Hzn. Schpsw. Gideon Groningen	Anglo-Saxon Petroleum Co. Ld.	217·1 | 33·6 | 12·5 / Pon Q67′ Q67′ F30′ FK *Cell D Bu E19′ 21t D T f 13′*	London British *10 B H Cem*	T3Cy10½″17½″&28½″–17½″ 199lb (*s*) 136NHP 2SB, *4cf*, ,H82842 L. Straatman, Dordrecht	12 ″ 5 s ″ 9½ 11 ″ 8½	
154133	*ss* Suz. No. 3–11,34			LMC											
MJQM	*Mchy. Aft* 1 *Dk (Stl) & Web frames*		538	*Carrying Petroleum in bulk* *Fitted for oil fuel* 7,22			*E.P. due*	A & CP above	Groningen 50° F.			155t A P T23t			
73348	**Dolius**	Twin Sc	5507 / 4922 / 3319	11,25	Liv	*z*		1924 4mo	Scott's S.B. & E. Co. Ld. Greenock	Ocean S.S. Co. Ld. (A. Holt & Co. *Mgrs*)	407·0 | 52·2 | 28·4 / P39′ B133′ F42′ FK *Cell D B336′ 1200t D Ta30′ 713t D T f 30′*	Liverpool British *8 B H pt Cem*	Stm. & Oil Eng. 2S.C.DA 8Cy.22″–36″ 748NHP 2 Regenerators *874t A P T52t* Scott's S.B. & E. Co. Ld. Grk.	32 ″ 0	C †
147247	*Oil Eng.*														
GJVM	D.F. 2 *Dks (Stl)*														
	Fitted for oil fuel														
73349	**Dollard** (P)	Twin Sc	761 / 596			...		1913	Kingston S.B. Co. Kingstn, Ont.	Canadian Government (Dept. of Marine)	178·6 | 31·9 | 15·3 / F29′ FK	Ottawa British *WB*	T.6Oy.12½″,21″&34″–21″ 182NHP Collingwood S.B. Co.	15 ″ 6	
133937	*Fitted for oil fuel*														
CGSL	*Mchy. Aft* Wireless 1 *Dk*		328												
73350	**Dollart**		535 / 433					1912	Stettiner Oderwerke Stettin	Bugsier, Reed. & Bergungs A.-G.	165·8 | 28·6 | 11·5 / P112′ F22′	Brmrhavn German *WB*	C.2Cy.17⅛″&31½″–21½″ 38NHP Stettiner Oderwerke		G
DHFJ	1 *Dk*		268												
73351	**Dolomite I**	Twin Sc	934					1933	Dolomite Marine Corp. Rochester NY	Dolomite Marine Corp. (J.H. Odenbach, *Mgr.*)	205·6 | 32·0 | 13·1	Rochester, N.Y. Utd. States	2 Oil Engines 4S.C.SA connected to Elec. Motors & Sc. Shafts 12Cy.14¼″–14¼″ *Emade* 17 *refitted* 33 239NHP Busch-Sulzer Bros. St. Louis, Mis.		R
232721	*Oil Eng.*		—												
WCFS	(*Self Unloader*)		478												
	Electrically welded *Mchy. Aft* 1 *Dk* *Carrying cargo oil in bulk* *Cruiser Stern*														
73352	**Dolomite 2** (*ex* Thomas Maytham–38)	3 Mst	1929					1892	Chicago S.B. Co. Chicago	Dolomite Marine Corp. (J.H. Odenbach, *Mgr.*)	286·0 | 41·3 | 21·3 / *WB*	Rochester, N.Y. Utd. States	T.3Cy.19″,32″&52″–45″ 181NHP H.G. Trout, Buffalo		
145631			—												
WPTC	*Mchy. Aft* 1 *Dk 2 tr B*		1419												

Now Ashkabadbad, *see No. 8752 in Supplement*

Now Espig *see No. 8752 in Supplement*

Now "Semarang" *see No. 89954 in Supplement*

No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. / Under deck. / Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey. Years Assigned now expired. Equipment Letter.	Date when last built last seen.	Built. When. / Ship. / Engines	Built. By Whom. / Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. / Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	Revisions in which Class is left in L. R. by notification to Secretary
73353	**Dolores De Urquiza** TwinSc *(Train Ferry)* *Oil Eng.* 1 *Dk*	2082 — 1509			...	1926	A.&J. Inglis,Ld. Glasgow	EntreRiosRailwaysCo.Ld.	340·0 | 57·7 | 17·7 FK			Ibicuy Argentine	Oil Engines 4S.C.SA 12Cy.15¾"–29½" 287NHP Harland&Wolff,Ld.Gls.	19 " 9	
73354 PUBV	**Dom Pedro I** (P) TwinSc *(ex*PedroI–35,*ex*Wyreema) 3 *Dks (Stl–U&M ws) Orlop beams forward Orlop dk (Stl) aft & Shade dk (Stl–teaks)*	*6370* ✠ *5885* *3291*	11,09 ✠	Syd	*a*†	1908 2mo	A.Stephen &Sons,Ld. Glasgow	LloydBrasileiro	400·4 | 54·2 | 30·6 FK&BK1¾"			R.Janeiro Brazilian	T.6Cy.24½",40"&68"–48" 1038NHP 6SB,*18cf*,GS372,HS16002 A.Stephen&Sons,Ld.Gls.	33 " 3	
									*CellDBa*76	*uE&B*104	*f*148·861*t FPT*56*t APT*57*t*				
73355 PUBW	**Dom Pedro II** (P) TwinSc *(ex*PedroII–35,*ex*Levuka) 3 *Dks (Stl–U&M ws) Orlop dk (Stl) in fore & after holds & Shade dk (Stl–teaks)*	*6129* ✠ *4587* *3017*	9.11	Syd	*a*†	1910 4mo	A.Stephen &Sons,Ld. Glasgow	LloydBrasileiro	400·4 | 55·0 | 30·7 FK&BK1¾"			R.Janeiro Brazilian	Q.8Cy.23",33",47"&67"–48" 1031NHP 6SB,*18cf*,GS354,HS15636 A.Stephen&Sons,Ld.Gls.	33 " 3	V †
									*CellDBa*9	2*uE&B*115	*f*150·809*t FPT*45*t APT*41*t*				
73356 146268 GDMV	**Domala** (P) TwinSc *Oil Eng.* *Ref. Mchy.* 2 *Dks (Stl U–teaks)* D.F.	8441 ✠ 6848 5125	3,25 Lloyd'sRMC ~~...~~ 4,30 ~~1..30~~ ~~3,00~~	Bom	*c*†	1921 6mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*389·1591*t* *Tanks between tu*	450·0 | 58·3 | 32·9 P44′B153′F50′ FK *nnels*122·201*t FPT*			Glasgow British	Oil Engines 4S.C.SA 16Cy.26⅝"–47" 1085NHP *S.B.HptCem* 125*t APT*73*t*	35 " 6	BT till ~~1.36~~ ~~12.37~~ 0,36
													N.Brit.DieselEng.WrksLd		
73357 160771 GTVD	**Domby** D.F. 1 *Dk*	5582 5194 3451				1932	W.Gray& Co.Ld. W Hartlepool	RopnerShipping Co.Ld.	421·2 | 55·4 | 28·0 P30′B128′F41′ *WB*			W.Hartlpl British	T.3Cy.26",43½"&73"–48" 369NHP Cen.Mar.E.Wrks.Ld. (W.Gray&Co.Ld.)W Hpl		C
73358 78 IMDX	**Dominante** (*ex*Floreal, *ex*Lenuccia M., *ex*Usk) *ss*Apl 2ndNo.3–2,09 1 *Dk (Stl) & Web frames* *Well deck*	907 ✠ 672 483	7,15	Sws	*l*	1891 5mo	Osbourne Graham&Co. Sunderland	Vincenzo Bottiglieri	208·3 | 29·3 | 15·2 P118′F53′ BK7½" *DBa*51′67*t FPT*21*t*			Torre del Greco Italian	T.3Cy.16¾",26½"&43½"–30" NDB04 109NHP 1SB,*3pf*,GS52,HS1720 G.Clark,Ld.Sunderland	16 " 1	I †
73359 EGTT	**Domine** (P) TwinSc *Oil Eng.* D.F. 2 *Dks* 3*rd dk in holds* *Ref. Mchy* *Cruiser Stern*	6914 4523 3866	✠100A1 *with freeboard* 7.36 ✠Lloyd'sRMC3,36 for temp. 28° F. No later survey reported	Bel	*z* CL	1935 9mo	Soc. Española de Const. Naval Bilbao *Lloyd's A&CP*	Cia.Trasmediterranea *CellDB*285′741*t tanks at sides of tun*	391·7 | 53·8 | 29·0 P39′F68′ *Connected by shade dk* FK *nels*62′359*t FPT*77*t*			Valencia Spanish (1 *to 2nd dk*)	Oil Engines 2S.C.SA 12Cy.24⅞"–45½" 1240NHP *8BH* *DB100lb* *Cem* LaMaquinistaTerrestre y Maritima,Bcl.	29 " 0 s 7 " 7 21 " 10¾	
73360 161123 GMWK	**Domingo de Larrinaga** 1 *Dk*	5358 4888 3243				1929	Lithgows, Ld. PortGlasgow	LarrinagaS.S.Co. Ld.	415·0 | 55·0 | 25·6 P38′B268′F38′ *WB*			Liverpool British	T.3Cy.25",43"&72"–48" 359NHP D.Rowan&Co.Ld.Glasgow		C
73361 151086	**Dominion Shipper** WoodAuxSr *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*)	339 264 268	-			1925	F.S.Burgoyne Mahone Bay, N.S.	~~W.L.Sweeney~~ NovaScotia Shippers,Ld	140·3 | 23·4 | 12·0			Halifax NS British	Oil Engines 2S.C.SA 8Cy.10½"–12½" 15RHP FairbanksMorseCo.Ld. Belvedere,Mich.		
73362 218818 KIZB	**Domino** (*ex*Delco) *Fitted for oil fuel* 1 *Dk* *Longitudinal framing*	3170 2840 1908				1919	Bethlehem S.B.Corp.Ld. Wlmngtn Del	AmericanSugar TransitCorp.	327·2 | 46·2 | 22·9 P32′B94′F37′			NewYork Utd.States *WB*	T.3Cy.22",37½"&60"–42" 233NHP BethlehemS.B.Corp.Ld.		R
73363 148423 MNDP	— *ss*Hul.No.3–8,37 1 *Dk (Stl) & 2nd dk at aft end of No.2 hold & fore part of No.3 hold* *Ref. Mchy.* *Cruiser Stern*	1453 1155 711	✠100A1 8,37 ~~BS7,38~~ 5,39	Hul	*q* OG 7,37 LMC3,37	1925 2mo	New Waterway S.B.Co. Schiedam *Lloyd's A&CP*	Ellerman'sWilson Line,Ld. *CellDB*208′332*t*	255·3 | 36·1 | 16·7 P&B165′F48′ FK *APT*51*t*			Hull British *5BHCem*	T.3Cy.17¾",30½"&53"–36"(*s*) 225lb 280NHP 2SB,*6cf*,GS108,HS4178 FD NewWaterwayS.B.Co.	18 " 9 s " 11¾ 17 " 10s	
73364 LDLU	**Don** (*ex*Dunston) *ss*Osl.No.3–4,37 1 *Dk (Stl)* *Cargo battens not fitted*	2010 1709 1181	✠100A1 2,~~39~~ ~~BS6,38~~ 5,39	Rot	*r* CL 2,38 LMC4,37	1924 5mo	Antwerp Eng.Co.Ld. Hoboken *Lloyd's A&CP*	A/S Don (Johannesen&FalckPedersen) *CellDB*238′ 555*t FPT*46*t*	278·7 | 40·2 | 18·5 P22′B59′F23′ FK 1*BHCem* *APT*68*t*			Oslo Norwegian	T.3Cy.20",33"&54"–36" (*s*) 180lb 214NHP 2SB,*6cf*,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20 " 7 s 3 " 0 17 " 9½	
73365 UPLG	— (*ex*Manto–35) Wireless 1 *Dk*	1598 1193 932				1922	Laxevaags Msk.&Jrnskb. Bergen	U.S.S.R.	246·2 | 37·8 | 15·5 P18′Q71′B59′F31′ *WB*			Leningrad Russian	T.3Cy.18",29"&49"–33" 138NHP LaxevaagsMsk.&Jrns.Bgn		
73366 146346 MNCD	— *ss*Goo.No.3–9,37 1 *Dk (Stl)* Wireless *Ref. Mchy.*	1037 817 421	✠100A1 3,39 ~~3,36~~ ~~BS6,38~~ 5,39	Goo	*o* OG 3,37 LMC3,37	1924 11mo	Vickers, Ld. Barrow *Lloyd's A&CP*	LondonMidland& ScottishRly. (AssociatedHumberLines, *Mgrs.*) *CellDBa*58′	240·3 | 34·2 | 15·4 P38′B88′F35′ FK *uE*13′*f*90′204*t FPT* 14*t APT*25*t*			Goole British	T.3Cy.22",36"&61"–39" (*r*) 180lb 333NHP 2SB,*6cf*,GS124,HS5000 FD Vickers,Ld.Barrow	16 " 4 s 2 " 0½ 14 " 9	
73367	— (*ex*Eisvogel,*ex*Tergestea, *ex*Istra) TwinSc *Oil Eng.* 1 *Dk* *Mchy. Aft Ref. Mchy*	447 357 293				1920	A/S Kalundborg Skb Kalundborg	U.S.S.R.	140·7 | 30·1 | 10·2 P60*t* F14*t*			Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy10½"-14⅝"NE24 154NHP Gross-Motorenwerke Hamburg-Mannheim,Ham		
73368 CBDA	**Don Alberto** (*ex*Royalmoor) *ss*Vpo.No.3–3,38 *Well deck* 1 *Dk (Stl)*	*1907* *1490* *1089*	✠100A1 3.38	Vpo	*q* CL ~~12,36~~ ~~5,38~~ MC3,38	1924 11mo	J.Crown& Sons,Ld. Sunderland *Lloyd's A&CP*	Cia.Carbonifera e Industrial de Lota *CellDBa&uE*99*f*106′382*t FPT*86*t*	268·0 | 37·8 | 17·6 Q105′B56′F30′ FK			Valparaiso Chilian	T.3Cy.20½",33"&54"–39" (*s*) 180lb 216NHP 2SB,*6cf*,GS92,HS3594 N.E.MarineEng.Co.Ld.Sld	19 " 9 s 2 " 0 18 " 0½	
73369 CBDB	**Don Benjamin Squella** (*ex*Clytha) *ss*Vpo.No.3–12,36 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted*	*2221* *1757* *1319*	✠100A1 1,3~~2,37~~ ~~3E~~ MC12,36	Vpo	*r* CL ~~12,37~~ N1,39	1925 1mo	ClydeS.B. &E.Co.Ld. PortGlasgow *Lloyd's A&CP*	Cia.Carbonifera e Industrial de Lota *CellDB*229′502*t* *DTf*13′320*t*	275·2 | 41·0 | 18·9 Q111′B52′F27′ FK *Deck T* 9′15*t FPT*			Valparaiso Chilian	T.3Cy 20",32"&54"–36" (*s*) 180lb 214NHP 2SB,*6cf*,GS100,HS3630 ClydeS.B.&E.Co.Ld.P.Gl.	21 " 0 s2 " 2½ 19 " 1½	
73370 IMDZ	**Don Bosco** (*ex*Syria–34) *ss*Goo.2ndNo.3–3,24 *ss*Goo.No.2–32 *Well deck* 1 *Dk (Stl)*	749 560 347	✠ ... 5.36	Gen	*l*	1898 11mo	Earle'sCo. Ld. Hull	VittorioGalletto	218·8 | 31·0 | 13·6 210·0 Q99′B20′F29′ BK8" *DBa*			Massaua Italian	T.3Cy.19",32"&52"–36" 175NH 2SB,*4cf*,GS84,HS2670 Earle'sCo.Ld.Hull	14 " 3	I †

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Identification.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course—Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après le papier du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Registre de Coul.
73371	**Don Carlos**	433	✠ 7,10	Sou	*f*		1910	Day,Summers&Co.Ld.	Liebig's Extract of Meat Co.Ld.	140·0	25·1	11·6	Bns.Aires	T.3Cy.14",22"&37"–27"	12 " 6	
		324					7mo	Southampton		F28'			Argentine	91NHP		
	Mchy.Aft 1*Dk*(*Stl*)	247	✠									FK		1SB,*3cf*,GS54,HS1656		
												WB=		DaySummers&Co.Ld.Sou.		
73372	**Don Esteban** (P) TwinSc	1616	✠100A1 *with freeboard*	Kel	*q*	OG	1936	Frd.Krupp	De la Rama S.S.Co.	267·1	37·4	14·4	Iloilo	Oil Engines 4S.C.SA	17 " 6	
	Oil Eng.	—	HKg				12mo	Germaniawft	Inc.(E.H.Pirovano,*Mgr.*)				Utd.States	16Cy.16½"–21½" 447NHP	s 3 " 7	
KZDR	D.F. 1*Dk*	900	4,38 ~~13,36~~ ✠LMC12					A.G. Kiel		Q22'B&F248'		FK		7*BHptCem*	14 " 0½	
	Part electrically welded including decks		✠LMC(M)4,38				*Lloyd's*	*SA*✠*CP*		*Upper Bridge* 120'				Fr.KruppGermaniawft A.G		
	Cruiser Stern &butts of shell plating							*Cell D*	*Ba&uE*115 *f*81'1	71t *DTs* a114t *FPT*			10t *APT*56t			
	Rudder electrically welded															
73373	**Don José** TwinSc4Mst	*10893*	100A1	HKg	*g*†	CL	1920	J.C.Tecklenborg A.G.	Madrigal&Co.	523·5	65·7	37·5	Manila P.I.	T.6Cy.28",45¼"&74"–51½"	40 " 3	
	(*ex*Chief Capilano–37, *ss*H.Kg.No.3–2,37	*10044*	*Awng dk*			12.36		Weser-		543·0 (O.L.)			Utd.States	2000lb 1020NHP	~~s 10 " 9~~	
KZPF	*ex*Robert 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	*6791*	*with freeboard*					münde-G.		P64'B14'F44'		FK	*pt Cem*	5SB,*15cf*,GS296,HS13993FD	~~40 " 1~~	
	Dollar, &*3rd Dk*(*Stl*) *in No.1 hold*		7,38 ~~9,37~~										8 *BH to A dk*	J.C.TecklenborgA.G.Wsm	s 10 " 5¼	
	*ex*Kurland)												1 " " *3rd* "		30 " 1	
			Fitted for oil fuel 11,22			*F. P. above*		150° F.	*Cell DB*		*FPT*		*APT*			
73374	**Don Juan O.** (*ex*Midget,	498					19$\frac{02}{28}$	Schiffsw. v.	Rio y Olabarrieta	150·0	24·6	16·2	Manila	C.2Cy.15¾"&27½"–19¾"		
	*ex*Wiegand,*ex*Guadiana)	429						Henry Koch					Utd.States	27NHP		
KZCZ	Wireless 2*Dks*	257						Lübeck				*WB*		J.F.Ahrens,Altona		
73375	**Don Luis** (*ex*Teno)	2629	✠100A1	Tal	*u*	CL	1906	Earle'sCo.	Cia.Carbonifera y Industrial de Lota	340·0	40·2	21·5	Valparaiso	T.3Cy.23",37"&61"–42" (*s*)	24 " 0	
938	*ss*Tal.2ndNo.3–3,32	2394	8,36			9,36	10mo	Ld.		P15'B72'F39'		FK	Chilian	160lb 270NHP		
CBDL	*ss*Tal.No.1–36	1653	~~BS9,~~ ✠LMC3,36					Hull		*WB*=*Cell DB*			5*BHCem*	2SB,*6cf*,GS135,HS4382		
	2*Dks*(*Stl*)&*deep framing*						*Lloyd's*	*SA*✠*CP*		a88'*uE*&*B*40' *f*166			536t *APT*13t	Earle'sCo.Ld.Hull		
73376	**Don Ricardo** (*ex*Nordvaag,	2700	✠100A1	Vpo	*u*	CL	1906	Earle'sCo.	Cia.Carbonifera e Industrial de Lota	340·1	40·1	21·2	Valparaiso	T.3Cy.23",37"&61"–42" (*s*)	24 " 0	
	*ex*Arly,*ex*Ageröen, *ss*Vpo.No.1–38	2397	~~11,35~~			~~11,35~~	12mo	Ld.					Chilian	170lb 270NHP		
CBDR	*ex*Lebu) *ss*Vpo.2ndNo.3–11,34	1661				7,38		Hull		P15'B72'F39'		FK	5*BHCem*	2SB,*6cf*,GS135,HS4382		
	2*Dks*(*Stl*)&*deep framing*						*Lloyd's*	*SA*✠*CP*	*Cell D*	*bu*88' *uE*&*B*40' *f*166'536t			*APT*13t	Earle'sCo.Ld.Hull		
73377	**Don Thompson** (*ex*Uskbridge–36,	2466	✠100A1	Vpo	*t*	CL	1924	Burntisl'nd	Cia.Carbonifera e Industrial de Lota	297·7	43·9	20·8	Valparaiso	T.3Cy.22",36"&60"–39" (*s*)	23 " 6	
	*ss*Sws.No.3–12,36	2223	10,37			5,36	6mo	S.B.Co.Ld.					Chilian	180lb ~~220lb~~ 278NHP		
CBDT	1*Dk*(*Stl*)	1475	~~BS2,36~~					Burntisland		P25'B71'F27'		FK	5*BHptCem*	2SB,*6cf*,GS122,HS4762		
	Cargo battens not fitted						*Lloyd's*	*SA*✠*CP*	*Cell DB*251'831t	*FPT*122t *APT*94t				N.E.MarineEng.Co.Ld.Sid		
73378	**Doña Angela C.** (*ex*Balsieger,	*464*					1918	A.Roorda	Soc.Anon.Angel Cassanello Lda.	150·6	25·0	11·1	Bns.Aires	C.2Cy.16"&30"–16"		
	*ex*Princenhage III)	*332*						Scheepsw					Argentine			
	Mchy.Aft 1*Dk*	*218*						Sliedrecht		Q55'B9'F16'				30NHP		
														Werf.Gusto,Schiedam		
73379	**Dona Flora**	786	✠100A1	Gmh	*m*	CL	1924	Furness	Kingdon S.S.Co.Ld.	201·0	34·6	11·5	Middlsbro'	T.3Cy.16",26"&44"–30" (*s*)	14 " 3	
147772	*ss*Bly.No.3–8,36	589	*with freeboard*	Bly		11,37	8mo	S.B.Co.Ld	(T.H.Donking& Sons,Ld.*Mgrs.*)				British	180lb *100lb* 134NHP	s " 2	
MLZB	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	292	9,38 ~~12,37~~	✠LMC				Haverton				FK	4*BHptCem*	1SB,*3cf*,GS66,HS2337	14 " 2½	
	Mchy.Aft D.F.		MS12,38	BS~~3~~				Hill-on-Tees	*Cell DB*152'304t				2*BIltoSh dk*	Ross&Duncan,Govan		
				6,38			*Lloyd's*	*SA*✠*CP*	*DT f*14'105t	*FPT*48t *APT*44t			2 " "2nd "			
73380	**Dona Isabel**	784	✠100A1	Bly	*m*	CL	1924	Furness	Kingdon S.S.Co.Ld.	201·0	34·6	11·5	Middlsbro'	T.3Cy.16",26"&44"–30" (*s*)	14 " 3	
147770	*ss*Shl.No.3–6,36	586	*with freeboard*	Shl Glt		~~5,35~~	7mo	S.B.Co.Ld.	(T.H.Donking& Sons,Ld.*Mgrs.*)				British	180lb *100lb* 134NHP	s " 2	
MLYK	D.F. Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	290	1,37 ~~2,37~~	MC		4,38		Haverton				FK	4*BHptCem*	1SB,*3cf*,GS66,HS2337	14 " 2½	
	Mchy.Aft		~~MS5,37~~	~~BS4,37~~				Hill-on-Tees	*Cell DB*152'304t				2*BIltoSh dk*	Ross&Duncan,Govan		
				5,38			*Lloyd's*	*SA*✠*CP*	*DT f*14'105t	*FPT*48t *APT*44t			2 " "2nd "			
73381	**Donaghadee** 3Mst	662	✠100A1	Gls	*i*	CL	1937	A&J.Inglis	John Kelly Ld.(W. Clint,*Mgr.*)	176·0	27·9	11·0	Belfast	T.3Cy.13½",28"&38"–27" (*s*)	13 " 5	
165161		434	4,39 ~~9,37~~	Bel			9mo	Ld.		*29·4*			British	200lb 86RHP	s 4 " 2½	
MMLV	*Mchy.Aft* 1*Dk*	284						Glasgow		184·0(O.L.)			3*BHptCem*	1SB,*3cf*,GS56,HS1834	13 " 3½	
	Cruiser Stern						*Lloyd's*	*SA*✠*CP*		Q105'B11'F27'		FK	*pt Asp*			
										*Cell DB*97'139t		*FPT*	50t *APT*19t	Aitchison,BlairLd.		
														Clydebank		
73382	**Donaghmore**	581	✠100A1	Bel	*h*	CL	1925	J.Lewis&	John Kelly,Ld.	165·2	27·0	11·1	Workngtn	T.3Cy.14",24"&39"–27" (*s*)	13 " 4	
140832	*ss*Bel.No.3–2,38	401	12,~~39~~ ~~1,38~~			1,38	1mo	Sons,Ld.	(W.Clint,*Mgr.*)				British	180lb 82RHP	s 3 " 8½	
MNDS	*Mchy.Aft* 1*Dk*(*Stl*)	270						Aberdeen		Q94'B11'F28'		FK	3*BHCem*	1SB,*3pf*,GS54,HS1883	13 " 3	
	Well deck						*Lloyd's*	*SA*✠*CP*	*Cell D*	*Bf*97' 125t *FPT*44t			*APT*t	J.Lewis&Sons,Ld.Abn.		
			10,38													
73383	**Donald B. Gillies**	6588					1905	American	Pioneer S.S.Co. (Hutchinson&Co. *Mgrs.*)	525·0	55·0	31·0	Wilmgton	T.3Cy.23½",38"&63"–42"		R
202631	(*ex*JosephG.Butler,Jr.–36)	—						S.B.Co.					(Del.)	257NHP		
KDXU	*Mchy.Aft* D.F. GyC. 1*Dk*	5174						Lorain,O.				*WB*	Utd.States	AmericanS.B.Co.Clevelnd		
73384	**Donald Stewart**	1781	✠100A1	Qbc		CL	1923	Smith's	Canada Steamship Lines,Ld.	250·0	42·7	16·1	Montreal	T.3Cy.16",26"&44"–38" (*s*)	18 " 6	
147765	*ss*Tto.No.3–4,36	1483	*with freeboard*	~~12,37~~		11,80	5mo	Dock Co.Ld.					British	180lb 179NHP	~~s 4 " 11½~~	
CYKZ	*Mchy.Aft* 1*Dk*(*Stl*)	1074	8,37					Middlesbro'		Q92'F36		FK	3*BH*; *also*	2SB,*4cf*,GS78,HS2850 FD	~~13 " 10~~	
	Well deck Cargo battens not fitted						*Lloyd's*	*SA*✠*CP*	2*intermediate*	*BH's in holds*(*lower parts WT*)				Smith'sDock Co.Ld.Mdb.	82 " 10½	
									Cell D	B214'673t *FPT*277t			*APT*13t		15 " 10	
			For Service on the Great Lakes, River & Gulf of St. Lawrence & to St. John's NFL April to 21st November													
73385	**Donau** (P) 4Mst	9035					1929	Deutsche	Norddeutscher Lloyd	521·0	63·6	31·1	Bremen	T3Cy.34¼",52¾"&86⅞"–57½"		G
		8138						Sch.u.Mschb.					German	and L.P. Turbine 1000NHP		
DOBR	D.F. E.S.D. 2*Dks*	5642				~~10,38~~		A.G.Werk				*WB*		DeutscheSchiff.-u.Mschb.		
	Ref.Mchy. Sub.Sig. *Cruiser Stern*							Vulcan Hamburg						A.G.Werk,Vulcan,Ham.		
73386	**Donax**	~~8600~~	✠100A1	Gls	*c*†	CL	1938	Harland&	Anglo-Saxon Petroleum Co.Ld.	465·6	59·5	33·9	London	Oil Engines 4S.C.SA	34 " 0	
166493	*Oil Eng.*	8030	1,39 ~~7,38~~	Nwc				Wolff,Ld.		433·3(O.L.)			British:	8Cy.25⅝"–55½" 502NHP	s6 " 8½	
GJGV	D.F. 1*Dk*.2*nd dk clear of cargo tanks*	7211	(*Class Contemplated*)				7mo	Glasgow		P90'B41'F51'		FK	17*BH*	DB*186lb*	27 " 0½	
	E.S.D. *Mchy.Aft. Cruiser Stern*	4760	*Carrying Petroleum in bulk*				*Lloyd's*	*SA*✠*CP*	*Cell DBuE*70'156t	*DTf*25'289t *FPT*145t			*APT*88t			
	Longitudinal framing at bottom & at deck		✠LMC7,38											Harland&Wolff,Ld.Gls.		
73387	**Donizetti** (P)	2428	✠100A1	Tri	*s*	CL	1928	Cant.Nav.	"Tirrenia" Soc. Anon.di Nav.	294·0	40·2	21·1	Fiume	Oil Engines 4S.C.SA	23 " 4	
57	*Oil Eng.*	1838	~~5,38~~ ~~7,38~~ 2,39			2,37	12mo	Triestino		281·8			Italian	6Cy.24½"–43⅝" 357NHP	s 8 " 1½	
IBUJ	*ss*Fiu.No.2–36	1420						Monfalcone					6*BHptCem*	DB*100lb*	20 " 5½	
	2*Dks*(*Stl*)						*Lloyd's*	*SA*✠*CP*		P29'B84'F36'		FK	*pt Asp*	StabilimentoTecnico,Tri.		
									*Cell DB*218'404t	*FPT*58t *APT*57t						

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years Ships overdue. Equipment Letter.	7a Date when hull classed last; mem.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Register
73388 220664 KDGN	**Donna Lane** *Late Name if any.*	Wood Twin Sc *Oil Eng* *ss* Sea.–23 2 *Dks*	2185 1843 1598	✠ 8,27	Sea	*s*		1919 11mo	J.H.Price Const.Corp. Seattle Wash.	Oceanic Fisheries, Co.Inc.	245·5 | 46·7 | 23·6 P57′F37′			Seattle Utd. States	Oil Engines 4S.C.SA 12Cy.16″–24″ 298NHP McIntosh&Seymour Corp.Auburn,N.Y.	26 ″ 10	
	Mchy.Aft	*Salted*															
73389 134015 VGQF	**Donnacona** (*ex* W.Grant Morden) *ss* Tto.No.3–5,32 1 *Dk*(*Stl*)&*Web frames*		8611 8075 6086	✠100A– *For Service on the Great* 10,35	Tto *Lakes*		N10,35	1914 5mo	Western D. D&S B.Co.Ld. P.Arthur,Ont	Canada Steamship Lines,Ld.	604·0 | 59·0 | 32·0 F44′ FK 510′ 5546*t* *FPT* 250*t*			Montreal British	T.3Cy.24″,39″&65″–42″ (*s*) 170lb 406NHP 2SB,*6cf*,GS132,HS6338 American SB Co. Clveln d,O.	32 ″ 0	
	Mchy.Aft D.F.	*Longitudinal framing*		BS4,37 ✠LMC4,38 4,38						*Cell D B*	*a* 55′*f* & *side tanks*			*4 B H* *APT* 48*t*			
73390 154499	**Donnacona No. 1** *Oil Eng.*	Twin Sc	329 301					1928	Canadian Vickers,Ld Montreal,PQ	Quebec Paper Sales &Transportation Co.Ld.	140·8 | 30·3 | 9·3			Quebec British *WB*	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{16}$″–13$\frac{3}{8}$″ 12RHP N.V.Kromhout Mtfb.Ams.		
	Mchy.Aft	1 *Dk*	239														
73391 154500	**Donnacona No. 2** *Oil Eng.*	Twin Sc	330 302					1928	Canadian Vickers,Ld. Montreal,PQ	Quebec Paper Sales &Transportation Co.Ld.	140·9 | 30·3 | 9·3			Quebec British *WB*	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{16}$″–13$\frac{3}{8}$″ 12RHP N.V.Kromhout Mtfb.Ams.		
	Mchy.Aft	1 *Dk*	240														
73392 154984	**Donnacona No. 3** *Oil Eng.*	Twin Sc	346 300					1929	Davie S.B. &Repg.Co Ld Lauzon,P.Q.	Quebec Paper Sales &Transportation Co.Ld.	143·5 | 30·1 | 9·4			Quebec British *WB*	Oil Engines 2S.C.SA 6Cy.10$\frac{1}{8}$″–12$\frac{3}{8}$″ 12RHP Kromhout Motorenfb.Ams		
		1 *Dk*	241														
73393 147468 VJKN	**Doomba** (*ex* Wexford) *Cruiser Stern* 2 *Dks*	Twin Sc	750 690 264	...				1919	W.Simons &Co.Ld. Renfrew	Brisbane Tug& S.S.Co.Ld.	219·4 | 28·6 | 15·5 B31′ FK			Brisbane British *WB*	T.6Cy.13$\frac{1}{4}$″,21$\frac{1}{2}$″&34″–21″ 378NHP W.H.Allen,Son&Co.Bed.	16 ″ 3	
73394 219159 KQRB	**Dora** (*ex* Inspector) *Fitted for oil fuel* **mol Cuba,"** *see No. 8755 in Mot. Ships* *Carrying Molasses in bulk*		5036 457– 3076					1919	American International S.B.Corp. Hog Island Pa	Commercial Molasses Corp.	390·0 | 54·0 | 32·0 P50′B121′F40′			New York Utd. States *WB*	DR Geared Steam Turbine General Electric Co. Schenectady,N.Y.		R
73395 DMBX	**Dora Ahrens** (*ex* Franziska Fischer, *ex* Marianne) 1 *Dk*		858 708 529					1901	Akt.Ges. "Neptun" Rostock	E.Ahrens	209·6 | 31·8 | 13·0 Q65′B56′F20′			Rostock German *WB*	T.3Cy.14$\frac{1}{2}$″,21$\frac{1}{4}$″&38$\frac{1}{2}$″–26$\frac{1}{2}$″ 77NHP A.G."Neptun,"Rostock		G
73396 103 IBLJ	**Dora C.** (*ex* Dora) *ss* Tri.No.3–3,35 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* D.F.	*ss* Tri.No.1-39	5843 5039 3376	✠100A1 *Shelter dk* *with freeboard* 4,39 BS11,38 MS4,39 ✠LMC *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,22 *F.P. above* 150° F.	Nap Tri	*y*	CL 1,38	1922 8mo	Cant.Nav. Triestino Monfalcone *Cell D Bu E&B* A&CP	"Italia" Soc. Anon. di Nav.	408·2 | 53·9 | 29·5 P123′B36′F39′ FK 70′236*t* *DTf* 34′221*t* *FPT* 118*t* *APT* 193*t*			Trieste Italian	T.3Cy.26$\frac{3}{4}$″,42$\frac{1}{2}$″&70$\frac{7}{16}$″–48″ 180lb (*s*) 483NHP 13 *B H Cem* (10 *to Sh dk* 3 „ *U* „) 3SB,*9cf*,GS148,HS7221 FD United Machine Factories, Smichow	32 ″ 0 *s* 5 · 6$\frac{1}{2}$ 26 ″ 8$\frac{1}{2}$	
73397 DAZG	**Dora Fritzen** (*ex* Adamastos–37, *ex* Richmond Hill–37, *ex* Great City–36) 1 *Dk*&*Shelter dk*		6888 6623 5200					1914	Ropner& Sons,Ld. Stockton	Johs.Fritzen& Sohn vorm W.Kunstmann	~~420·0~~ | 56·7 | ~~36·1~~ 419 4 34 2			Stettin German *WB*	T.3Cy.28″,46″&75″–48″ 390NHP Blair&Co.Ld.Stockton		C
73398 166521 GJGT	**Dorcasia** 1 *Dk*,2*nd dk clear of cargo tanks*: *Oil Eng.* D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*		~~8808~~ 8053 7235 4768	✠100A1 3,35 ✠LMC3,38 (*Closet tanks placed*) *Carrying Petroleum in bulk*	Cff	*c*	CL	1938 8mo *Lloyd's*	Lithgows Ld. Port Glasgow	Anglo-Saxon Petroleum Co.Ld.	465·0 | 59·2 | 33·8 484·0(O.L.) FK P90-B42′F60′ F69′ 17 *B H* *Cell D Bu E69* 162*t* *DTf* 25′281*t* *FPT* 143*t* *APT* 194*t*			London British DB *150lb*	Oil Engines 4S.C.SA 8Cy.25$\frac{7}{16}$″–55$\frac{1}{2}$″ 1503NHP J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s6 · 8$\frac{1}{2}$ 27 ″ 7$\frac{1}{2}$	
73399 225751 KGBG	**Dorchester** (P) Sub.Sig D.F. GyC. *Fitted for oil fuel* *Ref.Mchy. Longitudinal framing* 4 *Dks*		5649 — 3456					1926	Nwprt Nws S.B.&D.D.Co Newprt News	Merchant & Miners Transportation Co.	350·0 | 52·0 | 36·0 P78′*Trunk* 234′ FK F38′ *Cell D Bu E* 52*t* 128*t*			Baltimore Utd. States *WB*	T.4Cy.25″,42$\frac{1}{2}$″&(2)54″–48″ 404NHP Newport News SB.& DD.Co		R
73400 PDRP	**Dordrecht** *Oil Eng.* *ss* Rot.No.2–36 *Mchy.Aft* 1 *Dk*(*Stl*)&*Web frames* D.F. *Longitudinal framing*		4402 3371 2515	✠100A1 ~~2,38~~10,38 ✠LMC CS2,38 BS2,38 10,38 5,35 ✠LMC(M)4,37 *Carrying Petroleum in bulk*	Rot	*w*	CL ~~1,38~~ 10,38	1928 1mo *Lloyd's*	N.V.C.Van der Giessen& Zonen's Schps Krimpen	N.V.Maats.Motor-schip "Dordrecht" (N.V.Phs.van Ommeren's Scheepv. Bedrijf.*Mgrs.*)	351·1 | 50·2 | 24·8 P78′*Trunk* 234′ FK F38′ *Cell D Bu E* 52*t* 128*t*			Rotterdam Dutch	Oil Engines 4S.C.SA 6Cy.27$\frac{5}{16}$″–55$\frac{1}{2}$″ 438NHP 3DB *142lb* Maats.Fyenoord,Rot.	25 ″ 0 s2 · 9$\frac{1}{2}$ 22 ″ 1$\frac{1}{2}$	
	Mchy.Aft	1 *Dk*(*Stl*)&*Web frames*												17 *B H pt Cem*			
	D.F.	*Longitudinal framing*												*F P T* 173*t* *APT* 50*t*			
73401 147212 GJTL	**Dorelian** *ss* Gls.No.3–10,36 2 *Dks*(*Stl*)& D.F. E.S.D. *Shelter dk*(*Stl*) *Ref.Mchy.*		6431 6054 4069	✠100A1 *Shelter dk* *with freeboard* 2,39 ~~2,38~~ BS10,38 ~~Bdge ht~~ ~~34~~ MC10,36 Lloyd's RM ~~25,38~~ 12,38	Sws	*z*	CL 9,36	1923 5mo *Lloyd's*	D&W Hendersn&Co.Ld. Glasgow	Donaldson Line, Ld. (Donaldson Bros. ~~Ld. *Mgrs.*~~ &Black,Ld. *Mgrs*)	400·4 | 52·4 | 35·0 B143′*on Shelter dk* FK *Cell D B* 340*t* 968*t*			Liverpool British	Q4Cy.23$\frac{1}{2}$″,34″,49″&70″–51″ 215lb (*s*) 626NHP *pt Cem* 6 *B H to S dk* 1 „ „ *U* „ 4SB,*12cf*,GS240,HS9791 FD D&W Hendersn&Co Ld.Gls	37 ″ 7 s 8 · 8$\frac{1}{2}$ 29 ″ 2	
											Tf 24′641*t* *DTa* 26′670*t*			*F P T* 123*t* *APT* 30*t*			
73402 146193 GCVQ	**Doric Star** (*ex* Doricstar) *ss* Nwc.No.3–1,34 *Ref.Mchy.* 3 *Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Cruiser Stern* *ss* Nwc.No.1–38		10086 9519 6847	✠100A1 *with freeboard* ~~9,38~~ ~~9,37~~ 1,39 BS1,39 ✠LMC~~3,38~~ Lloyd's RMC~~3,38~~ ~~1,36~~ 1,39 *Fitted for oil fuel* 10,21 *F P. above* 150° F.	Liv	*q*†	CL 9,36	1921 10mo *Lloyd's*	Lithgows, Ld. Pt.Glasgow	Union Cold Stor-age Co Ld (Blue Star Line Ld *Mgrs*)	529·8 | 64·0 | 37·0 len 34 FK *Cell D B* 421′1968*t* *FPT* 188*t*			London British	2 Steam Turbines DR geared to 1 So.Shaft (*r*) 2001b FD 1398NHP 6SB,*24cf*,GS410,HS21369 Met.Vickers Elec Co Ld Mch	40 ″ 6 s 10 · 0$\frac{1}{2}$ 30 ″ 9	
73403 FNGL	**Dorine** *Well deck* D.F.	1 *Dk*	3176 — 1661	...				1923 1mo	Chant.Nav Français Caen	Union Indust.& Mar.Sté.Française d'Arm.	313·6 | 45·9 | 20·5 P15′Q90′B59′ FK			Havre French *WB*	T.3Cy.18$\frac{1}{4}$″,29$\frac{1}{16}$″&50$\frac{1}{2}$″–37$\frac{1}{16}$″ 235NHP Atel&Ch.de la Loire,St.Dns	23 ″ 0	V †
73404 259 BVJV	**Doris** (*ex* Eastern City–33) 1 *Dk*&*Shelter dk*		*4604* *4282* *2768*					1917 1mo	J.L.Thomp-son&Sons,Ld. Sunderland	Nereus Steam Nav. Co.Ld.(E.E. Hadjilias,*Mgr.*)	400·0 | 58·0 | 24·7			Syra Greek *WB*	T.3Cy.25$\frac{1}{2}$″,46″&75″–51″ 402NHP Blair&Co.Ld.Stockton		C
73405 DAQR	— 1 *Dk*		535 406 324					1901 1mo	Nuescke& Co. Stettin	Werner Peters	167·2 | 26·4 | 11·2 Q49′B52′F28′			Hamburg German *WB*	C.2Cy.17$\frac{3}{4}$″&30$\frac{3}{4}$″–19$\frac{3}{4}$″ 86NHP "Kette" Uebigau,Uebigau		G
73406 143 IMEV	**Doris Ursino** (*ex* Swanhild. *ex* Silvia) 1 *Dk*2*tr B*	Iron	891 670 544					1886 1mo	Reiherst'g Schiffsw. Hamburg	Francesco Ursino di F.	207·2 | 30·0 | 14·9 P117′F24′			Catania Italian *WB*	C.2Cy.25″&47″–33″ 107NHP Reiherst,Maschinenf. Ham		I

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant d'après Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	Marques
73407 / 6013 / SKHA	**Dorotea** (*ex*AdolfBratt,*ex*Adolf)	*ss*Skm.No 3–5,30 *ss*Got.No.1–35 1 *Dk(Stl)* *Cargo battens not fitted*	*1818* *1621* *1068*	✠100A– 2,38	NYk		OG 5,37	1918 6mo	Lindholmens V.A. Gothenburg	Rederi A/B Fredrika Erik Högberg, *Mgr.*)	262·0 P26′ B151′ F24′ *Cell DB223′470t*	42·7 FK	18·1 *4 BHCem APT41t*	Stockholm Swedish	T.3Cy.19¼″,32″&52″–36″ (*s*) 185lb FD 200NHP 2SB(Spt),*4cf*,GS62,HS2700 Lindholmens M.V.Got.	20 ″ 6 s 1 ″ 8½ 18 ″ 11¼	
73408 / 216327 / KMIE	**Dorothy** (*ex*CapeHenry) D.F.	*Fitted for oil fuel* *Longitudinal framing* *2 Dks & Web frames*	4647 4214 2858	…				1918	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	A.H.Bull S.S.Co. Inc. (A.H.Bull&Co. Inc. *Mgrs.*)	376·4 P54′ B94′ F39′	52·3 FK	27·0 *WB*	New York Utd. States	T.3Cy.24″,41″&68″–48″ 486NHP Bethlehem S.B.Corp.Ld.	29 ″ 6	
73409 / 218199 / KIJL	**Dorothy Luckenbach** TwinSc 5Mst (*ex*Edellyn) D.F. *ss*Bos.No.3–4,30 *ss*Sea.No.2–37 ~~*ss*Bos.No.1–31~~ GyC. 2 *Dks(Stl) & Shelter dk(Stl)* *Cruiser Stern*		6370 5766 3999	✠100A1 *Shelter dk with freeboard* ~~7,38 12,37~~ 2,39 NB4,23 *Fitted for oil fuel*	Sea BB10,38 ✠LMC 12,38	*b*†	CL P9,37 S12,37 F.P. *above* 1	1919 7mo	Sun S.B. Co. Chester,Pa. A&CP	Luckenbach S.S. Co.Inc. *Cell DB389′ tanks in*	448·9 1831*t* *'tween dk E & B space*	60·2 37·8 FK 36′405′	28·2 *8 BIIpt Cem (Coll „ to Sdk 7 „ „ 2nd „) FPT281t APT271t*	New York Utd. States	4 Steam Turbines SR geared to 2 Sc. Shafts (*r*) 225lb FD 1076NHP 3SB,*12cf*,GS239,HS12780 De Laval Steam Turbine Co. Trenton,N.J.	31 ″ 3 s 4 ″ 3¼ 27 ″ 4½	
73410 / 216021 / KJVJ	**Dorothy Philips** (*ex*PointLoma–37)	*Fitted for oil fuel* 1 *Dk*	2119 1746 1289	…				1918	Albina Eng & Mach. Wrks Portland,Or.	Lawrence-Philips S.S.Co.	251·0 P27′ B64 F26′	43·5 FK	18·1 *WB*	L.Angeles Utd. States	T.3Cy.20″,33″&54″–40″ 279NHP Albina Engine & Machine Works,Inc.Portland,Or	19 ″ 11	F
73411 / 161129 / MPQK	**Dorothy Rose** *ss*Shl.No.2–38 *Mchy.Aft* *Well deck* 1 *Dk(Stl)* *Cargo battens not fitted*		1600 1231 946	✠100A1 ~~4,31,32~~ 3,39 9,33 BS10,~~38~~	Shl Std B[illegible] ✠LMC MS1,38	*p*	CL ~~1,38~~ 3,39	1929 11mo	D & W Henderson&Co Ld Glasgow *Lloyd's SA&CP*	Richard Hughes& Co.(Liverpool)Ld. *Cell DB*	250·0 258′0(o.l.) Q140′B15′F25′ 169′373*t*	37·2 FK *F P T 93t*	16·4 *A 4 BHCem PT96t*	Liverpool British	T.3Cy.19″,31″&52″–36″ (*s*) 180lb 232NHP 2SB,*6cf*,GS132,HS4866 McKie&Baxter,Ld.Gls.	18 ″ 6 s 5 ″ 4½ 17 ″ 3½	
73412 / 216[illegible] / KLUI	**Dorothy Wintermote** (*ex*Lake Cayuga)	*Fitted for oil fuel* 1 *Dk*	2010 1630 1227	…				1918	Toledo S.B. Co. Toledo,O.	Frank Paramino	252·0 P21′ B64′ F30′	43·5 FK	18·9 *WB*	S.Frncisco Utd. States	T.3Cy.20½″,33″&54″–40″ 260NHP Toledo S.B.Co.Toledo,O.	21 ″ 0	R †
73413 / 145985 / MLDW	**Dorrien Rose** *ss*Bkn.No.3–2,28 *Mchy.Aft* *Well deck* *ss*Bly.No.2–37 *Cargo battens not fitted* 1 *Dk(Stl)*		1039 727 563	✠100A1 3,38 B~~11~~,38 MS2,37	Bkn LMC	*m*	OG 2,38	1922 11mo	J Fullerton &Co. Paisley *Lloyd's SA&CP*	Richard Hughes& Co.(Liverpool)Ld. *Cell*	210·4 Q115′B11′F26′ *DB f128′196t FPT*	33·2 FK	12·9 *3 BHCem 70t APT35t*	Liverpool British	T.3Cy.17″,27½″&45″–33″ (*s*) 180lb 156NHP 2SB,*4cf*,GS82,HS2800 Ross&Duncan,Glasgow	15 ″ 3 s 4 ″ 10 14 ″ 7	
73414 / 163539 / GWWL	**Dorset** TwinSc *Oil Eng.* D.F. E.S.D. 2 *Dks & Shelter dk* *Ref.Mchy.* *4th Dk in Nos.1 & 2 holds* *Cruiser Stern*		10624 9539 6298	✠100A1 *with freeboard* 8,38 ~~8,38~~ ✠Lloyd's RMC	Liv DBS1,~~38~~		CL 3,38	1934 11mo	Workman Clark (1928) Ld. Belfast *Lloyd's SA&CP*	Federal Stm.Nav. Co.Ld. *Duct keel fwd. of m Cell DB386′1697t tunnels966t*	493·5 *achinery space tanks in way of FPT70t APT74t*	68·6 FK (	34·5 *Coll to Sh dk 7 „ 2nd „) FPT APT*	London British	Oil Engines 2S.C.SA 16Cy.28⅜″–49⅜″ 2236NHP 2 DB–*120lb* Sulzer Bros. Winterthur	38 ″ 8 s 6 ″ 7 32 ″ 6¼	
73415 / 164303 / GZDL	**Dorset Coast** Wireless D.F. *Mchy.Aft* E.S.D. *Oil Eng.* 1 *Dk & Shelter dk* *Cruiser Stern*		646 499 244	✠100A1 *with freeboard* 7,38 2,~~38~~	Mch Bkn LMC10,~~38~~	*m*	OG	1936 10mo	Ardrossan Dockyard Ld. Ardrossan *Lloyd's SA&CP*	Coast Lines,Ld. *Cell DB154′219t*	199·4 34·9 F23′	33·1 FK	11·1 *BHCem (Coll to Sh dk 2 „ 2nd „) FPT65t APT28t*	Liverpool British	Oil Engines 4S.C.SA 6Cy.19¼″–35⅞″ 224NHP J.G.Kincaid&Co.Ld.Grk.	13 ″ 8 s ″ 2 13 ″ 7½	
73416 / 143659 / GDKB	**Dorsetshire** (P) TwinSc *ss*Drt.No.3–8,32 *ss*Drt.No.1–36 *Oil Eng.* D.F. 3 *Dks(Stl–ws) & Shade dk* *Platform dk in No.1 hold*		9656 8694 5928	✠100A1 ~~9,38~~ DBS~~8,37~~ 8,38	Sou LMC8,37	*c* †	CL 9,37	1920 8mo	Harland& Wolff,Ld. Belfast *Lloyd's SA&CP*	Bibby Line,Ld. (Bibby Bros.&Co. *Mgrs.*) *Cell DBa 1318t*	450·3 121′*u*E30′*f*212′ *DT f32′ 560t FPT*	57·3 41·6 FK	33·7 *7 BHpt Cem 85t APT40t*	Liverpool British	Oil Engines 4S.C.SA 12Cy.29½″–45½″ 987NHP DB *100lb* Harland&Wolff,Ld.Gls.	36 ″ 7 s 14 ″ 2½ 22 ″ 9	BT till ~~7,38~~ 6,39
73417	**Dortmund** *ss*Ham.No 1–30 *Well deck* 2 *Dks(Stl)* D.F. 3*rd Dk(Stl) in No.1 hold*		5138 4565 3047	✠ … 10,34 ✠	Ham	*z*		1926 10mo	Blohm& Voss Hamburg	Hamburg-Amerik Packetf.Akt. Ges.(Ham-Amer.Linie) *Cell*	406·9 P&B328′F55′ *DB364′ 1203t FPT*	56·0 FK	25·7 *8 BH Asp 52t APT16t*	Hamburg German	4 Steam Turbines SR geared to 1 Sc. Shaft 639NHP 3SB,*9cf*,GS200,HS8880 Blohm& Voss,Hamburg	28 ″ 7	G †
73418	**Dos Hermanos** (P) Iron (*ex*AntonioMuñoz) *ss*Man.No.3–10,95 Wireless 1 *Dk & Awng dk*		838 761 541	✠ 4,00 ✠	Man	*l*		1882 6mo	R.Napier &Sons Glasgow	Gutierrez Hermanos	204·5 *WB = Cell DBa*	26·4 BK7″ 17·0	10·0 *4 BHCem 22′f26′56t*	Manila Utd States	C.2Cy.26″&45″–36″ NB00 102NHP R.Napier&Sons,Glasgow		
73419 164306 MMBX	**Dotterel** *Cruiser Stern* 1 *Dk*		1385 1093 580	…				1936	Burntisland S.B.Co.Ld. Burntisland	British&Continental Steamship Co.Ld.	262·0 F60′	40·0	15·7 *WB*	Liverpool British	T.3Cy.17″,28″&50″–33″ 144NHP Rankin&Blackmore Ld Grk		C
73420 FNBP	**Douaisien** (*ex*Miliana–36, *ex*Mont Aigoual–34, *ex*Sunhaven,*ex*Danzig) D.F. 1 *Dk(Stl) & Shelter dk(Stl)* *Fitted for oil fuel*		2954 2664 1748	… 10,34	Msl	*v*		1920	Nordsee-werke A.G. Emden	Cie.des Bateaux à Vap.du Nord.(Soc. Anon.de Gérance et d'Armement, *Mgrs.*) *Cell DB282′926t*	338·7 F36′ *on Shelter dk* *Cell FPT120t*	48·2 FK	20·8 29·1 *APT69t*	Dunkirk French	T.3Cy.23⅝″,38⅜″&62″–41⅞″ 320NHP 2SB,*6cf*,GS101,HS4413 *Cem BH to Sh dk 5 „ „ U „* Gebr.Sachsen-berg A.G.Rosslau	23 ″ 9	V †
73421 157552	**Douglas Houghton** *Mchy.Aft* GyC. 1 *Dk & tr B*		4515 — 3070					1899	Globe Iron Works Co. Cleveland,O.	Pittsburgh S.S.Co.	456·0 *WB*	50·0	23·9	Duluth, Minn. Utd. States	Q4Cy18½″,26½″,39″&66″–42″ NB10 203NHP Globe Irn.Wrks.C.Clvnd.O		
73422 LDFY	**Douro** (*ex*Peik) 1 *Dk*		928 670 544					1921	A/S Jarlsö Værft Tönsberg	E.B.Aabys Rederi A/S(E.B.Aaby)	200·4 B54′Q63′F25′	31·9	12·7 *WB*	Oslo Norwegian	T.3Cy.16″,25½″&44″–30″ Trondhjems 106NHP M.V.Trondheim		N
73423 — OYBY	— 1 *Dk & Awng dk*		806 477 485					1889	Burmeister & Wain. Copenhagen	Det Forenede Dampskibsselsk.	181·2	28·7	23·2 19·9 *WB*	Copnhagn Danish	T.3Cy.14½″,23″&36″–24″ 63NHP Burmeister&Wain,Cpn.		V
73424 —	— *Oil Eng.* Wireless 1 *Dk & Shelter dk* PDRZ *Mchy.Aft* *Cruiser Stern*		388 293 160					1937	N V Schpsw Gebr.Pot. Bolnes	Koninkl.Nederl. stoomb.Maats. N.V.	179·7 P12′ B&F156′	29·9	8·2 *WB*	Amstrdam Dutch	Oil Engines 2S.C.SA 8Cy.10⅛⅝″–18⅞″ 151NHP Gbr.Stork&Co NV Hengelo		
73425 135091 MFPL	**Dover Abbey** (*ex*Briardale–37, *ex*La Santa Maria–36, *ex*Wendy–36) Wireless 1 *Dk*		958 798 537					1913	Ramage& Ferguson,Ld Leith	Anglo Iberian S.S.Co.Ld.	210·0 P15′B69′F26′	33·2	14·1 *WB*	London British	T.3Cy.16½″,27″&44″–30″ 97RHP Ramage&Ferguson,Ld Lth		C

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Names if any.* Special Surveys. No. of Decks, &c.	4 Tonnage Gross / Under deck. / Net	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year assigned or period of Appointment Letter	7a Date when tail shaft last seen.	8 9 Built. When. — Ship. — Engines	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers to which classed. If not in L.R. Date of P. of T. at Cert.
73426 14187 GQMN D.F.	**Dover Hill** (*ex*ClanMacvicar-36) *ss*Grk.No.3-8,30 *ss*Ams.No.2-38 *ss*Grk.No.1-34 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	5815 5600 3621	✠100A1 *Shelter dk* *with freeboard* 8,38 ~~1,38~~ MS10,37	Ams Rot	*y*	CL 12.37	1918 3mo	Nthmblnd S.B.Co.Ld Newcastle *Lloyd's A&CP*	DoverHillS.S.Co. Ld.(CountiesShip ManagementCo. Ld. *Mgrs.*) *Cell DB* 350' 1300*t APT* 110*t*	400·1 FonShelter dk 39' P25'B92'F30'	53·0 FK	32·8	Glasgow British 7 *BHCem*	T.3Cy.27″,45″&75″–51″ (*s*) 180lb 569NHP 3SB,9*cf*,GS193,HS8478 FD N.E.MarineEng.CoLdNwc	35 " 5 s 9 " 5½ 26 " 2½	
73427 26804 JNUD	**Dover Maru** *ss*Osa.No.3-10,32 *ss*Kob.No.1-37 2 *Dks*(*Stl*)	3212 2676 1975	✠100A1 7,38 ~~10,37~~	Kob Tama M ~~T.38~~	"	CL 11,36	1920 3mo	Ishikawa-jimaS.B.& Eng.Co. Tokyo A&CP	Kuribayashi SyosenK.K. *Cell DB* 262' 587*t* *FPT* 58*t APT* 56*t*	305·0 P25'B92'F30'	43·7 FK	27·2	Okada-mura Oshima Japanese 5 *BHCem*	T.3Cy.22″,37″&61″–42″ (*s*) 200lb 338NHP 2SB,6*cf*,GS116,HS4837 FD Ishikawajima SB.&Eng.Co	27 " 3 s 4 " 4 23 " 2	
73428 LCIJ	**Dovrefjell** (*ex*Lacuna,*ex*Briarleaf) *ss*Rot.No.3-3,29 *ss*Rot.No.2-37 *Mchy.Aft* 1 *Dk*(*pt Stl*) & *Shelter dk*(*Stl*) & *Web frames*	5955 5462 3601	✠100A1 *Shelter dk* *with freeboard* 7,37	Rot LMC7,37	*y*	CL N7.37	1916 12mo	J Readhead & Sons,Ld. SouthShields *Lloyd's A&CP*	A/S Dovrefjell (Olsen&Ugelstad) *Cell DB* 262' 587*t* *FPT* 58*t APT* 56*t*	393·5 P107'B33'F41' *on Shelter dk*	51·1 FK	33·5	Oslo Norwegian 16 *BHpt Cem*	T3Cy.27⅞″,44″&72″–48″ (*r*) 180lb 437NHP 3SB,9*cf*,HS7408 J.Readhead&SonsLd.SShl	35 " 3 s 6 " 6 28 " 11½	
Nam	"Naphtha Shipper," *see No.* 89301 *in Supplement*		*Carrying Petroleum in bulk* *fitted for oil fuel* 12,16			*F.P. a*										
73429 202866 KDUJ	**Dow Chemical** (*ex*WilliamT. Roberts,*ex*E.D.Carter) (*Self-Unloader*) GyC. D.F. *Mchy.Aft* 1 *Dk*	6606 — 5305					1906	Detroit S.B.Co Wyandotte	AmericanS.S.Co. (Boland& Cornelius, *Mgrs.*)	504·0	54·1	30·0	Buffalo NY Utd. States *WB*	T.3Cy.22½″,36″&60″–42″ 233NHP DetroitS.B.Co.Detroit		R
73430 146277 MFLN	**Downleaze** (*ex*FarleighCombe-38, *ex*Southwell-36) *Mchy.Aft* *Well deck*	486 309 195	✠100A1 1,38 11,38 BS8,37	Apl LMC MS1,38	*q*	CL 1,38	1924 12mo	GooleS.B. &RepgCo.Ld Goole *Lloyd's A&CP*	Osborn&Wallis Ld. *Cell DB f* 89'115*t FPT*	156·2 Q86'B11'F23'	25·6 FK	9·8	Bristol British 3 *BHCem* 37*t APT* 25*t*	T.3Cy.18″,21″&35″–24″ (*s*) 180lb 82RHP 1SB.3*pf*,GS46,HS1510 C.D.Holmes&Co.Ld.Hull	12 " 0 s 4 " 6½ 11 " 9½	
73431 148142 MNDK	**Downshire** 3Mst *ss*Bel.No.3-8,37 *Mchy.Aft* 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	398 271 163	✠100A1 6,38 ~~8,37~~ LMC8,37 BS8,38	Bel	*f*	CL ~~8.37~~ 5,39	1925 1mo	Scott& Sons Bowling *Lloyd's A&CP*	EastDownshire S.S.Co.Ld. *FPT* 139*t*	147·0 Q86'B9'F25'	24·6 FK	10·0	Belfast British 3 *BHCem* *APT* 4*t*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 59RHP 1SB,3*cf*,GS48,HS1502 Aitchison,Blair,Ld.Gls.	11 " 0 s 3 " 6½ 11 " 0½	
73432 28836 JOHJ	**Dozan Maru**	1679 — 975					1918	Hashimoto Kizo Kobe	HashimotoKisen K.K.	249·5	34·9	21·7	Moji Japanese			
73433 PDSD	**Dr. Colijn** *Oil Eng.* Wireless D.F. 1 *Dk* *Mchy.Aft* *Cruiser Stern*	332 236 154					1936	N.V.Noord Nederlndsch. Schpswerven Groningen	M.Oosterhuis	133·3 P41'F15'	23·1	9·5	Delfzijl Dutch *WB*	Oil Engines 4S.C.SA 6Cy.10⅛″–15¾″ 68NHP BenzMtrn.Werke MannheimAG.		V
73434 DOMQ	**Drachenfels** Sub.Sig. 2 *Dks*	6342 5834 3879					1921	Howaldts-werkeA.G. Kiel	DeutscheDmpfs-fahrts.Ges.Hansa	430·3 P60'B136'F55'	56·5	30·4	Bremen German *WB*	T.3Cy28⅛″47½″&76¾″–55⅞″ & L.P. Turbine 436NHP Howaldtswerke,Kiel		G
73435 146435 GFQB	**Draco** *ss*Hul.No.1-38 *ss*Hul.No.3-2,34 *Well deck* 1 *Dk*(*Stl*) *Cruiser Stern*	2018 1565 1177	✠100A1 12,38 ~~12,37~~ LMC5,38	Hul	*r*	CL 3,37	1922 1mo	Hall,Rus-sell&Co.Ld Aberdeen *Lloyd's A&CP*	Ellerman's Wilson Line,Ld. *Cell DB* 234'461*t* *FPT* 27*t APT* 9*t*	274·7 P&B183'F51'	39·3 FK	18·5	Hull British 5 *BHpt Asp pt Cem*	T.3Cy.17¾″,30½″&53″–36″ 225lb (*r*) 291NHP 2SB,6*cf*,GS112,HS4410 FD Hall,Russell&Co.Ld.Abn.	20 " 9 s 1 " 5 19 " 7	
73436 LCAV	**Drafn** TwinSc *Oil Eng.* D.F. 2 *Dks* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	8205 7667 4802					1931	Cant. RiunitiDell Adriatico Monfalcone	E.B.AabysRederi A/S(E.B.Aaby)	468·0 P117'B30'F56'	60·2	34·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.26¾″–43⅞″ 1000NHP Soc.An.FiatS.G.M.Turin		N
73437	**Draga** (*ex*Gyuri-37,*ex*CapFerrat-37, *ex*Lieselotte,*ex*Turnus,*ex*Tarset, *ex*Kilburn) 1 *Dk*	643 — 277				...	1918	Hall,Rus-sell&Co.Ld. Aberdeen	A.Davaris	172·5 B54'	30·0	15·7	Colon Panamanian *WB*	T.3Cy.16″,26″&44″–26″ 99NHP Hall,Russell&Co.Ld.Abn.	16 " 6	V †
73438 139233 GKXQ D.F.	**Drakepool** *ss*Sws No.3-5,37 1 *Dk*(*Stl*)	4838 4610 2994	✠100A1 ~~11,37~~ 2,38 BS8,38	Ant Nap LMC5,37	*y*	CL ~~7.35~~ ~~8.38~~ 2,39	1924 11mo	RopnerS.B &Rpg.Co. (Stockton) Ld. Stockton *Lloyd's A&CP*	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld. *Mgrs.*) *Cell DB* 126'*u* E25'*f*	390·0 402·9 (O.L.) P29'B221'F41' 171' 1059*t FPT* 162*t*	55·5 FK	26·4	W.Hartlpl British 6 *BHCem* *APT* 194*t*	T.3Cy.25½″,40″&71″–48″ (*s*) 180lb ~~300lb~~ 437NHP 3SB(Spt),9*cf*,GS190,HS7526 Blair&Co.Ld.Stockton.	28 " 9 s 4 " 5 24 " 6½	
73439 143695 GDVY	**Dramatist** *ss*Liv.No.1-38 *ss*Bkn.No.3-8,33 2 *Dks*(*Stl*) 3rd *dk*(*Stl*) in No.1 hold	5443 5107 8423	✠100A1 11,38 ~~12,36~~ ~~BS3,36~~ BS4,39	Bkn Liv LMC8,32 3,38	*z*	CL ~~8.36~~	1920 12mo	C.Connell &Co.Ld. Glasgow *Lloyd's A&CP*	CharenteS.S.Co. Ld.(T.&J. Harrison, *Mgrs.*) *Cell DB* 354'1118 *DTa* 31'846*t FPT* 52	410·0 423·3 (O.L.) P37'B138'F52'	52·3 FK	30·5	Liverpool British 7 *BHCem* *APT* 22*t*	3SteamTurbinesDRgeared to1Sc.Shft200lb (*s*) 600NHP 2DB&1AuxSB,*15cf*,GS284, HS9592 J.Brown&CoLdClydebank	32 " 10 s 6 " 3 26 " 11	
73440 LCIK	**Drammensfjord** (*ex*Tatjana) 2 *Dks*	5339 4865 3210					1920	Canadian Vickers,Ld Montreal	DenNorske Amerikalinje A/S	400·9 P73*t* H227*t*	52·4	28·4	Oslo Norwegian *WB*	T.3Cy.25″,41″&68″–45″ 310NHP Canadian Vickers,Ld.Mtl.		N
73441 PDSG	**Drechtdijk** (P) TwinSc *Oil Eng.* *ss*Rot.No.3-8,32 *ss*Rot.No.1-37 *Ref.Mchy.* 2 *Dks*(*Stl*) & *Awng dk*(*Stl*) D.F. *Cargo battens not fitted in bridge and forecastle*	9338 8549 5808	✠100A1 *Awning dk* *with freeboard* 8,38 ~~8,37~~ LMC CS8,37 DBS ~~8,38~~ 2,36 Lloyd's RMC ~~3,38~~ 4,39 ~~1,39~~ *Carrying bea* *or simi* *laroil* *in deep tank*	Rot	*o* †	CL ~~8.35~~ N8.38	1923 3mo	Harland& Wolff,Ld. Greenock *Lloyd's A&CP*	Nederl.-Amerik. Stoomv.Maats. Holland-Amerika Lijn) *Cell DB* 421' 1619*t D* 7	485·5 P40'B153'F59' *on Awng dk* FK&BK2" 1 *BHdispensed with* 430' 706*t FPT* 130*t*	62·3 FK	35·5	Rottrdam Dutch *pt Cem* 7 *BHonly—* *APT* 75*t*	Oil Engines 4S.C.SA 16Cy.29⅛″–45¼″ 1317NHP DB–*100lb* Harland&Wolff,Ld.Gls. *all to Awng dk*	38 " 9 s ~~9~~ 4½ 29 " 7½	
73442 IBGV	**Drepanum** (*ex*Roumelian-37) *ss*Liv.No.3-8,27 D.F. *ss*Bkn.No.1-32 *Cruiser Stern* 2 *Dks*(*Stl*)	2736 2560 1714	✠ — 12,36	Bkn	"		1914 11mo	Palmers' Co.Ld. Newcastle	Transmediterra-neaSoc.Anon.di Navigazione *Cell DB* 95'*u* E6'*f* B45'*f* 135'6	324·0 312·0 P71'B103'F32'	43·0 FK	23·9	Palermo Italian 6 *BHCem* 21*t APT* 15*t*	T.3Cy.20″,34½″&59″–42″ 331NHP 2SB,6*cf*,GS111,HS4654 Richardsons,Westgarth& Co.Ld.Mdb.	26 " 1	I †
73443 DOSL	**Dresden** (P) D.F. E.S.D. *Oil Eng.* *Ref.Mchy.* *Cruiser Stern* 3 *Dks*	5567 4414 3263	✠Lloyd's RMC ~~—~~ for temp. 32° F.			1,39	1937	Bremer Vulkan Vegesack	Norddeutscher Lloyd	431·1 P21'B&F399' *upper* F39'	56·3	23·1	Bremen German *WB*	Oil Engines 2S.C.DA 7Cy.23⅝″–43⅞″ 1358NHP Bremer Vulkan, Vegesack		G

Numéro d'Ordre / Numéro Officiel / Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant pour Lettre d'Entretenant	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course—Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	Creux sur Quille au Franc-bord au milieu du navire. Tirant d'eau correspondant.	
73444	**Driebergen**	5231 / 4786					1923	New Waterway S.B.Co. Schiedam	Zuid Hollandsche Scheepv. Maats. N.V.	402·3 / 58·3 / 26·5 F37′			Rottrdam Dutch *WB*	DR geared Steam Turbine Metropolitan Vickers Elec. Co.Ld. Manchester		V
PDTD	D.F. 2 *Dks*	3148														
73445	**Driva** (P)	325 / 160					1909	Trndhjms Mek. Værks. Trondheim	Möre Fylkes Ruteselskap	136·9 / 21·2 / 9·6 F102*t* Q32*t* H31*t*			Xiansund Norwegian	T.3Cy.13¾″,23″&38″–22″ NB12 68NHP Trondhjems M.V. Trondhm		
LDFZ	1 *Dk*	182														
73446	**Dromara** (*ex* Raylight–34)	723	✝100A1 Bel *j*		CL		1921	J.S.White	John Kelly, Ld. (W.Clint, *Mgr.*)	181·0 / 29·4 / 11·4 *30·7* Q103′B11′F34′ FK			Belfast British	T.3Cy.15″,25½″&41″–30″ (*s*) 1801b 98RHP	13 ″ 6	
145586	*ss* Gnh. No.3–12,38	488	~~12,37~~ 12,38		~~7,35~~		6mo	&Co.Ld. Cowes						2SB,*4cf*,GS66,HS2324	4 ″ 2½	
MKSD	*Mchy.Aft* *ss* Bel. No.1–38 1 *Dk*(*Stl*)	291	✝LMC 12,38		11,38		*Lloyd's* *SA&CP*		*Cell DBf* 101′157*t FPT*					3 *BHCem* 58*t APT* 43*t*	13 ″ 4½	
	Well deck *Cargo battens not fitted*		~~MS 12,38~~ ~~BS 10,37~~											J.S.White&Co.Ld Cowes		
73447	**Dromore**	4096					1920	Irvines SB. &D.D.Co.Ld. W Hartlepool	Johnston Warren Lines,Ld (Furness,Withy& Co.Ld. *Mgrs.*)	360·0 / 52·0 / 24·6 P35′B171′F32′			Liverpool British *WB*	T.3Cy.26″,43″&73″–48″		C
143691	*Fitted for oil fuel*	3571												Richardsons, 369NHP Westgarth&Co.Ld.Hpl.		
GDSF	D.F. E.S.D. 1 *Dk2tr B*	2358														
73448	**Dromore Castle**	5242	✝100A1 NYk *y*		CL		1919	Harland& Wolff,Ld. Greenock	Union-Castle Mail S.S.Co.Ld.	400·3 / 52·3 / 28·5 412·5(O.L.) P50′B113′F39′ FK			London British	T.3Cy.27″,44″&73″–48″ (*s*) 1801b 517NHP	31 ″ 0	
143836	*ss* N.Yk. No.3–12,31	4782	~~2,36~~ ~~2,38~~ 2,39 Hul Lon		10,37		11mo							3SB,*9cf*,GS190,HS7668 FD	s 6 ″ 0½	
GNWR	Sub.Sig. *ss* Hul. No.1–36	3199	✝LMC				*Lloyd's* *SA&CP*		*Cell DB* 340′1051*t FPT* 132*t*					*APT* 220*t*	25 ″ 3	
	2 *Dks*(*Stl*) & 3rd *dk*(*Stl*) in No.1 hold		~~MS 1,36~~ ~~BS 0,~~ 3,38											Harland&Wolff,Ld.Grk.		
73449	**Dromus**	6666	✝100A1 Gls *c*†		CL		1938	Harland& Wolff,Ld. Glasgow	Anglo-Saxon Petroleum Co.Ld.	465·6 / 59·5 / 33·9 433·3(O.L.) P90′B41′F51′ FK			London British	Oil Engines 4S.C.SA 8Cy.25 $\frac{5}{16}$″–55½″ 502NHP DB 180*lb*	34 ″ 0	
166560	1 *Dk*,2nd *dk* clear of cargo tanks *Oil Eng.*	8036	~~2,39~~ Shl				9mo								s 6 ″ 8½	
GJQZ	D.F. E.S.D.	7214	~~(Class Contn. plated)~~												27 ″ 6½	
	Mchy.Aft *Cruiser Stern*	4700	*Carrying Petroleum in bulk*				*Lloyd's* *SA&CP*		*Cell DBu E* 70′150*t DTf* 25′289*t FPT*					5*t APT* 88*t*		
	Longitudinal framing at bottom & at deck		✝MC 9,38											Harland&Wolff,Ld.Gls.		
73450	**Dronning Alexandrine** (P)	1854					1927	Helsingörs Jernsk&Msk. Elsinore	Det Forenede DampskibsSelsk.	251·2 / 39·0 / 23·3 F33′			Copnhagn Danish *WB*	Oil Engines 4S.C.SA 6Cy.		V
	Cruiser Stern *Oil Eng.*	1042														
OXYD	*Ref.Mchy.* D.F. 3 *Dks*	1090												Akt.Burmeistr&Wain,Cpn		
73451	**Dronning Maud** (P)	1779					1906	Akt. Burmeistr&Wain Copenhagen	Det Forenede DampskibsSelsk.	273·0 / 38·2 / 22·8			Esbjerg Danish *WB*	T.4Cy.25″,42½″&(2)51″–42″ 337NHP		V
		1024														
OXZD	*Ref.Mchy.* D.F. 2 *Dks*	860												Akt.Burmeistr&Wain,Opn		
73452	— (P)	1488 / 686					1925	Fredrkstad Mek. Værks. Fredrikstad	Det Nordentjeldske Dampskibsselskab	235·8 / 37·7 / 13·8			Tr'ndheim Norwegian *WB*	T.3Cy.23¾″,37½″&63–39″ 284NHP Fredrikstad M.V Frdstad.		N
LDTR	Wireless 2 *Dks*	754														
73453	**Dronningen** (P)	661 / 625					1893	Fevig Jern-skibsbyggeri Arendal	A/S Arendals Dampskibsselskab	186·6 / 27·0 / 20·1 H36*t*			Arendal Norwegian *WB*	T.3Cy.16½″,26½″&43″–30″ NB06 101NHP Bergens Mek. Verkst. Bgn.		N
LDGY	1 *Dk*&*Awng dk*	400														
73454	**Drossel** (*ex* Horneck)	999 / 879					1924	F.Schichau Elbing	Argo Reederei Richard Adler & Co.	229·8 / 33·6 / 14·2 P14′B65′F31′			Bremen German *WB*	T.3Cy.15″,26½″&38½″–25½″ 75NHP F.Schichau,Elbing		G
DOCO	Wireless 1 *Dk*	552														
73455	**Drott** (*ex* Danelag, *ex* Peter Bom, *ex* Consul Poppe)	932 / 700					1904	F.Schichau Danzig	Rederi A/B Caledonia (C.H.Witt, *Mgr.*)	208·4 / 33·6 / 13·4 Q73′B53′H35*t*F22′			Hlsngborg Swedish *WB*	T.3Cy.16½″,27½″&42½″–27½″ 94NHP F.Schichau,Elbing		V
7279																
SDTW		493														
73456	**Drotten** (P)	847 / 372					1927	Oskrshmns M.V.& Skppsdk A/B Oskarshamn	Ångf.A/B Gotland (C.E.Ekman, *Mgr.*)	183·1 / 30·8 / 11·0 H159*t*			Visby Swedish *WB*	T.3Cy.18½″,29&48″–30″ 126NHP Oskarshamns M.V.& Skeppsdk.Oschamn.		V
7434	*Cruiser Stern*															
SHDN	Wireless D.F. 2 *Dks*	571														
73457	**Drottning Sophia** (P) Iron	728 / 540					1875	Bergsunds Mek. Verkst. Stockholm	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	184·9 / 25·0 / 13·1 H58*t* 20·3			Stockholm Swedish	C.2Cy.24″&48″–27″ 100NHP Bergsunds Mek. Vks. Skm.		
SDUG	2 *Dks*&*Shelter dk*	526														
73458	**Drottning Victoria** (P) TwinSc	3302 / 5044					1909	Swan, Hunter & Wigham Richardson, Ld Newcastle	Svenska Statens Jernvägar (E.von Friesen)	368·3 / 50·1 / 22·2 H572*t* F64′			Trelleborg Swedish *WB*	T.6Cy.23½″,38½″&63″–36″ 476NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		G
SEBA	Sub.Sig. (*Ferry*) D.F. GyC. 1 *Dk2tr B*	2399 / 1114														
73459	**Drottningholm** (P) TrpSc	*11055*					1905	A.Stephen &Sons Glasgow	A/B Svenska Amerika Linien (A.Jonsson, *Mgr.*)	517·0 / 60·0 / 38·0 P70′B210′H1288*t* F113′			Gothenbrg Swedish *WB*	SR Geared Steam Turbines NE22 A/B De Laval s Ångturbin. Skm.		C
6277	(*ex* Virginian) *Fitted for oil fuel*	*6546*														
SJMA	D.F. Sub.Sig. 3 *Dks*	*6485*														
	Ref.Mchy.															
73460	**Drudge**	418 / 400					1887	Armstrong Mitchell& Co.Ld. Newcastle	Thomas Round& Sons	125·0 / 35·2 / 12·5			London British	T.3Cy.12″,19½″&32″–20″ 52RHP Wallsend Slipway Co. Nwc.		
92866																
MKTF	*Mchy.Aft*	272														
73461	**Druid** (P) TwinSc	503	✝ Qbc *h*				1902	Fleming& Ferguson,Ld Paisley	Canadian Government (Department of Marine)	160·0 / 30·1 / 12·5 B28′F28′			Ottawa British	T.6Cy.13″,21″&34″–24″ 59RHP	13 ″ 0	
112393	*ss* Qbc. No.1–07	367	4,07				7mo									
CGSW	1 *Dk*(*Stl*–ws)	193	✝													
	Sub.Sig. Wireless						*Lloyd's* *SA&CP*		*Cell DBf* 35′31*t DTa* 22′	*Shade dk* 63′ FK				3SB,*6cf*,GS95,HS2580		
										44*t DTf* 13′27*t FPT*				Fleming& Ferguson Ld.Psy.		
73462	**Druid Stoke** *ss* Brs. No.2–37	486	✝100A1 Brs *g*		7,37		1929	C.Hill& Sons,Ld. Bristol	Osborn&Wallis,Ld.	145·0 / 26·7 / 11·3 *28·0* Q46′F16′ BK6′			Bristol British	T.3Cy.12¾″,22″&34″–24″ (*s*) 1801b 66RHP	12 ″ 6	
149997	~~Wgd No.1–34~~	352	8,37				8mo								s 1 ″ 3½	
MPRG	*Mchy.Aft* 1 *Dk*(*Stl*)	249	✝LMC 8,37				*Lloyd's* *SA&CP*			*FPT* 81*t APT* 36*t*				1SB,*3pf*,GS51,HS1600	11 ″ 8½	
	Cargo battens not fitted		~~MS 1,34~~ ~~BS 9,38~~ 9,37											Plenty&Son,Ld.Newbury		
73463	**Drumahoe**	1902 / 1574					1924	N.of Irelnd S.B.Co.Ld. Londonderry	Sarnia Steamships Ld. (R.Scott Misener, *Mgr.*)	252·0 / 42·5 / 18·0 Q100′F36′			Montreal British *WB*	T.3Cy.16″,27″&44″–33″ 111NHP J.G.Kincaid&Co.Ld.Grk.		C
148079																
	Mchy.Aft 1 *Dk*	1126														
73464	**Drumlough** *ss* Lth No.1–38	311	✝100A1 Lth *d*		CL		1921	Rennie, Ritchie& Newport S.B.Co Ld. Rutherglen	W.N.Lindsay,Ld.	130·8 / 22·6 / 9·9 136·3(O.L.) Q49′B8′F28′ FK			Leith British	C.2Cy.15″&32″–24″ (*s*) 1801b 63RHP	10 ″ 6	
146283	*ss* Mil. No.3–3,34	2064	4,39 ~~9,37~~ Pet		2,37		10mo								s ″ 7	
MKVT	*Mchy.Aft* 1 *Dk*(*Stl*)	118	✝LMC				*Lloyd's* *SA&CP*			*FPT* 33*t APT* 16*t*				1SB,*2pf*,GS40,HS1240	10 ″ 0	
	Well deck		~~MS 3,34~~ ~~BS 3,38~~ 11,38 4,39											Gauldie,Gillespie&Co.Ld. Gls.		

Nous Susanna," *see No.89977 in Supplement*

No. in Book. / Official No. / Code Letters	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Register Tonnage: Gross. — Under deck. — Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired by Shipowner's Letter.	Date when last built.	When Built. — Ship. — Engines.	By Whom. — Where.	Owners.	Register'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name	Moulded depth. Freeboard amidships. Corresponding draught. ft.	in.	Registers in which classed, if not in L.R. Dates of Rof Trade Cert.
73465 / 142000 / MJRN	**Dryburgh** TwinMsts ss Gmh. No. 3–4,32 ss Gmh. No. 1–37 *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted*	1289 / 1024 / 676	✠100A1 2,39 ~~3,38~~ ~~MS5,38~~ 2,39	Gmh	*o*	CL 3,37	1919 / 7mo / *Lloyd's*	Campbeltown SB Co Ltd Campbelt'wn	G. Gibson & Co. Ltd.	230·0 | 35·8 | 15·5 238·0 (O.L.) Q79' B56' F27' FK *Cell D B190' 395t*	Leith British *4 B H Cem*	T. 3 Cy. 18", 30" & 50"–33" (*s*) 180 lb 172 NHP 2 SB, 6 *cf*, Gs 97, Hs 2886 Ross & Duncan, Glasgow	17 " 7 s 1 " 2 16 " 8	
73466 / 219332 / KORK	**Dryden** *Fitted for oil fuel* Sub. Sig. 2 *Dks & Shelter dk*	5836 5479 3581			...		1919	Sun S. B. Co. Chester, Pa.	~~Lykes Bros. S.S. Co. Inc.~~ Ripley S.S. Co. Inc. Lykes Bros. Steamship Co., Inc.	434·3 | 57·7 | 27·2 FK	Galveston, Tex. Utd. States *WB*	T. 3 Cy. 27", 45½" & 76"–51" 612 NHP Sun S. B. Co. Chester Pa.	30 " 3	R †
73467 / YTAS	**Duba** (*ex* Collingham) ss Spt. 2nd No. 3–5,36 1 *Dk (Stl)* 2 *tr B & Web frames*	*4115* *3830* *2535*	✠100A1 5,38 ~~2,37~~ ~~MS7,37~~ 6,38	Cff Rot ~~LMC5,36~~	*w*	CL ~~1,38~~ 5,38	1910 / 1mo / *Lloyd's*	J L Thompson & Sons, Ld. Sunderland	Slobodna Plovidba Drustvo s.o.j. *Cell D Ba 121' " E 21' f 129' 749t*	351·7 | 51·0 | 25·7 P25' B145' F32' FK	Dubrovnik Yugoslav *6 B H Cem*	T. 3 Cy. 25', 42" & 68"–48" (*s*) 180 lb 350 NHP 2 SB, 6 *cf*, Gs 136, Hs 5415 J. Dickinson & Sons, Ld. Sld.	28 " 2 s 4 " 8½ 23 " 8	
73468 / YTAT	**Dubac** ss Tri. 2nd No. 3–5,26 ss Tri. No. 1–30 1 *Dk (pt Irn & pt Stl)* *deep framing & Web frames*	2819 2623 1804	✠ ... 11,34	Spt	*u*		1901 / 8mo	J. Blumer & Co. Sunderland	Dubrovacka Plovidba A.D. *W B = Cell D Ba 1*	319·7 | 46·1 | 21·2 P28' B91' F31' FK *10' " E 18' f 128' 749t*	Dubrovnik Yugoslav 5 *B H Cem* *A P T 110t*	T. 3 Cy. 22½", 37" & 61"–42" NDB 14 257 NHP 2 SB, 6 *cf*, Gs 118, Hs 4106 G. Clark, Ld. Sunderland	23 " 9	V †
73469 / 117516 / MFQC	**Dublin** 3 Mst (*ex* Cardigan Coast, *ex* Dublin) ss Bel. 2nd No. 3–5,29 ss Bel. No. 2–37 *Mchy. Aft* *Well deck* 1 *Dk (Irn)* *Cargo battens not fitted*	711 500 288	✠100A1 11,37 ~~LMC11,36~~ BS4,39	Bel	*k*	CL 11,36	1904 / 4mo / *Lloyd's*	J Fullerton & Co. Paisley	R. & D. A. Duncan, Ld. (W. Clint, *Mgr*) *Cell D B f 117' 178t F P T 85t A P T 5t*	200·0 | 29·0 | 11·3 Q111' B11' F35' BK 7½"	Belfast British *3 B H Cem*	T. 3 Cy. 15½, 29⅝" & 48"–36" (*s*) 170 lb 156 NHP 1 SB, *4 cf*, Gs 75, Hs 2540 Ross & Duncan, Glasgow	14 " 0 s 4 " 6½ 14 " 1½	
73470	-- (P) **TwinSc** *Well deck* 1 *Dk*	709 — 294			...		1912	Caledon S. B. & E. Co. Ltd Dundee	Cia. Argentina de Nav. Mihanovich, Ltda.	250·2 | 40·1 | 10·7 Q73' B78' F26' FK	Bus. Aires Argentine *W B*	T 3 Cy (2) 12", (2) 20" & (4) 24"–24" 182 NHP Caledon SB. & E. Co. Ld. Dun	11 " 6	
73471 / YTAU	**Dubravka** (*ex* Maria Immaculata) ss Tri. 2nd No. 3–4,29 ss Spt. No. 2–38 ~~ss Spt. No. 1–34~~ 1 *Dk (pt Irn & pt Stl)* 2 *tr B & deep framing* 3 *Dk rule*	3798 3451 2396	✠100A1 ~~6,36~~ 6,36 3,39 ~~LMC~~ ~~BS5,37~~ 6,38	Spt ~~5,35~~ 5,38	*w*	CL 5,38	1905 / 12mo / *Lloyd's*	J. Read-head & Sons South Shields	Dubrovacka Plovidba A.D. *Cell D Ba*	347·0 | 49·1 | 25·2 P41' B142' F31' FK *115' " E 21' f 146' 1008t*	Dubrovnik Yugoslav 6 *B H Cem* *A P T 148t*	T. 3 Cy. 24½", 41" & 66"–45" (*r*) 180 lb 331 NHP 2 SB, 6 *cf*, Gs 126, Hs 5297 J. Readhead & Sons, S. Shl.	26 " 9 s 4 " 2½ 22 " 8	
73472 / YTTD	**Dubrovnik** (P) D.F. 1 *Dk & Shelter dk* *Cruiser Stern*	5156 4644 3053	✠100A1 *with freeboard* ~~6,38~~ 2,38 3,39 ~~LMC~~ *Fitted for oil fuel* 2,38	PGl Rot	*a* †	CL 6,38 *F.P. above*	1938 / 2mo / *Lloyd's*	Lithgows Ld. Port Glasgow	Dubrovacka Plovidba A.D. *Cell D B 367' 1583t* *M T 26' 754t*	432·5 | 56·2 | 24·8 448·5 (O.L.) F34' FK *F P T 110t A P T 177t*	Dubrovnik Yugoslav *7 B H pt Cem, B H to Sh dk* 6 " *2nd* ") 150° F.	T 3 Cy. 22½", 36" & 65"–48" (*s*) 230 lb 503 NHP 2 SB (Spt) & 1 Aux SB, *9 cf*, Gs 159, Hs 7525 FD D. Rowan & Co. Ld. Gls.	27 " 9 ~~3 " 2~~ ~~24 " 9~~ 3 " 2½ 24 " 9	
73473 / DDUB	**Duburg** (*ex* Hazelpark, *ex* Sayn) ss Kel. No. 3–2,34 1 *Dk (Stl)*	2675 2132 1572	9,38 ~~LMC~~	Ham		10.36	1922 / 2mo / *Lloyd's*	Frd. Krupp Akt. Ges. Kiel	Flensburger Dampfercompagnie Harald Schuldt & Co. *Cell D B 289' 683t F P T 56t*	328·7 | 44·2 | 20·6 339·9 (O.L.) P & B 219' F37' len 34 FK *A P T 120t*	Hamburg German *pt Trppt Cem* *5 B H*	T 3 Cy 19⅝", 32½" & 54" – 39⅜" 185 lb (*s*) 245 NHP 2 SB, *4 cf*, Gs 84, Hs 3445 FD Frd. Krupp A. G. Essen	22 " 6 ~~3 " 5~~ ~~10 " 1~~	
73474 / FNRU	**Duc d'Aumale** (P) TwinSc D.F. 3 *Dks*	4464 3228 1875					1912	Atel. & Ch. de Provence Marseilles	Cie. Générale Transatlantique	364·6 | 49·8 | 20·0 28·2 P57' B189' F38'	Marseilles French *W B*	T. 3 Cy. (2) 23⅝", (2) 38⅜" & (4) 47¼"–43⅜" 589 NHP Atel. & Ch. de Provence, Msl.		V
73475 / OSTA	**Duc de Brabant** ss Ant. No. 3–10,37 D.F. 1 *Dk (Stl) & Shelter dk (Stl)*	*2477* *2393* *1466*	✠100A1 *with freeboard* 10,37 ~~LMC~~	Ant	*u*	CL 10,37	1925 / 6mo / *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld. Newcastle	"Compagnie Dens-Ocean" Soc. Anon. *Cell D Ba 98' " E 21' f 142' 595t A P T 57t*	315·9 | 45·1 | 20·6 FK *Coll to Sh dk* 4 " *2nd* ")	Antwerp Belgian 5 *B H pt Cem*	T. 3 Cy. 22", 37" & 61"–42" (*s*) 180 lb 283 NHP 3 SB, *6 cf*, Gs 135, Hs 4662 Wllsnd. Slpwy. Co. Ld. Nwc.	22 " 10 s 1 " 6 21 " 5½	
Now "Dunkerque," *see No. 87164 in Supplement*																		
73476 / 1911 / IBVJ	**Duca degli Abruzzi** TwinSc *Oil Eng* *Ref. Mchy.* 2 *Dks (Stl–Wthr dk ws)* *Cruiser Stern* D.F.	2315 2048 1400	✠ ... 2,36	Gen	*t*		1933 / 9mo	Eriksbergs M.V. Aktieb. Gothenburg	Italian Government (Ministero dell'Africa Italiana Regia Azienda Monopolio Banane) *Cell D B 218' 503t* *Tanks in way of tunnels 251t*	312·8 | 40·7 | 24·6 298·6 B80' F46' FK *F P T 23t A P T 60t*	Genoa Italian 5 *B H pt Cem* *Coll to W dk* 4 " *2nd* ")	Oil Engines 4 S.C.SA 12 Cy. 21⅝"–39⅜" 543 NHP Eriksberg M.V. Aktieb. Got	26 " 9	†
73477 / 108072	**Duchess** (P) Ctr *1 Dk & Shade dk*	314 229 137	✠ 12,02	Gls	*d*		1897 / 7mo	Mackie & Thomson Glasgow	"Duchess" S.S. Co. Ld. *W B = F P T 9t*	133·6 | 26·0 | 10·3 F18' BK 7½" *4 B H Cem*	Auckland N.Z. British	T. 3 Cy. 15", 25" & 40"–27" NB 23 106 NHP Muir & Houston, Ld. Gls.	11 " 3	
73478 / 191833	**Duchess of Argyll** (P) TrpScSp *2 Dks*	593 445 238					1906	W. Denny & Bros. Dumbarton	Caledonian Steam Packet Co Ld.	250·0 | 30·1 | 10·1 Q10' B & F240'	Glasgow British	3 Steam Turbines Denny & Co. Dumbarton		BT till 10,38
73479 / 160505 / GNTS	**Duchess of Atholl** (P) TwinSc ss Liv. No. 2–36 4 *Dks (Stl–Weather dk pt ws)* *Ref. Mchy.* *in Nos. 2, 5 & 7 holds* D.F. E.S.D. *Cruiser Stern*	20119 14457 ~~11872~~ 11817	✠100A1 *with freeboard* 2,39 ~~1,38~~ ~~BS~~ 8,39 ~~LMC11,37~~ *Fitted for oil fuel* 6,28	Liv		CL 1,38 *F.P. above*	1928 / 6mo / *Lloyd's*	W. Beardmore & Co. Ld. Dalmuir	Canadian Pacific Railway Co. (Canadian Pacific Steamships, Ld. *Mgrs.*) *Cell D B 510' 2695t* *in way of tunnels 501t*	582·0 | 75·2 | 41·7 B & F 520' FK *Prom. dk 322'* *Coll D T J 43' 751t* *Tanks F P T 202t* *A P T 270t*	London British 11 *B H pt Cem* *B H to W dk* 150° F.	6 Steam Turbines S R geared to 2 Sc. Shafts (*s*) 370 lb 2 DB *200 lb* 3557 NHP 6 Water Tube Boilers (Spt) Hs 30696 FD W. Beardmore & Co. Ld.	44 " 9 s 17 " 6 27 " 6½	BT till 1,39
73480 / 160482 / GNTV	**Duchess of Bedford** (P) TwinSc ss Liv. No. 2–37 4 *Dks (Stl–Weather dk pt ws)* *Ref. Mchy.* *in Nos. 2, 5, & 7 holds* D.F. E.S.D. *Cruiser Stern*	20123 14366 ~~11887~~ 11860	✠100A1 *with freeboard* 1,39 ~~2,38~~ ~~BS11,38~~ ~~LMC12,36~~ *Fitted for oil fuel* 6,28	Liv		CL 12,36 *F.P. above*	1928 / 5mo / *Lloyd's*	J. Brown & Co. Ld. Glasgow	Canadian Pacific Railway Co. (Canadian Pacific Steamships, Ld. *Mgrs.*) *Cell D B 510' 2685t* *in way of tunnels 496t*	581·9 | 75·2 | 41·7 B & F 520' FK *Prom. dk 325'* *Coll D T J 43' 731t* *Tanks F P T 203t* *A P T 270t*	London British 11 *B H Cem* *B H to W dk* 150° F.	6 Steam Turbines S R geared to 2 Sc. Shafts (*s*) 370 lb 2 DB *200 lb* 3557 NHP 6 Water Tube Boilers (Spt) Hs 30696 FD J. Brown & Co. Ld. Glasgow	44 " 9 s 17 " 6 27 " 6½	BT till 1,39
73481 / 106803 / MJQF	**Duchess of Cornwall** (P) Pad (*ex* Duchess of York) 1 *Dk*	302 232 127					1896	Barclay, Curle & Co. Ld Glasgow	Southampton, I. of W & S. of Eng. Royal Mail Stm. Pkt Co. Ld.	185·5 | 22·1 | 8·6	Sthampt'n British	D. 2 Cy. 24" & 45"–64" 135 NHP Barclay, Curle & Co. Ld. Gls.		BT till ~~11,38~~ 11,38

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le pont. — Nets.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*
73482 115767	**Duchess of Fife** (P)	Pad 1 *Dk*	336 291 138					1903	Fairfield Co.Ld. Glasgow	CaledonianSteam PacketCo.Ld.	210·3	25·0	8·5	Glasgow British	T.4Cy.(2)16½″,35″&52″–54″ NB28 199NHP FairfieldCo.Ld.Glasgow	
73483 161968	**Duchess of Hamilton** (P)	TrpSc 2 *Dks*	795 542 314					1932	Harland& Wolff,Ld. Glasgow	CaledonianSteam PacketCo.Ld.	262·0	32·1	10·1	Glasgow British	3 Steam Turbines Harland&Wolff,Ld.Bel.	
73484 161921	**Duchess of Montrose** (P)	TrpSc 2 *Dks & Promenade dk*	806 537 314					1930	W.Denny &Bros.Ld. Dumbarton	CaledonianSteam PacketCo.Ld.	262·0	32·0	10·2	Glasgow British	3 Steam Turbines W.Denny&Bros,Ld.Dmb.	
73485 160631 GSVR	**Duchess of Richmond** (P) *ss* Son. No. 2–37	TwinSc 4 *Dks (Stl–Weather dk pt ws) 5th dk (Stl) in Nos. 2, 5, & 7 holds* *Ref. Mchy.* *in Nos. 2, 5, & 7 holds* D.F. E.S.D. *Cruiser Stern*	20022 14366 ~~14881~~ 11772	✠100A1 Sou Liv *with freeboard* 1,39 ~~1,38~~ ~~1,39~~ ✠LMC11,36 1,39 *Fitted for oil fuel* 12,28			CL 1,38	1928 12mo *Lloyd's*	J.Brown& Co.Ld. Clydebank *sA&CP*	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld. *Mgrs.*) *Cell D B* 510′2547*t* *in way of tu*	581·9 B&F520′ FK *Prom.dk* 325′ *Coll* *DTf* 43′700*t Tanks* *nnels* 474*t FPT* 193*t* *APT* 269*t*	75·2	41·7	London British *BH to Wdk*	6SteamTurbinesSRgeared to 2 Screw Shafts (*s*) 11 *BHpt Cem* 6 Water Tube Boilers(Spt) H.S32268 FD J.Brown&Co.Ld.Clydebnk	44 ″ 9 s 17 ″ 6 27 ″ 6¾
73486 104622	**Duchess of Rothesay** (P)	PadSk 1 *Dk*	338 309 127					1895	J.&G. Thomson,Ld Clydebank	CaledonianSteam PacketCo.Ld.	225·6 H24*t* *Promenade dk* 212′	26·1	8·6	Glasgow British	C.D.2Cy.27½″&58″–54″ NB14 206NHP J&GThomsonLdClydebnk	
73487 161202 GSYN	**Duchess of York** (P) *ss* Liv. No. 2–37	TwinSc 4 *Dks (Stl–weather dk pt ws) 5th dk (Stl) in Nos. 2, 5, & 7 holds* *Ref. Mchy.* *Cruiser Stern* D.F. E.S.D.	20021 14366 ~~14829~~ 11798	✠100A1 Liv *with freeboard* 2,39 ~~2,37~~ ✠LMC MS1,37 ~~BS1,36~~ *Fitted for oil fuel* 3,29 BS12,36			CL ~~2,36~~ 2,39 *F.P. above*	1929 3mo *Lloyd's*	J.Brown& Co.Ld Clydebank *sA&CP*	CanadianPacific RailwayCo. (CanadianPacific Steamships,Ld. *Mgrs.*) *Cell D B* 510′2547*t D*	581·9 B&F520′ FK *Promenade dk* 325′ (*Co* *Tf* 43′700*t Tanks in*	75·2	41·7	London British 11 *BHpt Cem* *ll „ to W dk)* *way of tunn*	6SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 3748NHP 370lb 2DB *200lb* FD 6WaterTubeBlrs.(Spt) HS32268 J.Brown&CoLdClydebank *els* 474*t FPT* 193*t APT* 269*t*	44 ″ 9 s 17 ″ 6 27 ″ 6¾
73488 413 IBRJ	**Duchessa d'Aosta** (P) *ss* Tri. No. 3–8, 33 *ss* Tri. No. 1–37	 2 *Dks (Stl) &* *Ref. Mchy.* *Shelter dk (Stl)* D.F.	7872 6707 4953	✠100A1 Tri *b*† *Shelter dk* *withfreeboard* 11,36 ~~1,38~~ ~~1,38~~ ✠LMC MS3,37 BS ✠Lloyd'sR *Fitted for oil fuel* 9,30			CL 7,37 1,38 *F.P. above*	1921 5mo	Stabilmnto Tecnico Triestino Trieste A&CP	LloydTriestino Soc.Anon.diNav. *Cell D B* 398′16	464·2 450·0 B168′ *on Shelter dk* *Collision* FK 30*t FPT* 56*t APT* 68*t*	57·4	22·0 32·4	Trieste Italian *Cem* *BH to Sh dk* 6 .. „ *U* „	T.3Cy.32″,51½″&83″–54″ (*s*) 1801lb 681NHP 4SB(Spt),*12cf*,GS239, HS9851 FD StabilimentoTecnico,Tri.	35 ″ 0 s 8 ″ 4½ 26 ″ 10
73489 161136 MCTN	**Dudley Rose** *ss* Bly. No. 2–38	 *Well deck* 1 *Dk (Stl)* *Mchy. Aft*	1600 1231 946	✠100A1 Bly *p* 1,39 ~~1,38~~ Sld ~~1,38~~ ✠LMC1,38 DS1,39			CL 1,39	1929 12mo *Lloyd's*	D&W Henderson&CoLd Glasgow *sA&CP*	RichardHughes& Co.(Liverpool)Ld. *Cell D*	250·0 Q140′B15′F25′ FK *B169′ 373t FPT 93t*	37·2	16·4	Liverpool British 4 *BH Cem* *APT 66t*	T.3Cy.19″,31″&52″–36″ (*s*) 1801b 232NHP 2SB,*6cf*,GS132,HS4366 McKie&Baxter,Ld.Gls.	18 ″ 6 s 5 ″ 4½ 17 ″ 3½
73490 EEKR	**Duero** (*ex* Urbi–39, *ex* Duero–37, *ex* Switzerland, *ex* Monassir) Wireless ~~Now sailing as URBI~~	2 *Dks*	1332 1094 526					1920	CaledonS. B.&E.Co.Ld. Dundee	M.M.dePinillos	270·6	38·2	23·9	Cadiz Spanish *WB*	T.3Cy.21″,34″&56″–39″ 196NHP Dunsmuir&JacksonLd.Gls	C
73491 165760 GKKT	**Duffield** D.F. E.S.D.	*Oil Eng.* 1 *Dk, 2nd dk clear of cargo tanks* *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & deck*	8516 7687 5045	✠100A1 Odn Fal 2,38 10,38 ✠MC3,38 *Carrying Petroleum in bulk*			CL	1938 3mo *Lloyd's*	Odense Staalskibsvft vedA P Möller Odense *sA&CP*	NorthernPetro-leumTankS.S.Co. Ld.(Hunting&Son, Ld. *Mgrs.*) *Cell D B* 682′3044*t D*	475·9 493·1(O.L.) P101′B42′F50′ FK *Tf* 23′395*t FPT* 139*t*	61·8	33·8	Newcastle British 16 *BH* *APT 86t*	Oil Engines 4S.C.SA 8Cy.29⅛″–59 1/16″ 653NHP 2DB *150lb* ~~1lb~~ Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 6 ″ 8½ 27 ″ 6½
73492 1184 IBSJ	**Duilio** (P) *ss* Gen. No. 3–3, 34 *Ref. Mchy.* 4 *Dks (Stl) & Awng dk (Stl–teak s) & Shade dk (Stl–teak s)* D.F. GyC.	QuadSc	23635 16377 14103	✠100A1 Gen *o*† *Awng dk* *withfreeboard* 1,38 ~~BS3,37~~ BS1,38 ~~MS3,37~~ ✠LMC ✠Lloyd'sRMC *Fitted for oil fuel* 10,23			CL 1/3.37 Pal.39 S/3.37 Sal.39 *F.P. above*	1923 10mo *Lloyd's*	Ansaldo Soc.Anon. SestriPnente. *sA&CP*	LloydTriestino Soc.Anon.diNav. *Cell D B* 522′2756 *Side tanks f*	635·6 602·4 FK 12 *BH* 3 „ „ 2*nd* „ 4 *FPT* 191*t APT* 120*t* 6′ 164*t a* 21′ 174*t DT* *f* 34′ 236*t*	76·3	46·3	Genoa Italian *Cem* *to Awng dk* *to 2nd dk* *f* 34′ 236*t*	4 Steam Turbines (*s*) 2001b 4297NHP 4SB&6DB,*64cf*,GS1264, HS53840 FD G.Ansaldo&Co.Smp.	50 ″ 2 s 20 ″ 5½ 30 ″ 0
73493 182 IBTJ	**Duino** (P) Wireless	 1 *Dk & Shade dk* *Fitted for oil fuel*	1334 1178 789					1923	Stabilmnto Tecnico Trieste	"Adriatica" Soc. Anon.diNav.	237·2	34·4	13·7 FK	Venice Italian *WB*	2 Steam Turbines SR geared to 1 Sc. Shaft 345NHP StabilimentoTecnico,Tri.	15 ″ 9
73494 DIBD	**Duisburg** (P) Sub.Sig. D.F. E.S.D. *Cruiser Stern* 2 *Dks*	*Oil Eng.*	7389 6164 4375					1928	Deutsche Werft A.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie.)	463·6 P27′B&F426′	60·1	28·0	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.27 5/16″–47½″ 1585NHP Algemeine Elec.Ges.Berlin	G
73495 DGXQ	— Wireless *Mchy. Aft*	TwinSc *Oil Eng.* *Cruiser Stern*	1080 791 499					1936	Gute Hoffnungshütte A.G. Walsum	FranzHaniel&Cie. G.m.b.H.	229·2 P56′B28′	33·6	13·0	Duisburg-Ruhrort German *WB*	Oil Engines 2S.C.SA 8Cy.11½″–16 5/16″ 196NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	G
73496 LDJJ	**Dukat**		1350 1136 761					1920	TheNew Eng.&S.B. Works,Ld. Shanghai	A/SArneSveens Rederi (ArneSveen *Mgr.*)	242·7 P24′B62′F24′	37·2	15·0	Oslo Norwegian	T.3Cy.18½″,29″&49″–33″ 138NHP TheNewEng.&Shipbdg. Works,Ld.Shanghai	N
73497 128316 GNVX	**Duke of Argyll** (P) E.S.D.	TwinSc 2 *Dks (pt Stl–ws)* *Cruiser Stern*	3814 1998 1585	✠ Brw 10,28 ✠				1928 4mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRailway *DTs f* 18′220*t D*	349·1 P72′B170′F57′ BK7″ *Ts a* 42′102*t FPT* 490*t*	53·1	18·5	Lancaster British 9 *BH Asp* *APT 44t*	4 Steam Turbines SR geared to 2 Sc. Shafts 1628NHP 6 Water Tube Boilers GS624,HS19770 W.Denny&Bros.Ld.Dmb.	19 ″ 7
73498 128315 GCPQ	**Duke of Lancaster** (P) E.S.D.	TwinSc 2 *Dks (pt Stl–ws)* *Cruiser Stern*	3814 1998 1586	✠ Brw 2,29 ✠				1928 3mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland & ScottishRailway *DTs f* 18′220*t D*	349·1 P72′B170′F57′ BK7″ *Ts a* 42′102*t FPT* 490*t*	53·1	18·5	Lancaster British 9 *BH Asp* *APT 44t*	4SteamTurbinesSRgeared to 2 Sc. Shafts 1628NHP 6WaterTubeBoilers GS624,HS19770 W.Denny&Bros.Ld.Dmb.	19 ″ 7

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Nets.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years As signed now expired. Equipment Letter	7* Date when tail shaft last recn.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dates of Transfer, &c.
73499 128317 GNVL	**Duke of Rothesay** (P) TwinSc E.S.D. 2 *Dks (pt Stl–ws) Cruiser Stern*	3812 1999 1586	✠ Gls 8,28 ✠				1928 6mo	W. Denny &Bros. Ld. Dumbarton	London Midland& Scottish Railway	349·0 | 53·1 | 18·5 P72′B170′F57′ BK7′ *DTs f* 18′220*t*			Lancaster British *DTs a* 42′102*t FPT*	4 Steam Turbines SR geared to 2 Sc. Shafts 1628 NHP 6 W.T. Blrs. GS 624, HS 19770 W Denny&Bros. Ld. Dmb.	19 " 7	BT till 1,39
73500 128318 GYKV	**Duke of York** (P) TwinSc E.S.D. 2 *Dks Cruiser Stern*	3743 1938 1547	✠ Bel 5,36 ✠				1935 6mo	Harland& Wolff, Ld. Belfast	London Midland& Scottish Railway *Cell D Bu E* 12′ *f* 86′ *Tanks in way of*	339·2 | 52·2 | 17·9 P56′B172′F56′ FK 164*t MTs* 26′342*t tunnel* 46′150*t FPT*			Lancaster British 8 *BH* 34*t APT* 62*t*	4 Steam Turbines SR geared to 2 Sc. Shafts 1494 NHP 4 W TB, GS 440, HS 15000 Harland& Wolff, Ld. Bel.	19 " 6	BT till ~~4,36~~ 5,38
73501 200593	**Duluth** *Mchy. Aft* 2 *Dks*	4749 — 3785					1903	Chicago S.B.Co. Chicago	Great Lakes Transit Corp.	381·6 | 50·2 | 26·0 *WTs*			Buffalo, N.Y. Utd. States	Q 4 Cy. 20½", 30", 48½" & 63"–42" 257 NHP Detroit S.B.Co. Detroit		
73502 162564 GTRB	**Dulwich** E.S.D. D.F. *ss Nwc. No. 1–36* 1 *dk (Stl)*	4036 ~~7,—~~ 3698 2418	✠ 100 A1 Cff *x* ~~10,37~~ 8,39 BS 5,37 ✠ LMC 3,38 ,38		CL ~~1,36~~ 7,38		1931 3mo	Smith's Dock Co. Ld Stockton-on-Tees	Britain S.S.Co. Ld. (Watts, Watts& Co. Ld. *Mgrs.*) *Lloyd's SA&CP* *Cell D B*	366·4 | 52·0 | 24·7 376·5 (O.L.) F39′P32′B129′ FK 312′1167*t FPT* 131*t*			London British 6 *BHpt Cem* *APT* 184*t*	T. 3 Cy. 23¼", 40½" & 67"–45" 185 lb (*s*) 368 NHP 3 SB (Spt) 9*cf*, GS 158, HS 6173 Blair&Co. (1926) Ld. Stk.	27 " 0 s 4 " 8½ 22 " 6½	
73503 146327 GDNF	**Dumana** (P) TwinSc *Oil Eng.* *Ref. Mchy.* D.F. 2 *Dks (Stl–U teaks)*	8427 6842 5110	✠ Mdb *e* † 8,26 ✠ Lloyd'sRM ~~5,38~~ 5,38 1,39 ~~2,38~~				1923 3mo	Barclay, Curle&Co. Ld. Glasgow	British India Stm. Nav. Co. Ld. *Cell D B* 389′ 15 *s 1t* *Tanks between tu*	450·0 | 58·3 | 32·9 P44′B153′F50′ FK *nnels* 122′201*t FPT*			Glasgow British 8 *BHpt Cem* 125*t APT* 73*t*	Oil Engines 4S.O.SA 16 Cy. 26½"–47" 1110 NHP NB Diesel Eng. Wks. Ld. Gls	35 " 6	BT till ~~1,39~~ 2,38
73504 161585 GYLT	**Dumfries** D.F. 1 *Dk & Shelter dk Cruiser Stern*	5149 4720 3061	✠ 100 A1 Shl CL *with freeboard* Nwc N2,38 9,38 ~~2,38~~ ✠ LMC 7,38				1935 7mo	Hawthorn, Leslie& Co. Ld Newcastle	B. J. Sutherland& Co. Ld. *Lloyd's SA&CP* *Cell D Ba & u*	416·3 | 55·2 | 26·0 429·5 (O.L.) F32′ FK *E* 160′ *f* 176′ 1284*t FPT* 97*t APT* 188*t*			Newcastle British 7 *BHpt Cem* (*Coll to Sh dk* 6 " 2nd ")	T. 3 Cy. 22", 35" & 58"–39½" 211 NHP 3 SB (Spt) 9*cf*, GS 161, HS 7395 N.E. Marine Eng. Co Ld Nwc	28 " 6 s 3 " 5 25 " 5	
73505 TCAZ	**Dumlupinar** (P) (*ex* Doumlou Pounar, *ex* Marga Hemsoth, *ex* Croatia) Sub. Sig 2 *Dks 3 tr H*	1991 1802 1261					1888	Blohm& Voss Hamburg	Denizbank-Denizyollari Idaresi	290·7 | 36·4 | 22·2 P50′B28′H50*t* F45′ *WB*			Istanbul Turkish	T. 3 Cy. 22", 35" & 58"–39½" 211 NHP Blohm& Voss, Hamburg		
73506 132472 VJCQ	**Dumosa** *ss* Mel. No. 3–9,32 *ss* Mel. No. 1–36 1 *Dk (Stl) & Web frames* *Longitudinal framing* *Cargo battens not fitted*	3351 3012 1941	✠ 100 A1 Mel *y* 1,39 ~~1,38~~ ~~BS 5,37~~ ✠ LMC 5,38 5,38		CL 10,36		1920 3mo	Common-wealth S.B. & Dockyard Williamstwn Victoria	J. Paterson&Co. Proprietary, Ld. *Cell B*	331·0 | 47·9 | 23·6 341·2 (O.L.) P31′B100′F29′ FK B277′882*t FPT* 118*t*			Melbourne British 5 *BH Cem* *APT* 204*t*	T. 3 Cy. 25", 41" & 68"–45" (*s*) 185 lb HS 8289 516 NHP 3 Water Tube Boilers FD Thompson&Co. (Castle-maine) Pty. Ld. Castlemaine	26 " 1 s 4 " 5 21 " 10	
73507 146302 GFTN	**Dumra** TwinSc *ss* Mombasa No. 3–2,33 *ss* Mombasa No. 1–37 *Oil Eng.* 2 *Dks (Stl–U* teaks) *Cruiser Stern*	2304 1893 1317	✠ 100 A1 Mom-basa' *s* 3,39 ~~5,37~~ ~~3,39~~ ~~3,36~~ CS 5,37 3,39		CL ~~3,36~~ 5,39		1922 5mo	C. Hill& Sons, Ld. Bristol *Lloyd's SA&CP*	British India Stm. Nav. Co. Ld. *Cell L*	271·7 | 43·6 | 21·3 280·0 (O.L.) P37′B104′F33′ FK *B* 224′ 295*t FPT* 41*t*			Glasgow British 5 *BH Cem* *APT* 86*t*	Oil Engines 4S.C.SA 12 Cy. 15"–30" 259 NHP DB *100 lb* N. British Diesel E. Wks. (1922) Ld. Gls.	24 " 0 s 3 " 7½ 20 " 9	
73508 HAAO	**Duna** (*ex* Marquise de Lubersac–34) TwinSc *Mchy. Aft* Wireless *Fitted for oil fuel* 1 *Dk*	966 816 563					1910	Forg.&Ch. de la Médit La Seyne	Königlich ungarische Donau-Saeschiffahrts-A.G	235·0 | 32·3 | 13·4 P59′B34′F29′ *WB*			Budapest Hungarian	C. 4 Cy. 14⅝"&25⅝"–15¾" 42 NHP Forg.&Ch. de la Médit. Msl.		V
73509 136370 GNWF	**Dunaff Head** D.F. 2 *Dks*	5258 4845 3278					1918	Workman, Clark&Co. Ld Belfast	Ulster S.S.Co. Ld. (G. Heyn&Sons, Ld. *Mgrs.*)	390·4 | 51·8 | 29·8 P47′B114′F78′ *WB*			Belfast British	T. 3 Cy. 26½", 44" & 74"–48" 380 NHP Wrkman, Clark&Co. Ld Bel	32 " 6	C
73510 70319 GFNV	**Dunara Castle** (P) Iron Wireless	457 339 195					1875	Blackwood &Gordon Pt. Glasgow	McCallum, Orme &Co., Ld.	180·4 | 24·5 | 12·5 P50′B52′F46′			Glasgow British	C. 2 Cy. 30"&52"–30" NB 94 123 NHP *Cmp.* 82 Blkwd&Grdn P. Gl.		BT till 1,39
73511 YTBP	**Dunav** (*ex* Izabran–36, *ex* Polish Monarch, *ss* Tri. 2nd No. 3–12,37 *ex* Polmont, *ex* Karpat) 1 *Dk (pt Irn pt Stl)*	4307 3983 2661	✠ 100 A1 Tri *x* ~~3,39~~ ~~12,37~~ Rct ✠ LMC 12,37 BS 11,38		~~5,36~~ 3,39		1912 10mo	W. Dobson &Co. Newcastle *Lloyd's SA&CP* *Cell D Ba* 132′ *u*	Brodarsko Akcionarsko Drustvo "Oceania"	378·2 | 53·3 | 24·5 390·6 (O.L.) P35′B230′F42′ FK *E* 21′ *f* 157′ 971*t DTa*			Susak Yugoslav 7 *BH Cem* 26′908*t FPT*	T. 3 Cy. 24", 39" & 66"–45" (*s*) 180 lb 343 NHP 3 SB, 9*cf*, GS 150, HS 5658 N.E. Marine Eng. Co Ld Nwc 151*t APT* 148*t*	26 " 11 s 3 " 10½ 23 " 2	
73512 221 SVPL	**Dunavis** (*ex* Siberian Prince–33, *ex* Baron Lovat) *ss* Shl. No. 3–5,27 *ss* Pir. No. 2–36 "Artesiana," *see No. 87074 in Sect. 1*	*5604* *5356* *3582*	✠ 100 A1 Mch *a* † 9,37 BS ~~7,37~~ ✠ LMC 6,36 9,36		CL 6,36		1915 5mo	Russell &Co. Pt. Glasgow *Lloyd's SA&CP* *Cell D Ba* 132′ *u*	L. A. Embiricos 1 *Intermediate BH* & 1 *'tween dk BH dispensed with* *E* 24′ *f* 186′ 1181*t DTa*	423·5 | 56·0 | 28·7 P38′B123′F50′ FK 36′1118*t APT* 31*t*			Andros Greek *Cem* 5 *BH to U dk* 4 " " 2nd,,	T. 3 Cy. 27", 45" & 74"–51" (*r*) 180 lb 555 NHP 3 SB. 9*cf*, GS 189, HS 8307 FD Rankin& Blackmore Ld Grk *only*	31 " 4 s 6 " 0 25 " 6	
73513 161420 GPTS	**Dunbar Castle** (P) TwinSc D.F. *Oil Eng.* Sub. Sig. 2 *Dks & 3rd dk in Nos. 1 & 2 holds* *Ref. Mchy.* E.S.D. *Cruiser Stern*	10002 7063 5985					1930	Harland& Wolff, Ld. Glasgow	Union-Castle Mail S.S.Co. Ld.	471·2 | 61·2 | 29·6 P&B328′F90′			London British *WB*	Oil Engines 4S.C.SA 12 Cy. 29½"–59⅛" 977 NHP Harland& Wolff, Ld. Gls.		BT till ~~1,39~~ 2,39
73514 133646 MFCZ	**Duncarron** (*ex* Whinhill 33) ~~*ss* Gmb. 2nd No. 2–1,39~~ *ss* ~~Bkn. No. 3–1,26~~ ~~Well deck~~ *ss* ~~Gmb. No. 1–34~~ *Mchy. Aft* 1 *Dk (Stl)* *Cargo battens not fitted*	478 331 194	✠ 100 A1 Gmh *h* 1,39 ~~2,37~~ BS ~~No. 37~~ C ~~10,34~~ 3,39 M S 1,39		CL ~~12,37~~ 1,39		1914 5mo	Hall, Russell&Co. Ld Aberdeen *Lloyd's SA&CP*	Buchan&Hogg	165·6 | 25·2 | 9·7 26·4 Q95′B11′F27′ BK7′ *Cell D Bf*			Grngemth British 3 *BH Cem* 100′151*t*	T. 3 Cy. 12", 20" & 34"–23" (*r*) 180 lb 81 RHP 1 SB, 3*pf*, GS 46, HS 1543 Hall, Russell&Co. Ld. Abn.	12 " 0 s 3 " 8½ 12 " 4½	
73515 145519 CYKZ	**Dundas** (*ex* Glencassie) *Mchy. Aft* 1 *Dk*	1901 1573 1119					1923	Swan, Hunter& Wigham Richardson, Ld. Newcastle	Canada Steamship Lines, Ld.	252·0 | 42·5 | 18·0 Q100′F85′			Montreal British *WB*	T. 3 Cy. 16", 26" & 44"–33" 111 NHP Hwthrn, Leslie&C. Ld. Nwc.		C
73516 144713 GWRS	**Dundee** *ss* Shl. No. 1–38 Wireless D.F. 1 *Dk (Stl)*, *Shelter dk (Stl)* E.S.D. 3rd *dk (Stl) in No. 1 hold* *Cruiser Stern*	1541 1178 625	✠ 100 A1 Dun *s* OG *with freeboard* Shl 5,37 ~~9,38~~ ~~10,37~~ ✠ LMC ~~2,34~~ BS ~~6,—~~ IS 10,38 *Carrying fuel oil F. P. & in No. 3 double bottom tank* above 150°F.			1934 2mo	Caledon S. B.& E.Co. Ld. Dundee	Dundee, Perth& London Shipping Co. Ld.	283·8 | 42·1 | 15·8 294·0 (O.L.) F24′ FK& BK⅝′ *Coll* *f* 98′259*t MT* 7′116*t* *DTa* 9′119*t FPT*			Dundee British 5 *BH pt Cem* *BH to S dk* 4 " " 2nd " 67*t APT* 51*t*	T. 3 Cy. 20½", 35" & 59"–42" (*s*) 220 lb 361 NHP 3 SB (Spt) 9*cf*, GS 180, HS 6651 A. Stephen&Sons, Ld. Gls	17 " 0 s " 2 17 " 0	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terme assigné maintenant expiré Lettre d'Enrôlement.	7* Date de la dernière visite de l'Arbre porte-hélice.	8 9 Construit. Quand. Navire. Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où sont enrôlés les L. H. Marks. Cert. R. of Trade.
73517	**Dundrum Castle** ssNYk.No.1-38	5259	✠100A1 Hul	CL	1919	Harland&	Union-CastleMail	400·3	52·3	28·5	London	T.3Cy.27″,44″&78″–48″ (s)	31 ″ 0
144997	ssGls.No.3–10,32	4796	~~3,38 3,26~~ 1,30 NYk	~~3,36~~	12mo	Wolff,Ld.	S.S.Co.Ld.				British	180lb 517NHP	s 0 ″ 0½
GNWT	Sub.Sig. 2*Dks(Stl)*&3*rd dk (Stl)in No.1hold*	3214	~~MS2,32~~ BS~~6,378~~, LMC3,36	4,39		Greenock		P50′B113′F39′ FK			British	3SB,*9cf*,GS190,HS7668 FD	s 0 ″ 0½
					Lloyd'sA&CP		*CellDB*	340′1051*t FPT*132*t*			7*BHpt Cem*	J.G.Kincaid&Co.Ld.Grk.	25 ″ 3
73518	**Dundula**	3344	✠100A1 Syd *n*	CL	1920	Common-	TheAdelaide	331·0	47·9	23·5	Melbourne	T.3Cy.25′,41″&68″–45″ (s)	26 ″ 1
136462	ssSyd.No.3–9,32	3010	7,38 ~~6,35~~	6,37	1mo	wealthNaval	SteamshipCo.Ld.	341·0(O.L.)			British	190lb HS8289 520NHP	s 4 ″ 5½
VJCR	ssSyd.No.1–36	1936	~~BS6,37~~ LMC6,36			Dockyard		P31′B95′F30′ FK			5*BHCem*	3 Water Tube Boilers FD	21″10
	1*Dk(Stl)*&*Web frames*		~~1,35~~			Sydney,NSW		*B277′882t FPT*118*t*			*APT*204*t*	Thompson&Co.(Castle-	
	Longitudinal framing				A&CP		*CellD*					maine)Proprietary,Ld.	
	Cargo battens not fitted											Castlemaine,Vic.	
73519	**Dunedin Star** TwinSc	11168	✠100A1 Liv	CL	1936	Cammell,	UnionColdStorage	530·0	70·4	32·3	London	Oil Engines 2S C.SA	35 ″ 0
164578	*Oil Eng.*	9074	*withfreeboard*	5,39	2mo	Laird&Co.Ld.	Co.Ld.(BlueStar	551·0(O.L.)			British	18Cy.28½″–49½″ 2516NHP	s 5 ″ 8½
MKMP	1*Dk&Shelter dk*, 3*rd dk except in No.1 hold*, 4*th dk forward of Mchy. space*	6853	~~LMC2,36~~			Birkenhead	Line,Ld.*Mgrs.*)	P83′B201′F70′ FK			8*BHpt Cem*	2DB*100lb*	29 ″ 6½
	Ref.Mchy. *Cruiser Stern*		~~1,35~~		*Lloyd'sA&CP*		*CellDB*379′1347*t*	*Tanks in way of* (			*Coll to Sh dk*	SulzerBros.Ld. Winterthur	
	D.F. E.S.D. GyC.						*tunnels*1405*t*	*FPT*116*t APT*166*t*			7 ,, 2nd,,)		
							Duct keel for	*ward of mchy.space*					
73520	**Dunelmia**	5207	✠100A1 Shl *z*	CL	1929	W.Gray&	MetcalfeShipping	421·3	54·2	27·2	W.Hartlpl	T.3Cy.26″,43′&71″–48″ (s)	30 ″ 1
160763	ssHpl.No.2–38 ~~ssAm.No.1–38~~	4929	7,38 ~~3,37~~ Hpl	~~5,36~~	10mo	Co.Ld.	Co.Ld (Metcalfe,	434·0(O.L.)			British	180lb 494NHP	s 5 ″ 0½
GNTJ	D.F. 1*Dk(Stl)*	3220	~~1937,37~~ LMC~~3,35~~	6,38		WHartlepool	Son&Co.Ld. *Mgrs*)	P30′B240′F43′ FK			8*BHCem*	3SB,*9cf*,GS162,HS7356 FD	25 ″ 3½
			~~1,36~~		*Lloyd'sA&CP*		*CellDB*	371′1413*t FPT*175*t*			*APT*167*t*	Cen.Mar.EWrks.LdW Hpl	
73521	**Dunera** (P) TwinSc	11162	✠100A1 Sou	CL	1937	Barclay,	BritishIndiaStm.	496·5	63·2	31·0	London	Oil Engines 2S.C.SA	35 ″ 0
165552	*Oil Eng.*	7521	*withfreeboard*		8mo	Curle&Co.Ld.	Nav.Co.Ld.	516·8(O.L.)			British	10Cy.22½″–66½″	s 11 ″ 10½
GBBR	D.F. E.S.D. 3*Dks*, *Platform dk forward*	6634	~~1,39 1,35~~ LMC8,37			Glasgow		F61′*Shade dk* FK			9*BHpt Cem*	2DB*100lb* 1510NHP	23 ″ 4
	Ref.Mchy. *Cruiser Stern*		Lloyd'sRMC8,37		*Lloyd'sA&CP*							Barclay,Curle&Co.Ld.Gls.	
	Cargo battens not fitted						*CellDB*423′148	6*t Tanks at sides of*			*tunnels* 620*t*	*FPT*121*t APT*43*t*	
73522	**Dungannon**	6928	100A1 Gal *h*†	CL	1920	Bethlehem	TheTexas	435·0	56·0	32·0	Wilmgton	T.3Cy.27″,48½″&78″–48″ (s)	33 ″ 6
220280	ssN.Yk.No.3–4,35	6670	~~7,38 1,36~~ 1,36 NYk	1,38		S.B.Corp Ld.	Company				(Del.)	220lb 597NHP	
KUZV	*Mchy.Aft* 2*Dks(Stl)*&*Web frames*	4292	BS~~7,376~~,38 LMC4,36			Alameda,Cal.		P106′B48′F43′ FK			Utd.States	3SB,*9cf*,HS8235 FD	
	D.F. *Longitudinal framing*		*Carrying Petroleum in bulk*				*CellDBuE&B*62	202*t*			13*BHpt Cem*	BethlehemS.B.Corporation	
			Fitted for oil fuel 4,23	*F.P. above*			*DT f*50 885*t*	*FPT*97*t APT*74*t*			(9 ,, *tc U dk*	S.Francisco	
				150° F.							1 ,, ,, 2nd,,)		
73523	**Dungrange** (*ex*Yewbank–37, 3Mst	621	✠100A1 Bwg *i*	CL	1914	J.Fuller-	Buchan&Hogg	175·0	28·1	10·4	Grngemth	T.3Cy.14″,24′&40″–27″ (s)	13 ″ 0
135580	*ex*Okehampton, *ss*Bwg.2ndNo.3–10,37	413	~~10,37~~ 5,39 Gmh	~~12,36~~	5mo	ton&Co.					British	180lb 90RHP	s 4 ″ 4½
MFDB	*ex*Aberdale) *Mchy Aft* 1*Dk(Stl)*	265	~~BS1,38~~ LMC12,36	5,38		Paisley		Q96′B9′F32′ BK6″			3*BHCem*	1SB,*3pf*,GS54,HS1848	13 ″ 1½
	Well deck *Cargo battens not fitted*		2,39		*Lloyd'sA&CP*		*CellD*	*B f*95′137*t FPT*51*t*			*APT*44*t*	Fishers,Ld.Paisley	
73524	**Dunkeld**	4944	✠100A1 Liv	CL	1937	Barclay	LomondShipping	418·2	55·2	25·5	Glasgow	Oil Engines 2S.C.SA	29 ″ 0
164118	*Oil Eng.*	4558	*withfreeboard* ~~Rest~~ Nwc		5mo	Curle&Co.Ld.	Co.Ld.(Robt.J.	431·8(O.L.)			British	3Cy.20½″–81½″ 387NHP	s 3 ″ 6½
GZQQ	D.F. E.S.D. 1*Dk*&*Shelter dk*	2994	~~10,37~~ LMC5,37			Glasgow	Dunlop~~e~~*Mgr.*)	F40′ FK			7*BHpt Cem*	2DB*120lb*	25 ″ 8½
	Cruiser Stern		4,39		*Lloyd'sA&CP*						*Coll to Sh dk*		
			Carrying vegetable oil in deep		*tank*		*CellDB*360′1393*t MT*32′1284				6 ,, 2nd ,,)	Barclay,Curle&Co.Ld.Gls.	
								*t FPT*119*t APT*95*t*					
73525	**Dunkerquois**	3145	...		1920	Ardrossan	Cie.desBateaux à	331·2	47·3	22·1	Dunkirk	T.3Cy.24″,40″&65″–45″	24 ″ 6
		2919				DD&SBCoLd	Vap.duNord.(Soc.				French	308NHP	
FNWD	2*Dks*	1971				Ardrossan	Anon.deGérance et	P29′B170′F39′					
							d'Armement,*Mgs*)	FK			*WB*	J.G.Kincaid&Co.Ld.Grk.	
73526	**Dunkerton** (P)	505	✠100A1 Brs *g*	CL	1934	AilsaS.B.	BristolSand&	148·0	28·1	11·4	Bristol	T.3Cy.13½″,21″&35″–26″(s)	13 ″ 3
163853	ssBrs.No.1–38	366	8,38 ~~6,37~~	~~6,37~~	4mo	Co.Ld.	GravelCo.Ld.(F.E.				British	180lb 62RHP	s ″ 9½
MBTV	*Mchy.Aft* 1*Dk(Stl)*	182	~~LMC1,34~~	8,38		Troon	Peters,*Mgr.*)	Q56′B9′F24′ FK			4*BHCem*	1SB,*3cf*,GS55,HS1560	12 ″ 6½
	CruiserStern *Cargo battens not fitted*		8,38		*Lloyd'sA&CP*		*Cell*	*DB*81′105*t FPT*67*t*			*APT*44*t*	AilsaS.B.Co.Ld.Trn.	
73527	**Dunkwa**	3789	✠100A1 Lon *s*	CL	1927	A.McMil-	ElderDempster	355·3	49·2	22·4	Liverpool	Oil Engines 4S.C.SA	24 ″ 8
149636	*Oil Eng.*	3092	*withfreeboard*		8mo	lan&Son,Ld.	Lines,Ld.	367·5(O.L.)			British	6Cy.29½″–59½″ 489NHP	s 2 ″ 2½
GNFK	ssDrt.No.2–35	1996	1,38			Dumbarton		P37′F42′ FK			6*BHpt Cem*	DB*100lb*	22 ″ 7½
	2*Dks(Stl)*&*Shelter dk(Stl)*		LMC CS11,35		*Lloyd'sA&CP*						*Coll to Sh dk*	Harland&Wolff,Ld.Gls.	
			DBS~~1,38~~,39 1,38		*CellDB*292′77		8*t DT sa*58′616*t FP*	797*t APT*100*t*			5 ,, 2nd ,,)		
			Carrying vegetable oil in deep tanks										
73528	**Dunleary**	480	✠100A1 Ard *h*	CL	1905	A&J.Inglis	ArranShippingCo.	159·9	26·1	10·4	Irvine	C.2Cy.20″&42″–30″ (s)	12 ″ 9
117530	ssLiv.2ndNo.3–8,30	335	6,37	~~11,36~~	12mo	Ld.	Ld.(J.Campbell,				British	180lb 96RHP	s 3 ″ 11
MDGZ	*Mchy.Aft* ssIrv.No.1–35	193	~~BS1,37~~ LMC4,34	1,39		Glasgow	*Mgr.*)	Q86′B11′F32′ BK7″			3*BHCem*	1SB,*3pf*,GS55,HS1619	12 ″11
	Well deck 1*Dk(Irn)*		1,39		*Lloyd'sA&CP*		*WB = Cell*	*DBf*84′96*t FPT*40*t*			*APT*5*t*	A.&J.Inglis,Ld.Glasgow	
	Cargo battens not fitted												
73529	**Dunluce Castle** (P) TwinSc	8131	✠100A1 Lon *e*†	CL	1904	Harland&	Union-Castle	475·5	56·9	31·7	London	Q8Cy.22½″,32″,46½″&68″–51″	35 ″ 1
118490	ssLon.2ndNo.3–10,29	6578	9,37	PN9,36	9mo	Wolff,Ld.	MailS.S.Co.Ld.				British	220lb (s) 965NHP	s 8 ″ 10½
GLWN	ssLon.No.1–35	4999	~~BS1,37~~ LMC3,33	s9,36		Belfast		P&B315′F70′			8*BHCem*	3D&1SB*21cf*GS411HS16899	27″ 0
	Ref.Mchy. 3*Dks(Stl–U teaks)*		7,38		*Lloyd'sA&CP*			FK&BK3″				Harland&Wolff,Ld.Bel.	
	D.F. Sub.Sig.						*CellD*	*Ba*112′*u*E37′ *f*191′			1079*t FPT*8	4*t APT*50*t*	
73530	**Dunmoir** (*ex*Lowick–36, 1*Dk(Irn)*	562	✠100A1 Gmh *i*	CL	1909	WoodSkin-	Buchan&Hogg	170·2	27·5	10·7	Grngemth	T.3Cy.15½′,25″&41″–27″ (s)	13 ″ 0
129041	*ex*Continental *ss*Mdb.2ndNo.3–10,34	384	4,37 12,38 MS11,38	~~5,36~~	10mo	ner&Co.Ld.		177·1(O.L.)			British	180lb 98RHP	s ″ 6½
MDBZ	Trader,*ex*Steersman) *ss*Gmh No.1–38	254	~~BS4,38~~ LMC10,37	12,38		Newcastle		Q80′B14′F22′ FK			3*BHCem*	1SB,*3cf*,GS54,HS1912	12 ″ 6½
	Mchy.Aft *Well deck* *Cargo battens not fitted*		3,39		*Lloyd'sA&CP*			*DBf*102′			12*t FPT*34*t*	N.E.MarineEng.CoLdNwc	
73531	**Dunmore Head** (*ex*Reval)	1682	✠100A1 Bel *q*	CL	1898	Ramage&	UlsterS.S.Co.Ld.	246·2	37·6	13·6	Belfast	T.3Cy.19″,31⅞″&50″–36″(s)	22 ″ 6
109588	ssBel.3rdNo.3–6,35	1476	*Spar dk*	6,36	8mo	Ferguson,Ld.	(G.Heyn&Sons,Ld.			20·5	British	175lb *90lb* 154NHP	~~8 ″ 3″~~
GKXL	1*Dk(Stl)*&*Spar dk(Irn)*&	1056	*withfreeboard*			Leith	*Mgrs.*)	B60′F30′ FK			4*BHCem*	2SB,*4cf*,GS80,HS2272	~~11 ″ 7~~
	deep framing		5,38 ~~5,37~~ BS9,38		*Lloyd'sA&CP*		*CellDBu*59′	*uE&B*35′ *f*100′357*t*			*APT*22*t*	Ramage&Fergusn,Ld.Lth.	s 3 ″ 3
			~~LMC4,36~~										~~10 ″ 5~~
73532	**Dunnet Head** (*ex*St.Senan)	515	✠100A1 Lth *q*	CL	1921	J.I.Thorny-	A.F.Henry&	155·7	26·2	11·4	Leith	T.3Cy.13⅛″,22″&35″–27″(s)	12 ″ 6
145344	ssLth No.3–4,33	347	~~1,37 2,38~~ Abn	~~3,36~~	6mo	croft&Co.Ld.	MacGregor,Ld.	161·0(O.L.)			British	185lb 70RHP	s 3 ″ 8½
MKYD	ssLth.No.1–37	223	~~BS3,36~~ 6,39 LMC4,37	5,38		Southampton		Q86′B11′F25′ FK			3*BHCem*	1SB.*3cf*,GS51,HS1832 FD	12 ″ 5
	Mchy.Aft 1*Dk(Stl)*		~~NB15 1Branttede~~ 21		*Lloyd'sA&CP*			*FPT*48*t*			*APT*20*t*	JIThornycroft&CoLdSou.	
	Well deck												
73533	**Dunnottar Castle** (P) TwinSc	15007	✠100A1 Sou	CL	1936	Harland&	Union-CastleMail	540·0	71·9	37·8	London	Oil Engines 2S.C.DA	43 ″ 6
164637	*Oil Eng.*	11585	*withfreeboard* Lon		6mo	Wolff,Ld.	S.S.Co.Ld.	560·0(O.L.)			British	18Cy.17½″–47½″ 1931NHP	s 15 ″ 6½
GYVM	3*Dks*,*4th dk except in after hold*	9181	~~8,36 2,38~~			Belfast		B234′F96′ FK			9*BHpt Cem*	2DB*100lb*	28 ″ 2
	Ref.Mchy. Sub.Sig. *Cruiser Stern*		2,39 LMC~~4~~		*Lloyd'sA&CP*						*Coll to W dk*	Harland&Wolff,Ld.Bel.	
	D.F. E.S.D.										8 ,, 2nd ,,)		
							*CellDB*417′	1818*t Tanks at sides of tunnels* 25′ 196*t*			*FPT* 98*t A*	*PT*230*t*	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	8 Date when tail shaft last exam.	9 Built. When. — Ship. — Engines	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in Lloyd's Register of Shipping.
73534 161013 GJYN	**Dunsley** *ss*Cff.No.2–38 1 *Dk*(*Stl*)	3862 3481 2317	✝100A1 ~~Lmc~~ 12,38	Cff Bry	*w*	CL 1,38	1929 9mo *Lloyd's A&CP*	R.Thompson&Sons,Ld. Sunderland	Headlam&Sons S.S.Co.Ld. (Headlam&Son, *Mgrs.*)	360·2 | 50·0 | 23·1 P31'B217'F36' FK *Cell DB307'939t*	Whitby British *6 BH Cem*	T.3Cy.25″,42″&68″–45″ (*s*) 180lb *180lb* 340NHP 2SB,*8cf*,GS128,HS5276 N.E.MarineEng.Co.Ld.Sld	25 ″ 5 s 3 ″ 1½ 22 ″ 5½	
73535 146308 GCJW Now Magdalene Vinnen,	**Dunstaffnage** *ss*Fal.No.3–7,35 D.F. 2 *Dks*(*Stl*) *See No.8913[illegible]*	4525 4293 2867	✝100A1 ~~Lmc~~ 7,37 3,39 ~~Smc~~ ✝LMC7,38	Gls ~~Cff~~ Mdb	*y*	CL 7,37	1922 9mo *Lloyd's A&CP*	Lithgows, Ld. Pt.Glasgow	ScottishNav.Co. Ld.(Glen&Co. *Mgrs.*) Ld.*Mgrs.*) P34 B113'F44' FK *Cell DB331'1031t DT*	384·9 | 52·0 | 26·7 398·2(O.L.) *30'780t APT20t*	Glasgow British *Cem 5 BH to U dk*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 488NHP 3SB,*9cf*,GS170,HS7345 FD Rankin&Blckmore,Ld.Grk *only*	29 ″ 3 s 5 ″ 7½ 23 ″ 11	
73536 147297 GYFK	**Dunstan** (*ex*A.D.Bordes–35, *ex*SaintOswald) *ss*Liv.No.3–9,37 2 *Dks*(*Stl*)	5149 4804 3266	✝100A1 ~~7,38 3,37~~ 2,39 ~~ESC 37~~ ✝LMC10,38 2,39	Liv Hul	*y*	CL ~~10,38~~ 7,38	1925 2mo *Lloyd's A&CP* *Cell DB8*	R.Duncan &Co.Ld. PortGlasgow *Intermediate 'tw* *48' 1152t DTa*	BoothS.S.Co.Ld. 30'860t *APT102t*	404·9 | 53·0 | 27·6 419·0(O.L.) P38'B119'F39' FK *een dk B Hin after hold dispensed with* *Ta30'780t APT20t*	Liverpool British *Cem 5 BH to U Dk*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 477NHP 3SB,*9cf*,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow *only*	30 ″ 0 s 5 ″8½ 24 ″ 7	
73537 149981 GCSD	**Dunster Grange** Twin Sc *Oil Eng.* *ss*Lon.No.2–36 3 *Dks*(*Stl–Uws*)4*th dk*(*Stl*) *Ref. Mchy* D.F. *in holds* *Cruiser Stern*	9494 7548 6011	✝100A1 ~~Lmc~~ 12,37 ~~CSS,37~~ ~~2,38~~ 2,39 4,38 ~~1,38~~ 1,39	Lon	*d*†	CL ~~12,37~~ ~~3,38~~ 1,39	1928 1mo *Lloyd's A&CP*	Fairfield SB.&E.Co.Ld Glasgow	HoulderLine.Ld. (HoulderBrothers &Co.Ld. *Mgrs.*) *Cell DB369'1672t*	431·3 | 64·5 | 35·4 B250'F82' FK *Duct keel fwd. of mchy.space* *Tanks in way of tu*	London British *8 BHpt Cem*	Oil Engines 2S.C.SA 12Cy.28½–39″ 1708NHP 3DB*125lb* FairfieldS.B.&E.CoLd.Gls. *PT78t APT113t*	38 ″ 2 s 7 ″ 4½ 31 ″ 0½	
73538 159558 VLFB	**Duntroon** (P) Twin Sc *Oil Eng.* D.F. E.S.D. 3 *Dks* *Ref. Mchy.* *Cruiser Stern*	10346 6378 6137	✝100A1 *with freeboard* ~~6,36 11,37~~ LMC8,38 2,39 ~~BS8,38~~ BS5,39	Syd		CL 7,38	1935 8mo *Lloyd's A&CP*	Swan, Hunter&Wigham Richardson, Ld.Newcastle	MelbourneSteamshipCo.Ld. *Cell DB345'* *Tanks at sides of*	455·0 | 65·2 | 30·2 B& F438' 617t *tunnel242t FPT74t*	Melbourne British *7 BH Cem*	Oil Engines 2S.C.DA 12Cy.17½–47½″ 1288NHP DB*75lb* J.G.Kincaid&Co.Ld.Grk.	36 ″ 0 s 10 ″ 8 25 ″ 6	
73539 67598 MPQY	**Dunvegan** (*ex*Spray–32) Iron *ss*Abn.5th No.3–9,28 *ss*Bkn.No.2–37 *Cargo battens not fitted* 1 *Dk*(*pt Stl*)	632 506 375	✝90A1 2,37 ~~NBT 37~~ LMC ~~188,36~~ D ~~MBS8,37~~ 7,38 5,38	Bkn	*j*	CL 1,37	1872 6mo	Hall, Russell&Co. Aberdeen A&CP	KyleShipping Co.Ld.(Monroe Bros. *Mgrs.*)	181·1 | 28·0 | 14·5 Q65' BK7½	Aberdeen British *4 BH Cem*	C.2Cy.28″&45¾″–30″ (*s*) 80lb *100lb* NDB01 90RHP 1SB.*3pf*,GS60,HS1359 Hall,Russell&Co.Abn.	15 ″ 4 s 1 ″ 5½ 14 ″ 9	
73540 164702 GYXG MPQY	**Dunvegan Castle** (P) Twin Sc *Oil Eng.* D.F. E.S.D. 3 *Dks*,4*th dk* *Ref. Mchy.* *except in after hold* Sub.Sig. *Cruiser Stern*	15007 11585 ~~9181~~ 9174	✝100A1 *with freeboard* ~~7,38 1,38~~ ✝LMC 38 1,39	Sou Lon		CL ~~1,38~~	1936 8mo *Lloyd's A&CP*	Harland& Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld. *Cell DB417'1818t* *tunnels25'196t*	540·0 | 71·9 | 37·8 B234'F96' FK *Tanks at sides of* (*FPT98t APT230t*	London British *9 BHpt Cem Coll to W dk* 8 „2nd „)	Oil Engines 2S.C.DA 18Cy.17½–47½″ 1931NHP 2DB*100lb* Harland&Wolff,Ld.Bel.	43 ″ 6 s15 ″ 6½ 28 ″ 2	BT till 6,38 7,39
73541 141942 MJXN	**Dunvegan Head** (*ex*Alouette–36, *ex*PentlandFirth) *ss*Lon.No.3–3,33 *ss*Lth.No.1–36 *Mchy.Aft* 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	638 424 296	✝100A1 6,38 ~~11,37~~ ~~BS11,37~~ ✝LMC 7,38	Lth	*i*	CL ~~11,38~~ 6,38	1920 1mo	Ardrossan D.D.&S.B Co.Ld. Ardrossan A&CP	A.F.Henry& MacGregor.Ld. *Cell D*	175·4 | 28·3 | 10·1 180·4(O.L.) Q100'B11'F28' FK *Bf97'148t FPT46t*	Leith British *3 BH Cem*	T.3Cy.14″,23″&38″–27″ (*s*) 180lb 99RHP 1SB,*3pf*,GS58,HS1780 W.Beardmore&Co.Ld. Coatbridge	12 ″ 6 s 3 ″ 8 12 ″ 5½	
73542 FNMG	**Dupleix** (P) *Ref. Mchy.* D.F. 2 *Dks*	7135 6500 4427					1914	Atel.&Ch. de la Loire Nantes	ChargeursRéunis	417·9 | 54·0 | 37·6 B148'	Havre French *WB*	T3Cy27¾–46½&76″–51½″ 416NHP Atel.&Ch.de la Loire,Nts.		V
73543 PUBC	**Duque de Caxias** (P) (*ex*Benevente,*ex*RioGrande) Sub.Sig. 2 *Dks*	4555 3580 2879					1904	J.C.Tecklenborg A.G. Weser-münde-G.	LloydBrasileiro	361·2 | 46·7 | 26·2 P236'F29'	R.Janeiro Brazilian	T.3Cy.22½″,38½″&65½″–48″ 300NHP J.C.TecklenborgA.G.Wsm		V
73544 140678 GPDT	**Duquesa** Twin Sc *ss*Lon.No.3–12,29 ~~*ss*Liv.No.2–39 *ss*Lon.No.1–34~~ *Ref. Mchy* 3 *Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*–ws) *Cruiser Stern*	8651 7539 5400	✝100A1 *Shelter dk* *with freeboard* 2,39 ~~6,37~~ ✝LMC10,38 ~~Lloyd's~~ ✝LMC 4,39 4,39 ~~2,39~~ ~~1,38~~	Lon Liv	*c*†	CL ~~8,37~~ PN5.37	1918 5mo *Lloyd's A&CP*	Irvines S.B &D.D.Co.Ld W Hartlepool	Furness-Houlder ArgentineLines, Ld. *Cell DB362'1121t FPT9*	429·0 | 61·3 | 27·7 451·0(O.L.) B257'F37'*on* FK *Shelter dk* *4t APT129t*	Liverpool British *7 BH Cem*	T.6Cy.25″,41½″&70″–48″ (*s*) 200lb 1076NHP 5SB(Spt),*20cf*,GS399, HS16396 FD Richardsons,Westgarth& Co.Ld.Hpl.	38 ″ 3 s 8 ″ 7½ 29 ″11½	
73545 217612 KECS	**Duquesne** *Fitted for oil fuel* Sub.Sig. 1 *Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6262 5895 3872			…		1919	Federal S.B.Co. Kearny,N.J	~~Lykes Bros. Ripley S.S.Co.Inc.~~ Lykes Bros. SteamshipCo.,Inc.	395·5 | 55·0 | 31·4 P45'B110'F38'*on* *Shelter dk* FK	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 619NHP General ElectricCo. Schenectady,N.Y.	34 ″11	R †
73546 220410 KDBT	**Durango** *Fitted for oil fuel* *Mchy.Aft* *Carrying petroleum in bulk* *Longitudinal framing* 2 *Dks*	6986 — 4301					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal	MalstonCo.Inc. (C.D.Mallory&Co. Inc. *Mgrs.*)	435·0 | 56·0 | 32·0 P123 B50'F38'	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27″,47″&78″–48″ 422NHP BethlehemS.B.Corp.S.Fo.		R
73546* DHFO	**Durazzo** (P) Wireless 1 *Dk*&*Shelterdk*	1153 809 556					1922	J.L.Meyer Schfw&Msch Papenburg	HamburgAmerik Packetf.-Act.Ges. (Ham.Amr.Linie)	227·5 | 34·5 | 12·5 B66'F31'	Hamburg German *WB*	T.3Cy.17½″,29½″&46″–31½″ 118NHP J.L.Meyer,Papenburg		G
73547 166617 GLGP	**Durban Castle** (P) Twin Sc *Ref. Mchy.* *Oil Eng.* D.F E.S.D. GyC. *Cruiser Stern* 3 *Dks*,4*th dk except in after hold* *Weather dk part electrically welded*	~~17100~~ 17338 13385 10285	✝100A1 *with freeboard* ~~B,38 12,38~~ ~~(Glass Cov'rs protect 1~~ ✝LMC 12,38	Bel Lon		CL	1938 12mo *Lloyd's A&CP*	Harland& Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld. *(Cell B*	570·7 | 76·4 | 39·5 594·6(O.L.) B283 F110 FK *Tanks at sides of tu*	London British *9 BHpt Cem*	Oil Engines 2S.C.DA 16Cy 24½–55½″ 3281NHP 8DB–*100lb* Harland&Wolff,Ld.Bel.	45 ″ 6 s16 ″ 6½ 29 ″ 2	BT till 1,39
73548 26431 JKQD	**Durban Maru** *ss*Yka.No.3–12,31 *ss*Yka.No.1–35 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)	7164 6709 4388	✝100A1 *Shelter dk* *with freeboard* ~~12,37~~ 12,36 BS12,38 ~~BS12,37~~ ~~Ld~~ MCI 38	Yka	*a*†	CL ~~12,38~~ 12,38	1919 11mo	Mitsubishi Zosen Kaisha Ld. Nagasaki A&CP	NipponYusen K.K.	420·0 | 56·0 | 38·5 F47 FK *Cell DB365'1163t DT*	Tokyo Japanese *Cem 8 BH to Sh dk*	T.3Cy.28″,47″&79″–51″ (*s*) 200lb 574NHP 3SB,*9cf*,GS192,HS7726 FD MitsubishiZosenKaishaLd.	38 ″ 7 s10 ″ 4½ 28 ″ 5	
73549 149998 MPTC	**Durdham** ~~*ss*Cff.No.1–34~~ *Mchy.Aft* 1 *Dk*(*Stl*) *Cargo battens not fitted*	477 353 176	✝100A1 7,38 5,37 ~~Mdc 37~~ ✝LMC ~~34~~ 7,38	Brs Cff	*g*	CL ~~5,37~~ 7,38	1930 2mo	Ailsa S.B. Co.Ld. Ayr A&CP	BristolSand& GravelCo.Ld. (F.E.Peters, *Mgr.*) *Cell*	145·5 | 27·1 | 11·4 Q48'B9'F28' FK *DB88'97t FPT39t*	Bristol British *4 BH Cem*	T.3Cy.13½″,21″&35″–26″ 180lb (*s*) 62RHP 1SB,*3cf*,GS55,HS1560 AilsaS.B.Co.Ld.Troon	13 ″ 3 s ″11 12 ″ 5	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. Registres où coté, si ce n'est dans le L. R. Divers Cert. Mod. Trials	15
73550	**Durenda** Twin Sc	7241	✠100A1	Mdb	*c* †	CL	1922	R. Duncan & Co. Ld. Port Glasgow	British India Stm. Nav. Co. Ld.	450·1	58·3	32·8	Glasgow British	Oil Engines 4S.C.SA 16Cy.26⅝"–47" 1070NHP DB *100lb*	35 ″ 6	
146312	*ss* Fal. No. 1–38 *Oil Eng*	6735	5,38 ~~5,37~~ 5,37	Lon		~~7,36~~	9mo								s 7 ″ 11	
GFSL	*ss* Mdb. No. 3–12,34	~~4450~~	5,37	LMC		4,38				P45′B149′F41′ FK			7 *B Hpt Cem*		27 ″ 10½	
	2 *Dks*(*Stl*)	~~4454~~	~~10,36~~			7	*Lloyd's SA&CP*	*Cell DB* 386′ 1519*t* ~~*BT* 751 1100~~		*FPT* 149			*APT* 75*t*	NB Diesel Eng. Wks. Ld. Gls		
73551	**Durham** Twin Sc	10893	✠100A1	Liv		CL	1934	Workman Clark (1928) Ld. Belfast	Federal Stm. Nav. Co. Ld.	493·5	68·6	34·5	London	Oil Engines 2S.C.SA	38 ″ 8	
163522	*Oil Eng.*	9539	*with freeboard*	Gls		11,37	9mo			513·0(O.L.)			British	16Cy.28⅜"–49⅛" 2236NHP	s 0 ″ 7	
GWWK	*Ref. Mchy.* 2 *Dks* & *Shelter dk*	6261	5,38 ~~11,37~~	~~LMC~~ 9,34			*Lloyd's SA&CP*			FK			8 *B Hpt Cem*	2 DB *120lb*	32 ″ 6½	
	D.F. 4*th dk in Nos.* 1 & 2 *holds*		~~LMC~~ RMC ~~11,37~~						*Duct keel for*	*ward of mchy. space*			(*Coll to Sh dk*	Workman Clark (1928) Ld.		
	E.S.D. *Cruiser Stern*		~~4,38~~ 5,38 ~~5,38~~				*Cell D*	B386′ 1697*t*	*tanks*				7 ,, 2nd ,,	*in way of tunnels* 966*t*	*FPT* 70*t* *APT* 74*t*	
73552	**Durham Castle** (P) Twin Sc	8240	✠100A1	Lon	*e* †	CL	1904	Fairfield Co. Ld. Glasgow	Union-Castle Mail S.S. Co. Ld.	475·4	56·7	31·6	London	Q.8Cy.22½",32",46½"&68"–72"	35 ″ 0	BT till ~~7,34~~
118387	*ss* Lon. 2nd No. 3–9,30	6583	4,37			P6,35	2mo						British	51" 2201b (*s*) 969NHP	s 8 ″ 8½	
GLWC	*ss* Lon. No. 1–36	5077	~~Lon~~	~~LMC~~ 10,37		S9,36	*Lloyd's SA&CP*			P&B315′F70′ FK&BK3″			8 *B H Cem*	3D&1SB 21*cf* GS420 HS16943	26 ″ 11	
	Sub.Sig. 3 *Dks*(*Stl–Mws & U*-teak s)		12,38						*Cell D Ba* 107′ *u*	*E* 86′				Fairfield Co. Ld. Glasgow		
	D.F. *Ref. Mchy.* ◊*deep framing*									*f* 191′975*t*	*FPT* 85*t*		*APT* 60*t*			
73553	**Durham Coast** (*ex* New Abbotshall)	783	✠100A1	Ard	*m*	CL	1912	Goole S.B. & Repg. Co. Ld Goole	Coast Lines. Ld.	215·0	32·0	12·3	Liverpool British	T.3Cy.18",29"&48"–33" (*s*)	14 ″ 6	
131864	Wireless *ss* Bkn. 2nd No. 3–1,36	605	8,38 ~~5,37~~	Mch		~~7,36~~	2mo							180lb *160lb* 191NHP	s ″ 2½	
MDRK	*Well deck* *Mchy. Aft* 1 *Dk*(*Stl*)	328	BS5,38 MS1,36	~~LMC~~		7,38	*Lloyd's SA&CP*			Q68′B26′F91′ FK			3 *B H Cem*	1SB,4*cf*,GS84,HS2881 FD	14 ″ 4½	
	D.F. E.S.D.		~~NB16~~ *refitted* 5,37						*Cell DBf* 131′145*t*	*FPT*			17*t* *APT* 33*t*	Richardsons, Westgarth & Co. Ld. Mdb.		
73554	**Durmitor** (*ex* Plutarch)	5623					1913	Russell & Co Pt. Glasgow	Dubrovacka Plovidba A.D.	423·5	56·0	28·7	Dubrovnik Yugoslav	T.3Cy.27",44"&78"–48"		C
	2 *Dks*	—								P38′B123′F48′			*WB*	369NHP		
YTAV		3581												J.G. Kincaid & Co. Ld. Grk.		
73555	**Durostor** (P) (*ex* St Petersburg)	1309			...		1911	Kjöbnhvns Flydk. & Skbs. Copenhagen	Roumanian State Maritime Service	217·0	34·0	21·4	Constantza Roumanian	T.3Cy.16½",27"&44"–30"	22 ″ 8	V †
		1118								*Bon. Awng dk* 69′				138NHP		
YQSU	Wireless 1 *Dk* & *Awng dk*	784								FK			*WB*	Kjbnhavns Flydk. & Skbsv.		
73556	**Dusit** Twin Sc	476	✠100A1	Bgk	*g*	CL	1911	G. Brown & Co. Greenock	Anglo-Siam Corporation, Ld.	160·0	26·1	11·4	Bangkok Siamese	C.4Cy.12"&24"–15" (*s*)	12 ″ 3	
275	*ss* Bgk. 2nd No. 3–2,35	—	8,38 ~~2,36~~			2,38	4mo							130lb 58NHP	s 1 ″ 6	
HSAE	*Mchy. Aft* 1 *Dk*(*Stl*)	243	BS2,38	~~LMC~~ 2,35			*Lloyd's SA&CP*			B7′F21′ FK			3 *B H Cem*	1SB,2*pf*,GS39,HS1192	10 ″ 10	
										WB = *FPT*			53*t* *APT* 27*t*	Gauldie, Gillespie & Co. Gls.		
73557	**Düsseldorf** (P)	4930					1935	Bremer Vulkan Vegesack	Norddeutscher Lloyd	409·9	54·7	21·9	Bremen German	Oil Engines 2S.C.DA 6Cy.23⅝"–43⅜" 1164NHP		G
	Oil Eng.	3857	~~Lloyd's R~~							P20′B&F378′			*WB*	Bremer Vulkan, Vegesack		
DOQR	*Ref. Mchy.* *Cruiser Stern* 2 *Dks*	2885	~~4,37~~													
	D.F. E.S.D.		for temp. 32° F.													
73558	— Twin Sc	1217					1935	Lübecker Flender-Werke A.G. Lübeck Siems	Schiffahrt-u. Assekuranz-Ges E. Russ & Co.	242·4	36·2	14·3	Hamburg German	Oil Engines 4S.C.SA 12Cy.13¾"–19⅛" 220NHP		G
	Oil Eng.	979								Q123′F29′			*WB*	Linke-Hofmann-Werke A.G. Breslau		
DJQA	1 *Dk*	639														
	Sub.Sig. *Cruiser Stern*															
73559	**Dux**	1590					1934	Trndhjms Mek. Værks. Trondheim	A/S Dux (V.L. Schage, *Mgr.*)	244·2	40·2	16·9	Oslo Norwegian	C.4Cy.(2)12⅛"&(2)27⅛"–27⅛" 66NHP		N
		1321								P45*t* H178*t*			*WB*	Trondhjems M.V. Trondheim		
LIVK	*Cruiser Stern* 1 *Dk*	943														
73560	—	*1006*	✠	Skm			1878	Motala Co.	Fiskeri A/B Dux	207·8	29·7	17·1	Smogen Swedish	T.3Cy.16½",24⅝"&43⅝"–33" NDB 08 94NHP	18 ″ 1	
Wrecked 9,38		2806					11mo	Norrköping	(Nils Ahlner, *Mgr.*)	P124′H22*t*F25′						
	ss Skm. 4th No. 3–8,29	*757*	6,32							BK7″			4 *B H Cem*	1SB.3*cf*,GS47,HS1300		
SDUK	*Well deck* 1 *Dk*2*tr B*	*582*	~~NB3,91~~							*WB* = ~~*D17′ 0″ 250t*~~				*Tpd*.91 Motala Co., Motala		
73561	**Duymaer van Twist**	1030					1925	Wilton's E. & Slipway Co. Rotterdam	Koninkl. Paketv. Maats.	230·1	38·2	10·4	Batavia Dutch	C.4Cy.(2)12¾"&(2)27⅜"–27⅛" 67NHP		V
		712								P35′B80′F29′			*WB*	Gebr. Stork & Co. Hengelo		
PKQL	1 *Dk*	538														
73562	**Dvina** (*ex* Svane)	1773					1922	Ouse S.B. Co. Ld. Hook, nr. Goole	U.S.S.R.	255·6	40·1	16·1	Vladvostk Russian	T.3Cy.19½",31"&53"–36" 169NHP		
		1351								P18′Q82′B57′F21′			*WB*	Earle's Co. Ld. Hull		
UOAM	1 *Dk*	1026														
73563	**Dvinoles**	3946					1931	States S.B. Yd. "Marti" Leningrad	U.S.S.R.	347·6	51·5	24·9	Odessa Russian	Oil Engines 2S.C.SA 4Cy.26⅜"–47⅛" 497NHP		
	Oil Eng	3527								P29′B53′F30′				Russian Diesel Works, Len.		
UNLE	1 *Dk*	2194														
73564	**Dwarssee** (*ex* Hannaburg, *ex* Hannah Hölken, *ex* Louisa)	552					1920	Gebr. van Diepen Waterhuizen	W. Schuchmann	157·9	27·1	11·4	Brmrhavn German	T.3Cy.12½",19 7/16"&31½"–22" 47NHP		G
		403								P55′H49′F22′			*WB*	Cäsar Wollheim, Breslau		
DHFP	1 *Dk*	287														
73565	**Dynamo**	809	✠100A1	Lon	*k*	CL	1920	R. William-son & Son Workington	Ellerman's Wilson Line, Ld.	186·3	29·4	12·4	Hull British	T.3Cy.14",24"&39"–27" (*s*)	14 ″ 7	
144044	*ss* Lon. No. 3–3,33	548	1,39 ~~7,37~~			~~6,37~~	5mo							180lb *90lb* 76RHP	s 4–10½	
MJXY	*ss* Lon. No. 1–37	377	~~Lon~~	~~LMC~~		12,38	*Lloyd's SA&CP*			Q116′B9′F23′ FK			3 *B Hpt Cem*	1SB,3*pf*,GS58,HS1809	14 ″ 4	
	Mchy. Aft 1 *Dk*(*Stl*)		MS5 37	BS2 ~~5,37~~ 5,38					*Cell D Bf*	112′162*t*			*FPT* 40*t*	McKie & Baxter, Glasgow		
	Well deck *Cargo battens not fitted*															
73566	**Dyröy** (P) (*ex* Dyrö–36)	372					1915	Trndhjms Mek. Værks. Trondheim	A/S Troms Fylkes Dampskibsselskab	138·2	23·1	16·1	Tromsö Norwegian	T.3Cy.12",20"&33"–21" 49NHP		
		341											*WB*	Trondhjems M.V. Trondhm		
LDLY	2 *Dks*	201														

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Classed or Class Renewed. Date of Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. / Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Port of Trade Cert.
73567 204664	**E. A. S. Clarke** (*ex* H.P.Bope)	5750 —					1907	Superior S.B.Co. Superior, Wis	Interlake S.S.Co. (Pickands, Mather & Co. *Mgrs.*)	540·0	56·0	30·0	Wilmgton (Del.)	Q.4Cy.18½″,28½″,43½″&66″–12″ 282NHP		R
	D.F. GyC. *Mchy. Aft* 1 *Dk*	4422							*WB*				Utd. States	Superior S.B.Co. Superior		
73568 200666	**E. C. Collins** (*ex* Edwin F. Holmes) GyC.	4132 —					1904	American S.B.Co. Lorain, O.	Pittsburgh S.S.Co.	420·0	50·0	28·0	Duluth	T.3Cy.22″,35″&58″–40″ 213NHP		
	Mchy. Aft 1 *Dk 2tr b*	3517											Utd. States *WB*	American S.B.Co Cleveland		
73569 136193	**E. C. Pope** 3Mst (*Self-Unloader*)	2787 —					1891	Detroit Dry Dock Co. Wyandotte	Nicholson Transit Co.	317·2	42·2	20·5	Detroit (Mich.)	T.3Cy.22″,35″&56″–44″ NB22 208NHP		R
KJIF	*Mchy. Aft* GyC. 1 *Dk 2tr b*	1887							*WB*				Utd. States	Detroit Dry Dock Co. Wynd.		
73570 [illegible]	**E. G. Mathiott** (*ex* P.W.Sherman, Elmore, *ex* S.S.Curry)	3931 —					1893	F.W. Wheeler & Co. W.Bay City	Columbia Transportation Co. (John T.Kelly, *Mgr.*)	432·0	45·0	20·8	Wilmgton (Del.)	T.3Cy.19″,31″&52″–44″ *Erebuilt*05 NB25 179NHP		
	D.F. *Mchy. Aft* 2 *Dks*	2901							*WB*	len05			Utd. States	F.W.Wheeler, W.Bay City		
73571 107738 WDDP	— - (*ex* D.E.Callender–37, *ex* Howard P. Eells, Jr.–34, *ex* S.B.Way, *ex* C.B.Nienaber, *ex* Sargent, 1 *Dk ex* A.G.Brower) (*Self-Unloader*) *Mchy. Aft* D.F. GyC.	3582 —					1902	Chicago S.B.Co. Chicago	Columbia Transpn. Co. (Oglebay, Norton & Co. *Mgrs.*)	346·0	48·2	24·0	Wilmgton (Del.)	T.3Cy.20″,33½″&53″–40″ 178NHP		R
	D.F.	2778							*WB*				Utd. States	Chicago S.B.Co.		
73572 217173 WROO	**E. G. Seubert** (*ex* F.H.Wickett, *ex* E.L.Doheny Third) *Mchy. Aft* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) D.F. ~~GyC.~~ & *Web frames* *Longitudinal framing*	9181 — 6746	✠100A1 *Shelter dk* *with freeboard* 7,38 ~~12,35~~ ~~BS12,38~~ ~~✠LMC1,35~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,18	Bal	*d*†	CL. 7.37	1918 11mo	New York S.B.Corp. Camden, N.J. A&CP	Standard Oil Co. of New Jersey *Cell D Ba 23′ u E & B*	467·6 *above*	62·7 150° F.	32·0 36·3 FK (*Cell B H pt Cem* 10 „ *U dk* 6 „ *2nd* „) 76′463*t DT f* 40′441*t*	Wilmgton (Del.) Utd. States *WB*	Q.4Cy.24″,35″,51″&75″–51″ 2201b (*r*) 568NHP 3SB,*9cf*, GS177, HS7804 FD New York SB Corp, Camden	39 ″ 6 s10 ″ 3 29 ″ 5	
73573 127944 MCWT	**E. Hayward** *ss* Liv.2nd No.3–9,34 *Well deck* 1 *Dk* (*Stl*–pt teak s) *Mchy. Aft*	444 355 161	✠100A1 5,38 ~~6,37~~ BS~~6,37~~ 6,38 ✠LMC9,34	Liv	*g*	OG ~~8,37~~ 5,38	1908 11mo	Ailsa S.B. Co. Ld. Ayr *Lloyd's* A&CP	Zillah Shipping & Carrying Co. Ld. (W.A.Savage, Ld. *Mgr.*) *WB = Cell D B f* 81′ 120*t F P T*	157·0 150′ B 10′ F 28′ BK 7′	26·2 *D B f*	10·5 54*t A P T* 6*t*	Liverpool British	C.2Cy.18″&40″–27″ (*s*) 1301b 64RH 1SB,*3pf*, GS53, HS1842 Ailsa S.B.Co.Ld. Troon	13 ″ 1 s ~~11½~~ 12 ″ 9	
73574 220814 KDKG	**E. J. Bullock** (*ex* William H. Doheny) *Mchy. Aft* 2 *Dks & Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	6630 — 4029	*Fitted for oil fuel*	...			1920	Bethlehem S.B.Corp. Ld. San Francisco	Standard Oil Co. of New Jersey	435·0 P 106′ B 50′ F 42′	56·0	32·0 FK	Wilmgton (Del.) Utd. States *WB*	T.3Cy.27″,47″&78″–48″ 600NHP Bethlehem S.B.Corp.Ld	33 ″ 6	R †
73575 224662 WDDL	**E. J. Kulas** (P) (*ex* William C. Atwater–36) D.F. GyC. E.S.D. 1 *Dk* *Mchy. Aft*	7768 — 6281					1925	Gt. Lakes Eng. Works River Rouge, Mich.	The Wilson Transit Co.	589·2	60·0	27·7	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½″,40″&65″–42″ 274NHP Gt. Lakes Eng. Wks. Detroit		R
73576 221181 KGAC	**E. J. Sadler** (*ex* Vancolite) TwinSc *ss* N.Os.No.3–12,33 *Mchy. Aft* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) D.F. GyC. & *Web frames* *Longitudinal framing*	9639 — 6014	✠100A1 *Shelter dk* *with freeboard* 12.37 ~~BS8,37~~ BS9,38 ~~✠LMC7,33~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,21	NOs		CL. PN8,38 4mo SN8,38	1921 4mo	Federal S.B.Co. Kearny, N.J. A&CP	Standard Oil Co. of New Jersey *Cell D B u E & B*	500·3 68′ 199′ *D T f* 54′ 646*t*	68·0 *F P T* 258*t*	30·5 *A P T* 142*t*	Wilmgton (Del.) Utd. States 19 *B H pt Asp pt Cem* (4 *to Sh dk* 11 „ *U* „ 4 „ *2nd* „)	T.6Cy.20½″,35½&60″–42″ (*s*) 2101b 676NHP 3SB,*12cf*, HS9618 FD Federal S.B.Co. Kearny N.J.	38 ″ 10 s10 ″ 3 28 ″ 11	
73577 219952 KJIH	**E. M. Bunce** (*ex* Montfaucon) *Fitted for oil fuel* 1 *Dk* (*Stl*)	2310 1949 1440	✠ 10,27	Wyan -dotte	*r*		1920	Detroit S.B.Co. Wyandotte	Mid-West Transportation Co. Inc. *Cell D B* 204′ 531*t*	251·0 P 27′ B 64′ F 26′	43·6	22·2 FK	Detroit (Mich.) Utd. States 4 *B H pt Cem*	T.3Cy.20″,33″&54″–40″ 265NHP 2SB,*4cf*, GS88, HS3940 Detroit S.B.Co. Detroit	24 ″ —	
73578 225482 KGAB	**E. M. Clark** (*ex* Victolite) TwinSc *ss* N.Yk.No.3–6,33 *Mchy. Aft* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) D.F. GyC. & *Web frames* *Longitudinal framing* ~~✠~~ NYk.No.1–38	9647 — 6020	✠100A1 *Shelter dk* *with freeboard* BS10,38 ~~1,38~~ ~~✠LMC9,37~~ ~~Mchy. Aft~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21	NYk	*f*†	CL. ~~12,36~~ S9.37 ~~P4,38~~	1921 7mo	Federal S.B.Co. Kearny, N.J. A&CP	Standard Oil Co. of New Jersey *Cell D Ba E & B* 68′	499·2 199*t D T f* 54′ 646*t*	68·1 *F P T* 258*t*	30·5 *A P T* 142*t*	Wilmgton (Del.) Utd. States 19 *B H pt Asp pt Cem* (4 *to Sh dk* 11 „ *U* „ 4 „ *2nd* „)	T.6Cy.20½″,35″&60″–42″ (*s*) 2101b 676NHP 3SB,*12cf*, HS9618 FD Federal S.B.Co. Kearny, N.J.	38 ″ 10 s10 ″ 3 28 ″ 11	
73579 [illegible] OYIE	**E. M. Dalgas** D.F. 1 *Dk*	2836 2171 1702					1930	Helsingörs Jernsk. & Msk. Elsinore	Dampskibs. Vendila (Svendsen & Christensen, *Mgrs.*)	326·8 P 22′ B 217′ F 30′	48·3	19·8	Copnhagn Danish *WB*	C.4Cy.(2) 18⅝″ & (2) 39⅜″–39⅜″ 162NHP Helsingörs Jernsk. & Msk b		C
73580 221107 KDQD	**E. R. Kemp** D.F. *Fitted for oil fuel* *Mchy. Aft* *Carrying Petroleum in bulk* Sub.Sig. *Longitudinal framing* 2 *Dks*	4887 — 2847					1921	Bethlehem S.B.Corp. Ld. (Harlan Plnt) Wlmngtn Del	Sinclair Nav. Co.	375·2 P 94′ B 87′ F 39′	53·2	28·1	New York Utd. States *WB*	T.3Cy.25″,41″&68″–48″ 320NHP Bethlehem S.B.Corp.Ld. (Harlan Plnt) Wlmngtn Del		R
73581 [illegible] DHFQ	**E. Russ** Wireless 1 *Dk*	993 789 573					1919	Stettiner Oderwerke Stettin	Ernst Russ	210·8 P 12′ Q 59′ B 55′ F 22′	33·9	13·4	Hamburg German *WB*	T.3Cy.15¾″,25½″&41⅞″–29½″ 92NHP Stettiner Oderwerke		G
73582 221269 KDSB	**E. T. Bedford** TwinSc *Oil Eng. ss* N.Yk.No.3–7,32 *Mchy. Aft* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) D.F. GyC. & *Web frames* *Longitudinal framing* *ss* NYk.No.1–3	9563 — 5978	✠100A1 *Shelter dk* *with freeboard* ~~11,36~~ ~~12,36~~ ~~BS4,~~ ✠LMC CS4,38 ~~✠N~~ 12 8,37 *Carrying Petroleum in bulk*	Gal	*f*†	CL. PN2,37 SN8,37	1921 6mo	Federal S.B.Co. Kearny, N.J. A&CP	Standard Oil Co. of New Jersey *Cell D Ba Eq B 68′ 199*0*t D T f* 54′ 646*t*	499·2 516·5 (O.L.) *F P T* 258*t*	68·1 19 *B H*	38·7 FK *pt Cem pt Asp* (4 *to Sh dk* 11 „ *U* „ 4 „ *2nd* „) 142*t*	Wilmgton (Del.) Utd. States *WB*	Oil Engines 2S.C.SA 8Cy.30″–42″ 1162NHP 2W.T.DB26–*250lb* Busch-Sulzer Diesel Engine Co. St. Louis Mo.	38 10 s10 ″ 3 28 ″ 11	
73583 221210 KDRN	**E. W. Sinclair** *Fitted for oil fuel* *Mchy. Aft* *Longitudinal framing* 2 *Dks* Sub.Sig. *Carrying Petroleum in bulk*	4887 — 2847					1921	Bethlehem S.B.Corp. Ld. (Harlan Plnt) Wlmngtn Del	Sinclair Nav. Co.	375·2 P 94′ B 37′ F 39′	53·2	28·1	New York Utd. States *WB*	T.3Cy.25″,41″&68″–48″ 320NHP Bethlehem S.B.Corp.Ld.		R
73584 [illegible] BBKV	**Ea** (*ex* Corburn, *ex* Harborne) *ss* Bbo.3rd No.3–2,28 *Well deck* *ss* Bbo.No.1–32 1 *Dk* (*Irn*) & *Web frames*	1269 — 758	✠ —— 3,35	Bbo	*n*		1896 9mo	S. P. Austin & Son Sunderland	Cia. Marit. Elanchove *Cell D Ba 57′ u Eq*	235·1 P 26′ Q 56′ B 46′ F 25′	34·1 *B 35′ f* 96′ 370*t F P T*	14·3 FK 22*t A P T* 46*t*	S.Sebast'n Spanish	T.3Cy.18½″,30″&49″–38″ 147NHP 1SB,*4pf*, GS69, HS2350 J.Dickinson & Sons. Ld. Sld	17 ″ 3	G †

Broken up.

Sunk by Explosion 10,38

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné ou maintenant expiré. Lettre d'Renouvellement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux or Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Remarques on Table 21 et 22 sont dans le Livre Docks, Cert. Rod Trades
73585	**Eagle** (*ex*Peerless,*ex*Eagle)		6003	✠100A1	NYk	*a*†	CL	1917	Union Iron	Socony-Vacuum	410·0	56·0	29·0	New York	T.3Cy.27⅞",47"&78"–48" (*s*)	32 " 0	
214921	*ss*N.Yk.No.3–11,30		5483	*Shelter dk*			1.37	4mo	WorksCo.	OilCo.Inc.				Utd.States	220lb 594NHP		
WSCL	*ss*N.Yk.No.1–34		3715	*withfreeboard*					SanFrancisco				FK	15*BHpt Asp*	3SB,*9cf*,GS165,HS8130 FD	s 3 " 5½	
	2*Dks*(*Stl*)&			1.38					A&CP						UnionIronWorksCo.S.Fo.	28 " 8½	
	D.F. *Shelter dk*(*Stl*)& *Web frames*			B81,38 LMC4,34						*CellD*	*BuE&B*48'207*tDT*			*in way of tun*	*nel* 223*t FPT*80*t APT*200*t*		
	Longitudinal framing			*Carrying Petroleum in bulk*													
				Fitted for oil fuel 4,11				*above*	150° F.								
73586	—	WoodSc	677					1902	Christen-	BowringBros.Ld.	176·2	29·8	15·1	SJhnsNFL	T.3Cy.18",30"&49"–33"		
118052	(*ex*Sophie) Wireless		545					rblt.	sen					British	NE05&NB31 82RHP		
VQL2	1*Dk2trBr*		458					1908	Sandefjord						J.S.Vaux&Co.Ld.Sld.		
73587	**Eagle III.** (P)	PadSp	441					1910	Napier&	Williamson-	215·0	25·1	8·1	Glasgow	D.1Cy.52"–72"		BT
129495			317						Miller,Ld.	Buchanan				British	176NHP		till
	2*Dks*		186						Glasgow	Steamers (1936)Ld.					A.&J.Inglis,Ld.Gls.		3.39
73588	**Eaglescliffe Hall**		1900					1928	Smith's	HallCorporation	253·0	44·1	18·5	Montreal	T.3Cy.15",25"&40"–33"		C
160707			1701						DockCo.Ld	ofCanada	F35'			British	81RHP		
	Mchy.Aft 1*Dk*		1204						Middlesbro'				*WB*		Smith'sDockCo.Ld.Mdb.		
73589	**Earl Thorfinn** (P)		345			...		1928	Hall,Rus-	OrkneyStm.Nav.	150·7	27·2	11·5	Kirkwall	T.3Cy.12½",21"&34"–27"	12 " 0	BT
132500			306						sell&Co.Ld.	Co.Ld.	B51'F35'			British	69RHP		till
	1*Dk*		130						Aberdeen				FK		Hall,Russell&Co.Ld.Abn.		10,38
													WB				3,39
73590	**Earlspark**		5250	✠100A1	Rot	*z*	CL	1929	Scotts'S.B.	DenholmLine	407·3	53·3	28·5	Greenock	T.3Cy.26",48"&78"–48" (*r*)	31 " 0	
161772	*ss*Rot.No.2–38		4938	4,38 1,38	Shl		9,36	7mo	&Eng.Co.Ld.	Steamers,Ld.				British	200lb 534NHP	s 6 " 1½	
GTCL	D.F. 2*Dks*(*Stl*)		3304		LMC5,38		4,39		Greenock	(J.&J.Denholm,	P36'B115'F43'		FK	*Cem*	3SB,*9cf*,GS165,HS7768 FD	25 " 0½	
				BS3,39				*Lloyd's*	*A&CP*	Ld.*Mgrs.*)				5*BH to U dk*	Scotts'S.B.&E Co.Ld.Grk.		
								Int		*teen dk BH in after*	*holddispensedwith*			1 " " 2*nd* "			
										*CellDB*356'	1089*t DTa*35'1021*t*			*APT*45*t*			
73591	**East Indian**	TwinSc	8159	✠100A1	Phl	*c*†	CL	1918	Uraga	FordMotorCo.	445·0	58·0	29·0	Dearborn	Oil Engines 2S.C.SA	40 " 2	
216802	*ss*N.Yk.No.3–12,37	*Oil Eng*	7815	*Shelter dk*			2.38	7mo	DockCo.Ld.				40·0	Utd.States	8Cy.21¼"–85" 1112NHP	s 11 " 9½	
WGEI	E.S.D.	~~*ssPhl.No.3–1,39*~~	5160	*withfreeboard*	LMC1,26				Uraga				FK	*Cem*	DB*150lb*	28 " 8	
	D.F.	~~*ssN.Yk.No.2–38*~~		10,38 ~~3,38~~	LMC CS9,38				A&CP				*Coll*	*BH to Sh dk*	SunS.B.&D.D.Co.		
	GyC. 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)			DBS7,38			8,53,37			*CellDB*382'1369*t*	*FPT*105*t APT*35*t*			7 " " *U* "	Chester,Pa.		
73592	**East Wales**		4358	✠100A1	Bry	*z*	CL	1925	W.Dobson	WestWalesS.S.Co.	400·1	53·0	25·3	Cardiff	T.3Cy.25½",45"&75"–48" (*s*)	27 " 10	
148287	*ss*Bry.No.3–1,38		4085	*withfreeboard*		Cliff		8mo	&Co.	Ld.(Gibbs&Co.	412·0(O.L.)			British	180lb *120lb* 490NHP	s 3 " 2½	
GLKS	D.F. 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)		2683	~~5,38~~ 1,38	LMC1,39				Newcastle	*Mgrs.*)			FK	6*BHCem*	3SB,*12cf*,GS228,HS8460	24 " 9½	
				1,39				*Lloyd's*	*A&CP*				*Coll*	*BH to Sh dk*	N.E.MarineEngCoLd.Nwc		
										*CellDB*348'1059*t*	*FPT*118*t APT*198*t*			5 " " 2*nd* "			
73593	**Eastern Coast**		1223	✠100A1	Liv	*p*	CL	1922	A.&J.	CoastLines,Ld.	240·0	36·1	14·6	Liverpool	T.3Cy.18",30"&50"–36" (*s*)	17 " 0	
145938	*ss*Liv.No.3–4,35		988	*Shelter dk*			6,36	5mo	Inglis,Ld.					British	180lb 204NHP	s " 2	
GWNV	Wireless 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)		568	*withfreeboard*					Glasgow				FK	*Cem*	2SB(Spt)*6cf*,GS102,HS3702	16 " 11½	
	Mchy.Aft			5,38 ~~6,37~~	MC			*Lloyd's*	*A&CP*				*Collisio*	*nBHtoSh dk*	A.&J.Inglis,Ld.Glasgow		
	E.S.D.			MS7,34	BS10,37					*CellD*	*Bu E*37'144'351*t*			3 " " *U* "			
					11,38						*FPT*74*t APT*25*t*						
73594	**Eastern Crown**		5241	✠100A1	Bos	*z*	CL	1920	Mitsubishi	NewEngland&	400·0	54·5	30·0	Boston	T.3Cy.26½",44½"&75"–48"(*s*)	30 " 0	
219870	*ss*N.Yk.No.3–8,26		4292	5,38 ~~4,36~~			12,37	1mo	ZosenKaisha,	SouthernS.S.Co.				Utd.States	200lb 494NHP		
KUNQ	*ss*N.Yk.No.2–35		3266		LMC				Ld.		P39'B121'F40'		FK	6*BHCem*	3SB,*9cf*,GS172,HS6584		
	D.F. 1*Dk*(*Stl*)			MS8,34					Nagasaki						MitsubishiZosenKaisha,		
									A&CP						*Wing tanks*925*t* Nagasaki		
										*CellDB*347'1243*t*	*DTa* 11'387*t FPT*			133*t APT*89*t*			
73595	**Eastern Glade**		5057			...		1919	UchidaS.B.	PostalS.S.Corp.	400·0	54·5	27·6	NewYork	T.3Cy.26",43½"&72"–48"	30 " 0	R
219851	*Fitted for oil fuel*		—						&Eng.Co.Ld.		P39'B121'F40'			Utd.States	513NHP		†
KUND	2*Dks*		3171						Yokohama				FK		IshikawajimaS.B.&Eng.		
													WB		Co.Ld.Tokyo		
73596	**Eastern Guide**		3704			...		1919	Yokohama	PrudentialS.S.	345·0	50·0	29·1	NewYork	T.3Cy.23",38"&64"–48"	29 1	R
219597			3467						DockCo.	Corp.	P33'B77'F41'			Utd.States	343NHP		†
KUCN	D.F. 2*Dks*		2267						Yokohama				FK		YokohamaDockCo.Yka.		
													WB				
73597	**Eastern Prince** (P)	TwinSc	10926	✠100A1	NYk		CL	1929	Napier&	PrinceLine,Ld.	496·2	64·8	35·4	London	Oil Engines 4S.C.DA	41 " 0	
161245	*Oil Eng.*		9388	*withfreeboard*			~~4,38~~	6mo	Miller,Ld.	(Furness,Withy&	516·4(O.L.)			British	16Cy.26¾"–55½" 2200NHP	s 15 " 0½	
G8XV	~~*ssNYk.No.2–37 ssN.Yk.No.1–38*~~		6499	~~3,38 3,37~~ 3,39			~~3,38~~ 84,38		Glasgow	Co.Ld.*Mgrs.*)	F47'		FK	9*BHptCem*	2DB*120lb*	26 " 6	
	Ref.Mchy. 3*Dks*(*Stl–weather dk pt–ws*)				LMC CS		P8,38	*Lloyd's*	*A&CP*	*Duct keel fwd*	*of mchy.space*			(6 *to W dk*	J.G.Kincaid&Co.Ld.Grk.		
	GyC. *Cruiser Stern*			~~S8,37~~ 8,38	9,36									3 " 2*nd* ")			
	D.F.			Lloyd's RMC ~~7,38~~						*CellDB*416'1	804*t tanks in way of*			*tunnels* 374*t*	*FPT*120*t APT*213*t*		
					5,39												
				Carrying vegetable oil in deep tanks													
73598	**Eastern Queen** (*ex*TofukuMaru)		5834			...		1918	Kawasaki	UnitedStates	385·0	51·0	36·0	Seattle	T.3Cy.26",43½"&72"–48"	36 " 0	
216706	2*Dks*& *Awngdk*		5586						Dkyd.Co.Ld.	Maritime				Utd.States	444NHP		
			4417						Kobe	Commission			FK		KawasakiDkydCoLdKobe		
													WB				
73599	**Eastern Shore**		6731			...		1918	Harima	UnitedStates	425·0	53·6	37·6	Seattle	T.3Cy.27",45"&75"–51"	37 " 6	
217291	2*Dks*&		6507						Dckyd.Co.	Maritime				Utd.States	547NHP		
	Shelter dk		5124						Harima	Commission			FK		KobeSteelWorks,Kobe		
													WB				
73600	**Eastern States** (P)	Pad	3077					1902	DetroitS.	Detroit and	350·0	44·0	19·9	Detroit,	O.3Cy.52"&(2)72"–84"		
136981			—						B.Co.Wyan-	ClevelandNav.Co.				Mich.	792NHP		
WTCB	D.F. GyC.		1566						dotte,Mich.					Utd.States	DetroitS.B.Co.Detroit		
73601	**Eastern Sun**		9100	✠100A1	Phl	*e*†	CL	1930	SunS.B.	MotorTankship	480·6	66·0	36·8	Philadlphia	Oil Engines 2S.C.SA	37 " 0	
229853	*ss*Phl.No.2–38 *Oil Eng.*		8521	~~4,38~~ 11,38	DBS6,38		N3,37	6mo	&DryDockCo	Corp.				Utd.States	4Cy.23¾"–91⅛" 690NHP		
KGQB	*Mchy.Aft* ~~*ssPhl.No.1–38*~~		5523	~~5,38 5,37~~					Chester,Pa.		P79'F48'		FK	2WTDB*217lb&200lb(upper)*			
	GyC. 2*Dks*(*Stl*)& *Web frames*							*Lloyd's*	*A&CP*					17*BHptCem*	SunS.B.&DryDockCo.		
	Longitudinal framing–bracketless system													(13 *to U dk*			
				Carrying Petroleum in bulk						*CellDBuE*76'*f*40'48	8*tFPT*186*t APT*84*t*			4 " 2*nd*,,)	Chester,Pa.		
				LMC ~~CS~~ 8,38													
				8,38													
73602																	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula: RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed. If not in L.R. the port of Registry.
73603	**Eastern Sword**		3785			...		1920	Uraga Dock Co. Ltd Uraga	**Sword S.S. Line Inc.**	330·3 | 46·1 | 27·6			New York	T.3Cy.24¾",41"&69"–48"	30 ″ 0	R
220803		*Fitted for oil fuel*	3252								P17'B84'F39'			U.S.A.	419NHP		†
KDKB		1 *Dk & Awng dk*	2286											*WB*	Kubota Iron Works, Kobe		
73604	**Eastlea**		4267					1924	J. Priestman & Co. Sunderland	**Cliffside Shppg. Co. Ltd. (J. Morrison & Son, *Mgrs.*)**	365·0 | 51·6 | 25·2			Newcastle	T.3Cy.23½",41"&69"–48"		N
148057			3998											British	330NHP		
GCKY		2 *Dks*	2582											*WB*	Richardsons, Westgarth & Co. Ltd. Sld.		
73605	**Eastmoor**	*ss* Bly. No. 1–38	5812	✝100A1 Shelter dk	Cff	*g*	CL	1922	Nthmblnd S.B. Co. Ltd. Newcastle	**Moor Line, Ld.** (Runciman Shipping Co. Ltd. *Mgrs.*)	399·8 | 52·9 | 32·8			London	T.3Cy.27",45"&75"–51" (*s*)	35 ″ 5	
146582		*ss* Shl. No. 3–8,35	5578	with freeboard	Bly		6,37	6mo			414·5 (O.L.) FK			British	180lb 569NHP	s 9 - 4½	
GJMT		1 *Dk (Stl) & Shelter dk (Stl)*	3667	12,38 ~~11,36~~	✝LMC 12,38		12,38				F38' *on Shelter dk*			*Cem*	3SB(2Spt), *9cf*, GS194,	26 ″ 4	
				~~11S8,35~~	BS3,~~31~~			*Lloyd's*			*Collision*			*B Hto Sh dk*	HS8478 FD		
										Cell D Ba 140'u E 23' f	166'1190t *APT* 110t			5 „ „ *U dk*	N.E. Marine Eng Co Ltd. Nwc		
73606	**Easton**		1757					1912	Sunderlnd S.B. Co. Ltd. Sunderland	**Colonial Steamships, Ld. (R. Scott Misener. *Mgr.*)**	250·0 | 42·6 | 16·4			Toronto	T.3Cy.17",28"&46"–33"		R
132069			1478								Q97'F37'			British	122NHP		
		Mchy. Aft 1 *Dk*	1129											*WB*	N.E. Marine Eng. Co. Ltd. Sld		
73607	**Eastrich** (*ex* La Salle) 3 Mst		2027					1890	Cleveland S.B. Co. Cleveland, O.	**J. Richardson & Sons, Ld.**	266·0 | 38·0 | 19·9			P. Arthur, Ont.	T.3Cy.17",29"&47"–36"		R
138870		(*Self-Unloader*)	1854											British	133NHP		
		Mchy Aft 1 *Dk*	1214								*WB*				Cleveland S.B. Co. Clevelnd		
73608	**Eastwick**		526	✝100A1	Sld	*g*	CL	1920	Swan, Hunter & Wigham Richardson, Ld. Newcastle	**Anglo-American Oil Co. Ld.** (F. J. Wolfe, *Mgr.*)	157·9 | 26·2 | 12·3			Newcastle	T.3Cy.12",20"&34"–28" (*s*)	13 ″ 0	
144887		*ss* Nwc. No. 3–7,33	382	8,29 ~~8,33~~			~~11,35~~	6mo			Q104'F21' FK			British	180lb 77RHP	s 3 - 2¾	
MKBC		*ss* Sld. No. 1–38	261	BS3,39	✝LMC 2,38		3,39				11 *B Hpt Cem*				1SB, *3cf*, GS46, HS1415	12 ″ 7½	
		Mchy. Aft 1 *Dk (Stl)*								*Cell D B f* 7'6t *MT* 5'60t	*FPT* 70t				W. Beardmore & Co. Ld., Coatbridge		
		Well deck		*Carrying Petroleum in bulk*				*Lloyd's*									
73609	**Eastwood** (*ex* Taunton–33)		1551	✝100A1	Bly	*p*	CL	1924	Craig, Taylor & Co. Ltd. Stockton	**W. France, Fenwick & Co. Ld.**	244·0 | 36·7 | 15·8			London	T.3Cy.17½",29"&48"–33" (*s*)	18 ″ 1	
147680		*ss* Bly. No. 3–7,37	1161	8,38 ~~7,37~~			6,37	7mo			Q184'F28' FK			British	180lb 163NHP	s 4 ″ 10	
GBVN	*Well deck*	1 *Dk (Stl)*	905		✝LMC						1 *B H Cem*				2SB, *4cf*, GS70, HS2792	17 ″ 0½	
	Wireless D.F.	*Cargo battens not fitted*		MS7,37	BS2,~~38~~ 1,39			*Lloyd's*		*Cell D B* 206'432t *FPT*	104t *APT* 97t				N.E. Marine Eng. Co. Ltd. Sld		
73610	**Ebani**		4862	✝100A1	Hul	*z*	CL	1912	Palmers' Co. Ld. Newcastle	~~Elder Dempster Lines, Ld.~~ Fratelli Rizzuto	405·1 | 54·0 | 23·5			Italian	T.3Cy.26",44"&74'–51" (*s*)	26 ″ 0	
~~401409~~		*ss* Liv. No. 3–12,34	4254	*Shelter dk*			12,34	10mo			420·0 (O.L.)				205lb 566NHP	s 2 - 9½	
~~GBHK~~		2 *Dks (Stl) & Shelter dk (Stl–ws)*	2968	with freeboard				*Lloyd's*			P31'B78'F47'			7 *B H Cem*	3SB, *9cf*, GS191, HS8100 FD	23 ″ 5	
New "Marcotte"	*see No. 89110 in Supplement*			5,37							*on Shelter dk* FK				Palmers' Co. Ld. Newcastle		
				BS10,36	✝LMC 1,35						*WB = Cell D Ba*			125'u E 28' f	172'1016t *FPT* 120t *APT* 80t		
73611	**Ebbrix** 3 Mst		429	✝100A1	Hul	*g*	CL	1917	Cochrane & Sons, Ld. Selby	**R. Rix & Sons**	150·2 | 24·6 | 11·0			Hull	T.3Cy.12",20"&34"–24" (*s*)	12 ″ 0	
139311		*ss* Hul. No. 3–8,29	303	5,38 ~~7,37~~			~~7,36~~	3mo			Q86'B9'F18' BK 7½			British	180lb 69RHP	s 3 - 8½	
MGJQ		*ss* Hul. No. 2–38 ~~*ss* Hul. No. 1–34~~	203	BS5,39	✝LMC 5,38		4,38				*FPT* 53t			*3 B H Cem*	*APT* 7t	12 ″ 6½	
	Mchy. Aft	*Well deck* 1 *Dks Stl)*		~~MS10,38~~	BS2,~~37~~			*Lloyd's*							Shields E. & D D Co. Ld. NShl		
73612	**Eberhard** (*ex* Arnold Koepke)		749					1913	Nüscke & Co. Stettin	**Reed. Joh. Ick, G.m.b.H. (Arthur Sommer, *Mgr.*)**	202·2 | 30·4 | 12·6			Hamburg	T.3Cy.13⅜",21⅜"&35½"–23⅜"		G
			593								Q62'B46'F22'			German	Christiansen 61NHP		
DHFR		1 *Dk*	423											*WB*	& Meyer, Harburg		
73613	**Eberstein** (*ex* Maldonado. *ex* Thuringia, *ex* California)		5226					1904	Blohm & Voss Hamburg	**Red Star Linie G.m.b.H.**	410·8 | 50·9 | 28·5			Hamburg	Q.4Cy.24½",35½",50½"&72½"–54"		C
			1911								P&B250'F63'			German	390NHP		
DHFS	D.F.	2 *Dks*	3215											*WB*	Blohm & Voss, Hamburg		
73614	**Eboe**		4866	✝100A1	Lon	*z*	CL	1912	Palmers' Co. Ld. Newcastle	~~Elder Dempster Lines, Ld.~~ Fratelli Rizzuto	405·1 | 54·1 | 23·5			Italian	T.3Cy.26',44'&74'–51' (*s*)	26 ″ 0	
~~138174~~		*ss* Bkn. No. 3–11,34	4245	*Shelter dk*			1,38	12mo			P31'B78'F47'			7 *B H Cem*	205lb 566NHP	s 2 - 9½	
~~GHQM~~	*Ref. Mchy.*	2 *Dks (Stl) & Shelter dk*	2965	with freeboard				*Lloyd's*			*on Shelter dk*				3SB, *9cf*, GS191, HS8100 FD	23 ″ 5	
New "Fortunstella,"	*see No. 88073 in Supplement*	(*Stl–ws*)		1,38						*WB = Cell D Ba*	125'u F			120t *APT* 80t	Palmers' Co. Ld. Newcastle		
				BS9,~~38~~	MC11,												
73615	**Ebonol** Sp		1158	✝100A1	H Kg	*u*	CL	1917	Clyde S.B. & Eng. Co. Ld. Pt. Glasgow	**The Admiralty**	210·1 | 34·7 | 15·6			London	T.3Cy.16",26"&43"–27" (*s*)	16 ″ 6	
140439		*ss* Pts. No. 3–1,31	854	3,36 ~~3,37~~	BS3,38		~~4,35~~	12mo			P45'F40' FK			British	180lb 99RHP	s 1 ″ 4½	
GVSZ		*ss* H Kg. No. 1–35	501		✝LMC 1,35		3,38	*Lloyd's*		*Cell D Bu Eq B* 43' 74't	*DT f* 30' 260t *FPT*			12 *B Hpt Cem*	2SB, *4cf*, HS2254 FD	15 ″ 2½	
	Mchy. Aft	1 *Dk (Stl) & Web frames*		*Carrying Petroleum in bulk*				*Lloyd's*		*Cell D Bu Eq B* 43' 74't				37t *APT* 33t	Clyde S.B. & Eng. Co. Ld.		
				Fitted for oil fuel 12,~~11~~ 7			*F.P. a*	*above* 1	50° F.								
73616	**Ebro**		2522	✝ ——	Msl	*s*		1928	Cia Euskalduna de Const Bilbao	**M. M. de Pinillos**	290·0 | 42·2 | 21·0			Cadiz	Oil Engines 2S.C.SA	23 ″ 3	
		Oil Eng.	1849	2,38				8mo			B98'F35' FK			Spanish	5Cy.23¾"41⅜" 487NHP		
EAEB	*Ref. Mchy.*	*ss* Msl. No. 1–33	1375								*Cell D B* 248'347t			*5 B H*	Gebr.		
		2 *Dks (Ucdk–Stl)*												*APT* 16t	Sulzer A. G. Ludwigshafen		
Now registered as Italian & sailing as "Aniene"			*which*	*see*													
73617	—		1066					1920	Hall, Russell & Co. Ld. Aberdeen	**Det Forenede Dampskibsselsk.**	237·2 | 36·1 | 14·0			Copenhagn	T.3Cy.18",29"&48"–38"		V
		Fitted for oil fuel	876											Danish	132NHP		
OZMA	*Ref. Mchy.*	1 *Dk Shelter dk*	591											*WB*	Hall, Russell & Co. Ld. Abn.		
	Wireless D.F.																
73618	**Echunga**	*ss* Syd. No. 1–38	3362	✝100A1	Syd	*v*	7.37	1922	Walkers Ltd. Maryborough	**Interstate Steamships Proprietary. Ld.**	332·5 | 47·9 | 23·5			Sydny NSW	T.3Cy.25",41"&68"–45" (*s*)	26 ″ 1	
137227		*ss* N.S.W. No. 3–9,33	3017	*Shelter dk*				3mo			311·0 (O.L.) FK			British	185lb HS8289 517NHP	s 2 ″ 4	
VJCS		1 *Dk (Stl) & Shelter dk (Stl) &*	1924	with freeboard										*Cem*	3 Water Tube Boilers FD	23 ″ 11½	
		Cargo battens not fitted Web frames		~~7,35~~ 10,38	BS3,38						*Collision*			*n B Hto Shdk*	Walkers, Ltd. Maryborough, Queensland		
		Longitudinal framing		~~BS4,37~~	✝LM ~~C4,38~~					*Cell D B* 277'882t	*FPT* 118t *APT* 204t			4 „ „ *U* „			
					MS8,37												
73619	**Eclipse**		9767	✝100A1	Sng	*e* †	CL	1931	Scotts' S.B. & Eng. Co. Ltd. Greenock	**Standard Transportation Co. Ltd.**	484·7 | 66·0 | 36·9			Hong Kong	Q.4Cy.27",39",56"&82"–54"	37 ″ 0	
154063		*ss* Bat. No. 1–36	9191	~~7,06 7,36~~	6,39	~~Bat~~	Bom 5,37	8mo			500·0 (O.L.)			British	2201b (*r*) 755NHP	s 7 ″ 7½	
VPFL	*Mchy. Aft*	*Cruiser Stern*	5860		✝LMC			*Lloyd's*			*After bridge* 84'			16 *B Hpt Cem*	3SB, *9cf*, HS10848 FD	29 ″ 6½	
	D.F.	2 *Dks (Stl) 3rd dk (Stl) in*		MS2,36	BS5,~~37~~ 7,38					*Cell D Ba Eq B* 90'3	B37'F50' FK			(12 „ *to U dk*	Scotts' S.B. & E. Co. Ld. Grk.		
	GyC.	*Engine space & Web frames*		*Carrying Petroleum in bulk*						61t				4 „ „ 2nd „)			
		Longitudinal framing–bracketless system		*Fitted for oil fuel* 8,31			*F.P. a*	*above* 1	50° F.	*DT f* 23' 750t	*FPT* 477t *APT* 162t						
73620	**Edam** (P)		8871	✝100A1	Rot	*c* †	CL	1921	Kon. Maats de Schelde Flushing	**Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)**	450·4 | 58·2 | 37·1			Rottrdam	3 Steam Turbines DR	40 ″ 0	
		ss Rot. No. 3–2,35	7898	*Shelter dk*			N3,38	7mo			B81'F50' *on Shelter*			Dutch	geared to 1 Sc. Shaft (*s*)	s 10 - 2½	
PDUQ	Sub. Sig	2 *Dks (Stl) & Shelter dk*	5412	with freeboard				*Lloyd's*		*Cell D B* 367'	*dk* FK			*pt Cem*	215lb FD 880NHP	30 ″ 3½	
	D.F.	(*Stl–ws*)		3,38	BS3,39					*MT* 27'714t *D*	1544t			*8 B Hto Sh dk*	4SB (Spt), *12cf*, GS247,		
				~~BS1,38~~	LMC 2,35						*Ta* 30'682t *FPT* 172t			*APT* 86t	HS11308		
				Fitted for oil fuel 9,21			*F.P. a*	*above* 1	50° F.						J. Brown & Co. Ld. Clydebnk		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le R. G.
73621	**Edda**		6107	✠100A1	Tri	c	CL	1924	Stabilmnto	LloydTriestinoSoc.	414·5	53·9	30·2	Venice	2 Steam Turbines DR (s)	33 ″ 3	
187		ssTri.No.3–1,37	5195	*Shelter dk*	Sea		~~X6,37~~	11mo	Tecnico	Anon.di Nav.				Italian	geared to 1 Sc Shaft	s 8 ″ 2½	
IBAK	*Ref.Mchy.*	1 *Dk(Stl)&Shelter dk(Stl)*	3883	*withfreeboard*			~~11,38~~		Trieste		B134′F36′		FK	*Cem*	180lb FD 480NHP	25 ″ 3	
	D.F.			3,39 ~~12,37~~ 10,38	BS1,39		3,39	*Lloyd's*	*A&CP*	*CellDB348′1334t*	*FPT102t APT84t*			6 *BHtoSh dk*	3SB(Spt) *9cf*,GS178,HS7041		
				~~12,40~~	LMC1,37									1 „ „ *U* „	StabilmentoTecnico,Tri.		
				✠Lloyd's RMC1,38													
				10,38 ~~5,38~~													
73622	—		1451					1919	Haarlem-	Eimskipafjelagid	271·7	36·7	17·5	Reykjavik	T.3Cy.21½″,33″&57″–39″		V
	(*ex*Amstelstroom–34,*ex*Merwede)		1183						scheScheepsb	"Isafold"h/f(G.	P42′B97′F26′			Icelandic	206NHP		
TFCB	Wireless	2 *Dks*	792						Mij.Haarlem	Gudjonsson,*Mgr*)				*WB*	Maats.Fyenoord,Rot.		
73623	**Eddi**		1121					1904	Stettiner	Rud.Christ.Gribel	224·1	35·4	14·7	Stettin	T.3Cy.17″,28″&43″–32″		G
			921						Oderwerke		Q75′B98′F27′			German	104NHP		
DANY		1 *Dk*	647						Stettin					*WB*	StettinerOderwerke		
73624	**Eddystone** Ⓟ		1550				-	1927	D&W Hen-	ClydeShppg.Co.Ld	270·5	37·1	17·2	Glasgow	T.3Cy.21″,34″&56″–33″		G
160177			1146						dersn&Co.Ld.		P&B177′F43′			British	180NHP		17½ till
GNJK	Wireless	2 *Dks*	667						Glasgow					*WB*	D&W.Hendersn&CoLdGls		10,38
73625	**Edea**		3747					1936	Ch.&Atel.	Cie.Générale de	330·8	47·9	22·0	Marseilles	T.3Cy.20½″,32⅜″&53⅛″–		V
		Fitted for oil fuel	3456						deProvence	Navigation à			30·3	French	–39⅜″ & LP Turbine with		
FOHP	*Ref.Mchy.*	4 *Dks*	2149						S.A.	VapeurCyp. Fabre	B92′			*WB*	DR gearing & hydraulic		
	D.F.	*Cruiser Stern*							Port deBouc	(FabreLine)					coupling 410NHP		
															Ch.&Atel.deProvence,Msl.		
73626	**Eden Force** (*ex*Edenwood)		863	✠100A1	Bkn	k	CL	1915	Ropner&	WestCoastShppg.	198·0	30·7	12·4	Whitehavn	T.3Cy.16″,27′&44″–30″ (s)	14 ″ 5	
136076		*ss*Goo.No.3–2,28	615	~~7mo 1,36~~ 1,39			~~1,36~~	8mo	Son,Ld.	Co.Ld.(W.S.Ken-				British	180lb *100lb* 132NHP	s 4 ″ 3⅜	
MFXS		*ss*Bkn.No.2–36	414	BS~~7,37~~	✠LMC1,36		7,38		Stockton	naugh&Co.*Mgrs.*)	Q111′B13 F25′		FK	3 *BHCem*	1SB,*3pf*,GS60,HS2262	14 ″ 0	
	Mchy.Aft	*Well deck* 1 *Dk(ptStl pt Irn)*		5,38				*Lloyd's*	*A&CP*	*Cell*	*DB f 118′180t FPT*			105t *APT34t*	Blair&Co.Ld.Stockton		
		Cargo battens not fitted															
73627	**Edendale** (*ex*VanSwoll)		1659					1897	Wigham-	HeapEngMohS.S.	278·5	36·7	18·4	Singapore	T.3Cy.22″,34″&57″–42″		V
156307			1327						Richrdsn&Co	Co.Ld.	P54′F60′			British	211NHP		
VSRN		2 *Dks&Shade dk*	1002						Newcastle					*WB*	WighmRchrdsn&Co.Nwc.		
73628	**Edenside**		366	✠100A1	Nwc	e	CL	1921	J.&D.	RoseLine,Ld.	135·2	23·6	10·0	Sundrland	C.2Cy.17″&34″–24″ (s)	11 ″ 0	
144833		*ss*Hul.No.3–4,34	264	8,38			3,38	6mo	Morris,Ld.	(T.Rose,*Mgr*.)				British	130lb 48RHP	s ″ 9½	
MKRC		*ss*Nwc.No.1–38	148		MC				Newcastle		Q44′B8′F18′		FK	3 *BHCem*	1SB,*2pf*,GS36,HS1180	10 ″ 4	
	Mchy.Aft	1 *Dk(Stl)*		BS~~7,37~~ 7,38	MS3,38			*Lloyd's*	*A&CP*			*FPT25t*		*APT12t*	G.T.Grey&Co.Ld.Shl.		
	Well deck	*Cargo battens not fitted*															
73629	**Edenton**		6958					1918	Skinner&	UnitedStates	409·6	54·2	27·1	Seattle	DRGearedSteamTurbine		R
217336		*Fitted for oil fuel*	6643						EddyCorp	Maritime				Utd.States			
KECB		3 *Dks*	5437						Seattle,Wash	Commission				*WB*	GeneralElectricCo.		
	Sub.Sig.														Schenectady,N.Y.		
73630	**Edenvale**		444	✠100A1	Liv	y	OG	1936	N.V.Indus-	WexfordSteam-	163·4	26·4	10·3	Wexford	Oil Engines 4S.C.SA	11 ″ 10	
130064		*Oil Eng.*	345	1,39 ~~1,37~~				5mo	trieeleMaats	shipsCo.Ld.		*27·6*		British	8Cy.11″–17½″ 94NHP	s 1 ″ 1⅜	
EILF	*Mchy.Aft*	1 *Dk*	243						"DeNoord"				FK	3 *BHCem*	Humboldt-Deutzmotoren	10 ″ 9	
		Cruiser Stern							Alblasserdam		Q43′F23′				A.G..Köln-Deutz		
				✠L.MC(M)11,37				*Lloyd's*	*A&CP*	*CellD*	*B107′ 140t FPT56t*			*APT9t*			
73631	**Edenwood**		1167	✠100A1	Shl	n	OG	1938	G.Brown&	JosephConstantine	217·8	34·0	13·0	Middlsbro'	Oil Engines 2S.SA	16 ″ 0	
164839		*Oil Eng.*	736	2,38 1,38				2mo	Co.(Marine)	SteamshipLine,Ld.	226·0(O.L.)			British	4Cy.13⅜″–22⅞″	s 5 ″ 1	
MMQX	*Mchy.Aft*	1 *Dk*	645						Ld.		Q15′F26′		FK	3 *BHCem*	125NHP	15 ″ 7	
		Cruiser Stern							Greenock								
								Lloyd's	*A&CP*	*CellD*	*B148′348t FPT76t*			*APT51t*	BritishAuxiliaries,Ld.Gls.		
73632	**Edera** (*ex*MistyLaw,*ex*Zuiderdijk,		5254				...	1912	W.Gray&	A.Lauro	412·3	53·5	27·2	Naples	T.3Cy.28″,46″&77″–48″	29 ″ 7	I
375	*ex*Sharistan)		4793						Co.Ld.		400·0			Italian	603NHP		†
ICPS	D.F.	2 *Dks*	3259						W Hartlepool		P30′B124′F49′		FK	*WB*	Cen.Mar.Eng.Wrks.WHpl		
73633	**Edern**	3 Mst	466	✠100A1	Bkn		CL	1921	Cochrane&	OvertonS.S.Co.Ld.	152·0	25·2	10·8	Liverpool	T.3Cy.13″,23″&37″–24″ (s)	12 ″ 0	
143710		*ss*Bkn.No.3–2,34	321	1,38 ~~11,37~~			~~X4,00~~	1mo	Sons,Ld.	(R.R.Clark,*Mgr*)	158·0(O.L.)			British	180lb 85RHP	s 3 ″ 8½	
MKLY	*Mchy.Aft*	*ss*Bkn.No.1–37	192				12,38		Selby		Q86′B9′F25′		FK	3 *BHCem*	1SB,*3pf*,GS46,HS1470	11 ″10½	
	Well deck	1 *Dk(Stl)*		~~12,39~~				*Lloyd's*	*A&CP*		*FPT48t*			*APT21t*	C.D.Holmes&Co.Ld.Hull		
73634	**Edgar F. Luckenbach**	4 Mst	6002	✠100A1	Sea	b†	CL	1916	NwprtNws	LuckenbachS.S.Co	425·0	57·3	29·4	NewYork	T.3Cy.29″,49⅜″&84″–54″ (r)	32 ″ 6	
214040		*ss*Mob.No.3–7,28	—	*Shelter dk*			10,36	5mo	S.B.&D.D.Co.	Inc.		38·9		Utd.States	195lb 709NHP	s 4 ″ 7	
WLCA	D.F. GyC.	*ss*Mob.No.2–36	3789	*withfreeboard*					Newprt News				FK	*Cem*	3SB,*12cf*,GS240,HS10005FD	28 ″ 1½	
		2 *Dks(Stl)&Shelter dk(Stl)*		~~12,37~~					A&CP	1 *BH in forward*	*hold dispensed with*			6 *BHonly*	NewportNewsSB&DD.Co		
											Collision BH			*to U dk only*			
				Fitted for oil fuel 5,16			*F.P. above* 150°F.	*Cell*		*DB366′1680t FPT*	*T173t APT80t DTa*			12′ 158t Top		
														side tanks in E&B54′330t			
73635	**Edgefield**		6990					1918	Skinner&	UnitedStates	409·6	54·2	27·1	Seattle	DRGearedSteamTurbine		R
217433		*Fitted for oil fuel*	6781						EddyCorp	Maritime				Utd.States			
KEBF	Sub.Sig.	3 *Dks*	5511						Seattle,Wash	Commission				*WB*	GeneralElectricCo.		
															Schenectady,N.Y.		
73636	**Edgehill**		6868					1919	Skinner&	LykesBros.	409·6	54·2	27·0	N.Orleans	DRgeared SteamTurbine		R
217441		*Fitted for oil fuel*	6755						EddyCorp	SteamshipCo.,Inc.				Utd.States	GeneralElectricCo.		
KETN	Sub.Sig.	3 *Dks*	5264						Seattle,Wash					*WB*	Schenectady,N.Y.		
73637	**Edgemont**		6865					1919	Skinner&	UnitedStates	409·6	54·2	27·0	Seattle	DRgeared SteamTurbine		R
217892		*Fitted for oil fuel*	6755						EddyCorp	Maritime				Utd.States	GeneralElectricCo.		
KETP	Sub.Sig.	3 *Dks*	5257						Seattle,Wash	Commission				*WB*	Schenectady,N.Y.		
73638	**Edgemoor**		7038					1919	Skinner&	UnitedStates	409·5	54·2	27·1	Seattle	DRgeared SteamTurbine		R
218071		*Fitted for oil fuel*	6486						EddyCorp	Maritime				Utd.States	GeneralElectricCo.		
KEVF	Sub.Sig.	2 *Dks&Shelter dk 3tr B*	5388						Seattle,Wash	Commission				*WB*	Schenectady,N.Y.		
73639	**Edgewater**	TwinSc	1819	✠100A1	Clv		CL	1931	Gt.Lakes	FordMotorCo.	292·0	43·0	20·0	Detroit	6 Steam Turbines DR (s)	20 ″ 0	
230960		*ss*Clv.No.1–35	1819	*withfreeboard*			12,37	7mo	Eng.Works					Utd.States	geared to 2 Sc. Shafts	s 7 ″ 8	
WNGB	GyC.	1 *Dk(Stl)&Web frames*	1129	12,37					Ecorse,Mich.				FK	5 *BH*	425lb 376NHP	12 ″ 6	
	Mchy.Aft			~~12,37~~				*Lloyd's*	*A&CP*						2WTB(Spt), US3480 FD		
				For Service between New York & Great Lakes via New York State Barge Canal, also between New York Norfolk& Boston via Long Island Sound& Cape Cod Canal						*CellDB234′780t FPT*		*223t APT49t*				WestinghouseElec.&Mfg. Co.Phl		
				Fitted for oil fuel 7,31			*F.P. above* 150° F.										

Now "Cleveland," see No. 89469 in Part I.

Now "American Seaman," see No. 87037 in Part I.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Part of Survey. Shaft Tunnel. Machy. Boilers. Permanent Tanks.	7* Date when tail shaft last seen.	8 Built. When. — Ship. / Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Register in which classed if in U.K. Dates of Build, Class.
73640	**Edimburgo** (P)	**TwinSc**	709	✠ Dun			1912	CaledonS.	Cia. Argentina de	250·2	40·1	10·7	Bns. Aires	T.8Cy.(2)12"(2)20"&(4)24"	11 " 6	
	Fitted for oil fuel		—	11,12			11mo	B.&E.Co.Ltd.	Nav. Mihanovich				Argentine	-24" 182NHP		
	Well deck	1 *Dk(Stl)*	294					Dundee	Ltda.	Q33'B78'F26'			5 *BHCem*	2SB,*4cf*,GS78,HS2892 FD		
												FK	*WB=FPT*	CaledonS.B.&E.Co.Ltd Dun		
73641	**Edina** (*ex* Alwinton, *ex* Killybegs)		624	100A1 Lth		CL	1918	Smith's	Leith, Hull & Ham.	172·2	30·0	15·7	Leith	T.3Cy.16",26"&44"-26" (*s*)	16 " 6	
144916		*ss* Lth. No.3–11,32	488	4,39 ~~4,08~~		2,38		Dock Co. Ltd.	Stm. Pkt. Co. Ltd.	181·8(O.L.)			British	200lb *100lb* NDB24 94RHP	s 1 " 7½	
MKFW		*ss* Lth. No.1–37	254	BS~~8,38~~ LMC2,37			*Lloyd's SA&CP*	Middlesbro'	(J. Currie & Co.	B50'		FK	5 *BHCem*	1SB.*3cf*,GS51,HS1850	15 " 0½	
		1 *Dk(Stl)* *Platform dk in No. 2 hold*		4,39					*Mgrs.*)			*Cell D Bu*	*L26'20t*	Smith's Dock Co. Ltd. Mdb.		
73642	— (P)	**Iron**	380				1854	Barclay,	Australian Steam-	171·0	23·6	12·7	Melbourne	2Cy.22"&40"-26"		
~~GLSC~~	~~Wireless~~		289					Curle & Co.	ships Proprietary,	P54*t*	31*t*		British	NE&B82 85RHP		
VJLF	Wireless	2 *Dks*	223					Glasgow	Ltd. (*Man. Agents*,					D. Rollo & Sons, Liverpool		
									Howard Smith Ltd.)							
73643	**Edinburgh Castle** (P)	**TwinSc**	13329	✠100A1 Sou		CL	1910	Harland &	Union-Castle	570·2	64·7	38·7	London	Q 8Cy.32",46",66½"&96"-60"	42 " 5	BT
129088		*ss* Sou. No.3–10,31	10682	~~12,66~~ ,38		~~34,35~~	4mo	Wolff, Ld.	Mail S.S. Co. Ltd.				British	2200lb (*s*) HS38982 2174NHP	s 11 " 8½	
GLVR	*Ref. Mchy.*	*ss* Sou. No.1–36	7358	BS~~7,37~~ ✠LMC6,35		P5,37		Belfast		P83'B115'F116'			6D&4SB,*52cf*,GS1019	31 " 5		
	D.F.	4 *Dks(Stl–U* teaks)		8,38		S6,38	*Lloyd's SA&CP*					FK&BK3"	Harland & Wolff, Ld. Bel.			
										W B= Cell D Ba 127'u			*E&B* 186'*f* 168'178*3t*	*FPT* 181*t*		
73644	**Edith**		3382	✠100A1 Bal		CL	1915	Maryland	A.H. Bull S.S. Co.	320·8	45·2	22·9	New York	T.3Cy.22",37½"&60"-42" (*s*)	25 " 6	
213472		*ss* N.Yk.No.3–4,28	2846	~~7,38~~			7mo	Steel Co.	Inc. (A.H. Bull &				Utd. States	190lb 293NHP	s 4 " 6½	
WKCD	D.F.	*ss* Bal.No.2–36	2121					Sparro' Pt Md	Co. Inc. *Mgrs.*)	P35'B98'F38'		FK	5 *BHCem*	2SB,*6cf*,GS143,HS1933	21 " 1½	
		2 *Dks(Stl)* & *Web frames*						A&CP						Maryland Stl. Co. Sparr'Pt.		
	Sub. Sig.	*Longitudinal framing*		*Fitted for oil fuel*		*F.P. above*	150° F.	*WB=*	*Cell D Ba* 90' *u E* 20'	*f* 146'*6*91*t*	*FPT* 78*t*		*APT* 296*t*			
73645	—		1466				1903	Helsingörs	Rederi A/B Signe	246·1	37·0	15·8	Hlsngborg	T.3Cy.18",32"&53"-36"		V
7449	(*ex* N.F. Höffding)		1216					Jernsk & Msk.	(Aug Andersson,	Q90'B108'F27'			Swedish	169NHP		
SDUR		1 *Dk*	829					Elsinore	*Mgr.*)				*WB*	Helsingörs Jernsk. & Mskb.		
73646	**Edith Howaldt** (*ex* Most,		2067				1908	Akt. Ges.	B. Howaldt	291·3	41·2	18·8	Flensburg	T.3Cy.19½",35⅜"&55⅛"-35⅜"		V
	ex Julius Zelck, *ex* Wangard,		1891					"Neptun"		P17'B172'F34'			German	180NHP		
DDTQ	*ex* Ingo, *ex* Elsa Menzell)	1 *Dk & deep framing*	1248					Rostock					*WB*	A.G. "Neptun," Rostock		
73647	**Editor**		6326				1919	Skinner &	United States	402·6	54·8	32·1	Seattle	T.3Cy.24½",41½"&72"-48"		R
218887		*Fitted for oil fuel*	5872					Eddy Corp.	Maritime	P27'B61'F19'			Utd. States	359NHP		
KOBG	Sub. Sig.	2 *Dks*	3972					Seattle, Wash.	Commission				*WB*	Hooven, Owens & Rentschler Co. Hamilton, O.		
		Longitudinal framing														
73648	**Edle** (*ex* Mona–35, *ex* Kolsaas,		654				1916	Larvik Slip	D/S A/S Asta	179·0	30·2	12·4	Oslo	T.3Cy.14",23"&38"-27"		N
	ex Spero)		527					& Verksted	(A. Salvesen, *Mgr.*)	P44*t*	H27*t*	F16*t*	Norwegian	75NHP		
LEMB	*Mchy. Aft*	1 *Dk*	366					Larvik					*WB*	Fredrikstad M.V. Frdstad.		
73649	**Edmonton**		1983				1906	R. Stephen-	Canada S.S. Lines,	249·2	42·7	20·6	Montreal	T.3Cy.17",28"&46"-33"		C
122856			1846					son & Co. Ltd.	Ltd.	F36'			British	122NHP		
CYKB	*Mchy. Aft*	2 *Dks*	1341					Newcastle					*WB*	N.E. Marine Eng. Co Ld Nwc		
73650	**Edmund Hugo Stinnes IV**		2189				1920	Nordsee-	Hugo Stinnes Reed	283·0	41·0	20·5	Hamburg	T.3Cy.20⅛",31½"&51⅛"-35½"		G
			1815					werke	A.G.	P32'B69'F24'			German	155NHP		
DHFU	Sub Sig. E.S.D. D.F.	1 *Dk*	1256					Emden					*WB*	Nordseewerke, Emden		
73651	**Edmund W. Mudge**		6336	✠100A– Clv			1911	American	National Steel	504·0	54·0	30·0	Wilmgton	T.3Cy.23½",38"&63"-42" (*s*)	30 " 0	
208762	(*ex* Quincy A. Shaw)	*ss* Clv. No.4–11,35	—	1,37			6mo	S.B. Co.	Corp. (M.A. Hanna				(Del.)	180lb FD 349NHP		
	Mchy. Aft	1 *Dk(Stl)* & *Web frames*	5013	~~B38,37~~ LMC11,37				Lorain, O.	Co. *Mgrs.*)	F18'		FK	Utd. States	2SB,*6cf*,GS115,HS5086		
	GyC.	*Longitudinal framing*		~~B38,37~~									4 *BH*	American S.B. Co. Clevelnd.		
				For Service on the Great Lakes					*Cell DB & Sid*	*e tanks f* 410'447*1t C*			*Cell D Bu E&B*	18'297*t FPT* 247*t APT* 47*t*		
73652	**Edna** (*ex* Kjell,		915	✠100A1 Osl			1905	Sunderlnd	Det Bergenske	195·0	32·0	13·5	Bergen	T.3Cy.15½",26"&43"-30" (*s*)	15 " 8	
	ex Anund,	*ss* Bgn. 2nd No.3–7,29	659	10,37		6,36	5mo	S.B. Co. Ld	Dampskibsselskab	202·1(O.L.)			Norwegian	180lb 123NHP	s " 9	
LDLZ	*ex* Chr. Gylstorff)	*ss* Bgn. No.2–37	494					Sunderland		P14'Q46'B81'F21'			4 *BHCem*	2SB,*4cf*,GS60,HS2064	15 " 0½	
		1 *Dk(Stl)* &		~~B38,37~~				A&CP				FK		N.E. Marine Eng. Co Ld. Sld.		
	Well deck	*deep framing*		1,39					*Cell D Ba* 42' *u E&B*	31'*f* 86'203*t FPT* 26*t*			*APT* 31*t*			
73653	**Edna Christenson**	**3Mst**	2244				1912	Harlan &	Yung Yuan S.S. Co.	283·3	44·0	22·5	Chefoo	T.3Cy.21",34"&56"-42"		R
	(*ex* Santa Alicia, *ex* John A. Hooper)		1938					Hollings-		P55'F33'			Chinese	203NHP		
	Mchy. Aft	1 *Dk*	1321					worth Co.						Harlan & Hollingswrth Co.		
		Fitted for oil fuel						Wlmgtn, Del.								
73654	**Edouard Jéramec**	**TwinSc**	2316				1913	Forg. & Ch.	All America Cables,	289·2	41·1	23·7	New York	T.6Cy.15".24"&37"-28"		V
	(*Cable Vessel*)		1986					de la Médit.	Inc.	B94'			Utd. States	290NHP		
WDET	D.F. E.S.D.	2 *Dks*	1116					Havre					*WB*	Forg. & Ch. de la Médit. Hav.		
73655	**Edouard Suenson**		1552	✠100A1 Els	*p*	OG	1922	Orlogs-	A/S Det Store	244·6	35·2	21·8	Copnhagn	T.3Cy.16½"28⅜"&45½"-31½"	24 " 2	
	(*Cable Vessel*)	*ss* Cpn. No.3–6,35	1432	*Awng dk* ~~Awn~~ M mo		N5,36	10mo	værftet	Nordiske Telegraf				Danish	185lb *100lb* (*s*) 204NHP	s 8 " 6	
OZXB	Wireless	1 *Dk(Stl-ws)* & *Awng dk*	646	*with freeboard* DB83,39				Copenhagen	Selskab.			FK&BK1½"	6 *BHCem*	2SB(Spt),*4cf*,GS90, FD	16 " 1	
		(*Stl-ws*)		11,386,37 LMC			A&CP							HS3337		
		Cruiser Stern		MS6,35 BS6,37					*Cell D Ba* 27' 2*et*				*Collision B Hto A dk*	Orlogsværftet, Cpn.		
				Fitted for oil fuel 10,22		*F P. above*	150° F.		*u E* 24'38*f* 66'99*t*	*DT f* 31'79*t FPT* 19*t*			*APT* 78*t*			
									Tank on s	*tarboard side of tunnel* 18'30*t*						
73656	**Eduard Geiss** (*ex* Brünhilde,		1456				1903	Nylands	C.E. Geiss	231·7	35·2	14·7	Stolpmnde	T.3Cy.16½",27"&44"-32"	21 " 9	G
	ex Brilliant)		1325					Værksted		H90*t*		20·4	German	109NHP		
DAPL		1 *Dk & Spar dk*	863					Oslo					*WB*	Nylands Værksted, Oslo		
73657	**Edv. Nissen** (*ex* Thorsdal)		2062				1921	P Ph Stuhrs	D/S Vendila	282·5	42·7	19·0	Copnhagn	T.3Cy.21",33"&55"-36"	21 " 5	C
			1815					Msk. & Skbs.	(Svendsen &	P16'B172'F32'			Danish	222NHP		†
OXWA	D.F.	1 *Dk*	1221					Aalborg	Christensen,			FK	*WB*	A/S Frichs, Aarhus		
									Mgrs.)							
73658	**Edward Blyden**		4022				1930	Harland &	Elder Dempster	370·6	51·6	20·1	Liverpool	Oil Engines 4S.C.SA		C
161156		*Oil Eng.*	3142					Wolff, Ld	Lines, Ld.	P37'F43'			British	8Cy.29⅜"-59.1/8" 652NHP		
GJXT		2 *Dks & Shelter dk*	2155					Glasgow					*WB*	Harland & Wolff, Ld. Gls.		
73659	**Edward Chambers** (*ex* North Sea)		4113				1909	Gt. Lakes	Great Lakes Tran-	351·2	46·2	31·0	Buffalo NY	Q.4Cy.19",27½",40"&58"-42"		
206229			—					Eng. Works	sit Corporation	F32'			Utd. States	218NHP		
		Mchy. Aft	3045					Ecorse, Mich.					*WB*	Gt. Lakes Eng Wks. Detroit		

Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné ou marque expirée. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté si ce n'est dans le R.
73660 81733	**Edward E. Loomis** (*ex* Wilkesbarre) *Mchy. Aft* 1 *Dk & Awng dk*	4279 — 3311					1901	Union D. D Co. Buffalo, N.Y.	Great Lakes Transit Corporation	381·7	50·5	14·0 28·0	Buffalo NY Utd. States	Q.4Cy. 20½", 30", 43" & 63"–42" 257 NHP Detroit S.B. Co. Detroit		
73661 227207 KLFG	**Edward F. Farrington** *Oil Eng* 1 *Dk*	492 — 295					1928	Bethlehem Steel Corp. Quincy, Mass.	Norfolk-Baltimore & Carolina Line, Inc	130·0	30·0	11·3	Norfolk Va Utd. States	Oil Engines & Elec. Motors 6 Cy. Winton Eng. Co. Clv.		
73662 165487 GZYM	**Edward F. Johnson** *Oil Eng.* 1 *Dk, 2nd dk except in Nos.* D.F. E.S.D. GyC. 1, 2, 8 & 9 *cargo tanks* *Cruiser Stern* *Longitudinal framing* *Mchy. Aft* *Rudder electrically welded*	10452 9642 6055	✠100A1 SFo 5,98 10,37 11,38 Sba ✠LMC 8,37 *Carrying Petroleum in bulk*			CL	1937 6mo	NV Rotterdam Droogd. Maats. Rotterdam *Lloyd's A & CP*	Oriental Tankers, Ld. *Cell D Bu E 89'17 ot*	490·1 506·6 (O.L.) P107' B39' F35' FK *D Tf 24'628 t F P T 19*	70·0	37·0	London British 16 *B H* *6 t A P T 169 t*	Oil Engines 2S.C.SA 8 Cy. 25 5/16"–49 5/16" 912 NHP 2 DB *200 lb* DB *213 lb* Fr. Krupp Germaniawft. A.G. Kiel	37 " 0 s 7 "4½ 29 " 10½	
73663 230184	**Edward G. Seubert** *Fitted for oil fuel* *Mchy. Aft* GyC. 1 *Dk* *Carrying oil in bulk* *Longitudinal framing*	4432 — 2724					1930	Manitowoc S.B. Corp. Manitowoc, Wis.	Standard Oil Co. (Indiana)	400·6	53·2	27·0	Whiting, Ind. Utd. States	T.3Cy. 23½", 38" & 63"–42" 257 NHP Manitowoc S.B Corp.		R
73664 224139 KFTY	**Edward J. Berwind** D.F. GyC. *Mchy. Aft* 1 *Dk*	8318 — 6517					1924	Gt. Lakes Eng. Works Michigan	Franklin S.S. Corp. (The M. A. Hanna Co. *Mgrs.*)	590·0	60·0	32·0 *W B*	Wilmgton (Del.) Utd. States	T.3Cy. 25½", 41" & 67"–42" 291 NHP Gt. Lakes Eng. Works		R
73665 212683 WPCP	**Edward L. Doheny** ss Gal. 2nd No. 3–8, 37 ~~ss N. Yk. No. 2–37~~ ss Bal. No. 2–38 D.F. 2 *Dks (Stl) & Web frames* *Mchy. Aft* *Longitudinal framing*	5871 5785 4326	~~8,39~~ 9,37 12,38 ✠100A1 Gal NOs ~~7,37~~ 8,38 ✠LMC ~~8,37~~ 8,37 12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,13		*z*	CL ~~7,37~~ 8,38 12,38 *F.P. above*	1913 9mo	Swan, Hunter & Wigham Richardson, Ld Newcastle A & CP	Standard Oil Co. of New Jersey *W B = Cell D Bu E & B 61'* *235 t D T f 45'430 t*	415·0 P38' B26' F42' FK	54·0	32·7	Wilmgton (Del.) Utd. States 17 *B H Cem* (9 *to U dk* 8 „ 2 *nd* „)	T.3Cy. 27", 45" & 75"–48" (*r*) 180 lb 456 NHP 2 SB, 6 *cf*, GS 139, HS 6038 FD Swan, Hunter & Wigham Richardson, Ld. Nwc.	33 " 0 s 6 " 4 26 " 10½	
73666 223641 KFSE	**Edward L. Shea** (*ex* Priscilla) *Fitted for oil fuel* 2 *Dks & Web frames* *Mchy. Aft* *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	6746 — 4243	...				1924	New York S.B. Corp. Camden, N.J.	Tide Water Associated Oil Co.	419·5 P104' B36' F34' FK *W B*	56·6	33·3	Wilmgton (Del.) Utd. States	T.3Cy. 27", 45" & 75"–51" 649 NHP New York S.B. Corp.	33 " 4	R †
73667 214560 WLCB	**Edward Luckenbach** ss N. Ns. No. 3–6, 30 ss Sea. No. 2–38 ~~ss Sea. No. 1–34~~ 2 *Dks (Stl) & Shelter dk (Stl)* D.F. GyC. *Cruiser Stern*	7916 7749 5087	✠100A1 Sea *Shelter dk with freeboard* 9,38 ~~1,36~~ BSL 39 ✠LMC ~~8,36~~ ~~BS 2,38~~ *Fitted for oil fuel* 11,16		*b* †	CL ~~N 1,36~~ 9,38 *F.P. above*	1916 11mo	Fore River S.B. Corp. Quincy, Mass. A & CP	Luckenbach S.S. Co. Inc. 1 *B H in fore* *Cell D B* 8383' 1651 t 'tween	436·6 FK *hold dispensed with* *deck tanks in E & B*	57·2	37·6	New York Utd. States *pt Cem* 6 *B Honiy* *space* 51'598 t	1 DR Geared Steam Turbine 195 lb *125 lb* (*r*) 824 NHP 3SB, *12 cf*, HS 10640 FD Gen. Elec Co. Schenectady, *F P T 196 t A P T 319 t* N.Y.	41 " 7 s 10–2½ 31 " 7	
73668 205106 KFSW	**Edward N. Saunders, Jr.** (*ex* W. H. Becker–33, *ex* Alexis W. Thompson) 1 *Dk* *Mchy. Aft* GyC. D.F.	6436 — 4670					1908	West Bay City S.B. Co. W. Bay City	Midland S.S. Line, Inc.	504·0	55·0	26·7 *W B*	Wilmgton (Del.) Utd. States	T.3Cy. 23½", 38" & 63"–42" 257 NHP Detroit S.B. Co. Detroit		R
73669 212756 KMOU	**Edward Peirce** D.F. *Mchy. Aft* 1 *Dk*	4388 3900 3228	...				1914	Nwprt Nws S.B. & D.D. Co Newprt News	Koppers Coal Co. (Mystic S.S. Co. *Mgrs.*)	354·2 P94' B19' F31' FK *W B*	49·0	27·4	Boston Utd. States	T.3Cy. 23", 37¾" & 66½"–45" 295 NHP Newport News SB & DD. Co.	30 " 0	R †
73670 203980 WOKW	**Edward S. Kendrick** (*ex* H. P. McIntosh–34) *Mchy. Aft* GyC. D.F. 1 *Dk*	6294 — 4910					1907	West Bay City S.B. Co. W. Bay City	The Wilson Transit Co.	520·0	54·0	26·2 *W B*	Wilmgton (Del.) Utd. States	T.3Cy. 22½", 36" & 60"–42" 233 NHP Detroit S.B. Co. Detroit		R
73671 203449 KGBE	**Edward Y. Townsend** D.F. GyC. *Mchy. Aft* 1 *Dk*	7438 — 5673					1906	Superior S.B. Co. Superior, Wis	Cambria S.S. Co. (Bethlehem Transptn. Corp. *Mgrs.*)	580·0	58·0	32·0 *W B*	Wilmgton (Del.) Utd. States	T.3Cy. 24", 39" & 65"–42" 274 NHP Detroit S.B. Co. Detroit		R
73672 215654 WLCN	**Edwin B. De Golia** (*ex* William Isom) *Mchy. Aft* E.S.D. ss N. Yk. No. 3–3, 30 ss L. An. No. 1–34 *Longitudinal framing*	3322 2994 2032	✠100A1 LAn 6,37 LMC MS 6,34 ~~BS 2,36~~ 3,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11, 17		*t*	CL 6,37 *F.P. above*	1917 11mo	Baltimore SB & DD Co Baltimore A & CP	Hillcone S.S. Co. Ltd. *Cell D Bu E 22'42 t*	292·3 P76' F26' FK *F P T 73 t A P T 112 t*	47·2	26·9	S. Frncisco Utd. States 11 *B H pt Cem* (7 *to U dk* 4 „ 2 *nd* „)	2 Steam Turbines SR (*s*) geared to 1 Sc. Shaft 160 lb 241 NHP NB 17 *refitted* 9,24 2 Water Tube Boilers HS 3964 W & A Fletcher Co. Hoboken	28 " 1 s 5 " 5 23 " 0	
73673 215948 WCCG	**Edwin Christenson** (*ex* West Wind) *Fitted for oil fuel* 2 *Dks*	5670 5268 3514	...				1918	Northwest Steel Co. Portland, Or	Christenson S.S. Co. Inc.	410·0 P47' B115' F44' FK *W B*	54·2	27·5	S. Frncisco Utd. States	T 3Cy. 24½", 41½" & 72"–48" *E made* 21 *fitted* 26 359 NHP Canadian Allis Chalmers Co. Ld.	30 " 2	R †
73674 218810 KVIU	**Edwin R. Cox** (*ex* J. W. VanDyke–37, *ex* Allentown) *Oil Eng* *Mchy. Aft* 2 *Dks & Web frames* GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	4928 4449 3045	...				1918	The Pusey & Jones Co. Gloucester, N.J.	~~Atlantic Refining Co.~~	364·9 P95' B34' F31' FK *W B*	51·0	29·5	Phildlphia Utd. States	Oil Engines connected to Electric Motor and Sc. Shaft 4 S.C.SA NE24 18 Cy. 19½"–24" 669 NHP Ingersoll-Rand Co. N.Y.	31 " 3	R †
73675 146334	**Edwin T. Douglass** *Mchy. Aft* 1 *Dk*	1749 1594 1275					1923	Napier & Miller Glasgow	Upper Lakes & St. Lawrence Transportation Co. Ld. (G.C. Leitch, *Mgr.*)	253·5 F35' *W B*	43·2	17·9	S Cathrnes Ont. British	T.3Cy. 16", 27" & 44"–33" 111 NHP D. Rowan & Co. Glasgow		C
73676 166403 GJGC	**Edwy R. Brown** D.F. 1 *Dk, 2nd dk clear of cargo tanks* E.S.D. GyC. *Cruiser Stern* *Mchy. Aft* *Longitudinal framing* *Rudder electrically welded*	10455 9637 6068	✠100A1 Mfi 9,38 1,39 Sba Yka ✠LMC 7,38 *Carrying Petroleum in bulk*		*f* †	CL	1938 4mo	Cantieri Riuniti Dell' Adriatico Monfalcone *Lloyd's A & CP*	Oriental Tankers, Ld. *Cell D Bu E 89'175 t D*	190·2 506·6 (O.L.) *2107' B41' F35'* FK *D Tf 24'647 t F P T 196 t*	70·0	37·0	London British 16 *B H pt Asp* *A P T 169 t*	Oil Engines 2S.C.SA 8 Cy. 26¾"–43 5/16" 1003 NHP 2 DB ~~*600 lb*~~ *200 lb* Soc An "Fiat" S.G.M. Turin	37 " 0 s 7 "4½ 29 " 10½	
73677 218667 KINQ	**Eelbeck** *Fitted for oil fuel* Sub. Sig. 2 *Dks* *Longitudinal framing*	6318 5976 4726					1919	Skinner & Eddy Corp. Seattle, Wash	United States Maritime Commission	401·7 P48' F42'	54·8	32·5	Seattle Utd. States *W B*	T.3Cy. 24½", 41½" & 72"–48" 359 NHP Hooven, Owens, Rentschler Co. Hamilton, O.		R

Broken up

1 No. in Book / Official No. / Code Letters	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck — Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of R. of Trade Cert.
73678	**Eem**		1316	✝100A1	Rot	*o*	CL	1920	Verschure	N.V.Houtvaart	238·7	36·6	15·7	Rottrdam	T.3Cy.17½",29"&46"-36" (*s*)	18 " 0	
2301			1130	~~Liner 1,38~~ 8,38			~~1,38~~	8mo	&Co'sSchpsw	(Vinke&Co. *Mgrs*)				Dutch	180lb — 169NHP	s 2 " 2	
PDUZ	Wireless	*ss*Aims.No.3-4,33	738		LMC		3,39		& Machinfab.		P24'B56'F23' FK				2SB,*4cf*,GS86,HS3025	16 " 0	
		*ss*Rot.No.1-38		BS10,38	MS1,38				Amsterdam	*Cell*	*DB*194'394*t FPT*49				Verschure&Co.'sSchpsw.&		
		1 *Dk*(*Stl*)		9,38				*Lloyd's*	*A&CP*		*APT*63*t*				Machinfab.Amsterdam		
73679	**Eemland** (P) (*ex*Linden)		4188					1906	Flensburgr	N.V.tot Voortzet-	375·5	48·8	27·3	Amstrdam	T.3Cy.27¾",46¼"&76"-48"		G
			3928						Schiffs.Ges.	ting van den Kon-				Dutch	400NHP		
PDVL		3 *Dks*	2624						Flensburg	inklijken Hol-	P&B309'F46'				FlensburgerSchiffsb.Ges.		
										landschen Lloyd							
73680	**Eestimaa** (P)	**Steel&Iron**	462					1881	Lobnitz&	The Balitic Salvage	164·5	24·0	10·3	Tallinn	C.2Cy.24"&44"-30"		G
503	(*ex*Zasima,*ex*Limfjorden)		273						Co.	Association				Estonian	88NHP		
ESAB		1 *Dk*	275						Renfrew		P45'F41'			*WB*	Lobnitz&Co.Renfrew		
73681	**Eestirand** (*ex*Glenbeath-32,		4688					1910	A.McMil-	T.Liimann&others	376·5	52·2	25·5	Tallinn	T.3Cy.25",41"&68"-48"		C
842	*ex*HaroldDollar, D.F.	2 *Dks*	4123						lan&Son,Ld.		P36'B100'F39'			Estonian	320NHP		
ESCM	*ex*Strathardle)		2934						Dumbarton					*WB*	D.Rowan&Co.Glasgow		
73682	**Efes** (P)	**TwinSc**	600					1938	Atlas-	Izmir Liman	155·8	26·2	8·7	Izmir	Oil Engines 4S.C.SA		
		OilEng.							Werke A.G.	Isletmesi				Turkey	12Cy.11"-16⅝" 142NHP		
		CruiserStern 2 *Dks*	400						Bremen						FrKruppGermaniawftA.G.		
73683	**Effie Mærsk**		1308	✝100A1	Svb	*o*	OG	1925	Odense	A/S D/S Svend-	233·3	37·3	15·9	Aalborg	T.3Cy.16½",25⅝"&42½"-294	18 " 2	
		*ss*Svb.No.3-7,37	1086	~~7,37~~ 8,38	Clas Els		7,36	1mo	Staalskibsvft	borg(A.P.Möller,	244·2(O.L.)			Danish	185lb (*s*) 120NHP	s 1 " 9½	
OYCA		1 *Dk*(*Stl*)	772	12,38	C7/57				Odense	Copenhagen, *Mgr.*)	P12'B50'F26' FK				2SB(Spt),*4cf*,GS67,HS2028	16 " 6	
				BS8,38				*Lloyd's*	*A&CP*	*Cell*	*DB*196'407*t FPT*				A/S Smith,Mygind&		
											*APT*22*t*				Hüttemeier,Cpn.		
73684	**Effingham**		6421					1919	Skinner&	Lykes Bros. ~~Ripley~~	402·1	54·8	32·1	N.Orleans	T.3Cy.25⅞",42⅜"&72½"-48"		R
219207		*Fitted for oil fuel*	5872						Eddy Corp.	~~S.S.Co.Inc.~~	P48'F42'			Utd.States	364NHP		
KOLT	Sub.Sig.	2 *Dks*	4677						Seattle,Wash	Steamship Co.,Inc.				*WB*	Skinner&Eddy Corp.Sea.		
		Longitudinal framing															
73685	**Effna**		6461					1919	Skinner&	United States	402·6	54·8	32·1	Seattle	T.3Cy.25",42"&72"-48"		R
219235		*Fitted for oil fuel*	5872						Eddy Corp.	Maritime	P48'F42'			Utd.States	359NHP		
KOMT	Sub.Sig.	2 *Dks*	4702						Seattle,Wash	Commission				*WB*	Skinner&Eddy Corp.Sea.		
		Longitudinal framing															
73686	**Efford** (*ex*New Verdun-38,	K	339	✝100A1	Ply	*f*	~~3,37~~	1905	Dublin	~~R.C.L.Pfk.~~	145·0	24·1	10·4	London	C.2Cy.18"&38"-27" (*s*)	11 " 6	
107004	*ex*Dellside-36,	*ss*Goo.2ndNo.3-9,29	267	6,38~~,37~~	Rot		2,38	11mo	Dock Davit and	Dock Davit and				British	125lb 80RHP	s " 8	
MGVZ	*ex*Shellie-33)	~~*ss*Liv.No.1-38~~	130		LMC 3/38				Dockyard Co.	&Gravel Co.Ld.	Q51'B12'F24'				1SB,*2pf*,GS40,HS1474	11 " 6	
	Well deck Mchy.Aft	1 *Dk*(*Stl*)		~~BS4,37~~					Dublin	(A.E.Russell, *Mgr.*)	BK7½"				Ross&Duncan,Glasgow		
	*ss*Rot.No.2-38 *Cargo battens not fitted*							*Lloyd's*	*A&CP*		*DBf*13'22*t FPT*42*t*				*APT*2*t*		
73687	**Effra** (*ex*Broompark)		1446	✝100A1	Shl	*p*	CL	1910	Greenock&	South Metro-	243·8	37·2	16·3	London	T.3Cy.18",27½"&45"-33" (*r*)	17 " 5	
131844		*ss*Shl.2ndNo.3-7,34	1130	8,38 ~~8,38~~			~~2,38~~	9mo	Gr'ngemouth	politan Gas Co.				British	160lb 132NHP	" 1 " 6	
MDKF	*Well deck*	*ss*Shl.No.1-38	847		LMC 8/38		8,38		Dkyd. Co. Ld.		Q83'B60'F27' BK8½"				1SB,*3cf*,GS66,HS2227	16 " 8	
	Sub.Sig.	1 *Dk*(*Stl*)		~~BS5,35~~	~~LMC~~				Greenock	*WB*=*C*	*Cell DBa*61'*f*92'263*t*				Dunsmuir&Jackson Ld.Gls		
		Cargo battens not fitted						*Lloyd's*	*A&CP*								
73688	**Efisia Serra**	**WoodAuxSr**	354					1921	Cantiere	Soc.Anon.Italiana	138·5	29·1	13·5	Savona	Oil Engines 4S.C.SA		I
95	(*ex*Sailing Vessel)	*OilEng.*	308						Francesco	Importazione				Italian	6Cy.8⅛"-14⅜" 44NHP		
IMHP		1 *Dk*	208						Serra	Carboni e Navig.					*Emade&fitted*35		
									Cervo Ligure						Humboldt-Deutzmotoren,		
	(*See Sailing Ship Register*)														A.G.Köln-Deutz		
73689	**Efos** (*ex*Forestrow)		1245	✝100A1	Sld	*n*	CL	1924	Ardrossan	Tyne&Wear	230·0	35·6	13·7	Sundrland	T.3Cy.16",27"&44"-30" (*s*)	15 " 8	
147735		*ss*Sld.No.3-6,37	871	~~Liner~~ 6,~~37~~12,38			~~5,38~~	10mo	DD&SBCoLd.	Shipping Co.Ld.				British	180lb 97RHP	s 4 " 9	
MNBG	*Well deck*	1 *Dk*(*Stl*)	723	~~2,38~~	LMC6 37		12,38		Ardrossan		Q159 F26 FK			*Cem*	2SB,*6cf*,GS93,HS2744	14 " 11½	
	Mchy.Aft	*Cargo battens not fitted*						*Lloyd's*	*A&CP*	*Intermediate B Hin*	*DBf*152'407*t FPT*			3 *BHonly*	Plenty&Son,Ld.Newbury		
										Cell				54*t APT*44*t*			
73690	**Efploia** (*ex*Podmladak-36,		3862	✝100A1	Pir	*w*	CL	1911	Irvine's SB	G.C.Lemos	350·0	51·1	23·9	Chios	T.3Cy.25",40"&67"-45" (*s*)	26 " 3	
130	*ex*Doverton,	*ss*Spt.2ndNo.3-6,33	3593	6,38~~,38~~	Ant		1,38	11mo	&D.D.Co.Ld.					Greek	180lb 340NHP	s 4 " 5	
SVUL	*ex*Severnmede,	*ss*Pir.No.1-38	2433	BS12,38	LMC2 38				W Hartlepool		P31'B101'F34' FK			6 *BHCem*	2SB,*6cf*,GS112,HS5438	22 " 0	
	*ex*Glendene)	1 *Dk*(*Stl*)						*Lloyd's*	*A&CP*	*Cell DBa*113'*a*	*E*28'*f*156'808*t FPT*			85*t APT*117*t*	Richardsons,Westgarth&		
															Co.Ld.Hpl		
73691	**Efthalia Mari** (*ex*Amarna-35)		4195	✝100A1	Hul	*x*	~~CL~~	1919	N.of Irelnd	N.Maris	370·4	51·2	25·8	Andros	2 Steam Turbines DR	28 " 2	
237		*ss*Liv.No.3-8,31	3945	9,38~~,37~~	Ant		~~10,36~~	3mo	S.B.Co.Ld.					Greek	geared to 1 Sc. Shaft (*s*)	s4 " 4½	
SVII		*ss*Liv.No.1-35	2600	BS~~1,37~~	LMC10.		~~5,36~~		Londonderry		P32'B218'F34' FK			6 *BHCem*	160lb *100lb* FD 506NHP	24 " 0	
	D.F.	1 *Dk* ~~2 *Dks*~~(*Stl*)		6,38			3,39	*Lloyd's*	*A&CP*	*Cell DB*316'1048*t D*	*Ta*28'660*t FPT*107*t*			*APT*108*t*	3SB(2Spt)*9cf*,GS160,HS		
															6831		
															WestinghouseCoManchstr		
73692	**Eftychia** (*ex*Sheaf Mount,		5123	✝	Rot	*z*		1913	W.Doxford	A.Lauro	420·0	54·1	26·3	Naples	T.3Cy.27",44½"&75"-54"	29 " 0	
	*ex*Gifford)	*ss*Shl.No.3-9,26	4730	11,31				8mo	&Sons,Ld.					Italian	577NHP		
New "Guidonia,"	*see letter G.*	*ss*Rot.No.1-31	3207						Sunderland		FK			*Cem*	3SB,*9cf*,GS189,HS8530		
		1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)								*1 BH in fore*	*hold dispensed with*			6 *BH only*	W.Doxford&Sons,Ld.Sld.		
	(*STRANDED 7,32—REFLOATED—IN PORT DAMAGED*)									*Cell DBa*132'*u E&B*43'	*f*189'1179*t*			*f*189'1179*t*	*FPT*109*t APT*123*t*		
73693	**Egadi** (P)		861					1929	Soc Ital. Er-	"La Meridionale"	205·7	29·7	13·1	Trapani	C.4Cy.(2)12½⅜"&(2)27⅞"-		I
46			—						nesto Breda	Soc. Anon. di Nav.	P&B123'F24'			Italian	27⅝" 66NHP		
IBEK	Wireless	1 *Dk*	440						Mestre					*WB*	Soc Ital Ernsto Breda, Milan		
73694	**Egba**		4989	✝100A1	PNl	*z*	CL	1911	Harland&	Elder Dempster	405·9	54·3	23·5	Liverpool	T.3Cy.26",44"&74"-51" (*s*)	26 " 2	
136655			4326	*Shelter dk*			~~11,36~~	4mo	Wolff,Ld.	Lines,Ld.				British	205lb FD 574NHP	s 2 " 9½	
GQCM	*Ref.Mchy.*	*ss*Liv.No.3-8,26	3024	*with freeboard*			11,38		Glasgow		P31'B82'F48'			7 *BHCem*	3SB,*9cf*,GS186,HS8295	23 " 7	
		*ss*Brw No 2-34		9,37	BS11,38			*Lloyd's*	*A&CP*		*on Shelter dk* FK				Harland&Wolff,Ld.Gls.		
		2 *Dks*(*Stl*) & *Shelter dk*(*Stl*-ws)		~~12,38~~	~~LMC12 3~~					*WB*=	*Cell DBa*124'*u E28'*			*f*176'961*t FPT*116*t*			
73695	**Ege** (P) (*ex*Tabanan)		5275					1908	Kon. Maats	Denizbank-	400·5	49·2	27·4	Istanbul	*APT*65*t*		
			3866						de Schelde	Denizyollari	P81'B177'F78'			Turkish	T.3Cy.30",51"&88"-60"		
TCBC		3 *Dks*	3246						Flushing	Idaresi				*WB*	598NHP		
73696	**Egeo** (P) (*ex*Città di Bari-34)		3220					1927	Stabilmnto	"Adriatica" Soc.	~~332·0~~	44·8	21·3	Venice	Maats.de Schelde,Flushing		
300	D.F.	*OilEng.*	~~2151~~						Tecnico	Anon.di Nav.	P&B222'F55'			Italian	Oil Engines 2S.C.DA		I
IBEH		2 *Dks*	~~1882~~						Trieste		331'7]				5Cy.25⅝"-45⅞" 1103NHP		
			3311												NE38		
			2139												Soc.An."Fiat"S.G.M.Turin		
			1877														

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*
73697	**Egeria**		627					1898	Bremer Vulkan Vegesack	Dampfschiffahrts Ges.Neptun	171·2	27·2	16·4	**Bremen** German	T.3Cy.13⅞",21⅝"&34½"–23⅝" 58NHP	
DOMW		1 *Dk&Hur dk*	617 382											*WB*	Bremer Vulkan, Vegesack	
73698	**Egerö**		7590	✠100A1 Bkn			CL	1929	Swan, Hunter&Wigham Richardson, Ld Newcastle	Skjelbreds Rederi A/S (O.A.T. Skjelbred, *Mgr.*)	450·8	61·0	33·2	**Xlansand** Norwegian	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP	33 " 3
LDIQ		*Oil Eng.* ~~ss Fal No.2–38 ss Fal No.1–38~~	7099 4525	~~3.381.37~~ 11.38 Fal ✠LMC C38,38			11.38			*Cell D Bu E82' 258t DT f38'461t*	P106'B30'F56'			15 *B Hpt Cem* (10 *to U dk* 5 „ 2nd „)	2DB *120lb* W Ilsnd Slpwy. Co. Ld. Nwc.	s6 " 5½ 27 " 0
		Mchy. Aft 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing*		DBS3,38 3,38 *Carrying Petroleum in bulk*												
73699	**Egholm**		1317					1924	Frdrkshvn Skibs.&Flydk Fredrikshavn	Det Forenede Dampskibsselsk.	254·6	37·2	16·0	Copnhagn Danish	DR Geared Steam Turbine	
OYCE		2 *Dks*	1137 754											*WB*	A/S Atlas, Copenhagen	
73700	**Egil** Ⓟ (*ex* Samuel Gustaf Hermelin)	**Iron**	749					1876	Motala Co. Norrköping	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	174·4	25·5	14·4	**Stockholm** Swedish	2Cy.27¼"&49½"–29½" NB91 110NHP	
482 SDVI		1 *Dk&Awng dk*	419 542							H42*t*			21·6		Motala Co. Motala	
73701	**Egitto** Ⓟ		3220					1927	Stabil. Tecnico Trieste	"Adriatica" Soc. Anon. di Nav.	331·9	44·8	21·3	**Venice** Italian	Oil Engines 4S.C.SA 6Cy.29½"–47½" 493NHP	I
307 IBCK		*Oil Eng.* 2 *Dks*	— 1882								P&B222'F55'			*WB*	Stabilimento Tecnico, Tri.	
73702	**Eglantier** Ⓟ (*ex* War Beetle)		5355	✠100A1 Ant		*y*	CL	1918	Workman, Clark&Co.Ld Belfast	Cie Maritime Belge (Lloyd Royal) Soc. Anon. (Agence Maritime Internationale, *Mgrs.*)	400·4	52·3	28·4	**Antwerp** Belgian	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP	31 " 0
OOGA		*ss* Ant. No.3–5,31 *ss* Ant. No.1–35	4737 3270	9,38 ~~9.37~~ ✠LMC MS1,36 BS~~7.37~~ 7,38			~~9.37~~ N9,38				P49'B113'F39'			7 *B Hpt Cem*	3SB, *9cf*, GS190, HS7663 FD Wrkman, Clark&Co.Ld Bel	s5 " 11½ 25 " 2½
Now "Sreca," *see No. 90042 in Supplement*		D.F. 2 *Dks (Stl)*								*Lloyd's SA&CP*	FK					
73703	**Eglantine**		6312					1919	Skinner& Eddy Corp. Seattle, Wash	Lykes Bros ~~Ripley S.S.Co. Inc.~~ Steamship Co., Inc.	402·6	54·8	32·1	**N. Orleans** Utd. States	T.3Cy.25",42½"&72"–48" 359NHP	R
219278		*Fitted for oil fuel*	—								P48'F42'			*WB*	Hooven, Owens&Rentschler, Hamilton, O.	
KOPT	Sub.Sig.	2 *Dks* *Longitudinal framing*	4656													
73704	**Egle** (*ex* Ligure–37, *ex* Iris)		1143					1893	Rijkee& Co. Katendrecht	Dott. Ing. Cav. Mario Zoboli	238·9	32·1	15·6	**Genoa** Italian	T.3Cy.17½",28"&45"–36" 121NHP	I
1352 IPJO		2 *Dks*	958 711								H55'F27'			*WB*	Maats "De Maas." Rot.	
73705	**Egon** (*ex* Skulda)		*531*					1899	Stavanger Stöberi&Dok Stavanger	Rederi A/B Egon (S.M.Stjerna)	151·2	25·8	13·5	**Malmö** Swedish	T.3Cy.13½",22"&34"–27" 60NHP	V
3555 SDVK		1 *Dk*	*376* *291*								Q44'B46'H30*t*F20'			*WB*	Laxevaags Msk&Jrns. Bgn	
73706	**Egori**		4998	✠100A1 Lon		*z*	CL	1914	Harland& Wolff, Ld. Glasgow	~~Elder Dempster Lines, Ld.~~	405·6	54·3	23·5	**Liverpool** British	T.3Cy.26",44"&74"–51" (*s*) 205lb 574NHP	26 " 2
135588 GQCT	*Ref. Mchy.*	*ss* Liv. No.3–9,26 *ss* Cff. No.2–35	4329 3023	*Shelter dk with freeboard* Cff 6,38 ~~6.37~~ BS~~1.38~~ 1,39 ✠LMC 1,35			N9,37			G.E. Marden (Wheelock&Co. Ld *Mgrs.*)	32·7 P31'B82'F48'			7 *B H Cem*	3SB, *9cf*, GS186, HS8295 FD Harland& Wolff, Ld. Gls.	s2 " 9½ 23 " 7
	D.F.	2 *Dks (Stl) & Shelter dk (Stl–ws)*						*Lloyd's SA&CP*			*on Shelter dk* FK *WB = Cell D Ba 124' u E 28' f 176'*				*961t F PT 116t A PT 65t*	
73707	**Egra** Ⓟ	**Twin Sc**	5108	✠100A1 Cal		*z*	CL	1911	Workman, Clark&Co.Ld Belfast	British India Stm. Nav. Co. Ld.	410·0	52·8	24·7	**Glasgow** British	T.6Cy.24½",41"&69"–48" (*s*) 200lb *100lb* FD 1062NHP	27 " 3
129570 GCSF	D.F.	*ss* Cal. 2nd No 3–7,36 2 *Dks (U Stl–ws) &* *Shade dk (Stl–teaks)*	3725 2345	*Shade dk* ~~1.39~~ 1,39 ✠LMC mS7,36 BS~~7.37~~ 9,38			~~1.00~~ 1,39	*Lloyd's WB =*	*SA&CP* *Cell D Ba 76' u*	*B on Shade dk 158'* FK *E&B 108' f 156' 732t*				7 *B H Cem* (5 *B H to U dk* 2 „ 2nd „)	2DB&2SB, *24cf*, GS890. HS16302 Wrkman, Clark&Co.Ld Bel	s4 " 4 23 " 4
73708	**Egremont**		6864					1919	Skinner& Eddy Corp. Seattle, Wash	United States Maritime Commission	410·1	54·2	35·1	**Seattle** Utd. States	T.3Cy.24½",41½"&72"–48" 359NHP	R
219307		*Fitted for oil fuel*	6613											*WB*	Hooven, Owens, Rentschler, Hamilton, O.	
KJIW	Sub.Sig.	2 *Dks (Stl) & Shelter dk*	5256													
73709	**Egret**		1391					1937	Burntisland S.B.Co.Ld. Burntisland	British&Continental Steamship Co. Ld.	264·0	40·0	15·7	**Liverpool** British	T.3Cy.17",28"&50"–33" 144NHP	C
164316 MMFC		1 *Dk & Shelter dk* *Cruiser Stern*	1100 583								F60'			*WB*	Rankin&Blackmore Ld Grk	
73710	**Egton**		4363	✠100A1 Sld		*y*	CL	1938	W. Pickersgill&Sons, Ld. Sunderland	Rowland&Marwood's S.S.Co. Ld. (Headlam&Son,	398·0	53·8	24·1	**Whitby** British	T.3Cy.21½",36½"&63"–42" 220lb ~~*shell*~~ (*s*) 403NHP	26 " 3
161025 MMRX	D.F.	1 *Dk* *Cruiser Stern*	3981 2536	~~3.361.38~~ 2,39 Npt Bry ✠LMC 4,38				*Lloyd's*	*SA&CP*	*Mgrs.) Cell D*	P33'B245'F42' FK *B336'942t F PT 132t*			6 *B H Cem* *A PT 221t*	2SB (Spt&FD) 1 Aux SB, *8cf*, GS144, HS6154 George Clark (1936) Ld. Sld.	s3 " 3½ 23 " 3
Should be "Eguchi Maru No. 6," see Nos. 90 in Supplement								1937	Kosaki Dock K.K. Kosaki	Eguchi Teiji	145·0	28·0	14·0	Shimonoseki Japanese	Oil Engines	
73711	**Egypte** (*ex* Mars)		499					1905	Eiderwerft Akt.Ges. Tönning	Cie Nationale Belge de Transp. Marit. (Armement Deppe, *Mgrs.*)	283·4	41·9	24·9	**Antwerp** Belgian	T.3Cy.20½",34½"&55½"–35½" 180NHP	V
4354 JMOL		1 *Dk*	— 274											*WB*	Eidrwrft Akt.Ges. Tönning	
OREA		1 *Dk & Shelter dk*	*2568* *2408* *1601*													
73712	**Egyptian**		2868					1920	W. Harkess &Son, Ld. Middlesbro'	Ellerman Lines, Ld (Ellerman&Papayanni Lines, Ld. *Mgrs.*)	316·3	44·1	23·3	**Liverpool** British	T.3Cy.20½",35½"&60"–42" Richardsons, 233NHP	C
143646 GDNY		*Cruiser Stern* 2 *Dks*	2700 1794								P72'B102'F73'			*WB*	Westgarth&Co. Ld. Mdb.	
73713	**Egyptian Prince**	ss Mdb. No.1–38	3490	✠100A1 Mdb		*x*	CL	1922	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Prince Line, Ld. (Furness, Withy& Co. Ld. *Mgrs.*)	363·3	52·2	22·0	**London** British	T.3Cy.26",43"&73"–48" (*s*) 180lb 538NHP	24 " 9
146667 GFXY		*ss.* Mch. No.3–10,34 1 *Dk (Stl) & Shelter dk (Stl)* *Cruiser Stern*	2911 1804	*Shelter dk with freeboard* Mdb ~~3.36.37~~ ✠MC 7,38 ~~7.37~~ 7,38			~~10.35~~ 7,38	5mo			F68' *on Shelter dk*			*Cem*	3SB, *9cf*, GS195, HS8151 FD Richardsons, Westgarth& Co. Ld. Mdb.	s2 " 3½ 22 " 8
				Fitted for oil fuel 12,22, F.P. above *Carrying oil fuel F.P. above*				*Lloyd's*	*SA&CP*	*Duct keel in Btr space & forward* *Cell D E*	*Collision* 150° F. 150° F.			*B H to Sh dk* 6 „ „ *U* „ 294' 1141*t D*	*Ta* 22'645*t F PT 56t A PT 46t*	
73714	**Egyptian Reefer** (*ex* Francine–37)		3159					1936	Odense Staalskibsvft ved A P Möller Odense	J. Lauritzen	345·6	48·7	24·4	**Esbjerg** Danish	Oil Engines 2S.C.SA 10Cy.19½"–35½" 673NHP	V
OZCH	D.F. *Ref. Mchy.* *Mchy. Aft*	*Oil Eng.* *Cruiser Stern*	2680 1819								F89'			*WB*	Akt. Burmeistr& Wain, Cpn	
73715	**Eha** (*ex* Bausen–37, *ex* Liberta–35, *ex* Fenja)	**Comp**	441					1906	O. A Brodin Gefle	J. Teng&others	145·8	27·0	9·6	**Tallinn** Estonian	C.2Cy.16"&31"–21" NE08 37NHP	
		1 *Dk*	312 298								H44*t* F11*t*				W. Lindbergs Aktieb. Skm.	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed. If in Class Register.
73716 DORF	**Ehrenfels**	*Oil Eng.* 1 *Dk* *Ref. Mchy.* D.F. E.S.D. 2 *Dks* Sub.Sig. *Cruiser Stern*	7752 7040 4763					1935	Deutsche Sch-u-Mschb. A.G. Weser Bremen	Deutsche Dampfs. Ges. "Hansa"	485·6 P64′	61·2 B207′	31·1 F66′	Bremen German *WB*	2 Oil Engines 2 S.C.DA each 6Cy. 20⅞″–29⅛″ SR geared to 1 Sc. Shaft 1830 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		G
73717 PDWG	**Eibergen**	1 *Dk* D.F.	4801 4520 ~~2969~~					1914	W. Pickersgill & Sons, Ld Sunderland	Zuid Hollandsche Scheepv Maats N.V.	385·0 P36′ B119′	52·1 F41′	27·2	Rotterdm Dutch *WB*	T. 3Cy. 25″, 40″ & 68″–48″ 320 NHP Richardsons, Westgarth & Co. Ld. Sld.		C
73718 LJYV	**Eidanger** E.S.D.	*Oil Eng.* 1 *Dk* *Mchy. Aft* ~~*Fitted for oil fuel*~~ *Longitudinal framing* *Cruiser Stern* *Carrying Petroleum in bulk*	~~9068~~ 9432 ~~8706~~ 5636					1938	Sir J. Laing & Sons, Ld. Sunderland	Westfal-Larsen & Co. A/S	~~[illegible]~~ 3 [illegible] 102′ F57′ 485′ 6″	68·4	36·2	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 7Cy. 28⅜″–49-⅜″ Wallsend Slipwy. & E. Co. Ld Wallsend		N
73719 DORY	**Eider** D.F. E.S.D.	*Oil Eng.* 1 *Dk* *Cruiser Stern*	3288 2622 1804					1937	Deutsche Sch-u-Mschb. A.G. Weser Bremen	Norddeutscher Lloyd	358·8 P30′ B313′ F22′	50·2	19·9	Bremen German *WB*	2 Oil Engines 2S.C.SA each 6Cy. 20½″–27-⅝″ SR geared to 1 Sc. Shaft 885 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		G
73720 Now "Docilli"	— (*ex* Stanhill-37, *ex* Eider-34)	*ss* No. 87751 *in Supplement*	1236 911 779	✠100A1 *pt Awng dk with freeboard* 5,36 MS6,33	Son	*n* CL 7,37 BS3,37		1900 10mo	Campbelltown S.B. Co Campbeltwn A&CP	Adriatico Tirreno Jonio Ligure (A.T. J.L.) Soc. Anon. di Nav. (A. Ravano, *Mgr.*)	230·5 Q79′	32·7 *pt Awng dk* 151′ FK *Cell D B a* 54′ *f* 94′	16·4	Genoa Italian *4 B H Cem* 205 *t A P T* 80 *t*	T. 3Cy. 18″, 27½″ & 45″–33″ 160 lb 120 NHP 1SB, *3pf*, GS65, HS1871 Hutson & Sons, Ld. Glasgow	17 ″ 4 s 7 ″ 2½ 17 ″ 3	
73721 LIVR	**Eidsvold** D.F.	*Oil Eng.* 1 *Dk & Shade dk* *Cruiser Stern*	4184 3302 2368					1934	Götaverken A/B Gothenburg	Skibs A/S Eidsiva (Sverre Ditlev-Simonsen & Co. *Mgrs.*)	382·3 P92 *t* H38	55·2 2 *t* F20 *t*	22·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy. 29⅛″–59-⅛″ 489 NHP Götaverken A/B, Got.		N
73722 DOFF	**Eifel** (*ex* Rheingold) Wireless 1 *Dk*		1429 1158 810					1924	F Schichau Elbing	Rabien & Stadtlander	237·4 Q76′ B108′	37·6 F32′	16·0	Bremen German *WB*	T 3Cy. 16½″, 26½″ & 41-⅜″–27-½″ 90 NHP F. Schichau, Elbing		G
73723 Now "Sarp,"	**Eika III** *see No. 90081 in Supplement*	1 *Dk*	1113 986 655					1916	Akers Mek. Værks. Oslo	Rederiaktieselsk. Kragerö (K. Sandaas, *Mgr.*)	226·2 P18′ B56′	36·4 F24′	15·7	Kragerö Norwegian *WB*	T. 3Cy. 17″, 29″ & 47″–38″ 127 NHP Akers Mek. Værks. Oslo		N
73723* LDOD	**Eikhaug** (*ex* Brio)	1 *Dk & Spar dk*	1436 1349 842					1903	Nylands Værksted Oslo	Eikhaugs Rederi A/S (Knut Knutsen. O.A.S. *Mgrs.*)	231·6 H78 *t*	35·1	20·4	Haugesnd Norwegian *WB*	T. 3Cy. 16½″, 27″ & 44″–32″ 109 NHP Nylands Værksted, Oslo		N
73724 JSXL	**Eiko Maru** Ⓟ	*Cruiser Stern*	~~3058~~ 3020 1772					1937	Osaka Iron Works, Ld. Innoshima	Osaka Syosen Kaisha	~~300·0~~ 293	~~43·6~~ 9 [illegible]	24·4 3 [illegible]	Osaka Japanese	1 D Rgeared steam turbine Ishikawajima S.B. & E. Co. Ld. Tokyo		
73725 — 8788 JHUA	Ⓟ (*ex* Yeiko Maru-38)	1 *Dk & Spar dk* (*Stl*-teak s) & *deep framing*	1843 1585 1066	✠ 2,07	Yka	*y*		1903 9mo	Mitsu Bishi Dkyd & E Wks Nagasaki	Kinkai Yusen K.K.	262·0 P31′ B82′ F40′ FK *W B* = *Cell D B a* 59′ *u E* & *B* 54′ *f* 94′ 36½ *t F P T*	35·5 21·3	14·1 40 *t A P T* 26 *t*	Tokyo Japanese 5 *B H Cem*	T. 3Cy. 21-⅝″, 35″ & 58′–36′ 263 NHP 2SB, *4cf*, GS82, HS3690 Mitsu Bishi D. & E. Wks. Nag	23 ″ 10	
73726 DJQQ	**Eilbek** D.F.	1 *Dk* *Cruiser Stern* *Strengthened for Navigation in Ice*	2185 1666 1274	✠100A1 11,38 ~~11,37~~ ✠LMC5,36	Ant Rot	*s* CL		1936 5mo *Lloyd's*	Lübecker Maschb. Ges. Lübeck	Knöhr & Burchard Nfl.	281·8 P15 Q81′ B126′ F32′ FK *Cell D B* 244 *t* 573 *t F P T* 37 *t*	44·2	16·8	Hamburg German 4 *B H pt Cem pt Asp* *A P T* 61 *t*	C. 4Cy. (2) 16-⅛″ & (2) 35-⅞″–35-⅞″ 2141b (*s*) 221 NHP 2SB (Spt), *4cf*, GS72, HS3144 Rheinmetall-Borsig A.G. Berlin-Tegel	19 ″ 0	
73727 149396 MLZL	**Eildon** Sub.Sig. 1 *Dk* *Mchy. Aft.* E.S.D.	*Cruiser Stern* *Oil Eng.*	1447 1077 812					1936	Grngemth Dkyd. Co. Ld. Grngemouth	G. Gibson & Co., Ld.	250·0 Q140′ F25′	37·2	14·4	Grng emth British *W B*	Oil Engines 2S.C.SA 6Cy. 13⅜″–22-⅞″ 187 NHP British Auxiliaries, Ld., Gls.		C
73728 166434 MMSS	**Eileen-M.** *Mchy. Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern* *Carrying Petroleum in bulk*	323 225 134					1938	Scheepswrf Waterhuizen J. Pattje Waterhuizen	T. J. Metcalf	131·6 P46′ F15′	25·3	9·5	London British *W B*	Oil Engines 4S.C.SA 6Cy. 11″–17-½″ 70 NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz		
73729 DQOV	**Eilenau** (*ex* Garthorpe, *ex* Thomas Holt) Wireless 1 *Dk & Web frames & Shelter dk* *Longitudinal framing*		1404 1217 767					1910	W. Hamilton & Co. Ld. Pt. Glasgow	Bugsier-Reed und Bergungs A.G.	249·5 P18′ B32′ FK	38·0	16·1	Hamburg German *W B*	T. 3Cy. 18″, 30″ & 50″–33″ NDB 28 183 NHP D. Rowan & Co. Glasgow	18 ″ 3	G †
73730 132894 MFQK	**Eilian Hill** (*ex* Cardigan Coast-37) *ex* Patricia)	~~2 M s t s M s t~~ *ss* Dub. No. 3–5, 26 *ss* Bkn. No. 2–34 *Mchy. Aft* *Well deck* 1 *Dk* (*Stl*)	781 557 342	✠100A1 12,37 ~~BS1,37~~ 4,38 ✠LMC11,34	Liv	*k* CL 11,37		1913 10mo *Lloyd's*	Dublin Dkyd. Co. Ld. Dublin	W. Thomas & Sons *Cell*	192·7 Q115′ B9′ F29′ BK 7′ *D B f* 113′ 148 *t F P T*	30·6	12·5	Liverpool British *8 B H Cem* 52 *t A P T* 13 *t*	C. 2Cy. 21½″ & 46″–30″ (*s*) 135 lb *90 lb* 87 RHP 1SB, *3cf*, GS69, HS2370 Ross & Duncan, Glasgow	14 ″ 9 s 4 ″ 4½ 14 ″ 11½	
73731 LCIO	**Einar Jarl** D.F.	1 *Dk*	1858 1616 1091					1921	A/S Sörlandets Skibs. Fevig	Det Nordenfjeldske Dampskibsselskab	265·3 P81 *t* H94 *t*	42·1	17·9	Trndheim Norwegian *W B*	T. 3Cy. 21″, 33″ & 56″–36′ 188 NHP Fredrikstad M.V. Frdstad.		N
73732 LCWE	**Einvik** (*ex* Rendal-34, *ex* Femund, *ex* Cormount, *ex* War Taurus)	1 *Dk*	2000 1800 1161					1918	Polson Iron Works Co. Ld. Toronto	Skibs. A/S Einvik (Bjarne Tetlie)	250·9 P62 *t* H99 *t* F21 *t*	43·4	20·9	Trndheim Norwegian	T. 3Cy. 20½″, 33″ & 54″–36″ 175 NHP Polson I.W. Co. Ld. Toronto		N
73733 104 SVAO	**Eirini Kyriakides**	*ss* Pir. No. 3–12, 34 1 *Dk* (*Stl*)	3781 3488 2311	✠100A1 4,37 DB2,39 ~~1 BS4,37~~ 8	Rot	*n* CL ~~M1,37~~ 2,39 ✠LMC12,3 ~~BD 2,37~~		1922 5mo *Lloyd's*	R. Thompson & Sons, Ld. Sunderland	The heirs of the late N.G. Kyriakides *Cell D*	360·1 P33′ B217′ F36′ FK B306′ 92 7 *t F P T* 158 *t*	50·0	22·9	Andros Greek *6 B H Cem* *A P T* 158 *t*	T. 3Cy. 25″, 42″ & 68″–45′ (*r*) 180 lb NDB 28 *100 lb* 340 NHP 2SB, *8cf*, GS128, HS5276 N.E. Marine Eng. Co. Ld. Sld	25 ″ 5 s 8 ″ 1½ 22 ″ 6½	
73734 176 SVOS	**Eirini N. Rallia** (*ex* Redgate, *ex* Gordonia)	*ss* Nwc. 2nd No. 3–12, 32 *ss* Mch. No. 1–37 1 *Dk* (*pt I rnd pt Stl*) 2 *tr B & deep framing* 3 *Dk rule*	*3860* *3657* *2461*	✠100A1 ~~5,34~~ ~~1,37~~ 9,38 ~~MC4,37~~	Mch Rot	*w* CL 5,38		1908 1mo *Lloyd's*	J Readhead & Sons South Shields	N.D. Rallias *Cell D*	346·1 P30′ B96′ F33′ FK *Ba* 115′ *u E* 25′ *f* 148′	49·6	26·5	Andros Greek *6 B H Cem* 905 *t A P T* 65 *t*	T. 3Cy. 25′, 42′ & 68′–45′ (*r*) 180 lb NDB 28 *100 lb* 331 NHP 2SB, *6cf*, GS121, HS5026 J. Readhead & Sons, S. Shl.	27 ″ 11 s 5 ″ 0½ 23 ″ 2	
Now "Santiago,"		*see No. 90035 in Supplement*															

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel: Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné au Franc-bord après Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Registres où coté, si ce n'est dans le L. R. Dutch Cert. Bof Trade
73735	**Eisenach** (P)	(*ex*Alda-36)	4177 / 3784 / 2588					1921	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	360·7 / P44′	51·0 / B109′	26·0 / F45′	Bremen German *WB*	T.3Cy.22⅝″,36⅝″&61⅛″–47⅓″ 260NHP A.G."Vulcan,"Stettin		G
DOFT	Sub.Sig. D.F.	2*Dks*															
73736	**Eisyo Maru**	(*ex*YongShyang–38, *ex*Rinos–37, *ex*Raisdale–33, *ex*Drammensfjord, *ex*ChilternRange)	4383 / 4029 / 2738	✠100A1 Kob 7.38 10.38 ✠LMC3.38		*x*	CL 2.38	1911 / 12mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	KyodoKaiunK.K. *Cell DBa* 129′	~~2,824·0~~ / 379 / P31′ / *u*	~~140·0~~ / 7′18 / B94′ / *E&B*	~~24·1~~ / 7′29·0 / F36′ / *B42′f*	Tokyo Japanese FK	T.3Cy.25″,41″&69″–48″ (*s*) 180lb 372NHP *6 BH Cem* 2SB.9*cf*,GS150,HS5940 *APT* 12*t* Richardsons,Westgarth& Co.Ld.Sld.	29 ″ 0 / *s* 5 ″ 6⅜ / 23 ″ 8	
		2*Dks*(*Stl*) *Cargo battens not fitted*															
73737	**Ek**		995 / 707 / 578					1911	Akers Mek.Værks. Oslo	D/S A/S Ganger Rolf(Fred.Olsen& Co.*Mgr.*) *Cell DBa* 129′	220·0 / F12*t* / H70*t*	34·6 / B121*t* / *u E&B* 42′*f* 59′	13·7 / Q84*t* / 1108*t*	Oslo Norwegian *WB*	T.3Cy.16½″,27″&45″–33″ 116NHP AkersMek.Værks.Oslo		N
LCIP	Wireless	1*Dk*															
73738	**Ekaterini Coumantarou**	(*ex*Talabot–35)	~~7777~~ / ~~7870~~ / ~~5912~~ / 5933 / 5574 / 3704	✠100A1 Rot *Shelter dk* Bkn *with freeboard* 11,38 ✠LMC1.38 *Fitted for oil fuel* 1,17		*a*†	CL 12.37 *F.P. above*	1917 / 1mo	Union Iron WorksCo. Alameda,Cal. A&CP	Coumantaros Bros. (Th.&N.Coumantaros,Ld. *Mgrs.*) *Cell DB* 355′ 1297*t*	410·0 / *MT* 25′ 792*t*	56·2 / *DTa* 30′ 223*t*	29·5 / 37·8 / *FPT* 50*t*	Piræus Greek *7 BH*	T.3Cy.27″,47½″&78″–48″ (*s*) 220lb 600NHP 3SB(Spt),9*cf*,GS165, HS8265 FD UnionIronWorksCo.S.Fo. *APT* 200*t*	~~41 ″ 0~~ / ~~*s* 10 ″ 6½~~ / ~~30 ″ 0~~ / 32 ″ 0 / *s* 4 ″ 3½ / 27 ″ 11	
SVIA	D.F.	2*Dks*(*Stl*) *Shelter dk*(*Stl*) *& Web frames Longitudinal framing*															
73739	**Ekatontarchos Dracoulis**	(*ex*Conisclife–32, *ex*Dayton,*ex*Olympe, *ex*WarAnglian)	5329 / 4807 / 3238	✠100A1 Rot 3.38 ✠LMC3.38 *Carrying oil fuel F.P.*		*y*	CL 2.38 *above*	1918 / 11mo	Richardsn, Duck&Co Ld. Stockton *Lloyd's A&CP*	G.A.Dracoulis *Cell DB* 336′ 1058*t*	400·2 / P49 B113′ F40′ / *DTa* 28′ 1300*t*	52·4 / FK / *FPT* 32*t*	28·4 / 7 *BH* / *APT* 213*t*	Ithaca Greek *pt Cem* 3SB,9*cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP *pt Cem* 3SB,9*cf*,GS190,HS7668 FD 32*t APT* 213*t* Blair&Co.Ld.Stockton	31 ″ 0 / *s* 5 ″ 10½ / 25 ″ 5	
SVAS		1*Dk*(*Stl*)															
73740	**Eketian**		1005 / 739 / 506	✠ ... 11,37 ✠		Ham		1935 / 9mo	Howaldtswerke A.G. Hamburg	United Africa Co. Ltd. *Cell DBu* 22′	197·5 / Q53′ / 57*t*	34·7 / F22′ / *MT* 22′ 241*t*	11·3 / FK / *FPT* 97*t*	London British *5 BH Asp* *APT* 31*t*	Oil Engines 4S.C.SA 12Cy.11″–17⅛″ 70RHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 ″ 6	
164520		*Oil Eng.*															
MKKV	*Mchy.Aft*	1*Dk* *Rudder electrically welded*															
73741	**Ekma** P		5108 / 3724 / 2356	✠100A1 Cal *Shade dk* 3.39 ~~3.06~~ ✠LMC ~~S7.36~~ 7.38		*z*	CL ~~3.38~~ 3.38 3.39	1911 / 12mo	Workman, Clark&Co Ld. Belfast *Lloyd's A&CP*	BritishIndiaStm. Nav.Co.Ld. *WB*=*Cell DBa* 108′*f* 156′ 732*t*	410·0 / Bon *Shade dk* 158′ 76′*u E&B* / *FPT* 58*t*	52·6 / FK / *APT* 44*t*	24·7 / FK	Glasgow British *7 BH Cem* (5 *to U dk* 2 „ *2nd* „)	T.6Cy.24½″,41″&69″–48″ (*s*) 200lb *100lb* 1062NHP 2D&2SB,24*cf*,GS390, HS16302 FD Wrkman,Clark&Co.Ld Bel	27 ″ 3 / *s* 4 ″ 4 / 23 ″ 5	
GCSJ	D.F.	2*Dks*(*UStl*–ws) *& Shade dk*(*Stl*–teaks)															
73742	**Eknaren**		5243 / 4656 / 3112	✠100A1 Got *Shelter dk* *with freeboard* ~~3.38~~ 4.39 ✠LMC CS3.38 DBS ~~10.38~~ 10,38 ~~3.36~~ 3.38		*a*†	CL ~~3.38~~ 4.39	1922 / 9mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's A&CP*	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*) *Cell DB* 361′ 1299*t*	420·0 / 433·7(O.L.) / F41′ *on Shelter dk* / *FPT* 105*t*	54·0 / FK / *Collision* *APT* 127*t*	25·0 / *pt Cem* *BH to Sh dk* 6 „ „ *U* „	Gothenbrg Swedish	Oil Engines 2S.C.SA 4Cy.22⅛″&91⅛″ DB*100lb* 640NHP W.Doxford&Sons,Ld.Sld.	29 ″ 0 / *s* 3 ″ 7½ / 25 ″ 7½	
6858		*Oil Eng.*															
SGIA		*ss*Got.No.3–4,31 *ss*Got.No.1–38															
	D.F.	1*Dk*(*Stl*) *& Shelter dk*(*Stl*)															
73743	**El Aleto**		7203 / 6706 / 4249	✠100A1 Cft *b*† ~~5.35~~ ~~7.37~~ 3.39 Elec.H. ~~DBS 3.39~~ ✠LMC2 ~~5.36~~ ✠LMC(M)8.36 *Carrying Petroleum in*			CL ~~ol.35~~ P3.39 ~~sNo.36~~ sNo.38 *bulk*	1927 / 8mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	LobitosOilfieldsLd (C.T.Bowring&Co. Ld.*Mgrs.*) *Cell DB* 1*E* 25′ 182*t* *D*	440·8 / 454·9(O.L.) / P98′ / *Tf* 40′ 386*t*	57·5 / B32′ / *FPT* 128*t*	34·1 / F46′ / *APT* 131*t*	London British *18 B Hpt Cem* 7 to 2nd *dk*	Oil Engines 4S.C.SA 12Cy.24⅛″–51⅛″ 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 / *s* 6 ″ 7½ / 27 ″ 7	
73744	**El Almirante**		5216 / — / 4055					1917	NwprtNws S.B.&D.D.Co. Newprt News	SouthernPacific S.S.Lines *WB*	364·0	51·2	23·8	NewYork Utd.States	T.3Cy.24½″,41½″&72″–48″ 359NHP NewportNewsSB&DD.Co.		
215411		*Fitted for oil fuel*															
WICE		3*Dks*															
73745	**El Amin** (P)		746 / 496 / 384					1926	Bow,McLachlan&Co. Ld. Paisley	HalalShippingCo. Ltd.	191·1	32·9	10·8	London British *WB*	Oil Engines 2S.C.SA 5Cy.16½″–28⅜″ 237NHP AtlasDieselCo.Ld.Skm.		C
149736		*Oil Eng.*															
GMSC	Wireless	*Mchy.Aft* 1*Dk*&*Shelter dk*															
73746	**El Amira Fawzia**		1881 / 1541 / 888	...				1929	Swan,Hunter&Wigham Richardson, LdNewcastle	EgyptianGovernment(CoastGuard &Fisheries Service)	275·2	38·2	22·4	Alexndria Egyptian *WB*	T8Cy.(2)17″(2)28″&(4)32″–27″ 348NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 ″ 6	
10																	
SUAK		2*Dks* *Fitted for oil fuel*															
73747	**El Argentino**		9501 / 7548 / 6023	✠100A1 Lon *d*† 2.39 ~~2.37~~ ~~DBS~~ DBS12.38 ~~✠LMC~~ ✠LMC CS9.37 ~~DBS12.38~~ ~~✠Lloyd's~~ ✠LMC ~~3.38~~ ~~3.39~~ ~~12.38~~ ~~8.38~~			CL 3.37	1928 / 4mo	Fairfield Co.Ld. Glasgow *Lloyd's A&CP*	Furness,Withy& Co.Ld. ~~(Furness-Houlder Argentine Lines,Ld. *Mgrs.*)~~ *Cell DB* 369′ 167	431·3 / 453·2(O.L.) / B250′ / *2t Tanks in way of*	64·5 / F82′ / *Duct keel for*	35·4 / FK / *ard of machy space*	London British *8 BHpt Cem* *APT* 113*t*	Oil Engines 2S.C.SA 12Cy.28½″–39″ 1708NHP 3DB*125lb* FairfieldCo.Ld.Glasgow	38 ″ 2 / *s* 7 ″ 4½ / 31 ″ 0½	
160405		*Oil Eng*															
GNQD	*Ref. Mchy.*	*ss*Lon.No.2–38 3*Dks*(*Stl U*–ws) *4th dk*(*Stl*) *in hold*															
	D.F.	*Cruiser Stern*															
73748	**El-Biar** (P)		4678 / 3303 / 2464					1927	Forg.&Ch. de la Médit. LaSeyne	Cie.deNav.Mixte (Cie.Touache)	381·0 / P50′ / len35	49·4 / F55′	26·6 / *WB*	Marseilles French	T 3Cy.33½″,53⅛″&85″–45½″ &LPturbine 486NHP Forg.&Ch.de la Médit.Msl.		V
FNFP	D.F.	2*Dks*															
73749	**El Boeiro**	*For particulars see*	"Cabo Carvoeiro,"														
73750	**El Capitan**		5216 / — / 4055					1917	NwprtNws S.B.&D.D.Co. NewprtNews	SouthernPacific S.S.Lines *WB*	364·0	51·2	23·6	NewYork Utd.States	T.3Cy.24½″,41½″&72″–48″ 359NHP NewportNewsSB&DD.Co.		
215587		*Fitted for oil fuel*															
WICF		3*Dks*															
73751	—		2227 / 1963 / 1340					1919	Albina Eng &Mch.Works Portland,Or.	E.K.WoodLumber Co.	289·0	44·1	19·2	S.Frncisco Utd. States *WB*	T.3Cy.22″,36¾″&60″–42″ 256NHP AlbinaEng.&Mch.Works		R
218284	(*ex*Meriden)	*Fitted for oil fuel*									P26′	B148′	F32′				
KILP		1*Dk*															
73752	**El Caudal**		847 / 682 / 621					1921	Astilleros de Gijon Gijon	A.Lajusticia	201·7 / B43′	29·8 / F30′	13·9 / *WB*	Bilbao Spanish	T.3Cy.13″,21″&34″–26″ 59NHP A.SanjurjoBadia,Vigo		V
BELF		1*Dk*															
73753																	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when mill shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert.
73754	**El Cedro** (*ex* Couparle)		2512					1919	Gt. Lakes Eng. Works Ecorse, Mich.	J. Griffiths & Sons, Inc.	253·5	43·5	27·5	Seattle Utd. States	T. 3 Cy. 21", 34½" & 57"–42"		
217605		*Fitted for oil fuel*	—								P115' F25'				210 NHP		
WVOE	*Mchy. Aft*	1 *Dk*	1527							*WB*					Gt. Lakes Eng. Wks. Detroit		
73755	**El Ciervo** (*ex* Tricentrol)		5841	✠100A1 Fal	2	CL		1923	Armstrong Whitworth & Co. Ld Newcastle	Lobitos Oilfields, Ld (C.T. Bowring & Co. Ld. *Mgrs.*)	407·4	52·2	31·4	London British	T. 3 Cy. 27", 45" & 75"–48" (*r*)	31 " 6	
146706		*ss* Fal. No. 3–4, 36	5228	2,383 Cff		1,36		3 mo			420·0 (O.L.)			1801b 551 NHP	8 " 5 " 3¾		
GFKD		2 *Dks* (*Stl*) & *Web frames*	3542	BS 2,3 ✠LM C 4,36		1,39					P105' B37' F60' FK			15 *B Hpt Cem* (10 *to U dk* 5 " *2nd* ")	3SB, 9*cf*, GS 201, HS 8217 FD	26 " 5	
	Mchy. Aft	*Longitudinal framing*		*Carrying Petroleum in bulk*				*Lloyd's SA & CP*							Armstrong, Whitworth & Co. Ld. Nwc.		
	D.F. E.S.D.			*Fitted for oil fuel* 2,23				*above* 150° F.			*Cell D Bu B* 26'57'			*A P T* 30*t*			
73756	**El Condado**		3472					1920	W. Hamilton & Co. Ld. Pt. Glasgow	Cia. General de Naveg. (A. Navajas *Mgr.*)	330·2	48·7	24·0	Bilbao Spanish	T. 3 Cy. 23", 38" & 63"–45"		C
			—								P27' B98' F34'				266 NHP		
EAQE		1 *Dk*	2219							*WB*					Dunlop, Bremner & Co. Ld. Pt. Glasgow		
73757	**El Coston** (*ex* Bienville)		7286					1924	Todd D.D. & Const. Corp. Tacoma	Southern Pacific S.S. Lines	426·9	57·0	26·6	New York Utd. States	2 Steam Turbines DR geared to 1 Sc. Shaft		
224284		*Fitted for oil fuel*	—												De Laval Stm. Turb. Co. Trenton, N.J.		
WICH		3 *Dks*	4509														
		Longitudinal framing															
73758	**El Dia** (*ex* Roanoke, *ex* El Dia)		4504					1901	Nwprt News S.B. & D.D. Co. Newprt News	Southern Pacific S.S. Lines	391·7	48·3	26·0	New York Utd. States	T. 3 Cy. 32", 52" & 84"–54"		
136916		*Fitted for oil fuel*	—								33·8				518 NHP		
WICI		2 *Dks & Awng dk*	2798												Newport News SB & DD. Co.		
73759	**El Djem** (*ex* Teneriffa-38)		2575					1913	Schiffsw. v. Henry Koch Lübeck	P. G. Cottaropoulos & P. Canallas (P. G. Cottaropoulos. *Mgr.*)	290·6	41·2	24·3	Marseilles French	T 3 Cy. 22⅝", 36⅝" & 56 1/16"–35⅝"		V
Damaged by aircraft & beached 5,38			2383								P&B 107' F81'				190 NHP		
FNGT	*Mchy. Aft*	D.F. 1 *Dk*	1526							*WB*					Ottensener Maschf. Altona		
73760	**El Djezaïr** (P)	Twin Sc	5790					1934	Forg. & Ch. de la Médit SA La Seyne	Cie. de Nav. Mixte (Cie. Touache)	390·0	53·8	23·8	Marseilles French	6 Steam Turbines SR geared to 2 Sc. Shafts		V
	D.F. E.S.D.	*Fitted for oil fuel*	3221								P289' B on P221' F82'						
FNFV	*Ref. Mchy.*	*Cruiser Stern* 3 *Dks*	2407							*WB*					Forg. & Ch de la Médit. S.A.		
73761	**El Estero**		4219					1920	Downey S.B. Corp Staten Island	Southern Pacifi S.S. Lines	334·6	47·1	23·1	New York Utd. States	T. 3 Cy. 24½", 41½" & 72"–48"		
220829		*Fitted for oil fuel*	—												359 NHP		
WICJ		3 *Dks*	2557							*WB*					Downey S.B. Corp.		
73762	**El Grillo**	*ss* Nwc. No. 1–39	7264	✠100A1 Shl *bt*		CL		1922	Armstrong Whitworth & Co. Ld. Newcastle	Lobitos Oilfields, Ld. (C.T. Bowring & Co. Ld. *Mgrs.*)	440·5	57·5	34·0	London British	T. 3 Cy. 29", 48" & 81"–54" (*r*)	33 " 11	
146230		*ss* Shl. No. 3–1, 35	6702	4,39 Nwc		2,37		1 mo						1801b 678 NHP	8 " 6 " 8½		
GFRV		2 *Dks* (*Stl*) & *Web frames*	4267	✠LM C 4,39		N 4,39					P92' B32' F46' FK			18 *B Hpt Cem* (11 *to U dk* 7 " *2nd* ")	3SB 12*cf*, GS 246, HS 10065 FD	27 " 5	
	Mchy. Aft	*Longitudinal framing*		*Carrying Petroleum in bulk*				*Lloyd's SA & CP*							Armstrong, Whitworth & Co. Ld. Nwc.		
	D.F. E.S.D.			*Fitted for oil fuel* 1,22				*above* 150° F.	*Cell D Bu E* & *B* 32'90*t DT f* 45'439*t F P T* 125*t A P T* 38*t*								
73763	**El Hak** (P)		1022					1929	Hawthorn, Leslie & Co. Ld Newcastle	Hala Shipping Co. Ld.	231·6	35·2	11·1	London British	Oil Engines 2S.C.SA 6 Cy. 16, 26"–28⅝" 287 NHP Atlas Diesel Co. Ld. Skm.		C
161327		*Oil Eng.*	689							*WB*							
GJCL	*Mchy. Aft*	Wireless 1 *Dk* & *Shelter dk*	511														
73764	**El Hind** (P)		5000	100A1				1938	Lithgows Ltd. Port Glasgow	Scindia Steam Nav. Co. Ld.	400·0	52·0	28·0	Bombay British	T. 3 Cy. 24½", 41 & 70"–48"	30 " 6	
For full particulars see No. 87906 in Supplement				(*Class Contem plated*)							P36' B146' F32'					8 5 " 6½	
		Cruiser Stern														20 " 2	
															J.G. Kincaid & Co Ld. Grk.		
73765	**El Isleo**		4219					1920	Downey S.B. Corp. Staten Island. N.Y.	Southern Pacific S.S. Lines	334·6	47·1	23·1	New York Utd. States	T. 3 Cy. 24½", 41½" & 72"–48"		
220979		*Fitted for oil fuel*	—												359 NHP		
WICK		3 *Dks*	2557							*WB*					Downey S.B. Corp.		
73766	**El Kantara** (P)	Twin Sc	5079					1932	Swan, Hunter & Wigham Richardson, Ld Newcastle	Cie. de Nav. Mixte (Cie. Touache)	381·7	53·8	23·4	Marseilles French	6 Steam Turbines SR geared to 2 Sc. Shafts		V
		Fitted for oil fuel	3011												Parsons Marine Steam Turbine Co. Ld. Nwc.		
FNFT		3 *Dks*	2317							*WB*							
	E.S.D.	*Cruiser Stern*															
73767	**El Lago**		4219					1920	Downey S.B. Corp. Staten Island	Southern Pacific S.S. Lines	334·6	47·1	23·1	New York Utd. States	T. 3 Cy. 24½", 41½" & 72"–48"		
221014		*Fitted for oil fuel*	—												359 NHP		
WICL		3 *Dks*	2557							*WB*					Downey S.B. Corp.		
73768	**El Leon**		329					1926	Corcho Hijos Santander	Compania Arrendataria del Monopolio de Petroleos, S.A.	124·6	28·5	10·9	Barcelona Spanish	Oil Engines 4S.C.SA 3 Cy. 11"–17⅜" 35 NHP Gas Mfbk Deutz Köln Deutz		V
	Carrying Petroleum in bulk	*Oil Eng.*	255								F14'						
EELK		1 *Dk*	242														
73769	**El Libertador** (P)	Twin Sc	1713					1929	Internat'l S.B. & E Co. Ld. Danzig	Koninkl. Nederl. Stoomb. Maats. N.V.	240·6	40·2	12·3	Amstrdam Dutch	T. 6 Cy. 14⅜", 24" & 39⅜"–26⅜"		G
		Fitted for oil fuel	954								B122' F41'				160 NHP		
PDXD		*Cruiser Stern* 1 *Dk*	750							*WB*					International SB. & E. Co Ld		
73770	**El Madina** (P)	Twin Sc	3962	✠100A1 Bom		CL		1937	Barclay, Curle & Co. Ld Glasgow	Scindia Steam Nav. Co. Ld.	359·8	50·2	22·0	Bombay British	T 6 Cy. 20", 31½" & 53"–36" & LP turbines with DR gearing & hydraulic couplings	24 " 0	
159610			2660	2,38 11,38				11 mo			374·4 (O.L.)			6 *B H Cem*	2201b (*s*) 916 NHP	8 " 3 " 10½	
VWJL		2 *Dks*	1628								*Shade dk.* For FK			*Shade dk* 44'	4SB (Spt), 16*cf*, GS 320	20 " 6	
		Cruiser Stern						*Lloyd's SA & CP*							HS 13144 FD		
															Barclay, Curle & Co. Ld. Gls.		
								Cell D B	295 6090 *T Tn* 26'31	6*t D T f* 12'205*t F P T*	52*t A P T* 60*t*						
73771	**El Mansour** (P)	Twin Sc	5818					1933	Forg. & Ch. de la Médit SA La Seyne	Cie. de Nav. Mixte (Cie. Touache)	387·1	54·0	23·8	Marseilles French	6 Steam Turbines SR geared to 2 Sc. Shafts		V
	D.F.	*Fitted for oil fuel*	3225														
FNFU	E.S.D.	*Cruiser Stern* 3 *Dks*	2435							*WB*					Forg. & Ch. de la Médit. S.A.		
73772	**El Menzaleh** (*ex* Florentia. *ex* Theodoros-Sophios, *ex* Caille II.)		318					1917	Forg. & Ch. de la Médit. La Seyne	Soc. Misr. de Navigation Maritime	132·3	24·0	12·0	Suez Egyptian	C. 2 Cy. 18" & 36"–23½"		
		1 *Dk*	—												52 NHP		
SUCA			133												Forg. & Ch. de la Médit. Msl.		
73773	**El Mirlo**		8088	✠100A1 LAn *c*†		CL		1930	Blythsw'd S.B. Co Ld. Glasgow	Lobitos Oilfields, Ld. (C.T. Bowring & Co. Ld. *Mgrs.*)	459·7	60·0	34·5	London British	Oil Engines 4S.C.SA	34 " 4	
162487		*Oil Eng.*	4121	8,38 10,37 Bkn		N 9,38		9 mo							8Cy. 29½"–59 1/16" 652 NHP	8 " 6 " 10½	
GTPQ	D.F.	*ss* Bkn. No. 2–38 ~~*ss* Nwc. No. 1–34~~	4036	BS 10,36 ✠LM G 1,35		6,38					P94' B32' F42' FK			17 *B Hpt Cem* (12 *to U dk* 5 " *2nd* ")	2 DB *180lb*	27 " 9½	
	E.S.D	2 *Dks* (*Stl*) & *Web frames*	8092					*Lloyd's SA & CP*							J.G. Kincaid & Co. Ld. Grk.		
	Mchy. Aft	*Longitudinal framing*	7421	*Carrying Petroleum in bulk*				*Cell D Bu E* & *B* 33'	188*t D T f* 36'427*t F P T* 247*t A P T* 55*t*								
			4885	[illegible] S8, 35													

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Materiaux Dimensions &c. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant après Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Entières ou Cond. si non c'est dans le L. R. Durée Cert. Inoffensif.
73774	**El Montecillo**	3031					1920	Dunlop, Bremner&Co. Ltd Pt.Glasgw	Cia.General de Naveg.(A.Navajas *Mgr.*)	329·2 P27′	48·9 B98′	24·3 F34′	Bilbao Spanish	T.3Cy.23″,38″&63″–45″ 266NHP		C
EAQF	*Fitted for oil fuel* 1 *Dk*	2857 1918											*WB*	Dunlop, Bremner&Co.Ld.		
73775	**El Mundo**	6008					1910	NwprtNws S.B.&D.D.Co. Newprt News	SouthernPacific S.S.Lines	405·6	53·1	27·4	NewYork Utd.States	T.3Cy.34½″,57″&96″–60″ 714NHP		
207947 WICM	*Fitted for oil fuel* 3 *Dks*	— 3747											*WB*	NewportNewsSB&DD.Co.		
73776	**El Neptuno** (*ex*Chatton–34)	3569	✠ … 8,31	Bkn	*w*		1925	W.Dobson &Co. Newcastle	Cia.Anon. Maritima "Union" (M.Urruchua, *Mgr.*) *Cell D*	360·0 P30′ B225′ F33′	50·0 23·6 FK	26·0	Bilbao Spanish	T.3Cy.25″,41″&68″–45″ 370NHP	26 ″ 0	C †
EEJG	*ss*Nwc.No.1–30 1 *Dk*(*Stl*)	2135					10mo			*B*313′8	92*t*	*FPT*105*t*	*6 BH Cem APT*111*t*	3SB,9*cf*,GS165,HS6165 NEMarineEngCo.Ld.Nwc.		
73777	**El Nil** Ⓟ (*ex*Tjerimai–33, TwinSc	7769					1916	Reiherst'g Schiffsw. Hamburg	SociétéMisr deNavigation Maritime	426·3	55·9	27·4	Alexndria Egyptian	Q8Cy.22½″,33½″,49½″&71¾″–49⅝″ 720NHP		GV
58 SUBQ	*ex*Wadai,*ex*Marie,*ex*MarieWoermann) D.F. *Fitted for oil fuel* 2 *Dks*&*Shelter dk*	6470 4702												ReiherstiegMaschf.Ham.		
73778	**El Occidente**	6008					1910	NwprtNws S.B.&D.D.Co. Newport Nws	SouthernPacific S.S.Lines	405·6	53·1	27·4	NewYork Utd.States *WB*	T.3Cy.34½″,57″&96″–60″ 714NHP NewportNewsSB&DD.Co.		
208166 WICP	*Fitted for oil fuel* 3 *Dks*	— 3747														
73779	**El Oceano**	6767					1925	FederalS.B &D.D.Co Kearny,N.J.	SouthernPacific S.S.Lines	415·0	56·1	29·1	NewYork Utd.States	DR GearedSteamTurbines DeLavalSteam TurbineCo Trenton,N.J.		
224496 WICO	*Fitted for oil fuel*	4514 4172														
73780	**El Oriente**	6008					1910	NwprtNws S.B &D.D.Co. Newprt News	SouthernPacific S.S.Lines	405·6	53·1	27·4	NewYork Utd.States	T.3Cy.34½″,57″&96″–60″ 714NHP		
208080 WICQ	*Fitted for oil fuel* 3 *Dks*	— 3747											*WB*	NewportNewsSB&DD.Co.		
73781	**El Oso**	7267	✠100A1	Sws	*b*†	CL	1921	Armstrong Whitworth &Co.Ld. Newcastle	LobitosOilfields, Ld.(C.T.Bowring &Co.Ld. *Mgrs.*) *Cell D Bu E*	440·5 P92′ B32′ F46′	57·5 FK	34·0	London British	T.3Cy.29″,48″&81″–54 (*r*) 180lb 678NHP	33 ″ 11 s 6 ″ 8¼	
146105 GFRT	*ss*Fal.No.3–2,34 *Mchy.Aft* 2 *Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing*	6695 4267	7,38 7,37 BS7,37 ✠LMC2,34 7,38 7,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9, 21	Bkn		7,37 *F.P. d*	*Lloyd's* above 1	*SA&CP* 50° F.		*B*32′9	0*t*	*DT f*45′4	39*t*	*FPT*125*t*	*APT*38*t*	18 *BHpt Cem* (11 *to U dk* 7 „ 2*nd* „)	3SB,12*cf*,GS246,HS10065 FD Armstrong,Whitworth& Co.Ld.Nwc.	27 ″ 4½	
73782	**El-Petrolero**	617					1921	Downey S.B.Corp. StatenIsland, N.Y.	Pan-AmericanOil ExportCorporation	170·0 F28′	35·0	10·5	M.Video Uruguayan	T.3Cy.13″,22″&36″–24″ 87NHP		
221121	*Carrying Petroleum in bulk* *Mchy.Aft*	— 352												DowneyS.B.Corp.Staten Island,N.Y.		
73783	**El Rioplatense**	1178	✠100A1	BAs	*r*	CL	1934	Nakskov Skibs.A/S Nakskov	"LaRioplatense" Cia.deNavegacion yTransportes,S.A.	260·1 P64′ B28′ F25′	41·1	16·9	Bns.Aires Argentine	Oil Engines 4S.C.SA 6Cy.21⅝″–39⅜″ 271NHP	18 ″ 0	
LOHP	ss B.As No.1–38 *Oil Eng.* D.F. *Mchy.Aft* 1 *Dk* *Cruiser Stern*	— 604	10,38 LMC CS10,38 11,37 *Carrying Petroleum in bulk*			11,37	12mo *Lloyd's*			*Trunk*140′ *Cell D B*	FK		11 *BH*	Akt.Burmeistr&Wain,Cpn *inER4*′17*t F*		
73784	**El Saturno** (*ex*Guipuzcoa–35,	3450					1921	Burntislnd S.B.Co.Ld. Burntisland	Cia. AnonimaMa-ritimaUnion(M. Urruchua, *Mgr.*)	*E*57′ *f* 28′ 119*t* *DT* 331·9 P94*t*	48·7 B121*t*	25·1	*PT*26*t APT*41*t* Bilbao Spanish	T.3Cy.24″,40″&65″–42″ 274NHP		C
EAEZ	*ex*Bergsdalen) 1 *Dk*	3197 2002											*WB*	Cooper&Greig,Ld.Dundee		
73785	**El Segundo**	3664				…	1912	NewYork S.B.Co. Camden,N.J.	~~StandardOilCo.of California~~ PalboaTransport Corporation	321·7 P116′ B30′ F43′	46·2 FK	27·5	Panama Panamanian	T.3Cy.21″,36″&58″–42″ 318NHP	27 ″ 0	R †
210635 WCCL HPSN	*Fitted for oil fuel* *Mchy.Aft* 2 *Dks*&*Web frames* D.F. *Carrying Petroleum in bulk*	3168 2226											*WB*	NewYorkSB.Co.CamdnNJ		
73786	**El Valle**	4605					1901	NwprtNws S.B.&D.D.Co. NwportNews	SouthernPacific S.S.Lines	391·7	48·3	26·0 33·8	NewYork Utd.States	T.3Cy.32″,52″&84″–54″ NB12 518NHP NewportNewsSB&DD.Co.		
136882 WICS	*Fitted for oil fuel* 2 *Dks*&*Awng dk*	— 2896														
73787	**Eland** (*ex*Andilette, TwinSc	348					1918	Wed.J.de Yong Ruischerbrug	M.Vellinga	130·7	22·5	10·7	Groningen Dutch	Oil Engines 4S.C.SA 4Cy.11″–17¾″ NE27 47NHP Motorenfabr."Deutz" A.G.Köln-Deutz		G
PDWO	*ex*DiegoRusso, *Oil Eng.* *ex*Daraghiati i Tret, 1 *Dk* *ex*Quo Vadis)	260 188														
73788	**Elax**	7403	✠100A1	HKg		CL	1927	Nederl. Schps.Maats. Amsterdam	Anglo-Saxon PetroleumCo.Ld.	440·4 456·5 (O.L.) P99′ B34′ F58′	59·5 FK	32·7	London British	Oil Engines 4S.C.SA 6Cy.32¾″–59″ 602NHP 2 *DB180lb*	32 ″ 9 s 6 ″ 3¼ 26 ″ 8	
149919 GNJV	*Oil Eng.* Sub.Sig. *Mchy.Aft* *ss*Nwc.No.2–36 D.F. E.S.D. *Cruiser Stern* 1 *Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	6761 4277	12,38 12,37 BS12,37 ✠LMC7,36 12,36 *Carrying Petroleum in bulk*	Sng		3,37	10mo *Lloyd's*	*SA&CP*	*Cell D Bu E*	69′3 *DT f*	17*t*	32′2	84*t FPT* 161*t APT*	65*t*	Werkspoor,Amsterdam		
73789	**Elba**	4671					1907	American S.B.Co. Cleveland,O.	InterlakeS.S. Co.(Pickands, Mather&Co.*Mgrs*)	420·0	52·0	28·0	Wilmgton (Del.)	T.3Cy.22″,35″&58″–42″ 218NHP		R
204727 WNWN	*Mchy.Aft* GyC. 1 *Dk*	— 3365											*WB*	AmericanS.B.Co.Clevel'nd		
73790	—	1974	✠100A1	Bry	*r*	CL	1918	Greenock& Grngemouth Dkyd.Co.Ld Grngemouth	ClydesdaleShip-ownersCo.Ld. (Glen&Co.Ld. *Mgs*) *Cell D Ba*	280·0 290·4 (O.L.) P21′ B68′ F29′ 28′ *f* 124′ 52	41·9 FK 3*t*	18·9 *FPT*	Glasgow British	T.3Cy.21″,35″&57″–36″ (*r*) 180lb *100lb* 231NHP 2SB,6*cf*,GS112,HS3796	20 ″ 9 s 2 ″ 10½ 18 ″ 1	
142260 GQWM	(*ex*Glenpark–32) *ss*P.Gl.No.3–1,31 D.F. *ss*Lth.No.1–34 1 *Dk*(*Stl*)	1789 1194	1,39 3,38 DS7,37 LMC2,34 CS3,38 2,39	Npt		N3,37	7mo *Lloyd's*			0 *uE*			4 *BH Cem* 55*t APT*	46*t*	Dunsmuir&Jackson,LdGls		
73791	**Elbano Gasperi** Ⓟ	742					1928	Cant.Nav. OderoS.A. Genoa	Soc.Anon.Navi-gazioneToscana	194·4	28·3	19·5	Leghorn Italian	T.3Cy.16″,26½″&43″–30″ 101NHP		I
187 IMIT		704 442											*WB*	CantieriNavaliOderoS.A.		
73792	**Elbe** Ⓟ TwinSc	9179				…	1929	Deutsche Werke Kiel	Norddeutscher Lloyd	487·3 len34 B31′ F52′	60·6	39·6 FK	Bremen German	Oil Engines 2S.C.DA 14Cy.23⅝″–43⅝″ 2720NHP NE34		G †
DCHF	(*ex*WenatcheeStar–34, *Oil Eng.* *ex*SudExpreso) 2 *Dks* *Ref.Mchy.* *Cruiser Stern* D.F. E.S.D.	8630 5694					7mo						*WB*	Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
73793	— 4Mst	1197 992					1921	Werft. Nobiskrug G.m.b.H. Rendsburg	Bugsier,Reed.& BergungsA.G.	250·0 P&B194′	37·5 F27′	12·8	Hamburg German	T.3Cy.17 7/16″,28½″&45 5/16″–29½″ 110NHP		G
DHGB	*Mchy.Aft* 1 *Dk* Wireless Sub.Sig.	641											*WB*	OttensenerMaschf.Altona		
73794	**Elbert H. Gary**	6331					1905	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	557·8	56·0	26·5	D'luth,Min Utd.States	T.3Cy.24″,39″&65″–42″ NB36 274NHP		R
202014	*Mchy.Aft* GyC. 1 *Dk*	— 4988											*WB*	AmericanS.B.Co.Clevelnd		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any	3 Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned for Special Survey. Date of last Survey.	Date when tail shaft was last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of list of Trade cert.
73795 DHBK	**Elbing** (*ex*Arcadia-34) Wireless D.F. E.S.D.	1 *Dk*	1441 1152 747					1922	Deutsche Werft A.G. Hamburg	Kohlen-Import u. Poseidon Schiffahrt A.G.	234·5 | 36·8 | 17·9 P30'B54'F22'	Königsbrg German *WB*	C.4Cy.(2)13″&(2)27$\frac{9}{16}$″–27$\frac{9}{16}$″ NE35 67NHP F.SchichauG.m.b.HElbing		G
73796 DGXO	**Elbing I** (*ex*Fintel-33,*ex*Fritz Reichel,*ex*Elbing I)	1 *Dk*	466 400 251					1893	F.Schichau Elbing	A.Zedler	164·4 | 27·7 | 11·9 B38'F10'	Elbing German *WB*	T.3Cy.12$\frac{1}{2}$″,20$\frac{1}{2}$″&31$\frac{1}{2}$″–19$\frac{3}{8}$″ 44NHP F.Schichau,Elbing		G
73797 DGWF	**Elbing II** (*ex*Rhenania-35,*ex*Krusau, *ex*Rhenania)	1 *Dk*	826 716 480					1894	Flensburger Schiffsb.Ges. Flensburg	A.Zedler	205·5 | 33·9 | 12·9 Q18'B44'F21'	Elbing German *WB*	T.3Cy.14″,23″&37″–24″ NB24 69NHP FlensburgerSchiffsb.Ges.		G
73798 DAHN	**Elbing III**	1 *Dk*	315 253 186					1898	F.Schichau Elbing	A.Zedler	144·8 | 22·2 | 9·7 Q37'B30' len08	Elbing German *WB*	T.3Cy.10$\frac{3}{8}$″,16$\frac{1}{2}$″&24″–11$\frac{1}{2}$″ 20NHP F.Schichau,Elbing		G
73799 DAHO	**Elbing IV**	1 *Dk*	314 254 185					1899	F.Schichau Danzig	A.Zedler	144·8 | 22·4 | 9·7 Q34'B30' len07	Elbing German *WB*	T.3Cy.10$\frac{3}{8}$″,16$\frac{1}{2}$″&24″–11$\frac{1}{2}$″ 20NHP F.Schichau,Elbing		G
73800 DHSU	**Elbing VII** (*ex*Ottilie-36,*ex*Thalia)	1 *Dk*	465 458 286					1896	Act.Ges. "Weser" Bremen	A.Zedler	150·6 | 24·0 | 16·2 Q38'B80'F17'	Elbing German *WB*	C.2Cy.16$\frac{5}{16}$″&30$\frac{1}{16}$″–20$\frac{1}{2}$″ 36NHP A.G."Weser,"Bremen		G
73801 DCGF	**Elbing VIII** (*ex*Heinrich Grammerstorf-37,*ex*Elsa)	1 *Dk*	590 492 335					1911	Nüscke& Co.Act.Ges. Stettin	A.Zedler	186·1 | 30·2 | 11·1 Q43'B67'F20'	Elbing German *WB*	T3Cy.12$\frac{1}{2}$″,20$\frac{1}{2}$″&33$\frac{1}{2}$″–22$\frac{5}{16}$″ 53NHP OttensenerMaschb.Altona		G
73802 UOJS	**Elborus** Wireless	1 *Dk*	970 817 546					1898	Howaldts-werke Kiel	U.S.S.R.	220·7 | 35·0 | 12·7 Q18'B42'F30'	Odessa Russian *WB*	T.3Cy.17$\frac{3}{8}$″,27$\frac{5}{8}$″&43$\frac{3}{4}$″–25″ 94NHP Howaldtswerke,Kiel		
73803 EAED	**Elcano** (*ex*WarMaster) *ss*Bbo.No.3–12,30 *ss*Bcl.No.1–34 D.F.	1 *Dk*(*Stl*)	5199 4752 3099	✠100A1 Cdz 11,35 BS10,35 ✠LMC11,34 *Carrying oil fuel in bulk & F.P. above* 150° F. *Fitted for oil fuel* 7,18 *F.P. above* 150° F. NO LATER SURVEY REPORTED	*y*	CL 1,31	1918	Vickers,Ld 7mo Barrow A&CP	Cia.Arrendataria delMonopolio de PetroleosS.A.	400·0 | 52·4 | 28·5 P49'B113'F39' FK 12*BH* *Middle line Bulkhead* 345'1123*t* *FPT* 121*t* *Cell DB*	S.Sebast'n Spanish *APT* 180*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD Vickers,Ld.Barrow	31 ″ 0 s 5 ″ 11$\frac{1}{2}$ 25 ″ 3	
73804 — (P)	Wireless *Oil Eng.* *Dk* *Cruiser Stern*		~~1200~~ 140 91 1002	✠100A1 IIKg 12,38 ~~*Carrying Cont'em. plate*~~ ✠LMC12,38	*o*	CL	1938 12mo	Hong K'ng & Whampoa Dock Co.Ld. Hong Kong *Lloyd's SA&CP*	La Naviera Filipina Inc. *Cell DB*	218·8 | 38·6 | 13·5 228·0(O.L.) ~~B&H~~ F31 FK *Bridges* *Promenade dk* *Lay'd T* 700*t*	Cebu *I* Utd. States 1*BHCem*	Oil Engines 4S.C.SA 8Cy.16$\frac{1}{16}$″–23$\frac{5}{8}$″ 213NHP Humboldt-Deutzmotoren, A.G.Koln-Deutz	16 ″ 6 s 2 ″ 3$\frac{1}{4}$ 14 ″ 4$\frac{1}{2}$	
73805 KEVG	**Eldena** Sub.Sig.	*Fitted for oil fuel* 2 *Dks*(*Shelter dk*)	6900 6884 5321				1919	Skinner& Eddy Corpn. Seattle,Wash	United States Maritime Commission		409·6 | 54·2 | 27·1	Seattle Utd. States	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
73806 GVVZ	**Elderol** 140314 *ss*Ply.No.3–12,29 *ss*Gls No.2–30 ~~*ss*Lou.No.1–04~~ *Mchy.Aft* 1 *Dk*(*Stl*)*& Web frames* *Longitudinal framing*		1170 854 497	✠100A1 Pts ~~1,35~~ 2,37 Gls ~~1,35~~ ~~1,38~~ ~~1,39~~ 1,34 ✠LMC 1,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,17 *F.P. above* 150° F.	*n*	CL ~~11,35~~ 1,39	1917 6mo	Swan,Hunter& Wigham Richardson, Ld Newcastle *Lloyd's SA&CP*	The Admiralty *Cell DBuE& B* 39'62*t* *DT* 30'240*t* *FPT*	210·0 | 34·8 | 16·6 P44'F40' FK 12*BHptCem* 30*t* *APT* 28*t*	London British	T.3Cy.13$\frac{1}{2}$″,22″&36″–30″ (*s*) 180lb 135NHP 2SB,4*cf*,HS2316 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	16 ″ 6 s 1 ″ 6$\frac{1}{2}$ 15 ″ 0$\frac{5}{8}$	
73807 GSLT	**Eldonpark** 160324 *ss*Shl.No.2–37 D.F. 2 *Dks*(*Stl*)		5184 ~~4938~~ 3299	✠100A1 Shl ~~1,37~~ 1,39 ~~Cdz~~ Mob ✠LMC1,37 ~~Classed~~ BS4,39	*z*	CL ~~11,34~~ 1,38	1928 6mo	Scotts'S.B. &E.Co.Ld. Greenock *Lloyd's SA&CP* *Intermediate 'tw*	DenholmLine SteamersLd. (J.&J.Denholm, Ld. *Mgrs.*) *Cell DB* 356'1089*t* *DT a* *een dk BH in after*	407·3 | 53·3 | 28·5 420·5(O.L.) P36'B115'F43' FK 35'1021*t* *APT* 45*t* *hold dispensed with*	Greenock British *Cem* 5 *BHto U dk* 1 ″ ″ 2*nd* ″	T.3Cy.26″,43″&73″–48″ (*r*) 200lb 534NHP 3SB,9*cf*,GS165,HS7758 FD Scotts'S.B.&E.Co.Ld. Grk.	31 ″ 0 s 6 ″ 1$\frac{3}{4}$ 25 ″ 0$\frac{1}{2}$	
73808 KMOI	**Eldorado** 216615 *Mchy.Aft*	*Fitted for oil fuel* 2 *Dks*	2180 — 1289				1918	Lng Beach S.B.Co. Long Beach, Cal.	Western Transprt Co.Inc.(Swayne& Hoyt Ld. *Mgrs.*)	245·6 | 42·0 | 24·1	S.Frncisco Utd. States	T.3Cy.19″,35″&46″–26″ 108NHP *Emade*06*refitted*18 Watt&Hinds,New York		
73809 LCIR	**Eldrid**	1 *Dk*	1712 1513 998				1915	Nylands Værksted Oslo	D/S A/S Eldrid (Bachke&Co.)	265·1 | 40·2 | 18·6 P22'B65'F29'	Trondheim Norwegian *WB*	T.3Cy.19″,31″&51$\frac{1}{2}$″–33″ 152NHP NylandsVærksted,Oslo		N
73810 MMRF	**Eleanor Brooke** 166370 *Mchy.Aft* Wireless	1 *Dk* *Cargo battens not fitted* *Cruiser Stern*	1037 739 571	✠100A1 Sld 3,38 ✠LMC3,38	*m*	CL	1938 3mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's SA&CP*	Stephenson Clarke &Associated Companies,Ld. *Cell DBuE1*	211·3 | 34·2 | 13·4 220·5(O.L.) Q120'B11'F22' FK 6*f* 142'440*t* *FPT* 90*t*	London British 3*BHCem* *APT* 30*t*	T.3Cy.14$\frac{1}{2}$″,24″&41″–30″(*s*) 200lb *100lb* FD 1SB(Spt),3*cf*,GS48,HS2113 N.E.MarineEng.CoLd.Sld.	15 ″ 4 s 4 ″ 7$\frac{1}{2}$ 14 ″ 7	
73811 KVKL	**Eleanor Christenson** (*ex*Vinita) 219435 *Fitted for oil fuel* 2 *Dks*		5411 — 3286				1919	Long Beach S.B.Co. Long Beach, Cal.	Pan-Atlantic S.S. Corp.(Waterman S.S.Corp. *Mgrs.*)	410·5 | 54·3 | 27·2 P60'B114'F47'	S.Frncisco Utd. States *WB*	T.3Cy.24$\frac{5}{8}$″,41$\frac{1}{2}$″&72″–48″ 359NHP Llewellyn Iron Works, Los Angeles		R
Now "De Sota," see No. 87755 in Supplement															
73812 DOHA	**Electra** (*ex*Douro,*ex*Ella) Sub Sig. *Mchy.Aft*	1 *Dk*	654 — 349				1919	Werft Nobiskrug Rendsburg	Dampfsch.Ges. "Neptun"	175·6 | 30·7 | 12·5	Bremen German *WB*	T.3Cy.13$\frac{1}{4}$″,20$\frac{9}{16}$″&32$\frac{7}{16}$″–22″ Steen& Kauffman.Elmshorn		G
73813	**Elemka** Wood Aux Twin Sc 5 Mst Sr (*ex*CapNord–35) *Petrol Motor* *Mchy.Aft* SSBrs.24 1 *Dk*2*trB* (*See Sailing Ship Register*)		1471 1280 1178	✠ Cpn 2,29	*q*		1918 9mo	Wm.Lyall S.B.Co.Ld. N.Vancouver B.C.	Liga Morska i Kolonjalna	242·8 | 44·4 | 18·7 P28'F32'	Gdynia Polish	Petrol Motors 2S.C.SA 8Cy.15$\frac{3}{8}$″–17$\frac{3}{4}$″ 350NHP *Emade*19*fitted*29 DB18 ScandiaA.B.Lysekil		G †
Now "Andromeda," see No. 87069 in Supplement															
73814 PJAS	**Elena** 3855 *ss*Cco.No.2–37 *Mchy.Aft* 1 *Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	Twin Sc	2609 1728 1147	✠100A1 Cco ~~1,35~~ 1,37 4,39 BS4,39 ✠LMC3,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,28 *F.P.a*	*l*	CL ~~1,39~~ 1,39 sN3,37	1928 11mo	Howaldts-werke A.G. Kiel *Lloyd's SA&CP*	N.V.Curaçaosche Scheepvaart Maats.	305·5 | 50·3 | 15·1 P87'*Trunk* 189'F29' FK 9*BHptCem* 135*t* *APT* 80*t*	Willmstad Dutch	T.6Cy.12$\frac{3}{16}$″,20$\frac{1}{4}$″&34$\frac{7}{16}$″–24$\frac{7}{16}$″ 180lb (*s*) 238NHP 2SB,4*cf*,GS ,HS4168 FD Howaldtswerke,A.G.Kiel	15 ″ 0 s 1 ″ 6$\frac{1}{2}$ 13 ″ 7	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant exprimé Lettre d'Identification.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Explication des Lettres et Chiffres dans la Liste. Index des Ports.
73815	**Elena R.** (*ex*Munindies-37)	4576	✠100A1	Ams	*x*	CL	1917	Nwprt Nws	A.Roussos&Co.	370·0|53·2|27·0	Syra	T.3Cy24½"41½"&72"-48"(*s*)	30 " 0	
297 529	*ss*Mob.No.3-2,30	4135	9,37			4,37	12mo	S.B.&D.D.Co.			Greek	190lb 471NHP	s6 " 0½	
SVVK	*ss*Ams.No.2-37	2845	✠LMC6.37					Newprt News		P27'B104'F22' FK	6*BHCem*	2SB,*8cf*,HS6564 FD	24 " 2½	
	2*Dks*(*Stl*)		*Fitted for oil fuel* 12,17			*F.P. above*		A&CF	*CellDB*	302'1033*t* *FPT* 138*t*	*APT*271*t*	Newport NewsSB.&DD.Co		
73816	**Elengo A. Kydoniefs**	*4129*	✠100A1	Gen	*x*	CL	1916	Irvine'sSB	P.A.Kydoniefs	380·0|51·4|23·7	Andros	T 3Cy.26",42"&70"-48"	26 " 3	
229	(*ex*Ravenshoe-34. *ss*Shl.No.3-3,29	*3887*	*Shelter dk*	Ant		3,38	12mo	&D.D.Co.Ld.			Greek	180lb (*s*) 405NHP	s2 " 6½	
SVML	*ex*Marnetown, *ss*Pir.No.2-37	*2564*	*withfreeboard*			9,38		W Hartlepool		FK	6*BHCem*	3SB,*9cf*,GS167,HS6733	23 " 11½	
	*ex*Kepwickhall) 1*Dk*(*Stl*)		9,38 ~~3,38~~				*Lloyd's*	*SA&CP*	*CellDB*	333' 964*t* *FPT* 104*t*	*APT*76*t*	Richardsons,Westgarth& Co.Ld.Hpl.		
	✠*Shelter dk*(*Stl*)		BS3,38 ✠LMC5,37											
73817	**Eleni** (*ex*Polamhall,*ex*RhodeIsland)	*5655*					1918	Napier& Miller,Ld. Glasgow	A.Th.Callinicos	420·7|54·2|29·0	Ithaca Greek	T.3Cy.26½",44"&73"-51" 381NHP		C
55		*5292*								P48'B129'F46'				
SVBL	2*Dks*	*3537*									*WB*	J.Brown&Co.Ld.Clydebnk		
73818	— Ⓟ	1426	✠	Oda	*q*		1903	Soc.Anon.	G.M.Embiricos	245·3|33·1|13·8	Piræus	T.3Cy.22$\frac{7}{16}$",35$\frac{1}{16}$"&57½"-43$\frac{7}{16}$" 300NHP	23 " 0	
507	(*ex*Tschernomore) *ss*Oda.No.2-11	1325	12.13				4mo	Jhn.Cockerill		19·9	Greek			
SZIY	1*Dk*(*Stl*)✠*Spar dk*✠*Web frames*	863						Hoboken		P49'B59'F44' FK	5*BHCem*	2SB,*6cf*,GS122,HS4576		
	Wireless *Fitted for oil fuel*								*CellDBa*67' *uE*✠*B*	98'*f*42'246*t*		SocAn.J.Cockerill,Seraing		
73819	— TwinSc	996					1921	Ch.&Atel. Aug.Normnd Havre	~~InterLevantS.S. Co.Ltd.~~	219·0|34·5|12·5	Famag'sta British	T6Cy.12$\frac{8}{16}$",19$\frac{7}{16}$"&31½"-16½" 80RHP		V
114947	(*ex*Quillebeuf-34,*ex*Verrier)	659									*WB*	Ch.&Atel.Aug.Normand		
VQSJ	*Mchy.Aft* 1*Dk*	597												
73820	**Eleni Kanellopoulou** TwinSc	464				...	1904	J.Meyer ZaltBommel	A.Canellopoulos &Co.	184·0|28·0| 9·0 FK	Piræus Greek	C.4Cy.11½"&22½"-16" 33NHP	9 " 6	
452	(*ex*Casanovas,*ex*Vania,	—										VauxhallI.W.Co.Ld.Lon.		
SZJB	*ex*Mina) 1*Dk*	242												
73821	**Eleni T.** (*ex*Plateau-32)	3039	✠ ...	Pir			1897	Russell& Co. Pt.Glasgow	Th.L.Teryazos	324·6|48·0|15·6 22·6	Piræus Greek	T.3Cy.25$\frac{7}{16}$",41"&66"-42" NDB13 294NHP	25 " 0	
143	*ss*Pir.2ndNo.3-10,24	2930	11,33				10mo			P22'B68'F32' FK	5*BHCem*	2SB,*6rf*,GS130,HS4600		
SVPE	*ss*Pir.No.1-28	1956							*CellDB*	*a*94'*u E*✠*B*40' *f*144'	335*t* *APT*41*t*	J.G.Kincaid&Co Greenock		
	1*Dk*(*Stl*)✠*Spar dk*(*Irn*)✠*deep framing*													
73822	**Eleonora Mærsk**	10694	✠100A1	Fal	*f*†	CL	1936	Deutsche Werft AG Bet	D/S A/S Svendborg	504·3|68·7|34·1	Copnhagn Danish	Oil Engines 2S.C.DA 7Cy.23⅜"-43$\frac{7}{16}$" 1356 NHP	36 " 4	
	Oil Eng.	9731	2,~~1,37~~1,39	Ven			12mo	Finkenwrder	og D/S A/Saf1912			2DB*180lb* DB(W.T.)*180lb*	s 7 " 5¾	
OZDH	D.F. 1*Dk*,*2nd dk in mchy. space*	6529	~~LBS4,38~~ ✠LMC12,36					Hamburg	(A.P.Möller,	P115'B29'F62' FK	17*BHpt Cem*	Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg	~~23 " 1~~ 23 " 2½	
	Mchy.Aft *Rudder electrically welded*		*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	Copenhagen,*Mgr.*)					
	Longitudinal framing at bottom &									*CellDBuE*43'67*t*	*DT f*32'679*t*	*FPT*254*t* *APT*106*t*		
	CruiserStern *at deck in centre tanks*													
73823	**Elephanta** Ⓟ TwinSc	5292	✠~~100A1~~	Cal	*z*	CL	1911	Barclay, Curle&Co.Ld. Glasgow	~~BritishIndiaStm. Nav.Co.Ltd.~~	400·4|52·5|25·5	Glasgow British	T.6Cy.23½",39½"&67"-48"(*s*) 215lb *100lb* 1086NHP	28 " 0	
Broken up		3717	*Shade dk*			4,37	5mo				7*BHCem*	2DB&2SB,*24cf*,GS419, FD	s 4 " 5½	
129562	*ss*Cal.2ndNo.3-4,35	2695	5,38~~4,38~~						B*onShade dk* 166'		(5 *to U dk*	HS16851	24 " 0½	
GCSK	~~D.F.~~ 2*Dks*(*U Stl-ws*)✠*Shade dk*		~~[illegible]~~				*Lloyd's*	*SA&CP*	*uE* FK		2 ,, *2nd* ,,)	Barclay,Curle&Co.Ld.Gls.		
	(*Stl* teaks)		~~5,38~~						*WB* = *CellDBa*85' ✠*B* 100' *f* 151'748*t*	*FPT* 39*t* *APT* 31*t*				
73824	**Eleth** (*ex*Black Rock) Steel&Iron3Mst	368	✠100A1	Liv	*f*	CL	1891	R.William- son&Son Workington	W.Thomas&Sons	152·3|23·6| 8·7	Liverpool British	C.2Cy.18"&36"-24" (*s*) 100lb 71RHP	11 " 3	
99324	*ss*Aml.3rdNo.3-10,27	270	10,37			~~7,35~~	10mo						s 2 " 9	
MKXM	*ss*Aml.No.2-35	140	NB1			2,38				Q84'B10'F20' BK7"	3*BHCem*	1SB,*2cf*,GS39,HS1400	11 " 3	
	Well deck *Mchy.Aft* 1*Dk*(*Irn*)		MS2,36 ✠LMC BS10,36								*DBf*80'100*t*	Dunsmuir&Jackson,Gls.		
	Stl plating✠*Irn framing*													
73825	**Elettra** (*ex*Sonderburg, TwinSc	493					1920	Kalund- borgSkibsv. Kalundborg	FelixFresone	146·6|30·1|10·9	Bns.Aires Argentine	Oil Engines 4S.C.SA 8Cy.12.$\frac{3}{16}$"-12" 117NHP		
	*ex*Agdestein) *Oil Eng.*	—								P56*t*F13*t*	*WB*	Frederikshvn.Jerns.&Msk.		
	Mchy.Aft 1*Dk*	395												
73826	**Elfriede Charlotte Becker** 3Mst	750					1921	NV Schps. v/hA.Baars &Zonen Sliedrecht	Johs.Thode	186·6|28·2|12·3	Altona German	T.3Cy.15",25"&40"-24" 78NH		G
	(*ex*Charlotte,*ex*Leckwith,	551								Q109'B11'F21'				
DGRP	*ex*MariaPeulen) 1*Dk*	386									*WB*	N.V.Mchfbk.deBiesbosch Dordrecht		
	Mchy.Aft													
73827	**Elg**	4014					1930	Götaver- kenA/B Gothenburg	Dampskibsslsk. "Björn"(Thorvald Hansen,*Mgr.*)	357·4|51·2|23·7	Oslo Norwegian	Oil Engines 4S.C.SA 6Cy.24⅛"-51$\frac{3}{16}$" 354NHP		N
	Oil Eng.	3587								P77*t*H207*t*F29*t*	*WB*	GotaverkenA/B,Got.		
LCKU	*CruiserStern* 1*Dk*	2350												
73828	**Elgin** (*ex*Glengeldie)	1906					1923	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	CanadaSteamship Lines,Ld.	252·0|42·5|18·0	Montreal British	T.3Cy16",26½"&44"-33" 111NHP		C
145518		1577								Q100'F36'				
CYLB	*Mchy.Aft* 1*Dk*	1123									*WB*	Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
73829	**Elgö** (*ex*Bolheim,*ex*Elsa)	*1888*	✠100A1	Got	*r*	OG	1918	Lindhol- mens V.A. Gothenburg	RederiA/B Rex (K.M.Källström, *Mgr.*) A&CP	262·0|42·7|18·1 276·5 (O.L.)	Stockholm Swedish	T.3Cy.20½",33"&55"-36" (*s*) 185lb 210NHP	20 " 6	
6031	*ss*Hbg.No.3-1,39 ~~ex Got.No.2-5,37~~	*1631*	1,39~~3,38~~	Hbg		~~3,38~~	10mo						s 2 " 8¼	
SJDA	~~*ss*Lkr.No.2-35~~	*1058*	~~BS~~ ✠LMC~~S~~			L,39				P24'B64'F28 FK	4*BHCem*	2SB,*6cf*,GS102,HS3370	18 " 0	
	1*Dk*(*Stl*)		7,38 MS1,39							*CellDB*224'471*t*	*APT*41*t*	LindholmensV.A.Got.		
	Cargo battens not fitted													
73830	**Eli**	4332					1931	Eriksbergs M.V.Aktieb. Gothenburg	JörgensensRederi A/S(J.C.Jörgen- sen,*Mgr.*)	380·8|54·2|24·5	Grimstad Norwegian	Oil Engines 4S.C.SA 8Cy.24⅛"-51$\frac{3}{16}$" 474NHP		N
	Oil Eng	3935								P101*t*H265*t*F30*t*	*WB*	EriksbergM.V.Aktieb.Got		
LCGO	2*Dks*	2629												
73831	**Eli Knudsen** TwinSc	9026	✠100A1	Ams	*d*†	CL	1925	Blythsw'd S.B.Co.Ld. Glasgow	D/S A/S Jeanette Skinner (Knut Knutsen,O.A.S. *Mgr.*)	470·0|62·2|35·3	Haugesnd Norwegian	Oil Engines 4S.C.SA 12Cy.24⅛"-51$\frac{3}{16}$" 709NHP	34 " 9	
	(*ex*O.A.Knudsen-37) *Oil Eng.*	8269	7,38~~3,38~~	Got	7,38	7,38	11mo						s 8 " 6	
LCUP	*ss*Got.No.3-7,38 ~~ex Got.No.3-34~~	5191	~~[illegible]~~	LMC~~[illegible]~~						P94'B33'F40' FK	16*BHpt Cem*	2DB*150lb*	26 " 8¾	
	2*Dks*(*Stl*)		~~5,38~~	~~[illegible]~~			*Lloyd's*	*SA&CP*			(10 *to U dk*	J.G.Kincaird&Co.Ld.Grk.		
	Mchy.Aft *CruiserStern*		*Carrying Petroleum in bulk*						*CellDBuE*52'	187*t* *D T f*47' 624*t*	6 ,, *2nd* ,,)			
73832	**Elias** (*ex*Zetta, WoodAux3Mst	370					1918	N'vaScotia SB&Tr'nsptn Co.Ld. Liverp'l. N.S.	S.Kaltsos (G.H.Kokotos, *Mgr.*)	136·4|33·0|12·5	Piræus Greek	Oil Engines 2S.C.SA 4Cy.10½"-12½" 78NHP		
170	*ex*JamesG.Joy) *Oil Eng.*	333										Fairbanks-MorseCo.Ld. ThreeRivers,Mich		
SYRF	1*Dk*	148												
	(*See Sailing Ship Register*)													
73833	**Elias F. Wilcox** Wood	329					1923	R.Palmer& Son Noank,Conn.	H.W.Smith	139·1|24·0|11·6	NewYork Utd.States			
223087		—												
KJIZ	1*Dk*	164												

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Register'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / for Special Survey. Date of last Survey. / Port of Survey. / Years Assigned now expired. Equipment Letter	7a Date when tail shaft last seen.	8 9 Built. When / By Whom / Where	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NH=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If in L.R. Date of L.R. Register.
73834	**Elias G. Kulukundis**	5548	100A1		1938	Short Bros. Ltd. Sunderland	Atlantico S.S.Co. Ltd. (Kulukundis Shipping Co. S. A. *Mgrs.*)	420·5 | 60·6 | 26·4	Piræus Greek	T.3Cy.23½″,38″&66″–45″	28 ″ 9 s 3 ″ 0½ 25 ″ 11½	
For full particulars see No. 87902 in Supplement												
SVXI	D.F. E.S.D.	3234	*with freeboard*							N.E.Marine Eng Co Ltd. Nwc		
	Longitudinal framing at bottom & at decks		(*Class Contemplated*)									
	Cruiser Stern "Aveform"											
73835	**Elidir**	398	✠100A1 Bng	*g*	1903	Ailsa S.B. Co. Ltd. Ayr	W.W.Vivian & F.H.Mills (O.T. Williams, *Mgrs.*)	151·6 | 25·1 | 9·9 159·1 (O.L.)	Carnarvon British	T.3Cy.14½″,22½″&37″–27″ 170lb (r) 91RH	12 ″ 6 s 1·10	
118502	*ss* Bng.2nd No 3–5,28	300	8,38 ~~1,87~~	10,36 8,38	10mo			Q55′B13′F28′	3 *BH Cem*	1SB,3*cf*,GS50,HS1640	12 ″ 4	
MCFQ	*Well deck* *ss* Bng.No.2–36	152	✠LMC		*Lloyd's SA&CP*			BK7½′	1 *PT* 8t	Ross & Duncan, Glasgow		
	Mchy. Aft 1 *Dk* (*Iron*)		MS11,36 ~~BS~~ 4,				*WB*= *Cell DB* 77′99t *FPT* 43t					
73836	**Elie**	1873	✠100A1 Bry	*r*	1921	Antwerp Eng. Co. Ltd Hoboken	A/S Dampfskisk. Dania (Chr. Andresen, *Mgr.*)	279·0 | 40·2 | 18·2 289·4 (O.L.)	Esbjerg Danish	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 213NHP	20 ″ 7 s 3 ″ 0½	
	ss Cpn.No.1–38	1674	7,38 ~~7,87~~	OG ~~5,35~~ 6,38	4mo			P22′B60′F30′ FK	4 *BH Cem*	2SB,6*cf*,GS92,HS3632	17 ″ 9	
OXLB	*ss* Cpn.No.3–6,34	1112	~~MS8,37~~ ✠LM C6,34		*Lloyd's SA&CP*		*Cell DB* 238′ 555t *FPT* 46t *APT* 68t			N.E.Marine Eng.Co.Ld.Sld		
	1 *Dk* (*Stl*)		~~BS~~ 5,38									
73837	**Elima** (*ex* Ingeborg, *ex* Progress)	5264	—		1920	Schiffsw.v. H.Koch A.G. Lübeck	Cie. Fluviale et Marit. de l'Ouest Africain (L.Corblet & Cie, *Mgrs.*)	386·7 | 52·6 | 29·9 Q191′F45′	Havre French	T.3Cy.27½″,43½″&67″–47½″ Ottensener 309NH		V
		4851							*WB*			
FOYV	D.F. *2 Dks*	3941								Mch.G.m.b.H. Altona		
73838	**Elin**	596			1903	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges. Neptun	179·7 | 27·2 | 11·9 Q52′B43′F22′	Bremen German	T.3Cy.18″,20½″&33½″–21½″ 51NH		G
		463							*WB*			
DOMZ	1 *Dk 2 tr B*	848								A.G. "Weser," Bremen		
73839	— Wood Aux 3 Mast Sr	310			1919	N.A. Nielsen Thurö	Rederi A/S Elin (A.E.Sörensen)	120·5 | 28·2 | 13·7	Svendborg Danish	Oil Engines *Emade & fitted* 33		V
	(*ex* Fortuna–33, *ex* Else–33) *Oil Eng.*	296								A/S Völund, Cpn.		
OXDX	1 *Dk*	256										
	(*See Sailing Ship Register*)											
73840	**Elin K.**	5214	✠100A1 Lor	*a* †	1937	Bremer Vulkan Vegesack	A/S "Inger" (Jacob Kjode, A.S. *Mgrs.*)	434·5 | 55·8 | 25·2	Bergen Norwegian	Oil Engines 2S.C DA 5Cy.23½″–43½″ 972NH	27 ″ 10 s 2 ″ 10½	
	Oil Eng.	4542	*with freeboard* ~~Hull~~ Rou	CL ~~5,38~~	1mo			FK	7 *BH pt Cem pt Asp*		25 ″ 2	
LJHZ	D.F. E.S.D. 1 *Dk & Shelter dk*	3021	~~5,38~~ ~~3,37~~ ✠LMC1,37	5,39	*Lloyd's SA&CP*				(*Coll to Sh dk*	Bremer Vulkan, Vegesack		
	Cruiser Stern		~~5,39~~ ~~1,38~~ 6,39				*Cell DB* 348 1408t *MT* 20 783t	*FPT* 197t *APT* 65t	5 ,, 2nd ,,)			
	Carrying vegetable oil in deep											
73841	**Elios** (*ex* Hannington Court–36)	5202	✠ ... Ven	*y*	1912	J. Priestman & Co. Sunderland	A.Lauro	413·1 | 53·5 | 26·6 400·0	Naples Italian	T.3Cy.27″,44½″&74″–48″ 440NH	29 ″ 1	I
462	*ss* Rot.2nd No.3–1,37	4867	3,38		11mo			P47′B124′F38′ FD	6 *BH Cem*	3SB,9*cf*,GS192,HS7158		†
IBFO	D.F.	3189	✠				*Cell DB* a 130′ n E2	*FPT* 173′ 1039t *FPT* 120t	*APT* 218t	Blair & Co. Ld. Stockton		
	1 *Dk* (*Stl*) 2 *tr B*											
73842	**Elisabeth**	945			1920	F. Schichau Elbing	D/S A/S Progress (M.Nielsen & Son, *Mgrs.*)	224·3 | 33·6 | 13·5 P14′B59′F29′	Copnhagn Danish	T.3Cy.15″,24¾″&38¾″–25½″ 75NH		G
		833							*WB*	F. Schichau, Elbing		
OYCG	1 *Dk*	524										
73843	—	663			1920	Howaldts-Werke Kiel	R.J.Rühr (Aug. Bolten Wm. Millers Nachf. *Mgr.*)	176·8 | 29·4 | 13·4 P16′Q38′B46′F23′	Hamburg German	T.3Cy.14½″,23½″&33⅝″– 19½″ 65NH		G
	(*ex* Werra–35)	497							*WB*	Howaldtswerke, Kiel		
DHZS	1 *Dk*	363										
73844	**Elisabeth Bakke**	5450	✠100A1 Cff	*b* †	1937	Götaverken A/B Gothenburg	D/S A/S Jeanette Skinner (Knut Knutsen O.A.S. *Mgr.*)	435·9 | 58·8 | 26·0 453·2 (O.L.)	Haugesnd Norwegian	Oil Engines 2S.C.DA 6Cy.24½″–55½″ 1236NH	28 ″ 6 s 3 ″ 2	
	Oil Eng.	4729	*with freeboard* ~~Hull~~ Got	CL 9,38	3mo			FK	7 *BH*		25 ″ 6½	
LJJX	D.F. 1 *Dk & Shelter dk* 3rd *dk in*	3262	~~5,38~~ ~~3,37~~ ✠LMC3,37		*Lloyd's SA&CP*		*Cell DB* 306′ *DT* a 42′ 310t	1313t *DT* f 197′0t *FPT* 53t *APT* 150t	(*Coll to Shdk*	Gotaverken A/B, Got.		
	Ref. Mchy *Nos.1&3 holds*		Lloyd's RMC ~~3,37~~ ~~1,38~~ 4,38 ~~5,36~~						6 ,, 2nd ,,)			
	Cruiser Stern											
73845	**Elisabeth Hendrik Fisser**	5145	✠100A1 Ant	*y*	1924	R. Duncan & Co. Ld. Port Glasgow	Hendrik Fisser A.G. (Fisser & von Doornum, *Mgrs.*)	403·0 | 53·0 | 27·8 126·9 (O.L.)	Emden German	T.3Cy.25½″,42½″,70¼″–48″ 180lb (*s*) 410NH	30 ″ 0 s 5 ″ 8½	
	(*ex* Dunrobin–37)	4759	~~7,38~~ ~~2,38~~ 12,38 ~~Hull~~	CL ~~11,37~~ ~~7,38~~ 12,38	8mo			P38′B119′F43′ FK	*Cem*	3SB,9*cf*,GS181,HS6900	24 ″ 7	
DGLM	*ss* Bkn.No.3–3,37	3179	~~BS7,37~~ ✠LMC5,36		*Lloyd's SA&CP*		*Intermediate tween dk B Hin after* *Cell DB* 348	*hold dispensed with* 1143t *DT* n 30′ 860t *APT* 102t	5 *BH to U dk* 1 ,, ,,2nd ,,	D. Rowan & Co. Ld. Glasgow *only*		
	2 *Dks* (*Stl*)		7,38									
73846	**Elisabeth Lensen**	4212	✠100A1 Rot	*x*	1910	J.L.Thompson & Sons, Ld Sunderland	Elisabeth Lensen Navigation, Ld. (A.C.Lensen, *Mgr.*)	365·0 | 51·4 | 25·9	London British	T.3Cy.26″,42½″&70″–48″ (*s*) 180lb 396NH	28 ″ 4 s 3 ″ 0¾	
129079	(*ex* Monkswood–35 *ss* Rot.2nd No.3–9,36	3970	~~3,38~~ ~~1,37~~	CL ~~11,36~~	3mo			P23′B234′F31′ FK	6 *BH Cem*	3SB,9*cf*,GS162,HS6440	24 ″ 9	
GNFP	*ex* Maresfield)	2633	~~HS6,37~~ ✠LMC9,36	2,39	*Lloyd's SA&CP*		*Cell DB* a 125′ *u E & B* 43′ *f*	151′ 992t *FT*	4 *BH to U dk*	Richardsons, Westgarth & Co. Ld. Sld.		
	D.F. 1 *Dk* (*Stl*)		~~BS1,38~~ 3,39									
73847	**Elisabeth Mærsk**	1892	✠100A1 Ant	*r*	1925	F. Schichau Danzig	D/S A/S af 1912 (A.P.Møller, Copenhagen, *Mgr.*)	280·8 | 40·2 | 18·8 293·0 (O.L.)	Kalundbrg Danish	T.3Cy.~~20½″,39½″~~ 20½″,39½″,~~70½″~~ 53½″– 37⅞″ &L.P. Turbine with	21 ″ 4 s 2 ″ 9	
	ss Cpn.No.3–5,38 ~~Alig.No.3–40~~	1683	~~5,38~~ 2,37 1,38 ~~Cpn~~	CL ~~7,36~~	5mo			P27′B74′F32′ FK	4 *BH Cem*	reduction gear & chain drive	18 ″ 8¾	
OXLC	D.F. 1 *Dk* (*Stl*)	1116	✠LMC	4,38	*Lloyd's SA&CP*		*Cell DB* 240′ 541t *FPT*	38t *APT* 79t	200lb (*s*) 245NH			
			MS~~11,38~~ BS10,37 11,38						2SB(Spt),4*cf*,GS78,HS3014	F. Schichau, Elbing FD		
73848	**Elisabeth van Belgie**	4241	✠100A1 Ant	*y*	1909	Flensburgr Schiffsb. Ges. Flensburg	Cie. Royale Belgo-Argentine (Armement Deppe. *Mgrs.*)	387·0 | 51·0 | 25·2	Antwerp Belgian	T.3Cy.27¾″,46½″&76″–48″ 180lb (*s*) 473NH	27 ″ 9 s 3 ″ 3½	
	(*ex* Elisabeth von	3933	1,38	CL 1,38	1mo			P&B312′F50′ FK	7 *BH Asp*	3SB,9*cf*,GS147,HS6255 FD	24 ″ 8½	
OSBA	Belgien) 2 *Dks* (*Stl*) *& deep framing*	2607	✠LMC		*Lloyd's SA&CP*		*Cell DB* a 122′ *u E & B* 41′	175′ 1040t	*Coll to Sh dk*	Flensburger Schiffsb. Ges.		
	D.F. *lower dk in Nos.1 & 3 holds*		MS3,35 ~~BS1,38~~ 2,39									
73849	**Elisabethville** (P) Twin Sc	8351	✠100A1 Ant	*c* †	1921	Soc. Anon. Jhn. Cockerill Hoboken	Cie. Maritime Belge (Lloyd Royal) S.A. (Agence Maritime Internationale, *Mgrs.*)	439·1 | 57·0 | 34·1	Antwerp Belgian	Q.8Cy.23″,23″,47″&67″–48″ 215lb (*s*) 964NH	37 ″ 0 s 11 ″ 11	
	ss Ant.No.3–12,33	6427	*Shelter dk*	CL N1,38	11mo			P55′F89′ *on* FK	*Cem*	6SB(Spt),18*cf*,GS345, FD	25 ″ 7	
OPEA	*Ref. Mchy.* 2 *Dks* (*Stl–Uws*) &	4869	*with freeboard* BS6,38		*Lloyd's SA&CP*			*Shelter dk*	7 *BH to Sh dk*	HS14100		
	D.F. *Shelter dk* (*Stl–teak s*)		6,38 ~~3,37~~ 1,38							Soc. An. J Cockerill, Seraing		
	ss Ant.No.1–38		~~Bunker~~ LMC ~~—~~				*Cell DB* 377′ 1312t *of*	*tunnel* 78t *FPT* 90t	*APT* 45t			
			Lloyd's RMC ~~3,38~~ 2,39 ~~1,38~~				*Tanks at sides of*					
			Centre aft chamber for temp. [illegible]									
73850	**Elisavet** (*ex* Elisabeth)	3553	✠100A1 Rot	*w*	1922	N V Burgerhouts M.&S. Rotterdam	A.&C. Mazaraki	360·8 | 50·3 | 22·0 373·8 (O.L.)	Argostoli Greek	T.3Cy.25 9/16″,41 5/16″&66⅔″– 45½″ (*s*)	24 ″ 6 s 2 ″ 1½	
65	*ss* Pir.No.3–4,35	3263	*Shelter dk*	CL 3,36	9mo			FK	*Asp*	180lb 345NH	22 ″ 7	
SVDR	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	2159	*with freeboard*		CP			*Collision*	4 *BH to Sh dk*	3SB,9*cf*,GS150,HS5565		
			9,37 ✠LMC				*Cell DB* 808′ 978t	*FPT* 68t *APT* 77t	5 ,, ,, *U* ,,	N V Burgerhouts M.&S. Rot.		
			MS8,34 BS6,37									

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnages Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant après Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. Longueurs ou coté si en retrait dans le B. Durée Cert. H. of Trade. pds. ps.	15
73851	**Elise**		7910	✠100A1 Bat		CL		1931	Armstrong Whitworth &Co.(Shipbuilders)Ld Newcastle	BechsRederiA/S (AlexanderBech, *Mgr.*)	461·0|59·8|33·9 475·0(O.L.) P108'B29'F40' FK	Tvedstrnd Norwegian	Oil Engines 2S.C.SA 8Cy.23⅝"–41¼" 2DB*150lb* 776NHP Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	33 ″ 7 s 7 ″ 10 25 ″ 11½	
	Oil Eng.		7269	9,38 2,38			12,36	4mo				17*B Hpt Cem* (11 „ *to U dk* 6 „ 2nd „)			
LDRT	*ss* Fal. No. 1–35		4719	DBS 7,34 38											
	Mchy. Aft 2 *Dks*(*Stl*)*& Web frames*			*Carrying Petroleum in bulk*				*Lloyd's SA&CP*		*Cell D Bu E59'214t*	*DTf38'387t FPTs2*	16*APT179t*			
73852	— Ⓟ		2531	✠100A1 Bmn		CL		1929	CiaEuskal-duna de Const. Bilbao	"Hisma" Ltda. ~~Carranza&Bernhardt~~	336·1|15·5|17·7 FK	Bremen German	Oil Engines 2S.C.SA 4Cy.23⅝"–41¾" 388NHP	20 ″ 0 s 1 ″ 5½ 18 ″ 10½	
	Oil Eng.		2061	*with freeboard* Bbo			2,37	2mo				5*B HCem* (3 *to Sh dk* 2 „ 2nd „)			
DQPG	*ss* ~~Bbo. No. 2–38~~		1427	5,36 ~~2,37~~											
	1 *Dk*(*Stl*)*& Shelter dk*(*Stl*)			~~Carrying Petroleum in bulk~~				*Lloyd's SA&CP*		*Cell D B*	270'541t *APT13t*		Sulzer Bros. Winterthur		
	Restored to Spanish flag 3*rd dk in holds* as "AYALA MENDI" which see			~~5,36~~											
73853	— (*ex*Kamsa–36,*ex*Sara,		1986					1919	British American S.B.Co. Welland,Ont.	A.G.Pappadakis	250·5|43·1|22·4 P25'B68'F20' *WB*	Piræus Greek	T.3Cy.21″,33″&54″–40″ 184NHP Canadian Allis Chalmers, Ld. Toronto		V
865	*ex*Prairial,*ex*Shouragallus,		1741												
SVIZ	*ex*War Racoon) 1 *Dk*		1183												
73854	—		1716	✠100A1 Tln		CL		1889	Grngemth Dock yard Co. Grngemouth A&CP	A.Laane& F.Baltser	270·3|36·9|17·1 277·8(O.L.) P25'Q78'B114'F33' BK9½"	Pärnu Estonian	T.3Cy.19¾",31"&51"–36" 160lb 167NHP 2SB,*4cf*,GS68,HS2680 Hutson&Corbett,Glasgow	19 ″ 5 s 1 ″ 4½ 19 ″ 1½	
1007	(*ex*Industria–35, *ss*Hbg.4th No.3–4,30		1506	5,37			5,37	6mo							
ESRC	*ex*Nils,*ex*Winnie) *ss*Osc.No.1–35		994	~~Carrying Petroleum in bulk~~											
	Well deck 1 *Dk*(*Irn*)*& Web frames*			~~4,38~~				*Cell D B228'387t§*			*FPT74t APT45t*				
73855	**Elise Schulte** (*ex*Rounton Grange–31)		4613					1913	Nthmblnd S.B.Co.Ld. Newcastle	"Atlas" Reed.A.G.	384·1|52·2|27·0 P35'B119'F37'	Emden German	T.3Cy.25",40"&68"–48" Richardsons, 320NHP Westgarth&Co.Ld.Sld.		C
			4239									*WB*			
DGBE	1 *Dk*		2853												
73856	**Elisha Walker**		7007			...		1920	SunS.B. Co. Chester,Pa.	StandardOilCo. ofNewJersey	429·3|59·2|33·2 P133'B36'F40' FK	Wilmgton (Del.) Utd.States	T.3Cy.27",45½"&76"–51" 612NHP SunS.B.Co.Chester,Pa.	33 ″ 3	R †
220667	*Fitted for oil fuel*		6470									*WB*			
KDGQ	*Mchy. Aft* 2 *Dks& Web frames*		4346												
	D.F. GyC. *Longitudinal framing*														
	Carrying Petroleum in bulk														
73857	**Elizabete** (*ex*Kurzeme–34,*ex*Valka,		2039	✠100A1 Lie		CL		1917	American S.B.Co. Cleveland,O.	Mrs.E.Katkevics (A.Katkevics, *Mgr.*)	251·0|44·0|20·0 261·7(O.L.) P27'B64'F26' FK	Riga Latvian	T.3Cy.~~20~~ 26½",33"x54"–40" (*s*) 180lb 272NHP 2SB,*6cf*,GS126,HS5246 AmericanS.B.Co.Clevelnd	20 ″ 2 s 2 ″ 7½ 17 ″ 8½	
125	*ex*Kiowa) *ss*Rot.No.3–4,2~~		1678	~~7,34 4,36~~ 3,39			~~11,36~~	7mo							
YLBT	*ss*Rgt.No.2–38 ~~*ss*Lic.No.1–38~~		1265	~~12,39~~			1,38			*Cell D*	*B222'478t FPT67t*	*A&CP*			
	1 *Dk*(*Stl*)										*APT77t*				
73858	**Elizabeth** (*ex*Floridian–36,		4727			...		1918	Standard S.B.Corp. Shootersisld. N.Y.	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	377·0|52·0|26·8 P25'B106'F37' FK	New York Utd.States	T.3Cy.24",40"&70"–48" 340NHP StandardS.B.Corporation	29 ″ 0	R †
216220	*ex*Muscatine) *Fitted for oil fuel*		—									*WB*			
KJII	*Ref. Mchy.* 2 *Dks*		2993												
73859	— Ⓟ **Wood**		415					1903	W.F.Stone SanFrancisco	Hobbs,Wall&Co.	142·0|35·8| 9·9	S.Frncisco Utd.States	C.2Cy.12½"&27"–24" 30NHP FultonIronWorksS.Frsco.		
200554			—												
KJJA	*Mchy. Aft* 1 *Dk*		280												
73860	**Elizabeth Kellogg** (*ex*Darden)		5189			...		1920	TerryS.B. Corp. Savannah,Ga	KelloggS.S.Corp.	391·9|51·0|28·5 P99'B34'F44' FK	New York Utd.States	T.3Cy.24½",41½"&72"–48" 550NHP Hooven,Owens,Rentschler Co.Hamilton,O.	30 ″ 2	R †
219899	*Fitted for oil fuel*		4521									*WB*			
KUPK	*Mchy. Aft* 2 *Dks& Web frames*		3156												
	Sub.Sig. *Longitudinal framing*														
	Carrying Petroleum in bulk														
73861	**Elizabeth Lysaght**		1037	100A1				1938	S.P.Austin &Son,Ld. Sunderland	StephensonClarke &Associated Companies,Ld.	211·3|34·2|13·4 Q120'B11'F19'	London British	T.3Cy.14½",24"&41"–30"	15 ″ 4 s 4 ″ 7½ 14 ″ 7	
For full particulars see No. 87901 in Supplement			739												
	Mchy. Aft		572	(*Class Contemplated*)									N.E.MarineEng.Co.Ld.Sld		
	Cruiser Stern														
73862	**Elizabeth Moller** (*ex*Torbeath,		4353			...		1906	W.Hamilton&Co.Ld. PortGlasgow	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	369·8|52·2|17·5 P25'B92'F40' 25·5 FK	Shanghai British	T.3Cy.25",41"&68"–48" 367NHP D.Rowan&Co.Gls.	28 ″ 0	C †
121341	*ex*Strathfillan)		4063									*WB*			
GQKY	1 *Dk& Spar dk& deep framing*		2816												
73863	**Elizabeth River** (*ex*Lake Felden)		2592			...		1919	American S.B.Co. Lorain,O.	Philadelphia& NorfolkS.S.Co.Inc.	251·0|43·6|26·1 P25'B61'F23' FK	Wilmgton (Del.) Utd.States	T.3Cy.20",35"&59"–42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	R †
219183	*Fitted for oil fuel*		2243									*WB*			
KJJB	1 *Dk 2 tr B*		1613												
73864	**Elkhound** *ss*Hfx.No.1–39		729	✠100A1 Hfx	*j*	CL		1929	C.Hill& Sons,Ld. Bristol	IrvingSteamships Ld.	180·5|31·6|10·2 185·3(O.L.) P62'F18' *Trunk in well* 100' len34 FK	StJohnNB British	T.3Cy.14",23"&38"–24" (*s*) 180lb 83RHP 1SB,3*cf*,GS59,HS2040 Aitchison,Blair,Ld. Clydebank	11 ″ 0 s ″ 8½ 10 ″ 5½	
161282	*ss*Gmh.No.3–9,34		478	~~3,36~~ 3,38 3,39			~~5,38~~	10mo				10*B Hpt Cem* *pt Asp*			
	Mchy. Aft 1 *Dk*		301	~~MC 4,39~~			3,39	*Lloyd's SA&CP*		*DTf11'4*	*8t FPT46t APT40t*				
	Rudder electrically welded			~~NE&B~~											
				Carrying Petroleum in bulk											
				Fitted for oil fuel 9,34			*F.P. above* 150° *F.*								
73865	**Ella** (*ex*Norburn)		*2034*					1908	Craig,Taylor&Co.Ld. Stockton	RederiA/B Majviken(C.A.Berglund, *Mgr.*)	281·0|43·8|18·4 P26'B68'F29'	Gothenbrg Swedish	T.3Cy.22",35"&58"–39" *Emade91 refitted*08 210NHP Cen.Mar.Eng.Wks.W.Hpl		C
7536			*1861*									*WB*			
SELN	1 *Dk*		*1177*												
73866	— (*ex*Krusaa–37,*ex*Loke–34,		1522					1904	Helsingörs Jernsk&Msk. Elsinore	KäsmuLaeva Omanikud(O. Tiedemann, *Mgr.*)	249·1|37·5|15·9 P16'Q73'B106'F27'	Käsmu Estonian	T.3Cy.19",32"&53"–36" 169NHP HelsingörsJernsk &Mskb.		V
	*ex*I.D.S.Adolph)		1266									*WB*			
ESXD	1 *Dk*		869												
73867	—		*1175*	✠100A1 Hbg	*o*	CL		1909	Swan,Hunter&Wigham Richardson, LdNewcastle	S.Banck	230·0|36·5|16·0 237·4(O.L.) P16'B60'F27' FK	Helsingbrg Swedish	T.3Cy.17",28"&46"–33" (*s*) 180lb 145NHP 4*B HCem* 2SB,4*cf*,GS63,HS2404 N.E.MarineEng.Co.LdNwc	18 ″ 2 s 2 ″ 4 16 ″ 0	
7348	(*ex*Querida) *ss*Hbg.2nd No.3–5,34		*1042*	3,38				9mo							
SDXE	*ss*Hbg.No.1–38		*690*	~~PG6,37~~ ~~MC 3,38~~				*Lloyd's SA&CP*		*Cell D*	*Ba70'u E&B 32'f94'400t FPT45t APT40t*				
	1 *Dk*(*Stl*)*& deep framing*														
	Cargo battens not fitted														
73868	**Ella Halm** **Twin Sc**		984					1929	N.V.Mch. &Scheepswrf. van P.Smit Zn Rotterdam	Kölner Reederei A.G.	216·1|33·2|12·4 Q78'B50'F25'	Cologne German	T.6Cy 11⅞",17⅞"&28⅜"–16⅞" 66NHP N.V.Mch.&Scheepswerf van P.Smit,Zn.Rot.		G
			709									*WB*			
DGWJ	1 *Dk*		544												

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now Expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Navigation Letters indicating Ice Class, Passenger Certificate, Wireless Telegraphy, Submarine Signalling, Freezing Machinery, Refrigerated Cargo Spaces, Load Line Assignment, Tonnage Regulations, Type of Vessel
73869 / 145491 / VJCT	**Ellaroo** (*ex* Aslaug Haaland)		4655 / 3605 / 2846	✝100A1 Mel 9,38 ~~8,37~~ NSW ~~C~~ BS8,~~37~~9,38 MS5,37		*x*	CL N7,37	1921 / 4mo	J.L.Thompson & Sons, Ld. Sunderland	Melbourne S.S.Co. Ld.	364·5 / 378·9 (O.L.)	52·8	24·3	Melbourne British	T.3Cy 23½", 38" & 64" – 42" (*s*) 1801b 347NHP 3SB, *9cf*, GS189, HS6156 Armstrong, Whitworth & Co. Ld. Nwc.	26 " 8 / s 3 " 10¼ / 23 " 1	
	Well deck	*Fitted for oil fuel*					*F.P. above*	*Lloyd's*	*SA&CP*	*Cell D B 307' 852t FPT 70t*	P28'Q118'B68 F29' FK			*APT 221t*			
73870 / LDSY	**Ellavore**	1 *Dk*	1302 / 1134 / 740					1925	Stavanger Stöberi & Dok Stavanger	A/S Vore (Gunstein Stray & Sönn, *Mgrs.*)	243·0 / P52t	37·3	16·0	Farsund Norwegian	T.3Cy. 17½", 28½" & 48" – 39" 144NHP Stavanger Stöberi & Dok		N
73871 / DJSR	**Ellen** (*ex* Rio Navia–35, *ex* Mar del Norte)	*ss* Bbo. No. 3–1,28 *ss* Ham. No. 2–37	2661 / 2386 / 1506	✝100A1 Rot 2,38 BS2,38 ✝LMC1,37		*l*	CL 1,37	1915 / 11mo	Cia Euskalduna de Const Bilbao	~~Rob. M. Sloman, Jr.~~	305·4 / P33'B70'F35' FK	44·2	21·9	Hamburg German	T.3Cy. 23", 36½" & 62" – 42" (*s*) 1801b 268NHP 2SB, *6cf*, GS104, HS4090 Cen. Mar. Eng. Wrks. W Hpl	24 " 7 / s 3 " 9½ / 21 " 0	
	Restored to Spanish flag as "Arate Mendi", which see ~~See also "ARATE MENDI"~~							*Lloyd's*	*SA&CP*	*Cell D Ba 102' u E 20' f 120' 633t FPT 150t*				*APT 163t*			
73872 / — / ~~9864~~ ~~GDKJ~~ / DFDR	— **Iron** (*ex* Hathersage)	*ss* Osc. 4th No. 3–6,29 *ss* Got. No. 2–37 1 *Dk* (*Irn*) 2 *tr B*	*1598* / *1267* / *965*	✝100A1 Got 11,37 BS2,39 ✝LMC11,37		*q*	OG 3,37	1878 / 12mo	W. Gray & Co. W Hartlepool A&CP	~~W. H. Andersson~~ Redera A/B Ellen (F. H. Andersson, *Mgr.*) *WB = D Ba*	258·0 / 266·3 (O.L.) Q100'B61'F27' ptND04 BK9"	34·8	19·3	Raumo Finnish	C.2Cy. 30" & 61" – 33" 75lb NDB02 178NHP 2B, GS80 T. Richardson & Sons, Hpl.	20 " 7 / s 1 " 10 / 19 " 7	
	Well deck	*Cargo battens not fitted*												*4 BHCem*			
73873 / OYCJ	—	*ss* Cpn. 2nd No. 3–7,29 *ss* Svb. No. 2–36 1 *Dk* (*pt Irn & pt Stl*) *& deep framing*	783 / 677 / 441	✝100A1 Svb 4,39 ~~1,00~~ Cpn BS4,39 ✝LMC12,37		*i*	OG 1,38	1907 / 12mo	Kjöbnhvns Flydk. & Skbsv Copenhagen *Lloyd's*	D/S A/S "Progress" (M. Nielsen & Sön, *Mgrs.*) *WB = Cell D Ba &*	211·2 / 219·7 (O.L.) P22'B59'F21' FK	30·7	13·1	Copnhagn Danish	T.3Cy. 14", 23" & 37" – 24" (*s*) 1801b 79NHP 2SB, *4cf*, GS40, HS1300 Kjbnhavns Flydk. & Skbsv.	15 " 6 / s 1 " 7½ / 14 " 0	
									SA&CP	*u E 68' f 88' 237t FPT 89t APT 26t*				*4 BHCem*			
73874 / DHGC	— (*ex* Granitz, *ex* Hans Cords)	1 *Dk*	565 / 441 / 268					1921	Union Giesserei A.G. Königsberg	Mathies Reed. K.G.	165·6 / P112'H9'F21'	28·7	11·9	Hamburg German	T.3Cy. 18", 20¼" & 33" – 22½" 52NH *WB* Union Giesserei A.G.		G
73875 / 230016 / KLFJ	**Ellen Bushey**	*Carrying oil in bulk* *Oil Eng.* 1 *Dk* *Mchy. Aft* *Electrically welded*	373 / — / 253					1931	I.S. Bushey & Sons, Inc. Brooklyn N Y	Diesel Tanker Ellen Bushey, Inc.	144·5 / len37	26·0	10·0	New York Utd. States	Oil Engines 2S.C.SA 4Cy. 10" – 12½" 70NHP Fairbanks Morse & Co. Beloit, Wis.		
73876 / DMAW	**Ellen Larsen** (*ex* Erik, *ex* Erik II.)	*ss* Stn. 2nd No. 3–4,27 *ss* Ant. No. 2–35 1 *Dk* (*Irn*) *& deep framing*	1938 / 1684 / 1160	✝100A1 Rot 1,38 MC MS6,35 BS3,38		*r*	11,36	1900 / 10mo	W. Gray & Co. Ld. W Hartlepool A&CP	E. Larsen (Erich Ahrens, *Mgr.*) *Cell D Ba*	279·1 / P25'B69'F29' FK	40·1	18·2	Rostock German	T.3Cy. 21", 38" & 56" – 36" (*s*) 1601b 194NHP 2SB, *4rf*, GS70, HS3008 Cen. Mar. Eng. Wrks. W Hpl	20 " 6	
											88' u E 20' f 118' 541t APT 35t			*4 BHCem*			
73877 / 129543 / GCSL	**Ellenga** (P) **TwinSc** D.F.	*ss* Cal. 2nd No. 3–12,37 2 *Dks* (*Stl*–ws) *& Shade dk* (*Stl*–teaks)	5196 / 3692 / 2558	✝100A1 Cal *Shade dk* ~~11,38~~ 12,37 ✝LMC12,37 BS11,38			CL ~~F.P. 12.37~~ S12,37 11,38	1911 / 3mo	A. Stephen & Sons, Ld. Glasgow *Lloyd's*	British India Stm. Nav. Co. Ld. *WB = Cell D Ba 77' f 165' 781t*	410·0 / B on *Shade dk* 157' *u E & B* 121' FK *FPT 87t*	52·4	24·7	Glasgow British	T.6Cy. 24½", 41" & 69" – 48" (*s*) 2001b *100lb* 1073NHP 2DB & 2SB, *18cf*, GS385, HS16668 FD 2 " " 2nd "	27 " 3 / s 4 " 3½ / 23 " 6	
									SA&CP					*7 BHCem* *5 BHtoUpdk*			
73878 / 689 / SZJH	**Ellenis** (P) (*ex* Molfetta) Wireless	1 *Dk 2 tr B & Shelter dk*	876 / — / 470					1902	Flli. Orlando Leghorn	Lakoniki S.N.Co. Ltd.	188·0 / P35'B39'F41'	26·7	15·5	Piræus Greek *WB*	T.3Cy. 16", 26½" & 43" – 30" 101NHP Flli. Orlando, Leghorn		I
73879 / 219715 / KUGX	**Ellenor** (*ex* Mason City) Sub. Sig.	*ss* Bal. No. 3–8,34 1 *Dk* (*Stl*) *& Web frames* *Longitudinal framing* *ss* NYk. No. 1–38	3483 / 2817 / 2112	100A1 NYk ~~2,38~~ 2,38 ~~2,38~~ BS2,38 LMC8,34 ~~1,39~~ 2,38 *Fitted for oil fuel*		*u*	CL 7,37 F.P. above	1920	Bethlehem S.B. Corp. Ld. Wlmngtn Del A&CP	A.H. Bull Steamship Co. Inc. (A.H. Bull & Co. Inc. *Mgrs.*) *Cell D*	328·0 / P26'B98'F37' FK	46·2	22·9	New York Utd. States	T.3Cy. 22", 37½" & 60" – 42" (*s*) 1901b 292NHP 2SB, *6cf*, GS144, HS4933 Bethlehem S.B. Corp. Ld.	25 " 6	
										B 232' 666t FPT 78t				*APT 282t*			
73880 / OYCL	**Ellensborg**	1 *Dk*	1259 / 948 / 729					1919	P Ph Stuhrs Msk. og Skbs. Aalborg	A/S D/S Dannebrog (C.K. Hansen, *Mgr.*)	238·7 / P14'Q71'B94'F29'	36·2	13·4	Copnhagn Danish *WB*	T.3Cy. 15", 24" & 40" – 27" 83NHP A/S "Frichs," Aarhus		V
73881 / 130387 / GPLD	**Ellerdale** *Nat. Reg. see No. 87905 in Supplement* D.F.	*ss* Shl. No. 2–35 1 *Dk* (*pt Irn pt Stl*)	3754 / 3442 / 2348	✝100A1 Bry 12,36 ✝LMC BS12,36 MS1,38		*w*	CL 12,37	1913 / 10mo	R. Thompson & Sons, Ld Sunderland *Lloyd's*	Hindustan Steam Shipping Co. Ld. (Common Bros. Ld. *Mgrs.*) *Cell D Ba*	350·0 / P35'B102'F35' FK	50·1	23·4	London British	T.3Cy. 25", 42" & 68" – 45" (*r*) 1801b *80lb* 340NHP 2SB, *8pf*, GS125, HS5302 N.E. Marine Eng. Co. Ld. Sld	25 " 10 / s 4 " 3½ / 21 " 9	
									SA&CP	*106' u E 25' f 148' 808t*				*4 BHCem*			
73882 / 928 / ~~GCNS~~	**Elli** (*ex* Relay–37) Wireless *Mchy. Aft*	**TwinSc** 2 *Dks & Awng dk*	1114 / — / 580					1890	R. Thompson & Sons Sunderland	Yannoulatos Bros. (China)	240·0 / ND13	32·2	14·2 / 21·5 BK8"	Piræus Greek *WB*	*APT 127t* T.6Cy. 16½" 26½" & 43½" – 30" NB22 193NHP G. Clark (Lim.), Sld.	24 " 10	
73883 / 254 / SVXF	**Ellin** D.F.	1 *Dk & Shelter dk* *Cruiser Stern*	4917 / 4474 / 3148	✝100A1 Rot *with freeboard* Cff 7,38 ~~4,38~~ ✝LMC3,~~38~~ *Fitted for oil fuel*			CL ~~F.P. above~~ F.P. above	1938 / 3mo	Bartram & Sons, Ld. Sunderland *Lloyd's*	S.G. Embiricos *Cell D B*	417·2 / 432·3 (O.L.) 355' 1358t *FPT 175*	56·5	24·5 / FK (	Andros Greek	T.3Cy. 23", 37" & 66" – 45" 2201b (*s*) 414NHP 2SB (Spt & FD) & 1 Aux SB, *8cf*, GS143, HS5950 Richardsons, Westgarth & Co. Ld. Hpl. *APT 272t*	27 " 8 / s 2 " 9½ / 25 " 0¾	
73884 / 746 / SVKT	**Ellinico** (*ex* Luchana–33)	*ss* Gls. 2nd No. 3–11,29 *ss* Pir. No. 1–35 1 *Dk* (*Stl*) *& deep framing*	*3059* / *2861* / *1975*	✝100A1 Pir 10,37 BS10,37 DBS5,38		*v*	CL 12,36	1904 / 10mo	Grngem'th & Greenock Dockyard Co. Greenock *Lloyd's*	Sardi, Andreadaki & Stavridi (T. Papadimitriou, *Mgr.*) *Cell D Ba*	331·0 / P28'B96'F35' FK	48·0	22·0	Piræus Greek *WB*	T.3Cy. 24½", 40" & 65" – 42" (*s*) 1601b *90lb* NDB20 285NHP 2SB, *6cf*, GS97, HS4454 D. Rowan & Co. Glasgow *f* 140' 898t *FPT 78t*	24 " 4 / s 3 " 10½ / 20 " 8	
									SA&CP					*5 BHCem*			
73885 / 872 / SVSI	**Ellinico Vouno** (*ex* Angelos L.–37, *ex* Cape Point, *ex* Stambul, *ex* Maria Rickmers)	*ss* Shl. 2nd No. 3–7,21 *ss* Rot. No. 2–30 2 *Dks* (*Stl*)	*3667* / *3344* / *2270*	1st 12,36			CL 1,31	1904	Rickmers Act. Ges. Bremerhaven *Lloyd's*	Theo. Papadimitriou *Cell D B*	354·2 / P33'B94'F44' FK	45·2	26·2	Piræus Greek *WB*	T.3Cy. 23⅜", 38⅜" & 63⅜" – 43⅜" 185lb (*s*) 329NHP 3SB, *9cf*, GS116, HS5610 Bremer Vulcan, Vegesack	29 " 0	
									SA&CP		*296' 682t FPT*			*109t APT 34t*			
73886 / SVDA	**Ellinico Ypethro** (*ex* Kypros–38, *ex* Pilion–33, *ex* Eustratios, *ex* Thraki) Wireless	2 *Dks*	1499 / 1261 / 868					1887	A. McMillan & Son Dumbarton	Theo. Papadimitriou	264·0 / P26'B74'F59' BK9"	34·0	19·8	Piræus Greek *WB*	T.3Cy. 25", 38" & 62" – 42" 235NHP D. Rowan & Son, Glasgow	21 " 0	
73887 / ~~Bom Up~~ / GCSM	**Ellora** (P) **TwinSc** D.F.	*ss* Cal. No. 3–8,27 *ss* Bom. No. 2–35 2 *Dks* (*Stl*–ws) *& Shade dk* (*Stl*–teaks)	5098 / 3698 / 2386	~~✝100A1~~ Bom *Shade dk* 9,37 ~~BS9,37~~		*z*	9,37	1911 / 7mo	A. Stephen & Sons, Ld. Glasgow *Lloyd's*	~~British India Stm. Nav. Co. Ld.~~ *WB = Cell D Ba 77' u E & B 121' f 165' 781t*	409·8 / B on *Shade dk* 157' FK	52·4	24·7	~~Glasgow~~ British	T.6Cy. 24½", 41" & 69" – 48" (*s*) 2001b *100lb* 1078NHP 2DB & 2SB, *18cf*, GS369, HS16668 FD 2 " " 2nd "	27 " 3 / s 4 " 3½ / 23 " 5	
									SA&CP		*FPT 37t APT 47t*			*7 BHCem* *5 BHtoUdk*			
73888 / 148850 / GLCP	**Elmbank**	**TwinSc** *Oil Eng.* *ss* Ant. No. 3–12,37 1 *Dk* (*Stl*) *& Shelter dk* (*Stl*–ws)	5156 / 4768 / 3117	✝100A1 Ant *with freeboard* ~~Cal~~ Avn ~~9,38 12,37~~ 9,38 DBS~~12,37~~ 12,38 ✝LMC12,3 *Carrying vegetable oil*		*a1*	CL S12,37 PN 12,37 *in deep tank*	1925 / 4mo	Harland & Wolff, Ld. Glasgow *Lloyd's*	Bank Line Ld. (A. Weir & Co. *Mgrs.*) *Cell D B*	420·1 / 357' 1121t *DT*	53·9	26·5 / FK *Collision* 6	Glasgow British *7 B Hpt Cem* *BH to Sh dk* " " 2nd " *ween tunnels*	Oil Engines 4S.C.SA 12Cy. 24⅛" – 37⅛" DB *110lb* 717NHP Harland & Wolff, Ld. Glasgow 115' 251t *FPT 106t APT 132t*	29 " 2 / s 3 " 7½ / 25 " 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terre-assigné maintenant appris. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. RH = Force en chevaux d'après les papiers du navire. Details des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	1 Registres où coté, et où il est dans la T.
73889	**Elmbay** (*ex*Mantes, *ex*Perceur)	**TwinSc**	1217 / 811					1919	Ch.&Atel. deSt.Nazaire St.Nazaire	TreeLineNav.Co. Ld.(J.D.Calvin, *Mgr.*)	218·6 / 34·2 / 13·1	Montreal British *WB*	C.4Cy.16″&30″–19″ 77NH		V
150841 VCQL	*Mchy.Aft* 1 *Dk*		601								P74′F30′		Ch.&Atel.deSt.Nazaire		
73890	**Elmfield**		450	✠100A1 Liv *g*		CL		1925	LythamSB &Eng.Co.Ld. Lytham	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·5 / 25·9 / 11·5	Liverpool British	C.2Cy.17″&38″–24″ (*s*)	12 ″ 6	
147331	*ss*Liv.No.3-4,38 ~~*ss*Liv.No.2-41~~		320	4,981 ~~4,987~~		~~1,87~~		10mo					140lb 58RH	s 3 ″ 11	
MNKX	*Well deck* 1 *Dk*(*Stl*)		175	~~BS8,36~~ ~~11,38~~ ~~11,38~~ LMC~~4,34~~ MS5,38			8,38	*Lloyd's*	*SA&CP*		Q85′B9′F23′ BK6½″ *DT*f19′48*t*F*PT*		4*BHCem* 12*t*A*PT*21*t*	12 ″ 11	
	Mchy.Aft												1SB,*3pf*,GS52,HS1496 Lytham S.B.&Eng.Co.Ld.		
73891	**Elmol**		1170	✠100A1 Lon *n*		CL		1917	Swan,Hunter&Wigham Richardson, Ld Newcastle	TheAdmiralty	210·0 / 34·8 / 16·6	London British	T.3Cy.13½″,22″&36″–30″ (*s*)	16 ″ 6	
140340	*ss*Gmh.No.2-39 *ss*Lon.No.3-6,39		854	~~3,80~~ ~~2,38~~ Glmh			12,36	8mo					180lb 135NH	s 1 ″ 6¼	
GVTM	*Mchy.Aft* ~~*ss*Lon.No.1-34~~		496	~~BS8,38~~ ~~LMC12,34~~ 3,39				*Lloyd's*	*SA&CP*	*Cell DBuE&f B39′ 62t*	P44′F40′ FK *DT*f30′ 240*t* F*PT* 30*t* A*PT*28*t*		12 *RHpt Cem* 2SB,*4cf*,HS2316 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	15 ″ 0¾	
	1 *Dk*(*Stl*)&*Web frames* *Longitudinal framing*			*Carrying Petroleum in bulk* *Fitted for oil fuel* 8,17				*above*	150° F.						
73892	**Elmsport**		6865					1919	Skinner& Eddy Corpn. Seattle,Wash	LykesBros. SteamshipCo.,Inc.	409·5 / 54·2 / 27·1	Lake Charles La. Utd. States	DRgearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
Now ~~21488~~	~~*ss*Lon.No.1-37~~ *see No. 88801 in Supplement*		6752	*Fitted for oil fuel*											
KILF	Sub.Sig. 2 *Dks*&*Shelter dk*		5348												
73893	**Elna** (*ex*Lennuk-35,*ex*Remenham, *ex*Arlon, *ex*Carol 1er)		3195	✠100A1 Tln *v*		CL		1903	Sir Raylton Dixon&CoLd Middlesbro'	KäsmuLaeva-Omanikud (O.Tiedemann, *Mgr.*)	325·0 / 47·3 / 15·6	Käsmu Estonian	T.3Cy.24½″,42½″&69½″–45″	26 ″ 0	
860	*ss*Cpn.3rdNo.3-6,30		2967	*Spar dk*			N10,36	8mo			23·6		180lb (*s*) 356NH	s 4 ″ 7	
ESCL	*ss*Tln.No.1-35		1973	*with freeboard* 10,37		BS8,38		*Lloyd's*	*SA&CP*	*Cell D Ba96′*	P30′B88′F34′ FK *u E&f B36′ f* 144′ 690*t*		6 *BHCem* 2SB,*9cf*,GS159,HS5622 N.E.MarineEng.CoLd Nwc	21 ″ 7½	
	Spar dk(*Stl*) 2*tr B&S* *deep framing*			~~BS6,37~~ LMC7,35									*APT*100*t*		
73894	—		1435					1924	Hanlon D.D &S.B.Co Oakland,Cal.	J.Ramselius	240·0 / 40·0 / 17·5 P36′F32′	S.Frncisco Utd.States *WB*	T.3Cy.19″,32″&56″–36″ Hooven,Owens& RentschlerCo.Hamilton,O.	188NH	
220793	(*ex*DanF.Hanlon-35) *Fitted for oil fuel*		1158												
KJHM	Wireless *Mchy.Aft* 1 *Dk*		791												
73895	—	**WoodAux3MstSr**	329					1919	Middlefart Skibsværft Middlefart	LaivaO/YElna (Yrjänen& Kumppi)	131·4 / 29·9 / 13·2 (Q26′	Raumo Finnish	Oil Engines 4S.C.DA 2Cy.13″–13⅜″ NE36 J.&C.G.Bolinders,Skm.	66NH	
	(*ex*Omar-36,*ex*Mars-33,*ex*Stella, *ex*Chr.Schierloh, *ex*Albert Mou,*ex*Solstraalen)		279												
OHZL	1 *Dk* *Oil Eng.*		234												
	(*See Sailing Ship Register*)														
73896	**Elna E.**		1174					1925	Laxevaags Msk.&Jrnskb. Bergen	D/S A/S Forto (LeifErichsen, *Mgr.*)	230·0 / 36·5 / 14·8 P47*t*H68*t*	Bergen Norwegian *WB*	T.3Cy.16¾″,25½″&43″–30″ 101NH		N
			1017												
LDTH	1 *Dk*		659										Laxevaags Msk&Jrns,Bgn		
73897	**Elona**		6192	✠100A1 HKg *a†*		CL		1936	Swan,Hunter&Wigham Richardson, LdNewcastle	Anglo-Saxon PetroleumCo.Ld.	430·3 / 54·5 / 30·7 446·3(O.L.) P87′B37′F48′ FK	London British	Oil Engines 4S.C.SA 6Cy.25⅛″–55½″ 377NH DB*180lb*	31 ″ 0 s 5 ″ 7½	
164574	*Oil Eng.*		5496	~~7,98~~ ~~11,37~~ 2,39 Sbs Nwc			2,39	1mo					16*BH* 106*t*A*PT*59*t*	25 ″ 7	
GYQY	D.F. 1 *Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* E.S.D. *Cruiser Stern* *Longitudinal framing at bottom&at deck*		3630	LMC1,36 *Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*Cell D Bu E61′132*	*DT*f25′ 261*t* F*PT*		Hwthrn,Leslie&CoLd.Nwc		
73898	**Elout**		1797					1910	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3 / 40·2 / 16·9 P&B175′F33′	Batavia Dutch *WB*	T.3Cy.19″,31½″&51½″–39″ 165NH		V
			1336												
PKQM			987										Maats.Fyenoord,Rot.		
73899	**Elpis** (*ex*Buranda-34)		*3651*	✠100A1 Rot *w*		CL		1912	Richardsn, Duck&Co.Ld. Stockton	J.N.Goulandris	352·0 / 50·2 / 22·7 P29′B104′F35′ FK	Andros Greek	T.3Cy.24¼,40″&66″–45″ (*s*) 180lb *90lb* 321NH	25 ″ 3 s 4 ″ 2¾	
227	*ss*Syr.2ndNo.3-3,39 ~~*ss*Pel.No.3-6,41~~		*3404*	3,39 ~~4,97~~ Syr			10,37	4mo					6*BHCem* 2SB,*6cf*,GS127,HS4985	21 ″ 3	
SVAB	1 *Dk*(*pt Irn&pt Stl*)		2276	~~BS3,38~~ LMC ~~BS9,38~~ LBS3,39				*Lloyd's*	*SA&CP*	*Cell D Ba115′u E25′f*	152′ 1081*t* F*PT* 110*t*		*APT*95*t* Blair&Co.Ld.Stockton		
73900	—		*1492*	✠100A1 Pir *p*		CL		1919	Dundee S.B.Co.Ld. Dundee	A.M.Printezis	240·0 / 36·2 / 19·2	Piræus Greek	T.3Cy.18″,30″&50″–33″ (*s*) 180lb 172NH	21 ″ 3 s 2 ″ 10	
850	(*ex*Bramwell-35, *ex*Llanthony Abbey-34, *ex*Ochilbrae,*ex*Chaldon)	*ss*Cff.No.3-4,32 *ss*Pir.No.1-37	*1333*	6,385 ~~6,417~~ Spt		~~11,35~~	6,38	12mo			B52′F23 FK		4*BHCem* 2SB,*6cf*,GS97,HS2886	18 ″ 7	
SZOD	1 *Dk*(*Stl*) *Cargo battens not fitted*		*810*	~~LMC5,37~~ BS5,33				*Lloyd's*	*SA&CP*	*Cell DB198′295t F PT*			77*t*A*PT*66*t* Cooper&Greig,Ld.Dundee		
73901	**Elsa**		5381	✠100A1 Osl *y*		CL		1928	Barclay, Curle&Co.Ld Glasgow	A/S Oljefart II. (Harry Borthen& Co. A/S)	389·0 / 52·7 / 30·7	Oslo Norwegian	Oil Engines 2S.C.SA 3Cy.22½″–91⅜″ 482NH	30 ″ 6	
	Oil Eng.		4795	~~1,98~~ 12,38 Fal			4,37	1mo					2 DB *120lb*		
LCJB	*ss*Nwc.No.2-36		3177	LMC ~~BS4,37~~ DBS1,38 1,38				*Lloyd's*	*SA&CP*	*Cell D Bu E64′*	P85′B27′F45 FK		14*BH* (10 *to U dk* 4 „ *2nd dk*)		
	Mchy.Aft 2 *Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*									195*t DT*s*f* 41′540*t*	*FPT*66*t*A*PT*34*t*		Barclay Curle&Co.Ld.Gls.		
73902	—	**Iron**	*1180*	*Carrying Petroleum in bulk* ✠100A- Ant *o*		OG		1884	J.Smit,Czn	RederiA/B	244·4 / 33·2 / 15·5	Stockholm	C.2Cy.28″&52⅝″–33″ (*s*)	17 ″ 10	
3025	(*ex*Erasmus)	*ss*Qsc.4th No.3-7,34	*997*	9,37			9,37	1mo	Rotterdam	Fredrika(E. Högberg, *Mgr.*)	244·5(O.L.) B59′H26′F21′ BK8½″	Swedish	90lb *75lb* NDB00 132NH 4*BHCem* 1DB,*6cf*,GS71,HS2300	s 1 ″ 8½ 16 ″ 10	
Now ~~VERA~~	~~ia,~~ *see No. 90411 in Supplement*		*646*	~~NR3,16~~ LMC									*D B*172′300*t*		
	Cargo battens not fitted			~~M 4.4~~ ~~L 5.5~~									Kon Maats de Schilde Flshng		
73903	—		750					1938	D.W.Kremer Sohn Elmshorn	Kapt.Weitendorf	201·7 / 31·2 / 12·4 P54′Q34′F27	Rostock German *WB*	Oil Engines 4S.C.SA 6Cy.14⅛″–20½″ 124NH Deutsche Werke Kiel A.G. Kiel		
	Oil Eng.														
	Mchy.Aft D.F. E.S.D. 1 *Dk* *Cruiser Stern*														
✝ 73904	**Elsa Essberger**		~~6100~~	~~✠100A1~~ Ham *o†*		OG		1938	Howaldts-werke A.G. Hamburg	JohnT.Essberger	446·4 / 61·3 / 23·8	Hamburg German	Oil Engines 2S.C.SA	27 ″ 4	
	1 *Dk*,2*nd dk in Nos.1&3 holds fr mchy.*		~~6173~~	~~9,39~~ Rot			11,38	9mo							
DJAK	E.S.D. *Oil Eng.* *space*		5156	*(Class contem. plated)*				*Lloyd's*	*SA&CP*						
	L.F. *Cruiser Stern*		~~5275~~	~~LMC9,38~~											
	Butts of keel electrically welded												Howaldtswerke A.G.Kiel		
73905	**Elsa S.** (*ex*Alhama-36, *ex*Weser,*ex*Anna)		1220	✠100A1 Gls *o*		CL		1910	Campbel-town S.B.Co. Campbltown	RederiSohn A/B (O/Y.Ernst Sohn Ld. *Mgrs.*)	229·5 / 34·9 / 16·0	Helsingfrs Finnish 180	T.3Cy.18″,27½″&45″–33″ (*s*) 170lb	18 ″ 4 s 1 ″ 7½	
783	*ss*Gls.2ndNo.3-4,34		——	6,38 ~~5,96~~ Ela		~~6,95~~	6,33	7mo					186NH		
OHYL	*Well deck* 1 *Dk*(*Stl*)&*deep framing* *ss*Hfs.No.1-38		704	~~BS6,37~~ LMC ~~2,34~~ 4,38				*Lloyd's*	*SA&CP*	*Cell D B a54′u E&f B33′f* 102′	Q79′B58′F28′ FK		4*BHCem* 2SB,*4cf*,GS72,HS2228	16 ″ 11	
											315*t*A*PT*95*t*		J.G.Kincaid&Co.Ld.Grk.		
73906	**Else** (*ex*Kotonia-36)		1970					1906	Helsingörs Jernsk&Msk Elsinore	J.Lauritzen	281·7 / 42·1 / 17·9	Esbjerg Danish *WB*	T.3Cy.20″,32″&53″–36″ 192NH		V
			1786												
OYTB	D.F. 1 *Dk*&*Shelter dk*		1165										Helsingörs Jernsk.&Msbk.		
73907	—		1360					1900	Nüscke& Co. Stettin	O/Y Else(Seppinen &Kemppi O/Y)	239·7 / 35·9 / 16·2 Q71′B59′F25′	Koivisto Finnish *WB*	T.3Cy.17″,27½″&43″–31½″ 104NH Kette,Uebigau,Dresden		V
	(*ex*Siwi,*ex*Aggersborg,*ex*Curt Retzlaff,*ex*Thuringia)		——												
OHEH	1 *Dk*		749												
73907*	**Else Hugo Stinnes 15**		3291					1927	Nüscke& Co.Akt.Ges. Stettin	HugoStinnes Reed.A.G.	302·6 / 47·7 / 22·4 P89′F27′	Hamburg German *WB*	C.4Cy.(2)18¹¹⁄₁₆″&(2)39⅜″ –39⅜″ 194NH A.Borsig,G.m.b.H.Berlin		G
	Mchy.Aft *Cruiser Stern*		2619												
DHGF	Sub.Sig. E.S.D. 1 *Dk*		1687												

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Where Assigned now Applied. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Date of P. of Trade Cert.
73908 LCOB	**Else-Marie** (*ex* Gungner-33, *ex* Ange Schiaffino, *ex* Cleveland) *ss* Nwc. No. 3–10, 29 ~~*ss* Bgn. No. 1–38~~ *ss* Bgn. No. 2–38 1 *Dk* (*Stl*) *Cargo battens not fitted*		1885 1672 1099	✠ 100A1 12,36~~4,37~~ MS2,34	Cff Bkn	*r*	~~10,36~~ 6,38	1917 3mo	Superior S.B. Co. Superior, Wis A&CP	A/S Schanches Rederi (S. Schanche, *Mgr.*) *Cell D Ba & a E* 102′	251′1 | 43′8 | 18′2 P28′ B65′ F27′ FK *f* 96′ 514 *t* *FPT* 68 *t* *A*	Bergen Norwegian	T.3Cy.20″,33″&54″–40″ (*s*) 180lb 266 NHP 2SB, *6cf*, GS182, HS6060 Detroit S.B. Co. Detroit	20 ″ 3 s 2 ″ 6 17 ″ 11½	
73909 DHGG	**Else Müller** (*ex* Fred Cleeves) 1 *Dk*		1598 1323 649					1921	W. Harkess & Son, Ld. Middlesbro′	Otto A. Müller	254′9 | 39′0 | 17′1 Q76′ P25′ B56′ F24′ WB	Hamburg German	T.3Cy.21½″,35″&59″–39″ Richardsons. 217 NHP Westgarth & Co. Ld. Mdb.		C
73910 SVFH	**Elsi** Ⓟ (*ex* Lady Hudson-Kinahan) *ss* Pir. 2nd No. 3–2, 16 *ss* Pir. No. 1–20 Wireless 2 *Dks* (*UStl*–ws)		1433 1030 649	✠ 4,25	Pir	*p*		1891 10mo	Ailsa S.B. Co. Troon	John Toyias S.S. Co. *WB* = *Cell D B* 103′	273′5 | 34′1 | 16′6 P67′ B94′ F50′ BK 9″ *5 B H Cem* 157 *t* *FPT* 22 *t*	Piræus Greek NDB 12	T.3Cy.25″,40″&65″–42″ 284 NHP 2DB, *8cf*, GS180, HS4408 Dunsmuir & Jackson, Gls.	17 ″ 6	
73911 OXWH	**Elsie** (*ex* Elisabeth Mærsk, *ex* Tyskland) 1 *Dk*		1420 1172 854					1906	Howaldtswerke Kiel	Ove Skou *WB*	241′2 | 36′1 | 16′5 P13′ Q73′ B105′ F29′	Copenhgn Danish	T.3Cy 16¾″,26 2/16″ &42½″–29½″ 96 NHP Howaldtswerke, Kiel		
73912 OHXX	— Iron (*ex* Carnlyon, *ex* Trelyon) *Well deck* 1 *Dk* 2 *tr* *B*		1410 — 792			…		1882	J. Readhead & Co. S. Shields	Rederi A/B Fram (Algot Johansson)	246′7 | 36′2 | 17′0 Q96′ B52′ F31′ ptND07 BK 9″ *WB*	Mariehmn Finnish	C.2Cy.29½″&54″–36″ 135 NHP J. Readhead & Co. S. Shields	18 ″ 7	V †
~~reck G~~ 73913 LJFS	~~1,39~~ Ⓟ (*ex* Norrtelje–36) *Mchy. Aft* 1 *Dk* *Cruiser Stern*		712 588 374					1920	Bergsunds M.V. Aktieb. Stockholm	Johan Greves Rederi A/S (Johan Fr. Greve, *Mgr.*)	188′1 | 30′4 | 12′8 P64′ F28′ H68′	Bergen Norwegian	T.3Cy.13″,21½″&34⅝″–23⅝″ 58 NHP Bergsunds M.V. Aktb. Skm.		V
73914 171151 Transferred	**Elsie Moller** (*ex* Mawatta–38, *ex* Germania) Wireless 66303 1 *Dk*		1136 754 609					1904	Frd. Krupp Germaniawft A.G. Kiel	Moller Line Ld. (Mollers' Ld. *Mgrs*)	210′8 | 33′0 | 14′0 P125′ F31′ *WB*	Shanghai British	T.3Cy.20″,31½″&51″–35½″ 155 NHP Fr. Krupp Germaniawft A.G.		C
73915 DOEN	**Elster** (*ex* Freiburg) Wireless D.F. Sub.Sig. 2 *Dks*		1136 956 655					1922	Schiffb. Ges. Unterweser m.b.H. Weser-münde-L.	Argo Reederei Richard Adler & Co.	230′6 | 34′5 | 14′4 P31′ B64′ F26′ *WB*	Bremen German	T.3Cy.17¼,″27⅝″&45⅝″–30¾″ 114 NHP A. Borsig G.m.b.H. Berlin		G
73916 GBVT	**Elstree Grange** (*ex* Abadesa) *ss* Fal. No. 3–4, 28 *Ref. Mchy.* *ss* Npt. No. 2–36 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) & 3*rd dk* (*Stl*) in Nos. 1 & 2 holds		6598 6313 4204	✠ 100A1 *Shelter dk* Lvr *with freeboard* ~~8,38 3,86~~ ~~Lloyd's (PF) 8,~~ ~~[illegible] 5,~~ Lloyd's RMC1 ~~4~~ ~~3,~~ *Fitted for oil fuel* 8,25	Npt	*a*†	CL 12,36	1916 3mo	Sir R. Dixon & Co. Ld. Middlesbro′ *Lloyd's* *SA* & *CP*	Houlder Line, Ld. (Houlder Brothers & Co. Ld. *Mgrs.*)	420′0 | 53′5 | 36′6 *F* on *Shelter dk* 34′ FK *Cell D B* 358′10	Liverpool British 7 *B H Cem*	T.3Cy.29″,49″&80″–54″ (*s*) 180lb 790 NHP 4SB, *15cf*, GS301, HS12817 FD Richardsons, Westgarth & Co. Ld. Mdb.	39 ″ 3 s 10·0½ 29 ″ 6	
73917 144893 GDQV	**Elswick Park** *ss* Shl. No. 3–10, 32 *ss* Shl. No. 1–36 1 *Dk* (*Stl*)		4188 3942 2579	✠ 100A1 4,35 2,38 BS2,38 4,39	Shl	*r*	CL 12,36	1920 7mo	Blyth S.B. & D.D. Co. Ld. Blyth *Lloyd's* *SA* & *CP*	Elswick Stm. Shipping Co. Ld. (Weidner, Hopkins & Co. *Mgrs.*)	364′0 | 51′0 | 26′3 P30′ B219′ F37′ FK *Cell D B* 314′ 929 *t* *FPT* 83 *t* *A* *PT* 109 *t*	Newcastle British 6 *B H Cem*	T.3Cy.26″,48″&72″–48″ (*s*) 180lb 474 NHP 3SB, *9cf*, GS156, HS6780 FD N.E. Marine Eng Co Ld. Nwc	28 ″ 9 s 4 ″ 0½ 24 ″ 11	
73918 UPLH	**Elton** (*ex* Miraflores–35, *ex* Eidsfjeld, *ex* Olof Brodin) *Fitted for oil fuel*		1799 1604 1052					1919	Fredrkstad Mek. Værks. Fredrikstad	U.S.S.R. *WB*	264′6 | 42′6 | 17′5 P22′ B71′ F29′	Odessa Russian	T.3Cy.18½″,29½″&50″–36″ 150 NHP Fredrikstad M.V. Frdstad.		N
73919 KGBO	**Elton Hoyt II.** (*ex* William P. Snyder) D.F. GyC. 1 *Dk*		6939 — 5492					1906	Gt. Lakes Eng. Works Ecorse, Mich.	Interlake S.S. Co. Pickands, Mather & Co. *Mgrs.*) *WB*	530′0 | 56′2 | 32′0	Wilmgton (Del.) Utd. States	T.3Cy.23″,37″&63″–42″ 257 NHP Gt Lakes Eng Wrks, Detroit		R
73920 PDXI	**Elusa** D.F. E.S.D. 1 *Dk*, 2*nd dk clear of cargo tanks* *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	*Oil Eng.*	6235 5540 3593	✠ 100A1 ~~10,37 7,38~~ 3,39 *Carrying Petroleum in bulk*	Rot Ams	*a*†	CL ~~11,37~~ 7,39	1936 7mo	N.V. Wilton-Fijenoord Schiedam *Lloyd's* *SA* & *CP*	N.V. Petroleum Maats. "La Corona" *Cell D Bu* B63′ 132 *t*	428′1 | 54′5 | 30′9 P86′ B38′ F48′ FK *D T* *f* 25′ 257 *t*	The Hague Dutch 16 *B H*	Oil Engines 4S.C.SA 6Cy.25⅝″–55⅛″ 377 NHP DB *180lb* N.V. Wilton-Fijenoord, Rot *FPT* 103 *t* *A* *PT* 55 *t*	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
73921 SZIX	**Elvira** Ⓟ (*ex* Greta, *ex* Yacht) Wireless *ss* Sou. No. 3–8, 09 1 *Dk* (*pt Stl*–teak s) 2 *tr* *B*		372 — 215	✠ 6,20	Bkn			1898 4mo	Scott & Co. Greenock	Epirotiki S. Nav. Co. George Potamianos	165′0 | 22′8 | 12′0	Piræus Greek 4 *B H Cem*	T.4Cy 12¼″,20″&(2)23″–26″ 77 NHP 1B, *3cf*, GS52, HS1473 Scott & Co. Greenock		
73922 167 IRTY	**Elvira Vaselli** (*ex* Paola Beverini–36, *ex* Alumine, *ex* B.A.H.W. No. 11) *Mchy. Aft* 1 *Dk*		647 487 357			…		1912	C.H. Walker & Co. Ld. Sudbrook	Soc. Anon. Italiana Lavori Edili e Marittimi *WB*	177′0 | 30′1 | 11′4 171′6 11′1 Q62 *Bau Qd* 17 FK F24′	Palermo Italian	T.3Cy.13″,22″&34″–22½″ 79 NHP Plenty & Son, Ld. Newbury	12 ″ 3	I †
73923 215878 WPCS	**Elwood** (*ex* D.J. Moran–36, *ex* Chester Sun) *Mchy. Aft* *ss* Phl. No. 3–5, 29 *ss* Gal. No. 2–37 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*		7098 6112 4426	✠ 100A1 ~~11,37~~ 3,38 ~~NYk~~ ~~[illegible]~~ ~~[illegible]~~ ~~[illegible]~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,18	Gal	*b*†	CL ~~11,37~~ 3,39 *F.P. above* 150° F.	1918 1mo	Sun S.B. Co. Chester, Pa. A&CP	Chas. Kurz & Co. Inc. (Pennsylvania Shipping Co. *Mgrs.*) *Cell D Bu* & *a* B60′ 259′ *DT* 40′ 352′	429′3 | 59′2 | 31′4 P133′ B36′ F40′ FK *FPT* 222 *t* *APT* 57 *t*	Wilmgton (Del.) Utd. States 17 *B Hpt Cem* (13 *to U dk* 4 „ 2*nd* „)	T.3Cy.27″,45½″&76½″–51″ 1901b (*s*) 532 NHP 3SB, 9*cf*, HS7331 FD Sun S.B. Co. Chester, Pa.	33 ″ 3 s 6 ″ 10 26 ″ 7½	
73924 216924 KZOA	**Elwyn C. Hale** Ⓟ (*ex* H.J. Lawrence, *ex* Lake Medford) *Fitted for oil fuel* 1 *Dk*		2084 1750 1223			…		1918	Globe S.B. Co. Superior, Wis	Alaska Salmon Co.	251′0 | 43′7 | 19′2 P27′ B60′ F23′ FK *WB*	S. Frncisco Utd. States	T.3Cy.19″,32″&56″–36″ 276 NHP Nordbrg Mfg Co Milwaukee	21 ″ 5	R †
73925 128224 GCYM	**Elysia** Ⓟ *Fitted for oil fuel* 2 *Dks*		6757 5560 4211					1908	D & W Henderson & Co. Ld Glasgow	Anchor Line, Ld.	440′5 | 53′3 | 29′7 P47′ B157′ F48′ *WB*	Glasgow British	T.3Cy.29½″,49″&81″–54″ NB(1)19 482 NHP D & W. Henderson & Co Ld Gls		C BT 1931 3,39
73926	**Emancipacion** Ⓟ (*ex* Trujillo–37, *ex* Lake Ogden) 1 *Dk*		2114 1646 1282			…		1918	American S.B. Co. Lorain, O.	Transportes Maritimos y Vias Fluviales S.G.M. de R.L.	251′0 | 43′5 | 20′0 P25′ B64′ F23′ FK *WB*	Vera Cruz Mexican	T.3Cy.20″,33″&54″–40″ 274 NHP American S.B. Co. Lorain, O.	20 ″ 2	R †
73927 OYCM	**Emanuel** 1 *Dk*		1290 831 784					1907	Helsingörs Jernsk & Msk. Elsinore	D/S A/S Emanuel (Alfr. Petersen) *WB*	226′3 | 34′9 | 12′4 P11′ Q59′ B105′ F27′	Marstal Danish	T.3Cy.16½″,26½″&44″–30″ Helsingörs 106 NHP Jernsk. & Mskb.		V

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques.	3 Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enlignement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. SHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Référence à la Liste des Navires Perdus, &c.
73928	**Emba** (*ex*Embaneft-34)	TwinSc	7886	✠ ——	Ham	*b*†		1929	Nicolaieff	**U.S.S.R.**	437·9	58·5	32·3	Tuapse	Oil Engines 2S.C.SA	34 " 2	
	Oil Eng.		6786	11,35				9mo	StateS.B.Yd.		P106′	B47′	F60′	Russian	12Cy.21¼"–35$^{7}/_{16}$" 944NHP		
UOUS	*Mchy.Aft*	2 *Dks(Stl)&Web frames*	4550	✠					'AndreMarti' Nicolaieff				FK	18 *BH*	Maschfbk.Augsburg-Nürnberg,Augsburg		
		Longitudinal framing												(1 *to* 2*nd dk*)			
		Carrying Petroleum in bulk								*Cell D Bu E* 61′ 142*t*	*DTf* 29′ 353*t*	*FPT* 23		0*t* *APTs* 102*t*			
73929	**Embassage**		4954	✠100A1	Shl	*a*	CL	1935	J L Thomp-	**Hall Bros. S.S. Co.**	409·2	57·6	24·0	Newcastle	T.3Cy.21½",37"&62"–42"(*s*)	27 " 0½	
161587			4449	*with freeboard*			2,38	9mo	son&Sons,Ld.	**Ltd.(Hall Bros,**				British	2201b 353NHP	s 2 " 8½	
GYMW	D.F.	1 *Dk&Shelter dk*	2912	2,39 ~~2,28~~	✠LMC9,38				Sunderland	*Mgrs.)*	F39′		FK	6 *BHCem*	2SB(Spt&FD)&1Aux.SB,	24 " 6½	
		CruiserStern						*Lloyd's*	*SA&CP*					*Coll to Sh dk*	*8cf*,GS122,HS5087		
										Cell D B 349′ 1114*t*	*FPT* 201*t*	*APT* 168*t*		5 ,, *2nd* ,,)	N E.MarineEng.Co Ld Sld.		
73930	**Embassy** (P)	Pad	381					1911	D&W Hen-	**Cosens&Co.Ld.**	190·0	26·1	8·7	Wymouth	C.D.2Cy.27"&51"–54"		BT
131994	(*ex*Duchess of Norfolk-37)		303						dersn&Co.Ld					British	159NHP		till
MBQN		1 *Dk*	154						Glasgow						D&W.Hendersn&CoLdGls		10,38
73931	**Embla**		*1045*					1908	Lindhol-	**Stockholms**	227·2	33·6	14·1	Stockholm	T.3Cy.14½",24"&40"–27"		V
4931			*891*						mensV.A.	**Rederiaktieb.Svea**	H72*t*	B60′	F28′	Swedish	83NHP		
SDXW		1 *Dk*	*586*						Gothenburg	(Eman.Högberg, *Mgr.*)				*WB*	LindholmensV.A.Got.		
73932	**Emden**		709					1907	Stettiner	**Bugsier,Reed.&**	181·4	29·0	12·2	Hamburg	T.3Cy.12⅝",20½"&33½"–28⅜"		G
			498						Oderwerke	**BergungsA.-G.**	Q51′	P11′	B46′F21′	German	55NHP		
DHGI		1 *Dk*	415						Stettin					*WB*	StettinerOderwerke		
73933	**Emek** (*ex*Gazi-35,*ex*Ghazi,*ex*Mersinc,		777	✠	Oda	*k*		1890	Wood,	**HayikKelesyan**	200·5	30·0	12·6	Istanbul	T 3Cy.14½",23½"&39"–27"	13 " 8	
	*ex*Cossack)	*ss*Oda.No.1-94	—	6,00				4mo	Skinner&Co.		Q64′	B53′	F25′	Turkish	B*made—fitted*10 85NHP		
TCBK	*Well deck*	1 *Dk(Irn)*	425	✠					Newcastle				FK	4 *BHCem*	2SB,*4pf*,GS46,HS1378		
											Cell D Ba 42′ 53*t*	*FPT*		18*t* *APT* 12*t*	N.E.MarineEng.CoLdNwc		
73934	**Emerald**	3Mst	736	✠100A1	Shl	*k*	CL	1904	A.Rodger	**Wm.Robertson**	195·0	30·1	11·2	Glasgow	T.3Cy.16$^{5}/_{16}$",27½"&44"–33"	13 " 6	
119153		*ss*Trn.2ndNo.3–2,29	532	10,38 ~~6,37~~	Irv		5,37	8mo	&Co.		202·1(O.L.)			British	1601b (*s*) 99RHP	s 4 " 5½	
MCBD		*ss*Shl.No.2–37	305	~~LNB2,29~~	✠LMC				Pt.Glasgow		Q103′	B11′	F32′	3 *BHCem*	1SB.*3cf*,GS56,HS1902	13 " 8½	
	Well deck	1 *Dk(Stl)*		~~M 6,37~~	~~HS~~			*Lloyd's*	*SA&CP*				BK7"		A.Rodger&Co.Glasgow		
	Mchy.Aft	*Cargo battens not fitted*			4,39					*WB = Cell D Ba*	57 *f*59′ 170*t*	*FPT* 75*t*		*APT* 10*t*			
73935	**Emerald Queen**		481	✠100A1	Sou		OG	1937	N.V.Indus-	'BritishChannel	163·8	26·4	10·0	London	Oil Engines 4S.C.SA	11 " 10	
165464		*Oil Eng.*	366	1,39 ~~10,07~~	Lon			5mo	trieleMaats.	IslandsShipping		27·5		British	sCy.11"–17½" 94NHP	s 1 " 1⅝	
MMGX	*Mchy.Aft*	1 *Dk*	258		✠LMC				"DeNoord"	Co Ld.	169·1(O.L.)		FK	3 *BHpt Cem*		10 " 9	
	Wireless D.F.	*CruiserStern*							Alblasserdam		Q43′ F23′				Humboldt-Deutzmotoren		
	E.S.D							*Lloyd's*	*SA&CP*	*Cell D B* 109′ 141*t*	*FPT*	56*t*	*APT* 12*t*		A.G.,Köln-Deutz		
73936	**Emerald Wings**		2139					1920	Govern-	ContinentalTran-	269·9	39·6	19·6	London	T.3Cy.18$^{9}/_{16}$",29$^{5}/_{16}$"&49½"–		V
165416	(*ex*NicolaosBaikas-36,*ex*Député		1701						mentYard	sitCo.Ld.	P19′	B54′	F23′	British	37⅝" 149NHP		
GZNC	PierreGoujon-34)	1 *Dk*	1282						Cherbourg					*WB*	Etablissements d'Indret, Indret		
73937	**Emeraude** (*ex*RioPardo,*ex*Gaucho,		613	✠	Rio	*k*		1903	Craig,	**Soc.Anon.John**	195·4	28·9	13·0	Antwerp	T.3Cy.18",30"&48"–33"	20 " 0	V
	*ex*SanLorenzo)	*ss*Rio.No.3–2,15	—	9,16				12mo	Taylor&Co.	**Cockerill**				Belgian	158NHP		†
ONJC		1 *Dk(Stl)&Awng dk*	297	✠					Stockton				FK	4 *BHCem*	2SB,*4pf*,GS78,HS2644		
										Cell D B a 48′ *a E* 15′ *f* 84′ 159*t*				*APT* 24*t*	N.E.MarineEng.CoLd.Sld.		
73938	**Emergency Aid**		5333				...	1920	Merchant	**PacificArgentine**	400·7	54·2	30·4	S.Frncisco	2 Steam Turbines DR	32 " 10	R
220807		*Fitted for oil fuel*	—						S.B.Corp.	**BrazilLine,Inc.**	P36′	B124′	F44′	Utd.States	geared to1Sc.Shaft 645NHP		†
KDKD	Sub.Sig.	2 *Dks&Web frames*	3341						Harriman, Pt				FK	*WB*	WestinghouseElectric& Mfg.Co.Essington,Pa		
73939	**Emidio** (*ex*Hammac)		6912					1921	Bethlehem	**Socony-Vacuum**	435·0	56·2	33·5	NewYork	T.3Cy.27",47"&78"–48"		R
221460	D.F.	*Fitted for oil fuel*	—						S.B.Corp.Ld	**OilCo.Inc.**	P122′	B47′	F45′	Utd.States	422NHP		
KDTJ	*Mchy.Aft*	*Carrying Petroleum in bulk*	4309						SanFrancisco					*WB*	BethlehemS.B.Corp.Ld.		
		Longitudinal framing															
		2 *Dks*															
73940	**Emile Baudot**	TwinSc	1149					1917	Swan,Hun-	**FrenchGovern-**	222·5	32·2	19·2	LaSeyne	T.6Cy.12½",20"&33"–24"		V
		(*CableVessel*)	1044						ter&Wigham	**ment(Postes&**				s Mer	107NHP		
FOGR	Wireless	2 *Dks*	441						Richardson,	**Télégraphes)**				French	Swan,Hunter&Wigham-		
									Ld.Newcastle					*WB*	Richardson.Ld.Nwc.		
73941	**Emile Deschamps**	TwinSc	349					1922	Atel.&Ch.	**Cie.Normande de**	164·4	23·5	12·0	Havre	T.6Cy.9½",15⅝"&25½"–14⅝"		V
			—						de la Loire	**Nav.à Vap.**	F20′			French	48NHP		
TVQO	*CruiserStern*	1 *Dk*	103						Nantes						Atel.&Ch.de la Loire,Nts.		
73942	**Emile Francqui**		*5859*					1929	Flensburgr	**Cie.Maritime**	443·7	57·2	26·7	Antwerp	Q.4Cy.27⅞",39",55$^{5}/_{16}$"&79$^{5}/_{16}$"		VG
69	D.F.		*5503*						Schiffsb.Ges.	**Belge(Lloyd**	P94′	F49′		Belgian	–35$^{5}/_{16}$" 383NHP		
OPFB	*Ref.Mchy.*	*Cruiser Stern* 2 *Dks3trB*	*3504*						Flensburg	**Royal)SA.(Agence**				*WB*	FlensburgerSchiffsb.Ges.		
										MaritimeInter-							
										nationaleS.A.							
										Mgrs.)							
73943	**Emile Miguet**	TwinSc	14115					1937	Atel.&Ch.	**Cie.Navale des**	~~550·0,730·0,11·0~~			Havre	Oil Engines 4S.C.SA		V
	D.F.	*Oil Eng.*	13198						deFrance	**Pétroles**	P116′	B37′	F38′	French	12Cy.29$^{3}/_{16}$"–59" 982NHP		
FOPL	*Mchy.Aft*	*CruiserStern* 1 *Dk*	7780						Dunkirk		540 1,73·8	10·1			Ch.&Atel.deSt.Nazaire		
		Longitudinal framing-bracketless system															
		Carrying Petroleum in bulk															
73944	**Emilia** (*ex*CapeRomain)		4719				...	1918	Bethlehem	**A.H.Bull S.S.Co.**	376·4	52·3	27·0	NewYork	T.3Cy.24",41"&68"–48"	29 " 6	R
216466		2 *Dks&Web frames*	4213						S.B.Corp.	**Inc.(A.H.Bull&**	P54′	B94′	F39′	Utd.States	BethlehemS.B. 486NHP		†
KREA	D.F.	*Longitudinal framing*	2918						Sparro'PtMd	**Co.Inc.** *Mgrs.*)			FK	*WB*	Corp.Sparrow'sPt.Md.		
73945	**Emilia Guidi**	Aux3MstSr	472					1920	Gebr.G.&	**Ang.Guidi fuP**	160·4	26·7	12·9	Viareggio	Oil Engines 4S.C.SA		I
555	(*ex*DueAmici,*ex*Giovanna	*Oil Eng.*	425						H.Bodewes					Italian	4Cy.12½"–13⅜" 58NHP		
IMML	Verderame) *Mchy.Aft*	1 *Dk*	362						Martenshoek						BronsMotorenfabriek, Appingedam		
	(*See Sailing Ship Register*)																
73946	**Emilie Mærsk**		2212					1922	Odense	**Dampskibsselsk.af**	284·9	42·4	19·9	Aalborg	T.3Cy.20½",33"&53½"–35½"		V
			1914						Staalskibsv.	**1912 (A.P.Möller,**				Danish	&1 low pressure turbine		
OXMA	D.F.	1 *Dk*	1326						Odense	**Copenhagen,** *Mgr.*)	P19′	B72′	F31′	*WB*	NE28		
															A.Börsig,Berlin-Tegel		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years As[signed] now expired. Equip[ment] Letter	7a Date when tail shaft last exam.	8 Built. When. Ship. Engines	8 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of Trade Cert.
73947 1395 IMMX	**Emilio Morandi** (*ex*Sara)	1 *Dk & Spar dk*	1523 988 886					1904	Howaldts-werke Kiel	Federazione Italiana dei Consorzi Agrari	246·0 P49′	36·0 F29′	13·2 19·6	Genoa Italian	T.3Cy.17½″,27½″&45½″–27½″ 117NHP *WB* Howaldtswerke, Kiel		I
73948 OHWB	**Emily** (*ex*Mongolia, *ex*Thornycroft) Iron *ss*Hbg.4th No.3–1,32 *ss*Got.No.1–36	*Well deck* 1 *Dk (Irn)* *Cargo battens not fitted*	1565 — 930	✝100A1 Aut ~~12,37~~ ✝LMC ~~MS10,36~~ ~~BS12,36~~ BS1,39 ~~12,37~~		*q*	CL ~~12,37~~	1882 8mo	W. Gray & Co. W Hartlepool A&CP	Rederi A/B Emily (A. Andersson)	257·1 Q98′B66′F30′ BK9′	35·7 *WB = DB*	18·9 *a82 f92′316t*	Mariehmn Finnish	C.2Cy.28″&60″–39″ 80lb *90lb* NDB16 167NHP 4 *BHCem* 2SB,*4cf*,GS68,HS2602 Blair & Co. Ld. Stockton	20 ″ 2 ~~4 – 5½~~ ~~11 – 6½~~ 19 ″ 6	
73949 21442 WGCN	**Emma Alexander** (P) TwinSc (*ex*Nanking, *ex* Congress) *Ref. Mchy.* 4 *Dks & Shelter dk* D.F.	*Fitted for oil fuel*	7793 — 4428					1913	New York S.B.Co. Camden, N.J.	Pacific S.S. Lines, Ltd. ~~(Admiral Line)~~	423·8	54·9	17·4	S. Frncisco Utd. States *WB*	T.6Cy.28½″,46½″&78″–54″ 894NHP New York SB.Co. Cmdn, NJ.		R
73950 LJMI	**Emma Bakke** TwinSc (*ex*Svea drott–37 *ss*Got.No.2–37	Sub.Sig. 1 *Dk (Stl)* *Mchy. Aft* 1 *Dk (Stl)* & *Web frames* *Longitudinal framing–bracketless system*	4721 4153 2831	✝100A1 Mmo *with freeboard* Got 2,39 ~~3,36~~ ~~Lloyd's RMC~~ 2,39 ~~3,36~~			CL RN 1,37 ~~5,37~~	1929 8mo	Kockums M.V. Aktieb. Malmö *Lloyd's* SCP	Skibs. A/S Hilda Knudsen (Knut Knutsen, O.A.S. *Mgrs.*) *Cell D B343′1400t tanks in way of tunnels 74t*	397·0 414·5 (O.L.) P32′F10′ FK	54·7 *F P T105t A P T114t*	24·9 7 *B Hpt Cem* *Coll to Sh dk* 6 ,, *2nd* ,,	Haugesnd Norwegian	Oil Engines 4S.C.SA 16Cy.22 7/16″–39⅜″ 778NHP Kockums M.V. Akt. Malmö	28 ″ 10 s 3 ″ 2½ 25 ″ 9½	
73951 OYZA	**Emma Mærsk** TwinSc *Oil Eng.* D.F. *ss*HKg.No.2–36	*Mchy. Aft* 1 *Dk (Stl)* & *Web frames* *Longitudinal framing–bracketless system*	8278 7800 5064	✝100A1 Rot 12,37 ~~LMC CS6,36~~ ~~DBS12,36~~ ~~1,39~~ ~~6,36~~ ~~4,37~~ *Carrying Petroleum in bulk*		*d*†	CL ~~S5,36~~ P12,37	1928 2mo	Akt. Burmeistr & Wain Copenhagen *Lloyd's* SA&CP	D/S A/S af Svendborg og A/S D/S af 1912 (A.P. Möller, Copenhagen, *Mgr.*) *Cell D Bu E48′205t D*	466·3 P101′B34′F52′ FK	61·8 *T f38′610t F P T185t*	34·2 *A P T100t*	Nyborg Danish	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 542NHP 2 *DB180lb* Akt. Burmeistr & Wain, Cpn	36 ″ 3 s 8 ″ 4½ 28 ″ 1½	
73952 DHGL	**Emma Sauber** Sub.Sig.	1 *Dk*	2548 2234 1473					1922	Deutsche Werft A.G. Hamburg	Sauber & Co.	291·8 P33′B34′F25′	44·3	22·7	Hamburg German	D Rgeared Steam Turbine Allgemeine Elec Ges. Berlin		G
73953 PDXO	**Emmaplein** *ss*~~Kot.No.3–39~~	2 *Dks (Stl)* *Cargo battens not fitted*	5436 5018 3156	✝100A1 Rot ~~6,36~~ 5,39 ~~LMC~~ ~~5,37~~ ~~5,34~~ ✝LMC 2,35 2,39		*y*	CL ~~5,37~~ 2,39	1926 12mo	N.V. Mach & Schipsw. van P. Smit, Jr. Rotterdam *Lloyd's* SA&CP	N.V. Scheepvaart Maats "Millingen" (G.A. Spliethoff *Mg*) *Cell D Ba qu E135′ Deck tanks 54t*	375·5 B98′F30′ FK	52·3 *f167′1218t F P T385t*	30·4 *A P T180t* *Tanks at sides of tunnels 222t*	Rottrdam Dutch	T.3Cy.27 5/16″,42½″&72 13/16″–51 5/16″ 1801b (*s*) 428NHP 6 *B H Cem* 3SB(Spt) *9cf*,GS210,HS6779 N.V. Maschf. & Scheepsw. van P. Smit, Jr. Rot.	33 ″ 0 s 6 ″ 10½ 26 ″ 3½	
73954 OFCC	**Emmi** (*ex*Soutra–37, *ex*Cairnavon) *ss*Gmh.2nd No.3–2,31 *ss*Gmh.No.1–35 Wireless	1 *Dk (Irn)* & *deep framing* *Cargo battens not fitted*	1592 — 921	✝100A1 Brs 10,37 ~~BS4,36~~ ✝LMC ~~MS3,35~~ ~~BS4,37~~		*q*	CL 9,37	1905 6mo	Short Bros. Ld. Sunderland *Lloyd's* SA&CP	O/Y Wildfart, Ld. (H. Liljestrand, *Mgr.*) *Cell D Ba82′u E& B34′*	259·0 270·0 (O.L.) P21′B62′F26′ FK	36·9 *f102′418t F P T46t*	18·0 *A P T39t*	Munksnäs Finnish	T.3Cy.19″,30″&48″–36″ (*s*) 160lb *80lb* 151NHP 4 *B H Cem* 1SB,*3cf*,GS62,HS2463 Blair & Co. Ld. Stockton	20 ″ 4 s 2 ″ 9 17 ″ 8	
73955 112 SVJP	**Emmy** (*ex*Tsiropinas–37, *ex*Wolverton) *ss*HKg.2nd No.3–11,37	1 *Dk (Stl)*	3895 3687 2474	✝100A1 HKg 11,37 ✝LMC 11,37 ~~BS11,36~~		*x*	CL N 10,37	1914 1mo	Sir Raylton Dixon & Co Ld Middlesbro' *Lloyd's* SA&CP	A. Vergottis *Cell D Ba120′u E&*	360·4 372·5 (O.L.) P22′B221′F46′ FK *B39′f155′1015t*	52·3	23·9 *F P T5* *5t A P T65t*	Cephalonia Greek	T.3Cy.25″,40″&67″–45″ (*s*) 180lb 382NHP 7 *B H Cem* 3SB,*9pf*,GS174,HS5182 G. Clark, Ld. Sunderland	26 ″ 5 s 3 ″ 6½ 23 ″ 0§	
73956 DOAD	**Emmy Friederich** (*ex*Borderer) *ss*Cal.No.3–10,16 *ss*Hpl.No.2–24 D.F.	1 *Dk (Stl)* & *Spar dk (Stl)* & *deep framing* *Carrying oil in bulk*	4327 4090 2389	✝ 10,29 Liv		*x*		1904 12mo	Russell & Co. Port Glasgow	Reederei Eugen Friederich *Cell D Ba116′u E& B42′f162′987t*	374·5 P46′B102′F38′ FK	48·9 *D Tu32′819t F P T*	27·2 *87t A P T44t*	Bremen German	T.3Cy.26″,42″&70″–45″ NDB19 418NHP 6 *B H Cem* 2SB,*6cf*,GS112,HS5826 Clyde S.B. & E.Co.Ld. P.Gl.	30 ″ 2	G †
73957 214318 KFKL	**Emory L. Ford** D.F. GyC.	1 *Dk & Web frames* *Mchy. Aft* *Longitudinal framing*	7986 7670 6226			…		1916	American S.B.Co. Lorain, O.	Franklin S.S. Corp. (The M.A. Hanna Co. *Mgrs.*)	580·0 F53′ FK	60·0 *W B*	32·0 Wilmgton (Del.) Utd. States	American S.B.Co. Lorain, O	32 ″ 0	R †
73958 126654 VGQK	**Emperor** *Mchy. Aft* D.F.	1 *Dk*	7031 6780 5408					1910	Colling wd. S.B.Co. Collingwood	Canada Steamship Lines, Ld.	525·0	56·1	27·0 *W B*	Midland, Ont. British	T.3Cy.28″,38½″&63″–42″ 257NHP Collingwood S.B.Co.		R
73959 119739	**Emperor of India** (P) Pad (*ex*Princess Royal)	2 *Dks & Promenade dk*	482 326 206					1906	J.I. Thorny-croft & Co. Ld. Southampton	Cosens & Co. Ld.	217·2 Q20′ len07 *Prom.dk133′*	25·1	8·5	Wymouth British	C.2Cy.30″&57″–60″ 210NHP J.I. Thornycroft & Co Ld Sou		BT till 10,38
Broken up 9/38 73960 221600 KDUG	**Empire Arrow** *ss*Bal.No.3–9,33	2 *Dks (Stl)* & *Shelter dk (Stl)* & *Web frames* *Mchy. Aft* *Longitudinal framing* D.F.	8046 7834 4960	✝100A1 N Yk *Shelter dk* *with freeboard* 5,37 ~~[illegible]~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,21		*d*†	CL 2,36	1921 9mo	New York S.B.Corp. Camden, N.J. A&CP	~~Socony Vacuum Oil Co. Inc.~~ *Cell D Ba13′u E& B 'tween dk tank a 100t*	468·3 485·2 (O.L.) 76′440t *D Tf40′644t F P T229t A P T131t*	62·7 FK (*Collision B lt to Sh dk* 11 ,, *U* ,, 4 ,, *2nd* ,,)	32·0 *F.P. about 150° F.*	New York Utd. States 16 *B Hpt Cem* 3SB.*9cf*,GS173,HS9052 FD	Q.4Cy.24″,36″,51″&75″–51″ 2201b (*r*) 625NHP 3SB.*9cf*,GS173,HS9052 FD New York S.B.Corp.	32 ″ 0 s 4 ″ 1½ 28 ″ 1½	
73961 163219 MKMN	**Empire Star** TwinSc *Oil Eng.* D.F. E.S.D. GyC. *Ref. Mchy.* *Cruiser Stern*	1 *Dk & Shelter dk* 3rd dk except in No.1 hold 4th dk forward of *Mchy. space*	11093 8857 6810	✝100A1 ~~Iron~~ *with freeboard* ~~[illegible]~~			CL 12,38	1935 12mo	Harland & Wolff, Ld. Belfast *Lloyd's* SA&CP	Frederick Leyland & Co. Ld. *Duct keel forward* *Cell D B328′2*	524·2 543·0 (O.L.) P64′B193′F72′ FK *of Mchy. space* 273t	70·4 *F P T95t A P T157t*	32·3 *B Hpt Cem* (*Coll to Sh dk* 7 ,, *2nd* ,,)	Belfast British	Oil Engines 2S.C.DA 12Cy.24 7/16″–55½″ 2 *DB100lb* 2463NHP Harland & Wolff, Ld Bel.	35 ″ 0 s 5 ″ 7½ 29 ″ 7	
73962 228732 WTDT	**Empire State** TwinSc *Oil Eng.* *ss*NYk.No.2–38 D.F. GyC. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* *Cargo battens not fitted*	1 *Dk (Stl)*	1692 1375 1355	✝ A1 N Yk *with freeboard* 1,38 LMC 2,37 LMC(M)4,39 *For Service between New York, Chicago & Quebec, via Canals. Also between Boston, Mass & Norfolk, Va. with a freeboard corresponding to an extreme draught of 12 feet*			CL 1,38	1929 7mo	St Lawrnce Marine Repair Dock Corp. Ogdensburg. *Lloyd's* SA&CP N.Y.	Federal Motorship Corp. (Geo. D. Macdonald, *Mgr.*) *Wing & deep tanks f64t F P T*	244·5 P40′ *Trunk* 168′ F38′ FK	43·5 *10 B H*	14·7 26t *A P T27t*	Buffalo, N.Y. Utd. States	Oil Engines 4S.C.SA 12Cy.12½″–18″ 182NHP NE26–*refitted* 7,29 New London S.&E.Co. New London, Conn.	16 ″ 0 s ~~4~~ ″ 1 12 ″ 0	
73963 135226 VGKT	**Empress of Asia** (P) QuadSc *ss*H.Kg.2nd No.3–3,37 D.F. *Cruiser Stern* 4 *Dks (Stl)* & *Ref. Mchy.* *Shelter dk (Stl–teak s)*		16909 12545 8883	✝100A1 HKg 2,38 ~~2,38~~ ~~BS3,39~~ ~~2,38~~ ~~BS~~ ~~2,38~~ 2,39 ~~LMC3,37~~		*k*†	CL *F f*1,39 *Pa* 2,38 *s f* 2,37 ~~*m* 2,37~~ ~~*s* 1,39~~	1913 5mo	Fairfield Co. Ld. Glasgow *Lloyd's* SA&CP	Canadian Pacific Rly. Co. (Canadian Pacific Steamships, Ld. *Mgrs.*)	570·1 590·0 (O.L.) B&F394′ *on Shelter dk* FK&BK3′	68·2	42·0 12 *B H Cem* *WB = Cell D Ba63′u E& B295′f100′1548t F P T160t*	Vancouver British	4 Steam Turbines (*s*) 19001b HS54251 3720NHP 6 D&4SB,*64cf*,GS1344, FD Fairfield Co. Ld. Glasgow	46 ″ 0 s 17 ″ 5½ 29 ″ 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant exprir. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Jaugeages où cotés. Lettres et chiffres dans le Corps du Navire.
73964 145300 GFSB	**Empress of Australia** (P) Twin Sc (ex Empress of China, ex Tirpitz) ss Gls. No. 3–6, 27 ss Sou. No. 2–36 2 Dks (Stl) & Shelter dk (Stl–pt ws) 3rd dk (Stl) in holds & cross bunker 4th dk (Stl) D.F. in forward & after holds Ref. Mchy.		21833 14149 12177	100A1 Sou 1,39 ~~12,37~~ ✠LMC1, ✠NE&B6,21 BS~~1,37~~ 1,39 Fitted for oil fuel 5,22			CL 10,37 F.P. above 150° F.	1914	Vulcan-werke A.G. Stettin Lloyd's SA&CP	Canadian Pacific Rly.Co. (Canadian Pacific Steam-ships, Ld. Mgrs.) Cell DB	589·9 | 75·2 | 41·5 B on Shltr dk 348' F on Shltr dk 113' Prom. dk 238' FK Uppr Prom. dk 280 467'2210t FPT 183t	London British Cem 6 B Hto Sh dk 5 „ „ U „ APT 238t	6 Steam Turbines SR geared to 2 Sc. Shafts (r) 2201b 3603 NHP 6D (Spt) & 1SB (Spt), 40cf, BS 38075 FD Fairfield SB&E.Co.Ld.Gls.	46 " 2 s 17 " 3 29 " 3	BT till 10'6" 11'6
73965 162582 GMBJ	**Empress of Britain** (P) Quad Sc D.F. E.S.D. GyC. ss Sou. No. 1–35 Ref. Mchy 4 Dks (Stl–Weather dk pt teak s) 5th & 6th dks (Stl) in Cruiser Stern holds, Web frames (Topsides–Special quality steel)		42348 29081 22545	✠100A1 Sou withfreeboard 7 ~~12,37~~ 12,38 BS12,37 ✠LMC12,35 Fitted for oil fuel 4,31			CL P f 11,31 S f 11,30 Pa 11,37 Sa 11,37 F.P. above 150° F.	1931	J. Brown& Co.Ld. Clydebank Lloyd's SA&CP	Canadian Pacific Rly Co. (Canadian Pacific Steam-ships, Ld. Mgrs.) Cell DB	733·3 | 97·8 | 56·0 B&F 649' Upper Bridge 545' FK Cell DB 588'3742t DT 08,3	London British 13 B H pt Cem DT f 18 1050t FPT 140t APT 227t	12 Steam Turbines SR geared to 4 Sc. Shafts (s) 125lb 2 DB 200lb 12753 NHP 9 WTB (Spt) HS 106393 FD J. Brown & Co. Ld. Clydebnk FPT 140t APT 227t	60 " 8 s 28 " 3¼ 32 " 8½	BT till 11'3
73966 146215 GFXQ	**Empress of Canada** (P) Twin Sc ss H.Kg. No. 3–1,34 ss H.Kg. No. 1–38 Ref. Mchy. 4 Dks (Stl) & D.F. Shelter dk (Stl–pt ws) Sub.Sig. Cruiser Stern		21517 15170 12811	✠100A1 HKg o † Shelter dk withfreeboard 2,39 ~~2,38~~ ✠NE8,29 ✠LMC1,37 BS~~2,38~~ 2,39 Fitted for oil fuel 5,22			CL 2,38 F.P. above 150° F. Cell DB 530' 3020t Fresh	1922	Fairfield Co.Ld. Glasgow Lloyd's SA&CP	Canadian Pacific Rly.Co. (Canadian Pacific Steam-ships, Ld. Mgrs.)	627·0 | 77·9 | 42·2 B&F 529' on Shelter dk FK Promenade dk 405' Collision water Tanks in wa	London British pt Cem 9 B Hto Shdk „ „ F „ n of tunnels	8 Steam Turbines SR geared to 2 Sc. Shafts (r) 2101b HS 49320 4592 NHP 8 DB (7Spt) & 4SB (2Spt), 60cf, GS 1250, FD Fairfield SB&E Co. Ld. Gls. 96'560t FPT 109t APT 228t	45 " 2 s 15 " 5 30 " 0	
73967 161430 GMLV	**Empress of Japan** (P) Twin Sc ~~ss H.Kg. No. 1–2~~ ss H.Kg. No. 2–38 3 Dks (Stl–Weather dk teak–s) 4th Dk (Stl) in holds D.F. 5th Dk (Stl) in Nos. 1 & 2 holds Ref. Mchy. GyC. E.S.D. Cruiser Stern		26032 17737 15725	✠100A1 HKg r † withfreeboard ~~9,44~~ 1,39 ~~2,38~~ 2,38 ~~HC2,36~~ ✠LMC2,34 Fitted for oil fuel 6,30 DS 1,39			CL 1,39 F.P. above 150° F. Cell DB 541'3273t Tanks in way	1930	Fairfield Co.Ld. Glasgow Lloyd's SA&CP	Canadian Pacific Rly.Co. (Canadian Pacific Steam-ships, Ld. Mgrs.)	644·0 | 83·8 | 44·5 B&F 578' Upr B 443' FK	London British 10 B H pt Cem of tunnels & Engine Room 2006t	6 Steam Turbines SR geared to 2 Sc. Shafts (s) 6475 NHP 6 Water Tube Boilers (Spt) 2 DB 200lb, HS 52950 425lb Fairfield Co.Ld. Glasgow FPT 148t APT 219t FD	48 " 6 s 18 " 2½ 30 " 7½	
73968 135197 VGKW	**Empress of Russia** (P) Quad Sc ss H.Kg. 2nd No. 3–1,37 Ref Mchy. Cruiser Stern 4 Dks (Stl) & D.F. Shelter dk (Stl–teak s)		16810 12557 8789	✠100A1 HKg k † 3,37 ~~1,38~~ BS~~1,37~~ 1,39 ✠LMC2,36			CL 1,37 Pa 2,39 Sa 2,39 P f 1,37 S f 1,37	1913	Fairfield Co.Ld. Glasgow Lloyd's SA&CP	Canadian Pacific Rly.Co. (Canadian Pacific Steam-ships, Ld. Mgrs.)	570·2 | 68·2 | 42·0 590·0 (O.L.) B&F on Shltr dk 394' FK&BK 3" WB = Cell DB a 69' u E &	Vancouver British 12 B H Cem f 100' 1548t FPT 160t	4 Steam Turbines (s) 1901b HS 54251 3720 NHP 6D & 4SB, 64cf, GS 1844 FD Fairfield S.B.&E.Co.Ld. Gls B 295'	46 " 0 s 17 " 5½ 29 " 0	
73969 DOSC	**Ems** Oil Eng. D.F. E.S.D. 1 Dk Cruiser Stern		3287 2621 1842					1937	Deutsche Sch-u-Mschb. A.G. Weser Bremen	Norddeutscher Lloyd	358·8 | 50·2 | 19·9 P 30' F 313' Upr. F 22' WB	Bremen German	2 Oil Engines 2S.C.SA each 6Cy. 20½" – 27 15/16" SR geared to 1 sc. shaft 885 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		G
73970 DJMD	**Emshörn** (ex Karin–36, ex Antie Catharina–33, ex Trevethoe) D.F. 1 Dk (pt Irn pt Stl)	ss Bmn. 2nd No. 3-6,38	4301 4038 2718	✠100A1 Ham x 6,38 ~~8,36~~ Bmn 6,38 BS~~4,37~~ ✠LMC~~4,34~~ 6,38 Mast~~4~~			CL ~~8,36~~ 6,38	1913	J Readhead & Sons. Ld. South Shields Lloyd's SA&CP	Kauffahrtei Seereed Adolf Wiards & Co. Cell DB	369·6 | 51·1 | 25·5 P 33' B 226' F 34' FK Ba 119' u E 26' f 163	Hamburg German 6 B H Cem 987t APT 162t	T.3Cy. 26", 42" & 69" – 48" (r) 180lb 80lb 385 NHP 2SB, 6cf, GS 132, HS 6330 J. Readhead & Sons, Ld S Shl	27 " 8 s 3 " 10½ 24 " 1½	
73971 DGCV	**Emsland** (ex Heinrich Hugo Stinnes 7, ex Drottning Sophia) Trunk deck Sub.Sig. 1 Dk		5170 4222 3249					1901	Howaldts-werke Kiel	Kauffahrtei Seereed Adolf Wiards & Co.	405·3 | 52·4 | 23·1 P 28' H 326 t F 38'	Hamburg German WB	T.3Cy. 26½", 42" & 69" – 43" 312NHP Howaldtswerke, Kiel		G
73972 DJPK	**Emsriff** (ex Jolanthe–36, ex Finchley–35, ex Westra, ex Nantwen) E.S.D.	ss Ham 2nd No. 3–6,36 1 Dk (Irn)	4935 4547 3055	✠100A1 Rot x 12,37 BS~~9,37~~ 6,38 ✠LMC6,36			CL 3,36	1912	Richardsn, Duck & Co. Ld. Stockton Lloyd's SA&CP	Kauffahrtei Seereed Adolf Wiards & Co. Cell DB a 130' u	379·0 | 47·7 | 27·8 P 34' B 111' F 31' FK E & B 45' f 168' 1117t	Hamburg German 6 B H Cem APT 126t	T.3Cy. 26", 42" & 70" 48" (s) 180lb 385 NHP 3SB, 9cf, GS 173, HS 6169 Blair & Co. Ld. Stockton	30 " 4 s 5 " 9¼ 24 " 8	
73973 DGCU	**Emsstrom** (ex Fritz Hugo Stinnes 5, ex Oscar Fredrik) Sub.Sig. 1 Dk & Trunk dk & Web frames		4517 3770 2820					1900	Howaldts-werke Kiel	Kauffahrtei Seereed Adolf Wiards & Co.	388·9 | 52·1 | 21·8 P 28' H 180 t F 31'	Hamburg German WB	T.3Cy. 26½", 42" & 69" – 43" 312NHP Howaldtswerke, Kiel		G
73974 PDXQ	**Ena** Oil Eng. D.F. 1 Dk, 2nd dk clear of cargo tanks Mchy. Aft Cruiser Stern Longitudinal framing at bottom & at deck		6229 5539 3589	✠100A1 Ams a † 10,38 ~~2,38~~ ✠LMC6,36 Carrying Petroleum in bulk			CL	1936 6mo	Odense Staalskibsvft ved A P Møller Odense Lloyd's SA&CP Cell DB u E 66' 132t DT	N.V. Petroleum Maats. "La Corona"	428·0 | 54·5 | 30·9 446·3 (O.L.) P 87' B 38' F 51' FK f 25' 257t FPT 103t APT 55t	The Hague Dutch 16 B H	Oil Engines 4S.C.SA 6Cy. 25 7/16" – 55½" 377 NHP DB 180lb Werkspoor N.V. Ams.	31 " 0 s 5 " 7¼ 25 " 8	
73975 LDTU	— Wood Aux 3 Mst Sr (ex Joyce French, ex Mary Tamplin, ex Frances Hyde) (See Sailing Ship Register)	1 Dk	785 652 526					1905	Kelley-Spear Co. Bath, Me.	Brödr. Anda	183·4 | 39·4 | 12·5 Q 70 t H 54 t	Stavanger Norwegian	C.2Cy. 13" & 27" – 20" 27NHP Kelley-Spear Co. Bath, Me.		V
73976 147300 GLBQ	**Ena de Larrinaga**	2 Dks	5200 4837 3170					1925	F. Schichau Danzig	Larrinaga S.S. Co. Ld.	387·5 | 52·7 | 32·2 P 29' F 36'	Liverpool British WB	T3Cy 25 5/16", 43 5/16" & 70 7/8" – 47½" 346NHP F. Schichau, Elbing		C
73977 131316 MDXB	**Endcliffe** Mchy. Aft Well deck	ss Mil. 2nd No. 3–2,36 1 Dk (Stl)	368 253 188	✠100A1 Mil 2,36 BS~~5,37~~ 5,38 ✠LMC2,36			CL ~~2,36~~ 4,39	1911 1mo	W. Walker Maryport Lloyd's SA&CP	T.W. Ward, Ld.	135·2 | 25·1 | 10·3 Q 49' B 7' F 28' FK WB = FPT 51t	Liverpool British 3 B H Cem	C.2Cy. 17" & 36" – 24" (s) 1301b 53RHP 1SB, 3pf, GS 47, HS 1278 J. Ritchie, Glasgow	11 " 5 s " 7 10 " 11	
73978 218985 KODN	**Endicott** Fitted for oil fuel Sub.Sig 2 Dks Longitudinal framing		6319 5970 4720					1919	Skinner& Eddy Corp. Seattle, Wash	~~Lykes Bros. Ripley S.S. Co. Inc.~~ Lykes Bros. Steamship Co., Inc.	401·6 | 54·9 | 32·1 P 34' F 48'	Lake Charles, La Utd. States WB	T.3Cy. 24½", 41½" & 72" – 48" 359NHP Hooven, Owens & Rentschler Co. Hamilton, O.		R
73979 ESVY	**Endla** (P) (ex Ebba Munck–37) 1 Dk & Awng dk		396 184 214					1888	W. Crichton & Co. Åbo	Baltic Salvage Association	121·7 | 21·9 | 10·5	Tallinn Estonian WB	T.3Cy. 10", 17½" & 26" – 21" 31NHP W. Crichton & Co. Åbo		
73980 OYCO	**Energi** 1 Dk & Web frames		990 796 575					1898	Flensburger Schiffsb. Ges. Flensburg	A/S H.C. Christensens Damp-og Seilskibs Rederi (Alfr. Petersen, Mgr.)	219·8 | 34·9 | 12·6 Q 68' B 58' F 25'	Marstal Danish WB	T.3Cy. 16", 26" & 43" – 33" 93NHP Flensburger Schiffsb. Ges.		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey	6 Port of Survey.	7 Classed or now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Keratose which classed. If not in R. Date of Fl. & Trade Cert.
73981 160692 MPFQ	**Energie** *Oil Eng.* *Mchy. Aft* *Well deck*	TwinSc ssHul.No.2–36 1 *Dk(Stl)* & *Web frames*	501 300 313	✝100A1 Sld *y* ~~4,38~~ 12,38 Sou Lon ✝LMC3, ✝LMC(M)4,38 *Carrying Petroleum in bulk*			CL S4.37 P7,38	1928 9mo	I.J. Abdela & Mitchell (1925), Ld. Queensferry *Lloyd's SA&CP*	Shell-Mex & B.P. Ld.	150·2 | 27·6 | 10·2 *27·9* P & B 79′ FK F22′ *Trunk in well*	Rochester British *SBH*	Oil Engines 4S.C.SA 8Cy. 11″–17½″ 94NHP Motorenfabr. "Deutz" A.G. Kölu-Deutz	10 ″ 9 s ″ 2¾ 10 ″ 7½	
73982 PDYF	**Enggano** ssAms.No.3–9,38 ssAms.No 1–37 2 *Dks(Stl)* & *Shltr dk(Stl)*	ssAms.No.3–9,38 ssAms.No 1–37 2 *Dks(Stl)* & *Shltr dk(Stl)*	5412 4899 3187	✝100A1 Ams *w*† *Shelter dk* *with freeboard* BS10,38 ~~10,37~~ ✝LMC10,3 11,38			CL N10,37	1920 4mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's SA&CP*	N.V. Stoomv. Maats. "Nederland" *Collision BH to Shelter dk* *Cell DB*	425·0 | 55·0 | 26·6 369′ 1270*t* *FPT* 124*t* FK 6 *BH to U dk* *APT* 205*t*	Amstrdam Dutch *Cem*	T.3Cy. 28″, 46½″ & 78″–54″ (*s*) 180lb 629NHP 1SB, *12cf*, GS268, HS11670 Blair & Co.Ld. Stockton	29 ″ 0 s 3 ″ 6½ 25 ″ 8½	
73983 OZTE	**England** (P) *Oil Eng.* ssEls.No.1–37 D.F. 2 *Dks(Weather dk Stl–ws)* *Ref. Mchy.* Sub Sig. 3rd *dk in holds*	TwinSc ssEls.No.1–37 2 *Dks(Weather dk Stl–ws)* 3rd *dk in holds*	2767 2337 1543	✝100A1 Lon *u* *with freeboard* 2,38 ✝LMC CS2,36 DBS2,36 3,38 3,37			OG P2,38 S3,37	1932 4mo	Helsingörs Jernsk & Msk. Elsinore *Lloyd's SA&CP*	Det Forenede Dampskibs. Selsk. *Cell DB* 238′ 364*t*	306′3 | 44′2 | 25′9 323·7 (O.L.) F39′ FK *FPT* 56*t* *APT* 70*t* (	Esbjerg Danish 6 *BH pt Cem* 2 ,, *to 2nd dk)*	Oil Engines 4S.C.SA 12Cy. 21½″–35½″ 545NHP DB 75*lb* Akt. Burmeistr & Wain, Cpn	28 ″ 6 s 10–8¼ 18 ″ 2	
73984 OXUE	— ssCpn.No.2–38 *Well deck* D.F. 1 *Dk(Stl)*	ssCpn.No.2–38 1 *Dk(Stl)*	2319 1739 1372	✝100A1 Cpn *s* 5,39 3,38 Els ✝MC3,38 B&S 3,39			CL ~~3,38~~ 3,39	1930 1mo	Swan, Hunter & Wigham Richardson, Ld. Sunderlnd *Lloyd's SA&CP*	A/S Dampskslsk D.F.K. (De Forenede Kulimportører A/S, *Mgrs.*)	283·8 | 42·0 | 17·8 P19′ Q93′ B55′ F28′ FK *Cell DB* 226′	Copnhagn Danish 4 *BH pt Cem*	T.3Cy. 20″, 32″ & 53′–36″ (*s*) 180lb 201NHP 2SB, *4cf*, GS81, HS3340 N.E. Marine Eng. Co. Ld. Sld	20 ″ 4 s 1–11½ 18 ″ 6½	
73985 26173 JAGD	**England Maru** ssOsa.No.3–2,36 2 *Dks(Stl)* & *Awng dk(Stl)*	ssOsa.No.3–2,36 2 *Dks(Stl)* & *Awng dk(Stl)*	5830 5590 4170	✝100A1 Kob *y* *Awng dk* *with freeboard* 12,33 12,38 ✝MC12 *Fitted for oil fuel* 7,23 *F.P. above* 150° F.			OG ~~2,36~~ 12,38	1919 11mo	Kawasaki Dkyd. Co. Ld. Kobe A&CP	Yamashita Kisen K.K. *Collision BH to Awng dk* *Cell DB*	385·0 | 51·0 | 36·0 FK 334′ 1118*t* *FPT* 126*t*	Kobe Japanese *Cem* 5 *BH to U dk* *APT* 93*t*	T.3Cy. 26″, 43½″ & 72″–48″ (*s*) 200lb 437NHP 2SB (Spt) & 1 Aux SB, *8cf*, GS154, HS5636 FD Kawasaki Dkyd Co Ld Kobe	36 ″ 0 s 9 ″ 1½ 27 ″ 1	
73986 XNCU	**Englee** (*ex* Selun) Wireless	1 *Dk* & *Spar dk*	1394 1297 863					1901	Nylands Værksted Oslo	Ching Kee S.N.Co. Ld.	231·3 | 35·1 | 20·4 H86*t*	Chefoo Chinese *WB*	T.3Cy. 16½″, 27″ & 44″–32″ 109NHP Nylands Værksted, Oslo		C
73987 129345 VWCG	**Englestan** (P) (*ex* Intaba) ssCal.2nd No.3–11,33 ssCal.No.1–37 2 *Dks(Stl-Uteaks)* & *Webframes* *Longitudinal framing*	ssCal.2nd No.3–11,33 ssCal.No.1–37 2 *Dks(Stl-Uteaks)* & *Webframes* *Longitudinal framing*	4808 3907 2966	✝100A1 Cal *y* ~~12,37~~ 9,38 ~~bows~~ BS12,37 ✝LMC3,37 9,38			CL 2,37	1910 10mo	Hall, Russell & Co. Ld Aberdeen *Lloyd's SA&CP*	Bengal Burma Steam Nav. Co. Ld.	386·1 | 48·2 | 27·1 P62′ B145′ F40′ FK & BK 2½″ *Cell DB* 414′ *uE & B* 70′ *f* 145′ 795*t*	Rangoon British *6 BH Cem*	T.3Cy. 27½″, 45⅝ & 75″–48″ 180lb (*r*) 510NHP 5SB, *15cf*, GS300, HS9055 Hall, Russell & Co. Ld. Abn.	29 ″ 7 s 5 ″ 1⅜ 25 ″ 0½	
73988 14539 GBSM	**English Tanker** (*ex* Oilfield–37) ssRot.No.3–4,37 *Mchy. Aft* D.F. 2 *Dks(Stl)* & *Web frames* *Longitudinal framing*	ssRot.No.3–4,37 2 *Dks(Stl)* & *Web frames* *Longitudinal framing*	5387 4407 3063	~~✝100A1~~ Msl *x* 1,38 ✝M~~C~~ 4,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,23 *F.P. above* 150° F.			CL 3,37	1925 6mo	Tyne I.S.B. Co. Ld. Newcastle *Lloyd's SA&CP*	Mid-Atlantic Shipping Co. Ld.	365·2 | 51·3 | 30·7 P93′ B36′ F40′ FK *Cell DB* 427·5 5*t* *D* *Tf* 34′ 279*t* *FPT* 122*t*	Newcastle British *10 BH pt Cem* *APT* 22*t*	2 steam turbines DR geared to 1 sc. shaft (*s*) 220lb 467NHP 2SB, *15cf*, HS5368 FD Wllsnd Slpwy & ECo Ld Nwc	30 ″ 9 ~~4 ″ 8~~ ~~26 ″ 01~~	
73989 163446 GWPT	**English Trader** (*ex* Arctees–36) ssShl.No.1–37 *Cruiser Stern* 1 *Dk(Stl)* *Longitudinal framing at bottom & decks* D.F. *& Bridge sides "Arcform"* *Locked steel interchangeable hatches*	ssShl.No.1–37 1 *Dk(Stl)* *Longitudinal framing at bottom & decks* *& Bridge sides "Arcform"* *Locked steel interchangeable hatches*	3953 3666 2382	✝100A1 Cff *x* 1,38 2,38 Ant ✝MC BS6,37 ✝S10,37			CL 2,38	1934 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's SA&CP*	Trader Nav. Co. Ld.	362·5 | 57·5 | 23·6 374·0 (O.L.) P33′ B226′ F31′ FK *Cell DB* 303′ 704*t* *FPT* 75*t* New fore end 37	London British *6 BH pt Cem* *APT* 123*t*	T.3Cy. 21½″, 37″ & 62″–42″ (*s*) 220lb 357NHP 2SB (FD) & 1 Aux SB, *8cf*, GS113, HS5209 N.E. Marine Eng Co Ld. Nwc	25 ″ 9 s 2 ″ 9½ 23 ″ 1½	
73990 LDUD	**Enid** 1 *Dk*	1 *Dk*	1140 991 656					1924	A.S. Moss Værft Moss	A/S Turid (Bachke & Co. *Mgrs.*)	226·7 | 36·6 | 15·8 P44′ H71*t*	Tr'ndheim Norwegian *WB*	T.3Cy. 16″, 25″ & 42″–30″ 97NHP A/S Moss Værft. Moss		N
73991 143539 MKQV	**Enid Mary** ssShl.No.1–38 ssApl.No.3–9,34 *Mchy. Aft* 1 *Dk(Stl)* *Cargo battens not fitted*	ssShl.No.1–38 ssApl.No.3–9,34 1 *Dk(Stl)* *Cargo battens not fitted*	582 404 291	✝100A1 Shl *i* ~~1,26~~ 10,38 BS~~4,38~~ ✝MC3,~~38~~ 5,39 ✝S10,38			CL ~~1,36~~ 10,38	1921 5mo	Taw Shipyards, Ld. Barnstaple *Lloyd's SA&CP*	British Isles Coasters, Ld.	174·5 | 28·6 | 10·9 *29·9* Q100′ B11′ F26′ FK *Cell DB* 94′ 144*t* *FPT*	Cardiff British *3 BH Cem*	T.3Cy. 14″, 23″ & 38″–27″ (*s*) 180lb 72RHP 1SB, *3cf*, GS52, HS1761 Aitchison Blair Ld. Clydbnk	13 ″ 0 s 4 ″ 3½ 12 ″ 10½	
73992 ~~160300~~	**Enidtown** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*		795 545 ~~485~~	✝100A1 Rot *j* 9,38 ~~(Class Continue, plated)~~ ✝LMC~~9,38~~			CL	1938 9mo	NV Schpsw Gebrv/d Werf Deest *Lloyd's SA&CP*	Manila S.S. Co. Inc. (Elizalde & Co. Inc. *Mgrs.*)	191·9 | 29·1 | 12·0 198·8 (O.L.) ~~P43′ Q81′ F21′~~ FK (*Cell DB* 125′ 18 *uE* 70*t* *APT* 40*t*	United States *1 BH Cem*	Oil Engines 4S.C.SA 6Cy. 14½″–~~24½″~~ 21⅝ 66RHP Motoren Werke Mannheim A.G. vorm Benz	13 ″ 6 s 4 ″ 6¾ 13 ″ 0½	
73993 OYCP	**Enigheden** 1 *Dk*	1 *Dk*	720 623 406					1918	H.C. Christensen Marstal	A/S H.C. Christensens Damp-og Seilskibs Rederi (A. Petersen, *Mgr.*)	199·9 | 32·7 | 12·5 P24′ B62′ F28	Marstal Danish *WB*	T.3Cy. 16″, 27″ & 45″–30″ 111NHP Akt. Burmeistr & Wain, Cpn.		V
73994 UOYQ	**Enisei** (*ex* Hillegom–34) 1 *Dk*	1 *Dk*	2139 1737 1179					1916	A.F. Smulders Schiedam	U.S.S.R.	268·9 | 42·1 | 18·1 P27′ B78′ F24′	Leningrad Russian *WB*	T.3Cy. 20″, 32″ & 52″–39″ 169NHP A.F. Smulders, Schiedam		
73995 25286	**Enmyo Maru No. 1** 1 *Dk*	Wood	354 296 195					1918	Hiroshima Seisakusho Nihoshima	Hiroshima Seisakusho K.K.	137·0 | 26·0 | 13·4 B32′ F14′	Niho Japanese	C.2Cy. 11½″ & 23″–14″ 16NHP Hiroshima Seisakusho, Niho		
73996 624 SZJI	**Enossis** (*ex* Bruna, *ex* Sava, *ex* Venezia, *ex* Ardgowan) *Well deck* 1 *Dk(pt Irn)* *Mchy. Aft*	Iron ssFiu.3rd No.3–12,20 ssFiu.No.3–5,24 1 *Dk(pt Irn)*	317 213 107	✝ Fiu 9,25 ✝NB4,91 ✝				1883 1mo	Abercorn S.B.Co Paisley	D. Kerambos & Co.	137·5 | 21·5 | 10·6 145·0 21·5 10·1 Q54′ B18′ F20 pt N D 02 BK 7′	Piræus Greek *4 BH Cem*	C.2Cy. 18″ & 34″–28″ 53NHP 1SB, *2pf*, GS40, HS963 W. Lockhead & Co. Gls.		
73997 460 IMOU	**Enotria** (*ex* Maréchal Foch–34, *ex* Delta, *ex* Maréchal Foch, *ex* Constitucion, *ex* Zeebrugge, *ex* Arizona) ssCff.No.1–11 1 *Dk(Stl)* *Well deck*	ssCff.No.1–11 1 *Dk(Stl)* *Well deck*	852 767 483	✝ Cff *i* 7,11 ✝				1907 7mo	R. Thompson & Sons, Ld Sunderland	A. Lauro	182·5 | 29·7 | 17·4 176·6 Q85′ B17′ F23′ FK *D* *Ba* 33′ *f* 41′ 116*t* *FPT*, 23*t* *APT* 16*t*	Naples Italian *4 BH Cem*	T.3Cy. 15½″, 25″ & 41″–27″ 95NHP 2SB, *4pf*, GS56, HS1558 Richardsons, Westgarth & Co. Ld. Mdb.	13 ″ 0	I †
73998 2099 IAGU	**Enrichetta** (*ex* Presto–33, *ex* Alberto Fassini–32, *ex* Kossuth Ferencz) ssPal.No.3–11,22 ssAnt.No.1–27 1 *Dk(pt Irn & pt Stl)* 2 *tr B* *deep framing & Web frames*	ssPal.No.3–11,22 ssAnt.No.1–27 1 *Dk(pt Irn & pt Stl)* 2 *tr B* *deep framing & Web frames*	4652 4019 2979	✝ —— Rot *x* 7,33				1907 6mo	J.L. Thompson & Sons, Ld. Sunderland	Italian Navy (operated by Soc. Anon. Cooperativa di Nav. Garibaldi) *Cell DB* 135′ *uE & B* 44′ *f* 155′ 1055*t* *FPT*	386·0 | 50·2 | 24·5 378·0 | 52·3 | 24·4 P23′ Q119′ F30′ FK 127*t* *APT* 27*t*	Genoa Italian *6 BH Cem*	T.3Cy. 26″, 42″ & 68″–48″ 392NHP 2SB, *8cf*, GS143, HS6650 Blair & Co. Ld. Stockton	27 ″ 1	I †

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expiré. Lettre d'Enrôlement.	7* Date de la dernière visite de la liste portée-édition.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où cotés, et date de 1re Cote. Lettre de Code. Rad. Tonn.
73999	**Enrichetta Maddalena**	Aux Bkn	340	✠	Hul	*i*		1892	Grngemth	Francesco Tomei	147·9	27·1	10·8	Viareggio	Oil Engines 4S.C.SA	11 ″ 11	I
709	(*ex* Enrico Beraldo-37,	*Oil Eng.*	309	5,25				6mo	Dkyd Co.		F17′		BK7″	Italian	6Cy.8¼″–12⅝″ 40 NHP		†
IMPO	*ex Sailing Vessel*	*ss* Hnl.2nd No.3–8,19	204						Grngemouth					3 *BHCem*	*Emade 30 fitted* 35		
	Norge–35, *ex* Bellmore	1 *Dk*													Motorenfbr. "Deutz" A.G.		
	ex Maracaibo)														Köln-Deutz		
	(*See Sailing Ship Register*)																
74000	**Enrico** (*ex* Ginetto–37,		1817	...	Lon	*r*		1909	Akt.Ges.	Dani & C.	286·2	39·1	19·8	Genoa	T.3Cy.20⅛″,33½″&55⅞″–37½″	22 ″ 6	I
1825	(*ex* Capri–33)	*ss* Lth. No.3–7,21	1641	5,34					"Neptun"		273·9			Italian	235 NHP		†
IBKO		*ss* Shl. No.2–29	1083						Rostosk		P29′B75′F37′			4 *BHCem*	2SB,*4cf*,GS89,HS3948		
		2 *Dks* (*Stl*)								*Cell DB* 217·492*t*	*FPT* 26′		FK		A.G. "Neptun," Rostock		
74001	**Enrico Costa** (*ex* Cerasus–34)		4080	✠ ...	Gen	*s*		1928	Burntislnd	G. Costa fu Andrea	380·8	51·4	25·1	Genoa	T.3Cy.25″,41″&68″–48″	27 ″ 6	I
1974		*ss* Hul. No.1–31	3829	12,36				4mo	S.B.Co.Ltd.		370·0			Italian	387 NHP		†
IBIC	D.F.	1 *Dk* (*Stl*)	2508	✠					Burntisland		P29′B224′F34′		FK	6 *BHCem*	3SB,*9cf*,GS173,HS6504		
										Cell D	*B* 318′1126*t* *FPT* 77*t*			*APT* 189*t*	D. Rowan & Co. Ltd. Glasgow		
74002	**Enseigne Marie Saint-Germain**		3139			...		1923	Chant. Nav	Consortium Commercial de Transt. Mar. (Union Industrielle et Mar. Soc. Française d'Arm. *Mgrs.*)	313·6	45·9	20·5	Havre	T3Cy.18½″,29½″&50½″–37⅜″	23 ″ 0	V
			—						Français		P15′Q90′B59′F29′			French	234 NHP		†
FNGM	*Well deck*	1 *Dk*	1636						Caen				FK	*WB*	Soc. Mot. Chalaessiere		
	D.F.														St. Etienne		
74003	**Enseigne Maurice Prechac**		4578					1924	Atel.&Ch.	Cie. Générale d'Armements Maritimes	362·9	49·1	24·4	Havre	T.3Cy.24″,38⅝″&65½″–44″		V
			—						de la Gironde		P231′F28′			French	281 NHP		
FOGS	D.F.	1 *Dk*	2549						Harfleur				*WB*		Schneider & Co. Havre		
74004	**Ensenada** (P)		417	✠100A1	LAn	*f*	12,38	1936	Gute	Abelardo L. Rodriguez	132·4	26·0	9·6	Ensenada	Oil Engines 2S.C.SA	11 ″ 6	
		Oil Eng.	235	~~3,36~~ 7,36 12,33				7mo	Hoffnung-					Mexican	6Cy.11⅛″–16⅛″ 147 NHP	s ″ 7½	
XCFK	Wireless	*Mchy. Aft* 1 *Dk*	240	✠LMC					shütte A.G.		P48′F29′		FK	3 *BH*	Maschinenfbrk. Augsburg-	11 ″ 2½	
		Cruiser Stern		✠LM					Walsum	*Cell DB* 94′	89·*DTf* 13′25*t* *FPT*			18*t* *APT* 14*t*	Nürnberg A.G. Augsburg		
								Lloyd's SA&CP									
74005	**Ensis**		6207	✠100A1	H Kg	*a*†	CL	1937	N.V Rotter-	Anglo-Saxon Petroleum Co. Ld.	432·1	54·6	30·8	London	Oil Engines 4S.C.SA	31 ″ 0	
165391		*Oil Eng.*	5501	~~3,38~~ 3,38 ~~3,38~~	Shl			2mo	dam Droogd.		446·3 (O.L.)			British	6Cy.25½″–55½″ 377 NHP	s 5 ″ 6⅜	
GZLP	D.F.	1 *Dk*, 2nd dk clear of cargo tanks	3594	✠LMC					Maats.		P87′B38′F48′		FK	16 *BH*	DB *180 lb*	25 ″ 8½	
	Mchy. Aft	E.S.D. *Cruiser Stern*		*Carrying Petroleum in bulk*					Rotterdam	*Cell D Bu* 163·13*t*	2*t DTf* 25′257*t* *FPT*			103*t* *APT* 55*t*	Gbr. Stork & Co. N.V.		
	Longitudinal framing at bottom & at deck							*Lloyd's SA&CP*							Hengelo		
74006	**Ensley City**		6157	✠100A1	NOs	*z*	CL	1920	Chickasaw	Isthmian S.S.Co.	395·5	55·0	31·4	New York	T3Cy.24½″,41½″&72″–48″ (*s*)	34 ″ 11	
220275		*ss* Bal. No.3–7,32	5705	*Shelter dk*	Bal		~~4,35~~	7mo	S.B.&Car Co.					Utd. States	210 lb 587 NHP	s 7 ″ 10⅜	
KUZS		*ss* Bal. No.1–36	3801	*with freeboard*			N8,38		Chickasaw,		P45′B110′F38′ *on*			*pt Cem*	3SB,*9cf*,GS181,HS8919 FD	27 ″ 2⅜	
	GyC.	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		8,38 ~~11,37~~	✠LMC			A&CP	Ala.		*Shelter dk*		FK	6 *BH to S dk*	Hooven, Owens, Rentschler Co. Hamilton, O.		
		& *Web frames*		MS1,36	BS ~~11,37~~ 1,371		4,38			*Cell DB* 331·1508*t*	*FPT* 187*t*			*APT* 175*t*			
		Longitudinal framing		*Fitted for oil fuel* 7,20			*F.P.*	*above* 150° F.									
74007	**Entella** (*ex* Berta. *ex* Livietta)		2691			...		1899	N.Odero fu	~~A. Sanguineti fu D.~~	311·6	40·9	18·2	Genoa	T.3Cy.20½″,33½″&55″–39″	27 ″ 6	I
1258			2595						A.	T. Mangarotti			25·2	Italian	224 NHP		†
IBNK		1 *Dk* & *Awng dk*	1673						SestriPnente	& E. Ravano			FK	*WB*	N.Odero fu A. Sestri Pnente		
74008	**Entrerios**		5179					1923	F.Schichau	Hamburg-Süd-Amerik. Dampfschifffahrts Ges.	386·4	52·7	29·9	Hamburg	T.3Cy.25⅝″43⅜″&70⅝″–47½″		G
	Sub.Sig.		4798						Danzig		P30′F31′			German	344 NHP		
DHGM		2 *Dks*	3142											*WB*	F. Schichau, Danzig		
74009	**Enugu**	4 Mst	1425					1920	W. Harkess	Government of Nigeria	235·4	36·1	15·7	Lagos	T.3Cy.18″,30″&50″–33″		
142873			1060						&Son, Ld.		P16′Q36′B138′			British	Richardsons, 144 NHP		
VRXN	*Mchy. Aft*	1 *Dk*	784						Middlesbro'				*WB*		Westgarth & Co. Ld. Mdb.		
74010	**Eocene** (*ex* Schulau–35, *ex* Vacoil,		4216	✠100A1	Ham	*w*	CL	1922	Bethlehem	Standard Transportation Co. Ld.	340·0	49·2	28·6	Hong Kong	T.3Cy.23″,39″&65″–42″ (*s*)	28 ″ 7	
159416	*ex* Fort McHenry)	*ss* Ham. No.3–2,35	3777	10,38	Pal		~~1,35~~	8mo	S.B.Corp.Ld.					British	200 lb 395 NHP	s 4 ″ 5⅔	
VPGX	*Mchy. Aft*	2 *Dks* (*Stl*) & *Web frames*	2367		✠LM C10,38		10,38		Baltimore		P92′B35′F31′		FK	12 *BHpt Asp*	2SB,*6cf*, ,HS6704 FD	21 ″ 3½	
	D.F.	*Longitudinal framing*		*Carrying Petroleum in bulk*				A&CP		*Cell DBu E&B* 62′1848*t*	*FPT* 95*t* *APT* 187*t*			(9 *to U dk*	Ellicott Machine Corp. Balt		
		ss Pal. No.1–38		*Fitted for oil fuel* 10,22			*F.P. above*							3 ,, 2*nd* ,,)			
74011	**Eolo** (*ex* Statira–36, *ex* Tynemouth–32)		*4424*	✠100A1	Rot	*y*	CL	1929	Nthmblnd	Cia. Anon. Maritima "Union" (M. Urruchua. *Mgr.*)	390·6	54·5	23·6	Bilbao	Q.4Cy.21″,29½″,42″&61″–42″	25 ″ 9	
		ss Hul. No.1–33	*4051*	4,37			N4,37	11mo	S.B.Co.		403·0 (O.L.)			Spanish	225 lb (*s*) 357 NHP	s 3 ″ 4	
EALO		1 *Dk* (*Stl*)	*2733*	~~BS4,37~~	✠LMC12,38				(1927) Ld.		P35′B243′F36′		FK	6 *BHCem*	2SB&1 Aux SB,*8cf*,GS149.	22 ″ 7¾	
				BS 4,39					Newcastle	*Cell DB* 343·1265*t*	*FPT*			77*t* *APT* 136*t*	HS6228		
								Lloyd's SA&CP							N.E. Marine Eng. Co Ld Nwc		
74012	— (P)		704					1936	Cant. Nav.	"Eolia" Soc. Anon. di Navigazione	194·0	29·9	16·3	Messina	T.3y.17½″,28⅝″&45½″–		I
35		*Fitted for oil fuel*	571						Riuniti		F28′			Italian	33⅞″ 121 NHP		
IBIT	Wireless	*Cruiser Stern* 2 *Dks*	268						Palermo				*WB*		Cantieri Navali Riuniti. Anc		
74013	**Eos** (*ex* Bolivia–34,		1513	✠100A1	Tln	*q*	OG	1890	Edwards	L-ú "Eeroo" (K. Mitt. *Mgr.*)	260·0	36·2	16·8	Tallinn	T.3Cy.20″,32½″&53″–36″ (*s*)	19 ″ 3	
999	*ex* Naparima)	*ss* Abg. 4th No.3–5,32	1367	~~4,38~~ 5,37 5,39			~~10,34~~	2mo	S.B.Co.Ld.		269·8 (O.L.)			Estonian	160 lb *100 lb* NDB 19 174 NHP	s 1 ″ 2⅜	
ESTW		*ss* Tln. No.1–37	883		✠LMC		4,38		Newcastle		P29′Q66′B106′ F29′		FK	4 *BHCem*	2SB,*6pt*,GS84,HS2700	18 ″ 2	
	Well deck	1 *Dk* (*Irn*) & *Web frames*		BS ~~1,374~~,38	MS5,37			A&CP							N.E. Marine Eng. Co Ld Nwc		
		Stringers & pt Beams Irn								*Cell DB* 214·342*t*							
74014	**Epaminondas C. Embiricos**		*4385*	✠100A1	Bly	*x*	CL	1927	W. Pickers-	C.E. Embiricos	373·2	52·7	25·8	Andros	T.3Cy.25½″,41½″&69″–48″ (*s*)	28 ″ 0	
193	(*ex* Benton)	*ss* Pir. No.2–36	*4006*	1,37			~~10,34~~	11mo	gill & Sons, Ld.					Greek	180 lb 387 NHP	s 3 ″ 11½	
SVLZ		1 *Dk* (*Stl*)	*2582*	BS2,38	✠LMC8,36		7,38		Sunderland		P32′B224′F35′		FK	6 *BHCem*	3SB,*9cf*,GS189,HS6363	24 ″ 3½	
								Lloyd's SA&CP		*Cell DB* 320·1011*t*	*FPT* 110*t*			*APT* 240*t*	G. Clark, Ld. Sunderland		
74015	**Epiros** (P) (*ex* Popi–35,	Iron	563					1880	R. Steele &	Epirotiki S.N.Co. George Potamianos	186·4	26·1	15·8	Piræus	C.2Cy.28″&48″–36″		
378	*ex* Yacht Refalonia, *ex* Sayonara, *ex*		—					3mo	Co.					Greek	NB 97 91 NHP		
SZMG	Goize Ko-Izarra, *ex* Romola, *ex* Sans Peur.		300						Greenock						R. Steele & Co. Greenock		
	ex Catarina)	Wireless 2 *Dks*															
74016	**Epsilon** (*ex* Madras City–33,		4120			...		1911	W. Gray &	L.N. Embiricos	383·9	53·5	29·0	Andros	T.3Cy.25″,41″&68″–48″	25 ″ 5	C
219	*ex* Langholm)	*Fitted for oil fuel*	—						Co. Ld.		B8′			Greek	342 NHP		†
		Shelter dk	2579						W Hartlepool				FK	*WB*	Cen. Mar. Eng. Wrks. W Hpl		
74017	**Equator** (*ex* Manchester Exchange)		3985	✠100A1	Hfs	*x*	CL	1901	Furness,	~~L/P Finland-Amerika Linien~~	361·1	48·1	26·7		T.3Cy.25″,40″&68″–48″ (*s*)	30 ″ 11	
~~(23)~~		*ss* Hul. 2nd No.3–2,27	—	*Spar dk*			~~7,35~~	11mo	Withy & Co Ld	~~O T~~				Italian	180 lb 374 NHP	s 5 ″ 11½	
~~GLLC~~		*ss* Hfs. No.2–36	2415	6,38 ~~6,37~~	✠LMC		6,38		W Hartlepool		P29′B100′F35		FK	6 *BHCem*	3SB,*9cf*,GS147,HS6142	25 ″ 1⅝	
	D.F.	1 *Dk* (*Stl*) & *Spar dk* (*pt Irn & pt Stl*)		MS2,36	~~BS6,37~~ 6,38			A&CP							Richardsons, Westgarth & Co. Ld. Hpl.		
		& *deep framing*								*Cell DBa* 124′ *uE*	*B* 50′ *f* 136′748*t* *FP*			*T* 66*t* *APT* 41*t*			

Note.—"Balkan," *see No.* 87281 *in Supplement*

Note.—"Caporto," *see No.* 87584 *in Supplement*

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Register'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Transfer.
74018 LDNH	**Equatore** (ex Italia C., ex Fratelli Bandiera, ex Christian X)	Twin Sc 3 Mst Oil Eng. ss Gen. No. 3–4,23 ss Gen. No. 1–27 1 Dk (Stl) & 4 wng dk (Stl—teak s)	4953 4273 3054	✠ ——	Gen	r		1912 6mo	Akt. Burmeistr & Wain Copenhagen	Salvatore Rizzuto A.S Britannic (Brummenæs & Torgersen, Mgrs.) Cell	370·2 53·2 27·5 P25′ aft B54′ frwd B77′ F32′ FK 4 wng dk D Ba 60 u E 39′ f 225	Haugesund Norwegian 7 B H Asp	Oil Engines 4S.C.SA 16Cy. 20¾″–28¾″ 680 NHP Akt Burmeistr & Wain, Cpn. 88 t A P T 84 t D T f 19′ 610 t	30 ″ 0	N †
74019 1MQP	**Equità** (ex Sailing Vessel)	Wood Aux Bkn Oil Eng. 1 Dk (See Sailing Ship Register)	409 — 321					1918	E. Picchiotti Viareggio	Giuseppe Tomei	139·4 29·4 16·9	Viareggio Italian	Oil Engines 4S.C.SA 4Cy. 9 7/16″–15⅜″ 36 NHP Emade & fitted 36 Soc An ″Fiat″ S.G.M. Turin		I
74020 132480 VJCW	**Era**	ss Syd. No. 1–37 ss Syd. No. 3–11,33 1 Dk (Stl) Cargo battens not fitted	3148 2857 1891	✠ 100 A1 8,38 ✠ LMC 9, Bs 8,38	Syd	r	CL 8,36	1921 8mo	W. Hamilton & Co. Ltd. Port Glasgow	Australian Steamships Proprietary, Ltd. (Man. Agents, Howard Smith Ltd.) Lloyd's S & CP	330·8 48·9 22·1 313·0 (O.L.) P31′ B98′ F30′ FK Cell D B 287′ 887 t	Melbourne British 5 B H Cem A P T 83 t	T. 3 Cy. 24″, 40″ & 65″–45″ (s) 180 lb 323 NHP 3 SB, 9 cf, Gs 156, Hs 5205 D. Rowan & Co. Ltd. Gls.	24 ″ 3 s 3·11¼ 20 ″ 7	
74021 EARG	**Erandio** (ex Begoña No. 6, ex Onton, ex Wilderspool)	ss Bbo. 2nd No. 3–10,23 ss Bbo. No. 2–32 1 Dk (Stl) & deep framing & pt Awng dk (Stl)	2810 2116 1591	✠ … 5,35 NB 12,91 refitted 10,3	Bbo	t		1894 10mo	W. Pickersgill & Sons Sunderland	Cia. Marit. Elanchove Cell D Bo	310·0 42·9 19·2 Q77′ pt Awng dk 233′ FK 96′ u B 20′ f 120′ 576 t	Bilbao Spanish 5 B H Cem A P T 66 t	T. 3 Cy. 22½″, 37″ & 61″–42″ 253 NHP NDB 20 refitted 28 2 SB, 6 cf, Gs 116, Hs 3960 G. Clark, Ld. Sunderland	21 ″ 9	
74022	**Erato** (ex China Exporter–38, ex Cowden Law–33, ex Scottish Monarch) D.F.	2 Dks & deep framing	5904 — 3686					1918	Napier & Miller Glasgow	J. Scarlatides (Hellas Shipping Co. Mgrs.) W B	419·6 54·5 29·0 P48′ B129′ F46′	Piræus Greek	T. 3 Cy. 26½″ 44″ & 73″–51″ 381 NHP Dunsmuir & Jackson, Ld Gls		C
74023 147108 MLQZ	— Ref. Mchy. Wireless	ss Hul. No. 3–10,36 1 Dk (Stl) & Shelter dk (Stl) Cruiser Stern	1335 1066 785	✠ 100 A1 Shelter dk with freeboard 12,37 BS 1,38 ✠ LMC 12,38	Hul	p	CL 8,37	1923 10mo	J. Duthie Torry S.B. Co. Aberdeen Lloyd's S & CP	Ellerman's Wilson Line, Ld. Cell D B 209′	247·3 36·2 14·6 FK 35 st F P T 24 t A P T 4 t	Hull British Cem 5 B H to Sh dk	T. 3 Cy. 15½″, 26½″ & 46″–33″ 225 lb (s) 207 NHP 2 SB, 4cf, Gs 77, Hs 3120 FD W. Beardmore & Co. Ltd. Coatbridge	16 ″ 10 s ″ 2 16 ″ 10	
74024 380 IBPK	**Ercole** (ex Waaldijk, ex Gramsbergen, ex Acara) D.F.	ss Rot. 2nd No. 3–4,30 2 Dks (Stl) & deep framing	5027 4733 3146	✠ … 11,33	Hul			1904 3mo	Palmers' Co. Ld. Newcastle	A. Lauro Cell D Ba 131′ u E & B 48′ f 169′ 1081 t	415·0 50·2 29·4 400·0 P30′ B144′ F41′ FK D T a 38′ 1016 t F P T 1	Naples Italian 6 B H Cem 32 t A P T 54 t	T. 3 Cy. 26½″, 43″ & 71″–48″ 317 NHP 2 SB, 6cf, Gs 115, Hs 3223 Palmers' Co. Ld. Newcastle	32 ″ 3	I †
74025	**Eregli** (ex Erinoula, ex Swecthope)	ss Bly. 2nd No. 3–5,31 ss Bly. No. 1–36 1 Dk (pt Irn & pt Stl) & deep framing (STRANDED 11.36—REFLOATED—NOW TRADING)	2715 2513 1708	✠ 2,36	Bly	u		1905 1mo	Sunderlnd S.B. Co. Ld. Sunderland	Tank Coasters (Le Progrès) Ld. (S. Catsell, Mgr.) Cell D Ba 110′ u E & B 36′	314·0 46·5 20·6 P31′ B152′ F30′ FK f 122′ 701 t F P T 100 t	Pnamanian 5 B H Cem A P T 125 t	T. 3 Cy. 23″, 38″ & 62″–42″ NDB 27 262 NHP 2 SB, 6 pf, Gs 111, Hs 4124 N.E. Marine Eng. Co. Ld Sld	23 ″ 0	I †
Now ″Fortunata, see No. 88035 in Suppt.″																	
74026 EAEI	**Eretza-Mendi** D.F.	ss Bbo. 2nd No. 3–3,37 1 Dk (pt Irn & pt Stl) & deep framing Cargo battens not fitted	4153 3831 2534	✠ 100 A1 7,38 ✠ LMC MS 3,37 BS 3,38	Bbo	x	CL 3,37	1909 3mo	W. Gray & Co. Ld. W Hartlepool Lloyd's S & CP	Cia. Nav. Sota y Aznar W B = Cell D Ba 6	365·0 50·3 25·2 P27′ B94′ F34′ FK u E 144′ f 161′ 940 t	Bilbao Spanish 6 B H Cem A P T 113 t	T. 3 Cy. 27″, 43″ & 72″–45″ (s) 180 lb 379 NHP 3 SB, 9 rf, Gs 145, Hs 5875 Cen. Mar. Eng. Wks. W. Hpl	27 ″ 10 s 5 ″ 3¾ 22 ″ 9	
74027 DOGC	**Erfurt** (P) D.F.	Oil Eng. 2 Dks	4201 3770 2554					1923	Vulcan Werke A.G. Stettin	Norddeutscher Lloyd	360·7 51·0 26·0 P43′ B109′ F42′	Bremen German W B	Oil Engines 4S.C.SA 6Cy. 28⅜″–49½″ 480 NHP Vulcan Werke A.G. Ham.		G
74028 869 OHGD	**Ergo** (ex Frano–34, ex Senegal–32, ex I.P. Justesen, ex David Mainland) Well deck	ss Hfs. 3rd No. 3–7,34 ss Osc. No. 1–38 1 Dk (Irn) & Web frames Cargo battens not fitted	1928 1499 1097	✠ 100 A1 2,38 MC 2,38 Bs 1,38	Osc	r	1,38	1893 10mo	W. Gray & Co. Ld. W Hartlepool A & CP	Rederi A/B Ergo (A Öström, Mgr.)	270·0 37·0 18·4 P27′ Q74′ B116′ F27′ FK D Ba 84′ f 106′ 463 t	Mariehmn Finnish 4 B H Cem A P T 25 t	T. 3 Cy. 19″, 31⅛″ & 51″–36″ (s) 160 lb 156 NHP 2 SB, 4rf, Gs 48, Hs 2330 Cen. Mar. Eng. Wks. W Hpl	19 ″ 6 s 1 ″ 3 18 ″ 5	
74029 154097 ZSCB	**Erica**	ss Syd. No. 3–7,37 2 Dks (Stl)	5112 4801 3209	✠ 100 A1 7,37 12,38 ✠ LMC BS 2,37 b, 38 MS 7,37	Syd	y	CL 5,38	1926 1mo	R. Duncan & Co. Ld. Pt. Glasgow Lloyd's S & CP	Union Govt. of South Africa (Railways & Harbours Administration, C.Tn.) Intermediate 'tween dk B H to after hold dispensed with Cell D B 350′	404·9 53·0 27·6 P35′ B128′ F41′ FK 1010 t D T a 30′ 860 t	Cape Town British pt Cem 5 B H to U dk 1 ,, ,, 2nd ,, A P T 200 t	T. 3 Cy. 27″, 44″ & 73″–48″ (s) 180 lb 477 NHP 3 SB, 9 cf, Gs 177, Hs 6735 FD D. Rowan & Co. Ld. Glasgow	30 ″ 0 s 5 ″ 7½ 24 ″ 7½	
74030 438 IBNN	— (ex Wasaborg–35, ex Union City, ex Iserlohn) D.F. Well deck	ss Ham. No. 1–13 2 Dks (Stl) & deep framing lower dk in Nos. 1 & 3 holds	4704 — 2882	✠ 10,16	Ham	z		1909 9mo	Reiherst'g Schiffsw. Hamburg	A. Lauro	412·6 53·8 25·4 399·0 24·8 P & B 329′ F52′ FK Cell D Ba 124′ u E & B 47′ f 182′ 1288 t	Naples Italian 7 B H Cem	T. 3 Cy. 26″, 47⅝″ & 76¾″–48″ 597 NHP 3 SB, 9 cf, Gs 192, Hs 8490 Reiherst. Machinenf. Ham.	28 ″ 0	I †
74031 DJSK Restored to Spanish flag as ″Aizkarai Mendi, see also ″Aizkarai-Mendi″	— (ex Blanca–37)	ss Bbo. No. 3–5,35 1 Dk (Stl) & Shelter dk (Stl)	3274 3034 2010	✠ 100 A1 Shelter dk with freeboard 12,37 ✠ LMC MS 8,35	Ham	v	CL 5,35	1922 3mo	Ropner SB & Repairng Co (Stockton) Ld. Stockton Lloyd's S & CP	Rob. M. Sloman, Jr. Cell D Ba 108′ u E 25′	339·5 48·6 22·5 FK Collision 147′ 784 t A P T 126 t	Hamburg German Cem B H to Sh dk 5 ,, ,, U ,,	T. 3 Cy. 24″, 40″ & 66″–45′ (s) 180 lb 160 lt 558 NHP 2 SB, 6cf, Gs 137, Hs 6078 Blair & Co. Ld. Stockton	24 ″ 10 s 1 ″ 11½ 23 ″ 0½	
74032 LDUF	— (ex Kvernaas, ex Kaparika) 1 Dk		1592 1177 914					1919	Laxevaags Msk. & Jrnskb Bergen	D/S A/S Erica (Leif Erichsen)	245·7 37·9 15·5 P39 Q 108 t B 126 t H 63 t F 10 t	Bergen Norwegian W B	T. 3 Cy. 18⅜″, 29″ & 49″–33″ 138 NHP Laxevaags Msk. & Jrns. Bgn		N
74033 155862 GKJN	**Erica Moller** (ex Commercial Pathfinder, ex Osage, ex Serapis)	ss Ham No. 1–11 Fitted for oil fuel 2 Dks (Stl—ptws) & deep framing	4683 4344 3082	✠ 11.15	Ham	y		1906 4mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle Cell D Ba 125′ u	Moller Line, Ld. (Mollers' Ld. Mgrs.) E & B 42′ f 175′ 1050 t	396·7 49·7 27·4 P38′ B112′ F49′ FK D T a 31′ 775 t F P T 7	Shanghai British 7 B H Cem A P T 45 t	T. 3 Cy. 27″, 48½″ & 73″–48″ 448 NHP 2 SB, 6cf, Gs 128, Hs 6040 Swan, Hunter & Wigham-Richardson, Ld. Nwc.	29 ″ 9	
74034 136624	**Ericsson** (P)	1 Dk	681 — 547					1897	Neafie & Levy Co. Philadelphia	Port Service Corp.	198·2 23·3 9·2	Wilmgton, Del. Utd. States	T. 3 Cy. 14″, 21″ & 36″–26″ 66 NHP Neafie & Levy Co. Phl.		
74035 OHHK	**Ericus**	Cruiser Stern 1 Dk	2214 1945 1268					1919	Osbourne, Graham & Co. Ld Sunderlnd	A/B Ohlson S.S. Co. Ld. (A/B Nielson & Thorden O/Y, Mgrs.)	285·0 43·5 19·1 P23′ B76′ F52	Helsingfrs Finnish W B	T. 3 Cy. 21″, 35″ & 50″–39″ 156 NHP MacColl & Pollock, Ld. Sld.		C
74036 FOAU	**Eridan** (P) D.F.	Twin Sc Oil Eng. Cruiser Stern	9928 6738 5701					1928	Soc. Provençale de Cnst. Nav. La Ciotat	Soc. des Services Contractuels des Messageries Maritimes	445·4 61·1 35·0 P56′ B177′ F46′	Dunkirk French W B	Oil Engines 2S.C.SA 16Cy. 23⅝″–41⅜″ 1555 NHP Cie. de Constr. Méc. (Procédé Sulzer), St. Denis		V

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. Pe.
74037	**Eridano** (*ex*Risano,*ex*Zvir, *ex*Monviso, *ex*Zvir) *ss*Gen.2nd.No.3–6,35		3586	✠100A1	Ant	*w*	CL	1912	R.Thompson&Sons,Ld	"Ave"Soc.Anon. di Nav.	352·9	50·8	21·6	Genoa	T.3Cy.24½",40"&66"–45" (*s*)	24 " 0
1701	9,38 ~~10,37~~		3276		Mdb		10,36	5mo	Sunderland		362·4	50·9	21·0	Italian	180lb HS600-I 355NHP	3 " 0
ICEN	D.F. 1 *Dk*(*Stl*)		2124	~~B36,37~~ ✠LMC7,35				*Lloyd's*A&CP			P35′B215′F36′ FK			6 *BHCem*	2SB&1Aux.SB,*8cf*,GS156	21 " 4
				✠NB(Aux.)10,25 BS6,38						*Cell D Ba*106′*u E*25	*f*152′866*t FPT*93*t*			*APT*155*t*	N.E.MarineEng.CoLd.Sld.	
74038	**Erie Maru**		5493	✠ ...	Yka	*z*		1920	AsanoS.B. Co. Tsurumi	NanyoKaiunK.K.	400·0	53·2	29·4	Tokyo Japanese	T.3Cy.26",43½"&72"–48" 513NHP	32 " 0
27078		*ss*Kob.No.3–5,32	4996	5,37				4mo			P33′B124′F41′ FK			6 *BHCem*	3SB,*9cf*,GS175,HS7376	
JELD		2 *Dks*(*Stl*)	3409	✠							*Cell D B*339′949*t*			*APT*27*t*	IshikawajimaS.B.&E.Co. Ld.Tokyo	
74039	**Erik** (*ex*Taurus,*ex*Snapp)	Sp	300					1908	Oskrshmns M.V.Aktieb Oskarshamn	A/S De Danske Sukkerfabrikker	120·7	22·8	11·3	Odense Danish	Oil Engines 2S.C.SA	
		Oil Eng.	249								Q20′H14*t*F11′				4Cy.7⅞"–12⅝" 43NHP	
OUSC	*Mchy. Aft*	1 *Dk*	163								len28			*WB*	Akt.Diesel'sMotorer,Skm.	
74040	**Erik Boye**		2238	✠100A1	Els	*t*	CL	1924	A/S Nakskov Skibs. Nakskov	D/S Vendila (Svendsen& Christensen.*Mgrs*)	305·3	45·4	18·5	Copnhagn Danish	T.3Cy.22½",35½"&58½"–36"	20 " 10
		*ss*Els.No.3–11,36	2010	2,39 ~~4,38~~			4,38	3mo			P21′B180′F36′ FK			*Cem*	185lb (*s*) 275NHP	s1 " 10½
OZAA		1 *Dk*(*Stl*)	1344	BS9,37 ✠LMC11,36 10,38				*Lloyd's*A&CP	*Inter*	*mediate BH in fore C*	*hold dispensed with* *Cell D B*260′687*t FPT*87*t APT*58*t*			4 *BHonly*	2SB,*6cf*,GS102,HS3910 FD	19 " 3
														1 „ *to 2nd dk*	Eriksberg M.V.Aktieb Got.	
74041	**Erik Frisell**		*5066*	✠100A1	Ant		OG	1926	Aktieb. Götaverken Gothenburg	Trafikaktieb. Grängesberg-Oxelösund(M.Waldenstrom,*Mgr.*)	392·2	52·6	26·6	Stockholm Swedish	Oil Engines 4S.C.SA	30 " 0
7290		*Oil Eng.*	*4394*	~~7,38 8,37~~ 8,39 Got 3,39			~~6,36~~ 7,38	7mo			P39′B115′F41′ FK			7 *BHpt*('*em*	6Cy.29⅛"–59-⅛" 489NHP	s 5 " 10½
SDKA		*ss*Got.No.3–8,39 ~~ss NYk No.2–34~~	*2862*	✠LMC ~~GS 36~~				*Lloyd's*A&CP		*Cell D B*335′1288*t DT*	*f*39′1190*t FPT*125*t*			1 „ *to 2nd dk*	DB85*th*	24 " 3½
	D.F.	2 *Dks*(*Stl*)		DBS~~7,37~~ 7,38 ~~4,34~~ 4,36										*APT*301*t*	Aktieb.Götaverken,Got.	
74042	**Erik Larsen** (*ex*KarlLeonhardt, *ex*GustavSalling,*ex*Eskasoni, *ex*Wilhelmina)	1 *Dk*2*trBg*	2730			...		1896	ShortBros. Sunderland	EgonOldendorff	314·0	43·1	21·4	Lubeck German	T.3Cy.22½",37"&61"–42" NB20 283NHP	23 " 10
2385											P27′B72′F35′ FK			*WB*	Blair&Co.Ld.Stockton	
DMAN			1672													
Now "Dora Oldendorff," see No. 8775 in Supplement																
74043	**Erika** (*ex*Käthe,*ex*HansHenning)		1046					1905	Nüscke& Co. Stettin	Hermann Sankowsky(WikingSchiffahrts G.m.b.H.*Mgrs.*)	218·1	34·7	13·9	Stettin German	T.3Cy.15",24"&38"–27" 75NHP	
			834								Q81′B51′F26′			*WB*	Schiffsw.Uebigau,Dresden	
DBRQ	*Mchy. Aft*	1 *Dk*	643													
74044	**Erika Fritzen** (*ex*Dampfen. *ex*Hogland,*ex*Ryton)		4169					1905	W.Doxford &Sons,Ld. Sunderland	Jobs.Fritzen& Sohn vorm.Lezau Scharbau&Co.	349·0	50·9	24·0	Emden German	T.3Cy.26",42"&68"–45" 310NHP	
			3961								P86*t*H116*t*			*WB*	W.Doxford&Sons,Ld.Sld.	
DGAN	*Turret deck*	1 *Dk*2*trB*	2630													
74045	**Erika Hendrik Fisser** (*ex*UrsulaSiemers–36)		3347					1923	Nordseewerke Emden	HendrikFisser A.G.(Fisser&v. Doornum,*Mgrs.*)	332·7	46·5	20·6	Emden German	T.3Cy.24⅜",38-1/16"&62"–41⅜" Ottensener 248NHP	
			2534								P29′B87′F33′			*WB*	Mch.G.m.b.H.Altona	
DHYJ	Sub.Sig.	1 *Dk*	1930													
74046	**Erika Schünemann** (*ex*Iris,*ex* EngineerAvdakov, *ex*Washington)	1 *Dk*(*Irn*)2*trB*	1177	✠	Hpl	*n*		1889	StrandSlpwayCo.Ld. Sunderland	E.HaubussSchiffahrtsges.m.b.H.	225·9	34·2	15·0	Stettin German	T.3Cy.18",29"&50"–30" NB25 NDB97 137NHP	17 " 7
915	11,15							5mo			P27′Q61′B46′F30′ BK8"			4 *BHCem*	N.E.MarineEng.Co.Ld.Sld	
DAVY			722													
	Well deck	Sub.Sig.									*Cell D B*182′368*t FPT*			44*t APT*25*t*		
74047	**Eriksborg** (*ex*Fylgia,*ex*Danebod, *ex*Else,*ex*Lynton)		*1464*	✠100A1	Hbg	*q*	OG	1890	J.Blumer &Co. Sunderland	J.Leonard	250·0	35·1	17·0	Landskrna Swedish	T.3Cy.18½",30"&49"–33" (*s*)	19 " 4
7108		*ss*Hbg.3rdNo.3–4,28	*1197*	7,37			7,36	8mo			259·3(O.L.)			160lb	135NHP	s 1 " 2
SDZG		*ss*Hbg.No.2–37	*839*	BS~~7,37~~ 9,38 ✠LMC7,36				A&CP			P24′Q64′B110′F33′ FK			4 *BHCem*	2SB,*4tf*,GS66,HS1984	18 " 4
	Welt deck	1 *Dk*(*Irn*)&*Web frames*													G.Clark,Ld.Sunderland	
	Cargo battens not fitted										*Cell DB*200′345*t*					
74048	**Erin**		5780	✠100A1	Sou	*z*	CL	1932	Workman Clark(1928), Ld. Belfast	MorantSSCo.Ld. (M.A.Kerwin, *Mgr.*)	415·0	54·7	30·4	Belfast British	T4Cy.28½",47½"&(2)57"–51"	33 " 6
161884		*ss*Avn.No.1–36	4999	*withfreeboard* Lou	Hel	~~4,06~~	3,39	5mo			P34′B133′F42′ FK			7 *BHpt Cem*	& electric drive from LP	s8 " 9⅜
GRXC		2 *Dks*(*Stl–weather dk–teaks*)	2754	3,39 ~~12,37~~ ✠LMC4,36				*Lloyd's*A&CP							Turbine	24 " 11½
	D.F.	3*rd*&*4th dks*(*Stl*)*in holds*		✠Lloyd's RMC ~~3,38~~ BS3,39			2,36			*Cell D B*341′935*t*					2601b (*s*) 1084NHP	
	Ref. Mchy.	*Cruiser Stern*		for temp. 20° F.BS4,38						*Tanks in way*					5SB(4Spt)*20cf*,HS14270 FD	
	E.S.D.			*Threelower decks for f*			*ruit cargoes*			*of tunnel* 393*t FPT*	75*t APT*159*t*				Workman Clark(1928),Ld.	
				Fitted for oil fuel 5,32			*F.P. a*	*bove* 150° F.								
74049	**Erindring**		747					1921	HC.Christensens Staalskibsbyggeri Marstal	A/S H.C.Christensens DampSeilskibsreder(A. Petersen,*Mgr.*)	201·2	32·7	12·5	Marstal Danish	T.3Cy.16",25½"&39½"–29½" 83NHP	
			641												A/S Smith&Mygind,Cpn.	
OYCR		1 *Dk*	425													
74050	**Erinna**		6233	✠100A1	Mfl	*a*†	CL	1936	N.V.Konink.Maats. "DeSchelde" Flushing	N.V.Petroleum Maats."La Corona"	428·1	54·5	30·9	TheHague Dutch	Oil Engines 4S.C.SA	31 " 0
		Oil Eng.	5540	~~7,36 10,37~~ 2,39 Amst Bkl				7mo			P87′B38′F48′ FK			16 *BH*	6Cy.25⅞"–55½" 377NHP	s 5 " 7½
PDYN	E.S.D. 1 *Dk*,	2*nd dk clear of cargo tanks*	3591	✠LMC7,36				*Lloyd's*A&CP	*Cell*	*D Bu E*63′ 132*t DT*	*f*25′257*t FPT*103*t*			DB180*lb*	Werkspoor N.V.Ams.	25 " 7
	Mchy. Aft	D.F. *Cruiser Stern*		*Carrying Petroleum in bulk*										*APT*55*t*		
	Longitudinal framing at bottom & at deck															
74051	**Erinpura** (P)	**TwinSc**	5143	✠100A1	Cal	*z*	CL	1911	W.Denny &Bros. Dumbarton	BritishIndiaStm. Nav.Co.Ld.	411·0	52·5	24·7	Glasgow British	T.6Cy.24½",41"&69"–48" (*s*)	27 " 3
132998		*ss*Cal.No.3–7,27	3725	*Shade dk*			P2,36	12mo			B*on Shade dk* 177′			7 *BHCem*	200lb *100lb* 1059NHP	s 4 " 3½
GJWN	D.F.	*ss*Cal.No.2–35	2730	3,38			S3,37	*Lloyd's*A&CP	*WB*	= *Cell D Ba*89′ *u E*&*B*116′*f*160′74	new fore end23 FK			(6 „ *to U dk*	2D&2SB,*18cf*,GS381, HS16280 FD	23 " 6
		2 *Dks*(*U Stl*)		BS3,38 ✠LMC2,35							0*t FPT*95*t APT*63*t*			1 „ *2nd* „)	Denny&Co.Dumbarton	
		&*Shade dk*(*Stl–teaks*)														
74052	**Eritrea** (P) (*ex*RodiS,*ex*Rodi, *ex*WarBarrage)	*Fitted for oil fuel*	2517			...		1918	BlythS.B. &D.D.Co.Ld. Blyth	LloydTriestino Soc.Anon.diNav.	295·7	41·4	19·2	Naples Italian	T.3Cy.25",41"&68"–45" 417NHP	21 " 2
397			—								285·0	42·0	19·0			
IBRK	D.F.		1485										FK	*WB*	N.E.MarineEngCoLd Nwc	
74053	**Erivan** (P)		2692					1913	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·1	40·7	26·6	Vladvostk Russian	T.3Cy.20",32"&52"–39" 169NHP	
			1762								B95′				NevskyS.B.&Mch Works	
		2 *Dks*	1511													
74054	**Erland** (*ex*Vedamore,*ex*Wingate)	*Corrugated sides*	1914					1914	Osbourne, Graham&Co. Sunderland	D/S A/S Eikland (I.M.Skaugen, *Mgr.*)	279·3	42·0	18·4	Oslo Norwegian	T.3Cy.21",33"&56"–36" 188NHP	
			1729								P47*t*H100*t*			*WB*	N.E.MarineEng.Co.Ld.Sld	
LCIS		1 *Dk*	1130													
74055	**Erlangen**		6101					1929	Blohm& Voss Hamburg	Norddeutscher Lloyd	449·6	57·6	26·8	Bremen German	1SRgearedSteamTurbine	
	D.F. E.S.D.										P26′F412′			*WB*	Blohm&Voss,Hamburg	
DOAJ	Sub.Sig.	2 *Dks*	5402 3654													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or now expired. Equipment letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Lloyd's Class in L.R. Letter(s) in L.R. classification indicate Institution of Engineers & Shipbuilders in Scotland
74056 LJRB	**Erling Brövig** D.F. E.S.D. *Oil Eng.* *Mchy. Aft* 1 *Dk*, *2nd dk in mchy. space* *Cruiser Stern* *Part electrically welded* *Rudder electrically welded*	9970 9191 5909	✠100A1 ~~1-08 12,97~~ *Carrying Petroleum in bulk* DBS(WTB)3,39	Bmn ~~Rot~~	*e* †	CL	1937 12mo	Bremer Vulkan Vegesack *Lloyd's SA&CP*	Partrederiet "Brövigtank" (Th. Brövig, *Mgr.*) *Cell D Bu E75' 222t D Tf43' 7 14t F P T164t*	492·9 510·7 (O.L.) P113'F75' FK	66·1	36·4	Farsund Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43⅞" 1167NHP 2DB *170lb* DB(WT) *170lb* Bremer Vulkan, Vegesack *A P T258t*	35 ″ 11 s 7 ″ 10 28 ″ 4½	
74057 LDUK	**Erling Jarl** (P) *1 Dk & Awng dk*	737 405 427					1895	Trondhjms Mek. Verks. Trondheim	Det Nordenfjeldske Dampskibsselskab	196·2 H32t len09	26·8	12·0	Tr'ndheim Norwegian *WB*	T.3Cy.17¼", 28" & 46"–30" NB09 116NHP Trondhjms Mek. Verks.		
74058 LDUL	**Erling Lindöe** *1 Dk*	1281 1122 751					1917	N.V. Werf deNoord Alblasserdm	A/S D/S Erling Lindöe (P. Lindöe & Co. A/S)	236·9 P32'B65'F23'H76t	36·4	16·1	Haugesnd Norwegian *WB*	T.3Cy.17½", 29" & 46"–36" 127NHP Alblasserdam Msch. Fab.		N
74059 UNZO	**Ermack** TrpSc (*Icebreaker*) *3 Dks*	4955 2423 2357					1898	Sir W.G. Armstrong, Whitworth & Co. Ld. Newcastle	U.S.S.R.	320·0	71·5	42·5	Leningrad Russian *WB*	T.9Cy.25", 39" & 64"–42" NB27 796NHP Wilsnd Slipwy Co. Ld. Nwc.		
74060 811 SZQY	**Ermioni** (*ex* Marinos–35, *ex* Ste. Marie–35, *ex* Oaktown–34, *ex* Par) 3Mst *ss* Bel. 2nd No. 3–1,27 *ss* Bel. No. 1–31 1 *Dk (Stl)* *Mchy. Aft* *Well deck*	440 293 237	✠ ... 2,36	Ant	*g*		1902 3mo	J Fullerton & Co. Paisley	L.B. Delidimitris & M.K. Nicolaides	155·5 Q85'B11'F25' *D Bamid*	27·0	10·6 FK 32' *f* 12' 79t	Piræus Greek	C.2Cy.21" & 42"–30" 88NHP 1SB, *3p f*, GS53, HS1447 Ross & Duncan, Glasgow *F P T54t A P T35t*	11 ″ 5	
74061 DIBJ	**Ermland** (P) TwinSc D.F. *Oil Eng.* Sub.Sig. *2 Dks*	6528 6121 3802					1922	Blohm & Voss Hamburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	449·1 P&B371'F65'	58·4	25·6	Hamburg German *WB*	Oil Engines 4S.C.SA 12Cy.28½"–51½" 935NHP Blohm & Voss. Hamburg		G
74062 OZWA	**Erna** Wireless D.F. *Ref. Mchy.* 1 *Dk*	1590 1212 924					1930	Helsingörs Jernsk & Msk Elsinore	J. Lauritzen	253·5 P16'Q80'B96'F33'	39·1	17·6	Esbjerg Danish *WB*	C.4Cy.(2)14¾" & (2)31½"–31½" & LP Turbine HS2350 184NHP Helsingörs Jernsk. & Mskb.		G
74063 DHGP	— Sub.Sig. 1 *Dk*	865 696 491					1922	Howaldts-werke Kiel	Ernst Russ	194·6 P12'Q43'B53'F24'	32·9	13·9	Hamburg German *WB*	T.3Cy14⅜", 23¼" & 38⅞"–25⅝" 73NHP Howaldtswerke, Kiel		G
74064 DAXX	— (*ex* Prosper–33) *Mchy. Aft* 1 *Dk & deep framing*	751 643 404					1904	Schömer & Jensen Tönning	Reederei "Erna" (F. Ivers & Co. G.m.b.H. *Mgrs.*)	206·2 P155'F27'	31·0	13·0	Stettin German *WB*	T.3Cy.15", 24⅝" & 40⅜"–28" 85NHP Schömer & Jensen, Tonning		G
74065 1735 IBOK	**Ernani** (*ex* Valacia, *ex* Luceric) D.F. *2 Dks & deep framing & Shelter dk*	6619 5981 4113			...		1910	Russell & Co. Pt. Glasgow	Giovanni Gavarone	476·4 460·0	57·0	28·9 FK	Genoa Italian *WB*	T.3Cy.28½", 47" & 78"–54" 690NHP Rankin & Blackmore, Grk.	31 ″ 6	I †
74066 165159 GZKV	**Ernebank** D.F. E.S.D. *Oil Eng.* 1 *Dk & Shelter dk* *3rd dk in No. 1 hold* *Cruiser Stern*	5388 4983 3323	✠100A1 *with freeboard* ~~3,38 8,37~~ *Carrying oil fuel F. P. above* *Carrying cargo oil F. P. abo*	Cal ~~Brt Shi~~ LMC2,37	*b* †	CL	1937 2mo	Harland & Wolff, Ld. Belfast	Bank Line, Ld. (A. Weir & Co. *Mgrs.*) *Lloyd's SA&CP* 150° F. *in after peak* re 150° F. *or later in*	431·7 448·4 (O.L.) *Cell D B360'1914 tank A P T198t deep tanks aft & f'ore peak tank*	57·3	24·9 FK *F P T92t D T sa30'1228t*	Belfast British *S B H* *Coll to Sh dk* 7 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.29½"–59½" 490NHP 2DB *120lb* Harland & Wolff, Ld. Bel.	29 ″ 10 s 3 ″ 7 26 ″ 5	
74067 216535 KJUI	**Ernest H. Meyer** (*ex* Point Lobos) *Fitted for oil fuel* 1 *Dk*	2186 1944 1325			...		1918	Albina Eng & Mach. Wrks Portland, Or.	Portland S.S. Co. (H. Lueddenmann, *Mgr.*)	289·0 P24'B144'F32'	44·1	19·0 FK	Prtlnd, Or. Utd. States *WB*	T.3Cy.22", 37½" & 60"–42" 313NHP Ellicott Machine Corp. Bal.	21 ″ 6	R †
74068 222830 WOZQ	**Ernest T. Weir** (*ex* Worrell Clarkson–36) *Mchy. Aft* GyC. 1 *Dk*	8203 — 6789					1923	Toledo S.B. Co. Toledo, O.	National Steel Corp (M.A. Hanna Co. *Mgrs.*)	588·0	60·2	27·4 *WB*	Wilmgton (Del.) Utd. States	T.3Cy 25⅜", 41" & 65"–42" 274NHP Toledo S.B. Co. Toledo, O.		R
74069 277 IBIR	**Ernesto** (*ex* Arendskerk–35, *ex* St. Alban's Abbey, *ex* Totmes) 2 *Dks (Stl) & Shelter dk (Stl)* D.F. 3*rd dk (Stl) in No. 1 hold*	7272 6740 4564	5,34	Rot	*d* †		1914	Akt. Ges. "Neptun" Rostock	Soc. Italiana Ernesto Breda	489·0 473·9 F50'*on Shelter dk* *Cell D B424'1698t*	61·1	28·6 FK *Collision B Hto Sh dk* 8 ,, ,, *U* ,, *F P T90t A P T22t*	Venice Italian *Cem*	T.3Cy.30⅜", 48⅝" & 81"–55" 748NHP 4SB, *12 f*, GS240, HS11128 A.G. "Neptun," Rostock	31 ″ 3	I †
74070 LOFM	**Ernesto Tornquist** (*ex* Kommandören I, *ex* Hampstead Heath, *ex* Craftsman) *Fitted for oil fuel* (*Whale Oil Factory*) 2 *Dks & deep framing & Web frames*	6547 5865 4028			...		1897	C. Connell & Co. Glasgow	Cia. Argentina de Pesca	450·0 P35'B158'F34'	52·5	30·7 FK	Bns. Aires Argentine *WB*	T.3Cy.27½", 45½" & 75"–60" 583NHP Dunsmuir & Jackson, Gls.	33 ″ 9	N †
74071 144090 MKTC	**Ernrix** 3Mst *ss* Hul. No. 1–38 *ss* Hul. No. 3–6,33 *Mchy. Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted*	692 479 317	✠100A1 6,~~36 06~~ LMC7,37 BS6,38	Hul	*j*	CL 7,37	1921 5mo	Cochrane & Sons, Ld. Selby *Lloyd's SA&CP*	Humber Steam Coasters, Ld. (R. Rix & Sons, *Mgrs.*) *Cell D*	175·0 Q99'B11'F23'	29·1	11·3 FK *Bf99' 140t F P T55t*	Hull British *4 B H Cem* *A P T27t*	T.3Cy.13", 23" & 37"–26" (*s*) 200lb 96RHP 1SB, *2p f*, GS48, HS1683 J. Lewis & Sons, Ld. Abn.	13 ″ 6 s 3 ″ 9½ 13 ″ 3½	
74072 DAQS	**Ernst** Iron (*ex* Wolf) *ss* Ham. No. 2–92 1 *Dk (Irn)*	558 406 340	✠ 6,97	Ham	*h*		1884 4mo	Kon. Maats deSchelde Flushing	Werner Peters	170·8 *WB* = *D Ba24'80t F P T*	25·3 BK7"	13·2 *38t A P T15t*	Hamburg German *Cem*	C.2Cy.20½" & 38⅜"–29⅞" NB04 66NHP Maats. deSchelde, Flushing.	14 ″ 1	G †
74073 DMBY	**Ernst Brockelmann** Sub.Sig. D.F. *Cruiser Stern*	1900 1562 1120					1927	Akt. Ges. "Neptun" Rostock	Erich Ahrens	266·7 P26'Q92'B110'F30'	42·2	16·9 *WB*	Rostock German	T3Cy19⅝"31¼" & 51⅜"–35⅞" 156NHP A.G. "Neptun," Rostock		G
74074 DHGQ	**Ernst Hugo Stinnes 11** 3Mst Sub.Sig. D.F. *Mchy. Aft* E.S.D. *Cruiser Stern* 1 *Dk*	3295 2619 1715					1928	Nüscke & Co. Akt. Ges. Stettin	Hugo Stinnes Reed A.G.	302·6 P89'F27'	47·7	22·4 *WB*	Hamburg German	C.4Cy.(2)18½" & (2)39⅜"–39⅜" 195NHP A. Borsig G.m.b.H. Berlin		G
74075 DJSX	**Ernst L. M. Russ** D.F. 1 *Dk* *Cruiser Stern*	2957 2628 1667					1937	Flensburger Schiffsb. Ges. Flensburg	Schiffahrt und Assekuranz Ges. E. Russ & Co.	341·3 P27'B & F308' *Upper F28'*	52·7	18·2 *WB*	Hamburg German	T.3Cy.22 1/16", 34⅜" & 56 1/16"–37⅜" & L.P. turbine with D R gearing & hydraulic coupling HS4844 365NHP Flensburger Schiffsb. Ges.		G

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné naturellement à la durée de l'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	Registres ou notes
74076 GZLQ	**Erodona** D.F. E.S.D.	*Oil Eng.* 1 *Dk*, 2nd dk clear of *Mchy. Aft* *Cruiser Stern* *cargo tanks Longitudinal framing at bottom & at deck*	6207 5501 3594	✠100A1 Sng ~~8,37~~ 12,38 ~~Sml~~ HKg ~~LMC 6.37~~ *Carrying Petroleum in bulk*		CL		1937 3mo	N.V.C.Van derGiessen& Zonen'sSchp-Krimpen	Anglo-Saxon PetroleumCo.Ld. *Cell D Bu E63' 132t D* *Lloyd's SA&CP*	432·1 446·3 (O.L.) P87'B38'F48' FK	54·6	30·8	London British *16 BH*	Oil Engines 4S.C.SA 6Cy.25⅝"–55½" 377NHP DB *1801b*	31 " 0 5 " 6¾ 25 " 8½
74077	**Erol** (*ex* Tello-35, *ex* Troja)	*ss* Osl. No. 2-28 1 *Dk (Stl)*	2478 2221 1476	✠ ~~—~~ 7.19 Dnz	*s*			1918 6mo	Dominion S.B.Co.Ld. Toronto, Ont.	Sirketi Hayriye (Bosphorus S.N. Co.) *Cell D Ba 76' u*	251·0 43·5 25·8 P25'B68'F20' FK			Istanbul Turkish *4 BH Cem*	T.3Cy.20", 33½"&55"–40" 253NHP 2SB, *6cf*, GS126, HS4534	28 " 2
74078 163222 GYSB	**Eros** *Ref. Mchy.* D.F. E.S.D.	2 *Dks*, 3rd & 4th dks in holds *Cruiser Stern*	5888 5042 2979	✠100A1 Nou *with freeboard* ~~Lmc~~ Blr ~~2,39~~ 2,39 ~~4,40~~ ~~Rct~~ ~~Hbg~~ ~~LMC~~ ~~4,39~~ ~~Lmc~~ ~~5,39~~ ~~Lmc~~ ~~6,39~~ F. *Three lower decks for fruit cargoes* *Fitted for oil fuel* 4,36		CL	2,39	1936 4mo	Harland& Wolff, Ld. Belfast	Harland & Wolff, Ld. (M.A. Kerwin, *Mgr.*) *Cell D B344' 945t*	415·4 431·5 (O.L.) P34'B133'F41' FK *Tanks in way of Tunnel 378t*	54·8	30·4	Belfast British *7 BHpt Cem*	T.4Cy.28½", 47½"&62 57"–51" & elec. drive from LP turbine 2601b (*s*) FD 1081NHP 5SB(Spt), 20*cf* GS357, HS4270 Harland & Wolff, Ld. Bel.	33 " 6 8 " 8½ 24 " 10¾
74079 SDNT	— (*ex* Vessman, *ex* Enon, *ex* Biarritz, *ex* Royal Exchange) D.F.	*ss* Got. 3rd No. 3-2,36 1 *Dk (pt Irn & pt Stl)* & *deep framing*	*2151* *1944* *1282* 974 686 560	✠100A1 Mmo *s* ~~Lmc~~ ~~Rct~~ ~~Hbg~~ ~~LMC~~ ~~Lmc~~ 1 *Dk*		~~CL~~ ~~Cr~~ ~~N10,38~~		1898 8mo 1922	R. Craggs &Sons Middlesbro' A&CP Pusnæs Stöperi&M.V. Arendal	Rederiet "Belos" (O. Hillerström, *Mgr.*) *Cell D Ba 88' u E & B36' f 114' 607t* D/S A/S Eros (RasmusF. Olsen)	292·0 43·2 18·9 P27'B56'F33' FK 210·7 83·2 13·7 P37*t* Q80*t* B97*t* H47*t*	Hlsngborg Swedish *5 BH Cem* Bergen Norwegian *WB*	T.3Cy.21½", 36"&58½"–39" 160lb *100lb* NDB14 238NHP 2SB(Spt) *6pf*, GS112, HS3786 Furness, Westgarth& Co. Ld. Mdb. T.3Cy.15", 25"&40"–30' 88NHP Pusnæs Stöperi&Mek. Verk	21 " 4 s 3 " 5½ 18 " 1 N
74081 27 IMQY	— (*ex* Nuova Italia-34) *(See Sailing Ship Register)*	**WoodAuxScSr** *Oil Eng.* 1 *Dk 2 tr B*	499 469 367	Oil Engine 4S.C.SA 8Cy 8½"–14½" NE35 52NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz				1920	Co.-op. Nino Bixio Castellmmre	A. Zerauschek	180·4	31·0	15·5	Zara Italian			I
74082 DOET	**Erpel** D.F. E.S.P	Sub.Sig. 2 *Dks* *Cruiser Stern*	1771 1439 817					1927	Akt.Ges. "Neptun" Rostock	Argo Reederei Richard Adler&Co.	276·1 P15'B& F255'	42·1	15·6	Bremen German *WB*	T.3Cy.21⅝", 35"&57½"–37⅜" & 1 LP Turbine 223NHP A.G. "Neptun," Rostock		G
74083 OZPE	**Erria** (P) *Ref. Mchy.* D.F. E.S.D.	**TwinSc** *Oil Eng.* *ss* Cpn. No. 1-36 2 *Dks* (*Stl*) 3rd *Dk* (*Stl*) in Nos. 1 & 3 holds 3rd *Dk* for fruit cargoes in Nos. 2 & 4 holds	8786 6886 5582	✠100A1 Cpn *d* *with freeboard* Ver ~~12,38~~ ~~Lmc~~ GS DBS 4,38 ~~19,38~~ 9,37 ~~Lmc~~ Lloyd's RMC ~~14,38~~ 13,38 No. 4 'tween dk. chambers for temp. 14° F. all other chambers for temp. 32° F.		CL	6,36	1932 1mo	Nakskov Skibs. A/S Nakskov	A/S Det Östasiatiske Kompagni *Lloyd's SA&CP* *Cell D B 378' 1384t tanks in way of tunnels D Ta 12'280t*	440·3 463·0 (O.L.) P31'B225'F70' FK *F P105t A P127t*	62·2	33·7	Copnhagn Danish *7 BH* *A P100t*	Oil Engines 2S.C.DA 12Cy.17½"–47½" DB *1201b* 1283NHP Akt. Burmeistr& Wain, Cpn	37 " 3 s 10 " 0½ 27 " 4½
74084 148611 GLMS	**Errington Court** D.F.	*ss* Cff. No. 3-3,37 1 *Dk (Stl)*	4913 4560 2988	✠100A1 Cff *y* ~~3,38~~ Sld ~~LMC~~ ~~Lmc~~		CL	3,37	1925 6mo	Workman, Clark&Co.Ld. Belfast *Lloyd's SA&CP*	Court Line, Ld. (Haldin&Philipps, Ld. *Mgrs.*) *Cell D B345' 1057t F P T 98t*	396·6 410·8 (O.L.) P46'B119'F41' FK	53·1	26·5	London British *6 BH Cem* *A P T 174t*	T.3Cy.26", 42"&70"–48" (*r*) 180lb 414NHP 3SB, *9cf*, GS198, HS7017 Wrkman, Clark&Co.Ld. Bel	29 " 0 s 5 " 6½ 23 " 8
74085 54 IMRQ	**Ersilia** (*ex* Sailing Vessel Sant'Jacopo-35) *(See Sailing Ship Register)*	**WoodAuxBkn** *Oil Eng.* 1 *Dk 2 tr B*	370 343 302					1920	G. Picchiotti Forte dei Marmi	Giacomo Delfino	138·7	30·1	13·9	Spezia Italian	Oil Engines 4S.C.SA 6Cy.6½"–12⅝" 26NHP *Emade & fitted* 35 Soc An "Fiat" S.G.M. Turin		I
74086 LCIT	**Erviken** D.F.	*ss* Shi. No. 3-12,33 1 *Dk (Stl)* & *Shelter dk (Stl)* *ss* H.Kg No. 1-39	6595 6297 4184	✠100A1 Dnz *z* *Shelter dk* 1 Kg *with freeboard* 1.38 ~~12,37~~ 1.39 ~~Lmc~~ ~~Ai~~ ~~LMC~~ *Fitted for oil fuel* 5.21		CL	~~12,38~~ 1,39 *F.P. above* 150° F.	1921 5mo	W. Doxford &Sons, Ld. Sunderland *Lloyd's SA&CP*	Wallem&Co. A/S (H.J. Wallem, *Mgr.*) *Cell D B360' 1165t*	420·0 FK *hold dispensed with Inter mediate B H in fore F P T 105t A P T 127t*	54·0	34·4	Bergen Norwegian *pt Cem* *1 B H to Sh dk* 5 " " *U* "	T.3Cy.26", 44½"&75"–54" (*s*) 180lb 577NHP 3SB, *9cf*, GS189, HS8530 FD W. Doxford&Sons, Ld. Sld.	37 " 0 s 8 " 11½ 28 " 4
74087 TCBD	**Erzurum** (P) (*ex* Souirah, *ex* Zafiro)	1 *Dk Spar dk & Web frames*	2539 — 1569			...		1901	D.J Dunlop &Co. Port Glasgow	Denizbank-Denizyollari Idaresi	294·6 P23'B121'F41' FK	40·8	15·3	Istanbul Turkish *WB*	T.3Cy.22½", 37"&60"–45" 340NHP D.J. Dunlop&Co. P. Gls.	25 " 1
74088 OXCE	**Esbjerg** (P) D.F. *Ref. Mchy* Sub.Sig.	**TwinSc** *Oil Eng.* *ss* Els. No. 2-37 2 *Dks* (*Weather dk Stl*–ws) 3rd dk in holds	2762 1519 1553	✠100A1 Lon *u* *with freeboard* 2,38 ~~Lmc~~ CS6 37 DBS ~~6,37~~ 5,38 6,37		OG	1,37	1929 4mo	Helsingörs Jernsk& Msk Elsinore *Lloyd's SA&CP*	Det Forenede Dampskibsselsk. *Cell D B233' 367t wing tanks*	306·3 F38' FK *9' 52t F P T 75t*	44·2	25·9	Esbjerg Danish *6 BH Cem* 2 " " *to 2nd dk* *A P T 70t*	Oil Engines 4S.C.SA 12Cy.21½"–35½" 545NHP DB *751b* Akt. Burmeistr& Wain, Cpn	28 " 6 s 11 " 0½ 17 " 10
74089 OFBG	**Esbjörn** (*ex* Maderas, *ex* Richard) D.F.	*ss* Got. 2nd No. 3-5,30 *ss* Hbg. No. 1-35 1 *Dk (Stl)* & *deep framing* Cargo battens not fitted	1905 — 1021	✠100A1 Abg *r* 3,38 ~~Bs~~ ~~Lmc~~ ~~Lmc~~ 9,38		CL	4,37	1904 8mo	Craig, Taylor&Co.Ld. Stockton	Rederi A/B Esbjörn (O/Y Knudsen& Lindfors A/B. *Mgs.*) *Lloyd's SA&CP* *Cell D Ba 90' u E16' f 116' 406t*	290·4 P26'B72'F28' FK *F P T 79t A P T 87t*	38·2	18·2	Helsingfrs Finnish *4 BH pt Cem* *pt Asp*	T.3Cy.19", 31"&51"–33" (*s*) 180lb NDB23 167NHP 2SB. *4pf*, GS74. HS2654 N.E. Marine Eng. Co. Ld. Sld	20 " 7 s 2 " 11½ 17 " 10
74090 1501 IBTK	**Escambia** (*ex* Ariele. *ex* Vittoria) D.F.	1 *Dk*	2710 2383 1584					1920	S. A. Bacini e Scali Napoletani, Naples	A.T. Rosasco	299·9 P37'Q65'B16'F35'	39·4	23·8	Genoa Italian *WB*	T.3Cy.23¼", 37⅜"&59½"–36" 209NHP S.A. Bacini e Scali Napol. Naples		CI
74091 ONXH	**Escaut** *Ref. Mchy. Aft*	*Oil Eng.* *Cruiser Stern*	*1087* *936* *529*	100A1 *with freeboard* (*Class Contemplated*)				1938	Soc. Anon. Jhn. Cockerill Hoboken	Cie. Nationale Belgede Transports Maritimes (Armement Deppe. *Mgrs.*)	228·0 F18'	36·1	15·6	Antwerp Belgian	Oil Engines 2S.C.SA 6Cy.13½"–24½" Soc An J. Cockerill, Seraing	15 " 6 s " 2 15 " 5½
74092 PDYY	— *Mchy. Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern*	348 285 234					1929	N.V Schpw v.J.Smit, Czn Alblasserdam	W.H. Müller&Co. N.V.	145·0 P36'F13'	24·5	10·2	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–19¾" 70NHP Motorenfabr. "Deutz" A.G. Köln-Deutz		G

For full particulars see No. 87908 in Supplement

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught.	15 Registers in which classed. If not in L.R. Date of L.R. Trade Mark.
																ft. in.	
74093 DRCS	**Eschenburg** (*ex*Silvia,*ex*Sestri, *ex*Slien,*ex*Edna,*ex*PrésidentCorty)	1 *Dk*	1000 508 598					1909	Flensburger Schiffsb.Ges. Flensburg	Lübeck-Wyburger Dmpsfahrts.Ges.	209·8 | 34·2 | 13·9 P22'Q47'B45'F21'			Lübeck German *WB*	T.3Cy.15″,25⅝″&44½″–29½″ 106NHP FlensburgerSchiffsb.Ges.	15 ″ 11	G
74094 DOES	**Eschersheim** (*ex*Westerdijk)	D.F. 1 *Dk*	3303 2983 2048	...				1913	Rotterdam Droogd. Maat Rotterdam	Lehnkering&Cie A.G.(Unterweser-Reed A.G. *Mgrs.*)	330·3 | 48·2 | 22·2 P25'B94'F31' FK			Bremen German *WB*	T.3Cy.23″,38″&62″–42″ 274NHP Rotterdam Droogd.Maats.	24 ″ 6	G †
74095 EAOL	**Escolano** (P)	3 *Dks*	3058 2248					1919	Soc. Española de Cst Nav Carthagena	Cia. Trasmediterranea	310·0 | 43·4 | 29·0			Valencia Spanish	T.3Cy.24″,40″&65″–45″ 283NHP Soc.Española deCnst.Nav.		V
74096 TFSA	**Esja** (*ex*Canal Tenglo,") *see No. 87542 in Supplement*	Wireless 2 *Dks*	749 442					1923	Kjöbnhvns Flydk.&Skbs Copenhagen	Govt.of Iceland (PalmiLoftsson, *Mgr.*)	176·0 | 30·1 | 18·5 F22'			Reykjavik Icelandic *WB*	T.3Cy.14″,22½″&37″–27″ NB34 72NHP Kjbnhavns Flydk.&Skbsv		V
74097 GZRJ	**Eskbank**	*Oil Eng.* 1 *Dk&Shelter dk* 3rd *dk in No.1 hold* D.F. E.S.D. *Cruiser Stern*	5137 4697 3039	✠100A1 NOs *with freeboard* 9,38 2,38 MC4 37 *Carrying cargo oil F. P. abo Carrying latex in fore peak t*	Shl		CL	1937 1mo	Wm.Doxford&SonsLd Sunderland *Lloyd's*	Inver Transport &Trading Co.Ld. (A.Weir&Co. *Mgrs.*)	423·2 | 55·5 | 24·7 438·6(O.L.) FK			Glasgow British	Oil Engines 2S.C.SA 4Cy.23½″–91 5/16″ 687NHP 8 *BH* 2D6 *120lb* *Coll to Sh dk* 7 „ 2nd „	28 ″ 8 s 3 ″ 3½ 25 ″ 6½	
74098 MGTS	**Eskburn** (*ex*Northwick)	*Well deck* *Mchy. Aft* 1 *Dk(Stl)* *Cargo battens not fitted*	472 339 236	✠100A1 3,38 BS~~3,37~~ 11,38	Shl MC MS3,38	*g*	CL 3.38	1917 6mo	Swan,Hunter&Wigham Richardson, Ld Sunderlnd *Lloyd's*	British Isles Coasters,Ld.	158·2 | 26·1 | 10·8 Q57'F24' FK			Middlesbro' British	T.3Cy.12″,20″&34″–23″ (*s*) 180lb 70RHP 1SB,*2pf*,GS42,HS1303 W.Beardmore&Co.Ld.Gls.	11 ″ 9 s 1 ″ 0 10 ″ 10	
74099 GFYL	**Eskdalegate** ~~*ss*Cff.No.2–38 ssNpt.No.1–34~~	D.F. 1 *Dk(Stl)*	4250 3927 2634	✠100A1 Cff ~~1,36,37~~ 1,39 7,38 ~~Lmc~~ LMC7 ~~2,37,38~~		*x*	CL ~~12,36~~ 1,39	1930 4mo	Burntisl'nd S.B.Co.Ld Burntisland *Lloyd's*	Turnbull Scott Shipping Co.Ld. (Turnbull,Scott& Co. *Mgrs.*) *Cell*	372·0 | 52·4 | 25·2 383·3(O.L.) P48'B226'F32' FK *DB317'1116t FPT9*			London British	T.3Cy.23″,39″&65″–45″ (*s*) 200lb HS5851 354NHP 6 *BHptCem* 2SB,&1AuxB,8*cf*,GS167 D.Rowan&Co.Ld.Gls.	27 ″ 6 s 3 ″ 4½ 24 ″ 4½	
74100 GWXM	**Eskdene**	*ss*Sws.No.1–38 1 *Dk*	3829 3430 2281	✠100A1 Cff ~~6,38 2,37~~ 2,38 Lmc Sws MC ~~2,37~~ 12,38		*x*	CL ~~1,38~~ N12,38	1934 10mo	Bartram& Sons,Ld. Sunderland *Lloyd's*	Eskdene Shipping Co.Ld.(Dene Shipmanagement Co.Ld *Mgrs.*) *Cell L*	371·0 | 51·5 | 22·4 384·1(O.L.) P47'B225'F31' FK *B326' 1021t FPT10*			London British	T.3Cy.24″,40″&66″–45″ (*s*) 200lb *120lb* 327NHP 6 *BHptCem* 2SB(Spt)*6cf*,GS127,HS4925 J.Dickinson&Sons,Ld.Sld.	24 ″ 10 s 2 ″ 10⅜ 22 ″ 1½	
74101 SMAN	**Eskil** (*ex*Wright,*ex*Harlseywood) ~~*ss*Skm.No.1–38~~	1 *Dk(pt Irn&pt Stl)&deep framing* *Cargo battens not fitted*	2738 7033 2493 1616	✠100A1 Skm ~~5,36~~ 1,38 ~~Cmp~~ LMC MS~~3,37~~7,37 BS~~10,38~~6,38		*u*	CL 7,37	1907 12mo	Ropner& Son,Ld. Stockton *Lloyd's*	Limhamns Rederi A/B(Edv.Persson, *Mgr.*) *Cell L*	317·0 | 46·0 | 20·9 328·3(O.L.) P31'B94'F37' FK *Ba102'u E22'f134'*			Limhamn Swedish	T.3Cy.22½″,37″&61″–42″ (*s*) 160lb 247NHP 5 *BHCem* 2SB,*6rf*,GS101,HS3786 Blair&Co.Ld.Stockton	23 ″ 3 s 3 ″ 7½ 19 ″ 10	
74102 UOET	**Eskimos** (P) (*ex*EasternBelle)	2 *Dks*	3108 2676 1870					1919	Ishikawajima S.B.&E. Co.Ld.Tokyo	U.S.S.R.	305·1 | 43·7 | 25·2 P25'B92'F30' FK			Vladivostk Russian *WB*	T.3Cy.22″,37″&61″–42″ 338NHP Ishikawajima SB&ECo.Ld.	27 ″ 3	
74103 MDPW	**Eskwood**	*ss*Apl.2nd No.3–5,35 1 *Dk(pt Irn&pt Stl)* *Cargo battens not fitted*	791 562~~8~~ 370	✠100A1 Shl ~~11,37~~ Bkn ~~Lmc~~ LMC MS5,35 BS~~1,37~~1,37		*k*	CL 11,37	1911 8mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd's*	Merseyports Stevedoring Co.Ld. *WB = Cell*	195·0 | 30·0 | 11·6 201·8(O.L.) Q109'B13'F24' FK *DB f117'158t FPT*			Goole British	T.3Cy.16″,27″&44″–30″ (*s*) 180lb *75lb* 131NHP 3 *BHCem* 1SB,*3pf*,GS60,HS2262 Blair&Co.Ld.Stockton	13 ″ 10 s 4 ″ 0⅜ 13 ″ 4½	
74104 EAQL	**Esles** (*ex*Orio,*ex*Junio) Broken up	1 *Dk(Spar dk3tr B*	2184 2115 1458					1888	W.Doxford&Sons Sunderland	L.Liaño,S.enC.	275·0 | 39·5 | 16·7 23·7 FK			Santander Spanish *WB*	T.3Cy.21″,35″&57″–39″ 203NHP W.Doxford&Sons,Sld.	26 ″ 0	
74105 VOQV	**Esmond** (*ex*Traprain Law–33) ~~*ss*Npt.No.2–38 Cl.No.1–35~~	D.F. E.S.D. 1 *Dk(Stl)*	4975 4587 3131	✠100A1 1,38 ~~5,37~~ Mdb Npt ~~1,37~~ LMC 1,39		*z*	CL N5,37	1930 1mo	C.Connell &Co.Ld. Glasgow *Lloyd's*	Anglo-Newfoundland S.S.Co.Ld. (Donaldson Bros. ~~Ld. *Mgrs.*~~ &Black Ld. *Mgrs.*)	405·3 | 53·4 | 26·1 421·1(O.L.) P35'B255'F40' *Cell DB344'* FK 1037t *DT a* 27'10			SJhnsNFL British	T.3Cy.25″,38½″&70″–48″ & exhaust turbine driving steam compressor (*s*) 200lb *100lb* 442NHP 2SB,*8cf*,GS143,HS6002 FD D.Rowan&Co.Ld.Glasgow	28 ″ 7 s 4 ″ 0 24 ″ 10	
74106 ESTF	**Esneh** (*ex*Western Coast)	1 *Dk(Stl)&Shelter dk(Stl)*	1931 1620 955	✠100A1 *Shelter dk* *with freeboard* 9,38 ~~7,37~~ LMC MS12,36 BS~~9,37~~8,37	Liv	*s*	CL 8,36	1919 9mo	Swan,Hunter&Wigham Richardson, Ld Sunderlnd *Lloyd's*	Moss Hutchison Line.Ld. *Cell DB248'3611t FPT*	290·0 | 42·5 | 18·8 FK *31t APT39*			Liverpool British	T.3Cy.22″,36″&59″–39″ (*s*) 180lb 324NHP 3SB,*6cf*,GS123,HS4966 FD Richardsons,Westgarth& Co.Ld.Sld	21 ″ 2 s 1 ″ 4⅜ 19 ″ 11	
74107 OTUA	**Espagne** (*ex*Turin)	1 *Dk*	1759 1560 1030					1911	Akt.Ges. "Neptun" Rostock	Cie Nationale Belge de Transp Marit. (Armement Deppe. *Mgrs.*)	287·1 | 41·1 | 16·9 P&B226'F31'			Antwerp Belgian *WB*	T.3Cy.22½″,35 7/16″&55 9/16″–37 7/16″ 192NHP A.G."Neptun," Rostock		V
74108 DHGT	**España** (P)	Sub.Sig. *Fitted for oil fuel* D.F. *Ref. Mchy.* 2 *Dks&Shelter dk* *Corrugated sides*	7465 5135 4532					1921	Howaldtswerke Kiel	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	413·3 | 55·2 | 36·2 F43'H– 60·2			Hamburg German *WB*	T.3Cy.28 1/10″,45 1/10″&74 9/10″–55 8/10″ & 1 LP Turbine 585NHP Howaldtswerke,Kiel		G †
74109 EAEJ	**España No. 3** (*ex*Roma)	D.F. 1 *Dk&Spar dk*	2188 1985 1594					1906	Akt.Ges. "Neptun" Rostock	Spanish Government	260·1 | 38·3 | 22·5 H26'			Carthagena Spanish *WB*	T.3Cy.20 1/10″,32 9/10″&52′–35 7/10″ 160NHP A.G."Neptun," Rostock		
74110 EAEK	**España No. 5** (*ex*Riga)	D.F. 1 *Dk&Spar dk2tr B*	2156 1789 1336					1906	Schiffsw. v. Henry Koch Lübeck	Spanish Government	265·8 | 39·4 | 20·9 P15'B73'F38'			Seville Spanish *WB*	T.3Cy.20½″,33½″&53½″–33½″ 164NHP Ottensener Masch.Altona		
74111 KDAO	**Esparta**	Sub.Sig. *Fitted for oil fuel* D.F. *Ref. Mchy.* 3 *Dks&Shelter dk*	3365 2126 3695 1927					1904	Workman, Clark&Co.Ld Belfast	United Fruit S.S. Corp.(United Fruit Co. *Mgrs.*)	330·6 | 44·5 | 28·9			New York Utd. States *WB*	T.3Cy.25″,41″&68″–48″ 320NHP Wrkman,Clark&Co.Ld Bel		C
74112 FNJU	**Espérance** (P) (*ex*Saint Luc, *ex*Kohistan)	2 Twin Msts *Fitted for oil fuel* 2 *Dks* D.F.	5072 3819 3026					1923	W.Gray& Co.Ld. W Hartlepool	Cie des Messageries Maritimes	351·5 | 52·4 | 26·7 P30'B215'F35' FK			Diego-Suarez French *WB*	T.3Cy.26″,42″&70″–48″ 515NHP Cen.Mar.Eng.Wrks.W Hpl	29 ″ 4	V †

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant entre l'entretoise. Lettre d'Entretoisement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registre ou coté si on est dans le L. R. Durée Cert. Roof Trade
74113 151802 GSMP	**Esperance Bay** (P) (*ex*HobsonsBay–36) 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*–ws) 3*rd dk* *Ref. Mchy.* (*Stl*) *in forward holds* D.F.	TwinSc *ss*Lon.No.3–5,34 *ss*Lon.No.1–38	14204 11883 8572	✝100A1 *Shelter dk* *with freeboard* 3,39 ~~10,37~~ ~~MS7,33~~ ✝Lloyd's RMC2,38 B10,37 3,39 ~~10,38~~ *Fitted for oil fuel* 1,22	Lon	*i* † BS7,34 LMC ~~BS7,37~~	CL ~~1,35~~ S9,37 P7,38	1922 1mo *Lloyd's*	Vickers, Ltd. Barrow *sA&CP*	Aberdeen&CommonwealthLine, Ld.(G.Thompson &Co.Ld. *Mgrs.*) *Cell D B458'2228t* *Tanks between Tunn*	530·6|68·3|39·9 549·0(O.L.) B208'F78' *on Shelter dk* FK *MT24'1016t* *els 51'195t FPT128t* *F.P. above 150° F.*	London British *pt Cem* 9 *BHto Sh dk* *APT142t*	4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 22·0lb HS25923 FD 1977 NHP 3DB(Spt)&2SB(Spt),*32cf* GS663 Vickers, Ld. Barrow	43 " 6 s 10·8½ 33 " 1⅜	BT till 1,39 5,39
74114 1499 IBUK	**Esperia** (P) *Fitted for oil fuel* D.F. Sub.Sig.	TwinSc 4 *Dks*	11398 6643 5963					1918	Soc. Esercizio Bacini Riva Trigoso	"Adriatica" Soc. Anon. di Nav. P29'	527·9|61·9|31·0 FK	Genoa Italian *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts N.Odero fu A. Sestri P.		I
74115 1467 827 850	**Esperos** (P) (*ex*North Voyageur–37, *ex*Nayarit, *ex*Sinaloa, *ex*Ivy) Wireless *Well deck* 2*nd dk*(*Stl*) *in Nos.1 & 3 holds*	*ss*Mtl.No.3–8,30 *ss*Qbc.No.1–34 1 *Dk*(*Stl*–ws) *Fitted for oil fuel*	✝ ... 4,38	Qbc			1918 4mo	Blyth S.B. & D.D.Co.Ld Blyth	Hellenic Shipping & Commercial Co. Ld. *Cell D Bu B11'f11'*	255·2|35·0|16·2 P&B197'F33' FK *27t DT f34t FPT14t*	Greek 8 *BHpt Cem* *APT20t*	T.4Cy.22",35"&(2)40"–30" 237NHP 1SB,*3cf*,GS77,HS3447 Richardsons, Westgarth & Co.Ld.Hpl.	18 " 0	
74116 6733 5355	**Esquel** (*ex*Cruz del Sud, *ex*Cesare, *ex*Oistein, *ex*Steady, *ex*Cornelis) *Oil Eng.* *ss*B.As.2nd No.3–12,35 1 *Dk*(*Stl*)		330 — 275	✝100A1 12,37 DBS ~~10,37~~ 8,38 LMC12,35 LMC ~~12,38~~ 16,38	BAs	*g*	OG 10,37	1910 11mo	J. Meyer's S.B.Co. Zaltbommel A&CP	Peirano Hermanos	154·8|26·9|10·6 F14' FK *Cell D Bf 97'*	Bns. Aires Argentine 3 *BHCem* 124t *FPT21t*	Oil Engines 2S.C.SA 4Cy.13⅜"–21¼" 125NHP NDB27–*100lb* NE*made20refitted26* Cant.Off.Savoia, Genoa	12 " 6 s 1 " 7½ 11 " 1	
74117 1747 IBVK	**Esquilino** (P) *Oil Eng.* D.F. *ss*Gen.No.3–5,38 ~~ss Gen. No. 3–34~~ GyC. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) 2*nd dk*(*Stl*) *in forward holds*	TwinSc	8657 6733 5355	✝100A1 *Shelter dk* *with freeboard* 4,39 ~~7,37~~ ~~12,38~~ ✝LMC ~~C88,37~~ DBS ~~1,37~~ 5,38	Gen	*c*†	CL ~~10,36~~ ~~S12,38~~ P10,36 S4,39	1925 6mo *Lloyd's*	Cant. San Rocco S.A. San Rocco *sA&CP*	Lloyd Triestino Soc. Anon. di Nav.	462·1|57·2|32·4 B185'F75' FK *Cell D B3*	Genoa Italian *pt Cem* 9 *BHto Sh dk* 93'1510t *FP*	Oil Engines 4S.C.SA 12Cy.29⅜"–47½" DB*100lb* 984NHP Stabilimento Tecnico, Tri. *T172t APT91t*	35 " 0 s 7 " 11½ 27 " 3½	
74118 DHGV	**Essen** (P) *ss*Ham.No.2–31 *Well deck* 2 *Dks*(*Stl*) 3*rd tr B* D.F. *in No.1 Hold*		5158 4478 3093	✝ ... 2,35	Ham	*a*†		1923 2mo	Blohm& Voss Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie) *Cell D*	407·0|56·0|25·9 P&B329'F53' FK *B353'924t FPT51t*	Hamburg German 8 *BHAsp* *APT16t*	4 Steam Turbines SR geared to 1 Sc. Shaft 634NHP 3SB,*9cf*,GS200,HS8880 Blohm&Voss, Ham.	28 " 6	G †
74119 165362 MMBD	**Essex** *Oil Eng.* D.F. E.S.D. 2 *Dks* & *Shelter dk* *Ref. Mchy.* 4*th dk in forward holds* *Cruiser Stern*	TwinSc	11063 10026 6521	✝100A1 *with freeboard* Liv 2,39 ✝LMC12,36 ✝Lloyd's RMC2,39	Cff		CL	1936 12mo *Lloyd's*	J'hn Brown &Co.Ld. Clydebank *sA&CP*	P.&O.Stm.Nav.Co. *Duct keel forward* *Cell D B437'1834t* *of tunnels939t*	532·2|70·4|34·6 FK *of mchy. space (* *Tanks at sides* *FPT93t APT150t*	London British 9 *BH* *Coll to Sh dk* 7 „ 2nd„ 1 „ 3rd„)	Oil Engines 2S.C.SA 10Cy.28·⅝"–88·⅝" 2528NHP 2DB*120lb* John Brown&Co.Ld. Clydebank	39 " 0 s 6 " 8 32 " 6⅔	
74120 136138 WMCS	— Sub.Sig. D.F. 3 *Dks* & *Hur dk*	Iron	3018 — 2155					1890	W.Cramp &Sons Philadelphia	Merchnts & Miners Transportation Co.	295·0|40·0|23·7 len06 30·7	Baltimore Utd. States	T.3Cy.24",39"&59"–48" 241NHP W Cramp&Ss. Philadelphia		
74121 147576 GBWQ	**Essex Druid** (*ex*Kediri) 1 *Dk*		3508 3258 2139					1919	Rotterdam Droogd Maat. Rotterdam	Essex Line, Ld. (Meldrum&Swinson, *Mgrs.*)	361·4|49·9|21·8 P24'B214'F34'	London British *WB*	T.3Cy.25",41"&68"–45" 310NHP Rotterdam Droogd. Maats.		V
74122 147599 GLMQ	**Essex Envoy** (*ex*Therese Horn) *ss*Shl.No.3–6,35 2 *Dks*(*Stl*)		5210 4813 3208	100A1 *with freeboard* 3,39 ~~12,37~~ ~~BS12,37~~ LMC9,34	Mdb	Shl 1,39 BS11,~~37~~	CL 6,37	1922	F. Schichau Danzig	Essex Line, Ld. (Meldrum&Swinson, Ld. *Mgrs.*) *Cell D Bu§*	387·0|52·7|29·8 405·0(O.L.) P30'F32' FK *u E130 f183' 1033t*	London British 7 *BHCem* 3 „ *to 2nd dk*	T.3Cy 24",40"&64"–47⅞" 185lb HS11905 (*s*) 227NHP 3SB(Spt),*6cf*,GS132 FD F. Schichau, Elbing	32 " 2 s 7 " 8½ 24 " 8	
74123 142684 GPFR	**Essex Lance** (*ex*Glensanda, *ex*War Courage) *ss*Sld.No.3–7,30 *ss*Shl.No.1–35 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) & *Web frames* *Longitudinal framing bevelled bilge* *Cargo battens not fitted in Shelter 'tween dks*		6625 6299 ~~4008~~ 4100	✝100A1 *Shelter dk* *with freeboard* 9,38 BS~~11,37~~ ✝LMC9,34 9,38	Npt	*a*†	CL ~~11,36~~ 9,38	1918 10mo	Armstrong Whitworth &Co.Ld. Newcastle *sA&CP*	Essex Line, Ld. (Meldrum&Swinson, ~~Mgrs.~~ Ld. *Mgrs.*) *Cell D B308'1460t D1*	412·2|55·8|34·2 FK *a 31'1060t FPT141t*	London British *pt Cem* 6 *BHto Sh dk* 2 „ „ *U* „ *APT144t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 518NHP 3SB,*9cf*,GS190,HS7668 FD Swan, Hunter&Wigham Richardson, Ld. Nwc.	38 " 1 s 10 " 1 28 " 2	
74124 108220 MQYB	**Essex Queen** (P) (*ex*Walton Belle) 1 *Dk*	Pad *Fitted for oil fuel*	389 350 162					1897	W. Denny &Bros. Dumbarton	New Medway Stm. Packet Co. Ld. (SJ Shippick, *Mgr*)	230·0|26·2|9·2 *Promenade dk* 104'	London British	T.3Cy.20¼",30"&43"–66" N B*made29fitted35* 143NHP Denny&Co. Dumbarton		BT till 01,38
74125 HPHB	**Essi** (*ex*Sturmsee–37, *ex*Amanda, *ex*Isabel Harrison, *ex*Pollcrea, *ex*Grahamland, *ex*Josephina) Wireless 1 *Dk* & *deep framing*		1192 1110 719			...		1899	R. Duncan &Co.Ld. Port Glasgow	Essi Corporation (Wahl&Co. *Mgrs.*)	233·1|34·7|16·5 P34'B63'F28' FK	Panama Pnamanian *WB*	T.3Cy.18½",30"&49"–33" 141NHP Hall-Brwn Buttery&Co Gls	18 " 9	G †
74126 231080 WDEK	**Esso-Aruba** (*ex*PanBolivar–36) *ss*NYk.No.1–35 D.F. GyC. 2 *Dks*(*Stl*) & *Web frames* *Mchy. Aft* *Longitudinal framing*		8773 — 5582	✝100A1 ~~6,38~~ ~~12,37~~ 1,39 ~~BS6,37~~ ✝LMC6,35 *Carrying Petroleum in bulk* BS6,38 *Fitted for oil fuel* 7,31	NYk	*e*†	CL 6,37 *F.P. above*	1931 7mo *Lloyd's*	Swan, Hunter&Wigham Richardson, Ld. Newcastle *sA&CP*	Standard Oil Co. of New Jersey *Cell D Bu E§ B83'2* *DT45'623t*	484·2|65·5|36·8 P117'B42'F50' FK 65t *FPT227t APT184t*	Wilmgton (Del.) Utd. States 16 *BHpt Cem* (12 *to U dk* 4 „ *2nd* „)	T3Cy.27½",45½"&76"–51" (*s*) &LP turbine with DR gearing & hydraulic coupling 220lb 713NHP 3SB(Spt),*12cf*,HS8640 FD Wallsend Slpwy&E.Co. Ld.	36 " 9 s8 "3½ 28 "8½	
74127 237867 WPKL	**Esso Baltimore** D.F. E.S.D. Gy.C. *Cruiser Stern* *Mchy. Aft* *Longitudinal framing* 1 *Dk* *Pt. electrically welded*		7949 6995 4711	100A1 1,39 ~~Class Contemplated~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,38	Bal	LMC6,38	CL *P. about*	1938 9mo *Lloyd's*	Bethlehem S.B.Corp. Ld. Sparrow's Pt. Md. *sA&CP*	Standard Oil Co. of New Jersey *Cell D*	445·4|64·2|35·2 463·0(O.L.) P92'B35'F40' FK *FPT561t AT T180t*	Wilmgton, (Del.) Utd. States 14 *BH*	2 Steam Turbines DR geared to 1 Sc. Shaft 4501b (*s*) 985NHP 2WTB(Spt) HS9856 FD Bethlehem S.B.Corp. Ld Quincy, Mass.	34 "10	
74128 237082 WTKJ	**Esso Baton Rouge** D.F. GyC. Sub.Sig. *Mchy. Aft* *Longitudinal framing* *Cruiser Stern* 1 *Dk. Part electrically welded*		~~7200~~ ~~7080~~ ~~4733~~ 7039 ~~7~~ 4738	~~100A1~~ ~~Class Contemplated~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,38 LMC7,~~38~~	Bal NYk		CL *P. about*	1938 7mo *Lloyd's*	Bethlehem S.B.Corp. Ld. Sparrow's Pt. Md. *sA&CP*	Standard Oil Co. of New Jersey *Cell D Bu E66 3*	445·4|64·2|35·2 463·0(O.L.) P92'B35'F40' FK *DT f 21'635t FPT 730*	Wilmgton (Del.) Utd. States 14 *BH* *It. AT T180t*	2 steam turbines DR geared to 1 sc. shaft 4501b (*s*) 985NHP 2WTB(Spt) HS9856 FD Bethlehem S.B.Corp. Ld. Quincy, Mass.	34 "10	

Now "Diana," see No. 87770 in Supplement

Now "Hermod," see No. 88411 in Supplement

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 † for Special Survey. Date of last Survey.	7 Port of Survey. Year Assigned or Last Renewed Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Letters when not in L.R. (see p. 12) Trade Ctrl.
74129 236723 WPKA	**Esso Bayonne** D.F. E.S.D. GyC. *Mchy.Aft* *Longitudinal framing-pt electrically welded*	1 *Dk* *Cruiser Stern* *" Arcform"*	7698 6943 4654	100A1 NYk *Carrying Petroleum in bulk* *Fitted for oil fuel*			CL	1937 9mo	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo. of NewJersey *CellDB72'166tD*	440·0|66·8|34·3 150·0(O.L.) P87'B33'F36' *Tf30'781t FPT232t*	Wilmgton (Del.) Utd.States *12BH* *APT247t*	2 steam turbines DR geared to 1 screw shaft 912NHP 450lb (s) FD 2WTB(Spt),HS9190 DeLavalSteam TurbineCo.Trenton,N.J.	34 ″ 6	
74130 236900 WPKK	**Esso Baytown** D.F. E.S.D. GyC. 1 *Dk*,2nd dk clear of cargo tanks *Mchy.Aft* *Longitudinal framing–bracketless system* *Part electrically welded*		7991 — 4774	100A1 Phl 12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,37			CL	1937 11mo	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of NewJersey *CellDBuE69'102t* *F.P. above* 150° F.	444·1|65·3|35·1 462·3(O.L.) P93'B35'F40' FK *DTf26'738t FPT3[illegible]t APT152t*	Wilmgton (Del.) Utd.States *14BH* *APT152t*	2 steam turbines DR geared to 1 screw shaft 475lb (s) 852NHP 2WTB(Spt),HS7192 FD WestinghouseElec.&Mfg. Co.Phl.	35 ″ 0	
74131 236811 WPKL	**Esso Bayway** D.F. E.S.D. GyC. 1 *Dk* *Mchy.Aft* *Longitudinal framing* *pt electrically welded* *" Arcform"*		7699 6943 4654	100A1 NYk 12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,37			CL	1937 11mo	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey *CellDB72'166tD7* *F.P. above* 150° F.	440·0|66·8|34·3 450·0(O.L.) P87'B33'F36' FK *f30'781t FPT232t*	Wilmgton (Del.) Utd.States *12BH* *APT247t*	2 steam turbines DR geared to 1 sc.shaft 912NHP 450lb (s) FD 2WTB(Spt),HS9190 DeLavalSteam TurbineCo.Trenton,N.J.	34 ″ 6	
74132 9875 OSVA	**Esso Belgium** TwinSc *OilEng.* D.F. 1 *Dk*,2nd dk clear of cargo tanks *Mchy.Aft* E.S.D. GyC. *CruiserStern* *Longitudinal framing–" Arcform"*	*10568* *5557*	✝100A1 Ant ✝ 8,38 1,98 *Carrying Petroleum in bulk*				CL 3,39	1937 1mo	Akt.Burmeistr&Wain Copenhagen	StandardAmericanPetroleumCo *Lloyd's SA&CP* *CellDBuE85'134tD*	488·2|74·9|37·2 P108'B40'F36' FK *Tf16'448t FPT320t*	Antwerp Belgian *16BH* *APT228t*	Oil Engines 2S.C.SA 14Cy.19¾″–35 7/16″ 946NHP 2DB*200lb* DB(C)*214lb* Akt.Burmeistr&Wain,Cpn	37 ″ 0 27 ″ 10¼	
74133 933 HPGV	**Esso Bolivar** D.F. E.S.D. GyC. *Mchy.Aft* 1 *Dk*,2nd dk except in Nos. *Longitudinal framing* 1,2,3,8,9 tanks *Cruiser Stern Rudder electrically welded*	*Oil Engs.*	10389 9365 6081	✝100A1 NYk ✝ *Carrying Petroleum in bulk*			CL	1937 7mo	Frd.Krupp Germaniawft A.G. Kiel	PanamaTransportCo. *CellDBuE86'175t* *Lloyd's SA&CP*	488·4|70·0|37·0 506·6(O.L.) P107'B50'F35' FK *DTf24'214t FPT*[illegible]*t*	Panama Panamanian *16BHptCem ptAsp* *96t APT215t*	Oil Engines 2S.C.SA 8Cy.25,9/16″–49 3/16″ 912NHP 3DB*200lb* Fr.KruppGermaniawftAG	37 ″ 0 27 ″ 3½ 29 ″ 11½	
74134 237087 WPKM	**Esso Boston** D.F. E.S.D. GyC. 1 *Dk* *Mchy.Aft* *Longitudinal framing–"Arcform"* *Part electrically welded*	*CruiserStern*	7699 6943 4654	100A1 NYk *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,38			CL	1938 3mo	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey *CellDB72'166t* *F.P. above* 150° F.	440·0|66·8|34·3 450·0(O.L.) P87'B33'F36' FK *DTf30'781t FPT2*[illegible]	Wilmgton (Del.) Utd.States *12BH* *32t APT247t*	2 steam turbines DR geared to 1 screw shaft 450lb (s) 912NHP 2WTB(Spt),HS9190 FD DeLavalSteam TurbineCo.Trenton,N.J.	34 ″ 6	
74135 237033 WPKN	**Esso Charleston** D.F. E.S.D. Gy.C. *Mchy.Aft* 1 *Dk* *Longitudinal framing* *Pt electrically welded*	*CruiserStern*	7949 6995 4711	100A1 Bal *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,38			CL *F.P. above*	1938 10mo	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	StandardOilCo.of NewJersey *CellDBuE* *Lloyd's SA&CP*	445·4|64·2|35·2 463·0(O.L.) P86'B35'F40' FK *FPT361t APT180t*	Wilmgton (Del.) Utd.States *14BH*	2 Steam Turbines DR geared to 1 sc.shaft (s) 985NHP 450lb 2WTB(Spt),HS985 FD Bethlehem S.B.Corp.Ltd. Quincy,Mass.	34 ″ 10	
74136 236994	**Esso-Delivery No. 11** *Oil Engs.* *Mchy.Aft* 1 *Dk* *Carrying Petroleum in bulk* *Electrically welded*		1707 — 966					1938	NwprtNws S.B.&D.D.Co. Newprt News	StandardOilCo. of NewJersey	251·8|43·6|18·2 P60'B24'F20'	Baltimore Utd.States *WB*	Oil Engines 4S.C.SA 16Cy.12½″–13″ connected to electric motors and sc. shaft 245NHP AmericanLoco.Co. Auburn,N.Y.		R
74137 236960 WPKO	**Esso Houston** D.F. E.S.D. GyC. 1 *Dk* *Mchy.Aft* *Longitudinal framing" Arcform"* *Part electrically welded*	*CruiserStern*	7699 6943 4654	100A1 NYk *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,38			CL *F.P. above*	1938 1mo	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey *CellDB72'166tD* 150° F.	440·0|66·8|34·3 450·0(O.L.) P87'B33'F36' FK *Tf30'781t FPT232t*	Wilmgton (Del.) Utd.States *12BH* *APT247t*	2 steam turbines DR geared to 1 screw shaft 912NHP 450lb (s) 2WTB(Spt),HS9190 FD DeLavalSteam TurbineCo.Trenton,N.J.	34 ″ 6	
74138 146265 MKWJ	**Essonite** *ss*Irv.No.3–4,34 *ss*Bwg.No.1–38 *Mchy.Aft* *Well deck*	1 *Dk*(*pt Stl*) *Cargo battens not fitted*	642 445 266	✝100A1 Bwg ✝ Irv LMC BS3,382,50 MS3,30			CL 3,38	1921 11mo	Yarrow& Co.Ld. Scotstoun	Wm.Robertson *CellDBf103'153t FPT*[illegible]	175·1|28·1|11·2 Q96'B11'F31' BK74'	Glasgow British *3BHCem* *39t APT3t*	T.3Cy.15″,25½″&41″–30″ (s) 180lb 120NHP 2SB,*4cf*,GS67.HS2140 Yarrow&Co.Ld.Glasgow	13 ″ 6 8 4 ″ 5½ 13 ″ 8	
74139 DODA	**Este** (P) *ss*Bmn.No.2–38 ~~ss Bmn No.1 c 94~~ *Ref.Mchy.* E.S.D. 2 *Dks*(*Stl*) Sub.Sig. D.F. *CruiserStern*		7915 7119 4883	✝100A1 Bmn *Fitted for carrying oil*			CL 9,37 8,30	1930 8mo	Deschimag Akt.Ges. "Weser" Bremen *Lloyd's SA&CP* *F.P.*	Norddeutscher Lloyd *in deep tank* *CellDB430'1980t*	495·7|63·9|28·9 P25'B&F458' *Upper*F37' FK *DTa18'885t FPT*[illegible]*8t*	Bremon German 10*BHptCem ptAsp* *APT73t*	T.4Cy.34 7/16″,56 5/16″&(2)65 3/16″–59 1/16″ & LP Turbine with DRgearing&hydraulic coupling NE26*refitted*30 (s) 206lb FD 1250NHP 5SB(Spt),*15cf*,GS350, HS16146 Bremer Vulcan,Vegesack	33 ″ 0	
74140 9XEH	**Ester** (*ex*Fredericia) Wireless	1 *Dk*	1250 949 725					1917	P.Ph. Stubr'sMsk& SkbsAaiborg	J.Lauritzen	238·7|36·3|13·4 P14'Q71'B94'F29'	Esbjerg Danish *WB*	T.3Cy.15″,24″&40″–27″ 106NHP Akties."Frichs,"Aarhus		V
74141 OFBC	**Ester Thordén** (*ex*C.G.Thulin)	1 *Dk*	1940 — 1093					1921	Fredrkstad Mek.Værks. Fredrikstad	Rederi A/B Ester Thorden (G.B. Thorden, *Mgr.*)	264·7|42·2|17·7 P30'B71'F29'	Brandö Finnish *WB*	T.3Cy.18″,29½″&50″–36″ 150NHP FredrikstadM.V.Frdstad.		N
74142 FPAV	**Esterel** D.F. E.S.D.	*Oil Eng.* 1 *Dk & Awning dk* *CruiserStern*	3100					1937	Götaverken A/B Gothenburg	Cie.Générale D'Armements Maritimes	315·0|46·0|28·8	LeHavre French *WB*	Oil Engines 2S.C.SA 9Cy.19¾″–35 7/16″ 608NHP GotaverkenA/B,Got		V
74143 100 IMSP	**Esterina** (*ex*Bianchina–33, *ex*Southwark) *Mchy.Aft* *Well deck*	3Mst 1 *Dk*	569 160 331					1889	Schlesingr. Davis&Co. Newcastle	SebastianoTuillier diNatale	173·6|30·2|10·8 167·8| 30·2| 11·7 Q86'B13'F22' FK	Catania Italian *WB*	T.3Cy.14″,23″&39″–27″ NB05 75NHP E.Scott&Co.Newcastle	14 ″ 0	I †
74144 131136 CGST	**Estevan** (P) Wireless	TwinSc 1 *Dk*	1161 846 607					1912	CollingwoodSBCoLd Collingwood	Canadian Government (Dept.of Marine)	212·0|38·0|15·3	Ottawa British	T.6Cy.15″,25½″&42″–26″ 188NHP CollingwoodS.B.Co.Ld.	17 ″ 6	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Temps assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Registres où noté.
74145 223313 KJJG	**Esther Johnson** Wood *Fitted for oil fuel* 1 *Dk*	1104 — 611					1923	G.F. Matthews Portland, Or.	**A.B.Johnson LumberCo.**	208·1 43·6 15·2			S.Fncisco Utd. States	T.3Cy.15″,24″&43″–24″ 91NHP UnitedEng.Wks.S.Fo.		
74146 OXMC	**Esther Maria** *ssShl.No.3–8,35* D.F. 1 *Dk(Stl)* *Cargo battens not fitted*	1865 1674 1119	✠100A1 Sws *r* 8,38 2,36 Fal LMC MS2,35 BS11,37			CL 1,38	1922 7mo	Antwerp Eng.Co. Hoboken *Lloyd's SA&CP*	**Dampskibsselsk. Dania** (Chr.Andresen, *Mgr.*) *CellD*	279·0 40·2 18·2 P22′B60′F30′ FK *B238′555t FPT46t*	Esbjerg Danish *WB*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 218NHP 2SB,*6cf*,GS92,HS3832 N.E.MarineEng.Co,Ld.Sld	20 ″ 7 s 8 ″ 0½ 17 ″ 9	
Now "Kaste," *see No. 88818 in Supplement*																
74147 OYCT	**Estland** 1 *Dk*	1253 948 724					1918	PPhStuhrs Maskinog Skibsbygger Aalborg	**A/S DetDansk-FranskeD/S(A.N. Petersen&EHahn-Petersen *Mgrs*)**	238·7 36·2 13·4	Copenhgn Danish *WB*	T.3Cy.15″,24″&40″–27″ 106NHP A/S Frichs,Aarhus		V
74148 143913 MJTD	**Eston** *ssLon.No.3–12,31* Wireless *ssLon.No.1–36* 1 *Dk(Stl)* *Cargo battens not fitted*	1487 1327 806	✠100A1 Lth *p* 1,39 2,37 Lon BS ~~1,37~~ LMC1,36			CL ~~2,35~~ 1,39	1919 12mo	GooleS.B. &Repg.Co.Ld Goole *Lloyd's SA&CP*	**P.&O.Stm.Nav.Co.**	240·2 36·1 19·1 B52′F23′ FK *CellDB198′295t FPT*	London British *WB*	T.3Cy.18″,30″&50″–33″ (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 Earle's Co.Ld.Hull	21 ″ 3 s 2 ″ 10½ 18 ″ 7	
74149 1055 ESRI	**Estonia** (P) (*ex*KongGudröd–36) Wireless 2 *Dks*	1181 1052 697					1910	Trndhjms Mek.Værks. Trondheim	**PärnuLaevaA/S**	215·3 30·9 21·8 H37*t*	Pärnu Estonian *WB*	T.3Cy.17″,28½″&48″–33″ 132NHP Trondhjems M.V.Trndheim		N
74150 220924 KDMG	**Estrada Palma** (P) TwinSc (*Car Ferry*) *Fitted for oil fuel* 1 *Dk*	2639 — 1340					1920	W Cramp& SonsS&EBCo Philadelphia	**FloridaEastCoast CarFerryCo.Inc.**	336·7 57·0 18·5	New York Utd. States *WB*	T.6Cy.20″,33″&55″–36″ 181NHP W.Cramp&SnsS&EBCPhl		
74151 LCIU	**Estrella** (*ex*Athene) TwinSc *OilEng.* *CruiserStern* 2 *Dks*	3888 3591 2296					1920	Wrf.voorh. Rijkee&Co Rotterdam	**A/S NyeKristian-borg(A/S Rederiet Odfjell)**	375·7 51·5 22·7 P101*t*H262*t*F24′	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.22½″–39½″ 563NHP Werkspoor, Amsterdam		N
74152 143689 GDPK	**Estrellano** *ssLiv.No.1–38* *ssLiv.No.3–4,33* 1 *Dk(Stl)*&2*nd dk(Stl)in forward holds* *CruiserStern*	1983 1333 1226	✠100A1 Lon *q* ~~3,36~~ 3,36 5,39 Liv ~~Blue A~~ LMC ~~Blue A~~ BS3,39			CL ~~2,36~~ ~~3,39~~	1920 11mo	Hall,Russell&Co. Aberdeen *Lloyd's SA&CP*	**EllermanLines,Ld.** (**EllermanPapayanniLines,Ld.** *Mgrs*). *CellDB210′428t*	250·8 38·2 17·1 P&B157′F27′ FK	Liverpool British *WB*	T.3Cy.16¾″,29″&50″–38″ (*r*) 220lb ~~Forth~~ 230NHP 2SB,*4cf*,GS78,HS3380 FD Hall,Russell&Co.Ld.Abn.	20 ″ 4 s 1 ″ 6½ 18 ″ 11½	
74153 OXJH	**Estrid** Wireless D.F. 1 *Dk* *Ref.Mchy.* *CruiserStern*	1397 1225 794					1933	Helsingörs Jernsk&Msk. Elsinore	**Dampskslsk.Torm A/S(A.Schmiegelow&A.Kampen, *Mgrs.*)**	262·2 39·7 15·5 P&B208′F35′	Copnhagn Danish *WB*	C.4Cy.(2)14¾″&(2)31½″ –31½″ & L.P. Turbine HS2520 192NHP HelsingörsJernsk.&Mskb		G
74154 165444 GZPX	**Esturia** (*ex*Apache–37, *ex*LaHabra–36) *ssOsl.No.3–10,25* *ssOsl.No.2–34* *Mchy.Aft* 2 *Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6968 6366 4382	✠ ~~14,09~~ Ant *at* ~~BS11,36~~ ~~LMC~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,14 *F.P. of* 150° F.			CL 11,36	1914 3mo	Sir J. Laing &Sons,Ld. Sunderland *Lloyd's SA&CP*	**EsturiaS.S.Co.Ld.** (S.Catsell, *Mgr.*) *CellDB uE&B55′142t D*	425·1 57·0 33·1 P101′B28′F40′ FK *Tf 38′518t APT53t*	London British *WB*	T.3Cy.27″,45″&74″–54″ (*s*) 15 *BHptCem* 180lb 555NHP (9 *to U dk* 6 ,, 2*nd*,,) 4SB.*12cf*,GS196,HS8150 FD G.Clark,Ld.Sunderland	33 ″ 0 ~~6 ″ 2~~ ~~27 ″ 6½~~	
Now "Gladys Moller," *see No. 88818 in Supplement*																
74155 ~~pulled~~	**Etha Rickmers** 2TwinMasts (*ex*Bito, *ex*Centurion, *ex*Crown of Galicia) *ssHam.2ndNo.3–2,33* D.F. 2 *Dks(Stl U–pt ws)*	5149 4645 3228	100A1 Ham *y* 12,36 BS1,37 LMC8,38			CL 6,37	1906	A.Stephen &Sons,Ld. Glasgow *Lloyd's SA&CP*	**MollerLine,Ld.** (Mollers' Ld. *Mgrs.*) *CellD*	400·0 52·0 27·1 P34′B173′F42′ FK *B355′1113t FPT99t*	British *WB*	T.3Cy.26½″,42″&70″–54″ (*s*) 180lb 481NHP 3SB,*9cf*,GS173,HS6915 FD A.Stephen&Sons,Ld.Gls.	29 ″ 9	
Now "Gladys Moller," *see No. 88818 in Supplement*																
74156 219742 KUJQ	**Ethan Allen** *Fitted for oil fuel* Sub.Sig. 1 *Dk&Shelter dk* 2*nd dk forward Web frames* *Longitudinal framing*	7777 — 4937	...				1920	Pusey& Jones Corp. Gloucester City, N.J.	~~LykesBros.~~ ~~RipleyS.S.Co.Inc.~~ LykesBros. SteamshipCo.,Inc.	439·6 60·2 33·7 P41′B134′F46′*on Shelter dk*	P.Arthur, Tex. Utd.States *WB*	Q4Cy25½″,37″,52½″&76″–54″ 643NHP W.CrampS.&E.B.Co.Phl.	36 ″ 8	R †
74157 5411 SDZW	**Ethel** (*ex*Malta) Iron *Well deck* *ssLkr.4thNo.3–11,33* *ssHbg.No.1–38* 1 *Dk(Irn)*2*trB* *Cargo battens not fitted*	*1511* *1223* *908*	✠100A1 Hbg *q* 1,38 LMC BS~~8,36~~,38 MS1,38			OG 12,37	1882 9mo	J Readhead &Co. SouthShields A&CP	**Exors.of the late A.Th.Jonasson(M. Jonasson, *Mgr.*)**	259·0 36·0 17·5 266·9(O.L) BK9″ Q136′B26′F32′ *WB=DBa*	Råå Swedish *WB*	C.2Cy.26⅛″&58″–36″ 80lb 161NHP 2SB,*4pf*,GS71,HS2706 J.Readhead&Co.S.Shields	18 ″ 7 s 5 ″ 5½ 17 ″ 11	
Now "Kuria," *see No. 90321 in Supplement*																
74158 371 312	**Ethel Conklin** (P) AuxTwinSc (*ex*Alfonso) 2MastSr *Mchy.Aft* 1 *Dk(ptStl)* *OilEng.* (*See Sailing Ship Register*)	464 371 312	✠ Man *g* 11.19				1918 7mo	NewEng. &S.B.WksLd Shanghai	**SmithNav.Co.**	143·0 30·1 13·5 Q36′F24′ BK7″ *CellDB1*	Manila Utd. States *2 BHCem* *60′82tFPT2*	Oil Engines 4S.C.SA 4Cy.14½″–15½″ 87NHP NiigataEng.Works,Tokyo *3t*	14 ″ 6	
74159 361 209	**Ethel Edwards** (*ex*Marcie, 3Mst *ex*HelaNaval, *ex*Sneekermeer, *OilEng.* *ex*Ubbekarspel) 1 *Dk* *Mchy.Aft*	395 361 209					1919	Gebr.G&H Bodewes Martenshoek	**SmithNav.Co.**	144·3 25·4 12·5	Manila Utd.States	Oil Engines 2S.C.SA 4Cy.10¼″–14⅛″ 74NHP *Emade21,fitted25* MtrnWerkeMannheimAG		
74160 145097 GDVX	**Ethel Radcliffe** *ssCff.No.3–6,33* *ssShl.No.1–36* D.F. E.S.D. 1 *Dk(Stl)*	5673 5209 3456	✠100A1 Bry *z* 11,33 ~~10,37~~ LMC MS10.36 BS~~11,37~~ 10,38			CL ~~10,36~~ 11,38	1920 11mo	Craig,Taylor&Co.Ld. Stockton *Lloyd's SA&CP*	**AnthonyRadcliffe S.S.Co.Ld.&EthelRadcliffeS.S.Co.Ld (EvanThomasRadcliffe&Co.*Mgrs.*)** *CellDB*	415·2 55·5 26·6 P45′B&F52′ FK 360′1707*t FPT135t*	London British *7 BHCem* *APT188t*	T.3Cy.28″,46″&75″–48″ (*s*) 180lb *180lb* 471NHP 3SB,*9cf*,GS198,HS7917 Blair&Co.Ld.Stockton	28 ″ 7 s 3 ″ 9½ 25 ″ 1	
74161 146293 GFTR	**Ethiopia** (P) TwinSc *ssCal.No.3–1,30* *ssCal.No.2–38* 2 *Dks(UStl–ws)&Shade dk* (*Stl*–teaks)	5574 3832 2371	✠100A1 Cal *at* *Shade dk* 2,39 ~~2,38~~ LMC2,38 BS3,39			CL ~~3,37~~ ~~1,37~~ 2,39	1922 6mo	W.Denny& Bros.Ld. Dumbarton *Lloyd's SA&CP* *CellD* *Tank betw*	**BritishIndiaStm. Nav.Co.Ld.** *Ba&uE&bunker17 een tunnels 28′ 70t*	410·6 53·4 24·7 B182′*on Shade dk* *8′f152′633t Collisio FPT98t APT58t*	Glasgow British *pt Cem* *n B Hto Sh dk* 8 ,, ,, *U* ,,	4 Steam Turbines DR (*s*) geared to 2 sc. shafts 200lb FD 1152NHP 6SB,*18cf*,GS372,HS14274 W.Denny&Bros.Ld.	27 ″ 3 s 4 ″ 4½ 23 ″ 3	
74162 164279 GYRP	**Ethiopian** D.F. 1 *Dk&Shelter dk* *CruiserStern* *Rudder electrically welded*	5424 4447 3203	✠100A1 Ham *withfreeboard* ~~10,37~~ LMC3,36 11,38			CL 4,38	1936 3mo	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G *Lloyd's SA&CP*	**UnitedAfricaCo. Ld.**	417·5 57·7 23·6 433·0(O.L.) F43′ FK	Liverpool British *7 BHCem* (*Coll to Sh dk* 6 ,, 2nd ,,)	T.3Cy.21⅝″,35⅞″&57⅛″– 39⅜″ & LP Turbine with DR gearing & hydraulic coupling FD 220lb (*s*) 350NHP 2SB.(Spt)6*cf*,GS100,HS4476 DeutscheSchiff.-uMschb A.G.Seebeck,Wsm.	25 ″ 8 s 1 ″ 11½ 23 ″ 10½	
										Carrying vegetable oil in deep tank *Fitted for oil fuel* 10,37 *F.P. above* 150°F.		*CellDB337′1058t D*	*Ta25′830t FPT226t*	*APT205t*		

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned Re-surveyed Entered Left	7* Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. 's. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. — Corresponding draught. ft. in.	15 Register 's in which classed. If not in L.R. Thereof is of steel. Cert.
74163 145183 MKQB	**Ethylene** ssSld.No.1–33 ssSld.No.3–5,34 *Mchy.Aft* 1 *Dk(Stl.)* *Well deck* *Cargo battens not fitted*	936 716 489	✠100A1 6,38 6,37	Sld	*m*	CL 6,38	1921 5mo	WoodSkinner&Co.Ld. Newcastle *Lloyd's*	GasLight&CokeCo (StephensonClarke &AssociatedCompaniesLd. *Mgrs.*) *CellDBuE19'*	217·3 224·7(O.L.) Q106'B17'F25' FK	32·0	13·4	London British *4BHCem*	T.3Cy.16",26"&43"–27" (*s*) 180lb *100lb* 116NHP 1SB,*3cf*,GS57,HS2000 N.E.MarineEngCo.Ld Nwc	15 ″ 6 ≤ 1 ″ 9½ 13 ″ 11	
74164 1077 647	**Eti** (*ex*Sürmene-36,*ex*HaciHuseyin-34, *ex*AgiosSpyridon-33,*ex*Rita Chandris-33,*ex*Johannes Bernhardt,*ex*Hamlet) 2 *Dks*	1209					1889	Helsingörs Jernsk.&Msk. Elsinore	YakupŞukrü Uzuner	226·2 B57	32·2	18·7	Istanbul Turkish	T.3Cy.18",27½"&47"–33" 127NHP HelsingörsJernsk.&Mskb.		
74165 1404 IBYF	**Etiopia** (*ex*CapoMele-36,*ex* Francisca,*ex*Asp) D.F. 1 *Dk*	2153 1855 1269					1918	PolsonIron WorksCo.Ld. Toronto	A.T.Rosasco	261·8	43·6	21·1	Genoa Italian *WB*	T.3Cy.20½",33"&54"–36" 175NHP PolsonI.W.Co.Ld.Toronto		I
74166 6044 SDXA	**Etna** (*ex*Arcturus) ssSkm.No.3–1,39 1 *Dk(Stl)*	2619 2211 1537	100A1 ~~5.08~~ 4,39 ~~NE8,27~~ LMC4,39 4,39	Mmo	*l*	CL ~~4.08~~ 7,38 4,39	1918	Fredrkstad Mek.Værks. Fredrikstad *Lloyd's*	A/B Transmarin (S.Redig, *Mgr*) *CellDB*	300·4 311·3(O.L.) P31'B160'F31' FK *CellE121'118'66t*	47·2	20·8	Hlsngborg Swedish *5BHCem* *APT114t*	C.4Cy.(2)16½"&(2)35½" –35½" 213lb (*s*) 179NHP 2SB,*4cf*,GS56,HS2246 FD A.Borsig,Berlin	23 ″ 1 ~~9 ″ 8~~ ~~10 ″ 10~~	
74167 211715 WMCG	**Etolin** (P) (*ex*Matsonia–37) ssS.Fo.2ndNo.2–6,38 *Mchy.Aft* D.F. GyC. 2 *Dks(Stl)* *Ref.Mchy.* *Shelter dk(Stl–ws)*	9476 9102 6061	✠100A1 *Shelter dk* *withfreeboard* 6,38 ~~2,37~~ *Fitted for oil fuel*	SFo	*e*†	CL 8.36	1913 11mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	AlaskaPackers Association *Intermediate't'* *fore* *CellDB*	480·0 *tween dk BH in* *hold dispensed with* *uE&B117'f222'*	58·1 FE	36·5	S.Frncisco Utd.States *Asp* *1BHto Sh dk* 6 „ „ *U* „ 1 „ „ 2nd„ 15	T.4Cy.35",62"&(2)81"–66" 250lb (*s*) 1580NHP 3SB&6Water tube boilers HS26400 NewportNewsSB&DD.Co. *only* 706*tFPT115t APT166t*	45 ″ 0 ≤ 14 ″ 11 30 ″ 6½	¾
74168 5540 3606 PDZP	**Etrema** *Oil Engs.* D.F. E.S.D. 1 *Dk,2nd dk clear of cargo* *Mchy.Aft* *CruiserStern* *tanks* *Longitudinal framing at bottom & at deck*	6236 ~~9,37~~ 3606	✠100A1 2,39 ~~MC5~~ *Carrying Petroleum in*	Sng	*a*†	CL *bulk*	1936 5mo	NVRotterdamDroogd. Maats. Rotterdam *Lloyd's*	N.V.Petroleum Maats."La Corona" *CellDBuE&B117'f222'*	428·1 P87'B38'F48' FK *CellDBuE63'132t*	54·5	30·9	TheHague Dutch *6BH*	Oil Engines 4S.C.SA 6Cy.25½"–55½" 377NHP DB*180lb* WerkspoorN.V.Ams. *FPT103t APT55t*	31 ″ 0 ≤ 5 ″ 7½ 25 ″ 7	
74169 140639 GDTC	**Etrib** (*ex*BritishCoast) ssLiv.No.3–7,31 ssLiv.No.1–36 D.F. 1 *Dk(Stl)&Shelter dk(Stl)*	1943 1633 966	✠100A1 *Shelter dk* *withfreeboard* 8,38 ~~6,37~~ MS7,36	Liv	*s*	CL 6,37	1919 7mo	Swan,Hunter&WighamRichardson, LdSunderlnd *Lloyd's*	MossHutchison Line,Ld. *DB248'501t FPT5*	290·0 FK *1tAPT39t*	42·5	18·8	Liverpool British *ptCem* *2BHto Sh dk* 4 „ „ *U* „	T.3Cy.22",36"&59"–39" (*s*) 180lb 321NHP 3SB,*6cf*,GS123,HS4960 FD Richardsons,Westgarth& Co.Ld.Sld.	21 ″ 2 ≤ 1 ″ 4½ 19 ″ 11	
74170 308 IBXK	**Etruria** (*ex*Este,*ex*Eger) 1 *Dk&Awng dk*	2633 2481 1632					1906	Flensburgr Schiffsb.Ges Flensburg	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	302·6 294·4 H—	44·0 23·7	16·6 *WB*	Trieste Italian T.3Cy.20⅛",38½"&55⅞"–37½" 192NHP FlensburgerSchiffsb.Ges. T.Cy.		I
74171 TCLR	**Etrüsk** (P) TwinSc Wireless D.F. E.S.D. 3 *Dks* *Cruiser Stern*	~~3909~~ 2902 2200 1630					1938	Neptunwerft Rostock G.m.b.H. Rostock	Denizbank-Denizyollari Idaresi	~~3000 2 13·7~~ 306 6 13 7½		21·7	Istanbul Turkish *WB*	~~T.3Cy.~~16⅛",26"&41½"–27⅞" & LP turbines with DR gearing & hydraulic couplings HS4973 328NHP NeptunwerftRostock G.m.b.H.Rostock		
74172 1698 IBIL	**Ettore** (*ex*Collington,*ex*Fairwater, *ex*Penthaw,*ex*Flixton) D.F. 1 *Dk*	4270 4007 2669			...		1912	W.Gray& Co.Ld. W Hartlepool	Soc.Anon.Navigazione DeGregori &Schiaffino	391·9 380·0 P27'B241'F37' FK	51·0	24·9 *WB*	Genoa Italian	T.3Cy.26",42"&70"–48" 404NH Gen.Mar.Eng.Wrks.W Hpl	27 ″ 3	I †
74173 166625 GQGL	**Ettrick** (P) TwinSc 3 *Dks* *Oil Engs.* D.F. E.S.D. *Ref.Mchy.* *Cruiser Stern* *Cargo battens not fitted*	11279 7521 6709	✠100A1 *with freeboard* ~~12,3~~ *Cleaned,inspected at* ~~2,38~~	Gls	*e*	~~2,39~~	1938 12mo	Barclay, Curle&Co Ld. Glasgow *Lloyd's*	P.&O.Stm.Nav.Co. *CellDB423 1486t* *Tanks at sid* *Shade dk*	~~496·5~~ 516·3(O.L.) ~~Dis 14000t~~ F61'*Shade dk*	~~63·2~~	~~32·7~~ 31·0	London British *9BHpt Cem* *APT31t*	Oil Engines 2S.C.SA 10Cy.22½"–66⅛" 1510NHP 2DB*100lb* Barclay,Curle&Co.Ld.Gls.	25 ″ 0 ≤ 11 ″ 10 23 ″ 4	½LBT till 12.38
74174 165929 GDDS	**Ettrickbank** *Oil Engs* D.F. E.S.D. 1 *Dk&Shelter dk* *3rd dk in No.1 hold* *Cruiser Stern*	5138 4697 3040	✠100A1 *with freeboard* ~~2,38~~ 1,39 *Carrying cargo oil* *Carrying lat'x in fore*	Liv	*a*†	CL 12,38	1937 11mo	Wm Doxford&Sons Ld Sunderland *Lloyd's*	InverTransport& TradingCo.Ld (A.Weir&Co. *Mgrs.*) *F.P.above* *peak*	423·2 438·6(O.L.) *Cell to Sh dk* 7 „ 2nd„	55·5 FK	24·7 *APT190t*	British *8BH* Glasgow	Oil Engines 2S.C.SA 4Cy.23⅝"–91⅝" 687NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	28 ″ 7 ≤ 3 ″ 3½ 25 ″ 6½	
74175 130 SVDW	**Eugena Cambanis** (*ex*NeaEllas, *ex*Sir W.T.Lewis) ssPir.3rdNo.3–11,32 1 *Dk(Inn)* 2*tr Bg* *Webframes*	3470 3245 2232	✠ ~~1,38~~	Nap	*e*		1898 9mo	Richardsn, Duck&Co. Stockton	Geo.Nic.Embiricos *CellDBuE22'*	339·0 350·3(O.L.) P33'B91'F32' FK	46·0	24·6 *APT165t*	Andros Greek *6BHCem*	T.3Cy.24" 40"&66"–45" NDB23 306NHP 2SB,*6rf*,GS132,HS4800 Blair&Co.Ld.Stockton	27 ″ 3	C †
74176 206147	**Eugene J. Buffington** *Mchy.Aft* GyC. 1 *Dk*	7528 — 5839					1909	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0	58·0	32·0	Dul'th,Min Utd.States *WB*	T.3Cy.24',39"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		R
74177 229306 WORJ	**Eugene P. Thomas** *Mchy.Aft* GyC. 1 *Dk*	7860 — 6201					1930	Gt.Lakes Eng.Works RiverRouge, Mich.	PittsburghS.S.Co.	580·0	60·8	28·0	Dul'th,Min Utd.States *WB*	T.3Cy.24½",40"&65"–42" Gt.LakesEng. Works,RiverRouge.Mich.		R
74178 220907 KDMA	**Eugene V. R. Thayer** ssNYk.No.3–2,33 ssNOs.No.1–37 *Mchy Aft* 2 *Dks(Stl)&Web frames* Sub.Sig. *Longitudinal framing*	7138 6509 5111	✠100A1 ~~9,38 12,37~~ 2,39 ~~BS2,38~~ LMC2,37 *Carrying Petroleum in* *Fitted for oil fuel* 12,20	NOs	*b*†	CL ~~9,38~~ 9,38 *bulk* *F.P. above*	1920 12mo	Bethlehem S.B.Corp.Ld. Wilmington, Del. A&CP	SinclairNavigationCo. *CellDBuE&B* 62 200t *DT10 588t*	430·2 P134'B36'F40' FK *FPT228t APT72t*	59·2	32·8	NewYork Utd.States *17BHptCem* (13 *to U dk* 4 „ 2nd „)	T3Cy.26½" 44"&74½"–51"(*s*) 200lb 593NHP 3SB,*9cf*,HS8829 FD BethlehemS.B.Corp.Ld.	33 ″ 3 ≤ 6 ″ 8½ 26 ″ 10	
74179 214747 GyC.	**Eugene W. Pargny** ssCgo.No 3–35 1 *Dk(Stl)&Web frames* *Longitudinal framing*	7724 7559 6020	✠100A– *For Service on* 9,35 ~~2,39~~	Cgo	*the Great*	NS,35 *Lakes*	1917 4mo	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co. *CellDBuE&B55'*	580·0 F53 *230t f&in hopper side tanks 479'*	60·0 FK	32·0 *3BH*	Dul'th,Min Utd.States	T.3Cy.24½",41"&65"–42"(*s*) 180lb 414NHP 3SB,*6cf*,GS137,HS6405 FD American S.B.Co.Lorain,O *8724tFPT299t APT59t*	32 ″ 6 ≤ 10 ″ 4 21 ″ 10¾	
74180 7846 SEAR	**Eugénie** (*ex*Antigoon,*ex*George Carrier,*ex*Rap,*ex*Gebroeders Bodewes IX) *Oil Engs.* *Mchy.Aft* 1 *Dk*	327 277 241					1919	Gebr.G&H Sven Nilsson Bodewes Martenshoek	136·0 Q26'	24·5	11·2	Djupekås Swedish	Oil Engines 2S.C.SA 2Cy.16⅞"–18½" 97NHP *Emade19refitted27* Ruston&Hornsby Ld Lncln		V

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à une Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*
74181	**Eugenie Livanos**		*4816*	✠100A1 Rot *a*†		CL		1936	W.Gray &	S.G.Livanos.	419·2	56·7	25·3	Chios	T.3Cy.22½",39"&65"–45" (*s*)	27 " 10
			4379	*withfreeboard* Mch Hpl				8mo	Co.Ld.	TheofanoMar-	F36'			Greek	225lb HS7115 460NHP	s 3 " 0
SVUF	D.F.	1 *Dk&Shelter dk*	*2839*	~~1,35 10,37~~ ✠LMC7,36					W Hartlepool	timeCo.Ltd.(N.G.			FK	7 *BH Cem*	2SB(FD)&1AuxB,9*cf*,	25 " 1
		Cruiser Stern		1,39			-		*Lloyd's SA&CP*	Livanos, *Mgr.*)			(*C*	*oll „to Sh dk*	GS146,HS7115	
										Cell DB365'1202t	*FPT198t APT200t*			6 „ *2nd* „)	Cen.Mar.E.Wks.	
															(W.Gray&Co.Ld.) W.Hpl.	
74182	**Eugenie S. Embiricos**		4882	✠100A1 Cff *z*		CL		1920	Short Bros.	S.G.Embiricos	419·5	53·8	25·0	Andros	T.3Cy.25½",43"&72"–48" (*s*)	27 " 7
91		*ss* Pir.No.3–9,32	4535	*Shelter dk* Rot		10,37		7mo	Ld.					Greek	180lb 449NHP	s 3 " 1
SWUS		*ss.* Rot.No.1–37	2945	*withfreeboard* BS2,39					Sunderland				FK	*Cem*	3SB,9*cf*,GS204,HS7745	24 " 8½
		1 *Dk (Stl)&Shelter dk (Stl)*		9,38~~3,38~~ ✠LMC11,38					*Lloyd's SA&CP*				*Collision*	*BH to Sh dk*	J.Dickinson&Sons,Ld.Sld.	
				Fitted for oil fuel 7,20		*F.P. a*	*bove*		50° F.	*Cell DB360'1512t F*	*PT180t APT252t*			6 „ „ *U* „		
74183	**Eugenio** (*ex* Liesbet,	**Aux3MstSr**	333					1917	J.Smit &	U.Tomei	134·5	26·4	11·7	Viareggio	Oil Engines 2S C.SA	
659	*ex* Carmen, *ex* Jeannette,	*Oil Eng.*	—						Zoon		P29'			Italian	3Cy.11⅛"–16⅛" 68NHP	
IMTP	*ex* Harry Frater)	1 *Dk*	250						Foxhol						NE37	
	(*See Sailing Ship Register*)														Hanseatische Motoren Ges., Bergedorf	
74184	**Eugenio C.** (*ex* Cedrus–34)		4078	✠ ... Gen *x*				1928	Burntisln'd	G Costa fu Andrea	380·8	51·4	25·2	Genoa	T.3Cy.25",41"&68"–48"	27 " 6
1960		*ss* Hul.No.1–31	3829	12,36				10mo	S.B.Co.Ld.		370·0			Italian	387NHP	
IBEL	D.F.	1 *Dk (Stl)*	2509	✠					Burntisland		P29'B224'F34'		FK	6 *BH Cem*	3SB,9*cf*,GS173,HS6504	
								Lloyd's	*SA&CP*	*Cell DB*	318' 1126t *FPT77t*			*APT189t*	D.Rowan&Co.Ld.Glasgow	
74185	**Euler** (*ex* Amalfi)		1879					1925	Act.Ges.	Dampfsch.Ges.	283·7	41·7	16·5	Bremen	Oil Engines 4S.C.SA	
		Oil Eng.	1199						"Weser"	"Neptun"	P&B251'F34'			German	6Cy.22"–39⅜" 280NHP	
DOME	*Cruiser Stern* D.F.	1 *Dk&Shelter dk*	913						Bremen					*WB*	A.G."Weser," Bremen	
74186	**Eulima**		6207	✠100A1 Rot *a*†		CL		1937	N.V.	Anglo-Saxon	432·1	54·6	30·8	London	Oil Engines 4S.C.SA	31 " 0
165402		*Oil Eng.*	5501	~~1,38 9,37~~ 3,39 ~~Htg Spc~~				2mo	Wilton-	PetroleumCo.Ld.	446·3(O.L.)			British	6Cy.25⅞"–55½" 377NHP	s 5 " 6½
GZLR	D.F.	1 *Dk*,2nd *dk clear of cargo tanks*	3594	✠LMC2,32					Fijenoord		P87'B38'F48'		FK	16 *BH*	DB*180lb*	25 " 8½
	Mchy.Aft E.S.D.	*Cruiser Stern*	-	*Carrying Petroleum in*		*bulk*			Schiedam	*Cell DBuE63'132t*	*DTf25'257t FPT*			63t *APT55t*	N.V.Wilton-Fijenoord	
	Longitudinal framing at bottom & at deck							*Lloyd's*	*SA&CP*							
74187	**Eulota**		6236	✠100A1 Rot *a*†		CL		1936	N.V.	N.V.Petroleum	428·1	54·5	30·9	The Hague	Oil Engines 4S.C.SA	31 " 0
		Oil Eng.	5540	~~6,37 7,37~~ 1,39 ~~Strg~~				5mo	Wilton-	Maats "La Corona"				Dutch	6Cy.25⅞"–55½" 377NHP	s 5 " 7½
PDZT	1 *Dk*,2nd *dk clear of cargo tanks*		3606	✠LMC5,36					Fijenoord		P87'B38'F48'		FK	16 *BH*	DB*180lb*	25 " 7
	Mchy.Aft D.F.	*Cruiser Stern*		*Carrying Petroleum in*		*bulk*			Schiedam	*Cell DBuE63'132t*	*DTf25'257t FPT*			103t *APT55t*	N.V.Wilton-Fijenoord	
	Longitudinal framing at bottom & at deck							*Lloyd's*	*SA&CP*						Schiedam	
74188	**Eumaeus** (P)		7472					1921	Caledon S.	Ocean S.S.Co.Ld.	459·2	56·3	32·5	Liverpool	DR Geared Steam Turbine	
145843			6370						B.&E.Co.Ld.	(A.Holt&Co.	P54'B164'F65'			British	1000NHP	
GDYW	D.F.	2 *Dks*	4711						Dundee	*Mgrs.*)				*WB*	Hwthrn,Leslie&Co.Ld Nwc	
74189	**Euphorbia**		3380					1924	Sunderlnd	Stag Line,Ld.	331·0	48·0	23·2	*N.Shields*	T.3Cy.22½",36½"&62"–42"	
139905			3034						S.B.Co.Ld.	(J.Robinson&	P34'B97'F29'			British	249NHP	
GKVP	D.F.	1 *Dk*	2011						Sunderland	Sons, *Mgrs.*)				*WB*	N.E.Marine Eng.Co Ld.Sld.	
74190	**Eureka** (*ex* Glendoyle)		2246					1919	Albina Eng	~~Hammond Lumber~~	289·0	44·1	19·2	S.Frncisco	T.3Cy.22",36½"&60"–42"	
217687		*Fitted for oil fuel*	1963						& Machine	~~Co.~~ Hammond	P26'B148'F32'			Utd.States	313NHP	
KFAO		1 *Dk*	1348						Works	Shipping Co.Ld.					Albina Eng.&	
									Portland,Or.						Mach.Wks.Portland,Or.	
74191	--	**Wood**	471					1912	Kelley	Boston Sand&	149·8	35·0	12·5	Boston	T.3Cy.15",22"&36"–24"	
210334			—						Spear Co.	Gravel Co.				Utd.States	63NHP	
KJJL		1 *Dk*	306						Bath,Me.						Portland Co.Bath,Me.	
74192	**Euro**		4687					1926	Cant.Nav.	Soc.Ligure	406·4	51·7	34·6	Genoa	T.3Cy.26",42½"&69⅞"–48"	
1376			4375						Riuniti	di Armamento	P14'F38'			Italian	335NHP	
IBZK	D.F.	1 *Dk&Shelter dk*	2957						Palermo					*WB*	Cant.Nav.Riuniti,Palermo	
74193	**Europa** (P)	**QuadSc**	49746					1928	Blohm &	Norddeutscher	890·2	102·1	48·0	Bremen	12 Steam Turbines SR	
		Fitted for oil fuel	31125						Voss	Lloyd	B&F842'			German	geared to 4 Sc.Shafts	
DOAI	D.F. GyC.	5 *Dks*	20307						Hamburg					*WB*	Blohm&Voss,Hamburg	
	Sub.Sig E.S.D.	*Cruiser Stern*														
74194	— (P)		10224	✠100A1 Ver		CL		1931	Akt.Bur-	A/S Det Östasia-	465·4	62·2	37·2	Copnhagn	Oil Engines 2S.C.DA	40 " 0
		Oil Eng.	8350	*withfreeboard* ~~Cpn~~		~~8,36~~		5mo	meistr&Wain	tiske Kompagni	482·5(O.L.)			Danish	6Cy.24⅜"–55½" 1236NHP	s11 " 9½
~~GTFD~~		*ss* Cpn.No.1–35	6432	~~6,38 12,27~~ 3,39		NG,38			Copenhagen		B179'F73'		FK	8 *BH*	DB(*Upr*)*80lb* DB*100lb*	28 " 4½
OZFE		2 *Dks (Stl)* 3rd *dk (Stl) in*		✠LMC CS6,35				*Lloyd's*	*SA&CP*					(6 *to W dk*	Akt.Burmeistr&Wain,Cpn	
		motor space & forward holds		DB8~~8,37~~ T.3~~8~~ 3 37										1 „ *2nd* „		
	Ref.Mchy. D.F.			✠Lloyd's RMC~~4,38~~3,38						*Cell DB405'1700t*				1 „ *3rd* „)		
										DTs f63'14	*48t Tanks in way o*			*f tunnel 255t*	*FPT138t APT184t*	
				No. 3 lower 'tween dk. chamber for temp. 18° F. all other chambers for 32° F.												
				Carrying vegetable oil in forward deep tanks												
74195	—		3767	...				1899	W.Gray	Atlas Reederei	338·5	51·0	24·4	Emden	T.3Cy.25½",40½"&67"–45"	26 " 11
	(*ex* Trude, *ex* Greylight, *ex* Bessarabia, *ex*		3486						&Co.Ld.	Akt.Ges.	P37'B130'F42'			German	312NHP	
DGCM	Selenga, *ex* Claudius) 1 *Dk Cell side tanks*		2190						W Hartlepool				FK	*WB*	Cen.Mar.Eng.Wrks.W Hpl	
	amidships, deep framing & 2 tr Bat ends															
74196	—		339					1936	N.V.Noord	T.Tammes	133·7	22·9	9·6	Groningen	Oil Engines 4S.C.SA	
		Oil Eng	241						Nederlndsch.		P41'F14'			Dutch	6Cy.10⅛"–15¾" 68NHP	
PDZV	D.F. *Mchy.Aft*	1 *Dk*	160						Schpswerven					*WB*	Benz Diesel Motorenfb.	
		Cruiser Stern							Groningen						Mannheim	
74197	**Europe**	*ss* NYk.No.1–38	8371	✠100A1 NYk *c*†		CL		1934	Odense	The Texas Co.	471·3	62·3	34·1	Oslo	Oil Engines 4S.C.SA	34 " 3
		Oil Eng.	7611	~~4,38 9,37~~ 1,38		4,38		12mo	Staalskibsvft.	(Norway) A/S				Norwegian	6Cy.29⅛"–59⅛" 490NHP	s 7 " 6½
LIWT	D.F. *Mchy.Aft* E.S.D.	1 *Dk*	5134	~~✠LMC 11,38~~					ved A P Möller	(H.C.Mathiesen,	P99'B37'F36'		FK	14 *BH*	2DB*180lb*	26 " 11½
	Longitudinal framing at bottom & deck in			*Carrying Petroleum in*		*bulk*			Odense	*Mgr.*)					Akt.Burmeistr&Wain,Cpn	
	Cruiser Stern	*centre tanks*		✠LMC CS11,38				*Lloyd's*	*SA&CP*	*Cell DBuE68'227t*	*DTf22'1110t*					
		Rudder electrically welded		DBS4,38 11,38						*FPT134t A*	*PT70t Upper APTs*			119t		
74198	**Euryades** (*ex* Indra)		5801	✠100A1 Ams *a*†		CL		1913	C.Connell	Ocean S.S.Co.Ld.	430·0	54·0	30·4	Liverpool	T.3Cy.26⅞",45"&75"–54" (*r*)	33 " 1
135488		*ss* Gls.2nd No.3–8,36	5311	~~5,38 10,37~~ 2,39 ~~Gls~~		6,36		8mo	&Co.Ld.	(A.Holt&Co *Mgrs*)	~~4...~~ 7(O.L.)			British	200lb *110lb* 592NHP	s 5 " 9½
GQBJ		2 *Dks (Stl)*	3591	B8~~9,37~~ ✠LMC 6,36					Glasgow		P80'B153'F80'		FK	7 *BH Cem*	2DB,12*cf*,GS216,HS10730	27 " 7
		Carrying oil fuel F.P. above 150°F. in DB						*Lloyd's*	*SA&CP*	*Cell DBa 118' uE&B*	*75'f195'1260t FPT*			98t *APT58t*	Dunsmuir&Jackson Ld Gls	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. Port of Survey. Year Assigned. Built since last Special Survey. Date when last shaft last serv.	5 6 Built. When / By Whom — Where	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught.	15 Engineers in which classed, if not in L.R. Record of Trials
74199 149668 GKBS	**Eurybates** Ⓟ TwinSc *Oil Eng.* D.F. 2 *Dks* *Fitted for oil fuel*	6276 5419 3879	...	1928 Scott's S.B. & E.Co.Ld. Greenock	Ocean S.S.Co.Ld. (A.Holt&Co *Mgrs*)	431·9 | 54·8 | 29·1 P43′ B150′ F48′ FK	Liverpool British *WB*	Steam & Oil Engines 10 Oil Cy.27″–45″ 2S.C.SA 4 Steam Cy.24″–45″ 1408 NHP 1 Regenerator Scott's S.B & E.Co.Ld.Grk.	32 ″ 9	BT till 7-36 8.39
74200 131424 GRQL	**Eurylochus** (*ex* Indraghiri) *ss* Ham No.3–11,34 2 *Dks*(*Stl*) *ss* Bkn.No.1–38	5723 5277 3600	✠100A1 Bkn *u*† CL 1.38 7,38 ~~1,38~~ MS1,38 ✠LMC MS7,~~38~~	1912 Lon.&Gls. Co.Ld. Glasgow	China Mutual Stm. Nav.Co.Ld.(A Holt &Co. *Mgrs.*) *Cell D Ba* 96 *u E4 B*	430·5 | 53·9 | 30·3 P79′ B148′ F85′ FK 93′ *f* 186′ 1160 *t F P T*	Liverpool British *7 B H Cem* 100 *t A P T* 70 *t*	T.3Cy.26½″,45″&75″–54″ (*r*) 200 lb 672 NHP 2D&1SB *15cf* Gs300 Hs12905 London&Glas.Co.Ld.Gls.	33 ″ 1 s 5·10½ 27 ″ 5½	
74201 147291 GLFJ	**Eurymedon** Ⓟ TwinSc *Oil Eng* D.F. 2 *Dks*	6223 5382 3858	1924 Caledon S. B.&E.Co.Ld. Dundee	Ocean S.S.Co.Ld. (A.Holt &Co *Mgrs*)	431·8 | 54·7 | 30·1 240′ B122′ F45′	Liverpool British *WB*	Oil Engines 4S.C.SA 16 Cy.24½″–43⅜″ 951 NHP Akt Burmeister& Wain,Cpn	BT till 6-36 6.39
74202 SVDI	"Eator," *see No. 88304 in Supplement* (*ex* Sterkstad-35, *ex* Sverre) *ss* Isl.2nd No. 3–10,27 *ss* Pir. No 2–36 1 *Dk*(*Irn*)2*tr B*§ *deep framing* 3 *Dk rule*	3557 3377 2313	✠100A1 Rot *u* N12,37 12,37 MC MS9,36 BS7,37	1904 W.Gray& Co.Ld. West Hartlepool	P. Venturas&P.D. Marchessini(P.D. Marchessini, *Mgr.*) *Cell D Ba* *u E* 133′ *u* B17′ *f* 146′ 1005 *t A P T* 48 *t*	339·6 | 48·0 | 24·5 P25′ B67′ F32′ FK *A&CP*	Argostoli Greek *WB*	T.3Cy.25″,40″&65″–42″ (*s*) 1601b *180 lb* NDB21 290 NHP *6 B H Cem* Gs132, Hs4590 Cen.Mar.Eng.Wrks.W Hpl	27 ″ 2 s 5 ″ 0½ 22 ″ 4	
74203 131448 GRQK	**Eurypylus** (*ex* Indrakuala) ~~Liv. 2nd No.3–11,37~~ ~~2 *Dks*(*Stl*)~~ *Carrying oil fuel F.P. above* 150° F. *in D B*	5848 5307 3563	✠100A1 Liv *a*† CL ~~11,37~~ ~~16,37~~ ~~3,38~~	1912 C.Connell &Co.Ld. Glasgow	China Mutual Stm. Nav.Co.Ld.(A.Holt &Co.*Mgrs.*) *Cell D Ba* 118′ *u E&B*	430·0 | 54·0 | 30·5 P80′ B148′ F80′ FK 75′ *f* 195′ 1260 *t F P T*	Liverpool British *7 B H Cem* 98 *t A P T* 58 *t*	T.3Cy.26½″,45″&75½″–54″ 2001b Hs13405 (*r*) 687 NHP 2D&1 Aux SB, *15cf*, Gs390 Dunsmuir&Jackson.Ltd Gls	33 ″ 1 s 5 ″ 9½ 27 ″ 6½	
74204 (*ex* Perou, *ex* Peru)	**Eusebio Coterillo** TwinSc *Fitted for oil fuel* 1 *Dk*	799 615 408	1906 Bow,McLachlan&Co. Ld. Paisley	Empresa Naviera de Cuba S.A.	211·2 | 34·1 | 10·8 F22′ *Shade dk* 52′	Havana Cuban *WB*	T.6Cy.11″,18″&30″–22″ 84 NHP Bow,McLachlan&Co Ld. Psy	
74205 PEAC	**Euterpe** 2 *Dks*	897 676 543	1903 Rijkee&Co Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	213·4 | 30·5 | 13·3 Q69′ B48′ F26′	Amstrdam Dutch *WB*	T.3Cy.15″,25″&40″–36″ 96 NH Maats.Fijenoord.Rot.	V
74206 197 SVPW	**Euthalia** (*ex* Marken) 2 *Dks* 2 *tr B*	3553 3398 2029	1918 Rotterdam Droogd.Maat Rotterdam	C.D.Coumarianos (Goulandris Bros. *Mgrs.*)	377·6 | 51·6 | 25·1 P27′ B223′ F34′	Andros Greek *WB*	T.3Cy.25″,41″&68″–45″ 310 NHP Rotterdam Droogd.Maats.	V
74207 LDUN	**Eva** 1 *Dk*	1599 1168 937	1929 Bergens Mek Værks. Bergen	August Kjerland& Co.A/S	244·8 | 37·7 | 15·7 P73/Q103 *t* B102/H73 *t*	Bergen Norwegian *WB*	T.3Cy.17¼″,29″&49″–33″ 138 NHP Bergens Mek Værks Bergen	N
74208 DHHB	— Sub.Sig. 1 *Dk*	1504 1190 851	1924 Howaldts-werke Kiel	Aug.Bolten Wm.Miller's Nachf.	250·8 | 38·5 | 15·9 P18′ Q75′ B99′ F32′	Hamburg German *WB*	T.3Cy.18⅛″,30⅝″&49⅝″–33⅞″ 143 NHP Howaldtswerke,Kiel	G
74209 QHZP	— (*ex* Elsborg–36, *ex* Ove Gjedde) Wireless 1 *Dk*	1492 — S37	1907 Howaldts-werke Kiel	Rederi A/B Eva (Anders Östrom)	242·0 | 36·3 | 16·6 P13′ Q73′ B105′ F29′	Mariehmn Finnish *WB*	T.3Cy16¾″,29½″&42⅜″–29½″ 96 NHP Howaldtswerke,Kiel	V
74210 160232 VQSC	**Evagoras** (*ex* Darshiel) *ss* Ant.No.2–37 2 *Dks*(*Stl*)	5197 4911 3232	✠100A1 Bry *y* CL ~~10,37~~ ~~11,37~~ ~~3,38~~	1929 W.Hamil-ton&Co. (1928) Ld. Port Glasgow	Troodos Shipping Co.Ld.	405·0 | 52·4 | 27·5 418·0 (o.l.) P36′ B133′ F40′ FK	Famag'sta British *pt Cem*	T.3Cy.26″,44″&73″–48″ (*s*) 2001b 523 NHP 3SB,9*cf*,Gs181,Hs7503 FD D.Rowan&Co.Ld.Glasgow	29 ″ 10 s 5 ″ 0⅜ 24 ″ 6	
74211 226690 KGAZ	**Evangeline** Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. *Ref.Mchy.* 2 *Dks* *Cruiser Stern*	5043 — 2714	1927 W.Cramp &SonsCo. Philadelphia	Eastern S.S.Lines, Inc.	365·4 | 55·7 | 26·8 B&F354′ *WB*	Boston Utd.States	4 Steam Turbines S.R geared to 2 Sc. Shafts W.Cramp&SonsCo.Phl.	R
74212 798 SZJA	**Evangelos Georgiou** (*ex* Eleni–37, *ex* Kyril–34, *ex* Devonia) *ss* Cpl No.2–12 1 *Dk*	540 — 250	Cpl *h* 3.16	1903 Grandes Chaud.d'Anvers. Hoboken	E.G.Georgiou& I.C.Miras	172·5 | 27·7 | 10·3 P21′ B70′ F26′ FK *DT* 3·25 *t F P T*	Piræus Greek 5 *B H Asp* 22 *t A P T* 35 *t*	T.3Cy.16″,26½″&43″–30″ 123 NHP 2SB,4*cf*,Gs74,Hs2174 Soc Anon Mt.d'Anvers Ant	10 ″ 10	
74213 LCIV	**Evanger** *Fitted for oil fuel* 1 *Dk* & *Shelter dk*	3869 3522 2326	1920 Irvine's SB&DDCoLd W Hartlepool	Westfal-Larsen &Co. A/S (County Line)	365·4 | 52·2 | 23·7 P90′ F39′ H219 *t*	Bergen Norwegian *WB*	T.3Cy.26″,42″&70–48″ 340 NHP Richardsons,Westgarth& Co.Ld.Hpl.	N
74214 249 SVUV	**Evanthia** (*ex* Algenib–37) 1 *Dk*	3551 3265 2170	1915 Rotterdam Droogd.Maat Rotterdam	Heirs of the late Petros J. Goulandris	361·4 | 49·9 | 22·1 P24′ B214′ F34′	Andros Greek *WB*	T.3Cy.25″,41″&67″–45″ 301 NHP Rotterdam Droogd.Maats.	V
74215 SYGO	**Evdokia** 1 *Dk*	706 347 266	...	1928 Werft Nobiskrug G.m.b.H. Rendsburg	Soc.Commerciale Bulgare de Nav.à Vap.	168·2 | 28·7 | 11·3 P&B108′ F46′ *Upper B* 51′ FK	Varna Bulgarian *WB*	T.3Cy.17⅜″,27⅜″&45½″–29½″ 173 NHP Christiansen&Meyer, Harburg	12 ″ 0	V †
74216 54 SYGO	**Evdoxia** (*ex* Dionysios–38, *ex* Hesbaye, *ex* Albert Killing, *ex* Captain W.Menzell) 1 *Dk* & *deep framing*	2018 1839 1215	1903 Flensburg Schiffsb.Ges Flensburg	N.Andronicos& Stephanopoulos (The Balkans& Near East Shipping Agency,S.A. *Mgrs*)	292·0 | 41·4 | 18·8 P16′ B175′ F34′	[illegible] Greek *WB*	T.3Cy.20⅜″,35⅞″&55½″–35⅞″ 180 NHP Flensburger Schiffsb.Ges.	G
74217 142500 MKPD	**Eveleen** *ss* Bel.No.3–9,32 *ss* Bel.No.1–37 *Mchy.Aft* *Well deck* 1 *Dk*(*Stl*)	498 323 190	✠100A1 Bel *y* CL 7.37 12.37	1920 Ardrossan DD&SBCoLd Ardrossan	J.Millar&Co.Ld.	160·1 | 25·1 | 9·7 P21′ B67′ F21′ BS7 *Cell B* 108 *t F P T* 40 *t*	Belfast British *7 B H Cem* *1 P T* 26	T.3Cy.13″,21″&35″–24″ 180 lb 62 RHP 1SB.3*cf*,Gs51,Hs1610 Aitchison Blair&Co.Ld.Gls	11 ″ 8 s 3 ″ 8 12 ″ 1½	
74218 600 437	**Evellyn-Marion** (*ex* Stephanie–35) 1 *Dk*	757	1909 Nuschke& Co. Stettin	Carl Kroll&Son W.J.Thomas, *Mgrs.*	202·5 | 30·3 | 12·6 Q62′ B16′ F23′	Panama Panamanian *WB*	T.3Cy.14″,22″&36″–24″ Christiansen& Meyer,Harburg	14 ″ 7 81 ″ 0¼ 13 ″ 9	G
74219 210004 WKCE	**Evelyn** *ss* Bal.2nd No.3–10,36 Sub.Sig. 2 *Dks*(*Stl*) *Web frames* *Longitudinal framing*	3141 2758 2412	✠100A1 Bal *u* CL 6,37 12,~~38~~ ~~3,38~~ ~~2,40~~ ✠LMC10,36 *Fitted for oil fuel* 11,22	1912 Nwprt Nws S.B.&D.D.Co Newprt News	A.H.Bull Steamship Co.Inc. (A.H.Bull&Co.Inc. *Mgrs.*) *B* = *Cell D Ba* 100′ *u*	313·6 | 46·1 | 22·9 P36′ B94′ F31′ FK *E* 20′ *f* 136′ 679 *t F P T*	New York Utd.States 5 *B H Cem* 78 *t A P T* 248 *t*	T.3Cy.22″,37″&60″–42″ (*s*) 180 lb 280 NHP 2SB.6*cf*,Gs138,Hs4680 Newport News S B & D D.Co.	25 ″ 6 s 4 ″ 5½ 21 ″ 3	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettres d'Enrôlement.	7* Date de la dernière visite de la cale porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille à Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registered on centre line or Amidships.
Now "Chatham," see No. 87524 in Supplement																	
74220	**Evelyn Berg** (*ex*Johan Poulsen-34)	Wood	650					1906	G.I.White Everett,Wsh.	AlaskaTranspn.Co.	179·1	39·1	13·5	Ketchikan Utd.States	T.3Cy.13",22"&36"-21" 63NHP UnitedEng.Works,S.Fo.		
202560	*Fitted for oil fuel*		586														
KJQB	*Mchy.Aft* Wireless	1 *Dk*	423														
74221	**Everalda** (*ex*Mokta-32)		3950	✠100A1 12,38	Lie Rot	*w*	CL	1912	W.Gray &Co.Ld. WHartlepool	Mrs.Z.Heinrich-sons(~~dt.Grauds~~ *Mgrs.*)	350·0	50·0	27·9	Riga Latvian	T.3Cy.24½",38"&64"-42" (*s*) 180lb 312NHP	27 " 8	
183		*ss*Lie.2ndNo.3-12,37	3617				12,38	11mo								s 5 " 2	
YLDB			2452	BS3,39	MC12,37			*Lloyd's*		*Cell DBa*	P30'B67'F34' FK			6 *BHCem*	2SB,*6cf*,GS102,HS4142 FD	22 " 9	
	Cargo battens not fitted	1 *Dk(Stl)*									113'*uE*23'*f*154'10			35t *APT*105t	Cen.Mar.Eng.Wrks.WHpl		
74222	**Everanna** (*ex*Disciplina,*ex*Amilcare Cipriani,*ex*Stamboul)		2880				...	1908	WoodSkin-ner&Co.Ld. Newcastle	~~F.GraudeShipping Co.Ld.~~ MrsE.Grauds	313·0	45·0	23·0	Riga Latvian	T.3Cy.23",37½"&61½"-39" 276NHP	23 " 0	(C) †
YLCO		1 *Dk&deep framing*	2435								P27'B96'F29' FK						
			1624											*WB*	N.E.MarineEng.CoLdNwc		
Seized (with the Spanish hostilities	**Everards** (*ex*Tontum-33, *ex*Camerata)		3705	~~✠100A1~~ 11,37	Rot	*w*	CL N11,37	1910	W.Gray& Co.Ld. WHartlepool	~~F.GraudeShipping Co.Ld.~~ *Mgrs.*	350·1	50·1	23·6	~~Riga~~ Latvian	T.3Cy.24",38"&64"-42" (*s*) 180lb 314NHP	25 " 11	
~~YLFT~~		*ss*Lie.2ndNo.3-4,34	2325	~~LNE6,18~~	~~LMC~~			6mo			P29'B67'F33' FK			~~4 " 6½~~			
		1 *Dk(Stl)*		~~BS3,37~~				*Lloyd's*		*Cell DBa*	113'*uE*23'*f*154'99*t*			6 *BHCem*	2SB,*6cf*,GS98,HS4172 FD	~~21 " 5~~	
	Cargo battens not fitted							*A&CP*						*APT*41*t*	Fullerton,Hodgart& BarclayLd.Psy.		
74224	**Everelza** (*ex*CapeWrath-37, *ex*Cycle-36)		4520	✠100A1 4,39 ~~10,05~~	Ant Lie	*x*	CL ~~1,36~~	1921	JLThomp-son&Sons,Ld. Sunderland	~~F.GraudeShipping Co.Ld.~~ MrsE Grauds	364·5	52·8	24·3	Riga Latvian	T.3Cy.23½",38"&64"-42" (*s*) 180lb 347NHP	26 " 8	
217		*ss*Syd.No.3-3,34	3583				4,39	6mo								s 3 " 11½	
YLGD	*Well deck*	1 *Dk(Stl)*	2713	~~LMC~~				*Lloyd's*		*Cell D*	P28'Q118'B68'F29' FK			6 *BHCem*	3SB,*9cf*,GS189,HS6156	23 " 0	
	Cargo battens not fitted	*ss*Lie.No.1-39		4,39				*above*							Armstrong,Whitworth &Co.Ld.Nwc.		
				Fitted for oil fuel			10,21	150° F.		*Cell D*	*B*309' 944*t FPT*70*t*			*APT*221*t*			
74225	**Everene** (*ex*Louvain-36, *ex*Lousiana, *ex*Bellview, *ex*Strathyre)		4434	✠100A1 4,39 ~~9,45~~	Lie Spar dk	*x*	CL 2,38	1906	Grngem'th &Greenock DockyardCo. Greenock	~~F.GraudeShipping Co.Ld.~~ MrsE Grauds	370·0	52·0	17·5	Riga Latvian	T.3Cy.25",41"&68"-48" (*s*) 180lb 353NHP	28 " 0	
213		*ss*Ant.2ndNo.3-3,34	4092					5mo			388·5(O.L.) 25·5			6 *BHCem*	3SB,*9cf*,GS199,HS5510	s 5 " 3	
YLFY		1 *Dk(Stl)&Spar dk*	2785	BS3,38	LMC						P25'B92'F41' FK			2t *APT*123*t*	J.G.Kincaid&Co.Greenock	23 " 0	
		(Stl)&deep framing		1,39	MS4,39			*Lloyd's*		*Cell DBa*	114'*uE*24'*f*162'103			*A&CP*			
	Cargo battens not fitted	*ss*Lie.No.1-39															
74226	**Everest**		2095	✠100A1 5,38 ~~2,07~~	Lie Hls	*s*	CL N2,37	1898	W.Gray& Co.Ld. WHartlepool	~~F.GraudeShipping Co.Ld.~~ MrsE Grauds	289·8	42·1	19·2	Riga Latvian	T.3Cy.21½",35"&58"-39" (*s*) 160lb NDB10 217NHP	21 " 9	
215		*ss*Lie.3rdNo.3-7,32	1322				2,37	11mo								s 3 " 2½	
YLAT		*ss*Lie.No.1-37	1268	BS4,38				A&CP		*Intermediate B H in fore hold dispensed with*	P27'B69'F29' FK			4 *BHCem*	2SB,*6rf*,GS73,HS3870	18 " 8¾	
		1 *Dk(Iron)&deep framing*													Cen.Mar.Eng.Wrks WHpl		
	Cargo battens not fitted									*Cell DB*	*a&uE*110'*f*120'607*t*			*APT*54*t*			
Now "Satakunta," see No. 93570 in Supplement																	
74227	**Everett** (*ex*WestIson)		5773					1919	AmesS.B. &D.D.Co. Seattle,Wash	EverettS.S.Corp. (WatermanS.S. Corp.*Mgrs.*)	410·5	54·2	29·2	Mobile Utd.States	T.3Cy.26",43"&73"-48" 369NHP		R
218042		*Fitted for oil fuel*	5174								P44'B119'F47'						
Now "Jean Lafitte," see No. 83683 in Supplement			3571											*WB*	AmesS.B.&D.D.Co.Seattle		
74228	—	3 Mst	5065					1907	ForeRiver S.B.Co. Quincy,Mass	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*)	373·2	52·7	29·8	Boston Utd.States	T.3Cy.25",44½"&73"-48" 369NHP		R
204579																	
WJCQ	*Mchy Aft* D.F.	1 *Dk*	3097											*WB*	ForeRiverS.B.Co.Quincy		
74229	**Everhope** (*ex*Maplegrove-33, *ex*BenClune,*ex*Oltul. *ex*Iriston)		3811	✠100A1 9,38 ~~10,37~~	Rot L...	*w*	CL 10,37	1912	R.Duncan &Co.Ld. Pt.Glasgow	Mrs.Z.Heinrich-sons(~~Dt.Grauds~~ *Mgrs.*)	354·3	51·1	23·8	Riga Latvian	T.3Cy.25",41"&67"-45" (*s*) 180lb 338NHP	26 " 3	
192		*ss*Rot.2ndNo.3-10,37	3529					9mo								s 4 " 7½	
YLAQ		1 *Dk(Stl)*	2404					*Lloyd's*		*Cell DBa*	P22'B90'F36' FK			6 *BHCem*	2SB,*6cf*,GS130,HS5384	21 " 10	
								A&CP			115'*uE&B*36'*f*156'9			15t *APT*105*t*	Rankin&Blackmore,Grk.		
74230	**Everita** (*ex*Ethelaric-32)		3251	✠100A1 ~~5,38~~ ~~11,36~~	Lie ~~Lie~~	*v*	CL ~~5,36~~	1917	Ropner& Sons,Ld. Stockton	Mrs.Z.Heinrich-sons(~~Dt.Grauds~~ *Mgrs.*)	335·0	48·1	23·4	Riga Latvian	T.3Cy.23½",39"&64"-42" (*s*) 180lb 278NHP	24 " 10	
194		*ss*Nwc.No.3-8,29	3011	~~5,38~~	~~5,39~~		5,36	2mo								s 4 " 0½	
YLBF		*ss*Lie.No.2-38 ~~ss Lie.No.1-34~~	1976	~~BS3,38~~	~~LMC~~			*Lloyd's*		*Cell DBa*	P31'B100'F35' FK			5 *BHCem*	2SB,*6cf*,GS119,HS4142	21 " 0	
		1 *Dk(pt Irn&pt Stl)*						*A&CP*			110'*uE*22'*f*145'812*t*			*APT*96*t*	Blair&Co.Ld.Stockton		
74231	**Everleigh**		5222	✠100A1 *with freeboard*	Bry	*a*†	CL ~~8,36~~	1930	Furness S.B.Co.Ld. Haverton Hill-on-Tees	AtlanticShipping &TradingCo.Ld. (W.J.Tatem,Ld. *Mgrs.*)	406·3	56·0	26·9	London British	T.3Cy.26",43"&73"-48" (*s*) 200lb 527NHP	29 " 5	
161347		*ss*Bry.No.2-38	4819					1mo						6 *BHCem*	3SB,*9cf*,GS179,HS7569 FD	s 3 " 9½	
GLSV		1 *Dk(Stl)&Shelter dk(Stl)*	3153	2,39 ~~8,36~~			1,39			*Cell DBa*	F33' FK			*Coll to Sh dk*	Richardsons,Westgarth& Co.Ld.Sld	25 " 10½	
				MS6,37	BS3,38			*Lloyd's*			*uE*134'*f*188'			5 „ 2nd„)			
								A&CP		1387*t*	*FPT*139*t APT*104*t*						
74232	**Everolanda** (*ex*Berkdale-33, *ex*Wotan,*ex*Oswiga, *ex*St.Johann)		3379	✠ 4,34	Shl	*r*		1908	Chant.Nav Anversois Hoboken	~~F.GraudeShipping Co.Ld.~~ MrsE Grauds	347·0	48·1	23·1	Riga Latvian	T.3Cy.24",40"&66"-45" 320NHP	25 " 7	V †
193		*ss*Cff.No.3-9,20	3170					6mo			P31'B180'F31' FK			5 *BHCem*	3SB,*9cf*,GS129,HS4986		
YLAD		*ss*Cff.No.2-29	2090												N.E.MarineEng.Co.Ld.Sld		
		1 *Dk(Stl)2tr B&deep framing & Web frames*								*Cell DBa*108' *uE&B*42'*f*1					52'788*t FPT*108*t APT*81*t*		
74233	**Everonika** (*ex*Tottenham,*ex*Apsley, *ex*DonCesar)		3743	✠	Hul	*w*		1906	JLThomp-son&Sons,Ld. Sunderland	~~F.GraudeShipping Co.Ld.~~ MrsE.Grauds	350·0	50·3	23·2	Riga Latvian	T.3Cy.25",41"&67"-45" 322NHP	25 " 9	V †
178		*ss*Npt.No.3-7,19	3454					6mo			P46'B94'F33' FK			6 *BHCem*	2SB,*6cf*,GS124,HS4900		
YLCX		*ss*Npt.No.2-28	2340												Blair&Co.Ld.Stockton		
		1 *Dk(pt Irn&pt Stl)2tr B deep framing & Web frames*								*Cell DBa*119' *uE*	23'*f*148'864*t*			*FPT*74*t APT*100*t*			
74234	**Everosa** (*ex*Munorway-34, *ex*ProgressIII)		3529	✠	NNs	*w*		1912	Campbel-townS.B.Co Campbeltwn	~~F.GraudeShipping Co.Ld.~~ MrsE.Grauds	348·0	50·0	23·6	Riga Latvian	T.3Cy.24",40"&65"-45" 322NHP	25 " 10	V †
202		*ss*Ams.No.3-7,25	3327					5mo			P29'B90'F36' FK			*Cem*	3SB,*9cf*,GS162,HS5142		
YLFS		*ss*Nwc.No.1-28	2234							*Intermediate B H in after hold dispensed with*				5 *BH only*	J.G.Kincaid&Co.Ld.Grk.		
		1 *Dk(Stl)*								*Cell DBa*	111'*uE*21'*f*153'942*t*			*APT*80*t*			
74235	**Evertons** (*ex*Faxen-36,*ex*Ovidia)		4107	✠100A1 11,38 ~~9,37~~	Bkn Lie	*w*	OG ~~12,35~~	1919	Lindhol-mensV.A. Gothenburg	~~F.GraudeShipping Co.Ld.~~ Mrs E Grauds	355·6	50·6	28·2	Riga Latvian	T.3Cy.26",42"&69"-45" (*s*) 185lb 389NHP	28 " 2	
211		*ss*Got.No.3-8,32	3759				11,38	6mo						6 *BHCem*	3SB,*9cf*,GS120,HS5205 FD	s 5 " 4¾	
YLFW		*ss*Bkn.No.1-37	2537	~~BS11,39~~	~~LMC~~			*Lloyd's*		*Cell DB*	P18'B91'F39' FK			*APT*100*t*	LindholmensV.A.Got.	23 " 0	
	D.F.	1 *Dk(Stl)*		MS7,37				*A&CP*		8304'865*t*							
74236	**Evgenia Chandris**		5317	✠ ~~9,36~~	Rot	*a*†	CL	1920	Harima Dkyd.Co. O Harima	J.D.Chandris	425·1	54·0	26·7	Piræus Greek	T.3Cy.27",47"&79"-51" (*s*) 200lb 552NHP	29 " 0	
744		*ss*Rot.No.3-3,33	4885	*Shelter dk*			3,36	3mo						*Cem*	2SB&1AuxSB,*11cf*, FD GS192,HS7227	~~3 " 7½~~	
SVKN	*ex*RockyMaru)	2 *Dks(Stl)&Shelter dk (Stl)*	3166	*withfreeboard* ~~9,36~~				A&CP						*Coll to Sh dk* 6 „ „ *U* „	KobeSteelWorks,Ld.Kobe	~~25 " 5½~~	
										Cell DB	371'1139*t*			*FPT*148*t APT*225*t*			
74237	**Evi Livanos**		*4839*	✠100A1	Hpl	*a*†	CL	1937	W.Gray& Co.Ld. WHartlepool	N.G.Livanos	419·2	56·7	25·3	Chios Greek	T.3Cy.22½",39"&65"-45" 225lb (*s*) 460NHP	27 " 10	
137			*4379*	*withfreeboard*	Rös			11mo			431·1(O.L.)			7 *BHCem*	2SB(Spt&FD)&1AuxSB,	s 2 " 11½	
SVXB	D.F. E.S.D.	1 *Dk&Shelter dk, Cruiser Stern*	*2870*	9,38 ~~11,37~~	~~LMC~~11,38			*Lloyd's*			F35' FK			*Coll to Sh dk* 6 „ *2nd*„)	*9cf*,GS146,HS7115 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	25 " 1½	
								A&CP		*Cell DB*	365'1200*t FPT*217*t*			*APT*200*t*			

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R. Date of withdrawal from L.R.
74238	**Evina**		6121	✠100A1	Osl	*e*	CL	1930	Armstrong	A/S Hansen-Tangen's Rederi II.	396·2 | 55·1 | 32·3	Xiansand	Oil Engines 2S.C.SA	32 ″ 0	
		Oil Eng.	5402	3,38 7,37	Ant			5mo	Whitworth	(H.E.Hansen-Tangen, *Mgr.*)		Norwegian	6Cy.23⅝″–41⅜″ 583NHP		
LDNQ		*ss*Osl.No.1-31	3570	DBS 1,47 ✠LMC 3,34			3,38		&Co.(Shipbuilders)Ld.		P97'B29'F36' FFK		2DB180lb		
	D.F.	2 *Dks*(*Stl*)& *Web frames*		12,38					Newcastle		*Trunk*238'		Armstrong Whitworth &		
	Mchy. Aft	*Longitudinal framing*		*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*Cell D Bu E56'171t D*			*Tf*34'347t *FPT*135t *APT*124t		Co.(Engineers)Ld.Nwc.
74239	**Evinos** (*ex*Waihemo-34)		5627	✠100A1	Rot	*y*	CL	1919	Nthmblnd	Livanos Maritime Co.Ld. (N.G. Livanos, *Mgr*)	339·5 | 53·0 | 32·8	Chios	T.3Cy.27″,44″&78″–48″ (*s*)	35 ″ 5	
122		*ss*Auk.No.3-2,32	5448	*Shelter dk*			1,37	12mo	S.B.Co.Ld			Greek	1801b 517NHP	s 9 ″ 4½	
SVFB		*ss*Pir.No.1-36	3540	*with freeboard*			N2,39		Newcastle		*Tcm Shelter dk* FK	*ptCem*	3SB.9*cf*,GS190,HS7668 FD	26 ″ 3	
		1 *Dk*(*Stl*)& *Shelter dk*(*Stl*)		6,37 ✠LMC				*Lloyd's*	*SA&CP*		*Tf*	*n BH to S.H.*	NE.Marine Eng.Co Ld Nwc		
		Cargo battens not fitted		MS5,36 BS6,37							*Collision B*				
				Carrying oil fuel F.P. above						50° F. *in F.B.*	*Cell D B*	*FPT*80t *APT*50t			
74240	**Evita** (*ex*Dagland-36)	**TwinSc**	6346					1927	A.B.Götaverken	A/S Ugland's Rederi (J.M. Ugland, *Mgr.*)	108·3 | 55·3 | 32·0	Grimstad	Oil Engines 4S.C.SA		N
		Oil Eng.	5529						Gothenburg			Norwegian	12Cy.21″–32″ 545NHP		
LCGV	*Mchy. Aft*	*CruiserStern* 1 *Dk*	3773									*WB*	A.B.Götaverken,Göt.		
	D.F.	*Carrying Petroleum in bulk*													
74241	**Evoikos** (*ex*Maid of Psara)		4792	✠100A1	Pir	*w*	CL	1922	Cammell	M.A.Embiricos	360·0 | 50·2 | 30·1	Andros	2Steam Turbines DR geared	32 ″ 9	
190		*ss*Pir.No.3-5,35	4455	*Shelter dk*	Ant		5,36	7mo	Laird&Co.Ld.			Greek	to 1 Sc. Shaft (*s*) 359NHP	s 7 ″ 1½	
SVOQ		1 *Dk*(*Stl*)& *Shelter dk*(*Stl*)	2957	*with freeboard*			4,38		Birkenhead		F37'*on Shelter dk* FK	*ptCem*	1801b HS6125	25 ″ 10	
		Cargo battens not fitted		5,37 12,38 BS5,36				*Lloyd's*	*SA&CP*	*Cell D B* 291'817t *Ta*	22'692t *Collisio*	*n BH to S.H.*	2SB&1AuxSB,*Scf*,GS130		
				MS5,36 MC5,35						*DTf* 22'707t		*FPT*185t *APT*135t	7 ,, ,, *U* ,,		Cammell Laird&Co Ld.Bkn
				Fitted for oil fuel 7,22											
				F.P. above 150° F.											
74242	**Evros** (*ex*Ethelfreda-33,		5283	✠100A1	Ams	*y*	CL	1918	J.L.Thompson&Sons,Ld	~~Theofano Maritime Co.Ld.~~ ~~N.G.Livanos, *Mgr.*~~	400·3 | 52·3 | 28·4	Chios	T.3Cy.27″,44″&73″–48″ (*s*)	31 ″ 0	
106	*ex*WarTulip)	*ss*Nwc.No.3-9,31	4804	9,38 7,37	Rot		7,36	9mo	Sunderland			Greek	1801b 517NHP	s 5 ″ 11½	
SVLN		*ss*Rou.No.1-35	3205	~~BS11,37~~ ~~LMC10,36~~				*Lloyd's*	*SA&CP*	*Cell D B* 340'10s 1t *FPT*		*7 BHCem*	3SB,9*cf*,GS190,HS7668 FD	25 ″ 3½	
		1 *Dk*(*Stl*)										*3 t APT*212t	J.Dickinson&Sons,Ld.Sld.		
		Cargo battens not fitted													
74243	**Evviva** (*ex*EdvardGrieg)		1597					1921	Laxevaags Msk.&Jrnskb	Skibs A/S William Hansens Rederi (W.Hansen, *Mgr.*)	245·9 | 37·9 | 15·5	Bergen	T.3Cy.18″,29″&49″–33″		N
			1194						Bergen		P59t Q108t B127t	Norwegian	138NHP		
LDUO		1 *Dk*	942								176t	*WB*	LaxevaagsMsk&Jrns.Bgn.		
74244	**Ewa** (*ex*Tacoma-37,*ex*Eldridge)		7001					1919	Skinner& Eddy Corpn.	Matson Navigation Co.	109·5 | 54·2 | 27·1	S.Frncisco	DR Geared Steam Turbine		R
218195		*Fitted for oil fuel*	6749						Seattle, Wash			United States	General Electric Co.		
KICN		2 *Dks*& *Shelter dk*	5482									*WB*	Schenectady, N.Y.		
74245	**Ewell**		1350	✠100A1	Shl	*o*	CL	1926	Burntislnd	Wandsworth& District Gas Co.	226·0 | 36·4 | 16·5	London	T.3Cy.17″,28″&46″–33″ (*s*)	18 ″ 6	
148788		~~*ss*Shl.No.3-6,38~~ ~~*ss*Shl.No.3-34~~	1062	*with freeboard*			2,38	7mo	S.B.Co.Ld.		241·0 (O.L.)	British	1801b 156NHP	s 6 ″ 11½	
MNQZ	*Well deck*	Wireless 1 *Dk*(*Stl*)	727	5,38 11,38			11,38		Burntisland		Q128'B15'F22' FK	*4 BHpt Cem*	1SB,4*cf*,GS73,HS2738	15 ″ 8½	
	Mchy. Aft	*Cargo battens not fitted*		~~BS11,37~~ ~~LMC7,34~~			6,38	*Lloyd's*	*SA&CP*	*Cell D Bu*	*E18'f142'551'FPT*	*90t APT8t*	N.E.Marine Eng.Co Ld Nwc		
74246	**Examelia** (P) (*ex*CoeurD'Alene)		4331					1920	American International S.B.Corp. Hog Island Pa	American Export Lines, Inc.	390·0 | 54·2 | 27·8	New York	DR Geared Steam Turbine		R
219481		*Fitted for oil fuel*									P50'B121'F40'	Utd. States			
KOVT		2 *Dks*	2093									*WB*	General Electric Co. Schenectady, N.Y.		
74247	**Examiner** (*ex*Sinsinawa)		4969					1919	American International S.B.Corp. Hog Island Pa	American Export Lines, Inc.	390·0 | 54·2 | 27·6	New York	DR Geared Steam Turbine		R
219077		*Fitted for oil fuel*	4572								P39'B121'F43'	Utd. States			
KOJD		2 *Dks*	3037									*WB*	General Electric Co. Schenectady, N.Y.		
74248	**Excalibur** (P)		9359					1930	New York S.B.Co. Camden, N.J.	American Export Lines, Inc.	450·0 | 61·6 | 42·3	New York	1SR Geared Steam Turbine		R
230363	*Ref. Mchy.*	*Fitted for oil fuel*	—								B197'	Utd. States			
KGWT	D.F. GyC.	2 *Dks*	5627									*WB*	New York SB Co. Camdn NJ		
74249	**Excambion** (P)		9360					1931	New York S.B.Co. Camden, N.J.	American Export Lines, Inc.	450·0 | 61·6 | 42·3	New York	1SR Geared Steam Turbine		R
230991	*Ref. Mchy.*	*Fitted for oil fuel*	—								B197'	Utd. States	New York S.B.Co. Camden, N.J.		
WBEY	D.F. GyC.	2 *Dks*	5628									*WB*			
74250	**Excello** (*ex*Luxpalile)		4999				...	1919	American International S.B.Corp. Hog Island Pa	American Export Lines, Inc.	390·0 | 54·2 | 27·6	New York	DR Geared Steam Turbine 600NHP	32 ″ 0	R †
218486		*Fitted for oil fuel*	4572								P39'B122'F43'	FK United States			
KJJP		2 *Dks*& *Web frames*	3051									*WB*	General Electric Co. Schenectady, N.Y.		
74251	**Excelsior**	Iron	1421	✠100A1	Bly	*p*	OG	1888	J.Readhead &Co. S.Shields	A/B G.H.Dalgren (G.H.Dalgren, *Mgr.*)	250·0 | 36·2 | 17·6	Hlsingborg	C.3Cy.29″,54″–36″	18 ″ 8	
3470	(*ex*Billio,*ex*Wylo)	*ss*Kel.4th No.3-1,35	1128	~~2,38~~ 11,38	Hbg		~~5,36~~	8mo				Swedish	50lb/*sq*in NDB06/*fd*08135NHP	s 1 ″ 5½	
SEAI	*Well deck*	1 *Dk*(*Irn*) 2 *trB*	850	HS6,37 ✠ 10 1,35			11,38	*Lloyd's*	*SA&CP*		Q95'B52'F26' BK9'	*1 BHCem*	1SB.4*pf*,GS60,HS2196	18 ″ 0	
	"Anu," *see No.* 8710	*Cargo Supplis not fitted*		9,38							*WB=DBa*	*75'f100'371t*	J.Readhead&Co.S.Shields		
74252	**Exchange** (P) (*ex*Blair)		4971				...	1919	American International S.B.Corp. Hog Island Pa	American Export Lines, Inc.	390·0 | 54·2 | 27·6	New York	DR Geared Steam Turbine	32 ″ 0	R †
218136		*Fitted for oil fuel*	4740								P39'B122'F43'	FK United States			
KJJQ		2 *Dks*& *Web frames*	3070									*WB*	General Electric Co. Schenectady, N.Y.		
74253	**Exchester** (*ex*Winona)		4964					1920	American International S.B.Corp. Hog Island Pa	American Export Lines, Inc.	390·0 | 54·2 | 27·8	New York	DR Geared Steam Turbine		R
219873		*Fitted for oil fuel*	4598								P50'B121'F40'	Utd. States			
KUNV		2 *Dks*	3034									*WB*	General Electric Co. Schenectady, N.Y.		
74254	**Executive** (*ex*Carenco)		4978					1920	American International S.B.Corp. Hog Island Pa	American Export Lines, Inc.	390·0 | 54·2 | 27·8	New York	DR Geared Steam Turbine		R
220552		*Fitted for oil fuel*	—								P50'B121'F40'	Utd. States			
KDDM		2 *Dks*	3068									*WB*	General Electric Co. Schenectady, N.Y.		
74255	**Exermont** (*ex*Clontarf)		4969					1920	American International S.B.Corp. Hog Island Pa	American Export Lines, Inc.	390·0 | 54·2 | 27·8	New York	DR Geared Steam Turbine		R
219633		*Fitted for oil fuel*	4598								P50'B121'F40'	Utd. States			
KUDP		2 *Dks*	3037									*WB*	General Electric Co. Schenectady, N.Y.		
74256	**Exeter** (P)		9360					1931	New York S.B.Co. Camden, N.J.	American Export Lines, Inc.	450·0 | 61·6 | 42·3	New York	1 SR Geared Steam Turbine		R
230755	*Ref. Mchy.*	*Fitted for oil fuel*	—								B197'	Utd. States	New York S B Co. Camden, N.J.		
WCEZ	D.F. GyC.	3 *Dks*	5628									*WB*			

1 Numero d'Ordre / Numero Officiel / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total / Sous le Pont / Net.	5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terme assigné (notamment si c'est Lettre d'Enfoncement).	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. Navire. Mach. Par qui. Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registre ou Supplément dans lequel le navire est inscrit. Signe distinctif.
74257	**Exhibitor** (*ex*Saucon)	4959			1919	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 54·2 27·6 P39'B122'F43' FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
217740	*Fitted for oil fuel*	—										
WCDK	2 *Dks & Web frames*	3676										
74258	**Exiria** (*ex*Corson)	4999			1919	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 54·2 27·6 P39'B122'F43' FK	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
218595	*Fitted for oil fuel*	4740										
KIQV	2 *Dks & Web frames*	3074										
74259	**Exminster** (*ex*Saugus)	4985			1919	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 54·2 27·6 P39'B122'F43' FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
217938	*Fitted for oil fuel*	4746										
KJJT	2 *Dks & Web frames*	3048										
74260	**Exmoor** Ⓟ (*ex*Nobles)	4999			1919	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 54·2 27·6 P39'B122'F43' FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
218960	*Fitted for oil fuel*	4573										
KJJU	2 *Dks & Web frames*	3057										
74261	**Exmouth** (*ex*BlueTriangle)	4979			1920	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 54·2 27·8 P50'B121'F40'	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
219712	*Fitted for oil fuel*	—										
KUGS	2 *Dks*	3008										
74262	**Exochorda** Ⓟ	9359			1931	NewYork S.B.Co. Camden,N.J.	AmericanExport Lines,Inc.	453·0 61·7 38·6 B197'	NewYork Utd.States *WB*	1SR GearedSteamTurbine NewYorkSBCo.CamdnNJ		R
230435	*Ref.Mchy.* *Fitted for oil fuel*	—										
WSEF	D.F. GyC. 2 *Dks*	5627										
74263	**Explorateur Grandidier** Ⓟ	10268			1924	Ch.&Atel. dePenhoët St.Nazaire	Soc.desServices Contractuels des Messageries Maritimes	455·8 60·7 38·0	Marseilles French *WB*	T.6Cy.27 5/16",43 3/4"&73"–47 1/2" 733NHP Ch.&Atel.dePenhoët		V
	D.F. *Fitted for oil fuel* TwinSc	—										
FOAW	*Ref.Mchy.* 4 *Dks*	5708										
74264	**Explorer**	6235	✠100 A1 Liv	*a*† CL	1935 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CharenteS.S.Co. Ld.(T.&J.Harrison, *Mgrs.*)	437·2 56·0 29·5 454·4(O.L.) P45'B144'F43' FK	Liverpool British	T.3Cy.28",46"&81"–54" (*r*) 215lb *120lb* 588NHP	32 " 0	
164257		5810	~~10,37~~ 10,38 Mdb	10,38								
GYJX	2 *Dks*	3842	✠LMC5							2DB(Spt),*12cf*,GS272, HS9212	25 " 8 1/4	
	Cruiser Stern				*Lloyd.*	*SA&CP*	*CellDB365'126*	*7tDTa32'850tFPT*	*93tAPT69t*	WallsendSlpwy&E.Co.Ld		
74265	**Export**	760	✠100 A1 Rot	*j* OG	1918 7mo	NVScheeps H.H.Bodewes Millingen A&CP	N.V.Rotterdam LondonStoomv. Maats. *CellDBf*	181·3 28·2 12·4 Q52'B64'F19' FK 103'137t*FPT*46t	Rottrdam Dutch *3BHCem* *APT45t*	T.3Cy.15 3/4",25 5/8"&41 3/8"–27 3/4" 180lb (*s*) 117NHP 2SB,*4cf*,GS67,HS2060 NVBurgerhoutMaschRot	14 " 6 s " 5 14 " 2 1/2	
	*ss*Rot.No.2-38 *ss*Rot.No.3–7,30	513	~~2,38~~10,37	10,37								
PEAO	*Mchy.Aft* ~~*ex*Rot.No.1–35~~	345	BS~~6,38~~ 5,39 ✠LMC ~~LS7,38~~									
	Well deck 1 *Dk* (*pt Wood pt Stl*)											
74266	**Express** (*ex*HogIsland)	4969			1919	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 54·2 27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
218991	*Fitted for oil fuel*	—										
KJJV	2 *Dks*	3037										
74267	**Express I** Ⓟ (*ex*Express) Sp	357			1900	W.Lindbergs M.V. Stockholm	VaxholmsNya Angf.Aktieb.(O. F.Ekebohm, *Mgr.*)	144·6 26·6 7·6 B68'H79*t*	Vaxholm Swedish	T3Cy.15 5/16",25 5/16"&41 3/8"-25 3/8" 86NHP W.LindbergsM.V.Skm.		
3724		162										
SEAM	1 *Dk*	208										
74268	**Express II** Ⓟ (*ex*Brevik)	395			1909	Eriksbergs Mek.Værks. Gothenburg	VaxholmsNya Angf.Aktieb.(O. F.Ekebohm, *Mgr.*)	123·1 25·4 9·3 B84'H96*t*	Vaxholm Swedish *WB*	T.3Cy.13",17 1/2"&35"–24 7/16" 61NHP EriksbergsM.V.Gothnbrg.		
5010		167										
SEAO	1 *Dk*	251										
74269	**Extavia** (*ex*CityofSt.Joseph)	4986			1919	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 54·2 27·8 P50'B121'F40'	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
219386	*Fitted for oil fuel*	—										
KJJW	2 *Dks*	3096										

***Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Gross. Under deck. Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Trade Cert.
74270 107 IMVL	**F. D. Guerrazzi** (P)	2 Dks	637 368 328					1912	Fratelli Orlando & Co Leghorn	Soc. Anon. Nav. Toscana	184·7 | 24·4 | 13·7 P33' B41' F30'	Leghorn Italian	T. 3 Cy. 16", 26½" & 43" – 30" 100 NHP W.B. Fratelli Orlando & Co.		I
74271 111123	**F. D. Underwood** (ex Ramapo) GyC. Mchy. Aft	1 Dk & Spar dk	3270 — 2878					1896	Union Dry Dock Co. Buffalo	Great Lakes Transit Corp.	330·3 | 44·8 | 24·4	Buffalo NY Utd. States	T. 3 Cy. 23", 38½" & 64" – 42" 266 NHP W.B. King Iron Works, Buffalo		
74272	**F. Escaño** (P) (ex Panglima) Comp 1 Dk		452 355 244					1911	..... Sandakan, Borneo	La Naviera Filipina, Inc.	179·0 | 27·0 | 12·4	Cebu, P.I. Utd. States	C. 2 Cy. 20" & 38" – 26" 61 NHP		
74273 HPFN	**F. H. Bedford, Jr.** Twin Sc Oil Eng. D.F. E.S.D. GyC. ss Bmn. No. 1-34 Mchy. Aft 2 Dks (Stl) & Web frames Cruiser Stern Longitudinal framing–bracketless system		10344 — 6641	✝100 A1 2,38 [illegible] Carrying Petroleum in bulk	Ham	h†	CL 7,36	1930 11 mo	Furness S.B. Co. Ltd Haverton Hill-on-Tees Lloyd's A & CP	Panama Trans-port Co. Cell D Bu E 65' 163'	521·4 | 70·2 | 38·7 542·5 (O.L.) After B65' B37' F41' FK 4 B Hpt 2nd DR DT sf 18' 1951 t FPT 245 t APT 196 t	Panama Panmanian	Oil Engines 2S.C.SA 2 Cy. 26¾" – 51 7/16" 1496 NHP 2 Water Tube DB 200 lb 2 DB 100 lb Frd. Krupp A.G. Kiel	38 " 9 s 8 " 9 30 " 8¾	
74274 221695 KDVK	**F. H. Hillman** Twin Sc Fitted for oil fuel D.F. GyC. 2 Dks & Shelter dk Mchy. Aft Carrying Petroleum in bulk		10837 — 7724					1921	Bethlehem S.B. Corp. Ltd Alameda, Cal.	Standard Oil Co. of California	500·0 | 68·2 | 30·0	S. Frncisco Utd. States W.B.	T. 6 Cy. 24¼", 39" & 65¼" – 42 552 NH Bethlehem S.B. Corp. Ltd.		R
74275 215668 WLCC	**F. J. Luckenbach** Twin Sc ss Bos. No. 3-8,30 ss Sca. No. 2-33 ~~ss Sca. No. 1-34~~ 2 Dks (Stl) & Shelter dk (Stl) Cruiser Stern D.F. GyC.		7821 5391 4951	✝100 A1 Shelter dk with freeboar 2,39 2,38 Fitted for oil fuel 1	Sea	b†	CL ~~7,38~~ 7,38 1,1 7 F.P	1917 11 mo	Bethlehem S.B Corp (Fore River Plant) Quincy, Mass A & CP	Luckenbach S.S. Co. Inc. 1 B H in forward Cell D B 356' 1631 t DT a 30' 165 t 'tween above	446·0 | 56·1 | 27·8 B61' FK hold dispensed with tk tanks in E & B spo 150° F.	New York Utd. States ot. Cem 6 B Honly ces 24' 445 t F	2 Steam Turbines D R geared to 2 Sc. Shafts 1008 NH 4 Water Tube boilers (s 225 lb HS 15520 Fore River S.B. Cor. Quincy PT 2220 t APT 240 t	40 " 8 ~10 " 43 30 " 6	
74276 HPFU	**F. J. Wolfe** Twin Sc Oil Eng. ss Ham. No. 1-36 Mchy. Aft 1 Dk (Stl) 2nd dk (Stl) clear of cargo tanks 3rd dk (Stl) aft of cargo tanks Web frames D.F. E.S.D. GyC. Rudder electrically welded Cruiser Stern Longitudinal framing		11244 — 6931	✝100 A1 ~~8,38 10,37~~ Carrying Petroleum in bulk ~~D 7,36, 38~~	Ham		CL ~~8,35~~ 8,35 F 2,36 ~~8,38~~	1932 8 mo	Bremer Vulkan Vegesack Lloyd's A & CP	Panama Trans-port Co. Cell D Bu E 78' 118 t D	521·4 | 70·3 | 38·6 542·0 (O.L.) Aft B55' B40' F39' FK Tsf 53' 2307 t	Panama Panmanian 16 B Hpt Asp	Oil Engines 2S.C.DA 8 Cy. 23⅜" – 35 7/16" 1560 NHP 2 DB (a) 200 lb 2 DB (f) 100 lb Bremer Vulkan, Vegesack FPT 295 t APT 249 t	38 " 9 s 8 " 6½ 30 " 5½	
74277	**F. N. P.** (ex Getâ II, ex Aktiv I, ex Stjerne, ex Angeline) Oil Eng. Mchy. Aft 1 Dk		362 280 204					1910	Zeeland Yard Hansweert	Fabrica Nacional de Papel	138·9 | 25·4 | 10·6 113' H35 t	M. Video Urugnayan	Oil Engines 2S.C.SA 2 Cy. 14½" – 16 5/16" 79 NH Kromhout Works, Ams.		
74278 214873 WDCN	**F. Q. Barstow** Twin Sc ss N. Yk. No. 3-3,2 ss N. Yk. No. 2-37 Mchy. Aft 2 Dks (Stl) & Shelter dk (Stl) D.F. GyC. & Web frames Longitudinal framing		9003 — 5616	✝100 A1 Shelter dk with freeboard ~~12,38~~ Carrying Petroleum in bulk Fitted for oil fuel 4	NYk Gal	f†	CL 8,36 12,37 F.P. a	1917 4 mo	Newport News S.B. & D.D. Co Newport News A & CP	Standard Oil Co. of New Jersey bove 150° F.	500·0 | 68·2 | 35·5 FK Cell D Bu E & B 59' 184'	Wilmgton (Del.) Utd. States 19 B H pt Cem (15 " to Lo 4 " 2nd " 17 7 t D 1	T. 6 Cy 20½", 35½" & 60" – 42" (s) 200 lb G 28 NH SB, 12cf, GS 213, HS 8700 FI Newport News SB & DD Co 4 67 3 t FPT 245 t APT 127 t	38 " 3 ~10 " 01 28 " 6	
74279 160720 MPKB	**F. V. Massey** Mchy. Aft 1 Dk		1895 1705 1196					1929	Smith's Dock Co. Ltd. Middlesbro'	Foote Transit Co. Ltd.	253·0 | 44·1 | 18·5 F31'	Middlsbro British W.J.	T. 3 Cy. 15", 25" & 40" – 33" 95 RH Smith's Dock Co. Ltd. Mdlb.		C
74280 220687 KDGZ	**F. W. Abrams** (ex Nora-34) ss L. An. No. 3-2,31 ss N. Yk. No. 1-35 2 Dks (Stl) & Shelter dk (Stl) & Web frames D.F. Longitudinal framing		9310 — 6894	✝100 A1 Shelter dk with freeboard ~~7,38~~ 12,38 Carrying Petroleum in bulk Fitted for oil fuel 10, 20	NYk Gal	d†	CL 3,36 F.P. a	1920 10 mo	New York S.B. Corp. Camden, N.J.	Standard Oil Co. of New Jersey bove 150° F.	467·6 | 62·7 | 31·3 39·5 FK Cell D Bu E & B 71' 288'	Wilmgton (Del.) Utd. States 16 B H pt Cem (2 to Sh dk 8 " " 6 " 2nd "	T. 3 Cy. 24", 36", 51" & 75½" – 51 200 lb (r) 568 NH SB, 9cf, GS 177, HS 7801 FI New York S.B Corp. Camden, N.J. 2 FPT 229 t APT 131 t	39 " 6 ~10 " 3½ 29 " 5½	
74281 140655 GBWS	**Fabian** ss Liv. No. 3-8,32 ss Bkn. No. 1-37 1 Dk (Stl) & Shelter dk (Stl)		3059 2845 1861	✝100 A1 Shelter dk with freeboard ~~7,38~~ 7,38	Bkn Hal	r	CL 7,37	1919 9 mo	W. Gray & Co (1918) Ltd W. Hartlepool Lloyd's A & CP	Ellerman Lines, Ltd. Ellerman & Papayanni Lines, Ltd. Mgrs.) Cell D B 284' 748 t FPT	331·2 | 46·8 | 23·2 343·0 (O.L.) FK Coll B H to Sh dk 4 " to U " 6 " 2nd " 165 t APT 116	Liverpool British pt Cem	T. 3 Cy. 25", 41" & 68" – 45" 1800 lb 407 NH SB. 9cf, GS 153, HS 5829 FD Cen. Mar. Eng. Wrks. W Hpl	25 " 6 2 " 0 25 " 8¼	
74282 UNJW	**Fabritzius** (ex Saïda, ex Emmy Friederich, ex Antigone) ss Rot. No. 3-9,20 ss Kel. No. 2-29 1 Dk (Stl) & deep framing		2434 2211 1456	✝ 8,29	Rot	t		1906 9 mo	Craig, Taylor & Co. Ltd Stockton	U.S.S.R. Cell	306·1 | 44·3 | 19·7 P26' B186' F29' FK D B a 94' u E 18' f 132	Odessa Russian	T. 3 Cy. 22", 36" & 59" – 39" 239 NHP 2 SB. 6pf, GS 100, HS 3924 N.E. Marine Eng. Co. Ltd. Sld 569 t APT 86 t	22 " 6	
74283 LCIY	**Facto** (ex Octo) Wireless 1 Dk		1522 1318 883					1921	Larvik Slip & Værks. A/S Larvik	A/S D/S Facto (B. Stolt-Nielsen & Sönner A/S)	244·8 | 39·5 | 17·1 P64 t H70 t F5 t	Haugesnd Norwegian W.B.	T. 3 Cy. 18", 29½" & 49" – 33" 138 NHP Larvik Slip & Værksted A/S		N
74284 LDUT	**Fagerborg** (ex Emil) Mchy. Aft 1 Dk		398 285 192					1915	Johs. Berg Delfzijl	Hans Storaas	139·2 | 23·5 | 11·4 P60 t F16 t	Bergen Norwegian	T. 3 Cy. 12⅜", 20" & 31½" – 21 7/16" 46 NHP Johs. Berg, Delfzijl		G
74285 LDUU	**Fagerbro** 1 Dk		994 869 572					1923	Hölens Verksted Larvik	D/S A/S Fagerbro (Rob. Nilson & A. Nyquist)	214·2 | 34·3 | 14·2 P38 t H52 t	Oslo Norwegian W.B.	T. 3 Cy. 15", 25" & 40" – 27" 83 NHP Swan, Hunter & Wigham Richardson, Ld. Nwc.		N
74286 LIYT	**Fagerfjell** ss Osl. No. 1-3 Oil Eng. Mchy. Aft D.F. 2 Dks Rudder electrically welded Cruiser Stern Longitudinal framing–bracketless system		8072 7123 4758	✝100 A1 ~~12,37~~ 12,37 Carrying Petroleum in bulk	Rot Bal Osl	c†	CL 12,37	1935 6 mo	Kockums M.V. Aktieb Malmö Lloyd's A & CP	Akties. Dovrefjell (Olsen & Ugelstad, Mgrs.) Cell D Bu E 69' 186'	461·6 | 59·8 | 34·6 P102' B37' F41' FK DT f 36' 535 t FPT 147 t APT 168 t	Oslo Norwegian (10 to U dk 6 " 2nd "	Oil Engines 2S.C.DA 6 Cy. 23⅜" – 43 7/16" 1162 NHP 2 DB 171 lb Kockums M.V. Akt. Malmö	34 " 7 s 7 " 5 27 " 4½	
74287 LJTX	**Fagerheim** Wireless D.F. 1 Dk Cruiser Stern		1590 1247 932					1938	Kaldnæs Mek. Verks. Tönsberg	D/S A/S Fagerheim (Th. Bugge)	248·6 | 42·2 | 17·9 P27' B66' F28'	Tönsberg Norwegian W.B.	C. 2 Cy. 15⅜" & 31½" – 30" & LP turbine with DR gearing & hydraulic coupling HS 9035 205 NHP Kaldnæs M.V. Tönsberg		N

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enregistrement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où cote. L. Lloyd's Reg. Brit. & For. Dirce. Cert. Reg. Trade
74288	**Fagersten** (*ex*Frithjof I)		2342					1921	Eltringhams, Ld. Wellington Quay	SkibsA/S Akershus (Rob. Nilson & A. Nyquist, *Mgrs.*)	290·0 | 44·0 | 20·8 P25′B88′F32′			Oslo Norwegian *WB*	T.3Cy.21″,34½″&57″–39″ 203NHP Eltringhams, Ld.		N
LCIZ		1 *Dk*	1412														
74289	**Fagervik** (*ex*Gloria, *ex*Rossija)		*1912*	✠100A1 Got	*r*	CL		1901	Osbourne, Graham & Co. Sunderland	RederiA/BNovator (E. Nilsson, *Mgr.*)	275·0 | 40·2 | 17·8 284·4 (O.L.) P34′B66′F29′ FK			Nrrköpng Swedish	T.3Cy.20″,32½″&53″–36″ (*s*) 160lb *80lb* 180NHP	20 ″ 2	
5243	*ss*Osc.2nd No.3–5,27		*1668*	4.38		7·37		10mo			*Cell D Ba86*	*u.k.* & *B31 f* 108′491*t*		A&CP	2SB, *4pf*, GS61, HS2865	s 2 ″ 7½	
SLMA	*ss*Got.No.2–36		*1084*	MS12.35 BS3.38											N.E. MarineEng.Co.Ld.Sld	17 ″ 9	
	1 *Dk*(*Stl*) & *deep framing*																
	Cargo battens not fitted																
74290	**Fair Head** (*ex*Zealand–35)		1719	✠100A1 Bel	*r*	CL		1906	Barclay, Curle & Co. Ld. Glasgow	UlsterS.S.Co.Ld. (G. Heyn & Sons, Ld. *Mgrs.*)	260·0 | 36·0 | 14·7 B73′F33′ 22·2 FK&BK1½″			Belfast British	T.3Cy.20½″,34″&55″–42″ (*r*) 180lb 247NHP	24 ″ 6	
124004	*ss*Liv.No.3–2,28		1536	*Spar dk*		N12,36		10mo							2SB, *6cf*, GS113, HS4288	s 3 ″ 7½	
GPQN	*ss*Bel.No.2–36		888	3,39				*Lloyd's* A&CP			*Cell D Ba58′u E*	21′*f* 116′258*t FPT*		*4t APT25t*	Barclay, Curle & Co. Ld. Gls.	21 ″ 1½	
	1 *Dk*(*Stl*) & *Spar dk*(*Stl*) & *deep framing*			3,39													
74291	**Fairfax** Ⓟ		5649					1926	NwprtNws S.B.&D.D. Co NewprtNews	Merchant & Miners Transptn. Co.	350·0 | 52·0 | 36·0			Baltimore Utd. States *WB*	T.4Cy.25″,42½″&(2)54″–48″ 404NHP NewportNewsSB.&DD.Co		R
225957	*Ref. Mchy.* *Fitted for oil fuel*																
KGCE	*Longitudinal framing* 4 *Dks*		3456														
	D.F. GyC. Sub.Sig.																
74292	**Fairfield** (*ex*Catherine Weems,		2848	✠100A1 NOs	*u*	CL		1918	Bethlehem S.B.Corp.Ld. Wlmngtn Del	QuinnipiacShipping Corp. (Seas Shipping Co. Inc. *Mgrs.*)	309·2 | 48·2 | 21·5 P25′B96′F38′ FK			New York Utd. States	T.3Cy.21½″,35″&58″–42″ (*r*) 190lb 329NHP	24 ″ 0	
216488	*ex*Garibaldi) *ss*Phl.No.3–5,26		2514	3,38 BS3.38		5,38		6mo			*Cell D*	*B*263′701*t FPT*78*t*		A&CP	2SB, *6cf*, GS121, HS4970 FD	20 ″ 5	
WHDM	*ss*N.Ns.No.2–34		1641	LMC4.34											Bethlehem S.B.Corp.Ld.		
Now	"Hallfried," *see No. 88407 in Supplement*	1 *Dk*(*Stl*)		*Fitted for oil fuel* 5,29 *F.P. above* 150° F.													
74293	**Fairfield City**		5686					1921	Chickasaw S.B.&Car Co Chickasaw	IsthmianS.S.Co.	424·2 | 56·2 | 26·5 P58′B&F350′			New York Utd. States *WB*	2 Steam Turbines DR geared to 1Sc. Shaft W&A Fletcher Hoboken NJ		R
221143	*Fitted for oil fuel*		5082														
KDPY	GyC. 2 *Dks* 3 *tr B*		3450														
74294	**Fairlake**		1940					1929	Barclay, Curle & Co. Ld. Glasgow	SarniaSteamships Ld. (R. Scott Misener, *Mgr.*)	252·7 | 43·3 | 17·8			Montreal British *WB*	T.3Cy.15″,25″&40″–33″ 81RHP Barclay, Curle & Co. Ld. Gls.		C
161520			1634														
		1 *Dk*	1160														
74295	**Fairmount** (*ex*Metcalfe)		1851					1923	Ayrshire Dkyd Co. Ld. Irvine	CanadaSteamship Lines, Ld.	252·0 | 43·1 | 17·3 F37′			Montreal British *WB*	T.3Cy.16″,26½″&44″–33″ 111NHP Bow, McLachln & Co Ld. Psy		C
68808			1652														
CYLD	*Mchy. Aft*	1 *Dk*	1302														
74296	**Fairriver**		1940					1929	Barclay, Curle & Co. Ld. Glasgow	SarniaSteamships Ld. (R. Scott Misener, *Mgr.*)	252·7 | 43·3 | 17·8 Q100′F35′			Montreal British *WB*	T.3Cy.15″,25″&40″–33″ 81RHP Barclay, Curle & Co. Ld. Gls.		C
161524			1634														
		1 *Dk*	1160														
74297	**Fairview** (*ex*Stony Creek, **Wood**		345					1903	R. Palmer & Son S.B. Co. Noank, Conn.	StonyCreek ImprovementCo.	120·4 | 28·0 | 9·8			Baltimore Md. Utd. States	C.2Cy.15″&30″–24″ 37NHP J.W. Sullivan, New York		
96684	*ex*Huntingdon)		—														
KJKD		1 *Dk* & *Saloon dk*	316														
74298	**Fairwater**		4108	✠100A1 Sws	*x*	CL		1928	R. Thompson & Sons, Ld. Sunderland	FairwaterShipping Co. Ltd.	380·2 | 53·1 | 24·1 391·9 (O.L.) P34′B230′F36′ FK			Cardiff British	T.3Cy.25″,41″&68″–48″ 180lb 376NHP	26 ″ 6	
148300	*ss*Bkn.No.2–36		3929	~~2,38~~ 3,39	Cff	~~4,36~~ 9,38		8mo			*Cell D Ba*	*&u E*149 *f* 163′1065*t*		*6 BHCem*	3SB, *9cf*, GS165, HS6174	s 3 ″ 7½	
GLYW	1 *Dk*(*Stl*)		2604	BS9,38 MS10.36				*Lloyd's* A&CP						*4 APT135t*	N.E. MarineEng.Co.Ld.Sld	23 ″ 0½	
74299	**Falavee** K		338	✠100A1 Bel	*e*	CL		1918	A. Jeffrey & Co. Ld. Alloa	Howdens, Ld.	136·9 | 23·2 | 9·8 *24·3*			Belfast British	C.2Cy.16½″&86″–27″ (*s*) 135lb 75RHP	10 ″ 9	
142476	*ss*Bel.No.3–5,30		245	2,38		2,38		4mo							1SB, *3pf*, GS47, HS1370	s ″ 6½	
MJBV	*ss*Bel.No.2–38 ~~*ss*Bel.No.1–04~~		120	MC							Q49′B10′F27′ FK			*3 BHCem*	A. Jeffrey & Co. Ld. Alloa	10 ″ 4	
	Well deck	1 *Dk*(*Stl*)		2,38				*Lloyd's* A&CP			*FPT50t*			*4 APT10t*			
	Mchy. Aft	*Cargo battens not fitted*															
74300	**Falcon** (*ex*Rock Island)		2966			...		1919	The Pusey & Jones Co. Wlmgtn. Del.	GraceLine, Inc.	300·0 | 44·1 | 22·9 P37′B76′F29′ FK			Wilmington (Del.) Utd. States	T.3Cy.19¾″,31½″&54½″–36″ 332NH Pusey & Jones Co. Wlmgtn	25 ″ 0	R †
218427		*Fitted for oil fuel*	2459								*WB*						
KIND	*Ref. Mchy.*	2 *Dks*	1760														
74301	—		1025	✠100A1 Lon	*n*	CL		1927	Ailsa S.B. Co. Ld. Troon	GeneralStm.Nav. Co. Ld.	213·9 | 35·7 | 11·6 19·6 B40′ FK			London British	T3Cy.17½″,28½″&47″–30″ (*s*) 200lb 196NHP	13 ″ 9	
149946	*ss*Lon.No.2–36		641	*with freeboard* 6,37		5,37		11mo						*5 BHCem*	2SB, *6cf*, GS121, HS3780	s ″ 2	
MNXL	*Ref. Mchy*	1 *Dk* & *Shelter Dk*	433					*Lloyd's* A&CP			*Cell D B176′220t*	*FPT22t APT15t*		(3 to Sh dk 2 „ 2nd „)	Ailsa S.B. Co. Ld Troon	13 ″ 8½	
		Cruiser Stern															
74302	**Falk**		1459					1911	Stettiner Oderwerke Stettin	Rud. Christ. Gribel	230·9 | 36·4 | 15·0 Q75′B101′F25′			Stettin German *WB*	T3Cy16 9/16″27⅞″&43 3/16″–31 1/16″ 104NHP Stettiner Oderwerke		G
		1 *Dk*	1027														
DAMU			853														
74303	**Falke** (*ex*Düsseldorf, *ex*Poldorf,		997	✠ Gst	*o*			1909	Bremer Vulkan Vegesack	ArgoReederei Richard Adler & Co.	239·3 | 33·4 | 12·7 P27′B&F186′ FK			Bremen German	T.3Cy.15⅝″,25 15/16″&43 5/16″–29½″ 160NHP	14 ″ 9	G †
	*ex*Düsseldorf, *ss*Wsm.No.1–14		832	1,17				8mo						*4 RHCem*	2SB, *4cf*, GS84, HS3014		
DOBY	Forsadori Sub.Sig.	1 *Dk*(*Stl*)	480								*Cell D Ba69′u*	*E*15′*f* 102′284*t FPT*		*32t APT42t*	Bremer Vulkan, Vegesack		
	Wireless D.F.																
74304	**Falkefjell**	**Twin Sc**	7927	✠100A1 H Kg	*ct*	CL		1931	Kockums M.V. Aktieb Malmö	Akties. Falkefjell (Olsen & Ugelstad)	462·0 | 59·7 | 34·3 P105′B39′F41′ FK			Oslo Norwegian	Oil Engines 4S.C.SA 16Cy.22 7/16″–39⅜″ 778NHP	34 ″ 7	
	Oil Eng.		7338	~~5,38~~ ~~11,35~~		~~1,35~~ 3,38		4mo						*16 B Hpt Cem*	2 DB *J 11b*	s 8 ″ 9½	
LDSN	D.F. *Mchy. Aft*	*ss*Rot.No.1–35	4603					*Lloyd's* A&CP		*Cell D Bu E65′242t*				(10 to U dk 6 „ 2nd „)	Kockums M.V. Akt. Malmö	26 ″ 0	
	Cruiser Stern	2 *Dks*(*Stl*) & *Web frames*									*DT f36* 540*t*	*FPT* 148*t APT* 241*t*					
	Longitudinal framing–bracketless system			*Carrying Petroleum in bulk*													
74305	**Falken** (*ex*Orion–34, *ex*Falken)		*1308*	✠100A1 Lkr	*o*	OG		1893	Craig, Taylor & Co. Stockton	RederiA/B Falken (N.M. Thore, *Mgr.*)	237·0 | 34·5 | 15·3 243·4 (O.L.) Q89′B58′H65*t* F29′ FK			Jonstorp Swedish	T.3Cy.18½″,30″&49″–33″ (*s*) 160lb 136NHP	17 ″ 9	
577	*ss*Hbg.4th No.3–4,39 ~~*ss*Ges.3rd No.3–4,28~~		*1026*	4,39 ~~6,07~~		Hbg 6,37		5mo						A&CP	2SB, *4pf*, GS68, HS2000	s 1 ″ 7	
SFWT	~~*ss*Hbg.No.3–8,34~~		706								*Cell D*	*B*190′273*t FPT*109*t*		*4 BHCem*	N.E. Marine E.Co.Ld.Sld.	16 ″ 4	
	Well deck	1 *Dk*(*Irn*) & *Web frames*				4,39								*4 PT100t*			
		Cargo battens not fitted															
74306	— Ⓟ		369					1911	Helsingörs Jernsk & Msk. Elsinore	DetForenede DampskibsSelsk.	160·9 | 26·1 | 9·6 P96′F24′			Rudköbing Danish *WB*	T.3Cy.13½″,22″&36″–24″ 63NHP Helsingörs Jernsk. & Mskb.		V
			252														
OXME	Wireless	1 *Dk*	159														
74307	—	**Sp**	*368*					1910	Lindholmens M.V. Gothenburg	Ångbåts A/B Hallands (Harry Trapp, *Mgr.*)	145·3 | 24·7 | 11·2 P44 F21′H8*t*			Gothenbrg Swedish *WB*	T.3Cy.12″,20″&33″–21″ 50NHP Lindholmens M.V. Got.		V
5115			*286*														
SEAW	*Mchy. Aft*	1 *Dk*	*175*														
74308	**Falkenfels**		6318					1921	Act. Ges. "Weser" Bremen	DeutscheDmpfsfahrts. Ges. Hansa	431·6 | 56·4 | 30·4 P64′B135′F52′			Bremen German	T.3Cy.29⅜″.47 5/16″&76 7/16″–54″&L.P.turbine 607NHP A.G. "Weser," Bremen		G
			5812														
DOFM	Sub.Sig.	2 *Dks*	3852														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig. &c. *Late Name if any* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when last shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Register ✠ which classed. If not in L.R. Date of Ref. Trade Port.
74309	**Falkvik** (*ex* Nordstjernan)		*1216*					1899	Howaldts-werke Kiel	RederiAktieb. Falkvik (Th. Carlsson)	236·8	35·2	15·9	Sölvesborg Swedish	T.3Cy.17″,27½″&48½″–24¾″ 95NHP		V
3455			*1031*								Q17′B64′H86*t*F23′			*WB*	Howaldtswerke, Kiel		
SEBG		1 *Dk*	*631*														
74310	**Falmouth** (*ex* Lake Floravista)		2606			...		1920	McDougall	EasternS.S.Lines, Inc.	251·0	43·7	25·8	Portsmth, N.H.	T.3Cy.21″,35″&59″–42″ 352NHP	28 ″ 2	R
219664		*Fitted for oil fuel*	2261						DuluthCo. Duluth, Minn		P25′B64′F20′ FK			*WB*	Utd. States		†
KJKE	Sub Sig.	1 *Dk 2tr b*	1612												McDougall Duluth Co.		
74311	**Falsterbo**		*4085*	✠100A1	Ver	*w*	CL	1925	Eriksbergs Mek. Verk. Gothenburg	Ångb. Aktieb. Ferm (T.E.Jnson Broström, *Mgr.*)	349·5	50·6	25·3	Krstnhmn Swedish	Oil Engines 4S.C.SA 6Cy.24⅛″–51⅛″ 355NHP DB80*lb*	28 ″ 0	
7226		*Oil Eng.*	*3651*	2,39 6,38	Got 2,39	9,36	2,39	9mo	M.V.Aktieb.		355·0 (O.L.)			*5 B Hpt Cem*		4 ″ 10	
SEOA		*ss* Got.No.2–2,39 ~~ex Got.No.2–34~~	2353	~~LMC CS16~~	— 2,39	2,39		*Lloyd's*	*SA&CP*	*Inter*	P31′B120′F35′ FK			*mediate B Hin after hold dispensed with*		23 ″ 3½	
		1 *Dk (Stl)*		10,38							*Cell DB297′972t FPT*			*Cell 55t APT 110t*	Eriksberg M.V.Aktieb.Got		
74312	**Famiglia** (*ex* Wylam, *ex* Zorroza, *ex* Wylam)		813	✠ 2,20	Nap	*l*		1888	Sunderlnd S.B.Co.Ld. Sunderland	Alfio Napoli	217·4	30·1	13·5	Genoa Italian	T.3Cy.16¾″,26″&43″–30″ NDB11 99NHP	15 ″ 9	I
1546		*ss* Nap.2nd No.3–10,13	651					6mo			209·8				1SB,*3cf*,GS51,HS1498		†
IMWJ		*Beams & Cell D B Irn 1 Dk (Irn)*	496								Q103′B15′F22′ BK8″				N.E.MarineEng.Co.Ld.Sld.		
														WB = Cell			
74313	**Famiglia Merica**	Wood Aux	443					1920	M.Tappani Chiavari	ErnestoLena	151·7	30·2	15·4	Genoa Italian	Oil Engines 2S.C.SA 4Cy.10¼″–17¾″ 73NHP		I
918	(*ex Sailing Vessel*)	3 Mst Sr	415								P29′F13′				*Emade & fitted*–36		
IMXF	Maddalena Beraldo–35)	*Oil Eng.*	318												Soc.An Fiat S.G.M. Turin		
		1 *Dk 2tr B*															
	(*See Sailing Ship Register*)																
74314	**Fanad Head**		5200					1917	Workman, Clark&Co.Ld Belfast	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld. *Mgrs.*)	390·4	51·8	29·8	Belfast British	T.3Cy.26½″,44″&74″–48″ 379NHP	32 ″ 6	C
136364			4845								P41′B114′F12′			*WB*	Wrkman, Clark&Co.Ld.Bel		
GNWD	D.F.	2 *Dks*	3285														
74315	**Fanal** (*ex* Rhenus–24)		540						.....	Ivers-Linie, Kommanditt Ges. (Paulsen&Ivers, *Mgrs.*)	187·7	23·1	13·4	Kiel German	O.2Cy.13″&30″–12″ 26NHP		G
			516								H–			*WB*	P.vanSmit,Jr.Rotterdam		
DCCU		1 *Dk*	299														
74316	**Fanaraaken** (P)		590					1937	A/S Bergns Mek. Værks Bergen	Fylkesbaatane i Sogn&Fjordane	157·1	26·5	13·2	Bergen Norwegian	C.4Cy.(2)11⅝″&(2)27 9/16″–25 5/16″ 62NHP		
		2 *Dks & Shelter dk*	284										20·2	*WB*	Fredrikstad M.V.A/S Fredrikstad		
LJOL		*Cruiser Stern*	346														
74317	**Fanefjeld**		1354					1920	C.Vander Giessen& Zonen Krimpen a/d Ysel	D/S A/S Storfjeld (H.Grieg Martens, *Mgr.*)	239·7	36·2	16·2	Bergen Norwegian	T.3Cy.17½″,29″&46″–36″ 126NHP		N
			1179								P51′H74′F16′			*WB*	Pannevis&Zoon, Utrecht		
LDVC		1 *Dk*	766														
74318	**Faneromeni** (*ex* Thetis, *ex* Rooke, *ex* Slawentzitz)		3404	✠100A1	Ams	*v*	CL	1908	Chant.Nav Anversois Hoboken	L.Vlachakis	345·9	48·1	23·0	Andros Greek	T.3Cy.24″,40″&66″–45″ (*s*) 180*lb* 320NHP	25 ″ 7	
SVPU		*ss* Pir.2nd No.3–10,33	3192	1,37 10,38	Pir	N7,36		1mo			P31′B180′F51′ FK			*6 B H Cem*	3SB,*9cf*,GS129,HS4986	3 ″ 2½	
		1 *Dk (Stl) 2tr B & deep framing*	2127	~~1,37 10,38~~	~~Mc~~ 10,38			*Lloyd's*	*SA&CP*					*Cell D Ba 108′ u E & B 42*	N.E.MarineEng Co.Ld.Sld.	22 ″ 6½	
		ss Pir.No.1–38 *& Web frames 3 Dk rule*		~~MS3.37~~	~~MS~~										*f152 788t F PT 108t A PT 181t*		
		Cargo battens not fitted															
74319	**Fanny Brunner**		2366	✠100A1	Tri	*s*	CL	1925	Cant.Nav. Triestino Monfalcone	D.Tripcovich&Ci. Soc.Anon.di Nav. Rimorchi e Salvataggi	303·5	41·7	20·6	Trieste Italian	T.3Cy.20¾″,34⅜″&55½″–36″ 200*lb* HS4137 FD (*s*) 279NHP	22 ″ 9	
241		*ss* Tri.No.3–7,37	1944	10,38 ~~1,38~~	Pla	5,37		10mo			P27′B97′F31′ FK			*5 B H Cem*	1SB&1Aux.SB,*3cf*,GS97	s 3 ″ 0	
1BOL		2 *Dks (Stl)*	1409	8,38	~~LM~~			*Lloyd's*	*SA&CP*		*Cell D B251′452t*			*A PT 10t*	Stabilimento Tecnico, Tri.	19 ″ 10⅜	
				~~BS7.37~~	~~MS11.37~~												
74320	**Fanö**		1889					1922	De Haan& Oerlemans Heusden	Dampskslsk. Baltic A/S (Chr. Jensen, *Mgr.*)	268·1	42·2	17·9	Copnhagn Danish	T.3Cy.20″,32″&51½″–35½″ 159NHP		V
			1691								P24′B69′F25′				N.V.Burgerhouts M&S, Rot		
OYFA		1 *Dk*	1093														
74321	**Fantiman**	Twin Sc	647					1924	Lytham SB &Eng.Co.Ld. Lytham	United Africa Co. Ld.	180·0	32·1	10·7	London British	T.6Cy.11″,17½″&29″–22″ 84RHP	11 ″ 3	
147598			492								P38′B62′F26′			*WB*	LythamS.B.&Eng.Co.Ld.		
		1 *Dk*	402														
74322	**Fantoft**		964					1921	Pusnæs Stob.&M.V. Arendal	A/S Fantoft (R.F. Olsen)	210·6	33·2	13·7	Bergen Norwegian	T.3Cy.15″,25″&40″–30″ 88NHP		N
			680								P37*t* Q76*t* B73*t* H49*t*			*WB*	PusnæsStob&MV.Arendal		
LDVF		1 *Dk*	555														
74323	**Far** (*ex* Ravnefjell–37)		2475					1921	Forth S.B. Co.Ld. Newcastle	A/S Skibsfart (Jac.Salvesen, *Mgr.*)	295·5	43·7	22·5	Farsund Norwegian	T.3Cy.20½″,33″&54″–39″ 182NHP		N
			2191								P86*t* H255*t*			*WB*	G.T.Gray&Co.Ld.S.Shl.		
LCVU	D.F.	1 *Dk*	1420														
74324	**Faraday**	Twin Sc	5533	✠100A1	Lon	*y*	CL	1923	Palmers' Co.Ld. Newcastle	Siemens Bros.&Co. Ld.	394·3	48·3	34·6	London British	T.6Cy.21″,34″&57″–39″ (*s*) 180*lb* 530NHP	37 ″ 3	
147458	(*Cable Vessel*)	*ss* Lon.No.3–7,36	5201	*Shelter dk*		9,31		4mo			B179′ *on Shelter dk*			*pt Cem*	3SB,*9cf*,HS7527 FD	27 ″ 5	
GPBF		1 *Dk (Stl) & Shelter dk (Stl-ws)*	2639	*with freeboard*		7,38		*Lloyd's*	*SA&CP*						Palmers' Co.Ld. Newcastle		
		2nd *dk (Stl) except in Mchy. Space*		7,38 ~~8,37~~													
	D.F.	*Mchy. Aft* *Cruiser Stern*		MS1.35	BS7.31						*Cell D B315′1095t*			*n B H to S dk*			
	E.S.D.			*Fitted for oil fuel*		4,23	*F.P. a*				*D Ta 283t* (*Collision*			6 ,, ,, *U* ,,)			
											FPT 186t A PT 106t			*MT 226t D Tf 188t*			
				above 1 50° F.													
74325	**Farfield**	3 Mst	468	✠100A1	Liv	*y*	CL	1921	Cook, Welton&Gemmell Ld. Beverley	Coppack Bros.&Co.	152·0	25·2	10·8	Chester British	T.3Cy.13″,23″&37″–24″ (*s*) 180*lb* 85RHP	12 ″ 0	
145696		*ss* Bkn.No.3–4,34	321	3,38		6,37		7mo						*6 B H Cem*	1SB,*3pf*,GS46,HS1470	s 3 ″ 8½	
MKSX	*Mchy. Aft* *Well deck*	1 *Dk (Stl)*	192	~~LMC~~				*Lloyd's*	*SA&CP*		P58′B30′F25′ FK			*FPT 15t*	C.D.Holmes&Co.Ld.Hull	11 ″ 11	
				MS1.34	~~BS6.37~~									*A PT 21t*			
74326	**Farmsum**		~~5251~~	✠100A1	Rot	*a* †	CL	1929	A.Vuijk& Zonen Capelle a/d Ysel	Stoomv.Maats. "Oostzee" (Vinke&Co. *Mgrs*)	~~4,38~~			Amsterdam Dutch	T.3Cy.24″,34″,49″&71″–48″ 220*lb* (*s*) 549NHP	29 ″ 0	
		ss Rot.No.2–37	~~4,38~~	*with freeboard*				4mo			421 (per Reg.) 2,26 0			*Cem*	3SB(Spt),*9cf*,GS155, HS8004 FD	s 3 ″ 6½	
PEBB		1 *Dk (Stl) & Shelter dk (Stl)*	~~3,38~~	3,38 ~~4,38~~	~~LMC~~						F32′ FK			*BH to Sh dk*		25 ″ 7½	
	D.F.	*Cruiser Stern*	5237	MS2.37	~~BS~~	5,39		*Lloyd's*	*SA&CP*		*1 Intermediate B H dispensed with (Coll*			,, ,,2nd ,,)	N.E MarineEngCo Ld. Nwc		
			4916		1,2						*5 B H & one oil fuel tank*			*25t I PT 188t*			
			3185	*Fitted for oil fuel*		4,32	*F.P. a*				*Cell D B372′1278t D Tf 17 700t F PT*						
				above 1 50° F.													
74327	**Farndale**		4236	✠100A1	Cal	*x*	CL	1928	Sir J Priestman&Co. Sunderland	Morrison S.S.Co. Ld. (J.Morrison& Son, *Mgrs.*)	365·0	51·5	25·1	Newcastle British	T.3Cy.25″,41″&69″–48″ (*s*) 180*lb* 380NHP	27 ″ 6	
149482		*ss* Gdy.No.2–37	3946	*with freeboard*		2,37		11mo			377·5 (O.L.)			*6 B H Cem*	3SB,*9cf*,GS156,HS6147	s 2 ″ 10	
GSRD		1 *Dk (Stl) & Shelter dk (Stl)*	2581	6,38 ~~10,37~~				*Lloyd's*	*SA&CP*		F35′ FK			*(Coll to Sh dk*	N.E.MarineEng.Co.Ld.Sld.	24 ″ 10½	
	D.F.			BS3.38	~~LMC3~~	37								5 ,, 2nd ,,)			
											Cell D B315′994t			*F PT 12 5t A PT 247t*			
Bombay Castle 6.38	**Farnham** (*ex* Putney–36, *ex* Nyotsfield–33, *ex* Dartwen)		4793	✠~~100A1~~	Cff	*x*	CL	1913	Richardsn, Duck&Co.Ld. Stockton	Alpha S.S.Co.Ld.	380·2	50·9	28·0	London British	T.3Cy.26″,42″&70″–48″ (*s*) 180*lb* *100lb* 385NHP	30 ″ 4	
132880		*ss* Hul.No.3–5,31	4556	5,38 ~~4,38~~	Npt	1,38		3mo			392·4 (O.L.)			*6 B H Cem*	3SB,*9cf*,GS173,HS6169	~~24 ″ 10½~~	
GCKS		*ss* Ant.No.1–36	3022	~~MS3.38~~	~~LMC~~			*Lloyd's*	*SA&CP*	*Cell D Ba 127′ u E & B*	P34 B111′F31′ FK			*62t A PT 129t*	Blair&Co.Ld.Stockton		
		1 *Dk (Irn)*									*45′f168′1116t F PT*						

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terre-assèchement, appareil Lazzo d'Equipement.	8 Date de la dernière visite de l'arbre porte-hélice.	9 Construit. Quand. / Navire. / Mach.	10 Par qui. — Où.	11 Armateurs.	12 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	13 Port d'Armement. Pavillon.	14 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	15 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds.*	16 Registres où cette entrée a été publiée. K. = Lloyd's Register.
74329	**Faro** (*ex*Randi-37)		844 / 722 / 493					1918	Schiffsbau Ges Unterweser, Wesermünde-L.	E.B.AabysRederi A/S(E.B.Aaby, *Mgr.*)	212·9	31·4	13·2	Oslo Norwegian	T.3Cy.14⅜",21⅞"&35⅜"-24⅛" 85NH Christiansen & Meyer, Harburg		G
LJRO		1 *Dk*															
74330	**Fårösund** (*ex*Norrköping-38)		537 / — / 322	✠100A1 Skm *g*		CL 1,38		1930	Hlsingbrgs SliteCement-och Varfs&Svets-ningsAktieb. Helsingborg	SliteCement-och KalkA/B	142·6	26·9	12·0	Slite Swedish	T.3Cy12 9/16",20 3/32"&32¼"-24" 200lb (*s*) 84NHP 1SB,*2cf*,GS52,HS1620 FD Helsingborgs Varfs& SvetsningsA/B	19 ″ 8 s 7 ″ 5 13 ″ 0½	
7593	*ss*Skm.No.2-38 ~~*ssSkm.No.1-34*~~			~~*mid/freeboard*~~													
SFTR		1 *Dk(Stl)*	~~933~~ 291	2,38 ~~5,37~~ ~~BS2,38~~ ✠LMC ~~6,38~~ 6,38				*Lloyd's SA&CP*		*CellDRuE*	Q44 ~~B44 F44~~ B&F94' BK6½" 18′ *f* 28′60*t FPT* 11*t*			*APT* 11*t*			
74331	**Farrandoc**		1925 / 1627 / 1143					1929	Swan, Hunter & Wigham Richardson, Ld Newcastle	PatersonSteamships,Ld.	252·9	43·4	17·8	Ft William British	T.3Cy.15",25"&40"-33" 92NHP Swan, Hunter & Wigham Richardson, Ld. Nwc.		C
161526											Q100′F35′						
	Mchy. Aft	1 *Dk*									*WB*						
74332	**Farrapo**	TwinSc	2926 / 2629	✠100A1 Rot *u*		OG		1937	NVSchpsb. enMachfab. "DeKlop" Sliedrecht	Govt.oftheState of RioGrandedoSul	322·5	47·4	21·3	PrtoAlegre Brazilian	Oil Engines 2S.C.SA 14Cy.13¾"-23⅛" 463NHP	24 ″ 0 s 3 ″ 8 20 ″ 5½	
	Oil Eng.	2 *Dks*	1694	12,37 ✠LMC12,38 ✠Lloyd ~~RMC13,37~~ 2,39				12mo			336·3(O.L.) P33 B90 F30′ FK			6 *BHCem*			
	Ref. Mchy.	*Cruiser Stern*						*Lloyd's SA&CP*		*CellDB* 238′ 647*t FPT*				66*t APT* 88*t*	Gbr. Stork & Co N V Hengelo		
74333	**Fasan**		1275 / 848 / 622					1936	Howaldtswerke A.G. Kiel	Argo-Reederei Richard Adler &Co.	245·2	38·5	12·4	Bremen German	C.2Cy.17 11/16"&35 7/16"-35 7/16"& LPturbine with DRgearing & hydraulic coupling Deutsche Schiff.u Mschb. A.G. Weser, Bmn		G
DORO	*Ref. Mchy.* Wireless D.F.	2 *Dks*									P44′B&F195′ *Upr.* B71′ *Upr.* F30′			*WB*	116NHP		
74334	**Fastnet** Ⓟ		1415 / 1045					1928	CaledonS. B.&E.Co.Ltd. Dundee	ClydeShippingCo. Ld.	249·8	37·2	17·2	Glasgow British	T.3Cy.20",33"&53"-39" 175NHP		C BT till 10,38
160191																	
GNRD	*Ref. Mchy.* Wireless	2 *Dks*	582											*WA*	Caledon SB.&E.Co.Ltd. Dun		
74335	**Fatima**	WoodAux3MstSr	331					1923	J.P.de Sousa Portimão	JoséBrazAlves	135·7	32·5	11·6	Faro Portuguese	Oil Engines 2Cy.15⅝"-16⅛" *Emade&fitted* 35 A/S Volund, Copenhagen		
	(*ex*Algarve 5°-35, *ex*Sailing Vessel)	*Oil Eng.* 1 *Dk*	316 252														
CSCH	(*See Sailing Ship Register*)																
74336	**Fatshan** Ⓟ	TwinSc	2639 / 863					1933	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNavigation Co.Ld.	241·0	45·7	10·9	London British	T.4Cy.16",25"&(2)29"-18" 71NHP		
154085		2 *Dks*	1575											*WB*	Taikoo D.&E.Co. of H.Kg.Ld. H.Kg.		
MBKW		*Cruiser Stern*															
74337	**Fauna**		1254 / 1081 / 728					1912	N.V.Werf Rijkee&Co Rotterdam	Koninkl.Nederl. Stoomb.Maats.NV	251·5	36·2	16·0	Amstrdam Dutch	T.3Cy.19½",31"&50"-36" 150NHP		V
PEBE	Wireless	1 *Dk&Shelter dk*												*WB*	Maats.Fyenoord,Rot.		
74338	—	Iron	575 / 450			...		1880	R.Craggs& Sons Middlesbro'	E.Milano&Co.	187·5 / 180·6	25·6 / 25·5	13·7 / 13·9	Trieste Italian	C.2Cy.23½"&44"-30" NB18 93NHP	14 ″ 10	I †
391	(*ex*FratelliTesta-32,*ex*Palmaria,																
IMXN	*ex*Dubrovnik,*ex*King'sLynn)	1 *Dk2trB*	334								Q88′B11′F23′ BK7½			*WB*	Blair&Co.Ld.Stockton		
74339	**Fausang**	*ss*H.Kg.No.1-38	2256	✠100A1 Shi *s*		CL		1921	Dunlop, Bremner& Co.Ld. Pt.Glasgow	IndoChinaStm. Nav.Co.Ld.	285·0	42·6	20·0	HongKong British	T.3Cy.21",34"&57"-42" (*s*) 180lb *100lb* 298NHP 2SB,*6cf*,GS105,HS4435 FD Dunlop, Bremner&Co.Ld.	22 ″ 3 s 2 ″ 10½ 19 ″ 11	
148179	*ss*Shi.No.3-4,34		1861	6,38 ~~4,37~~ HKg		~~11,37~~ 5,38					299·0 (O.L.) P33 B104′F38′ FK			4 *BHCem*			
VPDR	E.S.D.	2 *Dks(StlU*-teaks)	1232	~~Built 37~~ ✠LMC ~~6,38~~ 6,38				*Lloyd's SA&CP*		*CellDB* 237′ 489*t*	*DTa* 20′ 278*t FPT*			33*t AP* 46*t*			
74340	Fauvette	TwinSc	614 / 410	✠100A1 Lon *k*		CL 12,36		1935	Furness S.B.Co.Ld. Haverton Hill-on-Tees	GeneralStm.Nav. Co.Ld.	183·2	33·7	10·7 / 34·7	London British	Oil Engines 2S.C.SA 10Cy.13⅜"-22 7/16" 312NHP	11 ″ 9 s 8 ″ 2 11 ″ 8	
163558		*Oil Eng.*		*withfreeboard* Lth				1mo					FK	3 *BHpt Cem*			
MBBT	*Mchy. Aft*	1 *Dk&Shelter dk*	218	6,38 ~~12,36~~ ✠LMC 1,38						*DB in ER* 11*t*				*Coll to Sh dk*			
	Wireless	*Cruiser Stern*		✠LMC 8(M)8,38				*Lloyd's SA&CP*		*DT* 10′45*t*	*FPT* 31*t APT* 46*t*			2 „ 2*nd* „)	British Auxiliaries, Ld. Gls		
74341	**Favorit** (*ex*Ionier,*ex*FishersIsland)		2826 / 2475	✠100A1 Stv *t*		CL 11,37		1920	ThePusey &JonesCo. Wlmgtn,Del.	SmedvigsRederi A/S(P.Smedvig, *Mgr.*)	300·6	44·2	22·9	Stavanger Norwegian	T.3Cy.19¾",31½"&54½"-36" 200lb (*r*) 305NHP 2SB,*6cf*,GS118,HS4842 FD Pusey&JonesCo.Wlmngtn	25 ″ 0 s 3 ″ 11 21 ″ 3	
LDNW	*ss*Cbo.No.3-2,33			4,39 ~~5,38~~				5mo			P37′B76′F29′ FK						
	*ss*Cbo.No.1-36	2 *Dks(Stl)*	1652	✠LMC MS1,36 BS~~7,37~~4,39				*CP*		*CellDB* 244′ 644*t*	*DTa* 12′43*t FPT* 64*t*			*APT* 99*t*			
74342	**Favorita** (*ex*Kossuth-33)		3576 / 3326 / 2228			...		1906	R.Craggs & Sons,Ld. Middlesbro'	I.N.S.A.(Industrie NavaliSoc.Anon.)	342·8	49·8	23·0	Genoa Italian	T.3Cy.23½",39"&66"-45" 322NHP	25 ″ 10	I †
1864	D.F.										P31 B100′F33′ FK			*WB*	N.E.MarineEngCo.Ld Nwc		
IBTR	1 *Dk2trB Web frames&deep framing*																
74343	**Favorita Clara Primera**	TwinSc	460 / — / 262			...		1907	G.Seebeck Akt.Ges. Bremerhaven	Viuda deSantiago Ferrando eHijos	154·0	29·7	11·5	Bns.Aires Argentine	C.4Cy.11"&20"-15¾" 26NHP	11 ″ 7	
	(*ex*Jupiter,*ex*TillieGodmann, *ex*Longston,*ex*FavoritaClara)	1 *Dk*									P15′B37′F21′ BK6½"			*WB*	G.Seebeck A.G. Bremerhvn		
74344	**Favorito Don Santiago**	TwinSc	498 / — / 284					1911	G.Seebeck Akt.Ges. Weser-münde-G.	Viuda deSantiago Ferrando eHijos	164·0	31·2	12·1	Bns.Aires Argentine	C.4Cy.14¾"&22½"-15¾" 34NHP G.Seebeck A.G. Wesermünde-G.		
		1 *Dk*												*WB*			
74345	**Favorito Santos Cosme y Damian** (*ex*Marga, *ex*Rochefort,*ex*Belgica,*ex*Alemania, *ex*Kurt)	TwinSc	490 / — / 279					1898	J.C.Tecklenborg A.G. Wesermünde-G.	Viuda deSantiago Ferrando eHijos	204·0	32·4	9·7	Bns.Aires Argentine	T.6Cy.10¼",16½"&26¾"-18" 61NHP J.C.Tecklenborg A.G Wsm.		
		1 *Dk*									B20′F24′			*WB*			
74346	**Faxfleet**		843 / 588 / 420	✠100A1 Goo *k*		~~6,36~~ 1,39		1916	J Fullerton &Co. Paisley	OuseS.S.Co.Ld (A.W.Atkinson, *Mgr.*)	195·1	31·1	11·6	Goole British	T.3Cy.16",26"&44"-33" (*s*) 180lb 96RHP 2SB,*4pf*,GS72,HS2246	14 ″ 3 s 4 ″ 9½ 13 ″ 7	
128889	*ss*Goo.No.3-10,28			2,39 ~~5,37~~				6mo			Q99′B11′F24′ FK			3 *RHCem*			
MGCJ	*ss*Goo.No.2-37			✠LMC MS6,37 BS~~7,38~~ 5,39				*Lloyd's SA&CP*		*Cell DBf* 116′ 195*t FPT*				57*t APT* 45*t*	Ross&Duncan,Glasgow		
	Well deck	1 *Dk(Stl)*															
	Mchy. Aft	*Cargo battens not fitted*															
74347	**Fayette Brown** (*ex*Charles L. Hutchinson)		6377 / — / 4860					1910	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	504·0	54·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 267NHP AmericanS.B Co.Clevelnd		R
20734														*WA*			
WEDF	*Mchy. Aft* D.F. GyC.	1 *Dk*															
74348	**Fealtie**		351 / 282 / 271					1928	N.V.Industrieele Maats. DeNoord Alblasserdam	MedwayOil& StorageCo.Ld.	152·7	24·2	8·9	Rochester British	Oil Engines 4S.C.SA 3Cy.11"-17½" 35NHP Motorenfbr."Deutz"A.G Köln-Deutz		
160703		*Oil Eng.* 1 *Dk*												*WB*			

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Year Assigned. Date when last Restored. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard (if ship's). Corresponding draught. ft. in.	15 Registers in which passing, if not in L.R. Inserted (✠) or Cancelled.
74349	**Fechenheim** (*ex*Hessen-35)	4Mst	8116					1922	Bremer "Vulkan"	Unterweser Reederei A.G.	468·7	58·3	32·7	Bremen	T.3Cy.32½",52¾"&86⅝"–55⅛"		G
	E.S.D.		7397						Vegesack		435	B221	F11'	German	560NHP		
DHLC	*Ref.Mchy.* D.F. Sub.Sig. 2*Dks*		4887								P16'B65'F24'			*WB*	BremerVulkan,Vegesack		
74350	**Feddy** (*ex*Newburn,*ex*Sirius,*ex*Peter Pan,*ex*Harlingen)		955					1905	Osbourne, Graham&Co. Sunderland	D/S A/S Als (Aage Vollmond.*Mgr.*)	210·0	33·3	14·2	Copnhagn Danish	T.3Cy.16",27"&44"–30" Richardsons, Westgarth&Co.Ld.Sld.	106NHP	C
			826								P16'B65'F24'			*WB*			
OYCW		1*Dk*	561														
74351	**Federal**	*ss*Osa.2ndNo.3–5,38	6868	✠100A1 Osa		*a*	CL	1918	Federal S.B.Co. Kearuy,N.J.	G.E.Marden (Wheelock&Co. Ld.*Mgrs.*)	395·5	55·0	31·4	Shanghai British	DRGearedSteamTurbine 2101b FD(*s*) 619NHP	34 " 11	
	~~Fitted for oil fuel~~		5895	*Shelter dk*			5,38	11mo			P45'B110'F38'*on*			*Cem*	SSB(Spt)9*cf*,GS175,HS8934	s7 " 10¾	
Now	"Federlock," *see No.* 8803		4809	*with freeboard*							*Shelter dk*	FK		7*L.Bto W dk*	General Electric Co.	27 " 2¾	
	~~Oil Engines~~			5,38 ✠LMC5,38							*Cell* 331'1512*t FPT*18			*APT*175*t*	Schenectady,N.Y.		
	Longitudinal framing																
74352	—		2881					1901	Chicago S.B.Co. Chicago	Petroleum NavigationCo.	298·0	42·2	23·2	New York Utd.States	T.3Cy.20",33"&54"–40" 184NH		V
13008	(*ex*Northwestern) *Fitted for oil fuel*		2482											*WB*	ChicagoS.B.Co.		
KDWY	*Carrying oil fuel in bulk*		2159														
	Mchy.Aft D.F.	1*Dk* & *Spar dk*															
74353	**Federico** (*ex*Ilos,*ex*Emmapark)		1466					1920	Bremer Vulkan Vegesack	G.Costa fu Andrea	247·3	33·9	19·4	Genoa Italian	T3Cy.16¾",26⅜"&44½"–29½" 106NHP		I
1730			1304											*WB*	BremerVulkan,Vegesack		
IMYF		2*Dks*	865														
74354	**Federico Schwager** (*ex*Jutland, *ex*MaindyBridge)	*ss*Vpo.No.3–5,33	*2463*	✠100A1 Vpo		*t*	CL	1920	Clyde S.B. &Eng.Co.Ld. Pt.Glasgow	Cia.Carbonifera y deFundicion Schwager	299·8	45·1	20·2	Valparaiso Chilian	T.3Cy.22",35"&59"–39" (*r.* 180lb *100lb* 266NHP	22 " 6	
	2217		3,37				1,36	9mo			P25'B85'F34'	FK		*Cem*	2SB,6*cf*,GS123,HS4502	s 3 " 4	
CBFS	*ss*Vpo.No.1–37		*1454*	BS5,38							*Cell DB*255'602*t FPT*			5*BH Cem*	ClydeS.B.&E.Co.Ld.P.Gls.	19 " 6	
		1*Dk*(*Stl*)		5,38						*Lloyd's SA&CP*				6lt*APT*89*t*			
74355	**Federiko Glavic**		5283	✠100A1 Hul		*a*†	CL	1925	Workman, Clark&Co.Ld. Belfast	Dubrovacka Plovidba A.D.	420·6	54·7	25·0	Dubrovnik Yugoslav	T.3Cy.25⅜",42½"&70"–51" 180lb (*s*) 484NHP	28 " 7	
	*ss*Spt.No.3–5,37		4899	*with freeboard*	Rot		9,37	2mo						3*BHpt Cem*	3SB,9*cf*,GS177,HS7104 FD	s 3 " 7⅜	
YTBF	1*Dk*(*Stl*) *Shelter dk*(*Stl*)		3292	~~7,38 9,37~~ 9,39	✠L.IC									*BH to Sh dk*	Wrkman,Clark&Co.Ld.Bel	25 " 1½	
	3rd *dk in No.1hold*			MS5.37	BS~~9,39~~ 10,38					*Lloyd's SA&CP*	*Cell DB*369'1484*t*			6 ,, ,, 2nd ,,			
74356	**Fedor Litke**	TwinSc	2216	✠	Shl	*t*		1909	Vickers,Ss. &Maxim,Ld Barrow	U.S.S.R.	250·0	47·9	24·0	Archangel Russian	T.6Cy.27½",43"&70"–39" 956NHP	26 " 6	
	(*ex*Canada,*ex*EarlGrey) (*Icebreaker*)		1668	7,21				8mo			B128'F36'	FK		4*BH Cem*	2D&2SB*18cf*,GS396,HS15024		
UNYZ	*ss*Nwc.No.3–11,18		375	✠						*Cell DBu Ea D*	*B97'f54'266t DTf*			*ankaft*27'	VickersSs.&MaximLd.Brw		
	2*Dks*(1*Dk Stl*-ws										*anks between tunn*	*els*37'108*t Tween dk*		7lt*FPT*17lt*APT*108*t*			
	& *Upt Stl*-ws)3*trB*										20'87*t*						
74357	**Fedora** (*ex*Vallescura-35,		5016					1910	W.Doxford &Sons.Ld. Sunderland	~~L.N.S.A.(Industrie Naval Soc. Anon.)~~ Giovanni Ga...ferro	387·4	51·7	27·6	Genoa Italian	T.3Cy.25½",43"&71"–45" 338NHP		I
1098	*ex*Cloutsham)		4301								378·4						
ICME	D.F.	1*Dk*	3072								P37'B123'F37'			*WB*	W.Doxford&Sons,Ld.Sld.		
74358	**Felce** (*ex*Hadiotis,*ex*Freienfels)		5639	✠ ...	Ams			1910	J.C.Teck-lenborgA.G Weser-münde-G	A.Lauro	435·4	55·1	28·6	Naples Italian	Q.4Cy.24½",34¾",50¾"& 74½"–53⅛"	31 " 3	I
336		*ss*Lon.No.3–6,23	5351	3,34				11mo			P60'B12'F51'	FK		*Cem*	517NHP		†
IBVL		*ss*Nap.No.2–31	3518	✠							*Intermediate B Hd*				3SB,9*cf*,GS161,HS6780		
	D.F.	2*Dks*(*Stl*-*Uteak* s)									*hold dispensed with*			6*B Honly*	J.C.TecklenborgA.G.Wsm		
										in fore	*f*183'1225*t* 'tween *d*			*tanks a*42	151*t f*40'496*t FPT*85*t*		
										*Cell DBa*141' " E24'							
74359	**Felipa**	TwinSc	2683	✠100A1 Cco		*t*	CL	1925	A.F.Smul-ders Schiedam	N.V.Curaçaosche Scheepv.Maats.	305·0	50·2	15·1	Willmstad Dutch	T.6Cy.12¾",20½"&33⅞"–24⅞"	15 " 0	
3484		*ss*Cco.No.3–1,38	1804	~~7,38~~ 1,38 1,39			~~S12,38~~	10mo						1801b (*s*)	236NHP	s 1 " 6½	
PJBD	*Mchy.Aft*	1*Dk*(*Stl*)	1472	BS~~1,38~~ 1,39	✠L.M.C.1		P12,37 S.N1,38			*Lloyd's SA&CP*	*Trunk dk*189'Q87'			*Cem*	2SB,4*cf*,HS1168 FD	13 " 7½	
		Longitudinal framing at bottom & at deck		*Carrying Petroleum in Fitted for oil fuel* 10,25			*bulk F.P. above*				F29'	FK		*APT*81*t*	A.F Smulders,Schiedam		
74360	**Felix**		2044					1907	W.Dobson &Co. Newcastle	A/S Inger(Jacob KjödeA/S, *Mgrs.*)	290·5	42·0	19·4	Bergen Norwegian	T.3Cy.22",36"&60"–39" 225NHP	21 " 10	N
			1855								P68'H37'F36*t*			*WB*	N.E.MarineEng.CoLdNwc		
LCAC	*Mchy.Aft*	1*Dk*	1054														
74361	**Felix Dzerjinsky** (P)		3767	...				1929	Severney S.B.Yard Leningrad	U.S.S.R.	332·5	48·1	25·6	Leningrad Russian	Oil Engines 2S.C.SA 3Cy.25⅜"–33⅞" 692NHP	27 " 9	
		Oil Eng.	2934								Q37'B100'F41'			*WB*	Russian Diesel Works,Len.		
UOAT	*Ref.Mchy.* Sub.Sig.	2*Dks*	2164									FK					
		Cruiser Stern															
74362	— (P)	IronPad	727					1880	Samuda London	U.S.S.R.	210·6	25·0	13·4	Odessa Russian	C.2Cy.35"&65⅞"–51"		
	(*ex*Dzerjinsky,*ex*NestorLetopisetz,		520								P61'B69'F20'				B*made*93*fitted*— 253NHP		
UOJK	*ex*GrafTotleben) *Elec.light*	1*Dk*	399												MaudslaySons&Field,Lon.		
	Wireless																
74363	**Felix-Henri**		2526					1933	Fredrkstad Mek Værks Fredrikstad	Mme.Nicolardot (L.Martin,S.àr.l. *Mgrs.*)	300·9	46·6	22·5	Nantes French	C.4Cy.(2)15⅜"&(2)37⅜"– 34⅞" 138NHP		V
		Fitted for oil fuel	2208								P23'F23'			*WB*	FredrikstadM.V.Frdstad		
FNAW	*Ref.Mchy.*	3*Dks*	1477														
74364	**Felix Heumann** (*ex*B.A.Sanne-33,		2468					1921	Livingstne &Cooper,Ld. Hessle	Kohlen-Import und Poseidon-Schifffahrt A.G.	294·4	43·6	20·3	Königsbrg German	T.3Cy.20½",33⅜"&54"–39" 182NHP		G
	*ex*England,*ex*Thorhild)		2213								P38'B88'F30'			*WB*	Earle'sCo.Ld.Hull		
DACW	D.F. E.S.D.	1*Dk*	1422														
74365	**Felix Roussel** (P)	TwinSc	17083					1930	Atel.&Ch. de la Loire St.Nazaire	Soc.des Services Contractuels des Messageries Maritimes	575·3	68·3	44·1	Marseilles French	Oil Engines 2S.C.SA 20Cy 26¾"–47½" 2500NHP		V
		Oil Eng.	12965								B333'F75'				Cie Const.Mecan.St.Denis		
FOAV	D.F.	3*Dks*&*trB*	9400								len36			*WE*			
74366	**Felix Taussig**		5965	✠100A1 Bal		*z*	CL	1917	NwprtNws S.B.&D.D.Co Newprt News	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*)	395·0	55·1	31·0	Boston Utd.States	T.3Cy.24½",41½"&72"–48"(*s*) 180lb 467NHP	34 " 6	
14726		*ss*Bos.No.3–2,30	5418	~~8,38 9,38~~			1,38	2mo						6*BH Cem*	3SB *12cf*,GS240,HS8235	s 7 " 9	
WJCR		*ss*Bal.No.2–38	3736	✠L.M.C.						*Lloyd's SA&CP*	P27'B117'F37'	FK		*APT*334*t*	NewportNewsSB&DD.Co	27 " 1	
		2*Dks*(*Stl*)		MS4,37	BS~~4,38~~ 4,38						*Cell DB* 326'1711*t FPT*316*t*						
				Fitted for oil fuel 10,23			*F.P. above*										
74367	**Felixstowe**		892	...				1918	Hawthrns &Co.Ld. Leith	London&North Eastern Railway	215·1	33·2	16·0	Harwich British	T.3Cy.21",33"&54"–36" 248NHP	17 " 0	
1905			754								P49'B64'F59'	FK		*WB*	Hawthorns&Co.Ld.Leith		
MJQB		1*Dk*	360														

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Torque assigné maintenant suivi Lettre d'Equipement.	7* Lett. de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Contre-Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où noté. Navire existant in L. R. Navire Cess. L. to Trade.
74368	**Fella** (P)		6072	✠100A1	Sea		CL	1926	Stabilmnto	"Italia" Soc.Anon.	448·5	55·4	27·3	Trieste	Oil Engines 2S.C.DA	30 ″ 2	
420			5353	*with freeboard*	Tri		N9,37	3mo	Tecnico	di Nav.	430·8	55·4	27·6	Italian	6Cy.25$\frac{3}{16}$″–45$\frac{1}{16}$″ 1328NHP	s 4 ″ 0$\frac{1}{2}$	
IBTL			374	6,36 ~~+1,37~~				*Lloyd's*	Trieste	*Cell DB377'1245t*			FK	8*BHpt Cem*	NDB25*refitted*37 *100lb*	26 ″ 4	
	D.F.	2*Dks(Stl)&Shelter dk(Stl)*						*sA&CP*		*DTa30'748t*	*FPT121t APT39t*			*Coll to Sh dk*	Soc.Anon."Fiat"S.G.M.		
	Ref.Mchy	*Rudder electrically welded*												6 ,, *2nd* ,,	Turin		
														1 ,, *3rd* ,,			
74369	**Felldene**		4260	✠100A1	Cpn	*y*	CL	1937	W.Gray&	FelldeneShipping	385·5	53·2	24·6	London	T.3Cy.21″,33½″&58″–42″(*s*)	26 ″ 10	
165434			3905	3,38				3mo	Co.Ld.	Co.Ld.(Dene	396·4(O.L.)			British	200lb 289NHP	s 3 ″ 2$\frac{3}{4}$	
GZMQ	D.F.	1*Dk*	2618						W Hartlepool	shipmanagement	P51'B237'F31'		FK	6*BHCem*	2SB(Spt)6*cf*,GS109,HS1964	23 ″ 10$\frac{1}{2}$	
								Lloyd's	*sA&CP*	Co.Ld.*Mgrs.*)					Cen.Mar.E.Wks.		
										Cell D	*B331'995t FPT116t*			*APT104t*	(W.Gray&Co.Ld.)W.Hpl.		
74370	**Fellowcraft** (*ex*Brignogan,		1640					1903	Detroit	Nicholson Transit	241·0	41·1	18·8	Detroit	T.3Cy.15″,25″&42″–30″		R
200091	*ex*Albert M.Marshall)		—						S.B.Co.	Co.	RQD98'F36'			Utd.States	97NHP		
KJKK	*Mchy.Aft*	GyC. 1*Dk2trB*	987						Wyandotte					*WB*	DetroitS.B.Co.Detroit		
74371	**Felspar**	*ss*Irv.No.1–38	799	✠100A1	Ayr	*k*	CL	1908	A.Rodger	Wm.Robertson	199·0	30·1	11·3	Glasgow	T.3Cy.17″,27½″&44″–33″ (*s*)	13 ″ 7	
128199		*ss*Gls.2ndNo.3–6,34	580	~~6,38 5,37~~ 11,38	Ayr		4,37	6mo	&Co.		206·0(O.L.)			British	1601b 99RHP	s 4 ″ 5$\frac{1}{4}$	
MCVJ	*Well deck*	1*Dk(Stl)*	331						Pt.Glasgow		Q110 B11'F35'			3*BHCem*	2SB,4*pf*,GS79,HS2468	13 ″ 10	
	Mchy.Aft	*Cargo battens not fitted*						*Lloyd's*	*sA&CP*				BR8"		A.Rodger&Co.Glasgow		
										WB = Cell	*DB f 117'175t FPT*			63t *APT12t*			
74372	**Fendris**		1018	✠100A1	Gls	*n*	CL	1925	A&J Inglis,	MossHutchison	220·3	34·3	20·6	Glasgow	T.3Cy.16″,27″&44″–33″ (*s*)	14 ″ 11	
147949		*ss*Gls No.3–4,37	785	*with freboard*			6,36	2mo	Ltd.	Line,Ltd.	228·0(O.L.)	13·6		British	1801b 145NHP	s ″ 2	
MNDL	*Mchy.Aft*	1*Dk(Stl)&Shelter dk(Stl)*	471	10,38 ~~9,38~~					Glasgow		P26'		FK	3*BHCem*	2SB,4*cf*,GS84,HS2570	14 ″ 10$\frac{1}{2}$	
	Wireless							*Lloyd's*	*sA&CP*			*After peak*		*BH to 2nd dk*	A.&J.Inglis,Ld.Glasgow		
										Cell D Ba E24'	*27t D Bf 28'64t FPT*			84t *APT18t*			
74373	**Fenella** (P)	TwinSc	2376	✠ A1	Brw	OG		1937	Vickers-	Isle of Man Steam	314·6	46·1	17·1	Douglas IM	4 steam turbines SR geared	18 ″ 0	BT
145310			1567	*with freeboard*	Pkn		P9,37	4mo	Armstrongs.	Packet Co.Ld.	328·9(O.L.)			British	to 2 screw shafts	s 5 ″ 7$\frac{1}{4}$	Intl
GZNY	D.F. E.S.D.	2*Dks&Shelter dk*	932	~~10,37~~ 2,39					Ltd.		*Promenade dk* BK9"			10*BHCem*	2501b (*s*) 1379NHP	13 ″ 5	3.39
		Cruiser Stern							Barrow					3WTB HS13590 FD			
				For Irish Channel service				*Lloyd's*	*sA&CP*						VickersArmstrongsLdBrw		
				Fitted for oil fuel			4,37	*F.P. a*	bove 150° F.		*Cell D Ba & u E82' f 78'15*			*9t centre DT*	*f 10'33t FPT55t APTs135t*		
74374	**Feng-Lee** (*ex*Pin-Samud,*ex*Samsen,		2061					1902	Rickmers	Ching Kee S.N.Co.	253·1	37·4	19·6	Tientsin	T.3Cy.18$\frac{7}{8}$″,30$\frac{1}{16}$″&49$\frac{3}{16}$″–		C
	*ex*Ellen Rickmers)		1494						Act.Ges.	Ld.	P&L161'F16'			Chinese	33$\frac{7}{16}$″ 140NHP		
XNBM		1*Dk&Spar dk*	1257						Bremerhaven				*WB*		OttenserMasch.Ottensen		
74375	**Feng-Pu** (*ex*Thong-Samud,		1911					1907	Schiffsw. v.	SanPehS.N.Co.Ld.	265·8	40·0	16·5	Shanghai	T.3Cy.17½″,28$\frac{3}{4}$″&46$\frac{3}{8}$″–32½″		
Nov "Giotto," *see No. 88207 in Supplement*			—						Henry Koch		P36'B75'F38'			Chinese	121NHP		
		1*Dk&deep framing*	1172						Lübeck				*WB*		J.F.Ahrens,Altona		
74376	**Feng Yang Maru** (P)	TwinSc	3977					1915	Osaka Iron	NisshinKisenK.K.	320·0	47·0	14·7	Tokyo	T.6Cy.15½″,26″&43″–30″		
18186			1680						Works					Japanese	202NHP		
JBJE		4*Dks*	2803						Osaka						OsakaIronWorks,Osaka		
74377	**Fenicia** (*ex*LakeFife)		2584				...	1919	Toledo	"Adriatica"Soc.	260·9	43·8	25·4	Genoa	T.3Cy.22″,36″&59″–42″	28 ″ 2	I
2163		*Fitted for oil fuel*	2214						S.B.Co.	Anon. di. Nav.	P25'B64'F23'			Italian	315NHP		†
IBPM	D.F.	1*Dk2trB*	1578						Toledo,O.				FK *WB*		ToledoS.B.Co.Toledo		
74378	**Fenix** (*ex*Phönix–36)		1852					1916	Helsingörs	RederiA/B Fenix	280·1	41·5	17·8	Mariehmn	T.3Cy.20″,32″&53″–36″		V
			1679						Jernsk&Msk.	(PaulKahre)				Finnish	168NHP		
OHZV		1*Dk&Awng dk*	1056						Elsinore				*WB*		HelsingörsJernsk.&Mskb.		
74379	**Fenja**		847					1924	Hlsingbrgs	F.T.L.ShippingCo.	204·4	32·8	12·7	Newcastle	T.3Cy.16½″,24¾″&42″–27½″		V
165756			652						VarfsAktieb	Ltd.	P20'B50'F21'			British	93NHP		
MMNY		1*Dk*	463						Helsingborg				*WB*		HelsingbrgsVarfs.Aktieb.		
74380	**Fennia**	*ss*Hfs.No.1–38	1198	✠100A1	Hfs	*n*	~~4,36~~	1897	Murdoch &	FinskaAng.Akt.	229·9	33·2	16·3	Helsingfrs	T.3Cy.17½″,27½″&45″–33″	17 ″ 3	
619		*ss*Hfs.3rdNo.3–3,34	952	5,38~~6,37~~			4,38	7mo	Murray					Finnish	1651b (*s*) 118NHP	s 1 ″5$\frac{1}{2}$	
OHGJ	*Well deck*		685						Pt.Glasgow		Q77'B63'F30' BK8"			4*BHCem*	2SB,4*pf*,GS69,HS1801	16 ″ 9$\frac{1}{2}$	
	Wireless	1*Dk(pt Stl-ws) Web frames*						*Lloyd's*	A&CP	*WB = Cell D Ba48' f 96'*				205t *APT20t*	J.G.Kincaid&Co Grk.		
74381	**Fenris**		9804	✠100A1	Yka	*e*†	CL	1936	Götaver-	Skibs.A/S Lampas	488·2	64·5	37·5	Oslo	Oil Engines 2S.C.DA	37 ″ 0	
		Oil Eng.	9029	~~11,35 12,37~~ 4,39		~~Gwd~~ **Ams**	10,38	12mo	kenA/B	(N.Chr.Evensen,	P95'F59'		FK	Norwegian	8Cy.17$\frac{1}{16}$″–47¼″ 861NHP	s 8 ″ 9$\frac{1}{2}$	
LJHR	*Mchy.Aft*	D.F. 1*Dk*	5937						Gothenburg	*Mgr.*)	*DT f 22'345t FPT*			11*BHpt Cem*	2DB150*lb*	28 ″ 5$\frac{1}{2}$	
	E.S.D.	GyC. *Cruiser Stern*						*Lloyd's*	*sA&CP*	*Cell D Ba E87' 373t*				62t *APT390t*	GötaverkenA/B,Got.		
		Rudder electrically welded															
				Carrying Petroleum in bulk													
74382	— (P)		749					1894	Burmeister	DeDanskeStats-	180·0	36·0	17·9	Korsör	C.2Cy.30½″&57″–33″		
	(*ex*Jylland)	(*Icebreaker&Ferry*)	721						&Wain	baner				Danish	156NHP		
OXJS	Wireless	D.F. 1*Dk*	297						Copenhagen				*WB*		Burmeister&Wain,Cpn.		
74383	—		484					1909	Oskrshmns	Stockholms	135·0	25·7	10·8	Stockholm	C.2Cy.16½″&35″–20½″		
5048	(*ex*KalmarsundNo.9)		258						M.V.Aktieb.	RederiaktiebSvea	Q47'			Swedish	46NHP		
SBEO		1*Dk*	318						Oskarshamn	(EmanHögberg,	*Awng dk*91'			*WB*	OskarshamnsM.V.Aktieb.		
										Mgr.)							
74384	**Feodosia**		3075					1922	Akt.Ges.	Hamburg-Amerik.	337·7	48·3	20·9	Hamburg	T.3Cy.23$\frac{5}{8}$″,38$\frac{5}{8}$″&62″–41$\frac{5}{8}$″		G
			2781						"Neptun"	Packetf.Akt.Ges.	B42'			German	246NHP		
DHHV	D.F. Sub.Sig.	1*Dk&Shelter dk*	1775						Rostock	(Ham.-Amr.Linie)				*WB*	A.G."Neptun,"Rostock		
74385	**Ferm**		6593					1933	Götaver-	SkibsA/S Ferm	408·1	55·2	33·9	Oslo	Oil Engines 4S.C.SA		N
		Oil Eng.	5949						kenA/B	(N.Chr.Evensen,	P239*t*H286*t*			Norwegian	6Cy.29$\frac{1}{8}$″–59$\frac{1}{8}$″ 488NHP		
LDTZ	*Mchy.Aft*	*Cruiser Stern* 1*Dk*	3901						Gothenburg	*Mgr.*)				*WB*	GötaverkenA/B,Got.		
	D.F.	*Carrying Petroleum in bulk*															
74386	—		1026	✠100A1	Got	*m*	OG	1936	A/S Aalbrg	Ångb.Aktieb.Ferm	209·0	33·1	12·5	Krstnhmn	Oil Engines 2S.C.SA	14 ″ 6	
8113		*Oil Eng.*	621	~~6,37 7,38~~	Dnz			10mo	Msk.og Skibs.	(T.E.Jrson				Swedish	5Cy.13$\frac{3}{8}$″–22$\frac{7}{16}$″ 157NHP	s 4 ″ 3	
SLAK	*Mchy.Aft*	*Cruiser Stern* 1*Dk*	469	1,39					Aalborg	Broström,*Mgr.*)	P52'Q83'F28'	FK		4*BHpt Cem*		14 ″ 4$\frac{1}{2}$	
		Strengthened for navigation in Ice						*Lloyd's*	*sA&CP*	*Cell D B165'268t FPT*				83t *APT33t*	Atlas-DieselA/B,Skm.		
74387	**Fermain** (*ex*Nero–33,*ex*Jan	4Mst	759					1920	WedC.	O.Dorey&Sons,Ld.	181·8	28·2	12·2	~~Guernsey~~	T.3Cy.15″,24″&40″–24″		V
163727	Borremans)		535						Boele&Zonen	&others				~~British~~	N.V.Overschiesche 63NHP		
MBKR		1*Dk*	359						Slikkerveer					London *WB*	Motorfab.Overschie		
														British			

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name.	3 Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. now so priced. Equipment letter.	Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Letter(s) of Trade or Class.
74388	**Fermia**	*Oil Eng.*	4080	✠ 100 A1	Rot	*w*	CL	1928	Oskrshmns	Ang.A/B Ferm	350·4 | 50·6 | 25·4	Krstnahmn	Oil Engines 4S.C.SA	28 ″ 0	
Wrecked 8,38		*ss*Nag.No.2-37	3664	3,[illegible]	SFo		10,36	12mo	M.V.Aktieb.	(T.E.J:sonBros-		Swedish	6Cy 24⅛″ 65½″ 350NHP	s 4 ″ 8½	
SDFA		1 *Dk(Stl)*	2366					*Lloyd's*	Oskarshamn	ström,*Mgr*)	P31'B115'F33' FK	5 *BHptCem*	DR *100lb*	23 ″ 4½	
									Intermediate	*Cell D*	*afterhold dispensed with*		A.B.Götaverken,Got.		
											B 297'962*t* F P T 47*t*		A P T 62*t*		
74389	**Fernando L. de Ybarra**		3308	✠ 100 A1	Bbo	*u*	CL	1919	Soc.Espan-	AltosHornos de	314·0 | 48·1 | 22·1	Bilbao	T.3Cy.22″,35″&58″-39″ (*s*)	24 ″ 4	
		*ss*Bbo.No.3-10,38	2673					10mo	ola de Const.	Vizcaya Soc.Anon.		Spanish	190lb *100lb* HS5528	s 4 ″ 5½	
EAEO		*Mchy.Aft* 1 *Dk(Stl)*	1997		LMC		8,38		Naval		P88'F44' FK	5 *BHCem*	304NHP	20 ″ 2	
		Longitudinal framing in double bottom							Bilbao				2 Water Tube Boilers		
		D.F. *Cargo battens not fitted*								*Cell D*	B 267'801*t* F P T 268*t*	1 *PT88t*	Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
								Lloyd's							
74390	**Fernando Poo** (P)	Twin Sc	6914	✠	Bbo	*z*		1935	Cia Euskal-	Cia.Transmediter-	391·7 | 53·8 | 29·0	Valencia	Oil Engines 2S.C.SA	29 ″ 0	
		Oil Eng.	4523	9.35				9mo	duna	ranea	P39'F68' *connected*	Spanish	12Cy.24⅞″–45½″ 1240NHP		
		D.F. *Ref.Mchy.* *Cruiser Stern*	3866						Bilbao		*by shade dk* FK	8 *BHCem*	La Maquinista Terrestre		
		2 *Dks*,3rd *dk in holds*										1 ,, *to 2nd dk*	y Maritima,Bcl.		
		(SUNK BY GUNFIRE 10,36)								*Cell D*	B 285'755*t*	4 *PT75t*			
										tanks at sides of tunn	els 62'361*t* F P T 78*t*				
74391	**Fernbank**		4333					1924	Deutsche	A/S Glittre(Fearn-	382·7 | 53·4 | 24·4	Oslo	Oil Engines 4S.C.SA		N
	D.F.	*Oil Eng.*	3920						Werft A.G	ley&Eger,*Mgrs.*)	P101*t* H285*t* F24*t*	Norwegian	6Cy.29½″-47½″ 493NHP		
LCJD	*Cruiser Stern*	2 *Dks*	2493						Hamburg			*WB*	Algemeine Elec.Ges.Berlin		
74392	**Fernbrook**	Twin Sc	4633					1932	Akt.Bur-	A/S Glittre(Fearn-	391·4 | 55·2 | 24·4	Oslo	Oil Engines 4S.C.SA		N
	D.F.	*Oil Eng.*	4188						meistr& Wain	ley&Eger,*Mgrs.*)	P105*t* H326*t* F14*t*	Norwegian	12Cy.23½″–43 5/16″ 625NHP		
LDQA	*Cruiser Stern*	1 *Dk & Shelter dk*	2667						Copenhagen			*WB*	Akt.Burmeistr& Wain,Cpn		
74393	**Ferncastle**		9940					1936	Deutsche	A/S Glittre(Fearn-	492·9 | 66·1 | 36·4	Oslo	Oil Engines 2S.C.DA		N
		Oil Eng.	9191						Werft A.G Bet	ley&Eger,*Mgrs.*)	P130'I 75'	Norwegian	6Cy.28⅜″–43 5/16″ 1165NHP		
LJEG	*Mchy.Aft* *Cruiser Stern*	1 *Dk*	5986						Finkenwrder			*WB*	Maschinenfbrk. Augsburg-Nürnberg A G.Augsburg		
	D.F.	*Carrying Petroleum in bulk*							Hamburg						
74394	**Ferncliff**		4333					1924	Deutsche	A/S Glittre(Fearn-	382·7 | 53·4 | 24·4	Oslo	Oil Engines 4S.C.SA		N
	D.F.	*Oil Eng.*	3921						Werft A.G.	ley&Eger,*Mgrs.*)	P101*t* H285*t* F24*t*	Norwegian	6Cy.29⅛″–47½″ 493NHP		
LCJE	*Cruiser Stern*	2 *Dks*	2493						Hamburg			*WB*	Algemeine Elec.Ges.Berlin		
74395	**Ferndale**		4302					1925	Deutsche	A/S Glittre(Fearn-	382·7 | 53·4 | 24·9	Oslo	Oil Engines 4S.C.SA		N
	D.F.	*Oil Eng.*	3846						Werft A.G.	ley&Eger,*Mgrs.*)	P112*t* H317*t* F24*t*	Norwegian	6Cy.29 1/16″–47½″ 493NHP		
LCJF	*Cruiser Stern*	2 *Dks*	2450						Hamburg			*WB*	Algemeine Elec.Ges.Berlin		
74396	**Fernfield** (*ex*R.W.Hendry)	Wood	335					1921	B.N.	A.Bryant Harding	132·2 | 28·4 | 11·2	SJhns NFL	T.3Cy.12½″,19⅝″&30⅞″-20″		
141395			276						Melanson			British	New Burrell 50RHP		
		1 *Dk*	188						P.Gilbert,NS				Johnson Irn Co Yarmth NS		
74397	**Fernglen**		5206					1936	Götaver-	A/S Glittre(Fearn-	425·6 | 56·8 | 21·6	Oslo	Oil Engines 2S.C.DA		N
		Oil Eng.	4508						kenA/B	ley&Eger,*Mgrs.*)	F35'	Norwegian	8Cy.17 1/16″–47½″ 856NHP		
LJDU	D.F.	1 *Dk & Shelter dk*	3121						Gothenburg			*WB*	Gotaverken A/B,Got.		
		Cruiser Stern													
74398	**Fernhill**		4116					1926	Kockums	A/S Glittre(Fearn-	377·6 | 54·0 | 22·9	Oslo	Oil Engines 4S.C.SA		N
		Oil Eng.	3718						M.V.Aktien	ley&Eger,*Mgrs.*)	P112*t* H282*t* F24*t*	Norwegian	6Cy.27 1/16″–55½″ 438NHP		
LCJG	D.F.	2 *Dks*	2454						Malmö			*WB*	Kockums M.V.Akt.Malmö		
74399	**Fernie**		2419					1929	Midland	[illegible]	250·6 | 42·9 | 24·3	Montreal	T.3Cy.20″,33″&54″-40″		C
154461			2253						S.B.Co.Ld.	[illegible]	F P6	British	E&B *made 21 fitted* 29		
CYKD	*Mchy.Aft*	2 *Dks*	1455						Midland,Ont.			*WB*	Port Arthur S.B. 184NHP		
													Co.Ld.Port Arthur,Ont.		
74400	**Fernlane**		4310					1927	Akt.Bur-	Dampskintsk	376·5 | 53·8 | 23·6	Oslo	Oil Engines 4S.C.SA		N
		Oil Eng.	3827						meistr& Wain	Garonne (Fearnley	P68*t* B87*t* H252*t*	Norwegian	6Cy.29½″–59 1/16″ 489NHP		
LCJL	D.F.	2 *Dks*	2527						Copenhagen	&Eger,*Mgrs.*)	F28*t*	*WB*	Akt.Burmeistr& Wain,Cpn		
74401	**Fernmoor**		4972	✠ 100 A1	Ant	*a*†	CL	1936	W.Doxford	Runciman	412·2 | 54·2 | 26·1	London	Oil Engines 2S.C.SA	28 ″ 8	
164569		*Oil Eng.*	4580	*with freeboard*	Lth		10,38	1mo	&Sons,Ld.	Shipping Co Ld.		[illegible]	3Cy.20½″–81½″ 388NHP	s 3 ″ 4½	
GYFS		1 *Dk & Shelter dk*	3018	10,38 12,37	[illegible]				Sunderland		FK	7 *BHptCem*	2 DR *120lb*	25 ″ 6½	
		Cruiser Stern						*Lloyd's*				*Cell D* [illegible]	W.Doxford&Sons,Ld.Sld.		
										Cell D [illegible]	*MT* 1236*t* *APT* 191*t*	6 ,, 2ct ,,			
74402	—	Twin Sc	4268					1928	Akt.Bur-	A/S Glittre(Fearn-	381·4 | 53·8 | 23·7	Oslo	Oil Engines 4S.C.SA		N
		Oil Eng.	3851						meistr& Wain	ley&Eger,*Mgrs.*)	P61*t* B81*t* H251*t*	Norwegian	12Cy.23½″–43 5/16″ 624NHP		
LDGP		2 *Dks*	2498						Copenhagen		F21*t*	*WB*	Akt.Burmeistr& Wain,Cpn		
74403	**Fernwood**	Twin Sc	4695					1930	A/S Nak-	A/S Glittre(Fearn-	390·5 | 55·2 | 25·7	Oslo	Oil Engines 4S.C.SA		N
	D.F.	*Oil Eng.*	4238						skov Skibs.	ley&Eger,*Mgrs.*)	P83*t* H352*t* F22*t*	Norwegian	12Cy.23½″–43 5/16″ 625NHP		
LCKR	*Cruiser Stern*	2 *Dks*	2727						Nakskov.			*WB*	Akt.Burmeistr& Wain,Cpn		
74404	—		1892	✠ 100 A1	Sld	*q*	OG	1928	Sir J. Laing	W.France Fenwick	268·0 | 37·8 | 18·1	London	T.3Cy.20½″,33″&54″-39″ (*s*)	20 ″ 3	
147556		*ss*Bly.No.3-9,36	1535	[illegible]			9,36	11mo	&Sons Ld.	&Co.Ld.	276·5(O.L.)	British	180lb 199NHP	s 2 ″ 0	
GBKS	*Well deck* D.F.	1 *Dk(Stl)*	1090				4,39		Sunderland		P21'Q85'B51'F22 FK	4 *BHCem*	2SB,6*cf*,GS94,HS8096	18 ″ 5	
		Cargo battens not fitted						*Lloyd's*					G.Clark Ld.Sld.		
										Cell D	B 188'374*t*	*DTa* 36'195*t* F P T 7*t*	A P T 65*t*		
74405	**Feronia** (*ex*Tejo,*ex*Haus)		651					1919	Werf.	Dampfsch.Ges.	175·6 | 30·7 | 12·5	Bremen	T.3Cy.13½″,20 9/16″&32 7/16″-22″		G
			531						Nobiskrug.	"Neptun"	P&B116'F22'	German	Steen& 50NHP		
DOHR	*Mchy.Aft*	1 *Dk*	343						Rendsborg			*WB*	Kauffmann,Elmshorn		
74406	**Ferranti**		1317	✠ 100 A1	Lth	*o*	CL	1932	Burntisland	London Power Co Ld	227·0 | 36·4 | 15·4	London	T 3Cy.17″,28″&46″–33″ (*s*)	17 ″ 5	
163303		*ss*Lth.No.1-37	985	7,39 6,37			5,36	11mo	S.B.Co.Ld.	(Stephenson Clarke	235·0(O.L.)	British	200lb *100lb* 143NHP	s 4 ″ 11½	
MKFF	*Mchy.Aft*	1 *Dk(Stl)*	729		LMC 6.38				Burntisland	&Associated Companies,Ld.*Mgrs.*)	Q138'B16'F21' FK	5 *BHCem*	1SB,3*cf*,GS59,HS2254	16 ″ 1	
	Well deck	*Cargo battens not fitted*						*Lloyd's*					D.Rowan&Co.Ld.Gls.		
	Wireless									*Cell D Bu*	E 25'*f* 151	369*t* *DTf* 109*t* F P T	132*t* A P T 27*t*		
74407	**Ferrolano**	*For particulars see*	"Hordena"												
Broken up 1938															
74408	**Ferruccio** (*ex*Latalf,	Twin Sc	667					1896	Scott&Co.	Soc.Anon.Navie	182·0 | 34·8 | 10·0	Rome	T.6Cy.9″,15″&25″-21″		I
168	*ex*Ecuador,*ex*Gualeguaychu	G.,	—						Greenock	Trasporti "Sanet"	B26'F25'	Italian	57NHP		
INBC	*ex*Itahy)	1 *Dk*	357										Scott&Co.Greenock		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Remarques spéciales maintenant sous Lloyd's Surveillance.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc*	15 Les lettres ou le(s) chiffre(s) qui suivent le nom du navire indiquent la durée de la classification.
74409	**Ferrum** (*ex*StadZalt-Bommel-36)		2226					1918	J.Meyer's Scheepsb.Mij. Zalt-Bommel	LemlandsRederi A/B(Anders Östrom, *Mgr.*)	281·0|41·4|19·3 P18'B69'F32'			Mariehmn Finnish *WB*	T.3Cy.20⅝",32⅜"&55"-35⅜" 80NHP Werkspoor,Amsterdam		G
OHYO	Sub.Sig. 1*Dk*		1267														
74410	**Ferryhill**		1086	✠100A1 Bly		*n*	CL	1919	Hall,Russell&Co.Ld. Aberdeen	AberdeenCoal& ShippingCo.Ld.	221·1|33·4|14·0 Q131'B16'F27' FK			Aberdeen British	T.3Cy.17½",29"&47"-33" (*r*) 180lb *100lb* 178NH	16 " 5	
139814	*ss*Bly.No.3-7,32		747	8,37			7,37	10mo								s 4 " 9	
MJSG	*ss*Bly.No.1-37		456	✠LMC8,37				*Lloyd's SA&CP*		*CellDBa54'uE*	20'f90'306*tFPT33t*			1*BHCem* *APT91t*	2SB,*6cf*,GS104,HS3300 Hall,Russell&Co.Ld.Abn	15 " 7	
	Well deck 1*Dk(Stl)* *Cargo battens not fitted*																
74411	**Fertilia** (*ex*FrancescaR.-37, *ex*Tosca-34,*ex*SaraMinnola, *ex*Maréchal Lyautey, 1*Dk&Web frames* *ex*Gloria,*ex*Belgica,*ex*Wearmouth) *Well deck*		986			...		1894	Strand SlipwayCo. Sunderland	RaffaeleRomano	220·1|32·0|13·2 211·6| 32·0| 13·5 P22'Q46'B42'F28' BK7"			Naples Italian *WB*	T.3Cy.17",28"&46"-30" 120NHP N.E.MarineEng.Co.Ld.Sld	15 " 7	I †
			733														
INGM			585														
74412	**Fiammetta** WoodAux3MstSr		393					1922	Cant.Nav. Riuniti Ancona	M.Vannucci	155·1|30·8|13·3 P53'F10'			Viareggio Italian	Oil Engines 2S.C.SA 3Cy.18⅛"-14½" 40NHP NE33 Akt.Burmeister&Wain, Cpn		I
635	*OilEng.*		321														
INBO	1*Dk* (*See Sailing Ship Register*)		306														
74413	**Fianona**		6660					1915	Stabilmnto Tecnico Trieste	Soc.Anon.Coop.di Nav."Garibaldi"	149·6|57·3|31·1 P64'B20'F70'			Genoa Italian *WB*	T.3Cy.26",43½"&73"-48" 370NHP StabilimentoTecnico,Tri.		I
1495	(*ex*Ital.*Navy*Pola) *Fitted for oil fuel*		5729														
IBYL	D.F. 2*Dks*		3371														
74414	**Fidalgo**		1124					1918	Trndhjms Mek Værks. Trondheim	A/S Fido (M.Hansen, *Mgr.*)	226·3|36·5|15·7 P16'B57'F27'			Xlansand Norwegian *WB*	T.3Cy.17",27½"&46"-30" Trondhjems 116NHP M.V.Trondheim		N
Now "Bust," see No. 87274 in Supplement			974														
LDVJ	1*Dk*		655														
74415	**Fidelense** (*ex*Pilcomayo, *ex*Fidelense,*ex*Pilcomayo) 1*Dk*	TwinSc	*433*			...		1890	Murdoch& Murray Pt.Glasgow	Cia.Nav.S.João deBarraCampos	160·3|33·1| 9·0 B26' FK			R.Janeiro Brazilian *WB*	T.4Cy.(2)9",18"&32"-22" 57NHP Rankin&Blackmore,Grk.	9 " 7	
Broken up			*401*														
			259														
74416	**Fidelio**		1843					1930	Burntislnd S.B.Co.Ld. Burntisland	A/S Fidelio (M.Hansen, *Mgr.*)	265·8|43·0|18·0 P59*t*H83*t*			Xlansand Norwegian *WB*	T.3Cy.18½",30"&49"-36" 144NHP MacColl&Pollock,Ld.Sld.		N
			1618														
LCKN	1*Dk*		1095														
74417	**Fido** (*ex*LakeBenton)		1857			...		1918	American S.B.Co. Lorain,O.	A/S Fido (M.Hansen, *Mgr.*)	251·3|43·7|18·1 P61*t*H91*t*F29*t* FK			Xlansand Norwegian *WB*	T.3Cy.20",33"&54"-40" 274NHP AmericanS.B.Co.Lorain,O	20 " 2	N †
			1616														
LDLD	1*Dk*		1079														
74418	**Fidra** (*ex*Eidsfos,*ex*LisaBrodin)		*1827*					1917	Fredrkstad Mek. Værks. Fredrikstad	RederiA/B Europa	265·2|42·1|17·9 P57*t*H80*t*			Åbo Finnish *WB*	T.3Cy.18½",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		N
			1591														
OHUK	D.F. 1*Dk*		*1066*														
74419	—		1600	100A1				1938	Finnboda Varf Akt. Stockholm	StockholmsRederi A/B Svea (Eman. Högberg, *Mgr.*)	269·9|39·5|26·0 B68'Q27'			Stockholm Swedish	Oil Engines 2S.C.SA with electro-magnetic slip coupling&SR gearing 10Cy.13⅜"-22 7/16" Atlas-DieslA/B,Skm.	18 " 0	
8336	*OilEng.*		1150	*withfreeboard*												s " 2¾	
SLMN	*Cruiser Stern*			(*ClassContem plated*)												17"10½	
74420	—	3Mst	1574					1936	Burntislnd S.B.Co.Ld. Burntisland	ScottishNav.Co. Ltd. (Glen&Co. ~~Mgrs.~~ Ltd. *Mgrs.*)	265·0|40·5|16·3 P17'Q41'B110'F30'			Glasgow British *WB*	T.3Cy.15",25½"&44"-33" 111NHP D.Rowan&Co.Ld.Gls.		C
161090	Wireless		1346														
MLVL	E.S.D. *Cruiser Stern* 1*Dk*		913														
74421	**Fife Coast**		367					1933	Ardrossan Dockyard Ld. Ardrossan	CoastLines,Ld.	135·5|25·2| 9·4 Q91'B9'F19'			Liverpool British *WB*	Oil Engines 2S.C.SA 4Cy.11⅛"-15⅜" 98NHP J.G.Kincaid&Co.Ld Grk.		C
162394	*Mchy.Aft* *OilEng.*		246														
MBKT	*CruiserStern* 1*Dk*		188														
74422	**Figge** (*ex*Wilhelm)		*733*					1904	F.Schichau Danzig	O/YMerrenneito (Seppinen& KemppiO/Y, *Mgrs.*)	196·3|30·8|10·9 Q57'B55'H23*t*F22			Wiborg Finnish *WB*	T.3Cy.15",24¾"&38½"-25½" 75NHP F.Schichau,Danzig		V
OHYW	1*Dk*		*366*														
74423	**Filefjell**		7616	✠100A1 Sng		*t*	CL	1930	Swan,Hunter&Wigham Richardson, Ld.Newcastle	A/S"Filefjell" (Olsen&Ugelstad)	460·5|59·5|34·1 P109'B30'F60' FK			Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB*120lb* WllsndSlpwy Co.Ld.Nwc.	34 " 1	
	OilEng.		7247	2,39 Fal			~~7,36~~ 6,38	7mo								s 8 " 3½	
LDON	D.F. *ss*Rot.No.2-33 ~~exRot.No.1-31~~		4564	DBS2,39 ✠LMC6,38				*Lloyd's SA&CP*		*CellDBuE85'327t* *DTf41'523t*	*FPT199t APT146t*			(10 *to U dk* 6 " *2nd* ")		26 " 0	
	Mchy.Aft 2*Dks(Stl)&Web frames* – *Longitudinal framing*			*CarryingPetroleum in bulk*													
74424	**Filippo Grimani** (P)	TwinSc	3431					1928	Stab. Tecnico Triestino	"Adriatica" Soc. Anon.di Nav.	329·3|44·4|20·9			Venice Italian *WB*	Oil Engines 2S.C.SA 12Cy.20½"-32¼" 438NHP FiatSanGiorgio,Turin		I
220	*OilEng.*		—														
IBRM	D.F. 3*Dks*		1964														
74425	**Filleigh**		4856					1928	W.Pickersgill&Sons,Ld. Sunderland	AtlanticShipping &TradingCo.Ld. (W.J.Tatem,Ld. *Mgrs.*)	395·5|55·4|25·9 F34'			London British *WB*	T.3Cy.25",42"&70"-48" 339NHP G.Clark,Ld.Sunderland		C
160581			4462														
GSQY	1*Dk&Shelter dk*		2936														
74426	**Findhorn**		1064					1903	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·3|33·0|16·2 P151'F47'			Glasgow British *WB*	T.3Cy.19",32"&53"-42" NDB15 183NHP D.Rowan&Co.Glasgow		C
115763			844														
MGDG	2*Dks*		398														
74427	**Fingal**		2137					1923	A/S Moss Værft Moss	D/S A/S International (A.F.Klaveness&Co. *Mgrs.*)	276·1|43·7|18·9 P73*t*H119*t*F21*t*			Oslo Norwegian *WB*	T.3Cy.20½",33"&56"-36" 188NHP A/S Moss Værft,Moss		N
			1848														
LCJM	1*Dk*		1244														
74428	**Fingal I** Comp (*ex*Fingal-34,*ex*Trean)		460					1919	A/B Amåls Skeppsvarf Amål	A/S D/S "Fingal I" (B.Romsöe)	147·7|26·9|11·5 P60*t*H7*t*F24*t*			Stavanger Norwegian	C.2Cy.12¾"&27 9/16"-17¾" 26NHP BohusMek Værks.Akt.Got		V
			350														
LIVN	1*Dk*		240														
74429	**Finistère** (*ex*Teessider) *Fitted for oil fuel*		1158					1909	Irvine's SB &D.D Co.Ld. W Hartlepool	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie. *Mgrs.*)	250·7|34·5|13·9 P&B144'F44'			Algiers French *WB*	T.3Cy.23½",38"&64"-42" 265NHP Richardsons,Westgarth& Co.Ld.Hpl		V
FNWP	Wireless 1*Dk*		833														
			482														
74430	**Fink** (*ex*Hornburg)		1004					1924	F Schichau Elbing	ArgoReederei Richard Adler&Co.	229·9|33·5|14·2 P14'B65'F31'			Bremen German *WB*	T.3Cy.15",26⅝"&38⅜"-25½" 75NHP F.Schichau,Elbing		G
			883														
DOCZ	Wireless Sub.Sig. 1*Dk*		556														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3 Regist'd Tonnage. Gross — Under deck. — Net.	4 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey	5 Port of Survey.	6 Years Assigned now or last Equipment Letter.	7 Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register in which classed if not in L.R. Dated Bd of Trade Cert.
74431 DQOY	**Finkenau** (*ex*Cattaro) 2 *Dks*	916 774 473					1923	Memeler Schiffsw. Lindenau & Co. Memel	BugsierReed. & BergungsA.G.	227·2 B66′	34·3 H21′	12·5 F33′	Brmrhavn German *WB*	T.3Cy.15¾″,26″&43⅞″–27½″ 98NHP Vulcan-WerkeA.G.Ham.		G
74432 2q2960	**Finland** (*ex*HarryCoulby) *Mchy.Aft* GyC. 1 *Dk*	6495 — 4939					1906	DetroitS.B. Co. Wyandotte	GreatLakesS.S. Co.Inc.	549·0	56·1	32·0 *WB*	Oswego, N.Y. Utd. States	T.3Cy.24″,39″&65″–42″ 274NHP DetroitS.B.Co.Detroit		R
74433 OYTE	— *ss*Els.No.1–35 *Well deck* D.F. 1 *Dk*(*Stl*) *Strengthened for Navigation in Ice*	2302 1754 1845	✝100A1 5,38 ~~7,37~~ ~~BS2,38~~ ✝LMC7,~~35~~	Els Cpn	*s*	CL 7,37	1930 10mo	SirJ Priestman & Co. Sunderland *Lloyd's SA&CP*	A/S D/S Finland (O.H.Christensen) *CellD*	283·8 (O.L.) P26′Q85′B55′F28′ B236′611*t*	42·0 FK *FPT74t*	17·8 *BHptCem APT145t*	Copnhagn Danish	T.3Cy.20″,32″&53″–36″ (*s*) 180lb 198NHP 2SB,*4cf*,GS67,HS3272 G.Clark,Ld.Sunderland	20 4 s 1 ″ 11 18 ″ 7½	
74434 14457 MJYZ	— (*ex*Mahmoudieh) 2 *Dks*	1333 1094 552					1920	CaledonS. B.&E.Co.Ld. Dundee	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.,*Mgrs.*)	270·6	38·1	16·1 *B B*	London British	T.3Cy.21″,34″&56″–39″ 196NHP Dunsmuir&JacksonLd Gls		C
74435 OHGK	**Finlandia** 4 Mst Wireless 1 *Dk*	1146 944 628					1920	Maskinoch Brobyg.Akt. Helsingfors	FinskaÅng-fartygsA/B	216·5 P21′B62′F26′	34·6	13·4 *WB*	Helsingfrs Finnish	T.3Cy.15¾″,26″&41″–27½″ Msk&BrbyggnadsA/B 87NHP Helsingfors		N
74436 LDVK	**Finmarken** Ⓟ Wireless 1 *Dk*&*Awng dk*	1119 988 659					1912	Trndhjms Mek.Værks. Trondheim	A/S Vesteraalens Dampskibsselskab	214·2 H129*t*	31·7	20·2 *WB*	Stokmarknæs Norwegian	T.3Cy.19½″,30½″&52″–33″ Trondhjems M.V.Trondheim 155NHP		N
74437 6394 SDCA	**Finn** Twin Sc *OilEng.* *Mchy.Aft* Wireless D.F. 2 *Dks*	1572 1266 857					1920	A/B Finnboda Varf. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	271·3	41·1	15·6 *WB*	Stockholm Swedish	Oil Engines 2S.C.SA 8Cy.15¾″–28⅜″ 345NHP Aktiebolaget Atlas-Diesel, Stockholm		V
74438 LCAH	**Finnanger** Twin Sc *OilEng.* *Mchy.Aft* D.F. 2 *Dks* *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	9551 8842 5714					1928	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen & Co.A/S	474·4 P515*t* H181*t* F14*t*	64·5	36·5 *WB*	Bergen Norwegian	Oil Engines 4S.C SA 12Cy.26¾″–47¼″ 806NHP Werkspoor,Amsterdam		N
74439 14358 Not "Glamorgan Coast," see No.8823 in Supplement	**Finola** *ss*Dub.No.3–3,34 *Mchy.Aft* *Well deck* 1 *Dk*(*Stl*)	879 621 374	✝100A1 3,38 ~~BS3,36~~ ✝LMC3,~~38~~ 3,39	Bkn Sld	*l*	CL 1,36	1921 2mo	Dublin Dkyd.Co.Ld. Dublin	British&Irish SteamPacketCo. ~~(1936)~~ Ld. *CellDBu B32′*	200·0 (O.L.) 207·6 Q128 F28′ *f*102′161*t*	30·8 *32·6* BK7″ *FPT123t*	13·2 *BHCem APT49t*	Dublin British	T.3Cy.17½″,27½″&45″–33″ 180lb (*s*) 155NHP 3*BHCem* 2SB,*4cf*,GS79,HS2784 Ross&Duncan,Glasgow	15 ″ 3 s 4 ″ 1½ 15 ″ 2½	
74440 LDTA	**Finse** (*ex*Snar) 1 *Dk*	1618 1177 939					1916	Bergens Mek.Værks. Bergen	J.M.Johannesen's RederiA/S (F.WalterJohannesen)	244·5 P32*t*Q105*t*B150*t* F35*t*H87*t*	37·6	15·7 *WB*	Bergen Norwegian	T.3Cy.17¾″,29″&49″–33″ 138NHP BergensMekVærksBergen		N
74441 142444 GMXZ	**Fintra** (*ex*Carcavellos,*ex*Tutshill) *ss*Gmh.No.3–4,31 *ss*Gls.No.1–35 D.F. 1 *Dk*(*Stl*)	2089 1865 1283	✝100A1 5,38 ~~5,37~~ ~~BS5,36~~ 9,37 ✝LMC5,~~38~~ 9,38	Gmh Sld	*s*	CL 9,37	1918 5mo	E.Finch & Co.(1916) Ld Chepstow *Lloyd's SA&CP*	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co. *Mgrs.*)	284·8 P29′B78′F28′	41·7 FK *CellDB244′*	19·4 *BHCem* 576*t* *APT87t*	Leith British	T.3Cy.21½″,35″&59″–39″ (*s*) 180lb ~~190lb~~ 259NHP 2SB,*6cf*,GS110,HS4300 Richardsons, Westgarth& Co.Ld.Sld.	21 ″ 6 s 2 ″ 10⅜ 18 ″ 10	
74442 142491 MJZC	**Finvoy** K *ss*Bel.No.3–8,32 *ss*Bel.No.1–36 *Well deck* 1 *Dk*(*Stl*) *Cargo battens not fitted*	374 272 132	✝100A1 7,38 ~~11,36~~ ~~BS9,37~~ ✝LMC8,~~37~~ 7,38	Grk Bel	*e*	CL ~~8,36~~ 7,38	1920 6mo	ForthS.B. Eng.Co.Ld Alloa *Lloyd's SA&CP*	HowdensLd.	145·3 Q49′B9′F26′	23·2 BK7″ *FPT54t*	9·8 *BHCem APT9t*	Belfast British	C.2Cy.16½″&36″–27″ (*s*) 135lb 75RHP 1SB,*3pf*,GS44,HS1298 ForthS.B.&E.Co.Ld.Alloa	10 ″ 9 s ″ 8½ 10 ″ 8	
74443 157401 VJPS	**Fiona** *ss*Syd.No.1–37 *Mchy.Aft* 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)	2198 1833 1148	✝100A1 *with freeboard* 1,~~39~~ ~~3,38~~ LMC4,37 *Carrying Molasses in cantilever framed side tanks and below 2nd dk.*	Syd	*l*	CL ~~11,36~~ 1,39	1933 4mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's SA&CP*	Colonial Sugar RefiningCo.Ld. *CellD*	286·3 (O.L.) 299·0 F30′ *B241′507t*	44·1 FK (*Coll* *FPT116t*	19·1 *to Sh dk* 4 ,, ,, *2nd* ,, *APT97t*	Sydny NSW British	T.3Cy.20¼″,33½″&57″–39″ ~~2nd~~ 200lb (*s*) 258NHP 2SB(Spt),*4cf*,GS66, HS3386 N.E.MarineEng CoLdNwe	21 ″ 4 s ″ 10⅜ 20 ″ 7	
74444 OZKB	**Fionia** Ⓟ Twin Sc 4 Mst *OilEng.* *ss*Cpn.No.3–3,27 D.F. *ss*Cpn.No.2–35 1 *Dk*(*Stl*)&*Awng dk* (*Stl*-teak s)	5219 4297 3337	✝100A1 *Awng dk* *with freeboard* 1,~~39~~ ~~3,38~~ LMC CS ~~S~~ ~~3,39~~ ~~3,37~~	Cpn	*y*	CL 3,37	1914 3mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's SA&CP*	A/S DetÖstasiatiskeKompagni *CellD*	394·4 (O.L.) 414·3 P26′B168′F37′ *B241′507t*	53·2 FK *FPT116t*	27·0 *on Awng dk* 6 *BHptCem* *APT97t*	Copnhagn Danish	Oil Engines 4S.C.SA 12Cy.29½″–43⅛″ 988NHP DB–*80lb* Akt.Burmeistr&Wain,Cpn	30 ″ 0 s 5 ″ 11 24 ″ 6	
74445 13923 GMQW	**Firby** *ss*Shl.No.2–38 ~~*ss*Sws.No.2–34~~ D.F. 1 *Dk*(*Stl*)	4869 4610 3029	✝100A1 ~~1,38~~ ~~2,38~~ 5,39 ~~S~~ ✝LMC	Shl Sws	*y*	CL ~~11,37~~ 5,39	1926 6mo	W.Gray & Co.Ld. W Hartlepool *Lloyd's SA&CP*	RopnerShipping Co.Ld. *CellDB*	390·0 (O.L.) 402·0 P30′B220′F40′	55·0 FK *FPT180t*	26·5 *BHCem APT179t*	W.Hartlpl British	T.3Cy.25½″,40″&71″–48″ (*s*) 180lb *150lb* 439NHP 3SB(Spt.)*9cf*,GS190,HS7614 Cen.Mar.Eng.Wrks.W Hpl	28 ″ 9 s 4 ″ 5⅜ 24 ″ 6½	
74446 LDVO	**Firda** Ⓟ 1 *Dk*&*Tr B*	500 316 269					1900	Fevigs Jernskibsbyg. Arendal	Fylkesbaatane i Sogn og Fjordane	162·2 P64*t*H62*t*F57*t*	24·3	13·5	Bergen Norwegian	T.3Cy.16½″,27″&44″–30″ SirC.Furness, Westgarth&Co.Ld.Mdb.	106NHP	
74447 14734 MNLS	**Fire King** ~~*ss*Bkn.No.3–4,38~~ *Well deck* *Mchy.Aft* 1 *Dk*(*Stl*)	758 552 291	✝100A1 ~~3,36~~ 3,37 1,39 ~~Spec.Sy~~ ~~BS4,39~~ ✝MC~~4~~	Bkn	*k*	CL ~~4,36~~ 4,39	1925 12mo	J.Duthie TorrySB.Co Aberdeen *Lloyd's SA&CP*	GilchristsTraders (Steamships)Ld. (R.Gilchrist&Co. *Mgrs.*) *CellD*	190·3 (O.L.) 199·9 Q125′B0nQ13′F29′ *Bf*94′154*t*	32·1 FK *FPT64t*	11·8 *APT20t*	Liverpool British	T.3Cy.16½″,27″&45″–33″ (*s*) 185lb 155NHP 3*BHCem* 2SB,*4cf*,GS77,HS2766 A.Hall&Co.Ld.Aberdeen	14 ″ 0 s 3 ″ 9½ 13 ″ 8½	
74448 14556 MKTR	**Fire Queen** (*ex*Arclight–33) *ss*P.Gl.No.3–9,33 *ss*Bkn.No.1–37 *Mchy.Aft* *Well deck* 1 *Dk*(*Stl*)	650 433 249	✝100A1 ~~7,38~~ ~~4,38~~ 1,39 ~~BS4,38~~ ✝LMC4,37 4,39	Bkn	*i*	CL 8,37	1921 10mo	AilsaS.B. Co.Ld. Troon *Lloyd's SA&CP*	GilchristsTraders (Steamships)Ld. (R.Gilchrist&Co. *Mgrs.*) *CellD*	175·2 29·5 182·0 (O.L.) Q100′B9 F35′ *Bf*93′129*t*	28·2 BK7¼″ *FPT78t*	11·2 *BHCem APT33t*	Liverpool British	T.3Cy.15″,24½″&40″–30″ (*s*) 180lb 81RHP 2SB,*4cf*,GS71,HS2398 AilsaS.B.Co.Ld.Troon	13 ″ 6 s 4 ″ 4½ 13 ″ 8½	
74449 149359	**Firecrest** *ss*Shl.No.2–38 *Well deck* *Mchy.Aft* 1 *Dk*(*Stl*)	538 343 259	✝100A1 2,38 ✝LMC2,~~38~~	Shl	*h*	CL 1,38	1929 9mo	JohnLewis &Sons,Ld. Aberdeen *Lloyd's SA&CP*	R.&W.Paul,Ld. *CellDB95′121*	160·2 Q113′B9′F28′	26·6 FK *FPT42t*	9·9 *APT19t*	Ipswich British	T.3Cy.12″,21″&34″–21″ (*s*) 200lb 65RHP 1SB,*2cf*,GS40,HS1484 JohnLewis&Sons,Ld Abn.	12 ″ 0 s 3 ″ 8 11 ″ 11½	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Force motrice auxiliaire, etc. Force motrice pour l'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Bat. Peints
74450	**Fireglow**		1261	✠100A1	Sld	*n*	CL	1925	S.P.Austin	GasLight&CokeCo.	225·0	36·0	15·3	London	T.3Cy.[illegible],30"&49"–33" (*s*)	17 ″ 3	
148042		*ss*Shl.No.3–7,38 ~~ss Shl. No. 1–34~~	966	7,38 ~~7,37~~	Shl		~~7,37~~	8mo	&Son.Ld.	(StephensonClarke	233.0(O.L.)			British	180lb *100lb* 158NHP	s 5 ″ 2	
MNJT	*Mchy.Aft*	1 *Dk(Stl)*	675	~~[illegible]~~ 0			6,38		Sunderland	&AssociatedCompanies,Ld. *Mgrs.*)	Q127'B16'F21' FK			5 *BHCem*	1SB,*4cf*,GS74,HS2550	15 ″ 8	
	Well deck	*Cargo battens not fitted*		~~[illegible]~~			7,38	*Lloyd's SA&CP*		*Cell DBuE20'f137'335t*				*DT f 9'154t*	N.E.MarineEngCo.Ld.Sld *FPT133t APT23t*		
74451	**Firenze** Ⓟ (*ex*Roma)	TwinSc	3952					1912	Soc. Esercizio Bacini	"Tirrenia" Soc. Anon.diNav.	360·9	44·6	24·5	Naples	T.6Cy.21¼",34¼"&59⅞"-41⅜"		I
396		*Fitted for oil fuel*	—						Riva Trigoso		P69'B72'F46'			Italian	Soc.Esercizio 454NHP		
IBBM	D.F.	2 *Dks 3tr B*	2328											*WB*	Bacini,Genoa		
74452	**Firethorn** (*ex*Virago 36,	3Mst	321	✠100A1	Bwg	*f*	CL	1905	J.Fullerton	S.WilliamCoe&Co.	141·0	23·8	9·7	Liverpool	C.2Cy.18"&40"–27" (*s*)	10 ″ 10	
121266	*ex*Javelin)	*ss*Liv.2ndNo.3–3,33	223	3,38 ~~[illegible]~~	Bkn		1,37	10mo	&Co.	Ld.(W.J.Ireland.	*24·0*			British	130lb 85RHP	s 4 ″ 2	
MCJT	*Well deck*	*ss*Bel.No.1–37	125		✠LMC				Paisley	*Mgr.*)	147·0(O.L.) FK			3 *BHCem*	1SB,*3pf*,GS51,HS1461	10 ″ 9	
	Mchy.Aft	1 *Dk(Stl)*		MS3,37	BS~~10,37~~ 2,38			*Lloyd's SA&CP*			Q78'B9'F30' *FPT*			35 *tAPT7t*	Ross&Duncan,Glasgow		
74453	**Firmore**	3Mst	7117	✠100A1	Bal	*c*†	CL	1918	Bethlehem	OreS.S.Corp	449·1	57·2	34·3	New York	1DR GearedSteamTurbine	37 ″ 0	
216565		*ss*Bal.No.3–9,30	6365	6,38 ~~[illegible]~~			~~11,35~~	7mo	S.B.Corp.Ld					Utd.States	200lb (*s*) 556NHP		
WQCF		*ss*Bal.No.1–35	4481				12,38		Sparro Pt.Md		P106'F39' FK			*Cem*	3SB,*9cf*,GS185,HS7877 FD		
	Mchy.Aft	1 *Dk(Stl)* & *Web frames*		BS~~3,37~~ 6,38	✠LMC1,38			A&CP	*Cell DBuE&B*	2 *Intermedia*	*te BHds dispensed with*			*with5 BHonly*	GeneralElectricCo.		
		Longitudinal framing							58'*f*3	20'1622*t side tanks*	*Nos.1,2&3 P&S1950*			*t FPT395t A*	*PT213t* Schenectady,N.Y.		
		Cargo battens not fitted															
				Fitted for oil fuel 9,	19		*F.P.*				*above* 150° F.						
74454	**Firth Fisher** (*ex*Freeland–34)		574	✠100A1	Bly	*h*	CL	1919	J.Lewis&	JamesFisher	164·8	27·0	11·1	Barrow	T.3Cy.14",24"&39"–27" (*s*)	13 ″ 3	
140656		*ss*Lan.No.3–1,34	394	8,38 ~~[illegible]~~	Brw		~~[illegible]~~	9mo	Sons,Ld.	&SonsLd.				British	180lb 105NHP	s 3 ″ 8½	
MJRX	*Mchy.Aft*	*ss*Brw.No.1–38 1 *Dk(Stl)*	263	~~BS4,37~~	✠LMC1,~~36~~		8,38		Aberdeen		Q94'B11'F21' FK			3 *BHCem*	1SB,3*pf*,GS54,HS1894	13 ″ 2½	
	Well deck	*Cargo battens not fitted*		~~[illegible]~~	8,38			*Lloyd's SA&CP*		*Cell DBf97'125t FPT*				44 *tAPT19t*	J.Lewis&Sons,Ld.Abn.		
74455	**Firuz**		7327					1929	Chant Nav. Français	Association Pétrolière	446·8	56·9	33·8	Dunkirk	T.3Cy.26",44"&74"–51"		V
		Fitted for oil fuel	6666						Caen		P120'B32'F53'			French	391NHP		
FOYM	D.F. *Mchy.Aft*	2 *Dks*	4005											*WB*	N.E.MarineEngCoLd.Nwc		
	E.S.D.	*Longitudinal framing*															
		Carrying Petroleum in bulk															
74456	**Fiscus**		4815	✠100A1	Syd	*z*	CL	1928	Nthmblnd	TempusShipping	399·0	54·5	25·2	Cardiff	T.3Cy.26",42"&71"–48" (*r*)	27 ″ 7	
148298		*ss*Shl.No.2–36	4409	*with freeboard*	~~[illegible]~~	Liv	~~7,36~~	4mo	S.B.Co.	Co.Ld.(W.H.				British	180lb 432NHP	s 2 ″ 11½	
GNTB	D.F.	1 *Dk(Stl)* & *Shelter dk(Stl)*	2948	~~[illegible]~~ 6,37	8,39		3,39		(1927)Ld.	Seager&Co.Ld.	F36' FK			6 *BHCem*	3SB(Spt)*9cf*,GS175,HS7395	24 ″ 9½	
				BS~~9,37~~ 4,38	✠LMC7,36				Newcastle	*Mgrs.*)				*Coll to Sh dk*	N.E.MarineEng.CoLdNwc		
								Lloyd's SA&CP		*Cell DB348'1358t*	*FPT106t APT195t*			5 ,,2nd,,)			
74457	**Fisherman II** (*ex*Kallisto)	TwinSc	446					1921	Frd.Krupp Germaniawft A.G. Kiel	Wm.R Dobbs	183·0	28·5	16·0	L.Angeles Utd.States	Oil Engines 12Cy.10¼"-11½" *Emade30*		
234179		*Oil Eng.*	—														
WOFX	Wireless *Ref.Mchy.*	1 *Dk*	362														
74458	**Fishers Island** Ⓟ		852					1926	Bethlehem S.B.Corp.Ld. Wlmngtn Del	FishersIsland Nav.Co.	150·1	40·1	14·4	N.Lndn.Cn Utd.States	T.3Cy.17",25"&43"–30" 101NHP		
226004			—											*WB*	VulcanI.Wks,JerseyCy.NJ		
		1 *Dk*	563														
74459	**Fishpool**		4575	✠100A1	Shl	*y*	CL	1912	Ropner&	PoolShppg.Co.Ld.	379·0	56·0	24·4	W.Hartlpl	T.3Cy.26",42"&70"–48" (*s*)	26 ″ 9	
132822		*ss*Hpl.2ndNo.3–9,37	4263	~~7,38 12,37~~ 8,38	Cliff		~~8,37~~ 7,38	5mo	Sons,Ld.	(SirR.Ropner&Co.	3917(O.L.)			British	180lb 380NHP	s 3 ″ 9½	
GQST	D.F.	1 *Dk(ptIrn-pt Stl)*	2832		✠LMC				Stockton	Ld. *Mgrs.*)	P30'B221'F39' FK			6 *BHCem*	3SB,*9cf*,GS175,HS6012	23 ″ 1½	
				MS6,37	BS12,37			*Lloyd's SA&CP*		*Cell DBa127'uE24'f*	167'1046t *FPT157t*			*APT184t*	Blair&Co.Ld.Stockton		
Now "Atlantic Scout," *see No. 87056 in Supplement*								1892	W.Gray& Co.Ld. W Hartlepool	AdolfoRamirez Escudero	259·6	36·1	15·9	Bilbao Spanish	T.3Cy.19",30½"&51"–36" 156NHP	19 ″ 5	
74460	**Fito** (*ex*Marques delTuria–32,		1754				...				P27'Q80'			*WB*	Cen.Mar.Eng.Wrks WHpl		
	*ex*Velazquez Duro,*ex*Gobelas,*ex*Milo)		1308								ptND9 FK						
EADZ	*Well deck*	1 *Dk(Stl)* & *Web frames*	1045														
74461	**Fitzroy** (*ex*Lafonia–36)		768	✠100A1	Stanley		CL	1931	H.Robb Ld. Leith	FalklandIslands Co.Ld.	165·8	32·7	11·7	Stanley, F.I. British	T.3Cy.14",24"&40"–27" (*s*) 180lb 91RHP	13 ″ 6	
161827		~~*ss*Stanley F.I.No.1–36~~	457	~~2,36 1,36~~ 3,39	F.I.		~~12,37~~	9mo								s ″ 2⅜	
VPRZ	Wireless	1 *Dk(Stl)* 2nd *dk(Stl)*	344	~~[illegible]~~	✠LMC~~36~~		9,38	*Lloyd's SA&CP*			P&B109'F18' FK			5 *BHCem*	2SB,*4cf*,GS74,HS2209	13 ″ 4½	
	Well deck	*in No. 1 hold*			3,39					*Cell DBa§uE39'f69'128t FPT*				18 *tAPT25t*	W.Beardmore&Co.Ld. Coatbridge		
		*ss*Stanley F.I.No.2–39															
74462	**Fiume** Ⓟ (*ex*Calitea–32,		662					1926	Lübecker Masch.Ges. Lübeck	"Adriatica" Soc. Anon.diNav.	164·9	25·7	17·7	Venice Italian	T.3Cy.16⅛",24⅛"&41⅝"-23⅝" 83NHP		I
308	*ex*Prestolonaslednik Peter)		564											*WB*	LübeckerMasch.Ges.		
IBTM	Wireless	2 *Dks*	386														
		Fitted for oil fuel															
74463	**Fiumicino** (*ex*SilvioPagan–37,*ex*		634				...	1889	S.&H. Morton&Co. Leith	EttoreCarmina	187·3	28·3	12·4	Genoa Italian	T.3Cy.13½",22"&36"–30" NB01 71NHP	14 ″ 5	I
2118	Silvio–34,*ex*Silva–34,*ex*Nordlicht–33,		—								179·3						†
IUJF	*ex*Greta,*ex*Ems,*ex*MarieScherlau,*ex* Kopernikus) *Well deck*	1 *Dk*	357								Q55'B46'F25'			*WB*	S.&H.Morton&Co.Leith		
74464	**Fivel**		306					1936	J.Koster Hzn.Schpsw. "Gideon" Groningen	J.Bont	127·4	24·0	8·1	Loppersum Dutch	Oil Engines 2S.C.SA 5Cy.10¾"-14⅞" 92NHP		V
		Oil Eng.	195								Q73'F20'			*WB*	N.V.Mchfb.Bolnes,Bolnes		
PEBY	D.F. *Mchy.Aft*	1 *Dk*	153														
		Cruiser Stern															
74465	**Fjeld** (*ex*Tela–36,*ex*TotaiMaru)		2960	✠100A1	Bmn	*t*	CL	1916	OsakaIron Works,Ld. Osaka	A/S D/S Fjeld (A.Meidell,*Mgr.*)	305·3	44·0	25·0	Bergen Norwegian	T.3Cy.22",37"&61"–42" (*s*) 180lb 288NHP	27 ″ 3	
2719			1834	10,38 ~~[illegible]~~	Cpa		~~12,36~~	5mo								s 4 ″ 3	
LDAD		*ss*Cpu.No.2–38 ~~*ss*Rot.No.1–34~~					9,38				P19'B82'F32' FK			5 *BHCem*	2SB,*6cf*,GS90,HS3824 FD	23 ″ 2	
		2 *Dks(Stl)* & *Web frames*		~~[illegible]~~	~~[illegible]~~			*Lloyd's SA&CP*		*Cell DB 255' 519t FPT*				76 *tAPT20t*	OsakaIronWorks,Ld.		
		Longitudinal framing															
74466	**Fjord** (*ex*Orla–37)		4032				...	1914	Tyne I.S.B. Co.Ld. Newcastle	A/S D/S Fjeld (A.Meidell,*Mgr.*)	355·3	50·8	24·9	Bergen Norwegian	T.3Cy.25",41"&68"–45" 355NHP	27 ″ 4	N
			3833								P32'B102'F34'						†
LEOW		1 *Dk*	2536											*WB*	N.E.MarineEngCoLd,Nwc		
74467	**Fjordaas**	TwinSc	7361	✠100A1	Rot	*b*†	CL	1931	Deutsche Werke Kiel A.G.	Mörland's TankrederiA S (A.J.Mörland, *Mgr.*)	424·2	60·2	34·6	Arendal Norwegian	Oil Engines 4S.C.SA 16Cy.21⅝"-35⅞" 726NHP	34 ″ 0	
		Oil Eng.	6916	~~[illegible]~~ 4,39	~~Rot~~ Bkn		sl 1,37	5mo									
LDSQ		*ss*Fal.No.1–35	4360	.....			P4,39				P92'B28'F35' FK			12 *BHptCem*	2DB *114lb*		
	D.F. *Mchy.Aft*	1 *Dk(Stl)*		2,39				*Lloyd's SA&CP*		*Cell DBuE60'207t D*	*Tf34'224t FPT244t*			*tAPT189t*	DeutscheWerkeKielA.G.		
		Cruiser Stern		*Carrying Petroleum in bulk*													
74468	**Fjordheim**		4115	✠100A1	Sws	*x*	CL	1930	Swan,Hunter& Richardson, Ld.Sunderlnd	A/S Theologos (N.Rögenæs, *Mgr.*)	374·8	51·5	23·7	Haugesnd Norwegian	T.3Cy.22½",37"&60"–42"& LP Turbine with DR gearing & hydraulic coupling	26 ″ 0	
		*ss*Stv.No.2–38 ~~*ss*Stv.No.1–34~~	3721	~~5,36 6,37~~ 2,39	Stv		~~8,36~~	6mo			386'8(O.L.)						
LDOR	D.F.	1 *Dk(Stl)*	2497	~~BS7,37~~	LMC6,~~34~~		4,38			*Intermediate BHs in fwd.&after*	P38'B106'F28' FK			4 *BHptCem*	180lb (*s*) 363NHP		
				BS2,39	5,38			*Lloyd's SA&CP*		*holds dispensed with*				85 *tAPT121t*	2SB,*6cf*,GS105,HS4342 FD		
										Cell DB316'956t FPT					N.E.MarineEng.Co.Ld.Sld		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Registd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Registd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Regularly in which classed. If not in L.R. Date of Lloyd's Certificate.
74469 DIBM	**Flachsee** (*ex* KapitänRuge) **TwinSc** *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk*	757 566 355					1927	Howaldts-werke A.G. Kiel	W. Schuchmann	181·4 P44′	32·1 F23′	12·1	Hamburg German *WB*	Oil Engines 2S.C.SA 4Cy.12⅞"–16½" 45NH Gebr.Sulzer.Ludwgshfn.		G
74470 GRBV	**Flaminian** *Cruiser Stern* 2 *Dks*	2699 2526 1696					1917	W. Harkess & Son, Ld. Middlesbro'	Ellerman Lines, Ld. (Ellerman & Papayanni Lines, *Mgrs.*)	315·0 P73′B140′F33′	42·4	23·6	Liverpool British *WB*	T.3Cy.20½",34½"&59"–42" Richardsons, Westgarth & Co. Ld. 226NH Westgarth&Co.Ld.Mdb.		C
74471 FNRY	**Flandre** Ⓟ **QuadSc** D.F. 5 *Dks*	8571 6439 3187					1914	Chant. de l'Atlantique St. Nazaire	Cie. Générale Transatlantique	464·4 P50′B220′F50′	57·0	29·6	St. Nazaire French *WB*	C.8Cy.25¼"&43 11/16"–35½" & 2 Low Pressure Turbines Chant. de l'Atlantique St. N		V
74472 ONGA	**Flandres** (*ex* Greiffenfels) *ss* Ant. 2nd No. 3–10,36 D.F. 2 *Dks* (*Stl–Upeaks*)	5827 5502 3634	✝100A1 ~~10,36~~ 10,38 BS~~10,37~~ 10,38	Ant	*a*† MC10 36	CL 10,36	1914	Akt. Ges. 3mo "Weser" Bremen	Cie. Royale Belgo-Argentine (Armement Deppe, *Mgrs.*) 1 *BH in forward* *Lloyd's SA&CP* *Cell D Ba* 139′ *uE23′ f* 189′ 187′	122·5 P60′B126′F54′ FK *hold dispensed with* 348′ *'tween dk*	56·2	29·6 *FPT*	Antwerp Belgian *Cem* 6 *BH only* *tank a* 36′ 470	T.3Cy.28¾",46⅞"&76⅞"–(*s*) 53½" 192lb *121lb* 520NHP 3SB,9*cf*,GS148,HS6950 FD A.G. "Weser," Bremen *'tween dk tanks f* 36′ 494*t*	32 ″ 6 s 6 ″ 7½ 26 ″ 1	
74473 SECI	**Flandria** Sub.Sig. 1 *Dk*	*1179* 3320 *800* *662*					1898	Helsingörs Jernsk & Msk. Elsinore	Förnyade Ångt. Aktieb. Göta (F. Sternhagen. *Mgr.*)	228·2 P141′H85*t*F11′	33·1	13·1	Gothenburg Swedish *WB*	T.3Cy.18½",30"&50"–36" 150NHP Helsingörs Jernsk. & Mskb.		V
74474 MJZX	**Flashlight** *ss* Sld. No. 3–6,33 *ss* Sld. No. 1–37 *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck* *Cargo battens not fitted*	934 747 482	✝100A1 5,38 ~~6,37~~ BS5,38	Sld	*m* LMC6,37	CL ~~5,36~~ 5,38	1920	S. P. Austin & Son, Ld. Sunderland	Gas Light & Coke Co (Stephenson Clarke & Associated Companies, Ld. *Mgrs.*) *Cell D Bu E19′ f* 124′ 248*t* *MT* 11′ 158*t*	216·5 225·5 (O.L.) Q106′B17′F25′ FK 5 *BH Cem*	32·0	13·4 *FPT* 114*t*	London British 180lb *100lb* 1SB,3*cf*,GS50,HS1822	T.3Cy.16",27"&44"–30" (*s*) 117NHP Richardsons, Westgarth & Co. Ld. Sld.	15 ″ 6 s 1 ″ 9½ 13 ″ 11	
74475 MQDJ	**Flathouse** *ss* Shl. No. 1–36 *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck* *Cargo battens not fitted* Wireless	1546 1152 837	✝100A1 7,38 ~~5,37~~ BS~~5,37~~ 7,38	Shl	*p* LMC10,36	CL ~~9,36~~ 7,38	1931	Swan, Hunter & Wigham Richardson, Ld. Sunderlnd	Stephenson Clarke & Associated Companies, Ld. *Cell D B19* *Lloyd's SA&CP*	244·0 Q145′F28′ FK 8′413*t* *MT* 186*t*	36·5	16·0 *FPT* 93*t* *APT* 35*t*	London British 180lb 4 *BH pt Cem*	T.3Cy.19",31"&51"–36" (*s*) 179NHP 2SB,6*cf*,GS101,HS2888 Swan, Hunter & Wigham-Richardson, Ld. Nwc.	18 ″ 0 s 5 ″ 5½ 16 ″ 10½	
74476 77587	**Fleetwood** (*ex* Wiarton–34, *ex* Glenvegan, *ex* Cicoa, *ex* JohnSharples) *Mchy. Aft* GyC. 1 *Dk* 2 *tr B*	1593 — 1124					1903	Superior S.B.Co. W. Superior	Nicholson Transit Co.	241·1 Q88′F36′	41·0	16·3 *WB*	Detroit, Mich. Utd. States	T.3Cy.14",25"&42"–30" NB10 97NHP Superior S.B.Co		
74477 PECI	**Flensburg** **3Mst** D.F. 2 *Dks*	6421 5836 3515					1922	Flensburger Schiffsb. Ges. Flensburg	Halcyon-Lijn N.V.	454·9	60·1	27·8 *WB*	Rotterdam Dutch	T.3Cy.28¾",46⅝"&76"–48" 400NHP Flensburger Schiffsb. Ges.		G
74478 MCZV	**Fleswick** **3Mst** *ss* Liv. No. 3–7,34 *Mchy. Aft* *Well deck* 1 *Dk* (*Irn*)	610 438 241	✝100A1 2,36 MS4,34	Liv	*i* LMC S9,~~5~~ 9,38	CL ~~2,36~~ 1,39	1900	Ailsa S.B. Co. Troon	Kyle Shipping Co. Ld. (Monroe Bros. *Mgrs.*)	179·3 Q101′B10′F35′ FK&BKI" *DBf* 94′ 137*t* *FPT* 65*t*	28·0	11·2 *APT* 8*t*	Belfast British 3 *BH Cem*	C.2Cy.21"&47"–33" (*s*) 90RHP 1SB,3*pf*,GS63,HS1730 McKie & Baxter, Glasgow	13 ″ 10 s 4 ″ 5½ 13 ″ 7½	
74479 VGXD	**Fleurus** Ⓟ Wireless 2 *Dks*	1122 976 652					1926	At. & Ch. de la Seine Maritime, Le Trait	Anticosti Shipping Co.	189·8	33·0	20·8	Quebec British *WB*	T.3Cy.18⅛",29⅝"&50"–33 1/16" Atel. & Ch. de la Seine Maritime, Le Trait 143NHP 264"		V
74480 GKNF	**Flimston** *ss* Cff. No. 3–1,38 D.F. E.S.D. 1 *Dk* (*Stl*)	4674 4272 2794	✝100A1 5,38 1,38 MS11,36	Cff	*y* LMC BS~~1,38~~ 2,38	CL ~~1,38~~ 4,38	1925	Bartram & Sons, Ld. Sunderland	Picton S.S. Co. Ld. (E. Thomas Radcliffe & Co. *Mgrs.*) *Cell D B* *Lloyd's SA&CP*	385·4 P39′B&F306′ FK 342′ 1110*t* *FPT* 116*t*	52·0	26·0 *MT* 174*t* *APT* 174*t*	London British 180*lb* 7 *BH Cem* 3SB(Spt)9*cf*,GS194,HS7650	T.3Cy.~~20"~~,44½"&73"–48" (*s*) 180lb *180lb* 451NHP Blair & Co. Ld. Stockton	27 ″ 10 s 3 ″ 1½ 24 ″ 10½	
74481 LCTM	**Flint 2** (*ex* Elgin County, *ex* Flint2, *ex* Atlantis, *ex* Sierra Quemada) 2 *Dks*	5614 5094 3345				…	1918	J Coughlan & Sons Vancouver, B.C.	D/S A/S Flint (Willy Kubon)	410·5 P59′B115′F47′ FK	54·2	27·4 *WB*	Bergen Norwegian	T.3Cy.27",44"&73'–48" NE24 512NHP McKie & Baxter, Gls.	29 ″ 9	N †
74482 GDRJ	**Flintshire** Ⓟ (*ex* Dardanus–35) D.F. *Ref. Mchy.* 2 *Dks* & 1 *pt dk*	7726 6478 4859					1923	Workman, Clark & Co. Ld Belfast	Glen Line, Ld.	459·5 P53′B164′F63′	58·4	32·6 *WB*	Liverpool British	2 Steam Turbines SR geared to 1 Sc. Shaft Workman, Clark & Co. Ld.		BT till 7-39 10-39
74483 KOPL	**Flomar** (*ex* Corvus) *ss* Bal. No. 3–11,32 D.F. *ss* Bal. No. 1–36 2 *Dks* (*Stl*)	5551 5144 3422	✝100A1 6,38 ~~5,37~~ MS2,37 *Fitted for oil fuel* 12,19	Bal	*z* LMC S1,38 *F.P. above* 150°F.	CL ~~3,36~~ 6,38	1919	Columbia 11mo River SB Corp Portland, Or. A&CP	Calmar S.S. Corp. *Intermediate BH* *hold & intermediate* *in fore hold & aft* *Cell D B* 355′ 1139*t*	410·0 P44′B115′F47′ FK *n after* *e'tween dk BHs* *hold dispensed with* *MT* 29′ 74*5t* *FPT* 132*t*	54·2	27·5 *pt Cem* 5 *BH to U dk* 1 „ „ 2*nd* „ *APT* 143*t*	New York Utd. States	T.3Cy.24½",41½"&72"–48" 210lb (*s*) 582NHP 3SB,9*cf*,GS196,HS8780 FD Llewellyn Iron Works, Los Angeles, Cal.	30 ″ 3 s 6 ″ 5 24 ″ 0½	
74484 SVRC	**Flora** (*ex* Panaghi Vagliano–34) 1 *Dk* (*pt Irn & pt Stl*) 2 *tr B & Web frames* *Cargo battens not fitted* 3 *Dk rule*	2980 2791 1878	✝100A1 *with freeboard* 4,36 ~~BS3,37~~	Rot	*v* LMC7~~,34~~ 7,38	CL ~~4,36~~ 6,38	1904	R. Craggs & Sons. Ld. Middlesbro'	E. P. Nomikos (Petros M. Nomikos, Ld. *Mgrs.*) *Cell D Ba* *Lloyd's SA&CP*	330·1 P36′B166′F36′ FK 100′ *uE26′ f* 140′ 69	46·0	22·2 *FPT* 85*t* *APT* 66*t*	Piræus Greek 5 *BH Cem*	T.3Cy.23½",~~30"~~&64"–42" (*s*) 180lb ~~39½"~~ 295NHP 2SB,6*cf*,GS120,HS4640 Blair & Co. Ld. Stockton	24 ″ 4 s 3 ″ 1½ 21 ″ 4½	
74485 7658 SIBN	— *ss* Ukr. No. 2–38 *ss* ~~Hbg. No. 1–34~~ 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1770* *1589* *1003*	✝100A1 *with freeboard* ~~Ukr. Hbg.~~ ~~5,38~~ 10,37 5,38 ~~BS8,37~~	Skn	*r* LMC~~6~~ 5,38	CL ~~10,36~~ 5,39	1930	Fredrkstad Mek Værks. Fredrikstad	A/B Transmarin (S. Redig, *Mgr.*) (*Cell D B* *Lloyd's SA&CP*	269·0 *BH to Shelter dk* 212′ 545*t*	42·2 3*B*	17·6 *FPT* 35*t* *APT* 80*t*	Hlsingborg Swedish 4 *BH Cem* *Hf to 2nd dk*)	T.3Cy.18½",29½"&50"–36" 190lb (*s*) 188NHP 2SB,6*cf*,Gs60,HS2545 FD Fredrikstad M. V. Frdstad.	20 ″ 0 s ″ 8½ 19 ″ 4½	
74486 PJBL	— *Ref. Mchy.* *Fitted for oil fuel* Wireless *Cruiser Stern* 2 *Dks*	1417 — 824					1921	H. te Veld-huis Papendrecht	West-Indische Scheepv. Maats.	238·5	37·2	16·1 *WB*	Curaçao Dutch	T.3Cy.20",31"&50"–36" 150NHP J.&K.Smit, Kinderdijk		V
74487 CXNB	— Wireless D.F. *Ref. Mchy.* 2 *Dks*	1218 1040 655					1909	Akt. Burmeistr & Wain Copenhagen	Det Forenede Dampskibs Selsk.	253·5 P19′B104′F25′	34·6	16·8 *WB*	Odense Danish	T.3Cy.21",35"&60"–39" 225NHP Akt. Burmeistr & Wain, Cpn		V
74488 DONA	— 1 *Dk*	344 284 196					1891	Eriksbergs Mek. Werks. Gothenburg	Dampfschiffahrts Ges. Neptun	140·9 P31′B24′F12′ len 93	22·4	11·9	Bremen German	C.2Cy.13⅜"&26½"–17½" NB03 24NHP Eriksbergs Mek. Wrks. Got.		G

Numéro d'Ordre / Numéro Officiel / Signaux	Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	Tonnage Officiel: Total. Sous le Pont. Net.	Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terminaison indiquant le Type d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	Tirant d'eau sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant.	Registres où coté.
74489 7542 SKJ1	**Flora** Wood Aux 3 Mst Sr (*ex* Sailing Vessel) *Oil Eng.* *Mchy. Aft* 1 *Dk* (*See Sailing Ship Register*)	*308* *277* *232*					1919	J. Ph. Jörgensen Thurö	J. Jönsson	126·5 | 29·2 | 12·6 Q26′H9*t*			Brantevik Swedish	Oil Engines 2 S.C.SA 2 Cy. 18¾″–16⅛″ 67 NHP *Emade&fitted* 33 JönköpingsMotorfbrk.		
74490 OHVJ	**Flora H.** (*ex* Jupiter-34) Sub.Sig. 1 *Dk&deep framing&pt Awng dk*	2025 1374 1212				...	1899	Flensburgr Schiffsb.Ges. Flensburg	WernerHacklin	267·0 | 39·5 | 23·5 P16′Q84′ 16·0 *pt Awng dk* 168′ FK			Björnebrg Finnish *WB*	T.3Cy.19″,31½″&51″–36″ 170 NHP FlensburgerSchiffsb.Ges.	18 ″ 2	
74491 788 SVOM	**Flora Nomicos** (*ex* NicolasJean-34, *ex* DéputéPaulProust) 1 *Dk*	1783 1586 1054					1921	Ministère de la Marine Cherbourg	LoucasNomicos	266·4 | 39·4 | 23·0 P19′B55′F28′			Piræus Greek *WB*	T3Cy.18¾″,29½″&49½″–37½″ Etablissements 147 NHP d'Indret,Indret		
74492 OTXC	**Flore** (*ex* CharlesLeBorgne-33) *Mchy. aft* 1 *Dk*	*1019* *742* *506*				...	1913	Osbourne, Graham&Co. Sunderland	ArmementRené Geurts	210·0 | 33·2 | 13·7 Q122′F22′ FK			Antwerp Belgian *WB*	T.3Cy.17″,28½″&46″–33″ 155 NHP MacColl&Pollock,Ld.Sld.	15 ″ 9	
74493	**Floreana** (*ex* Start, *ex* Olga, *ex* Sailing Vessel Vigilant) Aux 3 Mst Sr *Oil Eng* 1 *Dk* (*See Sailing Ship Register*)	410 333 319				...	1895	Cumming & Ellis Inverkeithing	CompañiaFloreana Soc.Anon.	150·0 | 27·2 | 11·3 Q70′F16′			Callao Peruvian	Oil Engines 4S.C.SA 6Cy. NE *fitted* 35 Motorenfbr."Deutz"A.G. Köln-Deutz	12 ″ 2	
74494 MCVN	**Florence** *Well deck Mchy. Aft* 1 *Dk*	328 239 126				...	1898	S. Mc-Knight&Co. Ld. Ayr	Mrs.FlorenceG. Follows(J.C. Johnson, *Mgr.*)	141·7 | 24·1 | 9·8 Q51′B14′F27′ BK 7″			Liverpool British *WB*	C.2Cy.18″&38″–27″ NB15 70 RHP Ross&Duncan,Glasgow	11 ″ 0	
74495 KZAY	**Florence D.** (*ex* LakeFarmingdale) *Fitted for oil fuel* 1 *Dk2trB*	2638 2261 1518				...	1919	Superior S.B.Co. Superior,Wis	CadwalladerGibsonLumberCo.	251·0 | 43·7 | 26·1 P25′B64′F20′ FK			ManilaP.I. Utd.States *WB*	T.3Cy.21″,35″&59″–42″ 352 NHP DetroitS.B.Co.Detroit	28 ′ 3	
74496 210087 WLCL	**Florence Luckenbach** (*ex* Damara) *ss* Sea.2nd No.3–7,34 D.F. *ss* Sca.No.1–38 2 *Dks*(*Stl*)	5049 — 3217	✠100A1 Sea 6,38 ~~7,36~~ 3,39 ~~4,MC~~ ~~[illegible]~~ *Fitted for oil fuel* 12,38	Mob	*y*	CL 2,37 *F.P.ab*	1910 5mo	A.Stephen &Sons,Ld. Glasgow	LuckenbachS.S. Co.Inc. *WB* = *Cell D B a* 131′ *u E&B* 47 *ove* 150° F.	401·8 | 52·2 | 27·3 415·4(O.L.) P45′B125′F38′ FK *f* 181′9 94*t FPT* 141*t* *APT* 265*t*			NewYork Utd.States *6 BHCem*	T.3Cy.25″,41″&67½″–51″(*s*) 175 lb 425 NHP 3SB,*9cf*,GS150,HS6144 FD A.Stephen&Sons,Ld.Gls.	29 ″ 10 *s* 5 ″ 9½ 24 ″ 3	
74497 210812 KJKN	**Florence Olson** (*ex* Paraiso) Twin Sc *Fitted for oil fuel* *Mchy. Aft* Wireless 1 *Dk*	1437 — 891					1912	Craig S.B. Co. Long Beach,Cal.	OliverJ.Olson&Co.	216·5 | 40·2 | 14·1			S.Frncisco Utd.States *WB*	C.4Cy.13″&30″–24″ 74 NHP CraigS.B.Co.		
74498 147861 MLPB	**Florence Reynolds** 3 Mst (*ex* Coniscrag-33) *ss* Foy.No.3–2,38 *Mchy. Aft* *Well deck* 1 *Dk*(*Stl*)	397 263 152	✠100A1 Foy 4,39 ~~3,38~~ ~~[illegible]~~ Shl ~~[illegible]~~ BS6,37 ~~7,38~~ ~~[illegible]~~ 12,38			CL 1,38	1923 5mo	Pitcher's Ld. Gt.Yarmouth	~~A.G.Reynolds~~ Reynen Shipping Co.Ld. ~~[illegible]~~ *Lloyd's SA&CP*	142·2 | 24·1 | 10·3 Q48′B9′F26′ FK *FPT*			Ipswich British *3 BHCem* *45t APT 20t*	T.3Cy.12″,21″&34″–24″ (*s*) 180 lb 66 RHP 1SB,*2pf*,GS34,HS1090 Amos&Smith,Ld.Hull	11 ″ 0 *s* ″ 8¾ 10 ″ 4½	
74499 145881 GJBD	**Florentino** *ss* Ant.No.1–38 *ss* Liv.No.3–3,34 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	1822 1550 970	✠100A1 Phl *Shelter dk* *with freeboard* ~~[illegible]~~ 12,38 ~~[illegible]~~ ✠ ~~[illegible]~~ BS ~~[illegible]~~	Ant	*r*	CL 9,37	1921 9mo	H.&C. Grayson,Ld. Garston *Lloyd's SA&CP*	MacAndrews&Co. Ld. *Cell D B* 224′ 410*t*	264·8 | 41·2 | 18·8 FK *Collision BH to Sh dk* 4 „ „ *U* „ *FPT* 63*t APT* 18*t*			Liverpool British *Cem*	T.3Cy.21″,34″&56″–36″ (*s*) 180 lb 252 NHP 2SB,*6cf*,GS130,HS4558 D.Rollo&Sons,Ld.Liv.	21 ″ 0 *s* ″ 10½ 20 ″ 3¾	
74500 LOEB	**Florentino Ameghino** *Fitted for oil fuel* *Mchy. Aft* 2 *Dks* *Carrying Petroleum in bulk* *Cruiser Stern* *Longitudinal framing*	*6948* *6341* *4429*				...	1925	Fairfield Co.Ld. Glasgow	Argentine Government (Yacimientos Petroliferos Fiscales)	431·2 | 57·0 | 33·2 P104′B32′F49′ FK			Bns.Aires Argentine *WB*	T.3Cy.27″,45″&75″–54″ 632 NHP FairfieldCo.Ld Glasgow	33 ″ 6	
74501 LDWD	**Flores** 1 *Dk* & *Spar dk* 3 *trB*	3610 3430 2813					1899	Ne lerl. Schp.Maats Amsterdam	Skibs A/S "Parana" (J.Jürgensen *Mgr*)	339·6 | 44·7 | 28·5 B78′F45′			Oslo Norwegian *WB*	T.3Cy.28″,38″&62″–42″ 249 NHP Ned.Fab.v.Werk.Mat.Ams		
74502	— *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*	350 175					1938	NV Schpsw "Vooruitgang" Foxhol	H.Sloots	142·7 | 24·0 | 9·7 P46′Q39′F22′			Groningen Dutch *WB*	Oil Engines 2S.C.SA 5Cy. N.V.Mchfb.Bolnes,Bolnes		
74503 FNBG	**Florida** (P) Twin Sc *Ref. Mchy.* *Fitted for oil fuel* D.F. *Cruiser Stern* 3 *Dks* 4 *trB*	9331 6659 5515					1926	Atel.&Ch. de la Loire St.Nazaire	Soc.Gén.de Transp. Mar.àVap.	468·9 | 60·6 | 31·6 P52′B232′F57′			Marseilles French *WB*	4 Steam Turbines DR geared to 2 Sc.Shafts Atel.&Ch.de la Loire,St.N.		IV
74504 236769 WPNJ	— *Oil Eng.* D.F. E.S.D. 1 *Dk* *Longitudinal framing at bottom & deck in Mchy. Aft Cruiser Stern centre tanks*	8562 — 5070	✠100A1 Phl 3 ~~[illegible]~~ 9,38 ~~[illegible]~~ LMC 1,37 *Carrying Petroleum in bulk* DB ~~39,38~~			CL	1937 10mo	Sun S.B.& Dry Dock Co. Chester,Pa.	TheTexasCompany *Cell D B*	468·1 | 65·3 | 34·3 490·5(O.L.) P111′B39′F61′ FK *u* E82′277*t FPT* 141*t* *APT* 115*t*			Wilmgton (Del.) Utd.States 14 *BH*	Oil Engines 2S.C.SA 4Cy.31″–86″ 1197 NHP 3 DB(WT) *227 lb* SunSB&DD.Co.ChesterPa	34 ″ 3	
74505 230775 KGWR	— (P) Twin Sc *Fitted for oil fuel* D.F. 6 *Dks*	4945 — 2689					1931	Nwprt News S.B.&D.D Co Newprt News	Peninsular& OccidentalS.S.Co.	365·0 | 56·5 | 28·5			NewHaven Utd.States *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts NewportNewsSB&DD.Co		R
74506 1491 IBOM	**Florida II** (*ex* Fortunato Terzo, *ex* Nicolaos Pateras, *ex* Tideway, *ex* Typhoon, *ex* Twilight) *ss* Gen.2nd No.3–10,28 *ss* Gen.No.1–32 1 *Dk*(*Jrn*) & *deep framing* D.F.	3313 3069 2072	✠ ... 9,36 ✠		Gen	*u*	1905 10mo	W.Gray& Co.Ld. W Hartlepool	A.T.Rosasco *Cell D Ba* 108′	329·5 | 47·5 | 22·8 P29′B88′F33′ FK *u E&B* 40′ *f* 140′ 82 8*t*			Genoa Italian *5 BHCem* *APT* 39*t*	T.3Cy.24″,38″&64″–42″ NDB25 283 NHP 2SB,*6cf*,GS109,HS4304 Cen.Mar.Eng.Wks.W Hpl.	24 ″ 9	I
74507 30522 JAIB	**Florida Maru** *Oil Eng.* *ss* Kob.No.3–11,38 ~~*ss* Kob.No.2–38~~ 2 *Dks*(*Stl*)	5845 5333 3651	✠100A1 Kob 11,38 ~~6,36~~ ~~[illegible]~~ LMC CS8,36 ~~[illegible]~~ 1,38 11,38		*z*	CL ~~8,36~~ 11,38	1925 3mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's SA&CP*	KawasakiKisen K.K. *Cell D B*	405·0 | 53·0 | 34·0 P28′B116′F31′ FK 338′ 1452*t FPT* 104*t* *APT* 55*t*			Kobe Japanese *6 BH* *DB 120 lb*	Oil Engines 2S.C.SA 6Cy.22″–66″ 902 NHP J.Brown&CoLdClydebank	34 ″ 0 *s* 7 ″ 4½ 26 ″ 11	
74508 FNSW	**Floride** (*ex* La Marseillaise) *Fitted for oil fuel* D.F. 2 *Dks*	7030 6400 4265					1921	Ch.&Atel. de St.Nazaire Grand Quevilly	Cie.Générale Transatlantique	429·5 | 58·3 | 31·8 P38′B135′F53′			Havre French *WB*	T.3Cy.27½″,44½″&75″–51″ 400 NHP Ch.&Atel.deSt.Nazaire		V
74509 221227 KDXD	**Floridian** (*ex* Stuart Dollar-36, *ex* Mandarin) *Fitted for oil fuel* D.F. 3 *Dks* & *Shelter dk*	6998 — 4319					1920	Kiangnan Dk&Eng Wks Shanghai	American-HawaiianS.S.Co.	429·0 | 52·2 | 26·6			NewYork Utd.States *WB*	T.3Cy.27 5/16″,44″&74¼″–48″ 384 NHP KiangnanDock&Eng.Wks		R

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard and Ships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R.; Date of withdrawal from class.
74510 Floristan 160549 GSPW D.F.	*ss* Mdb. No. 2-36 2 *Dks* (*Stl*)		5478 5065 3483	✠100A1 6,39 3,98 ✠LMC MS4,36 BS3,38 4,39 *Fitted for oil fuel* 5,38	Lon Mch	E	CL 7,37	1928 8mo *Lloyd's*	J Readhead &Sons, Ld. SouthShields *SA&CP*	StrickLine (1923) Ld. (F.C.Strick& Co.Ld. *Mgrs.*)	415·3 P31'B126'F52' FK	54·2	27·6	London British 7	T.3Cy.28",46"&77"-48" (*r*) 200lb 630NHP 3SB, *12cf*, GS191, HS9411 FD J.Readhead&Sons, Ld.SShl	30 " 1 s 6 " 0¾ 24 " 3	
74511 Flottbek DHHZ D.F.	*ss* Hamn. No. 2-34 *ss* Hamn. No. 2-34 1 *Dk* (*Stl*)		1930 1728 1128	✠100A1 6,38 6,37 ✠LMC 6,38 BS6,37	Ham	T	CL 3,35 6,38	1926 2mo *Lloyd's*	F.Schichau Danzig *SA&CP*	Knöhr&Burchard, Ntl. *Cell DB*	279·7 293·2 (O.L.) P27'B74'F32' FK *B240'541t FPT38t*	40·2	19·1 62t *FPT110t APT24t*	Hamburg German 4 *BHCem*	T.3Cy.19⅛",32¾"&53½"-37 7/16" (*s*) 200lb 223NHP 2SB(Spt), *4cf*, GS78, HS3014 F.Schichau, Elbing	21 " 4	
74512 Flowergate (*ex* Schildturm) 143815 GBRW 2 *Dks* (*Stl-U* teaks)	*ss* Nwc. 2nd No. 3-8,35		5156 4837 3226	✠100A1 6,37 6,39 Npt BS12,37 ✠LM 2,39	Bry	C	CL 5,37	1911 6mo *Lloyd's*	J.C.Teck-lenborg A.G Weser-münde-G. *SA&CP*	Turnbull Scott Shipping Co. Ld. (Turnbull, Scott& Co. *Mgrs.*) *Cell DB* *Tween dk tanks*	400·8 P50'B124'F52' FK *33'uE22'f172'1029t 46'f42'903t FPT5*	53·6	28·5 7t *APT53t*	London British 6 *BHCem*	T.3Cy.26¼",45¼"&74"-53¼" 192lb *121lb* (*r*) 474NHP 3SB(Spt), *9cf*, GS129, HS6120 J.C.Tecklenborg A. G.Ws	31 " 0 s 5 " 10½ 25 " 4½	
74513 Fluor 148864 MNGW *Mchy. Aft*	*ss* Trn. No. 3-11,37 1 *Dk* (*Stl*) *Cargo battens not fitted*		914 638 453	✠100A1 4,39 11,37 Trn Bkn ✠LMC 11,37 BS10,38		L	CL 11,37	1925 6mo *Lloyd's*	AilsaS.B. Co.Ld. Troon *SA&CP*	Wm. Robertson *Cell DBf*	199·0 207·0 (O.L.) Q117'B9'F32' FK *122'190t FPT*	32·6	13·2 *7t APT53t*	Glasgow British 6 *BHCem*	T.3Cy.16",26"&42" 35" (*s*) 180lb 90RHP 2SB, *4cf*, GS74, HS2400 AilsaS.B.Co.Ld.Troon	15 " 0 s 4 " 7½ 14 " 6¾	
74514 Fluor Spar 218590 KIQX Sub.Sig.	*Fitted for oil fuel* 2 *Dks* & *Web frames*		5055 4746 3095	...				1919	American International S.B.Corp. Hog Island Pa	SouthAtlanticS.S. Co. of Delaware	390·0 P39'B122'F43' FK *WB*	54·2	27·6	Savaunh, G Utd. States	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady, N.Y.	32 " 0	R †
74515 Fluvior 1627 INFA *Mchy Aft*	**TwinSc** *Oil Eng.* *ss* Tri. No. 2-38 1 *Dk* (*Stl*) & *Web frames*		389 281 191	✠100A1 11,38 1,38 ✠LMC CS3,38 1,38 *Carrying Petroleum in bulk*	Tri Mfl	F	CL +1,36 +N2,36 11,38	1930 2mo *Lloyd's*	Cant. Fedl. per Costruzioni Navali Pietra Ligure *SA&CP*	"La Columbia" Soc. Marit. per Trasporto di Petrolio e Derivati	157·5 148·6 P44'F24' FK *APT22t*	25·6	9·7	Genoa Italian 9 *BHpt Cem pt Asp*	Oil Engines 2S.C.SA 8Cy.10¾"-17⅛" 146NHP Soc.Anon.Fiat, Turin	10 " 3 s 1 " 1½ 9 " 2½	
74516 Flying Irishman PECX	*Mchy. Aft* *Cruiser Stern* 1 *Dk* (*Stl*) *Cargo battens not fitted*		391 290 198	✠100A1 2,38 ✠LMC 11,36 ✠LMC (M) 2,38	Rot	F	2,38	1932 1mo *Lloyd's*	N.V. Industrieele Maats. De Noord Alblasserdam *SA&CP*	N.V. Motorzeevaart Maats. "Mozem" (N.V.W.H. James& Co's Scheep.& Handel Maats. *Mgrs.*) *Cell DBf*	148·8 P40'F21' FK *102' 115t FPT25t*	25·2	9·1 *APT20t*	Rottrdam Dutch 3 *BHCem*	Oil Engines 4S.C.SA 6Cy.12¾"-14 3/16" 88NHP Mtrn Werke Mannheim AG	11 " 0 s 1 " 0 10 " 1	
74517 Flying Norseman PECZ	*Mchy. Aft* *Cruiser Stern* 1 *Dk* (*Stl*) *Cargo battens not fitted*		394 290 196	✠100A1 1,38 ✠C MC 8,35 ✠LMC (M) 1,38	Rot		12,37	1931 6mo *Lloyd's*	N.V. Industrieele Maats. De Noord Alblasserdam *SA&CP*	N.V. Motorzeevaart Maats. "Mozem" (N.V.W.H. James& Co's Scheep.& Handel Maats. *Mgrs.*) *Cell DBf*	148·8 P40'F21' FK *102' 115t FPT25t*	25·2	9·1 *APT20t*	Rottrdam Dutch 3 *BHCem*	Oil Engines 4S.C.SA 6Cy.12¾"-14 3/16" 88NHP Mtrn Werke Mannheim A.G	11 " 0 s 1 " 0 10 " 1	
74518 Flying Scotsman PEDB	*Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk*		392 291 229					1929	N.V. Industrieele-De Noord Alblasserdam	N.V. Motorzeevaart Maats. "Mozem" (N.V.W.H. James& Co's Scheep.& Handel Maats. *Mgrs.*)	148·8 P41'F17'	25·3	9·2 *WB*	Rottrdam Dutch	Oil Engines 4S.C.SA 4Cy.11 13/16"-17 11/16" 54NHP Motorenfabr. "Deutz" A.G. Köln-Deutz		V
74519 Flying Welshman (*ex* Secunda-37) PEDD	*Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* (*Stl*)		400 287 212	✠100A1 6,38 6,37 ✠LMC 8,35 ✠LMC (M) 7,37	Rot	F	N7,37	1932 4mo *Lloyd's*	N.V. Werf. "Voorhuit" Spaarndam *SA&CP*	H. van den Broek (N.V.W.H. James& Co's. Scheep.& Handel Maats. *Mgrs.*) *Cell DB*	152·9 P34'F20' FK *98'145t FPT*	25·2	8·5 *17t APT29t*	Rottrdam Dutch 3 *BHpt Cem*	Oil Engines 4S.C.SA 6Cy.12 3/16"-17 11/16" 87NHP Mtrn. Werke Mannheim AG	11 " 0 s 1 " 1½ 9 " 11½	
74520 Flynderborg OYGE D.F.	*ss* Els. No. 2-38 *ss* Els. No. 1-36 1 *Dk* (*Stl*)		1999 1764 1198	✠100A1 1,38 6,37 BS5,37 7,38 ✠LMC 2,38 7,38	Cpn Els	T	OG 5,37	1930 5mo *Lloyd's*	W. Gray& Co. Ld. W Hartlepool *SA&CP*	A/S Dampskibs. "Dannebrog." (C.K. Hansen. *Mgr.*) *Cell DB*	280·0 289·6 (O.L.) P22'B85'F27' FK *240' 515t APT75t*	40·1	19·2	Copnhagn Danish 4 *BHCem*	T.3Cy.20",31½"&53"-36" (*s*) 180lb 194NHP 2SB(Spt), *4cf*, GS79, HS3134 Cen. Mar. E. Wrks Ld. W Hpl	21 " 4 s 2 " 8½ 18 " 9½	
74521 Foam Queen (*ex* River Exe) 145716 MLDX *Mchy. Aft* *Well deck*	*ss* Goo. No. 3-4,35 1 *Dk* (*Stl*) *Cargo battens not fitted*		811 577 404	✠100A1 2,38 3,39 MS4,35	Shl	K	CL 2,38	1922 10mo *Lloyd's*	London& Montrose S.B. &R.Co.Ld. Montrose *SA&CP*	British Channel Islands Shipping Co.Ld. *Cell*	189·2 Q109'B11'F24' FK *DBf 113'171t FPT*	30·3	12·5 *6ot APT5t*	London British *3 BHCem*	T.3Cy.14½",24"&40"-27" (*s*) 180lb *100lb* 79RHP 1SB, *3cf*, GS59, HS2102 W. Beardmore&Co.Ld. Coatbridge	14 " 7 s 4 " 2½ 14 " 2½	
74522 Foamville (*ex* Polly Bridge) 139289 MGCD *Mchy. Aft* *Well deck*	*ss* Lan. No. 3-7,29 *ss* Apl. No. 2-37 1 *Dk* (*Stl*) *Cargo battens not fitted*		403 291 163	✠100A1 1,39 9,37	Apt Ayr	F	CL 2,36 1,39	1916 5mo *Lloyd's*	J.P. Rennoldson& Sns. Ld. S. Shields *SA&CP*	JohnS. Monks, Ld.	143·1 147·7 (O.L.) Q47'B9'F19' FK *FPT54t*	24·4	10·4 *4t APT16t*	Liverpool British 4 *BHCem*	C.2Cy.17"&36"-24" (*s*) 180lb 75RHP 1SB, *3pf*, GS47, HS1400 J P Rennoldsn&SnsLdSShl	11 " 9 s -10½ 11 " 0	
74523 Foch (*ex* Ha-ven-38, *ex* Maréchal Foch-36, *ex* Buda II) EPIQ	*ss* Fiu. No. 2-14 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *deep framing*		2894 — 1791	✠ 9,16	Fiu		t	1905 3mo *Lloyd's*	Napier& Miller Ld. Glasgow *SA&CP*	Wallem&Co. Ld. *Cell*	314·1 P40'B104'F34' FK *f134'653t FPT15t*	41·9	13·3 *21t APT21t*	Panama Panamanian *GE HCem*	T.3Cy.20½",35"&59½"-42" 257NHP 2SB, *6rf*, GS116, HS3898 D. Rowan&Co. Glasgow	23 " 9	V C †
74524 Foch Rose 145980 MLBT *Well deck* *Mchy. Aft*	*ss* Bly No. 1-3 *ss* Goo. No. 3-3,35 1 *Dk* (*Stl*)		1135 801 616	✠100A1 1,39 MS3,35 ✠LMC BS4,38	Bly		CL 1,39	1922 7mo *Lloyd's*	J Fullerton &Co. Paisley *SA&CP*	Richard Hughes& Co. (Liverpool) Ld. *Cell*	220·2 226·4 (O.L.) Q108'B15'F28' FK *DBf 136'215t FPT*	34·2	13·2 *8ot APT34t*	Liverpool British 3 *BHCem*	T.3Cy.16",26"&44"-33" (*s*) 180lb 96RHP 2SB, *4cf*, GS79, HS2806 Ross&Duncan, Glasgow	15 " 6 s 1 " 1 14 " 7½	
74525 Föina LCJV	1 *Dk*		1674 1159 998					1915	Helsingörs Jernsk& Msk Elsinore	D/S A/S Föina (Knut Knutsen O.A.S.)	248·8 P17'Q77'B9'F29' *WB*	38·1	15·4	Haugesnd Norwegian	T.3Cy.18",30"&50"-36" 150NHP Helsingörs Jernsk.& Mskb.		N
74526 Fokion (P) 695 SZNA	(*ex* Lussino, *ex* Sarajevo) Wireless 1 *Dk* & *Shade dk*		1158 794 527	...				1910	Cant. Nav. Triestino Monfalcone	Epirotiki Steam-ship Nav. Co. "George Potamianos"	224·3 P17'Q77'B9'F29' FK	33·2	15·1	Piræus Greek	T.3Cy.21",35"&56"-36" 247NHP Barclay, Curle& Co. Ld. Gls.	16 " 5	
74527 Folda (*ex* Aintree, *ex* Atlas) 145981 MLFR *Well deck* D.F. *Cargo battens not fitted*	*ss* Lth. No. 3-11,34 *ss* Gmh No. 1-39 1 *Dk* (*Stl*)		1165 872 594	100A1 4,39 12,37	Gmh		CL 8,36 4,39	1920	J.S. White &Co. Cowes *SA&CP*	South Georgia Co. Ld. (Chr. Salvesen &Co. *Mgrs.*) *Cell DB*	221·0 Q119'B13'F21' FK *t FPT22t*	34·2	14·6 *APT15t*	Leith British 4 *BH pt Cem*	T.3Cy.15½",29"&49"-38" (*s*) 180lb 157NHP 2SB, *4cf*, GS72, HS2530 J.S. White&Co.Ld. Cowes	16 " 6 s 4 " 10 15 " 7½	

Nov "Tromp," *see No. 90233 in Supplement*

Nov "Houtman," *see No. 88369 in Supplement*

Nov "Evertsen," *see No. 87931 in Supplement*

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés aux machines, esprit, Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où cette entrée a été faite.
74528	**Folden** Ⓟ		303					1905	Akers Mek.Værks. Oslo	A/S Saltens Dampsksisk.	135·1 | 20·6 | 16·0 H29*t*	Bodö Norwegian	T.3Cy.11″,18″&29″–20″ E&B *made*00, *fitted*05 38NHP AkersMek.Værks.Oslo.		
LDWH		1 *Dk&Awng dk*	286 176												
74529	**Fönix** (*ex*Prospect–37)	**Wood**	429					1919	O.K. Haabestad Fevig	A/S M/S Fönix (GunnarKjöde)	145·7 | 30·7 | 14·2 Q35′F17′	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.15¾″–17¾″ 176NHP NE37 M.Haldorsen&Son, Rubbestadneset		N
LHBB	*Oil Eng.* *Mchy.Aft*	1 *Dk*	366 302												
74530	**Fontana** (*ex*FrankSeither,		3887					1904	Gt.Lakes Eng.Works Ecorse,Mich.	ProgressS.S.Co. (ClevelandCliffs IronCo. *Mgrs.*)	362·8 | 50·2 | 29·0 F46′	Wilmgton (Del.) Utd.States *WB*	T.3Cy.18⅞″,32⅛″&54⅜″–42″ NB18 *refitted*35 189NHP *Emade*74 *Tpds*9 *fitted*04 S.F.Hodge&Co.Detroit		R
200948	*ex*R.W.England) (*Self-Unloader*)		3680												
KFTW	*Mchy.Aft* D.F.	1 *Dk2trB*	2935												
74531	**Foo An** (*ex*Vzryvatel)		843					1911	Kreyton& Co. Abo	YiAnS.S.Co.	180·5 | 30·1 | 14·1	Shanghai Chinese *WB*	T.3Cy.16″,26″&41″–30″ 92NHP Kreyton&Co.Abo		
	Sunk to block Whangpoo river 8,37		— 480												
74532	**Foo King** (*ex*Otter–35,*ex*Canadian Otter–34,*ex*Chomedy–32,*ex* CanadianOtter)	2 *Dks*	3088 — 1893					1920	British American S.B.Co. Welland,Ont.	ChangChungYu (ChingKeeS.N.Co. Ld. *Mgrs.*)	320·0 | 43·9 | 22·7 P28′B96′F31′	Chefoo Chinese *WB*	T.3Cy.23″,38″&63″–42″ 257NHP JohnInglisCo.Ld.Toronto		C
	Now "Hukoku Maru," *see No. 88370 in Supplement*														
74533	**Foo Lee** (*ex*Fri)		1393 1302					1900	Nylands Værkstad Oslo	ChingKeeS.N.Co. Ld.	231·5 | 35·0 | 20·4 H74*t*	Chefoo Chinese *WB*	T.3Cy.16½″,27″&44″–32″ NB29 109NHP NylandsVerks.Oslo		C
XNCS	Wireless	1 *Dk&Spar dk*	857												
74534	**Foo Shing**		2284	✠	Nwc	*t*		1903	Swan,Hunter& Wigham Richardson, Ld.Newcastle	Indo-ChinaSteam Nav.Co.Ld.	290′8 | 42′1 | 15′5 300′0(O.L.) B67′F38′ 22′7 FK	Hong Kong British	T.3Cy.21″,34″&56″–42″ 226NHP	25 ″ 0	
118365			2126	12,03				12mo							
VPBY		1 *Dk(Stl)&Spar dk(Stl*–teaks) *&deep framing*	1428									5 *BHCem*	1SB,*4rf*,GS76,HS2913 Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
										WB=CellDBa 399*t D T f*18′256*t*	84′*uE*22′*f*108′ *D T a*24′374*t FPT*	56*t APT*25*t*			
74535	**Foo Shong** (*ex*CanadianVictor–37)		5454	✠	...	Gls	*y*	1920	Canadian Vickers,Ld. Montreal	TaiheiyoGyogyo K.K.	400′0 | 52′4 | 28′5 P50′B120′F51′ FK	Japanese	T.3Cy.27″,44″&78″–48″ 520NHP	31 ″ 2	
	Now "Hukusei Maru," *see No. 88370 in Supplement*														
		2 *Dks(Stl)*	3340	3,38				8mo		*CellDB*	333′1025*t FPT*1499	6 *BHptCem* *APT*123*t*	3SB,*9cf*,GS198,HS7800 Canadian Vickers,Ld.Mtl.		
74536	**Fook On**		738					1924	QuanLee HongKong	LauWaPing	160′6 | 27′1 | 8′4	HongKong British	Oil Engines 2S.C.SA 8Cy.14½″–15″ 297NHP VickersPetters,London		
153566		*Oil Eng.*	533												
		2 *Dks*	560												
74537	**Forafric** (*ex*Landvard,*ex*Songvaar,		3475	✠100A1	HKg	*v*	CL	1909	Barclay, Curle&Co.Ld. Glasgow	WingNingS.S.Co. Ld.(Williamson& Co. *Mgrs.*)	330′1 | 47′3 | 25′7 P31′B65′F37′ FK	Hong Kong British	Oil Engines 4S.C.SA 6Cy.26⅜″–39⅜″ 405NHP NDB31 *120lb*	28 ′ 0 s 7 ″ 1½ 21 ″ 1	
148929	*ex*Landvard, *Oil Eng.* *ss*Shl.No.3–6,27		3170	*Awng dk*			2,38	2mo							
VPJC	*ex*Chumpon) *ss*HKg.No.2–35		2122	*with freeboard*						*Lloyd's* *SA&CP*	alt.15 FK	5 *BHCem*	Burmeister& WainOilEng.Co.Gls.		
		1 *Dk(Stl)&deep framing& Awng dk(Stl*–teaks)	2187	3,38 MC9,35 NE1,15 DBS3,38						*CellDBa*106′*uE*	16′*f*146′702*t FPT*	20*t APT*12*t*			
74538	**Forbes Hauptman** (*ex*Western		5674				...	1919	AmesS.B. &D.D.Co. Seattle,Wash	McCormick SteamshipCo.	409′8 | 54′2 | 29′2 P44′B120′F47′ FK	S.Fruncisco Utd.States *WB*	T.3Cy.28½″,46″&80½″–48″ 449NHP AmesS.B.&D.D.Co.Seattle	32 ″ 0	R †
217441	Ally) Sub.Sig.		—												
KEJF		2 *Dks*	3545												
74539	**Forbin** Ⓟ		7291					1922	Forg.&Ch. de laMédit. Havre	ChargeursRéunis	417′8 | 55′2 | 34′5 B45′	Havre French *WB*	T.3Cy.27⅛⅛″,42⅜⅛″&76″–52″ 417NHP Forg.&Ch.de laMédit.Hav.		V
	Ref.Mchy.		—												
FNMJ	D.F.	3 *Dks*	4501												
74540	**Force** (*ex*Mallin–32,*ex*Nicolas)		499				...	1906	VanVliet &Co. Hardinxveld	D/S A/S Force (M.Clausen)	159·2 | 26·2 | 11·3 Q82′B14′F18′ FK	Haugesnd Norwegian *WB*	T.3Cy.13″,21″&34″–24″ 75NHP G.T.Grey,SouthShields	12 ″ 0	N †
			375												
LDWJ	*Well deck*	1 *Dk*	248												
74541	**Ford Fisher** (*ex*JollyDiana,		449	✠	Npt			1913	CHWalker &Co.Ld. Sudbrook	JamesFisher& Sons,Ld.	158·0 | 29·7 | 8·3 Q56′B *on Qdk*13′ F20′ FK *FPT*38*t*	Barrow British *3BHCem* *APT*8*t*	C.2Cy.15″&30″–20″ 52RHP 1SB,*2pf*,GS36,HS1054 Plenty&Son,Ld.Newbury	9 ″ 4	V †
139633	*ex*HanilIV,*ex*B.A.H.W.No.15)		342	2,13				2mo							
MJDS	*Mchy.Aft*	1 *Dk(Stl)*	222												
74542	**Forde** Ⓟ (*ex*Ford)	**TwinSc**	829					1919	Dunlop, Bremner&Co. Ld. PortGlas.	TownsendBros. (Ferries),Ld.	219′7 | 28′6 | 15′5 B&F165′	Hull British *WB*	T.6Cy.13¾″,21¼″&34″–21″ 106NHP AilsaS.B.Co.Ld.Troon		C 1938 1937 1936
160891		*Cruiser Stern*	689												
GCSY	Wireless	2 *Dks*	303												
74543	**Fordsdale**	**TwinSc**	9949	✠100A1	Lon	*f*†	CL	1924	Common-wealth Dkyd Sydney NSW	ShawSavill& AlbionCo.Ld.	500′0 | 63′2 | 37′4 520.0(O.L.) 32′8 F83′ FK	London British *Cem* *4BHtoSh dk* 5 ,, ,, *U* *APT*178*t* ″	Q8Cy24½″,34″,48½″&70″–54″ 2201b (s) FD 1205NHP 6SB,*24cf*,GS437,HS18150 Commonwealth Dkyd,Syd.	36 ″ 0 s 6 ″ 1½ 30 ″ 13	
151988		*ss*Lon.No.3–6,36	8124	*Shelter dk*			£10,07 £9,36	3mo		*Lloyd's* *SA&CP*					
GSMW	*Ref Mchy.*	2 *Dks(Stl)&Shelter dk(Stl)*	5647	*with freeboard*											
	E.S.D.	3rd *dk(Stl)in No.1hold* *Cruiser Stern*		9,383,38 DBS9,38 BS6,37 LMC12,35 Lloyd RMC3,38			8,38			*CellDB*	409′1784*t FPT*1991*t*				
				Fitted for oil fuel 3,24			*F.P. above* 150° F								
74544	**Foreland**		1331					1919	CaledonS. B.&E.Co.Ld Dundee	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co. *Mgrs.*)	270·6 | 38·1 | 16·1	London British *WB*	T.3Cy.21″,34″&56″–39″ 196NHP CaledonSB.&E.Co.Ld.Dun		C
143795	(*ex*Montazah)		1094												
MJSV	Wireless D.F.	2 *Dks*	524												
74545	**Forelle** (*ex*Castorp)		1005					1920	Atlas-Werke,A.G. Bremen	ArgoReederei Richard Adler&Co.	217·0 | 32·9 | 13·1 P&B112′F31′	Bremen German *WB*	T.3Cy.18 1/16″,29½″&45 1/16″–29½″ 113NHP Atlas-Werke A.G.Bremen		G
			711												
DOAG	Wireless	1 *Dk*	599												
74546	**Forest**		4998	✠100A1	Mch		CL	1937	Wm.Dox-ford&SonsLd Sunderland	NolisementS.S. Co.Ld.(Morel.Ld. *Mgrs.*)	424·0 | 54·2 | 26·1 439·2(O.L.) FK	Cardiff British *7BHptCem* *Coll to Sh dk* 6 ,,2nd,,)	Oil Engines 2S.C.SA 8Cy.22 3/16″–85 1/16″ 449NHP 2DB *120lb*	28 ″ 8 s 3 ″ 4 25 ″ 6½	
162124		*Oil Eng.*	4634	*with freeboard*				10mo		*Lloyd's* *SA&CP*	*CellDB*347′1174*t* *MT*29′1146*t*	*FPT*134*t APT*177*t*			
GCGS	E.S.D. D.F. Gy.C.	1 *Dk&Shelter dk* *Cruiser Stern*	3027	2,38 LMC10,37											
74547	**Formes**		1300					1938	Xiansands Mek.Værks. A/S Xiansand	M.M.dePinillos		Cadiz Spanish	T.3Cy.17½″,26″&46″–33½″ &exhaust turbine driving steam compressor 122NHP Akt.LindholmensVarvGot		
	Should be "Formes," *see No. 90228 in Supplement*														
	Wireless	2 *Dks* *Cruiser Stern*													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. *ft. in.*	15 Voyages within B. classes if not Dated Cert.
74548	**Formigny** (*ex*FridaHorn,*ex*Stettin)	2166					1915	Nüscke& Co.A.G. Stettin	Cie.deTransp.Mar. &Fluviaux (Heuzey& Chastellain, *Mgrs.*)	310·8|42·5|26·1 P35'B44'F35'			Rouen French	T.3Cy.22⅝",37"&57 1/16"–35⅝" Christiansen 194NHP &Meyer,Harburg		V
FORB	2*Dks*	1305														
74549	**Formosa** TwinSc	5554	✠100A1 Got *a*†		OG	1921	Akt.Bur-	Aktieb.Svenska	425·4|55·1|27·4			Gothenbrg	4 Oil Engines 2S.C.SA	30 " 6	
6722	*ss*Got.No.3–5,33	5104	*Shelter dk* Mmo		SN 2,37	2mo	meistr& Wain	Ostasiatiska Komp	442·5(o.l.) 35·4			Swedish	28Cy.13⅜"–22 1/16" with	s 3 " 11¾	
SDMN	*ss*Mmo.No.1–38 *Oil Eng.*		*with freeboard*		P2,37	*Lloyd's*	Copenhagen	(G.Borin, *Mgr.*)	F35 FK			*pt Cem*	electro-magnetic slip	26 " 9½	
	D.F. 2*Dks*(*Stl*)*& Shelter dk*(*Stl*–ws)	3656	11,38 5,37				*A&CP*		*Collision*			*BH to Sh dk*	couplings & S.R.gearing		
		5104	NE12,38 LMC12,38				*Cell DB*370'1250*t F*		*PT*84*t APT*80*t*			6 " " *U* "	NDB38–*100lb* 876NHP		
		3450	*Carrying vegetable oil in deep tank*						*DT*35 1026*t*				Atlas Diesel A/B. Skm.		
74550	— Ⓟ Pad	739	✠ Dun			1911	Dundee	Cia.Argentina de	215·0|32·1| 8·6			Bns.Aires	T.3Cy.18½",30"&50"–60"	9 " 0	
	(*ex*Porvenir)		12,11			12mo	S.B.Co.Ld.	Nav.Mihanovich,	P58'F48'			Argentine	232NHP		
LOHM	Wireless 1*Dk*&*Promenade dk*	280					Dundee	Ltda.	FK			5*BHAsp*	2SB,*4cf*,GS79,HS3087		
													Bow,McLachln&CoLdPsy		
74551	**Formose** Ⓟ TwinSc	9975	Lloyd'sRMC2,38 4,39			1921	Forg.&Ch. de laMédit. LaSeyne	ChargeursRéunis	483·4|58·9|34·5 B266'F56'			Havre French	T.6Cy.26",42⅝"&70"–48" 676NHP		V
FNMK	D.F. *Ref.Mchy.* 3*Dks*	6136	No. 5 hold & 'tween decks for temp. 32°									*WB*	Forg.&Ch.de laMédit.		
74552	**Forresbank** TwinSc	5155	✠100A1 Cal *a*†		CL	1925	Harland&	BankLineLd.(A.	420·1|53·9|26·5			Glasgow	Oil Engines 4S.C.SA	29 " 2	
148857	*ss*Shl.No 3–3,37	4768	*with freeboard* Auk		1,37	6mo	Wolff,Ld.	Weir&Co.*Mgrs.*)				British	12Cy.24⅜"–37⅛" 717NHP	s 3 " 7½	
GLMN	*Oil Eng.*	3115	3,38 1,39				Glasgow		FK			7*BHpt Cem*	DB*110lb*	25 " 8½	
	1*Dk*(*Stl*)*& Shelter dk*(*Stl*–ws)		DBS7,38 LMC3			*Lloyd's*	*A&CP*		*Coll*			*BH to Sh dk*	Harland&Wolff,Ld.Gls.		
			6,39					*Cell DB*357'1121*t*				6 " " 2nd "			
			Carrying vegetable oil in deep			*tank*		*DT*f32'1067*tanks'tween tunnels*		115'251*t FPT*106*t*		*APT*132*t*			
74553	**Forshult**	658				1918	Eksbergs	UddeholmsAktieb.	180·6|29·0|11·6			Uddeholm	T.3Cy.14⅜",22 7/16"&36⅝"–24"		V
6058	*CruiserStern*	507					V.Aktieb.	(FritiofOlsson,	P53'H54*t*F23'			Swedish	65NHP		
SECU	*Mchy.Aft* 1*Dk*	337					Gothenburg	*Mgr.*)				*WB*	Eriksbergs MV Aktieb.Got		
74554	**Forsvik** (*ex*Hildegard)	*1248*				1919	A/BOre-	Ångbåts-A/B	232·0|37·2|15·0			Krstnhmn	2 Steam Turbines DR		V
6178		*1019*					sunds-varvet	Ferm(T.E.	P20'B60'F22'			Swedish	geared to 1 Sc Shaft		
SECW	1*Dk*	698					Landskrona	Jsson Broström, *Mgr.*)				*WB*	A/BDeLavals Angturbin, Stockholm		
74555	**Fort Amherst** Ⓟ	3489	✠100A1 NYk		CL	1936	Blythsw'd	FurnessWithy&	314·9|45·1|24·5			London	T.3Cy.22",35"&63"–39"&	27 " 1	
164573		2476	*with freeboard*		11,38	1mo	S.B.Co.Ld.	Co.Ld.				British	exhaust turbine driving	s 8 " 6¾	
GYPM	2*Dks*,3*rd dk in forward holds*	1946	4,39				Glasgow		P&B200'F47' FK			7*BHpt Cem*	steam compressor	18 " 8½	
	D.F. E.S.D. GvC. *CruiserStern*		MC1,36			*Lloyd's*	*A&CP*		(2 " *to* 2*nd dk*)				220lb (*s*) 456NHP		
	Ref.Mchy.							*Cell DB*247'435*t FPT*23*t*				*APT*64*t*	2SB,*6cf*, HS6100 FD		
			Fitted for oil fuel 1,36					*F.P. above* 150° F.					D.Rowan&Co.Ld.Gls.		
74556	**Fort Archambault** (*ex*Ariano, *ex*WarPython)	5549				1918	Harland& Wolff,Ld. Belfast	ChargeursRéunis	399·0|52·3|28·4 P49'B113'F40' FK			Havre French	T.3Cy 27",44"&73"–48" 518NHP	31 " 0	V †
4677												*WB*	Harland&Wolff,Ld.Bel.		
FNMZ	D.F 2*Dks*	3288													
74557	**Fort Binger** (*ex*CornishCity)	5250				1919	Craig,Tay- lor&Co.Ld. Stockton	ChargeursRéunis	402·2|52·3|28·3 P49'B113'F40' FK			Havre French	T.3Cy.27",44"&73"–48" 517NHP	31 " 0	V †
4744												*WB*	Blair&Co.Ld.Stockton		
FNLU	D.F. 2*Dks*	3123													
74558	**Fort de Douaumont** (*ex*WarDeer)	5266				1918	W.Doxford &Sons.Ld. Sunderland	ChargeursRéunis	399·9|52·2 28·5 P49'B112'F39'			Havre French	T.3Cy.27",44"&73"–48" 369NHP		V
FNML	D.F. 2*Dks*	3142										*WB*	W.Doxford&Sons,Ld.Sld.		
74559	**Fort de France** TwinSc	4279	✠100A1 Rou *a*		CL	1935	Odense	Compagnie	343·5|48·6|24·5			Havre	Oil Engines 4S.C.SA	34 " 9	
	Oil Eng.	3968	*with freeboard* Got		s1,37	11mo	Staalskibsvft	Générale				French	16Cy.21⅝"–39⅜" 724NHP	s 14 " 10½	
FOLJ	D.F. 3*Dks*	2569	7,38 LMC11		P&T 7,38		vedA PMölle	Transatlantique				5*BH*		20 " 3	
	Ref.Mchy. Sparred dk in forward holds		Lloyd'sRMC3,38 3,39				Odense					*BH to W dk*	Akt.Burmeistr&Wain,Cpn		
	CruiserStern		for temp. 33° F.			*Lloyd's*	*A&CP*					*Coll*			
								*Cell DBuE&f*163'	*401tDTsa669tFPT*51*tAPT*59*t*						
74560	**Fort de Souville** (*ex*WarFinch)	5229				1918	Craig,Tay- lor&Co.Ld. Stockton	ChargeursRéunis	400·0|52·2|28·5 P49'B113'F40' FK			Havre French	T.3Cy.27",44"&73"–48" 517NHP	31 " 0	V †
FNMM	D.F. 2*Dks*	3129										*WB*	Blair&Co.Ld.Stockton		
74561	**Fort de Troyon** (*ex*WarRider)	5206				1919	J.Brown& Co.Ld. Clydebank	ChargeursRéunis	400·0|52·2|28·5 P49'B113'F43' FK			Havre French	T.3Cy.27",44"&73"–48" 490NHP	31 " 0	V †
FNMN	D.F. 2*Dks*	3114										*WB*	J.Brown&Co.Ld.Clydebnk		
74562	**Fort de Vaux** (*ex*WarGnat)	5186				1918	Ropner& Sons,Ld. Stockton	ChargeursRéunis	400·0|52·2|28·5 P49'B113'F39'			Havre French	T.3Cy.27",44"&73"–48" 369NHP		V
FNMO	D.F. 2*Dks*	3151										*WB*	Blair&Co.Ld.Stockton		
74563	**Fort Lamy** (*ex*Portfield)	5234				1919	Craig,Tay- lor&Co.Ld Stockton	ChargeursRéunis	400·5|52·3|28·3 P49'B113'F40' FK			Havre French	T.3Cy.27",44"&73"–48" 517NHP	31 " 0	V †
4744												*WB*	Blair&Co.Ld.Stockton		
FNMY	D.F. 2*Dks*	3117													
74564	**Fort Médine** (*ex*BradfordCity)	5355				1919	Craig,Tay- lor&Co.Ld. Stockton	ChargeursRéunis	400·9|52·4|28·4 P49'B113'F40' FK			Havre French	T.3Cy.27",44"&73"–48" 517NHP	31 " 0	V †
4731	*Fitted for oil fuel*											*WB*	Blair&Co.Ld.Stockton		
FNLE	D.F. 2*Dks*	3141													
74565	**Fort Richepanse** TwinSc	3485	✠100A1 Rou *a*		CL	1936	Odense	Compagnie	343·5|48·6|24·5			Havre	Oil Engines 4S.C.SA	26 " 10	
	Oil Eng.	2859	*with freeboard* Els Dpe		s6,38	1mo	Staalskibsvft	Générale				French	16Cy.21⅝"–39⅜" 724NHP	s 6 " 9½	
FOLR	D.F. *Ref.Mchy.* 2*Dks*&*Shelter dk*	1826	2,38 3,37 MC12,35		P&T 6,38		vedA PMöller	Transatlantique				5*BH*		20 " 3½	
	Sparred dk in forward holds		Lloyd'sRMC3,38 5,39				Odense					*BH to Sh dk*	Gotaverken A/B,Got.		
	CruiserStern		for temp. 33° F.			*Lloyd's*	*A&CP*					*Coll*			
								*Cell DBuE&f*163'401*tDTsa*669*tFPT*51*tAPT*59*t*							
74566	**Fort Royal** TwinSc	3485	✠100A1 Rou *a*		CL	1935	Götaver-	Compagnie	343·5 48·6 24·5			Havre	Oil Engines 4S.C.SA	26 " 10	
	Oil Eng.	2859	*with freeboard* Els Rot		s6,38	12mo	kenA/B	Générale				French	16Cy.21⅝"–39⅜" 724NHP	s 6 " 9½	
FOLQ	D.F. *Ref.Mchy.* 2*Dks*&*Shelter dk*	1820	2,38 3,37 MC12,38		P&T 7,38		Gothenburg	Transatlantique				5*BH*		20 " 3½	
	Sparred dk in forward holds		1,39			*Lloyd's*	*A&CP*					*Coll* " *to Sh dk*	Gotaverken A/B,Got		
	CruiserStern							*Cell DBuE f*163'41	*687tDTsa*687*t*			6*tDTsa*687*t*	*FPT*52*tAPT*59*t*		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de la liste porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille à Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Les lettres ou cotes indiquent la route suivie. Durée des Traversées.
74567 164593 GYPN	**Fort Townshend** Ⓟ 2 *Dks*, 3 *rdin forward holds* D.F. E.S.D. GyC. *Cruiser Stern* *Ref. Mchy.*	3489 2476 1944	✠100A1 *with freeboard* 12,38 ~~12,38~~ 12,23 ✠LMC4,36 ✠LMC4,36 11,38 *Fitted for oil fuel* 4,36	NYk	*u*	CL 12,38 F.P.	1936 4mo	Blythsw'd S.B.Co.Ltd. Glasgow *Lloyd's*	Furness, Withy & Co. Ltd. *Cell D*	314·9 | 45·1 | 24·5 P&B 200' F47' FK *B* 247' 435*t* *F* *PT* 23*t*	London British 7 *B Hpt Cem* 2 „ *to 2nd dk* 220lb 2SB, *6cf*, HS6100 *APT* 64*t* 50° F.	T.3Cy.22", 35" & 63"–39" & exhaust turbine driving steam compressor (*s*) 456 NHP FD D.Rowan & Co. Ltd. Gls.	27 " 1 8 " 6½ 18 " 8½	
74568 153114 VGXZ	**Fort Willdoc** (*ex* Regulus, *ex* John J. Albright) *Mchy. Aft* 1 *Dk 2 tr b*	4542 4332 3055					1900	American S.B.Co. Cleveland, O.	Paterson Steamships, Ltd.	422·1 | 50·2 | 23·7 *W B*	Ft. William Ont. British	T.3Cy.23", 37½" & 63"–42" 257 NHP American SB.Co. Cleveland		R
74569 149391 MNYB	**Forth** 2 *Dks*	1058 878 410					1928	Clyde S.B. & E.Co.Ltd. Port Glasgow	The Carron Co.	240·0 | 36·2 | 16·0 P&B 152' F57' *W B*	Grngemth British	T.3Cy.22", 36" & 59"–42" 226 NHP Clyde S.B.&E.Co.Ltd. P.Gls		C
74570 148169 GJQX	**Forthbank** *ss* Bkn. No.2–39 ~~*ss* Bct. No.1–38~~ 1 *Dk (Stl)* & *Shelter dk (Stl–ws)*	5057 4628 3001	✠100A1 *with freeboard* 1,39 ~~5,37~~ ~~BS5,36~~ *Carrying vegetable oil in deep tank* *Fitted for oil fuel* 12,29	Syd Bkn BS1,39 ✠LMC ~~—~~ 3,38	*a*†	CL 3,38 F.P.	1929 12mo	Workman, Clark (1928) Ltd. Belfast *Lloyd's*	Bank Line Ld. (A. Weir & Co. *Mgrs.*) *Cell D*	421·8 | 56·8 | 26·7 FK *B* 366' 1176*t* *DTa* 27' 1105*t* *FPT*	Belfast British 7 *B Hpt Cem* *Coll to Sh dk* 6 „ *2nd* „ 156*t* *APT* 79*t*	Q.4Cy.22", 32", 46½" & 68"–48" 260lb HS8112 (*s*) 565 NHP 3SB (Spt), *12cf*, GS214, HS8865 FD Workman, Clark (1928) Ltd.	29 " 3 8 " 3 25 " 8	
74571 140341 GVNT	**Fortol** *ss* Pts. No.3–1,30 *ss* Gmh. No.1–35 2 *Dks (Stl)* & *Web frames* *Longitudinal framing* *Cruiser Stern*	2629 2195 1202	✠100A1 2,37 BS10,38 *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,17	Ply ✠LMC11,35	*t*	CL 1,37 F.P.	1917 9mo	A. McMillan & Son, Ld. Dumbarton *Lloyd's*	The Admiralty *Cell D*	320·0 | 41·6 | 23·1 P46' B107' F45' FK *B* 366' 1176*t* *DTa* 27' 1105*t* *FPT* 156*t* *APT* 79*t*	London British 16 *B Hpt Cem* (10 *to U dk* 6 „ *2nd* „)	T.3Cy.26", 42½" & 70"–45" (*s*) 562 NHP 3SB, *9cf*, HS8865 FD D.Rowan & Co. Glasgow	25 " 6 8 " 3 " 4 22 " 4½	
74572 DHME	**Fortuna** (*ex* Imbros–33, *ex* Isar, *ex* Helene, *ex* Erika) 1 *Dk* & *Spar dk*	2700 2535 1651					1906	Akt.Ges. "Neptun" Rostock	E. Behnke ("Orion" Schiffahrts-G.m.b.H. *Mgrs.*)	291·1 | 44·0 | 16·6 23·8 *W B*	Rostock German	T.3Cy.20½", 35 7/16" & 55 7/16"–37 7/8" 191 NHP A.G. "Neptun," Rostock		G
74573 KZDF	— Twin Sc *Oil Eng.* Wireless 1 *Dk*	527 390 297					1923	Howaldtswerke Kiel	Rio y Olabarrieta	151·1 | 27·5 | 12·6 P&B 87' F33' *B B*	Manila P.I. Utd. States	Oil Engines NE29 J.&C.G.Bolinders Co.Ld. Skm		
74574 DOMY	— 1 *Dk*	513 385 304					1893	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges. Neptun	159·1 | 25·9 | 11·9 Q14' B38' F21' *W B*	Bremen German	C.2Cy.18 7/8" & 31½"–21 5/8" NB10 38 NHP A.G. "Weser," Bremen		G
74575 702 INFU	**Fortunato Pio** Aux 3 Mst Sr (*ex* Fimmo–34) *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*)	468 — 326					1917	F. Lemm Boitzenburg	Umberto Tomei	168·2 | 26·9 | 12·3 Q41' F23'	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.16½"–18 5/16" 96 NHP J.&C.G.Bolinders M V Skm.		I
74576 2876 SEDG	**Fortunatus** Iron *ss* Sbg. 4th No.3–7,34 *Well deck* 1 *Dk (Iron)* *ss* Mmo. No.1–35	1272 1071 722	✠100A1 9,38 ~~8,37~~ ~~LMC7,34~~ MS9,38	Sbg Mmo	*o*	OG 8,37	1884 3mo	Irvine & Co. W Hartlepool *A&CP* *WB*	K.A. Andersson = *Cell D B* 201' 315*t*	245·0 | 33·0 | 16·0 Q94' B61' H25*t* F31' BK 8½"	Karlskrna Swedish 75lb *90lb* NDB03 2SB, *4pf*, GS66	C.2Cy.30" & 57"–38" 156 NHP 4 *B HCem* T. Richardson & Sons, Hpl.	18 " 11 s 1 " 8½ 17 " 11½	
74577 82 IBZR	**Foscolo** (*ex* Maringa–34, *ex* Rogier) D.F. 1 *Dk (Stl)* 2 *nd dk (Stl)* in *Nos.* 1,2,3 & 4 *holds*	3059 — 1830	✠100A1 ~~11,38~~ ~~1,38~~ ✠NB8,27 MS2,36	Gen Ven ✠LMC BS ~~2,37~~ 1,39	*u*	CL 1,38	1919 3mo	Lloyd Royal Belge, (Gt. Britain) Ld. Glasgow *Lloyd's*	"Tirrenia" Soc. Anon. di Nav. *Cell D B*	342·0 | 46·7 | 23·2 P33' B100' F28' FK 284' 738*t*	Fiume Italian 7 *B Hpt Cem* *FPT* 94*t* *APT* 124*t*	T.3Cy.25", 41" & 68"–45" (*s*) 390 NHP 3SB, *9cf*, GS194, HS6717 Mackie & Baxter, Glasgow	25 " 6 s 4 " 0 21 " 9	
74578 2876 LDPW	**Fosna** Twin Sc *Oil Eng.* ~~*ss* Got. No.1–36~~ *Mchy. Aft* 1 *Dk (Stl)*	8202 7534 4855	✠100A1 12,38 ~~Got~~ DBS12,38 ✠LMC12, *Carrying Petroleum in bulk*	Yka Got	*c*†	CL PN 12,38 12,38	1930 11mo	Caledon S.s B.&E.Co. Ltd Dundee *Lloyd's*	A/S J. Ludwig Mowinckels Rederi *Cell D B*	451·1 | 59·2 | 35·9 P96' F37' FK *B* 321' 988*t* *FPT* 127*t*	Bergen Norwegian 14 Cy. 21⅝"–39⅜" 633 NHP 10 *B Hpt Asp* 2 DB *150lb* *APT* 248*t*	Oil Engines 4S.C.SA Gotaverken A/B, Got	35 " 6	
74579 56 SUBC	**Fostat** (*ex* Tartar Prince–33, *ex* War Jackdaw) *ss* Grk. No.3–11,33 *ss* Alx. No.1–37 2 *Dks (Stl)*	5219 4758 3222	✠100A1 9,38 ~~8,37~~ BS8,38 ✠LMC8,37	Alx Npt	*y*	CL ~~8,36~~ 9,38	1918 5mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's*	Société Misr de Navigation Maritime *Cell D B*	400·0 | 52·3 | 28·4 P49' B113' F39' FK 345' 1129*t* *FPT* 116*t*	Alexndria Egyptian 7 *B Hpt Cem* *APT* 174*t*	T.3Cy.27", 44" & 73"–48" (*s*) 517 NHP 3SB, *9cf*, GS190, HS7668 FD Cen. Mar. Eng. Wrks. W Hpl.	31 " 0 s 5 " 11½ 25 " 3½	
74580 133 SVVD	**Fotini Carras** (*ex* Arafat–36, *ex* Jadran–33, *ex* Danybryn, *ex* Harmattan, *ex* Nilemede, *ex* War Fantail) *ss* Fiu. No.3–9,31 *ss* Alx. No.1–36 2 *Dks (Stl)*	4466 4097 2701	✠100A1 ~~12,38~~ ~~11,38~~ ~~11,38~~ ~~BS8,37~~ 8,38 ✠LMC10,35	Ams Rot	*x*	CL ~~10,35~~ 11,38	1918 11mo	R. Duncan & Co. Ld. Port Glasgow *Lloyd's*	Carras Bros. M.J. Carras *Cell D*	375·6 | 51·7 | 26·5 P41' B113' F38' FK *B* 321' 988*t* *FPT* 127*t*	Chios Greek 7 *B Hpt Cem* *APT* 200*t*	T.3Cy.25", 44" & 73"–48" (*s*) 517 NHP 3SB, *9cf*, GS190, HS7668 FD Rankin & Blackmre, Ld. Grk	29 " 0 s 5 " 3¾ 23 " 11	
74581 34522 JBCE	**Fou Ling Maru** Ⓟ Twin Sc 1 *Dk*	621 349 259					1929	Kiangnan Dk. & E.Co. Shanghai	Nisshin Kisen K.K.	148·0 | 29·0 | 8·5 B111'	Tokyo Japanese	T.6Cy.11⅞", 17¼" & 27⅞"–16" 62 NHP Kiangnan Dock & E.Co		
74582 145531 GCQP	**Fouadieh** Ⓟ (*ex* Hadrian–35) *ss* Alx. No.3–6,35 2 *Dks (Stl)* & D.F. *Shelter dk (Stl–ptws)*	1853 1092 784	✠100A1 *with freeboard* 4,38 ~~11,38~~ ~~BS~~ 3,39 ✠LMC6,35 *Fitted for oil fuel* 6,35	Alx	*s*	CL 11,36 F.P.	1923 6mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's*	Khedivial Mail S.S & Graving Dock Co. Ld. (*in liq.*) (Lord S. Hamilton, *Mgr*) *Cell D B*	280·2 | 40·2 | 16·3 B108' F29' FK 30' *f* 96' 180*t* *APT* 35*t*	London British 5 *B HCem* (2 *to Sh dk* 3 „ *2nd* „)	Q.4Cy.24", 33", 48" & 71"–45" 210lb (*s*) 534 NHP 3SB, *9cf*, GS186, HS7953 FD Swan, Hunter & Wigham-Richardson, Ld. Nwc.	17 " 7 s " 8½ 17 " 1	
74583 FNMQ	**Foucauld** Ⓟ (*ex* Hoedic) Twin Sc *Fitted for oil fuel* D.F. 3 *Dks*	11028 — 6599					1922	Forg. & Ch. de la Médit. La Seyne	Chargeurs Réunis	483·4 | 58·9 | 34·9 B265' F56' *W B*	Havre French	T.6Cy.25⅝", 42½" & 70"–48" 679 NHP Forg. & Ch. de la Médit. Msl.		V
74584 161527 GBSZ	**Fowberry Tower** ~~*ss* Sld. No.1–34~~ ~~*ss* Sld. No.2–38~~ 1 *Dk (Stl)* & *Shelter dk (Stl)*	4484 4212 2756	✠100A1 *with freeboard* ~~8½~~ ~~7,38~~ 11,38 ~~BS9,37~~ ~~✠LMC~~ 7,38	Cff		CL ~~11,36~~ 7,38	1929 6mo	Hawthorn, Leslie & Co. Ld. Newcastle *Lloyd's*	Milburn Line, Ld. (W. Milburn & Co. Ld. *Mgrs.*) *Cell D B*	400·7 | 53·3 | 25·0 414·0 (O.L.) F41' FK 348' 1210*t* *F* *PT* 126*t* *APT* 209*t*	Newcastle British 6 *B HCem* *Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.25½", 42" & 70"–48" (*s*) 426 NHP 3SB, *9cf*, GS190, HS7350 N.E. Marine Eng Co Ld. Nwc	27 " 6 s 3 " 2 24 " 7	
74585 146387 MLRY	**Fowey Rose** (*ex* Cornish Merchant) *ss* Bly No.3–7,36 *Mchy. Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted*	470 317 183	✠100A1 5,39 ~~4,37~~ ~~BS~~ 9,38 ✠LMC7,36	Nwc Bly	*f*	CL ~~7,36~~ 5,39	1923 11mo	I. J. Abdela & Mitchell, Ld Queensferry *Lloyd's*	Richard Hughes & Co. (Liverpool) Ld.	142·1 | 25·0 | 11·6 Q79' B9' F23' FK *F* *PT* 45*t*	Liverpool British 3 *B HCem*	C.2Cy.18" & 38"–27" (*s*) 130 lb 74 RHP 1SB, *2cf*, GS39, HS1400 I. J. Abdela & Mitchell, Ld. Brimscombe	12 " 7 s 4 " 5 12 " 2½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned and now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard and ships. Corresponding draught.	15 Register in which classed. If not in L.R. Distinctive Mark.
74586 / 161870 / GTQM	**Foylebank**	**TwinSc** *OilEng.* *ssFal.No.1–34* 1 *Dk(Stl)* & *Shelter dk* (*Stl–pt ws*) *Ref.Mchy*	5582 4959 3439	✝100A1 *withfreeboard* 9,38 ~~2,38~~ ✝LMC7.34 ~~✝LMC(M)8.38~~ ✝Lloyd'sRMC~~12,37~~ 12,38 for temp. 20° F. *Carrying vegetable oil in deep tanks and in tanks between tunnels*	Shi Bal	*b*†	CL 9,38 DBS 8.36	1930 11mo	Harland& Wolff,Ld. Belfast *Lloyd'sSA&CP*	BankLine,Ld.(A. Weir&Co. *Mgrs.*) *CellDB351'1108t Tanks in way of tunnels*	426·8 | 57·3 | 25·8 FK 7 *BHptCem* (*Coll to Sh dk* 6 „ *2nd„*) *206tMTs57'2102tFPT64t APT*	Belfast British	Oil Engines 4S.C.SA 16Cy.23¾"–47¼" 830NHP DB *120lb* Harland&Wolff,Ld.Bel. *127t*	29 ″ 10 s 3 ″ 7½ 26 ″ 4½	
74587 / 160 / EIDQ	**Foynes** (*ex*IslandQueen) Port By Aircraft 1,39 *ssBkn.No.3–5,28* *ssBkn.No.2–36* *Well deck* 1 *Dk(Stl)*		822 514 390	✝~~100A1~~ 3,38 MS4.36	Bkn	*j* OG	2,36	1916 1mo	GooleS.B. &RepgCo.Ld Goole *Lloyd'sSA&CP*	Mid-Atlantic ShippingCo.Ld. *CellDBa35'f70'111tFPT*	180·2 | 30·1 | 13·0 P19'Q35'B57'F26' BK7″ *4BHCem 18tAPT41t*	Limerick British	T.3Cy.15″,25″&40″–30″ (*s*) 180lb 82RH 2SB,*4cf*,GS70,HS2880 Earle'sCo.Ld.Hull	13 ″ 9 s ~~4 ″ 1~~ ~~4 ″ 1~~	
74588 / LCJR	**Fram** 1 *Dk*		2930 2584 1764					1907	TyneI.S.B. Co.Ld. Newcastle	SkibsA/S Corona (H.M.Wrangell &Co.A/S,*Mgrs.*)	313·0 | 47·0 | 20·4 H77*t*F44*t*P76*t* *WB*	Haugesnd Norwegian	T.3Cy.23″,38″&62″–42″ 249NHP N.E.MarineEngCoLd.Nwc		N
74589 — 6876 (*ex*Russ) SDON	1 *Dk*		2491 2297 1525					1897	SirRaylton Dixon&Co. Middlesbro'	Ångf.A/B"Kjell" (H.Jeansson, *Mgr.*)	314·7 | 43·0 | 20·5 P25'B84'F30' *WB*	Stockholm Swedish	T.3Cy.22″,36½"&60″–42″ 233NHP G.Clark(Lim.),Sunderland		V
74590 / 147622 / GKCP	**Framlington Court** D.F.	*ssCff.No.3–4,36* 1 *Dk(Stl)*	4888 4527 2989	✝100A1 ~~12,37~~ 3,38 MS4.36	Bry	*y*	CL ~~11,36~~ ~~2,36~~ 2,39	1924 5mo	Napier& Miller,Ld. Glasgow *Lloyd'sSA&CP*	CourtLine,Ld. (Haldin& PhilippsLd. *Mgrs.*) *CellDB348' 1139t FPT*	396·7 | 53·3 | 26·7 P46'B119'F38' FK *6BH 81tAPT143t*	London British	T.3Cy.26″,42″&70″–48″ (*r*) 180lb 411NHP 3SB,*9cf*,GS194,HS6915 J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 5¼ 23 ″ 8½	
74591 / LDWX	**Framnæs** (P) Iron 1 *Dk*		307 181 163					1858	A.Denny Dumbarton	Fylkesbaatane i Sogn og Fjordane	134·9 | 21·0 | 11·1 Q15*t*B49*t*H17*t*F30*t* *WB*	Bergen Norwegian	T.3Cy.11″,18″&29″–20″ NE&B09 38NHP AkersM.V.Oslo		
74592 / 7784 / SEFD	**Framnäs** 1 *Dk*		721 572 361					1931	Framnæs Mek. Værks. A/S Sandefjord	Ång.Aktieb.Ferm (T.E.J:sonBrostrom, *Mgr.*)	181·8 | 30·1 | 12·6 P20'B57'F28' *WB*	Krstnhmn Swedish	T.3Cy.14″,23″&38″–27″ 75NHP Fredrikstad M.V.Frdstad.		N
74593 / TSJY	**Franc** (*ex*Cherbourg,*ex*B.F.) **Brennus,** *see No. 8732* *ssMsl.No.1–37* *Well deck* 1 *Dk(Stl)*		424 282 125	✝100A1 10,37 ✝LMC10.37	Msl	*g*	9,37	1907 2mo	WoodSkinner&Co.Ld Newcastle *Lloyd'sSA&CP*	EntrepriseCôtière deTransports Maritimes *Dbs*	145·0 | 25·1 | 10·2 Q70'B19'F24' BK7" *1BHCem 10tAPT4t*	Marseilles French	T.3Cy.14″,23″&39″–27″ (*s*) 180lb 92NHP 2SB,*4cf*,GS47,HS1494 N.E.MarineEng.CoLd Nwc	12 ″ 3 s 7 ″ 3½ 12 ″ 7	
74594 / 1361 / IBGM	**Franca Fassio** (P) (*ex*Thule) D.F.	1 *Dk* & *Spardk*	1858 1646 985					1892	Wigham Richrdsn&Co Newcastle	Villain&Fassio Soc.Anon.Italiana diNav.	292·0 | 37·2 | 22·6 284·7 15·8 F28' FK *WB*	Genoa Italian	T.3Cy.26″,42″&69″–48″ 366NHP WighmRchrdsn&Co.Nwc.	25 ″ 6	I †
74595 / PUXB	**Franca M.** (*ex*Chézine,*ex*Luise) *Spar dk*		3383 3061 2122					1900	W.Hamilton&Co. Pt.Glasgow	Soc.Paulista de Nav.Matarazzo, Lda.	330·6 | 45·7 | 16·2 P31'B118'F39' FK *WB*	SaoPaulo Brazilian	T.3Cy.24″,40″&65″–42″ 302NHP D.Rowan&Co.Glasgow	26 ″ 6	
74596 / TTUZ	**Francaise II** *Mchy.Aft*	*OilEng.* 1 *Dk* *Carrying Petroleum in bulk*	584 461 229					1935	Forg.&Ch. de la Médit.SA LaSeyne	Cie.Nav.des Pétroles	190·2 | 25·9 | 12·1 P30'F35'	Marseilles French	Oil Engines 2S.C.SA 4Cy.14 $\frac{1}{16}$"–18⅛" 141NHP Forg.&Ch.de la Médit.S.A. LeHavre		V
74597 / 26168 / JAJD	**France Maru** *ssNag.No.3–4,36* 2 *Dks(Stl)* & *Awng dk(Stl)*		5828 5590 4241	✝ ~~100A1~~ 8,38 *Awng dk withfreeboard* ~~LMC 04~~ *Fitted for oil fuel* 5,23	Nag	*y*	OG 5,37 *F.P. above* 150° F.	1919 11mo	Kawasaki Dckyd Co.Ld Kobe A&CP *CellDB331'1118t*	~~KokusaiKisenK.K~~ T... K.K.	385·0 | 51·0 | 36·0 FK (*Coll BHto Awdk* 5 „ *2nd„*) *FPT126tAPT93t*	Kobe Japanese	T.3Cy.26½",43½"&72"–48" 200lb (*s*) 437NHP 2SB(Spt)&1AuxSB,*8cf*, GS154,HS5636 KawasakiDkydCoLd Kobe	36 ″ 0 ~~0 ″ 11~~ ~~27 ″ 1~~	
74598 / 1394	**Frances** (*ex*FrancesWeems, *ex*Chautauqua) *ssN.Ns.No.3–10,29* *ssBal.No.1–33* 1 *Dk(Stl)* & *2nd Dk(Stl) in holds* D.F.		2323 — 1394	100A1 7,37 MS10.33	Bal	*r*	CL 8,35 MC BS10.37	1919	McDougall -DuluthCo. Duluth,Minn *Lloyd'sSA&CP*	ChinaMerchants SteamNav.Co.Ltd. ... *CellD*	251·0 | 43·5 | 24·2 261·0(O.L.) 125'B64'F23' FK *6208' 552t FPT60t*	Chinese	T.3Cy.20½",33½"&54"–40" 185lb (*s*) 262NHP 2SB,*4cf*,GS100,HS3828 McDougall-DuluthCo.	24 ″ 2 s 3 ″ 2½ 21 ″ 1½	
74599 / 145527 / GFRZ	**Frances Dawson** (*ex*Steelville–37) D.F.	*ssNwc.No.3–7,35* 1 *Dk(Stl)*	3724 3436 2300	✝100A1 ~~5,38~~ ~~5,37~~ ✝LMC MS7.35 5.34	Cff Dry	*r*	CL ~~7,36~~	1923 5mo	J.Readhead&Sons, Ld. S.Shields *Lloyd'sSA&CP*	BeverleyS.S.Co. Ld.(F.L.Dawson& Co.Ld. *Mgrs.*) *CellDB*	347·0 | 49·1 | 25·1 P31'B63'F34' FK 110 „ *123'f152'810t*	Newcastle British	T.3Cy.24½",41"&66"–45" (*r*) 180lb *90lb* 328NHP 2SB,*6cf*,GS120,HS5173 J.Readhead&Sons,Ld.	26 ″ 8 s 4 ″ 8½ 22 ″ 3	
74600 / 160060 / GBDZ	**Frances Massey** *ssMdb.No.2–36* 1 *Dk(Stl)* & *Shelter dk(Stl)*		4212 3946 2538	✝100A1 *withfreeboard* 9,38 ~~10,37~~ ✝LMC MS3.36 ~~BS4.37~~ 2,39	Sws Cff	*x*	CL 1,36	1927 9mo	Sir J Priestman&Co. Sunderland *Lloyd'sSA&CP*	W.A.Massey&Sons Ld. *CellDB315'994t*	365·0 | 51·5 | 25·1 377·3(O.L.) F35' FK (*FPT125tAPT247t*	Hull British 6 *BHCem* (*Coll to Sh dk* 5 „ *2nd„*)	T.3Cy.25″,41″&69″–48″ (*s*) 180lb 375NHP 3SB,*9cf*,GS174,HS6009 G.Clark,Ld.Sunderland	27 ″ 6 s 2 ″ 10 24 ″ 10¼	
74601 / 1438 / IBJM	**Francesco Crispi** (P) TwinSc D.F. *Ref.Mchy.* *Fitted for oil fuel* 2 *Dks*		7600 — 4295					1925	Ansaldo SanGiorgio Muggiano	LloydTriestino Soc.Anon.diNav.	447·1 | 52·9 | 26·8 F51'	Genoa Italian *WB*	6 Steam Turbines DR geared to 2 Sc. Shafts S.A.Ansaldo,Samp.darena		I
74602 / 700 / INHW	**Francesco Garrè** Aux4MstSr (*ex*NiniPodestà–34,*ex*Drogden) *OilEng.* *Mchy.Aft* 1 *Dk* (*See Sailing Ship Register*)		395 351 212					1917	Svendborg Skibs.&Msk Svendborg	RiccardoGarrè	151·2 | 29·7 | 11·2 Q24'	Viareggio Italian *WB*	Oil Engines 4S.C.SA 4Cy.11¾"–16¾" 54NHP H.Christoffersen,Holeby		I
74603 / 223 / IBQM	**Francesco Morosini** (P) TwinSc D.F. *OilEng.* 3 *Dks*		2423 — 1016					1928	Stabilmnto Tecnico Triestino Trieste	"Adriatica" Soc. Anon.diNav.	292·1 | 41·5 | 17·1	Venice Italian *WB*	Oil Engines 2S.C.SA 12Cy.20½"–32 $\frac{5}{16}$" 880NHP SocAn"Fiat"S.G.M.Turin		I
74604	**Francine** *Mchy.Aft*	*OilEng* 1 *Dk* *Cruiser Stern*	550					1938	Beliard Crighton&Co (Belgium)SA Ostend	Armement Alexander	177·2 | 28·6 | 12·4 P47 Q15 F19'	Antwerp Belgium *WB*	Oil Engines 4S.C.SA 6Cy.12"–18½" 84NHP Soc.d'Elec&Mec(Thomson -Houston&Carels)Ghent		V

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont — Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'équirement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia des Cylindres — Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres no coté ici et ci-dessus dans le L. R. Diarre cent Hortress
74605 203917	**Francis E. House** (*ex* William B. Kerr)		7769 — 6376					1907	Chicago S.B.Co. Chicago	Pittsburgh S.S.Co.	605·0	60·0	32·0	Duluth, Min. Utd. States *WB*	T.3Cy.22½″,37½″&65″–42″ NB35 274NHP American S.B.Co. Cleveland		R
74606 221868 KFIG	**Francis E. Powell** (*ex* Macy Willis) Sub.Sig. *Mchy.Aft* GyC.	*Fitted for oil fuel* 2 *Dks & Web frames* *Carrying Petroleum in bulk* *Longitudinal framing*	7096 6500 4325			…		1922	Baltimore Dry Docks Co Baltimore	Atlantic Refining Co.	431·0 P123′B37′F39′	59·2	33·4 FK	Philadelphia Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 593NHP W.&A.Fletcher Co. Hoboken, N. J		R †
74607 163396 MBGN	**Francis Fladgate** *ss* Bly. No 1–38 *Mchy.Aft* *Well deck*	1 *Dk (Stl)* *Cargo battens not fitted*	2268 1663 1280	✠100A1 Bly 7,37 1,33 Nwc		*r*	CL 7,36 1,38	1933 10mo	Burntisland S.B.Co.Ld. Burntisland	London Power Co. Ld. (Stephenson Clarke & Associated Companies Ld. *Mgrs*) *Lloyd's SA&CP*	275·0 Q168′F27′	41·0 FK	18·8 4 *B H Cem* *Cell D Bu E & B* 38′ *f* 193′6 09 *t D T*	London British	T.3Cy.20″,33″&54″–36″ (*s*) 200lb 218NHP 2SB, *6cf*, GS107, HS3600 D.Rowan&Co.Ld.Gls. 60 *t A P T* 30 *t*	21 ″ 0 *s* 7 ″ 4½ 19 ″ 3¼	
74608 FNZA	**Francis Garnier** (*ex* Henli, *ex* Joan Craig, *ex* Bentinck) *Well deck* Wireless 1 *Dk & Web frames*		1243 1143 815			…		1903	Wood Skinner & Co. Ld. Newcastle	Cie. Côtière de l'Annam	229·3 Q120′B10′F25′	33·1 FK	17·3 *WB*	Saïgon French	T.3Cy.18½″,30″&49″–33″ 151NHP N.E.Marine Eng.Co Ld Nwc	16 ″ 10	V †
74609 DOCY	**Franciska Hendrik Fisser** (*ex* Lerche–35, *ex* Ilmar, *ex* Menkar) Wireless *Well deck* *Mchy.Aft*	2 Twin Msts 1 *Dk*	1128 866 657			…		1918	Wilton's E. & Slipwy. Co. Rotterdam	Hendrik Fisser Aktiengesellschaft (Fisser & v. Doornum, *Mgrs.*)	229·5 Q132′B13′F34′	34·7 FK	13·2 *WB*	Emden German	T.3Cy.15½″,25½″&41″–36″ NB22 124NHP Wilton's E & Slpwy Co. Rot.	16 ″ 0	CG †
74610	**François** (*ex* Pagasitikos–37, *ex* Sicily–33) *Longitudinal framing*	1 *Dk & Shelter dk*	*3457* *3209* *2146*					1914	Richardsn, Duck & Co. Ld. Stockton	Soc. Commerciale d'Affrètements et de Commission	380·5 P22′F40′	48·0 *on Shelter dk*	22·4	French *WB*	T.3Cy.26″,42″&70½″–45″ 352NHP Blair&Co.Ld.Stockton		C
74611 FNLK	**Francois L.D.** E.S.D. GyC.	*Oil Eng.* 2 *Dks* *Cruiser Stern*	5800					1938	Atel. & Ch. de la Seine Maritime Worms et Cie Le Trait, S.I.	Louis-Dreyfus & Cie.	440·0 F40′	57·0	37·6 *WB*	Dunkirk French	Oil Engines 4S.C.SA 8Cy.29½″–51⅛″ 656NHP Schneider-Creusot, Creusot		
74612 TUTY	**Francois Tixier** (*ex* LittleEvy–35, *ex* Mona–32, *ex* Orpen, *ex* Ualan, *ex* Slikkerveer)	*ss* Ant. No.3–2,30 ~~*ss* Ham. No.1–31~~ *ss* Rot. No.2–38 *Oil Eng.* 1 *Dk (Stl)*	499 346 230	100A– ~~7,38 1,38~~ 1,39 ~~Bwk~~ 7,38 ~~DE3,38 LMC5,38~~ ~~1,38~~	Bou		~~N 1,38~~ 3,39	1918 5mo	N.V. Schps. "DeMass" Slikkerveer	Soc. Dunkerquoise du Cabotage (L. Dewulf, *Mgr.*) *Cell D B u E 9′ f 96′11*	155·4 P49′B13′F20′ 5*t F P T* 22*t A P T* 20*t*	25·1 FK	10·3 3 *B H Cem*	Dunkirk French	Oil Engines 4S.C.SA 6Cy.12¾″–17½″ 87NHP NE3,35 NDB35 *100lb* Mtrn Werke Mannheim AG	12 ″ 8 *s* ″ 10 12 ″ 0	
74613 140441 GVNY	**Francol** *ss* HKg. No.2–38 2 *Dks (Stl) & Web frames* *Cruiser Stern*	*ss* H.Kg. No.3–6,30 ~~*ss* H.Kg. No.4–34~~	2607 2187 963	✠100A1 HKg 3,39 BS3,39 LMC5,38 *For Government Service Carrying Petroleum in bulk Fitted for oil fuel* 12,17 *F.P. above* 150° F.		*l*	CL 4,37	1917 12mo	Earle's Co. Ld Hull	The Admiralty *Cell D Bu E & B* 69′135*t D T f* 24′90*t F P T* 48*t*	320·0 335·0 (O.L.) P46′B106′F40′	41·5 FK	23·1 *A P T* 30*t*	London British 16 *B Hpt Cem* (12 to *U dk* 4 „ 2*nd* „)	T.3Cy.26½″,45″&76″–45″ (*s*) 200lb 603NHP 3SB, *9cf*, HS9075 FD Earle's Co. Ld. Hull	25 ″ 6 *s* 3 ″ 3½ 22 ″ 5	
74614 147216 GBRQ	**Franconia** Ⓟ **D.F.** *Ref. Mchy.* Sub.Sig. E.S.D. GyC.	Twin Sc *ss* Sou. No.3–12,35 2 *Dks (Stl) & Shelter dk* (*Stl–ptws*) *& Shade dk* (*Stl–ptws*) 3*rd dk (Stl) in holds except No.4*	20175 14266 ~~12102~~ 12010	✠100A1 Sou *Shelter dk with freeboard* 12,38 ~~12,37~~ ~~BS12,37~~ BS12,38 ~~LMC12,34~~ Lloyd's RMC16 12,33 *Fitted for oil fuel* 5, 23 *F.P. above* 150° F.		*n* †	CL P12,36 S12,37	1923 6mo	J. Brown & Co.Ld. Glasgow	Cunard White Star, Ltd. *Cell D B* 517′2585*t D T f* 47′1620*t*	601·3 *Prom dk* 419′ (*Collision B H* 9 „ „) *Tanks at sides & between tunnels*	73·7 FK	40·6	Liverpool British 10 *B H Cem* *to Shade dk* „ *Shelter* „)	6 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb 2562NHP 3D&3SB, *36cf*, HS29163 FD J. Brown&Co.Ld.Glasgow 598*t F P T* 117*t A P T* 67*t*	45 ″ 0 *s* 12 ″ 9½ 32 ″ 7	BT till ~~19,38~~ 12,39
74615 142539 GKVX	**Françunion** *ss* Fal. No.3–5,34 *Mchy.Aft*	1 *Dk (Stl)*	737 668 472	✠ A1 Sou *with freeboard* 7,37 MS5,34 ~~1,38~~ *For Coasting services Dunkirk to Cherbourg also South Carrying Petroleum in bulk Fitted for oil fuel* 5, 21 *F.P. above* 150° F.			CL 7,37 *Dover to Falmouth*	1921 4mo	Harland & Wolff, Ld. Glasgow *Lloyd's SA&CP* *to Falmouth*	Anglo-American Oil Co. Ld. (F.J. Wolfe, *Mgr.*) *Middle line bulkhead not oil tight*	180·0 F30′	40·1 FK	12·2	London British 9 *B Hpt Cem*	C.2Cy.13½″&27″–18″ (*s*) 100lb 74RHP 1SB, *3cf*, HS1654 FD A.&J.Inglis, Ld. Gls.	12 ″ 9 *s* 2 ″ 11 9 ″ 11	
74616 4939 3929	**Françunion V** (*ex* Comanchee–33) *Mchy.Aft*	3 Mst *ss* Nwc. No.3–10,24 *ss* Liv. No.1–29 2 *Dks (Stl) & Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel* (*Fuel Depot Ship*)	5805	✠ … 12,33 Shl				1912 6mo	Armstrong Whitworth & Co.Ld. Newcastle	Cie. Venture-Weir, S.A. *Cell D Bu B* 43′89*t D T f* 49′500*t F*	392·7 P107′B26′F42′	51·8 FK	29·1 *P T* 54*t A P T* 22*t*	Algiers French 17 *B Hpt Cem* (12 to *U dk* 5 „ 2*nd* „)	Q.4Cy.23″,32½″,47″&68″–48″ 505NHP 3SB, *9cf*, GS163, HS7377 N.E.Marine Eng Co Ld. Nwc	30 ″ 9	
74617 4069 2749	**Françunion VI** (*ex* Winnebago–35) *Mchy.Aft*	*ss* Nwc. No.3–8,30 2 *Dks (Stl) & Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel* (*Fuel Depot Ship*)	*4667*	✠ … 9,35 Bel		*x*		1915 11mo	Sir J. Laing & Sons, Ld. Sunderland *Cell D Bu E & B*	Cie. Venture-Weir, S.A. 59′171*t D T f* 30′283*t F P T* 102*t A P T* 121*t*	370·0 P103′B35′F43′	50·1 FK	28·5 15 *B Hpt Cem* (10 to *U dk* 5 „ 2*nd* „)	Algiers French	T.3Cy.25½″,41″&68″–48″ 413NHP 2SB, *8cf*, GS136, HS5826 G.Clark, Ld. Sunderland	28 ″ 6	
74618 230158 KJKS	**Frango** (*ex* Golaa) *Mchy.Aft*	*ss* Osl. No.3–1,28 *ss* Sfj. No.2–36 1 *Dk (Stl)*	6400 5057 4547	✠100A1 Sfj *Whaling Service* 4,38 ~~4,37~~ ~~MC~~ ~~4,37~~ ~~Bwk~~ ~~4,37~~ *Fitted for oil fuel* 6, 17 *F.P. above* 150° F. *Fitted with cylindrical tanks for carrying fuel oil*		*z*	CL ~~3,37~~ 3,38	1917 6mo	Chester S.B. Co.Ld. Chester, Pa. A&CP	American Whaling Co. *Cell D B*	401·9 P99′B27′F50′ 350′1611*t F P T*	54·3 FK	30·2 115*t*	Wilmgton (Del.) Utd. States 10 *B H* *A P T* 144*t*	T.3Cy.27″,44″&73″–48″ (*r*) 180lb 569NHP 16Pr. *B 60lb* 3Pr. *B 43lb* 3SB, *9cf*, GS176. HS8862 FD Lilleshall Engineering Co. Oakengates, Staffs	32 ″ 9 *s* 6 ″ 4½ 26 ″ 6½	
74619 159 SVBH	**Frangoula B. Goulandris** (*ex* Brecon, *ex* Dunbridge) *Tonnage opening closed* 37 *Mchy.Aft*	*ss* Pir. No.3–9,30 *ss* Pir. No.1–35 1 *Dk (Stl) & Shelter dk (Stl)* *Cargo battens not fitted*	6701 6414 4203	✠100A1 Bry *Shelter dk with freeboard* 6,37 ~~Bwk~~ ~~4,36~~ ~~LMC~~ 6,36		*z*	CL ~~N 1,36~~ 1,39	1918 2mo	J.L. Thompson & Sons, Ld Sunderland *Lloyd's SA&CP* *Cell*	Goulandris Bros. *D B* 366′ 1360*t D T*	412·3 427·1 (O.L.) *a* 27′1090*t F P T*	55·5 FK	34·4 101*t*	Andros Greek 7 *B H Cem* *A P T* 229*t*	T.3Cy.27½″,45″&76″–54″ (*r*) 180lb 558NHP 4SB, *12cf*, GS248, HS9932 Blair&Co.Ld. Stockton	37 ″ 0 *s* 9 ″ 4½ 27 ″ 10½	
74620 147854	**Frank B. Baird** *Mchy.Aft*	1 *Dk*	1748 1594 1276					1923	Napier & Miller, Ld. Glasgow	Upper Lakes & St. Lawrence Transportation Co. Ld. (G.C. Leitch, *Mgr.*)	253·5	43·2 *WB*	17·9	S Cathrnes Ont. British	T.3Cy.16″,27″&44″–33″ 111NHP D.Rowan&Co.Ld.Glasgow		C

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Registered Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	7a Date when (all abaft) last seen.	8 Built. When	By Whom — Where	10 Owners.	11 Register'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Detroit is of Trade Port
74621 / 207284 / KDXM	**Frank Billings** (*ex*Champlain) *Mchy. Aft* D.F. GyC. 1 *Dk*	5494 — 4153					1910	Gt. Lakes Eng. Works Ecorse, Mich.	Pioneer S.S. Co. (Hutchinson & Co. *Mgrs.*)	444·0 F48′	56·2 *WB*	31·0	Wilmgton (Del.) Utd. States	T.3Cy. 22½″, 36″ & 60″–42″ 233 NHP Gt Lakes Eng Wrks. Detroit		R
74622 / 209997	**Frank C. Osborn** 3Mst *Mchy. Aft* 1 *Dk*	681 — 345					1912	American S.B. Co. Cleveland, O.	Erie Sand & Gravel Co.	155·0	37·0	10·5	Erie, Pa. Utd. States	C.2Cy. 17½″ & 38½″–30″ 68 NHP American S.B. Co Cleveland		
74623 / 204799 / WQQC	**Frank E. Taplin** (*ex*Charles W. Kotcher) *Mchy. Aft* D.F. GyC. 1 *Dk*	4650 — 3446					1907	American S.B. Co. Lorain, O.	The Wilson Transit Co.	427·2	52·2	24·2	Wilmgton (Del.) Utd. States	T.3Cy. 22″, 35″ & 58″–42″ American S.B. Co. 218 NHP Cleveland, O.		R
74624 / 221147 / KDQZ	**Frank G. Drum** *ss*S.Fo.No.3–9,33 *ss*S.Fo.No.1–37 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing*	7048 6415 4295	✠100A1 8,38 ~~8,37~~ BS12,38 ✠LMC *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,21	SFo	*b* †	CL ~~8,35~~ 8,38 *F.P. above* 150° F.	1921	Bethlehem 4 mo S.B. Corp. Ltd. Alameda, Cal. A&CP	Tide Water Associated Oil Co. *Cell D Bu E & B* 62′ 197 *t D T f* 50′ 884 *t*	435·0 P106′ B50′ F42′ FK *FPT* 104 *t APT* 70 *t*	56·2	33·5	S. Frncisco Utd. States 13 *B H pt Asp* (9 *to U dk* 4 „ 2*nd* „)	T.3Cy. 27½″, 47″ & 78½″–48″ 220 lb (*s*) 600 NHP 3 SB, 9*cf*, HS 8235 FD Bethlehem S.B. Corp. Ld.	33 ″ 6	
74625 / 216204 / KFEG	**Frank H. Goodyear** *Mchy. Aft* D.F. GyC. 1 *Dk*	8243 — 6409					1917	Gt. Lakes Eng. Works Ecorse, Mich.	American S.S. Co. (Boland & Cornelius, *Mgrs.*)	580·0 F54′	60·0 *WB*	32·0	Buffalo NY Utd. States	T.3Cy. 24½″, 40″ & 65″–42″ 274 NHP Gt. Lakes Eng. Wks. Detroit		R
74626 / 217189 / KJQL	**Frank J. Peterson** (*ex*Crathorne) GyC. 1 *Dk*	2241 — 1349					1918	Gt. Lakes Eng. Works Ashtabula, O.	Saginaw Dock & Terminal Co.	253·6	43·5	22·5 *WB*	Wilmgton (Del.) Utd. States	T.3Cy. 19″, 32″ & 54″–40″ 184 NHP Gt Lakes E. Wks. Ashtabula		
74627 / LGJA	**Frank Seamans** 1 *Dk*	4271 3899 2635					1928	Sir J Priestman & Co. Sunderland	Roderi A/S Nilaros (A S Kregstads Shipping Agencies Ltd. *Mgrs.*)	352·0 P90′ H127 *t*	60·0	22·2 *WB*	Oslo Norwegian	T.3Cy. 23½″, 39″ & 65″–45″ 283 NHP N.E. Marine Eng. Co Ld. Sld		N
74628 / DOGD	**Franken** Ⓟ Sub.Sig. D.F. E.S.D. 2 *Dks*	7789 7110 4821					1926	Bremer Vulkan Vegesack	Norddeutscher Lloyd	491·5	63·9	29·0 *WB*	Bremen German	T.4Cy. 34⅜″, 56⅛″ & (2) 65⅜″–59 1/16″ 656 NHP Bremer Vulkan, Vegesack		G
74629 / DHIB	**Frankenwald** *Fitted for oil fuel* Sub.Sig. D.F. 2 *Dks*	5062 4478 3012					1922	Deutsche Werft A.G. Hamburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	399·6 F40′	54·2 *WB*	27·4	Hamburg German	T3Cy 26 3/16″, 43⅜″ & 70 13/16″–47 5/16″ Gute- hoffnungshütte, Sterkrade 346 NHP		G
74630 / DOIS	**Frankfurt** Sub.Sig. D.F. E.S.D. 2 *Dks*	5522 4918 3304					1929	Bremer Vulkan Vegesack	Norddeutscher Lloyd	440·6	56·2 *WB*	25·9	Bremen German	T.3Cy. 29⅝″, 48⅜″ & 78″–55⅛″ & L.P. Turbine 627 NHP Bremer Vulkan, Vegesack		G
74631 / DHID	— Twin Sc 1 *Dk*	1186 1017 687					1914	Stettiner Oderwerke Stettin	Schiffahrt-u. Assekuranz Ges. E. Russ & Co.	241·9 B45′ F26′	35·6	11·9 *WB*	Hamburg German	T.6Cy. 11⅜″, 17 7/16″ & 26⅜″–18½″ 62 NHP Stettiner Oderwerke		G
74632 / 233238 / WIFV	**Franklin** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Electrically welded* *Longitudinal framing* *Carrying Petroleum in bulk*	602 538 355					1934	Sun S.B. & Dry Dock Co. Chester, Pa.	Atlantic Refining Co.	194·5 P38′	34·1	11·3	Phildlphia Utd. States	Oil Engines 4S.C.SA connected to electric motor & Sc.Shaft 6Cy. 9½″–10½″ 53 NHP McIntosh & Seymour Corp. Auburn, N.Y.		R
74633 / 220865 / KDLH	**Franklin K. Lane** *Fitted for oil fuel* *Mchy. Aft* 2 *Dks* & *Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	6589 — 4091				...	1920	Bethlehem S.B. Corp. Ltd. Alameda, Cal.	Standard Oil Co. of New Jersey	435·0 P106′ B50′ F42′ FK	56·0 *WB*	32·0	Wilmgton (Del.) Utd. States	T.3Cy. 27″, 47″ & 78″–48″ 600 NHP Bethlehem S.B. Corp. Ld.	33 ″ 6	R †
74634 / OYCX	**Frankrig** *ss*Abg.No.3–8,37 1 *Dk* (*Stl*) *Cargo battens not fitted*	1361 1117 778	✠100A1 ~~8,37~~ 8,38 3,39 ~~3,37~~ 3,39 LMC BS ~~5,37~~ MS8,37	Abg	*o*	CL ~~3,37~~ 3,39	1924	A/S Rödby Havns Jernskibs. Rödby Havn *Lloyd's A&CP*	H.A. Christensen *Cell D*	234·3 242·9 (O.L.) P12′ B50′ F25′ FK B195′ 400 *t* *FPT* 59 0	37·1	15·8	Copnhagn Danish *4 B H Cem* *APT* 73 *t*	T.3Cy. 16½″, 25½″ & 43″–30″ (*s*) 185 lb 129 NHP 2 SB, 4*cf*, GS 68, HS 2240 A/S″ Frichs,″ Aarhus	18 ″ 3 s 1 ″ 11 16 ″ 4½	
74635 / 161593 / VGYP	**Franquelin** Twin Sc *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern* *Electrically welded* *Cargo battens not fitted*	2097 1970 1597	✠ A1 ~~8,39~~ 9,37 MC5,36 *For Service on the Great Lakes in Gulf of St. Lawrence (from April to 31st Oct.) at a extreme draught of 14′ Carrying cargo oil F. P. above 150° F. inside tanks aft*	Obc Ttg		CL	1936	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's A&CP*	Quebec & Ontario Transportation Co. Ltd. *D B* 214′ 493 *t Side ballast tanks* 198′ 34 *t*	251·3 P37′ F31′ FK	43·9	20·2 *6 BH* *2 t FPT* 166 *t*	Montreal British Oil Engines 2S.C.SA 12Cy. 11 3/16″–15¾″ 294 NHP Sulzer Bros. Ld. Winterthur *APT* 58 *t*	22 ″ 0	
74636 / 7118 / SEDK	**Frans** 1 *Dk*	1169 1010 668					1924	Skiens Verksted A/S Skien	Trelleborgs Ångf. Nya Aktieb. (J. Malmros, *Mgr.*)	222·9 P23′ B50′ F27′	36·8 *WB*	16·1	Trelleborg Swedish	T.3Cy. 16″, 25″ & 42″–30″ 97 NHP Skiens Verksted. Skien		N
74637 / 8104 / SKCT	**Frans Gorthon** D.F. 1 *Dk* & *Shelter dk* *Cruiser Stern* *Strengthened for navigation in ice* *Rudder electrically welded*	1824 1437 932	✠100A1 *with freeboard* ~~12,37~~ 12,38 LMC 8,37 *Fitted for oil fuel* 8,37	Shl	*l*	CL 12,38 *F.P. above* 150° F.	1937	Fredrkstad 8 mo Mek Vrks A/S Fredrikstad *Lloyd's A&CP*	Rederi A/B Gylfe (Joh. Gorthon *Mgr*) *Intermediate B H in dispensed with Coll & Aft pk* *Cell D B* 242′ 535 *t*	304·4 315·3 (O.L.) F26′ FK *FPT* 80 *t APT* 70 *t*	44·2 *forward hold*	15·6	Hlsngborg Swedish *B H s to Sh dk* 2 „ „ 2*nd* „	C.4Cy. (2) 15⅝″ & (2) 37 13/16″–34 7/16″ 220 lb (*s*) 277 NHP 2 SB, Spt) 6*cf*, GS 98, HS 1120 FD Fredrikstad M.V.A/S Fredrikstad	19 ″ 1 s ″ 4⅔ 18 ″ 9	
74638 / DHIE	**Franz Haniel** (*ex*Cornwood) *ss*Ham.2nd No.3–5,36 *Well deck* 1 *Dk* (*Irn*) *Cargo battens not fitted*	2188 1683 1336	✠100A1 ~~9,37~~ 9,39 ✠LMC MS5,36 BS ~~5,37~~ 8,39 ~~8,37~~	Ham	*r*	OG 5,37 1	1911	J. Blumer & Co. Sunderland *Lloyd's A&CP*	Haniel G.m.b.H. *Intermediate B H d in fo*	287·0 P20′ Q114′ B56′ F26 FK *rehold dispensed wi* *Cell D Bu* 88′ *u E & B* 88′ *f* 120′	41·0	17·2	Hamburg German *Cem* *th–4 B H only* 602 *t FPT* 46 *t APT* 112 *t*	T.3Cy. 21½″, 36″ & 59″–39″ (*s*) 180 lb 246 NHP 2 SB, 6*cf*, GS 101, HS 3922 N.E. Marine Eng. Co Ld. Sld.	19 ″ 9	
74639 / DAWK	**Franz-Jürgen** (*ex*Vasco, *ex*Brandenburg) D.F. *ss*Kel.2nd No.3–3,34 *ss*Stn.No.1–38 1 *Dk* (*Stl*) *Cargo battens not fitted*	2166 1854 1233	100A1 3,38 LMC 3,38	Stn	/	CL 2,38	1910	Stettiner Oderwerke Stettin *Lloyd's A&CP*	F.L. Nimtz *Cell D*	283·6 P24′ B66′ F30′ FK B229′ 546 *t* *FPT* 144 *t*	41·2	18·8	Stettin German *6 B H Asp* *APT* 71 *t*	T.3Cy. 21½″, 34½″ & 55⅛″–39½″ 170 lb (*s*) 285 NHP 2 SB, 6*cf*, GS 118, HS 4080 Stettiner Oderwerke	21 ″ 6 s 3 ″ 0½ 18 ″ 10	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où cotés. (Ce qui est dans le Livre Cercle Bleu Trade.
74640 HPFY	**Franz Klasen** Twin Sc ss Ham. No. 1–36 *Oil Eng.* *Mchy. Aft* 1 Dk (Stl) 2nd dk (Stl) clear of D.F. *cargo tanks* 3rd dk (Stl) aft of GyC. E.S.D. *cargo tanks Web frames Rudder electrically welded* *Cruiser Stern Longitudinal framing*		11194 — 6912	✝100A1 5,38 ~~5,37~~ ✝LMC CS8,36 DBS ~~9,34~~ 9,34 *Carrying Petroleum in bulk*	Ham		CL SN7,37 P7,37	1932 7mo	Deutsche Werft AG Bet Finkenwrder Hamburg *Lloyd's* SA & CP	Panama Trans-port Co.	521·4 | 70·4 | 38·7 542·0 (o.l.) *Aft* B55′ B40′ F39′ FK *Cell D Bu* E50′ 1190 *t D Ts* f53′ 2308 *t*	Panama Panamanian 16 *B Hpt Cem pt Asp*	Oil Engines 2S.C.DA 8 Cy. 23⅜″–35 7/16″ 1560 NHP 4 DB *200lb* Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg *FPT* 290 *t APT* 244 *t*	38 ″ 9 s 5 ″ 6½ 30 ″ 6¼	
74641 UONZ	**Franz Mering** Ⓟ (*ex* Ekaterina, *ex* Mavis) Wireless 1 Dk (Stl–ws) & *pt* 2nd dk & Shelter dk (Stl–ws) *Fitted for oil fuel*		1573 855 950	✝ 8,19	Rot	*p*		1912 1mo	Ailsa S.B. Co. Ld. Troon	U.S.S.R.	244·9 | 34·5 | 21·3 B on Shelter dk 64′ BK 7½″ *Cell D* Ba 54′ *u* E & B 51′ *f* 96′	Odessa Russian	T.3Cy.28″, 37½″ & 62″–39″ NB28 359 NHP 2SB, *9cf*, GS148, HS5504 Ailsa S.B. Co. Ld. Troon		
74642 DHSM	**Franz Ohlrogge** (*ex* Orion–38, *ex* Jo, *ex* Kristofa, *ex* Soesterberg) *Well deck* 1 Dk (Stl)		477 372 260	✝ 9,22	Rot	*g*		1917 6mo	E.J. Smit & Zoon Hoogezand	Karl Gross	155·3 | 26·1 | 12·4 Q53′ B28′ F21′ FK *Cell D* Ba 34′ *u* E 11′ *f* 54′ 110 *t FPT*	Brake German	T.3Cy.12¼″, 19 5/16″ & 32 1/16″–17 1/16″ 72 NHP 1 *B HCem* 18 *APT* 11 *t*	13 ″ 0	G †
74643 DAVS	**Franz Rudolf** (*ex* Veratyr) 1 Dk		1419 1163 850					1906	Howaldtswerke Kiel	Franz L. Nimtz	240·6 | 36·0 | 16·7 P13′ Q71′ B63′ F30′ WB	Stettin German	T.3Cy.16¾″, 26 2/16″ & 42¾″–29½″ 96 NHP Howaldtswerke, Kiel		V
74644 PJAI	**Frasca** Twin Sc ss Cco. No. 2–34 *Mchy. Aft* 1 Dk (Stl) *Longitudinal framing at bottom & at deck*		2602 1715 1131	✝100A1 2,38 ~~2,38~~ 2,38 ~~✝LMC~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,26 *F.P. above* 150° F	Cco	*t*	CL S9,38 P7,37 *F.P. above*	1926 10mo	A.F. Smulders Schiedam *Lloyd's* SA & CP	N.V. Curacaosche Scheepv. Maats.	305·0 | 50·2 | 15·1 Q87′ F29′ FK *Trunk* 189′	Wilemstad Dutch	T.6 Cy. 12¾″ 20½″ & 33¼″–24 7/16″ 180 lb (*s*) 236 NHP 2SB, *4cf*, GS87, HS4168 FD A.F. Smulders, Schiedam	15 ″ 0 s 1 ″ 6½ 13 ″ 7½	
74645 INKH	**Fratelli Bertolli** Wood Aux Bkn (*ex* Sailing Vessel) *Oil Eng.* 1 Dk 2 tr B (*See Sailing Ship Register*)		429 400 365					1920	L. Pegollo Pietra Ligure	Comm. Elia Bertolli	140·3 | 28·9 | 15·7	Viareggio Italian	Oil Engines 4S.C.SA 6 Cy. 8¼″–12⅝″ 40 NHP *Emade & fitted* 33 Humboldt-Deutzmotoren A.G. Köln-Deutz		I
74646 INKZ	**Fratelli Garrè** Aux 3 Mst Sr 641 (*ex* Annen) *Oil Eng.* Sub. Sig. 1 Dk (*See Sailing Ship Register*)		413 336 299					1920	Frd. Krupp Akt. Ges. Kiel	Riccardo Garrè fu F.	155·8 | 29·6 | 12·5 Q37′ F17′ WB	Viareggio Italian	Oil Engines 4S.O.SA 6 Cy. 10½″–14½″ 60 NHP Maschf. Augsburg-Nürnberg, Augsburg		I
74647 MNKW	**Fratton** Twin Sc 147039 *Cruiser Stern* 1 Dk & *pt* dk		757 624 305					1925	D & W Hendersn & Co. Ld. Glasgow	Southern Railway	220·3 | 33·6 | 14·1 B90′ F37′ WB	S'thamptn British	T.6 Cy. 15″, 25″ & 41″–24″ 165 NHP D. & W. Henderson & Co. Ld.		
74648 DOIA	**Frauenfels** Sub. Sig. 2 Dks		7487 7040 4679					1920	J.C. Tecklenborg A.G. Wesermünde-G.	Deutsche Dmpfs-fahrts. Ges. Hansa	468·7 | 58·5 | 32·4 P82′ B138′ F59′ WB	Bremen German	T3Cy 31½″, 50 5/8″ & 82 7/16″–55 1/16″ & 1 L.P. Turbine 692 NHP J.C. Tecklenborg A.G. Wsm		G
74649 SVPB	**Fred** (*ex* Hartington) 697 *ss* Hul. No. 3–9,29 *ss* Rot. No. 2–37 1 Dk (*pt* Irn & *pt* Stl) & *deep framing*		*4043* *3816* *2500*	✝100A1 8,38 ~~10,37~~ ✝LMC 10,37 BS 2,39	Rot	*x*	CL 9,37	1907 7mo	W. Gray & Co. Ld. West Hartlepool *Lloyd's* SA & CP	Exors. of the late C.D. Calafatis (Petros M. Nomikos, Ld. *Mgrs.*) *Cell D Ba* 117′ *u* E 27′ *f* 154′ 1051 *t FPT* 158 *t APT* 191 *t*	360·0 | 50·0 | 25·7 P31′ B227′ F35′ FK	Piræus Greek	T.3Cy. 26″, 42″ & 70″–45″ (*r*) 180 lb *90lb* NDB 26 358 NHP 2SB, *6cf*, GS134, HS5542 Cen. Mar. Eng. Wrks. W. Hpl	28 ″ 4 s 3 ″ 10 24 ″ 9	
74650 141256	**Fred B.** (*ex* Bernard M, *ex* Trawler) 1 Dk	Wood	370 305 194					1920	H.T. Le Blanc Wedgeport, N.S.	C.K. Stewart	143·1 | 26·3 | 12·4	Halifax NS British	T.3Cy. 14″, 22″ & 36″–24″ 66 RHP New Burrell Johnson Iron Co. Yarmouth, N.S.		
74651 222641 KFKJ	**Fred G. Hartwell** *Mchy. Aft* D.F. GyC. 1 Dk		9144 — 7108					1922	American S.B. Co. Lorain, Ohio	Franklin S.S. Corp. (The M.A. Hanna Co. *Mgrs.*)	602·8 | 64·2 | 28·5 *WB*	Wilmgton (Del.) Utd. States	T.3Cy. 25½″, 41″ & 67″–42″ 291 NHP American S.B. Co. Lorain, O.		R
74652 217055 WNAI	**Fred W. Green** (*ex* Craycroft) (*Self-Unloader*) GyC. 1 Dk		2292 1884 1367					1918	Gt. Lakes Eng. Works Ecorse, Mich.	Northwestern Co.	253·5 | 43·8 | 20·4 P27′ B66′ F26′	Charlevoix Mich. Utd. States	T.3Cy. 21″, 35″ & 59″–42″ 226 NHP Gt. Lakes Eng. Wks. Detroit		R
74653 202625	**Fred W. Sargent** (*ex* Delaware) *Mchy. Aft* 2 Dks		3901 — 3250					1905	Gt. Lakes Eng. Works Ecorse, Mich.	Gt. Lakes Transit Corp.	350·0 | 46·2 | 30·2 *WB*	Buffalo NY Utd. States	Q.4Cy. 19″, 27″, 40″ & 58″–42″ 218 NHP Gt Lakes Eng Wrks. Detroit		
74654 215847 WOCO	**Fred W. Weller** Twin Sc *ss* N.Yk. No. 3–10,29 ~~*ss* N.Yk. No. 2–38~~ *Mchy. Aft* 2 Dks (Stl) & Shelter D.F. GyC. dk (Stl) & Web frames *Longitudinal framing*		9485 7820 5899	✝100A1 *Shelter dk* *with freeboard* 12,38 ~~5,37~~ ~~5,37~~ ~~✝LMC~~ ~~MC 4,34~~ 5,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,17 *F.P. above* 150° F.	Gal NYk	*f*†	CL S5,37 PN 12,38 *F.P. above*	1917 12mo	Bethlehem S.B. Corp. San Francisco A & CP	Standard Oil Co. of New Jersey	500·0 | 68·0 | 35·8 FK (*Cell D Bin* E & B 85′	Wilmgton (Del.) Utd. States 19 *B Hpt Asp* 14 *B Hto Udk* 5 „ „ 2nd,) 374 *t D T* f54′ 626 *t FPT* 200 *t APT* 164 *t*	T.6 Cy. 20½″, 35″ & 60″–42″ (*r*) 200 lb 638 NHP 3SB, *12cf*, HS8943 FD Bethlehem S.B. Corp. S.Fo.	38 ″ 0 s 9 ″ 7 28 ″ 8	
74655 ~~122639~~ ~~[illegible]~~ Nov	**Fredavore** (*ex* Thames) *ss* Hfs. 2nd No. 3–8,31 *Well deck* *ss* Sws. No. 1–36 **Francine,** 1 Dk (*pt* Irn & *pt* Stl) & *deep framing* Wireless- *Cargo battens not fitted*		1097 856 704	✝100A1 1,38 ✝LMC MS7,36 BS ~~5,37~~ 2,39	Sws	*n*	CL ~~9,36~~ 9,38	1905 9mo	S.P. Austin & Son, Ld. Sunderland *Lloyd's* SA & CP	Angel, Son & Co. Ld. *Cell D Ba* 60′	222·1 | 33·3 | 14·4 232·3 (o.l.) Q75′ B49′ T23′ FK *u* E 17′ *f* 96′ 278 *t FPT*	Finnish 4 *B HCem* 49 *t APT* 87 *t*	T.3Cy. 18″, 29½″ & 48¾″–33″ (*s*) 160 lb ~~90lb~~ 145 NHP 1SB, *3pf*, GS62, HS2371 G. Clark, Ld. Sunderland	16 ″ 6 s 1 ″ 2½ 15 ″ 5	
74656 5995 SEDR	**Fredborg** (*ex* Elsie Mary) 1 Dk		*904* *716* *485*					1918	Hlsingbgs Varf. Aktieb. Helsingborg	Rederi A/B Fredborg (Ragnar Nilsson)	205·1 | 33·6 | 12·7 Q64′ B54′ F19′ WB	Västervik Swedish	T3Cy. 17¾″, 29 5/16″ & 46¾″–27½″ 110 NHP Helsingborgs Varf. Aktieb.		V
74657 7586 SEDU	**Freden** 1 Dk		*1172* *1010* *652*					1924	A/S Moss Værft Moss	Rederi A/B Ferlef (And. Smith, *Mgr.*)	224·6 | 36·7 | 15·2 P23′ B51′ F27′ WB	Stockholm Swedish	T.3Cy. 16″, 25″ & 42″–30″ 97 NHP A/S Moss Værft, Moss		N
74658 OXVA	**Fredensborg** *ss* Els. No. 3–4,35 1 Dk (*Stl*)		2094 1794 1195	✝100A1 2,38 4,38 BS ~~10,37~~ 2,39 ✝LMC 6,34	Els Cnn	*s*	OG 5,37	1922 12mo	Schpw. v. Jan Smit Czn. Alblasserdam *Lloyd's* SA & CP	A/S "Dannebrog" (C.K. Hansen, *Mgr.*) *Cell D* B237′ 603 *t FPT*	283·4 | 42·1 | 18·3 295·2 (o.l.) P26′ B176′ F27′ FK	Copnhagn Danish 4 *B HCem* 74 *t APT* 40 *t*	T.3Cy. 20½″, 32″ & 52″–39″ (*s*) 180 lb 205 NHP 2SB (Spt), *6cf*, GS84, HS3450 Kon. Maats. de Schelde, Vlissengen	20 ″ 9 s 1 ″ 7 19 ″ 4½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when last classed.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed. If not in L. R. Date of Transfer.
74659	**Frederic R. Kellogg**		7127				...	1917	Moore& Scott Iron Works Oakland, Cal.	Standard Oil Co. of New Jersey	425·8	57·0	31·4	Wilmington (Del.) Utd. States	T.3Cy.27″,45½″&76″–51″ NE&B19 NDB19 575NHP	33 ″ 0	R
215424 WPCE	*Mchy. Aft* D.F.	*Fitted for oil fuel* 2 *Dks & Web frames Longitudinal framing Carrying Petroleum in bulk*	6564 4418								P97′	B40′	F41′ FK	*WB*	Sun Shipbuilding Co. Chester, Pa.		†
74660	**Fredericia** (P)		693					1930	Frdkshvns. Værft & Flydedok A/S Frederikshvn	Det Forenede Dampskibs Selsk.	189·4	31·5	10·9	Kolding Danish	Oil Engines 4S.C SA 6Cy.		V
OYEE	Wireless D.F.	*Oil Eng.* 1 *Dk*	463 389											*WB*	Burmeister & Wain, Cpn.		
74660*	**Frederik** (*ex* Arend-38, *ex Lighter* Rasm II)	*Oil Eng.*	363 313					1921	Gebr. van Diepen Waterhuizen	G. Reumer	131·4	24·7	11·2 P22′ F15′	Zwartsluis Dutch	Oil Engines 4S.C.SA 4Cy.12 7/16″–13¾″ 58NHP *Emade* 31 Appinge dammer Brons Motorenfb. N.V.	27 ″ 8	V
PEDY	*Mchy. Aft*	1 *Dk*	199														
74661	**Frederika Lensen** (*ex* Trevaylor-34)		4283	✠100A1 Rot	*x*	CL	~~12,37~~	1912	J Readhead &Sons, Ld. South Shields	Lensen Transport Ld. (Cornelis A. Lensen, *Mgr.*)	369·9	51·1	26·1	London British	T.3Cy.26″,42″&69″–48″ (*r*) 180lb 385NHP	27 ″ 8	
133214 GPJM	*ss* Rot. 2nd No. 3–12,37 D.F.	1 *Dk (pt Iron pt Stl)*	4016 2713	6,38 ~~12,37~~ ✠LMC 12,37 BS~~6,39~~			8,39	*Lloyd's SA&CP*		*Cell B*	P33′	B226′	F34′ FK	6 *BHCem* 987 *t APT* 62 *t*	2SB, 6*cf*, GS 132, HS 6330 J. Readhead & Sns. Ld. S. Shl	24 ″ 1½	
74662	**Frederiksborg**	4 Mst	1816 1600					1916	Akties Sör-landets Skibs Fevig	A/S Dmpskselsk Dannebrog (C.K. Hansen, *Mgr.*)	265·0	42·2	17·6 P22′ B71′ F29′	Copnhagn Danish	T.3Cy.20½″,35″&56″–36″ 188NHP		N
OXSB		1 *Dk*	1106											*WB*	Frederikstad M.V. Frdstad.		
74663	**Frederikshavn** (P) (*ex* Aalborghus–36)		1480 827					1914	Burmeister & Wains. Msk. og Skibs. Act. Copenhagen	Det Forenede Dampskibs Selsk.	254·6	38·7	21·5	Frdrkshvn Danish	T.3Cy.22″,36″&60″–42″ 233NHP Burmeister & Wains. Msk. og Skibs. Act Copenhagen		V
OXQD	Wireless D.F.	2 *Dks*	823														
74664	**Fredhem** (*ex* Grekland, *ex* Heinz Horn)		2172 1881					1923	Schiffsw. v. H. Koch A.G. Lübeck	Rederi A/B Manhem (E. Högberg, *Mgr.*)	290·6	42·6	18·2 P14′ B209′ F31′	Stockholm Swedish	T.3Cy.22½″,34¼″&58¼″–39⅜″ Lübecker 212NHP Maschinen Ges. Lübeck		G
7452 SFPA	*ex* Heinz Horn) *Well deck* Sub.Sig. D.F.	1 *Dk*	1252											*WB*			
74665	**Fredman** (*ex* Pandion, *ex* Thisted)		1018					1917	De Haan& Oerlemans Heusden	Rederi A B Ostenia (A. Einar Ahlsiö. *Mgr.*)	216·2	34·6	13·0 P19′ Q51 *t* B57′ H109 *t* F25′	Västervik Swedish	T.3Cy.15″,25″&40″–27″ 83NHP		V
6282 SEDW	Sub.Sig.	1 *Dk*	787 545												Kuypers, Rotterdam		
74666	**Fredrika** (*ex* Holmengrâ,		1839	100A1 Skm	*q*	CL	2,38	1904	Schiffsw. v. Henry Koch Lübeck	Rederi A/B Fredrika (E. Högberg)	264·4	38·4	16·7 P15′ Q59′ B68′ F21′ FK	Stockholm Swedish	T.3Cy.19¾″,32½″&51¼″–32½″ 185lb (*s*) 187NHP 2SB(Spt), 4*cf*, GS 90, HS 3164 J.F. Ahrens, Altona	19 ″ 9	
5751 SGNA	*ex* Elfsborg, *ex* G.P. Braathen, *ex* Helen Heidtmann)	*ss* Got. 2nd No. 3–6,31 *ss* Skm. No. 1–35 1 *Dk (Stl)*	1395 1033	6,38 ~~8,37~~ BS~~8,37~~ 10,38	LMC 2,36			*Lloyd's SA&CP*		*Cell B*	B225′	543 *t*	F PT 81 *t*	4 *BHCem* 4 *PT* 67 *t*		17 ″ 10	
Now "Argos"																	
74667	**Fredville** (*ex* Agneta)		1150	✠100A1 Sfj	″	CL	~~8,36~~	1917	Wilton's Eng. & Slipway Co. Rotterdam	D/S A/S Fredville (M. Halbert Mikkelsen)	230·5	34·1	13·2	Sandefjord Norwegian	T.3Cy.15¾″,25½″&41″–36″ 180lb *100lb* (*s*) 120NHP	16 ″ 0	
LIYI	*ss* Cff. No. 3–4,30 *Well deck Mchy. Aft* *ss* Sfj. No. 2–37 *Cargo battens not fitted*	1 *Dk (Stl)*	858 652	~~8,37~~ 10,38 BS6,37	✠LMC MS8,37		6,38	7 mo A&CP		*Cell D Bu B*	Q131′	B13′	F24′ FK 15 *f* 159′ 389 *t*	4 *BHCem* 8 *t APT* 48 *t*	1SB, 3*cf*, GS 60, HS 1982 Wilton's E. & Slpwy. Co.	14 ″ 11½	
74668	**Freeman**		3350	✠100A1 Bos	*v*	CL	7,36	1918	New York S.B. Corp. Camden, N.J.	Pocahontas S.S. Co.	318·5	49·5	24·2	Wilmington (Del.)	T.3Cy.21 13/16″,35 1/4″&58″–42″ 200lb (*r*) 318NHP	27 ″ 6	
216032 WBCI	D.F. *Mchy. Aft* Sub.Sig. *Cargo battens not fitted*	*ss* N.Ns. No. 3–9,30 *ss* Bos. No. 1–34 1 *Dk (Stl)*	2710 1949	6,38 7,37 ~~BS7,37~~ NNs ✠LMC ~~6,37~~ 6,38				4 mo A&CP	S.B. Corp. Camden, N.J.	*Cell D B* 269′ 1254 *t DT* 13′ 4½″	P79′	B18′	F31′ FK *FPT* 293 *t APT* 92 *t*	Utd. States 7 *BHCem*	2SB, 6*cf*, GS 110, HS 4643 FD N York SB Corp Camden NJ		
74669	**Freeport Sulphur No. 5**		4127					1920	Federal S.B. Corp. Kearny, N.J.	Freeport Sulphur Co.	355·5	52·5	24·8 P88′ B37′ F36′	New York Utd. States	T.3Cy.23″,39″&66″–42″ 261NHP		R
219830 KUMK	*Mchy. Aft*	*Fitted for oil fuel* 1 *Dk* *Longitudinal framing*	3567 2440					*WB*							Hooven, Owens, Rentschler Co. Hamilton, Ont.		
74670	**Freia** (P)	Twin Sc	1429	✠100A1 Cpn		OG	9,37	1936	A/S Aalborg Msk. og Skibs Aalborg	De Danske Stats-baner	240·4	40·9	15·7	Korsor Danish	Oil Engines 4S.C.SA 16Cy.15¾″–29½″ 382NHP 2 DB *85lb*	18 ″ 0	
OYLS	Wireless D.F. E.S.D.	*Oil Eng.* 2 *Dks* *Cruiser Stern* *Strengthened for Navigation in Ice*	1007 616	*Ferry Service Great Belt–Kattegat & Ska gerak* ~~Grt Belt~~ 9,37 9,38	✠LMC 9,36			9 mo *Lloyd's*		*Cell D B*	*Promenade dk & fr cle.* 190′		BK8″	7 *BHpt Cem*	Akt. Burmeistr & Wain, Cpn		
74671	**Freiburg** (P)		5165	✠ ... Ham	*a* †			1923	Blohm& Voss Hamburg	Hamburg-Amerik Packetf. Akt. Ges. (Ham.-Amr. Linie)	150′ 152 *t* *DT* *f* 30′ 6″ 407·0	56·0	*DT* 22′ 6″ 25·9	*Side Tanks in ER* 56 *t* Hamburg German	4 Steam Turbines SR geared to 1 Sc. Shaft 634NHP	28 ″ 6	G
4478 DHIG	D.F. *Well deck*	*ss* Ham. No. 2–31 2 *Dks (Stl)* 3 *rd tr B in No. 1 hold*	3097	3,35				3 mo		*Cell D*	P&B329′	F53′	FK	*SBHAsp*	3SB, 9*cf*, GS 200, HS 8880		+
								Lloyd's			*B* 353	924 *t*	*FPT* 51 *t*	*APT* 16 *t*	Blohm & Voss, Hamburg		
74672	**Freidig** (*ex* Mesna–37, *ex* Melsomvik–33, *ex* Freidig, *ex* Harald-haug, *ex* Gerd)		1333 1101				...	1903	Wood Skin-ner & Co. Ld. Newcastle	Skibs. A/S Freidig (O.M. Olsen & A. Næss)	237·0	35·2	16·0 P20′ B29′ F29′	Frdrikstad Norwegian	T.3Cy.18½″,30″&49″–33″ 146NHP	18 ″ 6	N
LELP	*ex* Gerd)	1 *Dk & deep framing*	788					FK *WB*							N.E. Marine Eng Co Ld. Nwc		†
74673	**Freienfels**		7563 6688					1929	Deutsche Sch-u-Mschb A.G. "Weser" Bremen	Deutsche Dampfs. Ges. "Hansa"	506·4 F51′	62·2	27·9	Bremen German	T.3Cy.30⅜″,49½″&78¾″–55⅛″ &L.P. Turbine 785NHP		G
DOHI	Sub.Sig. *Ref. Mchy.* E.S.D.	2 *Dks* *Cruiser Stern*	4589					*WB*							A.G. "Weser," Bremen		
74674	**Frej** (*ex* Vladimir)		561	✠100A1 Hfs	*h*	CL	7,37	1900	A. McMillan & Son, Ld. Dumbarton	Finska Angf. A/B	170·0	26·0	13·3 177·2 (O.L.)	Helsingfrs Finnish	T.3Cy.15″,25″&40½″–27″ (*s*) 160lb *100lb* NDB 29 102NHP	14 ″ 0	
616 OHKB	*ss* Hfs 3rd No. 3–7,37 Wireless	~~*ss* Lbo 2nd No. 1–2,36~~ ~~*ss* Hfs. No. 2–36~~ 1 *Dk (Stl)*	438 251	~~Lbo~~ 2,39 Abo Abo BS5,37 ✠LMC ~~5,36~~ MS6,37			8,38	2 mo A&CP			B53′	F23′	BK5″	4 *BHCem*	1SB, 3*pr*, GS 63, HS 1800	13 ″ 0½	
													WB = FPT	62 *t APT* 38 *t*	McKie & Baxter, Glasgow		
74675	**Freja**		1486	✠100A1 Skm	*r*	OG		1938	A.B. Finnboda Varf. Stockholm	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	279·8	39·6	14·8 287·3 (O.L.)	Stockholm Swedish	2 Oil Engines 2S.C.SA	18 ″ 0	
9288 SLKN	D.F.	1 *Dk* ~~*Shelter dk*~~ *Oil Eng.* *with freeboard* *Butts of shell plating electric oil welded* *Cruiser Stern*	1414 774	2,39 ~~2,38~~ ~~(Next custom. plus dock)~~ ~~✠LMC 2,38~~				9 mo *Lloyd's SA&CP*			F27′		FK	*4 BHpt Asp* (to 2nd dk)	with electromagnetic slip coupl ings & S gearing 10Cy.13⅜″–22 7/16″ 312NHP	17 ″ 10¼	
											All B H to S			*Cell D B* 222′	*Atlas-Diesel A/B, Skm.*		
74676	— (*ex* Salvator)		347 317					1915	Akties. Moss Værft Moss	A/S Em. Z. Svitzers Bjergnings & Enterprise	148·8	24·1	12·4	Copnhagn Danish	T.3Cy.14″,23″&38″–27″ 75NHP		
OYXA	Wireless	1 *Dk*	122					*WB*							Moss Værft, Moss		
74677	**Frem** (P)		1176					1924	Akt. Burmeistr & Wain Copenhagen	A/S Dampsksls. paa Bornholm af 1866 (Thorkil Lund, *Mgr.*)	~~210·2~~	35·2	10·7	Rönne Danish	Oil Engines 4S.C.SA 6Cy.19 1/16″–35 7/16″ 225NHP		V
OZBA	Wireless D.F.	*Oil Eng.* 2 *Dks*	537 720												Akt. Burmeistr & Wain, Cpn		
74678	**Fresia** (P) (*ex* Guatemala)	Twin Sc	3327 2369					1899	Caird& Co. Ld. Greenock	Soc. Marit. y Comercial R.W. James y Cia.	359·3	43·3	19·1 P34′ F59′	Valparaiso Chilian	T.6Cy.19¾″,32″&52″–36″ 324NHP	22 ″ 3	
CBFR		2 *Dks*	1708					*WB*							Caird& Co. Ld. Greenock		

Numéro d'Ordre / Numéro Officiel / Signaux	Nom du Navire. Matériaux, Grément, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Jauge. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No & Dia des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudière & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant.	Registrés au cours de cet exercice dans le L. R. Journal et Lloyd's Weekly Casualty Reports
74679	**Fresno**	6002			...		1918	Moore S.B. Co. Oakland, Cal.	United States Maritime Commission	402·5	53·0	32·0	S.Frncisco Utd. States	2 Steam Turbines DR geared to 1 Sc. Shaft 618 NHP W.& A. Fletcher Co. Hoboken, N.J.	34 ″ 6	
216455	1 Dk & Shelter dk & Web frames Longitudinal framing	5551 4492								P34′ F39′ on Shltr dk FK			WB			
74680	— Ⓟ	2468					1927	Bethlehem S.B. Corp. Ld San Francisco	Southern Pacific Golden Gate Ferries, Ld.	234·0	46·1	19·9	S.Frncisco Utd. States	Oil Engines 2S.C.SA 6Cy.15″–22″ 236 NHP New London S.& E. Co. New London, Con.		
226344	(Ferry–Screw fore & aft) Oil Eng. 2 Dks	— 1604														
74681	**Fresno City**	4955					1929	W. Doxford & Sons, Ld. Sunderland	Reardon Smith Line Ld. (Sir W. R. Smith & Sons, Ld. Mgrs.)	415·6	55·0	24·5	Bideford British	Oil Engines 2S.C.SA 4Cy.23⅝″–91 5/16″ 687 NHP W. Doxford & Sons, Ld. Sld.		C
161613	Oil Eng.	4626								Fon Shelter dk 41′			WB			
GBNT	D.F. Cruiser Stern 1 Dk & Shelter dk	3004														
74682	**Fresno Star** (ex Woodarra) Twin Sc	7998	✝100A1	Nwc	c†	CL 10,37	1919	Barclay, Curle & Co. Ld Glasgow	Frederick Leyland & Co. Ld.	449·5	58·2	37·1	London British	T 6Cy.26½″, 41″ & 73″–48″ (s) 2000 lb 1162 NHP	40 ″ 0	
141930	ss Nwc. No. 3–10,32	7599	Shelter dk	Gls		7,38	11 mo						Cem	2D & 2SB, 24cf, GS 440, FD	~ 11 ″ 0¼	
GCFK	ss Nwc. No. 1–36	5020	with freeboard	BS 10,38		88,38				P31′ F43′ on Shelter dk FK			S.B.Hto.Sh.dk	HS 17604	29 ″ 3	
	Ref. Mchy. 2 Dks (Stl) & Shelter dk (Stl) D.F. Cruiser Stern		10,38 19,37	LMC		FN 8,38	Lloyd's A & CP		Cell DB 386′ 1275t FPT 125t				4 PT 80t	Barclay Curle & Co. Ld. Gls.		
			B 25,3	MS 9,36												
			Lloyd's RMC 1,38	9,38												
			2,39													
74683	**Fresone** (ex Frensham)	744	✝	BAs	f		1922	C.H. Walker & Co. Ld. Sudbrook	F. Fresone	180·0	32·2	10·8	Bns.Aires Argentine	T.3Cy.13″, 22″ & 34″–22½″ 83 NHP	12 ″ 11	
		—	9,26				7 mo			Q111′ F22′ FK			3 B Hpt Cem pt Asp	1SB, 3pf, GS 50, HS 1610		
	Well deck 1 Dk (Stl) Mchy. Aft	424							Cell DB 113′ 201t FPT 45t APT 21t					Plenty & Son, Ld. Newbury		
74684	**Frey**	1090					1911	Oskrshmns M.V. Aktieb. Oskarshamn	Stockholms Rederiaktieb. Svea (Eman. Högberg, Mgr.)	223·1	35·3	13·3	Stockholm Swedish	T.3Cy.17½″, 29″ & 48″–30″ 126 NHP		V
5246		864								P18′ Q59′ B106′ H90t F27′			WB			
SEGD	Well deck 1 Dk	606												Oskarshamns M.V. Aktieb.		
74685	**Freya**	1207					1924	A/S Nakskov Skibs. Nakskov	Dampskslsk Torm A/S (A. Schmiegelow & A. Kampen, Mgrs.)	235·4	36·2	13·7	Copnhagn Danish	T.3Cy.15⅜″, 25⅝″ & 41⅜″–26⅜″ Ottensener 89 NHP		C
		921								P13′ Q65′ B102′ F30′			WB	Mch.G.m.b.H. Altona		
OYDG	1 Dk	719														
74686	**Frida**	1700					1936	Helsingörs Jernsk & Msk. Elsinore	J. Lauritzen	292·0	41·7	16·4	Esbjerg Danish	C.3Cy.(2)15¾″ & 39¾″–37⅝″ & LP Turbine with reduction gear & chain drive 231 NHP Helsingörs Jernsk. & Mskb.		G
		1463											WB			
OZBH	D.F. 1 Dk & Shelter dk Cruiser Stern	973														
74687	—	677					1920	Kalund-borg Skibs. Kalundborg	Rederi-A/B Simrishamn (O. Modén, Mgr.)	185·2	30·7	11·3	Simrishmn Swedish	T.3Cy.13⅛″, 20⅝″ & 33⅞″–19⅝″ Smith, 51 NHP		V
6488		510								P12′ B57′ F23′			WB	Mygind & Hüttemeier, Cpn		
SEGK	1 Dk	356														
74688	**Frida Horn**	3184					1925	Flensburger Schiffsb. Ges. Flensburg	H.C. Horn	306·5	45·8	22·8	Hamburg German	Oil Engines 2S.C.SA 4Cy.25 3/16″–47¼″ 453 NHP Maschfbk. Augsburg-Nürnberg. Augsburg		G
	Oil Eng.	2552								P25′ B100′ F33′			WB			
DIBO	Sub.Sig. 2 Dks	1903														
74689	**Friderun** Ⓟ	2464					1922	J. Frerichs & Co. A.G. Einswarden	Norddeutscher Lloyd	296·2	42·8	19·6	Bremen German	T.3Cy.20″, 31½″ & 53½″–36″ NE28 190 NHP		G
		2011								P&B 233′ F37′			WB	N.V. Verschure & Co.'s Scheepsbw. & Machf. Ams.		
DOBI	D.F. Sub.Sig. 1 Dk	1470														
74690	**Frieda**	352					1912	F. Lemm Boizenburg	J.A. Reinecke	132·3	27·9	9·9	Hamburg German	Oil Engines 2S.C.SA 4Cy.12¾″–16½″ 104 NHP Emade 25, fitted 27 Gebr. Sulzer A.G. Ludwigshaven		G
	(ex Sailing Vessel) Oil Eng	301														
DIBP	1 Dk	206														
74691	**Frieda Peters** (ex L.M.G.)	465					1920	Lübecker Maschb. Ges. Lübeck	H. Peters	150·4	27·4	11·5	Hamburg German	Oil Engines 4S.C.SA 6Cy.11″–17⅜″ 70 NHP Emade & fitted 34 Humboldt-Deutzmotoren, A.G. Köln-Deutz		G
	Oil Eng.	414														
DIZJ	1 Dk	249														
74692	**Frieda Rehder** (ex Altenwerder. ex Alexanderpolder)	705					1918	Wortelboer & Co. Westerbroek	Carsten Rehder	180·3	26·9	12·4	Altona German	T.3Cy.14⅜″, 23⅜″ & 38⅜″–26⅛″ N.V. Machfab. 77 NHP H.J. Koopman, Dordrecht		G
		530								P25′ Q89′ B11′			WB			
DCRX	Mchy. Aft 1 Dk	341														
74693	**Friedenau** (ex Adrar–37)	5219					1920	Atel. & Ch. de la Loire, St. Nazaire	Bugsier-, Reederei-u. Bergungs-A.G.	393·3	56·1	29·0	Brmrhavn German	T.3Cy.25¾″, 42½″ & 70″–48″ 340 NHP		G
		4811								P56′ B123′ F50′			WB	Atel. & Ch. de la Loire. Nts.		
DOTD	Ref. Mchy. 2 Dks	3165														
74694	**Friedrich Breme**	10397	✝100A1	Bmn		CL 10,38	1936	Deutsche Sch-u-Mschb. A.G. "Weser" Bremen	Deutsch-Amerikanische Petroleum Ges.	187·3	69·9	37·1	Hamburg German	Oil Engines 2S.C.SA 8Cy.25 9/16″–47½″ 909 NHP 16 B Hpt Cem pt Asp	37 ″ 0	
	Oil Eng.	9527	10,38 12,37				8 mo			P107′ B39′ F35′ FK				2 DB 199 lb DB (fwd.) 213 lb		
DJRB	D.F. 1 Dk, 2nd dk clear of cargo tanks	5762	LMC 8,36				Lloyd's A & CP		Cell DB Bulk 186′ 184t DT 16′ 540t FPT 37t APTs 210t					A.G. "Weser," Bremen		
	E.S.D. G yC. Cruiser Stern		Carrying Petroleum in bulk													
	Mchy. Aft Longitudinal framing Rudder electrically welded															
74695	**Friedrich Engels**	3972					1930	Severney S.B. Yard Leningrad	U.S.S.R.	347·3	48·7	27·1	Leningrad Russian	Oil Engines 2S.C.DA 4Cy.23⅝″–35 7/16″ 390 NHP Maschfbk. Augsburg-Nürnberg, Augsburg		
	Oil Eng.	3537								P14′ B52′ F38′			WB			
UOBK	Sub.Sig. 2 Dks	2261														
74696	**Friedrich Karl**	1200					1938	Neptun-werft Rostock G.m.b.H. Rostock	Reederei Wendenhof G.m.b.H.				Wismar German	T.3Cy.16½″, 26″ & 41 7/16″–27 7/16″ HS 2583 167 NHP Neptunwerft Rostock G.m.b.H. Rostock		
	1 Dk															
	D.F. Cruiser Stern															
74697	**Frielinghaus**	4339					1922	Frd. Krupp Act.Ges. Kiel	Fried Krupp, A.G. (Fried Krupp's Reederij en Transportbedrijf N.V. Mgrs.)	380·1	47·4	26·4	Bremen German	T3Cy 23⅝″, 39½″ & 65 7/16″–45 3/16″ 289 NHP		G
		3398								P41′ B157′ F47′			WB	Frd. Krupp A.G. Kiel		
DOAA	D.F. Sub.Sig 1 Dk	2856								len 32						

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage — Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Year Assigned / now expired. Equipment Letter	7* Date when tail shaft last tested.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L.R. Date of R. of Trade Cert.
74698 DOSH	**Friesenland** Twin Sc *(Aeroplane Service Ship) Oil Eng.* D.F. E.S.D. 2 *Dks*	5434 4143 2065	✠100A1	Rot *s*	OG	1937	Howaldtswerke A.G. Kiel	Deutsche Lufthansa, A.G.	427·0 | 54·3 | 27·0 B&F358′	Bremen German *WB*	Oil Engines 2S.C.SA 18Cy.20½″–27 5/16″ 1328NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		G
74699 DIBQ	**Friesland** *Oil Eng.* D.F. Sub.Sig. 3 *Dks*	6310 5613 3780				1925	Blohm & Voss Hamburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	449·1 | 58·3 | 27·0	Hamburg German *WB*	2 Oil Engines geared to 1 Sc. Shaft 4S.C.SA 20Cy.20¾″–20⅞″ 856NHP *Port by* Vulcan-Werke, Ham. *Stbd. by* Maschf. Augsburg-Nürnbrg		G
74700 PEEK	— ss Rot No.2-39 ~~ss Rot. No.1-34~~ D.F. *Mchy. Aft* *Well deck* 1 *Dk(Stl)*	2662 1952 1532	✠100A1 1,33 ~~2,37~~ ~~BS5,39~~ ✠LMC ~~10,34~~ 1,39	Rot *s* OG 3,38		1930	Cowpen D.D.&S.B. Co Ld. Blyth *Lloyd's*	Scheepvaart en Steenkolen Maats. *SA&CP* *Cell D B 210′ 569t M*	295·2 | 44·0 | 18·9 P69′ Q108′ F30′ FK *Trunk in Well & on Q dk* T10′ 295t FPT 130′ APT 16t	Rottrdam Dutch *6 B Hpt Cem*	T.3Cy.20″,33½″&57″–39″ (*s*) 200lb 270NHP 2SB, *6cf*, GS112, HS4640 N.E. Marine Eng. Co Ld Nwc	21 ″ 0 s 6 ″ 4 19 ″ 5½	
74701 HBVC	— (*ex* Slotholm, *ss* Osl. 2nd No. 3–5,28 *ex* Avessac, *ss* Kel. No. 2–37 *ex* Cratloe, *ex* Wellpark) *Well deck* 1 *Dk(Stl) & Web frames*	1029 775 585	✠ … 7,38	Kel *n* CL 2,37		1904 12mo	G. Brown & Co. Greenock *Lloyd's*	A.H. Schwedersky Nachf. *SA&CP*	229·8 | 31·6 | 12·4 221·3 Q154′ Bon Q18′ F29′ BK 7″ *DB a* 55′ *f* 50′ 194t FPT 50t APT 22t	Memel Lithuanian *4 B H Cem*	T.3Cy.16″,26″&44″–33″ (*s*) 160lb *100lb* NDB 16 122NHP NB 23 *refitted* 37 1SB, *3cf*, GS51, HS1987 Ross & Duncan, Glasgow	15 ″ 6	
4790 SDYE	**Frigg** (*ex* Emil R. Boman–34, *ex* Coranian) 1 *Dk & deep framing*	*1248* *865* *706*	…			1901	W. Harkess & Son Middlesbro'	Ångfartygs A/B Kjell (H. Jeansson, *Mgr.*)	223·4 | 35·1 | 14·0 Q85′ B55′ RFD 85′ F21′ H90t FK	Stockholm Swedish *WB*	T.3Cy.17″,28½″&46″–33″ 131NHP MacColl & Pollock, Sld.	16 ″ 6	V † †
74703 DHIJ	**Frigga** *Cruiser Stern* *Mchy. Aft* Sub.Sig. 1 *Dk*	5831 4922 3394				1924	Brückenbau Flender A.G. Lübeck	Seereederei "Frigga" A.G.	401·4 | 53·3 | 26·9 P79′ F41′	Hamburg German *WB*	T.3Cy.27 1/16″,43 5/16″&70⅞″–47¼″ 346NHP Ottenser Mch Gmbh Altona		G
74704 OXQA	— Wireless D.F. *Ref. Mchy.* 2 *Dks*	1095 868 571				1922	Frdrkshvn Skibs & Flydk Fredrikshavn	Det Forenede Dampskibs Selsk.	236·2 | 35·7 | 14·2	Esbjerg Danish *WB*	T.3Cy.18″,30″&50″–36″ Helsingörs Jernsk. 150NHP & Mskb. Elsinore		V
74705 DARJ	— Ⓟ (*ex* Deutschland) Wireless 1 *Dk*	557 468 220				1925	Nüscke & Co. A.G. Stettin	Stettiner Dampfs. Ges. J.F. Braeunlich G.m.b.H.	188·7 | 28·1 | 12·7 B136′ F17′	Stettin German *WB*	T.3Cy.18⅛″,29½″&47½″–31½″ 125NHP Waggon & Msch A G Gorlitz		G
74706 OXQA	**Frigorifico Gualeguaychu No.1** (*ex* Faraon, *ex* Ibera) Twin Sc 1 *Dk* *Oil Eng.* *Mchy. Aft* *Ref. Mchy*	732 340 565	Lloyd ~~ss RM 2H,37 8,39~~ 3,39			1929	D.W. Kremer Sohn Hamburg	Frigorifico Gualeguaychu Soc. Anon.	191·3 | 36·0 | 9·8	Gualeguay-chu Argentine	Oil Engines 4S.C.SA 12Cy.7⅞″–11 1/16″ 72NHP Mot. Werke Mannheim		
74707 FOTG	**Frimaire** *Fitted for oil fuel* *Mchy. Aft* Sub.Sig. 1 *Dk* *Longitudinal framing* D.F. *Carrying Petroleum in bulk*	9242 8322 6447				1929	Deutsche Werft A.G. Bet. Reihstgwrft Hamburg	Cie. Nationale de Nav.	468·0 | 61·8 | 36·4 P107′ B36′ F39′	Rouen French *WB*	C.4Cy.(2)22 1/16″&(2)47¼″–47¼″ 256NHP Deutsche Werft A.G. Bet. Reiherstiegwerft, Ham.		V
8 SYGA	**Frinton** Ⓟ (*ex* Kilkenny) *ss* Ant. 2nd No. 3–1,27 *ss* Pir. No. 1–31 Wireless 2 *Dks (C dk Stl–ws)*	*1361* *1034* *576*	… 6,35	Pir *q*		1903	Clyde S.B. & E.Co. Ld. Pt. Glasgow	D. Inglessi Fils S.A. Nav. de Samos *Cell D B f* 56′ 90t *D T's*	269·7 | 36·2 | 16·3 P&B182′ F73′ BK 8″ *f* 33′ 212t. *APT* 35t	Samos Greek *8 B H Cem* *2 „ to 2nd dk*	T.3Cy.26 5/16″,43″&69″–42″ 542NHP 2DB, *12cf*, GS258, HS8813 FD Clyde S.B. & E.Co. Ld. P. Gl.	17 ″ 3	
1321 IBKM	**Frisco** (*ex* W.S. Porter) 3 Mst *ss* Gen. 2nd No 3–3,31 *Mchy. Aft* *ss* Gen. No. 1–37 D.F. 2 *Dks (Stl) & Web frames*	4610 4370 2699	✠100A1 8,38 ~~11,37~~ BS1,39 LMC 4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1 1,06 *F.P. above* 150° F.	Gen *x* Pal 3,37	CL	1906 11mo	Nwprt News S.B. & DD.Co Newprt News A&CP	Petroleum Soc. Anon. di Nav. (G. Chiarella, *Mgr*) *Cell D B*	395·3 | 49·6 | 28·0 385·0 P69′ B27′ F34′ FK *u E & B* 65′ 168t *FPT*	Genoa Italian 12 *B H Cem* *8 8t APT 62t*	T.3Cy.28″,44″&74″–54″ 180lb *180lb* 497NHP 3SB, *12cf*, GS266, HS8502 Newport News SB&DD.Co.	30 ″ 3 s 6 ″ 6½ 23 ″ 11	
74710 SEGM	**Frisia** (*ex* Karlsborg) *ss* Got. 2nd No. 3–7,35 1 *Dk (Stl) & deep framing*	*1059* 5056 *874* *583*	✠100A1 7,32 ~~10,37~~ ✠LMC MS2,35 ~~BS6,37~~ 3,34	Got *n* OG ~~8,37~~ 7,38		1909 7mo	Bergens Mek. Værks. Bergen A&CP	Rederiaktieb. Svenska Lloyd (K.R. Bökman, *Mgr.*) *WB = Cell D Ba* 69	222·8 | 35·0 | 13·5 236·3 (O.L.) P24′ B62′ H92t F24′ FK *u E* 13′ *f* 88′ 209t *FPT*	Gothenbrg Swedish *4 B H Cem* 77t APT 29t	T.3Cy.17″,26½″&46″–30″ (*s*) 180lb 139NHP 2SB, *4cf*, GS65, HS2317 Bergens Mek Værks Bergen	15 ″ 10 s 1 ″ 11 14 ″ 2	
74711 PEEU	— (*ex* Daxhound–38, *ex* Cornelia S.–37) *Mchy. Aft* 1 *Dk* Wireless *Cruiser Stern* *Rudders electrically welded*	953 729 581	✠100A1 8,38 ~~11,38~~ C 12,36 ✠LMC(M) 4,38 *Carrying Petroleum in bulk*	Rot *l* 3,38		1936 12mo	Werft Nobiskrug G.m.b.H. Rendsburg *Lloyd's*	N.V. Maats. Zeeschip "Frisia" (N.V. Phs. van Ommeren's Scheepv Bedrijf. *Mgrs.*) *SA&CP* *Cell D Bu Mchy space* 28′ 38t *FPT* 80t *APT* 31t	196·0 | 33·0 | 15·4 P54′ F27′ FK *Trunk* 116′	Rottrdam Dutch 12 *B Hpt Cem* DB *170lb*	Oil Engines 4S.C.SA 14Cy.11½″–16 5/16″ 172NHP Maschinenfab. Augsburg-Nürnberg A.G. Augsburg	15 ″ 1 s 1 ″ 3½ 13 ″ 11¼	
74712 DJUG	— (*ex* Advance–37, *ex* Argonaut–34) 1 *Dk* *Mchy. Aft*	561 463 310				1930	Deutsche Werke A.G. Kiel	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	173·0 | 30·1 | 10·5 P46t F12t	Hamburg German *WB*	Oil Engines 2S.C.SA 6Cy.11″–15″ 127NHP NE 34 Akt. Burmeistr & Wain, Cpn		V G
74713 DGCE	**Frisia I.** Ⓟ Twin Sc 2 *Dks*	504 322 208				1928	J.L. Meyer Papenburg	A.G. Reederei Norden-Frisia	170·9 | 28·2 | 9·0 P115′ F25′	Norderney German *WB*	T.6Cy.9⅞″,16½″&26⅜″–15¾″ 56NHP J.L. Meyer, Papenburg		G
74714 DGJJ	**Frisia X** Twin Sc *Oil Eng.* 1 *Dk* *Cruiser Stern*	331 204 136				1935	Jos.L. Meyer Papenburg a.d. Ems	A.G. Reederei Norden-Frisia	135·4 | 24·9 | 7·5 B57′	Norderney German *WB*	Oil Engines 4S.C.SA 12Cy.8 1/16″–14 1/16″ 83NHP Deutsche Werke A.G. Kiel		G
91 INMD	**Frisio** Ⓟ (*ex* Posillipo) 1 *Dk*	354 272 103				1912	Cant. Nav. Riuniti Ancona	Soc. Partenopea Anon. di Nav.	175·1 | 24·7 | 11·0	Naples Italian	T.3Cy.11½″,18 1/16″&30″–21⅜″ 42NHP Cant. Nav. Riuniti, Ancona		I
74716 DAAR	**Fritz Schoop** Sub.Sig. Wireless D.F. E.S.D.	1598 1294 903				1925	Nuesecke & Co. A.G Stettin	Kohlen Import-u. Poseidon Schiffahrt A.G.	250·9 | 37·8 | 17·0 Q81′ B67′ F25′	Königsbrg German	C4Cy(2)14¾″&(2)31½″–31½″ 93NHP A. Borsig, G.m.b.H. Berlin		G
74717 OXUC	**Frode** 1 *Dk*	2140 1909 1285				1918	Nylands Værksted Oslo	Det Forenede Dampskibs Selsk	289·7 | 44·2 | 18·9 P25′ B144′ F32′	Copnhagn Danish *WB*	T.3Cy.21½″,34½″&60″–39″ 225NHP Nylands Værksted, Oslo		N

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite.	Termo assigné maintenant en fer. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant *pds. pc.*	15 Registre ou code, si ce n'est Lloyd's. Date de Construction. Reg. Prédé.
74718	**Frode** *ssOsc.No.1-38*	*1535*	✠100A1	Osc	*q*	OG	1898	Grngemth	RederiA/B Frode	254·0	36·8	18·1	Stockholm	T.3Cy.19″,31″&51″-36″	20 ″ 4	
7458	(*ex*Bravo-34,	*1335*	~~5,25~~ 6,25	5,39 Sbg		~~6,87~~	5mo	DockyardCo.	(H.Selander)				Swedish	160*lb* 160NHP	s 2 ″7½	
SDLW	*ex*E.M.Dalgas) 1 *Dk(Stl)&deep framing*	*862*	~~BS1,37~~	✠LMC~~1~~		1,39	Grngemouth			P25′B62′F25′ FK				NDB06*refitted'09-100lb*	17 ″ 11	
	Cargo battens not fitted		BS~~3,39~~ 2,39	MS5,			*Lloyd's*A&CP	*Cell DBa&uE94′u*		B16′*f*94′391*t FPT*				4*BHCem* 1SB,*3cf*,GS62,HS2451		
74719	—	697			...		1917	NVScheep.	RederiA/S Steinmann (OttarHolter *Mgr.*)	180·3	28·2	12·1	Sarpsborg	T.3Cy.13½″,22½″&36″-27″	14 ″ 6	N
	(*ex*HollandiaI.)	508						DeMerwede		Q100*t*B22*t*F17*t*			Norwegian	100NHP		†
LDXQ	*Well deck Mchy.Aft* 1 *Dk*	360						Hardinxveld		H20*t* FK			*WB*	Penn&Bauduin,Dordrecht		
74720	**Fronsac**	518					1906	Scott of Kinghorn,Ld Kinghorn	Worms&Co.	160·0	26·1	11·5	Havre French	T.3Cy.12″,19″&33″-24″ 53NHP		V
		355								P106′F27′						
TSUS	*Mchy.Aft* 1 *Dk2trB*	174											*WB*	Scott of Kinghorn,Ld.Kgn.		
74721	**Frontenac**	8158					1923	Gt.Lakes Eng.Works River Rouge, Mich.	Cleveland-Cliffs S.S.Co.(Cleveland CliffsIronCo. *Mgrs.*)	580·0	60·0	32·0	Wilmgton (Del.) Utd.States	T.3Cy.24½″,40″&65″-42″ 274NHP		R
223078		7828														
KFLJ	*Mchy.Aft* D.F. 1 *Dk*	6531								...			*WB*	GreatLakesEngineering Works,Detroit,Mich.		
74722	—	7350	✠100A1	Gls	*b*†	CL	1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	D/S A/S Baltimore (Halle&Peterson, *Mgrs.*)	440·9	58·4	33·7	Oslo Norwegian	T.3Cy.27⅞″,45″&75½″-54″(*s*) 33 ″ 9		
	ssFal.No.2-35	6777	2,39 ~~4,38~~	Nwc		~~3,30~~	2mo							180*lb* 605NHP		
LCTA	*Mchy.Aft* D.F. 2 *Dks(Stl)&Web frames*	4397	BS~~4,39~~ 2,39	✠LMC2,35		2,39				P105′B30′F40′ FK			16*BHptCem*	3SB,*12cf*,GS226,HS9186 FD		
	Longitudinal framing		*Carrying Petroleum in bulk*				*Lloyd's*A&CP	*Cell DBuE&B66′*		254*t DTf*34′			(11 *to U dk*	WllsndSlpwy.Co.Ld.Nwc.		
			Fitted for oil fuel 2,28			*F.P. a*	*above* 150° F.			551*t FPT*126*t*			5 ,, 2nd,,)			
										*APT*174*t*			*APT*174*t*			
74723	— Ⓟ	304					1899	Carrier, Lainé&Co. Levis	ThousandIsland Nav.Co.Ld.	119·6	28·1	9·6	Quebec British	1Cy.12″-12″ 48RHP		
107668		184												Carrier,Lainé&Co.Levis		
	2 Dks	206														
74724	**Frost** TwinSc	*1573*					1922	A/B Finnboda Varf Stockholm	Stockholms RederiaktiebSvea (Eman.Högberg, *Mgr.*)	270·9	41·1	15·6	Stockholm Swedish	Oil Engines 2S.C.SA		V
6883	Wireless *Oil Eng.*	*1265*								H82*t*				8Cy.15⅝″-28⅜″ 345NHP		
SEGW	*Mchy.Aft* 1 *Dk&Shelter Dk*	*834*											*WB*	Akt.Atlas-Diesel,Skm.		
74725	**Frosty Moller** TwinSc	525	✠ ~~—~~	Ddn	*h*	CL	1927	Dublin Dockyard,Co. (VickersIreland),Ld. Dublin	MollerLineLd. (MollersLd. *Mgrs.*) *Cell DB uE28′f*34′54*t FP*	135·4	30·1	18·3	Shanghai British	Oil Engines 2S.C.SA	20 ″ 0	
128502	(*ex*Southland-38) *Oil Eng.*	517	12,37			12,29	5mo					BK6′		12Cy.16½″-18½″ 575NHP		
Transferred to No. 66906	2 *Dks(Teak)*	186	✠							*T30t APT33t*			5 *BHCem* (*Coll to Wdk*	VickersPetters Ld.Ipswich		
	Cruiser Stern												4 ,, 2nd ,,)			
74726	**Fröya** Ⓟ	324					1912	Trndhjems Mek.Værks. Trondheim	FosensAktie-Dampskibsselskab	132·3	21·1	15·6	Tr'ndheim Norwegian	T.3Cy.12″,20″&33″-21″ 50NHP		
		300								H24*t* len26			*WB*	TrondhjemsM.V.Trondhm		
LDXS	2 *Dks*	165														
74727	**Frumenton**	6675	✠100A1	Rot	*c*†	CL	1930	ShortBros. Ld. Sunderland	CarltonS.S.Co.Ld. (R.Chapman&Son. *Mgrs.*)	436·3	60·3	29·0	Newcastle British	T.3Cy.23½″,40¾″&70½″-48″	32 ″ 0	
161547	*ssSld.No.2-38 exNwc.No.1-35*	5992	*withfreeboard*	Nwc Bry		N1,38	2mo			452·9(O.L.)		FK		220*lb 220lb* (*s*) 451NHP	s 4 ″5⅝	
GPNL	1 *Dk(Stl)&Shelter dk(Stl)*	4059	3,39 ~~4,38~~	✠t MC~~4,35~~			*Lloyd's*A&CP	*Cell DB* 369′ 1904*t F*		*PT*305*t APT*340*t* (			8*BHCem*	2SB(Spt),*8cf*,GS147, FD	27 ″ 8¾	
			~~———~~	✠LMC5,38									*Coll to Sh dk*	HS5898		
													7 ,, 2nd,,)	J.Dickinson&Sons,Ld.Sld.		
74728	**Frutero** Steel&Iron3Mst	341			...		1893	R.Williamson&Son Workington	J.Llovet	153·8	23·6	9·8	Valencia Spanish	C.2Cy.19″&38″-27″ 68NHP	11 ″ 3	
	(*ex*Normand,*ex*BellRock)	273								Q84′B10′F20′						
EEON	*Well deck* 1 *Dk*	205										BK7′	*WB*	Dunsmuir&Jackson,Gls.		
	Mchy.Aft Irnframing Stl plating															
74729	**Fu Hai** (*ex*Wuchow-37, TwinSc	358					1909	Kwong SangLung HongKong	WahNamS.S.Co.	123·6	22·0	8·0	Canton Chinese	C.4Cy.10″&20″-14″ 25NHP		
	*ex*RobertLebaudy)	—												KwongSangLungH.Kg.		
		207														
74730	**Fu Ho** Ⓟ (*ex*Komata-35)	*2115*					1907	Swan,Hunter&Wigham Richardson, Ld.Newcastle	V.K.Song	286·0	42·1	18·5	Tsingtao Chinese	T.3Cy.22″,35″&58″-39″ 210NHP		
Now Huzan Maru, see No. 83389 in Supplement		*1372*								P24′B68′F30′			*WB*	Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
	1 *Dk*	*1294*														
74731	**Fu-Kwang** TrpSc	1559	✠100A1	Shi	*p*	~~2,36~~	1922	Rotterdam Droogd.Maat Rotterdam	AsiaticPetroleum Co.(NorthChina) Ld.	257·8	37·4	15·6	Shanghai British	Oil Engines 4S.C.SA	17 ″ 0	
146547	*ssShi.No.1-39 Oil Eng.*	1238	*withfreeboard*			OG	4mo							18Cy.12½″-15″	~~7 ″ 0~~	
MKYT	Wireless D.F. *ssShi.No.3-2,34*	792	~~1,39~~ 2,37	2,39		~~2,37~~ 2,39			A&CP	B54′F27′ FK			11*BHptCem*	165*lb* 275NHP	~~10 ″ 2~~	
	Mchy.Aft 1 *Dk(Stl)&pt2nd dk(Stl)*		✠NE1,39	✠LMC1,39						*FPT*100*t*			*APT*48*t*	NDB13*refitted*22	s3 ″ 5	
	& Web frames		DBS1,39											Ruston&Hornsby,Ld. Lincoln	13 ″ 9½	
			Carrying Petroleum in bulk													
74732	**Fu-Lung** (*ex*Doen-Samud,	1911					1906	Schiffsw. v. Henry Koch Lübeck	SanPehS.N.Co.Ld.	265·8	40·0	16·6	Shanghai Chinese	T.3Cy.17½″,28¾″&46⅛″-32½″		
Now Matted Bird, see No. 89066 in Supplement										P36′B75′F38′				121NHP		
XNFX	1 *Dk&deep framing*	1172											*WB*	J.F.Ahrens,Altona		
74733	**Fu Yuang** (*ex*Mione-37,	3359	✠100A1	Kob	*v*	CL	1921	GovtDkyd. Newcastle, N.S.W.	Skibs.A/S Thule (T.B.Torgersen, *Mgr.*)	331·0	47·9	23·5	Oslo Norwegian	T.3Cy.24″,41″&68″-45″ (*s*)	26 ″ 1	
	*ex*Maranoa-35, *ssSyd.No.3-7,33*	3013	*Shelter dk*			~~1,35~~	4mo					FK		180*lb* 400NHP	s 2 ″4	
LJUW	*ex*Eromanga) 1 *Dk(Stl)&Shelter*	1922	*withfreeboard*			7,38			A&CP			*Collision*	*Cem*	2SB,*6cf*,GS123,HS5634 FD	23 ″ 11½	
	dk(Stl)&Web frames		7,38 ~~4,37~~							*Cell DB277′884t*		*FPT*118*t*	*BH to Sh dk*	Govt.DkydNwcastle,NSW		
	Longitudinal framing			7,38								*APT*204*t*	4 ,, ,, *U* ,,			
	ssKob.No.1-33		BS~~4,37~~	✠LMC5,35												
			✠NB6,1	*fitted*4,36												
74734	**Fueloil** TwinSc	1370			...		1919	National S.B.Co. Violet,La.	NantucketSound Transport	242·5	36·9	19·7	NewYork Utd.States	C.4Cy.16″&32″-24″	19 ″ 0	R
219302	*Fitted for oil fuel*	1090								P72′F21′				NE&B21 194NHP		†
KJKW	*Mchy.Aft* 1 *Dks&Web frames*	760										FK	*WB*	StatenIslandS.B.Co.N.Yk.		
	Longitudinal framing															
	Carrying Petroleum in bulk															
74735	**Fuerteventura** Ⓟ	478	✠100A1	LaP	*h*	CL	1912	Smith's Dock Co.Ld Middlesbro'	Cia.Trasmediterranea	160·0	25·9	10·4	L.Palmas Spanish	T.3Cy.18″,22″&36″-26″ (*s*)	11 ″ 0	
	ssLaP.2ndNo.3-12,36	270	*Shelter dk*			5,37	4mo					FK		180*lb* 100NHP	s ″ 3	
EAEP	Wireless	187	*withfreeboard*										4*BHCem*	1SB,*3cf*,GS57,HS1940	11 ″ 0	
	1 *Dk&Shelter dk(Teak)*		2,38 ~~12,38~~	✠LMC			*Lloyd's*A&CP			*WB=Cell DBa33′*	*uE14′ f*66′87*t FPT*		10*tAPT*10*t*	Smith'sDockCo.Ld.Mdb.		
			MS12,36	BS6,37												
74736	**Fuh Wo** TwinSc	~~953~~	A1	Shi	OG		1922	Yarrow& Co.Ld. Glasgow	Indo-ChinaSteam Nav.Co.Ld.	211·4	33·0	10·0	Shanghai British	T.6Cy.18″,26″&39½″-18″ (*s*)	10 ″ 6	
151712		~~527~~	*For River Service*			3,37				217·4(O.L.)			8*BHAsp*	225*lb* HS8253 446NHP		
~~HDHK~~	*ssShi.No.3-5,37*	~~500~~	7,35 ~~5,37~~	LMC5,37						len38′F25′ FK			*ets* 84*t*	2 WaterTubeBoilers FD		
	1 *Dk(Stl)*	955					*Lloyd's*A&CP			*MT*18′170*t*				Yarrow&Co Ld.Gls.		
		528	*Fitted for oil fuel* 3,29			*F P. a*	*above* 150° F.			*Tank between tunn*						
		502	BS7,38													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. / Port of Survey. / Year assigned or last renewed. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. / Ship. / Engines.	By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dates of Transfer
74737	**Fuhsing** (*ex*WanTai-36, *ex*ChuseiMaru-34, *ex*SeiunMaruNo.10) 2 *Dks*	696 — 476			1910	G.S.K.HaradaShoko Osaka	ShawHsingS.S. Co.Ld.	171·9	25·7	18·6	Lungkow Chinese	T.3Cy.13¼",21¾"&36¼"–24" 64NHP G.S.K.HaradaShokoOsaka		
74738	**Fuji Maru** (P)	9138	*Now* "HuziMaru," *which see*											
74739 37065 JUFH	— *Mchy.Aft* 1 *Dk* *Ref.Mchy.* *Cruiser Stern*	703 603 368			1932	Mitsubishi Zosen Kaisha Ld. Kobe	OsakaSyosenK.K.	170·0 P44'F20'	30·0	17·5	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16¾"–24⅞" 163NHP MitsuiZosenKaisha,Ld. Kobe		
74740	**Fujigawa Maru** "Fujikawa Maru," *see No. 88051 in Supplement* *Oil Eng.* 3 *Dks*	6800 4850			1938	Mitsubishi JukogyoK.K. Nagasaki	ToyoKaiunK.K.	436·4 P30'B157'F41'	58·5	32·8	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 6Cy.28⅜"–49⅛" 839NHP MitsubishiJukogyoK.K. Nag.		
74741	**Fujisan Maru** "Fujisan Maru," *see No. 88363 in Supplement* *Oil Eng.* *ss*Kob.No.1–35 1 *Dk*(*Stl*)2*nd dk*(*Stl*)*clear of cargo tanks* *Mchy.Aft* *Web frames* *Longitudinal framing*	9520 7,37 5440	✠100A1 Yka *f*† LMC CS5,36 DBS7,37 7,37 *Carrying Petroleum in bulk*	CL 7,37	1931 8mo	Harima S.B.&Eng Co.Ld. Harima *Lloyd's A&CP*	IinoShojiK.K. *Cell DBuE89'358t Tf*	493·4 P147'B38'F40' FK 65'709t *FPT* 172t	65·0	37·0	Tokyo Japanese 12 *BHptCem APT* 23t	Oil Engines 2S.C.DA 7Cy.27 1/16"–47½" 1857NHP 2DB *2001b* DB(s) *1001b* MaschinenfbrkAugsburg-NürnbergA.G.Augsburg	37 ″ 0 s 9 ″ 4 27 ″ 10¾	
74742 24469 JPMB	**Fuki Maru** 1 *Dk*	2453 — 1695			1918	Asaki S.B.Co. Osaka	Kuribayashi SyosenK.K.	284·0	41·0	24·5	Tokyo Japanese *WB*	T.3Cy.19½",31"&54"–36" 175NHP HirotaniSeikosho,Osaka	24 ″ 6	
74743 26548 JFJD	**Fukkai Maru** *ss*Kob.No 3–5,32 2 *Dks*(*Stl*)	3830 3460 2326	✠ — Kob *w* 9,37 ✠		1920 1mo	Yokohama DockCo. Yokohama	MeijiKaiunK.K.	345·0 P33'B77'F41' FK *Cell DB*316'793*t FPT* 56*t*	50·0	29·1 *APT* 29*t*	Tarumi Japanese 6 *BHCem*	T.3Cy.23",38"&64"–48" 343NHP 2SB,*6cf*,GS106,HS4414 YokohamaDk.Co.Yka.	29 ″ 1	C †
74744 30509 JAKB	**Fukko Maru** TwinSc *Oil Eng.* *ss*Kob.No.3–7,36 1 *Dk* Sml	3834 3385 2290	✠100A1 Kob 8,37 LMC CS7,36 DBS8,37 8,37	CL 7,36	1924 12mo	KobeSteel Works Harima *Lloyd's A&CP*	FukkoSyosenK.K. (TaiyoKaiunK.K. *Mgrs.*) *Cell DB*280'81	350·7 P21'B97 F35' FK 81 *DTa*29'855*t FPT* 91*t*	50·0	27·0 *APT* 75*t*	Hashidate Japanese 6 *BHptCem*	Oil Engines 2S.C.SA 8Cy.18½"–29⅛" 478NHP DB *1201b* SulzerBros&CoWinterthur	27 ″ 0 s 4 ″ 9½ 22 ″ 5	
74745 20606 JFCD	**Fuku Maru** *ss*Kob.No.3–2,30 *ss*Kob.No.1–33	4378 3692 2767	... Kob *w* 5,37		1917 8mo	OsakaIron Works,Ld. Innoshima	KitaNipponKisen K.K.	345·0 P30'B99'F34' FK *Cell DB*298' 1136*t Tf*	49·8	28·2 *APT* 29*t*	Osaka Japanese 6 *BHCem*	T.3Cy.24",41"&67"–48" 390NHP 2SB,*6cf*,GS126,HS5400 OsakaIronWorksLdOsaka	28 ″ 2	C †
	Now **Hokuryu Maru,** *see No. 88364 in Supplement* *Longitudinal framing* *& Web frames*													
74746 19585 JATB	**Fukui Maru No. 2** Wireless 1 *Dk*	1578 1332 1111			1917	Hakodate Dock,K.K. Hakodate	TeikokuKisenK.K.	235·0	36·0	21·5	Tokyo Japanese *WB*	T.3Cy.18",29"&49"–33" 138NHP HakodateDk.Co.Hakodate		
74747 27463 JFIA	**Fukuken Maru** (P) 2 *Dks*	2558 2009 1570	...		1920	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K.	284·5 P41'B100'F34'	42·5	23·0 FK	Osaka Japanese *WB*	T.3Cy.21",35"&58"–39" 288NHP OsakaIronWrks,Ld.Osaka	23 ″ 0	
74748 9395 JTVB	**Fukura Maru** (*ex*Bogstad) 1 *Dk*2*trB&S Web frames&pt.Awng dk*	3122 2345 1926			1894	Nylands Værksted Oslo	IinoKisenK.K.	325·0 P28'Q100' BK10" *pt.Awng dk*194'	41·8	21·2	Takuma Japanese *WB*	T.3Cy.23",37½"&61½"–42" NB06*refitted*10 258NHP NylandsVærksted,Oslo	24 ″ 0	
74749 23570 JRDE	**Fukusei Maru** Wireless 1 *Dk*	1223 1039 722			1918	Osaka Zoseusho Osaka	MeijiKaiunK.K.	225·0	33·0	18·7	Tazumi Japanese *WB*	T.3Cy.16",26"&42"–30" 97NHP LettsuTekkosho,Osaka		
74750 9445 JCWC	**Fukushu Maru** (*ex*Standard) Wireless 1 *Dk*&*Spar dk*	1455 1335 989			1903	Framnes Mek.Værks Sandefjord	KitaNipponKisen K.K.	237·1	34·2	19·2	Fuchu Japanese *WB*	T.3Cy.16½",27"&44"–33" 111NHP Akers.Mek.Værks Oslo		
74751 25517	**Fukuun Maru No. 1** Wood	649 — 459			1918	.....	KajiYonezo	174·8	28·0	15·7	Shikitsu Japanese			
74752 42632 JHDL	**Fukuyama Maru** 1 *Dk* *Cruiser Stern*	3581 2122			1936	Harima S.B.&Eng. Co.Ld. Harima	KaiyoKisenK.K.	334·9 P29'B94'F39'	48·0	26·0	Kobe Japanese *WB*	T.3Cy.22 1/16",37"&61"–42⅜" 241NHP KobeSteelWorks,Kobe		C
74753 22720 JPKB	**Fukuyei Maru** Wireless 1 *Dk*	1114 985 772			1918	Hakodate Dockyard Hakodate	Kuribayashi SyosenK.K.	215·0 B49'F28'	31·5	18·5	Tokyo Japanese *WB*	T.3Cy 14½",24½"&40"–30" 88NHP HakodateDockyard		
74754 4071 JGKJ	**Fukuyei Maru No. 9** *Oil Eng.* *Mchy.Aft*	617 — 402			1935	Mihara S.B.Yd. Osaka	MansenUnyuK.K.	170·0	28·0	14·9	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.14 3/16"–20⅜" 117NHP HanshinTekkosho,Kobe		
74755 42056 JGKL	**Fukuyei Maru No. 10** *Oil Eng.*	847 — 598			1936	Mihara S.B.Yd. Osaka	KashimaKisen K.K.	185·0	31·0	17·0	Kobe Japanese	Oil Engines 2S.C.SA 6Cy.12 1/16"–19 3/16" 172NHP NipponHatsudokiK.K.		
74756 27732 JTHD	**Fukuyo Maru** (*ex*HoshuMaru) *ss*Kob.No.3–5,34 2 *Dks*(*Stl*)	5463 4996 3405	✠100A1 Yka *z* 7.37 BS7,37 ✠LMC6,36	CL 6,37	1920 12mo	AsanoS.B. Co. Tsurumi A&CP	ToyoKisenK.K.	400·0 P33'B124'F41' FK *Cell DB*339'944*t*	53·2	29·4	Yokohama Japanese 6 *BHCem* *APT* 28*t*	T.3Cy.26",43½"&72"–48" (*s*) 2001b 513NHP 3SB,*9cf*,GS175,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0 s 6 ″ 7 25 ″ 9	
	Fukuyo Maru, *see No. 88365 in Supplement*													
74757 DOBS	**Fulda** (P) TwinSc D.F. *Corrugated sides* *Oil Eng.* E.S.D. GyC. Sub.Sig. 4 *Dks*	7744 6840 4138			1924	Act.Ges. "Weser" Bremen	Norddeutscher Lloyd	458·8 B139'F45'	57·6 62·3	31·3 *Wb*	Bremen German	Oil Engines 2S.C SA 12Cy.26⅜"–47½" 1493NHP Gebr.Sulzer,Ludwigshafen		G
74758 1097 HMM	**Fulgor** *ss*Pal.No.3–6,34 2 *Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. Sub.Sig.	6654 6504 5636 3548	✠100A1 Pal *z* 6.37 LNB1,29 ✠LMC MS6,34 BS6,37 8,d *Carrying Petroleum in bulk* *Fitted for oil fuel* 12 22, *F.P. above* 150° F.	CL 6,37	1922 6mo	Cant.Nav. della Spezia Spezia A&CP	"LaColumbia" Soc. Marit. per Trasporto di Petrolio e Derivati	420·2 P105'B30'F36' FK *Cell BuE&B58'* 200*t Tf*	55·1	30·9 29'365*t FPT* 290*t*	Genoa Italian 17 *BHptCem* (14 *to U dk* 3 ,, *2nd* ,,) *APT* 290*t*	Q.4Cy.21",29½",43"&62"–45" 2301b *1201b* (*s*) 399NHP 3SB,*9cf*,GS135,HS5679 FD Mackie&Baxter,Glasgow	31 ″ 3 s 5 ″ 4 26 ″ 1⅜	

Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel — Total. Sous le Pont. Net.	5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenu ou expiré. Lettre d'Enjouement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. Navire. Mach.	Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté si ce n'est dans le L.R. Durée Corr. B. of Trade
74759 164572 MKVK	**Fulham** Wireless *Mchy. Aft*	1 *Dk* *Cargo battens not fitted*	1599 1202 879	✠100A1 *with freeboard* 7,38 ~~4,37~~	Shl Nwc ✠LMC2,36	*p*	OG	1936 2mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's SA&CP*	The Mayor, Aldermen & Councillors of the Metropolitan Borough of Fulham (Stephenson Clarke & Associated Companies, Ltd. *Mgrs.*)	238·1 | 38·3 | 16·5 Q145′B16′F22′ FK *Cell D Bu E24′ f 159′ Deck tank a mids 56t FP*			London British 4 *B Hpt Cem* 571t *Ts 167t A P T 12t*	T.3Cy.16½″,27½″&46″–33″ 200lb *100lb* (*r*) 185 NHP 1SB,*3cf*,GS59,HS2750 FD N.E. Marine Eng. Co. Ld. Sld	18 ″ 6 s 6 ″ 3½ 16 ″ 7½	
74760 164639 MLSM	**Fulham II** *Mchy. Aft* Wireless	1 *Dk* *Cargo battens not fitted*	1596 1202 877	✠100A1 *with freeboard* 8,38 ~~4,37~~	Shl ✠LMC8,36	*p*	OG	1936 8mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's SA&CP*	The Mayor, Aldermen & Councillors of the Metropolitan Borough of Fulham (Stephenson Clarke & Associated Companies, Ltd. *Mgrs.*)	238·1 | 38·3 | 16·5 Q145′B16′F22′ FK *Cell D Bu E24′ f 159′ Deck tank a mids 56t FP*			London British 4 *B Hpt Cem pt Asp* 571t *Ts 167t A P T 12t*	T.3Cy.16½″,27½″&46″–33″ 200lb *100lb* (*r*) 185 NHP 1SB,*3cf*,GS59,HS2750 FD N.E. Marine Eng. Co. Ld. Sld.	18 ″ 6 s 6 ″ 3½ 16 ″ 7½	
74761 165452 MMFZ	**Fulham III** *Mchy. Aft* Wireless	1 *Dk* *Cargo battens not fitted*	1594 1201 874	✠100A1 *with freeboard* 8,38 ~~4,37~~	Lth Nwc ✠LMC4,37	*p*	OG	1937 4mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's SA&CP*	The Mayor, Aldermen & Councillors of the Metropolitan Borough of Fulham (Stephenson Clarke & Associated Companies, Ltd. *Mgrs.*)	238·3 | 38·3 | 16·5 245·3 FK Q145′B16′F22′ *Cell D Bu E24′ f 159′ 571t Deck tank amids 56t FP Ts 167t A P T 12t*			London British 4 *B Hpt Cem pt Asp*	T.3Cy.16½″,27½″&46″–33″ 200lb *100lb*(*r*) 185 NHP 1SB,*3cf*,GS59,HS2750 FD N.E. Marine Eng. Co. Ld. Sld	18 ″ 6 s 6 ″ 3½ 16 ″ 7½	
74762 LDXT	**Fulton** (*ex* Hardanger)	1 *Dk*	1109 974 655					1905	Bergens Mek. Værks. Bergen	A/S Fulton (Rasmus F. Olsen)	226·8 | 35·2 | 15·9 P12*t* H45*t* F31*t*			Bergen Norwegian *WB*	T.3Cy.16″,25″&43″–30″ 106 NHP Bergens Mek Værks Bergen		N
74763 34833 JDZE	**Funagawa Maru** *Carrying Petroleum in bulk* *Mchy. Aft*	1 *Dk*	869 647 461					1929	Asano Zosensho Tsurumi	Nakagawa Kisen K.K.	185·0 | 29·5 | 15·7 P65′F21′			Yokohama Japanese *WB*	T.3Cy.13″,21″&36¾″–27″ 67 NHP Asano S.B.Co.Ld. Tsurumi		
74764	**Funchalense** (*ex* Everhard)	*Oil Eng.* 1 *Dk*	374 298 193					1927	Gebroeders Bos Groningen	Empresa de Navegaçao Madeirense Ltda.	142·4 | 23·2 | 10·7 Q38′F15′			Funchal Portuguese *WB*	Oil Engines 4S.C.SA. 6Cy.11″–19½″ 70 NHP Motorenfabr. "Deutz" A.G. Köln-Deutz		V
74764*	**Furiere Consolini** (*ex* Heng-Shan–38, *ex* Vale, *ex* Girasol, *ex* Roumanier, *ex* Lake Duane)	1 *Dk*	1922 — 1146			...		1917	Detroit S.B.Co. Wyandotte	Cia. Italiana di Nav. S.A.I. (Chinese Italian Nav. Co. Ld.)	251·0 | 43·8 | 18·5 P24′B64′F23′ FK *WB*			Shanghai Italian	T.3Cy.20″,33″&54″–40″ 274 NHP Detroit S.B.Co. Detroit	20 ″ 0	
74765 TCBE	**Furuzan** (P) (*ex* Kephalinia, *ex* Argostoli, *ex* Polis Myteline, *ex* Ville de Cette)	**Iron** 2 *Dks*	1074 937 686			...		1880	Hodgson & Soulsby Blyth	Sadikoglu Nazim	221·5 | 31·3 | 18·3 P36′B52′F29′ BK8″ *WB*			Istanbul Turkish	C.2Cy.29½″&55″–36″ NB95 141 NHP Black, Hawthorn & Co. Gts.		
74766 954 JUXB	**Fusan Maru** (P)	2 *Dks*	1626 1374 953					1920	Osaka Tekkosho Habu	Chosen Yusen K.K.	260·0 | 35·0 | 21·0 P21′B80′F31′			Jinson Japanese	T.3Cy.18″,30″&50″–36″ 150 NHP Osaka Tekkosho		
74767 17741 JEMD	**Fushimi Maru** (P)	**TwinSc** *ss* Yka No.3–1,27 *ss* Yka No.2–35	10936 8971 6846	✠100A1 1,38 BS1,38	Yka ✠LMC10,3	*p*†	CL s12,36 P1,38	1914 12mo	Mitsu Bishi Dkyd & E Wks Nagasaki *Lloyd's SA&CP*	Nippon Yusen K.K.	513·0 | 63·5 | 37·5 P99′B191′F56′ FK *Wb* = *Cell D Ba 157′ u E 8 f B 92′ f 193′*			Tokyo Japanese *8 B H Cem*	T.6Cy.28″,47″&79″–51″ (*s*) 200lb FD 1337 NHP 7SB,*21cf*,GS443,HS19742 Mitsu Bishi D. & E. Wks. Nag 2056t *F P T 148t A P T 57t*	37 ″ 6 s 8 ″ 11½ 29 ″ 0	
Now "Fushimi Maru," *see No. 74767 in Supplement*																	
74768 JTTL	**Fusimi Maru,"** *see No. 88377 in Supplement* D.F. GyC.	2 *Dks* *Cruiser Stern*	4936 3001 2935					1937	Osaka Iron Works, Ld. Innoshima	Naigai Kisen K.K.	369·8 | 54·1 | 29·2 P36′B86′F39′			Kobe Japanese *WB*	1 D R geared steam turbine 433 NHP Ishikawajima S.B.&E.Co. Ld. Tokyo		
74769 29815 JPMA	— (P) (*ex* Hobart)	**Iron Bg** *Oil Eng.* *ss* Mel. No.3–5,15 *ss* Mel. No.1–19 1 *Dk* (*Irn*) & *deep framing*	2542 2287 1539	✠ 9,24	Mel	*t*		1902 10mo	W. Gray & Co. Ld. W Hartlepool	Masuda Kyugoro	306·4 | 45·1 | 20·1 P25′*pt Shlt r dk a* 18′ B80′*pt Shlt r dk f* 18′ F31′ FK *Cell D Ba 98′ u E 22′ f 128′ 671t A P T 129t*			Kobe Japanese *5 B H Cem*	T.3Cy.22″,35″&59″–39″ 231 NHP 2SB,*6rf*,GS94,HS3510 Cen. Mar. Eng. Wks. W Hpl.	22 ″ 5	C †
74770 10293 JOJE	— (*ex* Sun Chang Maru, *ex* Fushimi Maru, *ex* Veteran, *ex* Thales)	**Iron Bg** *Oil Eng.* 2 *Dks* & *Spar dk*	1229 1165 982					1864	A. Denny Dumbarton	Amagasaki Kisen bu Gomei Kaisha	233·7 | 30·3 | 22·5 F54′ BK8″			Shimonoseki Japanese	Oil Engines NE35 Nippon Hatsudoki K.K.	24 ″ 3	
74771 293 IBVM	**Fusijama** *ss* Tri. No.2–38 D.F. *Ref. Mchy.*	**TwinSc** *Oil Eng.* ~~*ss* Tri. No.1–33~~ 2 *Dks* (*Stl*)	6244 5025 3907	✠100A1 ~~1,38 12,26 10,37~~ 2,39 ~~3 LMC CS~~ DBS8,37 ~~10,38~~ 4 ~~12,36~~ Lloyd's RMC ~~38~~ 2,39 ~~L 38~~ for temp. 43° F.	Tri ~~5,38~~	*a*† ~~4,37~~ 10,38	CL	1929 3mo	Stabilmnto Tecnico Trieste *Lloyd's SA&CP*	Lloyd Triestino Soc. Anon. di Nav. *Cell D B 365′ 1026t*	448·3 | 55·4 | 27·7 430·0 55·4 27·7 P36′B283′F44′ FK *F P T 114t A P T 47t*			Trieste Italian *8 B Hpt Cem*	Oil Engines 4S.C.SA 12Cy.29½″–47½″ 986 NHP DB *100lb* Stabilimento Tecnico, Tri.	30 ″ 2 s 4 ″ 6¾ 25 ″ 9	
74772 12181 JKMC	**Fuso Maru** Wireless	1 *Dk*	997 923 570					1909	Osaka Iron Works Osaka	Miyako Kisen K.K.	217·7 | 29·1 | 19·0			Shimoda Japanese	T.3Cy.13″,21½″&36″–27″ 67 NHP Osaka Iron Works, Osaka		
74773 40717 JGNJ	**Fuyo Maru** *Mchy. Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern*	377 — 272					1935	Urabe Zosen Tekkosho Osaka	Towa Kisen K.K.	129·9 | 26·0 | 13·0 Q12′F23′			Kobe Japanese	Oil Engines 2S.C.SA. 1Cy.16 5/16″–18½″ 193 NHP Nippon Hatsudoki K.K. Kobe		
74774 137086 GKSR	**Fylingdale** *ss* Cff. No.3–2,37 1 *Dk* (*Stl*)		3918 3499 2322	✠100A1 9,38 ~~12,07~~ LMC MS2,37 BS ~~5,37~~ 5,36	Cff Bry	*x*	CL 11,37	1924 12mo	J L Thompson & Sons, Ld. Sunderland *Lloyd's SA&CP*	Rowland & Marwood's S.S.Co.Ld. (Headlam & Son, *Mgrs.*)	364·5 | 51·5 | 22·7 378·9 (O.L.) P33′B222′F33′ FK *Cell D B 320′ 962t F P T 68t A P T 194t*			Whitby British *6 B H Cem*	T.3Cy.25″,42″&68″–45″ (*s*) 180lb *150lb* 150lb 345 NHP 2SB,*6cf*,GS126,HS5423 Richardson, Westgarth & Co. Ld. Sld.	25 ″ 0 s 3 ″ 0½ 22 ″ 2	
74775 OYDL	**Fylla** Wireless	*ss* Cpn. 2nd No.3–4,29 *ss* Svb. No.2–37 1 *Dk* (*pt Irn* & *pt Stl*) & *deep framing*	792 ~~645~~ 677 449	✠100A1 ~~2,37~~ 4,39 Cpn BS4,38	Svb ✠LMC2,37	*l* ~~4,36~~ 4,39	OG	1906 5mo	Kjöbnhvns Flydk. & Skbs. Copenhagen *Lloyd's SA&CP*	D/S A/S Progress (M. Nielsen & Son, *Mgrs.*) *WB* = *Cell D Ba*	211·2 | 30·7 | 13·1 P13′B59′F28 FK *u E 68′ f 88′ 237t F P T 39t A P T 26t*			Copnhagn Danish *4 B H Cem*	T.3Cy.14″,22½″&37″–24″ (*s*) 180lb 79 NHP 2SB,*4cf*,GS40,HS1300 Kjbnhavns. Flydk. & Skbsv.	15 ″ 6 s 1 ″ 7½ 14 ″ 0	
74776 6668 SEHI	**Fyrileif**	1 *Dk*	924 714 495					1921	Helsingborg Warfs Aktieb. Helsingborg	A. Smith	205·0 | 33·5 | 15·2 Q67′B56′F19′			Stockholm Swedish *WB*	T.3Cy.18½″,29½″&46¾″–27½″ 110 NHP Helsingborg Warfs A/B		V
Now "Helfrid," *see No. 88408 in Supplement*																	

* ** Additional Ships are inserted in the Supplement at the end of the Register.

1 No. In Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Equipment Letter.	7a Date when tail shaft last wood.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke / Boiler Pressure NP=Horse power by Society's formula; HP=power by Ship's Register. Particulars of Boilers & Furnaces / Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers Nos. when changed. If not in L.R. Date of last Class.
74777 206423	**G. A. Boeckling**	Pad 1 *Dk*	328 — 157					1909	Gt. Lakes Eng. Work Ecorse	Bay Transportation Co.	155·2 | 30·0 | 9·1	Sandusky Utd. States	C.2Cy.25½″&44½″–72″ *Emade—refitted*09 140NHP		
74778 206623 KDXJ	**G. A. Tomlinson** *Mchy. Aft* D.F. GyC. 1 *Dk*		6361 — 4862					1909	American S.B.Co. Lorain, Ohio	Pioneer S.S.Co. (Hutchinson & Co. *Mgrs.*)	504·0 | 54·0 | 30·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23½″,38″&63″–42″ AmericanS.B.Co.Lorain,O.		E
74779 LCPW	**G. C. Brövig** Twin Sc *Oil Eng.* Sub.Sig. ss Got.No.1-34 *Mchy Aft* *Cruiser Stern* 1 *Dk*(*Stl*) D.F. *Progressive Survey of Oil tanks*		9718 3600	✠100A1 10,38 *Carrying Petroleum in bulk*	Yka	et	CL 7,36	1930 10mo	Götaverken A/B Gothenburg *Lloyd's SA&CP*	Th. Brövig *Cell D Bu E* 71′30¼*t*	475·6 | 64·2 | 37·8 P103′F40′ FK *DTf* 33′622*t FPT* 19	Farsund Norwegian *WB*	Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 2DB*180lb* 724NHP Gotaverken A/B, Got.	37 ″ 3	
74780 141783 WDDZ	**G. G. Post** (*ex* John Anderson–32, *ex* Luzon) *Mchy. Aft* 1 *Dk* 2 *tr.*		3582 — 2778					1902	Chicago S.B.Co. Chicago	Columbia Transportation Co. (John T. Kelly, *Mgr.*)	346·0 | 48·2 | 24·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.20″,33½″&55″–40″ 191NHP Chicago S.B.Co. Chicago		R
74781 230210 KGRY	**G. Harrison Smith** *Mchy. Aft* *Fitted for oil fuel* D.F. E.S.D. GyC. 2 *Dks* *Carrying Petroleum in bulk*		11752 11387 7328					1930	Federal S.B.&D.D.Co Kearny, N.J.	Standard Oil Co. of New Jersey	525·0 | 74·3 | 40·5 B36′F40′	Wilmgton (Del.) Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft DeLaval Steam Turbine Co Trenton, N.J		L
74782 111930 VGQY	**G. R. Gray** (*ex* Traveller) Wood Wireless 2 *Dks*		438 388 248					1871	A. Stokes Sheboygan, Wis.	Abitibi Power & Paper Co. Ltd. (*in liq.*)	140·0 | 24·0 | 12·0	Toronto British	C.2Cy.25″&54″–36″ *Emade*98 145NHP F.W. Wheeler, West Bay City, Mich.		
74783 136 SVVU	**G. S. Livanos** D.F. E.S.D. 1 *Dk* & *Shelter dk* *Cruiser Stern*		4835 4379 2867	✠100A1 *with freeboar* 5,99	Cff Rot	at	CL	1937 10mo	W. Gray & Co. Ltd. W Hartlepool *Lloyd's SA&CP*	~~S.G. Livanos~~ Livanos Maritime Co. Ltd. (N.G. Livanos, *Mgr.*) *Cell D B* 365′1200*t FPT* 217	419·2 | 56·7 | 25·3 431·1 (O.L.) F35′ FK *APT* 200*t*	Chios Greek *7 B H Cem* *Coll to Sh dk* 6 „ 2*nd*„	T.3Cy.22½″,39″&65″–48″(*s*) 225lb 466NHP 2SB(Spt & FD)&1 Aux SB, *9cf*, GS146, HS7115 Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl	27 ″ 10 s 2 ″ 11½ 25 ″ 1½	
74784 159441 VPJG	**G. S. Walden** D.F. E.S.D. GyC. *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 2 *Dks* *Longitudinal framing–bracketless system "Arcform"*		10627 9701 6292	✠100A1 12,37 1,39 *Carrying Petroleum in bulk*	Sng		CL 6,38	1935 8mo	NV Rotterdam Droogd Maats. Rotterdam *Lloyd's SA&CP*	Oriental Tankers, Ltd. *Cell D Bu E* 86′167*t*	489·1 | 75·1 | 37·0 505·2 (O.L.) P107′B33′F51′ FK *DTf* 31′895*t FPT* 282*t APT* 130*t*	Hong Kong British *16 BH* (12 *to U dk* 4 „ 2*nd*„)	Oil Engines 2S.C.SA 8Cy25⅝″–49½″ 908NHP 3DB*200lb* Fr. Krupp Germaniawft A.G Kiel	37 ″ 0 s 6 ″ 11½ 30 ″ 4½	
74785 PEFF	**Gaasterkerk** (*ex* Gaasterdijk) *ss* Rot.No.3–4,35 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*)		8679 8170 5444	✠100A1 *Shelter dk* *with freeboa* 8,38 10,07 *Fitted for oil fuel* 10,22	Rot		CL ~~12,36~~ 8,38 *F.P. above* 150° F.	1922 16mo	New Water -way S.B.Co. Schiedam *Lloyd's SA&CP*	N.V. Vereenigde Nederlandsche Scheepvaartmaatschappij (Directie en Agentuur Maats. Hollandoost Azie Lijn N.V., *Mgrs.*) *Cell D Bu E* 86′167*t*	493·3 | 58·2 | 37·2 28·5 F56′ *on Shelter dk* len32 FK *Collisio* *FPT* 282*t APT* 130*t*	The Hague Dutch *pt Cem* *n B H to Sh dk* 7 „ „ *U* „ *DTa* 30′ 2	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 215lb 965NHP 4SB(Spt), *12cf*, HS11308 FD J. Brown & Co Ld Clydebank *FTT* 158*t APT* 100*t*	31 ″ 4 s 4 ″ 7½ 26 ″ 11½	
74786 428 IBOP	**Gabbiano** (*ex* Grete–34) *ss* Ham.No.2–31 Sub.Sig. 2 *Dks*(*Stl*) D.F.		6584 6090 3951	✠ ... 9,35	Nap	bt		1923 7mo	Akt.Ges. "Neptun" Rostock *Inter* *Cell D*	A. Lauro *mediate BH in fore* *Ba* 151′*u E* 25′ *f* 191′	462·0 | 57·1 | 29·6 440·0 P57 B144 F39′ FK *hold dispensed with* 1355*t DTa* 32′ 115*t*	Naples Italian *Asp* *6 BH only* *FPT* 134*t*	T.3Cy 29½″,48″&78¾″–51 3/16″ & LP turbine with DR gearing & hydraulic coupling 720NH 3SB,*9cf*,GS198,HS9041 FD A.G. "Neptun," Rostock	32 ″ 2	I †
74787 LIXN	**Gabon** (*ex* Rose–36, *ex* Sunnanvik–34) Twin Sc *ss* Rot.No.1–36 *Oil Eng.* 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) D.F. 3rd *dk*(*Stl*) in No. 1 hold		4651 1207 2798	✠100A1 *with freeboard* 12,37 11,33 *Carrying vegetable oil in midship deep tanks*	Msl	z	CL 5,36	1931 4mo	Nya Varvs-aktb. Öresund Landskrona *Lloyd's SA&CP*	Skibs A/S Gabon (A/S Rederiet Odfjell, *Mgrs.*) *Cell D B* 328′1145*t* *of tunnels* 741*t*	391·0 | 54·7 | 25·6 408·5 (O.L.) F30′ FK *Tanks in way* *MTs* 2400*t FPT* 94*t*	Bergen Norwegian *8 B H pt Cem* *Coll to Sh dk* 7 „ 2nd „ *APT* 104*t*	Oil Engines 4S.C.SA 14Cy.21⅝″–39⅜″ 633NHP NDB36–*100lb* Gotaverken A/B, Got.	28 ″ 6 s 3 ″ 0½ 25 ″ 7½	
74788 FNGE	**Gabriel Guist'hau** (*ex* Gorgona, *ex* Giuseppina Ilardi, *ex* War Platoon) 1 *Dk* *Well deck* D.F.		2352 1755 1300		...			1918	Forth S.& E Co. Ld Alloa	Consortium Commercial de Transports Maritimes (Union Industrielle & Mar, Soc. Française d'Arm. *Mgrs.*)	284·6 | 41·9 | 19·1 1′28 Q69′B64′F32′ FK	Rouen French *WB*	T.3Cy.25″,41″&68″–45″ 310NHP MacColl & Pollock, Ld. Sld.	21 ″ 3	V †
74789 150183 VJNJ	**Gabriella** *ss* Wln.No.3–11,32 *ss* Wln No.1–36 1 *Dk*(*Stl*) *Cargo battens not fitted*		1587 1338 946	✠100A1 12,37 1,38	Auk	p	OG ~~11,37~~ 12,38	1920 5mo	Antwerp Eng.Co.Ld. Hoboken *Lloyd's SA&CP*	Union S.S.Co. of New Zealand, Ld. *Cell D B* 210′429*t FPT*	252·0 | 38·2 | 17·4 P22′B59 F26′ FK 65*t APT* 24*t*	Sydny NSW British *4 B H Cem*	T.3Cy.20″,38″&54′ 36′ (*s*) 180lb 207NHP 2SB, *6cf*, GS100, HS3438 N.E. Marine Eng Co Ld Nwc	19 ″ 6 s 2 ″ 5 17 ″ 3	
74790 4681 PEFM	**Gadila** *Mchy. Aft* *Cruiser Stern* *Oil Lng.* D.F. 1 *Dk*, 2nd *dk clear of cargo tanks* *Rudder electrically welded* *Longitudinal framing at bottom & at deck*		7999 7235 4762	✠100A1 9,38 *Carrying Petroleum in bulk*	Liv	ct	CL 9,33	1935 4mo	Howaldts-werke A.G. Kiel *Lloyd's SA&CP*	N.V. Petroleum Maats. "La Corona" *Cell D Bu E* 64′137*t D*	463·0 | 59·3 | 33·9 P23′B47′F18′ FK *Tf* 25′247*t FPT* 150′	The Hague Dutch *15 B H pt Cem* *pt Asp* *APT* 118*t*	Oil Engines 4S C.SA 8Cy.25⅝″–55½″ 502NHP DB*180lb* Howaldtswerke A.G. Kiel	34 ″ 0 s 6 ″ 8¾ 27 ″ 6	
74791	**Gadofu** *For particulars see* "Cabo Roche"														
74792 140302 GNXC	**Gaelic Star** (*ex* Gaelicstar, *ex* Montilla) *ss* Nwc.No.3–9.29 D.F. *ss* Nwc.No.2–38 *Ref. Mchy.* 2 *Dks*(*Stl*) & *Shelter dk* (*Stl–ptw–*) *Cruiser Stern*		5596 5187 3527	✠100A1 *Shelter dk* *with freeboa* 5,70 11,36 *Fitted for oil fuel* 19·20 *F.P. above* 150° F	Nwc	y	CL 2,38	1917 8mo	Russell & Co. Pt. Glasgow *Lloyd's SA&CP*	Union Cold Storage Co. Ld. (Blue Star Line Ld. *Mgrs.*) *Cell D B* 342′912*t FPT* 48*t*	389·8 | 53·2 | 32·9 *F on Shelter dk* 50′ FK *APT* 24*t*	London British *6 B H Cem*	T.3Cy.24½″,41½″&70″–48″ 200lb (*s*) 548NHP 3SB, *9cf*, GS150, HS8433 FD D. Rowan & Co. Glasgow	36 ″ 0 s 9 ″ 1½ 27 ″ 1½	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terre-assignation aux essais; exam. Latte d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pd.*	15 Registres où codé si ce n'est dans le G.
74793 494 IBRF	**Gaeta** (*ex*Benwell Tower–37) *ss*Shl.No.2–36 1 *Dk(Stl)&Shelter Dk(Stl)*	4457 — 8707	✠ 11,38 *withfreeboard*	Avn	*z*	CL 11,37	1927 7mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's A&CP*	"Nivose"Soc. di Nav.(A.Scinicariello,*Mgr.*) *CellDB348'1072t*	401·0|53·2|25·0 414·5(O.L.) F41′ FK *FPT126tAPT209t*	Naples Italian *BH Cem*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 426NHP 2SB&1AuxSB,*9cf*,GS192 HS7350 N.E.MarineEngCoLdNwc	27 ″ 6 8 ″ — ~~24 ″ 7~~	
74794 74 YLCQ	**Gaida** (*ex*Maria,*ex*Orrik) **Iron** 1 *Dk&Awng dk*	460 274 258					1885	Jernsk.og Mskinbyggr Elsinore	KugniecibasSabiedriba"Gaida" (A.Behrsin,*Mgr.*)	141·0|23·8|10·8 17·5 *WB*	Riga Latvian	C.2Cy.19¾″&35½″–22′ 50NHP HelsingörsJernsk.&Mskb.		V
74795 141924 GCZB	**Gairsoppa** *ss*Cal.No.3–3,32 *ss*Cal.No.1–35 2 *Dks(Stl)*	5237 4754 3227	✠100A1 ~~7,37~~ 1,39 MS4,36	Cal	*y*	CL N7,37	1919 10mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	399·3|52·2|28·5 P19′B113′S39′ FK *514'1112t FPT 122t*	Glasgow British *7 BH Cem* *APT174t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s 5″11½ 25 ″ 3¼	
74796 129 YLCD	**Gaisma** (*ex*Mariotta,*ex*Penare) *ss*Msl.2nd.No.3–3,26 *ss*Lie.No.3–10,30 *ss*Lie.No.1–35 1 *Dk(Irn)2trB&Web frames3Dk rule*	3077 2862 1906	✠100A1 *withfreeboard* 3,38 12,38	Mdb	*n*	CL 11,36	1900 11mo	Ropner& Son Stockton A&CP	"Jura"Shipping Co.Ld.(Fr.Karklins,*Mgr.*) *CellDB*	323·9|48·1|21·7 P29′B166′F36′ FK *FPT104t*	Ventspils Latvian *5 BH Cem* *APT104t*	T.3Cy.23½″,39″&64⅜″–42″ 160lb (*s*) 273NHP 2SB,*6rf*,GS119,HS4200 Blair&Co.Ld.Stockton	24 ″ 3 s 3 ″ 5 21 ″ 0	
74797 151 INOC	**Gala** (*ex*Lovart) *ss*Gmh.3rdNo.3–4,31 *ss*Nap.No.1–35 *Well deck* 1 *Dk(Stl)&Web frames* *Cargo battens not fitted*	1029 772 591	✠100A1 4,37 MS8,35	Gen	*n*	4,37	1897 5mo	Crmichael, Maclean&Co. Greenock A&CP	S.Spampinato *CellDL*	225·7|34·1|13·1 235·7(O.L.) Q77′B52′F27′ FK *a50′f88′215t FPT36tAPT24t*	Catania Italian *4 BH Cem*	13Cy17⅝″,27½″&44″–33″ (*s*) 160lb *100lb* NDR13 110NHP 1SB,*3rf*,GS55,HS1660 Muir&Houston,Ld.Gls.	15 ″ 3 s 1 ″ 3 14 ″ 2	
74798 133263 MFYW	**Galacum** **3Mst** *Well deck* *ss*Wrk.No.3–10,27 *Mchy. Aft* *ss*Wrk.No.2–36 *Cargo battens not fitted* 1 *Dk(Stl)*	585 391 243	✠100A1 12,36 BS9,37	Apl	*h*	CL 11,36	1915 11mo	R.William- son&Son Workington *Lloyd's A&CP*	Northwest ShippingCo.Ld. (R.Williamson, *Mgr.*) *WB=CellDBf97′*	165·7|26·6|11·0 Q100′B9′F21′ FK	Workngtn British *3 BH Cem* *123tFPT38t*	T.3Cy.13″,21½″&35″–27″ (*s*) 170lb 86RHP 1SB,*3pf*,GS50,HS1598 Ross&Duncan,Glasgow	13 ″ 2 s 4 ″ 8½ 12 ″ 10	
74799 Wrecked 1,39 TCBJ	**Galata** (*ex*Samsoun,*ex*Urania, **Iron** *ex*Russiis,*ex*Vrisida, *ss*Bbo.No.3–1,95 *ex*Klyde) *ss*Pir.No.2–03 *Well deck* 1 *Dk(Irn)2trB*	1376 — 849	✠ 5,08	Gtz	*p*		1882 8mo	C.S.Swan& Hunter Newcastle	TürkSilepcilik LimitedSirketi	256·0|35·0|17·9 Q96′B62′F28′ BK9″ *DBa70′f46′225t*	Istanbul Turkish *4 BH Cem*	C.2Cy.32″&62″–36″ 180NHP 2SB,*4pf*,GS73,HS2980 WallsendSlipwayCo.Nwc.	19 ″ 3	
74800 1553 INOF	— (*ex*Leaside,*ex*Kildavin) *OilEng.* 1 *Dk*	618 487 350			…		1918	Smith's DockCo.Ld. Middlesbro'	TitoCampanella Soc.diNav.	176·6|29·8|15·7 170·2 | 30·0 | 15· B35′F25′ FK *WB*	Genoa Italian	Oil Engines 2S.C.SA 4Cy.13⅜″–21½″ NE29 Cant.Offic. 125NHP SavoiaCornigliano	16 ″ 6	I †
74801 TCCC	**Galatasaray** (*ex*Kismet–36,*ex*Ourla, *ex*Kydaris,*ex*Ortensia,*ex*Giacomo Grasso,*ex*Rescuer,*ex* 1 *Dk2trB* Breidablik) *Well deck*	724 — 405			…		1890	Bergens Mek.Værks. Bergen	SadikoglnAslan Kaptan	201·1|31·8|11·6 Q51′B55′F30′	Istanbul Turkish *WB*	T.3Cy.15½″,25″&40″–27″ 92NHP BergensMek VærksBergen	13 ″ 9	
74802 LDYD	**Galatea** 1 *Dk*	1152 997 671					1912	Laxevaags Msk&Jrnskb Bergen	A/S D/S Galatea (Th.Gjesdahl)	228·2|35·2|15·9 P10*t*H49*t*F32*t*	Bergen Norwegian *WB*	T.3Cy.16″,25½″&43″–30′ 101NHP LaxevaagsMsk&Jrns.Bgn		N
74803 120924 MCLR	— Ⓟ **TwinSc** *ss*Bkn.No.1–38 *ss*Liv.2ndNo.3–5,34 Wireless **D.F.** Sub.Sig. 2 *Dks(UptStl–teaks)*	569 475 221	✠100A1 5,38 ~~4,37~~	Liv Dun	*e*	CL 4,37	1906 2mo	J.P.Ren- noldson&Sns. SouthShields *Lloyd's A&CP*	MerseyDocks& HarbourBoard	170·0|30·3|13·8 182·0(O.L.) BK7″ *WB=DTf15′60t*	Liverpool British *4 BH Cem*	T.6Cy.12¼″,21″&33″–24′ (*s*) 180lb 137NHP 2SB,*4cf*,GS71,HS2415 J.P.RennoldsnSns,S.Shl.	15 ″ 0 s 4 ″ 8 11 ″ 2	DT 11ft 8,38
74804 843 SVIE	**Galaxias** (*ex*Treneglos–35) *ss*Cff.No.3–11,30 *ss*Cff.No.1–35 **D.F.** 1 *Dk(Stl)&Shelter dk(Stl)*	*4393* *4147* *2753*	✠100A1 *Shelter dk* *withfreeboard* 1,38 MS5,36	Ant	*y*	CL 1,38	1918 3mo	J.Read- head&Sons, Ld. S.Shields *Lloyd's A&CP*	GalaxiasS.S.Co. Ld. *CellDBa1*	400·0|52·1|25·2 FK *31′uE23′f175′1003t*	Piræus Greek *6 BH Cem* *APT50t*	T.3Cy.26″,43″&71″–48″ (*r*) 180lb ~~300lb~~ *500lb* 488NHP 3SB,9*cf*,GS177,HS7198 FD J.Readhead&SonsLd.SShl	26 ″ 10 s 2 ″ 10½ 24 ″ 2½	
74805 132428 ZMLY	**Gale** **3Mst** *OilEng.* Wireless 1 *Dk* *Mchy Aft*	622 419 314	✠100A1 10,36 ~~10,37~~	Dun	*j*	CL 10,37	1935 9mo	Scott& Sons Bowling *Lloyd's A&CP*	Canterbury SteamShipping Co.Ld. *CellDB115'1906t*	175·0|30·1|10·3 *31·6* Q99′B11′F30′ FK *FPT44tAPT43t*	Lyttelton, N.Z. British *3 BH Cem*	Oil Engines 2S.C.SA 5Cy.13⅜″–22 7/16″ 156NHP DB*100lb* BritishAuxiliariesLd.Gls.	12 ″ 6 s 3 ″ 11 12 ″ 4½	
74806 EAES	**Galea** *ss*Bbo No.3–3,30 *ss*Bbo.No.2–38 ~~*ss*Bbo No.1–34~~ 1 *Dk(Stl)* *Cargo battens not fitted*	3333 3062 1974	✠100A1 2,38 ~~10,37~~ BS5,37 6,38	Bbo	*u*	CL ~~10,36~~ 8,38	1918 4mo	Soc.Anon. Astilleros del Nervion Bilbao *Lloyd's A&CP*	Cia.Naviera Guipuzcoana	325·7|47·1|22·5 P31′B80′F39′ FK *CellDB280'818t*	S.Sebast'n Spanish *6 BH Cem* *APT130t*	T.3Cy.24″,40″&65″–45″ (*s*) 180lb *100lb* 295NHP 2SB,*6cf*,GS121,HS4374 Astilleros delNervion,Bbo	24 ″ 11 s 4 ″ 4½ 20 ″ 9	
74807 Now Vest, *see No. 90520 in Supplement*	**Galeb** (*ex*Cefnbryn–36, *ex*Ardenhall–36, *ss*Bry.No.3–7,32 *ex*Silverbirch, *ss*Hpl.No.1–36 *ex*Stonewall) **D.F.** 2 *Dks(Stl)*	*5074* *4803* *3150*	✠100A1 2,39 ~~3,36~~ BS8,37 12,38	Rot Bry	*y*	CL ~~3,36~~ 2,39	1920 12mo	Bartram& Sons,Ld. Sunderland *Lloyd's A&CP*	Jugoslavenska PlovidbaD.D. *CellDBa119'uE26'*	400·0|52·2|28·5 413·1(O.L.) P36′B117′F39′ FK *f176′1050tFPT13*	Susak Yugoslav *7 BH Cem* *5tAPT220t*	T.3Cy.27½″,45″&75″–48″ (*s*) 180lb 476NHP 3SB,*9cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s 6 ″ 0½ 25 ″ 2½	
74808 YTFT	— (*ex*PerseveranzaG.–35,*ex*Chrysallis, *ex*Freja,*ex*Svanen,*ex*Ester) *Well deck* Wireless **D.F.** 1 *Dk*	440 340 253			…		1904	Thorskogs Mek.Verks. Thorskog	MarinFeric	154·5|25·3|11·2 Q49′B33′F20′ FK *WB*	Split Yugoslav	C.2Cy.15 9/16″&24⅜″–17½″ 32NHP ThorskogsM.V.Thorskog	13 ″ 9	IV †
74809 5127 SEQC	**Galeon** (*ex*Hafsten–34, **Iron** *ex*Alassio) *ss*Got.4thNo.3–11,34 1 *Dk(Irn)&Web frames* *Well deck* *ss*Rbg N.–1–38	~~4466~~ ~~923~~ ~~745~~ 1167 923 653	✠100A1 ~~3,37~~ 3,39 3,39	Lkr	*n*	CL ~~3,36~~ 3,39	1883 9mo	Strand SlipwayCo. Sunderland A&CP	Rederi A/B Galeon(Torsten Hillerstrom)	224·1|34·9|15·8 232·3(O.L.) Q81′B46′F27 FK *DBa57′f90′*	Malmö Swedish *1 BH Cem* *338tAPT20t*	C.2Cy 26½″&52″–36″ 80lb *80lb* NDH02 135NHP 1SB,*3pf*,GS57 N.E.MarineEng.Co.Nwc.	17 ″ 4 s 1 ″ 4½ 16 ″ 2	
74810														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of R. of Trade/Art.
74811 87 ICBZ	**Galilea** (P) (*ex*Pilsna-35) **TwinSc** *ss*Tri.No.3–9,31 *ss*Tri.No.1–36 2 *Dks* (*Stl U*–ws) D.F. *&Shelter dk* (*Stl*–ws)	8040 6050 4829	✠100A1 *Shelter dk* *withfreeboard* ~~3,38 4,38~~ 12,38 ~~8,38~~ BS10,38 ~~12,38~~ ✠LMC10,38 *Fitted for oil fuel* 9,22	Tri	*b*†	CL SN8,36 ~~11,37~~ PN 1,38 *F.P. above*	1918 4mo	Cantiere SanRoccoS.A SanRocco A&CP	"Adriatica" Soc. Anon.diNav. *CellDb*	443·6 | 53·1 | 24·9 432·7 | 33·9 FK B213′F83′ *Collision* *onShelter dk* 368′1078*t APT* 57*t*	Trieste Italian *Cem* *nBHtoSh dk* 6 „ „ *U* „	T6Cy.25½″,40½″&66″–48″(*r*) 180lb 853NHP 5SB,*15cf*,GS314,HS12785 Stabilimento FD TecnicoTriestino,Tri.	36 ″ 11 s 11 ″ 5½ 25 ″ 11	
74812 DHIN	— 2 *Dks* Sub.Sig.	1927 1669 1092					1922	Schiffs-u. Dockbau-werft Flender A.G. Siems Lübeck	DeutscheLevante-LinieHamburg A.G.	287·7 | 41·7 | 17·5 H71′F33′	Hamburg German *WB*	T.3Cy.21¼″,34⅝″&55⅝″–37⅜″ 191NHP A.G."Neptun,"Rostock		G
74813 237 INOT	**Galiola** (*ex*CarloMartinolich-35, *ex*Carlo,*ex*Stella Capella,*ex*Maasveer, *ex*Yselmonde) *ss*Tri.No.3–10,37 1 *Dk* (*Stl*)	1428 1142 814	100A1 ~~1,38 10,37~~ BS10,37 11,38	Tri	*o*	CL ~~5,35~~ 12,38	1917	N.V.Schps. Werf "Baanhoek" Sliedrecht	Nav.Carlo MartinolichS.a.g.l *CellDBaß*	247·7 | 36·9 | 15·6 P28′B56′F20′ FK *nE81′f88′383tFPT*	Trieste Italian *4BHCem* *41tAPT65t*	T.3Cy.18″,29″&46⅛″–36″ (*s*) 180lb 181NHP 2SB,*4cf*,GS86,HS3360 Penn&Bauduin,Dordrecht	18 ″ 0 s 2 ″ 2 15 ″ 11½	
74814 7037 SLYA	**Gallia** 1 *Dk&deep framing*	*1855* *1683* *1084*				...	1897	W.Gray& Co.(Ld.) WHartlepool	Rederi A/B Viken (Fänge&PåhlssonsRederier, *Mgrs.*) *CellDBaß*	278·4 | 40·1 | 18·0 P17′B72′F29′ FK	Viken Swedish *WB*	T.3Cy.20″,31½″&53″–36″ 188NHP Cen.Mar E.Wrks.W.Hpl.	20 ″ 6	V †
74815 7763 SEIK	— (*ex*Orion) 1 *Dk*	*1436* *1089* 79~~4~~					1926	Howaldts-werke Kiel	RederiA/B SvenskaLloyd(K. R.Bökman, *Mgr.*)	245·9 | 37·9 | 14·6 P28′Q71′B100′F30′	Gothenbrg Swedish *WB*	T8Cy.16½″,27½″&43⅛″–29½″ 101NH Howaldtswerke,Kiel		G
74816 138 IBGN	**Gallipoli** (P) Wireless 2 *Dks*	1049 799 612					1898	Flli. Orlando Leghorn	"Tirrenia"Soc. Anon. di. Nav.	224·3 | 29·0 | 17·0 P&B122′F35′	Palermo Italian *WB*	T.3Cy.17⅞″,26¾″&45¾″–33″ 120NHP Flli.Orlando,Leghorn		I
74817 1280 FOPS	**Gallium** *ss*Rot.No.3–4,37 *Well deck* D.F. 1 *Dk* (*Stl*) *Cargo battens not fitted*	1775 1280 880	✠100A1 ~~3,38 4,37~~ ✠LMC4,37 BS4,38	Rot	*q*	CL 4,37	1924 7mo	BlythS.B. &D.D.Co.Ld Blyth	SociétéNavale Caennaise(G. Lamy&Cie.*Mgrs.*) *Lloyd'sA&CP* *CellDB*	260·2 | 37·3 | 16·4 *Pon* Q22′Q100′B54′ F24′ FK *Ta*37′118*t FPT*114*t* *APT*110*t*	Caen French *1BHptCem* *1BHonly*	T.3Cy.21″,34″&56″–36″ (*s*) 190lb 244NHP 2SB,*6cf*,GS105,HS4224 N.E.MarineEng.Co Ld Sld	18 ″ 7 s 1 ″ 7 17 ″ 1½	
74818 FOYC	**Gallois** (*ex*LordAberconway, *ex*Tynemouth) *ss*Nwc.No.3–8,29 *ss*Gms.No.2–38 *Well deck* 1 *Dk* (*Stl*) D.F. *Cargo battens not fitted*	2687 2193 1592	✠100A1 ~~4,38 8,38~~ ✠LMC3,38 BS4,39	Gms Spt	*t*	CL ~~3,36~~ 4,39	1917 1mo	WoodSkin-ner&Co.Ld Newcastle *Lloyd'sA&CP*	Etablissements Odon deLubersac *Inter*	321·2 | 43·2 | 19·6 Q186′B63′*on*RQD F32′ FK *mediateBHin fore hold dispensed with*	Rouen French *Cem* *1BH only* *CellDb*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb ~~190lb~~ 329NHP 2SB,*8cf*,GS149,HS5524 N.E.MarineEngCo.LdNwc 263′695*t FPT*130*t APT*151*t*	21 ″ 9 s 7 ″ 0½ 19 ″ 2	
74819 LIYJ	**Gallus** (*ex*Dalaskär) Wood *OilEng.* 1 *Dk*	338 269 210					1919	Dalaskär VarvaA/B Bergkvara	A/S M/S Gallus (L.H.Torkildsen)	133·7 | 25·8 | 11·3 P41*t*F13*t*	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.15″–16⅛″ 159NHP J.&C.G.Bolinders,Skm.		V N
74820 LDYE	**Galtesund** (P) (*ex*SkandiaII) 1 *Dk&Awng dk*	623 557 293					1905	Akt.Bur-meistr&Wain Copenhagen	A/SArendals Dampskibsselskab	170·1 | 27·6 | 18·2	Arendal Norwegian *WB*	T.3Cy.14½″,24″&40″–24″ 78NHP Akt.Burmeistr&Wain,Cpn		N
74821 221110 KDQE	**Galveston** *OilEng.* Sub.Sig. GyC. 2 *Dks* *Longitudinal framing*	6173 — 3820					1921	Doullut& WilliamsS.B. Co.Inc. NewOrleans	UnitedStates MaritimeCommission	395·5 | 55·0 | 31·4 P60′B109′F37′	N.Orleans Utd.States *WB*	Oil Engines 4S.C.DA 5Cy.32″–52″ NE29.992NHP McIntosh&SeymourCorp. Auburn,N.Y		R
Broken up 99760 EIFR	**Galway** (*ex*LadyGalway-38, *ex*Bandon,*ex*Lady Louth,*ex*Louth) Wireless 2 *Dks*	1045 960 392					1894	Blackwood &Gordon PortGlasgow	British&IrishStm. PacketCo.(1936) Ld.	260·6 | 34·1 | 15·8 P72′B88′F77′	Dublin British *WB*	T.3Cy.27″,42″&69″–48″ NB11 330NHP Blackwood&Gordon,P.Gl		
74823 141943 GCZF	**Gamaria** *ss*Cal.No.3–12,31 *ss*Cal.No.1–36 2 *Dks* (*Stl*)	5255 4766 3232	✠100A1 2,38 ~~LMC~~ MS2,36 ~~BS10,37~~ 11,38	Cal	*y*	CL 5,37	1920 2mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	399·5 | 52·2 | 28·5 P49′B113′F39′ FK 345′1112*t FPT*122*t* *APT*174*t*	Glasgow British *7BHCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld. Newcastle	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
Broken up ~~14577~~ ~~GHBM~~	**Gambada** (*ex*WarRobin) *ss*Cal.No.3–8,30 *ss*Cal.No.1–34 2 *Dks* (*Stl*) *Cargo battens not fitted in 'tween dks*	5307 4841 3252	✠~~100A1~~ 7,38 ~~3,37~~ ~~BS 37~~ ✠LMC~~8,38~~	Cal	*y*	CL ~~9,36~~ 7,38	1918 7mo	J Readhead &Sons,Ld. S.Shields	~~BritishIndiaStm. Nav.Co.Ld.~~ *CellDB*	400·2 | 52·4 | 28·5 P49′B112′F39′ FK 345′1085*t FPT*130*t* *APT*205*t*	Dutch *7BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7563 FD J.Readhead&Sns,Ld.S.Sh	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
74825 142757 GCQY	**Gambhira** (*ex*WarMerlin) *ss*Cal.No.3–3,31 *ss*Cal.No.1–34 2 *Dks* (*Stl*) *Cargo battens not fitted in 'tween decks*	5257 4845 3196	✠100A1 ~~3,38 5,37~~ BS~~5,37~~ 8,38	Cal	*y*	CL 5,37	1919 1mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDBaßuE*	400·0 | 52·4 | 28·5 P49′B113′F40′ FK 149′*f*180′997*t FPT*1 35*t APT*198*t*	London British *7BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
74826 157532 ~~MMHG~~ VPTL	**Gambian** *OilEng* D.F. 1 *Dk&Shelter dk* *pt 3rd dk in No.2hold* *Cruiser Stern*	5452 4388 3106	✠100A1 *withfreeboard* ~~4,38 10,37~~ 11,38 DBS(WTB)6,38 *Carrying vegetable oil in deep tank*	Ham Bmn	*b*†	CL	1937 6mo	Deutsche Sch.u-Mschb A.G.Seebeck Wesrmünd-G *Lloyd'sA&CP* *CellDB*349	ElminaLd. (UnitedAfricaCo. Ld *Mgrs.*) 1404*t M Ts*23′845*t*	423·6 | 56·7 | 23·7 438·9(O.L.) F45′ FK *FPT*206*t APT*165*t*	Freetown, SrraLeone British *7BHptAsp* *Coll to Sh dk* 6 „ 2*nd* „	2 Oil Engines SR geared to 1 sc shaft 2S.C.SA 12Cy.16⅜″–22⅛″ 577NHP DB*100lb* 2DB(WTB) *100lb* DeutscheSchiff.uMschb. A.G.Weser,Bmn	26 ″ 2 s 2 ″ 4 24 ″ 0½	
74827 CSGK	**Gamo** Wood Aux 3 Mst Sr (*ex*Sailing Vessel, *ex*Fernando) *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*)	318 295 237					1921	L.Basilio Funchal	ParceriaGeral de Pescarias(Bensaude&Co. *Mgrs.*)	129·8 | 30·8 | 12·8	Lisbon Portuguese	Oil Engines 4Cy.7⅞″–10¾″ *Emade*(*fitted*33 SulzerBros.Winterthur		
74828 157932 ZSFB	**Gamtoos** *Mchy. Aft* 1 *Dk* *Cruiser Stern*	794 540 380	✠100A1 11,37 ✠LMC11,37	Bwg	*k*	CL	1937 11mo	Scott& Sons Bowling *Lloyd'sA&CP*	Smith'sCoasters (Prop.)Ld.(C.G. Smith&Co.Ld. *Mgrs.*) *CellDB*	192·0 | 30·9 | 12·1 199·1(O.L.) Q105′B15′F35′ FK 112′ 184*t FPT*66*t* *APT*36*t*	Durban British *3BHCem*	T.3Cy.15″,25½″&41′–30″(*s*) 200lb *100lb* 127NHP 1SB,*3cf*,GS63,HS2224 Aitchison,Blair,Ld. Clydebank	14 ″ 1 s 4 ″ 1 13 ″ 9½	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel — Sous le Pont — Net	5 6 7 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	8 Port de Visite.	9 Terre-pleins et mâtereau ayant subi un renforcement.	10 Date de la dernière visite de l'arbre porte-hélice.	11 Construit. Quand. — Navire. — Mach.	12 Par qui. — Où.	13 Armateurs.	14 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	15 Port d'Armement — Pavillon.	16 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	17 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.
74829 161511	**Ganandoc** *Mchy. Aft* 1 *Dk*	1924 1627 1144					1929	Swan, Hunter & Wigham Richardson, Ld Newcastle	PatersonSteamships, Ld.	252·8 | 43·4 | 17·8			Ft William British *WB*	T.3Cy.15″,25″&40″–33″ 92NHP Swan, Hunter & Wigham Richardson, Ld.Nwc.	
74830 OPGA	**Ganad** (*ex*Langley) *ss*Ant.No.3–2,33 *ss*Ant.No.1–37 2 *Dks* (*Stl*)	*5086* *4788* *3140*	✝100A1 ~~6,06~~ 8,37 11,38 BS10,38	Ant MC	*y*	CL ~~7,36~~ N11,38	1919 12mo	Bartram & Sons, Ld. Sunderland	ArmementDeppe *Lloyd's*	400·3 | 52·3 | 28·5 P49′B113′F39′ FK *Cell DB*338′1114*t FPT* 1			Antwerp Belgian *Cem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD 33*t APT*225*t*	31 ″ 0 s 5 ″ 11½ 25 ″ 3¾
74831 CSFW	**Ganda** (*ex*City of Milan, *ex*Plauen) *ss*Ham.No.1–11 2 *Dks* (*Stl*) *&deep framing lower dk in Nos.1&3holds*	4333 3966 2704	✝ 6,16	Ham	*y*		1907 4mo	Flensburger Schiffsb.Ges. Flensburg	Cia.Colonial de Navegaçao	387·8 | 51·0 | 25·2 P&B315′F50′ FK *Cell DBa* 122′*u E&B*42′			Loanda Portuguese 7 *BHCem*	T.3Cy.27¾″,46¼″&76″–48″ 473NHP 3SB,9*cf*,GS147,HS6255 FD *f*175′1040*t*	27 ″ 9
74832 141926 GCMR	**Gandara** *ss*Cal.No.3–2,32 *ss*Cal.No.1–35 2 *Dks* (*Stl*) *Cargo battens not fitted in 'tween dks*	5281 4823 3190	✝100A1 ~~8,37~~ 11,38 MS11,35 MC BS3,37	Cal	*y*	CL 8,37	1919 10mo	Craig, Taylor & Co. Ld. Stockton	BritishIndiaStm. Nav.Co.Ld.	400·0 | 52·4 | 28·4 P49′B113′F40′ FK *Cell DB* 336′1015*t FPT* 128*t*			Glasgow British 7 *BHCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD *APT*207*t*	31 ″ 0 s 5 ″ 11½ 25 ″ 4
74833 162497 GQZM	**Ganges** Ⓟ *ss*Cal.No.2–38 ~~*ss*Cal.No.1–35~~ D.F. 2 *Dks* (*Stl–U* teak s)	6246 5613 3912	✝100A1 ~~2,38~~ 12,38 MS~~8,38~~ 2,38 BS~~8,38~~ 11,38 *Fitted for oil fuel* 10,30	Cal MC *F.P. a*	*a*†	CL 2,38	1930 10mo	Harland & Wolff, Ld. Glasgow	JamesNourse, Ld.	424·6 | 56·0 | 28·8 P43′B159′F40′ FK *Cell DB*358′1265*t DT* *a*40′1024*t* 2 *FPT*107*t APT*22*t*			London British 9 *BHpt Cem pt Asp* *B Hto 2nd dk*	T.3Cy.26½″,44½″&74″–54″ & LP Turbine with DR gearing & hydraulic coupling 230lb (*s*) 864NHP 3SB,*12cf*,HS10194 FD D&W.Hendersn&CoLdGls	31 ″ 4 s 6 ″ 1 25 ″ 7¾
74834 23336 JEPD	**Ganges Maru** Ⓟ *ss*Osa.No.3–11,30 *ss*Osa.No.2–39 ~~*ss*Osa.No.1–24~~ 1 *Dk* (*Stl*) *& Shelter dk* (*Stl*) *& Web frames Longitudinal framing*	4382 3677 2733	✝100A1 *Shelter dk with freeboard* 1,39 ~~1,38~~ MC	Osa	*w*	CL ~~1,38~~ 1,39	1918 8mo	Osaka Iron Works, Ld. Innoshima	OsakaSyosenK.K.	345·0 | 49·8 | 28·1 P30′B99′F34′ *on Shelter dk* FK *Cell DB*298′1095*t* *FPT*115*t APT*29*t*			Osaka Japanese *Cem* 3 *BHto Sh dk* 3 „ „ *U* „	T.3Cy.24″,41″&67″–48″ (*s*) 180lb 390NHP 2SB,6*cf*,GS126,HS5400 FD OsakaIronWorksLdOsaka	28 ″ 2 s 4 ″ 8½ 23 ″ 8
74835 LDYH	**Jann** Ⓟ (*ex*Sandnæs) 1 *Dk&Awng dk*	433 381 251					1903	Stavanger Stöberi&Dok Stavanger	SandnæsDampskslskA/S	143·1 | 23·5 | 17·6 B37*t*H16*t*			Sandnæs Norwegian *WB*	T.3Cy.14¼″,23″&38″–26″ 74NHP StavangerStöberi&Dok	
74836 146190 MKWP	**Jannet** *ss*Lon.No.3–2,34 *ss*Lon.No.1–28 *Ref.Mchy.* 1 *Dk* (*Stl*) *&* *Mchy.Aft* *Shelter dk* (*Stl–ws*)	1336 982 619	✝100A1 *Shelter dk with freeboard* 1,38 BS1,39 MC1,38 Lloyd'sRM	Lon	*p*	CL 1,38	1921 12mo	Bow, McLachlan & Co. Ld. Paisley	GeneralStm.Nav. Co.Ld.	250·2 | 37·2 | 14·0 FK *Cell DB*/*f* 161′255*t* *FPT*20*t APT*18*t* (			London British 4 *BHCem* 2 „ „ *Sh dk* 2 „ „ *2nd* „)	T.3Cy.22″,35″&57″–39″ (*s*) 180lb 273NHP 2SB,6*cf*,GS126,HS4939 Bow,McLachln&CoLdPsy	16 ″ 6 s ″ 2 16 ″ 5½
74837 LDYG	**Gansfjord** Wireless 1 *Dk*	1087 918 602					1913	Stavanger Stöberi&Dok Stavanger	A/S D/S Gansfjord (K.Olsen)	237·5 | 33·1 | 15·2 P12*t*H48*t*F36*t*			Stavanger Norwegian *WB*	T.3Cy.19″,30½″&51″–38″ 149NHP StavangerStöberi&Dok	N
74838 DOGV	**Ganter** Sub.Sig. *ss*Bmn.No.1–31 D.F. E.S.D. 1 *Dk* (*Stl*) *Strengthened for Navigation in Ice*	1770 1406 785	✝ ... 4,34	Bmn			1927 10mo	G.Seebeck A.G. Weser-münde-G.	ArgoReederei RichardAdler&Co.	276·9 | 42·1 | 14·8 P15′B&F257′ FK *Cell DB*217′503*t* *FPT*63*t APT*73*t*			Bremen German 5 *BHpt Cem pt Asp*	T.3Cy.23⅝″,38⅜″&62″–41½″ 344NHP 2SB,6*cf*,GS110,HS4844 G.Seebeck,A.G.Wsm.	17 ″ 6
74839 PEFQ	**Ganymedes** *Cruiser Stern* *Fitted for oil fuel* 3 *Dks*	2682 2319 1551					1917	J. & K. Smit Kinderdijk	Koninkl.Nederl. Stoomb.Maats. N.V.	347·9 | 48·2 | 18·3			Amstrdam Dutch *WB*	T.3Cy.23″,37″&61″–45″ 249NHP Werkspoor,Amsterdam	V
74840 6062 SEIU	**Gapern** (*ex*Gunborg, *ex*Torleif Hugo) 1 *Dk*	*906* *718* *482*					1919	Hlsingbrg VarvsAktie. Helsingborg	O.F.Ahlmark&Co. Eftr.A/B	208·2 | 32·3 | 12·4 Q64′B56′F20′			Karlstad Swedish *WB*	T3Cy.17⅞″,29⅝″&46⅞″–27½″ 110NHP Helsingborgs VarvsAktieb	V
74841 144195 GCYX	**Garbeta** *ss*Cal.No.3–2,32 *ss*Bom.No.1–35 2 *Dks* (*Stl*)	5327 4850 3204	✝100A1 4,38	Cal	*y*	CL N4,37	1920 4mo	W.Gray & Co.(1918) Ld. Sunderland	BritishIndiaStm. Nav.Co.Ld.	400·0 | 52·3 | 28·4 413·0(O.L.) P49 B113 F39′ FK *Cell DB*			Glasgow British 7 *BHpt Cem* *APT*200*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s 5 ″ 11½ 25 ″ 3¾
74842	**Garbi** *For particulars see* "**Vasco.**"														
74843 6649 SKJW	**Gard** **WoodAuxBkn** (*ex*Sailing Vessel) *Oil Eng.* *Mchy Aft* 1 *Dk* (*See Sailing Ship Register*)	316 279 236					1921	C.A.Ederström Djursvik	J.A.Mårtensson	126·3 | 28·7 | 12·8			Bergkvara Swedish	Oil Engines 2S.C.SA 2Cy.14½″–15¾″ 40NHP *Emade&fitted*33 SkandiaverknA/B,Lysekil	V
Stra IPYC	**Garda** (*ex*Margherita-36, *ex*Fortichiari, *ex*Trinoc, *ex*GouverneurBeco, *ex*Renée Achaque, *ex*Malaga, 1 *Dk* *ex*Es Sid et-Turki)	448 360 249					1892	Akt.Ges. "Weser" Bremen	Soc.An.Navigazione Uccella	167·3 | 26·6 | 10·3 Q28′B33′F19′			Naples Italian *WB*	T3Cy.10⅛″,16½″&26¾″–16½″ 29NHP A.G."Weser," Bremen	I
74845 43 SVAR	**Gardelaki** (*ex*Cité de Reims, *ex*City of Rheims, *ss*Shl.3rdNo.3–11,20 *ex*Ivanhoe, *ex*Falshaw) 1 *Dk* (*Stl*) 2 *tr B* *Well deck* *SEIZED DURING SPANISH HOSTILITIES*	*2282* *1814* *1431*	✝ 6,24	Gls	*s*		1888 4mo	T.Turnbull & Son Whitby	E.Theophilatos	288·0 | 38·3 | 21·0 P28′Q76′B124′F32 FK *DBa* 88′*f* 114′440*t*			Ithaca Greek 6 *BHCem*	T.3Cy.22″,36″&59″–39″ NDB20 219NHP 2SB,6*cf*,GS101,HS3301 Blair&Co.Ld.Stockton	22 ″ 2
74846 148804 GBNW	**Gardenia** *ss*Cff.No.2–37 D.F. 1 *Dk* (*Stl*)	3745 3485 2316	✝100A1 10,38 ~~12,37~~ BS5,38	Ant Nwc MC	*w*	CL ~~1,00~~ N10,38	1928 12mo	Armstrong Whitworth &Co.Ld. Newcastle	StagLine, Ld. (J.Robinson & Sons, *Mgrs.*)	360·8 | 48·3 | 25·1 P31′B106′F41′ FK *Cell DB*304′821*t FPT* *Lloyd's*			N.Shields British 6 *BHpt Cem* 123*t APT*80*t*	T.3Cy.23½″,38″&64″–42″ (*s*) 180lb 321NHP 3SB(2Spt),*8cf*, GS165, HS5404 Armstrng Whitwth&Co.Ld	27 ″ 6 s 5 ″ 0½ 22 ″ 8½
74847 148092 GBFP	**Garesfield** (*ex*BelleMarie–37) *ss*Nwc.No.3–7,37 1 *Dk* (*Stl*) D.F. *Cargo battens not fitted* *Well deck*	2168 1706 1211	✝100A1 11,38 ~~11,00~~ MC	Nwc	*r*	CL 6,37	1924 10mo	W.Pickersgill & Sons, Ld Sunderland	ConsettIronCo.Ld. (WilliamDickinson &Co.Ld. *Mgrs.*)	279·2 | 40·6 | 18·7 291·0(O.L.) Q159′F27′ FK *Cell DB*228′5 80*t MT*159*t FPT*81*t*			Newcastle British 4 *BHCem* *APT*250*t*	T.3Cy.21″,35″&58″–39″ (*s*) 180lb *80lb* 243NHP 2SB,6*cf*,GS113,HS3952 Richardsons, Westgarth& Co.Ld.Sld.	20 ″ 9 s 6 ″ 8½ 18 ″ 9½

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7 Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers to which classed, if not in L.R. Date of P. of S. at Chief.
74848 138277 VGKC	**Gargantua** Wireless	**Wood** 1 *Dk*	381 244 259					1923	Toronto D.D.Co.Ld. Toronto	AbitibiPower&PaperCo.Ltd. *(in liq.)*	130·0 P32·1 F39′ *WB*	32·1	15·4	Toronto British	T.3Cy.17″,25″&43″–30″ Filer&StowellCo. 75RHP Milwaukee,Wis.		
74849 221070 KDPE	**Gargoyle** *ss*Phl.No.3–12,32 *ss*NYk.No.1–37		7003 6433 4303	✠100A1 ~~11,37~~ MS1.37	NYk *a*† Mob MC	CL ~~1.37~~ 8,38	N8,38	1921 2mo	Moore S.B. Co. Oakland,Cal. A&CP	Socony-Vacuum OilCo.Inc.	425·0 419·0 (O.L.) P106′B50′F41′ FK *Cell DBa Eg361′143′D*	57·2	33·1	New York Utd. States 16 *B II pt Asp* (9 *to U dk* 7 „ *2nd* „)	T.3Cy.27½″,46″&78″–51″ 2201b (*s*) 680NHP 3SB,*9cf*,HS9900 FD Hooven,Owens,Rentschler Co.Hamilton,O.	33 „ 0 s 5„10½ 27 „ 4	
	Mchy. Aft D.F. GyC.	2 *Dks*(*Stl*)&*Web frames* *Longitudinal framing*		*Carrying Petroleum in bulk* *Fitted for oil fuel* 2,24													
74850 402 IBPN	**Garibaldi** Ⓟ (*ex*Virginia) *Ref Mchy.* D.F.	**TwinSc** 2 *Dks*&*Shelter dk*4*tr I.S.*	5278 4580 3040					1906	Soc. Esercizio Bacini Riva Trigoso	"Tirrenia" Soc. Anon. di Nav.	381·4 P146′B78′H13′F30′	48·1	26·0	Naples Italian	T.6Cy 22½″,37½″&61½″–40″ 477NHP G.Ansaldo,Armstrong& Co.Sampierdarena		I
74851 —	"Lisa," *see No. 88942 in Supplement*		772 585 431					1902	Stavanger Stöberi&Dok Stavanger	SkibsA/S Hardy Osw.L.Mörch& OttarHolter, *Mgrs.*)	195·0 Q73′B46′H13′F30′	30·2	11·2	Sarpsborg Norwegian *WB*	T.3Cy.14″,23½″&38″–27″ 150NHP StavangerStöberi&Dok		N
74852 142319 GQTF	**Garlinge** (*ex*Petworth) *ss*Cff.No.3–10,30 *ss*Cff.No.1–36		2012 1850 1224	✠100A1 11,37 ~~12,33~~	Cff *s*	CL 11,37		1918 3mo	E.Finch & Co.(1916) Ld. Chepstow *Lloyd's SA&CP*	Constants(South Wales) Ld.(M. Constant, *Mgr.*)	284·3 293·9 (O.L.) P29′B78′F28′ FK *Cell DB244′576′*	41·7	19·4	London British *4 B H Cem* *APT87t*	T.3Cy.21½″,35″&59″–33″ (*s*) 180lb 259NHP 2SB.*6cf*,GS110,HS4300 Richardsons,Westgarth& Co.Ld.Sld	21 „ 6 s 2„10¾ 18 „ 10	
		1 *Dk*(*Stl*) *Cargo battens not fitted*															
74853 5376 SBIW	**Garm** *ss*Skm.2ndNo.3–5,37	1 *Dk*(*Stl*) *Well deck*	*1231* *1068* *709*	✠100A1 9,35 ~~5,37~~ MS5,37	Skm *o* MC	CL 3,37	3,37	1912 9mo	Campbeltown S.B.Co. Campbeltwn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	230·0 Q79′B58′F28′ FK *Cell DBa356′f102′318t*	35·8	15·6	Stockholm Swedish *4 B H Cem* *APT85t*	T.3Cy.18½″,27½″&45″–33″ 180lb (*s*) 136NHP 2SB,*4cf*,GS70,HS2228 J.G.Kincaid&Co.Ld.Grk.	17 „ 7 s 1 „ 2¾ 16 „ 7	
74854 144203 GCZJ	**Garmula** *ss*Cal.No.3–4,32 *ss*Cal.No.1–36	2 *Dks*(*Stl*)	5254 4766 3234	✠100A1 ~~11,37~~ MS12.36	Cal *y* MC	CL 1,36		1920 5mo	Palmers' Co.Ld. Newcastle *Lloyd's SA&CP*	BritishIndia SteamNav.Co.Ld. *Cell DB*	400·0 P49′B113′F39′ FK 345′1112t *FPT122t*	52·3	28·5	Glasgow British *7 B Hpt Cem* *APT174t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 „ 0 s 5„11½ 25 „ 3¼	
74855 LDYK	**Garnes** Wireless	1 *Dk*	1559 1361 888					1930	Bergens Mek Værks Bergen	A/S Kr.Jebsens Rederi (Kr. Jebsen,Jr. *Mgr.*)	250·6 P60′H81t	39·3	17·4	Bergen Norwegian *WB*	T.3Cy.17¼″,29″&49″–33″ 138NHP BergensMek VærksBergen		N
74856 220256 KUZQ	**Garnet Hulings** (*ex*Salina) *Mchy. Aft* D.F.	*Fitted for oil fuel* 2 *Dks*&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	7036 — 4363				...	1920	Moore S.B. Co. Oakland,Cal.	Continental S.S.Co.	425·8 P106′B49′F41′ FK	57·0	33·1 *WB*	Wilmington Del. Utd. States	T.3Cy.24½″,41½″&72″–48″ 579NHP Llewellyn Iron Works, Los Angeles,Cal.	33 „ 0	R †
74857 PEFV	**Garoet** D.F.	*Cruiser Stern* 3 *Dks*	7118 6745 4990					1917	Kon. Maats deSchelde Flushing	Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*)	446·6 B75 F57′	54·3	34·3 *WB*	Rottrdam Dutch	SR Geared Steam Turbines Maats.deSchelde,Flushing		V
74858 LDRC	**Garonne** **TwinSc** *Oil Eng.* 1 *Dk*(*Stl*)&*2nd dk*(*Stl*) *clear of cargo tanks,Web frames*		7113 6340 4211	✠ ... 5,35	Rot *b*†			1931 3mo	Akt. Burmeistr & Wain Copenhagen	Dmpskibsinteresk Garonne(Fearnley &Eger) *Cell DBa E76′345′*	427·6 P92′B33′F39′ *Trunk in Wells* FK *DT F13′522′ FPT137′ APT137′*	58·8	33·2	Oslo Norwegian *11 B H Cem*	Oil Engines 4S.C.SA 12Cy.23½″–43⅛″ 625NHP Akt.Burmeistr & Wain,Cpn	33 „ 3	N †
	D.F. *Mchy. Aft* *Longitudinal framing–bracketless system*	*Cruiser Stern* *Carrying Petroleum in bulk*															
74859 OYDO	— *Well deck*	2 *Dks*	1502 1109 890					1899	R.Stephenson&Co.Ld Newcastle	DotForenede DampskibsSelsk.	250·3 Q97′B60′F32′	35·2	15·5 *WB*	Copenhagn Danish	T.3Cy.19½″,32½″&54″–36″ 175NHP R.Stephenson&Co.Ld.Nwc		V
74860 ONKC	— (*ex*Peterhof)	1 *Dk*	*1234* *1045* *694*					1911	Stettiner Oderwerke Stettin	Cie.Nationale Belge de Transp. Mariti. Armement Deppe, *Mgrs.*)	230·6 Q75′B101′F29′	36·5 *WB*	15·0	Antwerp Belgian	T3Cy16⅝″,27½″&45⅝″–31½″ 105NHP StettinerOderwerke		V
74861 113 SVRG	**Garoufalia** (*ex*OrangeRiver–34)	1 *Dk*	4708 4356 2954					1914	Irvine's SB & D.D.Co.Ld. W.Hartlepool	AntonisG.Lemos' Sons	385·0 P36′B119′F36′ *WB*	52·0	27·0	Chios Greek	T.3Cy.25″,40″&68″–48″ Richardsons, Westgarth&Co.Ld.Hpl. 320NHP		C
74862 603 OHAQ	**Garryvale** Stranded 1,39–Refloated *Turret deck*	1 *Dk*	4067 — 2903					1907	W.Doxford &Sons,Ld. Sunderland	RederiA/BGarry-vale(Kristian Hansen)	349·8 P32′F31′ *WB*	49·1	24·0	Helsingfrs Finnish	T.3Cy.25″,41″&66″–45″ 292NHP W.Doxford&Sons,Ld.Sld.		C
74863 146525 GJKF	**Gartavon** (*ex*Gelves) *ss*Gls.No.3–6,34	1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)	1777 1545 934	✠100A1 *Shelter dk* *with freeboard* 2.38	Gls *r*	CL 6,36		1921 9mo	H.&C. Grayson,Ld. Liverpool *Lloyd's SA&CP*	GartLine,Ld. (Whimster&Co. *Mgrs.*) *Cell DB224′410′*	264·5 P3 *Collision* *FPT*	41·2	18·7 *BH to Sh dk* *APT187*	Glasgow British *Cem* *" " " U "*	T.3Cy.21″,34″&56″–36″ (*s*) 180lb 252NHP 2SB,*6cf*,GS118,HS4550 McKie&Baxter,Ld.Gls.	21 „ 0 s „10½ 20 „ 3¾	
74864 161950 GPLR	**Gartbrattan**	2 *Dks*	1811 1517 923					1931	Barclay, Curle&Co. Ld. Glasgow	GartLine,Ld. Whimster&Co. *Mgrs.*)	275·5 F27	42·1	18·2 *WB*	Glasgow British	T.3Cy.19″,32″&54″–36″ 175NHP Barclay,Curle&Co.Ld.Gls.		C
74865 129078 GLWF	**Garth Castle** Ⓟ **TwinSc** *ss*Lon.2ndNo.3–5,36	2 *Dks*(*Stl M–ws U* teak *s*)*&deep framing* D.F. *Well deck* *Ref.Mchy.* Sub.Sig. *Lower dk*(*Stl*) *in Nos.*1,3&4 *holds*	7625 6001 4639	✠100A1 ~~12,37~~ MC5,35	Lon *c*†	CL 2,37		1910 3mo	Barclay, Curle&Co. Ld Glasgow *Lloyd's SA&CP*	Union-Castle MailS.S.Co.Ld.	452·6 P&B272′F66′ FK&BE 2½ *WB=Cell DBa 128′*	54·3	30·7	London British *8 B H Cem* *a E48′f171′1144t FPT71t*	Q 8Cy.18¼″,26½″,39″&57″–48″ 2201b (*s*) 647NHP 2D&1S *B15cf* GS302 HS11225 Barclay,Curle&Co.Ld.Gls	33 „ 6 s 6 „ 7½ 27 „ 3	BT full Sept. 1...
74866 147352 GMDQ	**Garthorpe** (*ex*JohnHolt–37) *ss*Liv.No.2–33 D.F.	2 *Dks*(*Stl–Wthr dk* teak *s*)	2922 2630 1794	✠100A1 *with freeboard* 12,37 MS12,33 DBS3,37 5,38	Liv ✠LMC LBS~~3,37~~ 7,33	CL 5,37		1926 1mo	Smith's Dock Co.Ld. Middlesbro' *Lloyd's SA&CP*	JohnHolt&Co. (Liverpool)Ld. *Cell DB263′520t*	310·0 F29′ FK *FPT50t APT26t*	44·6	24·3 *WB*	Liverpool British *Cem* *6 B H to W dk*	T.3Cy.21½″,35″&59″–39″ (*s*) 180lb *100lb* 256NHP 2SB(Spt)*6cf*,GS111,HS4233 Smith'sDock Co.Ld.Mdb.	26 „ 4 s 6 „ 6¾ 20 „ 2½	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettres d'Avertissement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*
74867	**Gascony**		4716					1925	A.McMillan&Son,Ld. Dumbarton	RoyalMailLines, Ld.	385·4	53·2	25·5	Liverpool British	Oil Engines 4S.C.SA 8Cy.29¾"-59½" 652NHP	
147339	*Longitudinal framing*	*Oil Eng.*	3975								P38'F33' *on*				Harland&Wolff,Ld.Gls.	
GLXS	D.F.	2 *Dks&Shelter dk*	2631								*Shelter dk*			*WB*		
74868	**Gasfire**		2972	✠100A1	Sld	*l*	CL	1936	S.P.Austin &Son,Ld. Sunderland	Gas Light&CokeCo (StephensonClarke &AssociatedCompanies,Ld. *Mgrs.*)	318·4	45·7	20·0	London British	T.3Cy.19½",32"&54"-39" 200lb (*s*) 259NHP	22 " 2
164730			2268	10,38~~9,37~~	Shl		~~5,37~~	10mo							2SB,6*cf*,GS82,HS3732 FD	s 7 " 3½
GZCT	*Mchy.Aft*	1 *Dk*	1747		LMC10,38		10,38	*Lloyd's*	*SA&CP*		Q188'F32'		FK	5*BHCem*	N.E.MarineEng.CoLd.Sld.	19 " 10½
		Cargo battens not fitted Cruiser Stern							*Cell DB*		262'1065*t Midship*			*APT57t*		
74869	**Gaslight**		1696	✠100A1	Shl	*q*	CL	1920	WoodSkinner&Co.Ld Newcastle	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld. *Mgrs.*)	260·6	37·7	16·4	London British	T.3Cy.18¾",31"&51"-36" (*s*) 180lb 180NHP	18 " 7
144696		*ss*Sld.No.3-8.38	1309	7,38~~2,38~~			~~7,37~~	8mo								s 5 " 7
GDSZ		*ss*Shl.No.1-37	997		LMC7,37		7,38	*Lloyd's*	*SA&CP*		Q153'BonQ52'F29'				2SB,4*cf*,GS73,HS2900	17 " 2
	Well deck	1 *Dk(Stl)*			BS8,38						*Cell DB*		FK	4*BHCem*	N.E.MarineEng.CoLdNwc	
		Cargo battens not fitted									214' 448*t FPT92t*			*APT150t*		
74870	**Gaspe County** (*ex*Tondern,	**TwinSc**	569					1919	Kalundbrg Skibsværft Kalundborg	EllisShippingCo. Ld.(1929)	140·9	30·5	10·5	Montreal British	Oil Engines 2S.C.SA 4Cy.16½"-18⅞" 192NHP	
151049	*ex*Thora Fredrikke)	*Oil Eng.*	381								P48'F18'			*WB*	J&CG BolindersCoLd.Skm	
CYFT	*Mchy.Aft*	1 *Dk*	376													
74871	**Gaspesia** Ⓟ (*ex*Arbroath,		1014	100A1	Qbc	*m*	CL	1909	Akt.Ges. "Neptun" Rostock	ClarkeS.S.Co.Ld.	214·6	32·1	13·7	Quebec British	T3Cy.17¼",27⅜"&46⅞"-31½" 200lb 182NHP	16 " 3
144625	*ex*Alexandra)	*ss*Qbc.2ndNo 3-5,34	685	5,38~~6,37~~			N6,37							5*BHCem*	2SB,4*cf*,GS76,HS3337	s 1 " 3½
VGFK	*Well deck*	1 *Dk(Stl)*	520	~~BS 5,39~~	LMC ~~5,38~~			*Lloyd's*	*SA&CP*		P&B130'F25'		FK	*APT18t*	A.G."Neptun,"Rostock	15 " 3
		*ss*Qbc.No.1-38		5,38							*Cell DB176'279t FPT*			25*t*		
Foundered 10,38	**Gastelu**		3272	~~✠100A1~~	Bbo	*r*	CL	1921	Echevarrieta y Larrinaga Cadiz	Cia.Naviera Guipuzcoana	331·0	48·0	23·3	S. Sebast'n Spanish	T.3Cy.25",41"&68"-45" (*s*) 180lb *100lb* 411NHP	25 " 8
		*ss*Bbo.No.3-12,32	3093	2,38			1,37	8mo						5*BHCem*		s 4 " 0½
EAKE		*ss*Bbo.No.1-36	2102	~~[illegible]~~							P31'B91'F32'		FK		2SB,8*cf*,GS148,HS5882 FD	21 " 16
	D.F.	1 *Dk(Stl)&Web frames Longitudinal framing*						*Lloyd's*	*SA&CP*		*Cell DB284' 872t FPT*			63*t APT175t*	J.G.Kincaid&Co.Ld.Grk.	
74873	**Gaston Micard** (*ex*Spero-33,		982					1917	Hölens VærksAkties Larvik	SigurdS.Aarstads RederiA/S	214·4	34·2	14·2	Bergen Norwegian	T.3Cy.15½",25"&42"-30" 97NHP	
	*ex*Sjösprüt,*ex*Dorothea,		862								P39*t*H52*t*			*WB*		
LDYL	*ex*Röväer)	1 *Dk*	568												Moss Værft,Moss	
74874	**Gateshead** (*ex*ThePresident-33,		744	✠100A1	Bly	*j*	CL	1919	ForthS.B. &Eng.Co.Ld. Alloa	Tyne-TeesSteam ShippingCo.Ld.	190·9	29·2	11·5	Newcastle British	T.3Cy.16",26½"&44"-30" (*s*) 180lb 127NHP	13 " 8
143040	*ex*CatherineAnnie)	*ss*Shl.No.3-8,31	506	2,38			2,38	2mo						3*BHCem*	2SB,4*cf*,GS66,HS2128	s4 " 2½
MJNL	*Mchy.Aft*	*ss*Shl.No.1-35	323		LMC			*Lloyd's*	*SA&CP*		Q105'B9'F23'				ForthSB&Eng.CoLd.Alloa	13 " 10
	Well deck	1 *Dk(Stl)*		MS7,38	[illegible]								BK7½"			
		Cargo battens not fitted			11,38						*Cell DBf114'173tFPT*			50*t APT137t*		
74875	**Gateway City**		5432				...	1920	Merchant S.B.Corp. Harriman,Pa	WatermanS.S. Corp.	400·7	54·2	30·2	Mobile Utd.States	2SteamTurbinesDRgeared to 1 Screw Shaft 661NHP	32 " 10
220623		*Fitted for oil fuel*	4971								P36'B124'F44'		FK	*WB*	WestinghouseElectric& Mfg.Co.Essington,Pa.	
KDFD	Sub.Sig.	2 *Dks&Web frames*	3335													
74876	**Gatinais**		389					1933	Ziegler Frères Dunkirk	CompagnieMaritime de laSeine	161·9	23·5	11·8	Rouen French	Oil Engines 4S.C.SA 6Cy.11⅛"-18⅛" 80NHP	
	Mchy.Aft	*Oil Eng.*	343								Q42'B&F49'			*WB*	ZieglerFrères,Dnk.	
TVYZ	*Cruiser Stern*	1 *Dk*	185													
74877	**Gatun** Ⓟ	*ss*Phl.No.3-11,37	*3362*	✠100A1	Phl	*u*	OG	1925	Workman, Clark&Co.Ld Belfast	StandardNavCorp. (StandardFruit& S.S.Co.,*Mgrs.*)	315·6	45·2	29·4	Ceiba Honduran	T.3Cy.23",39"&66"-45" (*s*) 200lb 525NHP	31 " 6
		~~ex Os. No.2 -38~~	*2970*	*with freeboard*	Gal			10mo						*4BHptCem*	3SB,12*cf*,GS216,HS8448	s11 " 9½
HRBG		2 *Dks(Stl) Wthr dk* (teak s)&	*2143*	3,39~~7,37~~	~~MS 7,37~~		6,37	*Lloyd's*	*SA&CP*	*Inter*	F33'		FK		Wrkman,Clark&Co LdBel	20 " 1
	Ref.Mchy.	2 *lower dks sparred for fruit cargo*		~~BS 3,39~~	MC11,33					*mediate BH in fore hold dispensed with*						
				Lloyd's RM	~~11,37~~					*Cell DB255' 362t FPT*				*APT84t*		
					1,39											
				for temp. 50° F.												
				Lower dks for fruit cargoes Fitted for oil fuel			10,25	*F.P. above*		150° F.						
74878	**Gauja** (*ex*Norburg,*ex*Marie)		1408					1899	Akt.Ges. "Neptun" Rostock	Government of Latvia(Valsts KuguParvalde, *Mgrs.*)	241·5	36·1	16·9	Riga Latvian	T.3Cy.18",30½"&48"-33⅛" NB07 133NHP	
1			1214								P24'B58'F26'			*WB*	A.G."Neptun,"Rostock	
YLCZ		1 *Dk*	829													
74879	**Gaulois**		500					1903	Claparède frères Argenteuil	EntrepriseCôtière deTransp.Mar.	164·9	25·3	10·6	Marseilles French	C.2Cy.20⅜"&35½"-25½" 53NHP	
			—								H—F21'			*WB*	Claparèdefrères,Argnteuil	
TSVG		1 *Dk*	276													
74880	**Gausdal**	**TwinSc**	4795	✠100A1	Osl	*z*	CL	1930	Odense Staalskibsvft Odense	SkibsA/S "Gausdal"(Boe& Pedersen,*Mgrs.*)	386·3	54·3	25·7	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP	28 " 0
	(*ex*HöeghTrader-36,	*ss*Osl.No.2-38	4271	*with freeboard*	Hull		~~7,36~~	2mo						7*BH*	DB*90lb*	~ 2 " 11½
LISZ	*ex*Guldborg-33)	*Oil Eng.*	2871	1,38~~2,38~~			~~8,37~~	*Lloyd's*	*SA&CP*		P30'F33'		FK	*Coll to Sh dk*	Akt.Burmeistr&Wain,Cpn	25 " 3½
	D.F.	1 *Dk(Stl)&Shelter dk(Stl)*		DBS~~7,37~~	LMC2,38		11,38				*Cell DB338'*			6 „ 2*nd* „		
				8,38							1138*t*			els81*tM727*		
				Fitted for carrying oil			2,30	*F. above*		150° F. *in deep tank*	*Tanks in way of Tunn*				1085*t FPT135t APT140t*	
74881	**Gauss**		1236					1925	Deutsche Werke,A.G. Kiel	Dmpfschifffarhts Ges.Neptun	232·6	36·1	14·3	Bremen German	Oil Engines 4S.C.SA 6Cy.19⅛"-37⅞" 224NHP	
	Wireless	*Oil Eng.*	955								P&B151'F28'			*WB*	DeutscheWerkeA.G.Kiel	
DOHJ	Sub.Sig.	*Cruiser Stern* 1 *Dk*	592													
74882	**Gaviota** (*ex*Haabet,	**Aux3MstSr**	*394*					1918	J.Th.Wilmink&Co. Gideon	J.Boccardo	144·6	26·3	11·6	Bluefields Nicaraguan	Oil Engines 2S.C.SA 2Cy.15⅝"-16⅞" 83NHP	
	*ex*Gideon)	*Oil Eng.*	*340*								P29'F14'				N.V.Steywal-Motorenfab. Overschie	
		1 *Dk*	*293*													
	(*See Sailing Ship Register*)															
74883	**Gaza** (*ex*Hof)		6037	✠100A1	Ant	*z*	CL	1914	Akt.Ges. "Neptun" Rostock	Soc.Geral deCommercioIndustria e Transportes,Ltda.	400·0	53·9	26·0	Lisbon Portuguese	T.3Cy.28¾"-47⅜"&77½"-48" 213lb (*s*) 653NHP	28 " 6
		*ss*Ant.2ndNo.3-8,37	4333	~~8,38~~10,38			6,36	3mo						7*BHCem*	3SB,9*cf*,GS261,HS9688 FD	s 3 " 5½
CSAR		2 *Dks(Stl)&lower dk beams in No.1 hold*	3802		LMC			*Lloyd's*	*SA&CP*		P&B321'F54'		FK		A.G."Neptun,"Rostock	25 " 2
	Well deck			MS8,37	MS12,37										*f* 178'1254*t FPT85t APT5t*	
											Cell DBal			21'*uE&*B56'		
74884	**Gazana**		5284	✠100A1	Bom	*y*	CL	1920	Craig,Taylor&Co.Ld. Stockton	BritishIndiaStm. Nav.Co.Ld.	400·0	52·4	28·4	Glasgow British	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP	31 " 0
144192		*ss*Cal.No.3-5,32	4821	7,38~~7,37~~			~~8,36~~	3mo			412·3(O.L.)			7*BHCem*		s 5 " 11½
GCYZ		*ss*Cal.No.1-36	3191	BS7,37	LMC7,36		7,38	*Lloyd's*	*SA&CP*		P49'B113'F40'		FK	*APT207t*	3SB,9*cf*,GS190,HS7668 FD	25 " 4
		2 *Dks(Stl)*		8,38						*Cell DB*	336'1015*t FPT128t*				Blair&Co.Ld.Stockton	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage: Gross / Under deck / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now omitted. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. if not in L. R. Dates of R. of Trade Cert.
74885 FOZM	**Gazcon**	*ss* Ant. No. 1–37 D.F. 1 *Dk (Stl) & Shelter dk (Stl)*	4131 3746 2439	✠100A1 *with freeboard* 9,389 ~~9,387~~	Ant	*y*	CL ~~7,36~~ 3,38	1932 7mo	A. Stephen & Sons, Ld. Glasgow *Lloyd's SA&CP*	Cie. de Nav. d'Orbigny *Cell D Ba*	394·5 F34′	53·0 FK	22·7 (	La Rochlle French	T. 3 Cy. 24″, 41″ & 68″–48″ (*s*) 210 lb 493 NHP 2 SB & 1 Aux. SB, 9 *cf*, GS 165 HS 7511 FD A. Stephen & Sons, Ld. Gls.	25 ″ 0 s 2 ″ 3½ 23 ″ 0	
74886 SPAG	**Gdansk** (P) 1 *Dk*		538 350 234	✠100A1				1927	Intrnationl S.B & E. Co Ld Danzig	"Zegluga Polska" Spolka Akcyjna	170·6 B29′ F19′	30·4	11·7	Gdynia Polish *WB*	T. 3 Cy 15½″ 25⅛″ & 41 7/16″–26″ International 89 NHP S.B. & Eng. Co. Ld. Danzig		V
74887 7930 SFDA	**Gdynia** (P) *Ref. Mchy.* *Cruiser Stern* 1 *Dk & Shelter dk* *Strengthened for navigation in ice* D.F. *Rudder electrically welded*	*ss* Got. No. 1–39 *Oil Eng.*	1636 1207 750	✠100A1 *with freeboard* 4,89 ~~4,39~~ DBS2,39 5,37 ✠Lloyd's RMC 4,39	Got	*s*	CL ~~4,37~~ 4,39	1934 12mo	Kockums M.V. Aktieb. Malmö	Rederiaktieb. Svenska Lloyd (K.R. Bökman, *Mgr.*) *Cell D B 240′44*	284·3 293·5 (O.L.) *6t F P T 23t A P T 27t*	41·2 FK	15·2 (	Gothenbrg Swedish *Coll to Sh dk*	Oil Engines 4S.C.SA 7 Cy. 23⅝″–43 5/16″ 377 NHP DB *40 lb* Kockums M.V. Akt. Malmö	18 ″ 0 s ″ 2 17 ″ 11½	
74888 —	(P) 1 *Dk*		538 353 236					1927	Intrnationl S.B. & E. Co Ld Danzig	"Zegluga Polska" Spolka Akcyjna	164·0 B94′ F18′	30·4	11·7	Gdynia Polish *WB*	T. 3 Cy. 15½″, 25⅛″ & 41 7/16″–26″ International 89 NHP S.B. & E. Co. Ld. Danzig		V
74889 DJLT	**Gedania** *Fitted for oil fuel* 2 *Dks & Shelter dk* E.S.D. *Carrying Petroleum in bulk* D.F. *Longitudinal framing*		8923 7884 5101					1919	Howaldts-werke Kiel	Waried Tankschiff Rhederei G.m.b.H.	499·0	64·1	31·7	Hamburg German *WB*	Q. 4 Cy. 25⅝″, 36⅜″, 52″ & 74⅜″–52″ & L.P. Turbine 462 NHP Howaldtswerke, Kiel		G
74890 160564 GSQM	**Geddington Court** *ss* Lon. No. 2–36 D.F. 2 *Dks (Stl)*		6903 6562 4333	✠100A1 *with freeboard* 5,39 ~~3,98~~ 5,36	Cff Bry	*a*†	CL ~~11,36~~ 2,39	1928 9mo	Nthmblnd S.B. Co. (1927), Ld. Newcastle *Lloyd's SA&CP*	Court Line, Ld. (Haldin & Philipps, Ld. *Mgrs.*) *Upper 'tween dk collision* *Cell D B 369′1477t*	420·1 F42′ *B H except* *B H dispensed with* *F P T 108t A P T 149t*	56·5 FK *Coll*	33·8	London British *Cem* *B H to W dk* 6 ,, ,, 2*nd* ,,	T. 3 Cy. 27″, 45″ & 75″–51″ (*r*) 180 lb 569 NHP 3 SB, 9 *cf*, GS 162, HS 8487 FD Wllsnd Slpwy. Co. Ld. Nwc	36 ″ 4 s 9 ″ 6 27 ″ 1¼	
74891 LJUX	**Gefion** *Oil Eng.* 1 *Dk, 2nd dk clear of cargo tanks* *Mchy. Aft* *Cruiser Stern* *Longitudinal framing* *Part electrically welded including butts of shell, upper dk & longitudinal bulkhead plating* *Rudder electrically welded*		9475 8793 5562	✠100A1 3,38 *Carrying Petroleum in bulk*	Mmo		CL	1938 3mo	Kockums M.V. Aktieb Malmö	Tankrederiet Gefion A/S (Eivind Evensen) *Cell D Bu E 70′180t D*	505·4 523·4 (O.L.) P97′ B41′ F67′ *Tf 34′469t F P T 143t A P T 342t*	63·1 FK	36·4	Oslo Norwegian 11 *B H pt Cem* DB (WT) *171 lb*	Oil Engines 2S.C.DA 7 Cy. 23⅝″–43 5/16″ 1361 NHP 2 DB *171 lb* Kockums M.V. Akt. Malmö	36 ″ 7 s 8 ″ 5½ 28 ″ 3½	
74892 5410 SEJI	— *ss* Skm. 2nd No. 3–12,37 *Well deck* 1 *Dk (Stl)*		*640* *441* *260*	✠100A1 10,38 ~~12,37~~ DS 1,39	Skm	*i*	11,37	1913 2mo	Van Vliet & Co. Hardinxveld *Lloyd's SA&CP*	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) *WB*	169·3 Q89′ B15′ F24′ = *D Ba* 33′ 35*t F P T*	28·3 FK	12·3	Stockholm Swedish 4 *B H Cem* 44*t A P T* 18*t*	T 3 Cy. 13½″. 23″ & 37″–24″ (*s*) 180 lb *100 lb* 94 NHP 1 SB, 3 *pf*, GS 51, HS 1750 Shields Eng. Co. Ld. N. Shl.	13 ″ 5 s 4 ″ 4⅜ 13 ″ 1¼	
74893 DOBE	**Geier** Wireless D.F. E.S.D. 1 *Dk*		1174 887 614					1924	Akt. Ges. "Neptun" Rostock	Argo Reederei Richard Adler & Co.	221·5 P14′ Q65′ B52′ F26′	34·9	14·2	Bremen German *WB*	T 3 Cy 17 5/16″, 29 7/16″ & 47⅛″–31½′ 125 NHP A.G. "Neptun," Rostock		G
74894 DOKU	**Geierfels** E.S.D. 2 *Dks* Sub.Sig. *Cruiser Stern*		7605 6728 4575					1930	Deutsche Sch-u. Mschb. A.G. Weser Bremen	Deutsche Dmpfs. Ges. "Hansa"	503·8 P63′ B & F 421′ *Upper* F32′	62·2	27·7	Bremen German *WB*	T. 3 Cy. 30¾″, 49¼″ & 78¾″–55⅛″ & L P Turbine with D R gearing & hydraulic coupling 672 NHP Deutsche Sch.-u Mschb A.G Weser, Bremen		G
74895 LCJZ	**Geisha** **Twin Sc** *Oil Eng.* *Ref. Mchy.* D.F. 2 *Dks*		5113 4751 3125					1921	Nederl. Schps. Maats Amsterdam	Skibs A/S Pacific (Knut Knutsen O.A.S., *Mgr.*)	375·8 B59′ H33*t* F41′	51·4	30·7	Haugesund Norwegian *WB*	Oil Engines 4S.C.SA 12 Cy. 26⅜″–39⅜″ 810 NHP Werkspoor, Amsterdam		N
74896 147915 MLYZ	**Gem** **3 Mst** *ss* Ayr No. 3–10,36 *Mchy. Aft* 1 *Dk (pt Stl)* *Well deck* *Cargo battens not fitted*		640 428 289	✠100A1 3,38 ~~12,36~~	Gls	*i*	CL 9,36	1924 8mo	Wm. Robertson Sons Bowling *Lloyd's SA&CP*	Wm. Robertson	175·3 182·0 (O.L.) 27·8 BK 7′ Q101′ B11′ F27 *Cell D B f* 105 141*t F P T*	27·6	11·0	Glasgow British 3 *B H Cem* 31*t A P T* 8*t*	T. 3 Cy. 14″, 23″ & 38″–27″ (*s*) 180 lb 72 RHP 1 SB, 3 *cf*, GS 58, HS 1830 Aitchison, Blair. Ld. Clydebank	13 ″ 4 s 4 ″ 4 13 ″ 7½	
74897 166359 GKGC	**Gemstone** D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern*		4986 4463 2941	✠100A1 *with freeboard* ~~5,38~~ 4,39	Shl	*z*	CL ~~7,37~~	1938 2mo	Sir J. Laing & Sons, Ld. Sunderland *Lloyd's SA&CP*	Alva S.S. Co. Ld. (Navigation & Coal Trade Co. Ld. *Mgrs.*) *Cell D B 349′1114t*	412·5 F89′ *F P T 204t A P T 168t*	57·7 FK	24·0 (	London British 6 *B H Cem* *B H to Sh dk* 5 ,, ,, 2*nd* ,,	T. 3 Cy. 21½″, 37″ & 62″–42″ (*s*) 220 lb 353 NHP 2 SB (Spt & FD) & 1 Aux SB, *8 cf*, GS 122, HS 5087 N.E. Marine Eng. Co Ld. Sld.	27 ″ 0 s 2 ″ 8⅜ 24 ″ 6½	
74898 31340 JCWB	**Genbu Maru** (P) 1 *Dk 2nd dk in forward holds & Web frames* *Longitudinal framing*		1872 1615 1141				…	1925	Osaka Iron Works, Ld. Osaka	Kinkai Yusen K.K.	255·0 P17′ B66′ F28′	39·0 FK	22·7	Tokyo Japanese *WB*	T. 3 Cy. 18″, 30″ & 50″–36″ 211 NHP Osaka Iron Wrks, Ld. Osaka	22 ″ 9	
74899	**Genç** (*ex* Miralay Nazim Bey–38, *ex* Colibri, *ex* Rouge Gorge) 1 *Dk*		319 — 53					1920	Forg. & Ch. de la Médit. La Seyne	Ali Oyton	132·3	24·0	11·9	Istanbul Turkish	C. 2 Cy. 18″ & 36″–24″ 53 NHP Forg. & Ch. de la Médit. Msl.		
74900 PKFV	**Generaal Michiels** 1 *Dk*		1282 1031 716					1928	Wilton's E. & Slpwy. Co Rotterdam	Koninkl. Paketv. Maats.	230·2 P & B 140′ F33′	38·7	15·0	Batavia Dutch *WB*	C. 4 Cy. (2) 14 5/16″ & (2) 31½′–31½′ 93 NHP Gebr. Stork, & Co. Hengelo		V
74901 PKFX	**Generaal v. d. Heyden** 1 *Dk*		1213 988 640					1928	N.V. Haarlemsche Schpsb Maats Haarlem	Koninkl. Paketv. Maats.	230·7 P & B 152′ F35′	38·2	14·8	Batavia Dutch *WB*	C. 4 Cy. (2) 14 5/16″ & (2) 31½′–31½″ 93 NHP Gebr. Stork & Co. Hengelo		V
74902 PKFU	**Generaal van Geen** 1 *Dk*		1290 1031 719					1928	Wilton's E. & Slpwy Co. Rotterdam	Koninkl. Paketv. Maats.	230·2 P & B 140′ F34′	38·8	14·1	Batavia Dutch *WB*	C. 4 Cy. (2) 14 5/16″ & (2) 31½′–31½″ 111 NHP Gebr. Stork & Co. Hengelo		V
74903 PKFW	**Generaal van Swieten** Wireless 1 *Dk*		1300 1031 654					1928	Wilton's E. & Slpwy. Co. Rotterdam	Koninkl. Paketv. Maats.	230·2 P & B 144′ F33′	38·7	15·0	Batavia Dutch *WB*	C. 4 Cy. (2) 14 5/16″ & (2) 31½′–31½″ 111 NHP Gebr. Stork & Co. Hengelo		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant. Lettre d'Emplacement.	7* Date de la dernière visite à l'hélice pour bélier.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille à Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres ou cote. Si ce n'est dans le Lt. Indiquez cote Lt. Register.
74904	**Generaal Verspijck**		1213					1928	Haarlem-scheScheepsb MijHaarlem	Koninkl.Paketv. Maats.	230·8 F33′	38·2 *pt Aumg dk*	14·9 140′	Batavia Dutch / *WB*	C4Cy(2)14½″&(2)31½″-31½″ 93NHP		V
PKFY	Wireless 1 *Dk*		640														
74905	**General**		571					1925	Bethlehem S.B.Corp.Ld. SanFrancisco Cal.	GeneralPetroleum Corpn.ofCalifornia	170·0	32·0	14·0	SFrancisco Utd. States	Oil Engines connected to electric motor&screw shaft 4S.C.SA		
225327	*Oil Eng.*		545												12Cy.11½″-15″ 154NHP		
	1 *Dk*		364												AtlasImperialEng.Co.		
	Mchy.Aft *Carrying Petroleum in bulk*																
74906	**General Alvear** Ⓟ **Pad**		1717	✠		BBl		1914	A&J.Inglis Ld. Glasgow	CiaArgentina de Nav.Mihanovich Lda.	320·4	40·1	12·3	Bns.Aires Argentine	T.3Cy.31″,52″&78″-84″ 597NHP	13 ″ 0	
	(*ex*CaboCorrientes) *Fitted for oil fuel*							1mo					FK	7 *BH Asp*	4SB,*8cf*,GS188,HS7260 FD		
LOFP	1 *Dk*(*Teak*)		655	2,18 ✠											A.&J.Inglis,Ld.Glasgow		
	& *Promenade dk*																
74907	**General Artigas** Ⓟ		11254					1923	Howaldts-werke Kiel	Hamburg-Süd-amerik.Dampf-schiff.Ges.	473·6 B148′	60·7	41·9	Hamburg German / *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Brown,Boveri&Co Mnnhm.		G
	(*ex*Westphalia) *Fitted for oil fuel*		9874														
DHIO	D.F. GyC. 3 *Dks* & *Shelter dk*		6613														
	Sub.Sig.																
74908	— Ⓟ **Pad**		1717	✠		Gls		1913	A&J.Inglis Ld. Glasgow	Cia.Uruguaya de Nav.Lda.	320·0	40·1	12·3	Bns.Aires Argentine	T.3Cy.31″,52″&78″-84″ & L.P. Turbine 834NHP	13 ″ 0	
	(*ex*CaboSantaMaria) *Fitted for oil fuel*							10mo					FK	7 *BH Asp*	4SB,*8cf*,GS188,HS7260		
LOGW	1 *Dk*(*Teak*) & *Promenade dk*		655	11,17 ✠											A.&J.Inglis,Ld.Glasgow		
74909	**Général Bonaparte** Ⓟ		2796					1922	Ch.& Atel. de Provence Port de Bouc	Cie.de Navigation Fraissinet	315·4 P56′B121′F79	44·6	24·5	Marseilles French / *WB*	T4Cy27⅝″45⅛″&(2)55″-51¼″ 431NHP		V
	D.F. *Fitted for oil fuel*		—														
FOOE	*Mchy.Aft* 2 *Dks*		1004												Ch.&Atel.de Provence,Msl.		
74910	**Général Gassouin**		5011					1926	Ch.& Atel. de la Gironde Bordeaux	~~Soc.Auxiliaire de Transports~~ StandardFran-çaise des Pétroles	377·7 P110′B35′F39′	52·6	28·9	Rouen French / *WB*	Oil Engines 2S.C.SA 4Cy.26¾″-47¼″ 498NHP		V
	Oil Eng.		4399												Sulzer Bros., Winterthur		
FNDJ	D.F. GyC. 2 *Dks*		1966														
	Mchy.Aft *Carrying oil in bulk* *Longitudinal framing*																
74911	**General M.H.Sherman** (*ex*Mursa)		6047					1920	Moore S.B. Co. Oakland, Cal.	MatsonNavigation Co.	402·6 P34′F36′	53·0	32·2	S.Frncisco Utd. States / *WB*	T 3Cy.24⅜″,41½″&72″-48″ NE&B29 359NHP		R
220740	*Fitted for oil fuel*		—														
KDFT	1 *Dk* & *Shelter dk*		3822												AllisChalmersMfg.Co., Milwaukee,Wis.		
Now "Kainalu," see No. 8877	*Long Superstructure*																
74912	**General Markham** (*ex*Radiant)		2487	✠100A1	Clv		CL	1913	American S.B.Co. Cleveland,O.	Buckeye Tankers Inc (Cleveland TankersInc.*Mgrs*)	250·0 P83′ F53′	43·0	26·0	Wilmgton (Del.) Utd.States	T.3Cy.19″,31″&54″-42″ (*s*) 200lb 277NHP	25 ″ 0 s 3 ″ 3½	
211610	*ss*L.An.No.3-3,26		2137	2,38	BS3,39		1,38						FK	11 *BH Asp*	2SB,*6cf*,GS100,HS5052	21 ″ 11¼	
WFDP	*ss*Clv.No.2-34		1258	~~Stm~~ ✠	MC1,36					A&CP					AmericanSBCo.Clvelnd,O.		
	Mchy.Aft 1 *Dk*(*Stl*) & *Web frames*			*For service on the Great Lakes*						*Cell D Ba 12′u E & B*	54′ *f* 30′ 260 *t*	*FP T* 77 *t*		*APT* 22 *t*			
	D.F. *Longitudinal framing*			*Carrying Petroleum in bulk*													
				Fitted for oil fuel			*F.P. above*				150° F.						
74913	**Général Metzinger** Ⓟ **TwinSc**		9312					1906	Blohm& Voss Hamburg	Soc.desServices Contractuels des Messageries Maritimes	476·6 P&B376′F80′	55·2	30·8	Marseilles French / *WB*	Q.8Cy.24¼″,35⅜″,50½″&74″-54″ 805NHP		V
	(*ex*Sobral,*ex*Cap Vilano)		6498												Blohm& Voss,Hamburg		
FOAY	D.F. *Ref.Mchy.* 2 *Dks*		5492														
74914	**General Orlando M.Poe**		4835					1900	American S.B.Co. Oleveland,O.	PittsburghS.S.Co.	470·0	50·0	29·0	D'luth,Min Utd.States / *WB*	Q.4Cy.17″,25″,38½″&60″-42″ NB29 233NHP		
86501			—												AmericanS.B.Co.Clevelnd		
	Mchy.Aft GyC. 1 *Dk2trB*		3705														
74915	**General Osorio** Ⓟ **TwinSc**		11590					1929	Bremer Vulkan Vegesack	Hamburg-Süd-amerik.Dampf-schiff.Ges.	498·5 B&F492′ *Uppr.* F62′	66·0	32·8	Hamburg German / *WB*	Oil Engines 2S.C.DA 12Cy.23⅜″-35½″ 2335NHP		G
	D.F. GyC. *Oil Eng.*		8274												Bremer Vulkan,Vegesack		
DIBR	Sub.Sig. *Ref.Mchy. Cruiser Stern* 3 *Dks*		6750														
74916	**General San Martin** Ⓟ		11251					1922	Howaldts-werke Kiel	Hamburg-Süd-amerik.Dampf-schiff.Ges.	473·6 B148′	60·7	41·9	Hamburg German / *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Brown,Boveri&Co. Mannheim		G
	(*ex*Thuringia) *Fitted for oil fuel*		7882														
DHIR	*Ref.Mchy.* 3 *Dks* & *Shelter dk*		8585														
	D.F. GyC. Sub.Sig.																
74917	**General von Steuben** Ⓟ **TwinSc**		14660					1922	Vulkan Werke Stettin	Norddeutscher Lloyd	526·9 B234′F41′	65·0	43·7	Bremen German / *WB*	T.8Cy.(2)31½″(2)51½″&(4) 59 1/16″-55 1/16″&L.P.Turbines 1622NHP		G
Now "Steuben," see Mchy. 9003	*Refitted Rhein-Mittel*		12150												Vulkan Werke,Stettin		
DOAQ	D.F. E.S.D. GyC. 4 *Dks*		8385														
	Sub.Sig.																
74918	**General W. C. Gorgas** Ⓟ		4636	100A1	Sea	*x*	CL	1902	Akt.Ges. "Neptun" Rostock	Libby,McNeill& Libby	370·1 P&B244′F51′	45·3	26·8	S.Frncisco Utd. States	Q4Cy.22 7/16″,32¼″,47¼″&68 1/16″-47½″ 522NHP	29 ″ 6 s 5 ″ 2¾	
215110	(*ex*Prinz Sigismund)	*ss*Sea.2ndNo.3-5,26	3609	*with freeboard*			3,36						FK	8 *BH Asp*	2WTB 210lbGS224,HS9880	24 ″ 5⅜	
WQCZ		*ss*Sea.No.2-36	2723	~~5,38 5,37~~							*Cell DB* 305′750 *t*						
		2 *Dks*(*Stl Weather dk-ws*)		~~HS5,37~~	~~MC1,36~~										A.G."Neptun,"Rostock		
				5,38 ✠	HS5,38												
74919	**Generalife** (*ex*España No.2, *ex*Javorina)		3387			...		1908	Chant. Nav Anversois Hoboken	Cia.Trasmediter-ranea	345·9 P31 B180′F31′	48·1	23·0	Barcelona Spanish / *WB*	T.3Cy.24″,40″&66″-45″ 317NHP	25 ″ 7	
			3189										FK		N.E.MarineEngCo.LdNwc		
EAOQ	1 *Dk2trB deep framing* & *Web frames*		2138														
74920	**Generton**		4797	✠100A1	Shl	*z*	CL	1936	Short Bros. Ld. Sunderland	CarltonSteamship Co.Ld.(R.Chap-man&Son,*Mgrs.*)	426·5 F22′	54·0	23·7	Newcastle British	T.3Cy.21½″,36½″&63″-45″ 220lb (*s*) *220lb* 359NHP	26 ″ 7 s 2 ″ 7½	
161600			4274	*with freeboard*	Mch			12mo					FK	7 *BH Cem*	2SB(Spt),*6cf*,GS110, HS4784	24 ″ 1¾	
GZJB	D.F. 1 *Dk* & *Shelter dk* *Cruiser Stern*		2800	~~5,37~~	~~MC1,36~~			*Lloyd*		*sA&CP*	*DT f* 26′310 *t* *FPT* 78 *t*	*APT* 270 *t*		*Coll to Sh dk* 6 „ *2nd* „	GeorgeClark(1936)Ld.Shl		
74921	**Genevieve Lykes** (*ex*Lake Gadsden)		2659			...		1919	Manitowoc S.B.Co. Manitowoc	LykesBros. SteamshipCo.,Inc	253·5 P125′B65′F26′	43·9	25·9	Galveston Utd. States / *WB*	T.3Cy.21 15/16″,35″&59½″-42″ 228NHP	28 ″ 5	R †
218718	*Fitted for oil fuel*		—												NordbergMfg.Co M'lw'kee		
KITP	1 *Dk2trB*		1772														
74922	**Genmei Maru**		3181			...		1917	Mitsubishi Dkyd&EWks Kobe	KinkaiYusenK.K.	305·0 P25′B94′F33′	43·7	27·2	Tokyo Japanese / *WB*	T.3Cy.19″,32″&54″-48″ 270NHP	27 ″ 3	
20604			2674										FK		MitsubishiD&E.WksKobe		
JBND	2 *Dks*		1941														
74923	**Gennargentu** Ⓟ (*ex*Maddalena)		499					1910	Soc. Eser-cizioBacini RivaTrigoso	"Tirrenia"Soc. Anon.diNav.	157·8	26·5	13·4	Genoa Italian	T 3Cy.13⅜″,21⅜″&35⅝″-23⅝″ 62NHP		I
1419			—												Soc.EsercizioBacini		
INQY	1 *Dk* & *Shelter dk*		217														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Tank & Asphyd now fitted. Equipment Letter.	7a Date when call shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse-power by Society's formula RHP=power by Ship's Register. Particulars of Boilers & Furnace. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of last Trans. to Cart.
74924 25752 JSLD	**Genoa Maru** *ss*Yka.No.3–7,30 *ss*Kob.No.1–35 2 *Dks*(*Stl*)& *Shelter dk*(*Stl*)	6785 6491 4894	✠100A1 *Shelter dk with freeboard* 6,37 ~~Mch.Aft~~	Yka	*a*†	OG N6,37	1919 6mo	Mitsubishi Zosen Kaisha,Ld. Nagasaki	NipponYusen K.K.	425·0 53·6 37·5 FK *Collision BH to Sh dk* 6 „ „ *U* „	Tokyo Japanese *Cem*	T.3Cy.26½″,44½″&75½″–48″ 200lb (*s*) 518NHP 3SB,9*cf*,GS196,HS7104 FD MitsubishiZosenKaisha Ld	37 ″ 6 s 9 ~ 1⅜ 28 ″ 7	
74925 2136 IBGP	**Genoano** (*ex*Oyleric–37, *ex*Barneson) *Mchy.Aft*	6067 5767 3664	✠100A1 ~~3,98~~ ~~4,08~~ 2,39 ~~BS2,38~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,14 *F.P. above* 150°F.	Gen	*a*†	CL 4,37	1914 2mo	Hawthorn, Leslie&Co.Ld Newcastle	DittaG.M.Barbagelata	433·5 54·6 32·4 420·3 P99′B26′F45′ FK *Cell D Bu B41′116t* *DT f42′510t*	Genoa Italian 17 *BHCem* (9 *to Udk* 8 „*2nd* „)	T.3Cy.27″,45″&74″–48″ (*r*) 180lb 536NHP 3SB,9*cf*,GS180,HS7983 FD Hwthrn,Leslie&C.Ld Nwc.	32 ″ 8 s 5 ″ 11⅜ 26 ″ 10½	
74926 PEHL	**Genota** *Oil Eng.* 1 *Dk.2nd dk clear of cargo tanks* *Mchy.Aft* D.F. *Cruiser Stern* *Rudder electrically welded* *Longitudinal framing at bottom & at deck*	7987 7233 4754	✠100A1 ~~6,36~~ ~~10,37~~ 2,39 ~~Amo~~ Liv *Carrying Petroleum in bulk* DB82,39	Rot	*c*†	CL 6,38	1935 4mo	Deutsche WerftAG Bet Finkenwrder Hamburg	N.V.Petroleum Maats.″La Corona″	463·0 59·3 33·9 P93′B47′F48′ FK *Tf25′270t FPT136t* *APT83t*	TheHague Dutch 15 *BHpt Cem* DB*180lb*	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$″–55½″ 502NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg	34 ″ 0 s 6 ″ 8½ 27 ″ 6½	
74927 PEPJ	**Genova** Ⓟ *Oil Eng* 1 *Dk* *ss*Bbo.2ndNo.3–4,17 *ss*Bbo.No.2–25 2 *Dks*(*Stl*)& *Awng dk*	975 — 341 1861 1799 1201	✠ ~~—~~	Bbo	*q*		1930 1892	Harland& Wolff,Ld. Glasgow Bartram, Haswell&Co. Sunderland	Cia.Argentina de Nav.Mihanovich Ltda. FedericoG.Fierro	275·0 43·1 11·7 Q24′B46′F28′ *WB* 252·1 36·0 17·1 24·6 BK9″G *Cell DB198′268t*	Bns.Aires Argentine Seville Spanish *BHCem*	Oil Engines 4S.C.SA 12Cy.15¾″–29½″ 288NHP Harland& Wolff Ld.Gls. T.3Cy.19½″,31½″&53″–36″ NDB20 168NHP 1SB,3*pf*,GS60,HS2500 J.Dickinson,Sunderland	26 ″ 10	
74929 DHIS	**Genua** D.F. E.S.D. *Cruiser Stern* 2 *Dks*	1949 1597 1130					1930	Flensburgr Schiffsb.Ges. Flensburg	R.M.Sloman,Jr.	296·4 42·7 16·2 P21′F268′ *WB*	Hamburg German	C.4Cy.(2)18¾″&(2)39$\frac{3}{16}$″–39⅜″ 162NHP A.Borsig,G.m.b.H. Berlin		G
74930 44520 JcvM	**Genyo Maru** *Carrying Petroleum in bulk* *Oil Eng.* *Mchy.Aft* *Cruiser Stern*	10019 — 5900					1937	Kawasaki Dkyd.Co.Ld. Kobe	AsanoBussanK.K.	500·0 65·0 37·1	Japanese	Oil Engines 2S.C.DA 8Cy 28⅜″–47½″ 2250NHP KawasakiDkyd CoLdKobe		
74931 ~~1766~~ ~~BBJH~~ OFDX	**Georg** (*ex*China) Iron ~~*ss*Sbg.5th No.3–4,37~~ ~~*ss*Mmo.4th No.3–8,26~~ ~~*ss*Sbg.No.6–6,51~~ *Well deck* 1 *Dk*	478 ~~355~~ 239	✠100A1 ~~6,38~~ ~~2,37~~ 2,~~39~~ ~~CNB41~~ ~~1918 Rebd 1928~~	Sbg	*h*	OG ~~4,36~~ 4,39 4,59	1877 10mo	J.Readhead&Co. S.Shields	RederiA/B Georg (J.Lindblom,*Mgr*)	169·6 25·7 12·2 Q77′B14′F19′ BK7′ *WB*= *DBa30′f52′*	Abo Finnish 5 *BHCem* *pt Asp*	C.2Cy.22$\frac{5}{16}$″&40″–27″ (*s*) 80lb NDB05 *80lb* 80NH 1SB,2*pf*,GS36,HS1600 J.Readhead&Co.S.Shields	13 ″ 0 s 1 ″ 1½ 12 ″ 9	
74932 86671	**George B. Leonard** *Mchy.Aft* 1 *Dk2tr b*	4037 — 2844					1902	Chicago S.B.Co. Chicago	GreatLakesSS.Co. Inc.	380·0 50·0 23·6 F48′ *WB*	OswegoNY Utd.States	T.3Cy.22″,35″&58″–40″ 213NHP ChicagoS.B.Co.Chicago		R
74933 16546 MMGV	**George Balfour** *Mchy.Aft* 1 *Dk* Wireless *Cruiser Stern* *Cargo battens not fitted*	1570 1153 918	✠100A1 7,~~36~~ ~~6,37~~ ~~LMC6.36~~	Sld Lth	*p*	CL	1937 5mo	S.P.Austin &Son,Ld. Sunderland	LondonPowerCo. Ld.(Stephenson Clarke&Associated CompaniesLd. *Mgrs.*)	239·0 38·7 16·2 216·7(O.L.) Q117′B16′F21′ FK *Cell D BuE23′f164′* 600t *MT100t FPT* 150t *APT10t*	London British 4 *BHpt Cem* *pt Asp*	T.3Cy.16½″,27½″&46″–33″ 200lb *100lb* (*s*) 193NHP 1SB,3*cf*,GS59,HS2952 FD NE.MarineEng.Co.Ld.Sld.	18 ″ 3 s 5 ″ 5 16 ″ 11½	
74934 207792	**George D. Dixon** (*ex*Allegheny) *Mchy.Aft* 2 *Dks*	4090 — 3159					1910	Detroit S.B.Co. Wyandotte	GreatLakes TransitCorpn.	350·0 46·0 31·0 *WB*	BuffaloNY Utd.States	Q.4Cy.19″,27½″,40″&58″–42″ 218NHP DetroitS.B.Co.Detroit		
74935 204225	**George F. Baker** GyC. *Mchy.Aft* 1 *Dk*	7210 — 5459					1907	Superior S.B.Co. Superior,Wis.	PittsburghS.S.Co.	586·0 58·0 25·5 *WB*	D'luth,Min Utd.States	T.3Cy.24″,38″&65½″–42″ 274NHP AmericanS.B.Co.Clevel'nd		R
74936 208396 KFCT	**George F. Rand** (*ex*WilliamC. Agnew) D.F. GyC. *Mchy.Aft* 1 *Dk* (*Self-Unloader*)	6533 — 4985					1911	American S.B.Co. Lorain,O.	AmericanS.S.Co. (Boland&Cornelius, *Mgrs.*)	532·0 58·0 31·0 F48′ *WB*	BuffaloNY Utd.States	T.3Cy.23½″,38″&63″–42″ 257NHP AmericanS.B.Co.Clevel'nd		R
74937 ~~BCSM~~ ~~MHJL~~ ~~MHJL~~	**George Frusher** (*ex*Carlston) 3Mst *ss*Gms.2ndNo.3–4,26 *Well deck* *ss*Lwt.No.2–34 *Mchy.Aft* 1 *Dk*(*Irn*) *Cargo battens not fitted*	662 447 267	✠~~100A1~~ 4,37 ~~Dmg~~	Bly	*j*	CL 4,35	1901 8mo	J Fullerton &Co. Paisley	~~Consolidated Fisheries Ld (Sir John D.Marsden Bart. Mgr.)~~	189·0 29·2 10·5 Q101′B11′F34′ FK len05 *DBf99′*	Belgian	C.2Cy.21⅜″&47″–33″ (*s* 180lb *100lb* NDB18 126NH 1SB.2*pf*,1*cf*,GS56,HS2118 W.V.V.Lidgerwood,Gls.	13 ″ 4 s 4 ~ 5½ 12 ″ 11½	
74938 204251	**George G. Crawford** (*ex*LeGrand S.DeGraff) GyC. *Mchy.Aft* 1 *Dk*	7699 — 6376					1907	American S.B.Co. Lorain	PittsburghS.S.Co.	585·0 ~~60·0 (0.82~~ 60·2 27·4 *WB*	Duluth, Minn. Utd.States	T.3Cy.22½″,37½″&65″–42″ NB36 274NHP AmericanS.B.Co.Cleveland		R
74939 215154 WPCF	**George G. Henry** *Fitted for oil fuel* *Mchy.Aft* 2 *Dks*& *Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	6265 — 3849				…	1917	Union Iron WorksCo. S.Francisco	StandardOilCo. of NewJersey	435·0 56·0 32·0 P106′B50′F42′ FK *WB*	Wilmgton (Del.) Utd.States	T.3Cy.27″,45½″&76″–51″ NE19 574NHP SunS.B.Co.Chester,Pa.	33 ″ 6	R †
74940 81747 KPTO	**George H. Ingalls** (*ex*WilliamL. Brown) *Mchy.Aft* 1 *Dk2tr b*	4904 — 3879					1901	ChicagoS. B.Co. Chicago	Automotive TradesS.S.Co.	430·0 50·2 24·4 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23″,38″&64″–40″ 259NHP ChicagoS.B.Co.		R
74941 218629 KIPS	**Geo. H. Jones** 3Mst *ss*Bal.No 3–11,32 *ss*NYk.No.1–36 *Mchy.Aft* 2 *Dks*(*Stl*)& *Web frames* D.F. GyC. *Longitudinal framing*	6914 6133 4273	✠100A1 ~~7,36~~ 1,39 ~~MS5.37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,19 *F.P. above* 150°F.	Gal NYk	*b*†	CL 12,36	1919 9mo	TheSun S.B.Co. Chester,Pa.	StandardOilCo. of NewJersey	429·3 59·2 31·4 P133′B36′F40 FK *Cell D BuE&B60′2* 59t *DT40′552t* *FPT222t APT57t*	Wilmgton (Del.) Utd.States 17 *BHpt Cem* 13 *BHtoUdk* 4 „ „*2nd* „	T3Cy.27⅞″,45½″&76″–51″(*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD TheSunS.B.Co.Chester,Pa	33 ″ 3	
74942 SVUS	**George J. Goulandris** (*ex*Lymingе–37, *ss*Cff.No.3–9,35 *ex*Portloe–35,*ex*Nigaristan) 1 *Dk*(*Stl*)	4345 4042 2736	✠100A1 1,39 ~~1,38~~ ~~BS~~ ~~3,38~~	Bry Sld	*x*	CL ~~N1,38~~ 1,39	1913 11mo	W.Gray &Co.Ld. W Hartlepool	Goulandris Brothers	365·2 50·8 26·0 377·0(O.L.) P27′B106′F36′ FK *Cell D Bu E26′f159′966t*	Andros Greek 6 *BHCem*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb 371NHP 2SB,3*cf*,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4 s 5 ~ 4¾ 23 ″ 3	
74943 160717	**George L. Eaton** *Mchy.Aft* 1 *Dk*	1895 1705 1184					1929	Smith's DockCo.Ld. Middlesbro'	HallCorporation of Canada	253·0 44·1 18·5 F31′	Montreal British	T.3Cy.15′,25″&40″–33″ 95RHP Smith'sDockCo.Ld.Mdb.		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant offic. Lettre d'Equipement.	7	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registre ou cotés R. si en rivets dans les L. R. Durée Cert. B. of Trade.
74944 215007 KJRB	**George L. Olson** (*ex*Gabriel, *ex*Ryder Hanify)	**Wood 3 Mst** *Fitted for oil fuel* Wireless 1 *Dk 2 tr B*	1428 — 814					1917	F. Stone Oakland, Cal.	Oliver J. Olson & Co.	225·0 | 43·0 | 17·0	S. Frncisco Utd. States	T. 3 Cy. 15½", 26" & 43" – 33" 106 NHP F. Stone, Oakland, Cal.		
74945 149070	**George L. Torian**		1754 1603 1126					1926	Earle's Co. Ld. Hull	Upper Lakes & St. Lawrence Transportation Co. Ld. (G. C. Leitch, *Mgr.*)	253·0 | 43·2 | 17·8 F35′ *WB*	S Cathrnes Greek Ont. British	T. 3 Cy. 17", 28" & 46" – 33" 122 NHP Earle's Co. Ld. Hull		C
	Mchy. Aft 1 *Dk*														
74946 103 SWFS	**George M. Embiricos** *ss* Nwc. No. 3–8, 33 *ss* Ant. No. 1–37 1 *Dk (Stl)* & *Shelter dk (Stl)*		5728 5272 3445	✠100A1 *Shelter dk with freeboard* 10,38 *Fitted for oil fuel*	Rot Bry LMC2,37 9,21	CL 2,37 *F.P. a*		1921 9mo	Short Bros. Ld. Sunderland *Lloyd's*	S. G. Embiricos *Cell D B* 379′ 1641 *t* *M T* 32′ 1232 *t*	441·5 | 56·3 | 28·2 FK *Collision*	Andros Greek *Cem* *B Hto Sh dk* 6 „ „ *U* „	T. 3 Cy. 28", 46½" & 77" – 51" (*s*) 180 lb 522 NHP 3SB, 12*cf*, GS 234, HS 8902 J. Dickinson & Sons, Ld. Sld.	30 " 9 s 4 " 0¾ 26 " 10¾	
74947 226276	**George M. Humphrey** GyC. *Mchy. Aft* 1 *Dk (Stl)* & *Web frames* *Longitudinal framing at bottom & at deck* *Cargo battens not fitted*	*ss* Clv. No. 1–34	8004 7643 6311	100A– 12,36 *For Service on the Great Lakes*	Clv BS 4,39 MC 5,35			1927	American S.B.Co. Ld. Lorain, O.	Kinsman Transit Company (G. M. Steinbrenner, *Mgr.*) *Cell D B u E* & *B* 56′ 242 *t* *Cell D B* & *s side tanks in way*	586·3 | 60·2 | 27·9 F48′ FK 3 *B H* *of holds* 471′	Wilmgton (Del.) Utd. States	T. 3 Cy. 24½", 41" & 65" – 42" (*r*) 185 lb 450 NHP 3SB, 6*cf*, GS 148, HS 7155 FD American S.B. Co. Lorain, O. 7934 *t* *F P T* 471 *t* *A P T* 68 *t*	32 " 0 s 10 " 5½ 21 " 9½	
74948 220889 KDLT	**George Peirce** Sub. Sig.	*Fitted for oil fuel* 2 *Dks* & *Web frames*	5462 4971 3365			...		1920	Merchant S.B. Corp. Chester, Pa.	United States Maritime Commission	400·7 | 54·2 | 30·4 P36′ B124′ F44′ FK *WB*	Phildlphia Utd. States	2 Steam Turbines DR geared to 1 Sc. Shaft 635 NHP Westinghouse Electric & Mfg. Co. Essington, Pa.	32 " 10	R †
74949 147782	**Geo. R. Donovan**		1780 1594 1280					1926	Furness S.B.Co. Ld. Haverton Hill-on-Tees	Union Transit Co., Ld. (J. B. Foote, *Mgr.*)	252·5 | 43·2 | 17·8 F34′	Ft. William Ont. British *WB*	T. 3 Cy. 16", 27" & 44" – 33" 111 NHP Earle's Co. Ld. Hull.		C
	Mchy. Aft 1 *Dk*														
74950 203377 WNXF	**George R. Fink** (*ex* J. J. Turner, *ex* J. Q. Riddle) GyC. *Mchy. Aft* 1 *Dk*		6832 — 5376					1906	American S.B.Co. Lorain, O.	National Steel Corp. (M. A. Hanna Co. *Mgrs.*)	532·0 | 56·0 | 31·0 *WB*	Wilmgton (Del.) Utd. States	T. 3 Cy. 23½", 38" & 63" – 42" 257 NHP American S.B. Co. Cleveland		R
74951 86367	**George Stephenson**		3884 — 3503					1896	F. W. Wheeler & Co. W. Bay City	Pittsburgh S.S. Co.	407·4 | 49·3 | 23·8 *WB*	Duluth, Minn. Utd. States	T. 3 Cy. 25", 40" & 67" – 44" 298 NHP F. W. Wheeler & Co.		
	Mchy. Aft 1 *Dk 2 tr B*														
74952 216388 KMUI	**George W. Barnes** *ss* Gal. No. 2–38	*ss* N. Yk. No. 3–7, 30 ~~*ss* N. Yk. No. 1–34~~	6214 5917 3804	✠100A1 ~~4,38~~ 4,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,18	Gal NYk ~~BS 5,38~~ MC ~~1,34~~ MS 12,38	*a* † CL ~~2,37~~ 10,38 *F.P. a*		1918 6mo	Bethlehem S.B. Corp. Ld. Quincy, Mass. A&CP	Standard Oil Co. of New Jersey *Cell D B u E* & *B* 50′ 200 *t* *D T* 420 *t*	416·8 | 56·1 | 31·1 P107′ B35′ F38′ FK *F P T* 229 *t* *A P T* 130 *t* above 1 50° F.	Wilmgton (Del.) Utd. States 16 *B H* *pt Cem* (12 *to U dk* 4 „ 2*nd* „)	T. 3 Cy. 26½", 44" & 74" – 51" (*s*) 190 lb 525 NHP 3SB, 9*cf*, „ HS 7425 FD Bethlehem S.B. Corp. Ld. Quincy	32 " 9 s 6 " 5¾ 26 " 6¾	
	Mchy. Aft 2 *Dks (Stl)* & *Web frames* D.F. *Longitudinal framing*														
74953 HPFC	**Geo. W. McKnight** Twin Sc D.F. *ss* Bmn. No. 1–37 *Oil Eng.* *Mchy. Aft* 1 *Dk (Stl)* 2nd *dk (Stl)* clear GyC. *of cargo tanks* 3rd *dk (Stl)* aft of E.S.D. *cargo tanks* *Web frames* *Rudder electrically welded* *Cruiser Stern* *Longitudinal framing*		11231 10792 6928	✠100A1 1,38 11,38 ~~BS 1,38~~ ~~MC 1,38~~ *Carrying Petroleum in bulk* DBS 11,38	Mfl Ham	CL 3,36		1933 1mo	Frd. Krupp Germaniawft A.G. Kiel *Lloyd's*	Panama Transport Co. *Cell D B u E* 77′ 228 *t* *D T*	521·7 | 70·4 | 38·7 *aft* B55′ B40′ F39′ FK *s* f 53′ 2318 *t* *F P T* 285 *t* *A P T* 230 *t*	Panama Pnamanian 16 *B H* *pt Cem* *pt Asp*	Oil Engines 2 S.C.SA 12 Cy. 23⅜" – 45½" 1165 NHP 2 DB (*a*) 200 lb 2 DB (*f*) 100 lb Fr Krupp Germaniawft A G	38 " 9 s 8 " 6½ 30 " 5½	
74954 201802	**George W. Mead** (*ex* Francis L. Robbins) *Mchy. Aft* 1 *Dk*		4222 — 3036					1905	American S.B.Co. Cleveland	T. J. McCarthy S.S. Co.	380·0 | 50·0 | 28·0 *WB*	Detroit, mich. Utd. States	T. 3 Cy. 19", 30" & 52" – 40" *E made* 88 *fitted* 05 171 NHP Cleveland S.B. Co. Clevelnd		R
74955 202166	**George W. Perkins** *Mchy. Aft* GyC. 1 *Dk*		6406 — 4922					1905	Superior S.B.Co. Superior Wis.	Pittsburgh S.S. Co.	558·2 | 56·0 | 26·5 *WB*	Duluth, Minn. Utd. States	T. 3 Cy. 24", 39" & 65" – 42" NB 36 274 NHP American S.B. Co. Cleveland		R
74956 215447 KDCL	**George Washington** (P) Twin Sc *Ref. Mchy.* 5 *Dks* & 3 *Prom dks* Sub. Sig. D.F. GyC.		23788 20816 13902					1908	Akt. Ges. "Vulcan" Stettin	United States Maritime Commission	699·1 | 78·2 | 50·1 B367′ F111′	New York Utd. States *WB*	Q. 8 Cy. 38", 57", 80" & 112" – 67" 2052 NHP A.G. "Vulcan," Stettin		R
74957 224216 WECJ	— (P) Sub. Sig. *Fitted for oil fuel* D.F. GyC. 4 *Dks*		5184 — 3167					1924	Nwprt News SB. & D.D. Co. Newprt News	Eastern S.S. Lines, Inc.	375·5 | 54·0 | 17·2 *W B*	New York Utd. States	2 Steam Turbines SR Geared to 1 Sc. Shaft Newport News SB & DD. Co		R
74958 214587 WODP	**Georgeanna** (*ex* Georgeanna Weems) D.F. *Well deck*	*ss* N. Ns. No. 3–10, 29 *ss* N. Ns. No. 1–33 2 *Dks (Stl)*	2089 1273 1556	✠100A1 1,37 BS 8,36 ✠LMC 6,33	Bal	*q* CL 8,36		1916 11mo A&CP	Harlan & Hollingsworth Cor. Wlmgtn. Del.	A. H. Bull S.S. Co. Inc. (A. H. Bull & Co. Inc. *Mgrs.*)	242·2 | 39·0 | 18·0 P&B 191′ F41′ FK *F P T* 32 *t*	Baltimore Utd. States	T. 3 Cy. 17", 27" & 44" – 30" (*s*) 180 lb 150 NHP 2SB, 4*cf*, GS 87, HS 2793 Harlan & Hollingsworth Cor	19 " 4 s 2 " 2½ 17 " 3¾	
74959 229164 KLFG	**Georgene** (*ex* Przemysl) *Oil Eng.* 1 *Dk*		446 — 267					1921	Wortelboer & Co. Delfzijl	Eastern Tankers Corp.	142·9 | 26·3 | 12·2 P28′ H20′	Boston Utd. States	Oil Engines E *fitted* 30 Standard Gas Eng. Co.		
74960 47 SUBF	**Georges Mabro** (*ex* Bordeaux-32)	*ss* Alx. No. 3–8, 33 *ss* Alx. No. 1–38 1 *Dk (Stl)* *Cargo battens not fitted*	2477 2301 1538	✠100A1 2.38 ✠ MC BS ~~2,38~~ 3,38 MS 11,37	Alx	CL N 9,37		1918 1mo	Forth S.B. & Eng. Co. Ld. Alloa	T. Mabro *Intermediate B H in fore hold dispensed with* *Cell D B* 256′ 548 *t* *F P T* 78 *t*	305·3 | 42·8 | 21·5 P24′ B85′ F32′ FK 4 *B H only* *A P T* 29 *t*	Alexndria Egyptian *Cem*	T. 3 Cy. 20½", 33" & 54" – 39" (*s*) 180 lb 234 NHP 2SB, 6*cf*, GS 126, HS 4104 G. T. Grey & Co. Ld. S. Shl.	23 " 9 s 8 " 10½ 20 " 1	
74961 UOXQ	**Georgi Dimitrov** (*ex* Azbassein–36, *ex* Kostis–34, *ex* Thysa, *ex* Aden, *ex* Craigmore) *Spar dk (Stl)* 2 *tr B* & *deep framing*	*ss* Bla. 2nd No. 3–7, 26 *ss* Pir. No. 1–30	2482 2309 1485	✠ 10,31 ✠	Msl	*t*		1905 2mo	A. Rodger & Co. Pt. Glasgow	U.S.S.R. *Cell D B* & *s u E* 118′ *f* 136′ 623 *t*	313·0 | 43·0 | 20·7 P29′ B82′ F30′ FK 5 *B H Cem* *A P T* 67 *t*	Rostov Russian 248 NH	T. 3 Cy. 21", 35" & 57" – 39" 2SB, 6*cf*, GS 110, HS 4210 A. Rodger & Co. Glasgow	23 " 3	
74962															

Now "Kenordoc," see No. 33337 in Supplement

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned or Last Period. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidship / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.o.T. Trade Cert.
74963 OXOD	**Georgia** (*ex* Yokohama)	*ss* Cpn. No. 3–5, 32 *ss* Els. No. 1–37 1 *Dk (Stl)* & *Shelter dk (Stl) Cruiser Stern*	2272 2029 1327	✠ 100A1 *Shelter dk with freeboard* 7,38 ~~8,37~~ BS~~8,37~~ 7,38	Els Ahg	*u*	OG N8.37	1920 5mo	Aktieb. Öresunds-varvet Landskrona	Det Forenede Dampskibs Selsk *Inter mediate B H in fore Cell D*	310·0 | 44·7 | 19·5 320·0 (O.L.) FK *Collision B H to Shdk hold dispensed with B 262′ 548t F P T 89t*	3 " U " *A P T 105t*	Copnhagn Danish *Cem*	2 Steam Turbines D R (*s*) geared to 1 Sc. Shaft 2001b 364 NHP 2SB (Spt), *6cf*, GS 82, HS 3533 DeLavals Angturbin, Skm.	22 " 0 s 1 " 2 21 " 0¼	
74964 1280 INRW	— *Mchy. Aft Well deck*	*ss* Gen No. 1–25 1 *Dk (Stl) Fitted for oil fuel*	797 627 450	✠ 6,26	Gen	*k*		1920 10mo	W.C. Boele & Zonen Slikkerveer	Soc. Anon. Ilva *Cell D Bu B 30′ f*	200·0 | 30·2 | 12·9 Q 122′ B 11′ F 23′ FK 121′ 252t F P T 38t *A P T 8t*			Genoa Italian *4 B H Cem*	T. 3Cy. 15″, 25″ & 40″–27″ 121 NHP 2SB, *4cf*, HS 2282 Verschure & Co Amsterdam	15 " 0	I †
74965 219628 WACY	**Georgian** (*ex* Willsolo, *ex* Cajacet) **D.F.**	*Fitted for oil fuel* 2 *Dks* & *Shelter dk*	5825 5479 3608			...		1920	Sun S.B. Co. Chester, Pa.	American-Hawaiian S.S. Co.	434·3 | 57·7 | 27·2 FK			New York Utd. States *W B*	T. 3Cy. 27″, 45½″ & 76″–51″ 612 NHP Sun S.B. Co. Chester, Pa.	30 " 3	R †
74966 141863 CYMR	— (P) (*ex* Cape Eternity–35, *ex* Rochester)	**Twin Sc** 1 *Dk 2 tr B*	2484 1919 1407					1910	Detroit S.B. Co. Wyandotte	Seaway Lines, Ld. (F. Walmsley, *Mgr.*)	246·8 | 42·3 | 15·9			Montreal British *W B*	T. 8Cy. (2) 16″, (2) 25″ & (4) 31″–22″ 180 NHP Detroit S.B. Co. Detroit		
74967 162365 GRLJ	**Georgic** (P) *ss* Liv. No. 1–36 *Oil Eng.* D.F. G.yC. 4 *Dks (Stl–Weather dk–ws)* *Ref. Mchy.* *5th dk (Stl) in holds, except* Sub. Sig. *aftermost hold 6th dk (Stl) in* *Cruiser Stern* *Nos. 1, 2 & 3 holds*	**Twin Sc**	27759 21122 ~~16908~~ 19716	✠ 100A1 *with freeboard* 1,38 ~~12,37~~ LMC ~~08,37~~ DBS~~12,37~~ 11,38 12,37 Lloyd's RMC ~~7 6,38~~ 1,39 2 & 3 lower dks. & No. 2 orlop dk. for temp. 33° F. *Carrying vegetable oil in after centre forward deep tank*	Liv		CL ~~P1,36~~ S11,37 P1,39	1932 6mo	Harland & Wolff, Ld. Belfast *Lloyd's S.A. & C.P.*	Cunard White Star, Ld.	683·6 | 82·4 | 48·6 B 327′ F 114′ *Upper B 243′* FK & BK 24″ *Cell D B 585t 3374t D*			Liverpool British 12 *B H Cem* *Tsf 56′ 2013t*	Oil Engines 4 S.C.D.A. 20Cy. 33 3/16″–63″ 4214 NHP 2 DB *150lb* 4 DB (*Upr*) *100lb* Harland & Wolff, Ld. Bel. *F P T 181t A P T 231t*	52 " 10 s 18 " 4¾ 35 " 0½	BT till ~~11,38~~ ~~12,38~~
74968 UNAD	**Georgij Sedow** (*ex* Beothic) Wireless	*ss* Liv. No. 3–1, 20 1 *Dk (Stl) Shelter dk (Stl)* & *deep framing*	1538 1120 598	✠ 7,21	Liv	*p*		1909 2mo	D & W Hendersn & Co. Ld. Glasgow *Cell D Ba 65′ u E*	U.S.S.R.	240·4 | 35·8 | 24·5 FK *& B 40′ f 94′ 331t F P T*			Archangel Russian *5 B H Cem* *32t A P T 49t*	T. 3Cy. 22″, 36″ & 59″–39″ GS 150, HS 5318 328 NHP 2SB (FD) & 1 Aux SB, *8cf*, D & W. Hendersn & Co Ld Gls	19 " 2	
74969 855 SZNL	**Georgios** (*ex* Batna–35, *ex* Else, *ex* Dr. Adolf Schmidt)	1 *Dk*	2216 1573 1266					1910	Frd. Krupp Akt. Ges. Kiel	Mme. Maria N. Lagoutis & N.D. Lagoutis *W B*	286·3 | 43·0 | 19·6 P 21′ B 71′ F 44′			Piræus Greek	T. 3Cy. 19⅝″, 31½″ & 53½″–38⅜″ 177 NHP Frd. Krupp A.G. Kiel		V
74970 160 SVBP	**Georgios G.** (*ex* Kurdistan)	*ss* Rot. No. 3–1, 31 *ss* Hul. No. 1–36 1 *Dk (Stl)*	4289 4035 2682	✠ 100A1 J.39 ~~12,37~~ Dnk	Dnz.	*y*	CL ~~5,37~~ 1,39	1918 3mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's S.A. & C.P.*	D.J. Dambassis	380·1 | 53·5 | 24·1 P 27′ B 230′ F 36′ FK *Cell D B 317 1172t*			Andros Greek 6 *B H Cem* *A P T 130t*	T. 3Cy. 24″, 41″ & 68″–48″ (*s*) 180lb *100lb* 437 NHP NDB 31 *refitted 37* 2SB, *8cf*, GS 160, HS 6381 FD Cen. Mar. Eng. Wks. W Hpl.	26 " 8 s 3 " 9½ 23 " 0⅝	
74971 11 SZIR	**Georgios Koniordos** (*ex* George, *ex* Saxon) *Well deck*	*ss* Apl. 2nd No. 3–9, 24 *ss* Pir. No. 1–29 1 *Dk (Stl)*	489 376 254	✠	Pir	*h*		1898 11mo	W. Harkess & Son Middlesbro'	Koniordos Bros.	163·2 | 26·0 | 12·2 Q 82′ B 14′ F 20′ pt N D 11 FK *D B a 32′ 35t F P T*			Salonica Greek *4 B H Cem* *35t A P T 18t*	T. 3Cy. 12″, 21½″ & 33″–24″ NDB 20 80 NHP 1SB, *2pf*, GS 36, HS 1123 Whyte & Mair, Dundee	13 " 0	
74972 178 SVBF	**Georgios Kyriakides** (*ex* Trevalgan)	*ss* Bry. 2nd No. 3–8, 37 1 *Dk (pt Stl & pt Irn) 2 tr B*	4201 3966 2672	✠ 100A1 ~~8,37~~ 12,38 LMC MS 12.36 BS~~7,37~~	Bry	*x*	CL ~~8,37~~ N 12,38	1911 9mo	J Readhead & Sons, Ld. South Shields *Lloyd's S.A. & C.P.*	The Heirs of the late N.G. Kyriakides *Cell D Ba 1*	363·0 | 51·1 | 26·1 375·4 (O.L.) P 31′ B 225′ F 32′ FK *19′ u E 24′ f 158′ 922t*			Andros Greek 6 *B H Cem* *A P T 62t*	T. 3Cy. 26″, 42″ & 69″–48″ (*r*) 180lb 385 NHP 2SB, *6cf*, GS 132, HS 6330 J. Readhead & Sns, Ld. S. Shl.	27 " 8 s 3 " 9½ 24 " 2½	
74973 96 SVGS	**Georgios Mantacas** (*ex* Georgios) *Cargo battens not fitted*	*ss* Cff. No. 1–37 *ss* Pir No. 3–2, 34 1 *Dk (Stl)*	3246 2969 1953	✠ 100A1 9,38 ~~12,37~~ BS~~7,37~~ 9 ~~12~~ LMC ~~2/5~~ MS 12,37 *Fitted for oil fuel* 3.21	Cff Pir	*v*	CL N 11,37 *F.P. above* 150° F.	1921 3mo	Clyde S.B. & Eng. Co. Ld. Port Glasgow *Lloyd's S.A. & C.P.*	Mantacas Bros. *Cell D*	325·0 | 47·2 | 24·2 P 29′ B 100′ F 34′ FK *B 275′ 749t F P T 110t*			Andros Greek 5 *B H Cem* *A P T 99t*	180lb 306 NHP 3SB, *9cf*, GS 150, HS 4830 Clyde S.B. & E. Co. Ld. Pt Gls	26 " 6 s 4 " 4½ 22 " 4½	
74974 577 SVGT	**Georgios P.** (*ex* Crosby Hall)	2 *Dks*	4052 3799 2597					1903	C.S. Swan & Hunter, Ld Newcastle	D.G. Coucoumbanis (T.N. Epiphaniades *Mgr.*)	365·0 | 46·7 | 27·3 P 31′ B 94′ F 38			Piræus Greek *W B*	T. 3Cy. 23½″, 39″ & 68″–48″ 320 N H Wllsnd. Slpwy. Co. Ld. Nwc		C
74975 431 SZIS	**Georgios S. Krinis** (*ex* Isidoros Condoyannis–33, *ex* Marmaras, *ex* Heerengracht)	1 *Dk*	365 290 184					1918	J.W. Boerma Martinshoek	Georgios S. Krinis	138·8 | 23·1 | 11·1 P 38′ F 17′			Piræus Greek	T. 3Cy 11⅜″, 17¾″ & 29 25/32″–17¾″ Machinefab. Fulton, Hoogezand		
74976 142272 GCBR	**Ger-y-Bryn** (*ex* Beechpark–37) **D.F.**	*ss* Rot. No. 3–7, 32 *ss* Shl. No. 1–37 1 *Dk (Stl)* & *Platform dk (Stl)*	5135 4720 3125	✠ 100A1 12,37	Cff	*y*	CL 12,37	1919 7mo	Greenock & Grangem'th Dkyd. Co. Ld. Greenock *Lloyd's S.A. & C.P.*	Brynymor S.S. Co. Ld. (Ambrose, Davies & Matthews, Ld. *Mgrs.*) *Cell D B*	400·4 | 52·3 | 28·5 P 51′ B 114′ F 39′ FK *347 1296t F P T 125t*			Swansea British *7 B H pt Cem* *A P T 200t*	T. 3Cy. 27″, 44″ & 73″–48″ (*s*) 180lb 517 NHP 3SB, *9cf*, GS 190, HS 7668 FD J.G. Kincaid & Co. Ld. Grk.	31 " 0 s 5 " 11½ 25 " 3½	
74977 DHIW	**Gera** (P) **D.F.**	*ss* Ham. No. 2–31 2 *Dks (Stl) 3rd tr Bin No. 1 hold* *Well deck*	5155 4178 3160	✠ ... 5,35	Ham	*a* †		1923 6mo	Blohm & Voss Hamburg	Hamburg-Amerik. Packetf. Atk. Ges. (Ham.-Amr. Linie) *Cell D B 353′ 924t F P T*	407·0 | 56·0 | 25·9 P & B 329′ F 53′ FK *51t A P T 16t*			Hamburg German *8 B H Asp*	4 Steam Turbines S.R. geared to 1 Screw Shaft 634 N H P 3SB, *9cf*, GS 200, HS 8880 Blohm & Voss, Hamburg	28 " 6	G †
74978 151629 VOQD	**Geraldine Mary** **D.F.** E.S.D.	*ss* Gls. No. 3–4, 37 3 *Dks (Stl)*	7244 6723 4595	✠ 100A1 *with freeboard* 2,3~~8~~ BS2,39 *Fitted for oil fuel* 10,24	Gls	*b* †	CL 2,37 *F.P. above* 150° F.	1924 10mo	Vickers, Ld. Barrow *Lloyd's S.A. & C.P.*	Anglo-Newfoundland S.S. Co. Ld. (Donaldson Bros. ~~Ltd.~~ *Mgrs.* & Black Ld. *Mgrs.*) *Cell D B 369′ 1335t*	425·1 | 56·1 | 36·0 438·5 (O.L.) 28·5 F 49′ FK *D Tf 30′ 998t D Ta 27′ 845t F P T 14*			S. Johns NFL British *7 B H Cem* *Coll to W dk*	T 3Cy 26½″, 44 7/16″ & 74″–54″ (*r*) 200lb FD 724 NHP 4SB (3Spt), *12cf*, GS 276, HS 11672 Vickers, Ld. Barrow *pt A P T 32t*	38 " 6 s 11 " 6 27 " 1½	
74979 7581 SHCN	**Gerania** (*ex* Anastassios A. Syrmas, *ex* Antinoe, *ex* Rossetti) *Web frames & pt Awng dk (Irn)* *ss* Skm. No. 1–38 *Cargo battens not fitted*	1 *Dk (pt Stl pt Irn)* &	2147 1505 1311	✠ 100A1 *pt Awng dk with freeboard* BS10,38 10,38 ~~06~~ MS9,37 ~~LMC~~	Skm	*r*	CL 7,37	1894 8mo	J L Thompson & Sons, Ld Sunderland A & C.P.	Rederi A/B Gerania (J.J. Malmberg) *Cell D Ba 84′ f 108′ 327t*	280·0 | 39·0 | 17·3 P 24′ Q 80′ FK *pt Awng dk 174′*			Gefle Swedish 6 *B H Cem* *A P T 20t*	T. 3Cy. 21½″, 35″ & 58″–39″ (*s*) 1601b *80lb* NDB 10 220 NHP 2SB, *6cf*, GS 108, HS 3443 J. Dickinson, Sunderland	19 " 8 s 7 " 4½ 19 " 2	
74980 1151 IBWN	**Gerarchia** (*ex* Nazareno, *ex* Luigi Rizzo, *ex* Ferrara, *ex* Sturmfels) **D.F.**	2 *Dks*	5342 — 3306	...				1912	J.C. Tecklenborg A.G. Weser-münde-G.	Soc Anon. Cooperativa di Nav. Garibaldi	439·1 | 55·5 | 28·6 421·2 P 78′ B 124′ F 54′ FK			Genoa Italian *W B*	Q 4Cy. 24″ 84⅝″ 50 3/16″ & 74″–53½″ 510 N H P J.C. Tecklenborg A.G. Wsm	31 " 3	I †

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expire. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Lettres du Code International de Signaux. Lettre Carré Hoffmann.
74981	**Gerassimos Vergottis** (*ex*ParisCity–38) D.F. 2*Dks*	*6343* 6057 3959					1920	Craig,Taylor&Co.Ld. Stockton	RokosVergottis	412·2 F35′	55·0	33·5	Argostoli Greek *WB*	T.3Cy.28″,46″&75″–51″ 402NHP Blair&Co.Ld.Stockton		C
74982	**Gerd** D.F. 1*Dk Cruiser Stern*	1700 1492 961					1935	Helsingörs Jernsk&Msk. Elsinore	Dampskslsk.Torm A/S(A.Schmiegelow&A.Kampen. *Mgrs.*)	292·3 P&B222′F37′	41·7	16·8	Copnhagn Danish *WB*	C.3Cy.(2)15¾″&39⅝″–37⅞″ &LPTurbine with reduction gear & chain drive HS3337 2314NHP HelsingörsJernsk&Mskb.		V
74983	**Gerda** 1*Dk*	1151 929 675					1921	Schiffb.Ges Unterweser m.b.H. Weser-münde-L.	J.Lauritzen	231·5 P25′B56′F33′	34·6	14·1	Esbjerg Danish *WB*	T.3Cy.15″,24″&40″–27″ NE26 105NHP KjbnhavnsFlydk. &Skbsv.Cpn		G
74984	— **WoodAux4MstSr** (*ex*Sailing Vessel–36) *Oil Eng.* *Mchy. Aft* 1*Dk* (*See Sailing Ship Register*)	334 304 264					1919	Frdrkssnd Skibsværft Frderikssund	RederiA/SGerda (A.E.Sörensen)	136·3	29·3	12·7	Svendborg Danish	Oil Engines 2S.C.SA 3Cy.13″–16½″ NE36 89NHP A/SVölund,Cpn.		V
74985	**Gerda Toft** *ss*Cpn.No.2–38 1*Dk*(*Stl*)	1960 1778 1167	✠100A1 4,38	Cpn	*s*	CL 3,38	1930 6mo *Lloyd's*	Antwerp Eng.Co.Ld. Hoboken	A/S D/S Jutlandia (JensToft,*Mgr.*) *Intermediate BH in fwd. hold dispensed with* *CellDB243′624t FPT53t APT58t*	294·9 P27′B165′F34′ FK	43·7	18·0	Copnhagn Danish *4BHCem*	T.3Cy.20″,33″&54″–36″ (*s*) 1801b 204NHP 2SB(Spt).*6cf*,GS73,HS3344 N.E.MarineEng.Co.Ld.Sld	20 ″ 4 s 1 ″ 9 18 ″ 9½	
74986	**Gerda Vith** (*ex*Gerda–33, *ex*Gerda Vith–33,*ex*Merkator, *ex*GustavSalling, *ex*Hollandia,*ex*Henner, *ex*CarlMenzell) 1*Dk&deep framing* Wireless	1312 1087 771					1903	Flensburgr Schiffsb.Ges. Flensburg	H.P.Vith	245·6 P20′Q58′B112′F27′	35·5	15·3	Flensburg German *WB*	T.3Cy.15″,25⅝″&43⅝″–34 7/16″ 110NHP FlensburgerSchiffsb.Ges.		G
74987	**Gerhard** (*ex*ClausHorn,*ex*Immo) 1*Dk*	661 522 335					1921	J.Frerichs &Co.A.G. Einswarden	MathiesReed.K.G.	184·8 P66′F19′	29·7	11·8	Hamburg German *WB*	T.3Cy.15 5/16″,24″&39⅜″–26¾″ 80NHP J.Frerichs&Co.A.G. Osterholz-Scharmbeck		G
74988	**Germa** (*ex*Adderstone–37, *ex*Boswell–34) *ss*Nwc.No.3–3,34 2*Dks*(*Stl*)	*5255* *4800* *3116*	✠100A1 5,37 ~~NE3,34~~ ~~BS5,376,38~~ *Fitted for oil fuel*	Hul	*y*	CL 10,36 11,20 *F.P.*	1920 11mo *Lloyd's*	Harland& Wolff,Ld. Belfast *Cove*	SkibsA/S Germa (JohanGerrard, Jr.*Mgr.*) *CellDB335′ 1051t D*	400·4 P40′B128′F47′ FK *Ta26′587t FPT111t*	52·4	28·4 *APT215t*	Kristinsnd Norwegian *6BHCem* 2001b *120lb* (*s*) 399NHP SR geared & LP Turbine DR geared to sc. shaft 2SB.*6cf*,HS5112 FD White'sMarineECoLdNwc	31 ″ 0 s 5″10½ 25 ″ 4	
74989	**Germaine** (*ex*OceanPrince–35, *ex*Glenetive) *ss*Hul.2ndNo.3–1,37 2*Dks*(*Stl*)	*5217* *4960* *3320*	✠100A1 ~~5,38 8,37~~ ~~MS 37~~ ~~MB 8,37~~ ~~BS6,33~~	Bry Mdb	*z*	CL ~~2,36~~ 5,38	1911 9mo *Lloyd*	C.Connell &Co.Ld. Glasgow	S.Castanos&Sons *CellDBa117′uE&f199′1143t D*	410·3 423·3(O.L.) P35′B129′F44′ FK *Ta30′865t APT40t*	52·3	28·6	Piræus Greek *Cem* *6B11only* (5 *to Up dk* 1 „ *2nd*„)	T.3Cy.26½″,44″&73″–51″ (*s*) 2001b *100lb* *90lb* 536NHP 3SB.*9cf*,GS157,HS7680 FD Dunsmuir& JacksonLdGls	31 ″ 2 s5 ″10½ 25 ″ 6	
74990	**Germania** D.F. 1*Dk*,*2nd dk in mchy. space* *Mchy.Aft* *Cruiser Stern* *Rudder electrically welded*	9851 ~~9168~~ ~~5885~~ 9135 5885	✠100A1 10,38 ~~4,38~~ *Carrying Petroleum in bulk*	Ham	*e* †	CL	1938 4mo *Lloyd's*	Deutsche WerftAG Bet Finkenwrder Hamburg	Oelfabrik Gross-Gerau-Bremen (Schiffahrts&Speditionskontor "Elbe G.m.b.H.*Mgrs.*) *CellDBuE75′227t D*	490·0 510·7(O.L.) P114′F69′ FK *Tf36′724t FPT167t*	65·9	~~36·0~~ 36·3 *APT262t*	Hamburg German *12BHptCem* 2DB *170lb* DB(WT) *170lb*	Oil Engines 2S.C.DA 6Cy.23⅝″–43 5/16″ 1162NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	35 ″ 11	
74991	— (*ex*SaintChamond–36, *ex*Luga) 2*Dks*	1977 1705 1069					1909	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	HellenicLines,Ld. (P.G.Callimanopulos,*Mgr.*)	295·0	42·0	17·2	Piræus Greek *WB*	T.3Cy.22″,35″&59″–39″ 217NHP ClydeS.B.&E.Co.Ld.P.Gl.		V
74992	**Germanic** D.F. E.S.D. 1*Dk* *Cruiser Stern*	5352 4931 3241	✠100A1 ~~2,38~~ 1,39	Npt Liv	*z*	CL	1936 11mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool	SirWalterH. Cockerline *CellDB*	413·3 425·2(O.L.) P34′B259′F33′ FK *360′1207t FPT137t*	57·0	27·0 *APT192t*	Hull British *7BHCem*	T3Cy.23½″,36½″&65″–45″(*s*) 2001b 400NHP 2SB(Spt)&1AuxSB,*10cf*, GS156,HS7144 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	29 ″ 3 s 4 ″ 5½ 25 ″ 0½	
74993	**Gerolstein** Ⓟ **TwinSc** (*ex*Mamari) D.F. 2*Dks&deep framing&Shelter dk*	7772 6189 4834				…	1904	Harland& Wolff,Ld. Belfast	RedStarLinie G.m.b.H.	453·8 FK&BK3′	56·4	30·5	Hamburg German *WB*	Q.8Cy.21¼″,30 5/16″,43½″&62″–48″ 808NHP Harland&Wolff,Ld.Bel	42 ″ 4	GC †
74994	**Gerrit Fritzen** (*ex*Aylsham–38, *ex*Star of Cairo–36, *ex*Chatham, *ex*Lingfield) 1*Dk*(*Stl*)	4128 3885 ~~3543~~	✠ ~~100A1~~ 5,38 ~~MS12 38~~	Hul ~~L&LC~~ ~~BS2,~~	*x*	CL 12,35	1910 8mo *Lloyd's*	Irvine'sSB &D.D.Co.Ld. WHartlepool	~~W.Kunstmann~~ ohs.Fritzen& ohn. vorm W.Kunstmann *CellDBa125′ uE&f B43′f151′*	~~36·3~~ 377·5(O.L.) P23′B234′F32′ FK *882t FPT67t*	~~51·3~~	~~26·0~~ 25′ & *APT108t*	Stettin German *6BHCem*	T.3Cy.26″,42½″&70″–48″ (*s*) 1801b 397NHP 3SB,*9cf*,GS152,HS6524 Richardsons,Westgarth& Co.Ld.Hpl.	28 ″ 4 s ~~3″11½~~ ~~24 ″ 0½~~	
74995	**Gertie** *ss*Apl.2ndNo.3–9,32 *ss*Apl.No1–37 *Mchy.Aft* *Cargo battens not fitted* *Well deck* 1*Dk*(*Stl*)	341 264 132	✠100A1 5,39 ~~4,37~~ ~~BS10,38~~	Apl Liv ~~LMC1,37~~	*f*	CL ~~+1,36~~ 5,39	1902 11mo *Lloyd's*	Dublin DockyardCo. Dublin	JohnS.Monks,Ld.	150·0 155·7(O.L.) Q54′B14′F28′ BK7′ *WB=*	24·2	10·2 *FPT47t*	Liverpool British *3BHCem*	C.2Cy.20″&42″–27″ (*s*) 130lb 94RHP 1SB,*3pf*,GS52,HS1621 Ross&Duncan,Glasgow	11 ″ 8 s ″ 7½ 11 ″ 8	
74996	**Gertrud** (*ex*Randsfjord–34, *ex*Kongsfos) D.F. 1*Dk&2nd dk in Nos.1&4holds*	3396 2964 1877				…	1914	R. Thompson&Sons,Ld Sunderland	RederiA/BGertrud (KristianHansen, *Mgr.*)	339·4 P27′H116′F58′ FK	48·4	21·9 *WB*	Helsingfrs Finnish	T.3Cy.24″,39″&65″–42″ 301NHP N.E.MarineEng.Co.Ld.Sld	24 ″ 4	N †
74997	— 7466 (*ex*Bretagne, *ex*Skinfaxe) *Well deck* 1*Dk*(*Stl*)*&deep framing*	*1298* *1029* 728	✠ ~~100A1~~ 4.35	Hbg	*p*		1908 6mo	Helsingörs Jernsk&Msk Elsinore	RederiA/BGertrud (M.Olows) *CellDBa77′uE&B31′f98′415t FPT*	237·9 P18′Q77′B100′F23′ FK	36·7	14·2 *4BHCem* *26tAPT15t*	Stockholm Swedish	T.3Cy.17″,27½″&47″–33″ 148NHP 2SB,*4cf*,GS54,HS2426 HelsingörsJernsk.&Mskb.	16 ″ 9	V †

Note—Somerset, *see No. 99006 in Supplement* 74998

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck / Net	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. / Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft in.	15 Registers in which classed. If not in L.R. Date of Port of Registry.
74999	**Gertrud**		373 / 302 / 176					1922	Union Giesserei Königsberg	MathiesReed.K.G.	137·8 / P&B98	25·2 / F21′	11·3	Hamburg German *WB*	C.2Cy.18⅜″&23¼″–17⅞″ 19NHP Union Giesserei, Königsberg		G
DHIZ		1 *Dk*															
75000	**Gertrud Bratt**		*1510*	✠100A1 ~~1,861~~ 2,38	Got	*q*	OG ~~7,35~~ 12,38	1927	Kockums 2mo Mek.Værks. Malmö	ÅngfartygsAktieb. Östersjön (A.Bratt &Co. *Mgrs.*)	254·2 / 38·3 / 16·3			Gothenbrg Swedish	T.3Cy.18½″,29⅛″&48″–33⅞″ 185lb (*s*) 140NHP 2SB(Spt),*4cf*,GS70,HS2068 KockumsM.V.Malmö	18 ″ 10 s 2 ″ 4¼ 16 ″ 7½	
7317		*ss*Got No.2–35	*1297*					*Lloyd's*	*sA&CP*	*Cell DBa§u*	P20′B70′F26′ FK			*1 BHCem*			
SEJU		1 *Dk(Stl)*	*843*	MS7.35							*E98′ f98′ 403t*			*48t APT73t*			
75001	**Gertrud Fritzen** (*ex*ArthurKunstmann–38, *ex*Sortebavet, *ex*St. Andrews)	*ss*Kel.2nd.No.3–5,32 *ss*Lbc.No.1–36	2999 / 2745 / 1843	✠100A1 4,36 ~~BS~~ 8,39	Lbc	*u*	CL 3,36	1906	J.Blumer& Co. Sunderland	Johs.Fritzen& Sohn. vorm W.Kunstmann	324·0 / 46·7 / 21·3			Stettin German	T.3Cy.23½″,39″&64″–42″ 160lb 288NHP 2SB,*4pf*,*2cf*,GS120,HS4652 G.Clark,Ld.Sunderland	23 ″ 10	
DAXI		1 *Dk(pt Irn§pt Stl)§deep framing*						*Lloyd's*	*sA&CP*	*Cell DBa§u*	P28′B90′F31′ FK			*5 BHCem*			
											E138′ f128′ 688t			*APT175t*			
75002	**Gertrud Rask** (P)	**WoodAux** 4MstSr	662 / 455 / 378					1923	A/S Nakskov Skibs. Nakskov	Grönlands Styrelse	155·5 / P93′F27′	34·5	14·5	Copnhagn Danish	T.3Cy.12⅛″,21″&34½″–24″ Helsingörs 58NHP Jernsk.&Msk.Elsinore		V
OYDA	Wireless D.F.	1 *Dk* (*See Sailing Ship Register*)															
75003	**Gertrude Kellogg** (*ex*Gladysbe)		5159 / 4522 / 3170			…		1920	TerryS.B. Corp. Savannah,Ga	KelloggS.S.Corp.	391·9 / P99′B34′F44′	51·0	28·5 FK	NewYork Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ 562NHP IngersollRandCo. Phillipsburg,N.J.	30 ″ 2	R †
220606		*Carrying Petroleum in bulk*															
KDEV	*Mchy.Aft*	*Fitted for oil fuel*															
	Sub.Sig.	2 *Dks§Web frames* *Longitudinal framing*															
75004	**Gertrude Mærsk**	**TwinSc** *Oil Eng*	5038 / 4622 / 3155	✠100A1 *with freeboard* 8,38 ~~8,88~~	HKg	*a†*	CL 9,37	1930	Odense 5mo Staalskibsvft Odense	D/S A/S Svendborg ogA/S D/S af 1912 (A.P.Möller, Copenhagen, *Mgr.*)	418·9 / 437·5(O.L.) / F38′	54·7	25·4 FK	Svendborg Danish	Oil Engines 4S.C.SA 12Cy.24½″–51⅛″ 709NHP DB*100lb* Akt Burmeistr&Wain,Cpn	28 ″ 7 s 3 ″ 2½ 25 ″ 7	
OYFE		*ss*HKg.No.2–37						*Lloyd's*	*sA&CP*					*8 BH*			
	D.F.	1 *Dk(Stl)§Shelter dk(Stl)* 3rd *dk(Stl)in No.1 hold* *Cruiser Stern*		~~DBS~~ 8,38						*Cell DB371′1266t*	*Tanks in way of tunnels 25t DTa*			*Coll to Sh dk* 7 ″ 2nd,,) 11′ 28½t *MT*	27′1068t *FPT148t APT248t*		
				Fitted for carrying							*P. above* 150° F. *in deep tanks*						
75005	**Gerusalemme** (P)	**TwinSc**	3052 / 6056 / 4566	✠100A1 *Shelter dk* *with freeboard* 1,39~~4,38~~	Tri	*b†*	CL ~~1,35~~ 1,39	1920	Cant.San Rocco S.A. S.Rocco	"Adriatica"Soc. Anon.diNav.	443·6 / B213′F83′*on Shelter dk* / *Collision*	53·1	24·9 / 33·9 FK	Trieste Italian *Cem*	4 Steam Turbines SR geared to 2 Sc. Shafts (*r*) 180lb 904NHP 5SB.*15cf*,GS314,HS12735 FD	36 ″ 11 s 3 ″ 7½ 25 ″ 2½	
94	(*ex*Cracovia–34)	*ss*Tri.No.3–7,33						11mo									
IBMI	D.F.	*ss*Tri.No1–37 2 *Dks(Stl–U ws)§* *Shelter dk(Stl–ws)*		~~BS~~ 2,38				*Lloyd's*	*sA&CP*					*B H to Sh dk* 6 ″ ″ *U* ″	Stabilimento Tecnico,Tri.		
				Fitted for oil	*fuel* 9,38					*Cell Db*	*368′1110t APT57t*						
															F.P. above 150° F.		
75006	**Getuyo Maru** (*ex*GetsuyoMaru–38)		7509 / 6070 / 5513	✠100A1 1,~~38~~,38	Tama	*b†*	CL 3,38	1934	Mitsubishi Jukogyo K.K. Nagasaki	ToyoKaiunK.K.	436·3 / P30′B157′F41′ FK	58·5	32·8	Tokyo Japanese	Oil Engines 2S.C.SA 6Cy.28½″–49⅛″ 839NHP DB*120lb* MitsubishiJukogyoK.K.	32 ″ 9	
39102		*Oil Eng.*						6mo									
JRHJ		*ss*TamaNo.1–38 2 *Dks*		~~DBS~~ 1,39				*Lloyd's*	*sA&CP*	*'Tween dk BH above after BH dispensed with deep tank*				6 *BH to U dk* 1 ″ ″2nd,,			
										Cell DB369′	*1405t DTa36*				*1145t FPT263t APTs227t*		
				Carrying cargo oil						*F.P. above* 150° F. *in deep tanks*							
75007	**Geziena Henderika**		443 / 309 / 264			…		1937	E.J.Smit& Zoon Westerbroek	J.Damhof	143·7 / P39′F22′	26·5	9·7	Hoogezand Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11″–17⅛″ 70NHP Humboldt-Deutzmotoren, A.G Köln-Deutz		V
		Oil Eng.															
PEIK	D.F.	1 *Dk*															
	Mchy.Aft	*Cruiser Stern*															
75008	**Gezina** (*ex*LakeErie)		1828 / 1585 / 1054			…		1917	Detroit S.B.Co. Wyandotte	Partrederiet Gezina(ThBrövig)	251·0 / P25′B64′F23′	43·8	18·5 FK	Farsund Norwegian *WB*	T.3Cy.20″,33″&54″–40″ 274NHP DetroitS.B.Co.Detroit	20 ″ 0	N †
LCLC	D.F.	1 *Dk*															
75009	**Gharinda**		5306 / 4844 / 3212	100A1 ~~7,38~~ 7,37 ~~7,38~~	Cal	*y*	CL ~~7,35~~ 1,39	1919	Sunderlnd S.B.Co.Ld Sunderland	BritishIndiaStm. Nav.Co.Ld.	400·0 / P50′B113′F40′ FK	52·4	28·4	Glasgow British	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD	31 ″ 0 s 5 ″ 11½ 25 ″ 3	
GCDP		*ss*Cal.No.3–2,39 ~~*ss*Cal.No.3–10,2~~ ~~*ss*Cal.No.2–34~~ 2 *Dks(Stl)*		~~BS~~ 7,38	~~Bom~~ ~~Mc~~ 7,38			*Lloyd's*	*sA&CP*	*Cell DB*	*338′1113t FPT118t*			*7 BHCem* *APT203t*	N.E.MarineEng.Co.Ld.Sld		
75010	**Giacomo C.** (*ex*GeneralePetitti–36)		4638 / 2849	✠ … 12,36	Pal	*y*		1920	Cantiere 5mo SanRocco Trieste	G.Costa fuAndrea	396·3 / 382·8 / P34′B247′B39′ FK	52·2	25·5	Genoa Italian	T.3Cy.26″,42″&70″–48″ 411NHP 2SB,*6cf*,GS118,HS5534 J.G.Kincaid&Co.Ld.Grk.	27 ″ 10	I †
2028		*ss*Lgn.No.3–4,33															
IBSN	D.F.	2 *Dks(Stl)*								*Cell DB326′*	*1092t DTa35′ 824t*			*6 BHCem* *APT37t*			
75011	**Giambattista** (*ex*VillaCarla–34,		873 / 711 / 493			…		1904	W.Dobson &Co. Newcastle	Dani&C.	213·8 / 205·8 / B63′F25′	30·4 / 32·0 FK	14·0 / 13·9	Genoa Italian *WB*	T.3Cy.17″,28″&46″–33″ 134NHP N.E.MarineEng.CoLdNwc	16 ″ 0	I †
1839	*ex*Orte–33,*ex*Kelet)																
IBZZ	Wireless	1 *Dk§deep framing*															
75012	**Giampaolo** (*ex*Chryssula,		358 / 311 / 196					1920	Schiffs.-u. Dekbauwerft Flender A.G. Lübeck	IndustriaMarmi-fera-Impresa di Costruzioni e Trasporti	147·6 / B34′F21′	22·5	11·5 FK	Trieste Italian *WB*	C.3Cy.14¾″&22⅝″–15⅜″ 17NHP Seebeck A.G. Wesermünde-G.		I
320	*ex*Aldebaran,*ex*Wm.Minlos2,*ex*Hebron)																
INUK		1 *Dk*															
75013	**Gianfranco** (*ex*Ouderkerk–34, **4Mst**		8181 / 7267 / 5163			…		1915	Bremer Vulkan Vegesack	Soc.Anon.Com-pagniaItaliana Trasporti Marittimi	493·2 / 476·1 / P28′B140′F87′ FK	60·7	32·8 FK	Genoa Italian *WB*	T.3Cy.32 5/16″,52 13/16″&86 13/16″–55⅛″ 819NHP Bremer Vulkan,Vegesack	35 ″ 6	I †
1938	*ex*Orsino,*ex*Gera)																
IBMP	D.F.	2 *Dks§3rd dk* *in No.1 hold*															
75014	**Giang Ann** (*ex*Gouverneur		1063 / 817 / 560					1902	Nederl. Schps Maats Amsterdam	HeapEng.Mch S.S.Co.Ld.	222·7 / P58′F50′	36·2	14·0 FK	Singapore British	T.3Cy.17″,27″&46″–36″ 127NHP NedFb.v.Wrk&Spoor,Ams		V
156345	GeneraalDaendels)																
VSRP		1 *Dk§Shade dk*															
75015	**Giang Seng** (*ex*Mossel)		1811 / 1473 / 1085					1899	N.V.Maats voorSch.en Werk "Fyenoord" Rotterdam	HeapEng.Mch S.S.Co.Ld.	291·8 / P12′B61′F58′	37·9	17·4 FK	Singapore British	T.3Cy.22″,34″&57″–42″ NB13 211NHP N.V.Maats.voorSch.en Werk "Fyenoord" Rot.		V
156342		*Fitted for oil fuel*															
VSRQ		2 *Dks§Shade dk*															
75016	**Gianna M.** (*ex*Wotan)		5719 / 4920 / 3396	✠ … 12,38	Ven	*y*	CL 7,37	1913	Reiherst'g 8mo Schiffsw. Hamburg	"C.I.T.O.M." Cia. ItalianaTrasporto OliiMinerali	405·0 / P104′B33′F35′ FK	52·5	26·8	Genoa Italian *Cem*	T.3Cy.26 9/16″,43 5/16″&71 13/16″–47¼″ 200lb 480NHP 3SB,*9cf*,GS165,HS6889 (*s*) Gutehoff- nungshütte,Oberhausen	29 ″ 6	
1493		*ss*Ham.No.3–11,27															
IBAO	*Mchy.Aft*	*ss*Gen.No.2–35												11 *BH to U dk* 4 ″ 2nd ″			
	D.F.	2 *Dks(Stl)§Web frames* *Longitudinal framing*						*Lloyd's*	*sA&Cr*	*Cell DBa E65′*	*285t DTf31′390t FPT210t APT70t*						
				Carrying Petroleum in bulk													
				Fitted for oil fuel 11,37							*P. above* 150° F.						

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Grément. etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté si on est dans le L. Dans le Cert. R. of Trade.
75017 GVGN	**Giannoulis Gounaris** (*ex*Zanos 46 Sifneo, *ex*Armanistan)	*ss*Syr.2ndNo.3–10,26 *ss*Pir.No.2–36 1 *Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	2238 2123 1396	✠100A1 6,37 BS~~4,37~~ 8,38	Gmh	*s*	CL 6,37	1901 1mo	W.Gray& Co.Ld. W Hartlepool	G.Z.Gounaris	302·6|43·2|19·8 315·5(O.L.) P27'B69'F29' FK *CellDB a&uE120 f124'621t* A&CP			Piræus Greek	T.3Cy.22⅝",35"&59"–39" (*s*) 160lb ~~180lb~~ NDB16 222NHP 2SB,6*pf*,GS84,HS3383 Cen.Mar.Eng.Wrks.WHpl	22 " 3 s 3 " 7 18 " 10	
75018	**Gibara** (*ex*Cecilia)	*Fitted for oil fuel* 1 *Dk*	1288 994 721					1906	Fredrkstad Mek.Værks. Fredrikstad	Empresa Naviera de Cuba,S.A.	230·3|36·1|14·4 P22*t*H83*t*F32*t*			Havana Cuban *WB*	T.3Cy.16½",27"&44"–32" 109NHP Fredrikstad M.V.Frdstad.		
75019 99941 VQYD	**Gibel Dersa** (*ex*Duchess of Devonshire) Wireless	TwinSc 2 *Dks*	1226 970 498					1897	NavalCon. &Arm.Co.Ld. Barrow	M.H.Bland&Co.Ld	300·0|35·1|15·7 P68'B131'F60'			Gibraltar British *WB*	T.6Cy.21",32"&50"–30" NB10 278NHP NavalCon.&Arm.Co.Ld.	15 " 0 s 4 " 4½ 12 " 8½	
75020 148928 VQYJ	**Gibel Dris** (*ex*CaidKébir–34, *ex*Northfield,*ex*Dido, *ex*Aug.Borremans) *Well deck* *Mchy.Aft*	3Mast *ss*Shl.No.3–2,30 ~~*ssGib.No.1–34*~~ 1 *Dk*(*Stl*) *ss*Gib.No.2–38	744 526 340	✠100A1 9,38 ~~6,37~~ ~~BS12,38~~ 7,38	Gib	*j*	CL 6,37	1917 6mo	W.C.Boele &Zonen Slikkerveer A&CP	M.H.Bland&Co.Ld	181·0|28·2|12·5 Q105'B11'F23' FK *CellDBf 103'140t FPT*			Gibraltar British *3BHCem*	T 3Cy.15",24"&40⅜"–24" 192lb (*s*) 109NHP 2SB,4*cf*,GS60,HS1943 N.V.Mchfb.Bolnes,Bolnes	14 " 6 s 4 " 5½ 14 " 1½	
75021 106375 VQYK	**Gibel Kebir** (*ex*Canisbay, *ex*Antverpia, *ex*Eugalia) *Well deck*	*ss*Gib.3rdNo.3–4,26 *ss*Gib.No.2–34 1 *Dk*(*Irn*)	551 439 331	✠100A1 10,37 ~~DBS13,37~~	Gib	*i*	10,37	1887 11mo	R.Dixon& Co. Middlesbro' A&CP	M.H.Bland&Co.Ld *WB*	175·0|26·6|12·3 Q105'F22' BK7½' *CellDBa 37'f66'*			Gibraltar British *4BHptAsp*	T.3Cy.15",25"&40"–30" (*s*) 160lb *80lb* NDB20 80RHP 1SB,2*cf*,GS36,HS1497 Blair&Co.Ld.Stockton	14 " 5 s 1 " 3½ 13 " 10	
75022 153725 VQYF	**Gibel Zerjon** (*ex*BatavierVI.) Wireless	2 *Dks*&*Awng dk*	1435 961 882					1903	Mackie& Thomson Glasgow	M.H.Bland& Co.Ld	240·0|35·5|15·5 P54'B&F162'			Gibraltar British *WB*	T.3Cy.20",32"&53"–36" 169NHP Hutson&Sons,Ld.Gls.		V
75023 475 INVL	**Giglio** (*ex*Jug–37, *ex*DéputéFrédéricChevillon, *ex*CommandantLeFauve, *ex*CommandantLefebre)	3Mast 1 *Dk*	1339 — 789					1918	KibiShip-pingCo.Ld. Osaka	A.Lauro	232·3|32·9|19·2 B52'F24'			Naples Italian *WB*	T.3Cy.14½",24"&40"–30" Hashimoto 88NHP Iron Works,Osaka		VI
75024 474 IJMI	**Gigliola** (*ex*RinaCroce–37,*ex* Alvernia–36, *ex*Giannina–35, *ex*Lancing–33, *ex*Ravonia) *Mchy.Aft* *Well deck*	*ss*Lon.No.3–5,21 *ss*Shl.No.2–29 1 *Dk*(*Stl*)	734 516 291	✠ ... 10,33 ✠	Sld			1908 3mo	R.William-son&Son Workington	Alberto Maria Volpe	188·0|27·9|12·5 182·7 12·3 Q101'B11'F22' FK *DBf 101'*			Naples Italian *3BHCem* *138tFPT53t*	T.3Cy.14",25½"&41"–30" 93NHP 1SB,3*pf*,GS58,HS2048 Ross&Duncan,Glasgow	14 " 7	I †
75025 28218 JOHB	**Gihu Maru** (*ex*GifuMaru–38)	2 *Dks*	2933 2670 1753			...		1921	Toba Shipyard Toba	Kinkai Yusen K.K.	305·0|43·7|27·2 P22'B92'F32' FK			Tokyo Japanese *WB*	T.3Cy.23",38"&64"–48" 350NHP Kubata Iron Works Osaka	27 " 3	
75026 UPTH	**Gijiga**	TwinSc *Oil Eng.* 1 *Dk*	987 760 462					1937	S.B.Yard "André Marti" Odessa	U.S.S.R.	229·6|34·0|10·8 P64'F32'			Vladvostk Russian *WB*	Oil Engines 4S.C.SA 12Cy.13⅞"–19⅛" 214NHP Kolomenskie State E.Wks.		
75027 942 CBGI	**Gilda** (*ex*FoamQueen,*ex*Boreas) *Well deck* Wireless	*ss*Lon.No.1–11 1 *Dk*(*Stl*)	518 367 234	✠ 1,13 ✠	Lon	*g*		1906 7mo	Van Vliet &Co. Hardinxveld	Fontbona y Cordero Ltda.	159·0|26·3|11·2 Q82'B14'F18' FK *WB=FPT56t*			Valparaiso Chilian *4BHCem* *APT58t*	T.3Cy.13",21"&34"–24" 76NHP 1SB,3*pf*,GS44,HS1377 G.T.Grey,SouthShields	12 " 0	G †
75028 UOFM	**Giliak** (*ex*EasternPilot) Sub.Sig.	2 *Dks*	3143 2650 1886			...		1920	Teikoku S.S.Co.Ld. O Harima	U.S.S.R.	305·1|43·8|25·2 P23'B102'F33' FK			Vladvostk Russian *WB*	T.3Cy.22",37"&61"–42" 298NHP Kobe Steel Works,Kobe	27 " 3	
75029 DOAP	**Gillhausen** Sub.Sig. D.F.	1 *Dk*	4339 3798 2350					1921	Frd.Krupp Akt.Ges. Kiel	Fried Krupp A.G. (Fried Krupp's Reederij en Transportbedrijf N.V. *Mgrs.*)	380·1|47·4|26·4 P41'B115'F47' len32			Bremen German *WB*	DR Geared Steam Turbines Frd.Krupp A.G.Kiel		G
75030 LDYQ	**Gimle** (*ex*Troldheimen,*ex*Froland)	*ss*Osl.No.3–1,30 *ss*Osl.No.1–34 1 *Dk*(*Stl*) *Cargo battens not fitted*	1271 1120 738	✠100A1 1,37 ~~BS12,37~~ ✠LMC~~12~~ 9,38	Ant	*o*	CL ~~1,36~~ 9,38	1916 12mo	Jonker& Stans Hendrik Ido Ambacht A&CP	Skibs A/S Froland (E.Torstensen, *Mgr.*)	238·2|36·5|15·8 P20'B59'F24' FK *CellDB195'339t*			Arendal Norwegian *4BHCem* *APT37t*	T3Cy17½",29⅜"&46½"–36½" 180lb (*s*) 177NHP 2SB,4*cf*,GS89,HS3260 Machinefabriek,Bolnes	18 " 0 s 2 " 1 16 " 1	
75031 1384 IMEJ	**Gimma** (*ex*Doride–37,*ex*Stralsund, *ex*Tanger)	1 *Dk*&*Spar dk*	1542 1339 913					1897	Schiffs.v. Henry Koch Lübeck	Servizio Italo-Portoghese Soc. Anon.di Nav.	255·0|35·2|18·3 245·9 B67'F28'			Genoa Italian *WB*	T.3Cy.16½",28"&44"–27½" 101NHP H.Paucksch,Landsberg		I
75032 FOGY	**Ginette Le Borgne** (*ex*Breughel, *ex*A.E.Ames) *Mchy.Aft*	2 *Dks*	1619 — 978					1903	Nthmblnd S.B.Co.Ld. Newcastle	Cie.Ch.Le Borgne	245·0|36·6|18·3			Havre French *WB*	T.3Cy.20½",33"&54"–36" 175NHP Wllsnd Slpwy Co.Ld.Nwc.		V
75033 2142 IOVN	**Ginetto** (*ex*IrmaCalzi–37, *ex*Spadaccino–35, *ex*TamazerI–34, *ex*Neufchâtel,*ex*Tisserand) *Mchy.Aft*	TwinSc 1 *Dk*	1126 817 558					1920	Soc.Anon. Chantiers Dubigeon Nantes	Cap.Luigi Monta	229·6|34·2|12·7 P74'F30'			Genoa Italian *WB*	C.4Cy.16⅛"&30⅜"–19⅝" 68NHP Ateliers&Chantiers de la Loire,St.Denis		I
75034 DOSG	**Ginnheim** D.F. E.S.D.	1 *Dk*&*Shelter dk* *Cruiser Stern*	4797 4386 2938	✠100A1 *withfreeboard* 5,38 ~~9,37~~	Dnz Ham	*z*	CL	1937 5mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's A&CP*	Unterweser Reederei A.G.	408·4|55·6|25·4 422·0(O.L.) FK *CellDB348'1346t*			Bremen German *6BHptCem* *FPT136tAPT159t*	T.3Cy.21½",35"&62"–45" (*s*) 220lb 377NHP 2SB(Spt&FD)&1Aux.SB, *8cf*,GS143,HS5537 D.Rowan&Co.Ld.Gls.	28 " 0 s 3 " 1 25 " 1½	
75035 TTVL	**Ginouse** *Carrying Petroleum in bulk* *Oil Eng.* *Mchy.Aft*	1 *Dk* *Longitudinal framing*	689 607 472					1931	Soc.Pro-vencale de Cnst.Nav. La Ciotat	Soc.Auxiliaire des Consommateurs de Produits Pétroli-fères	224·0|29·6|10·6			Marseilles French *WB*	Oil Engines 4S.C.SA 4Cy.17¾"–11⅞" 47NHP Motorenfbr."Deutz"A.G. Köln-Deutz		
75036 28181 JBLA	**Ginyo Maru** Ⓟ	TwinSc *ss*Kob.No.3–10,33 2 *Dks*(*Stl*)&*Shelter dk* (*Stl*–ws)	8613 7884 6128	✠100A1 *Shelter dk* *withfreeboard* 7,37 ~~12,37~~ ~~MC12~~ *Fitted for oil*	Yka	*c* †	CL ~~10,37~~ 12,38 *fuel* 9,21	1921 8mo	Asano S.B.Co. Tsurumi A&CP	Nippon Yusen K.K.	445·0|58·0|40·0 F49'*on Shelter dk* FK *CellDB 386'1562t DT a15'3*			Tokyo Japanese *Cem* *7BHtoSh dk* *F.P. above 150°F.*	4 Steam Turbines DR geared to 2 Sc. Shafts 200lb (*s*) 965NHP 4SB(Spt),12*cf*.GS242, HS10844 FD *93tMT15'430tFPT 84tAPT66t* Midwest E.Co.Indianapolis	40 " 0 s 12 " 5½ 28 " 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	6 Particulars of Classification. Character. for Special Survey. Date of last Survey.	7 Port of Survey. Yrs reckoned now expired. Equipment Letter.	7a Dte when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed; if not in L.R. Dates of last Trade Alt.
75037 / 383 / IBOG	**Gioacchino Lauro** (*ex*Canadian Commander-32)	*ss*Gen.No.3-1,33 D.F. 2*Dks*(*Stl*)	5345 / 4853 / 3151	✠ ... / 6,34	Rot	*y*	1921 / 4mo	Canadian Vickers,Ld. Montreal	**A.Lauro** *CellDB*	413·1 / 400·0 / P49′B120′F41′ FK 333′1025*t*	Naples Italian	T.3Cy.27″,44″&73″–48″ 520NHP 6 *BHptCem* *APT*133*t*	31 ″ 2	I †
75038 / 1461 / IBMO	**Giorgio** (*ex*Sun) *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Carrying Petroleum in bulk*		4887 / — / 2977		...		1907	NwprtNws S.B.&D.D.Co. Newprt News	"C.I.T.O.M."Cia. Italiana Trasporto Olii Minerali	400·6 / 49·9 / 30·8 P77′B25′F33′ FK	Genoa Italian *WB*	T.3Cy.24½″,43½″&72″–48″ 416NHP NB20*refitted*26 NewportNewsS&DD.Co.	30 ″ 3	I †
75039 / 1408 / IBOO	**Giorgio Ohlsen** D.F. 1*Dk*		5694 / 4541 / 3364				1926	Cantieri Cerusa Voltri	I.N.S.A.(Industrie NavaliSoc.Anon.)	394·2 / 51·9 / 27·6 P&B254′F38′	Genoa Italian *WB*	T.3Cy.26″,42$\frac{1}{16}$″&69$\frac{7}{16}$″–48″ 335NHP Armstrong-Pozzuoli,Nap.		I
75040 / 73 / INZO	**Giovanni** (*ex*Lyngstad-34, *ex*Magna,*ex*Siegrune,*ex*Livingstone) 1*Dk*		990 / 763 / 586				1905	Stavanger Stöberi&Dok Stavanger	Michele Bottiglieri	230·9 / 32·1 / 12·5 Q115*t*B58*t*H14*t* F33*t*	Torre del Greco Italian *WB*	T.3Cy.16″,26″&43½″–30″ 103NHP StavangerStöberi&Dok		I
75041 / 88 / IBWL	**Giovanni Boccaccio** (*ex*Makala 38, *ex*European, *ex*Panagis) D.F.	*ss*Ant.No.3-6.32 *ss*Ant.No.1-37 2 *Dks*	~~6114~~ / ~~2778~~ / 8141 / ~~2760~~ / 1861	✠100A1 6,38 ~~4,38~~ BS4,38	Ant Nap MC2,37	*u*	CL 3,38	1919 12mo	Shanghai Dk.&E.CoLtd. Shanghai *Lloyd's*A&CP	"Tirrenia"Soc. Anon.diNav. *CellDB*284′745*t*	342·6 / 46·7 / 23.2 330·7 *PT*110*t* *APT*45*t*	Fiume Italian 6 *BHCem*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 434NHP 3SB,9*cf*,GS153,HS6420 FD ShanghaiDk.& Eng.Co.Ltd.	25 ″ 6 s4 ″ 0½ 21 ″ 8	
75042 / 2129 / IBOR	**Giovanni Galli** (*ex*NicoleSchiaffino-37, *ex*Speaker,*ex*Savan) D.F. 2*Dks*(*U–Irn2nd–Stl*)	*ss*Alg.No.3-7,26 *ss*Alg.No.2-34	4262 / 3864 / 2661	✠ ... 1,39 BS5,37	Gen	*x*	CL 11,37	1913 10mo	J.Readhead &Sons,Ld. SouthShields *Lloyd's*A&CP	F.GallifuG. *CellDBa*111′	370·0 / 50·3 / 25·9 384·0(O.L.) P83′B132′F38′ FK *uE&B*43′*f* 163′890*t*	Genoa Italian 6 *BHCem*	T.3Cy.28″,46″&75″–48″ (*r*) 180lb *100lb* 484NHP 2SB,3*cf*,GS136,HS6643 FD J.Readhead&SonsLd.S.Shl *APT*31*t*	28 ″ 2 ~~s4 ″ 7½~~ ~~28 ″ 10~~	
75043 / 2172 / IAJM	**Giove** TwinSc *Carrying oil in bulk* *Mchy.Aft* 2*Dks* *Longitudinal framing*		5211 / — / 2857				1916	Cantieri Navali Riuniti Palermo	ItalianNavy (Operated by Soc. Anon.Cooperativa di Nav.Garibaldi)	416·7 / 51·2 / 28·3 P59′B104′F56′	Genoa Italian	T.6Cy.23$\frac{3}{8}$″,38$\frac{3}{8}$″&63$\frac{1}{2}$″–35$\frac{5}{8}$″ 484NHP Cant.Riuniti,Ancona		I
75044 / 238 / IBRO	**Giovinezza** ~~*ss*Tri.No.2-36~~ 2*Dks*(*Stl*)	*ss*Tri.No.3-8,37	2362 / ~~2,206,37~~ 1944 / 1410	✠100A1 ~~1,38~~ 1,3 BS8,~~37~~ 9, 3 MC MS10,37	Pla Tri	*s*	CL 6,37	1925 8mo	Cant.Nav. Triestino Monfalcone *Lloyd's*A&CP	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi *CellDB*251′548*t*	303·5 / 41·7 / 20·6 P27′B97′F31′ FK *APT*10*t*	Trieste Italian 5 *BHCem*	T.3Cy.20¼″,34$\frac{5}{8}$″&55$\frac{15}{16}$″–36″ 200lb HS4137 (*s*) 279NHP 1SB&1Aux.SB,5*cf*,GS97,FD StabilimentoTecnico,Tri.	22 ″ 9 s 3 ″ 0 19 ″ 10¾	
75045 / 145743 / GBRS	**Giralda** (*ex*BettyLlewellyn) D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	*ss*Gmh.No.3-8,36	2178 / 1719 / 1341	✠100A1 ~~C.38 7,37~~ 5,39 MS6,36	Sws ~~Lth~~ Gmh MC ~~S8,37~~ 8,38	*r*	CL 6,37	1924 3mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's*A&CP	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellD*	280·2 / 40·7 / 18·8 290·7(O.L.) P18′Q84′B65′F28′ FK *B*235′500*t* *FPT*48*t*	Leith British 4 *BHCem* *APT*68*t*	T.3Cy.21″,34″&56″–39″ (*s*) 180lb 230NHP 2SB,6*pf*,GS108,HS3788 J.Lewis&Sons,Ld.Abn.	21 ″ 0 s 2 ″ 3 18 ″ 11½	
75046 / 149730 / MNRV	**Girasol** (*ex*Outwood) *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*ss*.Bwg.No.3-2,38	648 / ~~1,208~~ 449 / 318	✠100A1 ~~2,38~~ 9,38 LMC2 BS2,39	Bwg Ayr	*i*	CL 1,38	1926 10mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's*A&CP	Wm.Robertson *CellDB*103′142*t*	171·2 / 27·8 / 11·3 177·0(O.L.) Q96′B11 F24′ FK *FPT* 52*t* *APT*21*t*	Glasgow British 3 *BHCem*	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 70RH 1SB,3*pf*,GS48,HS1440 J.Lewis&SonsLd.Abn.	13 ″ 5 s 3 ″8¾ 13 ″ 4	
75047 / ONRA	**Gironde** *ss*Ant.No.3-1,33 *ss*Ant.No.1,37 2*Dks*(*Stl*)		*1770* / *1562* / *1039*	✠100A1 12,~~38~~37 LMC MS2,37	Ant	*q*	CL 9,37	1920 11mo	Antwerp Eng.Co.Ld. Hoboken *Lloyd's*A&CP	CieNationaleBelge deTransportsMarit (ArmementDeppe, *Mgrs.*)	249·3 / 38·2 / 19·7 P23′B60′F27′ FK *CellDB*209′439*t*	Antwerp Belgian 4 *BHCem* *APT*12*t*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 213NHP 2SB.6*cf*,GS92,HS3632 N.E.MarineEng.CoLd.Sld	22 ″ 3 s 3 ″ 0 19 ″ 5	
75048 / DHJB	**Gisela L.-M. Russ** *Mchy.Aft* Wireless 1*Dk*		1175 / 1106 / 628				1922	Stettiner Oderwerke Stettin	Ernst Russ	230·9 / 36·4 / 14·6 P&B180′F27′	Hamburg German *WB*	T.3Cy.17$\frac{3}{4}$″,27$\frac{5}{8}$″&43$\frac{3}{16}$″–31½″ 105NHP StettinerOderwerke		G
75049 / DRDL	**Gisela Oldendorff** (*ex*Peter Benoit–32) 1*Dk*&*deep framing*		1361 / 1245 / 824		...		1902	Soc.Anon. Chant.Naval Anversois Hoboken	Egon Oldendorff	253·3 / 36·2 / 16·3 B50′F26′ FK	Lübeck German *WB*	T.3Cy.19″,31″&51″–33″ 158NHP N.E.MarineEng.CoLdNwc	19 ″ 2	V †
75050 / 144082 / GFQC	**Gitano** *CruiserStern* D.F. 2*Dks*		3956 / 2561 / ~~2453~~				1921	GooleS.B. &RepgCo.Ld Goole	Ellerman's Wilson Line,Ld.	333·0 / 46·6 / ~~204~~ 29·0	Hull British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Earle'sCo Ld.Hull		C
75051 / 844 / JCMK	**Giuan** (*ex*Valprato-35,*ex*NicolòII) D.F. GyC. 1*Dk*		5473 / 4564 / 3384				1918	N.Odero &Co. Genoa	Giovanni Gavarone	382·9 / 51·8 / 27·5 P37′B113′F33′	Genoa Italian *WB*	T.3Cy.26″,42½″&69$\frac{7}{16}$″–48″ 337NHP N.Odero&Co.Genoa		I
75052 / LJGE	**Giuba** *Cruiser Stern* 1*Dk*&*Shelter dk*	*ss*.No.~~88663~~ *in Supplement*	3015 / 2617 / 1756				1936	Akt.Burmeistr&Wain Copenhagen	Skibs-A/S" Rose" (AndersJahre *Mgr.*)	324·4 / 45·8 / 26·1 F42′	Sandefjord Norwegian *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{13}{16}$″–35$\frac{7}{16}$″ 606NHP Akt.Burmeistr&Wain,Cpn		N
75053 / 2150 / IBVO	**Giulia** *OilEng.* *ss*Tri.No.2–34 2*Dks*(*Stl*) *Weather dk*–ws D.F. *Ref.Mchy.*		5921 / 4955 / 3787	✠100A1 12,37 DBS10.38 Lloyd's RMC 10,38 *Fitted for carrying oil*	Gen	*z*	CL 2,37	1926 1mo	Cant.Nav. Triestino Monfalcone *Lloyd's*A&CP	"Italia"Soc.Anon. di Nav. *Cell*	407·7 / 53·9 / 29·1 P38′B137′F39′ FK *DB*335′1135*t* *DTa* 38′1010*t* *FPT*108*t* *APT*30*t*	Genoa Italian 7 *BHptCem* (1 to 2nd *dk*) *F.P. above* 150° F. *in deep tank*	Oil Engines 4S.C.SA (*s*) 8Cy.29½″–59$\frac{7}{16}$″ 652NHP 2DB*100lb* NDB(s)27 StabilimentoTecnico,Tri.	32 ″ 0 s 6 ″ 1$\frac{3}{8}$ 26 ″ 0½	
75054 / 1589 / IODQ	— (*ex*Pierrot,*ex*PierrotII.) 1*Dk*		302 / — / 112				1918	Forg.&Ch. de la Médit. Havre	Fort.OlivarifuE.	142·1 / 24·1 / 10·9 131.3 11·5 Q79′F25′	Genoa Italian	C.2Cy.18″&36″–24″ 53NHP Forg.&Ch.de la Médit.Hav.		I
75055 / 1111 / IBWO	**Giulio Cesare** (P) QuadSc *ss*Gen.No.3-2,34 4*Dks*(*Stl*)&*Awngdk*(*Stl*–teak s)& *Shadedk*(*Stl*–teak s)&*Web frames* *Cruiser Stern* D.F. GyC. *Ref.Mchy.*		21900 / 16326 / 12966	✠100A1 *Awng dk* *withfreeboard* 2,38 ~~Lloyd's RMC 2,38~~ 9,38 *Fitted for oil fuel* 3,32 LMC 2,38	Gen	*o* †	*Pf* 2,38 OG Pa4,37 CL *Lloyd's*A&CP *sa*12,36 *sf*12,36 *F.P.above* 150°F.	1921 11mo	Swan,Hunter &Wigham Richardson, Ld Newcastle	LloydTriestinoSoc. Anon.di Nav. *CellDB*188′2591*t* *DTf*24′281*t* *DTa*14′68*t*	634·0 / 76·1 / 46·3 602·4 76·5 FK *FPT*153*t* *APT*29*t*	Genoa Italian *Cem* 2 *BHtoAwdk* 3 ,, ,, 2*nd* ,,	4SteamTurbinesSR geared to 4 Sc.Shafts (*s*) 2201b HS41034 3620NHP 6D&4SB,48*cf*,GS1020, FD Wllsnd.Slpwy.Co.Ld.Nwc	50 ″ 2 s 20 ″ 3 30 ″ 2	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant au Pont Level d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pd.*	15 Registre spécial
75056 406 IOFA	**Giuseppe** (*ex*Sailing Vessel–38, *ex*Saint-Mathieu, *ex*Rothesay) *See Sailing Ship Register*	Wood Aux Sr *Oil Eng.* 1 *Dk*	333 — 292					1904	J.W.Phipps Belliveau's Cove, N.S.	Giuseppe Gionta	143·0 31·6 10·4			Gaeta Italian	Oil Engines *Emade—fitted* 38 Fairbanks Morse & Co. Beloit, Wis.		I
75057 42 IOGQ	**Giuseppe Dormio** (*ex*Julius, *ex*Italia) Wireless	1 *Dk*	1008 903 610					1904	Napier Miller, Ld. Glasgow	Ditta Gius. Dormio	245·4 36·2 14·2 B61'F27'			Bari Italian *WB*	T.3Cy.18½",30"&50"–33" 144NHP D.Rowan&Co.Glasgow		I
75058 165 IBON	**Giuseppe Ercoli** (*ex*C.B.Watson–36, *ex*Bulko, *ex* Perfection) D.F. *Mchy. Aft.*	1 *Dk* 2 tr *B* *Fitted for oil fuel* *Carrying Petroleum in bulk*	2104 1850 1199					1911	American S.B.Co. Cleveland, O.	Soc. Anon. Italiana Petroli & Derivati	259·9 43·2 20·7 P92'F52'			Rome Italian	T.3Cy.19",31"&54"–42" 189NHP American SB Co. Cleveland		I
75059 1577 IOGW	**Giuseppe Leva** (*ex*Balilla II.–32, *ex*Alto, *ex*Tees) *Well deck*	✠ *ss*Shl.No.3–3,20 *ss*Nwe.No.1–25 1 *Dk*(*Stl*) & *deep framing* *Cargo battens not fitted*	1430 1095 815	✠ 4,29	Nwc	*o*		1907 4mo	J.Crown& Sons, Ld. Sunderland	Lucio&LuigiLeva *Cell D Ba* 65'*u*	239·5 36·0 15·5 P24'Q59'B50'F26' FK *E* 17'*f* 104'350*t* *FPT*			Genoa Italian 1 *BH Cem* 54*t* *APT* 92*t*	T.3Cy 19⅛",31⅝"&51"–36" 170NHP 1SB, *4pf*, GS66, HS2746 N.E.Marine Eng Co.Ld.Sld	17 " 9	I †
75060 63 IOGZ	**Giuseppe Magliulo** (*ex*Damocle–33, *ex*Anna B., *ex*Industria, *ex*Kishini Maru No.3)	1 *Dk*	846 — 473					1917	Matsuda Kisen K.K. Osaka	Giuseppe Magliulo	207·8 35·0 15·9 P27'B50'F21' *WA*			Torre del Greco Italian	T 3Cy.14½",24"&40"–30" 88NHP Okamoto Kosakusho Osaka		I
75061 1421 IQYO	**Giuseppe Mazzini** (P) D.F. *Ref. Mchy.*	Twin Sc *Fitted for oil fuel* 3 *Dks* & *Shelter dk*	7669 — 4398					1926	Ansaldo San Giorgio Spezia	Lloyd Triestino Soc. Anon. di Nav.	447·2 52·6 27·9			Genoa Italian *WB*	6 Steam Turbines DR geared to 2 Sc.Shafts Soc.Anon Ansaldo, Smp.		I
75062 223 IOHG	**Giuseppe Orlando** (P)	Twin Sc *Oil Eng.* 1 *Dk* & *Shelter dk*	838 772 469					1936	Odero Terni Orlando S.A Leghorn	Soc. Anon. Navigazione Toscana	211·0 32·8 18·9			Leghorn Italian *WB*	Oil Engines 2S.C.SA 8Cy.14.3/16"–23⅝" 280NHP Odero Terni Orlando S.A. Genoa-Sestri		
75063 37 IRLB	**Giuseppina** (*ex*Occident–37)	1 *Dk*	735 610 487					1889 6mo	Flensburger Schiffsb.Ges Flensburg	Giovanni Musicò fu Michele	200·1 30·4 13·3 Q64'B52'F26'			Messina Italian *WB*	T.3Cy.14",23"&40½"–27" 85NHP Flensburger Schiffsb.Ges.		I
75064 1657 IBOT	**Giuseppina Ghirardi** (*ex*Lucerna) *Mchy. Aft*	3 Mst 2 *Dks* *Carrying Petroleum in bulk*	3319 3148 1902					1892	Armstrong Mitchell& Co.(Lim.) Newcastle	Ing.L.Ghirardi	342·5 42·6 28·5 330·0 B38*t*H34*t*F51*t*			Genoa Italian	T.3Cy.24",40"&65"–42" NB15 274NHP Blair&Co.(Lim.), Stockton		I
75065 1078 IOJN	**Giuseppina V.** (*ex*Carina–34, *ex*Dana) *See Sailing Ship Register*	Wood Aux 4 Mst *Oil Eng.* 1 *Dk*	367 315 301					1919	Nakskov Skibsverft Nakskov	Pietro Rossetti	144·6 31·1 12·9 137·7 Q39*t*			Genoa Italian	Oil Engines 2S.C.SA 3Cy.14¾"–15½" 106NHP Tuxham A/S Copenhagen		I
75066 224402 KFTR	**Glacier** (P) (*ex*Port Chalmers) *Well deck*	*Fitted for oil fuel* 2 *Dks*(1 *Stl*) & *Upt*(*Stl*) 3 tr *B*	4043 — 2158	✠ 6,96	Syd			1891	J.L.Thompson&Sons, Sunderland	Alaska Salmon Co.	371·0 46·1 27·7 P&B218'F49'			S.Frncisco Utd. States *WB*	T.3Cy.30",48"&78"–54" 459NHP 3DB, 18 *spf*, GS216, HS7050 J. Dickenson, Sunderland	29 " 0	
75067 VSBF	**Gladys**	1 *Dk*	358 236 173			...		1910	Goole S.B. &Repg.Co.Ld Goole	Sarawak S.S.Co. Ld.	150·5 25·1 8·2 P18'B63'F31' FK			Kuching Sarawak *WB*	C.2Cy.18"&36"–24" Richardsons, 53NHP Westgarth&Co.Ld.Mdb.	9 "0	
75068 161012 GJYL	**Glaisdale**	*ss*Bry.No.2–37 1 *Dk*(*Stl*)	3777 3407 2262	✠100A1 9,38 ~~10,37~~	Bry Cif	*w*	CL 9,37	1929 9mo	Sir J. Laing &Sons, Ld. Sunderland *Lloyd's SA&CP*	Headlam&Son's S.S.Co.Ld. (Headlam&Son, *Mgrs.*)	360·5 49·9 23·1 P32'B219'F37' FK *Cell DB* 320'928*t*			Whitby British 6 *BH Cem* *APT* 135*t*	T.3Cy.25".42"&68"–45" (*s*) 180lb *180lb* 341NHP 2SB, *8cf*, GS150, HS5304 G.Clark, Ld. Sunderland	25 " 5 s 3 " 1½ 22 " 6½	
75069 144717 GZDN	**Glamis** Wireless D.F. *Mchy. Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern*	555 444 280	✠100A1 *with freeboard* ~~10,27~~ 12,38	Dun	*i*	OG	1936 10mo	Caledon S. B.&E.Co.Ld. Dundee *Lloyd's SA&CP*	Dundee, Perth& London Shpg.Co Ld *Cell D*	167·9 30·1 11·8 *31·4* 176·6 (O.L.) FK Q41'F21' *B*112' 142*t* *FPT* 64*t*			Dundee British 4 *B Ilpt Cem* *APT* 6*t*	Oil Engines 2S.C.SA 4Cy.13⅜"–22 7/16" 125NHP British Auxiliaries, Ld. Gls.	14 " 0 s 3 " 6¾ 10 " 6	
75070 161543 GLJP	**Glanton** D.F. *Mchy. Aft*	*ss*Shl.No.2–37 1 *Dk*(*Stl*) *Cruiser Stern*	2822 2378 1662	✠100A1 1,39 ~~12,07~~ 1,39	Shl Nwc	*t*	CL 12,37	1929 11mo	Smith's Dock Co. Ld. Middlesbro' *Lloyd's SA&CP*	Sharp S.S.Co.Ld. (Sharp&Co. *Mgrs*) *Cell DB* 205'681*t* *D*	305·0 45·5 21·3 P23'B50'F23' FK *Trunk in wells* *Ta* 56'255*t* *FPT* 164*t*			Newcastle British 6 *BH Cem* *APT* 100*t*	T.3Cy.21",35"&57½"–42" (*s*) 180lb 266NHP 2SB, *6cf*, GS120, HS4554 Smith's Dock Co. Ld. Mdb.	23 " 6 s 3 " 1½ 20 " 6¾	
75071 LDGO	**Glarona** D.F.	Twin Sc *Oil Eng* *ss*Got.No.2–37 *Mchy Aft* *Cruiser Stern* 1 *Dk*(*Stl*)	9912 9003 5921	✠100A1 ~~12,37~~ 1,39 ~~Awe~~ Bal *Carrying Petroleum*	Got	*e* †	CL P4,36 S11,36 *in bulk*	1928 12mo	A.B.Götaverken Göthenburg *Lloyd's SA&CP*	Henry Tschudis Tankrederi A/S (Tschudi&Eitzen, *Mgrs.*) *Cell D Bu* E71'304*t*	475·4 64·2 37·5 P103'F39' FK *D Tf* 33'624*t* *FPT* 96*t*			Oslo Norwegian 10 *B Hpt Cem* *APT* 310*t*	Oil Engines 4S.C.SA. 16Cy.21⅝"–39⅜" 2DB 150lb 724NHP A.B.Götaverken, Göt.	37 " 0	
75072	**Glasgow** (P)	Twin Sc *Oil Eng* 1 *Dk*	975 — 341					1929	A.&J. Inglis, Ld. Glasgow	Cia. Argentina de Nav. Mihanovich Ltda.	275·1 43·2 12·3 P37'B46'F29'			Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15⅜"–29½" 287NHP Harland&Wolff, Ld. Gls.		
75073 24780 JSGD	**Glasgow Maru** *ss*Nag.No.3–12,30 *ss*Smk.No.2–38 ~~ss Yka.No.1–35~~ 2 *Dks*(*Stl*) & *Awng dk*(*Stl*)		5831 5586 4227	✠100A1 *Awng dk* *with freeboard* ~~Yka~~ 3,39 3,39 ~~2,37~~ *Fitted for oil fuel* ~~Mc~~ 6,23	Sws	*y*	OG 2,36 3,39 *F.P. above*	1919 4mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	Kokusai Kisen K.K. *Collision BH to Awng dk* *Cell DB*	385·0 51·0 36·0 FK 334'1118*t* *FPT* 126*t*			Kobe Japanese *Cem* 5 *BH to U dk* *APT* 93*t*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 437NHP 2SB(Spt)&1 Aux SB, *3cf*, GS154, HS5636 FD Kawasaki Dkyd.Co.Ld. Kobe	36 " 0 s 9 " 1½ 27 " 1	
75074 DHJC	**Glattesee** (*ex*Marta Schröder. *ex*Farmsum)	1 *Dk*	590 417 344					1921	Johs. Berg Delfzijl	W.Schuchmann	165·9 25·8 11·8 Q54'B42'F22'			Brmrhven German *WB*	T.3Cy.12⅝",20"&31"–22" 45NHP Johs. Berg, Delfzijl		G
75075 145852 GDYZ	**Glaucus** (P) D.F.	*Fitted for oil fuel* 2 *Dks*	7586 6300 4783					1921	Hawthorn, Leslie&Co.Ld Newcastle	Ocean S.S.Co.Ld. (A.Holt&Co. *Mgrs*)	459·5 56·3 32·5 P53'B162'F57'			Liverpool British *WB*	DR Geared Steam Turbine 1000NHP Hwthrn, Leslie&C.Ld.Nwc		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. Nu. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now applied. Equipment Letter.	7* Date when tail shaft last tested.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught.	15 Registers in which classed, if not in L.R. Date of first Class Cert.
75076 161584 MBXB	**Glen** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*	471 371 234	✝100A1 2,38	Bly	*h*	CL 10,37	1935 7mo	Hawthorn, Leslie & Co. Ltd Newcastle	Tyne-Tees Steam Shipping Co. Ltd.	165·2 | 27·1 | 10·4 171·0 (o.L.) P45′F22′ FK *Lloyd's SA&CP* *Cell D B 106′152t F P T 65t A P T 11t*	Newcastle British	Oil Engines 4S.C.SA 7Cy.11″–17½″ 82 NHP Humboldt-Deutzmotoren, A/G. Köln-Deutz	12 ″ 4 s 1 ″ 2 11 ″ 3¼	
75077 129325 MKJS	**Glen Avon** (P) Pad Sk 2 *Dks*	509 351 203					1912	Ailsa S.B. Co. Ltd. Troon	P. & A. Campbell, Ld.	220·0 | 27·1 | 8·9 *Promenade dk* 205′	Bristol British	C.D.2Cy.26½″ & 52″–54″ 165 NHP Ailsa S.B. Co. Ld. Troon		BT till 10,38
75078 165248 GCGR	**Glen Farg** Wireless D.F. *Mchy. Aft* *Cruiser Stern* 1 *Dk*	876 601 451					1937	J. Lewis & Sons, Ld. Aberdeen	South Georgia Co. Ld. (Chr. Salvesen & Co. *Mgrs.*)	197·7 | 30·7 | 12·1 Q112′B11′F31′ *WB*	Aberdeen British	T.3Cy.14½″,25″ & 41″–30″ 99 RHP J. Lewis & Sons, Ld. Abn.		C
75079 146053 MLBV	**Glen Gairn** (*ex* Allerton, *ex* Acklam) E.S.D. *Well deck* *Mchy. Aft* 1 *Dk* (*Stl*) Wireless D.F. *Cargo battens not fitted*	904 638 410	✝100A1 10,38 ~~9,37~~ BS ~~3~~ 2,38	Gmh Lth	*l*	CL 3,36	1922 6mo	J.S. White & Co. Ltd. Cowes	South Georgia Co. Ld. (Chr. Salvesen & Co. *Mgrs.*) *Lloyd's SA&CP*	198·3 | 30·7 | 12·2 205·1 (o.L.) Q120′B13′F27′ FK *Cell D Bf* 130 227t *F P T* 46t	Aberdeen British *3 B H Cem* *4 P T* 46t	T.3Cy.16½″,27″ & 44″–30″ (*s*) 180 lb 127 NHP 2SB, *4cf*, GS 68, HS 2122 J.S. White & Co. Ltd. Cowes	14 ″ 5 s 3 ″ 11¾ 14 ″ 2½	
75080 143976 GFNT	**Glen Gower** (P) Pad Wireless D.F. 1 *Dk* & *Promenade dk*	553 387 215					1922	Ailsa S.B. & E. Co. Ld. Troon	P. & A. Campbell, Ld.	235·1 | 28·5 | 9·1	Bristol British	C.2Cy.26″ & 55″–54″ *Emade* 93 *fitted* 21 184 NHP J. & G. Thomson, Ld. Gls.		BT till 10,38
75081 127071 GMWJ	**Glen Head** (*ex* Penthames–37, *ex* Comtesse de Flandre, *ex* Neva) E.S.D. 1 *Dk* & *Shelter dk*	2011 1717 1084					1909	Clyde S.B. & E. Co. Ld. Port Glasgow	Ulster S.S. Co. Ld. (G. Heyn & Sons, Ld. *Mgrs.*)	295·3 | 42·1 | 17·6 *WB*	Belfast British	T.3Cy.22″,35″ & 59″–39″ 217 NHP Clyde S.B. & E. Co. Ld. P. Gl.		C
75082 138873 MJDG	**Glen Helen** (*ex* Mary Aiston) K *ss* Liv. No.3–7,31 *ss* Sws. No.1–35 *Mchy. Aft* *Well deck* 1 *Dk* (*Stl*)	315 211 131	✝100A1 11,38 ~~10,37~~ LMC 5 11, *Fitted for carrying & pumping*	Sws	*d*	OG ~~N7,35~~ 10,38	1918 7mo	Crabtree & Co. Ld. Gt. Yarmouth	South Wales Sand & Gravel Co. Ld. R. A. Bevan, *Mgr.*) *Lloyd's SA&CP* *g Sand in bulk*	130·5 | 23·2 | 9·5 *24·4* 137·8 (o.L.) Q44′B9′F16′ FK *5 B H Cem* *4 P T* 30t *F P T* 22	Swansea British	C.2Cy.16″ & 33″–22″ (*s*) 130 lb 45 RHP 1SB.2*pf*, GS 37, HS 1261 Crabtree & Co. Ld. Gt. Yar.	10 ″ 6 s ″ 9 9 ″ 10	
75083 145884 MLPD	**Glen-Mary** *ss* Lon. No.3–1,34 *ss* Lon. No.1–38 *Well deck* *Mchy. Aft* 1 *Dk* (*Stl*) *Cargo battens not fitted*	394 281 148	✝100A1 3,38 Yar		*f*	OG N4,36	1921 8mo	Crabtree & Co. Ld. Gt. Yarmouth	F. T. Everard & Sons, Ld. *Lloyd's SA&CP*	143·2 | 24·6 | 10·5 Q50′B9′F19′ FK *3 B H Cem* *A P T* 12t *F P T* 39	London British	T.3Cy.13″,21″ & 35″–24″ (*s*) 180 lb 61 RHP 1SB, *3pf*, GS 46, HS 1540 Crabtree & Co. Ld. Gt. Yar.	11 ″ 6 s ″ 10½ 10 ″ 9	
75084 102599	**Glen Rosa** (P) Pad Sk 1 *Dk* & *Promenade dk*	306 269 116					1893	J. & G. Thomson, Ld. Clydebank	Caledonian Steam Packet Co. Ld.	200·0 | 25·0 | 8·3 *Promenade dk* 150′	Glasgow British	C.D.2Cy.26″ & 55″–54″ NB 26 185 NHP J & G Thomson Ld Clydebnk		BT till ~~1,38~~ 9,38
75085 148858	**Glen Sannox** (P) Trp Sc 2 *Dks*	664 465 267					1925	W. Denny & Bros. Ld. Dumbarton	Caledonian Steam Packet Co Ld.	249·9 | 30·1 | 10·1 Q18′	Glasgow British	3 Steam Turbines W. Denny & Bros. Ld. Dmb.		BT till 9,38
75086 134723 MJWS	**Glen Tilt** (*ex* Goodwill of Bristol) *Mchy. Aft* Wireless D.F. 1 *Dk*	871 ~~628~~ 426					1920	W. Harkess & Son, Ld. Middlesbro'	South Georgia Co. Ld. (Chr. Salvesen & Co. *Mgrs.*)	198·0 | 30·6 | 12·5 Q112′B13′F25′ *WB*	Bristol British	T.3Cy.16″,27″ & 44″–30″ Richardsons, 106 NHP Westgarth & Co. Ld. Mdb.		C
75087 135796 GFNS	**Glen Usk** (P) Pad Wireless 2 *Dks*	524 ~~367~~ ~~236~~ 208					1914	Ailsa S.B. Co. Ld. Troon	P. & A. Campbell, Ld.	224·3 | 28·1 | 8·9 *Promenade dk* 212′	Bristol British	C.2Cy.26½″ & 52″–54″ 165 NHP Ailsa S.B. Co. Ld. Troon		BT till 10,38
75088 216529 KSIE	**Glen White** *ss* Bos. No.3–7,30 D.F. *ss* Bal. No.1–34 1 *Dk* (*Stl*) & *Web frames* *Cargo battens not fitted*	5438 4795 3349	✝100A1 6,37	Bal	*g*	CL ~~7,36~~ 9,38	1918 7mo	New York S.B. Corp. Camden, N.J. A&CP	Koppers Coal Co. (Mystic S.S. Co. *Mgrs.*) *Cell D B* 320′1832t *F P T* 220	368·6 | 55·2 | 30·5 P27′B72′F31′ FK *4 P T* 20 1t	Boston Utd. States *7 B H Cem*	T.3Cy.24½″,41½″ & 70″–46″ (*r*) 195 lb 462 NHP 3SB.9*cf*, GS 154, HS 6624 FD New York S.B. Corporation	34 ″ 5 s 7 ″ 10 27 ″ 0	
75089 143674 GDPS	**Glenaffaric** (P) (*ex* Machaon–35) D.F. 2 *Dks* *Ref. Mchy.*	7782 6370 4906					1920	Caledon SB & E. Co. Ld. Dundee	Glen Line, Ld.	459·2 | 56·3 | 32·5 P54′B161′F65′ *WB*	Liverpool British	T.3Cy.31″,51½″ & 86″–60″ 571 NHP Caledon SB. & E. Co. Ld. Dun		BT till 7,38 ~~4,36~~
75090 140469 EIDV	**Glenageary** *ss* Dub. No.3–9,32 *ss* Ard. No.1–36 *Mchy. Aft* *Well deck* 1 *Dk* (*Stl*) Wireless *Cargo battens not fitted*	446 ~~318~~ 170	✝100A1 ~~10,37~~ 7,38	Bkn	*g*	CL ~~6,36~~ 7,38	1920 5mo	Lytham S.B. & Eng. Co. Ld. Lytham	Alliance & Dublin Consumers Gas Co. *Lloyd's SA&CP*	142·0 | 25·8 | 11·5 185′B9′F21′ BRK 6′ *D T F* 19′480 *F P T* 12t	Dublin British	T.3Cy.14″,22″ & 38″–24″ (*s*) 180 lb 88 NHP 1SB, 3*pf*, GS 49, HS 1520 Lytham S.B. & Eng. Co. Ld.	12 ″ 6 s 3 ″ 11 12 ″ 11	
75091 144230 GDXT	**Glenapp** Twin Sc *Oil Eng.* *ss* Kob. No.3–5,32 *ss* Mdb. No.1–35 *Ref. Mchy.* 2 *Dks* (*Stl*) & *Awng dk* (*Stl*) *Cargo battens not fitted in bridge & forecastle*	9503 8534 5802	✝100A1 *Awng dk* *with freeboard* ~~11,37~~ 11,39 D BS 10, 12, 2,3	Ant	*e* †	CL ~~6,36~~ 5,38	1920 12mo	Harland & Wolff, Ld. Glasgow	Glen Line, Ld. *Lloyd's SA&CP* *Cell D B* 422′1667t	485·6 | 62·3 | 35·8 P40′B153′F58′ on *Awng dk* FK & BK 2″ 1 *B H* di 7 *B H* only, all *D T a* 30′706t *F P T*	Glasgow British *pt Cem* spensed with to *Awng dk* 130t *A P T* 75t	Oil Engines 4S.C.SA 16Cy.29½″–45½″ 1317 NHP *DB 100lb* Harland & Wolff, Ld. Gls	38 ″ 9 s 9 ″ 4½ 29 ″ 8½	
75092 147907 GKLC	**Glenbank** Twin Sc *Oil Eng.* *ss* Liv No.3–12,36 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*–ws)	5151 4768 3116	✝100A1 *with freeboard* ~~6,38~~ ~~10,37~~ DBS ~~7,39~~ 6,38 LMC 12, *Carrying vegetable oil in deep tank*	Cal	*e* †	CL ~~11,37~~ ~~37,36~~ 6,38	1924 6mo	Harland & Wolff, Ld. Glasgow	Bank Line, Ld. (A. Weir & Co. *Mgrs*) *Lloyd's SA&CP* *Cell D B* 357′ 1121t *tanks* *'tween tunnels* 115′ 251t *D T f* 32′ 1067t	420·4 | 53·9 | 26·5 FK 7 *B H p t Cem* *Coll to Sh dk* 6 ,, 2nd ,, *F P T* 106t *A P T* 132t	Glasgow British	Oil Engines 4S.C.SA 12Cy.24½″–37½″ *DB 110lb* 717 NHP Harland & Wolff, Ld. Gls.	29 ″ 2 s 3 ″ 7½ 25 ″ 8	
75093 146292 GBZK	**Glenbeg** Twin Sc *Oil Eng.* *Ref. Mchy.* *ss* Hul. No.3–1,35 2 *Dks* (*Stl*) & *Awng dk* (*Stl*) *Cargo battens not fitted in bridge & forecastle*	9461 8534 5789	✝100A1 *Awng dk* *with freeboard* 1.39 3,38 LM CS 1,38 DBS 3,37 1,39 Lloyd's RM ~~1,38~~ 1,38	Ant	*e* †	CL SN 4,36 I 9,36	1922 4mo	Harland & Wolff, Ld. Glasgow	Glen Line, Ld. *Lloyd's SA&CP* *Cell D B* 422′1667t	485·6 | 62·3 | 35·8 P40′B153′F58′ on *Awng dk* FK & BK 2″ 1 *B H* di 7 *B H* only, all *D T a* 30′706t *F P T*	Glasgow British *pt Cem* spensed with to *Awng dk* 130t *A P T* 75t	Oil Engines 4S.C.SA 16Cy.29½″–45½″ 1317 NHP *DB–100lb* Harland & Wolff, Ld. Gls.	38 ″ 9 s 9 ″ 4½ 29 ″ 8½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux Gréement. etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termo assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. / *pds. pc.*	Registres où cotés, si ce n'est dans le R.
75094 / 111142 / VOLS	**Glencoe** *ssNFL.3rdNo.3–8,86* ~~*ssNFL.2nd No.3–10,24*~~ ~~*ssNFL.No.2–31*~~ Wireless *2 Dks & Web frames*		767 / 682 / 336	✠100A1 ~~6,86~~ 8,36 4,30 ~~12,33~~ 12,33	NFL	*l*	CL ~~2,36~~ 8,30	1899 / 12mo	A&J Inglis Glasgow A&CP	Government of Newfoundland (Newfoundland Railway Steamship Dept.) *WB = Cell D Ba 28' u E 6 f 39' f 71' 135t FPT*	208·0 / F29' BK8' ND24 *17t APT 8t*	30·1	16·7	SJhnsNFL British *5 BH Cem*	T.3Cy.18",30"&50"–36" 160lb (r) FD 185NHP 2SB,4*cf*,GS76,HS2614 A.&J.Inglis,Glasgow	19 ″ 0 / s 2 ″ 11½ / 17 ″ 1	
75095 / 159301 / EIKR	**Glencree** *Mchy. Aft* 1 *Dk* Wireless *Cargo battens not fitted*		481 / 320 / 187	✠100A1 ~~11,33~~ 11,38 ~~12,33~~ 12,33	Ard	*g*	CL 3,38	1934 / 12mo	Dublin DydCo.(Vickers,Ireland) Ld. Dublin *Lloyd's SA&CP*	Alliance&Dublin ConsumersGasCo.	142·0 / 27·0 Q81'B11'F22' BK7' *DT f 18'45t FPT 10t*	26·0	11·5	Dublin British *3 BH Cem*	T.3Cy.13½",23"&38"–27" (s) 200lb 77RHP 1SB,3*cf*,GS50,HS1617 Aitchison,Blair,Ld. Clydebank *APTs 22t*	12 ″ 6 / s 4 ″ 2 / 12 ″ 11½	
75096 / 144974 / EIKD	**Glencullen** Wireless *ss* Ard.No.3–9,38 *Well deck* *ss* Ard.No.1–37 *Mchy. Aft* 1 *Dk (Stl)* *Cargo battens not fitted*		448 / 319 / 176	✠100A1 ~~7,33~~ ~~12,37~~ ~~12,38~~	Ard	*g*	CL 8,37	1921 / 10mo	LythamSB &Eng.Co.Ld. Lytham *Lloyd's SA&CP*	Alliance&Dublin ConsumersGasCo.	142·7 / 27·3 149·3(O.L.) BK6½" *DT f 19·4st FPT 12t* Cell D B 340'1087t *FPT 109t*	26·0	11·5	Dublin British *4 BH Cem* *APT 21t*	T.3Cy.14",22"&38"–24" (s) 180lb 71RHP 1SB,3*pf*,GS49,HS1520 LythamS.B.&E.Co.Ld.	12 ″ 6 / s 3 ″ 11 / 12 ″ 11	
75097 / 165155 / GZCF	**Glendalough** 3Mst Wireless *Mchy. Aft* *Cruiser Stern* 1 *Dk*		868 / 597 / 456					1936	J.Lewis& Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint,*Mgr.*)	197·7 / Q112'B11'F31' *WB*	30·7	12·1	Belfast British	T.3Cy.14¼",25"&41"–30" HS2357 131NHP J.Lewis&Sons,Ld.Abn.		C
75098 / 161015 / GLTX	**Glendene** *ss* Ams.No.2–38 D.F. 1 *Dk (Stl)*		4412 / 4056 / 2726	✠100A1 7,33 ~~1,38~~	Ams Rot	*y*	CL 1,38	1929 / 11mo	W.Gray& Co.Ld. Sunderland *Lloyd's SA&CP*	GlendeneShipping Co.Ld.(DeneShipmanagementCo., Ld.*Mgrs.*)	387·5 / P55'B241'F31' FK *Cell D B 340'1087t FPT 109t*	52·5	24·8	Whitby British *6 BH Cem* *APT 83t*	T.3Cy.24½",40"&65"–42" (s) 180lb 360NHP 3SB,9*cf*,GS154,HS6402 Cen.Mar.EWrks.Ld.WHpl	27 ″ 2 / s 3 ″ 7½ / 23 ″ 9¾	
75099 / 136352 / MFYJ	**Glendun** (*ex* Clareisland) *ss* Bel.2nd No.3–2,30 ~~*ss* Liv. No.3–2,27~~ ~~*ss* Bel. No.2–35~~ *Well deck* *Mchy. Aft* 1 *Dk (Stl)*		633 / 445 / 239	✠100A1 2,30 ~~7,37~~ ~~3,30~~ 1,38	Bel	*j*	CL ~~7,36~~ 2,39	1915 / 9mo	Scott& Sons Bowling *Lloyd's SA&CP*	AntrimIronOreCo. Ld.	180·5 / Q103'B9'F33' BK7½" *Cell D B f 103'161t FPT 46t*	28·6	10·8	Belfast British *3 BH Cem* *APT 7t*	T.3Cy.15",25½"&41"–30" (s) 180lb 85RHP 1SB,3*cf*,GS60,HS1938 Aitchison,Blair,Ld.Gls.	13 ″ 6 / s 4 ″ 5½ / 13 ″ 8½	
75100 / 152643 / VGQW	**Gleneagles** D.F. *Mchy. Aft* 1 *Dk* *Longitudinal framing at bottom & at deck*		8233 / 7627 / 4780					1925	Midland S.B.Co.Ld Midland,Ont.	CanadaSteamship Lines,Ld.	582·0 / P50'F44'	60·2	28·2	Midland, Ont. British *WB*	T.3Cy.24½",41½"&72"–48" *Emade* 18 359NHP Hooven,Owens&RentschlerCo.Hamilton,O.		CR
75101 / 160254 / GPGC	**Gleneam** Ⓟ TwinSc *Oil Eng.* *Ref. Mchy.* D.F. E.S.D. 3 *Dks* *Cruiser Stern*		10000 ~~8,000~~ 7701 5061					1938	CaledonS. B.&E.Co.Ld. Dundee	GlenLine,Ld. ~~*A. Holt & Co. Mgrs.*~~	~~1st 1·0 2nd 6·0 3rd 2·5 4th 2·5~~ P47'B216'F51' 483·1[66 1]51·3			Liverpool British *WB*	Oil Engines 2S.C.DA 12Cy 24 7/8"–55⅛" 2460NHP Akt.Burmeistr&Wain,Cpn		
75102 / 128280 / GPFT	**Gleneden** *ss* Lth.2nd No.3–11,33 *ss* Lth.No.1–37 1 *Dk (Stl)* & *Spar dk (Stl)* & *deep framing*		4772 / 4490 / 3025	✠100A1 *Spar dk* ~~6,00~~ ~~11,37~~ 12,38	Lth	*y*	CL ~~10,37~~ 12,38	1909 / 6mo	Scotts'S.B. &Eng.Co.Ld. Greenock *Lloyd's SA&CP*	GlenedenS.S.CoLd (J.Napier) *WB = Cell D Ba 13 0' u E 6 y B 42' f 180' 10t*	400·0 / 27·0 P36'B120'F48' FK *APT 20t*	52·0	17·8	Glasgow British *6 BH Cem*	T.3Cy.27",43"&72"–48" (s) 180lb *100lb* 526NHP 3SB,9*cf*,GS153,HS7989 FD Scotts'SB&EngCoLd.Grk.	29 ″ 7 / s 5 ″ 8¾ / 24 ″ 1	
75103 / 150237 / VGFX	**Glenelg** (*Self-Unloader*) *Mchy. Aft* 1 *Dk*		2099 / 1929 / 1200					1923	Midland S.B.Co. Midland,Ont.	CanadaSteamship Lines,Ld.	252·0 / F36'	43·1	23·3	Midland, Ont. British *WB*	T.3Cy.17",25"&43"–30" *Emade* 18 92RHP C.&G.CooperCo. Mount Vernon,O.		C
75104 / 137536 / GRQD	**Glenfinlas** Ⓟ (*ex* Elpenor–35) *Ref. Mchy.* 2 *Dks*		7572 / 6298 / 4811					1917	Hawthorn, Leslie&Co.Ld Newcastle	GlenLineLd.	455·3 / P53'B162'F60'	56·3	32·5	Liverpool British *WB*	T.3Cy.31",51½"&86"–60" 572NHP N.E.MarineEng.CoLdNwc		BT till 2,39
75105 / 165154 / GZCG	**Glengarriff** Wireless *Mchy. Aft* 1 *Dk* *Cargo battens not fitted* *Cruiser Stern*		868 / 597 / 456	✠100A1 2,39 ~~11,37~~ ~~8,36~~	Bel	*k*	CL 2,39	1936 / 8mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's SA&CP*	JohnKelly,Ld.(W. Clint,*Mgr.*) *Cell D B 125'200t*	197·7 / 32·0 Q112'B11'F30' FK *FPT 73t APTs 26t*	30·7	12·1	Belfast British *3 BH pt Cem* *pt Asp*	T.3Cy.14½",25"&41"–30" (s) 200lb 131NHP 1SB,*3pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 ″ 4 / s 4 ″ 5⅜ / 13 ″ 11½	
75106 / 146283 / GCXD	**Glengarry** TwinSc *ss* Aut No.1–37 *Oil Eng.* *ss* Mdb.No.3–12,38 *Ref. Mchy.* 2 *Dks (Stl)* & *Awng dk (Stl)* *Cargo battens not fitted in Bridge & Forecastle*		9460 / 8534 / 5772	✠100A1 *Awng dk with freeboard* ~~7,35~~ ~~4,37~~ 4,39 7,38 DBS ~~4,36~~ 1,39 4,37 ~~4,37~~ ~~11,37~~ 4,37	Aut Mdb	*e* †	CL ~~12,35~~ 7,38	1922 / 2mo	Harland& Wolff,Ld Glasgow *Lloyd's SA&CP*	GlenLine,Ld. 1 *BH dispens* *Cell D B 122'1667t*	485·6 / P40'B153' *on Awng dk* F58' FK&BK2" *ed with 7 BH only, all DTa 30'706t FPT 13t*	62·3	35·2	Glasgow British *pt Cem* *l to Awng dk* *0t APT 75t*	Oil Engines 4S.C.SA 16Cy.29⅛"–45¼" 1317NHP DB *100lb* Harland&Wolff,Ld.Gls.	38 ″ 9 / s 9 ″ 4½ / 29 ″ 8½	
75107 / 139052 / GPFN	**Gleniffer** Ⓟ TwinSc *ss* Ham.No.3–10,27 *Ref. Mchy.* *ss* Mdb.No.2–36 D.F. 2 *Dks (Stl)* 3 *rd dk (Stl)* *in No. 6 hold*		9559 / 8712 / 6045	✠100A1 1,38 ~~10,35~~ ~~5,37~~ 5,37	Ant	*f* †	CL 7,36	1915 / 6mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's SA&CP*	GlenLine,Ld. *WB = Cell D B*	500·1 / P60'B192'F88' FK&BK2½" *a 132'u E 45'f 195'15t*	62·3	34·6	London British *8 BH Cem* *16t FPT 174t*	T.6Cy.24",40½"&68"–48" (r) 200lb 988NHP 5SB,*20cf*,GS380,HS14775FD WllsndSlpwy.Co.Ld.Nwc. *APT 49t DTa 33'1170t*	37 ″ 6 / s 8 ″ 0⅜ / 29 ″ 9½	BT till ~~6,39~~ 7,39
75108 / 161557 / GSML	**Glenlea** *ss* Hul.No.1–35 1 *Dk (Stl)* & *Shelter dk (Stl)*		4252 / 3945 / 2541	✠100A1 *with freeboard* 5,38 ~~5,37~~ ~~8,36~~ 8,36	Cal Bry	*x*	CL ~~9,35~~ 8,38	1930 / 8mo	SirJ Priestman&Co. Sunderland *Lloyd's SA&CP*	CliffsideShipping Co.Ld.(J.Morrison &Son,*Mgrs.*) *Cell D B 315'994t*	367·5 / F38' *FPT 134t APT 24t*	51·5	25·1	Newcastle British *6 BH Cem* *Coll to Sh dk* 5 ,, *2nd* ,,	T.3Cy.25",41"&69" 48" (s) 180lb 375NHP 3SB,9*cf*,GS174,HS6009 G.Clark,Ld Sunderland	27 ″ 6 / s 2 ″ 10 / 24 ″ 10½	
75109 / 136361 / MGNS	**Glenmaroon** 3Mst *ss* Bel.No.3–8,30 *ss* Bel.No.2–30 ~~*ss* Bel.No.1–36~~ *Mchy. Aft* *Well deck* 1 *Dk (Stl)*		716 / 502 / 293	✠100A1 4,39 ~~7,36~~ ~~4,37~~ 10,38	Bel	*k*	CL ~~9,35~~ 10,38	1917 / 4mo	J.Fullerton&Co. Paisley *Lloyd's SA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *Cell D B f 109'164t FPT 48t*	190·0 / Q99'B9'F31' FK	29·6	11·2	Belfast British *3 BH Cem* *APT 40t*	T.3Cy.16",~~26"~~ 26½"&44"–33" (s) 180lb 144NHP 1SB,4*cf*,GS75,HS2540 Ross&Duncan,Glasgow	13 ″ 9 / s 4 ″ 7 / 13 ″ 3½	
75110 / 160407 / GNSY	**Glenmoor** *Oil Eng.* D.F. *ss* Bly No.2–37 1 *Dk (Stl)* & *Shelter dk (Stl)* *Cruiser Stern*		4393 / 4070 / 2649	✠100A1 *with freeboard* ~~5,36~~ ~~10,37~~ 2,39 8,38	Rot Sws	*y*	CL ~~8,35~~ 8,38	1928 / 4mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's SA&CP*	MoorLine,Ld. (RuncimanShppng Co.Ld.*Mgrs.*) *Cell D B 317'1011t MT 26'988t*	375·0 / 391·2(O.L.) F30' *PT 140t APT 220t*	52·6	25·7	London British *7 BH pt Cem* *Coll to Sh dk* 6 ,, *2nd* ,,	Oil Engines 2S.C.SA 3Cy.21¼"–35" 417NHP 2DB *120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 3 / s 3 ″ 0½ / 25 ″ 5	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name, Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equilibrant Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dated Book of Trade Cert.
75111 144217 GDQW	**Glenogle** TwinSc *Oil Eng.* *Ref. Mchy.* ssHul. No. 3–7, 32 ssMdb. No. 1–36 2 *Dks (Stl) & Awng dk (Stl)* *Cargo battens not fitted in Bridge & Forecastle*	9513 8539 5826	✠100A1 *Awning dk with freeboard* 2,38 ✠LMC CS 38 DBS 12,38 ✠Lloyd's RMC 2,38 12,38	Ant	*e* †	CL 5,37	1920 8mo	Harland & Wolff, Ld. Glasgow	**GlenLine, Ld.** *Lloyd's SA & CP* *1 BH dispensed with* *Cell D B422' 1667t D*	485·8 | 62·3 | 35·8 P40' B153' F58' FK & BK2' *7 BH only, all to Ta 30' 706t F P T 1806*			Glasgow British *pt Cem* *Awning dk A P T 75t*	Oil Engines 4S.C.SA 16Cy. 29½"–45½" DB *100lb* 1317 NHP Harland & Wolff Ld. Gls.	38 " 9 s 9 " 4½ 29 " 8½	
75112 213369 WOCP	**Glenpool** (*ex* Hagen) TwinSc *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. GyC.	5444 — 3333	✠100A1 Gal *z* [illegible] NYk LMC 6,37 ✠NPL B8,19 BS6,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,19		06 1,38		1913 3mo	Frd. Krupp Akt. Ges. Kiel	**Standard Oil Co. of New Jersey** *Lloyd's SA & CP* *Cell D Bu E87' 214t*	400·0 | 53·2 | 30·0 P107' B42' F44' FK *DT f 36' 308t P T F 1590t*			Wilmgton (Del.) Utd. States *14 B H Cem* *A P T 72t*	T.6Cy. 18½", 30" & 51"–36" (*s*) 190lb 474 NHP 3SB, 9*cf*, GS 189, HS 7200 FD Staten Island S.B. Co	32 " 4	
75113 148134 CYJK	**Glenross** *Mchy. Aft* 1 *Dk (Stl)* *Cargo battens not fitted*	3219 2948 2860	✠100A1 Clw *with freeboard* 5,26 ✠LMC 7,25 *For Service on the Great Lakes*		CL 6,28		1925 8mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle	**Canada Steamship Lines, Ld.** *Lloyd's SA & CP* *Cell D*	343·1 | 43·7 | 22·9 F42' len 26 FK *B 311' 832t F P T 1330t*			Midlnd Ont. British *3 B H pt Cem* *A P T 8t*	T.3Cy. 18", 30" & 49"–36" (*s*) 200lb 185 NHP 2SB, 6*cf*, GS 98, HS 3126 McColl & Pollock, Ld. Sld.	25 " 0 s 6 " 8 18 " 7½	
75114 145439 GKLN	**Glenshiel** TwinSc *Oil Eng.* ssMdb. No. 3–12, 35 2 *Dk (Stl) & Awng dk (Stl)* D.F. *Ref. Mchy.*	9415 8505 5769	✠100A1 Hul *e* † *Awng dk with freeboard* 11,38 ~~12,38~~ MC CS 11,38 DBS ~~8,37~~ 11,38 ~~12,38~~ c. 37 ✠Lloyd's RMC 1,38 ~~2,38~~ 3,38		CL SNS, 36 P 3,37		1924 5mo	Harland & Wolff, Ld. Belfast *Lloyd SA & CP* *Cell D B421' 1718t D Ta 30' 686t*	**Glen Line, Ld.**	485·7 | 62·2 | 35·5 501·7 (O.L.) P40' B153' F58' *on Awng dk* FK & BK2' *1 B H dispensed with* *7 " only, all to Awng dk* *D T f 28' 864t F P T 1300t*			Belfast British *Cem* *A P T 78t*	Oil Engines 4S.C.SA 16Cy. 29½"–45½" DB *100lb* 1317 NHP Harland & Wolff, Ld. Gls.	38 " 9 s 9 " 4½ 29 " 8½	
75115 LIUT	**Glitrefjell** *Cruiser Stern* *Mchy. Aft* Wireless D.F. 2 *Dks*	1568 1283 897					1934	Porsgrund Mek. Værks Porsgrunn	**A/S Rudolf (Olsen & Ugelstad, *Mgrs.*)**	246·6 | 37·9 | 18·2 P29' H147t			Oslo Norwegian *WB*	C.4Cy. (2) 12 13/16" & (2) 27 1/16" – 27 3/16" & L.P. Turbine with D.R. gearing and hydraulic coupling 109 NHP Porsgrund M.V. Porsgrund		N
75116 7628 SEKU	**Glitt** (*ex* Ture, *ex* Ferlo, *ex* Dich-taoo) 1 *Dk*	*1124* *908* *596*	...				1907	Hawthorn, Leslie & Co. Ld. Newcastle	**Rederi A/B Malmöhus (Ture Hillerstrom, *Mgr.*)**	242·4 | 35·0 | 12·7 Q29' B42' F42' FK *WB*			Malmö Swedish	T.3Cy. 16", 26" & 44"–33" 143 NHP Ross & Duncan, Glasgow	14 " 10	V †
75117 LGCP	**Glittertind** (*ex* Oddersjaa) Wood *Oil Eng.* 1 *Dk*	457 411 329					1920	Otterdals Interessenskabs Skibsbyggeri, Xiansand	**Skibs A/S Glittertind (Jonas Fjörtoft)**	146·9 | 28·6 | 16·0 Q26' H14t			Aalesund Norwegian	Oil Engines 2S.C.SA 4Cy. 15½"–17⅜" 175 NHP Lysekils Mek. Verksted A/B, Lysekil		N
75118 LCEB	**Glittre** TwinSc *Oil Eng.* D.F. *Cruiser Stern* 1 *Dk* *Mchy. Aft* *Carrying Petroleum in bulk*	6409 5587 3788					1928	Akt. Götaverken Gothenburg	**Smedvigs Tankrederi A/S Peder Smedvig, *Mgr.*)**	408·3 | 55·3 | 32·3 P358' H383t F82t			Stavanger Norwegian *WB*	Oil Engines 4S.C.SA. 12Cy. 21⅜"–39⅜" 543 NHP Akt. Götaverken, Got.		N
75119 PEJC	**Globe** *Oil Eng.* *Mchy. Aft* D.F. 1 *Dk* *Cruiser Stern*	314 200 151					1937	N.V. Schpsw Delfzijl v/h Gebr. Sander Delfzijl	**Joh. Beck**	126·8 | 24·7 | 8·3 P32' Q40' F16'			Groningen Dutch *WB*	Oil Engines 2S.C.SA 3Cy. 9 7/16" – 14 3/16" 47 NHP Appingedammer Brons Motorenfb. N.V.		
75120 2137 IBIS	**Gloriastella** (P) (*ex* Gloriastar–36, *ex* Klipfontein–35) 3 *Dks*	5490 4750 2941					1922	Rotterdam Droogd. Maat Rotterdam	**Fratelli Rizzuto**	419·0 | 58·3 | 26·4 402·4 F37'			Genoa Italian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Met. Vickers Elec Co Ld Mch		I
75121	**Glorioso** TwinSc (*ex* Sailfrmgard, *ex* Ostlinie 2) *Oil Eng.* 1 *Dk*	564 — 327					1921	Deutsche Werft, A.G. Hamburg	**Cia. Argentina de Nav. Mihanovich Ltda.**	219·1 | 31·5 | 11·8 len 28			Bns. Aires Argentine	Oil Engines 2S.C.SA 8Cy 10⅝"–14½" NE 28 158 NHP Sulzer Bros. Winterthur		
75122 132592 GLWP	**Gloucester Castle** (P) TwinSc *ss* Lon. No. 3–11, 33 *Ref. Mchy.* 2 *Dks (Stl–Uteak s&* Sub. Sig. 2*nd dk–ws) & 3rd dk (Stl) in* D.F. *Nos.* 1, 3, 4 & 5 *holds*	8006 6196 4880	✠100A1 Lon *e* † 11,37 BS ~~11,37~~ ✠LMC 7,33 2,39		CL 10,36		1911 8mo	Fairfield Co. Ld. Glasgow	**Union-Castle Mail S.S. Co. Ld.** *Lloyd's SA & CP* *WB = Cell D Ba 85' u E*	452·7 | 56·2 | 30·7 P & B 272' F 68' FK & BK2' *87' f 191' 1103t F P T*			London British *8 B H Cem* *75t A P T 80t*	Q.8Cy. 19¾", 28", 41" & 60"–48" 220lb (*s*) 722 NHP 2D & 1SB *15cf* GS 325 HS 12570 Fairfield Co. Ld. Glasgow	33 " 9 s 6 " 8½ 27 " 4	BT till 11,38
75123 142842 GCMT	**Gloucester City** *ex* Cyprian Prince–36) *ss* Liv. No. 3–9, 31 *Ref. Mchy.* *ss* Mch. No. 1–35 D.F. 1 *Dk (Stl) & 2nd dk (Stl) in holds*	3071 2831 1853	✠100A1 Brs *u* 9,38 ~~6,37~~ BS ~~11,37~~ 11,38 ✠LMC MS 8,35 ~~BS 10,37~~ Lloyd's RMC 8,35		CL N5, 37		1919 9mo	J. Blumer & Co. Sunderland *Lloyd's SA & CP*	**Prince Line, Ld. (Furness, Withy & Co. Ld. *Mgrs.*)** *Cell D B 276' 734t F P T*	331·3 | 46·8 | 23·2 342·2 (O.L.) P33 B98 F28' FK *7 B H Cem* *105t A P T 142t*			Bristol British *7 B H Cem* *A P T 80t*	T.3Cy. 25", 41" & 68"–45" (*s*) 180lb 358 NHP 3SB, 9*cf*, GS 153, HS 5817 J. Dickinson & Sons, Ld. Sld.	25 " 6 s 3 " 11½ 21 " 9	
75124 139896 GDWB	**Gloxinia** *ss* Shl. No. 3–1, 37 1 *Dk (Stl) & Web frames* D.F. *Longitudinal framing*	3336 3038 1961	✠100A1 Ant *p* 3,38 ~~11,37~~ BS ~~11,37~~ ✠LMC 1,37 2,38 *Carrying oils in bulk* *also Molasses in bulk* *Fitted for oil fuel* 3,21		CL 8,36		1920 9mo	Tyne I.S.B. Co. Ld. Newcastle *Lloyd's SA & CP*	**Stag Line, Ld. (J. Robinson & Sons, *Mgrs.*)** *Cell D Ba 19' u E & B*	331·5 | 47·9 | 23·0 P34' B98' F29' FK *39' f 58' 351t F P T 782t*			N. Shields British *12 B H pt Cem* *A P T 163t*	T.3Cy. 22½", 36½" & 62'–42" (*s*) 180lb 289 NHP 2SB, 6*cf*, GS 124, HS 4724 N.E. Marine Eng Co Ld Nwc	25 " 6 s 3 " 9 21 " 11½	
75125 Wrecked 2,39 DMAX	**Glückauf** (*ex* Rondo) *Well deck* 1 *Dk*	1915 1496 1083	...				1912	S. P. Austin & Son, Ld. Sunderland	**Glückauf Kohlenhandelsges. m. b. H.**	265·8 | 37·8 | 17·8 P28' Q71' B51' F28' FK *WB*			Rostock German	T.3Cy. 20½", 33" & 54"–39" 199 NHP G. Clark, Ld Sunderland	19 " 10	G †
75126 DCGU	— (*ex* Geheimrat Mahn, *ex* John S. Calvert, *ex* Eider, *ex* Gertrude, *ex* Marianne) 1 *Dk* *Well deck*	1061 852 609					1907	Nüscke & Co. Stettin	**Zerssen & Co.**	218·1 | 34·7 | 13·8 Q74' B51' F29'			Kiel German *WB*	T.3Cy. 14 13/16", 23 5/16" & 38 3/16" – 27 5/16" 77 NHP Dresden Mch. Sch. Uebigau, Dresden		G
75127 DONF	— (P) (*ex* Bubendey) TwinSc Wireless Sub. Sig. 1 *Dk*	904 552 347					1913	Stettiner Oderwerke Stettin	**Norddeutscher Lloyd**	213·7 | 40·1 | 12·3 B94' F20'			Bremen German *WB*	T.6Cy. 14½", 22½" & 36½"–25½" 133 NHP Stettiner Oderwerke		G

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts	4 Tonnages Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termin assigné maintenant expiré. Lettre d'Equipement.	7* Liste de la dernière visite et lettre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au dessus Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registrés ou coté ✠ ce n'est dans le L. R. Divers, Lettres, Divers.
75128 DDTY	**Glücksburg** (*ex*Heathpark, *ex*Muhlhoten) *ss*Ham.No.3–2,34 1 *Dk*(*Stl*)		2680 2432 1567	✠ ... 9,38 [illegible]	Ham		CL 6,37	1922 2mo *Lloyd's*	Frd.Krupp Akt.Ges. Kiel	Flensburger Dampfercompagnie Harald Schuldt & Co. *Cell D*	328·7 | 44·2 | 20·6 339·2 (O.L.) P&R 219′F37′ FK len 35 *b* 289′ 682*t* *FPT* 56*t*			Hamburg German *pt 4 sppt Cem* 5 *BH* *APT* 120*t*	T 3Cy 19⅝″,32⅛″&54¾″–39⅜″ 185lb (*s*) 245 NHP 2SB,4*cf*,Gs84,Hs3445 FD Fried.Krupp A.G. Essen	22 ″ 6	
75129 MMCG	**Glynn** (*ex*Svint 36,*ex*Flaks–34, *ex*Enare *ss*N.Yk.No.3–8,30 *ex*Ringfond,*ex*Margit Siemers, 1 *Dk*(*Stl*) *ex*Graaf Adolf) *Well deck* *Mchy. Aft*		1134 853 660	✠ ... 8.34 ✠NB8,22 ✠	Cgo	*n*		1918 5mo *Lloyd's*	Wilton's E. & Slipway Co. Rotterdam	Shamrock Shipping Co. Ld. *Cell D Bu E*	229·9 | 34·2 | 12·8 Q131′B13′F24′ FK *b* 23′ *f* 152′ 389*t* *FPT* 88*t*			Belfast British 4 *BH Cem* *APT* 48*t*	T. 3Cy. 15½″,25½″&41″–36″ 120 NHP 1SB,3*cf*,Gs67,Hs1991 Wilton's E. & Slpwy Co. Rot.	16 ″ 0	N †
75130 MLNY	**Glynwen** *ss*Nwc.No.3–7,35 1 *Dk*(*Stl*) *Cargo battens not fitted*		1076 843 629	✠100A1 9,38 ~~7,86~~ MS7,35 ~~BS6,38~~	Nwc	*m*	CL ~~6,35~~ 6,38	1923 6mo *Lloyd's*	Osbourne, Graham & Co. Ld. Sunderland	S. & R. Steamships, Ld. (Stone & Rolfe, *Mgrs.*) *Cell D B*	210·0 | 32·0 | 15·4 Q108′B10′F24′ FK *b* 172′ 241*t* *FPT*			Llanelly British 1 *BH Cem* *APT* 82*t*	T. 3Cy 16″,27″&44″–30″ (*s*) 180lb *100lb* 130 NHP 1SB,3*cf*,Gs58,Hs2207 N.E. Marine Eng. Co. Ld. Sld	17 ″ 6 *s* 4 ″ 10½ 16 ″ 3	
75131 DOQY	**Gneisenau** Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. Sub.Sig. 3 *Dks* GyC. *Ref. Mchy.* *Cruiser Stern*		18160 13618 10713					1935	Deutsche Sch-u-Mschb A.G. Weser Bremen	Norddeutscher Lloyd	625·6 | 74·1 | 41·4 B251′F52			Bremen German *WB*	2 geared Steam Turbines 4333 NHP Deutsche Schiff.-u Mschb. A.G. Weser, Bmn.		G
75132 141914 GCBW	**Goalpara** *ss*Cal.No.3–9,27 *ss*Cal.No.2–35 2 *Dks*(*Stl*)		5314 4844 3216	100A1 6,38 ~~7,37~~ MS11,35	Bom Cal LMC ~~BS6,37~~	*y*	CL 7,37	1919	Sunderl'nd S.B.Co.Ld. Sunderland *Lloyd's* *SA&CP*	British India Stm. Nav.Co.Ld. *Cell D B*	400·0 | 52·4 | 28·4 413·0 (O.L.) P50′B113′F38′ FK *b* 338′ 1113*t* *FPT*			Glasgow British 7 *BH Cem* *APT* 203*t*	T. 3Cy. 27″,44″&73″–48″ (*s*) 180lb 517 NHP 3SB,9*cf*,Gs189,Hs7668 FD N.E. Marine Eng. Co. Ld Sld	31 ″ 0 *s* 5 ″ 11½ 25 ″ 4½	
75133 137084 GBZX	**Goathland** *ss*Shl.No.3–5,36 1 *Dk*(*Stl*)		3821 3454 2273	✠100A1 5,38 ~~7,37~~ ~~BS7,37~~ 11,38	Npt Hal ~~LMC~~ 5,36	*w*	CL ~~5,36~~ 5,38	1924 4mo *Lloyd's*	R. Thompson & Sons, Ld. Sunderland	Rowland & Marwood's S.S. Co. Ld. (Headlam & Son, *Mgrs.*) *Cell D B*	364·8 | 50·5 | 22·5 P33′B217′F36′ FK 310′1014*t* *FPT*			Whitby British 6 *BH Cem* 68*t* *APT* 144*t*	T. 3Cy. 24⅜″,42″&68″–45″ (*s*) 180lb *150lb* 340 NHP 2SB(Spt),8*cf*,Gs122,Hs5276 N.E. Marine Eng. Co. Ld. Sld	24 ″ 11 *s* 3 ″ 0⅜ 22 ″ 0½	
75134 EAQD	**Gobeo** *ss*Bbo.No.3–3,33 1 *Dk*(*Stl*) *Mchy. Aft*		*3346* *2889* *2088*	✠100A1 12,36 BS1,37 ✠LMC3,33 No later survey reported *Carrying Petroleum in Fitted for oil fuel 3,*	Bbo	*v*	CL 12,36 *cylind* *above* 21 *F.P. a*	1921 3mo *Lloyd's*	R. Duncan & Co. Ld. Port Glasgow	Cia. Cantabrica de Nav. (J. de Gobeo, *Mgr.*) *Cell D Bu E*	330·2 | 47·8 | 22·4 P38′B96′F23′ FK *b* 26′ *f* 22′ 62*t* *APT*			Bilbao Spanish 7 *BH pt Cem* *APT* 68*t*	T. 3Cy. 24″,40″&65″–45″ (*s*) 180lb 309 NHP 2SB,6*cf*,Gs126,Hs4786 Clyde S.B. & E. Co. Ld. P. Gl.	24 ″ 8 *s* 3 ″ 4¾ 21 ″ 6	
75135 TFMA	**Godafoss** Ⓟ Wireless D.F. 2 *Dks*		1542 1389 940					1921	Svendborg Skbs. & Msk Svendborg	H/F Eimskipafelag Islands	230·0 | 34·6 | 20·5			Reykjavik Icelandic *WB*	T. 3Cy. 20″,32″&53″–36″ A/S Kjöbenhavns 168 NHP Flydedok & Skibs. Cpr.		V
75136 134511 VGQZ	**Goderich** (*ex*Marquette,*ex*Glenshee, *ex*Howard M. Hanna, Jr.) *Mchy. Aft* D.F. 1 *Dk*		5667 5345 3789					1908	American S.B. Co. Cleveland	Canada Steamship Lines, Ld.	480·0 | 54·0 | 26·0			Midlnd Ont British *WB*	T. 3Cy 22½″,36″&60″–42″ American NB15 233 NHP S.B. Co. Cleveland		R
75137 161103 GTCZ	**Godfrey B. Holt** *ss*Liv.No 2–38 *s* ~~Liv.No.1–38~~ D.F. 2 *Dks* (*Stl–Weather dk* teaks)		3585 3108 2191	✠100A1 *with freeboard* ~~1,36~~ ~~1,37~~ MS1,34 BS11,38	Liv ~~Lk.MC~~ ~~LMC~~ MC11,37		CL ~~7,35~~ 6,38	1929 7mo *Lloyd's*	Cammell Laird & Co. Ltd. Birkenhead	J. Holt & Co. (Liverpool) Ld. *Cell D B*	330·5 | 47·1 | 25·3 P15′B126′F32 FK 282′ 647*t* *FPT*			Liverpool British 6 *BH Cem* 56*t* *APT* 20*t*	T. 3Cy 22½″,36½″&62″–42″ (*s*) 180lb HS6666 401 NHP 2SB (Spt) FD & 1 Aux SB *9cf*,Gs173 Cammell Laird & Co. Ld. Bkn	27 ″ 6 *s* 7 ″ 5⅜ 20 ″ 4½	
75138 DFZT	**Godfried Bueren** (*ex*Atna) Sub.Sig. D.F. 1 *Dk* & *Shelter dk*		4664 4368 2831					1911	W. Doxford & Sons, Ld. Sunderland	"Atlas" Reederei Akt. Ges.	390·3 | 53·4 | 26·6 P101*t* H193*t*			Emden German *WB*	T. 3Cy. 27″,45½″&77″–54″ 436 NHP W. Doxford & Sons. Ld. Sld.		G
75139 989 IBCP	**Goffredo Mameli** (*ex*Myrza Blumberg,*ex*Mai Rickmers, *ex*Hornstein) D.F. 2 *Dks*		4370 — 2570					1909	Rickmers Akt. Ges. Bremerhaven	Soc. Anon. Cooperativa di Nav. Garibaldi	376·3 | 47·7 | 27·0 B82′F36′			Genoa Italian *WB*	T. 3Cy 23¾″,38 13/16″&63″–43 5/16″ 262 NHP Bremer Vulkan, Vegesack		I
75140 1953 IBDE	**Goggiam** (*ex*Alga–36, *ex*Leonora–34) 1 *Dk* *Mchy. Aft*		1934 — 1137					1922	Scheep. & Machfbk. de Liesbosch Utrecht	Ignazio Messina & C.	277·1 | 38·3 | 16·8 271·2 Q155′B12′F22′			Genoa Italian *WB* *Altered by*	T. 3Cy. 17 9/16″,27 1/8″&45 7/16″–27⅛″ 105 NHP *E made* 95 *alt rd* 24 *& refitted* 26 Scheepsw. & Machinefb. "De Liesbosch," Jutfaas		I
75141 160182 GNKD	**Gogovale** *ss*Shl.No.3–3,39 ~~*ss*Shl.No.2–36~~ D.F. E.S.D. 2 *Dks*(*Stl*)		4586 4327 2918	✠100A1 ~~4,38~~ 3,39	Bry Shl LMC	*y*	CL ~~3,38~~ 3,39	1927 11mo *Lloyd's*	Lithgows' Ld. Port Glasgow	Crawford Shipping Co. Ld (A. Crawford & Co. Ld. *Mgrs.*) *Intermediate 'tween dk BH in after* *Cell D*	385·0 | 52·0 | 26·6 P29′B112′F44′ FK *n* *hold dispensed with* *B* 329′ 1010*t* *DT* a 30′ 784*t* *APT*			Glasgow British *pt Cem* 4 *BH to Udk* 2 „ „ 2nd „ 16*t*	T. 3Cy. 25¾″,42″&70″–48″ (*s*) 200lb 477 NHP 3SB,9*cf*,Gs138,Hs6789 FD Rankin & Blackmre Ld. Grk	29 ″ 0 *s* 5 ″ 3½ 23 ″ 11	
75142 141915 GCLB	**Gogra** *ss*Cal.No.3–11,31 *ss*Cal.No.1–35 2 *Dks*(*Stl*)		5190 4747 3126	✠100A1 ~~6,37~~ LMC12,	Bom	*y*	CL N6,37	1919 8mo *Lloyd's*	Workman, Clark & Co. Ld Belfast	British India Stm. Nav. Co. Ld. *Cell D B*	400·2 | 52·3 | 28·4 413·2 (O.L.) P49′B113′F39′ FK 347′ 1120*t* *FPT* 115*t*			Glasgow British 7 *BH Cem* *APT* 170*t*	T. 3Cy. 27″,44″&73″–48″ (*s*) 180lb 517 NHP 3SB,9*cf*,Gs190,Hs7668 FD Workman Clark & Co Ld Bel	31 ″ 0 *s* 5 ″ 11½ 25 ″ 3½	
75143 16938 JPSE	**Gokenzan Maru** (*ex*Abchurch) *Well deck* 1 *Dk* 2 *tr b*		1649 1308 1171				...	1898	Strand Slipway Co. Sunderland	Hongo Shoten Goshi Kaisha	257·9 | 36·5 | 19·0 P28′Q62′B50′F31 FK			Kobe Japanese *WB*	T. 3Cy. 19″,31″&51″–33″ 159 NHP N.E. Marine Eng. Co Ld. Sld.	19 ″ 2	
75144 LDYY	**Gol** (*ex*Margarete Schröder, *ex*Margarete) 1 *Dk*		985 824 564					1920	Schiffb. Ges Unterweser m.b.H. Weser -münde-L.	August Kjerland & Co. A/S	216·4 | 34·6 13·5 Q52*t* H56*t* F28*t*			Bergen Norwegian *WB*	T. 3Cy. 16 3/16″,26″&41 3/16″–25 ″ 86 NHP A. Borsig, Berlin-Tegel		N
75145 141919 GCKP	**Golconda** *ss*Cal.No.3–7,32 *ss*Cal.No.1–36 2 *Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*		5316 4850 3203	✠100A1 ~~6,37~~ ~~LMC7,36~~ 5,35	Cal Bom	*y*	CL 6,37	1919 9mo *Lloyd's*	W. Gray & Co. (1918) Ld. Sunderland	British India Stm. Nav. Co. Ld. *Cell D B*	400·0 | 52·3 | 28·4 P49′B113′F39′ FK 344′ 1073*t* *FPT* 129*t*			Glasgow British 7 *B Hpt Cem* *APT* 200*t*	T. 3Cy. 27″,44″&73″–48″ (*s*) 180lb 517 NHP 3SB,9*cf*,Gs190,Hs7668 FD Cen. Mar. Eng. Wrks. W Hpl	31 ″ 0 *s* 5 ″ 11½ 25 ″ 3½	
75146 162635 GRDP	**Gold Shell** TwinSc *Oil Eng* D.F. E.S.D. *ss*Rot.No.1–36 *Mchy. Aft* 1 *Dk*(*Stl*) 2nd *dk*(*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck*		8208 7464 4817	✠100A1 ~~3,38~~ ~~LMC~~ CS1,36 BS ~~5,38~~ 7,37 *Carrying Petroleum in*	Rot Nwc	*c* †	CL 7,37 *bulk*	1931 9mo *Lloyd's*	Bremer Vulkan Vegesack	Anglo-Saxon Petroleum Co. Ld. *Cell D Bu E*	451·2 | 62·1 | 34·1 467·4 (O.L.) P103′B35′F43′ FK 68′ 208*t* *DT f* 32′ 355*t* *FPT*			London British 14 *B H* 220*t* *APT* 40*t*	Oil Engines 4S.C.SA 12 *Cy* 24 1/16″–43 5/16″ 714 NHP 2 DB *150lb* Bremer Vulkan, Vegesack	34 ″ 0 *s* 6 ″ 7½ 27 ″ 7½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or now entered Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dated B.of Trade Cert.
Now "Waimea," *see No. 90612 in Supplement*																	
75147	**Golden Cloud** (P) (*ex* West Sechana)		5670					1919	S. Western S.B. Co. San Pedro, Cal.	Matson Navigation Co.	410·5	54·3	27·2	S. Frncisco Utd. States	T.3Cy. 24½", 41½" & 72"–48"		R
217932	D.F.	*Fitted for oil fuel*	—								P46'	B112'	F46'	*WB*	Llewellyn Iron Works, Los Angeles, Cal.	359 NHP	
WSOI	*Ref. Mchy.*	2 *Dks*	3604														
75148	**Golden Cross** (*ex* West Henshaw)		5833					1919	J. F. Duthie & Co. Seattle, Wash	Matson Navigation Co.	409·7	54·2	27·7	S. Frncisco Utd. States	T.3Cy. 24½", 41½" & 72"–48"		R
Now "Kohala," *see No. 88774 in Supplement*			5245								P44'	B115'	F47'	*WB*	Hooven, Owens, Rentschler Co. Hamilton, O.	359 NHP	
KEBQ	*Ref. Mchy*	2 *Dks*	3674														
75149	**Golden Dragon** (*ex* West Chopaka)		7460					1921	Ls Angeles S.B. & D.D. Co. San Pedro, Cal	Matson Navigation Co.	430·7	54·3	26·2	S Frncisco Utd. States	T.3Cy. 28½", 47" & 78"–48"		R
221668	*Ref. Mchy.*	*Fitted for oil fuel*	—								P48'	B121'	F48'	*WB*	Los Angeles S.B. & D.D. Co. San Pedro, Cal.	422 NHP	
Now "Waimanalo," *see No. 89030 in Supplement*		2 *Dks & Shelter dk*	4520														
75150	**Golden Eagle** (P)	Pad	793				...	1909	J. Brown & Co. Ld. Clydebank	General Steam Nav. Co. Ld.	275·7	32·1	10·1	London British	D.3Cy. 30½", 46½" & 71"–60"	10 " 9	BT
129003			585								Q16'		FK				
MCZN		1 *Dk & Prom. dk*	435								*Promenade dk* 259'				J. Brown & Co. Ld. Clydebank		
75151	**Golden Horn** (*ex* Crisfield)		6367					1919	Skinner & Eddy Corp. Seattle, Wash	Matson Navigation Co.	402·6	54·9	32·1	S. Frncisco Utd. States	T.3Cy. 25", 42" & 72"–48"		R
219157		*Fitted for oil fuel*	5872								P48'	F42'		*WB*	Skinner & Eddy Corp. Sea.	359 NHP	
KOKP		2 *Dks.*	4011														
Now "Kaimoku," *see No. 88776 in Supplement*																	
75152	**Golden Kauri** (*ex* West Elcajon)		5548					1919	Skinner & Eddy Corp. Seattle, Wash	Matson Navigation Co.	409·6	54·2	27·1	S. Frncisco Utd. States	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
217492		*Fitted for oil fuel*	—								P43'	B115'	F47'	*WB*			
KELK		2 *Dks*	3474														
75153	**Golden Mountain** (*ex* Bearport)		6069					1920	G.M. Standifer Cnst Corp. Vancouver, Wash.	Matson Navigation Co.	401·4	53·2	31·9	S. Frncisco Utd. States	T.3Cy. 24½", 41½" & 72"–48"		R
219550		*Fitted for oil fuel*	5563								P48'	B81'	F38'	*WB*	Hooven, Owens, Rentschler Co. Hamilton, O.	359 NHP	
KWBK		1 *Dk & Shelter Dk*	3823														
Now "Olopana," *see No. 89459 in Supplement*																	
75154	**Golden Sun** (*ex* West Prospect)		7460					1921	Ls Angeles S.B. & D.D. Co. San Pedro, Cal	Matson Navigation Co.	430·7	54·3	26·2	S. Frncisco Utd. States	T.3Cy. 28½", 47" & 78"–48"		R
Now "Mokihana," *see No. 89095 in Supplement*																	
KDUK	*Ref. Mchy.*	2 *Dks & Shelter dk*	4520											*WB*	Los Angeles S.B. & D.D. Co.	422 NHP	
75155	**Golden Sword** (*ex* Delecto–36,		4078	✠100A1	Bos	*r*	CL	1918	Bethlehem Sword S.S. Line, Inc.		341·0	48·2	24·5	New York Utd. States	T.3Cy. 24", 39" & 65"–42" (*s*)	27 " 3	
215963	*ex* Redondo)	*ss* Bal. No. 3–2,30	3641	8,37			8,37	2 mo	S.B. Corp. Ld. Alameda, Cal.						180 lb 339 NHP	s 4 " 10½	
WNCP		*ss* Bos. No. 1–34	2414	BS1,37 ✠LMC1,34					A & CP		P29'	B73'	F36' FK	*6B Hpt Cem*	2SB, *6cf*, GS130, HS5800	22 " 7	
		1 *Dk (Stl)* 2 *tr B*		1,39						*Cell D B* 290	967 *t D*	*Ta* 14'	240 *t*	*F P T* 12 *t*	*A P T* 102 *t*	Bethlehem S.B. Corp. Ld. Alameda	
				Fitted for oil fuel 2,18			*F.P. above*										
75156	**Goldenfels**		7862					1937	Bremer Vulkan Vegesack	Deutsche Dampfs. Ges. "Hansa"	488·1	61·3	31·1	Bremen German	2 Oil Engines 2S.C DA 12Cy. 20⅝"–29½" SR geared to 1 Sc. shaft 1830 NHP Bremer Vulkan, Vegesack		G
		Oil Eng.	7106								P64'	B207'	F38'	*WB*			
DOTP	D.F. E.S.D.	2 *Dks*	4845														
		Cruiser Stern															
75157	**Goldfinch**		454	✠100A1	Lon	*j*	OG	1937	Caledon S. B. & E. Co. Ld. Dundee	General Stm. Nav. Co. Ld.	177·0	31·1	8·3	London British	Oil Engines 2S.C.SA 6Cy. 9½"–16" ~~1,417 NHP~~ 531 IP	11 " 0	
165373		*Oil Eng.*	302	*with freeboard*				1 mo						*4 B Hpt Cem*		s " 2	
MMCR		1 *Dk & Shelter dk*	206	1,37 ~~1,37~~ ✠LMC1,37							B19'		FK	*Coll to Sh dk*		10 " 11½	
	Mchy. Aft	*Cruiser Stern*		~~✠LMC 1,38~~				*Lloyd's*	*S.A. & CP*					3 " 2nd "	British Auxiliaries, Ld. Gls.		
										Cell D B 122'	17	*7t F P T* 56 *t A P T* 22 *t*					
75158	**Goldmouth**		7402	✠100A1	Sng		CL	1927	Maats. Fyenoord Rotterdam	Anglo-Saxon Petroleum Co. Ld.	440·4	59·5	32·7	London British	Oil Engines 4S.C.SA 6Cy. 32¾"–59"	32 " 9	
149838		*Oil Eng.*	6758	11,38 ~~8,38~~			~~1,86~~	6 mo						*6 B Hpt Cem*		s 6 " 3½	
GLRD	*Mchy. Aft*	*ss* Nwc. No. 2–36	4275	✠LMC CS1,36			11,38				P99'	B34'	F58' FK	2 DB *180 lb*	600 NHP	26 " 8½	
	D.F. E.S.D.	*Cruiser Stern* 1 *Dk (Stl)*		DBS8,~~37~~ 11,38 1,36				*Lloyd's*	*S.A. & CP*	*Cell D B u E* 69'	285 *t*	*D T f* 32'	284 *t*	*F P T* 162 *t*	*A P T* 67 *t*	Werkspoor, Amsterdam	
	Longitudinal framing at bottom & at deck			*Carrying Petroleum in bulk*													
75159	**Golfo de Darien**		2642					1928	Frerichs-werft Akt. Ges. Einswarden	Hanseatica Aschpurwis & Veltjens S.A. (Hansegesellschaft Aschpurwis & Veltjens, *Mgrs.*)	326·9	46·1	19·7	Panama Pnamanian	T 3Cy 23⅝", 38⅜"& 62⅞"–41 5/16" 250 NHP		G
	(*ex* Tarragona–37)		2333								P275'	F43'		*WB*	A. Borsig, G.m.b.H. Berlin		
HPHS	D.F.	1 *Dk*	1534														
		Cruiser Stern															
75160	**Golfo de Panama**		2643					1927	Frerichs-werft Akt Ges Einswarden	Hanseatica Aschpurwis & Veltjens S.A. (Hansegesellschaft Aschpurwis & Veltjens, *Mgrs.*)	326·9	46·1	19·7	Panama Pnamanian	T.3Cy. 23¾", 38⅜"& 62⅞"–41 5/16" 250 NHP		G
	(*ex* Cartagena–37)		2333								P275'	F43'		*WB*	A. Borsig, G.m.b.H Berlin		
HPHT	D.F.	1 *Dk*	1534														
		Cruiser Stern															
75161	**Gomera** (P) (*ex* Gomera-Hierro)		447	✠ ~~—~~	LaP	*h*		1912	Caledon S. B. & E. Co. Ld. Dundee	Compañia Trasmediterranea	160·3	26·0	10·1	Las Palmas Spanish	T.3Cy. 13", 21½" & 35"–27" 100 NHP	18 " 3	
		ss La. P. No. 3–6,24	270	1,38				3 mo						*4 B H Cem*	1SB, *3cf*, GS57, HS1964		
BARP	Wireless	*ss* La. P. No. 2–32	237	*Shelter dk*													
		1 *Dk & Shelter dk (Teak)*		✠						*Cell D Ba*	29'	*u E* 16'	*f* 6'	10 *t*	*F P T* 7 *t*	*A P T* 8 *t*	Caledon S.B. & E. Co Ld. Dun
75162	**Gonçalo Velho** (*ex* Balboa,		1595	✠100A1	Ham	*r*	CL	1913	Murdoch & Murray, Ld. Port Glasgow	Cia. de Nav. Carregadores Açoreanos	265·5	38·6	16·7	Ponta Delgada Portuguese	T.3Cy. 19½", 33" & 54"–36" (*s*)	18 " 11	
	ex Linnere) ~~ex Ant. No. 3–1,28~~		1330	*Shelter dk*			11,36	3 mo						5 *B H Cem*	180 lb	s " 5½	
CSAS	*ss* Ham. 2nd No. 2–8,~~28~~ ~~ex Ham. No. 2–24~~		832	*with freeboard*						*Cell D Ba*	67'	*u E* 16'			2SB, *6cf*, GS107, HS3534	18 " 7½	
	Wireless	1 *Dk (Stl) & Shelter dk (Stl)*		8,38 ~~7,37~~				*Lloyd's*	*S.A. & CP*		*f* 121'	395 *t*	FK	*F P T* 29 *t*	*A P T* 29 *t*	Muir & Houston, Ld. Gls	
				BS12,37 ✠LMC ~~—~~ 34 MS8,38													
75163	**Gondul**		1322					1928	Helsingörs Jernsk. & Msk. Elsinore	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	264·2	37·3	14·1	Stockholm Swedish	T.3Cy. 20", 32" & 53" & 36"		V
7451	Wireless	1 *Dk & Shelter dk*	1010								H 15 *t*			*WB*	Helsingörs Jernsk. & Mskb.	168 NHP	
SEGN	*Ref. Mchy* Sub. Sig	*Cruiser Stern*	606														
75163*	**Gonneville** (*ex* Tetuan)		2285					1912	Schiffsw. v. Henry Koch Lübeck	Cie. Maritime Normande (Heuzey & Chastellain, *Mgrs.*)	278·8	38·9	17·7	Rouen French	T.3Cy. 22 1/16", 35 1/16" & 53½"–33 7/16" 160 NHP		V
			1511								P & B 220'	F35'		*WB*	Ottensener Maschf. Altona		
FOYT		2 *Dks*	1409														
75164	**Gonzenheim** (*ex* Jo Taylor–33)		4574	✠ ...	Nwc			1930	Armstrong Whitworth & Co. (Shipbuilders) Ld. Newcastle	Unterweser Reederei A.G.	394·1	53·7	25·7	Bremen German	T.3Cy. 26", 43" & 72"–48"	28 " 3	G
			4272	11,33				9 mo			F37'		FK	6 *B H Cem*	419 NHP		†
DOPW	E.S.D. D.F.	1 *Dk (Stl) & Shelter dk (Stl)*	2733	✠										*Coll to Sh dk* 5 " 2nd "	3SB, *9cf*, GS192, HS6870 Armstrong, Whitworth & Co. (Engineers) Ld Nwc.		
										Cell D B 338'	1202 *t*	*F P T* 125 *t*	*A P T* 249 *t*				
75165	**Good Gulf**		7874	✠100A1	Kel	*c†*	CL	1938	Howaldts-werke A.G. Kiel	~~Belgian Oil~~ Corporation ~~Ltd.~~ ~~Co.'s Agent.~~	476·8	59·5	33·3	Antwerp Belgian	Oil Engines 2S C.SA 6Cy. 26¾"–47½" 2 DB *180 lb*	33 " 0	
816		*Oil Eng.*	7198	9,38 6,38				6 mo			498·3 (O.L.)			1147 *Hp*	748 NHP	28 " 8½	
OGDF	D.F. E.S.D. GyC.	2 *Dks*	~~8293~~	~~(Spec. Contem. plated)~~				*Lloyd's*	*S.A. & CP*		P108'	B31'	F36' FK	*4 Hp*		26 " 6	
	Mchy. Aft	*Cruiser Stern*		*Carrying Petroleum in bulk*						*Cell D Bu E* 66'	12 *s*	*D T f* 10'	350 *t*	*F P T* 38 *t*	*A P T* 38 *t*	Howaldtswerke A.G. Kiel.	
		Longitudinal framing		✠LM C6,38													

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés au maintenant exprimé. Lettre d'assignement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. BHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pd.*	15 Registres où cote, si ce n'est dans le L.R. Divers. Cert. Bof Trade.
75166	**Goodig**		752	✠100A1	Lon	*k*	CL	1919	ForthS.B.	**Stone&Rolfe,Ld.**	191·0|29·2|11·3			Llanelly	T.3Cy 16",26½"&44"–30" (*s*)	13 " 8	
130056		*ss*Sws.No.3–9,31	512	3,38			3,38	12mo	&E.Co.Ld.					British	180lb 127NHP	s 4 " 1½	
MJTF		*ss*Apl.No.1–35	340	BS2,37 ✠LMC9					(Jeffreys)		Q108'B11'F28' FK			3BHCem	2SB,4*cf*,GS66,HS2128	13 " 5½	
	Mchy.Aft	1*Dk*(*Stl*)		3,38					Alloa	*Cell D*	*Bf*156'174*t FPT*49*t*			*APT*10*t*	ForthS.B.&Eng.Co.Ld.		
	Well deck	*Cargo battens not fitted*						*Lloyd's SA&CP*							(Jeffreys) Alloa		
75167	**Goodtime** Ⓟ	Pad	1919					1889	Detroit	**Cleveland&**	286·6|40·8|14·0			Wilmgton	B.C.2Cy.44"–96"&98"–144"		R
126546	(*ex*City of Detroit II,*ex*City of Detroit)		849						Dry Dock Co.	**BuffaloTransitCo.**				(Del.)	W.&A.Fletcher& 462NHP		
WTCU		2*Dks*	1454						Wyandotte					Utd.States	Co.Hoboken,N.J.		
75168	**Goodwin** Ⓟ		1570					1917	CaledonS.	**ClydeShppg.Co.Ld**	270·3|37·2|17·3			Glasgow	T.3Cy.21",34"&56"–39"		C
137845			1160						B.&E.Co.Ld.					British	196NHP		ET
GFLX	Wireless	2*Dks*	698						Dundee					*WB*	CaledonSB.&E.Co.Ld.Dun		1937
75169	**Goodwood**		2796	✠100A1	Shl	*l*	CL	1937	S.P.Austin	**WFrance,Fenwick**	306·3|44·5|19·3			London	T.3Cy.18½",29"&52"–39" (*s*)	21 " 6	
165553			2114	~~3,38~~ 11,38				8mo	&Son,Ld.	**&Co.Ld.**	316·6(O.L.)			British	220lb FD 244NHP	s 7 " 1	
GBBS	D.F.	1*Dk*	1627	✠LMC8			37		Sunderland		Q177'F34' FK			2SB(Spt),6*cf*,GS61,HS3400		19 " 3¾	
	Mchy.Aft	*Cruiser Stern*						*Lloyd's SA&CP*		*Cell D B*260'843*t M*	78'257*t FPT*214*t A*			5*BHCem*			
		Cargo battens not fitted												*APT*106*t*	N.E.MarineEng.Co Ld.Sld.		
75170	**Goole**		358	✠100A1	Goo	*e*	9,37	1904	J.P.Ren-	**Goole&HullSteam**	145·0|24·6|10·0			Goole	C.2Cy.19"&40"–26" (*s*)	10 " 9	
114046		*ss*Gms.2ndNo.3–12,27	261	10,37				7mo	noldson&Sns.	**TowingCo.Ld.**	151·1(O.L.)			British	125lb ~~80lb~~ 75RHP	s 1 " 0	
MGZM	*Mchy.Aft*	*ss*Bly.No.2–37	148	~~BS2,37~~ ✠LMC1,36					SouthShields		Q51'F20' FK			1SB,3*pf*,GS45,HS1419		9 " 10	
		1*Dk*(*Stl*)		BS ~~4,38~~ 10,38				*Lloyd's SA&CP*		*WB*	= *FPT*57*t*			J.P.Rennoldsn&Sns.S.Shl.			
		Cargo battens not fitted															
75171	**Goolistan**		5851	✠100A1	Bry	*b*†	CL	1929	Short Bros.	**HindustanStm.**	440·0|57·5|27·4			Newcastle	T.3Cy.25",41¾"&72½"–48"	30 " 0	
161512		*ss*Shl.No.2–37	5316	*withfreeboard* ~~Nwc~~ Cdf			9,37	4mo	Ld.	**Shppg.Co.Ld.**	454·2(O.L.)			British	220lb *220lb* (*s*) FD 472NHP	s 4 " 1	
GSWP	D.F.	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3531	~~Nwc~~ 2,38 2,39					Sunderland	**(CommonBros.Ld.**	F38' FK			7*BHCem*	2SB(Spt) *&cf*,GS158,HS6130	26 " 1½	
				~~DS3,37~~ ✠LMC9,37				*Lloyd's SA&CP*		*Mgrs.*)				*Coll to Sh dk*	J.Dickinson&Sons,Ld.Sld.		
				~~MS3,37~~ ~~Lbmc~~						*Cell D B*				6 „ 2nd „)			
				BS10,38						380'1657*t D T a*	28' 1170*t FPT*156*t*			*APT*300*t*			
75172	**Goonawarra**	TwinSc	5072	✠100A1	Got	*a*†	OG	1937	Götaver-	**RederiA/B**	430·1|56·7|23·4			Gothenbrg	Oil Engines 2S.C.SA	29 " 0	
8171		*Oil Eng.*	3993	*withfreeboard*	Syd		$8,38	6mo	kenA/B	**Transatlantic**	438·5(O.L.)			Swedish	16Cy.24⅞"–45½" 1659NHP	s 3 " 0	
SKJN	D.F.	1*Dk*&*Shelter dk*	2630	~~3,38~~ ~~2,38~~ ✠LMC6,37					Gothenburg	(G.Carlsson,*Mgr.*)	FK			7*BH*		26 " 2	
	Cruiser Stern	*3rd dk in No.1 hold*		2,39				*Lloyd's SA&CP*		*Duct keel forward*	*of mchy. space*			*Coll to Sh dk*	GötaverkenA/B,Got.		
		Strengthened for navigation in ice								*Cell D B*355'1515*t*	*Tanks*			6 „ 2nd „)			
										at sides of l	*unnels*590*t FPT*45*t*			*APT*143*t*			
75173	**Goondi** (*ex*Gartmore)		339	✠	Syd			1923	Poole&	**TheAdelaide**	150·0|29·0| 7·0			Melbourne	T.3Cy.14¾",22⅛"&36⅛"–27"	8 " 0	
151983			261	9,23				9mo	Steele	**SteamshipCo.Ld.**	B54'F22'			British	65RHP		
VLDY	Wireless	1*Dk*(*Stl*)	162	✠					Sydney NSW		FK			4*BHCem*	*Emade*94,*refitted*23		
										Tank abo	*re forepeak*5*t FPT*			7*t APT*27*t*	1SB,3*cf*,GS55,HS1522		
															J.Scott&Co.Kinghorn		
75174	**Gorbea-Mendi**		4291	✠100A1	Bry	*w*	CL	1913	Cia.Euscal-	**Cia.Nav.Sota y**	365·0|50·2|25·2			Bilbao	T.3Cy.27",44½"&73"–48" (*s*)	27 " 10	
		*ss*Bbo.No.3–6,25	3949	11,36			N2,36	9mo	duna de Const	**Aznar**				Spanish	180lb 401NHP	s 5 " 4	
EAEW	D.F.	*ss*Bbo.No.2–34	2678	BS11,36 ✠LMC7,34					Bilbao		P29'B99'F38' FK			6*BHCem*	3SB,9*cf*,GS189,HS6169	22 " 8	
		1*Dk*(*pt Stl&pt Irn*)		4,39				*Lloyd's SA&CP*		*WB* = *Cell D Ba*	119'*uE*26'*f*162'884*t*			*APT*152*t*	Blair&Co.Ld.Stockton		
75175	**Gorgon** Ⓟ		3533					1933	CaledonS.	**OceanS.S.Co.Ld.**	320·3|51·2|21·6			Liverpool	Oil Engines 2S.C.DA		
162391		*Oil Eng*	2555						B.&E.Co.Ld	(A.Holt&Co.*Mgrs*)	B88' *on Shelter dk*			British	6Cy.17¼"–47½" 580NHP		
MBKC	*Ref.Mchy*	3*Dks*	2120						Dundee					*WB*	Akt.Burmeistr&Wain,Cpn		
75176	**Gorgulho** (*ex*Oceaan–35)		428	✠100A1	Lis	*f*	CL	1931	J.Smit&	**ParceriaGeral de**	150·0|25·6| 9·5			Lisbon	Oil Engines 4S.C.SA	11 " 4	
		Oil Eng.	310	11,38 ~~1,38~~			~~7,36~~	10mo	Zoon	**Pescarias**				Portuguese	6Cy.12⅞"–17⅛" 87NHP	s " 11½	
CSKX	*Mchy.Aft*	*ss*Rot.No.1–35	278	✠LMC[illegible]			11,38		Foxhol	(Bensaude&Co.Ld.	P41'F19' FK			3*BHCem*		10 " 5½	
	Cruiser Stern	1*Dk*(*Stl*)		✠LMC[illegible],37				*Lloyd's SA&CP*		*Mgrs.*) *Cell D*	B108'123*t FPT*18*t*			*APT*14*t*	Mtrn Werke Mannheim AG		
75177	**Gorjistan**		5888	✠100A1	Lon	*a*†	CL	1929	J.Read-	**StrickLine(1923**	425·6|55·0|28·5			London	T.3Cy.28",46"&78"–51"&	31 " 0	
161320		*ss*Bkn.No.2–38 ~~ssLon.No.1–33~~	5443	~~6,38~~ 4,37 3,39 ~~Lon~~			~~4,37~~	11mo	head&Sns,Ld	**Ld.**(F.C.Strick&				British	LPTurbine with DR gear-	s 8 " 3½	
GPWZ	D.F.	2*Dks*(*Stl*)	3710	~~BS4,38~~ ✠LMC[illegible],37			6,38		South Shields	Co.Ld.*Mgrs.*)	P38'B131'F47' FK			7*BHpt Cem*	ing & hydraulic coupling	24 " 11½	
				2,39				*Lloyd's SA&CP*		*Cell D B*367'1237*t*	*DTa*38'903*t FPT*1			07*t APT*38*t*	2100lb (*r*) FD 787NHP		
				Fitted for oil fuel			11,29	*F P. a*			bove 150°F.				3SB,*12cf*,GS207,HS9756		
															J.Readhead&SonsLd.S Shl		
75178	**Gorm**		2156					1916	Nylands	**DetForenede**	289·7|44·2|18·9			Copnhagn	T.3Cy.21½",34½"&60"–39"		N
			1909						Værksted	**Dampskibsselskab**	P25'B144'F32'			Danish	225NHP		
OXWC	D.F.	1*Dk*	1290						Oslo					*WB*	Nylands Værksted,Oslo		
75179	**Gornyak**	TwinSc	965					1929	Nicolaieff	**U.S.S.R.**	230·1|34·0|12·1			Mariupol	T.6Cy.12⅛",19⅛"&31⅞"		
			—						StateSB.Wks		P31'F13'			Russian	–21⅛" 95NHP		
UOUD	Wireless	1*Dk*	435						'AndreMarti'						Nicolaieff StateS.B.Wks.		
									Nicolaieff						"AndreMarti," Nicolaieff		
75180	**Goro Maru**		301					1935	Urabe	**Amagasaki**	120·0|23·0|11·5			Osaka	Oil Engines 2S.C.SA		
40172		*Oil Eng.*	218						Zosen	**KisenbuGomei**	P22'F19'			Japanese	4Cy.14¼"–16" 143NHP		
JYOH		1*Dk*	196						Tekkosho	**Kaisha**				*WB*	KobeHatsudoki K.K.Kobe		
	Mchy.Aft	*Cruiser Stern*							Osaka								
75181	**Gorsefield**		628	✠100A1	Liv	*i*	CL	1922	Lytham	**ZillahShipping&**	175·0|28·2|11·2			Liverpool	T.3Cy.14",22"&38"–24" (*s*)	13 " 6	
147177			434	7,38 ~~4,37~~			~~4,35~~	12mo	S.B.&ECo.Ld	**CarryingCo.Ld.**				British	180lb 71RHPs	4 " 4	
MLGD	*Mchy.Aft*	1*Dk*(*Stl*)&*Web frames*	250	BS4,38 ✠LMC1,36			~~4,38~~		Lytham	(W.A.Savage,Ld.	Q101'B9'F29' FK			3*BHCem*	2SB,4*cf*,GS49,HS1820 FD	13 " 3¾	
								Lloyd's SA&CP		*Mgrs.*) *Cell D B*88	150*t DT f*29'68*t FT*			79*t APT*38*t*	LythamS.B.&E.Co.Ld.Lyt.		
75182	**Gorselands** (*ex*Rijn–34,		503					1918	Johs.Berg	**A.Chester**	160·0|25·7|11·9			Middlsbro'	T3Cy12⅜",19⅞"&31⅞"–21⅝"		C
147570	(*ex*JollyGuy,*ex*Meerdrecht)		371						Delfzijl		P49'F22'			British	NB*made*20*fitted*31 56RHP		
MKCK	*Mchy.Aft*	1*Dk*	277											*WB*	Johs.Berg.Delfzijl		
75183	**Goschen** Ⓟ	TwinSc	970				...	1929	D&W Hen-	**SouthIndian**	250·0|38·1|11·4			~~Glasgow~~	2SteamTurbinesSRgeared	12 " 0	
160275		*Fitted for oil fuel*	801						dersn&Co.Ld	**RailwayCo.Ld.**				~~British~~	to 2 Sc Shafts		
~~MPNC~~		1*Dk*&*Promenade dk*	377						Glasgow		FK			Madras *WB*	353NHP		
YTFY														British	Yarrow&Co.Ld.Glasgow		
75184	**Gosei Maru**		1931					1937	Tsurumi	**KounKisenK.K.**	271·6|40·0|20·3			Tokyo	Steam		
43990			—						Seitetsu	(YamashitaKisen				Japanese			
JWRL		1*Dk*	1890						ZosenK.K.,	K.K.*Mgrs.*)					TsurumiSeitetsuZosen		
									Yokohama						K.K.		
75184*	**Goslar**		6040					1929	Blohm&	**Norddeutscher**	449·6|57·6|26·8			Bremen	1SRGearedSteamTurbine		G
			5402						Voss	**Lloyd**	P26'F412'			German			
DOBV	Sub.Sig. D.F. E.S.D.	2*Dks*	3613						Hamburg					*WB*	Blohm& Voss,Hamburg		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now exploded Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Previous letters which classed, if not in L.R. Date of list of Flag Cert.
	"Bernhard Schulte," *see No. 87291 in Supp. Tonnage*																
75185	**Götaälv** (*ex*Bore V 11–37, *ex*Martha Halin, *ex*Rhenania)		1058 / 880 / 585					1923	Nüscke & Co. A.G. Stettin	Aug. Bolten, Wm. Miller's Nachf.	219·7 | 34·9 | 14·3 Q64'B63'F30'			Hamburg German *WB*	T3Cy 17⅞"-27⅜"-45½"-27⅛" 109NHP A. Borsig G.m.b.H. Berlin		V
DJTY	Wireless	1 *Dk*															
75186	**Göteborg**		880 / 708 / 376	✠100A1 Got *n* 5,38 ~~7,37~~ BS1,37 ✠LMC9,37 ~~BS1,38~~ 1,38 MS9,37		OG	~~1,36~~ 5,38	1893 4mo	Act.Ges. "Neptun" Rostock *Lloyd's A&CP*	Rederiaktieb. Svenska Lloyd (K.R. Bökman, *Mgr.*)	221·2 | 30·3 | 14·4 232·5 (O.L.) P&B149'H34'F54' FK *WB = Cell DB186'237t*			Gothenburg Swedish *5 BHCem*	T 3Cy 20½"-32 11/16"-51⅜"-35 7/16" 156lb (*s*) 181NHP 2SB, *4cf*, GS84, HS3075 A.G. "Neptun," Rostock	16 ″ 10 s ″ 9½ 16 ″ 2½	
500		*ss* Got. 3rd No. 3–7,29															
SFWM		*ss* Got. No. ~~1–34~~ 2–38															
	Well deck	1 *Dk* (*pt Stl*) & *Web frames*															
75187	— Ⓟ		412 / 218 / 213					1891	Bergsunds Mek. Verks. Stockholm	Ångb. Aktieb. Bohuslänska Kusten (C. Thorburn)	148·6 | 25·2 | 10·8 H59t 17·9 *pt Shelter dk* 143t			Uddevalla Swedish *WB*	T. 3Cy. 15⅝", 24⅝"&41"-27½" NB98 88NHP Bergsunds M.V. Stockholm		
738																	
SEQI		1 *Dk* & *pt Shelter dk*															
75188	**Gotenhof**		1454 / 1015 / 847					1914	Stettiner Oderwerke Stettin	Rud. Christ. Gribel	230·6 | 36·4 | 15·0 Q83'B101'F29'			Stettin German	T 3Cy 16 9/16", 27⅜"&43 3/16"-31½" 105NHP Stettiner Oderwerke		G
DAOC	Wireless	1 *Dk*															
75189	**Gothia**		*1640* / *1215* / *732*	✠100A1 Got *s* *with freeboard* Mmo ~~4–37~~ ~~9,37~~ ✠LMC6,37 10,38		CL	~~5,37~~ 6,38	1937 6mo	Eriksbergs M.V. Aktieb. Gothenburg *Lloyd's A&CP*	Rederiaktieb. Svenska Lloyd (K. R. Bökman, *Mgr.*) *Cell DB240'481t*	284·2 | 41·2 | 15·3 296·3 (O.L.) FK *FPT 23t APT 33t*			Gothenburg Swedish *4 BH* *Coll to Sh dk* 3 „ 2nd „)	Oil Engines 2S.C.SA 7Cy. 19½"-35 7/16" 473NHP *DB 60lb* Gotaverken A/B, Got.	18 ″ 0 s ″ 2 17 ″ 11½	
8164		*Oil Eng.*															
SKCN	D.F.	1 *Dk* (*shelter dk*)															
	Rudder electrically welded Cruiser Stern	*Strengthened for navigation in ice*															
75190	**Gothic** (*ex* Nash Light)		~~2546~~ / ~~2225~~ / ~~1101~~ 2452 / 2225 / 1433	~~✠100A1 Brw *t*~~ 11,37 ~~✠LMC11,37~~		CL	11,37	1920 7mo	Monmouth S.B.Co.Ltd. Chepstow, Mon. *Lloyd's A&CP*	~~Gothic S.S.Co. Ltd.~~ Orazio Rosini	303·0 | 43·0 | 20·7 313·9 (O.L.) P33'B80'F33' FK *Cell DB 260'677t FPT 87t APT 193t*			Genoa Italian *5 BHCem* *Coll to Sh dk* 6 „ 2nd „)	2 Steam Turbines DR geared to 1 sc. shaft (*s*) 200lb *100lb* HS5526 223NHP 2 Water Tube Boilers British Westinghouse Electric & Mfg. Co. Mch.	23 ″ 0 ~~9 ″ 4½~~ ~~19 ″ 10~~	
~~GDVH~~	~~D.F.~~	~~*ss* Brw. No. 1–37~~															
		1 *Dk* (*Stl*)															
		Cruiser Stern															
75191	**Gothic Star** (*ex* Gothicstar, *ex* Brodholme, *ex* Nairnshire)	*ss* Shl. 3rd No. 3–12,33	5685 / 5228 / 3573	~~✠100A1 Nwc *a*†~~ *with freeboard* 12,37 ~~✠LMC12,37~~ ~~✠NB(P)11,2~~ ~~✠LMC11,37~~ ~~12,37~~ ~~12,38~~		CL	12,36	1899 2mo	Clydebank E.&S.B.Co.Ltd. Clydebank *Lloyd's A&CP*	~~Blue Star Line Ltd.~~	420·5 | 54·7 | 28·8 P50'B&F352' FK *Cell DBa 105'uE 30'f 210' 1083t*			Italian *7 BHCem* *Coll to Sh dk* 6 „ 2nd „) *FPT 165t*	T. 3Cy. 30", 48"&76¾"-54" (*r*) 160lb 493NHP 3SB, *9cf*, GS167, HS6660 FD Clydebank E.&S.B.Co.Ltd.	32 ″ 0 s 4 ″ 6½ 27 ″ 7½	
~~GDVH~~	~~D.F.~~	~~1 *Dk* (*Stl*) & *Shelter dk*~~															
		Ref Mchy. 2 *Dks* (*Stl*) & *deep framing* & *Shelter dk*															
				~~Fitted for oil fuel 11,38 F.P. above 150° F.~~													
				Fitted for oil fuel 11,20 *F.P. above* 150° F.													
75192	**Gothland**		1286 / 968 / 503					1932	H. Robb, Ld. Leith	Leith, Hull & Ham. Stm. Pkt. Co. Ltd. (J. Currie & Co. *Mgrs.*)	251·5 | 38·2 | 15·9			Leith British *WB*	T. 3Cy. 21", 34"&56"-39" 196NHP Barclay, Curle & Co. Ld. Gls.		C
161829																	
MJMS	Wireless	1 *Dk* & *Shelter dk*															
		Cruiser Stern															
75193	**Gotland**		*1946* / *1567* / *966*	✠100A1 Got *t* *with freeboard* Dnz 11,38 ~~✠LMC~~ ~~CS4,38~~ ~~D~~ ~~S~~ ~~3,38~~ 9,38		CL	4,38	1929 12mo	Eriksbergs M.V. Aktieb. Gothenburg *Lloyd's A&CP*	Ångf. Aktieb. Tirfing (T.E.J:son Broström, *Mgr.*) (Svenska Orient Linien) *Cell DB246'646t APT 25t*	289·3 | 43·0 | 16·6 FK			Gothenburg Swedish *6 BHptCem* *Coll to Sh dk* 5 „ 2nd „)	Oil Engines 4S.C.SA 6Cy. 24½"-51⅝" 355NHP *DB 50lb* Eriksberg M.V. Aktieb. Got	19 ″ 0 s ″ 4½ 18 ″ 9	
7582		*Oil Eng.*															
SHGN		*ss* Got. No. 2–38															
	D.F.	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)															
	Streagthened for Navigation in Ice																
				Carrying vegetable oil in No. 4 DB tank													
75194	— Ⓟ		*1669* / *822* / *820*	✠100A1 Mmo *q* *with freeboard* Skm ~~5,38~~ 5,39 ✠LMC5,36		OG	5,39	1936 5mo	Kockums M.V. Aktieb. Malmö	Ångf. Aktieb. Gotland (C.E. Ekman, *Mgr.*)	240·0 | 38·5 | 22·2 F73' FK *DB 78'83t Tank in tunnel 31'126t DTf 26'79t APT 42t*			Visby Swedish *5 BHptCem* *pt Asp* *Coll to Wdk*	Oil Engines 2S.C.SA 6Cy. 20½"-27 7/16" 442NHP *DB 100lb* Kockums M.V. Akt. Malmö	24 ″ 8 s 7 ″ 10⅜ 17 ″ 0½	
8083		*Oil Eng.*															
SJMN		3 *Dks*															
	Cruiser Stern	*Part electrically welded*															
	Strengthened for Navigation in Ice																
75195	—		990 / 752 / 591					1913	Antwerp Eng. Co. Ld Hoboken	Reed Wiese & Co. G.m.b.H. (A.H. Schwedersky Nachf. *Mgr.*)	210·0 | 33·3 | 13·6 Q70'B50'F22'			Klaipeda Lithuanian *WB*	T. 3Cy. 15½", 26"&44"-27" 101NHP MacColl & Pollock, Ld. Sld.		G
		1 *Dk*															
75196	**Gottfrid**		*1620* / *1264* / *938*	✠100A1 Got *q* ~~9,37~~ 11,38 BS~~5,37~~ ✠LMC5,36 8,38		OG	8,37	1899 6mo	Strand Slipway Co. Sunderland A&CP	Rederi A/B L'Avenir (G. Erikson, *Mgr.*)	258·0 | 36·8 | 16·7 P26'Q64'B50'F31' FK *WB = Cell DBa 68' uE & B34' f 112' 476t*			Mariehamn Finnish *4 BHCem* *APT 31t*	T. 3Cy. 19½"-31¼"-51 7/16"-33" (*s*) 160lb *100lb* NDB32 159NHP 1SB, *4pf*, GS66, HS2535 N.E. Marine Eng. Co. Ld. Sld.	19 ″ 2 s 2 ″ 0½ 17 ″ 4	
OFBZ		*ss* Got. 3rd No. 3–5,36															
	Well deck	1 *Dk* (*Iron* ~~*Wood*~~)															
		Cargo battens not fitted															
75197	**Goulburn**		2367 / 2101 / 1407	✠100A1 Mel *t* 7,38 ~~7,37~~ BS~~11,37~~ 10,38 ✠LMC11,38		CL	7.37	1915 1mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's A&CP*	Huddart Parker, Ld. *WB = Cell DBa 94'*	295·0 | 45·0 | 20·1 305·4 (O.L.) P27'B68'F30' FK *uE & B38' f 124' 675t*			Melbourne British *5 BHCem* *APT 66t*	T. 3Cy. 22½", 37"&61"-42" 180lb *100lb* (*r*) 286NHP 2SB, *6cf*, GS128, HS4750 G. Clark, Ld. Sunderland	22 ″ 3 s 3 ″ 3½ 19 ″ 2	
136742		*ss* Mel. No. 3–9,27															
VJCZ		*ss* Mel. No. 2–36															
		1 *Dk* (*pt Iron* & *pt Stl*)															
		Cargo battens not fitted															
75198	**Goumier** (*ex* Gunver–36)		1058 / 805 / 611					1920	Atlas Werke Bremen	Cie. Nouvelle de Nav. Busck	225·8 | 32·8 | 13·9 P34'B120'F23'			Marseilles French *WB*	T. 3Cy. 15⅝", 25½"&41¾"-25¾" 110NHP Atlas Werke, Bremen		V
TSUW																	
75199	**Gourko** Ⓟ		1975 / 1653 / 1078					1911	Earle's Co. Ld. Hull	Ellerman's Wilson Line, Ld.	318·0 | 42·2 | 17·3			Hull British *WB*	T. 3Cy. 22", 36"&60"-42" 233NHP Earle's Co. Ld. Hull		C
132295		2 *Dks*															
GRCQ	*Ref. Mchy.* D.F.	*Cruiser Stern*															
75200	**Gouverneur Général Cambon** Ⓟ		3509 / 2394 / 1745					1922	Forg. & Ch. de la Médit. La Seyne	French Government (Ministère de la Marine Marchande) (Cie. de Nav. Mixte, *Mgrs.*)	346·4 | 44·7 | 21·8 P262'F74'			Marseilles French *WB*	T. 3Cy. 34", 53"&85"-45" 502NHP Forg. & Ch. de la Médit. Msl.		V
		Fitted for oil fuel															
FNFD		2 *Dks*															
75201	**Gouverneur Général Chanzy** Ⓟ		4397 / 3202 / 1934					1922	Cammell Laird & Co. Ld. Birkenhead	French Government (Ministère de la Marine Marchande) (Cie. Générale Transatlantique, *Mgrs.*)	362·6 | 53·4 | 26·9 P225'F53'			Marseilles French *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts Cammell Laird & Co. Ld.		V
		Twin Sc															
FNSD	D.F.	*Fitted for oil fuel* 3 *Dks*															

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Autipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant *pds. pc.*	15 Registres ouverts à Lloyd's et dans les L. R. Durée du Cert. Hull Trade.
75202	**Gouverneur Général de Gueydon** (P)	TwinSc	4513					1922	Ch. & Atel. de Provence Port-de-Bouc	French Government (Ministère de la Marine Marchande) (Cie. Générale Transatlantique, *Mgrs.*)	362·7	53·2	28·6	Marseilles French *WB*	2 DR Geared Steam Turbines Atel. & Ch. de Bretagne, Nts.		V
FNSE	D.F. *Fitted for oil fuel*		1791														
75203	**Gouverneur Général Grevy** (P) (*ex* P.A.1)	TwinSc	4565					1922	Arsenal de la Marine Brest	French Government (Ministère de la Marine Marchande) (Cie. Générale Transatlantique, *Mgrs.*)	361·1	49·3	26·8	Havre French *WB*	2 DR Geared Steam Turbines Atel. & Ch. de Bretagne, Nts.		V
FNSF	D.F. *Fitted for oil fuel* 3 *Dks*		1158								P44′B191′F58′						
75204	**Gouverneur Général Jonnart** (P) (*ex* P.A.2)	TwinSc	4513					1923	Arsenal de la Marine Brest	French Government (Ministère de la Marine Marchande) (Cie. Générale Transatlantique, *Mgrs.*)	362·6	53·2	28·6	Brest French *WB*	2 DR Geared Steam Turbines Atel. & Ch. de Bretagne, Nts.		V
FNSG	D.F. *Fitted for oil fuel* 3 *Dks*		1791														
75205	**Gouverneur Général Laferrière** (P)	TwinSc	3453					1923	Forg. & Ch. de la Médit. Havre	Ets A. Klaguine (Barry, Rogliano, Salles, *Mgrs.*)	344·5	44·5	21·8	Marseilles French *WB*	2 DR Geared Steam Turbines Forg. & Ch. de la Médit. Hav.		V
FNBI	2 *Dks*		1728								B157′F46′						
75206	**Gouverneur Général Lépine** (P)		3509					1923	Forg. & Ch. de la Médit. La Seyne	French Government (Ministère de la Marine Marchande) (Cie. de Nav. Mixte, *Mgrs.*)	346·4	44·6	21·8	Marseilles French *WB*	T. 3 Cy. 34″, 53 1/16″ & 85 3/8″–45 3/16″ 486 NHP Forg. & Ch. de la Médit, Msl.		V
FNFE	*Fitted for oil fuel* 2 *Dks*		1746								P262′B164′F74′						
75207	**Gouverneur Général Merlin** (*ex* Van Outhoorn)		1543					1896	Nederl. Schps. Maats. Amsterdam	Soc. les Affréteurs Maritimes Indochinois	278·5	36·5	19·2	Saigon French	T. 3 Cy. 24″, 36″ & 60″–42″ 233 NHP Ned Fb. v. Wrk & Spoor, Ams		V
FNZW	Wireless 2 *Dks* & *Shade dk 3 tr B*		954								P19′B46′F74′						
75208	**Gouverneur Général Pasquier** (*ex* Van Noort–36, *ex* Pahud)		1994 1427					1906	Nederl. Schps. Maats. Amsterdam	Soc. les Affréteurs Maritimes Indochinois	296·3	38·0	20·9	Saigon French *WB*	T. 3 Cy. 21½″, 36¼″ & 59″–43¼″ NR09 229 NHP Ned Fb. v. Wrk & Spoor, Ams		V
FNZN	2 *Dks*		1235								P76′H56′F76′						
75209	**Gouverneur Général Paul Doumer**		1467					1918	Nüscke & Co. A.G. Stettin	Cie. des Messageries Maritimes	265·0	40·0	14·6	Saigon French *WB*	T. 3 Cy. 23⅜″, 37⅜″ & 50½″–41 7/16″ 163 NHP Ottensener Mschf. Ottensen		V
Now "Laos," see No. 88936 in Supplement											H20′F25′						
FNYT	(*ex* Le Myre de Vilers, *ex* Pera, *ex* Trostburg) Wireless 2 *Dks*		1206 734														
75210	**Gouverneur Général Tirman** (P)		3509					1922	Forg. & Ch. de la Médit. La Seyne	French Government (Ministère de la Marine Marchande) (Cie. de Nav. Mixte, *Mgrs.*)	346·4	44·6	21·8	Marseilles French *WB*	T. 3 Cy. 34″, 53 1/16″ & 85 3/8″–45 3/16″ 486 NHP Forg. & Ch. de la Médit. Msl.		V
FNFF	*Fitted for oil fuel* 2 *Dks*		1746								P262′B164′F74′						
75211	**Gouverneur Général Van Vollenhoven**		691 589					1909	Maats. Fyenoord Rotterdam	Soc. les Affréteurs Maritimes Indochinois	174·0	29·1	16·2	Saigon French *WB*	T. 3 Cy. 14¾″, 24½″ & 40″–27″ 83 NHP Maats. Fyenoord, Rot.		V
FNZE	(*ex* Atjeh) Wireless 1 *Dk* 2 *tr B*		393								P20′F25′						
75212	**Gouverneur Mouttet**		467					1931	Lübecker Flender-Werke A.G. Lübeck Siems	French Government (Ministère des Colonies)	154·7	28·0	12·3	Fort de France French *WB*	T. 3 Cy. 16¾″ 24 13/16″ & 42 1/8″–23⅝″ 85 NHP Lübecker Maschb. Ges.		V
	Fitted for oil fuel		347								Q14′B5′F22′						
TTUH	1 *Dk* *Cruiser Stern*		175														
75213	**Gouverneur Ponty**		434 300					1908	A. Dubigeon & fils Nantes	Messageries du Sénégal	159·1	24·6	11·5	Dakar French	C. 2 Cy. 18⅛″ & 31½″–23⅝″ 40 NHP Brissonneau et Lotz, Nts.		
TSWM			245								P39′H41′F37′						
75214	**Gouwe**		2119 1892	✠100A1 1,88 ~~1,88~~	Rot	*s*	CL ~~2,36~~	1927	A. Vuijk & Zonen Capelle a/d Ysel	N.V. "Houtvaart" (Vinke & Co. *Mgrs.*)	281·3	42·7	19·3	Rottrdam Dutch	T. 3 Cy. 21″, 34½″ & 57″–36″ (*s*) 210 lb 248 NHP 2 SB, *6cf*, GS 106, HS 4054 Arnhemsche Stoom-sleephelling Mij. Arnhem	21 ″ 4 *s* 3 ″ 1¾ 18 *s* 3¾	
PEJS	D.F. 1 *Dk* (*Stl*) *Cargo battens not fitted*		1264	MS6,36			N1,30	9mo			P22′B64′F22′ FK			4 *B Hpt Cem pt Asp* *A P T 54t*			
								Lloyd's *sA4CP*		*Cell D*	*B242′ 542t F P T 62t*						
75215	**Governor**		5571	✠100A1	Liv	*z*	CL	1918	D & W Henderson & Co. Ld. Glasgow	Charente S.S. Co. Ld. (T. & J. Harrison, *Mgrs.*)	410·3	52·2	30·2	Liverpool British	T. 3 Cy. 24½″, 42½″ & 72″–54″ 215 lb (*s*) 536 NHP 2 DB (Spt) & 1 Aux. SB, *15cf*, GS 281, HS 9263 D & W Henderson & Co. Ld.	32 ″ 7 *s* 6 ″ 2 26 ″ 7½	
140587			5242	12,~~38~~ ~~8,38~~ 8,39	[illegible] Lon		8,37	7mo			425·0 (O.L.)			7 *B H Cem*			
GQPB	*ss* Liv. No. 3–3,31 *ss* Liv. No. 1–36 2 *Dks* (*Stl*) 3rd *dk* (*Stl*) *in No. 1 hold*		3495	MS2,36 [illegible] 6,38				*Lloyd's* *sA4CP*		P34′B136′F53′ FK							
				Fitted for oil fuel 7,20			*F.P. above*			*Cell D B*	*344′111 7t D T*	*a* 31′ 830 *t F P T*		64 *t A P T* 24 *t*			
											1 50° F.						
75216	**Governor Cobb** (P)	TrpSc	2522					1906	Delaware River Co. Chester, Pa.	Geo. T. Ellis	289·1	54·0	18·0	New Haven Utd. States *WB*	Steam Turbines W. & A. Fletcher Co. Hoboken		
203584			—														
WHCX	1 *Dk*		1556														
75217	**Governor John Lind**		3431				...	1918	Hanlon D. D. & S. B. Co Oakland, Cal.	Baltimore-Insular Line, Inc. (A. H. Bull & Co. Inc. *Mgrs.*)	305·0	46·0	24·5	Baltimore Utd. States *WB*	T. 3 Cy. 24″, 39″ & 65″–42″ Bethlehem S.B. Corp. Ld. Alameda, Cal. 382 NHP	26 ″ 9	R †
216871	*Fitted for oil fuel*		2906								P33′B79′F26′ FK						
WREU	1 *Dk*		2039														
75218	**Governor Miller**		8240					~~1937~~ 1938	American S.B. Co. Lorain, O.	Pittsburgh Steamship Co.	593·2	60·0	32·5	Dul'th, Minn Utd. States *WB*	DR geared steam turbine 383 NHP De Laval Steam Turbine Co. Trenton, N.J		R
237394			—								F48′						
WNXZ	*Mchy. Aft* D.F. GyC. 1 *Dk* *Longitudinal framing at bottom & at deck*		6072														
75219	**Goviken** (*ex* Golden Gate–36)		4854 4441	✠100A1 2,38 12,38	N Yk	*y*	CL	1917	Seattle Construction & Dry Dock Co. Seattle, Wash	Wallem & Co. A/S (H. J. Wallem, *Mgr.*)	381·5	53·1	27·0	Bergen Norwegian	T. 3 Cy. 24″, 40″ & 70″–48″ (*s*) 1901 lb 472 NHP 3 SB, *9cf*, GS 169, HS 6831 Seattle Construction & Dry Dock Co. Seattle, Wash.	29 ″ 4	
LDEZ	*ss* Ham. No. 3–2,37 2 *Dks* (*Stl*)		2950	BS2,38 [illegible] LMC2,37				5mo	A & CP	1 *B Hin after* *Cell D B*	396·7 (O.L.) *hold dispensed with* *325′ 960t F P T 115t*			*Cem* *5 B Honly* *A P T 264t*			
				Fitted for oil fuel 5,17			*F.P. above*				1 50° F.						
75220	**Gowrie** (*ex* Haller)	*ss* Shl. No. 1–38	689	✠100A1	Dun	*j*	CL	1909	Cochrane & Sons, Ld. Selby	Dundee, Perth & London Shipping Co. Ld.	178·0	30·0	12·3	Dundee British	T. 3 Cy. 16¾″, 26½″ & 43″–30″ 1801 lb (*s*) 93 RHP 2 SB, *4pf*, GS 66, HS 2140 C. D. Holmes & Co. Ld. Hull	14 ″ 6 *s* ″ 8½ 13 ″ 11	
129243	*ss* Dun. 2nd No. 3–9,34		518	9,38 ~~8,37~~	Shl		~~9,38~~	9mo			184·0 (O.L.)						
MDBS	*Well deck* 1 *Dk* (*pt Stl*) Wireless		285	[illegible]			9,38	*Lloyd's* *sA4CP*		*Cell D Bau & u E38′ f 36′ 1*	*Q83′B12′F24′ FK* *42t D T f 17′ 185t F P*			*4 B H Cem* *T 28t A P T 4t*			
	Carrying bean or similar oil in deep tank																

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letters.	7a Date when last classed.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Unclassified trade cert.
75221 / 22317 / JIDD	**Gozan Maru** ssKob.No.3-2,31 2*Dks*(*Stl*)	3213 / 2676 / 1986	✠ ... 11,33 ✠	Yka			1919 / 1mo	Ishikawa-jimaSBCoLd Tokyo	Kuribayashi SyosenK.K.	305·0 / P25'B94'F33' FK *CellDB262'587t FPT*	43·7	27·2	Tokyo Japanese	T.3Cy.22",37"&61"–42" 279NHP 2SB,*6cf*,GS93,HS3640 IshikawajimaS.B.Co.Ld.	27 ″ 3	C †
75222 / 149477 / GSPZ	**Gracefield** ssBry.No.2–37 1*Dk*(*Stl*)	4631 / 4290 / 2852	✠100A1 Cff *y* 12,38 ✠LMC4,37			CL 4,37 6,38 12,38	1928 / 8mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	ConfieldS.S.Co.Ld. (E.J.Sutton&Co. *Mgrs.*)	390·0 / 400·8(o.l.) / P36'B250'F32' FK *Lloyd'sA&CP* *Cell DB 344' 1192t FPT*	53·5	25·4	Newcastle British	T.3Cy.25½",36½"&70"–48"& exhaust turbine driving steam compressor 200lb (*s*) 457NHP 3SB(Spt)*9cf*,GS190,HS6830 Swan,Hunter&Wigham Richardson,Ld.Nwc.	27 ″ 10 s 3 ″ 10¾ 24 ″ 2	
75223 / 142482 / MJKC	**Gracehill** ssBel.No.3–8,31 ssBel.No.1–35 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	452 / 313 6,38 10,37 / 172 BS10,37 ✠LMC8,35 8,38	✠100A1 Irv *g* Bel			CL 8,35 7,38	1918 / 9mo	ForthS.B. &EngCo.Ld. (Jeffrey's Yard),Alloa	Howdens,Ld.	156·5 / Q88'B9'F29' BK7 *CellDB 82'95t FPT*	25·2	9·8	Belfast British	T.3Cy.15",25½"&42½"–27" 180lb (*s*) 52RHP 1SB,*3cf*,GS53,HS1860 ForthS.B.&Eng.Co.Ld. (Jeffrey's Yard),Alloa	12 ″ 0 s 3 ″ 8 12 ″ 4½	
75224 / 144258 / GFDR	**Gracia** ssGls.No.3–4,31 2 *Dks*(*Stl*) 3*rd dk* (*Stl*) in Nos.2&3holds D.F. E.S.D. *Ref.Mchy.*	5642 / 5261 / 3537	✠100A1 Gls *a*† 1,39 2,38 10,37 ✠LMC MS ~~12,38~~ BS ~~12,38~~ 1,39 ✠Lloyd's RMC ~~12,38~~ 6,39			CL 2,38	1921 / 6mo	Scotts'S.B. &E.Co.Ld. Greenock	DonaldsonSouth AmericanLine,Ld. (DonaldsonBros.& Black,Ld.,*Mgrs.*)	415·5 / P35'B151'F46' FK *BH dispensed with* 2*BHto* 2*nd dk only* *CellDB355' 1123t FPT*	54·2	30·8	Glasgow British	2SteamTurbinesDRgeared to1Sc.Shaft (*r*) 200lb 736NHP 4SB,*12cf*,GS230,HS10468FD Scotts'S.B.&E.Co.Ld.Grk.	33 ″ 5 s 6 ″ 4½ 27 ″ 2½	
75225 / 165053	**Gracie Fields** Ⓟ Pad 1*Dk*	393 / 284 / 180					1936	J I Thorny-croft&Co Ld Southampton	Southampton,I.of W.&S.ofEng.Royal MailStm.PktCo.Ld	195·9 / P5'F24' *Promenade dk 124'*	24·9	8·0	S'thamptn British	C.2Cy.23"&48"–51" 137NHP J I.Thornycroft&Co.Ld.		BT till ~~1/38~~ 3,39
75226 / LDJY	**Graciosa** (*ex*Edfou,*ex*Rabymere) ssDun.No.3–8,29 ssHpl.No.2–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1773 / 1592 / 1029	✠100A1 Hpl *r* *Shelter dk* Pgk *with freeboard* 3,39 ~~8,37~~ ✠LMC MS9,36 BS ~~12,36~~ 1,39			CL 8,37	1917 / 2mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow	Skibs.A/S Fjeld (HansKiær&Co. A/S.*Mgrs.*)	265·2 / B223' 493t *FPT52t* FK	42·2	17·8	Drammen Norwegian	T.3Cy.21",33"&57"–36' (*s*) 180lb 214NHP 2SB,*6cf*,GS105,HS3320 ClydeS.B.&E.Co.Ld.P.Gl.	20 ″ 0 s ″ 9 19 ″ 4¾	
75227 / 7048 / SGKA	**Graculus** (*ex*Bifrost) ssLkr.No.3–1,36 1*Dk*(*Stl*) *Cargo battens not fitted*	*1977* / *1708* / *1078*	100A1 Rot *r* ~~12,36~~ 1,39 ~~BS7,39~~ LMC MS6,35	Liv		OG ~~1,36~~ 4,39	1923 / 2mo	NV.Boele's Scheepsw. Slikkerveer A&CP	Rederi A/B Brubor (R.Brunkman, *Mgr.*)	265·9 / P28'B69'F24' FK *CellDB 219'436t FPT*	42·1	18·2	Hlsngborg Swedish	T.3Cy.21",34½"&57"–36" (*s*) 180lb 246NHP 4*BHCem* *APT53t* 2SB,*6cf*,GS128,HS4272 N.V.v.d.Kuy&v.d.Hee,Rot	20 ″ 10 s 2 ″ 9½ 18 ″ 2½	
75228 / 377 / IBKV	**Gradisca** Ⓟ (*ex*Gelria-35) *Ref.Mchy.* D.F. E.S.D. 2*Dks*(*Stl*)&*Shelter dk* GyC. ssNap.2ndNo.3–11,37 (*Stl*-teaks)	TwinSc 13870 / 9451 / 7315	~~ssAmo.No.3–2,25~~ ~~ssAmo.No.2–32~~ ✠100A1 Nap *i*† *Shelter dk* *with freeboard* MS2,37 ~~10,36~~ BS2,38 ~~Mchy.36~~ LMC *Fitted for oil fuel* 9,28			CL ~~8,36~~ PN3,37 ~~12,38~~ *F.P. above* 150° F.	1913 / 10mo	A.Stephen &Sons,Ld. Glasgow	LloydTriestino Soc.Anon.diNav. *CellDB a125'u E&B150'f*	560·2 / 541·1 P&B395'F99' FK 206'1781t *FPT147t*	65·8	35·3	Trieste Italian *8BHCem* *APT117t*	Q.8Cy.28",40",57"&82"–54" 220lb (*r*) 1725NHP 3D(Spt)&3SB(Spt)&3SB (Spt).*36cf*,GS71s,HS27867 FP A.Stephen&Sons,Ld.Gls.	39 ″ 0 s 10 ″ 7½ 28 ″ 9	
75229 / LJOS	**Grado** (*ex*LouisMercier–37,*ex* AndreasGerakis,*ex*Thermidor,*ex* Albergallus,*ex*WarForest) 1*Dk* D.F.	3082 / 2832 / 1842	...				1918	E.Finch& Co.(1916)Ld. Chepstow	Dampsk.A/S Iris (HansFr.Grann, *Mgr.*)	331·0 / P48'B100'F29' FK *WB*	46·7	23·2	Oslo Norwegian	T.3Cy.25",41"&68"–45" 513NHP D.Rowan&Co.Ld.Gls.	25 ″ 6	V †
75230 / 5740 / SJUA	**Graecia** (*ex*MariettaN.) ssAbg.2ndNo.3–1,36 1*Dk*(*pt Irn pt Stl*)	2951 / 2693 / 1727	✠100A1 Rio *u* ~~6,38~~ ~~1,37~~			CL 1,36	1911 / 11mo	J.Blumer& Co. Sunderland	RederiaktSvenska Lloyd(K.R.Bök-man,*Mgr.*) 110'*u E&B*	331·0 / P28'B176'F38' *WB=CellDBa* FK 43'*f* 137'915t *FPT*	47·5	20·7	Gothenburg Swedish 5*BHCem* 7st *APT110t*	T.3Cy.23½",38"&64"–42" (*s*) 180lb *180lb* 294NHP 2SB(Spt)*6cf*,GS124,HS4619 J.Dickinson&Sons,Ld.Sld.	23 ″ 2 s 2 ″ 8½ 20 ″ 8¼	
75231 / 205009 / WEDG	**Graham C. Woodruff** (*ex*M.A.Bradley) D.F. 1*Dk* *Mchy.Aft*	5539 / — / 4127					1908	Gt.Lakes Eng.Works Ecorse	NicholsonUniver-salS.S.Co.	462·0 /	52·0	30·0	Wilmgton (Del) Utd.States *WB*	T.3Cy.21½",35"&58"–42" 218NHP Gt.LakesEng.Wks.Detroit		R
75232 / 145719 / GBTC	**Graig** ssAms.No.3–2,37 1*Dk*(*Stl*)	3683 / 3505 / 2280	✠100A1 Ams *w* ~~5,36~~ ~~2,37~~ 12,38 Bry Rbt ✠LMC ~~2,37~~ BS5,38			CL 2,37	1924 / 4mo	R.Duncan &Co.Ld. PortGlasgow	GraigShippingCo. Ld.(I.Williams& Co.*Mgrs.*) *CellDB332'790t*	365·0 / P27'B220'F37' FK *APT140t*	51·5	23·0	Cardiff British 6*BHCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb HS6801 392NHP 3SB(2Spt),*9cf*,GS177, D.Rowan&Co.Ld.Glasgow	25 ″ 0 s 3 ″ 1½ 22 ″ 1	
75233 / 148289 / GLQZ	**Graigwen** ssRot.No.3–12,38 1*Dk*(*Stl*)	3697 / 3505 / 2277	✠100A1 Rot *r* ~~12,36~~ ~~11,37~~			CL 6,37	1926 / 2mo	R.Duncan &Co.Ld. PortGlasgow	GraigShippingCo. Ld.(I.Williams& Co.*Mgrs.*) *CellDB332'870t*	365·0 / P27'B220'F40' FK *APT140t*	51·5	23·0	Cardiff British 6*BHCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb HS6801 392NHP 3SB(2Spt),*9cf*,GS177, D.Rowan&Co.Ld.Glasgow	25 ″ 0 s 3 ″ 1½ 22 ″ 1	
75234 / 154473 / CYLF	**Grainmotor** *OilEng.* 1*Dk*	1829 / 1083 / 1093					1929	DavieS.B. &Repairing Co.Ld. Levis,P.Q.	CanadaSteamship Lines,Ld.	251·9 /	43·1	18·3	Montreal British *WB*	Oil Engines 4S.C.SA ~~8~~Cy.16"–22" 199NHP BessemerGasEngineCo. GroveCity,Pa.		C
75235 / 149489 / GSWB	**Grainton** ssAms.No.3–8,35 1*Dk*(*Stl*)	6341 / 5804 / 3777	✠100A1 Shl *a*† ~~8,38~~ Bry ~~C.R~~			CL 3,38	1929 / 1mo	Short Bros. Ld. Sunderland	CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*) *CellDB*	423·0 / 439·0(o.l.) P36'B132'F45' FK 352'2020t *FPT350t*	58·3	29·8	Newcastle British 7*BHCem* *APT378t*	Q.4Cy.22",33",48"&70"–48" 240lb *220lb* (*s*) 462NHP 3SB(Spt)*9cf*,GS190,HS7484 J.Dickinson&Sons,Ld. Sld.	33 ″ 1 s 6 ″ 7¾ 26 ″ 7½	
75236 / LKAC	**Gran** *OilEng.* D.F. 1*Dk*&*Shelter dk* *Cruiser Stern*	~~4050~~ 414 / 2417 / 2429	✠100A1 Sld *with freeboard* Bel Msl (*Glass Contem plated*) ✠LMC ~~12,36~~			CL	1938 / 12mo	Burntisl nd S.B.Co.Ld. Burntisland	A/S Nye Kristian-borg(A/S Rederiet Odfjell,*Mgrs.*) (*Co* *Cel*	379·5 / 395 3(o.l.) FK *BHto Shltr dk* 5*B* *DB311' 911t FPT*	53·8	24·3	Bergen Norwegian 6*BHtoCem* *Hto2nd dk*) *APT185t*	Oil Engines 2S.C.SA 3Cy.23⅝"–91⅛" 516NHP 2DB,*120lb*	26 ″ 8 s 2 ″ 4½ 24 ″ 0½	
75237	— (*ex*Ming-Shan–37,*ex*Gran–33, *ex*KamijiMaru) 1*Dk*	1993 / 1096 / 1152					1919	Teikoku S.S.Co.Ld. Toba	Wallem&Co.Ltd.	270·0 / P16'B65'F31' FK *WB*	39·0	23·9	Panama Pnamanian	Wm.Doxford&Sons,Ld Sld T.3Cy.20",33"&55"–39" 254NHP KobeSteelWks.Ld.Kobe	23 ″ 11	
75238 / DNPZ	**Gran Canaria** *Fitted for oil fuel* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *Cruiser Stern*	~~3500~~ ~~3500~~ 3112 3023					1938	Deutsche WerftA G Bet Finkenwrder Hamburg	Oldenbrg-Portug. Dmpssch.Rhed.	~~377·3~~ / F89' ~~54·5~~ 370·7	~~54·5~~	~~23·4~~ 23·3	Oldenburg German *WB*	2steam turbines DR geared to1 screw shaft 918NHP HS3229 AllgemeineElecGes.Berlin		G

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné matériaux emplacement d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté si ce n'est dans le L. R. Barre. Cert. B. of Trade
75239 LDZB	**Grana** 1 *Dk*		1297 1115 728	...				1920	N.V.Schbs. "Baanhoek" Sliedrecht	**Rederi-A/S "Kragerö"** (K.Sandaas, *Mgr.*)	237·4 P23′	36·7 B60′	15·9 F24′ FK	Kragerö Norwegian *WB*	T.3Cy.17½″,29″&47″–36′ 175NHP J&A.v.d.Schuyts'Mch.Fab	18 ″ 0	N †
75240 HRBA	**Granada** (P) *ss*Phl.No.3–11,37 2 *Dks*(*Stl–Wthr dk* teak s)& 2 *lower dks sparred for fruit cargoes* *Ref.Mchy.*		*3332* *2919* *2085*	✠100A1 Phl *with freeboard* B~~S1~~,39 ~~10,38~~ MC11,37 ✠Lloyd'sRM ~~10,37~~ 10,38 for temp. 50° F. *Lower decks for fruit cargoes* *Fitted for oil fuel* 12,25 *F.P. above* 150° F.		*u*	OG 10,37	1925 12mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's*	**StandardNav. Corp.(Standard Fruit&S.S.Co.** *Mgrs.*) *sA&CP Inter mediate BH in fore Cell D*	315·1 F34′ FK *hold dispensed with* B255′ 405*t*	45·2	29·4 *FPT* 47*t* *APT* 55*t*	Ceiba Honduran *4BH*	T.3Cy.23¼″,39″&66″–45″ (*s*) 200lb 510NHP 3SB,*12cf*,HS8112 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 ″ 6 s 11″8¾ 20 ″ 2	
75241 7972 SLOA	— (*ex*Kalfond, *ex*St.Roch) *Well deck*	*ss*Got.No.1–38 *ss*Mch.No 3–5,34 1 *Dk*(*Stl*) *Cargo battens not fitted*	*1781* *1339* 764	✠100A1 Skm ~~G,37~~ 5,39 Got ~~Mch.37~~ ✠LMC ~~B.S.38~~		*q*	CL ~~4,36~~ 4,38	1922 2mo	Osbourne, Graham&Co. Ld. Sunderland *Lloyd's*	**A/B Arafart** (A.R.Appelqvist, *Mgr.*) *Cell D*	258·9 272·5(O.L.) P23′Q76′B62′F23′ FK *B222′ 460t FPT* 25*t*	39·5	16·2 *APT* 55*t*	Stockholm Swedish *4BHCem*	T.3Cy.19½″,32″&53″–36′ (*s*) 180lb 197NHP 2SB(Spt)6*cf*,GS105,HS3222 G.Clark,Ld.Sunderland	18 ″ 6 s 1 ″6½ 17 ″ 2	
75242 (*ex*Hua-Shan–38, *ex*Werribee–38)	**Granatiere Padula** *ss*Shi.2ndNo.3–1,34 *ss*H.Kg.No.1–38 1 *Dk*(*pt Irn&pt Stl*) *Cargo battens not fitted* & *deep framing*		*3904* *3590* *2304*	✠100A1 HKg 3,30~~3,36~~ Shn ✠LMC ~~7,38~~ ~~B.S.38~~		*w*	CL 3,38	1909 1mo	BlythS.B. Co.Ld. Blyth *Lloyd's*	**Cia.ItalianadiNav. S.A.I.(Chinese ItalianNav.Co.Ld)** *sA&CP Cell D Ba*98′ *u E&B*44′	354·8 P11′B85′F38′ FK *f* 165′941*t*	50·0	23·7 *FPT* 135*t* *APT* 240*t*	Shanghai Italian *7BHCem*	T.3Cy.24″,39″&66″–45″ (*r*) 180lb 327NHP 3SB,*9cf*,GS165,HS5181 Richardsons,Westgarth& Co.Ld.Hpl	26 ″ 5 s 4 ″11¼ 21 ″ 8	
75243 150820 CYLG	**Granby** (*ex*FrankA.Augsbury) *Mchy.Aft* 1 *Dk*		2051 1707 1221					1922	Frazer, Brace,Ld. ThreeRivers, P.Q.	**CanadaSteamship Lines,Ld.**	251·2 Q93′F34′	43·1	18·1 *WB*	Montreal British	T.3Cy.19″,32″&56″–36″ 188NHP Worthington Pump& Mchy.Corp.Ampere,N.J.		C
75244 202711 KFNA	**Grand Island** (*ex*Eugene Zimmerman) D.F. *Mchy.Aft* 1 *Dk*		5446 — 4143					1905	CraigS.B. Co. Toledo,Ohio	**Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo.***Mgrs*)	488·6	52·0	31·0 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.15″,23″,36″&55″–40″ 191NHP CraigS.B.Co.Toledo,O.		R
75245 15670.	**Grand Manan II** (P) *Oil Eng.* *ss*St.J.No.2–38 ~~1 *Dk*~~ 1 *Dk*(*Stl*)		841 363 508	✠100A1 StJ *with freeboard* ~~B,38 5,37~~ ~~Dpe~~ ~~✠LMC~~ ~~✠Lloyd's RM~~ *For service in the Bay of Fundy*			CL ~~5,37~~ 11,37 ~~4,38~~	1930 2mo	St.John D.D.&S.B. Co.Ld. St.JohnN.B. *Lloyd's*	**EasternCanada CoastalSteam-ships,Ld.** *sA&CP*	144·3 152·0(O.L.) B&F120′ *Upper* F22′ FK	32·1	12·5 *FPT* 28*t* *APT* 33*t*	St JohnNB British *4BHCem*	Oil Engines 2S.C.SA 6Cy.16″–20″ 270NHP DB*100lb* FairbanksMorse&Co. Beloit.Wis.	13 ″ 6 s 3 ″4½ 10 ″ 2½	
75246 FNHB	**Grand Quevilly** (*ex*SanCarlos–38, *ex*Rio de la Plata) 2 *Dks*		2844 2395 1547					1914	J.Blumer &Co. Sunderland	**Cie.France-Navigation,S.A.**	333·6 P77*t*H191*t*F39*t*	48·7	19·6 *WB*	Algiers French	T.3Cy.24″,40″&66″–42″ 282NHP N.E.MarineEng.Co.Ld.Sld		N
75247 161564 FPCH	**Grande-Terre** (*ex*Anatolian–33) *ss*Rou.No.1–36 D.F. 1 *Dk*(*Stl–ws*) *Ref.Mchy.* *Cruiser Stern* *Sparred lower decks for fruit cargoes*		1920 1515 1142	✠100A1 Fal ~~3,37~~ 3,38 Dpe ~~B.S.38~~ ~~✠LMC~~ ~~✠Lloyd's RM~~ 3,38 ~~5,38~~ for temp. 54° F. *Fitted for oil fuel* 1,33 *F.P. above* 150° F.		*r*	CL 11,37	1932 3mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's*	**Cie.Generale d'Armements Maritimes** *sA&CP*	266·2 P26′Q72′B70′F29′ FK *Cell D Ba*~~5~~*u E*104′ *f* 102′378*t*	40·0	19·5 *FPT* 25*t* *APT* 81*t*	Havre French *4BHptCem*	T.3Cy.20½″,34″&56″–39″(*s*) 200lb HS4294 292NHP 2SB(Spt),6*cf*,GS118, FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	20 ″ 9 s 1 ″6½ 19 ″ 4½	
75248 FOMC	**Grandlieu** (*ex*WarDrummer) D.F. *ss*Nts.No.3–4,32 *ss*Nts.No.1–36 1 *Dk*(*Stl*)& *Web frames* 2*nd dk*(*Stl*) *in Nos.*1,2& 3 *holds*		3290 2814 2004	✠100A1 StN 9,38 ~~9,37~~ Nts BS~~5,37~~ 7,38 ✠LMC4,36		*u*	CL 3,36	1919 2mo	Hong K'ng &Whampoa DockCo.Ld. HongKong *Lloyd's*	~~**Cie.Nantaise de Nav.à Vap.**~~(Cie. Générale Trans-atlantique *Cell D B*274′644*t*	325·0 P33′B90′F28′ FK	45·2	23·9 *FPT* 134*t* *APT* 193*t*	Nantes French *6BHCem*	T.3Cy.23″,38″&61″–42″ (*s*) 180lb *100lb* 259NHP 2SB.6*cf*,GS124,HS3946 Hong Kong&Whampoa DockCo.Ld.HongKong	26 ″ 0 s4 ″ 2½ 22 ″ 0	
75249	**Granfoss** (*ex*Granfos–37) 1 *Dk*		1461 1327 890					1913	Nylands Værksted Oslo	**Skibs-A/S Thor ThoresensLinje** (ThorThoresenA/S *Mgr.*)	254·2 P46*t*H78*t*	39·2	16·5	Oslo Norwegian *WB*	T.3Cy.19″,31″&51½″–33″ 152NHP Nylands Værksted,Oslo		N
75249* Sunk after Collision 3,39 MFLG	**Grangemouth** D.F. 2 *Dks*		1419 1187 588					1908	Grngem'th &Greenock Dockyard Co. Grngemouth	**G.Gibson&Co.Ld.**	275·2 P38′B96′F58′	36·1	17·3 *WB*	Glasgow British	T.3Cy.25″,42″&68″–45′ 310NHP Dunsmuir&JacksonLd Gls		C
75250 143746 GCNW	**Grangepark** *ss*Shl.No.3–5,32 *ss*Rot.No.1–37 1 *Dk*(*Stl*)& *Platform dk*(*Stl*) *in Nos.*1,2,4& 5 *holds* *Longitudinal framing in double bottom* & *at decks* D.F.		5132 4720 3172	✠100A1 Rot ~~3,36~~ 1,38 ~~Cle~~ NNs ✠LMC MS2,37 BS~~3,38~~ 3,39		*y*	CL N2,37	1919 11mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd's*	**DenholmLine Steamers,Ld.**(J.& J.Denholm,Ld. *Mgrs.*) *Cell D B*	100·4 P51′B114′F39′ FK 347′ 1296*t*	52·3	28·5 *FPT* 125*t* *APT* 200*t*	Greenock British *7BHptCem*	T.3Cy.27″,44½″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 5 ″11½ 25 ″ 3½	
75251 6480 SLTA	**Grängesberg** *ss*Got.No.3–7,33 *ss*Got.No.1–37 Sub.Sig. D.F. 2 *Dks*(*Stl*) *Cargo battens not fitted*		*4575* *4130* *2460*	✠100A1 Mmo 8,38 ~~1,37~~ Rot BS~~13,37~~ 12,38 ✠LMC1,37		*y*	CL 1,37	1921 3mo	NVLobith-scheScheepsb MyGebr.Bod-ewes Lobith *Lloyd's*	**TrafikAktieb. Grängesberg-Oxelösund**(M. Waldenström *Mgr*) *Cell D Ba*66′ *u E&B* 667*t* *DT a*51′420*t*	385·2 399·0(O.L.) P42′B242′F42′ FK 45′ *f* 102′	50·1	25·9 *DT f* 68′ 595*t* *FPT* 106*t* *APT* 150*t*	Stockholm Swedish *6BHptCem* *ptAsp*	T.3Cy.26″,39″&70″–48″ (*s*) &LPTurbine with DR gearing&hydraulic coup-ling 180lb HS6660 518NHP 3SB,(Spt),9*cf*,GS148, FD Scheeps.Maats.Nieuwe Waterweg,Schiedam	29 ″ 0 s4 ″ 3¾ 24 ″ 11	
75252 143530 MKLB	**Grangetoft** (*ex*Gledburn–36, *ex*Maindy Tower) *Mchy.Aft* 1 *Dk*		975 774 495					1920	Rennie, Ritchie&Nw-portS.B.Co. Ld.Wivenhoe	**"Toft"S.S.Co.Ld.** (T.H.Donking& Sons,Ld. *Mgrs.*)	207·5	33·6	18·5 *WB*	Middlsbro' British	T.3Cy.16½″,27″&34″–30″ 98RHP Plenty&Son,Ld.Newbury		C
75253 783 SVAJ	**Granicos** (Pencisely–34, *ex*Andree) D.F. 1 *Dk*(*Stl*)	*ss*Cff.No.3–9,28 *ss*.Ams.No.2–36	*3689* *3449* *2283*	✠100A1 Rot 1,38 BS~~7,37~~ 3,39 ✠LMC9,35		*w*	CL 1,38	1916 4mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*	**GranicosS.S.Co. Ld.** *sA&CP Cell D Ba*	360·2 P29′B225′F35′ FK 110 *u E*25′ *f* 165′991*t*	51·0	22·7	Piræus Greek *6BHCem* *APT* 187*t*	T.3Cy.25″,40½″&67″–45″ (*s*) 180lb HS6515 378NHP 2SB&1Aux.SB,*8cf*,GS165, Cen.Mar.Eng.Wrks.WHpl	25 ″ 1 s 3 ″ 1½ 22 ″ 2⅜	
75254 LIVS	**Granli** (*ex*Siredal–38) *Cruiser Stern* 1 *Dk*		1577 1316 910					1934	Nylands Verksted Oslo	**A/S Granli**(Rolf Ugelstad	247·5 P44*t*H97*t*	39·2	17·4	Oslo Norwegian *WB*	C.4Cy.(2)12½⅝″&(2)29½⅝″–27 9/16″ HS2035 142NHP Nylands Verksted,Oslo		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When. Ship. / Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Trade Cert
75255 6296 SJPA	**Granó** (*ex*Fernebo-36,*ex*Brävalla) *ss*Got.No.3–5,33 *ss*Mmo.No.1–37 D.F. 1 *Dk*(*Stl*)	1885 *1621* *1068*	✝100A1 4,38 ✝LMC MS7,37 BS~~12,37~~ 12,38	Mmo	*r*	OG 5,36		1920 6mo	Aktieb. Lindholmen-Motala Gothenburg A&CP	RederiA/B Rex (K.M.Kallström, *Mgr.*)	262·0 | 42·7 | 18·1 P26′B150′F24′ FK *Cell DB223′170t*	Stockholm Swedish	T.3Cy.20½″,33″&55″–36″(*s*) 185lb 216NHP 2SB,*4cf*,GS66,HS2850 FD Aktieb.Lindholmen-Motala,Got.	20 ″ 6 s 1 ″ 8¾ 18 ″ 11	
75256 14323 GBVT	**Granta** *ss*Shl.No.2–35 1 *Dk*(*Stl*) D.F. *Cargo battens not fitted*	2719 2353 ~~2,33 n.81~~ 2,39 1642	✝100A1 ✝LMC MS1,36 BS~~8,37~~ 8,38	Shl	*t*	CL ~~8,37~~ 2,39		1927 3mo	Smith's Dock Co. Ltd. Middlesbro'	GrantaS.S.Co. Ld.(Witherington &Everett)	305·0 | 45·5 | 21·3 P23′B50′F28′ FK *B262′ 713t FPT106t* *Cell D*	Newcastle British	T.3Cy.21″,35″&57½″–42″ (*s*) 180lb 266NHP 2SB,*6cf*,GS120,HS4554 Smith's Dock Co. Ld. Mdb.	23 ″ 6 s 3 ″ 2½ 20 ″ 5½	
75257 129058 GLWM	**Grantully Castle** (P) TwinSc D.F. *ss*Lon.2ndNo.3–4,35 *Well deck* 2 *Dks*(*Stl–Mws Uteak s*) *Ref. Mchy.* Sub.Sig. *&deep framing* *Lower dk*(*Stl*)*in Nos.*1,3*&*4*holds*	7592 5989 4647	✝100A1 ~~4,98~~ 11,38 BS1,~~39~~ 3,39 ✝LMC 9,34	Lon	*c* †	CL P4,35 s12,36		1910 1mo	Barclay, Curle&Co.Ld. Glasgow	Union-Castle MailS.S.Co.Ld.	450′7 | 54′3 | 30′7 P&B270′F66′ FK&BK2½″ *WB=Cell D Ba128′ uE 48′ f 171′ 11244t* *Cell D Ba106′ uE25′ f*	London British	Q.8Cy.18½″,26½″,38½″&56″–48″ 220lb (*s*) 625NHP 2D&1SB,*15cf*,GS295, HS10847 Barclay,Curle&Co.Ld.Gls.	33 ″ 6 s 6 ″ 7½ 27 ″ 3	BT till ~~2,38~~ 1,39
75258 LKDK	**Granville** TwinSc *Oil Eng.* *Ref. Mchy.* *Cruiser Stern* 2 *Dks*	5745 5193 3507						1930	Odense Staalskibsv. Odense	Skibs A/S Somm[illegible] (A.F.B[illegible] Co A/S M[illegible]	426·4 | 58·5 | 26·6 P37′F36′	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.24½⅛–51 1/16″ 710NHP *WB* Akt.Burmeistr&Wain,Cpn	29 ″ 0 ~~8 ″ 5~~ ~~25 ″ 11~~	N
75259 TUEU	— *ss*Hav.No.3–3,33 *ss*Hav.No.1–37 *Mchy. Aft* 1 *Dk*(*Stl*)	511 372 148	✝100A1 8,38 ~~5,37~~ ✝LMC4,37 BS8,38	Rou Hav	*h*	CL ~~8,36~~ 8,38		1930 2mo	Cochrane &Sons,Ld. Selby	Soc.Havraise de Transport et de Transit	170·2 | 28·6 | 8·9 *30·0* P74′F21′ *Cell DB88′115t FPT67t*	Havre French	T.3Cy.13″,21½″&35″–24″ (*s*) 180lb 87NHP 1SB,*3cf*,GS50,HS1635 C.D.Holmes&Co.Ld.Hull	11 ″ 3 s ″ 11¾ 10 ″ 4½	
75260 FOLD	**Graslin** D.F. 1 *Dk*	2323 — 1334						1924	Anciens Chantiers Dubigeon Nantes	(Cie.Nantaise des Chargeurs de l'Ouest	279·0 | 41·3 | 17·3 P22′F24′	Nantes French	T.3Cy.18¼″,30″&49¼″–38¾″ 150NHP *WB* Atel.La Chalcassière,Lyon		V
75261 DDRU	**Gratia** Sub.Sig. 1 *Dk&deep framing*	2068 1780 1300						1905	Eiderwerft Akt.Ges. Tönning	J.Jost	274·0 | 39·7 | 15·8 P11′B82′F24′	Flensburg German	T.3Cy.18½″,30¾″&49½″–33½″ 139NHP *WB* Eiderwerft A.G.Tönning		G
75262 FNIQ	**Gravelines** (*ex*RoiAlbert–38) *ss*Ant.No.3–6,37 D.F. 1 *Dk*(*Stl*)*&Shelter dk*(*Stl*)	2477 *2293* *1466*	✝100A1 *with freeboard* 10,38 ~~1,38~~ ✝LMC6,37 BS10,38	Ant Dak	*u*	CL ~~6,37~~ 10,38		1925 4mo	Swan, Hunter&Wigham Richardson, Ld.Newcastle	Cie.France-Navigation,S.A.	315·9 | 45·1 | 20·6 FK *f 142′595t APT57t* *Cell D Ba93′ uE21′*	Dunkirk French	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 283NHP 3SB,*6cf*,GS135,HS4662 Wilsnd Slpwy.Co.Ld.Nwc.	22 ″ 10 s 1 ″ 6 21 ″ 5½	
75263 DHJH	**Gravenstein** (*ex*Hansa, *ex*Tranquebar) D.F. 2 *Dks&deep framing*	3505 3275 2182				…		1906	Akt. Burmeistr& Wain Copenhagen	RedStarLinie G.m.b.H.	369·0 | 47·5 | 23·5 P285′F39′ FK	Hamburg German	T.3Cy.24¾″,42″&70″–45″ 380NHP *WB* Atk.Burmeistr&Wain,Cpn	26 ″ 6	C †
75264 124395	**Gray** (P) (*ex*Petriana) 3Mst *ss*Vcr.No.2–17 1 *Dk*(*Stl*) *Well deck* *Mchy.Aft*	707 511 280	✝ 7,22 ✝	Vcr				1909 3mo	R.Williamson&Son Workington	Consolidated Whaling Corporation,Ld.	182·7 | 27·9 | 12·3 Q101′B11′F22′ FK *WB=DB f101′138t*	Vict'riaBC British	T.3Cy.14″,25½″&41″–30″ 90RHP 1SB,*3pf*,GS58,HS2048 Ross&Duncan,Glasgow	14 ″ 7	C †
75265 1200 ICLT	**Grazia** (*ex*Valcerusa–35) *Fitted for oil fuel* D.F. *Mchy.Aft* 1 *Dk*	5857 4526 3408						1923	Cantieri Cerusa Voltri	~~I.N.S.A.–Industrie Navali Soc.Anon.~~ [illegible]	394·3 | 51·8 | 28·4 P251′F46′	Genoa Italian	T.3Cy.26″,42⅛⅛″&62 7/16″–48″ 338NHP *WB* Armstrong, Naples		I
75266 LCLP	**Graziella** (*ex*Keighley) 1 *Dk*	2137 1900 1274						1917	Osbourne, Graham&Co. Sunderland	Dampskintsk. Garonne(Fearnley &Eger, *Mgrs.*)	285·0 | 43·3 | 19·0 P26′B76′F33	Oslo Norwegian	T.3Cy.21″,34″&56″–39″ 196NHP *WB* Richardsons,Westgarth& Co.Ld.Sld.		N
75267 IOLJ	— *ex*Marie Therese Le Borgne–37 (*ex*Ustaritz) *Well deck* 1 *Dk*	1217 858 712				…		1914	G.Brown& Co. Greenock	Soc.Anon.Trasporti Marittimi e Affini	243·1 | 33·1 | 13·9 231·3 Q166′F28′ FK *WB=DB f101′138t*	Venice Italian	T.3Cy.17½″,27½″&45″–33″ 152NHP *WB* Ross&Duncan,Glasgow	15 ″ 9	I †
75268 163433 GWRD	**Great Western** (P) TwinSc *ss*Cff.No.1–38 1 *Dk*(*Stl*)2*nd dk*(*Stl*) Sub.Sig. *clear of machinery space* D.F.	1659 1119 666	✝100A1 *with freeboard* Bkn 5,39 ~~2,38~~ ~~BS9,39~~ ✝LMC2,37 *For Irish Channel Service* BS5,39	Cff	*s*	OG ~~2,37~~ P2,38		1934 1mo	Cammell Laird&Co.Ld Birkenhead	Great Western Railway	282·9 | 40·4 | 16·1 297·7(O.L.) P75′B92′F93′ FK *Upper Bridge84′* *Upper Fo'c'sle13′* *Cell D Ba&u E74′f40′97t DTa 14′ 12t MT10′98t DT f2′63t FPT20t*	London British	T.6Cy.18½″,22″&38″–24″ (*s*) 200lb 306NHP 2WTB,GS150,HS5280 FD Cammell Laird&Co.Ld Bkn	17 ″ 1 s 4 ″ 0¾ 13 ″ 3¼	BT till 2,39
75269 DQ47 MKXR	**Greatend** (*ex*Ville de Dannemarie) by aircraft 5,38 *ss*Nwc No.3–2,34 *Well deck* *ss*Nwc.No.1–38 *Cargo battens not fitted* 1 *Dk*(*Stl*)	1495 1060 771	~~✝100A1~~ 4,38 ~~✝LMC~~ MS7,37 ~~BS2,38~~	Nwc	*p*	CL 7,37		1920 12mo	J.I Thornycroft&Co.Ld. Southampton	NewbiginSteam ShippingCo.Ld. (E.R.Newbigin, Ld. *Mgrs.*)	240·4 | 36·1 | 16·3 FK Q136′B10′F28′ *B226′438t FPT29t*	Newcastle British	T.3Cy.18″,30″&50″–33″ (*s*) 180lb 178NHP 2SB,*4cf*,GS82,HS3000 J.I.Thornycroft&Co.Ld.	18 ″ 6 ~~5 ″ 11~~ ~~17 ″ 7½~~	
75270 223663 WSBH	**Greater Buffalo** (P) Pad D.F. GyC.	7739 — 3330						1923	American S.B.Co. Lorain,O.	Detroit and ClevelandNav.Co.	519·0 | 58·0 | 23·7	Detroit Utd. States	C.3Cy.66″&(2)96″–108″ American 1915NHP *WB* S.B.Co.Detroit,Mich.		R
75271 223664 WSBI	**Greater Detroit** (P) Pad D.F. GyC.	7739 — 3330						1923	American S.B.Co. Lorain,O.	Detroit and ClevelandNav.Co.	519·0 | 58·0 | 23·7	Detroit Utd. States	C.3Cy.66″(2),96″–108″ American 1900NHP S.B.Co.Detroit,Mich.		R
75272 149415 GJBF	**Greathope** *ss*Nwc.No.2–35 1 *Dk*(*Stl*) D.F. *Cargo battens not fitted*	2297 2015 1292	✝100A1 ~~2,38~~ 8,38 ✝LMC MS11,35 BS~~10,37~~ 11,38	Nwc	*s*	CL ~~8,38~~ 6,38		1926 9mo	Burntisland S.B.Co.Ld. Burntisland	NewbiginSteam ShippingCo.Ld. (E.R Newbigin, Ld. *Mgrs.*)	310·1 | 41·9 | 19·7 P23′B67′F30′ FK *Intrmdte BH in fore hold dispensed with in ER128t FPT147t* *Cell DB 255′741t side tanks*	Newcastle British	T.3Cy.22½″,37″&61″–42″ (*s*) 180lb *100lb* 302NHP 2SB(Spt),*6cf*,GS135, HS5210 N.E.MarineEngCoLd.Nwc	22 ″ 0 s 3 ″ 4½ 18 ″ 10	
75273 849 SVIO	**Greek Mariner** (*ex*Galeb–35, *ex*Cefnbryn–35, ~~*ss*Pir.No.3–5,37~~ *ex*Galeb–34,*ex* ~~*ss*Ssk.No.2–34~~ Dedinje–34,*ex* 1 *Dk*(*Stl*)*&Shelter dk*(*Stl*) Cefnbryn,*ex*Theofano,*ex*Ioannis Vatis) *ss*Nut 2nd No.3–6,38	3714 3527 2317	✝100A1 *Shelter dk* *with freeboard* 6,~~38~~ ~~4,37~~ ~~BS12,36~~ ✝LMC4,~~34~~ 5,38	Liv Nt	*w*	CL ~~11,36~~ 5,38		1914 5mo	J.Priestman&Co. Sunderland	Neill&Pandelis (Greece) Ld.	350·0 | 50·9 | 24·5 FK *Cell D Ba106′ uE25′ f* *154′863t DTa29′936t*	Piræus Greek	T.3Cy.25″,41″&67″–45″ (*s*) 180lb 327NHP 3SB,*9pf*,GS156,HS5044 G.Clark,Ld.Sunderland	26 ″ 0 s 2 ″ 6½ 23 ″ 8½	

New "Greek Family," see No. 89669 in Supplement

New "Mariposa," see No. 89104 in Supplement

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Dir=Le Cert. B of Trade
75274	**Green Island**	TwinSc	1946					1937	Gt.Lakes Eng.Works. RiverRouge, Mich.	Ford Motor Co.	290·7 | 43·1 | 18·2			Dearborn Utd.States	Oil Engines 4S.C.SA. 16Cy.10¼"–13½" 172NHP Cooper-BessemerCorp.		R
236370		*Oil Eng*	---														
	Mchy.Aft GyC.	1 *Dk*	1603														
		Electrically welded															
75275	**Greenawn**		784	✠100A1	Bly	*k*	OG	1924	A.Hall& Co.Ld. Aberdeen	S.&R.Steamships, Ld.(Stone&Rolfe, Ld. *Mgrs.*)	190·7 | 29·1 | 11·9			Goole British	T.3Cy.16",26½"&44"–30" (*s*) 180lb 140NHP 3*BHCem* 40t*APT*38t	14 " 1 s 4 " 0⅜ 13 " 7½	
146341		*ss*Bly.No.3–3,37	540	12,33~~8,37~~ 1,39	Shl		1,38	3mo			200·2(O.L.)						
MLTX	*Mchy.Aft*	1 *Dk*(*Stl*)	405	✠LMC3,37			1,39				Q125'B9'F21' FK						
	Well deck	*Cargo battens not fitted*		DSc,38						*Lloyd's*AC*P*	*Cell D Bf* 126'212*t FPT*				A.Hall&Co.Ld.Aberdeen		
75276	**Greenland** (*ex*Desdemona)		1281	100A1	Lth		CL	1914	Schiffsw. v. Henry Koch Lübeck	Leith,Hull&Hamburg S.P.Co.Ld.(J. Currie&Co. *Mgrs.*)	241·1 | 36·2 | 15·6			London British	T3Cy.18⅝",29⅜"&46½"–32½" 199lb (*s*) 162NHP 2SB,*4c*/,GS72,HS2715	18 " 0 s 1 "4⅜ 16 " 9⅜	
144620		*ss*Lth.2ndNo.3–8,37	1095	*withfreeboard*			7,37				253·3(O.L.)						
MKBS			702	9,38 ~~8,37~~	MC8	37					P&B186'F84' FK				OttensenerMchFab.Altona		
	Well deck	1 *Dk*(*Stl*)			S9,38					*Cell D Ba* 55'*uE* 20'	f106' 322*t FPT* 56*t*			*APT* 17*t*			
75277	**Gregalia**		5802	✠100A1	Gls	*b*†	CL	1929	Lithgows, Ld. Port Glasgow	Donaldson Line.Ld. (Donaldson Bros& Black,Ld. *Mgrs.*)	425·0 | 56·0 | 28·7			Glasgow British	Q.4Cy.25½",36½",52½"&75"–51" 220lb (*s*) 708NHP 4SB,*12cf*,GS248,HS10924 FD	31 " 3 s 4 " 1½ 27 " 5	
160261		*ss*Gls.No.2–37	5321	*withfreeboard*			~~4,36~~	7mo			439·0(O.L.)						
GTFK		2 *Dks*(*Stl*) *&Shelter dk*(*Stl*)	3580	3,39~~4,38~~	LMC		3,39				F38' FK				D.Rowan&Co.Ld.Glasgow		
		4*th Dk*(*Stl*) *in Nos.*1,2*&*3 *holds*		MS4,37	BS4~~3~~3,39					*Lloyd's*AC*P*	*Intermediate 'tween dk BH in after hold dispensed with*			*BH to Sh dk* 5 " " 2*nd* " 1 " " 3*rd* " 97t*APT*32t			
	D.F. E.S.D.			Lloyd'sRMC~~1,38~~ 12,38						*Cell D B* 362'1181*t*	*DTa* 27' 622*t FPT*						
	Ref.Mchy.			Nos. 2 & 3 holds for comp.													
				Fitted for oil fuel 7,29			*F.P. a*				30° F. above 150° F.						
75278	**Greif**		996					1923	Atlaswerke A.G. Bremen	Argo Reederei Richard Adler&Co.	235·8 | 33·6 | 13·5			Bremen German	T.3Cy.21⅝",34⅜"&57½"–37⅜" 198NHP		G
			813								P&B154'F30'						
DOBF	Wireless D.F. Sub.Sig.	1 *Dk*	430											*WB*	AtlaswerkeA.G.Bremen		
75279	—		617					1909	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	177·8 | 29·0 | 11·5			Stettin German	T.3Cy.14",22"&36"–25" 65NHP		G
			476								Q52'B43'F21'						
DAMH		1 *Dk*	337											*WB*	StettinerOderwerke		
75280	**Grelhead** (*ex*Beachy Head)		4274	✠100A1	Lon	*x*	CL	1915	Richardsn, Duck&Co.Ld. Stockton	Cardigan Shipping Co.Ld.(W.T.Gould, *Mgr.*)	380·0 | 51·0 | 24·8			London British	T.3Cy.26",42"&70"–48" (*s*) 180lb ~~150~~ 395NHP 6 *BHCem*	27 " 3 s 3 " 6½ 23–11½	
139090		*ss*Bld.No.3–4,28	4001	~~10,27~~9,38	~~Bel~~ Hul		10,37	9mo			P38'B244'F37' FK						
GMBW		*ss*Bry.No.2–36	2602		MC					*Lloyd's*AC*P*	*f* 173' 1151*t FPT* 13			6*t APT* 154*t*	Blair&Co.Ld.Stockton		
	D.F.	1 *Dk*(*Stl*)		MS12,35	~~BS7,37~~ 7,38					*Cell D Ba* 123'*uE* 27							
75281	**Grelrosa** (*ex*Archmel–35, *ex*MendipRange)		4574					1914	Nthmblnd S.B.Co.Ld. Newcastle	Cardigan Shipping Co.Ld.(W.T.Gould, *Mgr.*)	385·0 | 51·9 | 27·1			London British	T.3Cy.25",40"&68"–48" Richardsons, 320NHP Westgarth&Co.Ld.Sld.		C
135897			4270								P36'B119'F37'						
GBZT	D.F.	1 *Dk*	2887											*WB*			
75282	**Grena**		8117	✠100A1	Got	*c*†	CL	1934	Götaverken A/B Gothenburg	A/SJ.Ludwig Mowinckels Rederi	455·5 | 59·2 | 35·9			Bergen Norwegian	Oil Engines 4S.C.SA. 8Cy.29⅜"–59,⅛" 653NHP 2DB*150lb*	35 " 6 s 8 " 1 27 " 8¼	
		Oil Eng.	7462	4,38 ~~9,37~~	SFo		4,38	12mo			P101'F59' FK						
LIXB	*Mchy.Aft* D.F	1 *Dk*	4891	D~~ 1,39~~	LMC12,37					*Lloyd's*AC*P*	10 *BHpt Cem*						
		Cruiser Stern			MC(M)1,37					*Cell D Bu E* 75'20	95t *APT* 152t						
				Carrying Petroleum in bulk							9t *DTf* 22'375*t FPT*						
75283	**Greta** (*ex*Rolf)		1868					1903	Helsingörs Jernsk&Msk. Elsinore	Lovisa Ångf.A/B (A/B.R.Nordström &Co.O/Y, *Mgrs.*)	288·7 | 39·9 | 18·0			Lovisa Finnish	T.3Cy.19",32"&53⅛"–36" 174NHP		N
			---								277·5						
OHCC		1 *Dk*	1042								P17'B166'F32'			*WB*	HelsingörsJernsk.&Mskb.		
75284	—	3 Mst	*304*					1914	Eriksbergs M.V.Aktieb. Gothenburg	Hugo Silvén	127·4 | 22·5 | 11·5			Seffle Swedish	C.2Cy.11½"&27⅜"–16½" 26NH		V
5623			*254*								P30'H18*t*F15						
SEKW		1 *Dk*	*191*											*WB*	EriksbergM.V.Aktieb.Got		
75285	**Greta Force**		914	✠100A1	Bkn	*l*	CL	1928	J.Fullerton&Co. Paisley	West Coast Shipping Co.Ld.(W.S. Kennaugh&Co. *Mgrs.*)	195·5 | 31·1 | 12·5			Whitehvn British	T.3Cy.15",25½"&41"–30" (*s*) 180lb 85RHP 3*BHCem*	14 " 7 s 4 " 6½ 14 " 2¼	
134949		*ss*.Bkn.No.2–35	637	11,38~~11,37~~			10,37	2mo			202·5(O.L.)						
MNYP	*Mchy.Aft*	1 *Dk*(*Stl*)	456	~~LMC~~						*Lloyd's*AC*P*	Q109'B13'F28' FK				2SB,*4cf*,GS75,HS2490 Aitchison,Blair&Co.Ld. Glasgow		
	Well deck			MS12.35	~~BS~~					*Cell D*	*B* 120' 214*t FPT* 79*t*			*APT* 44*t*			
		Cargo battens not fitted															
75286	**Greta Thordén** (*ex*Greta,*ex*Frieda		2084					1906	Eiderwerft Akt.Ges. Tönning	Rederi A/B Thor (G.B.Thordén, *Mgr.*)	287·1 | 39·8 | 19·8			Brandö Finnish	T.3Cy.18½",30½"&49¼"–33½" 140NHP		G
699	Fahrenheim,*ex*Regnator,		1807								*Qaf* 115*t*Q88*t*H73*t*						
OHCX	*ex*Rendsburg)	1 *Dk&deep framing*	1230								F32*t*			*WB*	EiderwerftA.G.Tönning		
75287	**Gretafield**		10191	✠100A1	Fal	*f*†	CL	1928	Cammell Laird&Co.Ld. Birkenhead	Northern Petroleum Tank S.S.Co. Ld.(Hunting& Son,Ld. *Mgrs.*)	500·2 | 67·9 | 36·9			Newcastle British	Q.4Cy.28½",41",59"&85"–57" & exhaust turbine driving steam compressor (*s*) 2201b 2DB 874NHP	37 " 0 s 7 " 6½ 29 " 8½	
149468		*ss*Shl.No.2–36	9516	9,38 ~~10,37~~	Shl		2,36	5mo			P144'B36'F48' FK						
GNVP	*Mchy.Aft*	1 *Dk*(*Stl*)	6071	~~LMC~~	~~LMC~~					*Lloyd's*AC*P*				16 *BHpt Asp*	4SB,*16cf*, HS11100 FD CammellLaird&CoLd.Bkn		
	Longitudinal framing at bottom&at deck			*Carrying Petroleum in bulk*						*Cell D B*	779*t FPT* 245*t APT* 301*t*						
	D.F.			*Fitted for oil fuel* 5,28			*F.P. a*			*uE* 32' 105*t DTa* 42'	720*t DTf* 42				T.3Cy.26",42"&70"–48" (*s*) 180lb 476NHP 3SB,*9cf*,GS190,HS7068 FD D.Rowan&Co.Ld.Glasgow		
75288	**Gretaston**		5008	✠100A1	Ant	*y*	CL	1924	R.Duncan &Co.Ld. Port Glasgow	Gretaston SS Co. Ld.(W.S.Miller& Co.)	404·9 | 53·0 | 27·6			Glasgow British		30 " 0 s 5 "8¼ 24 " 7	
147881		*ss*Shl.No.3–6,36	4781	7,38~~5,37~~	Shl		5,37	2mo			P38'B119'F43' FK			*Cem*			
GKBN		2 *Dks*(*Stl*)	3177	BS~~5,37~~	~~LMC~~	36				*Lloyd's*AC*P*	*Intermediate 'tween dk BH in after hold dispensed with*			5 *BH to U dk* 1 " " 2*nd* " *APT* 102*t*	D.Rowan&Co.Ld.Glasgow		
				7,38						*Cell D B* 348'	1120*t DTa* 30' 860*t*				*only*		
75289	**Gretavale**		4586	✠100A1	Cff	*y*	CL	1928	Lithgows, Ld. Port Glasgow	Crawford Shipping Co.Ld.(A.Crawford&CoLd. *Mgrs.*)	385·0 | 52·0 | 26·6			Glasgow British	T.3Cy.25",42"&70"–48" (*s*) 200lb 477NHP 3SB,*9cf*,GS138HS6789 FD Rnkin,Blckmre&CoLdGrk	29 " 0 s 5 " 3⅜ 23 " 11	
160200		*ss*Shl.No.3–1,39 ~~*ss*Shl.No.2–01~~	4327	1,39 ~~12,37~~	Shl		~~12,37~~	4mo			397·7(O.L.)			*pt Cem*			
GNKF	D.F. E.S.D.	2 *Dks*(*Stl*)	2918	~~LMC~~	~~LMC~~		12,38			*Lloyd's*AC*P*	P29'B112'F44' FK			4 *BH to U dk* 2 " " 2*nd* " *APT* 16*t*			
					1,39					*Cell D B* 329'	*Intermediate 'tween dk BH in after hold dispensed with* 1010*t DTa* 30' 784*t*						
75290	**Gretchen Müller**		1421					1909	Akt.Ges. "Neptun" Rostock	O.A.Müller	256·1 | 35·7 | 14·7			Hamburg German	T.3Cy.17⅛",27⅛"&46⅞"–31½" 124NHP		G
Now "Gisela," see No.8821 in Supplement			1098								Q94'B59'F30'			*WB*	A.G."Neptun,"Rostock		
DHJI	Sub.Sig.	1 *Dk*	720														
75291	**Grete**		1563					1931	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	253·5 | 39·1 | 15·4			Esbjerg Danish	C.4Cy(2)14¾"(2)31½"–31½" &L.P.Turbine 184NHP HS2350		G
			1212								P24'Q66'B102'F33'			*WB*	HelsingörsJernsk.&Mskb.		
OZME	Wireless D.F. *Ref.Mchy.*	1 *Dk*	909														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name.	3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Letter of Offices.
75292 DIBU	**Grete Glad** (*ex*Stige)	*Oil Eng.* *Mchy. Aft* 1 *Dk* Wireless *Carrying oil in bulk*	869 708 459	†100A1 HKg *d*†		CL		1916	Soc. Esercizio Bacini Genoa	"Debag" Deutsche Betriebsstoff-A.G. (Europäische Tanklager u. Transp. A.G. *Mgrs.*)	199·5 B54′ len32	30·8	14·2	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.14⅜"-22⅛" 117NHP Motorenfabr. NE27 "Deutz" A.G Köln-Deutz		G
75293 OZJH	**Grete Mærsk** Twin Sc	*Oil Eng.* D.F. *Ref. Mchy.* 1 *Dk* & *Shelter dk* E.S.D. 3rd dk except in Nos. 2 & 5 holds *Cruiser Stern*	6576 5624 4097	†100A1 HKg *d*† *with freeboard* 4,38 ~~11,37~~ MC3,37 ~~11,37~~ ~~6,38~~ *Carrying vegetable oil in deep tanks*		CL DBS WT 7,38		1937 3mo	Bremer Vulkan Vegesack *Lloyd's SA&CP*	A/S D/S Svendborg & Dampskslsk. af 1912 A/S (A.P.Møller, Copenhagen, *Mgr.*) *Cell D B372′1416t*	471·9 497·3 (O.L.) F59′ FK	59·4	26·9	Copnhagn Danish *Coll to Sh dk* 6 " 2nd " 68′ 1918 *FP*	Oil Engines 2S.C.DA 10Cy.23⅝"-48⅞" 1945 NHP DB *114lb* 2DB (WT) *114lb* Bremer Vulkan, Vegesack *DT sa 68′1724t MTs* *Ts 231t A P Ts 280t*	30 " 5 s 3 " 10 26 " 9½	
75294 6713 SDWU	**Greth** (*ex*Ella-35)	1 *Dk*	*1540* *1341* *916*					1922	Nylands Verksted Oslo	Rederi A/B Mercurius (H.Selander, *Mgr.*)	254·8 P23′ B63′ F25′	39·2	16·9	Stockholm Swedish *WB*	T.3Cy.19",31"&51½"-33" 153NHP Nylands Verksted, Oslo		N
75295 160722 VGYX	**Grey Beaver** (*ex*Southton-32)	*Mchy. Aft* 1 *Dk*	1892 1705 1190					1929	Smith's Dock Co. Ld Middlesbro'	Upper Lakes & St. Lawrence Transportation Co. Ld. (G.C.Leitch, *Mgr.*)	253·0 F33′	44·1	18·6	Toronto British *WB*	T.3Cy.15",25"&40"-33" 95RHP Smith's Dock Co. Ld. Mdb.		C
75296 LCLQ	**Grey County** (*ex*Turkistan. *ex*War Lark) D.F.		5194 4738 3184					1918	Earle's Co. Ld. Hull	D/S A/S Songa (Klaus Wiese Hansen) (County Line)	400·2 P157′ H191′	52·2	28·5	Bergen Norwegian *WB*	T.3Cy.27",44"&73"-48" 369NHP Earle's Co. Ld. Hull		C
75297 145536 MLQN	**Greyfriars** *ss* Nwc. No.3-3,36 *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck* *Cargo battens not fitted*		1142 843 625	†100A1 Nwc *n* ~~10,37~~ 5,38 Sws B ~~—~~ LMC 3,36 5,38 *Completed by Lloyd's SA&CP*		CL 4,37 10,38 *C*		1923 8mo	J.&D. Morris, Ld. Newcastle	Newbigin Steam Shipping Co. Ld. (E.R.Newbigin, Ld. *Mgrs.*) *Cell D B167′304t F P T*	217·5 Q121′ B15′ F30′ FK	33·9	13·7	Newcastle British *4 B Hpt Cem* 110t *A P T* 39t	T.3Cy.16",27"&44"-30" (*s*) 180lb *100lb* 131NHP 2SB, *4cf*, GS 67, HS 2254 Shields E.&D.D.Co Ld. NShl	15 " 9 s 4 " 5¾ 15 " 2¾	
75298 221536 KDTV	**Greylock** (*ex*West Greylock)	*Fitted for oil fuel* 2 *Dks* & *Shelter dk*	7460 — 4520					1921	Ls Angeles S.B & D.D.Co. San Pedro, Cal	Seas Shipping Co., Inc.	430·7	54·3	26·2	New York Utd. States *B B*	T.3Cy.28½",47"&78"-48" 422NHP Los Angeles S.B.&D.D.Co.		R
75299 121234 MJRS	**Greypoint** (*ex*Rathlin-33)	2 *Dks*	1128 1008 463					1905	W. Beardmore & Co. Ld Glasgow	Belfast, Mersey & Manchester S.S. Co Ld. (W.M.May, *Mgr.*)	252·2 P&B156′ F51′	35·1	17·1	Belfast British *WB*	T 3Cy.25",40"&65"-48" 293NHP W.Beardmore & Co. Ld. Gls.		C
75300 149667 GNRW	**Greystoke Castle** Twin Sc	*Oil Eng.* *ss* N.Yk.No.2-35 D.F. E.S.D. 2 *Dks* (*Stl*) *Longitudinal framing at bottom & decks*	5853 5328 3622	†100A1 HKg *a*† ~~11,36~~ ~~2,38~~ 2,39 †LMC CS 4,37 DBS ~~6,37~~ 7,38 ~~12,36~~ 2,39 *Fitted for carrying oil*		CL PN1,39 s1,39 3,38 *F*		1928 3mo	Cammell Laird & Co. Ld Birkenhead *Lloyd's SA&CP*	Lancashire Shppg. Co. Ld (J.Chambers & Co. *Mgrs.*) *Cell D B375′1376t* *Deep tanks* 107t	428·0 440·0 (O.L.) P28′ B275′ F39′ FK *Tanks in way of Tunnels* *MT* s37′1224t *F P T*	56·1	28·9	Liverpool British *7 B H* 136t *A P T* 56t	Oil Engines 4S.C.SA 12Cy.28⅜"-59⅛" DB *135lb* 953NHP N.E.Marine Eng Co Ld Nwc	31 " 9 s 5 " 0¾ 26 " 11	
75301 PEKS	**Grietje** (*ex*Cary)	*Oil Eng.* *Mchy. Aft* 1 *Dk*	410 352 279					1919	Gebrs. Tak. N.V. Geertruidenberg	Wed. A. Davids	143·5 Q29′ F14′	26·4	12·6	Delfzijl Dutch	Oil Engines 4S.C.SA 6Cy 11"-19¼" NE29 70NHP Motorenfbr. "Deutz" A.G. Köln-Deutz		G
75302 154731 VGCT	**Griffco** Ⓟ (*ex*El Abeto, *ex*Cowan)	*Fitted for oil fuel* *Mchy. Aft* 1 *Dk*	2518 2146 1485					1919	Gt. Lakes Eng. Works Ecorse, Mich.	Coastwise Steamship & Barge Co. Ld. (J.Griffiths & Sons, *Mgrs.*)	253·4 P115′ F25′	43·6	24·5	Vict'ria BC British *WB*	T.3Cy.21",34½"&57"-42" 210NHP Gt. Lakes Eng. Wks. Detroit		
75303 882 SVDP	**Grigorios C. II** (*ex*Baron Ailsa-35, *ex*War Guava)	*ss* Shl.No.3-7,31 *ss* Pir No.1-36 *Cruiser Stern* 1 *Dk* (*Stl*)	*2546* *2259* *1428*	†100A1 Pir *t* ~~8,37~~ ~~2,38~~ 2,39 Ham B3,27 †LMC 3,35 BS ~~10,37~~ 9,38		CL 2,37		1919 4mo	C. Hill & Sons Bristol *Lloyd's SA&CP*	P.G.Callimanopulos *Cell D B*	303·0 P33′ B80′ F33′ FK 252′ 670t *F P T* 70t	43·0	20·7	Piræus Greek *6 B Hpt Cem* *A P T* 180t	T.3Cy.22",36"&59"-39" (*s*) 180lb 265NHP 2SB, *6cf*, GS 119, HS 4478 Richardsons, Westgarth & Co. Ld. Hpl.	23 " 0 s 3 " 4¾ 19 " 10	
75304	**Grijalva** (*ex*Gulf Trader-37, *ex*Mexico Trader-36, *ex*Hull Trader, *ex*Tonnay, *ex*Argentina) Twin Sc 1 *Dk*		*646* *530* *326*					1904	Grugem'th & Greenock Dockyard Co. Grngemouth	Ricarevo, Arce & Gomez	205·3 B55′ F17′	33·8	9·7	Bluefields Nicaraguan	T.6Cy.11",18"&30"-22" 84NHP Muir & Houston, Ld. Gls.		
75305 6064 SELD	**Grim** *ss* Skm. No.3-4,31 *ss* Osc. No.1-35 1 *Dk* (*Stl*)		*1323* *1139* 758	†100A1 Skm *p* ~~6,38~~ ~~9,36~~ Ant †LMC MS 2,35 ~~11,38~~		OG ~~9,35~~ 6,38		1919 2mo	Kockums M.V.Aktieb Malmö A&CP	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*) *Cell D B196′364t*	232·7 P17′ B63′ F25′ FK *F P T* 44t *A P T* 59t	37·7	16·5	Stockholm Swedish *4 B H Cem*	T.3Cy.18½"-28¾"&48½"-31½" 185lb (*s*) 157NHP 2SB, *4cf*, GS 70, HS 2546 Kockums M.V. Akt. Malmö	18 " 7 s 2 " 2½ 16 " 7	
75306 129760 MDKQ	**Gripfast** *ss* Nwc. 2nd No.3-1,37 1 *Dk* (*Stl*) *Cargo battens not fitted*		1109 903 636	†100A1 Nwc *n* 9,38 ~~11,37~~ BS ~~6,38~~ †LMC MS 1,37 BS ~~4,37~~		CL ~~8,37~~ 7,38		1910 9mo	J. Crown & Sons, Ld. Sunderland *Lloyd's SA&CP* *WB*	Newbigin Steam Shipping Co. Ld. (E. R. Newbigin, Ld. *Mgrs.*) *Cell D B a 62′ u E*	225·0 P19′ B45′ F24′ FK *& B32′ f 96′ 338t F P T*	35·6	13·6	Newcastle British *4 B H Cem* 51t *A P T* 49t	T.3Cy.18",30"&49"-33" (*s*) 180lb *100lb* 164NHP 1SB, *4cf*, GS 67, HS 2732 N.E.Marine Eng.Co.Ld.Sld	15 " 8 s 1 " 9½ 14 " 0	
75307 7236 SKBA	**Gripsholm** Ⓟ Twin Sc Sub.Sig. Gy C. *Ref. Mchy.* 3 *Dks* (*Stl*–*Wthr dk pt ws*) D.F. 4*th dk* (*Stl*) *in Nos.* 1,2,3 & 4 *holds*	*ss* Cot. No.3-1,38 *Oil Eng.* ~~*ss* Got. No.2-38~~	*18134* — 9485	†100A1 Got *with freeboard* ~~6,38~~ ~~4,37~~ 1,39 6,38 †LMC CS 1,37 DBS ~~—~~ 1,39 1,36		CL 12,37		1925 11mo	Armstrong Whitworth & Co. Ld. Newcastle *Lloyd's SA&CP*	A/B Svenska Amerika Linien (A.Jonsson, *Mgr.*) *Cell D B481′ 2192t Tanks*	553·0 574·5 (O.L.) B&F486′ *Upper Bridge* 262′ FK *in way of Tunnels* 1 075t *MT* 40′	74·4	37·7	Gothenbrg Swedish 10 *B Hpt Cem*	2 Oil Engines 4S.C.DA 12Cy.33⅛"-59⅛" 2DB *120lb* 2533NHP Burmeister & Wain, Cpn. *157t F P T* 147t *A P T* 168t	42 " 6 s 13 " 11 29 " 0	
75308 159379	**Griqua** Ⓟ (*ex*Lingestroom-38)	Wireless 1 *Dk* *Ref. Mchy.*	1352 1048 600					1917	Rotterdam Droogd Maat. Rotterdam	Thesen's S.S. Co. Ld. (Mitchell Cotts & Co. (South Africa) Ld. *Mgrs.*)	243·2	37·2	17·3	Cape Town British *WB*	T.3Cy.21½",33"&57"-39" 200NHP Rotterdam Droogd. Maats.		V
75309 163519 MBYG	**Grit**	*Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*	501 322 254	†100A1 Goo *g* 11,37 †LMC 12,37		OG 10,37		1934 9mo	G. Brown & Co. Greenock *Lloyd's SA&CP*	F.T.Everard & Sons, Ld.	160·5 Q102′ F19′ FK *F P T* 94t	26·7	9·4	London British *3 B H Asp* *A P T* 56t	Oil Engines 2S.C.SA 5Cy.12¾"-15¾" ~~140NHP~~ 72NHP Newbury Diesel Co. Ld. Newbury	10 " 3 s 3 " 11 10 " 8	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant pour le Certificat d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où notés. Lloyd's Reg. Brit. & Foreign. Bureau Veritas.
75310	**Gro** (*ex*Tenterden)		4211	✠100A1	Bgn	*w*	CL	1917	J.L.Thompson&Sons,Ld	O.GrolleOlsen& I.HysingOlsens	352·2	50·9	26·0	Bergen	T.3Cy.25″,42″&68″–48″ (*s*)	28 ″ 5	
			3836	~~2,991,23~~ 1,5[illegible]	[illegible]tral		N4,37	10mo	Sunderland	RederiA/S.				Norwegian	180lb 365NHP	s 5 ″ 1½	
LCLS		*ss*Shl.No 1–37	2610					*Lloyd's*	*A&CP*	*Cell*	P23′B96′F31′	FK		6	2SB,*8cf*,GS147,HS5869	23 ″ 7	
		1 *Dk*(*Stl*)		MS4,37			8				*DB*310′1014*t*	*FPT*		79*t*	*APT*146*t*	J.Dickinson&Sons,Ld.Sld.	
75311	**Grodno**		2458	✠100A1	Hul	*t*	CL	1919	Wm.Gray &Co.Ld.	Ellerman'sWilson Line,Ld.	303·0	43·0	20·8	Hull	T.3Cy.22″,36″&59″–39″ (*s*)	23 ″ 0	
139340		*ss*Lon.No.3–10,31	2270	~~10,37~~10,38			~~12,38~~	6mo	W Hartlepool					British	180lb 266NHP	s 2 ″ 6	
GBVY		*ss*Hul.No.1–36	1470				10,38	*Lloyd's*	*A&CP*	*Cell L*	P33′B162′F32′	FK		6	2SB,*6cf*,GS124,HS4500	20 ″ 8¾	
		1 *Dk*(*Stl*)		MS2,36							*B*260′647*t*	*FPT*70*t*		*APT*60*t*	Cen.Mar.Eng.WrksWHpl		
		Cruiser Stern															
75312	**Groenlandia**	**WoodAux3MstSr**	442					1922	Ch.Navals Franco-Portugais Villa d'Conde	Armadores do Norte,Lda.(C.C. DaRocha,*Mgr.*)	146·5	31·1	14·4	Lisbon Portuguese	Oil Engines 2S.C.SA 6Cy.7$\frac{1}{16}$″–11$\frac{3}{8}$″ 52NHP NE35 Atlas.DieselA/B,Skm.		V
	(*ex Sailing Vessel* Viana–35)	*Oil Eng.*	390								Q75′F8						
CSHU		1 *Dk*2*tr B*	311														
	(*See Sailing Ship Register*)																
75313	**Groenlo** (*ex*Helsinki–35,		1984	✠100A1	Ams	*r*	CL	1926	N.V.Boele's Schps&Mchfb	N.V.Stoomv. Maats."Noordzee"	275·3	41·2	18·6	Amsterdm Dutch	T.3Cy.18$\frac{7}{8}$″,31$\frac{1}{16}$″&51$\frac{15}{16}$″–36¼″	20 ″ 9	
	*ex*Groenlo–32)	*ss*Ams.No.2–33	1761	4,38			11,36	7mo	Bolnes						180lb (*s*) 209NHP	s 2″11½	
PEKX		1 *Dk*(*Stl*)	1169					*Lloyd's*	*A&CP*	*Cell D*	P24′B65′F28′	FK		4	2SB,*6cf*,GS122,HS3654	17 ″ 11	
											*B*235′548*t*	*FPT*74*t*		*APT*41*t*	NV.Boele'sSchps&Machfb		
75314	**Groix** (P)	**TwinSc**	9975					1922	Forg.&Ch. de laMédit. LaSeyne	ChargeursRéunis	483·4	58·9	34·5	Havre French	T.6Cy.25½″,42½″&70″–48″ 676NHP		V
			—	Lloyd'sRM[illegible]							P27′B261′						
FNMP	*Ref.Mchy.* D.F.	3 *Dks*	6136	2,39~~11,39~~										*WB*	Forg.&Ch.de laMédit.Msl.		
				[illegible] & tween dks. for temp[illegible] F.													
75315	**Groningen**		1205	✠100A1	Lon	*q*	CL	1928	AilsaS.B. Co.Ld. Troon	GeneralStm.Nav. Co.Ld.	245·5	40·1	12·8	London British	T.3Cy.21″,34″&56″–36″ (*s*)	14 ″ 9	
160377		*ss*Lon.No.2–36	861	*withfreeboard*			~~12,36~~	3mo							200lb 302NHP	s ″ 2	
MNZD	*Ref.Mchy.*	1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)	547	1,39 ~~10,36~~	B[illegible]		1,39	*Lloyd's*	*A&CP*		B62′	FK		5	2SB,*8cf*,GS153,HS5734	14 ″ 8½	
	Wireless	*Cruiser Stern*		~~1,38,37~~	[illegible]LMC12,38					*Cell DB*202′30				*Coll to Sh dk* 4 ,, 2*nd*,,)	AilsaS.B.Co.Ld.Troon		
				NB(Stbd.)5,37							*1t FPT*31*t APT*15*t*						
				Lloyd'sRMC[illegible]			3,39										
75316	**Grönland**		1264					1923	Howaldts-werke Kiel	A/SDetDansk TranskeD/S(A.N. Petersen&EHahn-Petersen*Mgrs*)	238·0	37·2	13·7	Copnhagn Danish	T.3Cy.16$\frac{7}{16}$″,26$\frac{1}{16}$″&43$\frac{7}{16}$″–29½″ 102NHP		G
			—								P16′Q65′B98′F31′			*WB*	Howaldtswerke,Kiel		
OYDT		1 *Dk*	728														
75317	**Grootekerk** (*ex*Grootendijk)		8685	✠100A1	Rot		CL	1923	New Water wayS.B.Co. Schiedam	N.V.Vereenigde Nederl.Scheepv. Maats.(Directie en AgentuurMaats. HollandOostAzie LijnN.V.*Mgrs.*)	493·3	58·2	37·2	TheHague Dutch	3SteamTurbinesDRgeared to 1 Sc. Shaft (*s*)	40 ″ 1	
	*ss*Rot.No.3–1,36		6023	*Shelter dk*			~~6,36~~	3mo			508·5(O.L.)	28·5		*pt Cem*	215lb FD 968NHP	s10″ 7¼	
PELC		2 *Dks*(*Stl*)&*Shelter dk*(*Stl*)	5444	*withfreeboard*			7,38	*Lloyd's*	*A&CP*		F56′*on Shltr. dk* len32	FK		4	4SB(Spt),*12cf*,HS11308	29 ″ 8	
		Tonnage opening closed '38		7,33~~2,38~~	BS[illegible]					*Cell D*				*Coll B Hto Shdk* 7 ,, ,, *U* ,,)	J.Brown&Co.Ld.Gls.		
				~~1,39,37~~	LMC11,38						*B*393′1574*t MT*27′			1255*t*	*DT*a3		
		Fitted for oil			*fuel* 3,23		*F.P. a*				50° F.			*bove* 1	0′682*t FPT*158*t APT*100*t*		
75318	**Grosvenor** (*ex*ElsieThomas–36,		305	✠100A1	Lth	*d*	CL	1922	Ritchie, Graham& Milne Glasgow	W.N.Lindsay,Ld.	130·8	22·6	9·8	Leith British	C.2Cy.15$\frac{7}{8}$″&32″–24″ (*s*)	10 ″ 6	
140824	*ex*ElizabethMoffat)	*ss*Bkn.No 3–1,34	216	8,37			N8,37	1mo			137·0(O.L.)				180lb 63RHP	s ″7½	
MLGB	*Mchy.Aft*	1 *Dk*(*Stl*)	114								Q48′B8′F22′	FK		3	1SB,*2pf*,GS40,HS1240	9 ″11¾	
	Well deck	*Cargo battens not fitted*			LMC			*Lloyd's*	*A&CP*			*FPT*22*t*		*APT*19*t*	Gauldie&Gillespie,Gls.		
				BS[illegible]6,38	MS8,37												
75319	**Groveland** (*ex*Trelleborg–35,		668					1890	Howaldts-werke Kiel	RederiA/BGrove-hill(RagnarL. Nilsson,*Mgr.*)	181·7	29·4	13·2	Råå Swedish	T.3Cy.14¼″,22¼″&36$\frac{3}{8}$″–19$\frac{3}{8}$″ NB97 60NHP Howaldtswerke,Kiel		V
4258	*ex*Bertha)		570								Q12′B39′H20′F29′						
SGYD		1 *Dk*&*Web frames*	378														
75320	**Grozni** (*ex*Grozneft–34)	**TwinSc**	4964					1916	Poutilov Shipyard Leningrad	U.S.S.R.	487·0	49·8	26·9	Tuapse Russian	Oil Engines 2S.C.SA 12Cy.16$\frac{3}{4}$″–19$\frac{11}{16}$″ 548NHP Russian NE26 Diesel Works,Leningrad		
		Oil Eng.	3950								P104′B59′F89′						
UNZJ	*Mchy.Aft*	2 *Dks*	3166														
	Carrying Petroleum in bulk	*Cruiser Stern*															
75321	**Grundsee** (*ex*Holstein)		866					1926	Deutsche WerkeA.G. Kiel	W.Schuchmann	181·3	33·0	15·0	Hamburg German	T3Cy13$\frac{3}{8}$″,20$\frac{1}{2}$″&33$\frac{1}{16}$″–22$\frac{13}{16}$″ 52NHP		G
			711								Q58′F21′			*WB*	DeutscheWerkeA.G.Kiel		
DHJN	*Mchy.Aft*	1 *Dk*	478														
75322	**Grutto**		920	✠100A1	Rot	*p*	CL	1925	N.V.C.Van derGiessen Zonen'sSchps Krimpen	Smith&Van Ommeren	244·8	36·2	12·5	Rottrdam Dutch	T3Cy19$\frac{1}{16}$″,32$\frac{5}{16}$″&52″–35$\frac{7}{16}$″	14 ″ 6	
	*ss*Rot.No.3–1,38		780	*withfreeboard*			1,38	12mo				FK		5	208lb (*s*) 258NHP	s ″ 2	
PELQ	*Ref.Mchy.*	1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)	449	12,~~31,30~~	MC1[illegible]									*Coll to Sh dk* 4 ,, 2*nd*,,)	2SB,*6cf*,GS194,HS3875 FD	14 ″ 5	
		Cruiser Stern			LS1,38			*Lloyd's*	*A&CP*	*Cell DB*196′299*t*	*FPT*26*t*	*APT*31*t*			Burgerhout'sEngWks.Rot		
75323	**Gruziya** (P)	**TwinSc**	4857					1928	Frd.Krupp Act.Ges. Kiel	U.S.S.R.	362·8	51·0	25·3	Odessa Russian	Oil Engines 2S.C.SA 12Cy.23$\frac{5}{8}$″–45¼″ 1163NHP		
	Sub.Sig.	*Oil Eng.*	3283								B&F280′			*WB*	Frd.Krupp,Act.Ges.Kiel		
UOUH	*Ref.Mchy.*	*CruiserStern* 2 *Dks*	2661														
75324	**Gryfevale**		4434	✠100A1	Rot	*y*	CL	1929	Lithgows, Ld. PortGlasgow	GryfevaleS.S.Co. Ld.(A.Crawford &Co.Ld.*Mgrs.*)	385·0	53·5	25·2	Glasgow British	T.3Cy.23½″,40″&65″–45″& LP turbine with DR gearing & hydraulic coupling	27 ″ 6	
160269		*ss*Shl.No.2–38 ~~ss Shl.No.1–37~~	4197	1,~~34~~,37 1,39	Shl		~~4,37~~	9mo			P31′B239′F41′	FK		6	200lb (*s*) 473NHP	s3″ 7½	
GTFR	D.F. E.S.D.	1 *Dk*(*Stl*)&2*nd dk*(*Stl*)	2761	~~1,38,37~~	LMC~~6,34~~		4,38	*Lloyd's*	*A&CP*					*Bt Cem*	3SB,*9cf*,GS150,HS6171 FD	24 ″ 1	
		in way of Mchy.space		1,~~38,39~~						*Cell DBa&uE*137′	*f*173′986*t FPT*114*t*			*APT*145*t*	Rankin&BlackmoreLdGrk		
75325	**Guadeloupe** (*ex*Croisine–37)		2815					1936	Eriksbergs M.V.Aktieb. Gothenburg	Compagnie Générale d'Armements Maritimes	322·4	50·3	23·1	Nantes French	Oil Engines 2S.C.SA 9Cy.19$\frac{1}{16}$″–35$\frac{7}{16}$″		V
	D.F.	*Oil Eng.*	2277											*WB*	608NHP EriksbergM.V.Aktieb.Got		
FNAG	*Ref.Mchy.*	*CruiserStern* 2 *Dks*	1553														
75326	**Guanay** (*ex*Olga–36,*ex*SantaJulia,		551				...	1896	Grngem'th DockyardCo. Grngemouth	Cia.Administra-dora delGuano	165·0	26·0	10·2	Callao Peruvian	T.3Cy.16″,26″&42″–30″ 97NHP	18 ″ 3	
	*ex*Princess)	*Fitted for oil fuel*	—									17·7		*WB*	Muir&Houston,Ld.Gls.		
		1 *Dk*&*Awng dk*	250									BK7′					
75327	**Guarany** (P)	**Pad**	953					1908	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	240·0	34·0	17·7	Bns.Aires Argentine	T.3Cy.21″,35″&54″–66″ 320NHP A.&J.Inglis,Ld.Glasgow		
		Fitted for oil fuel	—														
LOGQ	Wireless	2 *Dks*	407														
75328	**Guardian**	**TwinSc**	~~1768~~	✠100A1	Jck	*r*	CL	1907	Swan,Hunter& Wigham Richardson, LdNewcastle	Caribbean SteamshipCo.Ld. (C.P.Tatt,*Mgr.*)	278·4	36·0	14·9	Panama Panamanian	T.6Cy.15$\frac{3}{8}$″,25″&43″–30″ (*r*)	24 ″ 9	
~~125[illegible]~~	(*Cable Vessel*)	*ss*N.Yk.2ndNo.3–9,31	~~1955~~	*Spar dk*			~~08,31~~	9mo				22·5		4	180lb *100tb* 265NHP	s4 ″ 7	
HPIY		*ss*Jck.No.1–35	~~2981~~	4,3~~5,37~~			P4,37			*WB* = *Cell D Ba*33′	*u E*21′*f*184′250*t*			*BHCem*	2SB,*6cf*,GS102,HS3762 FD	20 ″ 6	
	E.S.D.	1 *Dk*(*Stl*)&*Spar dk*	~~1768~~	~~1955,37~~	MC~~[illegible]~~		S4,38			*Tank between*	*tunnels* 23′27*t FPT*			25*t*	*APT*30*t*	Swan,Hunter&Wigham Richardson,Ld.Nwc.	
		(*Stl*–teaks)*deep framing amidships*&*lower dk*(*Stl*)*in holds*	~~1955~~	~~2,37~~													

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tailshaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Distinguishing Flag etc.
75329	**Guayana** (*ex*Edda-34)	Twin Sc	1235					1919	Nüscke& Co.A.G. Stettin	Cia.Anon.Venezolana de Nav.	221·5|33·6|14·0	La Guaira	T.6Cy.11⅜",18⅞"&30½"–19½" *Emade*15 83NHP		V
		Fitted for oil fuel 1 *Dk*	842 824								Q64'B54'F27'	Venezuelan *WB*	Christiansen& Meyer, Harburg		
75330	**Guayaquil** (*ex*Lake Fanquier)		2592			...		1919	American S.B.Co. Lorain,O.	Panama Rail Road Co.Inc.	251·0|43·6|26·1 Q25'B64'F23' FK	New York Utd. States *WB*	T.3Cy.21",35"&59"–42" 352NHP Americans.B.Co Lorain,O.	28 " 2	R
219110 KEKN	Sub.Sig.	*Fitted for oil fuel* 1 *Dk* 2 *trB*	2243 1613												+
75331	**Guayra** (P)	Twin Sc *Oil Eng.*	785 —					1930	A.&J.Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	170·0|36·0| 8·0	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 12Cy.12⅜"–21⅝" 172NHP Harland&Wolff,Ld.Gls.		
LOGS	Wireless	1 *Dk* & *promenade dk Cruiser Stern*	447												
75332	**Gudenaa** (*ex*Wheelsman-35)		1359					1920	L.Smit& Zoon Kinderdijk	Dampskslsk. Hetland A/S (T.Basse, *Mgr.*)	239·2|36·2|16·4 P23'B62'F25'	Copnhagn Danish *WB*	T.3Cy.17½",29"&46"–36" 127NHP L.Smit&Zoon,Kinderdijk		V
	"Silvio Scaroni," *see No.* 90098 *in Suppl.*		Last Edit												
OYMR		1 *Dk*	784												
75333	**Gudmundrå**	*ss*Lkr.No.1-37	1776	✠100A1 Lkr *Shelter dk* M Vo		*s* OG		1921	A/B Öresundsvarvet Landskrona	Rederiaktieb. Fredrika(E.Högberg, *Mgr.*)	273·8|41·2|17·8 287·0(O.L.) FK	Stockholm Swedish	2 Steam Turbines DR geared to 1 Sc.Shaft (*s*) 2001b 229NHP	20 " 6 s " 9½ 19 " 10¾	
6504		*ss*Rio.No.3-1,34	1532	*with freeboard* 11,38 ~~2,86~~ ✠1 MC12,37			1,38		5mo			*pt Cem* (*Coll BH to Sh dk* 3 " " *U* ")			
SDLN		1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	984	*Fitted for oil fuel* 5,21			*F.P.a*		*Lloyd'sCP*	*above* 150' F. *Cell DB*224'473*t*	*FPT*58*t APT*66*t*				
75334	**Gudrid**		1305 1139					1922	Stavanger Stöberi&Dok Stavanger	A/S Herdis (Bachke&Co. *Mgrs.*)	242·9|37·3|16·1 P21*t*B141'F24'	Tr'ndheim Norwegian *WB*	T.3Cy.17½",28½"&48"–39" 144NHP Stavanger Stöberi&Dok.		N
LDZQ	Wireless	1 *Dk*	728												
75335	**Gudrun**		1499					1924	Fredrkstad Mek.Værks. Fredrikstad	A/B Transmarin (S.Redig, *Mgr.*)	259·4|40·1|16·7 P19'B161'F27'	Hlsngborg Swedish *WB*	T.3Cy.18½",29½'&49"–33" 138NHP Fredrikstad Mek.Værks.		N
7147 SBLM		1 *Dk*	1321 844												
75336	—		1498					1924	Howaldtswerke Kiel	Dampskslsk.Torm A/S(A.Schmiegelow& A.Kampen, *Mgrs.*)	248·4|38·1|14·9 P16'Q&B173'F32'	Copnhagn Danish *WB*	T.3Cy.17½",28⅛"&46⅛"–33⅞" 123NHP Howaldtswerke,Kiel		G
			1156												
OYDU		1 *Dk*	875												
75337	—		1485					1923	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	231·3|36·5|15·0 Q76'B101'F29'	Stettin German	T3Cy16⅝",27⅝"&43⅜"–31½" Stettiner 105NHP Oderwerke,Stettin		G
			1018												
DAQJ		1 *Dk*	863												
75338	—		1128					1919	Fredrkstad Mek.Værks. Fredrikstad	D/S A/S Frithof Eide(Birger Pedersen&Sön, *Mgrs.*)	230·3|36·1|14·9 P20'B62'F26'	Haugesnd Norwegian *WB*	T.3Cy.16½",26"&44"–30" 106NHP Fredrikstad M.V.Frdstad.		V
	(*ex*Ragnhild-35)		974												
LJBN		1 *Dk*	656												
75339	—		960					1880	Burmeister &Wain Copenhagen	K.A.Andersson	224·4|30·2|15·6 P113'H87*t*F29'	Krlskrona Swedish	C.4Cy.21"&42"–30" 161NHP Burmeister&Wain,Cpn.		V
5460	(*ex*Moskov)		810												
SELO	*Well deck*	1 *Dk*	444												
75340	**Gudrun Mærsk**	*Oil Eng.*	2294	✠100A1 Hul		*u* CL		1937	Odense Staalskibsvft ved A.P.Möller Odense	D/S A/S af 1912 (A.P.Möller, Copenhagen, *Mgr.*)	327·2|46·2|17·9 341·7(O.L.) FK	Copnhagn Danish	Oil Engines 4S.C.SA 6Cy.24½"–51⅛" 355NHP DB*1001b*	20 " 6 s " 9 19 " 11	
1994 OZEH	*with freeboard* D.F. E.S.D.	Ant Phl 1 *Dk* & *Shelter dk*	1994 1344	~~3,28~~ ~~4,37~~ ✠LMC1,37					*Lloyd'sA&CP*	*Cell DB*282'838*t F*	*PT*51*t APT*101*t*	(*Coll to Sh dk* 1 " 2nd ")			
		Cruiser Stern		4,39									Akt.Burmeistr& Wain,Cpn		
75341	**Gudur**		1321					1928	Helsingörs Jernsk&Msk Elsinore	Stockholms Rederiaktieb.Svea (Eman.Högberg. *Mgr.*)	264·2|37·3|14·1 H156*t*	Stockholm Swedish *WB*	T.3Cy.20",32"&53"–36" 168NHP Helsingörs Jernsk.&Mskb.		V
7469 SFJA	Wireless *Ref.Mchy.* Sub.Sig.	1 *Dk* & *Shelter dk Cruiser Stern*	1010 559												
75342	**Gudvang** (*ex*Stalheim-36)	4 Mst	1469					1912	Fredrkstad Mek.Værks. Fredrikstad	Dampsk.A/S Gudvin(H.Gjerpen *Mgr.*)	243·0|39·3|17·3 I'24'B98'F29'	Oslo Norwegian *WB*	T.3Cy.18",29½"&50"–36" 150NHP Fredrikstad M.V.Frdstad.		N
			1311												
LEXU		1 *Dk*	876												
75343	**Gudvangen** (P)		575					1903	Bergens Mek.Værks. Bergen	Fylkesbaatane i Sogn&Fjordane	148·1|25·4|12·9 H46*t* 19·0	Bergen Norwegian	T.3Cy.14",23½"&38"–27" 75NHP Bergens Mek Værks Bergen		
			530												
LDZR		1 *Dk* & *Spar dk*	344												
75344	**Gudveig** (*ex*Robert Mærsk-35)		1300					1919	Odense Staalskibsv. Odense	D/S A/S Gudvin (H.Gjerpen, *Mgr.*)	241·2|36·3|16·3	Oslo Norwegian *WB*	T.3Cy.16½",27"&44"–30" 106NHP Kjbnhavns Flydk.&Skbsv.		V
			1112												
LJAR		1 *Dk*	774												
75345	**Gudvin** (*ex*Sörland-33)		1824					1918	Sörlandets Skibsbyggeri Fevik	D/S A/S Gudvin (H.Gjerpen)	265·4|42·1|17·9 P50*t*H82*t*	Oslo Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP Fredrikstad M.V.Frdstad.		N
			1625												
LCZQ		1 *Dk*	1086												
75346	**Gudvor** (*ex*St.Therese–37)		2280	✠100A1 Sld		*s* CL		1928	Swan,Hunter&Wigham Richardson. Ld Sunderlnd	D/S A/S Gudvin (H.Gjerpen, *Mgr.*)	293·1|44·2|19·4	Oslo Norwegian	T.3Cy.20½",34"&56"–39" (*s*) 180lb *100lb* 224NHP	21 " 6 s 3 " 1½ 18 " 6⅛	
	*ss*Nwc.No.2-37		2013	1,39 ~~1,38~~ Osl		~~1,37~~			3mo		*Intermediate*				
LGIA		1 *Dk*(*Stl*)	1354	✠ MC4,37 1,S12,38		1,39					*Bulkhead in fore hold dispensed with*	P26'B72'F25' FK 4 *BHptCem*	2SB,*6cf*,GS111,HS3614 G.Clark,Ld.Sunderland		
									Lloyd'sA&CP	*Cell DB* 250' 624*t FPT*29*t*	*APT*85*t*				
75347	**Guecho** (*ex*Canadian Trapper)		3276	~~✠100A1~~ Bcl		*p* CL		1920	Davie S.B. &Repairing Co. Levis,P.Q.	Cia.Nav.Amaya (C.de Zabala, *Mgr.*)	331·3|46·8|23·3 P33'B98'F33' FK	Bilbao Spanish	T.3Cy.25",41'&68"–45" (*s*) 180lb 470NHP	25 " 6 ~~3 11½~~ ~~21 " 0~~	
Sunk in port by Aircraft 9.37	*ss*Ebo.No.3-3,34		2880	10,36		3,34			4mo						
EAGW		1 *Dk*(*Stl*) *Cargo battens not fitted in bridge*	1865	~~B89,36~~ ~~NO LAT R SURV BY REPORTED~~					*Lloyd'sA&CP*	*Cell DB*266'674*t FPT*	95*t APT*73*t*	6 *BHCem* FD	3SB,*9cf*,GS156,HS7275 Goldie&McCulloch Co.Ld. Galt,Ont.	~~21 " 0~~	
75348	**Guelder Rose**		700	✠100A1 Nwc		*j* OG		1913	NV Scheep. DeMerwede v/h Van Vliet &Co. Hardinxveld	Richard Hughes& Co.(Liverpool)Ld.	180·0|28·1|12·2 Q105'B11'F22' FK	Liverpool British	T.3Cy.15",25"&40"–27" (*s*) 130lb 82RHP	14 " 6 s 4 " 6 14 " 1½	
135512		*ss*Nwc.2nd No.3-1,38	504	1,38		1,38			11mo			3 *BHCem*	2SB,*4pf*,GS59,HS1800 Earle's Co.Ld.Hull		
MDZW	*Well deck* *Mchy.Aft*	1 *Dk*(*Stl*) *Cargo battens not fitted*	302	✠LMC1,38 BS2,39					*Lloyd'sA&CP*		*WB* = *Cell DBf*	105'144*t FP*	*T*63*t APT*7*t*		
75349	**Guelma**		4402	✠100A1 Mdb		*x* CL		1928	J Readhead &Sons,Ld. South Shields	La Tunisienne Stm Nav.Co.Ld.(F.C. Strick&Co Ld *Mgs*)	370·2|52·3|25·9 385·2(O.L.) FK	Swansea British	T.3Cy.24½",41"&66"–45" (*r*) 180lb *120lb* 341NHP	28 " 3 s 5 " 3½	
143989		*ss*Mdb.No.2-36	4080	1,39~~4,38~~ Hpl		6,37			3mo		P28'B104'F36'	6 *BHCem*	2SB,*6cf*,GS109,HS4460	23 " 1½	
GNSZ	D.F.	1 *Dk*(*Stl*) *Cargo battens not fitted*	2738	~~BS5,37~~ ✠LMC4,36 4,38					*Lloyd'sA&CP*	*Cell D Ba&u E*144'	*f*160'1075*t FPT*135*t*	*APT*115*t*	J.Readhead&Sons Ld.S Shl		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné ou date à laquelle expiré. Lettre d'Enjugement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*
75350	**Guermor** (*ex*Arbeit)		305					1923	Gebr.E.& M.Coops. Hoogezand	Cie.Nantaise de Nav.àVap.	130·2	22·8	8·2	Nantes French	T.3Cy.10¼",15¾"&26¾"-19⅞" 31NHP	
Now	"Strindheim," *see No.* 39991 *in Supplement*										P38'H—F21'				Botje,Ensing&Co. Groningen	
TVAX		1 *Dk*	149													
75351	**Guernica**		3109	✠100A1 Bbo	*u*		3,35	1920	Soc.Anon. Astilleros del Nervion Bilbao	AuxiliarMaritima S.A.	325·7	47·1	22·0	Bilbao Spanish	T.3Cy.24",40"&65"-45" (*s*) 180lb 352NHP	24 " 10
Wrecked 11,38		*ss*Bbo.No.3-3,32	2923	3,35				5mo			P28'B100'F45' FK				5 *BHCem*	
EAKF		1 *Dk*(*Stl*)	1865	✠LMC						*CellDB*	279'748*t* *FPT*58*t* *A*				3SB,*9cf*,GS174,HS6000	
				M83,36 P82,37				*Lloyd's*	*SA&CP*						*PT*98*t* Astilleros del Nervion.Bbo.	
				NO LATER SURVEY REPORTED												
75352	**Guglielmo**	Aux3MstSr	331					1918	J.Th.Wilmink&Co. Groningen	MarioBenedetti fuGuglielmo	136·0	26·4	11·2	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.16½"-17⅞" 88NHP	
656	(*ex*LaBonneLorraine,	*Oil Eng.*	284								Q27'H13'F17'				D.Goedkoop,Jr.Amstrdam	
IOME	*ex*Hermanos)	1 *Dk*	277													
	(*See Sailing Ship Register*)															
75353	**Guglielmo Marconi**	WoodAuxBn	304					1914	B.Gino Viareggio	SalvatoreCardella	134·5	27·4	14·5	Viareggio Italian	Oil Engines 2S.C.SA 4Cy.7⅞"-11⅛" 44NHP	
375	(*ex*Sailing Vessel-36)	*Oil Eng.*	303												*Emade&fitted*36	
IOMK		1 *Dk*	251												Humboldt-Deutzmotoren, A.G.Köln-Deutz	
	(*See Sailing Ship Register*)															
75354	**Guido**		3921					1920	GooleS.B. &RepgCo.Ld. Goole	Ellerman'sWilson Line,Ld.	333·0	46·6	29·0	Hull British	2DRgearedSteamTurbines	
144063		*Cruiser Stern*	3692											*WB*	Earle'sCo.Ld.Hull	
GDNV		2 *Dks*	2405													
75355	**Guido Brunner**		1081	✠100A1 Gen	*n*		CL	1925	Cant.Nav. Triestino	D.Tripcovich&Ci. Soc.Anon.diNav.	222·2	35·0	13·0	Trieste Italian	T.3Cy.17½",29"&47"-33" (*r*) 180lb 194NHP	15 " 7
231		*ss*Gen.No.3-10,37	767	10,38 10,37			10,37	6mo	Monfalcone	Rimorchi e					2SB,*4cf*,GS68,HS3000 FD	s 1 " 0
IOMQ	*Well deck* Wireless	1 *Dk*(*Stl*)	630	✠LMC7,37				*Lloyd's*	*SA&CP*	Salvataggi *Cell*	Q79'B56 F26' FK				4*BHCem*	14 " 9
				BS7,38						*DBa*47'*uE*25'*f*93	246*t* *APT*8*t*				Offic.Nav.TriestineS.A.Tri	
75356	**Guidonia** (*ex*Eftychia-38,		5060	✠ Rot	*z*			1913	W.Doxford &Sons,Ld. Sunderland	A.Lauro	434·2	54·1	26·3	Naples Italian	T3Cy.27",44½"&75"-54" 577NHP	29 " 0
499	*ex*SheafMount,	*ss*Shl.No.3-9,26	4783	11,31				8mo			420·0				*Cem*	
LBWT	*ex*Gifford)	*ss*Rot.No.1-31	3139	✠							FK				3SB9*cf*,GS189,HS8530	
Fitted for oil fuel		1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)								1 *BH in fore hold dispensed with*					W.Doxford&Sons,Ld.Sld.	
	(*STRANDED 7,32—REFLOATED—NOW TRADING*)									*Cell*	*DBa*132'*uE&B*43'				*FPT*109*t* *APT*123*t*	
	IN PORT DAMAGED										*f*189'1179*t*					
75357	**Guillermo Schulz** (*ex*Gatton)		2538	✠ Bcl	*s*			1892	R.Thompson&Sons Sunderland	Cia.deNav "Vasco Asturiana"(R.G. delosCobos,*Mgr.*)	295·0	41·0	18·5	Bilbao Spanish	T.3Cy.23",37½"&61½"-39" NDB04 238NHP	21 " 0
		*ss*Bbo.2ndNo.3-3,19	1915	8,24				7mo			P29'Q83'				6*BHCem*	
EEQI		1 *Dk*(*pt Stl pt Irn*)	1473	✠							*pt Awng dk*184' FK				2SB.*6pf*,GS108,HS3590	
		&Web frames&pt Awng dk(*Irn*)									*WB*—*CellDB*342'				G.Clark,Ld.Sunderland	
											481*t* *APT*51*t*					
75358	**Guilvinec** (*ex*Stanmore-37,		3222	✠100A1 Ant	*u*		CL	1920	Lloyd Royal Belge (Gt.Britain), Ld. Glasgow	Cie.France-Navigation,S.A.	331·0	46·5	23·3	Bordeaux French	T.3Cy.22",37"&62"-48" (*s*) 215lb 442NHP	25 " 6
	*ex*Mambika-37,	*ss*Ant.No 3-8,35	2869	12,38 8,37	Rou		7,37	9mo			P32'B102'F33' FK				5*BHCem*	s 3 " 11⅜
FOIK	*ex*Asier)	2 *Dks*(*Stl*)	1853	BS11,37	✠LMC9,35										*DB*280'585*t*	21 " 9
	D F.							*Lloyd's*	*SA&CP*						3SB,*9cf*,GS161,HS6705 FD	
															Dunsmuir&JacksonLd.Gls	
															*FPT*86*t* *APT*63*t*	
75359	**Guimba**		6100				...	1919	MooreS.B. Co. Oakland, Cal.	UnitedStates Maritime Commission	402·5	53·0	32·0	S.Frncisco Cal. Utd. States	2DRgearedSteamTurbines 652NHP	34 " 6
218042	Sub.Sig.	*Fitted for oil fuel*	5657								P34'F39' *on Sh dk*					
KJLR	*Ref.Mchy.*	1 *Dk&Shelter dk&Web frames*	4545								FK			*WB*	WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	
		Longitudinal framing														
75360	**Guiné** Ⓟ (*ex*SanMiguel)	TwinSc	2648	✠100A1 Lis	*u*		CL	1905	SirRaylton Dixon&CoLd Middlesbro'	Cia.Colonialde Nav.	300·0	42·0	16·4 24·3	Lisbon Portuguese	T.6Cy 18½",30"&50"-36" (*s*) 180lb 386NHP	27 " 0
		*ss*Lis.2ndNo.3-9,30	2169	*Spar dk* Ams			10,37	4mo								s 4 " 10½
CSBP	E.S.D.	*ss*Lis.No.1-34	1657	8,38 10,37	✠LMC8,38		P10,37				B102'F49' BK9'				5*BHCem*	23 " 2½
		1 *Dk&Spar dk*(*Stl*–teak s)		MS9,34	BS2,38		S7,38	*Lloyd's*	*SA&CP*	*Cell DBa*50'	*uE&B*60'*f*136'425*t*				*APT*36*t*	
		lower dk in Nos.1&2 holds		NBS,38											N.E.MarineEng.CoLd.Sld	
		hold beams in No.3 hold														
75361	**Guinean**		5205	✠100A1 Liv	*a*†		CL	1936	Howaldtswerke A.G Hamburg	UnitedAfricaCo. Ld.	402·8	57·7	23·2	Liverpool British	T3Cy.24⅞",38⅝"&65"-45½" (*s*) 372NHP	25 " 6
164280			4343	*with freeboard*	Rot										7*BHptCem*	s 2 " 0⅜
GYRM	D.F.	1 *Dk&Shelter dk*	3069	10,38 2,38	✠LMC3,36						F45' FK				*ptAsp*	23 " 7½
		Cruiser Stern						*Lloyd's*	*SA&CP*						220lb FD	
				Carrying vegetable oil in deep tank						*Cell DB*341'*f*	179*t* *DTa*25'893*t* *F*				2SB(Spt)6*cf*,GS107,HS4800	
											*PT*248*t* *APT*144*t* (				Howaldtswerke A.G.Kiel	
															Coll to Sh dk 6 „ 2*nd* „)	
75362	**Guinness**		1151	✠100A1 Liv	*m*		CL	1931	AilsaS.B. Co.Ld. Troon	A.Guinness,Son& Co.Ld.	211·8	34·4	16·6	London British	T.3Cy.16½",27½"&46"-33" 200lb (*s*) 194NHP	19 " 0
162577		*ss*Bku.No.2-39 ~~*ss*Liv.No.1-35~~	959	*with freeboard*	Bkn		2,37	5mo			F27' FK				5*BHptCem*	s 3 " 7½
MPZW	*Mchy.Aft*	1 *Dk*(*Stl–pt* ws)	556	2,38 3,38	2, 19			*Lloyd's*	*SA&CP*	*CellDB*127'20	4*t* *FPT*91*t* *APT*10*t*				7*BHptCem*	15 " 9½
	Ref.Mchy.	*Cruiser Stern*		BS5,36	✠LMC2,36										*BHto Sh dk* 6 „ „ 2*nd* „)	
75363	**Gujarat** Ⓟ		4148	✠100A1 Cal	*x*		CL	1923	Harland& Wolff,Ld. Glasgow	BankLine,Ld.(A. Weir&Co.*Mgrs.*)	370·4	48·2	25·6	Glasgow British	Oil Engines 4S.C.SA 6Cy.29⅛"-59⅛" DB*100lb* 489NHP	28 " 0
147879		*Oil Eng.*	3607	*with freeboard*			~~15,36~~	12mo			F37' FK				7*BHptCem*	s2 11⅜
GJZQ		*ss*Cal.No.3-12,35	2538	3,38 12,38	DB 38		12,38								*BHto Sh dk*	25 " 2
		1 *Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)		DB 36	✠LMC11,35			*Lloyd's*	*SA&CP*	*Cell DB*309'1121*t* *MT*34'1140*t* *FPT*	128*t* *APT*95*t*				6 „ „ 2*nd* „)	
					✠LMC(M)12,37										Harland&Wolff,Ld.Gls.	
				Carrying vegetable oil in deep tank												
75364	**Gülcemal** Ⓟ	Iron4Mst	5122					1874	Harland& Wolff Belfast	Denizbank-Denizyollari Idaresi	455·0	45·2	34·0	Istanbul Turkish	T.3Cy.35½",58½"&96"-69" NE&B95 765NHP	36 " 1
	(*ex*Ottawa,*ex*Germanic)		—								P50'F104'			*WB*	*BHIPBH*	
TCBF		3 *Dks*	3021												Harland&Wolff,Ld.Bel.	
75365	**Gulf of Mexico**		7807	✠100A1 NYk	*d*†		CL	1917	NewYork S.B.Corp. Camden,N.J.	GulfOilCorporation	467·6	62·7	32·0	Phildlphia Utd. States	Q.4Cy.24",35",51"&75"-51" 220lb (*r*) 568NHP	32 " 0
215404		*ss*N.Yk.No.3-1,29	7152	*Shelter dk*	Gal		3,36	8mo							16*BHptCem*	s 4 " 2
WJCB		*ss*Mob.No.2-37	4867	*with freeboard*			8,38				FK				10 „ „ *to Udk*	28 " 0⅜
		2 *Dks*(*Stl*)&*Shelter dk*(*Stl*)		8,38 9,38	✠LMC			A&CP							6 „ „ 2*nd* „	
	Mchy.Aft	*&Web frames*		MS10,36	BS7,37 8,38					*CellDBa*23'*uE&B*	76'463*t*				3SB,*9cf*,GS177,HS7804 FD	
	D.F.	*Longitudinal framing*								*DTf*40'441*t* *F*	*PT*229*t* *APT*131*t*				NewYorkSBCorp.Camden	
		Carrying Petroleum in bulk		*Carrying Petroleum in bulk*												
		Fitted for oil fuel		*Fitted for oil fuel* 7,17			*F.P. above*									
							150° F.									
75366	**Gulf of Venezuela** (*ex*Miskianza)		6910				...	1919	MooreS.B. Co. Oakland,Cal.	GulfOilCorporation	425·8	57·0	31·2	Phildlphia Utd. States	Oil Engines 2S.C.SA 4Cy.22½"-91½" 615NHP	33 " 0
219527		*Oil Eng.*	—								P106'B40'F41'			*WB*	NE25	
KOZM	*Mchy.Aft*	2 *Dks&Web frames*	4333								FK				SunS.B.Co.Chester,Pa.	
	D.F. GyC.	*Longitudinal framing*														
		Carrying Petroleum in bulk														

1 No. in Book. Official No. Code Letters	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now Expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register in which classed. (†=not in L.R. Index.) (R=of Trade age.)
75367 234903 WOJR	**Gulfbelle**	*Fitted for oil fuel* *Mchy. Aft* *Cruiser Stern* 2 *Dks* D.F. GyC. *Carrying Petroleum in bulk* *Longitudinal framing-bracketless system "Arcform"*	7104 — 4346					1936	Sun S.B. & Dry Dock Co. Chester, Pa.	Gulf Oil Corporation	426·4 P92′ B35	64·2 F38′	34·0	Phildlphia Utd. States *WB*	2 D Rgeared Steam Turbines 467 NHP Westinghouse Elec. & Mfg. Co. Phl.		R
75368 227796 WRBF	**Gulfbird**	*Oil Eng.* *Mchy. Aft* *ss* N.Yk. No. 2-36 D.F. 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing-bracketless system*	10208 9018 6326	✠100A1 N Yk *g* † 5,38 ~~9,37~~ 1,39 ~~[illegible]~~ ✠LMC 3,36 DB 1,39 ~~5,38~~ ✠LMC(M) 5,38 *Carrying Petroleum in bulk*			CL 11,36	1928 6 mo *Lloyd's*	Furness S.B. Co. Ltd. Haverton Hill-on-Tees *SA&CP*	Gulf Oil Corporation *Cell D Bu E* 93′ 363 *t*	511·7 B40′ F38′ FK *FPT* 203 *t* *APT* 246 *t*	69·5	36·7	Phildlphia Utd. States 16 *B Hpt Cem* 6 „ *to* 2 *nd dk*	Oil Engines 2 S.C.S.A. 4 Cy. 25⅜″–97⅝″ 785 NHP 2 DB *150 lb* Wm. Doxford & Sons, Ltd. Sld	36 ″ 9	
75369 222750 KFDW	**Gulfbreeze** (*ex* Eurana)	*Fitted for oil fuel* 2 *Dks* & *Web frames* *Mchy. Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	6651 6125 4159				…	1922	New York S.B. Corp. Camden, N.J.	Gulf Oil Corporation	419·5 P101′ B36′ F34′	56·5	33·3 FK	Phildlphia Utd. States *WB*	T.3 Cy. 27″, 45½″ & 75″–51″ 649 NHP New York S.B. Co. Camden, N.J.	33 ″ 4	R †
75370 235835 WOQU	**Gulfcoast**	*Mchy. Aft* E.S.D. *Fitted for oil fuel* D.F. Gy.C *Cruiser Stern* 2 *Dks* *Longitudinal framing-bracketless system* *Carrying Petroleum in bulk* "Arcform"	7140 — 4373					1937	Bethlehem S.B. Corp. Ltd. Sparrow's Pt. Md.	Gulf Oil Corporation	426·4 P107′ B35′ F41′	64·2	34·0	Phildlphia Utd. States	2 D Rgeared Steam Turbines General Electric Co. Schenectady, N.Y.		R
75371 225390 KFZY	**Gulfcrest** Twin Sc.	*Oil Eng.* 2 *Dks* & *Web frames* *Mchy. Aft* *Cruiser Stern* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	8916 — 5537				…	1926	American Brown Boveri Elec. Corp. Camden, N.J.	Gulf Oil Corporation	460·4 P69′ B32′ F48′	65·3 FK	38·3	Phildlphia Utd. States *WB*	Oil Engines 4 S.C.S.A. 12 Cy. 27″–47″ 845 NHP American Brown Boveri Elec. Corp. Camden, N.J.	38 ″ 4	R †
75372 235070 WONK	**Gulfdawn**	*Fitted for oil fuel* D.F. GyC. *Mchy. Aft* 2 *Dks* *Longitudinal framing-bracketless* *Cruiser Stern system "Arcform"* *Carrying Petroleum in bulk*	7096 — 4387					1936	Sun S.B. & Dry Dock Co. Chester, Pa.	Gulf Oil Corporation	426·4 P92′ B35 F39′	64·2	34·0	Phildlphia Utd. States *WB*	2 D Rgeared Steam Turbines 466 NHP Westinghouse Elec. & Mfg. Co. Lester, Pa.		R
75373 236980 WPSU	**Gulfdisc**	*Mchy. Aft* E.S.D. *Fitted for oil fuel* D.F. Gy.C *Cruiser Stern* 2 *Dks* *Longitudinal framing-bracketless system* *Carrying Petroleum in bulk* "Arcform"	7141 6545 4381					1938	Bethlehem S.B. Corp. Ltd. Sparrow's Pt. Md.	Gulf Oil Corporation	426·4 P106′ B35′ F42′	64·2	34·0	Phildlphia Utd. States *WB*	2 D Rgeared steam turbines 466 NHP General Electric Co. Lynn, Mass.		R
75374 220298 KDAD	**Gulfgem** (*ex* Agwisun)	*ss* N.Yk. No 3-1,32 D.F. *ss* Mob. No. 1-36 2 *Dks* (*Stl*) & *Web frames* *Mchy. Aft* *Longitudinal framing*	6917 — 4304	✠100A1 Mob *b* † 1,39 ~~2,38~~ ✠LMC MS 7,36 BS ~~2,38~~ 1, 9 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6, 20 *F.P. above* 1 50′ F			CL 7,36	1920 6 mo	Sun S.B. Co. Chester, Pa. A&CP	Gulf Oil Corporation *Cell D Bu E* & *B* 59′ *f* 41′ 408 *t*	429·3 445·4 (O.L.) P133′ B36′ F40′ FK *FPT* 222 *t* *APT* 57 *t*	59·2	33·2	Phildlphia Utd. States 16 *B Hpt Cem* (12 *to U dk* 4 „ 2 *nd* „)	T.3 Cy. 27″, 45½″ & 76″–51″ (*r*) 190 lb 612 NHP 3 SB, *9 cf*, GS 207, HS 9198 FD Sun S.B. Co. Chester, Pa.	33 ″ 3	
75375 227978 WJCO	**Gulfhawk**	*Oil Eng.* *Mchy. Aft* *ss* N. Yk. No 2-36 D.F. 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing-bracketless system*	10208 — 6326	✠100A1 N Yk *g* † 10,38 ~~2,38~~ DBS ~~2,38~~ ✠LMC 9,36 10,38 *Carrying Petroleum in bulk*			CL 2,38	1928 8 mo *Lloyd's*	Furness S.B. Co Ld Haverton Hill-on-Tees *SA&CP*	Gulf Oil Corporation *Cell D Bu E* 93′ 363 *t*	511·7 B40′ F38′ FK *FPT* 203 *t* *APT* 246 *t*	69·5	36·7	Phildlphia Utd. States 16 *B Hpt Cem* (6 „ *to* 2 *nd dk*)	Oil Engines 2 S.C.S.A. 4 Cy. 25⅜″–97⅝″ 785 NHP 2 DB *150 lb* Richardsons, Westgarth & Co. Ld. Mdb.	36 ″ 9	
75376 221003 KDNO	**Gulfking**	*Fitted for oil fuel* D.F. 2 *Dks* & *Web frames* *Mchy. Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	6561 6048 4098				…	1921	Union S.B. Co. Baltimore	Gulf Oil Corporation	419·5 P102′ B36′ F35′	56·4 FK	33·3	Phildlphia Utd. States *WB*	T.3 Cy. 27′, 45″ & 75″–51′ 601 NHP New York SB Corp. Camden	33 ″ 4	R †
75377 216299 WJCD	**Gulfland**	*ss* Mob. No. 3-7,30 *ss* Mob. No. 1-34 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	5277 4646 3207	✠100A1 N Yk *y* 6,38 ~~11,37~~ Bal ✠LMC MS 4,34 BS ~~11,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 6, 18 *F.P. above* 1 50° F.			CL 10,37	1918 6 mo	New York S.B. Corp. Camden, N.J. A&CP	Gulf Oil Corporation *Cell D Bu E* & *B* 62′ 222 *t*	391·1 P97′ B34′ F32′ FK *FPT* 159 *t* *APT* 30 *t*	51·2	30·2	Phildlphia Utd. States 14 *B H Cem* (8 „ *to U dk* 6 „ „ 2 *nd* „)	T.3 Cy. 27½″, 45⅝″ & 75″–48″ (*r*) 190 lb 543 NHP 3 SB, *9 cf*, GS 173, HS 7843 FD New York SB Corp. Camden	30 ″ 2 s 5 ″ 9½ 24 ″ 7	
75378 214827 WJCF	**Gulfmaid**	*ss* Mob. No. 3-6,29 *ss* Mob. No. 2-37 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	5225 4646 3248	✠100A1 Mob *y* 2,39 9,~~37~~ ~~12,38~~ ✠LMC MS 12,36 BS ~~9,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 3, 17 *F.P. above* 1 50° F.			CL ~~5,36~~ 2,39	1917 3 mo	New York S.B. Corp. Camden, N.J. A&CP	Gulf Oil Corporation *Cell D Bu E* & *B* 62′ 222 *t*	391·1 P97′ B34′ F32′ FK *FPT* 159 *t* *APT* 30 *t*	51·2	30·2	Phildlphia Utd. States 14 *B H Cem* 8 „ *to U prdk* 6 „ „ 2 *nd* „	T.3 Cy. 27′, 45″ & 75″–48″ (*r*) 190 lb 543 NHP 3 SB, *9 cf*, GS 173, HS 7843 FD New York SB Corp. Camden	30 ″ 2 s 5 ″ 9½ 24 ″ 7	
75379 210514 WJCG	**Gulfoil**	*ss* Bal. 2 nd No. 3-7,37 ~~*ss* N. Yk. No. 3-6,29~~ ~~*ss* Mob. No. 2-37~~ 2 *Dks* (*Stl*) & *Web frames* *Mchy. Aft* *Longitudinal framing*	5189 4591 3202	✠100A1 N Yk *y* ~~1,38~~ ~~9,36~~ 2,39 Mob. Bal BS 2,39 ✠LMC 7,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12, 12 *F.P. above* 1 50° F.			CL ~~8,36~~ 4,38	1912 12 mo *Cell*	New York S.B. Corp. Camden, N.J. A&CP *D Bu E* & *B* 62′ 222 *t*	Gulf Oil Corporation	383·0 407·5 (O.L.) P98′ B34′ F32′ FR *FPT* 159 *t* *APT* 30 *t*	51·2	30·0	Phildlphia Utd. States 14 *B H Cem* (8 *to Upr dk* 6 „ 2 *nd* „)	T.3 Cy. 27′, 45″ & 75″–48″ (*r*) 190 lb 543 NHP 3 SB, *9 cf*, GS 173, HS 7843 FD New York SB Corp. Camden	30 ″ 2 s 5 ″ 9½ 24 ″ 7	
75380 221244 KDRX	**Gulfpenn** (*ex* Agwihavre)	*ss* N.Yk. No. 3-4,33 *ss* Mob. No. 1-37 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) & *Web frames* *Mchy. Aft* *Longitudinal framing*	8862 8562 5522	✠100A1 N Yk *e* † *Shelter dk* Bal *with freeboard* ~~1,38~~ BS 2,~~38~~ ~~9,36~~ ✠MC 8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8, 21 *F.P. above* 1 50° F.			CL 11,38	1921 8 mo *Cell D Bu E* & *B* 89′	Sun S.B. Co. Chester, Pa. A&CP	Gulf Oil Corporation	480·5 499·5 (O.L.) F44′ *on Shelter dk* FK *f* 40′ 448 *t* *FPT* 186 *t* *APT* 78 *t*	66·0	36·8	Phildlphia Utd. States 18 *B H Cem* (9 *to Sh dk* 9 „ *U* „)	Q.4 Cy. 26′ 38¼″, 56″ & 82″–54″ 220 lb (*r*) 819 NHP 4 SB. *12 cf*, GS 260, HS 12264 FD Sun S.B. Co. Chester, Pa.	37 ″ 0 s 9 ″ 2 28 ″ 1½	
75381 219890 KUPF	**Gulfpoint** (*ex* Hahatonka)	*Fitted for oil fuel* *Longitudinal framing* 2 *Dks* *Mchy. Aft* *Carrying Petroleum in bulk*	6972 — 4293					1920	Bethlehem S.B. Corp. Ltd. Sparrow's Point, Md.	Gulf Oil Corporation	435·6 P106′ B47′ F42′	56·2	31·7	Phildlphia Utd. States *WB*	T.3 Cy. 27″, 47″ & 78″–48″ 421 NHP Bethlehem S.B. Corp. Ld. Sparrow's Point, Md.		R

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de la lettre porte-hélice.	8 Construit. Quand. — Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pd.*	15 Registres où coté, si on en est dans le L. R. Durée Cert. Rot. Spéciale.
75382	**Gulfpride**	12510			...		1927	Federal S.B.&D.D. Co. Kearny, N.J.	GulfOilCorporation	525·0 | 74·3 | 31·6	Philadlphia Utd. States	Oil Engines 2S.C.SA 8Cy.26"–48" 939NHP	40 " 6	R
226315	*Oil Eng.*	9249								B36'F42'				
KGEJ	*Mchy.Aft* 2 *Dks*& *Web frames*	7834								FK	*WB*	BethlehemSteelCo. Bethlehem,Pa.		†
	D.F. GyC. *Carrying Petroleum in bulk*													
	Longitudinal framing–bracketless system													
75383	**Gulfprince**	6561			...		1921	Union S.B. Co. Baltimore Md	GulfOilCorporation	419·5 | 56·4 | 33·3	Philadlphia	T.3Cy.27",45"&75"–51"	33 " 4	R
221213	*Fitted for oil fuel*	6048								P102'B36'F35'	Utd. States	600NHP		†
KDRB	*Mchy.Aft* 2 *Dks*& *Web frames*	4098								FK	*WB*	NewYorkSBCorp.Camden		
	Longitudinal framing													
	Carrying Petroleum in bulk													
75384	**Gulfqueen**	6599	✠100A1	Mob	*at*†	CL	1919	NewYork S.B.Corp. Camden,N.J. A&CP	GulfOilCorporation	419·5 | 56·5 | 31·7	Philadlphia	T.3Cy.27",45"&75"–51" (*r*)	33 " 4	
217776		6250	11,38~~8,37~~			~~1,36~~	4mo			436·3(O.L.)	Utd.States	1951b 600NHP	~~8 " 9½~~	
WJOH	*ssN.Yk.No.3–5,31*	4117		✠LMC11,		10,38				P101 B36'F34' FK		3SB,*9cf*,GS190,HS8952 FD	8 " 8½	
	ssN.Yk.No.1–35		~~MS8,35~~	~~BSS.37~~										
	Mchy.Aft 2 *Dks*(*Stl*)& *Web frames*		*Carrying Petroleum in bulk*							14 *BHpt Cem*		NewYorkSBCorp.Camden	26 " 10½	
	Longitudinal framing		*Fitted for oil fuel* 4,19			*F.P. above*		*Cell DBuE& B65'272t*		(9 *to Up dk*				
			150° F.							5 „ *2nd* „)				
										FPT294t APT146t				
75385	**Gulfstar**	6969			...		1920	SunS.B. Co. Chester,Pa.	GulfOilCorporation	429·3 | 59·2 | 33·2	Philadlphia	T.3Cy.27",45½"&76"–51"	33 " 3	R
220575	*Fitted for oil fuel*	6595								P103'B36'F40'	Utd.States	612NHP		†
KDEB	*Mchy.Aft* 2 *Dks*& *Web frames*	4361								FK	*WB*	SunS.B.Co.Chester.Pa.		
	Longitudinal framing													
	Carrying Petroleum in bulk													
75386	**Gulfstate** (*ex*Halway)	6882					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	GulfOilCorporation	435·0 | 56·0 | 32·0	Philadlphia	T.3Cy.27",47"&78"–48"		R
220675	*Fitted for oil fuel*	—								P106'B47'F42'	Utd.States	421NHP		
KDFQ	*Longitudinal framing* 2 *Dks*	4230									*WB*	BethlehemS.B.Corp. S.Francisco		
	Mchy.Aft Carrying Petroleum in bulk													
75387	**Gulftide**	7140					1937	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	GulfOilCorporation	426·4 | 64·2 | 34·0	Philadlphia	2DRgeared steam turbines		R
235922	D.F. GyC. E.S.D. *Fitted for oil fuel*	—								P107'B35'F41'	Utd.States			
WOQK	*Mchy.Aft CruiserStern* 2 *Dks*	4373										GeneralElectricCo. Schenectady,N.Y.		
	Longitudinal framing–bracketless system													
	CarryingPetroleum in bulk "Arcform"													
75388	**Gulftrade**	6776			...		1920	SunS.B. Co. Chester,Pa.	GulfOilCorporation	429·3 | 59·2 | 31·4	Philadlphia	T.3Cy.27",45½"&76"–51"	33 " 3	R
219453	*Fitted for oil fuel*	6334								P103'B36'F40'	Utd.States	612NHP		†
KOVB	*Mchy.Aft* D.F. 2 *Dks*& *Web frames*	4223								FK	*WB*	SunS.B.Co.Chester,Pa.		
	Longitudinal framing													
	Carrying Petroleum in bulk													
75389	**Gulfwave**	7141					1937	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	GulfOilCorporation	426·4 | 64·2 | 34·0	Philadlphia	2DR geared steam turbines		R
236882	D.F. E.S.D. GyC. *Fitted for oil fuel*	6545								P106'B35'F41'	Utd. States	466NHP		
WPPL	*Mchy.Aft CruiserStern* 2 *Dks*	4381									*WB*	GeneralElectricCo. Lynn,Mass.		
	Longitudinal framing–bracketless system													
	CarryingPetroleum in bulk "Arcform"													
75390	**Gulfwax** (*ex*Agwimex)	8862	✠100A1	NYk	*et*†	CL	1921	SunS.B. Co. Chester,Pa. A&CP	GulfOilCorporation	480·5 | 66·0 | 36·8	Philadlphia	Q.4Cy.26",38½"56"&82"–54"	37 " 0	
221612	*ssNYk.No.1–37 ssN.Yk.No.3–11,33*	8562	*Shelter dk*			~~6,05~~	9mo				Utd.States	2201b (*r*) 819NHP	s 9 " 2	
KDUQ	*Mchy.Aft* 1 *Dk*(*Stl*)& *Shelter dk*(*Stl*)&	5522	*withfreeboard*	BS10,35		~~7,38~~				F44'*onShelter dk*		1SB*12cf*,GS262,HS12264 FD	28 " 1½	
	D.F. *Web frames*		~~5,25 7,35~~ 8,39	MS8,35		N3,39				FK		SunS.B.Co.Chester,Pa.		
	Longitudinal framing		~~BS9,37~~	✠LMC11,35						*CellDBuE& B84'f40'448t*		18 *BHpt Cem*		
			Carrying Petroleum in bulk							*FPT186t APT84t*		(9 *to Sh dk*		
			Fitted for oil fuel 9,21			*F.P. above*						9 „ *U* „)		
			150° F.											
75391	**Gulfwing**	10208	✠100A1	NYk	*gt*	CL	1928	Furness S.B.Co.Ld. Haverton Hill-on-Tees	GulfOilCorporation	511·7 | 69·5 | 36·7	Philadlphia	Oil Engines 2S.C.SA	36 " 9	
228046	*ssNYk.No.2–36 Oil Eng.*	—	~~4,28 3,26~~ 11,35			N6,37	10mo				Utd.States	4Cy.25⅛"–97⅛" 785NHP		
WJCP	*Mchy.Aft ssN.Yk.No.1–32*	6326	~~DBS4,38~~	✠LMC11,56						B40'F33' FK		2DB*150lb*		
	D.F. 2 *Dks*(*Stl*)& *Web frames*											16 *BHpt Cem*		
	Longitudinal framing-bracketless system		*Carrying Petroleum in bulk*							*CellDBuE93'363t*		6 „ *to2nddk*		
							Lloyd's A&CP			*FPT203t APT246t*		Richardsons,Westgarth& Co.Ld.Mdb.		
75392	**Gulhaug** (*ex*Activ)	1243					1910	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S A/S Gulhaug (LarsMæland&Co. A/S)	231·5 | 36·2 | 14·4	Haugesnd Norwegian	T.3Cy.16½",27"&44"–30"		V
		960								P12'Q73'B42'F26'		106NHP		
LDZV	1 *Dk*	741									*WB*	KjbnhavnsFlydk.&Skbsv.		
75393	**Gullborg** Sp	658	✠100A1	Skm	*i*	OG	1910	Akers. Mek. Værks. Oslo	StockholmsRederiaktiebolagSvea (Eman.Högberg, *Mgr.*)	183·7 | 29·0 | 12·3	Stockhlm Swedish	T.3Cy.13½",22"&35⅜"–26"	14 " 3	
5149	*ssGot.2ndNo.3–8,35*	*504*	7,38 ~~6,37~~			~~8,36~~	8mo			P64'F27' FK		185lb 86NHP	s 1 " 6½	
SELR	*Mchy.Aft* 1 *Dk*(*Stl*)	*365*		✠LMC		7,38	*Lloyd's A&CP*			len 14	3 *BHCem*	2SB,*4cf*,GS46,HS1514	12 " 10	
			MS8,35	~~BS8,37~~						*CellDB132'180t FPT*		Akers.Mek.Værks.Oslo		
				7,38						*27tAPT18t*				
75394	**Gullfoss**	1414					1915	Kjöbnhvns Flydk.&Skbs. Copenhagen	H/FEimskipafelag Islands	230·1 | 35·2 | 21·1	Reykjavik Icelandic	T.3Cy.20",32"&58"–36"		V
		1258										169NHP		
TFGA	*Ref.Mchy.* Wireless D.F. 2 *Dks*	886									*WB*	KjbnhavnsFlydk.&Skbsv		
75395	**Gullkrona** WoodAux4MstSr	476					1921	KärraVarv Dragsfjärd	AxelMelander	180·1 | 33·8 | 11·3	Mariehmn Finnish	Oil Engines 2S.C.SA		V
816	*Oil Eng.*	392								P44'B14'		4Cy.13⅜"–14⅜" 120NHP		
OHNK	1 *Dk*	340										BergsundsM.V.Aktb.Skm.		
	(*See Sailing Ship Register*)													
75396	**Gullmaren** TwinSc	3400	✠100A1	Got	*x*	CL	1938	Eriksbergs M.V.Aktieb Gothenburg	Rederiaktieb. Transatlantic(G. Carlsson,*Mgr.*)	367·9 | 51·7 | 20·2	Gothenbrg Swedish	Oil Engines 2S.C.SA	25 " 6	
8243	*Oil Eng.*	2644	*withfreeboard*				3mo			380·7(O.L.)		12Cy.19½"–35½" 810NHP	s 1 " 11	
SLCN	*Ref.Mchy* D.F. E.S.D. 1 *Dk*& *Shelter dk.*	1855	~~7,38 8,36~~	✠LMC3,38			*Lloyd's A&CP*			FK	7 *BH*	EriksbergsMV.AktiebGot	23 " 8½	
	CruiserStern 3rd *dk in No.3 hold*										(*Coll to Sh dk*			
	Strengthened for navigation in ice		✠Lloyd's M	~~7,36 7,36~~						*Duct keel forward of mchy. space*	6 „ 2nd „)			
	Part electrically welded including butts of shell & decks		4,39	~~1,39 10,38~~						*CellDB305'1087t Tanks at sides of tunnels 65t FPT146t*				
			for temp.80°F.											
											APT134t			
75397	**Gullpool**	4868					1928	CowpenD. D.&S.B.Co.Ld Blyth	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*)	405·1 | 53·6 | 26·4	W.Hartlpl British	T.3Cy.26",43"&71"–48"		C
139252		4586								P30'B229"F41'		349NHP		
GNLS	D.F. 1 *Dk*	3026									*WB*	Blair&Co.(1926),Ld.Stk.		
75398	**Gumbinnen** (*ex*Ambria–34)	1381					1922	Deutsche Werft A.G. Hamburg	KohlenImport u. PoseidonSchiffahrt A.G.	234·5 | 36·8 | 17·9	Königsbrg German	C.4Cy.(2)13"&(2)27⅞"–27⅞" NE35 67NHP		G
	E.S.D. *Fitted for oil fuel*	1152								P30'B54'F22'				
DHBA	Wireless D.F. 1 *Dk*	800									*WB*	FSchichauG.m.b.H.Elbing		
75399														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of first Class.
75400 SEJW	**Gun** (*ex*Gevalia-37,*ex*Örnen)	1 *Dk & Web frame*	*1198* *1650* 675	...				1891	J. Blumer & Co. Sunderland	RederiA/BVinga (KnutBergquist, *Mgr.*)	237·2 B54′	34·2 H17*t*	16·2 F22′ FK	Gothenburg Swedish *WB*	T.3Cy.18½″,30″&49″-33″ 112NHP N.E.MarineEng.CoLd.Sld.	19 ″ 6	V †
75401 LEUJ	— (*ex*Siggen-34,*ex*Eina,*ex*Soltind, *ex*Belize,*ex*Elgin) *Mchy. Aft*	1 *Dk*	670 517 351					1918	Werf Zeeland Hanswert	D/S A/S Ask (AugustKjerland)	179·2 P64*t*	30·1 H9*t*	12·6 F21*t*	Bergen Norwegian *WB*	T.3Cy.15½″,25½″&41½″-27″ 90NHP N.V.Maschfab.v/hSchippr. van Deugen,Gertruidenbrg		N
75402 131807 VLFG	**Gunbar** Wireless	TwinSc 1 *Dk*	481 319 195					1911	Ardrossan S.B.Co.Ld. Ardrossan	FreightersPty.Ld.	150·3 Q41′	30·0 F27′	8·7	Sydny NSW British *WB*	C.4Cy.12½″&26″-18″ 89RHP Dunsmuir&Jackson,LdGls		C
75403 7692 SELW	**Gunborg**	1 *Dk & Shelter dk Cruiser Stern*	*1572* *1372* 855					1930	Oskrshmns M.V.Aktieb. Oskarshamn	Trelleborgs Ångf. Nya Aktieb.(J. Malmros, *Mgr.*)	269·2	40·4	16·6	Trelleborg Swedish *WB*	T.3Cy.17⅞″,28¾″&47½″-30″& 1 LP turbine with DR gearing & hydraulic coupling 122NHP Oskarshamns M.V.Aktieb.		N
75404 LDIX	**Gunda** (*ex*Chantier)	1 *Dk*	2241 1984 1328					1919	McDougall Duluth,Co. Duluth,Minn	~~OleFröiland~~ A/S Olymp (Einar Lange, *Mgr.*)	251·3 P64*t*	43·7 H10*3t*	22·2 F24*t*	Oslo ~~Farsund~~ Norwegian *WB*	T.3Cy.20″,33″&54″-40″ 184NH McDougallDuluthCo.		N
75405 7664 SICN	— *ssLkr No 2-3 ssEls.No1-34* D.F.	1 *Dk (Stl) & Shelter dk (Stl) Cargo battens not fitted Strengthened for Navigation in Ice*	1770 *1589* *1005*	✠100A1 Lkr *with freeboard*	*r*	CL ~~7,06~~ 11,38		1930 8mo	Fredrkstad Mek.Værks. Fredrikstad *Lloyd's*	A/B Transmarin (S.Redig. *Mgr.*) *Cell D*	269·0 273′4 (O.L.) *FPT*	42·2 *APT*	17·6 FK *Coll to Sh dk* 3 „ *2nd „*	Hlsngborg Swedish *BH Cem* Fredrikstad	T.3Cy.18½″,29½″&50″-36″ 190lb (*s*) 188NHP 2SB,6*cf*,GS60,HS2545 FD M.V.Frdstad.	20 ″ 0 ~~8~~ 19 ″ 4½	
75406 7277 SEMG	**Gundborg Segrell** (*ex*Agnes Harrison,*ex*Kalliope) *Well deck* *Cargo battens not fitted*	*ss*Osc.No.3-4,34 *ss*Osc.No 1-33 1 *Dk (Stl)*	*1435* *1189* *844*	✠100A1 Osc	*p*	GG ~~5,38~~ ~~1,50~~		1914 6mo	Antwerp Eng.Co.Ld. Hoboken *Lloyd's*	Ángf.A/B Kjell (H.Jeansson, *Mgr.*) *Cell D*	243·2 P18′Q79′B50′F24′ *FPT*	38·2 *APT*	15·7 FK 19*t*	Stockholm Swedish *BH Cem*	T.3Cy.19″,31″&51″-36″ (*s*) 180lb 185NHP 2SB,4*cf*,GS66,HS3090 N.E.MarineEng.Co.Ld.Sld	18 ″ 0 ~~1~~ 16 ″ 10	
75407 169 YLCY	**Gundega** (*ex*Wokingham,*ex*River Trent,*ex*Antar)	1 *Dk 2 tr B & deep framing*	3583 3368 2256	...				1906	Tyne I.S.B. Co.Ld. Newcastle	J.Freyman&Co. (LatvianShipping Co. *Mgrs.*)	348·8 P29′	50·0 B102′	23·2 F36′ FK	Riga Latvian *WB*	T.3Cy.24″,39″&66″-45″ 311NHP N.E.MarineEng.CoLdNwc	25 ″ 8	C †
75408 LCLV	**Gundersen** D.F. *Ref. Mchy.*	TwinSc *Oil Eng.* 2 *Dks*	1841 1550 1002					1927	Aktieb. Götaverken Gothenburg	A/S Titchfield Chr.Gundersen& Co. *Mgrs.*)	269·0 P36′	37·6 B15′	21·9 H5′ F24′	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19⅛″-35⅞″ 448NHP Aktieb.Götaverken,Got.		N
75409 LCKQ	**Gundine** (*ex*EmileDeutsch de la Meurthe) D.F. *Mchy. Aft*	*ss*Cpn.No.3-7,34 2 *Dks (Stl) & Web frames Longitudinal framing*	6025 5266 3575	✠100A1 Cff 1.38 *Carrying Petroleum Fitted for oil fuel*	*z*	CL NS,36 *in bulk F.P. above* 150° F.		1921 6mo	Bethlehem S.B.Corp.Ld Sparrow's Point,Md.	A/S Jensens Rederi I (J.P. Jensen. *Mgr.*) *Cell DB* A&CP	412·4 427·7 (O.L.) P125′B33′F43′ 63′185*t* *DT* 32′322*t*	53·3 *FPT*	30·9 FK 98*t* *APT* 102*t*	Arendal Norwegian 16 *B H pt Asp pt Cem* (11 *to U dk* 5 „ *2nd „*)	T.3Cy.27″,45″&74″-48″ (*s*) 180lb 552NHP 3SB,9*cf*,GS193,HS8358 FD BethlehemS.B.Corp.Ld.	31 ″ 0 ~~6~~ 24 ″ 7	
75410 TCFB	**Güneysu** Ⓟ (*ex*Bulgaria-34,*ex*Graz)	1 *Dk & Spar dk & deep framing*	3845 2822 2247	...				1908	Lloyd Austriaco Trieste	Denizbank-Denizyollari Idaresi	356·0 P&B246′F65′	44·2	22·9 FK	Istanbul Turkish *WB*	T.3Cy.26″,43½″&73″-48″ 495NHP LloydAustriaco,Trieste	25 ″ 10	I †
75411 OYDW	**Gunhild**	1 *Dk*	1142 975 682					1918	Fredrkstad Mek.Værks Fredrikstad	Dampsksisk TormA/S(A. Schmiegelow&A. Kampen, *Mgrs.*)	230·4	36·0	14·6	Copnhagn Danish *WB*	T.3Cy.16½″26″&44″-30″ 110NHP Fredrikstad M.V.Frdstad.		V
75412 5920 SEMR	**Gunlög**	1 *Dk*	*1396* *1105* 770					1917	J.&A.Van derSchuyt Papendrecht	StockholmsRederi Aktieb.Svea (Eman.Högberg, *Mgr.*)	236·4 P27′B58′H107*t* F20′	36·7	15·4	Stockholm Swedish *WB*	T.3Cy.17½″,29″&46″-36″ 127NHP J.&A.Van derSchuyt		V
75413 4472 SEMU	**Gunnar** (*ex*Scotian) *Well deck*	1 *Dk*	*1258* 926 703	...				1901	Mackie& Thomson Glasgow	BlekingeÅngbåts A B (O.E.Lundström, *Mgr.*)	227·9 P16′Q67′B59′F30′	34·5	14·4 FK	Karlshmn Swedish	T.3Cy.17″,27½″&46″-33″ 135NHP W.V.V.Lidgerwood,Gls.	16 ″ 7	V †
75414 6768 SEMW Now "Raila," *see No. 89242 in Sup. Cargo battens not fitted*	**Gunnel** *ssOsc.No.1-39* *ssOsc.No.3-6,35* 1 *Dk (Stl)*		*1465* *1132* 825	✠100A1 Bly	*p*	GG ~~7,06~~ 1,30		1922 4mo	Oskrshmns M.V.A/B Oskarshamn *Lloyd's*	J.H.Wingren& R.Wingren(J.H. Wingren, *Mgr.*) *Cell L*	232·5 P26′B58′F21′ *FPT*	38·3 *APT*	15·7 FK 80 374*t* 84*t*	Oscrshmn Swedish *BH Cem*	T.3Cy.17½″,29″&48″-30″ (*s*) 200lb 165NHP 2SB,4*cf*,GS68,HS2812 OskarshamnsM.V.Aktieb.	17 ″ 9 ~~1~~ 16 ″ 3	
75415 LCLW	**Gunny**	1 *Dk*	2362 2104 1403					1920	Eltringhams,Ld. Willington Quay	D/SA/SGunny (EilertLund)	290·4 P63*t*	44·0 H12*6t*	20·8 F26*t*	Bergen Norwegian *WB*	T.3Cy.21″,34½″&57″-39″ 203NHP Eltringhams,Ld. WillingtonQuay		N
75416 3343 SEMK	— (*ex*Greta-36,*ex*Neptunus-33,*ex*Tibor) *Well deck*	Iron 1 *Dk 2 tr B*	*1335* *1044* 764	...				1882	Burrell& Son Dumbarton	RederiA/B Strömsholmen (AxelHansson, *Mgr.*)	245·4 Q77′B62′F30′ ptND05	35·1	16·9 BK8″	Västervik Swedish *WB*	C.2Cy.27¾″&55″-36″ 144NHP Paul&Co.Dumbarton	18 ″ 0	V †
75417 DHJP	**Günther Russ** Sub.Sig.	1 *Dk*	998 786 575					1921	Stettiner Oderwerke Stettin	Schiffahrt-u. Assekuranz-Ges. E.Russ&Co.	210·8 P23′Q59′B58′F25′	33·9	13·4	Hamburg German *WB*	T.3Cy.15⅝″,25½″&34½″-29½″ 64NHP StettinerOderwerke		G
75418 LIWO	**Gunvor** D.F. *Cruiser Stern*	1 *Dk*	1942 1699 1121					1935	Trndhjms Mek.Verks. Trondheim	A/SHerdis(Bachke &Co. *Mgrs.*)	277·7 P23′B163′F29	43·2	18·1	Trndheim Norwegian *WB*	C.4Cy.(2)14¾″&(2)31½″-31⅞″ & LP Turbine HS2874 214NHP Trondhjems M.V., Trondheim		N
75419 OXNB	**Gunvor Mærsk** (*ex*Josephine Gray-34) D.F.	1 *Dk*	1977 1767 1162					1931	W.Gray& Co.Ld. W Hartlepool	A/S Dampsksisk.af 1912(A.P.Möller, *Mgr.*)	276·4 P25′B68′F28′	42·3	18·7	Copnhagn Danish *WB*	T.3Cy.20½″,34″&56″-39″ 196NHP CenMar.E.Wrks.LdW Hpl		N

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Appropriement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pds.*	15 Registres radio-télégraphiques et radio-téléphoniques. Lettres d'appel.
75420	**Gurna**		5248	✠100A1	Cal	*y*	CL	1919	Palmers'	BritishIndiaStm.	399·3	52·2	28·5	Glasgow	T.3Cy.27″,44″&73″–48″ (*s*)	31 ″ 0	
141929			4754	6,38 ~~11,37~~			~~3,16~~	10mo	Co.Ld.	Nav.Co.Ld.				British	180lb 517NHP	s 5″11½	
GCZD		*ss*Cal.No.3–2,32	3228	~~BS[illegible]~~ ✠LMC1,38			6,38		Newcastle		P49′B113′F39′ FK			3SB.*9cf*,GS190,HS7568 FD		25 ″ 3½	
		*ss*Cal.No.1–36						*Lloyd's*	*SA&CP*		344′1122*t* *FPT*122*t*			*APT*174*t*	Palmers' Co.Ld.Newcastle		
		2*Dks*(*Stl*)								*Cell DB*							
75421	**Gurupy** (*ex*RomanPrince)		*1934*	✠	Brs	*r*		1887	Short Bros.	Cia.Commercio e	290·0	38·8	17·6	R.Janeiro	T.3Cy.21″,34″&56″–42″	20 ″ 0	
		*ss*N.Yk.No.3–1,00	*1539*	3,12				8mo	Sunderland	Navegação	P33′Q68′B70′F27′			Brazilian	NDB02 198NHP		
PUQF		*ss*Mch.No.2–08	*1221*									BK10″		*ABHCem*	NB12*fitted*14		
	Well deck	1*Dk*(*Stl*)2tr*B*								*WB* = *Cell*	*DBa* 80′ 107*t* *f* 110′			159*t* *APT*25*t*	2SB,*6cf*,GS116,HS3019 G.Clark,Sunderland		
75422	**Gustaf** (*ex*Sailing	**IronAuxBk**	399			...		1877	A.Hall&	ErikNylund	144·3	28·1	14·6	Marienhmn	Oil Engines 2S.C.SA	15 ″ 6	V
820	Vessel,*ex*Fjeld,*ex*Elissa	*Oil Eng.*	—						Co.		Q28′H13*t*F19*t*			Finnish	NE36		†
OHNL	Eliasson)	1*Dk*	286						Aberdeen				BK7″		A/B Jönköpings Motorfbk.		
	(*See Sailing Ship Register*)																
75423	**Gustaf Adolf**		925					1920	Hlsingbrgs	Ångf.A/B	204·5	33·8	12·8	Gothenbrg	T.3Cy.18½″,29½″&46½″–27½″		V
6390			*711*						Varfs.A.B.	Adolf(A.Bratt	Q64′B56′F19′			Swedish	112NHP		
SENI		1*Dk*	*479*						Helsingborg	&Co.*Mgrs.*)				*WB*	Helsinborgs Varfs.A.B.		
75424	**Gustaf E. Reuter**	**TwinSc**	*6336*	✠100A1	Rot	*a*†	CL	1928	Eriksbergs	Rederiaktieb.Reut	418·9	55·1	32·1	Gothenbrg	Oil Engines 4S.C.SA	32 ″ 0	
7461		*Oil Eng.*	*5458*	~~9,38 11,37~~	Got		~~11,37~~	7mo	M.V.Aktieb.	(HakonReuter,	422·6(O.L.)			Swedish	12Cy.21⅝″–39⅜″ 543NHP	s 6 ″ 1	
SFYA		*ss*Got.No.3–9,38 ~~*ss*Lit.No.3–36~~	*3449*	~~DBS9,38~~ ✠LMC9,38			~~10,35~~ 9,38		Gothenburg	*Mgr.*)	P100′F50′			15*B Hpt Cem*	2DB*150lb*	26 ″ 1½	
	D.F.	1*Dk*(*Stl*)						*Lloyd's*	*SA&CP*		*Trunk*256′		FK		Eriksberg M.V.Aktieb,Got		
	Mchy.Aft	*Cruiser Stern*		*Carrying Petroleum in*			*bulk*				*Cell DBuE*58′168*t*			*APT*375*t*			
75425	**Gustaf Wasa**		*487*					1895	Helsingörs	Stockholm Rederi-	168·7	25·2	10·0	Stockholm	T.3Cy.13½″,22″&37″–24″		V
2509		1*Dk*	*359*						Skibsbyggri	aktieb.Svea	Q39′B51′H12*t*F26′			Swedish	67NHP		
SENO			*254*						Elsinore	(Eman.Högberg,	len04			*WB*	Helsingörs Mskbyggeri		
										Mgr.)							
75426	**Gustav Diederichsen** Ⓟ		2332					1930	Howaldts-	RhederiM.Jebsen	281·2	41·9	21·9	Aabenraa	T3Cy.22½⅜″,37⅞″&62½″–39⅜″		G
			2061						werkeA.G.	A/S(J.F.C.Jebsen,	P21′B75′F37′			Danish	243NHP		
OZND		1*Dk*	1353						Kiel	*Mgr.*)				*WB*	HowaldtswerkeA.G.Kiel		
75427	**Gustav Holm**	**Wood3Mst**	409					1893	Forenede	GrönlandsStyrelse	144·7	28·0	15·1	Copnhagn	C.2Cy.21½″&37″–18″		V
	(*ex*Grönland,*ex*FoxII.)		354						OplagsPladsr					Danish	48NHP		
OYVB	Wireless	2*Dks*	217						og Værfter						Burmeister&Wain,Cpn.		
									Copenhagen								
75428	**Gustav Schindler**	**TwinSc**	1533					1935	Werft	Tankschiff-Reed.	243·1	37·2	15·4	Hamburg	Oil Engines 4S.C.SA		G
	(*ex*Oelschindler–36)	*Oil Eng.*	1144						Nobiskrug	JuliusSchindler	P36′Q165′B28′F40′			German	16Cy.11¾″–16⅞″ 195NHP		
DJPB	Wireless D.F.	*Cruiser Stern* 1*Dk*	1036						G.m.b.H.	G.m.b.H.				*WB*	Maschinenfbrk.Augsburg-		
	Mchy.Aft	*Carrying Petroleum in bulk*							Rendsburg						NürnbergA.G.Augsburg		
75429	**Gute**		435					1926	Nüscke&	Ångf.Aktieb.	130·6	26·2	11·4	Visby	T3Cy.13¾″22⅛⅜″&36⅝″–25 7/16″		G
7268			272						Co.A.G.	Gotland	Q39′B&F90′			Swedish	68NHP		
SEPG		*Cruiser Stern*	225						Stettin	(C.E.Ekman *Mgr.*)				*WB*	A.Borsig,Berlin		
75430	**Guyane** (*ex*Dora–36)		1794					1934	Akt.Bur-	Cie.Gén.d'Arme-	284·5	41·5	15·4	Rouen	Oil Engines 2S.C.SA		GV
FOLM	*Ref.Mchy.*	*Oil Eng.*	1455						meistr&Wain	mentsMaritimes				French	6Cy.19¼⅛″–35 7/16″ 404NHP		
	D.F. *Cruiser Stern*	2*Dks*	996						Copenhagen					*WB*	Akt.Burmeistr&Wain,Cpn		
75431	**Gwalia** (*ex*Heimdal)		*1258*	✠100A1	Got	*n*	CL	1907	S.P.Austin	Rederiaktieb	221·5	34·5	14·1	Gothenbrg	T.3Cy.17″,28″&46″–33″ (*s*)	16 ″ 3	
4764		*ss*Stn.2ndNo.3–1,31	*830*	*pt Awng dk*	Mch		5,37	6mo	&Son,Ld.	SvenskaLloyd	231 0(O.L.)			Swedish	180lb ~~200lb~~ 170lb 141NHP	s ″ 8	
SEPJ		*ss*Mmo.No.1–36	*722*	*with freeboard*					Sunderland	(K.R.Bökman,	P24′Q61′B124′			1*BHAsp*	1SB.*3cf*,GS58,HS2305	15 ″ 9	
		1*Dk*(*Stl*)§*deep framing*		~~8,35 5,37~~				*Lloyd's*	*SA&CP*	*Mgr.*)	H53*t*		FK		N.E.MarineEng.Co.Ld.Sld		
				MS5,35			S2,38			*Cell DBa*63′*uE*§	*B*33′*f*88′ 320*t* *FPT*			48*t* *APT*50*t*			
75432	**Gwenthills**	3Mst	868	✠100A1	Sws	*k*	CL	1937	J.Lewis&	MordeySon&Co.	197·7	30·7	12·1	Newport	T.3Cy.14½″,25″&41″–30″(*s*)	14 ″ 3	
162144			597	1,39 ~~1,38~~	Cff			6mo	Sons,Ld.	Ld.	*32·0*			Mon.	220lb 131NHP	s 4 ″ 5½	
GZYC	Wireless *Mchy.Aft*	1*Dk*	456						Aberdeen		205·0(O.L.)			British	1SB,*3pf*,GS60,HS2357	13 ″ 10½	
	E.S.D.	*Cruiser Stern*						*Lloyd's*	*SA&CP*		Q112′B11′F30′		FK	3*BHpt Cem*	J.Lewis&Sons,Ld.Abn.		
		Cargo battens not fitted								*Cell DB*125′200*t*	*FPT*73*t* *APT*s26*t*			*pt Asp*			
75433	**Gwydir** Ⓟ (*ex*Hailoong,	**TwinSc**	1929					1911	D&W Hen-	Newcastle&	240·0	40·3	22·1	Newcastle	T.6Cy.16″,27″&43″–33″		
132642	*ex*Morialta)		1628						dersn&Co.Ld.	HunterRiverS.S.	P&B162′F42′			N.S.W.	212NHP		
VLCK		1*Dk*	1108						Glasgow	Co.Ld.				British	D&W Hendersn&Co.LdGls		
75434	**Gwynwood**		1177	✠100A1	Sld	*n*	CL	1937	S.P.Austin	W France,Fenwick	230·8	36·1	13·3	London	T.3Cy.14½″,24″&41″–30″	15 ″ 6	
165597			865	~~10,37~~ 11,38	Goo			10mo	&Son,Ld.	&Co.Ld.	240·0(*s*.)			British	220lb (*s*) FD 148NHP	s4 ″ 8½	
GDDQ	*Mchy.Aft*	*Cruiser Stern* 1*Dk*	659		✠LMC10,37				Sunderland		Q141′F27′		FK	1*BHCem*	2SB(Spt),*4cf*,GS38,HS2180	14 ″ 8	
	Wireless	*Cargo battens not fitted*						*Lloyd's*	*SA&CP*	*Cell D*	B191′342*t* *FPT*98*t*			*APT*45*t*	N.E.MarineEng.CoLd.Sld.		
75435	**Gyda**		1695					1934	Helsingörs	DampskslskTorm	292·3	41·7	16·8	Copnhagn	C.3Cy.(2)15¾″&39¾″–37⅞″&		C
			1492						Jernsk&Msk.	A/S(A Schmie-	P&B218′F38′			Danish	LPTurbine with reduction		
OXQH	D.F.	*Cruiser Stern* 1*Dk*	958						Elsinore	gelow&A.Kampen)				*WB*	gear and chain drive		
															HS3337 234NHP		
															HelsingörsJernsk.&Mskb		
75436	—		1591					1920	Laxevaags	Skibs.A/S William	245·8	37·9	15·5	Bergen	T.3Cy.18″,29″&49″–33″		N
	(*ex*Gijonés)		1190						Msk.&Jrnskb	HansensRederi	P59*t*H77*t*B124*t*			Norwegian	138NHP		
LDFW		1*Dk*	933						Bergen	(W.Hansen,*Mgr.*)	Q106*t*			*WB*	LaxevaagsMsk.&Jrns.Bgn		
75437	**Gylfe**		6129	✠100A1	Rot	*z*	CL ~~11,38~~	1930	Armstrong	Skibs.A/S Gylfe	396·2	55·1	32·3	Oslo	Oil Engines 2S.C.SA	32 ″ 0	
		Oil Eng.	5412	4,38				11mo	Whitworth	(E.Evensen)	408·0(O.L.)			Norwegian	6Cy.23⅝″–41¾″ 583NHP		
LDQL		*ss*Got.No.1–36	3565	~~DBS5,36~~ ✠LMC CS3,36			12,38		&Co.(Ship-		P97′B29′F36′			14*BHpt Cem*	2DB*180lb*		
	Mchy.Aft	2*Dks*(*Stl*)§*Web frames*		~~DBS5,36~~ 12,38	~~3,37~~	~~4,38~~			builders)Ld.		*Trunk*238′		FK	(9 *to U dk*	Armstrong,Whitworth&		
	D.F.	*Longitudinal framing*		*Carrying Petroleum in*			*bulk*		Newcastle					5 „ 2*nd* „)	Co.(Engineers)Ld.Nwc.		
								Lloyd's	*SA&CP*	*Cell DBuE*56′171*t*	*DTf* 34′347*t* *FPT*1			35*t* *APT*121*t*			
75438	**Gylsboda**		*340*					1905	Act.Ges.	SvenskaGranit-	131·7	24·9	10·4	Karlshmn	C.2Cy.14 3/16″&27 3/16″–19 11/16″		G
4478			*244*						"Neptun"	industri Aktieb.	Q50′H62*t*F20′			Swedish	27NHP		
SEPK	*Mchy.Aft*	1*Dk*	*135*						Rostock	(HolgerFernström)				*WB*	A.G."Neptun,"Rostock		
75439	**Gymeric**		6138	✠100A1	Fal	*a*†	CL	1917	Hawthorn,	BankLine,Ld. (A.	420·3	54·6	32·3	Glasgow	T.3Cy.27″,45″&74″–48″ (*r*)	32 ″ 8	
137851		*ss*Ant.No.3–4,36	5743	3,38			4,36	8mo	Leslie&Co.Ld	Weir&Co. *Mgrs.*)				British	180lb 536NHP	s 5″11½	
GRFC	*Mchy.Aft*	2*Dks*(*Stl*)§*Web frames*	3838	~~BS3,37~~ ✠LMC4,36			*bulk*		Newcastle		P99′B30′F48′		FK	16*BHpt Cem*	3SB,*9cf*,HS7983 FD	26 ″ 11½	
		Longitudinal framing		*Carrying Petroleum in*			*F.P. a*	*Lloyd's*	*SA&CP*	*Cell DBuB*41′				(9 „ *to U dk*	Hwthrn,Leslie&CoLdNwc		
				Fitted for oil fuel 8,17				above 1	50° F.	116*t* *DTf*46′577*t*	*FPT*83*t* *APT*37*t*			7 „ „ 2*nd*„)			

Note—"Cesep," *see No.* 87544 *in Supplement*

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or last applied. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections. &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Dated Bs of Trust Cert.
75440 172 JHQA	**Gyoko Maru** (*ex* Gyokoh Maru–38, *ex* Tamaqua, *ex* Den of Glamis) *ss* Kob. 2nd No. 3–1,34 2 *Dks* (*Stl*) *ss* Kob. No. 1–38	5342 4713 3320	✠100A1 Kob *z* 6,38 ~~6,37~~ 6,38 ~~MC~~ *Fitted for oil fuel* 10,28			CL 6,37 *F.P. a*	1916 7mo *Lloyd's*	Napier & Miller, Ld. Glasgow *s A & CP* *above* 150° F. *Cell D*	Yamashita Kisen Goshi Kaisha (Yamashita Kisen K.K. *Mgrs.*) *Ba* 134′ *u E & B* 43′ *f*	405′0 | 52′2 | 28′0 P38′B119′F50′ FK 180′ 1070*t DTa* 33′ 8 80*t APT* 60*t*			Dairen Japanese *s BH Cem*	T. 3Cy. 27″, 44″ & 73″–48″ (*s*) 180lb 490 NHP 2SB, 8*cf*, GS 146, HS 7020 FD D. Rowan & Co. Glasgow	30 ″ 6	
75441 160719 GSYM	**Gypsum Empress** Ⓟ *ss* NYk. No. 2–36 D.F. GyC. E.S.D. Sub.Sig. 1 *Dk* (*Stl*) *Mchy. Aft* *Longitudinal framing*	4034 3404 2071	✠100A1 NYk *w* 2,39 ~~1,37~~ BS 10,37 2,39 MC 1,36			CL N2,37	1929 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's s A & CP* *above* 150° F.	Gypsum Packet Co. Ld. *Side tanks through holds; one Interme*	347′8 | 52′8 | 23′0 P101′F64′ *out main cargo* FK *diate B H in holds*			Middlsbro' British *pt Cem*	T. 3Cy. 24½″, 41″ & 68″–45″ (*s*) 190lb 409 NHP 2SB, 6*cf*, GS 139, HS 5712 FD Richardsons, Westgarth & Co. Ld. Hpl.	27 ″ 0 15 ″ 2½ 21 ″ 11½	
75442 147786 GNCK	**Gypsum King** Ⓟ *ss* NYk. No. 2–35 1 *Dk* (*Stl*) *Mchy. Aft* *Longitudinal framing*	3915 3404 1970	✠100A1 Bal *w* 3,39 ~~3,38~~ NYk ~~MC~~ MS 1,35 ~~BS 0,37~~ 1 S 3,3 ~~1,36~~ *Fitted for oil fuel* 3,38			CL ~~3,38~~ 3,39 *F.P. a*	1927 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's s A & CP* *above* 150° F.	Gypsum Packet Co. Ld. *Side tanks through holds; one Interme*	347′8 | 52′8 | 23′0 P101′F53′ *out main cargo* FK *diate B H in holds* *dispensed with* 5 *B H only* *Cell D Bu E & B* 48′ *f* 243′ 1755*t Side tanks* 1136*t FP*			Middlsbro' British *pt Cem*	T. 3Cy. 24½″, 41″ & 68″–45″ (*s*) 190lb 409 NHP 2SB, 6*cf*, GS 139, HS 5712 FD Richardsons, Westgarth & Co. Ld. Hpl.	27 ″ 0 15 ″ 3½ 21 ″ 10½	
75443 147789 GNCM	**Gypsum Prince** Ⓟ *ss* NYk. No. 2–35 D.F. *Mchy. Aft* 1 *Dk* (*Stl*) *Longitudinal framing*	3915 3404 1970	✠100A1 Bal *w* 1,39 ~~3,38~~ NYk ~~MC~~ 1,39 ~~MS 1,35~~ ~~BS 12,34~~ *Fitted for oil fuel* 4,31			CL ~~3,38~~ 1,39 *F.P. a*	1927 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's s A & CP* *above* 150° F.	Gypsum Packet Co. Ld. *Side tanks through holds; one Interme*	347′8 | 52′8 | 23′0 P101′F53′ *out main cargo* FK *diate B H in holds* *dispensed with* 5 *B H only* *Cell D Bu E & B* 48′ *f* 243′ 1765*t Side tanks* 1136*t FP*			Middlsbro' British *pt Cem*	T. 3Cy. 24½″, 41″ & 68″–45″ (*s*) 190lb 409 NHP 2SB, 6*cf*, GS 139, HS 5712 FD Richardsons, Westgarth & Co. Ld. Hpl.	27 ″ 0 15 ″ 3½ 21 ″ 10½	
75444 147787 GNCL	**Gypsum Queen** *ss* NYk. No. 2–34 *Mchy. Aft* GyC. 1 *Dk* (*Stl*) *Longitudinal framing*	3915 3404 1969	✠100A1 NYk *w* 1,39 ~~1,38~~ ~~MC~~ ~~3,34~~ 1,39 ~~BS 1,38~~ *Fitted for oil fuel* 4,31			CL ~~3,38~~ 1,39 *F.P. a*	1927 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's s A & CP* *above* 150° F.	Gypsum Packet Co. Ld. *Side tanks through holds; one Interme*	347′8 | 52′8 | 23′0 P101′F53′ *out main cargo* FK *diate B H in holds* *dispensed with* 5 *B H only* *Cell D Bu E & B* 48′ *f* 243′ 1765*t Side tanks* 1136*t FP*			Middlsbro' British *pt Cem*	T. 3Cy. 24½″, 41″ & 68″–45″ (*s*) 190lb 409 NHP 2SB, 6*cf*, GS 139, HS 5712 FD Richardsons, Westgarth & Co. Ld. Hpl.	27 ″ 0 15 ″ 3½ 21 ″ 10½	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 & 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 & 6 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assignant limite dans l'intervalle d'Entretenement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 & 9 Construit. Quand. / Navire. / Mach.	Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu. du navire. Tirant d'eau correspondant *pds. pa.*	15 Registres ou cotes.
75445	**H. A. Nolze**	687 / 622 / 410					1893	Flensburg Schiffsb.Ges. Flensburg	Dampfschifffahrts Ges."Neptun"	179·0 / Q115′	27·0 / B46′	20·4 / F19′	Bremen German *WB*	T.3Cy.14″,21½″&37″–24″ NB15 67NHP FlensburgerSchiffsb.Ges.		G
DOHB	*1 Dk & Web frames*															
75446	**H. A. Scandrett** (*ex*NorthStar)	4011 / — / 2928					1909	Gt.Lakes Eng.Works St.Clair,Mich	GreatLakesTransitCorporation	350·0 / F32′	46·0	26·0	Buffalo NY Utd. States *WB*	Q4Cy.19″,27½″,40″&58″–42″ 218NHP Gt.LakesEng.Wrks.St.Cl.		
207011	*Mchy.Aft* 2 *Dks*															
75447	**H. C. Flood** 4 Mst	1907 / 1678 / 1136					1917	Bergens Mek. Værks Bergen	Dampsk.A/S Falkeid (Th. Nordbo,Jr. *Mgr.*)	266·9 / P26′	42·1 / B67′	18·0 / F23′	Haugesnd Norwegian *WB*	T.3Cy.19½″,30″&52″–36″ 162NHP BergensMek VærksBergen		N
LCNR	1 *Dk*															
75448	**H. C. Folger**	7086 / 6444 / 4389	✠100A1 ~~7,37~~ 1,39 F6,21 MS9,36	Phl ~~D~~ MC BS7,37	*b*†	CL ~~10,38~~ 4,38	1916	Union Iron Works Co. San Francisco A&CP	Atlantic Refining Co. *Cell D B u E & B* 64′ 197*t D T* 56′ 10	435·0 / 12mo	56·0	32·0 / P134′ B50′ F42′ FK 38*t F P T* 97*t A P T* 74*t*	Philadelphia Utd. States	1 DR Geared Steam Turbine 220lb (*s*) 672NHP 3 SB(Spt),9*cf*,GS165, FD 10 „ *to U dk* HS8325 5 „ „ *2nd*„ DeLaval Steam Turbine Co.Ld.Trenton,N.J.	33 „ 6 s6 „ 5½ 27 „ 3½	
214615	*ss* Phl. No. 3–11, 28															
WFCW	*ss* Mob. No. 2–36															
	Mchy. Aft 2 *Dks*(*Stl*) & *Web frames*															
	GyC. *Longitudinal framing*		*Carrying Petroleum in bulk*													
			Fitted for oil fuel 12,10			*F.P. above* 150° F.										
75449	**H. C. Horn** Ⓟ *Oil Eng.*	4132 / 3388 / 2511					1932	Flensburg Schiffsb.Ges Flensburg	H.C.Horn	327·1 / F35′	49·7	26·7	Hamburg German *WB*	Oil Engines 2S.C.DA 7Cy.23⅝″–43⅞″ 1360NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		G
DJEC	D.F. 2 *Dks*															
75450	**H. D. Collier**	8298 / — / 4934					1938	SunS.B.& Dry Dock Co. Chester, Pa.	Standard Oil Co. of California	444·1 / P92′ B35′ F42′	65·3	35·1	S.Frncisco Utd. States	2 steam turbines D R geared to 1 screw shaft 600NHP Westinghouse Elec.& Mfg Co. Phl		
237051	*Fitted for oil fuel*															
WPTD	D.F. E.S.D. 1 *Dk*(*Stl*) 2nd dk fwd															
	GyC. *Mchy. Aft* *Cruiser Stern*															
	Longitudinal framing-bracketless system															
	Carrying Petroleum in bulk															
75451	**H. Esref** (*ex*Charalambos Vaiannis–33,*ex*MariaM.,*ss*Bdx.No.1–95 *ex*Alpha,*ex*Lieutenant Corriol,*ex*Prado,*ex*Isafold, *ex*Pierre-Paul,*ex*Skinningrove)	346 / — / 195	✠ 2,01	Bdx	*e*		1891 / 12mo	Wood, Skinner & Co. Newcastle	Cerrahoglu Mehmet Tahsin	139·7 / Q69′	22·4 / B12′	10·9 / F26′ FK *FPT* 41*t*	Istanbul Turkish	T.3Cy.10½″,17″&28″–21″ NB12 36NHP N.E.MarineEng.Co.Ld.Sld	11 „ 8	
TCBM	1 *Dk*(*Irn*) *Well deck*															
75452	**H. F. Alexander** Ⓟ TrpSc	8357 / 4071 / 3708	✠ 5,17	SFo			1915 / 1mo	W.Cramp SonsS&EBCo Philadelphia	Pacific S.S.Lines Ltd. ~~Admiral Line~~	509·5 / *Prom dk* 482′	63·1	21·0 / FK *Cell D Ba* 90′ *u E &* *B* 173′ *f* 130′	S.Frncisco Utd. States	3 Steam Turbines WTMB 12B,HS59808 W Cramp&SnsS&EBCo Phl 1005*t F P T* 24*t A P T* 69*t*	34 „ 6	R †
212719	(*ex*Great Northern) *Fitted for oil fuel*															
WGCO	*Ref. Mchy.* 2 *Dks*(*Stl*) 3rd dk (*Stl*) forward & aft															
	D.F. GyC. *Shade dk*(*Stl*)															
75453	**H. H. Petersen**	975 / 772 / 570					1927	A/S H.C. Christensen's Staalskibs. Marstal	D/SA/S"Emanuel" (Alfr.Petersen, *Mgr.*)	221·7	35·0	12·8 / *Cell D Bu E & B* 57′ 184*t* *f* 17′ 7 1*t D T f*	Marstal Danish *WB*	T.3Cy.15$\frac{6}{16}$″,25$\frac{12}{16}$″&44$\frac{9}{16}$″–29$\frac{6}{8}$″ 105NHP FlensburgerSchiffsb.Ges.		V
OYDZ	1 *Dk*															
75454	**H. H. Rogers** TwinSc 3 Mst	8807 / 7159 / 5488	✠100A1 *Shelter dk* *with freeboard* ~~7,00~~ ~~10,05~~ 8,39 ~~B10,37~~	Gal NYk LMC9,36	*f*†	CL ~~10,35~~ S8,39 BS10,38 P10,37	1916 / 5mo	NwprtNws S.B.&D.D.Co. Newprt News A&CP	StandardOilCo. ofNewJersey	500·0	68·0	35·5 / FK	Wilmgton (Del.) Utd. States	T.6Cy.20½″,35″&60″–42″ (*s*) 200lb 628NHP 3SB,*12cf*,GS213,HS8700 FD 19 *B H Cem* 15 „ *to U dk* 4 „ „ *2nd*„ NewportNewsSB&DD.Co	30 „ 9 s 5 „ 0½ 25 „ 11½	
214066	*ss* N.Os.No.3–3,28															
WCCQ	*ss* N.Yk.No.2–36															
	Mchy. Aft 2 *Dks*(*Stl*) *Shelter dk*(*Stl*) & *Web frames*															
	D.F. GyC. *Longitudinal framing*		*Carrying Petroleum in bulk*													
			Fitted for oil fuel 5,16			*F.P. above* 150° F.										
75455	**H. J. Kyvig** (*ex*TormodBakkevig)	763 / 606 / 431					1921	Mjellem& Karlsen Bergen	A/S Kyviks Rederi (Jakob Kyvik, *Mgr.*)	187·9 / Q65′	31·2 / H45′	12·4 / F29′	Haugesnd Norwegian *WB*	T3Cy.14″,23½″&38″–27″ 56NHP Mjellem& Karlsen,Bergen		N
LDKG	1 *Dk*															
75456	**H. M. Flagler**	8208 / 8017 / 6183	✠100A1 *Shelter dk* *with freeboard* 1,38 ~~B11,38~~	Bal BS11,38 LMC5,34	*c*†	CL ~~1,37~~ 11,38	1918 / 7mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	StandardOilCo. ofNewJersey	461·6	60·0	27·7 / FK *Cell D Ba* 17′ *u E &* *B* 69′ *f* 50′ 452*t*	Wilmgton (Del.) Utd. States	Q.4Cy.24″,36″,51$\frac{3}{16}$″&75″–51″ 220lb (*s*) 533NHP 3SB,9*cf*,GS177,HS7035 FD 18 *B H p t Cem* (3 *B H to S dk* 11 „ „ *U* „ 4 „ „ *2nd*„) NewportNewsSB&DD.Co.	37 „ 2 s 10 „ 2½ 27 „ 3	
214656	*ss* N.Os.No 3–4,30															
WOCR	*ss* Gal. No. 1–34															
	Mchy. Aft 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) & *Web frames*															
	D.F. GyC. *Longitudinal framing*		*Carrying Petroleum in bulk*													
			Fitted for oil fuel 7,18			*F.P. above* 150° F.										
75457	**H. M. Fredrichsen**	5189 / 4591 / 3202	✠100A1 1,39 *Carrying Petroleum in bulk*	Gal Mob LMC1,39	*y*	CL ~~3,37~~ 1,39	1914 / 10mo	New York S.B.Co. Camden,N.J. A&CP	Sabine Transportation Co.Inc.(M.T. Ball,*Mgr.*) *Cell D Bu E & B* 62′ 222	383·0 / 406·5(O.L.)	51·2 / P97′ B34′ F33′	30·1 / FK *u F P T* 159*t A P T* 30*t*	Baltimore Utd. States	T.3Cy.27″,45″&75″–48″ (*r*) 1901b 543NHP 3SB,9*cf*,GS173,HS7843 FD (8 „ *to Up dk* 6 „ „ *2nd*„) New York SB Corp. Camden	30 „ 2 s 5 „ 9½ 24 „ 7	
21267t	*Mchy. Aft*															
WJCI	2 *Dks*(*Stl*) & *Web frames* *Longitudinal framing*															
			Fitted for oil fuel 10,14			*F.P. above* 150° F.										
75458	**H. M. Storey** TwinSc	10763 / — / 7847					1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	StandardOilCo.of California	500·0	68·2	30·0	S.Frncisco Utd. States *WB*	T.6Cy.24″,39″&65″–42″ 548NHP BethlehemS.B Corp.Ld.		R
221784	*Fitted for oil fuel*															
KJLW	*Mchy. Aft* *Carrying Petroleum in bulk* *Longitudinal framing*															
	D.F. GyC. 3 *Dks*															
75459	**H. P. Hanssen** (*ex*Gertrud–38, *ex*Donator–33,*ex*Gorm, *ex*Nedenes) 1 *Dk*	1594 / 1418 / 956					1899	Short Bros. Sunderland	AabenraaRederi A/S(P.F.Cleeman, *Mgr.*)	255·7	36·8	18·1 / P15*t* H58*t* F36*t*	Aabenraa Danish *WB*	T.3Cy.13″,31″&51″–36″ 156NHP W.Allan&Co.Ld.Sld.		N
75460	**H. T. Harper** TwinSc	3803 / — / 2800					1921	MooreS.B. Co. Oakland,Cal.	StandardOilCo.of California	329·9	46·2	25·7 / P88′ B36′ F55′	S.Frncisco Utd. States *WB*	Oil Engines 4S.C.SA 12Cy.20½″–35½″ 488NHP Pacific Diesel Engine Co. Oakland,Cal.		R
221701	*Oil Eng.*															
KDVM	*Mchy. Aft* 2 *Dks*															
	D.F. *Carrying Petroleum in bulk*															
75461	**Ha-Yih** (*ex*Caraibe–35,*ex*Registan)	3154 / — / 1926				...	1906	Gourlay Bros.&Co. (Dundee) Ld Dundee	WahShangSteamshipCo.Ld. (Yih ZeuFong, *Mgr.*)	331·8	43·2	14·4 / P25′ B84′ F34′ 22·4 FK	Shanghai Chinese *WB*	T.3Cy.24″,40″&65″–42″ 355NHP Gourlay Bros.&Co. FD (Dundee) Ld. Dundee	24 „ 9	
Stranded & Sunk 2,39	1 *Dk* & *Spar dk* & *deep framing*															
75461*	**Haakon Adalstein** Ⓟ Iron	710 / 681 / 430					1873	Mitchell & Co. Newcastle	Det Nordenfeldske Dampskibsselskab	180·2 / H29*t*	26·4	16·7 / 21·2	Trndheim Norwegian *WB*	T.3Cy.16½″,26″&44″–30″ NE&B02 106NHP TrondhjemsM V.Trndheim		
LDKH	2 *Dks* & *Awngdk*															
75462	**Haakon Hauan** *Oil Eng.*	6582 / 6021 / 3705	✠100A1 10,38 ~~2,28~~ DBS9,37 LMC7,35	Osl	*a*†	CL 2,38	1935 / 7mo	A/S Akers Mek. Verksted,Oslo	A/S Östlandske Petroleums Compagni	409·1	56·3	33·8 / P96′ B40′ F34′ FK *Tf* 19′ 410*t F P T* 185*t*	Oslo Norwegian 12 *B H* *A P T* 246*t*	Oil Engines 4S.C.SA 6Cy.29½″–59½″ 489NHP 2 DB 150*lb*	33 „ 6 s 5 „ 2½ 27 „ 5½	
LIZQ	E.S.D. 1 *Dk*															
	Mchy. Aft D.F. *Cruiser Stern*		*Carrying Petroleum in bulk*													
							Lloyd	*s A & C P*	*Cell D Bu E* 48′ 172*t D*					A/S Akers Mek. Værks. Oslo		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys.	3 No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years remained now expired. Equipment Letter	7* Date when tail shaft last tested.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse-power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidship Corresponding draught. *ft. in.*	15 Register in which classed. If not in L.R. Distinct. of Yard and No.
75463	**Haakon Jarl** (*ex*SanTelmo)		1482	✠100A1	Ant	*l*		1904	Fredrkstad Mek. Værks. Fredrikstad	Det Nordenfjeldske Dampskibsselskab	237·6 | 35·1 | 19·6	Trndheim Norwegian	T.3Cy.17″,30″&49″–33″ NB12 138NHP		N
LDIR	Wireless D.F.	1 *Dk & Spar dk*	1331 899								B89*t*H38*t*	*WB*	FredrikstadM.V.Frdstad.		
75464	**Haalegg** (*ex*Fagervik-34)		1758					1922	Hölens Verks.A/S Larvik	A/S Havlide (O.&H.HoltaA/S, *Mgrs.*)	261·2 | 41·2 | 17·8	Skien Norwegian	C.4Cy.(2),14⅝″&(2)32½″–30½″ NE35 HS4258 248NHP		N
LDXA	D.F.	1 *Dk*	1542 1032								P54*t*H82*t*	*WB*	FredrikstadM.V.Frdstad.		
75465	**Haardraade** (*ex*Sfinx)		750					1922	P.&A. Ruytenberg Raamsdonksveer	A/S Havlide (O.&H.HoltaA/S, *Mgrs.*)	184·8 | 29·3 | 12·3 Q115′B11′F23′	Skien Norwegian	T.3Cy.13 3/16″,22 1/16″&36¼″–23⅝″ 54NHP		V
LDQE	*Mchy.Aft*	1 *Dk*	538 898									*WB*	N.V.Schpsw.&Maschf. "deKlop,"Sliedrecht		
75466	**Haarfagre** (*ex*Belgica-32, *ex*Yzerhandel, *ex*Carabinier, *ex*Aurora)	D.F. *ss*Osl.No.1–30 *ss*Osl.No.2–39	2478 2161 1897	✠100A1 ~~0,37~~ 4,39 ~~LMC~~ ~~DS35~~	Ant	*l*	~~0,37~~ 3,39	1918 9mo	ThePusey &JonesCo. Wlmgtn,Del A&CP	A/S Havlide (O.&H.HoltaA/S, *Mgrs.*) *CellD*	300·3 | 44·2 | 19·9 P29′B75′F29′ FK *B254′702tFPT106t APT137t*	Skien Norwegian *6BHCem*	C.4Cy (2),14⅜″&(2)32¼″–30½″ 200lb 248NHP 2SB.*4cf*,GS84,HS4258 FD FredrikstadM.V Frdstad.	22 ″ 3 s 3 ″ 7 19 ″ 0	
LDTN				~~LMC~~ ~~DS35~~											
75467	**Haarlem** (*ex*StadKampen)		970					1917	N.V.Schpsb Mij.Ijselwerf Kampen	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co. *Mgrs.*)	216·9 32·6 | 13·8 Q&B120′F28′	Leith British *W/s*	T.3Cy.14″,23″&38″–27″ E&B*made*19 75RHP		G
145562 MLGF		1 *Dk*	775 565										Machf.Utrecht,Utrecht		
75468	**Habana** (P) (*ex*AlfonsoXIII) Sub.Sig. D.F. GyC.	TwinSc *ss*Bbo.No.2–31 3 *Dks*(*Stl–Uws*)&*Shade dk* (*Stl*–teaks) *Cruiser Stern*	10551 7238 5915	✠100A1 *Shade dk* 7,35 BS9 35	Ferrol	*f*†	CL P1,36 S5,36	1923 8mo	Soc.Espanola deConstructn Naval Bilbao A&CP	Cia.Trasatlántica *CellDB403′1305t Tank between*	480·6 | 61·2 | 32·7 F58′*onShade dk* FK&BK17′ *tunnels 31′60t FPT 84t APT79t*	Barcelona Spanish 10*BHCem*	4SteamTurbinesSRgeared to 2 Sc.Shafts (*r*) 1800lb FD 1775NHP 7SB.*2cf*,GS481,HS20890 Soc.Espanola deConstn. Naval,Ferrol	35 ″ 9 s 6 ″ 7½ 29 ″ 7½	
				NO LATER SURVEY			REPORTED								
75469	— (P)		1501					1906	W.Hamilton&Co.Ld. PortGlasgow	Empresa Naviera deCuba, S.A.	235·0 | 35·2 | 15·5 P20′B165′F50′	Havana Cuban	T.3Cy.19″,32″&52″–36″ 162NHP		
		Fitted for oil fuel 1 *Dk*	1342 862										Muir&Houston,Ld.Gls.		
75470	**Habicht** (P)		1430					1938	Nordseewerke Emden G.m.b.H. Emden	ArgoReederei Richard Adler&Co.	243·5 | 39·4 | 12·4 P49′B&F186′ UpperB73′	Bremen German *WA*	C.2Cy.17 11/16″&35 7/16″–35 7/16″& LP turbine with DR gearing &hydraulic coupling 120NHP		
	Wireless D.F. E.S.D. *Ref.Mchy.*	1 *Dk* *Cruiser Stern*											DeutscheSchiff.uMschb. A.G.Weser,Bmn.		
75471	**Hada County** (*ex*Hada,*ex*Nordkyn)	*Fitted for oil fuel*	4853			…		1921	Craig,Taylor&Co.Ld. Stockton	A/S J.Ludwig Mowinckels Rederi (CountyLine)	386·0 | 53·0 | 26·6 P49′B232′F34′ FK	Bergen Norwegian *WA*	T.3Cy.27″,45″&74″–51″ 528NHP	29 ″ 0	N †
LCND	D.F. *Cruiser Stern*	2 *Dks*	4415 2936										Blair&Co.Ld.Stockton		
75472	**Hadachi Maru**	*Oil Eng.*	999					1936	Mitsubishi Jukogyo K.K Yokohama	NakagawaKisen K.K.	216·4 | 32·8 | 17·4 P58′B16′F20′	Japanese *WB*	Oil Engines 4S.C.SA 7Cy.14⅜″–19 11/16″ 141NHP		
41321 JYZJ	Wireless *Cruiser Stern*	2 *Dks* *Carrying Petroleum in bulk*	850 633										MitsubishiJukogyoK.K.		
75473	**Hadiotis**	*ss*Syr.No.2–36	*4386* *4024* *2639*	✠100A1 *withfreeboard* ~~Hot~~ ~~2,38~~ 2,38	Bry	*z*	CL 2,38	1929 1mo	Nthmblnd S.B.Co. (1927)Ld. Newcastle *Lloyd's*	KassosStm.Nav. Co.Ld.(Pnevmaticos,Rethymnis, Yannaghas, *Mgrs.*) *CellDB344′1550t*	396·6 | 53·4 | 24·1 FK *FPT152tAPT170t*	Syra Greek 6*BHCem* (*ColltoS dk* 5,,2*nd*,,) *SA&CP*	T.3Cy.25½″,43″&72″–48″ (*s*) 200lb 462NHP 3SB,*9cf*,GS192,HS7749 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 0 s 2 ″ 10½ 24 ″ 4½	
220 SVFF	D.F. E.S.D. 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing at bottom&at deck*			BS9.37 6,38	LMC9.36										
75474	**Hadleigh**	*ss*Bry.No.1–34 *ss*Cff.No.2–37 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)	5222 4819 3192	✠100A1 *withfreeboard* ~~2,38~~ ~~3,38~~	Bry	*a*†	CL 3,37	1930 1mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's*	AtlanticShipping &TradingCo.Ld. (W.J.Tatem.Ld. *Mgrs.*) *CellDBaf* 1387*t* *SA&CP*	406·3 | 56·0 | 26·9 418·6(O.L.) F33′ FK *uE134′f188′* *FPT139tAPT104t*	London British 6*BHCem* (*Coll to Sh dk* 5 ,, 2*nd*,,)	T.3Cy.26″,43″&73″–48″ (*s*) 200lb 527NHP 3SB,*9cf*,GS179,HS7569 FD Richardsons,Westgarth& Co.Ld.Sld.	29 ″ 5 s 3 ″ 9½ 25 ″ 10½	
161349 GLSY				BS4.38	LMC4.37										
75475	**Hadnot**	*Fitted for oil fuel*	6257					1919	Bethlehem S.B.Corp.Ld. Quincy,Mass	CitiesServiceOil Co.	416·9 | 56·2 | 31·0 P91′B38′F33′	New York Utd.States *WA*	T.3Cy.26½″,44″&74″–51″ 391NHP		R
219063 KOGP	*Mchy.Aft* D.F.	2 *Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	— 3845										BethlehemS.B.Corp.Ld.		
75476	**Hadrian** (*ex*Nyhavn-33)		1620					1919	Bergens Mek.Værks. Bergen	RederiA/S Hadrian(Hilmar Reksten, *Mgr.*)	244·6 | 37·7 | 15·8 P72*t*Q105*t*B120*t* H90*t*F31*t*	Bergen Norwegian *WA*	T.3Cy.18″,29″&49″–33″ 138NHP		N
LCUL	D.F.	1 *Dk*	1184 925										Bergens Mek Værks Bergen		
75477	**Hadsel** (P)	**Iron&Steel**	330					1892	Trondhjems M.V Trondheim	Vesteraalens Dampskibsselskab	129·2 | 20·7 | 15·7 H36*t*	Stkmrkns Norwegian	T.3Cy 12″,20″&32″–21″ 47NHP		
	LDQG	1 *Dk*&*Awng dk*	293 185										TrondhjemsMek.Verksted		
75478	**Haean** (*ex*KungYi,*ex*Hae an,*ex*Kungking)	**Iron**	1378					1873	A&J Inglis Glasgow	ChinaMerchants' Stm.Nav.Co.Ld.	244·0 | 33·0 | 18·2	Shanghai Chinese	T.3Cy.20″,32″&52″–39″ 169NHP		
Sunk to brick wharf Pootung River 10/37	XNCH	Wireless	2 *Dks*	869									Lees,Anderson&Co.,Gls.		
75479	**Hafnia**	*ss*Cpn.No 3–6,36	2031 1458	✠100A1 4,38	Cpn	*r*	CL 4,38	1924 2mo	Howaldtswerke Kiel *Lloyd's*	A/S Dampskibsselskabet D.F.K.(De forenede Kulimportører A/S, *Mgrs.*)	264·8 | 41·2 | 17·0 275·2(O.L.) P67′Q95′F30 FK *CellDB222′706t Deck Tanks 130t*	Copnhagn Danish 4*BHptCem*	T.3Cy.20 1/16″,32 1/16″&54 1/16″–37⅞″ 185lb (*s*) 220NHP 2SB,*6cf*,GS104,HS3660 Howaldtswerke,Kiel	19 ″ 9 s 5 ″ 4 18 ″ 5½	
OYYA	*Well deck* *Mchy.Aft*	1 *Dk*(*Stl*)	1159	BS4.38	LMC6.36								*FPT192tAPT24t*		
75480	—		1315					1920	Verschure &Co. Amsterdam	SkibsA/S William Hansens Rederi II. (WilliamHansen, *Mgr.*)	239·2 | 36·7 | 15·9 P25′Q60′	Bergen Norwegian	T.3Cy.17½″,28 9/16″&46 1/16″–36″ Verschure&Co's 127NHP Scheepswerf,Amsterdam		N
	LDQH	1 *Dk*	1140 739												
75481	**Hafthor**		1350					1921	TheNewE. &S.B.Wks. Shanghai	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kösterud&Co. *Mgrs.*)	243·0 | 37·0 | 15·0	Drammen Norwegian	T.3Cy.18½″,29″&49″–33″ 138NHP		N
	LDQI	1 *Dk*	1136 761										TheNewE.&S.B.Wks.Shi.		
75482	**Haga**	*ss*Hbg.No.3–3,31	*1296* *1157*	✠100A– 5,33 ~~3,38~~	Hbg		CG 2,38	1918 8mo	Sölvesb'rgs Skeppsvarf Sölvesborg	ErikBancksRederi	242·7 | 36·2 | 16·0 251·0(O.L.) P19′B59′F25′ FK *CellDB201′368tFPT*	Hlsngborg Swedish 4*BHCem* 46*tAPT40t*	T.3Cy.17½″,29″&48″–30″ (*s*) 200lb 159NHP 2SB.*4cf*,GS66,HS2624 SölvesborgsSkeppsvarf	18 ″ 6 s 2 ″ 2½ 16 ″ 5	
6032 SEQU		*ss*Hbg No 2–39 1 *Dk*(*Stl*) *Cargo battens not fitted*	*748*	~~BS5.37~~ 5,33	~~LMC5.35~~ 5.39										

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant et auparavant. Lettre d'Appropriement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où cotés, si ce n'est dans le L. R. Dernière Cote Hors Trade.
75483 219287 KOQC	**Hagan** *Mchy.Aft* Sub.Sig.	*Fitted for oil fuel* *Carrying oil in bulk* 2*Dks* *Longitudinal framing*	6401 — 3941					1919	Bethlehem S.B.Corp.Ld. Quincy,Mass.	PacoTankers,Inc. Pennsylvania Shipping Co.*Mgrs*)	416·9|56·2|31·0 P92'B39'F33'			Wilmgton (Del.) Utd.States *WB*	T.3Cy.26½",44"&74"–51" 391NHP BethlehemS.B.Corp.Ld. Quincy,Mass.		R
75484 134250 VGRP	**Hagarty** (*ex*J.H.G.Hagarty) *Mchy.Aft* D.F. GyC. 1*Dk*		7462 7078 5704					1914	Collingwd S.B.Co.Ld. Collingwood	CanadaS.S.Lines, Ld.	536·0|58·3|27·3 F47'			Toronto British *WB*	T.3Cy.24",40"&66"–42" 282NHP CollingwoodS.B.CoLdOnt		R
75485 DHJU	**Hagen** D.F. 2*Dks*		5988 5520 3685					1921	Vulcan-Werke Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	450·0|58·3|26·8 P&B371'			Hamburg German	T.3Cy.31½",52½"&84"–59½" & 1 LPTurbine 831NHP Vulcan-Werke,Hamburg		G
75486 5888 SEQW	**Hagfors** (*ex*Uddeholm) *Mchy.Aft*	*Cruiser Stern* 1*Dk*	654 507 334					1917	Eriksbergs M.V.Aktieb. Gothenburg	UddeholmsAktieb. (FritiofOlsson, *Mgr.*)	180·5|28·9|11·6 P57'F22'			Uddeholm Swedish *WB*	T3Cy.14⅞",22⅞"&36⅝"–24" 65NHP Eriksberg M.V.Aktieb.Got		V
75487 219418 KOQD	**Hagood** *Mchy.Aft* D.F.	*Fitted for oil fuel* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	6866 — 4221					1919	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	CitiesServiceOil Co.	435·6|56·2|31·7 P122'B50'F45'			NewYork Utd.States *WB*	T.3Cy.27",47⅞"&78"–48" 422NHP BethlehemS.B.Corp.Ld.		R
75488 145563 MLGJ	**Hague** (*ex*StadUtrecht) 1*Dk*		974 773 574					1919	N.V.Ysei-werf Kampen	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	217·3|32·6|13·7 Q&B120'F29'			Leith British *WB*	T.3Cy.14",23"&38"–27" N.V.Maschinef 75RHP "Utrecht,"Utrecht		G
75489 26273 JHXD	**Hague Maru** *ss*Osa.No.3–12,31 *ss*Osa.No.1–36 2*Dks*(*Stl*)		5642 5149 3452	✠100A1 2,39~~1,38~~ ✠LMC ~~6,38~~ 6,39 *Fitted for oil fuel* 1,0,23 *F.P.*	Osa	*z*	CL ~~12,35~~ 2,39	1920 2mo	Osaka Iron Works,Ld. Innoshima A&CP	OsakaSyosenK.K. *CellDB358'980t above* 150° F.	407·2|50·8|32·5 P40'B137'F46' FK *DTa27'767t FPT106t APT26t*			Osaka Japanese 7*BHCem*	T.3Cy.26½",44½"&74½"–51" 200lb (*s*) 559NHP 3SB,9*cf*,GS183,HS7988 FD OsakaIronWorks,Ld.	32 " 7 s 6 " 10 26 " 1	
75490 33611 JROB	**Haguro Maru** *ss*Kob.No.2–37 1*Dk*(*Stl*)		3353 3071 2048	✠100A1 ~~6,38~~ 3,37 ~~3,38~~ ✠LMC ~~6,38~~ 6,36	Kob Tama	*v*	CL 2,36	1928 10mo	Yokohama DockCo.Ld. Yokohama *Lloyd's*A&CP	ItayaSyosenK.K. *IntermediateBH in after CellD*	340·0|49·0|25·7 P32'B112'F35' FK *hold dispensed with B287' 748t FPT61t*	Fuchu Japanese 5*BHCem*	T.3Cy.23",38"&64"–64" (*s*) 200lb 392NHP 2SB,6*cf*,GS124,HS5530 FD YokohamaDockCo.Ld.	25 " 9 s 4 " 3 21 " 8½	
75491 220242 KUZC	**Hahira** *Mchy.Aft* GyC.	*Fitted for oil fuel* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	6855 — 4234					1920	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	AtlanticRefining Co.	435·5|56·2|33·5 P122'B50'F45'			Philadlphia Utd.States	*APT141t* T.3Cy.27",47¼"&78"–48" 421NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
75492 Now "Wo Sang," *see No. 90609 in Supplement* E.S.D. D.F.	**Hai Chen** (P) *ss*H.Kg.No.1–38 2*Dks*		3406 2715 2060	✠100A1 *withfreeboard* ~~6,38~~ 6,37 ~~6,38~~ M ~~6,39~~ ~~6,36~~	Shi HKg		CL ~~8,36~~ 6,38	1934 10mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's*A&CP	ChinaMerchants' Stm.Nav.Co.Ld. *CellDB275'575t*	329·3|47·2|23·2 P35'B125'F45' FK *tDTa23'435t FPT*	Shanghai Chinese 6*BHptCem*	T.3Cy.22",36"&60"–42" (*s*) 200lb *100lb* FD 388NHP 2SB(Spt)6*cf*,GS138,HS6042	25 " 0 s 7 " 8 17 " 6¾	
75493 XNDQ	**Hai Chow** (*ex*Lerke,*ex*DinaLea, *ex*Vitalia) Wireless 1*Dk*		1471 — 888					1906	Fredrkstad Mek.Værks. Fredrikstad	ChinaUnitedNav. Co.Ld.(N.Tsu, *Mgr.*)	230·3|36·1|14·4 15·7 P24*t*H84*t*F34*t*			Shanghai Chinese *WB*	42*tAPT43t* T.3Cy.16½",27"&44"–32" 109NHP FredrikstadM.V.Frdstad.		
75494 Now "E. Sang," *see No. 87919 in Supplement* D.F. E.S.D.	**Hai Heng** (P) *ss*HKg No.1–38 2*Dks*		3415 2715 2065	✠100A1 *withfreeboard* 6,38 ✠LMC6,36	Shi HKg		CL 6,38	1934 9mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's*A&CP	ChinaMerchants' Stm.Nav.Co.Ld. *CellDB275'575t*	329·3|47·2|23·2 P35'B125'F45' FK *DTa23'435t FPT42t*	Shanghai Chinese 6*BHptCem*	T.3Cy.22",36"&60"–42" (*s*) 200lb *100lb* FD 388NHP 2SB(Spt)6*cf*,GS138,HS6042	25 " 0 s 7 " 8 17 " 6¾	
75495 LDMW	**Hai Hing** (P) *ss*H.Kg.No.2–37 1*Dk*(*Stl*–ws)2*nd dk in holds* *Cruiser Stern*	TwinSc *OilEng.*	2561 1721 1445	✠100A1 1,39~~1,38~~ ✠LMC CS1,~~38~~ 1,39	HKg	*s*	OG SN1,38 P1,38	1929 10mo	Götaverken A/B Gothenburg *Lloyd's*A&CP	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co.*Mgrs.*) *CellD*	287·2|45·1|17·0 P32'B166'F31' FK *B230'607t FPT20t APT63t*	Drammen Norwegian 5*BHptCem*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP GötaverkenA/B,Got.	20 " 3	
75496 Sub.Sig.	**Hai Hsiang** (*ex*Bestik–34, *ex*LakeTulare) 1*Dk*		2049 — 1185			...		1918	Superior S.B.Co. Superior,Wis.	ChinaMerchants' Stm.Nav.Co.Ld.	251·6|43·6|18·2 P25'B64'F23' FK			Shanghai Chinese *WB*	T.3Cy.20",33"&54"–40" 274NHP DetroitS.B.Co.Detroit	20 " 3	
75497 Sub.Sig.	**Hai Jui** (*ex*Bestum–34,*ex*Lake Lillian) 1*Dk*		2049 — 1185			...		1918	American S.B.Co. Cleveland,O.	ChinaMerchants' Stm.Nav.Co.Ld.	251·2|43·6|18·3 P25'B64'F23' FK			Shanghai Chinese *WB*	T.3Cy.20",33"&54"–40" 274NHP AmericanSBCoClevelnd,O	20 " 2	
75498 153708 MLDC	**Hai Kwang** Wireless *Mchy.Aft*	TwinSc *OilEng.* *ss*Shi.No.2–34 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	907 828 498	✠100A1 *Awng dk* *withfreeboard* 7,37 LMC3,~~37~~ DB87,37 LMC (MDC)	Shi	*k*	OG P6,36 S7,37	1926 8mo	NewEng.& S.B.Wrks.Ld. Shanghai *Lloyd's*A&CP	AsiaticPetroleum Co.(NorthChina) Ld. *CellDB12'11tF*	190·0|32·0|16·7 FK *PT28tAPT30t*	Shanghai British 13*BHptCem* 3 „ *toAw dk*	Oil Engines 2S.C.SA 8Cy.16¾"–18½" 383NHP *DB160lb* Ruston&Hornsby,Lincoln	17 " 7 s 5 " 8½ 12 " 0½	
75499 LIVC D.F.	**Hai Lee** (P) *ss*H.Kg.No.1–38 2*Dks*,3*rd dk in Nos.*1&2*holds* *Cruiser Stern*	TwinSc *OilEng.*	3616 3157 2160	*Carrying Petroleum in bulk* ✠100A1 *withfreeboard* 11,~~38~~ ~~12,37~~ ✠LMC ~~S12,~~ 11,38	HKg	*v*	CL ~~11,36~~ P12,37 S1,~~38~~	1934 7mo	A/S Akers Mek.Værks. Oslo *Lloyd's*A&CP	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co.*Mgrs.*) *CellDB including*	337·7|49·0|26·1 349·5(O.L.) F38' FK *wing tanks in way 255'757t centre tanks*	Drammen Norwegian 6*BH* *of tunnels*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP A/SAkersMek.Værks.Oslo *s in way of t tunnels*112*t FPT*55*t APT*90*t*	29 " 0 s 6 " 9 22 " 6½	
75500 Now "Ming Sang," *see No. 89107 in Supplement* E.S.D. D.F.	**Hai Li** (P) *ss*H.Kg.No.1–38 2*Dks*		3395 ~~3214~~ 2055	✠100A1 *withfreeboard* 7,37 ✠LMC10	Shi		CL ~~7,07~~ 11,38	1934 10mo	Swan, Hunter&Wigham Richardson, Ld Newcastle *Lloyd's*A&CP	ChinaMerchants' Stm.Nav.Co.Ld. *CellDB275'575t*	328·7|47·2|23·2 P35'B126'F44' FK *DTa23'435t FPT4*	Shanghai Chinese 6*BHptCem* 2*tAPT43t*	T.3Cy.22",36"&60"–42" (*s*) 200lb *100lb* FD 388NHP 2SB(Spt)6*cf*,GS138,HS5927 Swan,Hunter&Wigham Richardson,Ld.Nwc.	25 " 0 s 7 " 8 17 " 6¾	
75501 XNDA	**Hai Shun** (*ex*TakasagoMaru, *ex*Vostok,*ex*Tai-Yick) 1*Dk*&*Spar dk*2*trB*		1744 — 1018					1897	Akt.Ges. "Neptun" Rostock	HaichangSteam-shipCo.Ld.	259·7|34·8|20·8 F35' *WB*	Shanghai Chinese	T.3Cy.21",35½"&55⅜"–36¾" 187NHP A.G."Neptun,"Rostock		

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned. Equipment. Letter.	* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught.	15 Registers finally closed. If not in L.R. Date of Port of Final Clear.
75502 Hai Yu (*ex*Kelsomoor–37, *ex*Kelsomead, *ex*Kelsomoor)	*ss*Npt.No.3–1,27 *ss*Bly.No.2–35	3174 2986 1962	✠100A1 6,37 BS3.37 ✠LMC2,35	Shi	*u*	CL 3,37	1914 1mo	J.Blumer& Co. Sunderland	YihZeuFong& SungWenKuei (YihZeuFong, *Mgr.*) *Cell DBa*	331·2 / 47·7 / 22·5 P27'B95'F29' FK 112'*u* E24'*f* 136'830*t*			Shanghai Chinese	T.3Cy.24″,39″&65″–42″ (*s*) 180lb NDB30 ~~100lb~~ 291NHP 2SB,*6cf*,GS111,HS4400 N.E.MarineEng.Co.Ld.Sld	24 ″ 6 s 3 ″ 8½ 21 ″ 0	
75503 Hai Yuan (P)		3363 2714 2078	✠100A1 *with freeboard* 7,37 ✠LMC9,34	Hkg		CL 6,37	1934 9mo	Swan,Hunter& Wigham Richardson. LdNewcastle	ChinaMerchants' SteamNav.Co.Ld. *Cell DB275'575t D*	328·7 / 47·2 / 23·2 343·0(O.L.) P35'B126'F44' FK *Ta* 23'435*t FPT* 42(6)			Shanghai Chinese	T.3Cy.22″,36″&60″–42″ (*s*) 200lb *100lb* FD 383NHP 2SB(Spt)*6cf*,GS138,HS5927 Swan,Hunter&Wigham Richardson,Ld.Nwc.	25 ″ 0 s 7 ″ 8 17 ″ 6¾	
75504 Hai Yun (*ex*HungYuen–35, *ex*Daphne–35, *ex*Seawall)	*ss*Shl.No.3–4,35 1*Dk*(*pt Irn pt Stl*)	3077 — 1871	✠100A1 4,37 BS4,37 ✠LMC4,35	Shi	*u*	CL 4,37	1910 5mo	Richardsn, Duck&Co. Stockton	ChinaMerchants' SteamNav.Co.Ld. *Cell DBa*	325·1 / 47·0 / 22·5 P27'B173'F31' FK 112'*u* E24'*f* 140'703*t*			Shanghai Chinese	T.3Cy.23½″,39″&64″–42″ (*s*) 180lb 278NHP 2SB,*6cf*,GS118,HS4142 Blair&Co.Ld.Stockton	24 ″ 10 s 3 ″ 2½ 21 ″ 10½	
75505 Haichang (*ex*GouverneurGénéral MauriceLong,*ex*Speelman)	2*Dks*&*Shade dk*	955 — 524					1890	Koninklijke Fabriek Amsterdam	HaichangS.S.Co. Ld.	219·8 / 31·3 / 15·6			Shanghai Chinese	T.3Cy.17″,26″&43″–39″ 115NHP KoninklijkeFabriek,Ams.		
75506 Haiching (P) 107029 VPFJ	1*Dk*&*Spar dk*3*tr B*	2183 1893 1321				…	1898	DJ.Dunlop &Co. Pt.Glasgow	DouglasS.S.Co.Ld.	280·9 / 38·2 / 16·9 P62'B70'F50' 23·9 BK8″			HongKong British *WB*	T.3Cy.22″,35″&57″–39″ 239NHP D.J.Dunlop&Co.P.Gl.	25 ″ 0	
75507 Haideri (*ex*Doros,*ex*Julianapark) 137040 VWBF	2*Dks*	1510 1324 912					1920	Bremer Vulkan Vegesack	EasternStm.Nav. Co.Ld.(*Man. Agents*,Shariff Hassum&Co.)	239·7 / 34·2 / 19·5 P12'B& F217'			Bombay British *WB*	T.3Cy.16⅜″,26⅜″&44″–29½″ 106NHP Bremer Vulkan, Vegesack		V
75508 Haig Rose 4Mst 143705 MKJZ	*ss*Goo.No.3–2,33 *ss*Nwc.No.1–37 1*Dk*(*Stl*)	1117 801 608	✠100A1 2,38 ~~12,37~~ MC5 BS5,38	Nwc Bly	*m*	CL ~~2,37~~	1920 12mo	J Fullerton &Co. Paisley	RichardHughes& Co.(Liverpool)Ld. *Cell DB*	220·2 / 34·2 / 13·1 Q108'B15'F28' FK *f* 136' 215*t FPT* 80'			Liverpool British *WB*	T.3Cy.16″,26″&44″–33″ (*s*) 180lb 96RHP 2SB,*4pf*,GS78,HS2550 W.Beardmore&Co.Ld.Gls	15 ″ 6 s 1 ″ 1 14 ″ 7¼	
75509 Hainaut (*ex*Marksburg) ONKA	*ss*Ant.No.3–12,36 1*Dk*(*Stl*)&*Spar dk*(*Stl–pt* ws) &*Web frames*	4312 4041 2661	✠100A1 *Spar dk* 8,38 ~~5,37~~ BS8,38 ~~✠LMC7,36~~	Ant	*y*	CL ~~6,36~~ 5,38	1905 2mo	Blohm& Voss Hamburg	Cie.RoyaleBelgo-Argentine (Arme-mentDeppe,*Mgrs.*) *Cell DBa* 122'*u*	387·1 / 51·7 / 24·6 403·9(O.L.) 25·0 P48'B116 F40' FK&BK2 E22'*f* 174'946*t FPT*			Antwerp Belgian *WB*	Q.4Cy.23″,31½″,48″&71″–48″ 213lb *120lb* (*s*) 447NHP 2SB,*6cf*,GS127,HS5842 FD Blohm& Voss,Hamburg	27 ″ 6 s 5 ″ 3 22 ″ 6¾	
75510 Haitan (P) (*ex*Silvia–35,*ex*Orel) 145944 VPJB D.F.	*ss*HKg.2ndNo.3–5,35 2*Dks*(*U–pt* teak s&*pt* ws) &*lower dk*(*Stl*)	3554 3278 2225	✠100A1 *with freeboard* ~~5,37~~ BS~~5,37~~ 5,38 ✠MC5,35	HKg	*w*	CL 5,37	1909 8mo	F.Schichau Danzig	DouglasS.S.Co.Ld. *Cell DBa* 62'*u* E&B 104'*f* 108'43	336·7 / 45·3 / 29·6 347·0(O.L.) 30·1 FK			HongKong British	T.3Cy.27½″,46⅜″&76⅝″–47½″ 200lb (*s*) 644NHP 1SB,*12cf*,GS245,HS9900 FD F.Schichau,Elbing 1*t FPT* 85*t APT* 18*t*	32 ″ 6 s 11 ″ 10½ 21 ″ 0	
75511 Haiyang (P) 127001 VPGQ	1*Dk*&*Spar dk*(*Stl*–teak s)3*tr B*	2360 2033 1431	✠ 7,10 ✠	HKg	*t*		1908 9mo	D.J.Dun-lop&Co. PortGlasgow	DouglasS.S.Co.Ld. *WB*= *Cell DBa* 84'*u*	300·5 / 38·1 / 15·1 B71'F48' 22·6 FK&BK1½″ E20'*f* 124'390*t FPT*			HongKong British *WB*	T.3Cy.21½″,35″&57″–39″ 247NHP 2SB,*6cf*,GS120,HS4176 D.J.Dunlop&Co.Pt.Gls.	25 ″ 0	
75512 Hakefjord (*ex*Baltic) 7595 SERD	1*Dk*&*deep framing*	1072 902 595					1907	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Fjord (TorkelSanne, *Mgr.*)	231·2 / 32·2 / 14·6 P24'H34*t*			Gothenbrg Swedish *WB*	T.3Cy.16″,25½″&43″–30″ 101NHP LaxevaagsMsk&Jrns.Bgn	17 ″ 1	V
75513 Hakka Maru (P) 671 JQJG	*Mchy.Aft* 1*Dk*	1531 — 724					1937	Osaka Iron Works,Ld. Osaka	DairenKisenK.K.	246·5 / 39·0 / 18·0			Dairen Japanese	T.3Cy.17⅛″,28⅜″&47¼″–31½″ 125NHP OsakaIron Works,Osaka		
75514 Hakkaisan Maru 43358 JHGL	2*Dks* *Cruiser Stern*	3311 — 1903					1937	Harima S.B.&Eng. Co.Ld Harima	KaburagiKisen K.K.	318·5 / 45·9 / 24·6 P35'B81'F34'			Tokyo Japanese *WB*	T3Cy.20⅛″,33⅞″&55½″–39″ 190NHP HarimaS.B.&Eng.CoLdOh		C
75515 Hakodate Maru 26015 JMBD	*ss*Yka.No.3–2,31 *ss*Yka.No.2–39 ~~*ss*Yka.No.1–40~~ 2*Dks*(*Stl*)	5303 4826 3226	✠100A1 4,39 ~~12,37~~ ✠LMC~~5,36~~ 4,39	Yka	*z*	OG ~~5,36~~ 4,39	1919 9mo	Mitsubishi Zosen Kaisha, Ld. Kobe	NipponYusenK.K. *Cell D*	400·0 / 54·5 / 30·0 P38'B121'F40' FK *B* 350'996*t FPT* 132(6)			Tokyo Japanese *AP*	T.3Cy.26⅝″,43″&72″–48″(*s*) 180lb 510NHP 3SB,*9cf*,GS183,HS7618 FD MitsubishiZosenKaishaLd	30 ″ 0 s 5 ″ 6¾ 24 ″ 8	
75516 Hakone Maru (P) TwinSc 28453 JHGD	*ss*Yka.No.3–6,33 *ss*Yka.No.1–37 2*Dks*(*Stl U–ws*)3*rd dk*(*Stl*) *Ref.Mchy.* in *Nos.*1,3&4 *holds*	10420 8392 6307	✠100A1 10,36 ~~hulk~~ BS10,36 ~~✠LMC4,37~~ ✠Lloyd's RMC ~~3,36 hulk~~ *Fitted for carrying oil F.P.above* 150° F. in *Nos.*2,3&7 *double bottom tanks*	Yka	*f†*	CL ~~8,36~~ ~~hulk~~ 11,21	1921 11mo	Mitsubishi ZosenKaisha, Ld. Nagasaki	NipponYusenK.K. *Cell DB* 416'1877*t*	495·0 / 62·0 / 37·0 P94'B186'F56' FK *Lloyd's AS&CP* *Tanks at sides of tunnels* 6'90*t FPT* 168(8)			Tokyo Japanese *AP*	6 Steam Turbines DR geared to 2 Sc.Shafts (*s*) 200lb FD 1510NHP 7SB(Spt),*21cf*,GS448, HS18027 MitsubishiZosenKaishaLd.	37 ″ 0 s 8 ″ 4½ 29 ″ 2	
75517 Hakonesan Maru TwinSc 34431 JDUC	*ss*TamaNo.2–38 *Oil Eng.* ~~*ss*TamaNo.1–40~~ 2*Dks*(*Stl*)	6674 5922 4079	✠100A1 ~~6,38~~ ~~2,37~~ 12,38 5,38 ✠LMC CS~~5~~ ~~BS~~ 12,38 2,37~~5~~ ✠Lloyd's RMC *Carrying cargo oil F. P. above* 150° F. *in deep tanks*	Tama	*a†*	CL ~~2,37~~ 12,38	1929 6mo	MitsuiBus-sanKaisha,Ld Tama Dkyd.	MitsuiBussan Kaisha,Ld. *Cell DB* 373'1355*t*	437·6 / 56·5 / 33·0 P31'B121'F34' FK *Intermediate 'tween dk BH in fwd. hold dispensed with* *MTs* 33'1117*t Tanks in way of tunnels* 95*t FPT* 103*t APT* 184*t*			Kobe Japanese *pt Cem* 6 *BH to U dk* 1 „ 2nd „	Oil Engines 4S.C.SA 16Cy.24⅛″–43⅛″ 951NHP DB*100lb* MitsuiBussanKaisha,Ld	33 ″ 0 s 6 ″ 11½ 26 ″ 3½	
75518 Hakozaki Maru (P) TwinSc 28858 JHHD D.F.	*ss*Yka.No.3–9,34 *Ref.Mchy.* 2*Dks*(*Stl–ws*)&3*rd dk*(*Stl*) in *Nos.*1,3&4 *holds*	10413 8392 6310	✠100A1 2,38 BS1 ✠LMC3 ✠Lloyd's RMC 4, *Fitted for carrying oil* 6,22 *F. P. above* 150° F. *in*	Yka		CL 1,38	1922 6mo	Mitsubishi ZosenKaisha Ld. Nagasaki	NipponYusenK.K. *Cell D B* 416'1862*t*	495·0 / 62·0 / 37·0 P94'B186'F56' FK *Lloyd's AS&CP* *Tanks at sides of Tunnels* 6'90*t FPT* 168(8) *Nos.*2&7 *D.B. tanks*			Tokyo Japanese *AP*	6 Steam Turbines DR geared to 2 Sc. Shafts (*s*) 200lb FD 1590NHP 7SB(Spt),*21cf*,GS448, HS18157 MitsubishiZosenKaisha,Ld	37 ″ 0 s 8 ″ 4½ 29 ″ 2	
75519																

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel / Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Speciale. / Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où le navire est classé.
75520 3863 JOFA	**Hakuai Maru** ssYka.No.2-06 2Dks&Spar dk(Stl-teak s)	2615 2481 1252	✠ 11,06 ✠	Yka	t		1898 12mo	Lobnitz&Co.Ld. Renfrew WB	NipponGodoKosen K.K. = Cell DBa 90'uE	312·0|39·2|18·7 B8' 26·2 BK10' &B90'f88'468t FPT	Tokyo Japanese 5BHCem 20tAPT14t	T.3Cy.25",42"&67"-48" 374NHP 2DB,12cf,GS233,HS6300 Lobnitz&Co.Ld.Renfrew	29 " 6	
75521 34004 JCRC	**Hakubasan Maru** TwinSc OilEng. ssKob.No.2-37 Ref.Mchy. 2Dks(Stl) D.F. GyC.	6650 5922 4070	✠100A1 8,37 ✠LMC [illegible] DBS [illegible] ✠Lloyd's [illegible]	Kob Tam	u†	CL 6,36 9,38	1928 12mo	MitsuiBussanKaisha,Ld Tama Lloyd'sA&CP	MitsuiBussan Kaisha,Ld. Intermediate 'tween dk BH in fwd. hold dispensed with CellDB373'1355t	437·6|56·5|33·0 P31'B121'F34' FK MT30'1024t tanks in way of tunnels 95t FPT 103t APT 184t	Kobe Japanese ptCem (6BH to U dk 1 " 2nd ")	Oil Engines 4S.C.SA 16Cy.24 13/16"-43 5/16" 951NHP DB100lb Akt.Burmeistr&Wain,Cpn	33 " 0 s 7 " 0¾ 26 " 2	
75522 40871 JZKH	**Hakugin Maru** (exNavy Vessel) OilEng. 1Dk	316 — 174						....	KumagaiHachiro	126·9|25·1|12·0	Osaka Japanese	Oil Engines		
75523 29444 JDXD	**Hakusan Maru** Ⓟ TwinSc ssYka.No.3-9,36 Ref.Mchy. 2Dks(StlU-ws)3rd dk(Stl) D.F. GyC. inNos.1,3&4holds	10380 8390 6271	✠100A1 12,38 ~~2,36~~ ~~BS3,38~~ ✠LMC9,36 ✠Lloyd'sRMC3,38 Fitted for carrying oil F.P.above 150°F. in Nos2,3&7 D.B. tanks	Yka BS12,38	f†	CL ~~7,35~~ s1,37 P8,38 9,23	1923 9mo	Mitsubishi Zosen Kaisha. Ld. Nagasaki Lloyd'sA&CP Cell DB 416'1839t	NipponYusenK.K. Tanks at sides of tunnels 6'90t FPT 164t	495·0|62·0|37·0 P94'B186'F56' FK	Tokyo Japanese 9BHCem APT107t	6 Steam Turbines DR geared to 2 Sc.Shafts (s) 200lb FD 1607NHP 7SB(Spt),21cf,GS448, HS18027 MitsubishiZosenKaisha,Ld	37 " 0 s 8 " 4¼ 29 " 1½	
75524 27151 JYHA	— (exSapporoMaruNo.8) ssKob.No.1-24 1Dk(Stl)	2197 1863 1320	✠ 12,25 ✠	Yka	r		1920 5mo	UchidaSB.&Eng.Co. Yokohama	TomoyeGumi KabushikiKaisha CellD	270·0|39·0|23·9 P16'B65'F29' FK Ba227'423t FPT 70t	Hashidate Japanese 4BHCem APT89t	T.3Cy.19",31½"&52"-39" 216NHP 2SB,4cf,GS81,HS3019 FD UchidaS.B.&Eng.Co.Yka.	23 " 11	C †
75525 106 JLQG	**Hakushin Maru** Ⓟ Wireless 1Dk,2nd dk in No.2hold only Mchy.Aft Cruiser Stern	1482 1161 827			...		1914	MitsuBishi Dkyd&EWks Kobe	DairenKisenK.K.	253·9|38·3|15·0 P58'B15'F27' FK	Dairen Japanese WB	T.3Cy.16",26¼"&43"-30" 150NHP MitsuBishiD.&E.Wks Kol	17 " 8	
75526 20805 JBXD	**Hakusika Maru** TwinSc (exHakushika Maru-38) ssOsa.No.3-10,29 ssKob.No.2-37 2Dks(Stl)& Shelter dk(Stl-ws)	8151 7734 5037	✠100A1 Shelter dk withfreeboard 9,38 ~~10,37~~ ✠LMC10,37 BS9,38	Kob Smk	c†	CL ~~11,36~~ ~~S2,37~~ 8,38	1917 10mo	AsanoS.B.Co.Ld. Tsurumi A&CP	TatsuumaKisen K.K. CellDB	445·0|58·0|40·0 FK 389' 1318t FPT 82t	Nishino-miya Japanese 7BH APT32t	T.6Cy.22",36½"&61"-48" (s) 200lb 703NHP 4SB,12cf,GS233,HS9835 FD IshikawajmaSB&EC Tokyo	40 " 1 s12 " 0 28 " 7	
75527 20916	**Hakutetsu Maru No. 1** (exKounMaru) 1Dk	626 — 403					1917	Aizawa Iwakichi Osaka	HakatawanTetsudoKisenK.K.	179·1|25·0|15·7	Shiga-shima Japanese	T.3Cy.11⅛",18 1/16"&30"-24" 44NHP AizawaIwakichi,Osaka		
75528 17764	**Hakutetsu Maru No. 3** (exNagauraMaru) 1Dk	763 627 450					1915	MitsuBishi Dkyd&EWks Kobe	HakatawanTetsudoKisenK.K.	182·0|32·0|15·5 P12'Q47'B49'F15'	Hashidate Japanese WB	T.3Cy.12",20"&33"-24" 53NHP MitsuBishiD.&E.Wks.Kob		
75529 38850 JEBJ	**Hakutetsu Maru No. 5** Mchy.Aft 1Dk	800 — 435					1933	Namura ZosenK.K. Osaka	HakatawanTetsudoKisenK.K.	190·0|29·0|17·0 P63'B11'F23'	Shikajima Japanese	T.3Cy.13½",22¾"&37½"-27" 73NHP NagaokaIrnWks.Nagaoka		
75530 41804 JMFK	**Hakutetsu Maru No. 7** Mchy.Aft 1Dk	1018 790 540					1936	Namura Zosensho Osaka	HakatawanTetsudoKisenK.K.	206·0|31·0|18·0 P61'B18'F28'	Hakata Japanese WB	T.3Cy.14½",24½"&40"-30" 88NHP NamuraZosensho,Osaka		
75531 41985 JIXK	**Hakuun Maru No. 2** 1Dk	859 — 514					1936	Sanoyasu DockGoshi Kaisha Osaka	HakatawanUnyu K.K.	200·0|30·0|17·2	Japanese	T.3Cy.14 13/16",23 3/16"&38⅜"-28½" 79NHP Emade—refitted36		
75532 35354 JFCC	**Hakuyo Maru** Ⓟ TwinSc OilEng Ref.Mchy. Wireless Sub.Sig. 2Dks4trB	1327 979 620					1929	Kawasaki Dkyd.Co.Ld. Kobe	Govt.ofJapan (Dept.ofAgriculture&Forestry)	225·0|36·0|20·0 P139'F44'	Tokyo Japanese WB	Oil Engines 4S.C.SA 12Cy.16 9/16"-25 3/16" 320NHP KobeSeikoK.K.Kobe		
75533 31281 IDVE	**Halaban Maru** (exHalaban) ssSng.No 3-3,16 ssSng.No.2-19 Mchy.Aft 1Dk(Stl)&pt Shadedk(ptStl) Carrying Petroleum in bulk Fitted for oil fuel	682 424 458	✠ 12,21 ✠	Sng	h	CL 11,20	1897 8mo	Rijkee&Co Rotterdam	MiyakoKisenK.K.	185·5|25·9|10·3 F20' ptShadedk150' FK	Yokohama Japanese 11BHCem FPT40t	T.3Cy 12½",20"&33⅜-21" 64NHP 1SB,2cf,GS28,HS1115 Maatschappij deMaas,Rot	11 " 0	
75534 1436 VPBC	**Haldis** Ⓟ 1Dk&Spardk& deep framing	1819 1577 1144			...		1902	J.Priestman&Co. Sunderland	WingHingS.S.Co. Ld.	265·0|37·0|12·2 B66'F24' 19·8 FK	HongKong British WB	T.3Cy.20½",33"&56"-36" 189NHP G.Clark,Ld.Sunderland	22 " 0	
75535 222695 KJLX	**Haleakala** Ⓟ Fitted for oil fuel 2Dks	3679 — 1546					1923	SunS.B. Co. Chester,Pa.	Inter-IslandStm. Nav.Co.Ld.	345·2|46·2|27·0 F92'	Honolulu Utd.States WB	T.4Cy.30",52"&(2)65"-54" 620NHP SunS.B.Co.Chester,Pa.		R
75536 OYEG	**Halfdan** ssCpn.No.3-3,32 ssEls.No.1-37 1Dk(Stl)&2ndDk(Stl)in holds	1448 1151 854	✠100A1 8,38 ~~7,37~~ ✠LMC7,37 BS [illegible]	Els Cpn		OG ~~6,36~~ 8,38	1919 1mo	Kockums M.V.Aktieb. Malmö Lloyd'sA&CP	DetForenede DampskibsSelskab	235·6|37·7|16·3 244·6(O.L.) P17'B63'F35' FK CellDB196'364t FPT	Middelfart Danish 4BHCem 44tAPT59t	T.3Cy.18⅝"28¾"&48 13/16"-31½" 185lb (s) 157NHP 2SB,4cf,GS64,HS2546 KockumsM.V.Akt.Malmö	18 " 7 s 1 " 7½ 17 " 2	
75537 1840 IBVP	**Haliotis** TwinSc OilEng D.F. ssGen.No.1-35 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at top of trunk	2093 1391 1081	✠100A1 ~~9,37~~ 1,39 ✠LMC CS7,35 DBS1,376,38 Carrying Petroleum in bulk	Gen 1,37	r	CL ~~1,36~~ 1,39	1931 5mo	N.V.Wrf. v.Rijkee&Co. Rotterdam Lloyd'sA&CP	"Nafta"Soc.Italiana pelPetrolio edAffini(Soc.Anon diNav."Haliotis," Mgrs.)	271·9|48·0|15·0 260·4 P31'F47' FK Trunk129' CellDBuE48'81t FPT	Genoa Italian 9BHptCem 27tAPT107t	Oil Engines 4S.C.SA 12Cy.15¾"-31½" 286NHP DB150lb Werkspoor,Amsterdam	14 " 9 s " 7 14 " 3½	
75538 143626 GCKX	**Halizones** ssMdb.No.3-4,32 D.F. ssGls.No.1-37 2Dks(Stl)	5298 4787 3137	✠100A1 ~~7,38~~ ~~11,37~~ 3,39 ✠LMC MS2,37 BS 12,38	Grk	y	CL ~~3,35~~ ~~7,38~~	1920 4mo	Ayrshire Dkyd.Co.Ld. Irvine Lloyd'sA&CP	Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)Ld Mgrs) CellD	400·7|52·2|28·5 412·5(O.L.) P49'B113'F39' FK B340'1134t FPT 128t	Liverpool British 7BHCem APT200t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Dunsmuir&JacksonLdGls	31 " 0 s 5 " 11½ 25 " 3½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Build of Trade Cert.
75539 143270 MKLZ	**Halladale** (*ex*Broswall-34, *ex*Mary Aiston II) *ss*Dub.No.3-5,33 *ss*Shl.No.1-37 1 *Dk* *Well deck* *Mchy.Aft* *Cargo battens not fitted*	K 312 211 128	✠100A1 Shl 6,38 9.37 Abn LMC BS5,37 S9,37		CL N9,37	1921 1mo	Crabtree& Co.Ld. Gt. Yarmouth	G. Cooper & Co. Ld. South Wold Sand & Gravel Co. Ld. (R.A.Bevan, *Mgr.*)	130·0 / 23·2 / 9·5 *24·3* Q51′B9′F16′	FK *FPT*	Swansea Liverpool British *3 BHCem* *2 IC APT 28 t*	C.2Cy.16″&33″–22″ (*s*) 130lb 45 RHP 1SB,*2pf*,GS37,HS1183 Crabtree&Co.Ld.Gt.Yar	10 ″ 6 *s* ″9½ 9 ″ 10	
75540 OYEI	**Halland** 1 *Dk*	1264 971 727				1923	Howaldtswerke Kiel	A/S Det Dansk-Franske Dampsks. (A.N.Petersen & E.Hahn-Petersen *Mgrs*)	238·0 / 37·2 / 13·7 P23′Q90′B100′F30′			Copnhagn Danish *WB*	T.3Cy.16$\frac{9}{16}$″,26$\frac{1}{16}$″&43$\frac{3}{16}$″–29½″ 102NHP Howaldtswerke,Kiel		G
75541 3062 SERG	— Ⓟ (*ex*Vestkusten) 1 *Dk*	599 346 318				1897	Lindholmens V.A. Gothenburg	Hallands Ångbåts A/B (Harry Trapp, *Mgr.*)	174·6 / 25·9 / 10·9 P104′H44 *t* F16′ len27			Gothenbrg Swedish	T.3Cy.14½″,23½″&39″–27″ 79NHP N.E.Marine Eng Co Ld Nwc		V
75542 LFWA	**Hallanger** Twin Sc *Oil Eng.* *Mchy.Aft* D.F. 2 *Dks* *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	9551 8842 5714				1928	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen & Co.A/S	474·4 / 64·5 / 36·5 P513′H182 *t* F14 *t*			Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.26$\frac{3}{8}$″–47½″ 806NHP Werkspoor,Amsterdam		N
75543 7538 SEON	**Hallaren** *Oil Eng* *ss*Got.No.2-37 D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) *Strengthened for Navigation in Ice* *Cruiser Stern*	2749 2338 1462	✠100A1 Hfs *c* *with freeboard* Lkr ~~Type~~ 3.38 1,39 LMC CS10,37 BS7,37 ~~7,38~~ ~~10,37~~ 6,37		CL 10,37	1929 6mo	Eriksbergs M.V.Aktieb. Gothenburg	Rederiaktieb. Transatlantic (G. Carlsson, *Mgr.*)	337·1 / 45·7 / 20·3 *Cell D B* 280′842 *t*	FK *FPT* 131 *t* *APT* 155 *t*	Gothenbrg Swedish *6 BHpt Cem* *Coll to Sh dk* DB 80 *lb* 5 „ 2nd „	Oil Engines 4S.C.SA 6Cy.24$\frac{1}{8}$″–51$\frac{9}{16}$″ 355NHP Eriksberg M.V.Aktieb.Got	22 ″ 11 *s* 1 ″ 7½ 21 ″ 5½	
75544 LCYB	**Hallbjörg** (*ex*Thuhang-36, *ex*Canadian Voyageur) 1 *Dk*	2850 2539 1701			...	1919	Canadian Vickers,Ld Montreal	Skibs A/S Hallbjörg (P.Kleppe, *Mgr.*)	320·0 / 44·3 / 22·5 P43′B96′F36′	FK	Oslo Norwegian *WB*	T.3Cy.25″41″&67″–45″ 375NHP Goldie& McCulloch Co.Ld.Galt.Ont.	25 ″ 0	N †
75545 LEAD	**Halldor** 1 *Dk*	1515 1285 840				1925	F.Schichau Elbing	Bruusgaard Kiösterud Skibs-A/S (Bruusgaard Kiösterud&Co., *Mgrs.*)	261·7 / 40·1 / 15·6 P61 *t* H101 *t* F36 *t*			Drammen Norwegian *WB*	T3Cy18$\frac{9}{16}$″,31$\frac{15}{16}$″&51$\frac{1}{8}$″–29½″ 141NHP F.Schichau,Elbing		N
75546 DHJX	**Halle** *ss*Ham.No.2-29 2 *Dks*(*Stl*) 3 *rd dk in No.1 hold* *Well deck* D.F.	5889 5389 3592	✠ ... Ham 9,33			1921 9mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham-Amr.Linie) *Cell*	449·4 / 58·2 / 26·8 P&B366′F59′ *B* 388′1560 *t* *FPT* 660	FK	Hamburg German *8 BHAsp* *APT* 11 *t*	4SteamTurbinesSR geared to 1 Sc. Shaft 882NHP 1SB,*12cf*,GS268,HS12272 Blohm& Voss,Hamburg	29 ″ 6	G †
75547 LDMS	**Hallingdal** *Oil Eng.* D.F. 1 *Dk*	3180 2747 1930				1929	Akt.Burmeistr & Wain Copenhagen	A/S Vesterhav (Boe&Pedersen, *Mgrs.*)	326·5 / 50·0 / 21·0 P25′B155′F27′			Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy 21$\frac{5}{8}$″–59$\frac{1}{16}$″ 258NHP Akt.Burmeistr& Wain,Cpn		N
75548 7907 SKRD	**Halmstad** (*ex*Spigerborg-33, *ex*Henrik Bjelke) 1 *Dk*	1546 1166 909				1907	Howaldtswerke Kiel	Rederi A/B Halmstad (C.O.Johansson)	238·8 / 36·3 / 16·8 P13′Q73′B105′F29		Halmstad Swedish *WB*	T3Cy 16$\frac{3}{4}$″,29$\frac{15}{16}$″&42$\frac{5}{8}$″–29½″ 96NHP Howaldtswerke,Kiel		V
75549 DHJY	— 1 *Dk*	814 625 471				1909	Akt.Ges. "Neptun" Rostock	Bissmark Linie G.m.b.H.	216·1 / 30·6 / 12·0 P13′Q62′B52′F23′		Hamburg German *WB*	T.3Cy.16$\frac{3}{8}$″,25$\frac{5}{8}$″&41$\frac{3}{8}$″–29½″ 95NHP A.G."Neptun,"Rostock		G
75550 220521 KDCP	**Halo** D.F. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing* 2 *Dks*	6986 — 4301				1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Citics Service Oil Co.	435·0 / 56·0 / 32·0 P123′B50′F33′		New York Utd. States *WB*	T.3Cy.27″,47″&78″–48″ 421NHP Bethlehem S.B.Corp.Ld. S.Francisco		R
75551 143426 GCLX	— *ss*Sld.No.3-7,32 *ss*Shl.No.1-37 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2365 1780 1348	✠100A1 Sld *s* 8,38 ~~1,38~~ Shl LMC 8,37 BS3,33		CL 7,37	1919 9mo	Dublin Dkyd.Co.Ld. Dublin	Gas Light & Coke Co. (Stephenson Clarke & Associated Companies Ld. *Mgrs.*) *Cell I*	284·4 / 41·9 / 19·0 297·9 (O.L.) *Pon* Q28′Q98′B66′ F31′ *B* 228′576 *t* *FPT* 102 *t*	FK	London British *6 BHCem* *APT* 234 *t*	T.3Cy.19″,32″&52″–36″ (*s*) 180lb 162NHP 2SB,*6cf*,GS98,HS2960 J.G.Kincaid&Co.Ld.Grk.	21 ″ 3 *s* 2 ″ 1½ 19 ″ 3	
75552 LCNE	**Halse** (*ex*Quernstad, *ex*Signe) 1 *Dk*	2136 1934 1317			...	1910	Sunderland S.B.Co.Ld. Sunderland	J.Ö.Bugge	290·1 / 42·1 / 19·3 P57 *t* H73 *t* F28 *t*	FK	Mandal Norwegian *WB*	T.3Cy.22″,36″&59″–39″ 232NHP N.E.Marine Eng.Co.Ld.Sld	21 ″ 6	N †
75553 220585 KDDR	**Halsey** *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing* 2 *Dks*	7088 — 4389				1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Malston Co.Inc. (C.D.Mallory&Co. Inc. *Mgrs.*)	435·0 / 56·0 / 32·0 P128 B50′F33		Wilmgton (Del.) Utd.States *WB*	T.3Cy.27″,47″&78″–48″ 421NHP Bethlehem S.B.Corp.Ld. S.Francisco		R
75554 5369 SEXM	**Hälsingborg** Ⓟ Wireless 1 *Dk*	669 471 234				1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	Svenska Rederiaktieb. Oresund (E.Hain, *Mgr.*)	195·1 / 33·0 / 12·7 B69′H194 *t* F28		Malmö Swedish	T.3Cy.16½″,27″&44″–30″ 106NHP Kjbnhavns Flydk.&Skbsv.		G
75555 ~~147364~~ CMDN	**Halstead** (*ex*Jonathan C.Holt-37) *ss*Liv.No.2-38 D.F. 2 *Dks*(*Stl*-*Weather dk*-teak s)	2921 2630 1794	✠100A1 Liv *with freeboard* 12,37 ✠LMC MS12,33 BS7,37		CL 10,36	1926 3mo	Smith's Dock Co.Ld. Middlesbro'	~~John Holt & Co. Liverpool Ltd.~~	310·0 / 44·6 / 24·3 F29′	FK	Chilian *Cem* *6 BH to Wdk*	T.3Cy.21½″,35″&59″–39″ (*s*) 180lb *100lb* 256NHP 2SB(Spt)*6cf*,GS111,HS4233 Smith's Dock Co.Ld.Mdb.	26 ″ 4 *s* 6 ″ 6½ 20 ″ 2½	
75556 135598 MFGD	**Halton** (*ex*Heimat) 3 Mst *Mchy.Aft* 1 *Dk*	460 317 191				1914	Montrose S.B.Co. Montrose	Overton S.S.Co.Ld. (R.Clark, *Mgr.*)	150·0 / 25·2 / 10·9 Q85′B8′F26′		Liverpool British *WB*	T.3Cy.13″,22″&36″–24″ 80RHP Lidgerwood,Ld.Glasgow		C
75557 7621 SERK	**Halvard Bratt** (*ex*Maj)	1023 833 530				1921	F.Schichau Elbing	Ångfartygs A/B Adolf (A.Bratt& Co. *Mgrs.*)	224·3 / 33·6 / 13·5		Gothenbrg Swedish	T.3Cy.15″,24$\frac{3}{4}$″&38$\frac{3}{8}$″–25$\frac{1}{2}$″ 72NHP F.Schichau,Elbing		G
75558 LEAE	**Halvdan** 1 *Dk*	1350 1136 761				1920	New Eng.& S.B.Works Shanghai	Bruusgaard Kiösterud Skibs-A/S (Bruusgaard Kiösterud&Co., *Mgrs.*)	242·6 / 37·1 / 15·0 B52′F23′		Drammen Norwegian	T.3Cy.17½″,28½″&48″–33″ 132NHP New Eng.&S.B. Works,Shanghai		N

Now "Glen Spray," *see No. 87605 in Supplement*

Now "Caphapoal," *see No. 87532 in Supplement*

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné ou maintenu après Levée d'Arbre.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté, et ce n'est dans le L. R. Durée Cert. Ho. Fr. Inde.
75559 218545 KILL	**Hamakua** (*ex*Olympia-37,*ex*City of Spokane) D.F. 2 *Dks* *Fitted for oil fuel* *Longitudinal framing*		6406 5662 4774					1919	Skinner& Eddy Corp. Seattle, Wash	Matson Navigation Co.	401·7 | 54·8 | 32·1 P48′F43′			S.Frncisco Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven,Owens&Rentschler Co. Hamilton,O.		R
75560 8220 SKXN	**Hamal** Wireless *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* *Rudder electrically welded* *Strengthened for navigation in ice*		978 714 444	✠100A1 Ham *l* ~~9,26~~12,273,39 ~~Mno~~ ~~✠LMC~~ *Carrying Petroleum in bulk*			CL	1937 12mo	Deutsche Werft A.G Bet Reihstgwrft Hamburg *Lloyd's SA&CP*	Trelleborgs Ångf. Nya Aktieb. (J.Malmros, *Mgr.*) *Cell D Bu E 22′ 20t F P T*	205·0 | 32·3 | 15·1 209·8 (O.L.) P54′F29′ FK *Trunk* 116′ 39t *A P T* 43t		Trelleborg Swedish 1 *B Hpt Cem* *Cell*	Oil Engines 4S.C.SA 6Cy.15⅞″–26⅜″ 144NHP DB *142lb* Fr.Krupp Germaniawft A.G Kiel	15 ″ 0 s 1 ″ 2½ 13 ″ 11½	
75561 DHJZ	**Hamburg** Ⓟ Twin Sc *Ref. Mchy.* *Fitted for oil fuel* D.F. G.C. Sub.Sig. 5 *Dks* *Cruiser Stern* E.S.D. *Corrugated Sides*		22117 17687 12109					1926	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	645·6 | 72·4 | 42·1 F78′ 79·0 len33			Hamburg German *WB*	8 Steam Turbines SR geared to 2 Sc. Shafts NE&B29 Blohm& Voss, Hamburg		G
75562 27468 JHRD	**Hamburg Maru** *ss* Osa. No. 3–8, 32 *ss* Osa. No. 1–36 2 *Dks* (*Stl*)		5220 4774 3159	✠100A1 Osa *z* 1,~~2~~10,37 ~~1,39~~ ~~✠LMC~~ *Fitted for oil fuel* 12,20			CL N9,36 *F.P. above*	1920 12mo A&CP	Uchida S.B. &Eng.Co. Yokohama *Cell D B*	Osaka Syosen K.K.	400·0 | 54·5 | 30·0 P39′B121′F40′ FK 340′1106t *F P T* 133t *A P T* 92t		Osaka Japanese	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD Ishikawajima SB&ECo Tok	30 ″ 0 s 5 ″ 8½ 24 ″ 8	
75563 JHRD	**Hamburgo** Ⓟ Twin Sc *Oil Eng.* 1 *Dk*		975 — 341					1930	A.&J. Inglis,Ld. Glasgow	Cia. Argentina de Nav. Mihanovich, Ltda.	275·1 | 43·2 | 12·3 P37′B46′F21′			Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15⅜″–29½″ 286NHP Harland& Wolff,Ld.Gls.		
75564 DOEK	**Hameln** Ⓟ (*ex*Roland-36) D.F. Sub.Sig. 2 *Dks*		4174 3784 2580					1921	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	360·7 | 51·0 | 26·0 P44′B109′F45′			Bremen German *WB*	T.3Cy.22 2/5″,36 3/5″&61 2/5″–47 3/5″ 260NHP A.G.″Vulcan,″Stettin		G
75565 149433	**Hamildoc** *Mchy. Aft* 1 *Dk*		1926 1638 1151					1927	Swan,Hunter& Wigham Richardson, Ld Sunderlnd	Paterson Steamships,Ld.	252·8 | 43·4 | 17·8 Q100′F35′			Ft.William Ont. British *WB*	T.3Cy.15″,25″&40″–33″ 92NHP MacColl&Pollock,Ld.Sld.		C
75566 103842	**Hamilton** Pad 2 *Dks*		344 169 146					1896	Bertram E. Works Co. Sand Pnt. Ont	Upper Ottawa Improvement Co. Ld.	118·0 | 23·6 | 7·3			Ottawa British	C.2Cy.20″&38″–54″ 75RHP Bertram E. Works Co. Tto.		
75567 161290 GSZX	**Hamla** *ss* Rot. No. 2–36 D.F. 1 *Dk* (*Stl*)		4416 4098 2737	✠100A1 Rot *x* ~~5,08 11,37~~ 3,3~ Mdb ~~✠LMC~~ MS6.36 ~~CS~~ 8,38			CL 11,37	1929 8mo	J Readhead &Sons,Ld. South Shields *Lloyd's SA&CP*	Cory&Strick (Steamers) Ld. (F.C.Strick&Co. Ld. *Mgrs.*) *Cell D Ba&u E* 144′	370·4 | 52·3 | 25·9 383·8 (O.L.) P28′B104′F36′ FK *f* 160′1075t *F P T* 135t *A P T* 115t		London British 6 *B H Cem*	T.3Cy.24½″,41″&66″–45″ (*r*) 180lb *120lb* 341NHP 2SB,*6cf*,GS109,HS4460 FD J.Readhead&Sons,Ld.S Shl	28 ″ 3 s 5 ″ 3½ 23 ″ 1½	
75568 LITZ	**Hamlet** (*ex*Abu-37) Twin Sc D.F. *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* (*Stl*) *Carrying Petroleum in bulk*		6578 5954 3994					1934	Götaverken A/B Gothenburg	Bruusgaard Kiösterud Skibs A/S (Bruusgaard Kiösterud&Co. *Mgrs.*)	408·5 | 55·2 | 33·9 P225t H197t F87t			Drammen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy 21⅜″–39⅜″ 561NHP Gotaverken A/B,Got.		N
75569 217440 KESD	**Hamlin F. McCormick** (*ex*Castle Point) D.F. *Fitted for oil fuel* 1 *Dk*		3317 2750 2025				…	1919	Pusey& Jones Co. Gloucester City,N.J.	McCormick S.S.Co.	321·7 | 50·0 | 21·6 P37′B82′F31′			S.Frncisco Utd. States *WB*	T.3Cy.19¾″,31½″&54½″–36″ 354NHP Pusey&Jones Co. Wil. Del.	24 ″ 9	R †
75570 DHKA	**Hamm** (*ex*Hannover) *ss* Ham. No. 2–30 2 *Dks* (*Stl*) *3rd dk* D.F. *Well deck* *in No. 1 hold*		5874 5389 3556	… Ham 6,33				1921 4mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham. Amr. Linie) *Cell D B*	449·4 | 58·2 | 26·9 P&B366′F59′ FK 389′1560t *F P T* 60t			Hamburg German 9 *B Hpt Cem* *pt Asp*	4 Steam Turbines SR geared to 1 Sc. Shaft 882NHP 4SB,*12cf*,GS268,HS12272 Blohm& Voss, Hamburg	29 ″ 6	G †
75571 7594 SHKN	**Hammaren** *ss* Got. No. 2–38 Twin Sc *Oil Eng.* ~~Mech. No. 1–38~~ 1 *Dk* (*Stl*) *&* *Shelter dk* (*Stl*) D.F. E.S.D. *Cruiser Stern* *Strengthened for navigation in ice*		*3220* *2743* *1781*	✠100A1 Skm *w* *with freeboard* ~~Got. Hfs~~ ~~2,38~~ 11,38 ✠LMC CS2,38 ~~8,38~~ 6,38			CL 2,38	1930 2mo	A/B Götaverken Gothenburg *Lloyd's SA&CP*	Rederiaktieb. Transatlantic (G.Carlsson, *Mgr.*) *Cell D B* 290′841t *T* *tanks in way of tunnel* 88t *F*	354·1 | 50·1 | 21·7 361·8 (O.L.) FK (*Coll to Sh dk* 6 ,, 2*nd* ,,) *P T* 141t *A P T* 122t		Gothenburg Swedish 7 *B Hpt Cem*	Oil Engines 4S.C.SA 12Cy.21⅜″–39⅜″ 543NHP A/B Götaverken,Got.	25 ″ 6 s 2 ″ 2 23 ″ 5½	
75572 OFBK	**Hammarland** (*ex*Jurko Topič–37, (*ex*Wien–36, *ex*Jurko Topic–34, *ex*Cento) *ss* Spt. 2nd No. 3–5,37 1 *Dk* (*pt Irn pt Stl*) *&* *Web frames* *Longitudinal framing* *Cargo battens not fitted*		3875 3440 2350	✠100A1 Rot *w* ~~6,06~~ 6,37 4,39 Sld Bkn ~~✠LMC~~ 37 ~~✠NB(S)1 19~~ ~~B87,38~~			CL ~~6,37~~ 4,39	1911 11mo	J L Thompson& Sons,Ld Sunderland *Lloyd's SA&CP*	A/B Naxos Prince (Curt Mattson, *Mgr.*) *Cell D Ba*	363·7 | 50·2 | 23·6 348·3 P23′B94′F33 FK 125′ *u E &* B38′ *f* 14ft		Helsingfrs Finnish 6 *B H Cem*	T.3Cy.24½″,40″&66″–45″ 180lb (*s*) 305NHP NDB17–*refitted* 37–~~*190lb 80lb*~~ 2SB,*4pf*,*3cf*,GS132,HS4553 J.Dickinson&Sons,Ld.Sld.	25 ″ 11 s 4 ″ 5⅜ 21 ″ 8	
75573 OYSH	**Hammershus** Ⓟ *Oil Eng.* D.F. *Cruiser Stern* 2 *Dks*		1775 — 1078					1936	Akt.Burmeistr& Wain Copenhagen	A/S Dampskslsk paa Bornholm af 1866 (Thorkil Lund, *Mgr.*)	256·8 | 40·1 | 12·9 F42′			Rönne Danish *WB*	Oil Engines 2S.C.SA 6Cy.19 1/16″–35 7/16″ 405NHP Akt.Burmeistr& Wain,Cpn		V
75574 122553 VGRQ	**Hamonic** Ⓟ D.F. *Mchy. Aft* 4 *Dks*		5265 5053 3295					1909	Collingw'd S.B.Co.Ld. Collingwood	Canada Steamship Lines,Ld.	349·7 | 50·0 | 32·0			Collingw'd British *WB*	Q.4Cy.24″,35″,52″&80″–42″ 415NHP Collingwood S.B.Co.Ld.		R
75575 211888 WXUI	**Hampden** *ss* Bos. No. 3–10,26 *ss* Bos. No. 2–34 *Mchy. Aft* 1 *Dk* (*Stl*) *&* *Web frames* GyC. *Cargo battens not fitted*		4725 4108 2779	✠100A1 Bal *x* 6,33 ~~5,07~~ Bos ✠LMC MS4.34 ~~BS~~ 6,			CL 6,36	1914 1mo	New York S.B.Co. Camden,N.J. A&CP *WB* = *Cell D Bu E&* B43′ *f* 265′16	Coastwise Transportation Corp.	369·0 | 50·1 | 28·0 P80′B18′F34′ FK 36t *M T* 4′ 294t *F P T*		Prtlnd,Me. Utd. States 8 *B H Cem*	T.3Cy.24½″,38¾″&67″–45″ (*r*) 185lb 357NHP 2SB,*8cf*,GS204,HS5838 New York SB Co. Camdn. NJ	32 ″ 0	
75576 164317 MMFM	**Hampshire Coast** *Oil Eng.* *Mchy. Aft* 1 *Dk* D.F. *Cruiser Stern*		485 366 257	✠100A1 Lon *g* 6,~~36~~ ~~10,37~~ 11,38 ✠LMC 37			OG 10,37	1937 3mo	N.V. Industrieele Maats. "De Noord" Alblasserdam *Lloyd's SA&CP*	Coast Lines,Ld. *Cell D B* 1	163·8 | 26·4 | 10·0 (O.L.) 27·5 169·1 FK Q43′F23′ 09′141t *F P T* 56′ *A P T* 12t		Liverpool British 3 *B H Cem*	Oil Engines 4S.C.SA 8Cy.11″–17 1/16″ 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 10 s 1 ″ 1⅜ 10 ″ 9	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Year expired. Equipment.	7* Date when tail shaft last seen.
75577 163542 GYBL	**Hampton Ferry** (P) *(Train Ferry)*	TwinSc ssShl.No.3–1,38 1 *Dk* & 2nd *dk at ends* *Cruiser Stern*	2839 2014 1044	✠ ... 11,35	Sou		
75578 219118 KJLY	**Hampton Roads** (*ex*Lake Galien) *Fitted for oil fuel*	1 *Dk* 2 *tr* 3	2689 2329 1667			...	
75579 148114 GKSX	**Hamsterley**	ssShl.No.3–1,38 1 *Dk*(*Stl*) *Cargo battens not fitted*	2160 1853 1261	✠100A1 ~~3,38~~ 3,38 BS3,39 MS9,36	Shl ✠LMC BS1,38	*s*	CL 7,36 7,38
75580 9999 JBTB	**Hanasaki Maru** (P) (*ex*Gisla) Wireless	1 *Dk*(*Stl*) & *Spar dk*(*Stl–ws*) & *deep framing*	1464 1348 860	✠ 5,07	Yka	*p*	
75581 DHKB	**Hanau** D.F.	ssHam.No.2–29 2 *Dks*(*Stl*) *3rd dk in No.1 hold* *Well deck*	5892 5389 3597	... 6,33	Ham		
75582 4627 SKTG	**Hanseström IV** (*ex*Astriana–34, 3 Mst *ex*Inga, *ex*Fermia) *Mchy. Aft*	ssBgn.2nd No.3–5,33 ssGot.No.1–37 1 *Dk*(*Stl*)	522 417 274	✠100A1 4,39 ~~4,38~~ BS11,38	Bly Got ✠LMC	*i*	06 2,37
75583 4965 SEKO	**Hanseström V** (*ex*Godhem–34) *Mchy. Aft*	1 *Dk*	*515* *390* *251*				
75584	**Hang Cheong** (P)	TwinSc 2 *Dks*	*1086* *766* *666*				
75585 114779 VPDZ	**Hang Sang** Sub.Sig.	1 *Dk*(*Stl*) & *Spar dk*(*Stl–pt* teak *s*) & *deep framing*	2143 2010 1356	✠ 10,01	Gls	*s*	
75586 25454 JNND	**Hankow Maru**	ssKob.No.3–3,32 ssYka.No.1–37 1 *Dk*(*Stl*) & *Awng dk*(*Stl*)	4105 3613 2518	✠100A1 *Awng dk* *with freeboard* ~~5,38~~	Kob	*p*	06 ~~4,35~~ 6,38
75587 220936 KDIF	**Hanley** D.F. GyC. *Fitted for oil fuel* *Longitudinal framing*	1 *Dk* & *Shelter dk*	7583 — 4825				
75588 DMAK	**Hanna Cords** Sub.Sig. *Cruiser Stern*	1 *Dk*	1891 1569 1129				
75589 7705 SERU	**Hannah** (*ex*Achroite) *Well deck*	ssHul.3rd.No.3–7,33 ssYar.No.1–38 1 *Dk*(*Stl*) & *Web frames* *Cargo battens not fitted*	*1196* *939* *710*	✠100A1 2,38	Gmh	*n*	CL 7,36
75590 DJVX	**Hannah Böge** D.F. E.S.D.	1 *Dk* *Cruiser Stern*	2337 1832 1334				
75591 129546 GPZD	**Hannah Moller** (*ex*Hexham–32, *ex*Amphion)	ssSyd.No.3–1,23 ssN.S.W.No.2–31 1 *Dk*(*Stl*) & *deep framing*	2931 2785 1835	✠ ... 9,33	NSW		
75592 118913 MCXZ	**Hanne** (*ex*City of Bradford–36) Wireless	ssGms.2nd No.3–1,29 ssBla.No.2–37 1 *Dk*(*Stl–ws*) *lower dk fore & after holds* *deep framing main hold*	1360 967 677	✠100A1 9,37 ✠LMC MS3,37	Pir BS3,38	*p*	CL 9,37
75593 OYBD	— (*ex*C.Bom–37, *ex*Otso, *ex*Dagrun)	1 *Dk*	1080 954 633	*Fitted for oil fuel*			4,37 *F.P. above*
75594 OHUT	**Hanö** (*ex*Småland, *ex*Drott, *ex*Alexey Gorlainow)	ssOsc.3rd No.3–1,37 1 *Dk*(*Stl–ws*) & *deep framing*	1813 — 1050	✠100A1 ~~7,38~~ ✠LMC	Gms	*r*	CL 1,37
75595 219098 KOJK	**Hanover** Sub.Sig. *Fitted for oil fuel*	2 *Dks* & *Shelter dk*	~~7465~~ ~~5479~~ ~~5584~~			...	
75596 DHKD	**Hans Arp** *Well deck*	ssHam.No.1–30 1 *Dk*(*Stl*)	2645 2393 1507	✠ ... 7,35	Ham	*u*	

8 When Built	9 By Whom — Where Built	10 Owners	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of last survey.
1934 11mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Southern Railway	346·8 | 60·7 | 18·2 62·3 FK B & F 319' *Cell D Bu E 34' 58t*	London British *5 B Hpt Cem pt Asp*	4 Steam Turbines SR geared to 2 Sc. Shafts 1 WTB, GS 248, HS 9416 Parsons Marine Steam Turbine Co. Ld. Nwc.	20 " 0	BT till 9,39
1920	Manitowoc S.B.Co. Manitowoc	Philadelphia & Norfolk S.S.Co. Inc.	253·5 | 43·9 | 25·9 P 25' B 65' F 26' FK WB	Wilmgton (Del.) Utd. States	T.3Cy. 21", 35" & 59"–42" 326NHP Nordberg Mfg. Co. M'l w'kee	28 " 5	R †
1925 1mo	Smith's Dock Co. Ld. Middlesbro' *Lloyd's SA&CP*	Hartley S.S.Co. Ld. (Richley, Halvorsen & Sample *Mgrs*) *Cell D*	280·0 | 41·6 | 20·1 292·2 (O.L.) P 27' B 49' F 26' FK B 234' 644t *FPT* 160t	Newcastle British *1 B H Cem* *APT* 115t	T.3Cy. 20½", 33" & 54"–39" (*s*) 180lb 228NHP 2SB, 6*cf*, GS 103, HS 3947 Smith's Dock Co. Ld. Mdb.	22 " 3 s 3 " 2½ 19 " 5	
1905 12mo	Fevigs Jernskibsbyg Fevig	Kinkai Yusen K.K. *WB = Cell*	235·0 | 35·2 | 14·5 B 64' 21·6 FK *DBa* 61' *u E* 19' *f* 88	Tokyo Japanese *4 B H Cem* 304t *APT* 15t	T.3Cy. 16⅞", 28" & 48"–33" 176NHP 1SB, 3*cf*, GS 59, HS 2417 Richardsons, Westgarth & Co. Ld. Mdb.	22 " 9	
1921 6mo	Blohm & Voss Hamburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham. Amr. Linie) *Cell D B* 389' 1560t	450·0 | 58·2 | 27·0 P & B 366' F 59' FK *FPT* 60t *APT* 11t	Hamburg German *8 B H pt Cem pt Asp*	4 Steam Turbines SR geared to 1 Sc. Shaft 882NHP 1SB, 12*cf*, GS 268, HS 12272 Blohm & Voss, Hamburg	29 " 6	G †
1906 8mo	M.V. Aktieb. Gothenburg A&CP	A/B Göta Elfdals Tegelbruk (G. Ryding, *Mgr.*) *Cell*	166·5 | 28·2 | 12·0 P 54' H 28t F 22' FK *DBf* 106' 166t *FPT*	Göta Swedish *3 B H Cem* 29t *APT* 23t	T.3Cy. 13¼", 22" & 36"–24" (*s*) 180lb 75*lb* 65NHP 1SB, 2*cf*, GS 36, HS 959 Eriksberg M.V. Aktieb. Got	13 " 10 s 1 " 2 12 " 9	
1908	Göteborgs Nya M.V.A.B Gothenburg	Wikers A/B (G. Ryding, *Mgr.*)	160·7 | 27·5 | 11·1 P 50' H 48t F 23'	Göta Swedish *WB*	T.3Cy. 13⅜", 22¼" & 37⅜"–23⅝" 68NHP Göteborgs Nya. M.V. Got.		V
1923	Taikoo Dkyd. & E.Co. Ld Hongkong	Tung Yick S.S.Co. Ld.	178·1 | 35·5 | 10·7	Macau Portuguese *WB*	T.6Cy. 10", 16" & 26"–18" 57NHP Taikoo Dkyd. & Eng. Co. Ld.		
1901 10mo	Lon. & Gls. Co. Ld. Glasgow	Indo-China Steam Nav. Co. Ld. *WB = Cell D Ba* 81' *f* 108' 285t	290·3 | 42·0 | 15·5 B 80' F 36' FK *D T a* 29' 358t *FPT* 25t *APT* 22t	Hong Kong British *5 B H Cem*	T.3Cy. 21", 34" & 56"–42" NB22 224NHP 1SB. 4*cf*, GS 71, HS 2868 London & Glas. Co. Ld. Gls.	25 " 0	
1919 6mo	Kawasaki Dkyd. Co. Ld. Kobe *Lloyd's SA&CP*	Yamashita Kisen K.K. *Cell D*	345·0 | 48·0 | 30·0 P 29' B 74' F 11' *on Awng dk* FK *PT* 62t *APT* 31t	Kobe Japanese *Cem 5 B Hto A dk*	T.3Cy. 23½", 39" & 65"–48" (*s*) 200lb 356NHP 2SB, 6*cf*, GS 121, HS 4610 FD Kawaski Dkyd Co Ld. Kobe	30 " 0 s 6 " 1½ 24 " 2	
1920	Bethlehem S.B.Corp.Ld S.Francisco	Weyerhaeuser S.S. Co.	143·0 | 56·0 | 35·2	Tacoma, Wash. Utd. States *WB*	T.3Cy. 27", 47" & 78"–48" 421NHP Bethlehem S.B.Corp. Ld. S. Francisco		R
1926	Akt.Ges. "Neptun" Rostock	Aug. Cords	266·3 | 42·2 | 16·9 P 11 Q 87' B 108' F 31	Rostock German *WB*	T.3Cy. 19⅝", 31⅛" & 51⅛"–35⅞" 156NHP A.G. "Neptun," Rostock		G
1898 8mo	J.Shearer & Son Glasgow A&CP	Rederi A/B Hannah (Stig Gorthon, *Mgr.*)	230·0 | 34·1 | 14·2 237·8 (O.L.) Q 77' B 56' F 27' BK 8" *Cell D Ba* 51' *f* 95'	Hlsingborg Swedish *4 B H Cem* 256t *FPT* 66t	T3Cy. 17⅞" 27¾" & 44⅜"-33" (*s*) 160lb 126NHP 1SB, 3*cf*, GS 63, HS 2400 Muir & Houston, Ld Gls.	16 " 9 s 1 " 1⅜ 16 " 4	
1938	Neptunwerft Rostock G.m.b.H. Rostock	Joh M.K. Blumenthal	288·7 | 45·1 | 17·7 P 22' Q 90' B 113' F 25'	Hamburg German *WB*	C.4Cy.(2) 14⅜" & (2) 31½"–31½" & LP turbine with DR gearing & hydraulic coupling HS 1464 126NHP Ottensener Mch. G.m.b.H. Altona		G
1911 2mo	Cmpbltwn S.B.Co. Campbeltwn	Moller Line, Ld. (Mollers' Ld. *Mgrs.*) *Cell D*	331·4 | 45·5 | 22·0 P 29' B 178' F 33' FK *Ba* 102' *u E* 20' *f* 116	Shanghai British *5 B H Cem* 956t *APT* 95t	T.3Cy. 24", 40" & 65"–42" 287NH 2SB, 6*cf*, GS 129, HS 4278 D. Rowan & Co. Glasgow	24 " 7	C †
1903 9mo	Earle's Co. Ld. Hull *Lloyd's SA&CP*	Near East Shipping Co. Ld.	256·5 | 34·5 | 15·7 P 61 B 75' F 39' BK 9" *D Ba* 48' *u* 21' *f* 111	London British *5 B H Cem* 254t *APT* 7t	T.3Cy. 24½", 38" & 64"–42" 180lb (*s*) 356NHP 2SB, 6*cf*, GS 132, HS 5152 FD Earle's Co. Ld. Hull	18 " 7 s 1 " 9¾ 17 " 10½	
1905	Fredrkstad Mek Værks Fredrikstad	Dampskibsslsk af 1937 A/S (Ove Skou, *Mgr.*)	230·1 | 35·1 | 14·5 P 10t H 67t F 34t	Copnhagn Danish *WB*	T.3Cy. 16½", 27" & 44"–32" 104NHP Fredrikstad M.V. Frdstad.		V
1900 10mo	Grngem'th Dockyard Co. Grngemouth A&CP	Rederi A/B Hanö (Sig. Nybonde) *Cell D Ba* 72'	270·0 | 42·2 | 17·6 B 52' F 30' FK *u E & B* 34' *f* 104' 185t	Helsingfrs Finnish *4 B H Cem* 177t *APT* 23t	T.3Cy. 19½", 33" & 53"–36" (*s*) 160lb 204NHP 2SB, 6*cf*, GS 96, HS 3576 Hutson & Sons, Ld. Glasgow	19 " 10 s 3 " 2½ 16 " 10	
1919	Sun S.B.Co. Chester, Pa.	~~Lykes Bros. Ripley S.S.Co. Inc.~~ Co. Inc.	434·3 | 57·7 | 27·2 FK *WB*	Pt. Arthur, Tex. Utd. States	T.3Cy. 27", 45½" & 76"–51" 612NHP The Sun S.B.Co. Chester, Pa.	30 " 3	R †
1926 9mo	A/S Rödby Havns Jernskibs Rödby Havn	Heinrich F.C. Arp (S. Ollgaard & Thoersen, *Mgrs.*) *Cell D B* 262' 545t *FPT* 89t *APT* 108t	316·6 | 44·0 | 21·2 P & B 248' F 33' FK	Hamburg German *5 B Hpt Cem*	T.3Cy. 21½", 33⅜" & 57⅛"–39½" 316NHP 3SB, 6*cf*, GS 109, HS 5005 FD A. Börsig, G.m.b.H. Berlin	23 " 6	G †

Completed by N.V. Holland, Hendrik-1 do-Ambacht (Holland)

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le l'ont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant exprié. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.– Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15
75597	**Hans Broge**		2095	✠ ——	Abg	*s*		1922	A/S Köge	D/S A/S Progress (M.Ö.Nielsen& Son, *Mgrs.*)	289·9|43·1|19·5	Copnhagn	T.3Cy.22⅛",34⅜"&57⅛"-36½"	21 ″ 9	V
		ss Abg. No. 2–31	1881	11,35				9mo	Værft Skibs. & Mask. Kjöge		P30′B72′F32′ FK	Danish	228NHP		
OYAB		1 *Dk* (*Stl*)	1253						*Inter*	*mediate B H in fore Cell*	*hold dispensed with DB* 254′ 620*t FPT*	*pt Cem* 4 *B H only* 37*t A P T* 59*t*	2SB,*6cf*,GS108,HS3480 Kockums M.V.Akt Malmö		
75598	**Hans-Carl** (*ex* Groningen)		462					1918	Erven Aller Hasselt	L.F.Mathies&Co.	149·9|25·0|11·3 B9·F16′	Hamburg German *WB*	T.3Cy.10½",16¼"&27⅜"-18" 32NHP		V
			336												
DHKE	*Mchy. Aft*	1 *Dk*	220												
75599	**Hans Christophersen** (*ex* Quinta–38)		1599					1928	Flensburger Schiffsb.Ges. Flensburg	H.W.Christophersen	262·6|40·2|15·3 P16·Q92′B108′F32′	Flensburg German *WB*	T.3Cy.15⅛",25⅝"&44"-29½" 105NHP		G
			1263												
DDTZ	Sub.Sig.	1 *Dk*	945										Flensburger Schiffsb.Ges.		
75599*	**Hans Egede** (P)	3 Mst	900					1905	Akt. Burmeistr& Wain Copenhagen	Grönlands Styrelse	184·0|34·7|17·8 Q52′F24′	Copnhagn Danish *WB*	T.3Cy.14½",23"&40"-33" 92NHP Akt.Burmeistr&Wain,Cpn		V
	Wireless D.F.		723												
OXYA	*Mchy. Aft*	2 *Dks*	506												
75600	**Hans Mærsk**		1930	✠100A1	Svb	*r*	CL	1916	A.Vuijk& Zonen,Cap elle a/d Ysel	Dampskslsk.af 1912 (A.P.Möller, Copenhagen, *Mgr.*)	281·3|40·2|19·1 292·7(O.L.) P22′B74′F31′ FK	Kalundbrg Danish	T.3Cy.20",31½"&55"-36" (*s*) 180lb *140lb* 187NHP	21 ″ 4	
		ss Rot. No. 3–10,29	1745	7,38 2,38			~~2,88~~ 7,36	8mo						s 3 ″ 0½	
OYEB	D.F.	*ss* Svb. No. 2–38	1136											18 ″ 6	
		1 *Dk* (*Stl*)						*Lloyd's SA&CP*		*Cell DB* 252 535*t FPT*	7*t A P T* 82*t*	2SB(Spt),*2pf*,*2cf*,GS74, HS2940 G.Clark,Ld.Sunderland			
75601	**Hans-Paul**	Aux 3 Mst Sr	334					1917	Pattje& Zonen Waterhuizen	HansPaulThode	134·1|27·2|10·9	Hamburg German *WB*	Oil Engines 2S.C.SA 4Cy.10½"-14⅝" 73NHP NE *made* 23 *fitted* 30 Grossmotorsnw.Hamburg-Mannheim,Ham.		G
	(*ex* Niedersachsen–38, *ex*	*Oil Eng.*	297												
DOAC	Hermina, *ex* Rebecca)	1 *Dk*	239												
	(*See Sailing Ship Register*)														
75602	**Hans Rickmers** (*ex* Trelyon–38)		5226	✠100A1	Npt	//	CL	1919	J.Readhead &Sons,Ld. S.Shields	Rickmers Rhederei A.G.	399·0|52·4|28·1 414·3(O.L.) P49′B117′F39′ FK	Hamburg German	T.3Cy.~~27⅜~~",44"&73"-48"(*s*) 180lb 27⅛" 513NHP	31 ″ 0	
		ss Fal. No. 3–6,35	4769	~~5,39~~ 1,39			~~5,37~~ 4,38	8mo						s 5 ″ 10¾	
DJWH	D.F.	2 *Dks* (*Stl*)	3129					*Lloyd's SA&CP*		*Cell DB* 345′ 1085*t FPT* 130*t*	7 *B H Cem* 4*t A P T* 20*5t*	3SB,*9cf*,GS190,HS7563 FD J.Readhead&Sons,Ld S Shl	25 ″ 4½		
75603	**Hansa** (P)	Twin Sc 4 Mst	21131					1923	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf. Akt Ges. (Ham-Amr.Linie)	645·8|72·2|41·9 78·7 P185′B306′F93′ len34	Hamburg German *WB*	8 Steam Turbines SR geared to 2 Sc. Shafts NE& B29 Blohm& Voss,Hamburg		G
	(*ex* Albert Ballin–35)	*Fitted for oil fuel*	15180												
DHAO	*Ref. Mchy.* D.F.	*Cruiser Stern* 5 *Dks*	12101												
	Sub.Sig. E.S.D. GyC.	*Corrugated sides*													
75604	—		958					1914	A.F.Smulders Schiedam	Theodor Grammerstorf (Karl Grammerstorf, *Mgr.*)	174·4|34·1|16·3 B25′F25′Q31′	Kiel German *WB*	T3Cy. 12½",20¼"&33½"-19⅞" 50NHP A.F.Smulders,Schiedam		G
	(*ex* Marga, *ex* Antares, *ex* Seresina,		838												
DHKH	*ex* Rosa, *ex* Roca)	1 *Dk*	564												
75605	—		831					1917	Burgerhouts Mchfbk &Scheeps. Rotterdam	A.L.Busecke	200·4|30·3|15·9 Q124′B12′F20′	Wismar German *WB*	T3Cy.15¾",25½"&41⅜"-27½" 89NHP Burgerhouts Mchfabriek& Scheepswerf,Rotterdam		G
	(*ex* Ragnar–33, *ex* Anton Stub,		587												
DMSK	*ex* Theodora)	1 *Dk*	434												
75606	— (P)		762					1925	Schiffsw.v. H.Koch A.G. Lübeck	Hallands Ångbåts A/B (Harry Trapp, *Mgr.*)	191·9|29·4|12·5 P&B102′F33′H95*t*	Gothenbrg Swedish *WB*	T.3Cy.16½"-26¾"&43⅛"-29½" 102NHP Lübecker Msch.Ges Lübeck		V
7222			*455*												
SETD		1 *Dk*	*363*												
75607	— (P)		563					1899	W.Lindbergs Aktieb. Stockholm	Ångf.Aktieb.Gotland (CarlE. Ekman. *Mgr.*)	157·2|25·8|11·4 H70*t* len04 18·4	Visby Swedish *WB*	T.3Cy.15",24"&39"-26" 77NHP W.Lindbergs Aktieb.Skm.		
3542			255												
SETG	Wireless	1 *Dk* & *Shelter dk*	406												
75608	**Hansburg** (*ex* Yalta, *ex* Hornean)		2369					1921	Schiffs w.v. H.Koch Lübeck	Flensburger Dampfercompagnie Harald Schuldt &Co.	295·6|42·6|19·8 P14′Q39′B180′F31′	Hamburg German *WB*	T3Cy.20⅞",33½"&52⅜"-35" Ottensener 164NHP Mch.G.m.b.H.Altona		G
Note	"Schleswig Holstein," *see letter S*		2058												
DHKK	Sub.Sig.	1 *Dk*	1432												
75609	**Hanseat**		8499	✠100A1	Ham	*c*†	CL	1929	Deutsche Sch.-u.Mschb A.G.Vulcan Hamburg	Panama Trans-port Co.	442·0|64·2|32·3 461·5(O.L.) P114′B36′F38′ FK	Panama Pnamanian	Oil Engines 2S.C.SA 7Cy.28⅜"-47½" 983NHP	35 ″ 3	
		Oil Eng.	7593	11,38			1,38	12mo				13 *B H pt Asp*	Water Tube DB *250lb* DB *86lb*	s 6 ″ 11½	
HPFK		*ss* Ham. No. 2–38	4769										Deutsche Sch.u.Mschb A.G	28 ″ 5½	
	Mchy. Aft	1 *Dk* (*Stl*) & *Web frames*						*Lloyd's SA&CP*		*Cell DB* 325′ 1500*t*	*DT f* 37′ 275*t FPT* 16	9*t A P T* 101*t*			
	Sub.Sig.	*Cruiser Stern*													
	D.F. E.S.D. GyC.	*Longitudinal framing*						*small*		*diameter*					
75610	**Hansestadt Danzig** (P)	Twin Sc	2431					1926	Vulcan-Werke,A.G Stettin	Reichsverkehrs-ministerimn (Norddeutscher Lloyd, *Mgrs.*)	296·8|38·3|19·1 B&F288′ len33	Stettin German *WB*	Oil Engines 4S.C.SA 20Cy.20⅞"-28⅜" 814NHP Vulcan-Werke,A.G Stettin		G
		Oil Eng.	1662												
DATI	Sub.Sig.	2 *Dks*	1303												
	D.F. E.S.D. GyC.	*Cruiser Stern*													
75611	**Hansestadt Lübeck**		1704					1925	Schiffsw.v. H.Koch A.G. Lübeck	Lübeck Linie A.G.	261·4|40·7|16·0 F14′Q83′B61′F31′	Lübeck German *WB*	T.3Cy.18½",29½"&47½"-31½" 125NHP Lübecker Maschb.Ges		G
	(*ex* Lübeck–37)		1365												
DRBH		1 *Dk*	1007												
75612	**Hansi** (*ex* Otranto)		1028					1921	Verein. Elbe u.Norderwerft A.-G. Boizenburg	D/S A/S Forto (L.Erichsen, *Mgr.*)	221·4|34·6|13·4 Q67*t*H83*t*F41*t*	Bergen Norwegian *WB*	T.3Cy.17⅞",27½"&45⅞"-27½" 109NHP A.Borsig G.m.b.H.Berlin-Tegel		N
			815												
LEAL	Wireless D.F.	1 *Dk*	571												
75613	**Hantonia** (P)	Twin Sc	1560					1911	Fairfield Co.Ld. Glasgow	Southern Railway	290·3|36·1|15·3 P46′B160′F48′	S'thamptn British *WB*	2 Sets SR geared Steam Turbines Fairfield Co.Ld.Glasgow		
131803		*Cruiser Stern*	957												
GPBL	E.S.D. Wireless Sub.Sig.	2 *Dks*	662												
75614	**Haparanda**		999					1903	Schiffsw.v. Henry Koch Lübeck	H.M.Gehrckens	210·6|32·5|12·8 Q62′B62′F28′	Hamburg German *WB*	T.3Cy.17¾",29½"&47½"-33½" 130NHP J.F.Ahrens,Altona		G
			708												
DHKJ		1 *Dk*	533												
75615	**Har Zion** (P) (*ex* Risveglio–35,		2508	✠100A–	Ist		CL	1907	Akt. Burmeistr& Wain Copenhagen	Palestine Maritime Lloyd, Ld.	310·8|40·7|18·8 P&B213′F33′ FK	Famag'sta' British	T.3Cy.21½",34½"&60"-39" 180lb (*r*) 281NHP	21 ″ 9	
114941	*ex* Nickerie–32,	*ss* Ist.2nd No.3–7,35	1760	2,38	BS6,38		~~11,35~~	6mo				5 *B H Cem*	2BS,6*cf* GS126, HS4840 FD	s2 ″ 0½	
VQSF	*ex* St.Jan)	*Well deck* D.F. 2 *Dks*	1539	~~2,38~~	LMC7,35		11,38			*Cell D Ba* 84′	*u E* 22′ *f* 1 10′ 435*t FP*	*T* 20*t A P T* 5*t*	Akt. Burmeistr& Wain,Cpn	21 ″ 9	
		Cargo battens not fitted		*Fitted for oil fuel* 2,20 *F.P. above* 150 F.											
75616	**Harada Maru** (P) (*ex* Bharata)		4109	✠	Grk	*x*		1903	Scotts'S.B. &Eng.Co.Ld. Greenock	Harada Kisen K.K.	373·5|45·2|26·3 P75′B130′F84′ FK&BK1"	Kobe Japanese	T.3Cy.33",55"&88"-54" 870NHP	29 ″ 6	
29791			3244	1,03				1mo				6 *B H Cem*	5SB.*15cf*,GS330,HS13515		
JSUA		3 *Dks* (1 *Stl*-ws & *UStl*-teak s)	2002							*Cell D Ba* 94′ *u E & B* 94′ *f* 142′ 608*t*	*D T f* 22′ 513*t FPT*	80*t A P T* 24*t*	Scotts'S.B.&Eng Co Ld Grk		
	Ref. Mchy														

1 No. in Book. Mem. No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys.	3 No. of Decks, &c.	4 Register Tonnage Gross / Under-deck / Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or now applied. Equipment letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Forecastle amidships. Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Dates of Re-entry.
75617 25469 JJIC	**Harada Maru No. 7** (P) Wireless	1 *Dk*	1269 1015 852					1919	Harada Zosensho Osaka	HaradaKisenK.K.	224·8 B54′	31·5 F25′	19·0 *WB*	Amagasaki Japanese	T.3Cy.14¼″,24¹⁵⁄₁₆″&39¹⁵⁄₁₆″–27″ 79NHP HaradaZozensho,Osaka		
75618 OYBC	**Harald** *ssCpn.2ndNo.3–2,29 ssCpn.No.2–37*	1 *Dk(Irn)& deep framing*	1970 1717 1206	✠100A1 Cpn *r* 10,38 12,38 ✠L [illegible]		CL	12,37	1903 6mo	W.Gray& Co.Ld. W Hartlepool	DetForenede DampskibsSelsk.	280·5 290·5(o.L.) P24′B69′F29′ FK	40·3	18·4 *WB = Cel*	Copnhagn Danish *1BHCem*	T.3Cy.21″,33″&56″–36″ (*s*) 160lb 194NHP 2SB,*4rf*,GS62,HS3008 Cen.Mar.Eng.Wrks.W Hpl	20 ″ 6 s 2 ″ 11½ 17 ″ 9	
75619 DHKL	— Sub.Sig.	1 *Dk*	1064 893 612					1921	Schiffsw(v J.&Sch)A G Hamburg	Bismarck Linie G.m.b.H.	215·6 (470′B56′F26′	31·1	14·1 *WB*	Hamburg German	T3Cy18½″,29½″&47⅞″–33⅞″ Hannover- ischeMsch A.G.Hannover 130NHP		G
75620 LJHQ	**Harald Brøvig** "Rouissillon," *see No.39315 in Supplement* *Mchy.Aft* D.F. E.S.D.	1 *Dk,2nd dk in m'chy space Cruiser Stern Part electrically welded Rudder electrically welded*	9967 9191 5906	✠100A1 Yka *e*† Bkn 5,38 10,37 ✠LMC12,36 *Carrying Petroleum in bulk* Liq.(WTB)6,38		CL		1936 12mo	Bremer Vulkan Vegesack	Partrederiet "Brøvigtank" (Th. Brøvig,*Mgr.*) *CellDBuk75′ 218t*	432·9 P113′F75′ *DTf43′715t*	66·1 FK *FPT1*	36·4 *64tAPT258t*	Farsund Norwegian 12*BHpt Cem*	Oil Engines 2S.C.DA 6Cy.28½″–43½″ 1167NHP 2DB*170lb* DB(WT)*170lb* BremerVulkan,Vegesack	35 ″ 11 s 7 ″ 10 28 ″ 4½	
75621 LBAN	**Harald Haarfager** (P) Iron (*ex*Fiskeren) Bricken (D)	1 *Dk&Awng dk2trB*	512 408 298					1884	Stavanger Stöberi&Dok Stavanger	A/S Christians-sandsDampskslsk (LeifRosenkilde)	153·8 H44*t*	25·1	18·5 *WB*	Xiansand Norwegian	C.2Cy.16⅛″&40″–26″ NB95 68NHP N.E.Mar.E.Co.(Lim.),Nwc		N
75622 DMBE	**Harald Schröder** (*ex*Warnow–37, *ex*Trost,*ex*SpicaII,*ex*Import, *ex*Fusilier) *Well deck*	1 *Dk2trB*	922 749 551	...				1900	J.P.Rennoldsn&Sons SouthShields	RichardSchröder	206·2 Q100′B21′F26′	32·2 FK *WI*	14·3	Rostock German	T.3Cy.17½″,28″&47″–33″ 138NHP J.P.Rennoldsn&Sns,S.Shl.	16 ″ 7	N †
75623 LCBA	**Haraldsvang** (*ex*ThomasHaaland)	1 *Dk*	3112 2823 1865	...				1920	Craig,Taylor&Co.Ltd Stockton	Skibs.A/S Corona (H.M.Wrangell& Co.A/S.*Mgrs.*)	325·3 P91*t*	48·0 H158*t*	22·4 FK *WB*	Haugesnd Norwegian	T.3Cy.24″,39″&64″–42″ 324NHP N.E.MarineEng.Co.Ld.Sld	24 ″ 3	N †
75624 161432 GMXJ	**Harberton** *ssShl.No.2–38* D.F.	1 *Dk(Stl)*	4535 4215 2728	✠100A1 Shl *z* 10,38 ~~Shl.No.1–38~~		CL	9,37	1930 6mo	Short Bros. Ld. Sunderland	NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *Lloyd'sA&CP*	400·0 P85′B261′F33′ FK 349′1370*t*	54·5 *FPT144t*	24·3 *APT180t*	London British *6BHCem*	T.3Cy.25″,41″&68″–45″ (*r*) 180lb HS7551 417NHP 2SB(Spt)&1AuxB,*9cf*, GS186, G.Clark,Ld.Sunderland	27 ″ 6½ s 3 ″ 8 24 ″ 1	
75625 17691 JHBD	**Harbin Maru** (P) TwinSc *ssKob.No.3–5,27 ssOsa.No.2–35* D.F.	1 *Dk(Stl) Shelter dk(Stl–ws) &2ndDk(Stl)inNo.1hold*	5167 4102 3103	✠ ... 6,38 *Shelter dk with freeboard*	Osa *y*		1.37	1915 1mo	Kawasaki Dkyd.Co.Ld. Kobe	KitaNippon KisenK.K. *CellDBa102′u Ea*	400·0 B170′F47′*on Shelter dk* B61′*f*174′686*t FPT*	50·0	27·6 FK *52tAPT50t*	Osaka Japanese *BHCem*	T.6Cy.21″,35″&59″–48″ (*s*) 200lb HS9219 659NHP 4SB(Spt),*12cf*,GS242 FD KawasakiDkydCoLdKobe	30 ″ 0 ~~6 ″ 1~~ ~~1 ″ 1~~	
75626 163338 MBDJ	**Harbledown** *ssShl.No.1–37* D.F.	1 *Dk(Stl) Cruiser Stern*	5414 4948 3207	✠100A1 Syd *a*† 1,38 3,39 ~~Shl~~ Load 39		CL	~~11,36~~ ~~9,38~~	1933 5mo	Lithgows Ld. PortGlasgow	NationalS.S.Co.Ld (J.&C.Harrison Ld.*Mgrs.*) *Cell DBa¾u E160′f*	428·0 443·3(o.L.) P41′B270′F38′ FK 189′1409*t*	56·2 *FPT167t*	26·0 *APT240t*	London British *7BHCem*	T.3Cy.23½″,39″&72″–48″ (*r*) & exhaust turbine driving steam compressor 544NHP 220lb GS152, HS6850 2SB(Spt)&AuxB,*9cf*, D.Rowan&Co.Ld.Gls.	28 ″ 9 s 4 ″ 2 24 ″ 9¾	
75627 LDIT	**Harboe Jensen** TwinSc *Oil Eng.* D.F.	2 *Dks*	1862 1575 1071					1929	A/B Götaverken Gothenburg	D/S A/S Banaufart (L.Harboe-Jensen &Co.*Mgrs.*)	269·3 P44*t*B148*t*F24*t* H49*t*	37·7	21·9 *WB*	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.19¹¹⁄₁₆″–35⅞″ 455NHP A/B Götaverken,Got.		N
75628 163745 GTWR	**Harborough** *ssNwc.No.1–37* D.F.	1 *Dk(Stl) Cruiser Stern*	5415 4948 3205	✠100A1 Syd *a*† ~~Cpt~~ ~~Shl~~ B38,38		CL	~~9,36~~ 1,39	1932 8mo	Lithgows Ld. PortGlasgow	WillisS.S.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *Cell DBa¾u E160′f*	428·0 445·0(o.L.) P41′B270′F38′ FK 189′1409*t*	56·2 *FPT167t*	26·0 *APT240t*	London British *7BHCem*	T.3Cy.23½″,39″&68″–48″ (*r*) 220lb HS6850 FD 481NHP 2SB(Spt)&1AuxB,*9cf*, GS157 D.Rowan&Co.Ld.Gls.	28 ″ 9 s 4 ″ 2 24 ″ 9¾	
75629 163309 GWQP	**Harbury** *ssShl.No.1–37* D.F.	1 *Dk(Stl) Cruiser Stern*	5081 4530 3033	✠100A1 Hul *z* 12,38		CL	1.37	1933 10mo	Lithgows Ld. PortGlasgow	NationalS.S.Co.Ld (J.&C.Harrison, Ld.*Mgrs.*) *CellD*	418·0 433·5(o.L.) P39′B276′F34′ FK *B353′1336t FPT*	56·2	24·6 *140tAPT212t*	London British *7BHCem*	T.3Cy.22½″,36″&65″–48″ (*r*) 220lb HS6348 444NHP 2SB(Spt)&AuxSB,*9cf*, GS145 D.Rowan&Co.Ld.Gls.	27 ″ 3 s 3 ″ 6½ 23 ″ 11½	
75630 163410 GWNY	**Harcalo** *ssShl.No.1–38* D.F.	1 *Dk(Stl) Cruiser Stern*	5081 4530 3033	✠100A1 Shl *z* ~~Dry~~		CL	2,37	1933 11mo	Lithgows Ld. Port Glasgow	NationalS.S.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *Lloyd's A&CP* *CellDB*	418·0 432·4(o.L.) P38′B276′F34′ FK 353′1336*t FPT140t*	56·2	24·6 *APT212t*	London British *7BHCem*	T.3Cy.22½″,39″&65″–48″ (*r*) 220lb HS6348 444NHP 2SB(Spt)&1AuxB,*9cf*, GS145 D.Rowan&Co.Ld.Gls.	27 ″ 3 s 3 ″ 6½ 23 ″ 11½	
75631 LCNI	**Hardanger** *Fitted for oil fuel* 1 *Dk&Shelter dk*		4000 3625 2485					1924	Lithgows Ld. PortGlasgow	Westfal-Larsen& Co.A/S	375·3 P104′B241′F30′	52·3	23·9 *WB*	Bergen Norwegian	T.3Cy.26″,42″&70″–48″ 339NHP J.G.Kincaid&Co.Ld.Grk.		N
75632 LEAP	**Hardangerfjord** (P) Iron (*ex*KongCarl)	2 *Dks*	664 633 382					1868	C.Mitchell &Co. Newcastle	Hardanger-Sunnhordlandske Dampskibsselskab	170·2 H19*t*	25·2	21·0 *WB*	Bergen Norwegian	T.3Cy.14½″,28½″&38″–27″ NE&B05 61NHP BergenMek.Værks.Bergen		
75633 163310 GTWV	**Hardingham** *ssShl.No.1–37* D.F.	1 *Dk(Stl) Cruiser Stern*	5415 4948 3208	✠100A1 Shl *a*† ~~Cpt~~ ~~Shl~~		CL	~~9,36~~ ~~7,37~~	1933 2mo	Lithgows Ld. PortGlasgow	WillisS.S.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *Lloyd's A&CP* *CellDBa¾u E160′f*	428·0 P41′B270′F38′ FK 189′1409*t*	56·2 *FPT167t*	26·0 *APT240t*	London British *7BHCem*	T.3Cy.23½″,48″&72″–48″ (*r*) & exhaust turbine driving steam compressor 544NHP 220lb GS152,HS6850 FD 2SB(Spt)&1AuxB,*9cf*, D.Rowan&Co.Ld.Gls.	28 ″ 9 s 4 ″ 2 24 ″ 9¾	
75634 146177 GFQD	**Hardwicke Grange** TwinSc *ssLon.No.3–11,33 Ref.Mchy.* D.F.	3 *Dks(Stl)&* *Shelter dk(Stl–ws) Cruiser Stern*	9005 7466 5628	✠100A1 Lon *e*† *Shelter dk* *withfreeboard* 7,37 5,39 *Fitted for oil fuel* 11,21		CL	~~10,36~~ ~~7,37~~ P6,38 M 2,39 *F.P. above* 1.50 F	1921 10mo	W.Hamilton&Co.Ld. PortGlasgow	HoulderLine,Ld. (HoulderBrothers &Co.Ld.*Mgrs.*) *Lloyd'sA&CP*	430·0 B257′F41′*on Shelter dk* *CellDB375′1188t FPT*	61·1 FK	35·7 *47tAPT132t*	London British *7BHtoShdk*	T6Cy.26¾″,42½″&70″–45″(*s*) 200lb 1086NHP 5SB(Spt),*20cf*,GS404, HS16890 FD D.Rowan&Co.Ld.Gls.	38 ″ 3 s 8 ″ 8½ 29 ″ 9	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite. Terminaisons indiquant espars, Lettre d'Enfoncement.	7* Date de la dernière visite de charge porte-bâbord.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres — Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	Registres où coté, si ce n'est dans le P. L.
75635	**Harelda**		1288	✠100A1		Mch	*p*	1901	Wigham	TaiYuanS.S.Co.Ltd.	255·0	33·7	18·6	Liverpool	T.3Cy.21⅞",33½"&54"–39"	19 " 9
109510	~~ssMch.3rdNo.3-11.~~	~~ssLiv.2ndNo.3-8,~~	1141	~~1,388~~				8mo	Richrdsn&Co.	(Mak.Mun.Sang.,	266·5(O.L.)			British	160lb *80lb* (*s*) 197NHP	s 1 " 9½
~~MFJM~~		~~ssMch.No.2–35~~	651				12,37	Lyd	Ld Newcastle	*Mgr.*)	P&B143'F26'	BK9'		5*BHCem*	NDB16*fittea*26	18 " 8½
VRCB	*Well deck*	2*Dks*(*UptStl&ptIrn*)						*sA&CP*		*CellDBa*67'*f*96'217*t FPT*				27*tAPT*17*t*	2SB,*6cf*,GS98,HS3180	
	"Harelda wins," *see No. 88392 in Supplement*														WghmRchrdsn&C.LdNwc	
75636	**Haresfield**		5299	✠100A1		Cal	*y*	1919	W.Doxford	BritishIndiaStm.	400·0	52·4	28·5	Glasgow	T.3Cy.27",44"&73"–48"	31 " 0
111908		*ss*Cal.No.3–5,27	4839	3,38				7mo	&Sons,Ld.	Nav.Co.Ld.				British	180lb 517NHP	s 6 " 0
GBQR		*ss*Bom.No.2–35	3212						Sunderland		P49 B113'F38	FK		7*BHptCem*	3SB,*9cf*,GS189,HS7668 FD	25 " 3½
	Cargo battens not fitted	1*Dk*(*Stl*)						*Lloyd's*	*sA&CP*	*CellDB*	340'1098*t FPT*	133*t*		*APT*204*t*	W.Doxford&Sons,Ld.Sld.	
75637	**Harfry**		909	✠100A1		Goo	*l*	1924	GooleS.B.	"Tofi"S.S.Co.Ltd.	200·2	32·1	11·7	Goole	T.3Cy.16",27"&44"–33" (*s*)	14 " 0
146340		*ss*Goo.No.3–5,36	614	~~7,35~~ 7,37				2mo	&RopeCo.Ltd	(T.H.Denkinson				British	180lb ~~160lb~~ *90lb* 129NHP	s 4 " 8½
MLTV	*Well deck*	1*Dk*(*Stl*)	438					Goole		Sons,Ltd.*Mgrs.*)	Q117 B11 F26'	FK		3*BHCem*	1SB,*3cf*,GS64,HS2101	13 " 8½
	Mchy.Aft	*Cargo battens not fitted*						*Lloyd's*	*sA&CP*	*CellDBa*122'*f*245*t FPT*58*t*				*APT*36*t*	Earle'sCo.Ld.Hull	
75638	**Harjurand** (*ex*Margot–37,		812					1919	Astilleros	T.Linmann&others	187·8	32·9	12·8	Tallinn	T.3Cy.12",20"&32"–24"	V
	(*ex*Tento–34,*ex*Camberway–33,								Cardona,S.A.		B12'F25'			Estonian		
ESXC	*ex*PerSkogland,*ex*Olesa)	1*Dk*	415						Barcelona					*WB*	50NHP	
	Mchy.Aft														AlexanderHnos.Barcelona	
75639	**Harland** Ⓟ	**WoodTwinSc**	352					1908	NwBurrell	StraitsShipping&	113·0	27·0	6·7	Charlotte-	C.4Cy.10"&20"–16"	
122586			352						JhnsnI.CoLd	ContractingCo.Ld.				townP.E.I.	NewBurrell 33RHP	
		1*Dk*	217						YrmouthN.S					British	Johnson I.CoLd.Yrmth,NS	
75640	**Harlaw** (*ex*Swift,*ex*DeanSwift,		1141	✠100A1		Abn	*q*	1911	Ramage&	AberdeenSteam	244·8	34·6	14·2	Aberdeen	T.3Cy.23",37½"&62"–39" (*s*)	16 " 6
132652	*ex*Swift)	*ss*Abn.2nd.No 3–3,35	899	*Shelter dk*				11mo	Ferguson,Ld.	Nav.Co.Ld.	258·8(O.L.)			British	180lb 337NHP	s " 3½
MDQN		2*Dks*(*UStl*)*q*	466	*withfreeboard*					Leith			BK8½'		5*BHCem*	2SB,*8cf*,GS148,HS6052 FD	16 " 11½
		Shelter dk(*Stl-ws*)		5,37 5,37				*Lloyd's*	*sA&CP*	*CellD*	*Ba*45'*uE&B*53'*f*94			286*tFPT*36*t*	Ramage&Fergusn,Ld.Lth.	
				6,36 6,36												
75641	**Harlesden**		5483	✠100A1		NNs	*a*†	1932	Hawthorn,	J.&C.Harrison,Ld.	427·7	56·3	26·0	London	T.3Cy.23½",40"&68"–48" (*r*)	28 " 9
162738		*ss*Shl.No.1–37	4963	9,38 3,38		Nwc		7mo	Leslie&Co.Ld					British	220lb HS6876 482NHP	s 4 " 2½
GTWZ	D.F.	1*Dk*(*Stl*)	3219				9,38		Newcastle		P41'B270'F37'	FK		7*BHCem*	2SB(Spt)&1AuxB,*9cf*,	24 " 9½
		CruiserStern		6,38				*Lloyd's*	*sA&CP*	*CellDBa*5*uE*164*t*	*f*196'1347*t FPT*[illegible]			*APT*252*t*	GS139 FD	
															N.E.MarineEngCoLd.Nwc	
75642	**Harley** (*ex*Hondene–37,*ex*Condor–34)		400					1919	A.deYong	Harris&DixonS.S.	133·3	24·1	11·2	London	T.3Cy.10",16"&27½"–21"	V
163468			295						Vlaardingen	Co.Ld.~~J.E.D.~~	P49'B9'F14'			British	35RHP	
	Mchy.Aft	1*Dk*	185							Heelsen,*Mgrs.*)				*WB*	My.Hera,Ymuiden	
75643	**Harlingen**		5415	✠100A1		Shl	*a*†	1933	Lithgows	WillisS.S.Co.Ld.	428·0	56·2	26·0	London	T.3Cy.23½",39"&72"–48" (*r*)	28 " 9
163305		*ss*Shl.No.1–37	4945	~~5,38~~ 5,38			~~5,38~~	1mo	Ld.	(J.&C.Harrison,	443·4(O.L.)			British	& exhaust Turbine driving	s 4 " 2
GTWS	D.F.	1*Dk*(*Stl*)	3205			MC8,37	5,38		PortGlasgow	Ld.*Mgrs.*)	P41'B270'F38'	FK		7*BHCem*	steam compressor 544NHP	24 " 9½
		CruiserStern		BS12,38				*Lloyd's*	*sA&CP*	*CellDBa*5*uE*160	0*f*189'1409*t FPT*[illegible]			67*tAPT*240*t*	220lb HS6850 FD	
															2SB(Spt)&1AuxB,*9cf*,	
															GS152	
															D.Rowan&Co.Ld.Gls.	
75644	**Harmala**		5730	✠100A1		Cff		1935	Lithgows,	GowlandS.S.Co.	433·2	58·2	26·0	London	T.3Cy.23½",37½"&68"–48"	28 " 9
161536			5027	*withfreeboard*		HKr		9mo	Ld.	Ld.(J.&C.				British	220lb (*r*) 475NHP	s 3 " 2½
GYMM	D.F. E.S.D.	1*Dk*&*Shelter dk*	3382	1,38 2,38		MC35			PortGlasgow	Harrison,Ld.	F35'	FK		7*BHptCem*	2SB(Spt)&Aux.B,*9cf*,	25 " 9½
		Cruiser Stern						*Lloyd's*	*sA&CP*	*Mgrs.*) *CellDB*	356'1345*t*			*Coll to Sh dk*	GS149,HS6706 FD	
				Fitted for oil fuel	9,35		*F.P. above*				*FPT*174*t APT*292*t*			6 ,, *2nd* ,,	D.Rowan&Co.Ld.Gls.	
Wrecked 5,38	**Harmanteh**		5415	✠~~100A1~~		Syd	*a*†	1932	Lithgows	WillisS.S.Co.Ld.	428·0	56·2	26·0	London	T.3Cy.23½",39"&68"–48"	28 " 9
162723		*ss*Shl.No.1–35	4948	12,37			9,35	6mo	Ld.	(J.&C.Harrison,	443·7(O.L.)			British	220lb (*r*) 481NHP	s 4 " 2
GTWQ	D.F.	1*Dk*(*Stl*)	3243						PortGlasgow	Ld.*Mgrs.*)	P41'B270'F38'	FK		7*BHCem*	2SB(Spt)&1AuxB,*9cf*,	24 " 9½
		CruiserStern						*Lloyd's*	*sA&CP*	*CellDBa*5*uE*158*t*	*f*189'1397*t FPT*167*t*			*APT*240*t*	GS157,HS6850 FD	
															D.Rowan&Co.Ld.Gls.	
75646	**Harmatris**		5395	✠100A1		Syd	*a*†	1932	Lithgows	WillisS.S.Co.Ld.	428·0	56·2	26·0	London	T.3Cy.23½",39"&68"–48" (*r*)	28 " 9
162711		*ss*Shl.No.1–36	4931	~~11,37~~ 2,39		Shl	~~5,38~~	5mo	Ld.	(J.&C.Harrison,	443·2(O.L.)			British	220lb HS6850 FD 481NHP	s 4 " 2½
GTWP	D.F.	1*Dk*(*Stl*)	3230				8,38		PortGlasgow	Ld.*Mgrs.*)	P41'B270'F38'	FK		7*BHCem*	2SB(Spt)&1AuxB,*9cf*,	24 " 9½
		CruiserStern						*Lloyd's*	*sA&CP*	*CellDBa*5*uE*158*t*	*f*189'1397*t FPT*167*t*			*APT*240*t*	GS157	
															D.Rowan&Co.Ld.Gls.	
75647	**Harmattan**	*ss*Shl.No.2–38	4558	✠100A1		Shl	*y*	1930	R.Thomp-	NationalSS.Co.Ld.	395·4	54·5	24·6	London	T.3Cy.25",41"&68"–45" (*r*)	27 " 0
161438		~~ssShl.No.1–34~~	4208	~~12,37~~ 10,38				6mo	son&Sons,Ld.	(J.&C.Harrison,	407·8(O.L.)			British	180lb 408NHP	s 3 " 5½
GNYD	D.F.	1*Dk*(*Stl*)	2709	BS~~9,37~~					Sunderland	Ld.*Mgrs.*)	P33'B264'F32'	FK		6*BHCem*	2SB(Spt)&1AuxB,*9cf*,	23 " 8½
				5,38		MC10,38		*Lloyd's*	*sA&CP*	*CellDBa*5*uE*146*t*	*f*180'1162*t FPT*126*t*			*APT*210*t*	GS180,HS7277	
															N.E.MarineEng.Co.Ld.Sld	
75648	**Harmodius**		5229	✠100A1		Grk	*y*	1919	Ayrshire	Brit.&S.American	400·7	52·3	28·5	Liverpool	T.3Cy.27",44"&73"–48" (*s*)	31 " 0
140657		*ss*Lon.No.3–6,32	4737	~~8,37~~ 4,39				10mo	DkydCo.Ld	Stm.Nav.Co.Ld.	412·5(O.L.)			British	180lb 517NHP	s 5 " 11½
GCBX		*ss*Gls.No.1–37	3179						Irvine	(HoustonLine	P42'B127'F39'	FK		7*BHptCem*	3SB,*9cf*,GS190,HS7668 FD	25 " 3½
	D.F.	2*Dks*(*Stl*)		12,38				*Lloyd's*	*sA&CP*	(London)Ld.*Mgrs*)					Dunsmuir&JacksonLdGls	
										CellDB	340'1142*t FPT*121*t*			*APT*177*t*		
75649	**Harmonia** (*ex*WladimirSawin)		2010	✠100A1		Bry	*r*	1898	Craig,	RederiA/B	271·0	40·7	16·5	Hlsingborg	T.3Cy.20",32½"&53"–36 (*r*)	18 " 9
6825		*ss*Hbg.3rdNo.3–3,37	1485	*pt Awng dk*				8mo	Taylor&Co.	Harmonia(N.	279·5(O.L.)			Swedish	160lb 182NHP	s 7 " 8
SDPN			1160	*withfreeboard*					Stockton	Hammar)	P27'Q72'	FK		4*BHCem*	2SB,*4cf*,GS74,HS2920	18 " 5
		1*Dk*(*Stl*)&*Web frames&ptAwng dk*(*Stl*)		1,38					A&CP		*pt Awng dk*172'				SirC.Furness,Westgarth&	
		Cargo battens not fitted													Co.Ld.Middlesbro'	
		Hatch covers dispensed with in 'tween decks forward								*CellDBa*88	*uEqB*32' *f*108'442*t*			*APT*54*t*		
75650	**Harmonic**		4558	✠100A1		Bry	*y*	1930	R.Thomp-	NationalSSCo.Ld.	395·4	54·5	24·6	London	T.3Cy.25",41"&68"–45" (*r*)	27 " 0
161490		~~ssShl.No.1–34~~	4208	~~1,38~~ Shl Nbt				8mo	son&Sons,	(J.&C.Harrison,	407·8(O.L.)			British	180lb HS7277 408NHP	s 3 " 5½
GRFN	D.F.	1*Dk*(*Stl*)	2709						Ld.	Ld.*Mgrs.*)	P33'B264'F32'	FK		6*BHCem*	2SB(Spt)&1AuxB,*9cf*,	23 " 8½
									Sunderland	*CellDBa*5*uE*146*t*	*f*180'1162*t FPT*126*t*			*APT*210*t*	GS180	
								Lloyd's	*sA&CP*						N.E.MarineEng.Co.Ld.Sld	
75651	**Harmonides**		5237	✠100A1		Grk	*y*	1920	Ayrshire	Brit.&S.American	400·2	52·3	28·5	Liverpool	T.3Cy.27",44"&73"–48" (*s*)	31 " 0
143610		*ss*Gls.No.3–10,32	4775	9,38 ~~10,38~~				1mo	DkydCo.Ld.	Stm.Nav.Co.Ld.	412·5(O.L.)			British	&L.P.Turbine with D.R.	s 5 " 11½
GCKW		*ss*Grk.No.1–36	3098			MC~~10,38~~			Irvine	(HoustonLine	P49'B113'F39'	FK		7*BHCem*	gearing & hydraulic	25 " 3½
	D.F. E.S.D.	2*Dks*(*Stl*)		BS3,39				*Lloyd's*	*sA&CP*	(London)Ld.*Mgrs*)					coupling 180lb 599NHP	
										CellDB	340'1134*t FPT*128*t*			*APT*200*t*	3SB,*9cf*,GS190,HS7668 FD	
															J.G.Kincaid&Co.Ld.Grk.	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now required. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of first Survey.
75652 230548 KLFU	**Harmony** TwinSc *Oil Eng* 1 *Dk* *Carrying oil in bulk*	890 — 520	✠100A1	Suz			1931	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	GulfOilCorporation	219·0 | 37·0 | 13·7 P43′			Philadlphia Utd. States	Oil Engines 4S.C.SA 12Cy.12½″–18″ 182NHP ElectricBoatCo.Groton, Conn.		
75653 162538 GTQK	**Harpa** TwinSc *Oil Eng.* E.S.D. *ssSuz.No.1–35*	3007 2251 1630	✠100A1 4,38 ✠LMC CS7,35	Suz		4,38	1931 2mo	Hawthorn, Leslie&Co.Ld Newcastle	Anglo-Saxon PetroleumCo.Ld.	305·0 | 50·1 | 19·2 315 S(O.L.) P86′F50′ FK			London British	Oil Engines 4S.C.SA 12Cy.18½″–35½″ 380NHP DB150lb	19 ″ 3 s 1 ″ 9½ 17 ″ 7	
	Mchy.Aft D.F. 1 *Dk(Stl)* *Longitudinal framing at bottom & at deck*		DBS4,38 12,36 *Carrying Petroleum in bulk*				*Lloyd's SA&CP*			*Trunk* 169′ *Cell DB* 49 412*t FPT*			11 *B Hpt Cem* 52*t APT* 56*t*	Hwthrn.Leslie&CoLd.Nwc		
75654 164488 GYKS	**Harpagon** D.F. 1 *Dk & Shelter dk* E.S.D. *Cruiser Stern*	5719 5026 3378	✠100A1 *with freeboard* 10,38 1,38	Syd Shl		CL 10,38	1935 6mo	Lithgows Ld. PortGlasgow	NationalS.S.Co. Ld.(J.&C.Harrison,Ld. *Mgrs.*)	428·8 | 58·2 | 26·0 F35′ FK			London British	T.3Cy.23½″,37½″&68″–48″ 220lb (r) 475NHP	28 ″ 9 s 3 ″ 2½	
			✠LMC6,35				*Lloyd's SA&CP*			(*Cell to Shdk* 6 ,, *2nd* ,,			7 *B Hpt Cem*	2SB(Spt)&1AuxB,*9cf*, GS149,HS6706 FD	25 ″ 9½	
			Fitted for oil fuel 6,35			*F.P. above*	1 50° F.		*Cell DB* 356′ 1345*t*	*FPT* 174 *APT* 292*t*			91*t APT* 252*t*	D.Rowan&Co.Ld.Gls.		
75655 162707 GTWX	**Harpalion** *ssShl.No.1–36* D.F. 1 *Dk(Stl)* *Cruiser Stern*	5486 4963 3220	✠100A1 10,38 1,37 ✠	Syd Gls	*a*†	CL 16,38	1932 5mo	Hawthorn, Leslie&Co.Ld Newcastle	J.&C.Harrison,Ld.	427·7 | 56·3 | 26·0 P41′ B270′ F37′ FK			London British	T.3Cy.23½″,40″&68″–48″ (r) 220lb 482NHP	28 ″ 9 s 4 ″ 2	
			3,39				*Lloyd's SA&CP*		*Cell DBa&u* E16	*AFT* 196 1347*t FPT*			7 *B H Cem* 91*t APT* 252*t*	2SB(Spt)&1AuxB,*9cf*, GS139,HS6876 FD N.E.MarineEngCoLd.Nwc	24 ″ 9½	
75656 164552 GYNB	**Harpalycus** D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern* *Longitudinal framing at shelter dk*	5629 4931 3344	✠100A1 *with freeboard* 12,38 1,38	Shl Gls		CL 12,38	1935 11mo	Hawthorn, Leslie&Co.Ld Newcastle	NationalSS.Co.Ld. (J.&C.Harrison, Ld. *Mgrs.*)	434·6 | 58·3 | 25·9 F33′ FK			London British	T.3Cy.23½″,40″&68″–48″ (r) 220lb 471NHP	28 ″ 9 s 3 ″ 2½	
			✠MC11,35				*Lloyd's SA&CP*			(*Cell to Shdk* 6 ,, *2nd* ,,			7 *B Hpt Cem*	2SB(Spt)&1AuxSB,*9cf*, GS137,HS6633 FD	25 ″ 9½	
			Fitted for oil fuel 11,35			*F.P. above*	150° F.		*Cell DB* 371′ 1378*t*	*FPT* 201*t APT* 213*t*			N.E.MarineEng.CoLdNwc			
75657 163434 GWRC	**Harpasa** *ssShl.No.1–38* D.F. 1 *Dk(Stl)* *Cruiser Stern*	5082 4530 3035	✠100A1 [illegible]	Shl	*z*	CL 7,37	1934 1mo	Lithgows Ld. PortGlasgow	NationalS.S.Co.Ld. (J.&C.Harrison, Ld. *Mgrs.*)	418·0 | 56·2 | 24·6 P39′ B276′ F34′ FK			London British	T.3Cy.22½″,36″&65″–48″& exhaust turbine driving	27 ″ 3 s 3 ″ 6½	
			[illegible]				*Lloyd's SA&CP*		*Cell DB* 353′ 1336*t*	*FPT* 140*t APT* 212*t*			7 *B H Cem*	steam compressor (r) 220lb 472NHP	23 ″ 11½	
														2SB(Spt)&1AuxSB,*9cf*, GS140,HS6058 FD D.Rowan&Co.Ld.Gls.		
75658 161434 GNXK	**Harpathian** *ssShl.No.2–38* ~~*ssShl.No.1–34*~~ D.F. 1 *Dk(Stl)*	4671 4306 2775	✠100A1 8,38	Cff Smt	*z* Vor	CL N7,36	1930 6mo	Bartram& Sons,Ld. Sunderland	NationalSS.Co.Ld. (J.&C.Harrison, Ld. *Mgrs.*)	400·9 | 54·5 | 24·6 414·4(O.L.) P34′ B257′ F34′ FK			London British	T.3Cy.25″,41″&68″–45″ (r) 180lb 408NHP	27 ″ 1 s 3 ″ 7	
							Lloyd's SA&CP		*Cell DB* 356′ 1148*t*	*FPT* 149*t APT* 210*t*			6 *B H Cem*	2SB(Spt)&1AuxB,*9cf*, GS180,HS7277 N.E.MarineEng.Co.Ld.Sld	23 ″ 8½	
75659 162474 GRKS	**Harpenden** *ssShl.No.1–35* D.F. 1 *Dk(Stl)*	4678 4306 2774	✠100A1 3,38	Rot	*z*	CL 4,37	1930 9mo	Bartram& Sons,Ld Sunderland	NationalSS.Co.Ld. (J.&C.Harrison, Ld. *Mgrs.*)	400·9 | 54·5 | 24·6 P34′ B257′ F34′ FK			London British	T.3Cy.25″,41″&68″–45″ (r) 180lb 408NHP	27 ″ 1 s 3 ″ 7	
			[illegible] 35				*Lloyd's SA&CP*		*Cell DB*	356′ 1148*t FPT* 149*t*			6 *B H Cem* *APT* 210*t*	2SB(Spt)&1AuxB,*9cf*, GS180,HS7277 N.E.MarineEng.Co.Ld.Sld	23 ″ 8½	
75660 161459 GRCT	**Harperley** *ssShl.No.2–38* ~~*ssShl.No.1–34*~~ D.F. 1 *Dk(Stl)*	4586 4225 2724	✠100A1 8,38 10,38 BS11,37 ✠MC6,34 10,38	Hul Shl	*z*	CL ~~5,37~~ 10,38	1930 7mo	W.Gray& Co Ld. W Hartlepool	NationalSS.Co.Ld. (J.&C.Harrison, Ld. *Mgrs.*)	400·2 | 54·5 | 24·5 P36′ B261′ F32′ FK			London British	T.3Cy.25″,41″&68″–45″ (s) 180lb 425NHP	27 ″ 3 s 3 ″ 9	
							Lloyd's SA&CP		*Cell DB*	355′ 1385*t FPT* 115*t*			6 *B H Cem* *APT* 214*t*	3SB(Spt)9*cf*,GS173,HS7774 Cen.Mar.EWrks.Ld.WHpl	23 ″ 9½	
75661 LOFQ	**Harpon** (*ex* Zaandijk, *ex* Silesia, *ex* Wally) *ssRot.3rdNo.3–8,31* *ssOsl.No.1–35* *Well deck* 2 *Dks(Stl–Uteaks)3trB*	4940 4018 2816	✠100A1 9,38 9,37 9,36 36 *Carrying Whale oil in bulk or Carrying oil fuel in bulk F. 150°F. in Nos. 1, 2, 3, 5 & 6 tanks only* *Fitted for oil fuel* 8,31 *F.P. above* 150°F.	Rot Sfj	*y*	CL 7,37 10,38	1897 2mo	Blohm& Voss Hamburg	Cia.Argentina de Pesca	401·5 | 46·5 | 27·4 P&B264′ F44′ BK11′ *Cell DBa* 166 *u* E30			Bns.Aires Argentine 11 *B H Cem* 4 ,, *to 2nd dk* *f* 184 722*t*	T.3Cy.26¾″,43½″&71½″–48″ 170lb *170lb* (s) 430NHP 2DB,*12cf*,GS232,HS7386 Blohm&Voss,Hamburg	30 ″ 3 s 5 ″ 5½ 26 ″ 0½	
75662 220804 KDKC	**Harpoon** (*ex* Hopatcong) *2 Dks & Shelter dk* Sub.Sig. *Fitted for oil fuel* D.F. *Longitudinal framing*	5964 5702 3797				…	1920	Groton Iron Works Groton,Conn.	ShepardS.S.Co.	402·6 | 53·6 | 33·2 P48′ F37′			Prtlnd,Me Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 467NHP VulcanIronWorks,Inc. JerseyCity	34 ″ 6	R †
75663 133617 MDYV	**Harptree Combe** (*ex* Cromwell, *ex* NorahElsmie) *ssApl.2ndNo.3–3,38* *Mchy.Aft* 1 *Dk(Stl)* *Well deck*	439 309 171	✠100A1 3,38 MC MS3,38	Apl	*g*	CL 3,38	1912 12mo	Hall, Russell&Co.Ld. Aberdeen	AldShippngCo.Ld.	155·3 | 25·1 | 10·7 163·0(O.L.) Q91′ B9′ F22′ BK7′			Bristol British 3 *B H Cem* *FPT* 50*t*	T3Cy12½″,21½″&34″–24″ (r) 180lb 75RHP 1SB,*2pf*,GS40,HS1345 Hall,Russell&Co.Ld.Abn.	11 ″ 8 s 3 ″ 7½ 12 ″ 2	
75664 ~~131352~~ ~~GTQG~~	**Harraton** *ssShd.No.2–37* ~~*Mchy.Aft*~~ ~~*ssShd.No.1–36*~~ ~~D.F.~~ 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted*	2795 2178 1586	✠100A1 10,38 9,38 MC MS4,38	Sld	*t*	CL 1,38 1,38	1930 3mo	S.P. Austin &Son,Ld. Sunderland	~~TenfieldS.S.Co.Ld.~~ ~~W.B Nisbet *Mgrs.*~~	308·0 | 44·5 | 19·6 318·7(O.L.) Q180 F35′ FK			French 6 *B H Cem* 251*t APT* 67*t*	T.3Cy.21″,35″&58″–39″ (s) 180lb 261NHP 2SB,*6cf*,GS116,HS4476 N.E MarineEng.Co Ld.Sld	21 ″ 9 s 7 ″ 2½ 19 ″ 4½	
							Lloyd's SA&CP		*Cell DB* 245′ 6	82*t MT* 12 415*t FPT*						
75665 OYEM	**Harriet** 1 *Dk*	1144 929 671					1922	Schiffb.Ges Unterweser m.b.H Wesermünde-L.	J.Lauritzen	230·6 | 34·6 | 14·1 P21′ B56′ F28′			Esbjerg Danish *WB*	C.4Cy.(2)12¾″&(2)27½″–27½″ NE36 141NHP Christiansen&Meyer, Harburg		G
75666 148414 MNDB	**Harrogate** *ssGms.No.3–8,37* *Well deck* 1 *Dk(Stl)* *Cruiser Stern*	1029 870 552	✠100A1 3,38 ✠LMC BS4,37,5,38 MS8,37	Gms	*o*	OG 3,38 3,38	1925 1mo	Ramage& Ferguson,Ld. Leith	Wilsons&N.E.Ry. ShippingCo.Ld. (The Associated HumberLines)	240·4 | 33·9 | 14·2 P&B157′ F48′ FK			Hull British 5 *B Hpt Cem* 13*t APT* 32*t*	T.3Cy.16½″,28¾″&50″–33″ (s) 225lb 257NHP 2SB,*6cf*,GS99,HS3956 FD Ramage&Ferguson,Ld.	16 ″ 3 s ″ 6½ 15 ″ 10½	
							Lloyd's SA&CP		*Cell DB* 200′ 251*t FPT*							
75667 210861 WZUA	**Harry Bowen** (*ex* Norfolk) *ssN.Yk.No.3–1,31* *ssBos.No.1–35* *Mchy.Aft* 1 *Dk(Stl)* D.F. *Cargo battens not fitted*	3522 3050 1986	✠100A1 6,38 7,37 BS7,37 ✠LMC7,38 5,38	Bos NNs	*r*	CL 7,38	1913 1mo	New York S.B.Co. Camden,N.J.	PocahontasS.S.Co.	310·7 | 48·1 | 25·5 319·7 P79′ B18′ F30′ FK			Wilmgton (Del.) Utd. States	T.3Cy23¼″,38¼″&64″–45″(r) 180lb 326NHP 2SB,*8cf*,GS175,HS5426 NewYorkS.B.Co.CmdnNJ	29 ″ 1	
							Lloyd's SA&CP		*Cell DBuE&B* 53	6 *B H Cem* *f* 217′ 1274*t* *MT* 235*t FPT* 304*t APT* 110*t*						
75668 226742 WPBF	**Harry Coulby** D.F. GyC. *ssClv.No.1–32* *Mchy.Aft* 1 *Dk(Stl)* & *Web frames* *Longitudinal framing at bottom & at deck* *Cargo battens not fitted*	9467 — 7485	✠100A1 *For Service on the Great Lakes* 9,37 ~~BS4,37~~ BS4,38 2 ✠LMC4,35	Cgo			1927 9mo	American S.B.Co. Lorain,O.	InterlakeSteamshipCo.(Pickands, Mather&Co. *Mgrs*)	615·2 | 65·2 | 28·6 F66′ FK			Wilmgton (Del.) Utd. States	T.3Cy.25½″,41″&67″–42″ (s) 220lb 573NHP 3 Water Tube Boilers FD	33 ″ 0 s10 ″ 8½ 22 ″ 5½	
							Lloyd's SA&CP		*Cell DB & side Tanks* *in way of* *h*	*Cell DB&E&B* 235*t* holds 9060*t FPT* 496*t*			3 *B H* *APT* 88*t*	GS191,HS9345 American S.B.Co.Lorain,O		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant (après Lettre d'Enrôlement).	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	Matières du corps.
75669 / 230411 / KGOK	**Harry F. Sinclair, Jr.** D.F. GyC. *ss*Mob.No.1–35 *Mchy.Aft.* 1*Dk*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing-bracketless system Rudder electrically welded*		6151 / 5525 / 3795	✠100A1 1,39 [illegible] BS1,38	NOs	*a*†	CL 1,37	1931 / 2mo	Bethlehem S.B.Corp.Ltd Quincy,Mass	Sinclair NavigationCo.	416·5 / P91′B36′F35′ FK	57·1	31·9	NewYork Utd.States	2 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 15*BHpt Cem* 3WTB(Spt) 400lb 996NHP HS10116 FD DelavalSteamTurbineCo. Trenton,N.J.	32 ″ 0	
75670 / HPFO	**Harry G. Seidel** TwinSc *Oil Eng.* E.S.D. GyC. *ss*Ham.No.1–31 D.F. 1*Dk*(*Stl*)2*nd Dk*(*Stl*) *in fore hold* 2*nd*&3*rd Dks*(*Stl*) *Aft*&*Web frames* *Mchy.Aft* *Cruiser Stern* *Longitudinal framing–bracketless system*		10354 / — / 6315	✠100A1 8,88 [illegible] LMC CS7,34 BS[illegible] 4,36 8.38 *Carrying Petroleum in bulk*	Bmn Ham	*g*†	CL 11,37	1930 / 10mo	Frd.Krupp Akt.Ges. Kiel	PanamaTransport Co.	513·2 / *after Bridge* 47′ F44′	68·1 / B39 FK	39·4	Panama Pnamanian	Oil Engines 2S.C.SA 8Cy.26¾″–51⅛″ 997NHP 2WTDB*200lb* 2DB*100lb* *pt.Asp* Frd.KruppA.G.Kiel	39 ″ 5 s 3 ″ 7½ 30 ″ 1½	
75671 / 203905	**Harry L. Findlay** (*ex*Matthew Andrews–33) *Mchy.Aft* 1*Dk*		7014 / — / 5497					1907	American S.B.Co. Cleveland,O.	KinsmanTransit Co.(G.M.Steinbrenner,*Mgr.*)	532·0 / *WB*	56·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.23½″,38″&63″–42″ 257NH AmericanS.B.Co.Cleveland.		I
75672 / 218157 / KIGS	**Harry Luckenbach** TwinSc (*ex*Sol Navis) 6TwinMsts *ss*Bos.No.3–4,31 *ss*Sea.No.1–35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. *Cruiser Stern*		6355 / — / 3967	✠100A1 *Shelter dk with freeboard* 6,38 [illegible] *Fitted for oil fuel* 7,19	Sea	*b*†	CL [illegible] [illegible] 6,38 *F.P. above*	1919 / 7mo	SunS.B.Co Chester,Pa. A&CP	LuckenbachS.S. Co.Inc. *Intermediate B.H. Cell D* B589′ 1831*t* *'tween dk tanks*	448·9 / *dispensed with* (5 „2nd„) *in E&B space* 36′ 4	60·2 / FK *Coll to Sh dk* 05*t*	37·8	NewYork Utd.States *6BHpt Cem* *FPT*281*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts 968NHP 3001b (*s*) HS8652 1 Water Tube Boilers FD DeLavalSteamTurbineCo. *APT*271*t* Trenton,N.J.	31 ″ 3 s 4 ″ 3½ 27 ″ 4½	
75673 / 157696	**Harry R. Jones** (*ex*D.G.Kerr) GyC. *Mchy.Aft* 1*Dk*2*trB*		5315 / — / 4160					1903	Superior S.B.Co. Superior	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	468·0 / F48′	52·0 / *WB*	28·0	Wilmgton (Del.) Utd.States	Q4Cy15″,23⅜″,36½″&56″–40″ 198NHP SuperiorS.B.Co.Superior		R
75674 / 81803	**Harry T. Ewig** (*ex*John W.Ailes, *ex*Baltic,*ex*W.W.Brown) *Mchy.Aft* 1*Dk*		3582 / — / 2778					1902	Chicago S.B.Co. Chicago	ColumbiaTrans-portationCo. (John T.Kelly,*Mgr.*)	346·0 / *WB*	48·2	24·0	Wilmgton (Del.) Utd.States	T.3Cy.20″,33½″&55″–40″ 191NH ChicagoS.B.Co.		R
75675 / 204987 / WEDD	**Harry W. Croft** (*ex*Fred.G. Hartwell) D.F. GyC. *Mchy.Aft* 1*Dk*		6223 / — / 4865					1908	ToledoS.B. Co. Toledo	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	514·0 / *WB*	58·0	25·6	Wilmgton (Del.) Utd.States	Q.4Cy.20″,29″,42″&61″–42″ 241NH ToledoS.B.Co.Toledo		R
75676 / 200560 / WOFY	**Harry Wm. Hosford** (*ex*F.B.Squire–36) D.F. GyC. 1*Dk*2*trB*		5156 / — / 3951					1903	JenksS.B. Co. Port Huron,Mich.	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	512·9 /	50·2	24·0	Wilmgton (Del.) Utd.States	T.3Cy.22⅜″,38″&63″–40″ 251NHP JenksS.B.Co.Pt.Huron		R
75677 / 204815 / KDVS	**Harry Yates** (*ex*Consumers Power–34,*ex*G.N.Wilson, *ex*Jacob T.Kopp) 1*Dk* D.F. GyC. *Mchy.Aft*		6035 / — / 4530					1907	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	480·0 / *WB*	54·2	31·2	Buffalo NY Utd.States	T.3Cy.22½″,36″&60″–42″ 233NHP Gt.LakesEng.Wks.Detroit		R
75678 / 139242 / GNBM	**Hartbridge** *ss*Shl.No.2–36 1*Dk*(*Stl*)		5080 / 4781 / 3132	✠100A1 1,39 [illegible]	Shl	*z*	CL [illegible] 4,39	1927 / 4mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*	North ofEngland SSCo.Ld.(Crosby, Son&Co.Ld.*Mgrs.*) *Cell DB*	390·1 / P30′B247′F33′ FK 343′1037*t*	55·0 / *WB*=*FPT*123*t*	27·7	W.Hartlpl British *6BHCem* *APT*162*t*	T.3Cy.26″,43″&71″–48″ (*s*) 180lb HS8542 472NHP 2SB&1AuxSB,*11cf*,GS210, Cen.Mar.Eng.Wrks.WHpl	30 ″ 0 s 4 ″ 6½ 25 ″ 8½	
75679 / 134126 / MDRX	**Hartford** K Transferred to No. 67124 *ss*Liv.No.3–11,25 *Mchy.Aft* *ss*Lth.No.2–33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*		410 / 291 / 156	✠100A1 6,36 [illegible]	Lon	*f*	CL [illegible] 11,37	1912 / 4mo	J.P.Rennoldsn&Sons South Shields *Lloyd's*	F.Bowles&Sons (J.Bowles,*Mgr.*)	144·0 / Q47′B9′F26′ FK	24·4 | 25·3 | *WB*=*FPT*30*t*	10·5	Liverpool British *3BHCem* *APT*29*t*	C.2Cy.17″&36″–24″ (*s*) 130lb 75RPM 1SB,*3cf*,GS45,HS1405 J.P.Rennoldsn&Sns,S.Shl	11 ″ 9 s ″ 9½ 11 ″ 1	
75680 / 223671 / KLFV	**Hartford Socony** TwinSc *Oil Eng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*		1199 / — / 753					1924	NewYork S.B.Corp. Camden,N.J.	Socony-Vacuum OilCo.Inc.	252·9 / *WB*	40·1	12·8	NewYork Utd.States	Oil Engines 4S.C.SA 6Cy.13″–18″ 99NHP McIntosh&SeymourCorp. Auburn,N.Y.		
75681 / 162716 / GTWY	**Hartington** *ss*Shl.No.1–36 D.F. 1*Dk*(*Stl*) *Cruiser Stern*		5496 / 4973 / 3250	✠100A1 [illegible] 11,38 Shl [illegible]	Npt	*a*†	CL 4,37	1932 / 6mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*	J.&C.Harrison,Ld. *Cell D* Ba&*u E* 169′	425·5 / P39′B270′F39′ FK *f* 187′1412*t*	56·2	26·0	London British *7BHCem* *APT*184*t*	Q.4Cy.20″,28½″,41½″&61″–48″ 260lb (*r*) FD 470NHP 2SB(Spt)&1AuxB,*8cf*, GS147,HS6867 Cen.Mar.E.Wrks. (W.Gray&Co.Ld.)WHpl	28 ″ 9 s 4 ″ 2⅝ 24 ″ 9½	
75682 / 163309 / GTXC	**Hartismere** *ss*Shl.No.1–37 D.F. 1*Dk*(*Stl*) *Cruiser Stern*		5493 / 4970 / 3260	✠100A1 2,39 [illegible]	Bry Cal	*a*†	CL 6,37	1933 / Imo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*	J.&C.Harrison,Ld. *Cell D* Ba&*u E* 169′	425·5 / 441·8(O.L.) P39′B270′F39′ FK *f* 189′ 1426*t*	56·2	26·0	London British *7BHCem* *APT*184*t*	Q4Cy20″,28¼″,41½″&61″–48″ 260lb (*r*) 470NHP 2SB(Spt)&1AuxB,*8cf*, GS146,HS6867 FD Cen Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	28 ″ 9 s 4 ″ 2⅝ 24 ″ 9½	
75683 / 163443 / GWQS	**Hartlebury** *ss*Shl.No.1–38 D.F. 1*Dk*(*Stl*) *Cruiser Stern*		5082 / 4530 / 3035	✠100A1 [illegible] 11,38 Vk BS8,38	Npt	*z*	CL [illegible] 7,38	1934 / 3mo	Lithgows Ld. PortGlasgow *Lloyd's*	NationalSSCo.Ld. (J.&C.Harrison, Ld. *Mgrs.*) *Cell DB*	418·0 / 433·0(O.L.) P38′B276′F34′ FK 353′1336*t*	56·2 / *FPT*140*t*	24·6	London British *7BHCem* *APT*212*t*	T.3Cy.22½″,36″&65″–48″(*r*) & exhaust turbine driving steam compressor 472NHP 220lb GS140,HS6058 FD 2SB(Spt)&1AuxSB,*9cf*, D.Rowan&Co.Ld.Gls.	27 ″ 3 s 3 ″ 6½ 23 ″ 11½	
75684 / 162759 / GTXB	**Hartlepool** *ss*Cff.No.1–36 D.F. 1*Dk*(*Stl*) *Cruiser Stern*		5500 / 4972 / 3262	✠100A1 [illegible] 11,38 Shl BS4,38	Syd	*a*†	CL [illegible] 11,38	1932 / 9mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*	J.&C.Harrison,Ld. *Cell D* Ba&*u E* 169′	425·5 / P39′B270′F39′ FK *f* 189′ 1426*t*	56·2 / *FPT*204*t*	26·0	London British *7BHCem* *APT*184*t*	Q.4Cy.20″,28½″,41½″&61″–48″ 260lb (*r*) 470NHP 2SB(Spt)&1AuxB,*8cf*, GS146,HS6867 FD Cen.Mar.E.Wrks. (W.Gray&Co.Ld.)WHpl	28 ″ 9 s 4 ″ 2⅝ 24 ″ 9½	
75685 / 222133 / WJDV	**Hartwelson** (*ex*Astoria,*ex*Frieda Leonhardt,*ex*Burbo Bank) *ss*Liv.No.3–9,09 *ss*Shl.No.1–14 1*Dk*(*pt Irn*&*pt Stl*)*deep framings Web frames*		3078 / 2619 / 1921	✠ 10,16	Ham	*u*		1902 / 6mo	J.Blumer& Co. Sunderland	HartwelsonS.S. Co.(H.N.Hartwell &Sons,Inc.*Mgrs.*) *Cell D* Ba108′	319·7 / P28′B91′F31′ FK *u E*&*B* 42′ *f* 124′802*t*	46·0	21·2	Boston Utd.States *5BHCem* *APT*110*t*	T.3Cy.23″,38″&63″–42″ 276NHP 2SB,*8cf*,GS117 HS4190 J.Dickinson&Sons,Ld.Sld	23 ″ 9	CR t

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Yr. assigned now expired. Equipment Letter.	7a Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power By Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Distinct Hull Specification.
75686 28462 JIND	**Haruna Maru** (P) *ex*Yka.No.3–3,35 *ss*Yka.No.3–3,35 *Ref.Mchy* 2 *Dks*(*Stl*) *U*–ws & 3rd *dk* D.F. (*Stl*) *in* 1,3 & 4 *holds* *ss*Yka.No.1–38	TwinSc	10421 8392 6311	✠100A1 Yka 1,38 B&4,38 ✠LM MC4, 1,7 *Fitted for carrying oil in Nos. 2 & 7 double bott om tanks*	/		CL 6,37 2,22 F.	1922 2mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd's*	NipponYusenK.K. *Cell D B* 416′ 1877 *t* *Tanks at sides of tu* *P. abo ve* 150° F.	495·0 P94′ *nnels* 6′90 *t*	62·0 B186′ *F.P.T*	37·0 F56′ 168 *t*	Tokyo Japanese *A P T* 110 *t*	6 Steam Turbines D R geared to 2 Sc. Shafts 1615 NHP 9 *B H Cem* 200 lb (*s*) FD 7 SB(Spt), *21cf*, GS 148, HS 18157 MitsubishiZosenKaisha,Ld	37 ″ 0 s 8 ″ 4½ 29 ″ 2	
75687 29173 JNWA	— *Mchy.Aft* *Ref.Mchy.* Wireless 1 *Dk*		1549 1200 849					1923	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	250·0 P56′	37·0 B60′	19·0 F38′	Yokohama Japanese *W B*	T. 3 Cy. 17″, 28½″ & 48″–30″ 126 NHP YokohamaDockCo.Yka.		C
75688 98507	**Harvard**	GyC. *Mchy.Aft* 1 *Dk* 2 *tr B*	4565 — 3435					1900	Detroit S.B.Co. Wyandotte	PittsburghS.S.Co.	461·0 P107′	50·2 B35′	29·5 F33′ FK	D'luth, Min Utd. States *W B*	Q. 4 Cy. 18″, 26¾″, 41″ & 63″–42″ 257 NHP DetroitS.B.Co.Detroit		
75689 220700 KDHC	**Harvester** *ss*NYk.No.2–38 *Mchy.Aft* D.F. GyC. 2 *Dks*(*Stl*) & *Web frames* *Longitudinal framing*	*ss*Mob.No.3–2,30	6416 6071 3991	✠100A1 NYk *a*† 1,39 S4,32 BS12,38 L C5,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,20			CL 4,38 *F.P. above*	1920 10mo	Texas S.S. Co. Bath, Me. A&CP	TheTexasCo. *Cell D Bu* 150° F.	416·8 P107′ *E & B* 209 *t*	56·1 B35′ *F.P.T*	31·1 F33′ FK 229 *t*	Wlmngton (Del.) Utd. States 16 *B H* *A P T* 130 *t*	T. 3 Cy. 26½″, 44″ & 74″–51″ (*s*) 1901 lb 549 NHP 3 SB, *9cf*, HS 7979 FD H.G.TroutCo.Buffalo,N.Y	32 ″ 10 s 6 ″ 3¾ 26 ″ 9	
75690 205072 WRDA	**Harvey H. Brown** (*ex*HarryA. Berwind) D.F. GyC. *Mchy.Aft* 1 *Dk*		6634 — 4927					1908	Gt. Lakes Eng. Works Ecorse, Mich.	InterlakeS.S.Co. (Pickands, Mather &Co. *Mgrs.*)	532·0	58·3	32·0	Wlmngton (Del.) Utd. States *W B*	T. 3 Cy. 24″, 38″ & 65″–42″ 274 NHP GtLakesEngWrks.Detroit		R
75691 PEOF	**Hasewint** *Oil Eng.* *Mchy.Aft* 1 *Dk* *Cruiser Stern*		352 215 172					1936	NV. Schpsf v/h DeGroot & Van Vliet Slikkerveer	J.Cremer	137·4 P39′	24·0 Q46′	9·7 F15′	Groningen Dutch *W B*	Oil Engines 4 S.C.SA 6 Cy. 11″–17½″ 70 NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
75692 144925 VTCL	**Hashemi** (*ex*Padma, *ex*Wearmouth, *ex*Kildorough) *ss*Bom.No.3–8,33 *ss*Bom.No.1–38 1 *Dk*(*Stl*) *Cargo battens not fitted*		634 482 298	100A1 Bom 12,38 LMC12,38 M&S5,38 B&S,37			CL 1,37	1918 6mo	Smith's DockCo.Ld. Middlesbro' *Lloyd's*	EasternSteam Nav.Co.Ld. (*Man. Agents*, Shariff Hassum&Co.)	175·4 B50′ *Cell D Bu E* 26′ 20 *t*	30·0 *F.P.T*	15·7 FK 20 *t* *A P T* 15 *t*	Bombay British 5 *B H Cem*	T. 3 Cy. 16″, 26″ & 44″–26″ (*s*) 200 lb 94 RH 1 SB, *3cf*, GS 51, HS 1825 FD Smith's DockCo.Ld.Mdb.	16 ″ 6 s 1 ″ 10 14 ″ 11	
75693 148636 MNJP	**Haslemere** Wireless *Cruiser Stern* 1 *Dk*	TwinSc	756 624 305					1925	D & W Hendersn & Co. Ld. Glasgow	SouthernRailway	220·3 B90′	33·6 F37′	14·1	London British *W B*	T. 6 Cy. 15″, 25″ & 41″–24″ 165 NHP D&WHendersn&CoLd.Gls		
75694 7741 SETM	**Hasting** (*ex*Danevirke, *ex*Vilja. *ex*Capax) 1 *Dk*		*1106* *964* *629*					1916	Akers Mek Værks. Oslo	RederiA/BHasting (E.Håkanson)	223·7 P34 *t*	36·6 H54 *t*	15·4 F5 *t*	Hlsngborg Swedish *W B*	T. 3 Cy. 17″, 29″ & 47″–33″ 127 NHP Akers.Mek.Værks.Oslo		V
75695 220551 KDDL	**Hastings** Sub.Sig. *Ref.Mchy.* D.F. *Fitted for oil fuel* 2 *Dks* & *Web frames*		5401 4942 3364	...				1920	Pensacola S.B.Co. Pensacola, Fla.	WatermanS.S. Corp.	400·7 P36′	54·2 B12′	30·2 F44′ FK *W B*	Mobile Utd. States	2 Steam Turbines D R geared to 1 Sc. Shaft 674 NHP WestinghouseElectric& Mfg.Co.E.Pittsburg,Pa	32 ″ 10	R †
75696 145533 CYLK	— (*ex*Glencalvie) *Mchy.Aft* 1 *Dk*		1906 1574 1128					1923	N. of Irel'nd S.B.Co.Ld. Londonderry	CanadaSteamship Lines, Ld.	252·0 Q100	42·5 F36′	18·0	Montreal British *W B*	T. 3 Cy. 16″, 27″ & 44″–33″ 111 NHP J.G.Kincaid&Co.Ld.Grk.		C
75697 140430 GRZW	**Hatarana** (*ex*WarSailor) *ss*Cal.No.3–10,29 *ss*Cal.No.2–37 2 *Dks*(*Stl*)	TwinSc	7522 6476 4592	✠100A1 Cal Bom 10,38 BS10,38 LMC8,37	*b*†		CG 8,37 P10,38	1917 8mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's*	BritishIndiaStm. Nav.Co.Ld. *Cell D B* 375′ 1192 *t D*	445·0 P34′ *T a* 42′ 1312 *t*	58·3 B138′ *F.P.T*	31·3 F37′ FK 55 *t*	London British 7 *B H Cem* *A P T* 60 *t*	T. 6 Cy. 21″, 35″ & 59″–48″ (*s*) 200 lb 659 NHP 4 SB, *12cf*, GS 242, HS 9219 FD KawasakiDkyd.Co.Ld.	34 ″ 0 s 7 ″ 8¾ 26 ″ 5½	
75698 145893 GPZX	**Hatasu** *ss*Liv.No.3–5,34 D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)		3198 2915 1890	✠100A1 Liv *Shelter dk* *with freeboard* 11,37 LMC 8,38 MS11,33 BS7,37	*a*		CL 11,37	1921 11mo	J. Blumer & Co.Ld. Sunderland *Lloyd's*	MossHutchison Line, Ld. *Cell D B* 304′ 776 *t* *D T a* 25′ 7	352·7 *Collision* 50 *t*	50·4 *F.P.T*	21·9 95 *t* *A P T* 221 *t*	Liverpool British *Cem* *A H to Sh dk* 6 ,, ,, *U* ,,	T. 3 Cy. 25″, 41″ & 68″–45″ (*s*) 180 lb 367 NHP 3 SB(Spt), *9cf*, GS 162, HS 6072 J.Dickinson&Sons,Ld.Sld.	25 ″ 0 s 2 ″ 5 22 ″ 10	
75699 TCAK	**Hatay** (*ex*Abuislah–37, *ex*Ab-Isslah, *ex*CapNègre, *ex*IroMaru) 1 *Dk*		667 491 378					1913	Bingo Senkyo K.K. Mitsumosho	OsmanSevki	175·2	27·1	13·0	Istanbul Turkish	T. 3 Cy 18½″, 20½″ & 32½″–23″ *E made* 05 *refitted* 14 49 NHP MacColl&Pollock,Sld.		
75700 142722 GRZX	**Hatimura** (*ex*WarOpal) *ss*Bom No.3–4,30 *ss*Cal.No.2–38 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) *Cargo battens not fitted in Shelter 'tween dks*		6690 6398 4158	✠100A1 Cal *Shelter dk* *with freeboard* 7,37 10,38 BMC 7,37 LMC5,34	*a*†		CL N 0,38	1918 12mo	J.L Thomp-son&Sons, Ld Sunderland *Lloyd's*	BritishIndiaStm. Nav.Co.Ld.	412·5 F on *Shelter dk* 86′ *Cell D B* 366′ 1362 *t*	55·5 B	34·4 FK 6 *B H to Sh dk* 2 ,, ,, *U* ,, *M T* 27′ 994 *t*	London British *pt Cem* *FPT* 154 *t* *A P T* 224 *t*	T. 3 Cy. 27″, 45″ & 75″–54″ (*s*) 180 lb 566 NHP 3 SB, *10cf*, GS 200, HS 8287 FD J.Dickinson&Sons,Ld.Sld.	37 ″ 0 s 8 ″ 9½ 28 ″ 6	
75701 [illegible] up	**Hatipara** (*ex*WarLance) *ss*Cal.No.3–12,29 *ss*Cal.No.1–33 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*)	TwinSc	7764 7377 4893	✠100A1 Cal *Shelter dk* *with freeboard* 12,37	*c*†		CL 12,37	1918 2mo	Asano S.B. Co.Ld. Tsurumi A&CP	BritishIndiaStm. Nav.Co.Ld. *Cell D*	445·0 B389′	58·0 1347 *t*	40·0 FK *F.P.T* 84 *t*	Dutch 7 *B H Cem* *A P T* 32 *t*	T. 6 Cy. 22″, 36½″ & 61″–48″ (*s*) 200 lb 703 NHP 4 SB. *12cf*, GS 232, HS 9835 FD Ishikawajima S. B. Co. Ld.	40 ″ 1 s 11 ″ 8½ 28 ″ 7½	
75702 22550 JAXC	**Hatten Maru** (*ex*TsugaruMaru–36, *ex*BanyeiMaruNo.10) Wireless 1 *Dk*		1180 1007 801					1918	Nitta Co. Osaka	Tsurumaru Hirotaro	220·0 P16′	33·5 B50′	18·5 F30′	Amino Japanese *W B*	T. 3 Cy. 14½″, 24½″ & 40″–30″ 88 NHP		
75703 [illegible]	**Hatteras** Sub.Sig. *Longitudinal framing*		4571 4214 3472	... (*Reclassification contemplated*)				1917	Bethlehem S.B.Corp. Ld Sparro'Pt Md	G.E.Marden (Wheelock&Co., Ld. *Mgrs.*)	376·4 P54′	52·3 B94′	27·0 F39′ FK	British *W B*	T. 3 Cy. 23″, 39″ & 64½″–45″ 410 NHP BethlehemS.B.Corp.Ld.	29 ″ 6	R †
75704 LCNL	**Haugar** (*ex*Sailing Vessel Scottish Glens) *Oil Eng.* D.F. *ss*Ham.2nd No.3–10,08 *Mchy.Aft* 2 *Dks* (*Whale Oil Factory*)	IronTwinSc	2243 1945 1568	✠ NNs Lv 10,18				1885	Oswald, Mordaunt& Co. Southampton	Hvalfangerslsk HaugarA/S (O.A.Halvorsen, *Mgr.*)	279·6 P192 *t*	40·4 H91 *t*	22·9	Oslo Norwegian *W B*	Oil Engines 2 S.C.SA 8 Cy 14½″–20½″ 281 NHP *E made* & *fitted* 22 A/B AtlasDiesel,Skm.		N †
75705 LCNM	**Haugarland** (*ex*Sandefjord) 1 *Dk* & *Shelter dk* *Longitudinal framing*		6049 5420 3569					1911	Armstrong Whitworth& Co.Ld. Newcastle	Skits A/S Corona (H.M.Wrangell& Co. Akties. *Mgrs.*)	440·0 P138 *t*	58·1 H366 *t*	24·6 F29 *t*	Haugesnd Norwegian *W B*	T. 3 Cy. 28½″, 47″ & 78″–54″ 447 NHP N.E.MarineEngCoLdNwc.		N

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à l'intervalle d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille: Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
75706 164335 GZZX	**Haughton Hall** D.F. 1 *Dk* § *Shelter dk* *Cruiser Stern* *Longitudinal framing at bottom & decks*		5103 4563 2968	✠100A1 *with freeboard* 8,38 ~~8,86~~ *Fitted for oil fuel* 7,37	Gal		CL F.P. a	1937 7mo 1938 *Lloyd's* above 1	Sir J. Laing & Sons, Ld. Sunderland 50° F.	Chas. G. Dunn Shipping Co. Ld. *Cell D B* 370′ 1219*t*	440·6 454·2 (o.L.) F39′ FK	57·1	24·3 *FPT* 174*t* *APT* 168*t*	Liverpool British (*Oil to Sh dk* 6 „ 2nd „)	T. 3Cy. 23″, 37″ & 66″–45″ 1500*lb* 220*lb* (*s*) 434 NHP 3 SB (Spt), *9cf*, HS 6150 FD Richardsons, Westgarth & Co. Ld. Hpl	27 ″ 5 s 2 ″ 11½ 24 ″ 8½
75707 LEAU	**Hauk** (*ex* Asbjörn, *ex* Ethel) 1 *Dk*		1385 1136 753					1918	Verschure & Co. Amsterdam	Rederi A/S Hauk (Bucha Godager & Co.) *WB*	239·4 P 53*t* H 67*t* F 26*t*	36·7	15·6	Oslo Norwegian	T. 3Cy. 17″, 29″ & 46″–36″ 127 NHP Verschure & Co. Amsterdam	N
75708 LCNO	**Haukefjell** D.F. 1 *Dk*		2495 2200 1426					1921	Forth S.B. & Eng. Co. Ld. Alloa	A/S Luksefjell (Olsen & Ugelstad, *Mgrs.*)	295·8 P 89*t* H 131*t*	43·6	20·7	Oslo Norwegian *WB*	T. 3Cy. 20½″, 33″ & 54″–39″ 182 NHP Forth S.B. & E. Co. Ld. Alloa	N
75709 PEOJ	**Haulerwijk** *ss* Rot. No. 3–5, 37 D.F. 1 *Dk* (*Stl*)		3278 2947 1951	✠100A1 5,38 ~~8,27~~ 1,30 Rot M	Ams	*p*	CL 3,37	1924 8mo 1938 *Lloyd's*	Clyde S.B. Co. Ld. Port Glasgow	N.V. Stoomvaart Maats 'Oisterwijk' (Erhardt & Dekkers *Mgrs.*) *Cell D* P 34′ B 90′ F 34′ FK B 275′ 716*t* *FPT* 104*t*	325·0	48·2	23·7	Rotterdam Dutch 5 *BHCem* 4 *PT* 130*t*	T. 3Cy. 24″, 40″ & 65″–42″ (*s*) 1801*b* *100lb* 307 NHP 2 SB, *6cf*, GS 132, HS 4850 Clyde S.B. & E. Co. Ld. P. Gls.	26 ″ 1 s 4 ″ 3½ 21 ″ 11½
75710 146533 GJFR	**Hauraki** Twin Sc *Oil Eng* *ss* Syd. No. 3–9, 34 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Cargo battens not fitted*		7113 6489 4425	✠100A1 *Shelter dk* *with freeboard* 12,37 ~~1,32~~ ~~1,40~~	Syd	*c* †	CL P 4,37 S 12,37	1922 3mo 1938 *Lloyd's*	W. Denny & Bros. Ld. Dumbarton	Union S.S. Co. of New Zealand, Ld. *Cell D B* 392′ 1248*t* *MT* 50′ 1741*t*	450·3 F 49′ on *Shelter dk* FK & BK 1′	58·2	31·4 *FPT* 189*t* *APT* 75*t*	London British *pt Cem* *n B Hto Sh dk* 6 „ „ *U* „ Collisio	Oil Engines 4S.C.SA 16 Cy. 26½″–47″ 1085 NHP DB–*100lb* North British Diesel Eng. Works, Ld. Gls.	34 ″ 0 s 5 ″ 8½ 28 ″ 6
75711 149404 GWBD	**Hauxley** Wireless *ss* Shl. No. 3–11, 38 ~~*ss* Shl. No. 3–38~~ 1 *Dk* (*Stl*) *Cargo battens not fitted*		1595 1449 937	✠100A1 *with freeboard* 11,38 12,30 ✠LMC 14,36	Shl	*p*	CL ~~10,36~~ 11,38	1925 12mo 1938 *Lloyd's*	Furness S.B. Co. Ld. Haverton Hill-on-Tees	Broomhill Steamships, Ld. *Cell D B* 176′ 482*t* *Tank at sides of*	245·6 F 24′ FK	39·4	19·1 *Tunnel* 178*t* *FPT* 84*t* *APT* 44*t*	Newcastle British 1 *B Hpt Cem*	T. 3Cy. 17½″, 29″ & 48″–33″ (*s*) 1801*b* 163 NHP 2 SB, *4cf*, GS 80, HS 2802 G. Clark, Ld. Sunderland	21 ″ 1 s 5 ″ 0½ 16 ″ 3
75712 OWGT	**Hav** (*ex* Putten–35, *ex* Dagfin, *ex* Aarstad)		2184 1917 1284					1921	Dundee S.B. Co. Ld. Dundee	A/S Hav (Helmer Staubo & Co. *Mgrs.*)	286·0 P 38′ B 77′ F 32′	43·5	19·1	Oslo Norwegian *WB*	T. 3Cy. 21″, 35″ & 58″–39″ 202 NHP Cooper & Greig, Ld. Dun.	N
Now "Ove Toft," see No. 89458 in Supplement																
75713 26750 JHCD	**Havana Maru** *ss* Osa. No. 1–3, 38 *ss* Osa. No. 3–4, 34 2 *Dks* (*Stl*)		5652 5148 3450	✠100A1 6,38 ~~5,37~~ ✠LMC ~~5,37~~ 6,38 *Fitted for oil fuel* 12,23	Osa	*z*	CL 5,37 *F.P. a*	1920 4mo 1938 *Lloyd's* above 1	Osaka Iron Works, Ld. Innoshima 50° F.	Osaka Syosen K.K. *Cell D B* 358′ 980*t* *L*	407·2 P 40′ B 137′ F 46′ FK *Ta* 27′ 767*t*	50·8	30·0 *FPT* 106*t* *APT* 26*t*	Osaka Japanese 1 *B HCem*	T. 3Cy. 26½″, 44½″ & 74½″–51″ 2001*b* (*s*) 559 NHP 3 SB, *9cf*, GS 183, HS 7988 FD Osaka Iron Wrks. Ld. Osaka	32 ″ 7 s 6 ″ 10 26 ″ 1
75714 LCNC	**Havbör** *Oil Eng.* *ss* Rot. No. 1–35 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing* ~~*Progressive Survey of Oil tanks*~~		7614 7247 4568	✠100A1 ~~5,38~~ ~~11,37~~ 4, ~~8~~ *Carrying Petroleum in bulk* DB 10,38	L An	*c* †	CL ~~4,36~~ 12,38	1930 7mo 1938 *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld. Newcastle	A/S "Havbör" (P. Meyer) *Cell D Bu E* 385′ 327*t* *L*	460·5 P 109′ B 30′ F 60′ FK *Tf* 41′ 523*t*	59·5	34·1 *FPT* 199*t* *APT* 146*t*	Oslo Norwegian 16 *B Hpt Cem* (10 *to U dk* 6 „ 2nd „)	Oil Engines 2S.C.SA 6 Cy. 31″–43″ 1010 NHP 2 DB *120lb* Swan, Hunter & Wigham-Richardson, Ld. Nwc.	34 ″ 0
75715 LEAY	**Havborg** (*ex* Standart) 1 *Dk*		1234 1078 707					1924	A/S Rödby Havns Jernskibsv. Rödby Havn	Lykkes Rederi A/S (per T. Lykke, *Mgr.*)	236·9 H 67*t* F 34*t*	37·2	14·8	Tr'ndheim Norwegian *WB*	T. 3Cy. 16″, 25″ & 42″–30″ 96 NHP A/S Moss Værft, Moss	N
75716 LEAZ	**Havbris** (*ex* Hindöy) 1 *Dk*		1315 1121 742					1918	Stavanger Stöberi & Dok Stavanger	Albert Harloff's Rederi A/S (A. Harloff, *Mgr.*)	242·3 P 53*t* B 60′ H 71*t* F 14*t*	37·2	16·0	Bergen Norwegian *WB*	T. 3Cy. 17½″, 28½″ & 48″–33″ 132 NHP Stavanger Stöberi & Dok	C
75717 LEBC	**Havda** Ⓟ (*ex* Hjörungavaag, *ex* Christianssund) *Well deck* 1 *Dk* § *Awng dk*	Iron	678 379 400					1881	Lobnitz & Co. Renfrew	Indherreds Aktiedampskibsselskap	180·9 H 28*t*	25·3	13·0 20·2	Stenkjær Norwegian	C. 2Cy. 24″ & 44″–30″ 88 NHP Lobnitz & Co. Renfrew	
75718 LDSB	**Havdrot** (*ex* Hilda Lea, *ex* Cygnus) Wireless 1 *Dk*		1186 1073 713					1906	Wood Skinner & Co. Ld. Newcastle	Skibs-A/S Havdrot (Osw. Aamodt, *Mgr.*)	235·0 P 22*t* H 47*t* F 30*t*	36·3	15·8	Oslo Norwegian *WB*	T. 3Cy. 18½″, 30″ & 49″–33″ 138 NHP N.E. Marine Eng. Co Ld Nwc	N
Now "Hai Tah," see No. 88374 in Supplement																
75719 DOFB	**Havel** Ⓟ 4 Mst Sub. Sig. *Mchy* 2 *Dks* E.S.D. D.F.		7256 6524 4418	✠Lloyd's RMC 8,37				1928	F. Schichau Danzig	Norddeutscher Lloyd	474·8 P 25′ B & F 43 9′	61·2	28·7	Bremen German *WB*	Oil Engines 2S.C.SA 10 Cy. 27¾″–47½″ 1291 NHP F. Schichau, Elbing	G
Now "Coburg," see No. 87502 in Supplement																
75720 DIBZ	**Havelland** Ⓟ Twin Sc *Oil Eng.* Sub. Sig. 2 *Dks* D.F.		6334 5592 3836					1921	Blohm & Voss Hamburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	449·0 P & B 381′ F 57′	58·3	26·9	Hamburg German *WB*	Geared Oil Engines 4S.C.SA 20 Cy. 20⅞″–20⅞″ 856 NHP E made 16, *fitted* 21 Mchfb. Augsburg-Nürnberg A.G. Augsburg	G
75721 DHKP	**Havenstein** 4 Mst D.F. Sub. Sig. 2 *Dks*		7974 7472 4994					1921	Flensburger Schiffsb. Ges. Flensburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	471·2 P 74′ B 102′ F 43′	58·2	32·4	Hamburg German *WB*	T. 3Cy. 32 3/5″, 52 3/8″ & 86 1/8″–55 7/16″ 558 NHP Flensburger Schiffsb. Ges.	G
75722 LDGH	**Havfru** Twin Sc *Oil Eng* *ss* Fal. No 1–34 *Mchy Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Cruiser Stern* *Longitudinal framing–bracketless system*		7923 7338 4602	✠100A1 6,35 ~~11,37~~ 1, ~~30~~ Fal Shg ~~C 8,35~~ *Carrying Petr* ~~*Cert*~~ *bulk*	Rot	*c* †	CL 8,36	1931 6mo 1938 *Lloyd's*	Kockums M.V. Aktieb. Malmö	P. Meyers Tankrederi A/S. (P. Meyer, *Mgr.*) *Cell D Bu E* 65′ 242*t*	462·0 480·5 (o.L.) P 105′ B 39′ F 41′ FK *DT* 36′ 540*t*	59·7	34·3 *FPT* 148*t* *APT* 241*t*	Oslo Norwegian 16 *B Hpt Cem* (10 *to U dk* 6 „ 2nd „)	Oil Engines 4S.C.SA 16 Cy. 22 7/16″–39⅜″ 778 NHP 2 DB *171lb* Kockums M.V. Aktieb. Malmö	34 ″ 7 s 8 ″ 11 26 ″ 0
75723 PEOM	**Havik** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern* *Rudder electrically welded*		479 — 251	✠100A1 ~~9,33~~ ~~3,38~~ 1,39 Rot ✠LMC 3,38	Gro	*g*		1938 3mo 1938 *Lloyd's*	N.V. Gebr. van Diepen Waterhuizen	J. van der Laan (J.J. Onnes, *Mgr.*) *Cell D B* 58′ 97*t* *FP*	154·5 162·4 (o.L.) P 39′ Q 54′ F 24′ FK	27·4	9·6 *T* 61*t* *APT* 12*t*	Groningen Dutch 3 *BHCem*	Oil Engines 4S.C.SA 7 Cy. 11″–17 1/16″ 82 NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	11 ″ 6 s 3 ″ 10 11 ″ 5⅝

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned nor exp'red. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75724 LJIC	**Havkong** *Oil Eng.* D.F. 1 *Dk*, 2nd dk clear of cargo tanks. *Part electrically welded including butts of shell upper deck & longitudinal Mchy. Aft* bulkhead plating *Longitudinal framing* Cruiser Stern Rudder electrically welded		9666 8889 5714	✝100A1 SFo 8,39 ~~9,35 10,38~~ LAu ✝LMC1,37 *Carrying Petroleum in*			CL bulk	1937 1mo	Kockums M.V.Aktieb. Malmö *Lloyd's SA&CP*	A/S Havtor (P.Meyer *Mgr.*) *Cell D B u E* 70′ 187*t D*	506·1 P97′ B41′ F59′ FK *Tf* 34′ 517*t FPT*	63·1	36·4 168*t*	Oslo Norwegian 11 *B H pt Cem APT* 160*t*	Oil Engines 2S.C.DA 7Cy. 23⅝″–43⅝″ 1358 NHP 2DB *170lb* Kockums M.V. Akt. Malmö	36 ″ 7 s 8 ″ 3½ 28 ″ 5½	
75725 Missing since 9,38 LJPI	**Havmann** Wireless 1 *Dk & Shelter dk* D.F. E.S.D. *Cruiser Stern* *Fitted for oil fuel*		1342 1104 743					1937	Nylands Verksted Oslo	A/S Havbör (P. Meyer, *Mgr.*)	250·9	41·3	14·8	Oslo Norwegian *WB*	C.2Cy. 16¾″ & 33 7/16″–33 7/16″ & LP turbine with D R gearing & hydraulic coupling 107 NHP Nylands Verksted, Oslo		N
75726 LJNF	**Havmöy** Wireless 1 *Dk & Shelter dk* D.F. *Cruiser Stern*		1342 1104 744					1937	Nylands Verksted Oslo	A/S Havbör (P. Meyer, *Mgr.*)	250·9	41·3	14·8	Oslo Norwegian *WB*	C.2Cy. 16¾″ & 33 7/16″–33 7/16″ & LP turbine with D R gearing & hydraulic coupling 107 NHP Nylands Verksted, Oslo		N
75727 OXHR	**Havnia** (*ex* Bertil, *ex* Schiehallion) *ss* Mno. 2nd No. 3-2,13 Wireless 1 *Dk (Irn) & Web frames* *Well deck*		1571 1204 849	✝ 9,19 Skm *g*				1888 5mo	Russell & Co. Pt. Glasgow	Rederi A/B Havnia (Algot Johansson, *Mgr.*)	255·8 Q100′ B92′ F31′ pt ND05 BK 9″ *Cell D B* 212′ 400*t*	36·0	16·8 *4 B H Cem APT* 42*t*	Mariehamn Finnish	T.3Cy. 18⅝″, 30 5/16″ & 48″–36″ NDN00 144 NHP 2SB, *3rf, 1cf*, GS 76, HS 2249 Kincaid & Co. Ld. Greenock	19 ″ 3	V †
75728 LEBN	**Havörn** (*ex* Ulrikka II, *ex* Örn) 1 *Dk*		1527 1347 913					1902	Laxevaags Msk. & Jrnsk. Bergen	D/S A/S Havörn (Jacob Odland & Sön A/S, *Mgrs.*)	257·6 P11*t* H63*t* F43*t*	36·3	17·0	Haugesnd Norwegian *WB*	T.3Cy. 17½″, 24″ & 48″–33″ 132 NHP Laxevaags Msk. & Jrns. Bgn		N
75729 LJAG	**Havprins** D.F. *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 2 *Dks* *Longitudinal framing-bracketless system* *Rudder electrically welded*		8066 7423 4754	✝100A1 Rot *c* † ~~5,38 1,38~~ ~~Hfx~~ ✝LMC 9,35 *Carrying Petroleum in* DP ~~3,38~~			CL 1,37 bulk	1935 9mo	Kockums M.V. Aktieb. Malmö *Lloyd's SA&CP*	Akties Havprins (P. Meyer, *Mgr.*) *Cell D Bu E* 69′ 186*t D Tf* 36′ 535*t*	461·6 P102′ B37′ F41′ FK *FPT* 147*t A PT* 168*t*	59·8	34·6	Oslo Norwegian 16 *B H pt Cem* (10 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.DA 6Cy. 23⅝″–43 5/16″ 1162 NHP 2DB *171lb* Kockums M.V. Akt. Malmö	34 ″ 7 s 7 ″ 5 27 ″ 4¼	
75730 118720 GFRN	**Havre** *ss* Sng. 2nd No. 3-10,30 *ss* Sng. No. ~~1–85~~ 2–38 *Mchy. Aft* 1 *Dk (Stl) & deep framing*		2073 1828 1201	✝100A1 Sng *s* ~~2,38 2,36~~ 2,39 ~~BS2,38~~ ✝LMC ~~3,36~~ *Fitted for oil fuel* 5,12			CL 8,37 *F.P. a*	1905 9mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's SA&CP Interm*	Anglo-Saxon Petroleum Co. Ld. *ediate Bulkhead in WB = Cell D B*	288·0 299·6 (O.L.) P67′ B14′ F35′ FK *forehold dispensed with, A B Only f* 184′ 456*t FPT* 224*t*	39·0	22·4 *APT* 36*t*	London British *above* 1 50° F.	T.3Cy. 22″, 35″ & 59″–39″ (*s*) 180 lb 274 NHP NB 8, 18 *refitted* 11, 20 2SB, *6pf*, GS 103, HS 3650 FD Cen. Mar. Eng. Wrks. W Hpl	22 ″ 4 s 3 ″ 3½ 19 ″ 3	
75731 26767 JDLD	**Havre Maru** *ss* Kob. No. 3–3,32 *ss* Osa. No. 1–36 2 *Dks (Stl)*		5652 5148 3450	✝100A1 Osa *z* 9,38 ~~5,37~~ Smk ~~4,36~~ ~~BS2,38~~ ✝LMC 5,37 *Fitted for oil fuel* 12,28			CL 9,38 *F.P. a*	1920 5mo	Osaka Iron Works, Ld. Innoshima A&CP	Osaka Syosen K.K. *Cell D B* 358′ 980*t*	407·2 P40′ B137′ F46′ FK *f DTa* 27′ 767*t FPT*	50·8	30·0 *7 B H Cem* 106*t APT* 26*t*	Osaka Japanese *above* 1 50° F.	T 3Cy 26½″ 44½″ & 74½″–51″ 200 lb (*s*) 559 NHP 3SB, *9cf*, GS 183, HS 7988 FD Osaka Iron Works Ld. Osaka	32 ″ 7 s 6 ″ 8¼ 26 ″ 1	
75732 27164 JEJD	— *ss* Kob. No. 3–5,33 2 *Dks (Stl)*		5467 4996 3409	✝ ~~2,39~~ Nag *z*			CL 6,36	1920 5mo	Asano S.B. Co. Tsurumi A&CP	Ishihara Sangyo Kaiun Kaisha, Ld.	400·0 P33′ B124′ F41′ FK *Cell D B* 339′ 941*t*	53·2	29·4 *6 B H Cem APT* 28*t*	Fuchu Japanese 200 lb (*s*) 513 NHP 3SB, *9cf*, GS 175, HS 7376 FD Kubota Ironworks, Osaka	32 ″ 0 ~~6 ″ 51~~ 3SB, *9cf*, GS 175, HS 7376 FD ~~25 ″ 11~~ Kubota Ironworks, Osaka	
75733 LDPG	**Havsten** *Oil Eng.* *ss* Nwc. No. 1–34 *Mchy. Aft* 2 *Dks (Stl) & Web frames* *Longitudinal framing*		6161 5794 3720	✝100A1 Rot *a* † 4,38 ✝LMC CS 8,34 ~~BS1,38~~ 7,36 *Carrying Petroleum in*			CL 4,38 bulk	1930 8mo	Barclay, Curle & Co. Ld. Glasgow *Lloyd's SA&CP*	Skibsaktieselskap Havsten (Rafen & Loennechen) *Cell D Bu E* 76′ 275*t DT f* 38′ 498*t*	420·8 437·0 (O.L.) 1′ 105′ B27′ F38′ FK *FPT* 113*t A PT* 87*t*	58·5	31·2	Tönsberg Norwegian 15 *B H pt Cem* (10 *to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy. 23⅜″–91 5/16″ 687 NHP 2DB–*120lb* Barclay, Curle & Co. Ld Gls	31 ″ 3	
75734 LEBM	**Havtor** *Mchy. Aft* *Cruiser Stern* 1 *Dk*		1524 1234 867					1930	Porsgrund Mek. Værks. Porsgrunn	A/S Havtor (P. Meyer)	245·7 P65′ F31′	37·9	18·3	Oslo Norwegian *WB*	C.4Cy. (2) 12¾″ & (2) 27½″–27½″ 66 NHP Porsgrund M.V. Porsgrunn		N
75735 224252 KJME	**Hawaii** (P) *Fitted for oil fuel* *Mchy. Aft* 1 *Dk*		851 669 444					1924	Bethlehem S.B.Corp.Ld. (Union Plnt) San Francisco	Inter-Island Steam Nav. Co. Ld.	190·0 P75′ F31′	36·2	12·1	Honolulu Utd. States *WB*	T.3Cy. 17″, 27″ & 45½″–30″ 113 NHP Bethlehem S.B. Corp. Ld.		R
75736 18436 JHWD	**Hawaii Maru** (P) Twin Sc *ss* Kob. No. 3–9,27 *ss* Kob. No. 2–36 2 *Dks (Stl) & Shelter dk (Stl—ws)* *Ref. Mchy.* 3rd dk (Stl) in Nos. 1 & 4 holds		9467 8830 5916	✝100A1 Kob *d* † *Shelter dk* *with freeboard* ~~4,38~~ ~~5,38~~ ~~2,39 4,37~~ ✝LMC ~~5,37~~ 2,3 *Fitted for oil fuel* 10,24			CL ~~7,36~~ ~~5,36~~ *F.P. a*	1915 8mo	Kawasaki Dkyd. Co. Ld. Kobe *Lloyd's SA&CP*	Osaka Syosen K.K. *WB—Cell D*	475·0 32·7 P33′ B30′ F46′ FK *on Shelter dk* *Ba* 144 *u/a B* 84′ *f* 180′ 1819*t D Ta* 45′ 735*t FPT* 97*t A PT* 53*t*	61·0	38·1	Osaka Japanese 8 *B H Cem* (5 *to Sh dk* 5 „ „ *U* 1 „ „ *2nd* „)	T.6Cy. 26″, 43½″ & 73″–48″ (*s*) 200 lb HS 11524 895 NHP 5SB (Spt), *15cf*, GS 302 FD Kawasaki Dkyd Co Ld Kobe	40 ″ 9 s 13 ″ 6½ 27 ″ 9	
75737 217933 WACG	**Hawaiian** (*ex* Santa Malta) *ss* S.Fo. No. 3–9,31 D.F. 2 *Dks (Stl) & Shelter dk (Stl)* 3rd dk (Stl) in No. 1 hold only & Web frames *Fitted for oil fuel* *Longitudinal framing*		4868 4353 2899	✝ ... SFo *z* 11,31				1919 5mo	W. Cramp & Sons S.&E.B.Co. Philadelphia	American-Hawaiian S.S. Co. *Cell D B* 314′ 1188*t*	404·6 F31′ *on Shelter dk*	53·9	26·2 *F P T* 69*t A P T* 17*t*	New York Utd. States *Cem Col*	Q4Cy 25½″, 37″, 52½″ & 76″–54″ 638 NHP 4SB, *12cf*, GS 215, HS 8923 W. Cramp & Sns S&EBC Phl	28 ″ 9	R †
75738 224456 WOCD	**Hawaiian Standard** *Oil Eng.* *Carrying Petroleum in bulk* 1 *Dk* Wireless D.F.		1217 891 663					1925	Bethlehem S.B.Corp.Ld. San Francisco	Standard Oil Co. of California	210·0 P50′ B94′ F32	36·1	14·3	S. Frncisco Utd. States *WB*	Oil Engines connected to Electric Motor & Sc. Shaft 4S.C.SA 4Cy. 16 1/16″–24⅛″ 107 NHP Pacific Diesel Eng. Co. Oakland, Cal.		R
75739 147713 GKRD	**Hawkinge** (*ex* Pentraeth) *ss* Cff. No. 3–2,37 1 *Dk (Stl)*		2475 2256 1493	✝100A1 Cff *l* ~~2,37~~ ✝LMC MS 2,37 BS ~~10,37~~ 11,38			CL ~~2,37~~ ~~1,37~~	1924 8mo	S.B.Co.Ld. Burntisland *Lloyd's SA&CP*	Constants (South Wales) Ld. (M. Constant, *Mgr.*) *Cell D B* 250′ 663*t FPT*	298·5 308·5 (O.L.) P23′ B79′ F26′ FK	44·0	21·2 *5 B H Cem* 122*t A PT* 94*t*	London British	T.3Cy. 22″, 36″ & 60″–39″ (*s*) 180 lb 251 NHP 2SB, *6cf*, GS 115, HS 3970 D. Rowan & Co. Ld. Glasgow	23 ″ 6 s 3 ″ 5½ 20 ″ 2½	
75740 163545 GYBM	**Hawkwood** D.F. *Mchy. Aft* 1 *Dk* *Cruiser Stern* *Cargo battens not fitted*		2024 1491 1143	✝100A1 Shl 8,38 ~~7,37~~ ✝LMC 11,34			CL 7,37	1934 11mo	S.P. Austin & Son, Ld. Sunderland *Lloyd's SA&CP*	W. France Fenwick & Co. Ld. *Cell D B* 224′ 613*t M*	267·8 Q160′ F30′ FK *T* 8′ 208*t FPT* 139*t A*	41·0	17·4 *P T* 90*t*	London British 5 *B H Cem*	T.3Cy. 17½″, 29″ & 48″–36″ (*s*) 200 lb FD 202 NHP 2SB (Spt), *6cf*, GS 60, HS 2904 N.E. Marine Eng Co. Ld. Sld	19 ″ 6 s 0 ″ 2½ 18 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Greement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant aspect Lettre d'Appréciement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH^P=Force en chevaux d'après les formules de la Société. RH^P=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille jusqu'au Pont d'Etambot au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registre international des navires
75741 GYXM	**Hawnby** D.F.	1 *Dk*	5404 4992 3323					1936	W.Gray& Co.Ld. W Hartlepool	RopnerShipping Co.Ld.	427·5 P62′B249′F42′	55·2	27·2	Cardiff British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl		C
75742 160760 GTCB	**Haxby** *ss*Bkn.No 2–37 *ss*Shl.No.1–38 D.F.	1 *Dk*(*Stl*)	5207 4930 3223	✝100A1 ~~2,37 Spec~~ 12,38	Shl ~~Dkn Dpth~~ ~~LMC~~	*z*	CL ~~8,37~~ 11,38	1929 5mo	W.Gray& Co. W Hartlepool *Lloyd*	RopnerShipping Co.Ld. *CellDBa&uE* *SA&CP*	421·2 438·4(O.L.) P30′B240′F43′ FK 173′*f*180′1413*t* *FPT*175*t*	54·2	27·2 *APT*167*t*	WHartlpl British 180lb 529NHP 8*BHCem*	T.3Cy.26″,40″&73″–48″ (*s*) 3SB(Spt),9*cf*,GS172, HS7932 Cen.Mar.E.Wrks LdW Hpl	30 ″ 1 s 5 ″ 0½ 25 ″ 3½	
75743 22522 JDCG	**Hayataka Maru** Ⓟ (*ex*Hokkai MaruNo.2) Wireless		836 — 446					1923	Mitsui Bussan Kaisha,Ld. TamaDkyd.	AwanokuniKyodo KisenK.K.	190·0 F32′	31·5	18·2	Nishino-miya. Japanese	T.3Cy.14½″,24″&40″–30″ 88NHP HaseTekkosho,Osaka		
75744 30368 JMRE	**Hayatomo Maru** Ⓟ *Oil Eng.* 2 *Dks*		697 570 379					1925	Mitsubishi Zosen K.K. Kobe	SetsuyoSyosen K.K.	170·0	28·6	18·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.18½″–27″ 194NHP Vickers,Ld.Barrow		
75745 27962 JFAD	**Hayo Maru** *ss*Yka.No.3–5,34 2 *Dks*(*Stl*)		5446 4988 3311	✝100A1 11,37 ~~Spec~~ ~~LMC~~	Kob	*z*	CL ~~7,36~~ 6,38	1921 3mo	AsanoS.B. Co. Tsurumi A&CP	ToyoKisenK.K. *CellDBa&uE75′f* *Lloyd* *SA&CP*	400·0 P33′B124′F41′ FK 93′276*t*FPT75*t*	53·2	29·4 *APT*28*t*	Yokohama Japanese 200lb 513NHP 6*BHpCem*	T3Cy.26½″,43½″&72″–48″(*s*) 3SB,9*cf*,GS181,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0 s 6 ″5½ 25 ″ 9	
		Fitted for oil fuel 4,21					*F.P. above* 1		50° F.								
75746 148603 MNGP	**Haytor** *ss*Shl.No.3–11,37 1 *Dk*(*Stl*) *Cargo battens not fitted*		1189 921 592	✝100A1 ~~8,38 11,37~~ 11,38 ~~Spec~~ BS3,38 5,39	Shl ~~Dkn~~ LMC3,37	*n*	CL 10,37	1925 6mo	J.Crown& Sons Ld. Sunderland *Lloyd*	T.&C.Wilton&Co. Ld. *CellDBa&uE75′f* *SA&CP*	220·0 P20′B49′F23′ FK 93′276*t*FPT75*t*	35·2	14·6 *APT*52*t*	London British 180lb 158NHP 4*BHCem*	T.3Cy.17″,28″&46″–33″ (*s*) 2SB,4*cf*,GS74,HS2792 N.E.MarineEng.Co.Ld.Sld	16 ″ 7 s1 ″10½ 14 ″ 10½	
75747 14947 GSPK	**Hazelside** *ss*Cff.No.2–36 D.F.	1 *Dk*(*Stl*)	4646 4268 2782	✝100A1 ~~11,37~~ 2,38 2,39 ~~Spec~~ ~~2,37~~ 12,38	Hul ~~Shl Cdf~~ LMC9,38	*y*	CL 3,38	1928 9mo	ShortBros. Ld. Sunderland *Lloyd*	CharltonS.ShpgCo Ld.(Charlton,McAllum&Co.Ld. *Mgrs.*) *CellDB* *SA&CP*	395·0 408·7(O.L.) P36′B238′F36′ FK 342′1251*t*FPT128*t*	52·7	25·9 *APT*225*t*	Newcastle British 180lb 388NHP 6*BHCem*	T.3Cy.25½″,42″&70″–48″ (*s*) 3SB(Spt),9*cf*,GS165,HS6255 N.E.MarineEng.Co.Ld Sld	28 ″ 3 s 4 ″ 1½ 24 ″ 4½	
75748 203473	**Hazen Butler** (*ex*FrankSeither–33, *ex*JoshuaW.Rhodes) 1 *Dk*		4871 — 3586					1906	American S.B.Co. Lorain,O.	MidlandS.S.Line, Inc.	420·0	52·0	28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22″,35″&58″–40″ 158NHP AmericanSB.Co.Cleveland		R
75749 Broken up	**Heathcot** (*ex*ClanMacbride–37) *ss*Gls.No.3–6,25 D.F. *ss*Gls.No.2–33 2 *Dks*(*Stl*)		*4922* *4523* *2981*	✝~~100A1~~ 2,37 ~~BS1,38~~	Grk ~~LMC1,37~~	*y*	CL 2,37	1912 12mo	Ropner& Sons,Ld. Stockton *Lloyd*	*CellDBa*135′*u*E23′	390·0 P30′B115′F37′ FK *f*168′1039*t*FPT12	50·5	27·9 *APT*197*t*	Japanese 6*BHCem*	T.3Cy.26″,43″&71″–48″ (*s*) 180lb 393NHP 3SB,9*cf*,GS174,HS6243 Blair&Co.Ld.Stockton	30 ″ 6 s 5 ″ 9½ 24 ″ 11	
75750 14634 MLZS	**Hebble** *ss*Goo.No.3–2,38 Sub.Sig.	1 *Dk*(*Stl*)	1040 828 425	✝100A1 ~~1,38 2,38~~ ~~MS7,37~~ 1,39	Goo ~~Mll~~	*o*	OG ~~5,37~~ 9,38	1924 9mo	W.Beard-more&Co.Ld Glasgow *Lloyd*	LondonMidland& ScottishRly. (Associated HumberLines,Ld. *Mgrs.*) *CellDBa&* *SA&CP*	240·5 P39′B88′F34′ FK	34·2	15·4 *APT*24*t*	Goole British 180lb 333NHP 5*BH*	T.3Cy.22″,36″&61″–39″ (*s*) 2SB,6*cf*,GS124,HS5000 W.Beardmore&Co.Ld.	16 ″ 4 s 2 ″0½ 14 ″ 9	
75751 FOPT	**Hebe** *ss*Shl No.3–6,32 *ss*Rot.No.1–37 *Well deck* 1 *Dk*(*Stl*) *Cargo battens not fitted*		1684 1263 884	✝100A1 10,38 ~~10,37~~ BS10,38	Rot ~~LMC5,37~~	*q*	CL ~~1,36~~ 10,38	1920 6mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd*	SociétéNavale Caennaise(G. Lamy&Cie., *Mgrs*) *CellDB* *SA&CP*	260·3 P22′Q100′B54′ FK F24′ *Ta*36′118*t*FPT114*t*	37·3	16·4 *APT*110*t*	Caen French 190lb 244NHP 4*BHCem*	T.3Cy.21″,34″&56″–36″ (*s*) 2SB,6*cf*,GS106,HS4224 N.E.MarineEng.Co.Ld.Sld	18 ″ 7 s 1 ″ 7 17 ″ 3	
75752 PEOT	— *Cruiser Stern* Wireless	2 *Dks*	1140 — 628					1916	Boele's Schpsw&Mch Bolnes	Koninkl.Nederl. Stoomb.Maats. N.V.	250·0	36·5	23·0 *WB*	Amsterdm Dutch	T.3Cy.18½″,30″&48″–36″ 138NHP Boele'sSchpsw&Mch.Bolnes		V
75753 OYQA	— *Ref.Mchy.* Wireless D.F.	2 *Dks*	957 689 436					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede DampskibsSelsk.	232·1	33·9	21·2 *WB*	Aalborg Danish	T.3Cy.19½″,32″&53″–36″ 169NHP KjobnhavnsFlydk.&Skbsv		V
75754 5711 SETR	— *ex*Sandar,*ex*EmmaFernström, *ex*Polstream,*ex*Emma Fernström,*ex*Polstream,*ex*Margarete)	1 *Dk*	*910* *741* *510*					1906	Grngem'th &Greenock DockyardCo. Grngemouth	OttoHellstenA/B	207·8 Q79*t*B103*t*H47*t* F21*t*	34·6	12·8	Stockholm Swedish *WB*	T.3Cy.16¾″,27″&44″–30″ 106NHP Cooper&Greig,Dundee		N
75755 766 OHXG	— (*ex*Alice–35,*ex*Tensift,*ex*Rubin) Wireless	1 *Dk*	686 — 344					1911	Hlsingbrgs VarfsAktieb. Helsingborg	Finska Ångfartygs A/B	175·7 P25*t*Q38*t*B85*t*H18*t* F13*t*	30·5	12·2 *WB*	Helsingfrs Finnish	C2Cy.16¾″&31½″–21⅛″ 38NHP Helsingbrgs Varfs.Aktieb		V
75756 108735 GFTC	**Hebrides** Ⓟ *ss*Irv.3rdNo.3–2,37 Wireless	2 *Dks*	585 428 234	✝100A1 ~~2,38 2,38~~ 4,39 B2,37 DBS3, 9	Irv ~~LMC2,37~~ ~~DBS3,38~~	*i*	~~2,38~~ 2,39	1898 5mo	AilsaS.B. Co. Troon A&CP	McCallum,Orme& Co.Ld.	180·0 *30·0* P50′B70′F46′	28·1 BK7½	13·2	Glasgow British 4*BHCem* *FPT*16*t*	T.3Cy.16″,26″&42″–30″ (*s*) 160lb *80lb* NDB24 90RHP 1SB,3*cf*,GS54.HS1900 A.&J.Inglis,Glasgow	13 ″ 10 s 1 ″ 1½ 13 ″ 7½	BT till 2,38
75757 DOAF	**Hecht** (*ex*Brun vonWarendorp) Wireless	1 *Dk*	999 714 600					1915	Atlas WerkeA.G. Bremen	Argo Reederei Richard Adler&Co.	216·5 P&B113′F29′	32·8	13·1 *WB*	Bremen German	T.3Cy.18⅛″,29½″&45⅞″–29¼″ 113NHP AtlasWerke,A.G.Bremen		G
75758 DHKR	**Hecksee** (*ex*Schleswig) *Mchy.Aft*	1 *Dk*	865 711 478					1926	Deutsche WerkeA.G. Kiel	W.Schuchmann	181·3 Q51′F21′	32·9	15·0 *WB*	Hamburg German	T.3Cy.13⅝″,20⅜″&33″–22½″ 52NHP DeutscheWerkeA.G.Kiel		G
75759 147282 GCBQ	**Hector** Ⓟ *Ref.Mchy.* D.F.	TwinSc *Fitted for oil fuel* 3 *Dks*	11198 8572 6841					1924	Scotts'S.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (AHolt&Co.*Mgrs*)	498·8 P57′B195′F60′	62·3	34·9 *WB*	Liverpool British	SR geared Steam Turbines Scotts'S.B.&E.Co.Ld.Grk.		BT till ~~19,38~~ 1939
75760 DOHD	— (*ex*Doelwijk) *Well deck*	1 *Dk*(*Irn*)&*deepframing*	872 610 527				…	1890	Bonn& Mees Rotterdam	Dampfschiffahrts Ges.Neptun	199·1 P127′F54′	31·2 BK7½″	12·7 *WB*	Bremen German	T.3Cy.15″,24″&45″–30″ NB08 114NHP Knik.Mts.deScheldeFlsng	15 ″ 3	G +
75761 114589 MGGR	—	TwinScCtr 1 *Dk*	316 278 35				…	1903	Day,Sum-mers&Co.Ld. Southampton	Southamptn.I.ofW &S.ofEng.Royal Mail StmPktCo.Ld	129·5 B33′	25·1 BK9″	11·9 *WB*	S'thamptn British	C.4Cy.19″&38″–30″ 184NHP Day,Summers&Co.Ld.Sou.	12 ″ 6	

1 No. in Book / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck / Net.	5 Particulars of Classification. Character.	† for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now Expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Remarks in which classed, if not in L.R. Master of H. of Trade Cert.
75762 7738 SETU	**Hedda** (*ex* Jomaas, *ex* Marie Nielsen)	1 *Dk*	1502 *1288* *855*						1920	Larvik Slp. Verksted A/S Larvik	Rederi A/B Kullaberg (Axel Sjösten, *Mgr.*)	242·9 P64 *t*	39·5 H73 *t*	16·9 F9 *t*	Höganäs Swedish *WB*	T.3Cy.18″,29½″&49″–33″ 138NHP LärvikSlipVerks.A/S,Lar.		V
75763 DOFP	**Heddernheim** (*ex* Fridericus Rex, *ex* Stad Delft) *Fitted for oil fuel* D.F. Sub.Sig.	2 *Dks*	4947 *4723* 3006						1921	F.Schichau Danzig	Unterweser Reed. A.G.	361·0	51·4	31·4	Bremen German *WB*	C.4Cy.18$\frac{1}{16}$″&39$\frac{3}{8}$″–39$\frac{3}{8}$″ & 1 low-pressure turbine NE28 323NHP A.G.“Weser” Bremen		G
75764 3578 SIJA	**Hedera** (*ex* Baltia–35, *ex* Varna, *ex* Daland, *ex* Helsingborg)	1 *Dk* (*Irn*) & *deep framing* ss Got 3rd No.3–5.37	2393 *2163* 1583	✠100A1 Shelter dk with freeboard 11,38 BS5,39	Got Ant LMC 1.37	Skm	*s*	CL 4,37 N4,38	1900 1mo	W.Gray & Co.Ld. W Hartlepool A&CP	Rederi A/B Kullaberg (A.Sjösten, *Mgr.*) *Cell D Ba* 98′	300·5 312·7 (O.L.) P21′B79′F31′ *u E & B* 10′ *f* 122′ 692 *t*	43·3 FK	19·6	Höganäs Swedish *5 B H Cem A P T* 40 *t*	T.3Cy.22″,35″&59″–39″ (*s*) 1601b *80 lb* 221NHP 2SB,*Grf*,GS82,HS3378 Cen.Mar.Eng.Wks.W.Hpl	22 ″ 3 s 3 ″ 6½ 18 ″ 11½	
75765 6359 SMFA	**Hedrun** (*ex* Hjalmar Blomberg)	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern* ss Skm.No.1–33	2325 2044 1311	✠100A1 *Shelter dk with freeboard*	Skm	*u*	OG 6,36	1920 9mo	Aktb.Oresundsvarvet Landskrona *Intermediate*	Stockholms Rederiaktiebolag Svea (Eman. Högberg, *Mgr.*) *B H in forehold dispensed with* (*Collision* *Cell D B* 262′ 546 *t* *F P T* 91 *t* *A P T* 106 *t*		317·5	44·9	19·4 FK	Stockholm Swedish *Cem* *n B H to Sh dk* 3 ,, ,, *U* ,,)	2Steam Turbines D R geared to 1 Sc Shaft (*s*) 200lb FD 252NHP 2SB (Spt), *6cf*, GS82, HS3533 A.B.de Laval s Ang turbin, Skm.	22 ″ 0 s 1 ″ 2 21 ″ 0¼	
75766 DHKT	**Hedwigshütte** Sub.Sig.	1 *Dk*	2221 1856 1211						1922	Stettiner Oderwerke Stettin	Hedwigshütte Kohlen-u.Kokesw, A G (Kohlen-, Koks-u. Anthracitwerke G.Schulze G.m.b.H. *Mgrs.*)	284·0 P26′	41·1 B61′	18·8 F33′	Hamburg German *WB*	T.3Cy.22$\frac{3}{8}$″,35$\frac{1}{2}$″&57$\frac{1}{16}$–39$\frac{3}{8}$″ 205NHP StettinerOderwerke		G
75767 PEPK	**Heemskerk** (P) (*ex* Witram) D.F.	2 *Dks*	6516 6037 4065						1919	Neptunwerft Rostock	N.V.Vereenigde Nederlandsche Scheepvaart Maats (Directie-en Agentuur Maats. “Holland-Afrika Lijn” N.V. *Mgrs.*)	438·0 P55′	57·2 B97′	30·2 F43′	The Hague Dutch *WB*	Q.4Cy.26$\frac{3}{8}$″38$\frac{3}{8}$″55$\frac{9}{16}$″&80$\frac{7}{16}$″–55$\frac{1}{16}$″ 482NHP Neptunwerft,Rostock		V
75768 PEPL	— (*ex* Apollinaris V.–37) *Mchy. Aft* *Cargo battens not fitted*	ss Rot.No.1–35 *Oil Eng.* 1 *Dk* (*Stl*) *Cruiser Stern*	315 — 229	✠100A1 4,38	Rot LMC	*d*	N4,38	1931 4mo	N.V.Industrieele Maats. De Noord Alblasserdam *Lloyd's A & CP*	N.V.Motorschip “Heemskerk” (J.Vermaas' Scheepvaart Bedrijf,N.V. *Mgrs*)	131·9 Q26′ *Cell D Bf* 28′	23·5 B8′ 28 *t*	8·8 F16′ *F P T* 10 *t*	Rottrdam Dutch 3 *B H Cem A P T* 4 *t*	Oil Engines 4S.C.SA 3Cy.11″–17$\frac{1}{16}$″ 35NHP Motorenfbr.“Deutz” A.G. Köln-Deutz	9 ″ 6 s ″ 11 8 ″ 8	
75769 217952 WBAI	**Heffron** D.F. GyC. *Longitudinal framing*	1 *Dk* & *Shelter dk* & *Web frames* *Fitted for oil fuel*	7611 7553 4886				...		1919	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Weyerhaeuser S.S.Co.	440·0	56·0	35·2 FK	Tacoma, Wash. Utd. States *WB*	T.3Cy.27″,47″&78″–48″ 598NHP BethlehemS.B.Corp.Ld.	38 ″ 0	R †
75770 218209 KIDF	**Hegira** D.F. GyC. *Longitudinal framing*	1 *Dk* & *Shelter dk* & *Web frames* *Fitted for oil fuel*	7588 7553 4818				...		1919	Bethlehem S.B.Corp.Ld. Alameda,Cal	Weyerhaeuser S.S.Co.	440·0	56·0	35·2 FK	Tacoma, Wash. Utd. States *WB*	T.3Cy.27″,47″&78″–48″ 598NHP BethlehemS.B.Corp.Ld.	38 ″ 0	R †
75771 36813 JGZC	**Heian Maru** (P) Twin Sc *Ref. Mchy.* D.F. GyC.	*Oil Eng.* ss Kob.No.1–35 3 *Dks* (*Stl-weather dk* ws) 4*th dk* (*Stl*) *in No.3 hold*	11616 9381 6789	✠100A1 *with freeboard* 1,38 D CS11.31 5,39	Osa	*h* †	CL P1,37 S1,38 (11,30 tanks)	1930 11mo	Osaka Iron Works,Ld. Osaka *Lloyd's A & CP*	Nippon Yusen K.K. *Cell D B* 424′ 218 *t* *tunnels* 319 *t* *D* *F.P.* *aft*	511·6 B226′ *Tanks in way of Tsa* 39′ 1309 *t*	66·0 F76′	41·0 FK *F P T* 11 6 *t* *A P T* 176 *t*	Tokyo Japanese 9 *B H pt Cem* 2 *DB 120 lb*	Oil Engines 4S.C.DA 16Cy.26$\frac{3}{4}$″–63″ 2190NHP Akt.Burmeistr & Wain,Cpn	41 ″ 1 s 10 ″ 11½ 30 ″ 3½	
75772 467 JCXC	— (P) Wireless	2 *Dks*	1584 — 925						1917	Kawasaki Dkyd.Co.Ld. Kobe	Chosen Yusen K.K.	240·0 P14′	36·0 B44′	21·0 F32′	Jinsen Japanese *WB*	T.3Cy.16″,26″&43″–30″ 101NHP KawasakiDkydCoLd.Kobe		
75773 DICB	**Heidelberg** (P) (*ex* Duisburg) *Oil Eng.* D.F. *Well deck* ss Ham.No.1–29 2 *Dks* (*Stl*) *3rd dk in No. 1 hold* *Cruiser Stern*		6530 5558 3958	✠ ... 6,33	Ham			1925 7mo	Vulcan-Werke Hamburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) *Cell D*	450·3 P&B375′ *B* 400′ 1525 *t*	58·2 F56′ FK *F P T* 75 *t*	26·6 *9 B H pt Cem pt Asp A P T* 46 *t*	Hamburg German 2 *DB*	2 Oil Engines 4S.C.SA coupled to 1 Sc Shaft by hydraulic transformers & S R gear 16Cy.25$\frac{3}{16}$″–27$\frac{3}{16}$″ 993NHP Vulcan-Werke,Hamburg	29 ″ 5	G †
75774 DAPO	— Wireless	1 *Dk*	692 499 381						1925	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	184·8 Q53′	28·9 B45′	11·4 F19′	Stettin German *WB*	T3Cy.14″,22$\frac{13}{16}$″&38$\frac{3}{16}$″–27$\frac{3}{16}$″ 77NHP StettinerOderwerke		G
75775 LEBP	**Heien**	1 *Dk*	995 862 561						1926	Hölens Verks. Hölen. nr. Larvik	D/S A/S Heitmanns Rederi (H. Heitmann & Son, *Mgrs.*)	214·2 P39 *t*	34·3 H56 *t*	14·1	Oslo Norwegian *WB*	T.3Cy.14½″,25″&40″–27″ W.Beardmore 83NHP &Co.Ld.Coatbridge		N
75776 LEBR	**Heilo** (*ex* Kristine Tysland)	1 *Dk*	989 861 569						1921	Hölens Verksted A/S Larvik	D/S A/S Heilo (H. Heitmann & Son)	214·2 P39 *t*	34·3 H57 *t*	14·2	Oslo Norwegian *WB*	T.3Cy.15½″,25″&42″–30″ 96NHP Moss.Værft,Moss		N
75777 DHKU	**Heimdal** (*ex* Minna Horn)	1 *Dk*	2186 1834 1257						1921	Nordseewerke A.G. Emden	Seereederei “Frigga,” A.G.	283·0 P20′	40·9 B58′	20·5 F24′	Hamburg German *WB*	T.3Cy.20″,31½″&51½″–35$\frac{3}{8}$″ 155NHP Cäsar Wollheim Breslau		G
75778 OXHS	— (P) Twin Sc (*Ferry*) *Oil Eng.* Wireless D.F. *Cruiser Stern*	1 *Dk*	978 821 335						1930	A/S Aalborg Msk-og Skibs. Aalborg	De Danske Statsbaner *WB*	246·1	38·6	14·6	Korsör Danish	Oil Engines 4S.C.SA 12Cy.14$\frac{1}{16}$″–23$\frac{3}{8}$″ 247NHP A/S Frichs,Aarhus		
75779 5715 SGHA	**Heimdall** (P) Sub.Sig. Wireless	1 *Dk*	1386 742 644						1914	Oskarshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	225·0 P&B147′	36·0 F47′	14·4	Stockholm Swedish *WB*	T.3Cy.21½″,35½″&58½″–36″ 205NHP Oskarshamns M.V.Aktieb.		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant aux Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.
75780	**Heimei Maru**		4364	✠ ...	Nag	*w*		1919	OsakaIron Works,Ld. Innoshima	TochikiShojiK.K.	345·0	49·8	28·2	Waka-matsu Japanese	T.3Cy.24",41"&67"–48" 391NHP	28 ″ 2
24982		*ss*Kob.No.3–7,31	3677	10.35				9mo			P30'B98'F34' *on*				2SB,6*cf*,GS126,HS5400	
JKPD		1*Dk(Stl)&Shelter dk(Stl) &Web frames Longitudinal framing*	2734	✠							*Shelter dk* FK				OsakaIronWrks.Ld. Innoshima	
									Cell D B294'	1120*t DTa* 32'690*t*					*Collision FPT* 115*t APT* 29*t*	
75781	**Heimgar** (*ex*Sparreholm–36, *ex*Sulina)	*Oil Eng.*	2978 2741	✠100A1 *Shelter dk*	NYk	*l*	CL 12,35	1921	A/BÖre-sundsvarvet Landskrona	StamersRederiA/S (ClausStamer, *Mgr.*)	312·7	44·5	26·2	Bergen Norwegian	Collision *BH to Sh dk* 6 ,, ,, *U* ,, Oil Engines 4S.C.SA	28 ″ 11
LJHA	D.F.	*ss*Got.No.3–5,34	1790	*with freeboard* 2,38			8,38	9mo			F32'*on Shelter dk* FK				6Cy.24½"–51⅝" 355NHP DB*100lb*	s 6 ″ 9½ 22 ″ 3
		1*Dk(Stl)&Shelter dk(Stl) Strengthened for Navigation in Ice*		✠LMC DBS11,37	CS7,36 11,36					*Cell D B260'633t*	*FPT* 55*t APT* 62*t*			4 ,, ,, *U* ,,	*pt Cem BH to Sh dk* A/B Götaverken,Got.	
75782	**Heimvard**	*Oil Eng.*	4851 4299					1930	Kockums M.V.Aktieb. Malmö	KlostersRederiA/S (LauritzKloster, *Mgr.*)	396·9	54·8	25·1	Oslo Norwegian	Oil Engines 4S.C.SA	
LCUY	D.F.	1*Dk&Shelter dk*	2745								P140*t*H396*t*F16*t*			*WB*	8Cy.27⅝"–55½" 587NHP KockumsM.V.Akt.Malmö	
75783	**Hein Hoyer**		5836 5325					1937	Lübecker Flender-WerkeA.G. LübeckSiems	Hanseatische ReedereiEmilOffen &Co.	437·8 F38'	59·9	25·0	Hamburg German *WB*	C.4Cy.(2)20½"&(2)43⅝"–43⅝"&LPturbine with DRgearing&hydraulic coupling HS6297 480NHP DeutscheSchiff.-uMaschb. A.G.Weser,Bmn.	
DJTW	D.F. E.S.D.	2*Dks* *CruiserStern*	3428													
75784	**Heina**	*Oil Eng.*	4028 3695					1925	Kjöbnhvns Flydk.&Skbs Copenhagen	A/S J.Ludwig MowinckelsRederi	377·8	52·2	24·5	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.24½"–51⅝" 473NHP Akt.Burmeistr&Wain,Cpn	
LEVA	D.F.	2*Dks*	2417								P101*t*H202*t*F30*t*					
75785	**Heino** (*ex*Gautatyr–36,*ex*Austa)		1107 1005					1906	Sunderlnd S.B.Co.Ld. Sunderland	M.Utow	229·0	35·0	15·2	Tallinn Estonian *WB*	T.3Cy.16½",27"&44"–33" 111NHP N.E.MarineEng.Co.Ld.Sld	
1084											P21'B61'F26'					
ESVE		1*Dk*	640													
75786	**Heinrich Arp**		1428 1160					1923	F.Schichau Elbing	H.F.C.Arp (S.Ollgaard& Thoersen, *Mgrs.*)	237·2	37·6	16·0	Hamburg German *WB*	T3Cy.16⅛"27⅝"&42⅝"–27½" 95NHP F.Schichau,Elbing	
DHKV		1*Dk*	813								Q77'B97'F26'					
75787	**Heinrich Schmidt**	1*Dk*	1560 1185					1936	Flensburgr Schiffsb.Ges. Flensburg	Flensburger Schiffsparten-VereinigungA.G. (H.Schmidt, G.m.b.H., *Mgrs.*)	258·8	41·3	14·4	Flensburg German *WB*	T.3Cy.17½",29½"&48"–34⅞" 135NHP FlensburgerSchiffsb.Ges.	(
DDUS	Wireless D.F.	*CruiserStern*	889								P21'Q85'B106'F22'					
75788	**Heinrich Schulte** (*ex*MountOssa–37, *ex*Grelbank–32, *ex*WarLegate)	*ss*Fal.No.3–12,32 *ss*Rou.No.1–37 1*Dk(Stl)*	5056 4654 3104	✠100A1 5,38 ~~8,37~~ ✠LMC MS1.37 BS6.37	Lon Bmn	*y*	CL ~~8,37~~ N9,38 9,38	1918 6mo *Lloyd's*	Harland& Wolff,Ld. Glasgow	"Atlas"Reederei A.G. *Cell D B344' 1136t DT s&CP*	399·3 P19'B112'F38' FK *u*28'1200*t FPT* 118*t*	52·3	28·5	Emden German 7*bHpt Cem APT* 185*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB.9*cf*,GS190,HS7668 FD D&W Hendersn&CoLtd Gls	31 ″ 0 s 6 ″ 0 25 ″ 3
75789	**Heinrich v. Riedemann**	TwinSc *OilEng.*	11020 — 6749	✠100A1 1,38 ✠LMC DBS12,37 12,37	Ham CS~~1~~-~~4~~ 4,36 12,37	*g*†	CL N12,37	1930 11mo	Bremer Vulkan Vegesack	PanamaTransport Co.	521·1 *after Bridge* 55' B40'F41'	70·2	38·8 FK 4	Panama Pnamanian	Oil Engines 2S.C.SA 12Cy.27½"–47¼" 1592NHP 2WaterTubenB*200lb* 2DB*100lb*	38 ″ 9 s 8 ″ 5½ 30 ″ 6½
HPFV	D.F. GyC. E.S.D.	2*Dks(Stl)&Web frames Mchy.Aft* *CruiserStern* *Rudder partly electrically welded Longitudinal framing–bracketless system*		*Carrying Petroleum*		*in bulk*					*Cell D Bu E62' 216t*			*pt Asp* *BH to 2nd dk* *DTs f* 48' 199	Bremer Vulkan, Vegesack *7t FPT* 270*t APT* 290*t*	
75790	**Heinz Horn** Ⓟ	*OilEng.*	3994 3332					1928	F.Schichau Elbing	H.C.Horn	314·0	48·7	27·7	Hamburg German *WB*	Oil Engines 2S.C.SA 6Cy.26¾"–47¼" 745NHP F.Schichau,Elbing	G
DICC	D.F.	2*Dks*	2397								H130'F37'					
75791	**Heire** (*ex*Stend)		807 682					1917	Pusnes Stob.&M.V. Arendal	Dampsk.A/S Heitmann'sRederi (H.Heitmann& Son, *Mgrs.*)	211·0	33·2	13·5	Oslo Norwegian *WB*	T.3Cy.15",25"&40"–30" 88NHP PusnesStob.&MV.Arendal	N
LEBU		1*Dk*	449								P36*t*H46*t*F12*t*					
75792	**Heiryo Maru** (*ex*DaitokuMaruNo.2)		1224 1039					1918	Osaka ZosenshoK.K Osaka	TanakaShojiK.K.	225·0	33·0	18·7	Osaka Japanese *WB*	T.3Cy.16½",26½"&42½"–30" 97NHP SanyoTekkosho,Osaka	
24151											P16'B54'F28'					
JJCE	Wireless	1*Dk*	699													
75793	**Heito Maru** Ⓟ		4468 4033					1935	Mitsubishi Jukogyo K.K Nagasaki	OsakaSyosenK.K.	357·0	49·2	32·8	Osaka Japanese *WB*	2 DR Geared Steam Turbines 500NHP MitsubishiJukogyoK.K. Nag.	
40872											B79'F38'					
JZDH		2*Dks*	2588													
75794	—		570 —					1910	.....	MinamimanshuTetsudoK.K.	170·0	35·0	13·0	Dairen Japanese		
14																
JLHG		1*Dk*	220													
75795	**Heiwa Maru**	*OilEng.*	313 —					1936	Matsuura Ryoichi,Tona	KanpuRenraku KisenK.K.	128·6	24·1	11·1	Shimono-seki Japanese	Oil Engines	
41417																
JLJK		1*Dk*	208													
75796	**Heiyei Maru**	*ex*HeiyeiMaru	5460 4988	✠100A1 3,37	Kob	*z*	CL N12,35	1920 2mo	AsanoS.B. Co. Tsurumi	NissanKisenK.K.	400·0	53·2	29·4	Tokyo Japanese	T.3Cy.26",43½"&72"–48"(*s*) 200lb 513NHP	32 ″ 0 s 6 ″ 5½ 25 ″ 9
JMSB		No.12–37, *ss*Kob.No.3–2,32 *ss*Yka.No.1–35	3365	✠LMC3.37							P33'B124'F41' FK			A&CP	6*BHCem APT* 28*t*	
Now "Heiei Maru," see No. 88358 in Supplement		2*Dks(Stl)*								*Cell D B339'941t*				3SB,9*cf*,GS175,HS7376 FD KubotaIronWorks,Osaka		
75797	**Heiyei Maru No. 6** (*ex*Hakata Maru No.6)		467 [illegible]					1910	OsakaIron Works Osaka	TakarabeChikara	168·9	23·8	16·5	Tokyo Japanese	T.3Cy.11⅛",19"&32"–22" 48NHP OsakaIronWorks	
Now "Heiei Maru No. 6," see No. 88390 in Supplement																
JBBE		1*Dk*	272													
75798	**Heiyei Maru No. 7** (*ex*Ravenrock, *ex*Rabenfels)		4815 4415			...		1903	Swan,Hunter& Wigham Richardson, Ld Newcastle	InuiKisenK.K.	390·4	51·5	27·5 BK10'	Tokyo Japanese	Q.4Cy.23",32",48"&72"–54" 492NHP	30 ″ 3	C †
JTVA		2*Dks&Web frames*	2971								P50'B123'F53'			*WB*	Swan,Hunter&Wigham-Richardson,Ld.Nwc.	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name.	3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned / Year altered / Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. (Report R. of Trade Cert.
75799 35365 JRXB	**Heiyo Maru** Ⓟ *ssKob.No.2-38ss~~Kob.No.1-36~~* D.F. GyC.	TwinSc *Oil Eng.* 7990 5871 3 *Dks (Stl–Weather dk ws)*	9816 7990 5871	✠100A1 Kob *et* *with freeboard* 8,38 ~~8,37~~ 12,38 ~~MC CS 5,38~~ DBS ~~8,38~~ ~~10,37~~ 8,38			CL ~~11,36~~ P9,37 S12,38	1930 3mo	Osaka Iron Works Osaka *Lloyd's SA&CP*	Nippon Yusen K.K. *Cell DB 384' 1596t Tanks in way of tunnels 74t DT a8'217t FPT 1*	460·0 | 60·0 | 40·5 481·8 (O.L.) B58' F47' FK	Tokyo Japanese 7 *B Hpt Cem* 06t *APT 86t*	Oil Engines 2S.C.SA 16Cy.26¾"-39⅜" 2004 NHP 2 DD *100lb* Mitsubishi Zosn Kaisha Nag	40 " 6 s 10" 9¾ 30 " 2⅝	
75800 24078 JHE	**Heiyu Maru** 1 *Dk*		973 851 575					1918	Hakemoto Chukichi Osaka	Daido Syosen K.K.	199·2 | 31·5 | 18·0	Hakodate Japanese *WB*	T.3Cy.13½",22½"&37⅜"-28" 74 NHP Yutani Koshakuso, Osaka		
75801 TFAB	**Hekla** (*ex* Kong Inge-32, *ex* Clothilde Cuneo) 1 *Dk & Spar dk*		1215 1053 676					1907	Fredrkstad Mek. Værks. Fredrikstad	H/F Eimskipafjelag Reykjavikur (Faaberg & Jakobsson, *Mgrs.*)	225·0 | 33·7 | 20·3 H101 *t* F24 *t*	Reykjavik Icelandic *WB*	T.3Cy.17",28"&49"-33" 138 NHP Fredrikstad M.V.Frdstad.		N
75802 LCNT	**Hektor** *ssOsl.No.1-38* *ssGot.No.3-8,34* 2 *Dks (Stl)*		5243 4712 3134	✠100A1 Hul *y* ~~2,37~~ 10,38 ~~N.Yk Osl~~ ✠LMC ~~MS6,34~~ BS8,37 ~~5,38~~ 2,38			CL ~~5,37~~ N9,38	1921 3mo	Hong Kong & Whampoa Dock Co. Ltd Hong Kong *Lloyd's SA&CP*	Bruusgaard Kiösterud Skibs-A/S (Bruusgaard Kiösterud & Co. *Mgrs.*) *Cell DB 340'1105t FPT 117t*	400·2 | 52·2 | 28·5 P49' B113' F40' FK *APT 177t*	Drammen Norwegian 7 *BHCem* *WB = Cell DB a*	T.3Cy.27",40"&78"-48" (*s*) &exhaust Turbine driving steam compressor 180lb 568 NHP 3SB,*9cf*,GS190,HS7668 FD Hong Kong & Whampoa Dock Co. Ltd.	31 " 0	
75803 110573 GBQL	**Hektoria** (*ex* Medic) (*Whale Oil Factory*) *Fitted for oil fuel* D.F. GyC. 3 *Dks & Shelter dk* *Fitted for carrying whale oil in bulk*	TwinSc	13797 13611 9564					1899	Harland & Wolff, Ld. Belfast	Hektoria, Ld.	550·2 | 63·3 | 32·0 47·9 H132 *t*	London British *WB*	Q.8Cy.22",31½",46"&67"-51" 641 NHP Harland & Wolff, Ld. Bel.		N
75804 244 OHAS	**Hektos** *ssHfs.No.1-38* *ssHfs.3rdNo.3-4,35* D.F. 1 *Dk (Stl) & Web frames & pt Awng dk (Stl)*		2108 1524 1233	✠100A1 Hfs *s* *pt Awng dk* *with freeboard* MS10,38 ~~7,36~~ ~~8,37~~ 4,39 ~~S7,38~~ ~~BS6,37~~ ✠LMC ~~4,36~~			CL ~~4,36~~ 6,38	1903 3mo	R. Craggs & Sons, Ld. Middlesbro' *Lloyd's SA&CP*	Finska Ångf. Aktiebolaget *WB = Cell DB a*	280·0 | 39·9 | 17·2 Q103' *pt Awng dk* 175' FK 88' *u* E 24' *f* 114' 457 *t* *APT 15t*	Helsingfrs Finnish 4 *BHCem* *Coll BH to Sh dk*	T.3Cy.21",34"&56"-39" (*s*) 165lb 217 NHP 2SB,*6pf*,GS108,HS3542 N.E.Marine Eng.Co Ld Nwc	19 " 6 s 7 " 0 19 " 0	
75805 SPAO	**Hel** Wireless D.F. 1 *Dk & Shelter dk* *Cruiser Stern* *Strengthened for Navigation in Ice*		*1066* *825* *504*	✠100A1 Dnz *p* *with freeboard* 5,38 ~~4,37~~ ✠LMC 4,35			CL 3,37	1935 4mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA&CP*	Zegluga Polska S.A. *Cell DB 192' 293t APT 35t*	233·1 | 36·4 | 13·1 B51' F22' FK (*Coll* *BH to Sh dk* 1 „ „ 2*nd* „)	Gdynia Polish 5 *BHpt Cem*	C.2Cy.17"&34"-28" & LP Turbine with D.R gearing & hydraulic coupling 210lb (*s*) FD 152 NHP 2SB(Spt),*4cf*,GS60,HS1925 Swan, Hunter & Wigham Richardson, Ld. Nwc.	15 " 0 s " 2 15 " 0½	
75806 PEPQ	**Helder** Ⓟ *ssAms.No.3-5,32* *ssAms.No.1-36* 2 *Dks (Stl) & Shelter dk (Stl)*		3629 3283 2234	✠100A1 Ams *yo* *Shelter dk* ~~Hartlpl~~ *with freeboard* 2,39 ✠NB(*f*)2,39 ~~MS6,39~~ ✠LM ~~6,36~~ *Fitted for oil fuel* 6,20			CL ~~1,36~~ N2,39 *F.P. above*	1920 6mo	Rotterdam Droogd. Maats. Rotterdam *Lloyd's SA&CP*	Koninkl. Nederl. Stoomb. Maats. *Cell DB 309' 929t FPT 85t*	361·5 | 49·8 | 22·0 372·0 (O.L.) FK *Coll* *BH to Sh dk* 5 „ „ *U dk* *APT 127t*	Amstrdam Dutch *Cem*	T.3Cy.25"-39"&68"-45" (*s*) 180lb FD 465 NHP 4SB(Spt) *12cf*,HS7171 Rotterdam Droogd. Maats.	24 " 6 s 2 " 0¾ 22 " 8½	
75807 145564 MLGK	— (*ex* Stad Schiedam) Sub.Sig. 1 *Dk*		975 780 581					1920	Flensburg Schiffsb.Ges. Flensburg	Leith, Hull & Ham. Stm.Pkt.Co.Ld. (J. Currie & Co. *Mgrs.*)	210·7 | 34·2 | 13·4 P17' Q47' B48' F27'	Leith British *WB*	T.3Cy.15⅝",25⅜"&44½-29½" 106 NHP Flensburger Schiffsb.Ges.		G
75808 214503 WKCF	**Helen** *ssN.Yk.No.3-7,28* *ssN.Yk.No.2-35* *Ref. Mchy.* 2 *Dks (Stl) & Web frames* Sub.Sig. *Longitudinal framing*		3129 2620 1944	✠100A1 Bal *u* ~~7,37~~ 10,38 BS10,38 ~~MS12,39~~ LMC 10,38 Lloyd's RI ~~C 3,38~~ 10,38 for temp. 38° F. *Fitted for oil fuel* 10,16			CL 3,38 *F.P. above*	1916 10mo A&CP	Bethlehem Steel Co. Sparr'o Pt Md	A.H. Bull Steamship Co. Inc. (A.H. Bull & Co. Inc. *Mgrs.*) *Cell DB 255'662t FPT 50t APT 145t*	327·7 | 46·7 | 23·5 P38' B94' F37' FK	New York Utd. States 6 *BHCem*	T.3Cy.24½",41"&68⅜"-48" 200lb (*s*) 487 NHP 3SB,*9cf*,GS169,HS7237 FD Bethlehem Stl. Co. Sparr'Pt	26 " 3 s 4 " 6 21 " 11¼	
75809 877 OHZG	— (*ex* Irene-36) 1 *Dk (Stl) & deep framing* *Cargo battens not fitted*	*ss*Osc.No.1-38 *ss*Hbg.3rdNo.3-3,34	1850 ~~—~~ 1072	✠100A1 Hfs *r* 6,38 ~~6,37~~ Osc BS6,37 ✠LM ~~C 7,3~~ 6,36 MS2,38			CL ~~6,36~~ 6,38	1899 6mo	Grangemth Dockyard Co. Gr'ngemouth A&CP	Rederi A/B Ziva (Alb. Jansson, *Mgr.*) *Cell DB a76'*	270·5 | 40·6 | 18·5 269·7 P23' B54' F32' FK *a E & B 36' f 104' 477 t*	Narichamn ~~Gefle~~ Finnish 4 *BHCem* *APT 24t*	T.3Cy.20",32½"&53"-36" 160lb 177 NHP 2SB,*4pf*,GS71,HS2790 Hutson & Sons, Ld. Glasgow	20 " 6 s 2 " 10½ 17 " 10	
75810 OYJN	**Helen Clausen** (*ex* Annemarie-34, *ex* Wm. Minlos 1, *ex* Libanon) 1 *Dk*		355 296 194					1920	Sch.u.Dock-bauFlender A.G. Lübeck	C. Clausen	139·1 | 22·6 | 11·8 B34' F20'	Odense Danish *WB*	C.2Cy.14⅜"&22⅜"-15⅜" G. Seebeck A.G. 17 NHP Wesermünde-G		G
75811 36270 MQGY	**Helen Craig** *ssBel.3rdNo.3-11,33* *Well deck* *ssBel.No.1-37* 1 *Dk t pt Stl & pt Irn)*		417 307 169	✠100A1 Bel *q* ~~2,37~~ 11,38 BS~~4,36~~ ✠LMC 2,37 11,38			~~L1,37~~ 11,38	1891 1mo	Workman, Clark & Co Ld. Belfast *Lloyd's SA&CP*	~~H. Craig & Co.~~ Hugh Craig & Co. Ld. *WB = Cell DB 74'70t deep tank f*	165·3 | 24·1 | 9·9 Q91' B44' F24' BK6'	Belfast British 4 *BHCem* 20t *APT 11t*	C.2Cy.21"&42"-30" (*s*) 90lb 68 RHP 1SB,*3pf*,GS58,HS1425 V. Coates & Co., Belfast	12 " 3 s " 7½ 12 " 2	
75812 142660 GWRB	**Helen Moller** (*ex* Sierentz-33, *ex* War Cateran) *ssLiv.No.3-12,29* *ssRot.No.1-33* D.F. 1 *Dk (Stl)*		5259 4800 3427	✠100A1 Kob *y* 11,37 LMC MS9,33 BS11,37			CL 8,35	1918 10mo	C. Connell & Co. Ld. Glasgow *Lloyd's SA&CP*	Moller Line, Ld. (Mollers' Ld *Mgrs.*) *Cell DB 313'1093t DT a 28'1167t FPT 115t APT 184t*	400·9 | 52·3 | 28·5 P49' B117' F39' FK	Shanghai British 7 *BHpt Cem*	T.3Cy.27",44"&73"-48" (*s* 180lb 490 NHP 3SB,*9cf*,GS190,HS7020 FD Dunsmuir & Jackson, Ld Gls	31 " 0 s 5 " 11½ 25 " 3	
75813 162281 KJMJ	**Helen P. Drew** *Mchy. Aft* *Fitted for oil fuel* 1 *Dk*	Wood	309 — 142					1904	J.R. Hitchings Hquiam, Wsh	Gardenia Packing Co.	134·6 | 32·2 | 10·5	S. Frncisco Utd. States	C.2Cy.12"&26"-20" Fulton Iron Works, 25 NHP San Francisco		
75814 214570 KJAO	**Helen Whittier** (*ex* West Lianga) D.F. 2 *Dks*		5506 5309 3412					1918	Skinner & Eddy Corp. Seattle, Wash	Matson Navigation Co.	409·6 | 54·2 | 27·1 P43' B115' F47' *WB*	Ls. Angeles Cal. Utd. States	D R geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
75815 500 OHNO	**Helena** (*ex* Schleswig-33, *ex* Dronning Thyra) *Mchy. Aft* 1 *Dk* (*See Sailing Ship Register*)	Wood Aux 4 Mst Sr *Oil Eng.*	466 410 359					1920	A/S I. Koefoed Faxe	T.W. Blomqvist	155·1 | 31·4 | 14·7 Q27'	Raumo Finnish	Oil Engines 2S.C.SA 3Cy.15 $\frac{7}{16}$"-15 $\frac{7}{16}$" 122 NHP A/S Tuxham, Cpn.		V
75816 164556 MKMZ	**Helena Margareta** (*ex* Larenberg-35) *ssAms.No.3-7,28* *ssAnt.No.2-37* D.F. 1 *Dk (Stl)* *Cargo battens not fitted*		3316 2956 2063	✠100A1 Ant *u* ~~4,36~~ 8,37 ~~1,39~~ ~~4,36~~ ✠LMC ~~BS5,37~~ 8,38 MS8,37			CL 7,37	1915 3mo	A. Vuijk & Zonen Capelle a/d Yssel *Lloyd's SA&CP*	Euxine Shipping Co. Ld.	326·6 | 48·2 | 22·9 P22' B88' F22' FK *Cell DB a*	London British 5 *BHpt Cem* *pt Asp* 96' *u* E 20' *f*	T.3Cy.23½",38"&64"-42" (*s*) 180lb 290 NHP 2SB,*6pf*,GS132,HS4490 G.T. Grey, South Shields 147' 820 *t FPT 70t APT 105t*	25 " 0 s 4 " 2 21 " 0	

Nr. Aalani," see No. 88783 Mchy. Aft Fitted for oil fuel

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant exprimé. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. pd.*	15 Registre du Corps. Machines. Chaudières.
75817	**Helene** (*ex*Ceres,*ex*MimiHorn)		2414 / 2073 / 1412					1922	Schiffsw.v. H.KochA.G. Lübeck	J.Lauritzen	296·4 / P14'Q39'	42·5 / H71'	20·2 / F31'	Esbjerg Danish	T.3Cy.20$\frac{7}{10}$",33½"&52⅝"-35⅝" 187NHP		G
OZSE	Sub.Sig. D.F.													WB	OttensenerMaschf.Altona		
75818	— (*ex*Druidstone, *ex*Queenmoor) 1*Dk*(*Irn*)&*deepframing*	*ss*Shl.No.3 5,11	2160 / 1952 / 1324	✠ 7,16		Cff	*s*	1898 9mo	J.Blumer& Co. Sunderland	H.W.Christopher-sen *WB*=*CellDBa*	290·0 / P27'B75'F31' FK 90'*u* *E*20' *f*114' 527*t*	42·0	19·2	Flensburg German	T.3Cy.22",36"&59"-39" 227NHP 2SB,*6pf*,GS102,HS3525 J.Dickinson&Sons,Ld.Sld.	21 ″ 6	G †
75819	— *OilEng.* DCIP *Mchy.Aft* *CruiserStern* 1*Dk*		400 / 314 / 197					1937	Frd.Krupp Germaniawft A.G. Kiel	Sartori&Berger	156·7 / P78'F16'	26·7	10·5	Kiel German *WB*	Oil Engines 4S.C.SA 6Cy.14⅝"-19¾" 121NHP Fr.KruppGermaniawftAG		G
75820	— **WoodAux3MstSr** (*ex*Sailing Vessel-35, *ex*Ilford-34,*ex*Estonaval) *OilEng.* 1*Dk* (*See Sailing Ship Register*)		306 / 263 / 232					1923 1922	K.Karkling Wandsen	J.Remmelgas	118·0	29·4	13·0	Tallinn Estonian	Oil Engines 2Cy. NE35		V
75821	**Helene Russ**		993 / 788 / 577					1909	Stettiner Oderwerke Stettin	ErnstRuss	211·0 / P12'Q59'B57'	33·9 / F21'	13·4	Hamburg German	T.3Cy.15$\frac{7}{10}$",25⅝"&41$\frac{3}{10}$"-29½" 93NHP StettinerOderwerke		G
DHKX	Wireless 1*Dk*																
75822	**Heleni D.** (*ex*Peebles-33) *ssMch.No.3-10.31*		*5260* / *4790* / *3218*	✠100A1 4,28 10,38 MS5,36	Ams Bry ✠LMC BS3,38		*y* CL 3,38	1919 5mo	Richards'n Duck&CoLd. Stockton	D.J.Dambassis *CellDB*	100·1 / P49'B113'F40' FK 345'1058*t*	52·4 / *sA4CP*	28·4 / *FPT*132*t*	Andros Greek 7*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb *100lb* 455NHP 2SB,*8cf*,GS153,HS6204 FD	31 ″ 0 s 5 ″ 11⅜	
Note—"Culebra," *see No.* 87562 *in Supplement*	*ssRgn.No.1-36*							*Lloyd*						*APT*218*t*	Blair&Co.Ld.Stockton	25 ″ 3½	
75823	**Helenus** (P)		7366 / 6366 / 4665				BT till 6-16 4-21	1913	Scotts' S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (*A.Holt&Co.Mgrs*)	455·2 / P54'B162'F60'	56·2	32·5	Liverpool British *WB*	T.3Cy.31",51½"&86"-60" 572NHP Scotts'SB.&Eng.CoLdGrk		
135519 GPZY	D.F. 2*Dks*																
75824	**Helfrid** (*ex*Bill-35)		*1304* / *1114* / *715*					1922	Trosvik Mek.Verks. Brevik	RederiA/BSylvia (Alb.Billner,*Mgr*)	247·7 / P53*t*H70*t*F14*t*	37·1	16·0	Gothenbrg Swedish *WB*	T.3Cy.17½",28½"&48"-33" 132NHP StavangerStöberi&DokStv		N
7998 SKVM	1*Dk*																
75825	**Helfrid Bissmark** (*ex*Minos-37)		727 / 543 / 389					1913	Akt.Ges. "Weser" Bremen	Bissmark-Linie G.m.b.H.	185·9 / B46'Q54'	28·3 / F16'	12·8	Hamburg German *WB*	T.3Cy.13",21"&34⅜"-23⅜" 58NHP A.G."Weser,"Bremen		G
DONU	Wireless 1*Dk* *Ref Mchy.* *CruiserStern*																
75826	**Helga**		1700 / 1463 / 978					1937	Helsingörs Jernsk&Msk Elsinore	J.Lauritzen	292·0	41·7	16·4	Esbjerg Danish *WB*	C3Cy(2)15¼"&(1)39⅜"-37⅜" &LPturbine with reduction gear&chain drive 234NHP HS3340 HelsingörsJernsk.&Mskb.		G
OZNH	D.F. E.S.D. 2*Dks* *CruiserStern*																
75827	**Helga Böge**		2181 / 1804 / 1290					1925	Lübecker Maschb.Ges. Lübeck	Joh.M.K.Blumenthal	279·7 / P27'B69'F38'	41·7	19·1	Hamburg German *WB*	T.3Cy.21⅝",34¼"&55⅛"-35$\frac{7}{16}$" 181NHP LübeckerMaschb.Ges.		G
DHKZ	1*Dk*																
75828	**Helga Ferdinand** (*ex*Ursula Fischer-33,*ex*Ambassador) 1*Dk*2*trBS*&*Webframes*		2566 / 2395 / 1598				…	1897	W.Gray& Co.(Lim.) W Hartlepool	HugoFerdinand	314·0 / P27'B70'F31' FK	44·1	20·8	Rostock German *WB*	T.3Cy.23",36½"&62"-39" 242NHP Cen.Mar.Eng.Wrks.WHpl	23 ″ 3	G †
DMBH																	
75829	**Helga L.-M. Russ**		1709 / 1399 / 1001					1926	Akt.Ges. "Neptun" Rostock	Schiffahrt.u. Assekuranz-Ges. E.Russ&Co.	256·9 / P25'Q81'B107'F28'	41·1	16·2	Hamburg German *WB*	T.3Cy.19$\frac{7}{16}$",31½"&51$\frac{5}{16}$"-35$\frac{7}{16}$" 156NHP A.G."Neptun,"Rostock		G
DHLA	Sub.Sig. 1*Dk* *Cruiser Stern*																
75830	**Helga Schröder** (*ex*Rugia-37, *ex*LitiLarsen,*ex*FranzFischer, *ex*KäteVick)		656 / 501 / 349					1904	Akt.Ges. "Neptun" Rostock	RichardSchröder	171·4 / Q58'B58'F19'	28·7	12·7	Rostock German *WB*	T.3Cy.12⅝",19$\frac{11}{16}$"&33⅛"-23⅜" 55NHP A.G."Neptun,"Rostock		G
DMAS	1*Dk*																
75831	**Helge**		*1740* / *1400* / *969*					1895	Helsingörs Jerns.Mask. Elsinore	RederiA/BPortos (R.Philis,*Mgr.*)	271·6 / P17'Q80'B116'F32'	38·1	23·5	Hälsingbrg Swedish *WB*	T.3Cy.18½",30"&49"-36" 144NHP HelsingörsJrnsk&Mskbyg		V
7132 SLWA	1*Dk*&*Webframes*																
75832	**Helgoland** (*ex*Riol-36,*ex*Arcturus)		3664 / 3279 / 2204					1922	Nordsee-werkeA.G. Emden	Norddeutscher Lloyd	369·7 / B25'F37'	50·8	21·8	Bremen German *WB*	T.3Cy.24",38⅜"&63"-43$\frac{3}{16}$" 262NH Deutsch-Luxemb.Bergw-&HüttenA.G.Mülheim		G
DOCA	Sub.Sig. D.F. 2*Dks*																
75833	— (*ex*NormanQueen, *ex*Abbotshall) *Mchy.Aft* *Well deck* Wireless 1*Dk*(*Irn*)	*ss*Goo.2ndNo.3-9,11	498 / 393 / 243	✠ 3,16		Lbc	*h*	1890 1mo	J.Scott& Co. Kinghorn	Reed.K.K.Skriver G.m.b.H.	189·6 / Q59'B48'F54' len20 BK7" *DBf*35'	25·1	12·3	Lübeck German	T.3Cy.16",25"&42"-30" NB20 97NHP J.Scott&Co.Kirkcaldy	12 ″ 10	G †
DRAG														*5BHCem* *27tFPT*33*t*			
75834	**Helgöy** **TwinSc** (*ex*Theodore Roosevelt-36) *OilEng.* *ssOsl.No.3-10,32* D.F. 2*Dks*(*Stl*)&*Aawng dk*(*Stl*)		5614 / 5195 / 3455	✠ … 4,36		Rot	*n*†	1920 8mo	A/S Burmeister& Wain Copenhagen	ErlingH.Samuelsen'sRederiI.A/S (ErlingH.Samuelsen,*Mgr.*) *CellDB*377'1266*t*	425·5 / 35·8 FK *Collision* *FPT*90*t*	55·2	27·8	Oslo Norwegian *ptCem* *nBH to Adk* 6 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.24½"-37⅜" 717NHP A/S Burmeister&Wain	38 ″ 6	N †
LDAN														*APT*82*t*			
75835	**Helikon** (P)		2036 / 1786 / 1220	✠100A1 3,39 ~~2,38~~ BS~~2,38~~ 3,39		HKg	*r* CL N2,38	1917 9mo	HongK'ng & Whampoa DockCo.Ld. HongKong	TaiHingS.S.Co.Ld. *CellD*	270·6 / 281·5(O.L.) P26'B76'F26' FK	40·1	19·4	Hong Kong British 6*BHCem*	T.3Cy.20",33"&54"-39" (*s*) 180lb 215NHP 2SB,*6cf*,GS119,HS3552 HongKong&Whampoa DockCo.Ld.HongKong	21 ″ 6 ~~s 3 ″ 0~~ ~~18 ″ 10~~ s2 ″ 9½ 18 ″ 11½	
139573 VPBZ	*ssH.Kg.No.3-3,29* *ssH.Kg.No.2-37* 2*Dks*(*Stl U*-teaks)				✠LMC1,37			*Lloyd*		*sA4CP*	*B*231' *442t*		*FPT*34*t*	*APT*71*t*			
75836	**Heliopolis** (P) (*ex*Picard-36, ~~*ex*Duke of Cumberland)~~ ~~*ex*Wm.Cory-28~~ D.F. 2*Dks*	TrpSc	2143 / 1399 / 862					1909	W.Denny & Bros. Dumbarton	~~ShenderieShipping Co.Ltd.~~	330·7 / P77'B149'F66'	41·1	17·1	~~London~~ ~~British~~ Greek *WB*	3 Steam Turbines Denny&Co.Dumbarton		V
75837	**Helios** (*ex*BoscombeChine-37, *ex*NailscaBrook-35, *ex*CymricQueen, *ex*Apsleyhall,*ex*Newfield) *ssShl.No.3-6,25* *ssShl.No.1-30* 1*Dk*(*Stl*) D.F.		3821 / — / 2379	✠ — 8,34		Shl	*w*	1912 10mo	Irvine'sSB &D.D.Co.Ld. W Hartlepool	Wachsmuth& Krogmann(August Bolten,WmMiller's Nachf.*Mgrs.*) *CellD*	348·9 / P31'B101'F31' FK *Ba* 113'*u* *E*27' *f*157'	51·1	23·9	Hamburg German 6*BHCem* 822*t* *FPT*85*t*	T.3Cy.25",40"&67"-45" 341NHP 2SB,*6cf*,GS112,HS5438 Richardsons,Westgarth& Co.Ld.Hpl. *APT*117*t*	26 ″ 3	C †

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last recn.	8 9 Built. When	By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught.	15 Regulations in which classed, if not in Lr. Description of Machy. cert.
75838 DOIH	**Helios** D.F. Sub.Sig.	2 *Dks* *Cruiser Stern*	2383 2553 1616					1929	Deutsche Sch.u.Mschb. A.G."Weser" Bremen	Dampfschifft.Ges. "Neptun"	296·9 F28	46·0 B45	23·3	Bremen German *WB*	T.3Cy19½"-31½"&50⅜"-35⅞" &LP turbine 180NHP DeutscheSchiff.-u.Mschb. A.G."Weser,"Bremen		G
75839 LCNV	— (P)	2 *Dks*	1922 1647 1113					1925	Fredrkstad Mek.Værks Fredrikstad	BruusgaardKiösterudsSkibs-A/S (BruusgaardKiösterud&Co. *Mgrs.*)	280·3 P59*t*H149*t*F51*t*	42·1	18·0	Drammen Norwegian *WB*	T.3Cy.21",33"&56"-36" 188NHP FredrikstadM.V.Frdstad		N
75840 1038 ESUR	— (*ex*Edvard-35,*ex* Barbro,*ex*Bolero,*ex* Barbro,*ex*Elorrio) *Well deck*	*ss*Hbg.3rdNo.3-4,27 *ss*Tln.No.2-36 1 *Dk(Stl)* & *Web frames* *Cargo battens not fitted*	1309 1143 776	✝100A1 5,38 1,37	Mmo	*o*	CL 26,35 ,35	1894 7mo	W.Pickersgill&Sons Sunderland A&CP	L-ü"Eeroo"(Karl Mitt, *Mgr.*)	240·2 Q87'B58'F30' *DBa69*	35·8	16·0 FK	Tallinn Estonian (*r*) 160lb 171NHP 4 *BHCem* *f*88'309*t*	T.3Cy.19⅝"-31⅝"&51"-36" 160lb (*r*) 171NHP 2SB,*4pf*,GS69,HS2797 G.Clark,Ld.Sunderland	17 ‹ 0 s 1 » 3 15 » 11	
75841 137548 MGLY	**Helium** K *ss*Bkn.No.3-6,29 *ss*Bkn.No.2-37 1 *Dk(Stl)*	*Well deck* Wireless *Mchy.Aft*	301 206 113	✝100A1 3,38	Bkn	*e*	OG 2,37 11,38	1917 5mo	Cochrane Sons,Ld. Selby *Lloyd's*	I.C.I.(Alkali),Ld.	135·2 141·1(O.L.) Q50'B9'F21' *FPT*	23·1	9·4 FK	Liverpool British 3 *BHCem* 38*t APT17t*	T.3Cy.12",20"&34"-24" (*s*) 180lb 69RHP 1SB,*2cf*,GS33,HS1175 ShieldsEng.Co.Ld.N.Shl.	10 » 6 s » 6¾ 10 » 1¼	
75842 FNFW	**Helix** TwinSc "Armilla," *see No.* 87051 *in Supplement* *ss*Bdx.No.1-35 1 *Dk(Stl)* D.F.	*Mchy.Aft* *Longitudinal framing at bottom & at deck*	3096 2250 1619	✝100A1 2,38 LaR	Msl		CL 9,36	1931 4mo	Hawthorn Leslie&Co.Ld Newcastle *Lloyd's*	SocAnon Francaise desPétrolesShell *Cell DBa*	307·0 317·0(O.L.) P86'F50' *Trunk*169' *u*E49' 112*t*	50·1 FK *FPT52t*	19·3 *APT56t*	Algiers French 11 *BHptCem*	Oil Engines 4S.C.SA 12Cy.18⅛"-35⅞" 380NHP DB*150lb* Hwthrn,Leslie&CoLd Nwc	19 » 3 s 1 » 9½ 17 » 7½	
75843 162725 GCTX	**Helka** (*ex*Mijdrecht) 3Mst *ss*Rot.2ndNo.3-6,35 D.F. 1 *Dk(Stl)* & *Web frames*	*Trunk dk*	3471 2840 2457	✝100A1 1,37 2,38 LMC6,35 12,22 B 3,37 B, *Carrying Petroleum in bulk*	Ham Ant	*u*	OG 5,37	1912 12mo	Rotterdam Droogd.Maat Rotterdam *Lloyd's*	EuxineShipping Co.Ld.	325·9 P71'F33'	47·2 FK	22·6 *APT56t*	London British 15 *BHptAsp*	T.3Cy.23",38"&62"-42" (*s*) 180lb 324NHP 2SB,*6cf*,GS113,HS4598 FD Rotterdam Droogd.Maats.	24 » 0 s 2 » 11 21 » 3½	
75844 604 SVBV	**Hellas** (P) (*ex*IraM.-33, *ex Yacht* Valiant) TwinSc *ss*Msl.No.3-2,06 *ss*Sou.No.1-11 2 *Dks*(*Udk Stl*-ws) & *Spar dk*(*Stl*-ws)		2295 — 1227	✝ 1,14 *Carrying Petroleum in bulk*	Sou			1893	Laird Bros. Birkenhead	Hellenic Coast LinesCo.Ld.	307·7 F42' *From dk*128' *Cell DB*158'180*t*	39·1	13·8 FK	Piræus Greek 9 *BHCem*	T.6Cy.23",36"&55"-36" 820NHP 2DB,*12cf*,GS288,HS9595 Laird Bros. Birkenhead		
75845 817 SVCP	— (*ex*Adele-34,*ex*Ashantian,*ex*Fördefjord, *ex*Kaggefos)	1 *Dk* & *Shelter dk*	2081 1868 1200					1916	Nylands Værksted Oslo	HellenicLines,Ld. (P.G.Callimanopulos, *Mgr.*)	300·9 P32*t*H113*t*F69*t*	44·8	18·0 FK	Piræus Greek *WB*	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		N
75846 LEOA	—	2 *Dks* *Cruiser Stern*	1921 1647 1114					1925	Fredrkstad Mek.Værks Fredrikstad	BruusgaardKiösterudsSkibs-A/S (BruusgaardKiösterud&Co. *Mgrs.*)	280·3 P59*t*H147*t*F51*t*	42·1	18·0	Drammen Norwegian *WB*	T.3Cy.21",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
75847 LDTO	**Helle** (*ex*Ganda-32,*ex*Marconier, *ex*Piqua) D.F.	*ss*Ant.No.3-11,30 1 *Dk(Stl)*	2467 2162 1398	✝	G|s	*i*		1918 6mo	Pusey& Jones Co. Wilmington, Del.	RederiA/S Henneseid Thoralf Holta, *Mgr.*) *Cell DB*	300·5 P29'B75'F29' 254'702*t* *FPT* 196*t*	44·2 FK	19·9 5 *BHCem* *APT137t*	Porsgrunn Norwegian 2SB,*4cf*,GS84,HS4258 FredrikstadM.V.Frdstad.	C.4Cy.(2)14⅜"&(2)32½"-30½" 248NHP	22 » 3	N †
75848 7020 SEUK	— (*ex*Marguerite, *ex*Adrana,*ex*Lilleborg, *ex*Washington)	*ss*Got.2ndNo.3-5,32 *ss*Lkr.No.1-37 *Well deck* 1 *Dk(Stl)*	866 703 484	✝100A1 5,39 6,39	Osc Gst	*m*	OG 6,37	1908 2mo	Akt.Burmeister & Wain Copenhagen *Lloyd's*	SvenskaSockerfabriksA.B.C.F. Trannebell, *Mgr.* *Cell DBa*	215·5 223·0(O.L.) Q69'B58'F23' 46'*u*E14'*f*107'246*t*	35·1 FK	12·3 4 *BHCem* *APT150t*	Malmo Swedish	T.3Cy.16",26"&45"-30" (*s*) 180lb 116NHP 2SB,*4cf*,GS45,HS1720 Akt.Burmeister& Wain,Cpn	14 » 9¼ s 1 » 1½ 13 » 10½	
75849 LCNX	**Hellen**	*ss*Hul.No.1-38 *ss*Got.No.3-6,34 2 *Dks*(*Stl*)	5289 4742 3151	✝100A1	Ant	*y*	CL 2,37	1921 6mo	HongK'ng & Whampoa Dock Co.Ld. HongKong *Lloyd's*	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co. *Mgrs.*) *Cell DB*	400·2 340'1105*t* *FPT* 117*t*	52·2 FK	28·5 4 *PT177t*	Drammen Norwegian 7 *BHCem*	T.3Cy.27",40"&73"-48"&exhaust turbine driving steam compressor (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.HongKong	31 » 0 s 5 » 11 25 » 8½	
75850 LCNX	**Hellenic Pioneer** TwinSc (*ex*Gisla-38) *Oil Eng.* 2 *Dks*		3549 3174 2098					1924	Odense Staalskibs. Odense	YannoulatosBros. (China)	360·5 P96*t*H252*t*F27*t*	51·0	21·5	Argostoli Greek *WB*	Oil Engines 4S.C.SA 12Cy.19¼"-35⅞" 450NHP Akt.Burmeistr& Wain.Cpn		
75851 LJIW	**Hellesund** (*ex*SanCristobal Martir-37,*ex*SanJuan, *ex*Chasna,*ex*Burford Bridge,*ex*Eikundasund,*ex*Feie) *Mchy.Aft*	*ss*LaP.No.3-12,33 *ss*Osl.No.1-37 1 *Dk(Stl)*	366 289 177	100A1 1,38 2,38 LMC5,	Osl		CL 2,38	1916	Johs.Berg Delfzijl	D/S A/S Veritas (C.Börrechen, *Mgr*)	139·3 P48'F19' *FPT*60*t APT*30*t*	23·5 FK	11·5	Arendal Norwegian 3 *BHCem*	T.3Cy.12½",19¼"&29½"-21½" 185lb (*s*) 41NHP 1SB,*2cf*,GS43,HS1303 Johs.Berg,Delfzijl	12 » 5 s »11½ 11 » 7½	
75852 OHYS	**Helmi** (*ex*Mentor-36,*ex*Rösen) *Mchy.Aft* (*See Sailing Ship Register*)	WoodAux4MstSr *Oil Eng.* 1 *Dk*	386 335 235					1920	Codan Vaerftet A/S Köge	HelmiO/Y (J.W.Blomqvist)	134·3 Q34'	30·5	13·2	Rauma Finnish	Oil Engines 4S.C.SA 4Cy.11⅞"-16½" 54NHP Holeby Diesel MotorFabrik Holeby		V
75853 145565 MLGN	**Helmond** (*ex*StadVlaardingen) Sub.Sig.	1 *Dk*	903 788 581					1921	Flensburger Schiffsb.Ges. Flensburg	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co. *Mgrs.*)	210·5 P17'Q47'B48'F27'	34·2	13·5	Leith British *WB*	T.3Cy.15¾",25⅝"&44½"-29½" 105NHP FlensburgerSchiffsb.Ges.		G
75854 145831 MKVC	**Helmsdale** (*ex*MarjorieMellonie-32) *ss*Shl.No.3-4,34 *Mchy.Aft* *Well deck* 1 *Dk(Stl)* *Cargo battens not fitted*		717 475 367	✝100A1 4,37 BS4,37 5,38	Bly	*j*	CL 4,37 LMC4,34	1921 10mo	J.Chambers,Ld. Lowestoft *Lloyd's*	G.Couper&Co.Ld. *Cell DBf*	179·2 Q116'F22' 105'173*t* *FPT*	28·6 FK	11·3 3 *BHCem* 70*t APT27t*	Ipswich British	T.3Cy.15",25"&41"-27" (*r*) 180lb 107NHP 1SB,3*cf*,GS55,HS1826 Yeaman& Baggesen,Dun.	13 » 5 s 4 » 4½ 13 » 2½	
75855 162092 GQXR	**Helmspey** D.F.	*ss*Shl.No.1-36 1 *Dk(Stl)*	4764 4424 2885	✝100A1 12,38 PNI BS4,37 7,38	Syd	*z*	CL 4,37 LMC3,36	1931 6mo	J.L.Thompson&Sons,Ld. Sunderland *Lloyd's*	StrathS.S.Co.Ld. (E.R.Management Co.Ld. *Mgrs.*) *Cell DB*	401·0 P29'B250'F38' 351'1204*t* *FPT* 106*t*	54·5 FK	25·0 6 *BHCem* *APT190t*	Cardiff British	T.3Cy.26",43"&72"-48" (*s*) 180lb 424NHP 3SB,*9cf*,GS178,HS6999 J.Dickinson&Sons,Ld.Sld.	27 » 5 s 3 » 9½ 23 » 9½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Acquises ou cotées. si ce n'est dans le L. R. Durée Cert. Ind. Trade.	15
75856	**Helmwood**		2156	✠100A1	Shl	*r*	OG	1923	Vickers	W.FranceFenwick	281·2	40·2	18·8	London	T.3Cy.20″,33″&54″–39″ (*s*)	20 ″ 11		
147546		*ss*Shl.No 3–10.36	1723	3,39~~3,38~~	Shl		2,37	10mo	Ld.	&Co.Ld.	293·0(o.l.)			British	180lb 203NHP	s 2 ″ 1½		
GCMD	*Well deck* D.F.	1*Dk*(*Stl*)	1278	[illegible]	[illegible]				Barrow		P20′Q113′B48′F19′			1*BHCem*	2SB,6*cf*,GS110,HS3210	18 ″ 11		
		Cargo battens not fitted		11,38				*Lloyd's*	*SA&CP*	*CellDBa48′uE&B39′f113′433tD*	FK			*Ta*37′ 249*t FPT*50*t*	Vickers,Ld.Barrow			
75857	**Helny** (*ex*Helios–36, *ex*Tremayne)	Iron *ss*Kel.3rdNo.3–5,25	1495	✠ ~~——~~	Skm	*q*		1886	J.Readhead &Co.	**Rederi A/B Helny** (A.Abrahamsson, *Mgr.*)	259·0	36·0	17·9	Mariehmn Finnish	C.2Cy.30″&58″–36″ NDB99 160NHP	19 ″ 1		
881			—	3,38				6mo										
OHZT	*Well deck*	*ss*Hbg.No.2–34 1*Dk*(*Irn*)2*trB*	860	✠					S.Shields		Q100′B64′F33′ BK9′			4*BHCem*	2SB,*Apf*,GS70,HS2701 J.Readhead&Co.S.Shields			
75858	**Helsingborg** (P)	(*Ferry–Screw fore & aft*)	530					1902	Helsingörs Jernsk&Msk. Elsinore	**DeDanskeStats-baner**	177·0	32·1	13·9	Copnhagn Danish	C.4Cy.19″&38″–20″ 108NHP			
OXVS		1*Dk*	490															
			218											*WB*	HelsingörsJernsk.&Mskb.			
75859	**Heluan**		1505					1936	Frd.Krupp Germaniawft A.G. Kiel	**ErnstKomrowski Reederei**	250·8	38·1	14·9	Hamburg German	Oil Engines 4S.C.SA 8Cy.16⅛″–26⅜″ 222NHP			G
	Wireless D.F.	*Oil Eng.*	1153								Q90′B55′F25′							
DJRT	*CruiserStern*	1*Dk*	816											*WB*	Fr.KruppGermaniawft A.G			
75860	**Helvig**		2252					1937	Helsingörs Jernsk&Msk. Elsinore	**Dampskslsk.Torm A/S**(A.Schmiegelow &A.Kampen, *Mgrs.*)	326·8	45·8	18·4	Copnhagn Danish	Oil Engines 2S.C.SA 8Cy.19½″–35⅞″ 540NHP			C
		Oil Eng.	1933								F75′							
OZQH	D.F.		1268											*WB*	Akt.Burmeistr&Wain,Cpn			
	CruiserStern	1*Dk*&*Shelter dk*																
75861	**Heminge** (*ex*Rudchester–34, *ex*Leicester,*ex*War Currant)		2499	✠100A1	Clf	*l*	CL	1919	W.Gray& Co.Ld.	**Constants (SouthWales)Ld.** (M.Constant, *Mgr*)	303·0	43·0	20·8	Newcastle British	T.3Cy.22″,36″&59″–39″ (*s*) 180lb 266NHP	23 ″ 0		
143063		*ss*Shl.No.3–4,34	2269	5,37			5,37	4mo								s 3 ″ 4⅜		
GBCP		1*Dk*(*Stl*)	1466	BS10.37 ✠LMC1.38					W.Hartlepool		P33′B81′F32′ FK			6*BHptCem*	2SB,6*cf*,GS124,HS4500	19 ″ 10		
		Cargo battens not fitted						*Lloyd's*	*SA&CP*	*CellDB260′647tFPT*				70*tAPT*60*t*	Cen.Mar.E.Wrks.Ld W Hpl			
75862	**Hemlock**		4684					1907	WestBay CityS.B.Co. W.BayCity	**InterlakeS.S.Co.** (Pickands,Mather &Co.*Mgrs.*)	420·0	52·0	24·4	Wilmgton (Del.) Utd.States	T.3Cy.22″,35″&58″–42″ 218NHP			R
204346			—															
	Mchy.Aft	GyC. 1*Dk*	3390											*WB*	DetroitS.B.Co.Detroit			
75863	**Henca**		305					1936	Gebr. Niestern&Co. Delfzijl	**H.J.A.Krijt**	127·4	24·1	8·6	Hoemstede Dutch	Oil Engines 2S.C.SA 4Cy.11⅛″–15⅜″ 98NHP			V
	Mchy.Aft	*Oil Eng.*	211								P30′F23′							
PEQI	Wireless D.F.	*CruiserStern* 1*Dk*	153											*WB*	NV.KromhoutMtrnfbAms			
75864	**Hendrick Hudson** (P)	Pad	2847					1906	T.S.Marvel &Co. Newburgh,N.Y.	**HudsonRiverDay Line**	379·1	45·1	13·4	NewYork Utd.States	C.3Cy.45″&(2)70″–84″ 750NHP			
203424			—												W&A.FletcherCoHbkn.NJ			
			1598															
75865	**Hengist**		984					1928	CaledonS. B.&E.Co.Ld. Dundee	**Leith,Hull&Ham. Stm.Pkt.Co.Ld.**(J. Currie&Co.*Mgrs.*)	231·4	35·6	16·0	Leith British	T.3Cy.20″,33″&54″–36″ 175NHP			C
160648	*Ref.Mchy.* Wireless D.F.		823											*WB*	CaledonS.B&E.Co.Ld.Dun			
MPCX	*CruiserStern*	1*Dk*&*Shelter dk*	400															
75866	**Hennepin** (*ex*GeorgeG.Barnum–37, *ex*Socapa)		6272					1905	WestBay CityS.B.Co. W.BayCity	**Cleveland-Cliffs S.S.Co.**(Cleveland-CliffsIronCo. *Mgrs.*)	504·0	54·0	26·7	Wilmgton (Del.) Utd.States	T.3Cy.22½″,36″&60″–42″ 233NHP			R
202088			—											*WB*	DetroitS.B.Co.Detroit			
WOTD	*Mchy.Aft*	1*Dk*	4826															
75867	**Henning Mærsk**		9386	✠100A1	Rot	*e*†	CL	1936	Odense Staalskibsvft vedA.P.Møller Odense	**D/S A/S Svendborg og A/S D/S af 1912** (A.P.Möller, Copenhagen, *Mgr.*)	482·9	65·5	33·9	Copnhagn Danish	Oil Engines 4S.C.SA 7Cy.29⅜″–59 1/16″ 572NHP	35 ″ 10		
			8700	9,38~~3,38~~	Tnl			3mo								s 8 ″ 1		
OYMH	*Mchy.Aft* D.F.	1*Dk*~~*s*~~	5839	✠LMC3,36							P98′B34′F37′ FK			4*BH*	2DB*180lb*	28 ″ 0½		
	Longitudinal framing at bottom & deck in centre tanks	*CruiserStern*		*CarryingPetroleum in bulk*				*Lloyd's*	*SA&CP*	*CellDBuE81′329tDTf*				26′ 443*t FPT*167*t A*		*PT*230*t*		
75868	**Henny**		764					1906	Stettiner Oderwerke Stettin	**Rud.Christ.Gribel**	202·9	30·3	12·4	Stettin German	T.3Cy.14″,22″&35″–26″ 62NHP			G
			600								Q64′B45′F22′							
DALK	Wireless	1*Dk*	450											*WB*	StettinerOderwerke			
75869	**Henri Estier** (P)		1984					1930	Swan,Hunter& Wigham Richardson, Ld.Sunderlnd	**Cie.deNav.Mixte (CieTouache)** (Soc. Mar.Nat.Médit, *Mgrs.*)	253·6	38·6	18·8	Marseilles French	T.3Cy.20″,33″&54″–36″ 175NHP			V
			1384								P19′B74′F26′							
FOMV	D.F.	2*Dks*	1037											*WB*	Swan,Hunter&Wigham Richardson,Ld.Nwc.			
75870	**Henri Gerlinger**		*1219*	✠100A1	Ant	*o*	CL	1906	Chant.Nav Anversois Hoboken	**CieNationaleBelge deTransportsMarit** (ArmementDeppe, *Mgrs.*) *WB*=*Cell*	229·7	35·7	14·7	Antwerp Belgian	T.3Cy.17″,28″&46″–38″ (*s*) 160lb *100lb* 133NHP	17 ″ 3		
		*ss*Ant.2ndNo.3–1,33	*1013*	4,39~~4,38~~			1,38	9mo								s 1 ″ 2½		
OSBC		*ss*Ant.No.1–37	755	✠LMC5,37							Q87′B54′F26′ FK			4*BHCem*	1SB,3*cf*,GS57,HS2159	16 ″ 3¼		
	Well deck	1*Dk*(*Stl*)&*deep framing*		MBS1,39 DBS5,38				*Lloyd's*	*SA&CP*	*DBa65′uE27′f92*				317*tAPT*12*t*	N.E.MarineEng.CoLd.Sld.			
	Partial lower dk(*Stl*)*at ends*																	
75871	**Henri Jaspar**		*5760*	✠100A1	Ant	*e*†	CL	1929	Rotterdam Droogd Maat Rotterdam	**CieMaritimeBelge (LloydRoyal)** Soc.Anon. (Agence Maritime Internationale, *Mgrs.*)	440·2	57·2	26·1	Antwerp Belgian	Q.4Cy.27⅝″,39″,56⅛″&80⅜″– 51 1/16″ 225lb (*s*) 765NHP	29 ″ 6		
93		*ss*Ant.No.2–38	*5079*	*withfreeboard*			N2,38	7mo								s 4 ″ 0½		
OPJB	*Ref.Mchy.*	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*3465*	2,38							P71′F46′ FK			7*BHCem*	4SB(Spt),*12cf*,GS272, HS11342	25 ″ 7⅜		
	D.F.	3rd*Dk*(*Stl*)*in Nos.1&3holds*		✠LMC MS1.37 [illegible]				*Lloyd's*	*SA&CP*	(*Coll to Sh dk* 6 ,, *2nd* ,,) *CellDBa&uE135′f*				203′1253*tF*	RotterdamDroogd.Maats.	*PT*118*tAPT*92*t*		
	Platform Dk in No.2hold			[illegible]														
	CruiserStern			4,39 8,39														
				low temp. 3c [illegible]														
75872	**Henri-Jean** (*ex*GeneralArchinard–34)		461				...	1912	JohsBerg Delfzijl	**AndréBrannens**	165·9	25·2	9·9	Dakar French	C.2Cy.14 1/16″&29 1/16″–16½″ 66NHP	11 ″ 4		V
			343								P23′B58′F27′ FK							
TSVK		1*Dk*	296												JohsBerg.Delfzijl			
75873	**Henri Mory** (*ex*Martine, *ex*Thorium)		2564					1920	Atel&Ch. deBretagne Nantes	**UnionIndustrielle &Mar.StéFrançaise d'Arm.**	292·6	43·5	19·7	Rouen French	DR.GearedSteamTurbine			
			1884								Q111′B57′F26′							
FNGQ	D.F.	1*Dk*	1517											*WB*	Atel&Ch.deBretagne,Nts.			
75874	**Henrica** (*ex*Neptunus–37)		420	✠100A1	Rot	*f*	~~2,37~~	1931	J.Smit& Zoon Foxhol	**Hammerstein's Reederijbedrijf NV**	149·2	25·5	9·7	Rottrdam Dutch	Oil Engines 4S.C.SA 6Cy.11⅛″–19⅛″ 71NHP	11 ″ 4		
		Oil Eng.	309	1,38 ~~1,36~~ Rc,36 ~~Fe3~~			1,39	6mo			156·5(o.l.)					s 1 ″ 0½		
PEQX	*Mchy.Aft*	*ss*Ant.No.1–35	286	✠LMC5,35							P39′F19′ FK			3*BHCem*	Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 4½		
		1*Dk*(*Stl*)		✠LMC(M)2,37				*Lloyd's*	*SA&CP*	*CellDB108′123tFPT*				18*tAPT*14*t*				
		CruiserStern																
75875																		

Note "Saintonge," see No. 99066 in S

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired / Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed if not in L.R. Discontinued Trade Mark.
75876	**Henriette** Twin Sc	379					1909	Helsingörs Jernsk.&Msk. Elsinore	A/S De Danske Sukkerfabrikker	152·5 B29′	27·0	8·6	Copnhagn Danish	C.4Cy.11″&22″–14″		V
OYEX	*Mchy.Aft* 1 *Dk*	316 164											*WB*	30 NHP Helsingörs Jernsk.&Mskb		
75877	**Henrik**	1350					1920	New Eng. &Shipbldg. Works,Ld Shanghai	Bruusgaard Kiösterud Skibs-A/S (Bruusgaard, Kiösterud&Co. *Mgrs.*)	242·7 P24′B62′F24′	37·2	15·0	Drammen Norwegian	T.3Cy.17½″,28½″&48″–33″		N
LEBZ	1 *Dk*	1136 761											*WB*	132 NHP New Eng.&S.B.Works,Ld. Shanghai		
75878	**Henrik Ibsen**	4671				...	1906	Sir Raylton Dixon&Co.Ld Middlesbro'	[illegible] A/S Solvang (A.Gowan Olsen, *Mgr.*)	383·9 P33′B114′F36′	52·8	17·7 25·7 FK	Stavanger Norwegian	T.3Cy.25″,41″&67″–45″	28 ″ 4	N †
LCNY	1 *Dk & Spar dk & deep framing*	4356 2903											*WB*	376 NHP N.E.Marine Eng.Co Ld Nwc		
75879	**Henrik Wergeland** Iron Sc	488					1883	G. Howaldt Kiel	Nordenfjeldske Dampskibsselskab	150·5 H15*t*	24·5	17·0	Tr'ndheim Norwegian	O.2Cy.21½″&35½″–23½″ NB92		
LECB	1 *Dk & Awng dk*	475 283											*WB*	51 NHP Gebrüder Howaldt,Kiel		
75880	**Henry** (*ex* Wasa)	626					1907	Eriksbergs M.V.Aktieb Gothenburg	D/S A/S "Henry" (E.Krogh)	172·6 P91*t*H12*t*F23*t*	28·2	12·0	Haugesnd Norwegian	T.3Cy.13¾″,22″&36½″–24″ 65 NHP		V
LECC	1 *Dk*	482 336											*WB*	Eriksberg M.V.Aktieb.Got		
75881	**Henry C. Daryaw** Twin Sc	1265					1919	Ch.de Normandie Gnd.Quevilly	H.Daryaw & H. C. Daryaw	219·2 P63′F25′	35·0	13·2	Montreal British	C.4Cy.15″&30″–18″		V
150837	(*ex* Oakbay–35, *ex* Marinier) 1 *Dk*	858 694											*WB*	66 NHP Ch.de Penhoët,St.Nazaire		
75882	**Henry C. Frick**	6753					1905	West Bay City S.B.Co. W.Bay City	Pittsburgh S.S.Co.	549·0	56·0	26·4	D'luth,Min Utd. States	T.3Cy.24″,39″&65½″–42″ NB37		R
202443		---											*WB*	274 NHP American S.B.Co.Clevelnd		
	Gy C. *Mchy.Aft* 1 *Dk*	5879														
75883	**Henry D. Whiton** Twin Sc	4548	✠100A1	Phl	*x*	CL	1921	Newburgh Shipyards Inc Newbrgh,NY	Union Sulphur Co. Inc. (*Cell DB 299′1186t*	356·0 Q19′F23′	51·6	30·0 FK	New York Utd. States	2 Steam Turbines DR	32 ″ 5	
221211	*ss* Phl.No.1–38 *ss* N.Yk.No.3–7,33	3977	5,38 ~~2,37~~ 11,38	BS3,1		s10,37	5mo							geared to 2 Sc. Shafts		
KDRM	D.F. 1 *Dk (Stl)*	2600		LMC		~~11,37~~ P11,38			A&CP	P304′1368*t* *FPT* 17*st*				210lb (*s*) 663 NHP		
	Cargo battens not fitted		MS10.37 *Fitted for oil fuel* 5,21			*F.P. above* 150° F.			*Topside tanks*					3SB,9*cf*,HS8916 FD W.&A.Fletcher Co Hoboken		
75884	**Henry Desprez** Twin Sc / *Oil Eng.*	9805					1932	Akt. Burmeistr & Wain Copenhagen	Cie. Auxiliaire de Navigation	489·9 P115′B37′F43′	65·2	36·7	Havre French	Oil Engines 4S.C.SA		V
FOEP	*Mchy.Aft* *Cruiser Stern* 1 *Dk*	8930 5038											*WB*	16Cy.21⅛″–59 1/16″ 712 NHP Akt.Burmeistr&Wain,Cpn		
	D.F. *Carrying Petroleum in bulk* *Longitudinal framing–bracketless system*															
75885	**Henry Dundas**	10448	✠100A1	Kel		CL	1937	Frd. Krupp Germaniawft A.G. Kiel	Oriental Tankers, Ld.	490·1 506·6 (O.L.) P107′B39′F35′	70·0	37·0 FK	London British	Oil Engines 2S.C.SA	37 ″ 0	
165438	D.F. E.S.D. *Oil Eng*	9642	~~6,38~~ 4,37 11,38	Sba			4mo							8Cy.25 5/16″–49 3/16″ 912 NHP	s7 ″ 4½	
GZNK	Gy C. 1 *Dk*,2nd dk clear of cargo tanks	6055		LMC4.37									16 *B Hpt Cem*	3 DB 200*lb*	29 ″ 11½	
	Mchy.Aft *Rudder electrically welded*		*Carrying Petroleum in bulk*				*Lloyd's SA&CP*						*pt Asp*	Fr.Krupp Germaniawft A.G		
	Longitudinal framing *Cruiser Stern*												86′175*t* *DTf*	24′647*t* *FPT* 195*t* *APT* 215*t*		
75886	**Henry Ford II** (P)	8877	✠ ...	Clv			1924	American S.B.Co. Lorain,O.	Ford Motor Co.	597·5 F60′	62·2	27·8	Dearborn Utd. States	Oil Engines 2S.C.SA	32 ″ 0	
223980	*Oil Eng.*	8428	1,37				8mo			468′4092*t*		FK	4Cy.23⅜″–91 5/16″ 688 NHP			
KFTD	Gy C. *Mchy.Aft* *ss* Clv.No.1–31	7074	✠						*Cell D Bu E82′f*	*side tanks* 2233*t*			4 *B/H*			
	D.F. 1 *Dk (Stl)* 2nd *Dk (Stl)* in No.1 hold									*FPT* 413*t* *APT* 538*t*				SunS.B.Co.Chester,Pa.		
	Longitudinal framing at bottom & at deck															
75887	**Henry G. Dalton**	7810	✠100A–	Clv		12,32	1916	American S.B.Co. Lorain,O.	Interlake Steamship Co. (Pickands, Mather&Co. *Mgrs*)	580·0 F33′	60·0	32·0 FK	Wilmgton (Del.) Utd. States	T.3Cy.24½″,41″&65″–42″ (*s*) 1801b 414 NHP	32 ″ 0	
214051	*ss* Cgo.No.3–12,32	7445	*For Service on the Great Lakes*				5mo						3 *B/I*	3SB,6*cf*,GS137,HS6405 FD		
KGAE	*Mchy.Aft* 1 *Dk (Stl)* & *Web frames*	6092	4,37 ~~4,37~~ BS ~~3,38~~ 3,39	LMC3.34					*Cell D B u E & B 55′ f & in Hopper side tanks*					American S.B.Co.Lorain,O.		
	D.F. Gy C. *Longitudinal framing*									479′8724*t* *FPT* 299*t* *APT* 59*t*						
75888	**Henry H. Rogers**	7053					1906	Chicago S.B.Co. Chicago	Pittsburgh S.S.Co.	580·0	58·0	27·4 *WB*	Duluth, Minn. Utd States	T.3Cy.24″,39″&65″–42″ 274 NHP American S.B.Co.Cleveland		R
203332		---														
	Gy C. *Mchy.Aft* 1 *Dk*	5444														
75889	**Henry Horn** (P)	3164					1926	Reiherst'g Schiffsw. Hamburg	H.C.Horn	311·0 P29′B81′F41′	46·3	22·8	Hamburg German	Oil Engines 2S.C.SA		G
	(*ex* Presidente Gomez–36, *Oil Eng.*	2526											*WB*	1Cy.23⅜″–41⅜″ 390 NHP		
DIFN	*ex* Waldtraut Horn–36) 2 *Dks*	1857												*Emade* 22 Sulzer Bros. Winterthur		
75890	**Henry Lütgens**	1141					1920	Nüscke& Co.A.G. Stettin	Bugsier Reed.u. Bergungs A.G.	250·8 F25′P&B192′	37·7	12·9	Hamburg German	T3Cy16 5/16″,26⅜″&43 5/16″–27½		G
		958											*WB*	Christiansen 97 NHP		
DHLF	Wireless 2 *Dks*	631												&Meyer,Harburg		
75891	**Henry M. Dawes** (*ex* Oscar D.	4710	✠100A1	Mob	*y*	CL	1916	Harlan& Hollings-worth Cor. Wlmgtn.Del. A&CP	Sabine Transport-ation Co.Inc. (M.T.Ball, *Mgr.*) *Cell D Bu E y B72′2 DTf* 65′8	391·8 406·4 (O.L.) P99′B34′F44′ 16*t* 18*t* *FPT* 89*t* *APT* 30*t*	51·3 FK	28·8	Baltimore Utd. States	T.3Cy.27″,45″&75″–48″ (*s*)	30 ″ 2	
214161	Bennett–32, *ss* N.Yk.No.3–12,36	4293	5,38 ~~1,88~~	Gal		5,38	6mo						1801b	511 NHP	s 5 ″ 4½	
WPCK	*ex* George E. *ss* Gal.No.1–35	3587	BS ~~1,37~~ 12,38	LMC3.35									14 *B Hpt Cem*	3SB,9*cf*,GS174,HS7127 FD	24 ″ 11½	
	Paddleford) 2 *Dks* (*Stl*)		*Carrying Petroleum in bulk*										(7 *to U dk*	Harlan&Hollingswrth Cor.		
	Mchy.Aft & *Web frames*		*Fitted for oil fuel* 7,16			*F.P. above* 150° F.							7 ,, 2*nd* ,,)			
	D.F. *Longitudinal framing*															
75892	**Henry M. Flagler** Twin Sc	2699					1914	W Cramp& Sons S&E B Co Philadelphia	Florida East Coast Car Ferry Co.	336·8	59·0	18·8	New York Utd. States	T.6Cy.20″,32½″&54″–36″ 350 NHP		
212826	(*Car Ferry*) *Fitted for oil fuel*	---											*WB*	W.Cramp&Sns S&E B C Phl		
WCCK	3 *Dks*	878														
75893	**Henry Moon**	1091	✠100A1	Shl	*m*	CL	1936	W. Pickers-gill&Sons,Ld. Sunderland	The Mayor, Alder-men & Burgesses of the County Borough of Brighton Stephenson Clarke & Associated Com-panies,Ld. *Mgrs.*)	210·5 218·7 (O.L.) Q120′B11′F19′ *Cell D Bu E18′f* 142′ 35*st* *FPT* 102*t* *APT* 132*t*	33·2	14·0 FK	Shoreham British	T.3Cy.14½″,24″&41″–30″ (*s*)	15 ″ 10	
164886		782	6,38 ~~8,37~~	LMC12.36			12mo						200lb *100lb*	124 NHP	s 4 ″ 8½	
GZJJ	1 *Dk*	622					*Lloyd's SA&CP*						3 *B Hpt Cem*	1SB,3*cf*,GS42,HS1722 FD	15 ″ 0	
	Mchy.Aft *Cruiser Stern*													N.E.Marine Eng.Co.Ld.Sld		
	Wireless *Cargo battens not fitted*															
75894	**Henry Phipps**	7240					1907	West Bay City S.B.Co Bay City, Mich	Pittsburgh S.S.Co.	580·0	58·0	27·5 *WB*	Duluth, Minn. Utd. States	T.3Cy.24″,39″&65″–42″ 274 NHP American S.B.Co.Cleveland		R
204136		---														
	Gy C. *Mchy.Aft* 1 *Dk*	5450														
75895	**Henry R. Mallory** (P)	6063					1916	Nwprt News S.B.&D.D.Co. Newprt News	Agwilines, Inc. (Clyde-Mallory Lines, *Mgrs.*)	424·3	54·5	22·3	New York Utd. States	T.3Cy.29″,49″&84″–54″ 518 NHP		R
214458	D.F. *Fitted for oil fuel*	---											*WB*	Newport News S.B.&D.D.Co.		
WHCF	*Ref. Mchy.* 3 *Dks*	4519														

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 / 6 / 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 / 9 Construit. Quand. / Navire. / Mach.	Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. Registres ou coté. pds. pd.	1
75896 220879 KDLN	**Henry S. Grove** *Fitted for oil fuel* *2 Dks & Shelter dk* *Longitudinal framing*	6220 5850 3812		...	1921	W Cramp & SonsS&EBCo Philadelphia	Argonaut Line, Inc.	404·6 | 53·9 | 34·2 F31′ on Shelter dk FK	New York Utd. States *WB*	Q4Cy25½″,37″,52½″&76″–54″ 633NHP W. Cramp & SonsS. & E. BCo.	36 ″ 9	E 1
75897 161382 GSJV	**Henry Stanley** *Oil Eng* *Ref. Mchy.* *2 Dks & Shelter dk*	4028 3152 ~~3186~~ ~~2150~~			1929	Ardrossan DD&SBCoLd Ardrossan	Elder Dempster Lines, Ld.	370·5 | 51·6 | 20·1 P36′ F43′	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅜″–59 3/16″ 650NHP J.G. Kincaid & Co. Ld. Grk.		C
75898 96581	**Henry Steinbrenner** GyC. *Mchy. Aft* 1 *Dk 2 tr b*	4345 — 3178			1901	Jenks S.B. Co. Port Huron	Kinsman Transit Co. (G.M. Steinbrenner, *Mgr.*)	420·0 | 50·0 | 24·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.28″,38″&63″–40″ 251NHP Jenks S.B. Co.		R
75899 OYEY	**Henry Tegner** *ss* Svb. No. 3–3,27 *ss* Svb. No. 2–36 *Well deck* 1 *Dk (Stl)*	1457 1158 865	✝100A1 ~~4,38 5,07~~ ~~11,38~~	Cpn *p*	~~5,06~~ 4,38	1914 3mo	Helsingörs D/S A/S Progress (Marius Nielsen & Sön, *Mgrs.*) Jernsk & Msk Elsinore *Lloyd's*	249·2 | 38·1 | 15·1 259·5 (O.L.) P16′ Q79′ B96′ F31′ FK *WB = Cell D Ba*	Copnhagn Danish *4 B H Cem*	T.3Cy.18″,30″&50″–36″ (*s*) 170lb 158NHP 2SB, *4cf*, GS56, HS2430 Helsingörs Jernsk. & Msk b.	17 ″ 6 s ″ 11½ 16 ″ 8½	
75900 164539 MKMD	**Henry Woodall** *Mchy Aft* *Cruiser Stern* 1 *Dk* Wireless	625 406 270			1935	Hawthorn Leslie & Co. Ld Newcastle	Stephenson Clarke & Associated Cos. Ld.	177·0 | 27·6 | 10·9 Q102′ F23′	London British *WB*	T.3Cy.13″,22″&36″–24″ 94RHP N.E. Marine Eng. Co Ld. Sld.		C
75901 164040 GWYB	**Henzada** 1 *Dk* D.F. E.S.D. *Cruiser Stern*	4161 3836 2444			1934	D & W Hendersn & Co. Ld Glasgow	British & Burmese Stm. Nav. Co. Ld. (P. Henderson & Co. *Mgrs.*)	392·7 | 53·2 | 24·0 P42′ B236′ F40′	Glasgow British *WB*	T.3Cy.20½″,34½″&58″–42″ 218NHP D & W. Hendersn & Co Ld Gls		C
75902 Broken up as "Da Shing,"	**Hera** (*ex* Da-Shing–38, *ex* Datzing, *ex* Fook Sang) 1 *Dk (Stl)* & *Spar dk (Stl–pt* teak s) & *deep framing*	3208 — 1986	✝ 7,05	Nwc *v*		1905 7mo	W. Dobson & Co. Newcastle	~~G. Stamatelatos~~ G. Stamatelatos *Cell D Ba* 102′ *u E & B*	Cepalonia Greek 5 *B H Cem* 484 *t A P T* 44 *t*	T.3Cy.23½″,39″&66″–45″ 370NHP 2SB, *6cf*, GS116, HS5150 N.E. Marine Eng Co Ld N wc	26 ″ 6	
75903 8035 SKWO	— 1 *Dk & Shelter dk* *Cruiser Stern* *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1531* *1312* *810*~~5,38 11,37~~	✝100A1 *with freeboard* Lkr Hbg MC8	*r*	CL 11,37	1935 8mo	Nya Varvs-aktb. Oresund Landskrona *Lloyd's*	A/B Transmarin (S. Redig, *Mgr.*) 269·2 | 40·4 | 16·0 262·8 274·5 (O.L.) FK *Cell D B* 221′ 603 *t A P T* 98 *t*	Helsingbrg Swedish 4 *B H Cem* *Coll to Sh dk* 3 ,, *2nd* ,,) FD	T.3Cy.18½″,29½″&48 3/16″–33½″ 200lb (*s*) 175NHP 2SB, 4 *cf*, GS60, HS2379 Nya Varvsaktieb. Öresund	19 ″ 2 s ″ 6½ 18 ″ 8½	
75904 OHXK	— (*ex* Cairnalt, *ex* Sarah) Iron *ss* Skm 4th No. 3–5,32 *ss* Skm. No. 1–36 1 *Dk (Irn)* 2 *tr b* *Cargo battens not fitted*	1379 — 762	✝100A1 3,38	Ant *p*	CL 2,38	1882 5mo	J Readhead & Co. South Shields *Lloyd's*	Rederi A/B Hera (A. Jansson, *Mgr.*) 248·8 | 36·1 | 17·5 Q96′ B52′ F31′ BK9″ pt ND08 *Cell D B* 221′ 603 *t A P T* 98 *t*	Mariehmn Finnish 4 *B H Cem* 74′ *f* 100′ 371 *t*	C.2Cy.29″&54″–36″ 301b ~~1200~~ NDB13 135NHP 1SB, *4pf*, GS61, HS2196 *100lb* J. Readhead & Co. S. Shields	18 ″ 7 s 1 ″ 6½ 17 ″ 10½	
75905 139163 GPYK *Note* "Hermes," *see No.* 88400 *in Supplement*	**Heraclides** (*ex* Anglo Chilean) *ss* Grk. No. 2–38 *ss* Shl. No. 3–12,29 D.F. E.S.D. ~~*ss* Grk. No. 1–34~~ 2 *Dks (Stl)* & *Web frames* *Longitudinal framing*	6987 6598 4256	✝100A1 *Shelter dk* *with freeboard* 8,38 ~~7,27~~	Grk *c*†	CL ~~8,37~~ 7,38	1916 11mo	Short Bros. Ld. Sunderland *Lloyd's*	Brit. & S. American Stm. Nav. Co. Ld. (Houston Line (London) Ld. *Mgrs.*) 470·5 | 58·3 | 37·8 491·0 (O.L.) FK *Cell B H t a* *Cell D B* 397′ 1610 *t*	London British 7 *B H Cem* *Upr dk only* FD	Q.4Cy.26″,36½″,53″&76″–54″ 225lb ~~1200~~ (*s*) 633NHP 3SB (Spt), *9cf*, GS183, HS8880 G. Clark, Ld. Sunderland *D T a* 36′ 1183 *t F P T* 186 *t A P T* 53 *t*	32 ″ 0 s 4 ″ 8½ 27 ″ 6½	
75906 595 SZJP	**Heraclis** (*ex* Maria–34, *ex* Alster, *ex* Nacka, *ex* Luise Blume, *ex* Spetsopoula, *ex* Federation) 1 *Dk*	806 601 332		...		1886	S. P. Austin & Son Sunderland	Soc. Anon. Generale de Ciments 216·7 | 30·7 | 12·3 P39′ B66′ H19 *t* F29′ BK7″	Piræus Greek *WB*	T.3Cy.19″,31″&51″–33″ NB00 161NHP N.E. Marine Eng. Co. Ld Sld	14 ″ 5	
75907 DHLH	**Heraklea** Sub. Sig. 2 *Dks*	1927 1669 1092				1922	Schiffs-u. Dockbauw. Flender A.G. Siems Lübeck	Deutsche Levante-Linie Hamburg A.G.	287·7 | 41·7 | 17·5 H71′ F33′	Hamburg German *WB*	T.3Cy.21¼″,34⅝″&55½″–37⅝″ 191NHP Act. Ges. "Neptun" Rostock		G
75908 OHYR	**Herakles** (*ex* Vinstra–36, *ex* Drumcraig) D.F. *ss* Osl. 2nd No. 3–4,35 2 *Dks (Stl)*	4881 — 2889	✝100A1 ~~5,37 4,37~~ 1,38 ~~8,37~~ 5 *Fitted for oil fuel* 7,21	Hfs *z*	CL ~~4,36~~ ~~3,37~~ 3 *F.P. a*	1910 10mo	Russell & Co. Pt. Glasgow *Lloyd's*	Aktieb. Oceanfart (Birger Krogius, *Mgr.*) 410·0 | 52·2 | 25·7 P37′ B249′ F44′ FK *Intermediate* *Bulkhead in fore hold dispensed with* *Cell D Ba* 126′ *u E* 24′ *f*	Helsingfrs Finnish *6 B H only*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 497NHP 2SB, *8cf*, GS146, HS7200 FD D. Rowan & Co. Glasgow	28 ″ 3 s 4 ″ 3 24 ″ 2½	
75909 LCGM	**Heranger** Twin Sc *Oil Eng.* *Ref. Mchy.* D.F. 1 *Dk & Shelter dk*	4377 4313 2994				1930	Akt. Burmeistr & Wain Copenhagen	Westfal-Larsen & Co. A/S.	398·1 | 54·8 | 26·1 P74 *t* H394 *t* F35 *t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23½″–43 5/16″ 625NHP Akt. Burmeistr & Wain, Cpn		N
75910 Sunk after Explosion 1.39	**Herbert G. Wylie** *ss* N.Yk. No. 3–11,23 *ss* N.Yk. No 2–31 *Carrying Petroleum in bulk* *Fitted for oil fuel* *Mchy. Aft* 2 *Dks (Stl)* & *Web frames* D.F. *Longitudinal framing*	4292 3860 2579	✝ ... 12,34	Mob *w*		1912 12mo	Armstrong Whitworth & Co. Ld. Newcastle	Standard Oil Co. of Venezuela 360·0 | 50·2 | 28·7 P88′ B25′ F36′ FK *Cell D Bu B* 22′ 50 *t D T f* 37′ 415 *t*	Guiria Venezuelan 14 *B H Cem* (9 *to Upr dk* 5 ,, *2nd* ,,) *F P T* 58 *t A P T* 19 *t*	T.3Cy.23½″,38½″&64″–45″ 330NHP 2SB, *6cf*, GS109, HS4420 Wilsnd Slpwy. Co. Ld. Nwc.	27 ″ 9 s 5 ″ 3½ 22 ″ 8	
75911 215969 WFCX	**Herbert L. Pratt** *ss* NNs. No. 2–38 *ss* Phl. No. 3–5,30 *Mchy. Aft* ~~*ss* N. Ns. No. 1–34~~ GyC. 2 *Dks (Stl)* & *Web frames* *Longitudinal framing*	7118 6410 4477	✝100A1 ~~2,38~~ 0,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,18	NNs *b*†	CL 2,38 *F.P. a*	1918 2mo	Bethlehem S.B. Corp. Alameda, Cal. A&CP	Atlantic Refining Co. 435·0 | 56·0 | 32·0 453·3 (O.L.) P122′ B50′ F42′ FK *Cell D Bu E & B* 57′ 179 *t D T* 56′ 10 38 *t F P T* 97 *t A P T* 74 *t*	Phildlphia Utd. States 15 *B H pt Asp* (11 *to U dk* 4 ,, *2nd* ,,)	1 DR Geared Steam Turbine 250lb HS9750 FD 763NHP 3 Water Tube Boilers (Spt) De Laval Steam Turbine Co Trenton, N.J.	33 ″ 6 s 6 ″ 6½ 27 ″ 2½	
75912 140100 MKVD	**Herbert W. Walker** 3 Mst (*ex* Lightning–35, *ex* Clyde Firth, *ex* Elise Mellonie, *ex* Millwater) *Mchy. Aft* *Well deck* 1 *Dk (Stl)* & *Web frames*	365 248 136	✝100A1 3,38	Bkn *e*	CL 11,37	1921 10mo	Willoughby (Plymouth) Ld. Plymouth *Lloyd's*	Wilson S.S. Co. Ld. (T.W. Dixon, *Mgr.*) 135·0 | 23·4 | 9·9 142·5 (O.L.) Q47′ B9′ F22′ FK	Whitehvn British 3 *B H Cem* *F P T* 49 *t*	T.3Cy.11½″,18 3/16″&30″–21″ 160lb (*s*) 67RHP 1SB, 3 *pf*, GS50, HS1400 Willoughby (Plm'th), Ld.	10 ″ 7 s ″ 6 10 ″ 2	

1 No. in Book. Official No. Code letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Years Assigned. Special Survey. Special Repair.	7 Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Registered Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; HHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of ✠s & of Tps. & of Cert.
75913 LCDS	**Herborg** *Late Name if any.* D.F.	TwinSc *Oil Eng.* *ss* Fal. No. 1–35 2 *Dks* (*Stl*) & *Web frames* *Mchy. Aft* *Cruiser Stern* *Longitudinal framing–bracketless system* *Special Surveys to date from 2,32*	7892 7368 4694	✠100A1 Cpn *c*† 2,39 ~~12,37~~ HK *g* ~~13,38~~ ~~14,38~~ 2,39 ~~8,38~~ *Carrying Petroleum in bulk*	CL	1931 11mo	Akt. Burmeistr & Wain Copenhagen *Lloyd's SA&CP* *Cell D Bu E 68'*	Skibsaktieselskapet "Jölund" (S. Herlofson & Co. A/S, *Mgrs.*) 318 *t D T f* 43'6 *12 t F*	457·2 59·7 34·9 472·5 (O.L.) P93' B28' F43' FK *P T* 138 *t A P T* 166 *t*	Moss Norwegian 16 *B H* (11 *to U dk* 5 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy. 23½"–43 7/16" G25N HP 2DB *180 lb* Akt. Burmeistr & Wain, Cpn	35 " 0 s D " 2½ 26 " 0½	
75914 LJVG	**Herbrand** (*ex* Mosvold–37,) *Mchy. Aft* D.F. *Cruiser Stern* 2 *Dks* *Longitudinal framing–bracketless system*	TwinSc *Oil Eng.*	9108 8551 5573	✠100A1 Rot *d*† ~~4,38~~ 10,38 Gal ✠LMC *Carrying Petroleum in bulk*	CL 3,39	1935 2mo	Akt. Burmeistr & Wain Copenhagen *Cell D Bu E 71' 3 6 1 t D T f*	Skibs A/S Herbjörn (S. Herlofson & Co. A/S, *Mgrs.*) 43'6 *29 t A P T* 150 *t* (	471·8 64·4 34·9 487·7 (O.L.) P101' B29' F44' FK 12 *to U dk* 4 „ *2nd* „)	Moss Norwegian 16 *B H* 12 *to U dk* 4 „ *2nd* „)	Oil Engines 2S.C.SA 12Cy. 19 1/16"–35 7/16" 807N HP 2DB *180 lb* Akt. Burmeistr & Wain, Cpn	35 " 0	
75915 YTBK	**Hercegovina** *ss* Ssk. 2nd No. 3–12,34 1 *Dk* (*Stl*)	*ss* Bbo. 2nd No. 3–10,25 *ss* Bbo. No. 1–30 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) 3 *tr B*	748 554 426	✠100A1 Ssk *k* ~~5,36~~ ~~10,37~~ ~~DS 5,38~~ ✠LMC12, BS ~~8,38~~ 3,39	CL 4,39	1913 12mo	Akers Mek. Værks. Oslo *Lloyd's SA&CP* *Cell D Ba 35'*	Jadranska Plovidba D.D.	184·2 30·1 14·2 193·2 (O.L.) P22' B54' F27' FK *u E* 22' *f* 66' 136 *t F P T*	Split Yugoslav 4 *B H Cem* 18 *t A P T* 16 *t*	T.3Cy. 13½", 22" & 37½"–28" 180 lb (*s*) 115N HP 2SB, *2cf*, GS40, HS1801 FD AkersMek. Værks. Oslo	14 " 11 s 1 " 3 13 " 9¾	
75916 EAFB	**Hercules** *ss* Bbo. 2nd No. 3–10,25 *ss* Bbo. No. 1–30 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) 3 *tr B*		4238 4021 2769	✠ ... Bry *x* 12,34 ✠		1900 1mo	R. Craggs & Sons Middlesbro' *Cell D Ba 120' u E & B*	Cia. Anon. Maritima "Union" (M. Urruchua, *Mgr.*)	360·0 48·1 20·3 P29' B86' F35' 28·2 FK 40' *f* 146' 767 *t F P T*	Bilbao Spanish 6 *B H Cem* 88 *t A P T* 10 *t*	T.3Cy. 25". 40 7/16" & 68"–48" 342N HP NDB00, *refitted* 22 3SB, *6rf*, GS120, HS5196 Sir C. Furness, Westgarth & Co. Ld. Mdb.	30 " 10	
75917 DONX	— Sub. Sig. D.F.	2 *Dks* *Cruiser Stern*	2883 2552 1616			1929	Akt. Ges. "Weser" Bremen	Dampfschifffahrts Ges. Neptun	296·9 46·0 23·3 B29' F28'	Bremen German *WB*	T.3Cy. 19⅝", 31½" & 50⅝"–35⅝" & LP Turbine 180N HP A.G. "Weser," Bremen		G
75918 PEQZ	—	3 *Dks*	2317 2056 1388			1914	A. Vuijk & Zonen, Capellea/dYsel	Koninkl. Nederl. Stoomb. Maats. N.V.	326·9 45·1 18·5	Amstrdam Dutch *WB*	T.3Cy. 21½", 34" & 56"–42" 203N HP G.T. Grey, South Shields		V
75919 94188	— —	TwinSc 1 *Dk*	895 840 847			1900	Armstrong Whitworth & Co. Ld. Newcastle	Government of Queensland (Harbours & Marine Dept.)	230·5 39·3 11·0	Brisbane British *WB*	T.6Cy. 10", 16" & 28"–18" 66N HP Wllsnd Slpwy. Co. Ld. Nwc.		
75920 OXXH	**Herdis** D.F.	*Oil Eng.* 1 *Dk* & *Shelter dk* *Cruiser Stern*	1659 1406 925			1935	Helsingörs Jernsk & Msk. Elsinore	Dampsksk. Torm A/S (A. Schmiegelow & Axel Kampen)	301·9 42·7 16·5	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 6Cy. 19 3/16"–35 7/16" 404N HP Akt. Burmeistr & Wain, Cpn		C
75921 212605 KDAH	**Heredia** (P) (*ex* General Pershing–38, *ex* Heredia–32) D.F. *Ref. Mchy.*	*Fitted for oil fuel* 2 *Dks* & 2 *pt Dks*	4732 3936 2732			1908 10mo	Workman, Clark & Co. Ld Belfast *Lloyd's SA&CP*	United Fruit S.S. Corp. (United Fruit Co. *Mgrs.*) *Cell D B 204'*	378·8 49·8 29·6 B154' F44' 2 *t D T a* 12' 80 *t P T* 12 *t A P T* 96 *t*	New York Utd. States *WB*	T.3Cy. 27", 45" & 75"–54" 413N HP Wrkman, Clark & Co Ld. Bel		C
75922 152185	**Herekino** *Well deck* *Mchy. Aft*	1 *Dk*	464 302 185	...		1924	Scott & Sons Bowling	Wilsons (N.Z.) Portland Cement Ld.	140·1 29·1 9·9 Q57' F23' BK6½	Auklnd NZ British *WB*	T.3Cy. 12", 20" & 32"–24" 76 RHP Aitchison, Blair Ld. Gls.	10 " 9	
75923 LECF	**Herfinn** *Mchy. Aft*	1 *Dk*	860 627 483			1920	Porsgrund Mek Værks. Porsgrunn	A/S Herdebred (O. & H. Holta A/S, *Mgrs.*)	202·4 32·0 12·1 Q113 *t* B21 *t* H32 *t* F27 *t*	Skien Norwegian *WB*	T.3Cy. 14", 23" & 38"–27" 75N HP Porsgrund Mek Værks.		N
75924 166364 GJJV	**Herisle** (*ex* Fairisle–38, *ex* Annie Murphy–32, *ex* Lake Falama) *Fitted for oil fuel* 1 *Dk* 2 *tr* 3 *ss* Bkn. 2nd No. 3–2,36		2640 2265 1605	✠100A1 Bkn *s* 2,38 ~~2nd~~ 1st DS 3,39 ✠LMC 2,38	CL 1,38	1919 10mo	Superior S.B.Co. Superior, Wis *Lloyd's SA&CP* *Cell D B 204'*	Hercoal Shipping Co. Ld.	251·0 43·7 26·0 P25' B64' F20' FK 2 *t D T a* 12' 80 *t P T* 12 *t A P T* 96 *t*	London British (*s*) 305N HP 2SB, *6cf*, GS115, HS5467 Superior S.B.Co. Superior	T.3Cy. 21", 35" & 59"–42" 185 lb 24 " 6		
75925 166404 GKKG	**Herland** (*ex* Fairland–38, *ex* Lake Treba–33) *Fitted for oil fuel* 1 *Dk* 2 *tr B* *ss* Npt. 2nd No. 3–4,38		2649 2264 1610	✠100A1 Npt *s* 4,38 ✠LMC 4,38 *Hull not yet completed*	CL 2,38	1920 2mo	Detroit S.B.Co. Wyandotte *Lloyd's SA&CP* *Cell D B 204' 7*	Hercoal Shipping Co. Ld.	250·9 43·7 26·0 P25' B64' F23' FK 2 *t D T a* 12 89 *t F P T*	London British 2SB, *6cf*, GS115, HS5467 FD Detroit S.B.Co. Detroit	T.3Cy. 21", 35½" & 59"–42" 185 lb (*r*) 352N HP 24 " 5½	28 " 2 s 3 " 10½	
75926 LCSW	**Herleik** (*ex* Mai, *ex* Wigmore, *ex* Venice) 1 *Dk*		1894 1706 1114			1914	Greenock & Grangem'th Dkyd. Co. Ld Grngemouth	A/S Herdebred (O. & H. Holta A/S, *Mgrs.*)	279·0 40·3 18·8 P45 *t* H110 *t*	Skien Norwegian *WB*	T.3Cy. 20½", 33" & 54"–36" 175N HP Richardsons, Westgarth & Co. Ld. Mdb.		C
75927 LJLQ	**Herma** (*ex* Beldisa–37, *ex* Beldis–36) *Mchy. 4 ft*	3 Mst *Oil Eng.* *ss* Npt. No. 3–3,36 1 *Dk* (*Stl*)	2406 1999 1284	✠ ... Npt *s* 5,37 ✠		1924 6mo	Armstrong Whitworth & Co. Ld. Newcastle *One* *Cell D B 236* 509 *t B*	Leif Erichsens Rederi A/S (Leif Erichsen, *Mgr.*)	294·1 45·3 19·1 P88' B26' F32' FK *Intermediate B H in holds dispensed with* *A B H only* 26' 242 *t F P T*	Borgen Norwegian *Cem* *ridge 'tween dk tank* 165 *t A P T* 84 *t*	Oil Engines 2S.C.SA 4Cy. 23⅜"–41¾" 387N HP Armstrong, Whitworth & Co. Ld. Newcastle	21 " 6	N †
75928 DAQQ	—	1 *Dk*	519 408 311			1905	Howaldts-werke Kiel	Pommersche landw Hauptgenos-senschaft G.m.b.H.	165·3 27·1 12·7 Q48' B39' F20'	Kiel German *WB*	T.3Cy. 11 5/16", 19⅜" & 29½"–17⅜" 37N HP Howaldtswerke, Kiel		G
75929 8122 SJWN	**Herma Gorthon** D.F.	1 *Dk* & *Shelter dk* *Cruiser Stern* *Rudder electrically welded* *Strengthened for Navigation in Ice*	*1827* *1435* 930	✠100A1 Lkr *l* *with freeboard* Rot Shl ~~6,37~~ ~~11,37~~ ~~12,38~~ BS 11,38 ~~Bkhds~~ ✠LMC 12,36 NB 31 *refitted* 36 *Fitted for oil fuel* 12,36	CL 11,37 *F.P. above* 150° F.	1936 12mo	Fredrkstad Mek. Verks. Fredrikstad *Lloyd's SA&CP*	Rederi A/B Gylfe (Joh. Gorthon, *Mgr.*) *Intermediate B H in formerly hold dispensed with* *Cell D B*	304·4 44·2 15·6 315·0 (O.L.) FK *Coll & Aft Pk* 242' 535 *t F P T* 80 *t A P T* 70 *t*	Hlsngborg Swedish *B H sto Sh dk*	C.4Cy. (2) 15⅜" & (2) 37 1/16"–34 7/16" 220 lb (*s*) 277N HP 2SB, *6cf*, GS92, HS4120 FD Fredrikstad M.V. Frdstad.	19 " 1 s " 4½ 18 " 9	
75930 1172 IBTP	**Hermada** (*ex* Carventum, *ex* Strathness) D.F.	1 *Dk* & *Spar dk*	4421 4105 2778	...		1907	W. Hamilton & Co. Ld. Port Glasgow	"Corrado" Soc. Anon. di Nav.	385·4 52·2 17·5 370·0 25·5 P25' B92' F40'	Genoa Italian *WB*	T.3Cy. 25", 41" & 68"–48" 367N HP D. Rowan & Co. Glasgow	28 " 0	I †
75931 219221 KOML	**Herman F. Whiton** (*ex* J.R. Gordon) D.F.	*ss* N.Yk. No. 3–7,31 *ss* Gal. No. 1–35 2 *Dks* (*Stl*) *Cargo battens not fitted*	5557 5138 3430	✠100A1 N Yk *z* ~~2,38~~ ~~Tbl~~ ~~4,36~~ ~~BS 37-2~~ 4,39 *Fitted for oil fuel* 11,19	CL *F.P. above* 150° F.	1919 11mo	Northwest Steel Co. Portland, Or. A&CP *Cell D B 355' 1139 t M*	Union Sulphur Co. Inc.	409·8 54·2 27·7 P44' B115' F47' FK 29' 745 *t F P T* 132 *t*	New York Utd. States 7 *B H pt Cem* *A P T* 143 *t*	T.3Cy. 24½", 42" & 72"–48" (*s*) 210 lb 582N HP 3SB, *9cf*, GS196, HS8780 FD Hooven, Owens, Rentschler Co. Hamilton, Ohio	30 " 2 s 6 " 4½ 24 " 0	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NB=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15
75932 220895 KDLW	**Herman Frasch** Twin Sc *ss* N.Yk.No.3–4,33 *ss* Sea.No.1–37 1 *Dk (Stl)* D.F. *Cargo battens not fitted*		4494 3977 2641	✠100A1 ~~B 9,37~~ 12,38 NNs B 9,38 MS 10,36 ~~passed~~ *Fitted for oil fuel* 12,20	Sea	*x*	CL s 10,36 P 1,38 *F.P. a*	1920 12mo A&CP	Newburgh Shipyrds, Inc Newburgh, N.Y.	Union Sulphur Co. Inc. *Cell DB 299'1186t Topside tanks* *bove* 1	356·0 302'1368t	51·6 *FPT 1781*	30·0 50° F.	New York Utd. States	2 Steam Turbines D Rgeared to 2 Sc. Shafts (*s*) 210 lb FD 663 NHP 3 SB (Spt) *9cf*, GS 181, HS 8916 W. & A. Fletcher, Hoboken	32 " 5 s 7 " 5 25 " 4	
75933 DJSM	**Herman Sauber** E.S.D. *Cruiser Stern 1 Dk*		2474 1877 1807					1936	Flensburger Schiffsb. Ges. Flensburg	Sauber & Co.	274·9 P 26' Q 83' B 51' F 25'	44·4	19·3	Hamburg German *WB*	T. 3 Cy. 22½", 34⅝" & 56⅛" 37⅜" HS 4198 292 NHP Flensburger Schiffsb. Ges.		G
75934 95903 KJMS	**Herman Winter** Iron *2 Dks & Spar dk*		2625 — 1768					1887	W. Cramp & Sons S. & E. Co. Philadelphia	Eastern S.S. Lines, Inc.	271·8 29·9	41·6	19·2 *WB*	Portsmth N.H. Utd. States	T. 3 Cy. 23", 39" & 66"–42" NE & B 25 284 NHP Hooven, Owens, Rentschler Co. Hamilton, Ohio		
75935 DRBC	**Hermann** (*ex* Rückforth Otto Ippen 17, *ex* Rückforth I, *ex* Westfalia, *ex* Köln) 1 *Dk* *Mchy. Aft*		400 365 242					1897	J. H. N. Wichhorst Hamburg	Ippen-Linie Reederie-A.G.	151·4 B 8'	25·5	11·2	Lübeck German	C. 2 Cy. 13⅜" & 24¾"–16⅜" 20 NHP Ottensener Maschf. Altona		G
75936 DJSJ	**Hermann Andersen** Twin Sc Wireless *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk*		1171 876 593					1936	Lübecker Flender-Werke A.G. Lübeck	C. Andersen	228·5 P 55' B 33' F 34'	34·5	14·4	Hamburg German *WB*	Oil Engines 4 S.C.SA 16 Cy. 11"–16⅛" 189 NHP Deutsche Werke Kiel A.G.		G
75937 DATB	**Hermann Fritzen** (*ex* Werner Kunstmann–38, *ex* Efstathios, *ex* Clearway, *ex* Nonsuch) *Turret deck* 2 *Dks*		3845 3130 2387					1906	W. Doxford & Sons, Ld Sunderland	~~W. Kunstmann~~ Johs. Fritzen & Sohn, vorm W. Kunstmann	349·4 P 32' F 30'	50·2	22·2	Stettin German *WB*	T. 3 Cy. 24", 41" & 68"–45" 310 NHP W. Doxford & Sons, Ld. Sld.		C
75938 PERE	**Hermes** Twin Sc *Oil Eng.* E.S.D. *ss* Sba. 2nd No. 3–2,34 *Mchy. Aft* 2 *Dks (Stl) & Web frames* *ss* Suz. No. 1–38		3768 3373 2313	✠100A1 10.38 ~~LMC~~ ▸LMC CS 10,38 DBS ~~6,38~~ 10,38 6,36 *Carrying Petroleum*	Suz	*p*	CL 3,37 *in bulk*	1914 10mo *Lloyd's SA&CP*	Palmers' Co. Ld. Newcastle *WB = Cell*	N.V. Petroleum Maats. "La Corona" *Midship portion* (*cargo tanks*) *renewed* 1934 *D Bu E 44'55t D T f*	344·6 H 73' F 34'	46·1	25·5 FK (*DBu E 44'55t A P T 70t*	The Hague Dutch 14 *B Hpt Cem* 11 *B Hto Udk* 3 " " 2nd ")	Oil Engines 4 S.C.SA 12 Cy. 20½" –35⅞" 375 NHP DB *120 lb* Ned Fb. v Wrk & Spoor, Ams	27 " 6 s 4·10½ 22 " 10	
75939 PERG	— *Fitted for oil fuel* *Cruiser Stern* 3 *Dks*		2746 2392 1559					1920	N V Boele's Schps. & Mchf Bolnes	Koninkl. Nederl. Stoomb. Maats. N.V.	345·8	48·3	18·6 *WB*	Amstrdam Dutch	T. 3 Cy. 23", 37" & 61"–45" 250 NHP N.V. Boele's Schp. & Machf.		V
75940 1046 ESUI	— (*ex* Ernst–35, *ex* Margit, *ex* Bolbek, *ex* Margit, *ss* Hbg. 2nd No. 3–4,27 *ex* Deux Charentes) *ss* Tln. No. 2–36 *Well deck* 1 *Dk (Irn) & deep framing* *Cargo battens not fitted*		1545 1352 880	✠100A1 ~~B 8,38~~ ~~11,37~~ ✠LMC MS 6,36	Cff Dun BS ~~11,37~~ 12,38	*p*	11,37	1901 5mo	Wood Skinner & Co. Ld. Newcastle A&CP	L-ü "Eeroo" (Karl Mitt, *Mgr.*) *Cell D Ba 74'uE & B 36'f 194'391t F P T 61t A P T 67t*	250·0 P 28' Q 110' B 12' F 27' FK	37·2	16·2 *4 B H Cem*	Tallinn Estonian (*s*) 180 NHP 2 SB, *6pf*, GS 90, HS 2800 N.E. Marine Eng. Co Ld Nwc	T. 3 Cy. 20¼", 33¼" & 54"–36" 160 lb 2 SB, *6pf*, GS 90, HS 2800 N.E. Marine Eng. Co Ld Nwc	18 " 5 s 5 " 4½ 17 " 3¾	
75941 825	— (*ex* Nepheligeretis–38, *ex* Stancount–37, *ex* Douglas–37) Wireless D.F. *ss* Goo. No. 1–37 *Ref. Mchy.* 1 *Dk (Stl) & deep framing*		950 765 418	✠100A1 1,38 ✠LMC 4	Msl	*n*	OG 4,37	1907 2mo *Lloyd's SA&CP*	Clyde S.B. & E.Co.Ld. Pt. Glasgow	B. Athanassiades (A. Davaris, *Mgr.*)	236·6 P 30' B 79' F 31' BK 7"	32·1	13·6 *Cell D Ba 48'uE*	Piræus Greek 180 lb HS 3620 227 NHP 5 *B H Cem* 21'*f* 67'185*t* 2 SB (Spt), *6cf*, GS 134	T. 3 Cy. 21", 35" & 58"–36" (*s*) 2 SB (Spt), *6cf*, GS 134 Clyde S.B. & E.Co. Ld. P. Gls.	16 " 2 s 1 " 6½ 15 " 2½	
75942 DHLJ	**Hermia** 1 *Dk & Spar dk* 1 *Dk*		1068 — 760 997 897 604					1891 1909	Howaldtswerke Kiel Flensburger Schiffsb. Ges. Flensburg	Cie. Tunisienne d'Arm. (Louis Delom, *Mgr.*) A. Kirsten	211·2 B 46' 226·3 P & B 139' F 30'	29·3 17·9	19·6 *WB*	French Hamburg German	T. 3 Cy 14¼", 22¼" & 36½"–19⅜" 59 NHP Howaldtswerke, Kiel T. 3 Cy. 16", 26⅜" & 44"–33" 111 NHP Flensburger Schiffsb. Ges.		V G
75944 LJNW	**Hermion** D.F. E.S.D. *Oil Eng.* 1 *Dk & Shelter dk* *Cruiser Stern*		5202 4535 2980					1937	Bremer Vulkan Vegesack	Bruusgaard Kiösterud Skibs-A/S (Bruusgaard, Kiösterud & Co. *Mgrs.*)	434·5	55·8	25·2	Drammen Norwegian *WB*	Oil Engines 2 S.C.DA 5 Cy. 23⅝"–43 5/16" 972 NHP Bremer Vulkan, Vegesack		N
75945 LECJ	**Hermod** 1 *Dk*		1515 1285 840					1925	F. Schichau Elbing	Bruusgaard Kiösterud Skibs-A/S (Bruusgaard, Kiösterud & Co. *Mgrs.*)	261·7 P 61*t* B 74' H 10*t* F 36*t*	40·1	15·6	Drammen Norwegian *WB*	T 3 Cy 18 9/16", 31 9/16" & 51⅜"–29½" 141 NHP F. Schichau, Elbing		N
75946 6074 SEVI	— 1 *Dk*		*1495* *1223* *771*					1919	Södra Varfets A/B Stockholm	Stockholms Rederi A/B Svea (Eman. Högberg, *Mgr.*)	246·8 P 33' B 140' H 145*t* F 9'	38·3	16·0	Stockholm Swedish	T. 3 Cy. 18", 30" & 49"–33" Lindholmens 138 NHP M.V.A/B Gothenburg		V
75947 DJOS	**Hermonthis** (P) D.F. E.S.D. *Oil Eng.* *Ref. Mchy.* *Cruiser Stern* 3 *Dks*		4833 3857 2819					1935	Bremer Vulkan Vegesack	Hamburg-Amerikanische Packetf. A.G.	409·9 P 20' F 37 9'	54·6	21·9 *WB*	Hamburg German	Oil Engines 2 S.C.DA 6 Cy. 23⅝"–43 5/16" 1165 NHP Bremer Vulkan, Vegesack		G
75948 BEQV	**Hernani** Iron 1 *Dk*		398 — 216					1876	Cunliffe & Dunlop Pt. Glasgow	Fabrica Municipal de Gas	155·8 P 74*t* F 19*t*	24·3	11·8	S. Sebast'n Spanish	C. 2 Cy. 23" & 40"–27" NB 90 69 NHP Cunliffe & Dunlop, Pt. Glas.		
75949 6281 DHLK	**Hernia** (*ex* Markelo) *Well deck* *ss* Ham No. 3–8,29 *Mchy. Aft* *ss* Ham. No. 2–38 *Cargo battens not fitted* 1 *Dk (Stl)*		717 516 382	100A1 ~~1,38~~ 4,39 ~~BS 4,38~~ BS 4,39	Ham ~~LMC~~ LMC 4,38		CL ~~4,36~~ 4,39	1918 1mo	N V Burgerhout's M. & S. Rotterdam	Harald A.O. Becker (Johs. Thode, *Mgr.*)	181·4 Q 106' B 9' F 22' FK *Cell D Bf 114'142t*	28·1	12·3 *3 B H Cem* *F P T 55t*	Hamburg German 185 lb 2 SB, *4cf*, GS 70, HS 2303 N.V. Burgerhout's M. & S.	T. 3 Cy. 15⅜", 25⅜" & 41 5/16"–27 7/16" 126 NHP	
75950 6091 SEVM	**Hernö** Wood Aux 3 Mst Sr (*ex* Dynäs III, *ex* Rolando, *ex* Rossö) *Mchy. Aft* 1 *Dk* (*See Sailing Ship Register*)		465 *351* 273					1918	Rossö Sågverks A/B Nyland	Rederi A/B Norrland (Ödmark & Andersson, *Mgrs.*)	139·2 P 44' F 11' H 41*t*	29·6	12·4	Hernösand Swedish	Oil Engines 2 S.C.SA 4 Cy. 16¾"–14½" Bergsunds M.V.A/B. Skm.		V
75951 7038 SEVK	**Hernodia** 1 *Dk*		*1293* *1110* 709					1918	Huiskens & Van Dyk Dordrecht	Rederi A/B Patria (C.H. Witt, *Mgr.*)	234·6 P 27' B 55' F 14'	37·1	15·5	Hälsingborg Swedish	T. 3 Cy. 17½", 29" & 46"–36" 127 NHP Eluishens & Van Dyk		V

Nous Sx, *see No. 39951 in Supplement*

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	Port of Survey.	Years Added now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If N.C. in L.R. Date of fit. of radio. Cert
75952 DHLL	**Hernösand** 1 *Dk 2 tr B*	953 792 569					1894	Helsingörs Skibsbyggeri Elsinore	H.M.Gehrckens	224·9 | 33·1 | 13·5 Q68'B105'F24'			Hamburg German *WB*	T.3Cy.18″,27½″&47″–33″ NB25 127NHP Helsingörs Maskinbyggeri		G
75953 LECK	**Hero** 1 *Dk*	1375 1136 823					1918	New Eng. & S.B. Works Shanghai	Bruusgaard Kiösterud Skibs-A/S (Bruusgaard, Kiösterud & Co. *Mgrs.*)	242·7 | 37·2 | 14·7			Drammen Norwegian *WB*	T.3Cy.17½″,28½″&48″–33″ New Engineering 132NHP &S.B. Works, Shanghai		N
75954 DOIM	— Wireless Sub.Sig. *Mchy. Aft* 1 *Dk*	989 797 589					1924	Atlas Werke A.G Bremen	Dampfschifffahrts Ges. Neptun	224·0 | 33·2 | 13·7 Q86'B66'F31'			Bremen German *WB*	T.3Cy.18⅛″,29½″&48⅛″–29½″ 129NHP Atlas Werke A.G. Bremen		G
75955 LCTH	**Heron** (*ex* Chilton, *ex* War Shikari) *ss* Rot. No. 3–6,32 *ss* Rot. No. 1–37 1 *Dk (Stl)* 2 *tr B* *Web frames* *Longitudinal framing*	5540 4696 3444	✝100A1 Lis 3,38 ✝LMC7,37 Lloyd's RMC 7,37 *Carrying oil, fuel in bulk above F.P.* *Fitted for oil fuel 5,19 above 150° F.*	*z*	CL 6,36		1919 5mo	Lithgows Ld. Port Glasgow	A.S. Heron (S.H. Smith Sörensen) *Lloyd's* *Middle line Bulkhead not oil tight* *Cell D Bu E & B*	400·3 | 52·2 | 28·4 P50'B121'F39' FK 11 *B Hpt Cem* 250*t* 50'65*t F PT* 95*t* 4 *PT* 75*t*			Arendal Norwegian	T.3Cy.27″,44″&73″–48″ (*s*) 1801b 517NHP 3SB, 9*cf*, GS 189, HS 7668 FD D. Rowan & Co. Ld. Glasgow	31 " 0	
75956 GCGN	— Oil Eng. D.F. 1 *Dk* *Shelter dk* *Ref. Mchy.* 3rd *Dk* in No. 1 hold *Portable sparred dk in No. 2 hold* *Cruiser Stern*	2374 1771 1355	✝100A1 Dun / with freeboard 11,38 Hul MC10,3 Lloyd's RMC		CL		1937 10mo	Caledon S. B. & E. Co. Ld. Dundee Lloyd's *sA&CP* Cell *DB* 2 59' 534*t Tanks*	General Stm. Nav. Co. Ld. *at sides of tunnel*	302·2 | 45·2 | 17·0 314·5 (O.L.) F26' FK 5 *B Hpt Cem* (*Coll to Sh dk* 5 „ *2nd* „) 96*t F PT* 49*t A PT* 70*t*			London British	Oil Engines 2S.C SA 4Cy.23⅝″–41″ 389NHP DB *100 lb* Sulzer Bros. Ld. Winterthur	19 " 9 s " 7 19 " 3⅜	
75957 SVEL	— 683 (*ex* Hollandia–36, *er* Heron–35, *ex* Neptunus) Wireless 2 *Dks*	1516 1224 877					1906	Werf. vrhn Rijkee & Co. Rotterdam	Dem. N. Koufos	251·5 | 34·6 | 18·5 Q78'B62'F32'			Piræus Greek *WB*	T.3Cy.19″,32″&51″–36″ 156NHP Maats. Fyenoord, Rot.		V
75958 GTBN	**Heronspool** *ss* Shl. No. 2–37 D.F. 1 *Dk (Stl)*	5202 4928 3218	✝100A1 Bry 2,38 Shl 1,39 LMC6,37 BS? 38	*z*	CL 6,37 N5,38		1929 4mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's* *sA&CP*	Pool Shipping Co. Ld. (Sir R. Ropner & Co. Ld. *Mgrs.*) Cell *DB*	421·2 | 54·2 | 27·2 P30'B240'F43' FK 8 *BHCem* 371'1413*t F PT* 175*t* *A PT* 167*t*			W. Hartlpl British	T.3Cy.26″,40″&73″–48″ (*s*) 1801b HS 7932 529NHP 3SB(Spt), 9*cf*, GS 172 FD Cen. Mar. E Wrks. Ld W Hpl	30 " 1 s 5 " 0½ 25 " 3½	
75959 SEVR	**Heros** (*ex* Torwald, *ex* Hawthorn) Iron *ss* Mmo. No. 1–38 *ss* Sbg. 4th. No. 3–5,38 *Well deck* 1 *Dk (Irn)* 2 *tr B* *Cargo battens not fitted*	1071 4975 879 554	✝100A1 Osc 9,38 Sbg BS LMC 2,38 MS 9,38	*n*	5,37		1879 6mo	W. Doxford & Sons Sunderland A&CP	K.A. Andersson *D*	224·6 | 32·0 | 16·2 Q91'B43'F27' BK 8" 4 *BHCem* *Ba* 71'59'220*t F PT* 28*t A PT* 75*t*			Krlskrona Swedish	C.2Cy.28″&54″–36″ 751b NB 92 *refitted* 24 128NHP 2SB, 4*pf*, GS 78, HS 2020 W. Doxford & Sons, Sld.	17 " 7 61 " 8¼ 16 " 11¼	
75960 LOBM	**Heröy** (*ex* Adour–34) *New "Iris," see No. 88526 in Supplement* Sub.Sig. 2 *Dks* D.F. *Cruiser Stern*	3323 3090 2302					1921	A/B Öresundsvarvet Landskrona	Rederi A/S Henneseid (Thoralt Holta, *Mgr.*)	311·8 | 44·8 | 27·8 F30' *on Shelter dk* FK			Oslo Norwegian *WB*	C.2Cy.17⅜″&34⅛″–35⅞″& LP Turbine with DR gearing & hydraulic coupling NE34 Kockums M.V. A/B Malmö	30 " 0	N †
75961 GJJY	**Herport** (*ex* Fairport–38, *ex* Lake Fairport) *ss* Ful. 2nd No. 3–3,38 1 *Dk 2 tr B*	2633 2271 1618	✝100A1 Ist 10,38 MC 3,38 Inclosed bridge contemplated BS 3,39	*s*	CL N3,38		1919 12mo	Detroit S.B. Co. Wyandotte *Lloyd's*	Hercoal Shipping Co. Ld. *Cell D*	251·3 | 43·8 | 26·1 261·5 (O.L.) P25'B64'F23' FK 4 *B Hpt Cem* 220*t D PT* 12 8*t F PT* 2*t A PT* 107*t*			London British	T.3Cy.21″,35″&59″–42″ 185lb (*r*) 352NHP 2SB, 6*cf* GS 115, HS 5467 FD Detroit S.B. Co. Detroit	28 " 2 s 3–10½ 21 " 5¾	R ✦
75962 DAXP	**Herta Engeline Fritzen** (*ex* Heinz W. *ss* Stn. 2nd No. 3–8,32 Kunstmann–38, *ss* Ham. No. 1–36 (*ex* Seven Seas Transport, 1 *Dk (Irn)* *ex* Picton) 2 *tr B* & *deep framing* 3 *Dk rule*	5100 4753 3104	✝100A1 Stn 1,38 BS 1,38 LMC 11, 4,39	*n*	CL 12,37		1906 8mo	Richardsn Duck & Co. Stockton *Lloyd's*	W. Kunstmann John Fritzen & Sohn. vorm W. Kunstmann	377·6 | 52·1 | 27·7 P28'B111'F27' FK *Cell D Ba* 126'*u E* & *B* 43'*f* 169'			Stettin German 6 *B Hpt Cem* *pt Asp*	T.3Cy.27″,44½″&73″–48″ (*s*) 1801b NDB 27 419NHP 3SB, 9*cf*, GS 175, HS 6700 Blair & Co. Ld. Stockton 1260*t F PT* 177*t A PT* 193*t*	30 " 4	
75963 GDKP	**Hertford** (*ex* Friesland) Twin Sc *ss* Gls. No. 3–7,34 *ss* Gls. No. 1–38 *Ref. Mchy.* D.F. 3 *Dks (Stl)* 4*th dk (Stl)* in No. 1 hold	10923 10183 6818 6769	100A1 Sws Liv *with freeboard* BS 2,38 MS 8,38 LMC 7,34 Lloyd's RMC 1,38 *Fitted for oil fuel 11,23 above 150° F.*		OG 12,37 S8,38 P12,35		1917	Bremer Vulkan Vegesack	Federal Steam Nav. Co. Ld. *Cell D B* 477'2082*t*	520·7 | 64·2 | 38·1 533·0 (O.L.) P70'B254'F44' FK *F PT* 111*t A PT* 119*t*			London British 8 *B Hpt Cem* *pt Asp*	T.6Cy.28⅜″.46⅛″&75⅜″–51¼″ L.P. Turbines with DR gearing & hydraulic couplings 199lb (*s*) 1290NHP 5SB, 15*cf*, GS 337, HS 15525 FD Bremer Vulkan, Vegesack	41 " 4 s 9 " 8½ 31 " 10	
75964 LECL	**Hertha** (*ex* Venus2) 1 *Dk*	1365 1120 707					1917	N V Schp b-wrf Baanhoek Sliedrecht	Skibs A/S William Hansens Rederi II. (W. Hansen, *Mgr.*)	240·1 | 36·7 | 15·8 P23'B56'F21'			Bergen Norwegian *WB*	T.3Cy.19⅜″,29⅛″&46⅛″–35⅝″ 127NHP J. & A. v.d. Schuijt, Ppndrcht		N
75965 DALD	— Ⓟ **Twin Sc** Sub.Sig. Wireless 1 *Dk* *Shelter dk* *Hur. dk* *Str B*	1221 633 487					1905	Stettiner Oderwerke Stettin	Stettiner Dampfsch. Ges. J.F. Braeunlich G.m.bH	250·3 | 33·9 | 13·4 H117' 21·8			Stettin German *WB*	T.6Cy.18″,28″&46″–28″ 224NHP Stettiner Oderwerke Stettin		G
75966 OYFJ	**Hertha Mærsk** (*ex* Dnro) *New Alaton, see No. 87043 in Supplement* 1 *Dk*	1498 1183 866					1920	Svendborg Skbsv & Mskb Svendborg	D S Svendborg (A.P. Möller, Copenhagen, *Mgr*)	253·2 | 38·2 | 14·9 F42*t* B250*t* Q107*t* P40*t* H64*t*			Aalborg Danish *WB*	T.3Cy.17″,27½″&47″–34″ 129NHP Svendborg Skbsv. & Mskb.		V
75967 PUMC	**Herval** (*ex* Alvarado–33) *ss* Npt. No. 3–3,33 *ss* Rio. No. 1–38 2 *Dks (Stl)* *Cruiser Stern*	2478 2242 1448	✝100A1 Rio 1,38 LMC 1,38	*l*	CL 12,37		1920 10mo	A. & J. Inglis, Ld. Glasgow *Lloyd's*	Cia. Carbonifera Rio-Grandense *Cell*	303·0 | 43·0 | 20·7 P33'B81'F32' FK 6 *B Hpt Cem* *DB* 260'661*t F PT* 94*t A PT* 180*t*			R. Janeiro Brazilian	T.3Cy.22¼″,36″&59″–39″ (*s*) 1801b 265NHP 2SB, 6*cf*, GS 124, HS 4500 A. & J. Inglis, Ld. Glasgow	23 " 0 s 3 " 4½ 19 " 10½	
75968 UNYL	**Herzen** Ⓟ (*ex* Castro, *ex* Michail, *ex* Sappho) *Ref. Mchy.* Wireless 1 *Dk*	1336 844 805					1898	Caledon S. B. & E. Co. Ld. Dundee	U.S.S.R.	267·0 | 33·6 | 14·5 P&B116'F34'			Archangel Russian *WB*	T.3Cy.18″,32″&56″–36″ 188NHP Caledon S.B. & E. Co Ld. Dun		
75969 OHHD	**Hesperus** (*ex* Kilstroom–33) D.F. 2 *Dks*	2175 — 1231					1922	Maats. Fyenoord Rotterdam	Finska Ångfartygs A/B	273·4 | 40·2 | 16·8 P58'Q93'B79'F34'			Helsingfrs Finnish *WB*	T.3Cy.19½″,31″&52″–36″ 612NHP Maats Fyenoord, Rot.		V
75970 MQWF	— **Twin Sc** *Well deck* Wireless D.F. 2 *Dks*	599 443 285					1896	Gourlay Bros. & Co. Dundee	Commissioners of Northern Light-houses	175·0 | 28·1 | 13·8 Q53'B61'F27' BK 6" *WB*			Leith British	T.6Cy.14″,23″&37″–24″ 166NHP Gourlay Bros. & Co. Dun.	14 " 7	
75971 MMQD	**Hester** (*ex* Aud–37, *ex* Frances) 1 *Dk*	1199 998 669					1908	Laxevaags Msk. & Jrnsk. Bergen	Cullifords Shipping Co. Ld. (Cullifords & Clark, Ld. *Mgrs.*)	228·8 | 36·2 | 15·9			London British *WB*	T.3Cy.16¾″,27″&44″–30″ 106NHP Laxevaags Msk. & Jrns. Bgn		N

1 Numéro d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux Gréement, etc. — *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Tonne soigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Registres où coté. Si en ref dans [illegible]
75972 DOII	**Hestia** D.F. Sub.Sig. 2 *Dks* *Cruiser Stern*		2883 2552 1616				1929	Deutsch Schiff-u.-Maschfk A.G. "Weser" Bremen	Dampfschifffahrts Ges. Neptun	296·9 F28′	46·0	23·3	Bremen German *WB*	T.3Cy 19⅝″,31½″&50⅝″–35⅝″ & LP Turbine with DR Gearing & Hydraulic Coupling 180NHP A.G. "Weser," Bremen		G
75973 LECN	**Hestmanden** *Mchy. Aft* 2 *Dks*		979 921 671				1911	Laxevaags Msk.&Jrnskb Bergen	Vesteraalens Dampskibsselskab	186·1 H39*t*	30·1	20·4	Stokmarknæs Norwegian *WB*	T.3Cy.14½″,23″&39″–27″ 79NHP Laxevaags Msk&Jrns.Bgn	22 ″ 8	
75974 148068 GKQD	**Hetton** *ss*Sld.No.3–5,36 D.F. 1 *Dk(Stl)* *Cargo battens not fitted*		2714 2345 1541	✝100A1 Nwc *l* 8,37 LMC5,36	CL 5,37		1924 5mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's*	TanfieldS.S.Co.Ld. (W.B.Nisbet, *Mgr.*) *Cell D B* 255′ 755*t* *MT* 16′ s 12′ 172*t F*	308·0 P21′ B60′ F28′ FK *PT* 163*t APT* 130*t*	44·5	20·8	Newcastle British *6 B H Cem* *coop tank* 110*t*	T.3Cy.21″,35″&58″–39″ (*s*) 180lb 261NHP 2SB,*6cf*,GS116,HS4476 N.E.MarineEng.Co.Ld.Sld	23 ″ 0 s 3 ″ 8½ 19 ″ 6	
75975 147678 VLDV	**Hetton Bank** (*ex*Coralstone-34) *ss*Syd.No.3–1,37 *Mchy. Aft* Wireless 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted*		1375 1032 791	✝100A1 Syd *o* 11,38 LMC1 37 NE&B made 3,20 refitted 6,24	CL 12,36		1924 6mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's*	McIlwraith, McEacharn,Ld. *Cell D B* 198′ 380*t FPT*	235·1 37·7 Q145′ F25′ FK *APT* 82*t*	36·1	15·3 Sydney NSW British *4 B Hpt Cem* 102*t*	T.3Cy.15″,25½″&40″–27″ (*s*) 180lb 120NHP 2SB,*4cf*,GS49,HS1820 FD Davey,Paxman&Co.Ld.Col	17 ″ 6 s 5 ″ 3½ 16 ″ 4½	
75976 DHLP	**Hever** (*ex*Adjutor,*ex*Alliance) *Mchy. Aft* 1 *Dk*		441 328 228				1909	Stavanger Stöberi&Dok Stavanger	BugsierReed.& Bergungs A.-G.	141·5 P84*t* H6*t* F8*t*	27·0	10·7	Bremerhvn German *WB*	T.3Cy.11½″,17½″&30″–20″ 40NHP Stavanger Stöberi&Dok	13 ″ 0	G
75977 148063 GKDZ	**Heworth** *ss*Sld.No.3–5,37 D.F. 1 *Dk(Stl)* *Cargo battens not fitted*		2855 2490 1682	✝100A1 Sld *u* 7,38 Slu LMC5,37 BS5,38	CL 5,37		1924 4mo	Irvine'sSB &D.D.Co.Ld. W Hartlepool *Lloyd's*	TanfieldS.S.Co. Ld.(W.B.Nisbet, *Mgr.*) *Cell D*	334·2 348·6(O.L.) P36′ B78′ F30′ FK *B* 281′ 1072*t FPT* 77*t*	44·5	21·1 Newcastle British *5 B H Cem* *APT* 193*t*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *100lb* 350NHP 2SB,*8cf*,GS168,HS6120 N.E.MarineEng.CoLdNwc	24 ″ 3 s 4 ″ 0½ 20 ″ 5½	
75978 144969 EIBC	**Hibernia** (P) Twin Sc Sub.Sig. 1 *dk&Shelter dk*		3467 1817 1405				1920	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	380·6 BK7″	45·2	17·2	Dublin British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts 2714NHP W.Denny&Bros.Ld.Dmb.	18 ″ 6	
75979 [illegible] SFAN	**Gallanes,"** *see No. 89084 in Supplement.* *ss*Sbg.No.1–37 Sub.Sig. 1 *Dk(Stl)&Shelter dk(Stl)* *Cruiser Stern*		1809 [illegible] 909	✝100A1 Msl *s* *Shelter dk* *with freeboard* 1,38 LMC MS1,37 BS6,37 5,38	OG 12,37		1920 7mo	Eriksbergs M.V.Aktieb Gothenburg *Lloyd's*	Rederiaktieb SvenskaLloyd (KRBökman *Mgr.*) *mediate BH in fore* *Cell D B* 256′ 54	299·9 16·3 FK *hold dispensed with* 0*t FPT* 29*t APT* 31*t*	43·2	23·3 Gothenbrg Swedish *Cem* *1 B Hto Sh dk* 3 ″ ″ *U* ″ *Inter*	T.3Cy.22½″,35½″&58½″–36″ (*s*) 185lb 274NHP 2SB(Spt),*6cf*,GS103, HS3910 FD Eriksberg M.V.Aktieb.Got	19 ″ 0 s ″ 6¾ 18 ″ 7½	
75980 233749 WNFF	**Hibueras** *ss*Gal.No.3–10,32 *ss*N.Os.No.1–37 Wireless 1 *Dk(Stl)&Shelter dk*		1445 1391 819	✝100A1 NOs *o* *Shelter dk* *with freeboard* 4,39 BS5,39 LMC6,37 *Fitted for oil fuel* 8,20 *above* 150° F.	CL N4,37 *F.P. a*		1920 8mo	Standard S.B.Corp. Shooters Island,N.Y. A&OP	UnitedFruitS.S. Corp.(UnitedFruit Co. *Mgrs.*) *Cell D B* 197′ 306*t*	234·3 B88′ FK *FPT* 34*t APT* 36*t*	34·1	20·8 New York Utd. States *pt Cem* 2 *B Hto Sh dk* 2 ″ ″ *U* ″	T.3Cy.19″,30″&50″–33″ (*s*) 185lb 200NHP 2SB,*6cf*,GS120,HS3660 H.G.TroutCo.Buffalo,N.Y.	23 ″ 6 s 8 ″ 2 15 ″ 9	
75981 142314	**Hickorol** *ss*Gmh.No.2–39 *ss*Lon.No.3–2,31 *Mchy. Aft* 1 *Dk(Stl)&Web frames* *Longitudinal framing*		1176 858 451	✝100A1 Hfx *n* Gmh 3,39 LMC3,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,18 *above* 150° F.	CL 5,37 *F.P. a*		1918 3mo	A.McMillan&Son,Ld. Dumbarton *Lloyd's*	TheAdmiralty *Middle line Bulkhead not oil-tight* *Cell D Bu E&B* 39′ 64*t D T* 30′ 24*t FPT* 33*t*	210·2 220·9(O.L.) P62′ F57′ FK *4 PT* 29*t*	34·7	16·6 London British *12 B Hpt Cem*	T.3Cy.15″,25½″&41″–30″ (*s*) 180lb 141NHP 2SB,*4cf*, HS2202 FD J.G.Kincaid&Co.Ld.Grk.	16 ″ 6 s 2 ″ 9½ 13 ″ 9½	
75982 XCHA	**Hidalgo** (P) (*ex*EthelM. Sterling-34,*ex*SailingShip, *ex*Hawaii) Wireless 1 *Dk(Stl)*	Twin Sc *Oil Eng.*	1060 — 762	✝ SFo 7,26			1900	A.McMillan&Son,Ld. Dumbarton	Cia.Naviera del PacificoSoc.Anon.	206·3 P30′ F22′ BK12″	42·2	17·9	Ensenada Mexican *1 B H Cem*	Oil Engines 2S C.SA 8Cy.14″–17″ 275NHP *Emade* 00 *fitted* 26 FairbanksMorseCo.Inc. Seattle		
75983 35845 JIOC	**Hide Maru** 2 *Dks*		5256 4774 3231				1930	HarimaS. B.&E.Co.Ld. Hyogo-ken	TochikiShojiK.K.	400·9 P36′ B119′ F31′	53·0	31·0	Kobe Japanese *WB*	T.3Cy.25″,43½″&75″–48″ *Emade* 14 390NHP WllsndSlpwy,Co.Ld. Nwc.		C
75984 100 JNVH	**Hideyoshi Maru** (P) Iron (*ex*Orduna) 1 *Dk 2 tr B*		712 — 427				1877	W.F.Pile & Co. Sunderland	Amagasaki KisenbuGomei Kaisha BK7″	191·2 Q26′ F23′	26·4	11·4	Osaka Japanese *WB*	C.2Cy.24¾″&44½″–30″ NB86 90NHP Pattison&Atkinson,Sld.	14 ″ 4	
75985 LCOI	**Hidlefjord** Twin Sc *Oil Eng.* *ss*Sba.No.2–35 2 *Dks(Stl)&Web frames* D.F. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing-bracketless system*		7639 7038 4489	✝100A1 Sba *b*† 3,39 Rob Cpn LMC CS12,36 BS5,36 *Carrying Petroleum in bulk*	CL 6,38		1928 8mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's*	A/S M/S "Hidlefjord" (K.Olsen) *Cell D Bu E* 70′ 324*t* *DT f* 45′ 518*t*	451·9 P93′ B28′ F42′ FK *FPT* 176*t APT* 144*t*	59·2	33·9 Stavanger Norwegian 16 *B Hpt Cem* (11 *to U dk* 5 ″ *2nd* ″)	Oil Engines 4S.C.SA 12Cy.24⅛″–43.5/16″ 714NHP 2 DB *180lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0	
75986 EARO	**Hierro** (P) (*ex*Vojvodina) Wireless 2 *Dks*		648 — 449				1922	Danziger Werft Danzig	Cia.Trasmediterránea	154·1	24·1	17·6	Las Palmas Spanish *WB*	T.3Cy.12⅝″,20½″&32¼″–22⅝″ 50NHP DanzigerWerft,Danzig		
75987 139916 GKCY	**Highcliffe** *ss*Shl.No.2–35 1 *Dk(Stl)*		3847 3515 2323	✝100A1 Bry *w* 1,39 Cff LMC12,35	CL 9,37		1927 10mo	J.Readhead &Sons,Ld. SouthShields *Lloyd's*	CliffeS.S.Co.Ld. (R.Walton, *Mgr.*) *Cell*	363·9 377·9(O.L.) P34′ B104′ F34′ FK *D B* 318′ 987*t FPT*	50·5	23·7 S.Shields British *6 B Hpt Cem* 59*t APT* 170*t*	T.3Cy.25″,42″&69″–45″ (*r*) 180lb *125lb* 371NHP 2SB,*6cf*,GS120,HS6044 J Readhead&Sons,Ld.SShl.	26 ″ 0 s 4 ″ 7½ 21 ″ 7	
75988 148164 GJKN	**Highland Brigade** (P) Twin Sc *Oil Eng* *ss*Lon.No.2–37 E.S.D. 4 *Dks(Stl)5th dk(Stl)in* D.F. *Ref.Mchy.* *Nos.1,2,3,4&6holds* *Cruiser Stern*		14131 [illegible] 14134 11605 8714	✝100A1 Lon *i*† *with freeboard* 12,38 LMC CS2, DBS5,37 12,38 10,37 Lloyd's MC 5,38 c. 3 shelter dk for temp.	CL 11,38		1929 4mo	Harland& Wolff,Ld. Belfast *Lloyd's*	RoyalMailLines, Ld. *Duct keel fwd of* *Cell*	523·4 544·3(O.L.) B97′ F101′ FK *mchy space* *D B* 438′ 1993*t FPT*	69·4	37·1 Belfast British *9 B Hpt Cem* *Coll to U dk* 70*t APT* 234*t*	Oil Engines 4S.C.DA 16Cy.26¾″–63″ DB *100lb* 2190NHP Harland&Wolff,Ld.Bel.	43 ″ 9 s 15 ″ 4¾ 28 ″ 8½	BT till
75989 148161 GCTY	**Highland Chieftain** (P) Twin Sc *Oil Eng.* 4 *Dks(Stl)5th Dk(Stl)in* D.F. *Ref.Mchy* *Nos.1,2,3,4&6holds* E.S.D. *Cruiser Stern*		14131 [illegible] 14135 11605 8713	✝100A1 Lon *i*† *with freeboard* 1,39 C CS11,37 —1,39 11,37 loyd's MC 4,39	CL S6,37 F1,39		1929 1mo	Harland& Wolff,Ld. Belfast *Lloyd's*	RoyalMailLines, Ld. *Duct keel fwd of* *Cell*	523·4 B97′ F101′ FK *mchy space* *D B* 438′ 1993*t FPT*	69·4	37·1 Belfast British *9 B Hpt Cem* *Coll to Wdk* 70*t APT* 234*t*	Oil Engines 4S.C.DA 16Cy.26¾″–63″ 2190NHP DB *100lb* Harland&Wolff,Ld.Bel.	43 ″ 9 s 15 ″ 4¾ 28 ″ 8½	BT till

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Gross Under deck. Net.	5 6 7 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7a Date when rail shaft last seen.	8 9 Built. When. Ship. Engines	By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Remarks, with class when off list. Dates of Boiler Cert.
75990 148158 GMZF	**Highland Monarch** (P) TwinSc *Oil Eng.* *ss*Lon.No.2-36 *Ref.Mchy.* 4 *Dks(Stl)*5th dk(Stl)in D.F. *Nos.*1,2,3,4&6 holds E.S.D. *Cruiser Stern*	14137 11605 6714	✝100A1 Lon *withfreeboard* 1,38 3,39 shelter dk. for temp.			CL 10,37 P5,38 s10,37	1928 10mo	Harland& Wolff,Ld. Belfast *Lloyd's SA&CP*	RoyalMail Lines, Ld. *Duct keel fwd of Cell D*	523·4|69·4|37·1 544·8(O.L.) B97'F101' FK *mchy space* B438'1993*t* FPT70*t*	Belfast British *B Hpt Cem Coll to W dk* APT234*t*	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2190NHP DB*100lb* Harland&Wolff,Ld.Bel.	43 *ft* 9 *in* s 15 *ft* 4½ 28 *ft* 8½	BT till 5,38 5,39
75991 161883 GJQT	**Highland Patriot** (P) TwinSc *Oil Eng.* *ss*Lon.No.1-36 *Ref.Mchy.* 4 *Dks(Stl)*5th dk(Stl) D.F. *in Nos.*1,2,3,4&6 holds E.S.D. *Cruiser Stern*	14157 11605 8731	✝100A1 Lon *withfreeboard* 3,37 DBS 5,37 5,32 6,36 3,37 lloyd'sRMC 3,38 No. 3 shelter dk. for temp.			CL 4,36 s 4,39	1932 5mo	Harland& Wolff,Ld. Belfast *Lloyd's SA&CP*	RoyalMailLines, Ld. *Duct keel fwd Cell DB*	523·4|69·4|37·1 544·8(O.L.) B97'F101' FK *of mchy space* 443' 2033*t* FPT70*t*	Belfast British *B Hpt Cem Coll to W dk* APT234*t*	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2190NHP DB*100lb* Harland&Wolff,Ld.Bel.	43 *ft* 9 *in* s 15 *ft* 4½ 28 *ft* 8½	BT till 5,39
75992 161859 GMFN	**Highland Princess** (P) TwinSc *Oil Eng.* *ss*Lon.No.2-38 *Ref.Mchy.* 4 *Dks(Stl)*5th Dk D.F. *(Stl) in Nos.*1,2,3,4&6 holds E.S.D. *Cruiser Stern*	14128 11605 8729 4133 11605 8714	✝100A1 Lon *withfreeboard* 2,36 4,39 lloyd'sRMC 4,36 4,39 3,38 No. 3 shelter dk. for temp.			CL P5,37 s 2,38	1930 2mo	Harland& Wolff,Ld. Belfast *Lloyd's SA&CP*	RoyalMailLines, Ld. *Duct keel fwd Cell DB*	523·4|69·4|37·1 544·7(O.L.) B97'F101' FK *of mchy space* 438' 1993*t* FPT70*t*	Belfast British *B Hpt Cem Coll to W dk* APT234*t*	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2190NHP DB*100lb* Harland&Wolff,Ld.Bel.	43 *ft* 9 *in* s 15 *ft* 4½ 28 *ft* 8½	BT till 2,39
75993 137187 GBMX	**Highlander** (P) *ss*Abn.No.3-5,28 *ss*Abn.No.2-36 *Well deck* Wireless 2 *Dks(U Stl-ws)*	1216 825 618	✝100A1 Dun Abn 5,38 BS 4,37 LMC 5,36			OG 5,35	1916 2mo	CaledonSB &E.Co.Ld. Dundee *Lloyd's SA&CP*	Aberdn.Newcastle &HullSteamCo.Ld. (R.C.Cowper,*Mgr*)	243·3|34·9|15·2 *36·9* 253·0(O.L.) P&B161'F64' BK8" E20'*f* 92'160*t* FPT	Aberdeen British 4 *B H Cem* 13 *A P T5t*	T.3Cy.18",30½"&50"-36" (*r*) 185lb 214NHP 2SB,*6cf*,GS126,HS3967 CaledonS.B.&ECo.Ld.Dun	16 *ft* 3 *in* s 1 *ft* 6½ 15 *ft* 5	BT till 10,38
75994 219581 KUBV	**Higho** *Fitted for oil fuel* Sub.Sig. 2 *Dks* *Longitudinal framing*	4828 4265 2988					1920	ToddDry Dock&Const. Corp. Tacoma	UnitedStates Maritime Commission	380·5|53·1|27·0 P39'B102'F41'	Tacoma, Wash. Utd.States *W B*	T.3Cy.24",40"&70"-48" 340NHP Skinner&EddyCpn. Seattle,Wash.		R
75995 165336 MMBT	**Highwave** (*ex*Springwave-37) *Mchy.Aft* 1 *Dk* *Cargo battens not fitted*	1178 859 655	✝100A1 Shl *n*			CL 1,37	1936 11mo	ShortBros. Ld. Sunderland *Lloyd's SA&CP*	HighHook ShippingCo.Ld. (Springwell ShippingCo.Ld. *Mgrs.*) *Cell D*	221·3|36·2|14·1 PonQ59'Q136' BonQ11'F21' FK 178'283*t* FPT120*t*	London British 4 *B Hpt Cem* *A P T37t*	T.3Cy.13½",23"&38"-27" (*s*) 200lb 119NHP 2SB(Spt),*4cf*,GS81, FD HS1820 N.E.MarineEng.Co.Ld.Sld	16 *ft* 0 *in* s 4 *ft* 11 15 *ft* 3	
75996 164652 MLMR	**Highwear** (*ex*Springwear-37) *Mchy.Aft* 1 *Dk* *Cargo battens not fitted*	1173 859 655	✝100A1 Shl *n* 4,39 Gls			CL M3,39	1936 6mo	ShortBros. Ld. Sunderland *Lloyd's SA&CP*	HighHook ShippingCo.Ld. (Springwell ShippingCo.Ld. *Mgrs.*) *Cell D*	221·3|36·2|14·1 230·5(O.L.) PonQ59 Q136' BonQ11'F21' FK *B* 178'283*t* FPT120*t*	London British 4 *B Hpt Cem* *A P T37t*	T.3Cy.13½",23"&38"-27" (*s*) 200lb 119NHP 2SB(Spt),*4cf*,GS81, FD HS1820 N.E.MarineEng.Co.Ld.Sld	16 *ft* 0 *in* s 4 *ft* 11 15 *ft* 3	
75997 164679 MLQQ	**Highwood** (*ex*Springwood-37) *Mchy.Aft* 1 *Dk* *Cargo battens not fitted*	1177 859 657	✝100A1 Shl *n* 9,38 Nwc LMC 7,36			CL 3,37	1936 7mo	Short Bros. Ld. Sunderland *Lloyd's SA&CP*	HighHookShip-pingCo.Ld. (Springwell ShippingCo.Ld. *Mgrs.*) *Cell D B*	221·3|36·2|14·1 PonQ59'Q136' BonQ11'F21' FK 178'283*t* FPT120*t* *A*	London British 4 *B Hpt Cem* *P T37t*	T.3Cy.13½",23"&38"-27" (*s*) 200lb 119NHP 2SB(Spt),*4cf*,GS81, FD HS1820 N.E.MarineEng.Co.Ld.Sld	16 *ft* 0 *in* s 4 *ft* 11 15 *ft* 3	
75998 937 ESTY	**Hiiula** (*ex*Aviateur-35, *ex*Relli-34, *ex*Virurand-34, *ex*Relis-32, *ex*Hanseat2, *ex*Duddon) Iron *ss*Osl.3rdNo.3-12,17 *ss*Bgn.No.2-27 *Well deck* 1 *Dk*	322 258 174	✝ 1,31 NB 2,89 ✝	Stv			1882 10mo	R.Smith Preston	Laevaühing G.Sergo&Ko.	144·6|23·3|10·6 Q79'B14'F19' *D Ba* 28'*f* 54'80*t*	Tallinn Estonian 3 *B H Cem*	C.2Cy.17¼"&34"-24" 45NH 1SB,*2pf*,GS30, R.Smith,Preston	11 *ft* 2 *in*	G †
75999 35370 JGXC	**Hikawa Maru** (P) TwinSc *Oil Eng.* *ss*Osa.No.1-35 D.F. GyC. 3 *Dks(Stl-weather dk ws)* *Ref.Mchy.* 4th *Dk(Stl)* in No.3 hold	11622 9388 6788	✝100A1 Osa *withfreeboard* 9,37 LMC CS 7,34 DBS 5,38 7,37 Lloyd'sR			CL 7,36	1930 5mo	Yokohama DockCo Ld. Yokohama *Lloyd's SA&CP*	NipponYusenK.K. *Cell D B* 424'2020*t* *of tunnels* 249*t*	511·6|66·0|41·0 B228'F74' *Tanks in way* FK *Ts a* 39'1307*t* FPT1	Tokyo Japanese 9 *B Hpt Cem* 10*t* *A P T166t*	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2DB*120lb* 2187NH Akt.Burmeistr& Wain,Cpn	41 *ft* 0 *in* 10 *ft* 11½ 30 *ft* 3½	
76000 29828 JSCB	**Hikosan Maru** (*ex*NiitagaMaru-34, *ex*ElvaSeed, *ex*Relentless, *ex*Alto) 1 *Dk&deep framing*	2073 1915 1253	*Fitted for carrying oil* 5,30 *F.*				1902	S.P.Austin &Son,Ld. Sunderland	*Deep Tanks Aft* TomoyeGumiK.K.	289·0|43·1|18·7 P27'B72'F28' FK	Kobe Japanese *W B*	T.3Cy.21",35"&57½"-39" 215NH G Clark.Ld.Sunderland	21 *ft* 6 *in*	C †
76001 22*08 JLGE	**Hikoshima Maru** 1 *Dk*	963 869 656					1918	BingoDock Co Mitsunosho	IinoTorakichi	208·0|31·0|18·4	Tokyo Japanese *W B*	T.3Cy.14½",24"&40½"-30" 90NH ShinzaikeTekkosho,Saigo		
76002 162350 GQVM	**Hilary** (P) *ss*Bkn.No.2-39 D.F. 3 *Dks(Stl-Weather dk ws)* E.S.D.	7403 6184 4350	✝100A1 Bkn *withfreeboard* 2,38 5,39 DBS 3,37 LMC 6,35 5,39			CL 4,39	1931 8mo	Cammell Laird&Co.Ld Birkenhead *Lloyd's SA&CP*	BoothS.S.Co.Ld. *Cell D B* 365'1167*t*	424·2|56·2|34·2 F81' FK *D Ts a* 8 123*t* FPT8	Liverpool British 9 *B H Cem* *Coll to W dk* 8 „ 2nd „ 2*t* *A P T112t*	T.3Cy.29",48½"&81½"-57" & LP Turbine with D R Gearing&hydraulic coupling(*s*) 230lb FD 1033NH 5SB(Spt),*15cf*,GS298, HS13200 CammellLaird&CoLd.Bkn	37 *ft* 0 *in* 12 *ft* 9½ 24 *ft* 7	BT till
76003 LECO	**Hild** (*ex*Kristin, *ex*Ruhr. *ex*Saar, *ex*MontCenis) 1 *Dk*	1356 1163 772					1919	Naam.Ven. Scheepsb "DeMaas" Slikkerveer	Skibs A/S Hild (Jac.Salvesen)	238·4|36·8|15·8 P58*t* H69*t* F35*t*	Farsund Norwegian	T.3Cy.17½",29"&46"-36" 127NH N.V.Machinefabrik Th.v.Cappelle,Bolnes		N
76004														

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à Périd. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pe.
76005 17 IBUP	**Hilda**	*Oil Eng.* *ss*Tri.No.2–36 D.F. 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) *3rd dk*(*Stl*) *in No.1 hold*	4901 4296 2974	✠100A1 *withfreeboard* 10,37 MC CS5,36 1,37	Tri	*z*	CL 5,36	1927 3mo *Lloyd's*	Cant.San RoccoS.A. SanRocco *sA&CP*	Soc.Anon.diNav.a Vap."Lussino" *CellDB*341'1153*t* 1037*tFPT*208*t*	424·8 404·8 *DTa*33' *APT*121*t*	54·1 FK	31·2 (	Lussin-piccolo Italian 8*BHptCem* *Coll to Sh dk* 7 „ *2nd* „)	Oil Engines 4S.C.SA 6Cy.29⅜"–59⅛" 489NHP DB*100lb* Stabilimento Tecnico, Tri.	27 „ 1 s 3 „ 1½ 24 „ 1½
76006 LECP	—	1 *Dk*	1237 1011 705					1925	Trndhjms Mek.Værks. Trondheim	A/S Djerv(Bachke &Co. *Mgrs.*)	232·6 P51*t*	36·5 H71*t*	15·7	Tr'ndheim Norwegian *WB*	T.3Cy.17",27½"&46"–30" 116NHP Trondhjems M.V.Trondhm.	
76007 OHWV	— (*ex*Bommestad–34,*ex*Remus)	1 *Dk*	1144 970 634					1915	Trndhjms Mek.Værks. Trondheim	Laiva O/Y Hilda (K.F.Homeri *Mgr.*)	226·2 P12'B51'F27'	36·5	15·7	Raumo Finnish *WB*	T.3Cy.17",27½"&46"–30" 116NHP Trondhjems M.V.Trondhm	
76008 209 ESDR	— *ss*Brs.2ndNo.3–26 *ss*Tln.No.1–30 *Well deck* 1 *Dk*(*Irn*)&*deep framing*		1140 986 658	✠	Sld	*n*		1901 5mo	BlythS.B. Co. Blyth	KäsmuLaeva-Omanikud(O. Tiedemann, *Mgr.*) *CellDBa*54*uE*6	220·0 Q110'B10'F26' B61'*f*65'315*t FPT*	33·0 FK	14·5	Käsmu Estonian 4*BHCem* 73'*APT*72*t*	T.3Cy.18",29"&48"–33" 141NHP 1SB,*4pf*,GS64,HS2240 N.E.MarineEng.CoLdNwc	16 „ 9
76009	— (*ex*Chersones)	1 *Dk*	*1071* *840* *464*					1903	Soc.Anon. Jhn.Cockerill Hoboken	K.A.Andersson	224·7 Q42'H55'F27'	37·0	12·9	Karlskrna Swedish *WB*	T.3Cy.16¾",26"&41⅛"–29¼" 93NHP SocAn.J.Cockerill,Seraing	
76010 LQVA	**Hilda Knudsen** Twin Sc *Oil Eng.* *ss*Got.No.2–36 *Mchy.Aft* 2 *Dks*(*Stl*)&*Web frames* *Longitudinal framing*		9178 8457 5472	✠100A1 3,38 1 BS11,38 C10,36 ✠LMC (M) 7,36 *Carrying Petroleum*	Bkn	*d*†	CL 3,38	1928 7mo *Lloyd's*	Nakskov Skibsværft Nakskov *sA&CP*	Skibs A/S Hilda Knutsen(Knut KnutsenO.A.S. *Mgr.*) *CellDBuE*67'286*t DTf*38'426*t*	470·3 489·0(O.L.) P100'B31'F47' *FPT*203*t*	64·5 FK	35·6 *APT*95*t*	Haugesnd Norwegian 17*BHptCem* (10 *to U dk* 7 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24½"–43⅛" 714NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	35 „ 4
76011 133076 GQNV	**Hilda Moller** (*ex*Orator,*ex*Saint Fillans,*ex*Hawkhead)	2 *Dks*	4622 4299 2947					1912	Russell& Co. PortGlasgow	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	385·5 P37'B115'F45'	52·0 FK	26·5	Shanghai British *WB*	T.3Cy.26",42"&70"–48" 381NHP Rankin&Blackmore,Grk.	29 „ 0
76012 OZLE	**Hilde** Wireless D.F.	1 *Dk*	1595 1212 935					1930	Helsingörs Jernsk&Msk. Elsinore	Dampsksisk.Torm A/S(A.Schmiege-low&A.Kampen, *Mgrs.*)	253·5 P16'Q70'B106'F34'	39·1	15·4	Copnhagn Danish *WB*	C.4Cy.(2)14¾"&(2)31½"–31½" HS2350 144NHP HelsingörsJernsk.&Mskb.	
76013 DAMW	— (*ex*RudolfOttoIppen16,*ex*MargotKunst-mann) *Mchy.Aft*	1 *Dk*	491 444 290					1907	Nordswrke A.G. Emden	Ippen-LinieReed. A.G.	132·2 Q18'B69'F44'	26·6	13·5	Stettin German *WB*	C.2Cy.12⅝"&22⅛"–13⅝" NB10 15NHP DresdenerMsch&SchiffAG	
76014 213 ESEQ	— (*ex*Hilda–38, *ex*Valve–34,*ex*Gledhill,*ex*Taywood, *ex*Cattersty) *Well deck*	1 *Dk*	489 439 225					1894	JLThomp-son&Sons Sunderland	M.Utow	155·0 P16'Q84'F19'	26·8 FK	11·7	Tallinn Estonian *WB*	T.3Cy 13",21"&34"–24" 57NHP J.Dickinson,Sunderland	12 „ 3
76015 859 OHX1	**Hildegaard** (*ex*Butetown,*ex*Eda) *ss*Rot.2ndNo.3–2,31 *ss*Hfs.No.1–36 1 *Dk*(*pt Irn&pt Stl*) *Cargo battens not fitted* *&deep framing*		2362 — 1380	✠100A1 1,38 ✠LM 4,39	Shl	*t*	CL 5,36 3,39	1906 3mo *Lloyd's*	Richardsn. Duck&Co. Stockton *sA&CI*	Rederi A/B Hildegaard(A. Karlsson, *Mgr.*) *CellDBa*110'*uE*22'	313·1 P32'B78'F36 *f*128'694*t FPT*74*t*	44·6 FK	20·7 *APT*75*t*	Marienhmn Finnish 5*BHCem*	T.3Cy.28",38"&62½"–42" (*s*) 160lb 257NHP 2SB,*6cf*,GS110,HS3900 Blair&Co.Ld.Stockton	23 „ 1 s 3 „ 6½ 19 „ 9
76016 DAPT	**Hildegard** (*ex*Gerhilde,*ex*Randhulf Hansen) *ss*Sld.No.2–14 1 *Dk*(*Stl–ptws*)&*deep framing*		1260 1123 770	✠ 11,19 ✠	Bdx	*p*		1906 6mo	Fevigs Jernskibsbyg Fevig	Lübeck-Wyburger Dampfsch.-Ges.	245·2 P26'B70'F24' *CellDBa*50'*uE*20'*f*102'284*t*	35·6 FK	17·6	Lübeck German 4*BHCem*	T.3Cy.18",29"&48"–33" 159NHP 2SB,*4cf*,GS78,HS2650 Richardsons,Westgarth& *APT*51*t* Co.Ld.Mdb.	18 „ 9
76017 4656 SLKA	**Hildur** (*ex*Colombia,*ex*Brei,*ex*Nord)	1 *Dk*	*2195* *1795* *1159*					1906	Kockums M.V.Aktieb. Malmö	RederiA/B Atos (AllanBörjesson, *Mgr*)	279·8 Q76'B104'H143*t* F26'	43·7	18·0	Hisingborg Swedish *WB*	T.3Cy.21",35"&58"–39" 210NHP Richardsons,Westgarth& Co.Ld.Sld.	
76018	— (*ex*Monark–38,*ex*Helgöy, *ex*Freda)	1 *Dk*	1856 1630 1108					1914	Fredrkstad Mek.Værks. Fredrikstad	KäsmuLaeva Omanikud(Oscar Tiedemann, *Mgr.*)	264·6 P22'B71'F29'	42·1	17·7	Käsmu Estonian *WB*	T.3Cy.20½",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.	
76019 LDIZ	**Hildur I** (*ex*Grenland–37, *ex*ErichLindöe) Wireless D.F.	1 *Dk*	1497 1187 848					1919	Laxevaags Msk.&Jrnskb Bergen	J.H.Wessels Kulforretning A/S (Pehrson&Wessel, *Mgrs.*)	245·2 P39*t*Q108*t*H69*t* F40*t*	37·9	15·6	Drammen Norwegian *WB*	T.3Cy.18",29"&49"–33" 188NHP LaxevaagsMsk&Jrns.Bgn	
76020 LECR	**Hill** Wood	1 *Dk*	496 380 281					1920	Tvdestrnds Verk.A/S Tvedestrand	SkibsA/S RealfsensRederi (Halvdan Realfsen)	149·1 Q49*t*B55*t*H32*t*F22*t*	29·7	14·2	Porsgrunn Norwegian	T.3Cy.13⅞",21⅛"&35½" –25⅝" 65NHP E*made*05*fitted*20 Qvillebäckens Mek. Verksted,Gothenburg	
76021 144452 GWDK	**Hillfern** (*ex*TyneBell)	1 *Dk*	1535 1343 827					1920	C.Ren-noldson&Co. SouthShields	AngelSon&Co. Ld.	240·0 B52'F28'	36·2 FK	19·1	Newcastle British *WB*	T.3Cy.18",30"&50"–33" 174NHP ShieldsEng.Co.Ld.S.Shl.	21 „ 3
76022 214694 KJMT	**Hillsborough** Wood	*Fitted for oil fuel* 1 *Dk*	328 — 228					1916	FA Verdon &CoW.Brigh-ton,N.Y.	U.S.Gypsum Transptn.Co.Inc.	106·3	30·5	11·8	New York Utd.States	C.2Cy.13"&28"–18" NE&B*made*18*fitted*23 UnionIronWorks, 28NHP Hoboken,N.J.	
76023 216290 KJUA	**Hilton** (*ex*Georgian–36, *ex*IceKing, *ex*Passaic) *Ref.Mchy.*	*Fitted for oil fuel* 2 *Dks*	4741 — 2970					1918	Standard S.B.Corp. Shooter's Island	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc. *Mgrs.*)	377·0 P25'B104'F34'	52·0 FK	26·8	New York Utd.States *WB*	T.3Cy.24",40"&70"–48" 485NHP StandardS.B.Corp.	29 „ 0
76024 PERQ	**Hilversum** *ss*Rot.No.1–37 *ss*Rot.No.3–5,33 D.F.	1 *Dk*(*Stl*)	3720 5,37 9864 2220	✠100A1 1,39 LM BS3,39 MS5, *Fitted for oil fuel* 9,20	Rot	*w*	OG 5,37 *F.P. above*	1920 9mo A&CP	A.Vuijk& Zonen Capelle a/d Ysel	Stoomv.Maats. "Oostzee"(Vinke &Co. *Mgrs.*) *Inter mediate BHinafter* *CellD*	359·9 P30'B229'F27' *hold dispensed with* *B*312'950*t FPT*74*t*	48·3 FK	23·0 *APT*81*t*	Amstrdam Dutch *Cem* 5*BH to U dk*	T.3Cy.25½",41"&67"–45" (*s*) 180lb FD 388NHP 3SB(Spt)*6cf*,GS144,HS5490 Kon.Maats.deSchelde, Vlissingen	25 „ 3 s 3 • 2½ 22 „ 3

Damages by Stranding 10,33 Now Liner

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 ✠ for Special Survey. Date of last Survey.	7 Port of Survey. Where surveyed. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	8 By Whom. / Where.	9 Owners.	11 Register'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Register to which classed, if not in L.R. Nationality of Vessel.
76025 298 IBDQ	**Himalaya** Twin Sc *Oil Eng.* ss Tri. No 2–37 *Ref. Mchy.* 2 *Dks (Stl)* **D.F**	6240 5021 3904	✠100A1 ~~7.'32~~ 11,38 ~~T.38~~ DBS ~~3.37~~ 11,38 Lloyd's RMC ~~2.38~~ 11,38 for temp. 43° F.	✠LMC CS 9.37 ~~D.36~~ 6,37 ~~R.37~~ 5,38	Tri *a*†	CL s 8,36 ✠ 8,36	1929 5mo *Lloyd's A&CP*	Stabilmnto Tecnico Trieste	Lloyd Triestino Soc. Anon. di Nav.	448·3 | 55·5 | 27·7 430·0 | 55·4 | 27·7 P36′B283′F44′ FK *Cell DB 365′1026t*	Trieste Italian *8 B Hpt Cem* *FPT 114t A PT 47t*	Oil Engines 4S.C.SA 12Cy.29½″–47½″ 986 NHP DB *100lb* Stabilimento Tecnico, Tri.	30 ″ 2 s 4 ″ 6⅝ 25 ″ 9	
76026 23554 JFND	**Himalaya Maru** ~~ss Osa. No. 3–5. 38~~ ~~ss Kobe No. 3. 4.38~~ ~~ss Osa. No. 2–38~~ ~~ss Kob. No. 1–38~~ 2 *Dks (Stl)*	5229 4844 3187	✠100A1 5,38 ~~6.36~~	Kob *z* Osa ✠LMC ~~6.37~~ 5,38	OG 6,36	1918 9mo *Cell*	Mitsubishi Zosen Kaisha Ld. Nagasaki A&CP	Osaka Syosen K.K.	400·0 | 54·5 | 30·0 ℄39′B121′F40′ FK *DB 350′1075t FPT 130t A PT 87t*	Osaka Japanese *6 B H Cem*	T.3Cy 26½″, 44½″ & 75″–48″ (*s*) 200lb 494 NHP 3SB, *9cf*, GS 163, HS 6591 FD Mitsubishi Zosen Kaisha	30 ″ 0 s 5 ″ 8½ 24 ″ 8	
76027 ~~13160~~ VLJM	**Himatangi** (*ex* Coolebar) Twin Sc Wireless *See No. 87552 in Supplement* 1 *Dk*	479 320 224					1911	Ardrossan D.D.Co.Ld. Ardrossan	~~Cam & Sons, Pty. Ld.~~ North Coast Steam Nav. Co. Ltd. (J.S. Crauford, *Mgr.*)	150·3 | 30·0 | 8·7 Q41′F27	Sydney NSW British *WB*	C.4Cy.12½″ & 26″–18″ 89 RH Dunsmuir & Jackson Ld. Gls		C
76028 ~~4.38~~ ~~VPDW~~	**Hin Sang** (P) (*ex* Parklands) 1 *Dk 2 tr B & W b frames*	2929 2789 1885				...	1905	Irvine's SB & D.D.Co.Ld. W Hartlepool	~~Inde China Steam Nav. Co. Ltd.~~	339·9 | 48·0 | 20·8 P34′B200′F32′ FK (Chinese *WB*	~~Hong Kong~~ British	T.3Cy.28½″, 39″ & 64″–42″ 291 NHP Blair & Co. Ld. Stockton	23 ″ 2 ~~s 3 ″ 11~~ ~~26 ″ 6~~	
76029 LDKC	**Hindanger** Twin Sc *Oil Eng.* *Ref. Mchy.* 2 *Dks* **D.F.**	4884 4372 3005					1929	Armstrong Whitworth & Co. (Ship-builders) Ld Newcastle	Westfal-Larsen & Co. A/S	398·0 | 54·7 | 26·1 P70*t* H371*t* F22*t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23½″–43⅝″ 624 NHP J.G. Kincaid & Co. Ld. Grk.		N
76030 PERU	**Hinde** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*	352 215 174					1937	NV. Schpsf v/h De Groot & Van Vliet Slikkerveer	C.G.J.v.d.Berge	137·5 | 24·1 | 7·8 P39′Q46′F15′	Delft Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11 3/16″–16 5/16″ 73 NHP Motorenw. Mannheim A.G.		V
76031 DHLR	**Hindenburg** 4 Mst D.F. Sub.Sig. 2 *Dks*	7880 7384 4836					1921	Bremer Vulkan Vegesack	Hamburg-Amerik-Packetf. Akt. Ges. (Ham.-Amr. Linie)	468·8 | 58·3 | 32·7 P56′B101′F41′	Hamburg German	T.3Cy.32 5/16″, 53½″ & 86½″–55 9/16″ 554 NHP Bremer Vulkan, Vegesack		G
76032 139256 GSLP	**Hindpool** *ss* Bry. No. 2–36 1 *Dk (Stl)* **D.F.**	4897 4621 3040	✠100A1 11,38 ~~T.38~~ BS 3,39	Mch Shl LMC ~~BS 3.37~~	*z*	CL 2,36	1928 5mo *Lloyd's A&CP* *Cell DB*	W. Gray & Co. Ld. W Hartlepool	Pool Shppg. Co. Ld. (Sir R. Ropner & Co. Ld. *Mgrs.*)	405·0 | 53·5 | 26·5 P30′B229′F41′ FK 359′1402*t* *FPT 188t*	W. Hartlpl British *6 B H Cem* *A PT 190t*	T.3Cy.25½″, 41″ & 71″–48″ (*s*) 180lb FD 505 NHP 3SB (Spt) *9cf*, GS 172, HS 7614 Cen. Mar. Eng. Wrks. W Hpl	29 ″ 5 s 4 ″ 9 24 ″ 11½	
76033 OYFL	**Hindsholm** *ss* Cpn. No. 3 5,35 1 *Dk (Stl)* & *Shelter dk (Stl)*	1512 1336 876	✠100A1 *Shelter dk with freeboard* 5,38 ~~10.37~~ ~~Deleted~~	Svb El ~~B 5.10~~ ~~✠LMC 5.35~~	*q*	OG 5,35 9,38	1922 3mo *Lloyd's A&CP* *Cell DB 215′512t*	Frdrkshvn Værft. & Flyd. Frederikshvn	Det Forenede Dampskibs Selsk.	253·2 | 39·1 | 16·2 263.0 (O.L.) FK (*Collision B Hto Sh dk* 3 ,, ,, *U* ,,) *FPT 62t A PT 65t*	Aalborg Danish *Cem*	T.3Cy.18½″, 30″ & 50″–36″ (*s*) 185lb 169 NHP 2SB, *4cf*, GS 63, HS 2652 Helsingörs Jernsk & Mskb. Elsinore	18 ″ 8 s ″ 10 18 ″ 1	
76034 ~~T.1937~~ ~~OYFL~~	**Hindustan** *ss* Nwc. No. 3–10, 34 2 *Dks (Stl)* **D.F.**	5217 4845 3242	✠100A1 3,38 BS 1,38	Clf ✠LMC 10,	*y*	CL 4,37	1919 3mo *Lloyd's A&CP*	Short Bros. Ld. Sunderland	~~Hindustan Stm. Shipping Co. Ld.~~ ~~(Common Bros. Ld. *Mgrs.*)~~ *Cell DB*	400·0 | 52·4 | 28·5 P49′B113′F40′ FK *B 340′1067t FPT 135t A PT 198t*	Japanese *7 B H pt Cem*	T.3Cy.25½″, 44″ & 73″–48″ (*s*) 180lb 517 NHP 3SB, *9cf*, GS 189, HS 7668 FD N.E. Marine Eng. Co. Ld Sld.	31 ″ 0 s 5 ″ 11½ 25 ″ 4	
76035 69016 ZMBK	**Hinemoa** (P) Iron 2 *Dks*	559 478 284	✠ 6,76	Cly			1876 5mo	Scott & Co. Greenock	D.W.McKay	207·4 | 25·2 | 15·2	Wellingtn British N.Z. *4 B H Cem*	C.2Cy.29¾″ & 58½″–36″ NB 88 NDB 05 171 NHP Greenock Fndry. Co. Grk.		
76036 588 JQDG	**Hinko Maru** 1 *Dk* *Mchy. Aft* *Cruiser Stern*	5419 — 3152					1936	Harima S.B.&Eng. Co.Ld. Harima	Dairen Kisen K.K.	398·4 | 57·4 | 30·0 P121′B24′F30′	Dairen Japanese	T.3Cy.28⅝″, 39⅜″ & 66½″–48 3/16″ & LP turbine with D R gearing & hydraulic coupling 449 NHP Kobe Steel Works, Kobe		
76037 34872 JDYC	**Hino Maru** *Oil Eng* 1 *Dk* (2nd *dk in fwd. holds*)	2666 2329 1604				...	1929	Mitsubishi Zosen Kaisha, Ld. Kobe	Nippon Shokuen K.K.	315·0 | 46·0 | 25·0 P32′B62′F43′ FK	Tarumi Japanese *WB*	Oil Engines 2S.C.SA 4Cy.23½″–41½″ 388 NHP Mitsubishi Zosen Kaisha	25 ″ 0	C †
76038 41347 JGXJ	**Hino Maru No. 2.** *Oil Eng.* Wireless *Cruiser Stern*	999 — 531					1935	Mitsubishi Jukogyo K.K Kobe	Nippon Shokuen K.K.	200·1 | 35·1 | 17·1	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.15½″–23⅝″ 144 NHP Mitsubishi Jukogyo K.K.		
76039 41160 JCSM	**Hino Maru No. 3** *Cruiser Stern*	~~4400~~ 4389 — 2618					1937	Mitsubishi Jukogyo K.K Kobe	~~Nippon Shokuen K.K.~~ ~~Kaiso K.K.~~ Hino-maru Kisen K.K.	360·0 | 50·0 | 29·0	Kobe Japanese	2 steam turbines D R geared to 1 screw shaft 383 NHP Mitsubishi Jukogyo K.K. Kobe		
76040 35883 JCBH	**Hinode Maru** *Oil Eng* *ss* Osa. No. 2–39 ~~ss Osa. No. 1. 35~~ *Mchy Aft* 1 *Dk (Stl)* & *Web frames* *Cruiser Stern*	321 222 129	✠100A1 *Coasting Service Japan* 3,39 ~~2.35~~ ~~MC 3.39~~ ✠LMC (Al) *Carrying Petroleum in bulk*	Osa *e*		CL 2,38	1930 2mo *Lloyd's A&CP*	Mitsui Bus-san Kaisha, Tama	Teikoku Senpaku K.K. (The Rising Sun Petroleum Co. Ld. *Mgrs.*)	135·5 | 23·5 | 9·5 Q58′F18′ FK Pon Q49′ *FPT 20t A PT 6t*	Yokohama Japanese *8 B H pt Cem*	Oil Engines 2S.C.SA 4Cy.15¾″–17½″ 175 NHP Kromhout Motorenfb. Ams.	9 ″ 6	
76041 DCBJ	**Hinrich** (*ex* Roon) 1 *Dk*	523 389 308					1909	Nüscke & Co. Stettin	Sartori & Berger	167·8 | 26·7 | 11·1 Q48′B41′F18′	Kiel German *WB*	C.2Cy.18″ & 31″–20″ 36 NHP Ottensener Masch. Ottensen		G
76042 DHLS	**Hinrich Peters** (*ex* Bornholm, *ex* Rimfaxe) *Well deck* 1 *Dk*	856 686 483					1908	Helsingörs Jernsk & Msk Elsinore	H. Peters	210·4 | 32·1 | 12·7 P13′Q52′B90′F24′	Hamburg German *WB*	T.3Cy.15″, 24″ & 40″–27″ 83 NHP Helsingörs Jernsk. & Mskb.		G
76043 PERW	**Hinry** (*ex* Johanna te Velde) *Oil Eng.* 1 *Dk* ~~Hino Shipping Ship Registered~~	323 283 233					1921	Gebr. Niestern Delfzijl	~~D. Tuil~~ ~~(H. de Vries, *Mgr.*)~~ D. Oosting & N. Wijnstok ("Vracht-kantoor" *Mgrs.*)	133·8 | 25·4 | 10·7 Q23′F15′	Delfzijl Dutch *WB*	Oil Engines 4S.C.SA 6Cy.10⅝″–13⅜″ 66 NHP *Emade* 29 Humboldt-Deutz mot. A.G. Köln-Deutz		G
76044 LCOL	**Hiram** 2 *Dks*	1930 1646 1108					1926	Fredrkstad Mek. Værks Fredrikstad	Bruusgaard Kiö sterud Skibs-A/S (Bruusgaard, Kiö-sterud & Co. *Mgrs.*)	280·3 | 42·1 | 18·0	Drammen Norwegian *WB*	T.3Cy.21″, 33″ & 56″–36″ 188 NHP Fredrikstad M.V. Frdstad.		N

Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Jaugeage Officiel. Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course / Pression des Chaudières. / NHP = Force en chevaux d'après les formules de la Société. / RHP = Force en chevaux d'après les papiers du navire. / Détails des Chaudières & Foyers / Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15 Registres no cotes. Franc-bord. Tirant d'eau.
76045	**Hiran Maru** (P)	TwinSc	3459					1923	Uraga Dock K.K.	Government of Japan (Dept. of Railways)	350·0	52·0	22·0	Tokyo Japanese	SR geared Steam Turbines		
30479		*(Ferry)*	2363														
JPIA	D.F.	2 *Dks*	1269														
76046	**Hirano Maru** (P)		1218					1916	Osaka Iron Works, Ltd. Osaka	Shimatani Kisen K.K.	220·0	33·5	18·5	Yesumi Japanese	T.3Cy.13½″,23″&38″–30″ 79NHP		
19224			1006								P24′B35′F30′						
JLNB	Wireless	1 *Dk*	847											*WB*	Osaka Iron Wks. Ltd. Osaka		
76047	**Hiravati** (P)	TwinSc	580					1930	Bow, McLachlan & Co. Ld. Paisley	Bombay Stm. Nav. Co. Ld.	199·7	33·1	10·9	Bombay British	T.6Cy.12″,20″&33″–21″ 240NHP	11 ″ 6	
138908			470								*Shade dk*						
VTCM		1 *Dk*	246										FK	*WB*	Bow, McLachln & Co Ld Psy.		
76048	**Hird** (*ex* Hoperange–37, *ex* Swanley–32)		495	✠100A1 Nag *at*			CL	1924	Barclay Curle & Co. Ld. Glasgow	D/S A/S Vard (Jacobsen & Salvesen, *Mgrs.*)	411·9	55·4	26·3	Oslo Norwegian	Oil Engines 2S.C.SA 3Cy.22⅛″–91/16″ 482NHP	29 ″ 0	
		Oil Eng.	4846	*with freeboard* Asst NYK			8,37	6mo			*No.2 hold* 134′		FK	6 *BHpt Cem*	NDB(*f*)32–*120lb*	s 3 ″ 7½	
LJKI	D.F.	*ss* Gls. No. 3–12,30	3058	11,37	9,38		9,38	*Lloyd's*	*SA&CP*	1 *Inter*	*Duct keel in way of mediate B Hin fore Cell DB352′1204 t*			(*Coll to Sh dk* 5 ,, 2nd ,,) *DT a* 26′1049 *t FPT* 147 *t APT* 58 *t*	NDB(*a*)made16 *refitted*32–*125lb* Barclay, Curle & Co. Ld. Gls.	26 ″ 7	
		ss Ant. No. 2–38		LMC CS4,35													
		1 *Dk (Stl) & Shelter dk (Stl)*		DBS12,38 4,38 3,38 3,38													
		Cruiser Stern		NE12,27													
76049	**Hiro Maru** (P)		549					1927	Namura Gennosuke Osaka	Kita Kyushu Syosen K.K.	170·0	25·0	15·0	Fukuoka Japanese	T.3Cy.		
32826			443														
TKMB		1 *Dk*	330														
76050	**Hirondelle** (*ex* Yacht)		1243					1911	Forg & Ch. de la Médit. SA La Seyne	Viking Maritime Corp., Inc.	291·7	36·2	17·1	Miami, Fla. Utd. States	T.3Cy.11″,30″&46–30″ 116NHP		
230942			—								P38 F35′				Forg. & Ch. de la Médit. S.A.		
KLKA			845														
76051	—		893	✠100A1 Lon *n*			CL	1925	Greenock	General Stm. Nav. Co. Ld.	210·7	34·7	12·1	London British	T.3Cy.16″,27½″&45″–33″ (*s*) 200lb 159NHP	14 ″ 0	
148710		*ss* Lon. No 3–1,38	703	*with freebo*			N3,38	12mo	Dkyd. Co. Ld. Greenock		B60′		FK	5 *BHpt Cem*	2SB,4*cf*,Gs82,Hs2804	s ″ 2	
GWDR		1 *Dk (Stl) & Shelter dk (Stl)*	391	4,38 LMC				*Lloyd's*	*SA&CP*	*Cell DB182′278 t FPT*	*32 t APT* 22 *t*			(*Coll to Sh dk* 4 ,, 2nd ,,)	Ross & Duncan, Glasgow	13 ″ 11½	
		Wireless *Cruiser Stern*		BS4,38 MS3,38													
76052	**Hiroshi Maru No. 3** (*ex* Kirishima Maru No. 20)		940					1918	Namura Co Osaka	Kobayashi Hiroshi	190·0	31·0	18·5	Yesumi Japanese	T.3Cy.13½″,22½″&37½″–27″ 73NHP		
23359			800														
JMGE		1 *Dk*	639											*WB*	Nagaoka Irn. Fndry. Nag.		
76053	**Hirota Maru**		479					1934	Kasado Dck. K.K. Suyetakeminami	Kobe Sanbashi K.K.	140·8	28·5	13·0	Kobe Japanese	Oil Engines		
39715		*Oil Eng*	—														
JWXI		1 *Dk*	319														
76054	**Hisayoshi Maru** (P) (*ex* Falkefjell,		1280					1903	Akers Mek. Værks Oslo	Kagoshima Yusen K.K.	227·0	31·6	22·1	Kobe Japanese	T.3Cy.20″,32″&52″–33″ 155NHP		
Now Hisayoshi Maru, *see No. 83291 in Supplement*			1169								H93 *t*						
JAAC	Wireless	1 *Dk* & *Awng dk* 31′ *B*	775											*WB*	Akers Mek. Værks. Oslo		
76055	**Hishi Maru** (*ex* Mitsubishi Maru)		492					1931	Mitsubishi Zosen Kaisha Ld. Kobe	Ogimachi Tanker K.K.	159·0	27·5	15·0	Yokohama Japanese	Oil Engines 4S.C.SA 6Cy.9⅞″–15″ 57NHP		
37279	*Mchy. Aft*	*Oil Eng.*	413								Q42′F20′			*WB*	Mitsubishi Zosen Kaisha Ld.		
JCDH	*Carrying Petroleum in bulk*	1 *Dk*	305														
76056	**Hishi Maru No. 2**		857					1936	Mitsubishi Jukogyo K.K. Kobe	Mitsubishi Sekiyu K.K.	190·2	32·8	16·1		Oil Engines 4S.C.SA 6Cy.16¾″–24⅞″ 164NHP		
42695	*Carrying Petroleum in bulk*	*Oil Eng.*	—								P17′F6′			Japanese *WB*	Mitsubishi Jukogyo K.K. Kobe		
JKMO	*Cruiser Stern*	1 *Dk*	552														
76057	**Hispania**		*1323*					1912	Antwerp Eug. Co. Ld. Hoboken	Rederi A/B Svenska Lloyd (K. R. Bökman, *Mgr.*)	236·8	37·3	16·2	Gothenbrg Swedish	T.3Cy.20″,33″&54″–36″ 175NHP		
5396			*1096*								H95 *t*	23·2		*WB*	N.E. Marine Eng Co Ld Nwc		
SEWG		2 *Dks*	*603*														
76058	**Historian**		5074	✠100A1 Liv *y*			CL	1924	C. Connell & Co. Ld. Glasgow	Charente S.S. Co Ld (T. & J. Harrison, *Mgrs.*)	395·5	52·5	28·0	Liverpool British	T.3Cy.26″,43″&73″–48″ (*r*) 200lb *120lb* 464NHP	30 ″ 6	
147290		*ss* Liv. No. 3–12,37	4720	7,38 2,35			N12,37	12mo			409·5 (O.L.)			*Cem*	2DB(Spt),*12cf*,Gs210, Hs7706	s 5 ″ 10½	
GKYF		2 *Dks (Stl)*	8156	LMC				*Lloyd's*	*SA&CP*	*Cell DB340′1122 t*	P38′B128′F40′		FK	7 *BH to Udk*		24 ″ 10¾	
				MS12,37							*DT a* 30′762 *t*			1 ,, ,, 2nd ,,	D. Rowan & Co. Ld. Glasgow		
											FPT 76 *t APT* 26 *t*						
76059	**Hitaka Maru**		736					1901	Kawasaki Dockyard Co. Ld. Kobe	Taiyo Syosen K.K.	188·5	25·5	12·8	Kago-shima Japanese	T.3Cy.16¾″,26″&43″–30″ 118NHP	13 ″ 8	
8124			687										19·8				
JKWB	Wireless	1 *Dk* & *Awng dk*	427										BK7″	*WB*	Kawasaki Dockyd Co. Kobe		
76060	**Hiye Maru** (P)	TwinSc	11621	✠100A1 Osa *ka*			CL	1930	Yokohama Dock Co. Ld. Yokohama	Nippon Yusen K.K.	511·6	66·0	41·0	Tokyo Japanese	Oil Engines 4S.C.DA 16Cy.26¾″–63″ 2187NHP	41 ″ 0	
36219	*Oil Eng.*		9388	*with freeboard*			s7,36	8mo						9 *BHpt Cem*	2DB *120lb*	s 10 ″ 11½	
JGYC	*ss* Osa. No. 1–35		6818	7,37 LMC			P7,37				B228′F74′		FK		Akt. Burmeistr & Wain, Cpn	30 ″ 3½	
	Ref. Mchy.	3 *Dks (Stl-weather dk ws)*		LMC				*Lloyd's*	*SA&CP*	*Cell DB424′1975 t*	*Tanks in way of tunnels*			294 *t DT's a* 3	9′1307 *t FPT* 110 *t APT* 166 *t*		
	D.F. GyC.	4*th dk (Stl) in No. 3 hold*		LMC (ASt,3,													
	E.S.D.			LMC													
Now "Hie Maru," *see No. 83367 in Supplement*				7,37													
				Fitted for carrying oil			8,30 *F.*	*P. above* 150°F. *in 3 deep tanks aft*									
76061	**Hiyoshi Maru**		4046					1937	Kawasaki Dkyd. Co. Ld. Kobe	Azuma Kisen K.K.	352·0	50·0	27·5	Kobe Japanese	2 DR geared steam turbines 333NHP		
42939			—								P29′B90′F30′			*WB*	Kawasaki Dkyd Co Ld Kobe		
JNIL	*Cruiser Stern*	2 *Dks*	2363														
76062	—		1287					1936	Asano S.B. Co. Yokohama	Kwonan Kisen K.K. (Hinode Kisen K.K. *Mgrs.*)	219·4	35·8	18·5	Tokyo Japanese	T.3Cy.16⅜″,27½″&46½″–36″ 130NHP		
42353	Wireless		—								P38′F12′			*WB*	Asano S.B. Co. Yka.		
JJHK	*Mchy. Aft*	1 *Dk*	1690														
76063	—		362					1936	Kanasashi Zosensho Shimizu	Hitaka Waichiro	134·8	23·0	12·5	Kobe Japanese	Oil Engines		
43729		*Oil Eng.*	—														
JYNL		1 *Dk*	212														
76064	—	Wood Aux Sr	328					1918	Yamamoto Shikakichi Sakihama	Miwa Kisen K.K.	111·5	25·6	13·5	Ushioye Japanese	C.2Cy.13½″&24½″–16″ 18NHP		
24710			269								B21′F19′						
		1 *Dk*	206														
76065	**Hizen Maru** (P) (*ex* Mathilde)		944					1891	Blohm & Voss Hamburg	Onishi Shoten Goshi Kaisha	222·1	29·3	17·0	Otaru Japanese	T.3Cy.15½″,24⅞″&39½″–33″ 90NHP		
9449			—								B31′H—			*WB*	Blohm & Voss, Hamburg		
JLGB	Wireless	1 *Dk* & *Spar dk*	685														
76065*	**Hjalmar Wessel**		1742					1935	Framnæs Mek. Værks. A/S Sandefjord	A/S Borregaard	253·3	39·7	17·5	Sarpsborg Norwegian	C.4Cy.(2)13⅛″&(2)32½″–30⅛″ 96NHP		
			1312								P72′B22′F33′			*WB*	Fredrikstad M.V. Frdstad		
LIZS	*Mchy. Aft* D.F.	1 *Dk*	985														
		Cruiser Stern															

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now registered Equipment	7a Dbs when tail shaft last exam.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnace Engine Maker's Name	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed. If not in L.R. Transf. to L.R. Conf. to L.R.
76066 8869 SMHA	**Hjelmaren** D.F.	*ssGot.No.1-38 Oil Eng ssGot.No.3-6,35* 1 *Dk(Stl)&Shelter dk(Stl) Cruiser Stern*	2467 3030 1186	✠100A1 Got *Shelter dk withfreeboard* 4,39 LMC CS4,39 DBS5,38 5,38	Got	*u*	OG 2,38	1922 10mo *Lloyd's*	A/B Götaverken Gothenburg *Cell DB223'780t*	Rederi A/B Transatlantic (G.Carlsson, *Mgr*)	312·3 45·6 19·8 FK *FPT121t APT781t*	Gothenburg Swedish	Oil Engines 2S.C.SA 6Cy.23⅝"–35⅞" DB-*80lb* 585NHP Aktieb. Atlas Diesel, Stockholm	22 " 9 s 1 " 5 21 " 7½	
76067 135922 MMAB	**Ho Kwang** *Mchy.Aft*	TwinSc *Oil Eng. ssShi.No.1-36* 1 *Dk(Stl)&Web frames*	685 537 684 372	✠ A1 Shi *For Service on the Yangtze Rive* DBS4,37 4,38 5,37 1.3 C(M) 4,38 *Draught not to exceed 1* ft. 10 ins. *Carrying Petroleum in bulk& petroleum products*	OG		1931 6mo *Lloyd's*	New E.& S.B.Wks.Ltd. Shanghai *sA&CP*	Asiatic Petroleum Co.(North China). Ltd. *Cell DB223'780t*	200·0 32·3 10·5 F26' FK *DTf41'T1'T7t APT38t*	Shanghai British 11 *BH*	Oil Engines 2S.C.SA 12Cy.11⅛"–13½" 276NHP DB*160lb* H.Widdop&Co.Ltd.Kghley	11 " 3 s2 " 9½ 8 " 7½	
76068	**Ho Shun** (*ex*Nakagawa Maru)		886 — 484				1901	Boyd&Co. Shanghai	Ta Tung Hsing S.S. Co.	216·0 30·0 20·0	Shanghai Chinese	T.3Cy.16¾",27"&43" Boyd&Co.,Shanghai		
76069 238074	**Hochelaga** (P) (*ex*Waturus) Sub.Sig.	(*ex*Yacht, *ssHfx.3rdNo.3–4,34* 2 *Dks*	628 — 427	✠ Hfx *For Service between Pictou&Prince Edward Island*		CL 4,36	1900 4mo *Lloyd*	Hawthorns &Co.Ld. Leith A&CP	Hochelaga Shppg. &Towing Co.Ld.	192·6 27·6 14·8 Q54' BK7"	Ottawa British	T.3Cy.18",28"&49"–33" (*s*) 160lb *90lb* 162NHP 1B,*4cf*,GS91,HS2682 Hawthorns&Co.Ld.		
76070 DHLV	**Hochsee** (*ex*Rheinland)	1 *Dk* *Cruiser Stern*	2245 1859 1341				1926	Schiffsw.v. H.Koch A.G. Lübeck	W.Schuchmann	282·8 45·3 17·8 Q99'B69'F31'	Hamburg German *WB*	T.3Cy.21⅝",35 7/16"&55⅛"–35 7/16" 186NHP J.Frerichs&Co.Osterholz-Scharmbeck		G
76071	**Hock Lee**	2 *Dks*	422 *393* 233				1908	Bow,McLachlan&Co. Ld. Paisley	Tsang Kok Wah	135·0 22·2 16·0 P24'F20' *Shade dk66'*	Macao Portuguese *WB*	C.2Cy.16"&34"–24" 47NHP Bow,McLachln&CoLdPsy.		
76072 128872 MDFN	**Hodder**	*ssGoo.2ndNo.3–9,35* 1 *Dk(Stl)&deep framing*	1016 833 421	✠100A1 Goo 1,59		*o* OG 8,35	1910 2mo *Lloyd's*	W.Dobson &Co.Ld. Newcastle *sA4CP*	London Midland& Scottish Rly. Associated Humber Lines Ld. *Mgrs* *WB=Cell DB668*	240·2 34·2 15·4 P38'B88'F35' FK *uE15'fW1'182t FPT*	Goole British *5 BH Cem*	T.3Cy.22",36"&61"–39" (*r*) 180lb 331NHP 2SB,*6cf*,GS124,HS4948 FD Wllsnd Slpwy.Co.Ld.Nwc.	16 " 4 s 1-10½ 14" 9½	
76073 DJQX	**Hödur** (*ex*Haggersgate–36, *ex*Chalister) D.F.	*ssRot.No.3–9,26 ssCff.No.2–34* 1 *Dk(Stl)&Shelter dk(Stl)*	5386 4973 3361	✠ ... Liv 6,36		*a*†	1913 8mo *Lloyd ve160°*	D&W Henderson&Co.Ld. Glasgow *F. in deep tank*	Seereederei "Frigga" A.G. *Cell DBa144'uE&B3 MT28'1086t*	424·5 54·8 25·5 FK 9'*f*184'1373*t FPT*	Hamburg German 7 *BH* *Coll to Sh dk* 6 " 2nd "	T.3Cy.24½",46'&74"–48" 470NHP 3SB,*12cf*,GS240,HS8057 D&W.Hendersn&CoLdGlg	28 " 6	G †
76074 LJAF	**Höegh Carrier** D.F.	*Oil Eng.* 1 *Dk&Shelter dk Cruiser Stern*	4906 4405 2965	✠100A1 Kob *withfreeboard* C8,35 *Carrying Cargo Oil F. P. above bulk*		*z* CL M9,38	1935 8mo *Lloyd ve160°*	Akt.Burmeistr& Wain Copenhagen *sA4CP*	Skibs A/S Arnstein (Leif Höegh&Co. PerHolm, Mgr.) *Cell DB342'1982t MT28'1086t*	392·9 54·3 26·1 408·7(O.L.) P31'F32' FK *FPT130t APT192t*	Oslo Norwegian 7 *BH* *Coll to Sh dk* 6 " 2nd "	Oil Engines 2S.C.DA 6Cy.17⅛"–47½" 644NHP DB*90lb* Akt.Burmeistr&Wain,Cpn	28 " 4 s 3 " 1 25 " 5½	
76075 LJJN	**Höegh Giant** D.F. E.S.D. *Mchy.Aft*	*Progressive survey of oil tanks Oil Eng.* 1 *Dk,2nd dk in mchy.space Rudder electrically welded Longitudinal framing at bottom & Cruiser Stern at deck in centre tanks*	10990 10114 6590	✠100A1 LAn Rot MC2,37 DB(wz) *Carrying Petroleum in bulk*		*f*† CL	1937 2mo *Lloyd*	Deutsche Werft AG Bet Finkenwrder Hamburg *sA4CP*	Skibs A/S Noruega Skibs A/S Astrea Skibs A/S Aruba Skibs A/S Abaco (Leif Höegh &Co.A/S, *Mgrs.*) *Cell DBuE83 67t DTf32'6794 FPT254t*	508·1 69·2 36·5 528·4(O.L.) P115'B29'F62' FK *APT106t*	Oslo Norwegian 17 *BH pt Cem*	Oil Engines 2S.C DA 7Cy.23⅝"–43 7/16" 1350 NHP 2DB*180lb* DB(WT)*180lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	36 " 4 s 7 " 5½	
76076 LJIA	**Höegh Hood** D.F. *Mchy.Aft*	*Progressive Survey of oil tanks Oil Eng. Cruiser Stern* 1 *Dk Longitudinal framing at bottom & deck in centre tanks*	9351 8680 5652	✠100A1 Yka Fal LMC10,37 12,36 *Carrying Petroleum in bulk*		*p*† CL 12,37 1,38	1936 12mo *Lloyd ve150°*	Odense Staalskibsvft vedA P Möller Odense *sA4CP* *F. in deep tank*	Skibs A/S Arcadia (Leif Höegh, *Mgrs.*) *Cell DBuE81 329' DTf26'443t FPT167t*	485·8 65·7 35·8 P98'B34'F37' FK *APTs230t*	Oslo Norwegian 14 *BH*	Oil Engines 4S.C.SA 7Cy.29½"–59 1/16" 572NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 " 10 s 8 " 1 28 " 0	
76077 LIWC	**Höegh Merchant** D.F.	*Oil Eng.* 1 *Dk&Shelter dk Cruiser Stern*	4858 4362 2921	✠100A1 Ver Bkn LMC9,34 DBS9,48 *Carrying cargo oil F. P. above*		*z* CL 7,37	1934 9mo *Lloyd ve150°*	Akt Burmeistr&Wain Copenhagen *sA4CP* *F. in deep tank*	Skibs A/S Noruega Skibs A/S Astrea Skibs A/S Aruba Skibs A/S Abaco (Leif Höegh &Co.A/S, *Mgrs.*) *Cell DBuE83 1256t MT28'1079t FPT133t*	387·9 54·2 26·0 P31'F34 FK *APT160t*	Oslo Norwegian 7 *BH* *Coll to Sh dk* 6 " 2nd "	Oil Engines 2S.C.DA 6Cy.17⅛"–47½" 644NHP DB*90lb* Akt.Burmeistr&Wain,Cpn	28 " 3 s 3 " 0¾ 25 " 4½	
76078 LJPL	**Höegh Ray** D.F. *Mchy.Aft*	*Oil Eng.* 1 *Dk Longitudinal framing at bottom & deck in Cruiser Stern centre tanks*	9357 8680 5659	✠100A1 Odn Fal LMC10,37 *Carrying Petroleum in bulk*		*r*† CL	1937 10mo *Lloyd ve150°*	Odense Staalskibsvft vedA P Möller Odense *sA4CP* *F. in deep tank*	Skibs A/S Arcadia (Leif Höegh, *Mgr.*) *Cell DBuE81 329' DTf26'443t FPT167t*	485·8 65·7 35·8 501·1(O.L.) P98'B34'F37' FK *APTs230t*	Oslo Norwegian 14 *BH*	Oil Engines 4S.C.SA 7Cy.29½"–59 1/16" 572NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 " 10 s 8 " 1 28 " 0	
76079 LJIB	**Höegh Silverlight** D.F. E.S.D. *Ref.Mchy.*	*Oil Eng.* 1 *Dk&Shelter dk 3rd dk in No. 1 hold Butts of keel electrically welded Rudder electrically welded Cruiser Stern*	5197 4361 3186	✠ 6,38 Ver *withfreeboard* *Carrying Vegetable oil in deep tanks*		*z* CL	1936 12mo *Lloyd*	Deutsche Werft AG Bet Reihstgwrft Hamburg *sA4CP*	Skibs A/S Noruega Skibs A/S Astrea Skibs A/S Aruba Skibs A/S Abaco (Leif Höegh &Co.A/S, *Mgrs.*) *Cell DB349 DTf41'1 1094t 1638t MT32'1203t DTs in mchy.*	409·6 55·8 25·1 F30' FK *(3 BH including Coll* 4 " 2nd " *Ta43'1338t FPT88t*	Oslo Norwegian 7 *BH pt Cem* *Coll to Sh dk* 4 " 2nd " *APT158t*	Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	28 " 6 5 Cy.23⅝"–43 7/16" 973NHP DB*100lb*	
76080 LJSX	**Höegh Silverstar** D.F. E.S.D. *Ref.Mchy.*	*Oil Eng.* 1 *Dk&Shelter dk Cruiser Stern*	5415 4725 3260	✠ 9,38 Cpn *withfreeboard* LMC1,38 ICE2,38 *for temp. 32° F. Carrying fuel oil F. P. above Carrying vegetable oil in*		*b*† CL	1938 1mo *Lloyd*	Akt.Burmeistr& Wain Copenhagen *sA4CP*	Skibs A/S Noruega Skibs A/S Astrea Skibs A/S Aruba Skibs A/S Abaco (Leif Höegh &Co.A/S, *Mgrs.*) *Cell DB379'1482t DTs in mchy.*	442·0 58·4 25·4 459·5(O.L.) P32'F72' FK *Ta55' 1171t MT3 space8'254t DTf47'*	Oslo Norwegian 7 *BH pt Cem* *Coll to Sh dk* 6 " 2nd " 0'1148t 1180t *FPT*	Oil Engines 2S.C.DA 8Cy.17⅛"–47½" 860NHP 2DB*90lb* Akt.Burmeistr&Wain,Cpn 34t *APT136t*	29 " 0 s 3 " 6¾ 25 " 7½	
76081 LJBG	**Höegh Transporter** D.F.	*Oil Eng.* 1 *Dk&Shelter dk Rudder electrically welded*	4914 4293 2865	✠100A1 Ver *withfreeboard* Mid MC11, 12,38 BS3,38 *Carrying cargo oil F. P. above*		*z* CL 12,38	1935 11mo *Lloyd ve150°*	Kockums M.V.Aktieb. Malmö *sA4CP* *F. in deep tank*	Skibs A/S Noruega Skibs A/S Astrea Skibs A/S Aruba Skibs A/S Abaco (Leif Höegh &Co.A/S, *Mgrs.*) *Cell DB342'1445 MT30'1161t Tanks*	397·3 54·8 25·1 P29'F34' FK *(3 BH including Coll* 6 " 3nd " *at sides of tunnel 270t FPT98t APT103t*	Oslo Norwegian 7 *BH* *Coll to Sh dk* 6 " 3nd "	Oil Engines 2S.C.DA 5Cy.23⅝"–43 7/16" 969NHP DB*100lb* Kockums M.V.Akt.Malmö	29 " 1 s 3 " 3½ 25 " 11½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3 Tonnage Officiel. Total. — Sous le Pont. — Net.	6 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Machine employée à bord à des fins d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.—Force en chevaux d'après les formules de la Société. RHP.—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Remarques.
76082	**Hoeisan Maru** (*ex*Hoyeisan	6037	✝ 2.39	Kob	*z*	CL	1918	OsakaIron	YamashitaKisen	407·2	50·8	32·5	Kobe	T.3Cy.27″,45″&75″–51″ (*s*)	32 ″ 7	
24650	Mar 1–38) *ss*Kob.No 3–9,31	5183		Tama		5.37	10mo	Works,Ld.	K.K.				Japanese	180lb 553NHP	8 ″ 8½	
JFQD	*ss*Kob.No.1–35	3022					A&CP	Innoshima		P40′B138′F46′		FK	7 *BH Cem*	3SB,9*cf*,GS190,HS8100 FD	26 ″ 1	
	D.F. 2 *Dks*(*Stl*)	3703	*Fitted for oil fuel* 11 28			*F.P. above* 150° F.			*Cell DB*360′980*t D*	*Ta*27′767*t FPT*106*t*			*APT*26*t*	Osaka Iron Works,Ld.		
76083	**Hoggar** Ⓟ	5146					1923	Forg.& Ch. de la Médit. La Seyne	Cie.de Navigation Fraissinet	390·2	50·2	25·9	Marseilles French	T.3Cy.27½″,44½″&74″–47½″		
	Ref. Mchy. *Fitted for oil fuel*	—								P85′B161′F54′			*WB*	375NHP		
FOOG	D.F. 2 *Dks*	3109												Forg.&Ch.de la Médit.Msl.		
76084	**Hogland** (*ex*Kingswood, *ex*Rumney,	4360	✝100A1	Nag	*x*	CL	1914	J Readhead	A/B NaxosPrince	363·1	51·0	26·3	Helsingfrs	T.3Cy.24″,43″&71″–48″ (*r*)	28 ″ 9	
	*ex*Onwen) *ss*Shl.No.3–4,26	—	12,37			CL 10.36	1mo	&Sons,Ld.	(Curt Mattson,				Finnish	180lb 400NHP	s 5 ″ 4½	
OHCE	*ss*Lkr.No.2–35	2590						South Shields	*Mgr.*)	P32′B110′F34′		FK	6 *BH Cem*	3SB,9*cf*,GS178,HS6467	23 ″ 7	
	1 *Dk*(*pt Irn pt Stl*)						*Lloyd's*	*SA&CP*	*Cell DB*a110′ *uE&B*	42′ *f*161′1017*t FPT*			75*t APT*61*t*	J.Readhead&Sons,Ld SShl		
	Cargo battens not fitted															
76085	**Hohenfels**	7862					1938	Bremer Vulkan Vegesack	Deutsche Dampfs Ges.“Hansa”	470·8	61·0	33·5	Bremen German	Oil Engines 2S.C.DA		
	Oil Eng.	7106								458·1	61·3	31·1	*WB*	12Cy.20½″–29½″ SR geared		
DOTY	D.F. E.S.D. 2 *Dks*	4845												to 1 sc. shaft 1830NHP		
	Cruiser Stern													Bremer Vulkan, Vegesack		
76086	**Hohsing** (*ex*Zira,*ex*Tanglin)	2030					1900	Workman, Clark&Co.Ld Belfast	Shaw Hsing S.S. Co.Ld.	278·6	41·2	20·9	New-chwang Chinese	T.3Cy.19″,32″&52″–30″		
	Fitted for oil fuel	1795								P74′Q26′			*WB*	148NHP		
XNAC	2 *Dks*	1303												Workman.Clark&Co.Ld.		
76087	**Hohuku Maru**	5825	✝100A1	Nag	*y*	OG	1918	Kawasaki	KokusaiKisenK.K.	385·0	51·0	36·0	Hasidate	T.3Cy.26″,43½″&72″–48″ (*s*)	36 ″ 0	
24035	(*ex*HofukuMaru–38) *ss*Kob.No.3–5,31	5586	*Awng dk* K.E.			8.35	11mo	Dkyd.Co.Ld.					Japanese	200lb 436NHP	s 9 ″ 1½	
JHMD	*ss*Yka.No.1–36	4243	*with freeboard*			9.38		Kobe				FK	*Cem*	2SB(Spt)&1AuxSB,8*cf*,	27 ″ 1	
	2 *Dks*(*Stl*) *S Awng dk*(*Stl*)		6.39 6.37				A&CP		*Collision BH to Awng dk*				5 *BH to U dk*	GS154,HS5636 FD		
			Fitted for oil fuel 3.38			*F.P. above* 150° F.			*Cell DB*334′1118*t FPT*				126*t APT*93*t*	Kawasaki Dkyd Co Ld Kobe		
76088	**Hoi Nam** Wood Twin Sc	777						..... Hong Kong	Teung Kwong Kee	175·0	29·9	19·4	Canton Chinese	C.2Cy.13″&26″–13″		
	(*ex*Chinese Gunboat)	—												20NHP		
	2 *Dks*	484														
76088*	**Hoiaas** Wood Aux 3 Mst Sr	351					1921	Mölhaugens Verft og Skibsbyggeri Porsgrunn	A/S Congo Halvdan Realfsen, *Mgr.*)	123·6	27·5	13·1	Porsgrunn Norwegian	Oil Engines 2S.C.SA		
	Oil Eng.	283								P42*t* Q5*t* H10*t*				2Cy.16½″–18½″ 96NHP		
LGJY	*Mchy. Aft* 1 *Dk*	247												J&OG Bolinders Co Ld. Skm		
	(*See Sailing Ship Register*)															
76089	**Hoihow** Ⓟ	2798					1933	Taikoo D.&E.Co.of H.Kg.Ld. Hong Kong	China Nav.Co.Ld.	299·7	44·2	23·1	London British	T.3Cy.20″,33″&53″–39″		
154079		2348								P37′B83′F39′			*WB*	175NHP		
GCTK	2 *Dks*	1629												Taikoo D.&E.Co. of H.Kg.Ld. H.Kg.		
76090	**Hojo Maru** (*ex*Gard Maru,	2417				...	1920	McDougall Duluth S.B Co Duluth, Minn	Dairen Kisen K.K.	251·0	43·7	22·2	Dairen Japanese	T.3Cy.19″,30½″&54″–40″	24 ″ 3	
359	*ex*Gard,*ex*Athelstane, *Fitted for oil fuel*	2012								P25′B64′F22′		FK	*WB*	262NHP		
JPHC	*ex*Theodore F.Reynolds) 1 *Dk*	1292												McDougall Duluth S.B.Co.		
	Carrying oil fuel in bulk															
76091	**Hokkai Maru** Twin Sc	8416	✝100A1	Kob	*d*†	CL	1933	Mitsubishi Zosen Kaisha Ld. Nagasaki	Osaka Syosen K.K.	446·8	60·5	40·7	Osaka Japanese	Oil Engines 2S.C.SA	40 ″ 9	
38123	*Oil Eng.*	7813	*with freeboard*			2.36	8mo							12Cy.28½″–49½″ 1678NHP	s 5 ″ 4	
JKVE	*Ref. Mchy.* Gy C. 3 *Dks*(*Stl*)	5114	1,37							F40′		FK	8 *BII*	DB100*lb*	28 ″ 2½	
	Cruiser Stern												(*Coll to W dk*	Mitsubishi Zosen Kaisha Ld. Nag.	s 3 ″ 0½	
							Lloyd's	*SA&CP*	*Cell DB*373′1316*t Tanks* 1063*t M*	*in way of tunnels* *Ts*36′1185*t FPT*96*t*			7 „ 2nd „) *APT*89*t*		28 ″ 2½	
			4,38													
			Carrying cargo oil			*F.P. above* 150° F. *in deep tanks*										
76092	**Hokko Maru** (*ex*Hokkoh Maru–38,	5347	✝100A1	Kob	*y*	CL	1918	Short Bros. Ld. Sunderland	Yamashita Kisen Goshi Kaisha (Yamashita Kisen K.K., *Mgrs.*)	400·0	52·4	28·5	Dairen Japanese	T.3Cy.27″,44″&73″–48″ (*s*)	31 ″ 0	
178	*ex*Castellano–22, *ss*Yka.No.3–5,31	4795	1,39 1,37			1,38 1,39	7mo							180lb 517NHP		
JHWA	*ex*War Spaniel) ~~*ss*Kob.No.1–36~~	3253					*Lloyd's*	*SA&CP*	*Cell DB*340′ 1137*t FPT*120*t*	P49′B113′F40′		FK	7 *BH pt Cem*	3SB,9*cf*,GS189,HS7668 FD		
	Gy C. *ss*Kob.No.2–39 2 *Dks*(*Stl*)												0*t APT*203*t*	N.E.Marine Eng.Co.Ld.Sld.		
	Cargo battens not fitted ~~*in forecastle deck*~~															
76093	—	4471					1907	Ropner& Son Stockton	Kitagawa Sangyo Kaiun K.K.	355·0	51·2	26·1	Osaka Japanese	T.3Cy.25″,42½″&69″–48″		
44351	(*ex*Athanasios–38,*ex*Cardigan)	—								F32′			*WB*	330NHP		
JQSL	*Trunk deck* 1 *Dk*	3484												N.E.Marine Eng.Co.Ld.Sld		
76094	**Hoko Maru**	1504					1923	Yokohama Dock Co. Yokohama	Nichiro Gyogyo K.K.	250·5	37·0	19·0	Shina-gawa Japanese	T.3Cy.17″,28½″&48″–30″		
29318	Wireless	1159								P42′B58′F36′			*WB*	126NHP		
JNCA	*Mchy. Aft* *Ref. Mchy.* 1 *Dk*	815												Yokohama Dock Co. Yka.		
76095	**Hokoku Maru**	1275					1936	Tsurumi Seitetsu Zosen K.K Yokohama	Hinode Kisen K.K.	217·8	35·7	18·5	Tokyo Japanese	T.3Cy.16½″,27½″&46½″–36″		
42690		990								P26′F25′			*WB*	130NHP		
JJJK	Wireless *Mchy. Aft* 1 *Dk*	692												Tsurumi Seitetsu Zosen K.K. Yka.		
76096	**Hokuju Maru** (*ex*Campden Hill–37,	4276	✝100A1	Mdb	*x*	CL	1918	Canadian Vickers,Ld Montreal	Kitagawa Asakichi	380·4	49·2	26·7	Osaka Japanese	T.3Cy.26″,44″&73″–48″ (*s*)	30 ″ 1	
Now Hokuju Maru,	~~*ex*Unkai Maru,~~ *See Note* ~~*ex*Mdb.No.8–43~~	~~3954~~	9,36			6,36	8mo							180lb 474NHP	s 5 ″ 11½	
	*ex*Rosyth Castle, *ss*Mdb.No.1–36	2619								P43′B102½F41′		FK	6 *BH*	3SB,9*cf*,GS174,HS6660 FD	24 ″ 5	
	*ex*War Earl) 1 *Dk*(*Stl*)						*Lloyd's*	*SA&CP*	*Cell DB*316′1367*t FPT*102*t*				2*t APT*136*t*	Canadian Vickers,Ld.Mtl.		
76097	**Hokurei Maru** Ⓟ	2085					1924	Yokohama Dock Co. Yokohama	Kinkai Yusen K.K.	274·5	41·5	22·8	Tokyo Japanese	T.3Cy.		
30331		1751								P35′B64′F37′						
JYNA	2 *Dks*	1249														
76098	**Hokuroku Maru** Twin Sc	8360	✝100A1	Kob	*d*†	CL	1930	Mitsubishi Zosen Kaisha Ld. Nagasaki	Osaka Syosen K.K.	446·0	60·5	40·7	Osaka Japanese	Oil Engines 2S.C.SA	40 ″ 9	
36396	*Oil Eng.*	7812	*with freeboard*			1,37	1mo							12Cy 26½″–47½″ 1495NHP	s 13 ″ 0½	
JJMC	*ss*Kob.No.3–1,37	5048	2,39 1,38				*Lloyd's*	*SA&CP*		F40′		FK	8 *BII pt Cem*	DB100*lb*	28 ″ 2	
	D.F. Gy C. 3 *Dks*(*Stl*)								*Cell DB*373′1295*t*	*Tanks in way*			(*Coll to W dk*	Mitsubishi Zosen Kaisha Ld Nag		
	Ref. Mchy. *Cruiser Stern*								*of tunnels*978*t*	*MTs*36′1185*t FPT*			7 „ 2nd „)			
													96*t APT*89*t*			
			2,39													
			Fitted for carrying oil			11,30	*F.P. above* 150° F. *in deep tanks*									
76099	**Hokusei Maru** Ⓟ (*ex*Nanyo Maru	1285					1918	Uraga Dock Co.Ld Uraga	Hinode Kisen K.K.	228·0	33·0	16·3	Fusan Japanese	T.3Cy.15½″,26″&43″–33″		
32485	No.3,*ex*Nagpur,*ex*Nanyo Maru No.3)	1061											*WB*	106NHP		
JDVA	Wireless 2 *Dks*	746												Uraga Dock Co Ld. Uraga		
76100	—	1274					1918	Uraga Dock Co.Ld Uraga	Ogawa Gomei Kaisha	200·0	32·0	22·9	Hakodate Japanese	T.3Cy.15½″,26″&43″–33″		
22307	(*ex*Nanyo Maru No.1–34)	1137								B42′F22′			*WB*	106NHP		
JQUE	2 *Dks*	766												Uraga Dock Co. Ld. Uraga		

No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Register Tonnage: Gross. / Under deck. / Net.	Particulars of Classification. Character. / † for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned.	Additional Equipment Letter.	Date when last docked.	Built. When. — Ship. — Engines.	By Whom. — Where.	Owners.	Registered Dimensions. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L. R. Date of last Change.
76101 29845 JHDA	**Hokusen Maru** (P) (*ex*ChokyuMaru-35, *ex*SouthAmerican) 1 *Dk*	2096 1846 1217				...		1920 Canadian	HokurikiKisen K.K. Allis-Chalmers,Ld. Bridgeburg, Ont.	252·0 | 43·6 | 20·5 P27′B64′F24′ FK	Tokyo Japanese *WB*	T.3Cy.20″,33″&54″–40″ 274NHP CanadianAllis-Chalmers Ld.Toronto	23 " 0	
76102 33177 JATC	**Hokushin Maru** (*ex*RyuguMaru-34,*ex*TamiMaru-33, *ex*DeikeRickmers, *ex*Cartagena,*ex*Cette) 1 *Dk*	1997 1283 1446						1910 Akt.Ges. "Neptun" Rostock	OgawaGomei Kaisha	272·9 | 37·6 | 16·0 P200′F33′	Tokyo Japanese *WB*	T3Cy22$\frac{1}{16}$″,35$\frac{7}{16}$″&55$\frac{5}{8}$″–37$\frac{1}{2}$″ 192NHP A.G."Neptun,"Rostock		
76103 13094 JDLG	— 2 *Dks*	469 — 277						1910 S.Ono Osaka	FujiyamaKaiun K.K.	156·4 | 22·8 | 16·1	Otaru Japanese	T.3Cy.12″,19$\frac{1}{2}$″&31$\frac{1}{2}$″–22″ E&B*made03reftd10* 47NHP S.Ono,Osaka		
76103* 41737 JDYG	**Hokusho Maru** 2 *Dks* *Cruiser Stern*	4211 3550 2510						1937 Uraga Dock Co.Ld. Uraga	KitaNipponKisen K.K.	359·3 | 49·1 | 28·9 P44′B108′F36′	Otaru Japanese *WB*	C.4Oy.(2)13″&(2)26″–15$\frac{3}{4}$″ SR geared & LP turbine DR geared to Sc. Shaft 350NHP UragaDockCo.Ld.Uraga		
76104 26771 JNED	**Hokusin Maru** (P) (*ex*Hokushin Maru-38,*ex*Honolulu Maru-34) *ss*Osa.No.3–8,32 *ss*Kob.No.1–36 2 *Dks*(*Stl*) (*Crab Canning Factory 35*)	5751 5149 3541	† ... 1,39	Kob		*z*	CL ~~8,36~~ 10,38	1920 7mo	Osaka Iron Works,Ld. Innoshima A&CP	NipponSuisanK.K. *CellDB*36	407·2 | 50·8 | 30·0 P40′B137′F46′ FK 2′1098*t DTa* 27′756	Osaka Japanese *Cem* *FPT*106*t APT*26*t*;	T.3Cy27$\frac{7}{16}$″,46$\frac{3}{4}$″&76$\frac{3}{8}$″–47$\frac{1}{2}$″ 200lb (*s*) 651NHP 4SB,*12cf*,GS234,HS10032FD 7 *B H to U dk* 1 " " 2nd " F.Schichau,Elbing	32 " 7 ~~8 " 8½~~ ~~26 " 1~~	
76105 10742 JBJA	**Hokusui Maru** (P) (*ex*Yetorofu Maru-34, *ex*Aphrodite) *ss*Kob.2ndNo.3–9,23 *ss*Kob.No.2–32 1 *Dk*(*Stl*) *& Spar dk*(*Irn*) *& deep framing*	3945 3648 2849	† ... 1,36	Kob		*w*		1898 1mo	Russell& Co. Pt.Glasgow	NipponGodoKosen K.K. *CellDBa* 112′ *uE* 18′*f*146′	344·9 | 49·8 | 17·8 P20′B72′F36′ 25·8 FK 320*t APT*71*t*	Habu Japanese 6 *BHCem* 2SB,*6cf*,GS112,HS4804 FD	T.3Cy.25″,41″&66″–45″ 346NHP Rankin&Blackmore,Grk.	28 " 5	
76106 44368 JANL	**Hokutai Maru** (*ex*PeiTai–38, *ex*Galvan–37, *ex*Foreric,*ex*Verentia, *ex*War Lemur) *ss*Npt.No.3–2,31 *ss*Ams.No.1–35 2 *Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5220 ~~4,39~~ 3818	† ...	Nag		*y*	CL 9,37	1918 5mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	KitagawaSangyo KaiunK.K. *CellDB*	400·4 | 52·3 | 28·4 P49′B113′F40′ FK 345′1123*t FPT*112*t*	Osaka Japanese 7 *BHpt Cem* *APT*181*t*	T.3Cy.27$\frac{1}{2}$″,44″&73″–48″ (*s*) 1801b 518NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 " 0 ~~5 " 11½~~ ~~25 " 9½~~	
76107 28138 JIYB	**Hokuto Maru** Wood 1 *Dk*	2270 1935 1368						1923 Hakodate Dkyd Co. Hakodate	KinkaiYusenK.K.	270·0 | 40·8 | 24·0 P26′B62′F33′	Tokyo Japanese *WB*	T.3Cy.20″,33″&55″–39″ 189NHP		C
76108 19249	— Wood 1 *Dk*	833 685 493						1916 Mihara Mannosuke Osaka	TakeuchiSeichiro	187·3 | 31·2 | 16·6	Kinaye Japanese	T.3Cy.13″,21$\frac{3}{4}$″&36″–27″ 67NHP MiharaMannosuke,Osaka		
76108* 39934 JDUG	**Hokuyo Maru** D.F. E.S.D. 2 *Dks* *Cruiser Stern*	4217 3561 2524						1936 Uraga Dock Co.Ld. Uraga	KitaNipponKisen K.K.	357·0 | 49·2 | 28·9 P30′B110′F32′	Kobe Japanese *WB*	C4Cy.(2)13″&(2)23$\frac{3}{4}$″–15$\frac{3}{4}$″ SR geared&LP turbine DR geared to Sc. Shaft 350NHP UragaDockCo.Ld.Uraga		
76109 23866 JTTB	— (*ex*ShunkaiMaru) Wireless	1590 1312 1062						1919 NittaKisen K.K. Osaka	KyodoKaiunK.K.	240·0 | 36·0 | 20·9 P13′B55′F32′	Moto Japanese *WB*	T.3Cy.17″,26$\frac{3}{4}$″&45″–30″ 111NHP InnariIronWorks,Kobe		
76110 28504 JALB	**Hokuyu Maru** (P) Wireless 1 *Dk*	1450 1197 805						1924 Toba Shipyard Toba	HokurikuKisen K.K.	233·0 | 34·0 | 20·0 P20′B59′F39′	Fushiki Japanese	T.3Cy.15½″,26″&42½″–32″ 102NHP		
76111 — —	**Holanda** (*ex*Falucho) 1 *Dk*	428 — 202				...		1907 J.Fullerton&Co. Paisley	Cia.Argentina de Nav.Mihanovich, Ltda.	200·7 | 36·1 | 10·1 F32′ FK	Bns.Aires Argentine *WB*	C.2Cy.15″&32″–24″ 65NHP McKie&Baxter,Glasgow	10 " 0	
76112 147317 MNJS	**Holburn Head** (*ex*Ribblemere) *ss*Lth.No.3–5,38 ~~*ss*Lth.No.2–34~~ 1 *Dk*(*Stl*) *Mchy.Aft* *Well deck*	489 317 220	†100A1 ~~6,37~~	Nwc Lth		*y*	CL 6,37	1925 7mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's A&CP*	A.F.Henry& MacGregor,Ld.	160·5 | 25·2 | 9·7 166·0(O.L.) Q92′B11′F24′ FK *CellDB*95′114*t FPT* 33*t APT*12*t*	Leith British 3 *BHCem* 1SB,*3pf*,GS52,HS1618 J.Lewis&Sons,Ld.Abn.	11 " 9 s 3 " 8 11 " 8	
76113 963 763	**Holger Struckmann** TwinSc *Carrying Cement in bulk* *Oil Eng.* (*Self-Unloader*) *Mchy.Aft* 1 *Dk*	967 763						1929 A/S Aalborg Msk.ogSkibs Aalborg	CubanPortland CementCorp.	210·0 | 34·0 | 15·5 P52′F22′	Havana Cuban *WB*	Oil Engines 2S.C.SA 12Cy.14″–17″ 413NHP FairbankMorseCo.Chicago		R
76114 OUHC	**Holland** (*ex*Dansted) 1 *Dk*	1251 948 720						1919 Akt.P.Ph. Sturh Aalborg	H.A.Christensen	238·7 | 36·2 | 13·4 P15′Q71′B94′F29′	Copnhagn Danish *WB*	T.3Cy.15″,24″&40″–27″ 83NHP A/S Frichs,Aarhus		V
76115 — —	— (*ex*HeinrichSchuldt) 1 *Dk*	991 742 612						1891 Flensburger Schiffsb.Ges. Flensburg	A.H.Schwedersky Nachf.	218·9 | 32·3 | 13·2 Q75′B51′F20′	Memel Lithuanian *WB*	T.3Cy.15″,22$\frac{1}{2}$″&43″–30″ NB19 101NHP FlensburgerSchiffsb.Ges.		G
76116 PESM	— *ss*.P.Nl.No.3–1,36 1 *Dk*(*Stl*) *& Shelter dk*(*Stl*–teak s) Wireless *Cruiser Stern*	895 582 312	†100A1 *with freeboard* ~~4,36~~ 12,37 ~~5,39~~ ~~BS12,37~~ 5,39	PNl †LMC 36		*y*	CL 11,36	1923 9mo	New Waterway S.B.Co. Schiedam *Lloyd's A&CP*	Vereenigde Nederlandsche Scheep. Maats.(Directie en Agentuur Maats."Holland Afrika Lijn"N.V. *Mgrs.*) *CellDB*180′230*t FPT*21*t*	211·0 | 33·4 | 10·8 221·0(O.L.) B66′F22′ FK (*Coll* *BH to Sh dk* 3 " " 2nd ")	The Hague Dutch 4 *BHpt Cem* *Spt Asp*	T.3Cy.16$\frac{7}{16}$″,26″&43″–30″(*s*) 2001b 142NHP 2SB,*4cf*,GS59,HS2028 FD New Waterway S.B.Co.	13 " 5 s " 2 13 " 5½	
76117 TSYM	— TwinScSp *ss*Bou.2ndNo.3–12,26 *ss*Bou.No.2–35 1 *Dk*	446 348 140	†100A1 ~~12,37~~ ~~MS4,35~~	Bou †LMC ~~BS4,38~~		*y*	CL 4,37	1902 4mo	J.T.Eltringham&Co. South Shields *Lloyd's A&CP*	Cie.Franco-Hollando-Américaine *WB*=	150·0 | 28·1 | 12·3 B112′ BK7″ *Deep Tanks f* 11′15*t*	Boulogne French 4 *BHCem* G.T.Grey,SouthShields	T.6Cy.13″,21″&35″–24″ (*s*) 1801b 143NHP 2SB,*4cf*,GS70,HS2482	13 " 0 s 2 " 9 11 " 2	
76118 26199 JORD	**Holland Maru** *ss*Yka.No.3–9,31 *ss*Nag.No.1–36 2 *Dks*(*Stl*) *& Awng dk*(*Stl*)	5870 5590 4266	†100A1 *Awng dk* *with freeboard* ~~4,37~~	Nag Yka		*y*	OG 1,37	1920 1mo	Kawasaki Dockyd Co.Ld Kobe A&CP	KawasakiKisen K.K. *CellDB*334′1118	385·0 | 51·0 | 36·0 FK *Collision B H to A dk* 5 " " *U* "	Kobe Japanese *Cem* *FPT*126*t APT*93*t*	T.3Cy.26″,43$\frac{3}{8}$″&72″–48″ (*s*) 2001b 437NHP 2SB(Spt)&1Aux.SB,*8cf*, GS154,HS5741 FD KawasakiDckydCoLdKob	36 " 0 s 9 " 1½ 27 " 1	
76119 6790 SLHA	**Hollandia** 4Mst (*ex*Wellam deBesche–36, *ex*Merwede) 1 *Dk*	*1932* *1651* *1068*						1917 J.&A.van derSchuyt Papendrecht	Förnyade Ångf.A/B Götha(F.Sternhagen, *Mgr.*)	265·4 | 42·3 | 17·7 P35′B57′F11′	Gothenbrg Swedish *WB*	T.3Cy.17$\frac{1}{2}$″,29″&46″–36″ 127NHP J.&A.van derSchuyt		V

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant expiré. Lettres d'Equilibrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L. R. Divers. Cert. Bof Trade
76120 868 SVUI	**Hollandia** (*ex*Cano–36, *ex*Melilla) *ss*Ant.2ndNo.3–8,33 *ss*Pir.No.1–38 1 *Dk*(*Stl*)	*1759* *1536* *1014*	100A1 *with freeboard* ~~Pic~~ ~~6,38~~ ~~5,37~~ 1,39	Ham LMC 6,38 ~~MS6,37~~	OG 5.37	1911	Schiffsw. v. Henry Koch Lübeck	HellenicLincs,Ld. (P.G.Callimanopulos,*Mgr.*) *Cell D Ba82'u*	278·0 P&B222'F35' FK *E18'f112'390tFPT*	39·2	17·9	Piræus Greek *4 BHCem* *78t APT14t*	T3Cy.22⅛",35½"&56⅛"–33½" 180lb (*s*) 209NHP 2SB(Spt),4*cf*,GS90,HS3360 OttenserMsch.Fab.Altona	20 " 0 s 1 " 7 18 " 7	
76121 161553 GTKF	**Hollinside** *ss*Shl.No.2–38 ~~*ss*Shl.No.1–34~~ **D.F.** 1 *Dk*(*Stl*)	4172 3747 2467	100A1 ~~17,37~~ 11,38 Bry Shl BS ~~7,37~~ 7,38 ✝LMC ~~10,34~~ MS11,38	*x*	CL ~~5,36~~ 11,38	1930 3mo *Lloyd's SA&CP*	Short Bros. Ld. Sunderland	CharltonSShpg.Co Ld.(Charlton,McAllum&Co.Ld. *Mgrs.*) *Cell D*	365·0 P36'B105'F33' FK *B312'984tFPT116t*	52·3	24·2	Newcastle British *6 BHCem* *APT230t*	T.3Cy.25",41"&68"–45" (*s*) 180lb *125lb* 368NHP 2SB(Spt)8*cf*,GS132,HS6108 N.E.MarineEng.CoLd.Sld.	26 " 6 s 4 " 6½ 22 " 2½	
76122 220527 KDCS	**Hollywood** *Fitted for oil fuel* *Ref. Mchy.* 2 *Dks*	5498 — 3429				1920	South-Western S.B.Co. L.AngelesCal	PacificArgentine BrazilLineInc.	410·5 P43'B114'F46' *WB*	54·3	27·2	S.Francisco Cal. Utd. States	T.3Cy.24⅜",41½"&72"–48" Hooven,Owens, 359NHP RentschlerCo.Hamilton,O.		R
76123 147323 GLPK	**Holmbury** (*ex*Wirral–34) *ss*Shl.No.3–1,38 2 *Dks*(*Stl*)	4566 4325 2894	100A1 ~~6,33~~ ~~1,38~~ ~~D&S 4,39~~ Shl Dnk ✝LMC 2,38	*y*	CL 12,37	1925 8mo *Lloyd's SA&CP*	Lithgows Ld. PortGlasgow	AlexanderShippng Co.Ld.(Capper, Alexander&Co. *Mgrs.*) *Intermediate 'tween dk BH in after*	385·0 397·7(O.L.) P33'B112'F44' FK *hold dispensed with Cell D B331'1012t DTa30'*	52·0	26·6	Liverpool British *ptCem* *5 BH to U dk* 1 " " 2nd " *767t APT52t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 488NHP 3SB,9*cf*,GS178,HS7345 FD Rankin&BlackmoreLdGrk	29 " 0 s 5 " 3½ 23 " 11½	
76124 146275 ZMJQ	**Holmdale** (*ex*Kylebeg) *Oil Eng.* *Mchy.Aft* 1 *Dk* *Well deck*	676 455 334		…		1921	Dublin Shipbuilders, Ld.Dublin	DunedinWanganui ShippingCo.Ld. (Holm&Co.Ld. *Mgrs.*)	180·0 Q105'B12'F24' FK *WB*	29·0	10·8	Dunedin, N.Z. British	OilEngines2S.C.SA 5Cy.13⅜"–22⅞" NE37 157NHP A|BAltas–Diesel,Skm.	13 " 4	
76125 134950 MPRC	**Holme Force** 4 Mst *ss*Bkn.No.1–34 *Mchy.Aft* 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1216 840 645	100A1 7,37 ~~BS7,37~~ 11,38 ✝LMC 10,34	*n*	CL ~~10,36~~ 1,39	1930 2mo *Lloyd's SA&CP*	GooleS.B. &R.Co. (1927)Ld Goole	WestCoastShipping Co.Ld.(W.S. Kennaugh&Co. *Mgrs.*) *Cell D*	216·0 *37·8* Q128'B13'F30' *B139'255t FPT96t*	34·2 FK	13·6	Whitehvn British *4 BHCem* *APT60t*	T.3Cy.16",27"&44"–30" (*s*) 180lb 144NHP 2SB,4*cf*,GS81,HS2625 MacColl&Pollock,Ld.Sld.	15 " 9 s 4 " 10¾ 15 " 2¾	
76126 149476 GSNQ	**Holmelea** *ss*Liv.No.2–37 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	4223 3946 2535	100A1 *with freeboard* ~~Bry~~ Cal ~~4,39~~ ~~2,38~~ ✝LMC BS ~~4,37~~ 4,39 MS8,37	*x*	CL 2.38	1928 8mo *Lloyd's SA&CP*	SirJ Priestman&Co. Sunderland	CliffsideShipping Co.Ld.(J.Morrison &Son,*Mgrs.*) *Cell D B315'994t*	365·0 377·5(O.L.) F35' FK *FPT125t APT247t*	51·5	25·1	Newcastle British *6 BHCem* *(Coll to Sh dk* 5 " 2nd " *)*	T.3Cy.25,"41"&69"–48" (*s*) 180lb 375NHP 3SB,9*cf*,GS174,HS6009 G.Clark,Ld.Sunderland	27 " 6 s 2 " 10 24 " 10½	
76127 157647 ZMFZ	**Holmglen** (*ex*Argus) *Oil Eng.* *Mchy.Aft* Sub.Sig. 1 *Dk*	448 337 290				1928	Gebr.Bodewes Foxhol	HolmShippingCo. Ld.(Holm&Co.Ld. *Mgrs.*)	138·0 P36'F28'	26·1	12·1	Wellingtn, N.Z. British *WB*	Oil Engines 2S.C.SA 4Cy.9½"–16⅝" *Emade36 fitted37* 67NHP Atlas-DieselA|B,Skm		
76128 144938 ZMDF	**Holmlea** (*ex*Parera–36,*ex*Glenside) *ss*Wln.No.3–3,34 *Well deck* *Mchy.Aft* 1 *Dk*(*Stl*)	555 380 251	… 7,37	Wln	*h*	1921 8mo	GooleS.B. &Repg.Co.Ld Goole	Holm&Co.Ld.	165·0 *28·4* Q94'B11'F23' *Cell D Bf97'113t*	27·1 FK	10·7	Wellingtn, N.Z. British *3 BHCem* *FPT37t*	T.3Cy.13",21½"&35"–27" 85RHP 1SB,3*pf*,GS47,HS1530 W.Beardmore&Co.Ld. Coatbridge	13 " 0	
76129 149372 GMZN	~~*ss*Shl.No.3–6,38~~ ~~Boc.No.3–35~~ **D.F.** E.S.D. 2 *Dks*(*Stl*)	5780 5510 3685	100A1 ~~6,38~~ ~~2,37~~ 5,39 ~~Shl~~ ~~BS2,37~~ ✝LMC ~~6,35~~ 6,38 BS5,39	Bry *at*†	CL ~~5,35~~ 5,38	1927 3mo *Lloyd's SA&CP*	Lithgows, Ld. PortGlasgow	DenholmLine Steamers,Ld.(J&J DenholmLd.*Mgrs*) *Cell D Ba&u E162'*	423·5 P38'B123'F41' FK *BH dispensed with f186'1241t DTa36'*	56·0	28·8	Greenock British *Cem* *5 BH to U dk* 1 " " 2nd " *1114t APT8*	T.3Cy.27",45"&74"–51" (*s*) 180lb 563NHP 3SB,9*cf*,GS190,HS8489 J.G.Kincaid&Co.Ld.Grk.	31 " 4 s 8 " 2½ 25 " 5	
76130 161556 GQWT	**Holmside** ~~*ss*Bly.No.2–37~~ ~~*ss*Hpl.No.1–36~~ **D.F.** 1 *Dk*(*Stl*) *Cargo battens not fitted*	3433 2932 2038	100A1 ~~42,37~~ Bly Shl ✝LMC MS1 ~~7,35~~ 8,38 BS ~~10,37~~ 1,39	*v*	CL 5,37	1930 8mo *Lloyd's SA&CP*	Cowpen D.D.&S.B. Co.Ld. Blyth	BurnettS.S.Co.Ld. *Cell D B*	338·0 P29'B77'F34' FK *Trunk in Wells* *294'1198t FPT107t*	48·0	22·4	Newcastle British *6 BHCem* *APT162t*	Q.4Cy.20",28",40"&58"–42" 225lb (*s*) 298NHP 2SB(Spt)6*cf*,GS115,HS4968 N.E.MarineEngCoLd Nwc	25 " 5 s 3 " 9½ 21 " 10½	
76131	**Holnis** (*ex*Luksefjell–37) **D.F.** *Mchy.Aft* *CruiserStern* 1 *Dk*	1530 1234 872				1930	Porsgrund Mek.Værks Porsgrunn	Zerssen&Co.	245·7 P38*t*H145*t*	37·9	18·3	Rendsburg German *WB*	C.4Cy.(2)12¾"&(2)27½"–27½" Porsgrund M.V.Porsgrunn		N
76132	**Holstenau** (*ex*Maas)	904 741				1904	Bremer Vulkan Vegesack	Bugsier,Reed.& BergungsA.G.	212·1 P120'F58'	31·6	14·6	Hamburg German *WB*	T3Cy16⅛",26¾"&44⅝"–29½" 108NHP Bremer Vulkan,Vegesack		G
DHLZ	Wireless 1 *Dk*	466													
76133 DRCU	**Holstentor** (*ex*Naiga,*ex*City of Brussels,*ex*Prince Charles) *ss*Osl.2ndNo.3–3,31 *ss*Osl.No.1–35 1 *Dk*(*Stl*)	370 278 157	100A1 5,37 ✝LMC BS ~~5,37~~ 9,38 MS6,36	Osl	*f*	OG 5,37	1905 5mo *Lloyd's SA&CP*	Mackay Bros. Alloa	Lübeck-OsloLinie m.b.H. *Cell D B*	135·0 P15'Q67'F21' FK B *on* Q8' *294'1198t FPT107t*	23·6	11·7	Lübeck German *4 BHCem* *APT15t*	T.3Cy.13",22"&36"–24" (*s*) ~~160lb~~ 65NHP 1SB,2*pf*,GS43,HS1379 MacColl&Pollock,Ld.Sld.	12 " 6 s " 10 11 " 10	
76134 149450 GMBC	**Holystone** *ss*Shl.No.2–36 **D.F.** 1 *Dk*(*Stl*)	5462 4956 3336	100A1 ~~7,38~~ ~~1,36~~ 5,39 Cit BS ~~11,37~~ 3,39 ✝LMC 4,36	Bry *z*	CL 1,38	1927 12mo *Lloyd's SA&CP*	Short Bros. Ld. Sunderland	NorthumbrianShipping Co.Ld. (CommonBros.Ld. *Mgrs.*) *Cell D B342'1444t DTa*	397·4 P38'B113'F36' FK *28'1190t FPT242t*	54·0	28·6	Newcastle British *7 BHCem* *APT210t*	C4Cy.(2)20½"&(2)43⅜"–43⅜" 220lb *180lb* (*s*) 332NHP 2SB(Spt)8*cf*,GS137,HS5500 J.Dickinson&Sons,Ld.Sld.	31 " 6 s 6 " 2½ 25 " 5½	
76135 113024 VOBG	**Home** *ss*NFL.3rdNo.3–5,36 1 *Dk* & *Web frames lower dk in main hold*	439 343 200	100A1 ~~5,38~~ ~~1,37~~ 1,39 NFL ~~D&S 4,39~~ ✝LMC 5,36 NB1,00 *refitted* 5,22	*g*	CL ~~2,35~~ 3,38	1900 10mo *Lloyd's A&CP*	A.&J. Inglis Glasgow	Government of Newfoundland (Newfoundland RailwaySteamship Dept.) *Cell D Ba&u E&E*	154·7 167·1(O.L.) F15' BK7 *47'f61'84t*	25·1	12·6	SJhnsNFL British *4 BHCem*	T.3Cy.15",24"&40"–30" (*s*) 160lb 99RHP 1SB,3*cf*,GS52,HS1411 FD A.&J.Inglis,Glasgow	15 " 0 s 2 " 1½ 13 " 10	
76136 141900 GRZS	**Homefield** ~~*ss*Cal.No.3–12,38~~ ~~*ss*Cal.No.2–12,36~~ ~~*ss*Cal.No.2–34~~ 1 *Dk*(*Stl*) *Cargo battens not fitted*	5324 4822 3228	100A1 12,38 ~~6,37~~ ~~MS8,34~~ Cal ✝LMC 12,33 ~~D&S 7,37~~	*y*	CL ~~2,36~~ 11,38	1919 5mo *Lloyd's SA&CP*	W.Doxford &Sons,Ld. Sunderland	BritishIndiaStm. Nav.Co.Ld. *Cell D Ba&u E143'*	400·0 P49'B113'F38' FK *f180'1028tFPT133t*	52·4	28·5	Glasgow British *7 BHptCem* *tAPT204t*	T.3Cy.27",44"&73"–48" 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD Blair&Co.Ld.Stockton	31 " 0 s 5 " 11½ 25 " 3½	
76137 148688 MNKY	**Homefire** ~~*ss*Shl.No.3–8,38~~ ~~*ss*Shl.No.2–34~~ *Mchy.Aft* 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1262 967 675	100A1 ~~6,36~~ 6,37 Shl ~~BS6,37~~ ✝LMC 9,34 8,38	Sld *n*	CL ~~6,37~~ 8,38	1925 10mo *Lloyd's SA&CP*	S.P.Austin &Son,Ld. Sunderland	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld. *Mgrs.*) *Cell D Bu E20'f137'3,33t*	225·0 Q127'B16'F24' FK *DTf9'154tFPT133t*	36·0	15·3	London British *5 BHCem* *APT238t*	T.3Cy.18",30"&49"–33" (*s*) 180lb *100lb* 156NHP 1SB,4*cf*,GS75,HS2490 G.Clark,Ld.Sunderland	17 " 3 s 5 " 2 15 " 8	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or Expired. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines.	8 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Build Certificate.
76138 144906 ZSJT	**Homeford** (*ex*Killygordon)	*ss*P.N1.No.3–12,32 *ss*P.N1.No.1–37 1 *Dk*(*Stl*) *Cargo battens not fitted*	629 492 287	✝100A1 4,37 BS2,38	PN1 LMC4,37		CL 3,37	1918	Smith's Dock Co. Ltd. Middlesbro' *Lloyd's A&CP*	Smith's Coasters (Prop.), Ld. (C.G. Smith & Co. Ltd. *Mgrs.*)	175·4 | 30·0 | 15·7 B50' FK *Cell D Bu E* 26'	Durban British 5 *B H Cem* 20 *t F P T* 20 *t*	T.3Cy.16″,26″&44″–26″ (*s*) 200lb 94 RH 1SB,*3cf*,GS51,HS1825 N.E. Marine Eng. Co. Ld. Sld	16 ″ 6 s 1 ″ 8½ 14 ″ 11	
76139 215159 D.F. GyC. *Mchy. Aft*	**Homer D. Williams** *ss*Clv.No.3–36 1 *Dk*(*Stl*) & *Web frames* *Longitudinal framing*		7742 7471 6029	✝100A– Clv *For Service on the Great Lakes* 12,36 BS3,38 ✝LMC4,36				1917 6mo	American S.B. Co. Lorain, O.	Pittsburgh Steamship Co. *Cell D Bu E & B* 55' *hopper side tanks*	580·0 | 60·0 | 32·0 F53' FK 230 *t f & in* 479'8724 *t F P T* 299 *t*	Duluth, Minn Utd. States 3 *B H* *A P T* 59 *t*	T.3Cy.24½″,41″&65″–42″ (*s*) 180lb 414 NHP 3SB,*6cf*,GS137,HS6405 FD American S.B. Co. Lorain, O	32 ″ 0 s 10 ″ 4 21 ″ 10½	
76140 148100 GKXB D.F.	**Homeside** *ss*Shl.No.3–8,37 1 *Dk*(*Stl*) & *Web frames* *Longitudinal framing*		4617 4256 2859	✝100A1 Shl *ij* ~~4,37~~ 4,38 ~~11,38~~ 4,39 BS5,38 ✝LMC8,37	Npt		CL 8,37	1924 10mo	Short Bros. Ld. Sunderland *Lloyd's A&CP*	Charlton Stm. Shpg Co. Ld. (Charlton, McAllum & Co. Ld. *Mgrs.*) *Cell D*	384·0 | 52·2 | 26·5 396·4 (O.L.) P36'B118'F39' FK *B* 339'1304 *t F P T* 99 *t*	Newcastle British 6 *B H Cem* *A P T* 166 *t*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 406 NHP 3SB,*9cf*,GS174,HS6774 N.E. Marine Eng. Co. Ld. Sld	28 ″ 9 s 5 ″ 3½ 23 ″ 8½	
76141 147785 MNSJ	**Homewood** *ss*Shl.No.2–34 *Mchy. Aft* 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted*		870 586 426	✝100A1 Shl *k* 5,38 ~~4,37~~ ~~S6,37~~ ✝LMC5,34 5,38			CL ~~5,37~~ 5,38	1927 1mo	R. Williamson & Son, Ld. Workington *Lloyd's A&CP*	Joseph Constantine S.S. Line, Ld.	188·3 | 30·2 | 12·4 193·8 (O.L.) Q116'B11'F23' FK *Cell D B* 114'177 *t*	Middlesbro' British 3 *B Hpt Cem* *F P T* 44 *t*	T.3Cy.14″,24″&40″–27″ (*s*) 200lb *100lb* 99 RH 1SB,*3cf*,GS54,HS1960 W. Beardmore & Co. Ld. Coatbridge	14 ″ 7 s 4 ″ 10 14 ″ 4½	
76142 2088 IBAR	**Honestas** (*ex*GudrunMærsk–36) *ss*Abg.No.3–5,34 Sub.Sig. 1 *Dk*(*Stl*) & *Awng dk*(*Stl*) D.F.		4959 4729 3005	100A1 Gen *r* *Awng dk* *with freeboard* 2,38 ✝LMC ~~BS2,36~~ BS2,38 *Fitted for oil fuel* 12 ,20 *F.P. a*			2,38 38	1920 12mo	F. Schichau Danzig	Soc. Anon. di Nav. "Mare Nostrum"	374·6 | 51·4 | 31·5 360·0 FK *Cell D B* 3 09'918 *t M T* 13'430 *t*	Genoa Italian *pt Cem* 4 *B H to A w dk* 2 ,, ,, *U* ,, *F P T* 110 *t A P T* 164 *t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 185lb 357 NHP 3SB,*6cf*,GS132,HS5700 FD F. Schichau, Elbing	34 ″ 0 s 8 ″ 4½ 25 ″ 9½	
76143 FNCB	**Honfleuraise** (*ex*Nivelle) *ss*Rot.No.3–7,36 *Mchy. Aft* *Well deck* 1 *Dk*(*Stl*) *Cargo battens not fitted*		1782 1381 955	✝100A1 Rot *q* ~~4,37~~ 4,38 ✝LMC MS7,36 ~~BS4,37~~ BS3,39 4,38			CL ~~4,38~~ 4,38	1923 5mo	S.P. Austin & Son, Ld Sunderland *Lloyd's A&CP*	Société Navale Caennaise (G. Lamy & Cie. *Mgrs.*)	260·0 | 37·5 | 17·5 Q154'F30 FK *Cell D B* 215'503 *t*	Caen French 5 *B H Cem* *M T* 10' 224 *t*	T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 206 NHP 2SB,*6cf*,GS88,HS3296 N.E. Marine Eng. Co. Ld. Sld	19 ″ 8 s 8 ″ 5 18 ″ 2½	
76144 142386 VPKF	**Hong Kheng** (P) TwinSc (*ex*LingNam, *ex*FieldMarshal, *ex*Feldmarschall) *ss*H.Kg.3rdNo.3–9,35 Sub.Sig. 2 *Dks*(*Stl–U* teak *s*) 3*rd dk in Nos.*1,2 & 4 *holds* *Web frames in Nos.*3,5 & 6 *holds* D.F. *Well deck*		6167 4719 3975	100A1 HKg *z* ~~10,37~~ 10,38 BS~~10,37~~ LMC9,35 11,38			CL ~~10,37~~ ~~10,38~~ 10,38	1903	Reiherst'g Schiffsw. Hamburg A&CP	Ho Hong S.S. Co. (1932) Ld.	415·8 | 50·4 | 28·1 431·8 (O.L.) P & B 274'F 86' FK & BK 3″ *Cell D B* 342'756 *t M T* 52'1358 *t F W Tanks at sides &*	Singapore British 9 *B H Cem* *Tanks at sides & between Tunnels* 73 *t*	T.6Cy.23¾″,38½″&64½″–48″ 180lb (*s*) 763 NHP 3DB,*18cf*,HS10473 FD Reiherst. Maschinenf. Ham.	31 ″ 0 s 5 ″ 1½ 26 ″ 6	
76145 123658 VPNX	**Hong Peng** (P) TwinSc (*ex*Bloemfontein, *ex*Daker, *ex*Anversville) *ss*H.Kg.3rdNo.3–3,33 *ss*HKg.No.1–37 2 *Dks*(1 *Stl–pt* w & *f U Stl–ws*) & *deep framing* *Well deck* D.F.		4055 2977 2525	✝100A1 HKg *w* 10,38 ~~11,37~~ BS~~11,37~~ ✝LMC10, 10,38			CL 9,37	1899 5mo	Sir Raylton Dixon & Co Ld Middlesbro' A&CP	Ho Hong S.S. Co. (1932) Ld.	370·1 | 46·1 | 22·8 383·1 (O.L.) P & B 261'F 42' FK *E* 26 *f* 144'532 *t F P T*	Singapore British 7 *B H Cem* 17 *t A P T* 26 *t*	T.6Cy.21½″,34″&59″–42″ (*s*) 180lb 584 NHP 4SB,*12cf*,GS199,HS8240 FD Wilsnd Slpwy. Co. Ld. Nwc.	25 ″ 4 s 3 ″ 4½ 22 ″ 5½	
76146 133606 VSRW	**Hong Siang** (P) (*ex*Dimboola–35) *ss*H.Kg.2ndNo.3–2.36 *Ref. Mchy.* D.F. E.S.D. 2 *Dks* & *Shelter dk*		3703 2863 2140	✝100A1 HKg *r* *with freeboard* 11,38 ~~10,37~~ BS~~10,37~~ ✝LMC2,36 11,38			CL ~~11,38~~ N 11,38	1912 7mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	Ho Hong S.S. Co. (1932) Ld.	360·2 | 50·1 | 23·6 371·2 (O.L.) FK (*Cell B H to Shelter dk* 6 *B H to 2nd dk*) *Cell D Bu* 116' *u E & B* 69' *f* 131'	Singapore British 7 *B H Cem* 595 *t A P T* 55 *t*	Q4Cy23½″,31½″,48″&71″–45″ 2101b (*r*) FD 553 NHP 3SB,*12cf*,GS216,HS8379 Swan, Hunter & Wigham-Richardson, Ld. Nwc.	26 ″ 0 s 2 ″ 5½ 23 ″ 11	
76147 41513 JOHK	**Hongkong Maru** (P)		2797 — 1559					1935	Mitsubishi Jukogyo K.K. Kobe	Osaka Syosen K.K.	298·5 | 44·9 | 25·3	Osaka Japanese	DR geared Steam Turbine 367 NHP Mitsubishi Jukogyo K.K. Kobe		
76148 221385 KDSX	**Honolulan** (*ex*GoldenHind–37, *ex*West Faralon) *Fitted for oil fuel* 2 *Dks* & *Shelter dk*		7493 — 4595					1921	Ls. Angeles S.B. & D.D. Co San Pedro Cal	American-Hawaiian S.S. Co.	430·7 | 54·3 | 26·2	New York Utd. States *W B*	T.3Cy.28½″,47″&78″–48″ Los Angeles S.B. & D.D. Co. San Pedro, Cal	422 NHP	R
76149 218417 KILJ	**Honomu** (*ex*GraysHarbor–37, *ex*Edmore) *Fitted for oil fuel* D.F. 2 *Dks* & *Shelter dk* 3 *tr B*		6999 6752 5442					1919	Skinner & Eddy Corp. Seattle, Wash	Matson Navigation Co.	409·6 | 54·2 | 27·1	S. Frncisco Utd. States *W B*	T.3Cy.24½″,41½″&72″–48″ Hooven, Owens & Rentschler Co. Hamilton, O.	359 NHP	R
76150 1610 IBXP	**Honor** (*ex*Bakana) D.F. 1 *Dk*		5303 4746 3195					1919	Ropner & Sons, Ld. Stockton	Fratelli Lagorara	413·3 | 52·3 | 28·5 400·4 P49'B118'F40'	Genoa Italian *W B*	T 3Cy.27″,44″&73″–48″ Richardson, Westgarth & Co. Ld. Mdb	369 NHP	CI
76151 PESY	**Hontestroom** *Ref. Mchy.* 1 *Dk*		1857 1496 1075					1921	N.V. Haarlemsche Scheepsb. My. Haarlem	N.V. Hollandsche Stoomb. Maats.	265·5 | 37·2 | 20·2 *Q* 88' *pt Awng dk* 176'	Amstrdam Dutch	T.3Cy.21″,33″&57″–39″ Maats. Fyenoord, Rot.	203 NHP	V
76152 PETD	**Hoogkerk** (*ex*St.AugustineAbbey, *ex*Atto) 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*)		~~5137~~ ~~4816~~ ~~5170~~ 5132 4817 3155	✝100A1 Rot *a*† *Shelter dk* *with freeboard* 6,38 ~~4,37~~ MS4,37 ✝LMC BS~~8,37~~ 10,			CL ~~4,38~~ 5,38	1911 9mo	Flensburger Schiffsb. Ges. Flensburg *Lloyd's A&CP*	Vereenigde Nederlandsche Scheep. Maats. (Directie en Argentuur Maats. "Holland Britsch-Indie Lijn," N.V. *Mgrs.*)	410·0 | ~~54·7~~ | 26·7 [54·5] *For Shelter dk* 41' FK *Cell D Ba* 134' *u E* 30' *f* 181'1195 *t F P T*	The Hague Dutch 7 *B H Cem* 77 *t A P T* 15 *t*	Q4Cy24⅞″,34″,51″&74″–54″ 213lb (*s*) 563 NHP 3SB,*9cf*,GS183,HS7808 FD Flensburger Schiffsb. Ges.	29 ″ 3 s 3 ″ 5½ 26 ″ 0½	
76153 PETM	**Hoogland** *ss*Rot.No.3–7,28 *Well deck* *ss*Rot.No.2–36 1 *Dk*(*Stl*) *Cargo battens not fitted*		1298 961 783	✝100A1 Rot *o* 8,38 ~~12,37~~ NB7,32 LMC BS~~4,36~~ 8, S9,36			OG ~~3,37~~ 8,38	1916 4mo	N.V. Werf De Noord Alblasserdam A&CP	Scheepvaart en Steenkolen Maats.	232·0 | 34·6 | 15·2 Q79'B56'F26' FK *D B* 188'272 *t F P T*	Rottrdam Dutch 4 *B H Cem* 41 *t A P T* 22 *t*	T.3Cy.17½″,29½″&46″–36″ 180lb (*s*) 164 NHP 2SB,*4cf*,GS83,HS2884 Alblasserdam. Msch. Fab.	17 ″ 3 s 1 ″ 0 16 ″ 5½	
76154 160408 GNST	**Hooiberg** TwinSc *ss*Cco.No.2–36 *Mchy. Aft* 1 *Dk*(*Stl*)		2395 1743 1244	✝100A1 Cco *t* ~~4,38~~ ~~11,36~~ 1,39 Aru ~~BS4,36~~ MC11, *Carrying Petroleum, in bulk* *Fitted for oil fuel* 4 ,28 BS2,39		P12,38 ~~11,39~~ 11,39		1928 4mo	Harland & Wolff, Ld. Belfast *Lloyd's A&CP* *above* 1 50° F.	Lago Shipping Co. Ld. (F.J. Wolfe, *Mgr.*) *Wing tanks* *f* 286 *t Wing t*	305·7 | 50·2 | 14·3 P67'F34' FK *Trunk* 204' *anks a* 356 *t F P T* 60 *t*	London British 7 *B Hpt Cem* *A P T* 75 *t*	T.6Cy.13½″,23½″&36″–27″ 180lb (*s*) 196 NHP 2SB,*6cf*,GS98,HS3702 Harland & Wolff, Ld. Gls.	15 ″ 0 s 1 ″ 10½ 13 ″ 3¾	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enfoncement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Branle-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
76155	**Hook Mountain** Ⓟ	425					1907	Neafie& Levy Co. Philadelphia	McAllisterNav.Co.	136·5	29·0	9·6	New York Utd. States	T.3Cy.11″,18″&32″–22″	
203969	(*ex*Machigonne)	—												48NHP	
KJMW	1 *Dk*	289											*WB*	Neafie&LevyS&E.BCoPhl	
76156	**Hookwood**	1537	✠100A1	Bly	*p*	CL	1923	Furness S.B.Co.Ld. Haverton Hill-on-Tees	HookwoodS.S.Co. Ld.(P.Hawksfield &Son,Ld.)	244·8	38·0	17·5	Dover British	T.3Cy.17″,27½″&45″–33″ (*s*)	19 ″ 7
147515	*ss*Shl No.3–7,36	1260	7,38 ~~8,37~~			~~7,36~~	7mo			P19′B43′F23′ FK				180lb 156NHP	s 3 ″ 0½
MLPF	1 *Dk*(*Stl*)	926	~~BS11,37~~ ✠LMC7,36			7,38				*CellDB*205′498*t FPT*			*4BHpt Cem*	2SB,*4cf*,GS79,HS2806	16 ″ 8
	Cargo battens not fitted		12,38				*Lloyd's A4CP*						*51tAPT63t*	Ross&Duncan,Glasgow	
76157	**Hoong-Chen** TwinSc	555					1930	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0	26·6	11·6	Shanghai Chinese	Oil Engines 4S.C.SA	
	Oil Eng.	356												8Cy.9¾″–15¾″ 74NHP	
	1 *Dk*	298												BenzMotorfMannheim	
76158	**Hoong-Heng** TwinSc	504					1929	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0	26·0	9·6	Shanghai Chinese	OilEngines	
	Oil Eng.	310												8Cy.10¼″–15¾″	
	1 *Dk*	272												Koerting	
76159	**Hoong-Li** TwinSc	555					1930	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0	26·6	11·6	Shanghai Chinese	Oil Engines 4S.C.SA	
	Oil Eng.	356												8Cy.9¾″–15¾″ 74NHP	
	1 *Dk*	298												BenzMotorfMannheim	
76160	**Hoong-Yuan** TwinSc	479					1929	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0	26·0	9·6	Shanghai Chinese	Oil Engines 4S.C.SA	
	Oil Eng.	307												6Cy.9¾″–16½″ 55NHP	
	1 *Dk*	276												Motorenfbr.“Deutz”A.G. Köln-Deutz	
76161	**Hoop**	385					1938	NV Schpsw “Foxhol” Foxhol	H.Damhof	140·1	25·5	9·1	Hoogezand Dutch	Oil Engines 2S.C.SA	
	Oil Eng.	256								P45′F23′			*WB*	3Cy.11 7/16″–17⅛″ 69NHP	
PETR	*Mchy.Aft* 1 *Dk*	233												AppingedammerBrons Motorenfb.N.V.	
	Cruiser Stern														
76162	**Hop**	1365					1916	N V Boele's Scheepsw. Slikkerveer	A/S D/S Fro (AugustKjerland)	239·6	36·1	16·8	Bergen Norwegian	T.3Cy.18½″,30″&48″–36″	N
		1182								P58*t*H64*t*F25*t*				138NHP	
LEDE	1 *Dk*	778											*WB*	Machinefabriek,Bolnes	
76163	**Hopecastle**	5178					1937	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Novocastria ShippingCo.Ld. (Stott,Mann& FlemingLd.*Mgrs*)	418·9	57·4	25·6	Newcastle British	Oil Engines 2S.C.SA	C
161604	*Oil Eng.*	4784								F29′				4Cy.23⅝″–91 7/16″ 687NHP	
GZSB	D.F. 1 *Dk*&*Shelter dk*	3130											*WB*	Swan,Hunter&Wigham Richardson,Ld.Nwc.	
	Part electrically welded *Cruiser Stern*														
76164	**Hopecrag**	4007	✠100A1	Nwc	*w*	CL	1929	Swan,Hunter&Wigham Richardson, Ld Sunderlnd	HopemountShppg CoLd(Stott,Mann &FlemingLd.*Mgs*)	364·5	50·7	24·4	Newcastle British	T.3Cy.24″,39″&65″–45″ (*s*)	26 ″ 9
161539	*ss*Nwc.No.2–38	3625	2,38			6,37	10mo			P34′B115′F35′ FK				180lb *100lb* 338NHP	s 4 ″ 6½
GKJT	D.F. 1 *Dk*(*Stl*)	2457		✠LMC2,38						135′ *f*157′918*t FPT*			*6BHpt Cem*	2SB(Spt),*8cf*,GS148, HS5616	22 ″ 5½
Now “Wyvern,” *see No. 90610 in Supplement*							*Lloyd's A4CP*		*CellDBa§uE*				*86tAPT132t*	N.E.MarineEng.Co.Ld.Sld	
76165	**Hopecrest**	5099					1935	Barclay, Curle&Co.Ld. Glasgow	HopemountShppg CoLd(Stott,Mann &FlemingLd.*Mgs*)	418·0	57·4	25·6	Newcastle British	Oil Engines 2S.C.SA	C
161581	*Oil Eng.*	4757								F29′				4Cy.23⅝″–91 7/16″ 688NHP	
GYKC	D.F. E.S.D. *Cruiser Stern* 2 *Dks*	3106											*WB*	Barclay,Curle&Co.Ld.Gls.	
76166	**Hopecrown**	5180					1937	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CliveShippingCo., Ld.(Stott,Mann& FlemingLd.*Mgrs*)	418·9	57·4	25·6	Newcastle British	Oil Engines 2S.C.SA	C
161607	*Oil Eng.*	4781								F29′				4Cy.23⅝″–91 7/16″ 687NHP	
GZZG	D.F. 1 *Dk*&*Shelter dk*	3131											*WB*	Swan,Hunter&Wigham Richardson,Ld.Nwc	
	Cruiser Stern														
76167	**Hopedene**	4010	✠100A1	Qbc	*w*	CL	1929	Swan,Hunter&Wigham Richardson, Ld Sunderlnd	HopemountShppg CoLd(Stott,Mann &FlemingLd*Mgs*)	364·5	50·7	24·4	Newcastle British	T.3Cy.24″,39″&65″–45″ (*s*)	26 ″ 9
161545	*ss*Nwc.No.2–38 ~~*ss*Nwc.No.1–38~~	3625	4,38 ~~7,37~~	Nwc		10,36	12mo			374·0(o.l.) P34′B115′F35′ FK				180lb *100lb* 338NHP	s 4 ″ 6½
GKVW	D.F. 1 *Dk*(*Stl*)	2457	~~BS4,37~~	✠LMC~~9,34~~									*6BHpt Cem*	2SB(Spt),*8cf*,GS148, HS5616	22 ″ 5½
Now “Photinia,” *see No. 89565 in Supplement*			4,38	MS10,37			*Lloyd's A4CP*		*CellDBa§uE*	135′ *f*157′918*t FPT*			*86tAPT132t*	N.E.MarineEng.Co Ld.Sld	
76168	**Hopemount**	7434	✠100A1	Nwc	*c* †	CL	1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	HopemountShppg CoLd(Stott,Mann &FlemingLd.*Mgrs*)	450·8	61·1	33·2	Newcastle British	Oil Engines 2S.C.SA	33 ″ 3
149490	*Oil Eng.*	7057	2,38			1,37	2mo			P106′B30′F56′ FK			*15BHpt Cem*	6Cy.31″–43″ 1010NHP	s 6 • 4½
GSWF	*ss*Nwc.No.2–38	4529	DBS2,38	✠LMC2,38									(10 *to U dk*	2DB*120lb*	27 ″ 0½
	Mchy.Aft 2 *Dks*(*Stl*)&*Web frames*						*Lloyd's A4CP*		*CellDBuE*82′ 258*t DTf*38′461*t*	*FPT*156*t APT*139*t*			5 ,, *2nd* ,,)	WllsndSlpwy.Co.Ld.Nwc.	
	D.F. *Longitudinal framing*		*CarryingPetroleum in bulk*				1938	Swan,Hunter&Wigham Richardson, Ld.Newcastle	HopemountShppg CoLd(Stott,Mann &FlemingLd.*Mgrs*)	418·9	57·4	25·6	Newcastle British	Oil Engines 2S.C.SA	
76169	**Hopepeak**	5179								F29′				4Cy.23⅝″–91 7/16″ 687NHP	
165761	*Oil Eng.*	4784											*WB*	Swan,Hunter&Wigham Richardson,Ld.Nwc	
GKGJ	D.F. 1 *Dk*&*Shelter dk*	3130													
	Cruiser Stern														
76170	**Hopestar**	5267	✠100A1	Nwc		CL	1936	Swan,Hunter&Wigham Richardson, Ld Newcastle	WallsendShipping Co.Ld.(~~Arthur~~ (Stott,Mann& FlemingLd.*Mgrs*)	416·8	57·4	27·0	Newcastle British	2 Steam Turbines DR	29 ″ 6
161592		4885	*withfreeboard*			9,38	2mo							to 1 Sc. Shaft (*s*)	s 3 ″ 7½
GYRL	D.F. 1 *Dk*&*Shelter dk*	3192 ~~12,37~~ 12,37		✠LMC~~8~~,36						F30′ FK			*7BHpt Cem*	285lb *120lb* 400NHP	26 ″ 0½
	Part electrically welded,		3,39				*Lloyd's A4CP*		*CellDB*356′1215*t*	*DTa*33′1366*t*			*Coll to Sh dk*	2SB(Spt),*6cf*,GS118, HS4238	
	CruiserStern including decks									*FPT*100*t APT*106*t*			6 ,, *2nd* ,,)	ParsonsMarineSteam TurbineCo.Ld.Wallsend	
	Cargo battens not fitted														
76171	**Hoquiam** Wood3Mst	644					1906	M.Turner Fairhaven, Cal.	OaklandScavenger Co.	174·0	38·2	13·3	S.Frncisco Utd.States	C.2Cy.14″&32″–24″	
203508	*Fitted for oil fuel*	—												42NHP	
KJMX	*Mchy.Aft* 1 *Dk*	440											*WB*	UnitedEng.Wks.S.Fo.	
76172	**Horace Johnson**	7918					1929	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0	60·8	28·0	D'luth,Min Utd.States	T.3Cy.24½″,41″&65″–42″	R
228899		—												610NHP	
WOYS	*Mchy.Aft* D.F. GyC. 1 *Dk*	6157											*WB*	AmericanS.B.Co.Lorain,O.	
76173	**Horace Luckenbach** TwinSc	6475	✠100A1	SFo	*c* †	CL	1919	AsanoS.B. Co.Ld. Tsurumi	LuckenbachS.S. Co.Inc.	445·0	58·0	32·0	New York Utd. States	T.6Cy.22″,36½″&61″–48″ (*s*)	32 ″ 1
219796	(*ex*EasternTrader) *ss*Bos.No.3–9,31	—	*Shelter dk*	Sea		~~12,35~~	12mo							200lb	s 4 ″ 8½
KULK	D.F. *ss*Sea.No.1–35	4008	*withfreeboard*	NYk		82,38				FK			*Cem*	4SB,*12cf*,GS233,HS9835 FD	27 ″ 6
	GyC. 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*)		~~BS~~ 11,38	✠LMC		P5,38			*CellDB*886′1401*t*	*'tween dk*			*4BHtoSh dk*	KubotaIronWorks,Kobe	
			MS1,35	~~HS8,37~~			A&CP		*tanks*18′272*t*	*FPT*88*t APT*35*t*			3 ,, ,, *U* ,,		
			Fitted for oil fuel	12,19		*F.P.*	*above*	150° F.							
			BS8,38												

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. How Cl. Ceased. Engine Power. Limit Letters.	7a D'e when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Bo. of Trade Cert.
76174 215122 WPLJ	**Horace S. Wilkinson** *Mchy. Aft* 1 *Dk (Stl) & Web frames* D.F. GyC.	8338 — 6829	✠ 5,24	Tol-edo			1917 5mo	Toledo S.B. Co. Toledo, O. *Cell D*	Great Lakes Steamship Co. Inc. *B528'3960t Hopper*	588·3 F61' *sidetanks 438'2866t*	60·0 FK	27·0 *Awng dk* FK&BK1'	Oswego NY United States	Q.4Cy.20½"30½'43"&61'–42" 402NHP 3SB, *6cf*, GS132, HS6033 Toledo S.B. Co. Toledo, O.	32 " 0	R †
76175 29715 JTRA	**Horai Maru** Ⓟ (*ex* Pays Twin Sc de Waes, *ex* Indarra) 2 *Dks (U Stl & 2nd dk pt Stl)* *& Awng dk (Stl–teak s)* *3rd dk in No. 2 hold*	9192 7493 5597	✠ 1,13	Syd	*d*†		1912 11mo	W. Denny & Bros. Dumbarton	Osaka Syosen K.K.	451·0 B215'F51'*on Awng dk* FK&BK1' *Cell D Ba 64'u E & B 151'f 163'*	60·1	37·4	Osaka Japanese *7 B H Cem*	Q.8Cy.26½",38",54"&76"–48" 1378NHP 7SB, *28cf*, GS560, HS21420 Denny & Co. Dumbarton *976t F P T 122t A P T 73t*	40 " 0	
76176 18942 JIGD	— (*ex* Kotsu Maru–36) 2 *Dks & Web frames* *Longitudinal framing*	3198 2757 1996				...	1916	Osaka Iron Works, Ltd. Osaka	Toho Kisen K.K.	305·0 P19'B82'F32'	43·9 FK	27·3 *W B*	Osaka Japanese	T.3Cy.22",37"&61"–42" 288NHP Osaka Iron Wks. Ld. Osaka	27 " 3	C †
76177 26751 JODE	**Horaizan Maru** (*ex* Daiho Maru No. 1–37) 1 *Dk*	1999 1802 1167				...	1920	Teikoku S.S. Co. Ltd. Toba	Tsurumaru Hirataro	270·0 P16'B65'F36'	39·0 FK	23·9 *W B*	Tokyo Japanese	T.3Cy.20",33"&55"–39" 256NHP Kobe Steel Works, Kobe	23 " 11	
76178 LCPA	**Hörda** *ss* Osl. No. 3–2,31 *ss* Shl. No. 1–35 1 *Dk (Stl)*	4301 3980 2606	✠100A1 1,3~~3,38~~ BS 9,39	Ver Yka LMC9,35	*y*	CL ~~2,35~~ 1,39	1920 7mo	W. Gray & Co. (1918) Ld. W Hartlepool	A S J. Ludwig Mowinckel's Rederi *Cell D*	380·1 P27'B230'F36' *B338'1172t F P T 96t*	53·5 FK	24·1 *A P T 30t*	Bergen Norwegian *6 B H Cem*	T.3Cy.25",41"&68"–48" (*s*) 180lb 413NHP 3SB, *9cf*, GS184, HS7278 Cen. Mar. Eng. Wrks. W Hpl	27 " 0 s 3 " 9½ 23 " 0½	
			Fitted for oil	*fuel* 10,20		*F.P. a*	*Lloyd's*	*S & C P*	*above 1*	50° F.						
76179	**Hordena** (*ex* Horden–37) *ss* Nwc. No. 3–11.28 *ss* Shl. No. 1–33 *Well deck* 1 *Dk (Stl)*	2677 2150 1607	✠ 12,37	Shl	*t*		1916 8mo	Wood Skinner & Co. Ld. Newcastle		321·0 Bon Q63'Q186' F32' *Intermediate B H in fore hold dispensed with*	43·2 FK *Cell D*	19·5 *B 263'695t*	T'namanian *Cem* *4 B H only*	T.3Cy.24",40"&65"–42" 329NHP 2SB, *8cf*, GS149, HS5524 N.E. Marine Eng Co Ld. Nwc *F P T 130t A P T 151t*	21 " 9	
	Now sailing as **"Ferrolano"**															
76180 27635 JFCI	**Horei Maru** *Mchy. Aft* 1 *Dk*	658 512 824					1920	Toba Zosensho Toba	Asahi Sekiyu K.K.	182·0 P65'F24'	28·5	13·5	Tokyo Japanese *W B*	T.3Cy.13½",23"&38"–30" Hashimota Tekkosho, Osaka		
76181 162671 GRDW	**Horn Shell** Twin Sc *Oil Eng.* *ss* Shl. No. 1–36 *Mchy. Aft* 1 *Dk (Stl)* 2nd *dk (Stl)* D.F. E.S.D. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8272 7515 4837	✠100A1 11,383~~,38~~ ✠LMC CS8,36 DBS3,36 3,83~~9,36~~ *Carrying Petroleum in bulk*	Cff Sng	*c*†	CL N3,38	1931 12mo	Deutsche Werft AG Bet Finkenwrder Hamburg *Lloyd's S & C P*	Anglo-Saxon Petroleum Co. Ld. *Cell D Ba E 70'318*	456·1 (B.L.) P103'B35'F43' *D T 32 373t F P T 20*	62·1 FK	34·0 *9t A P T 54t*	London British *14 B H* 2DB *150lb*	Oil Engines 4 S.C.SA 12Cy.29½"–51⅞" 983NHP Algemeine Elec. Ges. Berlin	34 " 0 s 6 " 8½ 27 " 7	
76182 143340 GCDL	**Hornchurch** *ss* Shl. No 3–2,32 *ss* Shl. No. 1–37 *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted*	2162 1735 1250	✠100A1 6,38 ~~4,07~~ MC BS~~3,376~~, MS4,37	Shl	*r*	CL 4,37	1919 7mo	Osbourne, Graham & Co. Ld. Sunderland *Lloyd's S & C P*	Hudson S.S. Co. Ld.	280·0 P23'Q94'B52'F27' *Cell D B 196'472t*	40·5 FK	18·5 *t D Ta 42'153t F P T 95t*	London British *6 B H pt Cem*	T.3Cy.21",35"&58"–39" (*s*) 180lb 231NHP 2SB, *6cf*, GS119, HS3616 MacColl & Pollock, Ld. Sld.	20 " 9 s 2 " 0½ 18 " 11	
76183 23050 JRFB	**Horonai Maru** (*ex* Tsukuba Maru) Wireless 1 *Dk*	999 840 671					1918	Senba Zosensho Osaka	Hokkaido Tanko Kisen K.K.	195·5	31·5	18·0	Kobe Japanese *W B*	T.3Cy.13½",22½"&37½"–28" 74NHP Senba Zosensho, Osaka		
76184 132757 GLYP	**Hororata** Ⓟ Twin Sc *Ref. Mchy.* 2 *Dks & Shelter dk* D.F.	9178 8346 ~~8206~~	Lloyd's RMC ~~1,38 1,38~~			2,38	1914	W. Denny & Bros. Dumbarton	New Zealand Shipping Co. Ld.	511·1 P37'B189'F67'*on Shelter dk*	64·2	32·0	Plymouth British *W B*	Q.4Cy.26",37",53"&76"–48" 800NHP Denny & Co. Dumbarton		C
76185 160651 MPFJ	**Horsa** *Ref. Mchy.* 1 *Dk & Shelter dk* Wireless D.F. *Cruiser Stern*	979 824 392					1928	Ramage & Ferguson, Ld Leith	Leith, Hull & Ham. Stm. Pkt. Co. Ld. (J. Currie & Co. *Mgrs.*)	231·4	35·6	16·0	Leith British *W B*	T.3Cy.20",33"&54"–36" 175NHP Ramage & Fergusn, Ld. Lth.		C
76186 161354 MPQV	**Horseferry** *ss* Shl. No 2–38 ~~*ss* Shl. No. 1–34~~ *Mchy. Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted*	951 751 496	✠100A1 9,3~~9,37~~ LMC9,38 ~~MC12,34~~ ~~LC9,34~~	Sld	*m*	CL ~~2,37~~ 2,38	1930 1mo	J. Crown & Sons, Ld. Sunderland *Lloyd's S & C P*	Gas Light & Coke Co (Stephenson Clarke & Associated Companies, Ld. *Mgrs.*) *Cell D Ba E 19'133*	217·0 Q105'B17'F25' *3'262t M T 128t F P T*	32·0 FK	13·5 *120t A P T 19t*	London British *4 B H Cem*	T.3Cy.16",27"&44"–30" (*s*) 180lb *100lb* 115NHP 1SB, *3cf*, GS55, HS1786 G. Clark, Ld. Sunderland	15 " 6 s1 " 11½ 13 " 10½	
76187 164707 GZCM	**Horsted** *Mchy. Aft* 1 *Dk* *Cargo battens not fitted* *Cruiser Stern*	1670 1248 932	✠100A1 10,~~38~~9,37 LMC9,	Sld	*p*	CL 9,37	1936 9mo	Burntisland S.B. Co. Ld Burntisland *Lloyd's S & C P*	Burntisland Stephenson Clarke & Associated Companies, Ld. *Cell D B 214'451t*	256·0 Q153'F25' *M T 214t F P T 129t*	37·5 FK	16·4 *120t A P T 21t*	London British *4 B H Cem*	T.3Cy.17½",29"&48"–33" (*s*) 200lb FD 197NHP 2SB, *4cf*, GS67, HS2900 D. Rowan & Co. Ld. Gls.	18 " 6 s8 " 2 17 " 3	
76188 140539 VPCB	**Hosang** Ⓟ *ss* H.Kg. No. 1–38 *ss* H.Kg. No. 3–7,34 D.F. 2 *Dks (Stl) &* *Shelter dk (Stl–teak s)*	5698 4990 3293	✠100A1 *Shelter dk* *with freeboard* ~~8,35~~ 8,~~37~~ ~~BS8,35~~ *Fitted for oil* *fuel* 3,22	Kob ~~Hkg~~	*t*†	CL ~~7,36~~ 2,38 *F.P. a*	1922 3mo	N. of Ireland S.B. Co. Ld. Londonderry *Lloyd's S & C P*	Indo-China Steam Nav. Co. Ld. *Cell D* *B350 1137t F W tanks in 'tween (Collision B H to S dk* *113'88t D Ta 23'892t F P T 86t A P T 122t*	411·0 F37'*on Shelter dk*	53·8 FK	28·3 *dks aft*	Hong Kong British *Cem*	T.3Cy.27",46"&77"–51" (*s*) 200lb 708NHP 4SB, *12cf*, GS247, HS11044 FD J G. Kincaid & Co. Ld. Grk.	31 " 0 s4 " 6½ 26 " 10	
76189 LEDJ	**Hosanger** 1 *Dk*	1591 1197 927					1911	Bergens Mek. Værk Bergen	D/S Hosangers Rederi (Westfal-Larsen & Co. A S, *Mgrs.*)	244·6 P25t Q105t B121t H77t F32t	37·7	15·6	Bergen Norwegian *W B*	T.3Cy.18",29"&49"–33" 138NHP Bergens Mek Værks Bergen		N
76190 21737 JDFB	**Hosei Maru** (*ex* Nichiro Maru, *ex* Leonora) 1 *Dk 2 tr B & Web frames*	2670 2441 1903				...	1895	Richardsn, Duck & Co. Stockton	Shoyo Kisen K.K.	315·0 P29'B62'F33'	43·0 FK	21·1	Amagasaki Japanese *W B*	T.3Cy.23",37"&61¼" 42" 246NHP Blair & Co. Ld. Stockton	23 " 8	
76191 277 JPJC	**Hoten Maru** Ⓟ Twin Sc 2 *Dks* *Cruiser Stern*	3975 3024 2120					1928	Mitsubishi Zosen Kaisha Kobe	Dairen Kisen K.K.	360·0 B36'F41'	46·0	28·5	Dairen Japanese *W B*	S.R. geared Steam Turbines Mitsubishi Zosen Kaisha, Kobe		
76192 1893	**Houlee** (*ex* Jervaulx Abbey–36) Ⓟ *ss* Gms. 2nd No. 3–3,32 *ss* Drn. No. 1–36 Wireless 1 *Dk (Irn) & deep framing* *Well deck* *Lower dk in No. 1 hold*	~~4197~~ ~~627~~ ~~671~~ 1340 ~~1063~~	✠100A1 ~~8,38 8,37~~	Drn	*p*	OG 8,37	1908 7mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's S & C P*	Ching Kee Steam Nav. Co. Ld. *Cell D Ba*	255·1 P29'Q40'B98'F34' 42'*f* 61'119t F P T 13t	33·7 BK7"	15·5 *A P T 7t*	Chefoo Chinese *5 B H Cem*	T3Cy.25½",40½"&67"–42"(*s*) 185lb 504NHP 3SB, *9rf*, GS176, HS8223 FD Cen. Mar. Eng. Wrks. W Hpl	16 " 3 ~~s 1 " 2½~~ ~~15 " 10~~ s *r* 10 16 " 0½	

1 Numero Ordre. / Numero Officiel. / Signaux	3 Nom du Navire. Matériaux, Gréement etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	Registered under the Code
76193 1220 JFEI	**Houn Maru** IronCtr *Mchy.Aft* 1 *Dk*	528 — 368					1890	Kawasaki Dkyd.Co.Ld. Kobe	HounMaru UnpanbuK.K.	160·8 27·2 13·4			Tokyo Japanese	C.2Cy.21"&39"–24" 62NHP KawasakiDkydCoLdKobe		
76194 586	**Houn Maru No. 3** WoodAuxSr *Oil Eng.* *Mchy.Aft* 1 *Dk*	301 277 215					1918	Takami Yoshitaro Antoken	NakanoHatsutaro	114·0 29·0 13·0			Shingishu Japanese	Oil Engines 2S.C.SA 2Cy.15½"–17" 85NHP YamamotoTekkosho,Osa.		
76195 589	**Houn Maru No. 5** WoodAuxSr *Oil Eng.* *Mchy.Aft* 1 *Dk*	336 304 258					1918	Takami Yoshitaro Antoken	MorikamiUhei	122·1 29·3 12·8			Shingishu Japanese	Oil Engines 2S.C.SA 2Cy.15½"–17" 85NHP YamamotoTekkosho,Osa.		
76196 143298 GCDN	**Housatonic** (*ex*WarDogra) *ss*Shl.No.3–7,32 *ss*Nwc.No.1–35 1 *Dk*(*Stl*)2*trB*&*W frames* D.F. *Longitudinal framing*	5559 4696 3425	✠100A1 Bel *z* ~~Loaded 11·37~~ 2,39 ~~Bkt~~Fal ~~BS11·37~~ ✠LMC12,36 2,39 *Carrying oil in bulk* *Fitted for oil fuel*	CL ~~11,37~~ *F.P. above* 1 *F.P. above* 1	1919 7mo *Lloyd's SA&CP*	W.Hamilton&Co.Ld. Pt.Glasgow	Anglo-American OilCo.Ld.(F.J. Wolfe, *Mgr.*)	400·3 52·2 28·4 P50′B121′F39′ FK *Middle line Bulkhead Cell D Bu E&B* 50° F. 277*t* / 50° F. 6,19	London British 10*B Hpt Cem not oil-tight* 64′ 277*t* / 50′ 63*t*	T.3Cy.27",44"&78"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow *FPT97t APT13t*	31 " 0 s 5 " 7¾ 25 " 7	
76197 161621 GWRF	**Houston City** *Oil Eng.* D.F. 1 *Dk*&*Shelterdk* *Cruiser Stern*	4935 4637 3009					1934	Furness S.B.Co.Ld. Haverton Hill-on-Tees	LeedsShippingCo. Ld.(SirW.R.Smith &Partners,Ld.) &Sons,Ld.*Mgrs.*)	425·5 56·3 25·4 F42′ *WB*			Bideford British	Oil Engines 2S.C.SA 4Cy.28⅜"–91.5/8" 687NHP W.Doxford&Sons,Ld.Sld.		C
76198 123802 GDGN	**Houstone** (*ex*Mari–37, *ex*Ulversmead, *ss*Bbo.2ndNo.3–10,35 *ex*Renfrew,*ex*Claveresk) 1 *Dk*(*Stl*)& D.F. *Web frames* *Now* "Lake Neuchatel," *see No. 88929 in Supplement*	3859 3129 2429	100A1 *Turret deck* 5,37 ~~LMC10,37~~ ~~DBS11,37~~	Cff	CL 9,35	1907 *Lloyd's SA&CP*	W.Doxford &Sons,Ld. Sunderland	~~Phœnix Shipping Co.Ld.~~ C.Strubin& Co.Ld.	350·4 50·1 22·4 P32′F31′ FK *Cell D B315′1097t*	London British 6 *E.H.Cem* *APT23t*	T.3Cy.24",41"&68"–45" (*s*) 180lb *110lb* 342NHP NDB10*refitted*22 2SB,6*cf*,GS144,HS5340 W.Doxford&Sons,Ld.Sld.	25 " 3 s10" 9 21 " 8½	
76199 Broken up PKEC	**Houtman** *Fitted for oil fuel* *Ref.Mchy.* D.F. 2 *Dks*3*trB*	5069 — 3180					1913	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	391·6 49·3 25·8 P19′B146′F41′ *WB*	Batavia Dutch	T.3Cy.29½",48½"&80"–54" 470NHP NedFb.v.Wrk&Spoor,Ams		V
76200 7645 SGQO	**Hövding** (*ex*Sundsborg–36, *ex*T.M.Werner) 1 *Dk*	*1507* *1241* *827*					1905	Helsingörs Jernsk.&Msk Elsinore	RederiA/BHasting (ErikHakanson, *Mgr.*)	246·6 37·4 15·8 P17′Q73′B106′F28′ *WB*	Hlsingborg Swedish	T.3Cy.19",32"&53"–36" 169NHP HelsingörsJernsk.&Msk.		V
76201 133629 MDYW	**Hove** (*ex*Collairnie) *ss*Bng.2ndNo.3–2 39~~ss Shl.No.3–12,25 ss Shl.No.3–34~~ *Well deck* 1 *Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	435 311 170	✠100A1 Glas *u* 3,39 ~~12,37~~ Bwg ~~BS3·37~~ ✠LMC12,39 ~~1,39~~ MS2,39	CL ~~5,36~~ 2,39	1913 7mo *Lloyd's SA&CP*	Ardrossan DD&SBCoLd Ardrossan	CoppackBros.&Co.	155·8 25·2 10·8 163·4(o.l.) Q91′B9′F21′ BK7′	London British 3*BHCem* *FPT54t*	T.3Cy.12½",21½"&34"–24" 180lb (*s*) 59RHP NDB26 1SB,2*pf*,GS36,HS1354 W.V.V.Lidgerwood,Gls.	11 " 8 s3 " 7½ 12 " 2	
76202 96308 WMCV	**Howard** Sub.Sig. D.F. 3 *Dks*&*Hurricane dk*	3581 — 2278					1895	Harlan& Hollings-worthCo. Wilm.Del.	Merchnts&Miners TransportationCo.	310·5 42·0 26·0 len09	Baltimore Utd. States	T.3Cy.28",46"&72"–48" NB09 359NHP Harlan&HollingsworthCo.		
76203 96524	**Howard L. Shaw** *Mchy.Aft* GyC. 1 *Dk*2*trB*	4241 — 3064					1900	Detroit S.B.Co. Wyandotte	PittsburghS.S.Co.	435·5 51·5 28·0 *WB*	Duluth, Minn. Utd. States	T.3Cy.22",35"&58"–42" NB20 218NHP DetroitS.B.Co.Detroit		
76204 212353 WPSR	**Howard M. Hanna, Junior** *Mchy.Aft* GyC. 1 *Dk*	6204 — 4689					1914	American S.B.Co. Cleveland,O.	ColumbiaTrans-portationCo.(John T.Kelly, *Mgr.*)	504·0 54·0 30·0 F60′ *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23½",38"&63"–42" 257NHP AmericanS.B.Co.Lorain,O		R
76205 146304 GFSJ	**Howra** *ss*Cal.No.1–38 *ss*Cal.No.3–3,34 1 *Dk*(*Stl*)&*Shelter dk* (*Stl*)&*Web frames* *Cruiser Stern* *Longitudinal framing*	6709 6252 4096	✠100A1 Cal *a*† *Shelter dk* *withfreeboard* ~~8,37~~ 11,38 ~~Mch2,34~~ ✠LMC11,38 ~~Mch2,38~~	CL 9,36	1922 8mo *Lloyd's SA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	BritishIndiaStm. Nav.Co.Ld.	412·2 55·8 34·7 P42′F36′ *on Shelter dk* FK *Cell D B320′1367t DTa31′1080t*	Glasgow British *Cem* 6*B Hto Sh dk* 2 „ „ *U* „ *FPT112t APT247t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb 600NHP 3SB,9*cf*,GS190,HS7890 FD C.A.ParsonsLd.Nwc.	38 " 1 s9 " 11½ 28 " 4½	
76206 218221 KIJQ	**Hoxbar** *Fitted for oil fuel* *Carrying Petroleum in bulk* 2 *Dks* *Mchy.Aft* *Longitudinal framing*	6958 — 4329					1919	Bethlehem S.B.Corp.Ld Sparrow's Pt. Md.	MalstonCo.Inc. (C.D.Mallory&Co. Inc. *Mgrs.*)	434·8 56·2 31·8 P92′B50′F42′	Wilmgton (Del.) Utd. States	T.3Cy.27¼",47"&78"–48" 422NHP BethlehemS.B.Corp.Ld. Sparrow's Point,Md.		R
76207 217616 KEMK	**Hoxie** Sub.Sig. 2 *Dks* *Longitudinal framing*	4623 4213 2838					1918	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	UnitedStates Maritime Commission	377·0 52·0 29·5 P41′B94′F38′ *WB*	Baltimore Utd. States	T.3Cy.24",41"&68"–48" 320NHP BethlehemS.B.Corp.Ld.		R
76208 LCOQ	**Höyanger** TwinSc *Oil Eng.* 2 *Dks*	4624 4201 2765					1926	Akt.Bur-meistr&Wain Copenhagen	Westfal-Larsen& Co.A/S	381·6 53·8 25·9 P103*t*H259*t*F22*t* *WB*	Bergen Norwegian	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 542NHP Akt.Burmeistr&Wain,Cpn		N
76209 42349 JJGK	**Hoyo Maru** *Oil Eng.* D.F. 1 *Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8692 7993 6042	✠100A1 Yka 11,38 ~~12,37~~ ~~BS9,37~~ ✠LMC12,~~37~~ *Carrying Petroleum in bulk* DBS12,38	CL 10,37	1936 11mo *Lloyd's SA&CP*	Mitsubishi JukogyoK.K Yokohama	NipponTanker K.K.	474·0 61·0 37·5 P137′B37′F40′ FK *Cell D Bu* E56′200*t* DTf38′29 0*t*	Tokyo Japanese 14*BH* *APT143t*	Oil Engines 2S.C.DA 6Cy.28⅜"–43.5/8" 2DB*163lb* 1163NHP MitsubishiJukogyoK.K. Yka.	37 " 6	
76210 22541 JEOC	— WoodAuxSr Wireless 1 *Dk*	479 414 338					1918	Hatohama SenkyoIrWk Hatohama	TashiroMagoichi	140·6 28·2 15·7	Niigata Japanese	C.2Cy.11½"&25"–16" 21NHP YutaniKusakusho,Osaka		
76211 10349 JFFA	**Hozan Maru** (P) 2 *Dks*	2344 1920 1384					1907	Kawasaki Dckyrd Co.Ld Kobe	OsakaSyosenK.K.	305·9 39·7 21·6 P25′B106′F41′ *WB*	Osaka Japanese	T.3Cy.23",38"&63"–39" 248NHP KawasakiDkydCoLdKobe		
76212 16928 JAXC	— Wireless 1 *Dk*	1176 1029 836					1914	OsakaIron Works Osaka	HayashiKisen K.K.	218·7 32·2 17·3	Nishino-miya Japanese	T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWorks,Osaka		
76213																

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / For Special Survey. Date of last Survey	6 Port of Survey.	7 Year Assigned now expired Equipment Letter	7a Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length / Breadth / Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
76214 1565 JTRE	**Hozukawa Maru** *Late Name if any*	**Wood** 1 *Dk&Awng dk*	339 297 194					1896	Osaka Iron Works Osaka	Tosa Domei Kisen K.K.	143·0 | 18·9 | 14·8	Osaka Japanese	T.3Cy.11⅝",16⅜"&26½"–20" 30NHP Ross&Duncan,Glasgow		
76215 OYMA	**Hroar** (P) Wireless D.F. *Ref.Mchy*	2 *Dks*	1401 1107 748					1923	Frdkshvns. Værft& Flydedok A/S Frderikshavn	Det Forenede Dampskibs Selsk.	253·7 | 37·2 | 16·9	Copnhagn Danish *WB*	T.3Cy.21",33½"&56"–39" 196NHP Helsingörs Jernsk.&Mskb.		V
76216 YTKJ	**Hrvatska** (P) (*ex*Croatia)	*ss*Ssk.3rdNo.3-12,29 *ss*Ssk.No.4–9½ 2–38 1 *Dk(Stl)*	492 — 303	✠100A1 Ssk 7-38 build ,39 LMC BS12,37	*h*	OG 4,37	1891 11mo	Howaldts-werke Kiel *Lloyd's SA&CP*	Jadranska Plovidba D.D.	167·9 | 25·0 | 10·6 180·1(o.L.) P45′B38′F41 BK7″ *Cell DB a&u E52·5 l t*	Susak Yugoslav *4 B H Cem*	T.3Cy.17",27½"&43⅜"–24⅜" 172lb *80lb (s)* 174NHP NB06 *refitted*23 NDB91 *refitted*23 HS2998 FD 1 Water Tube Boiler GS55 Howaldtswerke,Kiel	12 ″ 8 s ″ 5½ 12 ″ 9½	
76217 XNAP	**Hsin An** (*ex*TenbuMaru–34, *ex*Vorwärts)	2 *Dks*	1030 787 563					1895	Howaldts-werke Kiel	Ying Kee Hong	231·3 | 32·8 | 15·1 P28′B69′F29′	Tsingtao Chinese *WB*	T.3Cy.17",27⅝&43⅜–24 7/16" 93NHP Howaldtswerke,Kiel		
76218 151743	**Hsin Chang Wo** (*ex*Kingwo–33)	Twin Sc 2 *Dks*	582 [illegible] 242					1923	Kiangnan D&E.Wks.Ld Shanghai	Indo-China Steam Nav.Co.Ld.	147·1 | 28·0 | 7·8	Shanghai British	T.6Cy.11½",17¼"&27½"–16" *B made*17 *fitted*23 40RHP Kiangnan D&E Wks Ld.Shi		
Sunk to block Yangtsze Kiang River 12,37 XNCE	**Hsin-Fung** (*ex*Ming Yi, *ex*Hsin Fung)	2 *Dks*	1707 — 1062					1891	Napier, Shanks&Bell Glasgow	China Merchants' Stm.Nav.Co.Ld.	260·0 | 37·0 | 21·3 *Shade dk*92′	Shanghai Chinese *WB*	T.3Cy.19",31"&50"–36" 150NHP Dunsmuir&Jackson,Gls.		
76220 XNAP	**Hsin Hua An** (*ex*HuaAn1–36, *ex*HuaAn–35, *ex*HwahKun, *ex*KeongWai)	2 *Dks*	*1777* *1638* *1115*					1895	Fairfield Co.Ld. Glasgow	Hsin Chang An S.S. Co.Ld.	289·0 | 37·8 | 21·5 P10′B22′F42′	Shanghai Chinese	T.3Cy.22",36"&57"–42" 211NHP Fairfield Co.Ld.Glasgow		
76221 XNCX	**Hsin Jui On** (*ex*HsingSuiPing–35, *ex*HsinYiLi–34, *ex*JohnWilliams)	*ss*Syd.2ndNo.3–2,18 *ss*Syd.No.2–26 2 *Dks(U Teak)*	665 645 370	✠ [illegible] Syd	*j*			1894 3mo	R.Napier& Sons Glasgow	Jui On S.S.Co. *Cell DB145′167t APT6t*	188·6 | 32·0 | 13·5 B75′F25′ BK7½"	Shanghai Chinese *5 B Hpt Asp pt Cem*	T.3Cy.15",24"&39"–27" NDB16 80NHP 1SB,3*cf*,GS63,HS1679 R.Napier&Sons,Glasgow	16 ″ 0	
Sunk to block NingpoHarbour 9,37 XNCX	**Hsin Kiangteen**	Twin Sc	3645 — 2618					1921	Shanghai Dk.&E.Co.Ld Shanghai	China Merchants' Stm.Nav.Co.Ld.	300·0 | 48·2 | 22·9	Shanghai Chinese	T.8Cy.(2)17",(2)28"&(4)31½"–33" 227NHP Shanghai Dk.Co.Shanghai		
76223 XNCW	**Hsin Lee** Wireless	2 *Dks*	1174 — 704					1916	Osaka Iron Works Osaka	Ching-Kee S.N.Co. Ld.	230·7 | 33·5 | 18·5 P24′B35′F30′	Chefoo Chinese	T.3Cy.13½",23"&38"–30" 79NHP Osaka Iron Wrks.Ld.Osaka		
Sunk to block YangtszeKiangRiver 8,37 XNCD	**Hsin Ming** (*ex*HsinTsieh)	2 *Dks*	2133 1603 1428					1907	Napier& Miller Glasgow	China Merchants' Stm.Nav.Co.Ld.	270·0 | 41·2 | 20·2	Shanghai Chinese *WB*	T.3Cy.24",39"&64"–42" 265NHP Dunsmuir&Jackson,Ld Gls		
76225 XNBY	**Hsin Ningshao** Now Mollenhof, *see No.* 89097 *in Supplement*	Twin Sc 1 *Dk&2nd dk's Promenade dk*	3407 2401 2151					1914	New Eng.& S.B.Wks.Ld. Shanghai	Ningpo Shaohsing Stm.Nav.Co.Ld.	289·5 | 46·0 | 15·0 FK	Shanghai Chinese *WB*	T.6Cy.16",27"&43"–30" Richardsons, 325NHP Westgarth&Co.Ld.Mdb.	23 ″ 0	
76226 XNBT	**Hsin Ningshin** (*ex*Bertha) Now "Tirso," *see No.* 90213 *in Supplement*	1 *Dk&Spar dk& deep framing*	2173 — 1345					1906	Fevigs Jernskibsbyg Arendal	San Peh S.N.Co.Ld.	269·6 | 39·0 | 10·5 F33 18·1 FK	Shanghai Chinese *WB*	T.3Cy.20½",33"&56"–39" 207NHP Richardsons,Westgarth& Co.Ld.Mdb.	21 ″ 3	
76227 133255 GLJY	**Hsin Peking** (*ex*Tungchow 36)	2 *Dks&Shade dk*	2104 1592 1268					1914	Taikoo Dk-yd&Eng Co.of Hong K'ng Ld Hong Kong	China Nav.Co.Ld.	280·0 | 40·1 | 17·8 P8′F28′	London British *WB*	T.3Cy.21",34"&56"–39" 196NHP Taikoo Dkyd.&Eng.Co. of Hong Kong,Ld.		
Sunk to block YangtszeKiangRiver 8,37 XNDG	**Hsin Ping An** Wireless		1524 — 916					1919	..... Shanghai	Tung Yue S.S.Co. (Chun Si Dong, *Mgr.*)	245·0 | 34·0 | 20·5	Shanghai Chinese *WB*	C.2Cy.26½"&36"–48" 75NHP		
76229 Now "Litsa," *see No.* 90214 *in Supplement*	**Hsin Pu** (*ex*PongTong–37, *ex*Hsin Pu–37, *ex*Hsin Tsaug, *ex*PongTong, *ex*ElisabethRickmers)	2 *Dks&Spar dk*	1723 1423 1001					1903	Rickmers Akt.Ges. Bremerhaven	San Peh Steam Nav. Co.Ld.	253·2 | 37·4 | 19·6 P&B161′F26′	Shanghai Chinese *WB*	T.3Cy.19⅛"30⅜"&49½"–33½" 142NHP Ottensener Maschinenf.Alt		
76230 MMZP	**Hsin Tai** (*ex*Tungus) *Well deck Mchy.Aft*	**Iron** 2 *Dks* 1 *Dk(Irn)&deep framing*	481 — 281 530					1840	Nevsky S.B &M.Wks Leningrad	Tung Shun S.S.Co. Ld.	168·9 | 26·6 | 15·0	Tientsin Chinese *WB*	C.2Cy.22"&37"–24" 56NHP E&B *made*03 *refitted*18 Crichton Eng.Works,Abo		
76231 125176 MMZP	**Hsin Tseangtah** (*ex*MinHo–37, *ex*Beulah–35) *Well deck Mchy.Aft*	*ss*Osa.2ndNo.3–2,35 1 *Dk(Irn)&deep framing*	933 681 530	✠100A1 Shi 5-37 [illegible]	*l*	CL 5,37	1908 9mo	Clyde S.B. &E.Co.Ld. Pt.Glasgow *Lloyd's SA&CP*	China Import& Export Lumber Co.Ld. *Cell D Bu E24′f134′227t FPT5t APT8t*	210·0 | 30·5 | 13·2 218·0(o.L.) 32·3 Q122′B9′F27′ FK&BK1′	Shanghai British *5 B H Cem*	T.3Cy.17",28"&46"–33" *(s)* 180lb 151NHP 2SB,4*cf*,GS86,HS2588 Clyde S.B.&E.Co.Ld. P.Gls	15 ″ 6	
76232 34530 JBQE	**Hsin Yang Maru** (P) 1 *Dk*	Twin Sc	1674 1296 774					1929 5mo	Shanghai Dck&ECo.Ld Shanghai	Nisshin Kisen K.K.	239·0 | 39·9 | 10·0 B194′	Tokyo Japanese	T.6Cy.10½",17"&28"–16" 54NHP Shanghai Dck.&E.Co.Ld.		
76233 155840 GMXL	**Hsin Yangtse** Wireless	2 *Dks*	921 649 341					1927	Shanghai Dk&En.Co Ld Shanghai	Shanghai Pilot Boat Co.(1928) Ld.	180·8 | 34·0 | 15·2 FK	Shanghai British *WB*	T.3Cy.18½",29"&49"–33" 187NHP Shanghai Dk.&Eng.Co.Ld.	16 ″ 6	
76234	**Hsing Shih** (*ex*Kwang-ping)	2 *Dks*	2018 — 1239					1898	J.Scott& Co. Kinghorn	San Peh Steam Nav. Co.Ld.	265·0 | 40·2 | 20·9 B69′F41′	Shanghai Chinese *WB*	T.3Cy.20",32"&54"–36" 175NHP J.Scott&Co.Kinghorn		
Wrecked 10,38 *as* "Shin-Tainei Maru," XNFG	**Hsing Tai Ping** (*ex*Kooringa)	*ss*Mel.2ndNo.3–1,27 1 *Dk(Stl-ptws)2tr B&deep framing*	3175 — 2055	✠ 3,32 Mel	*t*			1902 5mo	W.Hamil-ton&Co. Pt.Glasgow	Chung Wei S.S.Co. *Cell D Ba 2′ u E22′f142′677t*	324·0 | 47·0 | 22·4 P31′B84′F39′ FK	Shanghai Chinese *6 B H Cem*	T.3Cy.24",40"&65"–42" 305NHP 2SB,6*cf*,GS121,HS4818 Clyde S.B.&E.Co.Ld Pt Gls	24 ″ 9	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pis. pa.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Surv. Trade.
76236	**Hsing Yuan** (*ex*ChunHwa-36, *ex*Francesco Vazzana-34,		2223					1898	Blohm& Voss Hamburg	YungYuanS.S.Co.	303·4 P80′	38·3 F35′	23·0	Chefoo Chinese	T.3Cy.19″,30″&50″–39½″ 157NHP		
XNBS	*ex*LotharBohlen) 1 *Dk&Spar dk3tr B*		2059 1388												Blohm&Voss,Hamburg		
76237	**Hsu Chow** (*ex*Escondido, *ex*Hallgjerd)		1658 —					1917	Laxevaags Msk.&Jrnskb Bergen	ChinaUnitedNav. Co.Ld. (*M.Tsu, Mgr.*)	246·0 P39′Q109′B127′ H69′F38′	38·0	15·6	Shanghai Chinese *WB*	T.3Cy.18½″,29″&49″–33″ 138NHP LaxevaagsMsk&Jrns.Bgn		
XNDK	1 *Dk*		926					1926	OsakaIron Works,Ld. Osaka	NisshinKisenK.K.	280·0 P23′B80′F30′	41·0	21·0	Tokyo Japanese *WB*	T.3Cy.18″,30″&50″–36″ 150NHP OsakaIronWorks,Ld.		
76238	**Hua Shan Maru** Ⓟ		2089														
31667			1707														
JEJB	*Longitudinal framing* 2 *Dks*		1284														
76239	**Hualalai** Ⓟ	TwinSc	3088					1929	Bethlehem S.B.Corp.Ld. SanFrancisco Cal.	Inter-IslandStm. Nav.Co.Ld.	295·0 F34′	48·1	25·6	Honolulu Utd.States *WB*	DRgearedSteamTurbines 666NHP Westinghouse Elec.&Mfg. Co.Phl.Pa.		R
228613	*Fitted for oil fuel*		—														
KJMY	2 *Dks*		1803														
	Cruiser Stern																
76240	**Huasco** Ⓟ	3Mst	3798				...	1906	J.Reid& Co. Glasgow	CompaniaSud Americana deVap.	379·7	44·3	21·5 BK11″	Valparaiso Chilian *WB*	T.3Cy.29″,47″&78″–57″ 596NHP Dunsmuir&Jackson LdGls	25 ″ 0	
743	2 *Dks&deep framing*		2575														
CBHU	*Promenade dk&Shade dk*		2218														
76241	**Hubbastone**		873	✠100A1 2,39 ~~3,37~~	Bly Shl	*k*	CL ~~1,37~~ 2,39	1921	HansenSB &ShipRep. Co.Ld. Bideford	S.&R.Steamships. Ld.(Stone&Rolfe, Ld.*Mgrs.*) *CellDBf*126′	190·0 199·3(O.L.) Q120′BonQ14′F26′ FK	30·1	12·6	London British	T.3Cy.15″,25″&41″–27″ (*s*) 180lb 84RHP	14 ″ 6 s 4 ·6½	
MKLF	*ss*Sws.No.3–7,33 *ss*Bly.No.1–37		592 431	[illegible] LMC5,37			2,39	1mo	&ShipRep. Co.Ld. Bideford	Ld.*Mgrs.*) *CellDBf*126′	199·3(O.L.) Q120′BonQ14′F26′ FK				2SB,*4cf*,GS69,HS1824 LythamS.B.&Eng.Co.Ld.	14 ″ 1½	
	Mchy.Aft 1 *Dk(Stl)*			[illegible]				*Lloyd's*	*SA&CP*	239*t FW tank in*	*break* 7′14*t FPT*53*t*			*APT*30*t*			
	Well deck *Cargo battens not fitted*																
76242	**Hubert Schafer** (*ex*Robert		2010				...	1918	ToledoS.B. Co. Toledo,O.	SchaferBros.S.S. Lines.	252·0 P21′B64′F30′	43·5 FK	18·9	S.Frncisco Utd.States *WB*	T.3Cy.20½″,33″&54″–40″ 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	
216355	Johnson,*ex*Lake *Fitted for oil fuel*		1631														
KLUE	Sebago) 1 *Dk*		1227														
76243	**Hubert Schröder** *ex*Ljusnedalf-38, *ex*Tilburg)		1391					1917	L.Smit& Zoon Kinderdijk	RichardSchröder	239·1 P27′B56′F24′	36·3	16·6	Rostock German *WB*	T.3Cy.17½″,29½″&46½″–36″ 120NHP L.Smit&Zoon,Kinderdijk		V
DHPJ	1 *Dk*		1208 808														
76244	**Hudiksvall**		782					1892	Burmeister &Wain Copenhagen	RederiA/S Beku (KnutBergquist, *Mgr.*)	197·5 Q74′B53′F25′	31·0	12·9	Gothenbrg Swedish	C.2Cy.25½″&46″–30″ 97NHP Burmeister&Wain,Cpn.		V
7540			589														
SEBI	1 *Dk*		487														
76245	**Huemul** Ⓟ (*ex*Luisa,*ex*Albaro, *ex*Skutari,*ex*Serapis)		2850				...	1890	Blohm& Voss Hamburg	Soc.Maritima y ComercialE.W. James yCia.	321·1 P&B217′F34′	40·2 BK10″	23·4	Valparaiso Chilian *WB*	T.3Cy.23¾″,38″&63″–42″ NB27 261NHP Blohm&Voss,Hamburg	26 ″ 2	
2206																	
CBLU	2 *Dks*		1666														
76246	**Hugin**		1276					1924	Helsingörs Jernsk.&Msk. Elsinore	Stockholms RederiA/B"Svea" (EmanHögberg, *Mgr.*)	260·4	37·1	14·3	Stockholm Swedish *WB*	T.3Cy.20″,32″&53″–36″ 168NHP HelsingörsJernsk.&Mskb.		V
7141	*Cruiser Stern*		992														
SDEA	Wireless D.F. 2 *Dks*		578														
76247	**Hugoton**		6943					1919	Bethlehem S.B.Corp.Ld Sparrow's Pt. Md.	MalstonCo.Inc. (C.D.Mallory &Co.Inc. *Mgrs.*)	434·8 P122′B56′F33′	56·2	31·7	Wilmgton (Del) Utd.States *WB*	T.3Cy.27″,47″&78″–48″ 422NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
218579			—														
KIQR	*Mchy.Aft* *Fitted for oil fuel*		4267														
	Carrying Petroleum in bulk																
	Longitudinal framing 2 *Dks*																
76248	**Huguenot**		6964					1919	Bethlehem S.B.Corp.Ld. Sparrow's Pt Md.	RichfieldOilCorp.	434·8 P122′B50′F45′	56·2	31·7	Ls.Angeles Utd.States *WB*	T.3Cy.27″,47″&78″–48″ 422NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
218771	*Fitted for oil fuel*		—														
KIVQ	*Mchy.Aft* *Carrying Petroleum in bulk*		4282														
	D.F. *Longitudinal framing* 2 *Dks*																
76249	**Hulda Thordén** (*ex*Herbert		2255	✠100A1 1,37	Nwc	*t*	CL ~~1,37~~	1900	BlythS.B. Co.Ld. Blyth	RederiA/B Thor (G.B.Thordén, *Mgr.*)	302·9 P25′B78′F34′	43·2 FK	19·9	Helsingfrs Finnish	T.3Cy.23½″,37″&61″–39″ (*s*) 180lb 257NHP	22 ″ 4 s 3 ·3½	
	Fischer, *ss*Ros.2ndNo.3–6,26		—	[illegible]				11mo									
OHBY	*ex*Woodburn) *ss*Shl.No.2–35		1349	[illegible]			8,38		A&CP	*CellDBa*120′	*uE&*B16′ *f*120′690*t*			*APT*116*t*	2SB6*cf*,GS88,HS4015 T.Richardsn&Sns,Ld.Hpl.	19 ″ 3	
	1 *Dk(Irn)&deep framing*									*Inter*	*mediate BHin for'd*	*hold dispensed with*					
	Cargo battens not fitted																
76250	**Hull Trader** (*ex*Edith)		717	✠100A1 1,38	Bly	*j*	CL 12,37	1917	J.P.Ren-noldsn&Sons, Ld. S.Shields	FreeTradeWharf Co.Ld.	178·2 Q92′B15′F18′ FK	30·0	13·1	London British	T.3Cy.16″,26½″&43″–30″ (*s*) 180lb 98RHP	14 ″ 6 s 4 ″ 2	
139312	*ss*Lon.No.3–4,29		538	[illegible]				2mo							2SB,4*pf*,GS68,HS2482	13 ″ 11½	
MNJG	*Mchy.Aft* *ss*Bly.No.2–38		297	[illegible]				*Lloyd's*	*SA&CP*	*CellDBf*61′64*t FPT*	60*t APT*40*t*				J.P.Rennoldsn&Sons,Ld		
	Well deck 1 *Dk(Stl)*																
	Cargo battens not fitted			*Fitted for carrying Vegetable*						*Oil in fore & after peaks*							
76251	**Hullgate**		409	✠100A1 ~~1,36~~ 2,38	Mdb	*f*	OG 2,38	1937	Clelands (Successors), LdWillington Quay on Tyne	HullGates ShippingCo.Ld.	156·1 161·0 (O.L.) P26′Q67′*Aft*erBon Q11′F21′ FK	26·2	7·9	Hull British	Oil Engines 4S.C.SA 6Cy.11″–17½″ 70NHP	10 ″ 0 s 3 ″ 6	
165002	*Oil Eng*		264	[illegible]				2mo						*3BHCem*	Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 11	
MMDN	*Mchy.Aft* 1 *Dk*		219	[illegible]				*Lloyd's*	*SA&CP*	*CellDB*100′13*t FPT*32*t APT*18*t*							
	Cruiser Stern																
	Cargo battens not fitted																
76252	**Humber Arm**		5758	✠100A1 *with freeboard* ~~1,01~~ ~~3,07~~ 2,39	Lon	*b*†	CL ~~2,38~~ 2,39	1925	Armstrong Whitworth &Co.Ld. Newcastle	~~International Power&PaperCo. of N.P.L.Ld.~~ Bowater's Newfoundland Pulp& Paper Mills,Ltd.	424·9 F50′	56·3 FK	28·6	SJhnsNFL British	T.3Cy.28½″,46″&77″–51″(*r*) 180lb 620NHP	31 ″ 3 s 4 ″ 1½	
151649	*ss*Rot.No.3–3,38 ~~*ss*Lon.No.3–31~~		3244	~~1,01~~	~~Lot~~		~~2,38~~	7mo						*8BHptCem*	3SB,*12cf*,GS225,HS9420 FD	27 ″ 3½	
VOQC	Sub.Sig. 2 *Dks(Stl)&Shelter*		3504	~~3,07~~ 2,39			2,39							*Coll to Sh dk* 6 ,, *2nd* ,,	Armstrong,Whitworth& Co.Ld.Nwc.		
	D.F. *dk(Stl)*			~~HS~~ [illegible] LMC~~6~~										1 ,, *3rd* ,,			
	Strengthened for Navigation in Ice			BS ~~4,36~~ 4,39 MS~~2~~				*Lloyd's*	*SA&CP*					*DTa*28 868*t*	*FPT*223*t APT*170*t*		
				Fitted for oil fuel 7,25			*F.P. above*	1 50° F.		*CellDB*347′	1082*t DT f*30′1018*t*						
76253	**Humuula** Ⓟ		961					1929	Bethlehem S.B.Corp.Cal. (UnionPlnt) S.FrncscoCal	Inter-IslandStm. Nav.Co.Ld.	210·7 P58′F33′	38·0	14·2	Honolulu Utd.States *WB*	1DRGearedSteamTurbine WestinghouseElec.&Mfg. Co.Phl.Pa.		R
228877	*Fitted for oil fuel*		757														
KJNA	*Mchy.Aft* 1 *Dk*		519														
	Cruiser Stern																
76254	**Hunan** Ⓟ		2827					1932	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	299·9 P37′B83′F39′	44·2	23·1	London British *WB*	T.3Cy.20″,33″&53″–39″ 175NHP Scotts'S.B.&E.Co.Ld.Grk.		
163304			2374														
GPQL	2 *Dks*		1621														
76255	**Huncliffe** (*ex*Dornoch-37)		4511	✠100A1 6,38 ~~10,37~~	Bly Shl	*y*	CL ~~10,37~~	1936	Lithgows Ld. PortGlasgow	PrimroseHillS.S. Co.Ld.(Lambert Bros.Ld.*Mgrs.*)	385·0 P31′B239′F41′ FK	53·5	25·2	London British	T.3Cy.23½″,40″&60″–45″& LPturbine withDRgearing &hydraulic coupling	27 ″ 6 s 3 ″ 8	
164083			4197	[illegible] LMC6,			N6,38	6mo						*6BHCem*		24 ″ 0½	
GYXD	D.F. 1 *Dk&2nd dk in way of*		2762					*Lloyd's*	*SA&CP*					200lb (*s*) 451NHP			
	mchy.space									*CellDBa&uE*137′	*f*178′986*t FPT*114*t*			*APT*145*t*	3SB,9*cf*,GS150,HS6171 FD Rankin&BlackmoreLdGrk		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under dock. / Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. / Ship. / Engines	By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of P. & A.
76256	**Hundseck** (*ex*Girgenti-37)	1456 / 1360					1923	F.Schichau Elbing	DeutscheDampfs. Ges."Hansa"	253·0	38·2	16·6	Bremen German *WB*	T.3Cy.19½",31⅞"&51⅛"–29⅛" 143NHP F.Schichau,Elbing		G
DHJA	Wireless D.F. 2*Dks*	816								P&B200'F33'						
76257	**Hundvaag** (*ex*Haaland,*ex*Friesland) *ss*Stv.No.3-5,28	690 / 518	✠ ——— 5,33	Stv	*j*		1908 5mo	Van Vliet &Co. Hardinxveld	D/S A/S Isbjörn (P.Smedvig,*Mgr.*)	183·2 Q92'B15'F21'	29·0	11·8 FK	Stavanger Norwegian	T.3Cy.15",25⅞"&41"–27" 110NHP	14 " 0	N †
LEDO	*Well deck* 1*Dk*(*Stl*)	328	✠							*Cell A*	*Ba*37*f*75'139*t FPT*		4*BHCem*	18*t APT* 18*t*	1SB,*3cf*,GS50,HS1915 N.E.MarineEng.Co.Ld.Sld.	
76258	**Hung Lee** (*ex*LoiYue,*ex*Gilbert, *ex*Sascha,*ex*Inlander) *Mchy.Aft* 1*Dk*&*Awng dk3trB* *(SUNK TO BLOCK TSINGTAO HARBOUR 12,37)*	772 / 705 / 602					1901	B.Wencke Söhne Hamburg	Ching-Kee S.N.Co. Ltd.	176·7	26·5	12·6 19·0	Chefoo Chinese *WB*	C.2Cy.16"&32"–21⅝" 35NHP B.WenckeSöhne,Ham.		
76259	**Hung Shun** (*ex*PingShun-37, *ex*Derry-33,*ex*Farringford,*ex*Nevis, *ex*Boyarin,*ex*Antung) 2*Dks*	1581 / — / 908					1908	Fredrkstad Mek. Værks. Fredrikstad	TaTungHsingS.S. Co.	239·1 B75'F27'	36·1	20·4	Shanghai Chinese *WB*	T.3Cy.18",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad.		
76260	**Hunter** (P) "Andadne Moller," *No.* 87054 *in Supplement*	Twin Sc 1840 / 1555 / 985					1907	Ramage& Ferguson,Ld. Leith	~~Newcastle&Hunter River S.S.Co.Ltd~~ (Mollers Ld.,*Mgrs*)	255·0	40·2	20·7	Shanghai British *WB*	T.6Cy.17½",28½"&48"–30" 252NHP Ramage&Fergusn,Ld.Lth.		
76261 145104 GJFZ	**Huntingdon** (*ex*Munsterland) *Ref.Mchy.* D.F.	Twin Sc 10946 / 10210 / 6806	100A1 *with freeboard* ~~Lloyd's~~ 4,39 ~~Fitted~~	Fal	*q*†	OG 10.37	1920	Bremer Vulkan Vegesack	FederalStm.Nav. Co.Ld.	520·7 583·0(O.L.) P62'B255'F43'	64·2	38·1 FK	London British *Cell D*	T.6Cy.28½",46⅞"&75½"–51⅝" &L.P.Turbines with DR gearing & hydraulic couplings 1991lb (*s*) 1270NHP 5SB*15cf*,GS338,HS15600 FD Bremer Vulkan, Vegesack	41 " 4 s 9 " 8½ 31 " 10	
			Fitted for oil fuel 2,25 *F.P. above* 150° F.							B473'2084*t*			8*BHptAsp* *ptCem*			
76262 143463 GCNY	**Huntress** (*ex*Tower Ensign-37, *ex*Waikawa-35) *ss*Auk.No.3-12,31 *ss*Bly.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *in No.1 hold*	5704 / 5448 / 3517	✠100A1 *Shelter dk with freeboard*	Sws	CL 7.36	1919 10mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's*	~~A.G.Hunter~~ African&Continental S.S.Co.Ltd.	399·5 *Fon Shelter dk*38' *Cell D*	53·0 32·8 FK B351'1290*t*	24·3	London British *pt Cem* *Coll BH to Sh dk* 6 " " *U* "	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB.*9cf*,GS190,HS7668 FD N.E.MarineEng.CoLdNwc	35 " 5 s 9 " 4½ 26 " 3	
	"Ronin," *see No. 85838 in Supplement*									*FPT*60*t APT*80*t*						
76263 145895 GFWS	**Huntsman** *ss*Bkn.No.3-6,34 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in No.1 hold*	8196 / 7383 / 5241	✠100A1 5,38 ~~2,37~~ MS6,34 5,39	Bkn Mdb LMC BS6— 9,38	*d*†	CL 3.37	1921 11mo	C.Connell &Co.Ld. Glasgow *Lloyd's*	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*)	482·0 P54'B188'F51' *Cell D*	58·3	33·4 FK *DTa*38'1324*t FPT*	Liverpool British	3SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb HS13452 871NHP 2DB(Spt)&2SB,*18cf*,GS37: Dunsmuir&Jackson,LdGls	35 " 10 s 7 " 7 28 " 7	
76264 PEUS	**Hunze IX** *ss*Ham.No.3 8,30 *ss*Ham.No.1-36 *Well deck* 1*Dk*(*Stl*)	445 / 286 / 234	✠100A1 2,38 BS6,37	Abn LMC5,36	*f*	CL 5,36	1917 9mo	N.V.Werf Hubertina Haarlem *Lloyd's*	GroningerRotterdammerStoomboot Maats. *Cell D*	141·1 Q51'B44'F15' *BuE*12'16*t*	23·9	10·8 FK *FPT*10*t*	Groningen Dutch	T.3Cy.11⅞",17¾"&29½"–24" 185lb (*s*) 59NHP 1SB,*2cf*,GS35,HS1069 NVWrf HubertinaHaarlm	11 " 6 s " 3½ 11 " 3½	
76265 154087 GWRN	**Hupeh** (P) 2*Dks*	2801 / 2348 / 1628					1933	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	299·7 P37'B83'F39'	44·2	23·1	London British *WB*	T.3Cy.20",33"&53"–39" 169NHP TaikooD.&E Co. ofH.Kg.Ld.H.Kg.		
76266 96669	**Hurlbut W. Smith** *Mchy.Aft* 1*Dk*2*trB*	4662 / — / 3415					1903	American S.B.Co. Lorain,O.	GreatLakesS.S.Co. Inc.	414·0 F48'	50·0	28·0	OswegoNY Utd.States *WB*	T.3Cy.22",35"&58"–40" 213NHP AmericanSBCo.ClevelndO		R
76267 212080 WBCC	**Huron** *Mchy.Aft* (*Self-Unloader*) D.F. GyC. 1*Dk*	4810 / — / 3051					1914	Gt.Lakes Eng.Works. Detroit	Wyandotte TransportationCo.	415·0 F60'	56·0	27·5 *WB*	Detroit, Mich. Utd.States	Q.4Cy19¼",28¼",41"&60"–42" 233NHP Gt.Lakes Eng.Wks.Detroit		R
76268 107168 VGRT	**Huronic** (P) 2*Dks*&*Awng dk* D.F.	3330 / 3330 / 2211					1902	Collingwood S.B.Co. Collingwood	CanadaSteamship Lines,Ld.	321·0	43·0	23·4 *WB*	C. : wd Ont. British	T.3Cy.26",42"&70"–42" 318NHP J.Inglis&Sons,Toronto		R
76269 145100 GPCZ	**Hurunui** *ss*Liv.No.3-1,33 *ss*Fal.No.1-38 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Cruiser Stern*	9315 / 8959 / ~~5864~~ 5799	✠100A1 *Shelter dk with freeboard* 11,38 ~~2,36~~ Lloyd's	Fal BS11,38 MC5,37 C2,36 11,38	*e*†	CL 12.37	1920 10mo	Sir Raylton Dixon&Co Ld Middlesbro' *Lloyd's*	NewZealandShipping Co.Ld.	470·0 482·0(O.L.) B150'F47' *on Shelter dk* *Cell D*	62·5	37·7 FK *Coll BH to Sh dk* 6 " " *U* "	Plymouth British *Cem*	2 Steam Turbines DR geared to1Sc.Shaft (*s*) 1901b 1018NHP 5SB,*15cf*,GS325,HS13335 FD Richardsons,Westgarth &Co.Ld.Hpl	40 " 9 s 9 " 9½ 31 " 2	
76270 29718 JYJA	**Huso Maru** (P) (*ex*FusoMaru-38, *ex*Latvia, *ex*Russia,*ex*Russ.*ex*Rossija) *ss*Kob.2ndNo.3-3,33 *ss*Kob.No.1-36 3*Dks*(*Stl*-*Mws*Uteak's)	Twin Sc 8199 / 6744 / 4990	✠ 7,38 ~~Lloyd's~~	Kob	*e*†	CL 3,38	1908 5mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's*	OsakaSyosenK.K.	475·0 P47'B199'F83' *f*248'1174*t* *Cell D Ba*115' *uB&* *Tank betwe*	57·7 FK *entunnels*135*t*	32·6 *FPT*61*t APT*36*t*	Osaka Japanese	T.6Cy.26",45"&76"–54" (*s*) 185lb 1130NHP 3D&1SB,*21cf*,GS409 HS16040 FD Barclay,Curle&Co.Ld.Gls.	35 " 6	
76271 160663 GKTQ	**Husvik** (*ex*Danekonge) *Oil Eng.* *ss*Gal.No.3-8,32 *ss*Gal.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*)2*trB*	Twin Sc 1744 / 1516 / 1301	✠100A1 6,38 ~~2,37~~ BS1,38	Gal LMC2,37	*l*	OG ~~15,36~~ ~~2,37~~ N4,39	1920 1mo	Akt.Rödby Havns.Jernskibsv. RödbyHavn	HusvikMotorship Co.Ld.(J.S.Webster&Sons,*Mgrs.*)	250·6 P44'B66'F42' *Cell D BuE*32'*a*3	40·6 BK9"	22·1 8'*f*76'188*t FPT*63*t*	Georget'n CaymanIs. British 3*BHptCem*	Oil Engines 2S.C.SA 8Cy.13⅜"–21¼" 243NHP DB*100lb* NE*made*19*refitted*7,29 SulzerBros.Winterthur	23 " 8 s 2 " 9 21 " 8½	
76272 DHMC	**Hüxter** Wireless D.F. 1*Dk*	991 / 868 / 537					1924	Union Giesserei Königsberg	H.M.Gehrckens	230·6 P187'F23'	35·6	13·5 *WB*	Hamburg German	T.3Cy.18½",29½"&47⅛"–29¼" 120NHP UnionGiesserei,Königsbrg		G
76273 42703 JKCL	**Huzi Maru** (P) (*ex*FujiMaru-38) *Ref.Mchy.* D.F. 3*Dks* *Cruiser Stern*	Twin Sc 9138 / — / 5081					1937	Mitsubishi Jukogyo K.K Nagasaki	KinkaiYusenK.K.	452·8 F105'	60·4	36·1 *WB*	Tokyo Japanese	4 Steam Turbines DR geared to 2 Sc.Shafts 1333NHP MitsubishiJukogyoK.K. Nag.		
76274 YTKK	**Hvar** (P) (*ex*Zara) *ss*Spt.2ndNo.3-11,28 *ss*Spt.No.2-37 *Well deck* 1*Dk*(*pt Stl*)	345 / 281 / 193	✠100A1 12,38 ~~2,36~~ ~~Lloyd's~~ MS4,37	Spt LMC BS10,37 12,38	*f*	CL 2,37	1903 2mo	Rttrdmsch D.D.Maats. Rotterdam *Lloyd's*	JadranskaPlovidba d.d.	140·9 Q52'B18'F19' *Tanks at sides of tunnel*	23·3 FK	11·3 16*t*	Split Yugoslav	T3Cy.12½",20"&33¾"–21"(*s*) 165lb 70NHP 1SB,*2cf*,GS38,HS1251 Rot.Droog Dok Maats.Rot.	12 " 0 s1 " 0½ 11 " 0	

Numéro d'Ordre / Numéro Officiel / Signaux	Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	8 Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	8 Par qui. — Où.	9 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course.—Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Tirant d'eau correspondant. pds. pc.	Barrières ou coaq.
76275	**Hvoslef**	1630	✠100A1	Bal	*q*	CL	1927	Swan, Hunter & Wigham Richardson, Ld Newcastle	A/S "Hav" (H.Staubo&Co. *Mgrs.*)	255·1	35·5	21·4	Oslo Norwegian	T.3Cy.20″,33″&56″–39″ (*s*)	23 ″ 6	
	ss N.Os. No.2–35	1381	~~1,250~~ 4,39				4mo						200lb 314NHP	2SB,*6cf*,HS4810 FD	s 3″10¾	
LCOP	D.F. 2 *Dks* (*Stl–U* ws) 3 *tr B in holds*	892	~~BS4,37~~ ~~BS 4,384~~ MC4,35				*Lloyd's*	*AS&CP*					4 *BHpt Cem* 12t *APT* 18t	Swan, Hunter & Wigham-Richardson, Ld. Nwc.	20 ″ 0	
			Fitted for oil fuel 4,27		*F.P. a*		above 1	50c F.								
76276	**Hwah Foo** (*ex* Minnie Moller–37, *ex* Kauri, *ex* Hatuna)	3251			...		1905	Furness, Withy & Co. Ld. W Hartlepool	HwahSungS.S.Co. Ld.	325·1	47·0	22·3	Shanghai Chinese	T.3Cy 23″,40″&65″–42″	24 ″ 10	C
Sunk to block Yantsze	Kiang River 8,37									P24′B94′F32′				304NHP		1
	1 *Dk & deep framing*	2022										FK	*WB*	Richardsons, Westgarth & Co. Ld. Hpl		
76277	**Hwah Jang** (*ex* Skaraas–35, *ex* Ulidia)	3492			...		1903	J. Read-head & Sons South Shields	HwahSungS.S.Co. Ld.	323·0	47·0	23·7	Shanghai Chinese	T.3Cy.24″,40″&64″–42″	25 ″ 0	
	1 *Dk2tr B & deep framing*	2149								P31′B92′F32′				281NHP		
													WB	J. Readhead & Sons, S. Shl.		
76278	**Hwah Peng** (*ex* Passat, *ex* Raritan. *ex* Carl Diederichsen)	1375					1901	Howaldts-werke Kiel	MingSingS.S.Co. Ld.	218·8	33·1	11·8	Shanghai Chinese	T.3Cy.16½″,27 9/16″&43 5/16″–24½″		
	1 *Dk & Spar dk 2tr B*	835								Q61′H16′F31′		20·4		94NHP		
														Howaldtswerke, Kiel		
76279	**Hwah Shun** (*ex* Arica–33, *ex* Jessie, *ex* Katina, *ex* Manor, *ss* Osl.2nd No.3–9,27 *ex* Dowgate)	3033	✠ ~~12,38~~ 2,33	Shi	*u*		1895	C.S.Swan & Hunter Newcastle	HwahSungS.S.Co. Ld.	326·7	41·0	24·5	Shanghai Chinese	T.3Cy.23¾″,38″&61″–39″	27 ″ 1	
	1 *Dk* (*pt Stl & pt Irn*) 2 *tr B & deep framing*	1888					1mo			P24′B60′F34		FK		NDB13 252NHP		
										Cell DBa 100′ *u E & B*				2SB,*6pf*,GS97,HS4080		
										38′ *f* 140′ 624t				N.E.Marine Eng.Co Ld Nwc		
76280	**Hwah Sung** (*ex* Komura)	2122					1905	W. Doxford & Sons, Ld. Sunderland	HwahSungS.S.Co. Ld.	295·5	40·2	19·4	Shanghai Chinese	T.3Cy.22″,37″&61″–42″		
	Turret deck 1 *Dk*	1284								P25′F35′				241NHP		
													WB	W Doxford & Sons, Ld. Sld.		
76281	**Hwei Chong** (P) (*ex* Halvard–34)	1907			...		1902	J. Priest-man & Co. Sunderland	HweiTungS.S.Co.	265·0	37·0	12·3	Chefoo Chinese	T.3Cy.20½″,33″&56″–36″	22 ″ 1	
	1 *Dk & Spar dk & deep framing*	1204								B66′F24′		19·8		NDB17 191NHP		
												FK	*WB*	G. Clark, Ld. Sunderland		
76282	**Hwei Kong** (*ex* Heijun Maru–31, *ex* Binh Thuan)	1599					1902	N. Odero & Co. Genoa	HweiTungS.S.Co.	246·5	34·7	20·1	Chefoo Chinese	T.3Cy.18 1/16″,29½″&47½″–35 7/16″		
XNFO	Wireless 1 *Dk & Spar dk*	935								P25′B43′F26′				133NHP		
													WB	N. Odero & Co. Genoa		
76283	**Hwei Ping** (P) (*ex* Fukuju Maru–33, *ex* Donai)	760					1895	R. Napier & Sons, Ld. Glasgow	HweiTungS.S.Co.	212·0	28·0	13·7	Chefoo Chinese	T.3Cy.18″,29½″&47″–30″		
	1 *Dk2tr B*	396								P22′B74′F39′				NB04 121NHP		
													WB	R. Napier & Sons, Glasgow		
76284	**Hyakufuku Maru** (P)	986					1928	Harada Zosen K.K. Osaka	Amagasaki KisenbuGomei Kaisha	200·0	30·0	18·8	Osaka Japanese	T.3Cy.		
33590		844														
JNDH	1 *Dk*	695														
76285	**Hybert**	6120			...		1920	G.A.Fuller Co. Wilmington, N.C.	LykesBros. ~~Ripley S.S.Co.Inc.~~ Steamship Co., Inc.	395·5	55·0	34·9	N. Orleans Utd. States	T.3Cy.24 7/16″,41½″&72″–48″	34 ″ 11	R
220435	Sub.Sig. 1 *Dk & Shelter dk & Web frames*	5630								P45′B110′F38′ *on*				596NHP		†
KDCA	*Longitudinal framing*	3776								*Shelter dk*		FK	*WB*	Badenhausen Co. Buffalo		
	Fitted for oil fuel															
76286	**Hydra II**	1375					1919	The New Eng. & S.B. Wks. Ld. Shanghai	Bruusgaard Kiö-sterud s Skibs A/S (Bruusgaard, Kiö-sterud & Co. *Mgrs.*)	242·7	37·2	15·9	Drammen Norwegian	T.3Cy.17½″,28″&48″–33″		N
		1136								P22′B61′F24′				132NHP		
LEDS	1 *Dk*	823											*WB*	The New Eng. & S.B. Wks. Ld. Shanghai		
76287	**Hydraios** (*ex* Parnon, *ex* Isfond, *ex* Lothian)	4476	✠100A1 ~~1,07~~ 12,38	Gms	*y*	CL	1902	C. Connell & Co. Glasgow	Ath. Coulouras	385·5	50·2	28·5	Hydra Greek	T.3Cy.27 1/16″,43¾″&72″–48″	31 ″ 0	
8	*ss* Pir.2nd No.3–10,27	4436		Pir		7.37	5mo						185lb (*s*) 422NHP		s 5·10½	
SVFG	*ss* Pir.No.2–36	3068	~~BS4,38~~ ✠LMC12							P39′B117′F51′		FK	6 *BHCem*	NDB06 *rentted 38–114lb*	25 ″ 4½	
	2 *Dks* (1 *Stl Upt Irn pt Stl*) *& deep framing*		MBS4,38	DBS12,37			*Lloyd's*	*AS&CP*	*Cell DBa* 125 *u E & B* 45′ *f* 164′ 1066t	*DTa* 31′ 853t *FPT* 84			*APT* 39t	2SB,*8cf*,GS136,HS5497 FD		
														Dunsmuir & Jackson, Gls.		
76288	**Hydroussa** (*ex* Capitaine Commelin–34)	2038	✠ 3.22	Bdx	*r*		1922	Soc. Anon. de Trav. Dyle & Bacalan Bordeaux	P. Christopoulos	268·5	39·5	23·0	Andros Greek	T3Cy 18½″ 29 1/16″ & 49 7/16″–37 1/16″	23 ″ 0	V
233							2mo			P20′B55′F23′				193NHP		†
SVCQ	1 *Dk (Stl)*	1184	✠						*Cell DB* 222′ 520t *tanks for 'd* 97	*Topside*		FK	4 *BHCem*	2SB,*4cf*,GS90,HS3283		
										138t *aft* 82′ 94t *FPT*			65t *APT* 114t	Atel. & Ch. de la Loire, Nts.		
76289	**Hylton**	5197	✠100A1	Bkn	*a*†	CL	1937	W. Pickers-gill & Sons, Ld Sunderland	Hebburn S.S. Co. Ld. (W.A. Souter & Co. Ld. *Mgrs.*)	427·0	56·1	25·9	Newcastle British	Oil Engines 4S.C.SA	28 ″ 4	
161601	*Oil Eng.*	4733	*with freeboard* ~~3,38~~	~~Mch~~		10,38	1mo			445·2 (o.L.)				6Cy.24 7/16″–51 5/16″ 343NHP	s 3 ″ 4½	
GZJF	D.F. E.S.D. 1 *Dk & Shelter dk*	3040	~~3,38~~	✠LMC1,37			*Lloyd's*	*AS&CP*	*Cell*	F34′		FK	7 *BHCem*	2DB *150lb*	25 ″ 3	
	Cruiser Stern		3,39						*MT* 25′ 1010t	*DB* 354′ 1140t			*Coll to Sh dk*			
			Carrying Vegetable oil in deep tank							*FPT* 230t *APT* 240t			6 ,, 2nd ,,)	N.E.Marine Eng Co Ld. Nwc		
76290	**Hyogo Maru**	1472					1935	Kasado Dock Co. Ltd. Kasadoshima	Kobe Sanbashi K.K.	251·7	37·9	18·7	Kobe Japanese	Oil Engines 2S.C.SA		
41348	*Oil Eng.*													6Cy.20½″–29½″ 488NHP		
JHAJ	*Mchy. Aft*	1130												Kobe Hatsudoki K.K Kobe		
76291	**Hyperion** (P) (*ex* Transit 5) Iron	616					1884	Motala Co. Norrköping	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	166·9	25·0	12·3	Stockholm Swedish	C.2Cy.16 1/16″&37¾″–26½″		
551		337								H42t		19·4		NE&B03 72NHP		
SEXJ	1 *Dk & Shelter dk*	447												Motala Co. Motala		
76292	**Hythe** Twin Sc	685					1925	D & W Hen-dersn & Co. Ld. Glasgow	Southern Railway	220·6	33·6	14·1	London British	T.6Cy.15″,25″&41″–24″		
1148613	*Cruiser Stern*	625								B90′F37′				165NHP		
MNKS	1 *Dk*	269											*WB*	D & W Hendersn & Co Ld. Gls		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Register'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Class Mark. Freeboard.
76293 220513 KDDB	**I. C. White** *Fitted for oil fuel* *Mchy. Aft* 2 *Dks & Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	7052 — 4381					1920	Sun S.B. Co. Chester, Pa.	Standard Oil Co. of New Jersey	429·3 | 59·2 | 33·2 P133' B36' F40' FK	Wilmington (Del.) Utd. States *WB*	T.3Cy.27", 45½" & 76"–51" 612NHP Sun S.B. Co. Chester, Pa.	33 ″ 3	R †
76294 7584 SEXR	**I. W. Winck** *ss*Got.No.2–38 ~~*ss*Hlbg.No.1–34~~ *Cargo battens not fitted* *Cruiser Stern* 1 *Dk*(*Stl*) *Strengthened for Navigation in Ice*	*1514* *1333* *844*	~~†100A1 Got~~ ~~11,36~~ 9,39 ~~B[illegible]~~ †LMC ~~4,64~~ †N B5,39 8,38			oe ~~11,36~~ 4,39	1929 12mo	Fredrkstad Mek. Værks. Fredrikstad	Rederi A/B Walhall (C.W. Winck, *Mgr.*) *Lloyd's* *SA&CP* *Cell D*	259·6 | 40·2 | 16·6 P19' B161' F27' FK B214' 497*t* *FPT* 41*t*	Hisingborg Swedish	T.3Cy.18½", 29½" & 49"–33" 185lb (Spt)(s) 179NHP 2SB(Spt), *4cf*, GS58, HS2500 FD Fredrikstad M.V. Frdstad.	19 ″ 1 s 1 ″ 6 17 ″ 9	
76295 258 SVNF	**Ia** (*ex* Adra–33) 1 *Dk*	*4860* *4466* 2996					1917	Short Bros. Ld. Sunderland	Manuel Hadjilias *WB*	385·0 | 53·0 | 27·3 P32' B130' F36'	Syra Greek	T.3Cy.26½", 44" & 73"–48" 369NHP N.E. Marine Eng. Co. Ld. Sld		C
76296 472 SYGZ	**Iacovos** (*ex* Cavalla, *ex* Bylgia) 1 *Dk*	2107 1868 1287					1901	Akt. Ges. "Neptun" Rostock	G. Angelidis *WB*	291·2 | 41·2 | 18·7 P19' B160' F34'	Piræus Greek	T3Cy 20⅞", 35 7/16" & 55½"–35 7/16" 180NHP A.G. "Neptun," Rostock		
76297	**Ibai** *For particulars see* "Cabo Quilates."													
76298 DIDB	**Iberia** (P) (*ex* Magdalena–34) Twin Sc Sub. Sig E.S.D. *Oil Eng.* D.F. GyC. *Cruiser Stern* 3 *Dks*	9829 5804 5488					1928	F. Schichau Danzig	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) *Mgr.*) *Lloyd's* *SA&CP*	485·9 | 60·8 | 34·6 F45' len 34 FK *WB*	Hamburg German	Oil Engines 2S.C.SA 16Cy.26¾"–47 7/16" 2000NHP F. Schichau, Elbing		G
76299 4199 SEXU	— *ss*Cpn.2nd No.3–3,29 *Well deck* *ss*Got.No.2–38 1 *Dk*(*Stl*) & *deep framing*	*1399* *971* *709*	†100A1 Got 9,38 ~~4,38~~ BS3,39 †LMC MS9,37 ~~BS4,38~~	*p*	oe 3,38	1903 9mo	Lindholmens V.A. Gothenburg *Lloyd's* *SA&CP*	Rederiaktieb. Svenska Lloyd (K.R. Bökman, *Mgr.*) *Cell D Ba* 58' *u E* & *B*	237·3 | 35·3 | 15·3 P&B148' H78*t* F69' FK 38' *f* 106' 345*t* *FPT* 37*t* *APT* 48*t*	Gothenburg Swedish	T8Cy 19½", 31½" & 53"–36" (*s*) 175lb 186NHP 2SB(Spt), *4cf*, GS80, HS2950 Motala V. Nya Akt. Motala	17 ″ 9 s ″ 10½ 17 ″ 0	
76300 217725 ex Mystic) WBCP	**Iberville** (*ex* Munmystic–37, *ss*Phl.No.3–11,32 *ss*Mob.No.1–37 2 *Dks*(*Stl*)	5685 5062 3413	~~†100A1 Mob~~ ~~11,38~~ ~~2,38~~ ~~†LMC~~ ~~11,37~~ ~~†N Upgraded & refitted 38~~ N11,38 *Fitted for oil fuel* 1,19	*z*	CL ~~11,37~~ ~~4,38~~ *F.P. above* 150° F.	1919 4mo	Chester S.B.Co.Ld. Chester, Pa. A&CP	Waterman S.S. Corp. *Cell D B*	400·7 | 54·2 | 30·1 P36' B123' F43' FK 338' 1387*t* *FPT* 147*t* *APT* 180*t*	Mobile Utd. States	T.3Cy.27 7/16", 46¼" & 78½"–51" 537NHP Maryland Steel Co. Sparrow's Point ~~Westinghouse Electric & Mfg. Co. Pittsburg, Pa.~~	32 ″ 9	
76301 LEEA	**Ibis** 1 *Dk*	1367 1184 800					1918	N.V. Werf De Noord Alblasserdm.	D/S A S Ibis (J. Larsen) *WB* = *Cell D Bu E* & *B*	239·0 | 36·2 | 17·0 P43*t* H68*t* F34*t*	Bergen Norwegian	T.3Cy.17½", 29" & 46"–36" 127NHP NV Alblasserdam Msch Fab		N
76302 DOIV	— (*ex* Albert Sauber, *ex* Lotte) 1 *Dk*	593 468 336					1920	Howaldtswerke Kiel	Argo Reederei Richard Adler & Co.	176·0 | 29·2 | 11·9 P16' Q18' B36' F22'	Bremen German	T.3Cy.14⅝", 23½" & 38½"–19 7/16" NB35 65NHP Howaldtswerke, Kiel		G
76303 CSAU	**Ibo** Sp 1 *Dk* & *Awng dk*(*Stl*-teaks) *Mchy. Aft* Wireless	853 782 422	† Mdb 11,07	*k*		1907 11mo	Sir Raylton Dixon & Co. Ld Middlesbro'	Cia. Nacional de Navegação *WB* = *Cell D Bu E* & *B*	200·0 | 30·1 | 9·2 16·2 FK 37' *f* 128' 206*t* *FPT* 108*t* *APT* 6*t*	Lisbon Portuguese	T.3Cy.13", 21" & 35"–24" 84NHP 1SB, *3cf*, GS44, HS1530 N.E. Marine Eng. Co Ld Nwc	18 ″ 7	
76304 159 ex Geddington Court) SVPJ	**Icarion** (*ex* Pontos–36, *ss*Pir.2nd No.3–4,36 1 *Dk*(*Stl*)	*4013* *3819* *2490*	†100A1 Npt 2,38 ~~12,37~~ †LMC MS4,36 BS~~12,37~~2,39	*r*	CL N5,37	1912 1mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's* *SA&CP*	Aegeon S.S.Co.Ld. *Cell D Ba* 56' *u E* 150' *f*	375·1 | 51·3 | 24·2 P45' B225' F34' FK 160' 1056*t* *FPT* 126*t* *APT* 103*t*	Argostoli Greek	T.3Cy.24", 42" & 70"–48" (*s*) 180lb 385NHP 3SB, *9cf*, GS183, HS6169 Blair & Co. Ld. Stockton	26 ″ 9 s 3 ″ 6 23 ″ 5½	
76305 144633 MKBX	**Iceland** (*ex* Delia) *ss*Lth.2nd No.3–4,33 *Well deck* 1 *Dk*(*Stl*) *ss*Lth.No.1–37	1236 1091 723	100A1 Liv *with freeboard* Lth 6,~~38~~ 6,~~36~~ LMC6,36 BS6,38		CL ~~6,35~~ 5,38	1914	Schiffsw.v. Henry Koch Lübeck *Lloyd's* *SA&CP*	Leith, Hull & Hamburg S.P.Co.Ld. (J. Currie & Co. *Mgrs.*) *Cell D Ba* 56' *u E* 20'	241·4 | 36·2 | 15·6 252·5 (o.l.) P&B186' F34' FK *f* 108' 312*t* *FPT* 56*t* *MT* 20*t* *FPT* 17*t* *APT* 17*t*	London British	T.3Cy 18½", 29¾" & 46 7/16"–32½" 199lb (*s*) 76RHP 2SB, *4cf*, GS72, HS2715 Ottensener Masch. f.b. Ham	18 ″ 0 s 1 ″ 4½ 16 ″ 9½	
76306 161670 GYWV	**Icemaid** *Mchy. Aft* 1 *Dk* *Cargo battens not fitted* *Cruiser Stern*	1964 1463 1139	†100A1 Sld 7,~~38~~ 8,37 Shl †LMC 7,~~36~~	*r*	CL 8,37	1936 7mo	S.P. Austin & Son, Ld. Sunderland *Lloyd's* *SA&CP*	Gas Light & Coke Co. (Stephenson Clarke & Associated Companies, Ld. *Mgrs.*) *Cell D B* 223' 647*t*	270·0 | 40·0 | 17·2 Q163' F27' FK *MT* 20*t* *FPT* 17*t* *APT* 24*t*	London British	T.3Cy.17½", 29" & 48"–36" (*s*) 200lb 200NHP 2SB, *6cf*, GS63, HS2904 FD N.E. Marine Eng. Co Ld. Sld.	19 ″ 3 s 6 ″ 1½ 17 ″ 9½	
76307 1559 IBZP	**Ichnusa** (P) *Fitted for oil fuel* Wireless 2 *Dks*	1242 844 687				1928	Cant. Nav. Odero Genoa	" Tirrenia " Soc. Anon. di Nav.	226·7 | 34·5 | 16·0	Genoa Italian *WB*	T.3Cy.17⅞", 29½" & 47½"–27 7/16" 117NHP (Cantieri Navali Odero, Gen.		I
76308 EALK	**Iciar** (*ex* Capitaine Le Masne) D.F. 1 *Dk*	4584 3539 2653				1922	Ch. & Atel. de la Gironde Bordeaux	Cia. Naviera Guipuzcoana	362·9 | 48·9 | 26·7 B213' F28'	Bilbao Spanish *WB*	T.3Cy.24", 39" & 65"–44" 280NHP Schneider & Co. Havre		V
76309 ~~145910~~ ~~GBWG~~	**Icotea** Twin Sc *ss*Cco.No.2–35 *Mchy. Aft* 1 *Dk*(*Stl*)	2402 1743 1242	†100A1 Cco ~~Wit[illegible]~~ Arc ~~7,37~~ 7,~~37~~ LMC MS8,35 BS~~7,37~~7,~~36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,27	*t*	CL S7,37 P7,38 *F.P. above* 150° F.	1927 6mo	Harland & Wolff, Ld. Belfast *Lloyd's* *SA&CP*	Cia. de Petroleo Lago *Wing tanks* *f* 286*t* *wing tanks a* 356*t*	305·7 | 50·2 | 14·3 P67' F34' *Trunk* 204' FK *B* *Hpt* *Cem* *APT* 75*t*	Maracaibo Venezuelan	T.6Cy.13½", 23½" & 36"–27" 180lb (*s*) 196NHP 2SB, *6cf*, GS98, HS3702 Harland & Wolff, Ld. Bel.	15 ″ 0 s 1 ″ 10½ 13 ″ 3½	
76310 108 IBAQ	**Ida** *ss*Ven.No.1–33 *ss*Mfl.No.3–9,33 D.F. 2 *Dks*(*Stl*) & *Web frames*	6131 5022 3731	†100A1 Mfl 6,~~36~~ Ven ~~2,37~~ †LMC ~~9,35~~ ~~2,37~~ *Fitted for oil fuel* 2,23	*z*	CL N1,37 *F.P. above* 150° F.	1923 2mo	Cant. Nav. Triestino Monfalcone A&CP	"Italia" Soc. Anon. di Nav. *Cell D B* 342' ~~1248*t* *M*~~ 1111*t*	417·7 | 54·2 | 30·2 P36' B124' F44' FK T27' 816*t* *FPT* 107*t* *B* *Hpt* *Cem* *APT* 135*t*	Trieste Italian	T.3Cy.27", 44" & 73"–48" (*s*) 180lb 517NHP 3SB, *9cf*, GS190, HS7668 FD Cole, Marchart, Morley, Ld. Bradford	32 ″ 10 s 7 ″ 11½ 25 ″ 2	
76311 DHNE	**Ida Blumenthal** Wireless Sub. Sig 1 *Dk*	1549 1208 890				1921	Lübecker Maschb. Ges. Lübeck	Johann M.K. Blumenthal	262·6 | 37·9 | 14·3 P16' Q75' B114' F29'	Hamburg German *WB*	T.3Cy.21⅜", 34¼" & 55"–35½" 178NHP Lübecker Maschb. Ges.		G
76312 OYJO	**Ida Clausen** (*ex* Alice–34, *ex* Helikon) *Mchy. Aft* 1 *Dk*	346 289 191				1921	Sch.u.Dock -bau Flender A.G. Lübeck	C. Clausen	139·1 | 22·6 | 11·8 B34' F21'	Hadersley Danish *WB*	C.2Cy.14⅜" & 22½"–15½" G. Seebeck A.G. 17NHP Wesermünde-G.		G

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registre QC ou CGA. Si c'est dans le L. R. Différence Reg. Trade
76313 WXOI	**Ida Hay Atwater** (*ex*Penobscot-33, *ex*Craigrownie) *Mchy. Aft* 2 *Dks*		2496 — 1490					1919	Gt. Lakes Eng. Works Ashtabula, O.	AtwaterS.S.Co.	253·0 43·5 25·1	Fall River, Mass. Utd. States *WB*	T.3Cy.21", 34½"&57"–42" 211NHP Gt.LakesEng.Works, Ashtabula,O.		R
New	Olga," *see No.* 89466 *in Supplement*														
76314 DMAM	**Ida Joerk** (*ex*HeinzFerdinand, *ex*GrossherzogFriedr.FranzIV.) 1 *Dk*		954 724 588					1901	Schömer& Jensen Tönning	Partenreederei d.Dampfers "IdaJoerk" (A.Cords, *Mgr.*)	201·0 32·2 14·4 Q71'B59'F18'	Rostock German *WB*	T.3Cy.16½", 27"&44"–31½" NB23 109NHP Schömer&Jensen,Tönning		G
76315 LCOR	**Ida Knudsen** Twin Sc *ss*Mmo.No.3–6,38 *Oil Eng.* *Mchy. Aft* D.F. 2 *Dks* (*Stl*) & *Web frames Longitudinal framing*		8913 8224 5275	✝100A1 Fal *d*† Rot [illegible] *Carrying Petroleum in bulk*		CL	10.36 6,38	1925 10mo	A/S Naks-kovSkibs. Nakskov *Lloyd's*	D/S A/S Jeanette Skinner (Knut Knutsen, O.A.S. *Mgr.*) *Cell D Bu*	465·7 62·1 37·3 P106'B30'F47' FK 67'233*t* *DT* *f*38'360*t* *FPT* 182*t* *APT* 120*t*	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.24⅛"–43⅞" 714NHP 2 *DB* *185 lb* Akt.Burmeistr&Wain.Cpn	37 " 3 [illegible] 27 " 11 8 " 5 29 " 1½	
76316 IBBQ	**Ida Z.O.** 1007 *Mchy. Aft* D.F. 1 *Dk* *Fitted for oil fuel*		4935 4389 2939					1920	N.Odero& Co. Genoa	Navig.Odero Soc. Anon.	403·4 51·5 27·9 P246'F34' *WB*	Genoa Italian	T.3Cy.26", 42½"&69¾"–48" 385NHP N.Odero&Co.Genoa		I
76317 KJNC	**Idaho** Wood 214627 *Mchy. Aft* 1 *Dk* *Fitted for oil fuel*		994 — 563					1916	Aberdeen S.B.Co. Aberdeen Wash.	WilsonBros.&Co.	205·5 41·4 14·8	S.Frncisco Utd. States	T.3Cy.18", 21"&36"–24" 64NHP MainStreetIronWrks.S.Fo		
76318 DHMF	**Idarwald** Sub.Sig. D.F. *Cruiser Stern* 2 *Dks & Shade dk* *Fitted for oil fuel*		5033 4478 2990					1923	Deutsche Werft, A.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 54·2 27·4 P&B257'F50'	Hamburg German *WB*	T3Cy.28½", 45⅜"&74½"–55⅛" Gutehoff- nungshütte, Sterkrade 414NHP		G
76319 GNFT	**Iddesleigh** 149886 *ss*Cff.No.2–35 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		5205 4810 3100	✝100A1 Bry *a*† *with freeboard* 2,30[illegible] [illegible] *Carrying Petroleum in bulk* Fitted for oil fuel 2,29		CL	9,36 [illegible] 2,39	1927 9mo	R.Thomp-son&Sons,Ld. Sunderland *Lloyd*	Tatem Stm.Nav.Co Ld. (W.J.Tatem, Ld. *Mgrs.*) *Cell D Ba* & *u E* 138'	420·7 55·3 25·7 F34' FK *f* 201'1422*t* *FPT* 210*t* *APT* 147*t*	London British *WB*	T.3Cy.27", 45"&75"–51" (*s*) 1801b 570NHP 3SB, *9cf*, GS 187, HS 8491 FD Richardsons, Westgarth& Co.Ld.Sld.	28 " 4 s 3 " 7½ 24 " 11	
76320 LCOS	**Idefjord** D.F. 2 *Dks* *Fitted for oil fuel*		4287 3784 2572					1921	Canadian Vickers. Ld Montreal	A/S Den Norske Amerikalinje	365·6 49·8 26·6 P134*t* H259*t* F44*t* *WB*	Oslo Norwegian	T.3Cy.27", 48"&70"–48" 339NHP CanadianVickers,Ld.		N
76321 SUDZ	**Idku** (*ex*Pilion, *ex*Leros, 3 *ex*Rossignol II) 1 *Dk*		319 — 135					1919	Forg.&Ch. de la Médit. LaSeyne	Soc.Misr.de Navi-gation Maritime	137·8 23·3 11·7	Suez Egyptian	C.2Cy.18"&36"–23½" 63NHP Forg.&Ch.de la Médit.Msl.		
76322 GKYZ	**Idomeneus** (P) Twin Sc 149597 *Oil Eng.* D.F. *Ref. Mchy.* 2 *Dks*		7792 6591 4776					1926	Workman, Clark & Co.Ld Belfast	China Mutual S.N. Co. Ld. (A.Holt& Co. *Mgrs.*)	459·6 58·4 32·6 P50'B162'F63' *WB*	Liverpool British	Oil Engines 4S.C.SA 16Cy.29⅛"–59" 1307NHP Akt.Burmeistr&Wain,Cpn		BT till [illegible]
76323 LCFY	**Idræt** Wireless 1 *Dk* *Fitted for oil fuel*		1068 825 620					1917	Stavanger Stöperi & Dok Stavanger	D/S A/S "Idræt" (SverreMonsen)	225·1 33·1 13·2 P20*t* Q118*t* H46*t* B46*t* F33*t* *WB*	Stavanger Norwegian	T.3Cy.17½", 28"&48"–33" 132NHP StavangerStöperi&Dok	15 " 8	N
76324 MPGZ	**Iere** 160644 *ss*Mob.No.2–36 1 *Dk* (*Stl*) & 2nd *dk* (*Stl*) in way *Mchy. Aft* of cargo tanks *Cruiser Stern*		835 729 408	✝100A1 Mob *k* [illegible] Dck *Carrying Petroleum in bulk* Fitted for oil fuel 2,29		CL	11,36 8,38 F.P. a	1929 3mo	Smith's Dock Co.Ld. Middlesbro' *Lloyd's* above 1	Trinidad Lease-holds, Ld. *Cell D Bu*	180·0 33·2 16·3 188·8 (O.L.) F21' FK *E* & *B* 36'31*t* *FPT* 148*t* *APT* 83*t*	London British *WB*	T.3Cy.13¼", 23"&37"–27" (*s*) 1801b 74RHP 8 *B Hpt Cem* 1SB, *2cf*, HS 1656 FD 1 " *to* 2nd *dk* Smith's Dock Co.Ld.Mdb.	17 " 6 s 2 " 4½ 15 " 3½	
76325 UPON	**Igarka** E.S.D. 1 *Dk* Sub.Sig. *Cruiser Stern*		2920 2485 1569					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·4 48·2 20·4 P20'B98'F34' *WB*	Archangel Russian	T.3Cy.20", 33"&57"–42" 210NHP N.E.MarineEng Co Ld Nwc		
76326 MFDL	**Ightham** (*ex*Neville–33. 128884 *ex*Wharfedale, *ex*Abbeville, *ex*Edwin Hunter) *Well deck* 1 *Dk* (*Irn*) *Cargo battens not fitted*		1337 968 719	✝100A1 Cff *o* 8,39 [illegible] 3,30		OG	1,37 3,30	1914 6mo	Wood Skin-ner & Co.Ld. Newcastle *Lloyd's*	Constants (South Wales), Ld. (M.Constant *Mgr*) *Cell D Ba* 63'	238·4 36·1 14·1 Q140'F27'Bon Q52' FK *u E* 18' *f* 99'382*t* *FPT* 51*t* *APT* 83*t*	Cardiff British *4 BHCem*	T.3Cy.18⅞", 30"&50"–33" 1801b (*s*) 176NHP 2SB, *6pf*, GS 98, HS 2984 G.Clark,Ld.Sunderland	16 " 3 s 5 " 0 15 " 2	
76327 IOQC	**Iglesias** (*ex*Formica, *ex*Libellule) 71		360 313 148					1918	Ch.& Atel. de Provence Port-de-Bouc	Soc.di Monteponi	140·4 24·1 13·2	Savona Italian	C.2Cy.17 7/16"&35⅝"–23⅜" NB20 51NHP Forg.&Ch.de la Médit.Msl.		I
76328 UOJH	**Ignatii Sergeev** (P) Twin Sc (*ex*Batoum) Wireless 1 *Dk* & *Spar dk*		1354 872 806	...				1896	J.Laing Sunderland	U.S.S.R.	272·9 34·4 16·4 P&B151'F37' FK *WB*	Odessa Russian	T.6Cy.14½", 23"&38"–27" 182NHP G.Clark(Lim.)Sunderland	18 " 6	
76329 SVCW	**Igor** (*ex*Antzouletta–35, 457 *ex*Otterstad, *ex*Kristiania) 1 *Dk*		2726 2495 1672	...				1907	J.Blumer & Co. Sunderland	~~A.K.Pozos~~ [illegible]	314·0 46·5 20·6 P30'B148'F28' FK *WB*	Piræus Greek	T.3Cy.23", 38"&62"–42" 270NHP N.E.MarineEng.Co.Ld.Sld	23 " 0	N †
76330 EAFC	**Igotz-Mendi** *ss*Bbo.No.3–8,31 D.F. *ss*Bbo.No.1–36 1 *Dk* (*pt Irn* & *pt Stl*)		4648 4293 2877	✝100A1 Bbo *a* 12,36 Mdl 12,36		CL	12,36 3,39	1916 1mo	Cia Euskal-duna de Const Bilbao *Lloyd's*	Cia. Nav. Sota y Aznar *Cell D Ba* 132' *u E* 2	385·0 50·2 25·8 P30'B101'F41' FK 6'*f* 166'1104*t* *FPT* 13*t* *APT* 174*t*	Bilbao Spanish *6 BHCem*	T.3Cy.27", 44½"&73"–48" (*s*) 1801b 401NHP 3SB, *9cf*, GS 190, HS 6169 Blair&Co.Ld.Stockton	28 " 4 s 5 " 7½ 22 " 11	
76331 PUBG	**Iguassú** (*ex*Santa Rosa) 2 *Dks*		3797 3383 2355					1912	Flensburgr Schiffsb.Ges. Flensburg	Lloyd Brasileiro	351·0 50·2 23·7 P24'B222'F42' *WB*	R.Janeiro Brazilian	T.3Cy.22", 36⅜"&59½"–40½" 220NHP Flensburger Schiffsb.Ges.		V
76332 LOGR	**Iguazú** (P) Twin Sc *Oil Eng.* Wireless 1 *Dl.*		523 — 294					1927	A.& J. Inglis, Ld. Glasgow	Cia. Argentina de Nav. Mihanovich, Ltda.	131·8 34·0 7·7	Bns.Aires Argentine	Oil Engines 2S.C.SA 12Cy.13¼"–15" 371NHP L Gardner&Sons,Ld.Mch.		
76333 UPEQ	**Ijora** (*ex*Windermere–34) *ss*Mdb.No.3–7,33 1 *Dk* (*Stl*)		*2815* *2525* *1688*	... Mdb *n* 8,55				1921 11mo	Murdoch & Murray, Ld. Port Glasgow	U.S.S.R. *Cell D*	324·0 46·4 23·8 P28'B88'F34' FK *B* 278'646*t* *FPT* 70*t*	Leningrad Russian *6 BHCem* *APT* 57*t*	T.3Cy.21", 33"&57"–39" 265NHP 2SB, *6cf*, GS 121, HS 4698 Clyde S.&E.Co.Ld.Pt.Gls.	25 " 6	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey	6	7 Port of Survey. Year Assigned or Re-assigned. Equipment Letter.	8 Date when tail shaft last seen.	9 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Distinction of Trade/Cert
76334 TCBT	**Ikbal** (*ex*Doris,*ex*Alfold,*ex*Mount Summit,*ex*Kerkenna,*ex*Borneo)	*Spar dk 2tr B&S deep framing*	3722 3062 2189					1900	W.Hamilton&Co. Port Glasgow	Barzilay& Benjamin	330·8|45·7|16·2 23·9 P31′B118′F39′ FK			Istanbul Turkish *WB*	T.3Cy.24″,40″&65″–42″ 301NHP D.Rowan&Co.Glasgow	26 ″ 6	V †
76335 31404 JCAB	**Ikoma Maru** Ⓟ	*2 Dks*	3156 270 1887					1925	Yokohama DockCo. Yokohama	NipponYusenK.K.	352·7|46·0|27·0 P41′B87′F39′			Tokyo Japanese *WB*	T.3Cy.23″,38″&64″–48″ 284NHP YokohamaDockCo.Yka.		C
76336 19230 JBVD	**Ikomasan Maru**	*ss*Kob.No.3–12,28 *ss*TamaNo.2–38 *2 Dks(Stl)&Web frames Longitudinal framing*	3173 2757 1952	✠100A1 3.38	Tama	/	CL 5,37	1916 8mo	Osaka Iron Works,Ld. Innoshima	GoshuKisenK.K. *Lloyd's A&CP*	305·0|43·7|27·2 P19′B82′F32′ FK *Cell D B255′518t DT a25′ 534t FPT112t*			Kobe Japanese *AP T20t*	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 288NHP 5 *B H Cem* 2SB,*6cf*,GS90,HS3824 FD OsakaIronWorksLdOsaka	27 ″ 3 s 4 ″ 3 23 ″ 2	
76337 42021 JGQL	**Ikushima Maru** D.F.	*2 Dks Cruiser Stern*	3944 — 2365					1936	Osaka Iron Works,Ld. Sakurajima	HamaneShoten K.K. *WB*	365·5|50·0|26·6 P37′B79′F37′			Kobe Japanese	2 Steam Turbines DR geared to 1 Sc. Shaft 433NHP IshikawajimaShpydTokyo		C
76338 42685 JKEL	**Ikuta Maru**	*Cruiser Stern 1 Dk*	2969 2537 1697					1936	Mitsubishi Jukogyo K.K Yokohama	KinkaiYusenK.K. *WB*	301·8|45·3|26·2 P24′B78′F29′			Tokyo Japanese	T.3Cy.20½″,34$\frac{7}{16}$″&57$\frac{7}{16}$″–43$\frac{5}{16}$″ 214NHP MitsubishiJukogyoK.K.		
76339 40013 JFCJ	—	*Oil Eng. 1 Dk*	485 — 391					1934	Kasado Dck.K.K. Suyetakeminami	KobeSanbashiK.K.	140·8|28·5|13·0			Kobe Japanese	Oil Engines		
76340 FOOI	**Ile de Beauté** Ⓟ D.F. Sub.Sig.	**TwinSc** *Fitted for oil fuel 2 Dks Cruiser Stern*	2600 2145 577					1930	Deutsche Sch. u. Mschb. A.G.Weser Bremen	FrenchGovernment(Ministère de la MarineMarchande(Cie.de NavigationFraissinet,*Mgrs.*)	319·6|43·4|25·4 B39′			Marseilles French *WB*	4 Steam Turbines geared to 2 Sc. Shafts DeutscheSchiff.-u. Mschb.A.G.Weser,Bremen		V
76341 FNSM	**Ile de France** Ⓟ *Ref.Mchy.* GyC. D.F.	**QuadSc** *Fitted for oil fuel 4 Dks&Awng dk&Promenade dk*	43450 28710 21923					1926	Ch.&Atel. deSt.Nazaire St.Nazaire	Cie.Générale Transatlantique	763·7|92·0|55·9			Havre French *WB*	4 Steam Turbines Ch.&Atel.deSt.Nazaire		V
76342 FOMY	**Ile Rousse** (*ex*Skarp–37,*ex*Vanja, *ex*Kleven) Wireless	*1 Dk*	1363 1197 785					1918	T.van Duijvendijk Lekkerkerk	Cie.France-NavigationS.A.	238·8|36·5|16·9 P21′B56′F24′			Marseilles French *WB*	T.3Cy.17½″,29″&46″–36″ 128NHP Penn&Bauduin,Dordrecht		NV
76343 TCBH	**Ilgaz** (*ex*Esperos–34) *ss*Pir.No.3–2,38 *Mchy.Aft* *Well deck*	*1 Dk(Stl) Cargo battens not fitted*	683 512 324	✠100A1 8,56 12,37 ✠LMC B59,37 1,39 M81 11,37	1st	/	CL 11,37	1920 8mo s A&CP	NVSchpsb DeMerwede v/hVanVliet &Co. Hardinxveld	NecibeN.Basri (Cap.Basri,*Mgr.*) *Cell B*	180·3|28·1|12·4 Q103′B15′F23′ FK *Bf103′146t FPT63t*			Istanbul Turkish *3 B H Cem APT7t*	T.3Cy.13½″,22½″&36″–27″ 180lb (*s*) 100NHP 2SB,*4cf*,GS61,HS1916 Machfabr.OudeMaas.	14 ″ 6 s ″ 8½ 14 ″ 0	
76344 PUYB	**Ilheos** Ⓟ Wireless	**TwinSc** *1 Dk(Teak)&Shade dk(Teak)*	760 481 394	✠ 8,10 ✠	Trn	/		1910 8mo	AilsaS.B. Co.Ld. Troon	Cia.deNav. Bahiana	200·0|32·1|11·1 FK *WB=FPT36t* *APT15t*			Bahia Brazilian *4 B H Cem*	T.6Cy.18½″,22″&36″–24″ 152NHP 1SB,*3cf*,GS65,HS2542 AilsaS.B.Co.Ld.Troon	11 ″ 10	
76345 UOLG	**Ilich** Ⓟ (*ex*Vetche,*ex*Emperor Nicolas II)	*3 Dks*	4166 3289 2407					1895	W.Denny &Bros. Dumbarton	U.S.S.R.	390·0|45·0|27·5 P62′B146′F38′ FK			Vladvostk Russian *WB*	T.3Cy.28¼″,47½″&76″–54″ NB16 501NHP Denny&Co.Dumbarton	30 ″ 1	
76346 102 SVGO	**Ilissos** (*ex*DerwentRiver–33)	*1 Dk*	4724 4268 2984					1915	Irvine's SB &D.D.Co.Ld W Hartlepool	TheofanoMaritime Co.Ld.(N.G. Livanos,*Mgr.*)	385·1|52·0|27·1 P36′B126′F38′			Chios Greek *WB*	T.3Cy.25″,40″&68″–48″ Richardsons, Westgarth 320NHP Westgarth&Co.Ld.Hpl.		C
76347 DOUQ	**Iller** D.F. E.S.D.	*Oil Eng. 1 Dk Cruiser Stern*	~~3258~~ 3230 2021 1838					1938	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·8|50·2|19·9 P30′B&F151′ *Upper F22′*			Bremen German *WB*	2 Oil Engines 2S.C.SA 12Cy.20½″–27$\frac{1}{16}$″ S.R.geared to 1 sc shaft 885NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn		
76348 221400 KDSZ	**Illinois** *Mchy.Aft* D.F.	*ss*NYk.No.1–38 *ss*NYk.No.3–4,34 *2 Dks(Stl)&Web frames Longitudinal framing*	6448 6117 3980	✠100A1 6,23 9,25 1,39 ✠LMC6,38 M81,34 B86,37 *Carrying Petroleum in bulk Fitted for oil fuel 7,21 F.P. above 150° F.*	NYk	/	CL ~~9,37~~ N 1,39	1921 7mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany *Cell D Bu E&*	416·8|56·1|31·1 P107′B35′F33′ FK *B64′ 209t FPT229t*			Wilmgton (Del.) Utd.States *16 B H pt Cem APT130t*	T.3Cy.27⅜″,45½″&74″–51″ 190lb (*s*) 549NHP 3SB,*9cf*,HS7979 FD Hooven,Owens,Rentschler Co.Hamilton,O.	32 ″ 10 s 6 ″ 3½ 26 ″ 9½	
76349 219931 KUQM	— (*ex*Las Vegas)	*Fitted for oil fuel 2 Dks*	5447 — 3380					1920	L.Angeles S.B.& D.D.Co. San Pedro,Cal	StatesSteamship Co.	410·0|54·0|27·2 P43′B114′F46′			PortlndOr. Utd.States *WB*	T.3Cy.28½″,47″&78″–48″ 422NHP LosAngelesS.B.&D.D.Co.		R
76350 100680 WPCY	— Ⓟ *Mchy.Aft* D.F.	*1 Dk&Shade dk&Promenade dk*	2427 — 1468					1899	Chicago S.B.Co. Chicago	SandProducts Corp.	225·0|40·0|24·7			Muskegon, Mich. Utd.States	T.3Cy.20″,33″&54″–36″ 175NHP ChicagoS B.Co.Chicago		
76351 DODM	**Ilmar** (*ex*Sunheath,*ex*Polladern, *ex*Emir) D.F.	*ss*Bom.No.3–4,25 *ss*Bmn.No.1–29 *2 Dks(Stl)*	5470 5037 3419	✠ 6,33 ✠	Ham			1911	Bremer Vulkan Vegesack	Hamburg-Bremer AfrikaLinieGmbH (Woermann-Linie A.G.DeutscheOst Afrika-Linie. *Mgrs.*)	419·8|54·5|28·2 P&B333′F60′ FK *One bulkhead in fwd hold dispensed with Cell D B358′ 1255t*			Bremen German *Cem 6 B Honly FPT92t APT11t*	Q4Cy.24″,34½″,50$\frac{3}{16}$″&72$\frac{13}{16}$″–53$\frac{3}{16}$″ 601NHP 1SB,*12cf*,GS188,HS8611 Bremer Vulkan,Vegesack	30 ″ 6	G †
76352 606 OHCN	**Ilmatar** Ⓟ *Ref.Mchy.* D.F. Sub.Sig.	*ss*Hls.No.2–38 ~~Hls.No.1–38~~ *2 Dks(Stl–Weather dk ws) Strengthened for Navigation in Ice*	2349 — 1186	✠100A1 *with freeboard* ~~3,35~~ 5,37 8,39 ✠NB11.37	Ilfs	*s*	CL ~~11,36~~ 3,39	1929 5mo	Akt.Burmeistr&Wain Copenhagen	FinskaÅng fAktieb *Duct keel in way of No. 2 hold* *Lloyd's A&CP*	270·1|41·6|23·6 F24′ FK *& mchy. space (Coll „ to W.B) Cell D B229′253t FPT*			Helsingfrs Finnish *5 B H Cem 17t APT43t*	T.3Cy.22⅝″,36½″&61″–39″ 213lb (*s*) 417NHP 2SB(Spt),*6cf*,GS150, HS6566 FD Akt.Burmeistr&Wain,Cpn	26 ″ 3 s 8 ″ 6⅜ 18 ″ 0½	
76353 UORV	**Ilmen** (*ex*Athena–33,*ex*IrmaKimme) Sub.Sig.	*1 Dk*	2369 2058 1412					1923	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	295·2|42·5|20·3 P27′Q36′B179′F36′			Leningrad Russian *WB*	T.3Cy.21⅝″,35⅜″&55⅞″–35⅜″ J.Frerichs&Co. 186NHP A.G.Osterholz		

Numéro d'ordre / Numéro officiel / Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant et port d'équipement. Lettre d'équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*
76354 DHMG	**Ilmenau** 4Mst *Mchy.Aft* Wireless Sub.Sig. 1*Dk*	1201 993 640					1922	Werft Nobiskrug G.m.b.H. Rendsburg	Bugsier,Reed.& BergungsA.G.	250·0 P&B194′	37·5	12·9 *WB*	Hamburg German	T.3Cy.17¾″,28⅝″&45⅝″– 29½″ 111NHP Ottensener Mch.G.m.b.H. Altona	
~~Danzig~~ ~~KZCW~~ Nette Moller,"	76355 **Iloilo** (*ex*Sugbo) *Fitted for oil fuel* 2*Dks*	560 — 317					1898	J. & K. Smit's Scheepswrvn Kinderdijk	~~De la Rama S.S.Co. Inc.(E.H.Pirovano Mgr.)~~ (*Mgrs.*)	168·0	30·0	16·0	~~Iloilo~~ Utd.States	T.3Cy.18″,28″&46″–36″ 127NHP J.&K.Smit'sMchfbrk,Kdk.	
DHMH	**76356 Ilona Siemers** Sub.Sig 1*Dk*	3243 2534 1859					1923	Nordsee-werke Emden	G.J.H.Siemers& Co.	332·7 P29′B87′F33′	46·5	20·6 *WB*	Hamburg German	T.3Cy.24½″,38⅛″&62″–41½″ Ottensener 247NHP Mch.G.m.b.H.Altona	
76357 143527 MKJL	**Ilorin** (*ex*Smerdis-34,*ex*Kirkwynd, *ex*Marion Merrett) *ss*Gls.No.3–6,33 *Mchy.Aft* *ss*Lagos.No.1–38 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	815 582 413	✠100A1 8,38~~8,24~~ ~~BS7,37~~ 3,38	Gls Lagos	*k*	CL 7,36	1920 12mo *Lloyd's*	London& MontroseS.B. &R.Co.Ld. Montrose	ElderDempster Lines,Ld.	189·4 Q109′B11′F24′ FK *CellD* *Bf*119′171*t FPT*55*t*	30·3	12·6 *AP*T6*t*	Liverpool British 180lb ~~200lb~~ 99RHP 3*BHCem* 1SB,*3cf*,GS68,HS2100 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s 4 ″ 2½ 14 ″ 2½
76358 161337 GRQX	**Ilse** ~~ssShl.No.2-38~~ ~~*ssShl.No.1-34*~~ *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	2844 2182 1678	✠100A1 ~~9,38~~ ~~BS7,37~~ ~~9,34~~ 9,36	Sld Shl ~~LMC~~	*l*	CL ~~7,37~~ ~~7,34~~ 7,36	1929 11mo *Lloyd's*	Smith's DockCo.Ld Middlesbro'	StephensonClarke &Associated Companies,Ld.	308·3 320·7(O.L.) Q181′F33′ FK *CellD*	44·2	19·7 *B*264′753*t M*T11′345*t FPT*240*t APT*74*t*	London British 180lb 300NHP 5*BHptCem* 2SB,*6cf*,GS132,HS5155 Smith'sDockCo.Ld.Mdb.	21 ″ 9 s 7 ″ 1½ 19 ″ 8½
7679 SEYI	**76359** — *ssGot.No.2–37* *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	*584* *416* *280*	✠100A1 ~~9,36~~ ~~7,37~~	Got Inst.	*h*	OG 7,37	1929 12mo *Lloyd's*	Aktieb. Lödöse Varf. Lödöse	Rederiaktieb. Unda P.Waller, *Mgr.*)	167·6 174·7(O.L.) P48′F20′ FK *CellDB*	28·2	11·3 110′168*t FPT*	Gothenbrg Swedish 130lb 50NHP 3*BHCem* 12*t APT*18*t*	C.2Cy.14½″&32½″–21⅝″ (*s*) 13 ″ 5 s 1 ″ 4 12 ″ 2½ Aktieb.Lödöse Varf Lödöse
DHMJ	**76360 Ilse L.-M. Russ** Sub.Sig. 1*Dk* *CruiserStern*	1600 1282 942					1926	Flensburger Schiffsb.Ges. Flensburg	Schiffahrt-u Assekuranz-Ges. E.Russ&Co.	263·2 P16′Q81′B108′F35′	41·9	15·4 *WB*	Hamburg German	T.3Cy.17¾″,29⅛″&48″–37⅜″ 141NHP FlensburgerSchiffsb.Ges.	
DHMJ	**76361 Ilsenstein** Ⓟ **TwinSc** (*ex*Matatua) D.F. 2*Dks*&*deep framing*&*Shelter dk*	8216 6093 5108	…				1904	Workman, Clark&Co.Ld Belfast	RedStarLinie G.m.b H.	447·6 FK&BK1½″	56·2	38·8 *WB*	Hamburg German	T.6Cy.22″,37″&63″–48″ 800NHP Wrkman,Clark&Co.LdBel	33 ″ 6
OFBY	**76362 Ilves** (*ex*Edenhurst-37) ~~*ssHfs.No.2-39*~~ ~~*ssNwc.No.1-34*~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	1599 1432 922	✠100A1 *withfreeboard* 4,39 ~~8,37~~ ~~BS~~ 2,39	Nwc Hfs ~~LMC~~ MS4,	*p*	CL ~~6,37~~ 4,39	1930 6mo *Lloyd's*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	~~Tartygs~~A/B Ilves Laivat O/Y (O.Y Chartering Agency John Dahlberg A.B *Mgrs.*)	256·0 245·3 P23′F28′ FK *CellDB*	39·4	19·0 *Ta*36′176*t FPT*57*t*	Helsingfrs Finnish 4*BH pt Cem* 2SB,*4cf*,GS74,HS3152 Blair&Co.(1926)Ld.Stk.	21 ″ 1 s 3 ″ 7 17 ″ 8½
GKJW	**76363 Ilvington Court** (*ex*Iolcos, *ex*Meandros) D.F. *ssShl.No.3–9,32* *ssShl.No.1–36* 2*Dks*(*Stl*)	5187 4736 3222	✠100A1 1,38 BS7,37	Bry ~~LMC~~	*y*	CL 6,37	1919 8mo *Lloyd's*	HongKong &Whampoa DockCo Ld. HongKong	CourtLine,Ld. (Haldin&Philipps, Ld. *Mgrs.*)	400·0 413·0(O.L.) P49′B113′F40′ FK *CellDB*	52·3	28·5 340′1120*t FPT*123*t*	London British 180lb 517NHP 7*BHptCem* 3SB.*6cf*,GS190,HS7668 FD *APT*175*t*	31 ″ 0 s 5 ″ 11½ 25 ″ 3 HongKong&Whampoa DockCo.Ld.HongKong
LDPF	**76364 Ima** *OilEng.* *ssFiuNo.1–34* 1*Dk*(*Stl*)&*Web frames* D.F. *Mchy.Aft* *Longitudinal framing–bracketless system*	6842 5985 4026	✠100A1 3,38 ~~DBS~~ 1,39 *Carrying Petroleum in bulk*	L.An ~~LMC~~	*a*†	CL 8,37	1930 8mo *Lloyd's*	W.Doxford &Sons,Ld. Sunderland	A/S I.M.A. (S.Marcussen)	416·2 P112′B32′F56′ FK *Trunk in wells* *CellDBu*E35′157*t DTf*35′538*t FPT*151*t*	58·0	32·8 *APT*276*t*	Oslo Norwegian 11*BHptCem* 2DB*150lb*	Oil Engines 2S.C.SA 4Cy.22″–85″ 598NHP W.Doxford&Sons,Ld Sld.	33 ″ 0
39 YLDE	**76365 Imanta** (*ex*Kildin,*ex*Laboe, *ex*Scheldestad) *ssLie.2ndNo.3–7,30* *ssLie.No.1–35* *Well deck* 1*Dk*(*Stl*)&*deep framing*	1233 999 721	✠100A1 4,38 ~~LMC~~	Lie ~~LMC~~		3,38	1903 7mo *Lloyd's*	Cmpbltwn S.B.Co. Campbeltwn	LatvianGovern-ment(ValstsKugu Parvalde,*Mgrs.*)	231·4 Q79′B58′F29′ FK *CellDBa*54′ *f*94′224*t*	34·5	17·4 *AP*T86*t*	Riga Latvian 4*BHCem* Hutson&Sons,Ld.Glasgow	T.3Cy.18″,27⅞″&45″–33″ 160lb *80lb* 120NHP 1SB,*3rf*,GS65,HS1871	18 ″ 3 s 1 ″ 5½ 17 ″ 0½
135 OHAV	**76366 Imatra** (*ex*Alcor) D.F. 1*Dk*	3260 2949 2336					1912	Rotterdam Droogd.Maat Rotterdam	J.W.Paulin	332·0 P37′B100′F31′	48·1	22·1 *WB*	Hangö Finnish	T.3Cy.23″,38″&62″–42″ 249NHP RotterdamDroogd.Maats.	
DRAY	**76367** — (*ex*Sebenico) 1*Dk*	990 796 544					1922	Nord-deutsche Union Werke Boizenburg	Lübeck-Wyburger Dampfsch.Ges.	221·4 P23′Q56′B97′F30′	34·6	13·4 *WB*	Lübeck German	T.3Cy.17⅛″,27⅞″&45½″– 27⅞″ 108NHP A.BorsigG.m.b.H.Berlin	
FNHK	**76368 Iméréthie II** Ⓟ *Fitted for oil fuel* *CruiserStern* 2*Dks*	3713 — 2174					1924	Forg.&Ch. de la Médit. LaSeyne	Cie.deNav.Paquet	330·5 P186′F49′	43·4	25·7 *WB*	Marseilles French	T.3Cy.26⅛″,41″&65″–43⅝″ 280NHP Forg.&Ch.de la Médit.Msl.	
23039 JEYF	**76369 Imizu Maru** 1*Dk*	986 837 565					1918	Takahashi Yeitaro Osaka	SanrikuKisenK.K.	202·0	29·0	18·7	Okada Japanese	T.3Cy.12½″,22″&37¼″–24″ 68NHP KuboYoshizo,Osaka	
218859 KIZV	**76370 Imlay** *Fitted for oil fuel* 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	6779 — 4203					1919	Moore S.B. Co. Oakland,Cal.	MalstonCo.Inc. (C.D.Mallory&Co. Inc.*Mgrs.*)	425·8 P106′B40′F41′	57·0	31·2 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP LlewellynIron Works	
PEVT	**76371 Immingham** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	398 285 250	✠100A1 1,38 ~~3,38~~	Hrl ~~LMC~~	*f*	~~3,38~~ 1,39	1936 1mo *Lloyd's*	Werf.Jan Smit,Czn. Alblasserdam	Internationale KustvaartMaats.	153·5 P35′F17′ FK *CellD*	25·2	8·5 *B*102′160*t FPT*25*t*	Rottrdam Dutch 3*BHCem*	Oil Engines 2S.C.SA 6Cy.10½″–18½″ 123NHP Machinefabriek Gebr.Stork &Co.N.V.Hengelo	11 ″ 0 s 1 ″ 1½ 9 ″ 11½
374 OHFK	**76372 Immo Ragnar** (*ex*Inga–36, *ex*Lynntown, *ex*Capelcourt, *ex*Hermia) *ssCff.2ndNo.3–9,29* *ssEls.No.3–4,36* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	2342 1926 1314	✠100A1 2,38 ~~BS1,37~~ 7,38	Skm ~~LMC~~	*s*	CL 1,38	1903 6mo	Clyde S.B. &E Co.Ld. Pt.Glasgow	LovisaRederiA/B (A/B R.Nordström &Co.O Y.,*Mgrs.*)	289·3 299·7(O.L.) P29′B81′F32′ FK *CellDBa*86′	42·0	19·6 *u E*&*B*32′ *f*126′556*t*	Lovisa Finnish 5*BHCem*	T.3Cy.21″,33⅜″&57⅞″–36″ 160lb (*s*) 202NHP 2SB,*6cf*,GS108,HS3150 Clyde S.B.&E.Co.Ld.P.Gl.	22 ″ 0 s 3 ″ 2½ 18 ″ 11

1 No. in Book. Official No. Code Letters	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Letter from Table 1.
76373 155800 VQLK	**Imogene** ssNFL.No.2-38 ~~NFL.No.1-34~~ 1 *Dk(Stl)&Shelter dk(Stl)*	*Cruiser Stern* *Strengthened for Navigation in Ice*	1638 1224 715	✠100A1 NFL *r* *withfreeboard* ~~8,38 7,36~~ ~~NSH1.36~~ ✠LMC3.38 2,83,39 3,38		CL 6,35 7,38	1929 2mo *Lloyd's*	Smith's Dock Co.Ltd. Middlesbro' *Cell DB151'238t*	Bowring Brothers, Ltd.	250·0 261·4(O.L.) F35′ *FPT86t APT58t*	42·0	17·7 FK	SJhns NFL British 5 *BHpt Cem* (2 to *Sh dk* 3 „ 2*nd* „)	T.3Cy.21″,35½″&60″–42″ (*s*) 2001b *100lb* 381NHP 2SB,*6cf*,GS117,HS5870 FD Smith's Dock Co.Ltd.Mdb.	27 ″ 1 s 7 ″9¼ 19 ″ 6	
76374 CBIM	**Imperial** (P) *Oil Eng* D.F. E.S.D. 3 *Dks* *Ref.Mchy.* *Cruiser Stern*		7275 ---- 5151	✠100A1 Cpn *withfreeboard* 9,38 ~~6,38~~ ✠LMC6,38 ~~✠Lloyd's RMC 18,38~~ 3,39 for temp 32°F.		CL 3,38	1938 6mo *Lloyd's*	Nakskov Skibs.A/S Nakskov *Cell DB360'1*	~~Companie Sud Americana de Vap.~~ Compañia Sud Americana de Vap.	414·3 440·5(O.L.) ~~P43'P26C'E43'~~ 145′T51′ *3tDTs g154t FPT*	58·3 29·7 FK	21·7 *BHpt* 7 *Ht to Wdk* ~~D.D.~~ *APT125t*	Valparaiso Chilean 5Cy.24⅞″–55⅛″ 1030NHP ~~D.D.~~ Akt.Burmeistr&Wain,Cpn	Oil Engines 2S.O.DA ~~23 ″ 9~~ ~~21 ″ 1~~ ~~s 10–6~~ 25 ″ 7½	
76375 ~~1[illegible]~~	— (*ex*Minoco) Now "Minoco," *see No. 88509 in Supplement* *Mchy.Aft* *Carrying Petroleum in bulk*		796 671 412	...			1898	Tyne I.S.B. Co.Ltd. Newcastle	Imperial Oil Shipping Co.Ld.(H.J. Rahlves, *Mgr.*)	200·0 ~~196·5~~ F23′ 176′	32·0	14·4 FK	Sarnia,Ont British *WB*	T.3Cy.17″,26″&45″–30″ 129NHP Wallsend Slpwy Co.Ld.Nwc	15 ″ 3	
76376 148892 GCYQ	**Imperial Monarch** D.F. 1 *Dk*		5831 5444 3707				1926	Napier& Miller,Ld. Glasgow	Monarch S.S.Co.Ld (Raeburn&Verel, Ld. *Mgrs.*)	430·4 P49′B131′F45′	56·2	28·0	Glasgow British *WB*	Q.4Cy.25″,35½″,51″&72″–51″ J Brown& Co.Ld. 370NHP Clydebank		C
76377 163212 GYCT	**Imperial Star** Twin Sc *Oil Eng.* Sub.Sig. 2 *Dks&Shelter dk* *Ref.Mchy.* *4th dk in Nos.2&3 holds* D.F. E.S.D. GyC. *Cruiser Stern*		10733 8839 6520	✠100A1 Liv *withfreeboard* ~~5,38 12,37~~ ✠LMC1.38 ✠Lloyd's RMC5,38 2,39		CL S5,36 P5,38	1935 1mo *Lloyd's*	Harland& Wolff,Ld. Belfast *Cell DB391'2271t FPT* *Duct keel forward*	Blue Star Line,Ld.	524·2 543·5(O.L.) B193′F72′ 126t *APT172t* *of machinery space*	70·4 FK (	32·3 Belfast British 8 *BHpt Cem* *Coll to Sh dk* 7 „ 2nd „)	Oil Engines 4S.C.SA 20Cy.29⅛″–59 1/16″ 1631NHP 2DB *100lb* Harland&Wolff,Ld.Bel.	35 ″ 0 s 5 ″ 7½ 29 ″ 7	
76378 162620 GMRB	**Imperial Transport** ssShl.No.1–37 *Oil Eng.* *Special Surveys to date from 9,33* *Mchy.Aft* 2 *Dks(Stl)&Web frames* D.F. *Longitudinal framing*		8022 7434 4830	✠100A1 Fal *r*† 6,38 ~~3,37~~ ~~DBS3,38~~ *Carrying Petroleum in bulk* ✠LMC CS6,38 12,37		CL 3,37	1931 9mo *Lloyd's*	Blythsw'd S.B.Co.Ld. Glasgow *Cell DBu 38'476t*	Empire Transport Co.Ld.(Houlder Brothers&Co.Ld. *Mgrs.*)	459·7 P95′B37′F40′ *E55′153t DTf* *FPT275t APT56t*	60·0 FK	34·5 London British 16 *BH* (10 to *U dk* 6 „ 2nd „)	Oil Engines 4S.C.SA 8Cy.28⅜″–68″ 633NHP 2DB *180lb* N.E.Marine Eng.Co Ld Nwc	34 ″ 5 s 6 ″ 10 27 ″ 10¾	
76379 144727 GKXY	**Imperial Valley** (*ex*Buchanness) *Fitted for oil fuel* D.F. 1 *Dk&Shelter dk*		4573 4318 2841				1924	Workman, Clark&Co.Ld Belfast	Reardon Smith Line Ld. (Sir W.R.Smith &Sons,Ld. *Mgrs.*)	401·6 F41′	54·3	25·3 Bideford British *WB*	T.3Cy.26″,42″&71″–48″ 349NHP Wrkman,Clark&Co Ld.Bel		C
76380 IMPX	**Impero** (P) (*ex*Epiro–37) Wireless 1 *Dk*		488 369 257				1901	Flli. Orlando Leghorn	Vittorio Galletto	182·6 P48′B42′F29′	24·0	11·8 Massaua Italian *WB*	T.3Cy.16½″,25⅜″&40½″–22″ 77NHP Flli.Orlando,Leghorn		I
76381 135209 VGTP	**Imperoyal** ssBoa.2nd No.3–6,37 *Mchy.Aft* 1 *Dk(Stl)&Web frames*		2253 1734 1384	✠100A1 Boa *r* Mtl 7,38 ~~6,37~~ ✠LMC6,37 BS3,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 192 0 *F.P*		CL 5,37	1913 4mo *Lloyd's above*	Greenock& Grngemouth Dckyd Co.Ld. Grngemouth 150° F.	Imperial Oil Shipping Co.Ld.(H.J. Rahlves, *Mgr.*)	249·5 P77′F37′ *WB=* *Cell DBu E&S* *B48′102t FPT360t APT44t*	43·1 FK	19·7 Sarnia,Ont British 10 *BH Cem*	T.3Cy.21″,34″&56″–36″ (*s*) 1801b 224NHP 2SB,*6cf*,GS116,HS3716 Cooper&Greig,Dundee	21 ″ 0 s 1 ″ 8½ 19 ″ 5½	
76382 DHML	**Ina Lotte Blumenthal** Sub.Sig. Wireless 1 *Dk*		1549 1208 890				1921	Lübecker Maschb.Ges. Lübeck	Johann M.K. Blumenthal	262·2 P16′Q75′B114′F29′	37·9	14·3 Hamburg German *WB*	T.3Cy.21⅜″,34¼″&55 1/16″–35⅜″ 181NHP Lübecker Maschb.Ges.		G
76383 19782 JDLB	**Inabasan Maru** Wireless		983 843 692				1916	Nagata Sanjuro, Osaka	Kusakabe Kisen K.K.	190·0	32·0	18·5 Kobe Japanese *WB*	T.3Cy.13″,21½″&36 7/32″–27″ 68NHP Nagata Sanjuro,Osaka		
76384 EABA	**Iñake** (*ex*Arantzazu–35,*ex*Horacio, *ex*Evelyn) ssBbo.2nd No.3–4,13 *Well deck* 1 *Dk(Stl)&Web frames*		2291 1786 1350	✠ Bbo *s* 7,20			1888 4mo	W.Gray& Co. W Hartlepool	Cia.Naviera "Basoa" S.A.	290·0 P27′Q94′B112′ F29′ *DBa9*	38·2 BK10″	20·3 Bilbao Spanish 5 *BH Cem* 6′ *f* 106′447*t*	T.3Cy.22½″,36½″&60″–39″ NDB03 224NHP 2SB,*6cf*,GS97,HS3358 Blair& Co.Ld.Stockton	22 ″ 2	G †
76385	**Inal** (*ex*Député Abel Ferry–35) 1 *Dk*		2015 1701 1185	...			1921	Chant.Nav Français Caen	Mustafa Cemal	270·2 P30′B57′F24′	39·4 FK	20·3 Istanbul Turkish *WB*	T.3Cy.18¾″,29½″&49 3/16″–37⅛″ 190NHP Schneider&Co Havre		V †
76386 147310 GLMB	**Inanda** (P) ssBkn.No.3–7,37 E.S.D. 2 *Dks(Stl)3rd dk(Stl)in No.1 hold* D.F.		5985 4742 3746	✠100A1 Lon *z* ~~5,38 2,38~~ ~~,39~~ ✠LMC7.37 BS6,38		CL N7,37	1925 6mo *Lloyd's*	Swan, Hunter& Wigham Richardson, Ld Newcastle *Cell DB340'1002t*	Charente S.S.Co. Ld (T&J.Harrison, *Mgrs.*)	407·0 423·3(O.L.) P33′B165′F52′ *DTa 28′669t FPT*	52·2 FK	28·5 Liverpool British 9 *BH Cem* 68*t APT32t*	Q.4Cy.26″,36″,52″&76″–54″ 2201b (*r*) 606NHP 2DB(Spt)&1AuxSB(Spt), *15cf*,GS275,HS10458 Willsend Slpwy.Co.Ld.Nwc.	31 ″ 0 s 5″ 5¾ 25 ″ 8¼	BT till ~~7,38~~
76387 OFBF	**Inari** (*ex*Victoria–37,*ex*Katie–35) ssAlx.No.3–3,36 1 *Dk(Stl)&deep framing*		2216 — 1276	✠100A1 Ant *s* His ~~5,38 4,37~~ ~~✠LMC~~ MS11.35 ~~BS7.37~~		OG ~~7,34~~ 5,38	1900 2mo *Lloyd's*	Helsingörs Jernsk&Msk. Elsinore A&OP *Cell DB358'a/u* *E54′f120′578t FPT*	Partygs A B Inari Laiva O Y (O Y Chartering Agency John Dahlberg A B, *Mgrs.*)	291·5 Q~~[illegible]~~ F36′	42·7 FK	19·2 Helsingfrs Finnish 5 *BH Cem* 68*t APT44t*	T.3Cy.20½″,35″&57″–39″(*s*) 180lb 215NHP 2SB,*6rf*,GS76,HS3247 Helsingörs Jernsk.&Mskb.	21 ″ 10 s 3 ″ 4½ 18 ″ 8	
76388 ~~15816~~ Now "Norco," *see No. 89314 in Supplement*	**Inca** 1 *Dk*		~~To 2~~ 1217 921	...			1915	Gt. Lakes Eng. Works Ecorse,Mich.	~~General Paper Mills~~ ~~North End Paper Co.~~	246·0 B65′F25′	~~38·4~~ 38 · 2	~~15·5~~ (16 · ~) FK	Sault Ste. Marie British *WB*	T.3Cy.17″,28½″&48″–36″ 20NHP Gt.Lakes Eng Wrks Detroit	18 ″ 0	R †
76389 143716 GDVP	**Incemore** D.F. E.S.D. *Fitted for oil fuel* 1 *Dk2trB*		4098 3573 2341				1920	Irvine's S.B. &D.D.Co.Ld. W Hartlepool	Johnston Warren Lines,Ld. (Furness,Withy& Co.Ld. *Mgrs.*)	360·0 P35′B171′F82′	52·0	24·6 Liverpool British *WB*	T.3Cy.26″,43″&73″–48″ Richardsons, Westgarth& Co.Ld.Hpl.		C
76390 163206 GWRJ	**Inchanga** (P) Twin Sc ssCal.No.1–37 *Oil Eng.* 2 *Dks(Stl–Weather dk ws)3rd dk(Stl)* *Ref.Mchy.* *in Nos. 1, 2, 3 & 4 holds* D.F. E.S.D. *Cruiser Stern*		7069 5944 4312	✠100A1 Cal *a*† *withfreeboard* 1,39 ✠LMC CS5,39 DBS,39 1,38 ✠Lloyd's RMC ~~[illegible]~~ 3,39 for temp. 33° F. *Carrying vegetable oil or fuel oil*		CL S1,38 pN7,38	1934 3mo *Lloyd's*	Workman Clark(1928), Ld. Belfast *Cell DB345' 1155t M*	Bank Line,Ld. (A.Weir&Co. *Mgrs.*)	403·5 F44′ *Ts27′1089t FPT65t*	57·2 FK	32·4 Belfast British 7 *BH*	Oil Engines 2S.C.SA 12Cy 23⅝″–40 1/16″ 1165NHP DB *100lb* Workman Clark(1928),Ld.	37 ″ 0 s 12 ″ 2½ 25 ″ 3	

Numéro d'Ordre. / Numéro Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. — Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. — Cote. — Surveillance Spéciale. Date de la dernière Visite. — Port de Visite. — Terme assigné maintenant expiré. Lettre d'Equivement.	7* Date de la dernière visite de l'Arbre porte-hélice.	8 9 Construit. — Quand. Navire. Mach. — Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. — Longueur. — Largeur. — Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. — Franc-bord au milieu du navire. — Tirant d'eau correspondant.	15
76391 / 163207 / GWRK	**Incomati** (P) — Twin Sc — *Oil Eng.* — *ss* Cpn. No. 1–35 — *Ref. Mchy.* D.F. 2 *Dks* (*Stl*) — 3rd *dk* (*Stl*) in Nos. 1, 2, 3 & 4 holds — *Cruiser Stern*	7369 / 6228 / 4540	✠100A1 Cal — *with freeboard* — 2,39 ✠LMC CS2,38 — DBS5,36 11,37 — ✠Lloyd's RMC 4,38 10,38 — For temp. 33° F. — *Carrying vegetable oil fuel oil*	CL S11,36 P2,38	1934 4mo Workman Clark (1928), Ld. Belfast — *Lloyd's* *A & CP*	Bank Line, Ld. (A. Weir & Co. *Mgrs.*) — *Cell D B M*	418·4 | 57·2 | 32·4 — F4′ FK — 360′ 1222*t* — *Ts* 27′ 1060*t* *FPT* 73*t*	Belfast — British — 7 *B H*	Oil Engines 2S.C.SA — 8Cy. 23⅝″–70⅞″ 1387 NHP — DB *100lb* — W. Doxford & Sons, Ld. Sld. — *APT* 167*t*	37 ″ 0 — *s* 12 ″ 2 — 25 ″ 3	
76392 / 2636 / 1698	**Inconfidente** — Twin Sc — *Oil Eng.* — *Ref. Mchy.* 2 *Dks* — *Cruiser Stern*	2933 / 2636 / 1698	✠100A1 Rot *u* — 12,37 — ✠LMC 12,38 — ✠Lloyd's RMC 4,39	OG	1937 12mo NV. Boele's Schpsw & Mch Bolnes — *Lloyd's* *A & CP*	Govt. of the State of Rio Grande do Sul — *Cell D B* 238′ 6	322·5 | 47·4 | 21·4 — 336·3 (O.L.) — P33′ B90′ F30′ FK — 47*t* *FPT* 66*t* *APT* 88*t*	Pto. Alegre — Brazilian — 6 *B Hpt Cem*	Oil Engines 2S.C.SA — 14Cy. 13¾″–23⅝″ 463 NHP — Gbr. Stork & Co N V Hengelo	24 ″ 0 — *s* 3 ″ 8 — 20 ″ 5½	
76393 / 521 / 292 / DHMM	**Indalsälfven** (*ex* Matador) — *ss* Bmn. No. 2–12 — 1 *Dk* (*Stl*)	658 / 521 / 292	✠ — Gst *i* — 9,16 — ✠		1904 6mo G. Seebeck Akt. Ges. Bremerhaven —	Mathies Reed, K.G. — *W B* = *Cell D B* 40	185·6 | 29·4 | 11·9 — P16′ B & F152′ FK — *u E & B* 28′ *f* 81′ 181*t*	Hamburg — German — 4 *B H Cem* — *APT* 16*t*	T. 3Cy. 15⅝″, 24″ & 39⅜″–28⅝″ 112 NHP — 2SB, *4cf*, GS 60, HS 2314 — G. Seebeck A.G. Bremerhvn	13 ″ 9	G †
76394 / EAQW	**Indauchu** (*ex* Monkton) — *ss* Bbo. No. 3–6, 32 — 1 *Dk* (*Stl*) — Now registered as Italian and sailing as "SULMONA," which see	3126 / 2856 / 1827	✠ — Rot *u* — 9,37 — ✠		1920 1mo Ropner S.B. & Repairg Co. (Stockton) Ld. Stockton —	Cia. Maritima Bilbao (A. Opitz, *Mgr.*) — *Cell D*	331·2 | 46·7 | 25·4 — 23·2 — P33′ B98′ F29′ FK — *B* 276′ 728*t* *FPT* 111*t*	Bilbao — Spanish — 5 *B H Cem* — *APT* 139*t*	T. 3Cy. 25″, 41″ & 68″–45″ 378 NHP — 3SB, *9cf*, GS 155, HS 6420 — Blair & Co. Ld. Stockton	25 ″ 6	
76395 / 220447 / KDCG	**Independence Hall** — *Fitted for oil fuel* — Sub. Sig. 2 *Dks*	5050 / 4591 / 3076			1920 — American International Corp. Hog Islnd. Pa. —	United States Maritime Commission —	390·0 | 54·2 | 27·8 — P50′ B121′ F40′ — *W B*	Phildlphia — Utd. States —	DR Geared Steam Turbine — General Electric Co. Schenectady, N.Y.		R
76396 / OYZE	**India** — Twin Sc — *Oil Eng.* — *ss* Cpn. No. 1–35 — *Ref. Mchy.* D.F. 2 *Dks* (*Stl*) — 3rd *dk* (*Stl*) in No. 1 hold	9549 / 8813 / 6031	✠100A1 Cpn — *with freeboard* — ~~7,38~~ ~~1,38~~ 11,38 — ✠LMC CS12,38 — DBS ~~7,38~~ 7,38 7,36 — ✠Lloyd's RMC ~~7,38~~ 7,36 — 2 forward chambers for temp. 31° F. — 2 aft chambers for temp. ° F. — *Fitted for carrying oil* 12,38 *F.P. above* 150° F. *in deep tank*	CL ~~S12,37~~ ~~P~~ 11,38	1930 12mo A/S Nakskov Skibsvft. Nakskov — *Lloyd's* *A & CP*	A/S Det Östasiatiske Kompagni — *Upper 'tween dk Hs except Coll B Hds* — *Cell D B* 417′ 1810*t* *MT* 28′ 1270*t* *FPT*	470·3 | 63·7 | 37·4 — 488·0 (O.L.) FK — B165′ F69′ *Coll*	Copnhagn — Danish — *B H to W dk* — 6 „ „ 2*nd* „ — spensed with — 140*t* *APT* 93*t*	Oil Engines 4S.C.SA — 16Cy. 24½⅛″–47½″ — DB *100lb* 948 NHP — Akt. Burmeistr & Wain, Cpn	40 ″ 3 — *s* 10 ″ 9½ — 29 ″ 7⅛	
76397 / 1363 / IBGQ	— — *Oil Eng.* — *ss* Gen. No. 3–4, 38 ~~ex Gen. No. 2–36~~ — D.F. 2 *Dks* (*Stl*)	636 / 5217 / 4077	✠100A1 Gen — ~~1,38~~ ~~0,37~~ ~~1,38~~ Tri 4,38 — 3,39 ✠LMC CS ~~4,38~~ — DBS ~~3,37~~ 3,39 ~~6,37~~ ~~1,38~~	CL ~~6,36~~ 4,38	1926 2mo Stabilmnto Tecnico Trieste — *Lloyd's* *A & CP*	Lloyd Triestino Soc. Anon. di Nav. — *Cell D B* 341′ 1329*t* *DTf* 40′ 123*t*	430·6 | 53·9 | 28·9 — P34′ B170′ F40′ FK — *FPT* 149*t* *APT* 73*t*	Genoa — Italian — 8 *B Hpt Cem* — 1 „ *to* 2*nd dk*	Oil Engines 4S.C.SA — 8Cy. 29⅛″–59 1/16″ 652 NHP — DB *100lb* — Stabilimento Tecnico, Tri.	32 ″ 0 — *s* 6 ″ 3½ — 25 ″ 10½	
76398 / 221086 / KDHP	**India Arrow** — *ss* Mob. No. 3–4, 33 — *ss* NYk. No. 1–37 — *Mchy. Aft* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) — D.F. & *Web frames* — *Longitudinal framing*	8327 / 7542 / 5176	✠100A1 NYk *u* † — *Shelter dk* Uhl — *with freeboard* BS9,38 — 9,38 ~~9,37~~ ✠LMC 9,37 — *Carrying Petroleum in bulk* — *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	CL 9,37	1921 3mo Bethlehem S.B. Corp. Ld. Quincy, Mass. A & CP	Socony-Vacuum Oil Co. Inc. — *Cell D B* 345′ 285*t* *DTf* 40′ 518*t*	468·3 | 62·7 | 32·0 — FK — *FPT* 270*t* *APT* 131*t*	New York — Utd. States — 17 *B H pt Cem* (1 *B H to S dk* 10 „ „ *U* „ 6 „ „ 2*nd*, „)	Q.4Cy. 24″, 35″, 51″ & 75″–51″ 2201b (*r*) 686 NHP — 3SB, *9cf*, HS 9315 FD — Bethlehem S.B. Corp. Ld.	32 ″ 0 — *s* 4 ″ 1½ — 28 ″ 2	
76399 / 26813 / JIED	**India Maru** — *ss* Kob. No. 3–8, 31 — *ss* Kob. No. 1–36 — 2 *Dks* (*Stl*) & *Awng dk* (*Stl*)	5873 / 5590 / 4254	✠100A1 Nag *y* — *Awng dk* Kob — *with freeboard* — 5,38 ~~1,37~~ ✠LMC ~~3,37~~ 5,38	OG ~~6,36~~ 4,38	1920 6mo Kawasaki Dkyd Co. Ld K.K. A & CP	Kawasaki Kisen K.K. — *Cell D B* 334′ 1118*t*	385·0 | 51·0 | 36·0 — 414·5 (O.L.) FK — *Collision* — *FPT* 126*t* *APT* 93*t*	Kobe — Japanese — *Cem* — *B H to Awdk* — 5 „ „ *U* „	T. 3Cy. 26″, 43½″ & 72″–48″ (*s*) 2001b 440 NHP — 2SB (Spt) & 1 Aux SB, *8cf*, GS 154, HS 5636 FD — Kawasaki Dkyd. Co. Ld.	36 ″ 0 — *s* 9 ″ 1½ — 27 ″ 1	
76400 / FNSO	**Indiana** (*ex* Kagera) — D.F. 2 *Dks*	5751 — 3555			1915 — Bremer Vulkan Vegesack	Cie. Générale Transatlantique —	420·2 | 56·2 | 28·3 — P & B 333′ F58′	Havre — French	Q.4Cy. 24″, 34 7/16″, 50⅜″ & 72⅛″–58⅛″ 386 NHP — Bremer Vulkan, Bremen		V
76401 / 218782 / KIKX	**Indianan** (*ex* Willhilo–37, *ex* Golden Rod–34, *ex* West Islip) D.F. — *Fitted for oil fuel* — 2 *Dks*	5582 — 3458			1919 — Ames S.B. & D.D. Co. Seattle, Wash	American-Hawaiian S.S. Co. —	409·8 | 54·2 | 29·2 — P44′ B119′ F47′	New York — Utd. States — *W B*	T. 3Cy. 26″, 43″ & 73″–48″ 369 NHP — Ames S.B. & D.D. Co. Seattle		R
76402 / KJNE	**Indianapolis** (P) — 2 *Dks*	386 — 262			1904 — Craig S.B. Co. Toledo, O.	Puget Sound Nav. Co. (A.M. Peabody, *Mgr.*) —	180·0 | 32·0 | 18·6 —	Seattle, Wash. — Utd. States —	T. 3Cy. 18″, 30″ & 50″–30″ 137 NHP — Craig S.B. Co. Toledo		
76403 / ONJA	**Indier** (P) (*ex* War Redcap) — *ss* Ant. No. 3–7, 30 — D.F. *ss* Ant. No. 2–38 ~~ex Ant. No. 1–34~~ — 2 *Dks* (*Stl*)	5409 / 4791 / 3286	✠100A1 Ant *y* — ~~1,37~~ 12,38 — ✠LMC — MS ~~1,37~~ BS4,38 — 9,38	CL 1,37	1918 8mo J. Priestman & Co. Sunderland — *Lloyd's* *A & CF*	Cie Maritime Belge (Lloyd Royal) S.A. (Agence Maritime Internationale S.A. *Mgrs.*) — *Cell D B* 344′ 975*t* *FPT* 17*t* *APT* 177*t*	400·3 | 52·3 | 28·4 — P49′ B113′ F40′ FK —	Antwerp — Belgian — 7 *B H pt Cem*	T. 3Cy. 27″, 44″ & 73″–48″ (*s*) 1801b 517 NHP — 3SB, *9cf*, GS 190, HS 7668 FD — G. Clark, Ld. Sunderland	31 ″ 0 — *s* 5 ″ 11½ — 25′ 3¼	
76404 / RAFL	**Indigirka** (P) (*ex* Tsinan, *ex* Indighirka, *ex* Tsinanfu, *ex* Tsinan) — 2 *Dks*	2336 / 1938 / 1423			1886 — Scott & Co. Greenock	U.S.S.R. —	314·9 | 38·0 | 23·7 — P52′ B102′ F45′	Vladvostk — Russian — *W B*	T. 3Cy. 23″, 40″ & 60″–48″ NB20 249 NHP — Scott & Co. Greenock		
76405 / 144911 / ~~WTHK~~ / VRBT	**Indira** (*ex* Embleton, *ex* Kildysart) — *ss* Bom. No. 3–8, 33 — Wireless *ss* Bom. No. 1–37 1 *Dk* (*Stl*) — *Cargo battens not fitted*	637 / 493 / ~~278~~ / 275	100A1 Bom — ~~11,36~~ 11,38 HKg — ~~B810,37~~ ✠LMC ~~3,37~~ — 8,38	CL ~~1,36~~ 8,38	1918 — Smith's Dock Co. Ld. Middlesbro' — *Lloyd's* *A & CP*	~~New Dholera Steam Ships Ld.~~ Ko Fook Tin —	172·2 | 30·0 | ~~15·7~~ 17·7 — B50′ FK — *Cell D*	Hong Kong — British — 5 *B H Cem* — *Bu E* 26′ 20*t*	T. 3Cy. 16″, 26″ & 44″–26″ (*s*) 2001b 94 RHP — 1SB, *3cf*, GS 51, HS 1832 FD — Smith's Dock Co. Ld. Mdb.	16 ″ 6 — *s* 1 ″ 8½ — 14 ″ 11	
76406	**Indochinois** — *Oil Eng.* — D.F. E.S.D. 3 *Dks* — *Ref. Mchy.*	6500			1938 — Forges & Chantiers de la Gironde Bordeaux	French Govt. (Ministère de la Marine Marchande) —	459·8 | 60·0 | 39·0 — P161′ Q39′ F39′	French — *W B*	Oil Engines 2S.C.SA 10Cy. — Cie de Constr. Mecaniques Sulzer, St. Denis		
76407 / 166382 / GKGS	**Indora** — D.F. 2 *Dks* — *Cruiser Stern*	6622 / 6128 / 3963	✠100A1 Hpl — *with freeboard* Cal — ~~1,38~~ 3,38 — 12,38 ✠LMC 3,38 — BS3,39	CL	1938 3mo W. Gray & Co. Ld. W Hartlepool — *Lloyd's* *A & CP*	British India Stm. Nav. Co. Ld. — *Cell D B* 366′ 1126*t* *F*	426·8 | 57·6 | 32·0 — 442·8 (O.L.) — P39′ B132′ F39′ FK — *FPT* 190*t* *APT* 190*t*	London — British — 7 *B H Cem*	T. 3Cy. 22″, 37″ & 65″–48″ & LP turbine with DR gearing & hydraulic coupling 250lb (*s*) FD 592 NHP — 3SB (Spt) *9cf*, GS 168, HS 6858 — Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl.	34 ″ 6 — *s* 9 ″ 8½ — 25 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 for Special Survey. Date of last Survey.	7 Port of Survey. Years Assigned now expired. Equipment Letter.	7* Date when full shaft Last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers to which classed, if not in L.R. Distinguishing letter.
76408 LCOV	**Indra**	**TwinSc** *Oil Eng.* **D.F.** 2 *Dks*	5041 / 4770 / 3101					1923	Nederl. Schps. Maats. Amsterdam	Skibs A/S Pacific (Knut Knutsen O.A.S. *Mgr.*)	375·8 H238 *t*	51·4	30·7	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.22½"–39" 565NHP Werkspoor, Amsterdam		N
76409 OHYN	— (*ex* Vareg-34, *ex* Nordafrika, (*ex* Loppersum) 1 *Dk & deep framing pt Awng dk*		1999 / — / 1184	...				1900	W. Gray & Co. Ld. W Hartlepool	Nautic Steamship Co. Ltd. O/Y	270·1 P17'Q86' *pt Awng dk* 167'	39·0 FK	16·0 *WB*	Åbo Finnish	T.3Cy.19", 30½"&51"–36" NB24 153NHP Cen. Mar. Eng. Wrks. W Hpl	18 " 2	G †
76410 PEWD	**Indrapoera** (P) Sub. Sig. **E.S.D.** **D.F.** **GyC.**	**TwinSc** *Oil Eng.* 3 *Dks* *Cruiser Stern*	10825 / — / 6535					1925	Kon. Maats de Schelde Flushing	Rotterdamsche Lloyd (W. Ruys & Zonen, *Mgrs.*)	487·7 P116'F95'	60·2	35·1 *WB*	Rottrdam Dutch	Oil Engines 2S.C.DA 12Cy.27⅛"–47⅛" 3170NHP NE31 Maats. de Schelde, Flushing		V
76411	**Indravati** ss Bom. 2nd No. 3–12,20 1 *Dk & Spar dk (Teak) & deep framing*		*1053* / *963* / *513*	✝ Bom *m* 5,26				1896 6mo	Ails a S.B. Co. Troon	J. A. Halloween	211·8	31·1	12·9 20·2 BK 7½ *WB = FPT*	Portuguese 6 *BH Cem* 25 *t APT* 20 *t*	T.3Cy.18", 29"&48"–30" 156NHP 2SB, 6 *cf*, GS102, HS2678 Dunsmuir & Jackson, Gls.	20 " 10	
76412 148864 GKZV	**Induna** ss Bry. No. 3–10,37 **D.F.** 1 *Dk (Stl)*		5086 / 4655 / 3221	✝ 100 A1 Ant *ll* 3,381 2,38 Bry ~~4,36~~ 12,38 ✝ LMC ~~BS 8,37~~ 8,38 MS(C) 37			CL	1925 6mo	A. Stephen & Sons, Ld. Glasgow *Lloyd's SA & CP*	S.S. "Induna" Co. Ld. (Maclay & McIntyre, Ld.) *Cell D B* 350' 985 *t*	402·0 P45'B125'F45' FK *FPT* 85 *t APT* 216 *t*	52·2	27·5 6 *B Hpt Cem pt Asp*	Glasgow British	T.3Cy 25", 41"&67"–51" (*s*) 175lb HS6297 431NHP 3SB (Spt), 9 *cf*, GS157 FD A. Stephen & Sons, Ld. Gls.	29 " 11 s 5 " 8¾ 24 " 5½	
76413 6507 SEYM	**Indus** *Mchy. Aft* *Cruiser Stern* 1 *Dk*		728 / 592 / 351					1921	Bergsunds M.V. Aktieb Stockholm	O.F. Ahlmark & Co. Eftr. A/B	192·6 P65'H70 *t* F27'	30·4	12·5 *WB*	Karlstad Swedish	T.3Cy.13", 21½"&34½"–23½" 58NHP Bergsunds M.V. Aktb. Skm.		V
76414 CBCN (UDDF)	**Indus B. F.** (*ex* Condor–36, *ex* Commercial Pilot, *ex* General O.H. Ernst, *ex* Sachsenwald, 2 *Dks (Stl ex* St. Croix)	ss Boa. 2nd No. 3–12,26 ss Vpo. No. 2–34 *U* teak *s) & Web frames*	4314 / — / 2951	✝ ~~Lon~~ Vpo *ll* ~~3,39~~ ✝ LMC ~~Pro~~ ~~Lpod~~			CL ~~2,36~~ 12,37	1904 1mo	Flensburgr Schiffsb. Ges. Flensburg *Lloyd's SA & CP*	Cia. Industrial de Valparaiso *Cell D Ba* 110' *u*	356·4 P & B288'F40' FK *E* 22' *f* 138' 677 *t FPT*	45·3	24·5 *Shelter dk*	Valparaiso Chilian 6 *BH Cem* 45 *t APT* 18 *t*	T.3Cy.26⅞", 45"&75"–48" (*s*) 180lb 18Pr.B–*60lb* 480NHP 4SB, *12cf*, GS162, HS8209 Flensburger Schiffsb. Ges.	27 " 0	
76415 21782 JCRD	**Indus Maru** ss Osa. No. 3–8,29 ss Osa. No. 2–38 ~~ss Osa. No. 1–33~~ 1 *Dk (Stl) & Shelter dk (Stl)* *Longitudinal framing* *& Web frames*		4361 / 3677 / 2705	✝ 100 A1 Osa *ll* *Shelter dk* *with freeboard* ~~3,37~~ 12,38 ~~Mac~~ ✝ LMC ~~Gen~~ 12,38			CL 2,37	1918 2mo	Osaka Iron Works, Ld. Innoshima A&CP	Osaka Syosen K.K. *Cell D B*	345·0 P30'B99'F34' *on Shelter dk* 298' 1123 *t FPT* 115 *t*	49·8 FK	28·1 *APT* 29 *t*	Osaka Japanese 7 *B H Cem*	T.3Cy.24", 41"&67"–48" (*s*) 180lb 390NHP 2SB, *6cf*, GS126, HS5400 FD Osaka Irn Wks Ld Innoshma	28 " 2 s 4 " 8¾ 23 " 8	
76416 1691 IBNQ	**Ines Corrado** (*ex* River Tigris, *ex* Vellavia, *ex* War Setter) **D.F.**	ss Gen. No. 3–6,31 2 *Dks (Stl)*	5159 / 4730 / 3109	✝ ... Gen 9,33 ✝				1918 6mo	Armstrong Whitworth & Co. Ld. Nwc.	"Corrado" Soc. Anon di Nav. *Cell D B*	413·0 400·2 P49'B112'F39' FK 345' 1113 *t FPT* 118 *t*	52·3	28·4 7 *B H pt Cem* *APT* 17 4 *t*	Genoa Italian	T.3Cy.27", 44"&73"–48" 517NHP 3SB, 9 *cf*, GS189, HS7668 G. Clark, Ld. Sunderland	31 " 0	I †
76417	**Inez** (*ex* Niit-37, *ex* Elisabeth–36, *ex* Elizabete, *ex* Greif) (*See Sailing Ship Register*)	**WoodAux 3MstSr** *Oil Eng.* 1 *Dk*	310 / 276 / 246					1921	F. Dawartz Tönning	Rederiet för M/S "Inez" (Axel Hansson)	128·7 P13'H20'	25·3	13·5	Västervik Swedish	Oil Engines 2S.C.SA 2Cy.16½"–17¾" 91NHP Möller & Bindseil, Marne		V
76418 CSKA	**Infante de Sagres** (*ex* Sailing Vessel) (*See Sailing Ship Register*)	**WoodAux 3MstSr** 1 *Dk* *Oil Eng.*	329 / 310 / 230					1921	M. J. Calção Nazaré	Soc. Infante de Sagres, Ltda.	138·6	31·2	13·6	Aveiro Portuguese	Oil Engines 2S.C.SA 2Cy.14 15/16"–15¾" 70NHP *Emade & fitted* 33 Skandia Verken A B Lysekil		
76419 OHZC	**Inga** (*ex* Christine Marie–36, *ex* Christine–34, *ex* Columbier, *ex* Granhandel, *ex* Tintern Abbey) 1 *Dk* **D.F.**		1926 / — / 1105					1910	Irvine's SB & D.D.Co.Ld. W Hartlepool	Lovisa Ångfartygs A/B (A/B R. Nordström & Co. O/Y. *Mgrs.*)	279·3 P25'B66'F29'	40·1	18·4 *WB*	Lovisa Finnish	T.3Cy.20½", 33½"&54"–36" Richardsons 175NHP Westgarth & Co. Ld. Hpl.		C
76420 OUHH	— (*ex* Styrbjörn) 1 *Dk*		1494 / 1183 / 876					1921	Svendborg Skibs & Mask Svendborg	D/S A/S "Myren" (Holm & Wonsild, *Mgrs.*)	253·2 P29'Q78'B102'F34'	38·2	14·9 *WB*	Copnhagn Danish	T.3Cy.17", 27½"&47"–34" 129NHP Svendborg Msk. Svendborg		V
76421 LCMD	**Inga I** (*ex* Ba–36, *ex* Marvel) 1 *Dk*		1304 / 1125 / 739					1921	Huiskens & van Dijk Dordrecht	A/S D/S Ingal (Johan Eliassen)	236·8 P54 *t* H89 *t*	37·1	16·1 *WB*	Bergen Norwegian	T.3Cy.17½", 29"&46"–36" 127NHP Huiskens & van Dijk, Dordt.		N
76422 DOPE	**Inga Essberger** (*ex* Usedom–38) *Mchy. Aft* 1 *Dk* *Carrying Petroleum in bulk*	**TwinSc** *Fitted for oil fuel*	1827 / 1450 / 941					1916	Howaldts-werke Kiel	John T. Essberger	255·3 Q99'F46'	38·5	18·4 *WB*	Hamburg German	T.6Cy.14⅝", 23¼"&38½"–19 11/16" 128NHP Howaldtswerke. Kiel		G
76423 7367 SDWA	**Ingarö** (*ex* River Dart, *ex* Denpark) ss Got. No. 3–5,29 ss Osc. No. 2–37 1 *Dk (Stl)* *Cargo battens not fitted*		*2000* / *1766* / *1138*	✝ 100 A1 Osc *r* 4,38 ✝ LMC ~~MS 6,37~~ ~~BS 9,37~~ 11,38			CL 4,38	1916 6mo	Greenock & Grngemouth Dkyd. Co. Ld. Grngemouth *Lloyd's SA & CP*	Rederi A/B Rex (K.M. Källström, *Mgr.*) *Cell D Ba* 70' *u E* 28'	280·2 P21'B68'F29' FK *f* 124' 523 *t FPT* 55 *t*	41·9	18·9 4 *BH Cem* *APT* 46 *t*	Stockholm Swedish	T.3Cy.21", 35"&57"–36" (*r*) 180lb 228NHP 2SB, *6cf*, GS113, HS3734 Cooper & Greig, Ld. Dundee	20 " 9 s 2 " 11 18 " 1	
76424 DDRV	**Inge Christophersen** (*ex* Septima–38) 1 *Dk & deep framing*		1334 / 962 / 823					1905	Flensburgr Schiffsb. Ges. Flensburg	H.W. Christophersen	230·6 P25'Q56'B64'F30'	34·4	15·2	Flensburg German	T.3Cy.15", 25⅝"&43 13/16"–29½" 102NHP *WB* Flensburger Schiffsb. Ges.		G
76425 OUHI	**Inge Mærsk** 1 *Dk*		1494 / 1183 / 877					1922	Svendborg Skibs & Mask Svendborg	Dampskslsk Svendborg (A.P. Möller, Copenhagen, *Mgr.*)	253·2 P29'Q77'B101'F34'	38·2	14·9 *WB*	Aalborg Danish	T.3Cy.17", 27½"&47"–34" 140NHP Svendborg Msk. Svendborg		V
76426 4849 SEYO	**Ingeborg** 2 *Dks*		*1156* / *676* / *676*					1908	Lindholmens V.A. Gothenburg	Rederi A/B Svenska Lloyd (K.R. Bökman, *Mgr.*)	203·6	33·1	13·2 20·9 *WB*	Gothenbrg Swedish	T.3Cy.16", 26½"&44"–30" 35NHP Lindholmens V.A. Got.		V
76427 3802 PEWN	— *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern*		479 / 397 / 233	✝ 100 A1 Rot *ll* ~~Lpbs 2,38~~ 1,39 4,39 ✝ LMC 4,37 *Carrying Petroleum in bulk*			~~1,39~~ 4,39	1937 4mo	Jos. L. Meyer Papenburg a.d. Ems. *Lloyd's SA & CP*	Algemeen Vrachtkantoor N.V.	159·1 167·9 (O.L.) *Trunk* 91' Q48'F19' *FPT* 45 *t APT* 35 *t*	25·8 FK	11·6 *8 BH*	Rottrdam Dutch	Oil Engines 2S.C.SA 6Cy.11⅛"–15¾" 147NHP *Emade* 32 *fitted* 37 DB 114 *lb* Sulzer Bros. Ld. Winterthur	12 " 2 s 1 " 2½ 11 " 1½	

Mærsk Trib," see No. 90224 in Supplement

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. / Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quill. / Franc-bord au pont de pavillon du navire. / Tirant d'eau correspondant. / pds. pc.	15 Inspections au cours de la classification.
76428	**Ingeborg** (exNanset,exIngeborg)	385					1898	P.Larsson Thorskog	Rederi A/B Ingeborg(CarlHelin)	133·1 | 23·9 | 12·7 Q42 B35′ H14t F15′	Mariehmn Finnish	C.2Cy.15⅝″&24″–17 7/16″		V
	Mchy.Aft 1 *Dk*	283									*WB*	20NHP ThorskogsM.V.Thorskog		
76429	**Ingeborg S.**	185 1200					1924	Kjöbnhvns Flydk.Skbsv. Copenhagen	Dampskslsk.Torm A/S(A.Schmiegelow&A.Kamen, *Mgrs.*)	235·4 | 36·2 | 13·7 P13′Q69′B98′F29′	Copnhagn Danish	T.3Cy.15″,24″&40″–27″		C
OUHK	1 *Dk*	913 710									*WB*	83NHP KjöbnhavnsFlydk.Skbsv.		
76430	**Ingeniero Luis A. Huergo** 2 *Dks & Web frames*	3327 2986	...				1917	ForeRiver S.B.Corp. Quincy,Mass.	ArgentineGovt. (Yacimientos Petroliferos Fiscales)	329·1 | 46·2 | 25·7 P71′B27′F31′	Bns.Aires Argentine	T.3Cy.22″,37″&60″–42″	27 ″ 0	
LOEC	*Fitted for oil fuel*	1993								FK	*WB*	317NHP ForeRiverS.B.Corp.		
	Mchy.Aft *Carrying oil in bulk*													
76431	**Ingénieur Cachin** TwinSc	1310	✠100A1 Chb		CL		1923	Coaster	Soc.Cherbourgeoise deRemorq. &deSauvetage	200·5 | 37·8 | 15·6 | 38·1 |	Cherbourg French	T.6Cy.13¼″,21¾″&34″–21″	17 ″ 0	
	(exAlsatia–34) ssHav.No.3–5,35	952	*with freeboard*				6mo	Const.Co.Ld. Montrose		FK	5 *BHCem*	180lb (s) 164NHP NE19 *refitted* 6,23	s 8 ″ 3	
TVMU	ssChb.No.1–39 2 *Dks*	632	~~2.33~~ LMC5 ~~55~~ 1,39			~~4,35~~	*Lloyd's SA&CP*			B95′ *DTa* 16′ 125*t*	*FPT* 106*t*	2SB,6*cf*,GS104,HS3177	9 ″ 1	
	Cruiser Stern		✠NB6,23 ~~1934,38~~				*bour*					WallsendSlpwy&E.Co Ld.		
			For service in Cherbou rg Har											
76432	**Ingénieur Minard** TwinScSp	1273					1911	Harland& Wolff,Ld. Belfast	Soc.Cherbourgeoise deRemorq. &deSauvetage	221·0 | 37·1 | 12·4 Q23′B72′	Cherbourg French	C.4Cy.13½″&27″–18″		V
	(exNomadic–34) (*Tender*)	—										52NHP Harland&Wolff,Ld.Bel.		
TTMX	2 *Dks*	814												
76433	**Ingénieur Reibell** TwinScSp	675					1911	Harland& Wolff,Ld. Belfast	Soc.Cherbourgeoise deRemorq. &deSauvetage	175·0 | 35·1 | 12·4	Cherbourg French	C.4Cy.12″&24″–15″		V
	(exTraffic–34) (*Tender*)	609										36NHP Harland&Wolff,Ld.Bel.		
TVCB	2 *Dks*	420												
76434	**Inger**	1562					1932	Nya Varvsaktb.Öresund Landskrona	A/B Transmarin (S.Redig, *Mgr.*)	258·7 | 40·5 | 16·0	Hisingborg Swedish	T.3Cy.17 15/16″,29 1/16″&48 7/16″–33½″		N
7849	*Strengthened for Navigation in Ice*	1346									*WB*	136NHP NyaVarvsaktiebÖresund		
SFAM	1 *Dk & Shelter dk*	827												
76435	—	1409					1930	Trndhjms Mek.Værks. Trondheim	A/S Inger(Bachke &Co.)	249·8 | 38·0 | 15·7 Q98*t* P47*t* H143*t*	Trondheim Norwegian	T.3Cy.18″,29″&50″–33″		N
	Cruiser Stern	1095									*WB*	144NHP TrondhjemsM.V.Trondhm		
LEEC	Wireless 1 *Dk*	836												
76436	—	1208					1922	A/S Köge Værft Kjöge	J.Lauritzen	239·9 | 35·7 | 14·5	Esbjerg Danish	C.4Cy.(2)12⅝″&(2)27½″–27½″ NE30		N
		999									*WB*	96NHP Christiansen&Meyer,Hrbg		
OUHL	Wireless 1 *Dk*	728												
76437	— WoodAux4MstSr	381					1920	A/S Codan-værftet Kjöge	Rederi A/B Simrishamn (Oscar Moden, *Mgr.*)	137·2 | 30·2 | 12·7	Simrishmn Swedish	Oil Engines		V
7387	(exLynetten) *Oil Eng*	332										A/S DanskDieselmotor Kompagni,Holeby		
SIXR	1 *Dk*	278												
	(*See Sailing Ship Register*)													
76438	**Inger Benedicte** TwinSc	1202					1938	Lübecker Flender-WerkeA.G. Lübeck Siems	A/S Inger(Jacob KjödeA/S)	~~228·5 | 34·5 | 14·0~~ P55 B33′F34′ | 14·4 231·5 | 34·7 |	Bergen Norwegian	Oil Engines 4S.C.SA 16Cy.11″–16 9/16″	189NHP	
	Wireless D.F. *Mchy.Aft* *Oil Eng.*	897										DeutscheWerkeKielA.G. Kiel		
LJWI	*Cruiser Stern* 1 *Dk*	560												
	Carrying Petroleum in bulk													
76439	**Inger Elisabeth** (exArthur)	1287	✠100A1 Bgn *o*			*1,38	1908	Irvine's SB &D.D.Co.Ld. W Hartlepool	A/S Inger(Jacob KjödeA S, *Mgrs.*)	230·4 | 36·1 | 15·0 239·8(O.L.) Q86′B52′F25′	Bergen Norwegian	T.3Cy.19″,31″&51″–36″ (s)	17 ″ 2	
	ss Bgn.2ndNo.3–5,32	1037	~~4,38~~ 4,39				11mo			FK	4 *BHCem*	160lb *80lb* 159NHP	s 1 ″ 3½	
LEED	*Well deck* ssBgn.No.1–36	751	~~LS1,38~~ ✠LMC5,36				*Lloyd's SA&CP*		*CellD Ba* 67′ *uE&B* 31′ *f* 94′		321*t* *FPT* 48*t*	1SB,3*pf*,GS55,HS2424	16 ″ 0½	
	Wireless 1 *Dk(Stl)&deep framing*		4,39								*APT* 75*t*	Richardsons,Westgarth& Co.Ld.Hpl.		
	Cargo battens not fitted													
76440	**Inger Johanne** TwinSc	1202					1938	Lübecker Flender-WerkeA.G LübeckSieme	A/S Inger (Jacob KjödeA/S)	~~228·4 | 34·4~~ | 14·4 P55′B33′F34′ 231·5 | 34·7 |	Bergen Norwegian	Oil Engines 4S.C.SA 16Cy.11″–16 9/16″	189NHP	N
~~LJNX~~	Wireless D.F. *Oil Eng.*	897									*WB*	DeutscheWerkeKiel,A.G. Kiel		
	Cruiser Stern 1 *Dk*	560												
LJNK	*Mchy.Aft* *Carrying Petroleum in bulk*													
76440*	**Inger Toft** (exElphinston–36,	2190					1920	Swan Hunter&Wigham Richardson, Ld.Sunderlnd	A/S D/S "Jutlandia" (JensToft, *Mgr.*)	285·6 | 41·5 | 19·9 P36′B74′F28′	Copnhagn Danish	T.3Cy.22″,35″&58″–39″		N
	ex VanDyck,*ex*Phyllis *Fitted for oil fuel*	1954									*WB*	210NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		
OYRH	Seed,*ex*Langfond) 1 *Dk*	1263												
76441	**Ingeren** (exBerwindvale)	6118	✠100A1 Shi *z*		CL		1911	Sir Raylton Dixon&CoLd. Middlesbro'	A/S Inger(Jacob KjödeA/S, *Mgrs.*)	405·0 | 54·2 | 26·4	Bergen Norwegian	T.3Cy.28″,46″&77″–48″ (s)	29 ″ 3	
	ssShi.2ndNo.3–8,36	4802	~~6,38 7,37~~ 6,39 H.Kg ka			6,37	3mo			P&B247′F42′ FK	6 *BHCem*	180lb 542NHP	s 4 ″ 11½	
LCOW		3266	✠LMC				*Lloyd's SA&CP*		*CellD Bu E & B* 69′ *f* 272′ 1163*t*		*topside tanks* 269′ 1130*t* *FPT* 57*t*	3SB,9*cf*,GS188,HS7743 FD	24 ″ 6½	
	Mchy.Aft 1 *Dk(Stl)*		MS8,36 ~~MS7,37~~								*APT* 60*t*	Richardsons,Westgarth& Co.Ld.Hpl.		
	D.F. *Cantilever framed topside tanks*		BS3,39 ~~5,38~~											
76442	**Ingerfem** (exOvre,exAthamas)	3987					1912	W.Doxford &Sons,Ld. Sunderland	A/S Inger(Jacob KjödeA/S, *Mgrs.*)	370·5 | 51·2 | 22·7 P109*t* H112*t* F55*t*	Bergen Norwegian	T.3Cy.25″,42″&70″–45″		N
		3581									*WB*	329NHP W.Doxford&Sons,Ld.Sld.		
LDDZ	D.F. 1 *Dk*	2360												
76443	**Ingerfire** (exAlexandra)	3835	✠100A1 Bgn *v*		CL		1905	Short Bros. Ld. Sunderland	A/S Inger(Jacob KjödeA/S, *Mgrs.*)	346·5 | 49·6 | 25·5 359·4(O.L.) P27′B74′F30′	Bergen Norwegian	T.3Cy.25″,41″&67″–45″ (s)	26 ″ 4	
	ssBgn.2ndNo.3–5,30	3529	9,38 ~~3,37~~			6,36	11mo			FK	6 *BHCem*	180lb 339NHP	s 4 ″ 5½	
LCOX	ssBgn.No.~~1–35~~ 2–38	2367	~~MS8,37~~ ✠LMC6,36				*Lloyd's SA&CP*		*CellD Ba* 122′ *uE*		24′ *f* 138′ 937*t* *FPT* 89*t*	2SB,8*pf*,GS156,HS5390	22 ″ 1	
	1 *Dk(Stl)&wide spaced hold beams & web frames*		9,38								*APT* 97*t*	G.Clark,Ld.Sunderland		
76444	**Ingerois** (exRené–34, exMinisterDelbeke)	1995					1909	Irvine's SB &D.D.Co.Ld. W Hartlepool	A/B Mare (Th.Kramer, *Mgr.*)	279·1 | 40·2 | 18·2 P24′B60′F28′	Åbo Finnish	T.3Cy.20½″,33″&54″–36″		C
OHWY	D.F. 1 *Dk*	— 1212									*WB*	Richardsons, Westgarth&Co.Ld.Hpl.	175NHP	
76445	**Ingerseks** (exWascana–34)	4969	✠100A1 Bgn *y*		CL		1913	Sir Raylton Dixon&Co Ld Middlesbro'	A/S Inger(Jacob KjödeA/S, *Mgrs.*)	380·0 | 52·5 | 27·4 392·6(O.L.) P33′B105′F35′	Bergen Norwegian	T.3Cy.25½″,42″&70″–48″ (s)	30 ″ 0	
	ssBgn.No.3–10,26	4540	6,38 ~~10,37~~			~~1,36~~	7mo			FK	6 *BHCem*	180lb 390NHP	s 5 ″ 0¾	
LDDU	ssStv.No.2–34	2612	BS5,37 ✠LMC5,34			10,38	*Lloyd's SA&CP*		*CellD Ba* 129′ *uE&B* 39′ *f* 161′ 1016*t* *topside tanks* 342′ 1516*t* *FPT* 95*t*		*APT* 155*t*	3SB,9*cf*,GS176,HS6303 Richardsons,Westgarth& Co.Ld.Mdb.	24 ″ 5	
	1 *Dk(Stl)* *Cantilever framed topside tanks* *Cargo battens not fitted*		7,38											
76446	**Ingerto** (exJohnR.Gibbons)	3089	✠100A1 Bgn *u*			~~*2,37~~	1920	Union S.B. Co. Baltimore Md	A/S Inger(Jacob KjödeA/S, *Mgrs.*)	318·6 | 46·2 | 22·0	Bergen Norwegian	T.3Cy.20″,37½″&60″–42″ (s)	24 ″ 5	
	ss Bgn.No.3–5,32	2720	~~1,38~~ ~~3,37~~ 4,39		CL	N2,37	7mo			P36′B94′F36′ FK	5 *BHCem*	185lb 300NHP	s 3 ″ 11⅜	
LEMA	ssBgn.No.1–36	1773	~~1,38 3,37~~ ✠LMC3,36				A&CP		*CellD*	*B* 278′ 749*t* *FPT* 69*t*	*APT* 252*t*	2SB,6*cf*,GS159,HS5226 Ellicott MachineCorp. Baltimore,Md.	20 ″ 7	
	1 *Dk(Stl)& Web frames* *Longitudinal framing* *Cargo battens not fitted*		BS ~~4,38~~ 4,39											
76447	**Ingertre** (exJulianneI–38,	2462					1921	Burntisind S.B.Co.Ld. Burntisland	A/SInger(Jacob KjödeA/S, *Mgrs.*)	301·0 | 43·7 | 22·2 P72*t* H102*t*	Bergen Norwegian	T.3Cy.21″35″&57″–36″		N
	*ex*Lövstakken–33) *Fitted for oil fuel*	2215									*WB*	195NHP Cooper&Greig,Dundee		
LCSV	1 *Dk*	1462												

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.*	3 Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✝ for Special Survey	6 Date of last Survey.	7 Port of Survey. Year assigned. How expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L. R. Date of Roll of Trade Cert.
76448 YPSV	**Inginer N. Vlassopol** (*ex*Loyal Devonian-32, *ex*Panayiotis-36, *ex*Essex Abbey)	Devonian-32, *ss*Shl.2ndNo.3-10,36 *Dk(Stl)*	3610 3330 2261	✝100A1 ~~11,37~~ 11,38 ✝LMC MS10.36 BS11,37	Ant Lth	*w*	CL 10,36	1911 9mo	Greenock& Grngemouth Dkyd.Co.Ld. Greenock *Cell DBa*	Capt.S.N.Vlassopol	348·5 P30′B99′F38′ 02′*u* E&B39′*f* 154′8	50·2 FK	23·6	Braila Roumanian	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *85lb* 362NHP 2SB,*6cf*,GS135,HS6044 Rankin&Blackmore,Grk.	26 ″ 0	
76449 DOFK	**Ingo** (P) Sub.Sig. D.F.	2 *Dks*	3950 3427 2362					1926	J.Frerichs &Co.A.G. Einswarden	Hamburg-Bremer Afrika-Linie G.m.b.H.(Woermann Linie A.G. DeutscheOst-Afrika Linie, *Mgrs*)	382·4 P&B305′F46′	50·2	21·9	Bremen German *WB*	T3Cy25⅝″,40⅝″&67½″–47½″ 316NHP J.Frerichs&Co.A.G.		G
76450 147950 GKZM	**Ingola** D.F.	*ss*Ant.No.3–11,37 1 *Dk(Stl)*	3846 3545 2392	✝100A1 10,38 ~~11,37~~ ✝LMC11,37 BS1,39	Ant Sws	*w*	CL 10,37	1925 3mo	W.Gray& Co.Ld. W Hartlepool	Steamship "Induna" Co.Ld. (Maclay& McIntyre Ld. *Mgrs*)	352·0 P30′B113′F35′ *Cell DBa&uE* 133′*f* 159′906*t*	50·0 FK	24·7 *FPT* 97*t*	Glasgow British	T.3Cy.25″,40½″&67″–45″ (*s*) 180lb *100lb* 354NHP 2SB,*6cf*,GS114,HS4066 FD Cen.Mar.Eng.Wrks.WHpl	27 ″ 0 s 4 ″ 8½ 22 ″ 6½	
76451 5795 SDOM	**Ingolf** (*ex*Casablanca–35, *ex*Louise) *Well deck* D.F.	Iron 1 *Dk2tr B* *Web frames*	1191 840 638	. .				1872	Burmeister &Wain Copenhagen	Fiskeri A/B Ingolf (Carl Dahlberg, *Mgr.*)	233·0 P148′F27′H7*t*	30·2 BK8″	15·8	Kivik Swedish *WB*	C.4Cy.21″&44″–30″ NB83 138NHP Burmeister&Wain,Cpn.	17 ″ 0	V †
76452 LEEF	**Ingöy** (P) (*ex*Ingö,*ex*Kong Eystein) *Dk&Spar dk*	Iron 1 *Dk&Spar dk*	327 302 176					1870	Trndhjms Mek.Verks. Trondheim	Finmarks Fylkesrederi	125·1 H25*t*	21·5	16·5	Hammrfst Norwegian	T 3Cy.11″,18″&29″–24″ NE&B28 41NHP BergensM.V.Bergen		
76453 LQBX	**Ingria** *Cruiser Stern*	**TwinSc** *Oil Eng.* 1 *Dk&Shelter dk*	4391 3887 2607					1931	Akt.Burmeistr&Wain Copenhagen	A/S Inger (Jacob KjödeA/S. *Mgrs.*)	379·4 P73′H367*t*F19*t*	54·2	24·4	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅛″–39⅜″ 543NHP Akt.Burmeistr&Wain,Cpn		N
76454 LJBV	**Ingrid** (*ex*Haiti–36, *ex*Great Falls)	*Fitted for oil fuel* 1 *Dk2tr B*	2606 2261 1612	. .				1920	McDougall Duluth Co. Duluth,Minn.	A/S I.A.Hamres Rederi (Ingrid Hamre)	251·0 P25′B64′F20′	43·7 FK	25·8	Oslo Norwegian *WB*	T 3Cy.21″,35″&59″–42″ 226NHP McDougallDuluthCo.	28 ″ 2	N †
76455 DICK	**Ingrid Horn** (P) D.F. Sub.Sig.	*Oil Eng.* 2 *Dks*	4006 3321 2409					1928	F.Schichau Elbing	H.C.Horn	313·8 F37′	48·7	27·7	Hamburg German *WB*	Oil Engines 2S.C.SA 5Cy.26½″–47½″ 620NHP F.Schichau,Elbing		G
76456	**Ingrid Thorden** (*ex*Knäppingsborg) Sub.Sig.	*ss*Shl.No.3–11,32 *ss*Hfs.No.1–36 1 *Dk&Shelter dk(Stl)*	1869 1621 1005	✝100A1 *with freeboard* 1,39 ~~12.37~~ BS~~11,37~~ 11,38 ✝LMC11,36	Els Cff	*r*	OG ~~8,37~~ 1,39	1920 10mo A&CP	Akt.Lind-holmen-Motala Gothenburg	Rederi A/B Thor G.B.Thordén, *Mgr.*) *Cell A*	277·6 B223′470*t*	42·8 *APT* 41*t*	18·2	Brändö Finnish	T.3Cy.21½″,32½″&55″–36″ 185lb (*s*) 216NHP 2SB(Spt),*4cf*,GS66, HS2850 FD Akt.Lindholmen-Motala	20 ″ 6 s 1 ″ 5½ 19 ″ 2½	
76457 UOYB	**Ingul** (*ex*Sirehei–33,*ex*Svarv–33, *ex*Ceralvo) Sub.Sig.	1 *Dk*	2324 1942 1394					1918	McDougall Duluth Co. Duluth,Min.	U.S.S.R.	250·3 P24′B64′F21′	43·4	21·4	Odessa Russian *WB*	T.3Cy.20″,33″&54″–40″ 184NHP McDougall,DuluthCo.		
76458 OFBV	**Inha** (*ex*Sitav–37,*ex*Miguel–37, *ex*Eros) D.F.	*ss*Tln.3rdNo.3–6,38 1 *Dk(Irn)*,*deep framing* *Cargo battens in fitted*	2733 ~~6,38~~ 1535	✝100A1 ~~7,37~~ Tln ~~BS7,37~~ BS5,39 ✝LMC~~12,33~~ 5,38	Hul	*t*	~~7,37~~ 3,38	1899 11mo	R.Thomp-son&Sons Sunderland A&CP	Fart ygsA/B Inha Laiva O.Y.(O.Y. Chartering Agency, John Dahlberg A/B *Mgrs.*) *Cell DBa*	313·0 323·8(O.L.) P29′B94′F34′ 58′*u* E22′ *f* 128′662*t*	44·2 FK	20·6	Helsingfrs Finnish	T.3Cy.22″,36½″&60″–42″ (*s*) 180lb *dbl* NDB13 253NHP 2SB.*6pf*,GS97,HS3910 N.E.MarineCo.Ld.Sld.	23 ″ 0 s 3 ″ 5½ 19 ″ 9	
76459 CSAV	**Inhambane** (*ex*Essen) *Well deck*	*ss*Ant.2ndNo.3–7,37 2 *Dks(Stl)*,*3rd dk in No.1 hold only*	6051 5471 3763	✝100A1 3,38 ✝LMC7.37 BS10,38	Ant	*b*†	CL 6.37	1912 8mo	J.C.Teck-lenborg A.G. Weser-münde-G.	Soc.Geral de Commercio Industria e Transportes Ltda. *Cell*	450·8 P&B392′F45 *DBa* 146′*u* E&*q* B71′	57·2 FK	27·0	Lisbon Portuguese	T.3Cy 27⅜″,46⅛″&78⅜″–53½″ 206lb (*s*) 703NHP 4SB,*12cf*,GS236,HS10334 FD J.C.Tecklenborg A.G.Wsm	29 ″ 8 s 4 ″ 8½ 25 ″ 2	
76460 163217 GYMD	**Inishtrahull** Wireless *Mchy.Aft* *Cruiser Stern*	2 *Dks* 1 *Dk*	869 597 456					1935	J.Lewis& Sons,Ld. Aberdeen	John Kelly,Ld. (W.Clint, *Mgr.*)	197·7 Q112′B11′F30′	30·7	12·1	Belfast British *WB*	T.3Cy.14½″,25″&41″–30″ HS2357 131NHP J.Lewis&Sons,Ld.Abn.		C
76461 164323 GZSS	**Inkosi** (P) D.F. E.S.D. *Ref.Mchy.*	2 *Dks* *Cruiser Stern*	6618 4950 4055	✝100A1 ~~5,36~~ 2,37 ✝LMC6.37 ✝Lloyd'sRMC~~6.37~~ 2,37 *Fitted for oil fuel* 6,37	Lon	*a*† *F.P. a*	CL	1937 6mo *Lloyd's* above	Swan,Hunter&Wigham Richardson, Ld Newcastle *sA&CP* 150°F.	Charente S.S.Co Ld T.&J.Harrison, *Mgrs.*) *Cell*	414·8 129·6(O.L.) P37′B163′F41′ *DB*340′1039*t*	56·0 FK *FP*42*t* *APT*58*t*	28·5	Liverpool British	Q4Cy.28″,41½″,59″&84″–54″ 235lb (*r*) 835NHP 4SB(Spt),*16cf*,HS12000 FD WallsendSlpwy.&E.Co.Ld	31 ″ 0 s 5 ″ 7 25 ″ 7	BT till ~~5,38~~ 3,38
76462 DOCH	**Inn** (*ex*Abana–36) Sub.Sig. D.F.	2 *Dks* *Cruiser Stern*	2867 2553 1690					1929	Deutsche Sch u-Mschb. A.G. Weser Bremen	Norddeutscher Lloyd	295·4 B44′F29′	46·1	23·4	Bremen German *WB*	T3Cy19⅝″,31½″&50⅜″–35⅝″& LP Turbine with DR gearing & hydraulic coupling DeutscheSchiff.-u. Mschb.A.G.Weser,Bremen	210NHP	G
76463 160474 GNVW	**Inneröy** *Mchy.Aft* D.F.	*Oil Eng.* 1 *Dk* *Cruiser Stern*	8260 7504 4970	✝100A1 ~~3,36~~ 1,39 Hum ✝LMC12,36 *Carrying Petroleum in bulk*	Fal	*c*†	CL	1936 12mo *Lloyd's*	Eriksbergs M.V.Aktieb. Gothenburg *sA&CP*	Erling H.Samuel-sens Rederi A/S (Erling H.Samuel-sen, *Mgr.*) *Cell DB*	469·2 486·0(O.L.) P92′B28′F40′ *u* E68′186*t* *DT* *f* 23′4	61·1 FK	34·5	Oslo Norwegian	Oil Engines 2S.C.DA 6Cy.17⅛″–47½″ 644NHP 2DB*142lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 7 ″ 5 26 ″ 9¾	
76464 142838 GCMQ	**Innerton**	*ss*Shl.No.3–8,31 *ss*Nwc.No.1–36 1 *Dk(Stl)*	5276 ~~4827~~ 3241	✝100A1 ~~8,37~~ 4,39 ~~Dbl36~~ ✝LMC8,36 BS4,39	Rot Nwc Cff	*y*	CL ~~8,37~~ 4,38	1919 8mo *Lloyd's*	Ropner& Sons,Ld. Stockton *sA&CP*	R.Chapman&Son *Cell DB*	400·1 P49′B113′F40′ 340′1072*t*	52·3 FK *FPT*131*t*	28·5 *APT*214*t*	Newcastle British	T.3Cy.~~36″,44″~~&73″–48″ (*s*) 180lb 25″,42″ 452NHP 7 *BHCem* 3SB(Spt)*9cf*,GS190,HS7668 Blair&Co.Ld.Stockton	31 ″ 0 s 6 ″ 0½ 25 ″ 3	
76465 160474 GNVW	**Innesmoor** *Oil Eng.* *ss*Bly.No.2–36 1 *Dk(Stl)*,*Shelter dk(Stl)* *Cruiser Stern*		4392 4060 2649	✝100A1 *with freeboard* 2,38 ~~DBl36,37~~ 6,38 ✝LMC7,36 ✝L...O(M)11,38	Bkn Cff	*y*	CL ~~4,36~~ 11,38	1928 5mo *Lloyd's*	W.Doxford &Sons,Ld. Sunderland *sA&CP*	Moor Line,Ld. (Runciman Shipping Co.Ld. *Mgrs.*) *Cell DB*	375·0 391·0(O.L.) F30′ 317′1011*t* *MT*26′988*t*	52·6 FK *FPT*140*t*	25·7 *APT*220*t*	London British *B Hpt Cem* *Coll to Sh dk* 6 ,,2*nd*,,)	Oil Engines 2S.C.SA 3Cy.21½″–85″ 417NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 3 s 3 ″ 0½ 25 ″ 5	
76466 LEEI	**Iunherred** (P)	2 *Dks*	339 308 178					1929	Trndhjms Mek.Værks Trondheim	Indherreds Aktie-Dampskslsk.	130·3	22·1	16·1	Steinkjer Norwegian *WB*	T.3Cy.12½″,20″&33″–21″ 50NHP TrondhjemsM.V.Trondhm		N
76467 131516 VJQW	**Innisfail** (*ex*Blaxland) *Mchy.Aft* Wireless	**TwinSc** *ss*Bsb.2ndNo.3–11,35 1 *Dk(Stl–ws)*	399 300 144	✝ A1 11,38 ~~11,37~~ ~~Dbl36,37~~ ✝LMC11,35 *Queensland Coasting* BS11,38	Bsb		OG ~~11,35~~ 11,38	1912 4mo *Lloyd's*	Mackie & Thomson, Ld. Glasgow *sA&CP*	Australian Steam-ships Proprietary, Ld.(Howard Smith Ld. *Man. Agents*)	114·5 B13′F26′	32·2 FK	7·2 *FPT*	Melbourne British	C.4Cy.12½″&24″–16″ (*s*) 120lb 48RHP 3 *BHCem* 1SB,*3cf*,G56,HS1400 J.Ritchie,Glasgow	8 ″ 0 s 1 ″ 2¾ 7 ″ 1	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Tenue assignée maintenant et Rfrc. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Réglages où coque n'est pas dans le L. R. Durée Cert. R. of Trade.
76468 152222 EIDG	**Innisfallen** Ⓟ *Ref. Mchy.* D.F.	**TwinSc** *OilEng.* 1 *Dk(Stl)* 2nd dk in Nos. 1 & 2 *Cruiser Stern*	3071 1717 1386	✠100A1 Liv *withfreeboard* Bel 4,39 ~~4,38~~			OG ~~1,37~~ 3,39	1930 6mo	Harland& Wolff,Ld. Belfast	British&Irish SteamPacketCo. (1936) Ltd.	321·0 P59′B160′F73′	45·7	15·2	Cork British	Oil Engines 4S.C.SA 20Cy.24⅛″–38.⅝″ 1193NHP DB *50lb* Harland&Wolff,Ld.Bel.	19 ″ 0 s 4 ″ 1½ 15 ″ 1¼	
76469 PJCB	**Ino** Wireless D.F. *Mchy. Aft*	*OilEng.* 1 *Dk*	374 287 168					1936	Gebroeders Pot Bolnes	West-Indische Scheeps. Maats.	162·6	29·4	8·9	Curaçao Dutch	Oil Engines 2S.C.SA 7Cy.10⅜″–18½″ 132NHP Gebr.Stork&Co.Hengelo		V
76470 EAFH	**Inocencio Figaredo** (*ex*Olavarriaga, *ex*Holms Island, *ex*Grelford, *ex*Nancy Lee, *ex*Minterne)	*ss*Liv.No.3–8,10 *ss*Bbo.No.2–20 *Spar dk(Irn)* 2 *tr B&* *deep framing*	2823 2647 1802	✠ Bbo 10,23				1898 4mo	Short Bros. Sunderland	Minas de Figaredo S.A.	316·0 P31′B78′F31′ *CellD*	42·1 24·1 FK *Ba* 100′ *uE* 24′ *f* 124′	17·0	Gijon Spanish	T.3Cy.23″,38″&62″–42″ NDB20 256NHP 2SB,*6pf*,GS117,HS3950 723t *APT* 75t J.Dickinson&Sons,Ld.Sld.	26 ″ 9	V †
76471 EAIA	**Inogedo** (*ex*Principe de Asturias) Wireless	1 *Dk*	399 185					1917	Astilleros Riera Gijon	Cia.Anon Maritima Torrelaveguense	135·2 F41′	25·0	13·3	Santander Spanish	C.2Cy.15″&34″–23½″ NB30 46NHP *Emade*91 *fitted*— Vulcan Iron Works (Tyndall&Co.),Hull		
76472 TCBQ	**Inönü** Ⓟ (*ex*In-Eunu, *ex*Vesta, *ex*Vaskapu, *ex*Lascar)	1 *Dk* 2 *tr B&* *pt Awng dk*	1737 — 1065	...				1891	Wigham-Richrdsn&Co Newcastle	Denizbank-Denizyollari Idaresi	260·0 F26′ *pt Awng dk* 162′ RFD 72′	36·2	16·9 FK	Istanbul Turkish *WB*	T.3Cy.20½″,33″&54″–36″ 175NHP Wigham Richrdsn&Co Nwc	19 ″ 3	
76473 LOHF	**Inspector Benedetti** (*ex*Arcangelo–33, *ex*Vigo) *Fitted for oil fuel*	2 *Dks* 3 *tr B*	3078 — 1384					1905	Earle's Co. Ld. Hull	Cia. Argentina de Nav. Mihanovich Ltda.	336·0 P41′F15′	48·3	22·8	Bns. Aires Argentine *WB*	T.3Cy.20″,32½″&54″–42″ 189NHP Earle's Co.Ld.Hull		
76474 PEWZ	**Insulinde** Wireless *Mchy. Aft*	*OilEng.* 1 *Dk* *Cruiser Stern*	332 236 155					1937	N.V. Noord Nederlndsch. Schpswerven Groningen	J.Salomons	133·1 P41′F15′	23·0	9·5	Stads-kanaal Dutch *WB*	Oil Engines 4S.C.SA 6Cy.10½″–15¾″ 68NHP Mtrn Werke Mannheim AG		V
76475 816 IBJB	**Integritas** (*ex*Angelo Toso) D.F.	2 *Dks*	5952 — 3257					1917	Soc. Esercizio Bacini Riva Trigoso	Soc. Anon. per l'Industria ed il Commercio Marittimo "Nova Genuensis"	398·0 P28′B250′F42′	51·7	30·8	Genoa Italian *WB*	T.3Cy.26″,42½″&69.⅞″–48″ Soc. Esercizio 336NHP Bacini, Riva Trigoso		CI
76476 218721 KITQ	**International** (*ex*Lake Singara) Sub.Sig. GyC.	*Fitted for oil fuel* 1 *Dk*	2740 — 1760					1919	Gt. Lakes Eng. Works Ashtabula,O.	International Packing Co.	261·0 P32′B65′F24′	43·5	22·5	Seattle Utd. States *WB*	T.3Cy.21″,35″&59″–42″ Great Lakes 352NHP Eng. Works, Ashtabula,O.		
76477 UOKI	— (*ex*Vagliano V.)	**IronTwinSc** 1 *Dk*	379 343 261					1888	T.B.Seath &Co. Glasgow	U.S.S.R.	174·7 P8′B20′F14′	27·2	9·2	Rostoff Russian	C.4Cy.11½″&20½″–17″ NB05 29NHP T.B.Seath&Co.Glasgow		
76478 119 IOUM	**Intrepido** (*ex*Gaetano Serra) *Mchy Aft* (*See Sailing Ship Register*)	**WoodAux3MstSr** *OilEng.* 1 *Dk*	551 — 317					1921	A.Terrizzano Cervo	Soc.Anon.Italiana Import.Carboni e Navigazione	154·2 P28′B250′F42′	30·3	16·4	Savona Italian *WB*	Oil Engines 2S.C.SA 4Cy.11″–17½″ 85NHP Sulzer Frères, Winterthur		I
76479 3547 JCWE	**Inushima Maru No. 1**	**Sp** 1 *Dk*	592 550 329					1898	Osaka Iron Works Osaka	IinoTorakichiK.K.	169·0	30·0	14·1	Fuchu Japanese *WB*	T.3Cy.14″,22″&37″–27″ 71NHP Osaka Iron Works,Osaka		
76480 3634 JTDH	**Inushima Maru No. 2**	1 *Dk*	616 573 335					1899	Osaka Iron Works, Osaka	IinoKisenK.K.	164·0 P30′B6′F24′	30·6	14·8	Fuchu Japanese	T.3Cy.14½″,22½″&37⅛″–27″ 77NHP Osaka Iron Works,Osaka		
76481 4522 JJKE	**Inushima Maru No. 6**	**Sp** 1 *Dk*	587 546 308					1899	Ishikawajima SB Co Ld. Tokyo	IinoTorakichiK.K. *WB*	165·8	29·5	13·3	Kobe Japanese	T.3Cy.14½″,22″&37″–27″ 71NHP Ishikawajima Co.Tokyo		
76482 147914 GKTW	**Invella** D.F.	*ss*Nwc.No.3–7,36 2 *Dks(Stl)*	5026 4743 3135	✠100A1 Hul *y* 9,38 ~~9,37~~ Cff BS 12,37 ✠LMC 7,36			CL ~~2,37~~ 9,38	1924 8mo	Barclay, Curle&Co.Ld. Glasgow	S.S.Induna Co.Ld. (Maclay&McIntyre, Ld. *Mgrs.*)	400·1 413·2(O.L.) P37′B121′F45′ *H in forward hold & hold dispensed with* *CellD B* 342′ 926 *t D*	52·2	28·5 FK	Glasgow British *Cem*	T.3Cy.26″,44″&73″–48″ (*s*) 180lb 513NHP 3SB(Spt),*9cf*,GS190, HS7620	31 ″ 0 s 5 ″ 11½ 25 ″ 4	
76483 164267 GYMJ	**Inventor** *Cruiser Stern*	2 *Dks*	6210 5774 3840	✠100A1 Gls *a†* ~~10,37~~ 10,39 Mdk ✠LMC 9,35			CL 5,39	1935 9mo	D&W Hendersn&Co.Ld. Glasgow	Charente S.S.Co Ld (T.&J.Harrison, *Mgrs.*)	437·9 453·0(O.L.) P45′B144′F42′ *CellD B* 365′ 1301 *t D*	56·0	29·5 FK *Ta* 32′ 845 *t FPT*	Liverpool British	T.3Cy.28″,46″&81″–54″ (*r*) 215lb *120lb* 587NHP 2DB(Spt),*12cf*,GS272, HS9212 D&W.Hendersn&Co Ld Gls	32 ″ 0 s 6 ″ 6½ 25 ″ 8	
76484 142489 MJQZ	**Inver** *Well deck* *Cargo battens not fitted*	*ss*Bel.No.3–9,31 *ss*Cff.No.1–35 1 *Dk(Stl)*	1543 1151 732	✠100A1 Cff *p* 10,38 ~~9,37~~ Goo ✠LMC 3,38			OG ~~1,36~~ 10,38	1919 7mo	Ramage& Ferguson,Ld. Leith	Shamrock Shippg. Co.Ld.	250·7 259·0(O.L.) P20′Q77′B48′F27′ *Cell D B u E* 20′ *f* 92′ 231 *t D Ta* 73′ 307 *t FPT*	36·2 FK	17·2	Belfast British 5 *BHCem*	T.3Cy.16″,30″&49″–38″ (*r*) 180lb 178NHP 2SB,*6cf*,GS98,HS3149 Ramage&Fergusn,Ld.Lth.	18 ″ 3 s 1 ″ 4½ 17 ″ 0½	
76485 143371 GBVW	**Inverarder** (*ex*War Hagara) *Longitudinal framing*	*ss*Bel.No.3–3,34 1 *Dk(Stl)* & *Web frames* *ss*Fal.No.1–33	5578 4713 3367	✠100A1 Nwc 2 2,39 ~~4,37~~ Bkn ~~BS 2,37~~ ✠LMC 3,34 BS 2,39 4,38			CL ~~6,37~~ 4,38	1919 7mo	Sir J. Laing &Sons,Ld. Sunderland	British Mexican Petroleum Co.Ld. (F.J.Wolfe, *Mgr.*)	400·0 410·2(O.L.) P49′B121′F45′ *Middle line bulk head* *CellD Bu E&B* 71′ 274 *t DT f* 49′ 286 *t*	52·4 FK	28·5	London British 11 *BHpt Cem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 2SB,*9cf*,GS189,HS7668 G.Clark,Ld.Sunderland	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
76486 147899 GKML	**Inverbank** *Carrying oil fuel in bulk* *Fitted for oil fuel* *Carrying vegetable oil in deep tank*	**TwinSc** *OilEng.* *ss*Ant.No.3–6,37 1 *Dk(Stl)* & *Shelter dk(Stl-ws)*	5149 4768 3113	✠100A1 Ant *a†* *withfreeboard* ~~Chd~~ Liv ~~Qmo~~ ~~Mdk~~ 11,38			CL 11,37	1924 5mo	Harland& Wolff,Ld. Glasgow	Bank Line,Ld.(A. Weir&Co. *Mgrs.*)	420·4 *tanks* *between tunnels*	53·9	26·5 FK (*Coll*	Glasgow British 7 *BHpt Cem* *BH to Sh dk*	Oil Engines 4S.C.SA 12Cy.24⅛″–37⅛″ DB *110lb* 717NHP Harland&Wolff,Ld.Gls.	29 ″ 2 s 3 ″ 7½ 25 ″ 8	

Lloyd's SA & CP — *Cell D B 240′ 330 t tank in way of* — 1936 *Upper B 120′ tunnels 103 t FPT 41 t APT 42 t* — 1898 *Cell D Ba 100′ uE 24′ f 124′ 723 t APT 75 t* — 1917 *Cell D B 357′ 1121 t between tunnels* — *s 115′ 251 t DT f 32′ 10 6 7 t FPT 106 t APT 132 t*

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned (now expired). Equipment Letter.	7a Date when tail shaft last recn.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in Ld. (see top of Trade Cert.
76487 148610 GLNB	**Invercaibo** *Mchy. Aft*	TwinSc *ss*Cco.No.2–33 1 *Dk*(*Stl*)	2372 1743 1235	✠100A1 Cco *f* *with freeboard* 5,37 ✠LMC8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,25	CL PW7,38 SN5,37 *Lloyd's SA&CP* *above* 150° F.	1925 6mo	Harland& Wolff,Ld. Belfast	LagoShippingCo. Ld.(F.J.Wolfe, *Mgr.*) *Wing tanks*	305·7|50·2|14·3 P67′ *Trunk dk*204′ F34′ FK *f*286*t a*356*t FPT*	London British 7 *B Hpt Cem* *APT*75*t*	T.6Cy.13½″,23½″&36″–27″ 180lb (*s*) 196NHP 2SB,6*cf*, HS3702 A.&J.Inglis,Ld.Glasgow	15 ″ 0 s 1″10½ 13 ″ 3½	
76488 Dismantled	**Invercorrie** (*ex*Palmol) *Mchy. Aft*	TwinSc *ss*Cco.No.3–5,31 *ss*Mob.No.1–36 1 *Dk*(*Stl*) *Web frames* *Longitudinal framing*	*1126* *876* *568*	✠100A1 Cco *with freeboard* 5,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,23	CL S3,35 P4,36 *Lloyd's SA&CP* *F.P. above* 150° F.	1918 5mo	W.Gray &Co.Ld. W Hartlepool	LagoPetroleum Corp. *CellDBuE*34′	210·0|34·6|16·6 P53′F41′ FK 63*t DTf*194*t FPT*35*t*	Maracaibo Venezuelan 12 *B Hpt Cem* *APT*66*t*	T.6Cy.9″,15″&25″–18″ (*s*) 180lb 82NHP 2SB,4*cf*,GS60,HS1603 McKie&Baxter,Glasgow	16 ″ 6	
76489 159815 EIMF	**Inverdargle** *Mchy Aft* D.F. E.S.D. *Longitudinal framing at bottom & deck in centre tanks*	*Oil Eng.* 1 *Dk*,2nd dk in mchy. space *Cruiser Stern*	9456 8656 5561	✠100A1 Ham *f*† Fal *Carrying Petroleum in bulk* ✠LMC7,38	CL *Lloyd's SA&CP*	1938 7mo	Deutsche WerftA.G. Bet Finken-werder Hamburg	InverTankers,Ld. (A.Weir&Co. *Mgrs.*) *CellDBuE*50′6″	494·9|67·0|34·2 522·0(O.L.) FK P122′B34′F60′ *f*38*t DTf*27′338*t FPT*159*t*	Dublin British 18 *B Hpt Cem pt Asp* 2DB *180lb*&DB(WT) *180lb* *APT*76*t*	Oil Engines 2S.C.SA 8Cy.26¾″–47¼″ 997NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg	34 ″ 2 s6 ″ 9½ 27 ″ 7½	
76490 159824 EIMS	**Inverilen** *Mchy. Aft* D.F. E.S.D. *Longitudinal framing at bottom & deck in centre tanks*	*Oil Eng.* 1 *Dk*,2nd dk in mchy space *Cruiser Stern*	9456 8656 5561	✠100A1 Ham *f*† 12,38 *Carrying Petroleum in bulk* ✠LMC12,38	CL *Lloyd's SA&CP*	1938 12mo	Deutsche WerftA.G Hamburg Bet Finken-werder Hamburg	InverTankers,Ld. (A.Weir&Co. *Mgrs.*) *CellDBuE*50′6″	494·9|67·0|34·2 522·0(O.L.) FK P122′B34′F60′ *f*38*t DTf*27′338*t FPT*159*t*	Dublin British 18 *B Hpt Cem pt Asp* 2DB *180lb*&DB(WT) *180lb* *APT*76*t*	Oil Engines 2S.C.SA 8Cy.26¾″–47¼″ 997NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg	34 ″ 2 s6 ″ 9½ 27 ″ 7½	
76491 145044 MPZX	**Inveritchen** *Mchy. Aft*	*ss*Sou.No.3–2,34 *ss*Sou.No.1–38 1 *Dk*(*Stl*)	708 631 419	✠ A1 Sou *with freeboard* 3,38 *For Coasting services Dunkirk to Cherbourg, Carrying oil fuel in bulk* *Fitted for oil fuel* 10·20	CL 12,36 ✠LMC3,38 *Dover also Southampton to Rouen* *F.P.*	1920 9mo	Harland& Wolff,Ld. Glasgow *Lloyd's SA&CP to Falmouth, above* 150° F.	BritishMexican PetroleumCo.Ld. (F.J.Wolfe, *Mgr.*) Anglo-American OilCo.Ld. (F.J.Wolfe, *Mgr.*)	180·0|40·1|12·2 FK	London British 7 *B Hpt Cem*	C.2Cy.13½″&27″–18″ (*s*) 100lb 62RHP 1SB,3*cf*, HS1654 A.&J.Inglis,Ld.Glasgow	12 ″ 9 s4 ″ 7 8 ″ 3	
76492 148567 GLCN	**Inverlago** *Mchy. Aft*	TwinSc *ss*Aru.No.3–3,38 1 *Dk*(*Stl*)	2372 1743 1235	✠100A1 Cco *f* 1,39 Aru ✠LMC BS1,39 MS3,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,25	CL P1,39 S3,38 *Lloyd's SA&CP* *above* 150° F. *F.P.*	1925 3mo	Harland& Wolff,Ld. Belfast	LagoShippingCo. Ld.(F.J.Wolfe, *Mgr.*) *Wing tanks*	305·7|50·2|14·3 P67′ *Trunk dk*204′ F34′ FK *f*286*t a*356*t FPT*60*t*	London British 7 *B Hpt Cem* *APT*75*t*	T.6Cy.13½″,23½″&36″–27″ (*s*) 180lb 196NHP 2SB,6*cf*,GS98,HS3702 A.&J.Inglis,Ld.Glasgow	15 ″ 0 s 1″10½ 13 ″ 3	
76493 149816 EIMG	**Inverlane** *Mchy. Aft* D.F. E.S.D. 1 *Dk*,2nd dk clear of cargo tanks	*Oil Eng.* *Cruiser Stern*	8900 9141 8340 5494	✠100A1 Vgk *d*† 12,38 Ven *Carrying Petroleum in bulk* ✠LMC7,38	CL *Lloyd's SA&CP*	1938 7mo	Bremer Vulkan Vegesack	InverTankers,Ld. (A.Weir&Co. *Mgrs.*) *CellDBuE*72′2″	480·2|63·8|35·7 497·1(O.L.) P103′B33′F44′ FK *t DTf*36′504*t FPT*1	Dublin British 1 *B Hpt Cem pt Asp* *APT*101*t*	Oil Engines 2S.C.SA 8Cy.26¾″–47¼″ 1001NHP 2DB *180lb* Bremer Vulkan, Vegesack	35 ″ 4 s7 ″ 1 28 ″ 6½	
76494 159807 EILW	**Inverlee** *Mchy. Aft* D.F. E.S.D. *welded* 1 *Dk*,2nd dk clear of cargo tanks Part electrically Rudder electrically welded *Cruiser Stern*	*Oil Eng.*	9158 8340 5496	✠100A1 Bmn *d*† 6,38 Fal ✠LMC3,38 *Carrying Petroleum in bulk*	CL *Lloyd's SA&CP*	1938 3mo	Bremer Vulkan Vegesack	InverTankers,Ld. (A.Weir&Co. *Mgrs.*) *CellDBuE*72′2″	480·1|63·8|35·7 497·9(O.L.) P103′B33′F44′ FK *DTf*36′504*t FPT*18	Dublin British 10 *B Hpt Cem pt Asp* 8*t APT*101*t*	Oil Engines 2S.C.SA 8Cy.26¾″–47¼″ 1001NHP 2DB-*180lb* Bremer Vulkan, Vegesack	35 ″ 4 s 7 ″ 1 28 ″6½	
76495 159814 EIMD	**Inverliffey** *Mchy. Aft* D.F. E.S.D. *Longitudinal framing at bottom & deck in centre tanks*	*Oil Eng.* 1 *Dk*,2nd dk in mchy space *Cruiser Stern*	10000 9456 8656 5556	✠100A1 Ham *f*† 6,38 Fal *Carrying Petroleum in bulk* ✠LMC6,38	CL *Lloyd's SA&CP*	1938 6mo	Deutsche WerftA.G Bet Finken-werder Hamburg	InverTankers,Ld. (A.Weir&Co. *Mgrs.*) *CellDBuE*50′6″	494·9|67·0|34·2 522·0(O.L.) FK P122′B34′F60′ *t DTf*27′338*t FPT*159*t*	Dublin British 18 *B Hpt Cem pt Asp* *APT*76*t*	Oil Engines 2S.C.SA 8Cy.26¾″–47¼″ 997NHP 2DB-*180lb*&DB(WT)-*180lb* Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg	34 ″ 2 s6 ″ 9½ 27 ″ 7½	
76496 148587 MNFL	**Inverpool** *Mchy. Aft*	*ss*Bkn.No.3–2,38 1 *Dk*(*Stl*)	680 565 280	✠100A1 Bkn *f* 2,38 BS4,39 ✠LMC2,38 *Carrying oil fuel in bulk* *Fitted for oil fuel* 5,25	CL 1,38 *F.P. above* 150° F.	1925 5mo	Harland & Wolff,Ld. Govan *Lloyd's SA&CP*	Anglo-American OilCo.Ld. (F.J.Wolfe, *Mgr.*) *Middle line BH not oil tight*	169·1|31·1|14·5 F28′ *Trunk*86′ FK *FPT*113*t*	London British 6 *B Hpt Asp* *APT*35*t*	T.3Cy.13½″,23½″&36″–27″ (*s*) 180lb 90RHP 1SB,3*cf*,HS1624 FD A &J.InglisLd.Glasgow	14 ″ 6 s 1 ″ 4½ 13 ″ 3½	
76497 148577 GLCW	**Inverrosa** *Mchy. Aft*	TwinSc *ss*Cco.No.3–8,37 1 *Dk*(*Stl*)	2372 1743 1235	✠100A1 Aru *f* *with freeboard* BS9,38 9,38 ✠LMC8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,25	CL S4,38 S8,38 *Lloyd's SA&CP* *above* 150° F. *F.P.*	1925 4mo	Harland& Wolff,Ld. Belfast	LagoShippingCo. Ld.(F.J.Wolfe, *Mgr.*) *Wing tanks f*2*86t a* 356*t FPT*60*t*	305·7|50·2|14·3 P67′ *Trunk dk*204′ F34′ FK *APT*75*t*	London British 7 *B Hpt Cem*	T.6Cy.13½″,23½″&36″–27″ (*s*) 180lb 196NHP 2SB,6*cf*,GS98,HS3702 A.&J.Inglis,Ld.Glasgow	15 ″ 0 s 1″10½ 13 ″ 3	
76498 148628 GHTD	**Inverruba** *Mchy. Aft*	TwinSc *ss*Aru.No.3–9,37 1 *Dk*(*Stl*)	2372 1743 1235	✠100A1 Cco *f* Aru 8,38 ✠LMC9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,25	CL 7,38 *Lloyd's SA&CP* *above* 150° F. *F.P.*	1925 7mo	Harland& Wolff,Ld. Belfast	LagoShippingCo. Ld.(F.J.Wolfe, *Mgr.*) *Wing tanks f*286*t a*356*t FPT*60*t*	305·7|50·2|14·3 P67′ *Trunk dk*204′ F34′ FK *APT*75*t*	London British 7 *B Hpt Cem*	T.6Cy.13½″,23½″&36″–27″ (*s*) 180lb 196NHP 2SB,6*cf*, HS3702 A.&J.Inglis,Ld.Glasgow	15 ″ 0 s 1″10½ 13 ″ 3½	
76499 159809 EIMC	**Invershannon** *Mchy. Aft* E.S.D. D.F. *Cruiser Stern* *Part electrically welded Rudder electrically welded*	*Oil Eng.* 1 *Dk*, 2nd dk clear of cargo tanks	9154 8340 5501	✠100A1 Vgk *d*† Fal ✠LMC4,38 *Carrying Petroleum in bulk*	CL *Lloyd's SA&CP*	1938 4mo	Bremer Vulkan Vegesack	InverTankers,Ld. (A.Weir&Co. *Mgrs.*) *CellDBuE*72′2″	480·2|63·8|35·7 497·9(O.L.) P103′B33′F44′ FK *DTf*36′504*t FPT*1	Dublin British 10 *B Hpt Cem pt Asp* 8*t APT*101*t*	Oil Engines 2S.C.SA 8Cy.26¾″–47¼″ 1001NHP 2DB *180lb* Bremer Vulkan, Vegesack	35 ″ 4 s 7 ″ 1 28 ″6½	
76500 159823 EIMR	**Inversuir** *Mchy. Aft* D.F. E.S.D. 1 *Dk*,2nd dk in mchy space *Longitudinal framing at bottom & deck in centre tanks*	*Oil Eng.* *Cruiser Stern*	10000 9456 8656 5561	✠100A1 Ham *f*† Fal *Carrying Petroleum in bulk* ✠LMC11,38	CL *Lloyd's SA&CP*	1938 11mo	Deutsche WerftA.G. Hamburg Bet Finken-werder Hamburg	InverTankers,Ld. (A.Weir&Co. *Mgrs.*) *CellDBuE*50′6″	494·9|67·0|34·2 522·0(O.L.) FK P122′B34′F60′ *DTf*27′338*t FPT*15	Dublin British 18 *B Hpt Cem pt Asp* 8*t APT*76*t*	Oil Engines 2S.C.SA 8Cy.26¾″–47¼″ 997NHP 2DB *180lb*&DB(WT) *180lb* Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg	34 ″ 2 s6 ″ 9½ 27 ″ 7½	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'navire porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où cotés. Cert. Bur. Veritas. Cert. Bur. Français.
76501 LJRY	**Inviken** (*ex*LuHsing-37, *ex*ElaineL.D.-35, *ex*Merkator)	*Fitted for oil fuel* 1 *Dk*	4171 3603 2840					1925	Nüscke& Co.A.G. Stettin	Wallem&Co.A/S (HaakonJ.Wallem, *Mgr.*)	346·8 | 50·8 | 24·5 P26′B118′F48′			Bergen Norwegian *WB*	C.4Cy.(2)18½"&(2)39⅜"–39⅜" 162NHP A.Borsig,Berlin		
76502 217093 WCII	**Invincible** Sub.Sig.	*Fitted for oil fuel* 1 *Dk & Web frames* *Longitudinal framing*	7592 7553 4829					1918	Bethlehem S.B.Corp.Ld. Alameda,Cal	UnitedStates Maritime Commission	440·0 | 56·0 | 35·2 FK			S.Frncisco Utd.States *WB*	I Steam Turbine and Electric Motor 637NHP NE21 GeneralElectricCo. Schenectady,N.Y.	38 " 0	R
76503 UPIJ	**Inya** (*ex*Pripet-35,*ex*Neapel-35)	1 *Dk*	1348 1080 751					1920	Danziger Werft Danzig	U.S.S.R.	244·1 | 35·1 | 15·5 P21′Q56′B110′F33′			Vladvostk Russian *WB*	T3Cy17⅞",27½"&43⅞"-31½" Stettiner 106NHP Oderwerke,Stettin		
76504 764 SZJY	**Ioanna** (*ex*Gransha-34) *ss*Shl.2ndNo.3-6,25 *ss*Shl.No.1-29	*Well deck* 1 *Dk(Irn) & deep framing*	*1192* *879* *487*	✠ — 9,34	Cff	*n*		1901 6mo	AilsaS.B. Co. Troon	Eleftherios Veliotis	235·5 | 33·1 | 16·6 P24′Q54′B55′F27′ FK&BK1′			Piræus Greek	T.3Cy.17",28"&45"–33" 155NHP 2SB,4*cf*,GS76,HS2800 Muir&Houston,Ld.Gls.	17 " 6	G †
76505 93 SVQF	**Ioannis Carras** (*ex*Southlea, *ex*LadyCharlotte) *ss*Shl.No.3-4,30	1 *Dk(Stl)*	*3527* *3324* *2208*	✠100A1 Rot ~~7,37~~ 4,39 Ant ~~BS10,36~~ — LMC8,34 BS8,39 5,38		*w*	CL ~~7,37~~ 4,39	1917 10mo	Campbel-townS.B.Co. Campbeltwn	~~CarrasBros.~~ J.J.Carras	348·5 | 49·9 | 23·6 P29′B213′F37′ FK *CellD B300′995t*			Chios Greek 6 *BHCem* *APT85t*	T.3Cy.25",40"&65"–45" (*s*) 1801b 327NHP 3SB,9*cf*,GS163,HS5305 Rankin&Blackmre Ld.Grk	26 " 0 s 3 " 1 23 " 1½	
76506 925 SVYQ	**Ioannis Chandris** (*ex*Arcturus-38) *ss*NYk.No.3-1,38	1 *Dk & Shelter dk* *Longitudinal framing & Web frames*	6094 5632 3816	✠100A1 NYk *Shelter dk* *with freeboard* ~~1,38 1,36~~ 5,39 ~~BS8,39~~ LMC1,38 BS8,39 *Fitted for oil fuel* 1,20 *F.P. above*		*z*	CL ~~12,37~~ 5,39	1920 4mo	GMStandi-ferCnst.Corp. Vancouver, Wash.	J.D.Chandris	401·4 | 53·2 | 31·9 417·0(O.L.) P34′B114′F38′*on Shelter dk* FK *CellD B343′1211t*			Piræus Greek *pt.Asp* 5 *BHto Sh dk* 2 " *Upr* " 82′ *APT150t* 150° F	T.3Cy.24½",41½"&72"–48" 2101b (*r*) 552NHP 3SB,9*cf*,GS180,HS8112 FD Llewellyn Iron Works, Los Angeles,Cal.	34 " 7 s 7 " 4 27 " 5	
76507 SVXC	**Ioannis Fafalios** (*ex*Muntropic-37, *ex*TerreHaute)	*Fitted for oil fuel* 2 *Dks*	5670 5063 3424	...				1919	Merchant S.B.Corp. Chester,Pa.	S.&D.Fafalios	400·7 | 54·2 | 30·1 P36′B123′F43′ FK			Chios Greek *WB*	T.3Cy.24½",41½",&72"–48" E *fitted* 29 359NHP Hoovers,Owens& Rentschler	32 " 9	
76508 90 SVPT	**Ioannis Frangos** (*ex*Novington) *ss*Gms.2ndNo.3-8,37	1 *Dk(Stl)*	*3442* *3229* *2100*	✠100A1 Gms ~~9,37~~ 12,38 Ant MS3,37 — LMC ~~DBS12,37~~ BS12,38		*w*	CL 8,37	1912 6mo	Richardsn, Duck&Co.Ld. Stockton	M.Frangos	362·0 | 50·0 | 21·6 P31′B211′F37′ FK *CellD Ba119′u E&B44′* *f154′1126t FPT125t*			Chios Greek 6 *BHCem* *APT102t*	T.3Cy.25",41"&67"–45" (*r*) 1701b ~~1901b~~ 1001b 327NHP 2SB,8*cf*,GS135,HS5169 Blair&Co.Ld.Stockton	24 " 0 s 3 " 0½ 21 " 3	
76509 191 SVOU	**Ioannis M. Embiricos** (*ex*Rustington) *ss*Ant.No.3-12,37	1 *Dk(Stl)*	*3734* *3467* *2274*	✠100A1 Ant ~~9,35~~ ~~12,37~~ Hul — LMC12,37 BS5,39		*w*	CL 12,37	1924 12mo	W.Gray& Co.Ld. W Hartlepool	S.G.Embiricos	360·0 | 51·0 | 22·9 P29′B225′F36′ FK *CellD B317′984t FPT104t*			Andros Greek 6 *BHptCem* *APT183t*	T.3Cy.25",40½"&67"–45" (*s*) 1801b *100lb* 332NHP 2SB,6*cf*,GS121,HS5188 Cen.Mar.Eng.Wrks.W Hpl	25 " 2 s 3 " 1½ 22 " 2½	
76510 539 SZKB	**Ioannis Nomicos** (*ex*Minos, *ex*Snetind,*ex*Petra Lea,*ex*Norhaug, *ex*Mannheim) *ss*Pir.3rdNo.3-8,31	1 *Dk(Stl)* 2*nd dk(Stl) in forehold*	637 — 430	... 10,35	Pir			1899 5mo	J.L.Meyer Papenburg	LoucasNomicos	171·3 | 27·0 | 16·4 B46′ FK *DBf28′50t DTa2*			Piræus Greek 1 *BHCem* 1′50t *APT4t*	T.3Cy.12¾",21½"&33½"–24½" 74NHP 1SB,2*cf*,GS39,HS1846 J.L.Meyer,Papenburg	17 " 2	
76511 128 SYQS	**Ioannis P. Goulandris** (*ex*Maria Stathatos, *ex*Eggesford) *ss*Pir.2ndNo.3-10,35	1 *Dk(Stl)*	3750 3293 2228	✠100A1 Rot 9,38 ~~5,37~~ Cff — LMC5,37 BS9,38		*w*	CL N5,37	1910 7mo	Craig,Tay-lor&Co.Ld. Stockton	GoulandrisBros.	362·3 | 51·0 | 21·0 376·0(O.L.) P29′B232′F32′ FK *CellD Ba117′u E22′* *f160′955t FPT112t*			Andros Greek 6 *BHCem* *APT101t*	T.3Cy.25",42"&68"–45" (*s*) 1701b 330NHP 2SB,6*cf*,GS124,HS5120 N.E.MarineEng.Co.Ld.Sld	23 " 6 s 2 " 9½ 20 " 10⅜	
76512 631 SZKA	**Ioannis Voyadjis** (*ex*TrisIerarchai, *ex*Queguay,*ex*Reveil) *Mchy. Aft*	**Iron 3 Mst** *ss*Sws.No.1-82 1 *Dk*	*454* — *317*	✠ 8,85	Cff	*g*		1878 3mo	A.Leslie &Co. Newcastle	Messinia Milling Co.	159·5 | 25·0 | 10·0 Q91′F20′ *DBf89′FPT*			Piræus Greek 3 *BHCem*	C.2Cy.20"&37"–27" NB01 59NHP Black,Hawthorn&Co.Gts.		
76513 134514	**Iocolite** *Mchy. Aft*	*Fitted for oil fuel* 1 *Dk & Web frames* *Carrying Petroleum in bulk*	2060 1530 1549	...				1916	Collingw'd S.B.Co.Ld. Collingwood, Ont.	ImperialOilShip-pingCo.Ld.(H.J. Rahlves, *Mgr.*)	250·0 | 43·1 | 16·6 P63′F43′ FK			Sarnia Ont British *WB*	T.3Cy.16",26"&44"–36" 96RHP CollingwoodS.B.Co.Ld.	18 " 0 s1 " 7¼ 17 " 7¼	
76514 132745 GTDZ	**Iocoma** *Mchy. Aft*	*Fitted for oil fuel* *Carrying Petroleum in bulk* *Longitudinal framing* 1 *Dk*	1669 1386 1035					1912	CaledonS. B.&ECo.Ld. Dundee	ImperialOilShip-pingCo.Ld.(H.J. Rahlves, *Mgr.*)	248·2 | 42·6 | 15·6 P63′F39′ FK			London British *WB*	T.3Cy.16",24"&41"–36" 84RHP CaledonSB.&.ECo.Ld.Dun	18 " 0 s 1 " 11⅛ 16 " 2½	
76515 DHMO	**Ionia** Sub.Sig **D.F.**	2 *Dks*	3102 2781 1789					1922	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	337·7 | 48·3 | 20·9 B25′F43′			Hamburg German *WB*	T.3Cy.23⅝",38⅞"&62"–45⅞" 259NHP A.G."Neptun,"Rostock		G
76516 802 SVHZ	— (P) (*ex*Bernicia-34)	2 *Dks(Stl) & Shelter dk* (*Stl-ptws*)	*1936* *1117* *820*	✠100A1 Pir *Shelter dk* *with freeboard* 3,39 ~~4,38~~ BS ~~5,36~~ 3,39 LMC3,36		*s*	CL 4,37	1923 6mo	Hawthorn, Leslie&CoLd. Newcastle	HellenicMediter-raneanLinesCo. Ld.	282·3 | 40·1 | 16·1 B108′F29′ FK *CellDB179′205t*			Piræus Greek 5 *BHptCem* (2 *to Sh dk* 3 " *2nd* ") *APT20t*	T.3Cy.26,"43½"&73"–48" (*s*) 2001b 547NHP 3SB,9*cf*,GS190,HS8040 FD Hwthrn,Leslie&C.Ld.Nwc.	17 " 6 s " 9½ 17 " 0	
76517 166236 GMGJ	**Ionian** **D.F. E.S.D.** *Ref. Mchy.*	*Cruiser Stern*	3114 2459 1429	100A1 *with freeboard* (*Class Contem plated*) Lloyd'sRMC6,38				1938	W.Gray& Co.Ld. W Hartlepool	EllermanLines,Ld. (Ellerman& PapayanniLines Ld.)	345·7 | 50·1 | 20·7 F21			Liverpool British	T.3Cy.23",38"&65"–48"& LPturbine with DR gearing &hydraulic coupling Cen.Mar.E.Wks. (W.Gray.&Co.Ld.) W.Hpl.	23 " 3 s1 " 3 22 " 2½	
76518 112297 GNWY	**Ionic Star** (*ex*Ionicstar,*ex*Rubiera) *ss*Liv.No.2-38 ~~*ss*Nwc.No.1-41~~ 2 *Dks(Stl) & Shelter dk(Stl-ptws)*	*Cruiser Stern*	~~5594~~ ~~5186~~ ~~3549~~ 5602 5187 3553	✠100A1 Nwc *Shelter dk* Liv *with freeboar* 6,38 ~~7,37~~ 3,38 ~~LMC 4,34~~ Lloyd'sRMC ~~3,36 3,35~~ 2,39 ~~2,36~~ *Fitted for oil fuel* 6, 21		*y*	CL 7,37	1917 12mo	Russell& Co. PortGlasgow	UnionColdStorage Co.Ld.(BlueStar Line,Ld. *Mgrs.*)	389·8 | 53·2 | 32·9 F50′*on Shelter dk* FK *CellD B342′912t FPT48t*			London British 6 *BHCem* *APT24t*	T.3Cy.24½",41½"&70"–48" 2001b (*r*) 556NHP 3SB,9*cf*,GS150,HS8613 FD D.Rowan&Co.Ld.Glasgow	36 " 0 s 9 " 1½ 27 " 1½	

For full particulars see No. 88504 in Supplement

F.P. above 150° F.

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of ✠ or Class Cert.
76519	**Ionion** (*ex* G.M.La Vallette-34, *ex* Jakout)	1 *Dk*	792 546 309					1892	R.Craggs & Sons,Ld. Middlesbro'	Giuseppe Riccardi	205·2 | 27·5 | 15·2 P127′F49′	Genoa Italian *WB*	T.3Cy.20″,28″&47½″–36″ NB12 135NHR *Emade87refitted*— Hall,Russell&Co.Ld.Abn		
76520 212144 WACH	**Iowan** D.F.	*ss*S.Fo.No.3–12,26 *ss*S.Fo.No.2-33 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) 3rd *dk in No.1 hold & Web frames* *Longitudinal framing* *Fitted for oil fuel*	6209 — 3131 5165 — 3145	✠ … 4.35 SFo *a*†				1914 5mo	Maryland Steel Co. Sparro'Pt Md	American-Hawaiian S.S.Co.	407·7 | 53·7 | 28·1 FK *Intermediate 'tween deck B H in No.2 hold dispensed with* *Cell D Ba* 122′ *uEq* *B54′f* 166′ 1234*t FP*	New York Utd. States *Cem* *B H to Upr dk* ,, *2nd dk* *T* 125*t A PT* 5*t*	Q4Cy25½″37″53½″&78″–54″ 665NHP 3SB,*12cf*,GS205,HS9519 Maryland Stl.Co.Sparr'Pt. *only* 2*t*	31 ″ 6	R †
76521 FNBK	**Ipanema** Ⓟ *Well deck*	*Fitted for oil fuel* 2 *Dks*	4282 — 2660					1921	Forg.&Ch.de la Médit. La Seyne	Cie de Nav. France-Amérique (Soc. Gén. de Transp. Mar. à Vap., *Mgrs.*)	360·2 | 45·9 | 24·0 P233′F46′	Marseilles French *WB*	2 Steam Turbines & Electric Motors Forg.&Ch.de la Médit.Msl		V
76522	— (*ex* Atlantico, *ex* Nichteroy)	1 *Dk*	440 375 257					1899	T A Walker Sudbrook	Pedro Brando	156·1 | 26·9 | 11·1	R.Janeiro Brazilian	T.3Cy.14½″,22″&34″–23″ 55NHP Plenty&Son,Newbury		
76523 123905 VPKX	**Ipoh**	1 *Dk* & *Shade dk*	1279 888 528					1908	Caledon S. B.&E.Co.Ld. Dundee	Straits S.S.Co.Ld.	244·2 | 35·1 | 14·9	Singapore British *WB*	T.3Cy.20¾″,33″&54″–36″ 175NHP Caledon SB.&E.Co.Ld.Dun		
76524 67 IBKQ	**Ipparco Baccich** Ⓟ *Oil Eng.* Wireless		884 566 426					1931	Cant.Nav. del Quarnaro S.A. Fiume	Società Fiumana di Navigazione	201·7 | 30·3 | 14·7	Fiume Italian	Oil Engines 2S.C.SA 8Cy.14 3/16″–27 5/16″ 279NHP NE36 Soc.An.″Fiat″S.G.M.Turin		I
76525 218293 KILV	**Ipswich** *ss*Bal.No.3–10,33 *ss*Mob.No.1–37 2 *Dks* (*Stl*)		5671 5212 3448	✠ 100A1 Mob *z* 1,32 2.38 ✠LMC MS9,36 BS12,37 10,38 *Fitted for oil fuel* 6.19		CL N9,36 1,39		1919 7mo	Chester S.B.Co.Ld. Chester,Pa. A&CP	Waterman Steamship Corp.	400·7 | 54·2 | 30·1 P36′B123′F43′ FK *Cell D b* 338′1387*t FPT* 147*t*	Mobile Utd. States 6 *B Hpt Cem* *A PT* 180*t*	2 Steam Turbines D Rgeared 1 Sc. Shaft (*s*) 200lb HS8700 522NHP 3 Water Tube Boilers Westinghouse Electric & Mfg.Co.E.Pittsburgh,Pa.	32 ″ 9 *s* 7 ″ 4½ 25 ″ 7½	
76526 161032 MPDR	**Ipswich Trader** 1 *Dk*		484 308 254					1922	Mistley S.B. &Repg.Co. Mistley	F.W.Horlock's Ocean Transport Co Ld.(M.F.Horlock, *Mgr.*)	161·2 | 24·1 | 10·6 len35	Harwich British *WB*	C.2Cy.17″&36″–27″ 53RH Crabtree&Co.Ld.Yar		C
76527 230186 KLGA	**Ira S. Bushey** (*Electrically welded*) *Oil Eng.* *Mchy. Aft* *Carrying oil in bulk* 1 *Dk*		309 — 242					1930	I.S.Bushey &Sons,Inc. Brooklyn,NY	Diesel Tanker Paul Dana	133·3 | 24·1 | 10·0 len37	New York Utd. States	Oil Engines 2S.C.SA 4Cy.14″–17″ 138NHP Fairbanks Morse&Co.		
76528	**Iracema** (*ex* Cidade de Porto de Moz) **Twin Sc** 1 *Dk* & *Promenade dk*		*433* *333* *294*	…				1898	Murdoch& Murray Pt.Glasgow	Rufino Irmãos	150·3 | 33·0 | 9·8 F16′ FK	Pará Brazilian	T.6Cy.10″,16½″&26½″–21″ 79NHP D.Rowan&Son,Glasgow	10 ″ 0	
76529 LJKG	**Irania** *Oil Eng.* *Mchy Aft* *ss*Hpl.No.2–37 1 *Dk* (*Stl*) & *Web frames* *Longitudinal framing*		*2186* *1783* *1190*	✠ 100A1 Bkn *s* 9.38 10.37 BS2,37 ✠LMC2,37 4,38 *Carrying Petroleum in bulk*		CL 8,96 8,38		1929 4mo	Blythsw'd S.B.Co Ld Glasgow	Skibs.A/S Irania (H.Hannevig, *Mgr.*) *Lloyd's SA&CP*	275·4 | 44·2 | 19·9 287·1(O.L.) P71′F43′ FK *Trunk* 161′ *Cell D Ba* 1414′51*t D* *Tf* 28′183*t FPT* 611*t*	Horten Norwegian 12 *B Hpt Cem* *A PT* 39*t*	Oil Engines 2S.C.DA 3Cy.21½″–38″ 482NHP 2DB *100lb* Richardsons,Westgarth& Co.Ld.Hpl	20 ″ 0 *s* 1 ″ 10½ 18 ″ 4	
76530 PUQU	**Iraty** (*ex* Rio Purus) **Twin Sc** Wireless *Mchy. Aft* 1 *Dk* & *Promenade dk*		394 325 227					1893	Murdoch& Murray Pt.Glasgow	Cia.Commercio e Navegação	170·1 | 30·0 | 8·4 F16′ FK	R.Janeiro Brazilian *WB*	T.6Cy.9″,14″&22″–18″ 62NHP D.Rowan&Son,Glasgow	9 ″ 0	
76531 2026 IBLP	**Ircania** (*ex* Dovenden–35, *ex* Howick Hall) D.F.	*ss*N.Yk.No.3–9,23 *ss*N.Yk.No.1–27 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing* *Platform deck for light cargoes*	4815 — 2905	✠ —— Sbl *z*				1910 10mo	W.Hamilton&Co.Ld Port Glasgow	Soc.Anon.Cooperativa di Nav. "Garibaldi"	413·1 | 51·5 | 27·0 400·8 P39′B&F323′ FK *Cell D Ba* 107′*t* *E&S* *B59′f* 174′1027*t*	Genoa Italian 6 *B H Cem* *A PT* 24*t*	T.3Cy.27½″,45″&75″–51″ 507NHP 3SB,*12cf*,GS215,HS8800 D.Rowan&Co.Glasgow	29 ″ 7	I †
76532 219174 KOKT	**Irene** (*ex* Bethnor) Sub.Sig.	*ss*N.Yk.No.3–6,35 1 *Dk* (*Stl*) & *Web frames* *Longitudinal framing*	3482 2840 2112	100A1 Bal *u* 5,08 8.37 3,39 NYk BS3,54 5,38 LMC6,35 3,39 *Fitted for oil fuel* 19 19		CL N11,36	*F.P. above*	1919	Bethlehem S.B.Corp.Ld (Harlan Plnt) Wlmngtn Del	A.H.Bull Steamship Co.Inc.(A.H. Bull&Co.Inc. *Mgrs.*)	328·0 | 46·2 | 22·9 P26′B98′F37′ FK *Cell D B* 232′666*t FPT* 78*t A PT* 282*t*	New York Utd. States 7 *B H Cem* 2 SB,*6cf*,GS144,HS4933 Bethlehem S.B.Corp.Ld. (Harlan Plant) Wlmn.Del.	25 ″ 6	
76533 8152 SLBM	— 1 *Dk* *Cargo battens not fitted* *Strengthened for Navigation in Ice*		*1527* *1170* *849*	✠ 100A1 Bkn *g* 3,38 3,38 Hbg ✠LMC4,37		OG		1937 4mo	Helsingborgs Varfs Aktiebolaget Helsingborg *Lloyd's SA&CP*	A/B Transmarin (S.Redig. *Mgr.*)	256·3 | 38·2 | 15·1 267·9(O.L.) P19′Q83′B102′F20′ FK *Cell D B* 221′460*t FPT* 28*t A PT* 55*t*	Hlsingborg Swedish 4 *B H Cem* 2SB(Spt)*4cf*,GS54,HS2259 Helsingborgs Varfs.A/B	T.3Cy.17 3/16″,27 5/16″&45½″–33¾″ 213lb (*s*) FD 165NHP *s* 11½ 16 ″ 8½	17 ″ 6	
76534 PEXG	— Wireless *Cruiser Stern* 2 *Dks*		1153 966 637					1918	A.Vuijk& Zonen Capelle a/d Ysel	Koninkl.Nederl. Stoomb.Maats. N.V	255·7 | 36·6 | 13·6	Amstrdam Dutch *WB*	T.3Cy.18½″,30″&48″–36″ 138NHP J.&H.Smyver,Ams.		V
76535 DOHP	— 1 *Dk*		761 591 423					1911	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.″Neptun″	202·4 | 28·1 | 12·9 Q50′B45′F22′ len37	Bremen German *WB*	T.3Cy.13″,21 1/16″&34 7/16″–23 5/8″ 57NHP A.G.″Weser,″Bremen		G
76536 3553 SEZK	— 1 *Dk*		*680* *417* 397					1899	Nylands Værksted Oslo	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	174·6 | 28·2 | 10·8 P120′H48′F16′	Stockholm Swedish *WB*	T.3Cy.15¼″,25″&40½″–30″ 90NHP Nylands Værksted,Oslo		V
76537 1112 ESVM	— (*ex* Cimbria, *ex* Alster) 2 *Dks*		573 496 296					1896	J.C.Tecklenborg A.G. Weser-münde-G.	A.Utov	188·7 | 26·1 | 11·7 P107′H13′F19′	Tallinn Estonian *WB*	C.2Cy.19″&37″–26½″ 59NHP J.C.Tecklenborg,Wsm.		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnag Officiel — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. (Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Crens sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cette Table n'est pas à la Direction (voir Page
76538	**Irene Maria**		1862	✠100A1 Rot *r*		CL	1922	Antwerp	A/S Dampskslsk.	279·0 | 40·2 | 18·2			Esbjerg	T.3Cy.20″,33″&54″–36″ (*s*)	20 ″ 7	
		*ss*Cpn.No.3–1,30	1674	2,33 12,27 Nwc		111,37	10mo	Eng.Co.	Dania(Chr.				Danish	180lb 213NHP	s 3 ″ 0	
OYEC		*1Dk(Stl)*	1116	✠LMC				Hoboken	Andresen,*Mgr.*)	P22′B60′F30′ FK			4*BHCem*	2SB,*6cf*,GS92,HS3632	17 ″ 9	
		Cargo battens not fitted		MS1,36 BS1— 2,39			*Lloyd's*	*sA&CP*	*Cell D*	*B238′ 555t FPT46t*			*APT68t*	N.E.MarineEng.Co.Ld.Sld.		
76539	**Irene S. Embiricos**		*4164*	✠100A1 Rot *n*		CL	1927	Short Bros.	S.G.Embiricos	393·0 | 52·3 | 24·4			Andros	T.3Cy25¼″,42½″&72″–48″ (*s*)	26 ″ 10	
150		*ssAnt.No.2–35*	*3754*	*withfreeboard* Cff		5,06	9mo	Ld.					Greek	180lb *160lb* 396NHP	s 2 ″ 9	
SYGC		*1Dk(Stl)&Shelter dk(Stl)*	*2439*	10,38 8,37 ✠LMC		10,38	*Lloyd's*	Sunderland *sA&CP*		FK			6*BHCem* *Coll to Sh dk*	2SB,*8cf*,GS162,HS6186	24 ″ 3½	
				MS5,35 BS— 10,38					*Cell DB329′1347t*	*FPT171t APT318t*			5 to 2nd ,,	J.Dickinson&Sons,Ld.Sld.		
76540	**Iriona** Ⓟ		3910				1927	Workman, Clark&Co.Ld Belfast	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	341·9 | 48·0 | 28·2 P35′B115′F42′			Tela Honduran *WB*	T.4Cy.27″,45″&(2)55″–45″ 406NHP Wrkman,Clark&Co.LdBel		C
		Fitted for oil fuel	3253													
HRAK	*Ref.Mchy.* D.F.	2*Dks4trH*	1825													
76541	**Iris** (*ex*Tregonell–35,		5175	—	Syd *M*		1918	W.Doxford &Sons,Ld. Sunderland	A.Lauro	413·6 | 52·3 | 28·5 400·0 P49′B113′F39′ FK			Naples Italian	T.3Cy.27″,44″&73″–48″ 517NHP	31 ″ 0	I †
441	*ex*War Stag)	*ssShl.No.3–12,19*	—	8,35									7*BHCem*	3SB,*9cf*,GS190,HS7668		
IBUM		*ssCff.No.2–29*	3209						*Cell DB*	*340′ 1128t FPT124t*			*APT179t*	D.Rowan&Co.Ld.Gls.		
	D.F.	2*Dks(Stl)*														
76542	—		3887	✠ ... HKg *r*			1918	Gebr.Pot	N.V.Nederl. IndischeTank StoombootMaats.	327·0 | 48·7 | 25·5 P90′B27′F51 FK			The Hague Dutch	T.3Cy.25″,41″&68″–45″ 428NHP	27 ″ 0	
		ssH.Kg.No.3–8,30	3312	9,35			2mo	Bolnes					14*BHCem*	2SB,*6cf*,GS212,HS6035		
PEXO		*Fitted for oil fuel*	2214										(10 ,, *to U dk*	RotterdamDroogd.Maats.		
	Mchy.Aft	2*Dks(Stl)&Web frames*							*Cell*	*DBu E&B71′124t*			4 ,, 2nd,,)	*FPT104t APT13t*		
		Carrying Petroleum in bulk														
76543	—	**Iron**	*1974*	✠100A1 Osc *r*		CL	1886	E.Withy& Co. W Hartlepool	Rederiaktieb.Iris ~~(C.Abrahamsen)~~ (S.Abrahamsen, *Mgr.*)	275·0 | 37·2 | 19·2 P29′Q78′B110′			Stockholm Swedish	T.3Cy.21″,35″&57″–39″ (*s*) 160lb *100lb* NDB18 203NHP	22 ″ 2 s 2 ″ 0½	
5073	(*ex*Torgerd,	*ssOsc.4thNo.3–4,34*	*1655*	4,38		N9,37	4mo	Co.					4*BHptAsp*	1DB,*4cf*,GS65,HS3052	20 ″ 10½	
SDEN	*ex*Grovedale,	*ssOsc.No.1–38*	*1181*	✠LMC			A&CP			F28′ ptND07 BK9′			*ptCem*	Blair&Co.Ld.Stockton		
	*ex*Thrift,	1*Dk(Irn)&Web frames*		BS1,38 MS4,38					*Cell D*	*B234′346t APT27t*						
	*ex*Mercedes)	*Well deck*														
76544	— Ⓟ		1177				1901	Gourlay Bros.& Co. Dundee	DetBergenske Dampskibsselskab	236·4 | 32·3 | 15·5 P278*t* H96*t* F31*t*			Bergen Norwegian *WB*	T.3Cy.21″,34″&55″–36″ NB12 181NHP Gourlay Bros.& Co.Dundee		
	(*ex*Ingerid)		769													
LFHA	Wireless E.S.D.	2*Dks*	663													
76545	—	TwinSc	1078				1935	Schiffb.Ges 'Unterweser' A.G. Weser- munde-L.	Dampfschiffahrts Ges."Neptun"	235·3 | 34·6 | 13·4 P115′F25′			Bremen German *WB*	Oil Engines 2S.C.SA 10Cy.11⅛″–16⅛″ 245NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		G
		Oil Eng.	833													
DORG	*Mchy.Aft*	1*Dk*	553													
	Wireless D.F.	*CruiserStern*														
76546	— Ⓟ		909				1920	HCStülc- kenSohn Hamburg	Koninkl.Nederl. Stoomb.Maats. N.V.	217·7 | 32·4 | 12·8 P&B138′F22′			Amsterdm Dutch *WB*	T.3Cy.17¾″,29½″&46¾″–31½″ 112NHP H.C.StülckenSohn		V
	(*ex*DeutscherRhein)		702													
PEXQ	Wireless	1*Dk*	402													
76547	—	**Iron**	446				1884	H.Koch Lübeck	FinskaAngfar- tygsA/B	164·3 | 24·8 | 12·5 Q41′H49′F21′			Helsingfrs Finnish *WB*	C.2Cy.18″&31″–22″ 38NHP O.Henniges&Co.Berlin		V
	11		331													
OHEL	Wireless D.F.		222													
76548	— Ⓟ	TwinSc	403				1933	Cia.Argen- tina deNav. Mihanovich, Ltda. Carmelo	Cia.Argentina de Nav.Mihanovich Ltda.	169·4 | 24·6 | 6·6			Bns.Aires Argentine	Oil Engines 2S.C.SA 12Cy.9″–11″ 177NHP L.Gardner&Sons,Ld.,Mch.		
		Oil Eng.	—													
LOHJ	Wireless		231													
76549	—	**Iron**	*354*				1884	Göteborgs Mek. Verks Gothenburg	RederiA/BEgon (SMStjerna,*Mgr.*)	134·5 | 22·8 | 13·3 B41′H5*t*			Malmö Swedish	C.2Cy.16″&28″–20″ 29NHP GöteborgsMek.Vrks.Got.		V
768			*296*													
SEZO		1*Dk2trB*	*169*													
76550	**Iris Faulbaums** (*ex*Estoril–35,		1675				1902	Schiffsw.v. Henry Koch Lübeck	MaxFaulbaum SteamshipLine (JamesSiering& Co.*Mgrs.*)	260·8 | 38·2 | 17·1 24·0 P14′B162′F30′			Riga Latvian *WB*	T.3Cy.17¾″,29½″&47½″–33½″ 137NHP J.F.Ahrens,Ottensen		G
133	*ex*Maio,*ex*Beta)		1172													
YLBZ		1*Dk&Spar dk*	970													
76551	**Irisbank**	TwinSc	5627	✠100A1 Bal *b* †		CL	1930	Workman, Clark(1928) Ld. Belfast	TheBankLineLd. (A.Weir&Co. *Mgrs.*)	426·7 | 57·4 | 25·7 FK			Belfast British	Oil Engines 2S.C.SA 10Cy.26¾″–47½″ 1246NHP DB*120lb*	29 ″ 9 s 3 ″ 7½	
161861		*Oil Eng*	4979	*Wifreeboard* Shi		5,06	5mo						7*BHptCem*	Workman,Clark(1928) Ld.	26 ″ 4½	
GBNV		*ssBel.No.2–38* ~~*ssBel.No.1–37*~~	3412	4,39 [illegible] 7,36		6,08	*Lloyd's*	*sA&CP*					*Coll to Shdk*			
	Ref.Mchy.	1*Dk(Stl)&Shelter dk*		DBS7,38 [illegible]					*Cell DB356′1172t*	*anks in*			6 ,, 2nd,,)			
		(*Stl*–ws)		✠Lloyd's [illegible]					*way of tunnels264t*	*MTs60′ 2391t FPT*			*95t APT152t*			
		Sparred decks in Nos. 1&2 holds		for temp. 20° F. *Carrying vegetable oil in deep tanks & in tanksbetweentunnels*												
76552	**Irland**		3173	✠100A1 Cpn *v*		CL	1927	Akt.Bur- meistr& Wain Copenhagen	A/S DetDansk- FranskeDmpskbl. (A.N.Petersen& E.Hahn-Petersen *Mgrs*)	326·2 | 50·1 | 20·8 P25′B155′F27′ FK			Copnhagn Danish	Oil Engines 4S.C.SA 6Cy.21⅝″–59⅛″ 267NHP DB*100lb*	23 ″ 0 s 2 ″ 7½	
			2730	7,36 8,39 Rot		8,36							5*BH*	Akt.Burmeistr& Wain,Cpn	20 ″ 6½	
OYFC	D.F.	*ssCpn.No.3–9,36*	1928	DBS7,37 9,3		3,39	*Lloyd's*	*sA&CP*	*Cell D*	*Trunk in wells*						
		1*Dk(Stl)*		6,38						*B277′ 824t MT212t*			*APT110t*			
76553	**Irma** Ⓟ		1392				1905	Sir Raylton Dixon&CoLd Middlesbro'	Bergenske Dampskibsselskab	244·0 | 32·8 | 13·3 H14*t* 21·1 BK8′			Bergen Norwegian	T.3Cy.22″,36″&60″–36″ 243NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 3	
			1211													
LDTP	Wireless E.S.D.	1*Dk&Spar dk3trB*	789													
76554	—	**Iron**	*1236*				1883	J.Read- head&Co. S.Shields	ErikBancksRederi	237·5 | 36·1 | 15·5 Q91′B50′H41*t* F30′			Hlsingborg Swedish *WB*	C.2Cy.30″&57″–36″ 146NHP J.Readhead&Co.S.Shields	17 ″ 0	V †
5150	(*ex*Beamish)		*964*													
SEZR	*Well deck*	1*Dk2trB*	*720*													
76555	**Irmgard**		867				1911	Stettiner Oderwerke Stettin	Reed.Mathies K.G.	210·8 | 30·8 | 12·8 P14′Q41′B72′F24′			Hamburg German *WB*	T.3Cy.18 3/10″,25½″&41⅝″–29½″ 93NHP StettinerOderwerke		G
			654													
DHMQ			477													
76556	**Iron Baron**		4584	✠100A1 Syd		CL	1936	Lithgows Ld Port Glasgow	BrokenHill ProprietaryCo.Ld.	393·2 | 56·2 | 23·2 F38′ FK			Melbourne British	Q.4Cy.24″,34½″,50″&71″–48″ & exhaust turbine driving steam compressor 250lb (*s*) 585NHP	26 ″ 3 s 2 ″ 7½	
159561			4104	*withfreeboard*			9mo						7*BHptCem*		23 ″ 10	
VLGK	E.S.D. *Mchy.Aft*	1*Dk&Shelter dk*	2634	10,38 2,38 BS9,37 10,38 ✠LMC9,36			*Lloyd's*	*sA&CP*					*Coll to Sh dk*			
	Cargo battens not fitted	*CruiserStern*							*Cell DB329′1350t*	*DTf 14′297t*			6 ,, 2nd ,,	3WTB(Spt),HS6213 FD		
	Longitudinal framing at bottom, decks and in cantilever side tanks								*Topside tanks*	*245′ 1248t FPT185t*			*APT82t*	D.Rowan&Co.Ld.Gls.		

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 9 Built. When. / Ship. / Engines	By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Register in which classed. If not in L.R. Date of 1st Dock Cert.
76557 LDRR	**Iron Baron** (*ex*Kilbaha,*ex*Emerald Wings) 1 *Dk & deep framing*	3231 2913 1940					1911	Russell& Co. Pt.Glasgow	E.B.Aabys Rederi A/S(E.B.Aaby)	331·3 P81 *t* H113 *t*	49·1	21·8 FK	Oslo Norwegian *WB*	T.3Cy.23″,37″&61″–42″ 287NHP ClydeS.B.&E.Co.Ld.P.Gls.	24 ″ 3	N †
76558 159570 VLJY	**Iron Chieftain** E.S.D. *Mchy.Aft* 1 *Dk & Shelter dk* *Cargo batttens not fitted* *CruiserStern* *Longitudinal framing at bottom, at decks & in cantilever side tanks*	4812 4236 2787	✠100A1 *withfreeboard* 11,~~38~~ ✠LMC ~~37~~ BS12,38	Syd		CL	1937 12mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	BrokenHill ProprietaryCo.Ld. *CellDB338′1394t* *Topside t*	404·5 419·0(O.L.) F40′	56·2	23·2 FK (*Coll to Sh dk* 6 ,, 2nd ,,) *DTf*14′310*t* *anks*250′1042*t* *FPT* 181*t APT*93*t*	Melbourne British *Cem* 7 *BHpt Cem* 4 ,, ,, *U* ,,	Q4Cy.24″,34½″,50″&71″–48″ & exhaust turbine driving steam compressor (*s*) 250lb FD 553NHP 3WTB(Spt),GS195,HS6612 D.Rowan&Co.Ld.Gls.	26 ″ 3 s2 ″ 8½ 23 ″ 9	
76559 151806 VJDK	**Iron Crown** (*ex*Euroa) *ss*N.S.W.No.3–10,34 1 *Dk(Stl) & Shelter dk(Stl) & Web frames* *Longitudinal framing*	3353 3013 1922	✠100A1 *Shelter dk* *withfreeboard* 7,38 ~~1,38~~ BS6,38 ✠LMC8,~~35~~	Syd	*t*	CL ~~2,36~~ 2,39	1922 7mo	Govt. Dkyd Williams-town Victoria A&CP	InterstateSteam-ships,Proprietary, Ld. *CellDBa&uE115′f* *FPT*	331·0 341·2(O.L.) 145′820*t* *Collision* 118*t APT*204*t*	47·9 FK	23·6 *BH to Sh dk* 4 ,, ,, *U* ,,	SydnyNSW British *Cem* 7 *BHpt Cem* 4 ,, ,, *U* ,,	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 387NHP 3SB,9*cf*,GS141,HS5316 FD Thompson&Co.(Castle-maine)Proprietary,Ld.	26 ″ 1 s 2 ″ 4½ 23 ″ 11	
76560 159562 VLGL	**Iron King** E.S.D. *Mchy.Aft* 1 *Dk & Shelter dk* *Cargo battens not fitted* *CruiserStern* *Longitudinal framing at bottom, decks and in cantilever side tanks*	4584 4104 2634	✠100A1 *withfreeboard* ~~3,38~~ ~~1,38~~ 12,38 ~~BS6,38~~ ✠LMC10,36 10,38	NSW Syd	*t*	CL	1936 10mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	BrokenHill Proprietary Co.Ld. *CellDB329′1350t* *Topside t*	393·2 407·3(O.L.) F38′	56·2	23·2 FK (*Coll to Sh dk* 6 ,, 2nd ,,) *DTf*14′297*t* *anks*245′1048*t* *FPT* 185*t APT*82*t*	Melbourne British *Cem* 7 *BHpt Cem* 4 ,, ,, *U* ,,	Q.4Cy.24″,34½″,50″&71″–48″ & exhaust turbine driving steam compressor 250lb (*s*) 535NHP 3WTB(Spt),HS6213 FD D.Rowan&Co.Ld.Gls.	26 ″ 3 s 2 ″ 7½ 23 ″ 10	
76561 159568 VLJZ	**Iron Knight** E.S.D. *Mchy.Aft* 1 *Dk & Shelter dk* *Cargo battens not fitted* *Cruiser Stern* *Longitudinal framing at bottom, decks & in cantilever side tanks*	4812 4236 2737	✠100A1 *withfreeboard* ~~Syd~~ ~~1,38~~ 12,37 ~~BS6,38~~ ✠LMC ~~10,37~~ 3,39 BS3,38	NSW	*t*	CL	1937 10mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	BrokenHill ProprietaryCo.Ld. *CellDB338′1394t* 310*t Topside ta*	404·5 419·0(O.L.) F40′	56·2	23·2 FK (*Coll* 6 ,, 2*nd*,,) *DTf*14′ *nks*250′1042*t* *FPT* 181*t APT*93*t*	Melbourne British *Cem* 7 *BHto Sh dk* 4 ,, ,, *U* ,,	Q4Cy.24″,34½″,50″&71″–48″ &exhaust turbine driving steam compressor 553NHP 3WTB(Spt),GS195,HS6612 D.Rowan&Co.Ld.Gls.	26 ″ 3 s 2 ″ 8½ 23 ″ 9	
76562 128793 VJDL	**Iron Knob** (*ex*Euwarra) *ss*N.S.W.No.1–38 *ss*N.S.W.No.3–10,34 1 *Dk(Stl) & Shelter dk(Stl) &* *Cargo battens not fitted* *Web frames* *Longitudinal framing*	3349 3012 1907	✠100A1 *Shelter dk* *withfreeboard* 1,39 ~~2,38~~ LMC MS5~~,446~~6, ~~BS2,384~~,39	NSW	*t*	~~10.36~~ 8,38	1922 6mo	Poole& Steele Port Adelaide A&CP	BrokenHill Proprietary Co.Ld. *CellDB277′882t*	331·0 341·8(O.L.) *Collision* *FPT*118*t APT*204*t*	47·9 FK	23·5 *nBHtoShdk* 4 ,, ,, *U* ,,	Melbourne British *Cem* HS8289 FD Poole&Steele,Pt.Adelaide	T.3Cy.25″,41″&68″–45″ (*s*) 185lb 516NHP 3 Water Tube Boilers HS8289 FD Poole&Steele,Pt.Adelaide	26 ″ 1 s 2 ″ 4½ 23 ″ 11	
76563 150170 VJDM	**Iron Master** (*ex*Eurimbla) *ss*N.S.W.No.1–38 *ss*N.S.W No.3–7,38 1 *Dk(Stl) & Shelter dk (Stl) & Web frames* *Longitudinal framing* *Cargo battens not fitted*	3351 3015 1916	✠100A1 *Shelter dk* *withfreeboard* 12,38 ~~1,37~~ ✠LMC ~~2~~1S11,37. *Fitted for oil fuel* 6,27	NSW Mel	*t*	~~8,37~~ ~~6,36~~ 12,38 *F.P. a*	1921 10mo	Poole& Steele Port Adelaide A&CP	BrokenHill ProprietaryCo.Ld. *CellDB277′882t F*	331·0 350·0(O.L.) *Collision* *PT*118*t APT*204*t*	47·9 FK	23·5 *nBHtoShdk* 4 ,, ,, *U* ,,	Melbourne British *pt Cem* 3 Water Tube Boilers FD HS8289 Poole&Steele,Pt.Adelaide	T.3Cy.25″,41″&68″–45″ (*s*) 185lb 516NHP 3 Water Tube Boilers FD	26 ″ 1 s 2 ″ 4½ 23 ″ 11	
76564 151808 VJDP	**Iron Prince** (*ex*Elouera) *ss*Syd.No.3–10,35 1 *Dk(Stl) & Shelter dk(Stl) & Web frames* *Longitudinal framing* *Cargo battens not fitted*	3352 3013 1916	✠100A1 *Shelter dk* *withfreeboard* 12,38~~,38~~ ✠LMC MS1,~~35~~ BS~~2,37~~3,~~39~~	NSW	*t*	CL 3,38 *F.P. a*	1923 7mo	Common-wealthGovt S.B.&Dkyd. Williamst'wn Victoria A&CP	BrokenHill ProprietaryCo.Ld. *CellDB277′882t*	331·0 350·0(O.L.) *Collision* *FPT*118*t APT*204*t*	47·9 FK	23·6 *nBHtoShdk* 4 ,, ,, *U* ,,	Melbourne British *Cem* 3 Water Tube Boilers FD Thompson&Co.(Castle-maine)Proprietary,Ld.	T.3Cy.25″,41″&68″–45″ (*s*) 185lb HS8289 516NHP	26 ″ 1 s 2 ″ 4½ 23 ″ 11	
76565 137229 VJDQ	**Iron Warrior** (*ex*Eugowra) *ss*N.S.W.No.3–3,36 1 *Dk(Stl) & Shelter dk(Stl) & Web frames* *Longitudinal framing* *Cargo battens not fitted*	3345 3009 1909	✠100A1 *Shelter dk* *withfreeboard* 10,~~38~~ ✠LMC MS11,35– BS~~5,37~~ 2,39	NSW	*t*	8,37	1923 3mo	Poole& Steel,Ld. Pt.Adelaide A&CP	BrokenHill ProprietaryCo.Ld. *CellDB277′882t*	331·0 350·0(O.L.) *Collision* *FPT*118*t APT*204*t*	47·9 FK	23·5 *nBHtoShdk* 4 ,, ,, *U* ,,	Melbourne British *Cem* GS253,HS8289 FD Poole&Steel,Ld.Port Adelaide	T.3Cy.25″,41″&68″–45″ (*s*) 185lb 516NHP 3 Water Tube Boilers	26 ″ 1 s 2 ″ 4½ 23 ″ 11	
76566 127641 KLBP	**Ironwood** (*ex*Usona-36,*ex*Roslyn, *ex*Bayusona,*ex* (*Self-Unloader*) Port deSt.Malo,*ex*Bayusona,*ex*Usona,*ex* CharlesBeatty) *Mchy.Aft* 1 *Dk*	1310 924 745					1902	Craig S.B. Co. Toledo,O.	NicholsonTransit Co.	211·7 P74′F34′	40·1	13·0	Detroit Utd. States *WB*	T.3Cy.15½″,25″&42″–36″ 106NHP CraigS.B.Co.Toledo,O.		
76567 124667 GSFB	**Iroquois** **TwinSc** *ss*Bel.2ndNo.3–10,34 *Mchy.Aft* 2 *Dks(Stl)3trBd* Sub.Sig. D.F. *Web frames*	8937 8086 ~~5886~~ 5284	✠100A1 Nwc *dt*† 7,38 ~~1,38~~ Bkr ~~BS4,38~~ ✠LMC10,34 *Carrying Fuel oil in* *Fitted for oil fuel* 9,16 BS2,39			CL 2,39 *bulk* *F.P. a*	1907 10mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	Anglo-American OilCo.Ld. (F.J.Wolfe,*Mgr.*) *WB = Ce*	476·3 P131′B30′F43′ *llD Bu E& B*98′523*t*	60·3 FK	33·5 17 *BHCem* *DTf*39′962*t* *FPT*194*t AP Tanks* 340*t*	Belfast British	Q.8Cy.21″,30″,43½″&62″–42″ 215lb (*s*) 748NHP 4SB,16*cf*,GS302,HS10760FD Harland& Wolff,Ld,Bel.	35 ″ 5 s 7 ″ 0 28 ″ 8½	
76568 226332 KGFD	— Ⓟ **TwinSc** D.F. E.S.D. 2 *Dks* 3*rd dk in holds* *Ref.Mchy* *Fitted for oil fuel*	6209 4616 3405					1927	NwprtNws S.B.&DD.Co. Newprt News	NewYork&Miami S.S.Corp(Clyde-MalloryLines, *Mgrs.*)	394·7 B&F385′	62·2 FK	19·4 *WB*	New York Utd. States	4 Steam Turbines SR geared to 2 Sc. Shafts 2246NHP NewportNewsSB&DD.Co.	30 ″ 6	R †
76569 100730 KJNK	— Ⓟ (*Ferry*) 2 *Dks & Awng dk*	1767 — 1202					1901	Craig S.B. Co. Toledo,O.	PugetSound Nav.Co.(A.M. Peabody, *Mgr.*)	213·8	46·0	15·2	Seattle, Wash. Utd. States	T.3Cy.21″,34″&58″–30″ 184NHP CraigS.B.Co.		
~~76570~~ ~~Irwell~~ *New name,* " *see No.* 88931 *in Supplement* GJKR	D.F. E.S.D. 2 *Dks*	4285 3861 2561					1928	Lithgows, Ld. PortGlasgow	~~British&Burmese~~ ~~S.N.Co.Ld.(P.Hen-derson&Co.,~~ *Mgrs.*)	370·0 P40′B114′F32′	51·0	25·4	~~Glasgow~~ ~~British~~ *WB*	T.3Cy.24½″,40″&68″–45″ 310NHP D.Rowan&Co.Ld.Gls.		C
76571 133354 VTCP	**Irrawadi** Ⓟ *ss*Bom.2ndNo.3–1,39 ~~*ss*Bom.No.3–10,36~~ ~~*ss*Bom.No.2–24~~ 1 *Dk(Teak) & 2nd dk in No.* 1 *hold*	1243 1138 684	✠100A1 Bom *n* 1,38~~,37~~ ~~BS10,37~~ ✠LMC ~~12,37~~ 1,39			CL 10,37	1913 11mo	AilsaS.B. Co.Ld Troon *Lloyd's A&CP*	Bombay S.Nav.Co. Ld.	225·0	34·1 BK8½′ *WB = FPT*24*t*	18·8	Bombay British 4 *BHCem* *APT*30*t*	T.3Cy.18½″,31″&52″–36″ (*s*) 200lb 193NHP 2SB,6*cf*,GS112,HS3064 Dunsmuir&JacksonLdGls	20 ″ 0 s 3 ″ 1½ 17 ″ 10	
76572 UOYR	**Irtish** (*ex*Sassenheim-34) 1 *Dk*	2158 1718 1226					1916	A.F.Smul-ders Schiedam	U.S.S.R.	268·9 P27′B78′F24′	42·1	18·1	Leningrad Russian *WB*	T.3Cy.20″,32″&52″–39″ 169NHP A.F.Smulders,Schiedam		
76573 122954 MCLW	**Irwell** *ss*Goo.2ndNo.3–4,31 *ss*Gms.No.1–36 1 *Dk(Iron-ptwd) & deep framing*	1040 887 441	✠100A1 Goo *p* 7,38 ~~1,37~~ BS4,38 ✠LMC1,36			OG 11,37	1906 6mo	Swan,Hun-ter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	London,Midland& ScottishRailway (Associated HumberLines,Ld. *Mgrs.*)	255·0 P38′B90′F32′ *Cell DB a48′uE81′* *f*110′175*t FPT*	36·1 FK	16·4 12*t APT*17*t*	Goole British 4 *BHCem*	T.3Cy.23″,38″&62″–42″ (*r*) 180lb 343NHP 2SB,8*cf*,GS144,HS5026 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	17 ″ 6 s 2 ″ 6 15 ″ 5	

1 Numéro d'Ordre — Numéro Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. — *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel — Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au tillac du navire. — Tirant d'eau correspondant.	15 Registre spécial
76574 216880 WADT	**Irwin** Ⓟ (*ex*SantaCecilia–36, *ex*Guatemala, *ex*SantaAna) D.F.	*ss*S.Fo.No.3–4,30 *Fitted for oil fuel* 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*)	4900 — 2900	✠ ... 2,36	SFo	*y*		1918 1mo	W Cramp& SonsS&EBCo Philadelphia	Merchants& MinersTransport-ationCo.	360·2 F *on Shelter dk* 40′ *Cell D* B294′ 870*t*	51·6 FK *FPI* 70*t*	33·5 *APT* 71*t*	Baltimore Utd. States *7 BII Cem*	Q4Cy25½″,37″,52½″&76″-54″ FD 633NHP 4SB,*12cf*,GS214,HS8923 W.Cramp&SnsS&EBCPhl	33 ″ 6	R †
76575 160271 ~~MBNK~~ VTFX	— Ⓟ *Fitted for oil fuel* 1 *Dk*&*Promenade dk*	TwinSc	970 801 377	...				1929	D&W Hen-dersn&Co.Ld. Glasgow	SouthIndianRly. Co.Ld.	250·0	38·1 FK	11·4	~~Glasgow~~ ~~British~~ Madras *WB* British	2 Steam Turbines SR geared to 2 Sc. Shafts 353NHP Yarrow&Co.Ld.Glasgow	12 ″ 0	
76576 8104 SKZU	**Isa** *Cruiser Stern* 1 *Dk*&*Shelter dk* *Strengthened for Navigation in Ice* *Part electrically welded including butts of shell&deck plating* *Rudder electrically welded*		1588 1301 797	✠100A1 Got Lkr *withfreeboard* 5,35 ~~7,36~~ 10,38 ✠LMC ...		*t*	CL 10,38	1936 9mo	Stettiner OderwerkeAG Stettin *Lloyd's SA&CP*	TrelleborgsÅngf. NyaAktieb. (JarlMalmros, *Mgr.*) *Interme diate B Hin forward* *Cell D B*245′554*t*	296·6 309·8 (o.l.) F22′ *B Hold dispensed with* *DTa* 9′ 60*t*	44·3 FK (*Coll* *DTa* 9′ 60*t*	13·8 *FPT*46*t*	Trelleborg Swedish *pt Cem* *B II to Sh dk* 3,, ,, 2nd ,, *APT*100*t*	T3Cy.16½″,26⅝″&43⅛″-31½″ &LP Turbine with DR gear-ing&hydraulic coupling (*s*) 2141b 176NHP 2SB,*4cf*,GS49,HS2201 FD StettinerOderwerkeA.G.	17 ″ 6 s ″2¾ 17 ″ 5	
76577 100707	**Isaac L. Elwood** GyC. *Mchy.Aft* 1 *Dk2trB*		5143 — 4018					1900	West Bay CityS.B.Co. W.BayCity	PittsburghS.S.Co.	478·0 Q72′B47′F30′	52·0	30·0	D'luth Min Utd. States *WB*	Q.4Cy.16½″,25½″,38½″&60″-40″ NB24 228NHP AmericanSB.Co.Cleveland		
76578 214669 WBCJ	**Isaac T. Mann** (*ex*Tidewater) D.F. Sub.Sig.	*ss*NNs.No.3–5,35 1 *Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	5266 4737 3354	✠100A1 Bos ~~1,38 10,27~~ 1,39 NNs BS~~5,37~~ ✠LMC5,35		*y*	CL ~~5,27~~ 1,39	1917 1mo	New York S.B.Corp. Camden,N.J. A&CP	PocahontasS.S. Co. *Cell D B*320′1832*t*	368·6 P27′B72′F31′ *FPT*220*t*	55·2 FK *APT*201*t*	30·5	Wilmgton (Del.) Utd. States *7 BHCem*	T.3Cy.24⅞″,41⅜″&70½″-46″ 195lb (*r*) 462NHP 3SB,*9cf*,GS154,HS6624 NewYorkSBCorp.Camden	34 ″ 5 s 7 ″ 8½ 26 ″11½	
76579 142658 GCVN	**Isabel Moller** (*ex*LoongHwa, *ex*Warenta,*ex*WarMango) 1 *Dk*(*Stl*) *Cruiser Stern*		2834 2262 1664	✠ 8,20 ✠	Bom	*t*		1918 9mo	W.Gray& Co.Ld. W Hartlepool	MollerLine,Ld. (Mollers' Ld. *Mgrs.*) *Cell D B*260′647*t*	303·0 P33′B81′F32′ *FPT*70*t*	43·1 FK	20·7	Shanghai British *6 BHpt Cem* *APT*60*t*	T.3Cy.22″,36″&59″-39″ 266NHP 2SB,*6cf*,GS124,HS4500 Cen.Mar.Eng.Wrks.WHpl	23 ″ 0	C †
76580 208911 KJNL	**Isabela** *ss*Mob.2ndNo.3–9,35 2 *Dks*(*Stl*)		3110 2890 1920	✠100A1 N Yk 6,38 ~~7,27~~ NOs ~~13,38~~ ✠LMC ~~6,35~~ 11,38		*u*	CL ~~11,35~~ 6,38	1911 8mo	Nwprt Nws S.B.&D.D.Co. Newprt News A&CP	Agwilines,Inc. (NewYork&Porto RicoS.S.Co. *Mgrs.*) *WB*=*Cell D Ba* 95′ *uE&B* 41′*f* 147′845*t*	335·0 318·1 (o.l.) FK	46·8	22·7	New York Utd. States *Cem* *4 BH to U dk* 1 ,, ,,2nd ,,	T.3Cy.21½″,36″&63″-42″ (*s*) ~~190lb~~ ~~180lb~~ 190lb 309NHP 3SB,*9cf*,GS184,HS5040 NewportNewsSB.&D D.Co	25 ″ 1 s 5 ″ 2¾ 20 ″ 1	
76581 FOKU	**Isac** D.F. *Well deck*	*ss*Nts.No.2–35 1 *Dk*(*Stl*) *Cargo battens not fitted*	2385 1775 1263	✠100A1 Ant 5,38 ~~6,27~~ Nts LMC 7,36 ~~12,38~~ ~~BS 8,37~~ 9,38		*s*	CL N66,36	1926 7mo	Ch.&Atel. deSt.Nazaire St.Nazaire *Lloyd's SA&CP*	Cie.Nantaise des Chargeurs de l'Ouest *Cell D Ba* ~~*q*~~*u E* 84′ *f* 99′392*t tanks*	269·5 Q&B162′F25′ *at sides of tunnel* 64′	41·9 FK	19·6	Nantes French *4 BHCem* *360t FPT72t*	T.3Cy.18⅜″,29 15/16″&49 3/16″-37⅛″ 185lb (*s*) 198NHP 2SB,*6cf*,GS117.HS8498 Etab.de laMarine,Indret	21 ″10 s 2 ″ 2 19 ″ 9	
76582 16295 MPZC	**Isadora** (*ex*S.N.A.2 *ex*Espelette) *ss*Bel.No.2–35 *Well deck*	*ss*Shl.No.3–8,26 1 *Dk*(*Stl*) *Cargo battens not fitted*	1212 856 673	~~✠100A1~~ Shl 7,36 ~~✠LMC~~ ~~MS6,35~~ ~~12,36~~		*n*	CL 7,36	1915 1mo	G. Brown & Co. Greenock *Lloyd's SA&CP*	S.&R.Steamships, Ld.(Stone&Rolfe, Ld. *Mgrs.*) *Cell D Ba* 60′ *u E* 15′ *f* 103′294*t*	235·0 Q166′F28′	33·2 FK	13·6	Belfast British *6 BHCem* *DTa* 12′ 167*t* *APT*32*t*	T.3Cy.16¾″,27½″&45″-33″ 180lb (*s*) 152NHP 2SB,*4cf*,GS82,HS2716 Ross&Duncan,Glasgow	15 ″ 9 ~~s 4 ″ 10~~ ~~15 ″ 0½~~	
76583 OYNU	**Isafold** (*ex*Orion–35) Wood		871 662 512					1909	O.B.Sören-sensVærft Arendal	A/SSkipafelagid Færöyar (Z.Niclasen, *Mgr.*)	183·0 Q61′B87*t* H11′F21′	29·9	17·2	Thorshavn Faroe Isds. Danish	T.3Cy.13⅜″,21″&36″-37″ 67NHP MossMek.Værks.Moss		
76584 DOGB	**Isar** Ⓟ D.F. E.S.D. 2 *Dks* *Ref.Mchy.* Sub.Sig. *Cruiser Stern*	4Mst	9026 8135 5637	~~✠~~ Lloyd's RMC2,38 ~~12,38~~				1929	Deutsche Schiff-u-Maschb A.G.Vulcan Hamburg	Norddeutscher Lloyd	521·0 P26′B&F469′ *Upper* F25′	63·5	31·0	Bremen German *WB*	T3Cy34½″52¾″&86⅝″-57 1/16″& LP Turbine with DR gear-ing& hydraulic coupling 1000NHP Vulcan Werke,Ham		G
76585 119 IBLQ	**Isarco** D.F. 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)	*ss*Gen.No.3–2,36	5915 5062 3768	✠100A1 Tri *Shelter dk* *withfreeboard* 4,~~38~~ ~~1,38~~ BS~~3,39~~ ✠LMC2,36 3,39		*y*	CL 3,38	1924 3mo	Stablimnto Tecnico Trieste *Lloyd's SA&CP*	"Italia"Soc.Anon. diNav. *Cell D B*338′ 1309*t D Ta*33′852*t*	405·6 390·0 Bon *Shelter dk* 125′ F36′	54·0 FK *FPT*102*t*	29·3 *APT*201*t*	Trieste Italian *Cem* *6 BHtoSh dk* 1 ,, ,, *U* ,,	T.3Cy.27″,42″&68″-48″ (*s*) 180lb HS7023 165NHP 3SB(Spt),*9cf*,GS158 FD StabilimentoTecnico,Tri.	32 ″ 0 s 6 ″ 8½ 25 ″ 6	
76586 XCID	**Isauro Alfaro Alijadores No. 1** (*ex*DosEquis–33, *ex*PerSkogland, *ex*Lambermont,*ex*CayoRomano, *ex*BargeP.D.11) *Fitted for oil fuel* 1 *Dk* Wireless *Mchy.Aft*		828 — 582					1918 *Rebuilt* 1921 *by*	Nof Ireland S.B.Co.Ltd. Londonderry Ateliers deRé	GremioUnidodo Alijadores,S.C.de R.L. parations Industri	180·0 F28′ elles&Navales Nep	31·2	13·0	Vera Cruz Mexican *WB* tune Soc.An	T.3Cy.13″,23″&37″-26″ 70NHP Cooper&Greig,Dundee on.Antwerp		
76587 LEEK	**Isbjörn** Wireless 1 *Dk*		579 470 295	...				1907	Fevigs Jernskibsbyg Fevig	D/S A/S Isbjörn (P.Smedvig)	169·5 B48′F22′	27·1 FK	14·0	Stavanger Norwegian *WB*	T.3Cy.12″,20″&32″-24″ 70NHP Richardsons,Westgarth& Co.Ld.Mdb.	14 ″11	N †
76588 463 IBEQ	**Ischia** (*ex*Navarino–36) D.F. 2 *Dks*(*M Stl Upt Irn&pt Stl*) &*deep framing*	*ss*Lth.2ndNo.3–7,33	5101 4872 3235	✠ ... 5,37 ✠	Ant	*z*		1907 2mo	W. Hamil-ton&Co.Ld. PortGlasgow	A.Lauro *Cell D Ba* 133′	414·0 400·1 P34′B121′F35′ *uE* 23′*f* 171′1060*t A*	52·0 FK	28·2	Naples Italian *6 BHCem* *PT*49*t*	T.3Cy.26″,44″&73″-48″ 429NHP NDB16*refitted*23 3SB,*9cf*,GS173,HS6687 D.Rowan&Co.Glasgow	31 ″ 0	I †
76589 27910 JOXA	**Ise Maru** (*ex*Naderi,*ex*Aviemoor) *Turret deck* 1 *Dk2trB*		3800 3166 2907					1902	W.Doxford &Sons,Ld. Sunderland	NaigaiKisenK.K.	342·0	46·6	24·7	Amagasaki Japanese *WB*	T.3Cy.26″,42″&68″-42″ 300NHP W Doxford&Sons,Ld.Sld.		C
76590 25709 JUQH	— WoodAuxBkn 1 *Dk*		509 — 370					1919	.....	KawasakiShoji GoshiKaisha	135·1	33·1	16·1	Toba Japanese	C.2Cy.15⅜″&29½″-18″ 28NHP OnoSeikichi,Osaka		
76591 OYKT	**Isefjord** Ⓟ (*CarFerry*) *Oil Eng.* Wireless D.F. 1 *Dk*	TwinSc	622 463 375					1935	A/S Aalbrg Msk.ogSkibs. Aalborg	A/S Grenaa-Hundested Færgefart(J.P. Pedersen, *Mgr.*)	185·9	35·3	11·6	Grenaa Danish *WB*	Oil Engines 2S.C.SA 12Cy.15⅝″-16⅞″ 499NHP A/S "Völund" Cpn.		V

Sunk by port by Aircraft 6,38

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not to L.R. Date of transfer.
76592 363 IBMQ	**Iseo** (*ex* Brenta, *ex* WarShell) *ss* Gen. No. 3–9,31 *ss* Tri. No. 1–36 *Well deck* 1 *Dk (Stl)* *& Platform dk in holds*	2366 1766 1349	✝100A1 ~~2,26~~ LMC MS8.35 ~~S4.36,38~~ *Fitted for oil fuel* 5,33	Tri	*s* CL 2,38 F.P. *a*		1918 7mo	W. Gray & Co. Ltd. W Hartlepool	"Adriatica" Soc. Anon. di Nav. *Lloyd's SA&CP above* 150° F. *Cell D*	297·9 P28' Q69' B66' F32 *B228' 575t FPT 107t*	42·0 FK	19·1 *APT 228t*	Trieste Italian 7 *BHp tCem*	T.3Cy. 22", 36" & 59"–39" (*s*) 180lb 266NHP 2SB. 6*cf*, GS 124, HS 4500 Cen. Mar. Eng. Wrks. W Hpl	21 " 2 s 2 " 1½ 19 " 3	
76593 DHMR	**Iserlohn** D.F. Sub. Sig. 1 *Dk*	3704 3317 2145					1922	Frd. Krupp Act. Ges. Kiel	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	338·7 P&B 220' F42'	47·7	26·2	Hamburg German *WB*	T.3Cy. 23⅝", 39⅜" & 65⅜"–45⅛" 290NHP Frd. Krupp A.G. Kiel		G
76594 ~~sjsd~~ JEKB	**Ishin Maru** (*ex* Baron Napier) ~~**Ishin Maru**,~~ *see No. 88512 in Suppl.* 2 *Dks*	4955 ~~4584~~ 3137					1909	Napier & Miller, Ld. Glasgow	Kyowa Kisen K.K.	400·3 P40' B117' F45'	52·3	27·4	Takasago Japanese *WB*	T.3Cy. 27", 43" & 72"–48" 359NHP Dunsmuir & Jackson Ld. Gls		C
76595 20601 JLJE	**Ishiyama Maru No. 2** (*ex* Shunryu Maru) 1 *Dk*	338 280 181					1917	Shikabayashi Magojiro Osaka	Tabuchi Iwataro	125·9	23·8	13·7	Sano Japanese	T.3Cy. 8", 12½" & 21¾"–16" 19NH Imada Yoshigoro, Osaka		
76596 203364 KFLL	**Ishpeming** D.F. *Mchy. Aft* 1 *Dk*	7015 — 5592					1906	Gt. Lakes Eng. Works Ecorse, Mich.	Cleveland-Cliffs S.S. Co. (Cleveland-Cliffs Iron Co. *Mgs.*)	530·0	56·2	32·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy. 28", 37" & 63"–42" 257NH Gt Lakes Eng. Wks. Detroit		R
76597 14509 JDYM	**Isikari Maru** D.F. *Cruiser Stern* 2 *Dks*	3260					1938	Tama S.B. Co. Ltd. Tama	~~Kyoritsu Kisen K.K.~~ Hokkaido Tanko K.K	330·0 P29' B100' F27'	47·0	25·0 *WB*	Tokyo Japanese	T.3Cy. 19½", 30, ⅝" & 55⅛" –39⅜" & exhaust turbine driving steam compressor 191 ~~288~~ NHP Tama S.B. Co. Ltd. Tama		
76598 163205 GWRG	**Isipingo** Ⓟ Twin Sc *ss* Cal. No. 1-37 *Oil Eng.* *Ref. Mchy.* 2 *Dks (Stl Weather dk–ws)* 3 *rd Dk (Stl) in Nos. 1, 2, 3 & 4 holds* D.F. E.S.D. *Cruiser Stern*	7069 5944 4312	✝100A1 *with freeboard* ~~8,36~~ 9,39 ~~DBS 7,34~~ 8,39 ~~Lloyd's BM 8,32~~ 8,39 for temp. 33° F. *Carrying Vegetable or fuel oil*	Cal	*a*† CL 3,38 *F.P. above* 150° F. *in deep tanks*		1934 2mo	Workman Clark (1928) Ld. Belfast *Lloyd's SA&CP*	Bank Line, Ld. (A. Weir & Co. *Mgrs.*) *Cell D B346*	403·5 F44' 1155t *MTs* 27' 1089t *FPT*	57·2 FK	32·4 65t *APT* 161t	Belfast British *7 BH*	Oil Engines 2S.C.SA 12Cy. 23½"–40½" 1165NHP DB *100lb* Workman Clark (1928) Ld.	37 " 0 s 12 " 2½ 25 " 3	
76599 UOAD	**Iskra** Sub. Sig. 1 *Dk*	2513 1980 1887			...		1928	Baltic S.B. & Eng. Wrks. Leningrad	U.S.S.R.	283·8 P20' B72 F32'	43·0 FK	20·6 *WB*	Leningrad Russian	T3Cy 17⅛" 29½" & 48⅞"–35⅞" 193NHP Baltic S.B. & Eng Wrks. Len	22 " 8	
76600 EAPE	**Isla de Gran Canaria** Ⓟ (*ex* Mar Adriatico) *ss* Val. No. 3–11,33 1 *Dk (Stl)* *& Shelter dk (Stl)* *2nd dk in Nos. 1 & 2 holds* *Ref. Mchy.* *Longitudinal framing in double bottom*	5121 4201 3113	✝100A1 *Shelter dk* *with freeboard* ~~DS12,36~~ 11,36 ~~Lloyd's BM C6,33~~ No later survey reported *Fitted for oil fuel* 11 21 *F.P. above* 150° F.	Bel	*x* CL 11,36		1921 11mo	Soc. Española de Const. Naval Bilbao *Lloyd's SA&CP* *Cell D B* 314' 749t *FPT*	Cia. Trasmediterranea	357·6 P28' B123' F32' *on Shelter dk* 63t *APT* 140t	48·1 FK	31·5	Valencia Spanish *Cem* 6 *BHto Sh dk*	T.3Cy. 27", 44" & 73"–48" (*s*) 180lb 500NHP 1SB. *12cf*, GS 247, HS 9064 J.G. Kincaid & Co. Ld. Grk.	33 " 11 s 8 10½ 25 " 8½	
76601 EEWR	**Isla de la Gomera** (*ex* Magurio–35, *ex* Nadir) *ss* Bbo. No. 3–6,32 *Well deck* 1 *Dk (Stl)* *Mchy. Aft* *Cargo battens not fitted*	549 372 316	✝100A– 8,35 ~~NB6,19~~ LMC6, ~~NE98 refitted 19~~ BS8,35 NO LATER SURVEY REPORTED	Bbo	*h* 8,35		1919 5mo	Echevarrieta y Larrinaga Cadiz	J. Padrón Saavedra (A. Padrón Saavedra, *Mgr.*) *Cell D B f* 92' 1	164·0 Q94' B11' F25' 8K7" 36t *FPT* 43t *APT* 77t	26·2	10·3	Santa Cruz de Tenerife Spanish *Cem* 3 *BH Cem*	T.3Cy. 22" & 35"–27" (*s*) 180lb 84NHP 1SB. 2*cf*, GS 41, HS 1505 Muir & Houston, Ld. Gls.	12 " 10 s 4 " 0½ 13 " 1½	
76602 EAPF	**Isla de Tenerife** Ⓟ (*ex* Mar Negro) *ss* Val. No. 3–6,33 *ss* Bbo. No. 1–37 1 *Dk (Stl)* *& Shelter dk (Stl)* *Ref. Mchy.* 2nd *dk in Nos. 1 & 2 holds* *Longitudinal framing in double bottom*	5115 4201 3109	NO LATER SURVEY REPORTED ✝100A1 *Shelter dk* *with freeboard* 7,38 ~~12,37~~ LMC12,3 *Fitted for oil fuel* 9 21 *F.P. above* 150° F.	Bbo	*x* CL 12,37		1921 8mo	Soc. Española de Const. Naval Bilbao *Lloyd's SA&CP*	Cia. Trasmediterranea *Cell D B* 314' 749t *FPT*	357·6 P29' B75' F32' *on Shelter dk* 63t *APT* 140t	48·1 FK	31·5	Valencia Spanish *Cem* 6 *BH to Sh dk*	T.3Cy. 27", 44" & 73"–48" (*s*) 180lb 601NHP 3 Water Tube Boilers HS 9636 FD J.G. Kincaid & Co. Ld. Grk.	33 " 11 s 8 " 10½ 25 " 3½	
76603 163541 VWJC	**Islami** Ⓟ *ss* Bom. No. 1-3 2 *Dks* *& Shelter dk* *Cruiser Stern*	5879 4755 3617	✝100A1 *with freeboard* 12,3 ~~13,00~~ LM	Bom	CL N12,37		1934 11mo	Lithgows Ld. Port Glasgow *Lloyd's SA&CP*	~~Bombay & Persia Stm. Nav. Co. Ltd.~~ Mogul Line, Ltd. *Intermediate BH* *Cell D B* 346' 1384t	408·9 *Dispensed with* *FPT* 152t *APT* 192t	56·2 *Coll BH to Sh dk* 5 " " 2nd "	26·6	Bombay British *pt Cem* *BH to Sh dk*	T.3Cy. 24½", 41" & 70"–48" (*s*) 220lb *110lb* 517NHP 3SB. *9cf*, GS 163, HS 7425 FD Rankin & Blackmore Ld Grk	29 " 0 s 3 " 5½ 25 " 9½	
76604 LEYM	**Island** (*ex* Steinmann–35, *ex* Fundus, *ex* Benton, *ex* Kilchattan) 1 *Dk*	638 500 266			...		1918	Cook, Welton & Gemmell Ld. Beverley	A/S Ryvarden (F.N. Nordbö A/S, *Mgrs.*)	174·9 B57t H14t	29·9 FK	15·7 *WB*	Haugesnd Norwegian	T.3Cy. 16", 26" & 44"–26" 94NHP Amos & Smith, Ld. Hull	16 " 6	N †
76605 160634	**Island King** Ⓟ (*ex* Columba, *ex* Granit) *Oil Eng.* *ss* Vcr. No. 3–1,36 *Mchy. Aft* 1 *Dk (Stl)*	591 460 291	100A1 1,39 ~~1,38~~ ~~NE4,30~~ ~~DBS 1,39~~ 1,39	Vcr	OG ~~1,36~~ N1,39 ✝LMC 1,36		1920	Trosvik Mek. Verks Brevik *Lloyd's SA&CP*	British Columbia Cement Co. Ld.	165·1 P61' F25' *Cell D B* 101' 135t *FPT*	28·2 FK	12·4 54t *APT* 87t	Vict'ria BC British 3 *BH Cem*	Oil Engines 4S.C.SA 6Cy 13½"–20½" 106NHP 2 DB *100lb* NDB(F)30 Union Diesel Engine Co Oakland, Cal	14 " 6 s 1 " 2 13 " 6	
76606 163464 MBVC	**Island Queen** *ss* Shl. No. 1–38 *Well deck* E.S.D. D.F. 1 *Dk* *Mchy. Aft* *Cargo battens not fitted* Wireless	779 573 430	✝100A1 7,38 ~~1,37~~ Lon Shl LM 7,38	Lon	*k* OG ~~8,35~~ 7,38		1934 5mo	Burntisland S.B. Co. Ld. Burntisland *Lloyd's SA&CP*	British Channel Islands Shipping Co. Ld.	195·0 B14' Q110' F25' BK7" *Cell D B* 124' 196t *FPT* 57t	30·7	12·4 *APT* 34t	London British 3 *BH Cem*	T.3Cy. 14", 24" & 40"–27" (*s*) 200lb 112NHP 1SB, 3*cf*, GS 58, HS 1958 D. Rowan & Co. Ld. Gls.	14 " 6 s 4 " 2⅜ 14 " 6½	
76607 Bremerhaven	**Island Trader** (*ex* Bremerhaven–37, *ex* Bremerhaven, *see No. 87202 in Suppl.*) Sub. Sig. Wireless 2 *Dks*	1598 1888 959					1920	Bremer Vulkan Vegesack		237·8 H14' B37' F31'	35·9	19·5 *WB*	German	T.3Cy. 16⅛", 26½" & 44⅛"–29½" 106NHP Bremer Vulkan, Vegesack		G
76608 161325 ~~GPLS~~	**Islander** Twin Sc Wireless *ss* Sng. No. 2–37 ~~*1 Dk (Stl–teak s'ld)*~~ ~~*Shade dk (Stl–teak s'ld)*~~ 1 *Dk* *Shelter dk*	1598 1133 760	✝100A1 *with freeboard* 3,39 ~~11,36~~ BS 11,36 ✝LMC 10,37 *Fitted for oil fuel* 11 29 *F.P. above* 150° F.	Sng	CL 10,37		1929 11mo	Grngemth Dkyd. Co. Ld. Grngemouth *Lloyd's SA&CP*	Christmas Island Phosphate Co. Ld.	240·0 253·9 (O.L.) *(Coll BH to Shltr dk 5 BH to 2nd dk)* *Cell D B* 169' 401t *FPT* 67t	41·9 FK	14·9 *APT* 180t	Singapore British 6 *BH pt Cem*	T.6Cy. 13", 21½" & 36"–27" (*s*) 190lb 211NHP 2 Water Tube Boilers HS 1068 Plenty & Son, Ld. Newbury	17 " 3 s " 4½ 17 " 0½	
76609 KZBX	**Islas Filipinas** (*ex* Bunuan, *ex* Bawean) *Well deck* Wireless 1 *Dk 2 tr B*	1068 — 649			...		1886	J. Laing Sunderland	Cia. Maritima (Fernandez Hnos. Inc. *Mgrs.*)	210·0 P140' F32'	30·5 FK	13·8	Manila Utd. States	T.3Cy. 19", 31" & 51"–33" 149NHP G. Clark, Sunderland	14 " 7	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. Rnt=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	Registre
76610	**Islas Visayas** (*ex*Visayas, *ex*Andres, *ex*Illaroo)		516 — 283	✠ 1,85	Nwc	*i*		1884 12mo	Wigham Richrdsn&Co Newcastle	CebuNav.Co.	166·2 Q21'B15'F25'	25·9	14·1 *DB a36'f18'58t*	Cebu Utd.States	C.2Cy.23"&44"–33" 93NHP WighamRichrdsn&CoNwc	15 " 2	
76611 1616 GQYJ	**Isle of Guernsey** Ⓟ **TwinSc** E.S.D. *Fitted for oil fuel* D.F. *CruiserStern* 2*Dks*		2143 1124 862					1930	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	296·5 B148'	42·1	14·2 *WB*	S'thamptn British	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		
76612 1616 GRBQ	**Isle of Jersey** Ⓟ **TwinSc** E.S.D. *Fitted for oil fuel* D.F. *CruiserStern* 2*Dks*		2143 1124 864					1930	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	296·5 B148'	42·1	14·2 *WB*	S'thamptn British	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		
76613 161741 GTSR	**Isle of Sark** Ⓟ **TwinSc** E.S.D. *Fitted for oil fuel* D.F. *CruiserStern* 2*Dks*		2211 1127 876					1932	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	296·7 B147'	42·1	13·9 *WB*	S'thamptn British	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		
76614 148630 GLMT	**Isle of Thanet** Ⓟ **TwinSc** *Fitted for oil fuel* *CruiserStern* 2 *Dks*, 3rd *dk in holds*		2701 1533 1105					1925	W.Denny& Bros.Ld. Dumbarton	SouthernRailway	329·5	45·1	17·1 *WB*	London British	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		
76615 EAOS	**Isleño** Ⓟ (*ex*PrincessAlice) **Iron**		606 — 281					1866	Tod& McGregor Glasgow	IsleñaMaritima, S.A.	194·0 Q31t	28·0 F20t	15·1	Palma Spanish	C.2Cy.22"&42"–42" NE83 NB98 95NHP Barclay,Curle&Co.Gls.		
76616 ~~14[illegible]~~ GSTC	**Isleworth** *ss*Nwc.No.2–37 D.F. 2*Dks*(*Stl*)		4919 4615 3054	✠100A1 ~~11,37~~ 11,38 BS11,38	Nwc Hul LMC4.37	*z*	CL 5,37	1928 10mo *Lloyd's*	Cowpen D. &S.B.Co.Ld Glasgow	~~Dalgliesh Steam Shipping Co. Ltd.~~ (R.S. Dalgliesh Ltd. *Mgrs.*)	400·2 P35'B262'F47' *SA&CP*	54·2 FK *Cell DB340'1148t FPT*	26·5	Pnamanian 6*B Hpt Cem* 132t *APT25t*	T.3Cy.27",44½"&73"–48" (*s*) 180lb 507NHP 3SB,*9cf*,GS178,HS7413 FD Blair&Co.(1926)Ld.Stk.	29 " 0 s 4 " 0 25 " 2½	
Now "Maria," see No. 89125 in Supplement																	
76617 236 SVCS	**Ismini** (*ex*Skra, *ex*DimitriosPateras, *ex*Lyell) *ss*Pir.3rdNo.3–7,27 *ss*Pir.No.1–32 1 *Dk*(*Stl*)&*Web frames*&*pt Awng dk*(*Irn*)		239 1845 1534	✠ — 11,36	Pir	*s*		1890 6mo	Bartram, Haswell&Co Sunderland	Ismini,S.S.Co. (N.D.Cotzias, *Mgr.*)	300·0 P30'Q80' *DBss*	39·0 *pt Awng dk* 189' *f*120'430t	20·3 FK *APT32t*	Piræus Greek *6BHpt Asp pt Cem*	T.3Cy.22",36½"&60"–42" NDB03 243NH 2SB,*6rf*,GS100,HS3800 J.Dickinson,Sunderland	21 " 7	
76618 99 SZJX	— (*ex*S.Raissis, *ex*SeaNymph) *Mchy.Aft*	**Iron3Mst** *ss*Nwc.2ndNo.3–7,03 1 *Dk*	314 170 129	✠ 10,08	Nwc	*c*		1878 10mo	A.Leslie& Co. Newcastle	E.&A.Fouskas	120·3 Q56 F13'	20·7 BK6½'	9·7 *4BHCem WB=FPT*	Piræus Greek	C.2Cy.18"&32"–24" NB86 43NHP 1SB,*2pf*,GS13,HS790 NDB88 N.E.MarineEng.Co.Ld.Sld.	10 " 6	
76619 146428 EIJF	**Isolda** Wireless **D.F.** Sub.Sig.	**TwinSc** *Fitted for oil fuel* 1 *Dk*	734 607 266			...		1928	Dublin Dyd.Co.(Vickers,Ireland) Ld. Dublin	Commissioners of IrishLights	198·3 B78'F30'	32·4 FK	13·9 *WB*	Dublin British	T.6Cy 14",23"&38"–27" 203NHP W.Beardmore&Co.Ld.Gls	15 " 9	
76620 98 IBRQ	**Isonzo** (*ex*IsonzoII., *ex*Isonzo) *ss*Mfl.No.3–4,34 D.F. 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.*		5441 5022 3428	✠100A1 *Shelter dk with freeboard* 3,39 ~~11,37~~ ~~[illegible]~~ Lloyd's RMC3,39 *Carrying Vegetable oil in deep tank*	Tri BS11,38 MS5,38 LM ~~[illegible]~~	*y*	CL ~~10,35~~ 11,38	1921 5mo	Cant.San RoccoS.A. Trieste A&CP	LloydTriestinoSoc. Anon. di Nav.	404·1 Q56 F13' *Cell DB337'1300t*	53·9 FK	29·0 *FPT114t APT244t MT35'1011t*	Trieste Italian *Cem 2BHtoSh dk* " " " *U* "	T.3Cy.27",42"&68"–48" (*s*) 180lb FD 465NHP 3SB(Spt)*9cf*,GS158,HS702: StabilimentoTecnico,Tri.	32 " 0 s 7 " 5½ 24 " 9	
76621 EERR	**Isora** (*ex*Axpe) *ss*LaP.No 1–38 *ss*LaP.No 3–2,33 *Well deck* 1 *Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*		316 ~~198~~ 117	✠100A ~~2,38~~ 9,38 LMC 2.58 ~~M[illegible]~~	LaP Cdz	*w*	CL ~~3,38~~ ~~9,15~~ 9,38	1920 9mo	Mutiozabal &Fernandez Bilbao	A.RodriguezLopez —	120·0 Q46'B9'F21'	22·0 FK	8·8	Teneriffe Spanish	T.3Cy.10",16"&26"–18" (*s*) 180lb 43NHP 1SB,*2pf*,GS32,HS880 Soc.Española deConst Nav	9 " 9 s " 6½ 9 " 5	
76622	**Ispolkom** (*ex*NijniNovgorod)		3230 2915 2282	✠ 2,91	Nwc			1891 2mo	Armstrong Mitchell& Co.Ld. Newcastle	U.S.S.R.	324·5 B86'F37' *Cell DB270'586t*	40·6 FK	27·5 *APT20t*	Leningrad Russian	T.3Cy.25",41"&67"–42" NB00 NDB93 303NHP N.E.MarineEngCoLd.Nwc		
76623 29897 JRQB	**Issei Maru**	1 *Dk*	1865 1552 1068					1929	Uraga Dock K.K. Kobe	FusoKaiunK.K. (YamashitaKisen K.K., *Mgrs*)	271·0	40·0	20·7	Kobe Japanese	T.3Cy.18",29½"&50"–39" 158NHP UragaDck.K.K.,Uraga		
76624 107 JLRG	**Isshin Maru** Wireless *Mchy.Aft* 1 *Dk*&*2nd dk in No.2 hold*		1441 1229 814			...		1914	Osaka Iron Works Osaka	DairenKisenK.K.	245·7 P54'B15'F30'	36·9 FK	15·9 *WB*	Dairen Japanese	T.3Cy.16",27"&45"–30" 147NHP OsakaIronWorks,Osaka	18 " 3	
76625 14360	**Issin Maru**		493 458 338					1911	Harada Shoko Osaka	Amagasaki Kisenbu GomeiKaisha	167·6	22·1	17·0	Nishino-miya Japanese	C.2Cy.15"&30½"–20" 35NHP AmagasakiIsaburo,Osaka		
76626 217292 WKD	**Isthmian** (*ex*Willkeno–37, *ex*EasternLight) D.F. 1 *Dk*&*Shelter dk*&*Web frames*	*Fitted for oil fuel*	6473 — 4117			...		1918	Osaka Iron Works,Ld. Osaka	American-HawaiianS.S.Co.	415·1 P33'B148'F45' *Shelter dk*	55·7 FK	32·0 *on WB*	New York Utd.States	T.3Cy.27",45"&75"–51" 553NHP OsakaIronWrks,Ld.Osaka	34 " 8	R †
Now "Illinoian," see No. 85520 in Supplement																	
76627 TCBS	**Istikbal** (*ex*Elpidophoros, *ex*Strathallan) *ss*Pir.2ndNo.3–5,17 *ss*Syra.No.2–25 1 *Dk*(*Stl*)&*pt Awng dk*(*Stl*)*deep framing*		2404 — 1518	✠ 6,30	Ist	*s*		1890 7mo	Russell& Co. Greenock	HüseyinAvni Sohtorik	293·8 P24'Q86'B118' *Cell DB242'*	40·2 FK	18·3 *5BHCem 505t APT54t*	Istanbul Turkish	T.3Cy.22½",35½"&58½"–39" NDB12 274NHP 2SB,*6pf*,GS90,HS5472 J.Howden&Co.Glasgow	20 " 9	I †
76628	**Istmo** (*ex*Sirona–33) *ss*Got.No.3–4,20 *Mchy.Aft* *ss*Crs.No.3–3,38 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed'88*		437 ~~334~~ ~~224~~ 607 569 421	✠100A1 *Shelter dk with freeboard* ~~3,35~~ ~~3,38~~ MS9.37 *Fitted for oil fuel* 9,33	Crs LMC ~~MS[illegible]~~	*h*	OG ~~N5,38~~ 4,39 4-10,38 *F.P. above* 1	1915 7mo *Lloyd's*	Aktieb. Lödöse Varf Lödöse	ElliotShipping& LandCo.,Inc. (HansElliot, *Mgr.*) *Cell DBu*	152·9 P36'H36t F26' *E13'f103'148t*	28·0 FK *FPT*	9·7 16·0 *3BHCem 19t APT7t*	Panama Pnamanian	C.2Cy.14⅜"&32½"–21⅝" (*s*) 135lb 50NHP 1SB,*2cf*,GS29,HS880 Aktb.Lödöse Varf,Lödöse	18 " 9 s 6 " 10½ 12 " 0	
76629 YTBN	**Istok** (*ex*MongolianPrince, *ex*Verdala) *ss*Rot.2ndNo.3–3,37 2 *Dks*(*Stl*)		5904 5494 3713	✠100A1 ~~10,~~ ~~3,38~~ LMC ~~MS[illegible]~~ BS11,36 3,38	Rot Ant	*a* †	CL N2,37	1913 4mo *Lloyd's*	Russell& Co. PortGlasgow	Jugoslavenski Lloyd a.d.	423·5 438·0(O.L.) P44'B123'F43' 1 *Intermediate BH &* 2 *'tween dk B Hds*	56·0 FK 4*B H to Upr dk* 2*B H to 2nd dk* *Cell DBa132'*	28·7 dispensed with *only* *uE24'f186'*	Dubrovnik Yugoslav *Cem*	T.3Cy.27",45"&75"–48" (*s*) 180lb 537NHP 3SB,*9cf*,GS171,HS7890 FD Rankin&Blackmore,Grk. 1243t *DTa36'1120t APT32t*	31 " 4 s 6 " 2½ 25 " 4	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or last explored. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Entered in which Classed list of Trawlers
76630 IBTQ	**Istria**	*ssGen No.3–6 34*	5416 4983 3405	✝100A1 *Shelter dk with freeboard* 2,389 9,37	Gen	*y*	CL 4,35 3,38	1921 6mo	Stabilmnto Tecnico Trieste A&CP	"Italia" Soc. Anon. di Nav.	404·1 | 58·9 | 29·5 514 FK *Cell DB337'1300t*			Genoa Prietto Italian	T.3Cy.27",42"&68"–48" (s) 180lb FD 465NH 3SB(Spt)9cf,GS158,HS7022 StabilimentoTecnico,Tri.	32 ″ 0 s 7 ″ 5½ 24 ″ 9	
	D.F.	*1 Dk(Stl)&Shelter dk(Stl)*		BS4,38 LMC							*FPT114t APT244t*			*2 B Hto Sh dk* 1 ″ ″ U ″			
		Fitted for oil fuel 8,29					*F.P. above*										
76631 EAJR	**Ita** (*ex*Sardinero–34,*ex*EspañaNo.1, *ex*Eriphia)	*1 Dk*	2562 — 1813					1902	Act.Ges. "Neptun" Rostock	Federico G.-Fierro	291·0 | 41·2 | 17·6 P30'B171'F35'			Gijon Spanish *WB*	T3Cy.20⅝"35 7/16"&55⅛"–35 7/16" 180NHP A.G."Neptun," Rostock		V
76632 PUKA	**Itabera** (P)	TwinSc	2162 1653 1201	✝ A– *with freeboard* 1,3 9,37	Rio		OG SN9,37 CL	1916 11mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira	287·8 | 43·2 | 17·6 F45'			R.Janeiro Brazilian	T.6Cy.16",26"&42"–30" (s) 180lb 275NH 2SB,6cf,GS138,HS5140 AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
	Ref.Mchy.	*ssRio.No.3–6,26* *ssRio.No.2–35* *1 Dk(Stl–teak s) &pt2nd dk*									*Prom.dk192' FK Cell Ba76'152t FPT26*			*5 B H Asp 1 PT27t*			
		South American Coasting Service, Bahia Blanca & Trinidad															
76633 PUKB	**Itagiba** (P)	TwinSc	*2169 1659 1221*	✝ A– *with freeboard* 8,38 7,37	Rio		OG P7,37 SN7,37 8,38	1913 6mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira	288·3 | 43·2 | 17·6 F45'			R.Janeiro Brazilian	T.6Cy.16",26"&42"–30" (s) 180lb HS6041 304NH 2SB&1AuxSB,8cf,GS169, AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
	Ref.Mchy.	*1 Dk(Stl–teaks)&pt2nd dk*		BS7,37 LMC5,36							*Prom.dk192' FK WB=Cell DBa76'152t FPT*			*5 B H Asp 26t APT27t*			
		South American Coasting Service, Bahia Blanca & Trinidad															
76634 PUKC	**Itaguassu**	TwinSc *Oil Eng.*	1928 1660 1146	✝ A1 *with freeboard* 7,36	Rio	*s*	OG 5,36 7,38	1923 5mo	Lage Irmaos Rio deJaneiro	Cia.Nacional de Nav.Costeira	288·0 | 43·2 | 17·4 P31'F39'			R.Janeiro Brazilian	Oil Engines 2S.C.SA 8Cy.14½"-26" 310NH SulzerFrères,Winterthur	18 ″ 9 s 4 ″ 1 15 ″ 0	
	Ref.Mchy.	*1 Dk(Stl–ws)&pt2nd dk*		LMC5,34 LMC(M)7,36					*Lloyd'sA&CP*		*Cell DBa76'152t Tank*			*5 B H Asp in tunnel 10t*	*FPT49t APT38t*		
		South American Coasting Service, Bahia Blanca & Trinidad															
76635 PUKZ	**Itahite** (P)	TwinSc	4998 3521 3012	✝ 100A– *with freeboard* 8,38 5,37	Rio		OG PN4,37 S4,37	1928 9mo	Chant.de Normandie Rouen	Cia.Nacional de Nav.Costeira	371·4 | 52·1 | 24·8 P56'F78'			R.Janeiro Brazilian	T6Cy22 3/16",36⅜"&57 1/16"–39⅜" 1801b (s) 625NH 4SB,12cf,GS232,HS9726 FD Ch.&Atel,deSt.Nazaire	26 ″ 9 s 6 ″ 7 20 ″ 7	
	Ref.Mchy. D.F.	*2 Dks(Stl–Weather dk teak s) 3rd dk(Stl) in Nos. 1 & 2 holds*		LMC5,37 LMC6,38							*Cell DB321'761t*			*7 B Hpt Asp*	*Tanks in way of tunnels 131t FPT36t APT51t*		
		Fitted for oil fuel 9,28					*F.P. above*										
76636 PUKD	**Itaimbe** (P)	TwinSc	4993 3479 2941	✝100A– *with freeboard* 12,38 8,37	Rio		OG P4,38 SN6,38	1927 3mo	Ch.&Atel. deSt.Nazaire St.Nazaire	Cia.Nacional de Nav.Costeira	373·7 | 52·0 | 24·3 P56'F82'			R.Janeiro Brazilian	T.6Cy.22 7/16",34⅝"&57 7/16"– 39⅜" 180lb (s) 625NH 4SB.12cf.GS232,HS9726 FD Ch.&Atel.deSt.Nazaire	26 ″ 9 s 6 ″ 7½ 20 ″ 7½	
	Ref.Mchy.	*2 Dks(Stl–Weather dk teak s) 3rd dk(Stl) in Nos. 1 & 2 holds*		LMC MS5,35 BS3,36							*Cell DB321'794t FPT*			*7 B Hpt Asp 36t APT51t*			
		Fitted for oil fuel 3,27					*F.P. above*										
76637 PUKE	**Itaipava** (*ex*Ondina)	Wireless	*904* 744 707					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	230·7 | 33·2 | 13·7			R.Janeiro Brazilian	T.3Cy.16",26"&48"–30" NB03 101NH Scott&Co.Greenock		
76638 PUKF	**Itaituba** (*ex*Coritiba)	Wireless	*913* 743 717					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	230·7 | 33·2 | 13·7			R.Janeiro Brazilian	T.3Cy.16",26"&48"–30" 101NHP Scott&Co.Greenock		
76639 IBWC	**Italia** (P)	TwinSc *Fitted for oil fuel*	5203 319 2964					1905	N.Odero &Co. Genoa	Lloyd Triestino Soc.Anon. di Nav.	393·7 | 47·8 | 27·0 P65'B150'F30'			Trieste Italian	T.6Cy.23⅝",38"&63"–47⅛" 545NHP N.Odero&Co.Genoa		I
	D.F.	*3 Dks*															
76640 GFDW	**Italian Prince** (*ex*Lancastrian Prince)	*ssHul.No.3–7,33 ssBry.No.1–37* *1 Dk(Stl)&Shelter dk(Stl) Cruiser Stern*	3478 2897 1782	✝100A1 *Shelter dk with freeboard* 3,38	Hpl	*x*	CL 3,38	1921 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Furness Line.Ld. (Furness,Withy& Co.Ld.*Mgrs.*)	363·3 | 52·1 | 22·2 381·8(o.L.) F68'*on Shelter dk*			London British	T.6Cy.26",43"&73"–48" (s) 180lb HS8166 538NHP 3SB(2Spt)9cf,GS192, FI Richardsons,Westgarth& Co.Ld.Sld.	24 ″ 9 s 2 ″ 8¾ 22 ″ 8	
		Fitted for oil fuel 5,21					*F.P. above*	*Lloyd'sA&CP*		*Cell DB284 1363t*	*FPT145t APT43t*			*Cem 5 B H to Sh dk 5 ″ ″ U ″*			
76641 IBJQ	**Italo Balbo** (*ex*AvonCliff–37, *ex*Lomas–36,*ex* Brazilier) E.S.D.	*ssNpt.No.3–2,32 ssHul.No.1–37* *1 Dk(Stl)*	5114 4709 3103	✝100A1	Rot	*y*	CL 12,37	1919 5mo	Fairfield S.B.&E.CoLd Glasgow	Soc.Anon. EmanueleV.Parodi	413·2 | 52·3 | 28·4 P49'B113'F39'			Genoa Italian	T.3Cy.27",44"&73"–48" (s) 180lb 489NHP 3SB,9cf,GS190,HS7020 FD FairfieldS.B.&E.Co.Ld.Gls	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
				LMC BS12,37 2,39				*Lloyd'sA&CP*		*Cell DB345 1136t DT*	*a28' 1120t FPT118t*			*7 B Hpt Cem 1 PT185t*			
76642 JAHD	**Italy Maru**	*ssKob.No 3–12,30 ssNag.No.1–34* *2 Dks(Stl)&Awng dk(Stl)*	5859 5586 4258	✝100A1 *Awng dk with freeboard* 3,38	Yka	*y*	OG 2,37	1919 10mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	Tamai Syosen K.K.	385·0 | 51·0 | 36·0 FK *Collision BH to Aw dk*			Kobe Japanese *Cem 5 ″ ″ U ″*	T.3Cy.26",43½"&72"–48" (s) 200lb 437NHP 2SB&1AuxSB,8cf,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
				BS4,38 LMC2,37						*Cell DB334'1118t*	*FPT126t APT93t*						
76643 PUKI	**Itanagé** (P)	TwinSc *Oil Eng.*	*4966 3572 3055*	✝100A1 *with freeboard*	Rio	*x*	OG 4,36 2,39	1928 4mo	W.Beard-more&Co.Ld. Glasgow	Cia.Nacional de Nav.Costeira	370·9 | 52·2 | 24·5 P57'F79'			R.Janeiro Brazilian	Oil Engines 4S.C.SA 12Cy.26"-43¾" 785NH 2DB*180lb*	26 ″ 9 s 6 ″ 8½ 20 ″ 6½	
	Ref.Mchy. D.F.	*2 Dks(Stl–Weather dk teak s) 3rd dk(Stl) in Nos.1 & 2 holds*		DBS2,39 MC8,36				*Lloyd'sA&CP*		*Cell DB295' 752t tanks in way*	*of tunnels 112t FPT*			*7 B H Pt Cem 1 PT APT61t*	W.Beardmore&Co.Ld.Gls.		
76644	**Itanema** (*ex*Upanema)		*813* 763 553					1891	Hawthorn. Leslie&Co.Ld Newcastle	Cia.Nacional de Nav.Costeira	205·0 | 31·2 | 14·3 Q25'F83'			R.Janeiro Brazilian *WB*	T.3Cy.15",25"&41"–27" 87NHP Ross&Duncan,Glasgow		
76645 PUKJ	**Itapacy** (*ex*Guanabara)	Wireless	*914* 742 717					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	230·4 | 33·3 | 13·7			R.Janeiro Brazilian	T.3Cy.16",26"&43"–30" 101NHP Scott&Co.Greenock		
76646 PUKK	**Itapagé** (P)	TwinSc *Oil Eng.*	4998 3521 3012	✝ 5,38 *with freeboard*	Rio		OG PN4,38 S4,38	1927 11mo	Chant.de Normandie Rouen	Cia.Nacional de Nav.Costeira	371·6 | 52·1 | 24·3 P55'F76'			R.Janeiro Brazilian	Oil Engines 4S.C.SA 12Cy.24⅛"–43⅛" 714NHP 2DB*180lb*	26 ″ 9 ~~s 6 ″ 5~~ ~~20 ″ 7~~	
	Ref.Mchy.	*ssRio.No.1–33* *2 Dks(Stl–Weather dk teak s) 3rd dk (Stl) in Nos.1 & 2 holds*		~~MC1,38~~ LMC1,38 ~~Cm(M)5,38~~						*Cell DB319'691t*	*tanks in way*			*7 B Hpt Asp 36t APT52t*	Ch.&Atel de Penhöet, Penhöet		
76647 PUKL	**Itapé** (P)	TwinSc *Oil Eng.*	*4978 3572 3077*	✝100A– *with freeboard* 10,36	Rio		OG 8,36	1927 11mo	W.Beard-more&Co.Ld. Glasgow	Cia.Nacional de Nav.Costeira	371·0 | 52·2 | 24·5 P57'F79'			R.Janeiro Brazilian	Oil Engines 4S.C.SA 12Cy.26"–43¾" 785NH 2DB*180lb*	26 ″ 9 s 6 ″ 8½ 20 ″ 6½	
	Ref.Mchy.	*2 Dks(Stl–Wthr dk teak s) 3rd dk(Stl) in Nos.1 & 2 holds*		DBS12,37 LMC10,3						*Cell DB295' 752t FPT*				*7 B Hpt Cem 1 PT APT61t*	W.Beardmore&Co.Ld.Gls.		

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Mâtereaux, Gréement, etc / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné quand expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	Registers 30 Sept.
76648	**Itaperuna** (*ex*Tramandahy)		*909* / — / *713*					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	231·0	33·0	13·4	R.Janeiro Brazilian	T.3Cy.16″,26″&43″–30″ 101NHP Scott&Co.Greenock		
76649	**Itapoan**		*752* / *687* / *512*					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	230·8	33·2	12·6	R.Janeiro Brazilian	T.3Cy.16″,26″&43″–30″ 101NHP Scott&Co.Greenock		
76650 PUKP	**Itapuca** — *Ref.Mchy.* — 2*Dks*	**TwinSc** *ss*Rio.2ndNo.3–7,29 *ss*Rio.No.1–33 1*Dk*(*Stl*–teak s) *lower dk in Nos.1,2&3 holds & deep framing in No.4 hold*	1849 / 1471 / 978	✠ A– *with freeboard* 4,38 4,37 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio	*s*	CL 83,38 OG P3,38	1909	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira *WB=Cell D Ba64′116t FPT*	270·2	42·2	17·5 F43 FK *Prom.dk166′*	R.Janeiro Brazilian *5 BH Asp* *30t APT32t*	T.6Cy.16″,26″&42″–30″ (*s*) 180lb 273NHP 2SB,*6cf*,GS135,HS5118 AilsaS.B.Co.Ld.Troon	18 ″ 6 s 5 ″ 5½ 13 ″ 6	
76651 PUKQ	**Itapuhy** (P) — *Ref.Mchy.*	**TwinSc** *ss*Rio.No.3–7,22 *ss*Rio.No.2–30 1*Dk*(*Stl*–teak s)&*pt2nd dk*	*2172* / *1660* / *1230*	✠ 2,36 *Reclassification contemplated*	Rio	*s*		1912 12mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira *WB=Cell D Ba 76′152t FPT*	288·3	43·2	17·6 F45′ FK *Prom.dk192′*	R.Janeiro Brazilian *5 BH Asp* *26t APT27t*	T.6Cy.16″,26″&42″–30″ HS6041 304NHP 2SB&1AuxSB,*8cf*,GS169, AilsaS.B.Co.Ld.Troon	18 ″ 9	
76652 PUKR	**Itapura** (P) — *Ref.Mchy.*	**TwinSc** *ss*Rio.2ndNo.3–5,33 *ss*Rio.No.1–37 1*Dk*(*Stl*–teak s)&*pt2nd dk*	*2119* / *1604* / *1179*	✠ A– *with freeboard* 5,37 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		CL 81,37 OG PN4,37	1912 4mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira *WB=Cell D Ba76′135t FPT*	288·2	43·2	17·4 F45′ FK *Prom.dk192′*	R.Janeiro Brazilian *5 BH Asp* *26t APT27t*	T.6Cy.16″,26″&42″–30″ (*s*) 180lb HS6005 304NHP 2SB&1AuxSB,*8cf*,GS165, AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
76653 361 PUKS	**Itaquatia** (P) — *Ref.Mchy.*	**TwinSc** *ss*Rio.No.3–6,33 1*Dk*(*Stl*–teak s)&*pt 2nd dk* *ss*Rio.No.1–38	2162 / 1653 / 1250	✠ A– *with freeboard* 8,38 5,37 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		CL 85,37 OG P5,37	1920 4mo	Lage Irmaos RioJaneiro	Cia.Nacional de Nav.Costeira *Cell D Ba76′ 155t FPT 28t APT29t*	288·0	43·2	17·6 F45′ *Prom.dk192′* FK	R.Janeiro Brazilian *5 BH Asp*	T.6Cy.16″,26″&42″–30″ (*s*) 180lb HS6041 304NHP 2SB&1AuxSB.*8cf*,GS169, AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 7½	
76654 PUKT	**Itaquera** (P) — *Ref.Mchy.*	**TwinSc** *ss*Rio.2ndNo.3–2,35 1*Dk*(*Stl*–teak s)&*pt2nd dk*	*2209* / *1691* / *1254*	✠ A1 *with freeboard* 10,37 BS11,37 NB Aux.9,38 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio	*s*	OG 9,37	1913 2mo	Mackie& Thomson,Ld Glasgow *Lloyd's SA&CP*	Cia.Nacional de Nav.Costeira *WB=Cell D Ba76′172t FPT*	288·3	43·2	17·4 F45′ FK	R.Janeiro Brazilian *5 BH Asp* *36t APT36t*	T.6Cy.16″,26″&42″–30″ (*s*) 180lb HS5823 293NHP 2SB&1AuxSB, GS169, Muir&Houston,Ld.Gls.	18 ″ 9 s 5 ″ 7 13 ″ 8	
76655 PUKU	**Itaquicé** (P) — *Ref.Mchy*	**TwinSc** *Oil Eng* *ss*Rio.No.2–35 2*Dks*(*Stl*–*Weather dk* teak s) *3rd dk*(*Stl*) *in Nos.1&2 holds*	*4969* / *3575* / *3062*	✠ 100A1 *with freeboard* 9,36 LMC 9,38 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio	*x*	OG S8,35 P9,36	1928 1mo	W.Beardmore&Co.Ld Glasgow *Lloyd's SA&CP*	Cia Nacional de Nav.Costeira *Cell D B295′752t Tanks in way of*	371·0	52·2	24·5 P57′F79′ FK *tunnels 112t FPT 77t*	R.Janeiro Brazilian *7 BHpt Cem* 2DB*180lb* *APT61t*	Oil Engines 4S.C.SA 12Cy.26″–43½″ 785NHP W.Beardmore&Co.Ld.Gls.	26 ″ 9 s 6 ″ 8½ 20 ″ 6½	
76656 PUKV	**Itassucê** (P) — *Ref.Mchy.*	**TwinSc** *ss*Rio.2ndNo.3–4,35 1*Dk*(*Stl*–teak s)&*pt2nd dk* *ss*Rio.No.1–39	*2123* / *1606* / *1175*	✠ A– *with freeboard* 3,39 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		CL 82,39 OG P2,39	1912 10mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira *WB=Cell D Ba76′ 135t FPT 26t*	288·2	43·2	17·4 F45′ FK *Promenade dk192′* *APT27t*	R.Janeiro Brazilian *5 BH Asp*	T.6Cy.16″,26″&42″–30″ (*s*) 180lb 273NHP 2SB,*6cf*,GS135,HS5118 AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
76657 PUKW	**Itatinga** (P) — *Ref.Mchy.*	**TwinSc** *ss*Rio.2ndNo.3–9,33 *ss*Rio.No.1–37 1*Dk*(*Stl*–teak s)&*pt2nd dk*	*2114* / *1605* / *1181*	✠ A– *with freeboard* 6,38 6,37 BS10,38 MC *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		OG 10,36	1912 6mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira *WB=Cell D Ba 76′ 135t FPT 26t*	288·0	43·2	17·4 F45′ FK *Promenade dk192′* *APT27t*	R.Janeiro Brazilian *5 BH Asp*	T.6Cy.16″,26″&42″–30″ (*s*) 180lb 274NHP 2SB,*6cf*,GS135,HS5118 AilsaS.B.Co Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
76658 DHMT	**Itauri** (P) — D.F. — 2*Dks*		6838 / 6182 / 4226					1923	Flensburger Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	439·0	55·6	31·3 F55′	Hamburg German *WB*	T.3Cy.29½″,47½″&76⅝″–53½″ 428NHP FlensburgerSchiffsb Ges.		G
76659	**Itaverava** (*ex*BargeIndia) — *Mchy.Aft* — *Oil Eng* 1*Dk*		767 / — / 738			…		1907	Murdoch& Murray Pt.Glasgow	Cia.Nacional de Nav.Costeira	211·2	37·1	11·0 FK	R.Janeiro Brazilian *WB*	Oil Engines 2S.C.SA 8Cy.13½″–13¾″ 244NHP NE *fitted*18 D.Goedkoop,Jr.Amstrdam		
76660 UOFQ	**Itelmen** (P) (*ex*Eastport) Sub.Sig. — *Ref.Mchy.* — *Longitudinal framing* 1*Dk&Shelter dk&Web frames*		4385 / 3666 / 2705			…		1918	OsakaIron Works,Ld. Innoshima	U.S.S.R.	344·3	49·9	25·6 P38′B115′F34′ *on Shelter dk* FK	Vladvostk Russian *WB*	T.3Cy.24″,41″&67″–48″ 390NHP OsakaIron Wrks.Ld. Osaka	28 ″ 2	
76661 DOBG	**Itaka** (*ex*Alaya–36,*ex*Vaterland) — Sub.Sig. — 1*Dk*		1773 / 1654 / 1025					1921	Nordd. Unionwerke A.G.Tönning	AtlasLevante-LinieA.G.	283·2	39·7	17·6 P&B192′F31′ len28	Bremen German *WB*	T.3Cy.20″,31½″&49½″–31½″ 137NHP Waggon u Maschb.A.G.Görlitz		G
Not 76662 SWGR	**Ithaki** (*ex*Anne,*ex*AenneRickmers) — 2*Dks*	*Moldova, see No. 89129 in Supplement*	*4083* / *3822* / *2572*					1911	Rickmers Akt.Ges. Bremerhaven	S.N.Vlassopulos	367·1	47·7	27·3 P37′B94′F44′	Ithaca Greek *WB*	T.3Cy.23¾″,38¾″&63″–43½″ 261NHP BremerVulkan,Vegesack	30 ″ 0	V
76663 SZJV	— (P) — Wireless — 2*Dks*		675 / — / 317	✠ 4,08	Ven			1894 5mo	A&J.Inglis Ld. Glasgow	HellenicCoast LinesCo.Ld.	200·0	27·0	15·3	Piræus Greek	T.3Cy.18″,29″&48″–36″ 146NHP A.&J.Inglis,Ld.Glasgow		
76664 36 SVFJ	**Ithakos** (*ex*Ellaline) — *Cargo battens not fitted* — 1*Dk*(*pt Irn&pt Stl*) 2*tr B&* *deep framing* 3*Dk rule*	*ss*Pir.No.1–33 *ss*Pir.2ndNo.3–3.33	3916 / 3668 / 2462	✠ 100A1 3,04 Pir	Cpn	*w*	CL 7,37	1906 12mo	J.Readhead &Sons SouthShields *Lloyd's SA&CP*	G.C.Dracoulis *Cell D B*	346·0	49·6	26·5 P30′B96′F33′ FK	Ithaca Greek *6 BH Cem* *105t APT65t*	T.3Cy.25″,42″&68″–45″ (*r*) 180lb 25½″ *65lb* 331NHP 2SB,*6cf*,GS121,HS5026 J.Readhead&Sons,S.Shl.	28 ″ 0 s 5 ″ 0 23 ″ 1½	
76665 166337 GFFD	**Itinda** — D.F. — 2*Dks* — *Cruiser Stern*		6619 / 6128 / 3964	✠ 100A1 *with freeboard* Cal LMC 1,38 11,38 BS11,38	Hpl		CL	1938 1mo	W.Gray& Co.Ld. WHartlepool *Lloyd's SA&CP*	BritishIndiaStm. Nav.Co.Ld. *Cell D B366′1126t FPT190t APT190t*	426·8	57·6	32·0 442·8(O-L.) P39′B132′F39′ FK	London British *7 BHpt Cem*	T.3Cy.22″,37″&65″–48″& L.P turbine with D.R gearing's & hydraulic coupling 250lb (*s*) 592NHP 3SB(Spt)*9cf*,GS168,HS6858 Cen.Mar.E.Wks. FD (W.Gray&Co.Ld.) W.Hpl.	34 ″ 6 D ″ 8½ 25 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years A signed now or expired. Equipment Letter.	7* Date when last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Tr. declar't.
76666 153066	**Itororo** Twin Sc *Fitted for oil fuel* 1 *Dk(Stl)* 2 *trB* *Mchy. Aft*	1749 1432 1372	✠ 6,23	N	Yk		1920 11 mo	Bethlehem S.B.Corp.Ld. (Moore Plant) Elizabethport N.J.	Brown Corporation	246·0 F32′	40·6	17·7 FK	Quebec British *7 B Hpt Cem*	T.6Cy.11″,18″&29″–20″ HS8220 400NHP 2 Water Tube Boilers H.G.Trout Co.Buffalo	18 ″ 7	
76667 2416 JTC	**Itosaki Maru** (P) (*ex* Aizawa Maru No.18) Wireless 1 *Dk*	1236 1063 853					1918	Aizawa Iwakichi Osaka	Arato Shokai K.K.	218·0	32·1	19·0 *WB*	Kobe Japanese	T.3Cy.16⅝″,23″&38½″–30″ 80NHP Aizawa Zosensho, Osaka		
76668 [illegible] JYQL	**Itsukushima Maru**, *see No. 83396 Oil Eng* *Mchy. Aft* *Cruiser Stern* *Carrying Petroleum in bulk*	10008 [illegible] 5818					1937	Kawasaki Dkyd. Co. Ld. Kobe	Nippon Suisan K.K.	503·3	65·0	37·1	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.28⅝″–47¼″ 2250NH Kawasaki Dkyd Co Ld Kobe		
76669 459 IPAA	**Itu** (*ex* Throstlegarth) *Well deck* 1 *Dk*	1354 — 696				…	1895	Palmers' Co.Ld. Newcastle	Soc. Anon. Ilva	250·8 254·9 Q96′B48′F28′	36·4	18·3 FK *WB*	Genoa Italian	T.3Cy.20″,33″&54″–36″ 191NH Palmers' Co. Ld. Newcastle	19 ″ 7	
76670 EERU	**Iturri-Ripa** (*ex* Ripa, *ex* Vicenta, *ex* Vasco Andaluz) Iron 1 *Dk* 2 *trB*	384 293 193				…	1861	Tod & M'Gregor Glasgow	Santiago Rivero Moran	168·8 P48′B45′F28′ DF&S08	25·1	11·5	Bilbao Spanish	C.2Cy.20¾″&39½″–20″ NB89 58NH	12 ″ 1	
76671	**Itxas-Alde** *For particulars see* "Sebastian"															
76672	**Itxas-Gane** *For particulars see* "Delfina"															
76673	**Itxas-Zabal** *For particulars see* "Lolita Artaga"															
76674	**Itxas-Zuri** *For particulars see* "Cementos Rezola No. 2"															
76675 OFBE	**Ivalo** (*ex* Bretland–37) *Mchy. Aft.* 1 *Dk*	2035 — 1196					1902	Akt. Burmeistr & Wain Copenhagen	Far Tygs A/B Ivalo Laiva O.Y. (O/Y Chartering Agency John Dahlberg A/B *Mgrs.*)	280·0 P75′F30′	40·3	18·8 *WB*	Helsingfrs Finnish	T.3Cy.19¾″,31¼′ x 55″–36′ 181NHP Akt. Burmeistr & Wain Cpn.		V
76676 YTBQ	**Ivan** (*ex* Giacomo Feltrinelli) *Well deck* 1 *Dk*	1275 1027 687				…	1914	Campbeltn S.B.Co. Cambelt'wn	Ant. Babarovic	230·5 Q79′I58′F59′	35·8 FK	15·6 *WB*	Milna Yugoslav	T.3Cy.18½″,27½″&45″–33″ 138NHP J.G.Kincaid & Co.Ld.Grk.	17 ″ 7	V †
76677 8009 SDXN	**Ivan Gorthon** 1 *Dk* & *Shelter dk* *Cruiser Stern* *Rudder electrically welded* *Strengthened for Navigation in Ice*	*1803* *1539* 977	✠ 100 A1 *with freeboard* 5,~~11~~ 1,38 12,38	Lkr	*s* ~~Elg~~ Bdy ✠ LMC 4	CL 12,35	1935 4 mo	A/S Aalbrg Msk. og Skibs Aalborg *Lloyd's* SA&CP	Rederi A/B Gefion (Joh Gorthon, *Mgr.*) *Collision Cell D*	280·8 298·5 (O.L.) *B H & after peak B H* B234′ 576*t* *F P T* 51*t*	43·6	17·3 FK 4 *B H* *to Shelter dk* *A P T* 93*t*	Hlsngborg Swedish	C.4Cy.(2)14⅝″&(2)34½″–32½′ 220lb (*s*) 230NHP 2SB, 6*cf*, GS84, HS3488 FD Fredrikstad M.V. Frdstad.	19 ″ 8 *s* ″ 7 19 ″ 2	
76678 OZIH	**Ivan Kondrup** D.F. E.S.D. 1 *Dk* *Mchy. Aft* *Cruiser Stern* *Cargo battens not fitted* *Strengthened for Navigation in Ice*	2369 2104 1368	✠ 100 A1 ~~14,37~~ 4,39 ✠ LMC 2,37	Els Cpn	*s*	OG 8,38	1937 2 mo	Helsingörs Jernsk & Msk Elsinore *Lloyd's* SA&CP	Det. Danske Kulkompagni 1 *Intermediate* 632*t Tanks* *between hatchway* *Cell D B* 250′	291·8 306·0 (O.L.) Q176′F28′ *B H dispensed with* *s f* 65*t a* 34*t* *F P T* 130*t*	42·7 FK	23·9 4 *B H Cem* *A P T* 71*t*	Copnhagn Danish	C.3Cy.(2)15¾″&(1)39⅜″–37⅜″ & LP turbine with SR gearing & chain drive 220lb FD (*s*) 239NHP 2SB(Spt), 6*cf*, GS90, HS3464 Helsingörs Jernsk. & Mskb.	21 ″ 3	
76679	**Ivan Liskovski** Iron (*ex* Ilse, *ex* Neva) 1 *Dk*	621 441 332					1872	Reiherst Schiffswerft Hamburg	U.S.S.R.	188·9 F24′P110′	25·3	13·2	Odessa Russian	C.2Cy.21″&38″–26″ NB92 61NHP Reiherst Maschinenf. Ham.		
76680 YTFW	**Ivan Topić** (*ex* Ronda–37) *ss* Cff. No.3–5,35 D.F. 1 *Dk(Stl)* & 2nd *dk(Stl)* *in fore & after holds*	*4943* *4539* *3030*	✠ 100 A1 3,39 ~~4,38~~ BS0,37 9,38	Rot	*y* ✠ LMC 6,35	CL ~~8,37~~ N3,39	1920 4 mo	J Readhead & Sons Ld. South Shields *Lloyd's* SA&CP	Slobodna Plovidba Topić, D.D. (Ant. Topić. *Mgr.*) *Cell D B* 334′ 1100*t*	385·0 P36′B119′F40′	53·6 FK	27·1 *6 B H Cem* 94*t* *A P T* 147*t*	Susak Yugoslav	T.3Cy.26½″,44″&73″–48″(*r*) 180lb 433NHP 3SB, 9*cf*, GS180, HS7110 J. Readhead & Sons, Ld. S Shl	29 ″ 8 *s* ~~5 ″ 5½~~ 24 ″ 6	
76681 OYGB	**Ivar** D.F. 1 *Dk*	2145 1909 1292					1917	Nylands Værksted Oslo	Det Forenede Dampskibsselskab	289·7 P25′B144′F32′	44·2	18·9 *W B*	Copnhagn Danish	T.3Cy.21½″,34½″&60″–39″ 225NHP Nylands Værksted, Oslo		N
76682 LJWH	**Ivaran** *Oil Eng.* 1 *Dk* & *Shelter dk* ~~2 Dks~~	4955 4300 ~~2974~~					1938	Kockums M.V. Aktieb. Malmö	A/S Ivarans Rederi (S. Holter-Sörensen, *Mgr.*)	~~395·0~~ 401′	~~46·37~~ 54·8	~~25·1~~	Oslo Norwegian *W B*	Oil Engines 2S C.DA 5Cy.23⅜″–43⅝″ 972NHP Kockums M.V. Akt. Malmö		
76683 6411 SJWA	**Ivernia** *ss* Els. No.3–4,34 Wireless D.F. 1 *Dk(Stl)* & *Shelter dk(Stl)* *Cruiser Stern*	*1530* *1208* *700*	✠ 100 A1 *Shelter dk* *with freeboard* 10,37 M85,33	Got	*r* ✠ LMC 86,37	OG ~~2,38~~ 6,38	1921 1 mo	Oskrshmns M.V. Aktieb. Oskarshamn A&CP	Rederiaktieb Svenska Lloyd (K.R. Bökman, *Mgr.*) *Cell D B* 229′ 451*t*	274·0 15·5 *Collision* *F P T* 34*t* *A P T* 36*t*	40·7 FK	23·5 *B H to Sh dk* 3 „ „ *U* „	Gothenbrg Swedish *Cem*	T.3Cy.19″,31½″&51½″–33″ 185lb *100lb* (*s*) 226NHP 2SB(Spt). 6*cf*, GS75, HS3442 FD Oskarshamns M.V. Aktieb.	18 ″ 0 *s* ″ 2 17 ″ 11½	
76684 YTBV	**Ivo Matkovic** (*ex* La Roche-foucauld–34) 1 *Dk*	2527 — 1413					1920	Atel. & Ch. de Bretagne Nantes	Eugen Matkovic	290·0 B57′F26′	43·3	20·2 *W B*	Bakar Yugoslav	D R geared Steam Turbine Atel. & Ch. de Bretagne, Nts		G
76685 YTBO	**Ivo Racic** (*ex* Dan, *ex* Gerolamo Ulloa, *ex* Dan) *ss* Rot. 2nd No.3–1,33 *ss* Rot. No.1–37 1 *Dk(pt Irn & pt Stl)* 2 *tr B* & *deep framing* 3 *Dk rule*	*3723* *3411* 2323	✠ 100 A1 4,~~38~~ ~~11,37~~ ✠ LMC M86,37	Rot	*w* ~~S41,37~~ 11,38	CL ~~12,38~~ 1,39	1907 6 mo	J. Read-head & Sons South Shields *Lloyd's* SA&CP	Jugoslavenski Lloyd a.d. *Cell D Ba*	350·4 P41′B179′F32′ 115′*u* E21′ *f* 150′103	49·1 FK	24·8 6 *B H Cem* 6*t* *A P T* 136*t*	Dubrovnik Yugoslav	T.3Cy.24½″,41″&66′–45′ (*r*) ~~1801b~~ 326NHP 2SB, 6*cf*, GS126, HS5210 J. Readhead & Sons, S. Shl.	26 ″ 4 *s* 3 ″ 6 23 ″ 0½	
76686	**Ivorea** (*ex* Suriname–38) *ss* N.Yk. 2nd No 3–8,33 *Ref. Mchy.* 2 *Dks(Stl)* & *Spar dk(Stl–ws)* D.F.	3234 2457 1865	~~1~~ 10,38 *Spar dk* ✠ Lloyd's RMC 11,38 for temp 32°F	NOs	*v* *Fitted for oil fuel* 2,24	CL 6.36 *F.P. above* 1	1908 2 mo	Nederl. Schps. Maats Amsterdam	Agenzia Marittima G. De Castro & Co. ("La Costiera" Soc. Anon. di Navv. *Mgrs*) *Intermediate* 50° F	336·7 B180′F46′ *hulkhead in after* *hold dispensed with* *Cell D Ba* 76′ *f* 134′418*t*	41·9 FK & BK 2°	22·7 *Cem* 5 *B H only*	Genoa Italian	T.3Cy.24⅝″,41⅛″&68¾″–51″ 180lb (*s*) 503NHP 3SB, 9*cf*, GS187, HS7827 FD Ned Fb. v. Wrk & Spoor, Ams	26 ″ 0 ~~8 ″ 8~~ ~~22 ″ 2~~	
76687 15824 JPOE	**Iwai Maru** (*ex* Iwai Maru No.3) 1 *Dk*	499 — 327					1912	Gomei Kaisha Shirato Zosensho Osaka	Taiyo Kisen K.K.	164·2	22·5	16·5	Kobe Japanese	T.3Cy.11⅛″,18¼″&30¼′–22″ 42NH Y. Hashimoto, Osaka		

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant et suivi Lettre d'Appareil.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. *pds. fx.*	Registres ou notes.
76688	**Iwami Maru** Ⓟ		774					1916	GoshiKaisha Harada Shoko, Osaka	OsakaSyosen K.K.	187·8	25·5	18·5	**Osaka** Japanese	T.3Cy.13″,21½″&36″–24″ GoshiKaisha 64NHP HaradaShoko		
18985			703								F44′						
JNUH		1*Dk*	438														
76689	**Iwar** (*ex*Hild)		*1230*					1903	Hasseldal's Jernskibsb. Grimstad	Rederi A/B Iwar (Ture Hillerström)	228·5	34·2	13·5	**Malmö** Swedish	T.3Cy.16½″,27″&44″–30″ 106NHP		
6661			*924*								Q133*t*	H20*t*	F31*t*	*WB*			
SFAO		1*Dk*	*714*												N.E.MarineEng.CoLd.Sld.		
76690	**Iwate Maru**		2985				...	1921	Teikoku S.S.Co. (Dkyd.) O Harima	KinkaiYusenK.K.	305·0	43·7	27·2	**Tokyo** Japanese	T.3Cy.23″,38″&64″–48″ 352NHP	27 ″ 3	
28023			—								P23′B92′F33′						
JOID		2*Dks*	2081										FK	*WB*	KobeSteelWorks,Ld.Kobe		
76691	**Iwatesan Maru**		5804	~~100A1~~	Kob	*y*	CL	1921	Mitsui Bussan Kaisha Tama Dkyd. O Harima	TamaiSyosenK.K.	385·0	51·0	33·5	**Kobe** Japanese	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 488NHP 3SB,9*cf*,GS165,HS6836 FD	36 ″ 0	
28052	7,38 *ss*Kob.No.3–9,34		5504	*Awng dk*			11,36	8mo			A&CP	*Cell D Ba* 125′*u E* 23′*f*		*Cem*		9 ″ 1½	
JASA	D.F. GyC. 2*Dks*(*Stl*)&*Awng dk*(*Stl*)		4059	*with freeboard* 12,37							164′1017*t*	*Collision B H to A dk*		5 ″ *U* ″	*nB* Mitsui Bussan Kaisha,Ld.	27 ″ 1	
				Fitted for oil fuel 10,23			*F.P. above*			*DTa* 28′625*t*	*FPT* 119*t*	*APT* 68*t*				
							150° F.										
76692	**Ixion** Ⓟ	**TwinSc2TwinMsts**	10263					1912	Scotts' S.B. & Eng.Co.Ld. Greenock	China MutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	506·0	60·3	39·5	**Liverpool** British	T.6Cy.23″,38½″&65″–48″ 586NHP		
135431			9577								F75′						
GQPX	D.F.	3*Dks*	6524											*WB*	Scotts'S.B.&E.Co.Ld.Grk.		
76693	**Iyang Maru** Ⓟ (*ex*ChoTen)	**TwinSc**	943					1921	Kiangnan Dock&Eng. Co. Shanghai	NisshinKisenK.K.	197·0	31·0	10·0	**Tokyo** Japanese	T.6Cy.15″,22″&34″–18″ 49NHP		
28534			438														
JBUE			515												KiangnanDock&Eng.Co. Shanghai		
76694	**Izgled** (*ex*AugusztaFoherczegno)		*4338*	~~100A1~~	Fiu	*x*	CL	1911	W.Dobson & Co. Newcastle	Jugoslavenski Lloyd a.d.	378·0	53·3	24·4	**Dubrovnik** Yugoslav	T.6Cy.24″,39″&66″–45″ (*s*) 180lb 342NHP 6*BHCem*	26 ″ 11	
	*ss*Rot 2nd No.3–2.36		*3984*	4,38			2,36	3mo			395·0(O.L.)					3 ″ 10¾	
YTBR	1*Dk*(*pt Stl&pt Irn*) 2*tr Bin Nos.*1&4 *holds*		*2733*	10,38	LMC3,35						P39′B225′F41′	FK			3SB,9*cf*,GS150,HS5658 N.E.MarineEngCoLd.Nwc	23 ″ 2	
										Cell D Ba 121′*u E* 166′*f* 955*t D*	9′ *Ta* 26′908*t FPT* 151*t*		*APT* 39*t*				
76695	**Izmir** Ⓟ (*ex*Kawi)		4875					1907	Kon.Maats deSchelde Flushing	Denizbank– Denizyollari Idaresi	394·2	47·1	27·2	**Istanbul** Turkish	T.3Cy.28½″,48″&82″–60″ 521NHP		
			3640								P80′B180′F78′						
TCBO		3*Dks*	3021											*WB*	Maats.deSchelde,Flushing		
76696	— (*ex*Ismir,*ex*Alberta)	**WoodTwinSc3Mst**	2435					1919	Foundat'n Co.of British Columbia,Ld. Victoria,B.C.	TürkSilepcilik LimitedSirketi	279·0	46·7	21·1	**Istanbul** Turkish	T.6Cy.13½″,22″&30″–26″ 92NHP		
			1942								P166′F36′						
TCBR		2*Dks*	1555												Vulcan Iron Works, Denver,Cal.		

Wrecked 7,38

Now "Trabzon," see No. 90283 in Supplement

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Year Assigned. now expired. Equipment Letter	7* Date when last built last secd.	8 Built. When. / Ship. / Engines	9 By Whom / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Patent R. of Trade Cert.
76697 211453	**J. A. Campbell** (*ex* Alton C. Dustin) *ss* Clv. No. 3–1,32 1 *Dk (Stl) & Web frames* *Mchy. Aft* GyC.	7316 — 5609	✠100A– 2,37	Clv			1913 7mo	American S.B.Co. Lorain, O.	Interlake S.S.Co. (Pickands, Mather & Co., *Mgrs.*)	525·0 F48′	58·1 FK	27·8	Wilmgton (Del.) Utd. States *BH*	T.3Cy.23″,37″&63″–42″ (*s*) 180lb 388NHP 2SB.6*cf*, GS126, HS5998 FD American SB Co. Cleveland	31 ″ 0	
76698 212994 WOCI	**J. A. Moffett** 3Mst *Fitted for oil fuel* *Mchy. Aft* 2 *Dks & Web frames* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	6199 — 3804				…	1915	Union Iron Works Co. San Francisco	Standard Oil Co. of California	419·4 P101′ B35′ F41′	54·2 FK	31·6	S. Frncisco Utd. States *WB*	Q.4Cy.23″, 32½″, 49″ & 71½″– 51″ 540NHP Union Iron Works Co. S. Fo.	31 ″ 6	R †
76699 221521 KDTU	**J. A. Moffett, Jr.** TwinSc *Oil Eng.* *ss* NYk. No. 2–37 *ss* N.Yk. No. 3–12,27 D.F. GyC. E.S.D. *ss* ~~N.Yk. No. 1–30~~ 2 *Dks (Stl) & Shelter dk (Stl) & Web frames* *Mchy. Aft* *Longitudinal framing*	9789 7832 6137	✠100A1 *Shelter dk* *with freeboard* ~~6,38~~ 2,39 MC CS6,38 ~~DS4,38~~ 2,39 8,35 *Carrying Petroleum in bulk*	NYk	*ft*	CL FS2,37 ~~(extn.37)~~ ~~8,38~~ 8,38	1921 8mo	Federal S.B.Co. Kearny, N.J. A&CP	Standard Oil Co. of New Jersey *Cell D Bu E & B 68′*	499·2 199 *t DT f* 54′ 646 *t* *FPT* 258 *t APT* 142 *t*	68·1 FK	30·5	Wilmgton (Del.) Utd. States 19 *BH* *pt Asp pt Cem* (4 *to Sh dk* 11 „ *U* „ 4 „ *2nd* „)	Oil Engines 2S.C.SA 8Cy.27½″–47½″ 1053NHP 2 NDB Water Tube 27-*250lb* Hooven, Owens & Rentschler Co. Hamilton, Ohio	38 ″ 10 s 10 ″ 3 28 ″ 11½	
76700 HPFL	**J. A. Mowinckel** TwinSc *Oil Eng.* *ss* Bmn. No. 1–34 D.F. GyC. E.S.D. 2 *Dks (Stl) &* *Mchy. Aft* *Cruiser Stern* *Web frames* *Longitudinal framing–bracketless system*	11147 — 6795	✠100A1 9,38 ~~9,38~~ ~~LM~~ S4,31 ~~8,38~~ *Carrying Petroleum in bulk*	Bmn Ham	*g* †	CL 5,36	1930 11mo	Cant. Riuniti dell' Adriatico Monfalcone *Lloyd's* *SA&CP*	Panama Transport Co.	521·8 *After* B55′ B41′ F43′ *Cell D Bu E* 107′	70·4 FK	38·8	Panama Pnamanian 17 *BH pt Cem* 4 „ *to 2nd dk* 228 *t DT s f* 4	Oil Engines 2S.C.SA 12Cy 26½″–43½″ 1505NHP 2 WTDB *200lb* 2 DB *100lb* Soc. An. Fiat S.G.M. Turin 8′ 1966 *t FPT* 272 *t APT* 266 *t*	38 ″ 9 s 8 ″ 5 30 ″ 7½	
76701 214109 KJNP	**J. B. John** (*ex* Westoil, *ex* Kaminitsiquia) (*Self-Unloader*) *Mchy. Aft* D.F. 1 *Dk*	2173 1973 1401					1909	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Petoskey Transportation Co.	250·0 F42′	43·0	22·6	Chicago Utd. States *WB*	T.3Cy.20½″, 33″ & 54½″–36″ 177NHP N.E. Marine Eng. Co Ld Nwc		R
76702 137147 MFGK	**J. B. Paddon** (*ex* Starbeam) *ss* Shl. No. 3–8,27 *ss* Sld. No. 2–35 *Well deck* *Mchy. Aft* 1 *Dk (Stl)* *Cargo battens not fitted*	570 401 250	✠100A1 ~~9,37~~ 9,37 10,38 MC 10,38 ~~10,38~~	Sld	*i*	CL 9,37	1914 7mo	Ardrossan DD&SBCo Ld Ardrossan *Lloyd's* *SA&CP*	Stephenson Clarke & Associated Companies, Ld.	175·6 Q101′ B11′ F22′ BK 7½″ *Cell D B f* 99′ 130 *t FPT* 32 *t APT* 3 *t*	27·0	10·4	London British 3 *BH Asp* 38½″	T.3Cy.13½″, 22″ & 36″–24″ (*r*) 180lb 82RHP 1SB, 3*cf*, GS52, HS1520 Lidgerwood, Ld. Glasgow	12 ″ 6 s 3 ″ 8 12 ″ 11½	
76703 216852 WFCY	**J. C. Donnell** *ss* Phl. No. 3–12,29 *ss* NNs. No. 2–38 ~~*ss* N.Ns. No. 1–34~~ 2 *Dks (Stl) & Shelter dk (Stl)* *Mchy. Aft* *& Web frames* GyC. *Longitudinal framing*	9783 9455 7165	✠100A1 *Shelter dk* *with freeboard* 2,37 ~~2,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,18	NNs	*ft*	CL 8,37 *F.P.*	1918 1mo	Nwprt Nws S.B & D.D.Co Newprt News A&CP	Atlantic Refining Co.	500·0 *Cell D B* *above* 150° F.	68·2 FK	35·5	Phildlphia Utd. States 19 *B H pt Cem* (15 *to Udk* 4 „ *2nd* „) 71 *t DT f* 54′	Q.4Cy.26″, ~~38″~~, 55″ & 81″–51′ 220lb (*s*) 644NHP 3SB, 12*cf*, GS215, HS8700 FD Newport News SB & DD Co. 673 *t FPT* 243 *t APT* 127 *t*	38 ″ 3 s 9 ″ 11½ 28 ″ 7	
76704 216747 WOCE	**J. C. Fitzsimmons** (*ex* Montrolite) *Fitted for oil fuel* 2 *Dks & Web frames* *Mchy. Aft* *Longitudinal framing* D.F. GyC. *Carrying Petroleum in bulk*	6716 6295 4119				…	1918	Ames S.B. Co. Seattle, Wash	Standard Oil Co. of California	421·4 P98′ B41′ F37′	57·3 FK	31·7	S. Frncisco Utd. States *WB*	T.3Cy.24½″, 41½″ & 72⅞″–48″ NE22 362NHP Hooven, Owens & Rentschler Co. Hamilton, Ohio	31 ″ 7	R †
76705 OUHM	**J. C. Jacobsen** 1 *Dk & Spar dk*	1221 694 740					1890	Burmeister & Wain Copenhagen	Det Forenede Dampskibs Selsk.	219·3 H52′	31·1 20·1	20·1	Copnhagn Danish *WB*	T.3Cy.16″, 27″ & 45″–33″ 116NHP Burmeister & Wain. Cpn.		V
76706 202977 WNXU	**J. Clare Miller** (*ex* Harvey D. Goulder–37) *Mchy. Aft* GyC. 1 *Dk*	6617 — 5219					1906	American S.B.Co. Lorain, O.	Columbia Transportation Co. (John T. Kelly, *Mgr.*)	525·0 F16′	55·0 *WB*	31·0	Wilmgton (Del.) Utd. States	T.3Cy.24″, 39″ & 65″–42″ 273NHP American S.B.Co. Clevelnd		R
76707 136938 GMRC	**J. Duncan** *ss* Cff. 2nd No. 3–1,30 ~~*ss* Lon. No. 3–9,26~~ ~~*ss* Cff. No. 2–36~~ 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted*	1832 1351 757	✠100A1 ~~Conn 6,37~~ 1,39 ~~6,37~~	Bry	*q*	CL ~~6,37~~ 4,39	1914 10mo *Lloyd's*	Dublin Dkyd. Co. Ld Dublin *SA&CP*	J. Duncan SS Co. Ld. (J.T. Duncan & Co. Ld.) *Cell D B u E & B* 43′ *f* 97′ 258′	260·1 Q98′ B58′ F31′ *D T a* 72′ 401′	38·3 FK	16·3 *FPT*	British 5 *B H Cem* 55′ *APT* 31′ *t*	T.3Cy.17½″, ~~34″~~ & 52″–36″ (*s*) 180lb 31½″ 213NHP 2SB, 6*pf*, GS110, HS3792 MacColl & Pollock, Ld. Sld.	18 ″ 7 s 1 ″ 6½ 17 ″ 5½	
76708 206144	**J. E. Gorman** (*ex* North Lake) *Mchy. Aft* 2 *Dks*	4053 — 2941					1909	Gt. Lakes Eng. Works St. Clair, Mich	Great Lakes Transit Corporation	350·0 F32′	46·0 *WB*	26·0	Buffalo NY Utd. States	Q.4Cy.19″, 27½″, 40″ & 58″–42″ Great Lakes 218NHP Eng. Works, Detroit		
76709 215903 WFCZ	**J. E. O'Neil** *ss* Phl. No. 2–38 ~~*ss* N. Ns. No. 3–11,30~~ ~~*ss* Bal. No. 1–34~~ *Mchy. Aft* GyC. 2 *Dks (Stl) & Web frames* *Longitudinal framing*	7070 6444 4460	✠100A1 2,38 ~~1,37~~ ~~2,38~~ ~~6,38~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,18	Phl	*b* †	CL ~~11,37~~ ~~9,38~~ *F.P.*	1918 1mo	Bethlehem S.B.Corp. Alameda, Cal. A&CP	Atlantic Refining Co. *Cell D Bu E & B* 57′ 179 *t DT f* 56′ 10	435·0 P122 B50′ F42′ 68 *t FPT* 97 *t APT* 74 *t*	56·0 FK	32·0	Phildlphia Utd. States 15 *B Hpt Asp* (11 *to Udk* 4 „ *2nd* „)	1 DR Geared Steam Turbine 250lb HS9750 (*s*) 672NHP 3 Water Tube Boilers (Spt) DeLaval Turbine Co. FD Trenton, N.J.	33 ″ 6 s 6 ″ 6½ 27 ″ 2½	
76710 205033 WOJV	**J. E. Upson** D.F. GyC. *Mchy. Aft* 1 *Dk*	6309 — 4853					1908	American S.B.Co. Cleveland, O.	The Wilson Transit Co.	504·0 *above* 150° F.	54·0 *WB*	30·0	Wilmgton (Del.) Utd. States	T.3Cy.23″, 38″ & 63″–42″ 257NHP American S.B.Co.		R
76711 205180	**J. F. Durston** GyC. *Mchy. Aft* 1 *Dk*	4791 — 3500					1908	Superior S.B.Co. Superior	Great Lakes S.S. Co. Inc.	432·0	52·0	28·0	Oswego NY Utd. States *WB*	T.3Cy.22″, 35″ & 58″–42″ 218NHP Superior S.B.Co. Superior		R
76712 203906 KFCJ	**J. F. Schoellkopf Jr.** (*ex* Hugh Kennedy) (*Self-Unloader*) D.F. GyC. *Mchy. Aft* 1 *Dk*	7264 — 5795					1907	American S.B.Co. Lorain	American S.S.Co. (Boland & Cornelius, *Mgrs.*)	532·0	56·0	31·0	Buffalo, NY Utd. States *WB*	T.3Cy.23½″, 38″ & 63″–42″ 257NHP American S.B.Co. Clevelnd.		R
76713 128494 MBTR	**J. F. V.** (*ex* Wheatfield) 3Mst *ss* Apl. 2nd No. 3–4,36 *Well deck* *Mchy. Aft* 1 *Dk (Stl)*	515 331 197	✠100A1 1,38	Bkn	*h*	OG 1,38	1909 6mo *Lloyd's*	J.T. Eltringham & Co. S. Shields *SA&CP*	Carrier Shipping Co. Ld. (O.H. Thomas, *Mgr.*)	162·4 Q93′ B12′ F24′ BK 7′ *Cell D B f* 91′ 97 *t FPT* 37 *t APT* 1 *t*	26·7	9·3	London British 3 *B H Cem*	C.2Cy.20″ & 42″–27″ (*s*) 130lb 71RHP 1SB, 3*pf*, GS55, HS1760 G.T. Grey, South Shields	11 ″ 6 s 4 ″ 0½ 11 ″ 11	
76714 221450 KDHR	**J. Fletcher Farrell** *ss* Mob. No. 3–3,33 *ss* N.Os. No. 1–37 *Mchy. Aft* 2 *Dks (Stl) & Web frames* Sub. Sig. *Longitudinal framing*	7061 6422 4350	✠100A1 ~~2,38~~ 2,39 ~~BS2,38~~ ~~LM~~ C2,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21	N.Os	*b* †	CL ~~11,36~~ 11,38 *F.P. a*	1921 7mo	Bethlehem S.B.Corp. Ld. Quincy, Mass. A&CP	Sinclair Nav. Co. *Cell D Bu E & B* 62′ *DT f* 40′ 588 *t*	430·3 P134′ B37′ F40′ 200 *t* *above* 150° F.	59·3 FK	33·2	New York Utd. States 17 *B Hpt Cem* (12 *to U dk* 5 „ *2nd* „)	T.3Cy.26½″, 44′ & 74⅝″–51″ 200lb (*s*) 586NHP 3SB, 9*cf*, ,HS8829 FD Bethlehem S.B.Corp. Ld.	33 ″ 3 s 6 ″ 8½ 26 ″ 10	

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant après Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après formules de la Société. RHP = Force en chevaux d'après papiers du navire. Détails des Chaudières & Force... Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres du corps, ou ce qui est dans la L. Bureau Central Bureau Veritas
76715	**J. Floyd Massey, Jr.** (*ex*Lake	2084				...	1918	GlobeS.B.	SteelProducts	251·0	43·7	19·2	Duluth	T.3Cy.19″,32″&56″–36″	21 ″ 5	R
217059	Arline)	1756						Co.	Transpn.Corp.	P27′B60′F35′			Utd.States	276NHP		†
KGWO	D.F. GyC. 1*Dk*	1223						Superior,Wis.				FK	*WB*	NordbergMfg.Co.Milwkee		
76716	**J. H. Macoubrey** (*ex*JohnA.	4315					1908	American	MidlandS.S.Line,	380·0	50·0	28·0	Wilmgton	T.3Cy.20″,33″&55″–40″		R
205220	Donaldson-33)	—						S.B.Co.	Inc.				(Del.)	191NHP		
KFTT	*Mchy.Aft* D.F. 1*Dk*	3110						Lorain,O.				*WB*	Utd.States	AmericanSB.Co.Cleveland		
76717	**J. H. Senior** TwinSc	11065	✠100A1	Ham	*g* †	CL	1931	Vereinigte	PanamaTrans-	521·2	70·3	38·9	Panama	Oil Engines 2S.C.SA	38 ″ 9	
	Oil Eng.	—	1,39 ~~3,38~~			P3,38	3mo	SthlwrkeA.G	portCo.				Pnamanian	12Cy.26¾″–51⅛″ 1496NHP	s 8 ″ 5½	
HPFD	D.F.. *ss*Bmn.No.1–35	6769	~~Yd.MC6~~			34		Nordseewrke					17*B Hpt Cem*	2DB(WT)*200lb*	30 ″ 6¼	
	E.S.D GyC. 2*Dks*(*Stl*)&*Web frames*		*Carrying Petroleum*			*in bulk*		Emden					*pt Asp*	2DB*100lb*		
	Rudder partially electrically welded		DBS1,39				*Lloyd's*A&CP						(1 *to 2nd dk*)	Frd.KruppA.G.Kiel		
	Mchy.Aft Sub.Sig *Cruiser Stern*											*Cell D BuE*		78′225*t DTs*/	48′1990*t FPT*270*t APT*255*t*	
	Longitudinal framing–bracketless system															
76718	**J. H. Sheadle** (*ex*WilliamG.	6838					1905	Gt.Lakes	Cleveland-Cliffs	513·0	60·2	32·0	Wilmgton	T.3Cy.24½″,39″&67″–42″		R
202542	Mather)	—						Eng.Works	S.S.Co.(Cleveland-				(Del.)	292NHP		
KKUI	D.F. *Mchy.Aft* 1*Dk*	5183						Ecorse,Mich.	CliffsIronCo.*Mgs.*)			*WB*	Utd.States	GtLakesEngWrks.Detroit		
76719	**J. J. Coney** (*ex*W.D.Anderson–35,	5168				...	1920	TerryS.B.	~~SantaCruzOilCorp.~~	391·9	51·0	28·5	S.Frncisco	T.3Cy.24½″,41½″&72″–48″	30 ″ 2	R
220860	*ex*Pearldon) *Fitted for oil fuel*	4522						Corp.	Trailcoteamship-	P99′B34′F44′			Utd.States	562NHP		†
KDLC	2*Dks*&*Web frames*	3179						Savannah,Ga	ShipCo.Ltd.			FK	*WB*	BadenhausenCo.Phl.		
	Mchy.Aft *Longitudinal framing*															
	D.F. GyC. *Carrying Petroleum in bulk*															
76720	**J. J. H. Brown**	5069					1908	American	BrownS.S.Co.	432·0	52·0	28·0	Buffalo NY	T.3Cy.22″,35″&58″–42″		R
204993		—						S.B.Co.	(Brown&Co.				Utd.States	218NHP		
	Mchy.Aft 1*Dk*	3787						Lorain	*Mgrs.*)			*WB*		AmericanS.B.Co.		
76721	**J. J. Sister** (P) TwinSc	1527					1896	N.Odero	Cia.Trasmedi-	281·7	36·7	18·7	Valencia	Oil Engines 4S.C.SA		
	(*ex*GalileoGalilei) *OilEng*	—						fuA.	terranea	P46′F36′			Spanish	20Cy 20⅞″–20⅞″ 856NHP		
EAOX	Wireless 2*Dks*	734						SestriPnente						*Emade*—, *fitted*24		
														Masch.Augsburg-Nürn-		
														bergA.G.Augsburg		
76722	**J. J. Sullivan**	7077					1907	American	PioneerS.S.Co.	532·0	56·0	31·0	Wilmgton	T.3Cy.23½″,38″&63″–42″		R
204624		—						S.B.Co.	(Hutchinson&Co.				(Del.)	257NHP		
KDXV	D.F. GyC. *Mchy.Aft* 1*Dk*	5541						Cleveland,O.	*Mgrs.*)			*WB*	Utd.States	AmericanSB.Co.Cleveland		
76723	**J. L. Luckenbach** TwinSc6Twin	6369	✠100A1	Bos	*b* †	CL	1919	SunS.B.	LuckenbachS.S.	448·9	60·2	28·2	NewYork	4 Steam Turbines SR	31 ″ 3	
217586	(*ex*SouthBend) Msts	—	*Shelter dk*	Sea		~~P2,36~~	3mo	Co.	Co.Inc.			37·8	Utd.States	geared to 2 Sc. Shfts. (r)	s 4 ″ 3½	
KEXQ	*ss*Bos.No.3–4,31	3999	*with freeboard*			SN		Chester,Pa.				FK	8*B Hpt Asp*	2251b FD 1032NHP	27 ″ 4½	
	*ss*Sea.No.2–39 ~~*ss*Sea.No.1–39~~		1,39 ~~2,37~~	~~Y.LMC~~		10,37		A&CP					(*Coll to Sh dk*	3SB,12*cf*,GS239,HS12780		
	D.F. GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)		~~1,39~~	~~MS7,37~~		P7,38							7 „ 2*nd*„)	DeLavalStm.TurbineCo.		
			~~YNE&R2 23~~	7,38										Trenton,N.J.		
			Fitted for oil fuel 3,19			*F.P. above*			*Cell D B*389′1831*t*	*tween dk tanks*						
									uE&B space	36′405*t FPT*281*t APT*271*t*						
76724	**J. L. Reiss** (*ex*W.K.Bixby)	5398					1906	Detroit	ReissS.S.Co.	489·0	52·2	26·5	Wilmgton	T.3Cy.22½″,36″&60″–42″		R
202875	(*Self-Unloader*)	—						S.B.Co.					(Del.)	233NHP		
KURJ	D.F. GyC. *Mchy.Aft* 1*Dk*	4102						Wyandotte				*WB*	Utd.States	DetroitS.B.Co.Detroit		
76725	**J. M. Davis** (*ex*Boston)	4375					1913	Gt.Lakes	GreatLakesTran-	350·0	48·1	30·9	Buffalo NY	Q.4Cy.19″,27½″,40″&58″–42″		
21099		—						Eng.Works	sitCorp.	F29′			Utd.States	218NHP		
	Mchy.Aft 2*Dks*	3475						Ecorse,Mich.				*WB*		G.LakesEngWrks.Detroit		
76726	**J. N. Pew** *ss*Phl.No.1–38	9033	✠100A1	Phl	*e* †	CL	1921	SunS.B.	SunOilCompany	480·5	66·0	36·8	Phildlphia	T.3Cy.~~37~~″,45½″&76″–51″ (r	37 ″ 0	
221492	*ss*Phl.No 3–3,34	8530	*Shelter dk*			~~N4,36~~	7mo	Co.					Utd.States	2001b 27⅛″ 620NHP	s 10 ″ 6	
KDTP	*Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6432	*with freeboard*	MS6,38		N2,39		Chester,Pa.				F44′ *on Shelter dk*	18*B Hpt Cem*	SB.9*cf*,GS198,HS9198 FD	26 ″ 11	
	GyC. &*Web frames*		2,39 ~~1,37~~	BS6,36				A&CP				FK	(10 *to Sh dk*	SunS.B.Co.Chester,Pa.		
	Longitudinal framing		~~1,37~~	~~Y.MC~~									8 „ *U* „)			
			Carrying Petroleum in			*bulk*			*Cell D BuE*	&*B*89*f*40′448*t FPT*			186*t APT*84*t*			
			Fitted for oil fuel 7,21			*F.P. above*										
76727	**J. P. Morgan, Jr.**	7521					1910	American	Pittsburgh S.S.Co.	580·0	58·0	32·0	D'luthMin	T.3Cy.24″,39″&65″–42″		R
207250		—						S.B.Co.					Utd.States	274NHP		
	Mchy.Aft GyC. 1*Dk*	5824						Lorain,O.				*WB*		AmericanSB.Co.Clevlnd,O		
76728	**J. Pierpont Morgan**	7161					1906	Chicago	PittsburghS.S.Co.	580·0	58·0	27·4	D'luthMin	T.3Cy.24″,39″&65″–42″		R
203155		—						S.B.Co.					Utd.States	NB37 274NHP		
	Mchy.Aft GyC. 1*Dk*	5530						Chicago				*WB*		AmericanSB.Co.Clevlnd,O		
76729	**J. R. Sensibar** (P) (*ex*FrankC.Ball)	7179					1906	Gt Lakes	MidwestVessel	537·8	56·2	27·0	Wilmgton	Steam Turbine connected		
202770		—						Eng.Works	Corp.				(Del.)	to Elec. Motor & Sc. Shaft		
KGRG	*Mchy.Aft* D.F. (*Self-Unloader*)	4638						Ecorse,Mich.					Utd.States	NE30 NB18*refitted*30		
	1*Dk*											*WB*		GeneralElectricCo.		
														Schenectady,N.Y.		
76730	**J. S. Ashley**	6993					1909	American	PioneerS.S.Co.	509·7	54·2	26·7	Wilmgton	Q.4Cy.18″,26½″,41″&63″–42″		R
206695	GyC. (*Self-Unloader*)	—						S.B.Co.	(Hutchinson&Co.				(Del.)	257NHP		
WONN	*Mchy.Aft* D.F. 1*Dk*	5835						Lorain,O.	*Mgrs.*)			*WB*	Utd.States	AmericanS.B.Co.Lorain,O.		
76731	**J. W. Van Dyke**	11651					1938	SunS.B.&	AtlanticRefining	523·5	70·2	39·8	Phildlphia	1 steam turbine connected		R
237044	D.F. E.S.D. *Fitted for oil fuel*	—						DryDockCo.	Co.	P104′B35′F43′			Utd.States	to electric motor & screw		
WPTU	GyC. *Cruiser Stern* 1*Dk*	7258						Chester,Pa.						shaft 833NHP		
	Mchy.Aft *Carrying Petroleum in bulk*													GeneralElectricCo.		
	Longitudinal framing-bracketless system													Schenectady,N.Y.		
	Electrically welded															
76732	**Jaarstroom**	2480					1922	J.Meyer's	N.V.Hollandsche	321·7	40·2	16·6	Amstrdam	DR geared Steam Turbine		V
	Fitted for oil fuel	1621						S.B.Co.	Stoomb.Maats.	Q97′B77′F32′			Dutch	Machf.Gebr.Stork&Co.		
PEYF	Sub.Sig. D.F. 2*Dks*	1494						Zalt Bommel		len36				Hengelo		
76733	**Jaboatão** (*ex*ArnoldAmsinck)	4526					1907	Bremer	LloydBrasileiro	386·7	51·7	25·9	R.Janeiro	Q.4Cy.22⅝″,32⅝″,49½″&70″		V
		—						Vulkan		P261′F29′			Brazilian	–49⅛″ 345NHP		
PUBJ	2*Dks*	2896						Vegesack				*WB*		BremerVulkan,Vegesack		
76733*	**Jaceguay** (*ex*Flecha–37, TwinSc	781				...	1919	ClydeS.B.	BrazilianNavy	219·3	28·6	15·6		T 6Cy.13¼″,21½″&34″–21″	16 ″ 3	
	*ex*Fairfield)	699						&Eng.Co.Ld.					Brazilian	378NHP		
	(*Survey Vessel*) 2*Dks*	322						PortGlasgow				FK	*WB*	ClydeSB.&Eng.Co.Ld.PGl		
76734	**Jacinth**	650	✠100A1	Lth	*i*	OG	1937	Henry	Wm.Robertson	178·0	28·7	11·4	Glasgow	Oil Engines 2S.C.SA	13 ″ 6	
185923		452	~~12,37~~	~~Lwg~~		3,39	12mo	Robb,Ld.		185·0(O.L.)			British	7Cy.9½⅛″–16⅛″ 61RHP	s 4 ″ 0½	
MMNZ	*Mchy.Aft* 1*Dk*	332	4,39	~~Y.MC12~~				Leith		P45′Q60′F27′		FK	3*B Hpt Cem*		18 ″ 0½	
	Cruiser Stern			✠C(M)4,39			*Lloyd's*A&CP		*Cell D*	B114′154*t FPT*85*t APT*24*t*				BritishAuxiliaries,Ld.Gls.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks. &c	4 Register Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment last.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. — Freeboard amidships — Corresponding draught. ft. in.	15 Register to which classed. If not in L.R. Date of Trade Cert.
76735 / EAOW	**Jacinto Verdaguer** (*ex*Cid) *ss*Bcl.2ndNo.3–5,26 *ss*Val.No.1–30 2 *Dks*(1 *Stl&U1trn*)*&deep framing*	1641 1438 1040	✠100A1 6,31 MS7.30 BS6,31	Bcl	*q*	CL 7,30	1900 10mo	W.Hamilton&Co. Pt.Glasgow A&CP	Cia.Trasmediterranea *DBa*50′	245·2 P34′B65′F53′ *uE&fB*34′*f*106′327*t*	35·7	21·7 FK	Barcelona Spanish *4BHCem APT*12*t*	T.3Cy.20″,31″&51″–33″ (*r*) 165lb NDB28–*80lb* 157NHP 1SB.*4pf*,GS66,HS2433 D.Rowan&Co.Glasgow	23 ″ 11 s 3 ″ 0 21 ″ 3	
76736 / 217851 / KJNU	**Jack** (*ex*LakeFresco) *Ref.Mchy.* 1 *Dk2trB*	2622 2249 1617	NO LATER SURVEY		…	REPORTED	1919	American S.B.Co. Lorain,O.	Terminals&Transpn.Corp. (Minnesota-AtlanticTransit Co.*Mgrs.*)	251·0 P25′B64′F23′	43·6	26·2 FK	Duluth Utd.States *WB*	T.3Cy.20″,33″&54″–40″ 267NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	R †
76737 / LCPC	**Jacob Christensen** *ss*Bgn.No.3–8,33 *ss*Ant.No.1–38 1 *Dk*(*Stl*)	3594 3284 2179	✠100A1 12,~~8,38~~	Ant	*w*	CL ~~2,36~~ 11,38	1920 11mo	J.Blumer &Co.Ld. Sunderland *Lloyd's SA&CP*	A/S D/S Mathilda (J.Christensen, *Mgr.*) *Cell DB*308/853*t FPT*	356·3 P35′B170′F30′	48·7	23·9 FK	Bergen Norwegian *6BHCem* 67*t APT*109*t*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb *120lb* 311NHP 2SB.*6cf*,GS120,HS4704 N.E.MarineEng.Co.Ld.Sld	25 ″ 11 s 3 ″ 7½ 22 ″ 6	
76738 / 216293 / KJUF	**Jacob Luckenbach** (*ex*Radnor) *Fitted for oil fuel* D.F. 2 *Dks&Shelter dk*	5817 — 3537			…		1918	SunS.B. Co. Chester,Pa.	LuckenbachS.S. Co.Inc.	434·3	57·7	27·1 35·3 FK	NewYork Utd.States *WB*	T.3Cy.28″,45½″&76⅜″–51″ 412NHP SunS.B.Co.Chester,Pa.	38 ″ 0	R †
76739 / 219898 / KJTY	**Jacob Ruppert** (*ex*PacificFir–33, *ex*WestCahokia) *Fitted for oil fuel* D.F. 2 *Dks*	5645 — 3500					1920	Western Pipe&Steel Co. S.Francisco	UnitedStates Maritime Commission	410·5 P46′B112′F46′	54·0	27·1	NewYork Utd.States *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP JoshuaHendy Co. SanFrancisco		R
76740 / TUXI	**Jacobsen** (*ex*ConsulSuckau–33, *ex*Carola) *Mchy.Aft* 1 *Dk*	523 379 211					1923	NVSchps& Rep.De Hoop Leiden	Soc.Dunkerquoise auCabotage (L.Dewulf,*Mgr.*)	164·0 Q56′B13′F21′	25·6	10·4	Dunkirk French *WB*	T.3Cy.12″,20″&32″–24″ 50NHP WerfMaasdijk,Schiedam		V
76741 / 144045 / MJXZ	**Jacobus** *ss*Hul.No.3–12,36 1 *Dk*(*Stl*) Wireless *Cruiser Stern* *Cargo battens not fitted*	1262 1088 756	✠100A1 3,38 MS12.36	Hul	*o*	CL 3,38 7,38	1920 5mo	Living-stone& Cooper,Ld. Hessle *Lloyd's SA&CP*	SirEricOhlson, Bart.(OhlsonS.S. Co.) *Cell DB*196′424*t*	230·4 P19′B69′F28′	36·7	15·8 FK	Hull British *4BHCem APT*54*t*	T.3Cy.18″,30″&50″–33″ (*s*) 180lb 199NHP 2SB,*6pf*,GS108,HS3672 ShieldsEng.&D.D.Co.Ld. N.Shl.	18 ″ 0 s 2 · 0½ 16 ″ 2	
76742 / DGAO	**Jacobus Fritzen** (*ex*Dekade, *ex*Ruth,*ex*Dalemead,*ex*Dalemoor) *Turret deck* 1 *Dk2trB*	4090 3407 2578					1909	W.Doxford &Sons,Ld. Sunderland	Johs.Fritzen& Sohn vormLexzau Scharbau&Co.	348·8 P28′F41′	51·1	24·0	Emden German *WB*	T.3Cy.26″,42″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		G
76743 / FNWX	**Jacques Schiaffino** *Fitted for oil fuel* 2 *Dks*	1757 1433 841					1930	Swan,Hunter&Wigham Richardson. Ld Sunderlnd	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.)	251·5 P&B154′F22′	38·3	19·7	Algiers French *WB*	T.3Cy.20½″,33″&54″–36″ 175NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
76744 / PUQH	**Jacuhy** (*ex*Oswaldo Aranha–37,*ex*Jacuhy) *ss*Rio.2ndNo.3–5,34 1 *Dk*(*Stl*)	TwinSc *1951* *1599* *1182*	✠ ~~6,48~~ *with freeboard* *Brazilian Coasting*	Rio	*r*	CL 11,35	1912 5mo	Mackie& Thomson,Ld Glasgow *Lloyd's SA&CP*	Cia.Commercio e Navegação *Cell DBa*86′*uE*14′	276·7 P27′B61′F22′ *f* 114′569*t FPT*126*t*	45·2 FK	15·4	R.Janeiro Brazilian *6BHCem APT*127*t*	T.6Cy.15″,25″&40″–27″ (*s*) 180lb *140lb* 208NHP 2SB,*6cf*,GS105,HS3600 Muir&Houston,Ld.Gls.	17 ″ 6 ~~2 · 0~~ ~~15 ″ 0~~	
Suilded at "Oswaldo Aranha," see No.8345 in S																
76745 / LEER	**Jadarland** Ⓟ (*ex*Bürgermeister Eschenburg) 1 *Dk*	938 861 569					1918	Schiffsw.v. Henry Koch Lübeck	SandnæsDampskibsslsk.A/S H63*t*	196·0 H63*t*	30·9	18·3	Sandnæs Norwegian *WB*	T3Cy16 3/16″,27 7/16″&42½″–27⅜″ 95NHP OttensenerMaschf.Lübeck		
76746 / 219335 / KJNW	**Jadden** *Fitted for oil fuel* Sub.Sig. 2 *Dks&Shelter dk*	6869 6616 5258					1919	Skinner& Eddy Corp. Seattle,Wash	UnitedStates Maritime Commission	410·5 P27′B19′	54·2	35·1	Seattle Utd.States *WB*	T.3Cy.25″,42″&72″–48″ 359NHP Skinner&Eddy Corp.	35 ″ 1	R
76747 / 165294 / MMVV	**Jade** *Oil Eng.* 1 *Dk* *Mchy.Aft* *Cruiser Stern*	930 634 495	✠100A1 8,38 ~~Class Contem plated~~	Rot	*l*		1938 8mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd's SA&CP*	W.Robertson Wm.Robertson *Cell DB*113/233*t FPT*	205·0 213·0(O.L.) P54′Q77′F25′	32·6	12·4 FK	Glasgow British *3BIICem* *Set.APT*80*t*	Oil Engines 4S.C.SA 6Cy.15¾″–26″ 141NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	15 ″ 0 s 4 ″ 8 14 ″ 0½	
76748 — DHMX	1 *Dk*	536 435 268					1912	Stettiner Oderwerke Stettin	BugsierReed.u. BergungsA.G.	165·8 B112′F22′	28·6	11·6	Brmrhavn German *WB*	C.2Cy.17 7/16″&31½″–21⅜″ 38NHP StettinerOderwerke		G
76749 / YTKO	**Jadran F.** (*ex*Jadran–37,*ex*Speedy) 1 *Dk* *Mchy.Aft* *Well deck*	346 253 130			…		1901	J.Meyer Zaltbommel	MarinFerić	146·8 Q84′B11′F22′	23·1	9·8 FK	Split Yugoslav *WB*	T.3Cy.12¼″,20″&32″–23″ 65NHP G.T.Grey,SouthShields	10 ″ 6	V †
76749* / LEFQ	**Jæderen** (*ex*Saloniki) 1 *Dk*	902 666 493					1918	Pusnæs Stöperi&Mek Verksted Arendal	DetStavangerske Dampskibsselskap	210·9 P31*t*Q82*t*H49*t*F31*t*	33·2	12·1	Stavanger Norwegian *WB*	T.3Cy.15″,25″&40″–30″ 88NHP PusnæsStöperi&Mek. Verksted.Arendal		N
76750 / PEYV	**Jaedjoer** *Oil Eng.* D.F. 1 *Dk* *Mchy.Aft* *Cruiser Stern*	309 — 142					1937	Gebr. Niestern&Co. Delfzijl	J.E.Wicherts	125·3 P41′F22′	23·9	10·1	Delfzijl Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9 7/16″–14 7/16″ 62NHP AppingedammerBrons Motorenfb N.V		
76751 / OUHR	**Jægersborg** 1 *Dk*	1254 948 727					1918	Stuhr's Mask&Skibs. Akt.Aalborg	A/SD/SDannebrog (C.K.Hansen, *Mgr.*)	238·7 P14′Q71′B94′F29′	36·2	13·4	Copnhagn Danish *WB*	T.3Cy.15″,24″&40″–27″ 83NHP A/S"Frichs,"Aarhus		V
76752 / 702 / ESKJ	**Jaen Teär** (*ex*Sailing Vessel) WoodAux3MstSr *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*)	371 320 274					1926	M.Hohen-see Papilaid	JuliusTeär&Co.	130·4	31·8	13·1	Kuressaar Estonian	Oil Engines 2Cy. *Emade&fitted–* J.&C.G.BolindersM.V.A/B		V
76753 / PEYW	**Jagersfontein** Ⓟ TwinSc *Oil Eng.* D.F. E.S.D. 3 *Dks* *Ref.Mchy.* *Cruiser Stern*	10083 7829 6164	✠100A1 (12,38 ~~LMC~~ ~~Lloyd's RMC~~	Ams		OG ~~10,37~~ N3,39	1934 12mo	NVNederl. Schps.Maats Amsterdam *Lloyd's SA&CP*	N.V.Vereenigde Nederl.Scheep. Maats.(Directie en AgentuurMaats. Holland Afrika Lijn,N.V.*Mgrs.*)	457·2 P32′B175′F35′ *Cell DBuE&f* 239′ *Tanks in way of tunnels* 1127*t FPT*159*t*	63·2 FK	34·9	TheHague Dutch *8BHptCem* 675*t APT*124*t*	Oil Engines 2S.C.DA 12Cy.23⅝″–43.⅜″ 2334NHP 2DB*120lb* Gebr.Stork&Co.N.V. Hengelo	38 ″ 8 s 8 ″ 0½ 30 ″ 9¾	
76754 / 316 / HSAQ	**Jai Jerng Kha** (*ex*Chantaboon) 1 *Dk*	TwinSc 482 — 247					1908	HongK'ng &Whampoa DockCo.Ld HongKong	SawadSukhum Banij.Ld.	152·5	29·0	11·0	Bangkok Siamese	T.6Cy 8½″,13½″&23½″–15″ 43NHP HongKong&Whampoa DockCo.Ld.		

1 Numero d'Ordre — Numero Officiel — Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel — Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. BHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Francobord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registre ou cote, si ce n'est dans le L. Patent, Port Reg. Trade
76755 OYGC	**Jakob Mærsk** D.F. 1 *Dk*		2245 1915 1348	—				1921	Odense Staalskibs Odense	Dampskibsselskabet af 1912 (A.P. Möller, Copenhagen, *Mgr.*)	284·9 P32'	42·4 B74'	19·9 F36'	Aalborg Danish	T.3Cv.20½",33½"&55"–35" & LP Turbine W.B Christensen& Meyer, Harburg a/d Elbe		V
76756 153807 VWDF	**Jalabala** *ss* Bom. No. 2–35 2 *Dks* (*Stl*)		3610 3345 2211	✠100A1 11,38 ~~12,37~~ BS4,38	Bom	*w*	CL ~~8,36~~ 11,38	1927 8mo	Lithgows, Ld. PortGlasgow *Lloyd's*	ScindiaSteamNav Co.Ld. *Cell*	349·9 P36'	49·0 B106'	24·3 F31' FK *DB* 297'8	Bombay British *50t APT* 30t	T.3Cy.24",40"&65"–45" (*r*) 180lb 398NHP *BHCem* 3SB,9*cf*,GS177,HS5916 FD *FPT* J.G.Kincaid&Co.Ld.Grk.	26 " 6 5 " 6¾ 22 " 1½	
76757 129525 VWDX	**Jaladurga** (P) Twin Sc (*ex* Coconada–33) *ss* Cal. 2nd No. 3–8,37 2 *Dks* (*UStl*–ws) & *Shade dk* (*Stl*–teaks)		3958 3111 2162	✠100A1 *Shade dk* 7,38 ~~8,37~~ BS7,38	Cal	*y*	CL PN ~~7,36~~ ~~8,37~~ 7,38	1910 11mo	Barclay, Curle&Co Ld Glasgow *Lloyd's*	ScindiaSteamNav. Co.Ld. *Cell DBa* 120'*uE&* B57'*f* 157'6	390·5 F *on Shade dk* 56' FK 2*t FPT* 64*t APT* 32*t*	50·2	21·7	Bombay British *Cem* 5 *BH to U dk* 1 „ 2nd „	T.6Cy.18",30½"&52"–42" (*s*) 215lb ~~190lb~~ 573NHP 3SB.12*cf*,GS214,HS8616 FD Barclay,Curle&Co.Ld.Gls	24 " 0 3 " 5½ 20 " 11	
76758 153810 VWDJ	**Jaladuta** *ss* Bom. No 2–35 2 *Dks* (*Stl*)		4966 4649 3089	✠100A1 ~~5,38~~ 6,37 2,39 BS ~~4,37~~ 5,38	Bom	*y*	CL ~~7,36~~ 5,38	1927 12mo	Lithgows, Ld. Pt.Glasgow *Lloyd's*	ScindiaSteamNav. Co.Ld. *Cell*	400·0 P40' B145' *DB* 343'	52·0 F80' FK 1150*t FPT*	28·0	Bombay British 6 *BHCem* 116*t APT* 190	T.3Cy.26",42"&70"–48" (*r*) 180lb *110lb* 497NHP 3SB,9*cf*,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk	30 " 6 5 " 9¾ 24 " 11½	
76759 150002 VWJG	**Jalaganga** 2 *Dks* *Cruiser Stern*		4981 4658 3080	✠100A1 ~~3,36~~ ~~3,38~~ 4,38	Bom		CL 2,38	1936 5mo	Lithgows Ld. PortGlasgow *Lloyd's*	ScindiaSteamNav. Co.Ld. *Cell DB*	400·0 414·7 (O.L.) P40' B145' *DB* 343'	52·0 F32' FK 1047*t FPT*	28·0 78*t*	Bombay British 6 *BHCem* *APT* 47*t*	T.3Cy.24½",41"&70"–48" (*r*) 220lb *150lb* 524NHP 3SB,9*cf*,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 " 6 5 " 9½ 24 " 11	
76760 129544 VWGB	**Jalagopal** (P) Twin Sc (*ex* Edavana–33) *ss* Cal. 2nd No. 3–9,37 D.F. 2 *Dks* (*UStl*–ws) & *Shade dk* (*Stl*–teaks)		5284 3715 2635	✠100A1 *Shade dk* 9,38 ~~9,37~~ BS9,38	Cal	*z*	CL ~~9,37~~ 9,38	1911 4mo	Barclay, Curle&Co Ld Glasgow *Lloyd's*	ScindiaSteamNav. Co.Ld. *Cell DBa* & *uE* 132'	400·4 B *on Shade dk* 166' FK *pt uB* & *f* 175'6	52·5	25·5	Bombay British 7 *BHCem* (5 *to U dk* 2 „ 2nd dk) *PT* 39*t APT* 31*t*	T.6Cy.23½",39½"&67"–48" 215lb *100lb* (*s*) 1086NHP 2DB&2SB,24*cf*,GS429, HS16851 Barclay,Curle&Co.Ld.Gls.	28 " 0 4 " 5¼ 24 " 0	
76761 141653 VWDN	**Jalajyoti** (*ex* Vindelia, *ex* War Wagtail) *ss* Bom. No. 3–10,30 *ss* Bom. No. 2–38 ~~*ss* Bom. No. 1–34~~ 2 *Dks* (*Stl*) *Cargo battens not fitted in 'tween dks*		4430 4086 2698	✠100A1 7,38 ~~5,37~~ BS5,38	Bom	*x*	CL N5,37	1918 9mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*	ScindiaSteamNav. Co.Ld. *Cell*	376·0 P41' B113' *DB* 321'	51·9 F39' FK 984*t FPT*	26·4	Bombay British 7 *BHpt Cem* 114*t APT* 66*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wks.Ld.Hull	29 " 0 5 " 8½ 24 " 0	
76762 159611 VWJM	**Jalakrishna** 2 *Dks* *Cruiser Stern*		4991 4658 3075	✠100A1 ~~6,38~~ ~~3,38~~ 1,38	Bom		CL	1937 12mo	Lithgows, Ld. PortGlasgow *Lloyd's*	ScindiaSteamNav. Co.Ld. *Cell DB*	400·0 414·7 (O.L.) P37' B145' *DB* 343'	52·0 F33' FK 1149*t FPT*	28·0 78*t*	Bombay British 6 *BHCem* *APT* 47*t*	T.3Cy.24½",41"&70"–48" (*r*) 220lb *150lb* 524NHP 3SB,9*cf*,GS190,HS7563 FD J.G Kincaid&Co.Ld.Grk.	30 " 6 5 " 10½ 24 " 10½	
76763 145653 VWJK	**Jalamani** (*ex* Gambian–36, *ex* Knight of the Rose–33) *ss* Bom. No. 2.37 D.F. 2 *Dks* (*Stl*)		3944 3591 2346	✠100A1 ~~7,36~~ 6,37 12,38 MS6,37	Bom BS12,38 LMC BS12,37	*w*	CL ~~6,37~~ 12,38	1929 7mo	Sir J Priestman&Co. Sunderland *Lloyd's*	ScindiaSteamNav. Co.Ld. *Cell DB*	352·5 P34' B108' *DB* 305'	50·5 F38' FK 852*t FPT*	24·9	Bombay British 6 *BHpt Cem* 8*t APT* 96*t*	T.3Cy.24",40"&66"–45" (*s*) 180lb GS143 HS5501 373NHP 2SB(FD)&1 Aux B,8*cf*, G.Clark,Ld.Sunderland	27 " 3 4 " 9½ 22 " 8½	
76764 148532 VWDR	**Jalamohan** (*ex* Buckleigh–33) *ss* Bom. No. 3–1,37 2 *Dks* (*Stl*)		5100 4792 3146	✠100A1 12,38 ~~12,37~~ BS ~~12,37~~ 12,38	Bom LMC1	*y*	CL ~~1,37~~ 12,38	1925 1mo	Bartram& Sons,Ld. Sunderland *Lloyd's*	ScindiaSteamNav. Co.Ld. *Cell DBa* 118'*uE*25'	400·0 P37' B120' *f* 176'	52·2 F40' FK 1060*t FPT*	28·5 137	Bombay British 7 *BHCem* *APT* 202*t*	T.3Cy.27½",45"&75"–48" (*s*) 180lb ~~120lb~~ 476NHP 3SB.9*cf*,GS204,HS8055 J.Dickinson&Sons,Ld. Sld.	31 " 0 6 " 0 25 " 2½	
76765 220707	**Jalapa** *Fitted for oil fuel* 1 *Dk* & *Shelter dk* *Longitudinal framing*		6085 — 4386					1920	Moore S.B. Co. Oakland,Cal.	United States Maritime Commission	402·6 P34'	53·0 F38'	32·2	S.Frncisco Utd. States W.B	2 Steam Turbines DR Geared to 1 Sc. Shaft W.&A.Fletcher Co. Hoboken,N.J		
76766 145652 VWJD	**Jalapadma** (*ex* Knight of the Cross–35) *ss* Bom. No. 2,37 2 *Dks* (*Stl*)		3935 3591 2326	✠100A1 ~~10,38~~ ~~12,37~~ BS4,38 MS6,37	Cal Bom	*w*	CL 12,37	1929 5mo	Sir J Priestman&Co. Sunderland *Lloyd's*	ScindiaSteamNav. Co.Ld. *Cell D*	352·5 P34' B108' *DB* 305'	50·5 F38' FK 852*t FPT*	24·9 91*t*	Bombay British 6 *BHpt Cem* 1 *PT* 96*t*	T.3Cy.24",40"&66"–45" (*s*) 180lb 373NHP 2SB(FD)&Aux SB,8*cf*, GS143,HS5501 G.Clark,Ld.Sunderland	27 " 3 4 " 9½ 22 " 8½	
76767 139614 VWDB	**Jalapalaka** (*ex* Frankby, *ex* William Wallace) *ss* Bom. No. 3–11,29 *ss* Bom. No. 2–37 1 *Dk* (*Stl*)		4215 3973 2630	✠100A1 10,38 ~~12,37~~ DS11,38	Bom	*x*	CL N12,37	1917 8mo	Sir Ravlton Dixon&Co Ld Middlesbro' *Lloyd*	ScindiaSteamNav. Co.Ld. *Cell D*	364·9 P25' B94' *B* 319'	51·1 F40' FK 980*t FPT*	26·1 110*t*	Bombay British 6 *BHCem* *APT* 90*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 368NHP 3SB,9*cf*,GS167,HS6100 Richardsons,Westgarth &Co.Ld.Mdb.	28 " 4 5 " 1½ 23 " 6	
76768 124028 VWDC	**Jalaputra** (*ex* Frankdale) *ss* Bom. 2nd No. 3–1,32 *ss* Bom. No. 1–36 2 *Dks* (*Stl*) & *deep framing* *Lower dk beams in No. 1 hold*		4856 4616 3113	✠100A1 2,37 ~~1,38~~ BS ~~1,38~~ 2,39	Bom	*z*	CL ~~1,38~~ 2,39	1906 12mo	C.Connell &Co.Ld. Glasgow *Lloyd's*	ScindiaSteamNav. Co.Ld. *Cell*	400·0 P34' B136' *DBa* 123'*uE&* B48'	52·2 F47' FK *f* 176'	28·8 1054*t FPT*	Bombay British 6 *BHCem* *P* 190*t APT* 40*t*	T.3Cy.25",42"&70"–48" (*s*) 200lb *100lb* 510NHP 3SB,9*cf*,GS123,HS7548 FD Dunsmuir&Jackson Ld.Gls	31 " 4 5 " 10¾ 25 " 8½	
76769 148533 VWDQ	**Jalarajan** (*ex* Chulmleigh–33) *ss* Bom. No. 3–12,37 2 *Dks* (*Stl*)		5102 4792 3148	✠100A1 10,38 ~~12,37~~ MS9,37	Bom	*y*	CL 12,37 2,38	1925 1mo	Bartram& Sons,Ld. Sunderland *Lloyd's*	ScindiaSteamNav. Co.Ld. *Cell DBa* 118'*uE*25'	400·0 P37' B120' *f* 176'	52·2 F40' FK 1060*t FPT*	28·5 137	Bombay British 7 *BHCem* *APT* 202*t*	T.3Cy.27½",45"&75"–48" (*s*) 180lb *120lb* 476NHP 3SB,9*cf*,GS204,HS8055 J.Dickinson&Sons,Ld. Sld.	31 " 0 6 " 0 25 " 2½	
76770 142699 VWDM	**Jalarashmi** (*ex* Vitellia, *ex* War Pintail) *ss* Bom. No. 3–6,31 *ss* Bom. No. 1–35 2 *Dks* (*Stl*) *Cargo battens not fitted in No. 3 lower hold*		4449 4096 2681	✠100A1 8,38 ~~7,37~~ BS ~~5,37~~ 2,39 *Carrying oil fuel F. P. above* 150° F. *in DB*	Cal Bon	*x*	CL ~~9,36~~ NS,38	1918 11mo	Earle's Co. Ld. Hull *Lloyd*	ScindiaSteamNav. Co.Ld. *Cell D*	375·6 P41' B113' *B* 321'	51·7 F39' FK 908*t FPT*	26·5 127*t*	Bombay British 7 *BHCem* *APT* 200*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Earle's Co.Ld.Hull	29 " 0 5 " 8½ 24 " 0	
76771 145657 VWDS	**Jalaratna** (*ex* Knight of the Realm–33) *ss* Bom. No. 2–38 2 *Dks* (*Stl*)		3942 3591 2326	✠100A1 ~~3,38~~ 12,38 BS12,38	Bom	*w*	CL 3,38	1930 1mo	Sir J Priestman&Co. Sunderland *Lloyd's*	ScindiaSteamNav. Co.Ld. *Cell D*	352·5 P34' B108' *DB* 305'	50·5 F38' FK 852*t FPT*	24·9 83*t*	Bombay British 6 *BHpt Cem* *APT* 96*t*	T.3Cy.24",40"&66"–45" (*s*) 180lb 373NHP 2SB(FD)&1 Aux SB,8*cf*, GS143.HS5501 G.Clark,Ld.Sunderland	27 " 3 4 " 9½ 22 " 8½	
76772 145347 VWDK	**Jalatarang** (*ex* Elizabeth Stoner) *ss* Bom. No. 3–9,33 *ss* Bom. No. 1–37 1 *Dk* (*Stl*)		2498 2229 1464	✠100A1 5,38 ~~10,37~~ BS10,38 *Fitted for oil fuel* 8,21	Bom	*l*	CL 10,37 *F.P. above* 150° F.	1921 8mo	J I Thornycroft&Co.Ld. Southampton *Lloyd's*	ScindiaSteamNav. Co.Ld. *Cell D*	300·5 P28' B83' *B* 251'	43·7 F33' FK 602*t FPT*	22·2 101*t*	Bombay British 5 *BHCem* *APT* 108*t*	T.3Cy.21",34"&57"–36" (*s*) 180lb 240NHP 2SB,6*cf*,HS4102 J I Thornycroft&Co Ld.Sou	24 " 5 4 " 3½ 20 " 4	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Date of last Equipment Letter.	7a Date when hull classed last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Register'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Change.
76773 153809 VWDL	**Jalaveera**	*ssBom.No.2–35* *2Dks(Stl)*	4966 4649 3089	✠100A1 4,38 [illegible] MS1 35	Bom	*y*	CL 3,38	1927 11mo	Lithgows, Ld. Pt.Glasgow *Lloyd'sA&CP*	ScindiaSteamNav. Co.Ld. *CellDB*	400·0 415·0(C.L.) P40'B145'F30' 345'1150t	52·0 FK	28·0 *FPT116t*	Bombay British	T.3Cy.26",42"&70"–48" (*r*) 180lb *110lb* 497NHP 6*BHCem* *APT19t* 3SB,*9cf*,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 " 6 s 5 " 9½ 24 " 11½	
76774 151359 VWDF	**Jalavihar** (*ex*Frankmere)	*ssBom.2ndNo.3–9,34* *2Dks(Stl)* *ssBom.No.1–38*	5330 4996 3381	✠100A1 ~~1,03~~ 11,38 [illegible] LMC9,34 11,38	Bom	*z*	CL 6,37	1911 7mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	ScindiaSteamNav. Co.Ld. *CellDBa1*	410·1 P34'B137'F50'	52·2 FK	28·8 *FPT162t*	Bombay British 6*BHCem* *APT19t*	T.3Cy.25⅝",42"&70"–48" (*r*) 200lb *110lb* 460NHP 2DB,*12cf*,GS187,HS8060 Dunsmuir&Jackson.LdGls 189'1143t *FPT93t APT40t*	31 " 2 s 5 " 10 25 " 7	
76775 140164 VWDG	**Jalavijaya** (*ex*Franktor)	*ssBom.No.3–5,30* *1Dk(Stl)&Shelterdk(Stl)* *Cargo battens not fitted*	3756 3514 2297	✠100A1 *Shelter dk* *withfreeboard* 1,39~~3,37~~ [illegible] LMC [illegible]	Bom	*x*	CL ~~8,37~~ ~~1,38~~ 1,38	1918 3mo	J.Priestman&Co. Sunderland *Lloyd'sA&CP*	ScindiaSteamNav. Co.Ld. *CellDB*	365·0 315'1077t	51·5 FK	22·1 *FPT115t*	Bombay British 6*BHCem* *APT85t*	T.3Cy.25",41"&67"–45" (*s*) 180lb 330NHP 3SB,*6cf*,GS120,HS5146 Richardsons,Westgarth& Co.Ld.Sld.	24 " 6 s 2 " 3½ 22 " 5½	
76776 150003 VWJJ	**Jalayamuna** *Cruiser Stern*	*2Dks*	4981 4658 3080	✠100A1 ~~1,38~~ 1,38 [illegible] LMC6	Bom		CL 1,38	1936 6mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	ScindiaSteamNav. Co.Ld. *CellD*	400·0 414·8(O.L.) P40'B145'F32' B343'1047t	52·0 FK *FPT78t*	28·0 *APT47t*	Bombay British 6*BHCem* *APT47t*	T.3Cy.24½",41"&70"–48"(*r*) 220lb *150lb* 524NHP 3SB,*9cf*,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 " 6 s 5 " 9½ 24 " 11	
Broken up 76777 XCJA	**Jalisco** *Fitted for oil fuel*	*ssN.Os No.1–21* *2Dks(Stl)*	2876 — 1892	✠ 5,25 NOs		*t*		1916 4mo	W Cramp& Sons S&E B Co Philadelphia	Mexican Government (operated by Transportes Maritimos y Vias Fluviales S.C.M.de R.L.) *CellDB*	304·6 B90'F36' 248 605t	45·2 FK *FPT 108t*	20·1 *APT 148t*	Progreso Mexican 7*BHCem*	T.3Cy.20",33"&55"–36" 262NHP 2SB,*6cf*,GS108,HS3994 W.Cramp&SnsS&EBCoPhl	22 " 8	
76778 232139 KDCY	**Jamaica** Ⓟ (*ex*Peten–37) TwinSc D.F. GyC. *Ref.Mchy.* E.S.D.	*Fitted for oil fuel* 4*Dks*	6968 — 3152					1933	NwprtNws S.B.&D.D.Co (UnitedFruitCo. *Mgrs.*)	UnitedMailS.S.Co. P36'B&F348'	415·4	60·2	24·0	NewYork Utd. States *WB*	2 steam turbines connected to elec. motor& sc. shafts GeneralElectricCo. Schenectady,N.Y.		R
76779 156134 VPLC	**Jamaica Pioneer** D.F. *Ref.Mchy.*	*Fitted for oil fuel* 4*Dks*	5471 ~~4857~~ 3205	[illegible] Lloyd'sRMC [illegible] 1,38				1931	Lithgows Ld. PortGlasgow	JamaicaBanana ProducersS.S.Co. Ld.(Kaye,Son &Co.Ld. *Mgrs.*)	386·2 F43'	54·2	30·8	KingstnJa British *WB*	Q.4Cy.27",39",56"&80"–51" 458NHP D.Rowan&Co.Ld.Gls.		C
76780 164703 GYVF	**Jamaica Planter** TwinSc D.F. *Ref.Mchy.*	*Oil Eng.* 4*Dks* *Cruiser Stern*	4098 3407 ~~3419~~ 2417	✠100A1 *withfreeboard* 4,39 5,06 [illegible] 5,33 temp 20 [illegible]	Lon		CL 11,38	1936 8mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	HadleyShipping Co.Ld. *Intermediate after* *CellDB259'506t*	356·5 F58' *BHin hold dispensed with Tankbetweentunnels*	50·2 FK Coll	29·7 *BH to W dk* 4 " " 2nd " *s27'38t FPT*	London British	Oil Engines 2S.C.SA 12Cy.19⅛"–35⅞" 808NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	32 " 0 s 9 " 2½ 23 " 2	
76781 156140 VPLM	**Jamaica Producer** *Ref.Mchy.* D.F.	4*Dks* *CruiserStern* *Cargo battens not fitted in after hold*	5464 4673 2882	✠100A1 *withfreeboard* ~~3,38~~ 10,37 [illegible] Lon.38 [illegible] *Fitted for oil fuel* 6,34	Lon		CL 10,37 *F.P.a*	1934 6mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP* *CellDB293'910t*	JamaicaBanana ProducersS.S.Co. Ld.(Kaye,Son&Co. Ld. *Mgrs.*) *Tanks at sides of tunnel*	411·1 F50' *(Coll to Wh dk* 8 " 2nd " *237t FPT*	54·7 FK	30·3 *FPT170t*	Kingstn Ja British 9*BHpt Cem* *APT170t*	Q.4Cy.30",41½",59"&84"–54" 225lb (*s*) 961NHP 5SB(Spt),*15cf*,HS15015 FD D.Rowan&Co.Ld.Gls.	33 " 6 s 10 " 1½ 23 " 10½	V
76782 156136 VPLD	**Jamaica Progress** *Ref.Mchy.* D.F.	*ssLon.No.1–36* 2*Dks(Stl–weather dk ws)* 3rd&4th *dks(Stl) in holds*	5475 4804 3043	✠100A1 *withfreeboard* ~~3,38~~ 12,~~38~~,38 [illegible] LMC3,36 [illegible] Lloyd's RMC [illegible] 12,38 9,38 *Fitted for oil fuel* 4,32	Nwc	*z*	CL ~~8,37~~ 7,38 *F.P.a*	1932 4mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP* *CellDB336'904t*	JamaicaBanana ProducersS.S.Co. Ld.(Kaye,Son&Co. Ld. *Mgrs.*) *Tanks at sides of tunnel*	393·7 F46' *(Coll to Wh dk* 7 " to 2nd " *673t FPT* 168t	54·2 FK	30·8 *FPT3*	KingstnJa British 8*BHpt Cem* *APT58t*	Q4Cy.29½",41½",59&84"–54" 225lb(Spt)(*s*) 1061NHP 6SB,*24cf*,GS418HS17220 FD D.Rowan&Co.Ld.Gls.	33 " 6 s 12 " 0 21 " 11½	
76783 FNMW	**Jamaique** Ⓟ (*ex*Mosella) TwinSc *Ref.Mchy.* D.F.	2*Dks&Awng dk*	10123 7863 6259	[illegible] Lloyd sRMC [illegible] 3,38 ~~10,38~~ No 5 hold a'tween for temp				1922	Swan,Hunter&Wigham Richardson, Ld Newcastle	ChargeursRéunis *WB=CellDBuE*	484·2 B273'F52' *B55 f'vin Hopper si*	59·4 35·2 *detanks* 479	27·2 8549t *FPT259t*	Havre French *WB*	1SteamTurbinesDRgeared to 2 Sc. Shafts WllsndSlpwy.Co.Ld.Nwc.		V
76784 210912	**James A Farrell** *Mchy.Aft* GyC.	*ssClv.No.4–8,37* *Longitudinal framing* 1*Dk(Stl)&Web frames*	7705 7277 5967	✠100A– 3,37 ~~BS~~ 3,39 LMC3,37 *For Service on the Great Lakes*	Clv			1913 3mo	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0 F54'	58·0 FK	32·0 4*BH*	D'luth,Min Utd. States	T.3Cy.24",39"&65"–42" (*s*) 170lb 406NHP 2SB,*6cf*,GS132,HS6338 FD AmericanS.B.Co Cleve'nd	32 " 0 s 10 " 10¼ 21 " 4½	
76785 153126 VGZD	**James B. Eads** (*ex*Globe) *Mchy.Aft*	1*Dk&Spar dk*	3865 3705 2465					1894	GlobeIron WorksCo. Cleveland,O.	NorrisSteamships, Ld.(G.C.Leitch, *Mgr.*)	406·9 len99 H—	42·3 FK	24·0 *WB*	Midland Ont. British	T.3Cy.24",39"&63"–42" NB15 257NHP GlobeIrnWksCo.Clvlnd O.		R
76786 147246 Now Portador	**James B. Foote** (*ex*EugeneC. Roberts) *Mchy.Aft*	*Longitudinal framing* *See No. 89999 in Supplement*	1746 1593 1264					1924	Cammell Laird&Co.Ld Birkenhead	UnionTransitCo. Ld.(J.B.Foote, *Mgr.*)	253·0	43·2	17·8	[illegible] William Ore Carrier *WB*	T.3Cy.16",27"&44"–33" 97RHP CammellLaird&Co.Ld Bkn		C
76787 201821	**James C. Wallace** GyC. *Mchy.Aft*	1*Dk*	6684 — 5403					1905	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co. *Mgrs.*)	532·1	56·0	31·0 *WB*	Wilmgton (Del.) Utd. States	Q.4Cy.18½",28½",43½"&66"–42" 282NHP AmericanSB.Co.Cleveland		R
76788 153957 VLDQ	**James Cook** (*ex*Belfri–34) *Cargo battens not fitted*	*ssOsl.No.3–11,34* 1*Dk*	2181 1878 1289	100A1 2,38 BS3,38 LMC11 34	Syd		OG 2,38	1921	A/S Moss Værft Moss	H.C.S.Coasters Proprietary,Ld. (H.C.Sleigh, *Mgr.*) *CellDBa&uE11*	275·7 P27'B82'F32' 6'f110'484t	43·7 FK *FPT54t*	18·8 *APT75t*	Melbourne British 4*BHCem* *APT75t*	T.3Cy.20½",33"&56"–36" 200lb (*s*) 243NHP 2SB,*6cf*,GS124,HS4090 A/S Moss Værft,Moss	21 " 0 s 2 " 7 18 " 7½	
76789 220802	**James Davidson** *Mchy.Aft*	*Pt longitudinal framing* 1*Dk*	8349 — 6387					1920	DetroitSB Co. Wyandotte,Mich.	GlobeS.S.Corp. (G.A.Tomlinson, *Mgr.*)	587·1 F54'	60·0 *WB*	27·8	Michigan Ind. Utd. States	T.3Cy.24½",41"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		R
76790 201961	**James E. Davidson** *Mchy.Aft*	1*Dk*	6206 — 4943					1905	Gt.Lakes Eng.Works Ecorse,Mich.	Inter-OceanS.S. Co(G.A.Tomlinson *Mgr.*)	504·0	54·2	31·0	D'luth,Min Utd. States *WB*	Q.4Cy.18",27",40"&62"–42" NB12 249NHP Gt.LakesEng.Wks.Detroit		R

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termo assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course / Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers / Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15 Longueur où l'on mesure le franc-bord.
76791 207283 KDXK	**James E. Ferris** (*ex*F.R.Hazard, *ex*Ontario) D.F. GyC. *Mchy.Aft*	1*Dk*	5494 — 4153					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*) *WB*	444·0	56·2	31·0	Wilmgton (Del.) Utd.States	T.3Cy.22½″,36″&60″–42″ 223NHP Gt.LakesEngWrksDetroit		I
76792 205076	**James E. McAlpine** (*ex*WilliamH.Truesdale–34) *Mchy.Aft*	1*Dk*	5057 — 3764					1908	American S.B.Co. Lorain,O.	BrownS.S.Co. (Brown&Co. *Mgrs.*) *WB*	432·0	52·0	28·0	Buffalo NY Utd.States	T.3Cy.22″,35″&58″–42″ 218NHP AmericanSBCo.Cleveland		I
76793 216513 KSEA	**James Ellwood Jones** (*ex*Absecon) *ss*N.Yk.No.3–8,31 *ss*Bos.No.1–35 Sub.Sig. *Mchy.Aft* D.F. *Cargo battens not fitted*	1*Dk*(*Stl*)	3372 2727 1929	✝100A1 Bos 1,38 ~~2,37~~ ~~10,38~~ NNs ~~BS8,37~~ ✝LMC8,38 10,38		*v*	CL ~~8,36~~ N10,38	1918 7mo	New York S.B.Co. Camden,N.J. A&CP	PocahontasS.S.Co. *CellDB*269′1254*t* *DTa*13·412	318·5	49·5	24·2 *P*79′*B*18′*F*31′ FK *tFPT*293*tAPT*92*t*	Wilmgton (Del.) Utd.States *WB* 7*BHCem*	T.3Cy.20⅞″,33⅜″&57″–42″(*r*) 200lb 316NHP 2SB,*6cf*,GS110,HS4642 FD NewYorkS.B.Co.	27 ″ 6	
76794 220116 KUTK	**James Griffiths** (*ex*City of Lordsburg) D.F. *Fitted for oil fuel* 2*Dks*		3545 3005 2179					1920	Mobile S.B. Co. Mobile	CoastwiseS.S.& BargeCo.Inc.(J. Griffiths&SonsInc. *Mgrs.*)	324·0	46·2	25·0 *P*41′*B*90′*F*32′	Seattle Utd.States *WB*	T.3Cy.22″,37½″&60″–42″ 233NHP EllicottMach.Corp. Baltimore		
76795 77589	**James H. Reed** GyC. *Mchy.Aft*	1*Dk*2*trB*	5206 — 3841					1903	DetroitS.B. Co. Wyandotte	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) *WB*	448·0	52·2	25·3 *F*48′	Wilmgton (Del.) Utd.States	Q.4Cy.15″,23¾″,36½″&56″–40″ 198NHP DetroitS.B.Co.Detroit		I
76796 LDOZ	**James Hawson** (*ex*Kim–35) *Oil Eng.* *ss*Ful.No.2–37 ~~ss Col.No.1–36~~ *Mchy.Aft* D.F.	2*Dks*(*Stl*)&*Web frames* *e. Longitudinal framing*	6074 5412 3575	✝100A1 ~~10,37~~ 12,38 Fal Nwc ✝LMC CS12,38 12,38 DBS12,38 10,37 *Carrying Petroleum in bulk*		*z*	CL N4,37 12,38	1930 8mo *Lloyd's*	Armstrong Whitworth &Co (Ship-builders)Ld Newcastle *sA&CP*	A/S Tank ~~(Olsen&~~ ~~Ugelstad, *Mgrs.*~~) (E.Matheson) *CellDBuE*56′171*t* *DTf*34′347*t*	396·2	55·1	32·3 *P*97′*B*29′*F*36′ FK *Trunk*238′ *FPT*135*tAPT*121*t*	Oslo Norwegian 14*BHpt Cem* (9 *to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.23¾″–41¾″ 583NHP 2DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0 s 5 ″ 4½ 26 ″ 9½	
76797 77409	**James J. Hill** GyC. *Mchy.Aft*	1*Dk*2*trB*	5255 — 4058					1900	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	478·0	52·0	30·0 *Q*72′*B*47′*F*30′	D'luthMin Utd.States *WB*	Q.4Cy.16½″,25½″,38½″&60″–40″ NB26 228NHP AmericanSB.Co.Cleveland		
76798 214074 WNCB	**James L. Richards** (*ex*Munalbro–36) *Mchy.Aft* D.F.	*ss*N.Yk.No.3–3,28 *ss*Bal.No.2–36 1*Dk*(*Stl*)	4282 3787 3185	✝100A1 ~~3,37~~ 10,38 Bal ~~BS3,37~~ ✝LMC3,36 3,38		*w*	CL 3,36	1916 5mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) *CellDBuE&B*	359·7	49·2	26·9 *P*94′*B*19′*F*31′ FK 50′*f*243′1087*t* *FPT*	Boston Utd.States 6*BHCem* 318*tAPT*92*t*	T.3Cy.23″,39″&66″–45″ (*s*) 180lb 365NHP 2SB,*6cf*,GS124,HS5070 FD NewportNewsSB&DD.Co.	30 ″ 2 s 6 ″ 7½ 23 ″ 9½	
76799 203056	**James Laughlin** *Mchy.Aft*	1*Dk*	6948 — 5744					1906	Gt.Lakes Eng.Works Ecorse,Mich.	InterstateS.S.Co.	530·0	56·2	32·0	D'luthMin Utd.States *WB*	T.3Cy.23″,37″&63″–42″ 257NHP Gt.LakesEng.Wks.Detroit		F
76800 214816 WOCT	**James McGee** TwinSc3Mst *ss*N.Yk.No.3–1,30 ~~*ss*N.Yk.No.2–36~~ ~~*ss*N.Yk.No.1–36~~ *Mchy.Aft* GyC. D.F.	2*Dks*(*Stl*)&*Web frames*& *Shelter dk*(*Stl*) *Longitudinal framing*	9859 — 6161	✝100A1 *Shelter dk* ~~N.Yk.~~ *with freeboard* BS1,39 ~~1,39 8,37~~ ✝LMC1,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,17		*f*†	CL PN 8,38 S8,38 *F.P. above*	1917 3mo	Bethlehem Steel Co. Sparro'Pt Md A&CP	StandardOilCo.of NewJersey	499·1	68·2	35·9 FK	Wilmgton (Del.) Utd.States 19*BHpt Cem* (15 „ *to U dk* 4 „ *2nd* „)	T.6Cy.20½″,35″&60″–42″ (*s*) 200lb 652NHP 3SB,*12cf*,GS220,HS9228 FD BethlehemStl.Co.Sparr'Pt	38 ″ 3 s 10 ″ 0½ 28 ″ 6	
76801 222555 KFCN	**James MacNaughton** (P) D.F. GyC. *Mchy.Aft*	1*Dk*	8299 — 6608					1922	Gt.Lakes Eng.Works River Rouge, Mich.	TheWilsonTransit Co.	587·5	60·0	22·9	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½″,40″&65″–42″ 274NHP Gt.LakesEng.Works		R
76802 201811 KDXW	**James P. Walsh** D.F. GyC *Mchy.Aft*	1*Dk*	5326 — 3925					1905	Craig S.B. Co. Toledo,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*) *WB*	488·6	52·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.22½″,36″&60″–42″ NB29 233NHP CraigS.B.Co.Toledo		R
76803 218832 KJNY	**James River** (*ex*LakeFlambeau) *Fitted for oil fuel*	1*Dk*2*trB*	2609 2261 1610				...	1919	McDougall Duluth Co. Duluth,Minn	PhiladelphiaNorfolkS.S.Co.Inc.	251·0	43·7	25·8 *P*25′*B*64′*F*20′ FK	NewYork Utd.States *WB*	T.3Cy.19½″,34½″&59″–42″ 352NHP McDougallDuluthCo.		R †
76804 148901	**James Stewart**	1*Dk*	1760 1604 1304					1926	Napier& Miller Ld. Glasgow	UpperLakes&St. LawrenceTrans-portationCo.Ld. (G.C.Leitch, *Mgr.*)	253·1	43·2	17·9 *F*35′ *WB*	SCathrnes Ont. British	T.3Cy.17″,28½″&47″–33″ 127NHP D.Rowan&Co.Ld.Gls.		C
76805 LDIL	**James Stove** TwinSc (*ex*Bralanta–35) *Oil Eng.* *Mchy.Aft* D.F. *ss*Sba.No.1–36 1*Dk*(*Stl*) *Special Surveys to date from* 1,32		8215 7534 4868	✝100A1 ~~3,37~~ 10,38 Wln ~~Sng~~ Fal ✝LMC ~~CS1,36~~ DBS~~4,37~~ 10,38 ~~4,37~~ *Carrying Petroleum in bulk*		*c*†	CL S8,37 PN8,37	1931 7mo *Lloyd's*	CaledonS. B.&E.Co.Ld. Dundee *A&CP*	Lorentzen'sSkibs. A/S(Lorentzens RederiCo. *Mgrs.*) *cellDBuE*70′279*t* *Tf*29′470*t*	451·1	59·2	35·9 *P*96′*F*37′ FK *FPT*114*t* *APT*248*t*	Oslo Norwegian 10*BHpt Asp* 2DB*150lb*	Oil Engines 4S.C.SA 14Cy.21½″–39¾″ 633NHP GotaverkenA/B,Got.	35 ″ 6 s 9 ″ 8½ 25 ″ 11½	
76806 84859	**James Turpie** Iron 2*Dks*3*trB*		1732 1567 1082				...	1881	A.Leslie& Co. Newcastle	TheSouthGeorgia Co.Ld.(C.Salvesen &Co.*Mgrs.*)	270·8	34·7	28·0 *P*46′*B*50′*F*36′ BK9½″ *WB*	N.Shields British	C.2Cy.32″&61″–36″ 172NHP N.E.MarineE.Co.(Lim)Sld	24 ″ 0	
76807 77236	**James Watt** *Mchy.Aft*	1*Dk*2*trB*	3807 — 3105					1896	Cleveland S.B.Co. Cleveland	NicholsonTransit Co.	405·0	48·0	23·5	Detroit Utd.States *WB*	T.3Cy.25″,40″&68″–42″ 300NHP OlevelandS.B.Co.,Clevelnd		R
76808 MNLX	**Jamnagar** *ss*Bom.No.2–32 1*Dk*(*Stl*) *Well deck* *Mchy.Aft*		576 384 279	✝ ... 6,34 Bom ✝		*h*		1924 10mo	J.I.Thorny-croft&Co.Ld. Southampton	NawanagarState (MercantileMarine Dept.)	160·9	26·1	11·7 *Q*83′*B*20′*F*26′ FK *FPT*74*t*	4*BHCem* *APT*20*t*	T.3Cy.18½″,22″&35″–27″ 93NHP 1SB,*3cf*,GS58,HS1756 J.I.Thornycroft&CoLdSou	12 ″ 7	
76809 LDED	**Jan** (*ex*Torsol–36,*ex*AlbertSauber) 1*Dk*		1946 1689 1129					1920	T.van Duijvendijk Lekkerkerk	A/S D/S Jan (JohanEliassen)	265·2	42·1	18·5 *P*65*t*H92*t*F40*t*	Bergen Norwegian *WB*	T.3Cy.19″,31″&52″–36″ 162NHP Boele'sSchp&Mfbk.Bolnes		N
76810 OYHC	— 1*Dk*		1739 1376 1086					1918	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S A/S Myren (Holm&Wonsild, *Mgrs.*)	261·1	40·1	16·9 *P*15′*Q*77′*B*106′*F*31′	Copnhagn Danish *WB*	T.3Cy.18″,29′&48″–33″ 132NHP KjbnhavnsFlydk.& Skbsv.		V
76811 OHXA	— (*ex*Cito, *ex*Glenpark) *Well deck*	*ss*Abo.No.1–38 *ss*Lkr.3rdNo.3–6,33 1*Dk*(*Irn*) *Cargo battens not fitted*	889 — 479	✝100A1 2,38 ~~6,37~~ Dnz Abo ~~Hdd~~ ~~Lkr~~ ✝LMC 2,38		*l*	OG 2,38	1893 11mo	Scott&Co. Greenock *A&CP*	O.Y."Jan" (Seppinen& KemppiO.Y.)	212·3	31·2	14·0 219·1(O.L.) *Q*109′*B*16′*F*21′ BK7½″ *DBa*48′*f*46′	Björkö Finnish 4*BHCem*	T.3Cy.15½″,26″&44″–33″ (*s*) 160lb *100lb* NDB07 112NHP 1SB,*3cf*,GS58,HS1702 Scott&Co.Greenock	14 ″ 10 s 5 ″ 0 14 ″ 5½	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3 Register Tonnage Gross. Under deck. Net.	4 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	5 Port of Survey.	6 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last Recn.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Distinct. R. of Trade Port
76812 LEET	**Jan Mayen** (*ex* Rikard Kaarbö) 1 *Dk*	399 331 143					1914	Bergens Mek. Værks. Bergen	A/S Jan Mayen (J. Koppernæs)	152·5 Q7*t*	24·0 B43*t*	13·6 F8*t*	Aalesund Norwegian *WB*	T. 3 Cy. 13½", 22" & 37"–24" 67 NHP Bergens Mek Værks Berget		N
76813 PEZP	**Jan Pieterszoon Coen** (P) Twin Sub. Sig. *ss* Ams. No. 3–8, 27 Sc *ss* Ams. No. 2–36 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*–teak s) D.F. *Ref. Mchy.* 3 *rd tr Bin No. 1 hold*	11140 6352 6555	✠ 100 A1 *Shelter dk with freeboard* ~~5,38 5,37 4,33~~ BS4,39 ~~4,34~~ LMC 6,36	Ams	*f*†	CL ~~6,36~~ ~~6,36~~ 5,38 PN 10,38	1915 6 mo	Nederl. Schps. Maats Amsterdam *Lloyd's A&CP*	N.V. Stoomv. Maats. "Nederland" *WB* = *Cell D Ba* 115′ *u* E 53′ *f* 128′ 977*t FPT*	503·5 P43′ B140′ F77′ FK *on Shelter dk*	60·6	35·8	Amstrdam Dutch *8 BHCem* *87t APT71t*	T. 6 Cy. 26¾", 44½" & 74½"–49½" (*s*) 213lb 1364 NHP 8 SB, *24cf*, GS 470, HS 21176 FD Ned Fb. v. Wrk & Spoor, Ams	39 " 0 s 12 " 9 26 " 5	
76814 UNZD	**Jan Tomp** (*ex* Neebing) 1 *Dk*	1988 1743 1130					1903	Armstrong Whitworth & Co. Ld. Newcastle	U.S.S.R.	247·6 F41′	42·0	21·8	Odessa Russian	T. 3 Cy. 19", 31" & 52"–36" 162 NHP Armstrong Whitworth & Co. Ld. Nwc.		
76815 DIAE	**Jan Wellem** 4 Mst (*ex* Württemberg–36) *Fitted for oil fuel* D.F. E.S.D. GyC. *Whale Oil Refinery* *Ref. Mchy.* Sub. Sig. 3 *Dks*	11776 8573 6440					1921	Bremer Vulkan Vegesack	Henkel & Cie. G.m.b.H. (Erste Deutsche Walfang G.m.b.H. *Mgrs.*).	468·8 P56′	71·4	32·7	Wesrmnde German *WB*	T 3 Cy. 32½"-52½" & 86½"-55½" & LP Turbine 769 NHP Bremer Vulkan, Vegesack		G
76816 UOIY	**Jana** (*ex* Melita, *ex* Throckley) *ss* Nwc. No. 1–28 Sub. Sig. *Well deck* 1 *Dk* (*Stl*)	2917 2281 1551	✠ —— 2.33 ✠	Ham	*t*		1923 12 mo	Furness S B. Co. Ld. Haverton Hill-on-Tees	U.S.S.R. *Cell D Ba* 120′ *f* 126′ 432*t D*	306·3 Q122′ B56′ F25′ FK *Ta* 86′ 799*t FPT* 79*t*	45·1	22·3	Vladvostk Russian *6 B Hpt Cem* *1 PT 96t*	T. 3 Cy. 24", 40" & 65"–42" 335 NHP 2 SB, *8cf*, GS 142, HS 5679 Richardsons, Westgarth & Co. Ld. Hpl.	24 " 3	
76817 153813 VTCQ	**Janaki** (*ex* Stella, *ex* Stella Wega) *ss* Kel. No. 3–12, 29 *Well deck* Sub. Sig. *ss* Bom. No. 1–35 *Cargo battens not fitted* 1 *Dk* (*Stl*)	857 681 530	100 A1 8,37 ~~BS8,37~~ 10,38	Bom	*l*	OG ~~8,37~~ ~~4,39~~ LMC ~~3,38~~ MS 4,39	1922	Howaldtswerke Kiel	Howaldtswerke S. S. Co. Ld. *Cell D Ba* 120′ *u* E 50′ *f* 97′ 233*t FPT*	195·1 P12′ Q41′ B54′ F29′ FK	32·9	14·0	Bombay British *4 BHCem* *25t APT 16t*	T 3 Cy 14⅜", 23¼" & 38⅜"–25½" 185lb (*s*) 133 NHP 2 SB, *4cf*, GS 69, HS 2150 Howaldtswerke, Kiel	16 " 0 s 1 " 1½ 15 " 0	
76818 216223 KDJH	**Jane Christenson** (*ex* Westboro) *Fitted for oil fuel* 2 *Dks*	5667 5239 3553			...		1918	J. F. Duthie & Co. Seattle, Wash	Christenson S.S. Co. Inc.	409·5 P44′ B115′ F47′ FK	54·2	27·6	S. Frncisco Utd. States *WB*	T. 3 Cy. 24½", 41½" & 72"–48" NE 19 360 NHP Ingersoll-Rand Co. Phillipsburg, N.J.	30 " 3	R †
76819 OYIC	**Jane Mærsk** Twin Sc *Oil Eng* *ss* Rot. No. 2–36 D.F. *Mchy. Aft* 1 *Dk* (*Stl*) & *Web frames* *Longitudinal framing–bracketless system*	7691 7232 4710	✠ 100 A1 ~~8,38~~ 8,38 LMC CS1 ~~BS8,38~~ BS 8,38 *Carrying Petroleum*	Rot	*c*†	CL ~~12,36~~ 4,39 ~~4,38~~ 1,38 *in bulk*	1928 6 mo	Odense Staalskibsvft Odense *Lloyd's A&CP*	D/S A/S Svendborg og A S D S af 1912 (A. P. Møller, Copenhagen, *Mgr.*) *Cell D Ba* 168′ 201*t D*	456·8 P101′ B38′ F36′ FK *Tf* 34′ 605*t FPT* 225*t*	59·7	33·7	Kalund-borg Danish 11 *BHpt Cem* *1 APT 120t*	Oil Engines 4 S.C.SA 12 Cy. 21⅝"–39⅜" 543 NH 2 DB *180lb* SDN *made 22 refitted 28* Akt. Burmeistr & Wain Cpn.	35 " 9 s 8 " 0 28 " 0½	
76820 220794	**Janelew** *Fitted for oil fuel* 1 *Dk* & *Shelter dk* *Longitudinal framing*	6085 — 4391					1920	Moore S.B. Co. Oakland, Pa.	United States Maritime Commission *WB*	402·6 P34′ F38′	53·0	32·2	S. Frncisco Utd. States	2 Steam Turbines DR geared to 1 Sc. Shaft W. & A. Fletcher Co. Hoboken, N.J.		
76821 143894 MKDG	**Janera** (*ex* John Collins) 1 *Dk*	310 247 110					1917	Ailsa S.B. Co. Ld. Troon	Anglo-Egyptian Oilfields, Ld. (A. Agnew, *Mgr.*)	125·6	23·5	12·8	London British	T. 3 Cy. 12½", 21" & 35"–26" 62 NHP Ailsa S.B. Co. Ld. Troon		C
76822 161894 GPCZ	**Janeta** *ss* Rot. No. 2–38 ~~*ss* Glw. No. 1–38~~ D.F. 1 *Dk* (*Stl*)	5312 4957 3324	✠ 100 A1 10,38 ~~LMC~~ ~~Lloyd's~~	Npt	*z*	CL ~~11,38~~ 10,38	1929 11 mo	Barclay, Curle & Co. Ld. Glasgow *Lloyd's A&CP*	Glasgow United Shipping Co. Ld. (Mclay & McIntyre Ld. *Mgrs.*) *Cell D Ba* 144′ 1389*t FPT* 144*t*	402·4 P45′ B126′ F48′ FK 344′ 1389*t FPT* 144*t*	55·0	28·5	Glasgow British *6 B Hpt Cem* *4 APT 307t*	T. 3 Cy. 23", 40" & 67"–51" (*s*) 2001b FD 463 NHP 3 SB (Spt) *9cf*, GS 155, HS 6711 Barclay, Curle & Co. Ld. Gls.	31 " 0 s 5 " 11⅜ 25 " 3	
76823 GPCZ	**Jangadeiro** Twin Sc *Oil Eng.* *Ref. Mchy.* 2 *Dks* *Cruiser Stern*	2927 2630 1694	✠ 100 A1 3.38 LMC 3,38 ✠ Lloyd's RMC 3,38	Rot	*u*	OG	1938 3 mo	N.V. Indus-triele Maats. "De Noord" Alblasserdam *Lloyd's A&CP*	Govt. of the State of Rio Grande do Sul *Cell D B* 238′ 647*t*	322·5 336·3 (O.L.) P33′ B90 F30′ FK *FPT* 66*t* *IPT* 88*t*	47·4	21·4	Porto Alegre Brazilian *6 B Hpt Cem*	Oil Engines 2 S.C.SA 14 Cy. 13¾"–23⅝" 163 NHP Gbr. Stork & Co N V Hengelo	24 " 0 s 3 " 8 20 " 5½	
76824 FNGO	**Janine** (*ex* Sierra Leone. *ex* War Musket) *Well deck* D.F. 1 *Dk*	2358 — 1241			...		1918	C. Hill & Sons Bristol	Union Industrielle & Maritime Sté. Française d'Arm.	285·2 P27′ Q69′ R66′ F32′ FK	42·0	22·2	Rouen French *WB*	T. 3 Cy. 25", 41" & 68"–45" 359 NHP McColl & Pollock, Ld. Sld.	21 " 2	V †
76825 124 YLBX	**Janis Faulbaums** (*ex* Dimitrios G. Thermiotis, *ex* Vittoria) *ss* Kel. 2 nd No. 3–10, 32 *ss* Lie No. 1–37 1 *Dk* (*pt Irn & pt Stl*) & *deep framing* *Cargo battens not fitted*	2944 2635 1729	✠ 100 A1 12,37 ~~BS11,38~~ ✠ LMC 11,37	Mdb	*u*	CL N 12,37	1907 7 mo	Richardsn, Duck & Co. Stockton *Lloyd's A&CP*	Max Faulbaum ~~Steamship Line~~ (James Siering & Co. *Mgrs.*) *Cell D Ba* 102′ *u* E 24′ *f* 132′	317·5 P28′ B107′ F37′ FK 717*t APT 56t*	46·6	20·9	Riga Latvian *5 BHCem*	T. 3 Cy. 23", 38" & 62½"–42" (*s*) 1601b 257 NHP 2 SB, *6cf*, GS 120, HS 3900 Blair & Co. Ld. Stockton	23 " 3 s 3 " 4½ 20 " 0½	
76826 LCKC	**Janna** (*ex* Sveigen–36, *ex* Glendola) *Fitted for oil fuel* 1 *Dk*	2197 1951 1269					1919	Albina Eng & Machine Works Portland, Or.	J. H. Wessels Kulforretning A/S (Pehrson & Wessel, *Mgrs.*)	289·7 P66*t* H102*t* F48*t*	44·1	19·2	Drammen Norwegian	T. 3 Cy. 22", 36½" & 60"–42" 313 NHP Albina Eng. & Mach. Wks. Portland, Or.		N
76827 PKOE	**Janssens** (P) *Oil Eng* 1 *Dk* & *Awng dk 'tween dk in Nos. 1 & 2 holds*	2071 1562 1492					1935	N.V. Mch. & Scheepswrf. van P. Smit, Jr Rotterdam	Koninkl. Paketv. Maats.	265·1 P33′ B81′ F41′	13·1	17·2	Batavia Dutch *WB*	Oil Engines 2 S.C.SA 6 Cy. 15¾"–29½" 258 NHP N.V. Konink. Maats. "De Schelde" Flushing		V
76828 DOIW	**Jantje Fritzen** (*ex* Passat–37, *ex* Sile) 1 *Dk* & *Shelter dk* *Cruiser Stern*	6582 6257 4066			...		1920	Monmouth S.B. Co. Ld. Chepstow	Johs Fritzen & Sohn vorm Lexzau Scharbau & Co.	412·4 F41′ *on Shelter dk* FK	55·8	34·5	Emden German *WB*	2 steam turbines DR geared to 1 sc. shaft 678 NHP British Westinghouse Co. Mch	38 " 0	G †
76829	**Janu** (P) (*ex* Kenwood–37, *ex* New Londoner–36) Wireless 1 *Dk* *Now sailing as* **"Cadiz"**	*1374* *924* *679*					1912	Irvine's S B & D. D. Co. Ld. W Hartlepool	"Socdeco" Soc. Anon.	260·2 P & B137′ F50′ Bon P & B82′	35·0	14·3	Panama Panamanian *WB*	T. 3 Cy. 22½", 37" & 61"–42" 241 NHP Richardsons, Westgarth & Co. Ld. Hpl.		
76830 5260 SQXA	**Japan** *ss* Got. 2 nd No. 3–11, 36 *Well deck* D.F. 2 *Dks* (*Stl–Uws*)	*5230* *4903* *3262*	✠ 100 A1 ~~9,38~~ ~~4,38~~ BS 1,38 ✠ LMC 11,36	Got	*a*†	CL 10,36	1911 12 mo	Hawthorn, Leslie & Co. Ld. Newcastle *Lloyd's A&CP*	Aktieb. Svenska Ostasiatiska Komp (G. Borin, *Mgr.*) *WB* = *Cell D Ba* 122′ *u*	425·0 441·5 (O.L.) P & B349′ F44′ FK E 29′ *f* 212′ 990*t FPT*	54·1	26·9	Gothenbrg Swedish *7 BHCem* *82t APT 25t*	T. 3 Cy. 27 7/16", 45" & 75"–51" & Exhaust Turbine driving steam compressor 1801b (*s*) 541 NHP 3 SB, *9cf*, GS 184, HS 7900 FD N.E. Marine Eng Co Ld. Nwc	29 " 6 s 4 " 8½ 25 " 5	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enfoncement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.
76831	**Japan Arrow**	3Mst	8327	✠100A1	NYk	*d*†	CL	1920	Bethlehem	Socony-Vacuum	468·3	62·7	32·0	New York	Q.4Cy.24″,35″,51″&75″–51″	32 ″ 0
22083	*ssN.Yk.No.3–7,33*		7542	*Shelter dk*			N3,37	11mo	S.B.Corp.Ld.	OilCo.Inc.				Utd. States	220lb (*r*) 636NHP	s 4 ″ 1½
KDHQ	*Mchy.Aft*	2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&	5176	*withfreeboard*	BS8,38				Quincy,Mass				FK	17*BHptCem*	3SB,*9cf*,HS9315 FD	28 ″ 1½
	D.F.	*Web frames*		3,37	MS3,31				A&GP					(1 ,, *to Sh dk*	BethlehemS.B.Corp.Ld.	
		Longitudinal framing		~~1923.5.31~~	✠LMC ~~7.36~~									10 ,, ,, *U* ,,		
				CarryingPetroleum in bulk					*CellDBuE&I*	80′285*tDTf*40′518				6 ,, ,,2*nd*,,)		
				Fitted for oil fuel 11,20			*F.P. a*			*bove* 150° F.						
76832	**Japara**		3323					1930	N.V.Mch.	Koninkl.Paketv.	323·0	48·2	20·5	Batavia	T.3Cy.22″,36½″&60″–42″	V
			2537						&Scheepswrf.	Maats.					233NHP	
PKHR	*Mchy.Aft*	1*Dk*	2301						vanP.Smit,Jr		Q208′F34′			Dutch	N.V.Mch.&Scheepswerf	
									Rotterdam					*WB*	vanP.Smit,Jr.Rot.	
76833	**Jargoon** (*ex*Torrington)		691	✠100A1	Trn	*j*	CL	1926	J.Fullerton	Wm.Robertson	180·2	28·9	11·0	Glasgow	T.3Cy.14″,23″&38″–27″ (*s*)	13 ″ 3
149706	*ssTrn.No.3–3,38*		468	3,38			3,38	8mo	&Co.		185·0 (O.L.)			British	180lb 72RHP	s 4 ″ 4¾
MNRL	*Mchy.Aft*	1*Dk*(*Stl*)	311		✠LMC3.38				Paisley		Q105′B9′F26′		FK	3*BHCem*	1SB,*3cf*,GS53,HS1853	12 ″ 11½
	Well deck	*Cargo battens not fitted*			BS5,39			*Lloyd's*	*sA&CP*	*CellF*	*B*103′137*tFPT*60*t*			*APT*26*t*	Aitchison,Blair,Ld.	
															Clydebank	
76834	**Jarl**	Iron	437					1889	Stavanger	D/S A/S Jarl	147·9	24·8	12·6	Haugesnd	T.3Cy.11″,18″&29″–24″	N
			328						Stöberi&Dok	(O.Torgersen)	Q35*t*B45*t*H17*t*		F15*t*	Norwegian	NB01 41NHP	
LEEV		1*Dk*2*trB*	236						Stavanger					*WB*	AkersMek.Verkst.Oslo	
76835	**Jarlsberg** Ⓟ		328					1912	Lindhol-	A/S Tönsberg&	136·1	23·7	8·7	Tönsberg	T.3Cy.14¾″,24″&40″–24″	
			142						mensV.A.	HortensDamp-				Norwegian	78NHP	
LEEX		1*Dk*	129						Gothenburg	skibsselskap				*WB*	LindholmensV.A.Got.	
76836	**Jarrix**	3Mst	429	✠100A1	Cff	*g*	CL	1917	Cochrane&	HumberSteam	150·2	24·6	11·0	Hull	T.3Cy.12″,20″&34″–24″ (*s*)	12 ″ 0
139308	*ssHul.No.2–38*	*ssHul.No.3–3,30*	303	~~6,36~~3,38	Hul		3,38	2mo	Sons,Ld.	Coasters,Ld.	159·0 (O.L.)			British	180lb 69RHP	s 3 ″ 8½
MGJP	*Well deck*	~~*ssHul.No.1–34*~~	203		✠LMC 8.37				Selby	(R.Rix&Sons,	Q86′B9′F18′	BK7½′		3*BHCem*	1SB.*2pf*,GS33,HS1175	12 ″ 5½
	Mchy Aft	1*Dk*(*Stl*)		~~MS6.34~~	~~1SB6.37~~ 8,38			*Lloyd's*	*sA&CP*	*Mgrs.*)				*APT*7*t*	ShieldsE.&DDCo.Ld.NShl	
76837	**Järvamaa** (*ex*Harilaid,*ex*Emma		1363			…		1894	Campbel-	TallinnaLaevau-	230·0	32·6	16·4	Tallinn	T.3Cy.17½″,27½″&45″–33″	17 ″ 4
79	Minlos,*ex*Refugio)	1*Dk*&*Webframes*	1031						townS.B.Co.	hisusA.S.(The	Q79′			Estonian	115NHP	
ESDW		&*ptAwngdk*	787						Campbeltwn	TallinnShipping	*ptAwng dk*151′		FK	*WB*	Kincaid&Co.Ld.Greenock	
										Co.Ld.)						
76838	**Jary** (*ex*HammondLane–37,		*634*					1919	Smith's	Cia.Commercio e	170·0	30·0	15·7	R.Janeiro	T.3Cy.16″,26″&44″–26″	
	*ex*Briim–36,*ex*Mington,*ex*Kilmington)		*492*						DockCo.Ld.	Navegação				Brazilian	98NHP	
		1*Dk*	*284*						Middlesbro					*WB*	Smith'sDockCo.Ld.Mdb.	
76839	**Jasmine**		353	✠100A1	Bel	*f*	CL	1932	Scott&	Newry&Kilkeel	142·5	23·6	10·5	Newry	T.3Cy.11½″,20″&32″–24″	11 ″ 4
160291	*ssBel.No.1–36*		255	~~2,39~~ ~~4,36~~	Bwg		~~4,36~~	1mo	Sons	S.S.Co.Ld.	148·1 (O.L.)			British	200lb (*s*) 60RHP	s 3 ″ 9½
MJMC	*Mchy.Aft*	1*Dk*(*Stl*) *Well dk*	124	~~BS2.38~~	✠LMC4.36		2,39		Bowling	(J.Fisher&Sons,	Q81′B7′F20′	BK6″		3*BHCem*	1SB,*3cf*,GS49,HS1415	11 ″ 7¾
		Cargo battens not fitted		2,39				*Lloyd's*	*sA&CP*	Ld. *Mgrs.*)				*APT*39*t*	Aitchison,Blair,Ld.	
															Clydebank	
76840	**Jason**	TwinSc	10005					1913	Maryland	AmericanS.S.Co.	514·0	65·0	39·5	Baltimore	T.6Cy.27″,46″,&76″–48″	
210935		*Fitted for oil fuel*	—						SteelCo.	(Boland&	P193′F55′			Utd.States	801NHP	
	Mchy.Aft	1*Dk*	6548						Sparrows'Pt.	Cornelius,*Mgrs.*)					MarylandSteelCo.	
		Longitudinal framing							Md.						Sparrows'Pt.Md	
76841	—	TwinSc	1025					1935	F Schichau	Dampfschiff.-Ges.	227·9	34·5	13·1	Bremen	Oil Engines 2S.C.SA	G
	Wireless D.F.	*Oil Eng.*	791						G.m.b.H.	"Neptun"	P124′F26′			German	8Cy.11 7/16″–19 11/16″ 180NHP	
DORE	*Mchy.Aft*	*CruiserStern* 1*Dk*	511						Königsberg					*WB*	F SchichauG.m.b.H.Elbing	
76842	—		533					1921	Cant.Nav.	Soc.Anon.Ilva	157·9	27·4	11·7	Genoa	T.3Cy.11″,18 9/16″&30 9/16″–23⅝″	I
1059			—						Riuniti		P57′F31′			Italian	45NHP	
IPAM	*Mchy.Aft*	1*Dk*	274						Ancona					*Wb*	Cant.Nav.Riuniti.Ancona	
76843	**Jaunjelgava** (*ex*Salaca–37,		1290					1898	Akt.Ges.	J.Münninghoff	244·7	35·4	15·1	Riga	T.3Cy.16½″,25½″&41⅜″–32¼″	G
108	*ex*Roland–33,*ex*Navigator,*ex*Wega,		1050						"Neptun"	(LatvianShipping	P15′Q72′B112′F24′			Latvian	99NHP	
YLDY	*ex*HenryHorn)	1*Dk*	817						Rostock	Co.*Mgrs.*)				*WB*	A.G."Neptun,"Rostock	
76844	**Java**	TwinSc4Mst	8681	✠100A1	Cpn	*c*†	CL	1921	Nakskov	A/S DetÖstasia-	445·8	60·3	39·1	Copnhagn	Oil Engines 4S.C.SA	42 ″ 0
		ssCpn.No.1–38 *Oil Eng.*	8189	*Shelter dk*			P1,38	7mo	Skibsværft	tiskeKompagni	461·8(O.L.)			Danish	12Cy.29½″–45½″	s10·4¾
OYJC		*ssCpn.No.3–3,34*	5525	*withfreeboard*			S7,38		Nakskov		F77 *onAwng dk*		FK	*ptCem*	DB*100lb* 987NHP	31 ″ 10
	D.F.	2*Dks*(*Stl*)&*Shelter dk*(*Stl*)		8,38 ~~2,38~~				*Lloyd's*	*sA&CP*	*CellL*	*B*392′1509*t Tank b*			*BH toAwdk*	Akt.Burmeistr&Wain,Cpn	
					✠LMC ~~7.36~~						*etween Collision*			6 ,, ,, *U* ,,		
				DBS ~~2.39~~ 2,38			2,37				*tunnels*46′131*t*					
											*FPT*105*tAPT*115*t*					
76845	—		341					1936	Gebr.van	Th.Groeneboom	136·6	24·8	9·7	Rottrdam	Oil Engines 2S.C.SA	V
		Oil Eng.	260						Diepen		P35′F23′			Dutch	1Cy.11 3/16″–15¾″ 98NHP	
PFCI	*Mchy.Aft*		168						Waterhuizen					*WB*	NV.KromhoutMtrnfbAms	
76846	**Java Arrow**	3Mst	8327	✠100A1	Bal	*d*†	CL	1921	Bethlehem	Socony-Vacuum	468·3	62·7	32·0	New York	Q.4Cy.24″,35″,51″&75″–51″	32 ″ 0
221272	*ssN.Yk.No.3–7,33*		7542	*Shelter dk*	Mob		~~10,37~~	5mo	S.B.Corp.Ld	OilCo.Inc.				Utd. States	220lb (*r*) 636NHP	s4 ″ 1½
KDHQ	*ssBal.No.1–37*		5176	*withfreeboard*			9,38		Quincy,Mass				FK	17*BHptCem*	3SB,*9cf*,HS9315 FD	28 ″ 3½
	Mchy.Aft	2*Dks*(*Stl*)&*Shelter dk*(*Stl*)		8,39 ~~10,37~~	✠LMC				A&GP					1*BHtoSh dk*	BethlehemS.B.Corp.Ld.	
	D.F.	&*Web frames*		MS3.37	BS10.37		10,38			*CellDBuE&B*80′2	85*t*			10 ,, ,, *U* ,,		
		Longitudinal framing								*DTf*40′518*t*	*FPT*270*tAPT*131*t*			6 ,, ,,2*nd*,,)		
				CarryingPetroleum in bulk												
				Fitted for oil fuel 5,21			*F.P. a*			*bove* 150° F.						
76847	**Javanese Prince**	TwinSc	8593	✠100A1	HKg	*d*†	CL	1926	Deutsche	RioCapeLine,Ld.	441·6	60·3	39·2	London	Oil Engines 4S.C.SA	42 ″ 3
148717		*Oil Eng.*	8083	*withfreeboard*			~~10,35~~	1mo	WerftA.G.	(Furness,Withy&			29·2	British	16Cy.29½″–47½″ 1313NHP	s13 ″ 0¾
GDBT	D.F.	*ssH.Kg No.3–1,38* ~~*ssBal.No.3–37*~~	5288	2,39 ~~6,37~~			4,38		Hamburg	Co.Ld.*Mgrs.*)	F42′		FK	*ptCem ptAsp*	DB*100lb* DB*43lb*	29 ″ 4½
		3*Dks*			✠LMC ~~CS~~			*Lloyd's*	*sA&CP*	*Duct keel frwd.*	*of mchy. space* 159′			*pensed with*	AlgemeineElec.Ges.Berlin	
		CruiserStern		DBS ~~2.39~~ 2,36						*Upr tween dk B*	*IIs except Coll B IIdk*			*BHtoWhrdk*		
		Tonnage opening closed'37									(*Coll.*)			7 ,, ,, 2*nd* ,,)		
				Carrying oil F.P. a bo			*ve* 150°			*F.or Latex in deepta*	*nks*			*APT*156*t*		
				Carrying Vegetable oil			*or Late*			*x in fore & after peu*	*k tanks Cell DB3*	67′1386*t MT's*73′25		71*tFPT*130*t*		
76848	**Jay C. Morse**		6649					1907	American	InterlakeS.S.Co.	532·0	58·0	31·0	Wilmgton	T.3Cy.23″,38″&63″–42″	R
20442	GyC.		—						S.B.Co.	(Pickands,Mather				(Del.)	AmericanS.B.Co. 257NHP	
	Mchy.Aft	1*Dk*	5087						Cleveland,O.	&Co.*Mgrs.*)			*WB*	Utd. States	Cleveland,O.	
76849	**Jean** (*ex*Kosciuszko,*ex*CapeLookout)		4902	✠	NYk	*x*		1918	Bethlehem	A.H.BullS.S.Co.	376·4	52·3	27·0	New York	T.3Cy.24″,41″&68″–48″	29 ″ 6
216667			4213	10,28				7mo	S. B.Corp.	Inc.(A.H.Bull&	P54′B94′F39′		FK	Utd. States	486NHP	R
WKCK		2*Dks*(*Stl*)&*Web frames*	3028		✠				Sparro'PtMd	Co.Inc.*Mgrs.*)				*BHCem*	3SB,*9cf*,GS169,HS7273	
	D.F.	*Longitudinal framing*								*CellDB*	342′1138*tFPT*116*t*			*APT*206*t*	BethlehemS.B.Corp.Ld.	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Gross — Under deck. — Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. Date expired. Equipment Letter.	7a Date when last admitted.
76850 161580 VGYC	**Jean Brillant** (P) *Oil Eng.* E.S.D. *Ref. Mchy.* 2 *Dks* *Strengthened for Navigation in Ice* Wireless *Cruiser Stern*	640 555 350	✠100A1 *with freeboard* [illegible] Lloyd's RMC 1.38 for temp 28° F. *For service in the Gulf of St. Lawrence and to Newfoundland from 1st April to 21st November*	Qbc	*h*	CL ~~10,36~~ 11,38
76851 FNZS	**Jean Dupuis** (*ex* Vineta) Wireless 1 *Dk*	682 489 394				1910 Stettiner Oderwerke Stettin
76852 FPBC	**Jean et Jacques** (*ex* Corsican Prince-38, *ex* Chickahominy, *ex* Persiana) 1 *Dk (Stl)* & *Shelter dk (Stl)* *Cruiser Stern*	*3493* *2911* *1802*	✠100A1 *Shelter dk with freeboard* 12,~~38~~ ~~88~~ ~~87.72~~ ✠LMC10 *Carrying oil fuel F. P. above 1* *Fitted for oil fuel 5,22 F.P. a*	Mch Rou	*x*	CL 2,38
76853 113 ONJB	**Jean Jadot** *Ref. Mchy.* 2 *Dks* 3 *tr B* D.F. *Cruiser Stern*	5859 *5303* *3504*				1929 Flensburger Schiffsb. Ges. Flensburg
76854 UOBL	**Jean Jaures** *Oil Eng* 2 *Dks*	3972 3537 2261				1930 Severney S.B. Yard Leningrad
76855 FOYL	**Jean L. D.** *Oil Eng.* D.F. E.S.D. 2 *Dks* GyC. *Cruiser Stern*	5795 4948 3333				1935 Atel. & Ch. de France Dunkirk
76856 FNYU	**Jean Laborde** (P) Twin Sc *Oil Eng* *Ref. Mchy.* 4 *Dks* D.F. *Cruiser Stern*	11591 8284 6593				1930 Soc. Provençale de Cnst. Nav. La Ciotat
76857 161948	**Jeanie Deans** (P) Pad 1 *Dk*	635 418 259				1931 Fairfield Co. Ltd. Glasgow
Sunk 6/1938 by U.S.S.R. submarine 127388 GZJP	**Jeanne M.** (*ex* Jean de Bethencourt-36, *ex* Rouen) 1 *Dk*	1973 1727 1192				1909 Irvines's SB & D.D. Co. Ltd. W Hartlepool
76859 TUNG	**Jeanne Schiaffino** (*ex* Friedrich Jürgen, *ex* Wiedau) Sub. Sig. 1 *Dk*	1032 708 598				1922 H.C. Stülcken Sohn Hamburg
76860 PFCT	**Jeannette** (*ex* Londoner, *ex* Botlek, *ex* Holendrecht) *Well deck* *ss* Rot. 3-4,37 1 *Dk (Stl)*	454 322 238	100A1 ~~5,38~~ ~~4,37~~ 12,38 Dnz LMC 4.37 BSo.38	Rot	*g*	~~4,37~~ 12,38
76861 171156 MBZQ	**Jeannette Skinner** *ss* Osa. 2nd No. 3-3,38 2 *Dks*	~~5924~~ ~~3,38~~ 12,38 ~~5864~~ 5809 4194	✠100A1 Smk ✠LMC 3.38 *Fitted for oil fuel* 8,17	Osa	*z*	CL 3,38 *F.P. a*
76862 160507 GSLW	**Jedmoor** *Oil Eng.* *ss* Shl. No. 2-36 1 *Dk (Stl)* & *Shelter dk (Stl)* *Cruiser Stern*	4392 4070 2649	✠100A1 *with freeboard* 6.38 ~~11,37~~ ✠LMC(M)9.	Gls Hul DBS12	*y*	CL 5,36
76863 221112 KDQF	**Jeff Davis** (P) Sub. Sig *Oil Eng.* GyC. 2 *Dks* *Longitudinal framing*	6174 — 3833				1921 Doullut & Williams S.B Co. Inc. New Orleans
76864 220769 KDFR	**Jefferson Myers** (*ex* Hannawa) *Fitted for oil fuel* 1 *Dk* & *Shelter dk* *Longitudinal framing*	7582 — 4826				1920 Bethlehem S.B. Corp. Ltd. S. Francisco.
76865 147640 VWBJ	**Jehangir** (P) *ss* Bom. No. 3-12,36 3 *Dks (Stl - Weather dk* teak s)	3566 3029 2157	✠100A1 *with freeboard* ~~6.38~~ 10,38 ✠LMS10.36 10,38	Bom	*w*	CL ~~5,37~~ 10,38
76866 YTBZ	**Jela** (*ex* Gina, *ex* Volkerak) Aux 3 Mst Sr *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*)	335 295 240				1917 J.Th. Wilmink & Co. Groningen
76867 YTFL	**Jela Topić** (*ex* Olga Topic-35, *ex* Ben Corlic, *ex* Frank Parish) *ss* Fiu. No. 3-7,35 1 *Dk (Trn)* 2 *tr B* & *deep framing* 3 *Dk rule*	2908 2695 1816	✠100A1 1,38 ✠LMC MS7.35 ~~8~~83,38	Spt	*u*	CL 1,36

Now "Neti," *see No. 89350 in Supplement*

8 9 Built. When. — Ship. — Engines	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NH=Horse power by Society's formula; RH=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of Ice Cert.
1935 5mo	Swan, Hunter & Wigham Richardson Ld. Newcastle *Lloyd's* *SA&CP*	Cie. de Transport du Bas St. Laurent, Ltée. *Cell D Bu E 18'14c DTs f 13'*	159·9 B31'	29·1	17·3 FK	Quebec British *9 BH* *Coll to W dk* 8 „ 2nd „)	Oil Engines 2S.C.SA 6Cy. 13⅜"–22⅞" 188NHP DB *100lb* Swan, Hunter & Wigham Richardson, Ld. Nwc.	18 ″ 6 s 7 ″ 10 10 ″ 8	
1910	Stettiner Oderwerke Stettin	Cie. Côtière de l'Annam	180·1 Q52'B43'F19'	29·0	11·5	Saigon French *WB*	T.3Cy. 13⅜, 21 7/16" & 35⅜"–25⅜" 64NHP Stettiner Oderwerke		V
1921 12mo	Furness S.B.Co. Ltd. Haverton Hill-on-Tees *Lloyd's* *SA&CP* 50° F. *in deep tank a* 50° F.	Les Cargos Algériens, Soc. Anon. *Duct keel in aft Blr. space & forward*	363·3 F68' *on Shelter dk*	52·2 FK *Collisio*	22·0 *Cem* *n B H to Sh dk* 6 „ „ *U* 294' 1155 *t D* *Cell D B*	Algiers French	T.3Cy. 26", 43" & 73"–48" (s) 180lb 547NHP 3SB, 9 *cf*, GS 188, HS 8365 FD Richardsons, Westgarth & Co. Ld. Hpl. *Ta* 22'6 *t F P T* 45 *t A P T* 43 *t*	24 ″ 9 s 8 ″ 3⅜ 22 ″ 8	
1929	Flensburger Schiffsb. Ges. Flensburg	Cie Maritime Belge (Lloyd Royal) S.A. (Agence Maritime Internationale, SA. *Mgrs.*)	443·7 P94'F49'	57·2	26·7	Antwerp Belgian *WB*	Q.4Cy. 27⅛", 39", 55 15/16" & 79 15/16" –53 5/16" 470NHP Flensburger Schiffsb. Ges.		VG
1930	Severney S.B. Yard Leningrad	U.S.S.R.	347·2 P31'B52'F34'	48·7	27·2	Leningrad Russian *WB*	Oil Engines 2S.C.DA 4Cy. 23⅝"–35 7/16" 778NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		
1935	Atel. & Ch. de France Dunkirk	Louis Dreyfus & Cie.	446·9 F43'	57·1	25·7 34·7	Dunkirk French *WB*	Oil Engines 2S.C.SA 8Cy. 25⅝"–47¼" 912NHP Cie. de Constr. Mecaniques Sulzer, St. Denis		V
1930	Soc. Provençale de Cnst. Nav. La Ciotat	Soc. des Services Contractuels des Messageries Maritimes	496·7 B182'	61·8	28·3 37·9	Marseilles French *WB*	Oil Engines 4S.C.SA 16Cy. 29⅛"–59⅛" 1303NHP Schneider & Co. Creusot		V
1931	Fairfield Co. Ltd. Glasgow	London & North-Eastern Railway	250·5	30·1	8·7	Glasgow British	T.3Cy. 26", 41½" & 66"–60" 338NHP Fairfield Co. Ld. Glasgow		BT till ~~6.38~~ 4.39
1909	Irvines's SB & D.D. Co. Ld. W Hartlepool	Mooring well S.S. Co. Ld.	279·2 P25'B60'F29'	40·1	18·2	Cardiff British *WB*	T.3Cy. 20½", 33" & 54"–36" 176NHP MacColl & Pollock, Ld. Sld.		V
1922	H.C. Stülcken Sohn Hamburg	Soc. Algérienne de Nav. pour l'Afrique du Nord (Ch. Schiaffino & Co. *Mgrs.*)	220·4 P127'F23'	32·5	12·8	Algiers French *WB*	T.3Cy. 17¾" 29½" & 46 1/16"–31½" 119NHP H.C. Stülcken Sohn, Ham.		V
1918	J.Th. Wilmink & Co. Groningen	N.V. Soetermeer Fekkes Cargadoorskantoor *Cell D Ba 52*	153·1 Q58'B36'F17' *61 t f 52' 65 t F P T 24 t*	25·3 FK	11·3	Rottrdam Dutch *4 B H Cem* *A P T 18 t*	T.3Cy. 11½", 17¾" & 29 1/16"–20" 185lb (s) 61NHP 1SB, 2 *cf*, GS 39, HS 1182 F. & D.H. Landeweer & Zn. Martenshoek	12 ″ 1 s 8 ″ 4½ 11 ″ 10	
1917 8mo	Skinner & Eddy Corp. Seattle, Wash *Lloyd's* *SA&CP* *above 150° F*	G.E. Marden (Wheelock & Co. Ld. *Mgrs.*) *One B H in fo in after Cell D B*	410·6 *P44'B115'F47'* *re hold and one B H* 355'1198 *t F P T 120 t*	54·3 FK	27·1 *hold dispensed with*	Shanghai British *Cem* *5 B H only* *A P T 340 t*	DR Geared Steam Turbine 210lb (r) 507NHP 3SB, 9 *cf*, GS 195, HS 8055 General Electric Co. Schenectady, N.Y.	29 ″ 9 s 5 ″ 11½ 24 ″ 0	
1928 6mo	W. Doxford & Sons, Ld. Sunderland *Lloyd's* *SA&CP*	Moor Line, Ld. (Runciman Shipping Co. Ld. *Mgrs.*) *Cell D B 317'10 11 t* *M T 26'988*	375·0 391·2 (O.L.) F30'	52·6 FK (	25·7 *F P T 140 t A P T 220 t*	London British *7 B H pt Cem* *Coll to Sh dk* 6 „ 2nd „)	Oil Engines 2S.C.SA 3Cy. 21½" -35" 417NHP 2 DB *120lb* W. Doxford & Sons, Ld. Sld.	28 ″ 3 s 3 ″ 0½ 25 ″ 5	
1921	Doullut & Williams S.B Co. Inc. New Orleans	United States Maritime Commission	395·5 P44'B108'F37'	55·0	31·4	N. Orleans Utd. States *WB*	Oil Engines 2S.C.DA 4Cy. 28"–40" 1096NHP NE29 Worthington Pump & Mach Corp. Buffalo, N.Y.		R
1920	Bethlehem S.B. Corp. Ld. S. Francisco.	Pacific-Atlantic S.S. Co. (States S.S. Co. *Mgrs.*)	440·0	56·0	35·2	Prtland Or Utd. States *WB*	T.3Cy. 27", 47" & 78"–48" 421NHP Bethlehem S.B. Corp. Ld. S. Francisco		R
1924 5mo	Lithgow's Ld. Port Glasgow *Lloyd's* *SA&CP*	Mogul Line, Ld. *Cell D B 298'852 t F*	350·0 365·0 (O.L.) *P T 74 t A P T 36 t*	48·0 FK *Collision*	23·1	Bombay British *6 B H Cem* „ *to W dk*	T.3Cy. 24", 40" & 67"–45" (r) 200lb *110lb* 394NHP 2SB, 6 *cf*, GS 127, HS 5384 FD Rankin & Blackmore Ld Grk	25 ″ 6 s 3 ″ 0 22 ″ 8½	
1917	J.Th. Wilmink & Co. Groningen	Marjan Kozulic	135·1 P32'F18'	26·4	11·2	Molat Yugoslav *WB*	Oil Engines 2S.C.SA 2Cy. 16"–18" 90NHP D. Goedkoop, Jr. Amstrdam		V
1900 10mo	W. Pickersgill & Sons Sunderland A&CP	Slobodna Plovidba Topić D.D. (Ant. Topić, *Mgr.*) *Cell D B*	324·0 P31'B96'F35 *104' u E 20' f 128' 709 t*	47·1 FK	21·7	Susak Yugoslav *6 B H Cem* *A P T 39 t*	T.3Cy. 23", 38" & 64"–42" (s) 180lb 283NHP 2SB. 8 *pf*, GS 125, HS 4285 G. Clark, Ld. Sunderland	24 ″ 1 s 3 ″ 10 20 ″ 6	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. / Tonn. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Termes assignés maintenant à la sûreté Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach. / Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. RP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
76868	**Jellicoe Rose**	1118	✝100A1 Shl *n*	CL	1920 J.Fuller-	RichardHughes&	220·2|34·2|13·1	Liverpool	T.3Cy.16″,26″&42″–27″ (*s*)	15 ″ 6
143642	*ss*Goo.No.3–7,32	800	7,38 4,36 Blt Nwc	4,36	6mo ton& Co.	Co.(Liverpool)Ld.		British	180lb 160lb 117NHP	s 1 ″ 1
MKBJ	*ss*Bly.No.1–36	609	1,38 [illegible]	7,00	Paisley		Q108′B15′F28′ FK	3*BHCem*	1SB,*3cf*,GS55,HS2030	14 ″ 7½
	Mchy.Aft 1*Dk*(*Stl*)		[illegible]	15,38	*Lloyd's*s4*CP*	*CellDB*	*f*136′215*t FPT*80*t*	*APT*34*t*	Aitchison,Blair,Ld.Gls.	
	Well deck *Cargo battens not fitted*		[illegible]	1,39						
76869	**Jelö**	1265			1929 Xiansands	A S Jelölinjen	240·5|37·2|15·2	Oslo	T.3Cy.22″,35″&60″–42″	N
		938			Mek.Værks.	(FredOlsen&Co.	P60*t*H157*t*F6*t*	Norwegian	233NHP	
LDGW	Wireless 1*Dk*	483			Xiansand	*Mgrs.*)		*WB*	AkersMek.Værks.Oslo	
76870	**Jelyabov** Ⓟ (*ex*Osilia)	654			1911 Bergsunds	U.S.S.R.	168·9|26·1| 9·0	Vladvostk	T.3Cy.14⅛″,22⅞″&37½″–27⅜″	
		366			M.V.Aktieb.		P&B116′Q113′F45′	Russian	74NHP	
UOMP	Wireless 1*Dk*	355			Stockholm			*WB*	BergsundsM.V.Aktb.Skm.	
76871	**Jenny**	4706	✝100A1 Ams *w*	CL	1928 Swan,Hun-	~~J.Bang~~	344·2|53·5|27·8	Xiansand	Oil Engines 2S.C.SA	28 ″ 0
	Oil Eng.	3991	4,38	3,38	5mo ter&Wigham	A/S Athene	359·2(O.L.)	Norwegian	3Cy.23⅝″–47½″ 578NHP	
LCPE	D.F. *ss*Gal.No.2–36	2682	[illegible]		Richardson,	(Jorgen Bang)	P84′B26′F30′ FK	13*BHptCem*	2DB–*150lb* DB(*Upper*)	
	Mchy.Aft 2*Dks*(*Stl*)&*Web frames*		DBS4,38 [illegible]		Ld Newcastle	*CellDBuE*39′	*Trunk in wells*	(9 *to U dk*	*made*'25*fitted*'38–*150lb*	
	Longitudinal framing-bracketless system		*CarryingPetroleum in bulk*		*Lloyd's*s4*CP*	93*t DTf*29′417*t*	*FPT*151*t APT*42*t*	4 ,, 2*nd* ,,)	Swan,Hunter&Wigham-Richardson,Ld.Nwc.	
76872	— **Iron**	*1243*	…		1882 Burrell&	RederiA/B Tern	240·0|34·1|15·5		C.2Cy.26″&51″–36″	18 ″ 2
7589	(*ex*Skald,*ex*Saint Helier)	*1054*			Son	(AxelHansson,	B62′F25′	Pnamanian	134NH	
SFBG	1*Dk*2*trB*	*662*			Dumbarton	*Mgr.*)	FK	*WB*	M.Paul&Co.Dumbarton	
76873	—	843			1917 Schiff.Ges.	J.Lauritzen	212·9|31·4|13·2	Esbjerg	T.3Cy.14⅝″,21⅞″&35¾″–23⅝″	
		722			Unterweser			Danish	85NHP	
OUHN	1*Dk*	493			Weser-			*WL*	Christiansen&Meyer,	
					münde-L.				Harburg	
76874	—	623	✝100A1 Ham *i*	CL	1937 D.W.Kre-	Algemeen	184·8|29·7|11·6	Rottrdam	Oil Engines 4S.C.SA	11 ″ 8
	OilEng.	498	7,37 [illegible]		7mo merSohn	Vrachtkantoor	195·7(O.L.)	Dutch	6Cy.14½″–20½″ 124NHP	s ″10½
PFCZ	*Mchy.Aft* 1*Dk*	298	[illegible]		Elmshorn	N.V.	P46′F39′ FK	9*BHptCem*	DB*114lb*	10 ″ 10½
	Part electrically welded including shell butts&upper deck&trunk plating				*Lloyd's*s4*CP*		*Trunk*81′			
	Rudder electrically welded Cruiser Stern						*FPT*96*t*	*APT*40*t*	DeutscheWerkeKielA.G.	
	Longitudinal framing									
76875	**Jenny Moller** (*ex*LordGuilford–32,	3108			1919 R.Duncan	MollerLine,Ld.	331·0|46·7|24·4	Shanghai	T.3Cy.25″,41″&68″–45″	C
138932	*ex*Granicos)	2895			&Co.Ld.	(Mollers'Ld.*Mgrs*)	P33′B98′F30′	British	310NH	
GQPJ	1*Dk*	1927			PortGlasgow			*WB*	D.Rowan&Co.Ld.Glasgow	
76876	**Jequitinhonha** Ⓟ **TwinSc**	*750*	…		1906 AilsaS.B.	Cia.deNav.	200·4|32·2|11·2	Bahia	T.6Cy.13½″,22″&36″–24″	11″10
		481			Co.Ld.	Bahiana		Brazilian	151NH	
PUYC	Wireless 1*Dk*&*Shelter dk*	*383*			Troon		FK	*WB*	Muir&Houston,Ld.Gls.	
76877	**Jern** (*ex*Rebekka,*ex*Quarnero, **Iron**	875	✝100A1 Bgn *m*	~~1,36~~	1883 C.S.Swan&	O.Ostensjo	215·2|30·8|13·9	Haugesund	C.2Cy.27″&50″–36″ (*s*)	16″10
	*ex*Welsh Prince, *ss*Bgn.4th No.3–5,33	713	7,00 11,38	10,38	7mo Hunter		220·1(O.L.)	Norwegian	80lb NDB97 120NHP	s 1 ″ 4½
LBEZ	*ex*Tyneside) 1*Dk*(*Irn*)&*Web frames*	529	[illegible] LMC 11,38		Newcastle		Q73′B48′F23′ FK	4*BHCem*	1SB,*3pf*,GS56,HS1975	15 ″ 7½
	Well deck *ss*Bgn.No.1–38		[illegible]		A&CP	*WB*	= *CellDB*170′242*t*	*APT*18*t*	N.E.MarineEngCoLd.Nwc	
76878	**Jernfjeld** (*ex*Troldtind)	1369			1917 N.V.C.van	DampskA/S	239·5|36·2|16·6	Bergen	T.3Cy.17½″,29″&46″–36″	N
		1180			derGiesen&	Storfjeld(H.Grieg	P60*t*H61*t*F30*t*	Norwegian	127NHP	
LEFF	1*Dk*	776			ZonensSchps.	Martens,*Mgr.*)		*WB*	Pannevis&Zoon,Utrecht	
					KrimpenIjsel					
76879	**Jernland** (*ex*Collingwood)	1289	✝100A1 Bgn *o*	CL	1905 Osbourne,	HalvorsenShippng	235·6|33·8|15·0	Bergen	T.3Cy.18½″,30″&49½″–33″	17 ″ 3
	*ss*Bgn.2nd No.3–12,31	1007	9,38 [illegible]		10mo Graham&Co.	Co.A/S.Ld.	242·8(O.L.)	Norwegian	180lb *80lb* (*s*) 157NHP	s 4″11½
LEFG	*ss*Bgn.No.1–36	756	[illegible] LMC		Sunderland	(Thv.Halvorsen,	Q123 B10′F24′ FK	4*BHCem*	1SB,*3cf*,GS61,HS2530	16 ″ 0
	Well deck 1*Dk*(*Stl*)&*deep framing*		[illegible] BS11,38		*Lloyd's*s4*CP*	*Mgr.*)		59*t APT*78*t*	Richardsons,Westgarth&	
	Cargo battens not fitted		5,38			*CellDBa&uE*	83′*f*102′313*t FPT*		Co.Ld.Sld.	
76880	**Jersbek**	~~2000~~	✝100A1 Ham *u*	CL	1938 Lübecker	Knöhr&Burchard	325·7|18·2|19·1	Hamburg	C.4Cy.(2)20½″&(2)43½″–	21 ″ 2
		2·04	3,38 12,38		12mo Maschb.Ges.	Nfl.	345·3(O.L.)	German	13¾″	
DJXK	D.F. E.S.D. 1*Dk*	2128	(*Class Contem plated*)		Lübeck		P1t B&F30*t* FK	4*BHptCem*	2½lb (*s*) FD 352NHP	
	Cruiser Stern	1091	[illegible] LMC 4,38		*Lloyd's*s4*CP*		*Upper*F33′	*pt.Asp*	2SB(Spt)*6cf*,GS121,HS4020	
	Strengthened for navigation in ice					*Intermediate BU in forward hold d[illegible]*			Rheinmetall-BorsigA.G.	
						*CellDB*248′80*t*	*Upper*F33′		BerlinTegel	
76881	**Jersey**	4986	✝100A1 Liv	CL	1936 W.Doxford	NolisementS.S.Co.	424·0|54·2|26·1	Cardiff	Oil Engines 2S.C.SA	28 ″ 8
162114	*Oil Eng.*	4627	*withfreeboard* Fal		10mo &Sons,Ld.	Ld.(Morel,Ld.		British	3Cy.22 3/16″–85 1/16″ 449NHP	s 3 ″ 4½
GZDJ	D.F. E.S.D. 1*Dk*&*Shelter dk*	3032	11,38 11,37 [illegible]		Sunderland	*Mgrs.*)	FK	7*BHptCem*	2DB*120lb*	25 ″ 6
	Cruiser Stern				*Lloyd's*s4*CP*			*CollioShdk*	W.Doxford&Sons,Ld.Sld.	
						*CellDB*347′1174*t*	*MT*1229*t APT*177*t*	6 ,, 2*nd* ,,)		
76882	**Jersey City**	6322			1920 J.L.Thomp-	ReardonSmithLine	411·8|55·0|33·6	Bideford	T.3Cy.28″,46″&75″–51″	C
140861	*Fitted for oil fuel*	6055			son&Sons,Ld.	Ld.(SirW.R.Smith	F36′	British	402NHP	
GDRM	D.F. 2*Dks*	3937			Sunderland	&Sons,Ld.*Mgrs.*)		*WB*	Blair&Co.Ld.Stockton	
76883	**Jersey Queen**	910	✝100A1 Lon *l*	OG	1936 Burntislnd	BritishChannel	197·2|32·2|13·1	London	T.3Cy.14″,24″&40″–27″ (*s*)	15 ″ 2
165361		647	10,37		12mo S.B.Co.Ld.	IslandsShipping		British	200lb 129NHP	s 4″11½
MMCL	*Mchy.Aft* 1*Dk*	518	[illegible] MC12 6		Burntisland	Co.Ld.	Q122′F25′ FK	3*BHCem*	1SB,*3cf*,GS45,HS1953 FD	14 ″ 8½
	Cargo battens not fitted *Cruiser Stern*				*Lloyd's*s4*CP*	*CellDB*128′224*t FPT*		64*t APT*42*t*	D.Rowan&Co.Ld.Gls.	
76884	**Jervis Bay** Ⓟ **TwinSc**	14164	✝100A1 Lon *i*†	CL	1922 VickersLd	Aberdeen&	530·6|68·3|39·9	London	4 Steam Turbines DR	43 ″ 6
150187	*ss*Lon.No.3–10,34	11883	*Shelter dk*	~~11,35~~	9mo Barrow	Commonwealth	548·5(O.L.)	British	geared to 2 Sc Shafts (*r*)	s 10·8½
GSMQ	2*Dks*(*Stl*)&*Shelter dk*	8547	*withfreeboard* BS11,38	P5,37	*Lloyd's*s4*CP*	Line,Ld.	B2o8′F78′ *onShelter*	*ptCem*	2200lb HS25923 1977NHP	33 ″ 1½
	Ref.Mchy. (*Stl*-ws)3*rd dk*(*Stl*)*in*		7,38 10,37 [illegible]	S3,39		(G.Thompson&Co.	*dk* FK	9*BHtoSdk*	3DB(Spt)&2SB(Spt),*32cf*,	
	D.F. E.S.D *forward holds*		[illegible] BM [illegible]			Ld.*Mgrs.*)			GS663 FD	
			[illegible]			*CellDB*458′2228*t*	*MT*24′1016*t*		Vickers,Ld.Barrow	
						Tanks between tun	*nels*51′195*t FPT*128	*tAPT*142*t*		
			Fitted for oil fuel 9,22	*F.P. above* 150° F						
76885	**Jessica**	998			1908 Flensburgr	A.Kirsten	226·3|33·4|15·3	Hamburg	T.3Cy.16″,36¾″&44″–36″	G
		897			Schiffsb.Ges.		P&B140′F30′	German	116NHP	
DHNC	1*Dk*	605			Flensburg			*WB*	FlensburgerSchiffsb Ges.	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Year-Assigned how exp'ld. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in this class to 31 Dec. 1938 inclusive. Dated 1st Feb. 1938.
76886	**Jessie** (*ex*Bellhill, *ex*Commercial, *ex*Norah)	Iron	1325	✠100A1	Gmh	*p*	CL	1879	M.Pearse & Co	Rederi A/B Jessie (K.A.Jonhagen, *Mgr.*)	250·2	35·0	16·8	Nyhamnsläge	C.2Cy.30″&55½″–36″ (*s*)	18 ″ 1
7209	*ss*Hul.4thNo.3–12,26		1101	4,38			4,37	8mo	Stockton					Swedish	100lb 160NHP	s 1 ″ 6½
SFBK	*ss*Gmh.No.2–35		742	✠NB3,04	✠LMC				A&CP		Q86′B58′F29′		FK		2SB,*4pf*,Gs73,Hs2692	16 ″ 8½
	Well deck 1 *Dk*(*Irn*)2*tr B*				BS1,37						*DBa*70′*f*86′				Blair&Co.Ld.Stockton	
	Cargo battens not fitted			1,39												
76887	**Jessie Mærsk** (*ex*Marsdiep)		1972	✠100A1	Dnz	*r*	CL	1920	A.Vuijk& Zonen Capelle a/d Yssel	A SD/S Svendborg (A.P.Möller, Copenhagen, *Mgr.*)	280·1	40·2	19·0	Kalundbrg	T.3Cy.20″.31½″&53″–36″ (*s*)	21 ″ 4
	*ss*Svb.No.3–5,33		1763	6,00 1,37 3,39	S.vb.Cpn		1,37	11mo			P22′B94′F21′		FK	Danish	180lb 224NHP	s 3 ″ 3
OYLC	Sub.Sig. 1 *Dk*(*Stl*)		1152		LMC		5,38	*Lloyd's*	*s.a&CP*		*CellDB*240′458*t FPT*			4 *BHCem*	2SB,*6cf*,Gs138,Hs4020	18 ″ 1
	D.F. *ss*Svb.No.1–38			MS6,35.7	BS1,37 12,38						40*t APT*47*t*				Verschure&Co.Amsterdam	
76888	**Jessmore** (*ex*Peruviana)		4099					1921	Irvines S.B. & D.D.Co.Ld W Hartlepool	Johnston Warren Lines Ld. (Furness, Withy & Co.Ld. *Mgrs.*)	360·0	52·0	24·6	Liverpool British	T.3Cy.26″,43″&73″–48″	C
145868	*Fitted for oil fuel*		3576								P35′B171′F32′			*WB*	Richardsons, Westgarth&Co.Ld.Hpl.	
GFJK	D.F. E.S.D. 1 *Dk*2*tr B*		2357													
76889	**Jesus Antonio** (*ex*Francisco Garcia,*ex*Pilar,*ex*Gouverneur Ballay,*ex*Mongibello,*ex*Beny)	Iron 1 *Dk*2*tr B* *Well deck*	988				...	1882	Whitehavn S.B.Co.Ld. Whitehaven	Jesús Garcia Castillo	215·7	33·7	15·7	Santander Spanish	C.2Cy.23″&46″–36″ NB91 127NHP	17 ″ 4
917											Q103*t*B128*t*F44*t*		FK	*WB*	J.Jones&Sons,Liverpool	
EESA			669													
76890	**Jetblack**		1560	✠100A1	Shl	*p*	CL	1920	Dublin Dkyd.Co.Ld. Dublin	Gas Light&Coke Co.Ld.(Stephenson Clarke& Associated Companies,Ld. *Mgrs.*)	240·3	36·2	19·1	London British	T.3Cy.18″,30″&50″–33″ (*s*)	21 ″ 3
145083			1364	9,38 10,37			12,36	11mo			B52′F23′		FK		180lb 172NHP	s 3 ″ 0
MKGW	*ss*Shl.No.1–37		828		LMC10,37			*Lloyd's*	*s.a&CP*					4 *BHCem*	2SB,*6cf*,Gs97,Hs2886	18 ″ 8
	1 *Dk*(*Stl*)			BS9,38							*DTa*29′ 128*t FPT*79*t*				J.G.Kincaid&Co.Ld.Grk.	
	Cargo battens not fitted										*CellDB*171′316*t*			*APT*36*t*		
76891	**Jevington Court**		4544	✠100A1	Ant	*z*	CL	1925	Workman, Clark&Co.Ld. Belfast	Court Line,Ld. (Haldin& Philipps,Ld. *Mgs.*)	397·0	53·2	24·5	London British	T.3Cy.26″,42″&70″–48″ (*r*)	27 ″ 0
148639	*ss*Ant.No.3–6,37		4208	*with freeboard*	Sld		6,37	7mo			F41′		FK	7 *BHCem*	180lb 419NHP	s 2 ″ 10½
GLND	D.F. 1 *Dk*(*Stl*)		2746	7,38 8,37	LMC			*Lloyd's*	*s.a&CP*		*DTa*25 889*t*			*Coll to Sh dk*	3SB,*9cf*,Gs198,Hs7167	24 ″ 4
	Shelter deck(*Stl*)			MS6,37	BS12,37 12,38						*FPT*91*t APT*176*t*			6 ,, 2nd ,,	Wrkman,Clark&Co Ld.Bel	
76892	**Joypore**		5318	✠	Bom	*y*		1920	Wear Ship-yard of W. Gray&Co. (1918),Ld. Sunderland	P.&O.Stm.Nav.Co.	400·0	52·3	28·4	Sundrland British	T.3Cy.27″,44″&73″–48″	31 ″ 0
137273			4850	4,22				5mo			P49′B113′F39′		FK	7 *BHptCem*	517NHP	
GDBY	D.F. 2 *Dks*(*Stl*)		3209													
										CellDB	344′1073*t FPT*129*t*			*APT*200*t*	3SB,*9cf*,Gs190,Hs7668 Cen.Mar.Eng.Wrks.W Hpl	
76893	**Jhelum**		4038	✠100A1	Liv		CL	1936	Barclay, Curle&Co.Ld Glasgow	James Nourse.Ld.	381·1	52·7	23·7	London British	T.3Cy.20″,32″&52″–42″ &	26 ″ 0
164685			3663	*with freeboard*	Cal		11,37	8mo						6 *BHptCem*	LP Turbine with DR	s 2 ″ 6
GYXS	1 *Dk*(*Shelter dk* *Cruiser Stern*		2403	,,,,8,38 14,37	✠			*Lloyd's*	*s.a&CP*		F39′		FK	*Coll to Sh dk*	gearing & hydraulic coup-ling 220lb FD (*s*) 325NHP	23 ″ 7½
														5 ,, 2nd ,,	2SB(Spt)6*cf*,Gs100,Hs4068	
				Fitted for oil fuel 8,36			*F.P. o*			*bore* 150° F.				1 *PT*156′	Barclay,Curle&Co.Ld.Gls.	
										CellD	B324′ 976*t FPT*156′					
76894	**Jim** (*ex*Yewmount–36,*ex*Hampshire)		833	✠100A1	Ant	*k*	CL	1908	J.Crown &Sons,Ld. Sunderland	James Gibson& Sons	195·0	32·6	11·9	London British	T3Cy.16½″,26½″&45″–33″(*s*)	13 ″ 9
123953	*ss*P.Gl.2ndNo.3–8,32		595	7,38 12,37			7,36 7,38	8mo						6 *BHCem*	180lb 99RHP	s ″ 9
MCWF	*ss*Ant.No.1–37		393		LMC7,37			*Lloyd's*	*s.a&CP*		Q98′B13′F24′		FK		2SB,*4pf*,Gs53,Hs2100	13 ″ 1½
	Mchy. Aft 1 *Dk*(*Irn*)&*deep framing*									*Cell DB*	222*t DT* 77*t* 80*t FPT*			57*t APT*19*t*	N.E.MarineEng Co.Ld.Sld.	
	Well deck *Cargo battens not fitted*			38												
76895	**Jinbu Maru** (P) (*ex*ShinbuMaru, *ex*Indrani)		5147	✠	Kob	*y*		1894	Naval Con. & Arm.Co.Ld Barrow	Taiheiyo Gyogyo K.K.	400·0	48·2	29·3	Kumihama Japanese	T.3Cy.27″,44″&72″–48″	32 ″ 3
13808			4024	10,26				5mo			P26′B100′F19′		FK	7 *BHCem*	532NHP	
JHPC	*ss*Kob.No.1–20		3213												2DB,*8cf*,Gs192,Hs10146	
	2 *Dks*(*Stl*)3*tr B*&*Web frames*									*CellDB*	242′801*t*			*APT*67*t*	Naval C.&A.Co.Ld.Brw	
76896	**Jindai Maru** (P) (*ex*Gouverneur Generaal van Lansberge,*ex*Puttialla)	Iron	1095	✠	Sng	*n*		1875	Caird&Co. Greenock	Amagasaki Kisenbu Gomei Kaisha	227·7	27·4	16·2	Osaka Japanese	C.2Cy.32″&54½″–36″	
9206			—	8,83				6mo			P51′F42′			7 *BHCem*	*Bmade—refitted*13 149NHP	
JKCE	*ss*Sng.No.2–33		675												Caird&Co.Greenock	
	2 *Dks*&*Awng dk*															
76897	**Jinju Maru** (*ex*TaizanMaru)		3193				...	1918	Ishikawa-jima S.B.&E. Co.Ld. Tokyo	Oya Zentaro	305·0	43·9	27·3	Kobe Japanese	T.3Cy.22″,37″&61″–42″	27 ″ 3
22304			2670								P30′B92′F25′		FK	*WB*	279NHP	
JFWD	2 *Dks*		1952												Ishikawajima SB&E Co.Ld	
76898	**Jinko Maru**		546					1919	Hikoshima Senkyo,K.K.	Nippon Shoji K.K.	165·7	27·0	15·0	Tokyo Japanese	T.3Cy.11½″,19″&32″–24″	
26901			494												50NHP	
JELI	1 *Dk*		300												Hikoshima Senkyo,K.K.	
76899	**Jiul** (*ex*EcaterinaMatsouki)		3126	✠100A1	Rot	*n*	CL	1913	J.Priest-man&Co. Sunderland	Eugenia&Con-stanceSimatu (G.Simatu, *Mgr.*)	345·0	48·0	21·1	Braila Roumanian	T.3Cy.23½″,39″&64″–42″ (*s*)	23 ″ 6
	*ss*Bla.No.3–7,26		2324	5,38 6,37			4,36	8mo						*Cem*	180lb *100lb* 302NHP	
YPBL	*ss*Bla.No.2–35		1900	1626,37	LMC11,36		6,38	*Lloyd's*		*'Tween dk BH in after hold*	P29′B206′F37′		FK	*H to Upr dk*	2SB,*6cf*,Gs124,Hs4820	
	1 *Dk*(*Stl*)		3127	DS5,38 6,39							*dispensed with*			*H to 2nd dk*	N.E.MarineEng.Co.Ld Sld	
	Cargo battens not fitted		2125							*WB*=*Cell D*	*Ba*110′*uE*22′*f*			*only*		
			1907											146′727*t FP*	*T*103*t APT*71*t*	
76900	**Joan Moller** (*ex*Dumont D'Urville–36,*ex* Gia-Long,*ex* St FrancoisXavier,*ex*Hermelin)		2232	✠	Sgn	*r*		1918	Hong K'ng & Whampoa Dock Co.Ld. Hong Kong	Moller Line,Ld. Mollers' Ld. *Mgrs.*)	270·0	40·1	19·4	Shanghai British	T.3Cy.20″,33″&54″–39″	21 ″ 6
130578	*ss*Noumea No.3–7,30		1736	2,36				1mo			P26′B76′F26′		FK	4 *BHCem*	215NHP	
GZDT	2 *Dks*(*Stl–U* teaks)		1377												2SB,*6cf*,Gs119,Hs3552	
										CellD	B231′ 442*t FPT*84*t*			*APT*71*t*	Hong Kong&Whampoa Dock Co.Ld.Hong Kong	
76901	**Joan Virginia** (*ex*Cedarbay–36,*ex* Charpentier) *Mchy. Aft* 1 *Dk*	Twin Sc	1239					1919	Forg.&Ch. de la Medit. La Seyne	Lloyd Tankers,Ld.	218·8	34·3	12·4	Montreal British	T.6Cy.12½″,19½″&34½″–16″	
150835			816								P75′F29′				79NHP	
	Carrying Petroleum in bulk		651											*WB*	Forg.&Ch.de la Medit.Msl.	
76902	**Joannis** (*ex*Evelpis,*ex*Salerno, *ex*Edenmore)		3667					1909	Richardsn. Duck&Co. Stockton	D.J.Dambassis	360·0	48·7	24·2	Andros Greek	T.3Cy.24″,40″&67″–45″	
158			3463								P23′B108′F35′			*WB*	278NHP	
SVFI	1 *Dk*2*tr B*		2292												G.Clark,Ld.Sunderland	
76903	**João Belo** (P) (*ex*City of Genoa,*ex*Windhuk, *ex*Gertrud Woermann)	Twin Sc	6365		Lis		OG	1905	Blohm& Voss Hamburg	Cia.Colonial de Navagacão	411·6	50·7	28·6	Loanda Portuguese	T6Cy 20½″,34½″&64½″–42½″	31 ″ 6
			4955	1,39			12,37							7 *BHCem*	200lb (*s*) 625NHP	
CSAX	*ex*Gertrud Woermann)		4008		LMC									*Cell DB*	4SB,*12cf*,Gs210,Hs8608	
	Well deck 2 *Dks*(*Stl–U* teaks)3*rd dk* (*Stl*)*in fore hold*&*Web frames*			MS1,37 6,37	BS12,37			*Lloyd's*	*s.a&CP*		P&B260′F60′		FK		Blohm&Voss,Hamburg	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres ou Cotes.
76904 DHIT	**Joao Pessôa** (*ex*Georgia-36) Sub.Sig. 2 *Dks*		3023 2051 1775					1922	Brücknbau Flender A.G. Siems. Lübeck	Hamburg-Südamerik.Dampfschiffahrts Ges.	337·7 | 48·2 | 21·1 B59′F36′	Hamburg German *WB*	T 3Cy.23⅝″,38 3/10″ & 62″–41 1/16″ 216NHP G.Scebeck A.G.,Weser-münde-G.		G
76905 EAFN	**Joaquin del Piélago** Wireless D.F. 1 *Dk & Awng dk*		732 713 345					1892	Compania Trasatlantica Cadiz	Cia.Trasatlantica	192·2 | 27·4 | 17·6	Barcelona Spanish *WB*	T.3Cy.18″,30″&48″–36″ NB07 138NHP Arsenal Civil,Barcelona		
76906	**Joaquin Godoy** (*ex*Bolivia) Twin Sc 1 *Dk*		818 — 444					1906	Bow,McLachlan & Co. Ld. Paisley	Empresa Naviera de Cuba S.A.	211·2 | 34·1 | 10·8 F22′	Havana Cuban *WB*	T.6Cy.11″,18″&30″–22″ 84NH Bow,McLachln & Co Ld Psy		
76907 PUBL	**Joazeiro** (*ex*Santa Lucia) 2 *Dks*		4238 3121 2701					1907	J.C.Tecklenborg A.G. Weser-münde-G.	Lloyd Brasileiro	350·2 | 47·2 | 23·4 P38′B207 F47′	R.Janeiro Brazilian *WB*	T.3Cy.20½″,35″&57″–41⅜″ 208NHP J.C.Tecklenborg A.G.Wsm		V
76908 PEDG	**Jobshaven** 1 *Dk*		3528 3263 2151					1916	Rotterdam Droogd.Maat Rotterdam	N.V.Maats.S.S. "Jobshaven" (N.V.Gebr.van Uden's Scheepv.& Agent.Mij. *Mgrs.*)	359·2 | 49·9 | 22·1 P24′Q34′B214′	Rottrdam Dutch *WB*	T.3Cy.25″,41″&67″–45″ 301NHP Rotterdam Droog.Maats.		V
76909 263908	**Joe S. Morrow** *Mchy.Aft* 1 *Dk*		4760 — 3470					1907	American S.B.Co. Lorain	Red Arrow S.S.Co.	420·0 | 52·0 | 28·0 *WB*	Wilmngtn. Del. Utd. States	T.3Cy.22″,35″&58″–40″ 213NHP American S.B.Co. Clevelnd		
76910 137458 MFWV	**Joffre Rose** ss Bly.No.3–10,28 *Well deck Mchy.Aft* ss Bkn.No.2–37 *Cargo battens not fitted* 1 *Dk(pt Stl)*		715 503 344	✠100A1 Shl *j* 11,38 Npt BS11,37 LMC 11,38			CL 1,36 1,37	1915 6mo	C.Rennold-son&Co. S.Shields *Lloyd's*	Richard Hughes & Co.(Liverpool) Ltd. *WB = C*	180·3 | 28·2 | 12·4 Q105′B11′F23′ FK *ell D B f* 103′155*t FP T63 M APT*	Liverpool British *3 B H Cem*	T.3Cy.14½″,24″&39″–27″ (*s*) 160lb 77RHP 2SB,4*pf*,gs60,hs1982 MacColl & Pollock,Ld.Sld.	14 ″ 6 ⅛ 4 ″ 5½ 14 ″ 2	
76911 PFDM	**Johan de Witt** Ⓟ Twin Sc ss Ams.No.3–11,32 ss Ams.No.1–36 D.F. 2 *Dks(Stl)* & *Shelter dk(Stl–* *Ref.Mchy.* Sub.Sig. teak s) 8 *tr B in forehold* *Cruiser Stern*		10474 7988 6105	✠100A1 Ams *e* † *Shelter dk with freeboa* 4,39 35,37 *Fitted for oil fuel*	BS7,38 LMC BS6,38 8,20		CL 12,38 87,38 *F.P. a*	1920 2mo	Nederl. Schps. Maats Amsterdam *Lloyd's*	N.V.Stoomv. Maats. "Nederland" *SA&CP*	506·2 | 59·2 | 34·9 P&B358′F100′ *on Shelter dk* FK len 33 *Cell D B404 13694 P T's238t A P T201t*	Amstrdam Dutch *Cem* 10 *B Hto S dl* 1 ,, ,, *U* ..	T.3Cy.26″,42½″&72¾″–49¾″ 213lb (*s*) 1171NHP 3SB,18*cf*,hs17820 FD Werkspoor,Amsterdam	38 ″ 2 9 ″ 5 29 ″ 0	
76912 7669 SFBM	**Johan Jeansson** ss Hbg.No.2–38 ~~ss Hbg.No.1–38~~ *Well deck* 1 *Dk(Stl)* Wireless D.F. *Cargo battens not fitted* *Strengthened for Navigation in Ice*		1458 1114 810	✠100A1 Hbg *p* 5,38 ~~1,27~~ BS6,37 LMC 5,37			OG 1,37	1930 8mo	Hlsingbrgs Ångbåts A/B Varfs.Aktiel Helsingborg *Lloyd's*	Ångbåts A/B Kalmarsund,J.B. Jeansson,*Mgr.*) *SA&CP*	247·5 | 38·1 | 15·2 258·0 (O.L.) P19′Q75′B104′F23′ *Trunk in after Well* FK *Cell D B206′437t F P T28t A P T54t*	Kalmar Swedish *1 B H Cem*	T.3Cy.16½″,29 3/32″ & 16⅜″– 27 3/16″ 200lb (*s*) 145NHP 2SB(Spt),4*cf*,gs68,hs2337 Helsingborgs Varfs.Aktiel.	17 ″ 6 s ″10 16 ″ 9½	
76913 PFEB	**Johan van Oldenbarnevelt** Ⓟ *Ref.Mchy.* Twin Sc D.F. Gy C. *Cruiser Stern* *Oil Eng.* 3 *Dks & Shade dk*		19429 12154 11606					1930	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats.- "Nederland"	586·2 | 74·8 | 36·1 P63 B440′F85′ *WB*	Amstrdam Dutch	Oil Engines 2S.C.SA 20Cy.29 3/16″–52¾″ 3100NHP Sulzer Bros. Winterthur		V
76914 DMBW	**Johann Ahrens** (*ex*Grete Cords) 1 *Dk*		873 720 538					1903	Akt.Ges. "Neptun" Rostock	Erich Ahrens	210·9 | 32·0 | 13·1 Q65′B57′F26′ *WB*	Rostock German	T.3Cy.14⅜″,24 3/16″ & 38 3/16″– 26⅜″ 76NHP A.G."Neptun,"Rostock		G
76915 DHND	**Johann Blumenthal** 1 *Dk* *Cruiser Stern*		1626 1213 931					1927	Lübecker Maschb.Ges. Lübeck	J.M.K.Blumenthal	263·3 | 38·2 | 14·4 P12′B120′Q79′F35′ *WB*	Hamburg German	T.3Cy.18½″,29½″&47¼″–31½″ 125NHP Lübecker Maschbf.Ges.		G
76916 DGDH	**Johann Wessels** (*ex*Royal Transport) 1 *Dk*		4601 4338 2874					1913	Irvine's SB & D.D.Co.Ld. W Hartlepool	Atlas Reederei A.G.	384·1 | 52·1 | 27·1 P36′B119′F36′ *WB*	Emden German	T.3Cy.25″,40″&68″–48″ Richardsons, 320NHP Westgarth & Co.Ld.Hpl.		G
76917 DHNF	**Johanna** 1 *Dk*		860 649 472					1912	Stettiner Oderwerke Stettin	Mathies Reed K.G.	210·8 | 30·8 | 12·8 P14′Q39′B74′F26′ *WB*	Hamburg German	T.3Cy.15¾″25½″&41 7/16″–29½″ 93NHP Stettiner Oderwerke		G
76918 OZYE	**Johanne** (*ex*Italia–32. *ex*Turbinia) ss Hbg.No.3–10,32 ss Cpn.No.1–37 1 *Dk(Stl)* & *Shelter dk(Stl)* D.F.		2257 2054 1348	✠100A1 Cpn *r* *Shelter dk with freeboard* 12,37 E8,26 BS11,38 LMC 12,37			OG 12,37	1919 1mo	Oscarsbms. Mek.Verks. Skepps.Akt. Oscarshamn *Lloyd's*	J.Lauritzen *SA&CP*	275·1 | 41·2 | 23·1 FK *Cell D B237′473t F P T14t A P T20t*	Esbjerg Danish *Cem* *Coll B H to Sh dk* 3 ,, ,, *U* ,,	C.4Cy.16½″&35 7/16″–35 5/16″ (*s*) 206lb 175NHP 2SB(Spt),4*cf*,gs58. FD hs2152 A.Borsig,G.m.b.H.Berlin	25 ″ 6 s ″0½ 20 ″ 7¼	
76919 OYFT	**Johanne Justesen** 3 Mst (*ex*Fiona–33) ss Shi.2nd No.3–6,38 *Mchy.Aft* *Spar dk(pt Irn & pt Stl)* ss Shi.No.1–38 & *deep framing Spar dk Rule* *Cantilever framed topside tanks*		4471 4010 2615	✠100A1 Shl *x* 1,38 MC BS10,36			CL 12,37	1909 3mo	Sir Raviton Dixon & Co Ld Middlesbro' *Lloyd's*	Anglo-Danish Shipping Co.(M.L. Justesen, *Mgr.*) *SA&CP*	360·5 | 52·0 | 25·7 372·7(O.L.) P&B215′F33′ FK *Cell D Bu E& B54 f 262′957t tops*	Copnhagn Danish *6 B H Cem* *ideta nks 258′*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 403NHP 3SB,9*cf*,gs132,hs5346 FD N.E.Marine Eng.Co.Ld.Sld 1060*t F P T100t A P T125t*	28 ″ 4 s4 ″5 24 ″ 1	
76920 DHNG	**Johannes C. Russ** Wireless 1 *Dk*		998 786 575					1921	Stettiner Oderwerke Stettin	Schiffahrt-u.Assekuranz Ges.E. Russ&Co.	210·8 | 33·8 | 13·4 P23′Q59′B55′F25′ *WB*	Hamburg German	T.3Cy.15¾″,25½″&41 5/16″–29½″ 92NHP Stettiner Oderwerke		G
76921 OYMC	**Johannes Mærsk** ss Rot.No.3–11,37 D.F. 1 *Dk(Stl)*		1899 1683 1119	✠100A1 Rot *r* 10,38 ~~11,37~~ Abg LMC BS3,38 MS11,37			CL S11,37	1925 3mo	F.Schichau Danzig *Lloyd's*	D/S A/S af 1912 (A.P.Moller. Copenhagen, *Mgr.*) *SA&CP*	280·8 | 40·2 | 18·8 P27′B74′F32′ FK *Cell D B240′541t F P T38t*	Kalundbrg Danish *4 B H Cem A P T79t*	T.3Cy.19 1/16″,32 1/16″&53 3/8″– 37 7/16″ & LP Turbine with reduction gear & chain drive 200lb (*s*) FD 245NHP 2SB(Spt),4*cf*,gs78,hs3014 F.Schichau,Elbing	21 ″ 4 2 ″ 9 18 ″ 8⅜	
76922	**Johannes Molkenbuhr** *Oil Eng.* D.F. E.S.D. 2 *Dks* *Cruiser Stern*		5294 4457 2611					1936	Flensburger Schiffsb.Ges. Flensburg	Hugo Stinnes G.m.b.H.	415·7 | 60·2 | 21·3 P27′F376′ *WB*	Hamburg German	2 Oil Engines 2S.C.SA 16Cy.20½″–27 7/16″ S.R geared to 1 screw shaft 1180NH Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		G
76923	**Johgu Maru** *see* "Zyogu Maru"														

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6	7 Port in which built. Year when built. Rig when last seen. Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard (tabular). Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Difference of tonnage.
76924 165388 GZGS	**Johilla**	1 *Dk* / *Shelter dk* / *Cruiser Stern*	4042 3663 2396	†100A1 Cal *with freeboard* C2,37	CL 5,33		1937 2mo	Barclay, Curle&Co.Ld. Glasgow	JamesNourse,Ld.	381·1 52·7 23·7 395·4(O.L.) F39′ FK *Cell D B324′ 976t F PT56t A PT156t*	London British *6 B Hpt Cem* *Coll to Sh dk* 5 „ 2nd „	T.3Cy.20″,32″&52″–42″& LP turbine with D R gearing & hydraulic coupling 220lb (s) FD 325NHP 2SB(Spt)6*cf*,GS100,HS1068 Barclay,Curle&Co.Ld.Gls.	26 ″ 0 3 ″ 6 23 ″ 7¾	
76925 SKBN	**John** (*ex* Danybryn–37, *ex* Sheaf Lance–36) E.S.D.	*ss* Ams.No.3–1,37; 1 *Dk*(*Stl*)	*3148* *2840* *1811*	†100A1 Ham *with freeboard* BS3,38 LMC2,37	CL 11,36 3,38 3,39		1918 11mo	Blyth S.B. &D.D.Co.Ld. Blyth	RederiA/BA.Th. Jonasson (M. Jonasson, *Mgr.*)	331·3 46·6 23·2 P33′ B98′ F29′ FK *Cell D B284′ 734t F PT110t A PT128t*	Råå Swedish *5 B H Cem*	T.3Cy.23″,41″&68″–45″ (s) 1801b 330NHP 2SB,6*cf*,HS1004 FD McKie&Baxter,Glasgow	25 ″ 6 3 ″ 11¼ 21 ″ 9	
76926	**John A. Brown** *For full particulars see No. 88651 in Supplement* D.F. E.S.D. GyC.	*Mchy. Aft* Cruiser Stern *Longitudinal framing*	11000	100A1 (Class Contemplated) *Carrying Petroleum in bulk*			1938	Cantieri Riuniti Dell Adriatico Monfalcone	StandardOilCo.	490·0 70·0 37·0 P107′ B40′ F35		Oil Engines 2S.C.SA 8Cy.26¾″–43 5/16″ Soc.An″Fiat″S.G.M.Turin		
76927 DHNK	**John A. Essberger** Wireless	*ss* Ham.No.1–35 2 *Dks*(*Stl*) *Mchy. Aft* Rudder electrically welded *Longitudinal framing at upper deck &* Cruiser Stern sides in summer tanks *Strengthened for Navigation in Ice*	739 701 353	†100A1 Rot *j* 4,38 BS4,38 †LMC7,35 *Carrying Petroleum in bulk*	CL 6,37		1931 5mo	Deutsche Werft A G Bet Reihstgwrft Hamburg	JohnT.Essberger	179·6 31·8 15·6 189·8(O.L.) F25′ FK *Cell D B u E20′ 21t F PT30t A PT5t*	Hamburg German *9 B Hpt Asp*	T.3Cy.13 3/16″,20 1/16″&32 3/8″– 22 3/16″ 200lb (s) 85NHP 1SB(Spt).2*cf*,GS43,HS1668 Deutsche Werft A.G.Bet. Reiherstiegwerft,Ham.	15 ″ 6	
76928 148434	**John A. Holloway** D.F. GyC.	*Mchy. Aft* 1 *Dk*	1745 1596 1119				1925	Earle's Co. Ld. Hull	Upper Lakes&St. Lawrence Transportation Co. Ld. (G.C. Leitch, *Mgr.*)	253·0 43·2 17·8 F35′ *WB*	S Cathrines Ont. British	T.3Cy.17″,28″&46″–33″ 122NHP Earle's Co Ld. Hull		C
76929 292512 KFEI	**John A. Kling** D.F. GyC.	(*Self-Unloader*) 1 *Dk* *Mchy. Aft*	5412 — 4003				1922	Manitowoc S.B.Co. Manitowoc, Wis.	Rockport Steamship Co.	430·3 56·0 30·4 F60′ *WB*	Wilmgton (Del.) Utd. States	T.3Cy.21″,35″&59″–42″ 226NHP Manitowoc S.B.Co. Manitowoc, Wis.		R
76930 161563 MJMV	**John A. McDougald** (*ex* Lakeshell–38)	*ss* Mtl.No.1–35 1 *Dk*(*Stl*) / *Web frames* *Mchy. Aft* *Longitudinal framing*	1852 1479 1080	†100A1 Mtl *q* 8,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,32	CL 8,35 *F.P. above* 150° F.		1932 1mo	Swan, Hunter&Wigham Richardson, Ld. Newcastle	Tankers,Ld.(A.R. Roberts, *Mgr.*)	253·0 43·5 17·7 Q56′ F35′ *Trunk* 162′ *Cell D B u E a B44′ 102t F PT56t A PT19t*	Newcastle British *11 B Hpt Cem*	T.3Cy.16″,26½″&44″–33″ 1801b (s) 167NHP 2SB,4*cf*,HS2554 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	17 ″ 6 2 ″ 5 15 ″ 3½	
76931 219406 KOSS	**John Adams** *Mchy. Aft.*	*ss* NXs.2nd.No.3–7,37 2 *Dks* / *Web frames* *Longitudinal framing*	7848 7262 5936	†100A1 NXs 7,37 LMC7,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,19	CL 6,38 *F.P. above* 150° F.		1919 12mo A&CP	The Pusey &Jones Co. Gloucester City, N.J.	National Bulk Carriers, Inc.	439·5 60·0 36·6 P79′ B134′ F44′ FK *Converted into a Tanker* 7,37 *Cell D B u E31′ 65t F PT2 35t A PTs 28*	New York Utd. States *13 B Hpt Cem*	1 Steam Turbine D R geared 250lb (s) HS10080 727NHP 1 WTB(Spt)&1 Aux WTB *B made 29–refitted 7,37* FD De Laval Stm. Turbine Co. Trenton, N.J.	36 ″ 8 7 ″ 0 2 ″ 10½	
Name "Pan-Virginia," *see No. 89564 in Supplement*														
76932 207277 GyC.	**John B. Cowle** *Mchy. Aft* 1 *Dk*		6614 — 5134				1910	American S.B.Co. Lorain, O.	Great Lakes S.S.Co. Inc.	525·0 58·0 31·0 *WB*	Oswego NY Utd. States	T.3Cy.23½″,38″&63″–42″ 257NHP American S.B.Co. Lorain, O.		R
76933 148849	**John B. Richards** *Mchy. Aft* 1 *Dk*		1743 1594 1236				1925	Napier& Miller Glasgow	Upper Lakes&St. Lawrence Transportation Co. Ld. (G.C. Leitch, *Mgr.*)	253·1 43·2 17·9 F36′ *WB*	S Cathrines Ont. British	T.3Cy.17″,28½″&47″–33″ 127NHP D. Rowan&Co. Ld. Glasgow		C
76934 LCPF	**John Bakke** *Ref. Mchy.* D.F.	Twin Sc *Oil Eng.* *ss* Got.No.2–37 1 *Dk*(*Stl*) / *Shelter dk* (*Stl*) 3rd *dk*(*Stl*) in No. 1 hold *Platform dk in Insulated hold*	4718 4216 2826	†100A1 Got *with freeboard* DBS9,38 LMC6,37 Lloyd's RMC6,37 for temp. 30° F.	CL DBS6,37 5,38		1929 4mo	A/B Götaverken Gothenburg	D/S A/S Jeanette Skinner; Knut Knutsen, O.A.S. (*Mgr.*)	390·8 54·7 25·5 F31′ FK *Cell D B 323′ 1562t F PT99t A PT111t*	Haugesnd Norwegian *6 B Hpt Cem* *Coll to Sh dk* 5 „ 2nd „	Oil Engines 4S.C.SA 12Cy.23½″–47½″ 622NHP DB85*lb* A/B Götaverken,Got.	28 ″ 6 3 ″ 0½ 25 ″ 7½	
76935 202876	**John C. Williams** (*ex* Edward N. Saunders, Jr., *ex* Abraham Stearn) *Mchy. Aft* GyC.	1 *Dk*	6657 — 5140				1906	Superior S.B.Co. Superior, Wis	National Steel Corp. (M.A. Hanna Co. *Mgrs.*)	525·5 55·0 31·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23½″,38″&63″–42″ 257NHP Superior S.B.Co		R
76936 159112 VOBR	**John Cabot** (*ex* Peder Most–34, *ex* Standard, *ex* Rönnaug)	1 *Dk*	939 680 530				1921	A/B Svenska Maritimverken Trelleborg	Newfoundland-West Indies S.S.Co. Ld. (Olaf Olsen, *Mgr.*)	217·1 32·4 12·4 P41′ Q6o′ H58′ F29′ *WB*	S Jhns NFL British	C4Cy.25″(2)27½″(2)27½″–27½″ *E made 35 refitted 37* 66RHP Porsgrund M.V., Porsgrunn		V
76937 226007	**John Cadwalader** (P) *Fitted for oil fuel* 1 *Dk*		1478 — 805				1926	The Pusey &Jones Co. Wlmgtn, Del.	Ericsson Line, Inc.	219·2 43·6 14·8	Baltimore Utd. States	T.4Cy.21″,32″&(2)35″–24″ 120NHP *E made 03, refitted 26* Harlan&Hollingsworth, Wlmgtn, Del.		
76938 161268 MPNX	**John Charrington** *Mchy. Aft* Wireless *Well deck*	*ss* Shl.No.2,37 1 *Dk*(*Stl*) *Cargo battens not fitted*	1576 1231 891	†100A1 Bly *p* 11,37 2,39 Stl DBS9,38 LMC7,37	CL 7,37 2,39		1929 7mo	J. Crown& Sons, Ld. Sunderland	Charrington S.S. Co, Ld. (Charrington, Gardner, Locket&Co. Ld. *Mgrs.*)	250·0 37·5 16·5 Q134′ B14′ F28′ FK *Cell D B205′ 387t M FT7′ 134t F P*	London British *1 B H Cem*	T.3Cy.20″,33″&54″–36″ (s) 1801b 226NHP 2SB,6*cf*,GS100,HS3980 N.E.Marine Eng.Co.Ld Sld *T107t A PT31t*	18 ″ 9 5 ″ 7 17 ″ 4½	
76939 221608 KDUM	**John D. Archbold** D.F. GyC.	Twin Sc *Fitted for oil fuel* 3 *Dks* *E.S.D.* *Carrying Petroleum in bulk* *Mchy. Aft* *Longitudinal framing*	12590 — 7853				1921	Nwprt Nws S.B.&D.D.Co. Newport Nws	Standard Oil Co. of New Jersey	554·9 75·3 43·0	Wilmgton (Del.) Utd. States	T.6Cy.23″,39″&68″–45″ 310NHP Newport News S B&DD Co		R
76940 204973	**John Dunn, Jr.** *Mchy. Aft* GyC.	1 *Dk*	6160 — 4802				1908	Toledo S.B. Co. Toledo, O.	Great Lakes S.S.Co. Inc.	514·0 58·0 25·0 *WB*	Oswego NY Utd. States	Q.4Cy.20″,29′,42″&61″–42″ 241NHP Toledo S.B.Co. Toledo		R

1 Numéro d'Ordre / Numero Officiel / Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. / ✝ Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenu après Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. Navire. Mach. / Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. Tirant d'eau correspondant *pds. pa*	15 Repères de la Ligne de Charge. L. R.
76941 154863	**John Ericsson** *(Whaleback)* *Mchy. Aft* 1 *Dk2trB*	3650 3507 2921			1896 American Stl. Barge Co. W. Superior	Upper Lakes & St. Lawrence Transportation Co. Ltd. (G.C. Leitch, *Mgr.*)	398·5 | 48·2 | 22·0 *WB*	Midland, Ont. British	T. 3Cy. 22½", 36" & 60"–42" 233 NHP Cleveland S.B. Co. Cleveln'd		R
76942 215018 KFSI	**John G. Munson** (*ex* Carl D. Bradley) *(Self-Unloader)* D.F. GyC. *Mchy. Aft* 1 *Dk2trB*	7203 — 5557			1917 American S.B. Co. Lorain, O.	Bradley Transportation Co.	530·0 | 60·0 | 31·0 *WB*	Duluth Utd. States	T. 3Cy. 25½", 41" & 67"–42" 291 NHP American S.B. Co. Lorain, O		R
76943 217151 KJOC	**John Gehm** (*ex* Lake Orange) 1 *Dk*	1991 1683 1178			1918 McDougall-Duluth Co. Duluth, Minn	J.J. O'Hagan (Boland & Cornelius, *Mgrs.*)	251·0 | 43·6 | 18·1 P26' B64 F26' FK	Buffalo NY Utd. States *WB*	T. 3Cy. 20", 33" & 54"–40" 274 NHP McDougall-Duluth Co.	20 " 3	R +
76944 3925	**John H. McLean** (*ex* Bransford) *Mchy. Aft* 1 *Dk2trB* GyC.	4056 — 2886			1902 West Bay City S.B. Co. W. Bay City, Mich.	Pittsburgh S.S. Co.	414·0 | 50·0 | 29·0 *WB*	Duluth, Minn. Utd. States	T. 3Cy. 22", 35" & 58"–42" NB 26 218 NHP American S.B. Co Cleveland		
76945 147788	**John H. Price** *Mchy. Aft* 1 *Dk*	1905 1613 1123			1927 Smith's Dock Co. Ltd. Middlesbro'	Hall Corporation of Canada	252·6 | 43·4 | 17·8 Q100' F35'	Montreal British *WB*	T. 3Cy. 15", 25" & 40"–33" 81 RHP Smith's Dock Co. Ltd. Mdb.		C
76946 166235 GMQY	**John Holt** D.F. E.S.D.	~~9316~~ 3881 3227	100A1 *with freeboard*		1938 Cammell Laird & Co. Ltd. Birkenhead	J. Holt & Co. (Liverpool) Ltd.	~~260·0 | 52·5 | 31·6~~ 370·4 | 52·8 | 20·6 P41 B131 F43'	Liverpool British	T. 3Cy. 23½", 38" & 61"–64" & LP turbine with D R gearing & hydraulic coupling Cammell Laird & Co. Ld. Bkn	23 " 0 21 · 5½ 21 " 8½	
For full particulars see No. 88654 in Supplement.		4250	*(Class Contemplated)*								
76947 163300 MKBM	**John Hopkinson** ss Sld. No. 1–37 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted* *Mchy. Aft* Wireless	1314 996 731	✝100A1 Sld Lth 10,38~~,37~~ ✝LMC 38,37 DS 10,38	*o* CL 9,37	1932 S.P. Austin & Son, Ld. Sunderland 10 mo *Lloyd's SA & CP*	London Power Co. Ltd. (Stephenson Clarke & Associated Companies, Ltd. *Mgrs.*)	227·0 | 36·4 | 15·4 235·5 (o.l.) Q138' B16' F21' FK *Cell D Bu E* 23' *f* 151' 368*t D T f* 107*t F P T* 142*t*	London British 5 *B Hpt Cem*	T. 3Cy. 17", 28" & 46"–33" (*s*) 200 lb *100 lb* 142 NHP 1 SB, 3*cf*, *gs* 61, *us* 2240 J. Dickinson & Sons, Ld. Sld. *A P T* 28*t*	17 " 5 ~~4 " 11~~ 16 " 1½	
76948 WNUK	**John Hulst** D.F. GyC. *Mchy. Aft* 1 *Dk* *Longitudinal framing at bottom & at deck*	8302 — 6130			1938 Gt. Lakes Eng. Works River Rouge, Mich.	Pittsburgh Steamship Company	593·2 | 60·0 | 32·5 F48 *WB*	Dul'th, Minn Utd. States	1 D R geared steam turbine 383 NHP General Electric Co. Schenectady, N.Y.		
76949 160718 VGLD	**John Irwin** ss Tto. No. 1–35 1 *Dk (Stl)* *Longitudinal framing at bottom & at deck* D.F. GyC.	1926 1470 1116	✝100A1 Tto *For Service on the Great Lakes & River St. Lawrence, also Halifax, N.S. & St. John's, NFL, April to 30th November* 5,37 BS 2,38 ~~BS 4,37~~ ✝LMC 1,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,29 *F.P. above* 150° F.	CL 5,37 *so to Lloyd's*	1929 Furness S.B. Co. Ltd. Haverton Hill-on-Tees	S.S. "John Irwin," Ld.	250·0 | 43·2 | 18·0 P62' F41' *Trunk* 147' FK *Middle line BH not oil tight* *Cell D Bu E & B* 40' 112*t F P T* 133*t A P T* 48*t*	Toronto British 11 *B Hpt Cem*	T. 3Cy. 17", 28" & 46"–36" (*r*) 180 lb 158 NHP 1 SB, *4cf*, *us* 2718 N.E. Marine Eng. Co Ld Nwc	18 " 0 ~~3 " 3~~ ~~15 " 0~~ ~~8 · 11½~~ 16 " 3	
76950 Now "Tinker Bay Quarries,"	**John J. Boland** *(Self-Unloader)* KDWB GyC. D.F. *Mchy. Aft* 1 *Dk*	6493 — 5440			1907 Gt. Lakes Eng. Works Ecorse, Mich.	American S.S. Co. (Boland & Cornelius, *Mgrs.*)	524·0 | 54·2 | 31·2 len 36 *WB*	Buffalo NY Utd. States	T. 3Cy. 22½", 36" & 60"–42" 233 NHP Gt. Lakes Eng. Wks. Detroit		R
76951 86667 KFTN	**John J. Boland, Jr.** (*ex* Henry P. Werner, 37–*ex* G. Watson French) *Mchy Aft* GyC. D.F. 1 *Dk2trB*	3883 — 2725			1903 West Bay City S.B. Co. Bay City, Mich	American S.S. Co. (Boland & Cornelius, *Mgrs.*)	356·0 | 50·0 | 24·0 F48' *WB*	Buffalo NY Utd. States	T. 3Cy. 20", 33½" & 55"–40" 191 NHP Chicago S.B. Co. Chicago		R
76952 216827 KJOL	**John J. O'Hagan** (*ex* Lake Geneva) 1 *Dk*	1998 1634 1179			1918 McDougall-Duluth Co. Duluth, Minn	J.J. O'Hagan (Boland & Cornelius, *Mgrs.*)	251·0 | 43·6 | 18·1 P27' B64' F35' FK *WB*	Buffalo NY Utd. States	T. 3Cy. 20", 33" & 54"–40" 274 NHP McDougall-Duluth Co.	20 " 3	R +
76953 147080	**John J. Rammacher** *Mchy. Aft* 1 *Dk*	1723 1576 1111			1923 Earle's Co. Ld. Hull	Upper Lakes & St. Lawrence Transportation Co. Ld. (G.C. Leitch, *Mgr.*)	253·0 | 43·2 | 17·8 F35' *WB*	S Cathrines Ont. British	T. 3Cy. 16", 27" & 44"–33" 111 NHP Earle's Co. Ld. Hull		C
76954 LIUK	**John Knudsen** Twin Sc ss Got No. 1–38 *Oil Eng.* *Mchy. Aft* D.F. 2 *Dks (Stl) & Web frames* *Longitudinal framing*	9071 8403 5397	✝100A1 LAn *dt* ~~9,37~~ 11,38 Fal ~~DBS 6,37~~ ~~Fal~~ *Carrying Petroleum in bulk*	CL 8,37 ~~DS 9,37~~	1934 Götaverken A/B Gothenburg 5 mo *Lloyd's SA & CP*	Skibs A/S Hilda Knudsen (Knut Knutsen, O.A.S. *Mgr.*) *Cell D Bu E* 6' 267*t D T f* 38' 431*t*	471·1 | 64·4 | 35·5 P100' B30' F47' FK *F P T* 210*t A P T* 86*t*	Haugesnd Norwegian 17 *B Hpt Cem* (10 *to U dk* 7 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy. 24½"–51½" 2 DB *150 lb* 709 NHP Götaverken A/B, Got	35 " 4 7 " 2⅝ 28 " 3⅜	
76955 165618 MMPK	**John M.** *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern*	500 329 262			1937 J. Koster Hzn. Schpsw. "Gideon" Groningen	T.J. Metcalf	156·1 | 27·1 | 9·6 P37' Q51' F18'	London British *WB*	Oil Engines 4S.C.SA 6Cy. 11"–17½" Humboldt-Deutzmotoren, A.G. Köln-Deutz	70 NHP	C
76956 203204	**John M. McKerchey** Twin Sc 1 *Dk*	506 — 286			1906 Gt. Lakes Eng. Works Ecorse, Mich.	Kelley Island Lime & Transport Co.	161·2 | 37·1 | 11·0	Sandusky, Ohio Utd. States	C.2Cy. 11" & 23"–14" 16 NHP Gt. Lakes Eng. Wks. Det.		
76957 76573 KJOF	**John Mullen** (*ex* J.H. Devereux) Iron *Mchy. Aft*	1619 — 1312			1885 Globe Iron Works Co. Cleveland, O.	Mullen Transit Co.	243·3 | 37·0 | 19·4 *WB*	Detroit Utd. States	C.2Cy. 27" & 50"–36" NB 12 125 NHP Globe Irn Wks Co., Clevelnd		
76958 149495	**John O. McKellar** *Mchy. Aft* 1 *Dk*	1926 1627 1147			1929 Swan, Hunter & Wigham Richardson, Ld Newcastle	Sarnia Steamships Ld. (R. Scott Misener, *Mgr.*)	252·8 | 43·4 | 17·8 *WB*	Sarnia, Ont British	T. 3Cy. 15", 25" & 40"–33" 92 NHP Swan, Hunter & Wigham-Richardson, Ld. Nwc.		C
76959 92736	**John P. Geistman** (*ex* Maricopa–37) *Mchy. Aft* GyC. 1 *Dk2trB*	3979 — 2966			1896 Chicago S.B. Co. Chicago	John P. Geistman	406·0 | 48·2 | 23·4 *WB*	D'luth, Minn Utd. States	T. 3Cy. 25", 40" & 68"–42" B *made* 14 300 NHP Cleveland S.B. Co. Clevelnd		
76960 LDQM	**John P. Pedersen** *Oil Eng.* ~~ss Nwc. No. 2–38~~ ~~ss S Nwc. No. 1–37.~~ *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing*	6128 5789 3665	✝100A1 Fal Nwc 7,38 ~~7,38 8,37~~ ✝LMC 38 ~~DBS 7,37~~ 3,37 3,3 *Carrying Petroleum in bulk*	*a*† CL 3,36	1930 Swan, Hunter & Wigham Richardson, Ld Newcastle 9 mo *Lloyd's SA & CP*	A/S Havtank (Helmer Staubo & Co. *Mgrs.*) *Cell D Bu E* 81' 274*t D T f* 38' 498*t*	420·8 | 58·5 | 31·2 P108' B28' F38' FK *F P T* 113*t A P T* 113*t*	Oslo Norwegian 15 *B Hpt Cem* (10 *to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy. 31"–43" 2 DB *120 lb* Wilsnd Slpwy. Co. Ld. Nwc.	1010 NHP	31 " 3	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of L.R. Certificate.
76961 207251 KUTM	**John P. Reiss** D.F. GyC. *Mchy.Aft* 1 *Dk*		6432 — 4963					1910	American S.B.Co. Lorain,O.	Reiss S.S.Co.	504·0	54·0	30·0 *WB*	Wilmington (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP American S.B.Co.Cleveland,O		R
76962 DCRN	**John Rehder** (*ex*Sassnitz, *ex*Andrea Vith, *ex*Ivo) 1 *Dk*		667 522 349					1920	J.Frerichs &Co.A.G. Einswarden	C.Rehder	184·8 P67'F19'	29·7	11·8 *WB*	Altona German	T.3Cy.15⅜",24"&39⅜"–25⅜" 79NHP J.Frerichs&Co.A.G.Ost.		G
76963 207448 KDXL	**John S. Manuel** (*ex*E.L.Pierce, *ex*St.Clair) D.F. GyC. *Mchy.Aft* 1 *Dk*		5494 — 4153					1910	Gt.Lakes Eng.Works Ecorse,Mich.	Pioneer S.S.Co. (Hutchinson&Co. *Mgrs.*)	444·0	56·2	31·0 *WB*	Wilmington (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP Gt.Lakes Eng Wrks Detroit		R
76964 149071	**John S. Pillsbury** *Mchy.Aft* 1 *Dk*		1754 1603 1126					1926	Earle's Co. Ld. Hull	Upper Lakes&St. Lawrence Transportation Co.Ld. (G.C.Leitch, *Mgr*)	253·0 F35'	43·2	17·8 *WB*	S Cathrines Ont. British	T.3Cy.17" 28"&46"–33" 122NHP Earle's Co.Ld.Hull		C
76965 202910	**John Sherwin** *Mchy.Aft* 1 *Dk* GyC.		6979 — 5565					1906	West Bay City S.B.Co. W.Bay City, Mich.	Interlake S.S.Co. (Pickands,Mather &Co. *Mgrs.*)	514·0	54·0	27·1 *WB*	Wilmington (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 238NHP Detroit S.B.Co.Detroit		R
76966 202494 KDXT	**John Stanton** D.F. GyC. *Mchy.Aft* 1 *Dk*		6129 — 4668					1905	American S.B.Co. Lorain,O.	Pioneer S.S.Co. (Hutchinson&Co. *Mgrs.*)	504·0	54·0	30·0 *WB*	Wilmington (Del.) Utd. States	T.3Cy.23½",38"&63"–42" 257NHP American S.B.Co Cleveland		R
76967 223376 KFMN	**John W. Boardman** (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1 *Dk*		3815 — 2741					1923	Toledo S.B.Co. Toledo,O.	Huron Transportation Co.	340·6	55·1	24·9 *WB*	Alpena Mich. Utd. States	T.3Cy.21",35"&59"–42" 226NHP Toledo S.B.Co.Toledo,O.		R
76968 77407	**John W. Gates** GyC. *Mchy.Aft* 1 *Dk2tr b*		5199 — 3535					1900	American S.B.Co. Lorain,O	Pittsburgh S.S.Co.	478·0 Q72'B47'F30'	52·0	30·0 *WB*	D'lnth Min. Utd.States	Q.4Cy.16½",25½",38½"&60"–40" NB25 228NHP American S.B.Co.Cleveland		
76969 146571 GFXK	**John W. Mackay** **Twin Sc** (*Cable Vessel*) Sub.Sig. 1 *Dk(Stl)&Shelter dk(Stl–ws)* D.F. E.S.D. *2nd dk(Stl) at ends of vessel* *Cruiser Stern* *ss* Bos.No.1-38	*ss* Ply.No.3–2,34	4049 3846 2157	✠100A1 *Shelter dk* *with freeboard* MS1,39 1,39 ~~1,38~~ BS6,38 ~~LMC2,34~~ ✠LMC2,37 *Fitted for oil fuel* 5,22	Bos *tc*		CL 6,37 12,38 *F.P. a*	1922	Swan,Hunter& Wigham Richardson, Ld Newcastle *Lloyd's SA&CP*	Commercial Cable Co.	343·3 *Collision* *Cell D B*	48·1	32·1 FK *Sh* *APT88t*	London British *pt Cem* 7 *B.H.to U dk*	T.6Cy.18½",30½"&50"–36" 190lb (*s*) 486NHP 3SB,*9cf*,HS7614 FD Swan.Hunter&Wigham-Richardson,Ld.Nwc.	35 " 0 8 " 11½ 25 " 3½	
76970 220346 KDMN	**John Worthington** *ss* Mob.No.3–4,38 *Mchy.Aft* *ss* Gal.No.1–37 D.F. GyC. 2 *Dks(Stl)&Shelter dk* *(Stl)&Web frames* *Longitudinal framing*		8166 7852 5155	✠100A1 *Shelter dk* *with freeboard* 8,39 ~~8,38~~ ~~10,38~~ BS3,39 ~~LMC2,34~~ ✠LMC2,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,20	NOs *ct*† NYk		CL 3,38 *F.P. a*	1920 12mo	G M Standifer Cnst.Corp. Vancouver Wash. A&CP	Standard Oil Co. of New Jersey *Cell D B* *Tween dk tanks* a9'67t	462·4 *Ex B&S Bunkers* 86 *above* 1·50" F.	60·2 280t *DT* f50'335t *FPT*179t *APT*103t	36·5 FK	Wilmington (Del.) Utd. States 18 *B Hpt Cem* (3 *to Sh dk* 11 " *U* " 4 "2nd " ")	Q.4Cy.24",35",51"&75"–51" 220lb (*s*) 552NHP 3SB,*9cf*,HS7434 FD Hooven,Owens,Rentschler Co.Hamilton,O	37 " 3 ~~8 " 3½~~ 27 " 3	
76971 37703 JJFE	**Johore Maru** (P) 2 *Dks(Stl)*		6181 5346 3733	✠ ... 7,37 ✠	Kob *at*†			1932 8mo	Harima S.B.&Eng. Co.Ld. Harima	Nanyo Kaiun K.K. *Cell D B* *Tank over thrust*	411·7 354'1322t *recess* 37t	56·0 *FPT*127t	32·5 Tokyo Japanese 7 *B H Cem* *APT*127t	T.3Cy.26",44"&74"–51"& L.P.Turbine with DR gearing & hydraulic coupling 733NHP 3SB(Spt),*9cf*,GS1245, HS9282 Kobe Steel Works,Kobe	32 " 6	
76972 OUHO	**Jolantha** (*ex*Iolantha) **Iron** *ss* Nwc.No.1–88 *Well deck* 1 *Dk(Irn)*		714 554 418	✠ 5,88	Nwc *j*			1884 1mo	Blyth S.B. Co. Blyth	Det Forenede Dampskibs Selsk. *WB=DBa46'f*	187·6 P24'Q42'B42'F18' *18 sh E&B29'134t*	29·9	12·5 Copnhagn Danish 1 *B H Cem* *APT*21t	C.2Cy.25½"&48"–33" 110NHP Black,Hawthorn&Co.,Gts.	14 " 5	V †
76973 1353 IBFR	**Jole Fassio** (*ex*Sequoya, *ex*Tamarac) *ss* Gen.2nd No.3–1,34 *Mchy.Aft* D.F. 2 *Dks(Stl)&Web frames*		5169 4856 3131	✠100A1 8,37 ✠LMC ~~M84,39~~ M85,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,10	Pal *y*		CL 8,37 *F.P. a*	1908 8mo	Napier& Miller,Ld. Glasgow A&CP	Villain&Fassio Soc.Anon.Italiana di Nav.Mercantile *Cell D B* *Ex B&S* B7'332t	395·8 385·1 P&B21'S F42' *above* 1·50" F.	51·6 51·7	28·3 28·2 FK	Genoa Italian 13 *B H Cem* (9 *to U dk* 4 " *M* ")	T.3Cy.26½",43"&72"–51" (*s*) 180lb ~~90lb~~ 427NHP 3SB,*9cf*,GS190, HS6933 D.Rowan&Co,Glasgow	30 " 3 8 " 5½ 26 " 0½	
76974 220185 KUVT	**Jolee** *Fitted for oil fuel* Sub.Sig. 2 *Dks*		4994 4598 3033					1920	American International S.B.Corp. Hog Island Pa	Lykes-Coastwise Line,Inc.	390·0 P50'B121'F40'	54·2	27·8	Houston, Tex. Utd. States *WB*	DR geared Steam Turbine General Electric Co. Schenectady,N.Y.		R
76975 214466 KGOI	**Joliet** (*ex*Herbert F.Black) *Mchy.Aft* D.F. 1 *Dk&Web frames* *Longitudinal framing*		6262 6017 4824	...				1916	American S.B.Co Lorain,O	Cleveland-Cliffs S.S.Co. (Cleveland-Cliffs Iron Co. *Mgrs.*)	504·0 F44'	54·0	30·0 FK *WB*	Wilmington (Del.) Utd. States	T 3Cy.23½",38"&65"–42" 385NHP American S.B.Co Lorain,O.	30 " 0	R †
76976 163011 MBJX	**Jolly Days** *Oil Eng.* *Mchy.Aft* *Cruiser Stern* 1 *Dk* *Cargo battens not fitted*		351 230 182	✠100A1 ~~7,38~~ 7,37 ✠LMC4,35 ✠LMC(M)7,37	Hul *e* Lon		~~7,37~~ 6,38	1935 4mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's SA&CP*	F.W.Horlock's Ocean Transport Co.Ld.(M.F. Horlock, *Mgr.*)	130·7 Q83'F20' *Side Tanks aft* 14'40t *FPT*	25·1	8·8 FK 43t *APT*21t	Harwich British 3 *B H Cem*	Oil Engines 2S.C.SA 4Cy.12½"–18¼" ~~9,11~~ 57RHP Petters,Ld.Yeovil	9 " 7 ~~3 " 8~~ 9 " 6½	
76977 163012 MLXV	**Jolly Girls** *Oil Eng.* 1 *Dk* *Mchy.Aft* *Cruiser Stern*		483 311 260	✠100A1 ~~7,38~~ ~~10,37~~ Sbl ✠LMC7,36 ✠LSC(M)7,38	Lon *y* Sbl		OG 12,37	1936 7mo	Smith's Dock Co.Ld. S.Bank,Mdb. *Lloyd's SA&CP*	F.W.Horlock's Ocean Transport Co.Ld.(M.F. Horlock, *Mgr.*) *Cell D B*	158·0 Q97'B11'F21' *B103'127t*	27·0	8·6 FK *FPT*47t *APT*27t	Harwich British 3 *B H Cem*	Oil Engines 2S.C.SA 4Cy.13⅜"–22 7/16" 125NHP Atlas-Diesel A/B,Skm.	10 " 6 ~~3 " 8~~ 10 " 5½	
76978 163010 MBGB	**Jolly Nights** *Oil Eng.* *Mchy.Aft* *Cruiser Stern* 1 *Dk* *Cargo battens not fitted*		351 230 182	✠100A1 9,38 ~~11,35~~ Bly Lon ✠LMC2,35 ✠LMC(M)7	*e*		~~8,37~~ N9,38	1935 2mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's SA&CP*	F.W.Horlock's Ocean Transport Co.Ld.(M.F. Horlock, *Mgr.*) *Side Tanks aft* 14'40t *FPT*	130·7 Q83'F20'	25·1	8·8 FK 43t *APT*21t	Harwich British 3 *B H Cem*	Oil Engines 2S.C.SA 4Cy.9⅛"–16 7/16" 67NHP British Auxiliaries,Ld.Gls.	9 " 7 ~~3 " 8~~ 9 " 6½	
76979 PFEF	**Joma** *Oil Eng.* *ss* Ams.No.1–36 *Mchy.Aft* 1 *Dk(Stl)* *Cruiser Stern*		~~350~~ ~~2,38~~ ~~3,38~~ ~~349~~ 372 243 237	✠100A1 ~~9,38~~ ~~11,38~~ Rot ~~LMC10,36~~ ✠LMC(M)1,39	Ant *d*		OG ~~10,38~~ 8,38	1931 12mo	N.V.Werf. "Vooruit" Enkhuizen *Lloyd's SA&CP*	H.van Nood *Cell D B*	132·1 P36'F13'Q48 *30t DT* a8'49t *FPT* *Topsides*	24·7	~~8·3~~ 9·4 FK *16t APT*12t *tanks aft* 34t	Wilsum Dutch 3 *b Hpt Cem*	Oil Engines 4S.C.SA 6Cy.9½"–15¾" 56NHP Mtru.Werke Mannheim A G	9 " 10 ~~3 " 10½~~ 9 " 0½ 8 " 5⅝ 9 " 9¼	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel: Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme indiquant la nature et l'époque de l'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où inscrits au 31 Déc. 1938.
76980 219713 KUGT	**Jomar** (P) *Fitted for oil fuel* D.F. *2 Dks*		5104 4598 3107					1920	American International S.B.Corp. Hog Island Pa	Tampa Interocean S.S.Co.	390·0 P39'	54·2 B121'	27·8 F43'	N.Orleans Utd. States *WB*	DR geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
76981 213803 KSEU	**Jonancy** *Mchy. Aft* D.F. Sub.Sig. *ss* N.Ns.No.3–4,28 *ss* N.Ns.No.2–36 1 *Dk (Stl)* *Cargo battens not fitted*		3289 2973 1980	✝100A1 Bos *v* 4,58 2,39 NYk ✝LMC		CL	2,39	1915 12mo	New York S.B.Co. Camden, N.J. A&CP	Pocahontas S.S.Co. *Cell D*	318·5 P79'	49·5 B18'	24·2 F31' FK	Wilmgton (Del.) Utd. States *WB*	T3Cy.21¼",30½"&58"-42" (r) 200lb 30½ 318 NHP 2SB, *6cf*, gs110, hs4643 FD New York SBCo. Camdn NJ	27 " 6	
76982 1662514 GNSP	**Jonathan Holt** D.F. E.S.D. *1 Dk & Shelter dk*		3319 3795 3008 2191	✝100A1 Bkn *with freeboard* 2,39 ✝LMC 9/38 *Fitted for oil fuel* 9,38 *F.P. above*		CL		1938 9mo	Cammell Laird & Co.Ld. Birkenhead *Lloyd's* 150° F.	J.Holt&Co.(Liverpool) Ld. *Cell D*	370·4 390·5 (O L) P20' B124' F34' FK	52·8 B18' F25'	20·6 *Cell B Hto Shltr dk* 288 862 *FPT* 16t *APT* 25t	Liverpool British 6 *BHpt Cem Hto Shltr dk*	T.3Cy.23½",38"&64"-45"& LP turbine with D Rgearing & hydraulic coupling 220lb (s) 471 NHP 2SB(Spt) *6cf*, hs5700 FD Cammell Laird & Co.Ld.Bkn	23 " 0 s1 " 5½ 21 " 8½	
76983 PFEH	**Jonge Anthony** (*ex* Slot Loevestein) D.F. *2 Dks*		1756 1531 1066					1921	N.V.Schpsf. v/h De Groot & Van Vliet Slikkervaer	N.V.Maats. Stmschp. "Jonge Anthony" (Middellandsche Zeevaart Cie. N.V. *Mgrs.*)	279·4 P&B220'	39·3 F35'	17·8 *WB*	Rotterdam Dutch	T.3Cy.20⅞",32½"&53⅛"-39⅜" 180lb 241 NHP hs4166 P.Smit Machfabrk, Rot.		G
76984 PFEK	**Jonge Elisabeth** *ss* Rot.No2.-37 1 *Dk (Stl)* & *Shelter dk (Stl)* Wireless D.F.		1463 1212 786	✝100A1 Rot *r* *with freeboard* 11,38 ✝LMC 12,37 BS11,38		CL	11,38	1928 11mo	N.V.Mch. & Scheepswrf van P.Smit Jr Rotterdam *Lloyd's*	NV.Maats Stmschp "Jonge Elisabeth" (Middellandsche Zeevaart Cie. N.V. *Mgrs.*) *Cell D* 201 122	265·7 P&B220'	38·6 F35' FK	16·1 (*Coll to Sh dk* 3 „ *2nd* „ *FPT* 82t *APT* 27t	Rottrdam Dutch 4 *BHCem*	T 3Cy.21⅞",32⅜"&55½"-39⅜" 190lb (s) 258 NHP 2SB(Spt), *4cf*, gs84, hs3660 FD N.V.Mch&Sch.van P Smit Jr	18 " 4 s " 5 18 " 0	
76985 PFEQ	**Jonge Johanna** *ss* Rot.No2.-37 1 *Dk (Stl)* & *Shelter dk (Stl)* Wireless D.F.		1464 1212 786	✝100A1 Rot *r* *with freeboard* 10,38 ✝LMC 9,37 BS10,38		CL	12,37	1928 11mo	N.V.Mch. & Scheepswrf van P.Smit Jr Rotterdam *Lloyd's*	NV Maats Stmschip "Jonge Johanna" (Middellandsche Zeevaart Cie. N.V. *Mgrs.*) *Cell D* 201 122	265·7 P&B220'	38·6 F35' FK	16·1 (*Coll to Sh dk* 3 „ *2nd* „ *FPT* 82t *APT* 27t	Rottrdam Dutch 4 *BHCem*	T.3Cy.21" 190lb (s) 258 NHP 2SB(Spt).*4cf*, gs84, hs3660 FD N.V.Mch & Scheepswerf van P.Smit Jr Rot	18 " 4 s " 5 18 " 0	
76986 OXMH	**Jonna** Wireless D.F. *1 Dk* *Ref. Mchy.* *Cruiser Stern*		1517 1256 872					1933	Nakskov Skibs. A/S Nakskov	J.Lauritzen	271·8 P&B206'	39·7 F34'	15·7 *WB*	Esbjerg Danish	C.4Cy.(2)14¾"&(2)31½"-31½"&LP Turbine hs2520 192 NHP Helsingörs Jernsk.&Mskb.		G
76987 30378 JMTE	**Jo-o Maru** *1 Dk*		401 294 252						.....	Amagasaki Kisenbu Gomei Kaisha	160·7	20·7	12·1	Osaka Japanese	T.3Cy.		
76988 OUHE	**Jörgen** (*ex* Hulda Maersk, *ex* N.A.Christensen) *1 Dk*		891 674 493					1912	Kjöbnhvns Flydk.&Skbs Copenhagen	Dampskslsk.Viking A/S (Christian Borg. *Mgr.*)	218·2 P17'	32·5 Q56'	12·0 B86' F29 *WB*	Copnhagn Danish	T.3Cy.14",22½",&37"-24" 67 NHP Kjbnhavns Flydk.&Skbsv.		C
76989 CSHH	**José Alberto** Aux Twin Sc 4 Mst Sr (*ex* Caroline-35) *Oil Eng.* *Mchy. Aft* 1 *Dk* (*See Sailing Ship Register*)		687 522 443					1922	H.C.Christensens Stål-skibsværft Marstal	Soc. de Pesca Oceano Ltda. (Alberto Sotto Maior, *Mgr.*)	180·5 P86'	32·4	11·5	Figueira da Foz Portuguese *WB*	Oil Engines 2S.C.SA 4Cy.14½"-16½" 149 NHP Akt.Motorfab Hera, Cpn.		V
76990 149626 GNDZ	**Jose de Larrinaga** (*ex* Loch Tay) *Fitted for oil fuel* *2 Dks*		5303 3879 3187					1920	Canadian Vickers, Ld. Montreal	Larrinaga S.S.Co. Ld.	400·0 P162'	52·3 H219'	28·4	Liverpool British *WB*	T.3Cy.25",41"&68"-45" 310 NHP Canadian Vickers, Ld.		C
76991 EESR	**José Maria** (*ex* Benjamin Haynes, *ex* Rio de Oro, *ex* Guadalete) Iron Wireless *1 Dk 2 tr B*		399 — 216				...	1861	Henderson & Son Renfrew	Artaza y Cia	173·5 P30'	23·1 F20' BK?	13·1	S.Sebast'n Spanish	C.2Cy.20"&41"-24" NE74 NB90 69 NHP Portilla, White&Co. Seville	13 " 1	
76992 LOFT	**José Menendez** (P) Twin Sc *ss* B.As.No.3–8,35 2 *Lks (Stl)* & *Shelter dk* *Cruiser Stern* (*Stl*–teak s)		3295 — 1249	✝100A1 BAs *Shelter dk* *with freeboard* 8,35 ✝LMC MS12,34 BS—,37 *Fitted for oil fuel* 10,22		CL	N8,35 *F.P. above*	1922 10mo	Ailsa S.B. Co.Ld. Troon *Lloyd's* 150° F.	Sociedad Anon. Importadora y Exportadora de la Patagonia *Cell MT* 39' 633t	345·1 *DB* 296' 815t *FPT* 79t	48·1	30·3 FK *APT* 36t	Bns.Aires Argentine *pt Cem pt Asp* 5 *B Hto Sh dk* 2 „ „ *U* „	T.6Cy.18½",30"&48"-30" (r) 180lb 125 NHP 3SB, *9cf*, gs173, hs6909 FD Ailsa S.B.Co.Ld. Troon	33 " 0 s7 " 5 25 " 11	
76993 EESY	**Jose Tartiere** (*ex* Josefa) *ss* Bcl.No.3–12,33 1 *Dk (Stl)*		2289 1969 1539	✝100A1 Bcl *r* 10,35 BS1,39 ✝LMC MS12,33 *Fitted for oil fuel* 9,29		CL	10,34 *F.P. above*	1920 9mo A&CP	McDougall Duluth SB Co Duluth, Minn	Cia. de Nav. Vasco-Asturiana R.O. de los Cobos, *Mgr.* *Cell D* 208' 525t	251·0 P25' B64'	13·7 F22' FK	22·2 *FPT* 60t *APT* 82t	Gijon Spanish	T.3Cy.19",32¼"&54"-40" (s) 190lb 262 NHP 2SB, *4cf*, gs100, hs3828 FD McDougall-Duluth SB Co.	24 " 3 s 3 " 2½ 21 " 3	
76994	**Jose Trujillo** (*ex* Caïd Aziz-33, *ex* Faraman, *ex* Fremington) 3 Mst *ss* Msl.No.3–5,11 1 *Dk (Irn)* *Well deck* *Mchy. Aft*		338 220 121	✝ Msl *e* 2,15 ✝				1899 2mo	R.Thompson&Sons Sunderland	J.Trujillo Zafra é Hijos	136·0 Q77'	23·2 B12' F18' FK *DB* f65'	8·8	Rio Martin Spanish 3 *BHCem* 77t *FPT* 18t	C.2Cy.16½"&37"-24" NB12 74 NHP Hedley&Boyd, N.Shields	11 " 2	
76995 6667 SFBU	**Josef Bergendorff** *Cruiser Stern* *Mchy. Aft* *Oil Eng.* 1 *Dk*		733 589 366					1921	Bergsunds M.V.Aktieb Stockholm	O.F.Ahlmark&Co. Eftr.A/B	192·9 P55'	30·5 H72'	12·6 F25' *WB*	Karlstad Swedish	Oil Engines 2S.C.SA 4Cy.15¾"-28⅜" 172 NHP A/B Atlas-Diesel Stockholm		V
76996 1269 PFEV	**Josefina** Twin Sc D.F. *ss* Sba.No.2–37 *Mchy. Aft* E.S.D. 1 *Dk (Stl)* *Longitudinal framing at bottom & at deck*		2594 1705 1168	✝100A1 Sba *l* 10,38 12,37 HKg ✝LMC 5,37 BS10,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,28		CL	SN8,36 P8,36 *F.P. above*	1928 12mo	Nederl. Schps. Maats. Amsterdam *Lloyd's* 150° F.	Nederlandsche-Indische Tank-Stoomboot Maats.	305·0 Q88' F29' *Trunk* 188'	50·1	15·1 FK	The Hague Dutch 9 *BHpt Cem pt Asp* *APT* 81t	T.6Cy.12¾",20½"&33½"-24¾" 180lb (s) 236 NHP 2SB, *4cf*, hs4168 Werkspoor, Amsterdam	15 " 0 s 1 " 6½ 13 " 7½	
76997 LOFS	**Josefina S** (*ex* Segundo Buenos Aires-32, *ex* Segundo, *ex* Dredger, *ex* Miguel Calmon, *ex* Pearson) Twin Sc *ss* Pra.No.2–18 *Fitted for oil fuel* (*Hopper Dredger—now Carrying Cargo*)		2166 — 1255	✝ Pra *o* 5,13 ✝				1907 6mo	Lobnitz& Co.Ld. Renfrew	Cia. de Transportes Maritimos (F.M.Brosig, *Mgr.*)	256·2 len 19'	40·0	23·7 FK	Bns.Aires Argentine 6 *BHpt Cem pt Asp WB*	T.6Cy.15",25"&40"-24" 199 NHP 2SB, *6cf*, gs118, hs3560 Lobnitz&Co.Ld. Renfrew	18 " 0	V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. For Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Class now expires. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Letter H. of Hull Cert.
76998 711 OHFJ	**Josefina Thordén**	Twin Sc Oil Eng. 1 Dk	6549 5571 3783					1931	Eriksbergs M.V.Aktieb. Gothenburg	Rederi A/B Suomi-Tanker (G.B. Thordén, *Mgr.*)	407·2 P98'	55·1 B33'	32·3 F40'	Brandö Finnish *WB*	Oil Engines 4S.C.SA 12Cy.21⅛"-39⅜" 543NH Eriksberg M.V.Aktieb. Got		N
76999 204631 KGNZ	**Joseph Block** (*ex* Arthur H. Hawgood)	*Mchy.Aft* GyC. D.F. 1 Dk	6486 — 4939					1907	West Bay City S.B.Co W.Bay City	Inland Steel Co. (Hutchinson & Co. *Mgrs.*)	549·0 142·7 (O.L.)	56·0	26·5	Cleveland, O Utd. States *WB*	T.3Cy.24",39"&65"-42" 274NH American S.B.Co. Cleveland		R
77000 165577 MMKT	**Joseph Flint**	Twin Sc Oil Eng. *Mchy.Aft* 1 Dk Cruiser Stern	320 237 165	✠ A1 Lth *with freeboard* 9,37 ✠LMC 9,37 *For service in the Gulf of Guinea*				1937	Henry Robb, Ld. Leith *Lloyd's*	United Africa Co. Ltd.	137·2 9mo 143'F25' *FP T26t. AP T6t*	24·2 FK	8·8 3 *B Hpt Asp*	London British	Oil Engines 4S.C.SA 12Cy.9 7/16"-14 3/16" 104NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	9 " 6 ~~1 " 6~~ 8 " 0	
77001 224109 WIDF	**Joseph H. Frantz** (P) GyC. *Mchy.Aft* D.F. 1 Dk		8289 — 6436					1924	Gt. Lakes Eng. Works Michigan	Columbia Transportation Co. (John T. Kelly, *Mgr.*)	590·0	62·0	28·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.25½",41"&67"-42" 291NHP Gt. Lakes Eng. Wks. Detroit		R
77002 220956 KDMT	**Joseph M. Cudahy**	*ss* Mob. No 3-1,38 *ss* Mob. No. 1-36 *Mchy.Aft* 2 Dks (Stl) & Web frames Sub.Sig. Longitudinal framing	6950 6401 4295	✠100A1 Phl *b*† ~~11,37~~ 3,39 ~~B&S 1,37~~ B&S 6,38 ~~5,35~~ ~~B&S 1,37~~ ✠LMC 12,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21			CL 8,38 *F.P. above 150° F.*	1921	Sun S.B. Co. Chester, Pa.	Sinclair Nav. Co. A&CP	430·2 2mo P133' *Cell L*	59·2 B36' *Bu E*	32·8 F40' FK *B59' 41' 108 (FP T222t. AP T75t*	New York Utd. States 16 *B Hpt Cem* 12 *B Hto Udk* 4 " " 2nd ")	T.3Cy.27",45½"&76"-51" (*r*) 190lb 612NHP 3SB.9*cf*,GS207,HS9198 FD Sun S.B.Co. Chester, Pa.	33 " 3 ~~6 " 10~~ 26 " 8	
77003 149492	**Joseph P. Burke**	*Mchy.Aft* 1 Dk	1926 1627 1147					1929	Swan, Hunter & Wigham Richardson, Ld Newcastle	Sarnia Steamships Ld. (R.Scott Misener, *Mgr.*)	252·8	43·4	17·8 *WB*	Sarnia Ont British	T.3Cy.15",25"&40"-33" 92NH Swan, Hunter & Wigham-Richardson, Ld. Nwc		C
77004 214193 WCCJ	**Joseph R. Parrott**	Twin Sc *Fitted for oil fuel* 3 Dks	2406 — 1114					1916	W Cramp & Son S&EBCo Philadelphia	Florida East Coast Car Ferry Co.	336·7	59·0	18·5	New York Utd. States	T.6Cy.20",33"&55"-35½" 362NH W.Cramp & Sons Co.		
77005 ‡6140	**Joseph S. Scobell** (*ex* Griffin-37) *Mchy.Aft*	3 Mst 2 Dks	1879 — 1526					1891	Cleveland S.B.Co. Cleveland, O	Erie Sand & Gravel Co.	266·0 F40'	38·2	19·6 *WB*	Erie Utd. States	T.3Cy.17",29"&47"-36" 133NHP Cleveland S.B.Co. Clevelnd		R
77006 220787 KDJV	**Joseph Seep**	3 Mst *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. GyC. *Longitudinal framing* 2 Dks	7088 6452 4419					1920	Sun S.B. Co. Chester, Pa.	Standard Oil Co. of New Jersey	429·3 P133' *B36' F40'*	59·2	33·2	Wilmgton (Del.) Utd. States *WB*	T.3Cy.27",45½"&76"-51" 38SB 412NHP Sun S.B.Co. Chester, Pa.		R
77007 202825	**Joseph Sellwood** GyC. *Mchy.Aft*	1 Dk	6741 — 5269					1906	American S.B.Co. Lorain, O	Interlake S.S.Co. (Pickands, Mather & Co. *Mgrs*)	525·0 F46'	55·0	31·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22½",36"&60"-42" 233NHP American S.B.Co. Clevelnd		R
77008 207422	**Joseph Wood** GyC. *Mchy.Aft*	1 Dk	6360 — 4921					1910	American S.B.Co. Lorain, O	Eastern S.S.Co. (M.A.Hanna Co. *Mgrs.*)	504·0	54·0	30·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23½",38"&63"-42" 357NHP American S.B.Co. Lorain, O		R
77009 20 ONCB	**Josephine Charlotte** (P) *ss* Ant. No.2-37 *Ref. Mchy.* D.F.	2 Dks (Stl) *Cruiser Stern*	*3422* 2952 2055	✠100A1 Ant *v* 7,38 ~~7,37~~ ~~B&S 6,38~~ ~~MC4,37~~ ✠Lloyd's RMC 3,38 ~~6,36~~ ~~2,39~~ ~~4,39~~ for temp. 30° F.			CL 9,36 4,39	1929	Rotterdam Droogd. Maat Rotterdam	Cie Maritime Belge (Lloyd Royal) S.A. (Agence Maritime Internationale, *Mgrs.*) *Cell D B268' 686t F P T48t. A P T19t*	339·9 4mo P35'	48·5 B106'	23·0 F38' FK	Antwerp Belgian *6 B H Cem*	T.3Cy.23⅝",37½"&63"-42" 180lb (*s*) 396NHP 3SB(Spt),9*cf*,GS169, HS6171 FD Rotterdam Droogd. Maats.	25 " 7 ~~4 " 1~~ 21 " 7	
77010 217810 KEMP	**Josephine Lawrence** (*ex* Covena-37) *Mchy.Aft*	*Fitted for oil fuel* 1 Dk	2372 — 1413					1919	Gt. Lakes Eng. Works Ecorse, Mich	Lawrence-Philips S.S.Co.	253·0 P115'	43·8 F25'	25·6 *WB*	L.Angeles Utd. States	T.3Cy.21",34½"&57"-42" 210NHP Gt. Lakes Eng. Wks. Detroit		R
77011 TVXW	**Joséphine Le Borgne** (*ex* Felicia-33, *ex* Torild)	1 Dk	1309 1064 764					1918	Akt. Öresundsvarvet Landskrona	Cie. Ch. Le Borgne	240·3 P20'	38·3 B60'	15·2 F22'	Marseilles French *WB*	T.3Cy.18½",30"&48"-30" 126NHP Motala V. Nya Akt. Motala		V
77012 222798	**Joshua A. Hatfield** GyC. *Mchy.Aft*	1 Dk	7940 — 6103					1923	American S.B.Co. Lorain, O.	Pittsburgh S.S.Co.	586·3	60·2	28·0 *WB*	Duluth Minn. Utd. States	T.3Cy.24½",41"&65"-42" 274NH American S.B.Co. Lorain, O.		R
77013 HPFE	**Josiah Macy** *ss* N.Yk.No.3-6,29 *Mchy.Aft* E.S.D. *ss* Ham.No.2-37 D.F. GyC. 2 Dks (Stl) & Web frames Longitudinal framing	*Oil Eng.*	6401 588 3878	✠100A1 Ham *d*† ~~7,37~~ 3,39 ✠LMC 7,37 ✠NF 6,25 ~~D B&S 4,37~~ D B&S 3,39 4,38 *Carrying Petroleum in bulk*			CL 6,37	1917 6mo	Skinner & Eddy Corp. Seattle, Wash	Panama Transport Co. V&CP	419·4 135·8 (O.L.) P98' *B41' F37'* FK *Cell D Ba 12' u Eq b*	57·2	29·8 18 *B Hpt Cem* 63'188t *D Tf*	Panama Panamanian NDB 25-70*lb* DB *185lb* 36t 457t *F P T* 199t *A P T* 66t	Oil Engines 2S.C.SA 6Cy.25 5/16"-51 3/16" 680NHP 5 " 8½ Fried Krupp Germania Wft. Kiel	31 " 6 26 " 0	
77014 UQUA	**Josif Kossior** Wireless	Twin Sc 1 Dk	967 — 434					1929	Nicolaieff State S.B. Wks "Andre Marti" Nicolaieff	U.S.S.R.	230·1 P31'	34·0 F13'	12·1	Mariupol Russian	T.6Cy.12 5/16",19 1/16"&31 7/16"-21 1/16" 95NHP Nicolaieff State S.B. Wks. "Andre Marti," Nicolaieff		
77015 UOXG	**Josif Stalin** (*ex* Ural) *Mchy.Aft* *Carrying Petroleum in bulk*	Twin Sc *Oil Eng.* 1 Dk	7745 6835 3987					1932	States S.B. Yd "A Marti" Nicolaieff	U.S.S.R.	145·8 P98'	56·1 B47'	34·3 F58'	Tuapse Russian	Oil Engines 2S.C.SA 12Cy.18 3/16"-35 7/16" 747NHP Sulzer A.G. Ludwigshafen		
77016 EAKX	**Josiña** (*ex* Canadian Forester) *ss* Bbo.No.3-5,32 1 Dk (Stl) Cargo battens not fitted		3314 2880 1842	✠100A1 Bbo *v* 2,36 ~~1 MC~~ MS 5,33 ~~B&S 3,36~~ B&S 4,38 ~~NO WATER SURVEY REPORTED~~			CL 12,34	1921 2mo	Tidewater Shipbuilders, Ld. Three Rivers, P.Q. *Lloyd*	Cia. Nav. Amaya (C. de Zabala, *Mgr.*) *Cell D B266' 674t F P T 95t. A P T 73t*	331·5 P33' *B98' F33'* FK	46·8	23·3 6 *B H Cem*	Bilbao Spanish	T.3Cy.25",41"&68"-45" (*s*) 180lb 470NHP 3SB.9*cf*,GS156,HS7275 FD Tidewater Shipbuilders, Ld.	25 " 6 3 " 11½ 21 " 9	
77017 LEFK	**Jotun**	1 Dk	534 392 297					1892	Stavanger Stöberi & Dok Stavanger	A/S D/S Jotun (Torjer Meling)	172·5 Q37t	24·7 B73t	12·9 F20t	Stavanger Norwegian *WB*	T.3Cy.11½ .17½ &30"-24" *Emade* 89 NB04 41NHP Nylands Værksted, Oslo		N
77018 LJJJ	**Jotunfjell** *Mchy Aft* D.F.	*Oil Eng.* 1 Dk *Cruiser Stern*	8264 7504 4978	✠100A1 Cff *c*† 7,38 ~~7,37~~ Gal ✠LMC 2,37 *Carrying Petroleum in bulk*			CL	1937 2mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd*	A/S Dovrefjell (Olsen & Ugelstad. *Mgrs.*) *Cell D Bu E*	469·2 186·6 (O.L.) P92' *B28' F40'* FK 68'188t *D Tf* 23' 465t	61·1	34·5 12 *B Hpt Cem* *A P T* 141t	Oslo Norwegian	Oil Engines 2S.C.DA 6Cy.17 1/16"-17 1/16" 644NHP 2 *DB 142lb* Eriksberg M.V.Aktieb.Got	34 " 0 7 " 5 26 " 9½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Forcé en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où cote. a été ou est dans le L. R. Date à laquelle la cote a été changée.
77019 LEFL	**Jotunheim** (P)	Iron	342 320 188	✠100A1	Rot	*w*	CL	1890	Trondhjem Mek Vækstd Trondheim	MöreFylkesRuteselskap	138·0 P105*t*	20·6 H23*t*	9·0	Aalesund Norwegian	T.3Cy.12½",19½"&32"–24" NB11 50NHP TrondhjemsMek Værksted		
		1*Dk*															
77020 147610 GKDX	**Joyous** (*ex*Jameson-34)	*ss*Mob.No.3–3,31 *ss*Rot.No.1–35 1*Dk*(*Stl*)	3585 3364 2205	✠100A1 ~~Rot~~ Cff 2,89 MS1,35	Rot LMC BS10,37	*w*	CL 10,36	1924 4mo	W.Dobson &Co. Newcastle *Lloyd's*	CoalhamS.S.Co.Ld. (Kaye,Son&Co. Ld. *Mgrs.*) *CellD*	360·0 P30'B225'F34' FK *B313'892t F/T105t*	50·0 24·0	23·6	London British *6BHCem APT111t*	T.3Cy.24",37"&68"–45" & exhaust turbine driving steam compressor (*s*) 180lb 402NHP 3SB,*9cf*,GS165,HS6165 N.E.MarineEng.CoLdNwc	26 " 0 " 3 " 4 22 "10¾	
77021 EAKS	**Juan De Astigarraga** *ss*Cff.No.2-38 ~~ss Ulm.No.1–34~~ D.F. (1*DkStl*) *Cargo battens not fitted*		*3561* *3256* *2106*	✠100A1 ~~11,38~~ ~~2,37~~ ~~D&S2,37~~	Npt Cff LMC6 11,38	*v* ~~1,36~~ 11,38	CL 11mo	1929	Napier& Miller,Ld. Glasgow *Lloyd's*	Cia.NavieraBachi (Hijos deAstigarraga, *Mgrs.*) *CellD*	343·4 P34'B115'F30' FK *B295'798t*	49·1 24·0	26·2	Bilbao Spanish *6BHCem APT108t*	T.3Cy.21½",37"&62"–42" (*s*) 210lb ~~300lb~~ 318NHP 2SB,*6cf*,GS117,HS5210 D.Rowan&Co.Ld.Glasgow	26 " 2 s 4 "4½ 22 " 0	
77022 EAPS	**Juan Sebastian Elcano** (P) *ss*Bcl.No.1-32 TwinSc 1*Dk*(*Stl*)&*Shelter dk*(*Stl–ws*) D.F. *Shade dk*(*Stl–teak s*) *Lower* Sub.Sig. *dk*(*Stl*)*except in Nos.4&5holds* *Longitudinal framing in double bottom*		9965 — 6392	✠100A1 *Shelter dk with freeboard* 4,36 MS2,33 *Fitted for oil fuel* 4,28	Cdz LMC BS7,36	*c*†	CL 10,35	1928 4mo *Lloyd's*	Soc.Español-ola deConst. Naval Bilbao *sA&CP*	Cia.Trasatlantica *CellDB381'1144t Tanks in way*	459·7 F45' FK&BK1' *of tunnels 266t F/T*	55·9	29·3	Barcelona Spanish *9BHptCem*	t Steam Turbines SR geared to 2 Sc. Shafts 180lb (*s*) 1217NHP 5SB,*15cf*,GS345,HS14945 FD 36*t APT73t* Soc Española deConst.Nav	32 " 0 s 8 " 5 24 " 2½	
				NO LATER SURVEY REQUIRED													
77023 PJBE	**Juanita** *ss*Cco.No.3–7,38 ~~ss N.Yk.No.3–6,38~~ ~~ss Cco. No.2–38~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	TwinSc	2042 — 1080	✠100A1 *Shade dk* ~~2,38 1,37~~ 1,39 ~~1,37~~ ~~LMC~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,23	Cco LMC	*r* 7,38 ~~7,37~~	CL P7,38 8mo s4,37 *bulk F.P. a*	1923	Nederl. Schps.Maats. Amsterdam A&CP	N.V.Curaçaosche Scheepv.Maats.	279·8 Q74'*Trunk*182'F24' FK	46·7	14·0	Willemstd Dutch *9BHpt.Isp*	T.6Cy.12¾",20½"&33½"–24½" 180lb (*s*) 222NHP 2SB,*4cf*,HS3832 FD RotterdamscheDroogd. Mij.Rot.	14 " 0 s 1 " 6½ 12 " 7½	
77024 146247	**Judge Hart** *Mchy.Aft* 1*Dk*		1729 1582 1112					1923	J.S.White &Co.Ld. Cowes	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	252·2 F34'	43·2 *WB*	17·8	SCathrnes Ont. British	T.3Cy.16",27"&44"–30" 106NHP J.S.White&Co.Ld.Cowes		C
77025 148130	**Judge Kenefick** *Mchy.Aft* 1*Dk*		1745 1596 1119					1925	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	253·0 F35'	43·2 *WB*	17·8	SCathrnes Ont. British	T.3Cy.17",28"&46"–33" 122NHP Earle'sCo.Ld.Hull		C
77026 YTLQ	**Jugoslavija** (P) *ss*Ssk.No 1–37 *Special Surveys to date from* 2,33 1*Dk*(*Stl*)&*Shade dk*(*teak*) *2nd dk clear of mchy space & No.2hold*	TwinSc	1275 655 628	✠100A1 *Shade dk with freeboard* 5,39 ~~5,38~~ NB1,33 NE5,15 *refitted* 33 *For Service in the Adriatic & Cruising Service in the*	Spt S3,39 LMC2,37		CL ~~3,39~~ 8,39 *Launched* 1920 *Completed* 1933-2mo *Mediterranean*		Cant.Nav. delQuarnaro S.A. Fiume *Lloyd's sA&CP*	Jadranska Plovidba,d.d.	251·0 BK81' *CellDBa&uE*	34·3	13·8	Split Yugoslav *4BHCem* 47'*f*93'129*t*	Q.8Cy.18½",19½",28"&40"–28" 200lb (*s*) 278NHP 2SB,*6cf*,GS115,HS4140 FD Harland&Wolff,Ld.Bcl.	15 " 6 s 2 " 9 13 "5½	
77027 23681 JJJH	**Juho Maru No. 2**	Wood	332 263 176					1918	I.Yamamoto Nagao	IrimajiriShoten K.K.	129·4	24·0	13·0	Kochi Japanese	O.2Cy.13½"&27"–18" OsakaTekko 26NHP Zosensho,Osaka		
		1*Dk*															
77028 33614 JJHH	**Juho Maru No. 3**		430 387 235					1928	.....	IrimajiriShoten K.K.	151·0	23·0	15·0	Kochi Japanese	T.3Cy.		
		1*Dk*															
77029	**Jui Ping** (*ex*Krat-32,*ex*Sibir, *ex*Columbia)		591 — 326					1900	Farnham, Boyd&Co.Ld Shanghai	WuHsingS.S.Co.	160·0	24·6	9·0	Shanghai Chinese	T.3Cy.9",15"&25"–21" 29NHP Farnham,Boyd&Co.Ld.Shi		
		1*Dk*&*Shade dk*															
77030 TTCI	**Jules Rueff**	3*Dks*	671 — 320					1920	Chantiers deProvence PortdeBouc	Cie.Saïgonnaise de Nav.&deTransp.	190·2	28·5 *WB*	14·3	Saigon French	T.3Cy.14½",21½"&37½"–23½" 70NHP Chantiers deProvence,Msl.		V
77031 457 SVEZ	**Julia** (*ex*Burdale-35)	*ss*Fal.No.3–5,35 1*Dk*(*pt Irn pt Stl*)	*4352* *4056* *2698*	✠100A1 12,38 ~~11,37~~ DBS7,37	Rot Cff LMC5,35 MBS11,38	*x* ~~5,36~~ 12,38	CL 1mo *Lloyd's*	1914	Richardsn, Duck&Co.Ld. Stockton *sA&CP*	E.P.,G.P.,P.E Hadjilias& Mrs.A.P.Hadjilias *CellDBa* 12	380·0 P33'B240'F37' FK *7'uE27'f165'1169t*	51·0	24·6	Syra Greek *6BHCem APT102t*	T.3Cy26",42½"&69½"–45"(*s*) 180lb *90lb* 375NHP 2SB,*6cf*,GS132,HS6094 Blair&Co.Ld.Stockton	27 " 3 s 3 " 7½ 23 "10½	
77032 1057 ESRJ	— (*ex*Stegelborg-36) *ss*Abg.2ndNo.3–1,31 *ss*Abg.No.1–36 1*Dk*(*Irn*)&*deep framing*		1892 1724 1138	✠100A1 5,38 ~~5,37~~ MS2,36	Tln LMC BS5 ~~5,37~~ 5,38	*r* ~~6,37~~ 5,38	OG 7mo *Lloyd's*	1906	W.Gray& Co.Ld. WHartlepool *sA&CP*	J.Remmelgas, J.Silberberg,M. Krönström&P. Onno(O.Tiedemann, *Mgr.*) *CellDBa* 88' *uE&B*38' *f*114'534*t*	280·0 290·2(O.L.) P21'B78'F31' FK	39·1	19·0	Tallinn Estonian *4BHCem APT90t*	T.3Cy.20",31½"&58"–36"(*s*) 160lb *100lb* 185NHP 2SB,*4rf*,GS73,HS3060 Cen.Mar.Eng.Wrks.WHpl	21 " 4 s 2 "11½ 18 " 6	
77033 214677 WLCD	**Julia Luckenbach** *ss*Bos.No.3–12,28 *ss*Sea.No.2–36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. *Cruiser Stern*		5950 — 3800	✠100A1 *Shelter dk with freeboard* 8,38 ~~12,37~~ MS6,36 *Fitted for oil fuel* 1,17	Sea Bos LMC BS7,37	*b*† ~~11,35~~ 8,38 6,38	CL 1mo *F.P. a*	1917	ForeRiver S.B.Corp. Quincy, Mass A&CP *CellD*	LuckenbachS.S. Co.Inc. 1*BH in fore* *B383'1651t'tween*	436·6 *deck tanks in E&B*	57·2 *hold dispensed with*	37·6 FK	NewYork Utd. States *ptCem* 6*BHonly* *Coll to Sh dk* 5 „ 2nd „ *space* 51'598*t*	1DR GearedSteamTurbine 1951lb *125lt* (*r*) 874NHP 3SB,*12cf*,HS10640 FD Gen. Elec.Co.Schenectady, N.Y. *FPT196t APT319t*	32 " 1 s 4 "5½ 27 "10½	
77034	**Julian Alonso** (P) *Fitted for oil fuel* *Well deck* *Mchy.Aft* 1*Dk*		1027 812 403					1908	Montrose S.B.Co. Montrose	EmpresaNaviera deCubaS.A.	230·0 P&B170'F46'	36·7 *WB*	10·6	Havana Cuban	T.3Cy.19",31"&51"–33" 149NHP Hutson&Sons,Ld.Glasgow		
77035 1232 PJAT	**Juliana** *ss*Cco.No.2–36 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	TwinSc	2587 1700 1117	✠100A1 12,38 ~~11,37~~ ~~BS12,38~~ ~~BS11,37~~ ~~LMC10,35~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,28	Cco BS12,38 LMC10,35	*t* ~~6,38~~ 11,37 *F.P. a*	CL 7mo *Lloyd's*	1928	Nederl. Schps.Maats Amsterdam *sA&CP*	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87'F28' FK *Trunk*190'	50·1 *APT81t*	15·1	Willmstad W.I. Dutch *9BHptCem ptAsp*	T.6Cy.12¾",20½"&34"–24½" 180lb (*s*) 240NHP 2SB,*4cf*,HS4108 FD Gebr.Stork,Hengelo	15 " 0 s 1 " 6½ 13 " 7½	
77036 OUHP	**Juliane** (*ex*Middelhavet, *ex*Kongstrup)	1*Dk*	1293 1095 778					1921	Kjöbnhvns Flydk.&Skbs. Copenhagen	A/SVestjysk Dampsksl sk.(Niels Winther, *Mgr.*)	241·8 P17'B50'F27'	36·2 *WB*	16·2	Fanö Danish	T.3Cy.16½",27"&44"–30" 106NHP KjbnhavnsFlydk.&Skbsv.		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last bored.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Distinctive Mark of Trade Cert.
77037 Julieta 997 PJAB	TwinSc ssCco.No.3-2,36 1Dk(Stl) Mchy.Aft Longitudinal framing at bottom & at deck	2746 1810 1517	✠100A1 Cco 4,33 ~~4,30~~ ~~4,22~~ BS4,39 ~~LMC 36~~ Carrying Petroleum in bulk Fitted for oil fuel 4,24	l	CL I2,37 S3,38 F.P. a	1924 4mo Lloyd's SA&CP	Nederl. Schps.Maats Amsterdam above 150° F.	N.V.Curaçaosche Scheepv.Maats.	305·0 | 50·2 | 15·1 (87' Trunk 189' F29' FK 8 B Hpt Cem APT81t	Willmstad W.I. Dutch	T.6Cy.12¾",20½"&33⅞"-24⅜" 180lb (s) 236NHP 2SB,4cf,HS4168 Werkspoor, Amsterdam	15 " 0 s 1 " 7 13 " 6⅜	
77038 Julius Hugo Stinnes 27 DHNM	Sub.Sig. Cruiser Stern Mchy.Aft E.S.D. D.F. 1Dk	2530 2048 1217					1924	Frd.Krupp Act.Ges. Kiel	Hugo Stinnes Reed, A.G.	277·8 | 44·2 | 20·8 P83' F27'	Hamburg German WB	T.3Cy.21½",33⅞"&54⅜"-39⅜" 187NHP Frd.Krupp, A.G. Kiel		G
77039 Julius Rütgers DHNO	Mchy.Aft 1Dk Carrying Petroleum in bulk	854 730 443					1908	J.C.Tecklenborg A.G. Weser-münde-G.	Haltermann & Co.	210·9 | 30·3 | 14·3 B44' F21' P18'	Hamburg German	T.3Cy.13",21 1/16"&34 7/16"-22⅛" 57NHP J.C.Tecklenborg A.G. Wsm		G
77040 Julius Schindler DICP	Mchy.Aft D.F. Oil Engs Carrying Petroleum in bulk 2Dks	3145 2636 1707					1921	Deutsche Werft A.G. Hamburg	Tankschiff-Reed. Julius Schindler G.m.b.H.	343·4 | 45·5 | 22·5 P90' B31' F36' len34	Hamburg German WB	Oil Engines 4S.C.SA 6Cy.24½"-37⅜" 360NHP Algemeine Elec. Ges. Berlin		G
77041 Julius Thomsen (P) OYCD	Wireless D.F. 2Dks Cruiser Stern	1151 1019 642					1927	A/S. Frederikshavns Værft og Flydedok Frderikshavn	A/S Kryolith Mine- og Handels-selskabet	179·3 | 35·2 | 21·4 F42'	Copnhagn Danish WB	T.3Cy.14",22½"&37"-27" & 1 LP Turbine 85NHP E&B made 23 Kjbnhavns Flydk.& Skbsv.Cpn.		V
77042 Jumièges (ex Weltondale, ex Michael Whitaker) FOPE	ss Hav.No.3-6,25 ss Hav.No.2-34 Well deck 1Dk(pt Irn pt Stl)	1708 1327 1004	✠ ... Hav 8,37 ✠	q			1913 2mo	Wood Skinner & Co.Ld Newcastle	Worms & Co.	260·3 | 37·7 | 16·4 Q153' B on Q52 F28' FK Cell DB a77' v E18' f	Havre French	T.3Cy.19",31"&51"-36" 180NHP 2SB,6pf,GS90,HS2915 G.Clark, Ld. Sunderland 102'422t FPT92t APT101t	18 " 7	V †
77043 Jumna 161216 GSTM	ss Sug.No.2-37 ~~Wood, Nor.1-38~~ 2Dks(Stl)	6078 5569 3746	✠100A1 Cal ~~1,38~~ ~~1,36~~ 8,39 ~~Glas~~ ✠LMC10,37 ~~BS10,38~~ Fitted for oil fuel 4,29 Fitted for carrying oil 4,29	a†	CL ~~2,37~~ 4,38 F.P. a F.P. a	1929 4mo Lloyd's SA&CP above 150° F.	A.Stephen & Sons, Ld. Glasgow above 150° F. in deep tank	James Nourse, Ld. Intermediate between BH in after hold dispensed with	423·9 | 55·9 | 28·1 P45' B140' F34' dk FK Cell DB360' 1687t DB a77' v E18' f	London British pt Cem	T.3Cy.26",44"&74"-51"& LP.Turbine with DR gearing & hydraulic coupling 180lb (s) 612NHP 6SB,9cf,GS189,HS8040 FD 1 " " 2nd " A Stephen & Sons, Ld. Gls. Ta38'976t FPT121t APT34t	31 " 4 s 6 " 2 25 " 6½	
77044 Jun Maru 19917 JOEF	Wireless 1Dk	997 825 686					1917	Goshi Kaisha Harada Shoko Osaka	Marutatsa Kaiun K.K.	202·0 | 29·1 | 18·6	Niigata Japanese WB	T 3Cy.13".21½"&36"-27" 63NHP Harada Shoko, Osaka		
77045 Juna (P) 14984S GNDF	ss Cal.No.2-35 1Dk(Teak) 2nd dk(Stl) in holds Cruiser Stern	2190 1632 905	✠100A1 Cal with freeboard 9,38 ~~9,37~~ BS8,37 ~~9,38~~ ✠LMC9,35 Fitted for oil fuel 6,27	s	CL ~~8,36~~ PS9,36 S9,38 F.P. a	1927 6mo Lloyd's SA&CP above 150° F.	Swan, Hunter & Wigham Richardson, Ld. Newcastle	British India Stm. Nav.Co.Ld. Cell DB216'24	280·0 | 43·6 | 18·8 P32' B86' F30' FK 1t MT8'61t FPT16t APT41t	London British 6 B Hpt Cem	T.6Cy.16½",28½"&48"-33" 215lb (s) 469NHP 3SB,9cf,HS7313 FD Swan, Hunter & Wigham Richardson, Ld. Nwc.	21 " 0 s 3 " 3½ 18 " 0	
77046 Junak (ex Farnham, ex Marsal) YTBY	ss Spt.No.3-4,33 ss Spt.No.1-37 Well deck 1Dk(Stl) Cargo battens not fitted	1571 — 943	✠100A1 Spt ~~10,37~~ 12,38 BS7,~~37~~ ~~8,37~~	p	CL 3,36	1921 2mo Lloyd's SA&CP	J.S.White & Co.Ld. Cowes	"Spad" Splitsko Parobrodarsko Drustvo S.O.J. Cell D	240·3 | 36·2 | 18·2 Q89' B54' F23' FK B201' 372t FPT32t	Susak Yugoslav 4 B H Cem	T.3Cy.18",30"&50"-33" (s) 180lb 172NHP 2SB,6cf,GS92,HS2882 J.S.White & Co.Ld. Cowes	20 " 4 s 1 " 9½ 18 " 8	
77047 Juniata (P) 201768 WADM	Mchy.Aft 2Dks & Awng dk D.F.	4333 — 2619					1905	American S.B.Co. Cleveland	Gt.Lakes Transit Corp.	346·0 | 45·0 | 28·0	Buffalo NY Utd. States W B	Q.4Cy.22",31½",45"&65"-42" 274NHP Detroit S.B.Co. Detroit		
77048 — 77274 WMCW	D.F. Sub.Sig. 3Dks & Promenade dk	3465 — 2537					1897	Harlan & Hollingsworth Co. Wlmgtn, Del.	Merchnts & Miners Transportation Co.	310·0 | 42·0 | 26·0 len07	Baltimore Utd. States	T.3Cy.28",45"&72"-48" NB07 359NHP Harlan & Hollingsworth Co. Wilmington, Del.		
77049 — 142289 MLGL	TwinSc (ex Sprucol) Oil Eng Mchy.Aft ss Liv.No.3-5,30 ss Fal.No.1-34 1Dk(Stl) & Web frames Longitudinal framing	1139 880 478	✠100A1 Rou with freeboard 8,35 LMC CS7,34 DBS8,~~35~~1,39 7,34 Carrying Petroleum in bulk	n	CL S7,34 P1,35	1918 1mo Lloyd's SA&CP	Short Bros. Ld. Sunderland	Anglo American Oil Co.Ld.(F.J. Wolfe, Mgr.) Middle line bulk Cell D B u E34'55t	210·0 | 34·8 | 16·6 P70 F57' FK head not oil-tight DT f21'189t FPT35t	London British 12 B Hpt Cem	Oil Engines 2S.C.SA 8Cy.16 1/16"-18⅛" 388NHP DB100lb J.&C.G.Bolinders Co Ld Skm.	16 " 6 s 1 " 3½ 15 " 8½	
77050 Juno PKMQ	Oil Eng D.F. ss Bat.2nd No.3-7,37 Mchy.Aft 1Dk(Stl) & Trunk dk	2345 1662 1385	✠100A1 Bat ~~1,38~~ 3,39 DBS3,39 LMC CS7,37 ... 38 Carrying Petroleum in bulk	r	CL 7,37	1912 1mo Lloyd's SA&CP	Nederl. Schps.Maats Amsterdam	Nederl.Indische Tankstoomboot Maats. W B	257·6 | 43·1 | 18·6 P73' F26' FK B Cell D B a53'36t	Batavia Dutch 13 B H Cem	Oil Engines 4S.C.SA 6Cy.22"-39⅜" 280NHP DB100lb Ned Fb.v.Wrk&Spoor, Amsterdam	19 " 10 s 1 " 6½ 18 " 6	
77051 — DDTL	(ex Romo, ex Elisabeth) D.F. 1Dk	2038 1889 1287					1902	Akt.Ges. "Neptun" Rostock	A.Hansen	292·1 | 41·2 | 18·1 P13' B168' F27'	Flonsburg German WB	T3Cy20⅜",37 1/16"&55½"-35 7/16" 180NHP A.G."Neptun," Rostock		G
77052 — PTFM	4 Twin Masts 2Dks	1763 1577 1088					1908	Wrf.voorh. Rijkee & Co. Rotterdam	Konink.Nederl. Stoomb.Maats. N.V.	276·5 | 39·2 | 18·8 P&B162' F36'	Amstrdam Dutch WB	T.3Cy.21",32½"&55"-35½" 360NHP Ned Fb.v.Wrk&Spoor, Amsterdam		V
77053 — OHVY	(ex Lormont-34) Wireless D.F. 2Dks	1241 1055 503					1920	Hawthorns & Co Ld. Leith	Finska Ångfartygs A/B	245·1 | 39·2 | 16·0	Helsingfrs Finnish WB	T.3Cy.21½",35"&59"-39" 217NHP Hawthorns & Co. Ld. Leith		C
77054 — DOIY	1Dk 2tr B	558 434 327					1902	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges. Neptun	179·8 | 26·1 | 11·8 Q56' B41' F22'	Bremen German	T.3Cy 12 1/16",19 1/16"&31½"-21⅜" NB33 46NHP A.G."Weser," Bremen		G
77055														

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3 Matériaux, Gréement, etc.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite. Terme usuel indiquant le port d'immatriculation.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. BHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Crens sur Quill. Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cela. Lloyd's Reg. Bureau Veritas.
77056 165901	**Juno** (P)	Pad	642 432 233					1937	Fairfield Co.Ld. Glasgow	CaledonianSteam PacketCo.Ld.	223·6 | 30·1 | 9·7	Glasgow British	T.3Cy.25",39"&61"–60" 288NHP FairfieldCo.Ld.Glasgow		BT till ~~1936~~ 5,39
	CruiserStern 1 *Dk*														
77057 32474 JKLB	**Junyo Maru** (*ex*Sureway, *ex*Hartmore, *ex*HartlandPoint, *ex*Ardgorm)		5065 4720 3872				...	1913	R.Duncan &Co Ld. PortGlasgow	NissanKisen K.K.	405·0 | 53·0 | 27·2 P42'B122'F35' FK	Tokyo Japanese *WB*	T.3Cy.27",44"&73"–48" 475NHP J.G.Kincaid&Co.Ld.Grk.	29 " 9	C †
	2 *Dks*														
Now "Zyun Maru," *see No. 90761 in Supplement*															
77058 34489 JDJC	**Junyoshi Maru** (P) (*ex*Hoten Maru, *ex*Mukden, *ex*Shen Yang, *ex*Mukden, *ex*Lord Ailsa)		1636 1575 969				...	1891	AilsaShip-buildingCo. Troon	KawasakiShoji GoshiKaisha	253·7 | 33·1 | 22·6 BK8½"	Kagoshima Japanese *WB*	T.3Cy.18",29"&48"–36" NB02 155NHP Dunsmuir&Jackson,Gls.	18 " 5	
Now "Zyun Maru," *see No. 90761 in Supplement*	*Well deck* 1 *Dk* & *Shelter dk* & *Web frames*														
77059 EAFT	**Jupiter** (*ex*Arezzo-38)		4833 4516 3130	✠ ... 12,34		Bry	*y*	1900 8mo	Russell& Co. Pt.Glasgow	Cia. Anon. Marit. Union(M.Urru-chua, *Mgr.*)	389·2 | 52·1 | 27·1 P31'B112'F40' FK	Bilbao Spanish *WB*	T.3Cy.27",43"&72"–48" NDB19 403NHP 2SB,*6cf*,gs122.ns5121	29 " 11	C †
	ssBbo.2ndNo.3-11,25 *ssBbo.No.1-30* *2 Dks(Stl)&deep framing*									*Cell*	*DBa* 131'*uE&*B42'		*f*167'1244*t DTa*31' *s*00*t APT*56*t*		Rankin&Blackmore,Grk.
	~~Now registered as Italian and sailing as "AREZZO," which see.~~														
77060 77458	—		3719 — 2769					1901	American S.B.Co. Lorain,O.	JupiterS.S.Co.	346·0 | 48·0 | 28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.CoCleveland		R
	Mchy.Aft GyC. 1 *Dk* 2 *trB*														
77061	— (P)		2471 1574					1915	Lindhol-mensM.V. Gothenburg	DetBergenske Dampskibsselskab	305·2 | 41·7 | 18·5 P573*t*H294*t*	Bergen Norwegian *WB*	T.3Cy.26",42"&69"–42" 309NHP Lindholmens M.V.Got.		
LEBA	*Ref.Mchy.* D.F. E.S.D. 1 *Dk*		1886												
77062 7306 SDPA	— (*ex*Carperby)	*ssOsc.3rdNo.3-8,30* *ssOsc.No.~~1~~ 2-38* 1 *Dk(pt Stl pt Irn)&Web frames&pt* *Cargo battens not fitted* *Hatch covers&Webs dispensed with*	*2152* *1508* *1343*	✠100A1 *pt Awng dk* *withfreeboard* 4,39 ~~4,37~~ ~~M9,34~~ ~~9,36~~		Osc LMC9,38 BS4,39	*r*	CL ~~4·6,36~~ 4,39	1895 2mo	Ropner& Son Stockton A&CP	RederiA/BIris ~~C.Abrahamsen.~~ *(Mgrs.)* (S.Abra-hamsen,*Mgr*).	275·1 | 39·5 | 15·9 P27'Q82' FK *pt Awng dk*166' *Cell DB a* 92'*uE*	Stockholm Swedish *WB*	T.3Cy.21",34"&56"–36" (*s*) 160lb 2NDB19 187NHP 4*BHCem* 2SB,*4cf*,gs60,ns2780 Blair&Co.Ld.Stockton	19 " 0 *s* 7 " 7 18 " 7	
	Cargo battens not fitted *Hatch covers&Webs dispensed with in'tween decks*	*Awng dk(Irn)*											20'*f*106'398*t*		
77063	—	TwinSc	747 — 392					1895	Nederl. SchpsbMaats Amsterdam	LuizFonseca	196·2 | 28·1 | 12·1 B48'F26' *WB*	R.Janeiro Brazilian	C4Cy.12⅜"&25⅛"–15" 41NHP NederlScheepsbMaatsAms		
	(*ex*Gertrud, *ex*Elisabeth, *ex*Industrie X, *ex*Industrie XVII, *ex*Amsterdam V)														
Now "Lamy," *see No. 88953 in Supplement*															
77064 164125	— (P)	Pad	642 432 233					1937	Fairfield Co.Ld. Glasgow	CaledonianSteam PacketCo.Ld.	223·6 | 30·1 | 9·7	Glasgow British	T.3Cy.25",39"&61"–60" 288NHP FairfieldCo.Ld.Glasgow		BT till ~~1936~~ 5,39
	CruiserStern 1 *Dk*														
77065	—		560 436 329					1901	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges."Neptun"	179·8 | 26·1 | 11·8 Q58'B41'F21' *WB*	Bremen German	T.3Cy.12⅝",19½"&31½"–21⅝" 46NHP A.G."Weser,"Bremen		G
DONK	1 *Dk*														
77066	— (*ex*Juruá)	TwinSc	331 262 231				...	1899	Murdoch & Murray PortGlasgow	A.Pimenta&Cia.	140·0 | 30·0 | 8·7 F16' FK	Para Brazilian	T.6Cy.10",16"&26"–18" 70NHP J.G.Kincaid&Co.Greenock	9 " 0	
	1 *Dk&Promenade dk*														
77067 160253 GSZK	**Jura** D.F.		1759 1618 1078					1929	BurntisInd S.B.Co.Ld. Burntisland	AdmiralShipping Co.Ld.(Glen&Co. ~~Mgrs.~~ Ld. *Mgrs.*)	271·6 | 39·7 | 19·0 P17'B67'F29' *WB*	Glasgow British	T.3Cy.19",31"&51"–36" 156NHP D.Rowan&Co Ld.Glasgow		C
	1 *Dk*														
77068 YTTB	**Jurko Topić** (*ex*Trematon-37) D.F.	*ssCff.No.3-8,32* *ssCff.No.1-37* 1 *Dk(Stl)*	*5160* *4769* *3132*	✠100A1 ~~9,37~~ 10,38 BS~~8,37~~ 10,36		Hul LMC9,36	*y*	CL ~~8,37~~ 10,36	1919 10mo	D&W Hen-derson&CoLd Glasgow *Lloyd's*	SlobodnaPlovidba TopićD.D.(Ant. Topić. *Mgr.*) *Cell DB*	100·1 | 52·3 | 28·4 412·8(O.L.) P49'B113'F38' FK 344'1035*t FPT* 125*t*	Susak Yugoslav *WB*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 7*BHCem* 3SB,*9cf*,gs190,ns7668 FD *APT*210*t* D&W Hendersn&CoLdGls	31 " 0 *s* 5~~11~~½ 25 " 4	
	Longitudinal framing *at bottom & at deck*														
77069 ESXM	**Juss** (*ex*Tolsta-37, *ex*Cairnnevis)	*ssLth.2ndNo.3-4,31* *ssLth.No.1-35* 1 *Dk(Irn)&deep framing* *Cargo battens not fitted*	*1587* *1440* 977	✠ ~~12,37~~ 12,38 ~~BS4,37~~		Bly LMC4,35	*q*	CL 4,36	1905 7mo	ShortBros. Ld. Sunderland *Lloyd's*	M.Inkapööl& others/A.Inkapööl, *Mgr.*) *Cell DBa* 82'*uE&*	259·0 | 36·8 | 18·0 P21'B62'F26' FK B84'*f*102'418*t FPT*	Tallinn Estonian *WB*	T.3Cy.19",30"&48"–36" (*s*) 160lb *80lb* 151NHP 4*BHCem* 1SB,*3cf*,gs62,ns2463 46*t APT*39*t* Blair&Co.Ld.Stockton	20 " 4 ~~3 " 0~~ ~~17 " 6~~	
	1 *Dk(Irn)&deep framing* *Cargo battens not fitted*														
77070 OFAL	**Jussi H.** (*ex*Ospringe-37, *ex*Homecourt) 1 *Dk&deep framing*		2216 — 1197				...	1910	Atel.&Ch. delFrance Dunkirk	Laiva0/Y"JussiH" (WernerHacklin)	288·8 | 42·8 | 19·5 P19'B74'F33' FK	Björneborg Finnish *WB*	T.3Cy.21",33"&56"–36" 208NHP Atel.&Ch.delFrance,Dnk.	22 " 6	V †
77071 1010 PJAC	**Justina** *Mchy.Aft*	TwinSc 1 *Dk(Stl)*	2700 1807 1462	✠100A1 ~~2,38~~ 3,39 BS3,39 ~~BS2,38~~ LMC1,37		Cco LMC1,37	*t*	CL N3,39	1924 10mo	Nederl. Schps.Maats Amsterdam *Lloyd's*	N.V.Curaçaosche Scheepv.Maats. *Cell DBa* 82'*uE&*	305·0 | 50·2 | 15·1 Q87'*Trnk* 189'F29' FK B84'*f*102'418*t FPT*	Willmstad W.I. Dutch	T.6Cy.12¾",20½"&33⅞"–24⅞" 180lb (*s*) 236NHP 2SB,*4cf*,ns4168 FD 8*BHptCem* *APT*81*t*	15 " 0 *s* 1 " 6½ 13 " 7½	
	CarryingPetroleum in bulk *Fitted for oil fuel* 10,24							*F.P. a*			above 150° F.				
77072 153736 MLLZ	**Justitia** D.F. Sub Sig.	1 *Dk&Shelter dk* *CruiserStern*	4562 4245 2767	✠100A1 *withfreeboard* 11,38 ~~3,38~~		Lon LMC11,3	*z*	CL 8,36	1935 11mo	BurntisInd S.B.Co.Ld. Burntisland *Lloyd's*	ChellewSteamship ManagementCo. Ld.(F.C.Perman, *Mgr.*) *Cell DB*	412·0 | 56·0 | 25·1 424·0(O.L.) F40' FK 349'1283*t FPT* 109*t*	London British 6*BHCem* *(Coll to Sh dk* 5 „ 2nd „) *APT*159*t*	T.3Cy.21",33"&62"–42" & exhaust turbine driving steam compressor 333NHP 2201b *220lb* (*s*) FD 2SB(Spt),*6cf*,gs81,ns3300 D.Rowan&Co.Ld.Gls.	27 " 7 *s* 2~~10~~½ 24 " 11½	
77073 1128 ESVS	**Juta** (*ex*Sir Walter Scott-36) *Well deck*	*ssTln.2ndNo.3-11,36* 1 *Dk(Stl)&deep framing* *Cargo battens not fitted*	1559 1314 923	✠100A1 6,38 ~~1,37~~ BS~~1,37~~ 11,38		Sws Tln LMC10,	*p*	CL ~~1,37~~ 6,38	1908 8mo	BlythS.B. Co.Ld. Blyth *Lloyd's*	Tallinna Laevaühisus,A.S. (TallinnShipping Co.Ld.) *Cell DBa* 71'*uE&*	245·0 | 36·7 | 16·0 254·5(O.L.) Q90'B48'F21' FK *B35'f*102'402*t FPT*	Tallinn Estonian *WB*	T.3Cy.19",31"&51"–36" (*s*) 180lb NDB29 *100lb* 181NHP 1*BHCem* 1SB,*4cf*,gs72,ns2938 N.E.MarineEngCo.Ld.Sld.	18 " 4 *s* 1 " 8½ 16 " 10	
77074 160222 GSPL	**Jutland** D.F.	2 *Dks*	6153 5774 3869					1928	R.Duncan &Co. PortGlasgow	GlasgowShip-ownersCo.Ld. (Glen&Co.Ld *Mgrs*)	430·0 | 57·0 | 28·2 P36'B145'F41'	Glasgow British *WB*	Q.4Cy.24¾",35½",51"&73"–51" 381NHP D.Rowan&Co.Gls.		C
77075	—	*OilEng.*	357 241					1937	N.V.Noord Nederlndsch. Schpswerven Groningen	J.Kuipers	135·6 | 23·1 | 9·7 P43'F16'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11¼"–16⅛" 74NHP MtrnWerkeMannheim AG		V
PFFZ	D.F.	1 *Dk*	158												
	Mchy.Aft	*Cruiser Stern*													

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Yrs Assigned now Retired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Port Trade Cert.
77076 OXVH	**Jutlandia** (P) *ex*Hadsund-35,*ex*Östen,*ex*East,*ex*Demetrios,*ex*Ben Ledi)	**Twin Sc Iron** *Oil Eng.* *ss*Cpn.4th No.3–11,35 *Well deck* D.F. 2 *Dks*,*3rd dk in Nos.*1,2&3 *holds* 1 *Dk*(*Irn*)2*trB*	8457 6753 5204 1549 1349 884	✠100A1 *with freeboard* 4.38 ✠LMC11,34 LBS11,38 *Carrying vegetable oil in mids* 1877 ✠100A1 3.38 4.37 1588 Bs — 1163 5.38 ✠LMC11,38	Cpn	*c*†	CL 1.38	1934 11mo *Lloyd's hip tank* 1934 1884 8mo	Nakskov Skibs.A/S Nakskov *SA&CP* Helsingörs Jernsk.& Msk. Elsinore Sunderland	A/S Det Östasiatiske Kompagni J.Lauritzen J.Laing Sunderland	436·8 | 61·2 | 32·6 460·2 (O.L.) P28′B180′F61′ FK *MT30′732t* *Cell D B353′1215t* *Ta13′292t F P T174t* *A P T143t* 290·0 | 39·7 | 15·3 P&B124′F35′ *WB* 270·0 | 36·4 | 21·0 Q98′B56′F34′ BK9½″ *D Ba80′f52′209t*	Copnhagn Danish *7 B Hpt Cem* *A P T143t* Esbjerg Danish Copnhagn Danish *1 B II Cem*	Oil Engines 2S.C.DA 10Cy.17⅛″–47¼″ 1073NHP *DB125lb* Akt.Burmeistr&Wain,Cpn C.4Cy.(2)14⅝″&(2)31½″–31½″&LP turbine HS2520 192NHP Helsingörs Jernsk.&Mskb. C.2Cy.30″&60″–39″ 80lb 173NHP 2SB,*4pf*,GS72,HS2794 G.Clark,Sunderland	36 ″ 0 s 11 ″ 2½ 25 ″ 1 22 ″ 4 s 2 ″ 6 20 ″ 8	G N
77077 OXHH	**Jutta**	Wireless D.F. 1 *Dk* *Cruiser Stern*															
77078 34795 LOFU	**Juvenal**	**Twin Sc** *ss*Nwc.No.2–34 *Mchy.Aft* 2 *Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	9459 — 5165	✠100A1 9.37 BS10,38 ~~BS9,37~~ ✠LMC8,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8.38	BAs	*i*†	CL P9,37 s10,38 *F.P.a*	1928 8 mo	Cant.Nav. Triestino Monfalcone *Lloyd's SA&CP*	Cia.General de Combustibles *Cell D Bu E56′ 222t D T f50′ 303t*	556·0 | 74·1 | 40·3 536·0 P141′B42′F47′ FK *F P T258t A P T148t*	Bns.Aires Argentine *18 B Hpt Cem* *pt.Asp* (14 *to U dk* 4 ,, *2nd*,,)	T.6Cy.26″,43″&72″–48″ (*s*) 200lb FD 1167NHP 5SB(Spt),*15cf*, HS17735 N.E.Marine Eng.Co.Ld.Sld	40 ″ 0	
77079 1757 IBKR	**Juventus** (*ex*Valdieri)	D.F. *Oil Eng.*	4920 4487 3075					1920	SA Cantieri Navali F.Tosi Taranto	Soc.Commerciale di Nav.	394·3 | 51·7 | 27·6 P51′B116′F33′ *WB*	Genoa Italian	Oil Engines 2S.C.SA 4Cy.29½″–49⅛″ 606NHP NE27 Soc.An.Fiat S.G.M. Turin		I
77080 31716 3DJB	**Juyo Maru** (P)	*ss*Yka No.3–9,38 2 *Dks*(*Stl*)	5458 4980 3407	✠100A1 1.37 ✠LMC1,38	Nag	*z*	CL 12,37	1926 4mo	Asano S.B. Co. Tsurumi	Toyo Kisen K.K.	400·0 | 53·0 | 32·0 P33′B124′F41′ FK *Cell D B334′943t*	Yokohama Japanese *6 B Hpt Cem* *A P T27t*	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 513NHP 3SB,*9cf*,GS181,HS7383 FD Kobe Steel Works,Kobe	32 ″ 0 s 6 ″ 6½ 25 ″ 8	
77081 OYDD	**Jylland** (P) *Ref.Mchy.* Sub.Sig. D.F.	**Twin Sc** *ss*Els.No.3–1,37 *Oil Eng.* ~~*ss*Els.No.2–34~~ 2 *Dks*(*Wthr dk Stl–ws*) *3rd dk in holds*	2762 2337 1559	✠100A1 *with freeboard* 2.38 ✠LMC CS3,38 ~~DBS 9,38~~ ~~9,37~~ ~~9,38~~	Lon	*u*	OG 1,37	1926 6mo	Helsingörs Jernsk.& Msk Elsinore	Det Forenede DampskibsSelsk.	306·3 | 44·2 | 25·9 F39′ FK *F P T56t A P T70t*	Esbjerg Danish *6 B Hpt Cem* *2 to 2nd dk*	Oil Engines 4S.C.SA 12Cy.21⅝″–35⅞″ DB 75lb 545NHP Burmeister&Wain,Cpn.	28 ″ 6 s 11 ″ 0½ 17 ″ 10	
77082 OYJS	— (P) Wireless D.F. E.S.D.	(*Ferry*) *Oil Eng.* 2 *Dks*	1434 917 619					1932	Nakskov Skibs.A/S Nakskov	De Danske Statsbaner	258·1 | 40·8 | 14·2 *WB*	Kalundborg Danish	Oil Engines 2S.C.SA 6Cy.19⅛″–35⅞″ 404NHP Akt.Burmeistr&Wain,Cpn		
77083 LEFP	— (P) (*ex*Sönderjylland)	1 *Dk*&*Awng dk*	539 263 297					1887	Burmeister &Wain Copenhagen	A/S Christiansands Dampskslsk. (Leif Rosenkilde, *Mgr.*)	166·1 | 23·9 | 17·7 H22′	Xiansand Norwegian *WB*	T.3Cy.14½″,23″&36″–24″ 63NHP Burmeister&Wain,Cpn.		N
77084 OXZB	**Jytte** (*ex*Hadsund-35,*ex*Östen,*ex*East,*ex*Demetrios,*ex*Ben Ledi)	**Iron** *Well deck* D.F.			Els Cpn	*r*	OG 2,38			Dampskslsk.Ove Skou A/S (Ove Skou, *Mgr.*)						

, Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Tonnoscope assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'Arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP:=Force en chevaux d'après les formules de la Société. RHP:=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Roy. Trade
77085 215800 WLCE	**K. I. Luckenbach** Twin Sc *ss* Bos. No. 3–3,30 ~~*ss* Sea. No. 1–34~~ *ss* Sea. No. 2–38 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) D.F. GyC.		5887 — 3677	✠ 100 A1 *Shelter dk with freeboard* 11,38 ~~4,38~~ MS ~~3,43~~ 8,38 *Fitted for oil fuel*	Sea ✠ LMC BS ~~1,38~~ 11, 18	*b* †	CL P4,37 S3,38 F.P. *above*	1918 2mo	Bethlehem S.B. Corp. Ltd. Quincey, Mass.	Luckenbach S.S. Co. Inc. 1 *B H in forward E & B s* A&CP *Cell D*	446·0 | 56·1 | 27·8 37·3 FK B356′ 1631*t DT* a 50° F.	New York Utd. States	2 Steam Turbines DR geared to 2 Sc. Shafts 2251b 4B, HS 15520 1070 NHP Water Tube Boilers Bethlehem S.B. Corp. Ltd. Quincey, Mass.	31 ″ 2 s 4 ″ 4¾ 27 ″ 0	
77086 63 *ex* Hillglen) SVBC	**K. Ktistakis** (*ex* Doonholm, *ex* Ven. 2nd No. 3–4,32 *ss* Pir. No. 1–37 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* *Hatch covers dispensed with in 'tween dks* *Cargo battens not fitted*		4291 4115 2777	✠ 100 A1 *Spar dk* 7,38 ~~4,38~~ MS 1,37	Ant Rot ✠ LMC BS ~~7,37~~ 12,36	*x*	CL 12,36	1907 6mo *Lloyd's*	Russell & Co. Port Glasgow *S & CP*	G.K. Ktistakis *Cell D B a* 126	385·0 | 49·9 | 18·4 26·4 P30′ B108′ F41′ FK *f* 170′ 922*t*	Chios Greek *Cem* 5 *B H to Sp dk* 1 *B H to M dk*	T. 3 Cy. 25″, 42″ & 68″–48″ (*s*) 180lb 384 NHP 3SB, 9*cf*, GS 150, HS 6417 J. G. Kincaid & Co. Ld. Grk.	29 ″ 0 s 5 ″ 6½ 23 ″ 10	
77087 221174 KDRE	**K. R. Kingsbury** *Fitted for oil fuel* *Carrying Petroleum in bulk* *Mchy. Aft* *Longitudinal framing* D.F. GyC. 2 *Dks* & *Shelter dk*		8761 — 5415					1921	Bethlehem S.B. Corp. Ltd. Alameda, Cal.	Standard Oil Co. of California *W B*	440·0 | 58·2 | 33·1	S. Frncisco Utd. States	Q. 4 Cy. 24″, 34″, 51″ & 74″–54″ 413 NHP Bethlehem S.B. Corp. Ltd.		R
77088 7901 SDET	**Kaaparen** (*ex* Larviksfjord) Twin Sc *Oil Eng.* D.F. *ss* Got. No. 3–5,33 *ss* Got. No. 1–37 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Ref. Mchy* *Cruiser Stern*		3386 2718 1879	100 A1 *with freeboard* ~~Shelter~~ ~~7,38~~ ~~12,37~~ 1,39 LMC CS 12,37 ~~10,36~~ 10, 37 Lloyd's ~~4,39~~ ~~4,38~~ ~~10,36~~ for temp. 31° F.	Got	CL ~~11,36~~ ~~11,37~~ 1,39	1930	Götaverken A/B Gothenburg *Partly rebuilt* '33	Rederiaktieb. Transatlantic (G. Carlsson, *Mgr.*) *Cell D B* 287′	354·1 | 50·1 | 20·2 362·6 (O.L.) FK 957*t tanks in way of*	Gothenburg Swedish 6 „ 2nd „) *tunnels* 568*t*	Oil Engines 4S.C.SA 16Cy. 21⅝″–39⅜″ 724 NHP 7 *B H pt Cem* (*Coll to Sh dk* Götaverken A/B. Got. *f P T* 44*t A P T* 116*t*	25 ″ 6 s 2 ″ 2 23 ″ 5½	
77089 OSLA	**Kabalo** (*ex* Caledonier, *ex* War Myrtle) *ss* Ant. No. 3–5,30 *ss* Ant. No. 1–34 1 *Dk* (*Stl*) 2nd *dk* D.F. (*Stl*) in *Nos.* 1, 2, 3, & 4 *holds*		5186 4641 3121	✠ 100 A1 7,37 BS ~~8,37~~ 8,38	Ant ✠ LMC ~~8,37~~ MS 6,38	*y*	CL ~~4,36~~ 11,38	1917 12mo *Lloyd's*	Cammell Laird & Co. Ltd. Birkenhead *S & CP*	Cie Maritime Belge (Lloyd Royal) S.A. (Agence Maritime Internationale, *Mgrs.*) *Cell D B*	400·0 | 52·4 | 28·4 P49′ B113′ F50′ FK 343′ 1152*t F P T* 113*t*	Antwerp Belgian 7 *B H pt Cem* 1 *P T* 166*t*	T. 3 Cy. 27″, 44″ & 73″–48″ (*s*) 180lb 490 NHP 3SB, 9*cf*, GS 190, HS 7020 FD Cammell Laird & Co. Ld. Bkn	31 ″ 0 s 5 ″ 11⅜ 26 ″ 3¼	
77090 90 Shamrock) ORKA	**Kabinda** (*ex* Belgier, *ex* War *ss* Ant. No. 3–8,30 ~~*ss* Ant. No. 2–38~~ *ss* Ant. No. 2–36 1 *Dk* (*Stl*) & 2nd D.F. *Dk* (*Stl*) in *Nos.* 1, 2, 3, & 4 *holds*		5182 4726 3134	✠ 100 A1 3,38 ~~4,38~~ ✠ LMC MS ~~7,37~~ 8,38 BS ~~6,37~~ 6,38	Ant	*y*	CL 3,38	1917 8mo *Lloyd's*	Harland & Wolff, Ld. Belfast *S & CP*	Cie Maritime Belge (Lloyd Royal) S.A. (Agence Maritime Internationale, *Mgrs.*) *Cell D B*	400·4 | 52·3 | 28·4 P48′ B113′ F38′ FK 345′ 1160*t F P T* 118*t*	Antwerp Belgian 7 *B H pt Cem* *t A P T* 185*t*	T. 3 Cy. 27″, 44″ & 73″–48″ (*s*) 180lb 490 NHP 3SB. 9*cf*, GS 190, HS 7030 FD Harland & Wolff, Ld. Bel.	31 ″ 0 s 6 ″ 0 25 ″ 3	
77091 125599 GCPN	**Kabinga** *ss* Nwc. 2nd No. 3–3,34 2 *Dks* (*Stl*) & *deep framing* & *Shelter dk* (*Stl*)		4657 4430 2925	✠ 100 A1 *Shelter dk with freeboard* 7,37 BS 10,37 ✠ LMC 3,34	Ant	*z*	CL 3,36	1907 7mo *Lloyd's*	Armstrong Whitworth & Co. Ld. Newcastle *S & CP*	Ellerman & Bucknall S.S. Co. Ld.	400·0 | 52·1 | 27·0 *W B = C*	London British 6 *B H Cem* *Cell D B a* 123′	T. 3 Cy. 27″, 45″ & 75″–48″ (*s*) 180lb 477 NHP 3SB, 9*cf*, GS 173, HS 6492 FD N.E. Marine Eng. Co. Ld. Nwc *u E & B* 63′ *f* 154′ 971*t A P T* 29*t*	29 ″ 9 s 3 ″ 8½ 26 ″ 2⅜	
Now "Lulea," see No. 88924 in Supplement																	
77092 FNEY	**Kabyle** (*ex* Wihuri, *ex* Oakmere, *ex* Millgate, *ex* Poltolia, *ex* Anatolia) 1 *Dk* 2 *tr B*		1881 — 1136					1905	Bremer Vulkan Vegesack	Cie. Nouvelle de Nav. Busck	261·6 | 37·1 | 21·5 P37′ B77′ F30′ FK *W B*	Marseilles French	T. 3 Cy. 19⅛″, 32⅛″ & 53⅜″–39½″ 243 NHP Bremer Vulkan, Vegesack	24 ″ 0	V †
77093 TCLQ	**Kades** (P) Twin Sc D.F. E.S.D. 3 *Dks* *Cruiser Stern*		~~3000~~ 2990					1938	Neptun-werft Rostock G.m.b.H. Rostock	Denizbank-Denizyollari ~~Telecomesi~~ Idaresi	306·6 | 13·5 | B123′ F71′	Istanbul Turkish *W B*	T. 6 Cy. 16½″, 26″ & 41⅜″–27⅝″ & LP turbines with DR gearing & hydraulic coupling Neptunwerft Rostock G.m.b.H. Rostock		
77094 844 SZNK	**Kadio** (*ex* Abbas–35) *ss* Sld. No. 3–9,24 Wireless *ss* Sld. No. 2–32 *Well deck* *Mchy. Aft* 1 *Dk* (*Stl*)		1430 1115 836	✠ —— 10,37 ✠	Sld	*o*		1911 11mo	S. P. Austin & Son, Ld. Sunderland	Mme. K. G. Sigalas (G. Sigalas Sons, *Mgrs.*) *Cell D Bu E*	240·0 | 36·0 | 15·6 Q131′ B12′ F26′ FK *B* 37′ *f* 152′ 414*t F P T*	Piræus Greek NDB 27 172 NHP 1 *B H Cem* 106*t A P T* 60*t*	T. 3 Cy. 19″, 31″ & 51″–36″ ISB, 4*pf*, GS 73, HS 2691 J. Dickinson & Sons, Ld. Sld.	17 ″ 9	G †
77095 586 ESAK	**Kadli** (*ex* Lembit–35, *ex* Illtyd) *ss* Gnb. 3rd No. 3–7,27 *Well deck* *ss* Tln. No. 2–36 1 *Dk* (*Stl*) 2 *tr B* *Cargo battens not fitted*		1818 1418 1103	✠ 100 A1 4,396 ~~4,27~~ BS ~~4,38~~ 3,39	Lth ✠ LMC 12,36	*q*	~~NG,37~~ 4,39	1889 7mo	T. Turnbull & Son Whitby A&CP	E. Bergmann *Cell D B*	259·0 | 37·2 | 16·9 269·0 (O.L.) FK P28′ Q60′ B112′ F32 FK 216′ 378*t*	Tallinn Estonian 4 *B H Cem*	T. 3 Cy. 20″, 33″ & 54″–36″ (*s*) 160lb 170 NHP 2SB, 4*cf*, GS 58, HS 2480 Blair & Co. Ld. Stockton	19 ″ 4 s 1 ″ 1⅜ 18 ″ 4	
77096 211 ESAC	**Kadri** (*ex* Ellind–35, *ex* Jacob Bright) *ss* Rot 3rd No. 3–2,36 1 *Dk* (*Irn*) 2 *tr B* & *Web frames* *Cargo battens not fitted*		2775 2490 1691	✠ 100 A1 *with freeboard* 2,39 ~~4,38~~ BS 4,38	Rot Shl ✠ LMC 2,36	*l*	CL ~~4,38~~ 2,39	1897 2mo	Irvine & Co. W Hartlepool A&CP	E. Bergmann *Cell D B a q u E* 130′	314·0 | 44·0 | 20·8 P31′ B76′ F33 FK *f* 122′	Tallinn Estonian 5 *B H Cem* 596*t A P T* 60*t*	T. 3 Cy. 23″, 36½″ & 62″–39″ (*s*) 160lb NDB 09–80*lb* 240 NHP 2SB, 6*cf*, GS 79, HS 3580 Cen. Mar. Eng. Wrks. W Hpl	23 ″ 3 s 3 ″ 7½ 19 ″ 9⅜	
77097 148088 GBNZ	**Kafiristan** *ss* Shl. No. 3–9,37 D.F. 1 *Dk* (*Stl*)		5193 4750 3226	✠ 100 A1 ~~4,38~~ ~~9,37~~ 2,39 Sws Ctle BS ~~5,37~~ 4,38	Shl ✠ LMC 4,36	*y*	CL 9,37	1924 8mo *Lloyd's*	Short Bros. Ld. Sunderland *S & CP*	Hindustan Steam Shipping Co. Ld. (Common Bros. Ld. *Mgrs.*) *Cell D B* 312′ 1524	390·0 | 53·5 | 28·6 P33′ B113′ F41′ FK *F P T* 128*t A P T* 167*t*	Newcastle British 6 *B H pt Cem* *pt Asp*	T. 3 Cy. 25″, 41″ & 68″–48″ (*s*) 180lb *130lb* 363 NHP 2SB, 8*cf*, GS 148, HS 5806 J. Dickinson & Sons, Ld. Sld.	31 ″ 6 s 6 ″ 1¼ 25 ″ 7¾	
77098 UPLJ	**Kaganovich** (*ex* Molenwater–35, *ex* Ellewoutsdijk) *ss* Rot. No. 3–5,34 1 *Dk* (*Stl*)		3663 3403 2239	✠ … 8,36 ✠	Rot	*w*		1920 5mo	Werf Gusto Firma A. F. Smulders Schiedam	U.S.S.R. *Cell D B*	360·4 | 50·5 | 22·0 P25′ B216′ F31′ FK 310′ 933*t F P T* 81*t*	Odessa Russian 6 *B H Cem* *A P T* 116*t*	T. 3 Cy. 25″, 41″ & 67″–45″ 317 NHP 3SB, 9*cf*, GS 138, HS 5565 Werf. Gusto Firma A. F. Smulders	24 ″ 7	
77099 10366 JKGD	**Kagi Muru** (P) *Ref. Mchy* 2 *Dks*		2351 1956 1370					1907	Kawasaki Dockyd Co Ld Kobe	Osaka Syosen K.K.	305·9 | 39·7 | 21·6 P38′ B111′ F41′	Osaka Japanese *W B*	T. 3 Cy. 23″, 38″ & 68″–39″ 248 NHP Kawasaki Dockyard Co. Ld.		
77100 41958 JHAL	**Kagu Maru** *Oil Eng.* D.F. GyC. 1 *Dk* & *Shelter dk* 3rd *dk* except in aftermost hold *Cruiser Stern*		6807 5570 3688	✠ 100 A1 *with freeboard* 6,36	Kob ✠ LMC 6,36	*d* †	CL	1936 6mo *Lloyd's*	Harima S.B. & Eng. Co. Ld. Harima *S & CP*	Kokusai Kisen K.K. *Cell D B* 359′ 1335*t*	453·3 | 61·0 | 31·0 F42′ FK (*Tanks at sides of tunnel* 114 *D Tsa* 48′ 1420*t F P T*	Tokyo Japanese 8 *B H pt Cem* (*Coll to Sh dk* 7 „ 2nd „) 6*t A P T s* 188*t*	Oil Engines 2S.C.DA 7Cy. 27⅞″–47½″ 1850 NHP DB 100*lb* Kawasaki Dkyd Co. Ld. Kobe	31 ″ 0 s 3 ″ 8½ 27 ″ 6	
77101 159572 VLKG	**Kahika** Twin Sc *Oil Eng.* Wireless *Cruiser Stern* 1 *Dk* *Mchy. Aft* *Longitudinal framing at deck* *Cargo battens not fitted*		1537 1167 834	*Carrying car go oil F. P. abo ve* 150′ ✠ 100 A1 *with freeboard* ~~4,38~~ ~~2,38~~ 2,38 ~~2,38~~	Lth Syd ✠ LMC 2,38	*p*	CL	1938 2mo *Lloyd's*	Henry Robb, Ld. Leith *S & CP*	Union S.S. Co. of New Zealand, Ld. *Cell D B u E*	242·7 | 45·1 | 13·4 252·0 (O.L.) FK P67′ F46′ 12′ *f* 152′ 420*t F P T* 8	Melbourne British 4 *B H pt Cem* *pt Asp* 7*t A P T* 34*t*	Oil Engines 2S.C.SA 8Cy. 13⅜″–22 7/16″ 250 NHP British Auxiliaries, Ld. Gls.	15 ″ 6 s 3 ″ 0¼ 12 ″ 7	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which class, if not in L.R. Date of it's Class Cert.
77102 KJNCF	**Kaho** *ex Foo Sui, ex Tsintau, Twin Sc* (*ex Hsinking*) Wireless 1 *Dk*(*Awng dk*)	1733 — 1076	✠ ...				1891	Blackwood & Gordon Pt. Glasgow	China Merchants' Steam Nav. Co. Ltd.	239·3 | 38·0 | 13·4 20·5 *pt Shade dk 38′* FK			Shanghai Chinese *WB*	T. 6Cy. 14″, 22½″ & 36″–24″ NB16 159 NHP Blackwood & Gordon, P. Gls	21 ″ 8	
77103 JKUA	**Kahoku Maru** (P) 413 *Oil Engs.* 1 *Dk*(*Stl*) *2nd dk*(*Stl*) *except in foremost & aftermost holds*	3311 2798 2006	✠ ... 5.36	Drn	*r*		1931 6mo	Mitsubishi Zosen Kaisha Ld. Nagasaki	Dairen Kisen K.K. *Cell D B 220′ 60 t way of tunnel 248 t F P T 67 t*	336·6 | 48·5 | 24·0 P21′ B73′ F35′ *Tanks in* FK			Dairen Japanese *5 B H pt Cem A P T 88 t*	Oil Engines 2 S.C.SA 4 Cy. 23⅝″–41¾″ 389 NHP Mitsubishi Zosen Kaisha Ld.	24 ″ 0	
77104 KDLJ	**Kahuku** (*ex Shelton-37, ex Cuprum*) *Fitted for oil fuel* 1 *Dk*(*Shelter dk*) *Longitudinal framing*	6062 — 3770					1920	Pacific Coast S.B. Co. Bay Point, Cal.	Matson Navigation Co.	402·5 | 53·0 | 32·0 P34′ F38			S. Frncisco Utd. States *WB*	D Rgeared Steam Turbine Kerr Turbine Co. Wellsville, N.Y.		R
77105 OYGA	**Kai** 1 *Dk*	1746 1376 1035					1921	Kjöbnhvns Flydk. & Skbs. Copenhagen	D/S A/S Myren (Holm & Wonsild, *Mgrs.*)	261·1 | 40·1 | 16·9 F31′ B106′ Q75′ P15′			Copnhagn Danish *WB*	T. 3Cy 18″, 28½″ & 48″–33″ 132 NHP Kjbnhavns Flydk. & Skbsv.		V
77106 ESDV	— (*ex Torholm, ex Röskva, ex Lom*) 1 *Dk*	1251 1154 736					1904	Nylands Værksted Oslo	Tallinna Laevaühisus A/S (The Tallinn Shipping Co. Ltd.)	241·5 | 35·7 | 17·8 P22 t H77 t F26 t			Tallinn Estonian *WB*	T. 3Cy. 18″, 29 9/16″ & 48″–33″ 132 NHP Nylands Værksted, Oslo		N
77107 LDRZ	**Kaia Knudsen** Twin Sc D.F. *ss Got N* 28 — *ex Mmo. No. 1* 36 *Mchy. Aft* 2 *Dks*(*Stl*) *& Web frames Longitudinal framing*	9063 8403 5533	✠ 100 A1 7.38 12.37 11.38 Mcl Got ✠ LMC 8.35 10.38 11.38 *Carrying Petroleum in bulk*	Fal	*d*†	CL 11.38 SS 11.38 *bulk*	1931 1mo	Blohm & Voss Hamburg *Lloyd's SA & CP*	Skibs A/S Samuel Bakke (Knut Knutsen, O.A.S. *Mgr.*) *286 t D Bu E 67*	471·1 | 64·4 | 35·5 P99′ B30′ F46′ FK *Cell D Bu E 67 t D T f 38′ 426 t F P T 205 t A P T 83 t*			Haugesnd Norwegian 17 *B H pt Cem* (10 *to U dk* 7 „ *2nd* „)	Oil Engines 4S.C.SA 12 Cy. 24⅛″–51⅛″ 709 NHP 2 DB *150 lb* Götaverken A.B. Got.	35 ″ 4	
77108 ~~WBSZ~~ ~~YHCS~~	**Kaiapoi** 1,39 *ss Syd. No. 1–11* 1 *Dk*(*Stl*) *& Web frames*	2003 1754 1247	✠ 1.14	Auk	*r*		1906 10mo	Osbourne, Graham & Co. Sunderland	Wallem & Co. Ltd. *WB = Cell D Ba & u E 110′ f 110′*	279·2 | 40·1 | 18·1 P25′ B64′ F28′ FK *D Ba & u E 110′ f 110′*			Panama Panamanian *4 B H Cem* 458 *t A P T 29 t*	T. 3Cy. 20½″, 33″ & 54″–39″ 194 NHP 2 SB, *6 pf*, GS 86, HS 2940 N.E. Marine Eng. Co. Ltd. Sld	20 ″ 6	
77109 BSVC	**Kaida** (*ex Castlegreen-36, ex Toivo 34, ex Hoffnung-32, ex Niels, ex Cabo Corrientes, ex West Coast, ex River Tay*) 1 *Dk*(*Stl*) *Well deck Mchy. Aft*	498 1072 432 265	✠ 100 A1 8.37	Tln		CL 1.36	1902 7mo	Ardrossan D.D. & S.B. Co. Ld. Ardrossan *Lloyd's SA & CP*	E. Bergmann	165·8 | 25·8 | 10·2 Q91′ B10′ F19′ FK *F P T 50 t*			Tallinn Estonian *3 B H Cem A P T 5 t*	C. 2Cy. 16″ & 40″–20″ 125 lb 89 NHP 1 SB, *3 pf*, GS 85, HS 1453 Hutson & Son, Ld. Glasgow	11 ″ 3 s 3 ″ 10 11 ″ 9	N
77110 JBFD	**Kaifuku Maru** 2 *Dks & Web frames Longitudinal framing*	3179 2755 1957					1917	Osaka Iron Works, Ld. Imoshima	Kita Nippon Kisen K.K.	305·0 | 43·8 | 27·3 P19′ B82 F32′ FK			Kobe Japanese *WB*	T. 3Cy. 22″, 37″ & 61″–42″ 287 NHP Osaka Iron Works Ld Osaka	27 ″ 3	
77111 JWQI	**Kaihei Maru** (P) 39711 *Oil Engs.* D.F. 2 *Dks*	4576 — 2676					1934	Mitsui Bussan Kaisha, Ld Tama	Shimatani Kisen K.K.	362·2 | 50·0 | 29·1 P37′ B105′ F33′			Kobe Japanese *WB*	Oil Engines 4S.C.SA 10 Cy. 21⅝″–39″ 452 NHP Mitsui Bussan Kaisha, Ld. Tama		C
77112 OHVX	**Kaija** (*ex Rurik-34, ex Frithiof, ex Rurik*) 1 *Dk & Awng dk*	454 256 261					1886	O.A. Brodin Gefle	A/B Nordsjöfrakt O/Y (L.G. Boxberg)	144·2 | 22·6 | 8·4 H31 *t* 15·3 len 92			Åbo Finnish	C. 2Cy. 17¾″ & 37½″–23½″ 57 NHP Atlas Mek. Verks. Skm.		N
77113 JWGL	**Kaijo Maru**, *see No. 83335 in Supplement* D.F. 1 *Dk*, *2nd dk clear of cargo tanks Mchy. Aft* Cruiser Stern *Longitudinal framing at bottom & at deck*	8637 6320 6308	✠ 100 A1 9.38 10.37 *Carrying Petroleum in bulk*	Yka		CL 6.37	1937 10mo	Mitsubishi Jukogyo K.K. Yokohama	Nippon Tanker K.K. *Cell D Bu E 18 169 t*	474·9 | 61·0 | 37·5 194·3 (O.L.) P137′ B37′ F40′ FK *D T f 36′ 292 t F P T 18 t A P T 143 t*			Tokyo Japanese *14 B H pt Cem*	Oil Engines 2S.C.DA 6 Cy. 23⅝″–43⅛″ 1163 NHP 2 DB *163 lb* Mitsubishi Jukogyo K K Yka	37 ″ 6	
77114 JKQC	— (P) 9746 1 *Dk & Spar dk*	2025 1656 1153					1906	Kawasaki Dockyd Co Ld Kobe	Osaka Syosen K.K.	285·2 | 38·0 | 20·5 P40′ B90′ F40′			Osaka Japanese *WB*	T. 3Cy. 21¾″, 36″ & 60″–39″ 225 NHP Kawasaki Dkyd Co Ld Kobe	23 ″ 1	
77115 JHSA	**Kaiko Maru** 28993 *Ref. Mchy.* Wireless *Mchy. Aft* 1 *Dk*	1510 1191 810					1922	Yokohama Dock Co. Ltd. Yokohama	Nichiro Gyogyo K.K.	240·0 | 35·0 | 20·0 P49′ B56′ F32′			Shinagawa Japanese	T. 3Cy. 17″, 28½″ & 48″–30″ Yokohama 126 NHP Dock Co. Ld. Yokohama		C
77116 32757	— Twin Sc 2 *Dks*	491 448 246					1911	Ishikawajima S.B Co. Tokyo	Takahashi Goshi Kaisha	200·0 | 22·5 | 14·0			Fuchu Japanese			
77117 ZMDR	**Kaikorai** (*ex Cape Natal, ex War Foam*) *ss* Wln. No. 3–7, 30 *ss* Ddn. No. 1–36 1 *Dk*(*Stl*) *Cargo battens not fitted*	3151 2839 1860	✠ 100 A1 6.37 ~~B86.37~~ ✠ LMC 5.36 6.38	Ddn Wln	*u*	CL 6.37	1918 5mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's SA & CP*	Union S.S. Co. of New Zealand, Ld. *Cell D B 284′ 74 t F P T 77 t*	331·1 | 46·7 | 23·2 P33 B100′ F29′ FK *A P T 130 t*			Wellingtn British *7 B H pt Cem*	T. 3Cy. 25″, 41″ & 68″–45″ (*s*) 180 lb 430 NHP 3SB, *9 cf*, GS 153, HS 6336 FD Cen. Mar. Eng. Wrks. W Hpl	25 ″ 6 s 3 ″ 11½ 21 ″ 9	C
77118 GZPZ	**Kaikoura** 165874 *Oil Engs.* D.F. E.S.D. 2 *Dks & Shelter dk* *Ref. Mchy.* *Cruiser Stern* *Rudder electrically welded*	5852 5294 3432	✠ 100 A1 *with freeboard* 8.39 11.37 ✠ LMC 11.37 ✠ Lloyd's RMC 11.37 12.38 8.38	Gls Syd		CL	1937 11mo	A. Stephen & Sons. Ld. Glasgow	New Zealand Shipping Co. Ltd. (Trinder, Anderson & Co. *Mgrs.*) *Cell D B 362′ 130 7 t D T*	446·3 | 59·0 | 25·8 460·0 (O.L.) F43′ FK *f 43′ 1216 t F P T 123 t*			Plymouth British *7 B H pt Cem* *Coll to Sh dk* 6 „ *2nd* „ *A P T 171 t*	Oil Engines 2S.C.SA 4 Cy. 26⅜″–91 7/16″ 861 NHP 2 DB *120 lb* John Brown & Co. Ld. Clydebank	29 ″ 8 s 3 ″ 6¼ 26 ″ 4	
77119 KEXN	**Kailua** (*ex Golden Bear-37, ex West Cajoot*) D.F. *Fitted for oil fuel* 2 *Dks*	5356 — 3524					1919	Ls Angeles S.B. & D.D. Co L. Angeles Cal.	Matson Navigation Co.	410·0 | 54·4 | 27·2 P43′ B115′ F47′			S. Frncisco Utd. States *WB*	T. 3Cy. 28½″, 47½″ & 78″–48″ Los Angeles S.B. & D.D. Co. San Pedro, Cal.	422 NHP	R
77120 ZMCW	**Kaimai** (*ex Charlois*) 147733 *ss* Ddn. No. 3–11, 36 Wireless 1 *Dk*(*Stl*) *Cargo battens not fitted*	1435 1213 784	100 A1 11.36 ~~12.37~~ 38	Ddn	*o*	oa ~~11.37~~ 11.38	1924 10mo	Scheepwrf. 't Huis de Merwede Papendrecht	Union S.S. Co. of New Zealand, Ld. *Cell D Ba & u E 73 f 107′ 138 t F P T*	238·5 | 37·8 | 15·9 B62′ F35′ FK *105 t A P T 51 t*			Wellingtn British *4 B H Cem*	T. 3Cy. 18½″, 29½″ & 48″–30″ (*s*) 180 lb 113 NHP 2SB, *4 cf*, GS 86, HS 1340 C.A. Kuypers, Rotterdam	18 ″ 0 s 2 ″ 5⅜ 15 ″ 8¼	
77121 GRJL	**Kaimata** (*ex Ardenvohr-37*) 161958 *ss* Avn. No. 1–35 *Oil Engs.* D.F. E.S.D. 2 *Dks*(*Stl*) *& Shelter dk*(*Stl*)	5237 4837 3190	✠ 100 A1 *with freeboard* ~~8.37~~ ~~9.37~~ 3.38	Ddn	*u*†	CL 9.37	1931 10mo	W. Denny & Bros. Ld. Dumbarton *Lloyd's SA & CP*	New Zealand Shipping Co. Ltd. (Trinder, Anderson & Co. *Mgrs.*) *Cell D B 3*	415·5 | 56·2 | 25·8 51′ 1129 *M T 37′ 100 t*	*Duct keel fwd. of mchy. space* FK *F P T 81 t A P T 80 t*		Plymouth British *7 B H pt Cem* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 8 Cy. 26⅜″–47½″ 996 NHP 2 DB *125 lb* W. Denny & Bros. Ld. Dmb.	29 ″ 10 s 3 ″ 5½ 26 ″ 7	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / *Ex-nom, s'il y a lieu.* / Visites Periodiques. Nombres des Ponts.	3	4 Tonnage Officiel / Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. pe.*	15 Registres où cote. ainsi que la Lettre Distinctive. Carré. Load Line.
77122 151516 ZMGC	**Kaimiro** ~~ssWln.No.1–04~~ *Mchy.Aft*	ssAuk.No.2–38 1*Dk*(*Stl*) *Cantilever framed topside tanks*	2562 1997 1330	✝100A1 10,35 ~~10,36~~ ~~Lloyd's RC 10,37~~ ✝LMC 10,	Auk	*s*	CL ~~10,37~~ 8,38	1929 10mo *Lloyd's*	Cammell Laird&Co.Ld. Birkenhead *SA&CP*	UnionS.S.Co.of NewZealand,Ld. *Cell D*	284·7 | 46·3 | 18·4 P105′B18′F26′ FK &BK *aft* 1½″ *B238′717t Topside tanks* 182′186′ *FPT*	Wellingtn British 5 *BHCem* 169 *tAPT* 97 *t*	T.3Cy.20″,33½″&55″–39″ (*s*) 200lb 340NHP 2SB,6*cf*,GS125,HS5180 FD CammellLaird&CoLd.Bkn	20 ″ 9 s 2 ″ 8½ 18 ″ 1½	
77123 947 JCIC	**Kainei Maru** Ⓟ Wireless	2*Dks*	1010 830 561					1920	Osaka Tekkosho Mitsunosho	ChosenYusen K.K.	200·0 | 30·0 | 19·0 P21′B61′F28′	Jinsen Japanese	T.3Cy.13½″,23″&38″–30″ OsakaTekkosho, Mitsunosho 73NHP		
77124 165876 GZPY	**Kaipara** *Oil Eng.* D.F. E.S.D. *Ref.Mchy.*	2*Dks*&*Shelter dk* *CruiserStern*	5882 5319 3454	✝100A1 *withfreeboard* Eal StJ 2,35 ~~3,36~~ ✝LMC1,38 ~~Lloyd's RC 1,37 C1,38~~ 4,36	Gls	CL	1938 1mo *Lloyd's*	Wm.Doxford&Sons,Ld. Sunderland *SA&CP* *Cell D B35*	NewZealand ShippingCo.Ld. (Trinder,Anderson &Co.*Mgrs.*) 6′1385*t MT* 43′1206	438·9 | 58·9 | 25·7 454·6(o.l.) F43′ FK (*tFPT* 148 *tAPT* 187 *t*	Plymouth British 7 *BHpt Cem* *Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 4Cy.26⅜″–91⅛″ 861NHP 2DB120*lb* Wm.Doxford&Sons,Ld.Sld	29 ″ 8 s 3 ″ 6½ 26 ″ 4½	
77125 120589 GRQM	**Kaiping** D.F.	1*Dk*&*Spar dk*	2563 2287 1605			...		1905	Swan,Hunter&Wigham Richardson, Ld Newcastle	ChineseEngineering&MiningCo. Ld.	312·0 | 44·3 | 13·2 B80′F44′ 20·8 FK *WB*	London British	T.3Cy.25½″,41½″&68″–45″ 407NHP Wllsnd Slpwy.Co.Ld.Nwc	23 ″ 0	
77126	—		325 — 177					1917	..... Haïphong	Soc.Anon.Pannier	143·7 | 20·3 | 16·4	Haïphong French			
77127 146607 ZMCY	**Kairanga** (*ex*SaintRominique) *ss*Auk.No.3–3,35 1*Dk*(*Stl*) *Cargo battens not fitted*		2830 2511 1726	✝100A1 ~~3,37~~ 1,38 BS3,37 ✝LMC3,35 ~~3,38~~ *Fitted for oil fuel* 6,22	Auk Syd Drn	*u* *w*	CL 11,36 *F.P. above*	1922 6mo *Lloyd's*	Livingstne &Cooper,Ld. Hessle *s.16 CP* *Cell D*	UnionS.S.Co.of NewZealand,Ld. *Cell D*	324·5 | 44·1 | 23·2 P28′B85′F35′ FK *B* 262′690*t FPT* 66*t* 150° F.	Wellingtn British 6 *BHpt Cem* *APT* 58*t*	T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 234NHP 2SB,6*cf*,GS126,HS4104 G.T.Grey&Co.S.Shl.	25 ″ 6 s 3 ″ 10½ 21 ″ 10	
77128 279 JPNC	**Kairyu Maru** (*ex*HeiyoMaru) *ss*Drn.No.3–8,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*		4365 3677 2735	✝ ... 5,35	Drn	*w*	*F.P. above*	1922 1mo	OsakaIron Works,Ld. Innoshima	DairenKisenK.K. *Cell D B* 294′1120*t*	345·0 | 49·8 | 28·1 P30′B99′F34′*on Shelter dk* FK *Collision B ltoSh dk* 5 „ „ *U* „ *FPT* 114*t APT* 29*t*	Dairen Japanese *Cem*	T.3Cy.24″,41″&67″–48″ (*s*) 390NHP 2SB,6*cf*,GS126,HS5400 OsakaIron Works,Ld.	28 ″ 2	
77129 33600 JIBC	— Ⓟ (*ex*Weimar,*ex*Fano,*ex*Secunda) 1*Dk*&*pt Awng dk*		2097 1412 1559					1899	Flensburger Schiffsb.Ges. Flensburg	SanboSyosenK.K.	268·9 | 39·2 | 15·2 P16′Q84′ *pt.1wng dk* 168′ *WB*	Kobe Japanese	T.3Cy.19″,31½″&51″–36″ 156NHP FlensburgerSchiffsb Ges.		
77130 29538 JSSA	— Ⓟ Wireless	1*Dk*	578 438 285					1923	Toba Shipyard Toba	NichiroGyogyo K.K.	155·0 | 26·0 | 16·0 P79′F25′	Tokyo Japanese	T.3Cy.		
77131 27245	**Kaisei Maru** **WoodAuxBkn**	1*Dk*	551 533 285					1919	One Tetsutaro Shimoda	MurayamaSuteji	145·7 | 24·0 | 17·3	Shimoda Japanese	C.2Cy		
77132 DHNQ	**Kaiser** Ⓟ **TwinSc** Sub.Sig. D.F.	2*Dks3trB*	1912 1043 724					1905	Akt.Ges. "Vulcan" Stettin	HamburgAmerik. Packetf.A.G. (Ham-AmerLinie)	303·1 | 38·4 | 13·3 *WB*	Hamburg German	4 Steam Turbines DR geared to 2 Sc. Shafts NE22 NB35 Allgem.Electr.Ges.Berlin		G
77133 32473 JOLH	**Kaishu Maru** (*ex*Martinique) *Mchy.Aft*	**TwinSc** *Oil Eng.* 1*Dk*	489 410 303			...		1916	Frdrkshvn Værft Fredrikshavn	OsakiKisen K.K.	161·6 | 28·6 | 11·6 B33′F28′ FK *WB*	Amagasaki Japanese	Oil Engines NE NipponHatsudokiK.K.	12 ″ 6	
77134 40167 JYMH	**Kaishun Maru** *Mchy.Aft*	*Oil Eng.* 1*Dk*	495 — 268					1935	OsakaIron Works,Ld. Innoshima	KinkaiKaisoku KisenK.K.	165·0 | 27·5 | 14·0 P40′F18′ *WB*	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14 $\frac{3}{16}$″–20⅞″ 117NHP HanshinTekkosho,Kobe		
77135 37281 JCFH	**Kaisoku Maru** *Mchy.Aft* *Cruiser Stern Carrying Petroleum in bulk*	*Oil Eng.* 1*Dk*	1126 946 586					1931	Yokohama Dock Co.Ld. Yokohama	NipponTanker K.K.	220·8 | 34·5 | 18·2 P52′F36′	Tokyo Japanese	Oil Engines 4S.C.DA 6Cy.16¾″–23⅝″ 327NHP YokohamaDockCoLd.Yka		
77136 21538 JEOD	**Kaisyo Maru** Ⓟ Maru–38)	(*ex*Kaisho *ss*Kob.No.3–8,31 *ss*Kob.No.1–35 2*Dks*(*Stl*)	6070 5170 4417	✝ ... 4,39	Kob	*z*	CL 2,38	1918 6mo	OsakaIron Works,Ld. Osaka	HatiumaKisen K.K. *Cell D B* 360′1064*t* *DTa* 27′761*t*	407·3 | 50·8 | 32·6 P40′B137′F42′ FK *tFPT* 106*t APT* 25*t*	Hasidate Japanese 7 *BHCem*	T.3Cy.27″,45″&75″–51″ (*s*) 180lb 553NHP 3SB,9*cf*,GS190,HS8100 FD Osaka Iron Wrks. Ld. Osaka	32 ″ 7 ~~3 ″ 8½~~ ~~2½ ″ 1~~	
77137 93995 ZMCK	**Kaitoa** Ⓟ *Well deck* Wireless	**TwinSc** 1*Dk*	319 194 141	✝ 7,09	Gls	*d*		1909 7mo	Mackie& Thomson,Ld. Glasgow	AnchorShipping& FoundryCo.Ld. W	130·0 | 22·5 | 8·3 Q67′B14′F22′ FK *B= DTa* 12′22*t FP*	Nelson,NZ British 4 *BHCem* *T* 13*t APT* 7*t*	C.4Cy.10¾″&24″–18″ 65RHP 1SB.2*pf*,GS39,HS1297 Ross&Duncan,Glasgow	9 ″ 0	
77138 23502 JSSB	**Kaiwa Maru** Ⓟ Wireless	1*Dk*	1045 869 747					1918	Bingo Dockyard Innoshima	KitaNipponKisen K.K.	208·0 | 31·0 | 18·4	Toyohara Japanese	T.3Cy.14½″,24″&40½″–30″ 90NHP ShinzaikeTekkosho,Saigon		
77139 143324 ZMDW	**Kaiwarra** *ss*Wln.No.3–2,36 1*Dk*(*Stl*) *Cargo battens not fitted*		3051 2830 1847	✝100A1 3,39 ~~3,38~~ ~~Lloyd's RC 3,37~~ ✝LMC2,36 3,39	Wln	*u*	CL ~~2,36~~ 3,39	1919 7mo	J.Blumer &Co. Sunderland	UnionS.S.Co.of NewZealand,Ld. *Cell D B* 276′734*t FPT*	331·3 | 46·8 | 23·2 P33′B98′F28′ FK	Wellingtn British 7 *BHCem* 105*t APT* 42*t*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 358NHP 3SB,9*cf*,GS153,HS5817 J.Dickinson&Sons,Ld.Sld	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
77140 36216 JFPC	**Kaiwo Maru** (*Training Ship*) GyC.	**TwinSc4MstBk** *Oil Eng.* 2*Dks*	2284					1930	Kawasaki Dkyd.Co.Ld. Kobe	JapaneseGovernmentEducational Dept.	260·0 | 42·5 | 25·7 P213′F38′	Japanese *WB*	Oil Engines 4S.C.SA IkegaiIron Works,Tokyo		
77141 22222 JBWF	**Kaiwo Maru No. 2** 1*Dk*		449 396 253					1902	..... Glasgow	SanrikuKisenK.K.	158·0 | 22·5 | 16·7	Kobe Japanese	T.3Cy.11½″,17½″&28 $\frac{1}{16}$″–21″ 36NHP		
77142															

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of L.R. Cert.
77143 295 ESAF	**Kajak** (*ex*Gagara,*ex*Zandbergen. *ex*Bacchus)	*ss*Tln.3rdNo.3–10,37 1 *Dk*(*Stl*)*w*deep framing *&Web frames* 3 *Dk*rule *Cargo battens not fitted*	3234 2931 1973	✠100A1 11,38 ~~10,37~~ ✠LMC9,37 B811,38	Tln	*u*	~~a10,36~~ 11,38	1902 7mo	R.Duncan &Co.Ld. Pt.Glasgow	TallinnaLaevaühisusA.S.(The TallinnShipping Co.Ld.)	325·2 P29'B92'F36'	48·7 FK	21·4	Tallinn Estonian 6*BHCem*	T.3Cy.24½",40"&65"–42"(*s*) 180lb 294NHP 2SB.6*pf*,GS118,HS4508 D.Rowan&Co.Glasgow	24 " 0 s 3 " 10½ 20 " 4	
										*CellDBa*11	*u Eq B38' f* 140'78			6*t Poop tank*	12·62*t FPT* 100*t APT* 119*t*		
77144 139656 VPQD	**Kajang**	2 *Dks*	2082 1838 1284					1916	Taikoo Dckyrd&Eng Co.ofHKgLd. HongKong	StraitsS.S.Co.Ld.	279·0 F21'	41·1	20·5	Singapore British	T.3Cy.18",29"&48"–33" 132NHP Taikoo Dockyard&Eng.Co. of HongKong,Ld.		
77145 157653 ZMDJ	**Kakapo**	1 *Dk* *Rudder electrically welded*	2498 1911 1279	✠100A1 1,39 ~~10,37~~ ✠LMC10,37	Gls Wln	*s*	CL	1937 10mo	A.Stephen &Sons,Ld. Glasgow	UnionS.S.Co.of NewZealand.Ld.	282·9 298·7(O.L.) P29'B88'F25' 461*t MTR* 192*t FPT*	45·2 FK	19·5	Wellngton British 4*BHAsp* 58*t APT* 68*t*	T.3Cy.21",34"&56"–39" (*s*) 200lb 356NHP 2SB,6*cf*,GS120,HS5770 FD A.Stephen&Sons,Ld.Gls	21 " 6 s 2 " 9½ 18 " 11	
								Lloyd'sSA&CP		*CellDB*228							
77146 34710 JUEF	**Kakinoura Maru**	*Oil Eng.* *Mchy.Aft* 1 *Dk*	838 735 610					1929	Harada Zosen K.K. Osaka	KyushuTankoK.K.	150·3 *WB*	32·8	19·0	Sakito Japanese	Oil Engines 6Cy. Niigata Iron Works,Tokyo		
77147 FNLI	**Kakoulima** *Ref.Mchy.* D.F.	*Fitted for oil fuel* 2 *Dks*&*Awning dk*	3723 3383 1751					1933	Ch.&Atel. de Provence S.A. Port de Bouc	Cie.desChargeurs Réunis	324·8 B96' *WB*	48·6	30·4	Bordeaux French	T.3Cy.26⅝",41⅛"&66½"–43⅞" 294NHP Ch.&Atel.deProvence,Msl.		V
77148 ESRY	**Kalarand** (*ex*SanLucar–37) Wireless	1 *Dk*&*Spar dk*	1527 1141 870					1906	Fredrkstad Mek.Værks. Fredrikstad	O-ü.Kalandus	251·1 1150*t* *WB*	35·0	21·3	Tallinn Estonian	T.3Cy.20",34"&64"–36" 175NHP Fredrikstad M.V.Frdstad.		N
77149 153811 VTCR	**Kalavati** (P) Wireless	*ss*Bom.No.2–36 1 *Dk*&*Shelter dk*(*Stl*-teak s)	1408 943 676	✠100A1 *Shelter dk with freeboard* 7,38 ~~7,37~~ BS~~7,37~~ 7,38 LMC7,36	Bom		CL 7,37	1928 11mo	Bow,Mc-Lachlan&Co. Ld. Paisley *Lloyd'sSA&CP*	BombaySteam NavigationCo.Ld. *CellDBuE*26'53*t*	230·8 F34' *FPT*55*t APT*62*t*	38·6 FK	14·7	Bombay British 5*BHptCem ptAsp* (*CoaltoSh dk* 4 " *U* ")	T.3Cy.17",29"&48"–33" (*s*) 200lb 267NHP 2SB,6*cf*,GS131,HS4500 FD Bow,McLachln&CoLd Psy	16 " 0 s " 4½ 16 " 0⅜	
77150 LJFE	**Kaldfonn** D.F. *Mchy.Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern* *Carrying Petroleum in bulk*	9931 9191 5903					1936	Deutsche Werft A.G Bet Finkenwrder Hamburg	SkibsA/S Ringfonn (SigvalBergesen)	492·9 P113'F74 *WB*	66·1	36·4	Stavanger Norwegian	Oil Engines 2S.C.DA 6Cy 23⅝"–43⅛" 1167NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		N
77151 243 ESAG	**Kalev** (*ex*Limoges)	1 *Dk*	1867 1628 1103	....				1917	Toledo S.B. Co. Toledo,Ohio	TallinnaLaevaühisusA.S.(The TallinnShipping Co.Ld.)	251·0 P21'B64'F30'	13·8 FK	18·9	Tallinn Estonian	T.3Cy.20½",33"&54"–40" 260NHP ToledoS.B.Co.Toledo,O.	21 " 0	V †
77152 ESAH	**Kalevipoeg** (P) (*ex*Alexey, *ex*Nordkusten) Wireless	1 *Dk*	541 269 306					1892	O.A.Brodin Gefle	PärnuLaevaA/S	160·3 P106'H42*t*F17'	26·3	11·8	Pärnu Estonian	T.3Cy.14⅜",23¾"&38"–28¾" NB25 73NHP NyaAktieb."Atlas,"Skm.		V
77153 145180 GKQL	**Kalgan** (P)	*Fitted for oil fuel* 2 *Dks*	2655 2225 1556					1921	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	310·3 *WB*	44·2	20·9	London British	2 Steam Turbines DR geared to 1 Sc. Shaft Scotts'S.B.&Eng.Co.Ld.		
77154 155322 VJDS	**Kalingo**	*ss*Syd.No.2–36 1 *Dk*(*Stl*) *Cargo battens not fitted*	2047 1733 1154	✠100A1 1,3~~8,38~~ BS2,38 ✠LMC2,36 *s*,39	Wln	*s*	CL ~~C,40~~ NL39	1927 11mo	ClydeS.B. &E.Co.Ld. PortGlasgow *Lloyd'sSA&CP*	UnionS.S.Co.of NewZealand.Ld. *CellDB*239'524*t FPT*97*t*	283·0 P26'B86'F37' *APT*70*t*	43·1 FK	17·5	SydnyNSW British 4*BHptCem*	T.3Cy.20",32"&54"–36" (*s*) 200lb 219NHP 2SB,6*cf*,GS150,HS3616 ClydeS.B &E.Co.Ld.P.Gl.	19 " 6 s 2 " 6½ 17 " 2	
77155 UN2L	**Kalinin** (*ex*Karin) Sub.Sig.	*Oil Eng.* 2 *Dks*	4156 3871 2454					1924	F.Schichau Danzig	U.S.S.R.	348·8 F37' *WB*	48·6	28·6	Odessa Russian	Oil Engines 4S.C.SA 6Cy 29½"–43⅜" 507NHP F.Schichau,Elbing		
77156 5401 SLQA	**Kalix**	1 *Dk*&*Shelter dk*	*2801* *2436* *1425*					1913	Sir Raylton Dixon&CoLd Middlesbro'	Trafikaktiebolget Grängesberg-Oxelösund(M.Waldenström,*Mgr.*)	310·0 H165*t*	46·4	21·6 28·9	Stockholm Swedish *WB*	T.3Cy.23½",33"&64"–42" 265NHP N.E.MarineEngCoLd.Nwc		V
77157 TCCA	**Kalkavan** (*ex*KalkavanZade–36, *ex*Arktis,*ex*Bollan,*ex*Ainsdale. *ex*Sailing Vessel) *Mchy Aft*	*ss*Bel.2ndNo.3–7,17 *ss*Kel.No.2–27 1 *Dk*(*Irn*)2*trB*	1986 1742 1119	✠ 6,30 ✠NE&B4,18	Bmn	*s*		1890 10mo	C.J.Bigger Londonderry	KalkavanZadé Riza ve Mahdumu Ismail(Vapur Sirketi) *IntermediateBH in*	270·0 Q48'F31' *hold dispensed with*	39·8 BK9½" *FPT*130*t*	23·4 *APT*42*t*	Istanbul Turkish *Cem* 3*BHonly*	T.3Cy.15",25½"&41"–30" NDB18 113NHP 1SB,3*cf*,GS63,HS1916 MacColl&Co.Ld.Belfast	24 " 10	I †
77158 OHYM	**Kalle H.** (*ex*Adrien de Montgolfier–36, *ex*Monestoy,*ex*Grangetown, *ex*VanDyck)	1 *Dk*&*deep framing* *Well deck*	1356 — 770	...				1901	Soc.Anon. Chant.Naval Anversois Hoboken	ReposaarenLaiva O/Y(Werner Hacklin,*Mgr.*)	229·6 Q67'B61'F22'	35·0 FK	14·5	Pori Finnish *WB*	T.3Cy.17",28"&46"–30" 132NHP *B made* 20, *fitted* 24 NE.MarineEng.Co.Ld.Sld.	17 " 2	V †
77159 75 SWGT	**Kalliopi** (*ex*Nymphe,*ex*Oceana, *ex*Kermanshah, *ex*Himalaia)	*ss*Pir.2ndNo.3–7,33 1 *Dk*(*Stl*)&*Spar dk* (*Stl*)&*deep framing*	4965 4609 8120	✠ — 1,38 *Spar dk* ✠	Cpu	*y*		1910 1mo	Nthmblnd S.B.Co.Ld. Newcastle	D.J.Pateras&Sons *CellDBa*132'	390·0 P31'B112'F42' *uE*24'*f*169'1010*tD*	52·5 FK *Ta*37'915*t FPT*110*t*	27·1	Chios Greek 6*BHCem*	T.3Cy.26",42"&72"–48" 415NHP 3SB.9*cf*,GS189,HS6738 N.E.MarineEng.CoLdNwc	29 " 8	
77160 800 SVBG	**Kalliopi S.** (*ex*Humanitas–34, *ex*Humilitas–33, *ex*Elzasier–32, *ex*WarWager) D.F.	*ss*Ant.No.3–4,30 ~~*ss*Glen.No.1–31~~ 1 *Dk*(*Stl*) *Cargo battens not fitted* *ss*Rot.No.2–38	5152 4745 3105	✠100A1 5,3~~6,37~~ ~~BS5,37~~ ✠LMC5,~~34~~ 5,38	Ams Gls	*y*	CL 6,37	1918 5mo	J.L.Thompson&Sons.Ld. Sunderland *Lloyd'sSA&CP*	J.Stavrou&Co.Ld. *CellDBa&uE* 147'*f*180'1035*t DT*	413·1 400·3 P19'B113'F39' *a*28'1167*t FPT* 119*t*	52·2 FK	28·5	Pirœus Greek 7*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld	31 " 0 s 5 " 11⅜ 25 " 3	
77161 DHNR	**Kalmar**	1 *Dk*&*Web frames*	965 801 580					1895	Germania-werft Kiel	H.M.Gehrckens	224·1 Q67'B105'F25'	32·9	13·5	Hamburg German *WB*	T.3Cy.17¾",28¾"&45½"–40¾" 115NHP A.G."Germania,"Berlin		G

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	
77162 / 7034 / SFCI	**Kalmarsund I.** Ⓟ	*CruiserStern* 1 *Dk*	320 / 188 / 145					1923	Oskrshmns M.V.Aktieb. Oskarshamn	ÅngbåtsA/B Kalmarsund(J.B. Jeansson, *Mgr*)	108·0 / B59′	27·5	12·0	Kalmar Swedish *WB*	T.3Cy.13⅜″,22″&36″–24″ 63NHP Oskarshamns M.V.Aktieb.		
77163 / 7362 / SFCK	**Kalmarsund II.** Ⓟ	*CruiserStern* 1 *Dk*	365 / 215 / 219					1927	Oskrshmns M.V.Aktieb. Oskarshamn	ÅngbåtsA/B Kalmarsund(J.B. Jeansson, *Mgr.*)	124·5 / B63′H38*t*	27·0	10·3	Kalmar Swedish *WB*	T.3Cy.13⅜″,22″&36″–24″ 63NHP Oskarshamns M.V.Aktieb.		
77164 / 7697 / SFCO	**Kalmarsund IX.** *ss*Hbg.No.1–35 *CruiserStern* *Well deck* Wireless D.F. 1 *Dk(Stl)* *Strengthened for Navigation in Ice*		*1153* / *966* / *612*	✠100A1 4,38 5,35 B8S.37 5,35	Hbg	*n*	OG 4,36	1931 1mo *Lloyd's*	Hlsingbrgs Varfs&Svets-ningsAktieb. Helsingborg *sA&CP*	ÅngbåtsA/B Kalmarsund(J.B. Jeansson, *Mgr.*) *CellD*	231·5 / 234·2(o.l.) / P17′B55′Q62′F27′ FK / *B186′343′APT69t*	35·0	12·7	Kalmar Swedish *4 BHCem*	T3Cy.16½″,24½″&42⅝″–27⅝″ 192lb (*s*) 114NHP 2SB(Spt),*4cf*,gs54,hs1899 Helsingborgs Varfs.& SvetsningsA/B	14″ 11 s ″ 9¼ 11 ″ 3¼	
77165 / 5705 / SFCR	**Kalmarsund X.** Wireless D.F. 1 *Dk*		*1102* / *906* / *605*					1915	Oskrshmns M.V.Aktieb. Oskarshamn	ÅngbåtsA/B Kalmarsund(J.B. Jeansson, *Mgr.*)	224·0 / P21′B57′F25′	35·7	16·0	Kalmar Swedish *WB*	T.3Cy.17½″,29″&48″–30″ 126NHP Oskarshamns M.V.Aktieb.		V
77166 / 7750 / SIRN	**Kalmia** *Oil Eng* D.F. *ss*Got.No.1–35 *Mchy.Aft* *CruiserStern* 1 *Dk(Stl)* *Special Surveys to date from* 1,32	TwinSc	*8246* / *7509* / *4831*	✠100A1 ~~1,36~~ 3,39 MC CS12,38 DBS8,37 4,38 6,38 *Carrying Petroleum in bulk*	Fal	*c* †	CL 88,38 P6,37	1931 6mo *Lloyd's*	CaledonS. B.&E.Co.Ld Dundee *sA&CP*	Rederiaktieb Transmark (G.Carlsson, *Mgr.*) *CellDBuE70′279t*	464·6 / 168·5(o.l.) / P96′F37′ FK / *DTf29′470t FPT11*	59·3	35·8	Gothenbrg Swedish 10 *BHptAsp* 4′ *APT248t*	Oil Engines 4S.C.S.A 14Cy.21⅝″–39⅜″ 633NHP 2DB *150lb* Gotaverken A/B.Got.	35 ″ 6 8 ″ 4½ 27 ″ 4½	
77167 / OZFH	**Kalö** D.F. 1 *Dk* *Cruiser Stern*		1973 / 1778 / 1154					1937	Helsingörs Jernsk&Msk Elsinore	A/S Dampskibs. "Heimdal" (M. Carl, *Mgr.*)	271·8 / P21′B59′F27′	42·1	19·8	Copnhagn Danish *WB*	C.3Cy.(2)15¾″&39⅜″–37⅞″& LP turbine with reduction gear & chain drive 213NHP hs2870 Elsinore S.B.Co.Elsinore		V
77168 / 63 / YLAK	**Kalpaks** (*ex*Leyton,*ex*MarieLouise) 1 *Dk*		2190 / 1718 / 1182					1913	Atel.&Ch. de la Loire Nantes	Tv."Kalpaks" redereja (M.Kalnins, *Mgr.*)	269·9 / P19′B55′F23′	39·4	20·5	Riga Latvian *WB*	T.3Cy.18⅛″,29⅛″&49⅜″–37⅛″ 147NHP Atel.&Ch.de la Loire,Nts.		V
77169 / 142408 / MLRW	**Kalua** (*ex*Dacapo) *ss*Goo.No.1–37 *ss*Goo.2ndNo.3–10,33 *Well deck* 1 *Dk(Stl)*		722 / 520 / 412	100A1 ~~6,38 8,37~~ 5,39 ~~B8S.37~~ LMC ~~4,38~~ ~~1,38~~ 5,38	Goo	*k*	OG 8,37	1908 *Lloyd's*	J.Crown& Sons,Ld. Sunderland *sA&CP*	HookS.S.Co.Ld. (Goole&Hull SteamTowingCo. Ld. *Mgrs.*)	195·0 / Q96′B15′F22′ FK / *CellDBa57′188t*	30·1	11·0	Goole British 4 *BHCem* 198t *APT*14	T.3Cy.14″,23½″&38″–27″ (*s*) 180lb *100lb* 75RHP 1SB,*2cf*,gs64,hs1546 N.E.MarineEng.Co.Ld Sld	13 ″ 3 s ″ 8½ 12 ″ 8½	
77170 / OXBS	**Kalundborg** Ⓟ (*Ferry*) *Oil Eng.* Wireless D.F. 3 *Dks*		1359 / 953 / 552					1931	Akt. Burmeistr&Wain Copenhagen	DeDanskeStats-baner	257·7	40·0	14·4	Kalundbrg Danish *WB*	Oil Engines 2S.C.SA 6Cy.19¹⁵⁄₁₆″–35⅞″ 404NHP Akt.Burmeistr&Wain,Cpn		
77171 / 50 / SVAY	**Kalypso Vergotti** (*ex*WarServer) *ss*Bly.No.3–2,31 *ss*Gen.No.1–36 1 *Dk(Stl)*		5686 / 4776 / 3176	✠100A1 2,38 ~~1,37~~ Ams ~~B8S.37~~ ~~1,38~~ LMC ~~10,37~~	Rot	*y*	CL ~~7,36~~ 2,39	1918 7mo *Lloyd's*	A.McMil-lan&Son,Ld. Dumbarton *sA&CP*	EptanisosSSCo.Ld.	400·4 / P49′B113′F39′ FK / *Cell DB345′1122t*	52·3	28·5	Argostoli Greek 7 *BHptCem* *DTa28′1167t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 490NHP 3SB,*9cf*,gs190,hs7020 FD D.Rowan&Co.Ld.Glasgow *FPT*1230 *APT*198*t*	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
77172 / UOCB	**Kama** (*ex*Skogvik–33,*ex*York, *ex*LakeHelen) *ss*NNs.No.3–4,29 *ss*Osl.No.1–32 1 *Dk(Stl)*		1921 / 1672 / 1094	✠ ... 7,34 ✠	Osl	*r*		1918 9mo *Lloyd's*	M'Dougall-DuluthCo. Duluth,Min. *CellD*	U.S.S.R.	251·0 / P27′B64′F35′ FK / *B214′581t FPT70t*	43·6	18·1	Leningrad Russian *4 BHCem* *APT94t*	T.3Cy.17¾″,33″&54″–40″ 274NHP 2SB,*6cf*,gs126,hs5246 McDougall-DuluthCo.	20 ″ 3	
Now "Marocco," *see No. 8955*	**Kambove** (*ex*Nervier,*ex*WarAryan) *ss*Ant.No.1–35 D.F. 1 *Dk(Stl)* &2nd *dk(Stl)* in *Nos.*1,2,3&4*holds*		*5278* / *4812* / *3198*	✠100A1 12,37 ~~A.S.B.No.3,12,38~~ LMC ~~M8T.37~~ ~~1S10.37~~	Ant	*y*	CL 12,36	1918 11mo *Lloyd's*	Harland& Wolff,Ld. Glasgow *sA&CP*	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInter-nationale, *Mgrs.*)	400·5 / P49′B113′F39′ FK / *Cell DB340′ 1064t FPT127t*	52·3	28·5	Antworp Belgian 11 *BHptCem* *APT71t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,gs190,hs7668 FD Harland& Wolff,Ld.Gls.	31 ″ 0 s 5 ″ 11½ 25 ″ 4	
77174 / UOGI	**Kamchadal** (*ex*LakeFansdale) *Fitted for oil fuel* 1 *Dk* 2 *trB*		2598 / 2243 / 1609			...		1919	American S.B.Co. Lorain,O.	U.S.S.R.	250·9 / P25′B64′F23′ FK	43·6	26·1	Vladvostk Russian *WB*	T.3Cy.21″,35″&59″–42″ 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	
77175	**Kamchat Neft** (*ex*Commercial Alabaman–38,*ex* CommercialMariner, *ex*Rushville) *Fitted for oil fuel* D.F. 1 *Dk* 2 *trB*		2560 / 2203 / 1586			...		1920	Toledo S.B.Co. Toledo,Ohio	U.S.S.R.	251·0 / P25′B64′F23′ FK	43·6	25·8	Russian *WB*	T.3Cy.22″,36″&59″–42″ 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †
77176 / UOEI	**Kamchatka** (*ex*Chase,*ex*Paria, *ex*LakeElrio) *Fitted for oil fuel* 1 *Dk*		2701 / 2233 / 1517					1919	Gt. Lakes Eng.Works Ashtabula,O.	U.S.S.R.	253·8 / B95′	43·6	25·1	Vladvostk Russian *WB*	T.3Cy.19″,35″&59″–42″ 226NHP GreatLakesEng.Works, Ashtabula,O.		
77177 / UNZW	**Kamenets-Podolsk** 2 *Dks*		5117 / 4697 / 3131			...		1915	Bartram& Sons,Ld. Sunderland	U.S.S.R.	400·0 / P36′B119′F40′ FK	52·4	28·0	Odessa Russian *WB*	T.3Cy.27½″,45″&75″–48″ 476NHP J.Dickinson&Sons,Ld.Sld.	30 ″ 6	
77178 / DJWR	**Kamerun** D.F. 2 *Dks* *CruiserStern*	*OilEng.*	~~5000~~ 5042 3966 2844					1938	Bremer Vulkan Vegesack	Hamburg-Bremer Afrika-Linie (WoermannLinie A.G.Deutsche Ost-AfrikaLinie)	~~415·0~~ 418·2 F35′	~~52·4~~ 52·1 58·6	~~14·4~~ 14·1	Hamburg German *WB*	Oil Engines 2S C.DA 8Cy.23⅝″–13¹⁵⁄₁₆″ 1556NHP Bremer Vulkan. Vegesack		G
Now "Plus," *see No. 8955*	77179 — (*ex*Bilbao) DNAL Sub.Sig. D.F. 2 *Dks* *Ref.Mchy.*	*see No. 89558 in Supplement*	2449 / 2144 / 1523					1922	Nordd. Werft.m.b.H Weser-munde-G.	Oldenbrg.-Portug. Dmpfsch.Rhed.	278·4 / P19′B39′H39′F36′	40·5	23·7	Hamburg German *WB*	C.4Cy.18½″&39⅜″–39⅜″ 162NHP A.Borsig G.m.b.H.Berlin-Tegel		G
77180 / 42936 / JNJL	**Kamikawa Maru** D.F. GyC. 1 *Dk* *Ref.Mchy.* *CruiserStern*	*Oil Eng.* & *Shelterdk*	6853 / — / 3953					1937	Kawasaki Dkyd.Co.Ld Kobe	KawasakiKisen K.K.	479·1 / P47′F44′	62·3	30·3	Kobe Japanese *WB*	Oil Engines 2S.C.DA 7Cy.27½″–47¼″ 1860NHP KawasakiDkydCoLdKobe		C
77181 / 44360 / JZKL	**Kamikaze Maru** *Cruiser Stern*		~~4950~~ 4916 / — / 2954					1937	Osaka Iron Works,Ld. Osaka	TodaiKisenK.K.	~~365·0~~ 369·8	~~41·1~~ 29·2	~~27·4~~	Osaka Japanese	1 steam turbine DR geared 542NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Rule Cert.
77182 43455 JHKL	**Kamitu Maru** (*ex* Kamitsu Maru-38) 2 *Dks* *Cruiser Stern*	2724 — 1541					1937	Harima S.B.&Eng. Co.Ld. Harima	~~Setta Syosen K.K.~~ ~~SettsuSyosenK.K.~~ (OsakaSyosenK.K. *Mgrs.*)	303·0 P32′	45·0 B76′	24·5 F34′	Kobe Japanese	2 steam turbines DR geared to 1 screw shaft 267NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		
77183 11042 JKOB	**Kamo Maru** (P) TwinSc *ss* Yka.2nd No.3–4,32 *ss* Yka.No.1–37 D.F. 2 *Dks* (*Stl–U* teak s) *deep framing & Web frames lower dk* (*Stl*) *in Nos.1 & 3 holds*	7955 6730 4886	✠100A1 2,32~~5~~38 BS~~8~~6 2,39	Yka	*dt* ✠LMC2,37	CL 2,37	1908 6mo	Mitsu Bishi Dkyd&EWks Nagasaki A&CP	NipponYusenK.K. *WB = Cell D Ba*	473·4 P61′ *139′u E & B85′f180′*	54·1 B176′	30·8 F54′ FK	Tokyo Japanese *WB*	T.6Cy.25″,41½″&69″–48″ (*s*) 200lb 973NHP 6SB,*18cf*,GS338,HS14276 FD 1609*t FPT* MitsuBishiD.&E.Wks Nag 143*t APT*48*t*	34 ″ 6 s 7″11½ 27 ″ 1	
77184 41513 JDOM	**Kamogawa Maru** *Oil Eng.* D.F. 2 *Dks* *Cruiser Stern*	6442 5757 4836					1938	Mitsubishi Jukogyo K.K. Yokohama	~~ToyoKisenK.K.~~ ToyoKaiunK.K.	436·4 P36′	58·3 B167′	32·0 F38′ *WB*	Tokyo Japanese	Oil Engines 2S.C.DA 6Cy.28⅜″–43⅝″ 1166NHP MitsubishiJukogyoK.K. Yka		
77185 1164 JTOE	— **IronSp** 2 *Dks*	409 377 230					1889	Kawasaki DockyardCo. Ld.Kobé	TosaDomeiK.K.	156·1	20·3	16·5	Osaka Japanese	T.3Cy.14¼″,22″&36″–24″ NE92 64NHP KawasakiDkydCoLdKobe		
77186 42699 JKIL	**Kamoi Maru** D.F. 2 *Dks* *Cruiser Stern*	5356 4534 3225					1937	Mitsui Bussan Kaisha,Ld. Tama	KyoritsuKisen K.K.	391·4 P31′	53·8 B135′	29·8 F30′ *WB*	Tokyo Japanese	T3Cy 28⅜″,36⅜″&66⅛″–47¼″ &exhaust turbine driving steam compressor 407NHP MitsuiBussanKaisha,Ld. Tama		C
77187 136519 VPKZ	**Kampar** 1 *Dk*	971 796 499					1915	Hong K'ng &Whampoa DockCo.Ld. HongKong	StraitsS.S.Co.Ld.	223·2	36·0	13·2	Singapore British *WB*	T.3Cy.17″,27″&44″–30″ 106NHP HongKong&Whampoa DockCo.Ld.HongKong		
77188 PKHF	— Wireless *Oil Eng.* *Mchy. Aft* 1 *Dk*	574 350 387					1930	N.V.Schps "deMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·4 B32′	28·9 F25′	9·3	Batavia Dutch *WB*	Oil Engines 2S.C.SA 5Cy.11¾″–15¾″ 122NHP SulzerBros.Winterthur		V
77189 139557 VPKJ	**Kamuning** 2 *Dks*	2076 1838 1275					1916	Taikoo Dckyrd&Eng Co.of HKgLd HongKong	StraitsS.S.Co.Ld.	279·0 F24	41·1	20·5	Singapore British *WB*	T.3Cy.18″,29″&48″–33″ 132NHP TaikooDockyard&Eng.Co. of HongKong,Ld.		
77190 161120 GKSJ	**Kana** *ss* Gls.No.2-38 ~~*ss* Gls.No.1–38~~ D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Ref. Mchy.*	2783 2245 1479	✠100A1 *Shelter dk* *with freeboard* 2,39 ~~2,37~~ MS~~9,37~~9, ~~BS8,38~~ 4,39 Lloyd's RMC~~1,37~~ ~~9,38~~ 4,39	Liv Gls	*v* LMC	CL ~~10,38~~ 8,38	1929 11mo	A.McMil-lan&Son,Ld. Dumbarton *Lloyd's SA&CP*	MossHutchison Line,Ld.	333·1 347·7(O.L.) F29′ *Cell D B2* 80′709*t*	47·2 FK	19·5 *Coll to Sh dk* 5 „ 2nd „) *DTa* 20′488*t FPT* 89*t APT* 17*t*	Liverpool British 6 *B Hpt Cem* *pt Asp*	T.3Cy 23½″,39″&65″–48″ (*s*) 200lb 418NHP 2SB&1AuxSB,*8cf*,GS208, HS6020 FD D.Rowan&Co.Ld.Glasgow	22 ″ 3 s 1 ″ 8½ 20 ″ 9½	
77191 406 JKOA	**Kanan Maru** (P) *Oil Eng.* 1 *Dk* (*Stl*) 2nd *dk* (*Stl*) *except in foremost & aftermost holds*	3293 2793 1946	✠ ... 5,35 ✠	Drn	*v*		1931 5mo	Mitsubishi Zosen Kaisha Ld. Nagasaki	DairenKisenK.K. *Cell D B220′601t 7*	336·6 P21′ *anks in way of tunn*	48·5 B73′F35′	24·0 FK *el248t FPT6*	Dairen Japanese 5 *B Hpt Cem* *7t APT88t*	Oil Engines 2S.C.SA 1Cy.23⅝″–41¾″ 380NHP Gebr.Sulzer,Ludwgshfn.	24 ″ 0	
77192 27472 JHBA	— (P) 2 *Dks*	2567 2009 1583				...	1920	Osaka Iron-works,Ld. Osaka	OsakaSyosenK.K.	284·5 P41′	42·5 B100′	23·0 F34′ FK *WB*	Osaka Japanese	T.3Cy.21″,35″&58″–39″ 288NHP OsakaIronWorksLd.Osaka	23 ″ 0	
77193 8226 SKYN	**Kanangoora** TwinSc *Oil Eng.* D.F. 1 *Dk* & *Shelter dk* E.S.D. 3*rd dk in No.1 hold* *Cruiser Stern* *Strengthened for navigation in ice*	*5061* *3985* *2624*	✠100A1 *with freeboard* ~~1,38~~ 11,38	Got	*dt* ✠LMC1,38	OG	1938 1mo	GötaverkenA/B Gothenburg *Lloyd's SA&CP*	RederiA/B Trans-atlantic(G. Carlsson, *Mgr.*) *Duct keel fwd. of* *Cell D B355′1515t*	430·2 437·9(O.L.) *mchy.space* *Tanks at sides of tun*	56·7 FK *nels 5990 FP*	23·4 *7 BH* (*Coll to Sh dk* 6 „ 2nd „) *T45t APT143t*	Gothenbrg Swedish	Oil Engines 2S.C.SA 16Cy.24⅞″–45½″ 1659NHP GötaverkenA/B,Got.	29 ″ 0 s 3 ″ 0 26 ″ 2	
77194 TCET	**Kanarya** (*ex* Largo-34, *ex* Everglades) Sub.Sig. 1 *Dk*	2363 1884 1407				...	1919	TampaS.B &Eng.Co. Tampa,Fla.	Zonguldak Vapurculuk ve KömürcülükTürk LimitedSirketi	263·4 P22′	42·4 B65′	22·2 F29′ FK *WB*	Zonguldak Turkish	T.3Cy.19″,30½″&51″–36″ 262NHP TampaS.B&EngCoTampa	24 ″ 2	N †
77195 120621 GMJZ	**Kanchow**	2001 1728 1222					1905	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	267·2 B81′	40·2 F34′	21·7	London British *WB*	T.3Cy.20″,33½″&56″–39″ 196NHP Scotts'S.B.&E.Co.Ld.Grk.		
77196 32653 JUJB	**Kanda Maru** (*ex* Seneca) *Fitted for oil fuel* 1 *Dk*	2220 1963 1304				...	1920	American S.B.Co. Cleveland	FukuyoKisenK.K.	251·0 P27′	43·5 B64′	24·2 F26′ FK *WB*	Kobe Japanese	T.3Cy.21″,38″&64″–40″ 267NH AmericanS.B.Co.	24 ″ 2	C †
77197 71 YLAW	**Kandava** (*ex* Gudrun, *ex* Gratia) *ss* Ant.2nd No.3–6,26 *ss* Lie.No.2–35 1 *Dk* (*pt Stl & pt Irn*) & *deep framing & pt Awng dk* (*Irn*)	1926 1326 1153	✠100A1 *pt Awng dk* *with freeboard* 8,37 ~~10,37~~ BS10,37 ✠LMC8,~~5~~	Lie	*q*	CL 8,37	1901 7mo	J.Crown Sunderland A&CP	SteamshipCo. Latvia-Belgium LineLd.(Seeberg Bros.,*Mgrs.*) *Cell D Ba68′u E18*	257·8 Q82′ *pt Awng dk* 174′ *f116′ 452t FPT31t*	38·0 FK	16·2 *APT48t*	Riga Latvian *4 BH Cem*	T3Cy.19½″,32½″&53″–36″ (*s*) 160lb *80lb* 174NHP 2SB,*4pf*,GS79,HS2700 G.Clark,Ld.Sunderland	18 ″ 6 s ″ 6 18 ″ 2	
77198 DORW	**Kandelfels** *Oil Eng.* D.F. E.S.D. 2 *Dks* *Ref. Mchy.* *Cruiser Stern*	7766 7043 4783					1936	Deutsche Sch-u-Mschb. A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	485·6 P64′	61·3 B207′	31·1 F66′ *WB*	Bremen German	2 Oil Engines 2S.C.DA 12Cy.20⅞″–29½″ SR geared to 1 sc. shaft 1830NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
77199 131682 VLRY	**Kangaroo** (P) TwinSc *Oil Eng.* *ss* Fre.No.3–1,28 *ss* Fre.No.1–32 *Ref. Mchy.* 2 *Dks* (*Stl*) 3*rd dk in No.2 hold*	4433 3912 2706	✠100A1 12,35 MC CS4,37 DB 8,38 LL 35 8,36 Lloyd's RMC6~~,37~~ 1,38	Sng		CL P11,36 S10,37	1915 10mo	Harland& Wolff,Ld. Irvine *Lloyd's SA&CP*	Govt.of Western Australia *WB = Cell D Ba88′* *uE42′f174′770t* *Tanks between Tu*	365·2 P22′ *FPT49t APT50t* *nnels 81′190t*	50·1 B91′F36′	26·5 FK	Fremantle British 5 *B H to U dk* *A P B H to* *2nd dk only*	Oil Engines 4S.C.SA 12Cy.22″–29½″ 567NHP DB*80lb* Burmeister&Wain,Ld.Gls.	29 ″ 2 s 6 ″ 1½ 23 ″ 5	

No. "Nonah Moller," *see No. 89323 in Supplement* — *Carrying oil fuel F. P. above 150° F. in M.T.*

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Port de visite.	7 Terme assigné maintenant en vue. Lettre d'Entretement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Orenx.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	1
77200 52 YLAX	**Kangars** (*ex*AlfredCalvert; *ex*Weardale)	*ss*Lie.No.3-3,37 1 *Dk*(*pt Irn&pt Stl*)*& Web frames* *Cargo battens not fitted*	2722 2551 1746	✠100A1 3,38~~3,37~~ BS~~4,38~~ 3,39	Lie	*u* ✠LMC3,~~37~~	CL ~~3,37~~ 2,39	1903 6mo	J.Blumer &Co. Sunderland	Tv.Kangars redereja (A.Kalnins,*Mgr.*) *Lloyd's*A&CP	313·8 | 46·4 | 20·7 P28′B88′F32′ FK *uE&B42′f122′718t* *Cell D Ba*104′	Riga Latvian	T.3Cy.23″,38″&62″–42″ (*s*) 160lb NDB18 257NHP 2SB,*6pf*,GS111,HS3974 J.Dickinson&Sons,Ld Sld.	23 ″ 0 *s* 3 ″ 5½ 19 ″ 10	
77201 158021 VPJJ	**Kangting** Ⓟ (*ex*ChiPing-35)	TwinSc 1 *Dk*	646 ~~[illegible]~~ 357	✠100A1	Syd		CL *s*10,38	1924	Kiangnan Dk&Eng Wks Shanghai	TaikooChinese Nav.Co.Ld.	150·0 | 26·5 | 6·5	HongKong British	T.3Cy.11″,16½″&26½″–16″ 2WTB*made*1917 56NHP KiangnanDk.&Eng.Wks.		
77202 159559 VLFS	**Kanimbla** Ⓟ *Ref.Mchy.* D.F. E.S.D.	TwinSc *Oil Eng.* 3 *Dks*,*4th dk forward of mchy.space* *Cruiser Stern*	10985 7280 6585	✠100A1 *withfreeboard* ~~10,37~~ 10,38 ✠LMC4,38	Syd		CL *s*10,38	1936 4mo	Harland& Wolff,Ld. Belfast *Lloyd's*A&CP *Cell D B*388′	McIlwraith, McEacharn,Ld.	468·8 | 66·3 | 30·2 B256′F90′ FK&BK2″ *1260t Tanks at sides*	Melbourne British	Oil Engines 4S.C.SA 16Cy.29⅜″–59 1/16″ 1305NHP *8 B Hpt Cem* DB*100lb* Harland& Wolff,Ld.Bel. *s of tunnels* 55′ 395*t FPT*91*t A P T*118*t*	36 ″ 0 *s* 12 ″ 0½ 24 ″ 2⅜	
77203 UNAG	**Kanin** Ⓟ (*ex*SergeiWitte) Wireless	1 *Dk*(*pt Stl–ws*)*& Awng dk*	720 685 414	✠ 1,04 ✠	Nwc	*i*		1898 8mo	Wigham Richrdsn&Co Newcastle	U.S.S.R.	187·3 | 27·8 | 17·6 FK *WB = Cell D Ba*	Archangel Russian	T.3Cy.16″,25″&42″–30″ NB33 112NHP 4 *B H Cem* 1SB,*3cf*,GS66,HS1920 Wigham Richrdsn&Co.Nwc.	19 ″ 6	
77204 1331 JLXB	**Kanjo Maru** Ⓟ (*ex*ToyeiMaru)	1 *Dk*	2195 1891 1297					1918	Ishikawa-jimaS.B.Co. Tokyo	ChosenYusenK.K.	268·0 | 40·7 | 23·5 P13′B58′F27′ *WB*	Jinsen, Korea Japanese	T.3Cy.19″,31½″&52″–39″ Ishikawajima 169NHP S.B.Co.Ishikawajima		
77205 27915 JOUA	**Kanko Maru** Ⓟ (*ex*Galston, *ex*SanFortunio,*ex*GrafStroganoff, *ex*Porpoise)	1 *Dk*2 *tr B&Web frames*	2967 2791 1821			…		1903	Furness, Withy&Co Ld W Hartlepool	ShiozakiYokichi	324·7 | 47·0 | 22·3 P25′B94′F32′ FK *WB*	Fuchu Japanese	T.3Cy.23½″,38″&64″–42″ 301NHP Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10	
77206 1102	— (*ex*TokoMaru)	1 *Dk*	1283 — 761					1917	Ishikawa-jimaS.B.& E.Co.Ld. Tokyo	ChosenYusenK.K.	230·0 | 33·0 | 19·6 P28′B53′F24′ *WB*	Jinsen, Korea Japanese	T.3Cy.15″,24½″&40″–30″ 88NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		
77207 21554 JNTD	**Kankyo Maru** (*ex*Kifunezan MaruNo.2-32)	2 *Dks*	3204 2675 1944			…		1918	Osaka Iron Works,Ld. Osaka	ChosenYusenK.K.	305·0 | 43·7 | 27·2 P25′B94′F33′ FK *WB*	Jinsen, Korea Japanese	T.3Cy.22″,38½″&61″–42″ 280NHP OsakaIronWrks.Ld.Osaka	27 ″ 3	
77208 KZAW	**Kanlaon II.** Wireless	TwinSc *Oil Eng.* *ss*IloiloNo.1–37 1 *Dk*(*Teak*) *& Web frames*	477 — 211	✠100A1 *For Philippine Coasting Service* 4,37 ✠LMC3,37	Iloilo	*i*	CL N3,37	1931 3mo	Hong K'ng &Whampoa DockCo.Ld HongKong *Lloyd's*A&CP	E.Lopez	176·2 | 30·2 | 10·0 F27′ FK *FPT*	IloiloP.I. Utd. States *1 B H Cem* 18*t A P T*30*t*	Oil Engines 2S.C.SA 12Cy.13⅜″–22 7/16″ 374NHP Atlas-DieselA/B,Skm.	12 ″ 3 *s* 1 ″ 10½ 10 ″ 9	
77209 1120	**Kannan Maru** (*ex*AichiMaru) Sp	2 *Dks*	378 341 218					1905	A.Naka-mura Osaka	SaijoRihachi	144·2 | 21·1 | 15·8	Fusan Japanese	C.2Cy.14″&30¼″ 35NHP		
77210 7515 JGOF	**Kannoura Maru** Ⓟ (*ex*UwajimaMaruNo.11–36) Sp	2 *Dks*	577 — 335					1907	S.Ono Osaka	TosaSyosenK.K.	175·2 | 22·8 | 16·5	Yawata Japanese	T.3Cy.13¼″,21 1/16″&34½″–24″ 58NHP S.Ono,Osaka		
77211 39657 JRNJ	**Kano Maru** *Oil Eng.* 2 *Dks*~~1 *Dk*,*Shelter dk*~~ D.F. GyC. *Tonnage opening closed '38*	~~*ss*~~ *3rd dk except in after hold* *Cruiser Stern* *Rudder electrically welded*	~~6949~~ ~~5833~~ ~~8785~~ 5572 7847 5152	✠100A1 *withfreeboard* ~~3,38~~ ✠LMC CS9,38 DBS~~9,38~~ 12,37 *Carrying cargo oil F.P. above*	Kob	*d*†	CL 7,37	1934 8mo	Uraga Dock Co.Ld Uraga *Lloyd's*A&CP *Cell D B*343′1366*t*	KokusaiKisenK.K. *Upper 'tween dk l* *ks Co*	453·6 | 61·0 | 40·0 466 2 | 40 · 1 F39′ FK *Ts exc pt 'tween lk l* *B H to Weather dk 1 B H to 2nd dk* *DTs a*49′1364*t Tanks at sides of*	Tokyo Japanese *1 B H Cem* 7Cy.29⅛″–47½″ 2187NHP DB*100lb* MitsubishiJukogyoK.K. Nag. *tunnel* 187*t FPT*72*t A P T*71*t*	Oil Engines 2S.C.DA ~~[illegible]~~ (*spensed with* 40 ″ 1 *s* 12 ″ 4½ 27 ″ 10¾	~~31 ″ 1~~ ~~8 ″ 10~~ ~~27 ″ 6~~
77212 19765 JZLB	— (*ex*SenkaiMaru–32) Wireless	1 *Dk*	1275 1037 907					1917	HarimaCo. O'Harima	KanoKisenK.K.	228·0 | 33·0 | 18·7	Kobe Japanese *WB*	T.3Cy.14⅜″,24⅜″&40 3/16″–30″ 38NHP Okamoto'Tosaburo,Osaka		
77213 23126 JCYC	**Kano Maru No. 3** (*ex*Ginzan Maru–36)		1708 — 1007					1918	.....	KanoKisenK.K.	250·0 | 37·7 | 20·5	Kobe Japanese			
77214 36309 JJOC	**Kansai Maru** (*ex*KwansaiMaru–37) *ss*Kob.No.2–38 ~~*ss*Kobe No.1–[illegible]~~ *Ref.Mchy.* GyC.	TwinSc *Oil Eng.* 2 *Dks*(*Stl*)*3rd dk*(*Stl*) *except in after hold* *Cruiser Stern*	8614 7971 5204	✠100A1 *withfreeboard* 12,38 ~~12,37~~ ✠LMC CS12,38 DBS12,38 12,38 ✠Lloyd's RMC ~~7,38~~ 12,38 *Fitted for carrying oil*	Kob	*d*†	CL ~~12,35~~ 12,38 12,30	1930 12mo	Yokohama Dock Co.Ld. Yokohama *Lloyd's*A&CP *Cell D B*318′1317*t* *F.P. above* 150° F.	HaradaKisenK.K. *Tanks in way of tunnels*650*t D* *in deep tanks*	461·7 | 61·5 | 39·7 F36′ FK *Ts a*44′ 1017*t FPT*	Hutyu Japanese *8 B H* 1 „ *to 3rd dk* 88*t A P T*86*t*	Oil Engines 2S.C.DA 12Cy.23⅝″–35 7/16″ 2350NHP DB*100lb* Maschfbk.Augsburg-Nürnberg A.G.Augsburg	39 ″ 9 *s* 12 ″ 0½ 28 ″ 1½	
77215 15179 JPLE	**Kansai Maru No. 1** Wireless		485 445 278					1912	Shirato Zosensho Osaka	TsurumaruHiro-taro	170·0 | 22·0 | 17·0	Osaka Japanese	T.3Cy.11″,18″&30″–20″ 40NHP HiraoTokichi,Osaka		
77216 216438 WACI	**Kansan** (*ex*SantaOlivia) *ss*S.Fo.No.3–4,30 2 *Dks*(*Stl*)*& Shelter dk*(*Stl*) *3rd dk*(*Stl*) *in No.1 hold only & Web frames* D.F. *Longitudinal framing.* *Fitted for oil fuel*		4870 1353 2892	✠ … 12,34	SFo	*z*		1918 7mo	W Cramp& SonsS&EBCo Philadelphia	American-HawaiianS.S.Co. *Cell D B*346′1209*t* *DTf*32′826*t FP*	404·6 | 53·7 | 26·2 34·2 F31′ *on Shelterdk* FK *T71t A P T*16*t*	NewYork Utd.States *Coll B H to Sh dk* 5 „ „ *U* „ 1 „ „ *2nd* „ *only*	Q.4Cy25½″37″52½″&76″–54″ 629NHP 3SB,*12cf*,GS214,HS8881 W Cramp&SnsS&EBO.Phl	28 ″ 9	R
77217 318 JPSC	**Kanseishi Maru** *Mchy.1ft*	*ss*Drn.No.1–31 1 *Dk*(*Stl*)	4805 3978 2731	✠ … 1,38	Nag	*x*		1929 4mo	Osaka Iron Works Osaka	DairenKisenK.K. *Cell D B*	371·0 | 51·0 | 29·0 P96′B19′F47′ FK 295′1004*t FPT*529*t*	Dairen Japanese *6 B H pt Cem* *A P T*232*t*	T.3Cy.22¼″,37″&61″–42″ 346NHP 2SB,*6cf*,GS115,HS5002 OsakaIronWorks,Osaka	29 ″ 0	
77218 147298 GFTB	**Kantara** D.F.	*ss*Liv.No.3–8,37 2 *Dks*(*Stl*)	3237 2864 1839	✠100A1 7,38~~8,37~~ ✠LMC MS8,37 ~~BS[illegible]~~ 9,38	Liv	*u*	CL 8,37	1925 2mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's*A&CP *Cell D B*	MossHutchison Line,Ld.	330·9 | 46·7 | 23·4 P32′B102′F33′ FK 280′663*t DTa*24′43*t*	Liverpool British *6 B H pt Cem* 1 „ *to 2nd dk* *2t FPT*85*t A P T*62*t*	T.3Cy.23″,40″&65″–45″ (*s*) 180lb 337NHP 3SB,*9cf*,GS165,HS5631 J.G.Kincaid&Co.Ld.Grk.	25 ″ 6 *s* 3 ″ 11⅜ 21 ″ 9¼	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years dated, now applied. Extinct letters.	7* Date when tail shaft last tested.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of Transfer.
77219 36105 JJKC	**Kanto Maru** (*ex* Kwanto Maru–37)	Twin Sc *Oil Eng.* *ss* Yka. No. 1–34 *Ref. Mchy.* 2 *Dks* (*Stl*) 3 *rd dk* (*Stl*) GyC. *except in after hold* *Cruiser Stern*	8607 7971 5188	✠100A1 Kob *d*† *with freeboard* 10,37 DBS11,38 ~~DBS10,37~~ LMC10,~~38~~ ✠LMC (M)10 ✠Lloyd's RMC~~10,38~~ 2,39 *Fitted for carrying oil*			CL ~~10,35~~ 11,38 ~~11,38~~ 9,30 *F.P. above 150° F. in deep tanks*	1930 9mo	Yokohama DockCo.Ld Yokohama *Lloyd's SA&CP*	HaradaKisenK.K. *Cell D B 318′ 131* *tunnels 650t D*	461·7 F36′ *7t Tanks in way of Ts a 44′ 1017t FPT*	61·5 FK	39·7 *8 BH* *1 „ to 3rd dk* *88t APT 86t*	Fuchu Japanese DB *100lb*	Oil Engines 2S.C.DA 12Cy.23⅝″–35 7/16″ 2350NHP Maschfbk.Augsburg-Nürnberg A.G.Augsburg	39 ″ 9 s 12 ″ 0½ 28 ″ 1½	
77220 22296 JBFC	— (*ex* Kwanto Maru–38) Wireless	(P) 1 *Dk*	1547 1316 879					1918 —	Yokohama DockCo.Ld Yokohama	SettuSyosenK.K. (Osaka Syosen K.K. *Mgrs.*)	240·0 P29′ B58′ F30′	33·5	22·5	Fuchu Japanese *WB*	T.3Cy.15½″, 25½″ & 42″–30″ 97NHP Yokohama DockCo.Ld.		
77221 23846 JLAE	**Kanzaki Maru** (*ex* Kirishima Maru No. 22) Wireless	1 *Dk*	1285 — 709					1918 —	Matsuda Co. Osaka	TaiyoKisenK.K.	221·0 FK	32·7	20·5	Fuchu Japanese *WB*	T.3Cy.16″, 26″ & 42″–30″ *Bmade—refitted* 18 97NHP Matsuda Co. Osaka		
77222 147679 GKLS	**Kaolack** *Ref. Mchy.* *Mchy. Aft* 2 *Dks*	Twin Sc	1837 1547 1021	✠Lloyd's RMC~~8,35~~ 8,38				1917 —	Atel. & Ch. de la Loire St. Nazaire	Angel, Son & Co Ld.	268·8 P59′ B39′ F41′	35·8	19·1	London British *WB*	C.4Cy.20 7/16″ & 35 7/16″–24½″ 103NHP Atel. & Ch. de la Loire, Nts.		V
77223 122748 VJNT	**Kapara** *Cargo battens not fitted* ~~*a A dl. No. 2–12–36*~~ *Mchy. Aft* ~~*a A dl. No. 1–35*~~ Wireless 1 *Dk* (*Stl*)	*ss* Syd. 2nd No. 3–8,38	846 642 403	✠100A1 Adl *k* 8,38 ~~12,37~~ Syd ~~RMC 7~~ ~~Mc~~ ~~RMC~~ 38			CL ~~4,37~~ N6,38	1914 2mo	J. Crown & Sons, Ld. Sunderland *Lloyd's SA&CP*	The Adelaide Steamship Co. Ld.	195·0 *340* FK Q61′ B11′ F22′ *FPT*	32·1	12·6 *3 BH Cem* *60t APT 17t*	Melbourne British *WB*	T.3Cy.14½″, 24″ & 39″–27″ (*s*) 180lb *100lb* 77RHP 18SB, *3pf*, GS52, HS1692 MacColl & Pollock, Ld. Sld.	13 ″ 9 s 1 ″ 4 12 ″ 7	
77224 628 SVKI	**Kapetan Stratis** (*ex* Helredale) *ss* Pir. 2nd No. 3–10,35 1 *Dk* (*pt Irn & pt Stl*) *& deep framing*	*ss*	3574 3351 2249	✠100A1 Pir *w* 11,37 ~~RMC 11,38~~ ~~Mc~~			~~9,37~~ 5,39	1906 11mo	R. Craggs &Sons, Ld. Middlesbro' *Lloyd's SA&CP*	D. Coumbis, X. Xenios Partners *Cell D Ba 110′ u*	346·5 358·3 (O.L.) P31′ B175′ F32′ *E&B 48′ f 142′ 1036t*	50·6	23·1 *6 BHCem* *APT 114t*	Piræus Greek	T.3Cy.25″, 41″ & 67″–45″ (*s*) 180lb ~~200lb~~ NDB23 340NHP 2SB, *6rf*, GS127, HS5440 Blair & Co. Ld. Stockton	25 ″ 6 s 3 ″ 6½ 22 ″ 2½	
77225 TCCB	**Kaplan** (*ex* Rosalba, *ex* Orfordness) *ss* Cpl. 3rd No. 3–10,27 *ss* Ist. No. 1–32 1 *Dk* (*Irn*) *& Web frames & pt Awng dk* (*Irn*)		1853 1688 1137	✠ —— Ist *r* ~~C 35~~				1890 10mo	Richardson Duck & Co. Stockton	SadikogluFehmi	270·0 Q165′ *pt Awng dk* 165′ FK *Cell D B 226′ 428t APT 80t*	37·1	17·0 *4 B Hpt Asp* *pt Cem*	Istanbul Turkish	T.3Cy.21″, 34″ & 56 7/16″–36″ NDB06 187NHP 2SB, *4cf*, GS60, HS2800 Blair & Co. (Lim.), Stockton	19 ″ 6	
77226 LCTI	**Kaprino** (*ex* Ocland) *Turret Deck* D.F. *Mchy. Aft* 1 *Dk*		3249 2462 1881					1907 —	Sunderland S.B.Co.Ld. Sunderland	A/S Inger (Jacob Kjöde A/S, *Mgrs.*)	306·6 P187′ H20′	47·0	22·3	Bergen Norwegian *WB*	T.3Cy.24″, 40″ & 65″–42″ 274NHP N.E. Marine Eng. Co. Ld. Sld		N
77227 UPDD	**Kara** Sub. Sig.	1 *Dk*	2325 2019 1292					1936 —	Baltic S.B. &Eng. Wks. Leningrad	U.S.S.R.	284·7 P20′ B72′ F32′	43·2	20·6	Archangel Russian *WB*	T.3Cy.17 1/16″, 29 5/16″ & 48 7/16″–35 7/16″ 193NHP S.B. Yard "Marti" Len.		
77228 16268 GQTM	**Karabagh** *Mchy. Aft* 2 *Dks* (*Stl*) *& Web frames* D.F. *Longitudinal framing* *Special Surveys to date from 4.34*	*ss* Nwc. No. 1–38 *Oil Eng.*	6427 6085 3863	✠100A1 Fal *a*† 1,35 ~~5,38~~ LMC ~~5,38~~ 5,38 DBS5,38 5,38 *Carrying Petroleum in bulk*			CL ~~2,36~~ 5,38	1932 1mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd's SA&CP*	BalticTradingCo. Ld. *Cell D Bu E 48′ 130t DT*	426·4 P89′ B35′ F45′ *f* 38′ 344t *FPT* 167t	57·2	32·3 FK *17 BH (8 to 2nd dk)* *APT 68t*	London British	Oil Engines 4S.C.SA 6Cy.29½″–59 1/16″ 2DB *150lb* 490NHP J.G. Kincaid & Co. Ld. Grk.	32 ″ 2 s 5–10½ 26 ″ 6	
77229 25486 JKHD	**Karachi Maru** *ss* Kob. No. 3–4,32 2 *Dks* (*Stl*) *& Awng dk* (*Stl*)		5860 5586 4259	✠ ... Osa *y* 8,34				1919 8mo	Kawasaki Dkyd. Co. Ld. Kobe	YamamotoKisen K.K.	385·0 FK *Collision BH to A dk*	51·0	36·0 *pt Cem* 5 „ „ *U* „	Fuchu Japanese	T.3Cy.26″, 43½″ & 72″–48″ 437NHP 2SB & 1 Aux SB, *8cf*, GS154, HS5636 Kawasaki Dkyd Co Ld Kobe	36 ″ 0	C †
77230 TCBV	**Karadeniz** (P) (*ex* Wilis)	3 *Dks*	4731 3640 2926					1905 —	Kon. Maats de Schelde Flushing	Denizbank-Denizyollari Idaresi	394·0 P72′ B176′ F80′	47·1	27·2	Istanbul Turkish *WB*	T.3Cy.28½″, 48″ & 82″–60″ 520NHP Maats. de Schelde, Flushing		
77231 YTKQ	**Karadjordje** (P) (*ex* Karagjorgje, *ex* Visegrád)	Twin Sc *ss* Ssk. No. 3–4,31 *ss* Ssk. No. 1–35 1 *Dk* (*Stl*–ws) *& Shade dk* (*Teak*)	1293 634 536	✠100A1 Spl *p* *Shade dk* *with freeboard* ~~7,38~~ ~~5,37~~ LMC ~~5,38~~ ~~DBS5,38~~ ~~LMC 5,38~~			CL 5,37	1913 9mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA&CP*	Jadranska Plovidba, D.D.	247·0 P&B 164′ F73′ BK8′ *Cell D Ba 48′ f 84′ 120t*	34·2	14·5 *5 BH Cem*	Susak Yugoslav	T.8Cy.(2)17″, (2)27½″ & (4) 31½″–30″ (*s*) 185lb 113NHP SSB, *9cf*, GS162, HS6972 FD Swan, Hunter & Wigham-Richardson, Ld. Nwc.	15 ″ 6 s 2 ″ 4½ 13 ″ 9½	
77232 25086 JQZD	**Karafuto Maru** (*ex* Rozan Maru) *ss* Kob. No. 3–6,32 *ss* Kob. No. 1–37		5447 4996 3406	✠100A1 Kob *z* 6,37 ✠LMC			CL N7,36	1919 5mo	Asano S.B. Co. Ld. Tsurumi A&CP	NissanKisenK.K.	400·0 P33′ B124′ F41′ *Cell D B 342′ 844t*	53·0	29·4 FK *6 BH Cem* *APT 28t*	Tokyo Japanese	T.3Cy.26″, 43½″ & 72″–48″ (*s*) 200lb 513NHP 3SB, *9cf*, GS175, HS7376 FD Kobe Steel Works, Kobe	32 ″ 0 s 6 ″ 7 25 ″ 9	
Now "Nitiryu Maru," see No. 8930								1905 —	Mitsu Bishi Dkyd & E Wks Nagasaki	Kita Nippon Kisen K.K.	272·9 P33′ B124′ F41′ *Cell D B 342′ 844t*	35·8	22·0 FK *6 BH Cem* *APT 28t*	Osaka Japanese *WB*	T.6Cy.16″, 26″ & 43½″–30″ 205NHP Mitsu Bishi D. & E. Wks. Nag		
77233 9043 JJXE	— (*ex* Iki Maru–37)	(P) Twin Sc 2 *Dks*	1599 1417 815					1927 —	Hakodate Dock K.K. Hakodate	Fujiyama Kaiun K.K.	158·0 P21′ B68′ F29′	25·8	15·8 FK *4 BH Cem* *APT 42t*	Otaru Japanese	C.2Cy.		
77233* 32419 JDIG	—	(P) 2 *Dks*	503 429 279					1922 8mo	Grange-mouth Dkyd. Co. Ld. Grangemouth	U.S.S.R. *Cell D Ba 63′ u E 2*	280·2 P21′ B68′ F29′ *8′ f 124′ 549t FPT 44t*	41·9	19·0 FK *4 BH Cem* *APT 42t*	Vladvostk Russian	T.3Cy.21″, 35″ & 57″–36″ 227NHP 2SB, *6cf*, GS113, HS3712 D. Rowan & Co. Ld. Glasgow	20 ″ 9	
77234 UOJB	**Karaga** (*ex* Tosna, *ex* Laurelpark–33)	*ss* Gls. No. 2–30 1 *Dk* (*Stl*)	1943 1744 1188	✠ ... Shl *r* 10,34				1917 4mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA&CP*	BritishIndiaStm. Nav. Co. Ld. *Cell D Ba 55′ 825t FPT 52*	425·0 P35′ B163′ F46′ *Cell D B 355′ 825t FPT 52*	55·8	31·2 FK *7 BH Cem* *t APT 60t*	Glasgow British	T.6Cy.25½″, 43″ & 73″–48″ (*s*) 215lb FD 1410NHP 8SB, *24cf*, GS460, HS22696 Swan, Hunter & Wigham Richardson, Ld. Nwc.	33 ″ 10 s 7 ″ 10½ 26 ″ 5	
77235 13784 GRZM	**Karagola** (P) **D.F.** *Ref. Mchy.* 1 *Dk* (*Stl*) *& Awng dk* (*Stl*-teak s) *& 2nd dk* *Cruiser Stern* (*Stl*) *in Nos. 1 & 2 holds*	Twin Sc *ss* Bom. No. 3–9,29 *ss* Cal. No. 2–37	7053 5316 3647	✠100A1 Cal *a*† *Awng dk* *with freeboard* 5,38 ~~8,37~~ BS8,38 ~~LMC8,37~~			CL ~~7,36~~ 88,37 F8,38	1928 8mo	Fairfield Co. Ld. Glasgow *Lloyd's SA&CP*	Shaw, Savill & Albion Co. Ld. *Cell D B 408′ 1592t*	483·0 B173′ F61′ *FPT 119t APT 75t*	64·2	30·8 FK (	S'thamptn British	Oil Engines 2S.C.SA 12Cy.31″–43″ 2020NHP 2DB *100lb* Fairfield Co. Ld. Glasgow	34 ″ 4 s 5 ″ 4½ 29 ″ 2½	
77236 149326 GSMZ	**Karamea** *Ref. Mchy.* 2 *Dks* (*Stl*) *& Shelter dk* (*Stl*) D.F. E.S.D.	Twin Sc *Oil Eng.* *ss* Gls. No. 2–37	8457 7455 5148	✠100A1 Nwe *f*† *with freeboard* —— Lon ~~8,38~~ 8,37 11,38 ✠LMC CS8,37 DBS1~~,37~~ 6,38 1,37 ✠Lloyd's RMC~~1,38~~ 5,38 ~~11,38~~			CL 1,37 ~~6,38~~										
77237 162554 GLQV	**Karanja** (P) D.F. E.S.D. *Ref. Mchy.* 2 *Dks* (*Stl-U* teak s) *3rd dk in forward holds* *Cruiser Stern*	Twin Sc *ss* Bom. No. 1–35	9891 6731 4646	✠100A1 Bom 8,38 ~~3,38~~ BS10,~~38~~ ~~MC10~~ ✠Lloyd's RMC~~1~~ *Fitted for oil fuel* 3,31			CL ~~9,35~~ ~~8,38~~ F2,39 *F.P. above 150° F.*	1931 3mo	A. Stephen & Sons, Ld. Glasgow *Lloyd's SA&CP*	BritishIndiaStm. Nav. Co. Ld. *Cell D B 415′ 1768t*	471·3 486·4 (O.L.) B213′ F51′ *on Shade dk* *FPT 112t*	64·2	29·4 FK *8 B Hpt Cem* *APT 222t*	London British	6 Steam Turbines SR geared to 2 Sc. Shafts 1746NHP 250lb *100lb* (*s*) FD 7SB (Spt), *28cf*, „ 19810 A. Stephen & Sons, Ld. Gls.	32 ″ 6 s 5 ″ 10½ 26 ″ 11½	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite. Terme assigné maintenant expiré. Lettre d'agrément.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres. —Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté.
77238	**Karapara** Ⓟ	TwinSc	7117	✠100A1		Cal	*a*†	CL 5,36	1915	Swan, Hunter & Wigham Richardson, Ld Newcastle	**BritishIndiaStm. Nav.Co.Ld.** *WB=Cell DBa82'uE&6b*	425·0 | 55·6 | 31·4	Glasgow British	T.6Cy.25½",43"&78"–48" (*s*)	34 " 0	
137801	*ssCal.2ndNo.3–6,28*		5339	*Awng dk*										215lb FD 1410NHP	s 8 " 0½	
GRZF	*Ref.Mchy.*	*ssCal.No.1–31*	3722	*withfreeboard*				8mo			P35'B163'F46' FK			8SB,*24cf*,GS519,HS22696	26 " 5½	
	1 *Dk(Stl)&Awng dk(Stl–teaks)&* 2*nd dk(Stl)in Nos.1&2holds*		-	6.38 5,37				*Lloyd's SA&CP*		*DBa82'uE&6b*	147'*f*130'825*t FPT*			52*t APT60t*	Swan, Hunter & Wigham Richardson, Ld.Nwc.		
	D.F.	*Cruiser Stern*		BS5,37 ✠LMC													
77239	**Karatta** Ⓟ		553	✠		Grk	*i*		1907	G.Brown & Co. Greenock	**CoastSteamships, Ld.**	175·0 | 28·1 | 11·4	P.Adelaide British	T.3Cy.15",25"&40"–27"	12 " 0	
117428			35[illegible]	9,07				9mo			P&B106'F27' BK7"			82RHP		
	1 *Dk*		239	✠							*WB=FPT*			18*t APT1t*	1SB,*3cf*,GS51,HS1964		
															Muir & Houston, Ld.Gls.		
77240	**Karavados** (*ex*DahLoh–37, *ex*LlantwitMajor–33, *ex*Rubens,*ex*Slav)	*ssCff.No.3–12,25* *ssShi.No.2–34*	2325	✠ [illegible] 2,39		Shi	*s*	CL 6,37	1913	J.Crown & Sons,Ld. Sunderland	~~C.Stamatiatos~~ G.Stamatiatos	290·0 | 40·8 | 17·8	Firsœus Greek	T.3Cy.21"35"&57"–39" (*s*)	20 " 0	
	Welldeck	1 *Dk(Stl)*	1389	[illegible] ✠ [illegible]							P24'Q90'B53'F30' FK			*Cem*	180lb 222NHP	s 2 " 1	
		Cargo battens not fitted	-	-				*Lloyd's SA&CP*		*Intermediate BH infore Cell D*	*hold dispensed with Ba&uE108'f116'49*			*4 BH only 7t APT97t*	2SB,*6pf*,GS104,HS3463 G.Clark,Ld.Sunderland	4 " 2	
77241	**Kardin**	*For particulars see*	"Cabo Creux"														
77242	**Kare** (*ex*Luleå)		*1202*						1902	Helsingörs Jernsk&Msk. Elsinore	**Stockholms Rederiaktieb. Svea (Eman.Högberg, *Mgr.*)**	238·4 | 35·5 | 14·2 Q78'H85*t*	Stockholm Swedish	T.3Cy.17",27½"&47"–33"		V
5976			*992*											127NHP		
SFCW	1 *Dk&pt Awng dk*		*701*								*pt Awng dk*163'		*WB*	HelsingörsJernsk.&Mskb.		
77243	**Karelia** Ⓟ	TwinSc	810						1930	StatesS.B. Yard "Marti" Leningrad	**U.S.S.R.**	174·3 | 30·3 | 14·8 P19'B59'F24'	Archangel Russian	T.6Cy.8½",13¾"&22 7/16"–15½"		
			645										*WB*	StatesS.B.Yard 42NHP		
UNJM	Wireless	2 *Dks*	316											"Marti" Leningrad		
77244	**Karen**		1207				...		1917	Kjöbnhvns Flydk.&Skbs Copenhagen	**D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*)**	239·9 | 35·7 | 14·5 P27'B54'F25' FK	Copnhagn Danish	T.3Cy.14",24"&40"–27"	17 " 3	V
			999										*WB*	98NHP		†
OUHS		1 *Dk*	731											KjbnhavnsFlydk.&Skbsv.		
77245	—		750						1900	Trond-hjemsM V Trondheim	**D/S A/S Aalesund (J.Amundsen, *Mgr.*)**	195·2 | 30·1 | 10·9 Q96*t*B49*t*H11*t*F29*t*	Haugesnd Norwegian	T.3Cy.14½",23½"&38"–27"		N
	(*ex*Bauta)		555										*WB*	75NHP		
LEFW		1 *Dk*	427											TrondhjemsMek.Verk		
77246	—	WoodAux3MstSr	331						1920	V.Kragh Christensen Kolding	**M.Pedersen**	129·8 | 28·9 | 13·0	Sejrö Danish	Oil Engines 2Cy. J&CG BolindersCo.LdSkm		V
	(*ex*Willemoes–38,*ex*Havet)	*Oil Eng.*	296													
OWBO	*Mchy.Aft*	1 *Dk*	254													
	(*See Sailing Ship Register*)															
77247	**Karen Toft** (*ex*Flotterston–34, *ex*Starkad)		2220						1920	Swan, Hunter & Wigham Richardson, Ld.Newcastle	**A/S D/S Jutlandia (JensToft, *Mgr.*)**	285·6 | 41·5 | 19·9 P69*t*H119*t*F13*t*	Copnhagn Danish	T.3Cy 22",35"&58"–39"		N
			1954										*WB*	210NHP		
OYIT		1 *Dk*	1269											G.Clark,Ld.Sunderland		
77248	**Karepo**	*ssAuk.No.2–39*	2563	✠100A1		Wln	*s*	CL 1,36	1929	Cammell Laird&Co.Ld. Birkenhead	**UnionS.S.Co.of NewZealand,Ld.**	284·5 | 46·3 | 18·4 P105'B18'F26' FK BHaft1½"	Wellingtn British	T.3Cy.20",33½"&55'–39' (*s*)	20 " 9	
151517		*ssAuk.No.1–31*	1998	1,39[illegible],36		Auk		12mo						200lb	s 2 " 8¾	
ZMGS	*Mchy.Aft*	1 *Dk(Stl)*	1331	BS1,38 ✠LMC			12,38	*Lloyd's SA&CP*		*Cell DB238*	*717t Top side tanks*	182'486*t FPT*169*t APT97t*		5 *BHCem*	2SB,*6cf*,GS125,HS5480 FD	18 " 1½	
	Cantilever framed topside tanks														CammellLaird&Co Ld.Bkn		
77249	**Karetu** Ⓟ		3218	✠100A1		Ddn	*u*	CL 10,36	1924	W.Gray & Co.Ltd. W Hartlepool	**UnionS.S.Co.of NewZealand,Ld.**	310·0 | 46·5 | 23·7 P23'Ba23'B84' FK Bf23'F32'	Wellingtn British	T.3Cy.25',41'&68"–45' (*r*)	26 " 3	
121399	*ssDdn.No.3–11,36*		2818	11,38[illegible]				10mo						200lb	414NHP s 4 " 0½	
ZMBV	2 *Dks(Stl)*		1864	BS9,37 ✠LMC11,36 11,38				*Lloyd's SA&CP*		*Cell DB265'758t FPT*		123*t APT62t*		6 *BHpt Cem*	3SB,*6cf*,GS132,HS5727 FD Cen.Mar.Eng.Wrks.WHpl	22 " 5	
77250	**Karhula** (*ex*ClyneRock–33, *ex*FranzDahl,*ex*Glückauf)		2103						1909	Flensburgr Schiffsb.Ges. Flensburg	**A/B Mare (Th.Kramer, *Mgr.*)**	297·4 | 42·6 | 18·8 P30'B54'F28'	Åbo Finnish	T3Cy.20 1/16",33½"&55⅝"–37⅜"		G
			1958										*WB*	192NHP		
OHGX		1 *Dk*	1283											FlensburgerSchiffsb.Ges.		
77251	**Kari** (*ex*Leif–37,*ex*Bygdö)		1925						1920	C.Hill & Sons Bristol	**D/SA/STruls(M. Thorvik, *Mgr.*)**	270·0 | 42·2 | 17·8 P69*t*H124*t*F12*t*	Oslo Norwegian	T.3Cy.20½",33"&56"–36"		N
			1653										*WB*	Richardsons, 166NHP		
LCSJ		1 *Dk*	1107											Westgarth&Co.Ld.Hpl		
77252	**Karibia** (*ex*Marie)	TwinSc	428						1921	A/S Vulcanværftet Korsör	**H.C.Horn**	136·9 | 29·4 | 10·2 P61'F14'	Hamburg German	Oil Engines 2S.C.SA 8Cy.16½"–18 7/16" 384NHP		G
		Oil Eng.	346										*WB*	J&CG BolindersCoLd.Skm.		
DICS		1 *Dk*	220													
77253	**Karin**		2791	✠		Cpn	*t*		1904	J.Blumer & Co. Sunderland	**RederiA/B Deepseatrader O/Y(Kristian Hansen, *Mgr.*)**	313·9 | 46·6 | 21·1 P28'B90'F32'	Helsingfrs Finnish	T.3Cy.23',38"&62"–42"	23 " 0	N
773	(*ex*Johanne–35, *ex*Johanne Dybwad, *ex*Nepos,*ex*Arranmoor)	*ssN.Yk.No.3–10,17* 1 *Dk(ptIrn&ptStl)* *&deep framing*	2541	1,23				10mo			*Cell DBa* FK 104'*uE22'f128*			DB10*fitted*17 257NHP		†
OHYA			1618	✠										5 *BHCem*	2SB,*6pf*,GS111,HS3974		
								Lloyd's SA&CP					*WB*	673*t APT75t*	J.Dickinson&Sons,Ld.Sld.		
77254	—		*1453*						1902	WoodSkinner&Co Ld. Newcastle	**RederiA/B Nordia (N.M.Thore, *Mgr.*)**	255·0 | 36·6 | 17·3 H80*t*F25'	Jonstorp Swedish	T.3Cy.18½",30"&49"–33"		V
7368	(*ex*Sneppe)		*1310*										*WB*	138NHP		
SFDE		1 *Dk*	*838*											N.E.MarineEng.CoLdNwc		
77255	—	WoodAux4MstSr	337						1919	Skibsværft Lilleö Korsör	**H.L.Thorsson**	133·6 | 29·0 | 13·0 Q34'H28*t*	Skillinge Swedish	Oil Engines 2S.C.SA 3Cy.14¾"–15 7/16" 107NHP		V
6865	(*ex*Talatta, *ex*PolarstjernenVII.)	*Oil Eng.* 1 *Dk*	285											TuxhamA/S.Copenhagen		
SJBD	(*See Sailing Ship Register*)		239													
77256	**Karin Thorden** (*ex*Eda–34, *ex*Antares)		1789						1919	A/S Sörlandets Skibs. Fevig	**RederiA/B Steam (GustafB.Thordén, *Mgr.*)**	265·2 | 42·1 | 17·6 P30'H164*t*B66'	Brandö Finnish	T.3Cy.18",29½"&50"–36"		N
			1591										*WB*	150NHP		
OHVE		1 *Dk*	1030											FredrikstadM.V.Frdstad		
77257	**Karjala**	Wood	348						1922	A.Wahlqvist Johannes Riosaari	**LaivaO/Y Karjala (ToivoKari)**	128·0 | 28·9 | 10·9	Wiborg Finnish	SteamEngine		
2787			—													
OHEQ			216													
77258	**Karl Lepin** (*ex*Murmanles)		3974						1933	Severney S.B.Yard Leningrad	**U.S.S.R.**	347·6 | 51·5 | 24·9 P29'B53'F30'	Odessa Russian	Oil Engines 2S.C.SA 4Cy.26¾"–47 3/16" 497NHP		
		Oil Eng.	3527										*WB*	RussianDieselWorks,Len.		
UQXU		1 *Dk*	2256													

Note "Nicolai Ejov," *see No.* 89307 *in Supplement*

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c	4 Register Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Register to expire, if not in L. Dated of Trade Cert.
77259	**Karl Liebknecht** (*ex*Pallada)	*ss*Oda.No.3-3,13	3341	✝ 6,21	Oda	*v*		1900 5mo	Howaldtswerke Kiel	U.S.S.R.	346·5 | 46·6 | 24·4 P30′B74′F40′ FK			Leningrad Russian	T.3Cy.26½″,42⅝″&69″–43½″ NB17*refitted*27 339NHP 2SB,6*cf*,GS103,HS4379 Howaldtswerke,Kiel	26 ″ 9	
UNYB	*Ref.Mchy.*	1 *Dk(Stl)&Spar dk(Stl) &deep framing*	2955 1924	✠						*CellDBa106′uE26′f152′622t FPT*				*6BHCem 48tAPT25t*		
77260	**Karl Marx** (*ex*Diana)	*ss*Oda.No.3–4,12	3503	✝ 8,19	Nwc	*v*		1899 11mo	Howaldtswerke Kiel	U.S.S.R.	346·5 | 46·6 | 24·4 P30′B74′F40′ FK			Odessa Russian	T.3Cy.26½″,42⅝″&69″–40½″ 339NHP 2SB,6*cf*,GS103,HS4379 Howaldtswerke,Kiel	26 ″ 9	
UNYA	*Ref.Mchy.*	1 *Dk(Stl)&Spar dk(Stl) &deep framing*	2986 2144	✠						*CellDBa106′uE26′f132′622t FPT*				*6BHCem 18t APT25t*		
77261	**Karla**		941 813					1920	Atlas-Werke A.G. Bremen	J.Lauritzen	224·0 | 33·0 | 14·1 P29′B120′F23′			Esbjerg Danish *WB*	T.3Cy.15⅜″,25½″&41 7/10″–25½″ 110NHP Atlas-Werke A.G.Bremen		G
OUHU		1 *Dk*	548														
77262	**Karlander** (*ex*Visna,*ex*Froland)		1843 1816					1914	Nylands Værksted Oslo	Skibs A/S Karlander (H.T.Wilkens &Co.A/S,*Mgrs.*)	265·2 | 42·1 | 18·9 P50*t*H93*t*F28*t*			Frdrkstad Norwegian *WB*	T.3Cy.20½″,33″&56″–36″ 188NHP Nylands Værksted,Oslo		N
LDDS		1 *Dk*	1092														
77263	**Karlsruhe**	**TwinSc**	897 707					1905	G.Seebeck Akt.Ges. Bremerhaven	Schiffahrt-u.Assekuranz-Ges.E. Russ&Co	217·5 | 33·2 | 12·0 Q78′B43′F22′			Hamburg German *WB*	T.6Cy.9⅝″,16⅛″&25⅝″–16½″ 53NHP G.Seebeck A.G.Bremerhvn		G
DHNU		1 *Dk2tr ls*	513														
77264	**Karma**		1106 988					1912	Bergens Mek.Værks. Bergen	Th.Nordbö	226·5 | 36·4 | 15·8 P8*t*H54*t*F25*t*			Haugesnd Norwegian *WB*	T.3Cy.17″,26½″&46″–30″ 115NHP Bergens Mek Værks Bergen		N
LEFZ		1 *Dk*	661														
77265	**Karmen** (*ex*Edoardo,*ex*Gianni, *ex*Algeria,*ex*Algerie,		2541 2350				...	1896	Sir Raylton Dixon&Co. Middlesbro'	Parobrodarsko DrustvoS.O.I. "Alcesu"	310·5 | 42·6 | 22·2 P19′B80′F37′ BK8			Orebic Yugoslav *WB*	Q.4Cy.19½″,28″,42″&61″–42″ 266NHP Wighm.Richrdsn&Co.Nwc	25 ″ 0	IV †
YTCL	*ex*Minneburg)	1 *Dk&Spar dk &Web frames*	1658														
77266	**Karmöy**		2498 2270					1921	Forth S.&E.Co.Ld. Alloa	D/S A/S Karmöy (JohnK.Haaland& Co.A/S,*Mgrs.*)	295·7 | 43·6 | 20·6 P84*t*H123*t*			Haugesnd Norwegian *WB*	T.3Cy.20½″,33″&54″–39″ 182NHP Forth S.&E.Co.Ld.Alloa		N
LCPP		1 *Dk*	1437														
77267	**Karmt**	*Oil Eng.*	4991 4483	✝100A1 *withfreeboard*	Gls	*a*†	CL	1938 2mo	Blythsw'd S.B.Co.Ld Glasgow.	Skibs.A/SCorona (H.M.Wrangell& Co.A/S,*Mgrs.*)	417·6 | 56·1 | 24·7 431·5(O.L.) F39′ FK			Haugesnd Norwegian	Oil Engines 2S.C.SA 3Cy.20½″–81⅛″ 387NHP 2DB*120fb*	27 ″ 6 s3 ″ 0¼ 24 ″ 7¼	
LJTB	D.F.	1 *Dk&Shelter dk Cruiser Stern*	2964	~~2,38~~ 11,38	LMC2,~~6~~					*Lloyd'sA4CP*				*7BHptCem (Coll to Sh dk 6 „2nd„)*	Barclay,Curle&Co.Ld.Gls.		
77268	**Karnak** Ⓟ		7209 6445							*CellDB363′1253t MT*	27′1054*t FPT*170*t APT172t*						
DHNV	Sub.Sig. D.F.	2 *Dks*	4416					1926	Flensburger Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	439·6 | 55·7 | 32·6 F55′			Hamburg German *WB*	T.3Cy.29⅛″,47½″&76⅝″–53 13/16″ 424NHP Flensburger Schiffsb.Ges.		G
77269	**Karoa** Ⓟ	**TwinSc**	7009 5339	✝100A1 *Awng dk*	Cal	*a*†	CL ~~19,35~~	1915 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishIndiaSteam Nav.Co.Ld.	425·0 | 55·6 | 31·4 P35′B163′F46′ FK			Glasgow British	T.6Cy.25½″,43″&73½″–48″(*s*) 215lb 1410NHP 8SB,24*cf*,GS519,HS22696FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	34 ″ 0 s 8 ″ 0¾ 26 ″ 5½	
137791	*Ref.Mchy.*	*ss*Bom.No.3–8,29															
GRZC	D.F.	*ss*Cal.No.2–37	3607	*withfreeboard* ~~12,37~~	LMC		S9,37 P8,38			*Lloyd'sA4CP WB=*	*CellDBa82′uE&B147′f130′825tFPT*			*7BHCem*			
	Cruiser Stern	1 *Dk(Stl)&Awng dk (Stl–teaks)2nd dk(Stl)in Nos.1&2holds*			MS12,37			1922	Deutsche Werke A.G. Kiel	Hanseatische ReedereiEmil Offen&Co.	407·6 | 54·4 | 24·8 P24′B18′F35′			Hamburg German *WB*	*52tAPT60t* 2SteamTurbinesDRgeared to 1 Sc. Shaft DeutscheWerkeA.G.Kiel		G
77270	**Karpfanger** (*ex*LuiseHemsoth)		4974 4644														
DHNW		2 *Dks*	2958														
77271	**Kartigi**		2347 1950	✝100A1 ~~11,33 11,67~~	Wln	*s*	CL 10,37	1925 7mo	W.Gray& Co.Ld. W Hartlepool	UnionS.S.Co.of NewZealand,Ld.	280·0 | 44·3 | 18·9 P81′F29′ FK			Wellingtn British	T.3Cy.20½″,33½″&55″–39″(*s*) 190lb 274NHP 2SB,6*cf*,GS132,HS5076 Cen.Mar.Eng.Wks.W Hpl	21 ″ 1 s 2 ″ 11⅜ 18 ″ 4	
151503	*ss*Wln.No.3–11,37									*Lloyd'sA4CP*				*4BHCem*			
ZMBF	*Mchy.Aft*	1 *Dk(Stl)* *Cantilever framed topside tanks Cargo battens not fitted*	1167		LMC11	37				*CellDBuE&B46′f186′606tTopside Tks440t*				*FPT224tAPT120t*			
77272	**Karu**	*Oil Eng.*	1044 783	✝100A1 ~~10,26 10,38~~	Wln	*n*	CL 10,38	1935 7mo	A.Stephen &Sons.Ld. Glasgow	UnionS.S.Co. of NewZealand,Ld.	220·4 | 35·1 | 14·3 Q66′B54′F24′ FK			Wellingtn British	Oil Engines 2S.C.SA 6Cy.14 7/16″–23⅜″ 210NHP	16 ″ 7 s 1 ″ 3½ 15 ″ 6¾	
157649										*Lloyd'sA4CP*				*4BHptCem*			
ZMLT	Wireless	*Cruiser Stern* 1 *Dk* *Rudder electrically welded*	529		LMC7,~~5~~ MC(M)10,37					*CellDBa171′219tFPT200t*				*APT26t*	A.Stephen&Sons,Ld.		
77273	**Kasachstan**	E.S.D.	3400					1937	Atel.&Ch. de la Loire St.Nazaire	U.S.S.R.	328·1 | 47·9 | 22·9			Russian	T.3Cy. &LP turbine with DR gearing & hydraulic coupling Rheinmatall-Borsig A.G. Berlin Tegel		
77274	**Kasado Maru**	**TwinSc**	6003			...		1900	Wigham-Richrdsn& Co Ld. Newcastle	ShinkoSuisan K.K.	400·5 | 50·4 | 19·0 26·9 FK			Tokyo Japanese *WB*	T.6Cy.20½″,34″&57″–40″ 600NHP Wigham Richrdsn&Co.Ld.	30 ″ 0	
38754	(*ex*Kazan)		5031														
JRFJ		1 *Dk,Spar dk& Web frames &Shade dk*	3592														
77275	**Kasagi Maru** Ⓟ		3140 2700					1928	Yokohama Dock Co. Yokohama	NipponYusenK.K.	325·7 | 46·0 | 27·0 P29′B87′F38′			Tokyo Japanese *WB*	T.3Cy.23″,38″&64″–48″ 284NHP Yokohama Dock Co.Yka.		C
33617																	
JQOB		2 *Dks*	1846														
77276	**Kasagisan Maru**		2427 2035					1925	Mitsui Bussan Kaisha Ld Tama(Uno)	Mitsui Bussan Kaisha,Ld.	284·5 | 42·0 | 23·3 P32′B72′F32′			Kobe Japanese *WB*	T.3Cy.20″,33¾″&55″–36″ Mitsui Bussan Kaisha,Ld.Tama(Uno) 181NHP		C
30525																	
JKTB		1 *Dk*	1442														
77277	**Kashi-i Maru**	Iron	486 — 253			...		1882	H M'Intyre &Co. Paisley	TsutsumiNoboru	170·2 | 26·1 | 11·2 Q84′F19′			Tientsin Japanese *WB*	C.2Cy.20″&40″–30″ *Bmade08refitted*14 73NHP Fleming&Ferguson,Psy.		
655	(*ex*PuloRiman,*ex*Orawa ti)																
JQFG		1 *Dk*															
77278	**Kashii Maru**		3212					1929	Kobe Steel Works Harima	NipponSeitetsu K.K.	320·0 | 46·5 | 25·0 P155′F31′			Yawata Japanese	T.3Cy.22″,37″&61″–42″ 241NHP Kobe Steel Works,Kobe		
34379	*Mchy.Aft*	*Fitted for oil fuel*	2611														
JDCC	*Cruiser Stern*	1 *Dk*	1848														
77279	**Kashima Maru**		850					1937	Mihara S.B.Yd. Osaka	KashimaKisen K.K.	185·0 | 31·0 | 17·0			Kobe Japanese	Oil Engines 2S.C.SA 6Cy.12½″–19½″ 172NHP NipponHatsudokiKKKob.		

New "Kasima Maru," *see No.* 88820 *Oil Eng.* *Cruiser Stern*

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant.	Registres ou cotes.
77280	**Kashirstroi** (*ex*Chebaulip)		4907			...		1918	Todd D.D. & Const. Corp. Tacoma, Wsh	U.S.S.R.	380·6	53·1	27·0	Vladvostk Russian	T.3Cy.24″,40″&70″–48″ 472NH	29 " 4	
UOBG		2 *Dks & Web frames Longitudinal framing*	3459 2958								P39′B102′F42′ FK			*Wh*	SeattleConst.&D.D.Co. Seattle		
77281	**Kashiwa Maru**		972					1918	Shindo Teizo Osaka	MarutatsuKaiun K.K.	190·0	31·0	18·5	Kobe Japanese	T.3Cy.13″,21¾″&36″–27″ 67NH		
22663	(*ex*MitsuMaruNo.1–37)		—												Shindo Tekkosho, Osaka		
JGZH	Now "Kashiwa Maru," *see No. 83807 in Dir. Supp.*		558														
77282	**Kashu Maru** (P)		5460	✠100A1	Kob	*z*	CL	1919	Asano S.B. Co.Ld. Tsurumi A&CP	FukuyoKisenK.K.	400·0	53·2	29·4	Kobe Japanese	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 513NHP	32 " 0	
26430		*ss* Kob.No.3–7,32	4988	4,37			4,37	12mo							6BHCem	8 " 6½	
JOUD		*ss* Kob.No.1–35	3404		✠LMC4,37						P33′B124′F41′ FK				3SB,12*cf*,GS175,HS7376 FD	25 " 8	
Now "Kasyu Maru," *see No. 88753 in Dir. Supp.*											*Cell DB339′942t*				*APT27t*		
77283	**Kasii Maru** (*ex*KashiiMaru–38)		~~6825~~ ~~6457~~	✠100A1 *with freeboard*	Kob	*d*†	CL	1936	Harima S.B.&Eng. Co.Ld. Harima	KokusaiKisenK.K.	455·9	61·0	31·1 40·1	Tokyo Japanese	Oil Engines 2S.C.DA 6Cy.29½"–47½" 1875NH DB100lb	~~31 " 4~~ ~~33 " 8½~~	
41651		*Oil Eng.*	~~9004~~	~~Wtr 8,37~~ 8,38			3,39	4mo			F42′ FK					~~37 " 0~~	
JHOJ	D.F.	2 *Dks* ~~*1 Dk w Shelter pt*~~	8408	DBS~~6,37~~ 8,38	✠LMC4,36			*Lloyd's*	*s.A&CP*	*Cell DB359′*	1365*t*			*Coll to W dk*	KobeSteelWorks,Ld.Kobe	40 " 0	
GyC.		*3rd dk except in aftermost hold Cruiser Sterns*	7680					*ve* 150°	F. *in deep ta*	*nks* 7	*nks at sides of tunn*			*el* 144*t DTs a*	18′1401*t FPT* 46*t APTs* 188	27 " 7½	
		Tonnage opening closed	5024	*Carrying car go oil F.*			*P. above*										
77284	**Kasima Maru** (P)	Twin Sc	9908	✠100A1	Yka	*e*†	CL	1913	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusenK.K.	501·5	59·6	33·9	Tokyo Japanese	T.6Cy.27″,45½″&76″–54″ (*s*) 200lb 1152NHP	36 " 6	
16491	(*ex*KashimaMaru–38)	*ss* Yka.No.3–8,25	8110	5,38 7,37			P7,37	10mo			P96′B181′F53′ FK				8BHCem	8 " 7	
JKXD		*ss* Yka.2ndNo.3–5,38 *ss* Yka.No.2–33	6148	BS~~7,37~~	✠LMC9,~~37~~ 5,38		~~12,37~~ 8,38	*Lloyd's*	*WB=Cell DB a150′u E&B*		*s8′f* 189′1897*t FPT*				7SB.21*cf*,GS423,HS16075 FD 155*t APT* 36*t*	28 " 5	
		2 *Dks* (*Stl U–ws*) 3*rd dk* (*Stl*) *in Nos.*1,3&4 *holds*													KawasakiDkydCoLdKobe		
77285	**Kasongo** (*ex*Trevier,*ex*War Hunter)	*Fitted for oil fuel*	5254					1918	A. Stephen &Sons,Ld. Glasgow	Cie.Maritime Belge (Lloyd Royal) Soc. Anon. (Agence Maritime Internationale S.A. *Mgrs.*)	400·1	52·3	28·5	Antwerp Belgian	T.3Cy.27″,44″&73″–48″ 369NHP		(
OPZA	D.F.	2 *Dks*	3135								P49′B112′F39′			*WB*	Dunsmuir&Jackson,LdGls		
77286	**Kassandra Louloudis**		5106	✠100A1	Nwc	*z*	OG	1919	W. Gray& Co.(1918) Ld. W Hartlepool	GoulandrisBros.	400·1	52·3	28·5	Andros Greek	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP	31 " 0	
244	(*ex*Bondowoso–36)	*ss* Syr.No.3–9,36	4796	8,38 ~~8,37~~	Rot		6,36	10mo			P&B322′F39′ FK				6BHptCem	8 " 6½	
SVUC	*Well deck*	2 *Dks* (*Stl*)	3184	BS~~8,37~~ 8,38	✠LMC6,36			*Lloyd's*	*s.A&CP*	*Cell DB344′*	1048*t DTa* 35′915*t A*			*in DT*	*PT* 61*t*	26 " 9	
				Carrying oil fuel F. P.			*above* 150° F.										
77287	**Kassar Wiek**		528	✠100A1	Ham	*h*	OG	1929	Lübecker Flender-Werke A.-G. Lübeck	JohnT.Essberger	161·2	27·1	11·2	Hamburg German	T.3Cy.10⅞",16¾"&27½"–15⅝" 185lb (*s*) 57NHP	11 " 10	
	Wireless	*ss* Ham.No.2–37	423	11,37			N11,37	7mo			P42′F23′			8BHptCem	1SB,2*cf*,GS37,HS1184		
DHNY	*Mchy.Aft Cruiser Stern*	1 *Dk* (*Stl*)	382	BS12,37	✠LMC3,37						*Trunk* 96′ FK				Chrstiansn&MeyerHarbrg		
		Strengthened for Navigation in Ice		*Carrying Petroleum in bulk*				*Lloyd's*	*s.A&CP*	*Cell DB u E11′4t FPT*	29*t APT* 11*t*						
77288	**Kassos** (*ex*Elveric–33,*ex*War Capitol)		~~5685~~ ~~5440~~	✠100A1 *Shelter dk*	Alx	*y*	CL	1919	NthmbInd S.B.Co.Ld. Newcastle	KassosSteamNav. Co.Ld.(Pnevmat-icos,Rethymnis, Yannaghas, *Mgrs.*)	399·6	53·0	32·8 FK 2·3	Syra Greek	T.3Cy.26⅜",45"&75"–54" (*s*) 180lb 619NHP	~~35 " 5~~ ~~36 " 11~~	
266		*ss* Pir.No.1–38 *ss* Pir.No.3–10,34	~~5440~~	*with freeboard*	Pir		~~11,38~~ 6,38	1mo			F39′ *on Shelter dk*			*pt Cem*	3SB,12*cf*,GS220,HS9525 FD	~~36 " 11~~	
SVLI		1 *Dk* (*Stl*) *Shelter dk* (*Stl*)	~~4680~~ 4108	9,38 ~~11,37~~ ~~10,37~~	✠LMC ~~BS11,37~~			*Lloyd's*	*s.A&CP*				*Coll B H to Sh dk* 6 " " 2nd "		N.E.Marine Eng Co Ld Nwc	26 " 11	
		Cargo battens not fitted in Shltr tween dks	2879	*Fitted for oil fuel*	1	1,1	*9 F.P.*	*above*	150° F.	*Cell DB351′1284t FPT* 60*t*					*APT* 90*t*	24 " 5	
Now "Michalis," *see No. 89124 in Supplement*																	
77289	**Kastelholm** (*ex*Woron,*ex*Naimes)		5417	100A1	Rot	*a*†	CL	1907	Bremer Vulkan Vegesack	A/B NaxosPrince (Curt Mattson, *Mgr.*)	420·8	54·5	27·7	Helsingfrs Finnish	4Cy.24½",34¾"50⅜"&73"–53½" 220lb 551NHP	30 " 8	
4944		*ss* Lkr.2ndNo.3–5,33	~~4988~~	12,38			12,36				P&B266′F54′			*pt Cem*	3SB,9*cf*,GS150,HS7560 FD	25 " 6	
OHAX		*ss* Got. No.1–36	3210		LMC12,36			*Lloyd's*	*s.A&CP*	*Intermediate hold dispensed with*	*Le BH in forward*	FK		*Cell DB372′*	Bremer Vulkan, Vegesack		
		2 *Dks* (*Stl*) *& Web frames*		BS4,38											6BH only 1890*t FPT* 9		
															0*t APT* 8*t*		
77290	— (P)		891					1928	Eriksbergs M.V.Aktieb. Gothenburg	A/B Svenska Amerika Linien (A. Jonsson, *Mgr.*)	180·1	30·6	19·7	Gothenbrg Swedish	T.3Cy.16½",27"&44½"–30" 108NHP		V
7512		*Cruiser Stern*	704											*WB*	EriksbergsMV.Aktieb.Got		
SEKN	Wireless D.F.	2 *Dks*	462														
77291	**Kastor** (*ex*Parana–35)		5497					1921	F.Schichau Danzig	George D. Gratsos Co.Ld.	398·7	55·9	29·1	Ithaca Greek	T.3Cy.26½",45"&75"–48" *Emade* 22 *fitted* 35 390NHP		G
70		*Fitted for oil fuel*	5025											*WB*	Wallsend Slpwy.&E.Co.Ld		
SVIB		1 *Dk & Shelter dk*	3425														
77292	—		938					1892	Akt.Ges. "Neptun" Rostock	J.Rang	206·9	30·5	13·6	Tallinn Estonian	T.3Cy.13¾",22½"&36½"–27½" NB14 70NHP		V
	(*ex*Ursula)		755								Q63′B52′F22′			*WB*	A.G. "Neptun," Rostock		
ESDZ		1 *Dk*	546														
77293	**Kasuaris**		340					1937	N.V.Schpsw " Vooruit-gang" Foxhol	N.V. Nederlandsch Nieuw Guinee Petroleum Maats.	135·0	24·1	8·0	Batavia Dutch	Oil Engines 4S.C.SA 6Cy.11½"–16⅛" 74NHP		
		Oil Eng.	200								P40′Q39′F20′			*WB*	Benz, Mannheim		
PKQB	*Mchy.Aft Cruiser Stern*	1 *Dk*	166														
77294	**Kasuga Maru**		3968					1936	Osaka Iron Works,Ld. Innoshima	NaigaiKisenK.K.	351·0	50·0	26·6	Kobe Japanese	T.3Cy.18¾",30¾"&50"–36" & LP turbine with DR gearing & hydraulic coupling Osaka Iron Works, 296NHP Ld, Innoshima		
42068			—								P17′B81′F37′			*WB*			
JGOL		2 *Dks*	2332														
		Cruiser Stern															
77295	— (P)		1373					1916	S.Ono Osaka	Shimatami Kisen K.K.	225·0	33·9	20·0	Kobe Japanese	T.3Cy.10⅛",16⅜"&26½"–20" 31NHP		
19235			1143											*WB*	OnoSeikichi,Osaka		
JLIB	Wireless	1 *Dk*	963														
77296	**Kasugasan Maru**		2427					1925	Mitsui Bus. sanKaisha,Ld Uno	Mitsui Bussan Kaisha,Ld.	284·0	42·0	23·2	Kobe Japanese	T.3Cy.20",33¾"&55"–36" 181NHP		C
30850			2035								P32 B72′F32′			*WB*	Mitsui Bussan Kaisha,Ld.		
JGNB		2 *Dks*	1425														
77297	**Katanga** (*ex*Keltier,*ex*War Daffodil)		*5183*	✠100A1	Ant	*y*	CL	1917	Swan, Hunter&Wigham Richardson, Ld Newcastle	Cie.Maritime Belge (Lloyd Royal) Soc. Anon. (Agence Maritime Internationale, *Mgrs.*)	400·2	52·3	28·4	Antwerp Belgian	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 518NHP	31 " 0	
		ss Ant.No.3–10,30	*4641*	5,38 ~~2,38~~			~~8,38~~ 5,38	12mo			P49′B113′F39′ FK			7BHptCem	3SB,9*cf*,GS189,HS7668 FD	~~5 " 11½~~ 25 " 3½	
OSQA		1 *Dk* (*Stl*) 2*nd dk* (*Stl*)	*3085*	BS~~2,37~~ 12,38	✠LMC11,34			*Lloyd's*	*s.A&CP*	*Cell DB344′*	1115*t F*			*PT* 119*t AP*	Hwthrn, Leslie&Co Ld Nwc		
	D.F.	*in Nos.*1,2,3&4 *holds*													*T* 175*t*		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7a Date when till shaft last sees.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard, amidships. — Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of H. of Trade Cert.
77298 UPAH	**Katayama** (*ex*Jason–34, *ex*Charon)	2 Twin Msts *Longitudinal framing* 2 *Dks*	3209 2915 1989					1912	Wrf. voorh. Rijkee & Co Rotterdam	**U.S.S.R.**	346·5 P24'	48·5 B208'	22·1 F43'	Odessa Russian *WB*	T.3Cy.23",37"&62"–42" 249 NHP Maats. Fyenoord, Rot.		
77299 814 SVAZ	**Kate** (*ex*War Envoy) *ss*Pir. No. 3–11,30 *ss*Pir. No. 2–39 ~~*ss*Rot. No. 1–35~~ 1 *Dk* (*Stl*)		5197 4767 3158	✠100A1 Hpl *y* 8.37 ~~10,37~~ ✠ MC 3,39 ~~M321,34~~ ~~to 37~~ *Fitted for oil fuel* 11,19	Pir		CL 10,37 *F.P.*	1918 9mo *Lloyd's above*	Harland & Wolff, Ld. Glasgow *S.A.&C.P.* 150°F.	**N.D.Lykiardopulo** *Cell D B* 345' 1136 *t D/T*	400·6 a 28' 1200 *t*	52·3 P49' B112' F38' FK	28·5 *F P* 118 *t A P T* 185 *t*	Piræus Greek *7 B H Cem*	T.3Cy 27", 44 7/16" & 78"–48" (*s*) 180 lb 517 NHP 3 SB, *9cf*, GS 190, HS 7668 FD Harland & Wolff, Ld. Gls.	31 " 0 s 6 " 0 25 " 3	
77300 DAQG	**Kate** 1 *Dk*		1599 1006 903					1922	Stettiner Oderwerke Stettin	**Rud. Christ. Gribel**	230·9 P & B 180'	36·4 F 26'	14·6	Stettin German *WB*	T 3Cy 16 5/16", 27 3/8" & 43 3/16"–31 1/2" 105 NHP Stettiner Oderwerke		G
77301 Now "Gulf," see Vol. 1937 in Supplement DBGH	**Kate** (*ex*Yelaug, *ex*Star) 1 *Dk*		646 450 364					1904	Porsgrund Mek. Værks Porsgrunn	~~*A/S Kate* (*K. Salvesen*)~~ Ugol'Place	171·5 Q45' B104 *t* F23 *t*	28·5 H27 *t*	11·0	~~Kragerø~~ Norwegian British *WB*	C.2Cy.13 3/16" & 29 1/16"–23 1/2" 35 NHP Porsgrund M.V. Porsgrunn		N
77302 DCAK	**Käte** 1 *Dk*		448 351 267					1899	Nüscke & Co. Grabow	**Sartori & Berger**	152·9 Q46'	25·2 B39'	10·9 F18'	Kiel German *WB*	C.2Cy.18"&31"–19 3/4" NB27 36 NHP "Kette" Deutsche Elbsch. Ges. Uebigau		G
77303 PFHP	**Katendrecht** *Oil Eng.* *Mchy. Aft* *ss*Rot. No. 3–7,37 D.F. 2 *Dks* (*Stl*) *Longitudinal framing at bottom & at decks*		5099 4534 2883	✠100A1 S.38 ~~7,36~~ DBS ~~7,37~~ 5,38 *Carrying Petroleum in bulk*	Rot Pir ✠ LMC 7,37		CL 7,37	1925 6mo *Lloyd's*	Maats. Fyenoord Rotterdam *S.A.&C.P.*	**N.V. Maats. Motorschip "Katendrecht" (N.V. Phs. van Ommeren's Schpv. Bedrijf, *Mgrs.*)**	402·1 P99' F33' FK len 31 *Cell D Bu*	53·3 E64 137 *t*	27·9 *F P T* 150 *t A P T* 66 *t*	Rotterdam Dutch *16 B Hpt Cem*	Oil Engines 4S.C.SA 6Cy.27 3/8"–55 1/2" 438 NHP 2 DB *142 lt* DB (aft) *115 lb* Maats. Fyenoord, Rot.	28 " 0 s 5 " 9 22 " 5 1/4	
77304 620 SVLQ	**Katerina** (*ex*Katherine–37, *ex*Sailing Vessel County of Linlithgow) *Mchy. Aft*	Iron Twin Sc *Oil Eng.* *ss*Pir. 4th No. 3–6,37 2 *Dks* (*Stl*) & *Web frames*	2398 2176 1177	✠100A1 7,38 ~~10,37~~ DBS ~~6,37~~ 7,38 *Altered 1919 to carry Petroleum in bulk*	Rot Pir *s* ✠ MC 6,37		OG PN 10,37 s5,37	1887 5mo *Lloyd's*	Barclay, Curle & Co. Ltd. Glasgow *S.A.&C.P.*	**Soc Anon Hellenique Maritime "Transpetrol" (A. Romano & A. H. Behar, *Mgrs.*)** *Cell D Bu*	286·9 304·0 (O.L.) P77' F45' BK 10' *L 30' f 30*	43·5	24·1 155 *t*	Piræus Greek *11 B Hpt Cem* (2 to *U* pr dk 9 " " 2nd ") 90 lb	Oil Engines 2S.C.SA 8Cy.16 1/2"–18 1/2" 384 NHP 2 NDB 06 *refitted* 19 NE 9,19 J & CG Bolinders Co Ld Skm.	26 " 1 s 4 " 1 1/2 22 " 10 1/2	
77305 165930 GFFJ	**Katha** D.F. E.S.D.	~~*ss*Rot. No. 3–6,38~~ 2 *Dks* *Cruiser Stern*	4357 3949 2572					1938	Wm Denny & Bros. Ld. Dumbarton	**British & Burmese Stm. Nav. Co. Ld.** (P. Henderson & Co. *Mgrs.*)	409·2 B25' F38'	55·2	24·9	Glasgow British *WB*	T.3Cy.22",38"&65"–45" 283 NHP Rankin & Blackmore Ld Grk		G †
77306 DAYU	**Katharina Dorothea Fritzen** (*ex*Daghild–37) D.F. 1 *Dk.* (*Stl*) & *Shelter dk* (*Stl*) & *Web frames* *Longitudinal framing*	*ss*Fal. 2nd No. 3–3,34	7843 7494 4728	... 1,38	Bkn			1916	W. Doxford & Sons, Ld Sunderland	John Fritzen & Sohn. vorm W Kunstmann *Cell D B* 397 *f* 137' 762 *t*	459·0 1809 *t*	58·1 *Tween dk side tanks a* 45' FK	33·2 *F P T* 125 *t A P T* 160 *t*	Stettin German *Cem* *7 B Hto Sh dk*	T.3Cy.28 1/2",47"&78"–54" 593 NHP 3 SB, *9cf*, GS 183, HS 8514 W. Doxford & Sons, Ld. Sld.	36 " 3	G †
77307 66 SVQQ	**Kathariotisa** (*ex*Gelderland–34) *ss*Pir. 2nd No. 3–3,38 1 *Dk* (*Stl*) *Cargo battens not fitted*	~~*ss*Rot. No. 3–6,38~~ ~~*ss*Pir. No. 2–34~~	1877 1587 1106	✠100A1 7,38 ~~11,36~~ BS 9,37 ✠ LMC 5,34 ~~M 53,38~~	Rot Stl	*r*	CL 11,36	1913 2mo	Schpw. v. Jan Smit, Czn. Alblasserdm *A&OP*	**G.G. Caravias** *Cell D Ba* 82'	272·0 B63' F31' FK *u E & B* 35' *f* 112' 571 *t*	40·0	18·1	Ithaca Greek *4 B H Cem* *A P T* 142 *t*	T.3Cy.20",32"&52"–39" 190 lb 203 NHP 2 SB, *6cf*, GS 101, HS 3450 Maats. de Schelde, Flushing	20 " 6 s 3 " 0 1/2 17 " 8	
77308 DICR	**Käthe** (*ex*Lighter) *Mchy. Aft*	*Oil Eng.* 1 *Dk*	349 310 206					1920	C. Lühring Kirch-Hammelwarden	**Reinecke & Bremer**	139·1	28·0	9·8	Hamburg German	Oil Engines 4S.C.SA 4Cy.13 3/8"–15 3/8" 74 NHP *E made & fitted* 30 Bremer Vulkan, Vegesack		G
77309 DIJE	**Käthe Jürgensen** (*ex*Elli Claudius, *ex*Martha Delfs, *ex*Mastgat, *ex*Eureka Lemal, *ex*Eureka, *ex*Mastgat) *Mchy. Aft*	3 Mst *Oil Eng.* 1 *Dk*	346 298 245					1918	P. & A. van Gelder Deest	**Adolf Both**	129·9 P34'	26·4	11·2	Hamburg German *WB*	Oil Engines 4S.C.SA 3Cy.11"–17 3/4" 35 NHP NE 26 Motorenfabr. "Deutz" A.G. Köln-Deutz		V
77310 205002 KMVO	**Katherine** *Mchy. Aft*	Wood *Fitted for oil fuel* 1 *Dk*	531 --- 292					1908	J. Lindstrom Fairhaven, Cal.	**Redwood S.S.Co.**	160·4	36·0	12·5	S. Frncisco Utd. States	T.3Cy.11 1/2",19"&32"–24" 50 NHP Marine I. Wks. Chicago, Ill.		
77311 210902 KJOW	**Katherine Donovan** (*ex*San Ramon) *Mchy. Aft*	Wood *Fitted for oil fuel* 1 *Dk*	994 791 593					1918	Kruse & Banks North Bend Or	**Katherine Donovan Steamship Co.**	199·3	41·6	14·6	S. Frncisco Utd. States	T.3Cy.13 1/2",23"&40"–30" 88 NHP United Eng. Wrks. Alameda		
77312 MLDP	**Kathiawar** (*ex*Monte D'Oro) 1 *Dk*		304 229 115					1904	Cie. Franç. de Nav. & de Const. Nav. Arles	**Nawanagar State (Mercantile Marine Dept.)**	147·4 Q22' F23'	20·2	11·7	British *WB*	C.2Cy.21 5/8"&38 5/8"–23 5/8" NB21 60 NHP Cie. Franç. de Nav. & de Const. Nav. Lyons		
77313 113519 MGGS	**Kathleen** *Mchy. Aft* *Well deck*	3 Mst *ss*Bel. 2nd No. 3–9,27 1 *Dk* (*Stl*)	738 536 816	✠ ~~—~~ 11,33 ✠ B 11.09 ✠	Bel	*k*		1902 4mo	Ailsa S.B. Co. Ld. Ayr	**J. Milligen & Co. Ld.** *W B* =	200·0 Q103' B13' F36' BK 7 1/2 *D B* / 114' 168 *t F P T*	30·4	12·0 *A B H Cem* 88 *t A P T* 8 *t*	Belfast British	T3Cy.17 3/8",27 1/2"&44"–33" 135 NHP 1 SB, *3cf*, GS 65, HS 2394 Ross & Duncan, Glasgow	14 " 3	C †
77314 163204 GWFT	**Kathleen Hawksfield** (*ex*Rosapenna–37) *Well deck* Wireless *Mchy. Aft*	*ss*Bel. No. 1–37 1 *Dk* (*Stl*) *Cruiser Stern* *Cargo battens not fitted*	869 597 457	✠100A1 ~~7,37~~ 1,39 ✠ LMC 7,37	Bel Bly	*k*	CL 5,37	1933 9mo *Lloyd's*	J. Lewis & Sons, Ld. Aberdeen *S.A.&C.P.*	**P. Hawksfield & Son, Ld.** *Cell D B* 125' 20	197·7 *32·0* Q112' B11' F30' 0 *t F P T* 73 *t A P T s* 26 *t* FK	30·7	12·1	Dover British *3 B Hpt Cem* *pt Asp*	T.3Cy.14 1/2",25"&41"–30" (*s*) 200 lb 131 NHP 1 SB, *3pf*, GS 60, HS 2357 J. Lewis & Sons, Ld. Abn.	14 " 4 s 4 " 5 1/2 13 " 11	
77315 OUHV	**Katholm** (*ex*Avanti) 1 *Dk* (*Stl*) *Shelter dk* (*Stl*)	*ss*Cpn. No. 3–3,34	1510 1336 877	✠100A1 *Shelter dk with freeboard* 9,37 BS ~~9,37~~ 10,38 ✠ LMC 3,38	Cpn	*q*	OG ~~8,35~~ 10,38	1921 2mo *Lloyd's*	Frdkshvns. Værft & Flydedok Frederikshvn *S.A.&C.P.*	**Det Forenede Dampskibs Selsk.** *Cell D B* 215' 512 *t*	253·2 261·2 (O.L.) *Collision* *B Hto Sh dk* 3 " " *U* " FK *F P T* 62 *t A P T* 66 *t*	39·1	16·2	Aalborg Danish *Cem*	T.3Cy.18",30"&50"–36" (*s*) 185 lb 169 NHP 2 SB. *4cf*, GS 63, HS 2652 Helsingörs Jernsk. & Mskb. Elsinore	18 " 8 s " 10 18 " 1	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres ou codes. Lettre de Classification. Particularités.
77316 143201 GKVL	**Katie Moller** (*ex*Admiral Hamilton–32)	*ss*Pir.No.2–28 1 *Dk*(*Stl*)	3100 2874 1872	✠ ~~100A1~~ 7,32				1919 5mo	J.Priest-man&Co.Ld. Sunderland	Moller Line,Ld. (Mollers'Ld. *Mgrs.*)	331·3|46·8|23·2 P38′B98′F28′ FK *Cell D* B278′749*t FPT* 113*t*			Shanghai British	T.3Cy.25″,41″&68″–45″ 368NH 3SB,*9cf*,GS155,HS6100 Richardsons,Westgarth&Co.Ld.Sld.	25 ″ 6	C †
77317 VJBZ SVJC	**Katina Bulgaris** (*ex*Katina–33, *ex*Gretwell,–39 *ex*Tonwen,*ex*Tavian) *Shelter dk* (*Irn*) *& Web frames* *Longitudinal framing*	*ss*Pir.2ndNo.3–8,37 1 *Dk*(*Stl*) *&* *Shelter dk*(*Stl*)	4567 4337 2878	✠ ~~100A1~~ *Shelter dk with freeboard* 3,38 ~~Limit 3,37~~ ~~BS8,38~~	Cff	*y*	CL 3,38	1912 12mo	Richardsn. Duck&Co.Ld Stockton	N.Th.Bulgaris *Lloyd's* ✠ *CP* *Cell D* B*a* 126′*u E&B*	390·0|52·5|25·6 FK 44′*f* 165′ 117*t FPT*			Andros Greek	T.3Cy.26″,42″&70″–48″ (*s*) 1801b 409NH 6 *BHCem* 3SB,*9cf*,GS193,HS6851 Blair&Co.Ld.Stockton	28 ″ 0 s 3 ″ 2½ 25 ″ 0	
77318 582 SZKE	**Katina C.** (*ex*Bergeronnette)	1 *Dk*	319 — 163					1918	..... France	J.Politis&W.Coums	131·2|23·9|13·9			Piræus Greek	C 2Cy.17¾″&35⅞″–23½″ 51NHP		
77319 [illegible]	**Katina P. II.** (*ex*Ljubica,Marković–47, *ex*Ljubica,*ex*Mirone, *ex*CarloZeno,*ex*St.Dunstan)	1 *Dk*&*Web frames* *Well deck*	951 — 550			…		1892	S.P.Austin &Son Sunderland	George J. Papayannakis	220·0|31·0|14·0 Q75′B46′F27′ FK *WB*			Piræus Greek	T.3Cy.18″,30″&49″–33″ 137NHP N.E.MarineEng.Co.Ld Sld	16 ″ 6	G †
77320 503 SVUO	**Katingo Hadjipatera** (*ex*Hartlepool–37,*ss*Pir.2ndNo.3–4,38 *ex*Ironliver–35,*ex*Harry Walton–34,*ex*LadyKathleen–33. *ex*SouthPacific) *Cargo battens not fitted*	1 *Dk*(*Stl*)	*3661* *3496* *2307*	✠ ~~100A1~~ ~~Spec.~~ ~~1,37~~ 0,38 ~~BS1,37~~ ✠ LMC 4,38	Rot ~~Pir.~~ Hfs	*w*	CL ~~N1,37~~ 10,38	1913 9mo	J.L.Thomp-son&Sons,Ld. Sunderland *Lloyd's* ✠ *CP*	J.C.,N.C.&A.C. Hadjipateras *Cell D* B*a* 119′ *u E&B*	351·7|51·0|23·9 P23′B213′F38′ FK 38′*f* 148′967*t FPT*			Chios Greek	T.3Cy.25″,41″&68″–48″ (*s*) 1801b 373NH 6 *BHCem* 3SB,*8pf*,*1cf*,GS168,HS6084 J.Dickinson&Sons,Ld.Sld.	26 ″ 5 s 3 ″ 4½ 23 ″ 3½	
77321 FOMX	**Katiola** *Fitted for oil fuel* D.F. *Ref.Mchy.*	4 *Dks*	3891 3506 2147					1935	Forg.&Ch. de la Médit SA La Seyne	Compagnie des Chargeurs Réunis	333·7|49·2|30·4 B101′ *WB*			Havre French	2 Steam Turbines DR geared to 1 Sc. Shaft Cie.Electro-Mécanique, Le Bourget		V
77322 TFKB	**Katla** (*ex*Manchioneal–34)	2 *Dks&trB*	1209 990 524					1911	Akt.Bur-meistr&Wain Copenhagen	Eimskipafelag Reykjavikur (Faaborg&Jakobs-son,*Mgrs.*)	255·3|35·7|22·6 H124*t* *WB*			Reykjavik Icelandic	T.3Cy.17″,28″&46″–42″ 137NHP Akt.Burmeistr&Wain,Cpn		N
77323 137689 VPKY	**Katong** TwinSc	1 *Dk*&*Promenade dk*	1461 1056 863					1915	Hong K'ng &Whampoa Dock Co.Ld. Hong Kong	Straits S.S.Co.Ld.	250·0|38·1|15·8			Singapore British	T.6Cy.17″,27″&44″–30″ 212NHP *WB* Hong Kong&Whampoa Dock Co.Ld.Hong Kong		
77324 132443 VJDY	**Katoomba** (P) TrpSc *Ref.Mchy.*	*ss*Syd.2ndNo.3–2,37 2 *Dks*(*Stl*) *&3rd dk*(*Stl*) *in No.1 hold & Awng dk*(*Stl–pt* teaks)	9424 6826 5499	✠ 100A1 *Awng dk with freeboard* 11,38 ~~12,37~~ 8,38 ~~BS8,37~~ ✠ LMC	Syd	*d*†	CL ~~W3,38~~ P11,38 C11,38 85,38	1913 7mo	Harland& Wolff,Ld. Belfast *Lloyd's* ✠ *CP*	McIlwraith, McEacharn,Ld. *WB*= *Cell D* B*a* 89′*u E&B*	450·4|60·3|34·2 466·0(O.L.) B257′F83′*on Awng dk* FK&BK2″ 122′*f* 171′ 1062*t FPT*			Melbourne British	T.8Cy.(2)24″,(2)38½″& (4)44″–48″&1L.P.Turbine 215lb (*s*) 6SB,*24cf*,GS472,HS20376 FD Harland&Wolff,Ld.Bel.	37 ″ 9 s 11 ″ 3 26 ″ 11	
77325 153920 VJSC	**Katoora** *Oil Eng.* *Mchy.Aft* Wireless	*ss*Tns.No.2–36 1 *Dk*(*Stl*)	327 222 149	✠ ~~100A1~~ ~~1,37~~ 2,39 ✠ LMC 6,36 ~~MC(M),38~~	Tns		CL 4,37	1927 10mo	G.Brown &Co. Greenock *Lloyd's* ✠ *CP*	The Adelaide Steamship Co.Ld.	135·3|26·2| 8·7 Q41′F26′ FK&BK2″ *FPT* 49*t APT* 18*t*			Melbourne British	Oil Engines 2S.C.SA 4Cy.16⅛″–18″ 194NHP 3 *BHAsp* Kromhout Motrenfb.Ams.	9 ″ 6 s ″ 10½ 8 ″ 9½	
77326 16494 JKRD	**Katori Maru** (P) TrpSc ~~*ss*Yka.No.2–25~~ *ss*Yka.2ndNo.3–4,38 ~~*ss*Yka.No.2–32~~ 2 *Dks*(*Stl*) *U–ws* *3rd dk*(*Stl*) *in Nos.1,3&4 holds*		9849 8060 6128	✠ 100A1 ~~1,38~~ ~~1,37~~ ~~BS7,37~~ ✠ LMC ~~9,38~~ 4,38	Yka	*e*†	CL P&S 7,37 C10,36	1913 9mo	Mitsu Bishi Dkyd&EWks Nagasaki *Lloyd's* ✠ *CP*	Nippon Yusen K.K. *WB*= *Cell DB* a147′*u E&B* 93′*f*	499·8|59·9|33·9 P97′B180′F54′ FK 86′ 1864*t FPT* 152*t*			Tokyo Japanese	T.6Cy.27″,42″&66″–48″& 1 low pressure Turbine 200lb (*s*) 6SB,*18cf*,GS379,HS16921 FD Mitsu Bishi D&E.Wks.Nag.	36 ″ 6 s 8 ″ 6 28 ″ 6	
77327	—		1900					1938	Tsurumi Seitetsu Zosen K.K. Yokohama	Hinode Kisen K.K.	270·0|40·0|20·3 P86′F29′ *WB*			Tokyo Japanese	T.3Cy.18″,29½″&50″–39″ HS5457 266NHP Tsurumi Seitetsu Zosen K.K.Yka.		
77328 SPAC	**Katowice** (*ex*Vendemiaire) *Well deck* *Mchy.Aft*	*ss*Rot.No.3–1,35 *ss*Gdy.No.1–39 1 *Dk*(*Stl*) *Cargo battens not fitted*	*1995* *1553* *1107*	✠ 100A1 4,39 ~~4,38~~ LMC MS ~~4,37~~ 4,39	Gdy	*r*	N3,38	1925 10mo	Chant.Nav Français Caen	"Zegluga Polska" Spolka Akcyjna *Cell D* B*a&u* E66′*f* 107′40*5t DT a* 34′205*t FPT*	270·5|39·9|17·7 P22′Q87′B50′F23′ FK			Gdynia Polish	T.3Cy.18⅛″,29⅛″&49⅞″–37⅛″ 185lb (*s*) 189NHP 4 *BHCem* 2SB,*4cf*,GS95,HS3247 Atel.&Ch.de la Loire,Nts	19 ″ 10 s 1 ″ 11½ 18 ″ 1	
77329 216090 WLCF	**Katrina Luckenbach** TwinSc ~~*ss*Bos.No.3–1,30~~ ~~*ss*Sea.No.2–37~~ ~~*ss*Sea.No.1–39~~ D.F. GyC. 2 *Dks*(*Stl*) *& Shelter dk*(*Stl*) *Cruiser Stern*		5854 — 3687	✠ 100A1 *Shelter dk with freeboard* 11,38 ~~11,37~~ ~~12,37~~ ✠ MS ~~12,37~~ 12,37 ~~8,37~~ 8,38 *Water Tube Boilers Fitted for oil fuel*	Sea	*b*†	CL ~~P2,36~~ ~~C2,36~~ 8,38 F.P. above 18	1918 5mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&OP	Luckenbach S.S. Co.Inc. 1 *BHin forward hold dispensed with* *Cell DB* 356′ 1631*t DT a* 30′165*t*	446·0|56·1|27·8 37·3 FK *'Tween dk tanks in E&B space*			New York Utd.States	2 Steam Turbines DR geared to 2 Sc.Shafts 225lb (*s*) 4B,HS15520 FD 1070NHP 6 *BHpt Cem* *Coll to Shdk* 5 „ 2nd „ Bethlehem S.B.Corp.Ld. Quincy,Mass. 3′445*t FPT* 220*t APT* 240*t*	31 ″ 2 s 4 ″ 4⅜ 27 ″ 0	
77330 OYPH	**Katrine Mærsk** (*ex*Varg–36) *Oil Eng.* *Mchy.Aft* D.F.	*ss*Got.No.2–35 1 *Dk*(*Stl*)	5530 4882 3169	✠ 100A1 ~~1,38~~ ~~12,37~~ 5,39 ✠ LMC ~~GS4,38~~ ~~DBS2,37~~ 8,38 ~~14,36~~ *Carrying Petroleum in bulk*	Rot	*z*	CL ~~1,36~~ N5,39	1928 8mo	Odense Staalskibsvft Odense *Lloyd's* ✠ *CP*	A/S D/S Svendborg &A/S D/S af 1912 (A.P.Möller, Copenhagen, *Mgr*) *Cell D* B*u* E67′234*t D*	390·6|55·2|28·8 411·7(O.L.) P100′B32′F34′ FK *Trunk in wells* *Tf* 29′538*t FPT* 2500 *APT* 101*t*			Esbjerg Danish	Oil Engines 4S.C.SA 6Cy.29½″–59⅛″ 490NHP 1 DB(*a*) *150lb* 1 DB(*s*) *142lb* Akt.Burmeistr&Wain,Cpn	30 ″ 8 s 5 ″ 3 25 ″ 7½	
77331 42943 JNTL	**Katsura Maru** *Cruiser Stern*		1368 — 813					1937	Urabe Zosen Tekkosho Osaka	Maruta tsu Kaiun K.K.	228·0|34·0|19·0			Kobe Japanese	T.3Cy.16⅛″,26½″,45½″–33⅞″ 118NHP Urabe Zosen Tekkosho Osaka		
77332 10352 JLWE	**Katsurahama Maru** (P) (*ex*Matsuye Maru–36)	2 *Dks*	713 663 415					1907	Osaka Iron Works Osaka	Tosa Syosen K.K.	186·8|26·3|18·1 P35′F21′			Kochi Japanese	T.3Cy.13″,21½″&36″–27″ 67NHP *WB* Osaka Iron Works,Osaka		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Build Certificate.
77333 DIOT	**Kattegat**	*Oil Eng.* *ss* Ham. No. 2–36 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. E.S.D. *Longitudinal framing*	6031 5573 3390	✝100A1 7,32 8,37 BS6,37 *Carrying Petroleum*	Ham	*z*	CL 7,37 6,38 *in bulk*	1928 3mot	F. Schichau Danzig *Lloyd's SA&CP*	John T. Essberger.	411·8 428·3 (O.L.) P109′B30′F39′ *Cell D Bu E6*	55·2 FK	32·6 3′190*t DT f* 25′150*t*	Hamburg German 18 *B Hpt Cm* (11 *to U dk* 7 „ 2nd „)	Oil Engines 2S.C.SA 6Cy.26¾″–47½″ 747NHP 1 DB *100lb* 2 Water Tube DB *200lb* F. Schichau, Elbing	32 ″ 6	
77334 LJFF	— D.F. *Cruiser Stern* 1 *Dk & Shelter dk*	*Oil Eng.*	4245 2320	✝ 5,32	Mmo	*s*		1936	Akt. Burmeistr & Wain Copenhagen	A/S Skagerak (Olav Ditlev-Simonsen, Jr. *Mgr.*)	387·4 F38′	55·3 Norwegian *WB*	22·9	Oslo Norwegian	Oil Engines 2S.C.DA. 5Cy.17⅞″–47½″ 536NHP Akt. Burmeistr & Wain, Cpn		N
77335 7092 SQVA	**Kattegatt** (*ex* John Lundwall, *ex* Elizabeth Harrison, *ex* Madame Enterprise, *ex* Alicia)	*ss* Mmo. 2nd No. 3–2,27 1 *Dk (Iron) & deep framing*	2167 1939 1296	✝ 5,32	Mmo	*s*		1903 10mo	W. Gray & Co. Ld. W Hartlepool	Redereia A B Æolus (Fänges & Påhlssons Rederier *Mgrs.*) *Cell D B*	290·0 P26′B69′F32′ *a & u E* 110′ *f* 122′ 609*t*	42·1 FK	19·3 5 *B H Cm* *A P* 54*t*	Hlsingborg Swedish	T.3Cy.21½″,35″&58″–39″ 218NHP 2SB, *6pf*, GS84, HS3393 Cen. Mar. Eng. Wrks. W Hpl	21 ″ 9	V †
77336 35218 JGMC	**Katuragi Maru** (*ex* Katsuragi Maru–38) *ss* Kob. No. 1–36 2 *Dks*, 3rd *Dk*, except in after most hold D.F. GyC. *Tonnage opening closed* 38 *Cruiser Stern* *Pt Longitudinal framing at bottom*	*Oil Eng.*	~~5935~~ ~~3248~~ 3515 8033 7482 5840	✝100A1 *with freeboard* ~~4,36~~ 1,39 4,38	Kob	*c* †	CL ~~2,36~~ 3,39	1931 10mo	Uraga Dock Co. Ld. Uraga *Lloyd's SA&CP*	Kokusai Kisen K.K. *Cell D B* 344′1464*t*	446·3 F35′ *Tanks in way of tunnel* 154*t*	60·0 FK *DT a* 27′595*t MT* 54*t*	40·1 30·0 *Cell. Hto W d e* 1006*t FPT* 6	Hasidate Japanese *WB*	Oil Engines 4S.C.SA 10Cy.29½″–59½″ 814NHP DB *100lb* Mitsui Bussan Kaisha, Ld. Tama 9*t APT* 72*t*	~~30 ″ 1~~ ~~8 ″ 3½~~ ~~26 ″ 11½~~ 40 ″ 1 8 12 ″ 6 27 ″ 9	
77337 31006 JHZB	**Katuragisan Maru** (*ex* Katsuragisan Maru–38) 2 *Dks*		2427 2030 1425					1925	Mitsui Bussan K.K. Uno	Mitsui Bussan Kaisha, Ld.	284·5 P28′B70′F30′	42·0	23·2	Kobe Japanese *WB*	T.3Cy.20″,33¾″&55″–36″ 181NHP Mitsui Bussan K.K.		C
77338 19283 JOSB	**Katuura Maru** (P) (*ex* Katsuura Maru–38) *Well deck* 1 *Dk*		1725 1278 1023	...				1916	Mitsu Bishi Dkyd & EWks Kobe	Kinkai Yusen K.K.	250·0 P&B125′F28′	37·7 FK	20·5 *W b*	Tokyo Japanese	T.3Cy.17″,28½″&48″–36″ 168NHP Mitsu Bishi D. & E. Wks Kob	20 ″ 6	
77339 158 YLCT	**Katvaldis** (*ex* Odile, *ex* Henry W. Breyer, *ex* Hallfried, *ex* Magdalene, *ex* Duke of York) *ss* Rga. No. 3–5,35 1 *Dk (Stl) & deep framing* *Cargo battens not fitted*		3206 3012 1976	✝100A1 9,38 1,37 BS6,37 6,38	Ant Lie MC5,35	*u*	CL 5,37	1907 5mo	J. Blumer & Co. Sunderland A&GP	J. Karklins un biedri (D. Thomsons, *Mgr.*) *Cell D Ba* 116′ *u E &*	330·4 P30′B94′F31′ *B40′ f* 139′801*t FPT*	47·8 FK 8 2*t APT* 106*t*	22·3	Riga Latvian 5 *B H Cm*	T.3Cy.24″,39″&65″–42″ (*s*) 1801b 284NHP 2SB, *6cf*, GS99, HS4216 N.E. Marine Eng. Co. Ld. Sld	24 ″ 3 *s* 3 ″ 8 20 ″ 10	
77340 PFHT	**Katwijk** *ss* Rot. No. 3–12,32 *ss* Rot. No. 1–37 Sub. Sig. Wireless 1 *Dk (Stl)*		1589 1379 929	✝100A1 2,36 ~~2,38~~ BS2,38 6,38	Ams Rot LMC4,37	*q*	CL N2,38	1921 2mo	Jonker & Stans, Hendrik Ido Ambacht A&GP	N.V. Stoom Maats. "Wijkl ijn" (Erhardt & Dekkers, *Mgrs.*) *Cell D B*	253·5 P20′B60′F24′ 211′471*t FPT* 78*t A*	38·2 FK	17·0 4 *B H Asp* *P T* 43*t*	Rottrdam Dutch	T3Cy 17½″,29½″&46,½″–36 7/16″ 1801b (*s*) 177NHP 2SB, *4cf*, GS89, HS3250 Maschf. Bolnes, Bolnes	19 ″ 4 *s* 2 ″ 7½ 16 ″ 11	
77341 LDSC	**Katy** D.F. *Mchy. Aft* 1 *Dk (Stl) & Web frames* *Longitudinal framing–bracketless system*	*Oil Eng.* *ss* Sfj. No. 3–3,37 1 *Dk (Stl) & deep framing* *Cargo battens not fitted*	6826 5985 3961	✝100A1 8,38 ~~11,37~~ DBS8,37 8,38 *Carrying Petroleum*	Sfj Mmo LMC3,37	*a* †	CL 3,37 *bulk*	1931 1mo	W Doxford & Sons, Ld. Sunderland *Lloyd's SA&CP*	A/S Holter-Sörensens Tankrederi (S. Holter-Sörensen, *Mgr.*) *Cell D Ba* 135′ 157*t D*	416·2 P94′B32′F40′ *Trunk in wells* *Tf* 35′538*t FPT* 151	58·0 FK	32·8 1 *B Hpt Cm* *A P T* 276*t*	Oslo Norwegian	Oil Engines 2S.C.SA 4Cy.22 1/16″–85″ 598NHP 2 DB *150lb* W. Doxford & Sons, Ld. Sld.	33 ″ 0	
77342 30521 JKSB	**Katyosan Maru** (*ex* Kachosan Maru–38) 1 *Dk*		2427 2035 1442					1924	Mitsui Bussan K.K. Tama	Mitsui Bussan Kaisha Ld.	284·5 P32′B72′F32′	42·0	23·3 *W b*	Kobe Japanese	T.3Cy.20″,33¾″&55″–36″ 181NHP Mitsui Bussan K.K. Tama		C
77343 153629 YRBC	**Kau Tung** (*ex* Charles Hardouin–38, *ex* Wei-Shun, *ex* Charles Hardouin)	**Twin Sc** 2 *Dks & Awng dk*	1665 1144 1054					1903	Cie. Française de Nav. Nantes	Tai Sang S.S. Co. Ld.	222·2 H—	38·1	12·8	Hong Kong British	T.6Cy.14″,21½″&36 7/16″–21½″ 118NHP Cie. Franç. de Nav. Lyons		
77344 EAFU	**Kauldi** (*ex* Perugia–39, *ex* Kauldi–37) ~~Now registered as Italian and sailing as "PERUGIA," which see.~~	*ss* Bbo. No. 1–38 *ss* Bbo. No. 3–1,34 1 *Dk (Stl)* *Cargo battens not fitted*	3153 ~~2,37~~ 1898	✝100A1	Gen	*u*	CL ~~4,36~~ 12,38	1922 3mo	Blyth S.B. & D.D. Co. Ld. Blyth *Lloyd's SA&CP*	Cia. Nav. Bachi (Hijos de Astigarraga, *Mgr.*) *Cell D B*	331·2 P33′B98′F29′ 284′734*t FPT* 122*t A*	46·7 FK	22·7 5 *K H Cm* *P T* 48*t*	Bilbao Spanish	T.3Cy.25″,41″&68″–45″ (*s*) 1801b 365NHP 3SB, 9*cf*, GS167, HS6030 G. Clark, Ld. Sunderland	25 ″ 6 *s* 3 ″ 11½ 21 ″ 9	
77345	**Kaunas** (*ex* Vardefjell–38, *ex* Dixie) *Mchy. Aft* Wireless D.F. 1 *Dk*	*Cruiser Stern*	1566 1283 903					1931	Porsgrund Mek. Værks. Porsgrunn	Akc. B-vé Lietuvos Baltijos Lloydas (Baltijos Transporto B-vé s.a.a. *Mgrs.*)	246·6 P28′H147′	37·9	18·2	Klaipeda Lithuanian *WB*	C.4Cy.(2)12¾″&(2)27½″–27½″ 66NHP Porsgrund M.V. Porsgrunn	20 ″ 2 *s* 3 ″ 1½ 17 ″ 2½	N
77346 LEGF	**Kaupanger** 1 *Dk*		1584 1152 917					1930	Bergens Mek. Værks Bergen	Westfal-Larsen & Co. A/S	245·1 P20′B56′F26′	37·7	15·7 *W B*	Bergen Norwegian	T.3Cy.17¼″,29″&49″–33″ 138NHP Bergens Mek Værks Bergen		N
77347 131 YLCB	**Kaupo** (*ex* Alga) *ss* Tri. 2nd No. 3–5,29 *ss* Lie. No. 2–38 1 *Dk (pt Irn & pt Stl) & deep framing*		2905 2573 1719	✝100A1 3,38	Lie	*u*	CL 7,37	1905 12mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA&CP*	Tv. Kaupo redereja (M. Kalnins, *Mgr.*) *Cell D Ba* 100′ *u E* 20′ *f* 138	314·5 324·5 (O.L.) P28′B92′F29′ 725*t APT* 70*t*	46·6 FK	21·0 *C*	Riga Latvian 5 *B H Cm*	T.3Cy.23″,38″&62″–42″ (*s*) 1601b 262NHP NDB 13 *refitted* 24 2SB, *6pf*, GS116, HS4140 Richardsons, Westgarth & Co. Ld. Sld.	23 ″ 1 *s* 3 ″ 8 19 ″ 8	
77348 105 YLAL	— (*ex* Dorte Jensen, *ex* Paipoonge, *ex* Corona) *Mchy. Aft* 1 *Dk & Spar dk*		2439 2154 1305					1888	Globe Iron Works, Cleveland Ohio	Dorte Jensen S.S. Co. (Chr. Jensen)	299·2 H— F34′ len 20	40·3	21·2 *W B*	Riga Latvian	T.3Cy.20″,38″&61″–42″ NB13 241NHP Globe Irn Works, Cleveland		V
77349 157651 ZMCV	**Kauri** 1 *Dk* *Rudder electrically welded*	*Oil Eng.*	2361 1933 1302	✝100A1 12,35 ~~12,37~~ LMC9,37	Wln Ddn	*s*	CL	1936 9mo	A. Stephen & Sons, Ld. Glasgow *Lloyd's SA&CP*	Union S.S. Co. of New Zealand, Ld. *Cell D B* 230′582*t*	286·9 P25′B66′F30′ *DT f* 8′201*t FPT* 93*t*	44·2 FK	19·2 5 *B Hpt Cm* *A P T* 80*t*	Wellingtn British	Oil Engines 2S.C.SA 4Cy.23⅝″–40½″ 391NHP DB *150lb* A. Stephen & Sons, Ld. Gls.	21 ″ 6 *s* 3 ″ 2½ 18 ″ 5½	
77350 161114 GMSV	**Kavak** *ss* Liv. No. 2–38 ~~ex Low Nook 40~~ D.F. 1 *Dk (Stl) & Shelter dk (Stl)* *Ref. Mchy.*		2782 2245 1478	✝100A1 *Shelter dk* *with freeboard* BS9,38 9,38 2,39	Liv	*p*	CL ~~8,36~~ 9,38	1929 9mo	A. McMillan & Son, Ld. Dumbarton *Lloyd's SA&CP*	Moss Hutchison Line Ld. *Cell D B* 280′709*t DT a* 20′488*t*	333·1 F29′ *(Coll to Sk dk* 5 „ 2nd „) *FPT* 89*t APT* 17*t*	47·2 FK	19·5 6 *B Hpt Cm* *pt Asp*	Liverpool British	T.3Cy.23½″,39″&65″–48″ (*s*) 2001b 418NHP 2SB & 1 Aux SB, *8cf*, GS152, HS6020 FD D. Rowan & Co. Ld. Glasgow	22 ″ 3 *s* 1 ″ 8½ 20 ″ 9½	
77351 62 SUCC	**Kawsar** (P) (*ex* Ammiraglio Bettolo–34) D.F.	**Twin Sc** *Fitted for oil fuel* 2 *Dks & Awng dk*	7778 — 4723					1923	G. Ansaldo & Co. S.A. Ital. Sestri Ponente	Soc. Misr de Nav. Maritime	429·4	52·6	36·0	Alexndria Egyptian *WB*	6 Steam Turbines DR geared to 2 Sc. Shafts G. Ansaldo & Co. Sampierdarena		CV

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Lazt de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registre NB coté, si ce n'est dans le L.R.
77352 161317 GKLW	**Kayeson** ssRot.No.2-30 ~~ssRpv.No.1-24~~ 1 *Dk(Stl)*		4606 4378 2873	✠100A1 1,39 ~~9,37~~ BS~~1,38~~ 1,39	Npt Rot ✠LMC ~~3,34~~ 1,38	*y*	CL 9,37 12,38	1929 11mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	CoolhamS.S.Co. Ld.(Kaye,Son&Co. Ld.*Mgrs.*) *CellDB*	393·1|54·3|25·7 P32'B245'F36' FK 342' 1092*t FPT*106*t APT*132*t*	London British	T.3Cy.24",40"&68"–48" (*s*) 200lb 404NHP 6*BHCem* 3SB,9*cf*,GS169,HS6699 N.E.MarineEng.CoLdNwc	28 " 2 s 4 " 1⅜ 21 " 2¾	
77353 152086 GKQR	**Kaying** Ⓟ *Fitted for oil fuel* 2*Dks*		2626 2232 1572					1922	TaikooDk-yd&EngCo.of HongK'ngLd HongKong	ChinaNavigation Co.Ld.	310·3|44·2|20·9 P&B190'F43' *WB*	London British	2 Steam Turbines DR geared to 1 Sc. Shaft TaikooDkyd&ECoLdHKg		
77354 42619 JJIK	**Kazan Maru** *Mchy.Aft* 1*Dk*		1893 1550 1349					1936	AsanoS.B. Co.Ld. Yokohama	SekiguchiKisen K.K.	269·9|40·0|20·3 P87'F33' *WB*	Kobe Japanese	T.3Cy.18",29½"&50"–39" 156NHP AsanoS.B.Co.Ld.Yka.		
77355 161061	**Kearsarge** *Mchy.Aft* 2*Dks*		3093 2866 2721					1894	Chicago S.B.Co. S.Chicago	CanadaAtlantic TransitCo.	328·0|44·2|23·0 *WB*	D'luth Min Utd. States	T.3Cy.23",38"&62"–40" 243NHP ClevelandS.B.Co.,Olevelnd		
77356 154235 VSNB	**Kedah** TwinSc *Fitted for oil fuel* 2*Dks*		2499 1427 1033					1927	Vickers Ld. Barrow	StraitsS.S.Co.Ld.	316·9|50·5|16·2 F45' *WB*	Singapore British	4 Steam Turbines SR geared to 2 Sc. Shafts Vickers,Ld.Barrow		
77357 PFHZ	**Kedoe** TwinSc *OilEng.* D.F. ssRot.No.3-12,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) ssRot.No.1-36		3684 3351 2255	✠100A1 *Shelter dk withfreeboard* ~~6,37~~ 3,39 ✠LMC ~~CS~~ DBS~~3,38~~ 3,38	Rot	*x*	OG ~~1,36~~ 8,39	1921 11mo	Burmeistr &Wain Copenhagen *Lloyd'sA&CP*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *CellDB*	367·0|51·5|22·6 FK 322'1130*t* Tanks at sides Collision BH to S dk 5 " " U " *ofTunnels*40'180*t FPT*75*t APT*60*t*	Rottrdam Dutch	Oil Engines 4S.C.SA 12Cy.23½"–35⅞" 629NHP *ptCem* DB*100lb* Burmeister&Wain,Cpn.	25 " 6 s 2 " 4 23 " 4½	
77358 103680	**Keenora** Ⓟ 2*Dks*		560 — 438					1897	Bertram E.Wks.Co.Ld Toronto	SelkirkNavigation Co.Ld.	150·0|28·0| 8·9 len17	Winnipeg British	C.4Cy.10"&22"–14" B*made*02*fitted*36 39RHP Bertram E.Wks.Co.Ld.Tto.		
77359 125985 VGMC D.F.	**Keewatin** Ⓟ 3Mst *Mchy.Aft* 1*Dk*(*Stl*)&*deepframing* &*Awng dk*(*Stl*–ws)		3856 2613 2470	✠ 12,07 ✠	NYk	*w*		1907 9mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	336·5|43·8|15·4 B&F295' 23·6 FK *WB = Cell DBu*	Montreal British	Q4Cy.23½",34",48½"&70"–45" 524NHP 6*BHCem* 4SB,*12cf*,GS299,HS9627 FairfieldCo.Ld.Glasgow	26 " 9	
77360 729 SVGM	**Kehrea** (*ex*Corcliff-33,*ex*Tregarth) ssPir.2ndNo.3-10,'38 ~~ssSld.No.8–0,26~~ ~~ssPir.No.2–01~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*		*1968* *1606* *1118*	✠100A1 2,37 10,38 ✠LMC 10,38 ~~DBS2,11~~ ~~DBS9,37~~	Pir	*r*	CL 7,36	1912 7mo	Dunlop, Bremner& Co.Ld. Pt.Glasgow *Lloyd's A&CP*	T.N.Epiphaniades *CellDB*	276·0|40·1|18·4 Q106'B58'F28' FK *a*53'*u*E18'*f*113'406*t*	Piræus Greek	T.3Cy.20",33"&56"–36" (*s*) 180lb 227NHP 4*BHCem* 2SB,6*cf*,GS113,HS3800 Dunlop,Bremner&Co.Ld	20 " 8 s 2 " 1½ 18 " 11	
77361 1117 JCUB	**Keian Maru** Ⓟ (*ex*HakutosanMaru) *Longitudinal framing* 2*Dks*		2091 — 1215					1925	KobeSteel Works,Ld. Harima	ChosenYusenK.K.	280·0|42·0|21·0 P40'B88'F32' *WB*	Jinsen Japanese	*DTa*45'230*t FPT*39*t APT*60*t* T.3Cy.20",33"&55"–39" 189NHP KobeSteelWorks,Ld.		
77362 28539 JPHD	**Keifuku Maru** Ⓟ TwinSc *Cruiser Stern* (*Ferry*) 2*Dks*		3620 2943 1382					1921	Mitsubishi ZosenKaisha Ld. Kobe	Govt.of Japan (Dept.ofRailways)	360·0|46·0|28·0 F52' *WB*	Tokyo Japanese	4SteamTurbinesSRgeared to 2 Sc. Shafts MitsubishiZosenKaishaLd		
77363 24077 JHTD	**Keihuku Maru** Ⓟ (*ex*KeifukuMaru-38) ssYka.No.3–11,31 ssKob.No.1–36 2*Dks*(*Stl*)&*Awng dk*(*Stl*)		5833 5552 4241	✠100A1 *Awng dk withfreeboard* 2,39 ~~10,37~~ BS2,39 LMC 9,36 *Fitted for oil fuel* 9,23	Kob Osa	*y*	CL 10,37 *F.P.above* 150° F.	1919 1mo	Kawasaki Dkyd.Co.Ld. Kobe A&OP	DaikoSyosenK.K. (YamashitaKisen K.K.*Mgrs.*) *Collision BHtoAwng dk 5 BHtoUdk CellDB*334'1118*t FPT*126*t APT*93*t*	385·0|51·0|36·0 FK	Taka-matsu Japanese *Cem* GS154,HS5636 FD KawasakiDkyd.Co.Ld.	T3Cy.26½",43½"&72"–48"(*s*) 200lb 486NHP 2SB(Spt)&1AuxSB,8*cf*,	36 " 0 s9 " 1⅜ 27 " 1	
77364	**Keijin Maru No. 5** *OilEng* *CruiserStern*		400					1937	Urabe ZosenTekko-sho Osaka	KeijinSyosenK.K.	135·0|26·0|13·0	Jinsen Japanese	Oil Engines 4S.C.SA 6Cy.11⅛"–17⅞" 79NHP HanshinIronWorks,Kobe		
77365 1060 JGUJ	**Keijo Maru** Ⓟ (*ex*KushiroMaru) ssYka.No.1–06 Wireless 1*Dk*(*ptStl*–ws)&*Web frames*& *Awng dk*(*Teak*)		1051 1016 615	✠ 12,06 ✠	Yka	*m*		1903 3mo	Kawasaki Dkyd.Co.Ld. Kobe	NakagawaKisen K.K. *CellDBa*44'*u*E &*B*53'*f*64'185*t*	228·8 28·0|13·0 20·2 FK *FPT*48*t APT*15*t*	Jinsen Japanese 4*BHCem*	T.3Cy.17½",28"&46"–33" 175NHP 2SB,4*cf*,GS61,HS2656 KawasakiDkyd.Co.Ld	22 " 9	
77366 421 JMPA	**Keiki Maru** Ⓟ Wireless 2*Dks*		1005 — 571					1914	Osaka Iron Works,Ld. Osaka	ChosenYusenK.K.	195·0|30·5|19·0 B71'F29' *WB*	Nishino-miya Japanese	T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWks.Ld.Osaka		
77367 883 ESCR	**Keila** (*ex*Brockabeck-32,*ex*Zamora) *Cargo battens not fitted* ssTln.No.~~1–15~~ 2–38 D.F. 1*Dk*(*ptIrn&ptStl*)2*trB* *deep framing*&*Web frames*3*Dk rule*		3621 3338 2302	✠100A1 12,33 ~~12,37~~ ✠LMC MS~~5,35~~ 4,38 ES~~4,37~~ 9,39	Rot	*u*	CL 12,36	1905 7mo	J.L.Thomp-son&Sons,Ld Sunderland *Lloyd's A&CP*	Mrs.M.Suurmann (E.Bergmann, *Mgr.*) *CellDBa*	346·5|50·9|23·0 361·0(O.L.) P23'B92'F32' FK 119'*u*E23'*f*146'823*t*	Tallinn Estonian	T.3Cy.24½",40"&66"–45' (*s*) 180lb *100lb* NDR23 307NHP 2SB,8*pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 " 6 s 4 " 4 21 " 5	
77368 PFIF	**Keilehaven**		2968 2713 1783					1918	NV.C.Van derGiessen& ZonensSchps Krimpen	N.V.Maats.S.S. "Keilehaven" (N.V.Gebr.van Uden'sScheepv.& Agent.Mij.*Mgrs.*)	327·3|47·3|21·8 P26'B91'F28' *WB*	Rottrdam Dutch	T.3Cy.28",37½"&63"–42" 257NHP RotterdamDroogd.Maats.		V
77369 31513 JRRB	**Keisho Maru** (*ex*Kohwa Maru-35) *OilEng.* 2*Dks*		5879 5380 3582					1929	Uraga Dock Co.Ld. Uraga	ShowaSyosenK.K.	417·0|56·0|31·7 P34'B113'F41' *WB*	Fuchu Japanese	Oil Engines 2S.C.DA 6Cy.23⅝"–35⅞" 1170NHP Maschfbk.Augsburg-Nürnberg,Augsburg		C
77370 28521 JCMA	**Keiun Maru** Ⓟ (*ex*KoshuMaru) 2*Dks*		1921 1602 1155					1921	Osaka Iron Works,Ld. Osaka	HaradaKisenK.K.	256·0|39·0|22·5 P24'B61'F32' *WB*	Amaga-saki Japanese	T.3Cy.18",30½"&51½"–36" 159NHP Osaka IronWrks.Ld.Osaka		C
77371 44001 JWPL	**Keiyo Maru** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*		6442 5757 4835					1937	Mitsubishi JukogyoK.K Yokohama	ToyoKisenK.K.	439·4|58·3|32·0 P36'B168'F38' *WB*	Tokyo Japanese	Oil Engines 2S.C.DA 6Cy.23⅜"–43⅝" 1167NHP MitsubishiJukogyoK.K Yka.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register in which classed. If not in L.R. Date of B. of T. cert.
77372 33099 JADC	**Keizan Maru** (P)	*2 Dks*	2313 1833 1322					1927	Osaka Iron Works, Ltd. Osaka	Kinkai Yusen K.K.	285·0 P31′	43·0 B86′	22·0 F31′	Tokyo Japanese	T.3Cy.24″,39½″&65″–42″ 274NHP *WB* Osaka Iron Wrks. Ltd. Osaka		
77373 OUHX	**Kejserinde Dagmar** (*ex* Almeriana)	*ss* Abg. 2nd No. 3–11,32 *ss* Svb. No. 1–37 1 *Dk (Stl)* & deep framing *Cargo battens not fitted*	1597 1494 987	✝100A1 Svb 7,371,39 ✝LMC 7,37 BS9,38		*q*	OG 6,37	1905 8mo	R. Duncan & Co. Ltd. Pt. Glasgow *Lloyd's SA&CP*	D/S A/S Progress (M. Nielsen & Sön, *Mgrs.*) *WB = Cell*	260·2 P23′ B67′ F27′ FK 273·8 (O.L.) *DBa* 80′ *u* E 18′ *f* 114′ 471 *t* *APT* 56 *t*	37·2	18·0	Copnhagn Danish	T.3Cy.19½″,32″&53″–36″ (*s*) 180lb 192NHP *1 BHCem* 2SB, *6pf*, GS 99, HS 3078 Rankin & Blackmore, Grk.	20 ″ 6 s 2 ″ 7½ 18 ″ 1	
77374 143049 ZMFG	**Kekerangu** (*ex* Cosmos, *ex* War Coast)	*ss* Syd. No. 3–6,31 *ss* Syd. No. 1–36 1 *Dk (Stl)* *Cargo battens not fitted*	3146 2849 1866	✝100A1 Mel 7,381~~2,37~~ BS~~8,37~~ 6,38 Syd ✝LMC 7,36		*u*	CL 7,36	1919 3mo	Tyne I.S.B. Co. Ltd. Newcastle *Lloyd's SA&CP*	Union S.S. Co. of New Zealand, Ltd. *Cell D*	331·3 B284′ 724 *t* *FPT* 110 *t*	46·6	23·1	Wellington N.Z. British	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 429NHP 3SB, *9cf*, GS 155, HS 6324 FD *7 BHpt Cem* *APT* 128 *t* N.E. Marine Eng Co Ld. Nwc	25 ″ 6 s 3 ″ 11⅜ 21 ″ 9	
77375 220686 KDGY	**Kekoskee** D.F.	*Fitted for oil fuel* *Carrying Petroleum in bulk* *Mchy. Aft* *Longitudinal framing* 2 *Dks*	5193 — 3180					1920	Bethlehem S.B. Corp. Ltd. Wilmington, Del.	~~Richfield Oil Co. of California~~ Richfield Oil Corporation	391·8 P99′ B34′ F44′	51·3	28·8	Ls. Angeles Utd. States *WB*	T.3Cy.27⅞″,45″&75′–48″ 390NHP Bethlehem S.B. Corp. Ltd. Wilmington, Del.		R
77376 151497 VSNC	**Kelantan** ~~*Fitted for oil fuel*~~ *Oil Eng.* 1 *Dk & Shelter dk*	**Twin Sc**	1106 757 580					1921	Caledon S.B. & E. Co Ltd Dundee	Straits S.S. Co. Ltd.	260·4 len 24	37·1	9·8	Singapore British *WB*	Oil Engines, 4S.C.SA 12Cy 15¾″–26″ NE 37288 NHP Humboldt–Deutzmotoren A.G. Köln-Deutz		
77377 PFIN	**Kelbergen** D.F.	1 *Dk*	4823 4520 2968					1914	W. Pickersgill & Sons, Ld. Sunderland	Zuid Hollandsche Scheepsv. Maats. N.V.	385·0 P36′ B119′ F41′	52·1	27·2	Rotterdam Dutch *WB*	T.3Cy.25″,40″&68″–48″ 320NHP Richardsons, Westgarth & Co. Ld. Sld.		C
77378 HAAM	**Kelet** (*ex* Tregarthen–33)	*ss* Fal. No. 3–3,33 *ss* Cff. No. 1–37 1 *Dk (pt Irn pt Stl)*	~~4295~~ ~~4015~~ 2722	✝100A1 Rot ~~Lloyds~~ 11,38 NYk ✝LMC MS6,37 BS1,38		*x*	CL 1,38	1913 6mo	J. Readhead & Sons, Ld. South Shields *Lloyd's SA&CP*	Neptun Sea Nav. Co. Ld. ~~(B. Burgess, *Mgrs.*)~~ *Cell D*	369·8 P33′ B226′ F34′ FK 382·0 (O.L.) *Ba* 119′ *u* E 23′ *f* 163′ 987 *t* *APT* 62 *t*	51·1	26·1	Budapest Hungarian *6 BHCem* 2SB, *6cf*, GS 132, HS 6330 J. Readhead & Sons Ld. S. Shl	27 ″ 8 s 3 ″ 10½ 24 ″ 1¼	
77379 DOHM	**Kelkheim** (*ex* Marie Mærsk) Sub. Sig. D.F.	*Fitted for oil fuel* 2 *Dks*	4943 4722 3000				…	1920	F. Schichau Danzig	Lehnkering & Cie A.G. (Unterweser Reederei A.G. *Mgrs.*)	362·0	51·3	31·7 FK	Bremen German *WB*	T.3Cy.25⅝″,43⅜″&70½⅝″–47½″ 425NHP F. Schichau, Elbing	34 ″ 0	G †
77380 DHOC	**Kellerwald** Sub. Sig D.F. *Cruiser Stern*	*Fitted for oil fuel* 2 *Dks*	5032 4478 2983					1923	Deutsche Werft A.G. Hamburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	399·6 P&B 257′ F40′	54·2	27·4 *WB*	Hamburg German	T3Cy 28½″,45⅗″&74½″–55⅕″ 414NHP Gütehoff-nungshütte, Oberhausen		G
77381 212301	**Kelley Island** 1 *Dk*		881 — 414					1914	American S.B. Co. Lorain, O.	Kelley Island Lime & Transp. Co.	155·0	38·0	11·0	Sandusky, Ohio Utd. States	C.2Cy.20″&40″–30″ 73NHP American S.B. Co. Lorain, O		
77382 143526 MKJW	**Kellwyn** (*ex* Marie Llewellyn–37) Wireless	*ss* Cff. No. 1–39 *ss* Npt. No. 3–10,35 *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted*	1459 1119 885	✝100A1 Sws ~~8,38~~ 1,37 4,39 Nwl Cff ~~BS1,37~~ 5,38 ✝LMC 4,39		*o*	CL ~~4,38~~ 3,39	1920 12mo	J. Lewis & Sons, Ld. Aberdeen *Lloyd's SA&CP*	Dillwyn S.S. Co. Ld. (Stockwood, Rock & Co. Ld. *Mgrs.*) *Cell D*	234·8 P16′ Q67′ B58′ F23′ FK B192′ 381 *t* *FPT* 490 *t*	35·7	16·6 *APT* 36 *t*	Swansea British *1 BHCem*	T.3Cy.18¼″,28½″&48½″–33″ 180lb (*s*) 86RHP 2SB, *6cf*, GS 104, HS 3210 J. Lewis & Sons, Ld. Abn.	18 ″ 7 s 1 ″ 5½ 17 ″ 4	
77383 148395 GKWJ	**Kelso** D.F.	*Cruiser Stern* 1 *Dk & Shelter dk*	3956 3715 2426				…	1924	Goole S.B. & Repg Co. Ld. Goole	Ellerman's Wilson Line, Ld.	332·8	46·6	20·4 *WB*	Hull British	T.3Cy.21″,35½″&61″–42″ 241NHP Earle's Co. Ld. Hull		C
77384 145867 GKQZ	**Kelvinbank** (*ex* Daga–34, *ex* Malia) 2 *Dks*	**Twin Sc** *Oil Eng.* *Cruiser Stern*	3872 3466 2387				…	1921	W. Hamilton & Co. Ld. Port Glasgow	Bank Line, Ld. (A. Weir & Co. *Mgrs.*)	350·5 P36′ B117′ F43′	49·9	24·7 FK *WB*	Glasgow British	Oil Engines 2S.C.SA 8Cy.18½″–32⅛″ NE 28 475NHP Wm Denny & Bros. Ld. Dmb	27 ″ 3	C †
77385 LDRB	**Kem** *Well deck*	1 *Dk*	1706 1273 1009				…	1925	Laxevaags Msk. & Jrnskb Bergen	Det Bergenske Dampsskslsk	250·0 P17′ Q75′ B56′ F27′	39·1	16·1 FK	Bergen Norwegian *WB*	T.3Cy.18⅜″,29″&48¼″–33″ 161NHP Laxevaags Msk. & Jrns. Bgn	18 ″ 0	N †
77386 TCBZ	**Kemal** (P) (*ex* Kemaliye, *ex* Smyrni, *ex* Lodore) Wireless	**Iron** *ex* Ourana, *ss* Nwc. No. 3–12,91 *ss* Liv. No. 1–96 4th Survey 2–96 1 *Dk (Irn) 2 tr I*	674 — 396	✝ Pir 6,00		*k* Lv		1878 9mo	Wigham Richrdsn & Co Newcastle	Denizbank–Denizyollari Idaresi	200·2 P30′ F24′	28·3	14·0 BK 7½″ *DBa*	Istanbul Turkish *4 BHCem* 55′ *f* 26′ 118 *t*	C.2Cy.26″&46″–30″ NDB 87 83NHP 1SB, *3pf*, GS 45 HS 1240 Wigham Richrdsn & Co. Nwc	14 ″ 8	
77387 OHFG	**Kemi** (*ex* Spessart, *ex* Westfalen)	1 *Dk & pt Awng dk* *& deep framing*	2462 1653 1444					1900	Act. Ges. "Neptun" Rostock	Vaasan Laiva O/Y	291·6 P15′ Q98′ *pt Awng dk* 179′	41·2	16·4	Vasa Finnish *WB*	T.3Cy.20⅞″,35½″&55½″&35½″ 182NHP A.G. "Neptun," Rostock		G
77388 147892 GCXJ	**Kemmendine** (P) D.F. E.S.D. GyC.	*Fitted for oil fuel* 2 *Dks*	7769 6310 4880					1924	W. Denny & Bros. Ld. Dumbarton	British & Burmese S.N. Co. Ld (P. Henderson & Co. *Mgrs.*)	453·8 P55′ B181′ F44′	59·2	30·7 *WB*	Glasgow British	T.3Cy.28½″,48½″&82″–60″ 521NHP W. Denny & Bros. Ld. Dmb.		C BT till ~~4,38~~ 7,39
77389 PFIR	**Kemphaan** *Oil Eng.* 1 *Dk*		343 260 166					1936	Gebr. van Diepen Waterhuizen	L.J. Kas	136·7	24·8	9·8	Delfzijl Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11″–17⅛″ 70NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz		V
77390 142492 GBRL	**Kenbane Head** *ss* Bel. No. 3–7,31 *ss* Bel. No. 1–35 D.F. 2 *Dks (Stl)*		5225 4749 3269	✝100A1 Gls ~~4,38~~ 2,39 Bel BS~~7,39~~ MS3,35 ✝LMC ~~BS2,38~~		*z*	CL ~~4,38~~ 12,38	1919 11mo	Workman, Clark & Co. Ld Belfast *Lloyd's SA&CP*	Ulster S.S. Co. Ld. (G. Heyn & Sons, Ld. *Mgrs.*) *Cell D*	400·3 P49′ B123′ F77′ FK 413·1 (O.L.) *DB* 338′ 1085 *t*	52·3	28·4	Belfast British *6 BHCem* *DTa* 28′ 735 *t*	T.3Cy.27½″,44″&73″–48″ (*s*) 180lb 517NHP 3SB, *9cf*, GS 190, HS 7668 FD Wrkman, Clark & Co. Ld Bel	31 ″ 0 s 5 ″ 6 25 ″ 9	
77391 171301 ~~GRRB~~	**Kenfig Pool** (*ex* Saint Marc–37) 2 *Dks & Awng dk*		2390 2093 1430					1908	Atel. & Ch. de France Dunkirk	Noemijulia S.S. Co. Ld. (S. Catsell *Mgr.*)	288·8 B31′ F32′	38·9	17·0 24·2	London British *WB*	T.3Cy.19″,30½″&56″–36″ 188NHP Atel. & Ch. de France, Dun.		V
77392 140709 GQWC	**Kenilworth** *ss* Bly. No. 3–1,31 ~~*ss* Shl. No. 2–38 *ss* Kob. No. 1–46~~ D.F. 1 *Dk (Stl) & Shelter dk (Stl)* *Cruiser Stern* *Cargo battens not fitted in 'tween decks*		5457 5096 3288	✝100A1 Kob *Shelter dk* *with freeboard* 2,39 ~~1,46~~ ~~BS6,39~~ ✝LMC ~~2,39~~		*at*	CL 6,37	1918 3mo	Richardsn, Duck & Co. Ld. Stockton *Lloyd's SA&CP*	Foreign Investments, Ld. *Cell D Ba* 165′ *u* E 24′ *f*	430·2 171′ 1338 *t* *FPT* 145 *t*	55·0	26·6 FK	Shanghai British *7 BHCem* *APT* 202 *t*	T.3Cy.28″,46½″&78″–54″ (*s*) 180lb 615NHP 3SB, *12cf*, GS 216, HS 9006 FD Blair & Co. Ld. Stockton	29 ″ 1 s 3 ″ 6½ 25 ″ 10	

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cote. C=Cote Spéciale. L=Lloyd's Register.
Broke Hall P	77393 **Kenilworth** (P)	PadSk	390					1898	A&J Inglis Glasgow	London&North EasternRailway	215·0 Q18′	23·1	7·6	Glasgow British	D.1Cy.52″–72″ NB15 176NHP A.&J.Inglis,Glasgow		
	1Dk		262								*Promenade dk* 145′						
	77394 **Kenjo Maru** (*ex*Remier,*ex*Gloriana)		3142	✠		*u*		1905	Irvine'sSB &D.D.Co.Ld W Hartlepool	KonanKisenK.K.	325·3 P33′B100′F32′ 22·6 FK	47·1	13·8	Kobe Japanese	T.3Cy.24″,38″&64″–42″ 275NHP	24 ″ 10	
	29834 ssRot.No.2–15		2891	5,20				5mo									
JGWB	*Spar dk(pt Irn&pt Stl)*		2257							*Cell DBa*106′ *uE*24′	*f*138′654*t FPT*100*t*			*WB*	2SB,*6cf*,GS100,HS4264		
	2*tr B&deep framing*														Richardsons, Westgarth& Co.Ld.Hpl.		
	77395 **Kenkon Maru**		4575					1935	Mitsui Bussan Kaisha,Ld. Tama	InuiKisenK.K.	362·2 P34′B105′F30′	50·0	29·1	Kobe Japanese	Oil Engines 4S.C.SA 10Cy.21⅝″–39⅜″ 453NHP		C
	40706 *Oil Eng.*		3730											*WB*	MitsuiBussanKaisha,Ld. Tama		
JGGJ	2*Dks*		2721														
	77396 **Kenmare** (P)	ssSld.No.1–37	1573	✠100A1	Sld	*r*	CL	1921	Ardrossan D.D.Co.Ld. Ardrossan	British&Irish SteamPacketCo. (1936)Ld.	274·5 B100′F45′*on* FK	37·9	17·2	Cork British	T.4 Cy.26″,42″&(2)48½″–42″ 200lb (Spt) (*r*) 553NHP	18 ″ 3	
	143487	ssLiv.No.3–5,34	1142	*Shelter dk*	Ard		4,37							*Cem*	4SB,*12cf*,GS214,HS8932 FD	s 1 ″ 4½	
EIDB	E.S.D.	2*Dks(Upt Stl)&*	693	*withfreeboard*	BS4,39	MC5,37	4,39			*Lloyd'sA&CP*	*Shelter dk*			2*B HtoSh dk*	J.G.Kincaid&Co.Ld.Grk.	17 ″ 3½	
		Shelter dk(pt Stl)		8 4 39						*above* 1 50° F.	*f*89′213*t APT*12*t*			3 ,, ,, *U* ,,			
				Fitted for oil fuel 11 ,21			*F.P. a*										
	77397 **Kennebec** (*ex*WarMogul)		5548	✠100A1	Fal	*z*	CL	1919	R.Duncan &Co.Ld. PortGlasgow	Anglo-American OilCo.Ld.(F.J. Wolfe,*Mgr.*)	400·3 P50′B121′F40′ FK	52·2	28·4	London British	T.3Cy.27″,44″&78″–48″ (*s*) 1801b 517NHP	31 ″ 0	
	143361	ssFal.No.1–37 ssNwc.No.3–9,33	4696	8,27	Bel		3,36							1*B HptCem*	3SB,*9cf*,GS190,HS7668 FD	s 5 ″ 7½	
GBXP	D.F.	1*Dk(Stl)2tr B*	3422	LMC2,33			2,39			*Lloyd'sA&CP*	*Middle line Bulkhead not*			*oil-tight*	D.Rowan&Co.Ld.Glasgow	25 ″ 7	
		&Web frames		BS 2,37			1,37							68′ *f*50′ 329*t*	*FPT*95*t APT*80*t*		
		Longitudinal framing		*Carrying oils in bulk*			*F.P. abo*			*ve* 150 °F.	*Cell DBu E&B*						
				Fitted for oil fuel 8, 19			*F.P. a*			*bove* 1 50° F.							
	77398 **Kenneth Hawksfield**		1546	✠100A1	Lth	*p*	CL	1924	Furness S.B.Co.Ld. Haverton Hill-on-Tees	P.Hawksfield& Son,Ld.	245·4 Q188′F24′	38·6	15·5	Dover British	T.3Cy.17″,27½″&45′–33″ (*s*) 1801b 156NHP	17 ″ 6	
	147645 (*ex*Timberham)	ssShl.No.3–2,36	1140	6,38	Bly		12,35	5mo					FK	1*B HptCem*	2SB,*4cf*,GS79,HS2806	s 5 ″ 4½	
MLWB	*Well deck*	1*Dk(Stl)*	910		LMC		6,38							2*B HptCem*	Ross&Duncan,Glasgow	16 ″ 6½	
	Longitudinal framing in double bottom &			MS12,35	BS5,37					*Lloyd'sA&CP*	*Cell DBa*47′ *uE&B*						
	Cargo battens not fitted	*at decks*			6,38						25′ *f*104′457*t DT at*			*sides of tun*	*nel* 34′190*t FPT*55*t APT*46*t*		
	77399 **Kenora**		1979					1907	A.McMillan&Son,Ld. Dumbarton	Canada Steamship Lines,Ld.	249·9 F36′	42·6	20·5	Toronto British	T.3Cy.17″,28″&46″–33″ 122NHP		C
	124235		1802											*WB*			
CYMW	*Mchy.Aft*	2*Dks*	1289												Muir&Houston,Ld.Gls.		
	77400 **Kenowis**		4934					1920	American Intern.S.B. Corp. HogIslandPa	WatermanS.S. Corp.	390·0 P39′B121′F43′	54·2	27·8	Mobile Utd.States	DRgearedSteamTurbine *Emade*19*fitted*33		R
KOSV	Sub.Sig.	2*Dks*	3014											*WB*	*Bmade*20*refitted*33		
	Ref.Mchy.														WestinghouseElec.&Mfg. Co.Phl.		
Now "Kofresi," see No. 88830 in Supplement																	
	77401 **Kenrix**	3Mst	692	✠100A1	Hul	*j*	CL	1921	Cochrane& Sons,Ld. Selby	R.Rix&Sons	175·0 183·0(O.L.)	29·1	11·3	Hull British	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 96RHP	13 ″ 6	
	144079	ssHul.No.3–10,32	479	8,37			N8,37	5mo						1*B HCem*	1SB,*2pf*,GS48,HS1683	s 3 ″ 0½	
MKRP		ssHul.No.1–37	317							*Lloyd'sA&CP*	Q99′B11′F23′		FK	1*B HCem*	J.Lewis&Sons,Ld.Abn.	13 ″ 3½	
	Mchy.Aft	1*Dk(Stl)*									*Cell DBf*99′140*t*			*FPT*27*t*			
	Well deck	*Cargo battens not fitted*															
	77402 **Kenryu Maru**		4576					1935	Mitsui Bussan Kaisha,Ld. Tama	InuiKisenK.K.	362·2 P34′B105′F30′	50·0	29·1	Kobe Japanese	Oil Engines 4S.C.SA 10Cy.21⅝″–39⅜″ 453NHP		C
	41073 *Oil Eng.*		3730											*WB*	MitsuiBussanKaisha,Ld. Tama		
JGVJ	2*Dks*		2892														
	77403 **Kensington Court**		4863	✠100A1	Lon	*y*	CL	1927	Napier& Miller,Ld. Glasgow	CourtLine,Ld. (Haldin&Philipps Ld.*Mgrs.*)	396·5 P46′B119′F38′	53·2	26·5	London British	T.3Cy.26″,42″&70″–48″ (*s*) 1801b 416NHP	29 ″ 0	
	149822	ssShl.No.2–34	4503	6 38 6,37	Bry		6,37	5mo					FK	6*B HCem*	3SB,*9cf*,GS194,HS7080	s 5 ″ 5½	
GMZS	D.F.	1*Dk(Stl)*	2951	BS10,37						*Lloyd'sA&CP*	*Cell DB* 342′1220*t FPT*108*t*			*APT*181*t*	D.Rowan&Co.Ld.Glasgow	23 ″ 8½	
				9,38													
	77404 **Kent**		8694	✠100A1	NYk	*d*†	CL	1918	Palmers' Co.Ld. Newcastle	FederalSteamNav. Co.Ld.	460·6 P275′F49′*on*	62·8	34·9	London British	2 SteamTurbinesSRgeared to 1 Screw shaft 1801b (*s*) 973NHP	37 ″ 9	
	142611	ssBrs.No.3–4,30	8212	*Shelter dk*	Fal		10,36	6mo			*Shelter dk*		FK	*Cem*	4SB,*16cf*,GS820,HS13572 FD	s 7 ″ 9½	
GPDC		ssFal.No.2–38 ssLiv.No.1–34	5452	*withfreeboard*			5,38			*Lloyd'sA&CP*				5*B HtoUdk*	Palmers' Co.Ld.Newcastle	30 ″ 2	
	Ref.Mchy.	2*Dks(Stl)&Shelter dk(Stl)*		11,38 11,37	LMC	11,38					*Coll BH&*			*APT*32*t*			
	D.F.	*Cruiser Stern*									*Cell DB*382′ 1403*t D*						
				Lloyd'sRMC		11 ,38					*Ta*23′170*t FPT*128*t*						
				Fitted for oil fuel 1, 25			*F.P. a*			*bove* 1 50° F.							
	77405 — (P)		4858	✠ ...	NYk	*y*		1918	WCramp& SonsS&EBCo Philadelphia	Merchants& MinersTransport-ationCo.	360·2 F40′*on Shelter dk*	51·6	22·8 30·8 FK	Baltimore Utd.States	Q.4Cy.25¼″,37″,52½″&76″ –54″ 633NHP	33 ″ 6	R
	216969 (*ex*SantaTeresa–36)	ssS.Fo.No.3–10,31	4320	2,36				11mo						*Cem*	4SB,*12cf*,GS214,HS8923		†
WLIA	D.F.	*Fitted for oil fuel*	2888							*Cell DB*295′870*t*	*FPT*70*t APT*71*t*			6*B HtoSh dk*	W.Cramp&SnsS&EBCPhl		
		2*Dks(Stl)&Shelter dk(Stl)*												1 ,, ,, *U* ,,			
	77406 **Kentuckian**		5200	✠ ...	SFo	*a*†		1910	Maryland SteelCo. Sparro'Pt.Md	American-HawaiianS.S.Co.	414·5	53·7	28·1 FK	NewYork Utd.States	Q.4Cy.25 7/16″,34″,52⅜″&76½″ –54″ 618NHP	39 ″ 0	R
	207489	.ssS.Fo.2ndNo 3–5,33	4797	6,34				6mo						7*B HptCem*	3SB,*12cf*,GS200,HS8721		†
WACJ	D.F.	*Fitted for oil fuel*	3178												MarylandStlCo.Sparro'Pt.		
		2*Dks(Stl)&deep framing*								*Cell DB a* 123′ *uE&*	*B*60′ *f*162′1259*t DT*			*a*46′291*t DT*	*f*27′778*t FPT*158*t APT*27*t*		
		&Shelter dk(Stl)															
	77407 **Kentucky**		5446					1921	LsAngeles S.B.&D.D.Co. SanPedro,Cal	StatesSteamship Co.	410·0 P43′B115′F47′	54·2	27·2	Portland, Or. Utd.States	T.3Cy.28½″,47″&78″–48″ LosAngelesS.B. &D.D.Co.SanPedro,Cal. 359NHP		R
	221120 (*ex*WestO'Rowa)	*Fitted for oil fuel*	—											*WB*			
KDQI		2*Dks*	3393														
	77408 —	ssCpn.No.2–39	2136	✠100A1	Cpn	*t*	CL	1905	ClydeS.B. &E.Co.Ld. Pt.Glasgow	DetForenede Damps.Selskab.	294·8 305·5(O.L.)	42·0	19·5	Copnhagn Danish	T.3Cy.22″,35″&59″–39″ (*s*) 1801b 225NHP	22 ″ 0	
	(*ex*Generalkonsul	ssEls.2ndNo.3–8,30	1971	12,37			12,37	5mo			P27′B172′F33′		FK	5*B HCem*	2SB,*6cf*,GS106,HS3300	s 2 ″ 3½	
OYPB	Pallisen)	ssEls.No.1–35	1916	BS7,37	MC		3,39			*Lloyd'sA&CP*	*uE&B*34′ *f*130′605*t*			*APT*65*t*	ClydeS.B.&E.Co.Ld.Pt.Gls	19 ″ 11	
	D.F.	1*Dk(Stl)&deep framing*	1311	11,38	MS3,39					*Cell DBa*86′							
	77409 **Kentwood**		2180	✠100A1	Shl	*r*	OG	1924	SirJ.Laing &Sons,Ld. Sunderland	WFrance,Fenwick &Co.Ld.	280·0 P20′Q94′B48′F19′	40·2	18·9	London British	T.3Cy.20″,33″&54″–39″ (*s*) 1801b 199NHP	21 ″ 0	
	147623	ssShl.No 3–4,37	1760	8,38 4,37			1,37	4mo						4*B HCem*	2SB,*6cf*,GS94,HS3096	s 2 ″ 1½	
GKPW	*Well deck*	1*Dk(Stl)*	1244		LMC					*Lloyd'sA&CP*	*B*39′ *f*113′397*t* FK				Geo.Clark,Ld.Sunderland	19 ″ 0½	
	D.F.	*Cargo battens not fitted*		MS4,37	BS1,38						*DTa*36′250*t FPT*			52*t APT*80*t*			
					1,38												
77410																	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When / By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of L.R. Class Certs.
77411 **Kenya** (P) 162509 GBJP	**TwinSc** *ss*Bom.No.1-34 2 *Dks* (*Stl-U* teak s) *Ref. Mchy.* 3rd dk in forward holds D.F. E.S.D. *Cruiser Stern*	9890 6731 4646	✝100A1 ~~6-34 19,37~~ 11,38 ~~BS5,37~~ LMC Lloyd's RMC ~~1,38~~ *Fitted for oil fuel* 12,38	Bom	~~F&C 38~~	CL ~~7,36~~ 11,38 *F.P. above*	1930 12mo *Lloyd's*	A. Stephen &Sons, Ld. Glasgow *sA&CP*	BritishIndiaStm. Nav.Co.Ld. *Cell DB*	471·3 487·1 (O.L.) *Shade dk* 415′ 50″ F.	64·2 *Shade dk* B213′ *on Shade dk* 1768*t*	29·4 F51′ *FPT* 112*t*	London British 8 *BHptCem* *APT* 222*t*	6 Steam Turbines S.R. geared to 2 Sc. Shafts (*s*) 250lb *100lb* FD 1746 NHP 7SB(Spt), *28cf*, GS525, HS19810 A. Stephen&Sons, Ld. Gls.	32 ″ 6 s5 ″ 10½ 26 ″ 11½	
77412 **Kephallinia** (P) 679 SVDK	**TwinSc** (*ex*NicolaosTogias-33, *ex*City of Belfast) Wireless 2 *Dks*	1267 773 460					1893	Laird Bros. Birkenhead	HellenicCoast LinesCo.Ld.	280·6	32·1	13·4	Piræus Greek	T.6Cy.18″,28″&42″–30″ NB11 193 NHP Laird Bros. Birkenhead		
77413 **Kepler** DOKD	Wireless D.F. *Oil Eng.* Sub.Sig. *Cruiser Stern* 1 *Dk*	1236 955 592					1925	Deutsche Werke A.G. Kiel	Dampfschifffahrts Ges.Neptun	233·6 P&B150′	36·2 F28′	14·3 *WB*	Bremen German	Oil Engines 4S.C.SA 6Cy.19¼″–37⅞″ 224 NHP Deutsche Werke A.G. Kiel		G
77414 **Kepong** 139562 VPKG	2 *Dks*	1874 1700 1322					1916	Taikoo Dck.&Eng Co Hong Kong	StraitsS.S.Co.Ld.	251·0 F33	41·1	21·0	Singapore British	T.3Cy.18″,29″&48″–33″ 132 NHP Taikoo Dockyard&Eng.Co.		
77415 **Keramiai** (*ex*Baltique-34, *ex*Gallier-33, *ex*War Rose) SVMV	1 *Dk & Platform dk*	*5085* *4641* *3106*					1917	Swan, Hunter&Wigham Richardson, Ld. Newcastle	CephalonianMaritimeCo.Ld.(N.D. Lykiardopulo, *Mgr.*)	400·3 P49′B118′F39′	52·2	28·4 *WB*	Argostoli Greek	T.3Cy.27″,44″&73″–48″ 517 NHP Hwthrn,Leslie&Co Ld Nwc.		V
77416 **Keret** LDRC	*ss*Bgn.No.1-31 *Well deck* 1 *Dk* (*Stl*) *Strengthened for Navigation in Ice*	1718 1270 1002	✝ ... 4,35	Ant	*q*		1927 4mo	Atel.&Ch. de la Seine Maritime Le Trait (S.I.)	DetBergenske Dampskibsselskab *Cell D*	251·8 P17′Q74′B56′F27′ *B* 193′ 379*t*	39·2 FK *FPT* 66*t*	16·1 4 *BHCem* *APT* 71*t*	Bergen Norwegian	T.3Cy.18″,30″&50″–33″ 167 NHP 2SB,*4cf*,GS65,HS2768 Atel.&Ch. de la Seine Maritime		N
77417 **Kerguelen** (P) (*ex*Meduana) FNMX	**TwinSc** *Ref. Mchy.* D.F. 3 *Dks*	10123 7863 6259	~~Lloyd's RM~~ 4,39 ~~1,39~~ ~~3,38~~ 'tween d ks. for temp 32° F.		N. 5 hold &		1922	Swan, Hunter&Wigham Richardson, Ld Newcastle	ChargeursRéunis	484·2 B273′F52′	59·3	35·0 *WB*	Havre French	4 Steam Turbines DR geared to 2 Sc. Shafts Wilsand Slpwy.Co.Ld.Nwc.		V
77418 **Kerhopkson**, Now **Ryuzan Maru**, *see No. 89819 in Supplement*	2 *Dks*	4768 2920					1920	Standard S.B.Corp. Shooters Island	G.E.Marden (Wheelock&Co. Ld. *Mgrs.*)	377·0 P39′B105′F40′	52·0	26·8 *WB*	~~British~~	T.3Cy.25″,42″&70″–48″ 339 NHP Standard S.B.Corp. Shooters Island		
77419 **Keri** (*ex*Vectis-35) 1029 ESUO	*ss*T.u.2nd No.3-5,38 ~~Nwc.No.3=4,2nd~~ ~~Plu.No.2=35~~ *Well deck* 1 *Dk* (*Stl*) *Cargo battens not fitted*	1172 986 663	✝100A1 ~~7-34 12,37~~ 1,39 ~~BS10,37~~ 2,39	Ant	*n*	CL ~~9,35~~ ~~1,39~~ LMC ~~9,38~~ MS5,38 4,39	1913 4mo *Lloyd's*	J. Crown& Sons, Ld. Sunderland *sA&CP*	PeetRass *Cell D Ba* 58′	222·5 230·5 (O.L.) Q77′B48′F26′ *uE* 17′ *f* 92′ 270*t*	33·2 FK	14·5 4 *BHCem* *FPT* 39*t* *APT* 94*t*	Tallinn Estonian	T.3Cy.18″,29½″&48″–33″ (*s*) 180lb *90lb* 148 NHP 1SB,*3pf*,GS54,HS2346 N.E.Marine Eng.Co.Ld.Sld	16 ″ 6 s 1 ″ 2½ 15 ″ 6½	
77420 **Kerkplein** (*ex*Ramsay) PFIW	*ss*Ham.No.3-1,36 D.F. 2 *Dks* (*Stl*)	5085 4776 3135	✝100A1 1,39 ~~2,38~~ BS ~~11,37~~ 10,38 LMC 4,36	Rot	*y*	CL ~~4,37~~ NI 1,39	1921 10mo *Lloyd's*	Bartram & Sons, Ld. Sunderland *sA&CP*	N.V.Scheepvaart Maats. "Millingen" (G.A.Spliethoff, *Mgr.*) *Cell D Ba* 119′ *uE* 26′ *f*	400·0 P36′B118′F40′ 176′ 1056*t*	52·2 FK *FPT* 135*t*	28·5 7 *BHCem* *APT* 220*t*	Rotterdam Dutch	T.3Cy.27⅜″,45⅝″&75″–48″ 180lb (*s*) 476 NHP 3SB,9*cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s 6 ″ 0½ 25 ″ 2½	
77421 **Kerkyra** (P) 701 SVBU	(*ex*Ionion-33, *ex*Jonio) Wireless **TwinSc** 2 *Dks*	1461 1030 775					1912	Mackie& Thomson,Ld. Glasgow	HellenicCoast LinesCo.Ld.	224·0 P31′F32′	33·9	19·0 *WB*	Piræus Greek	T.6Cy.13½″,22″&36″–24″ 126 NHP Muir&Houston,Ld.Gls.		I
77422 **Kerlogue** 166367 EIMB	*Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern*	335 251 171	✝100A1 8,39 ~~2,38~~ LMC 2,38	Rot Bkn	*e*		1938 2mo *Lloyd's*	A. Vuijk& Zonen Capelle a/d Ysel *sA&CP*	WexfordSteamshipsCo.Ld. *Cell DB*	142·1 148·5 (O.L.) 24·7 P33′F14′	23·8 FK	9·2 3 *BHCem* *APT* 25*t*	Wexford British	Oil Engines 4S.C.SA 6Cy.11″–17½″ 71 NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 3 s1 ″ 0½ 10 ″ 4½	
77423 **Kerma** 160568 GSQW	*ss*Mdb.No.2-36 D.F. 1 *Dk* (*Stl*)	4333 4026 2658	✝100A1 ~~7-34 9,37~~ 1,39 LMC MS8,36 ~~BS10,37~~ 12,38	Mdb Ret Shl	*x*	CL ~~6,35~~ 7,38	1928 9mo *Lloyd's*	D&W Hendersn&Co.Ld Glasgow *sA&CP*	Cory&Strick (Steamers) Ld. (F.C.Strick&Co. Ld. *Mgrs.*) *Cell DB*	370·0 382·6 (O.L.) P28′B105′F36′ 324′ 1058*t*	52·2 FK *FPT* 140*t*	25·9 6 *BHptCem* *APT* 115*t*	London British	T.3Cy.25″,41″&66″–45″ (*s*) 180lb *120lb* 346 NHP 2SB,6*cf*,GS115,HS4601 FD D&W Hendersn&Co Ld Gls.	28 ″ 4 s 5 ″ 2½ 23 ″ 3½	
77424 **Kermandie** 133496 VJZQ	**WoodAux 4 MstTwin** *Oil Eng.* ScSr 1 *Dk* (*See Sailing Ship Register*)	343 298 222					1920	C.M.Mc Kay Hobart, Tas.	KermandieShippingCo.Pty.Ld.	141·9	35·0	11·0	Hobart British	2 Oil Engines (P) 2S.C.SA 2Cy.12″–15″ 76 NHP Thompsn&Co.Castlemaine (*S–made & fitted* 36) 4S.C.SA 4Cy.8″–10½″ Rustin&Hornsby,Lincoln		
77425 **Kerry Head** (*ex*Simonside, *ex*Eurus) 128881 EIKT	*ss*Bel.2nd No.3-11,37 *Mchy. Aft* 1 *Dk* (*Irn*) *Well deck* *Cargo battens not fitted*	825 574 389	✝100A1 11,37 LM MS8,37 ~~BS 37-1~~	Bel	*k*	CL 4,37	1913 7mo *Lloyd's*	J.Fuller ton&Co. Paisley *sA&CP*	W.T.Herriott (Mullock&Sons, *Mgrs.*) *Cell DB*	195·0 201·7 (O.L.) Q99′B11′F26′	31·1 FK *f*	11·4 3 *BHCem* 110′ 184*t* *FPT* 64*t*	Limerick British	T.3Cy.16″,26′&44″–33″ (*s*) 180lb 96 RHP 2SB,*4pf*,GS72,HS2246 Ross&Duncan,Glasgow	14 ″ 0 s 4 ″ 9 13 ″ 4½	
77426 **Kerrymore** 135830 EIDY	*ss*Bel.No.3-4,34 *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck* *Cargo battens not fitted*	509 338 211	✝100A1 7,37 ~~BS7,37~~ 4,38 LMC 4,34	Bel	*h*	CL 7,37	1921 2mo *Lloyd's*	Larne S.B. Co.Ld. Larne *sA&CP*	R.McCowen&Sons Ld. *Cell D*	165·2 26·7 Q95′B11′F22′	25·3 FK *B f*	9·5 3 *BHCem* 97′ 104*t* *FPT* 36*t*	Tralee British	T.3Cy.13″,21′&34″–24″ (*s*) 180lb 62 RHP 1SB,*3cf*,GS52,HS1439 Campbell&Caldrw'd,Psy.	11 ″ 9 s 3 ″ 9 11 ″ 8½	
77427 **Kersten Miles** (*ex*Martha Hemsoth) DHOD	Sub Sig. 1 *Dk & Shelter dk*	4971 4531 2957					1921	Deutsche Werke A.G. Kiel	Hanseatische ReedereiEmil Offen&Co.	407·6 P43′B26′F36′	54·4	24·8 *WB*	Hamburg German	2 Steam Turbines DR geared to 1 Sc. Shaft Deutsche Werke A.G.Kiel		G
77428 **Kertch** (*ex*Dimitri)	*ss*Oda.No.3-11,98 *ss*Oda.No.1-03 1 *Dk* (*Stl*) & *Awng dk*	1018 986 594	✝ 5,06 ~~BS96 refitted05~~	Oda	*l*		1887 12mo	W.Dobson &Co. Newcastle	U.S.S.R.	210·0 ptNDS98	30·2 FK *DB*	20·8 5 *BHCem* *a&f* 141′ 154*t*	Odessa Russian	T.3Cy.17″,28″&47″–30″ NDB05 123 NHP 2SB,*4cf*,GS66,HS1920 N.E.Marine Eng.Co Ld Nwc	21 ″ 7	
77429 **Kertosono** PFIZ	*Fitted for oil fuel* *Cruiser Stern* D.F. 3 *Dks*	9289 8843 5853					1923	Kon.Maats de Schelde Flushing	Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*)	470·5 B76′F52′ len35	62·7	37·7 *WB*	Rotterdm Dutch	DR Geared Steam Turbine Maats.de Schelde, Flushing		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Oteur.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où cotés, si on n'est dans le L.R. Divers Constructeurs Navals
77430	**Kervegan** (*ex*CapitaineWinckler)		2018	✠100A1	Sws	*r*	CL	1922	Soc.Anon.	Cie.Nouvelle des	270·3	39·5	19·6	Nantes	T3Cy18½",29½"&49½"-37½"	22 ″ 11
	*ss*Nts.No.3–4,36		1788	6,38 ~~6,37~~	Nts		~~4,36~~	2mo	AnciensCh.	Chargeurs de	283·3(O.L.)			French	18½lb (*s*) 189NHP	s 3 ″ 4½
FOLE	D.F. 1 *Dk (Stl)*		1194		✠LMC		6,38		Dubigeon	l'Ouest	P20'I57'F25'		FK	*4 BHCem*	28B,*4cf*,GS95,HS8240	19 ″ 9¾
	Cargo battens not fitted			M~~6,35~~ 6,38	B~~—~~ 6,38			A&CP	Nantes	*Cell DB223'488t Tk*	*f96'137t aft*			Atel.&Ch.de laLoire,Nts.		
										opsite Tanks	*82'84t FPT65t APT*			111t		
77431	**Kestor**		311	✠100A1	Lon	*e*	OG	1936	GooleS.B.	Dundee,Perth&	135·0	24·6	7·7	London	Oil Engines 4S.C.SA	9 ″ 8
164716		*Oil Eng.*	199	11 ~~6,37~~ 6,38	S~~—~~		~~11,37~~	9mo	&Repg.Co.	LondonShipping				British	6Cy.11"–17½" 70NHP	s 3 ″ 5
MLYM	*Mchy.Aft* 1 *Dk*		164	✠NE1,38	✠LMC		11,38		Ltd.	Co.Ld.	P34'Q47'F15'		FK	*3 BHCem*		9 ″ 6¾
Motor Vessel		*see No. 87954 in Supplement*					6,38		Goole	*Cell*	*DB84'104t FPT28t*			*APT15t*	Humboldt-Deutzmotoren A.G.Köln-Deutz	
								Lloyd's	*SA&CP*							
77432	**Keti Chandris** (*ex*Tristan		2974	✠	Dnk	*l*		1918	Wallace	J.D.Chandris	300·0	45·3	24·9	Piræus	T.3Cy.24",38"&62"–42"	27 ″ 0
724	Vieljeux–33,*ex*Monnette,*ex*Antoinette,		—	12,23				7mo	Shipyards Ld.		P25'B82'F34'		FK	Greek	303NHP	
SVGQ	*ex*WarPower) 1 *Dk (Stl)*		1835	✠					N.Vancouver B.C.					*6 BHCem*	2SB,*6cf*,GS139,HS5108	
	2nd *dk (Stl) in E&Bspace*									*Cell DB255' 593t FPT*				66' *APT137t*	WallaceShipyards,Ld.	
77433	**Ketty Brøvig** (*ex*Montana–38)		7031	✠100A1	Rot	*a*†	CL	1918	Sir J. Laing	Th.Brövig	425·0	57·0	33·1	Farsund	T.3Cy.27",45"&74"–54" (*s*)	33 ″ 0
	*ss*Osl.No.3–11,30		6375	11,38 ~~1,38~~	Osl		~~12,37~~	1mo	&Sons,Ld.		440·0(O.L.)			Norwegian	180lb 559NHP	
LCTS	*ss*Osl.No.2–38 ~~*ss*Osl.No.1–35~~		4411	~~1,38~~	~~✠LMC~~		10,38		Sunderland		P101'B28'F45'		FK	*16 BHptCem*	4SB,*12cf*,GS196,HS8248 FD	
	Mchy.Aft 2 *Dks (Stl)&Web frames*			*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*Cell D*	*Bu E&B55' 142t D*			(10 *to U dk*	G.Clark,Ld.Sunderland	
	Longitudinal framing			*Fitted for oil fuel* 1,18			*F.P. above*				*Tf38' 518t APT53t*			6 ,, *2nd* ,,)		
							1 50° F.									
77434	**Kewanee**		3550					1919	Bethlehem	TideWater	318·4	46·0	23·5	S.Frncisco	T.3Cy.22½",39"&63½"–48"	26 ″ 0
218740		*Fitted for oil fuel*	2916						S.B.Corp.Ld.	AssociatedOilCo.	P94'B36'F40'		FK	Utd.States	278NHP	
KJVC	D.F. 1 *Dk&Web frames*		2125						(MoorePlnt)					*WB*	BethlehemS.B.Corp.Ld.	
	Mchy.Aft *Carrying Petroleum in bulk*								ElizabethPrt, N.J.						(MoorePlant)	
77435	**Kexholm**		*3815*	✠100A1	Got	*y*	CL	1937	Eriksbergs	A/BSvenska	383·3	52·2	22·6	Gothenbrg	Oil Engines 2S.C.DA	25 ″ 6
8212		*Oil Eng.*	*3180*	*withfreeboard*			1,39	11mo	M.V.Aktieb.	AmerikaMexiko	397·0(O.L.)			Swedish	6Cy.17¾"–47¼" 644NHP	s 2 ″ 0¾
SKRN	D.F. E.S.D. 1 *Dk&Shelter dk*		*2112*	~~14,34~~ 14,38	✠LMC10,34				Gothenburg	Linien(E.Carlson,	F99'		FK	*7 BH*	DB80lb	23 ″ 7½
	Cruiser Stern			5,39				*Lloyd's*	*SA&CP*	*Mgr.*)				*Coll to Shelt*	EriksbergM.V.Aktieb.Got	
	Strengthened for navigation in ice							*Cell D*	*B270' 964t Tanks*	*in way of tunnel*	*287t APT113t*			6 ,, *2nd* ,,		
77436	**Keybar**		1723	✠100A1	Tto		CL	1923	Smith's	KeystoneTrans-	250·3	42·6	15·9	Montreal	T.3Cy.16",26"&44"–33" (*s*)	19 ″ 3
147763		*ss*Tto.No.3–4,35	1562	*withfreeboard*			4,36	5mo	DockCo.Ld.	ports,Ld.				British	180lb 155NHP	~~s 4 ″ 11~~
	Mchy.Aft 1 *Dk (Stl)*		1087	4,35	BS2,38				Middlesbro'		F40'		FK		2SB,*4cf*,GS78,HS2850	~~11 ″ 5~~
	Cargo battens not fitted			~~BS1,37~~	✠LMC11,34			*Lloyd's*	*SA&CP*	3 *Watertight BH*	also 2 *Intermediate*			Smith'sDockCo.Ld.Mdb.	s 2 ″ 7	
				For service on the Great Lakes & River St Lawrence,						*BH's in holds*	*(lower parts water*				15 ″ 10	
				also to Newfoundland, Halifax, N.S., & St John N.B.						~~*November*~~ *Cell D*	*tight) B223'680t FPT*			*APT6t*		
77437	**Keybell**		1730					1912	Collingw'd	KeystoneTrans-	258·0	42·6	17·2	Montreal	T.3Cy.16",26"&44"–36"	C
131111			1544						S.B.Co.Ld.	ports,Ld.				British	163NHP	
	Mchy.Aft 1 *Dk*		1254						Collingwood					*WB*	CollingwoodS.B.Co.Ld.	
77438	**Keynes**		1706	✠100A1	Sld	*q*	CL	1915	WoodSkin-	StephensonClarke	260·1	37·7	16·4	London	T.3Cy.20",33"&54"–36" (*s*)	18 ″ 7
136810		*ss*Shl.No.3–5,28	1326	7,38 ~~7,37~~			~~7,37~~	3mo	ner&Co.Ld.	&AssociatedCom-	268·2(O.L.)			British	180lb 207NHP	s 5 ″ 7
GRQS	*ss*Sld.No.2–36		1021	~~BS1,37~~ 7,38	✠LMC6,36		7,38		Newcastle	panies,Ld.	Q153'B on Q52'F29		FK	*4 BHCem*	2SB,*6cf*,GS99,HS3436	17 ″ 2
	Well deck 1 *Dk (Stl)*							*Lloyd's*	*SA&CP*					N.E.MarineEng.CoLd.Nwc		
	Cargo battens not fitted									*WB*=*Cell D Ba77'u E&*	*B34'f 102'465t FPT*			*92t APT101t*		
77439	**Keynor**		1806	✠100A1	Tto		CL	1914	NofIreland	KeystoneTrans-	250·0	42·5	17·4	Montreal	T.3Cy.16",26"&44"–36" (*s*)	20 ″ 0
133558		*ss*Tto.No.3–4,28	1628	*withfreeboard*			N9,36	6mo	S.B.Co.Ld.	ports,Ld.				British	180lb 168NHP	s 6 ″ 3
	*ss*Tto.No.2–36 ~~*ss*Tto.No.1–32~~		1090	9,36 ~~4,35~~	✠LMC9,36				Londonderry		F39'		FK	*3 BHptCem*	2SB,*4cf*,GS71,HS2407 FD	14 ″ 0
	Mchy.Aft 1 *Dk (Stl)&Web frames*			BS4,38				*Lloyd's*	*SA&CP*					J.G.Kincaid&Co.Ld.Grk.		
	Cargo battens not fitted			*For Service on the River St. Lawrence*				*Lloyd's*	*SA&CP*	*WB*=*Cell DB uE*	*& B46'f166'671t FPT*			*T372t APT5t*		
				also on the Gulf of St. Lawrence				*Lloyd's*	*SA&CP*	*November*						
								Lloyd's	*SA&CP*							
77440	**Keyport**		1721					1909	Swan,Hun-	KeystoneTrans-	250·1	42·5	17·9	Montreal	T 3Cy.15",25"&42"–30"	C
125459			1546						ter&Wigham	ports,Ld.	F40'			British	97NHP	
	Mchy.Aft 1 *Dk*		1298						Richardson, Ld Newcastle					*WB*	N.E.MarineEngCoLd.Nwc	
77441	**Keystate**		1729	✠100A1	Tto		CL	1923	Smith's	KeystoneTrans-	250·3	42·6	16·9	Montreal	T.3Cy.16",26"&44"–33" (*s*)	19 ″ 3
147761		*ss*Tto.No.3–4,35	1562	*withfreeboard*	Mtl		9,36	4mo	DockCo.Ld.	ports,Ld.				British	180lb 155NHP	~~s 4 ″ 11~~
	Mchy.Aft 1 *Dk (Stl)*		1084	5,38 ~~9,36~~	BS2,38				Middlesbro'		F40'		FK		2SB,*4cf*,GS76,HS2850	~~11 ″ 6~~
	Cargo battens not fitted			~~BS1,37~~	✠LMC11,34			*Lloyd's*	*SA&CP*	3 *Watertight BHal*	so 2 *Intermediate*			Smith'sDockCo.Ld.Mdb.	s 2 ″ 7	
				For Service on the Great Lakes & River St Lawrence.						*bulkheads*	*s watertight)*				15 ″ 10	
				also to Newfoundland, Halifax, N.S., & St. John, N.B.						~~*November*~~ *Cell D*	*B223'680t FPT130t*			*APT6t*		
77442	**Keyvive**		1768					1913	Smith's	KeystoneTrans-	250·0	42·5	17·4	Montreal	T.3Cy.16",26"&43"–33"	20 ″ 0
128830			1580						DockCo.Ld	ports,Ld.	F40'			British	157NHP	
	Mchy.Aft 1 *Dk*		1045						Middlesbro'				FK	*WB*	Smith'sDockCo.Ld.Mdb.	
77443	**Keywest**		1725					1909	Swan,Hun-	KeystoneTrans-	250·0	42·5	18·0	Montreal	T.3Cy.15",25"&42"–30"	C
125458			1549						ter&Wigham	ports,Ld.	F40'			British	97NHP	
	Mchy.Aft 1 *Dk*		1298						Richardson, Ld Newcastle					*WB*	N.E.MarineEngCoLd.Nwc	
77444	**Khabarovsk** (P)		3553					1932	BalticS.B.	U.S.S.R.	314·7	46·1	26·1	Vladvostk	T.3Cy.29½",37"&59½"–39⅝"	
			2993						&Eng.Wks		P42'B95'F36'			Russian	220NHP	
UOIA	Sub.Sig. *Cruiser Stern* 2 *Dks*		1977						Leningrad					*WB*	BalticS.B.&Eng.Wks.Len.	
77445	**Khandalla** (P)	TwinSc	7018	✠100A1	Cal	*a*†	CL	1923	Swan,Hun-	BritishIndiaStm.	425·2	55·9	31·4	Glasgow	T.3Cy.25½",43"&50"–42" (*s*)	33 ″ 10
147855	*ss*Cal.No.3–7,35		5406	*Awng dk*			~~6,37~~	5mo	ter&Wigham	Nav.Co.Ld.				British	215lb 1365NHP	s 7 ″ 10½
GJVN	1 *Dk (Stl)&Awng dk (Stl–pt*		3289	*withfreeboard*			PN7,38		Richardson,		P39'B176'F46'		FK	*Cem*	8SB,*24cf*,GS520,HS22752 FD	26 ″ 5
	teak s)&*2nd dk (Stl) in Nos.1,2&3 holds*			7,38 ~~6,37~~			S7,38		Ld.Newcastle					*8 BH to A dk*	Swan,Hunter&Wigham	
	D.F. *Ref.Mchy.* *Cruiser Stern*			BS~~6,37~~	✠LMC7,35			*Lloyd's*	*SA&CP*	*Cell D*	*B356' 902t FPT54t*			*APT63t*	Richardson,Ld.Nwc	
				7,38												
77446	**Khargpur**	Pad	1219					1904	Caledon	Bengal-Nagpur	289·8	55·1	10·9	Calcutta	C.D.4Cy.25"&50"–61"	
118742			1169						S.B.&E.Co Ld.	Rly.Co.Ld.				British	390NHP	
		1 *Dk*	532						Dundee					*WB*	CaledonS.B.&E.CoLd.Dun	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dist. of Trade Cert.
77447 UOXA	**Kharkov** (*ex*Anhalt-32,*ex*Aya-Mendi,*ex*Anhalt) Sub.Sig. 2 *Dks & Shelter dk*	6639 3984 3999	...				1914	Bremer Vulkan Vegesack	**U.S.S.R.**	472·1	59·1	28·9 FK	Odessa Russian *WB*	T.3Cy.32½",52⅛"&86⅝"-55" 736NH Bremer Vulkan Vegesack	31 " 2	
77448 SUBR	**Khedive Ismail** (P) (*ex*Aconcagua-35) *Well deck* D.F. E.S.D.	TwinSc *ss*Grk.No.3-4,35 2 *Dks* (*Stl U-teak s*) 3*rd dk* (*Stl*) *in Nos.1 & 2 holds*	7290 4991 3928	✠100A1 Shelter dk with freeboard *Fitted for oil fuel*	Alx	*bt*	CL 8,37 P8,37 S5,38 8,22	1922	Scotts' S.B. & Eng.Co.Ltd. Greenock *Lloyd's*	**Pharaonic Mail Line,S.A.E.** *Cell D B365' 885t FPT 47t* P&B293 F87 FK	422·8	56·2	30·4	Alexndria Egyptian *B H Cem* *Cell to Shdk* *APT 73t*	4 Steam Turbines S R geared to 2 Sc.Shafts (r) FD 215lb HS17832 1469NHP 6SB(Spt.),18*cf*,GS385, Scotts' S.B.&E.Co.Ltd.Grk.	33 " 0 s 4 " 11½ 28 " 3	
77449 GNKQ	**Kheti** *Oil Eng.* D.F. *Ref.Mchy.* *ss*Liv.No.2-36 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	2652 1746 2734 2141 1452	✠100A1 Liv *t* Shelter dk Gls with freeboard *Fitted for carrying oil*			CL 6,37 12,38 *fuel* 7,34	1927	Harland & Wolff,Ld. Greenock *Lloyd's*	**Moss Hutchison Line,Ld.** *Cell D B276' 702t DT f28'723t* *F.P. above 150° F. in deep tank*	330·7	47·3	19·4 FK	Liverpool British *6 B H pt C em* *Coll to Shdk* 5 " *U* "	Oil Engines 4S.C.SA 8Cy.24⅛"-51⅛" 473NHP DB *100lb* Harland & Wolff,Ld.Gls.	22 " 3 s 1 " 7⅜ 20 " 9¼	
77450 TTCV	**Khmer** 1 *Dk & Awng dk*	313 159					1904	A. Dubigeon Chantenay	**Cie.Saigonnaise de Nav. & de Transp.** H—	158·6	23·4	15·4	Saigon French	T.3Cy.11⅞",19¾"&31½"-20½" 45NHP Brissonneau & Lotz,Nantes		V
77451 PKNE	**Khoen Hoea** *ss*Sng.No.3-10,37 1 *Dk* (*pt Stl*-teak s) & *Shade dk* (*pt Stl*-teak s)	TwinSc 1238 861 611	✠100A1 Sng with freeboard ✠LMC10,37 BS10,38			9,37	1924 9mo	Caledon S.B. & E.Co.Ltd. Dundee *Lloyd's*	**Thong Ek S.S.Co.** *Cell D B u E16 34t FPT*	245·2	38·1	10·9 FK	Pontianak Dutch *4 B H Cem* *48 t A P T 81t*	T.6Cy.12",20"&33"-23" (*s*) 180lb *100lb* 2SB,*4cf*,GS79,HS2492 W.Beardmore & Co.Ld. Coatbridge	12 " 0 s 2 " 5 10 " 0	
77452 PKWBK	**Khosrou** (P) *ss*Bom.No.3-11,37 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*-teak s)	4043 3173 2471	✠100A1 Bom *y* with freeboard ✠LMC BS5,37 7,38 MS11,37			CL 11,38	1924 12mo	Lithgows Ld. Pt.Glasgow *Lloyd's*	~~Bombay & Persian Stm.Nav.Co.Ltd.~~ Mogul Line,Ld. *Cell D B322' 1028t FPT*	375·0	52·0	23·1 F50' FK	Bombay British *6 B H pt C em* *Coll B H to Shdk* 5 " 2*nd* "	T.3Cy.25",42"&70"-48" (*s*) 200lb *110lb* 2SB,*8cf*,GS154,HS6318 FD Rankin & Blackmore Ld Grk	25 " 6 s 2 " 5½ 23 " 3½	
77453 UOKH	**Khosta** (*ex*Georgii) 1 *Dk*	TwinSc 709 648 461					1910	Nicoldson Budapest	**U.S.S.R.**	201·4	31·5	12·0 P20' F19'	Odessa Russian	C.4Cy.11⅝"&21⅜"-15½" 32NHP Nicoldson,Budapest		
Wrecked 2,38 UOYG	**Khrushchev** Sub.Sig. 1 *Dk*	2325 2019 1292					1934	Baltic S.B. & Eng.Wks. Leningrad	**U.S.S.R.**	284·8	43·2	20·6 P21' B72' F14' *WB*	Archangel Russian	T.3Cy.17¾",29½"&48⅜"-39⅜" 147NHP Baltic S.B.&Eng.Wks.Len		
77455 MLXS	**Khuzistan** 147673 *ss*Abadan No.3-4,37 *Mchy. Aft* 2 *Dks* (*Stl*)	871 589 374	✠100A1 Aba-dan *k* ✠LMC MS10,36 BS~~10,37~~ *Fitted for oil fuel* 6,24			CL ~~11,34~~ 6,38 *F.P. above*	1924 6mo	Amble S.B. Co.Ld. Amble *Lloyd's*	**Petroleum S.S. Co.Ltd.** *Cell D B u E13'13t F P T 82t A P T 20t*	176·0	32·7	13·8 P62' B21' F31' FK	London British *6 B H Cem* 180lb 102NHP 1SB,3*cf*,HS1850 W.Beardmore & Co.Ld Gls.	T.3Cy.14",23"&38"-27" (*s*)	14 " 9 s " 11½ 13 " 11	
77456 CHFO	**Kia Lee** (*ex*CanadianRunner-34,*ex*Colborne-32,*ex*CanadianRunner) 2 *Dks*	3111 2803 1867					1920	Pt. Arthur S.B.Co. P Arthur,Ont	**Ching Kee S.N.Co. Ltd.**	320·0	43·8	22·5 P20' B96' F17' *WB*	Chefoo Chinese	T.3Cy.23".38"&63"-42" 257NHP Port Arthur S.B.Co.		C
77457	**Kia-Wo** *ss*Shi.No.3-7,37 ~~2 *Dks & Shade dk*~~ 1 *Dk & Shade dk*	TwinSc 1311 872 604	A1 7,37 LMC7,37 *Carrying cargo oil F.P. above 150° F. in deep tanks* *For Service on the Yangtsze River* *Fitted for oil fuel F.P. above 150° F.*	Shi		OG 3,37	1925	Kiangnan D.&E.Works Shanghai ~~Whampoa~~ *Lloyd's*	**Indo-China Steam Nav.Co.Ltd.**	202·5	33·1	9·9 210·0(O.L.) FK *MTs 250t FPT 30t*	Shanghai British 2WTB 225lb FD ~~Kiangnan D.&E. Works~~ HS6090 382NHP Kiangnan D.&E. Works	T.6Cy.15",23"&36½"-18"	10 " 6	
77458	**Kiang An**	TwinSc 4327 3141					1921	Shanghai E.S.B.&D.Co Ld Shanghai	**China Merchants' Stm.Nav.Co.Ld.**	330·4	47·4	14·3	Shanghai Chinese	T.6Cy.18",29½"&50"-30" 275NH Shanghai E.S.B.&D.Co.Ld.		
77459	**Kiang Ching** (*ex*Hwah Lee, *ex*Mei Lee)	TwinSc 1682 1151					1900	S.C. Farnham & Co.Ld. Shanghai	**China Merchants' Stm.Nav.Co.Ld.**	247·7	30·0	11·9	Shanghai Chinese	T.6Cy.11",18"&30"-21" 82NHP S.C.Farnham & Co.Ld.Shi.		
77460	**Kiang-Chung** (*ex*Olter-36, *ex*Lieutenant Le Mounier, *ex*Ablette) 1 *Dk*	513 364 290					1917	Forg.&Ch. de la Médit. Havre	**Chang Kee S.S.Co.**	174·1 Q12t	24·0 B112t	11·2 F22t len24	Tsingtao Chinese	C.2Cy.18"&36"-23½" 52NHP Forg.&Ch.de la Médit. Hav.		
Sunk by aircraft 10,38 77461	**Kiang Hsin** 3 *Dks*	TwinSc 3373 1501 2101					1905	S.C. Farnham & Co.Ld Shanghai	**China Merchants' Stm.Nav.Co.Ld.**	325·0	44·0	14·6	Shanghai Chinese	T.6Cy.19",31½"&52"-33" 311NHP S.C.Farnham & Co.Ld.Shi.		
77462	**Kiang Shun**	TwinSc 4327 3141					1921	Shanghai E.S.B.&D.Co Ld Shanghai	**China Merchants' Stm.Nav.Co.Ld.**	330·4	47·4	14·3	Shanghai Chinese	T.6Cy.18",29½"&50"-30" 275NHP Shanghai E.S.B.&D.Co.Ld.		
77463	**Kiang Ta** (*ex*Hwah Ta. *ex*Mei Dah)	TwinSc 1682 1151					1900	S.C. Farnham & Co.Ld Shanghai	**China Merchants' Stm.Nav.Co.Ld.**	247·7	30·0	11·9	Shanghai Chinese	T.6Cy.11",18"&30"-21" 82NHP S.C.Farnham & Co.Ld.Shi.		
77464	**Kiang Teen** (*ex*Moning) 1 *Dk & 2 Hur dks*	IronPad 2677 1794					1870	A.&J. Inglis Glasgow	**China Merchants' Stm.Nav.Co.Ld.**	273·2	41·5	13·9	Shanghai Chinese	C.2Cy.29"&57⅞"-144" 333NHP A.&J.Inglis,Glasgow		
77465 XNFP	**Kiang Wah** 3 *Dks*	TwinSc 3693 2321					1912	Kiangnan Dock&E.Co. Shanghai	**China Merchants' Stm.Nav.Co.Ld.**	340·0	46·0	13·2 *WB*	Shanghai Chinese	T.6Cy.18",29"&48"-30" 175NHP Kiangnan Dock&E.Co.Shi.		
77466 72909	**Kiang Wo** *ss*Shi.No.3-4,37 1 *Dk* ~~Saloon, Promenade dk~~	TwinSc 2209 1680 1388	A1 4,37 BS8,38 *For Service on the Yangtsze River*	Shi	LMC4,37	OG P4,37 S5,38	1901	Boyd & Co. Ld. Shanghai	**Indo-China Steam Nav.Co.Ld.** *MTs 367 447t*	280·0 289·0(O.L.) 25·7 *Shade dk, Promenade dk*	42·1 9·7 FK *9 B H 4sp*	17·2	Hong Kong British Farnham, Boyd & Co Ld. Shi	T.3Cy.12",21"&34"-27" 190lb 2SB,8*cf*,HS3176 FD		10 " 0	
Sunk to block Yangtsze Kiang River 5,38 77467	**Kiang Yu** 1 *Dk & 2 Hurdks*	Pad 3084 2262					1883	A.&J. Inglis Glasgow	**China Merchants' Stm.Nav.Co. Ltd.**	307·0	41·0	13·7 29·9	Shanghai Chinese	C.2Cy.40"&75"-96" 459NHP A.&J.Inglis,Glasgow		
77468 150176 VJSJ	**Kianga** *Mchy. Aft* Wireless 1 *Dk*	Wood Twin Sc K 338 257 146					1922	R.J. Lucey Narooma, N.S.W.	**Illawarra & South Coast S.N.Co.Ld.** (A.L. Miller, *Mgr.*)	135·6	32·0	8·2	Sydny NSW British	C.4Cy.11"&22"-16" 40RHP Mort's Dk & E Co Ld Balmain		

1 Numéro d'Ordre.	2 Nom du Navire. Ex-nom, s'il y a lieu.	3 Matériaux, Gréement, etc. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite. Terme assigné (ajournement, expiré). Lettre d'Appurement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Registres de cotes, &c.
77469 Signaux GJBM	Kiangsu (P)	*Fitted for oil fuel* 2 *Dks*	2661 2237 1556					1921	Caledon S.B.&E.Co.Ld Dundee	ChinaNav.Co.Ld.	310·0 P&B187	44·2 F42′	20·9	London British *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft Scotts'SB&EngCo.Ld.Grk		
77470	Kiating	TwinSc 1 *Dk*	423 256 226					1925	Yarrow& Co.Ld. Glasgow		149·5	26·6	7·7	Chinese	2SRgearedSteamTurbines Yarrow&Co.Ld Glasgow		
Broken up 77471 GDBX	Kidderpore D.F.	2 *Dks*(*Stl*)	5334 4819 3263	✠ 11,22	Bom	*y*		1920 2mo	Swan,Hunter&Wigham Richardson. Ld Newcastle	P.&O.Stm.Nav.Co. *CellDB*	400·4 P49′B113′F40′ 345′ 1025*t*	52·4 FK *FPT*130*t*	28·4 7*B*Hpt*Cem* *APT*204*t*	Italian	T.3Cy.27″,44″&73″–48″ 517NHP 3SB,9*cf*,GS189,HS7668 Swan,Hunter&Wigham Richardson.Ld.Nwc.	31 ″ 0	
77472	Kidoel	1 *Dk*	775 591 304					1927	Nederl. DokMaats. Amsterdam	Konikl.Paketv. Maats.	188·7 P28′B67′F28′	33·4 *WB*	12·8	Batavia Dutch	T.3Cy.15⅝″,26″&43⅛″–32⅜″ 109NHP Nederl.GravingDk.Co.Ld.		V
77473 DHOF	Kiel D.F. Sub.Sig.		3703 3317 2114					1922	Frd.Krupp Act.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges.	338·7 P&B220′F42′	47·4 *WB*	26·2	Hamburg German	T.3Cy.28⅜″,39$\frac{15}{16}$″&65¾″–45$\frac{5}{16}$″ 290NHP Frk.KruppA.G.Kiel		G
77474	Kien Kuo (*ex*LuenYi, *ex*Li-Fong)	TwinSc 1 *Dk*&*Spar dk*&*tr B* *Promenadedk*&*Shadedk*	2770 — 1588					1905	Atel.&Ch. deFrance Dunkirk	ChinaMerchants' Stm.Nav.Co.Ld.	278·2	42·9 *WB*	24·8	Shanghai Chinese	T.6Cy.15″,24″&39″–20″ 136NHP Caillard&Co.Havre		
77475 UOWZ	Kiev (*ex*Remscheid-32,*ex*Cambrian Queen,*ex*Maritime,*ex*Waldenburg) D.F. Sub.Sig. 2 *Dks*&*tr B in No.1 hold*		5823 5423 3618				…	1917	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	449·3 P&B377′F53′	58·2 FK	27·0 *WB*	Odessa Russian	T.3Cy.31¼″,50⅛″&84$\frac{7}{16}$″–53⅛″ 793NHP FlensburgerSchiffsb.Ges.	29 ″ 7	
77476 23665 JHKD	Kihuku Maru (*ex*KifukuMaru-38) *ss*Kob.No.3–3,31 *ss*Osa.No.1–36 2 *Dks*(*Stl*)&*Awng dk*(*Stl*)		5857 5585 4259	✠100A1 *Awng dk* *withfreeboard* 6,~~30~~ ~~4,37~~	Yka Kob	*y*	OG N2,36	1918 11mo	Kawasaki Dkyd.Co.Ld. Kobe	OginoKaishoK.K. *CellDB*334′1118*tF*	385·0 P28′B67′F28′ *PT*126*t*	51·0 FK *APT*93*t*	36·0 *Cem* (*Coll* *BH to Awd dk* 5 ,, *to U dk*)	Hasidate Japanese *WB*	T.3Cy.26″,43⅛″&72″–48″(*s*) 2001b 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5741 KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1½ 27 ″ 1	
77477 22575 JTPA	Kihune Maru (P) (*ex*KifuneMaru-38)	1 *Dk*	1606 1325 948					1918	Nagata Sanjuro Osaka	KinkaiYusenK.K.	240·0	36·1	20·9	Kobe Japanese	T.3Cy.13½″,23″&38″–30″ 79NHP OsakaTekkosho,Osaka		
77478 UPIO	Kijuch (*ex*Malaga-35) Wireless	1 *Dk*	1440 1263 832					1921	F.Schichau Elbing	U.S.S.R.	253·5 P&B197′F28′	38·2 *WB*	16·5	Vladvostk Russian	T3Cy.19$\frac{11}{16}$″,31½″&51″–29$\frac{13}{16}$″ 141NHP F.Schichau,Elbing		
77479 34534 JRTB	Kiku Maru (P) Wireless *CruiserStern*	*Oil Eng* 2 *Dks*	760 519 312					1929	Mitsubishi ZosenKaisha Ld. Kobe	TokiowanKisen K.K.	180·0 F30′	30·0	16·5	Habu Japanese	Oil Engines 4S.C.SA 6Cy.16¾″–24$\frac{7}{16}$″ 163NHP MitsubishiZosenKaishaLd.		
77480 — 37500 JULH	— *Mchy.Aft* *CruiserStern*	*Oil Eng.* 2 *Dks*	415 366 231					1932	OsakaIron Works.Ld. Osaka	OsakaSyosenK.K.	145·0 F17′	26·0	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy 14⅜″–19¼″ 120NHP YokohamaDockCoLd.Yka		
77481 — Sunk 41773 JPSK	— *CruiserStern*	*Oil Eng.*	398 — 281					1936	Yendo Tekkosho Osaka	NishimotoJuhei	125·0	24·5	12·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.10⅜″–15⅜″ 66NHP HanshinIron Works,Kobe		
77482 42941 JNOL	Kikukawa Maru E.S.D. *Mchy.Aft* *CruiserStern*	2 *Dks*	3833 — 2258					1937	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	354·7 P22′B101′F33′	50·0 *WB*	27·5	Kobe Japanese	2DRgeared steam turbines 333NHP KawasakiDkydCoLdKobe		C
77483 209401 KJPA	Kilauea (P)	*Fitted for oil fuel*	1338 928 806					1911	Union Iron Works SanFrancisco	Inter-IslandStm. Nav.Co.Ld.	240·6	36·1	17·0	Honolulu Utd.States	T.4Cy.25″,41″&(2)48″–30″ 253NHP UnionIronWorksS.Frisco.		
77484 FQQR	Kilbane (*ex*GeneralLeman, *ex*Hussar) Wireless	*ss*Msl.2ndNo.3–9,27 *ss*Msl.No.2–36 1 *Dk*(*Stl*)&*deep framing*	1282 1229 773	✠100A1 *Awng dk* *withfreeboard* 6,~~30~~ ~~4,37~~	Msl	*n*	7.36	1903 6mo	Tyne Iron S.B.Co.Ld Newcastle *Lloyd'sA*&*CP*	Cie.deNav.Mixte (Cie.Touche) *CellD*	220·0 *Ba*&*uE*73′*f*96′221*t*	33·0 FK	21·6 5*BHCem* *APT*17*t*	Marseilles French	T.3Cy.17″,28″&46″–33″ (*s*) 180lb *70lb* 149NHP 1SB,4*cf*,GS872,HS2560 N.E.Marine EngCoLdNwc	24 ″ 0 s 5 ″ 2½ 19 ″ 0	
Now "Frosoula," *see No.* 85069		*Awng dk* (*Instl*)		BS11,37													
77485 137085 GFKT	Kildale *ss*Nwc.No.3–7,36 1 *Dk*(*Stl*)		3877 3469 2310	✠100A1 3,39 ~~4,37~~ 3,53	Cff Bry	*w*	CL ~~4,37~~ 3,39	1924 4mo	W.Pickers-gill&Sons,Ld. Sunderland *Lloyd'sA*&*CP*	Rowland&Mar-wood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*) *CellDB*318′1084*t*	363·5 P33′B222′F31′ *FPT*88*t*	51·4 FK	22·8 *APT*170*t*	Whitby British	T.3Cy.24″,41″&68″–45″ (*s*) 180lb *180lb* 345NHP 2SB(Spt)6*cf*,GS124,HS5437 Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 0 s 3 ″ 1½ 2 ″ 1½	
77486 144825 MNCT	Kildrummy Wireless *Well deck* *Mchy.Aft*	*ss*Dun.No.3–6,37 1 *Dk*(*Stl*)	629 424 271	✠100A1 3,38 ~~4,39~~ 4,39	Dun	*i*	CL 6,37	1924 12mo	Hall,Rus-sell&Co.Ld. Aberdeen *Lloyd'sA*&*CP*	Dundee,Perth& LondonShipping Co.Ld. *CellD*	175·9 182·0(O.L.) Q111′B10′F25′ *Bf*99′152*t* *FPT*31*t*	27·3 FK	11·3 3*BHCem* *APT*19*t*	Aberdeen British	T.3Cy.14½″,24″&40″–30″ (*r*) 190lb 84RHP 1SB,3*cf*,GS56,HS1720 Hall,Russell&Co.Ld.Abn.	13 ″ 5 s 3 ″ 8¾ 13 ″ 3	
77487 139893 ZSMN	Kilfenora *ss*C.Tn.No.3–10,30 *ss*C.Tn.No.1–35 1 *Dk*(*Stl*)		610 491 274	… 1,38 NB7,18*refitted*20 *Carrying whale oil in bulk*	CTn			1918 1mo	Smith's Dock Co.Ld. Middlesbro'	KerguelenSealing &WhalingCo.Ld. (Irvin&Johnson (SouthAfrica)Ld. *Mgrs.*)	174·8 B53′ *CellDBu*26′20*t*	30·0 FK	15·7 9*BHCem* *FPT*12*t*	CapeTown British	T.3Cy.16″,22″&44″–26″ 94RHP 1SB.3*cf*,GS51,HS1832 Smith'sDockCo.Ld.Mdb.	16 ″ 7	
77488 FNRT	Kilissi *Ref.Mchy.* D.F.	*Fitted for oil fuel* 3 *Dks*	3723 3383 1751					1934	Ch.&Atel. deProvence S.A. Port deBouc	Compagnie des ChargeursRéunis	324·8	48·6 30·4	22·7	Bordeaux French *WB*	T.3Cy.26¾″,40⅞″&66⅛″–43⅜″ 296NHP Ch.&Atel.deProvence,Msl.		V
77489 159788 EILG	Kilkenny Wireless D.F. E.S.D.	*Oil Eng* 2 *Dks* *Cruiser Stern*	1320 1139 685	✠100A1 6,38 ~~10,37~~ ✠1 MC7,37 *For service within Home Trade limits*	Dub Ard	*r*	OG	1937 7mo	Dublin Dkyd.Co.Vic-kers(Ireland) Ld. Dublin *Lloyd'sA*&*CP*	British&IrishStm. PacketCo.~~(1926)~~ Ld. *CellDB*170′237*tD*	263·7 275·9(O.L.) P78′B72′F80′ *Tf*14′50*t*	40·1 FK *FPT*34*tA*	14·2 4*BHCem* *PT*87*t*	Dublin British	Oil Engines 2S.C.SA 6Cy.19$\frac{13}{16}$″–35$\frac{7}{16}$″ 404NHP Harland&Wolff,Ld.Bel.	17 ″ 11 s 1 ″ 9 16 ″ 4½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys. No. of Decks, &c.	3 Material, Rig, &c.	4 Register Tonnage Gross.	Under deck.	Net.	5 Particulars of Classification. Character. For Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or expired. Equipment	7a Late when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register in which class is entered. Date of Build, &c.
77490 99966 GBXF	**Killarney** (P) (*ex*Classic, Magic) E.S.D.	Twin Sc ss Liv. 3rd No. 3-6,32 ss Liv. No. 1-36 2 *Dks* (1 *Stl* & 1 pt *Stl*-ws)	2081 1125 853			✝100A1 5,38 5,87 B7,24 BS7,37 6,32 *Fitted for oil fuel*	Liv	*r* MC5,36 7,24	OG 5,85 5,38 *F.P. a*	1893 8mo *Lloyd's above*	Harland & Wolff, Ltd. Belfast 150° F.	Coast Lines, Ltd. *Cell D B*	311·3 | 38·3 | 15·1 P43′ B & F230′ FK & BK2″ *a* 55′ 50 *t D T* f 32′ 120 *t*	Liverpool British *G B H Cem*	T. 3Cy. 19″, 31″ & 52″-36″ (*s*) 180 lb 425 NHP 3SB, 9 *cf*, HS 7540 Harland & Wolff, Ld. Bel.	17 ″ 0 s 2 ″ 4 15 ″ 2¾	ET 1911 10,38
77491 70 HPBP	**Killerig** Wireless	*Fitted for oil fuel* 1 *Dk*	577 423 262							1918	Smith's Dock Co. Ld. Middlesbro'	Panama Salvors Inc. (Merritt-Chapman-Lindsay, Ld.)	172·2 | 30·0 | 15·7 W B	Panama Panamanian	T. 3Cy. 16″, 26″ & 44″-26″ 99 NHP N.E. Marine Eng. Co Ld Nwc		C
77492 136158 MDVK	**Kilrea** (*ex*Teesburn, *ex*Wanstead) *Mchy. Aft* Cargo battens not fitted	3 Mst ss Bcl. 2nd No. 3-6,37 *Well deck* 1 *Dk* (*Stl*)	767 557 370			✝100A1 4,36 [illegible] 2,39	Liv	*A*	OG 4,38	1912 11 mo *Lloyd's*	Dundee S.B. Co. Ld. Dundee	Mersey Ports Stevedoring Co. Ld. *Cell D B f*	190·4 | 30·0 | 11·7 Q 96′ B 15′ F 28′ BK 7½″ 112′ 170 *t F P T*	Belfast British *3 B H Cem*	T. 3Cy. 16″, 27″ & 44″-30″ (*s*) 180 lb 98 RHP 1SB, 3 *pf*, GS 59, HS 2315 G.T. Grey, South Shields	13 ″ 10 s 4 ″ 5½ 13 ″ 9½	
77493 UPAN	**Kim** *Cruiser Stern*	*Oil Eng.* 2 *Dks*	5114 1702 2989							1932	Severney S.B. Yard Leningrad	U.S.S.R.	381·3 | 53·2 | 29·4 P30′ B57′ F23′ W B	Leningrad Russian	Oil Engines 2S.C.SA 6Cy. 26¾″-47 1/16″ 746 NHP Russian Diesel Wks. Len.		
77494 156038	**Kim Kean Aun** (*See Sailing Ship Register*)	Wood Aux Sr *Oil Eng.* 1 *Dk*	311 287 193							1929	Eu Kyong Nga Tavoy	Eu Kyong Nga	109·7 | 30·0 | 13·5	Rangoon British	Oil Engine 4S.C.SA 4Cy. 11″-14 3/16″ 47 NHP Skandia Verken, Lysekil		
77495 24071 JHSD	**Kimi Maru**	ss Kob. No. 3-10,30 ss Kob. No 1-34 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	3195 2757 1978			✝ [illegible]	Kob	*l*	CL 8,36	1918 12 mo	Osaka Iron Works, Ld. Innoshima	Kobe Syosen K.K. *Cell D B*	305·0 | 43·9 | 27·3 P19′ B82′ F32′ FK 255′ 519 *t F P T*	Kobe Japanese *5 B H Cem* 76 *t A P T* 20 *t*	T. 3Cy. 22″, 37″ & 61″-42″ (*s*) 180 lb 288 NHP 2SB, 6 *cf*, GS 90, HS 3824 FD Osaka I. Wks. Ld Innoshima	27 ″ 3 [illegible]	
77496 10256 JTGH	**Kimigayo Maru** (P) (*ex*Swaerdecroon)	1 *Dk* & *Awng dk*	669 638 395							1891	Maats. de Maas Rotterdam	Amagasaki Kisenbu Gomei Kaisha	175·9 | 26·3 | 17·1 W B	Osaka Japanese	T. 3Cy. 15⅝″, 24⅝″ & 40″-36″ 96 NHP Maats. de Maas. Rotterdam		
77497 31549 JTXH	**Kimigayo Maru No. 2** (P) Twin Sc (*ex*Mandun)	2 *Dks*	919 769 547								.....	Amagasaki Kisenbu Gomei Kaisha	206·0 | 35·0 | 17·2	Osaka Japanese	T. 6Cy.		
77498 42967 JTLK	**Kimikawa Maru** *Ref. Mchy.* D.F. GyC.	*Oil Eng.* 3 *Dks* *Cruiser Stern*	6863 — 3983							1937	Kawasaki Dkyd. Co. Ld. Kobe	Kawasaki Kisen K.K.	479·5 | 62·3 | 30·3 W B	Kobe Japanese	Oil Engines 2S.C.DA 7Cy. 27 1/16″-47¼″ 1851 NHP Kawasaki Dkyd Co Ld Kobe		C
77499 139158 GVWV	**Kimmerol** *Mchy. Aft*	ss Pts. No. 3-12,29 ss Pts. No. 2-37 1 *Dk* (*Stl*) & *Web frames* *Longitudinal framing*	1172 854 601			✝100A1 11,37 BS12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,16	Pts	*n*	OG 10,37 *F.P. a*	1916 10 mo *Lloyd's*	Craig, Taylor & Co. Ld. Stockton 150° F.	The Admiralty *Middle Cell D Bu E & B* 36′ 62 *t L*	210·0 | 34·7 | 16·5 220·0 (O.L.) P45′ F40′ FR line Bulkhead not o/ tight 21′ 162 *t F P T* 32 *t* 1 *A P T* 25 *t*	London British *3 B H pt Cem*	T. 3Cy. 15″, 25″ & 40″-27″ (*s*) 180 lb 135 NHP 2SB, 4 *cf*, HS 2200 FD Mackie & Baxter, Glasgow	16 ″ 6 s 1 ″ 6½ 15 ″ 0¾	
77500	**Kinabalu** *Mchy. Aft*	1 *Dk*	429 303 196							1914	Ardrossan DD & SB Co Ld Ardrossan	Sabah S.S. Co. Ld. (Harrisons & Crosfield (Borneo), Ld. *Mgrs.*)	150·4 | 26·0 | 10·6 P19′ F19′ FK W L	Sandakan British	T. 3Cy. 12½″, 21″ & 34″-24″ 59 RHP Mc Kie & Baxter, Glasgow	11 ″ 9	
77501 35936 JJBC	**Kinai Maru** *Ref. Mchy.* GyC.	Twin Sc *Oil Eng.* ss Kob. No. 3-3,36 3 *Dks* (*Stl*) *Cruiser Stern*	8360 7812 5048			✝100A1 *with freeboard* 1,39 3,38 *Fitted for carrying oil in deep tanks* *F.P. above* 150° F.	Kob	*dt*	CL 3,36 12,38 6,30	1930 6 mo *Lloyd's*	Mitsubishi Zosen Kaisha, Ld. Nagasaki *Cell D B* 373′	Osaka Syosen K.K. 1295 *t Tanks in way of tunnels* 978 *t M T s*	446·0 | 60·5 | 40·7 F40′ FK 36′ 1185 *t F P T* 96 *t A P T* 89 *t*	Osaka Japanese *8 B H pt Cem* *Coll to W dk* 7 ,, 2nd ,, D B 100 *lb*	Oil Engines 2S.C.SA 12Cy. 26¾″-47¼″ 1495 NHP Mitsubishi Zosen Kaisha Ld.	40 ″ 9 s 13 ″ 0½ 28 ″ 2	
77502 KZBN	**Kinau** Wireless	Iron 2 *Dks*	975 773							1883	W. Cramp & Sons Philadelphia	Philippine S.N. Co. (Everett S.S. Corp. *Mgrs.*)	195·0 | 33·0 | 16·0	Manila Utd. States	C.2Cy. 24″ & 44″-36″ NB02 97 NHP W. Cramp & Sons, Phildlpha		
77503 165932 GFFG	**Kindat** D.F. E.S.D.	1 *Dk* & *Shelter dk* *Cruiser Stern*	4358 3949 2572							1938	Wm Denny & Bros. Ltd. Dumbarton	Brit. & Burmese S.N. Co. Ld. (P. Henderson & Co. *Mgrs.*)	409·2 | 55·2 | 24·9 B. 25′ F 38′ W B	Glasgow British	T 3Cy. 22″, 38″ & 65″-45″ 283 NHP Rankin & Blackmore Ld Grk		
77504 129491 CYLN	**Kindersley** (*ex*A.E. McKinstry) *Mchy. Aft*	1 *Dk*	1999 1657 1190							1910	Clyde S.B. & Eng. Co. Ld. Pt. Glasgow	Canada Steamship Lines, Ld.	250·4 | 42·7 | 18·3 W L	Montreal British	T. 3Cy. 17″, 28″ & 46″-33″ 122 NHP Clyde SB & Eng. Co Ld. P Gls		C
77505 FOZB	**Kindia** (*ex*Haworth) *Ref. Mchy.* D.F.	2 *Dks*	1972 1061 1167							1919	Napier & Miller, Ld. Glasgow	Cie. des Transp. Mar. de l'A.O.F. (Chargeurs Réunis *Mgrs.*) W B	270·4 | 37·8 | 15·7	Havre French	T. 3Cy. 21″, 34″ & 56″-39″ 196 NHP Dunsmuir & Jackson, Ld Gls		V
77506 165219 MLWL	**Kindiesel** *Mchy. Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern* *Cargo battens not fitted*	339 220 180			✝100A1 7,38 12,37 ✝LMC8, ✝LMC (M) 5,39	Grk	*e*	OG 3,37	1936 8 mo	Ardrossan Dockyard Ld. Ardrossan	Kindiesel Shipping Co. Ld. (P. MacCallum & Sons, Ld.)	136·2 | 25·1 | 9·2 142·7 (O.L.) Q 90′ F 19′ FK *F P T* 30 *t A P T* 28 *t*	Greenock British *3 B H Cem*	Oil Engines 2S.C.SA 4Cy. 11 7/16″-17 7/16″ 91 NHP J.G. Kincaid & Co. Ld. Grk.	10 ″ 3 s 3 ″ 3½ 10 ″ 2¾	
77507 128797 VJSK	**Kindur** Wireless	ss Syd. No. 2-36 1 *Dk* (*Stl*)	1267 879 515			✝100A1 3,38 10,37 [illegible]	Syd		CL 6,36	1928 2 mo *Lloyd's*	Ayrshire Dckyd. Co. Ld Irvine	Newcastle & Hunter River S.S. Co. Ld	221·3 | 38·3 | 15·4 230·2 (O.L.) P22′ B79′ F38′ BK 7½″ *F P T* 42 *t A P T* 46 *t*	Newcastle N.S.W. British *3 B H Cem*	T. 3Cy. 17″, 28″ & 46″-30″ (*s*) 2 Water Tube Boilers FD 200 lb RS 4068 240 NHP W. Beardmore & Co. Ld. Coatbridge	16 ″ 6 s 1 ″ 5½ 15 ″ 8¾	
77508 29812 JAOB	**Kine Maru**	1 *Dk*	2193 1955 1260							1924	Kobe Steel Works Ld. Harima	Settsu Syosen K.K. (Osaka Syosen K.K. *Mgrs.*)	285·5 | 40·0 | 24·0 W B	Fuchu Japanese	T. 3Cy. 18″, 30 1/16″ & 49″-39″ 150 NHP Kobe Steel Works, Kobe		C

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant aspiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Quand Navire — Mach.	9 Construit. Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord en hiver du navire. Tirant d'eau correspondant. *pds. pc.*
77509 217458 KJPB	**King** (*ex* Lake Faristell) *Ref. Mchy.*	2 *Dks*	2624 2235 1626			...		1919	American S.B.Co. Cleveland, O.	Terminals & Transptn. Corp. (Minnesota-Atlantic Transit Co. *Mgrs.*)	251·0 | 43·5 | 26·2 P25' B64' F23' FK			Duluth Utd. States *WB*	T.3Cy.20",33"&54"-40" 267 NHP American S.B.Co. Cleveland O.	28 " 2
77510 LDHX	— (*ex* Heather King, *ex* Kilgarven) Wireless D.F.	*ss* Shl. No. 3-7,20 1 *Dk* (*Stl*)	645 506 233	11,25	Sws			1918	Smith's Dock Co. Ltd. Middlesbro'	D/S A/S King (Adolf Lothe)	175·2 | 30·0 | 15·7 B58*t* H25*t* FK *Cell D B a* E26'2*ot*			Haugesnd Norwegian *WB*	T.3Cy.16",26"&44"-26" 116 NHP 1SB, 3*cf*, GS51, HS1825 N.E. Marine Eng. Co. Ltd. Sld	16 " 6
77511 137268 GCMX	**King Alfred** *ss* Rot. No. 3-9,31 *ss* Bry. No. 1-36 1 *Dk* (*Stl*)		5272 4796 3188	✝100A1 5,3~~1,37~~ 5,39	Npt Shl	*y*	CL 6,37	1919 9mo	W. Doxford &Sons, Ld. Sunderland *Lloyd's SA&CP*	King Line, Ld. (Dodd, Thomson & Co. Ld. *Mgrs.*) *Cell D B*	400·0 | 52·4 | 28·5 P49' B113' F38' FK 340' 1098*t* *F P T* 133*t*			Sundrland British *7 B H Cem* *A P T* 204*t*	T.3Cy.27",44"&73"-48" (*s*) 180 lb 517 NHP 3SB. 9*cf*, GS189, HS7668 FD W. Doxford&Sons, Ld. Sld.	31 " 0 s 5-11⅜ 25 " 3⅜
77512 160458 GNSC	**King Arthur** *Oil Eng.* *ss* Cff No. 2-36 1 *Dk* (*Stl*) *Cruiser Stern*		5224 4807 ~~3186~~ 3124	✝100A1 ~~2,38~~ 12,38	Mch Bel		CL 2,38	1928 5mo	Harland& Wolff, Ld. Belfast	King Line, Ld. (Dodd, Thomson& Co. Ld. *Mgrs.*) *Lloyd's SA&CP* *Cell D B* 333'1083*t* *D T*	400·7 | 54·8 | 27·2 P28' B142' F35' FK *f* 26'1076*t* *F P T* 109*t*			London British *7 B Hpt Cem* *A P T* 260*t*	Oil Engines 4S.C.SA 6Cy. 29⅝"-59-⅛" 489 NHP DB *100 lb* Harland& Wolff, Ld. Bel.	29 " 7 s 5"11¼ 25"10¾
77513 148836 GJCZ	**King City** D.F.	*Fitted for oil fuel* 1 *Dk* & *Shelter dk*	4744 4432 2879					1928	W. Gray& Co. Ld. Sunderland	Reardon Smith Line Ld. (Sir W. R. Smith& Co. Ld. *Mgrs.*)	400·5 | 54·3 | 25·6 F41'			Bideford British *WB*	T.3Cy.25",42"&70"-48" 339 NHP Cen. Mar. Eng. Wrks. W Hpl	
Now Hortensia Bertin,"	**King David** (*ex* Gundomar) *ss* Shl. 2&3		3721 3336	✝100A1 *Hull* 5,37	Shl	*x*	CL 5,37	1912 9mo	Akt. Ges. "Weser" Bremen *Lloyd's SA&CP*	King Line, Ld. (Dodd, Thomson& Co. Ld. *Mgrs.*) *Cell D B* a 116'u	355·1 | 50·4 | 23·2 P226' F13' FK E26'*f* 164'830*t* *F P T* 18*t* *A P T* 14*t*			London British *6 B H Cem* A.G. "Weser," Bremen	T.3Cy.25$\frac{8}{16}$",41$\frac{8}{16}$"&67$\frac{11}{16}$"-47½" 192 lb (*s*) 432 NHP 3SB, 9*cf*, GS129, HS6135 FD A.P.T 14*t*	26 " 0 s 3 "3⅜ 22"10¾
GBFL	2 *Dks* (*Stl-Uws*) & *Web frames* *Well deck* *Longitudinal framing*		2257													
77515 149947 GKBM	**King Edgar** *Oil Eng.* *ss* Cff. No. 2-36 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern*		4536 4164 2694	✝100A1 *with freeboard* 11,38~~,38~~ 5,38	Shl Bel	*z*	CL 3,38	1927 11mo	Harland& Wolff, Ld. Belfast *Lloyd's SA&CP* *Cell D B* 333'	King Line Ld. (Dodd, Thomson& Co. Ld. *Mgrs.*) 1278*t* *D T* *f* 30'1088*t*	400·6 | 54·8 | 23·6 FK *F P T* 85*t* *A P T* 181*t*			London British *7 B Hpt Cem* *Coll to Sh dk* 6 „ 2*nd*„	Oil Engines 4S.C.SA 6Cy. 29⅝"-59-⅛" 489 NHP DB *100 lb* Harland& Wolff, Ld. Bel.	26 " 0 s 2 "7½ 23 " 6½
77516 141921 GCLD	**King Edward** (*ex* Gorala) *ss* Rot. No 3-8,31 *ss* Bry. No. 1-35 2 *Dks* (*Stl*)		5224 4717 3161	✝100A1 6,38~~,38~~ 4,39	Cff Bry	*y*	CL ~~10,38~~ 5,39	1919 9mo	Workman, Clark& Co. Ld. Belfast *Lloyd's SA&CP*	King Line, Ld. (Dodd, Thomson& Co. Ld. *Mgrs.*) *Cell D B*	400·0 | 52·3 | 28·4 411·0 (O.L.) P49' B113' F39' FK 347'1120*t* *F P T* 115*t*			London British *7 B H Cem* *A P T* 170*t*	T.3Cy.27",44"&73"-48" (*s*) 180 lb 517 NHP 3SB, 9*cf*, GS190, HS7668 FD Wrkman, Clark& Co. Ld. Bel	31 " 0 s 5 "11¼ 25 " 3½
77517 113963	— Ⓟ **TrpSc** 3 *Dks*		551 456 222					1901	W. Denny &Bros. Dumbarton	Williamson-Buchanan Steamers (1936) Ld.	250·5 | 30·1 | 10·0			Glasgow British	3 Steam Turbines Parsons Marine Steam Turbine Co. Ld. Nwc.	B t 10,
77518 149964 GBLD	**King Edwin** *Oil Eng.* D.F. *ss* Cff. No. 2-35 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern*		4536 4164 2692	✝100A1 *with freeboard* 1,38~~,38~~ CS12,38 5,37 3,38	Cff Bel	*z*	CL 1,37	1927 12mo	Harland& Wolff, Ld. Belfast *Lloyd's SA&CP* *Cell D B* 333'	King Line, Ld. (Dodd, Thomson& Co. Ld. *Mgrs.*) 1278*t* *D T* *f* 30'1088*t*	400·6 | 54·8 | 23·6 FK *F P T* 85*t* *A P T* 181*t*			London British *7 B Hpt Cem* *Coll to Sh dk* 6 „ 2*nd*„	Oil Engines 4S.C.SA 6Cy. 29⅝"-59-⅛" 489 NHP DB *100 lb* Harland& Wolff, Ld. Bel.	26 " 0 s 2 "7½ 23 " 6½
77519 149979 GKVJ	**King Egbert** *Oil Eng.* D.F. *ss* Sld. No. 2-36 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern*		4535 4164 2694	✝100A1 *with freeboard* 6,38~~,37~~	Bel Hul	*z*	CL 8,37	1928 1mo	Harland& Wolff, Ld. Belfast *Lloyd's SA&CP* *Cell D B* 333'	King Line, Ld. (Dodd, Thomson& Co. Ld. *Mgrs.*) 1278*t* *D T* *f* 30'1088*t*	400·6 | 54·8 | 23·6 FK *F P T* 85*t* *A P T* 181*t*			London British *7 B Hpt Cem* *Coll to Sh dk* 6 „ 2*nd*„	Oil Engines 4S.C.SA 6Cy. 29⅝"-59-⅛" 489 NHP DB *100 lb* Harland& Wolff, Ld. Bel.	26 " 0 s 2 "7½ 23 " 6½
77520 146631 GDTZ	**King Frederick** (*ex* Trialos) *ss* Sld. No. 3-7,32 *ss* Phl. No. 1-37 2 *Dks* (*Stl*)		5106 4751 3165	✝100A1 11,38~~,37~~ 11,38	Cff Cal	*y*	CL 7,37	1920 3mo	Hong Kong & Whampoa Dock Co. Ld. Hong Kong *Lloyd's SA&CP*	King Line, Ld. (Dodd, Thomson& Co. Ld. *Mgrs.*) *Cell D B*	400·2 | 52·3 | 28·5 413·1 (O.L.) P49' B113' F40' FK 340' 1120*t* *F P T* 123*t*			London British *7 B H Cem* *A P T* 175*t*	T.3Cy.27",44"&73"-48" (*s*) 180 lb 517 NHP 3SB, 9*cf*, GS190, HS7668 FD Hong Kong& Whampoa Dock Co. Ld. H. Kg	31 " 0 s 5 "11¼ 25 " 3½
77521 146912 MLML	**King George V** Ⓟ **TwinSc** 2 *Dks*		801 528 322					1926	W. Denny &Bros. Ld. Dumbarton	David MacBrayne, Ld.	260·6 | 32·1 | 10·6			Glasgow British	6 Steam Turbines SR geared to 2 Sc. Shafts NB35 Parsons Marine Steam Turbine Co. Ld. Nwc.	BT 11,38
77522 147512 GCQJ	**King Gruffydd** (*ex* Ambatielos) *ss* Sld. No 3-8,31 *ss* Shl. No. 1-36 2 *Dks* (*Stl*)		5072 4726 3140	✝100A1 ~~12,37~~ 5,39	Bry Shl	*y*	CL 3,37	1919 12mo	Hong Kong & Whampoa Dock Co. Ld. Hong Kong *Lloyd's SA&CP*	King Line, Ld. (Dodd, Thomson& Co. Ld. *Mgrs.*) *Cell D B*	400·9 | 52·4 | 28·3 P49' B113' F40' FK 340' 1120*t* *F P T* 123*t*			London British *7 B Hpt Cem* *A P T* 175*t*	T.3Cy.27",44"&73"-48" (*s*) 180 lb 517 NHP 3SB, 9*cf*, GS190, HS7668 FD Hong Kong& Whampoa Dock Co. Ld. H. Kg.	31 " 0 s 5 "11¼ 25 " 3½
77523 147537 GFWB	**King Idwal** (*ex* Keramies) *ss* Sld. No. 3-1,33 *ss* Sld. No. 1-38 2 *Dks* (*Stl*)		5115 4741 3164	✝100A1 4,38~~2,38~~ 5,39	Sld Bry	*y*	CL ~~1,38~~ 4,39	1920 5mo	Taikoo Dkyd. & E. Co. of H. Kng Ld. Hong Kong *Lloyd's SA&CP*	King Line, Ld. (Dodd, Thomson& Co. Ld. *Mgrs.*) *Cell D B*	400·2 | 52·3 | 28·5 P47' B113' F40' FK 334' 1004*t* *F P T* 123*t*			London British *7 B H Cem* *A P T* 175*t*	T.3Cy.27",44"&73"-48" (*s*) 180 lb 517 NHP 3SB. 9*cf*, GS190, HS7668 FD Taikoo Dkyd. & Eng. Co. of Hong Kong, Ld.	31 " 0 s 5 "11¼ 25 " 3½
		Fitted for oil fuel 5,20					*F.P. a*				above 1 50° F.					
77524 148705 GDZM	**King James** *Oil Eng.* *ss* Shl. No. 3-11,38 ~~*ss* Sld. No. 3-11~~ 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) 3rd *dk* (*Stl*) in No. 3 hold *Corrugated Sides* *Cruiser Stern* *Longitudinal framing in DB & at decks*		~~5066~~ ~~4734~~ 3120 5122 4734 3118	✝100A1 *with freeboard* 11,38~~12,37~~ 5,39 3,38 2,38 1,38	Vcr Shl	*a*†	CL ~~12,37~~ 11,38	1925 11mo	D & W Hendersn & Co. Ld. Glasgow *Lloyd's SA&CP*	Scottish S.S. Co. Ld. (Dodd, Thomson& Co. Ld. *Mgrs.*) *Cell D B* 334'1227*t*	400·3 | 59·0 | 25·9 F36' FK *Coll* *D T* *f* 53'1050*t* *F P T* 95*t*			London British *7 B Hpt Cem* *B H to Sh dk* 6 „ „ 2nd „ *A P T* 220*t*	Oil Engines 4S.C.SA 6Cy. 29⅛"-59-⅛" 489 NHP DB *100 lb* Harland& Wolff, Ld. Gls.	28 " 4 s 3 "4½ 25 " 3
77525 160356 GNQS	**King John** *Oil Eng.* D.F. *ss* Gls. No. 2-36 1 *Dk* (*Stl*) *Cruiser Stern*		5228 4807 3139	✝100A1 2,38~~4,38~~ 1,38 4,38	Hul	*z*	CL ~~4,37~~ 1,39	1928 2mo	Harland& Wolff, Ld. Belfast *Lloyd's SA&CP*	King Line, Ld. (Dodd, Thomson& Co. Ld. *Mgrs.*) *Cell D B* 333'1067*t* *D T*	400·7 | 54·8 | 27·2 417·6 (O.L.) P28 B142 F35' FK *f* 26'1076*t* *F P T* 109*t*			London British *7 B Hpt Cem* *A P T* 260*t*	Oil Engines 4S.C.SA 6Cy. 29⅛"-59-⅛" 489 NHP DB *100 lb* Harland& Wolff, Ld. Bel.	29 " 7 s 5 "11¼ 23 "10¾

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	6 Port of Survey	7 Year assigned or altered. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. m.	15 Recognition of Ships classed, if not in L.R., dated Port of Build etc.
77526 160380 GNQW	**King Lud** *Oil Eng.* *ss*Cff.No.2–36 1 *Dk(Stl)* *Cruiser Stern*		5224 4807 3136	✠100A1 Cff *z* 9,37 3,39 Bel MC CS2,35 3,37 3,39 3,39			CL 9,37	1928 3mo	Harland& Wolff,Ld. Belfast	KingLine,Ld. (Dodd,Thomson& Co.Ld. *Mgrs.*) *Lloyd's SA&CP* *Cell D B334'1083t DT*	400·7 54·8 27·2 417·2(O.L.) P28'B142'F35' FK *f26'1076t F P T109*	London British *7 B Hpt Cem* *A P T260t*	Oil Engines 4S.C.SA 6Cy.29⅜"–59 1/16" 489NHP *DB100lb* Harland&Wolff,Ld.Bel.	29 " 7 s 5·11½ 23 "10½	
77527 148713 GJYX	**King Malcolm** 3Mst *Oil Eng.* D.F. *ss*Shl.No.3-7,38 1 *Dk(Stl)&Shelter dk(Stl)* 3rd *dk(Stl)in No. 3 hold* *Corrugated sides* *Cruiser Stern* *Longitudinal framing in DB & at decks*		5964 2188 5120 4736 3166	✠100A1 Bkn *a*† *with freeboard* Shl Cff 7,38 2,39 7,38 ✠LMC CS12,37 BS2,38,39 1,38			CL 7,38	1925 12mo	D&W Henderson&Co.Ld Glasgow	ScottishS.S.Co.Ld. (Dodd,Thomson& Co.Ld. *Mgrs.*) *Lloyd's SA&CP* *Cell D B334'1227t DT f53 1050t F P T*	400·3 59·0 25·9 F36' FK *Coll Bll to Sh dk* 5 " 2nd " *95t A P T220t*	London British *7 B H pt Cem*	Oil Engines 4S.C.SA 6Cy.29⅜"–59 1/16" 489NHP *DB100lb* Harland&Wolff,Ld.Gls.	28 " 4 s 3 " 4½ 25 " 3	
77528 160401 GNSB	**King Neptune** *Oil Eng.* *ss*Bkn.No.2–36 1 *Dk(Stl)* *Cruiser Stern*		5224 4807 3136	✠100A1 Mch *z* 4,39 Cff Bel MC CS12,36 BS 5,39			CL 4,39	1928 4mo	Harland& Wolff,Ld Belfast	KingLine,Ld. (Dodd,Thomson& Co.Ld. *Mgrs.*) *Lloyd's SA&CP* *Cell D B334'1083t DT f26 1076t F P T109t A P T260t*	400·7 54·8 27·2 P28'B142'F35' FK	London British *7 B Hpt Cem*	Oil Engines 4S.C.SA 6Cy.29⅜"–59 1/16" 489NHP *DB100lb* Harland&Wolff,Ld.Bel.	29 " 7 s 5 "11½ 23 "10½	
77529 —	**King On** **WoodTwinSc** 2 *Dks*		677 — 475					1918	ManLee S.B.Co. Canton	Soc.Ip-Un,Ld.	151·5 30·8 12·4	Macao Portuguese	C.2Cy.10½"&20"–14½" 13NH		
77530 118608 GPMF	**King Orry** Ⓟ **TwinSc** Sub.Sig. *ss*Brw.2ndNo.3–5,36 D.F. 2 *Dks&Shelter dk* (*pt Stl–ws*)		1877 1187 760	✠ A1 Brw OG *Shelter dk* *with freeboard* BS4,39 2,39 ✠LMC MS6,35 *For Service in the Irish Channel*				1913 7mo	Cammell Laird&Co.Ld Birkenhead	Isle of Man Steam Packet Co. Ld. *Lloyd's SA&CP* *Cell D Ba48*	300·0 43·1 15·9 313·3(O.L.) *Promenade dk 198'* B56' FK&BK1½" *n E44 f64'216t F P T*	Douglas IM British *9 B H Asp* *26t A P T36t*	4 Steam Turbines SR geared to 2 screw shafts 170lb (*r*) FD HS14385 2DB&1SB,*15cf*,GS383 1114NHP Cammell Laird&Co.Ld Bkn	17 " 6 s 2 "10⅝ 14 " 6	BT ††† 11,38 F.
77531 148731 GMFY	**King Robert** (*ex* Città di Messina) ssSld.No.3–1,38 *ss*Cff.No.1–37 1 *Dk(Stl)&Shelter dk(Stl)* *Cargo battens not fitted in 'tween dks*		5886 5602 3615	✠100A1 Cff *z* *Shelter dk* Shl *with freeboard* 5,39 BS8,37 ✠LMC5,36 5,39			CL 10,37	1920 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ScottishS.S.Co.Ld. (Dodd,Thomson& Co.Ld. *Mgrs.*) *Lloyd's SA&CP* *Cell D b*	400·0 53·0 32·8 413·0(O.L.) F38'*on Shelter dk* FK *Collision Bll to Sh dk* 5 " " *U* "	London British *Cem* *351'1272t A P T100t*	T.3Cy.27",45"&75"–51" (*s*) 180lb 573NH 3SB,*9cf*,GS187,HS8580 FD Richardsons,Westgarth &Co.Ld.Mdb.	35 " 5 s 9 " 5½ 26 " 2½	
77532 160496 GNVD	**King Stephen** *Oil Eng.* *ss*Shl.No.2–36 *Cruiser Stern* 2 *Dks(Stl)*		5274 4883 3171	✠100A1 Cff *z* 6,38 Nap M CS10,36 DBS			CL 10,36	1928 6mo	Harland& Wolff,Ld. Belfast	KingLine,Ld. (Dodd,Thomson& Co.Ld. *Mgrs.*) *Lloyd's SA&CP Cell DB333'1083t DT f*	400·7 54·8 27·2 417·2(O.L.) P28'B142'F35' FK *26' 1076t F P T109*	London British *7 B Hpt Cem* *A P T260t*	Oil Engines 4S.C.SA 6Cy.29⅜"–59 1/16" 489NH *DB100lb* Harland&Wolff,Ld.Bel.	29 " 7 s 5 "11½ 23 "10½	
77533 160516 GNVF	**King William** *Oil Eng.* *ss*Cff.No.2–36 *Cruiser Stern* 2 *Dks(Stl)*		5274 4883 3171	✠100A1 Cff *z* 8,38 ✠LMC CS6,36 BS			CL 12,36	1928 7mo	Harland& Wolff,Ld. Belfast	KingLine Ld. (Dodd,Thomson& Co.Ld. *Mgrs.*) *Lloyd's SA&CP Cell D B333'1083t D T f26'1076t F P T10*	400·7 54·8 27·2 417·2(O.L.) P28'B142'F35' FK	London British *7 B Hpt Cem* *9t A P T260t*	Oil Engines 4S.C.SA 6Cy.29⅜"–59 1/16" 489NH *DB100lb* Harland&Wolff,Ld.Bel.	29 " 7 s 5 "11½ 23 "10½	
77534 149429	**Kingdoc** *Mchy. Aft* 1 *Dk*		1926 1638 1152					1927	Swan, Hunter&Wigham Richardson, Ld Newcastle	PatersonSteamships,Ld.	252·8 43·4 17·8	Ft. William (Ont.) British *WB*	T.3Cy.15",25"&40"–33" 88NH Swan,Hunter&Wigham-Richardson,Ld.Nwc		C
77535 UOCN	**Kingissepp** Sub.Sig. 1 *Dk*		2325 2019 1292					1933	Baltic S.B. &Eng.Wks. Leningrad	U.S.S.R.	284·8 43·2 20·6 P21'B72'F14'	Archangel Russian *WB*	T.3Cy.17¾",29½"&48¾"–39¾" 147NH Baltic S.B.&Eng.Wks.Len.		
77536 160220 GSQF	**Kingsborough** D.F. 1 *Dk*		3368 3054 2030					1928	Lithgows, Ld. Port Glasgow	Kingsborough Shipping Co.Ld. (P.D.Hendry& Sons, *Mgrs.*)	340·1 48·8 22·7 P35'B104'F36'	Glasgow British *WB*	T.3Cy.21½",37"&62"–39" 240NH J.G Kincaid&Co.Ld.Grk.		C
77537 165603 GDDN	**Kingsbury** 1 *Dk&Shelter dk* *Cruiser Stern*		4898 4291 2816	✠100A1 Bry *a*† *with freeboard* Cff 1,38 ✠LMC11,37			CL	1937 11mo	Burntisland S.B.Co.Ld. Burntisland	Alexander Shipping Co.Ld. (Capper,Alexander &Co. *Mgrs.*) *Lloyd's SA&CP* *Cell D B349'1345t*	415·9 56·9 25·2 430·2(O.L.) F34' FK *FPT106t A P T255t*	London British *6 B H Cem* *Coll to Sh dk 5 to 2nd,,)*	T.3Cy.22",37"&63"–45" (*s*) 220lb 407NH 2SB(Spt&FD)&1AuxSB, *Scf*,GS143,HS6050 D.Rowan&Co.Ld.Gls.	28 " 1 s 2 "11½ 25 " 4	
77538 161897 GSKC	**Kingsland** 1 *Dk*		3669 3323 2239					1930	Lithgows Limited Port Glasgow	Kingsborough Shipping Co.Ld. (P.D.Hendry& Sons, *Mgrs.*)	350·6 50·2 23·3 P40'B106'F36'	Glasgow British *WB*	T.3Cy.21½",37"&62"–42" 249NH J.G.Kincaid&Co.Ld.Grk.		C
77539 150351 VGJW	**Kingsley** (*ex* Canadian Coaster) 1 *Dk*		2422 2051 1464					1921	Collingwood S.B.Co. Kingston	Kingsley Nav.Co. Ld.	251·0 43·6 23·6 P22'B64'F28'	Vancouver British *WB*	T.3Cy.18",30"&50"–36" Collingwood 150NH S.B.Co.Collingwood		
77540 111654 VGMD	**Kingston** Ⓟ **Pad** 1 *Dk*		2925 1609 1909					1901	Bertram E.W.Co.Ld Toronto	Canada Steamship Lines,Ld.	288·0 36·2 13·3	Toronto British	T.3Cy.28",44"&74"–72" 461NH Bertram E.W.Co.Ld.Trnto		
77541 128863 MBWY	**Kingstown** 3Mst *ss*Bel.2ndNo.3–7,35 *Mchy. Aft* *Well deck* 1 *Dk(pt Irn pt Stl)*		628 434 237	✠100A1 Bel *j* 12,38 BS3,38 ✠LMC7,35			CL 12,38	1910 5mo	Ramage& Ferguson,Ld. Leith	Wm.M.Barkley& Son Ld. (W.Clint. *Mgr.*) *Lloyd's SA&CP* *WB=Cell D*	181·0 27·7 10·8 Q103'B11 F32' FK *B/ 99' 160t F P T66t A P T39t*	Belfast British *3 B H Cem*	T.3Cy.15",25"&40"–30" (*s*) 180lb 81RHP 1SB,*3cf*,GS62,HS2045 Ramage&Ferguson,Ld.Lth	13 " 6 s 4 " 8 13 " 1	
77542 160723 GSWN	**Kingswood** *ss*Shl.No.2–37 D.F. 1 *Dk(Stl)* GyC. E.S.D.		5080 4574 3110	✠100A1 Shl *z* Hul LMC12,37 NB(Aux)12,37 MBS12,38			CL 10,37	1929 5mo	Nthmblnd S.B.Co. (1927) Ld. Newcastle	Joseph Constantine S.S. Line,Ld. *Lloyd's SA&CP* *Cell D*	405·4 53·8 26·6 418·7(O.L.) P40'B257'F33' FK *B353' 1171' F P T11 A P T192t*	Middlsbro' British *6 B H Cem*	T.3Cy.22½",30"&58"–45"& L P Turbine with D R gearing 200lb (*s*) 475NH 2SB(Spt)&(FD)&1AuxSB, *Scf*,GS160,HS7241 N.E.Marine Eng Co Ld Nwc	29 " 1 s 4 "2½ 25 " 1	
77543 146160 GDJN	**Kingyuan** Ⓟ *Fitted for oil fuel* 2 *Dks*		2653 2225 1546					1921	Scott's S.B. &E.Co.Ld. Greenock	China Nav.Co.Ld.	310·3 44·2 20·9 P23'B86'F43'	London British *WB*	2 Steam Turbines D R geared to 1 Sc. Shaft Scott's S.B.&E.Co.Ld.Grk.		

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné pour la prochaine visite. Lettre d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registre du Yacht. Distinctions. Cert. Board of Trade
77544	**Kini**		1388	✠100A1	Syd	*o*	CL	1930	J.Lewis&	UnionS.S.Co.of	229·1|39·2|12·5	Dunedin	T.3Cy.15¾",27"&44½"-33"	14 ″ 6	
142908		*ss*Wln.No.1-35	932	9,38 ~~3,86~~			8,37	12mo	Sons,Ld.	NewZealand,Ld.	238·6(O.L.)	British	200lb (*s*) 165NHP	s 4 ″ 9	
ZMJB	Wireless	*Mchy.Aft* 1*Dk*(*Stl*)	779	~~BS3,37~~ LMC1,~~38~~					Aberdeen		Q158'F30' FK	*Cem*	2SB,4*cf*,GS80,HS2984	13 ″ 11	
	Well deck	*Cargo battens not fitted*		BS 3,381,38				*Lloyd's*SA&CP		*IntermediateBHin CellDB185'*	*hold dispensed with* 348*t FPT*84*t APT*7*t*	3 *BH to Udk*	J.Lewis&Sons,Ld.Abn.		
77545	**Kinjo Maru** Ⓟ		331					1935	.....	ChosenKisenK.K.	135·0|23·5|12·0	Fusan	Oil Engines		
1839		*Oil Eng.*	—						Shimonoseki			Japanese			
JICG		1*Dk*	179												
77546	**Kinka Maru**		9305					1937	Kawasaki	KokusaiKisenK.K.	475·7|62·3|40·2	Tokyo	Oil Engines2S.C.SA		
44397		*Oil Eng.*	—						Dkyd.Co.Ld.		481·9,	Japanese	8Cy.27$\frac{9}{16}$"-47½" 2115NHP		
JYUL	*Ref.Mchy.*	*CruiserStern*	5540						Kobe				KawasakiDkyd CoLdKobe		
77547	**Kinkasan Maru** Ⓟ	(*ex*ShibisanMaru)	4981	✠100A1	Kob	*y*	CL	1911	Sir Raylton	MitsuiBussan	380·0|53·5|27·2	Tokyo	T.3Cy.26",42"&70"-48" (*s*)	29 ″ 7	
14164		*ss*Kob.2ndNo.3-3,36	4535	4,38 ~~4,37~~	Tama		4,37	7mo	Dixon&CoLd	Kaisha,Ld.		Japanese	180lb 417NHP	s 5 ″ 10	
JYKD	D.F.	1*Dk*(*Stl*)	2615		~~LMC~~				Middlesbro'		P38'B111'F39' FK	6 *BH Cem*	3SB,9*cf*,GS190,HS7114	24 ″ 2	
		Cantilever framed topside tanks			4,3~~8~~			*Lloyd's*	SA&CP	*WB=CellDBa126*	*uE24'f167'1042t*		Blair&Co.Ld.Stockton		
										Topside tanks	316'1252*t FPT*103*t*	*APT*227*t*			
77548	**Kinko Maru** Ⓟ	(*ex*ShibisanMaru)	1268					1917	Toba	ChosenYusenK.K.	229·1|33·0|18·0	Jinsen	T.3Cy.14½",24⅝"&40"-30"		
1109			1053						Zosensho			Japanese	Okamoto 88NHP		
JMQA	Wireless	1*Dk*	847						Toba			*WB*	ZosenTekkosho,Osaka		
77549	**Kinmount** (*ex*Dalrymple)		1711					1923	The Col-	CanadaSteamship	252·0|43·1|16·9	Montreal	T.3Cy.15½",26"&44"-26"		C
138187			1544						lingwoodS.B	Lines,Ld.	F35'	British	Hewes& 95RHP		
CYLP	*Mchy.Aft*	1*Dk*	1167						Co.Ld.			*WB*	Phillips,Newark,N.J.		
									Collingwood						
77550	**Kinnaird Head** (*ex*Gowerian)		449	✠100A1	Lth		CL	1921	TawShip-	A.F.Henry&	142·2|25·6|11·4	Leith	T.3Cy.12",20"&32"-24" (*s*)	12 ″ 6	
143531		*ss*Lth.No.1-36 *ss*Lth.No.3-3,34	296	6,38 ~~4,37~~			~~10,36~~	1mo	yards,Ld.	MacGregor,Ld.	147·0(O.L.)	British	180lb 52RHP	s 4 ″ 3½	
MKLQ	*Mchy.Aft*	*Well deck* 1*Dk*(*Stl*)	186	~~BS5,37~~	✠LMC~~4,38~~		6,38		Barnstaple		Q84'B9'F17' FK	3 *BH Cem*	1SB,3*cf*,GS47,HS1372	12 ″ 4½	
		Cargo battens not fitted			6,38			*Lloyd's*	SA&CP		*FPT*49*t*	*APT*17*t*	AitchisonBlairLdClydbnk		
77551	**Kinne** (*ex*Niels)		618					1920	Vulcan	SvenskaSocker-	190·7|30·8|11·2	Malmö	T.3Cy.12½",21"&34"-19¾"		V
6891			518						VærftetA/S	fabriksA/B(C.F.	P17'B51'H72*t*F20'	Swedish	Smith,Mygind& G6NHP		
SFDM		1*Dk*	358						Korsör	Tranchell,*Mgr.*)		*WB*	Hüttemeyer,Cpn.		
77552	**Kinposan Maru**		3261					1936	Mitsui	MitsuiBussan	330·0|47·0|25·0	Kobe	T.3Cy.22",34"&62"-42"&		C
42631			2840						Bussan	Kaisha,Ld.	P29'B102'F27'	Japanese	exhaust turbine driving		
JNEL		2*Dks*	1881						Kaisha,Ld.			*WB*	steam compressor 250NHP		
		CruiserStern							Hibi				MitsuiBussan Kaisha,Ld.		
													Tama		
77553	**Kinross**	*ss*Bly.No.1-39	4956	✠100A1	Shl		CL	1935	W.Doxford	B.J.Sutherland	412·2|54·2|26·1	Newcastle	Oil Engines 2S.C.SA	28 ″ 8	
161578		*Oil Eng.*	4580	*with freeboard*	Bly		5,38	4mo	&Sons,Ld.	&Co.Ld.	427·9(O.L.)	British	3Cy.20½"-81⅞" 388NHP	s 3 ″ 4½	
GYGS	D.F.	1*Dk*&*Shelter dk*	3043	4,39	✠LMC3,39				Sunderland		FK		2DB*120lb*	25 ″ 6½	
		CruiserStern		DB~~4,39~~				*Lloyd's*	SA&CP		(	*7 BH pt Cem*	W.Doxford&Sons,Ld.Sld.		
										CellDB346'1174t	*MT*1236*t APT*191*t*	*Coll to Sh dk*			
												6 ,, *2nd* ,,)			
77554	**Kinryo Maru** (*ex*Bessie	4Mst	4390	✠	Kob	*x*		1905	A.Rodger	YabukiGomei	369·7|50·0|18·8	Dairen	T.3Cy.25½",42"&70"-48"	29 ″ 3	C
193	Dollar)	*ss*H.Kg.No.3-6,17	4055	8,26				11mo	&Co.	Kaisha	P37'B98'F36' 26·7	Japanese	393NHP		†
JNUA		*ss*Vcr.No.1-21	2737	✠					Pt.Glasgow	*Intermediate Bulk*	*head* FK	*Cem*	3SB,9*cf*,GS170,HS6399		
		Fitted for oil fuel								*in after*	*hold dispensed with*	5 *BH only*	A.Rodger&Co.Glasgow		
		1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*									*CellDBa120'uE*&*B42'f162'*		982*t FPT*55*t APT*90*t*		
77555	**Kinryu Maru**		9310					1938	Kawasaki	KokusaiKisenK.K.	475·7|62·3|40·0	Tokyo	Oil Engines 2S.C.DA		
45735		*Oil Eng.*	—						Dkyd.Co.Ld.			Japanese	8Cy.27$\frac{9}{16}$"-47½" 2115NHP		
JQGM	*Ref.Mchy.*	*CruiserStern* 2*Dks*	5545						Kobe				KawasakiDkydCoLdKobe		
77556	**Kinryuzan Maru**		1370					1918	Osaka	Tsurumaru	228·0|34·0|19·5	Waka-	T.3Cy.18⅛",26"&42½"-32"		
24060	(*ex*DaishinMaruNo.2-35)		1132						YogyoK.K	Hirotaro		matsu	112NHP		
JRFE		1*Dk*	778						Osaka		*WB*	Japanese	HirotaniSeikosho,Osaka		
77557	**Kinsen Maru**		3081					1937	Harima	ChosenYusenK.K.	318·4|45·9|24·6	Jinsen	T.3Cy.20$\frac{1}{16}$",33$\frac{1}{16}$"&55⅛"-		
2282			—						S.B.&Eng.			Japanese	39" 190NHP		
JEWG		*CruiserStern*	1808						Co.Ld.				HarimaS.B.&Eng.Co.Ld.		
									Harima				Harima		
77558	**Kinshan** Ⓟ	TwinSc	2733					1903	Hong K'ng	HongKong,Canton	290·0|54·1|10·1	HongKong	T.6Cy.20",31"&50"-27"		
159872			1019						&Whampoa	&MacaoStm.Boat		British	260NHP		
VPCL		1*Dk*&*Saloon dk*&*Shade dk*	1678						Dock Co.Ld.	Co.Ld.			HongKong&Whampoa		
									HongKong				Dock Co.Ld.HongKong		
77559	**Kinshu Maru** (*ex*Mount		5591	✠ ...	Kob	*z*		1919	J.Coughlan	DairenKisenK.K.	410·7|54·1|27·5	Dairen	T.3Cy.27",44"&73"-48"	29 ″ 9	
	Pentelikon-33,	*ss*Kob.No.3-8,37	5122	1,38				5mo	&Sons			Japanese	536NHP		
JGDB	*ex*Atlanticos,*ex*Sylvia	2*Dks*(*Stl*)	3342	NE11.22 ✠					Vancouver,		P44'B115'F47'		3SB9*cf*,GS189,HS7995		
	Victoria,*ex*WarCavalry)								B.C.		FK	*pt Cem*	J.G.Kincaid&Co.Ld.Grk.		
									Inter	*mediate BH in fore*	*hold dispensed with*	6 *BH only*			
										CellDBa&*uE172'*	*f182'1158t FPT*13	1*t APT*95*t*			
77560	**Kinta**		1220					1907	CaledonS.	StraitsS.S.Co.Ld.	244·2|35·1|13·8	Singapore	T.3Cy.20¾",33"&54"-36"		
123881			834						B.&E.Co.Ld.			British	175NHP		
VSNG		1*Dk*	509						Dundee			*WB*	CaledonSB.&E.Co.Ld.Dun		
77561	**Kintang**	TwinSc	435					1925	Yarrow	ChinaNav.Co.Ld.	149·5|26·6| 7·7	London	2SRgearedSteamTurbines		
153998			227						&Co.Ld.			British			
MBKS		1*Dk*	221						Scotstoun						
									Completed by	Taikoo Dockyard	&Eng.Co.Ld.Hong	Kong	Yarrow&Co.Ld.Gls.		
77562	**Kinugasa Maru**		~~6809~~	✠100A1	Yka	*d*†	CL	1936	Kawasaki	KokusaiKisenK.K.	453·7|60·9|31·1	Tokyo	Oil Engines 2S.C.DA	31 ″ 1	
41285		*Oil Eng.*	~~6834~~	*with freeboard*	Kob		8,37	3mo	Dkyd.Co.Ld.			Japanese	7Cy.27$\frac{9}{16}$"-47½" 1850NHP	s 8 ″ 8½	
JHEJ	D.F. GyC.	1*Dk*&*Shelter dk*3*rd dk*	~~6711~~	~~4,36~~ 4,37	DBS3,39				Kobe		F43' FK	8 *BH pt Cem*		27 ″ 3½	
		except in aftermost hold	6811		✠LMC3,36			*Lloyd's*	SA&CP		(	*Coll to Sh dk*	KawasakiDkyd CoLdKobe		
		CruiserStern	5534	*Carrying cargo oil*		*F.P.above*		e 150°	*F.in deep tanks*	*CellDB359'14*	*16t DTsa51'1378t*	7 ,, *2nd* ,,			
			3698							*Tanks in*	*way of tunnel* 30'13	*3t FPT*73*t A*	*APT*186*t*		
77563	**Kinugawa Maru**		6937					1938	Mitsubishi	ToyoKaiunK.K.	~~13,64~~ 14,64	Tokyo	Oil Engines 2S.C.SA		
45430		*Oil Eng.*	—						Jukogyo K.K		58·5|32·8	Japanese	6Cy.28⅜"-49$\frac{3}{16}$" 839NHP		
JURM		3*Dks*	4978						Nagasaki		P30'B157'F41'	*WB*	MitsubishiJukogyoK.K.		
											~~437~~ 41		Nag.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years As[signed] now expired. Equipment Letter.	7* Date when tail shaft last exam.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard (midship.) — Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Ref. Trade Cert.
77564 42057 JGDL	**Kinzyosan Maru** (*ex* Kinjosan Maru–38) 2 *Dks* *Cruiser Stern*	3262 — 1884					1936	Mitsui Bussan Kaisha, Ld. Tama	Mitsui Bussan Kaisha, Ld.	332·8 | 47·1 | 25·0 P29′ B102′ F27′			Kobe Japanese *WB*	T.3Cy.22″,34″&62″–42″ & exhaust turbine driving steam compressor 250 NHP Mitsui Bussan Kaisha, Ld.		C
77565 140571 GRCD	**Kioto** *ss* Mch. No. 3–4,30 *ss* Hul. No. 2–38 ~~*ss* Anch. No. 1–35~~ 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern* *Cargo battens not fitted in Shelter 'tween dks*	3297 — 2080	✠ 100 A1 *Shelter dk* *with freeboard* 2,332,38 MS2,34 7,38	Ant ~~Yka~~ ✠ LMC BS10,37	*v*	CL ~~5,36~~ 2,39	1918 4mo *Lloyd's*	W. Gray & Co. Ld. W Hartlepool	Ellerman Lines, Ld (Hall Line, Ld. *Mgrs.*) *Cell DB*	333·8 | 46·6 | 24·4 347 5 (O.L.) FK 294′ 859*t*	Liverpool British 6 *B H Cem* *APT* 19*t*	T.3Cy.21″,36″&62″–45″ (*s*) 220 lb *112 lb* 384 NHP 2SB, *8cf*, GS 139, HS 5433 FD Cen. Mar. Eng. Wrks. W Hpl	26 " 9 s 2 " 5 24 " 7½	
77566 141758 CYLQ	**Kipawa** (*ex* John F. Morrow, *ex* Edward N. Breitung, *ex* John W. Moore) 2 *Dks* *Mchy. Aft*	1840 — 1154					1890	Craig S.B. Co. Toledo, O.		246·0 | 40·6 | 20·7 *WB*	Montreal British	C.2Cy.26″&50″–42″ 135 NHP S.F. Hodge & Co. Detroit		
77567 34532 JRUB	**Kiri Maru** Ⓟ *Oil Eng.* Wireless 2 *Dks*	531 405 296					1929	Harima Dockyard, Harima	Tokiowan Kisen K.K.	160·0 | 28·0 | 14·0 P9′ B32′ F20′	Habumi-nato Japanese	Oil Engines 4S.C.SA 6Cy.14 3/16″–22 7/16″ 117 NHP Kobe Steel Works, Kobe		
77568 37505 JUMH	— *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 2 *Dks*	415 366 281					1932	Osaka Iron Works, Ld. Osaka	Osaka Syosen K.K.	145·0 | 26·0 | 14·0 F17′	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14 3/8″–19 1/16″ 121 NHP Yokohama Dock Co Ld. Yka		
77569 40610 JYXA	— *Oil Eng.* *Mchy. Aft* 1 *Dk*	344 — 198					1935	Sanoyasu Dock Co. Osaka	Sanyo Nenryo K.K.	130·0 | 23·0 | 13·0 P45′ F16′	Shikama Japanese *WB*	Oil Engines 2S.C.SA 4Cy.16 1/16″–9 3/8′ 198 NHP J. & C.G. Bolinders, M.V.A/B, Skm.		
77570 40721 JGQJ	**Kiri Maru No. 2** *Oil Eng* *Mchy. Aft* 1 *Dk*	334 — 179					1935	Sanoyasu Dock Co. Ld. Osaka	Sanyo Nenryo K.K.	129·9 | 23·0 | 13·0 P45′ F16′	Shikama Japanese *WB*	Oil Engines 2S.C.SA 4Cy.16 1/16″–9 3/8″ 198 NHP J. & C.G. Bolinders M.V.A/B, Skm.		
77571 41685 JHYJ	**Kiri Maru No. 3** *Oil Eng.* 1 *Dk*	495 395 342					1936	Sanoyasu Zosen Sho Osaka	Sanyo Nenryo K.K.	166·0 | 27·5 | 13·7 P57′ F21′	Shikama Japanese	Oil Engines 4S.C.SA 6Cy.14 3/8″–20 3/4″ 117 NHP Hanshin Iron Works, Kobe		
77572 42962 JTML	**Kiri Maru No. 5** *Oil Eng.*	335 — 229					1937	Sanoyasu Dock Goshi Kaisha Osaka	Sanyo Nenryo K.K.	136·0 | 23·5 | 13·0	Shikama Japanese	Oil Engines Hanshin Iron Works Kobe		
77573 43730 JTYL	**Kiri Maru No. 8** *Oil Eng.* *Mchy. Aft*	939 — 647					1937	Sanoyasu Zosen-sho Osaka	Sanyo Nenryo K.K.	205·7 | 30·0 | 17·2	Shimikana Japanese	Oil Engines 3Cy. Sanoyasu Dock Co. Osaka		
77574 33173 JANC	**Kiriha Maru** (*ex* Withington, *ex* War Breeze) *ss* Kob. No. 3–5,32 1 *Dk* (*Stl*) 2 *nd Dk* (*Stl*) *in Nos. 2 & 3 holds*	3057 2842 1886	✠ ... 1,36 ✠	Yka	*u*		1919 4mo	Irvines S.B. & D.D. Co. Ld W Hartlepool	Tatuuma Kisen K.K.	331·1 | 46·8 | 23·1 P33′ B100′ F28′ FK *Cell DB* 284′ 699*t* *FPT* 110*t*	Nishino-miya Japanese 7 *B Hpt Cem* *APT* 121*t*	T.3Cy.25″,41″&68″–45″ 430 NHP 3SB, *9cf*, GS 153, HS 6321 Richardsons, Westgarth & Co. Ld. Hpl	25 " 6	C †
77575 42735 JYML	**Kirikawa Maru** D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* 2 *Dks*	3836 ~~2251~~					1937	Kawasaki Dkyd. Co. Ld. Kobe	Kawasaki Kisen K.K.	354·7 | 50·0 | 27·6 *WB*	Kobe Japanese	2 DR geared steam turbines 333 NHP Kawasaki Dkyd Co Ld Kobe		
77576 36919 JGIC	**Kirisima Maru** (*ex* Kirishima Maru–38) *Oil Eng.* Gy C. D.F. *ss* Kob. No. 1–36 ~~*Dks* 1 *Dk* (*Stl*) *Shelter Part* (*Stl*)~~ 3 *rd dk* ~~(*Stl*)~~ *except in after most hold* *Cruiser Stern* *Rudder electrically welded* *Tonnage opening closed '38*	8121 ~~7~~ ~~5918~~ 7671 5918	✠ 100 A1 *with freeboard* 12,38 ✠ LMC CS 9,36 DBS 12,38 12,38 *Carrying cargo oil*	Kob ~~Sws~~ *P. above*	*c* †	CL ~~7,36~~ 6,38	1931 7mo *Lloyd's*	Kawasaki Dkyd. Co. Ld. Kobe	Kokusai Kisen K.K. *Upper 'tween deck bulkheads except Coll B Htg Wdk Tanks in way of tunnel* *Cell DB* 338′ 1560*t*	~~4 12·1~~ | 60·0 | 30·0 445·3 40·0 F39′ FK ~~*B H pt Cem*~~ *DB* 100*lb* *Coll B Htg Wdk Hdispensed with* 6 " " 2*nd*, ") F. in deep tanks 150″ 1085*t D Ta* 27′	Yokohama Japanese Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg	Oil Engines 2S.C.DA 7Cy.27 1/16″–47 1/4″ 1857 NHP 40 " 1 s 12 " 6 27 " 9	
77577 161842 MBYD	**Kirkland** Wireless D.F. E.S.D. *Cruiser Stern* 2 *Dks*	1361 1127 624					1934	Caledon S. B. & E. Co. Ld. Dundee	Leith, Hull & Ham. Stm. Pkt. Co. Ld. (J. Currie & Co. *Mgrs.*)	261·6 | 40·2 | 15·9 *WB*	Leith British	T.3Cy.15″,25″&41″–33″ 94 NHP Barclay, Curle & Co. Ld. Gls		C
77578 139258 GNTW	**Kirkpool** *ss* Shl. No. 2–36 1 *Dk* (*Stl*) D.F.	4842 ~~4578~~ 3017	✠ 100 A1 ~~5,36 11,37~~ 1, ✠ LMC MS 11.36	Sws Cdf ~~BS 9,37~~ 9,38	*z*	CL 11,37	1928 6mo *Lloyd's*	Sir J. Laing & Sons, Ld. Sunderland	Pool Shipping Co. Ld. (Sir R. Ropner & Co. Ld. *Mgrs.*) *Cell DB*	405·2 | 53·6 | 26·5 418·2 (O.L.) P30′ B229′ F41′ FK 359′ 1344*t* *FPT* 162*t* *APT* 187*t*	W. Hartpl British 6 *B H Cem*	T.3Cy.25½″,40″&71″–48″ (*s*) 180 lb FD 491 NHP 3SB (Spt) *9cf*, GS 174, HS 7308 G. Clark, Ld. Sunderland	29 " 5 s 4 " 9½ 24 " 10½	
77579 147646 MLWV	**Kirkwood** (*ex* Ashtree–35) *ss* Sld. No. 3–6,37 1 *Dk* (*Stl*) *Well deck* Wireless *Cargo battens not fitted*	1561 1151 798	✠ 100 A1 6,38 ~~6,37~~ ✠ LMC 6,37 ~~DS 6,38~~	Sld Bly	*p*	CL ~~7,35~~ 6,38	1924 5mo *Lloyd's*	Craig, Taylor & Co. Ld. Stockton	W. France, Fenwick & Co. Ld. *Cell D*	244·0 | 36·8 | 15·8 255·7 (O.L.) Q 134′ B 10′ F 28′ FK B 206′ 472*t* *FPT* 104*t*	London British 1 *B H Cem* *APT* 97*t*	T.3Cy.19″,31″&51″–36″ (*s*) 180 lb 189 NHP 2SB, *6cf*, GS 88, HS 3188 N.E. Marine Eng. Co. Ld. Sld.	18 " 1 s 5 " 3½ 16 " 7	
77580 147794 GLRK	**Kirnwood** Gy C. D.F. E.S.D. *ss* Mdb. No. 2–35 1 *Dk* (*Stl*)	3829 3504 2357	✠ 100 A1 1,30 ~~1,37~~ ~~2,38~~ ✠ LMC MBS 6,37 DBS 4,39	Shl Mcl	*x*	CL 6,37 12,38	1928 1mo *Lloyd's*	J Readhead & Sons, Ld. S. Shields	Joseph Constantine Steamship Line, Ld *Cell DB*	389·6 | 52·5 | 22·0 402·5 (O.L.) P29′ B229′ F44′ len 35 FK *u* E 145′ *f* 161′ 900*t*	Middlsbro' British 6 *B H Cem* *APT* 135*t*	T.3Cy.22½″,37″&61½″–45″ 200 lb *120 lb* (*r*) 334 NHP 2SB (Spt), *6cf*, GS 115, HS 4564 FD J Readhead & Sons, Ld. S Shl	24 " 3 s 2 " 10 21 " 7½	
77581 164461 GYJW	**Kirriemoor** *Oil Eng.* 1 *Dk* & *Shelter dk* *Cruiser Stern*	4970 4580 3032	✠ 100 A1 *with freeboard* ~~4,38 11,37~~ 4,39 ✠ LMC (M) 5,37 DBS 4,39	Rot ~~Yka~~	*u* †	CL 1,38	1935 5mo *Lloyd's*	W. Doxford & Sons, Ld. Sunderland	Runciman Shipping Co. Ld.	412·2 | 54·2 | 26·1 428·1 (O.L.) FK 346′ 1174*t* *MT* 1236*t*	London British 1 *B Hpt Cem* (*Coll to Sh dk* 6 " 2*nd* ") *APT* 191*t*	Oil Engines 2S.C.SA 3Cy.20½″–81 3/16″ 388 NHP 2 DB 120 lb W. Doxford & Sons, Ld. Sld.	28 " 8 s 3 " 4½ 25 " 6¾	
77582 OHER	**Kirsta** (*ex* Glenisla, *ex* Bonn, *ex* Heinrich Diestel, *ex* Lena Petersen) 1 *Dk*	1694 — 996					1906	Akt. Ges. "Neptun" Rostock	Rederi A/B Kirsta (Gust. Erikson)	256·1 | 37·6 | 16·0 Q 73′ B 108′ F 27′	Mariehmn Finnish *WB*	T.3Cy.17 15/16″,30½″&48″–33 1/16″ 132 NHP A.G. "Neptun," Rostock		C
77583 OUHY	**Kirsten** 1 *Dk*	1196 913 705					1919	Kjöbnhvns Flydk. & Skbs Copenhagen	Dampskslsk. Torm A/S (A. Schmiegelow & A. Kampen, *Mgrs.*)	235·4 | 36·2 | 13·7 P 13′ Q 69′ B 98′ F 29′	Copnhagn Danish *WB*	T.3Cy.15″,24″&40″–27″ 83 NHP Kjbnhavns Flydk. & Skbsv.		C

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel — Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. — Tirant d'eau correspondant.	15 Registres des codes. Lettres de Référence pour les Pilotes
77584	**Kirsten B.** (*ex*Norbo-31)		1184					1930	A/S Moss Værft & Dokk Moss	Partrederiet Lillemor (Th. Brövig, *Mgr.*)	226·7 | 36·5 | 15·8 Q32*t* P45*t* H76*t*			Farsund Norwegian *WB*	T.3Cy.15½″,25″&42″–30″ 97NHP A/S Moss Værft. & Dokk		N
			985														
LENI	Wireless D.F.	1 *Dk*	676														
77585	**Kirsten Mærsk**		2410					1920	Odense Staalskibs. Odense	Dampskibsselskabet af 1912 (A.P.Möller, Copenhagen, *Mgr.*)	301·9 | 42·4 | 19·9 len34			Aalborg Danish *WB*	T.3Cy.20½″,33½″&55½″–35½″ &LP Turbine Christiansen&Meyer, Harburg		V
			2049														
OYQC	D.F.		1463														
77586	**Kiruna**	*ss*Mmo.No.1–38	5484	✠100A1	Mmo	*y*	OG	1921	Akt. Götaverken Gothenburg	Trafikaktieb. Grängesberg-Oxelösund (M. Waldenström, *Mgr.*)	394·4 | 53·2 | 30·8 FK			Stockholm Swedish	T.3Cy.28″,42½″&72½″–48″ 185lb (*s*) FD 430NHP 3SB(Spt)*9cf*,GS137,HS5664 Lindholmens V.A.Motala	34 ″ 1 s 8 ″ 8 25 ″ 7½	
6479		*ss*Got.No.3–4,34	5119	*Shelter dk*			1,38	4mo			*Cem*						
SDKN	D.F.	1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	2894	*with freeboard* 5,38 ~~4,38~~							*n BH to S dk* 5 ″ ″ *U* ″						
		Cargo battens not fitted above lower stringer		~~BS12,37~~ ✠LMC~~3,37~~ BS12,38			12,37				el58·52*t DT*						
		Cruiser Stern								*Cell D Ba*	73′ *u E & B* 40′ *f* 102′				*f* 66′ 645*t FPT* 55*t APT* 202*t*		
77587	**Kisa** (*ex*Oddesund,*ex*Palnatoke)		*1241*					1920	Ph. Stuhr's Mask. & Skbs. Aalborg	Svenska Sockerfabriks A/B (C.F. Tranchell, *Mgr.*)	236·7 | 36·1 | 13·4 P14′ Q71′ B94′ F29′			Malmö Swedish *WB*	T.3Cy.16″,25″&42½″–30″ 101NHP A/S Friehs, Aarhus		V
7472			*945*														
SFDO		1 *Dk*	*689*														
77588	**Kisaragi Maru**		496					1935	Osaka Iron Works, Ld. Innoshima	Kinkai Kaisoku Kisen K.K.	164·0 | 27·5 | 13·9 P40′ F18′			Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14⅜″–20½″ 117NHP Hanshin Tekkosho, Kobe		
40181		*Oil Eng.*	—														
JYUH	*Mchy. Aft*	1 *Dk*	267														
77589	**Kishacoquillas**		5034				…	1919	American International S.B. Corp. Hog Island Pa	Commercial Molasses Corp.	390·0 | 54·2 | 27·6 P39′ B122′ F43′ FK			New York Utd. States *WB*	DR Geared Steam Turbine 600NHP General Electric Co. Schenectady, N.Y.	32 ″ 0	R †
218186	**Comol Rico,** *see Nov. 1937 Supplement*		3757														
KIFJ		2 *Dks* & *Web frames*	3080														
		Carrying Molasses in bulk															
77590	**Kishu Maru** Ⓟ		2564				…	1920	Osaka Iron Works, Ld. Osaka	Osaka Syosen K.K.	284·5 | 42·5 | 23·0 P45′ B100′ F34′ FK			Osaka Japanese *WB*	T.3Cy.21″,35″&58″–39″ 288NHP Osaka Iron Wrks Ld. Osaka	23 ″ 0	
27467			2009														
JCTC		2 *Dks*	1565														
77591	**Kisnop**		5874					1919	Atlantic Corporation Portsmouth, N.H.	United States Maritime Commission	410·5 | 54·2 | 27·0 P60′ B115′ F47′			Portsmth N.H. Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP Atlantic Corporation, Taunton, Mass.		
218185			5172														
		2 *Dks*	**4536**														
77592	**Kiso Maru**		4071	✠100A1	Tama	*w*	CL	1920	Mitsui Bussan Kaisha Tama, Uno	Tamal Syosen K.K.	345·0 | 50·0 | 26·6 P33′ B77′ F40′ FK			Kobe Japanese	T.3Cy.23″,38″&64″–48″ (*s*) 200lb 350NHP 2SB,*6cf*,GS109,HS4558 FD	29 ″ 0 s 5 ″ 4½ 23 ″ 11	
27113		*ss*Kob.No.3–12,32	3504	1,39 ~~1,38~~			1,37	6mo			*6 BH Cem*						
JKJD		*ss*Kob.No.1–37	2927	✠LMC~~1,38~~ 1,39				A&CP		*Cell D*	*B* 283′ 780*t FPT* 56*t APT* 26*t*				Mitsui Bussan Kaisha, Tama		
		2 *Dks*(*Stl*)															
77593	—		704					1932	Mitsubishi Zosen Kaisha Ld. Kobe	Osaka Syosen K.K.	170·0 | 30·0 | 17·5 P44′ F20′			Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16¾″–24$\frac{7}{16}$″ 164NHP Mitsubishi Zosen Kaisha Ld. Kob.		
37489		*Oil Eng.*	604														
JUHH	*Ref. Mchy.* *Mchy. Aft*	1 *Dk*	368														
		Cruiser Stern															
77594	**Kistna**		1465	✠100A1	Sng	*r*	CL	1924	Swan, Hunter & Wigham Richardson, Ld Newcastle	British India Stm. Nav. Co. Ld.	278·3 | 40·0 | 14·2 287·0 (O.L.) FK			London British	Oil Engines 2S.C.SA 6Cy.17½″–35″ 318NHP	16 ″ 8 s ″ 6 16 ″ 4	
147586		*Oil Eng*	1117	*with freeboard*			6,35	3mo									
GKCF	Wireless	*ss*Sng.No.3–4,36	672	~~1,38~~ ~~11,37~~ 11,38			5,36				(*Coll*						
		1 *Dk*(*Stl*) & *Shelter dk* (*pt Stl*–teak s)		✠LMC CS4,36 ~~10,34~~ 4,37				*Lloyd's*	*SA&CP*	*Cell D B* 211′ 307*t*	*B H to Sh dk* 4 ″ ″ 2nd ″ ″ *FPT* 30*t APT* 23*t*				Swan, Hunter & Wigham Richardson, Ld. Nwc		
77595	**Kisyun Maru** (*ex*Kishun Maru)		1864					1918	Mitsubishi Zosen Kaisha Ld. Nagasaki	Tatuuma Kisen K.K.	250·0 | 37·7 | 20·5 P&B 132′ F32′			Nishino-miya Japanese *WB*	T.3Cy.17″,28½″&48″–36″ 138NHP Mitsubishi Zosen Kaisha Ld		
23120			—														
JFHD		1 *Dk*	1091														
77596	**Kita**		3894					1936	Forg. & Ch. de la Méditt SA La Seyne	Chargeurs Réunis	333·7 | 49·2 | 22·6 B48′ 30·4			Havre French *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Cie Electro-Mécanique, Le Bourget		V
		Fitted for oil fuel															
FNLT	*Ref. Mchy.*	4 *Dks*	2135														
77597	**Kitakata Maru** (*ex*Capelhall, *ex*Battenhall)		2380	✠	Shl	*s*		1901	Blyth S.B. Co. Ld. Blyth	Nikka Kyoshin Koshi	286·7 | 43·3 | 19·4 P25′ B60′ F30′ FK			Tokyo Japanese	T.3Cy.22″,36″&59″–39″ 234NHP	21 ″ 9	C †
29330		*ss*Lon.No.3–8,10	2059	12,23				10mo			*5 BH Cem*						
JKRB		*ss*Hul.No.2–20	1432	✠						*Cell D Ba & u E*	112′ *u* B16′ *f* 114′ 557*t*				2SB,*6pf*,GS104,HS3750 N.E.Marine Eng.Co Ld Nwc		
		1 *Dk*(*Stl*) & *deep framing*									*APT* 61*t*						
77598	**Kitano Maru** Ⓟ	**Twin Sc**	7952	✠100A1	Yka	*d* †	CL	1909	Mitsu Bishi Dkyd & E Wks Nagasaki A&CP	Nippon Yusen K.K.	473·9 | 54·7 | 31·3 P61′ B176′ F54′ FK			Tokyo Japanese	T.6Cy.25″,41½″&69″–48″ (*s*) 200lb 973NHP 6SB,*18cf*,GS338,HS14276 FD	34 ″ 6 s 7 ″ 11½ 27 ″ 1	
11609		*ss*Yka.2nd No.3–2,33	6723	11,38 ~~10,37~~	Osa		10,36	5mo			*7 BH Cem*						
JKND		*ss*Yka.No.1–36	4926	~~BS10,37~~ ✠LMC10,36 11,38						*WB = Cell*	*D Ba* 139′ *u E & B* 85′ *f*				180′ 1609*t L*	*Tu* 26′ 561*t FPT* 143*t APT* 48*t*	
		2 *Dks*(*Stl–U* teak s) *deep framing & Web frames* *Lower dk*(*Stl*) *in Nos.1 & 3 holds*													Mitsu Bishi D.&E.Wks Nag		
77599	**Kitayama Maru**		1000					1918	Osaka Yogyo Osaka	Tsurumaru Hirotaro	190·0 | 32·0 | 18·5 *WB*			Waka-matsu Japanese	T.3Cy.13$\frac{9}{16}$″,22½″&37½″–28″ 75NHP Fushita Kojo, Osaka		
22579	(*ex*Riyo Maru No.2–33)		839														
JIEB	Wireless	1 *Dk*	592														
77600	**Kittegaun**		5989	…			…	1919	Merchant S.B. Corp. Harriman, Pa		400·7 | 54·2 | 29·9 P36′ B124′ F44′ FK			Utd. States British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 200lb 645NHP Westinghouse Electric & Mfg Co. Essington, Pa.	32 ″ 10	
	Broken up		5090														
		Fitted for oil fuel	3707														
	Sub. Sig.	2 *Dks* & *Web frames*															
77601	**Kiturin Maru** Ⓟ	**Twin Sc**	6783	✠ … 12,38	Kob		CL	1935	Mitsubishi Jukogyo Kaisha, Ld. Nagasaki	Osaka Syosen K.K.	427·0 | 56·1 | 33·1 F52′ FK			Osaka Japanese	4 steam turbines DR geared to 2 sc. shafts (*s*) 225lb FD 1225NHP 6SB(Spt),*18cf*,GS384, HS15078 Mitsubishi Jukogyo K.K. Nag.	33 ″ 3 ~~13 ″ 4~~ ~~20 ″ 3~~	
39901	(*ex*Kitsurin Maru–38)		5175	*with freeboard*			2,37	Imo			*7 BH Cem*						
JXUH	D.F.	3 *Dks*	3911	~~BS38,36~~						*Cell D B* 367′ 949*T*	*ank in way*						
		Cruiser Stern								*Lloyd's*	*SA&CP*	*of tu*	*nnels* 15′ 22*t FPT* 32*t*		*APT* 119*t*		
77602	**Kiungchow** Ⓟ		2653					1921	Scotts' S.B. & E.Co.Ld. Greenock	China Nav.Co.Ld.	310·3 | 44·2 | 20·9 F43′			London British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Scotts' S.B.&E.Co.Ld.Grk		
146136		*Fitted for oil fuel*	2225														
GJBL		2 *Dks*	1545														
77603	**Kiwitea**	*ss*Ddn.No.2–6,38	2343	✠100A1	Ddn	*s*	CL	1925	W.Gray & Co.Ld. W Hartlepool	Union S.S.Co.of New Zealand,Ld.	280·0 | 44·3 | 18·9 P81′ F29′ FK			Wellingtn, N.Z. British	T.3Cy.20½″,33½″&55″–39″ (*s*) 190lb 274NHP 2SB,*6cf*,GS132,HS5076	21 ″ 1 ~~2 ″ 11½~~ 18 ″ 4	
151507		~~*ss*Wlu.No.2–34~~	1949	6,38 ~~12,37~~				9mo									
ZMBG	*Mchy. Aft*	1 *Dk*(*Stl*)	1166	~~BS12,36~~ ✠MC~~1,34~~ 6,38						*Cell D Bu E & B* 46′ *f*	186′ 666*t*				4 *BH Cem*		
		Cantilever framed topside tanks								*Lloyd's*	*SA&CP*	*Topside tanks* 440*t*	*FPT* 224*t APT* 120*t*		Cen. Mar. Eng. Wrks. W Hpl		

1 Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist. Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 for Special Survey. Date of last Survey.	7 Port of Survey. Year Assigned. Date Survey Completed. Boiler Survey Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard and Ships. Corresponding draught. ft. in.	15 Refrigerating Machinery. Date of last Survey.
77604	**Kiyo Maru** (*ex*Vigrid-35)		7240	✠100A1		Yka	*a*†	1930	Deutsche	AsanoBussanK.K.	416·6	57·0	33·0	Tokyo	Oil Engines 2S.C.DA	33 *n* 0	
40771		*Oil Eng.*	6369	3,38				7mo	Werft A.G.					Japanese	5Cy.23⅝"–35⅞" 975NHP	s 5 *n* 6½	
JWXJ		*ss* Yka.No.1-35	5659	DB83,38 ✠LMC10,38			CL		Hamburg		P103'F41'		FK		2DB*170lb*	27 *n* 8½	
	Mchy.Aft	*Cruiser Stern* 1 *Dk*(*Stl*)		*Carrying Petroleum in bulk*			N3,38	*Lloyd's*	*SA&CP*	*CellDBuE60'157t*	*DTf29'524t*	*FPT19*	*2t APT197t*		Maschinenfbrk.Augsburg-Nürnberg A.G. Augsburg		
	Rudder electrically welded			DB83,38													
77605	—	(*ex*PrometheusMaru-37,	4426					1912	W.Doxford	OkusyoziShearing	390·0	54·1	27·5	Osaka	T.3Cy.26",42"&70"–48"		
44023	*ex*Prometheus-37,*ex*Herakles-33)		----						&Sons,Ld.	Co.Ld.				Japanese	339NHP		
JSZL		1 *Dk&Shelter dk*	3161						Sunderland					*WB*	W.Doxford&Sons,Ld.Sld.		
77606	—	(*ex*UnyoMaruNo.2-37,	2794				...	1902	J.Blumer&	KotaniMokuno-	319·5	46·0	21·2	Kinoye	T.3Cy.23",38"&62"–42"	23 *n* 9	C
29462	*ex*Carisbrook)		2623						Co.	suke	P28'B90'F32'			Japanese	263NHP		†
JHWB	Sub.Sig.	1 *Dk,deep framing & Web frames*	2057						Sunderland				FK	*WB*	J.Dickinson&Sons,Ld.Sld.		
77607	**Kiyo Maru No. 3**	**WoodAuxSr**	346					1919	Kiyo	Yoshikawa Kwanji	125·5	28·3	12·3	Wakayama	C.2Cy.16"&20"–12"		
W-Cd	d 1,39		294						Tekko		B25'			Japanese	KiyoTekkosho, 12NHP		
RDHF		1 *Dk*	235						Niigata						Wakayama		
77608	**Kiyokawa Maru**		6863					1937	Kawasaki	KawasakiKisen	479·4	62·3	30·3	Kobe	Oil Engines 2S.C.DA		C
42953		*Oil Eng.*	----						Dkyd.Co.Ld.	K.K.	P27'F44'			Japanese	7Cy.27⅞"–47½" 1850NHP		
JNZL	*Ref. Mchy.*	1 *Dk&Shelter dk*	3981						Kobe					*WB*	KawasakiDkyd.CoLdKobe		
	D.F. GyC.	*Cruiser Stern*															
77609	**Kiyosumi Maru**	*ss* Kob.No.1-38	~~6934~~	✠100A1 Kob			*d*† CL	1934	Kawasaki	KokusaiKisenK.K.	~~159·7~~	61·0	40·1	Tokyo	Oil Engines 2S.C.DA	~~31 *n* 1~~	
39724		*Oil Eng.*	~~6936~~	*with freeboard*			8,37	10mo	Dkyd.Co.Ld.				31·1	Japanese	7Cy 29½"–47½" 2187NHP	~~33 *n* 10~~	
JWHI	GyC. D.F.	2 *Dks* ~~*Hdk,Shelter dk*~~	~~6936~~	~~DB83,38~~			3,39		Kobe		F40'		FK		DB*100lb*	~~27 *n* 11~~	
		3rd *dk except in aftermost hold*	6614	~~DB10,38~~ ✠LMC10,38				*Lloyd's*	*SA&CP*	*bulkheads except CellBl*	*dispensed with*	*(CellBH to W dk*			Mitsubishi Zosen Kaisha Ld. Nag.	10 *n* 1	
		Cruiser Stern	7891	*Carrying car go oil*			*P. above*	*e* 150°	*F. in deep tanks*	*CellDB359'*	*1496t DTsa51'*	*7 „ „2nd „)*				s12 *n* 3½	
		Tonnage opening closed 38	~~7189~~ 5205	DBS10,38		10,38				13	*84t Tanks in way of*	*tunnel 30'186t*			*FPT35t APT21t*	27 *n* 11½	
77610	**Kiyotada Maru**		3080					1936	Mitsubishi	UbeCementK.K.	305·1	50·0	22·0	Ube	Oil Engines 4S.C.SA		
41451		*Oil Eng.*	2531						Jukogyo K.K.		P80'F39'			Japanese	6Cy.21⅝"–37⅜" 272NHP		
JLOK	*Mchy.Aft*	1 *Dk*	1796						Kobe						MitsubishiJukogyoK.K. Kob		
		Cruiser Stern															
77611	**Kizilirmak** (*ex*SallyMærsk,		2794	✠		Rot	*u*	1898	Irvine'sS.B	TurkSilepcilik	324·0	46·0	20·5	Istanbul	T.3Cy.24",38"&64"–42"	23 *n* 0	
	*ex*Winifred)	*ss* Nwc.No.3-7,10	2569	8,19				9mo	&D.Dk.Co.Ld	Limited Sirketi	P9'B160'F33'		FK	Turkish	267NHP		
TCBY		*ss* Rot.No.1-14	1802						W Hartlepool					*WB*=*Cell*	2SB,6*cf*,GS89,HS4030		
		1 *Dk*(*Irn*)*&deep framing*								*WB*=*CellDBa*	*&uE124' f 136'675t*			*APT47t*	T.Richardsn & Sns.Ld.Hpl.		
77612	**Kjell** (*ex*Valborg,*ex*Flandria)		*1188*					1898	Akt.Bur-	Ångf.A/B Kjell	235·3	35·9	15·7	Stockholm	T.3Cy.16½",27"&45"–33"		V
6804			*1050*						meistr& Wain	(H.Jeansson)	P13'Q20'B64'F26'			Swedish	116NHP		
SFDR		1 *Dk*	*676*						Copenhagen					*WB*	Akt.Burmeistr& Wain,Cpn		
77613	**Kjell Billner** (*ex*Falksten-35,		*1128*					1907	Trndhjms	RederiA/B Sylvia	231·0	34·1	13·7	Gothenbrg	T.3Cy.16",25½"&44"–30"		V
7629	*ex*Furulund,*ex*Inger)		*903*						Mek.Værks	(Alb.Billner,	Q86'H52'F33*t*			Swedish	106NHP		
SEBD		1 *Dk*	*674*						Trondheim	*Mgr.*)				*WB*	TrondhjemsM.V. Trondheim		
77614	**Kjöbenhavn** Ⓟ		1668					1918	Helsingörs	DetForenede	270·4	40·2	14·3	Aalborg	T4Cy25½",41½"&(2)48"–39"		V
		Fitted for oil fuel	928						Jernsk&Msk.	Dampskibs.Selsk.	F52'			Danish	288NHP		
OYED	D.F.	2 *Dks&pt Awng dk&Prom dk*	914						Elsinore					*WB*	HelsingörsJernsk.&Mskb.		
77615	—		1264					1923	Howaldts-	Dmpskselsk.Pacific	238·0	37·2	13·7	Copnhagn	T.3Cy.19⅝",26½"&43⅝"–		G
			971						werke	(L.R.Schmith,	P16'Q65'B98'F31'			Danish	29½" 102NHP		
OUHZ		1 *Dk*	728						Kiel	*Mgr.*)				*WB*	Howaldtswerke,Kiel		
77616	**Klang**		1451					1911	CaledonS.	StraitsS.S.Co.Ld.	274·0	38·1	15·9	Singapore	T.3Cy.22",36"&58"–42"		
129678			1064						B.&E.Co.Ld.					British	218NHP		
VSNJ		2 *Dks*	733						Dundee					*WB*	CaledonSB.&E.Co.Ld.Dun		
77617	**Klara Zetkin**		3974					1934	StatesS.B.	U.S.S.R.	347·8	51·5	24·9	Odessa	Oil Engines 2S.C.SA		
		Oil Eng.	2983						Yard "André		F29'B53'F30'			Russian	4Cy.26⅜"–47 3/16" 497NHP		
UOYI		1 *Dk*	2255						Marti"					*WB*	Russian Diesel Wks.		
									Leningrad						Leningrad		
77618	**Klaus Fritzen**		2936					1922	Vulcan	~~W.Kunstmann~~	316·5	45·1	21·3	Stettin	T.3Cy.19 11/16",31½"&51⅞"–		G
	(*ex*WilhelmKunstmann-38)		2499						Werke	Johs.Fritzen&	P38'B62'F28'			German	31½" 147NHP		
DAQC		1 *Dk*	1696						Hamburg	Sohn. vorm				*WB*	Vulcan Werke,Hamburg		
										W.Kunstmann							
77619	**Klaus Howaldt**		5956					1938	Nordsee-	~~B.Howaldt~~	~~437·1~~	59·0	23·6	Flensburg	C.4Cy.(2)18⅞"&(2)43 5/16"–		G
			4995						werkeEmden	BernhardHowaldt	F35'			German	43 5/16"&LPturbine withDR		
DDVB	D.F. E.S.D.	1 *Dk&Shelter dk*	2979						G.m.b.H.		4 [illegible]			*WE*	gearing&hydraulic 3 [illegible] NHP		
		Cruiser Stern							Emden						coupling		
															Rheinmetall-BorsigA.G.		
															BerlinTegel		
77620	**Klaus Oldendorff** (*ex*Gotia-36,		1081					1893	Akt.Ges.	EgonOldendorff	234·1	34·4	14·0	Lübeck	T.3Cy.13⅜",22½"&36½"–27½"		G
	*ex*RitaLarsen,*ex*JoachimZelck,		947						"Neptun"		B50'F22'			German	68NHP		
DMAQ	*ex*EllenLarsen,*ex*Magdalena		628						Rostock					*WB*	A.G."Neptun,"Rostock		
	Fischer,*ex*GeorgMahn)																
77621	**Klim Voroshilov**		5460					1933	BalticSB	U.S.S.R.	405·0	54·3	24·8	Odessa	Oil Engines		
		Oil Eng.							&Eng.Wks.					Russian			
									Leningrad								
77622	**Klints** (*ex*VirginiaMunzone,		1250				...	1905	WoodSkin-	M.Smiltnieks&	234·6	33·6	14·9	Liepaja	T.3Cy.18¼",30"&49"–33"	17 *n* 3	N
139	*ex*Canto,*ex*FinnLund,		946						ner&Co.Ld.	A.Stengrevics	Q123'B10'F25'		FK	Latvian	156NHP		†
YLDI	*ex*Gosforth)	1 *Dk&Web frames*	772						Newcastle					*WB*	N.E.MarineEng.CoLdNwc		
	Well deck																
77623	**Klio**		1409					1924	Act.Ges.	Dampfschifffahrts	240·8	38·7	15·2	Bremen	T.3Cy.19⅝",31½"&53⅛"–35 7/16		G
2407	Wireless		1104						"Weser"	Ges.Neptun	P&B179'F25			German	168NHP		
DONP	Sub.Sig.	*Cruiser Stern* 1 *Dk*	649						Bremen					*WB*	A.G."Weser," Bremen		

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Appliement.	7* Lieu de la dernière visite de Survie portes-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire / Tirant d'eau correspondant	15 Observations ou corrections de la Dirección Gen. Mar. Mercante
77624	**Klipparen**	**TwinSc**	3585	✠100A1	Got	*r*	CL	1935	Götaverken A/B	Rederiaktieb. Transatlantic	379·3	50·1	20·2	Gothenburg	C.2Cy.17"&34"-26"	25 ″ 6	
8024	*Oil Eng.*		2864	*with freeboard*			P5,37	7mo	Gothenburg	(G.Carlsson, *Mgr.*)	387·7 (O.L.)			Swedish	160 Cy.21½"-30⅝" 721 NHP	s 2 ″ 2½	
SECN	D.F.	1 *Dk & Shelter dk*	2032	~~1,37~~ 5,39			S5,38	*Lloyd's*	*SA&CP*	*Cell DB314'1177t of tunnel88t*	*Tanks in way FPT49t APT112t*			*GBHptCem* 5 ,, *2nd,,*	*Coll to Sh dk* Götaverken A/B, Got.	23 ″ 5½	
	Ref. Mchy.	*Cruiser Stern*		~~5,39~~													
	Platform dk in Nos. 2 & 3 holds																
	Strengthened for Navigation in Ice																
77625	**Knickerbocker**	**Wood**	310	for temp. 319 F				1907	R. Palmer & Son Noank, Conn.	Chile S.S. Co. Inc.	130·0	32·9	10·0	New York Utd. States	C.2Cy.17"&34"-26" 45 NHP		
203772			—														
KJPD		1 *Dk*	192												J.W. Sullivan Co. New York		
77626	**Knight of Malta**	*ss* M.t. No. 2–38	1553	✠100A1	Mlt	*q*	CL	1929	Swan, Hunter & Wigham Richardson, Ld Newcastle	Cassar Co. Ltd.	260·5	37·3	17·9	Malta	T.3Cy.21",34"&57"-39" (*s*)	19 ″ 0	
155985	~~Mlt. Nov. 1–38~~		961	*with freeboard*			~~2,35~~	12mo						British	180lb *100lb* 328 NHP	s 3 ″ 2	
VRVC	Wireless	1 *Dk (Stl) 2nd dk (Stl) in holds*	656	~~7,36~~ 11,38			11,38	*Lloyd's*	*SA&CP*	*Cell D Ba & u E53' f61' 107t*	P41'B104'F56' FK *DTa8' 15t FPT11t APT24t*			5 *BHCem*	3SB, *9cf*, GS147, HS5208 FD Swan, Hunter & Wigham Richardson, Ld Nwc.	15 ″ 11½	
				~~BS1,37~~ ✠LMC~~11,38~~													
				~~BS3,324,39~~ MS11,38													
				For Service in the Mediterranean													
77627	**Knitsley** (*ex* Thornhope–37)		2272	✠100A1	Shl	*s*	CL	1924	Wood Skinner & Co. Ld. Newcastle	Consett Iron Co. Ld. (William Dickinson & Co. Ld. *Mgrs.*)	294·6	40·7	18·2	Newcastle	T.3Cy.21",34"&57"-39" (*s*)	20 ″ 7	
148098	*ss* Shl. No. 3–3,37		1766	~~10,39~~ 1,39	Nwc		~~1,38~~ 1,39	10mo						British	180lb *100lb* 239 NHP	s 6 ″ 8½	
GKSY	D.F.	1 *Dk (Stl)*	1319					*Lloyd's*	*SA&CP*		Q165'BonQ56'F33' FK			5 *BHptCem*	2SB, *6cf*, GS109, HS3940 N.E. Marine Eng. Co Ld Nwc	18 ″ 7½	
	Well deck	*Cargo battens not fitted*								*Cell D B245'640t FPT116t APT90t*							
77628	**Knowl Grove**		370	✠100A1	Goo	*e*	CL	1909	J. P. Renoldson & Sns South Shields	Goole & Hull Steam Towing Co. Ld.	145·2	24·6	10·1	Goole	C.2Cy.19"&40"-26" (*s*)	10 ″ 8	
128871	*ss* Hul. 2nd. No. 3–11,34		265	6,38 ~~6,36~~			~~5,36~~	3mo						British	125lb 75 RHP	s ″ 11½	
MCXS		1 *Dk (Stl)*	155	~~S~~ ✠LMC			5,38	*Lloyd's*	*SA&CP*		Q49'F20' FK			3 *BHCem*	1SB, *3pf*, GS44, HS1404	9 ″ 11	
	Mchy. Aft	*Cargo battens not fitted*		~~5,38~~							*WB = FPT40t*				J.P. Rennoldsn & Sns, S.Shl		
77629	**Knowlton** (*ex* N.H. Botsford)		2068					1922	Fraser, Brace, Ld. Three Rivers, P.Q.	Canada Steamship Lines, Ld.	251·2	43·0	18·1	Montreal	T.3Cy.19",32"&56"-36"		C
150709			1736								Q93'F33'			British	188 NHP		
CYLB	*Mchy. Aft*	1 *Dk*	1219											*WB*	Worthington Pump & Mchy. Corp. Buffalo, N.Y.		
77630	**Knoxville City**		5686					1921	Chickasaw S.B. & Car Co. Chickasaw, Ala.	Isthmian S.S. Co.	421·2	~~56·2~~	26·5	New York	2 Steam Turbines DR		R
221587	*Fitted for oil fuel*		5081								~~T35'~~			Utd. States	geared to 1 Sc. Shaft		
KDUD	GyC.	2 *Dks & Str B*	8450											*Turbines*	W & A Fletcher Co. Hoboken, N.J.		
														Red. gears	Falk, Co. Milwaukee, Wis.		
77631	**Knud** (*ex* Knud II)		1944	✠100A1	Abg	*r*	OG	1900	W. Gray & Co. Ld. West Hartlepool	Det Forenede Dampskibs-selskab	279 7	40·0	18·3	Aalborg	T.3Cy.21",33"&56"-36" (*s*)	20 ″ 6	
	ss Cpn. No. 3–1,39 *ss* Cpn. 2nd No. 3–1,26		1687	1,39 ~~10,37~~	Cpn		~~7,36~~	10mo						Danish	160lb 194 NHP	s 2–11½	
OYRC	D.F.		1188	~~Lmc~~			10,38	*Lloyd's*	*SA&CP*	*WB = Cell D Ba 88' u E20' f118' 541t APT35t*	P25'B69'F29' FK			4 *BHCem*	2SB, *4rf*, GS70, HS3008	17 ″ 9	
	~~Cpn. No. 3–34~~														Cen. Mar. Eng. Wrks. W Hpl		
	1 *Dk (Irn) & deep framing*			~~Lmc~~			1,39										
77632	**Knud Rasmussen** (*ex* Toltec–38)		5399	✠100A1	Avn	*z*	CL	1929	Barclay, Curle & Co. Ld Glasgow	Dampskslsk. "Gloria" A/S. (P.A. Jensen, *Mgr*)	388·8	53·2	31·2	Copnhagn	T.4Cy.30¾",51"&(2)62"-48"	33 ″ 6	
	ss Avn. No. 2–36		4708	*with freeboard*	SE		~~4,36~~	2mo			P29'F40' FK			Danish	200lb (*s*) 947 NHP	s 10 ″ 4	
OYUW		2 *Dks (Stl–Weather dk teak s)*	3086	~~Pcte~~ 3,38 3,39			3,39	*Lloyd's*	*SA&CP*	*Intermediate BH in after hold dispensed with anks at sides of tun*	*Coll*			*pt Cem BH to W dk*	5SB, *20cf*, GS385, HS15235 FD Barclay, Curle & Co. Ld. Gls.	23 ″ 7½	
	Ref. Mchy.	*3rd & 4th dks (Stl) in holds*		BS~~3,38~~ ✠LMC10 6							1 ,, ,,2nd ,,						
				3,39							nel 225t FPT69t APT36t						
				Fitted for oil	*fuel* 2,29	*F.P. a*				*Cell D B333'740t T*	*bove 150° F.*						
77633	**Knud Villemoes** (*ex* Duisburg, *ex* Rudolf Frisch, *ex* Isolde, *ex* Carl Levers)		1582					1905	Nüscke & Co. Stettin	D/S A/S Jyden (J. Villemoes *Mgr.*)	247·4	36·8	16·6	Esbjerg	T.3Cy.17¾",28¾"&46"-32"		G
			1182								P25'Q92'B67'F26'			Danish	120 NHP		
OZUA		1 *Dk*	860											*WB*	Schiffs. Uebigau, Dresden		
77634	**Knut**		1274					1924	Howaldtswerke Kiel	D/S A/S Progress (M. Nielsen & Son, *Mgrs.*)	238·0	37·2	13·7	Copnhagn	T.3Cy.16½",27½"&43 7/16"-		G
			971								P16'Q71'B98'F30'			Danish	25 5/16" 95 NHP		
OUIA		1 *Dk*	717											*WB*	Howaldtswerke, Kiel		
77635	—		768					1920	Langes'nds Mek. Verks. Langesund	Svenska Hamburg Linien A/B (J. Malmros, *Mgr.*)	179·3	30·1	12·6	Trelleborg	T.3Cy.13½",22"&37½"-28"		N
6030	(*ex* Liff)		536								Q63'H100t B42'			Swedish	74 NHP		
SFEG		1 *Dk*	408								F13'				Langesunds Mek. Verks.		
77636	**Knute Nelson**	**TwinSc 3 Mst**	5749	✠100A1	NOs	*b* †	CL	1926	Odense Staalskibsvft Odense	A/S Borgå (Petter Olsen, *Mgr.*)	435·9	56·2	27·8	Oslo	Oil Engines 4S.C.SA	30 ″ 6	
	Oil Eng.		5224	*with freeboard*	Osl		1,36	12mo						Norwegian	16Cy.24⅛"-48 5/16" 951 NHP	s 4 ″ 0	
LCPV	*ss* Osl. No. 2–35		3508	~~8,37~~			10,38	*Lloyd's*	*SA&CP*	*Cell D B387'1333t tunnels183t*	P32'F41' FK			*pt Cem 7 BH*	DB *100lb*	26 ″ 8½	
	1 *Dk (Stl)*	*Shelter dk (Stl) 3rd dk (Stl)*									*Tanks in way of FPT116t APT128t*			5 *BHtoSh dk*	Akt. Burmeistr & Wain. Cpn.		
	Ref. Mchy. D.F.	*except in No. 5 hold*		~~1~~ ~~11,36~~										4 ,, ,,2nd,,			
				Lloyd's RMC~~10,37~~													
77637	**Knyaguinya Maria Louisa** (*ex* Félix Fraissinet–33)		3821	...	Ant			1919	Ch. & Atel. de Provence Port de Bouc	Soc. Commerciale Bulgare de Nav. à Vap.	353·5	46·6	22·6	Varna	T.3Cy.25".40 1/16".&66 1/16"-	25 ″ 10	V
			3077	10,37										Bulgarian	43 7/16" 502 NHP		†
LZDD		*ss* Msl. No. 3–12,33	2287							*Cell*	P20'B102'F50' FK			8 *BHCem*	3SB, *9cf*, GS195, HS8230		
		2 *Dks (Stl)*									*DBa & u E126' f161' 714t APT37t*				Ch. & Atel. de Provence, Msl.		
77638	**Koan Maru** (P)	**TwinSc**	7080					1936	Mitsubishi Jukogyo K.K Nagasaki	Japanese Government (Dept. of Railways)	415·0	57·2	32·8	Tokyo	4 Steam Turbines SR		
42694			—											Japanese	geared to 2 Sc. Shafts		
JKBL	D.F. E.S.D.	2 *Dks*	3227								F350'			*WB*	2000 NHP		
		Cruiser Stern													Mitsubishi Jukogyo K.K. Nag.		
77639	—		3463					1936	Uraga Dock Co. Ld. Uraga	Dairen Kisen K.K.	347·8	50·0	24·5	Dairen	C.4Cy (2)13"&(2)23⅝"-15¾"		
586			3047								P23'B87'F35'			Japanese	S.R. geared & L.P. Turbine		
JQCG	D.F.	1 *Dk*	1996												D.R. geared to Sc. Shaft 308 NHP		
															Uraga Dock Co. Ld. Uraga		
77640	—		3184	✠100A1	Kob	*l*	CL	1924	Osaka Iron Works, Ld Osaka	Hiroumi Shoji K.K.	305·0	43·9	27·2	Kobe	T.3Cy.22",37"&61"-42" (*s*)	27 ″ 3	
29810		*ss* Kob. No. 3–6,35	2741	4,38 ~~7,37~~	Tama		7,37	3mo						Japanese	180lb 288 NHP	s 4 ″ 3½	
JPFA		2 *Dks (Stl) & Web frames*	1970					*Lloyd's*	*SA&CP*	*Cell B255' 518t FPT74t*	P19'B82'F32' FK			5 *BHCem*	2SB, *6cf*, GS90, HS3824 FD	23 ″ 2	
		Longitudinal framing		✠LMC~~7,37~~							*APT64t*				Osaka Iron Wrks, Ld. Osaka		
77641	—		885					1937	Tsurumi Seitetsu Zosen K.K. Tsurumi	Yamasaki Junichi	187·0	32·0	15·6	Tokyo	T.3Cy.13",21"&36¾"-27"		
12702			—								P62'F22'			Japanese	70 NHP		
JKPL	*Mchy. Aft*	*Cruiser Stern* 1 *Dk*	425												Tsurumi Seitetsu Zosen K.K. Tsurumi		
		Carrying Petroleum in bulk															

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Experiment Letter.	7* Date when tail shaft last drawn.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which passed 11 not in L.R. Dated B.of T. Letters.
77642 16333 JDHG	**Koan Maru** (P) (*ex* Taishin Maru-33) Wireless	2 *Dks*	661 — 392					1913	S. Ono Osaka	Fujiyama Kaiun K.K.	170·5 | 25·2 | 17·2	Nishino-miya Japanese	T.3Cy.12″,19½″&31½″–22″ 47NHP S.Ono, Osaka		
77643 FQTB	**Kobad** D.F. E.S.D. *Fitted for oil fuel* *Mchy. Aft* *Longitudinal framing* 2 *Dks* *Carrying Petroleum in bulk*		7329 6666 4013					1930	Chant. Nav Français Caen	Association Pétrolière *WB*	446·8 | 56·9 | 33·8 P113′B31′F53′	Dunkirk French	T.3Cy.26″,44″&71″–51″ 391NHP N.E.Marine Eng.Co Ld Nwc		V
77644 TCBU	**Kocaeli** (P) (*ex* Himarra, *ex* Kerkerak, *ex* Prinz Heinrich) Twin Sc 1 *Dk*		405 273 171					1904	Stettiner Oderwerke Stettin	Denizbank-Denizyollari Idaresi	162·2 | 24·4 | 12·6 B21′H39′F18′	Istanbul Turkish	T.6Cy.10⅝″,16½″&27⅜″–15⅜″ 60NHP Stettiner Oderwerke		
77644* 10344	**Kochi Maru** (P) 1 *Dk*		307 222 162					1907	S. Ono Osaka	Okinawa Kinkai Kisen K.K.	141·0 | 20·8 | 9·9	Naha Japanese	T.3Cy.12½″,20″&31¾″–22″ 47NHP S.Ono, Osaka		
77645 148 ESBA	**Kodumaa** (*ex* Napo, *ex* Harmony) *ss* Tln.No.1–38 *Well deck*	*ss* Tln.3rd No.3–9,34 1 *Dk*(*Irn*) & *Web frames* *Cargo battens not fitted*	1187 968 680	✠100A1 7,38~~8,36~~ ~~B&S6,38~~ ~~M B&S5,36~~	Rot Tln ~~LMC~~ MS7,38	*n*	~~3,34~~ 6,38	1897 8mo	S.P. Austin & Son, Ld. Sunderland A&CP *WB*	Tallinna Laevatiihisus A.S. (Tallinn Shipping Co. Ld.) — *Cell D Ba52′u E d*	224·4 | 33·4 | 13·8 P25′Q50′B48′F26′ FK *B35′ f 90′339t FPT*	Tallinn Estonian *4 BHCem* *30t APT48t*	T.3Cy.19″,31″&51″–33″ (*s*) 1601b ~~2000~~ *801b* 156NHP 1SB,*4pf*,GS71,HS2450 J.Dickinson & Sons, Ld. Sld.	16 ″ 7 s 1 ″ 8 15 ″ 3	
77646 PFKQ	**Koert** (*ex* Raket-38) *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*		482 ~~338~~ 236	✠100A1 ~~4,37~~ 4,39	Rot MO(M)6,~~37~~ ~~LMC~~ MC4,36	*y*	CL 3,38	1936 4mo	N.N. Werf Motorboot Maats. "Bynia" (F. Fontein, Jzn. *Mgr.*) Lloyd's A&CP	~~Cell B a 51′ f 17′ 5 l~~ ~~125t M 7 a22′195t FPT 23t APT 20t~~	156·1 | 26·4 | 9·6 P17′F20′ FK *Cell B a 51′ f 17′ 5 l 125t M 7 a22′ 195t FPT 23t APT 20t*	Harlingen Dutch *DP made of steel 138-100* Werkspoor N.V. Ams.	Oil Engines 4S.C.SA 6Cy.11⅛″–18⅞″ 81NHP	11 ″ 6 s 1 ″ 1 10 ″ 6	
77647 39099 JRGJ	**Kofuku Maru** 2 *Dks* *Cruiser Stern*		3210 2602 1906					1934	Mitsui Bussan Kaisha, Ld. Tama	Yamashina Kisen K.K. *WB*	317·0 | 46·0 | 25·4 P25′B83′F33′	Tokyo Japanese	T.3Cy.19¹⁵⁄₁₆″,33⁷⁄₁₆″&57¹⁵⁄₁₆″–39⅜″ 205NHP Mitsui Bussan Kaisha, Ld Tama		
77648 — 25512 JRIE	— 1 *Dk*		753 579 416					1919	Namura Gennosuke, Osaka	Hayashi Kozo *WB*	180·0 | 27·5 | 16·5 P15′B46′F28′	Nishino-miya Japanese	T.3Cy.11¾″,19¹³⁄₁₆″&33¾″–24″ 55NHP Hasagawa Tekkosho Osaka		
77649 22457 JFLE	**Kofuku Maru No. 2** (*ex* Minamoto Maru) Wireless 1 *Dk*		969 800 539					1918	Namura Gennosuke, Osaka	Naoyetsu Syosen K.K. *WB*	190·0 | 31·0 | 18·5 P22′B45′F22′	Naoetsu Japanese	T.3Cy.13½″,22½″&37½″–27″ 73NH Hinomaru Tekkosho, Osaka		
77650 676 JQKG	**Koga Maru** *Mchy. Aft* *Cruiser Stern*		1535 — 772					1937	Osaka Iron Works, Ld. Osaka	Dairen Kisen K.K.	246·4 | 39·0 | 18·1	Dairen Japanese	T.3Cy.17⅛″,28⅜″&47¼″–31½″ 125NHP Osaka Iron Works, Ld. Osa.		
77651 44776 JHVL	**Kogane Maru** 2 *Dks* *Cruiser Stern*		~~3000~~ 3[illegible]2 — 1501					1938	Harima S.B.&Eng. Co.Ld. Harima	Nippon Kaiun K.K. ~~Kogyo K.K.~~	314·9 | 45·9 | 24·6 P36′B79′F36′ *WB*	Tokyo Japanese	T.3Cy.19¹¹⁄₁₆″,33¹¹⁄₁₆″&56¹¹⁄₁₆″–39″ 200NHP Harima S.B.& Eng. Co. Ld. Kobe		
77652 41930 JOTK	— (P) Twin Sc *Oil Eng.* 2 *Dks* *Cruiser Stern*		1906 — 1007					1936	Mitsubishi Jukogyo K.K Kobe	Osaka Syosen K.K.	244·4 | 39·4 | 19·6 P61′ *WB*	Osaka Japanese	Oil Engines 4S.C.SA 8Cy.16¾″–24⅛″ 218NHP Mitsubishi Jukogyo K.K. Kobe		
77653 25449 JAOD	**Kogen Maru** (*ex* Yugao Maru-32) 2 *Dks*		2963 2696 1794				…	1919	Harima Dkyd.Co.Ld. Oh, Harima	Chosen Yusen K.K. *WB*	305·0 | 43·7 | 27·2 P25′B91′F33′ FK	Jinsen Japanese	T.3Cy.22″,37″&61″–42″ 289NHP Kobe Steel Works, Ld. Kobe	27 ″ 3	
77654 7708 JTDE	**Kohan Maru** (P) 2 *Dks*		551 529 322					1903	S. Ono Osaka	Tosadomari Kisen K.K.	171·0 | 23·7 | 17·2 B31′F19′ *WB*	Osaka Japanese	T.3Cy.12″,19½″&31½″–22″ 47NHP S.Ono, Osaka		
77655 146234 GJFS	**Kohinur** *ss* Cal.No.3–9,34 2 *Dks*(*Stl–U* teaks)		5168 4731 3240	✠100A1 6,~~38~~ 8,37 ~~MS11,34~~ 11,38	Cal ~~LMC~~ ~~BS7,37~~ ~~BS6,~~ 4,39	*y*	CL ~~9,34~~ 6,38	1922 2mo	Lithgows Ld. Port Glasgow *Lloyd's A&CP*	Asiatic S.N.Co.Ld. *Tween il bulkhead dispensed with in after hold Cell D B*	404·3 | 52·2 | 27·4 P36′B119′F47′ FK *349′ 1125t D Ta37′9 76t*	London British *Cem* *5 B Hto U dk* 1 ,, ,, 2nd ,, *only APT28t*	T.3Cy.26″,42″&70″–48″ (*s*) 1801b ~~1950b~~ 435NHP 2SB,*8cf*,GS150,HS6110 FD Rankin & Blackmore Ld Greenock	30 ″ 0 s 5 ″ 7½ 24 ″ 7	
77656 161355 GSFZ	**Kohistan** ~~Ant.Lon~~ ~~Nov 1 01~~ *ss* Ant.No.2–38 D.F. 2 *Dks*(*Stl*)		5884 5444 3708	✠100A1 ~~6,37~~ 6,39 ~~BS8,38~~ 3,39	Mch ~~Ant Lon~~ ~~LMC~~ MS6,38	*a*†	CL ~~4,36~~ 6,38	1930 1mo	J. Read-head&Sons. Ld. South Shields *Lloyd's A&CP*	Strick Line (1923) Ld. (F.C.Strick & Co.Ld. *Mgrs.*) *Cell D B367′1237t*	425·8 | 55·0 | 28·5 P38′B131′F47′ FK *D T a38′ 903t FPT 1*	London British *7 B Hpt Cem* *07t APT38t*	T.3Cy.28″,46″&78″–51″& LP turbine with DR gearing & hydraulic coupling 2101b (*r*) 787NHP 3SB,*12cf*,GS207,HS9756 FD J. Readhead&Sons. Ld. Shl	31 ″ 0 s 6 ″ 3½ 24 ″ 11½	
77657 24035 JHAD	**Kohnan Maru** *ss* Yka.No.3–11,30 *ss* Kob.No.2–38 2 *Dks*(*Stl*)		5227 4844 3201	*Fitted for oil fuel* 1,30 ✠100A1 1,38	Kob ~~LMC~~ 1,38	*z*	*F.P. above* 150° F. OG 12,37	1918 11mo	Mitsubishi Zosen Kaisha Ld. Nagasaki A&CP	Kihara Syosen Kogyo K.K. *Cell D B*	400·0 | 54·5 | 30·3 P39′B121′F40′ FK 350′1075t *FPT 130t*	Tokyo Japanese *6 B HCem* *APT37t*	T.3Cy.27″,44½″&75″–48″& LP turbine with DR gearing & hydraulic coupling 2001b (*s*) 548NHP 3SB,*9cf*,GS162,HS6591 FD Mitsubishi Zosen Kaisha Ld.	30 ″ 0 s 5 ″ 8½ 24 ″ 8	
Now "Kōnan Maru," *see No. 88758 in Supplement*															
77658 18703 JBZB	**Kohoku Maru** (P) 2 *Dks*		2576 2004 1567				…	1915	Kawasaki Dkyd.Co.Ld. Kobe	Osaka Syosen K.K. *WB*	284·5 | 42·5 | 20·7 P37′B100′F36′ FK	Osaka Japanese	T.3Cy.20″,33½″&57″–39″ 267NHP Kawasaki Dkyd Co Ld Kobe	23 ″ 0	
77659 DABO	**Koholyt** (*ex* Marienburg) Wireless D.F. E.S.D. 1 *Dk*		844 597 484					1920	Stettiner Oderwerke Stettin	Kohlen-Impotr-u. Poseidon Schiffahrts A.G. *WB*	202·4 | 30·8 | 12·2 Q65′B53′F28′	Königsbrg German	T.3Cy.13⅝″,21⅜″&35⅜″–25⅜″ 64NHP Stettiner Oderwerke		G
77660 21136 JHDB	**Kohso Maru** (P) *ss* Osa.No.3–6,29 *ss* Osa.No.2–37 2 *Dks*(*Stl*) & *Web frames* *Longitudinal framing*		3178 2757 2016	✠ … 8,38 ~~LMC9,37~~	Osa	*l*	CL 10,36	1917 11mo	Osaka Iron Works, Ld. Osaka A&CP	Osaka Syosen K.K. *Cell D*	305·0 | 43·7 | 27·2 P19′B82′F32′ FK *B255′ 518t APT20t*	Osaka Japanese *5 B HCem*	T.3Cy.22″,37″&61″–42″ (*s*) 1801b 288NHP 2SB,*6cf*,GS90,HS3824 FD Osaka Iron Works, Ld. Osaka	27 ″ 3 ~~4 ″ 5~~ ~~2[illegible] ″ 2~~	
77661 22956 JFLD	**Kohuku Maru** (*ex* Kofuku Maru-38) *ss* Yka.No.3–12,30 *ss* Nag.No.1–35 2 *Dks*(*Stl*) & *Awng dk*(*Stl*)		5822 5586 4280	✠100A1 *Awng dk* *with freeboard* ~~5,36~~ 5,37 *Fitted for oil fuel* 5,23	Yka Kob ~~LMC~~ ~~5,36~~ 5,38	*y*	OG 3,36 *F.P. above* 150° F	1918 8mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	Yamashita Kisen K.K. *Cell D Division B Hto Awng dk*	385·0 | 51·0 | 36·0 FK *334′ 1118t FPT 126t*	Kobe Japanese *Cem* *5 B Hto U dk)* *APT 93t*	T.3Cy.26″,43½″&72″–48″ (*s*) 2001b 440NHP 2SB(Spt)&1 Aux SB,*8cf*, GS154,HS5741 FD Kawasaki Dkyd.Co Ld Kobe	36 ″ 0 s 9 ″ 1½ 27 ″ 1	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel — Total. / Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Commissions supplémentaires. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. / Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course / Pression des Chaudières. NHP=Force en chevaux d'après la formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au dessus du pont. Tirant d'eau correspondant.	15
77662 29818 JPNA	**Kohwa Maru** (*ex*AtsutaMaru No 5,*ex*GinryoMaru, *ex*Australglen, *ex*Strathord) 1 *Dk & Spar dk & deep framing*		4520 4086 2775			...		1906	Grngem'th & Greenock DockyardCo. Greenock	ShiotaShojiK.K.	370·0 | 52·2 | 17·5 25·5 P 25′ B 92′ F 41′ FK	Kobe Japanese *WB*	T.3Cy.25″,41″&68″–48″ 353NHP J.G.Kincaid&Co.Greenock	28 ″ 0	C †
77663 853 ESCN	**Koidula** (*ex*LundyLight–32, *ss*Tln.2ndNo.3–5,35 *ex*Kingsgate) 1 *Dk (pt Iron & pt Stl) 2 tr B deep framings & Web frames & Dk rule*		3741 3176 2366	✠100A1 ~~1,38~~12,38 Cit MC MS5,35	Rot	*w*	CL 1,38	1909 5mo	J.L.Thompson&Sons,Ld. Sunderland *Lloyd's A & CP*	M.Männapso (E.Bergmann, *Mgr.*) *Cell D Ba*	346·5 | 50·8 | 23·3 P 23′ B 92′ F 32′ FK 119′ *u E & B* 40′ *f* 146′	Tallinn Estonian *6 BHCem* 887*t APT* 93*t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *75lb* 329NHP 2SB,*8pf*,GS148,HS5100 G.Clark,Ld.Sunderland	25 ″ 6 s 4 ″ 4 21 ″ 5	
77664 239 JPFC	**Kojo-Maru** (P) 1 *Dk*		1684 1375 956					1925	Manchuria Dock Co.Ld Port Arthur, S.Manchuria	DairenKisenK.K.	249·0 | 37·5 | 21·0 P 25′ B 62′ F 39′	Dairen Japanese *WB*	T.3Cy.18″,28″&46″–36″ 127NHP ManchuriaDockCo.Ld.		
77665 19892	**Koju Maru** Wood Aux Sr 1 *Dk*		331 — 267					1917	Sakamoto Inosuke Osaka	OsakaKaijoHiak Kwaten	114·0 | 25·2 | 11·8	Nishinomiya Japanese	C.2Cy.10″&21″–14″ 14NHP YoshidaKynjiro,Osaka		
77666 28069	**Koju Maru No. 6** Wood Aux 1 *Dk*		369 305 239					1919	Sakamoto Inosuke Osaka	SakamotoInosuke	129·0 | 28·0 | 14·0	Nishinomiya Japanese	C.2Cy.11″&23⅛″–15½″ 17NHP KawaharaTekkosho,Osaka		
77667 134 JKVA	**Kojun Maru** 1 *Dk*		2189 1885 1805					1917	.....	DairenKisenK.K.	268·0 | 40·7 | 23·5	Dairen Japanese			
77668 36040 JGQB	Now "Kozyun Maru," *see No. 88755 in Supplement*		1931 1614 1186	✠100A1 3,38 ✠LMC3,58	Kob	*q*	CL 2,36	1924 7mo	Osaka Iron Works Ld. Osaka *Lloyd's A & CP*	HiroumiShojiK.K. *Cell DB* 207′ 406*t FPT* 45*t APT* 16*t*	255·0 | 39·0 | 22·7 P 17′ B 65′ F 28′ FK	Kobe Japanese *4 BHCem*	T.3Cy.18″,30″&50″–36″ (*s*) 200lb 211NHP 2SB,*4cf*,GS79,HS3013 FD	22 ′ 9 s 3 ″ 1½ 19 ″ 9½	
77669 23955 JHC	**Kokai Maru** Wireless 1 *Dk*		1269 1057 851					1918	Yoshiura Zosensho Yoshiura	KitaNipponKisen K.K.	226·7 | 33·5 | 18·5	Fuchu Japanese	T.3Cy.14¼″,24½″&40″–30″ 88NHP TakaoTekkosho,Kobe		
77670 28114 JAIA	**Koki Maru** *ss*Kob.No.3–7,35 2 *Dks (Stl)* *Cargo battens not fitted*		5291 4927 3222	✠100A1 6,38~~6,37~~ ✠LMC6,~~37~~ 6,38	Kob	*y*	CL 6,37	1921 5mo	Ishikawajima S.B.Co. Tokyo A&CP	HashimotoKisen K.K. *Cell DB* 327′ 1076*t FPT* 109*t APT* 225*t*	388·0 | 53·2 | 32·0 P 31′ B 117′ F 34′ FK	Kobe Japanese *6 BHCem*	T.3Cy.26″,43⅜″&72″–48″ (*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD IshikawajimaSB.CoTokyo	32 ″ 0 s 6 ″ 7¾ 25 ″ 7	
77671 28978 JHOA	**Koko Maru** *Mchy. Aft* Wireless 1 *Dk* *Ref. Mchy.*		1500 1191 803					1922	Yokohama Dock K.K. Yokohama	NichiroGyogyo K.K.	240·0 | 35·0 | 20·0 P 49′ B 56′ F 32′	Yokohama Japanese	T.3Cy.17″,28½″&48″–30″ YokohamaDock Co.Ld. 126NHP Yokohama		C
77672 43451 JSFL	**Kokuryu Maru** (P) Twin Sc *Ref. Mchy.* 3 *Dks* D.F. *Cruiser Stern*		7369 — ~~9895~~ 4078					1937	Mitsubishi Jukogyo K.K Nagasaki	OsakaSyosenK.K.	425·8 | 57·1 | 33·3 F 51′	Osaka Japanese *WB*	4 DR geared Steam Turbines 1083NHP MitsubishiJukogyoK.K. Nag.		
77673 280 JPOC	— (*ex*UsuriMaru) *ss*Drn.No.3–10,32 *ss*Kob.No.1–37 2 *Dks (Stl)*		6113 5180 4459	✠ ... 1,38 ✠	Kob	*z*		1921 8mo	Osaka Iron Works,Ld. Innoshima	DairenKisenK.K. *Cell DB* 360′ 980*t FPT* 106*t*	407·2 | 50·8 | 30·0 P 40′ B 137′ F 46′ FK	Dairen Japanese *7 BHCem* *APT* 26*t*	T.3Cy.27″,45″&75″–51″ 553NHP 3SB,*9cf*,GS190,HS8100 OsakaIronWorks,Ld.	32 ″ 7	
77674 UNMS	**Kola** (*ex*Amantea–32,*ex*Galata, *ex*Spartivento,*ex*Ilmenau) 1 *Dk & Spar dk*		2654 1226 1000					1906	Flensburger Schiffsb.Ges. Flensburg	U.S.S.R.	291·3 | 44·0 | 23·6	Leningrad Russian *WB*	T3Cy.20⅛″,33½″&57⅞″–37½″ 192NHP Flensburger,Schiffsb.Ges.		
77675 147654 GKMN	— *Oil Eng.* Wireless *ss*Sng.No.3–7,36 1 *Dk (Stl) & Shelter dk (pt Stl–teak s)*		1538 1117 729	✠100A1 *with freeboard* ~~7,00~~ ~~1,00~~ 1,39 ✠LMC CS4,37 7,36 38	Sng	*r*	CL N7,36	1924 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A & CP*	BritishIndiaStm. Nav.Co.Ld. *Cell DB* 211′ 307*t*	278·3 | 40·0 | 14·2 F 27′ FK	London British *5 BHCem* *BHto Sh dk* 4 ,, ,, *2nd* ,,	Oil Engines 2S.C.SA 6Cy.17½″–35″ 318NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	16 ″ 8 s ″ 5 16 ″ 5	
77676 KZCN	**Kolambugan** *Oil Eng.* *Mchy. Aft* Wireless 1 *Dk*		690 606 385			...		1929	Hong K'ng & Whampoa Dock Co.Ld. Hong Kong	LaNavieraFilipina Inc.	181·2 | 30·1 | 13·7 F 26′ FK	Cebu,P.I. Utd. States *WB*	Oil Engines 2S.C.SA 6Cy.16½″–22″ 286NHP NE19 *refitted* 29 MarinePipe&MchWksSea.	14 ′ 6	
77677 DAPP	**Kolberg** Wireless 1 *Dk*		693 499 383					1925	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	184·8 | 28·9 | 11·4 Q 53′ B 44′ F 22′	Stettin German *WB*	C.4Cy.(2)12¾″&(2)27⅝″–27⅝″ 67NHP OttensenerMaschf. G.m.b.H.Ottensen		G
77678 SVVF	**Kolchis** (*ex*Waldinge–37,*ex*Sybil) 1 *Dk & deep framing*		2219 2020 1314			...		1909	Atel.&Ch. de France Dunkirk	SynodinosBros.	288·7 | 42·8 | 19·7 P 19′ B 74′ F 33′ FK	Piræus Greek *WB*	T.3Cy.21″,33″&56″–36″ 208NHP Atel&Chant.deFranceDnk	22 ″ 6	V †
77679 OYFD	**Koldinghus** (P) Wireless 1 *Dk*		674 463 348					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede DampskibsSelsk.	187·4 | 31·5 | 13·0 P 119′ F 23′	Vejle Danish *WB*	T.3Cy.16½″,27″&44″–30″ 106NHP KjbnhavnsFlydk.&Skbsv.		V
77680 FOQP	**Kolenté** *Fitted for oil fuel* *Ref. Mchy.* D.F. 2 *Dks & Awng dk*		3723 3383 1751					1933	Ch.&Atel. de Provence S.A. Port de Bouc	ChargeursRéunis	324·8 | 48·6 | 30·4 B 96′	Bordeaux French *WB*	T.3Cy.26¾″,40⅝″&66⅞″–43⅜″ 296NHP Ch.&Atel.deProvence,Msl.		V
77681 UOLJ	**Kolima** (P) (*ex*Prosper) Wireless 1 *Dk & Spar dk*		1528 1313 915					1906	Nylands Værksted Oslo	U.S.S.R.	240·4 | 35·3 | 19·8 B 130*t* F 30*t*	Vladvostk Russian *WB*	T.3Cy.18⅝″,29¼″&48″–33″ 132NHP NylandsVærksted,Oslo		
77682															

1 No. in Book. Official No. Code letters.	2 Steamer's Name. Late Name if any	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net	5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when last made last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Letters denote Classes.
77683 UPLF	**Kolkhosnik** (*ex*Rockcliffe-35) *ss*Shl.No.2-35 1 *Dk*(*Stl*)	3880 3644 2350	† ... S.36	Shl	*w*		1925 5mo	J.Readhead &Sons,Ld. SouthShields	U.S.S.R. *CellD*	364·2|50·6|23·7 P34'B104'F33' FR *B*318' 987*t* *FPT*590*t* *APT*170*t*	Odessa Russian 6 *BHptCem*	T.3Cy.25",42"&69"-45" 371NHP 2SB,*6cf*,gs120,hs6044 J.Readhead&SonsLd,S.Shl	26 " 0	
77684 LDRI	**Koll** Twin Sc *OilEng* *ss*Rot.No.1-35 *Mchy.Aft* 1 *Dk*(*Stl*)2nd *dk*(*Stl*)in machinery space *Rudder electrically welded* *CruiserStern*	10044 9312 5891	†100A1 1,38 12,37 LMC BS8,37 12,38	Fal Hfx CS6,34 1,37 *Carrying Petroleum in bulk*	*e*†	CL P2.37 87,38	1930 10mo *Lloyd*	Deutsche Werft.A.G Finkenwrder *sa&CP*	OddBergs TankrederiA/S (OddBerg,*Mgr.*) *CellDBuE72'* 168*t*	487·4|66·0|37·3 505·3(o.L.) P112'F42' FK *DTf*13'807*t* *FPT*205*t*	Oslo Norwegian 14 *BH* *APT*252*t*	Oil Engines 2S.C.DA 6Cy.28⅝"-35⅞" 1176NHP 2DB*170lb* DB(*Vertical*)*100lb* DB(*Vertical*)- Maschfbk.Augsburg-Nürnberg,A.G.Augsburg	36 " 9	
77685 LJLX	**Kollbjörg** *OilEng.* D.F. *Mchy.Aft* 1 *Dk* *Part electrically welded* *CruiserStern*	8259 7561 4978	†100A1 2,38 3,38 LMC 5,37 *Carrying Petroleum in bulk*	Gal Phl	*e*†	CL 1,38	1937 5mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg *sa&CP*	A/S Kollbjörg (Odd.Berg& HjalmarBjørge) *CellDBuE*	469·2|61·1|34·5 486·6(o.L.) P92'B28'F41' FK 68'173*t* *DTf*23'500*t*	Oslo Norwegian 12 *BHptCem* *APT*141*t*	Oil Engines 2S.C.DA 6Cy.17½"-47¼" 644NHP 2DB*142lb* EriksbergM.V.Aktieb.Got.	34 " 0 s 7 " 5 26 " 9½	
77686	**Kollektivizatzia** *OilEng.* 2 *Dks*	3925					1934	States S.B. Yd."61 Kommunar" Nicolaieff	U.S.S.R.	347·8|51·5|24·0	Russian *WB*	Oil Engines Russian Diesel Works,Len.		
77687 LJDW	**Kollgrim** *OilEng.* 1 *Dk* *Mchy.Aft* D.F. *CruiserStern*	8263 7504 4973	†100A1 3,38 LMC *Carrying Petroleum in bulk*	LAn Got	*e*†	CL 1,38	1936 6mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg *sa&CP*	OddBergs TankrederiA/S (OddBerg,*Mgr.*) *CellDBuE*	469·2|61·1|34·5 P92'B28'F40' FK 68'188*t* *DTf* 23'465*t*	Oslo Norwegian 12 *BHptCem* *APT*141*t*	Oil Engines 2S.C.DA 6Cy.17½"-47¼" 644NHP 2DB*142lb* EriksbergM.V.Aktieb.Got.	34 " 0 s 7 " 5 26 " 9½	
77688 DOCC	**Köln** 4 Mst D.F. Sub Sig 2 *Dks*&*Shelter dk*	7881 7248 4833					1921	Bremer Vulkan Vegesack	Norddeutscher Lloyd *WB*	474·0|60·7|32·8 P39'B142'F55'	Bremen German	T.3Cy.32¼"52⅝"&86⅝"-55 11/16" 556NHP BremerVulkan,Vegesack		G
77689 DHOH	— Twin Sc (*ex*Elbing VIII) 1 *Dk*	882 731 486					1912	F.Schichau Elbing	Schiffahrt-u.Assekuranz-GesE.Russ &Co. *WB*	220·4|33·5|12·6 Q66'B50'F25'	Hamburg German	T6Cy11 7/16",19⅝"&31¼"-17 7/16" 84NHP F.Schichau,Elbing		G
77690 LEGM	**Kolsdal** (*ex*Syrier) *ss*Osl.No.3-5,33 *ss*Osl.No.1-36 1 *Dk*(*Stl*) *Cargo battens not fitted*	1269 1027 735	†100A1 6,37 12,38 LMC MS6.37 9,38	Bgn Osl	*o*	OG 6,37	1920 3mo *Lloyd*	Lloyd Royal Belge (Gt.Britain) Ld. Glasgow *sa&CP*	Ingvald Bjørnebos Rederi.A/S(Ir Bjornebos,*Mgr.*) D/S A/S Argus (Alf Lindö,*Mgr.*) *CellDB*211'386*t* *FPT*	240·3|35·7|15·3 251·6(o.L.) P27'B57'F27' FR 21*t* *APT*15*t*	Haugesund Norwegian 4 *BHCem*	T.3Cy.15",25"&40"-27" (*s*) 185lb 99NHP 2SB(Spt),*4cf*,gs48,hs815 McKie&Baxter,Glasgow	17 " 3	
77691 SHLA	**Kolsnaren** 6991 *OilEng.* D.F. *ss*Got.No.2-1,39 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	2465 2030 1245	†100A1 *Shelter dk* *withfreeboard* 12,38 LMC CS6,38 12,38 DBS12,38 *Carrying cargo oil F. P. above 150°*	Got Osl	*u*	OG 6,84 1,38 10,38	1923 6mo *Lloyd*	Aktieb. Gotaverken Gothenburg *sa&CP*	Rederiaktieb Transatlantic(G. Carlsson,*Mgr.*) *CellDB*249'765*t* *FPT*121*t* *APT*78*t*	312·3|45·5|18·8 310·0(o.L.) FK *Collision BH to Sh dk* *BH dispensed with* *tanks at sides of tunnel*	Gothenburg Swedish *pt Cem* *100lb*	Oil Engines 4S.C.SA 6Cy.24½"-51 3/16" 355NHP Aktieb.Gotaverken,Got.	22 " 9 s 1 " 5 21 " 7½	
77692 38561 JNFI	**Komaki Maru** (P) *ss*Kob.No.1-38 *OilEng.* D.F. GyC. 2 *Dks* 3*rd dk except in aftermost hold* *Rudder electrically welded* *CruiserStern* *Tonnage opening closed'38*	8599 — 5179 8525 5189	†100A1 *withfreeboard* 2,37 12,38 LMC CSL 12,38 DBS12,38 *Carrying cargo oil F. P. above 150°*	Kob	*d*†	CL 1,37 12,38	1933 12mo *Lloyd*	Harima S.B.&Eng. Co.Ld. Harima *sa&CP*	KokusaiKisenK.K. *CellDB*5?'1439*t* *Upper tween dk bhds except Coll tanks* *DTsa5*	456·0|61·0|40·1 30·0 F40' FK (*Coll* *BH to Wdk* 7 " " 2nd ") *BH dispensed with* *tanks at sides of tunnel*	Kobe Japanese	Oil Engines 2S.C.DA 7Cy.29½"-47¼" 2185NHP DB*100lb* KobeSteelWorks,Kobe 196*t* *FPT*90*t* *APT*67*t*	40 " 1 12 " 4½ 27 " 11½	
77693 157659 ZMCX	**Komata** 1 *Dk* *Cargo battens not fitted except in upper portion of holds*	390 [illegible]	100A1 1,39 *ClassContem.plated* LMC 12,38 *Fitted for oil fuel*	Mcb			1938 12mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow *sa&CP*	UnionS.S.Co.of NewZealand,Ld. *Cell*	344·6|52·7|25·5 359·6(o.L.) P36'B92'F39 FR *pt F*	[illegible] British [illegible]	T.3Cy.24",41"&68" 48" 200lb (*s*) FD 516NHP 3SB(Spt),*hcf*,gs184,hs7932 A.Stephen&Sons,Ld.Gls.	28 " 0 [illegible] 84 " 6 20 " 8	
77694 LEGN	**Komet** (*ex*CharlesSchiaffino, *ex*Pluto) Wireless 1 *Dk*	1147 1005 675					1912	Lxevaags Msk.&Jrnskb Bergen	D/S A/S Danto (H.Tangvald-Pedersen,*Mgr.*)	229·2|35·2|15·9 P11'B46'F30*t*	Porsgrunn Norwegian *WB*	T.3Cy.16¾",27"&44"-30" 106NHP LaxevaagsMsk&Jrns.Bgn.		N
77695 UNLF	**Komiles** *OilEng.* 1 *Dk*	3962 3527 2256					1932	States S.B. Yd."Marti" Leningrad	U.S.S.R.	347·6|51·5|24·9 P29'B53'F30'	Vladvostk Russian	Oil Engines 2S.C SA 1Cy.26¾"-47 3/16" 497NHP Russian Diesel Works,Len.		
77696 LEGO	**Kommandören** (P) 2 *Dks*	543 282 315					1891	Akers Mek Værksted Oslo	Fylkesbaatanei Sogn&Fjordane	161·8|24·4|19·8 H29*t*	Bergen Norwegian	T.3Cy.16",26"&42"-30" NB10 97NHP AkersMek.Værksted,Oslo		
77697 DOFN	**Kommodore Johnsen** Aux 4 Mst (*ex*MagdaleneVinnen-36) *OilEng.* Bk (*Training Ship*) Sub.Sig. *Mchy.Aft* 2 *Dks* (*See Sailing Ship Register*)	3572 3094 2009 2551					1921	Frd.Krupp Act.Ges. Kiel	Norddeutscher Lloyd *WB*	328·8|48·2|26·9 P41'B107'F27'	Bremen German	Oil Engines 4S.C.SA 4Cy.18 9/16"-24½" 128NHP Frd.KruppA.G.Kiel		G
77698 UNYH	**Kommunist** (*ex*MichaelLund, *ex*Regimen) *ss*Sld.No.3-10,04 *ss*Rot.No.2-13 1 *Dk*(*Irn*)&*Web frames&pt Awng dk*(*Irn*)	1941 1840 1180	† 10.19	Rot	*r*		1891 9mo	Sunderlnd S.B.Co.Ld. Sunderland	U.S.S.R.	264·7|38·2|19·6 P23'Q84' *pt Awng dk*158' FR *CellDB*218'390*t*	Odessa Russian 6 *BHCem* *APT*49*t*	T.3Cy.20",34"&56"-36" NDB04 192NHP 2SB,*6cf*,gs90,hs2928 N.E.MarineEng.CoLd.Nwc	19 " 6	
Should be "Minryo Maru," *see No. 89099 in Supplement*	**Komsomolets** D.F. E.S.D. *CruiserStern*	1850 1600 900	100A1 (*ClassContemplated*)				1938	Matsuo Zosen-sho Nagasaki	U.S.S.R.	254·4|42·0|23·0 P23'B73'F34'	Russian	T.3Cy.18⅜",31⅞"&52¾"-39" MatsuoZosen-shoNagasaki		
77700 USBE	**Komsomoletz Arktiki** Iron (*ex*ArcticPrince-36,*ex*Helder,*ex*Sirius, *ex*Madura) 1 *Dk*&*Spar dk*&*trB* E.S.D. *Ref.Mchy.*	3450 3215 2310					1897	Nederl. Schps.Maats. Amsterdam	U.S.S.R. *WB*	322·4|44·2|28·5 H152*t*F61*t*	Russian	T.3Cy.24",36"&60"-42" NB28 233NHP Ned.Fab.v.Werk.Mat.Ams		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Grément, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné lors du dernier Certificat Intermédiaire. Lettre Equivalente.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. ps.*	15 Observations au sujet des Lettres Equivalentes.
77701	**Komsomolsk**		2920 / 2483					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	327·4 / P20′	48·2 / B98′	20·4 / F33′	Archangel Russian	T.3Cy.20″,33″&57″–42″ 210NHP		
	D.F. E.S.D. Sub.Sig.	1 *Dk* *Cruiser Stern*	1569							*WB*					N.E.MarineEng.CoLdNwc		
77702	**Konan Maru** Ⓟ		2664 / 2068				...	1915	Osaka Iron Works Osaka	OsakaSyosenK.K.	284·7 / P40′	42·5 / B100′	23·0 / F36′	Osaka Japanese	T.3Cy.20″,33″&57″–39″ 283NHP	23 ″ 0	
18453 JAJB		2 *Dks*	1603							FK *WB*					OsakaIronWorks,Osaka		
77703	—		991 / 828					1918	Kyushu ZosenSho Wakamatsu	IkedaShojiK.K.	190·0 / P28′	31·1 / B37′	18·5 / F25′	Nishino-miya Japanese	T.3Cy.13″,21½″&36″–27″ 67NHP		
22906 JQYE		1 *Dk*	561							*WB*					HasegawaTekkoshoOsaka		
77704	**Konei Maru**		2345 / 1936					1930	Mitsui Bussan K.K. Tama	YamashinaKisen K.K.	291·2 / P22′	42·0 / B72′	21·7 / F33′	Tokyo Japanese	T.3Cy.19″,32″&53″–36″ 169NHP		C
35937 JJFC		1 *Dk*	831												MitsuiBussanK.K.		
77705	**Kong Alf** (*ex*Scotland)		686 / 573					1920	A/S Boker-öensSkibs-byg. Svelvik	DetSöndenfjelds NorskeDamp-skibsselskap	181·2 / P58*t*	31·1 / H57*t*	12·9 / F24*t*	Oslo Norwegian	T.3Cy.14″,23″&39″–27″ 79NHP		N
LEGP	*Mchy. Aft*	1 *Dk*	369							*WB*					ShieldsE.&DDCoLd.N.Shl		
77706	**Kong Björn**		931 / 647					1921	A/S Larvik Slip& Verksted Larvik	DetSöndenfjelds NorskeDamp-skibsselskap	197·8 / Q38*t* / P32*t*	32·3 / B116*t* / F5*t*	12·4 / H54*t*	Oslo Norwegian	T.3Cy.14″,23½″&38″–27″ 75NHP		N
LEGQ		1 *Dk* *Cruiser Stern*	532							*WB*					A/S LarvikSlip&Verksted, Larvik		
77707	**Kong Dag** Ⓟ		1862 / 1331					1923	Fredrkstad Mek.Værks. Fredrikstad	DetSöndenfjelds NorskeDamp-skibsselskap	255·1 / P74*t* / F32*t*	38·2 / B183*t*	19·4 / H225*t*	Oslo Norwegian	T.3Cy.22″,36″&60″–39″ 225NHP		N
LCPR		2 *Dks*	1119							*WB*					FredrikstadM V.Frdstad.		
77708	**Kong Erik**		940 / 813					1904	Trndhjms Mek.Værks. Trondheim	Nordenfjeldske Dampskibsselskab	196·3 / H21*t*	30·1	20·4	Tr'ndheim Norwegian	T.3Cy.16½″,26″&44″–30″ 106NHP		
LEGR		1 *Dk*&*Spar dk*	553							*WB*					Trondhjems M V Trndheim		
77709	**Kong Frode** (*ex*Sunnland–37, *ex*Carham,*ex*Grevelingen)		625 / 470					1920	Gebr. Volker Sliedrecht	RederiA/S Sunn (ErlingMortensen A/S *Mgrs.*)	171·1 / Q24*t*	28·4 / B36*t*	12·3 / H13*t* / F24*t*	Oslo Norwegian	T.3Cy.13″,21″&34″–20″ 52NHP		V
LDLA	Wireless	1 *Dk*	283							*WB*					J.A.vdSchuyt Papendrecht		
Now "Nydalen," see No. 89322 in Supplement																	
77710	**Kong Haakon** Ⓟ		1775 / 1024					1906	Akt. Burmeistr& Wain Copenhagen	DetForenede DampskibsSelsk.	273·0 / P25*t* / B52*t*	38·2 / H83*t*	22·8 / F14*t*	Copnhagn Danish	T.4Cy.25″,42½″&(2)51″–42″ 337NHP		V
Now "Vironia," see No. 90306 in Supplement																	
OYGD	D.F.	1 *Dk*	850							*WB*					Akt.Burmeistr&Wain,Cpn		
77711	— Ⓟ		874 / 794					1904	Schömer& Jensen Tönning	DetStavangerske Dampskibsselskab	196·0 / H58*t*	28·7	13·9 / 21·1	Stavanger Norwegian	T.3Cy.18¹¹⁄₁₆″,30⅝″&50″–29½″ 136NHP		
LEGU		1 *Dk*&*Awng dk*	472							*WB*					Schömer&Jensen,Tönning		
77712	**Kong Halfdan** (*ex*Rethymo) *Ref.Mchy.*		1456 / 1298					1923	Schiffb.Ges Unterweser Wesermünde-L.	DetNordenfjeldske Dampskibsselskab	228·5 / P25*t* / B52*t*	34·5 / H83*t* / F14*t*	20·0	Tr'ndheim Norwegian	T.3Cy.15¾″,27½″&45½″–27½″ 110NHP		N
LCPS	Wireless	1 *Dk*&*Shade dk*	835							*WB*					A.Borsig,G.m.b.H.Berlin		
77713	**Kong Harald** Ⓟ		1151 / 1046	✠ 10.90	Bhn			1890 10mo	J.C. Tecklenborg Weser-münde-G.	DetNordenfjeldske Dampskibsselskab	220·6 / H105*t* / len09	30·0 / 20·3	13·0 / BK7′	Tr'ndheim Norwegian	T3Cy.18½″,32½″&51⅜″–31½″ NB09 167NHP	22 ″ 8	
LEGV	Sub.Sig. *Ref.Mchy.*	2 *Dks*&*Awng dk*	679							4*BHCem* *WB*					H.Pauksch,Landsberg		
77714	**Kong Magnus** (*ex*Luksefjell,*ex*Cratheus)	Twin Sc	1410 / 1175					1911	Akers Mek.Værks. Oslo	DetNordenfjeldske Dampskibsselskab	251·7 / P43*t* / F30*t*	38·2 / H92*t*	15·8	Tr'ndheim Norwegian	T.6Cy.13½″,22″&27½″–28″ 80NHP		N
LDLA	Wireless D.F.	1 *Dk*	718							*WB*					AkersMek.Værks.Oslo		
77715	**Kong Ning** Ⓟ	Twin Sc	1096 / 426					1918	Lau Sum Kee Hong Kong	West River Transportation & Trading Co. Ld.	170·8	32·9	9·0	Hong Kong British	C.4Cy.13½″&27″–18″ 75RHP *Emade*16*Bmade*96		
142216 VPGS	Wireless	1 *Dk* & *Saloon dk*	658												KwongCheongLoongHKg		
77716	**Kong Olaf**	Iron	562 / 521					1883	Stavanger Stöberi& Dok. Stavanger	DetStavangerske Dampskibsselskab	173·2 / H41*t*	24·0	17·7	Stavanger Norwegian	T.3Cy.15″,25″&41″–27″ NE&B05 87NHP		
LEGW		1 *Dk*&*Awng dk*	297							*WB*					LaxevaagsMskbyg.Bgn.		
77717	**Kong Oscar II** Ⓟ		914 / 840					1904	Akt. Burmeistr& Wain Copenhagen	A/S Arendals Dampskibsselskab	197·0 / H74*t*	30·7	15·0 / 21·8	Arendal Norwegian	T.3Cy.18¼″,30″&50″–33″ 144NHP		N
LEGY		1 *Dk*&*Awng dk*	477							*WB*					Akt.Burmeistr&Wain,Cpn		
77718	**Kong Ring** Ⓟ		1994 / 1430					1929	Nylands Værksted Oslo	DetSöndenfjelds NorskeDampskibs-selskab	271·3 / P77*t* / F32*t*	38·2 / B204*t*	19·4 / H236*t*	Oslo Norwegian	T.3Cy.22″,35″&60″–42″ 233NHP		N
LCPT	*Cruiser Stern*	2 *Dks*	1201							*WB*					Nylands Værksted,Oslo		
77719	**Kong Sigurd**		916 / 669					1927	Nylands Værksted Oslo	DetSöndenfjelds NorskeDampskibs-selskab	212·2 / P56*t*	32·2 / H108*t* / F9*t*	12·5	Oslo Norwegian	T.3Cy.15⅝″,26″&44″–27″ 101NHP		N
LCPU	Wireless D.F.	1 *Dk*	419							*WB*					Nylands Værksted,Oslo		
77720	**Kong So** Ⓟ (*ex*ChuenChow)	Twin Sc	789 / 310					1915	Kwong Fook Cheong Hong Kong	West River Transportation & Trading Co. Ld.	157·7	27·0	9·2	Hong Kong British	C.2Cy.13½″&27″–18″ 62RHP		
137681		1 *Dk*&*Shade dk*	482												KwongFookCheong,H.Kg		
77721	**Kong Sverre** Ⓟ	Iron	593 / 573					1867	Nylands Værksted Oslo	DetStavangerske Dampskibsselskab	176·2 / P58′	24·3 / B35′	19·5 / F34′	Stavanger Norwegian	T.3Cy.15½″,25″&42″–30″ NE&B98 97NHP		
LEGZ		1 *Dk*&*Awng dk*3*tr B*	355												AkersMek.Verks.Oslo		
77722	**Kong Trygve** Ⓟ		1141 / 819					1931	Fredrkstad Mek.Værks. Fredrikstad	DetSöndenfjelds NorskeDampskibs-selskab	227·3 / P41*t* / H19*t* / F6*t*	35·1	13·3	Oslo Norwegian	C.4Cy.(2)13⅜″&(2)32⅛″–30½″ 96NHP		N
LDPZ	Wireless D.F.	1 *Dk*	586							*WB*					FredrikstadM.V.Frdstad.		
77723	**Kongeaa** (*ex*Tinto–37)	*ss*Lon.No.3–2,23	782 / 664	✠ 2.37	Lon	*l*		1911 1mo	Dundee S.B.Co.Ld. Dundee	Dampskslsk. Hetland A/S (T.Basse, *Mgr.*)	200·1 / P&B121′ / *Cell D*	32·1 / F25′ / *Ba&uE*	13·4 / FK / 45′68*t* *FPT*	Copnhagn Danish	T.3Cy.15½″,25″&42″–27″ 109NHP	14 ″ 6	V †
OYQQ	*Well deck*	*ss*Hul.No.2–31 1 *Dk*(*Stl*)	412	✠						4*BHCem* 29*t*				*APT*41*t*	2SB,4*pf*,GS66,HS1820 Amos&Smith,Ld.Hull		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Gross. Under Deck. Net.	5 Particulars of Classification. Character.	6 Port of Survey. Date of last Survey.	7 Date when tail shaft last exam.	8 Built. When. Ship. Engines.	8 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Regulations in which classed. If not in L.R. Date of Rule Cert.
77724 40114 JWLJ	**Kongo Maru** (P)	*ssKob.No.1-39* *Oil Eng.* *2 dks,3rd dk except* *in aftermost hold* *Rudder electrically welded* *Tonnage opening closed 38*	8624 7891 5102 5111	✠100A1 *withfreeboard* 3,39 DBS3,39	Kob *Cruiser Stern* ✠LMC CS3,39 3,39	*d*†	1935 2mo *Lloyd's*	Harima S.B.&Eng. Co.Ld. Harima *A&CP*	KokusaiKisenK.K. *Cell DB359'1420t DTsa149'1382t*	450·0 456·1 F34′ *F.in deep tanks*	61·0 *Tanks at sides of*	40·1 FK *tunnel*	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 8Cy.27⅝″–47¼″ 2115NHP DB*100lb* *Coll to W dk* 7 „ 2nd „ 167*t* *FPT76t APTs234t*	40 *n* 0 *s* 12*n*3½ 27*n*11	CL 5,38
77725 42350 JIPK	— (P) D.F. E.S.D. *Cruiser Stern*	TwinSc *2 Dks*	7082 3813				1936	Mitsubishi Jukogyo K.K Nagasaki	Government of Japan (Dept. of Railways)	415·0 F350′	57·2	32·8	Tokyo Japanese *WB*	4SteamTurbinesSRgeared Mitsubishi 2000NHP Jukogyo K.K.Nag		N
77726 1276 JQIB	**Kongosan Maru** (P)	*2 Dks*	2116 1896 1385				1927	Uraga Dock Co. Uraga	Chosen Yusen K.K.	280·0 P23′B72′F29′	41·0	23·5	Jinsen Japanese *WB*	T.3Cy.18″,29½″&50′–39″ 156NHP Uraga Dock Co. Uraga		
77727 LJLZ	**Kongsdal** D.F. E.S.D. *Cruiser Stern* *Mchy.Aft* *Carrying Petroleum in bulk*	*Oil Eng.* *1 Dk*	9959 9191 5899				1937	Bremer Vulkan Vegesack	A/S Moltzaus Tankrederi (Moltzau & Christensen *Mgrs.*)	492·9 P113′B74′	66·1	36·4	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝″–43 5/16″ 1167NHP Bremer Vulkan, Vegesack		N
77728 LJOB	**Kongsfjord** D.F. *Cruiser Stern*	*Oil Eng.* *1 Dk & Shelter dk*	4000 3528 2365				1937	Eriksbergs M.V.Aktieb. Gothenburg	Den Norske Amerikalinje A/S	407·1	55·3	22·6	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 14Cy.19 11/16″–35 7/16″ 945NHP Eriksberg M.V.Aktieb.Got.		N
77729 LJOH	**Kongsgaard** D.F. *Mchy.Aft* *Cruiser Stern* *Part electrically welded, including butts of shell, upr dk & longitudinal bulkhd plating*	*Oil Eng.* *1 Dk, 2nd dk clear of cargo tanks* *Longitudinal framing* *Rudder electrically welded*	9467 8793 5677	✠100A1 *Carrying Petroleum in bulk*	Rot Ame Eal	CL 1,39	1937 8mo *Lloyd's*	Kockums M.V.Aktieb. Malmö	Skibs.A/S Solvang (A.Gowart Olsen, *Mgr.*) *Cell DB*	505·4 523·4 (O.L.) P97′B41′F67′	63·1 *uE70′180t DTf34′*	36·4 FK *69t FPT143t APT342t*	Stavanger Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.23⅝″–43 5/16″ 1358NHP 2DB*171lb* DB(WT)*171lb* Kockums M.V.Akt.Malmö	36 *n* 7 *s* 8 *n* 3¾ 28 *n* 5	
77730 LEUH	**Kongshaug** (*ex*Sicilia–35)	*1 Dk & pt Awng dk*	1156 1044 656				1898	Fevigs Jernskibsbyg Arendal	Dampsk A/S Kongshaugs Rederi (M.H. Kongshavn & Sönner, *Mgrs.*)	217·4 B57′H12′	31·9 *pt Awng dk* 142′	20·7	Ålesund Norwegian *WB*	T.3Cy.16½″,27″&44″–30″ Sir C.Furness, 106NHP Westgarth & Co.Ld.Mdb.		N
77731 LEHC	**Kongshavn** (*ex*Langland, *ex*Santa Cruz)	*1 Dk*	751 550 425			…	1906	Caledonian Eng.& S.B.Co Preston	D/S A/S M.H. Kongshavn & Sönners Rederi. (M.H. Kongshavn & Sönner A/S, *Mgrs.*)	194·0 Q92′B24′F19′	30·2	11·4 FK	Haugesnd Norwegian *WB*	T.3Cy.16″,26″&43″–30″ 116NHP Caledonian E.&S.B.Co.Prs.	13 *n* 9	N †
77732 DJMX	**Königin Luise** (P) Sub.Sig.	TwinSc *Oil Eng* *2 Dks*	2400 1874 1191				1934	Howaldts-werke A.G. Hamburg	Hamburg-Amerik. Linie	288·0	42·1	21·4	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.20½″–27 9/16″ 885NHP Blohm & Voss, K.a.A. Ham.		G
77733 DHOI	**Königsau** Sub.Sig. Wireless	*1 Dk*	966 709 560				1921	H.C.Stülcken Sohn Hamburg	Bugsier, Reed.& Bergungs A.G.	219·1 P127′F23′	32·5	12·8	Hamburg German *WB*	T.3Cy.17¾″,29⅛″&46 1/16″–31½″ 119NHP H.C.Stülcken Sohn, Ham.		G
77734 DOEB	**Königsberg** Sub.Sig. D.F.	TwinSc *Oil Eng.* *2 Dks*	6466 5811 3978				1924	Act.Ges. "Weser" Bremen	Norddeutscher Lloyd	431·3 P61′B143′F38′	56·4	30·3	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.27 9/16″–47¼″ 880NHP MAN Mchf. Augsburg. Nürnbrg sA.G. Weser, Bremen		G
77735 DRBM	— (*ex*Riga–34)	*1 Dk*	999 809 571				1925	Gebr.Goedhardt A.G. Lübeck	Mathies Reed. K.G.	217·1 P14′Q58′B92′F21′	34·6	12·9	Hamburg German *WB*	T.3Cy.16 5/16″,27 9/16″&43 5/16″–27 1/16″ 98NHP Görlitzer Maschfbk Görlitz		G
77736 DAAQ	**Königsberg-Preussen** Sub.Sig. D.F. E.S.D. *Mchy.Aft* *Cruiser Stern*	*1 Dk*	2530 2048 1217				1924	Frd.Krupp Akt.Ges. Kiel	Kohlen-Import-u. Poseidon Schiffahrts-A.G.	277·8 P83′F29′	41·2	20·8	Königsbrg German *WB*	T.3Cy.21¼″,33⅜″&54¾″–39⅜″ 188NHP Frd.Krupp A.G. Kiel		G
77737 DHOJ	**Königstein** (P) (*ex*Arawa) D.F.	TwinSc *2 Dks & deep framing & Shelter dk*	9626 8624 5912			…	1907	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Red Star Linie G.m.b.H.	459·0 F48′	59·9	31·1 39·2 FK&BK1¾″	Hamburg German *WB*	T.6Cy.28¾″,38⅝″&66″–48″ 899NHP Wilsnd Slpwy.Co.Ld.Nwc	34 *n* 1	CG †
77738 PZAL	**Koningin Emma** (P) Wireless *Mchy.Aft*	*Oil Eng.* *1 Dk* *Cruiser Stern*	535 304 361	✠100A1	Rot	*h*	1936 7mo *Lloyd's*	A.Vuijk & Zonen Capelle a/d Ysel	N.V.Gemengd Bedryf Vaartuigendienst Suriname *Cell in*	165·2 P31′B43′F19′ *B108′ 144t FPT10t*	26·5 FK	8·7	Pramaribo Dutch *WB*	Oil Engines 2S.C.SA 8Cy.10½″–18⅛″ 163NHP 3*BHptCem* *APT22t* Machinefabrick Gebr.Stork & Co.N.V.Hengelo	10 *n* 8 *s* *n*10½ 10 *n* 1	
77739 PZAB	**Koningin Wilhelmina** Wireless	*1 Dk*	331 260 157				1908	Nederl. Schps.Maats. Amsterdam	Government of Surinam	143·4	23·3	11·8	Pramaribo Dutch *WB*	T3Cy.11½″,18⅞″&31½″–17⅜″ 42NHP Ned Fb.v Wrk & Spoor. Ams		
77740 248 SVPZ	**Konistra** (*ex*Lamington) *ssPir.2nd No.3–6,32* *ssPir.No.1–37* *1 Dk (Stl) & deep framing*		3537 3337 2266	✠100A1	Pir	*w*	1907 smo *Lloyd's*	A. Rodger & Co. Pt.Glasgow	T.N.Epiphaniades *Cell*	350·4 P25′B97′F28′ *DBa&uE133′f156*	48·0 FK	24·3	Syra Greek *6 BHCem* *933t APT86t*	T.3Cy.24″,40″&65″–42″ (*s*) 160lb 294NHP 2SB,6*cf*,GS120,RS4720 A. Rodger & Co. Glasgow	27 *n* 0	
77741 337 JPZC	**Konsan Maru**	*Oil Eng.* *ssNag.No.1–34* *1 Dk (Stl)*	2733 2248 1556	✠ … 1,38	Kob	*u*	1929 8mo	Mitsui Bussan Kaisha Tama	Dairen Kisen K.K. *Cell DB230'769t Tanks in way of*	326·5 P27′B63′F28′ *tunnel 178t FPT51t*	46·5 FK	21·5 *APT35t*	Dairen Japanese *5 BHptCem*	Oil Engines 4S.C.SA 6Cy.21⅝″–39⅜″ 270NHP Mitsui Bussan Kaisha Tama	21 *n* 6	
77742 239 SYSY	**Konstantinos** (*ex*Amfiali–34, *ex*Nikolaos Sophios, *ex*Canari)	*Oil Eng.* *1 Dk*	313 270 172				1918	Forg.& Ch. de la Médit La Seyne	K.Kyriakides	132·3	24·0	12·0	Piræus Greek	Oil Engines 6Cy.10⅝″		
77743 126 SVIJ	**Konstantinos Hadjipateras** (*ex*Calandplein–35, *ex*Lesreaulx, *ex*Pinemore, *ex*Den of Ewnie)	*ssRot.2nd No.3–10,35* *1 Dk (Stl)* *Shelter dk (Irn)* *Tonnage opening closed 37*	5962 5724 4518	✠100A1 *Shelter dk* *withfreeboard* 12,38 BS9,37 12,38	Rot	*y*	1913 11mo *Lloyd's*	J.L.Thompson & Sons, Ld Sunderland	J.C.&A.C.Hadjipateras *Cell DBa136′uE&B41′*	388·5 f167′1214t *FPT106t*	54·1	26·0 34·0 FK *APT219t*	Chios Greek *6 BHCem*	T3Cy.27½″,44½″&74″–48′ (*s*) 180lb 455NHP 3SB,9*cf*,GS195,RS7575 J.Dickinson & Sons, Ld. Sld.	36 *n* 6 *s* 8 *n* 11¼ 27 *n* 10½	CL

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage (Builder). Total. Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Tirant d'eau maximum à l'arrivée et à la sortie du Lamentage.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où inscrit, et certificat Load Line.
77744 DGKC	**Konsul Carl Fisser** (*ex*Jacatra–36, *ex*Westmark) D.F.	2 *Dks*	5843 5458 3653					1914	Akt.Ges. "Weser" Bremen	HendrikFisser A.G.(Fisser&v. Doornum, *Mgrs.*)	421·6 P60′B126′F52′	56·2	29·6	Emden German *WB*	T3Cy28⅞″,46½″&75⅝″–53⅝″ 418NHP A.G."Weser," Bremen		
77745 DJTA	**Konsul Hendrik Fisser** (*ex*Aelybryn–37) D.F.	*ss*Sld.No.2–36 1 *Dk(Stl)*	4458 4225 2760	✝100A1 Ant		*y*	CL 6,38	1928 8mo *Lloyd's A&CP*	Lithgows, Ld. PortGlasgow	HendrikFisser A.G.(Fisser& v.Doornum, *Mgrs.*) *Cell D*	384·5 P29′B238′F44′ FK *B329′954t FPT116t*	51·8	26·1	Emden German *6 BHptCem APT140t*	T.3Cy.25″,42″&70″–48″ (*s*) 200lb 477NHP 3SB,*9cf*,GS174,HS6789 FD Rankin&BlackmoreLdGrk	28 *ft* 6 *s* 4 *in* 0 24 *ft* 8½	
77746 DWZU	**Konsul Schulte** (*ex*Cardiff) 1 *Dk2trB&Web frames*		2375 2021 1843					1898	W.Gray& Co.Ld. WHartlepool	Schulte&Bruns	318·0 P27′B70′F31′ FK *WB*	46·0	20·8	Emden German	T.3Cy.24½″,36″&59″–39″ NE&B20 264NHP G.Fletcher&Co.Ld.Derby	23 *ft* 6	V †
77747 YLAP	**Konsuls P. Dannebergs** (*ex*Dungeness) D.F. 1 *Dk&deep framing*		2747 2530 1744					1904	Richardsn Duck&Co. Stockton	P.Danneberg	330·8 P30′B170′F29′ FK *WB*	47·4	20·0	Riga Latvian	T.3Cy.28″,38″&62½″–42″ 257NHP Blair&Co.Ld.Stockton	22 *ft* 6	C †
77748 OHXD	**Kontio** (*ex*Marie–35) Iron *ss*Hfs.No.2–38 *ss*Got.3rdNo.3–5,30 D.F. *Well deck*	1 *Dk(Trn)&Web frames*	1703 — 958	✝100A1 Abo Shl		*r*	CL	1892 7mo	Furness, Withy&CoLd (WHartlepool A&CP	LaivaO/YRauma (JohnNurminen O/Y.*Mgrs.*)	270·0 P27′Q80′B110′ FK F31′ *CellDB228′3*	36·0	17·7	Helsingfrs Finnish *5 BHCem 7t APT17t*	T3Cy21½″35⅜″&57″–36″ (*s*) 160lb *80lb* NDB02 193NHP 1DB,*4cf*,GS63,HS2860 Blair&Co.(Lim.),Stockton	19 *ft* 10 *s* 1 *in* 3 18 *ft* 9½	
77749 SEAN	**Konung Gustaf V.** (P) TwinSc (*Ferry*) D.F. Sub.Sig. GyC. 1 *Dk2trB*		3242 2402 1106					1910	Lindholmens V.A. Gothenburg	SvenskaStatens Jernvägar(E.von Friesen,*Mgr.*)	368·8 H525*t*	51·1	22·2	Trolleborg Swedish *WB*	T.6Cy.23¾″,39″&64″–35½″ 490NHP MotalaV.NyaAkt.Motala		G
77750 SFEO	**Konung Oscar** (P) Iron Wireless	2 *Dks&Shelter dk*	735 404 428					1875	Bergsunds M.V.Aktieb. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	182·6 H57*t*	25·1 len04	13·1 20·4	Stockholm Swedish	T.3Cy.16″,25″&42″–28″ NE&B04 93NHP BergsndsM.V.Aktb.Skm.		
77751 DOBP	**Konya** (*ex*Angora–37, *ex*ElsbethKimme) Sub.Sig.	1 *Dk*	2289 2011 1369					1923	J.Frerichs &Co.A.G. Einswarden	AtlasLevante-LinieA.G.	296·2 P15′Q36′B182′F33′	42·8	19·6	Bremen German *WB*	T.3Cy.21⅝″,35⅜″&55½″–35⅜″ J.Frerichs&Co. 185NHP A.G.Einswarden		G
77752 TCBX	— (P) (*ex*Konia,*ex*Hellopes, *ex*Arbroath,*ex*Perth)	2 *Dks*	1745 — 894					1890	WBThomp son&Co.Ld. Dundee	Denizbank-Deniz-yollariIdaresi	280·0 P61′B73′F61′ BK9½′	36·6	16·9	Istanbul Turkish *WB*	T.3Cy.24″,39″&64″–48″ NB18 354NHP WBThompson&CoLdDun	19 *ft* 3	
77752* 44598 JLCM	**Konzan Maru** (*ex*WestMunham Maru–38, *ex*WestMunham–37)	*Fitted for oil fuel* 2 *Dks*	5488 3970					1919	Columbia RiverSBCorp Portland,Or	~~Taminosuke~~ ~~Miyachi~~ KokokuKisen K.K.	410·4 P44′B115′F47 FK *WB*	54·2	27·7	Kobe Japanese	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 *ft* 2	
77753 140184 MMRS	**Koolama** (P) TwinSc *Oil Eng.* D.F. *Ref.Mchy.*	1 *Dk2nd dk in forward holds Shade deck Cruiser Stern*	4068 2464 2113	✝100A1 Gls *withfreeboard* Lloyd'sR		*w*	CL	1938 3mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	Govt.ofWestern Australia *Cell DB27′812t Tanks betwe*	348·0 362·2(O.L.) FK *FonShade dk41′ en tunnels114t FPT*	54·2	18·5	Fremantle British *6 BHptCem 37t APT87t*	Oil Engines 2S.C.SA 12Cy.19½⅛″–35⅞″ 808NHP Harland&Wolff,Ld.Gls.	22 *ft* 6 *s* 4 *in* 7¾ 18 *ft* 0	BT till 5.39
77754 129384 MDGF	**Koolga** *ss*Abn.No.1–38 *Well deck*	*ss*Abn.2ndNo.3–10,34 1 *Dk(Trn)&deep framing*	1110 794 564	✝100A1 Abn		*o*	CL 9,36	1910 4mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld. Dundee	AberdeenS.N. Co.Ld. *WB = Cell*	232·1 242·6(O.L.) Q77′B68′F59′ FK *DBa58′uE20′f96′*	33·9	14·9	Aberdeen British *4 BHCem 310t APT15t*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 188NHP 2SB,*6cf*,GS99,HS3143 CaledonSB.&E.Co.Ld.Dun	15 *ft* 9 *s* *in* 5½ 15 *ft* 5	
77755 153922 VJFB	**Kooliga** *ss*Mel.No.2–36 1 *Dk(Stl)* *Cargo battens not fitted*		2459 2044 1305	✝100A1 Syd Mel		*s*	CL 2,38	1928 3mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld Dundee	McIlwraith, McEacharn,Ld. *Cell D*	295·9 P29′B65′F29′ FK *B255′ 542t FPT58t*	44·2	19·8	Melbourne British *5 BHCem APT103t*	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 293NHP 2SB,*6cf*,GS130,HS4948 N.E.MarineEngCoLdNwc	22 *ft* 3 *s* 3 *in* 3¾ 19 *ft* 1	
77756 140160 VJFC	**Koolinda** (P) TwinSc *Oil Eng* 2 *Dks(Stl–Weather dk–*teak s) *Ref.Mchy.* 3rd *dk(Stl)in forward holds Cruiser Stern*	*ss*Fre.No.2–34	4372 3049 2281	✝100A1 Sng *withfreeboard* 1,38		*w*	CL 1,38	1926 12mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	Government of WesternAustralia *Cell DB230′527t DTf24′571t*	330·3 B220′F44′ FK *FPT170t APT120t*	50·2	25·4	Fremantle British *7 BHptCem 5 „ to W dk 2 „ „ 2nd„*	Oil Engines 4S.C.SA 16Cy.23¼″–47¼″ 830NHP Harland&Wolff,Ld.Gls.	27 *ft* 6 *s* 8 *in* 11 18 *ft* 8	
77757 153934 VJNF	**Koomilya** *ss*Syd.No.2–38 1 *Dk(Stl)&Shelter dk(Stl)*		2780 2432 1592	✝100A1 NSW *withfreeboard* 2,39	Syd	*v*	CL 12,37	1929 5mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld Dundee	McIlwraith. McEacharn,Ld. *Cell DB276′697t FPT*	326·8 339·4(O.L.) F34′ FK *(Coll to Sh dk 4 „ 2nd „) 110t APT62t*	46·6	20·3	Melbourne British *5 BHCem*	T.3Cy.22″,36″&58″–42″&LP Turbine with DR gear & hydraulic coupling (*s*) 180lb 391NHP 2SB,*6cf*,GS132,HS5372 FD CaledonS.B.&E.CoLd.Dun	23 *ft* 3 *s* 1 *in* 6½ 21 *ft* 10	
77758 129060 VJFG	**Koonda** (*ex*Hargrove) *ss*Mel.No.1–38 1 *Dk(Trn)&deep framing* *Cargo battens not fitted*	*ss*Mel.2ndNo.3–8,34	1631 1332 906	✝100A1 Mel		*q*	9,37	1910 1mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool	McIlwraith, McEacharn,Ld. *B = Cell DBa&uE*	265·0 275·5(O.L.) P21′B60′F35′ FK *102′f110′497t FPT*	36·1	17·0	Melbourne British *4 BHCem 58t APT50t*	T.3Cy.21″,33″&56″–36″ (*r*) 180lb 220NHP 2SB,*6cf*,GS98,HS3602 Cen.Mar.Eng.Wks.W.Hpl.	19 *ft* 6 *s* 2 *in* 6½ 17 *ft* 2	
77759 130149	**Koopa** (P) TwinSc 1 *Dk*		416 313 170					1911	Ramage& Ferguson,Ld Leith	BrisbaneTug& S.S.Co.Ld.	192·6 *Promenade dk140′* FR	28·1	8·6	Brisbane British	T.6Cy.13″,21″&34″–18″ 176NHP Ramage&Ferguson,Ld.	9 *ft* 0	
77760 137235	**Kooraka** (P) *Oil Eng.* *Mchy.Aft* *Well deck* 1 *Dk*		300 181 154					1925	G.Brown& Co.Ld. Greenock	CoastSteamships Ld.	135·3 Q58′F21′ FK&BK1′ *WB*	24·6	7·8	Adelaide British	Oil Engines 2S.C.SA 4Cy.16½″–18⅛″ 192NHP NVKromhoutMotFabAms	8 *ft* 9	
77761 159373 VLKR	**Kooringa** 1 *Dk&Shelter dk* *Cruiser Stern*		3292 2903 1827	✝100A1 Dun *withfreeboard* 1,39			CL	1938 3mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld Dundee	McIlwraith McEacharn,Ld. *Cell D B288′824t Tan*	363·6 374·5(O.L.) F32′ FK *(Coll to Sh dk 6 „ 2nd„) 140t FPT260t APT*	49·7	20·7	Melbourne British *7 BHCem 150t*	T.3.Cy.20″,32″&52″–42″ & LPturbine with DR gearing & hydraulic coupling 220lb (*s*) 387NHP 2SB(Spt),*6cf*,GS132, HS5410 FD Barclay,Curle&Co.Ld.Gls.	24 *ft* 4 *s* 1 *in* 9½ 22 *ft* 7½	
77762 120742 VJFL	**Kooyong** *ss*Syd.2ndNo.3–10,33 *ss*Syd.No.1–38 1 *Dk(Stl)&deep framing* *Cargo battens not fitted*		2296 2093 1393	✝100A1 Syd BS1,39		*l*	CL 5,36	1907 10mo *Lloyd's A&CP*	ClydeS.B. &E.Co.Ld. PortGlasgow	McIlwraith, McEacharn,Ld. *WB = CellDBa90′uE&*	295·0 P31′F31′ ForeB14 MainB62′ FK *B34′f132′664t FPT*	44·1	19·8	Melbourne British *7 BHCem 67t APT79t*	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 264NHP 2SB,*6cf*,GS107,HS4110 ClydeS.B.&E.Co.Ld.P.Gl.	22 *ft* 3 *s* 3 *in* 2¼ 19 *ft* 3	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Nets.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. (except R of Trade)
77763 Kopara	Twin Sc		709	✝100A1	Lth	m		1938	Henry Robb, Ld.	Richardson & Co. Ltd.	193·1	35·8	11·6	Napier, NZ	Oil Engines 2S.C.SA	13 " 9	
121598	Butts of keel & part deck electrically		615	with freeboard				9mo	Leith		27·0			British	8Cy.13⅜"–22⅞" 250NHP		
ZMGF	Wireless 1 Dk & Shelter dk welded		521	9.38							2·8 8(O.L.)		FK	Tpt Cem		s " 2	
	Mchy. Aft Oil Eng. Cruiser Stern		334	~~Class Cont. em. plated~~				Lloyd's	+A1 CP		11 aft 35'F27'					15 " 8	
	No battens not fitted in 'tween decks				✝LMC9,38						Cell D B145'283t P						
77764 Kopperston (ex Bannack-38)			5191					1919	Standard S.B. Corp. Shooter's Island, N.Y.	Mystic S.S.Co.	377·0	52·0	26·8	Boston	T.3Cy.25",42"&70"–48"		R
218835			—								P25'B106'F41'			Utd. States	340NHP		
KJCO	Sub.Sig. 2 Dks		3158											WB	Standard S.B. Corp.		
77765 Kora (ex Krosfond, ex Rosebank)			817	✝100A1	Bgn	l	CL	1906	Clyde S.B. & E.Co.Ld. Pt. Glasgow	Det Bergenske Dampskibsselskab	198·2	30·1	15·1	Bergen	T.3Cy.15",25"&40"–30"	14 " 10	
	ss Bgn. 2nd No. 3-3,31 ss Bgn. No. 1-35		594	11,38 ~~2,38~~			2,38t	6mo			Q69'B56'F25'		FK	Norwegian	180lb 80th 104NHP	s " 8½	
LEHF	Well deck 1 Dk (Stl)		420	BS6,37	✝LMC6,38			Lloyd's	+A1 CP	WB = C	Cell D Ba 46'7'81'163t			4 B H Cem	1SB,3cf,GS50,HS1719	14 " 3½	
				8,38										1 P T 38t	Clyde S.B. & E.Co.Ld. Pt. Gls		
77766 Korana			5407	✝100A1	Gen	y	CL	1929	R. Duncan & Co. Ld. Port Glasgow	Prekomorska Plovidba D.D.	103·0	52·4	27·5	Susak	T.3Cy.27",44"&73"–48" (s)	29 " 10	
	ss Rot. No. 2-37		4898	10,38 ~~2,38~~	Rot		~~1,46~~	3mo			P38'B133'F37'		FK	Yugoslav	180lb 512NHP	s 5 " 6½	
YTCF	2 Dks (Stl)		3327		✝LMC4,37		10,38	Lloyd's	+A1 CP	Intermediate 'tween B H in after Cell D B340'1050t D	dk Ta 35'950t A P T 205t			pt Cem 6 B H to U dk 1 " " 2nd "	hold dispensed with J.G. Kincaid & Co. Ld. Grk.	24 " 6¼	
				BS7,38													
77767 Koranton			6695	✝100A1	Nwc	a†	CL	1920	W. Doxford & Sons, Ld. Sunderland	R. Chapman & Son	412·6	55·5	34·4	Newcastle	T.3Cy.27",44"&73"–48" (s)	37 " 0	
142863			6448	Shelter dk	Bry		N6,37	4mo			429·3(O.L.)			British	180lb 596NHP	s 8 " 0¾	
GDBN	ss Nwc. No. 3-4,32 ss Nwc. No. 1-36		4122	with freeboard				Lloyd's	+A1 CP		F36' on Shelter dk		FK	pt Cem	3SB,12cf,GS216,HS9525 FD	28 " 6	
	1 Dk (Stl) & Shelter dk (Stl)			~~11,38 3,38~~	✝MC					Cell D B366'1338t	FPT 148t A P T 292t			6 B H to S dk 1 " " U "	W. Doxford & Sons, Ld. Sld.		
	Cruiser Stern			MS5,36	BS~~												
	Cargo battens not fitted in 'tween dks																
77768 Koranui (ex Cleopatra)			1266	100A1	Syd		CL	1914	Schiffsw. v. Henry Koch Lübeck	Union S.S.Co. of New Zealand, Ld.	241·4	36·2	15·6	Melbourne	T3Cy18½",29½"&46½"–32½"	18 " 0	
144610	ss Syd. 2nd No. 3-6,38 ~~ss Syd. No. 3 2,39~~		1096	6,38 ~~4,37~~ 11,38	Syd		1,38							British	200lb (s) 161NHP	s 1 " 0½	
VJSN	Wireless ~~ss Syd. No. 1 2,39~~		728				11,38				P&B176'F35'		FK	4 B H Cem	2SB(Spt),4cf,GS72,HS2712	17 " 1½	
	Well deck 1 Dk (Stl)									Cell D B	a & u E75' f 106' 318t			F P T 50t	Ottensener Maschinenfab. Ottensen		
	Cargo battens not fitted																
77769 Korei Maru (P) (ex Gunnar Heiberg, ex Snehætten, ex Uppland)			2487			...		1904	W. Gray & Co Ld. W Hartlepool	Sanbo Syosen K.K.	305·0	45·2	20·0	Fuchu	T.3Cy.22½",36½"&62"–39"	22 " 4	C
31730			2309								P27'B81'F32'			Japanese	250NHP		†
JHGB	1 Dk & deep framing		1782										FK	WB	Cen. Mar. Eng. Wrks. W Hpl		
77770	Korowai		2525	✝100A1			CL	1938	A. Stephen & Sons, Ld. Glasgow	Union S.S.Co. of New Zealand, Ld.	293·3	45·2	19·7	Wellington	T.3Cy.21½",34"&56"–39"	21 " 10	
157694			~~4060~~					6mo			303·8(O.L.)			British	200lb FD (s) 353NHP	s 5 " 0¾	
ZMKD	Cruiser Stern		~~1400~~	~~Class Cont. em. plated~~				Lloyd's	+A1 CP	Cell D B240'532t M T 8'1	P25'B90'F31'		FK	5 B H p t Cem	3SB(Spt)6cf,GS120 HS5700	18 " 10⅝	
			2613								t F P T 62t A P T 89t			p t Asp			
			1426												A. Stephen & Sons, Ld. Gls.		
77771 Korrigan III (P)			962					1912	Atel. & Ch. de la Loire Nantes	Cie. du Beléo	194·6	31·0	20·0	Santa Rosalia Mexican	T.3Cy.18⅜",29⅛"&49 3/32"– 37 1/16" 150NHP		
	Fitted for oil fuel													WB			
XCKA	Wireless		579												Atel. & Ch. de la Loire. Nts.		
77772 Korsfjord			1620					1913	Bergens Mek. Værks. Bergen	A/S D/S Korsfjord (Bergh & Helland)	244·2	37·6	15·7	Bergen	T.3Cy.18",29"&49"–33"		N
			1196								P26'Q104t B150t			Norwegian	138NHP		
LCAG	1 Dk		957								H83t F33t			WB	Bergens Mek Værks Bergen		
77773 Korsholm			2647	✝100A1	Got	v	CL	1925	Aktieb. Götaverken Gothenburg	A/B Svenska Amerika Mexiko Linien (E. Carlson, Mgr.)	336·2	45·6	19·9	Gothenburg	Oil Engines 4S.C.SA	22 " 11	
7194	Oil Eng		2284	with freeboard			~~2,38~~	4mo			339·6(O.L.)			Swedish	6Cy.24½"–51⅛" 355NHP	s 1 " 8	
SEUA	ss Got. No. 3-4,38		1418	4,39 ~~1,38~~			4,39				F32'		FK	6 B H p t Cem	DB 85t b	21 " 4½	
	D.F. 1 Dk (Stl) & Shelter dk (Stl)							Lloyd's	+A1 CP					(Collto Sh dk 5 " 2nd ")	Aktieb. Götaverken, Got		
	Cruiser Stern									Cell D B272'902t	F P T 138t A P T 135t						
	Strengthened for Navigation in Ice																
77774 Korsnes			1736					1936	Rosenbrgs Mek Verk A/S Stavanger	D/S A/S Nor (Kr. Jebsen, Jr. Mgr.)	260·8	41·2	17·4	Bergen	C.2Cy.15¾"&31½"–31½"& LP turbine with D R gearing & hydraulic coupling 115NHP		N
			1459								P31'B52'F28'			Norwegian			
LJEF	D.F. 1 Dk		983											WB			
	Cruiser Stern														Bergens Mek Værks A/S		
77775 Korsör (P)	Twin Sc		2363					1927	Helsingörs Jernsk & Msk. Helsingör	De Danske Statsbaner	315·8	56·6	17·6	Korsör	Oil Engines 4S C.SA		
	(Ferry) Oil Eng.		1890								B200'			Danish	16Cy.21⅛"–29½" 700NHP		
OXKS	D.F. E.S.D. Cruiser Stern 2 Dks		955											WB	Akt Burmeister & Wain, Cpn		
77776 Korsvik (ex Sinbad, ex Torstein, ex Abermaed)	Iron		1229	✝100A1	Osl	n	~~1,35~~	1883	Palmers' Co. Ld. Newcastle	~~O. Ringdal~~ Jens Aadvig	225·5	31·1	17·2	Oslo	C.2Cy.28"&52"–33"	18 " 3	
	ss Osl. 4th No. 3-4,31		941	~~1,35~~			3,39	4mo						Norwegian	80lb 80th NDB06 119NHP	s 3 " 5½	
LDSP	Well deck ss Osl. No. 1-35		639					Lloyd's	+A1 CP		Q113'B86'F54'		BK8'	1 B H Cem	1SB,3pf,GS27,HS1917	17 " 4½	
	Wireless D.F. 1 Dk (Irn) 2 tr B														Palmers' Co. Ld. Newcastle		
	Ref. Mchy.										D B a 63'f 59'218t			A P T 10t			
77777 Korthion (ex Noordwijk-33)			2116	✝100A1	Pir	s	CL	1909	Schpw. v. Jan Smit, Czn. Alblasserdm	Goulandris Bros.	286·9	42·2	19·5	Andros	T.3Cy.21",35"&57"–39" (s)	21 " 11	
220			1917	~~5,38 12,38~~			~~1,35~~	6mo						Greek	160lb 100lb 221NHP	s 3 " 1½	
SVMB	1 Dk (Stl) & deep framing ss Pir. No. 1-38		1285				1,38				P20'B72'F32'		FK	Cem	2SB,6cf,GS108,HS3586	19 " 0	
								Lloyd's	+A1 CP	Intermediate bulkhead in fore Cell	hold dispensed with D Ba 84'u E18'f 120'			1 B H only 590t A P T 68t	Maats. de Schelde, Flushing		
77778 Koryak (ex Yesaki Maru)			4214			...		1919	Osaka Iron Works, Ld. Innoshima	U.S.S.R.	344·0	52·8	25·3	Vladvostk	T.3Cy 24",41"&67"–48"	28 " 2	
			3656								P30'B98'F34' on			Russian	380NHP		
UOFL	1 Dk & Shelter dk & Web frames Longitudinal framing		2635								Shelter dk		FK	WB	Osaka Iron Works, Ld.		
77779 Koryo Maru (P)			726					1903	Osaka Iron Works Osaka	Narita Katsutaro	187·2	26·0	18·1	Hakodate	T.3Cy.13",21½"&37"–24"		
8718			655											Japanese	67NHP		
JAXB	Wireless 2 Dks		422												Osaka Iron Works, Osaka		
77780 —			588					1936	Mitsui Bussan Kaisha, Ld. Tama	Yamashina Kisen K.K.	176·9	29·2	12·8	Tokyo	Oil Engines 4S.C.SA		C
141164											P54'F17'			Japanese	6Cy.13"–23⅝" 98NHP		
JILK	Mchy. Aft 1 Dk		—												Mitsui Bussan Kaisha, Ld. Tama		
	Carrying Petroleum in bulk		318														
77781 Koryu Maru			6680	✝100A1	Kob	h†	CL	1931	Mitsubishi Zosen Kaisha Ld. Nagasaki	Hiroumi Shoji K.K.	436·4	58·5	32·8	Kobe	Oil Engines 2S.C.SA	32 " 10	
37152			6048	~~9,38 2,38~~	T~~		~~7,36~~	12mo						Japanese	6Cy.26¾"–47½"	s 6 " 11	
JKDC	Oil Eng. ss Kob. No. 1-36		4768				5,38				P30'B127'F43'		FK	6 B H to U dk	DB 100lb 747NHP	26 " 1	
	2 Dks (Stl)							Lloyd's	+A1 CP	'Tween deck B H above after deep				1 " " 2nd "	Mitsubishi Zosen Kaisha, Ld. Nag.		
				Carrying car go oil		F.	P. above 150°		F. in deep tank	Cell D B370'1382t	tank B H dispensed with D Ta 36'1158t F P T 259t A P T 224t						

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enjaugement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres en sont tenus par ces Sociétés.
77782	**Koryu Maru**		2028					1919	Polsen Iron Works Co. Ltd Toronto	YeguchiKisenK.K.	251·0	43·6	20·7	Takasago Japanese	T.3Cy.20½″,33″&54″–36″ 175NHP Polsen I.W.Co.Ltd.Toronto		C
32650	(*ex* Belchers, *ex* War Hamilton)		1818														
JULB		1 *Dk*	1181														
11783	**Kosarew**		2850					1935	N.V. Nederl. Schps Maats. Amsterdam	U.S.S.R.	285·1	49·0	20·6	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.21¼″–35$\frac{7}{16}$″ 472NHP Machinefabriek Gebr Stork & Co. N.V. Hengelo		
		Oil Eng.	2003														
	D.F. E.S.D.	1 *Dk*	1461														
	GyC. *Mchy. Aft*	*Cruiser Stern*															
77784	**Kosciuszko** Ⓟ	Twin Sc	6852	✠100A1 *Shade dk*	Dnz	*h*†	CL 2,35	1915	Barclay, Curle & Co. Ltd Glasgow	Gdynia-America Shipping Lines, Ld.	440·0	53·4	29·3	Gdynia Polish	8Cy21½″,30¾″,44″&63″–48″ 2150lb (*s*) FD 889NHP 6SB.18*cf*, GS332, HS13302 Barclay, Curle & Co. Ld. Gls.	32 ″ 0	
SPEA	(*ex* Lituania, *ex* Czaritza)	*ss* Dnz. No.3–12,28 *ss* Dnz. No.2–37	484 4207				P10,38						FK			s 7 ″ 9½	
	Ref. Mchy.	2 *Dks* (*Stl*–*U dk* teak s & 2nd *dk*–ws) *Shade dk* (*Stl*–ws)														24 ″ 4	
	D.F.																
77785	**Kosei Maru**	*ss* Kob. No.1–38	3668	✠100A1	Kob	*b*†	CL	1933	Mitsubishi Jukogyo K.K. Yokohama	HiroumiShojiK.K.	436·4	58·5	32·8	Kobe Japanese	Oil Engines 2S.C.SA 6Cy.28½″–49$\frac{3}{16}$″ DB 120*lb* 839NHP	32 ″ 10	
38063		*Oil Eng*					8,37	3mo								s 6 ″ 9½	
JPTL		2 *Dks*	4708		Tama				Zosen Kaisha Ltd. Nagasaki		P30′B127′F43′	FK		*pt Cem*		26 ″ 3	
										'Tween deck B Hub tank	*fore after deep*			6 *B Hto U dk*			
										F in deep tank	*B H dispensed with*			1 ,, ,, 2nd ,,			
										Lloyd's s.A & CP Cell	*DB 370′ 1382t FPT*			*a* 36′ 1157*t*			
77786	—		5430	✠ ...	Nag	*y*		1920	Harbour Marine, Ld. Victoria, B.C	Okitori Godo Gyogyo K.K.	399·8	52·2	28·5	Tokyo Japanese	T.3Cy.27″,44″&73″–48″ 521NHP	31 ″ 0	C
431	(*ex* Canadian Winner–33)		4884	12,36				12mo			P49′B113′F40′	FK		5 *B H only*	3SB,9*cf*, GS198, HS7743		†
JNVG		*ss* Vcr. No.3–3,32 2 *Dks* (*Stl*)	3375							*Bulkhead in fr'd hold dispensed with*				*Cem*	John Inglis Co. Ltd. Toronto		
										Cell DB	332′ 1026′ *FPT* 149′			*APT* 131*t*			
77787	—		3590					1937	Mitsubishi Jukogyo K.K. Yokohama	Chosen Yusen K.K.	341·2	48·2	27·9	Zinsen Japanese	T.3Cy.20$\frac{11}{16}$″,34$\frac{7}{16}$″&57$\frac{1}{16}$″–43$\frac{5}{16}$″ HS4521 316NHP		
JEZG	E.S.D.	2 *Dks*									P26′B79′F34′			*WB*	Mitsubishi Jukogyo K.K. Yka.		
77788	—		2205					1924	Kobe Steel Works Harima	Shimatani Kisen K.K.	285·8	42·0	23·0	Otaru Japanese	T.3Cy.20″,23″&55″–39″ 189NHP		C
29816	(*ex* Meiji Maru–33)		1970								P28′F31′			*WB*	Kobe Steel Works, Harima		
JPQA		1 *Dk*	1299														
77789	**Koshin Maru**		5485	✠100A1	Kob	*z*	CL	1924	Osaka Iron Works, Ld. Innoshima	HiroumiShojiK.K.	407·2	50·8	32·5	Kobe Japanese	T.3Cy.27″,45″&75″–51″ (*s*) 1801b FD 553NHP	32 ″ 7	
30415		*ss* Kob. No.3 3,35	5120	2,37			N2,37	7mo						7 *B H Cem*	3SB,9*cf*, GS192, HS8110	s 6 ″ 7⅞	
JPKA		2 *Dks* (*Stl*)	4006								P40′B137′F46′	FK		*APT* 126*t*	Osaka Iron Works, Ld.	26 ″ 2½	
Now "Koshin Maru," *see No. 83754 in Supplement*										*Lloyd's s.A & CP Cell*	*DB 355′ 1053t DTa*			27′ 767*t FPT* 106*t APT*			
77790	—		1869	✠	Ant	*r*		1917	American S.B.Co. Cleveland, O.	Kuribayashi Syosen K.K.	251·0	43·5	20·0	Tokyo Japanese	T.3Cy.20″,33″&54″–40″ 274NHP	20 ″ 2	C
32883	(*ex* Houthandel, *ex* Danubier, *ex* Lakeport)	*ss* Ant. No.1–23 1 *Dk* (*Stl*)	1620 1088	3,27				10mo			P25′B64′F23′	FK		4 *B H Cem*	2SB,6*cf*, GS126, HS5246 American S.B.Co.		†
JTSB										*Cell DB 218′ 538t FPT*				56*t APT* 69*t*			
77791	**Koshu Maru** (*ex* Taiun Maru No–3, *ex* Taiun Maru)		2812 2415			...		1911	Kawasaki Dkyd. Co. Ltd. Kobe	Kai Midori	298·1	43·6	23·0	Osaka Japanese	T.3Cy.17½″,28″&46″–36″ 149NHP	25 ″ 2	C
13872											P19′B67′F37′	FK		*WB*	Kawasaki Dkyd Co Ltd Kobe		†
JHOB		1 *Dk*	2150														
77792	**Kosmos**		17801	✠100A1	Sfj	*l*†	CL	1929	Workman, Clark (1928) Ld. Belfast	Hvalfangersel-skapet "Kosmos" A/S (A. Jahre)	554·1	77·2	49·6	Sandefjord Norwegian	Q.4Cy.29″,42″,60″&86″–60″ 2501b (*s*) 988NHP	50 ″ 6	
		ss Sfj. No.2–37	16533	*with freeboard*			8,37	7mo						19 *B H*	34 Pr.B–*60lb* 2 Pr.B–*64lb*	s 15 ″ 8½	
LDKS		3 *Dks* (*Stl*) & *Web frames*	11759								F141′	FK		8 Pr.B–*43lb* FD	8SB(4Spt),*20cf* HS14300	35 ″ 0	
	Mchy. Aft	*Cruiser Stern*								*Lloyd's s.A & CP*		(*Coll B*		*H to W thr dk*	Workman, Clark (1928) Ld.		
	D.F.	*Longitudinal framing*		*Whaling Service*										13 ,, 2nd ,,			
		Strengthened for Navigation in Ice		*Carrying Petroleum in bulk*										5 ,, 3rd ,,			
				Fitted for oil fuel 7.29			*F.P. above* 150′ F.			*Cell DB Bu E & B* 107′	428*t DT f* 49′			926*t FPT* 233*t APT*	204*t Tanks above after peak* 499*t*		
77793	**Kosmos I** (*ex* Kosmos)	Twin Sc	623	A1	NOs	OG		1920	Schiffsw. u. Mch. "Hansa" A.G. Tönning	Standard Nav Corp (Standard Fruit & S.S. Co. *Mgrs.*)	185·5	25·3	15·6	Ceiba Honduran	T.6Cy.12″,18″&28″–18″ (*r*) 1801b 151NHP	18 ″ 4	
		ss N.Os. No.3–11,26	512	*with freeboard*		P	N6,32							N E *made* 07 *refitted* 28	1SB,3*cf*, HS2733 FD	4 ″ 2	
HRBX	Wireless	*ss* N.Os. No.1–31	348	5,31			s5,31				P11′	FK		5 *B H pt Cem*	Union Iron Works, S.Fo.	14 ″ 4	
		(*Dk*/*Stl*) & *Web frames*									*Cell DB* 125′ 102*t DTs* a 9*t FPT* 8*t APT* 4*t*			*pt. Asp*			
Now "Inspiration," *see No. 83523 in Supplement*																	
				For Service in the Gulf of Mexico & Caribbean Sea													
				Fitted for oil fuel 8,28			*F.P. above* 150° F.										
77794	**Kosmos II**	Twin Sc	16966	✠100A1	Sfj	*l*†	CL	1931	Workman Clark (1928) Ld. Belfast	Hvalfangerslsk. "Kosmos II." A/S (A. Jahre)	553·4	77·2	37·6	Sandefjord Norwegian	Q.8Cy.20″,29″,41½″&60″–45″ 2501b (*s*) 938NHP	53 ″ 0	
	Mchy. Aft	*ss* Got. No.1–35	12231	*with freeboard*			5,36	7mo						19 *B H pt Cem*	50 Pr.B–*60lb*	s 18 ″ 9½	
LDDI	D.F.	*Cruiser Stern* 2 *Dks* (*Stl*)	9794	10,38	✠LMC 7.35		9,38				P134′F115′	FK		(1 *to W dk*	5SB(Spt),*20cf*, HS14320 FD	34 ″ 6½	
		Longitudinal framing at inner tanks & above 2nd deck		Pr B 10,38	Ls 10,36					*Lloyd's s.A & CP*		*Cell D Bu E &*	*B96′ 512t DTs f 53′*	18 ,, 2nd ,,	Workman Clark (1928) Ld.		
		Strengthened for Navigation in Ice		*Whaling Service*									*932t Side tanks in fore hold*	*mchy. space*	89′ 416*t FPT* 393*t APT* 55*1t*		
				Carrying Petroleum in bulk													
				Fitted for oil fuel 7.31			*F.P. above* 150° F.										
77795	**Kosovo** Ⓟ (*ex* Trieste, *ex* Trieste D.)		896	✠100A1	Spt	*l*	CL	1909	Cant. Nav. Triestino Monfalcone	Jadranska Plovidba D.D.	197·5	30·6	21·3	Split Yugoslav	T.3Cy.17½″,29″&48″–30″ (*s*) 1801b 176NHP	14 ″ 0	
		ss Spt. 2nd No.3–3,28	833	*with freeboard*			3,38	2mo			200·5 (o.l.)	FK		1 *B H Cem*	2SB,4*cf*, GS68, HS2606 FD	s 1 ″ 5	
YTKT		*ss* Spt. No.2–36	503	3,39						*Lloyd's s.A & CP*	*Cell D Ba* 31′	*uE* 15′ *f* 56′ 9*t FPT*		23*t APT* 11*t*	D. Rowan & Co. Glasgow	12–10½	
		1 *Dk* (*Stl*–ws) & *Shade dk* (*pt Stl*–teak s)		*For service in the Adriatic*													
77796	**Koster** (*ex* Thorunn)		973					1917	Hölens Verks. Akties Larvik	And. Smith	210·5	34·0	14·9	Stockholm Swedish	T.3Cy.15½″,25″&42″–30″ 97NHP		N
7280			834								P23′B57′F24′H91′			*WB*	Akers Mek. Værks. Oslo		
SFER		1 *Dk*	548														
77797	**Kosti** (*ex* Marathon, *ex* Birte Jensen, *ex* Allaguash, *ex* Rygja)	1 *Dk* & *Spar dk* & *deep framing*	3933	—				1905	J.L. Thompson & Sons, Ld. Sunderland	J.D. Chandris & N.J. Pissis (J.D. Chandris, *Mgr.*)	364·6	50·5	15·4	Piræus Greek	T.3Cy.25″,41″&67″–45″ 338NHP	26 ″ 0	G
726			2555								P31′B242′F33′ 23·4	FK		*WB*	J. Dickinson & Sons, Ld. Sld.		†
SVJD																	
77798	**Kostis** (*ex* Bathurst–33)		5253	✠100A1	Rot	*y*	CL	1919	Harland & Wolff, Ld. Greenock	B.E. Benierakis	400·1	52·3	28·5	Patras Greek	T.3Cy.27″,44″&73″–48″ (*s*) 1801b 517NHP	31 ″ 0	
	ss Rot. No.1–37	*ss* Brw. No.3–9,33	4777	7,36 6,37	Bay		10,35	3mo						7 *B H pt Cem*	3SB,9*cf*, GS190, HS7668	s 6 ″ 0½	
SVJW		1 *Dk* (*Stl*)	3181				7,38				P50′B113′F39′	FK		28*t APT* 220*t*	Harland & Wolff, Ld. Grk.	25 ″ 5	
										Lloyd's s.A & CP	*Cell DB* 340′ 1051*t FPT*					
77799																	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	6 7 Particulars of Classification. Character. ✝ for Special survey. Date of last Survey.	Port of Survey.	Date when tail shaft last recon.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Engineers in which classed. If not in L.R. Dated L.R. Trial Cert.
77800	**Kostrena**	2562	✝100A1 Tw *t*	Lon	CL	1902	Napier&	BrodarskoAkc-	314·0	44·0	20·7	Susak	T.3Cy.23″,37″&61″–42″ (*s*)	23 ″ 3	
		2380	5,37 [illegible]		1,37	1mo	Miller,Ld.	ionarskoDrustvo				Yugoslav	180lb 305NHP	s 3 ″ 6½	
YTCG	*ssTri.3rdNo.3–5,37*	1627	4,36	LMC5,37	1,38		Glasgow	"Oceania"	P30′B94′F33′	FK		5 *BHCem*	NB14*refitted*37	19 ″ 11	
	1 *Dk(ptStl&ptIrn)2tr B &deep framing 3dk rule*		BS5,39		1,39		AP	*CellDBa*	*gu E116′f134′680t*			*APT70t*	2SB,*6cf*,GS119,HS5300 D.Rowan&Co.Glasgow		
77801	**Kota Agoeng** (P)	7358	✝100A1 Rot *c*†		OG	1930	Maats.	Rotterdamsche	449·6	60·8	29·7	Rottrdam	2 Oil Engines 2S.C.DA	33 ″ 6	
		4618	9,38 2,38 Ham		7,37	10mo	Fyenoord	Lloyd(W.Ruys&				Dutch	coupled to 1 Sc. Shaft by	s 6 ″ 11	
PFLD	*ssRot.No.1–35*	7355	LMC CS2,35				Rotterdam	Zonen,*Mgrs.*)	P51′B155′F61′	FK		8 *BHptCem*	hydraulic transformers &	26 ″ 9	
	D.F. 3 *Dks(Stl–U dk teak s)*	4501	BS2,38 2,39 7,37			*Lloyd's*	*SA&CP*					1 ,, *to2nd dk*	SR gear 10Cy.20½″–27½″		
	Cruiser Stern		*Carrying oil F.P. above*		150′F	*in deep*	*p tanks*	*CellDB378′1532t*				1 ,, *3rd* ,,	DB*100lb* 1475NHP		
								DTf28′1055t	*DTa35′767t FT117t*			*APT46t*	Maats.Fyenoord,Rot.& Maschinenfbrk.Augsburg-Nürnberg,A.G.Augsburg		
77802	**Kota Baroe** (P)	7281	✝100A1 Ham *c*†		OG	1929	Kon.Maats	Rotterdamsche	449·0	60·8	30·7	Rottrdam	Oil Engines 2S.C.SA	33 ″ 6	
		6514	10,38 12,37 Rot		7,36	2mo	deSchelde	Lloyd(W.Ruys&				Dutch	8Cy.29½″–52½″ 1250NHP	s 6 ″ 11½	
PFLG	*ssRot.No.2–37*	4570	C CS12,37		10,38		Flushing	Zonen,*Mgrs.*)	P51′B150′F61′	FK		8 *BHptCem*	DB*95lb*	26 ″ 8½	
	3 Dks(Stl–U dk teak s)		10,38 9,37 2,39			*Lloyd's*	*SA&CP*					1 ,, *to 3rd dk*	Maats.deSchelde,Flushing		
	D.F. *Cruiser Stern*		*Carrying oil F.P. above*		150′F	*in deep*	*p tanks*	*CellDB37*	*0′1291t DTf28′841t*			*DTa35′695t*	*FPT113t APT87t*		
77803	**Kota Gede** (P)	7323	✝100A1 Rot *c*†		OG	1928	Maats.	Rotterdamsche	449·6	60·8	29·7	Rottrdam	Oil Engines 2S.C.DA	33 ″ 6	
		6516	12,37 12,38 Ham		5,36	9mo	Fyenoord	Lloyd(W.Ruys&				Dutch	7Cy.27½″–47½″ 1857NHP	s 6 ″ 11½	
PFLL	*ssHam.No.2–36*	4561	MC CS12,37		7,36		Rotterdam	Zonen,*Mgrs.*)	P51′B150′F61′	FK		8 *BHptCem*	DB*100lb*	26 ″ 8½	
	3 Dks(Stl–U dk teak s)		12,38 12,37			*Lloyd's*	*SA&CP*	*CellDB378′1472t*				1 ,, *to 2nd dk*	Maats.Fyenoord,Rot.		
	D.F. *Cruiser Stern*		*Carrying oil F.P. above*		150′F	*in deep*	*p tanks*	*950t DTa37′76*	*7t FPT105t APT46t*			1 ,, *3rd* ,,			
77804	**Kota Inten** (P)	7191	✝100A1 N Yk *c*†		OG	1927	Maats.	Rotterdamsche	449·6	60·8	29·6 29·7	Rottrdam	Oil Engines 2S.C.DA	33 ″ 6	
		6523	10,38 12,37 Ham	Lot	2,35	10mo	Fyenoord	Lloyd(W.Ruys&	464·5(O.L.)			Dutch	7Cy.27½″–47½″ 1857NHP	s 7 ″ 0½	
PFLQ	*ssRot.No.2–36*	7350	LMC CS2,36				Rotterdam	Zonen,*Mgrs.*)	P58′B130′F66′	FK		8 *BHptCem*	DB*100lb*	26 ″ 8½	
	3 Dks(Stl–U dk teak s)	7206	DBS3,38 3,37			*Lloyd's*	*SA&CP*	*CellDB378′1472t*				1 *to* 2nd *dk*	NDB(WT)36–*100lb*		
	D.F. *Cruiser Stern*	6520	*Carrying oil F.P. above*		150′F	*in for*	*ward deep*	*DTf28′950t DTsa75′2052t FPT1*				18t *APT46t*	Maats.Fyenoord,Rot.		
		4542	*tank and fore most*		*most a*	*after d*	*eep tank*								
			Carrying vegetable oil in a deep tank			*fterm*	*ost after*								
77805	**Kota Nopan** (P)	7322	✝100A1 Ham *c*†		OG	1931	Kon.Maats	Rotterdamsche	449·9	60·8	30·7	Rottrdam	Oil Engines 2S.C.SA	33 ″ 6	
		6511	11,37 2,38 Rot		10,37	7mo	"DeSchelde"	Lloyd(W.Ruys&				Dutch	8Cy.29½″–52½″ 1245NHP	s 6 ″ 11½	
PFLS	*ssRot.No.1–35*	4563	LMC CS5,35				Flushing	Zonen,*Mgrs.*)	P51′B155′F61′	FK		8 *BHptCem*	DB*95lb*	26 ″ 9½	
	3 Dks(Stl–U dk teak s)		BS11,38 2,39 3,37			*Lloyd's*	*SA&CP*					1 ,, *to3rd dk*	Kon Maats."DeSchelde"		
	D.F. *Cruiser Stern*		*Carrying cargo oil F.P. abo*			*ve150*	*F.in deep tanks*	*CellDB*	*370′1345t DTf28′9*			*14t DTa35′7*	*87t FPT147t APT92t*		
													7,110t		
77806	**Kota Pinang** (P)	7275	✝100A1 Sba *c*†		OG	1930	Nederl.	Rotterdamsche	449·3	60·7	29·7	Rottrdam	Oil Engines 2S.C.DA	33 ″ 6	
		4582	4,39 1,38		1,37	5mo	Schps. Maats.	Lloyd(W.Ruys&				Dutch	7Cy.27½″–47½″ 1857NHP	s 6 ″ 11	
PFLT	*ssRot No.2–39ssRot.No.1–35*		MC				Amsterdam	Zonen,*Mgrs.*)	P51 B150′F61′	FK		8 *BHCem*	DB*100lb*	26 ″ 9	
	3 Dks(Stl–U dk teak s)	7277	BS 3,38 5,36			*Lloyd's*	*SA&CP*					1 *to* 2nd *dk*	NDB(W.T.)36–*100lb*		
	D.F. *CruiserStern*	6486	*Carrying oil F.P*	*abo*	*150°F*	*in fw*	*d.deep*					1 ,, *3rd* ,,	Maats.Fyenoord,Rot.		
		4529	*tank and fore most*	*l*	*ower after*	*r deep*	*tank*	*Cell*	*DB378′1474t DTf*			*28′950t DTa*	*35′767t FPT114t APT46t*		
			Carrying vegetable oil in after deep tank and after			*rmost*	*after*								
						ck tank									
77807	**Kota Radja** (P)	7177	✝100A1 Sba *c*†		OG	1927	Kon.Maats	Rotterdamsche	448·8	60·8	30·7	Rottrdam	Oil Engines 2S.C.SA	33 ″ 6	
		6513	9,38 10,37 Rot		4,37	10mo	deSchelde	Lloyd(W.Ruys&				Dutch	8Cy.29½″–52½″ 1250NHP	s 7 ″ 0½	
PFLV	*ssRot.No.2–35*	4511	C CS12,				Flushing	Zonen,*Mgrs.*)	P58′B128′F66′	FK		8 *BHptCem*	DB(*lower*)*120lb*	26 ″ 7½	
	3 Dks(Stl–U dk teak s)		BS4,37 9,38			*Lloyd's*	*SA&CP*	*CellDB370′1342t*				1 ,, *to 2nd dk*	NDB(WT)36–*100lb*		
	D.F. *Cruiser Stern*		*Carrying oil F.P. above*		150°F	*in for*	*ward deep*	*DTf28′966t D*	*Tsa75′2110t FPT1*			14t *APT87t*	Maats.deSchelde,Flushing		
			tank and fore most		*most a*	*after d*	*eep tank*								
			Carrying vegetable oil in a deep tank			*fterm*	*ost after*								
77808	**Kota Tjandi** (P)	7309	✝100A1 Rot *c*†		OG	1930	Wilton's	Rotterdamsche	449·6	60·8	29·6 29·7	Rottrdam	Oil Engines 2S.C.DA	33 ″ 6	
		4511	4,37		3,36	2mo	E.&Slpwy Co	Lloyd(W.Ruys&				Dutch	7Cy.27½″–47½″	s 6 ″ 11	
PFLX	*ssHam.No.1–34*	4504	C CS	11			Rotterdam	Zonen,*Mgrs.*)	P51′B150′F61′	FK		8 *BHptCem*	DB*100lb* 1857NHP	26 ″ 9	
	3 Dks(Stl–U dkTeak s)	7295	BS4,37 4,37	11,38		*Lloyd's*	*SA&CP*					1 *to* 2nd *dk*	NDB(WT)36–*100lb*		
	D.F. *Cruiser Stern*	6510	*Carrying oil F.P. above*		150°F	*in for*	*ward deep*	*CellDB378′1488t*				1 ,, *3rd* ,,	Maats.Fyenoord,Rot		
		4548	*tank and fore most*		*lowera*	*after d*	*eep tank*	*DTf28′950t D*	*Tsa75′2172t FPT1*			*05t APT46t*			
			Carrying vegetable oil in a deep tank and		*after t*	*fterm*	*ost after*								
						weend	*eck tank*								
77809	**Koti Maru** (*ex*KochiMaru-38)	2910	✝ Kob *u*			1920	Teikoku	SettuSyosenK.K	305·0	43·7	27·2	Fuchu	T.3Cy.23″,38″&64″–48″	27 ″ 3	C
26842	*ssKob.No.1–25*	2688	1,36			11mo	S.S.Co.Ld.	(OsakaSyosen	P23′B92′F33′			Japanese	352NHP		†
JOAD	2 *Dks(Stl)*	1752					Oh.Harima	K.K.*Mgrs.*)		FK		5 *BHCem*	2SB,*6cf*,GS110,HS4558		
								Cell	*DB263′645t FPT55*			*tAPT56t*	Tanaka Eng. Works, Osaka		
77810	**Kotka** (*ex*Zwijndrecht)	1286				1918	N.V.Werf	A/BHelsingfors	237·7	37·1	17·7	Helsingfrs	T3Cy12½″,20½″&47½″–35½″		V
		—					Conrad	S.S.Co.Ltd.(A B	B57′F33′			Finnish	132NHP		
OHKD	Wireless 1 *Dk*	720					Haarlem	Nielsen&Thorden O Y,*Mgrs.*)				*WB*	Gebr.Stork&Co.Hengelo		
77811	**Kotkas** (*ex*Oise,*ex*WarTimiskaming)	2160				1919	PolsonIron	Mrs.M.Krönström	251·0	43·5	22·1	Tallinn	T.3Cy.20½″,38″&54″–36″		V
		1897					Works,Ld.	&Others	P25′B68′F20′			Estonian	188NHP		
ESCF	1 *Dk*	1263					Toronto					*WB*	PolsonI.W.Co Ld.Toronto		
77812	**Kotlin** (*ex*Aldebaran–35,	2545	✝ ... Bkn *t*			1921	JI Thorny-	U.S.S.R.	310·2	44·6	21·8	Leningrad	T.3Cy.21″,34″&57″–36″	24 ″ 5	
	*ex*SirJamesBell–33) *ssAms.No.3–2,34*	2229	8,35			10mo	croft&Co.Ld		P28′B88′F33′			Russian	238NHP		
UPFX	1 *Dk(Stl)*	1382					Southampton			FK		*ptCem*	2SB,*6cf*,GS110,HS4018		
	Fitted for oil fuel							*Inter*	*mediate BH in fore*			4 *BH only*	JIThornycroft&CoLtd.Sou		
								CellA	*hold dispensed with*			*APT108t*			
77813	**Koto Maru**	3590				1937	Mitsubishi	ChosenYusenK.K.	B252′644t FPT102t 341·2	48·2	28·0	Zinsen	T.3Cy.20½″,34½″&57½″–		
							JukogyoK.K.		P26′B79 F34′			Japanese	43½″ 214NHP		
	2 *Dks*						Yokohama					*WB*	MitsubishiJukogyoK.K. Yka.		
77814	**Kotobuki Maru No. 2**	326				1935	YendoTek-	FujiokaTekko	125·0	23·0	11·5	Osaka	Oil Engines 2S.C.SA		
40179	*Oil Eng.*	—					kosho	Senpakubu	B10′			Japanese	4Cy.16″–20″ 159NHP		
JYTH	*CruiserStern* 1 *Dk*	185					Osaka						NipponHatsudokiKK.Kob		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps.	15
77815 42436 JJHL	**Kotobuki Maru No. 3** *Mchy. Aft*		723 — 406					1936	Urabe Zosen Tekkosho Osaka	FujiokaTekko Senpakubu	184·0	28·0	17·0	Osaka Japanese	T.3Cy.13″,21″&36″–22″ 60NHP FujiokaTekkosho,Osaka		
77816 22587 JEUD	**Kotohira Maru** (*ex*TaibuMaru) *ss*Kob.No.3–9,29 *ss*Kob.No.2–38 ~~*ss*Kob.No.1–34~~ 2 *Dks*(*Stl*)		6101 5183 4485	✠100A1 8,38 ~~7,37~~ ✠LMC ~~7,37~~ 8,36	Kob	*z*	CL ~~10,35~~ 7,38	1918 6mo	Osaka Iron Works, Ld. Innoshima A&CP	NaigaiKisenK.K. *Cell D B360t F P T106t A P T26t*	407·2	50·8	32·5	Kobe Japanese P40′B137′F46′ FK	T.3Cy.26½″,45″&75″–51″ (*s*) 180lb 553NHP *7 B H Cem* 3SB,*9cf*,GS190,HS8100 FD OsakaIronWorksLdOsaka	32 ″ 7 s6 ″ 10 26 ″ 1	
77817 43187 JJTL	**Kotoku Maru** *Oil Eng.* *Ref. Mchy.* 2 *Dks*		6702 6077 ~~5010~~ ~~4863~~	✠100A1 ~~9,38~~ ~~8,38~~ ~~DBS9,38~~ ~~LMC5,37~~ ~~Lloyd'sRMC9,38~~	Nag. Tama	*b*†	CL	1937 5mo	Mitsubishi Jukogyo K.K. Nagasaki *Lloyd's A&CP*	HiroumiShojiK.K. *Cell D B322′13*	436·4	58·5	~~30·2~~ 32·8	Osaka Japanese 453·7(O.L.) P30′B127′F41′ FK	Oil Engines 2S.C.SA 6Cy.28¾″–49⅞″ 839NHP *pt Cem* DB*121lb* *7 B H to U dk* 1 „ „ 2*nd* „ *78t D T a84′1112t* *Tank in way of tunnel257t F P* MitsubishiJukogyoK.K. Nag. *T259t A P T224t*	33 ″ 0	
	Carrying cargo oil F. P. above 150°F. *in deep tank*																
77818 UOUF	**Kotovski** Ⓟ *Oil Eng.* Wireless 2 *Dks* *Cruiser Stern*		1190 953 612					1928	Schiffsw(v. J.&Sch.)A.G. Hamburg	U.S.S.R.	202·4	33·3	18·4	Odessa Russian P&B126′F22′ *WB*	Oil Engines 4S.C.SA 8Cy.18⅛″–29½″ 277NHP Motorenfabr.“Deutz” A.G.Köln-Deutz		
77819 ~~5383~~ JZHB	**Kotsu Maru** Ⓟ Now “Kōtsū Maru,” *see No. 83803 in Supplement* 1 *Dk* & *Spar dk* & *Web frames* Wireless		1514 1284 923	...				1902	Ishikawajima S.B.&E. Co.Ld. Uraga	KitaNipponKisen K.K.	240·0	34·0	12·1 19·4 FK	Fuchu Japanese P37′B77′F39′ *WB*	T.3Cy.18½″,30½″&52½″–36″ 185NHP IshikawajimaS.B.&E.Co. Ld.Tokyo	22 ″ 0	
77820 231 SVDC	**Koumoundouros** (*ex*Daybreak–34) *ss*Cff.No.3–12,37 1 *Dk*(*Stl*)		*3598* *3397* *2259*	✠100A1 1,30 ~~12,37~~ ~~DBS9,38~~ ✠LMC MS11,37 ~~M S 1 1 , 3 7~~	Cff	*w*	CL ~~11,37~~ ~~1,39~~	1925 1mo	R.Thompson&Sons,Ld Sunderland *Lloyd's A&CP*	C.E.Embiricos *Cell D B310′925t*	360·0	50·5	22·6 FK	Andros Greek P34′B209′F35′	T.3Cy.25″,42″&68″–45′ 180lb *100lb* 349NHP *6 B H Cem* 2SB,*8cf*,GS141,HS5560 *t A P T137t* N.E.MarineEng.Co.Ld.Sld	25 ″ 0 s 3 ″ 2 22 ″ 0¼	
77821 22011 JZGB	**Koun Maru** **Wood** Wireless		753 — 421				~~DB1,39~~	1918	.....	FukudaNisaburo	187·0	31·8	15·9	Maizuru Japanese			
77822 16523 JAYB	**Koun Maru No. 2** Ⓟ Wireless 2 *Dks*		604 537 359					1913	GoshiKaishaHarada Shoko, Osaka	KanemoriSyosen K.K.	182·7	23·7	16·6	Hakodate Japanese *WB*	T.3Cy.11½″,19¾″&33½″–22′ 53NHP GoshiKaishaHaradaShoko		
77823 OHYX	**Koura** (*ex*Mimis–36, *ex*AgiosVlasios–34, *ex*Budapest, *ex*Szterényi) *ss*Pir.2ndNo.3–3,33 *ss*Cpn.No.1–38 1 *Dk*(*pt Irn & pt Stl*) & *deep framing* *Cargo battens not fitted*		3227 — 2083	✠100A1 4,38 ✠LMC6,37 BS7,38	Cpn	*v*	CL 4,38	1907 3mo	W.Gray& Co.Ld. W Hartlepool	KouranLaivaO.Y. (PaulEriksson, *Mgr.*) *Cell D Ba 112′ u E & B40′ f142′922t F P T76t A P T45t*	331·0	48·3	22·0 FK	Vaasa Finnish P25′B124′F30′	T.3Cy.24″,40″&65″–42″ (*s*) 180lb 292NHP *5 B H Cem* 2SB,*6rf*,GS108,HS4424 Cen.Mar.Eng.Wrks.W Hpl	24″ 6 s3 ″ 10½ 20 ″ 10	
77824 FNHZ	**Koutoubia** Ⓟ **TwinSc** *Fitted for oil fuel* 3 *Dks*(*4th dk in Nos.1&2holds*) D.F. E.S.D. *Cruiser Stern*		8790 6156 4551					1931	Forg.&Ch. de la Médit. LaSeyne	Cie.deNav.Paquet	426·9	58·5	34·3	Marseilles French *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts Forg.&Ch.de la Médit. LaSeyne		V
77825 UOAN	**Kovda** 1 *Dk* *Well deck*		1672 1226 1000	...				1924	Bergens Mek. Værks. Bergen	U.S.S.R.	250·3	39·1	16·1 FK	Vladvostk Russian *WB*	T.3Cy.18¾″,29″&48″–33′ 161NHP BergensMek VærksBergen	18 ″ 0	
77826 139113 VJFM	**Kowarra** *ss*Mel.No.3–4,28 *ss*Syd.No.2–37 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted*		2125 1610 1215	✠100A1 ~~3,39~~ ~~3,38~~ ~~BS3,39~~ ✠LMC4,36 3,39	Syd	*r*	CL ~~4,36~~ 3,39	1916 1mo	J.Priestman&Co. Sunderland *Lloyd's A&CP*	AustralianSteamships,Proprietary, Ld. (*Man. Agents*, HowardSmith, Ld.)	270·0	40·0	17·8 280·3(O.L.) FK	Melbourne British P21′Q85′B55′F31′ *Cell D Ba 70′ u E & B48′ f106′541t F P T87t A P T118t*	T.3Cy.20½″,33½″&55″–39″ (*s*) 180lb 242NHP *4 B H Cem* 2SB,*6cf*,GS118,HS4236 G.Clark,Ld.Sunderland	20 ″ 0 s 1 ″ 11 18 ″ 3	
77827 128040 VJSP	**Kowhai** (*ex*DevonCoast,*ex*Hopeful) *ss*Mel.2ndNo.3–5,34 Wireless *Well deck* 1 *Dk*(*Stl*) *Mchy. Aft*		793 556 404	✠100A1 1,38 ~~BS10,37~~ ✠LMC4,34 10,38	Mel	*k*	CL 2,37	1910 4mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd's A&CP*	UnionS.S.Co.of NewZealand.Ld. *WB=Cell D B*	195·0	30·0	11·6 31·5 200·6(O.L.) P13′Q96′B13′F33′ FK	Melbourne British *3 B H Cem* *f117 158t F P T39t A P T9t*	T.3Cy.16″,27″&44″–30″ (*r*) 180lb 129NHP 2SB,*4cf*,GS68,HS2196 Richardsons,Westgarth& Co.Ld.Mdb.	13″10 s 4 ″ 0½ 13 ″ 4½	
77828 38564 JORI	**Koyei Maru** *Oil Eng.* 2 *Dks*(*Stl*) *Ref. Mchy.*		6774 6046 4915	✠100A1 4,37 DBS4,37 ✠LMC1,34 Lloyd'sRMC2,38	Kob	*b*†	CL 4,37	1934 1mo	Mitsubishi Zosen Kaisha Ld. Nagasaki *Lloyd's A&CP*	TakachihoSyosen K.K.(TaiyoKaiun K.K.*Mgrs.*) *'Tween dk B H & abo deep tank* *Cell D B366′ D T a36′1131t F P T259t A P T224t*	436·4	58·5	32·8 P30′B127′F43′ FK	Kobe Japanese *pt Cem* *6 B H to U dk* 1 „ „ 2*nd* „ *ve after k B H dispensed with 1383t* *ore peak tank F. in deep tank*	Oil Engines 2S.C.SA 6Cy.28¾″–49⅞″ 839NHP DB*120lb* MitsubishiZosenKaisha Ld.Nag.	32″10 s 6 ″ 11 26 ″ 1¼	
	Carrying fish or vegetable oil in the f ve 150° *Carrying cargo oil F. P. above*																
77829 25837 JKDD	**Koyo Maru** *ss*Yka.No.3–7,32 2 *Dks*(*Stl*)		5471 5036 3287	✠100A1 7,35 ✠LMC1,	Kob	*z*	CL 1,38	1919 6mo	Uraga Dock Co.Ld. Uraga A&CP	ToyoKisenK.K.	400·0	53·2	32·0 P33′B124′F45′ FK	Yokohama Japanese *6 B H Cem* *Cell D B336′976t A P T28t*	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 513NHP 3SB,*9cf*,GS179,HS7376 Uraga Dock Co.Ld.Uraga	32 ″ 0 s 6 ″6½ 25 ″ 8	
	Fitted for oil fuel 6 ,19 *F.P. above* 150°F.																
77830 25480 JBNB	— (*ex*KohyoMaru) 2 *Dks*		3010 2602 1820	...				1919	Matsuo Iron Works & Dockyard Nagasaki	KinkaiYusenK.K	311·0	44·2	27·0 P21′B78′F41′ FK	Tokyo Japanese *WB*	T.3Cy.22″,37″&61″–42″ 300NHP MatsuoI.W.&Dkyd.Nag.	27 ″ 0	
77831 28928 JNDA	**Koyu Maru** *ss*Tama.No.1–38 *ss*Osa.No.3–5,33 2 *Dks*(*Stl*)		5325 ~~4,36~~ 4846 3294	✠100A1 ~~4,37~~ 4,39 ✠LM~~C~~ ~~4,36~~ 4,38	Nag. Tama	*z*	CL ~~2,35~~ ~~4,38~~ 8,39	1921 7mo	Mitsubishi Zosen Kaisha Kobe A&CP	HiroumiShoji K.K. *Cell D Ba 127′ u E 28′ f177′994t F P T 128t A P T87t*	400·0	~~54·6~~ 51·5	30·0 P39′B121′F43′ FK	Kobe Japanese *6 B H Cem* 3SB,*9cf*,GS175,HS6620 FD MitsubishiZosenKaisha	T.3Cy.26½″,44½″&75″–48″ 200lb (*s*) 496NHP 2 Oil Engines 1S.C.SA 12Cy.17½″–16⅞″& hydraulic couplingS.R. geared to 1Sc.Shaft370NHP MitsubishiJukogyoK.K. Kobe	30 ″ 0 s 5 ″ 6½ 24 ″ 8	
77832 40157 JYCH	**Kozan Maru** *Oil Eng.* 2 *Dks*		4180 — 2468					1935	Mitsubishi Jukogyo K.K. Kobe	Yamamoto Kisen K.K.	360·0	50·0	29·0 P28′B76′F36′	Kobe Japanese			C

Now “Kōtsū Maru,” *see No. 83803 in Supplement*

Now “Kōei Maru,” *see No. 83769 in Supplement*

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✝ for Special Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Rule of Trade Cert.
77833 23481 JRBE	**Kozan Maru No. 2** Wood 1 *Dk*	864 731 512					1919	Furuyama Yoshitaro, Niigata	Tsurumuru Hirotaro	193·1 P25'	29·1 B49'	19·6 F28'	Tarumi Japanese	T.3Cy.12½",21⅛"&35⅜"-27" Hashimoto 63NHP Tekkosho,Osaka		
77834 42963 JNUL	**Kozui Maru** *Oil Eng.* 2 *Dks* *Ref. Mchy.*	7072 6077 5219	✝100A1 Nag *b*† 7,33 6,37 ✝LMC6,37 ✝Lloyd's RMC ~~7,36~~ 7,38 *Carrying cargo oil in deep tanks F.P. above 150° F.*		CL		1937 6mo	Mitsubishi Jukogyo K.K. Nagasaki	TakachihoSyosen K.K.	436·4 (O.L.) P30' B127' F41' FK 453·7 *Lloyd's* *Cell D B372' 1635t*	58·5 *s A&CP*	30·8 *D T a36' 1112t F P T*	Kobe Japanese *pt Cem*	Oil Engines 2S.C.SA 6Cy.28½"-49⅜" 839NHP DB *121lb* MitsubishiJukogyoK.K. *4t*	32 " 10	
77835 32 3PAE	**Krakow** (*ex* Frimaire) ss Dnz.No.3-7,35 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted*	2017 1576 1112	✝100A1 Dnz *r* ~~4,37~~ BS1,37 LMC7,3			4,37	1926 2mo	Chant. Nav Français Caen	"Zegluga Polska" Spolka Akcyjna	269·1 P22' Q87' B50' F23' *f* 107'405*t* FK *Cell D Ba&u E66' Deep Tanks aft* 34'205*t F P T 77t*	39·7	17·5 *A P T 22t*	Gdynia Polish	T.3Cy.18½",29⅜&49⅛"-37½" 185lb (*s*) 189NHP 4 *B H Cem* 2SB,*4cf*,GS95,HS3247 Etab.Nat.d'Indret,Indret	19 " 10 s 1 " 8½ 18 " 4½	
77836 YTCK	**Kralj Aleksandar I** Ⓟ TwinSc ss Spt.No.1-36 2 *Dks(weather dk Stl-teak s)* 3rd *dk(Stl) clear of mchy. space* *Cruiser Stern*	2463 1726 1126	✝100A1 Spt *s* CL *with freeboard* 4,39 ~~4,39~~ 3,38 ✝LMC1,36 *For Service on the Adriatic and Cruising Service on the Mediterranean* *Fitted for oil fuel* 3,32			~~2,38~~ 2,33	1932 3mo	Lithgows Ld. Port Glasgow	Dubrovacka Plovidba A.D.	270·5 *Lloyd's* *Cell D Ba&u E75' above*	42·1 *s A&CP* *f 82' 163t F P T 13t*	23·8 FK *A P T 74t*	Dubrovnik Yugoslav *7 B H Cem*	Q8Cy18",25¾",36½"&52"-27" 225lb (*s*) 601NHP 4SB,*12cf*,GS244,HS9900 FD D.Rowan&Co.Ld.Gls.	24 " 6 s 11 " 2¼ 13 " 7½	
77837 YTCI	**Kraljica Marija** Ⓟ TwinSc (*ex* Araguaya) ss Spt.2nd No.3-1,33 ss Spt.No.1-37 3 *Dks(Stl-ws Upt teak) & Orlop dk* *Ref. Mchy.* (*Stl-ws*) *in Nos.1 & 2 Holds*	*10196* *7418* *6102*	✝100A1 Ven *f* † CL ~~5,38 6,37~~ 3,39 BS3,39 ~~4,33 6,37~~ LMC3,37 Lloyd's RMC ~~4,36~~ 3,39 *For Nos. 1 & 2 orlop dks., No. 5 lower hold & 5 chambers in No. 4 lower dk. only.*			~~12,35~~ 3,39	1906 9mo	Workman, Clark&Co.Ld Belfast	Jugoslavenski Lloyd A.D.	515·2 *Lloyd's* *Cell D Ba&u E195'*	61·3 *s A&CP* *f 155' 1411t Tanks at sides of tun*	30·5 FD *A P T 65t*	Dubrovnik Yugoslav *8 B H Cem*	Q.8Cy.27",38",54"&76½"-54" 215lb (*s*) 1514NHP 3D&3SB *36cf* GS571 HS23538 Wrkman,Clark&Co.Ld Belnel s55'292*t F P T 90t*	34 " 0 s 7 " 3½ 27 " 2	
77838 UNZM	**Krasin** (*ex* Sviatogor) TrpSc (*Icebreaker*) 4 *Dks(U dk Stl-ws) 3rd & 4th dks(Stl) & Web frames* Sub.Sig. *Cruiser Stern*	4902 2418 2342	✝ 8,22 Lth *z* ✝				1917 2mo	Armstrong Whitworth &Co.Ld. Newcastle	U.S.S.R. *Cell D Bu E&B188' side tanks in blr. space*	318·0 *s36t* FK 68'286*t F P T 608t*	71·5	42·2 *A P T 196t*	Leningrad Russian *Cem*	T.9Cy.26",42"&67"-45" 1643NHP 10SB,*30cf*,GS668,HS27600 Richardsons,Westgarth& Co.Ld.Mdb.		
77839 UNYU	**Krasni Flot** Ⓟ (*ex* Reval, *ex* Deutschland) Iron Wireless 1 *Dk*	712 507 342					1882	Stettiner Akt.Ges. Stettin	U.S.S.R.	198·5 P92'	26·0 B35'	14·8	Odessa Russian *W B*	C.2Cy.23"&46"-27" NB95 92NHP Stettiner A.G.Stettin		
77840 UNGJ	**Krasni Moryak** Ⓟ Pad (*ex* Tusli) 1 *Dk*	348 234 138					1859	.....	U.S.S.R.	184·4	22·2	7·5	Rostov Russian	C.2Cy.21⅝"&36⅞"-40½" NB11 70NHP		
77841 124 UNGJ	**Krasni Oktyabr** (*ex* Veerhaven, *ex* Zevenbergen) ss Rot.No.3-2,24 1 *Dk(Stl)*	3295 2778 2041	✝ 2,24 Rot *u* ✝				1911 5mo	Irvine's SB &D.D.Co.Ld. W Hartlepool	U.S.S.R. *Cell D Ba102' u E24' f 138' 582t F P T 72t*	324·8 P33' B98' F32' FK	46·9 *s A P T 101t*	22·4 5 *B H Cem*	Vladvostk Russian	T.3Cy.23½",38"&64"-42" 290NHP 2SB,*6cf*,GS108,HS4488 Richardsons,Westgarth& Co.Ld.Hpl.	24 " 10	
77842	**Krasni Pakharj** (*ex* Nargen, *ex* Henriette, *ex* Ostsee) *Mchy. Aft* 1 *Dk & Spar dk*	348 341 173					1900	Schiffsw. v. Henry Koch Lübeck	U.S.S.R.	121·0 B15'	21·8	16·1	Odessa Russian	C.2Cy.12⅝"&22"-13" 15NHP J.F.Ahrens,Ottensen		
77843 UNZY	**Krasni Partizan** (*ex* Gregoriy Zinovieff-33) Sub.Sig. 1 *Dk*	2418 1925 1348				...	1927	Baltic S.B. &Eng. Wrks. Leningrad	U.S.S.R.	276·7 P14' B68' F24' FK	43·0	20·5 *W B*	Vladvostk Russian	T.3Cy.17½",29⅛"&48⅞"-35⅞" 192NHP Baltic S.B.&Eng.Wrks Len	22 " 8	
77844 UNXY	**Krasni Profintern** (*ex* Argun, *ex* Hafis) 1 *Dk & Spar dk & Web frames*	4648 4010 2560	✝ 11,03 Bry *x* ✝				1902 2mo	R.Craggs& Sons Middlesbro'	U.S.S.R. *Cell D Ba116' u E26' f 152' 826t A P T 25t*	332·5 P29' B104' F35' FK	48·0	28·8 6 *B H Cem*	Leningrad Russian	T.3Cy.25",40"&68"-48" 379NHP 3SB,*9cf*,GS148,HS6228 Richardsons,Westgarth& Co.Ld.Mdb.	22 " 9	
77845 UPLY	**Krasnoarmeets** (*ex* Certo-35, *ex* Saga, *ex* General Williams) 1 *Dk*	2200 2003 1277				...	1919	Dominion S.B.Co.Ld. Toronto	U.S.S.R.	251·0 P25' B64' F20' FK	43·6	22·2 *W B*	Odessa Russian	T.3Cy.20",33"&54"-40" 328NHP J.Inglis&Co.Ld.Toronto	24 " 3	N †
77846	**Krasnodar** (*ex* Alexandra, *ex* Antigoni, *ex* City of Belfast, *ex* Socrates, *ex* City of Belfast) ss Shl.No.3-7,01 ss Shl.No.2-08 *Well deck* 1 *Dk(Irn) & Web frames*	2068 1681 1099	✝ 2,14 Msl *s* ✝				1889 5mo	Short Bros. Sunderland	U.S.S.R.	290·3 P32' Q72' B118' F34' BK 10° *Cell D B206'*	39·1	19·6 6 *B H Cem* *383t A P T 53t*	Marioupol Russian	T.3Cy.21",35"&58"-36" NDB06 202NHP 1DB,*6rf*,GS85 T.Richardson&Sons,Hpl.	21 " 8	
77847 UNYD	**Krasnoe Znamya** (*ex* Waverley) ss Hul.No.2-09 1 *Dk(Irn) & deep framing*	2271 2075 1408	✝ 8,19 Hul *s* ✝				1901 6mo	W.Gray& Co.Ld. W Hartlepool	U.S.S.R. *Cell D Ba&u E*	301·7 P25' B72' F33' FK 122' *u* B16' *f* 122' 668*t*	43·0	19·6 5 *B H Cem* *A P T 77t*	Archangel Russian	T.3Cy.22",35"&59"-39" 225NHP 2SB,*6pf*,GS88,HS3346 Cen.Mar.Eng.Wrks.W Hpl	22 " 3	
77848 UOJC	**Krasnogvardeets** (*ex* Marjowetz-33, *ex* Albania, *ex* Marmara, *ex* Ostsee, *ex* Huntsclyde, *ex* Athena, *ex* Regina) 2 *Dks & Shelter dk & deep framing* Sub.Sig.	2719 2571 1702					1904	Flensburger Schiffsb.Ges. Flensburg	U.S.S.R.	292·0 H27'	41·4	25·9 *W B*	Odessa Russian	T3Cy20⅞",33⅞"&55½"-35⅞" 180NHP Flensburger Schiffsb.Ges.		
77849 UNZK	**Krechet** Ⓟ (*ex* Polaris) ss Hul.No.3-6,12 1 *Dk(Stl) & Spar dk(Stl-ptws) & Web frames*	2282 1499 1206	✝ 7,19 Hul *s* ✝ NB4,15				1899 3mo	Gourlay Bros.&Co. Dundee	U.S.S.R. *Cell D Ba36' u E&B 61' f 94' 227t*	281·3 P41' B102' F62' BK 8°	38·2	28·6 4 *B H Cem* *A P T 17t*	Vladvostk Russian	T.3Cy.30½",47"&75"-45" 551NHP 3SB,*9cf*,GS183,HS8520 Gourlay Bros.&Co. Dundee	23 " 5	
77850 DJSB	**Krefeld** TwinSc *Oil Eng.* 1 *Dk* *Cruiser Stern*	1213 979 641					1936	Lübecker Flender-Werke A.G. Lübeck Siems	Schiffahrt-und Assekuranz-Ges. E.Russ&Co.	242·4 B48' Q131' F31'	36·3	14·3 *W B*	Hamburg German	Oil Engines 2S.C.SA 12Cy.11¾"-16⅞" 294NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		G

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu* / Visites Périodiques — Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Empêchement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Fovers. Nom du Constructeur des machines.	14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registre ou voir si ce n'est dans le R. Navire couvert par le
77851	**Krestyanin**	2513			...		1928	BalticS.B. &E.Works Leningrad	U.S.S.R.	283·8 | 43·0 | 20·6 P20′B72′F32′ FK			Leningrad Russian WB	T.3Cy.17½″,29½″&48½″–35½″ 193NHP BalticS.B.&E.Works	22 ″ 8	
		1980														
UOAE	Sub.Sig. 1*Dk*	1387														
77852	**Kreta**	2359					1923	Howaldtswerke Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	309·3 | 44·1 | 20·0 F39′			Hamburg German WB	T.3Cy.22″,37⅜″&60½″–39¾″ 228NHP Howaldtswerke,Kiel		G
		2125														
DHOK	D.F. Sub.Sig. 1*Dk&Shelter dk*	1354														
77853	**Kretinga** (*ex*Rimfrost-37, *ex*Louthside) *ss*Dub.No.3-3,28 *Mchy.Aft* *ss*Rga.No.2-36 *Ref.Mchy. Well deck* 1*Dk*(*Stl*) Wireless	542	✠100A1 ~~6,36 3,38~~ 3,39 LMC ~~MS10,36~~ ~~BS3,38~~ Lloyd's RMC3,39	Ant	Lie	*h*	CL 3,38	1920 10mo W.Simons &Co.Ld. Renfrew *Lloyd's SA&CP*	Akc.B-vé Lietuvos BaltijosLloydas ~~(BaltijosTransportoBendrovė o.a.a. *Mgrs.*)~~ *Cell D*	167·2 | 26·7 | 10·4 Q94′B9′F32′ BR 7½′ *Bf*90′ 134*t FPT*47*t*			~~Kretinga~~ Sventoji Lithuanian 3*BHCem* *APT*23*t*	T.3Cy.14″,24″&40″–30″ (*s*) 180lb 88NHP 1SB,*3cf*,GS61,HS2009 W.Simons&CoLtd.Renfrew	12 ″ 8 s 4 ″ 3¾ 13 ″ 0½	
LYKA		362														
		205														
77854	**Krian**	857					1911	Scotts'S.B. &Eng.Co.Ld. Greenock	StraitsS.S.Co.Ld.	210·0 | 35·2 | 12·2 P&B146′F35′			Singapore British WB	T.3Cy.18″,29″&48″–33″ 132NHP Scotts'S.B.&E.Co.Ld. Grk.		
129675		666														
VSNF		461														
77855	**Kriemhild**	800					1902	Nüscke& Co. Stettin	Rud.Christ.Gribel	202·7 | 30·3 | 12·6 Q59′B45′F21′			Stettin German WB	C.2Cy.20″&35″–24″ *Emade*99,*fitted*02 50NHP NB22 OderwerkeAct.Ges.Stettin		G
		600														
DAKV	1*Dk*	487														
77856	**Krim** (P) Sub.Sig. *Ref.Mchy. Cruiser Stern* TwinSc *Oil Eng.* 3*Dks*	4867					1928	Frd.Krupp Akt.Ges. Kiel	U.S.S.R.	362·8 | 51·1 | 25·3 H82′B&F280′			Odessa Russian WB	Oil Engines 2S.C.SA 12Cy.23⅝″–45¼″ 1163NHP Frd.KruppAkt.Ges.Kiel		
		3279														
UOUG		2683														
77857	**Krimulda** (*ex*GeneralDragomirow, *ex*Somerford) *ss*Lie.3rdNo.3–5,35 1*Dk*(*Irn*)*&deepframing*	1970	✠100A1 5,37 ~~BS6,37~~ 6,38 LMC5,35	Gms		*r*	CL 9,36	1899 8mo BlythS.B. Co.Ld. Blyth A&CP	SeebergBros. *Cell D Ba*	275·0 | 40·0 | 18·1 B70′F31′ FK *&uE*104′*uB&f*124′			Riga Latvian 4*BHCem* 590*t AP*1451*t*	T.3Cy.20½″,33″&54″–36″ (*s*) 170lb 190NHP 2SB,*4pf*,GS87,HS3073 MacColl&Pollock,Sld.	20 ″ 6 s 2 ″ 11⅜ 17 ″ 8½	
108		1668														
YLAU		1150														
77858	**Krišjānis Valdemars** (*Icebreaker*) *Screw fore&aft* 2*Dks*	*1932*					1925	WmBeard-more&Co.Ld. Dalmuir	Government of Latvia (MarineDept.)	196·5 | 55·8 | 22·1 B74′F19′			Riga Latvian WB	T.3Cy.26½″,42½&69″–43½″& T.3Cy.16½″,26½″&43½″–20″ Wm.Beardmore &Co.Ld.Dalmuir		
38		*1678*														
YLAV	D.F.	*757*														
77859	**Kristianiafjord** *Fitted for oil fuel* 3*Dks*	6759					1921	Napier& Miller,Ld. Glasgow	A/S DenNorske Amerikalinje	421·7 | 55·8 | 26·5 H258*t* 34·5			Oslo Norwegian WB	2 Steam Turbines DR geared to 1 Sc. Shaft CammellLaird&CoLtd.Bkn		N
		4851														
LCPX	D.F.	4149														
77860	**Kristiansand** (P) 2*Dks*	473					1915	Nylands Værksted Oslo	A/S Arendals Dampskibsselskab	151·2 | 25·2 | 17·4			Arendal Norwegian WB	T.3Cy.13½″,22″&37½″–24″ 69NHP Nylands Værksted,Oslo		N
		423														
LEHJ		253														
77861	**Kristine I** (*ex*Asra,*ex*Solva) 1*Dk* *STRANDED 10,37—REFLOATED*	1033					1904	Nylands Værksted Oslo		226·3 | 33·2 | 15·8 H52*t*F31*t*			Russian WB	T.3Cy.16½″,27″&44″–30″ 106NHP Nylands Værksted,Oslo		
		925														
		618														
77862	**Kriti** (P) (*ex*ElenaM.–33, *ex*HelenaM.,*ex*Eddystone) *Well deck* Wireless 2*Dks*	1028			...		1886	W.B. Thompson Dundee	HellenicCoast LinesCo.Ld.	233·3 | 33·2 | 15·7 P142′F54′			Piræus Greek WB	T.3Cy.23″,37″&58″–48″ 233NHP W.B.Thompson,Dundee	16 ″ 10	
546		—														
SZKK		613														
77863	**Krivs** (*ex*Northdene) *ss*Shl.2ndNo.3–10,19 1*Dk*(*Irn*)*&Web frames*	1340	✠ 1,24	Sld		*o*	1893 11mo S.P.Austin &Son Sunderland	Tv."Krivs" redereja (M.Kalnins, *Mgr.*) *DBa*62′*f*94′*&*	240·0 | 36·2 | 18·3 P28′Q59′B44′F27′ FE *uE&B*32′410*t FPT*			Riga Latvian 4*BHCem* 29*t APT*29*t*	T.3Cy.19″,31″&51″–33″ 155NHP 1SB,*4pf*,GS60,HS2420 W.Allan&Co.,Sunderland	17 ″ 7	V †
67		1082														
YLDJ	*Well deck*	852														
77864	**Krom** (*ex*Braddovey-38)	*3359*					1927	Napier& Miller,Ld. Glasgow	~~MuhipOsygist~~ Sosiyetesilep T.A.S.	340·2 | 48·7 | 23·2 P35′B104′F34′			Istanbul Turkish WB	T.3Cy.21½″,37″&62″–39″ 240NHP D.Rowan&Co.Ld.Glasgow		C
		3080														
TCME	D.F. 1*Dk*	*2045*														
77865	**Kronborg** (P) (*Ferry—Screw fore&aft*) *Oil Eng.* *Cruiser Stern* 1*Dk*	481					1935	Nakskov Skibs.A/S Nakskov	DeDanskeStats-baner	145·5 | 36·8 | 13·0			Elsinore Danish	Oil Engines 4S.C.SA 6Cy.11½″–21½″ 81NHP A/S Frichs,Aarhus		V
		372														
OYKS		191														
77866	**Krone** (*ex*Tilthorn–37) *ss*Bgn.No.3–10,34 *ss*Kob.No.1–37 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	6583	✠100A1 *Shelter dk* *withfreeboard* 12,37 LMC12,37	Kob		*z*	CL 11,37	1921 8mo W.Doxford &Sons,Ld. Sunderland *Lloyd's SA&CP*	SteamshipCo. "Cosmopolite,"Ld. A/S(JohanGran, *Mgr.*) *Inter* *mediate BH in fore* *Cell DB*364′*T*1180*t*	420·0 | 54·0 | 34·3 FK *hold dispensed with* *FPT*105*t APT*127*t*			Bergen Norwegian *Cem* 1*BHtoSh dk* 5 „ „ *U* „	T.3Cy.27″,44½″&75½″–54″ 180lb (*s*) 577NHP 3SB,*9cf*,GS198,HS8530 FD W.Doxford&Sons,Ld.	37 ″ 0 s 8 ″ 11½ 28 ″ 4	
6299		4119														
LDAZ																
Now	"Nittai Maru," *see No. 6933Z in Supplement*															
77867	**Kronoborg** (*ex*TowerDale–37, *ex*PortCurtis–36) *ss*Hul.No.3–1,33 *ss*Rot.No.1–37 1*Dk&Shelter dk* *Cruiser Stern*	6537	✠100A1 *Shelter dk* *withfreeboard* ~~14,39~~ ~~10,37~~ LMC ~~BS6,38~~ MS10,37 NE*made*22 *refitted*36	Rot	Got	*c* †	CL N9,37	1920 4mp Workman, Clark&Co.Ld. Belfast *Lloyd's SA&CP*	J.A.Zachariassen &Co. *Cell DB*383′1575*t*	450·2 | 58·4 | 37·1 P35′F43′*on* *Shelter dk* *FPT*105*t APT*55*t*	FK		Nystad Finnish 7*BHCem* 1*APtoSh dk* 5 „ 2nd„	T 2Cy.27½″,46″&77″–48″ 210lb (*s*) 729NHP 4SB,*16cf*,GS286,HS11452 FD Palmers'Co.Ld.Nwc.	32 ″ 0 s 4 ″ 10 27 ″ 6½	
3775																
OFAO	D.F.															
77868	**Kronos** Wireless	1412					1925	Flensburgr Schiffsb.Ges. Flensburg	Dampfschifffahrts Ges.Neptun	240·8 | 38·8 | 15·3 P&B166′F26′			Bremen German WB	T.3Cy.19¼″,31½″&53½″–35⅞″ 168NHP FlensburgerSchiffsb.Ges.		G
		1097														
DOGR	Sub.Sig. *Cruiser Stern* 1*Dk*	660														
77869	**Kronprins Frederik** (P) (*Ferry*) 1*Dk* Broken up	414					1898	Helsingörs Jernsk&Msk. Elsinore	DeDanskeStats-baner	176·5 | 26·2 | 11·9			Elsinore Danish	C.2Cy.29″&54″–45″ 163NHP HelsingörsJernsk.&Mskb.		
		392														
OYAS		170														
77870	**Kronprins Olav** (P) D.F. E.S.D. *Cruiser Stern* TwinSc *Oil Eng* 2*Dks&Shelter dk*	3038					1937	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	302·7 | 45·7 | 16·7			Copnhagn Danish WB	Oil Engines 2S.C.SA 14Cy.19½″–35½″ 945NHP HelsingörsJernsk.&Mskb.		V
		1302														
OZSH		1807														
77871	—	1137					1908	Akers Mek.Værks. Oslo	SkibsA/S Drafn (Pehrson&Wessel)	228·5 | 36·1 | 15·7 P13*t*H58*t*F29*t*			Drammen Norwegian WB	T.3Cy.16½″,27″&44″–33″ 111NHP AkersMek.Værks,Oslo		N
		999														
LEHN	1*Dk*	685														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Allowed now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers to which classed, if not in L.R. Date of withdrawal of Class.
77872 [8089] SJPN	**Kronprinsessan Ingrid** Ⓟ	TwinSc	794 486 235	✠100A1 *with freeboard* 1,30 1,38	Got	*m*	OG 4,39	1936 6mo	Frdrkshvn Værft og Flydk.A/S Fredrikshavn *Lloyd's SA&CP*	RederiA/B Göteborg-Frederikshavn-Linjen (HarryTrapp, *Mgr.*)	200·9 / 209·9 (O.L.) B&F157′	35·6	11·6 FK	Gothenbrg Swedish	Oil Engines 2S.C.SA 12Cy.13⅜″–22·7/8″ 376NHP DB*50lb* Atlas-DieselA/B,Skm.	14 ″ 5 s 3 ″ 5½ 11 ″ 3½	
	1 Dk 2nd dk except in forward hold Upper deck electrically welded Strengthened for Navigation in Ice Platform dk in fore hold									*Cell DB145′*	*78t DTa15t FPT6t*		*APT13t*				
77873 [b682] SFYN	**Kronprinsessan Margareta**	TwinSc3Mst	3739 3365 2244	✠100A1 *Shelter dk with freeboard* 5,38 2,37 DBS8,37	Mmo	*x*	OG ~~4,35~~ P9,36 S5,38	1914 4mo	Akt.Burmeistr& Wain Nordstjernan Copenhagen *Lloyd's SA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*)	360·2 / 375·8 (O.L.)	51·4	22·1 FK	Stockholm Swedish	Oil Engines 4S.C.SA 12Cy.21¼″–28¾″ 528NHP DB*80lb* Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 2 ″ 4¼ 23 ″ 4	
	Oil Eng. ss Got.No.3–3,27 ss Mmo.No.2–35 2 Dks (Stl) & Shelter dk (Stl)			LMC9,35 LMC(M)4,[illegible]						*WB = Cell DB*	*a69′ a E37′ f*		*APT53t*	212′1138t *FPT74t*			
77874 LEHP	**Kronprinsesse Märtha** Ⓟ		898 735 517					1929	Intrnationl SB&E.Co.Ld. Danzig	DetStavangerske Dampskibsselskab	176·8 / H156t	31·2	19·9	Stavanger Norwegian *WB*	C.4Cy.(2)12½/8″&(2)27⅛″–27⅝″ 33NHP InternationalS.B.&ECoLd		N
	1 Dk & Shelter dk & pt 3rd dk																
77875 LCPY	**Kronviken** (*ex* Domburg, *ex* Delta)		2363 2016 1519	✠100A1 *pt Awng dk with freeboard* 11,38 2,38	Clf	*s*	CL N7,37	1904 11mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's SA&CP*	A/S Wallem&Co. (H.J.Wallem, *Mgr.*)	281·0 / 291·7 (O.L.) P17′Q90′F31′	42·6	16·6 FK	Bergen Norwegian	T.3Cy.21″,33″&56″–36″ (*s*) 160lb 194NHP 2SB,*6rf*,GS78,HS3008 Cen.Mar.Eng.Wrks.WHpl	19 ″ 0 s 7 ″ 6½ 18 ″ 7	
	ss HKg.2ndNo.3–8,29 ss HKg.No.2–37 1 Dk (Stl) & deep framing & pt Awng dk (Stl)			S7,38 MC7,37	HKg					*pt Awng dk* 175′ *Cell DBa84*	4 *BHCem* *APT177t*						
77876 LIZL	**Krossfonn**	TwinSc	9323 8649 5550	✠100A1 9,38 2,37	Rot	*d*†	CL N2,37	1935 8mo	Odense Staalskibsvft vedA PMöller Odense *Lloyd's SA&CP*	Skibsaktieselsk. "Dalfonn" (Sigval Bergesen) *Cell DBuE71′231t*	480·5 / 495·0 (O.L.) P98′B37′F41′	65·0	35·6 FK *DTf31′456t FPT*	Stavanger Norwegian	Oil Engines 4S.C.SA 14Cy.23½″–43⅞″ 728NHP 2 DB*160lb*	35 ″ 0 s 7 ″ 3½ 28 ″ 0	
	Oil Eng. Mchy. Aft 1 Dk D.F. E.S.D. Cruiser Stern			LMC8,35 *Carrying Petroleum in bulk*									12 *BH* 75t *APT176t*		Akt.Burmeistr&Wain,Cpn		
77877 FNEK	**Kroumir** (*ex* Gartland, *ex* Izmir, *ex* Aegina)		1881 1660 1135			…		1906	Bremer Vulkan Vegesack	Cie.Nouvelle de Nav.Busck	261·5 / P26′B76′F31′	37·1	21·5 FK	Marseilles French *WB*	T.3Cy20 5/16″,32⅜″&53¼″–39½″ 239NHP BremerVulkan,Vegesack	23 ″ 11	V †
	2 Dks																
77878 DQNL	**Krückau** (*ex* Seemoos, *ex* Friedrich Schröder, *ex* Britta, *ex* City of Liverpool)	ss Ant.No.3–5,10 1 Dk	493 426 242	✠ 11,15	Bmn	*e*		1898 4mo	Mackie& Thomson Glasgow	BugsierReed.& BergungsA.G.	189·6 / Q61′F23′ len20	23·5	10·0 BK7½	Hamburg German	T.3Cy.13″,22″&35″–27″ 76NHP 1SB,*3cf*,GS51,HS1270 Muir&Houston,Ld.Gls.	11 ″ 2	G †
													3 BHCem FPT22t				
77879 DQOD	**Krusau** (*ex* Bluestone)		1352 1030 773	✠ 1,27	Shl	*o*		1923 10mo	Swan,Hunter& Wigham Richardson, Ld.Newcastle	BugsierReed.& BergungsA.G.	235·1 / Q145′F25′	36·1	15·3 FK	Brmrhavn German	T.3Cy.15″,25″&40″–27″ 120NHP 2SB,*4cf*,GS49,HS1800 FD	17 ″ 6	G †
	Well deck Mchy. Aft 1 Dk (Stl)			NE&Bmad 19refitted10,						*Cell DB198′380t FPT*			102t *APT61t*		Cen.Mar.E.Wks.Ld.WHpl		
77880 135004 VSND	**Kuala**		954 691 391					1911	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	225·2 / P19′B48′F37′	35·6	12·8	Singapore British *WB*	T.3Cy.18″,29½″&48″–33″ 132NHP CaledonS.B.&E.CoLd.Dun		
	1 Dk																
77881	**Kuang Hsiang**	TwinSc	653 — 387					1912	..... HongKong	TaDahS.S.Co.Ld.	147·3 /	27·1	9·4	Shanghai Chinese	C.4Cy.		
77882 UOVY	**Kuban**		3113 2705 1778					1931	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	326·2 / P21′B90′F29′	48·6	22·6	Odessa Russian	Oil Engines 2S.C.SA 6Cy.23⅜″–39⅜″ 587NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
	Oil Eng. Ref. Mchy. 2 Dks																
77883 [135673] VPKD	**Kudat** (*ex* Barima)	TwinSc	1725 1384 1021			…		1914	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	250·5 / B94′F42′ *on Shelter dk*	37·1	18·4 len27 FK	Singapore British *WB*	T.8Cy (2)12″,(2)20″&(4)24″–24″ 182NHP CaledonSB.&E.Co.Ld.Dun.	20 ″ 6	
	Fitted for oil fuel 1 Dk & Shelter dk																
77884 [161126] GKSQ	**Kufra**	ss Liv.No 2–38 ~~Col 1n. No. 1–44~~	2724 2121 1510	✠100A1 *Shelter dk with freeboard* 7,38 ~~7,86~~ 6,38	Liv	*v*	CL 8,36	1929 11mo	Harland& Wolff,Ld. Glasgow *Lloyd's SA&CP*	MossHutchison Line,Ld.	330·7 / *on Shelter dk*	47·2	19·4 FK	Liverpool British	Oil Engines 4S.C.SA 8Cy.24½/8″–51⅜″ 473NHP DB*100lb*	22 ″ 3 s 1 ″ 8 20 ″ 9	
	Oil Eng. D.F. 1 Dk (Stl) & Shelter dk (Stl) Ref. Mchy.			LMC CS6,34 DBS5,37 5,37 Lloyd'sR[illegible] C&S 5,39 12,39 *Fitted for carrying oil fuel* 6,34 *F.P. above* 150 *F. in deep tank*						*Cell DB280′*	*740t DTf28′716t F*		*PT52t APT16t*	*Coll to Shdk* 5 „ 2nd „	J.G.Kincaid&Co.Ld.Grk.		
77885 UOBA	**Kuibishev**		2332 2012 1290			…		1929	BalticS.B. &Eng.Works Leningrad	U.S.S.R.	284·8 / P18′B75′F32′	43·1	20·6 FK	Leningrad Russian *WB*	T.3Cy.17½″,29½″&48 7/16″–35 7/16″ 193NHP LeningradS.B.Works "AndreaMarti,"Len.	22 ″ 7	
	Sub.Sig. *1 Dk*																
77886 LEHQ	**Kul** (*ex* Grorud, *ex* Tello, *ex* Allan)	ss Bgn.2ndNo.3–5,32 ss Bgn.No.1–37 1 Dk (Stl) & deep framing	1310 1042 760	✠100A1 ~~6,38~~ ~~8,37~~ 10,38 BS8,37 LMC5,37 6,38	Bgn	*o*	OG 7,37	1907 3mo	Mackay Bros. Alloa *Lloyd's SA&CP*	A/S Thv.Halvorsen	230·8 / 234·5 (O.L.) Q120′B10′F26′ *a E16′ f99′ 236t FPT*	34·2	16·0 FK	Bergen Norwegian	T.3Cy.18½″,30¾″&48″–33″ (*s*) 180lb *80lb* 149NHP 1SB,*4cf*,GS72,HS2385 Hutson&Sons,Ld.Glasgow	18 ″ 3 s 5 ″ 2½ 17 ″ 0	
	Well deck Cargo battens not fitted									*Cell DBa56′*			4 *BHCem* 46t *APT43t*				
77887 [1025] ESRE	**Kulda** (*ex* Woodland–35, *ex* Zuid Holland–33) D.F.	ss Shl.No.3–5,33 ss Rot.No.1–38 1 Dk (Stl) *Cargo battens not fitted*	1961 1617 1174	✠100A1 ~~3,38~~ ~~3,37~~ ~~3,39~~ ~~last~~ YN B6,38 LMC BS9,~~37~~ 9,38 MS3,38	Shl	*r*	CL ~~3,37~~ 3,39	1911 9mo	Schpw.v. Jan.Smit,Czn Alblasserdm A&CP	E.Bergmann& others (E.Bergmann, *Mgr.*) *Cell DBa80′*	272·4 / B63′F32′ *a E& B35′ f112′523t*	39·9	18·2 FK	Tallinn Estonian	T.3Cy.20″,32″&52¾″–39″ (*s*) 180lb 203NHP 2SB,*6cf*,GS108,HS3460 Maats.deSchelde,Flushing	20 ″ 6 s 3 ″ 0½ 17 ″ 8	
													4 *BHCem* *APT77t*				
77888 [23] YLAB	**Kuldiga** (*ex* Penteifi, *ex* Wilh.Hemsoth)	ss Rga.2ndNo.3–4,34 ss Lie.No.1–38 1 Dk (Stl) & pt Awng dk (Stl)	1978 1362 1188	100A1 *pt Awng dk with freeboard* 2,38 LMC2,38	Lie	*r*	CL 1,38	1908	Nordseewk EmderWerft &DockA.G. Emden	SteamshipCo. Latvia-Belgian LineLtd.(Seeberg Bros. *Mgrs.*) *Cell DB225′572t*	271·2 / 281·5 (O.L.) PonQ24′Q103′ *pt Awng dk* 168′ *FPT61t*	39·4	15·7 FK *(Collision BHto Aw dk 4 „ „ U „) APT15t*	Riga Latvian *Cem*	T.3Cy.18¾″,31⅛″&50⅛″–35⅝″ 185lb 192NHP 2SB,*6cf*,GS108,HS3358 EiderwerftA.G.Tönning	18 ″ 0 s 0 ″ 6½ 17 ″ 8	
77889 DICW	**Kulmerland** Ⓟ		7363 6164 4367					1929	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	463·6 / P27′B426′F on B38′	60·1	28·0	Hamburg German *WB*	Oil Engines 2S.C DA 6Cy.27 7/16″–47½″ 1585NHP AllgemeineElekGesBerlin		G
	Sub.Sig. *Oil Eng.* D.F. E.S.D. *Cruiser Stern* 2 Dks																

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Tonn. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15
77890 KJPG	**Kulshan** Ⓟ *Fitted for oil fuel* 1 *Dk & Awng dk*	Broken up	926 — 573					1910	MoranCo. Seattle	PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)	160·3	32·0	20·7	Seattle Utd.States	T.3Cy.17″,28″&47½″–36″ 135NHP MoranCo.Seattle		
77891 UPMH	**Kulu** (*ex*Batoe-35) *Fitted for oil fuel* 3 *Dks*		6492 — 4070					1917	Nederl. Schps.Maats. Amsterdam	U.S.S.R.	420·3 P40′	54·7 F41′	33·4	Nagaevo Russian *WB*	T.3Cy.26½″,47½″&77½″–53½″ 440NHP Werkspoor,Amsterdam		
77892 YTKY	**Kumanovo** Ⓟ (*ex*GrandDuke Alexander Michailovitch, *ex*Prinsessan Margareta) *ss*Spt.2ndNo.3-2,33 *ss*Spt.No 1–37 1 *Dk* (*Stl*–ws) & *Shade dk* 2nd *dk in holds*	Twin Sc	1409 1142 669	100A1 Spt *o* *Shade dk* *withfreeboard* ~~2,39~~ 1,88 LMC3,37	OG ~~12,35~~ 2,39			1907	Kockums M.V.Aktieb Malmö *Lloyd's*	Dubrovacka Plovidba A.D. *Cell D*	250·6 H255*t*	34·2 FK *Bu* E28′40*t*	20·1 *FP* T16*t* *AP* T30*t*	Dubrovnik Yugoslav 5 *B H Cem*	T.6Cy.18⅜″,27½″&47⅜″–27½″ 185lb (*s*) 357NHP 4SB,*12cf*,GS221,HS6871 KockumsM.V.Akt Malmö	15 ″ 0 s 1 ″ 10 13 ″ 6½	
77893 164269 GYNC	**Kumasian** D.F. 1 *Dk* & *Shelter dk* *Cruiser Stern*		4922 4146 2947	✠100A1 Lon *withfreeboard* ~~Lmm~~ Rot ~~2,—~~ ~~11,87~~ 12,38 ✠LMC10,35 *Carrying vegetable oil in deep tank*	CL ~~8,—~~ 12,38		*F.P. above* 150°F.	1935	Wm.Hamilton&Co.Ltd. Port Glasgow	United Africa Co.Ltd. *Cell D* B334′946*t* *DT* a25′873*t*	404·1 F45′	56·7 FK	23·0	Liverpool British 7 *B H pt Cem* *Coll to Sh dk*	T.3Cy.21½″,35″&62″–45″& Exhaust turbine driving steam compressor 220lb (*s*) FD 397NHP 2SB(Spt),*6cf*,GS91,HS4810 D.Rowan&Co.Ltd.Gls	25 ″ 3 s 1 ″ 11 23 ″ 6½	
77894 143627 VPFD	**Kumsang** Ⓟ (*ex*Barrymore) D.F. *ss*H Kg.No.3–4,32 *ss*H.Kg.No.1–36 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*-teak s) 3*rd tr Bin No.1 hold*		5447 4846 3341	✠100A1 Kob *at* *Shelter dk* HKg *withfreeboard* 7,38 ~~6,37~~ ~~Bss,37~~ BS6,38 ✠LMC5,36 *Fitted for oil fuel* 4,20	CL ~~6,37~~ 7,38		*F.P. above* 150° F.	1920 4mo	Sir J.Laing &Sons,Ld. Sunderland *Lloyd's*	Indo-China S.N. Co.Ld. *Cell D* B320′ 964*t* *MT* 31′957*t* *D*	420·3 F33′ *on Shelter dk* FK *Ta* 31′861*t*	55·0	27·9 *FPT* 67*t* *APT* 62*t*	Hong Kong British *Cem* *Coll B H to S dk* 7 ,, ,, *U* ,,	T.3Cy.29″,49″&80″–54″ (*s*) 180lb FD 712NHP 4SB,*12cf*,GS250.HS11000 Richardsons,Westgarth& Co.Ld.Mdb.	30 ″ 6 s 4 ″ 2 26 ″ 8	
77895 XNAE	**Kun Hsing** (*ex*Baron Renfrew–32) 2 *Dks* (*SUNK TO BLOCK YANGTSZE KIANG RIVER*)		2455 — 1526					1910	A.Rodger &Co. Port Glasgow	Shaw Hsing S.S. Co.Ld.	275·0	40·1	17·0	Nanking Chinese *WB*	T.3Cy.19″,31″&51″–36″ 156NHP D.Rowan&Co.Glasgow		
77896 *Now*	**Kung Ho** (*ex*Viking II–35, *ex*KariSkogland,*ex*Solingen) **Koan Maru,** *see No. 88773 in 2 Dks supplement*		4306 — 2689					1905	Akt.Ges. "Neptun" Rostock	Fan Shien Ho (Midzushima&Co. *Mgrs.*)	376·6 P35*t*	48·7 H237*t*	26·9 F64*t*	Tsingtao Chinese *WB*	T.3Cy 27⅝″,46½″&76″–48″ 400NHP A.G."Neptun" Rostock		N
77897 Wrecked 3,39	**Kung Lee** (*ex*Harada Maru No.2) 2 *Dks*		551 474 344					1914	Goshi Kaisha Harada Shoko,Osaka	Ching-Kee S.N.Co. Ld.	167·6 B39′	21·4	16·5	Chefoo Chinese *WB*	T.3Cy.11½″,19″&29½″–18″ Goshi Kaisha 36NHP Harada Shoko,Osaka		
77898 Sunk to block Yangtsze Kiang River 8,37 XNAV	**Kung Ping** 2 *Dks*	Twin Sc	2705 2472 1742					1894	Napier, Shanks& Bell Glasgow	China Merchants' Stm.Nav.Co.Ld.	320·0 P79*t*	46·0 H93*t*	21·1 F60*t*	Shanghai Chinese *WB*	T.6Cy.16½″,26½″&43″–36″ 222NHP D.Rowan&Son,Glasgow		
77899 151434 VPBP	**Kung Wo** *Ref. Mchy* 1 *Dk*	Twin Sc	4636 3843 2825	A1 Shi 4,38 LMC4,38 *For service on the Yangtsze River*	OG 4,38			1921	Hong Kong & Whampoa Dock Co.Ld. Hong Kong	Indo-China Steam Nav.Co.Ld.	350·0 *Shade dk* FK *Promenade dk* F*T*	48·5	14·0	Hong Kong British 5 *M H Asp* 3 38*t* *AP* T42*t*	T.8Cy.21″,31″&(2)39″–33″ (90lb) 442 ~~508~~ NHP 3SB,*9cf*,HS8106 ,GS207 FD Hong Kong & Whampoa Dock Co.Ld.Hong Kong	15 ″ 6	
77900 7479 SMJA	**Kungsholm** Ⓟ *Ref. Mchy.* Sub.Sig. D.F. E.S.D. GyC. *Strengthened for Navigation in Ice*	Twin Sc *Oil Eng.* *ss*Got.No.2–36 3 *Dks* (*Stl–Weather dk pt ws*) 4*th dk* (*Stl*) *in holds*	20067 13526 10289	✠100A1 NYk *withfreeboard* Got ~~4,08~~ 12,38 ~~DBS12,—~~ LMC CS12,37 DBS ~~12,38~~ 6,37	GL P4,37 ~~11mo~~ ~~4,38~~ 612,38			1928 11mo	Blohm& Voss Hamburg *Lloyd's*	A/B Svenska Amerika Linien (A.Jonsson, *Mgr.*) *Cell D* B513′284	594·9 609·2(O.L.) B&F518′ *7t Tanks in way of t*	78·2 FK	37·8	Gothenburg Swedish 10 *B H Cem* *tunnels* 1205*t*	Oil Engines 4S.C.DA 16Cy.33⅛″–59⅛″ 2 DB *142lb* 3380NHP Akt.Burmeistr& Wain,Cpn *FPT* 139*t* *APT* 174*t*	12 ″ 8 s 13 ″ 9½ 29 ″ 1½	
77901 43727 JYGL	**Kunikawa Maru** D.F. GyC. *Ref. Mchy.* *Cruiser Stern* 3 *Dks*	*Oil Eng.*	6863 — 3980					1937	Kawasaki Dkyd.Co.Ld. Kobe	Kawasaki Kisen K.K.	479·5	62·8	30·3	Kobe Japanese *WB*	Oil Engines 2S.C.DA 7Cy.27½″–47½″ 1850NHP Kawasaki Dkyd Co Ld Kobe		C
77902 42978 JHJL	**Kunishima Maru** 2 *Dks* *Cruiser Stern*		4083 — 2440					1937	Harima S.B.&Eng. Co.Ld. Harima	Iino Kisen K.K.	363·5 P29′	50·0 B107′	29·0 F30′	Kobe Japanese *WB*	2 steam turbines D R geared to 1 screw shaft Kawasaki Dkyd Co Ld Kobe		C
77903 43473 JHML	**Kunitu Maru** (*ex*Kunitsu Maru–38) *Cruiser Stern*		2724 — 1539					1937	Harima S.B.&Eng. Co.Ld. Harima	Settu Syosen K.K. (Osaka Syosen K.K. *Mgrs.*)	303·0	45·0	24·5	Osaka Japanese	2 D R geared steam turbines 266NHP Ishikawajima S.B.&E.Co. Ld. Tokyo		
77904 PFMJ	**Kunlabori** *Mchy.Aft* *Cruiser Stern* 1 *Dk*	*Oil Eng.*	304 215 146					1935	N V Schpsw Gebr.v/d Wrf. Deest	J.Kunst&K. Schuitema	125·8 P25′	24·0 F20′	9·0	Groningen Dutch *WB*	Oil Engines 2S.C.SA 5Cy.10¾″–14⅝″ 93NHP N.V.Mchfb.Bolnes,Bolnes		V
77905 9191 JKAE	**Kunsan Maru** Ⓟ 2 *Dks*		735 654 433					1904	Kawasaki Dkyd.Co.Ld. Kobe	Setsuyo Syosen K.K	186·2 B42′	27·1	18·1	Osaka Japanese *WB*	T.3Cy.15″,24¾″&32″–30″ 83NHP Kawasaki Dkyd Co Ld Kobe		
77906 YTFV	**Kupa** (*ex*Trewidden–37) *ss*Bry.No.3–5,30 ~~*ss*Slot.No.2–38~~ ~~*ss*Ch.No.1–36~~ 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		4882 ~~4131~~ 2756	✠100A1 Rot *y* *Shelter dk* *withfreeboard* 3,38 MS11,38 BS3,38 ✠LMC ~~CS7,38~~ *Carrying oil fuel F. P.*	CL ~~2,37~~ 11,38		50° F. *in DB & APT*	1917 9mo	J Readhead &Sons,Ld. South Shields *Lloyd's*	Prekomorska Plovidba D.D. *Cell D* Ba1	400·0 31′*u* E28′*f* 175′100*3*	52·1 FK	25·2	Susak Yugoslav 6 *B H Cem* *APT* 50*t*	T.3Cy.26″,48″&71″–48″ (*r*) 180lb *90lb* 416NHP 3SB,*9cf*,GS172,HS6951 J.Readhead&Sons Ld.S.Shl	26 ″ 10 s 2 ″ 10½ 24 ″ 2½	
77907 UOYD	**Kura** (*ex*Siredal–33, *ex*Stein–33, *ex*Cerosco) Sub.Sig. 1 *Dk*		2324 1942 1394					1919	McDougall -Duluth Co. Duluth,Min.	U.S.S.R.	250·3 P25′	43·3 B64′	21·4 F20′	Odessa Russian *WB*	T.3Cy.20″,33″&54″–40″ 184NHP McDougall-Duluth Co.		
77908 36412 JGDC	**Kurama Maru** *Oil Eng.* 2 *Dks*		6789 6187 4066					1931	Uraga Dock Co.Ld. Uraga	Kokusai Kisen K.K.	438·0 P27′	58·0 B173′	33·4 F43′	Fuchu Japanese *WB*	Oil Engines 2S.C.SA 7Cy.23⅜″–35⅜″ 688NHP Maschinefbrk.Augsburg-Nürnberg A.G.Augsburg		C
77909 32649 JUKB	**Kuramasan Maru** *Oil Eng.* *ss*Kob.No.2–36 1 *Dk* (*Stl*)		1995 1650 1133	✠100A1 Kob *r* 6,38 ~~11,37~~ Tama ~~✠LMC CS7,38~~ ~~DBS 11,37~~ 6,38 ~~11,37~~	CL 11,37			1927 6mo	Mitsui Bussan Kaisha Tama *Lloyd's*	Mitsui Bussan Kaisha,Ld. *Cell D* B224′456*t*	275·5 P27′ B62′	40·7 F29′	21·0 FK *FPT*	Kobe Japanese 4 *B H pt Cem* 44*t* *APT* 36*t*	Oil Engines 4S.C.SA 6Cy.19¼″–35⅞″ 224NHP DB *80lb* Akt.Burmeistr& Wain,Cpn		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net	5 6 7 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of 1st trade cert.
77910 KCTV	**Kurbads** (*ex*Fayal,*ex*Sacavem, *ex*Jaffa,*ex*Nizza, *ex*Margaritone, *ex*Whitehall) Sub.Sig.	*ss*Lis.2nd No.3–6,28 1 *Dk*(*Stl*)& *Web frames*&*pt Awning dk*(*Stl*)	2085 1506 1312	✝ 8,27	Hav	*r*		1897 10mo	Craig, Taylor&Co. Stockton A&OP	A.Kalnins (M.Kalnins, *Mgr.*) *Cell DB*	271·3|41·3|17·1 P27′Q72′ *pt Awng dk*172′ FK *a*80′*u*E22′*f*104′399*t*	Riga Latvian	T3Cy.20″,32½″&53″–36″ (*r*) NDB08 176NHP 2SB,*4cf*,GS71,HS2762	18 " 9	V †
77911 YLAQ	**Kurdistan** D.F.	*ss*Shl.No.2–37 1 *Dk*(*Stl*)	5844 5288 3546	✝100A1 Shl 8,38 12.37 3,39 Bry Cff BS9,37 ✝LMC12, 3,37		*l 2*	CL N12,37	1928 12mo	Short Bros. Ld. Sunderland *Lloyd's A&CP*	Hindustan Stm. Shpg.Co.Ld. (Common Bros. Ld. *Mgrs.*) *Cell DB*	420·0|54·0|29·3 434·0(O.L.) P37′B132′F38′ FK 364′1452*t FPT*1600*t*	Newcastle British 7 *BHCem* *APT*287*t*	T.3Cy.23″,39″&68″–48″ (*s*) 220lb ~~200lb~~ FD 430NHP 2SB(Spt)8*cf*,GS147,HS5714 J.Dickinson&Sons,Ld.Sld.	31 " 10 s 6 " 5½ 25 " 7¼	
77912 GSRB	**Kurenai Maru** (P) **D.F.** Wireless *Cruiser Stern*	**TwinSc** *Oil Eng.* 2 *Dks* 1 *Dk*(*Stl*) *Cargo battens not fitted*	1547 1075 607	✝100A1 Rot 6,38 ~~8,37~~ Tln ~~BS8,37~~ ✝LMC12, ~~3,37~~ 3,38		*s*	CL N6,37	1924	Osaka Iron Works,Ld. Osaka	Osaka Syosen K.K.	238·2|38·0|19·6 P24′B72′F32′ FK 20′*f*116′418*t FPT*900*t APT*25*t*	Osaka Japanese *WB*	Oil Engines 4S.C.SA 12Cy.19¹¹/₁₆″–35⅞″ 449NHP Akt Burmeister&Wain,Cpn		
77913 ESRD	**Kuressaar** (*ex*Inverawe–35) *ss*Tln.2nd No.3–6,38 ~~s.Ltb.No.3–12,37~~ 1 *Dk*(*Stl*) *Cargo battens not fitted*		2233 2009 1353	✝100A1 Rot 6,38 ~~8,37~~ Tln ~~BS8,37~~ ✝LMC12, ~~3,37~~ 3,38		*s*	CL N6,37	1914 5mo	Mackay Bros. Alloa *Lloyd's A&CP*	A/S Merilaid&Co. *Cell DB*83′*u*E20′*f*116′418*t FPT*	285·0|42·6|20·2 230·0(O.L.) P24′B72′F32′ FK *n dk* *hold dispensed with* 1 " " 2nd "	Tallinn Estonian 4 *BHCem* 90*t APT*25*t*	T.3Cy.21″,35″&57″–36″ (*s*) 180lb ~~190lb~~ 230NHP 2SB,6*pf*,GS107,HS3800 Earle's Co.Ld.Hull	22 " 6 s 3 " 1½ 19 " 7	
77914 JCNC	**Kuretake Maru** (*ex*Benicia) *ss*Kob.No.3–2,37 2 *Dks*(*Stl*)		5175 4822 3246	✝100A1 Kob 4,38 ✝LMC4,38		*n*	CL 2,37	1925 5mo	R. Duncan &Co.Ld. Port Glasgow *Lloyd's A&CP*	Tatuuma Kisen K.K. *Intermediate 'tween BH in after* *Cell DB*348′1072*t DT*	404·9|53·0|27·6 P38′B119′F39′ *n dk* FK *hold dispensed with* *a*30′860*t APT*102*t*	Tarumi Japanese *pt Cem* *B BH to U dk* 1 " " 2nd "	T.3Cy.27⅞″,44″&73″–48″ (*s*) 180lb 477NHP 3SB,*9cf*,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow	30 " 0 *only*	
77915 OHHG	**Kurikka** (*ex*Newaster–33. *ex*WarHamlet) 1 *Dk*		3106 2866 1786					1918	Irvine's SB &D.D.Co.Ld. W Hartlepool	Vaasan Laiva O/Y	331·1|46·8|23·2 P33′B98′F29′	Wasa Finnish *WB*	T.3Cy.25″,41″&68″–45″ Richardsons, Westgarth&Co.Ld.Hpl.		C
77916 DHON	**Kurisches Haff** *Cruiser Stern*	**TwinSc** *Oil Eng.* 1 *Dk*	385					1928	Schiffsw. Memel,Lindenau&Cia Memel	Memeler Dampfs. Ges.m.b.H.	152·5|23·3| B98′F10′	Memel Lithuanian	Oil Engines 2S.C.SA 12Cy.11¾″–15¾″ 290NHP Gebr.Sulzer A.G. Winterthur		G
77917 DHON	**Kurland** 1 *Dk*		1349 1157 770					1919	V.d Giessen &Zonen Krimpen	Robert Bornhofen	239·1|36·0|16·5 P23′B62′F25′	Hamburg German *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP Pannevis&Zoon,Utrecht		G
77918 DHOO	**Kurmark** *Fitted for oil fuel* Sub.Sig. **D.F.** 2 *Dks*		7021 5931 3535					1930	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	463·5|61·1|27·0 B&F422′ *Upper*F45′	Hamburg German *WB*	4SRgearedSteamTurbines *Emade*27 *refitted*30 Blohm&Voss,Hamburg		G
77919 JOMN	**Kurogane Maru** *Mchy.Aft* 1 *Dk*		988 679 570					1926	Osaka Iron Works,Ld. Osaka	Ikeda Shoji K.K.	209·9|30·0|17·5 P29′Q35′B40′F19′ *WB*	Nishino-miya Japanese	T.3Cy.12½″,21″&35″–24″ 60NHP Osaka Iron Wrks.Ld.Osaka		
77920 JYKA	**Kurohime Maru** (*ex*Bogstad) *ss*Kob.No.3–12,32 2 *Dks*(*Stl*) *Fitted for oil fuel*		4697 4295 2894	✝ ... 10,36	Yka	*y*		1920 8mo	Lithgows, Ld. Port Glasgow	Kurohime Kisen Goshi Kaisha (Itaya Syosen K.K. *Mgrs.*)	384·8|52·0|26·7 P39′B230′F45′ FK *Cell DB*331′994*t* *APT*20*t*	Dairen Japanese 7 *BHCem*	T.3Cy.27″,45″&74″–51″ 543NHP 3SB,9*cf*,GS186,HS8007 Rankin&Blackmore Ld Grk	29 " 3	C †
77921 JASB	**Kurokamisan Maru** (*ex*Senyo Maru) Wireless		1242 1043 687					1918	.....	Tsurumaru Hirotaro	228·0|33·0|18·7	Hashidate Japanese			
77922 ZMFJ	**Kurow** 1 *Dk* *Ca... ...ttens not fitted except in upper portion of holds*	"*Arc form*" *Cruiser Stern*	3900 ~~4744~~ ~~4136~~ 2191 2028	✝100A1 Gls 2,39 ✝LMC2,3 ~~Class Contemplated~~ *Fitted for oil fuel* 2,39		*n*	CL	~~1938~~ 1939 2mo	A.Stephen &Sons.Ld. Glasgow	Union S.S.Co.of New Zealand,Ld. *Cell L* 272 ... 150′F. *Lloyd's A&CP*	341·6|52·7|25·5 359·5(O.L.) P36′B92′F39′ FK *PT*1115 *AJ T*159*t*	Wellington British 5 *BHpt Cem* *pt Asp*	T.3Cy.24½″,41″&68″–48″ 2[illegible] 8SI (Spt)9*cf*,GS184,HS7032 A.Stephen&Sons,Ld.Gls.	28 " 1 s4 " 6½ 25 " 8½	
77923 UNZV	**Kursk** (P) *Ref.Mchy.*	2 *Dks*	5801 5173 3655	...				1911	Swan,Hunter&Wigham Richardson. Ld.Newcastle	U.S.S.R.	407·4|51·1|29·9 P40′B137′F46′ FK	Odessa Russian *WB*	T.3Cy.27″,45″&75″–51″ 509NHP Wlland Slpwy.Co.Ld.Nwc.	32 " 7	
77924 DHOP	**Kurt Hartwig Siemers** (*ex*Graaf Lodewijk) *Mchy.Aft* *Well deck*	**2 Twin Mst** *ss*Kel.No.3–4,31 *ss*Ham.No.1–35 1 *Dk*(*Stl*) *Cargo battens not fitted*	1129 866 648	✝100A1 Ham 2,38 ✝NB8.22 MS2,35 ✝LMC BS2,38 4,39		*n*	CL 11,36	1918 1mo	Wilton's E&S Ipwy Co. Rotterdam A&CP	G.J.H.Siemers& Co. *Cell DBu*	230·2|34·0|13·2 Q131′B13′F24′ FK *B*23′*f*152′389*t FPT*	Hamburg German 4 *BHCem* 88*t APT*48*t*	T.3Cy.15½″,25½″&41″–36″ 180lb ~~[illegible]~~ (*s*) 120NHP 1SB,3*cf*,GS67,HS1991 Wilton's E.&S Ipwy.Co.Rot	16 " 0	
77925 TCAR	**Kurtulus** (P) (*ex*Bülent–36, *ex*Tesvikiye,*ex* Tcchvikie,*ex*Mihail Archangel,*ex*Cephalonia,*ex* Bratia Paramonovi,*ex*Razeto B., *ex*Euripides)	**Iron** *ss*Liv.No.3–10,96 2 *Dks*(1 *Irn*)	1742 1489 994	✝ 3,10				1883 5mo	Caird Purdie&Co. Barrow	Mustafa Tavilogluve Kardesleri Kolektif Sirketi	250·7|35·1|21·8 P37′B53′F37′ FK *FPT*32*t MT*24′208*t*	Istanbul Turkish 4 *BHCem* *DTa*34′283*t*	C.2Cy.31″&60″–42″ 195NHP W.Kemp,Glasgow	23 " 3	
77926 VJLY	**Kurumba** *Mchy.Aft*	**TwinSc** *ss*Syd.No.3–6,29 2 *Dks*(*Stl*)& *Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	3976 3479 2262	✝ ... 9,36	Syd	*w*		1917 1mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	Commonwealth of Australia (Navy Dept.) *Cell DBu Eq Ba*	366·0|45·6|28·0 P119′B39′F87′ FK *bunkers*83′138*t DT*	Sydny NSW British 16 *BHpt Cem* (13 *to U dk* 3 " 2nd,,) *a*17′73*t DT f*	T.6Cy.17½″,28″&46″–33″ 336NHP 2SB,6*cf*,GS123,HS4938 Wlls nd Slpwy.Co.Ld Nwc. 48′451*t FPT*134*t APT*134*t*	28 " 1	
77927 DHOQ	**Kurzesee** (*ex*EdithSchröder, *ex*Damsterdiep) *Mchy.Aft*		734 536 333					1919	NV v/d Kuy &v/d Rees Schiedam	W.Schuchmann	180·8|28·1|12·6 Q105′B11′F20′	Brmrhavn German *WB*	T.3Cy.15″,24″&40″–24″ N.V.v/d.Kuy&v/d. Ree's Mchfb &Schps.Rot.		G
77928 UOIQ	**Kusnets Lesov** (*ex*Severoles) "Kuznetz Lesov," *see No.* 8878[illegible] *Mchy.* 1 *Dk*		3974 [illegible] 2256					1933	States S.B. Yd "Marti" Leningrad	U.S.S.R.	347·6|51·6|24·9 P29′B53′F30′	Vladvostk Russian	Oil Engines 2S.C.SA 4Cy.26¾″–47.2⅝″ 497NHP Russian Diesel Works,Len.		
77929 105741	**Kut-Wo** *ss*Shi.No.3–7,37 ~~1 *Dk* 2 *Shaded dks*~~	**TwinSc**	2665 1921 1924	A1 7,37 LMC7,37 *For Service on the Yangtsze River* MB[illegible]1,38	Shi		OG 6,37	1895	Lon.&Gls. Co.(Lim.) Glasgow	Indo-China Steam Nav.Co.Ld.	290·0|43·0|11·7 301·0(O.L.) *Awning dk* FK *Promenade dk*	Hong Kong British *Asp*	T.6Cy.14″,23″&37″–30″ 160lb 221NHP 2SB ,6*cf*,GS103 HS3510 FD Lon.&Gls.Co.(Lim.),Gls.	13 " 7	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel — Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant expiré. Lettre d'Equilibrage.	7	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. I.H.P.=Force en chevaux d'après les Membres de la Société. R.H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quill Franc-bord au milieu du navire. — Tirant d'eau correspondant. *pds. pc.*	15	16
77930 TCCD	**Kutlu** (*ex*Armathia,*ex*Kassos, *ex*Symeon, *ex*Sophia, *ex*Bakouriani,*ex*Ayrshire) Iron 1 *Dk* (*Irn*) *Well deck*		794 628 450	✠ 3,16	Pir	*k*		1882 8mo	Pearce Bros Dundee	Dede Zade Mehmet Sirri	200·6 Q93' B20' F25' DBa44'86*t* FPT57*t*	29·2 BK7½" 4 BHCem APT22*t*	13·4	Istanbul Turkish	C.2Cy.23"&45"–30" 89NHP Pearce Bros. Dundee	31 " 0 220lb (*s*) 707NHP 4SB,*12cf*,GS251,HS10340FD WllsndSlpwy.Co.Ld.Nwc.		
77931 146223 VPDN	**Kutsang** Ⓟ D.F. 2 *Dks* (*Stl–U* teak s)		5869 4926 3652	✠100A1 3,38 ✠LMC2,38	HKg	*a*†	CL 3,38	1922 1mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Indo-China Steam Nav.Co.Ld. *Lloyd's SA&CP* *Cell DB356'1071t*	418·2 P48'B254'F47' *Fitted for oil fuel* 150° F. *above*	54·3 FK&BK1½" *DTa27'824t FPT10*	28·5 *9t APT71t*	Hong Kong British *8 BHptCem*	Q4Cy.26",37½",54"&78"–54" 4SB,*12cf*,GS251,HS10340FD WllsndSlpwy.Co.Ld.Nwc.	220 " 0 ~~5 " 2½~~ ~~23 " 2~~ 84 " 0 20 " 8½		
77932 OFAA	**Kuurtanes** (*ex*Dirphys–36, *ex*IoannisCarras, *ex*Dirphys) 1 *Dk* (*pt Irn*) (*pt Stl*) *deep framing*		3026 — 1821	✠ 9,37 ✠	Rot	*u*	*F.P. a* 1,22	1906 11mo	W. Gray & Co.Ld. W Hartlepool	Kuurtanes O/Y (Paul Eriksson) *Cell DBa114'u E5*	332·0 P26'B176'F33' FK *B40'f140'905t FPT 85t APT74t*	47·6 5 BHCem	20·1	Wasa Finnish	T.3Cy.24",38"&64"–42" 294NHP 2SB,*6cf*,GS108,HS4608 Cen.Mar.Eng.Wrks.W Hpl	22 " 6		C †
77933 UPIZ	**Kuzbass** (*ex*DavidDawson–35, *ex*Crandon–33,*ex*Havenside,*ex*Gardenia) 1 *Dk*		3109 2873 1899					1914	Tyne I.S.B. Co.Ld. Newcastle	U.S.S.R.	331·2 P30'B94'F34'	48·0	22·2	Leningrad Russian *WB*	T.3Cy.22½",36½"&62"–42" 249NHP N.E.Marine Eng Co Ld Nwc			
77934	**Kuznetskstroj** D.F. E.S.D. 1 *Dk* *Cruiser Stern*		2980					1936	Akt. Burmeistr & Wain Copenhagen	U.S.S.R.	325·2 P34'B97'F40'	48·1	21·3	Leningrad Russian *WB*	T.3Cy.22⅞",36⅞"&61"–39" 232NHP Helsingörs Jernsk.&Mskb.			
77935 LDJZ	**Kvernaas** (*ex*Ferro,*ex*Eidshorn, *ex*Ingrid Brodin) 1 *Dk*		1819 1621 1084					1918	Fredrkstad Mek. Værks. Fredrikstad	Mörlands Rederi A/S (Arnt J. Mörland, *Mgr.*)	265·0 P53*t*H79*t*	42·1	17·9	Arendal Norwegian *WB*	T.3Cy.18½",29½"&50"–36" 150NHP Fredrikstad M.V.Frdstad.			N
77936 161140 WQCF	**Kvichak** Twin Sc *Oil Eng* *ss*SFo.3rd No.3–1,38 Wireless *Mchy. Aft* 2 *Dks* (*Stl*)		1064 964 611	✠100A1 4,38 2,37 ~~ss S.Fo.2nd No.3–1,20~~ ~~ss S.Fo.No.2–3,37~~ ✠LMC3,31 ✠NE3,[illegible] ✠LMC4,38 ✠LMC(M)1,38	SFo	*m*	P3,37 ~~3,36~~ 81,39	1900 10mo	Wolff & Zwicker I.W. Portland, Or. *WB = Cell*	Alaska Packers' Association *DBu E&B50'f88'1*	200·0 B63'F32' FK *66t FPT39t APT35t*	35·2 *3 BHptAsp ptCem*	16·2	S. Frncisco Utd. States	Oil Engines 4S.C.SA 16Cy.13"–16" 264NHP AtlasImperialDieselEng. Co.Oakland,Cal.	18 " 0 ~~1 " 9~~ 16 " 5		
77937 139569 VPDL	**Kwai Sang** *ss*H.Kg.No.3–6,29 *ss*H.Kg.No.2–37 2 *Dks* (*Stl–U* teak s)		2320 2126 1435	✠100A1 ~~2,71~~1,38 ✠LMC8,37 ~~BS11,38~~	Hkg	*s*	CL 6,37	1917 5mo	Hong Kong & Whampoa Dock Co.Ld Hong Kong *Lloyd's SA&CP*	Indo-China Steam Nav.Co.Ld. *Cell DB a86'u E22'f110'21*	290·6 B70'F38' FK *4t DTa24'400t FPT*	42·1 5 BHCem	22·7 *60t APT26t*	Hong Kong British	T.3Cy.21",34"&56"–42" (*s*) 180lb *100lb* 256NHP 2SB,*6cf*,GS119,HS3552 FD Hong Kong & Whampoa Dock Co.Ld. Hong Kong	25 " 0 ~~3 " 11~~ ~~21 " 6~~ ~~3 " 0½~~ 21 " 0		
77938 161061 MPDZ	**Kwaibo** Twin Sc *Oil Eng.* 1 *Dk*		396 309 223					1928	J. Crichton & Co.Ld. Saltney	Elder Dempster Lines,Ld.	157·5 P19'B42'F22'	26·1	9·3	Liverpool British *WB*	Oil Engines 2S.C.SA 8Cy.11⅛"–12⅛" 197NHP J&C G Bolinder's Co Ld Skm			
77939 22182 JFK1	**Kwaiun Maru 1.** Wood 1 *Dk*		1056 946 608					1918	Kusumi Iwakichi Osaka	Government of Japan (Dept. of Railways)	205·0 [illegible]	34·8	19·3	Tokyo Japanese	T.3Cy.14½",23½"&40½"–30" 90NHP Marita Tekkosho, Osaka			
77940 30387 JOEH	**Kwajo Maru** 1 *Dk*		383 295 196					1925	Ohara Matsunosuke Osaka	Setsuyo Syosen K.K.	130·0	22·5	14·5	Osaka Japanese	T.3Cy.			
77941 1759	**Kwan Ho** Ⓟ (*ex*Mataram–35) *ss*Kob.2nd No.3–8,35 1 *Dk* (*Stl*) *Spar dk* (*Stl–ptwys*)		3344 1938	✠100A1 *Spar dk* 11,37 BS11,37 ✠LMC8,35	Kob	*v*	CL 8,35	1909 9mo	Clyde S.B. &E.Co.Ld. Pt.Glasgow	V. K. Song *Cell DBa88'u*	331·2 P29'B128'F44' FK *E18'f160'593t FPT*	43·2 *7 9t APT29t*	22·4	Tsingtao Chinese	T.3Cy.24",40"&65"–42" (*s*) 180lb 2SB,*8cf*,GS150,HS6000 FD Clyde S.B.&E.Co.Ld.P.Gl.	24 " 9 ~~3 " 6½~~ 21 " 3½		
Now "Kowa Maru," *see No. 83791 in Supplement*																		
77942 XNBC	**Kwang Lee** Sunk to dock Pangtsze Kiang River 8,37 Sub.Sig. 2 *Dks* & *Spar dk*		2300 — 1504					1883	W.B. Thompson Glasgow	China Merchants' Stm.Nav.Co.Ld.	280·0 B76'H191*t*F30'	40·0	25·4	Shanghai Chinese *WB*	T.3Cy.20",35"&60"–48" *Tpd.*04 NB04 249NHP W.B.Thompson, Dundee			
77943 XNBK	**Kwanglee** (*ex*Korigo,*ex*Knivsberg) Wireless 1 *Dk*		1092 — 646					1897	Howaldts-werke Kiel	Ching-Kee S.N.Co. Ld.	230·0 P27'B66'F28'	33·1	12·7	Chefoo Chinese *WB*	T.3Cy.17",27½"&43¾"–24¾" 93NHP Howaldtswerke, Kiel			
77944 151431 GKQP	**Kwangtung** Ⓟ *Fitted for oil fuel* 2 *Dks*		2626 2232 1572					1921	Taikoo Dkyd.&E.Co. of H.Kg.Ld. Hong Kong	China Navigation Co.Ld.	310·3 P&B190'F43'	44·2	20·9	London British *WB*	2 Steam Turbines D R geared to 1 Sc. Shaft Scotts' S.B.&E.Co.Ld.Grk.			
77945	**Kwansai Maru** *see* "Kansai Maru"																	
77946	**Kwanto Maru** (8607 tons) *see* "Kanto Maru"																	
77947 29329 JSOA	**Kwayo Maru** Ⓟ *ss*Kob.No.3–7,34 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Web frames* *Longitudinal framing*		4368 3677 2744	✠100A1 *Shelter dk with freeboard* 10,37 ✠LMC10,37	Kob	*w*	CL 8,36	1923 12mo	Osaka Iron Works,Ld. Innoshima	Kyoritsu Kisen K.K. *Lloyd's SA&CP* *Cell DB294'*	345·0 P30'B99'F34' on FK *1118t DTa32'690t*	49·8 *Shelter dk Collisio FPT115t APT29t*	28·1	Kobe Japanese *Cem*	T.3Cy.24",41"&67"–48' (*s*) 180lb 2SB,*6cf*,GS126,HS5400 FD Osaka Irn. Wks. Innoshima	28 " 0½ ~~4 " 7¾~~ 23 " 9		
Now "Kaya Maru," *see No. 83793 in Supplement*																		
77948	**Kwei Lee** Twin Sc 3 *Dks*		1293 — 879					1893	Napier, Shanks & Bell Glasgow	China Merchants' Stm.Nav.Co.Ld.	249·0	39·0	9·5	Shanghai Chinese *WB*	T.6Cy.13",19"&32"–21" 94NHP D.Rowan&Son, Glasgow			
77949 145216 GKQM	**Kweiyang** Ⓟ *Fitted for oil fuel*		2644 2225 1580					1921	Scotts' S.B. &E.Co.Ld. Greenock	China Navigation Co.Ld.	310·3 F43'	44·2	20·9	London British	2 Steam Turbines D R geared to 1 Sc. Shaft Scotts' S.B.&E.Co.Ld.Grk.			
77950	**Kwen Lee** (*ex*Carrier–35, *ex*Canadian Carrier–34,*ex*Champlain–32, *ex*Canadian Carrier) 2 *Dks*		3107 — 1896					1920	Pt. Arthur S.B.Co. P. Arthur, Ont	Ching Kee S.N. Co.Ld.	320·3 P41'B97'F34'	44·1	22·6	Chefoo Chinese *WB*	T.3Cy.23",38"&63"–42" 182NHP Port Arthur S.B.Co.			N
77951 10387 JHF	**Kwonan Maru** 1 *Dk* & *Spar dk*		1333 1151 768					1902	.....	Kwonan Kisen K.K. (Hinode Kisen Kaisha, *Mgrs.*)	230·2 P31'B56'F29'	34·5	19·1	Tokyo Japanese *WB*	T.3Cy.18",30"&48"–33' 132NHP			
Now "Konan Maru," *see No. 83795 in Supplement*																		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Int. with Int. cert.
77952 152106 VPJZ	**Kwong Fook Cheung** (P) *1 Dk & Shade dk*	881 367 538					1923	Kwong Fook Cheong Hong Kong	Ming Sang S.S. Co. Ltd.	169·2	28·2	10·0	Hong Kong British *WB*	C.2Cy.15½"&31"–23" 40 RHP Kwong Fook Cheong, H.Kg	
77953 109869	**Kwong Foon** TwinSc *Oil Eng.* *2 Dks* (*ex* Kwong Chow)	611 445 487					1922	Kwong Fook Cheong Hong Kong	Leung Ming Hing	154·4	26·1	7·3	Canton Chinese	Oil Engines 2S.C.SA 8Cy.14⅝"–16" 301 NHP Densil Mot. Wks Ld Denmrk	
77954 109869	**Kwong Sai** (P) TwinSc (*ex* Kwong Chow) *2 Dks & Shade dk*	1309 1036 817					1902	W.S. Bailey & Co. Hong Kong	Shiu On S.S. Co. Ltd.	192·0	35·0	11·3	Hong Kong British	C.4Cy.14"&30"–22" NB24 97 RHP Ross & Duncan, Glasgow	
77955 116032	**Kwong Tung** (P) TwinSc *2 Dks*	1218 477 757					1904	W.S. Bailey & Co. Hong Kong	Yuen On S.S. Co. Ltd.	192·0	35·0	11·3	Hong Kong British	C.4Cy.13½"&32"–22" NB22 98 RHP Ross & Duncan, Glasgow	
77956	**Kwong Ying** TwinSc *2 Dks*	685 472 424					1914	Kwong Fook Cheong Hong Kong	Leung Chi Sing	150·7	28·0	7·7	Canton Chinese	C.4Cy.13"&26"–16" 23 NHP Kwong Fook Cheong, HKg.	
77957 146271 MKXD	**Kyanite** ssIrv.No.1-3 ssGls.No.3–10,34 *Well deck* *Mchy. Aft* 1 *Dk (pt Stl)* *Cargo battens not fitted*	643 445 266	✠100A1 Irv 9,93 ~~10,37~~ ~~12,38~~ ✠D.	*i*	CL 9,37 ~~9,38~~		1922 1 mo *Lloyd's*	Yarrow & Co. Ld. Glasgow	Wm. Robertson	175·3 182·3(O.L.) Q96' B11' F31' BK 7½' *Cell DB f* 103' 153 *t FP*	28·1	11·2 *T* 39 *t APT* 3 *t*	Glasgow British *3 BH Cem*	T.3Cy.15", 25½"&41"–30" (*s*) 180 lb 120 NHP 2SB, *4cf*, GS 67, HS 2140 Yarrow & Co. Ld. Glasgow	13 " 6 s 4 " 5½ 13 " 8	
77958 DOSB	**Kybfels** *Oil Eng.* D.F. E.S.D. *2 Dks* *Ref. Mchy.* *Cruiser Stern*	7764 7040 4785					1937	Deutsche Sch-u-Mschb. A.G. Weser Bremen	Deutsche Dampfs. Ges. "Hansa" *WB*	485·6 P64' B207' F66'	61·3	31·1	Bremen German *WB*	2 Oil Engines 2S.C.DA each 6Cy.20⅜"–29½⅛" SR geared to 1 sc. shaft 1830 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		G
77959 140159 VJFN	**Kybra** (P) *Oil Eng.* *ss* Fre. No 2–34 *Mchy. Aft* Wireless 1 *Dk (Stl)* *Cruiser Stern*	858 549 440	✠100A1 Adl *with freeboard* 11,36 10,38 ✠LMC CS6,34 7,38 ~~5,37~~	*m*	CL ~~11,36~~ 10,38		1926 4 mo *Lloyd's*	Coaster Const. Co. Ld. Montrose	Government of Western Australia *Cell DB* 146' 250 *t*	204·2 P&B 135' F42' *MT* 12' 115 *t FP T* 58 *t*	31·1	12·0 FK *APT* 25 *t*	Fremantle British *6 BH pt Cem*	Oil Engines 2S.C.SA 6Cy.15"–26" 233 NHP Sulzer Bros. Winterthur	14 " 8 s 2 " 11 11 " 10	
77960 133532 VOLR	**Kyle** *ss* NFL. 2nd No. 3–5,37 ~~*ss* NFL. No. 3–5,37~~ Wireless 2 *Dks (Stl–Uws)*	1055 860 548	✠100A1 NFL 7,38 ~~5,37~~ NB 5,37 ✠LMC 5,37	*n*	CL ~~5,36~~ 6,38		1913 5 mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Government of Newfoundland (Newfoundland Railway—Steamship Dept.) *WB = Cell DB* 245'	220·0 F32' *u* E17' *f* 89' 125 *t FPT*	32·3	18·3 FK 11 *t APT* 10 *t*	S Jhns NFL British *5 BH Cem*	T.3Cy.18½", 30½"&50"–36" 180 lb (*s*) FD 266 NHP 2SB, *6cf*, GS 111, HS 4422 Swan, Hunter & Wigham Richardson, Ld. Nwc.	20 " 6 s 3 " 2½ 17 " 8	
77961 113369 MNKD	**Kyle Bute** (*ex* Elvington–34. 3 Mst *ex* Astra, *ex* Suffolk *ss* Bkn. 3rd No. 3–8,35 Coast, *ex* Thoughtful, *ex* Faithful) 1 *Dk (Stl)* & *deep framing* *Well deck* *Mchy. Aft*	795 590 846	✠100A1 Bkn 3,38 BS ~~8,37~~ ✠LMC 8,35 11,38	*l*	CL 2,38		1900 6 mo *Lloyd's*	Dundee Shipbuilders Co Ld. Dundee	Kyle Shipping Co. Ld. (Monroe Bros. *Mgrs.*)	198·0 Q97' B12' F23' *Cell DB f* 123' 181 *t*	30·2	13·1 FK	Liverpool British *3 BH Cem*	T.3Cy.16½", 27½"&45"–30" 180 lb (*s*) 123 NHP 1SB, *3cf*, GS 56, HS 1900 Cooper & Greig, Dundee	15 " 4 s 1 " 0 14 " 5½	
77962 142275 MJRY	**Kyle Castle** (*ex* Ardglass–35) *ss* P.Gl.No.3–12,31 *ss* Liv. No. 1–35 *Mchy. Aft* 1 *Dk (Stl)* & *Web frames* *Well deck* *Cargo battens not fitted*	845 592 424	✠100A1 Bkn 2,38 ~~LMC~~ MS 3,35 ~~BS 9,37~~ 11,38	*l*	CL 2,38		1919 10 mo *Lloyd's*	J. Fullerton & Co. Paisley	Walton S.S. Co. Ld. (F.L. Dawson & Co. Ld. *Mgrs.*)	200·6 Q111' F26' *Cell DB f* 121' 220 *t FPT*	30·1	12·9 FK 60 *t APT* 49 *t*	Liverpool British *3 BH pt Cem*	T.3Cy.16", 26"&42"–27" (*s*) 180 lb 90 RHP 1SB, *3cf*, GS 65, HS 2030 Aitchison, Blair & Co. Ld. Clydebank	15 " 0 s 4 " 10¾ 14 " 3	
77963 99735 MDSG	**Kyle Firth** (*ex* Kyleford. 3 Mst *ex* Ouistreham, *ex* Senga) *ss* Bkn. 2nd No. 3–11,30 *ss* Bkn. No. 1–36 *Well deck* 1 *Dk (Stl)* *Mchy. Aft* *Cargo battens not fitted*	450 309 178	✠100A1 Bkn 2,36 BS 3,36 ✠LMC 2,36	*g*	CL 1,36		1905 4 mo *Lloyd's*	Ailsa S.B. Co. Ld. Ayr	Walton S.S. Co. Ld. (F.L. Dawson & Co. Ld. *Mgrs.*)	155·1 Q86' B10' F28' BK 7' *FPT*	25·6	11·2 BK 7' *FPT*	Glasgow British *3 BH Cem*	C.2Cy.18"&40"–27" (*s*) 180 lb 64 RHP 1SB, *3pf*, GS 48, HS 1540 Renfrew Bros. & Co. Irvine	12 " 3 s 4 " 1½ 12 " 6	
Wrecked 10-38 77964 123485 MCWV	**Kyle Prince** (*ex* Ita–34, *ex* Rosneen) *ss* Dub. 2nd No. 3–3,33 *ss* Bkn. No. 1–37 *Well deck* *Mchy. Aft* 1 *Dk (Stl)* *Cargo battens not fitted*	409 298 163	✠~~100A1~~ Bkn 6,37 ~~LMC~~ ~~MS 9,37~~ ~~BS 9,37~~	*g*	6,37		1908 10 mo *Lloyd's*	Dublin Dockyard Co. Dublin	Walton S.S. Co. Ld. (F.L. Dawson & Co. Ld. *Mgrs.*)	155·0 25·3 162·0(O.L.) Q86' B9' F22' *DB f* 81' 75 *t FPT*	23·9	9·9 BK 7' 25 *t APT* 1 *t*	Liverpool British *3 BH Cem*	C.2Cy.19"&38"–27" (*s*) 180 lb 87 RHP 1SB, *3pf*, GS 58, HS 1657 Ross & Duncan, Glasgow	12 " 0 s 3 " 8 12 " 4½	
77965 135527 MFBT	**Kyle Queen** 3 Mst (*ex* Cornish Coast–35, *ex* Volana) *ss* Cff. No 3–4,26 *ss* Bkn. No. 2–35 *Mchy. Aft* *Well deck* 1 *Dk (Stl)*	616 421 256	✠100A1 Bkn 12,37 BS 1,39 ~~LMC~~ MS 10,34 ~~BS 12,37~~	*i*	CL ~~12,37~~ 7,38		1913 11 mo *Lloyd's*	R. William son & Son Workington	Walton S.S. Co. Ld. (F.L. Dawson & Co. Ld. *Mgrs.*)	175·0 Q103' B9' F22' *Cell DB f* 101' 120 *t*	27·1	11·1 BK 7' *FPT* 53 *t*	Liverpool British *3 BH Cem*	T.3Cy.14", 24"&40"–27" (*s*) 180 lb 80 RHP 1SB, *3cf*, GS 56, HS 1956 Ross & Duncan, Glasgow	13 " 4 s 4 " 7 13 " 5	
77966 145556 MKVW	**Kyle Rhea** (*ex* Tod Head–35) *ss* Gmb. No. 3–7,30 *ss* Grk. No. 2–38 *Mchy. Aft* *Well deck* 1 *Dk (Stl)*	323 216 123	✠100A1 Grk 2,38 BS ~~2,39~~ ✠LMC 3,38	*d*	CL 12,36		1921 10 mo *Lloyd's*	J. Cran & Somerville Ld Leith	R. Cameron & Co.	130·2 24·1 Q48' B8' F23 *FPT* 33 *t*	22·6	9·6 FK *APT* 16 *t*	Glasgow British *3 BH Cem*	C.2Cy.15"&32"–24" (*s*) 130 lb 60 RHP 1SB, *2pf*, GS 44, HS 1168 J. Cran & Somerville, Ld.	10 " 6 s " 6 10 " 2	
77967 129519 MPVK	**Kyle Rona** (*ex* Loch Leven) *ss* Bwg. No. 3–11,28 *ss* Grk No. 2–37 *Mchy. Aft* *Well deck* 1 *Dk (pt Stl)*	307 236 114	✠100A1 PGl ~~Grk~~ 12,38 Grk ~~LMC~~ MS 3,37 ~~BS 10,37~~	*e*	CL 3,38		1910 9 mo *Lloyd's*	Scott & Sons Bowling	R. Cameron & Co.	135·2 Q45' B9' F24'	23·6	10·1 BK 7'	Glasgow British *3 BH Cem*	C.2Cy.17⅞"&36"–24" (*s*) 135 lb 77 RHP 1SB, *3pf*, GS 50, HS 1488 Ross & Duncan, Glasgow	11 " 0 s " 8½ 10 " 11	
77968 145976 MLDZ	**Kyle Skye** (*ex* Nancie Thomas–35) *ss* P.Gl.No.3–9,35 *Mchy. Aft* 1 *Dk (Stl)* *Well deck*	311 218 116	✠100A1 Grk ~~4,38~~ PGl BS ~~4,37~~ ✠LMC 9,35 ~~8,38~~	*d*	CL ~~4,38~~ 3,39		1922 9 mo *Lloyd's*	Rennie, Ritchie & Newport S.B. Co. Ld. Glasgow	R. Cameron & Co.	130·3 23·8 Q48' B8' F22' *FPT* 22 *t*	22·6	9·8 FK *APT* 19 *t*	Liverpool British *3 BH Cem*	C.2Cy.15"&32"–24" (*s*) 130 lb 63 RHP 1SB, *2pf*, GS 40, HS 1240 Gauldie, Gillespie & Co. Ld. Gls	10 " 6 s " 7½ 10 " 0	
77969 131387 MFZJ	**Kylebay** (*ex* Hampshire Coast–36) *ss* Bkn. 2nd No. 3–11,36 *Well deck* *Mchy. Aft* 1 *Dk (Stl)*	787 558 378	✠100A1 Bkn 7,37 BS 12,37 ✠LMC 11,36	*k*	CL 10,36		1911 9 mo *Lloyd's*	W. Harkess & Son, Ld. Middlesbro'	Walton S.S. Co. Ld. (F.L. Dawson & Co. Ld. *Mgrs.*)	195·0 Q109' B13' F33' *Cell DB f* 117' 158 *t FPT*	30·0	11·6 FK 39 *t APT* 24 *t*	Liverpool British *3 BH Cem*	T.3Cy.16", 27"&44"–30" (*s*) 180 lb 136 NHP 2SB, *4cf*, GS 72, HS 2374 Richardsons, Westgarth & Co. Ld. Mdb.	13 " 10 s 4 " 0½ 13 " 5½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enjoignement.	7* Date de la dernière Visite de l'arbre porte-hélice.
77970	**Kyleclare**		700	✠100A1	Liv	*m*	CL
152256		*ss*Bkn.No.1–36	568	~~8,37~~ 11,38	BS11,~~[illegible]~~		N8,37
EIFJ		1 *Dk(Stl)*	261		✠LMC11		
77971	**Kylecroft** (*ex*NormanQueen,–37		863	✠100A1	Mch	*l*	CL
132859	*ex*Anglesey	*ss*Mch.2ndNo.3–8,36	593	1,37			8,36
MDRB	Coast–37,*ex*Enda)	1 *Dk(Stl)*	428	BS10,37 ✠		MC8,36	
	Mchy. Aft						
	Well deck						
77972	**Kylegorm** (*ex*Broadgreen–34, **3Mst**		622	✠100A1	Bkn	*i*	CL
135551	*ex*MadameBrooke,	*ss*Shl.No.3–12,26	414	3,36			~~8,36~~
MFBZ	*ex*Broadgreen)	*ss*Bkn.No.2–36	264	BS~~6,37~~	✠LMC	3,36	8,36
	Well deck	1 *Dk(Stl)*		7,38			
	Mchy. Aft	*Cargo battens not fitted*					
77973	**Kylemore** Ⓟ (*ex*Vulcan, **PadSp**		319				
106076	*ex*Britannia)		261				
		1 *Dk*	126				
77974	**Kylemount** (*ex*Northdale–34, **3Mst**		704	✠100A1	Bkn	*f*	CL
122956	*ex*Carterside,	*ss*Bkn.2ndNo.3–8,31	499	~~6,37~~ ~~6,38~~ 10,38			~~9,36~~
MCNJ	*ex*Argus)	*ss*Bkn.No.1–36	313	~~BM7,37~~	✠LMC	7,36	
	Mchy. Aft	1 *Dk(Stl)*		~~BS7,38~~ 8,39			
	Well deck	*Cargo battens not fitted*					
77975	**Kyloe**	*ss*Shl.No.2–38	2820	✠100A1	Shl	*l*	CL
161548		~~*ss*Shl.No.1–35~~	2378	~~11,37~~ 10,38			~~10,35~~
GLKQ	**D.F.**	1 *Dk(Stl)*	1695	~~BS11,37~~	✠LMC	~~10,~~ 10,37	10,36
		Cargo battens not fitted					
77976	**Kyma** (*ex*Hesleyside–33)		*3994*	✠100A1	Mch	*w*	CL
206		*ss*Rot.2ndNo.3–10,38 ~~*ss*Shl.No.2–5,25~~	*3755*	~~11,36~~	Rot		~~10,37~~
SVGV		~~*ss*Bky.No.2–34,~~	*2518*	BS~~5,37~~	✠LMC	~~6,34~~	8,38
		1 *Dk(Stl)* & *Web frames*		10,38		MS9,37	
		Longitudinal framing					
77977	—	*ss*Pir.No.1–38	3959	✠100A1	Pir	*w*	CL
753	(*ex*Rothley–33)	*ss*Pir.2ndNo.3–2,34	3757	1,38 ~~4,37~~			4,37
SVKY		1 *Dk(Stl)*	2481				
		Cargo battens not fitted					
77978	**Kyno**		3946				
147156		*Cruiser Stern*	2549				
GKNR	**D.F.**	*2 Dks* ~~*1 Dk*~~ ~~*Shelter dk*~~	2421				
77979	**Kyodo Maru** (*ex*Gallia) **TwinSc**		1084				
28143		*Oil Eng.*	888				
JFOE	*Mchy. Aft*	1 *Dk*	741				
		Carrying Petroleum in bulk					
77980	**Kyodo Maru No. 11** **TwinSc**		375				
11626	(*ex*YutakaMaru,		262				
	*ex*KyodoMaruNo.11)	1 *Dk*	170				
77981	**Kyodo Maru No. 13** (*ex*Bangkok		1999				
13885	*ex*Charon)		1857				
JSDB		2 *Dks*	1409				
77982	**Kyodo Maru No. 16** Ⓟ		1477	✠	Kob	*p*	
128	(*ex*Tyrian)	*ss*Mel.2ndNo.3–3,15	1396	6,17			
JGJB		1 *Dk(pt Irn–ws)*	917				
	Wireless	*& Awng dk 3 tr B*					
77983	**Kyodo Maru No. 18** Ⓟ		794				
11081			671				
JOZE		2 *Dks*	537				
77984	**Kyodo Maru No. 28** Ⓟ (*ex*Vima,		1506				
30038	*ex*Zion,*ex*HaimMazza,*ex*Zion,*ex*Haim		1328				
JSZE	Mazza,*ex*Minoru)	2 *Dks*	906				
		Cruiser Stern					
77985	**Kyodo Maru No. 36** Ⓟ		1500				
35328			1192				
JIDC	Wireless	2 *Dks*	902				
77986	**Kyoei Maru**		591				
43726		*Oil Eng.*	—				
JHNL	*Mchy. Aft*	*Cruiser Stern*	367				
		Carrying Petroleum in bulk					
77987	**Kyojin Maru**		400				
		Oil Eng.					
		Cruiser Stern					
77988	**Kyojin Maru No. 2**		400				
		Oil Eng.					
		Cruiser Stern					
77989	**Kyojin Maru No. 3**		400				
		Oil Eng.					
		Cruiser Stern					
77990	**Kyojo Maru**		372				
239			—				
		2 *Dks*	212				

8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15
1932	CaledonS.	LimerickS.S.Co.	211·7	32·7	12·6	Limerick	T.3Cy.17",28"&46"–33" (*r*)	13 ″ 3	
5mo	B.&E.Co.Ltd.	Ld.	220·7(O.L.)			British	185lb 173NHP	s ″ 11½	
	Dundee *ss*	*Cell D Ba & u E*	P35'B82'F65'		BK6'	4 *B Hpt Cem*		12 ″ 11½	
Lloyd's		54' *f* 82'18	3*t FPT* 57*t APT* 34*t*			*pt Asp*	CaledonSB.&E.Co.Ltd.Dun		
1911	Dublin	KyleShippingCo.	200·2	30·6	12·5	London	C.2Cy.22"&46"–30" (*s*)	14 ″ 9	
12mo	DockyardCo.	Ld.(MonroeBros.		32·3		British	135lb *90lb* 87RHP	s 4 ″ 5	
	Dublin	*Mgrs.*)			BK7'	3 *B H Cem*	1SB,*3cf*,GS69,HS2370	14 ″ 11½	
Lloyd's			Q115'B9'F34'				Ross&Duncan,Glasgow		
		Cell D	*Ba*64' *f* 53'159*t FPT*			64*t APT* 15*t*			
1914	J.Fuller-	WaltonS.S.Co.,Ld.	175·2	28·1	10·4	Liverpool	T.3Cy.14",24"&40"–27" (*s*)	13 ″ 0	
2mo	ton&Co.	(F.L.Dawson&Co.,				British	180lb 90RHP	s 4 ″ 5	
	Paisley	Ld.,*Mgrs.*)	Q96'B9'F32'		BK6'	3 *B H Cem*	1SB,*3pf*,GS54,HS1899	13 ″ 1	
Lloyd's		*Cell D*	*Bf* 95'137*t FPT* 51*t*			*APT* 44*t*	Ross&Duncan,Glasgow		
1897	Russell&	Williamson-	200·5	24·1	7·7	Glasgow	C.D.2Cy.23½"&47"–51"		DT
	Co.	Buchanan				British	93RHP		till
	Pt.Glasgow	Steamers(1936)Ld					Rankin&Blackmore,Grk.		2,38
1906	J.Fuller-	WaltonS.S.Co.,Ld.	185·0	30·1	11·6	Liverpool	T.3Cy.16",26"&44"–33" (*s*)	14 ″ 0	
8mo	ton&Co.	(F.L.Dawson&Co.,				British	~~170lb~~ 150lb NDB21 96RHP	s 4 ″ 8½	
	Paisley	Ld.,*Mgrs.*)	Q94'B9'F27'		FK	3 *B H Cem*	1SB,*3pf*,GS56,HS1781	13 ″ 5	
Lloyd's		*Cell*	*D Bf* 106'177*t FPT*			61*t APT* 4*t*	Ross&Duncan,Glasgow		
1930	Smith's	SharpS.S.Co.Ld.	305·0	45·5	21·3	Newcastle	T.3Cy.21",35"&57½"–42" (*s*)	23 ″ 6	
3mo	DockCo.Ld.	(Sharp&Co.*Mgrs.*)				British	180lb 266NHP	s 3 ″ 1½	
	Middlesbro'		P23'B50'F23'			6 *B H Cem*	2SB,*6cf*,GS120,HS4554	20 ″ 6½	
Lloyd's			*Trunk in wells*		FK		Smith'sDockCo.Ld.Mdb.		
		Cell D B 205'681*t*	*DTa* 56'255*t FPT*			64*t APT* 100*t*			
1912	ShortBros.	~~M.Sitinas&Co.~~	363·0	50·0	25·6	Andros	T.3Cy.25¼",41"&68"–48" (*s*)	28 ″ 4	
7mo	Ld.	N.Sitinas&Co.	376·3(O.L.)			Greek	180lb 365NHP	s 5 ″ 0½	
	Sunderland		P34'B117'F36'		FK	*Cem*	3SB,*9cf*,GS151,HS5874	23 ″ 6	
Lloyd's		*Intermediate B H in after hold dispensed with*				*5 B H only*	N.E.Marine Eng.Co.Ltd.Sld		
		Cell D Ba 113				*u E & f* 161'1172*t FPT* 78*t APT* 100*t*			
1911	BlythSB.&	A.K.Pezas	352·5	50·8	24·9	Piræus	T.3Cy.35",41"&68"–45" (*s*)	27 ″ 4	
9mo	D.D.Co.Ld.					Greek	180lb 356NHP	s 4 ″ 9½	
	Blyth		P31'B98'F39'		FK	6 *B H Cem*	2SB,*6cf*,GS136,HS5756	22 ″ 8	
Lloyd's		*Cell D Ba* 115	*u E & f* 154'929*t*			*APT* 155*t*	N.E.MarineEngCoLd Nwc		
1924	GooleS.B.	Ellerman'sWilson	332·8	46·6	~~30·4~~ 28·9	Hull	T.3Cy.21",35½"&61"–42"		C
	&RepgCo.Ld.	LineLd.				British	241NHP		
	Goole					*WB*	Earle'sS.B.&E.Co.Ltd.Hull		
1914	Gebr.Pot	KagitomiShosaku	190·0	33·5	17·0	Niigata	Oil Engines 2S.C.SA	18 ″ 0	
	Bolnes		P44'F21'			Japanese	8Cy.16½"–18⅛" 384NHP		
					FK	*WB*	J&CG Bolinders Co.Ld Skm		
1909	S.Ono	AwanokuniKyodo	145·2	20·3	12·2	Toku-	T.6Cy.10",16¾"&28"–16"		
	Osaka	KisenK.K.				shima	63NHP		
						Japanese	S.Ono,Osaka		
1896	Workman,	OginoKaishoK.K.	284·5	40·0	21·0	Fushiki	T.3Cy.19",32"&52"–30"		
	Clark&Co.Ld		B74'F36'			Japanese	148NHP		
	Belfast					*WB*	Workman,Clark&Co.Ld.		
1890	Day,Sum-	KyodoKisenGoshi	260·3	33·1	15·9	Dairen	T.3Cy.21",34"&57"–36"	24 ″ 4	
5mo	mers&Co.	Kaisha	F37'		23·3	Japanese	211NHP		
	Southampton		DS03		BK8½'	5 *B H Cem*	2SB,*6cf*,GS115		
			WB = DBa 36'*f* 48'			131*t FPT* 43*t*	Day,Summers&Co.Sou.		
1908	Hanta	AwanokuniKyodo	180·0	28·0	18·6	Komatsu-	T.3Cy.13",21½"&36"–27"		
	Ryótaro	KisenK.K.				shima	67NHP		
	Osaka					Japanese	HantaRyotaro,Osaka		
1919	Swan,Hun-	AwanokuniKyodo	258·0	34·8	23·7	Amagasaki	T.4Cy.20½",33"&(2)37"–30"	24 ″ 6	
	ter&Wigham	KisenK.K.				Japanese	207NHP		
	Richardson,				FK	*WB*	Swan,Hunter&Wigham		
	Ld Newcastle						Richardson,Ld Nwc		
1929	Kawasaki	AwanokuniKyodo	240·0	36·0	20·0	Amagasaki	T.3Cy.18",30"&49"–36"		
	Dkyd.Co.Ld.	KisenK.K.	P46'B55'F32'			Japanese	144NHP		
	Kobe					*WB*	KawasakiDockyardCo.Ld		
1937	Harima	KyoeiTankerK.K.	176·2	30·0	12·8	Kobe	Oil Engines 4S.C.SA		
	S.B.&Eng.					Japanese	6Cy.14$\frac{3}{16}$"–22$\frac{7}{16}$" 116NHP		
	Co.Ld.						KobeSteelWorks,Kobe		
	Harima								
1937	Urabe	SaitoGomeiKaisha	135·0	26·0	13·0		Oil Engines 4S.C.SA		
	ZosenTekko-					Japanese	6Cy.11⅜"–17$\frac{5}{16}$" 79NHP		
	sho Osaka						HanshinIron Works,Kobe		
1937	Urabe	SaitoGomeiKaisha	135·0	26·0	13·0		Oil Engines 4S.C.SA		
	ZosenTekko-					Japanese	6Cy.11⅜"–17$\frac{5}{16}$" 79NHP		
	sho Osaka						HanshinIron Works,Kobe		
1937	Urabe	SaitoGomeiKaisha	135·0	26·0	13·0		Oil Engines 4S.C.SA		
	ZosenTekko-					Japanese	6Cy.11⅜"–17$\frac{5}{16}$" 79NHP		
	sho Osaka						HanshinIron Works,Kobe		
1913	.....	ChosenKisenK.K.	130·0	24·2	15·5	Fusan,			
	Osaka					Korea			
						Japanese			

Burnt 11.38

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c	4 Registered Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	Register if with or classed. If not to L. or Date of [illegible]
77991 26830 JHID	**Kyokkō Maru** (*ex*Kyokkoh Maru–38,*ex*Ypres Maru) *ss*Yka.No 3–1,31 *ss*Yka.No.1–36 *2 Dks (Stl) & Shelter dk (Stl)*	6783 6475 4986	✠100A1 Yka *a*† *Shelter dk with freeboard* ~~1,37~~ ✠LM 5,38 *Fitted for oil fuel* 5,23	Kob	CL 4,37 *F.P. a*	1920 10mo *bove* 1	Teikoku S.S.Co. OHarima A&CP	YamashitaKisen K.K.	425·0 | 53·6 | 34·9 FK *Collision* *Cell D B* 366′ 115 3*t* *FPT* 153 *t* *APT* 72 *t*	Kobe Japanese *pt Cem* *B Hto Sh dk* 6 „ „ *U* „	T.3Cy.28″,47″&79″–51″ (*s*) 200lb 581NHP 3SB,9*cf*,GS192,HS7956 FD KobeSteelWorks,Ld.Kobe	37 „ 6 8 „ 1½ 28 „ 7	
77992 44248 JDCM	**Kyokusei Maru** (*ex*ShunHwa–38, *ex*Chilcop–36, *ex*MargaretCoughlan) *ss*N.Yk.No.3–6,34 *2 Dks (Stl)* D.F.	5493 — 4008	✠ ... Kob *z* 8,38 ~~BS9,36~~ ✠LMC8,34 *Fitted for oil fuel* 6,20		CL 1,37 *F.P. a*	1920 6mo *bove* 1	J Coughlan &Sons,Ld. Vancouver, A&CP B.C.	*AsahiShojiK.K.* *Intermediate Bulk & afterholds*	410·5 | 54·0 | 29·7 P44′B115′F47′ FK *head in fore dispensed with 5 B H only* *Cell D B* 361′ 128 7*t* *DT* 25′ 51 1*t* *FPT* 131 *t* *APT* 87 *t*	Tokyo Japanese *pt Cem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 520NHP 3SB,9*cf*,GS198,HS7743 FD J.G.Kincaid&Co.Ld.Grk.	29 „ 9	
77993 39386 JWTJ	**Kyokuto Maru** *Oil Eng.* *1 Dk & 2nd dk clear of oil tanks* *Mchy. Aft* *Cruiser Stern* *Longitudinal framing in oil tanks*	10052 9038 5821	✠ ... 11,38 Yka *f*† *Carrying Petroleum in bulk*		CL N6,37	1934 12mo	Kawasaki Dykd.Co.Ld. Kobe	IinoShojiK.K. *Cell D Bu E* 100′ 462 *t* *Lloyd's SA&CP*	502·3 | 65·0 | 37·1 P162′B37′F36′ FK *DT f* 50′ 499 *t* *FPT* 220 *t* *APT* 98 *t*	Nakamaizuru Japanese 12 *B Hpt Cem*	Oil Engines 2S.C.DA 8Cy.27 9/16″–47¼″ 2115NHP 3DB178*lb* KawasakiDkydCoLd Kobe	37 „ 1	
77994 21788	— **Wood Aux** 3 Mst Sr 1 *Dk*	361 — 256				1917	Sakamoto Inosuke, Osaka	GoshiKaisha ChyuyetsuShoko	127·0 | 27·0 | 13·6	Higashi-Iwase Japanese	C.2Cy.12⅜″&24½″–14″ Tanabe 19NHP Tekkosho,Yokohama		
77995 DHOR	**Kyphissia** Sub.Sig. D.F.	2964 2681 1739				1923	Schiffs-u. Dockbauw. Flender,A.G. Lübeck	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	337·7 | 48·2 | 21·1 B59′F36′	Hamburg German *W b*	T.3Cy.23⅝″,38 9/16″&62″–41 5/16″ 246NHP G.Seebeck A.G. Weserm ünde-G		G
77996 847 SZOC	**Kyrapanagia II** (*ex*Clonlee–35) *ss*Lth.2ndNo.3–10,23 *ss*Shl.No.2–32 *Well deck* 1 *Dk (Iru) & deep framing*	*1012* *790* *396*	✠ —— Cff *n* 1,37 ✠			1899 1mo	AilsaS.B. Co. Troon	A.G.Chalaris *Cell D Ba* 50′ *u*	224·0 | 33·1 | 15·6 P23′Q52′B53′F26′ FK&BK1″ *E* 17′ *f* 83′ 286 *t* *FPT* 45 *t* *APT* 64 *t*	Piræus Greek *4 B H Cem*	T.3Cy.17⅝″,27½″&44″–33″ NDB19 123NHP ISB,3*cf*,GS59,HS2040 Muir&Houston,Ld.Gls.	16 „ 6	
77997 786 SVHY	**Kyriakoula** (*ex*Kamir–34, *ex*SidlawRange) *ss*Rot.No.3–5,30 *ss*Sld.No.1–34 *1 Dk,2nd dk clear of Nos 2&3 holds* *Cargo battens not fitted*	*4340* *4028* *2705*	✠100A1 Rot *x* 11,37 ~~BS12,36~~ ✠LMC~~10,36~~ 8,36		CL 11,37	1918 1mo	New Waterway S.B. Co. Schiedam	A.G.&D.G.Lemos &TrampShipping DevelopmentCo. Ld.	370·3 | 50·2 | 26·3 P33′B122′F37′ FK *Cell D B* 319·83	Piræus Greek 6 *B Hpt Cem* *pt Asp*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 402NHP 3SB,9*cf*,GS186,HS6660 NewWaterwayS.B.Co.	29 „ 0 s 5 „ 4½ 23 „ 9½	
77998 LEIG	**Kysten** Ⓟ 2 *Dks*	300 278 169				1909	Trndhjms Mek.Værks Trondheim	NamsosDampskibs Selsk.	126·0 | 21·0 | 15·4 H13*t*	Namsos Norwegian *W b*	*3 D H* 8*t* *FPT* 120*t* *APT* 64*t* Schiedam T.3Cy.12″,20″&33″–21″ 50NHP TrondhjemsMek.Værks.		
77999 DOFC	**Kythera** (*ex*Alimnia–36,*ex*Ostsee, *ex*Themisto) 1 *Dk & Spar dk & deep framing*	3727 3393 2338	...			1901	C.S.Swan& Hunter,Ld. Newcastle	AtlasLevante-Linie A.G.	348·8 | 45·2 | 17·9 P28′B92′F39′ 26·1 FK	Bremen German *W B*	T.3Cy.24″,40″&66″–45″ NB21 NDB21 321NHP Blair&Co.Ld.Stockton	28 „ 10	G †
78000 760 SZKN	— (*ex*Reinunga–34) *ex*Grove,*ex*Aurora) 1 *Dk 2 tr B*	1070 970 649	...			1902	Fevigs Jernskibsbyg Fevig	P.Th.Katrakis	225·1 | 34·2 | 17·1 P31′B59′F25′ FK	Piræus Greek *W B*	T.3Cy.16½″,27″&44″–30″ Richardsons, 117NH Westgarth&Co.Ld.Mdb.	18 „ 3	G †
78001 41506 JPJK	**Kyushu Maru** *Mchy. Aft* *Cruiser Stern* 1 *Dk*	633 — 343				1936	Amagasaki ZosenSho Osaka	Amagasaki KisenBuGomei Kaisha	170·0 | 28·0 | 15·5	Osaka Japanese	C.2Cy.17½″–35⅝″–27″ 55NHP		
78001* 44764 JHLM	**Kyūsyū Maru** *Oil Eng.* *Ref. Mchy.* 3 *Dks* *Cruiser Stern*	6600				1937	Mitsubishi JukogyoK.K Nagasaki	HaradaKisenK.K.	~~450·3~~ 62·3 | 41·0 F12′ 466 *g*	Osaka Japanese *W B*	Oil Engines 2S.C.SA 14Cy.28¾″–49 3/16″ 1960NHP MitsubishiJukogyoK.K. Nag.		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terre assigné pour navig. Lettre d'affaiblissement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres ou Cotes si on n'est dans le Lloyd's Register Book. Durée Cert. Port Trade
78002	**L. A. Christensen**		4362					1925	Deutsche Werft A.G. Hamburg	A/S Ulabrand (Hjalmar Röed & Co. *Mgrs.*)	382·7	53·4	25·4	Tönsberg Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅜"-47½" 492NHP AlgemeineElec.Ges.Berlin		N
		Oil Eng.	3920								P112	H303	F24*t*				
LCSC	*Cruiser Stern*	2 *Dks*	2516														
78003	**L. E. Block**		9093	✠100A1	Cgo			1927	American S.B.Co. Lorain, O.	Inland Steel Co. (Hutchinson & Co. *Mgrs.*)	604·2	64·2	28·6	Chicago Utd. States	T.3Cy.25½",41"&67"-42" (*r*) 185lb 497NHP	33 " 0	
226374		*ss* Clv. No. 1-34	8608	*For Service on*				3mo								s10 " 11	
KGFE	*Mchy. Aft*	1 *Dk (Stl) & Web frames*	7164	12,35				*Lloyd's*	*A&CP*	*Cell D Bu E & B57*	F58'		FK	*3 BH*	3SB,*6cf*,GS149,HS8078 FD	22 " 4½	
	Longitudinal framing at bottom & at deck			BS~~3,38~~	✠LMC3,34					221*t sid*	*e tanks in way of ho*			*lds* 487'7659*t*	AmericanS.B.Co.Lorain,O.		
	D.F. GyC.	*Cargo battens not fitted*		12,38							*FPT* 478*t APT* 121*t*						
78004	**L. J. Drake**		6693	✠100A1	Gal	*a*†	CL	1918	Ames S.B. & D.D.Co. Seattle, Wash	Standard Oil Co. of New Jersey	419·6	57·2	30·0	Wilmgton (Del.) Utd. States	T.3Cy.24½",41½"&72"-48" (*s*) 200lb 480NHP	31 " 7	
216986		*ss* N.Yk.No.3-9,30	6089	2,38			2,38	10mo									
WOCU		*ss* Mob.No.1-34	4796	~~NE6,22~~	✠LMC				A&CP		P98'	B41'	F37'	FK	3SB(Spt)*9cf*,GS207,HS7416		
	Mchy. Aft	2 *Dks (Stl) & Web frames*		MS6,34	BS~~6,37~~7,38									16 *B H Cem*	Hooven,Owens,Rentschler Co.Hamilton,O.		
	D.F. GyC.	*Longitudinal framing*		*Carrying Petroleum in bulk*						*Cell D Bu E & B75'*				(14 *to U dk*			
				Fitted for oil fuel 10,18			*F.P. above* 1			188*t DT* 36'460*t*	*FPT* 192*t APT* 54*t*			2 " 2nd ")			
78005	**L. L. Abshire** (*ex* William Green-36)		6353	✠100A1	Mob	*b*†	CL	1917	W. Cramp & Sons S & E B Co Philadelphia (M.T.Ball, *Mgr.*)	Sabine Transportation Co. Inc.	430·0	58·2	33·3	Baltimore Utd. States	T.3Cy.27¼",45½"&76"-51" 190lb (*r*) 565NHP	33 " 4	
215348		*ss* N.Os.No.3-8,28	6056	1,39 ~~12,37~~			N12,37	7mo			446·3 (O.L.)					s 6 " 7½	
WPCN		*ss* Mob.No.2-37	3925	BS5,36	✠LMC	~~.37~~					P103'	B36'	F49'	FK	3SB,*9cf*,GS185,HS8095 FD	26 " 11½	
	Mchy. Aft	2 *Dks (Stl) & Web frames*		*Carrying Petroleum in bulk*										15 *B H pt Cem*	W. Cramp & Sons S. & E. B. Co. Phl.		
	D.F.	*Longitudinal framing*		*Fitted for oil fuel* 7,17			*F.P. above* 1		50° F. *Cell DB*					(7 *to Upr dk*			
														8 " 2nd ")			
78006	**La Belle**		6407					1909	American S.B.Co. Lorain, Ohio	La Belle Steamship Co. (M.A.Hanna Co. *Mgrs.*)	504·0	54·0	30·0	Wilmgton (Del.) Utd. States	T.3Cy.23½",38"&63"-42" 257NHP		R
206189			—											*WB*			
WNSW	GyC. *Mchy. Aft*	1 *Dk*	4876												AmericanSB.Co.Cleveland		
78007	**La Brea**	3 Mst	6665	✠100A1	LAn	*b*†	CL	1916	Union Iron Works Co. San Francisco	Union Oil Co. of California	435·0	56·2	33·7	L.Angeles Utd. States	T.3Cy.27",45½"&76"-51" (*s*) 190lb 514NHP	33 " 6	
213909		*ss* L.An.No.3-7,28	—	~~8,38~~ ~~12,38~~	~~2,39~~		2,38	8mo								s 6 " 11½	
WFDM		*ss* L.An.No.2-36	4157	~~NE11,18~~	~~LMC~~	8,36					P106'	B52'	F40'	FK	3SB,*9cf*,HS8640	26 " 9½	
	Mchy. Aft	2 *Dks (Stl) & Web frames*		BS~~8,38~~ 8,					A&CP	*Cell D Bu E & B62'*				15 *B H pt Asp*	SunS.B.Co.Chester,Pa.		
	D.F.	*Longitudinal framing*		*Carrying Petroleum in bulk*						*f* 57'433*t FPT*	100*t APT* 74*t*			(9 *to Upr dk*			
				Fitted for oil fuel 3,16			*F.P. above* 1		50° F.					6 " 2nd ")			
78008	**La Corse** (*ex* Fram, *ex* Monte Promina)		643				...	1903	W. Harkess & Son, Ld. Middlesbro'	S.A.R.L. Louis Carlini & Cie.	174·7	28·3	15·0	Marseilles French	T.3Cy.14",22½"&37"-27" 128NHP	16 " 0	V
			542								P18'	B44'	F20'				†
TUGB		1 *Dk*	277											BK7½"			
		Web frames												*WB*	Richardsons, Westgarth & Co. Ld. Mdb		
78009	**La Coruña** Ⓟ		7414					1921	Reiherst'g Schiffsw. Hamburg	Hamburg-Süd-Amerik. Dampf. schiff fahrts. Ges.	414·0	61·2	36·3	Hamburg German	T.3Cy.67$\frac{13}{16}$",45$\frac{5}{16}$"&74$\frac{2}{16}$"-55$\frac{5}{16}$"& 1 low pressure Turbine 554NHP		G
		Fitted for oil fuel	5102								P33'	B—F94'		*WB*			
DHOT	Sub.Sig. D.F.	2 *Dks & Shelter dk*	4483												Reiherst.Maschinenf.Ham.		
78010	**La Estrella Texaco**		495	✠100A1	Cebu	*g*	CL	1931	Taikoo D.&E.Co. of H.Kg. Ld. Hong Kong	The Texas Co. (Philippine Islands) Inc.	145·0	28·1	13·6	Manila, P.I. Utd. States	Oil Engines 2S.C.SA 6Cy.9$\frac{1}{16}$"-16$\frac{7}{16}$" 102NHP	14 " 7	
		Oil Eng.	430	2,39 ~~11,36~~	Man 2,39		~~11,36~~	6mo						5 *B H Cem*		s2 " 1½	
		ss Man.No.2-39 ~~*ss* Cebu.No.1-31~~	284		~~MC~~ 9,34		1,39				*After bridge* 35'	FK		1 " *to 2nd dk*		12 " 7	
		1 *Dk (Stl)* 2nd *dk in holds*						*Lloyd's*	*A&CP*		F20'			*APT* 26*t*	Atlas-Diesel A/B, Skm.		
	Mchy Aft										*MT* 15'90*t FPT* 26*t*						
78011	**La Fe** (*ex* Argosy)	3 Mst	*404*				...	1905	T. Dobson & Co. Hessle, near Hull	Empresa Naviera de Cuba S.A.	151·0	24·1	10·7	Havana Cuban	T.3Cy.12½",21"&34"-24" 58NHP	11 " 9	
			293								Q81'	B11'	F17'	FK	Crabtree&Co.Ld.Gt.Yar.		
	Mchy. Aft	*Well deck* 1 *Dk*	*168*														
78012	**La Florecita**		330	✠ ...	HKg	*f*		1931	Hong K'ng & Whampoa Dock Co Ld. Hong Kong	J.C.Tiampo	141·0	27·1	9·7	Iloilo, P.I. Utd. States	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"-16$\frac{7}{16}$" 102NHP	10 " 5	
		Oil Eng.	—	3,35				10mo			F18'		FK	3 *BH Cem*			
	Mchy. Aft	1 *Dk (Stl)*	164	✠										*FPT* 35*t*	Atlas-Diesel A/B, Skm.		
78013	**La Foce**		2497					1921	N. Odero fu A.&Co. Genoa	Soc. Anon. Ilva	286·9	41·2	28·4	Genoa Italian	T.3Cy18⅛",29⅛"&47$\frac{5}{16}$"-27$\frac{7}{16}$" 115NHP		CI
1037			1780								P23'			*WB*	N. Odero fu A.&Co. Genoa.		
IBCS	D.F. *Mchy. Aft*	1 *Dk*	1386														
78014	**La France**	Twin Sc	751	✠100A1	Bou	*k*	11,37	1915	Jos. T. Eltringham & Co. Ld. Willington Quay	Cie. Franco-Hollando-Américaine	185·1	34·1	14·7	Boulogne French	T.6Cy.15",24½"&41"-27" (*s*) 180lb 219NHP	16 " 0	
		ss Bou.No.3-4,27	613	~~9,38~~ ~~11,37~~ 1,39				10mo								8 " 0½	
FNOU		*ss* Bou.No.2-35	175	BS~~3,~~	✠LMC 2,35						*Promenade dk* 154'	FK		4 *B H Cem*	2SB.*6cf*,GS110,HS3800	13 " 4	
	Wireless	1 *Dk (Stl-w s)*		3,39				*Lloyd's*	*A&CP*					*FPT* 35*t*	JT Eltringham & Co Ld. Nwc		
											WB = Cell DB			*DB f* 19'25*t*			
78015	—		617	✠	Liv	*j*		1909	N. Wiborg Fevig	A/S La France (O.G. Gjessens Efft.)	182·0	27·5	13·1	Skudesnæs Norwegian	T.3Cy.13",21"&33"-27" 78NHP	15 " 7	N
		ss Off.No.2-19	540	11,22				7mo			B48'	F24'	FK	4 *B H Cem*	1SB,*3pf*,GS45,HS1423		†
LEIH		1 *Dk*	354		✠					*WB = Cell DBa*	33'*f* 83'134*t APT* 8*t*				AkersMek.Værks.Oslo		
78016	**La Guardia**		667					1900	Cia. Trasatlantica Cadiz	A.R.del Valle, S.Pares & Vic Galiana	160·4	26·2	16·4	Barcelona Spanish	T.3Cy.11",18"&29"-24" 41NHP		N
			—								H33'	F22'		*WB*	AkersMek.Værks.Oslo		
EBUU		1 *Dk 2tr B*	284														
78017	**La Mailleraye** (*ex* Scherpendrecht)		490					1918	Johs. Berg Delfzijl	Worms & Co.	160·0	25·7	11·9	Havre French	T.3Cy.12⅝",19$\frac{9}{16}$"&31½"-21⅝" 46NHP		V
			—								P49'	F22'		*WB*	Johs.Berg, Delfzijl		
TTDS	*Mchy. Aft*	1 *Dk*	264														
78018	**La Merced**	Aux Twin Sc 4 Mst Sr	2146					1917	J. Robertson, Benicia, Cal.	Alaska Southern Packing Co. Inc.	232·0	43·6	26·6	Juneau Utd. States	Oil Engines 2S.C.SA 4Cy.16½"-18⅛" 192NHP		
215578		*Oil Eng.*	—												J&C G Bolinders Mek.Verks A.B.Skm.		
KLGK		1 *Dk 2tr B*	1938														
	(*See Sailing Ship Register*)																
78019	**La Nymphe** (*ex* Nymphe)	Twin Sc	452					1916	Bremer Vulkan Vegesack	Soc. An. des Bains de Mer et du Cercle des Etrangers de Monaco	182·7	24·1	10·6	Monaco	T6Cy13⅜",19$\frac{7}{16}$"&30$\frac{7}{16}$"-17¾" *Emade* 16 79NHP		V
			—								F59'				Bremer Vulkan, Vegesack		
TWEJ		1 *Dk*	75														
78020	**La Palma** Ⓟ		*871*	✠100A1	LaP	*m*	CL	1912	W. Harkess & Son, Ld. Middlesbro'	Cia. Trasmediterránea	210·0	30·0	10·2	Santa Cruz Spanish	T.3Cy.16½",27"&44"-28" (*s*) 180lb 149NHP	12 " 3	
		ss LaP.2nd No.3-5,26	*478*	*Shelter dk*			9,37	4mo						5 *B H Cem*	2SB,*4cf*,GS74,HS2561	s " 6½	
EARN		*ss* LaP.No.2-35	*486*	*with freeboard*							B *on Shelter dk* 72'	FK			MacColl&Pollock,Ld.Sld.	12 " 1	
	Wireless	1 *Dk & Shelter dk (Teak)*		9,37				*Lloyd's*	*A&CP*								
				BS9,37	✠LMC 4,35					*WB = Cell DBa* 33'*u E*	17'*f* 95'160*t FPT* 14*t*			*APT* 13*t*			
				No later survey reported													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Late Name if any.	3 Material, Rig, &c. / Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 for Special Survey. Date of last Survey.	7 Port of Survey. Years Assigned. now expired. Equipment Letter.	8 Date when tail shaft last seen.	9 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft / in.	15 Registers in which classed, if not in L.R. Date of B of T Trade Cert.
78021 166401 MMRV	**La Pampa** *Oil Eng.* D.F. 1 *Dk & Shelter dk* E.S.D. GyO. *Cruiser Stern*		4149 3636 2484	✠100A1 *with freeboard* 12,38 ~~1,38~~	Got Rot LMC4,38	*z*	CL	1938 4mo *Lloyd's*	Götaverken A/B Gothenburg *s A4CP*	**BuriesMarkes, Ld.** *Intermediate B Hin after hold dispensed with* *Cell DB 330' 1569t water ballast tank on Shelter dk*	381·4 | 55·2 | 22·7 397·0 (O.L.) F38' FK 4 „ 2nd „)			London British *pt Cem* *Coll to Sh dk* 28'273t *FPT* 97t *APT* 243t	Oil Engines 4S.C.SA 6Cy.29½"–59½" 490NHP 2DB 85lb Götaverken A/B, Got.	27 „ 6 s 2„10½ 24 „ 9½	
78022 143671 GDLQ	**La Paz** Twin Sc *Oil Eng.* *ss* Hul. No. 3–10, 32 *ss* Hul. No. 1–36 2 *Dks (Stl)* & *Shelter dk (Stl)*		6548 6095 4052	✠100A1 *Shelter dk* *with freeboard* ~~7,35~~ 10,37 ~~10,38~~ LMC CS9,37 ~~12,38~~ 2,366,38	Liv ~~Gff~~ Hul ~~D.L.B.S.~~	*z* P3,35 ~~S1,36~~ 4,38	CL	1920 10mo *Lloyd's*	Harland & Wolff, Ld. Glasgow *s A4CP*	**PacificStmNavCo.**	406·3 | 54·2 | 32·9 P32' B89' F45' FK *on Shelter dk* *Cell DB 349' 1039t*			Liverpool British *pt Cem* 7 *B Hto Sh dk* *t FPT* 116t *A PT* 123t	Oil Engines 4S.C.SA 12Cy.26⅜"–39⅜" DB *100lb* 810NHP Harland & Wolff, Ld. Gls.	35 „ 5 s 8 „ 9 26„10½	
78023 225181 KDCK	**La Perla** (P) *ss* Bal. No. 3–10, 37 D.F. 4 *Dks (Stl–Wthr dk* ws) *Ref. Mchy.* *Cruiser Stern*		3792 3187 2105	✠100A1 *with freeboard* 10,38 ~~10,38~~ LMC ~~MS8~~ 9,38 *Fitted for oil fuel* 1,25	Bos Bal	CL N3,38 8 *F.P. a*		1925 7mo *Lloyd's* above 1	Cammell Laird & Co. Ld. Birkenhead *s A4CP* 50°F. *Inter*	**United Fruit S.S. Corpn. (United Fruit Co. *Mgrs.*)** *mediate B Hin fore hold dispensed with* *Cell DB 272' 502t FPT 52t APT 13t*	325·2 | 48·1 | 28·3 P36' B108' F40' FK & BK 1½' *t*			New York Utd. States 4 *B H Cem*	T. 3Cy. 24¾", 41½" & 69"–48" 200lb (*s*) 578NHP 3SB, *12cf*, HS 9201 Cammell Laird & Co Ld. Bkn	31 „ 9 s 8 „ 3 23 „ 8½	
78024 221103 KDPX	**La Placentia** *Fitted for oil fuel* D.F. 2 *Dks* & *Shelter dk* str *B* *Mchy. Aft* *Longitudinal framing* *Carrying Petroleum in bulk*		8272 6310 5107					1921	Southwestern S.B. Co. San Pedro, Cal	**Union Oil Co. of California**	440·0 | 58·2 | 32·8			Ls. Angeles Cal. Utd. States *W B*	Q.4Cy. 24", 34", 51" & 74"–54" 402NHP Llewellyn Iron Works, Los Angeles		R
78025 DHUM	**La Plata** (P) (*ex* Sachsen–37) 4Mst *Fitted for oil fuel* D.F. Sub. Sig. *Ref. Mchy.* 2 *Dks*		8056 7337 4861					1922	Bremer "Vulkan" Vegesack	**Hamburg-Süd-Amerik. Dampfschiff fahrts Ges.**	468·7 | 58·3 | 32·7 P55' B224' F41			Hamburg German *W B*	T. 3Cy. 32¼", 52¾" & 86⅜"–55½" 556NHP Bremer Vulkan, Vegesack		G
78026 31177 JDZB	**La Plata Maru** (P) Twin Sc *Oil Eng.* *ss* Kob. No. 3–6, 35 3 *Dks (Stl–Weather dk* ws) *Ref. Mchy.* GyC.		7267 6088 4378	✠100A1 *with freeboard* 7,~~36~~ ~~10,37~~ MC CS6,35 DB ~~S~~ 7,38 2,37 Lloyd's RMC ~~3,38~~ 12,38	Kob	*b* † CL 10,37		1926 4mo *Lloyd's*	Mitsubishi Zosen Kaisha Ld. Nagasaki *s A4CP*	**Osaka Syosen K.K.** *Cell DB 353' 1368t Tanks at sides*	430·0 | 56·0 | 36·0 B63' F47' FK *of tunnels 719t FPT*			Osaka Japanese 7 *B Hpt Cem* 117t *A PT* 146t	Oil Engines 2S.C.SA 12Cy. 23⅝"–41⅜" 1164NHP DB *100lb* Sulzer Bros. Winterthur	36 „ 0 s 11 „ 2½ 25 „ 2½	
78027 HPAM	**La Playa** *Oil Eng* *Ref. Mchy.* 4 *Dks* Sub. Sig. *Cruiser Stern*		*3682* *3183* *2144*			...		1923	Cammell Laird & Co. Ld. Birkenhead	**Balboa Shppg. Co. Inc. (United Fruit Co. *Mgrs.*)**	325·2 | 48·1 | 28·3 P35' B107' F41' FK & BK 1½"			Balboa Panamanian *W B*	4 Oil Engines connected to Elec. Motor & Sc. shaft 2S.C.SA 16Cy. 19⅛"–19⅛" NE 27 1096NHP "Fiat" Stab. Grandi Motori, Turin	31 „ 9	C †
78028 221691 KDVJ	**La Purisima** *Fitted for oil fuel* D.F. 2 *Dks* *Mchy. Aft* *Longitudinal framing* *Carrying Petroleum in bulk*		5091 — 3032					1921	Southwestern S.B. Co. San Pedro, Cal	**Union Oil Co. of California**	392·3 | 51·2 | 30·4			Ls. Angeles Cal. Utd. States	T. 3Cy. 24½", 41½" & 72"–48" 359NHP Llewellyn Iron Works, Los Angeles		R
78029 ~~143654~~ ~~GNCF~~	**La Salina** Twin Sc *ss* Cco. No. 2–35 *Mchy. Aft* 1 *Dk (Stl)*		2402 1743 1242	✠100A1 *with freeboard* 11,~~35~~ ~~1,90~~ BS1,38 LMC 9,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,27	Cco Arr	*l* ~~12,36~~ N11,38 *F.P. a*	CL	1927 6mo *Lloyd's* above 1	Harland & Wolff, Ld. Belfast *s A4CP* *Wing* 50°F.	**Lago Shipping Co., Ld. (F. J. Wolfe, *Mgr.*)** Cia. de Petroleo "Lago" *tanks f* 286t *Wing tanks a* 356t *FPT*	305·7 | 50·2 | 14·3 P67' F34' FK *Trunk* 204'			Maracaibo Venezuelan 7 *B Hpt Cem* 60t *A PT* 75t	T 6Cy. 13½", 23½" & 36"–27" (*s*) 180lb 196NHP 2SB, *6cf*, GS 98, HS 3702 Harland & Wolff, Ld. Bel.	15 „ 0 s 1„10½ 13 „ 4	
78030 203628 WTBL	**La Salle** (*ex* F. A. Bailey, *ex* J. H. Sheadle) D.F. *Mchy. Aft* 1 *Dk*		6924 — 5476					1906	Gt. Lakes Eng. Works Ecorse, Mich.	**Cleveland-Cliffs Iron Co.**	530·0 | 56·2 | 32·0			Wilmgton (Del.) Utd. States *W B*	T. 3Cy. 23", 37" & 63"–42" 257NHP Gt Lakes Eng Wrks. Detroit		R
78031 557 ESFD	**Läänemaa** 4Mst *Oil Eng.* 1 *Dk*		604 483 325					1922	Peter Wharf Tallinn	Tallinna Laevaühisus A.S. (The Tallinn Shipping Co. Ld.)	166·6 | 28·7 | 12·1			Tallinn Estonian	Oil Engines 4S.C.SA 6Cy. 12½"–16½" 96NHP Gebr. Körting, Hannover		G
78032 LEII	**Lab** 1 *Dk*		1118 982 665					1912	Akers Mek. Værks. Oslo	**A/S Lab (H. Tangvald-Pedersen)**	226·4 | 36·5 | 15·7 P17 B52' F24'			Porsgrunn Norwegian *W B*	T. 3Cy. 17", 29" & 47"–33" 127NHP Akers Mek. Værks. Oslo		N
78033 218865 KIZX	**Labette** *Fitted for oil fuel* Sub. Sig. 2 *Dks* & *Web frames*		4989 4573 3051			...		1919	American International S.B. Corp. Hog Island Pa	**Lykes-Coastwise Line, Inc.**	390·0 | 54·2 | 27·6 P39' B122' F43' FK			Houston Utd. States *W B*	D R Geared Steam Turbine 600NHP General Electric Co. Schenectady, N.Y.	32 „ 0	R †
78034 LCWF	**Labor** (*ex* Roald Amundsen–37, *ex* Cape Breton) *ss* Rot. 2nd No. 3–8, 30 *ss* Osl. No. 1–35 D.F. 1 *Dk (Stl)* & *Spar dk (Stl)* & *deep framing*		4479 3680 2665	✠100A1 *Spar dk* 4,37 Pr. BS 5,37 *Carrying Whale oil in bulk*	Osl LMC 5,35 BS 5,37	*x* CL 4,37		1904 9mo *Lloyd's*	Russell & Co. Pt. Glasgow *s A4CP*	**Hvalfangst. A/S Labor (F. Stören, *Mgr.*)** *Cell DB a 110' u E 24' f 158' 881t D* *Intermediate t ween dk B H in fwd*	360·0 | 49·0 | 17·5 25·5 P32' B201' F40' FK *Ta 36' 790t APT 86t* *hold dispensed with*			Kragerö Norwegian *Cem* 5 *B H to Sp dk* 6 „ „ *M* „	T. 3Cy. 25", 42" & 68"–48" (*s*) 180lb 6 Pr. B–*50lb* 369NHP 16 Pr. B–*60lb* 3SB, *9cf*, GS 165, HS 5980 D. Rowan & Co. Glasgow	28 „ 1	
78035 1649 IPDO	— *Oil Eng.* *Mchy. Aft* *ss* Mfd. No. 2–38 ~~*ss* Mfd. No. 1–37~~ 1 *Dk (Stl)* & *Web frames*	Twin Sc	510 370 249	✠100A1 ~~Lloyd's RMC 3,37~~ LMC CS7,38 ~~11,37~~ 8,38 *Carrying Petroleum in bulk*	Mfl	*h* CL 11,37		1930 5mo *Lloyd's*	Soc. Odero Terni Orlando Genoa *s A4CP*	**"La Columbia" Soc. Maritt. per Trasporto di Petrolio e Derivati**	165·2 | 28·0 | 11·8 P49' F20' FK *Trunk* 78'			Genoa Italian 10 *B H Cem*	Oil Engines 2S.C.SA 8Cy. 10¼"–17½" 147NHP Soc. Anon Fiat, Turin	12 „ 6 s 1 „ 1½ 11 „ 5½	
78036 CSGI	**Labrador** Wood Aux 3 Mst Sr (*ex* Lydia–35, *ex* Sailing Vessel, *ex* Skjold) *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*)		307 275 226					1919	Korsör Skibs. A/S Korsör	**Soc. Lisbonense de Pesca de Bacalhau Ltda.**	125·9 | 28·9 | 13·4 Q27'			Lisbon Portuguese	Oil Engines 2Cy. 14"–16⅛" *Emade—fitted* 35 Korsör Skibsværft A/S		

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maximum d'intervalle d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HHP = Force en chevaux d'après le papier du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où cote. Lloyd's Reg. Brit. & Foreign. Bureau Veritas. Det. Norske Veritas. Germanischer Lloyd. Russ. Reg. Shipping. Amer. Bur. Shipping. Nippon Kaiji Kyokai. Ital. Reg. Shipping. Japan Gov. Ship Survey. Polski Rejestr Statków. Nederl. Scheepvaart Inspectie. Panama Canal Regulations. Suez Canal Regulations. Inland Waterways. Inland Trade.
78037	**Labud** (*ex*Ezra-34,*ex*Apsleyhall-32, *ex*Silverash, *ss*Hpl.No.3-8,31		*5334*	✠100A1	Gms	*z*	CL	1918	WmHamil-	Jugoslavenska	405·1	52·6	27·7	Susak	T.3Cy.27″,44″&73″-48″ (*s*)	30 ″ 3	
	*ex*Ardgowan) *ss*Shl.No.1-34		*4928*	3,39 ~~2,98~~	Cff		5,37	7mo	ton&Co.Ld.	PlovidbaD.D.	419·0(O.L.)			Cem	180lb NDB34–*100lb* 476NHP	s 5 11½	
YTFI			*3415*	MHS~~1,38~~	✠LMC10,34			*Lloyd's*	Pt.Glasgow		P36′B120′F44′ FK			5 *BH to U dk*	2SB,*8cf*,GS157,HS6697 FD	21 ″ 6	
	2 *Dks*(*Stl*)& *Web frames Longitudinal framing*								*SA&CP*	*'Tween dk BH in after*	*hold dispensed with Cell D Ba* 129′*u* E21′			1 ″ ″ 2nd ″ *f* 176′ 1093*t*	J.G.Kincaid&Co.Ld.Grk. *DTa* 36′958*t APT* 39*t*		
78038	**Lachinedoc**		1926					1927	Swan,Hun-	PatersonSteam-	252·8	43·4	17·8	Ft William	T.3Cy.15″,25″&40″-33″		C
149430			1638						ter&Wigham	ships,Ld.	Q100′F35′			Ont.	92NHP		
	Mchy.Aft 1 *Dk*		1149						Richardson, Ld.Sunderlnd					British *WB*	MacColl&Pollock,Ld.Sld.		
78039	**Lackawanna** (*ex*EdwinE.Slick,		6971					1908	Gt.Lakes	BethlehemSteel	530·0	56·2	32·0	Wilmgton	T.3Cy.23″,37″&63″-42″		R
205349	*ex*DanielB.Meacham)		—						Eng.Works	Corp.(Bethlehem				(Del.)	257NHP		
WCDP	D.F. *Mchy.Aft* 1 *Dk*		5482						Ecorse,Mich.	Transpn.Corp. *Mgrs.*)				Utd.States *WB*	GreatLakesEng.Wks.Det.		
78040	**Lackenby**		5112	✠100A1	Shl	*z*	CL	1928	Wm.Gray	RopnerShipping	412·1	54·2	27·0	W.Hartlpl	T.3Cy.26″,41″&73″-48″ (*s*)	29 ″ 11	
139260	*ss*Cff.No.2-36		4846	~~4,25~~ ~~5,98~~ 2,39			11,37	7mo	&Co.Ld.	Co.Ld.				British	180lb FD 515NHP	s 4 ″ 11½	
GSMC	D.F. 1 *Dk*(*Stl*)		3200	~~HS5,37~~ ~~BS5,38~~ 1,39	✠LMC3,36			*Lloyd's*	WHartlepool		P30′B236′F41′ FK			7 *BH Cem*	3SB(Spt)*9cf*,GS172,HS7614	25 ″ 3	
									SA&CP	*Cell DB*	366′1432*t FPT* 173*t*			*APT* 192*t*	Cen.Mar.Eng.Wrks.WHpl		
78041	**Lacklan** (*ex*Vacuoline-34) 3 Mst		8670	✠100A1	Yka	*d*†	~~ch~~	1929	Lithgows	StandardTrans-	460·0	62·8	36·5	HongKong	Q4Cy24½″,35½″,51″&73″-51″	36 ″ 6	
160633	GyC. *ss*Yka.No.2-37		8020	~~6,38~~ ~~8,87~~ 1,38	Sba		~~2,95~~	1mo	Ld.	portationCo.Ld.				British	230lb (*s*) 630NHP	s 7 ″ 5½	
VPGW	D.F. *Mchy.Aft* 2 *Dks*(*Stl*)& *Web frames*		5223	~~BS6,~~	~~✠LMC~~8,37		6,38		PortGlasgow		P118′B42′F41′ FK			18 *BHpt Cem*	3SB,*9cf*, HS9276 FD	29 ″ 3½	
	Longitudinal framing-bracketless system			*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*					*pt Asp*	D.Rowan&Co.Ld.Glasgow		
				Fitted for oil fuel 1,29			*F.P. a*	*bove* 1	50° F.	*Cell D Bu E&*	*B65′ f* 27′2			80*t FPT* 190*t*	*APT* 130*t*		
78042	**Laconia** (P) Twin Sc		19695	✠100A1	Liv	*n*†	CL	1922	Swan,Hun-	CunardWhite	601·3	73·7	40·6	Liverpool	6 Steam Turbines DR	45 ″ 0	BT till 1,39
145925	*ss*Liv.No.3-1,35		14245	*Shelter dk*			~~22,26~~	1mo	ter&Wigham	Star,Ld.				British	geared to 2 Sc.Shafts (*r*)	s 12 ″ 9½	
GJCD	D.F. E.S.D. 2 *Dks*(*Stl*)& *Shelter dk*		*14804*	*with freeboard*			P1,37		Richardson,		B284′ *on Shade dk*			*pt Cem*	220lb HS29916 2561NHP	32 ″ 8	
	Sub.Sig. (*Stl-pt*ws)& *Shade dk*(*Stl*-ws)		11717	1,38 ~~4,38~~	~~BS14,38~~		61,39		Ld.Newcastle		FK				3D&3SB,*36cf*,GS747 FD		
	3 *rd dk*(*Stl*) *in holds except No.4*			~~HS1,38~~	~~✠LMC1,34~~			*Lloyd's*	*SA&CP*		10			*B Ho to Sh dk*	WllsndSlpwy.Co.Ld.Nwc.		
	Ref.Mchy. GyC.			Lloyd's RMC ~~1,38~~	~~4,39~~					*Cell D B* 521′2571*t*	*DTf* 46′1650*t*						
										Tank 'tween tun	*nels* 18′82*t Tanks at*			*sides of tunn*	*el* 48′375*t FPT* 122*t APT* 69*t*		
				Fitted for oil fuel 5,22			*F.P. a*	*bove* 1	50° F.								
78043	—		5932	✠100A1	Gen	*z*	CL	1912	Cant.Nav.	LaconiaS.S.Co.	430·8	51·7	29·3	Trieste	T.3Cy.27″,45″&74″-48″	32 ″ 2	
71	*ss*Tri.2nd No.3-7,36		3503	~~8,98~~ 11,38			7,36	5mo	Triestino	(D.Tripcovich)	54·0			Italian	180lb *80lb* 481NHP	s 6 ″ 7¼	
IBBS			3762		✠LMC				Monfalcone					7 *BH Cem*	3SB,*9cf*,GS156,HS6993 FD	25 ″ 9	
	D.F. 2 *Dks*(*Stl*)			MS7,36	~~BS11,37~~ 11,38			*Lloyd's*	*SA&CP*	*WB* = *Cell D Ba* 144′*u* E25′*f* 182′138	P37′B137′F44′ FK			3*t DTa* 34′990*t FPT* 112*t APT* 36*t*	N.E.MarineEngCo.LdNwc		
78044	**Laconikos** (*ex*Laconicos-33,		*3803*	✠100A1	Aut	*w*	CL	1914	C.Connell	M.A.Embiricos	365·2	47·1	27·3	Andros	T.3Cy.23″,38½″&64″-48″ (*s*)	29 ″ 6	
198	*ex*Navigator) *ss*Liv.No.3-12,26		*3602*	8,37			~~10,36~~	5mo	&Co.Ld.					Greek	215lb 382NHP	s 5 ″ 2½	
SVQA	*ss*Bla.No.2-36		*2404*	~~BS8,37~~	✠LMC4,35		8,39		Glasgow		P33′B109′F37′ FK			6 *BH Cem*	3SB,*9cf*,GS179,HS6456	24 ″ 6	
	Cargo battens not fitted 2 *Dks*(*Stl*)			9,38				*Lloyd's*	*SA&CP*	*Cell D Ba* 112′*u E&*	*B48′f* 158′820*t FPT*			41*t APT* 14*t*	Dunsmuir&JacksonLd.Gls		
78045	**Ladoga** (*ex*Arnfried-32)		2332					1921	J.Frerichs	U.S.S.R.	296·2	42·8	19·5	Leningrad	DR Geared Steam Turbine		
			2011						&Co.A.G.		P&B233′F37′			Russian			
UOBN	Sub.Sig 1 *Dk*		1355						Einswarden					*WB*	Frd.KruppA.G.Kiel		
78046	**Lady Alexandra** (P) Twin Sc		1396					1924	Coaster	Union Steamships,	225·4	40·1	9·7	Vancouver	T.6Cy.13½″,21½″&34″-21″		C
151207	*Fitted for oil fuel*		585						Const.Co.Ld.	Ld.				British	*Emade* 19 *fitted* 21 106NHP		
CYGS	*Cruiser Stern* 2 *Dks*		678						Montrose					*WB*	Bow,McLachln&CoLd.Psy		
78047	**Lady Anstruther** 3 Mst		527	✠100A1	Irv	*h*	CL	1922	Dublin	Nobel'sExplosives	167·4	26·6	10·6	Glasgow	T.3Cy.14½″,24″&40″-27″ (*s*)	12 ″ 10	
146285	*ss*Irv No.1-38 *ss*Irv.No.3-5,34		363	6,38 ~~8,37~~			7,37	2mo	Shipbuilders,	Co.Ld	174·4(O.L.)28·7			British	180lb 99NHP	s 4 ″ 2½	
GWDV	Wireless 1 *Dk*(*Stl*)		203	~~BS8 37~~	✠LMC ~~7,37~~				Ld. Dublin		Q94′B9′F31′ BK7½″			3 *BH Cem*	1SB,*3cf*,GS58,HS2100	13 ″ 2½	
	Well deck Mchy.Aft				6,38			*Lloyd's*	*SA&CP*	*Cell DBf* 90′116*t FPT*				54*t APT* 30*t*	W.Beardmore&Co.Ld.Gls.		
78048	**Lady Cecilia** (P) Twin Sc		944					1919	Ardrossan	UnionSteamships,	219·5	28·6	15·5	Vancouver	T.6Cy.13½″,21½″&34″-21″		C
152718	(*ex*Swindon) *Fitted for oil fuel*		691						DD&SBCoLd	Ld.	B134′			British	106NHP		
CYGN	Wireless *Cruiser Stern* 2 *Dks*		325						Ardrossan						Ross&Duncan,Glasgow		
78049	**Lady Cloé**		1288					1916	Sir Raylton	~~British&IrishStm.~~	260·0	38·0	15·5	Liverpool	T.3Cy.19″,31″&52″-36″		C
Now "Normandy Coast," see No. 89310 in Supplement									Dixon&CoLd	~~PacketCo.(1936-~~	B88′F33′			British	Richardsons, 162NHP		
~~GLCT~~		1 *Dk*& *Shelter dk*	634						Middlesbro'	~~Ld.~~ Coast Lines Ld				*WB*	Westgarth&Co.Ld.Mdb.		
78050	**Lady Connaught** (P) Twin Sc		2284	✠100A1	Liv		OG	1912	Harland&	British&IrishStm.	325·4	41·7	16·2	Dublin	T8Cy(2)21½″(2)35″&(4)41″	17 ″ 11	
132019	(*ex*Lady *ss*Liv.2nd No.3-5,36		1427	*with freeboard*			~~r 10,35~~ 4,35	3mo	Wolff,Ld.	PacketCo.~~(1936-~~				British	–36″ 195lb (*s*) 840NHP	s 1 ″ 7½	
EICY	Leinster-38, 1 *Dk*(*Stl-pt*ws)2nd*dk*		962	~~5,38~~ ~~5,27~~ 4,39			s5,37		Belfast	Ld.	P53′B162′F76′			7 *BH Cem*	2DB&1SB *20cf*,GS386,	16 ″ 6	
¶	*ex*Patriotic) D.F. *in Nos.1&2 holds*			~~BS6,37~~	~~✠LMC5~~		p5,38	*Lloyd's*	*SA&CP*		FK&BK1½″				HS14437 FD		
¶				*Fitted for oil fuel* 4,24			*F.P. a*	*bove* 1	50°F	*Cell D Bu E*	40′81*t FPT*			37*t APT* 48*t*	Harland&Wolff,Ld.Bel.		
78051	**Lady Cynthia** (P) Twin Sc		950					1919	Ardrossan	UnionSteamships,	219·3	28·6	15·5	Vancouver	T.6Cy.13½″,21½″&34″-21″		C
152899	(*ex*Barnstaple) *Fitted for oil fuel*		691						DD&SBCoLd	Ld.	B134′			British	105NHP		
CYGR	*Cruiser Stern* 2 *Dks*		390						Ardrossan						Ross&Duncan,Glasgow		
78052	**Lady Denison-Pender** Twin Sc		1984	✠100A1	Sng	*q*	CL	1920	Fairfield	~~EasternTelegraph~~	269·2	38·1	23·8	London	T.6Cy.15½″,25″&41″-30″ (*s*)	25 ″ 0	
146035	(*Cable Vessel*)		1814	*Shelter dk*	Suz		9mo		Co.Ld.	~~Ld.~~ Cable and				British	180lb 352NHP	s 7 ″ 3	
GDQJ	E.S.D. *ss*Suz.No.3-10,33		841	*with freeboard*			12,38		Glasgow	Wireless,Ld.(E	*Bon Shelter dk* 84′			*pt Cem*	3SB,*9cf*,GS142,HS5676 FD	18 ″ 1	
	*ss*Sng.No.1-38			12,39 ~~2,38~~	✠LMC2,~~38~~			*Lloyd's*	*SA&CP*	Wilshaw,*Mgr.*)	FK			4 *B Ho to Sh dk*	FairfieldCo.Ld.Glasgow		
	2 *Dks*(*U Stl*-ws)									*Cell D Ba* 54′	*uE23′ f* 119′271*t*			1 ″ ″ *U* ″			
	& *Shelter dk*(*pt Stl*-teaks)																
	Cruiser Stern			*Carrying oil fuel* F. P. above				150° F	*in DB & DT*								
				Fitted for oil fuel 9,20			*F.P. a*	*bove* 1	50° F.								
78053	**Lady Dorothy**		578	✠100A1	Irv	*h*	OG	1916	Dundee	Nobel'sExplosives	165·1	27·1	12·6	Glasgow	T.3Cy.13″,21″&35″-24″ (*s*)	13 ″ 5	
137808	*ss*Ard.No.3-8,28		416	7,38 ~~8,37~~			5,37	3mo	S.B.Co.Ld.	Co.Ld.	*28·5*			British	180lb *100lb* 82RHP	s 4 ·3½	
GWDT	*Well deck* *ss*Irv.No.2-36		289	~~BS5,37~~	✠LMC6,~~38~~				Dundee		173·6(O.L.)			4 *BH Cem*	1SB,*3pf*,GS51,HS1485	12 ″ 11½	
	Wireless 1 *Dk*(*Stl*)			7,38				*Lloyd's*	*SA&CP*		Q85′B13′F24′ FK				W.Beardmore&Co.Ld.Gls.		
											DBa 81′34*t FPT*			38*t APT* 16*t*			
78054	**Lady Drake** (P) Twin Sc		7985					1928	Cammell	LadyDrake,Ld.	419·5	59·1	28·2	Halifax NS	4SR geared Steam Turbines		C
155050	*Fitted for oil fuel*		5340						Laird&Co.Ld		P38′B225′F50′			British			
VGZQ	D.F. *Ref.Mchy.* 3 *Dks*		4920						Birkenhead					*WB*	CammellLaird&CoLd Bkn		
78055	**Lady Emerald**		1389					1919	CaledonS.	British&IrishStm.	270·6	38·1	16·2	Dublin	T.3Cy.21″,34″&56″-39″		C
143218			1100						B.&E.Co.Ld	PacketCo.(1936)				British	196NHP		
EIDM		1 *Dk*& *Shelter dk*	551						Dundee	Ld.				*WB*	CaledonS.B.&E.CoLd.Dun		
Now "Carlow," see No. 87523 in Supplement																	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Requirements Explained Letter.	7a Date when tail shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dis. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Reg. at Port
78056 138905 VWDZ	**Lady Fraser** Twin Sc D.F. 2 *Dks*	1669 1231 671					1908	Fairfield Co Ld. Glasgow	Govt. of India (Commerce Dept.)	282·0 P&B 202′	38·1 F49′	19·8	Calcutta British *WB*	T.6Cy.18¼″,22″&36″–30″ 142 NHP FairfieldCo.Ld.Glasgow		
78057 119167 GWDX	**Lady Gertrude Cochrane** 3 Mast (*ex* Foyers) *ss* Irv. 2nd No. 3–5,21 *Well deck Mchy. Aft* *ss* Irv. No. 1–35 Wireless 1 *Dk* (*Irn*)	539 371 212	✝100A1 Irv *i* ~~5,38~~ ~~10,37~~ ~~BS1,37~~ ✝LMC 7,35 8,38		CL ~~10,37~~ 8,38	1904 9 mo	Scott & Sons Bowling *Lloyd's* *SA&CP*	Nobel's Explosives Co. Ld. *WB*	169·7 P&B 176′6(O.L.) Q89′B9′F34′ BK 7½″ = *DBf* 86′ 126 *t FP* 1	27·1 28·6	10·0 40 *t APT* 10 *t*	Glasgow British *3 BHCem*	C.2Cy.20½″&44″–30″ (*s*) 1801b *65lb* 80 RHP 1SB, *2pf*, *1cf*, GS 60, HS 1880 Muir & Houston, Ld. Gls.	12 ″ 6 ~~6 ″ 4~~ ~~12 ″ 10½~~ ~~8 ″ 3½~~ 12 ″ 11	
78058 162129 GLLT	**Lady Glanely** *Oil Eng.* D.F. 1 *Dk & Shelter dk* *Cruiser Stern*	5497 4959 3232	✝100A1 Sld *a*† 1,~~38~~ ~~3,38~~ ✝LMC 5,38		CL	1938 5 mo	Wm. Doxford & Sons Ld. Sunderland *Lloyd's* *SA&CP*	Tatem Steam Nav. Co. Ld. (W. J. Tatem, Ld. *Mgrs.*)	430·5 447·6(O.L.) F43′ FK (*Cell D B* 357′ 318 *t MT* 32′ 1350 *t F PT* 85 *t APT* 160 *t*	57·7	26·5 7 *B Hpt Cem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Cardiff British 2 DB *120lb*	Oil Engines 2S.C.SA 3Cy.23¾″–91⅛″ 516 NHP Wm. Doxford & Sons, Ld Sld	29 ″ 1 s 3 ″ 6¼ 25 ″ 9¼	
78059 155047 VGZP	**Lady Hawkins** (P) Twin Sc *Fitted for oil fuel* D.F. *Ref. Mchy.* 3 *Dks*	7988 5340 4920					1928	Cammell Laird & Co. Ld Birkenhead	"Lady Hawkins," Ld.	419·5 P38′B225′F50′	59·1	28·2 *WB*	Halifax, NS British	4SR geared Steam Turbines Cammell Laird & Co Ld. Bkn		C
78060 144246 VJSR	**Lady Isobel** (*ex* Kampen, *ex* Millewa) Twin Sc Wireless *ss* Syd. No. 1–35 1 *Dk* (*Stl*) *ss* Syd. No. 1–35 1 *Dk* (*Stl*) *Cargo battens not fitted*	1408 1221 805	100A1 Syd *p* 6,38 ~~5,37~~ ~~BS8,37~~ LMC 3,~~36~~ 4,38		OG ~~6,36~~ ~~7,36~~	1921 3 mo	Gebr. Jonker Kinderdijk A&CP	Australian Steamships Proprietary, Ld. (*Man. Agents*, Howard Smith Ld.)	240·7 P24 B64′F25′ FK *Cell D B* 199′ 379 *t FPT* 28 *APT* 25 *t*	37·0 252·0(O.L.)	16·8 4 *BHCem*	Melbourne British	T.3Cy.17½″,29″&46½″–36″ 1801b (*s*) 174 NHP 2SB, *4cf*, GS 89, HS 3163 Alblasserdamsch. Msch. Fab	19 ″ 1 s 2 ″ 3 17 ″ 2	
78061 112399 CGSL	**Lady Laurier** (P) Twin Sc (*Cable Vessel*) *Well deck* 2 *Dks* (*Stl-Uws*) Wireless	1051 704 432	✝ Psy *n* 12,02 ✝			1902 12 mo	Fleming & Ferguson, Ld Paisley *Cell D Ba* 33′ *f* 77′ 169 *t*	Canadian Government (Dept. of Marine) FK	214·9 P&B 116′F29′ *DTa* 12′ 13 *t FPT* 52 *t*	34·2	17·2 4 *BHCem* *APT* 36 *t*	Ottawa British 265 NHP	T.6Cy.16½″,26″&43″–27″ 2SB, *6cf*, GS 109, HS 3907 Fleming & Ferguson, Ld. Psy.	18 ″ 0	
78062 116641	**Lady Minto** Pad 2 *Dks*	366 172 158					1903	Up. Ottawa Imp. Co. Ld Temiscamingue, Que.	Upper Ottawa Improvement Co Ld	130·0	24·6	7·6	Ottawa British 42 RHP	C.2Cy.20″&38″–54″ Bertram E.W. Co. Ld. Trnto		
78063 155046 VGZN	**Lady Nelson** (P) Twin Sc D.F. *Fitted for oil fuel* *Ref. Mchy.* 3 *Dks*	7970 5340 4916					1928	Cammell Laird & Co. Ld Birkenhead	"Lady Nelson" Ld. *WB*	419·5 P&B 225′F50′	59·1	28·2	Halifax British	4 Steam Turbines SR geared to 2 Sc. Shafts Cammell Laird & Co Ld. Bkn		C
78064 149913 MNWT	**Lady Olga** *ss* Shl. No. 2–36 *Well deck* 1 *Dk* (*Stl*) *Mchy. Aft* *Cargo battens not fitted*	1266 969 688	✝100A1 Sld *n* ~~1,37~~ 1,38 ~~BS7,37~~ ✝LMC 7,36 5,38		CL ~~7,37~~ 5,38	1927 10 mo	S. P. Austin & Son, Ld. Sunderland *Lloyd's* *SA&CP*	Gas Light & Cke Co (Stephenson Clarke & Associated Companies, Ld. *Mgrs.*) *Cell D Bu E* 20′ *f* 139′ 32	225·0 234·0(O.L.) Q127′B16′F24′ FK 8 *t DT f* 7′ 115 *t FPT*	36·0	15·3 5 *BHCem* 169 *t APT* 23 *t*	London British	T.3Cy.18″,30″&49″–33″ (*s*) 1801b *100lb* 156 NHP 1SB, *4cf*, GS 75, HS 2490 G. Clark, Ld. Sunderland	17 ″ 3 s 5 ″ 2 15 ″ 8	
78065 87034 CYGT	**Lady Pam** (P) (*ex* Chilco-35, *ex* Santa Maria, *ex* Yacht) 1 *Dk*	305 227 167					1883	J. Elder & Co. Glasgow	Union Steamships, Ld.	154·0	22·3	12·4	Vancvr, BC British	C.2Cy.18″&36″–21″ NB 01 54 RHP J. Elder & Co. Glasgow		
78066 143158 EIDL	**Lady Patricia** ~~ferry~~, *see No. 88772 in Supplement* 1 *Dk & Shelter dk*	1391 1100 552					1919	Caledon S. B. & E. Co. Ld. Dundee	British & Irish Stm. Packet Co. (1936) Ld. *WB*	270·6	38·1	16·2	Dublin British	T.3Cy.21″,34′&56′–39″ 196 NHP Caledon S B. & E. Co. Ld. Dun		C
78067 154460 VGZR	**Lady Rodney** (P) Twin Sc *ss* Hfx. No. 2–37 *Ref. Mchy.* 4 *Dks* (*Stl-Weather dk* ws) D.F. *Strengthened for Navigation in Ice*	8194 5755 4936	✝100A1 Hfx *b*† *withfreeboard* BS 12,38 ~~12,38~~ ✝LMC MS 1,36 ~~(Nominal)~~ ✝Lloyd's RMC ~~1,37~~ ~~11,38~~ ~~(Nominal)~~ *Two lower decks for fruit cargoes* *Fitted for oil fuel* 4,29 *F.P. above* 150° F		CL ~~11,36~~ ~~S1,36~~ ~~12,37~~ ~~S2,38~~	1929 4 mo	Cammell Laird & Co. Ld. Birkenhead *Lloyd's* *SA&CP* *Cell D B* 354′	"Lady Rodney" Ld. (Canadian National Steamships) *Duct keel fwd* 888 *t Tanks in way*	420·3 P40′B234′F39′ FK *Prom. dk* 183′ *of machinery space of tunnels* 101 *t FPT*	60·2	30·2 7 *B Hpt Asp* 54 *t APT* 103 *t*	Montreal British	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 2201b 1094 NHP 4SB (Spt), *16cf*, GS ~~, FD~~ HS 13500 Cammell Laird & Co. Ld. Bkn	32 ″ 9 ~~9 ″ 11½~~ 23 ″ 0	
78068 154459 VGZS	**Lady Somers** (P) Twin Sc *ss* Hfx. No. 2–37 *Ref. Mchy.* 4 *Dks* (*Stl-Weather dk* ws) D.F. *Strengthened for Navigation in Ice*	8194 5755 4941	✝100A1 Hfx *b*† *withfreeboard* 3,~~39~~ ~~3,38~~ BS 12,38 ~~BS1,38~~ LMC 3,37 ✝Lloyd's ~~RMC 1,37~~ ~~2,38~~ ~~6,38~~ *Two lower decks for fruit cargoes* *Fitted for oil fuel* 3,29 *F.P. above* 150° F.		CL ~~12,37~~ SN 3,38 P 3,39	1929 3 mo	Cammell Laird & Co. Ld. Birkenhead *Lloyd's* *SA&CP* *Cell D B* 351′	"Lady Somers" Ld. (Canadian National Steamships) *Duct keel fwd* 888 *t Tanks in way*	420·3 P40′B234′F39′ FK *Prom. dk* 183′ *of machinery space of tunnels* 101 *t FPT*	60·2	30·2 7 *B Hpt Asp* 54 *t APT* 103 *t*	Montreal British	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 2201b 1094 NHP 4SB (Spt), *16cf*, GS ~~, FD~~ HS 13500 Cammell Laird & Co. Ld. Bkn	35 ″ 9 ~~9 ″ 11½~~ 23 ″ 0	
78069 139074 EICR	**Lady Wimborne** *ss* Dub. No. 3–3,28 *ss* Dub. No. 2–36 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *w* "Galway," *see No. 88213 in Supplement*	1302 1062 629	✝100A1 Ard *r* *Shelter dk* *withfreeboard* 3,38 BS 3,38 ✝LMC 4,36		CL 4,36	1915 8 mo	Clyde S. B. & Eng. Co. Ld. Port Glasgow *Lloyd's* *SA&CP*	British & Irish Stm. Packet Co. (1936) Ld. *WB* = *Cell D B*	260·0 271·0(O.L.) B88′F33′ *on Shelter dk* FK *f* 117′ *u E&B* 40′ 284 *t*	38·2	14·6 *DTa* 56′ 220 *t*	Dublin British 5 *BHCem*	T.3Cy.19¼″,31″&52″–36″ (*s*) 1801b 216 NHP 2SB, *6cf*, GS 116, HS 3826 Clyde S. B. & E. Co. Ld P. Gls	17 ″ 0 s ″ 2¾ 16 ″ 10¾	
78070 145307 GMKZ	**Lady of Mann** (P) Twin Sc *ss* Brw. No. 1–35 E.S.D. 1 *Dk & Shelter dk* (*pt Stl-teak* s) D.F. 3*rd dk clear of E&B spaces*	3104 2029 1258	✝ A1 Brw *withfreeboard* *Irish Channel Service* 5,38 ~~5,37~~ ~~MS 7,34~~ ~~BS 6,37~~ 5,3 *Fitted for oil fuel* 6,30 *F.P. above* 150° F		OG 5,37	1930 6 mo	Vickers-Armstrongs Ld. Barrow *Lloyd's* *SA&CP*	Isle of Man Steam Packet Co. Ld. *Cell D Ba & u E* 94′ 1 *DTa* 22′	363·6 372·3(O.L.) *Promenade dk* 270′ 24 *t* FK & BK 1¼″ 35 *t DT f* 14′ 69 *t FPT*	50·2	17·4 *24 t APT* 80 *t*	Douglas IM British 10 *BHCem*	4 Steam Turbines SR geared to 2 Sc. Shafts (*r*) 2201b 1878 NHP 2 DB & 2SB, *24cf*, HS 18746 FD Vickers-Armstrongs, Ld.	18 ″ 6 s 5 ″ 9½ 13 ″ 0½	BT Gill A.38
78071 PFNE	**Laertes** (P) *Fitted for oil fuel* D.F. 2 *Dks*	5825 5176 3618					1919	Taikoo Dkyd & Eng Co of Hong Kong Ld Hong Kong	Nederlandsche Stoomv. Maats. "Oceaan"	423·9 P45′B117′F45′	52·3	29·9 *WB*	Amstrdam Dutch	T.3Cy.26″,44″&75″–54″ 413 NHP Taikoo Dkyd. & Eng. Co. of Hong Kong, Ld.		C
78072 ~~5,38~~ FNUJ	**Lafayette** (P) Quad Sc *Oil Eng.* D.F. Gy C. 4 *Dks & Shade dk*	25178 15304 14484					1929	Ch. & Atel. de St. Nazaire (Penhöet) SA St. Nazaire	Cie. Générale Transatlantique	577·2 B415′F75′	77·6	27·9 45·5	Havre French *WB*	Oil Engines 2S.C.DA 24Cy.23⅜″–35⅞″ 4697 NHP Ch. & Atel. de St. Nazaire		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant ex gird. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*
78073	**Lafcomo**		5028			...		1919	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0|54·2|27·6 P39'B122'F43' FK	N.Orleans Utd.States	DRgearedSteamTurbine 600NHP	32 " 0
218790		*Fitted for oil fuel*	4573									*WB*	GeneralElectricCo. Schenectady,N.Y.	
KIXK	D.F.	2*Dks&Web frames*	3113											
78074	**Lafian**		4876	✠100A1 Liv	*a*†	CL	1937	Furness	Elmina,Ld. (UnitedAfricaCo. Ld.*Mgrs.*)	422·5|56·7|23·6 438·3(O.L.) F44' FK	Freetown, Sierra Leone British	T.3Cy.23",38"&65"–45" (*s*) 220lb 456NHP	26 " 2 s2 " 4½ 24 " 0
157540			4314	*withfreeboard*				12mo	S.B.Co.Ld. Haverton Hill-on-Tees					
VTTP	D.F.	1*Dk&Shelter dk*	2776	1,39								2SB(Spt&FD)&1AuxSB, *8cf*,GS142,HS7030		
		Platform dk in part No.2 hold		*Fitted for oil fuel* 1 2,3			*F.P.*	*above*	150°F.			7*BHpt Asp*	N.E.MarineEng.CoLtdNwc	
		Cruiser Stern						*Lloyd's*	*sA&CP*	*CellDB296'1072t MT25'931t*		*Coll to Sh dk*		
									Tanks in way of funnel 363t FPT1		*83t APT139t*	6 „ *2nd* „		
78075	**Lafonia** Ⓟ (*ex*SouthernCoast–36,		1961	✠100A1 Mvo	*r*	CL	1911	Greenock& Gr'ngemouth Dockyard Co. Gr'ngemouth	FalklandIslands Co.Ld.	283·3|36·1|19·0 P67'B97'F32' FK	Liverpool British	T.3Cy.21⅛",35"&57"–39" (*s*) 180lb 249NHP	20 " 3 s 2 " 1
131348	*ex*Dorothy	*ss*Bkn.2ndNo.3–11,36	1438	7,38 Rot			10,36	6mo				2SB,*6cf*,GS108,HS4236		
GRQY	Hough)	1*Dk*(*Stl*)	1228	BS~~12,37~~ ✠LMC11, 7,38						*CellDBa*	58'*u E* 20' *f* 70' 250*t*	6*BHCem* *APT11t*	J.G.Kincaid&Co.Ld.Grk.	18 " 6½
	Sub.Sig.	**E.S.D.**						*Lloyd's*	*sA&CP*					
				Fitted for oil fuel 1 1,36			*F.P.*	*above*	150°F.					
78076	**Lagaholm**		2818	✠100A1 Got	*v*	CL	1929	Eriksbergs M.V.Aktieb. Gothenburg	A B Svenska Amerika Mexiko Linien(E.Carlson, *Mgr.*)	334·2|46·9|20·2 348·5(O.L.) FK	Gothenburg Swedish	Oil Engines 4S.C.SA 6Cy.24½"–51⅛" 355NHP	22 " 11 s 1 " 6
7575		*Oil Eng*	2467	*withfreeboard*				11mo				NDB32 *80lb*		21 " 7½
SGLN		*ss*Skm No.2–38~~*ss*Cot.No.1–38~~	1545	~~6,36~~ 6,37 3,39		10,38						*Coll to Sh dk*	EriksbergsM.V.Aktieb. Got	
	D.F.	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)		~~[illegible]~~ ✠LMC ~~[illegible]~~				*Lloyd's*	*sA&CP*			6 „ *2nd* „		
		Strengthened for Navigation in Ice		~~[illegible]~~ 7,38 5,37						*CellDB*	289'877*t APT109t*			
78077	**Lagan**	3Mst	364	✠100A1 Bel	*g*	CL	1903	Dublin Dockyard Co. Dublin	JohnKelly,Ld.(W. Clint,*Mgr.*)	148·0|24·2|10·1 P18'Q65'B7'F23' BK7"	Belfast British	C.2Cy.17½"&37"–27" (*s*) 120lb 69NHP	12 " 3 s 4 " 0½
116004		*ss*Bel.2ndNo.3–4,29	271	11,38~~,38~~		~~12,37~~		7mo				3*BHCem*		
MGBQ		*ss*Bel.No.2–38	140	~~[illegible]~~ ✠LMC~~[illegible]~~		11,38						1SB,*3pf*,GS49,HS1364	Muir&Houston,Ld.Gls.	12 " 7
		Well deck *Mchy.Aft* 1*Dk*(*Stl*)		~~[illegible]~~				*Lloyd's*	*sA&CP*		*WB*=*DBf*67' 65*t FPT38t*			
78078	**Lagarfoss** Ⓟ (*ex*Profit)		1211					1904	Nylands Værksted, Oslo	H/F Eimskipa-felagIslands	218·5|32·7|12·2 H84*t* 18·0	Reykjavik Icelandic	T.3Cy.16½",27"&44"–32" 119NHP	
			1054									*WB*	NylandsVærksted,Oslo	
TFLA	Wireless	**D.F.** 1*Dk*&*Spar dk*	737											
78079	**Lagarto** (*ex*Glenavy)	**TwinSc**	5072	✠100A1 Liv	*y*	CL	1917	Harland& Wolff,Ld. Glasgow	PacificStmNavCo.	385·1|52·2|30·3 398·5(O.L.) P31'B84'F42' FK	Glasgow British	Oil Engines 4S.C.SA 12Cy.24⅛"–33½"	33 " 8 s 7 " 3
137855		*Oil Eng.*	4701	~~[illegible]~~ 2,37 12,36 Rud		S6,36		9mo				7*BHpt Cem*	DB–*60lb*	
GQRM		*ss*Gls.No.3–9,29	3198	~~[illegible]~~		P5,37						*APT46t*	735NHP	26 " 8½
		*ss*Hul.No.2–38 ~~*ss*Hul.No.1–34~~ 3*Dks*(*Stl*)		~~[illegible]~~				*Lloyd's*	*sA&CP*	*CellD*	B330' 980*t FPT55t*		Harland&Wolff.Ld.Gls.	
78080	**Lages** (*ex*Rauenfels)		5472	✠ Ham	*a*†		1907	Swan,Hunter&Wigham Richardson, LdNewcastle	LloydBrasileiro	421·9|55·3|20·3 P61'B123'F46'28·4 FK	R.Janeiro Brazilian	Q.4Cy.24",34",51"&74"–54" NB30 528NHP	31 " 2
		*ss*Ham.No.1–11	—	2,16				1mo				6*BHonly Cem*	1SB,*12cf* HS8480	
PUBM		1*Dk*(*Stl*)&*Spar dk*(*Stl-pt* teak ≡)&*deep framing*	3523							*CellDBa* 138'*u E* 1100*t* 'tween dk	25' *f* 186' *tanks a* 46' 470*t f* 42'	480*t FPT65t*	Swan,Hunter&Wigham-Richardson,Ld.Nwc.	
		Fitted for oil fuel						*Lloyd's*	*sA&CP*					
78081	**Lago** (*ex*Vinnie–34)		2552				1929	W.Doxford &Sons,Ld. Sunderland	D/S A/S Laly (C.T.Gogstad&Co. *Mgrs.*)	300·2|47·1|20·9 P78*t*H171*t*	Oslo Norwegian	T.3Cy.20½",33"&54"–39" 182NHP	
		Cruiser Stern	2247									*WB*	Earle'sCo.Ld.Hull	
LDMV		1*Dk*	1488											
78082	**Lagonda**		3647				1896	F.W. Wheeler&Co. W.BayCity	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	375·6|45·8|23·3 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.19",31"&52"–44" 1B*blt*96&1B*blt*09 179NHP	
141432	*Mchy.Aft*	(*Self-Unloader*)	—									*Erebuilt*09		
KGAS	**D.F.** **GyC.**	1*Dk2tr b*	3017											
78083	**Lagos Pathfinder** (*ex*Pathfinder)		914	✠ Lth			1923	Hawthorns &Co.Ld. Leith	JohnHolt&Co. (Liverpool)Ld.	210·0|31·7|12·3 Q115'F35' FK	Lagos British	T.3Cy.17",28"&46"–33" 151NHP	14 " 6
142875			640	4,23				4mo				4*BHAsp*		
VRXQ	*Well deck*	1*Dk*(*Stl*)	479							*CellD*	*B*176'224*t FPT*17*t*	*APT12t*	2SB,*6cf*,GS94,HS2564 Hawthorns&Co.Ld.Leith	
78084	**Lagos Regina** (*ex*Regina–33,		617	✠ Nwc			1919	Cook,Welt'n&Gemmell Ld.Beverley	Government of Nigeria	172·2|30·0|14·5 B50' FK	Lagos British	T.3Cy.16",26"&44"–26" 94RHP	16 " 6
142361	*ex*Northerner,	*ss*Dun.No.3–5,20	500	7,28				5mo				5*BHpt Cem*	1SB,*3cf*,GS52,HS1832	
	*ex*Kilclogher)	1*Dk*(*Stl*)	260							*CellDBu*	*E*26'20*t*		Amos&Smith,Ld.Hull	
78085	**Lagosian** (*ex*Melmay–32)	3Mst	~~5413~~	✠100A1 Rot	*b*†	CL	1930	Greenock Dockyard Co. Ld. Greenock	UnitedAfricaCo. Ld.	421·4|59·2|24·7 P36'B119'F45' *on Shelter dk* FK	Liverpool British	Q.4Cy.24",35",51"&73"–51" 225lb (*s*) 604NHP	27 " 9 s 3 " 2
161931		*ss*Rot.No.2–38 ~~*ss*Ham.No.1–38~~	~~4978~~	*withfreeboard*		~~6,37~~		9mo				*ptCem*	3SB(Spt),*12cf*,GS200, HS8775	24 " 9
GDLV		1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	~~8864~~	11,38~~,38~~		11,38								
	D.F.		5412	~~[illegible]~~				*Lloyd's*	*sA&CP*					
			4975	*Fitted for oil fuel* 9,30			*F.P.*	*above*	150° F.	*Intermediate BHd*	*ispensed with Coll*	*BHtoShl.dk*	D.Rowan&Co.Ld.Glasgow	
			3321							*CellDB*368'1517*t*	*FPT*190*t APT*81*t*	5 „ „ *2nd* „		
78086	**Laguna**	**TwinSc**	6466	✠100A1 Hul	*a*†	CL	1923	Harland& Wolff,Ld. Glasgow	PacificStmNavCo.	420·5|54·2|33·3 P33'B101'F42' FK	Liverpool British	Oil Engines 4S.C.SA 12Cy.26¾"–43⅞" 832NHP	36 " 2 s 8 " 4½ 28 " 1½
147226		*Oil Eng.*	6006	1,39~~,38~~		3,38		7mo				8*BHpt Cem*	DB*100lb*	
GJKC		*ss*Hul.No.3–3,36	4037	~~[illegible]~~ ✠LMC CS4,55								*APT83t*	Harland&Wolff,Ld.Gls.	
		3*Dks*(*Stl*)		~~[illegible]~~ ~~5,36~~ 5,37~~,38~~				*Lloyd's*	*sA&CP*	*CellDB*351'1080*t*	*Ta*39'791*t FPT*114*t*			
78087	—		5400	✠100A1 Tri	*y*	CL	1913	Cantiere San Rocco Trieste	LloydTriestino Soc.Anon diNav.	404·1|54·0|28·8 52·1 FK	Trieste Italian	T.3Cy.26",42"&70"–48" (*s*) 180lb 499NHP	32 " 0 s 7 " 5½
82		*ss*Tri.No.3–3,26	5022	*Shelter dk*		~~7,37~~		12mo				3SB,*9cf*,GS148,HS7590		24 " 9
IBDS		*ss*Tri.No 2–34	3819	*withfreeboard*		7,38						6*BHCem*	ClydeS.B.&E.Co.Ld.P.Gls.	
	D.F.	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)		2,38 ✠LMC MS7,34 BS7,37 7,36						*WB*=*CellD*	*Ba* 128'*u E*&*B*43'*f*	*APT244t*		
								Lloyd's	*sA&CP*		166' 1300*t FPT*114*t*			
78088	—		620				1925	Intrnationl SB&E.Co.Ld. Danzig	Herm.Stoltz&Co.	178·4|29·0|11·8 P11'Q39'B46'F36'	R.Janeiro Brazilian	T.3Cy.14⅜",22½"&36⅜"–23" 64NHP	
			460									*WB*	InternationlS.B.&E.Co.Ld	
		1*Dk*	328											
78089	**Laguna Belle** Ⓟ	**PadSk**	617				1896	W.Denny &Bros. Dumbarton	GeneralSteam Nav.Co.Ld.	249·0|30·0|10·0 *Promenade dk*145'	London British	T.3Cy.28",41½"&60"–60" 279NHP	
105824	(*ex*SouthendBelle)		480										Denny&Co.Dumbarton	
GTFB	Wireless	2*Dks*	327											
78090	**Lagunilla**	**TwinSc**	2402	✠100A1 Cco	*t*	CL	1927	Harland& Wolff,Ld. Belfast	StandardOilCo.of Venezuela	305·7|50·2|14·3 P67'F34' FK	Maracaibo Venezuelan	T.6Cy.13½",23½"&36"–27" 180lb (*s*) 196NHP	15 " 0 s1 " 10½
		*ss*Cco.No.2–36	*1713*	*withfreeboard*		1,39		6mo				7*BHpt Cem*	2SB,*6cf*,GS98,HS3702	18 " 4
	Mchy.Aft	1*Dk*(*Stl*)	*1242*	1,39~~,37~~ ✠LMC MS1,36						*Trunk*204' *Wing Tanks f* 286*t*		*Wing Tanks*	Harland&Wolff,Ld.Bel. a356*t FPT*60*t APT*75*t*	
				Carrying Petroleum in Fitted for oil fuel 6,27 BS1,39			*bulk F.P.*	*Lloyd's*	*sA&CP*					
								above	150° F.					

Disma...ed Sunk

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Tons Deadweight Bow or Stern Equipment Letter	Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Remarks in which Masts, If not in L.R. Index, are to be found.
78091 220763 DKFW	**Lahaina** (*ex*GoldenState-37, *ex*WestCarmona) D.F.	5645 — 3517	*Fitted for oil fuel* 2 *Dks*				1920	Western Pipe&Steel Co. SFrncisco	MatsonNavigation Co.	410·5 P46′	54·2 B112′	27·2 F46′	S.Frncisco Utd. States *WB*	T.3Cy.24½″,41¼″&72″–48″ Joshua 359NH Hendy Co.SanFrancisco		R
78092 DOEX	**Lahn** (P) 4Mst Sub.Sig. D.F. E.S.D.	8498 7750 5300	2 *Dks*				1927	J.C.Tecklenborg A.G. Weser-münde-G.	Norddeutscher Lloyd	508·4 P27′ *Upper*	63·7 B&F470′ F29′	30·9	Bremen German *WB*	T.3Cy.34¼″,52⅜″&86½″–57½″ & 1 low pressure turbine 1000NHP J.C.Tecklenborg A.G. Wesermünde-G.		G
78093 DONM	**Lahneck** Sub.Sig.	1663 1042 907	2 *Dks*				1922	Act.Ges. "Weser" Bremen	DeutscheDampfs. Ges."Hansa"	241·3 P12′	36·3 Q157′	15·2 F26′	Bremen German *WB*	T.3Cy.19¾″,31½″&53⅛″–35½″ 168NHP A.G."Weser," Bremen		G
78094 137272 GDBZ	**Lahore** D.F.	5304 4785 3161	✠ Mdb 11.26 2 *Dks*(*Stl*)	*y*			1920	R.Thomp-son&Son,Ld. Sunderland	P.&O.Stm.Nav.Co.	400·6 P49′ *CellDB*	52·3 B113′	28·5 F39′	Sundrland British FK	T.3Cy.27″,44″&73″–48″ 517NHP 3SB,*9cf*,GS190,HS7668 N.E.MarineEng.Co.Ld.Sld	31 ″ 0	
78095 OHZF	**Lahti** (*ex*Atlantica-36, *ex*Atalanta-32) *Mchy. Aft*	616 — 316	✠100A1 Tug *Shelter dk* ss Ard.2ndNo.3-3,28 ss Hfs.No.2-36 *with freeboard* 9.3″ 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) LMC MS9.36 BS11,37 *Cargo battens not fitted*	Tug Hfs	*i*	CL 11,36	1905 4mo	J.Shearer &Sons Glasgow *Lloyd's SA&CP*	Laiva O/Y Lahti (John Nurminen O/Y)	169·0 *DB* 16′23*t*	26·8 F.K *FPT*	11·8 32*t*	Helsingfrs Finnish *3 BH Cem APT*	T.3Cy.14″,23″&37″–27″ (*r*) 180lb 180lb NDB19 92NHP 1SB,*3cf*,GS53,HS1610 Muir&Houston,Ld.Gls.	19 ″ 0 5 ″ 10½ 13 ″ 3	
78096	**Lai Hsing** (*ex*Tungyuan-32, *ex*Cavanba) *Well deck*	573 338 281	1 *Dk*		...		1901	Bow,Mc Lachlan& Co. Ltd. Paisley	Shaw Hsing S.S. Co.Ld.	172·1 P&B100′	26·1 F32′ BK7″	12·1	N'wchwng Chinese *WB*	T.3Cy.16″,27″&44″–36″ 168NHP Bow,McLachln&CoLd.Psy	12 ″ 9	
78097 OYXH	**Laila** D.F E.S.D.	1700 1463 973	1 *Dk* & *Shelter dk* *Cruiser Stern*				1936	Helsingörs Jernsk& Msk. Elsinore	J.Lauritzen	292·0	41·7	16·4	Esbjerg Danish *WB*	C.3Cy.(2)15⅜″&39⅜″–37⅜″ & LP turbine with reduction gear and chain drive HS3340 231NH Helsingörs Jernsk.& Mskb.		G
78098 160 YLCS	**Laimdota** (*ex*Carnac, *ex*Federica)	3699 3363 2314	1 *Dk* & *Spar dk* & *deep framing*		...		1899	Russell& Co. Port Glasgow	J.Freyman,O. Andersons J. Zalc-manis&K.Jansons (LatvianShppgCo. *Mgrs.*)	340·0 P21′	46·1 B72′	17·9 F36′	Riga Latvian *WB*	T.3Cy.24″,39″&65″–45″ 300NH Rankin&Blackmore,Grk.	28 ″ 5	C ‡
78099 132546 GPBR	**Lairds Isle** (P) TrpSc (*ex*Riviera-33)	1783 1203 696	2 *Dks* & *Awng dk*				1911	W.Denny &Bros. Dumbarton	Burns&Laird Lines,Ld.	316·0	41·1	15·8	Glasgow British *WB*	3 Steam Turbines Denny&Co.Dumbarton		BT till 6,38
78100 164095 GZBF	**Lairdsbank** TwinSc Wireless D.F. E.S.D. *Cruiser Stern*	789 617 316	*Oil Eng.* 1 *Dk* & *Shelter dk*				1936	Harland& Wolff,Ld. Belfast	Burns&Laird Lines,Ld.	229·0 B32′	37·2 F26′	11·5	Glasgow British *WB*	Oil Engines 2S.C.SA 10Cy.13⅛″–24⅞″ 332NH Harland& Wolff,Ld.Bel.		C
78101 144238 MKND	**Lairdsbrook** (*ex*SutherlandCoast, *ex*Redbreast) *Mchy Aft*	761 594 338	✠100A1 Ard *Shelter dk* Gen *with freeboard* 2,38 3,39 1 *Dk*(*Stl*) & *Shelter dk*(*pt Stl*) ss Brs.No.3-2,84 ss Ard.No.1-38 LMC		*k*	CL 1,37	1921 2mo	Harland& Wolff,Ld. Glasgow *Lloyd's SA&CP*	Burns&Laird Lines,Ld.	200·2 *Cell D Bu E21′*	31·1 *f*120′	11·9 193*t* *FPT*	Glasgow British *3 BH Cem* (*all „ to Sh dk* *APT*	T.3Cy.16″,26″&42″–30″ (*s*) 180lb 123NHP 2SB,4-*f*,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	14 ″ 4 s ″ 6 14 ″ 0	
78102 144983 GTND	**Lairdsburn** (P) (*ex*LadyLouth) D.F. E.S.D.	1870 1084 934	✠100A1 Ard 4,38 2 *Dks*(*Stl*) BS4.3 LMC *Fitted for oil fuel* 6,23		*r*	CL N4,38 *F.P. a*	1923 6mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's SA&CP above* 150° F.	Burns&Laird Lines,Ld.	276·6 P59′ B122′ F72′ *Upr* B112′ *Upr* F37′ *f*74 243*t* *DTf* 16′54*t*	37·6 F.K	15·3 *FPT*	Glasgow British *5 BHpt 4spf pt Cem APT*	T.4Cy.22½″,36″&(2)42″–39″ 200lb (*r*) 336NHP 2SB,*6cf*,HS5032 J.G.Kincaid&Co.Ld.Grk.	16 ″ 8 s ″ 8 15 ″ 0	BT till 4,39
78103 146419 GMJY	**Lairdscastle** (P) (*ex*Lady Limerick) D.F. E.S.D.	1945 1084 1031	✠100A1 Ard 2,39 *Fitted for oil fuel* 10,24		*r*	CL 3,36 *F.P. a*	1924 9mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's SA&CP above* 150° F.	Burns&Laird Lines.Ld.	276·6 P59′ B122′ F72′ *Upper* B112′ *Upper* F37′ *DTf* 16′54*t*	37·6 F.K	15·3 *FPT*	Glasgow British *5 BHpt Cem APT*	T.4Cy.22½″,36″&(2)42″–39″ 200lb (*r*) 336NHP 2SB,*6cf*,HS5032 J.G.Kincaid&Co.Ld.Grk.	16 ″ 8 s ″ 8 15 ″ 6¼	BT till 2,39
78104 164091 GYZP	**Lairdscrest** TwinSc Wireless D.F. E.S.D. *Cruiser Stern*	789 617 316	*Oil Eng.* 1 *Dk* & *Shelter dk*				1926	Harland& Wolff,Ld. Belfast	Burns&Laird Lines.Ld.	229·0	37·2	11·5	Glasgow British *WB*	*FPT* 24*t* *APT* 4*t* Oil Engines 2S.C.SA 10Cy.13⅛″–24⅞″ 332NHP Harland& Wolff,Ld.Bel.		C
78105 152236 MLXL	**Lairdsdale** (*ex*Sligo-36) TwinSc Wireless D.F.	891 757 349	✠100A1 Sld 10,38 Ard BS5.37 LMC 8,38 1 *Dk*(*Stl*) 2nd *dk in holds* ss Liv.No.1-36		*n*	OG P1,36 S7,36	1930 12mo	Dublin Dyd.Co.(Vic-kers,Ireland) Ld. Dublin *Lloyd's SA&CP*	Burns&Laird Lines,Ld.	221·3 231·6 (O.L.) P35′ B96′	35·3 F32′ BK7½″	15·1	Glasgow British *4 BH Cem*	T.6Cy.14½″,25″&40″–27″ (*s*) 200lb 249NHP 2SB(Spt)6*cf*,GS132,HS4600 McKie&Baxter,Ld.Gls.	16 3 s 1 9 15 3	
78106 141880 MJCD	**Lairdsferry** (*ex*Coney) ss Ard.No.2-39 1 *Dk*(*Stl*-ws) & *Web frames*	697 609 280	✠100A1 Ard 1,39 LMC		*k*	CL 1,38	1918 4mo	Harland& Wolff,Ld. Glasgow *Lloyd's SA&CP*	Burns&Laird Lines,Ld. *Cell D*	195·0 203·5(O.L.) B54′ F30′ *B75′87t DTa23′ 64t*	31·0 BK7″	13·0	Glasgow British *4 BH Cem FPT* 12*t*	T.3Cy.17½″,27″&44″–36″ (*s*) 175lb *70lb* 1SB,*3cf*,GS60,HS1900 A.&J.Inglis,Ld.Glasgow	15 ″ 4 s 1 ″ 11 14 ″ 3	
78107 136293 GSDR	**Lairdsglen** (P) (*ex*Maple) Wireless	1276 962 529	✠100A1 Ard 1,29 LMC *Adapted for oil fuel* 2,29		*q*	CL 1,37 *F.P.*	1914 5mo	AilsaS.B. Co.Ld. Ayr *Lloyd's SA&CP above* 150° F	Burns&Laird Lines,Ld. *Cell D Bu E*	261·1 274·3(O.L.) P61′ B104′ F44′ *32′ f*34 110*t*	36·2 BK8″ *FPT*	15·4 18*t* *APT*	Glasgow British *6 BH Cem* 2 DB,*12cf*,GS225.HS6896 AilsaS.B.Co.Ld.Troon	T.3Cy.28″,45″&72″–42″ (*s*) 180lb *100lb* 467NHP 16 ″ 6 s 1 ″ 11½ 15 ″ 4½	BT till 1,39
78108 108749 GDTP	**Lairdsgrove** (P) (*ex*Magpie) Wireless	1227 929 537	*Fitted for oil fuel* 2 *Dks*				1898	A.&J.Inglis Glasgow	Burns&Laird Lines,Ld.	265·0 P79′	33·6 B92′	15·9 F49′	Glasgow British *WB*	T.3Cy.28″,46″&74″–45″ NB21 367NHP A.&J.Inglis,Glasgow		C BT till 11,38
78109 143723 MMJB	**Lairdshill** (P) (*ex*Lady Longford-37, *ex*Lairdshill-36, *ex*Lady Longford, *ex*Ardmore) E.S.D.	1776 1143 755	✠100A1 Ard 6,37 5,39 LMC 5,36 *Fitted for oil fuel* 4,21		*r*	CL 5,36 4,38 *F.P. a*	1921 2mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's SA&CP above* 150° F.	Burns&Laird Lines,Ld. *Cell D Ba67′ u E27′*	274·4 39·7 285·4(O.L.) P35′ B&F227′ Upr B100′ Upr F45′ *f*89′ 213*t*	37·9 F.K	17·2 *BH Cem* (2 *to Sh dk* 3 „ *U* „) *APT* 12*t*	Glasgow British *5 BH Cem*	T.4Cy.26″,42″&(2)18½″–42″ 200lb (*r*) 553NHP 1SB,*12cf*,GS214,HS8932 J.G.Kincaid&Co.Ld.Grk.	18 ″ 3 s 1 ″ 8½ 16 ″ 11½	BT till 4,39

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux Gréement, etc / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	1 Registre ou cote.
78110 115692 GSDT	**Lairdsrose** Ⓟ (*ex*Rose) Wireless	*ssArd 2ndNo.3-2,32 ssArd.No.1-36 2Dks(Stl–Upt ws)*	1098 807 458	✠100A1 2,30 ~~1,35~~ [illegible]	Ard	*p*	CL N2,38	1902 6mo	A&J.Inglis Ld. Glasgow *Lloyd's SA&CP*	**Burns&Laird Lines,Ld.**	250·5 261·7(O.L.) P43'B121'F39' *Shltr dk f17' BK8½'*	36·1	15·2	Glasgow British *FPT28t*	T.3Cy.26″,42″&65″–42″ *(s)* 155lb *100lb* 330NHP 2DB,*12cf*,GS191,HS5790 A.&J.Inglis,Glasgow	16 ″ 0 s 2 ″ 0 14 ″ 11	B ti Z
78111 165153 GYZQ	**Lairdswood** Wireless D.F. E.S.D. *CruiserStern*	TwinSc *Oil Eng.* *1Dk&Shelter dk*	789 617 316					1936	Harland& Wolff,Ld. Belfast	**Burns&Laird Lines,Ld.**	229·0 B32'F26'	37·2	11·5	Glasgow British *WB*	Oil Engines 2S.C.SA 10Cy.13¾″–24⅞″ 332NHP Harland&Wolff,Ld.Bel.		(
78112 159483 VRBL	**Lakatoi** *Mchy.Aft*	*Oil Eng.* *CruiserStern*	~~360~~ ~~347~~ 341 206 179	100A1 *(Class Contem plated)*				1938	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	**BurnsPhilp&Co. Ld.**	~~180·0·26·0·10·2~~ 132·0 F22'	26·1	9·4	HongKong British	Oil Engines 2S.C.SA 4Cy.11 7/16″–19 11/16″ TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
For full particulars see No. 88903 in Supplement																	
78113 216464 KJPK	**Lake Chelan** GyC.	*1Dk*	2010 1630 1227			…		1918	ToledoS.B. Co. Toledo,O.	**LakeChelanS.S. Corp.(Boland& Cornelius,*Mgrs.*)**	252·0 P21'B64'F30'	43·5	18·9 FK	Buffalo Utd.States *WB*	T.3Cy.20½″,38 3/16″&54″–40″ 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	F †
78114 216571 KTAO	**Lake Frances** *Fitted for oil fuel*	*1Dk*	2016 1631 1193			…		1918	ToledoS.B. Co. Toledo,O.	**CoastalS.S.Co.**	252·0 P21'B64'F30'	43·5	18·9 FK	Tacoma Utd.States *WB*	T.3Cy.20½″,33″&54″–40″ 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	F †
78115 ~~420108~~ GMPH ESDS	**Lake Geneva** (*ex*Eastbury–37 *ex*Paris,*ex*Olaf L. Kongsted, *ex*Maindy House, *ex*Harmonic)	*ssShl.2ndNo.3-1,30 ssShl.No.2-39 1Dk(ptIrn&ptStl) &deep framing*	2868 2697 1825	✠100A1 2,39 ~~2,37~~ [illegible] BS~~[illegible]~~ 2,39	Nwc Shl	*u*	CL ~~10,37~~ 1,39	1905 1mo	Furness, Withy&CoLd W Hartlepool *Lloyd's SA&CP*	~~Chas.Strubin&~~ ~~Co.Ld.~~ Usaldusiihing Jakobson ja Ko *CellDBa102*	325·0 *uE&B12' f136'713t* P24'B94'F32'	47·0	22·3 FK	Pärnu Estonian *APT30t*	T.3Cy.22½″,40″&65″–42″ *(s)* 200lb *125lb* 304NHP 5*BHCem* 2SB,*6cf*,GS100,HS4547 Richardsons,Westgarth& Co.Ld.Hpl	24 ″ 10 s 4 ″ 0½ 21 ″ 0	
78116 330 ESRU	**Lake Lucerne** (*ex*Barmoor–38) *Well deck* D.F.	*ssShl.2ndNo.3-12,36 1Dk(Irn)&deep framing Cargo battens not fitted*	2317 2044 1331	✠100A1 11,37 [illegible]	Shl	*s*	CL 11,37	1909 8mo	WoodSkin-ner&Co.Ld. Newcastle *Lloyd's SA&CP*	A.Inkapööl, E. Jakobson&others (ATruuberg *Mgr*) ~~(Mgrs.)~~ *Intermed iate bulkheads in fore&afterholds di vide into CellDBa90*	295·3 Q115'B52'F31' FK	40·5	18·2	Tallinn Estonian *Cem* *4BH only spensed with uE&B 38' f*	T.3Cy.21″,34″&56″–36″ *(s)* 180lb 223NHP 2SB,*6cf*,GS105,HS3684 N.E.MarineEng.CoLdNwc	20 ″ 6 s 2 ″ 2 18 ″ 6	
Sunk in position by aircraft 1,38				~~[illegible]~~ 7,33	Ssk	*s*		1900 7mo	Craig, Taylor&Co. Stockton	**Chas.Strubin&Co. Ld.** *CellDBa*	289·2 P27'B76'F33' FK 90'*uE20'f*114 493*t*	43·2	20·1 5*BHCem* *APT42t*	London British	116' 547*t FPT113t APT177t* T.3Cy.21″,35″&57″–39″ 206NHP 2SB,*6cf*,GS92,HS3150 Blair&Co.Ld.Stockton	21 ″ 3	V †
78118 221008 KDNR	**Lake Miraflores** *Carrying oil in bulk*	*Fitted for oil fuel 1Dk2trB*	2702 — 1672					1921	Saginaw S.B.Co. Saginaw	**SantaCruzOilCorp.**	253·4 P25'B65'F26'	43·8	26·2 WB	S.Frncisco Utd.States	T.3Cy.21″,33″&59″–42″ 225NHP BuckeyeEngineCoSalemO		R
78119 216716 KVUA	**Lake Ormoc** D.F. GyC.	*Oil Eng.* *1Dk*	2380 — 1429			…		1918	Detroit S.B.Co. Wyandotte	**FordMotorCo.**	250·5 P25'B64'F23' FK	43·8	22·2 WB	Dearborn Utd.States	Oil Engines 2S.C.SA 6Cy.17″–27″ NE28 303NHP Busch-SulzerBros.D.E.Co.		R †
78120 216914 KVAA	**Lake Osweya** D.F. E.S.D. GyC.	*Oil Eng.* *1Dk*	2398 1942 1461					1918	Saginaw S.B.Co. Saginaw	**FordMotorCo.**	251·0 P24'B64'F26'	43·6	24·2 WB	Dearborn Utd.States	Oil Engines 2S.C.SA 3Cy.20½″–38½″ 382NHP NE31 SunS.B.Co.Chester		R
78121 216150 KJPF	**Lake Traverse** GyC.	*1Dk*	1993 1688 1177			…		1918	McDougall DuluthCo. Duluth,Min.	**NicholsonTransit Co.**	251·0 P28'B64'F27' FK	43·6	18·2 WB	Detroit Utd.States	T.3Cy.20″,33″&54″–40″ 274NHP DuluthIronWorks,Duluth	20 ″ 3	R †
78122 150881	**Lake View** Ⓟ (*ex*Princess, *ex*U.S.Army Vessel)	*3Dks*	337 166 155					1913	Staten Isl'd S.B.Co Brooklyn,NY	**NewBrasD'OrS.S. Co.Ld.**	106·6	30·3	10·5 WB	Sydney,NS British	T.3Cy.12″,20″&32″–18″ 52RHP Plenty&Son,Newbury		
78123 139246 MPGQ	**Lakeland** (*ex*Otterburn–37, *ex*Jordaens) *Well deck* D.F. E.S.D.	*ssLth.No.3-7,37 1Dk(Stl)*	1543 1131 861	✠100A1 9,~~36~~ 7,~~37~~ [illegible] BS9,38	Lth	*p*	CL 6,37	1925 4mo	Antwerp Eng.Co.Ld. Hoboken *Lloyd's SA&CP*	**Leith,Hull&Ham. Stm.Pkt.Co.Ld,(J. Currie&Co.*Mgrs.*)** *CellDBa81'uE 16'f92'418t FPT16t*	240·2 Q181'F27' FK	37·1	15·9 1*BHCem* *APT104t*	Leith British	T.3Cy.18″,30″&49″–33″ *(s)* 180lb 175NHP 2SB,*4cf*,GS77,HS3036 N.E.MarineEng.Co.Ld.Sld	17 ″ 9 s 4 ″ 10¼ 17 ″ 0¼	
78124 137906 VGMF	**Laketon** (*ex*Saxona) *Mchy.Aft* GyC.	*1Dk2trB*	4423 4176 3248					1903	American S.B.Co. ClevelndOhio	**ColonialSteam-ships,Ld.(R.Scott Misener,*Mgr.*)**	416·0 F48'	50·0	24·0 WB	Toronto British	T.3Cy.20″,33½″&55″–40″ American 191NHP S.B.Co.Cleveland,Ohio		R
78125 116025	**Lakewood** (*ex*Syracuse)	*1Dk&Spar dk*	1316 — 821					1884	Detroit DryDockCo. Wyandotte	**BuffaloGravel Corpn.**	246·5	38·5	16·0	Buffalo Utd.States	C.2Cy.28″&48″–48½″ NB94 134NHP DetroitDryDock,Detroit		
78126 139338 MJNQ	— *exHadrix) Mchy.Aft Well deck Cargo battens not fitted*	*ssShl.No.3-1,31 ssShl.No.1-35 1Dk(Stl)*	570 392 252	✠100A1 1,38 BS~~9,37~~ 9,38	Shl	*h*	CL 1,38	1919 2mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's SA&CP*	**O.Dorey&Sons,Ld.** *CellDBa39' f53' 118t*	164·8 Q94'B11'F23' FK	27·0	11·1 4*BHCem* *FPT44t*	London ~~Guernsey~~ British	T.3Cy.14″,24″&39″–27″ *(s)* 180lb 83RHP 1SB,*3pf*,GS54,HS1894 J.Lewis&Sons,Ld.Abn.	13 ″ 3 s 3 ″ 8⅜ 13 ″ 2¾	
78127 UPFV	**Lakhta** (*ex*Hasselburg–35, *ex*Oceana,*ex*Witell,*ex*Markab, *ex*Solsvik) Wireless	*1Dk*	1352 1120 716					1917	Scheeps-bouwwerf Baanhoek Sliedrecht	**U.S.S.R.**	236·8 P23'B56'F21'	36·5	15·7	Odessa Russian	T3Cy17 3/16″29 1/16″&46 1/16″–35 5/8″ 127NHP Machinefabriek J.&A.v.d. Schuijt,Papendrecht		
78128 210865 WCCT	**Lakina** Ⓟ (*ex*ElCapitan, *ex*OliverJ.Olson) D.F.	3Mst *Fitted for oil fuel* 2Dks	2059 — 1233					1913	Harlan& Hollings-worthCor. Wlmgtn,Del.	**AlaskaS.S.Co.Inc.**	238·7	41·0	20·8	New York Utd.States *WB*	T.3Cy.19″,30″&50″–36″ 150NHP Harlan&HollingswrthCor.		
78129 143667 GDQN	**Lalande** *ssBkn.No.3-9,32 ssGls.No.1-36*		7453 7028 4685	✠100A1 *Shelter dk with freeboard* 8,38 ~~10,37~~ BS~~13,~~ 11,38 BS~~13,~~ ~~11,~~ C11,36	Liv	*b* †	CL ~~11,36~~ ~~11,36~~	1920 9mo	D&W Hen-dersn&Co.Ld Glasgow *Lloyd's SA&CP*	**Lamport&Holt LineLd.**	442·6 F46'*on Shelter dk*	55·5	35·6 27·6 FK	Liverpool British	Q.4Cy.25¼″,36″,52″&73½″–54″ 215lb *(s)* 670NHP 3DB(Spt),&1AuxSB,*21cf*, GS350,HS12737 D&W Hendersn&CoLdGls.	38 ″ 0 s 9 ″ 4½ 28 ″ 10	
	D.F.	*2Dks(Stl)&Shelter dk(Stl) Cruiser Stern*		*Fitted for oil fuel* 9,20			*F.P. above*			*CellDB395'1289t*	*MT22'469tDTa* 7*BHtoSh dk* 1 ″ ″ *U* ″ 1015*t FPT*	27'				18*t APT20t*	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. How expired. Equipment Letter	7a Date when last shaft was seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught. ft. in.	15 Remarks as to which classed if not in L.R. Dates of Dock Certs.
78130 OYHD	**Lalandia** (P) *Oil Eng.* ss Cpn. No. 2–35 D.F. 1 *Dk (Stl) & Shelter dk (Stl-teaks) 3rd dk (Stl) in No. 1 hold*	Twin Sc 4 Mst	4913 4021 3095	✠100A1 *with freeboard* 12,38 ✠LM CS9,36 DBS8,37 ✠10,38 8,38	Cpn	2	CL 8.38 12,38	1927 4mo	A/S Nakskov Skibsv. Nakskov *Lloyd's A & CP*	A/S Det Østasiatiske Kompagni *Cell D B 340' 1030t between tunnels*	389·8 | 53·4 | 25·3 (105·3 (O.L.) B73'F32' FK *Tank (Coll to Sh dk 6 „ 2nd „)*			Copnhagn Danish *6 B Hpt Cem*	Oil Engines 4S.C.SA 12Cy.24⅛"-51⅛" 708NHP DB1000h Akt. Burmeistr & Wain, Cpn	28 " 0 s 3 " 2⅜ 24 " 11	
78131 136786 GDMC	**Laleham** (*ex* Doring ton Court–37) ss Shl. No. 3-6,27 ss Shl. No. 2–36		4818 4544 3032	✠100A1 ✠ 10,38 Cff BS6,37 ✠LMC	Bry	"	CL 10,38	1915 2mo	Richardsn. Duck & Co. Ltd Stockton *Lloyd's A & CP*	Alpha S.S. Co. Ltd. *Cell D B a 130' u E*	389·6 | 53·4 | 26·4 P45'B108'F35' FK 26'f 165'1091t *FPT*			London British *6 B H Cem* 90t *A P T 165t*	T.3Cy.26",42"&70"–48" (s) 1801b RS7167 419NHP 2SB & 1 Aux SB, *10cf*, GS209 Blair & Co. Ld Stockton	28 " 10 s 5 " 4½ 23 " 8½	½
78132 144030 VTC1	**Lalita** (*ex* Spinner, *ex* Kilcock) ss Shl. No. 3–11,27 ss Bom. No. 2–36 1 *Dk (Stl) Cargo battens not fitted*		649 283	100A1 H K G			CL	1918	Smith's Dock Co. Ld Middlesbro' *Lloyd's A & CP*	New Dholera Steam Ships Ld.	175·2 | 30·0 | 15·7 B50'F25' FK *Cell D Bu E 26'20t*			Bombay British *5 B H Cem FPT 20t*	T.3Cy.16",26"&44"–26" (s) 2001b 91RHP 1SB, *3cf*, GS51, HS1825 FD N.E. Mar. Eng. Co. Ld. Nwc	16 " 6 s 1 " 3½ 15 " 3¾	
78133 FOBB	**Lamartine** (P) (*ex* Emperor Alexander III.) *Ref. Mchy.* ss Msl. No. 2–21 2 *Dks (Stl-ws) & Shade dk (Stl-ws)* D.F. *3rd dk in Nos. 1, 2 & 3 holds*	Twin Sc	5110 3687 3008	✠ 6.25	Msl			1914 1mo	W. Denny & Bros. Dumbarton	Cie. des Messageries Maritimes *Cell D Ba 91' u E 59'*	381·1 | 51·8 | 27·8 FK & BK 2" *f 154'506t FPT 29t A P T 48t*			Marseilles French *6 B H Cem*	T.6Cy.22",36"&58"–48" 788NHP 4SB (FD) & 1 Aux SB, *18cf*, GS336, HS13000 Denny & Co. Dumbarton	30 " 6	V †
78134 LOHN	**Lambare** (P) Wireless 2 *Dks*	Pad	953 — 407					1908	A. & J. Inglis, Ld. Glasgow	Cia. Argentina de Nav. Mihanovich Ltda.	240·2 | 34·0 | 17·7 *Hurricane dk 200'*			Bns. Aires Argentine	T.3Cy.21",35"&54"–66" 237NHP A. & J. Inglis, Ld. Glasgow		
78135 WDCY	**Lammot Du Pont** (*ex* San Francisco–33, *ex* Saint Francis, *ex* San Francisco) Gy C. 2 *Dks (Stl)*		5102 4694 3164	✠100A1 12,37 BS10,37 ✠LMC 10,33 12,38	N Yk	2	CL 2,37	1914 5mo	N of Ireland S.B. Co. Ld. Londonderry *Lloyd's A & CP*	International Freighting Corp. Inc. *'Tween dk B H in after Cell D Ba 139' u E & DTf 37' 102*	405·0 | 52·0 | 28·1 418·0 (O.L.) P40'B254'F42' FK *hold dispensed with B43' f 178' 1113t 4t FPT 81t A P T 23t*			Wilmgton (Del.) Utd. States *Cem 5 B H to U dk 1 „ „ 2nd „*	T.3Cy.27",45"&75"–51" (s) 1801b 525NHP 3SB, *9cf*, GS184, HS7457 FD Richardsons, Westgarth & Co. Ld. W. Hpl.	30 " 6 s 4 " 7 26 " 1¾	
78136 FNST	**Lamoricière** (P) *Fitted for oil fuel* D.F. 2 *Dks*	Trp Sc	4713 — 1979					1921	Swan, Hunter & Wigham Richardson Ld Newcastle	Cie. Générale Transatlantique	370·0 | 50·0 | 29·8 P25'B158'F18'			Marseilles French *W B*	2SR geared Steam Turbines Parsons Mar. Turbine Co. Ld. Nwc. T.4Cy.31",48"&(2)53"–45" Swan, Hunter & Wigham Richardson, Ld. Nwc.		V
78137 LCSF	**Lampas** (*ex* Laurelleaf) ss Bkn. No. 3–6,28 ss Got. No. 2–36 *Mchy. Aft* 1 *Dk (pt Stl) & Shelter dk (Stl) & Web frames*		5505 5107 2965	✠100A1 *Shelter dk with freeboard* 12,37 BS7,37 ✠LMC 4,36 ✠Aux NB 11 *refitte* *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,16	Ams	"	CL 7,37 *F.P. above*	1916 12mo	Craig Taylor & Co, Ld Stockton *Lloyd's A & CP*	D/S A/S Stokke (N. Chr. Evensen, *Mgr.*) *Cell D Bu E & B 71' 196t*	370·1 | 51·4 | 32·1 383·8 (O.L.) P108'F48' FK *DTf 35'540t FPT 92t*			Oslo Norwegian *15 B Hpt Cem A P T 184t*	T.3Cy.26",42½"&69½"–45" 1801b 488NHP 2SB, (r) (FD) & Aux. B, (s) *8cf*, HS740 Blair & Co. Ld. Stockton	34 " 6 s 7 " 4 27 " 5	
78138 20 IPEA	**Lampedusa** (P) 1 *Dk*		405 242 204					1911	Mackie & Thomson, Ld Glasgow	La Meridionale Soc. Anon. di Nav.	162·4 | 24·0 | 10·4 153·0 P26'B63'F26'			Trapani Italian *W B*	T.3Cy.13",22"&36"–24" 64NHP W.V.V. Lidgerwood. Gls.		CI
78139 UOEW	**Lamut** (*ex* Lake Elpueblo) 1 *Dk*		2694 2233 1508					1919	Gt. Lakes Eng. Works Ashtabula, O.	U.S.S.R.	253·8 | 43·6 | 25·1 B95'			Vladvostk Russian *W B*	T.3Cy.21",35"&59"–42" 226NH Gt. Lakes Eng. Works		
78140 877 SVUR	**Lana** (*ex* Djena–37, *ex* Zingara) ss Rou. 3rd No. 3–10,31 2 *Dks (1 Stl & Upt Irn (pt Stl) &*		3441 — 2173	✠ ... 10,35	Rou	"		1898 12mo	J. L. Thompson & Sons, Ld. Sunderland	S. Farkouh & P. Feret *Cell D Ba*	347·8 | 48·3 | 23·1 P28'B100'F35' FK 113 *u E & B 39' f 147*			Piræus Greek *6 B H Cem 78 B A P T 57t*	T.3Cy.24",40"&66"–45" 310NH 2SB, *6cf*, GS123, HS4690 Blair & Co. Ld. Stockton	25 " 8	V †
78141 152253 EIJG	**Lanahrone** *Ref. Mchy.* Wireless ss Bkn. No. 2–36 1 *Dk (Stl) 2nd dk in Nos. 1, 2 & 3 holds*		1221 978 487	✠100A1 2,38 BS12,37 ✠LMC 12,36	Bkn	q	CL 12,36	1928 5mo	Caledon S. B. & E. Co Ld Dundee *Lloyd's A & CP*	Limerick SS. Co. Ld. *Cell D Ba & u E*	251·5 | 37·1 | 16·4 P64'B78'F78' FK *69' f 104' 308t FPT*			Limerick British *5 B H Cem 27t A P T 31t*	T.3Cy.19",31"&50½"–39" (s) 1851b 230NH 2SB, *6cf*, GS123, HS4326 Caledon S.B. & E. Co Ld. Dun	17 " 6 s -1 " 8½ 16 " 1	
78142	**Lanao** (P) (*ex* Mindanao–37, *ex* Hai Ning–37, *ex* Repose) 2 *Dks*		*2104 1324 840*					1896	Delaware River Co. Chester, Pa	Manila S.S. Co. Inc. (Elizalde & Co. Inc. *Mgrs.*)	297·3 | 46·1 | 16·4			Manila Utd. States *W B*	T.3Cy.27½",48⅝"&75½"–54" NB05 419NHP Delaware River Co. Chester		
78143 145522 CYLS	**Lanark** (*ex* Glenlochie) *Mchy. Aft* 1 *Dk*		1904 1575 1121					1923	Swan, Hunter & Wigham Richardson, Ld Newcastle	Canada Steamship Lines, Ld.	252·0 | 42·5 | 18·0 Q100'F35'			Montreal British *W B*	T.3Cy.16",26½"&44"–33" 111NHP Swan, Hunter & Wigham Richardson, Ld. Nwc.		C
78144 140529 GLZC	**Lancashire** (P) *Ref. Mchy.* D.F. ss Bkn. No. 3–1,30 ss Drt No. 2–38 ss Drt No. 1–34 3 *Dks (Stl–U w s) Cruiser Stern*	Twin Sc 4 Mst	9557 7038 5864	✠100A1 12,38 12,37 BS8,37 ✠LMC 8,34 8,37 *Fitted for oil fuel* 1,26	Sou	e†	CL 8.36 *F.P. above*	1917 7mo	Harland & Wolff, Ld. Belfast *Lloyd's A & CP*	Bibby Line, Ld. (Bibby Bros. & Co. *Mgrs.*) *Cell D M T 43'600t Tanks*	482·4 | 57·3 | 32·1 *Shade dk* FK B419'1380t *between tunnels* 110t			Liverpool British *8 B H Cem F P T 92t A P T 75t*	Q.8Cy.22",31½",46"&66"–51" 215lb (s) HS17040 942NHP 2DB & 2SB, *24cf*, GS420, Harland & Wolff, Ld. Bel.	35 " 4 s 11 " 1½ 24 " 8½	BT till 6.38 5.39
78145 143635 GTYM	**Lancashire Coast** (*ex* Princess Olga) Wireless D.F. E.S.D. *Mchy. Aft* 1 *Dk & Shelter dk*		1104 837 ~~737~~ 431					1920	Sir R Dixon & Co. Ld. Middlesbro'	Coast Lines, Ld.	240·1 | 34·9 | 14·3			Liverpool British *W B*	T.3Cy.19",31"&52"–36" Richardsons, Westgarth & Co. Ld. Mdb. 162NHP		C
78146 218451 KQUE	**Lancaster** *Shelter dk with freeboard* 2.38 *Fitted for oil fuel* 6,18 ss Bal. No. 3–5,30 ss N Yk. No. 1–34 2 *Dks (Stl) & Shelter dk (Stl)*		7516 — 5409	✠100A1 BS8, ✠LMC 8,34 *F.P. above* 1 50° F. 13	PNl	b†	CL 10,37	1918 6mo	Sun S. B. Co. Chester, Pa. A & CP	Argonaut Line Inc. *Cell D B 370' 1 55t D Ta 30' 882t F T*	434·3 | 57·7 | 35·3 27·1 FK *1 Intermediate B H in after 'tween dks dispensed with T 117t A P T 76t*			New York Utd. States *Cem 5 B H to Sh dk 1 „ „ 2nd „ 1 „ „ 3rd „*	T.3Cy.26½"45⅛"&76¾"–51" 1901b (r) 575NHP 3SB, *9cf*, GS185 FD Sun S.B. Co. Chester, Pa.	38 " 0 s 10 " 1½ 28 " 1½	
78147 164318 GZMN	**Lancaster Castle** D.F. E.S.D. *Longitudinal framing at bottom & at decks Cruiser Stern* 1 *Dk & Shelter dk*		5172 4563 3029	✠100A1 *with freeboard* Ant Gls ~~Spec~~ 7,37 2,38 ✠LMC 2,37	Bry		CL	1937 3mo	Sir J. Laing & Sons, Ld. Sunderland *Lloyd's A & CP*	Lancashire Shipping Co. Ld. (J. Chambers & Co. *Mgrs.*) *Cell D B 372 1231t*	437·4 | 57·1 | 24·3 454·6 (O.L.) F30' FK *F P T 174t A P T 168t*			Liverpool British *7 B H Cem Coll to Sh dk 6 „ 2nd „*	T.3Cy.23½",38"&66"–46" 2201b (s) FD 466NHP 2SB (Spt) & 1 Aux SB, *8cf*, GS122, HS6846 N.E. Marine Eng. Co Ld Nwc	27 " 5 s 2 " 11½ 24 " 8½	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equilement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe.	15
78148 101755 MQTK	**Lancaster City** (*ex*Penrhyn–37) *ss*Bng.3rdNo.3–12,33 *ss*Lan.No.1–37 *Well deck Mchy.Aft* 1*Dk*(*Stl*)		354 253 134	✠100A1 11,37 NB4,21 MC1,3	Lan	*f*	CL 9,37	1895 8mo	Scott& Sons Bowling A&CP	R.Gardner	145·0|24·0| 9·0 Q54′B10′F24′ BK7″ *Cell D Bf* 67′	Lancaster British	C.2Cy.18⅝″&40″–27″ (*s*) 120lb 64NHP 3 *BHCem* 72*t FPT* 80*t*	11 ″ 2 s ″ 6½ 11 ″ 3½	
78149 145043 GJCB	**Lancastria** Ⓟ TwinSc (*ex*Tyrrhenia) *ss*Bkn.No.3–9,34 2 *Dks*(*Stl*) *& Shelter dk*(*Stl*– Sub.Sig. *pt* ws) *3rd dk*(*Stl*) *in holds* *Ref.Mchy.* GyC. *Cruiser Stern* E.S.D. D.F. *ss*Liv.No.1–39		16243 12147 9509	✠100A1 *Shelter dk* *with freeboard* 3,39 BS2,38 Lloyd'sRM 3,39	Liv	*k*†	CL S3,37 P2,39	1922 6mo *Lloyd's*	W.Beard- more&Co.Ld. Glasgow *Cell D*	Cunard White Star, Ltd. *B* 461′2218*t D Tf* 45′ *les of tunnel* 80′ 421	552·8|70·4|38·8 579·0(O.L.) B&F 455′ *on Shelter dk* FK 1516*t FW Tanks* *t FPT* 71*t APT* 102*t*	Liverpool British	6 Steam Turbines DR geared to 2Sc.Shafts (*r*) 220lb FD 2527NHP 10 *BHto Sdk* 3DB&3SB,*36cf*,HS29163 W.Beardmore&Co.Ld.Gls.	42 ″ 9 s 11 ″ 9½ 34 ″ 4	BT till 2.39
78150 LCSG	**Lancing** (*ex*Flackwell,*ex*Calanda, *ex*Omsk, *ss*Osl.3rdNo.3–9,34 *ex*RioTiete, *ss*Sfj.No.1–38 *ex*Knight Errant) D.F. 2 *Dks*(*Stl*) *& Web frames*		7866 7256 4561	✠100A1 8,38 PrBS10,38 *Carrying Whale oil or oil fuel* *F.P. above* 150° F *except* *Fitted for oil fuel* 8,30 *F.P. a*	Osl Sfj	*c*† LMC9,38 *above* 150° F *in Nos.* 10 & 11 *tanks* *above* 150° F	CL 7,38 *oil fuel* *except*	1898 8mo *Lloyd's* *in bulk* *Cell D Ba*	C.Connell &Co. Glasgow 168′*u E &*	Hvalfanger A/S Globus (Melsom&Melsom, *Mgrs.*) *B* 52′ *f* 204′1748*t* *FPT* 200*t APT* 50*t*	470·0|57·2|31·9 P 48′B 136′F 56′ FK	Larvik Norwegian	T.3Cy.27″,46″&76″–51″ (*s*) 200lb *180lb* 737NHP *pt Cem* 12 *B Hpt Asp* (6 *to U dk* 6 „ *2nd*„)	34 ″ 10 s 8 ″ 1½ 27 ″ 0	
78151	**Landego**		344 286 120					1927	A/S Moss Værft Moss	Den Norske Stat (Telegrafstyret)	135·7|24·1|12·3 H 38*t*	Bodö Norwegian	T.3Cy.12″,20″&33″–24″ 53NHP A/S Moss Værft, Moss		N
78152 DCSB	(*Cable Vessel*) *Mchy.Aft* 1*Dk* **Landsee** (*ex*GiselaSchröder) *Cruiser Stern* *Mchy.Aft* 1*Dk*		959 772 522					1926	J.Frerichs &Co.A.G. Einswarden	W.Schuchmann	181·3|34·3|15·0 Q 59′F 22′	Bremen German *WB*	T.3Cy.18″,20½″&33⅓″–22⅝″ J Frerichs&Co.A.G. 52NHP Osterholz-Scharmbeck		G
78153 1973 SFGR	**Landskrona** Ⓟ (*ex*Polhem) 1*Dk & Shelter dk*		*311* *204* *118*					1889	W.Lind- bergs M.V. Stockholm	Rederi A/B Lands- krona-Köpenhamn (Sven Fritsch)	121·4|24·0|11·2 H 34*t*	Landskrna Swedish	2Cy.20″&38″–25⅜″ 61NHP W.Lindbergs M.V.Skm.		
78154 153912 VLBY	**Lanena** *ss*Mel.No.3–10,38 Wireless *Well deck* 1*Dk*(*Stl*)		1018 796 561	100A1 10,38 BS6,37	Mel	*n*	CL 10,37	1925 6mo *Lloyd's*	Nordsee- werke Zweig Emden *Cell D B* 173′298*t*	W.Holyman&Sons Proprietary,Ld. *FPT* 47*t APT* 14*t*	220·4|34·9|13·0 230·2(O.L.) P 14′Q 55′B 54′F 35′ FK	Melbourne British	T.3Cy.17½″,29½″&46½″– 31½″ 192lb (*s*) 152NHP 2SB,*4cf*,GS74,HS2582 F.Wilhelms-Hutte,Mulhm	15 ″ 7 s ″ 9½ 14 ″ 11	
78155 LCKY	**Langanger** TwinSc *OilEng.* *Mchy.4ft* 2 *Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing at bottom & decks*		9215 8613 5514					1930	R.Duncan &Co.Ld. Port Glasgow	Westfal-Larsen& Co.A/S	473·6|64·5|36·6 P 259*t* H 204*t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.24⅞″–51⅛″ 713NHP J.G.Kincaid&Co.Ld.Grk.		N
78156 1561 IPFE	**Langano** (*ex*Neutral,*ex*Sines) 1*Dk & Spar dk*		1246 1108 750					1894	H.Koch Lübeck	G.Costa fu Andrea	234·1|32·2|18·3 227·5 B 57′F 24′	Genoa Italian *WB*	T.3Cy.15¾″,25½″&40″–27½″ 84NHP H.Pauksch,Landsberga/W		I
78157 161551 GPRV	**Langleebrook** *ss*Shl.No.2–39 D.F. 1*Dk*(*Stl*) *& Shelter dk*(*Stl*)		4246 3939 2546	✠100A1 *with freeboard* 2,39 LMC 1,39	Dnz	*z*	CL Cff 2,39	1930 3mo *Lloyd's*	Palmers' Co.Ld. Newcastle *Cell D B* 344′1380*t*	F.Carrick&Co.Ld.	396·0|54·7|22·6 410·0(O.L.) FK *FPT* 108*t APT* 165*t*	Newcastle British	T.3Cy.23″,39½″&68″–45″ (*s*) 225lb FD 422NHP 7 *BHCem* *Coll to Sh dk* 6 „ *2nd*„)	25 ″ 6 s 2 ″ 5½ 23 ″ 3	
78158 161526 GSWY	**Langleecrag** *ss*Nwc.No.2–37 D.F. 1*Dk*(*Stl*) *& Shelter dk*(*Stl*)		4909 4595 2997	✠100A1 *with freeboard* 9,33 BS7,38 MC MS8,37	Cff	*a*†	CL 7,37	1929 7mo *Lloyd's*	Palmers' Co.Ld. Newcastle	Medomsley Steam Shipping Co.Ld. (F.Carrick&Co. Ld.*Mgrs.*) *Cell D B* 363′1514*t*	416·0|55·8|25·2 431·5(O.L.) FK *FPT* 117*t APT* 194*t*	Newcastle British	T.3Cy.24″,40½″&70″–48″ (*s*) 225lb 481NHP 7 *BHCem* *Coll to Sh dk* 6 „ *2nd* „)	28 ″ 3 s 3 ″ 4½ 25 ″ 1	
78159 149402 GLYP	**Langleeford** *ss*Shl.No.3–9,38 D.F. 1*Dk*(*Stl*) *& Web frames* *Corrugated sides*		4622 4304 2819	✠100A1 9,38 LMC 9,38	Sws Shl	*x*	CL 8,38	1925 11mo *Lloyd's*	Palmers' Co.Ld. Newcastle *Cell D B*	Medomsley Steam Shipping Co.Ld. (F.Carrick&Co. Ld.*Mgrs.*)	370·0|56·2|25·9 P 37′B 110′F 40′ FK 318′ 1126*t FPT* 166*t*	Newcastle British	T.3Cy.25″,41″&66″–45″ (*s*) 180lb *125lb* 355NHP 6 *BHCem* *APT* 190*t*	28 ″ 6 s 5 ″ 1½ 23 ″ 6½	
78160 149425 GJCV	**Langleegorse** (*ex*Hedgehope) *ss*Shl.No.2–35 D.F. 1*Dk*(*Stl*)		4524 4285 2808	✠100A1 2,39 BS5,39 MS7,35 LMC	Yka HKg	*y*	CL 2,38	1927 3mo *Lloyd's*	Palmers' Co.Ld. Newcastle *Cell*	Medomsley Steam Shipping Co.Ld. (F.Carrick&Co. Ld.*Mgrs.*)	386·3|52·7|26·0 399·9(O.L.) P 40′B 232′F 38′ FK *D B* 336′ 1044*t FPT* 99*t APT* 97*t*	Newcastle British	T.3Cy.26″,48″&71″–48″ (*s*) 180lb 451NHP 6 *BHCem* 3SB,*9cf*,GS150,HS6372 FD Palmers'Co.Ld.Newcastle	28 ″ 6 s 4 ″ 2½ 24 ″ 6½	
78161 161532 GSWZ	**Langleetarn** *ss*Nwc.No.2–37 D.F. 1*Dk*(*Stl*) *& Shelter dk*(*Stl*)		4908 4595 2986	✠100A1 *with freeboard* 12,38 BS8,37 MC MS7,37	Nwc Bry	*a*†	CL 12,38	1929 8mo *Lloyd's*	Palmers' Co.Ld. Newcastle *Cell D B*	Medomsley Steam Shipping Co.Ld. (F.Carrick&Co. Ld.*Mgrs.*)	416·0|55·8|25·2 431·0(O.L.) FK *FPT* 117*t APT* 194*t*	Newcastle British	T.3Cy.24″,40½″&70″–48″ (*s*) 225lb 481NHP 7 *BHCem* *Coll to Sh dk* 6 „ *2nd*„)	28 ″ 3 s 3 ″ 4½ 25 ″ 1	
78162 DHOU	**Längssee** (*ex*Borkum) 1*Dk*		998 795 560					1925	Nordsee- werke A.G. Emden	W.Schuchmann	219·6|34·9|13·1 P 14′Q 55′B 54′F 27′	Hamburg German *WB*	T3Cy17¾″,29½″&46½″–31¾″ 119NHP Friedrich Wilhelms, Hütte,Mülheim,Ruhr		G
78163 IBBN	**Lanital** (*ex*Isobel–37, *ex*Isobel Weems, *ss*Gen.2ndNo.3–5,37 *ex*Chappell) 1*Dk*(*Stl*)		2350 1974 1412	100A1 9,38 BS3,38 LMC MS4,37	Nap Pla	*r*	CL 4,38	1919 *Lloyd's*	M'Dougall Duluth Co. Duluth,Minn *Cell D B*	Soc.Italo-Baltica di Nav.e Commer- cio of "La Costiera" Soc.An.di Nav. *Mgrs.*) Giu- seppe D'Ali&C.	261·0|43·5|22·4 P 25′B 64′F 23′ FK 208′ 535*t FPT* 60*t APT* 85*t*	Trapani Genoa Italian	T.3Cy.20″,33″&54″–40″ (*s*) 185lb 262NHP 4 *BHCem* 2SB,*4cf*,GS100,HS3828 FD McDougall Duluth Co.	24 ″ 2	
Now "**Erice**," *see No.* 87933 *in Supplement*																	
78164 142020 MKGV	**Lanrick** *ss*Lth.No.3–4,33 *ss*Lth.No.1–37 1*Dk*(*Stl*) *Cargo battens not fitted*		1276 1065 521	✠100A1 4,39 LMC5,37 5,39	Lth	*p*	CL 2,38	1920 11mo *Lloyd's*	Hawthorns &Co.Ld. Leith *Cell D B* 69′*u E* 2	G.Gibson&Co.Ld.	258·4|35·7|17·4 37·2 266·0(O.L.) P 29′B 77′F 35′ FK 5′*f* 100′297*t FPT* 28*t* *5 BHCem* *APT* 36*t*	Leith British	T.3Cy.23″,38″&62″–42″ (*s*) 180lb 296NHP 2SB,6*cf*,GS129,HS4904 Hawthorns&Co.Ld.Leith	18 ″ 6 s 2 ″ 0 16 ″ 8½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse-power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Scantlings. Freeboard / Corresponding Gross Tonnage.	15 Approx. Time in Dock.
78165 / 200595 / WFDA	**Lansing** (*ex*BritishQueen) ssS.Fo.2ndNo.3–4,17 / Sub.Sig ssS.Fo.No.1–22 2 *Dks(Stl)3trB* *Carrying Petroleum in bulk* *Fitted for oil fuel*	4613 — 2841	✝ 8.26	SFo	*y*		1890 5mo	Palmers' Co.Ld. Middlesbro'	Fishermen's ProduceCo. *W*	389·4 | 47·2 | 27·6 P49′B86′F47′ FK *B = Cell D Bu E & B*	S.Frncisco Utd.States 13*BHCem* 56′*f* 84′154*t*	T.3Cy.29″,47″&76″–51″ 446NH 2DB,*12cf*,GS436,HS7820 Palmers'Co Ld.Newcastle	320 " 8	
78166 / EAFW	**Lanzarote** Ⓟ ssLa.P.2ndNo.3–6,36 / Wireless 1 *Dk & Shelter dk (Teak)*	475 270 789	✝100A1 *Shelter dk* *with freeboard* 6,37 ~~BS10,7~~ ~~BS7,37~~ ✝LMC6	LaP	*h*	CL 6,37	1912 3mo	Smith's DockCo.Ld. Middlesbro'	Cia.Trasmediterranea *WB = Cell D Ba 33*	160·0 | 25·9 | 10·4 FK *u E14′f66′87t FPT*	LasPalmas Spanish 4*BHCem* 10*t APT* 10*t*	T.3Cy.13″,22″&36″–26″ (*s*) 180lb 100NH 1SB,*3cf*,GS57,HS1940 Smith'sDockCo.Ld.Mdb	18 " 3 " 7 7½ 11 " 0	
78167 / 131442 / GRQF	**Laomédon** Ⓟ 2 *Dks*	6491 5554 4135					1912	Workman, Clark & Co.Ld Belfast	ChinaMutualStm Nav.Co.Ld (A. Holt&Co. *Mgrs.*) *WB*	443·0 | 52·8 | 32·1 P50′B162′F52′	Liverpool British	T.3Cy.30″,50″&83″–60″ 532NHP Wrkman,Clark&Co Ld.Bel		BT till 6,39
78168 / 140606 / GKPD	**Laplace** ss Liv.No.3–6,31 / D.F. ssGls.No.1–35 2 *Dks(Stl) & Shelter dk(Stl)* *Cruiser Stern*	7327 6856 4459	✝100A1 *Shelter dk* *with freeboard* 2,39 ~~2,37~~ ~~2,36~~	Gls	*a*† ~~Liv~~	CL ~~4,36~~	1919 2mo	A. McMillan&Son Ld. Dumbarton	Lamport&Holt Line,Ld. *Cell D B362′1078t D Ta33′ 759*	430·8 | 56·3 | 34·7 447·0 (O.L.) F50′ *on Shelter dk* FK *t FPT 127t APT 65t*	Liverpool British *pt Cem* 5 *B Hto Sh dk* 3 " " *U* "	T.3Cy.29″,47″&78″–54″ (*s*) 180lb 666NHP 4SB,*12cf*,GS242,HS10224 FD D.Rowan&Co.Ld.Gls.	37 " 6 s 9 " 1½ 28 " 7	
78169 / 164379 / MMLK	**Lapland** (*ex*Honnör–37) Wireless D.F. E.S.D. 2 *Dks* *Cruiser Stern*	1330 1047 750					1936	Fredrkstad Mek.Verks. Fredrikstad	Leith,Hull& HamburgSteam PacketCo.Ld.(J. Currie&Co. *Mgrs.*) *WB*	251·2 | 42·2 | 14·0 P58*t* H124*t* F15*t*	Leith British	C.4Cy.(2)18″&(2)30$\frac{1}{16}$″–28$\frac{3}{4}$″ 82NHP Fredrikstad M.V.Frdstad		NC
78170 / 6720 / SJBA	**Laponia** Twin Sc *Oil Eng.* D.F. ssGot.No.3–2,34 ssGot.No.1–37 1 *Dk(Stl) & Shelter dk(Stl)* *Cruiser Stern* *Cargo battens not fitted*	*5609* *5223* *2820*	✝100A1 *Shelter dk* *with freeboard* 3,38 11,38 ✝LMC CS1,38 3,37 11,38	Lkr Got	*y*	0G P3,37 S1,38	1922 3mo	A.B.Götaverken Gothenburg A&CP *Cell D Bu E 32′*	Trafikaktiebolaget Grängesburg-Oxelösund (M.Waldenström, *Mgr.*) *f 105′6½t DT 108′ DTa 103′ 1225t*	393·7 | 53·4 | 30·9 F40′ *on Shelter dk* FK *730t Collision*	Stockholm Swedish *pt Cem* *B Hto Sh dk* 6 " " *U* "	Oil Engines 4S.C.SA 12Cy.23$\frac{5}{16}$″–35$\frac{7}{16}$″ 629NHP DB–*100lb* A.B.Götaverken	34 " 1 s 8 " 0 26 " 3½	
78171 / LEJG	**Lappen** (*ex*Lillian–34,*ex*Wendla–33, *ex*Ran) 1 *Dk*	563 424 303					1893	R. Craggs & Sons Middlesbro'	Næss&Co. A/S	169·8 | 26·9 | 12·7 Q61*t* B38*t* H14*t* F18*t*	Bergen Norwegian *WB*	T.3Cy.13″,21″&34″–27″ 60NH Wstgrth,English&Co.Mdb		C
78172 / 6361 / SKIA	**Lappland** (*ex*Benares–34) ssGot.No.3–11,32 ssGot.No.1–36 D.F. 1 *Dk(Stl) & Shelter dk(Stl)*	*4906* *2612*	✝100A1 *Shelter dk* *with freeboard* 1,39 ~~3,37~~ ✝LMC ~~MS6,36~~ ~~BS1,37~~ 1,38 *Fitted for oil fuel* 9,20 *F.P. a*	Kob Yka	*z*	CL 2,37	1920 9mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Cell D B*	Ångf.Aktieb. Tirfing (T.E.J:son Broström, *Mgr.*) *Collision*	391·7 | 52·3 | 24·0 FK F38′ *on Shelter dk* 351′1272*t APT 100t* *above 150° F.*	Gothenburg Swedish *pt Cem* *B Hto Sh dk* 5 " " *U* "	T.3Cy.26$\frac{15}{16}$″,45″&75″–51″(*s*) 180lb 569NH 3SB,*9cf*,GS187,HS8491 FD Richardsons,Westgarth &Co.Ld.Hpl.	26 " 11 s 2 " 9½ 24 " 3½	
Your "Pegasus," see No. 89593 in Supplement														
78173 / 622 / OHFI	**Lapponia** (*ex*Johanna) ssAbo.3rdNo.3–3,35 1 *Dk(pt Irn&pt Stl) & Web frames* Wireless D.F. ssHfs.No.1–39	1172 880 686	✝100A1 ~~3,37~~ ~~LMC~~ 3,39	Hfs	*n*	CL ~~11,36~~ 2,39	1898 4mo	C'rmichael MacLean&Co Greenock *WB = Cell D Ba 56′*	Finska Ångfartygs A/B *Cell D B f 161′ 238t*	230·1 | 34·1 | 14·0 Q79′B59′F27′ FK *u E15′f96′253t FPT* *above 150° F.*	Helsingfrs Finnish 4*BHCem* 35*t APT* 15*t*	T.3Cy17¼″27$\frac{9}{16}$″&44″–33″(*s*) 160lb *80lb* NDB20 118NH 1SB,*3pf*,GS54,HS1870 Hutson&Son,Glasgow	16 " 0 s 1 " 1⅜ 15 " 0½	
78174 / 145023 / MKFS	**Lapwing** ssLon.No.3–3,33 ssLon.No.1–37 *Mchy.Aft* 1 *Dk(Stl) & Shelter dk(Stl-ws)*	1348 983 625	✝100A1 *Shelter dk* *with freeboard* ~~10,38~~ ~~12,37~~ ✝LMC ~~MS6,37~~ ~~BS2,38~~ *Fitted for oil fuel* 6,21 *F.P. a*	Lon	*p*	CL 11,37	1920 9mo	Bow,McLachlan & Co. Ld. Paisley *Cell D B f 161′ 238t*	GeneralStm.Nav. Co.Ld. *FPT 20t APT 18t* *above 150° F.*	250·6 | 37·1 | 14·0 FK *4 B H Cem* *2 to Sh dk* 2 " 2nd "	London British 273NHP 2SB,*6cf*,GS126,HS4939 Bow,McLachlan&Co.Ld.	T.3Cy.22″,35″&57″–39″ (*s*) 180lb 2 16 " 5½	
78175 / 217837 / KEXN	**Lara** (*ex*Moline) *Ref.Mchy.* *Fitted for oil fuel* 2 *Dks*	2967 2460 1760					1919	The Pusey & Jones Co. Wlmgtn,Del.	GraceLine,Inc. *W*	300·0 | 44·1 | 22·9 P37′B76′F29′ FK	Wilmgton (Del.) Utd.States	T.3Cy.19¾″,31½″&54½″–36″ 532NH Pusey&JonesCo.Wlmngtn	25 " 0	R
78176 / DNAP	**Larache** Sub Sig. 1 *Dk*	1999 1234 1231					1923	Schiffsw(v. J.&Sch.)A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed. *WB*	256·1 | 38·4 | 15·3 P& B264′Q22′F31′	Oldenburg German	T.3Cy.22″,35″&56″–38″ 182NH Christiansen& Meyer,Harburg		G
78177 / 136668 / VJST	**Laranah** (*ex*IslandQueen) 4 Mst ssMcl.2ndNo.3–9,38 ~~ssMcl.No.3–10,26~~ ~~ssMcl.No.2–34~~ *Mchy.Aft* *Well deck* Wireless 1 *Dk(Stl)*	701 510 312	✝100A1 ~~9,38~~ ~~10,37~~ 9,38	Mel	*j*	CL 10,36	1914 4mo	N.V.Schpho de Merwede Hardinxveld *Cell D B f 163′ 115t*	W.Holyman&Sons Proprietary Ld. *WB = Cell D B f 163′ 115t FPT*	180·0 | 28·1 | 12·3 295 187·7 (O.L.) Q105′B11′F23′ FS *3 B H Cem* *3t APT 7t*	Melbourne British 99RHP	T.3Cy.14″,22½″&37″–24″ 180lb 2SB,*4pf*,GS63,HS1900 Lidgerwood,Ld.Glasgow	14 " 6 s 4 " 5½ 14 " 2½	
78178 / 148879 / GLPR	**Larchbank** Twin Sc *Oil Eng.* ssAnt.No.3–7,38 ~~ssAnt.No.2–34~~ 1 *Dk(Stl) & Shelter dk (Stl-ws)*	5151 4764 3117	✝100A1 *with freeboard* ~~5,37~~ 7,38 *Carrying vegetable oil in deep tank*	Syd	*a*† ~~Syd~~	CL ~~6,36~~ 7,38	1925 10mo	Harland& Wolff,Ld. Glasgow *Cell D B 357′ 112t tunnels 115′ 25t D*	BankLineLd.(A. Weir&Co. *Mgrs.*) *Tanks'tween Tf 82′ 1067t FPT 106t*	420·2 | 58·9 | 26·5 FK (6 " 2nd ")	Glasgow British 7 *B Hpt Cem* *Coll to Sh dk* *APT 132t*	Oil Engines 4S.C.SA 12Cy.24⅛″–37⅛″ 717NHP DB *110lb* Harland&Wolff,Ld.	29 " 2 s 3 " 7½ 25 " 8	
78179 / 140323 / GVWY	**Larchol** ssLon.No.3–3,30 ~~ssLon.No.2–28~~ *Mchy.Aft* 1 *Dk(Stl) & Web frames*	1097 845 735	✝100A1 12,38 ~~7,37~~ ~~BS9,37~~ ✝LMC6 — 12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,17 *F.P. a*	Lon	*n*	CL 7,36	1917 8mo	Lobnitz& Co.Ld. Renfrew *Cell D B u E & B 45′78t*	TheAdmiralty *above 150° F.*	210·0 | 34·7 | 15·6 P61′F58′ FK *D T f 30′ 261t FPT*	London British 12 *B Hpt Cem* 37*t APT* 33*t*	T.3Cy.15″,25″&40″–30″ (*s*) 180lb 138NHP 2SB,*4cf*,HS2200 Lobnitz&Co.Ld.Renfrew	16 " 6 s 1 " 6½ 15 " 0	
78180 / 129328 / GKPC	**Largo** (*ex*Uskside) ssShl.2ndNo.3–11,38 ~~ssNwc.No.3–12,25~~ ~~ssNwc.No.2–35~~ D.F. 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted*	2209 1741 1378	✝100A1 ~~11,38~~ ~~11,36~~ 11,38	Nwc Shl	*r*	CL ~~8,36~~ 10,38	1913 2mo	J. Priestman&Co. Sunderland *Intermediate BH in fore hold dispensed with*	PeltonS.S.Co.Ld. *A B Honly* *Cell D Ba*	290·0 | 40·8 | 18·7 FK P24′Q90′B53′F28′	Newcastle British *Cem* 108′*f* 116′480*t APT* 60*t*	T.3Cy.21″,35″&57″–39″ (*s*) 180lb 218NHP 2SB,*6pf*,GS90,HS3340 N.E.MarineEng.Co.Ld Sld	26 " 0 s 2 " 2 18 " 0	
78181 — 3999 (*ex*Falster) SFGU 1 *Dk* *"Egon," see No. 87947 in Supplement*		589 424 336					1902	Hlsingbrgs Varfs.Aktieb. Helsingborg	A/B Svenska Ostasiatiska Kompaniet (G. Borin, *Mgr.*)	164·5 | 28·4 | 11·0 Q55′B29′H27*t* F18′	Gothenburg Swedish *WB*	C.2Cy.17″&35″–26½″ 53NHP Helsingborgs Varfs Aktieb.		V

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignant maintenant expiré. Lettre d'Entretenement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. BHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quill. Freneboard au milieu du navire. Tirant d'eau correspondant. pas. pa.	15 Registres où cotés, si non cotés dans le R. de L.
78182	**Largs Bay** Ⓟ	TwinSc	14182	✠100A1	Lon	*i*†	CL	1921	W.Beardmore&Co.Ltd	Aberdeen&CommonwealthLine, Ld. (G.Thompson& Co.Ld. *Mgrs.*)	530·9	68·3	39·9	London	1 Steam Turbines DR	13 ″ 6	BT
137225		*ss*Lon.No.3–7,34	11881	*Shelter dk*			3,38	12mo	Glasgow					British	geared to 2 Sc.Shafts (*r*)	s 10″8½	Ulli
GSMR		2*Dks*(*Stl*)&	8477	*with freeboard*				*Lloyd's*	*sA&CP*		B215′F76′ *on Shelter dk* FK			*pt Com*	220lb FD 1977NHP	33 ″ 2	23·3
	Ref.Mchy.	*Shelter dk*(*Stl*–ws)		6,38										9 *BHtoSh dk*	3DB(Spt)&2SB(Spt),*20cf*,		
		3rd *dk*(*Stl*) *in forward holds*													HS25923		
	D.F. E.S.D.														W.Beardmore&Co.Ld.Dal.		
										Cell DB457′2259t				*WT24′1017t*			
										Tanks between tunn				*ais51′197t FPT174t*			
				Fitted for oil fuel 12·21			*F.P. above*							*APT143t*			
78183	**Larissa** (*ex*Avola–36,*ex*Oderland)		1819					1922	Nordd. Unionwerke A.G.Tönning	AtlasLevante-LinieA.G.	283·1	39·8	17·8	Bremen	T3Cy.19⅞″,31½″&49½″–31½″		G
			1595								len28			German	136NHP		
DOEE	Sub.Sig.	2*Dks*	1022											*WB*	Waggon u. Maschb.A.G.Görlitz		
78184	**Laristan**		6401	✠100A1	Fal	*a*†	CL	1927	ShortBros. Ld. Sunderland	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*)	420·0	55·0	34·8	Newcastle	T.3Cy.26″,44″&74″–48″ (*s*)	34 ″ 9	
149446		*ss*Shl.No.2–36	5883	7,38 4,38	Rot		1.38	11mo						British	200lb 565NHP	s 7 ″ 4½	
GFMK		2*Dks*(*Stl*)& *Web frames*	3863		✠LMC			*Lloyd's*	*sA&CP*		P105′B34′F38′ FK			14 *BHpt Cem*	3SB(Spt),*12cf*,HS8316 FD	27 ″ 7½	
		Longitudinal framing–bracketless system		MS10.37 CS8.38						*Cell DBu E&B78′*				5 ,, *to* 2nd *dk*	J.Dickinson&Sons,Ld.Sld.		
	D.F.	*Mchy.Aft*		*Carrying Petroleum in bulk*							319*t DTf36′559t FP*			*PT98t APT*			
				Fitted for oil fuel 11·27			*F.P. above*										
78185	**Larpool**		3872	✠100A1	Cff	*x*	CL	1924	W.Pickers-gill&Sons,Ld. Sunderland	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son,	363·5	51·4	22·8	Whitby	T.3Cy.25″,42″&68″–45″ (*s*)	25 ″ 0	
137087		*ss*Shl.No.3–3,37	3469	1.38			3,37	12mo						British	180lb 345NHP	s 3 ″ 1½	
GKST		1*Dk*(*Stl*)	2311		✠LMC3.37			*Lloyd's*	*sA&CP*	*Mgrs.*) *Cell*	P33′B222′F31′ FK			*6BHCem*	NDB38 *180lb*	22 ″ 1½	
											LDB318′1084t FPT			*88t APT170t*	2SB(Spt),*6cf*,GS126,HS5423		
															Richardsons, Westgarth& Co.Ld.Sld		
78186	**Larry Doheny** (*ex*Foldenfjord)		7038					1921	SunS.B. Co. Chester,Pa.	RichfieldOilCorp.	430′4	59·3	33·3	LsAngeles	T.3Cy.27″,45½″&76″–51″		R
226889		*Fitted for oil fuel*	—								P386′B163′H252t			Utd.States	412NHP		
WOBE		2*Dks*	4348											*WB*	SunS.B.Co.Chester,Pa.		
	Mchy.Aft	*Carrying Petroleum in bulk*															
	D.F.	*Longitudinal framing*															
78187	**Lars Kruse**		1807					1923	A/S Aal-borgSkibs. Aalborg	Dmpskibs.Vendila (Svendsen& Christensen *Mgrs*)	276·8	42·1	17·8	Copnhagn	T.3Cy.20″,31½″&53″–36″		C
			1623								P84′B169′F19′			Danish	169NHP		
OYKA		1*Dk*	1071											*WB*	Akt.Frichs,Aarhus		
78188	**Lars Magnus Trozelli**	4Mst	*1955*					1920	J.&A.v.d. Schuyt Papendrecht	HolmensBruks FabriksA/B (Carl Wahren, *Mgr.*)	265·4	42·1	17·9	Nrrköping	T.3Cy.20″,33″&55″–39⅝″		V
7463	(*ex*Nicolaas)		*1677*								P28′B68′F23′			Swedish	190NHP		
SGBA		1*Dk*	*1108*											*WB*	J.&A.v.d.Schuyt,Ppndrcht		
78189	**Larut**	*Oil Eng.*	894					1927	Hall,Russell&Co.Ld. Aberdeen	StraitsSS.Co.Ld.	214·4	35·7	11·7	Singapore	Oil Engines 4S.C.SA		
154211	(*ex*Steamer-38)	~~*Fitted for oil fuel*~~	685								P&B131′F31′			British	8Cy.15″ 20″ 175NHP		
VSNK	Wireless	1*Dk*	480											*WB*	NE38		
															Ruston&HornsbyLdLincoln		
78190	**Las Palmas**		2317					1925	Deutsche Werft A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	270·5	41·7	21·5	Oldenburg	C.4Cy.18⅛″&39⅜″–39⅜″		G
			1887								P36′B77′F31′			German	Ottensener 162NHP		
DNAQ	Sub.Sig.	2*Dks*	1342											*WB*	Eisenwerk,Altona		
78191	**Las Villas** (*ex*AlavaII)		1158					1906	D.J.Dunlop&Co. Pt.Glasgow	EmpresaNaviera deCuba,S.A.	230·0	36·1	11·2	Havana	T.3Cy.17″,28½″&47″–30″		
		Fitted for oil fuel	—								P146′F37′			Cuban	121NHP		
		1*Dk*	756											*WB*	D.J.Dunlop&Co.Pt.Gls.		
78192	**Lasbek**	*ss*Hom.No.2–38	2159	✠100A1	Bhn	*s*	CL	1930	Lübecker Maschb.Ges. Lübeck	Knöhr&Burchard Akt.	281·8	44·2	16·9	Hamburg	C.4Cy.(2)16¹⁄₁₆″&(2)35⁷⁄₁₆″–	19 ″ 0	
1659		~~*ss*Hom.No.1–34~~	1263	2,38 ~~4,38~~	Ham		~~4·38~~	7mo			295·3(O.L.)			German	35⅞″ 199lb (*s*) 216NH		
DHOW		1*Dk*(*Stl*) *Well dk*		~~DBS8.37~~	✠LMC		N12,38	*Lloyd's*	*sA&CP*		P15′Q81′B126′F32′ FK			4 *BHpt Cem*	2SB(Spt),*4cf*,GS72, HS3120		
		Cruiser Stern			12,38					*Cell DB244′573t*				*pt Asp*	FD		
		Strengthened for Navigation in Ice									*FPT37t APT61t*				A BorsigG.m.b.H.Berlin		
78193	**Lassell**	TwinSc	7417	✠100A1	Liv	*a*†	CL	1922	A.McMillan&Son Dumbarton	Lamport&Holt Line,Ld.	430·2	56·2	34·9	Liverpool	Oil Engines 4S.C.SA	37 ″ 6	
145939		*Oil Eng.*	6886	*Shelter dk*			P7,36	6mo						British	12Cy.26½″–43½″ 832NHP	s 9 ″ 2½	
GJBV		*ss*Gls.No.3–3,35	4491	*with freeboard*			s10,36	*Lloyd's*	*sA&CP*		F37′ *on Shelter dk* FK			*pt Cem*	DB*100lb*	28 ″ 7	
		2*Dks*(*Stl*)& *Shelter dk*(*Stl*)		7,38 ~~7,38~~										7 *BHtoSh dk*			
	D.F.	*Cruiser Stern*		✠LMC CS3.38						*Cell DB*	353′1108t			1 ,, ,, *U* ,,	Harland&Wolff.Ld.Gls.		
				DBS7.38 7.38						*DTa42′804t*	*FPT120t APT79t*						
78194	**Lateef** (*ex*Ramleh,*ex*Egyptian		503				...	1903	W.Dobson &Co. Newcastle	OvadiaIsrail Ovadia	164·0	25·0	11·8	Alexndria	T.3Cy.13″,21″&34″ 24″	14 ″ 2	
32	Prince,*ex*Waterland)		398								Q47′F21′			Egyptian	57NHP		
SUDA	*Well deck*	*Mchy.Aft* 1*Dk*	269								FK			*WB*	MacColl&Pollock,Sld.		
78195	**Latona**	TwinSc	1126					1937	Schiffb.Ges "Unterweser" A.G. Weser-münde-L.	Dampfschifffahrts Ges."Neptun"	234·5	34·7	13·1	Bremen	Oil Engines 4S.C.SA		G
		Oil Eng.	843								P115′F36′			German	12Cy.11¼″–16⅞″ 145NHP		
DOSE	Wireless D.F.	1*Dk*	587											*WB*	Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		
	Mchy.Aft	*Ref.Mchy.* *Cruiser Stern*															
78196	**Latouche** Ⓟ		2332					1910	MoranCo. Seattle,Wash	AlaskaS.S.Co. Inc.	240·0	41·0	20·0	NewYork	T.3Cy.17″,28″&47½″–36″		
207935		*Fitted for oil fuel*	—											Utd.States	135NHP		
WCCU	*Mchy.Aft*	2*Dks*	1461											*WB*	MoranCo.Seattle,Wash.		
78197	**Latvis** (*ex*Sonnenberg,*ex*Dortmund,		1318					1903	Flensburgr Schiffsb.Ges. Flensburg	M.Faulbaum SteamshipLine (JamesSiering& Co.*Mgrs.*)	245·8	35·5	15·2	Riga	T.3Cy.15″,23⅝″&43⅝″–34⅛″		G
16	*ex*Immo,*ex*BrunoMenzell)		1090								P14′Q58′B112′F27′			Latvian	110NHP		
YLAC		1*Dk*& *deep framing*	798											*WB*	FlensburgrSchiffsb.Ges.		
78198	**Latymer** (*ex*Saint-Tropez–37)		2300	100A1	Rou	*r*	CL	1919	PolsonIron Wrks.Co.Ld. Toronto	FinchleyS.S.Co. Ld.	251·0	43·6	20·7	Gibraltar	T.3Cy.20½″,33″&54″–36″ (*s*)	23 ″ 1	
~~1,000~~		*ss*Msl.No.3–2,31	1842	5.37			5,37							British	180lb 276NHP	s 3 ″ 3	
~~Yd.No.~~		*ss*Rou.No.1–35	1362	~~8.38~~			1.35				P25′B68′F20′ FK			*1BH*	2SB,*6cf*,GS115,HS2173 FD	20 ″ 1	
143934		1*Dk*(*Stl*)& 2nd *dk*(*Stl*)								*Cell DB204′454t FPT*				*57t APT102t*	PolsonI.W.Co.Ld.Tto.		
VQYW		*in Nos*1,2& 3 *holds*															
78199	**Laura**		1471					1933	Nakskov Skibs.A/S Nakskov	J.Lauritzen	262·2	39·7	15·7	Esbjerg	C.4Cy.(2)14¾″&(2)31½″–		G
			1232											Danish	31½″ & L.P. Turbine		
OXKH	Wireless D.F.	*Ref.Mchy.* 1*Dk*	848											*WB*	HS2520 192NHP		
		Cruiser Stern													HelsingörsJernsk.&Mskb.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught ft. in.	15 Registers in which classed, if not in L. R. Date of Build-Port.
78200 109 IBKS	**Laura C.** (*ex*Laura)	ss Tri. No. 3–2,36 D.F. 2 *Dks (Stl) & Web frames* *Ref. Mchy.*	6181 5022 3851	✠100A1 [illegible] C2,36 *Fitted for oil fuel* 3,23	Tri	*z*	CL [illegible] 7,38 *F.P.*	1923 3mo A&CP *above*	Cant. Nav. Triestino Monfalcone	"Italia" Soc. Anon. diNav. *Cell D Ba* 117′ 150° F.	417·7 | 54·2 | 30·2 P36 B151′ F44′ FK *uB&f* 200′1141*t M* T34′920*t FPT* 107*t*	Trieste Italian *8 B H Cem* *APT* 135*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 512NHP 3SB,*9cf*,GS201,HS7551 FD Yates & Thorn Ld. Blackburn	32 ″ 10 s 7 ″ 5½ 25 ″ 7½	
78201 1641 IBJS	**Laura Corrado** (*ex*British Duke, *ex*Terek) 3 Mst *Fitted for oil fuel* D.F. *Mchy. Aft* 2 *Dks & Web frames* *Carrying Petroleum in bulk*		3645 3166 2142	...				1899	Sir J. Laing & Sons, Ld. Sunderland	Soc. Anon. diNav. "Corrado"	349·6 | 45·0 | 28·1 335·5 P81′ B22′ F38′ FK	Genoa Italian *WB*	T.3Cy.24½″,40″&66″–45″ NB15 326NHP G. Clark, Ld. Sunderland	29 ″ 6	I †
78202 378 IBFS	**Laura Lauro** (*ex*Koudekerk, *ex*Kirkstall Abbey, *ex*Kandelfels) D.F. 2 *Dks (Stl–U* teak s)	ss Rot. No. 3–9,25 ss Rot. No. 1–30	5787 5419 3610	✠ ... 4,34	Ams			1912 7mo	Akt. Ges. "Weser" Bremen 1 *B H*	A. Lauro *in lower hold forward dispensed with* *Cell D Ba* 141′ *uE&B* 48′ *f* 207′ 1217*t FPT*	441·1 | 55·8 | 28·2 421·2 | P60′ B125′ F58′ FK 206·3 Q63′ B51′ F28′ FK *uE* 17′ *f* 94′ 226*t FPT*	Naples Italian *Cem* 6 *B H only* 90*t APT* 24*t*	Q.4Cy.24″,34⅛″,51″&74″–53⅛″ 518NHP 3SB,*9cf*,GS171,HS6781 A.G. "Weser," Bremen	31 ″ 3	I †
78203 271 IPFL	**Laura Moschini** (*ex*Svarog–35, *ex*Diamant–34) *Well deck* 1 *Dk (Stl)*	ss Spt. 3rd No. 3–6,34	976 738 579	... 3,38	Tri			1901	Oderwerke Act. Ges. Stettin	Soc. Anon. Trasporti Marittimi e Affini *Cell D Ba* 43′	215·6 | 32·1 | 13·9 206·3 Q63′ B51′ F28′ FK *uE* 17′ *f* 94′ 226*t FPT*	Venice Italian *4 B H Cem* 46*t APT* 8*t*	T3Cy.14⅛″ 22⅛″&38½″–27⅛″ 92NHP 2SB,*4pf*,GS56,HS1596 Oderwerke Act. Ges. Stettin	16 ″ 1	
78204 161261 GTCV	**Laurelwood** *Oil Eng.* *ss* Shl. No. 2–36 D.F. *Mchy. Aft* *Cruiser Stern* 1 *Dk (Stl)* *Longitudinal framing at bottom & at deck*	Twin Sc	7347 6749 4860	✠100A1 10,38 2,38 [illegible] ✠ IC12,36 5,32 *Carrying Petroleum in bulk*	Shl	*b*†	CL 11,36 *Lloyd's*	1929 7mo	Armstrong Whitworth & Co. Ld. Newcastle	Molasses & General Transport Co. Ld. (J. I. Jacobs & Co. Ld. *Mgrs.*) *Cell D Bu E* 22′ 66*t D*	436·0 | 59·5 | 33·8 P105′ B30′ F42′ FK *Tf* 29′ 479*t FPT* 207*t*	London British 16 *B Hpt Cem* *APT* 223*t*	Oil Engines 4S.C.SA 12Cy.24½″–51½″ 709NHP 2 DB *150lb* J. G. Kincaid & Co. Ld. Grk.	34 ″ 0 s 6 ″ 6½ 27 ″ 7½	
78205 131 ONQB	**Laurent Meeus** *Oil Eng.* *ss* Ant. No. 1–34 D.F. Gy C. *Cruiser Stern* 2 *Dks (Stl)* *Mchy. Aft* *Longitudinal framing* E.S.D. *at bottom, decks & topsides*		6429 5642 4024	✠100A1 1,38 ✠LMC CS1,35 BS2.. 3,37 *Carrying Petroleum in bulk*	Ant	*z*	CL 2,37 11,38 *Lloyd's*	1930 3mo	Rotterdam Droogd. Maat (New Waterway S.B. Co.) Schiedam	Soc. Purfina-Maritime *Cell D Bu E* 54′ 207*t*	401·7 | 55·2 | 32·6 P102′ B32′ F32′ FK *FPT* 189*t APT* 101*t*	Ghent Belgian 14 *B Hpt Cem*	Oil Engines 4S.C.SA 8Cy.29½″–59½″ 2 DB *140lb* 652NHP Harland & Wolff, Ld. Gls.	32 ″ 9 s 6 ″ 0 26 ″ 11½	
78206 126485	**Laurentia** (*ex*Lorancia) 2 *Dks*	Wood Twin Sc	346 110 205					1909	Z. Leroux Valleyfield P.Q.	Mrs. D. Peltier	112·0 | 22·2 | 7·7	Montreal British	C.4Cy.9″&18″–12″ 27RHP Cie Pontbriand Ld. Sorel PQ		
78207 113641 CGSQ	**Laurentian** Ⓟ (*ex*King Edward) Wireless *Well deck* 1 *Dk*		355 252 155	...				1902	Cook, Welt'n & Gemmell Beverley	Canadian Government (Dept. of Marine) BK 7″	149·0 | 24·0 | 11·1 Q37′ B40′ F32′	Quebec British *WB*	T.3Cy.13″,22″&36″–27″ 65RHP Amos & Smith, Hull	11 ″ 10	
78208 149642 GNJT	**Laurentic** Ⓟ D.F. Sub. Sig. 4 *Dks & Shelter dk* *Ref. Mchy.* *Cruiser Stern*	Trp Sc	18724 14304 11108					1927	Harland & Wolff, Ld. Belfast	Cunard White Star. Ld.	578·2 | 75·4 | 40·6 P48′ B312′ F90′	Liverpool British *WB*	T.8Cy.(2)29″(2)46″&(4) 52″–54″ 1 Low Pressure Turbine Harland & Wolff, Ld. Bel.		
78209 130128 MNDW	**Laurieston** (*ex*Berkelstroom, *ex*Brederode, *ex*Eigen Hulp I) *ss* Gmh No. 3–11,29 *ss* Gmh. No. 2,38 1 *Dk (Stl)* *Cargo battens not fitted*		1304 1150 767	✠100A1 1,38 ✠LMC	Gmh		CL 5,37	1917 5mo	Wilton's E. & Slipway Co Rotterdam A&CP	Ravelston SS. Co Ld (Gillespie & Nicol, *Mgrs.*)	240·3 | 36·4 | 15·9 P19′ B63′ F23 FK *Cell D B* 203′ 323*t*	Grngemth British 4 *B H Cem* *APT* 42*t*	T.3Cy.19½″,32″&51″–36″ (*s*) 180lb 186NHP 2SB,*6pf*,GS100,HS3100 Wilton's E. & Slpwy Co. Rot.	18 ″ 0 s 2 ″ 2½ 16 ″ 0	
78210 LCKG	**Laurits Swenson** *Oil Eng.* *ss* Osl. No. 2–38 1 *Dk (Stl)* & *Shelter dk (Stl)* D.F. *Ref. Mchy.* 3rd *dk (Stl)* except in No. 5 hold	Twin Sc	5725 5202 3556	✠100A1 *with freeboard* DBS8,38 CS3,38 4,37 3,39 12,38	Osl	*b*†	CL 12,38 *Lloyd's*	1930 1mo	Odense Staalskibsvft Odense	A/S Ganger Rolf (Fred Olsen & Co. *Mgrs.*) *Cell D B* 387′ 1325*t*	435·9 | 56·2 | 27·8 P32′ F41′ FK (*Cell B H & AP* *Tanks in way* *of tunnels* 185*t FPT* 116*t*	Oslo Norwegian 7 *B H* *B H to Sh dk* 5 ,, 2nd ,, *APT* 128*t*	Oil Engines 4S.C.SA 12Cy.24½″–51½″ 709NHP DB *100lb* Akt. Burmeistr & Wain, Cpn	30 ″ 7 s 4 ″ 0 26 ″ 8½	
78211 137487 GQRN	**Lautaro** (*ex*Glengyle, *ex*Bostonian) *Oil Eng.* *ss* Hul. No. 3–4,28 *ss* Hul. No. 2–36 2 *Dks (Stl)* & *Awng dk (Stl)*	Twin Sc	6240 5892 3950	✠100A1 *Awng dk* *with freeboard* 11,07 5,39 CS11 10,36 3,76 11,3	Hul Liv	*z*	CL 6,36 1,39 *Lloyd's*	1915 12mo	Harland & Wolff, Ld. Glasgow	Pacific Stm Nav Co. *Cell D B* 338′ 1126*t*	399·1 | 52·2 | 33·9 412·1 (O.L.) *Ba* 69′ *f* 37′ *on Awng dk* FK & BK 2″ *DTa* 28′ 540*t FPT*	London British *8 B Hpt Cem* 90*t APT* 61*t*	Oil Engines 4S.C.SA 12Cy.24½″–38½″ 719NHP DB *100lb* Burmeister & Wain, Gls.	37 ″ 8 s 9 ″ 0½ 28 ″ 11	
78212 DONN	**Lauterfels** Sub. Sig. 2 *Dks*		6310 5812 3849					1921	Akt. Ges. "Weser" Bremen	Deutsche Dampfs-fahrts. Ges. Hansa	431·6 | 56·3 | 30·4 P78′ B138′ F56′	Bremen German *WB*	T.3Cy.29″,47″&76⅝″–54″ & LP Turbine 608NHP A.G. "Weser," Bremen		G
78213 149456	**Lavaldoc** *Mchy. Aft* 1 *Dk*		1918 1629 1142					1928	Swan, Hunter & Wigham-Richardson, Ld. Newcastle	Paterson Steam-ships, Ld.	252·8 | 43·3 | 17·8 Q100′ F35′	F. William, Ont. British *WB*	T.3Cy.15″,25″&40″–33″ 92NH Swan, Hunter & Wigham-Richardson, Ld. Nwc.		C
78214 MDBD	**Laverock** *see No. 87085 in Supplement* *ss* Lon. 2nd No. 3–6,32 *ss* Lon. No. 1–37 *Mchy. Aft* 1 *Dk (Stl)* & *Shelter dk (Stl–ws)* & *deep framing* *Lower dk in No. 1 hold*		1199 886 564	✠100A1 *Shelter dk* *with freeboard* 5,37 ✠S10,38 ✠LMC 5,37	Lon	*p*	CL 4,37 *Lloyd's*	1909 9mo	Ailsa S.B. Co. Ld. Troon	General Stm. Nav. Co. Ld. F. V. Arntzen (B. V. Arntzen)	240·2 | 34·1 | 14·7 BK 7½″ *Cell D B* 138′ 2	Gibraltar British *4 B H Cem* 99*t FPT* 24*t*	T.3Cy.22″,35″&59″–39″ (*s*) 180lb 251NHP 2SB,*6cf*,GS116,HS4180 Ailsa S.B. Co. Ld. Troon	17 ″ 0 s ″ 2 17 ″ 5½	
78215 CSLW	**Lavi** (*ex*Secil–38, *ex*Rosafred–34 *ex*Fyden, *ex*Irmgard Linnemann) *Well deck*	ss Osl. No. 3–7,27 ss Lis. No. 2–34 1 *Dk (Stl)*	573 444 333	[illegible] 9,37 [illegible]	Lis	*i*	OG 4,37 *Lloyd's*	1908	Eiderwerft Akt. Ges. Tönning	Vieira & Labrincha Lda. *Cell D*	176·3 | 29·2 | 10·7 Q55′ B47′ F25 FK *Ba&uE* 52′ *f* 73′ 166*t*	Lisbon Portuguese *4 B H Cem* *FPT* 25*t*	T.3Cy.13⅜″,23½″&37⅝–23⅝″ 185lb (*s*) 93NHP 2SB,*4cf*,GS72,HS1700 Eiderwerft A.G. Tönning	13 ″ 0 ″ 8½ 12 ″ 5½	
78216 216119 WBDU	**Lawrence Philips** (*ex*Tillamook–35, *ex*Point Arena) 1 *Dk (Stl)* *Fitted for oil fuel*		2117 1726 1285	✠ ... 10,36	LAn	*r*		1918 3mo	Albina Eng & Mach. Wrks Portland, Or.	Lawrence-Philips S.S. Co. *Cell D*	251·0 | 43·5 | 18·1 P25′ B64′ F25′ FK B212′ 477*t FPT* 102*t*	L. Angeles Utd. States *4 B H Cem* *APT* 112*t*	T.3Cy.20″,38″&54″–40″ 279NHP 2SB,*6cf*,GS115,HS5384 Albina E. & M. Wrks. Pld. O.	19 ″ 11	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Encadrement.	7* Date de la dernière visite à cause de porte-bâtiche.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté. Lettre d'Encadrement. Date de Cert. de Classe.
78217 161513	**Lawrendoc**		1924 1627 1144					1929	Swan, Hunter & Wigham Richardson, Ld. Newcastle	PatersonSteamships, Ld.	252·8	43·4	17·8	F. William, Ont. British *WB*	T.3Cy.15″,25″&40″–33″ 92NHP Swan, Hunter & Wigham-Richardson, Ld. Nwc.		C
	Mchy. Aft 1 *Dk*																
78218 144569 VTCV	**Laxmi** (*ex* Karachi-33, *ex* George Harris) *ss* Bom. No. 3–9,32 1 *Dk* *Cargo battens not fitted*		310 246 120	100A1 4,35 BS12.36	Sng	*e*	CL 11,36	1918 *Lloyd's*	Hepple & Co. Ld. South Shields	HindustanS.S. Co. Ld. (Joshi & Co. *Mgrs.*) *sA & CP*	124·6 Q72′F21′	23·4	12·6	Bombay British *2 BH Cem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 87RHP 1SB, *3pf*, GS50, HS1619 Bellis & Morcom, Ld. Bmn.	13 ″ 6 s 2 ″ 0 13 ″ 1½	
78219 EEVL	**Lázaro** (*ex* Besós) **Iron**		398 — 283					1862 England	.....	M. Campos Peña	172·9	23·0	14·1	Seville Spanish	C.4Cy.13″&28″–24″ NB91 64NHP		
78220 1860 IPNK	**Lazio** (*ex* Littoria-36, *ex* Senior-33) 1 *Dk*		319 287 166					1899	Oderwerke Grabow	La Ligure Romana Soc. Anon. di Nav. Maritt. e Fluviale	167·3	25·8	8·6	Genoa Italian *WB*	C.2Cy.10⅞″&20½″–13¾″ NB12 12NHP Oderwerke, Grabow		I
78221 85 IBLS	**Lazzaro Mocenigo** Ⓟ *Oil Eng.* Wireless D.F. 2 *Dks* 3 *tr B*		1403 — 593					1928	Cant. San Rocco San Rocco	Società Fiumana di Navigazione	235·7	34·6	20·5	Fiume Italian *WB*	Oil Engines 2S.C.SA. 6Cy.20½″–32¼″ 438NHP Fiat San Giangio, Turin		I
78222 PKEW	**Le Maire** 2 *Dks*		3271 — 2060					1908	Maats. Fyenoord Rotterdam	Koninkl. Paketv. Maats.	325·5 P40′B104′F40′	44·0	22·3	Batavia Dutch *WB*	T.3Cy.22″,36½″&60″–42″ NB10 283NHP Maats. Fyenoord, Rot.		V
78223 LIUW	**Le Norvegien II** (*ex* Proteus-34, *ex* Amsel, *ex* Minna) Sub. Sig. Wireless 1 *Dk*		1058 831 605					1921	Schiffsw (V J. & Sch.) A.G. Hamburg	Den Norske Amerikalinje A/S	215·8 P23′B59′H49′F26′	34·2	14·1	Oslo Norwegian *WB*	T3Cy18½″,29½″&47⅞″–33⅞″ Hannoverische 130NHP Maschiner A.G Hannover		V
78224 240 ORMB	**Le Phoque** (*ex* Lestris-36) *ss* Ant. 2nd. No. 3–11,29 *ss* Ant No. 3–11,36 *Well deck* 2 *Dks* (1 *pt Stl & Upt Irn & pt Stl*) Wireless		1275 — 755	✝100A1 11,37 BS11.37	Ant	*q*	CL 11,36	1905 10mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Cie. Marchande Export-Import *Cell D Ba 66′ u E 20′ u Bunker 1 sA & CP*	260·0 P&B150′F55′ BK9′	34·7	18·5	Antwerp Belgian *4 BH Cem* *APT 20t*	T.3Cy.21″,33½″&54″–39″ (*s*) 180lb *80tb* 2SB, *6pf*, GS107, HS3564 Swan, Hunter & Wigham Richardson, Ld. Nwc.	19 ″ 9 s 1 ″ 10 18 ″ 8	
78225 FNIA	**Le Progrès** **Twin Sc Sp** (*ex* Le Progrès No. 119–33) *Mchy. Aft* 1 *Dk* *Carrying Petroleum in bulk*		*511* *416* *205*					1892	Armstrong Mitchell & Co. Ld Newcastle	Firuzan Ali Arsan, Mehmet Ali Bey & Mithal Recai Ogdevin	164·0	27·0	13·5	Panama Panamanian *WB*	C.4Cy.16″&30″–18½″ 70NHP Wallsend Slp. Co. (Ld.), Nwc		
78226 FNIA	**Le Rhin** Ⓟ 1 *Dk & Shelter dk*		2456 1562 1494			...		1920	H. & C. Grayson, Ld. Garston	Cie. de Nav. Paquet	264·8	41·3	18·8 FK	Marseilles French *WB*	T.3Cy.21″,34″&56″–36″ 252NHP McKie & Baxter, Glasgow	21 ″ 0	V †
78227 TWED	**Le Sahel** (*ex* Apache, *ex* Easton) **Steel & Iron Sc** 2 *Dks*		567 — 271					1896	C. Reeder & Son Baltimore		156·8	30·0	16·2	Bizerta Tunisian	C.2Cy.20″&38″–28″ NB06 64NHP C. Reeder & Son, Baltimore		
78228 TTYT	**Le Trait** 1 *Dk*		1158 856 450					1934	Atel. & Ch. de la Seine Maritime Worms et Cie Le Trait, S.I.	Worms et Cie.	237·2 P187′F31′	34·2	14·7	Havre French *WB*	T.3Cy.17″,30″&50″–36″ 150NHP Atel. & Ch. de la Seine Maritime		V
78229 231 IPFZ	**Le Tre Marie** *ss* Gen. No. 3–7,37 ~~*ss* Gen. No. 2–38~~ Wireless *Well deck* 1 *Dk* (*Stl*)		1086 772 633	✝100A1 ~~9,37~~ 10,36 11,38 BS7,38	Gen	*n*	CL ~~9,37~~ 11,38	1925 7mo *Lloyd's*	Cant. Nav. Triestino Monfalcone *sA & CP*	D. Tripcovich & Ci., Soc. Anon. di Nav. Rimorchi e Salvataggi *Cell D Ba 47′ u E 25′ f 93′ 246t APT 8t*	222·2 Q79′B56′F26′ FK	35·0	13·0	Trieste Italian *4 BH Cem*	T.3Cy. ~~17½~~ ,29″&47″–33″ (*r*) 180lb 17½″ 194NHP 2SB, *4cf*, GS68, HS3000 FD Officine Nav. Triestino, Tri.	15 ″ 7 s 1 ″ 0 14 ″ 9½	
78230 TKDY	**Le Violent** 1 *Dk*		441 322 184					1921	S.A. des Anciens Ch. Dubigeon Nantes	Les Transports Bayonnais	136·7 B36′F16′	27·3	11·8	Bayonne French	T.3Cy.12″,20″&32″–22″ 48NHP *E made 19 refitted 32* McKie & Baxter, Ld. Psy.		V
78231 TSYO	**Le Zeramna** (*ex* Ain-Sefra-34, *ex* Honorine Achaque, *ex* Holland) 1 *Dk*		559 388 274					1919	N.V. Werf. Zeeland Hansweert	Armement Nord-Africain	153·8 P86′B9′F27′	26·1	12·3	Algiers French	T3Cy11½″,17 7/16″&31½″–17 7/16″ N.V. Mach. 42NHP Fulton, Hoogezand		V
78232 148110 GKRT	**Leadgate** (*ex* Seven Seas Sound-37, *ex* Chilton-35) D.F. *ss* Sld. No. 3–11,37 1 *Dk* (*Stl*) *Cargo battens not fitted*		2125 1856 1241	✝100A1 8,38 ~~11,37~~ BS11,38	Sld Nwc	*s*	CL ~~10,35~~ 8,38	1925 1mo *Lloyd's*	Smith's Dock Co. Ld. Middlesbro'	Consett Iron Co. Ld. (William Dickinson & Co. Ld. *Mgrs.*) *Cell D sA & CP*	280·0 P27′B49′F26′ FK	41·6	20·1	Newcastle British *4 BH Cem* *APT 117t*	T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 228NHP 2SB, *6cf*, GS103, HS3947 Smith's Dock Co. Ld. Mdb.	22 ″ 3 s 3 ″ 0½ 19 ″ 5	
78233 Lealtad *For particulars see "Darro"*																	
78234 144397 VPJT	**Leana** (*ex* Tapti-37, *ex* Ulm) *ss* Fal. No. 3–2,27 *ss* Cal. No. 2–35 2 *Dks* (*Stl*) & *lower dk beams in* *Well deck* *No. 1 hold*		4742 4371 2915	✝100A1 ~~2,36~~ ~~2,37~~ 2,39 MS6.35	HKg	*z*	CL ~~2,37~~ 2,39 BS ~~2,39~~	1914 4mo *Lloyd's*	Akt. Ges. "Neptun" Rostock *sA & CP*	Leana S.S. Co. Ld. (Williamson & Co. *Mgrs.*) *Cell D Ba 12*	399·5 415·9 (O.L.) P&B321′F54′ FK	54·1	25·6	Hong Kong British *7 BH Cem* *54t F P T 85t*	T.3Cy.28¾″,47½″&77½″–48″ 213lb (*s*) FD 653NHP 3SB (Spt) *9cf*, GS261, HS9688 A.G. "Neptun," Rostock *APT 5t*	28 ″ 6 s 3 ″ 6 25 ″ 2½	
78235 DOGQ	**Leander** Sub. Sig. Wireless 1 *Dk*		989 797 589					1925	Atlas-Werke A.G. Bremen	Dampfschifffahrts Ges. Neptun	224·0 Q86′B66′F31′	33·3	13·7	Bremen German *WB*	T.3Cy.18½″,29½″&48½″–29½″ 127NHP Atlas-Werke A.G. Bremen		G
78236 204720 WFDS	**Lebanon** (*ex* Effingham B. Morris, *ex* Josiah G. Munro) D.F. *Mchy. Aft* 1 *Dk*		6971 — 5482					1907	Gt. Lakes Eng. Works Ecorse, Mich.	Bethlehem Steel Corp. (Bethlehem Transpn. Corp. *Mgrs.*)	530·0	56·2	32·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23″,37″&63″–42″ 257NHP Great Lakes Eng. Wks. Det.		R
78237 221358 KDTN	**Lebec** (*ex* Hamer) *Fitted for oil fuel* *Mchy. Aft* 2 *Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*		6893 — 4296					1921	Bethlehem S.B. Corp. Ld. Alameda, Cal.	Socony-Vacuum Oil Co. Inc.	435·0 P123′B50′F44′	56·2	33·5 *WB*	New York Utd. States	T.3Cy.27″,47″&78″–48″ 422NHP Bethlehem S.B. Corp. Ld.		R

Broken up

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Allowed now expired. Equipment.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders —Stroke Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Nsms.	14 Moulded depth. Freeboard and Ships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Date of Build or Trade Certificate.
78238 223475 KFMP	**Lebore** TwinSc *Fitted for oil fuel* *Mchy. Aft* 1 *Dk* *Longitudinal framing*	8289 — 4546					1923	Bethlehem S.B. Corp. Ld. San Francisco	Ore S.S. Corp.	549·6 P118′	72·2 F50′	40·5	New York Utd. States *WB*	SR Geared Steam Turbines Bethlehem S.B. Corp. Ld.		R
78239 2113 IBUT	**Lecce** Restored to Spanish Flag as "ARANTZA-MENDI" which see *Oil Eng.* *ss* Hul. No. 3–5,36 1 *Dk (Stl)* & *Shelter dk (Stl-pt ws)* *Longitudinal framing in DB* See also ~~"ARANTZA-MENDI"~~	3720 3068 2048	✠100A1 *Shelter dk with freeboard* 3,38 LMC CS4,37 DBS— 7,38 4,37	Gen	*w*	CL 5,36	1923 4mo	Cia. Euskalduna de Const. Bilbao A&CP	~~Soc. Anon. Cooperativa di Nav. "Garibaldi"~~ *Cell DB 279′ 852t*	345·8 P32′ *on Shelter dk* FK *APT 124t*	48·7 *Collision*	22·4	Genoa Italian *Cem* *BH to Sh dk* 5 „ „ *U* „	Oil Engines 4S.C.SA 6Cy. 29½"–59" 489NHP DB *100lb* Harland & Wolff, Ld. Gls.	24 „ 10 s 1 „ 10½ 23 „ 2	
78240 SPBU	**Lech** *ss* Dnz. No. 1–38 1 *Dk (Stl)* & *Shelter dk (Stl)* *Platform dk for light cargoes in No. 2 hold* *Ref. Mchy.* *Cruiser Stern* *Strengthened for Navigation in Ice*	1568 1241 790	✠100A1 *with freeboard* 2,39 ~~3,37~~ MS~~5,38~~	Dnz LMC ~~4,37~~ BS3,38	*r*	CL 3,35	1934 3mo *Lloyd's*	Swan, Hunter & Wigham-Richardson, Ld. Newcastle *SA&CP*	Polish British S.S. Co. Ld. *Cell DBa&uE*	281·4 293·5 (O.L.) 97′ *f* 119′ 333t *FPT* 1	40·1 FK	16·1	Gdynia Polish 5 *BHpt Cem* *Coll to Sh dk* 4 „ *2nd* „) 7t *APT* 35t	T.3Cy. 19½", 33" & 54"–36" (*s*) & LP Turbine with DR gearing & hydraulic coupling 210lb FD 335NHP 2SB (Spt) 6*cf*, GS115, HS4043 Swan, Hunter & Wigham-Richardson, Ld. Nwc.	17 „ 4 s „ 7½ 16 „ 10½	
78241 SPAQ	**Lechistan** (*ex* Hemland–36) *Oil Eng.* D.F. *ss* Got. No. 2–37 1 *Dk (Stl)* & *Shelter dk (Stl)* *Strengthened for Navigation in Ice*	*1937* *1567* *967*	✠100A1 *with freeboard* ~~3,37~~ 11,38 MC CS8,37 DBS8,37 10, 38 8,37	Got Dnz	*l*	CL 8,36	1929 4mo *Lloyd's*	Eriksbergs M.V. Aktieb Gothenburg *SA&CP*	"Zegluga Polska" Spolka Akcyjna. *Cell D*	289·2 305·2 (O.L.) F26′ *B246′ 646t APT 25t*	43·0 FK	16·6	Gdynia Polish 6 *BHpt Cem* *Coll to Sh dk* 5 „ *2nd* „)	Oil Engines 4S.C.SA 6Cy. 24⅛"–51⅛" 355NHP DB *80lb* Eriksberg M.V. Aktieb. Got	19 „ 0 s „ 4½ 18 „ 9	
78242 FOBC	**Leconte de Lisle** Ⓟ TwinSc D.F. *Fitted for oil fuel* *Ref. Mchy* 3 *Dks* & *Shade dk*	9877 — 5376					1922	Soc. Provençale de Const. Nav. La Ciotat	Soc. des Services Contractuels des Messageries Maritimes	454·7 B252′ F65′	61·0	37·4	Marseilles French *WB*	T.6Cy. 24½", 40½" & 65½"–47½" 596NHP Soc. Provençale de Const. Nav.		V
78243 HPFF	**Leda** ~~TwinSc~~ ~~ex Hvn. No. 3–7,38~~ *Oil Eng.* *ss* Ham. No. 3–7,37 ~~ex Ham. No. 2–38~~ *Mchy. Aft* 1 *Dk (Stl)* & *Shelter dk (Stl)* D.F. E.S.D. GyC & *Web frames* *Cruiser Stern* *Longitudinal framing*	8546 — 5138	✠100A1 *Shelter dk with freeboard* 3,39 ~~3,38~~ ✠ MC CS5,38 BS5,38 3,39 5,38	Ham	*d*†	CL 7,37	1925 11mo *Lloyd's*	Howaldtswerke Kiel *SA&CP*	Panama Transport Co. *Cell*	470·1 B34′ F39′ *D Ba E* 69	63·2 FK 160t *DT*	35·3	Panama Panamanian 18 *BHpt Cem* *pt Asp* 13 *B Hto Udk* 36′ 275t *DT*	Oil Engines 2S.C.SA 8Cy. 23⅝"–41⅜" 776NHP DB *70lb* 2 Water Tube DB–*200lb* Sulzer Bros. Ld. Winterthur 21′ 96t *FPT* 182t *APT* 119t	35 „ 6 s ~~1~~ „ 6½ 27 „ 3	
78244 LCSI	— Ⓟ D.F. E.S.D. 2 *Dks*	2415 1549 1320					1920	Armstrong Whitworth & Co. Ld. Newcastle	Det Bergenske Dampskibsselskab	305·6 P467t H339t F119t	41·7	18·4	Bergen Norwegian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Wilsnd Slpwy. Co. Ld. Nwc.		
78245 280 OHCO	— *ss* Abo. No. 1–28 *ss* Hfs. 2nd No. 3–5,38 Wireless 1 *Dk (Stl)* & *deep framing*	1283 1040 694	✠100A1 6,38 ~~7,38~~ ~~MC~~ ~~BS~~ ~~9,38~~ MS6,38	Lon Abo ~~MC~~	*o*	OG 4,36	1908 6mo *Lloyd's*	Laxevaags Msk. & Jrnskb Bergen *SA&CP* *Cell*	Finska Ångf Aktieb. *DBa 63′ f 119′ 285t*	239·2 227·6 P19′ B61′ F25′ *FPT 40t APT 51t*	35·2 FK	15·8	Helsingfrs Finnish 4 *BHpt Cem* *pt Asp* Laxevaags Msk. & Jrns. Bgn	T.3Cy. 16", 25½" & 43"–30" (*s*) 185lb *125lb* NDB 34 120NHP 1SB, 3*cf*, GS54, HS1957	16 „ 10 s 1 „ 7 15 „ 5	
78246 DONL	— 1 *Dk*	594 462 347					1904	Akt. Ges. "Weser" Bremen	Dampfschifffahrts Ges. Neptun	179·8 Q52′ B43′ F22′	27·2	11·8	Bremen German *WB*	T.3Cy. 18", 20½" & 33½"–20" 51NHP A.G. "Weser," Bremen		G
78247 LCXY	**Ledaal** (*ex* Skudefjord–34, *ex* Skogland, *ss* Ham. 2nd No. 3–11,23 *ex* Polcarne, 1 *Dk (Irn)* 2t *Bk* *ex* Everingham) *deep framing*	3076 2855 1886	✠ 4,26 ✠	Shl	*u*		1899 12mo	Blyth S.B. Co. Ld. Blyth	D/SA/S Ledaal (A. Gowert Olsen & E. Gundersen, *Mgrs.*) *Cell DBa 108′*	322·9 H111t F61t *uE & B22′ f 128′ 690t*	47·0 FK	22·4	Stavanger Norwegian 6 *BHCem* *APT 109t*	T.3Cy. 24", 40" & 65"–42" NDB 20 281NHP 2SB, 6*rf*, GS119, HS1325 Blair & Co. Ld. Stockton	24 „ 10	N †
78248 147592 GJQS	**Ledbury** (*ex* Podesta, *ex* Odessa) *ss* Shl. No. 3–8,35 Sub. Sig. 1 *Dk (Stl)* & *Shelter dk (Stl)*	3528 3214 2186	100A1 *Shelter dk with freeboard* ~~7,38~~ 2,39 11,38 ~~Hvn 3–38~~	Nwe Rot E~~S~~ LMC 9,38		CL 2,38	1912	Akt. Ges. "Neptun" Rostock	Alexander Shipping Co. Ld. (Capper, Alexander & Co. *Mgrs.*) *Cell D Ba & uE 139′*	366·0 F38′ *on Shelter dk* FK *f 156′ 968t APT 15t*	50·8 *Coll*	21·5	London British *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy. 23", 39⅜" & 62"–41⅜" 192lb (*s*) 310NHP 2SB, 6*cf*, GS114, HS4164 FD A.G. "Neptun," Rostock	24 „ 5 s 2 „ 2½ 22 „ 5½	
78249	**Lee An** (*ex* Kaimanawa–35, *ex* John Heidmann) Sub. Sig. 4 Mst 1 *Dk* *Cantilever framing*	2407 — 1257					1909	Flensburger Schiffsb. Ges. Flensburg	An Kwee Feng (Lee Shun Steamship Co. *Mgrs.*)	320·0 P24′ B70′ F29′	42·0	19·0	Chefoo Chinese *WB*	T.3Cy. 21¼", 35½" & 59"–37½" 213NHP Flensburger Schiffsb. Ges.		C
78250 XNFV	**Lee Cheng** Steel & Iron (*ex* Kichirin Maru–34, *ex* Girin, *ex* Blairmount) *ss* Nag. No. 3–3,02 1 *Dk (Irn)* & Wireless *Web frames Beams Irn*	1491 — 901	✠ 3,02	Nag	*o*		1889 6mo	Sunderlnd S.B. Co. Ld. Sunderland	Sun To Hsun	243·2 P29′ Q53′	34·1 BK 7′	18·1	Tientsin Chinese *WB*	T.3Cy. 18½", 30" & 49"–33" 138NHP N.E. Marine Eng. Co. Ld. Sld	17 „ 6	
78251	**Lee Ping** (*ex* Heng Mei–35, *ex* Shun Heng 3–36 *ex* Hai) *Mchy. Aft* 1 *Dk* *Cantilever framed topside tanks*	*1985* *1727* *1052*					1907	Sir Raylton Dixon & Co Ld Middlesbro'	Lee Ping S.S. Co.	275·7 P80′ F32′	40·4	18·7	Shanghai Chinese *WB*	T.3Cy. 20½", 33" & 54"–36" 175NHP Richardsons, Westgarth & Co. Ld. Mdb.		C
78252 150118 VPDY	**Lee Sang** (*ex* Teo Pao) D.F. 2 *Dks*	1655 1438 972					1907	Schiffsw. v. Henry Koch Lübeck	Indo-China Steam Nav. Co. Ld.	265·8 P&B154′ F40′	37·8	18·4	Hong Kong British *WB*	T.3Cy. 20½", 33½" & 53½"–33½" 163NHP J.F. Ahrens, Altona	20 „ 9 s 2 „ 4½ 18 „ 8½	
78253 XNFR	**Lee Shun** (*ex* Yesan Maru–34, *ex* Burma) 1 *Dk*	3187 — 2313				...	1893	W. Gray & Co. Ld. W Hartlepool	An Kwee Feng (Lee Shun Steamship Co. *Mgrs.*)	324·9 Q127′ *pt. lwng dk* 198′	41·4 BK 10½"	23·9	Tientsin Chinese *WB*	T.3Cy. 24⅝", 38" & 64"–42" 256NHP Cen. Mar. Eng. Wrks. W Hpl	24 „ 0	
78254 148831 GDXQ	**Leeds City** *Fitted for oil fuel* D.F. 1 *Dk* & *Shelter dk*	4758 4432 2884					1927	Wm. Gray & Co. Ld. Sunderland	Reardon Smith Line, Ld. (Sir W. R. Smith & Sons, Ld. *Mgrs.*)	400·5 F41′	54·3	25·6	Bideford British *WB*	T.3Cy. 25", 42" & 70"–48" 339NHP Cen. Mar. Eng. Wrks. W Hpl		C
78255 1133 ESRP	**Leeni** (*ex* Portos–37, *ex* Ilmari, *ex* Dordrecht) *Well deck* ~~ss Usc. 3rd No. 3–8,25~~ ~~ss Skm. No. 2–34~~ 1 *Dk (Irn)* & *Web frames* *Cargo battens not fitted* *ss* Tln. 4th No. 3–7,38	1842 1473 1129	✠100A1 7,38 ~~6,36~~ BS~~7,37~~ 7,38 ✠ LMC ~~4,34~~ MS 9,37	Got Tln	*r*	9,37	1891 8mo *Lloyd's*	Wood, Skinner & Co. Newcastle *SA&CP*	A. Laane, F. Baltser & J. Petermann *Cell*	274·5 Q101′ B64′ F31′ *D Ba 76′ uE 18′ f 112′*	37·2 FK	17·2	Pärnu Estonian 1 *BH Cem* 320t *APT* 29t	T.3Cy. 21¾", 34" & 56"–39" (*s*) 160lb ~~300lb~~ ~~NDB~~ 194NHP 2SB, 6*pf*, GS88, HS2900 N.E. Marine Eng. Co Ld Nwc	19 „ 8 s 2 „ 1 17 „ 9	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total / Sous le Pont / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. pe.*	15 Registres où cote, si ces cas dans la 1re Classe.
78256	**Leerdam** Ⓟ	*ss* Rot. No. 1–38 *ss* Rot. No. 3–9, 34	8815 5846	✠100A1 *Shelter dk*	Rot	*c* †	CL 10,37	1921 6mo	New Water-way S.B. Co. Schiedam	Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)	450·0 58·2 37·2			Rotterdam Dutch	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 215lb HS 11308 880 NHP	40 " 0 s 10·2½	
PFNS	D.F.	2 *Dks (Stl) & Shelter dk* (*Stl*–ws)	5407	*with freeboard* ~~10,37~~ 11,38							B 91′ F 50′ *on Shelter dk* FK			*pt Cem* 8 *B.H to Sh dk*	4SB (Spt), *12cf*, GS 247 HD J. Brown & Co. Ltd.	30 " 3½	
	Sub. Sig.			~~DBS10,37~~ ✠LMC 11,38													
				Fitted for oil fuel			10,21	*F.P. above*		*Cell D B* 367′ 154 *4t*	*M T* 27′ 7 *14t D T a*			30′ 682 *t FPT* 172 *t APT* 86 *t*	Clydebank		
78257	**Leersum**	*ss* Rot. No. 3–1, 29	~~3689~~ ~~2814~~	✠100A1 3,38	Rot	*w*	CL N3,38	1916 8mo	A. Vuijk & Zonen Capelle a/d A&GP Ysel	Stoomv. Maats. "Oostzee" (Vinke & Co. *Mgrs.*)	360·0 ~~48·8~~ [48·2] 22·8			Amsterdam Dutch	T. 3 Cy. 23″, 40″ & 67″–45″ (*s*) 180lb 342 NHP	25 " 3 s 4 " 6½	
PFNW	D.F.	*ss* Rot. No. 2–37 1 *Dk* (*Stl*)	~~2267~~ ~~2845~~	~~BS[illegible]~~ ✠LMC 7,37							P 27′ B 101′ F 27′ FK *Intrm′te BH in after hold dispensed with*			*Ap* 5 *BH only*	3SB, *6cf*, GS 144, HS 5490 Maats. de Schelde, Flushing	2 0 " 11	
				~~DBS[illegible]~~						*Cell D B* 310′ 96	6 *t FPT* 174 *t APT* 81 *t*						
78258	**Leesee** (*ex* Robert Köppen–38)		2624 2240					1922	Nüske & Co. Stettin	W. Schuchmann	322·9 46·0 19·2 len 36 P 28′ B 82′ F 35′			Bremerhvn German *WB*	T. 3 Cy. 21½″, 33⅞″ & 55″–35″ 176 NHP Görlitzer Maschfbk. Görlitz		G
DHUE		1 *Dk*	1545														
78259	**Leetung** (*ex* Satsuma Maru)	*ss* Yka. No. 3–4, 98	1853 1245	✠ 6,05	Yka			1884 5mo	Napier, Shanks & Bell Glasgow	Leetung S.S. Co. Ltd. (Hwei Tung S. Co. *Mgrs.*)	265·5 35·7 18·4 26·0 BK 9½″			Chefoo Chinese *WB*	C. 2 Cy. 36″ & 68″–44″ 267 NHP J. Howden & Co. Glasgow	28 " 7	
XNDX		*ss* Yka. No. 1–02 2 *Dks* (1 *Stl*–ws) & *Spar dk* (*Teak*)	1111														
78260	**Leeuwarden**	*ss* Lon. No. 2–38	1209 861	✠100A1 *with freeboard*	Lon	*q*	CL 2,38	1929 3mo	Ailsa S.B. Co. Ltd. Troon	General Stm. Nav. Co. Ltd.	245·5 40·1 12·8 B 62′ FK			London British	T. 3 Cy. 21″, 34″ & 56″–36″ (*s*) 200lb 304 NHP	14 " 9 s " 2	
161213																	
MPJS		1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	538	3,38										5 *B.H Cem*	2SB, *8cf*, GS 160, HS 5834	14 " 8½	
	Ref. Mchy.	*Cruiser Stern*		~~DBS[illegible]~~ 11,38 ✠LMC						*Lloyd's SA&CP*				*Coll to Sh dk* 4 „ *2nd* „	Ailsa S.B. Co. Ltd. Troon		
										Cell D B 202′ 301	*t FPT* 31 *t APT* 15 *t*						
78261	**Lefkas** Ⓟ (*ex* Aris–33, *ex* Vella,		379					1904	Lloyd Austriaco Trieste	Hellenic Coast Lines Co. Ltd.	169·0 23·7 11·6 F 36′			Piræus Greek	T. 3 Cy. 13⅜″, 22½″ & 36″–24″ 63 NHP Lloyd Austriaco, Trieste		
65	*ex* Mikonos, *ex* Aris)		—														
SZLY	Wireless	1 *Dk*	151														
78262	**Legazpi**	*Oil Eng.*	1179 894	✠ … 2,38	HKg	*o*		1937 5mo	Hong K'ng & Whampoa Dock Co. Ltd. Hong Kong	La Naviera Filipina Inc.	213·6 40·2 12·0 221·5 (O.L.) F 36′ FK			Cebu Utd. States	Oil Engines 2S.C.SA 5Cy. 19½″–35⅞″ 337 NHP	15 " 9	
	Wireless	1 *Dk*	676							*Cell D B*	*u E* 58′ 150 *t FPT* 34 *t*			4 *B.H Cem*	*APT* 45 *t*		
		Cruiser Stern													Akt. Burmeistr & Wain. Cpn		
78263	**Lehigh** (*ex* William A. Rogers)		6524					1905	American S.B. Co. Lorain, O.	Bethlehem Steel Corp. (Bethlehem Transpn. Corp. *Mgrs.*)	525·0 55·0 31·0			Wilmgton (Del.) Utd. States	T. 3 Cy. 23½″, 38″ & 63″–42″ 257 NHP American S. B Co. Cleveland		R
202311			—														
WCDN	*Mchy. Aft*	1 *Dk*	5101														
	D.F.																
78264	—		4983			…		1919	American International S.B. Corp. Hog Island Pa	United States Maritime Commission	390·0 54·2 27·6 P 39′ B 122′ F 43′ FK			Phildlphia Utd. States *WB*	D R Geared Steam Turbine 600 NHP General Electric Co. Schenectady, N.Y.	32 " 0	R †
218450		*Fitted for oil fuel*	4740														
KINM	Sub. Sig.	2 *Dks & Web frames*	3046														
78265	**Leiesten**	*Oil Eng.*	6118 5412	✠100A1 9,38 ~~1,38~~	Rot	*z*	CL 1,38	1930 11mo	Armstrong Whitworth & Co. (Shipbuilders) Ld. Newcastle	Skibs A/S Leiesten (Rafen & Loennechen)	396·2 55·1 32·3 408·0 (O.L.) P 97′ B 29′ F 36′ FK			Tönsberg Norwegian	Oil Engines 2S.C.SA 6Cy. 23⅝″–41⅜″ 583 NHP 2 DB *180lb*	32 " 0	
LDRL		*ss* Nwc. No. 1–34	3561	~~DBS12,37~~ ✠LMC 2,37										14 *B.H pt Cem* (9 *to U dk*			
	Mchy. Aft	2 *Dks (Stl) & Web frames*		11,38						*Trunk* 238′				5 „ *2nd* „)	Armstrong, Whitworth & Co. (Engineers) Ld. Nwc.		
		Longitudinal framing		*Carrying Petroleum in bulk*										35 *t APT* 121 *t*			
		Strengthened for Navigation in Ice								*Lloyd's SA&CP*							
		Progressive survey of oil tanks								*Cell D B u E* 56′ 171 *t*	*DT f* 34′ 523 *t FPT* 1						
78266	**Leif**	*Oil Eng.*	1582 1220					1937	Akt. Lindholmens Varv Gothenburg	D/S A/S Laly (C.T. Gogstad & Co. *Mgrs.*)	285·4 42·3 16·3			Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy. 19 ⅝″–35⅛″ 398 NHP Sulzer Bros. Ld. Winterthur		N
LJSI	D.F.	1 *Dk & Shelter dk*	851														
		Cruiser Stern															
78267	**Leighton**	**Twin Sc** *Oil Eng.*	7412 6874	✠100A1 *Shelter dk*	Liv	*a* †	CL ~~08,37~~ P 4,38 S 5,39	1921 10mo	A. McMillan & Son Dunbarton	Lamport & Holt Line, Ld.	430·1 56·2 34·9 F 37′ *on Shelter dk* FK			Liverpool British	Oil Engine 4S.C.SA 12Cy. 26⅜″–39⅜″ 810 NHP DB *100lb*	37 " 6 s 9 " 2½ 28 " 7	
GBZV	D.F.	*ss* Liv. No. 3–4, 34	4485	*with freeboard* 4,38										*pt Cem* 7 *B.H to Sh dk*			
		2 *Dks (Stl) & Shelter dk (Stl)*		~~DBS[illegible]~~ ✠LMC CS 11,38						*Lloyd's SA&CP*				1 „ „ *U* „	Harland & Wolff, Ld. Gls.		
		Cruiser Stern		10,38 9.36						*Cell D B* 35	3′ 1108 *t D T a* 42′ 804						
											t FPT 120 *t APT* 79 *t*						
78268	**Leikanger**	*Fitted for oil fuel*	4003 3625					1923	Lithgows' Ld. Port Glasgow	Westfal-Larsen & Co. A/S	375·3 52·3 23·9 P 104 *t* H 244 *t* F 80 *t*			Bergen Norwegian *WB*	T. 3 Cy. 26″, 42″ & 70″–48″ 339 NHP J. G. Kincaid & Co. Ld. Grk.		N
LCSK		1 *Dk & Shelter dk*	2483														
78269	**Leinster** Ⓟ	**Twin Sc** *Oil Eng.*	4302 1969	✠100A1 *with freeboard*	Bel Liv	OG		1937 11mo	Harland & Wolff, Ld. Belfast	Coast Lines Ld.	353·0 50·2 14·6 367·0 (O.L.) *52·5* FK			Dublin British	Oil Engines 2S.C.SA 20Cy. 19⅛″–35⅞″ 1347 NHP DB *80lb*	19 " 0 s 3 " 11½ 15 " 1½	BT till 10,38
~~BLIN~~	D.F. E.S.D.	2 *Dks*	~~2319~~	~~[illegible]~~ ✠LMC 11,38							P 59′ B 186′ F 43′			8 *B.H pt Cem*			
EILX		*Cruiser Stern*		5,39						*Lloyd's SA&CP*	*Forward* B 22′				Harland & Wolff, Ld Bel.		
				For Irish Channel Service						*Cell D B* 258′	644 *t D T f* 10′ 43 *t APT* 52 *t*			*Cell D B* 258′			
78270	**Leipzig** Ⓟ	*Oil Eng*	5898					1938	Deutsche Sch-u-Mschb. A.G. Weser Bremen	Norddeutscher Lloyd	436·7 56·3 24·4 P 21′ B & F 399′ *Upper* F 39′			Bremen German *WB*	Oil Engines 2S.C.DA 10Cy. 20⅞″–29⅛″ 1529 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		G
DOTS	D.F. E.S.D.	2 *Dks*	4593 3419	~~[illegible]~~ ~~RMC[illegible]~~													
	Ref. Mchy.	*Cruiser Stern*		~~[illegible]~~													
78271	—	(*ex* Gertrud)	795 552					1899	Flensburgr Schiffsb. Ges. Flensburg	Rud. Christ. Gribel	199·1 29·0 12·0 B 106′ F 21′			Stettin German *WB*	T. 3 Cy. 14⅝″, 20⅝″ & 32½–22″ NE 20 NB 13 39 NHP Schiffs w.u. Maschf A.G. Hamburg		G
DAKN		1 *Dk*	476														
78272	**Leise Mærsk**	*Oil Eng.*	3136 2915	✠100A1 *Shelter dk*	Abg HKg		CL 11,36	1921 8mo	Skbvdsv/d A.P Möller Odense	Dampskibssel-skabet Svendborg (A.P. Möller, Copenhagen, *Mgr.*)	320·2 44·2 26·2 334·6 (O.L.) F 32′ *on Shltr dk* FK			Svendborg Danish	Oil Engines 4S.C.SA 6Cy. 24½″–51⅛″ 355 NHP DB *50lb*	28 " 11 s 9 " 10½ 22 " 3	
OYUC		*ss* Cpn. No. 3–4, 28	1893	*with freeboard* ~~[illegible]~~ ~~1,38~~ 5,39						*Lloyd's SA&CP*	len 32 FK			*pt Cem*			
		ss Rot. No. 2–36		~~DBS[illegible]~~ ✠LMC CS 2,36							*Collision*			*BH to Shtdk*	Akt. Burmeistr & Wain, Cpn		
	D.F.	1 *Dk (Stl) & Shelter dk (Stl)*		~~DBS5,37~~ 6,38 6.36						*Cell D Ba*	86′ *u E* 38′ *f* 136′ 619 *t*			4 „ „ *U* „			
											FPT 51 *t APT* 60 *t*						
78273	**Leiv Eiriksson**	*Oil Eng.*	9952 9191					1936	Bremer Vulkan Vegesack	A/S Laboremus (T. Dannevig & Co. *Mgrs.*)	492·9 66·1 36·4 P 113′ F 74′			Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy. 23⅝″–43⅞″ 1167 NHP Bremer Vulkan, Vegesack		N
LJGJ	*Mchy. Aft*	*Cruiser Stern* 1 *Dk*	5895														
	D.F. GyC.	*Carrying Petroleum in bulk*															

Note "Herning Oldendorff," *see* [illegible]

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed if not in L.R. Record of Trade Certificate
78274 LEIW	**Leka** (*ex*Hitherwood) Wireless *Well deck* 1 *Dk*		1599 1367 973			...		1922	J.S.White & Co.Ld. Cowes	D/S A/S Laly (C.T.Gogstad&Co. *Mgrs.*)	256·3 | 40·3 | 15·9 Q92'B59'F27' FK			Oslo Norwegian *WB*	T.3Cy.19″,32″&52″–36″ 200NHP J.S.White&Co.Ld.Cowes	18 ″ 2	N †
78275 PFOF	**Lekhaven** *ss*Rot.No.3–12,33 *ss*Rot.No.1–38 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)		4802 4637 2987	✠100A1 *Shelter dk with freeboard* 4,33 3,38 MS8,37	Rot Ant ✠LMC BS3,38 4,	*x*	CL 3,38 1,39	1921 5mo	W.Dobson & Co. Newcastle *Lloyd's SA&CP*	N.V.Gebr.Van Uden'sScheepv.en ArgentuurMaats. *Cell DB313'960t*	359·9 | 52·0 | 31·5 FK *Collisio* *FPT100t APT87t*			Rottrdam Dutch *pt Cempt Asp a B Hto Sh dk* 5 „ „ *U* „	T.3Cy.25″,41″&69″–48″ (*s*) 180lb 401NHP SSB,9*cf*,GS174,HS6678 N.E.MarineEng.CoLdNwc.	34 ″ 0 s 8–11½ 25 ″ 3	
78276 2085 IPQH	**Lello** (*ex*LuigiBoer–36, *ex*Huguette,*ex*Ville deDunkerque, *ex*EmmaHenriette) Iron 1 *Dk* & *Spar dk* 3 *tr B*		1384 — 804			...		1889	J.de Decker Gz. Antwerp	RiccardoTelesio fuAgostino	256·1 | 32·0 | 20·4 ND05 BK8″			Genoa Italian *WB*	T.3Cy.18½″,30″&48″–33″ NB99 *refitted*8,21 142NHP Wllsnd Slpwy.Co.Ld.Nwc.	24 ″ 0	I †
78277 PKEZ	**Lematang** (*ex*Willem vanDrielSr.) 1 *Dk*		2512 2242 1476					1915	A.Vuijk& Zonen Capelle a/d Ysel	Koninkl.Paketv. Maats.	301·8 | 45·3 | 20·0 P22'B67'F23'			Batavia Dutch *WB*	T.3Cy.22½″,37″&62″–39″ 240NHP Maats.deSchelde,Flushing		V
78278 421 IBNS	**Leme** (P) *ss*Mfl.No.3–8,38 *Ref. Mchy.* D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) GyC. 2 *nd dk*(*Stl*) *in forward holds*	TwinSc *Oil Eng.*	~~8124~~ ~~7733~~ 8129 8059 6711 4977	✠100A1 *Shelter dk with freeboard* 8,37 8,37 11,38 MC8,38 DBS8,38 ✠NK8,38 Lloyd'sRM C 8,38 8,39	Gen Mfl	*b*†	CL ~~3,37~~ 8,38 PN8,38	1925 10mo	Stabilmnto Tecnico Trieste *Lloyd's SA&CP* ~~*Cell DB362'*~~ *Cell DB362'*	"Italia"Soc.Anon. diNav. ~~*FPT133t APT67t*~~ *412t DTa 1090t*	467·6 | 57·2 | 31·5 (O.L.) 450·0 FK B205'F41' *FPT133t APT67t*			Trieste Italian *9 B Hpt Cem* (8 *to Sh dk* 1 „ *U* „)	Oil Engines 2S.C.SA 12Cy.26¾″–43⅛″ 1500NHP 2 DB *1801b* & *1001b* Soc An."Fiat"S.G.M. Turin	35 ″ 0 s 7 ″ 8¾ 27 ″ 6	
78279 SZGC	**Lemnos** (P) *ex*Lelia,*ex*Albâtre) Wireless 1 *Dk*	TwinSc	626 — 327					1918	Atel&Ch. de laLoire Nantes	E.N.Vernicos	182·3 | 25·0 | 12·9 P28'F26'			Piræus Greek	T3Cy.12″,20″&32″–19½″ 45NHP Etablissemnts Cochet,Paris		
78280 152647 VGTM	**Lemoyne** (*ex*Glenmohr) *Mchy. Aft* 1 *Dk* D.F. *pt. Longitudinal framing*		10480 9859 7503					1926	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	621·1 | 70·2 | 25·4 F48'			Midlnd Ont British *WB*	T.3Cy.25½″,41½″&72″–48″ E *built*18 359NHP Hooven,Owens&Rentschler Co.Hamilton,O.		CR
78281 215535 WJCs	**Lemuel Burrows** (*ex*Deepwater) *ss*Bos.No.3–5,29 D.F. *ss*Bal.No.2–38 ~~*ss*Bal.No.1–38~~ 1 *Dk*(*Stl*) & *Web frames* *Cargo battens not fitted*		7610 6601 4787	✠100A1 6,38 ~~7,36~~ ✠LMC6,37 BS5,38 *Fitted for oil fuel* 10,17 *F.P*	Bal	*c*†	CL 6,36	1917 10mo	New York S.B.Corp. Camden,N J A&CP *above* 150° F.	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) *Cell DB386 2253t*	437·2 | 63·7 | 33·7 P28 B72'F32' FK *7 B H Cem* *Topside tanks*			Boston Utd. States *pt Asppt Cem a B Hto Sh dk* 6 „ „ *U* „	T.3Cy.25″,45″&75″–51″ (*r*) 195lb 629NHP 3SB,12*cf*,GS220,HS3600 FD New YorkS.B.Corp. 1868*t FPT*205*t APT*140*t*	37 ″ 3 s 9 ″ 1½ 28 ″ 6	
78282 UOYN	**Lena** (*ex*Kralingen–34) Wireless 1 *Dk*		1459 1177 800					1917	L.Smit& Zoon Kinderdijk	U.S.S.R.	237·9 | 36·0 | 16·7 P23'B56'F25'			Leningrad Russian *WB*	T.3Cy.17½″.29½″&46″–36½″ 127NHP L.Smit&Zoon,Kinderdijk		
78283 ~~[illegible]~~ IOUG	~~Illsion 12.38~~ *ex*Innocenza–37,*ex*Sailing Vessel,*ex*MariaSolimano) 1 *Dk* (*See Sailing Ship Register*)	WoodAux3MstSr *Oil Eng.*	439 — 316					1924	Soc.Anon. Cantieri di Legino Andora	~~GiorgioNoseda~~ GiacomoDelfino fu Baldassare	150·7 | 31·5 | 14·4			~~Savona~~ ~~Italian~~ Spezia Italian	Oil Engines 2S.C.SA 3Cy.7⅞″–11⅛″ 32NHP *Emaded fitted*30′ DeutzMotorenfb.Obermal		I
78284 220589 KDED	**Lena Luckenbach** (*ex*Eastern Soldier) D.F. *ss*Mob.No.3–8,32 GyC. 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*)		5238 — 3207	✠100A1 *Shelter dk with freeboard* ~~4,38~~ 2,39 MS1,36 *Fitted for oil fuel* 6,20	Sea Mob BS1,39 ✠LMC *F.P. above*	*a*†	CL ~~5,38~~ N 1,39	1920 6mo	Harima Dock yardCo Harima A&CP	LuckenbachS.S.Co *Cell DB366'1104t*	425·0 | 53·6 | 34·9 FK *Collisio* *FPT140t APT196t*			New York Utd. States *pt Asppt Cem a B Hto Sh dk* 6 „ „ *U* „	T.3Cy.27″,45″&75½″–51″ (*s*) &LP Turbine with D Rgearing&hydraulic coupling 200lb 669NHP 4SB,9*cf*,GS185,HS8331 FD KobeSteelWorks.Ld.Kobe	29 ″ 0 s 3 ″ 6½ 25 ″ 8½	
78285 DMAV	**Lena Petersen** (*ex*Svend, *ex*SvendII) 1 *Dk* & *Web frames*		2095 1899 1270			...		1900	J.Priest-man&Co. Sunderland	"Orion" Schiffahrts-Ges. m.b.H.	289·8 | 42·2 | 20·4 P27'B68'F29' FK			Rostock German *WB*	T.3Cy.21″,35″&58″–39″ 205NHP N.E.MarineCo.Ld.Sld.	21 ″ 7	G †
78286 LJOJ	**Lenda** (*ex*Lenfield–37) *Oil Eng.* *ss*Nwc.No.3–6,37 1 *Dk*(*Stl*)		4005 3599 2409	✠100A1 1,38 3,38 — 3,38	Mob Gls	*w*	CL 4,37	1924 12mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's SA&CP*	LeifErichsens RederiA/S(Leif Erichsen, *Mgr.*) *Cell DB*	361·2 | 51·3 | 24·1 P36'B122'F31' FK 316' 1068*t FPT*95*t APT*155*t*			Bergen Norwegian *6 B Hpt Cem*	Oil Engines 2S.C.SA 4Cy.24″–50″ 398NHP 2DR *125lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	26 ″ 10 s 4 ″ 9 22 ″ 3½	
78287 2078 IPGI	**Leneo** (*ex*Giannutri–36, *ex*Elba,*ex*ElbaII,*ex*Elba) 1 *Dk*		345 300 176					1912	Fratelli Orlando&Co Leghorn	AngeloSturlese	165·6 | 23·1 | 12·4 P34'F40'			Genoa Italian *WB*	T.3Cy.10⅝″16½″&27⅝″–15¾″ NE22NB36 30NHP SSB,24*cf*,GS484,HS18696 FD Wllsnd Slpwy Co.Ld.Nwc.		I
78288 UNZP	**Lenin** (*ex*St.Alexandre Nevsky) *ss*Kel.No.1–22 (*Icebreaker*) (*Two screws aft & one forward*) 1 *Dk*(*Stl*) & *Awng dk*(*Stl*–teak s) & *Web frames*	TrpSc	3828 3583 1310	✠ 12,23	Kel	*v*		1917 6mo	Armstrong Whitworth &Co.Ld. Newcastle	U.S.S.R. *Cell D Bu E & B* 171' *'tween dk*	281·0 | 63·9 | 32·8 FK 584*t Side trimming tanks* 22′ 85*t FPT*19 9*t APT*247*t*			Archangel Russian *6 B H Cem tanks* 95′ 872*t*	T.9Cy.24½″,38″&61″–39″ 1038NHP SSB,24*cf*,GS484,HS18696 FD Wllsnd Slpwy Co.Ld.Nwc.	23 ″ 3	
78289 109 UNLZ	— (P) (*ex*Simbirsk) 2 *Dks Lower dk*(*Stl*) & *Spar dk*(*Stl*–teak s)		2713 1692 1356	✠ 10,22	Kob	*u*		1909 9mo	F.Schichau Danzig	U.S.S.R.	311·1 | 41·5 | 28·2 FK *Cell D B*			Odessa Russian *5 B H Cem*	T.3Cy.25½″,43⅝″&70⅝″–17½″ 584NHP 4SB,12*cf*,GS223,HS8978 F.Schichau,Elbing 96′ *f* 92′ 304*t FPT*23*t APT*12*t*	30 ″ 8	
78290 66	— (*ex*Skory) Wireless 1 *Dk*	IronPad	409 — 243					1880	Mayer Linz	U.S.S.R.	190·0 | 28·5 | 9·0			Odessa Russian	C.2Cy.31″&51″–48″ 150NHP Escher,Wyss&Co.Zurich		
78291 UNYI	**Leningrad** (*ex*KrasnyPetrograd, *ex*Linell,*ex*Marian) *ss*Lth.2ndNo.3–5,14 *Well deck* 1 *Dk*(*Irn*) & *Web frames*		1783 1325 1043	✠ 10,19	Lth	*r*		1889 9mo	Irvine&Co. W Hartlepool	U.S.S.R.	273·9 | 37·1 | 16·7 P29'Q76'B112'F37' BK9½″ *Cell DB*			Odessa Russian *4 B H Cem*	T.3Cy.21″,34″&56″–36″ NB29 187NHP Blair&Co.Ld.Stockton	19 ″ 5	
78292 7787 SHFO	**Lenita** (*ex*HeinrichSchuldt,*ex*Fasan, *ex*Hornbach,*ex*Quarta) Sub.Sig. 1 *Dk*		1565 1232 866					1923	Flensburgr Schiffsb.Ges. Flensburg	RederiA/B Lerberget (Fänges &Pählssons Rederier, *Mgrs.*)	262·7 | 39·7 | 15·0 P20'Q81'B104'F32			Lerberget Swedish *WB*	T.3Cy.17¾″,29⅜″&48″–34⅞″ 135NHP FlensburgerSchiffsb.Ges.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant. Lettre d'Autrefois.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pt.*	15 Registres ou Code de signaux de la Marine Marchande Française.
78293	**Lenna** (*ex*Radium,*ex*Cambo,		1576			...		1897	W.Gray& Co.Ld. W Hartlepool	KäsmuLaeva Omanikud (O.Tiedemann, *Mgr.*)	250·0|36·7|17·5 Q107'B40'F30' FK	Käsmu Estonian	T.3Cy.21",34"&58"–39" 238NHP	19 " 9	V
	*ex*Alsterufer)		1389									*WB*			†
ESAX		1 *Dk&deep framing*	903										Cen.Mar.Eng.Wrks.W Hpl		
78294	**Lennart** (*ex*Astrid-35,		*1218*					1905	Nylands Værksted Oslo	RederiA/BAstrid (RagnarNilsson, *Mgr.*)	237·0|35·2|16·2 P25*t*H51*t*F35*t*	Västervik Norwegian	T.3Cy.16½",27"&44"–32" 109NHP		N
6893	*ex*Galicia)		*1066*									*WB*			
SDGI		1 *Dk*	*658*										NylandsVærksted,Oslo		
78295	**Lennox** (*ex*Glenlinnie)		1904					1923	Swan,Hunter& Wigham Richardson, Ld Newcastle	CanadaSteamship Lines,Ld.	252·0|42·5|18·0 Q100'F35'	Montreal British	T.3Cy.16",26½"&44"–33" 111NHP		C
145525			1575									*WB*			
CYLT	*Mchy.Aft*	1 *Dk*	1121										Swan,Hunter&Wigham Richardson,Ld Nwc.		
78296	**Lensovet** (*ex*Kazan-35,		*4718* ✠		Hul			1923	J.L.Thompson&Sons,Ld. Sunderland	U.S.S.R.	366·2|52·8|24·3 P28'Q118'B68'F28' FK	Odessa Russian	T.3Cy.23½",38"&64"–42" 347NH	26 " 8	
	*ex*Age-35) ss Syd.No.3–9,34		*3608*	2,35				1mo				*6 BHCem*	3SB,*9cf*,GS189,HS6156		
UPFY	*Well deck*	1 *Dk(Stl)*	*2864*								*CellDB309'953t FPT70t*	*APT221t*	Armstrong,Whitworth &Co.Ld.Nwc.		
		Fitted for oil fuel													
78297	**Leny**		343					1937	Gebr.van Diepen Waterhuizen	G.deGroot	136·3|24·6| 9·7 P37'F17'	Kampen Dutch	Oil Engines 4S.C.SA 6Cy.11"–17⅛" 70NHP		V
		Oil Eng.	261									*WB*	Humboldt-Deutzmotoren, A.G.Köln-Deutz		
PFOK	*Mchy.Aft*	1 *Dk*	167												
		Cruiser Stern													
78298	**Leo**		1367					1924	Atel.&Ch. de la Seine Maritime Le Trait(S.I.)	DetBergenske Dampskibsselskab	231·4|34·2|21·8	Bergen Norwegian	T.3Cy.18",30"&50"–33" 144NHP		N
			1314									*WB*	Atel &Ch.de la Seine Marit Le Trait(S.I.)		
LDLW	*Ref.Mchy* Wireless	2 *Dks*	791												
78299	—		1243					1920	Hawthorns &Co.Ld. Leith	FinskaÅngfartygs A/B	245·2|39·2|16·0	Helsingfors Finnish	T.3Cy.21½",35"&59"–39" 217NHP		C
	(*ex*Landes-31)		1055									*WB*	Hawthorns&Co.Ld.Leith		
		2 *Dks*	505												
78300	—		1127	100A1	Hul		OG	1908	Stettiner Oderwerke Stettin	Ellerman'sWilson Line,Ld.	225·7|35·4|14·4	Hull British	T3Cy.17",27½"&43$\frac{25}{32}$"-31½" 185lb (*s*) 128NHP	17 " 1 s " 9½	
145059	(*ex*Spes) ss Hul.2ndNo.3–11,33		930	9,37			~~2,25~~								
MKFY	*Well deck*	1 *Dk(Stl)*	641				5,38				Q75'B98'F29' FK	*4 BHAsp*	2SB,*4cf*,GS67,HS2100	16 " 5	
								Lloyd's			*CellDB178'360t FPT67t*	*APT27t*	StettinerOderwerke		
78301	**Leo Dawson** (*ex*Roseden-36)		4330	✠100A1	Npt	*x*	CL ~~11,36~~	1918	BlythS.B. &D.D.Co.Ld. Blyth	EdwardianS.S.Co. Ld.(F.L.Dawson& Co.Ld.*Mgrs.*)	363·2|51·0|26·3	Newcastle British	T.3Cy.25",41"&68"–48" (*s*) 180lb 377NHP	28 " 9 s 5 " 4½	
140712		ss Shl.No.3–4,31	4029	~~3,88~~ 1,39	~~Shl~~		1,39	4mo				*6 BHCem*	3SB,*9cf*,GS222.HS6229	23 " 7	
GPCM	D.F.	ss Shl.No.1–36	2694								P31'B98'F36' FK	*PT141t*	Richardsons,Westgarth& Co.Ld.Hpl.		
		1 *Dk(Stl)*						*Lloyd's*			*CellDB316'977t*	*A*			
78302	**Leola** (*ex*Ita-35, **Iron**		499					1884	Rostocker Akt.Ges. Rostock	L.Aulik	161·0|26·2|12·1 Q44'B76'H8'F13'	Tallinn Estonian	C.2Cy.20"&35½"–27½" NB96 55NHP		V
821	*ex*SvendLarsen,*ex*Mjölnir,*ex*Traag)		424									*WB*	RostockerA.G.Rostock		
ESDL		1 *Dk*	266												
78303	**Leon** Ⓟ (*ex*Eneo,*ex*Sarajevo,		968			...		1896	Wigham Richrdsn &Co Newcastle	Lakoniki Stm.Nav. Co.	220·0|29·2|14·4 P140'F48'	Piræus Greek	Q.4Cy.17",24",36"&52"–36" 203NHP	15 " 1	
650	*ex*Pannonia)		—								*SptShade dk* BK7½"	*WB*	WighmRichrdsn&Co.Nwc		
SZKT	*Well deck* Wireless	1 *Dk2trB*	546					1936	Ch.&Atel. deSt.Nazaire (Penhöet)SA	~~Société Auxiliaire de Transports~~ Standard Française des Pétroles	252·3|46·0|17·1 P73'F28'	Rouen French	Oil Engines 2S.C.SA 5Cy.20½"–27$\frac{9}{16}$" 369NHP		V
78304	**Léon Martin**		1951						Gd.Quevilly			*WB*	Chantiers dePenhöet,St.N.		
		Oil Eng.	1515												
FOLT	D.F. *Cruiser Stern*	1 *Dk*	954												
	Mchy.Aft *Carrying Petroleum in bulk*														
		Longitudinal framing													
78305	**Leon y Castillo** Ⓟ		*871*	✠100A1	LaP	*m*	CL	1912	W.Harkess &Son,Ld. Middlesbro'	Cia.Trasmediterránea	210·0|30·0|10·2	SantaCruz Spanish	T.3Cy.16½",27"&44"–28" (*s*) 180lb 140NHP	12 " 3 s " 6½	
		ss La.P.No.3–5,25	*478*	*Shelter dk*			8,37	3mo				*5 BHCem*	2SB,*4cf*,GS74,HS2561	12 " 1	
EAQX		ss La.P.No.2–33	*486*	*with freeboard*							*BonShelter dk72'* FK		MacColl&Pollock,Ld.Sld.		
	Wireless	1 *Dk&Shelter dk(Teak)*		10,33 [illegible]				*Lloyd's*			*WB=CellDBa33'uE17'f95'160t FPT14t*	*APT13t*			
				No later Survey reported											
78306	**Leonard C. Hanna**		6356					1905	American S.B.Co. Cleveland,O.	MahoningS.S.Co. (Bethlehem Transpn.Corp. *Mgrs.*)	504·0|54·0|30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP		R
201959			—										DetroitS.B.Co.Detroit		
	Mchy.Aft	1 *Dk*	4922												
78307	**Leonardia** (*ex*SheafField)		*1583*	✠100A1	Hpl	*q*	CL	1906	BlythS.B. Co.Ld Blyth	Rederi A/B Jonstorp(F.L.Hall, *Mgr.*)	258·9|37·0|18·1 P23'B58'F30' FK	Jonstorp Swedish	T.3Cy.19",30"&48"–36" (*s*) 180lb *80lb* 159NHP	20 " 5 s 2 " 8½	
7040		ss Mmo.2ndNo.3–1,32	*1425*	~~7,10,37~~ 11,38			1,37	7mo				*4 BHCem*	1SB,*4pf*,GS71,HS2584	17 " 11	
SFHI		ss Hpl.No.1–37	*933*					*Lloyd's*			*Cell DBa84'uE&B30'f102'424t FPT53t*	*APT20t*	J.Dickinson&Sons,Ld.Sld.		
		1 *Dk(Stl)&deep framing*													
		Cargo battens not fitted		[illegible] 11,38											
78308	**Leonardo da Vinci** Ⓟ **TwinSc**		7515					1925	Ansaldo SanGiorgio Spezia	LloydTriestino Soc.Anon.diNav.	447·2|52·5|36·0 27·9	Genoa Italian	6 Steam Turbines DR geared to 2Sc.Shafts		I
1306		*Fitted for oil fuel*	—									*WB*	AnsaldoSampierdarena		
IBPS	D.F.	2 *Dks&Shelter dk*	4205												
78309	**Leonardo Palomba** (*ex*Stanton)		1110			...		1899	Strand Slipway Co. Sunderland	LeonardoPalomba	222·4|35·1|14·3 212·0 FK	Torre del Greco Italian	T.3Cy.17½",28"&47"–33" 154NHP	16 " 5	I
59			879								P17'Q44'B46'F23'	*WB*	N.E.MarineEng.Co.Ld.Sld		†
IPGU	*Well deck*	1 *Dk&Web frames*	642												
78310	**Leonhard Nilsen** (*ex*Patrick)		617					1918	Rosenb'rgs Mek.Verkstd Stavanger	A/S Nordlandslinjen(O.Jacobsen, *Mgr.*)	170·3|28·1|12·3 P56'F26'	Harstad Norwegian	T.3Cy.12",20"&33"–24" 53NHP		N
			479									*WB*	BergensMek.Verkstd.Bgn		
LEIY	*Mchy.Aft*	1 *Dk*	332												
78311	**Leonian**		5424	✠100A1	Lon		CL	1936	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G	United Africa Co. Ltd.	417·5|57·7|23·6 433·0(O.L.) F43' FK	Liverpool British	T.3Cy.21⅝",35$\frac{7}{16}$"&57$\frac{1}{16}$"–39$\frac{3}{8}$"&1LPturbine with DR gearing and hydraulic coupling	25 " 8 s 1 " 11½	
164286			4447	*with freeboard*	Hul		9,36	4mo				*7 BHCem*		23 " 10½	
GYSQ	D.F.		3202	10,~~53,38~~								(*Coll to Sh dk*			
		1 *Dk&Shelter dk*										6 " *2nd* ")			
		Cruiser Stern						*Lloyd's*							
		Rudder electrically welded											220lb FD (*s*) 350NHP		
				Carrying vegetable oil in deep tank							*CellDB337'1058t*	*DTa25'830t FPT22*	2SB(Spt)*6cf*,GS100,HS1476		
				Fitted for oil fuel 8,37			*F.P. above*					*6t APT205t*	DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm		
							150° F.								
78312	**Leonid Krasin** (*ex*Brann,*ex*Stavn,		1840					1913	Fredrkstad Mek.Værks. Fredrikstad	U.S.S.R.	265·3|42·2|17·9 P32'B71'F29'	Archangel Russian	T.3Cy.20½",33"&56"–36" 188NHP		
	*ex*Brager)		1643									*WB*	FredrikstadM.V.Frdstad.		
UNGT		1 *Dk*	1152												

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. — Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Dates of Class Lapses.
78313 233-635 SVVF	**Leonidas** (*ex*Bellorado-37) *ss*Cff.No.2-37 D.F. 2*Dks*(*Stl*)	*4573* *4327* *2902*	✠100A1 ~~1,37~~ 12,38	Bry Ant	*y*	CL 9,37	1928 9mo *Lloyd*	Lithgows Ld. PortGlasgow *'s A&CP*	Th.L.Boyazides (Th.L.Boyazides &Co.*Mgrs.*) *Intermediate' Twee BH in after Cell DB331' 1012t D*	385·0 398·0(O.L.) P33'B112'F44'	52·0	26·6	Andros Greek *pt Cem* 4*BH to U dk* 2 „ „*2nd* „	T.3Cy.25",42"&70"–48" (*s*) 200lb 471NHP 3SB,*9cf*,GS161,HS6786 FD J.G.Kincaid&Co.Ld.Grk.	29 *n* 0 s 5 *n*3½ 23*n*11½	
78314 135 SVVZ	**Leonidas M.** (*ex*Bellucia-37) *ss*Shl.No.2-37 D.F. 2*Dks*(*Stl*)	*4573* *4327* *2902*	✠100A1 2,39 ~~11,37~~ BS~~12,36~~ 2,38	Lon Bry MC S4,37	*y*	CL 11,37	1929 1mo *Lloyd*	Lithgows Ld. PortGlasgow *'s A&CP*	C.N.Michalos& J.C.,N.C.&A.C. Hadjipateras (C.Hadjipateras& Sons,*Mgrs.*) *Intermediate' Twe BH in after*	385·0 P33'B112'F44' *en dk hold dispensed with Cell DB331' 1012t DTa30'784t APT16t*	52·0	26·6	Chios Greek *pt Cem* 4*BH to U dk* 2 „ „*2nd* „	T.3Cy.25",42"&70"–48" (*s*) 200lb 477NHP 3SB,*9cf*,GS138,HS6789 FD Rankin&BlackmoreLdGrk	29 *n* 0 s 5 *n*3½ 23*n*11½	
78315 228 SVHF	**Leonidas M. Valmas** (*ex*Germania-36,*ex*LeonidasM. Valmas-35,*ex*Gerano-34,*ex*Stern) 1*Dk*	*2080* *1403* *1249*					1914	Stettiner Oderwerke Stettin	M.L.Valmas	258·3 P32'Q75'B&F164'	40·5	16·2	Andros Greek *WB*	T.3Cy.20½",31½"&51½"–35⅝" 156NHP StettinerOderwerke		C
78316 239 SVIN	**Leonidas N. Condylis** (*ex*Branksome Chine-35,*ex*Aurora-34, *ex*Swiftway,*ex*Arachne) D.F. *Cargo battens not fitted*	*3923* *3631* *2484*	✠100A1 6,~~38~~ ~~12,36~~ 6,38	Ams Liv M	*w*	CL ~~2,38~~ 6,38	1912 10mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool *'s A&CP*	D.L.Condylis *Cell D*	360·0 P27'B105'F35' *Ba*117' *u*E25' *f*158'	49·1	25·6 FK	Andros Greek 6*BH Cem* 925t*APT*78t	T.3Cy.25",40½"&67"–45"(*s*) 180lb 337NHP 2SB,*6cf*,GS132,HS5323 Cen.Mar.Eng.Wrks.WHpl	28 *n* 0 s 5 *n* 1½ 23 *n* 0½	
78317 200 SVQX	**Leonidas Z. Cambanis** (*ex*Littleton, *ex*Harpalyce, *ex*Shannonmede, *ex*Linmore,*ex*Llanover) 1*Dk*(*Stl*)	*4274* *4020* *2671*	✠100A1 ~~11,37~~ MS11,36	Rot Liv	*y*	CL 11,36	1917 5mo *Lloyd*	W.Pickers-gill&Sons,Ld. Sunderland *'s A&CP*	Heirs of the late L.Z.Cambanis *Cell DB*	390·0 P40'B244'F35' 388'1193t*FPT*110t	53·3 FK	23·5	Andros Greek 6*BH Cem* *APT*77t	T.3Cy.25½",45"&74"–48"(*s*) 180lb 475NHP 3SB,*9cf*,GS178,HS8197 Richardsons,Westgarth& Co.Ld.Hpl.	26 *n* 0 s 3 *n*5⅜ 22 *n* 9	
78318 DHOZ	**Leontes** 1*Dk*	338 292 180					1920	Schiffs.-u Dekbauwerft Flender Lübeck	Flensburg-Ekens-underDampfsch. Ges.(Vereinigte Flensburg-Ekens-under u.Sonder-burger Dampfsch. Ges.*Mgrs.*)	139·1 B34'F20'	22·5	11·8	Flensburg German *WB*	C.2Cy.14½"&22⅝"–15⅝" 17NHP G.SeebeckA.G. Wesermünde-G.		G
78319 SVVX	**Leontios Teryazos** (*ex*Tarantia-37,*ex*Kirkfield) D.F. 2*Dks*	4479 — 2856			…		1911	Russell& Co. PortGlasgow	Th.L.Teryazos	400·0 P47'B119'F46'	51·9 FK	26·9	Piræus Greek *WB*	T.3Cy.26½",44"&72"–48" 488NHP D.Rowan&Co.Glasgow	29 *n* 6	C †
78320 77 IBVF	**Leopardi** (*ex*Gambia-33) *ss*Ham.No.3–9,28 *ss*Fiu.No.2–37 2*Dks*(*Stl-Uws*)	3298 2955 1970	✠100A1 ~~2,38~~ 11,38	Gen Liv	*v*	CL ~~11,36~~ N11,38	1915 10mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle *'s A&CP*	"Tirrenia"Soc. Anon.diNav. *Cell D Ba*96'*u E* 25'	349·7 P36'B108'F41' *f*149'741t*FPT*129t	48·6 FK	22·6	Genoa Italian 6*BH Cem* 4*PT*93t	T.3Cy.25",41"&68"–45" (*s*) 180lb 429NHP 2SB(FD),1AuxSB, *3cf*&*2pf*,GS152,HS6484 N.E.MarineEngCoLd Nwc	25 *n* 0 s 4 *n* 0⅜ 21 *n* 2	
78321 OODA	**Léopold II** *ss*Ant.No.1–38 *ss*Ant.2ndNo.3–9,38 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	*2902* *2742* *1851*	✠100A1 *Spar dk* ~~14,36~~	Ant	*v*	CL 10,36	1906 3mo	W.Dobson &Co. Newcastle A&CP	Cie.RoyaleBelgo-Argentine (ArmementDeppe, *Mgrs.*)	331·2 P27'B96'F38' *WB*=*Cell*	44·2 FK	16·2 24·2 *DBa* 102'*u* L&	Antwerp Belgian 5*BH Cem*	T.3Cy.23½",39"&66"–45" (*s*) 180lb 312NHP 2SB,*6cf*,GS129,HS4770 N.E.MarineEng.CoLdNwc &*B*44' *f*140'619t*APT*44t	26 *n* 6 s 4 *n* 9½ 21 *n* 10⅜	
78322 FOQD	**Leopold L. D.** Sub.Sig. D.F. *Oil Eng.* *Cruiser Stern* 2*Dks*	5267 4632 3126					1933	Götaver-kenA/B Gothenburg	Louis Dreyfus &Cie.	428·2 F35'	56·6	25·7	Dunkirk French *WB*	Oil Engines 4S.C.SA 8Cy.29½"–59–⅛" 653NHP GötaverkenA/B,Got.		V
78323 120 ONLB	**Leopoldville** (P) TwinSc Sub.Sig. 3*Dks*(*Stl-Weather dk* teaks) *Ref.Mchy.* GyC. *Cruiser Stern* D.F.	*11509* *8305* *6941*	✠100A1 *with freeboard* 2,~~38~~,38 *Fitted for oil fuel* 8,32 *Carrying Pal m Oil in d*	Ant	*f*†	CL S9,37 P~~8,38~~ 12,39 *F.P. a bove*150° F. *eeptank forward*	1929 8mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken *'s A&CP*	Cie.Maritime Belge(LloydRoyal) Soc.Anon. (Agence MaritimeInter-nationale,*Mgrs.*) *Cell DB*	501·8 len37 B144'F98' *7BH to Weather* 401 1596t *FPT*117*t*	62·2 FK	35·0	Antwerp Belgian *dk pt Cem* *APT*106*t*	Q.8Cy.23½",33⅞",48⅛"& 68⅞"–48⅛"&LP Turbines withDRgearing&hydraulic couplings 216lb (*s*) FD 1225NHP 6SB(4Spt),*18cf*,GS400, HS14850 Soc.AnJ.Cockerill,Seraing	38 *n* 1 s 12 *n* 7½ 25 *n* 10⅜	
78324 TTFG	**Léoville** *Mchy. Aft* 1*Dk*	1050 — 417					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	Worms&Co.	215·9 P126'F57'	30·6	12·6	Havre French *WB*	T.3Cy.18",30"&50"–33" 144NHP Atel.&Ch.de laSeineMarit.		V
78325 KZLP	**Lepus** (*ex*MingSang,*ex*KwongEng) 2*Dks*	1936 — 1106					1906	Schiffsw. v. Henry Koch Lübeck	Madrigal&Co.	265·7 P&B154'F40'	37·8	18·4	Manila Utd. States *WB*	T.3Cy.20½",33½"&53"–33½" 162NHP J.F.Ahrens,Altona		
78326 289 IBAF	**Lero** (P) TwinSc *Oil Eng.* 2*Dks* *Cruiser Stern*	1980 — 1092					1936	Cantieri Riuniti Dell' Adriatico Monfalcone	"Adriatica"Soc. Anon.diNav.	263·9 F36'	40·2	21·1	Venice Italian *WB*	Oil Engines 2S.C.SA 12Cy.17⅞"–29⅛" Soc.An"Fiat"S.G.M.Turin		I
78327 526 SZIC	**Leros** (*ex*AspasiaNomikos-36, *ex*Cadmos,*ex*PanaghiVagliano) 1*Dk*2*trB*	851 695 497					1899	Smith's Dock Co.Ld North Shields	J.Theocharidis (PetrosM.Nomikos Ld. *Mgrs.*)	224·4 B22'F19'	32·0	12·0	Piræus Greek *WB*	T.3Cy.15",25"&40"–27" 83NHP MacColl&Pollock,Sld.		G
78328 166435 GLLK	**Lerwick** D.F. E.S.D. 1*Dk* *Cruiser Stern*	5626 5130 3396	✠100A1 2,39 ~~4,38~~ MC4,38 *Fitted for oil fuel* 4,38	Sld NXs		CL *F.P. a bove*150° F.	1938 4mo *Lloyd*	J.L.Thomp-son&Sons,Ld. Sunderland *'s A&CP*	Wallem&Co.Ld. *Cell DB*294'1142t	409·3 425·3(O.L.) P35'B122'F32' *Tanks at sides of tu*	57·6 FK *nnel* 315t	29·1 *FPT*165t	London British 6*BH Cem* *APT*225t	T.3Cy.22",37½"&63"–45" 2201b (*s*) FD 395NHP 3SB(Spt),*9cf*,GS ,HS5580 GeorgeClark(1936)Ld.Sld.	31 *n* 7 s 6 *n* 9¼ 25 *n* 0	
78329 TTWL	**Les Issers** (*ex*Hermes,*ex*Mina) 1*Dk*	726 580 306					1919	J.Meyer's S.B.Co. Leeuwen	ArmementNord-Africain	180·8 Q52'B58'F22'	28·2	12·5	Oran French *WB*	T.3Cy.15¾",25½"&39½"–23½" 76NHP Gebr.Storcks & Co.'s MaschinefabriekHengelo		V

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total / Sous le Pont / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant aussi. Lettre d'attribution.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cote.
78330	**Lesbian**		2370 2360	✠100A1	Hul	s	CL	1923	Swan,Hunter&Wigham Richardson, Ld Newcastle	EllermanLines,Ld. (Ellerman&PapayanniLines,Ld. *Mgrs.*)	272·1 | 41·7 | 19·9	Liverpool	T.3Cy.18",31½"&54"-36" (s)	23 " 9	
147232	ssLiv.No.3-6,36		1773 1768	10,38 ~~11,07~~	Liv		11,36	9mo				British	225lb 274NHP	s 2 " 4½	
GJXK	*Well deck* 1 *Dk(Stl)* 2nd *dk(Stl) in forward holds*		1468 1452	~~S4,37~~ ✠	MC4,36						P&B172'F31' FK	5 *BHCem*	2SB,*6cf*,GS106,HS3954 FD	21 " 5½	
	Cruiser Stern			4,38				*Lloyd's SA&CP*		*CellDB233'*	472t *APT21t*		Wilsnd.Slpwy.Co.Ld.Nwc		
78331	**Lesbos** Ⓟ (*ex*MaryM.-33,		1009			...		1893	Fairfield Co.(Lim.) Glasgow	HellenicCoast LinesCo.Ld.	250·3 | 32·1 | 15·5	Piræus	T.3Cy.26½",42"&68"-42"	16 " 3	
560	*ex*Hound)		799								P78'B80'F48'	Greek	NB05 350NHP		
SZKS	Wireless	2 *Dks*	418								ND05 BK8½'	*WB*	FairfieldCo.(Lim.),Gls.		
78332	—	**TwinSc**	1005	✠ A1	Pir	*m*	CL	1910	Dundee S.B.Co.Ld. Dundee	SifneoFrères	220·1 | 33·0 | 11·9	Mytilene	T.3Cy.10½",17½"&28"-21"	13 " 9	
2	(*ex* Venizelos-35, *ss*Pir.2nd No.3-8,35		742	*with freeboard*			N8,37	7mo				Greek	180lb (s) 103NHP	s 3 " 10½	
SZIL	(*ex* AnnaD,*ex*SvetoiSpiridon) 1 *Dk(Stl)*		471	8,37							Q161'F32' FK	5 *BHCem*	2SB,*4pf*,GS70,HS1944	12 " 6	
	Mchy.Aft *Cargo battens not fitted*			BS10,36 ✠	LMC8,35					*CellDBf* 132'216t *DTf* 22'	151t *APT15t*		W.V.V.Lidgerwood,Gls.		
				For service in the Mediterranean & Black Sea											
78333	**Lesrix**		703	✠100A1	Hul	*j*	CL	1924	Cochrane &Sons,Ld. Selby	RixSteamshipsLd. (R.Rix&Sons, *Mgrs.*)	175·1 | 29·0 | 11·4	Hull	T.3Cy.18",23"&37"-26" (s)	13 " 6	
147126	*ss*Hul.No.3-8,36		478	7,38 ~~8,06~~			~~5,35~~	1mo				British	200lb 96RHP	s 3 " 9¾	
MLSJ	*Well deck* 1 *Dk(Stl)*		354	BS7,37 ✠	LMC8,36		6,38				Q99'B11'F25' FK	1 *BHCem*	1SB,*3pf*,GS48,HS1683	13 " 3½	
	Mchy.Aft			1,39				*Lloyd's SA&CP*		*CellDBf* 99'142t *FPT*	55t *APT28t*		C.D.Holmes&Co.Ld.Hull		
78334	**Lesto**		1893	✠100A1	Nwc	*q*	CL	1918	J.Crown& Sons,Ld. Sunderland	PeltonS.S.Co.Ld.	268·0 | 37·9 | 17·6	Newcastle	T.3Cy.21",34"&56"-39" (s)	19 " 9	
140710	*ss*Shl.No.3-12,36		1498	7,38 ~~11,35~~			11,37	4mo				British	180lb 221NHP	s 1 " 11	
GSFD	*Well deck* D.F. 1 *Dk(Stl)*		1043	BS12,37 ✠	LMC12,36						P24'Q82'B51'F30'	4 *BHCem*	2SB,*6pf*,GS88,HS3534	18 " 0	
	Cargo battens not fitted			2,39				*Lloyd's SA&CP*		*CellDB215'462t Side Tanks u Eroom*	*Side* FK p30t s59t *FPT* 150t		N.E.MarineEng.Co.Ld.Sld		
											APT132t				
78335	**Lestris** (*ex*Lao,*ex*Hyllos,		*2615*	✠100A1	Osc	*t*	CL	1898	A.Rodger &Co. Pt.Glasgow	RederiA/B Iris (S.Abrahamsen, *Mgr.*)	314·4 | 44·0 | 20·8	Stockholm	T.3Cy.20½",34"&58"-42" (s)	23 " 3	
5746	*ex*Craigneuk) *ss*Osc.3rd No.3-10,37		*2360*	*Spar dk*	Skm		~~8,36~~	11mo				Swedish	200lb 100lb NDB12 241NHP	s 3 " 9½	
SKFA			*1488*	*with freeboard*			5,38				P29'B79'F29' FK	5 *BHCem*	2SB(Spt),*6rf*,GS98,HS3590	19 " 8	
	1 *Dk(Stl)* 2 *tr B&S deep framing*			~~9,36~~ 10,38 ✠	LMC						102' *u E&B* 36' *f* 130'	686t *APT97t*	Hall-Brwn,Buttery&C.Gls		
	Cargo battens not fitted			BS6,~~35~~,38	MS10,~~37~~					*CellDBa*					
78336	**Letchworth**		1317	✠100A1	Bly	*o*	CL	1924	WoodSkinner&Co.Ld. Newcastle	WatergateStm. ShippingCo.Ld. (R.S.Dalgliesh& R.I.James, *Mgrs.*)	235·2 | 35·7 | 14·7	Newcastle	T.3Cy.18",30"&49"-33" (s)	16 " 9	
148085	*ss*Bly.No.3-7,37		985	7,38 ~~7,37~~	Nwc		7,37	9mc				British	180lb 179NHP	s 4 " 11⅜	
MLZQ	*Mchy.Aft* 1 *Dk(Stl)*		717		✠	LMC7,37					Q147'F28' FK	5 *BHCem*	2SB,*4cf*,GS80,HS3150	15 " 10	
	Well deck *Cargo battens not fitted*			S8,38				*Lloyd's SA&CP*		*CellDBuE18'f152'*	380t *MT7* 141t *FPT*		N.E.MarineEng.CoLdNwc		
											100t *APT45t*				
78337	**Lethbridge**		2407			...		1924	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CanadaSteamship Lines,Ld.	250·0 | 42·9 | 24·3	Montreal	T.3Cy.18",30"&50"-36"	26 " 6	C
147702			2226								F37' FK	Britisb	195NHP		†
CYKF	*Mchy.Aft* 2 *Dks & Web frames*		1750									*WB*	Richardsons,Westgarth& Co.Ld.Hpl.		
	Longitudinal framing														
78338	**Leticia**	**TwinSc**	2580	✠100A1	Cco	*t*	CL	1928	Cant.Nav. Triestino Monfalcone	N.V.Curaçaoesche Scheepv.Maats.	305·0 | 50·2 | 15·1	Willmstad	T.6Cy.12¾",20½"&33½"-24⅞"	15 " 0	
3704	*ss*Cco.No.2-36		1715	~~9,37~~ 10,38	SA~~M~~		~~3,37~~	1mo				Dutch	180lb (s) 236NHP	s 1 " 6¾	
PJAP	*Mchy.Aft* 1 *Dk(Stl)*		1116	~~10,37~~	IC3,~~37~~		4,38				Q89'F29' FK	9 *BHpt Cem*	2SB,*4cf*, HS4168 FD	13 " 6½	
	Longitudinal framing at bottom and deck			*Carrying Petroleum in bulk*				*Lloyd's SA&CP*			*Trunk* 187'	*pt Asp*	Rotterdamsche DD.Co.Rot		
				Fitted for oil fuel 1,28			*F.P. above*		150° F.			*APT84t*			
78339	**Letitia** Ⓟ	**TwinSc**	13595					1925	Fairfield Co.Ld. Glasgow	Donaldson AtlanticLine,Ld. (Donaldson Bros& Black,Ld.*Mgrs.*)	525·7 | 66·4 | 38·0	Glasgow	6 Steam Turbines DR		C
148847		*Fitted for oil fuel*	10217								B&F427'	British	geared to 2 Screw Shafts		BT till 1,39
GLBX	*Ref.Mchy.*	3 *Dks*	8243									*WB*			
	D.F. E.S.D. GyC.	*Cruiser Stern*											FairfieldCo.Ld.Glasgow		
78340	**Letizia**	**Steel&Iron3Mst**	391			...		1890	R.William-son&Son Workington	GustavoMontanari	154·8 | 23·6 | 9·9	Trieste	T.3Cy.13½",20"&33"-24"	11 " 3	I
386	(*ex*IlneaI-37,*ex*Quintino V-36,*ex*Monte		298								152·6 9·7	Italiam	NB03 53NHP		†
ISJT	Moro-35,*ex*Quintino V-34, 1 *Dk*		209								Q84'B10'F20'	*WB*	Dunsmuir&Jackson,Gls.		
	*ex*Poolton,*ex*Oliver, *Well deck*										BK7"				
	*ex*Stanley Force) *Mchy.Aft*														
78341	**Leto**		4712					1929	Rotterdam Droogd.Maat Schiedam	N.V.Maatschappy "Zeevaart" (Hudig &Veder, *Mgrs.*)	400·8 | 55·3 | 25·1	Rottrdam	T.3Cy.25",41"&68"-45"&		V
			4292								F34'	Dutch	L.P.Turbine 339NHP		
PFOM	D.F. E.S.D. 1 *Dk & Shelter dk*		2830									*WB*	RotterdamDroogd.Maats.		
78342	**Letty**	*ss*Bkn No.1-39	339	✠100A1	Bkn	*e*	CL	1908	J.Fullerton&Co. Paisley	KyleShippingCo. Ld.(MunroeBros. *Mgrs.*)	142·1 | 23·3 | 9·8	Liverpool	C.2Cy.18"&38"-27" (s)	10 " 6	
127953	*ss*P Gl.2nd No.3-6,34		239	8,36			~~8,36~~	12mo			*24·5*	British	130lb 81RHP	s " "	
MCXF	*Mchy.Aft* *Well deck*		127	BS~~8,37~~	~~M~~C5~~,~~		3,39					*3 BHCem*	1SB.*2pf*,GS40,HS1472	10 " 0	
	Cargo battens not fitted 1 *Dk(Stl)*			1,39	MS3,39			*Lloyd's SA&CP*			Q58'B9'F24' FK	*FPT54t*	Ross&Duncan.Glasgow		
78343	**Leuna**		6856					1928	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	462·2 | 61·1 | 28·0	Hamburg	2 Steam Turbines		G
	D.F.		6070								P35'B419'F49'	German			
DHPA	*Ref.Mchy.* Sub.Sig.	2 *Dks 3 tr B*	3996									*WB*	AllgemeineElek.Ges. Berlin		
78344	**Levant Arrow**		8046	✠ ~~100A1~~	NYk	*d* †	CL	1921	New York S.B.Corp. Camden,N.J.	~~Socony-Vacuum~~ ~~OilCo.Inc.~~	468·3 | 62·7 | 32·0	New York	Q4Cy24"36"51"&75"-51"(r)	32 " 0	
Broken up	221659	*ss*Bal.No.3-10,33	7834	*Shelter dk*			7,36	10mo			485·2(O.L.)	Utd. States	220lb 625NHP	s 4 " 1½	
	KDVD	*Mchy.Aft* 2 *Dks(Stl) & Shelter dk(Stl)*	4960	*with freeboard*							FK	16 *BHpt Cem*	3SB,*9cf*,GS173,HS9052 FD	28 " 1½	
		D.F. *& Web frames*		8,37							(	*Coll to Sh dk*	New YorkSE Corp.Camden		
		Longitudinal framing		~~BS8,37~~	~~Tank~~					*CellDBa* 19' *u E&B*	76'436t *DTf* 40'644t	9 " " *U* "			
				Carrying Petroleum in bulk						*tween dk tank a* 100t	*FPT* 229t *APT* 131t	6 " " 2nd "			
				Fitted for oil fuel 10,21			*F.P. above*		150° F.						
78345	**Levensau** (*ex*Minho,*ex*Mogador)		1227					1905	Bremer Vulkan Vegesack	Bugsier,Reed.& BergungsA.G.	231·0 | 33·6 | 17·5	Brmrhavn	T.3Cy.17⅝",28⅛"&46¾"-		G
			1072								B68'F23'	German	31½" 122NHP		
DQOG		1 *Dk & Spar dk*	717									*WB*	BremerVulkan,Vegesack		
78346	**Levenwood**		803	✠100A1	Shl	*k*	CL	1924	R.William-son&Son,Ld. Workington	JosephConstantine SteamshipLine,Ld.	186·5 | 29·4 | 12·4	Middlsbro'	T.3Cy.14",24"&40"-27" (s)	14 " 7	
147768	*ss*Shl.No.3-2,36		548	7,38 ~~7,37~~			~~2,36~~	2mo			192·0(O.L.)	British	180lb NDB38-100lb 99RHP	s 4 " 10½	
MLTB	*Well deck* 1 *Dk(Stl)*		374	~~BS3,38~~ ✠	LMC2,36		7,38				B9'Q116'F23' FK	3 *BHCem*	1SB,*3pf*,GS55,HS1952	~~11 " 1~~	
	Mchy.Aft			MBS4,39				*Lloyd's SA&CP*		*CellDBf* 112'162t	*FPT* 140t		W.Beardmore&Co.Ld.Gls.	11 " 5	
78347	**Leverkusen** Ⓟ		7386					1928	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.-Linie)	463·6 | 60·1 | 28·0	Hamburg	Oil Engines 2S.C.DA		G
	D.F. E.S.D.	*Oil Eng.*	6164								F27'B426'F on B38'	German	6Cy.27⅞"-47¼" 1585NHP		
DICX	Sub.Sig.	*Cruiser Stern* 2 *Dks*	4364									*WB*	AlgemeineElec.Ges.Berlin		
78348	—	**TwinSc**	1273					1937	Lübecker Flender-WerkeA.G. LübeckSiems	Schiffahrt-u. Assekuranz-Ges. E.Russ&Co.	243·3 | 36·3 | 14·3	Hamburg	2 Oil Engines 4S.C.SA		
		Oil Eng.	983								Q123'F29'	German	12Cy.14⅝"-19½" 241NHP		
DJVY	D.F. E.S.D.	1 *Dk*	660									*WB*	Fr.KruppGermaniawftAG		
	Mchy.Aft	*Cruiser Stern*													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L.R. Maltese, or Foreign.
78349 148880 GLPZ	**Levernbank** Twin Sc *Oil Eng.* *ss* Ant. No. 3–7,38 ~~*ss* Shi. No. 2–34~~ 1 *Dk (Stl)* & *Shelter dk (Stl–ws)*	5150 4764 3110	✠100A1 Cal *withfreeboard* ~~Asst~~ 1,37 3,39 ~~1,37~~ 3,38 *Carrying vegetable oil in deep tank*		*a*†	CL 12,36 ~~1,37~~ 96,38 PM6,38	1925 11mo	Harland & Wolff, Ld. Glasgow *Lloyd's* A & CP	Bank Line, Ld. (A. Weir & Co. *Mgrs.*) *Cell D*	420·0 | 53·9 | 26·5 FK *B357'1121t Tanks between f 32'1067t F P T 106t A P T 132t*	Glasgow British 7 *B Hpt Cem* *Coll to Sh dk* 6 „ „ 2nd „	Oil Engines 4S.C.SA 12 Cy. 24½"–37⅜" 717 NHP DB *110lb* Harland & Wolff, Ld.	29 ″ 2 *s* 3 ″ 7⅜ 25 ″ 8	
78350 SPAR	**Lewant** (*ex* Blåland–35) *Oil Eng.* *ss* Got. No. 2–38 ~~*ss* Dan. No. 1–36~~ D.F. 1 *Dk (Stl)* & *Shelter Dk (Stl)* *Strengthened for Navigation in Ice*	*1942* *1567* *970*	✠100A1 Dnz *l* *withfreeboard* ~~Asst~~ 7,35 1,36 *Carrying vegetable oil in No. 4 DB tank*			CL N7,36	1930 4mo	Eriksbergs M.V. Aktieb Gothenburg *Lloyd's* A & CP	"Zegluga Polska" Spolka Akcyjna *Cell D*	289·3 | 43·0 | 16·6 305·2 (o.l.) F26′ FK *B246'646t A P T 25t*	Gdynia Polish 6 *B Hpt Cem* *Coll to Sh dk* 5 „ *2nd* „	Oil Engines 4S.C.SA 6 Cy. 24½"–51½" 355 NHP DB *80lb* Eriksberg M.V. Aktieb Got.	19 ″ 0 *s* ″ 4½ 18 ″ 9	
78351 Broken up MGJM	**Lewis** *ss* Lan. No. 3–12,19 *Well deck* 1 *Dk (Iron)* *Mchy. Aft*	346 247 141	✠ Sws *e* 7.28				1903 9mo	Wood Skinner & Co. Ld Newcastle	T. W. Ward, Ld.	135·0 | 24·2 | 10·5 Q13'B7 F29′ FK *W B = F P T*	London British 3 *B H Cem* *33t A P T 4t*	T. 3 Cy. 12″, 19″ & 32″–22½″ 51 RHP 1 SB, *2pf*, GS 32, HS 1168 N.E. Marine Eng. Co. Ld. Sld	11 ″ 3	
78352 217883 WFOK	**Lewis Luckenbach** Twin Sc *Fitted for oil fuel* D.F. Gy C. *Cruiser Stern* 2 *Dks*	6574 — 4054					1919	Bethlehem S.B. Corp. Ld Quincy, Mass.	Luckenbach S.S. Co. Inc.	496·0 | 68·0 | 40·0 B74′ *W B*	New York Utd. States	4 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B. Corp. Ld.		R
78353 219471 KJPM	**Lexington** (*ex* Lake Fandango–33) *Fitted for oil fuel* D.F. 3 *Dks*	2606 2237 1612	…				1920	Detroit S.B. Co. Wyandotte	Merchnts & Miners Transportation Co.	251·0 | 43·6 | 26·1 P25'B64'F23′ FK *W B*	Baltimore Utd. States	T. 3 Cy. 21″, 35″ & 59″–42″ 352 NHP Detroit S.B. Co. Detroit	28 ″ 2	R †
78354 221906 KJGN	— (*ex* Eckmuhl) *Oil Eng.* 1 *Dk*	522 — 352	…				1919	Foundat'n Co. Savannah, Ga	Bethlehem Ship-building Corp. Ld.	139·4 | 25·2 | 14·2 Erections alt. 33 BK *W B*	Boston Utd. States	Oil Engines 4S.C.SA 6 Cy. 14½"–22″ 122 NHP New London S. & E. Co. New London, Conn.	14 ″ 8	R †
	"Penobscot," *see No. 89559*														
78355 KZAN	**Leyte** (*ex* Romulus) Iron *Mchy. Aft* *Well deck* Wireless 1 *Dk 2 tr B*	854 688 534	…				1879	HM'Intyre & Co. Paisley	Cia. Maritima (Fernandez Hnos. Inc. *Mgrs.*)	210·0 | 29·2 | 15·3 P133'F16′ BK 8″ *W B*	Manila Utd. States	C. 2 Cy. 28″ & 50″–33″ NB 93 114 NHP Hutson & Corbett, Glasgow		V
78356 FNED	**Lézardrieux** (*ex* Prosper Schiaffino–37, *ex* Hinrich Peters, *ex* Leona) Wireless 1 *Dk*	934 670 535					1922	Howaldts-werke Kiel	Cie. France-Navigation S.A.	194·6 | 32·9 | 14·0 P12'Q43'B53'F24′ *W B*	Marseilles French	T. 3 Cy. 14⅜", 23¼" & 38 3/16"-25⅜" 73 NHP Howaldtswerke, Kiel		V
78357 437 IBZS	**Liana** (*ex* Giekerk–35, *ex* Bawean) *ss* Ham. No. 3–2,27 *ss* Rot. No. 1–31 D.F. 2 *Dks (Stl)* & *Shelter dk (Stl)* & *Web frames* *Longitudinal framing*	6400 6062 4057	✠ … Rot *a*† 11.35				1914 9mo	W. Hamilton & Co. Ld. Pt. Glasgow	A. Lauro *Tween dk* *B H in No. 3* *Cell D Ba 132'u E & DT a 32 712t*	436·4 | 54·5 | 34·0 420·1 FK *hold dispensed with* *B58′ f 172'1278t* *t F P T 64t A P T 15t*	Naples Italian *Cem* 5 *B H to U dk* 1 „ „ *Sh* „ 1 „ „ 2nd „	T. 3 Cy. 27½", 45" & 75"–51″ 638 NHP 4SB, *12cf*, GS 187, HS 10128 D. Rowan & Co. Glasgow	36 ″ 6	I †
78358 3204 SGQA	— (*ex* Jaffa, *ex* Roland. *ex* Emanuel) *ss* Got. 3rd No. 3–1,32 *ss* Sbg. No. 1–37 1 *Dk (Iron)* & *Steep framing* *Cargo battens not fitted*	1646 1483 968	✠100A1 Sbg *q* Dec 4,37			CL 3,37	1898 4mo	W. Gray & Co. Ld. W Hartlepool A & CP	Rederi A/B Lerberget (Fänges & Påhlssons Rederier, *Mgrs.*) *Cell D Ba 82'u E & B 36' f 106'*	265·0 | 38·5 | 17·4 274·0 (o.l.) B68'F27′ FK *175t A P T 41t*	Lerberget Swedish 1 *B H Cem*	T. 3 Cy. 19", 30½" & 51"–36" (*s*) 160lb *80lb* 150 NHP 1 SB, *3rf*, GS 51, HS 2140 Cen. Mar. Eng. Wrks. W Hpl	19 ″ 9 *s* 2 ″ 9¼ 17 ″ 1½	
78359 120636 GMKB	**Liangchow** (P) 2 *Dks*	1999 1725 1220					1905	Scott's S.B. & E. Co. Ld. Greenock	China Nav. Co. Ld.	266·9 | 40·2 | 21·7 B81'F34′ *W B*	London British	T. 3 Cy. 20", 33½" & 56"–39" 196 NHP Scott's S.B. & E. Co. Ld. Grk.		
78360 2047 IPHV	**Libano** (*ex* Ottar–35) 1 *Dk* & *Spar dk* & *deep framing*	1592 1438 984	…				1908	Fevigs Jernskibsbyg Fevig	M. Querci	262·5 | 36·9 | 19·2 252·6 11·8 P15'B69'F29′ FK *W B*	Genoa Italian	T. 3 Cy. 20", 33" & 54"–36" 192 NHP Richardsons, Westgarth & Co. Ld. Mdb.	21 ″ 6	I †
78361 1895 SFHR	**Libau** 1 *Dk*	*332* *274* *173*					1890	Göteborgs Mek. Verkstb Gothenburg	Rederi A/B Egon (S.M. Stjerna, *Mgr.*)	139·1 | 21·6 | 11·9 B32'H8t	Malmö Swedish	C. 2 Cy. 15⅝"&28¼"–19½" 29 NHP Göteborgs Mk. Vks. Got.		V
78362 216452 WQCD	**Libby-Maine** Wood Twin *Oil Eng.* 2 *Dks*	1811 1467 1458	…				1918	G. M. Standifer Const. Corp. Portland, O.	Libby, McNeill & Libby	226·0 | 44·1 | 20·7 P30'F26′	S. Frncisco Utd. States	Oil Engines 4S.C.SA 12 Cy. 12⅛"–18" 172 NHP Dow Pump & Diesel Eng. Co. Alameda, Cal.		
78363 PFOO	**Libelle** *Oil Eng.* D.F. 1 *Dk* *Mchy. Aft* *Cruiser Stern*	338 203 167					1937	Scheepswrf Waterhuizen J. Pattje Waterhuizen	T. van Dijk	134·4 | 24·1 | 8·2 P40'B16'F20′	Delfzijl Dutch	Oil Engines 4S.C.SA 4 Cy. 12 7/16"–13¾" 58 NHP Appingedammer Brons Motorenfb. N.V.		C
78364 242 159	**Liberal** Twin Sc *ss* Lourenço Marques 2nd No. 3–3,28 *ss* Lourenço Marques No. 1–32 1 *Dk (Stl–ws)*	333 242 159	✠ Lour-enço Marques *e*				1904 6mo	W. Chalmers & Co. Rutherglen	Empreza do Limpopo A. Couto Ltda. *W B = D T a 37'2M*	140·3 | 26·1 | 9·5 P12'B47'F21′ FK *F P T 15t A P T 10t*	Lourenço Marques Portugues-e	C. 4 Cy. 13"&26"–18" 69 NHP 1 SB, *3cf*, GS 51, HS 1400 Campbell & Calderw'd, Psy.	10 ″ 3	
78365 216541 KRIU	**Liberator** *Fitted for oil fuel* 2 *Dks (Stl)* & *Shelter dk (Stl)* & *Web frames* *Longitudinal framing*	7720 7598 5750	✠ Bal *a*† 11.21				1918 7mo	Bethlehem S.B. Corp. Ld San Francisco	Lykes Bros. Ripley S.S. Co. Inc. Steamship Co., Inc.	410·0 | 56·0 | 29·0 38·0 FK *B325'M725'7884t*	Galveston, Tex. Utd. States	T. 3 Cy. 26¼", 47" & 78"–48" 609 NHP 3SB, *9cf*, HS 8490 Bethlehem S.B. Corp. Ld.	41 ″ 0	R †
78366 164284 GYRN	**Liberian** D.F. 1 *Dk* & *Shelter dk* *Cruiser Stern*	5205 4343 3068	✠100A1 Hul *a*† *withfreeboard* ~~Asst~~ 10,37 MC4 4,39 *Carrying vegetable oil in deep tank*			CL 1,39	1936 4mo	Howaldts-werke A.G. Hamburg *Lloyd's* A & CP	United Africa Co. Ld. *Cell D B 311'1179t D T a 25'893t*	402·8 | 57·7 | 23·2 422·7 (o.l.) F45′ FK *F P T 218t A P T 144t*	Liverpool British 7 *B Hpt Cem* *pt Asp* *Coll to Sh dk* 6 „ *2nd* „	T. 3 Cy. 24 7/16", 38 9/16" & 65"–45¼" 2201b (*s*) 372 NHP 2 SB (Spt), *6cf*, GS 107, HS 4800 Howaldtswerke A.G. Kiel	25 ″ 6 *s* 2 ″ 0¾ 23 ″ 7½	
78367	**Libero** *formerly sailing as* "Aketz"	*For particulars see* "Cabo Ortegal"													
78368															

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément. etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terms assigned in accordance with Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres ou cotes.
78369	**Libertador** (*ex*Mitra–35)		3792	✠100A1	BAs	*z*	CL	1912	Swan,Hunter&Wigham Richardson, Ld.Newcastle	EstrellaMaritima S.A.deNavegacion y Comercio	406·5	51·3	28·9	Bns.Aires	T.3Cy.26½″,43″&72″–48″ (*s*)	31 ″ 0	
2929	*ss*Rot.2ndNo.3–8,35		—	3,38			3,38	7mo		*Cell D Bu E & B77*	P110′B83′F38′	FK			1801b 449NHP		
LOGI	2 *Dks*(*Stl*)*& Webframes*		1973	BS3,38 ✠ MC8						*DT f* 50′ 521*t*	12*st*				3SB,*9cf*,GS204,HS7740		
	Mchy Aft			*Carrying Petroleum in bulk*			*bulk*	*Lloyd's*		*FPT* 72*t APT* 106*t*	*on Shltr dk*	FK			WllsndSlpwy.Co.Ld.Nwc.		
				Fitted for oil fuel 7,12			*F.P.*	*above*			150° F.						
78370	**Liberty**		6211			…		1918	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5	55·0	31·4	NewarkNJ Utd.States	DR geared Steam Turbine	34 ″ 11	I
217061		*Fitted for oil fuel*	5895								P45′B110′F38′						†
WCOO	Sub.Sig.	1 *Dk&Shelter dk & Web frames*	3885								*on Shltr dk*	FK		W	GeneralElectricCo. Schenectady,N.Y.		
		Longitudinal framing															
78371	— (*ex*Ardjoeno–37)		312					1936	Gebr. Niestern&Co. Delfzijl	J.P.Beck	127·6	21·1	8·7	Groningen Dutch	Oil Engines 2S.C.SA 4Cy.9$\frac{7}{16}$″&14$\frac{3}{16}$″ 62NHP		V
		Oil Eng.	210								P30′F15′						
PFOQ	*Mchy. Aft* 1 *Dk*	*Cruiser Stern*	148											WB	AppingedammerBrons Motorenfb.N.V.		
78372	**Liberty Bell**		5107					1920	American International S.B.Corp. HogIslandPa	LykesCoastwise Line,Inc.	390·0	54·2	27·8	Houston Utd.States	DR geared Steam Turbine		R
219752		*Fitted for oil fuel*	4598								P50′B121′F40′			WB	GeneralElectricCo. Schenectady,N.Y.		
KUJX	Sub.Sig.	2 *Dks*	3129														
78373	**Liberty Glo**		4979	✠	Hog	*z*		1919	American International S.B.Corp. HogIslandPa	AmericanForeign S.S.Corp. *Cell D B279′* 1380*t M*	390·0	54·2	27·6	NewYork Utd. States	DR geared Steam Turbine HS8706	32 ″ 0	R
218597		*Fitted for oil fuel*	4740	8,19	Island			8mo			P39′B122′F43′	FK					†
KIQZ	Sub.Sig.	2 *Dks*(*Stl*)*& Web frames*	3060	✠							*T* 24′748*t FPT* 144*t*			8 *BHCem* *APT* 100*t*	3 Water Tube Boilers GeneralElectricCo. Schenectady,N.Y.		
	D.F.																
78374	**Libra** (*ex*Grangewood–36, *ex*Grangetown)	*ss*Nwc.No.3–5,30	1536	✠ ——	Nwc	*p*		1917	Murdoch& Murray,Ld PortGlasgow	D/S A/S Altair (H.Östervold, *Mgr.*)	257·0	36·6	14·7	Bergen Norwegian	T.3Cy.19″,31″&50″–36″ 196NHP	17 ″ 2	N
			1141	5,36				4mo			Q188′F31′	FK		4 *BHCem* *APT* 71*t*	2SB,*6cf*,GS110,HS8478 Ross&Duncan,Glasgow		†
LJDQ		1 *Dk*(*Stl*)	865	✠						*Cell D B* 190′344*t D*	*Ta* 29′125*t FPT* 51*t*						
78375	—	Iron	1407	✠100A1	Hbg	*p*	~~1,37~~ 2,39	1882	J.Readhead&Co. S.Shields	RederiA/B Wallen (A.J.Falkland, *Mgr.*)	249·2	36·1	17·4	Hlsngborg Swedish	C.2Cy.29$\frac{2}{16}$″&54″–36″ 80lb *90lb* NDB04 135NHP	18 ″ 7	
3133	(*ex*Wilberforce)	*ss*Hbg.4thNo.3–4,35	1118	7,38 ~~8,37~~				6mo			256.7(O.L.)			4 *BHCem*	1SB,*4pf*,GS61,HS2196	s 1 ″ 5½	
SFHU	*Well deck*	1 *Dk*(*Irn*)	834	BS3,~~7~~7 ✠ MC4				*Lloyd's*		*Cell D Ba* 74′	Q96′B52′F31′ BK9′			*f* 100′371*t*	J.Readhead&Co.S.Shields	17 ″ 11	
	Cargo battenswill be fitted			7,38							*WB=DBa* 74′						
78376	**Lica Mærsk**		2480					1927	Lübecker Maschb.Ges. Lübeck	A/S D/S Svendborg (A.P.Möller, Copenhagen, *Mgr.*)	308·7	43·9	20·1	Aalborg Danish	T3Cy21½″33½″&55½″–29$\frac{5}{16}$″ & LP Turbine		V
		Fitted for oil fuel	2172								P20′B202′F37′			WB	A.Borsig,G.m.b.H.Berlin		
OYVC	*Cruiser Stern* D.F.	1 *Dk*	1471														
78377	**Lichtenfels**		7566					1929	Deutsche Sch-u-Mschb. A.G."Weser" Bremen	DeutscheDampfs. Ges."Hansa"	506·4	62·2	27·9	Bremen German	T.3Cy.30¾″,49¼″&78¾″–55½″ & LP Turbine 785NHP		G
	D.F. E.S.D.		6688								F51′			WB	A.G."Weser,"Bremen		
DOFY	Sub.Sig. *Cruiser Stern*	2 *Dks*	4594														
78378	**Lida** (*ex*Rolf,*ex*Danefels)		~~1444~~ 1259					1920	PPhStuhrs Msk.&Skvs. Aalborg	SvenskaSockerfabriksA/B (C.F. Tranchell, *Mgr.*)	284·2	36·3	13·4	Malmö Swedish	T.3Cy.15″,24″&40″–27″ 83NHP		V
			~~944~~ 944								P14′Q71′B94′F29′			WB	A/S Frichs,Aarhus		
SFJE		1 *Dk*	691														
78379	**Lido**		1918					1930	Nylands Værksted Oslo	D/S A/S Laly (C.T.Gogstad&Co. *Mgrs.*)	271·5	42·9	18·4	Oslo Norwegian	C.4Cy.(2)14¾″&(2)31½″–31½″ 93NHP		N
			1697								P65*t* H95*t*			WB	Nylands Værksted,Oslo		
LCOT		1 *Dk*	1149														
78380	—		1243					1889	Akt.Ges. "Vulcan" Stettin	IgnazioMessina &C.	241·3	31·1	20·9	Genoa Italian	T.3Cy.15″,24″&39″–24″ NB13 75NHP		I
1519	(*ex*Mary,*ex*Ostmark,*ex*London)		1217								F12′			WB	A.G."Vulcan,"Stettin		
IFJC		1 *Dk&Spar dk3trB*	718														
78381	**Liebenfels**		6318					1921	Akt.Ges. Weser Bremen	DeutscheDmpfsfahrts.Ges.Hansa	431·6	56·4	30·3	Bremen German	T.3Cy.29⅛″,49¼″&76¾″–54″ &LP Turbine 430NHP		G
			5812								P64′B135′F52′			WB	A.G.Weser,Bremen		
DONO	Sub.Sig.	2 *Dks*	3852														
78382	**Liebre**		7057	✠100A1	NYk	*b*†	CL	1921	UnionConstructionCo. Oakland,Cal.	Socony-Vacuum OilCo.Inc.	435·0	56·0	33·4	NewYork Utd.States	T.3Cy.27½″,47″&78″–48″ (*s*) 220lb 621NHP	33 ″ 6	
221073		*ss*Bal.No.3–4,33	6824	~~14,37~~ 14,39			~~1,36~~ 1,38	2mo			P106′B50′F42′	FK		15 *BHpt Asp*	3SB,*9cf*,HS8736	~ 6 ″ 5½	
KDPG		*ss*N.Yk.No.1–37	4327	BS2,39 ✠ LMC9,37						*Cell D Bu E & B62′*	178*t*			(9 *to U dk*	LlewellynI.W.	27 ″ 3½	
	Mchy. Aft	2 *Dks*(*Stl*)*& Web frames*		*Carrying Petroleum in bulk*				A&CP		*DT f* 50 1049*t*	*FPT* 118*t APT* 80*t*			6 ,, *2nd* ,,)	L.Angeles,Cal.		
	D.F.	*Longitudinal framing*		*Fitted for oil fuel* 2,21			*F.P. above*		50° F.								
78383	**Liège** (*ex*Erhard,*ex*Adelheid Menzell)		4398					1908	Flensburgr Schiffsb.Ges. Flensburg	Cie.Nationale Belge de Transp. Mar.(Armement Deppe, *Mgrs.*)	383·7	52·1	25·3	Antwerp Belgian	T.3Cy.22¾″,39¾″&66½″–48″ 306NHP		V
			4072								P43′B113′F42′			WB	FlensburgerSchiffsb.Ges.		
OTYA		2 *Dks*	2782														
78384	**Lies** (*ex*Frederika,*ex*Jacoba, *ex*Rheinstrom 8)		325					1914	E.Berninghaus Duisburg	N.V.M.S."Lies" (J.Vermaas' Scheepvaartbedrijf,N.V. *Mgrs.*)	131·7	26·4	9·7	Rottrdam Dutch	Oil Engines 2S.C.SA 4Cy.10¼″–14$\frac{5}{16}$″ 73NHP NE34		G
		Oil Eng.	279												N.V.Mchfb.Bolnes,Bolnes		
PFOP		1 *Dk*	230														
78385	**Lieutenant de la Tour** (*ex*War Queen)		5700			…		1917	Kawasaki Dkyd.Co.Ld. Kobe	Cie. des Messageries Maritimes	385·3	51·2	33·5	Dunkirk French	T.3Cy.26″,44″&72″–48″ 440NHP	36 ″ 0	V
		Fitted for oil fuel	—									FK		WB	KawasakiDkydCoLdKobe		†
FNYJ	D.F.	2 *Dks&Awng dk*	4287														
78386	**Lieutenant Robert Mory** (*ex*CapitaineHenriRallier)		3176			…		1922	Chant.NavalsFrançais Caen	Mory&Cie	313·6	45·9	20·5	Boulogne French	T.3Cy18⅜″29$\frac{13}{16}$″&50$\frac{3}{8}$″–37$\frac{13}{16}$″ 235NHP	23 ″ 0	V
			2811								P15′Q90′B59′F29′			WB	Atl&Ch.de laLoire,St Denis		†
FNOY	*Well deck*	1 *Dk*	1660									FK					
78387	**Lieutenant St. Loubert Bie** (P) (*ex*Mannheim)		6126			…		1911	J.C.Tecklenborg A.G. Weser-münde-G.	Cie.des Messageries Maritimes	451·0	57·2	27·3	Dunkirk French	T3Cy27$\frac{15}{16}$″,46$\frac{1}{16}$″&78¾″–53$\frac{3}{8}$″ &LPTurbine	29 ″ 8	V
			5466								P&B392′F45′						†
FNYL	*Well deck* D.F.	2 *Dks*	3460									FK		WB	J.C.TecklenborgA.G.Wsm		
78388	**Lieutenant Schmidt** (*ex*Frascati)		2493					1913	Akt.Ges. "Neptun" Rostock	U.S.S.R.	297·3	40·1	15·7	Vladvostk Russian	T.3Cy.22$\frac{1}{16}$″,35$\frac{1}{16}$″&53$\frac{3}{8}$″–37$\frac{7}{16}$″ 174NHP		
			1537								P&B226′F31′			WB	A.G."Neptun,"Rostock		
UNYE		2 *Dks*	1469														
78389	**Lifland**		2254					1920	Odense Staalskibs.v. Odense	A/S DetDanskFranskeDampskselsk.(A.N. Petersen, *Mgrs.* & E.Hahn-Petersen *Mgrs.*)	284·9	42·4	19·9	Copnhagn Danish	DR geared Steam Turbine		V
			1913								P19′B77′F31′			WB	Vickers,Ld.Barrow		
OYWC	D.F.	1 *Dk*	1355														

Now Maud, *see No. 39126 in Supplement*

Now Nils Sture, *see No. 89339 in Supplement*

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Nets.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or last Renewed. Equipment Letter.	7* Date when tail shaft last seen.
78390 218768 KIVF	**Lightburne** 12,39	*ss*Mob.No.3–1,30 *ss*NYk.No.2–37 2*Dks*(*Stl*)&*Web frames* D.F. *Mchy.Aft* *Longitudinal framing*	6429 6126 3979	✠100A1 7,38 ~~12,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,19	NYk	*a*†	CL 4,37 *F.P. above* 150° F.
78391 145492 GBFC	**Lightfoot** *Well deck*	*ss*Shl.No.3–7,35 1*Dk*(*Stl*) *Cargo battens not fitted*	1894 1489 1103	✠100A1 ~~8,38~~ 12,38 BS9,~~37~~ 8,38	Shl ✠LMC7,35	*q*	CL 11,38
78392 6700 SFID	**Ligur** (*ex*Dalhem,*ex*Grete) 1*Dk*		*1151* *989* *642*				N
78393 2041 IBOQ	**Liguria** Ⓟ (*ex*Melita–35) Sub.Sig. *Ref.Mchy.*	TrpSc *ss*Gls.No 3–1,30 4*Dks*(*Stl*)&*Awng dk*(*Stl*–ws) *pt5th dk*(*Stl*)	15354 — 9306	✠ 6,33 ✠	Gls	/†	54 " 3
78394 5646 SIBA	—	*ss*Got.No.3–4,27 *ss*Osc.No.2–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*1751* *1470* *850*	✠100A1 *Shelter dk with freeboard.* 9,38 ~~3,38~~ ~~MS6,36~~	NYk BS6,38 ✠LMC6,36	*s*	OG ~~86,36~~ 2,39
78395 218849 KISF	**Lihue** (*ex*Seattle–37, *ex*Wheatland Montana) D.F.	*Fitted for oil fuel* 3*Dks*	7001 6752 5451				R
78396 574 ESCG	**Liina** (*ex*Lina Perrone,*ex*Simeto, *ex*Kinsale)	*ss*Tln.3rdNo.3–6,35 1*Dk*(*Stl*)2*tr B* *Cargo battens not fitted*	2480 2254 1518	✠100A1 2,38 BS11,38 MS6,35	Shl MC	*t*	CL 2,38
78397 OXDH	**Lilian** (*ex*Bryssel) Wireless D.F.	1*Dk*	1271 971 732				N
78398 142364 GBKC	**Lilian Moller** (*ex*Valhall–33, *ex*Cambrian Duchess, *ex*Novgorod)	*ss*Cff.No.3–6,23 *ss*Ant.No.1–28 2*Dks*(*Stl*)2*nd dk*(ws)	4866 4485 3048	✠ —— 12,31	Ham	*y*	30 " 5
78399 OUIH	**Lilleborg** 1*Dk*		1452 1199 861				V
78400 147527 VGFP	**Lillehorn** (*ex*Majong) Wireless	TwinSc *Oil Eng.* 1*Dk*	936 766 504				C
78401 LIYL	**Lillemor** (*ex*MargitR.–36) Wireless D.F. *Cruiser Stern*	1*Dk*	1571 1278 910				N
78402 LFFJ	**Lillgunvor** (*ex*Vardvik–35)	1*Dk*	1305 1133 739				N
78403 219748 KUGZ	**Lillian** (*ex*Maddequet) Sub.Sig.	*ss*Bal.No.3–7,34 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	3482 2817 2112	~~100A1~~ ~~9,38~~ 2,38 10,38 ~~16,37~~ 7,39 *Fitted for oil*	Bal ~~MS8,38~~ *fuel* 5,20	*u*	CL 7,36 *F.P. above* 150° F.
78404 111098 KLGP	**Lillian Anne** (*ex*Riverside)	*Oil Eng.* 1*Dk*	330 — 224				
78405 217859 WLCG	**Lillian Luckenbach** (*ex*Marica) D.F. GyC.	TwinSc 6TwinMst *ss*Bos.No.3–6,31 *ss*Sea.No.1–35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	6369 5766 3999	✠100A1 *Shelter dk with freeboard* ~~7,38~~ 11,39 NB3,23 MS1,35 *Fitted for oil*	Sea BS1,39 ✠LMC *fuel* 6,19	*b*†	CL ~~11,38~~ P1,37 S7,38 *F.P. above* 150° F.
78406 7881 SDAT	**Lillie Matthiessen** (*ex*Imperator–33) Wireless	1*Dk*	*986* *880* *557*				N
78407 FNWI	**Lillois** (*ex*Student)	1*Dk*&*Spar dk*&*deep framing*	3681 3298 2322	...			V †
78408 122395	**Lillooet** GyC.	TwinSc 2*Dks*&*Shade dk*	608 403 338	...			15 " 0

8 When, — Ship, — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse-power by Society's formula RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Dates of L.R. Class-certif.
1919 8mo	Texas Steamship Co Bath, Maine A&CP	The Texas Company *Cell DBa E&S*	416·8 P107′B35′F33′ *B64′209t FPT229t*	56·1 FK	31·1 Wilmgton (Del.) Utd.States 16*BH Cem* *APT130t*		T.3Cy.26½″,44″&74″–51″ (*s*) 200lb HS9969 556NHP 3 Water Tube Boilers (Spt) H.G.TroutCoBuffalo,N.Y.	32 " 10 ~~8 " 0~~ 26 " 10	
1922 7mo	J.Crown& Sons,Ld. Sunderland *Lloyd's SA&CP*	The Hill Steam Shpg.Co.Ld. (Witherington& Everett,*Mgrs.*) *Cell D*	268·0 P24′Q82′B55′F30′ *B205′383t FPT105t*	37·9 FK	17·6 Newcastle British 4*BH Cem* *APT100t*		T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 199NHP 2SB,*4cf*,GS77,HS.3092 N.E.MarineEng.CoLd.Sld.	19 " 9 ~~s 1 " 10½~~ 18 " 1	
1920	Skiens Verksted A/S Skien	RederiA/B Wallen (A.J.Falkland, *Mgr.*)	226·6 P43*t*H65*t*	36·4	14·4 Helsingbrg Swedish *WB*		T.3Cy.16″,25″&42′–30″ 97NHP Skiens Verksted A/S		N
1918 1mo	Barclay, Curle&Co.Ld. Glasgow	LloydTriestino Soc.Anon.diNav.	546·5 520·0 *Cell DB445′2053t*	67·3 FK&BK2″	50·3 Genoa Italian 10*BH Cem* *FPT106t A*		T.8Cy.(2)26½″,(2)41½″& (4)47″–51″&1LP Turbine 5DB,*30cf*,GS590HS24730FD Harland&Wolff,LdBelfast *APT57t*	54 " 3	I †
1914 10mo	Lindholmens V.A. Gothenburg *Lloyd's SA&CP Intermediate BH in fore*	RederiaktSvenska Lloyd(K.R. Bökman, *Mgr.*) *hold dispensed with WB=Cell DBa*	283·0 FK	43·0	16·4 Gothenbrg Swedish *Cem* *4BH only* 76′*u E&B63′*		T.3Cy.21½″,35½″&58½″–36″ 185lb *100lb* (*s*) 254NHP 2SB(Spt)*6cf*,GS130,HS4302 Lindholmens V.A.Got. *f*116′536*t FPT39t APT21t*	19 " 0 s " 7½ 18 " 6½	
1919	Skinner& Eddy Corp. Seattle,Wash	MatsonNavigation Co.	410·1 S.Frncisco Utd.States *WB*	54·2	27·1		T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven,OwensRentschlerCo.Hamilton,O		R
1896 8mo	Richardsn, Duck&Co. Stockton *Lloyd's SA&CP*	R.Gildemann &E. Bergmann(E. Bergmann, *Mgr.*) *Cell DBa*	310·0 FK *104′u E&B40′f120′*	44·0	20·4 Tallinn Estonian 5*BH Cem* *689t APT71t*		T.3Cy.22½″,37″&61″–42″ (*s*) 160lb 246NHP 2SB,*6cf*,GS104,HS3778 Blair&Co.(Lim.),Stockton	22 " 10 s 4 " 2½ 18 " 10	
1924	Howaldtswerke Kiel	J.Lauritzen	238·0 P15′Q71′B93′F31′	37·2	13·7 Esbjerg Danish *WB*		T.3Cy.15″,24″&40″–27″ *Emade20fitted24* 105NHP Kjbnhavns Flydk&Skbsv. Cpn.		N
1913 7mo	Sir J.Laing &Sons,Ld. Sunderland	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *Cell DBa134′u E&B 40′f170′1122t FPT*	390·0 P40′B111′F42′	50·6 FK	28·0 Shanghai British 6*BH* *115t APT50t*		T.3Cy.26″,42½″&70″–48″ 427NHP 2SB,*6cf*,GS133,HS5926 Swan,Hunter&Wigham Richardson,Ld.Nwc.	30 " 5	C †
1916	Helsingörs Jernsk&Msk. Elsinore	Dampskibsselsk. Dannebrog(G.K. Hansen. *Mgr.*)	251·3 P28′Q69′B98′F33′	37·2	16·0 Copnhagn Danish *WB*		T.3Cy.18″,30″&50″–36″ 150NHP Helsingörs Jernsk.&Mskb.		V
1922	Rennie, Ritchie& Newport,Ld. Wivenhoe	Atlantic Pacific Nav.Co.Ld.	207·5	33·6	13·4 Halifax NS British *WB*		Oil Engines 2S.C.SA sCy.16½″–17″ 384NHP *Emade18* J&CG Bolinders CoLd.Skm.		C
1935	Fredrkstad Mek. Værks. Fredrikstad	Partrederiet "Lillemor"(Th. Brövig, *Mgr.*)	244·1 P11′B59′F12′	40·1	16·9 Farsund Norwegian *WB*		C.4Cy.(2)11⅛″&(2)27⅛″– 25⅜″ 62NHP Fredrikstad M.V.Frdstad.		N
1930	Stavanger Stöberi&Dok Stavanger	Partrederiet "Lillemor"(Th. Brövig, *Mgr.*)	242·7 P21′B56′F24′	37·2	16·0 Farsund Norwegian *WB*		T.3Cy.17½″,28½″&48″–33″ 132NHP Stavanger Stöberi&Dok		N
1920 A&CP	Bethlehem S.B.Corp.Ld. Wilmington, Del. *Cell DB232′691t D*	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*)	328·0 P26′B98′F37′ *T f26′740t FPT78t*	46·2 FK	22·9 New York Utd.States 7*BH* *APT282t*		T.3Cy.22½″,37½″&60½″–42″ 190lb (*s*) 292NHP 2SB,*6cf*,GS144,HS4933 Bethlehem S.B.Corp.Ld. Wilmington,Del.	25 " 6	
1895	Delaware River Island S.B.&E.Wks. Chester,Pa.	R.W.Gatewood	141·5	27·1	10·3 Wilmgton (Del.) Utd.States		Oil Engines		
1919 5mo	Sun S.B. Co Chester,Pa. A&CP	Luckenbach S.S. Co.Inc. *Cell DB389′1831t dk tanks in E&S*	448·9 37·8 FK (*'tween space36′405t FPT28t*	60·2 *Coll to Sh dk* 7 " *U* ")	28·2 New York Utd.States *8BH pt Asp* *APT271t*		4 Steam Turbines SR geared to 2 Sc. Shafts 225lb (*r*) 1032NHP 3SB,*12cf*,GS239,HS12780 FD DeLaval Steam Turbine Co. Trenton,N.J.	31 " 3 ~~4 " 3½~~ 27 " 4½	
1905	Stavanger Stöberi&Dok Stavanger	RederiA/B West-india(Sven Salén, *Mgr.*)	230·6 P12*t*H44*t*F29*t*	33·2	14·9 Stockholm Swedish *WB*		T.3Cy.17″,28″&47″–33″ 127NHP Stavanger Stöberi&Dok		N
1910	C.Connell &Co.Ld. Glasgow	Cie.desBateaux à Vap.duNord.(Soc. Anon.deGérance et d'Armement, *Mgrs.*)	349·6 P31′B102′F34′	45·9 FK	27·0 Dunkirk French *WB*		T.8Cy.20″,34″&58″–48″ 300NHP Dunsmuir&Jackson Ld Gls	29 " 6	V †
1908	B Columbia Mar Rly Co Ld Victoria,B.C.	Govt.of Canada (Dept.of Marine)	163·0 F33′	27·0 FK	13·0 Vict'ria BC British *WB*		T.6Cy.11½″,18″&31″–24″ 94RHP Bow,McLachln&Co Ld.Psy	15 " 0	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire — Matériaux, Gréement, etc. — Ex-nom s'il y a lieu. — Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel — Total. / Sous le Pont. / Net.	5 Détails de la Classification. — Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant après Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. — Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. — Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant.	15 Lettre de code et renvoi de L.R. Durée Cert. Surv. Trade
78409 7077 SFIG	**Lilly** (*ex*Chaddesley,*ex*Nicolaos) Pappis,*ex*Kalfond) *ss*Hbg.3rdNo.3–6,37 *Well deck* 1 *Dk*(*Stl*)*&deep framing* *Cargo battens not fitted*		1254 942 725	✝100A1 ~~6,35~~ 6,37 ~~7,38~~ 7,38 ~~BS 6,37~~ 5,39	Hbg Bly LMC6	*n* 6,37	OG 6,37	1900 8mo	Dundee Shipbuilders' CoLd.Dundee A&CP	Rederi A/B Wallen (A.J.Falkland, *Mgr.*) *CellDBa54′*	225·0 | 35·2 | 14·8 234·8(O.L.) Q83′B54′F27′ FK *uE13′f88′269t FPT*	Hisingborg Swedish	T.3Cy.17″,28½″&47″–30″ (*s*) 180lb *80lb* 133NHP NDB00*refitted*26 1SB,*3cf*,GS55,HS2076 Cooper&Greig,Dundee	17 ″ 3 s 1 ″ 1½ 16 ″ 3	
78410 LIXP	**Lilly I** (*ex*Lilly–35) *ss*Got.No.3–2,30 ~~*ss*Got.No.1–34~~ *ss*Bgn.No.2–38 *Mchy.Aft* 1 *Dk*(*Stl*)		309 249 204	✝100A1 ~~7,37~~ 7,38 ~~M&S 5,34~~	Bgn MC8	*c* ~~5,36~~ 8,38	OG 8,38	1916 9mo	P. Larsson Thorskog	LarsKyrkjebö *CellDBa22′27t FPT20t*	123·1 | 22·6 | 10·4 127·5(O.L.) P26′F15′ FK len17	Bergen Norwegian	C.2Cy.13″&20″–16″ (*s*) 120lb 22NHP 1SB,*2cf*,GS46,HS490 P.Larsson,Thorskog	12 ″ 0 s 1″ 2½ 10 ″10½	
78411 SVMO	**Lily** (*ex*Legie–33,*ex*TaikaiMaru) *ss*Ham.No.3–10,33 *ss*Rot.No.1–38 2 *Dks*(*Stl*)		5719 4848 3879	✝100A1 ~~6,38 8,38~~ ~~BS11,36~~	Rot Ant LMC	*z* 3,38	CL 1,38	1920 4mo	Uchida SB. & Eng.Co.Ld. Yokohama A&CP	Ch.N.Pateras *CellDB350′1076′*	400·0 | 54·5 | 30·0 P39′B121′F40′ FK *FPT138t APT92t*	Chios Greek	T3Cy.26″,43½″&70¾″–48″(*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD IshikawajimaSB&ECoTok	30 ″ 0 s 5 ″ 6¾ 24 ″ 8	
78412 OUIJ	— 1 *Dk*		1281 833 752					1920	F. Schichau Elbing	D/S A/S Progress (MariusNielsen& Son,*Mgrs.*)	224·3 | 33·6 | 13·5 Q60′B97′	Copnhagn Danish *WB*	T.3Cy.15″,24¾″&38¾″–25½″ 74NHP F.Schichau,Elbing		G
78413 CSAZ	**Lima** Ⓟ (*ex*Westerwald) ~~*ss*Lis.No.3–6,37~~ ~~*ss*Lis.No.2–38~~ 2 *Dks*(*Stl*)*Udk*(teak s)		3881 3070 2375	100A1 ~~7,38 8,36~~ ~~BS 5,36~~ ~~4,39~~	Lis ~~LMC~~ 5,37		CL 11,35	1907 *Lloyd's SA&CP*	Furness, Withy&CoLd W Hartlepool	Empresa Insulana de Nav.(Bensaude &Co.*Mgrs.*) *CellDBuE&Bu113′t138′t*	352·1 | 45·1 | 26·0 P40′B115′F69′ FK&RK3″ ~~*CellDBuE&Bu113′t138′t*~~	Lisbon Portuguese	T.3Cy.25½″,43″&73″–48″ (*s*) 200lb 497NHP 3SB,*9cf*,GS159,HS6868 FD Richardsons, Westgarth&Co.Ld.Hpl.	28″10 s 5 ″ 0½ 24 ″ 5½	
78414 5974 SHJA	— D.F. 2 *Dks*(*Stl*)*&Shelter dk*(*Stl*)	**TwinSc3Mst** *Oil Eng.* *ss*Got.No.3–4,31 *ss*Mmo.No.1–35	3764 3376 2254	✝100A1 *Shelter dk* *withfreeboard* ~~5,39~~ ~~6,37~~ 12,38 ~~BS 12,36~~ ~~LMC6,36~~ ~~(M)8,36~~	Skm Got DBS12,38 LMC6,38	*x*	OG ~~1,36~~ 5,38	1918 5mo	Akt. Burmeistr& Wain Copenhagen A&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*)	364·1 | 51·5 | 22·1 384·0(O.L.) FK *CellDB323′1148t FPT75t*	Stockholm Swedish	Oil Engines 4S.C.SA 12Cy.23¾″–35$\frac{7}{16}$″ 629NHP 6 *BHptCem* DB*100lb* *APT60t* AktBurmeistr&Wain,Cpn	25 ″ 6 s 2 ″ 4 23 ″ 4½	
78415 (*ex*War Vessel)	— 1 *Dk* *Carrying Petroleum in bulk*	**TwinSc** *Oil Eng.*	494 413 274					1915	SirRaylton Dixon&CoLd Middlesbro'	Soc.desPétroles Shell de l'Ouest AfricainFrançais	177·1 | 31·2 | 11·2 170·1 31·2 11·4 H111*t*	Dakar French *WB*	Oil Engines 2S.C.SA 8Cy.16½″–18½″ 388NHP J.&C.G.BolindersCo.Skm.		
78416 26947 JCMD	**Lima Maru** *ss*Yka.No.3–3,32 *ss*Yka.No.1–36 2 *Dks*(*Stl*)	**TwinSc**	6989 6469 4298	✝100A1 4,38 ~~6,37~~ ~~BS3,37~~ LMC3,38	Yka Kob	*b*† P4,38 SN4,38	CL 4,38	1920 4mo	Mitsubishi Zosen Kaisha Nagasaki *Lloyd's SA&CP*	Nippon Yusen K.K. *CellDB380′1297t*	445·0 | 58·0 | 34·0 P35′B138′F35′ FK *DTa42′1388t FPT*	Tokyo Japanese	T.6Cy.20½″,33½″&56″–48″ 200lb (*s*) 620NHP 7 *BHCem* 4SB,*12cf*,GS225,HS8903 FD 75t *APT62t* MitsubishiZosenKaisha	34 ″ 0 s 7 ″ 6½ 26 ″ 8	
78417 *ex*HerculesNo.7)	**Limalite** (*ex*Fuelite–35, *Fitted for oil fuel* 1 *Dk* *Carrying fuel oil in bulk*		433 — 244	*Carrying Vegetable oil*			*in Nos.*	1909 3 & 6 *DB Tanks*	Lobnitz& Co.Ld. Renfrew	International PetroleumCo.Ld. (H.J.Rahlves, *Mgr.*)	145·5 | 27·6 | 10·1 FK	Callao Peruvian	C.2Cy.14″&32″–21″ 50NHP Lobnitz&Co.Ld.Renfrew	10 ″ 6	
78418 142(IPLK	**Limbara** Ⓟ (*ex*Terranova, *ex*Tavolara) 1 *Dk*	**Sp**	410 — 153	✝ 5,10 ✝	Gls	*h*		1910 5mo	A.&J. Inglis,Ld. Glasgow	"Tirrenia"Soc. Anon.diNav.	154·0 | 26·6 | 13·1 P27′B57′F37′ BK7″	Genoa Italian	T.3Cy.12½″,21″&33″–24″ 90NHP 4 *BHCem* 2SB,*4cf*,GS58,HS1490 *DBf15′24t* A.&J.Inglis,Ld.Glasgow	13 ″ 9	I †
78419 2600 2483 2100 1287	**Limbourg** *Oil Eng.* 2 *Dks* *Cruiser Stern*							1938	Soc. Anon. Jhn.Cockerill Hoboken	~~Armement Dieppois~~ Cie.Nationale Belge de Transp. Mar.(Armement Dieppe*Mgrs.*)	~~300·0 | 45·0 | 21·8~~ F26′ 45·2 | 27·7 307·6	Antwerp Belgian	Oil Engines 2S.C.SA 5Cy.20″–35$\frac{2}{16}$″ 366NHP *WB* SocAn.J.Cockerill,Seraing		
78420 PFOI	**Limburg** *Mchy.Aft* *Oil Eng.* *Cruiser Stern* 1 *Dk*		345 266 203					1928	Gebr. Pot Bolnes	N.V Scheepv. Maats.Limburg (T.denHartigh, *Mgr.*)	147·8 | 25·2 | 8·7 P46′F20′	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11″–17¾″ 46NHP Motorenfabr."Deutz" A.G.Köln-Deutz		V
78421 148634 GLJB	**Limerick** *Oil Eng.* *ss*Syd.No.3–5,38 ~~*ss*Fal.No.2–38~~ *Ref.Mchy.* 2 *Dks*(*Stl*)*&Shelter dk*(*Stl*) *Cruiser Stern*	**TwinSc**	8724 8311 5479	✝100A1 *Shelter dk* *withfreeboard* ~~6,36 6,37~~ 1,39 ~~M CS~~ ~~11,37~~ 5,38 *Carrying fuel oil F.P. above* 150° F. *in deep tanks*	Syd DBS5,38 5,38	*d*† SN9,36 P1,38	CL 9,36 1,38	1925 7mo *Lloyd's SA&CP*	W. Hamilton&Co.Ld. Port Glasgow	~~Union S.S.Co.of New Zealand,Ltd.~~ Indo-Pacific Shipping Co.Ld. *CellDB386′1425t MTs55*	460·5 | 62·7 | 35·2 B&F124′ FK *Coll BH to Sh dk* 1574*t DTsa*	London British	Oil Engines 2S.C.SA 12Cy.26¾″–47½″ 1495NHP 7 *BHptCem* 2DB*180lb* J.Brown&Co.Ld.Gls. 76′1818*t FPT121t APT100t*	37 ″ 9 s 6 ″9½ 31 ″ 2½	
78422 OXJE	**Limfjorden** Ⓟ Wireless D.F. 1 *Dk*		488 364 245					1904	Helsingörs Jernsk.& Msk Elsinore	DetForenede DampskibsSelsk.	190·8 | 25·8 | 10·4 P101′F20′ len.13	Aalborg Danish *WB*	T.3Cy.13″,21½″&37″–24″ 67NHP HelsingörsJernsk.&Msk b.		V
78423 14043 GVXB	**Limol** *ss*Ply.No.3–4,30 ~~*ss*Ply.No.1–35~~ *ss*Ply.No.2–38 *Mchy.Aft* 1 *Dk*(*Stl*)*&Web frames*		1159 845 476	✝100A1 *withfreeboard* 9,38 7,37 ~~MS 7,37~~ 9,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,17 *F.P. above* 150° F.	Ply LMC BS2,38	*n* 4,39	CL 6,37	1917 12mo *Lloyd's SA&CP*	Lobnitz& Co.Ld. Renfrew	The Admiralty *CellDB uE&B 45′78t*	210·0 | 34·7 | 15·6 P61′F58′ FK *DT f30′261t FPT*	London British	T.3Cy.15″,25″&40″–30″ (*s*) 180lb 138NHP 12 *BHptCem* 2SB,*4cf*,HS2200 FD 37t *APT33t* Lobnitz&Co.Ld.Renfrew	16 ″ 6 s 1 ″ 6½ 15 ″ 0½	
78424 21269 KDAI	**Limon** Ⓟ D.F. *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 3 *Dks*&*Shelter dk*		3365 3095 1927					1904	Workman, Clark&Co Ld Belfast	United Fruit S.S. Corp.(United Fruit Co.,*Mgrs.*)	330·6 | 44·5 | 28·9	New York Utd. States *WB*	T.3Cy.25″,41″&68″–48″ 320NHP Wrkman,Clark&Co Ld Bel		C
78425 371 286	**Limpopo** *ss*L.Mq.No.2–38 1 *Dk*(*Stl*)	**TwinSc**	647 371 286	✝100A1 3,38 LMC3,38	L Mq	*i*	OG 3,38	1930 8mo *Lloyd's SA&CP*	Earle's Co. Ld. Hull	Empreza do Limpopo A.Couto, Ltda. *CellDB136′1*	170·2 | 30·2 | 9·7 P22′B78′F23′ FK *2t FPT21t APT15t*	Lourenço Marques Portuguese	T.6Cy.11½″,18″&30″–18″ (*s*) 180lb 116NHP 2SB,*4cf*,GS70,HS2240 *4BHCem* Earle'sCo.Ld.Hull	11 ″ 6 s ″ 9 10″11½	
78426 217 IBWA	**Lina** (*ex*Minhla–38) *ss*Ist.2ndNo.3–9,34 *Mchy.Aft* 1 *Dk*(*Stl*)*2tr.B* *Carrying Petroleum in bulk* *Fitted for oil fuel*		~~1300~~ ~~900~~ ~~Qtc~~ 1235 ~~974~~ 653	✝ ... 3,38 ✝	Varna	*n*		1909 3mo	Armstrong Whitworth &Co.Ld. Newcastle	Navigazione e Commercio Soc. Anon.Italiana	208·0 | 34·0 | 17·5 200·0 P26′B32′F30′ FK	Genoa Italian	T.3Cy.17″,28″&46½″–30″ 136NHP 10 *BHCem* 2SB,*4cf*,GS62,HS2230 Wllsnd Slpwy.Co.Ld.Nwc. *CellDBuB21′25t FPT38t APT4t*	18 ″ 6	I †

Brokers

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers to which classed, if not in L.R. Distinctive Mark or Cert.
78427 1630 IBET	**Lina Campanella** (*ex*Aras) *Fitted for oil fuel* *Mchy. Aft* 1 *Dk & Spar dks* D.F. *Web frames* *Carrying Petroleum in bulk*		3356 3198 1952			...		1893	Palmers' Co.(Ld.) Newcastle	TitoCampanella Soc. di Nav.	337·2 / 325·0 42·7 / 21·0 28·7 P73′B20′F38′ FK			Genoa Italian *WB*	T.3Cy.24″,40½″&64″–42″ NB18 295NHP Palmers'Co.(Ld.)Nwc.	29 ″ 10	I †
78428 DHCR	**Lina Fisser** (*ex*Bollan–36,*ex*Bellini, *ex*LuisPidal, *ss*Dnk.No.3–10,25 *ex*ThyraMenier) *ss*Kel.No.2–33 Wireless *Arch deck* 1 *Dk(Stl)*		1497 1288 838	✠ ... 2,36 ✠	Kel	*o*		1912 9mo	BlythS.B. Co.Ld. Blyth	Fisser&v.Doornum Reederei G.m.b.H. (Fisser&v.Doornum, *Mgrs.*) *Eq*	238·8 / 230·1 36·1 20·0 P16′F28′ *Cell D Ba 75′u* FK *B31 f 96′354t FPT*			~~Hamburg~~ Emden German *4 B H Cem* *49t A P T 55t*	T.3Cy.17$\frac{3}{16}$″,28″&46″–33″ 146NHP 2SB,*4cf*,GS65,HS2450 G.T.Grey,SouthShields	22 ″ 2	C †
78429	**Lina Matkovic** (*ex*EmileDelmas–36, *ex*Arucas)		2317 — 1316					1914	Nuescke& Co. Stettin	EugenMatkovic	291·4 / 281·0 41·5 17·0 P103′F81′			Split Yugoslav	T.3Cy.23″,37$\frac{3}{8}$″&57″–35½″ 224NHP Nuescke&Co.Stettin		V
78430 139904 GCNZ	**Linaria** D.F. 1 *Dk*		3385 3034 2014					1924	Sunderlnd S.B.Co.Ld. Sunderland	StagLine,Ld. (J.Robinson& Sons, *Mgrs.*)	331·0 / 321·0 48·0 23·2 P34′B97′F29′			N.Shields British *WB*	T.3Cy.22½″,36½″&62″–42″ 249NHP N.E.MarineEng.Co.Ld.Sld		C
78431 LCSN	**Lincoln Ellsworth** Twin Sc *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* D.F. *Carrying Petroleum in bulk*		5580 4827 3206					1927	A/B Götaverken Gothenburg	A/S Laboremus (T.Dannevig&Co. *Mgrs.*)	381·3 / 370·3 55·2 30·3 P274′H199′F78′			Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$–39$\frac{3}{8}$″ 543NHP A/B Götaverken,Got.		N
78432 LJUT	**Lind** *Oil Eng* *Mchy. Aft* *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk*		461 351 186					1938	NV.Schpsf v/h DeGroot & Van Vliet Slikkerveer	A/S Oljetransport (J.O.Odfjell, *Mgr.*)	168·3 / 159·0 25·9 9.9 B16′Q57′F23′			Bergen Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.11″–17$\frac{11}{16}$″ 93NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		
78433 251 ESBF	**Linda** (*ex*Alt-Heidelberg, *ex*Heidelberg, *ss*Hul.2ndNo.3–12,22 *ex*Glendoon, *ss*Stn.No.1–27 *ex*Hermes) 1 *Dk(Irn)* & *Web frames* *Well deck*		1213 1052 677	✠ ~~——~~ 11,31 ✠	Hul	*n*		1899 4mo	AilsaS.B. Co. Troon	KäsmuLaeva-Omanikud (O. Tiedemann, *Mgr.*) *Cell D Ba 61′u E&* FK	230·0 / 220·0 34·0 15·2 Q85′B54′F28′ *B35′ f 84′306t FPT*			Käsmu Estonian *4 B H Cem* *81t A P T 29t*	T.3Cy.17″,28″&45″–33″ 137NHP 1SB,*3cf*,GS57,HS2338 Muir&Houston,Ld.Gls.	17 ″ 9	V †
78434 OYYH	— Wireless D.F. E.S.D. 2 *Dks* *Cruiser Stern*		962 770 501					1936	Helsingörs Jernsk& Msk. Elsinore	J. Lauritzen	235·5 / 225·0 36·9 12·9			Esbjerg Danish *WB*	C.3Cy.(2)13$\frac{3}{8}$″&33$\frac{7}{16}$″–33$\frac{7}{16}$″ &LP Turbine&chain drive HS2200 152NHP HelsingörsJernsk.&Mskb.		G
78435 DHAS	**Lindenau** (*ex*Alster–35) *Well deck* 1 *Dk*		997 804 481					1914	Reiherst'g Schiffsw. Hamburg	Bugsier-Reed. u. Bergungs-A.G.	222·3 / 212·6 34·6 13·1 P&B170′F32′			Hamburg German *WB*	T.3Cy.16½″,27½″&43″–33½″ Reiherstieg 109NHP Schiffsw.u Maschf.		G
78436 161856 GNCX	**Lindenbank** ~~ss Nos.1–36~~ ss N.S. No.2–38 ~~ss Aut.No.1–34~~ 1 *Dk(Stl)* & *Shelter dk(Stl–ws)*		5057 4628 3001	✠ ~~100A1~~ *with freeboard* 4,36 ~~4,37~~ ~~1,36~~ *Carrying vegetable oil in deep tank* *Fitted for oil fuel* 1,30	Liv Mel	*a*† LMC *F.P. above*	CL N4,36	1930 1mo	Workman, Clark (1928) Ld. Belfast	BankLine.Ld. (A.Weir&Co. *Mgrs.*) *Lloyd's A & CP* *Cell D B 366′1176t DT a 27′1105t FPT 156t A P T 79t*	421·8 / 406·8 56·8 26·7 FK			Belfast British *7 B Hpt Cem* *(Coll to Sh dk* *6 „ 2nd „)*	Q4Cy.22″,32″,46$\frac{3}{8}$″&68″–48″ 2601b (*s*) HS8112 565NHP 3SB(Spt),*12cf*,GS214, FD Workman,Clark(1928)Ld.	29 ″ 3 s 3 ″ 9½ 25 ″ 8	
78437 DOIT	**Lindenfels** Sub.Sig. 2 *Dks* E.S.D. *Cruiser Stern*		8457 7771 5193					1928	J.C.Tecklenborg A.G Weser-münde-G.	DeutscheDampf. Ges."Hansa"	490·7 / 462·2 32·3 P65′B285′F39′			Bremen German	T.3Cy.34½″,52$\frac{3}{4}$″&86$\frac{3}{8}$″–55½″ & 1 LP Turbine 785NHP J.C.TecklenborgA.G.Wsm		G
78438 160778 GCCV	**Lindenhall** D.F. 1 *Dk & Shelter dk* *Cruiser Stern*		5248 4749 ~~3100~~ 3099	✠ 100A1 *with freeboard* 11,38 ~~2,38~~	Npt Ipl	*a*† MC10,3	CL	1937 10mo	W.Gray & Co.Ld. W Hartlepool	WestHartlepool Stm.Nav.Co.Ld. *Lloyd's A & CP*	439·0 / 430·1 56·1 26·0 453·8(O.L.) F48′ FK			W.Hartlpl British *7 B H Cem* *(Coll to Sh dk* *6 „ 2nd „)*	T.3Cy.23″,37″&65″–45″& LP turbine with D R gearing & hydraulic coupling (*s*) 220lb FD 548NHP 3SB(Spt) *9cf*,GS153,HS7020 Cen. Mar. E. Wks. (W Gray&Co.Ld.)W.Hpl.	28 ″ 4 s 3 ″ 3¾ 25 ″ 8½	
78439 148127 MNGQ	**Lindisfarne** *ss* Nwc.No.3–9,37 1 *Dk(Stl)* & *Shelter dk(Stl)*		1004 782 ~~423~~	✠ 100A1 *with freeboard* 2,39 ~~0,37~~ BS~~5~~ 1,38	Nwc Bly	*o* LMC MS9,37	CL 9,37	1925 6mo	Hawthorn, Leslie&Co.Ld Newcastle	Tyne-TeesSteam ShippingCo.Ld. *Lloyd's A & CP* *Cell D Ba & u E60′*	231·3 / 221·0 35·1 14·3 B63′ FK			Newcastle British *4 B H Cem* *(Coll to Sh dk* *3 „ 2nd „)*	T.3Cy.20″,31″&53″–36″ (*s*) 180lb 240NHP 2SB,*6cf*,GS135,HS4476 Hwthrn,Leslie&C.Ld.Nwc.	16 ″ 6 s ″ 6 16 ″ 2	
78440 LCTX	**Lindvangen** *ss* NOs.No.1–36 1 *Dk(Stl)* *Cargo battens not fitted*		2412 1993 1392	✠ 100A1 ~~——~~ 4,37 2,39 RS5,38 MS4,36 *Fitted for oil fuel* 10,31	NOs LMC *F.P. above*	*s* OG 11,37 7,38	OG 11,37 7,38	1931 10mo	Internatnl S.B.&E.Co Ld Danzig	SkibsA/S Karaibien (Görrissen& Co.A/S, *Mgrs.*) *Lloyd's A & CP* *Intermediate B H in for* *Cell D B 248 623t FPT*	291·2 / 276·2 45·7 18·5 P28′B84′F33′ FK *hold dispensed with* *61t A P T 78t*			Oslo Norwegian *4 B Hpt Cem* *Wing tanks in Bridge 42t*	C.4Cy.(2)16$\frac{9}{16}$″&(2)35$\frac{7}{16}$″– 35$\frac{7}{16}$″ 206lb (*s*) 229NHP 2SB,*6cf*,GS72,HS3380 FD InternationalSB&E.Co Ld.	20 ″ 6 s 2 ″ 8½ 17 ″ 11½	
78441 LEJJ	**Linea** (*ex*Unverzagt–33,*ex*Jannakis) *Mchy. Aft* 1 *Dk*		737 562 402					1919	N.V.Schps. Mij.de Yssel Gonderak	Skibs-A/S Linea (E.Hansen)	197·6 / 187·6 28·3 11·9 Q25′B85′H15′F27′ len 27			Xiansand Norwegian *WB*	T.3Cy.13″,20½″&35″–20″ N.V.v.d. 55NHP Kuy&v.d.Rees,Rotterdam		G
78442 151718 GLCX	**Ling Kong** 2 *Dks* Wireless		850 603 312			...		1923	New Eng.& S.B.Wrks.Ld. Shanghai	Shanghai Pilot Boat Co.(1928) Ld.	180·0 / 171·0 34·1 14·9 — FK			Shanghai British *WB*	T.3Cy.18½″,29″&49″–33″ 186NHP New Eng.&S.B.Wks.Ld Shi.	16 ″ 6	
78443 PFOY	**Linge** *ss* Rot.No.2–37 1 *Dk(Stl)* D.F. *Cargo battens not fitted*		2114 1892 1261	✠ 100A1 6,38 ~~4,37~~ LMC MS4,37 ~~S8,37~~ 6,38	Rot LMC	*s* ~~(5,38)~~ 6,38	CL	1928 7mo	A. Vuijk& Zonen Capelle a/d Ysel	N.V."Houtvaart" (Vinke&Co. *Mgrs.*) *Lloyd's A & CP* *Cell D B 242′542t FPT*	281·3 / 271·3 42·7 19·3 P22′B64′F22′ FK			Rottrdam Dutch *4 B H Cem* *62t A P T 54t*	T.3Cy.21″,34½″&57″–36″ (*s*) 2101b 248NHP 2SB,*6cf*,GS106,HS4054 Arnhemsche Stoom-sleephelling Mij. Arnhem	21 ″ 4 s 3 ″ 1½ 18 ″ 3½	
78444 171301 VQYV	**Lingfield** (*ex*Niki–37,*ex*Slinger) *Mchy. Aft* 1 *Dk*		1002 813 584			...		1917	Lobnitz& Co.Ld. Renfrew	FinchleyS.S.Co. Ld.	195·0 / 185·5 35·5 14·4 F20′ FK			Gibraltar British *WB*	T.3Cy.17″,27″&43″–27″ 151NHP Lobnitz&Co.Ld.Renfrew	15 ″ 6	C †
78445 145900 GJBT	**Linnell** Twin Sc *ss* Bkn.No.1–39 *Oil Eng.* *ss* Liv.No.3–4.34 D.F. 2 *Dks(Stl)* & *Shelter dk(Stl)* *Cruiser Stern*		7424 6987 4494	✠ 100A1 *Shelter dk* *with freeboard* 5,36 ~~1,37~~ ~~LMC~~ 9,38	Liv Bkn	*a*† ~~LMC~~	CL ~~7,38~~ P1,37 89,38	1921 12mo	A. McMillan&Son Ld. Dumbarton	Lamport&Holt Line,Ld. *Lloyd's A & CP* *Cell D B 363*	430·0 / 406·2 56·2 34·9 F37′ on *Shelter dk* FK *1108t D T a 42′804t*			Liverpool British *pt Cem* *7 B Hto Sh dk* *1 „ „ U „*	Oil Engines 4S.C.SA 12Cy.26$\frac{3}{8}$–39$\frac{3}{8}$″ 810NHP DB–*100lb* Harland&Wolff,Ld.Gls.	37 ″ 6 s 9 ″ 2¼ 28 ″ 7	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où cote. Si en cas d'avarie. Durée cert. Ecl. Franc.
78446	**Linois** (*ex* Santa Elena)		7473					1907	Blohm & Voss Hamburg	ChargeursRéunis	134·4 54·9 28·9	Havre	Q.4Cy.24½",35½",48¾" & 72½"–53" 885NHP		V
FNMR	D.F. Sub.Sig.	2 *Dks*	4597								Pa B349 F50′	French			
78447	**Linwood**		992	✠100A1 Shl		*m*	CL	1932	Burntisland S.B.Co.Ld. Burntisland	JosephConstantineS.S.Line,Ld.	199·9 33·7 12·4	Middlesbro′	T.3Cy.13½",23"&38"–27"	14 ″ 8½	
160735		*ss* Shl.No.1–35	655	4,39 ~~1,38~~			10,36 4,39	4mo			Q144′F26′ FK	British	200lb *125lb* (*s*) 105NHP	s 4 ″ 9½	
MJMX	*Mchy.Aft*	1 *Dk*(*Stl*) *CruiserStern*	570	✠LMC BS~~5,37~~ MS~~7,37~~				*Lloyd's*	*sA&CP*	*Cell DB132′267t FPT*	*74t APT42t*		3 *BHCem* 1SB,*3cf*,GS45,HS1871 N.E.MarineEng.Co.Ld.Sld.	14 ″ 6½	
78448	**Lionel**	**TwinSc**	5653					1926	Odense Staalskibsvft Odense	D/S A/S Östlandet (A.Mohn, *Mgr.*)	375·6 52·5 33·0 H225*t*	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.19½"–35½" 450NHP		N
		Oil Eng.	5329									*WB*	Akt.Burmeistr & Wain,Cpn		
LCSO	D.F.	2 *Dks*	3481												
78449	**Lipari** (P) *Ref.Mchy*	**TwinSc**	9954	~~✠Lloyd's~~ ~~R~~ ~~5,35~~				1922	Atel.&Ch. de la Loire St.Nazaire	ChargeursRéunis	478·5 59·2 27·4 B266′F56′	Havre French	6 Steam Turbines DR geared to 2 Sc. Shafts		V
FNMS	D.F.	3 *Dks*	6090	~~No. 5 hold~~ ~~s. for~~ temp. 32° F.								*WB*	Atel.&Ch.de la Loire,Nts.		
78450	—		1943					1930	Flensburger Schiffsb.Ges. Flensburg	R.M.Sloman,Jr.	296·4 42·7 16·2 P21′B&F268′ *Upper*F35′	Hamburg German	T.3Cy.22½",34⅜"&56½"–37⅜" 194NHP		G
			1597									*WB*	FlensburgerSchiffsb.Ges.		
DHPF	D.F. *CruiserStern*	1 *Dk*	1127												
78451	**Lipis**	*Oil Eng.*	914					1927	Scott's S.B. &E.Co.Ld. Greenock	StraitsSteamship Co.Ld.	214·3 35·6 11·6 P130′F32′	Singapore British	Oil Engines 4S.C.SA 8Cy.15"–20" NE38 175NHP		
154210		~~*Fitted for oil fuel*~~	693									*WB*	Ruston&Hornsby,Ld.Lcn.		
VSNL	Wireless	1 *Dk*	493												
78452	**Lippe** (*ex* City of Dunedin, *ex* Porta)	**4Mst**	7849			...		1917	Bremer Vulkan Vegesack	Norddeutscher Lloyd	475·3 60·7 32·9 P28′B143′F86′ FK	Bremen German	T.3Cy.32⅝",52½"&86⅜"–55⅛" 817NHP	35 ″ 6	G †
2584			7296									*WB*	BremerVulkan,Vegesack		
DODH		2 *Dks*	4870												
	D.F. Sub.Sig.	3*rd dk in No.1 hold*													
78453	**Liria** (*ex* President Gomez–36)	**TwinSc**	1133	✠ ...	Cco	*m*		1922	J.Koster Hzn.Schpsw. Gideon Groningen	Anglo-Saxon PetroleumCo.Ld.	217·1 33·6 11·6 PonQ67′Q67′F30′ FK	London British	T.6Cy.11⅞",18½"&29½"–19½" 116NHP	12 ″ 5	
156136		*ss* Cco.No.2–30	729	11,35				3mo					2SB,*4cf*, HS2140		
	Mchy.Aft	1 *Dk*(*Stl*) & *Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel*	544							*Cell DBu E&B* 38′47t *DTf* 13′155t		*WB*	11 *BHCem* *APT23t* N.V.Mchfbk.Dok.Delfzijl		
78454	**Lirquen** (*ex* Presidente Alessandri–36, *ex* Suzanne et Marie–33)	*Whale Oil Factory* 2 *Dks*	1644					1891	Lobnitz & Co. Renfrew	Cia.de Muelles de la Poblacion Vergara	255·4 35·6 21·2 P46′B68′F40′	Valparaiso Chilian	T.3Cy.20",34"&54"–42" NB09 189NHP		V
CBPS			1420										Lobnitz&Co.Renfrew		
			1015												
78455	**Lisa** (*ex* Kilkenny–36, *ex* Elgin Coast, *ex* Lady Tennant)	*ss* Lth.2nd No.3–7,29	494	✠100A1 7,37	Ham	*h*	CL 6,37	1904	Napier & Miller,Ld. Glasgow	H.W.B.Ohlmeier	164·2 26·2 10·5 (Q95′B12′F22′ BK67	Hamburg German	T.3Cy.16",26"&43"–30" (*s*) 180lb 117NHP	12 ″ 6 s 4 ″ 6	
DJRW	*Mchy.Aft.*	*ss* Ham.No.2–37 1 *Dk*(*Stl*–ws)	199	✠LMC MS7,37 ~~BS5,38~~			5,38	1mo					3 *BHCem* 1SB,*3cf*,GS66,HS1908 D.Rowan&Co.Glasgow	12 ″ 9½	
								Lloyd's	*sA&CP*	*Cell D B88′116t FPT*	*35t APT6t*				
78456	—	**WoodAux4MstSr**	*359*					1918	Nakskov Skibsv. Nakskov	G.L.Berg	138·2 30·0 12·9 Q31′H12*t*	Bergqvara Swedish	Oil Engines 2S.C.SA 2Cy.13¾"–16⅞" 67NHP NE30		V
6988	(*ex* Annelise)	*Oil Eng.*	*324*										JönköpingsMotorfbk.		
SJFW	*Mchy.Aft*	1 *Dk*	*279*												
	(*See Sailing Ship Register*)														
78457	**Lisa Essberger** (*ex* Elsa Essberger–38)	**TwinSc** *ss* Ham.No.1–34	1172 1134	✠100A1 2,38	Ham		CL 8 12,35 PN 12,35	1930 12mo	Deutsche Werft.A.G Hamburg	JohnT.Essberger	244·8 36·6 15·8 254·0(O.L.) F35′ FK len34	Hamburg German	Oil Engines 4S.C.SA 12Cy.10½"–16½" 137NHP WTDB*170lb*	11 ″ 9	
DIBH	Wireless D.F. *Mchy.Aft*	*Oil Eng.*	794	DBS2,38 ✠LMC6,37				*Lloyd's*	*sA&CP*	*Cell D Bu E16′13t FPT39t*	*pt Asp APT23t*		Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		
	2 *Dks*(*Stl*) *Longitudinal framing at dk & sides in summer tanks* *Strengthened for Navigation in Ice* *Rudder electrically welded*	*Cruiser Stern*		*Carrying Petroleum in bulk*											
78458	**Lisbeth**		2732					1922	Bergens Mek.Værks Bergen	D/S A/S Lisbeth (KnutKnutsen, O.A.S., *Mgr.*)	300·2 47·3 20·8 P68*t*H104*t*F54*t*	Haugesnd Norwegian	T.3Cy.22",37"&60"–39" 225NHP		N
			2418									*WB*	BergensMekVærksBergen		
LCSP		1 *Dk*	1636												
78459	—	**Iron**	677					1889	Rostocker Act.Ges. Rostock	Mathies ReedK.G.	177·8 26·8 17·5 H24′	Hamburg German	C.2Cy.23"&42"–28" NB20 78NHP		G
			651									*WB*	RostockerA.G.Rostock		
DHPG		1 *Dk&Awng dk*	420												
78460	**Lisbeth Cords**		907					1910	Akt.Ges. "Neptun" Rostock	Aug.Cords	231·2 33·8 12·0 P&B177′F25′	Rostock German	T.3Cy.14¾",24⅛"&38⅜"–26⅜" 77NHP		G
			773									*WB*	A.G."Neptun,"Rostock		
DMAB	*Mchy.Aft*	1 *Dk*	496												
78461	**Lisboa**		1799					1911	Schiffsw.v. Henry Koch Lübeck	Oldenbrg.-Portug. Dmpfsch.Rhed.	277·7 39·2 17·9 P&B220′F35′	Oldenburg German	T.3Cy.22½",35½"&53⅛"–33⅞" 163NHP		G
			1593									*WB*	OttenseneMchFabAltona		
DNAI		1 *Dk*	1090												
78462	**Lisbon**	*ss* Liv.No.1–37	1984	✠100A1 Liv		*q*	CL	1920	Hall,Russell&Co.Ld Aberdeen	EllermanLines,Ld. (Ellerman&Papayanni Lines,Ld. *Mgrs.*)	250·8 38·2 17·1	Liverpool British	T.3Cy.16¾",29"&50'–33"(*r*) 220lb 230NHP	20 ″ 4 s 1 ″ 6	
143673		*ss* Liv.No.3–5,33	1332	10,37 ~~7,36~~			10,37	9mo			P&B157′F27′ FK		5 *BHCem* 2SB,*4cf*,GS78,HS3380 FD	18 ″ 11½	
GDTL		1 *Dk*(*Stl*) 2nd *dk*(*Stl*) *in forward holds* *Cruiser Stern*	1226	✠LMC BS~~6,37~~ 6,38 MS10,37				*Lloyd's*	*sA&CP*	*Cell DB220′428t*	*APT12t*		Hall,Russell&Co.Ld.Abn.		
78463	**Lisbon Maru**	**TwinSc**	7053	✠100A1 5,38 ~~3,38~~	Ant	*b* †	CL	1920	Yokohama Dock Co. Yokohama	NipponYusenK.K.	445·0 58·0 34·0	Tokyo Japanese	T6Cy.20½",33½"&56"–48"(*s*) 200lb 632NHP	34 ″ 0 s 7 ″ 6½	
27264		*ss* Kob.No.3–9,32	6456		Yka		88,36	7mo					4SB,*12cf*,GS225,HS9200 FD	26 ″ 8	
JOLD		*ss* Yka.No.1–36 2 *Dks*(*Stl*)	4308	~~BS7,37~~ ✠LMC~~5,38~~			P2,38	*Lloyd's*	*sA&CP*	*Cell DB392′1314t D*	*Ta42′ 1337t DT's f*		Yokohama Dock Co. Yka.		
		Fitted for oil fuel 8,23 F.P. abo						re 150° F.							
78464	**Lise**		6826	✠100A1 Got		*a* †	CL	1931	W.Doxford & Sons,Ld. Sunderland	A/S Lise(S.Holter-Sörensen)	416·2 58·0 32·8	Oslo Norwegian	Oil Engines 2S.C.SA 4Cy.22½"–85" 598NHP	33 ″ 0	
		Oil Eng.	5985	9,38 ~~4,36~~	Stj		7,37	7mo			P94′B32′F40′ FK		2 *DB150lb*		
LDSG	D.F.	*ss* Got.No.1–35	3966	✠LMC CS11,38				*Lloyd's*	*sA&CP*	*Cell DB u E35′157t D*	*Trunk in wells* *Tf 35/538t FPT15*		1 *tAPT276t* W.Doxford&Sons,Ld.Sld.		
	Mchy.Aft	1 *Dk*(*Stl*) & *Web frames* *Longitudinal framing–bracketless system*		~~DBS~~ 38 9,37											
		Carrying Petroleum in bulk													
78465	—		1247					1920	P.Ph. Stuhr's Msk& Skbs Aalborg	D/S A/S Nautic (Aa. M.Vollmond, *Mgr.*)	238·7 36·2 13·4 P26′Q71′B99′F30′	Copnhagn Danish	T.3Cy.16½",25"&42½"–30" 99NHP		V
	(*ex* H.A.Hansen)		948									*WB*	Akties.Frichs Aarhus		
OUIJ		1 *Dk*	718												
78466	**Liselotte Essberger**	**TwinSc**	1593	✠100A1	Ham	*p*	CL	1935	H.C.Stülcken Sohn Hamburg	JohnT.Essberger	244·6 41·5 16·8 255·0(O.L.) P65′F31′ FK	Hamburg German	Oil Engines 4S.C.SA 12Cy.14⅜"–19½" 241NHP	16 ″ 9	
	ss Ham.No.1–39	*Oil Eng.*	1323	~~2,37~~ 3,39			7,38	4mo					DB(WT) ~~DB~~ *170lb*		
DJOO	*Mchy.Aft* Wireless D.F.	1 *Dk*	737	~~Lloyd's~~ ~~Ma~~ ~~Cert~~				*Lloyd's*	*sA&CP*	*Cell D Bu E30′30t DTf19′115t FPT*	*44t APT34t*		Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		
	Strengthened for Navigation in Ice *Longitudinal framing* *Cruiser Stern* *Rudder & Sternpost elcctrically welded* E,S.D.			*Carrying Petroleum in bulk* ~~Tanks~~ ~~Ma~~ ~~Cert~~ ~~DBS5,36~~ ~~5,38~~											

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. N.H.P.=Horse power by Society's formula; B.H.P.=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B/T of Trade Port
78467 3644 PJAM	**Liseta** *ssCco.No.2-35* *Mchy.Aft* 1 *Dk(Stl)* *Longitudinal framing at bottom & at deck*	Twin Sc 1715 1116	2580 1715 1116	†100A1 Cco *t* 10,38 ~~1,38~~ BS1,38 †LMC *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,27			CL ~~10,38~~ 10,37 *F.P. a*	1927 7mo	Cant.Nav. Triestino Monfalcone *Lloyd's*	N.V.Curacaosche Scheepv.Maats.	305·0 | 50·2 | 15·1 (89'F29' *Trunk* 187' FK *above* 150° F	Willemst'd Dutch *B H pt Cem pt Asp A P T* 84*t*	T.6Cy 12¾",20½"&33⅜"-24⅞" 180lb (*s*) 236 N.H.P. 2SB,4*cf*, HS4168 FD Rotterdam scheDD.Co.Rot	15 " 0 *s* 1 " 6⅜ 13 " 6¾	
78468 LEJK	**Lisken** 1 *Dk*		1105 969 655					1911	Trndhjms Mek.Værks Trondheim	SkibsA/S William HansensRederiII (W.Hansen)	226·1 | 36·5 | 15·8 P15*t* H34*t* F26*t*			Bergen Norwegian *WB*	T.3Cy.17",27½"&46"-30" 115 N.H.P. Trondhjems M V Trndheim		N
78469 LCSQ	**Liss** *ssOsl.No.3-8,34* *Mchy.Aft* 2 *Dks(Stl)* & *Web frames* D.F. ~~*Progressive Survey of oil tanks*~~		5925 ~~5666~~ ~~3679~~ 5352 5658 3583	†100A1 Rot *z* 3,37 BS~~3,37~~ †LMC~~3,37~~ 6,38 ~~1,38~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21			CL ~~3,37~~ 10,38 *F.P. a*	1921 8mo	Furness S.B.Co.Ltd. Haverton Hill-on-Tees *Lloyd's*	Rederi A/S Damp (Arth.H.Mathiesen,*Mgr.*) *Cell D Bu E* ~~*Bu*~~ *B* 70'	400·2 | 53·0 | 32·9 413·5(O.L.) P68'B34'F37' FK *f* 38'249*t A P T* 110*t* *above* 150° F.	Oslo Norwegian *WB*	T.3Cy.27",38"&75"-51"& Exhaust turbine driving steam compressor (*s*) 1801b 226 ~~278~~ N.H.P. (9 " *to U dk* 5 " "2*nd*,") 3SB,9*cf*,GS187,HS8580 FD Richardsons,Westgarth&Co.Ltd.Mdbr	35 " 6	
78470 148923 MNSX	**Lissa** *ssGls.No.2-36* 1 *Dk(Stl)* Wireless		1511 1391 916	†100A1 Gls *q* 3,39 ~~1,38~~ †LMC MS3.36 BS6.37,			CL 1,38	1927 5mo	R.Duncan &Co. Port Glasgow *Lloyd's*	ClydesdaleShipownersCo.Ltd, (Glen&Co. Ltd. *Mgrs.*) *Cell D Ba* ~~*Ba*~~ *u E* 92'	254·0 | 39·2 | 17·4 264·2(O.L.) P23'B64'F22' FK *f* 104'390*t A P T* 70*t*	Glasgow British *B H pt Cem pt Asp*	T.3Cy.20",34"&53"-36" (*s*) 180lb 207 N.H. 2SB,6*cf*,GS107,HS3516 Rankin&BlackmoreLdGrk	19 " 2 *s* 2 " 4 17 " 0	
78471 LCDA	**Lista** (*ex* Rio Grande) *Fitted for oil fuel* 2 *Dks*		3671 3340 2215					1920	W.Dobson &Co. Newcastle	A/S J.Ludwig MowinckelsRederi	360·3 | 52·1 | 23·5 P89*t* H22*t* F20*t*			Bergen Norwegian *WB*	T.3Cy.25½",41"&69"-48" 330 N.H.P. N.E.MarineEng.CoLdNwc		N
78472 7436 SGMU	**Lister** 1 *Dk 2 tr B*		*1366* *1194* 754					1928	Sölvesb'rgs Skeppsvarf Sölvesborg	Rederi A/B Falkvik (ThureCarlsson, *Mgr.*)	239·1 | 37·8 | 16·2 P27'B54'H91*t* F21'			Sölvesborg Swedish *WB*	T.3Cy.19",30"&47⅞"-31½" E&B *made* 99 136 N.H.P. Bremer Vulkan, Vegesack		V
78473 1802 LDJC	**Listo** (*ex* Colmar,*ex* War Osiris) *ssOsl.No.3-5,31* *ssOsl.No.1-36* 1 *Dk(Stl)* *Cargo battens not fitted*		1998 ~~12,37~~ 1158	†100A1 Ant *r* 11,38 ~~12,37~~ Osl BS~~12,37~~ †LMC~~5,36~~ 11,38			CL ~~12,37~~ 11,38	1918 7mo	Pt.Arthur S.B.Co.Ltd. Pt.Arthur, Ont.	HerlofAndersens RederiA/S (H.Andersen, *Mgr.*) *Cell D*	251·3 | 43·7 | 20·6 P25'B64'F30' FR *B*226' 526*t F P T* 80*t*	Xlansand Norwegian 1 *B H Cem A P T* 78*t*	T.3Cy.20⅜",33"&54½"-40" 190lb (*s*) 278 N.H. 2SB,6*cf*,GS126,HS5246 Pt.ArthurS.B.Co.Ltd.	23 " 0 *s* 2 " 10½ 20 " 3½	
78474 TTGC	**Listrac** 3 Mst *Mchy.Aft* 1 *Dk*		778 — 144					1907	Forges&C. de la Médit Havre	Worms&Cie.	196·0 | 27·8 | 14·6 P&B128'F35			Havre French	T.3Cy.15",23⅝"&37"-27⅝" 72 N.H.P. Forges&C.de la Médit.Hav		V
78475 LEYL	**Lita** (*ex* Steinar-36,*ex* Friedrich Fischer,*ex* Hela) Wireless 1 *Dk*		318 241 152					1890	J.W.Klawitter Danzig	D/S A/S Marna (M.ClausenA/S, *Mgrs.*)	129·2 | 21·4 | 12·1 Q17*t* B48*t* H8*t* F12*t*			Haugesnd Norwegian *WB*	C.2Cy.17"&32"-20" 38 N.H.P. J.W.Klawitter,Danzig		N
78476 137540 MGLB	**Lithium** Yl *ssLiv.No.3-2,29* *Mchy.Aft* *ssBkn.No.2-37* *Well deck* 1 *Dk(Stl)* Wireless *Cargo battens not fitted above lower side stringer*		301 206 113	†100A1 Bkn *e* ~~11,37~~ *Oil*			OG ~~2,37~~ 2,39	1917 4mo	Cochrane& Sons,Ld. Selby *Lloyd's*	I.C.I.(Alkali),Ld.	135·2 | 23·1 | 9·4 143·7(O.L.) Q50'B9'F21' FK	Liverpool British 3 *B H Cem A P T* 17*t*	T.3Cy.12",20"&34"-24" (*s*) 180lb 69 R.H.P. 1SB,2*cf*,GS33,HS1175 ShieldsE.&DD.Co.LdN.Shl	10 " 6 *s* " 7 10 " 1	
78477 4717 LCSR	**Litiopa** (*ex* Dockleaf) *ssStv.No.3-2,29* *ssRot.No.2-37* *Mchy.Aft* 2 *Dks(Stl)* & *Web frames*		5356 3171	†100A1 NOs *y* 1,38 BS9,38 †LMC7,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,17			CL ~~9,36~~ *F.P. a*	1917 4mo	Bartram& Sons,Ld. Sunderland *Lloyd's*	A/S Mosvolds Rederi II. (M.Mosvold,*Mgr.*) *Cell D Ba* 84'154*t* *DTf* 35'408*t*	400·0 | 52·4 | 28·1 412·5(O.L.) P121'B33'F46' FK *F P T* 116*t A P T* 143*t*	Farsund Norwegian 15 *B H pt Cem* (10 " *to U dk* 5 " "2*nd*,") *A P T* 17*t*	T.3Cy.27½',45'&75"-48" (*s*) 180lb 476 N.H. 3SB,9*cf*,HS8055 J.Dickinson&Sons,Ld.Sld.	30 " 6 *s* 5 " 10 24 " 11	
78478 UPTV	**Litvinov** 2 *Dks* *Oil Eng.* *Cruiser Stern*		5114 2989					1932	Severney S.B.Yard Leningrad	U.S.S.R.	381·3 | 53·3 | 29·4 P30'B57'F23'			Russian *WB*	Oil Engines 2S.C.S.A. 6Cy.26½"-47⅜" 746 N.H.P. RussianDeiselWks.Len.		
78479 LCAD	**Liv** *ssShl.No.3-5,12* *ssOsl.No.2-21* 1 *Dk(pt Stl & pt Irn)* 2 *tr B & Web frames & pt Awng dk(Irn)*		3068 2325 1979	† Bgn *u* 10,24				1896 9mo	Ropner& Son Stockton	D/S A/S Liv (Brummenæs& Torgersen) *WB = Cell D*	322·2 | 41·5 | 20·6 P25'Q106' BK10' *pt Awng dk* 191' *Ba* 110'*u E* 24'*f* 120'	Haugesnd Norwegian 5 *B H Cem* 576*t A P T* 30*t*	T.3Cy.23",37"&61"-42" NDB09 246 N.H.P. 2SB,6*rf*,GS104,HS3760 Blair&Co.(Lim.),Stockton	24 " 0	N †
78480 DHPH	**Livadia** D.F. 1 *Dk & Shelter dk* Sub.Sig.		3094 2829 1824					1922	Schiffs.-Dockbauw. Flender,A.G. Lübeck	DeutscheOst-AfrikaLinie	337·7 | 48·2 | 21·1 F36'	Hamburg German *WB*	T.3Cy.23⅜",38½"-61½"-41⅞" 246 N.H.P. G.SeebeckA.G. Weserm ünde-G.		G
~~MNDW~~ 78481	**Livatho** (*ex* Tsang-Woo-38, *ex* Drafn,*ex* Iosco,*ex* Johanne) 2 *Dks*		1765 — 1049					1903	Schiffsw.v. H.Koch,A.G. Lübeck	~~G.Stamatelatos~~ G.Stamatelatos	255·8 | 36·2 | 18·1 P31'B65'F29'	Piræus Greek *WB*	T3Cy. 17¾",29½"&47¾"-33½" 130 N.H.P. J.F.Ahrens,Altona		V
78482 113 IBFT	**Livenza** *ssTri.No.3-3,35* 1 *Dk(Stl)* & D.F. *Shelter dk(Stl)*		5343 5025 3328	†100A1 Tri *y* *Shelter dk* *with freeboard* 2,38 ~~BS2,38~~ †LMC~~2,38~~ *Fitted for carrying oil* 3,30 *F.* *Adapted for oil fuel* 3,30 *F.P.*			CL 2,38	1922 9mo	Stabilmnto Tecnico Trieste A&CP	"Italia" Soc.Anon. diNav. *Cell D B* 331'1234*t deep tank*	404·2 | 54·0 | 29·0 B125'*on Shelter dk* *DTa* 40'880*t* *F P T* 125*t A P T* 214*t*	Trieste Italian *pt Cem* 6 *B H to S dk* 1 " " *U* " *P. above* 150° F. *in deep tank* *above* 150° F.	2 Steam Turbines D.R. geared to 1 Sc. Shaft (*s*) 200lb FD 600 N.H.P. 3SB(Spt),9*cf*,GS190,HS7668 FrancoTosiSocAnon.Lgn.	32 " 0 *s* 6 " 11½ 25 " 3	
78483 24769 JPLD	**Liverpool Maru** *ssYka.No.3-4,37* 2 *Dks(Stl)* & *Awng dk(Stl)*		5866 5586 4271	†100A1 Kob *y* *Awng dk* Smk *with freeboard* 5,38 ~~12,37~~ †LMC~~1,37~~			OG 4,37	1919 4mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KokusaiKisenK.K.	385·0 | 51·0 | 36·0 FK *Collision B H to Awng dk* *Cell D B* 334'1118*t F P T* 126*t*	Kobe Japanese *Cem* 5 *B H to U dk* *A P T* 98*t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 440 N.H.P. 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5741 FD KawasakiDkydCoLdKobe	36 " 0 *s* 9 " 1½ 27 " 1	
78484 145710 MLCD	**Liverpool Rover** (*ex* Tudor King-33,*ex* Ville de Saint Amarin) *ssAnt.No.3-7,33* *ssHfx.No.1-37* *Well deck* 1 *Dk(Stl)* Wireless *Cargo battens not fitted*		1426 1060 733	†100A1 Hfx *p* ~~3,38~~ ~~2,38~~ BS~~2,38~~ †LMC~~2,37~~ 1,39			CL ~~3,38~~ 3,39	1920 12mo	J.I.Thornycroft&Co.Ld. Southampton *Lloyd's*	RoverShippingCo. Ld.(Markland ShippingCo.Ld. *Mgrs.*) *Cell D*	240·4 | 36·1 | 16·3 Q135'B10'F28' FK *B* 201'396*t F P T* 29*t*	Cardiff British 4 *B H Cem A P T* 52*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 176 N.H.P. 2SB,4*cf*,GS82,HS3000 J.I.Thornycroft&Co.Ld.	18 " 6 *s* 5 " 6½ 17 " 1	

Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maximum après Lettre d'Instruction	Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre ou Classe.
78485	**Livingston**	2115	✠100A1	Tto	*r*	CL	1928	Armstrong Whitworth &Co.Ld. Newcastle	McKellarSteamships,Ld.(R.Scott Misener,*Mgr.*)	253·0 | 43·7 | 19·3	Newcastle	T.3Cy 17″,28″&46″-36″ (*s*)	21 ″ 6	
149470	*ss*Tto.No.2-37	1747	*with freeboard*	LS3,38		5,36	5mo				British	200lb 190NHP	~~7 ″ 0~~	
MPBC	*Mchy.Aft*	1286	4,37	LMC12,36			*Lloyd's*A&CP		3*Water*	P70′F37′ FK	*rmediate BH*	2SB,*4cf*,GS74,HS2762 FD	~~11 ″ 6~~	
	Cargo battens not fitted		*For Service on the Great & River St. La St. John's, N from 1st April*			*Lakes*			*Cell DB228′667t*	*right BH also inte in holds,lower part FPT140t APT15t*	*watertight*	Armstrong, Whitworth& Co.Ld.Nwc.	~~11 ″ 6~~ s4 ″ 7½	
			rence, al so to F'L.& No to 30th No			*ca Scot*							17 ″ 0¼	
78486	**Livingston Roe**	8151	✠100A1	NYk	*e* †	CL	1921	G M Standi- terCnst.Corp Vancouver, Wash.	StandardOilCo. of NewJersey	462·4 | 60·2 | 36·5	Wilmgton (Del.)	Q.4Cy.24″,35½″,51″&75″-51″	37 ″ 3	
221031	*ss*N.Yk.No.3-2,33	7852	*Shelter dk*			~~6,11,36~~	2mo		*Cell DBuE&Bkbe*	*uker86 280t* FK	Utd.States	220lb (*s*) 552NHP	~~10 ″ 3½~~	
KDOD	*Mchy.Aft* 2*Dks(Stl)&Shelter dk(Stl)*	5066	*withfreeboard*			6,38			*DTf50′335t'tween*	*dk tanks a 9′67t*	18*BHptCem*	3SB,*9cf*,HS7434 FD	27 ″ 3	
	D.F. *&Web frames*		12,38 ~~11,36~~						*FPT179t*	*APT193t*	3 ,, *to S dk*	Hooven,Owens,Rentschler Co.Hamilton,O.		
	GyC. *Longitudinal framing*										11 ,, ,, *U* ,,			
			Carrying Petr Fitted for oil	*oleum in fuel*	*bulk* 2,2	*F.P.*	*above*	150° F.			4 ,, *2nd* ,,			
78487	**Livorno**	1829					1924	Akt.Ges. "Neptun," Rostock	Rob.M.Sloman,jr.	287·1 | 41·3 | 16·7	Hamburg	T.3Cy.21¼″,34⅜″&55⅛″-37⅜″		G
		1573								P&B225′F33′	German	191NHP		
DHPI	D.F. 1*Dk*	1044									*WB*	A.G."Neptun,"Rostock		
78488	**Liwo** TwinSc	707	✠ A1	HKg		OG	1938	Hong Kong &Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld.	163·8 | 30·1 | 9·1	Hong Kong	T.6Cy 11¾″,18¾″&32″-15″	9 ″ 6	
159479		320	4,38				1mo			169·9(O.L.)	British	250lb (*l*) FD 278NHP		
VRBB	2*Dks*	342								B&F147′ FK	*6BHpt Asp*	2WTB,GS125,HS5000		
Should be "Li Wo," see No. 88904 in Supplement			*For Service o n the Y ang tsze Riv er*				*Lloyd's*A&CP		*Cell DBuE11′9 D*	*Ta10′107t DTs f17′113t*	*FPT17t*	Hong Kong&Whampoa DockCo.Ld.HongKong		
			Carrying car go oil			*F.P. above*	*in deep tanks*	150° F.						
78488*	**Ljubica Matkovic**	3252				...	1919	Submarine BoatCorp. Newark,N.J.	E.Matkovic	324·0 | 46·2 | 25·0	Split	DR geared steam turbine	28 ″ 6	R †
	(*ex*PhyllisSoto-38, *ex*Chetopa-37) *Fitted for oil fuel*	3005								P30′B90′F35′ FK	Yugoslav			
	1*Dk2trB in fore& after holds& Web frames*	1989									*WB*	WestinghouseElectric& Mfg.Co.Essington,Pa.		
78489	**Ljubljana** (P) (*ex*Salona)	985	✠100A1	Ssk	*m*	CL	1904	Swan,Hunter&Wigham Richardson, Ld Newcastle	Jadranska PlovidbaD.D.	225·0 | 30·1 | 31·7	Susak	Q.4Cy 17½″,24″,36″&52″-36″	14 ″ 4	
	*ss*Ssk.No.3-6,33	887	*Shelter dk*			2,38	10mo			233·4(O.L.)	Yugoslav	200lb (*r*) 203NHP	s ″ 11½	
YTLJ	*ss*Ssk.No.1-37	608	*withfreeboard*							BK7′1	*4BHCem*	2SB,*6cf*,GS116,HS3338	14 ″ 0	
	1*Dk(Stl)&deep framing& Shelter dk lower dk(Stl)forward*		3,38	BS4,39 ~~BS7,38~~			*Lloyd's*A&CP			*Cell DBa 22′ uE24′*	*f94′126t*	Swan,Hunter&Wigham-Richardson,Ld.Nwc		
78490	**Ljusterö** (*ex*Malmen-36)	*3653*	✠100A1	Mmo	*w*	CL	1919	N.V.Schps. Rederi A/B Rex (K.M.Kallström, *Mgr.*)		352·5 | 51·2 | 23·0	Stockholm	T.3Cy.23½″,37″&62″-42″ (*s*)	25 ″ 3	
6208	*ss*Els.No.3-11,31	*3357*	~~6,385,37~~	Lkr		~~2,36~~	11mo	Dordrecht Dordrecht A&CP		P29′B210′F29′ FK	Swedish	180lb 333NHP	s 3 ″ 2½	
SJZA	D.F. *ss*Got.No.1-36	2215	~~BS11,37~~	✠MC9,38		2,38			*Cell DB304′951t FPT*	*6BHCem 80t APT74t*		3SB(Spt)*9cf*,GS169,HS6000	22 ″ 2½	
	1*Dk(Stl)*		8,38									Maats.Fyenoord,Rot.		
78491	**Llanarth**	5053	✠100A1	Shl	*z*	CL	1929	Bartram& Sons,Ld. Sunderland	PictonS.S.Co.Ld. (EvanThomas Radcliffe&Co. *Mgrs.*)	400·5 | 54·0 | 25·9	London	T.3Cy.26″,44½″&73″-48″ (*s*)	27 ″ 10	
161204	*ss*Shl.No.2-37	4575	*withfreeboard*	Npt		~~11,37~~ 2,38	3mo			415·0(O.L.)	British	180lb *120lb* 460NHP	s 2 ″ 10½	
GSYQ	D.F. 1*Dk(Stl)&Shelter dk(Stl)*	3018	~~12,37~~ 2,38	✠MC3,38		~~12,38~~ N3,39	*Lloyd's*A&CP		*Cell DB348′1146t*	*FPT128t APT150t*	*6BHCem Coll to Sh dk*	3SB(Spt)*9cf*,GS197,HS7917	25 ″ 1½	
	E.S.D.			DBS11,38							5 ,, *2nd* ,,	Blair&Co.(1926)Ld.Stk.		
			BS7,38											
78492	**Llanashe**	4836	✠100A1	Hul		CL	1936	Bartram& Sons,Ld. Sunderland	ClarissaRadcliffe S.S.Co.Ld.(Evan ThomasRadcliffe& Co.*Mgrs.*)	417·8 | 56·6 | 25·1	London	C.4Cy.(2)10⅝″&(2)20″-13″	27 ″ 8	
165338		4396	*withfreeboard*	Nwc			11mo				British	SR geared & LP turbine	s 2 ″ 10	
GZGB	D.F. E.S.D. 1*Dk& Shelter dk*	2911	8,39 ~~9,37~~	✠LMC11,36			*Lloyd's*A&CP		*Cell DB361′1207t*	*FPT100t APT168t*	*7BHCem Coll to Sh dk*	DR geared to screw shaft	25 ″ 0½	
	Cruiser Stern										6 ,, *2nd* ,,	230lb (*s*) 348NHP		
												2SB(Spt),(FD)&1AuxSB, *8cf*,GS110,HS4837		
												White's MarineEng.Co.Ld. Nwc.		
78493	**Llanberis**	5055	✠100A1	Cff	*z*	CL	1928	Hawthorn, Leslie&Co.Ld Newcastle	LlanberisS.S.Co. Ld.(EvanThomas Radcliffe&Co. *Mgrs.*)	400·8 | 53·7 | 26·1	London	T.3Cy.27″,44½″&73″-48″ (*s*)	28 ″ 0	
149971	*ss*Lth.No.2-36	4825	2,38 ~~12,37~~	Npt		12,37	1mo			415·0(O.L.)	British	180lb *120lb* 460NHP	s 3 ″ 5	
GNKX	D.F. E.S.D. 1*Dk(Stl)*	3074	3,38				*Lloyd's*A&CP		*Cell DB356′1176t FPT*	P37′B&F319′ FK *98t APT168t*	*6BHCem*	3SB,*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	24 ″ 9½	
78494	**Llandaff**	4825	✠100A1	SFo		CL	1937	Bartram& Sons,Ld. Sunderland	WimborneS.S.Co. Ld.(EvanThomas Radcliffe&Co. *Mgrs.*)	417·8 | 56·6 | 25·1	London	C.4Cy.(2)10½″&(2)20″-13″	27 ″ 8	
165463		4406	*withfreeboard*	~~Shl~~			5mo			432·7(O.L.)	British	SR geared & LP turbine	s 2 ″ 10	
GZPJ	D.F. E.S.D. 1*Dk& Shelter dk*	2902	~~6,11,37~~ 12,37	✠MC5,37			*Lloyd's*A&CP		*Cell DB362′1217t*	*FPT100t APT150t*	*7BHCem Coll to Sh dk*	DR geared to sc. shaft (*s*)	25 ″ 0½	
	Cruiser Stern		3,39								6 ,, *2nd* ,,	230lb 348NHP		
												2SB(Spt&FD)&1AuxSB, *8cf*,GS110,HS4837		
												White'sMarEngCoLdNwc		
78495	**Llandaff Castle** (P) TwinSc	10799	✠100A1	Lon	*f*†	CL	1926	Workman, Clark&CoLd. Belfast	Union-CastleMail S.S.Co.Ld.	471·2 | 61·7 | 39·2	London	Q.8Cy.23″,33½″,48″&70″-51″	42 ″ 6	BT till 2,38
149752	*ss*Lon.No.2-35	9086	*withfreeboard*			P3,37	12mo				British	220lb (*s*) 1086NHP	s 15 ″ 6	
GJYP	*Ref.Mchy.* 3*Dks(Stl–Weather dk* teaks)	6538	7,38 ~~7,39~~	~~BS7,38~~		S2,38	*Lloyd's*A&CP		*Cell DB*	B212′F65′ FK *405′1181t FPT118t*	*8BHCem 4APT128t*	2SB&3DB,*24cf*,GS506, HS19668	27 ″ 4	
	D.F. E.S.D. *4th dk(Stl)in Nos.*1,2& Sub.Sig. *after holds*			✠								Wrkman,Clark&CoLd.Bel		
78496	**Llandilo**	4966	✠100A1	Ant	*z*	CL	1928	Bartram& Sons,Ld. Sunderland	GwenllianThomas S.S.Co.Ld.(E. ThomasRadcliffe &Co.*Mgrs.*)	400·2 | 53·4 | 26·0	London	T.3Cy.27″,44½″&73″-48″ (*s*)	27 ″ 10	
160414	*ss*Cff.No.2-36	4575	~~5,007,37~~ 3,39	~~SwaBry~~		7,37	4mo				British	180lb ~~200lb~~ *120lb* 460NHP	s 3 ″ 4	
GNRS	D.F. 1*Dk(Stl)*	2985		✠LMC11,			*Lloyd's*A&CP			P37′B&F319′ FK	*6BHCem*	3SB,*9cf*,GS197,HS7917	24 ″ 7½	
	E.S.D.		BS10,37 10,38						*Cell DB*	*358′1141t FPT136t*	*APT149t*	Blair&Co.(1926)Ld.Stk.		
78497	**Llandovery Castle** (P) TwinSc	10640	✠100A1	Gen	*f*†	CL	1925	Barclay, Curle&Co.Ld Glasgow	Union-CastleMail S.S.Co.Ld.	471·1 | 61·7 39·0	London	Q.8Cy.28″,38½″,48″&70″-51″	42 ″ 6	BT till ~~1,38~~ 2,38
148678	*ss*Lon.No.2-34 *ss*Lon.No.2-34	8939	*withfreeboard*	~~LonBel~~		~~11,38~~ S3,39	9mo				British	220lb (*s*) 1085NHP	s 15 ″ 5½	
GLWS	*Ref.Mchy.* 3*Dks(Stl–Wthr dk pt* teaks)	6462	~~6,37~~ 6,39			8,37	*Lloyd's*A&CP			B212′F66′ FK	*8BHptCem*	3D&2SB,*24cf*,GS517, HS19647	27 ″ 4½	
	D.F. *4th Dk(Stl) in Nos.*1&2 holds Sub.Sig.		BS7,37 3,38	MC		~~11,36~~			*Cell DB358′1141t FPT136t*	~~*1146t 1207t*~~ *APT140t*		Barclay,Curle&Co.Ld.Gls.		
			Fitted for oil fuel	5,39	*F.P. above*	150° F.								
78498	**Llanfair**	4966	✠100A1	Shl	*z*	CL	1928	Bartram& Sons,Ld. Sunderland	WimborneS.S.Co. Ld.(EvanThomas Radcliffe&Co. *Mgrs.*)	400·2 | 53·4 26·0	London	T.3Cy.27″,44½″&73″-48″ (*s*)	27 ″ 10	
160515	*ss*Cff.No.2-36	~~4575~~	~~10,37~~ 3,39	~~Swa~~ Cf		~~14,36~~	7mo				British	180lb *120lb* 460NHP	s 3 ″ 4	
GNVS	D.F. E.S.D. 1*Dk(Stl)*	2985		✠LMC11			*Lloyd's*A&CP		*Cell DB*	P37′B&F319′ FK *358′1141t FPT136t*	*6BHCem APT149t*	3SB,*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	24 ″ 7½	
			3,38			5,39								
78499	**Llangibby Castle** (P) TwinSc	11951					1929	Harland& Wolff,Ld. Glasgow	Union-CastleMail S.S.Co.Ld.	485·6 | 66·2 | 36·0	London	Oil Engines 4S.C.SA		BT till ~~3,39~~ 2,40
161329	*Oil Eng.*	9584								B212′F65′	British	16Cy.29⅛″-59.1/16″		
GPLV	*Ref.Mchy* 3*Dks,4th dk in Nos.*1&2 holds	7199									*WB*	1300NHP		
	D.F. E.S.D. Sub.Sig. *Cruiser Stern*											Harland&Wolff,Ld.Gls.		
78500	**Llangollen**	5056	✠100A1	Gls	*z*	CL	1928	Hawthorn, Leslie&Co.Ld Newcastle	LlangollenS.S.Co. Ld.(E.ThomasRadcliffe&Co.*Mgrs.*)	400·7 | 53·7 | 26·1	London	T.3Cy.26″,44½″&73″-48″ (*s*)	28 ″ 0	
160363	*ss*Bry.No.2-35	4625	~~10,300,37~~ 4,39	~~Swa~~ Shl		~~12,36~~ 9,38	2mo			P37′B&F319′ FK	British	180lb ~~200lb~~ 460NHP	s 3 ″ 5	
GNKY	D.F. E.S.D. 1*Dk(Stl)*	3074		✠			*Lloyd's*A&CP		*Cell DB356′1176t FPT*	*98t APT168t*	*6BHCem*	3SB(Spt)*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	24 ″ 9½	
			10,38											

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Transfer.
78501 161246 GSYR	**Llanishen** *ss* Nwc. No. 2–38 D.F. E.S.D.	1 *Dk (Stl) & Shelter dk (Stl)*	5053 4575 3015	✝100A1 *with freeboard* 10,38 ~~2,38~~ ✝LMC BS ~~8,38~~ 8,38	Nwc Gms LMC BS2.38	*z*	CL 2,38	1929 6mo	Bartram & Sons, Ld. Sunderland	W.I. Radcliffe S.S. Co. Ld. & Wynnstay SS Co. Ld. (E Thomas Radcliffe & Co *Mgrs.*) *Cell D B* 348′ 1146 *t*	400·5 | 54·0 | 25·9 FK *F P T* 128 *t A P T* 150 *t*	London British 6 *B H Cem* *Coll to Sh dk* 5 „ *2nd* „	T.3Cy. 26″, 44½″ & 73″–48″ *(s)* 180 lb *120 lb* 460 NHP 3SB (Spt) *9cf*, GS 197, HS 7917 Blair & Co. (1926) Ld. Stk.	27 ″ 10 s 2 ″ 10½ 25 ″ 1¾	
78502 160369 GNMT	**Llanover** *ss* Rot. No. 2–37 D.F. E.S.D.	1 *Dk (Stl)*	4959 4575 2982	✝100A1 11,38 ~~1,38~~ MS 5,37 MBS ~~6,378~~, 38	Bry Shi LMC DBS3.38	*z*	CL ~~9,37~~ 11,38	1928 3mo	Bartram & Sons, Ld. Sunderland	Anne Thomas SS. Co Ld. (E. Thomas Radcliffe & Co. *Mgrs.*) *Cell D B* 358′ 1141 *t F P T* 136 *t*	400·2 | 53·4 | 26·0 415·0 (O.L.) P 37′ B & F 319′ FK *A P T* 149 *t*	London British 6 *B H Cem*	T.3Cy. 26″, 44½″ & 73″–48″ *(s)* 180 lb *120 lb* 460 NHP 3SB (Spt) *9cf*, GS 197, HS 7917 Blair & Co. (1926) Ld. Stk.	27 ″ 10 s 3 ″ 4 24 ″ 7½	
78503 135315 GLWJ	**Llanstephan Castle** Ⓟ Twin Sc *ss* Lon. No. 3–3,26 *ss* Lon. No. 2–35 Sub. Sig. 2 *Dks (St-U teak s)* *Ref. Mchy.* *& Shelter dk (Stl-teak s) &* D.F. 3rd *dk (Stl) in Nos.* 1, 2 *& 3 holds*		11299 8881 7003	✝100A1 *Shelter dk* *with freeboard* 3,38 BS ~~3,37~~ 11,38	Lon ~~1,37~~ 1Cl	*y* †	CL ~~7,36~~ ~~2,37~~ 2,37	1914 2mo	Fairfield Co. Ld. Glasgow	Union-Castle Mail S.S. Co. Ld. *W B = Cell D B a* 100′ *u E*	500·5 | 63·3 | 37·2 P 59′ B 243′ F 86′ *on Shlter dk* FK & BK 2″ 92′ *f* 188′ 1342 *t F P T*	London British 10 *B H Cem* 113 *t A P T* 61 *t*	Q.8Cy. 24″, 34″, 50″ & 73″–51″ 220 lb *(s)* 1157 NHP 3D & 2SB, *24cf*, GS 529, HS 20726 Fairfield Co. Ld. Glasgow	40 ″ 0 s 11 ″ 11 28 ″ 8	BT till 8,38
78504 160575 GSQC	**Llanwern** *ss* Shl. No. 2–37 D.F. E.S.D.	1 *Dk (Stl)*	4966 4575 2985	✝100A1 2,38 ~~4,38~~ ✝LMC MS 1.37	Hul Cff LMC BS ~~2,37~~ 11,38	*z*	CL ~~7,37~~ 2,39	1928 9mo	Bartram & Sons, Ld. Sunderland	Clarissa Radcliffe S.S. Co. Ld. (E. Thomas Radcliffe & Co. *Mgrs.*) *Cell D B*	400·2 | 53·4 | 26·0 412·8 (O.L.) P 37′ B & F 319′ FK 358′ 1141 *t F P T* 136 *t* *A P T* 149 *t*	London British 6 *B H Cem*	T.3Cy. 27″, 44½″ & 73″–48″ *(s)* 180 lb *120 lb* 460 NHP 3SB, *9cf*, GS 197, HS 7917 Blair & Co. (1926) Ld. Stk.	27 ″ 10 s 3 ″ 4 24 ″ 7½	
78505 EEWM	**Llodio** (*ex* Aurora Rivero, *ex* Marques de Bolarque)		763 — 458					1916	Soc. Españ-ola de Const. Metal. Gijon	Sociedad Metalurgica Duro Felguera	171·4 | 26·7 | 18·7	Gijon Spanish	C.2Cy. 17″ & 32″–22″ 40 NHP		
78506 LEJL	**Lloyd** (*ex* Transport-2, *ex* Oskar, *ex* W.6) 1 *Dk*		368 278 185					1914	Joh. Berg Delfzijl	D/S A/S Veritas (O. Börresen, *Mgr*)	134·9 | 23·5 | 11·4 P 58 *t* F 16 *t*	Arendal Norwegian	T.3Cy. 12″, 18 5/16″ & 30″–21⅝″ 42 NHP Joh. Berg, Delfzijl		G
78507 35360 JBDE	**Lo Yang Maru** Ⓟ Twin Sc 1 *Dk* *(SUNK TO BLOCK WHANGPOO RIVER,)*		4378 1812 2692 *8,37*					1929	Kiangnan Dk & Eng Wks Shanghai	Nisshin Kisen K. K.	330·0 | 48·0 | 14·8 B 262′	Tokyo Japanese *W B*	T.6Cy. 18″, 29″ & 50″–30″ 274 NHP D & W Hendersn & Co Ld Gls.		
Broken up 78508 CSBA	**Loanda** Ⓟ (*ex* Sao Vicente, *ex* Würzburg) Sub. Sig. 2 *Dks*		5139 4085 3222					1900	Bremer "Vulkan" Vegesack	Cia. Colonial de Navegação	401·4 | 47·4 | 28·2 P & B 250′ F 19′	Loanda Portuguese *W B*	T.3Cy. 26¾″, 43 5/16″ & 70″–47½″ 337 NHP Bremer "Vulkan," Vegesck		
78509 164698 MLNM	— *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern*		534 333 274	✝100A1 3,38 ✝LMC 8,38 ✝LM ~~(M) 1,38~~	Cff LMC 8,38 (M) 1,38	*h*	OG 6,37	1936 8mo	Goole S.B. & Repg Co. Ld. Goole	T.E. Evans & Co. Ld. *Cell D B* 114′ 180 *t F P T* 54 *t* *A P T* 41 *t*	183·6 | 27·1 | 8·0 190·6 (O.L.) P 42′ Q 100′ F 18′ FK *Lloyd's A & CP*	London British 3 *B H Cem*	Oil Engines 4S.C.SA 6Cy. 12½″–19″ 91 NHP Mirrlees, Bickerton & Day, Ld. Stockport	10 ″ 5 s 3 ″ 11½ 10 ″ 0¾	
78510 1048 ICMW	**Loasso** (*ex* Messico-36, *ex* Vejo) Twin Sc *Oil Eng.* *ss* Gen. No. 3–8,29 D.F. *ss* Gen. No. 1–33 *Mchy. Aft* 2 *Dks (Stl–Weather dk pt ws)*		5968 5765 3491	... 9,36	Gen			1921	Ansaldo San Giorgio Spezia	"Polena" Società di Navigazione *Tween dk B Hs, exc mchy. space* *Cell D B* 310′ 1289 *t*	394·3 | 51·7 | 35·1 379·0 FK *M T* 43′ 1635 *t D T a* 1 124 *t F P T* 2	Genoa Italian *Cem* 2 *B H to W dk* 5 „ „ *2nd* „ 11 *t A P T* 92 *t*	Oil Engines 2S.C.SA 8Cy. 24½″–35 7/16″ 862 NHP 2 DB Ansaldo San Giorgio, Turin	37 ″ 9	I †
78511 CSBB	**Lobito** (*ex* Porto Alexandre, *ex* Ingbert, *ex* Thora Menzell) Sub. Sig. 1 *Dk & Spar dk*		2720 2588 1663					1906	Eiderwerft Akt. Ges. Tönning	Cia. Colonial de Navegação	295·1 | 43·9 | 16·7 24·4	Loanda Portuguese *W B*	T.3Cy. 21¼″, 36″ & 56⅜″–37⅜″ 197 NHP Eiderwerft A.G. Tönning		
78512 145879 GDXL	**Lobos** Twin Sc *Oil Eng.* *ss* Hul. No. 3–9,33 2 *Dks (Stl) & Shelter dk (Stl)* *ss* Liv. No. 1–38		6479 6061 4007	✝100A1 *Shelter dk* *with freeboard* ~~7,38~~ 9,37 12,38 ✝LM DBS 2.38	Hul — CS ~~1,38~~ 1.38	*z*	CL 6,~~35~~ ~~7,38~~	1921 10mo	Harland & Wolff, Ld. Greenock	Pacific Stm Nav Co. *Cell D B* 349′ 1039 *t*	405·6 | 54·2 | 32·8 P 32′ B 89′ F 46′ *on Shelter dk* FK *F P T* 116 *t A P T* 123 *t*	Liverpool British *pt Cem* 6 *B H to Sh dk* 1 „ „ *U* „	Oil Engines 4S.C.SA 12Cy. 26⅜″–39⅜″ 810 NHP DB *100 lb* Harland & Wolff, Ld. Gls.	35 ″ 6 s 8 ″ 9 26 ″ 10¾	
78513 164122 GZQN	**Loch Dee** E.S.D. D.F. 1 *Dk & Shelter dk* *Cruiser Stern*		5252 4756 2978	✝100A1 *with freeboard* 10,38 ~~10,37~~ ✝LMC 5,37	Lon Bry	*a* †	CL 10,38	1937 5mo	J L Thomp-son & Sons, Ld. Sunderland	Steamship "Induna" Co. Ld. (Maclay & McIntyre Ld. *Mgrs.*) *One inte rmediate B H dispe* *Cell D B* 291′ 1011 *t*	420·0 | 58·9 | 26·4 437·2 (O.L.) F 39′ FK *nsed with Collision* *Tanks in way of tu*	Glasgow British *Cem* *B H to Sh dk* 5 „ „ *2nd* „ *nnel* 65′ 355 *t*	T.3Cy. 23″, 38″ & 65″–45″ *(s)* 220 lb FD 409 NHP 3SB (Spt) *9cf*, GS 139, HS 5682 N.E. Marine Eng. Co Ld. Sld.	28 ″ 10 s 3 ″ 1 25 ″ 11	
78514 165906 GZSK	**Loch Don** D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern*		5249 4756 2977	✝100A1 *with freeboard* 8,38 ~~1,38~~ ✝LMC 7,37	Rot Sws	*a* †	CL	1937 7mo	J L Thomp-son & Sons, Ld. Sunderland	Glasgow Nav. Co. Ld. (Maclay & McIntyre, Ld. *Mgrs.*) 1 *Intermediate* *Cell D B* 291′ 1011 *t*	420·0 | 58·9 | 26·4 437·2 (O.L.) F 39′ FK *B H dispensed with* *Tanks in way of tun*	Glasgow British *Cem* *Coll B H to S dk* 5 „ „ *2nd* „ *nel* 65′ 355 *t F*	T 3Cy. 23″, 38″ & 65″–45″ *(s)* 220 lb FD 409 NHP 3SB (Spt) *9cf*, GS 139, HS 5682 N.E. Marine Eng. Co Ld. Sld.	28 ″ 10 s 3 ″ 1 25 ″ 11	
78515 165074 MMMY	**Loch Fisher** (*ex* Ngarua-37, *ex* Maraboe-36) *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*		511 307 245					1931	N V Schpsw Gebr. Pot. Bolnes	James Fisher & Sons, Ld.	151·6 | 25·6 | 9·8 Q 96′ F 65′	Barrow British *W B*	*P T* 255 *t A P T* 187 *t* Oil Engines 4S.C.SA 6Cy. 11″–19½″ 70 NHP Motorenfbr. "Deutz" A.G. Köln-Deutz		V
78516 164033 GWWD	**Loch Lomond** *ss* Bry. No. 1–38 D.F. 1 *Dk* *Cruiser Stern*		5452 5038 3259	✝100A1 ~~5,38~~ 12,38 ✝LM	Bry Bom MC ~~5,38~~	*a* †	CL 1,38	1934 9mo	D & W Hen-dersn & Co. Ld. Glasgow	Glasgow Nav. Co. Ld. (Maclay & McIntyre, Ld. *Mgrs.*)	414·2 | 56·2 | 27·6 P 42′ B 140′ F 45′ FK 1 *Intermediate* *B H dispensed with* *Cell D B* 346′ 1421 *t*	Glasgow British 6 *B H Cem*	T.3Cy. 21½″, 36″ & 62″–45″ *(s)* 220 lb FD 395 NHP 3SB (Spt) *9cf*, GS 126, HS 5679 D & W. Hendersn & Co Ld Gls	30 ″ 7 s 3 ″ 9 25 ″ 0½	
78517 164032 GWWF	**Loch Maddy** *ss* Bry. No. 1–38 D.F. 1 *Dk & Shelter dk* 3rd *dk in E & B spaces* *Cruiser Stern*		4996 4604 2963	✝100A1 *with freeboard* ~~3,38~~ 10,38 ✝LMC	Hul ~~Bry~~ Cff ~~1,38~~	*a* †	CL 1,38	1934 9mo	Lithgows Ld. Port Glasgow	Glasgow Nav. Co. Ld. (Maclay & McIntyre, Ld. *Mgrs.*) 1 *Intermediate* *Cell D B* 358′ 1439 *t*	414·6 | 56·2 | 25·5 430·6 (O.L.) F 31′ FK *B H dispensed with* *F P T* 141 *t A P T* 227 *t*	Glasgow British *Cem* *B H to Sh dk* 5 „ „ *2nd* „	*P T* 251 *t* T.3Cy. 21½″, 36″ & 62″–45″ *(s)* 220 lb FD 397 NHP 3SB (Spt) *9cf*, GS 126, HS 5780 D. Rowan & Co. Ld. Gls.	28 ″ 0 s 3 ″ 0¾ 25 ″ 2	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant / Date de la dernière d'allongement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Buenos Ayres, Lloyd's Reg. of Trade
78518 164035 GWWG	**Loch Ranza** D.F. E.S.D.	ssBry No.1–38 1 *Dk & Shelter dk* *3rd dk in E & B spaces* *Cruiser Stern*	4958 4557 2936	✠100A1 Bry *a*† *with freeboard* ~~3,38~~ ~~4,38~~ ✠LMC ~~4,38~~ ~~4,38~~		CL 1,37		1934 10mo	A. Stephen &Sons, Ld. Glasgow *Lloyd's SA&CP*	GlasgowUnited ShippingCo.Ld. (Maclay&McIntyre, Ld. *Mgrs.*) 1 *Intermediate* *Cell DB365'1422t*	415·0 F35′ FK *BH dispensed with* *FPT156t APT240t*	56·2	25·5 *Coll* 5 „ „ *2nd* „	Glasgow British *Cem* *BH to Sh dk*	C.3Cy.23½″&(2)43″–42″ (*s*) 220lb FD 382NHP 3SB(Spt)*9cf*,GS126,HS628 A. Stephen&Sons,Ld.Gls.	28 ″ 0 s 3 ″ 1 25 ″ 2	
78519 166501 GMGP	**Lochavon** TwinSc D.F. E.S.D. *Ref. Mchy.*	*1 Dk & Shelter dk 3rd dk except in No 1 hold* 4 thdk in Nos. 2 & 3 holds *Oil Eng* *Cruiser Stern*	9205 6771 5702	✠100A1 Gls *with freeboard* 3,38 ~~7,38~~ ✠LMC7 38 ~~7,38~~ ✠Lloyd's RMC7 ~~7,38~~	Rot	CL *Lloyd* 3,39		1938 7mo	Harland& Wolff, Ld. Glasgow	RoyalMailLines, Ld. *Cell DB408'1574t* *Carrying bean or similar oil in forward centre & wing tunnel tanks*	477·7 B170′F48″ FK (*Coll BH to Shelter dk* *tanks at ends of tunnel 635t* *FPT Bst APT130t*)	66·3	30·2 *Coll BH to Sh dk* *1 BH to 2nd dk* *1 BH to 3rd* „	London British *Cem* *DB100lb*	Oil Engines 2S.C.DA 10Cy.24 1/16″–55½″ DB*100lb* Harland&Wolff,Ld.Gls.	33 ″ 0 s 4 ″ 8½ 28 ″ 0	
78520 98646 MFRT	**Lochdunvegan** (*ex* Denbigh Coast, *ex* Kelvindale, *ex* Grouse) ssArd.3rd.No.3–7,35 1 *Dk (Stl–ws)*		411 380 171	100A1 Ard *h* *For Coasting purposes* *Mallaig, Irish Channels* 7,38~~6,37~~ LMC7 35 ✠NB3,25 BS6,37 ~~7,37~~		CL 7,38 *London*		1891 *Lloyd's SA&CP*	Caird&Co. Ld. Greenock	DavidMacBrayne, Ld.	175·4 B77′F24′	28·0 *29·8* BK7½	11·9 5	Glasgow British *BH Cem*	T.3Cy.15¼″,25 5/16″&40⅜″–30″ 160lb (*s*) 85RHP 1SB,3*cf*,GS51,HS1566 Caird&Co.Ld.Greenock	12 ″ 9 s 2 ″ 2 11 ″ 6	
78521 161916 GFVK	**Lochearn** (P) TwinSc Wireless	*Oil Eng.* 1 *Dk*	542 276 206					1930 *WB*	Ardrossan Dockyard, Ld Ardrossan	DavidMacBrayne, Ld.	155·7 P&B96′F50′	29·1	9·0	Glasgow British	Oil Engines 2S.C.SA 12Cy.12½″–15″ 330NHP L.Gardner&Sons,Ld.Mch.		C BT till ~~4,38~~ 3,39
78522 144719 GBBX	**Lochee** Wireless D.F. E.S.D. *Mchy. Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern*	964 691 535	✠100A1 Lth *o* 10,~~38~~ ~~38~~ ✠LMC8 37		OG		1937 8mo *Lloyd's SA&CP*	Henry Robb, Ld. Leith	Dundee, Perth& LondonShpg.CoLd *Cell DB172'370t FPT 51t APT29t*	227·0 237·0 (O.L.) P103′ *Raised dk* 58′ F67′ FK	36·2	12·0	Dundee British 5 *BHpt Cem*	Oil Engines 2S.C.SA 8Cy.13⅜″–22 1/16″ 250NHP BritishAuxiliaries,Ld.Gls.	15 ″ 0 s 4 ″ 1½ 14 ″ 5½	
78523 161949 MQBG	**Lochfyne** (P) TwinSc 2 *Dks* *Cruiser Stern*	*Oil Eng.*	754 355 291					1931 *Motors by*	W. Denny &Bros. Ld. Dumbarton	DavidMacBrayne, Ld.	209·9 Q11 B&F197′	30·1	7·9	Glasgow British	2 Oil Engines 4S.C.SA connected to Electric Motors & Sc. Shafts 10Cy.15¾″–20″ 247NHP Davey,Paxman&Co.Ld Colchester		C BT till ~~4,38~~ 3,39
78524 108764 GDTN	**Lochgarry** (P) (*ex* Lairdsrock–37, *ex* Vulture) Wireless	*Fitted for oil fuel* 2 *Dks*	1670 929 ~~748~~					1898 *WB*	A.&J. Inglis Glasgow	DavidMacBrayne, Ld.	265·0 P79′B91′F49′	33·6	15·9	Glasgow British	T.3Cy.28″,46″&74″–45″ NB24 367NHP A.&J.Inglis,Glasgow		C BT till ~~4,38~~
78525 146679 GCLK	**Lochgoil** TwinSc *ssRot.No.3–11,34* *Ref. Mchy.* 2 *Dks (Stl) & Awng dk (Stl)* D.F. E.S.D. *Cargo battens not fitted in B & F*	*Oil Eng.*	9462 8534 5853	✠100A1 Rot *e*† *Awng dk* *with freeboard* ~~7,37~~ 10,38 ✠LMC CS3,36 DBS~~7,37~~ 10,38 ~~7,36~~ 7,37 ✠Lloyd's RMC ~~5,38~~ 5,39 ~~7,39~~ ~~7,36~~		CL 7,37		1922 12mo	Harland& Wolff, Ld. Glasgow *Lloyd's SA&CP*	RoyalMailLines, Ld. 1 *BH dispensed with, 7 BH only, all to Awng dk* *Cell DB409'1598t DTa30*	485·6 P41′B153′F60′ *on Awng dk* FK&BK2′ *Cell DB a* 44′ *f* 46′ *105t*	62·3	35·8 *pt Cem*	London British	Oil Engines 4S.C.SA 16Cy.29⅛″–45½″ DB*100lb* Harland&Wolff,Ld.Gls. 706t *FPT* 130t *APT* 75t	38″ 9 s 9 ″ 4½ 29 ″ 8½	
78526 106053 MQWJ	**Lochgorm** (*ex* Lairdspool–37, *ex* Lily) *ssGls.3rdNo.3–5,32* *ssArd.No.1–36* 1 *Dk (pt Stl–ws)* *Light scantling plat form dk in fwd holds*		635 524 256	✠100A1 Ard *j* ~~6,38~~ ~~2,37~~ 10,38 ✠LMC3,36 ✠NB12.20 BS~~6,37~~ 6,38		CL ~~3,38~~ 6,38		1896 12mo *Lloyd's SA&CP*	Blackwood &Gordon Pt. Glasgow	DavidMacBrayne, Ld.	190·5 *31·3* P45′ FK&BK1″ B65′F51′ *Cell DBa* 44′ *f* 46′ *105t*	29·3	13·3 5 *BH Cem*	Glasgow British	T.3Cy.15″,24½″&40″–30″ (*s*) 170lb 126NHP 2SB,*4cf*,GS77,HS2458 Blackwood&Gordon,P.Gls	14 ″ 0 s 1 ″ 4½ 13 ″ 0	
Now 78527 ~~1618~~ MFRG	**Lochiel** (*ex* Dexonia) *of Alderney, see No. 88511 in Supplement* 1 *Dk*		318 126					1906 *WB*	Scott of Kinghorn, Ld Kinghorn	DavidMacBrayne, Ld.	140·2 P32′B46′F22′	23·1	10·5	Glasgow British	C.2Cy.16⅛″&86″–27″ 52RHP Scott of Kinghorn,Ld.Kgn.	11 ″ 1	C †
78528 146228 GDYM	**Lochkatrine** TwinSc *ssRot.No.1–38* *Oil Eng.* *Ref. Mchy.* *ssRot.No.3–10.33* D.F. E.S.D. 2 *Dks (Stl) & Awng dk (Stl)* *Cargo battens not fitted in bridge & forecastle*		9419 8535 5813	✠100A1 Mdb *e*† *Awng dk* Rot *with freeboard* ~~8,38~~ ~~8,37~~ 1,39 8,32 ✠LMC CS~~7~~ DBS~~8~~ 2,38 ~~8,36~~ 1,38 ✠Lloyd's ~~M~~ 4,39 ~~1,38~~		CL ~~8,38~~ ~~8,37~~ 8,38		1922 1mo *Lloyd's SA&CP*	J. Brown& Co. Ld. Glasgow	RoyalMailLines, Ld. 1 *BH dispensed with* *Cell DB413'1617t DTa30'706t FPT*	485·4 P40′B158′F59′ *on Awng dk* FK&BK2″ 7 *BH only, all to Awng dk* 130t *APT* 80t	62·3	35·8 *pt Cem*	London British	Oil Engines 4S.C.SA 16Cy.29⅛″–45½″ DB*100lb* Harland&Wolff,Ld.Gls.	38″10 s 9 ″ 4½ 29 ″ 8½	
78529 147677 GDXR	**Lochmonar** TwinSc *ssRot.No.3–9,36* *Ref. Mchy.* 2 *Dks (Stl) & Awng dk (Stl)* D.F. E.S.D. 3rd *dk (Stl) in No. 3 hold*	*Oil Eng.*	9412 8533 5815	✠100A1 Rot *e*† *Awng dk* *with freeboard* 8,38 ~~8,37~~ ✠LMC CS9,36 DBS~~7~~ 4,39 3,37 ✠Lloyd's ~~M~~ 4,39 ~~4,38~~		CL ~~7,37~~ 8,38		1924 6mo *Lloyd's SA&CP*	Harland& Wolff, Ld. Belfast	RoyalMailLines, Ld. 1 *BH dispensed with 7 BH only, all to Awng dk* *Cell DB421' 1718t DTa30'686t FPT130t*	485·6 P40′B153′F58′ *on Awng dk* FK&BK2″ New fore end 1929	62·2	35·5 *Cem*	London British	Oil Engines 4S.C.SA 16Cy.29½″–45½″ DB*100lb* Harland&Wolff,Ld.Gls.	38 ″ 9 s 9 ″ 4½ 29 ″ 8½	
78530 161923 GFWT	**Lochmor** (P) TwinSc Wireless	*Oil Eng* 1 *Dk*	542 276 206					1930 *WB*	Ardrossan Dkyd. Co. Ld. Ardrossan	DavidMacBrayne, Ld.	155·7 P&B96′F50′	29·1	9·0	Glasgow British	Oil Engines 2S.C.SA 12Cy.12½″–15″ 330NHP L.Gardner&Sons,Ld.Mch.		C BT till ~~4,38~~ 3,39
78531 121346 GDTV	**Lochnagar** (P) (*ex* Lairdswood, *ex* Woodcock, *ex* Woodnut, *ex* Woodcock) *ssAbn.2ndNo.3–5,32* *ssAbn.No.1–36* 2 *Dks (UStl–ws)*		1619 1044 688	✠100A1 Abn *q* 4,39 ~~4,38~~ ✠LMC MS2.36 BS~~12,36~~ 1,39		CL 4,38		1906 6mo *Lloyd's SA&CP*	J. Brown& Co. Ld. Clydebank	AberdeenStm.Nav. Co. Ld.	270·4 279·0 (O.L.) *38·2* BK8″ P&B190′F60′	36·1	16·6 5 *BH Cem* *DTa* 10′ 24t *FPT* 30t	Aberdeen British	T.3Cy.29″,48″&76″–45″ (*s*) 175lb *70lb* 460NHP 2DB,*12cf*,GS264,HS7720 J. Brown&Co.Ld.Clydebnk	17 ″ 6 s1 ″ 11½ 16 ″ 6½	BT till ~~4,38~~ 3,39
78532 160262 GTFS	**Lochness** (P) TwinSc Wireless	*Fitted for oil fuel* 1 *Dk & Shelter dk* *Cruiser Stern*	777 456 299					1929 *WB*	Harland& Wolff, Ld. Glasgow	DavidMacBrayne, Ld.	200·3 F27′ *on Shelter dk*	34·1	10·5	Glasgow British	T.6Cy.14″,23″&38″–27″ 150NHP J.G.Kincaid&Co.Ld Grk.		C BT till ~~4,38~~ 3,39
78533 164029 MBWP	**Lochnevis** (P) TwinSc 1 *Dk* *Cruiser Stern*		568 313 228					1934 *WB*	W. Denny &Bros. Ld. Dumbarton	DavidMacBrayne, Ld.	171·7 B50′	31·1	8·7	Glasgow British	Oil Engines 4S.C.SA connectedtoElectricMotors &Sc.Shafts 12Cy.13″–16″ Davey,Paxman&Co.Ld. Colchester		C BT till ~~4,38~~ 3,39

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
78534 148128 MNGR	**Lochside II**	*ss*Shl.No.3–6,37 *Well deck* 1 *Dk(Stl) Mchy. Aft*	368 265 169	✠100A1 ~~6,35~~ 6,37 ~~5,33~~ ✠LMC6.37 ~~BS5,385,39~~	Shl	*e*	6.37 5,38	1925 6mo *Lloyd's*	Smith's Dock Co. Ltd Middlesbro' *sA&CP*	James Deuchar, Ld.	140·0 | 24·0 | 10·2 Q43'B12'F19' FK *FPT* 34*t*			Newcastle British	C.2Cy.17"&36"-27" (*s*) 180lb 81NHP 1SB,*3cf*,GS50,HS1566 Shields E&DD Co. Ld. N.Shl	11 " 0 9 " 9½ 10 " 3½	
78535 broken up	**Lockport**	*Fitted for oil fuel* 2 *Dks*	6214 5212 3751	...				1919	Merchant S.B.Corp. Chester, Pa.		400·7 | 54·2 | 30·1 P36'B123'F43' FK			*WB*	2 Steam Turbines DRgeared to 1 Sc. Shaft 587NHP Westinghouse Electric & Mfg.Co. E. Pittsburgh	32 " 9	R †
78536 161519	**Lockwell** *Mchy. Aft*	1 *Dk*	1928 1629 1148					1929	Swan, Hunter & Wigham Richardson, Ld Newcastle	Sarnia Steamships Ltd. (R. Scott Misener, *Mgr.*)	253·0 | 43·4 | 17·8			Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Swan, Hunter & Wigham Richardson, Ld. Nwc.		C
78537 165336 GZFJ	**Lockwood** *Mchy. Aft* *Cruiser Stern* Wireless *Cargo battens not fitted*	*Oil Eng* 1 *Dk*	633 454 338	✠100A1 ~~5,35~~ 6,37 ✠LMC11	Lth	*i*	OG 5,37	1936 11mo *Lloyd's*	Henry Robb, Ld. Leith *sA&CP*	Wm. France, Fenwick & Co. Ld. *Cell D B* 114'153*t FPT* 85*t APT* 24*t*	177·0 | 28·6 | 11·5 183·5 (O.L.) P45'Q68'F22' FK *3 B Hpt Cem*			London British	Oil Engines 2S.C.SA 7Cy.9½"-16½" 118NHP *3 B Hpt Cem* British Auxiliaries, Ld. Gls.	13 " 6 s 3 " 11½ 13 " 1	
78538 1865 IBFT	**Lodoletta** (*ex* Conte Stefano Tisza–33, *ex* Gróf Tisza István) D.F.	1 *Dk* 2 *tr B* & *deep framing*	2822 2518 1686	...				1904	W. Dobson & Co. Newcastle	~~I.N.S.A. (Industrie Naval Soc. Anon.)~~ Giovanni Gavarone	327·0 | 45·4 | 20·7 318·4 | 43·8 | 21·3 P27'B96'F30' FK			Genoa Italian *WB*	T.3Cy.23½"39"&66"-45" 311NHP N.E. Marine Eng Co. Ld Nwc	23 " 9	I †
78539 LDTQ	**Lofoten** (P) *Ref. Mchy.* Wireless *Cruiser Stern*	1 *Dk* & *Shelter dk*	1571 697 915					1932	Fredrkstad Mek. Værks Fredrikstad	A S Vesteraalens Dampskibsselskab	235·6 | 38·1 | 14·4 H356*t* 21·7			Stkmrknes Norwegian *WB*	T.3Cy.23⅝",37⅞"&63"-39" 248NHP Fredrikstad M.V. Frdstad.		N
78540 LEJN	**Log**	1 *Dk*	1560 1361 890					1931	Bergens Mek. Værks. A/S Bergen	August Kjerland & Co. A S	250·6 | 39·3 | 17·4 P60*t* H78*t*			Bergen Norwegian *WB*	T.3Cy.17½",29"&49"-33" 138NHP Bergens Mek. Værks. A/S		N
78541 149678 GSLK	**Logician** *ss*Liv.No.2–37	2 *Dks(Stl)*	5993 5575 3753	✠100A1 ~~7,37~~ 7,39 ✠LMC MS1.37 BS8,38~~3~~,39	Liv	*a* †	CL 8,36	1928 6mo *Lloyd's*	Cammell Laird & Co. Ltd. Birkenhead *sA&CP*	Charente S.S. Co Ld (T. & J. Harrison, *Mgrs.*) *Cell D B* 362'1146*t*	420·3 | 54·6 | 30·4 434·9 (O.L.) P37'B137'F44' FK *D Ta* 32'901*t FPT* 6			Liverpool British	T.3Cy.27",46"&77"-54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),*12cf*,GS215, HS8208 Cammell Laird & Co. Ld.	32 " 7 s 0 " 4 26 " 5½	
78542 ONQC	**Loire** (*ex* Neutraal)	1 *Dk*	992 — 574					1917	N.V. Schps. &Mch. de Klop Sliedrecht	Cie. Nationale Belge de Transp. Mar. (Armement Deppe, *Mgrs.*)	217·5 | 34·7 | 13·5 Q77'B60'F25'			Antwerp Belgian	T8Cy15⅜",24⅜"&40 5/16"-27 7/16" N.V. Schps & Mach. 86NHP de Klop, Sliedrecht		C
78543 UOUT	**Lokbatan** (*ex* Bakou–34) *Carrying Petroleum in bulk* *Mchy. Aft* 2 *Dks*	*Oil Eng.* *Longitudinal framing*	1827 1000 827					1930	Nicolaieff State SB Yard 'Andre Marti' Nicolaieff	U.S.S.R.	250·9 | 37·4 | 20·7 P70'B38'F25'			Tuapse Russian *WB*	Oil Engines 2S.C.SA 4Cy.21¼"-32⅝" 315NHP Maschfbk. Augsburg-Nürnburg, Augsburg		
78544 LDGS	**Loke** (*ex* Claymont, *ex* Porthcawl) *ss*Cff.No.3–5,27 *ss*Rot.No.2–36 1 *Dk(Stl)* *Cargo battens not fitted*		2421 2214 1432	✠100A1 1,38 ~~BS5,38~~ 3,39 ✠LMC5.36	Bkn	*t*	CL N4,36	1915 7mo *Lloyd's*	Craig, Taylor & Co. Ld Stockton *sA&CP*	D/S A/S Laly (C.T. Gogstad & Co. *Mgrs*) *Intermediate bulk in fore*	295·0 | 45·0 | 20·3 P27'B78'F30' FK *head hold dispensed with* *Cell D Ha* 92*t uE*			Oslo Norwegian *Cem* 4 *B Honly*	T.3Cy.22",36"&60"-39" (*s*) 180lb 250NHP 2SB,*6cf*,GS100,HS3916 N.E. Marine Eng. Co Ld. Sld	22 " 6 s 3 " 5 19 " 5	
78545 SKDN	**Lola** (*ex* Tuskar–37) Wireless D.F. *Ref. Mchy.* 2 *Dks* & *Shade dk*		1193 1067 492					1920	Caledon SB & Eng. Co. Ld Dundee	Eric Ericsson	*& B* 34' *f* 124 270·0 | 36·2 | 16·7 P38'B134'F73'			*628t FPT* 83*t APT* 94*t* Surte Swedish *WB*	T.3Cy.26",42"&70"-45" 328NHP Caledon SB & E Co. Ld. Dun.		C
78546 EEVZ	**Lolina** *ss*Bbo.No.1–24 *Well deck* *Mchy. Aft* 1 *Dk(Stl)*		398 256 188	✠ 2,29 ✠	Bbo			1919 7mo	Soc. Anon. Astilleros Riera Gijon	Angel Alvarez, S. en C.	132·0 | 24·0 | 10·6 Q46'B9'F23' FK			Aviles Spanish *3 B HCem* *FPT* 33*t*	C.2Cy.14½"&30"-21" 49NHP NB29 Soc. Anon. Astilleros Riera	10 " 6	
78547 EAAO	**Lolita Artaza** (*ex* Harcourt–34) *ss*Cff.No.3–10,38 ~~Hull No. 3–38~~ *Well deck* *Mchy. Aft* 1 *Dk(Stl)* Wireless *Cargo battens not fitted* Now sailing as "ITXAS-ZABAL"		1511 1184 902	✠100A1 ~~6,36~~ 10,38 Cff ~~Hull No. 3–38~~ ✠LMC ~~10,5~~	Bbo	*p*	CL 7,36	1925 2mo *Lloyd's*	Tvan Duijvendijk Lekkerkerk *sA&CP*	Artaza y Cia. *Cell D B* 206'599*t FPT* 76*t*	245·5 | 37·9 | 17·2 Q150'F19' FK			S. Sebast'n Spanish *4 B HCem* *APT* 52*t*	T.3Cy.19",31"&52"-36" (*s*) 180lb 221NHP 2SB,*6cf*,GS114,HS4040 H. Verstеeg & Zonen, Hardinxveld	19 " 10 s 5 " 5 17 " 6½	
78548 144509 GDMK	**Lolworth** *ss*Shl.No.3–3,33 *ss*Shl.No.1–37 *Well deck* 1 *Dk(Stl)* *Cargo battens not fitted*		1969 1534 1154	✠100A1 ~~5,36~~ 5,37 ✠LMC ... ~~BS7,38~~	Shl	*r*	CL N5,37	1920 4mo *Lloyd's*	Osbourne, Graham & Co. Ld Sunderlnd *sA&CP*	Hudson. S.S. Co. Ld. *Cell D B* 226' 497*t* *Side tanks*	270·0 | 40·2 | 17·2 P23'Q110'B52'F25 FK *in ER* 14'121*t FPT* 65*t APT* 169*t*			London British *4 B Hpt Cem*	T.3Cy.21",34"&56"-39" (*s*) 180lb 214NHP 2SB,*4cf*,GS81,HS3330 N.E. Marine Eng Co. Ld. Sld.	19 " 4 s 1 " 9 17 " 9	
78549 LEJO	**Lom** Wireless	1 *Dk*	1268 1032 719					1920	NV Schpsw De Merwede Hardinxveld	Dampsk. A/S Ibis (Johs. Larsen, *Mgr.*)	238·8 | 36·8 | 15·6 P52*t* H70*t* F25*t*			Bergen Norwegian *WB*	T.3Cy.17½",29"&46"-36" 127NHP Penn & Bauduin, Dordrecht		N
78550 2053 IBVS	**Lombardia** (P) (*ex* Resolute–35, *ex* Brabantia, *ex* William O'Swald) D.F. Gy.C. Sub.Sig.	Trp Sc 4 *Dks* *Fitted for oil fuel*	20006 — 10947					1920	Akt. Ges. "Weser" Bremen	Lloyd Triestino Soc. Anon. di Nav.	616·3 | 72·2 | 40·2 590·4 P37'B&F523'			Genoa Italian *WB*	T.8Cy.29½",48⅜"& (2)53 1/16"-59"&1 Turbine Akt. Ges. "Weser," Bremen		I
78551 143743 GDZQ	**Lombardy** D.F.	*Fitted for oil fuel* 2 *Dks* & *Shelter dk*	3379 3082 2067					1921	Richardsn, Duck & Co. Ld Stockton	Royal Mail Lines, Ld.	380·0 | 48·1 | 23·4 P22'F41' on *Shelter dk*			Liverpool British *WB*	T.3Cy.26",42"&70½"-45" 382NHP Blair & Co. Ld. Stockton		C
78552 UNIT	**Lomonosov** (*ex* Eclipse) Wireless (*See Sailing Ship Register*)	Wood Aux 2 *Dks*	493 405 214					1867	Hall & Co. Aberdeen	U.S.S.R.	149·8 | 29·4 | 16·0 P48'			Archangel Russian	C.2Cy.23"&40"-27" 28NHP NE&B02 Hall & Co. Aberdeen		
78553 5180 SGNK	**Lona** (*ex* Therese, *ex* Torridon) *ss*Bly.No.2–97 *Well deck* 1 *Dk(Irn)* & *Web frames*		1577 1319 925	✠ 2,03 ✠	Nwc	*q*		1889 9mo	Osbourne, Graham & Co Sunderland	Erik Bancks Rederi	258·0 | 37·1 | 16·8 P33'Q62'B110'F33' BK 9" *WB* = *Cell D B* 214'408*t*			Hisingborg Swedish *4 B HCem* *APT* 56*t*	T.3Cy.19",31"&51"-36" 157NHP 2SB,*4rf*,GS70,HS2361 G. Clark, Sunderland	19 " 2	V †

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. / Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP= Force en chevaux d'après les formules de la Société. RP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre où noté. Based on Rules for Ships. Classed with Lloyd's Register.
78554	**London** Ⓟ		1499					1921	Hawthorns &Co.Ld. Leith	Dundee,Perth& LondonShipping Co.Ld.	250·5	35·3	16·8	Dundee British WB	T.3Cy.20″,33″&53″–39″ 175NHP Hawthorns&Co.Ld.Leith		C
144702	E.S.D.	*Fitted for oil fuel*	1196														
GCRJ	Wireless	2 *Dks&Shelter dk*	802														
78555	—		1260					1924	Howaldts-werke Kiel	A/S D/S Pacific (L.R.Schmith, *Mgr.*)	238·0	37·2	13·7	Copnhagn Danish WB	T.3Cy.16⅝″,27⅝″&43″–29½″ 100NHP Howaldtswerke,Kiel		G
			971								P16′Q71′B98′F31′						
OUIK		1 *Dk*	780														
78556	**London Exchange** (*ex*Parisiana)		5415	✝100A1	Bkn	*a*†	CL	1921	IrvinesS.B. &D.D.Co.Ld. W Hartlepool	JohnstonWarren LinesLd.(Furness, Withy&Co.Ld. *Mgrs.*)	420·0	55·0	27·9	London British	3SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 190lb FD 789NHP	30 ″ 6	
145884		*ss*Lon.No.3–12,35	4816	*Shelter dk*			11,35	3mo			435·2(O.L.)					*s* 3 ″ 7½	
GDSY		2 *Dks*(*Stl*)*&Shelter dk*(*Stl*)	2862	*withfreeboard*							F35 *on Shelter dk*			FK		27 ″ 1½	
	D.F.	3*rd dk in No.1hold*		9,37				*Lloyd's*A1CP						*ptCem*	4SB.*12cf*,GS250,HS10615		
	E.S.D.													*Collision B*H*to Sh dk*	Richardsons,Westgarth&		
										*CellDB*364′1099*t*				6 ,, ,, *U* ,,	Co.Ld.Hpl		
Now "Benrinnes," see No. 87279 in Supplement										*MT*31′500*tD*				*APT*125*t*			
		Fitted for oil fuel	10,21			*F.P. a*	*bove* 150°F.				*Ta*31′394*tFPT*102*t*						
78557	**London-Istanbul** Ⓟ	TrpSc	1849					1913	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovern-ment	300·0	36·0	14·6	Ostend Belgian	3 Steam Turbines		C
	(*ex*Ville deLiége–36)	(*CarFerry*)	1778								B186′						
OTLA	Wireless	3 *Dks*	890												Soc.An J.Cockerill,Seraing		
78558	**London Maru** Ⓟ		7191					1921	Cammell Laird&Co.Ld. Birkenhead	OsakaSyosenK.K.	451·1	56·5	35·2	Osaka Japanese WB	3 Steam Turbines DR geared to 1 Sc. Shaft		
28698		*Fitted for oil fuel*	——								P43′B189′F51′				CammellLaird&CoLd.Bkn		
JCLA		2 *Dks*	4414														
78559	**London Queen**		781	✝100A1	Goo	*k*	OG	1933	Burntislnd S.B.Co.Ld. Burntisland	BritishChannel IslandsShipping Co.Ltd.	195·0	30·7	12·4	London British	T.3Cy.14″,24″&40″–27″ (*s*) 200lb 129NHP	14 ″ 6	
163319		*ss*Goo.No.1–37	573	5,37			4,37	2mo			Q110′B14′F25				1SB,*3cf*,GS58,HS1953	*s* 4 ″ 2⅜	
MBCK	*Well deck*	1 *Dk*(*Stl*)	429					*Lloyd's*A1CP			*CellDBf*124′ BK7″ 196*t FPT*57*t*			*3BHCem*	D.Rowan&Co.Ld.Gls.	14 ″ 6½	
	Mchy.Aft	*Cargo battens not fitted*												*APT*34*t*			
78560	**London Trader**		646	✝100A1	Bly	*l*	CL	1934	Hawthorn, Leslie&Co.Ld Newcastle	FreeTradeWharf Co.Ld.	196·6	28·9	11·3	London British	T.3Cy.13½″,23″&38″–27″ (*s*) 200lb 103NHP	13 ″ 6	
163482			494	*withfreeboard*			3,37	6mo			204·6(O.L.)					*s* ″ 2	
MBVW		1 *Dk&Shelter dk*	297	1,38				*Lloyd's*A1CP						FK *3BHptCem*	2SB,*4cf*,GS17,HS1800	13 ″ 5½	
	Mchy.Aft	*CruiserStern*						*CellDBuE*22*f*			124′207*tDTa*14′11			8*t FPT*33*t APT*18*t*	N.E.MarineEng.Co Ld.Sld		
Now "Ilenao," see No. 86517 in Supplement														*(2 to Sh dk*			
78561	**Londonier** Ⓟ		5355	✝100A1	Ant	*y*	CL	1919	Lloyd	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInter-nationale,*Mgrs.*)	400·8	52·3	28·5	Antwerp Belgian	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP	31 ″ 0	
		*ss*Ant.No.1–35	3290				6,38	10mo	RoyalBelge (Gt.Britain) Ld. Glasgow		413·0(O.L.)			1 ,, 2*nd* ,,) 7*BHCem*	3SB.*9cf*,GS190,HS7668 FD	25 ″ 3½	
OOOA	D.F.	1 *Dk*(*Stl*)*&2nd dk*(*Stl*)						*Lloyd's*A1CP			P19′B113′F38′ FK				D&W.Perkins&CoLdGls		
		except in way of Cross bunkers									*CellDB* 344′1062*t FPT*127*t*			*APT*223*t*			
78562	**Londres** Ⓟ	TrpSc	2307	✝	BAs			1906	Gourlay Bros.&Co. (Dundee),Ld. Dundee	Cia.Argentinade Nav.Mihanovich Ltda.	292·6	45·1	11·2	Bns.Aires Argentine	T12Cy(3)16″,(3)26″&(6)29″ –21″ 453NHP	12 ″ 0	
		(*RiverSteamer*)	—	10,06							*Promenade dk*260′			7*BH.Asp*	4SB,*12cf*,GS198,HS7810 FD		
LOFV		1 *Dk*(*ptStl&ptTeak*)*Shade dk*	989								*UpperProm.dk*258′			FK	Gourlay Bros.&Co.		
		(*ptStl*–teak s)*Prom.dk&upperProm.dk*												*WB*= *FPT*10*t*	(Dundee),Ld.Dundee		
78563	**Long Island** Ⓟ	Wood	778					1910	R.Palmer &Sons Noank,Conn.	Bridgeport&Pt. JeffersonSteam-boatCo.(G.M. Tooker,*Mgr.*)	159·7	36·5	12·0	Bridgeprt Conn. Utd.States	C.2Cy.15″&30″–20″ 34NHP		
208175	(*ex*Correction)		—												J.W.SullivanCo.NYk.		
KJPZ		3 *Dks*	422														
78564	**Longbird** (*ex*NewtonBay,		636					1919	Smith's Dock Co.Ld Middlesbro'	TheVikingS.S. Co.Ld.	170·0	30·0	15·7	Nassau, N.P. British	T.3Cy.16″,26″&44″–26″ 94RHP		C
145386	*ex*Kilmuckridge)		492						*Rebuilt in*1920						Smith'sDockCo.Ld.Mdb.		
VQJL	Wireless	1 *Dk*	286							*by* J.S.White&Co. Ld.Cowes							
78565	**Longford** Ⓟ (*ex*Lady	TwinSc	1913	100A1	Liv	*t*	OG	1906	Harland& Wolff,Ld. Belfast	British&IrishStm. PacketCo.(~~1936~~) Ld.	320·3	41·3	16·8	Dublin British	Q.8Cy.21″,29″,41″&58″–36″ 200lb FD (*s*) 649NHP	18 ″ 2	
120712	Connaught–38,	*ss*Liv.2ndNo.3–4,32	1333	*withfreeboard*			S4,35				P51′B160′F76′			6*BHCem*	1DB(*made*20,*refitted*2,24)&	*s* 1 ″ 11	
EICM	*ex*Heroic)	*ss*Liv.No.1–36	791	4,37			P4,36	*Lloyd's*A1CP			FK&BK1½				2SB(*new*2,24),*12cf*,HS9948	16 ″ 6	
	D.F.	2 *Dks*(*UStl*–ws)						*above* 150° F.		*CellDBa*	58′ *uE*24′109*tFPT*			15*tAPT*25*t*	Harland&Wolff,Ld.Bel.		
				Fitted for oil fuel	2,24	*F.P. a*											
78566	**Longships** Ⓟ		1562					1917	CaledonS. B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld	270·3	37·2	17·3	Glasgow British WB	T.3Cy.21″,34″&56″–39″ 196NHP CaledonSB.&E.Co.Ld.Dun		C
141869			1160														
GFLZ	Wireless	2 *Dks*	691														
78567	**Longwood**	TwinSc	9463	✝100A1	Shl	*e*†	CL	1930	SirJ.Laing &Sons,Ld. Sunderland	Oil&Molasses Tankers,Ld.(J.I. Jacobs&Co.Ld. *Mgrs.*)	476·3	66·4	35·3	London British	Oil Engines 4S.C.SA 12Cy.24½″–51⅛″ 709NHP	35 ″ 5	
162473		*Oil Eng.*	8661	8,38 ~~7,37~~			6,36	8mo						16*BHptCem*	2DB*150lb*	*s* 7 ″ 1½	
GRKT	D.F. E.S.D.	*ss*Shl.No.3–35	5559					*Lloyd's*A1CP			P106′B44′F58′ FK				J G.Kincaid&Co.Ld.Grk.	28 ″ 6⅜	
		1 *Dk*(*Stl*)2*nd dk*(*Stl*)*clear of oil tanks*								*CellDBuE*65′295*t*	*DTf*27′465*t FPT*3			21*t APT*250*t*			
		Longitudinal framing at bottom&at deck		*CarryingPetroleum in bulk*													
	Mchy.Aft	*CruiserStern*															
78568	**Lontuè** (*ex*Runa–36,*ex*Wisla,*ex*Edna,		736					1908	Göteborg M.V.Aktieb Gothenburg	Martinez,Pereira &Cia.Lda.	184·1	28·4	11·4	S.Antonio Chilian WB	T.3Cy.14⅜″,22½″&37½″– 28⅝″ 68NHP		V
	*ex*Ernst)		496								Q135′B57′H18*t*				GoteborgsMV.Aktieb.Got		
		1 *Dk*	402								F22′						
78569	**Loongwo**	TwinSc	3923	A1	Shi		OG	1906	Hong K'ng &Whampoa Dock Co.Ld. Hong Kong	Indo-ChinaSteam Nav.Co.Ld.	330·0	46·1	14·5	Hong Kong British 6*BH*	T8Cy(2)17″(2)28″&(4)31½″ –33″ 180lb 292NHP	15 ″ 6	
120989		*ss*Shi.No.3–6,37	1748	6,37			6,37				F49′*&Promenade dk* FK				2SB,*8cf*,GS136,H.5430 FD		
		1 *Dk Shade Dk&Promenade dk*	2386	MB88,38											Hong Kong & Whampoa Dock Co.Ld Hong Kong		
				For Service on the Yangtsze River													
Now "Tresche Comte," see No. 88075 in Supplement																	
78570	**Loosdrecht**		9314	✝ ···	Rot	*e*†	CL	1936	Odense Staalskibsvft vedA P Möller Odense	Soc.Francaise de Transports Petroliers S.A.	483·9	65·2	35·7	French 14*BH*	Oil Engines 4S.C.SA 7Cy.29⅛″–59 1/16″ 572NHP 2DB*180lb*	35 ″ 10 ~~6~~	
~~PFPK~~	*Mchy.Aft*	*CruiserStern* 1 *Dk*	8853	*oil* 2,39				8mo			P98′B34′F37′ FK				Akt.Burmeistr&Wain,Cpn	~~21~~ ~~6~~	
	D.F.	*Longitudinal framing at bottom&deck*	5592					*Lloyd's*A1CP			*CellDBuE*81′329*t*			*DTf*26′443*t*	*FPT*167*t APTs*230*t*		
		in centre tanks		*CarryingPetroleum in bulk*													
78571																	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last recn.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
78572 PFPM	**Loppersum** (*ex* Harpalyce–37) *ss* Shl. No. 2–37 D.F.	1 *Dk* (*Stl*)	4691 4308 2792	✠100A1 11,37 11,37 ✠LMC7,37 BS7,38	Ams Rot	*y*	CL 10,37	1930 9mo	J. Readhead & Sons, Ld. South Shields *Lloyd's sA&CP*	Stoomv. Maats. "Oostzee" (Vinke & Co. *Mgrs.*) *Cell D Ba $ u E 152' f*	394·6 / 409·6 (O.L.) P36′B245′F32′ FK 177′1160*t* *FPT* 102*t*	54·2	24·8	Amsterdam Dutch *WB*	T. 3 Cy. 24¾″, 41″ & 68″–45″ (*r*) 200 lb 436 NHP 2 SB (Spt) & 1 Aux B, *9cf*, GS 176, HS 7743 J. Readhead & Sons, Ld. S Shl	27 ″ 2 s 3 ″ 8 23 ″ 8⅜	
78573 218077 KIFZ	**Lorain** Sub. Sig. *Longitudinal framing*	*Fitted for oil fuel* 1 *Dk* & *Shelter dk* & *Web frames*	6213 5895 3836	…		…		1919	Federal S.B. Co. Kearny, N.J.	United States Maritime Commission	395·5 / 395′ P45′B110′ F38′ *on Shltr dk* FK …	55·0	31·4	Newark NJ Utd. States *WB*	DR Geared Steam Turbine 619 NHP General Electric Co. Schenectady, N.J.	34 ″ 11	R †
78574 16252 GTRP	**Lorca** *ss* Shl. No. 2–39 ~~Lon. No. 1–34~~ D.F.	1 *Dk* (*Stl*)	4875 4559 3007	✠100A1 ~~12,37~~ 1,39 ~~Rot~~ BS~~8,38~~ 2,39 ✠LMC~~3,38~~ MS4,39	Shl ~~3,37~~ ~~Sun~~ 4,39	*y*	CL	1931 1mo	J. Readhead & Sons Ld. South Shields *Lloyd's sA&CP*	Cory & Strick (Steamers) Ld. (F. C. Strick & Co. Ld. *Mgrs.*) *Cell D Ba $ u E 147' f*	393·4 / 408·0 (O.L.) P30′B117′F39′ FK 175′1133*t* *FPT* 142*t*	53·8	26·6	London British *GB* *APT* 155*t*	T. 3 Cy. 25″, 42″ & 69″–48″ (*r*) 200 lb *120 lb* 427 NHP 2 SB, *6cf*, GS 127, HS 5754 FD J. Readhead & Sons, Ld.	29 ″ 0 s 5 ″ 7½ 23 ″ 7½	
78575 163468 GWSQ	**Lord Byron** (*ex* Arcgow–36) *Cruiser Stern* *Longitudinal framing at bottom & decks & bridge sides "Arcform"* *Locked steel interchangeable hatches*	1 *Dk* (*Stl*)	4118 3812 2479	✠100A1 4,38 ✠LMC~~4,38~~ BS4,38 ~~1,38~~ S12,37	Bkn		CL 12,37	1934 5mo	Lithgows Ld. Port Glasgow *Lloyd's sA&CP*	Norfolk S.S. Co. Ld. (Ships Finance & Management Co. Ld. *Mgrs.*) *Cell D Ba $ u E*	362·5 / 121′ *f* 168′713*t* *FPT*	57·5	24·7	London British *GB* *Hpt Cem* *APT* 155*t*	T. 3 Cy. 21½″, 37″ & 62″–42″ (*s*) 220 lb 352 NHP 2 SB (FD) & 1 Aux SB, *8cf*, GS 135, HS 5102 D. Rowan & Co. Ld. Gls.	26 ″ 9 s 4 ″ 4 22 ″ 7½	
78576 163432 GWRM	**Lord Cochrane** (*ex* Arcwear–37) *ss* Ams No. 1–38 *Cruiser Stern* *Longitudinal framing at bottom & decks & bridge sides "Arcform"* *Locked steel interchangeable hatches*	1 *Dk* (*Stl*)	4157 3815 2503	✠100A1 7,38 ~~4,37~~ 11,38 ✠LMC~~4,38~~ 7,38	Ams Ava		CL 10,36	1934 1mo	Short Bros. Ld. Sunderland *Lloyd's sA&CP*	Norwich S.S. Co. Ld. (Ships Finance & Management Co. Ld. *Mgrs.*) *Cell D Ba $ u E 11*	362·7 / 6′ *f* 168′703*t* *FPT* 75*t*	57·5	24·7	London British *GB* *Hpt Cem* *APT* 177*t*	T. 3 Cy. 21½″, 37″ & 62″–42″ (*s*) 220 lb 357 NHP 2 SB (FD) & 1 Aux SB, *8cf*, GS 113, HS 5209 NE. Marine Eng. Co Ld Nwc	26 ″ 9 s 4 ″ 4 22 ″ 7½	
78577 139123 GDMN	**Lord Kelvin** Twin Sc *Cable Vessel* *ss* Hfx. No. 3–5,28 *ss* Brw. No. 2–36 D.F. GyC. 2 *Dks* (*Stl U–ws*) Sub. Sig. E.S.D. 3rd *dk* (*Stl*) in No. 1 hold		2641 2105 1306	✠100A1 ~~6,38~~ ~~2,38~~ 12,38 ~~L.S.~~ ✠LMC3,36 3,39 *Fitted for oil*	Fal Bos *fuel* 3.16	*t*	CL 2,38 *F.P. a*	1916 1mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's sA&CP*	Anglo-American Telegraph Co. Ld. *Cell D*	316·6 / 333·2 (O.L.) P50′B100′F62′ FK 153′405*t* *FPT* 140*t*	41·2	22·7	London British *GB* *Cem* *APT* 55*t*	T. 6 Cy. 17″, 28½″ & 48″–33″ (*s*) 190 lb *100 lb* 380 NHP 2 SB, *6cf*, HS 5580 FD Swan, Hunter & Wigham Richardson, Ld. Nwc.	25 ″ 0 s 3 ″ 0 22 ″ 2½	
78578 137417 GMSK	**Lord Strathcona** 4 Mst *ss* Nwc. No. 1–20 1 *Dk* (*Stl*) & *Web frames* D.F. *Longitudinal framing*		7335 6892 4184	✠ 10,25 ✠	Cff	*b* †	1915 5mo	W. Doxford & Sons, Ld. Sunderland	Dominion Shipping Co. Ld.	455·0 / P27′B77′F33′	58·0	31·0	London British *GB*	T. 3 Cy. 28½″, 47″ & 79″–54″ 612 NHP 3 SB, *9cf*, GS 198, HS 8814 FD W. Doxford & Sons, Ld. Sld. 1587*t* *FPT* 129*t* *APT* 159*t*	33 ″ 9	C †
										WB = C	*Cell D B a 137′ u E & IS*				*46′ f 201′1738t Topside tanks 416′*		
78579 290 IBQR	**Loredan** (P) Wireless	*Oil Eng.* 2 *Dks* *Cruiser Stern*	1357 990 626					1936	Cantieri Riuniti Dell' Adriatico Monfalcone	"Adriatica" Soc. Anon. di Nav.	236·8 / B90′F33′	35·6	18·6	Venice Italian *WB*	Oil Engines 2S.C.SA 8 Cy. 17 1/16″–23⅛″ 440 NHP Soc An "Fiat" S.G.M. Turin		I
78580 LCWD	**Lorentz W. Hansen**	1 *Dk*	1918 1653 1110					1920	C. Hill & Sons Bristol	D/S A/S Songa (Klaus Wiese Hansen, *Mgr.*)	270·0 / P67*t*H117*t*F13*t*	42·2	17·9	Bergen Norwegian *WB*	T. 3 Cy. 20½″, 38″ & 54″–36″ Richardsons, Westgarth & Co. Ld. Hpl. 188 NHP		N
78581 DHPK	**Lorenz L.-M. Russ** Sub. Sig. Wireless	1 *Dk*	1448 1167 832					1925	Stettiner Oderwerke Stettin	Schiffahrt-u. Assekuranz-Ges. E. Russ & Co.	239·1 / P15′Q71′B61′F29′	38·8	15·2	Hamburg German *WB*	T. 3 Cy. 18⅛″, 31½″ & 51 3/16″–35 7/16″ 153 NHP Stettiner Oderwerke		G
78582 86 IBM1	**Lorenzo Marcello** (P) Wireless D.F.	*Oil Eng.* 2 *Dks*	1413 1136 601					1928	Stabilmnto Tecnico Trieste	Società Fiumana di Navigazione	233·9 /	34·6	20·5	Fiume Italian *WB*	Oil Engines 2S.C.SA 3 Cy. 20½″–32 5/16″ 440 NHP Soc. An. Fiat S.G.M. Turin		I
78583 141913 GBQC	**Loreto** (*ex* Glenade) Twin Sc *Oil Eng* *ss* Hul. No. 3–6,31 *ss* Hul. No. 1–35 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)		6682 6099 4069	✠100A1 *Shelter dk with freeboard* 2,39 ~~4,38~~ ✠LMC ~~CS9,38~~ ~~BS12,38~~ 2,39 ~~3,37~~ 4,38 *Carrying oil fuel F.P.*	Hul	*z*	CL ~~10,36~~ 2,39 *above*	1919 7mo	Harland & Wolff, Ld Glasgow *Lloyd's sA&CP*	Pacific Stm. Nav. Co.	406·2 / 420·7 (O.L.) P43′B81′F48′ *on Shelter dk* *Cell D B*	54·2	32·9 23·6 FK	Glasgow British *GB* *pt Cem* *7 B Hto Sh dk* 48′1039*t* *DT*	Oil Engines 4S.C.SA 12 Cy. 26⅜″–39⅜″ 810 NHP *DB 100 lb* Harland & Wolff, Ld. Gls. 46′754*t* *FPT* 116*t* *APT* 123*t*	35 ″ 5 s 8 ″ 9 26 ″ 11	
78584 390 IPOK	— (*ex* Astrée–33)	1 *Dk*	1055 793 541					1912	Sunderlnd S.B. Co. Ld. Sunderland	A. Lauro	231·6 / 223·0 Q71′B50′F25′	32·9	13·8	Naples Italian *WB*	T. 3 Cy. 17½″, 29″ & 47″–33″ 127 NHP N.E. Marine Eng. Co. Ld. Sld		I
78585 FNNI	**Lorient** *Well deck*	1 *Dk*	4185 2546	…		…		1921	Tyne I.S.B. Co. Ld. Newcastle	Cie. Delmas Vieljeux	364·5 / P18′Q128′B68′ FK	52·8	24·5	La Rochlle French *WB*	T. 3 Cy. 23½″, 38″ & 64″–42″ 347 NHP Armstrong Whitworth & Co. Ld. Nwc.	26 ″ 8	V †
78586 141927 GCLM	**Loriga** (*ex* Glenariffe) Twin Sc *Oil Eng* *ss* Hul. No. 3–8,31 *ss* Hul. No. 1–35 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)		6665 6095 ~~4051~~ 4099	✠100A1 *Shelter dk with freeboard* ~~7,37~~ 3,39 ✠LMC ~~CS~~ ~~BS7,38~~ ~~11,38~~ 7,37	Hul	*z*	CL ~~11,36~~ 10,36 11,39	1919 10mo	Harland & Wolff, Ld. Glasgow *Lloyd's sA&CP*	Pacific Stm Nav Co. *Cell D B 348′ 1089t*	406·0 / 420·6 (O.L.) P43′B81′F48′ *on Shelter dk* *D Ta 46′706t* *FPT* 11	54·2	32·9 23·6 FK	Glasgow British *GB* *pt Cem* *7 B Hto Sh dk* *6t APT* 123*t*	Oil Engines 4S.C.SA 12 Cy. 26⅜″–39⅜″ 810 NHP *DB–100 lb* Harland & Wolff, Ld. Gls.	35 ″ 5 s 8 ″ 9 27 ″ 0	
78587 135704 GPBK	**Lorina** (P) Twin Sc *Cruiser Stern* Wireless D.F.	3 *Dks* 4 *tr b*	1578 937 629					1918	W. Denny & Bros. Ld. Dumbarton	Southern Railway	291·3 / P57′B154′F47′	36·1	14·7	S'thamptn British *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts W. Denny & Bros. Ld. Dmb.		BT till 1,39
78588 159571 VLKN	**Lorinna** *Oil Eng.* Wireless *Mchy. Aft*	1 *Dk* *Cruiser Stern*	1185 920 706	✠100A1 ~~1,38~~ ~~10,38~~ 8,39 Mel ✠LMC1,38	Gmh	*n*	OG	1938 1mo	W. Holyman & Sons Proprietary, Ld. Grngemth Dkyd. Co Ld Grngemouth *Lloyd's sA&CP*		230·7 / *36·8* 241·0 (O.L.) P60′B18′F27′ *Intermediate BH in hold dispensed with*	35·2	14·9 FK	Melbourne British *GB H Asp* *Cell D*	Oil Engines 2S.C.SA 7 Cy. 13¾″–24 7/16″ 231 NHP J. G. Kincaid & Co. Ld. Grk. *B 188′ 292t* *FPT* 92*t* *APT* 50*t*	17 ″ 2 s 1 ″ 11½ 15 ″ 4½	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Grément. etc / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après Lettre d'Environnement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Fovers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si on n'est dans le L.R. Durée Cert. Bel Trade
78589 98413	**Lorna Doone** (P)	PadSy	410 344 168					1891	Napier, Shanks&Bell Glasgow	Southamptn.I.ofW S.ofEng.Royal MailStmPktCo.Ld.	220·5 | 26·0 | 9·2 *Promenade dk* 168′			S'thamptn British	C.2Cy.32″&62″–60″ NB01 248NHP D.Rowan&Son,Glasgow		BT till 4,39
78590 148881 GMCD	**Lornaston** *ss*Ant.No.2–5,38 *ex*~~Bry No.2–34~~ 1*Dk*(*Stl*)		4934 4605 3072	✠100A1 ~~2,37,37~~ 5,39 ~~MS11,34~~ ~~Lloyd's~~ ~~DBS5,39~~	Bry ~~Ant~~	*z* ~~Clf~~	CL ~~7,37~~ ~~6,38~~ ~~Boiler~~ 4,39	1925 12mo *Lloyd's*	R.Duncan &Co.Ld. Pt.Glasgow	LornastonS.S.Co. Ld.(W.S.Miller& Co.) *Cell DB*349	407·0 | 53·5 | 25·7 P39′B245′F11′ FK 1159*t DTa* 29′ 1105*t*	Glasgow British *3BHCem* *APT*241*t*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb ~~200lb~~ *100lb* 457NHP 2SB,8*cf*,GS147,HS6606 FD Rankin&BlackmoreLdGrk	28 ″ 0 s 4 ″ 0½ 24 ″ 2½	
78591 FNWL	**Lorrain** (*ex*Kenmore–37) *Fitted for oil fuel* *ss*Ant.No.3–8,38 D.F. E.S.D. 1*Dk*(*Stl*)2*tr*t *Cruiser Stern*		3819 3226 2138	✠ ... 5,37	Ant	*x*		1923 2mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Cie.desBateaux à Vap.duNord.(Soc. Anon.deGérance et d'Armement, *Mgrs.*) *Duct keel in Blr. space & forward* 141′ *Cell DB*292′1145*t*	363·5 | 52·0 | 23·4 P45′B178′F77′ FK *DT a* 22′ 450*t* *FPT* 50*t* *APT*47*t*	Dunkirk French *8BHptCem ptAsp*	T.3Cy.26″,43″&73″–48″ 545NHP 3SB,9*cf*,GS187,HS8823 Richardsons, Westgarth& Co.Ld.Hpl.	26 ″ 7	V †
78592 213962 WFDN	**Los Angeles** *ss*L.An.No.3–8,28 ~~*ss*L.An.No.2–30~~ ~~*ss*L.An.No.3–36~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	3Mst Oil Eng.	6752 6394 4205	✠100A1 12,38 BS6,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,16	L.An SFo LMC5,36	*b*†	CL N5,36 *F.P.above* 150° F.	1916 4mo	Union Iron WorksCo. SanFrancisco A&OP	UnionOilCo. of California *Cell DB* *u E&B*62′*f*57′ 433*t*	435·0 | 56·2 | 33·6 P106′B57′F43′ FK *FPT*100*t* *APT*74*t*	LsAngeles Utd.States *14BHptAsp* (8 „ *to Udk* 6 „ „*2nd*„)	T.3Cy.27″,47″&76″–48″ (*s*) 215lb 552NHP 3SB,9*cf*,HS9405 UnionIronWorksCo.S.Fo.	33 ″ 6	
78593 145886 GDXM	**Losada** *Oil Eng.* *ss*Hul.No.3–2,34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *ss*Hul.No.1–38	TwinSc	6520 6090 4021	✠100A1 *Shelter dk with freeboard* 10,38 ~~7,37~~ 3,39 DBS ~~3,39~~ 3,39 9,36	Hul	*z*	CL ~~11,34~~ ~~10,36~~ 5,38 ~~9,38~~ 9,38	1921 10mo *Lloyd's*	Harland& Wolff,Ld. Glasgow *SA&CP*	PacificStm.Nav. Co. *Cell DB*349′1039*t*	406·1 | 54·2 | 32·8 420·7(O.L.) P32′B89′F45′*on Shelter dk* FK *FPT*116*t* *APT*123*t*	Liverpool British *ptCem* 7*BHtoShdk*	Oil Engines 4S.C.SA 12Cy.26½″–39⅜″ DB*100lb* 810NHP Harland&Wolff,Ld.Gls.	35 ″ 5 s 8 ″ 9 27 ″ 0	
78594 219284 KOQB	**Losmar** (*ex*Clauseus) D.F.		5549 5139 3417	✠100A1 12,38 ~~9,38~~ ~~DBS~~ 3,39 *Fitted for oil fuel* 1,20	Bal LMC1,36	*z*	CL ~~2,38~~ 12,38 *F.P.above* 150° F.	1919 12mo	Northwest SteelCo. Portland,Or. A&OP	CalmarS.S.Corp. *Intermediate BH in Intermediate 'tween & after holds dispensed with* *Cell DB*355′1139*t MT*	409·8 | 54·2 | 27·7 P44′B115′F47′ *in after hold* & FK *in dk BHs in fore* 29′745*t* *FPT*132*t* *APT*143*t*	NewYork Utd.States *ptCem* 5*BHtoUdk* 1 „ „ *2nd*„	T.3Cy.24⅛″,41½″&72″–48″ 210lb (*r*) 582NHP 3SB,9*cf*,GS196,HS8324 FD Hooven,Owens,Rent-schlerCo.Hamilton,O.	30 ″ 2 s 6 ″ 5 24 ″ 0	
78595 161863 GBTF	**Lossiebank** *ss*Bel.No.2–39 *Ref.Mchy.* ~~*ss*Bel.No.1–34~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)	TwinSc Oil Eng.	5627 4979 3412	✠100A1 *with freeboard* ~~8,39~~ DBS2,39 Lloyd's 2,39 for temp. 20° F. *Carrying vegetable oil in deep tanks & in tanks between tunnels*	Bal LMC2,39	*b*†	CL ~~7,36~~ 2,39	1930 6mo *Lloyd's*	Workman, Clark(1928) Ld. Belfast *SA&CP*	BankLineLd. (A.Weir&Co. *Mgrs.*) *Cell DB*356′1190*t* *Tanks in way of tunnels*263*t M*	426·7 | 57·4 | 25·7 FK *Tanks in way of* *T*60′ 2389*t* *FPT*95*t*	Belfast British *7BHptCem* (*Coll to Shdk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 10Cy.26¾″–47½″ 1246NHP DB*120lb* Workman,Clark(1928) Ld.	29 ″ 9 s 3 ″ 7½ 26 ″ 4½	
78596 DHOY	**Lothar** (*ex*Leonhard,*ex*JonasSell) Sub.Sig. 1*Dk*		720 578 429					1906	Nüscke& Co. Stettin	Reed.Johannes Ick G.m.b.H. (ArthurSommer, *Mgr.*)	203·0 | 30·2 | 12·5 Q62′B46′F28′			Hamburg German *WB*	T.3Cy.14″,21″&36″–24″ 63NHP Schwft.Uebigau,Dresden		G
78597 145870 MKSY	**Lothdale** (*ex*BrockleyCombe–37, *ex*Redesmere) *Mchy.Aft* *Well deck*	*ss*Apl.No.3–8,34 1*Dk*(*Stl*)	345 221 133	✠100A1 8,38 ~~19,37~~ ~~BS10,—~~ LMC7,38	Abn	*e*	CL 11,36	1921 9mo *Lloyd's*	Cook,Wel-t'n&Gemmell Ld. Beverley *SA&CP*	G.Couper&Co.Ld.	135·0 | 23·1 | 9·0 *24·2* FK Q50′B9′F21′ *FPT*8 *APT*1*t*	Bristol British *3BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 73RHP 1SB,2*pf*,GS34,HS1271 C D.Holmes&Co.Ld.Hull	10 ″ 3 s ″ 6½ 9 ″ 10	
78598 LEZU	**Lotos** (*ex*Svartisen–35, *ex*Erholm) Wireless 1*Dk*		1327 1153 749					1919	H.Te.Veld-huisWerf Papendrecht	A/S StenerS. MüllersRederi (StenerS.Müller)	238·1 | 36·5 | 16·0 P57*t* H66*t* F16*t*	Bergen Norwegian *WB*	T.3Cy.18½″,29″&48″–30″ 126NHP O.A.KuijpersMachine Fabriek,Rotterdam		N
78599 OYWP	**Lotta** D.F. E.S.D. 1*Dk*&*Shelter dk* *Cruiser Stern* *Strengthened for navigation in Ice*		1858 ~~1540~~ 960 1574 1044	✠100A1 *with freeboard* Roll 4,39 ~~6,38~~ LMC6,38 (*Glass Cont. plated.*)	Abg	*s*	CL	1938 6mo *Lloyd's*	Aalborg Værft A/S Aalborg *SA&CP*	Dampskibsselsk. "Vesterhavet" (J.Lauritzen) *Cell DB*280′576*t* *FPT*152*t* *APT*94*t*	~~284·5 | 43·5 | 19·7~~ 280·7(O.L.) ~~P?~~ FK (*Coll to Shelter dk* & *2nd dk*)	Aalborg Danish *IHptAsp*	C.3Cy.(2)15¾″&39⅜″–37⅞″ & LP turbine with S.R. gear-ing&chain drive 220lb (*s*) FD 231NHP 2SB(Spt),8*cf*,GS75,HS3315 Helsingörs Jernsk.&Mskb.	19 ″ 8 s ″ G¾ 19 ″ 2½	
78600 DHPL	**Lotte** (*ex*HeleneBlumenfeld, *ex*JacobSchröder, *ex*HeleneBlumenfeld) 1*Dk*		2115 1697 968					1905	Schiffsw.v. HenryKoch Lübeck	Reinecke& Bremer	295·9 | 40·7 | 18·1 P26′B84′F28′	Hamburg German *WB*	T.3Cy.27⅛″,43⅜″&69″–41⅝″ 312NHP J.F.Ahrens,Altona		C
78601 OXWH	— (*ex*Elsie–37,*ex*ElisabethMærsk, *ex*Tyskland) Wireless D.F. 1*Dk*		1420 1172 854					1906	Howaldts-werke Kiel	Dampskslsk.ag 1937A/S(OveSkou *Mgr.*)	241·2 | 36·1 | 16·5 P13′Q73′B105′F29	Copenhagn Danish *WB*	T3Cy16⅜″,26⅛″&42½″–29½″ 96NHP Howaldtswerke,Kiel		V
78602 DGWI	**Lotte Halm** (*ex*Broomhill,*ex*Alsen,*ex*Fehmarn) *Mchy.Aft* 1*Dk*	TwinSc	1198 1008 644					1914	Howaldts-werke Kiel	KölnerReed.A.G.	233·4 | 34·6 | 15·1	Cologne German *WB*	T.6Cy.11⅜″,19⅛″&31⅝″–18″ 84NHP Howaldtswerke,Kiel		G
78603 DJVE	**Lotte Leonhardt** E.S.D. 2*Dks* *Cruiser Stern*		4167 3806 2350					1937	Neptun-werft Rostock G.m.b.H. Rostock	Leonhardt& Blumberg	399·8 | 55·8 | 20·7 F36′	Hamburg German *WB*	C4Cy.(2)18⅞″&(2)39⅜″–39⅜″&LP turbine with DR gearing&hydraulic coupling HS4951 366NHP Neptunwerft Rostock G m.b.H.Rostock		
78604 141625 KNTR	**Lottie Bennett** (*ex*Sailing Vessel,*ex*Nor-mandie,*ex*Lottie Bennett) 1*Dk*	Wood4Mst Oil Eng.	585 — 448					1899	Hall Bros. Pt.Blakeley Wash.	Dr.W.J.Ross	170·4 | 37·6 | 12·8 P34′H—	L.Angeles Utd.States	Oil Engines		
78605 145577 MMMN	**Lottie R.** *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *Cruiser Stern*	Oil Eng	972 628 551	✠100A1 ~~9,37~~ 12,38	Lth Sws LMC~~4,37~~	*l*	CL	1937 9mo *Lloyd's*	Burntisl nd S.B.Co.Ld. Burntisland *SA&CP*	S.&R.Steamships, Ld.(Stone&Rolfe, Ld. *Mgrs.*) *Cell DB* 136′290*t* *FPT*	204·6 | 32·7 | 12·1 213·4(O.L.) Q146′F25′ FK 64*t* *APT*47*t*	Llanelly British *3BHptCem*	Oil Engines 2S.C.SA 5Cy.13⅜″–22⅞″ ~~150NHP~~ 81RHP BritishAuxiliaries,Ld.Gls.	14 ″ 8 s 4 ″ 7 14 ″ 5½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✝ for Special Survey, Date of last Survey.	6 Port of Survey.	7 Year in which freeboard now assigned. Present Class Letter.	7* Late when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of T. Trade Cert.
78606 162104 MBRL	**Lottinge** (*ex*Orleans-34) 1 *Dk*		2468 2301 1481			...		1918	Forth S.B. & Eng.Co.Ltd. Alloa	Constants (South Wales), Ltd. (M.Constant, *Mgr*)	305·3 P24′	42·8 B85′	21·5 F32′ FK	Cardiff British *WB*	T.3Cy.20½″,33″&54″–39″ 234NHP G.T.Grey&Co.Ltd.South Shields	23 ″ 9	V †
78607 Now "Jade", *see No. 88562 in Supplement* TTGF	**Louis Blanchet** 1 *Dk*		671 — 320					1920	Chantiers de Provence Port de Bouc	Cie. Saïgonnaise de Nav. & de Transp.	181·4	28·3	12·0 *WB*	Saigon French *WB*	T.3Cy.13¾″,21⅜″&37⅛″–23⅜″ 68NHP Chantiers de Provence, Msl.		
78608 FNWK	**Louis Charles Schiaffino** (*ex*AlgerianPrince-37) *ss*Mch.No.3–9,31 *ss*Bkn.No.1–35 1 *Dk (Stl)* 2*nd dk (Stl) in holds*		*3089* *2848* *1850*	✝100A1 ~~6.66 7,000~~ 3,39 C MS9.35 BS~~7,37~~5,38 *Fitted for oil fuel* 7,37	Alg	*u*	CL 7,37 *F.P. a*	1919 10mo *Lloyd's*	J. Priestman & Co. Sunderland *SA&CP* 50° F.	Soc. Algérienne de Nav. pour l'Afrique du Nord (Chas. Schiaffino & Cie. *Mgrs.*) *Cell D*	331·3 342 5 (O.L.) *B278′749t F*	46·8 P33′ B98′ F28′ *PT113t*	23·2 FK *APT122t*	Algiers French 5 *BHCem*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 429NHP 3SB,9*cf*,GS156,HS6321 FD G.Clark,Ld.Sunderland	25 ″ 6 *s* 3 ″ 11¾ 21 ″ 9	
78609 5786 SLXA	**Louis de Geer** (*ex*HolmenI, *ex*Therese, *ex*Boren) 4Mst *ss*Shl.No.3–6,28 *ss*Lkr.No.2–36 1 *Dk (Stl)*		*1847* *1621* *1089*	✝100A1 5,38 ~~6,37~~ BS~~6,37~~ 5,38	Hpl Osc LMC	*r* 5	36	OG ~~7,36~~ 5,38	1916 4mo	Lindholmens M.V. Gothenburg	Holmens Bruks & Fabriks A/B	262·0 ~~P24′~~ B65′ F31′ *Cell D*	42·7 FK *B224′*	18·1 *471t A PT41t*	Nrrköping Swedish 185lb 214NHP 4 *BHCem* 2SB,6*cf*,GS110,HS3500 Lindholmens M.V. Got.	T.3Cy.20½″,33″&55″–36″ (*s*) *s* 2 ″ 8½ 18 ″ 0	20 ″ 6
78610 FOYG	**Louis L. D.** *Oil Eng.* D.F. E.S.D. 2 *Dks* GyC. *Cruiser Stern*		5795 4948 3333					1936	Atel. & Ch. de France Dunkirk	Louis Dreyfus & Cie.	446·8 F43′	57·1 34·7	25·7 FK *WB*	Dunkirk French	Oil Engines 2S.C.SA 8Cy.25⅝″–47¼″ 911NHP Cie. de Constr. Mecaniques Sulzer, St. Denis		V
78611 108 ONRC	**Louis Sheid** (*ex*Kendal Castle, *ex*Ultor) *ss*Bal.No.2–28 D.F. 2 *Dks (Stl)*		*6057* *5539* *3737*	~~——~~ 1,36	Ant	*a*†		1920	Nordd. Werft. m.b.H. Weser-miinde-G.	Cie Nationale Belge de Transports Maritimes (Armement Deppe, *Mgrs.*) *Cell DB*	418·5 P58′ B139′ F46′ 373′ 1386t *F*	55·6 FK *PT100t*	29·2 7 *BHAsp* *APT10t*	Antwerp Belgian 3SB,9*cf*,GS180,HS8070 G.Seebeck A.G.Wsm.	T3Cy28¾″46½″&75⅜″–54″ 580NHP	31 ″ 9	V †
78612 215518 WNSX	**Louis W. Hill** *Mchy. Aft* 1 *Dk & Web frames* GyC. *Longitudinal framing*		7038 6827 5649				...	1917	American S.B.Co. Lorain, Ohio	National Steel Corp (M.A.Hanna Co. *Mgrs.*)	525·0 F48′	58·0 FK	31·0 Wilmgton (Del.) Utd. States *WB*	T.3Cy.23½″,38″&63″–42″ 376NHP American S.B.Co. Lorain, O.	32 ″ 0	R †
78613 125645 GWJT	**Louise Moller** (*ex*Balto–33, *ex*Björnefjord, *ex*River Plate) 1 *Dk 2 tr B deep framing & Web frames*		3764 3448 2337				...	1907	J L Thompson & Sons, Ld Sunderland	Moller Line Ld. (Mollers' Ld. *Mgrs.*)	346·5 P23′ B92′ F31′	50·8 FK	22·9 Shanghai British *WB*	T.3Cy.24½″,40″&66″–45″ 307NHP J. Dickinson & Sons, Ld. Sld.	25 ″ 6	C †
78614 236493 WOYO	**Louisiana** *Oil Eng* D.F. E.S.D. *Mchy. Aft* 1 *Dk* *Longitudinal framing at bottom & deck in centre tanks* *Cruiser Stern*		8569 — 5069	✝100A1 (~~6.66 1,38~~ 12,38 *Carrying Petroleum in bulk* DBS~~7,37~~	Phl		CL 1,38	1937 7mo *Lloyd's*	Sun S.B. & Dry Dock Co Chester, Pa.	The Texas Company *Cell DB*	468·1 490·5 (O.L.) P111 B39′ F61′ *u E82 277t F*	65·3 FK *PT141t*	34·3 Wilmgton (Del.) Utd. States 14 *BH* *APT115t*	Oil Engines 2S.C.SA 4Cy.31″–86″ 1197NHP 3DB(WT)*227lb* SunSB&DD.Co Chester Pa	34 ″ 3	
78615 OYXC	— *Oil Eng.* D.F. 1 *Dk & Shelter dk*	Twin Sc	6513 6200 4046					1921	Ardrossan DD&SBCoLd Ardrossan	Det Forenede Dampskibs Selsk.	407·8	55·2	33·5 *WB*	Copnhagn Danish	Oil Engines 4S.C.SA 12Cy.23¾″–35⅞″ 629NHP Burmeister&Wain,Cpn.		V
78616 218990 KODT	**Louisianan** (*ex*Golden Fleece–37, *ex*Dewey) D.F. *Fitted for oil fuel* 2 *Dks*		5484 — 3386					1919	J.F.Duthie & Co. Seattle, Wash	American-Hawaiian S.S.Co.	410·4 P44′ B115′ F47′	54·2	27·6 *WB*	New York Utd. States	T.3Cy.24⅛″,41½″&72″–48″ 359NHP Hooven, Owens, Rentschler Co. Hamilton, O.		R
78617 FNTJ	**Louisiane** (*ex*Notre Dame de Fourvière) D.F. *Fitted for oil fuel* 2 *Dks*		6903 6269 4154					1921	Ch. & Atel. de Penhoët St. Nazaire	Cie. Générale Transatlantique	427·5 P54′ B136′ F51′	58·4	31·6 *WB*	Havre French	T.3Cy.27⅓″,44½″&75″–42½″ 364NHP Ch. & Atel. de Penhoët		V
78618 ~~2109~~ 7330 SZIP	**Loulis** (*ex*Georgios–37, *ex*Castelrosso–33, *ex*Masr, *ex*H.M.S.Imogene) Iron		330 — 121					1880	..... Glasgow	C.N.Machairas	159·4	24·8	12·0	Piræus Greek	C.2Cy.12¼″&30⅝–24⅝″ 38NHP ,Glasgow		
78619 CSBC	**Lourenço Marques** (P) (*ex*Admiral) Sub.Sig. E.S.D.	Twin Sc	6298 4759 3857	100A– 10,37 ~~BS11,37~~ LMC ~~11,38~~ 12,38 MS~~6,36~~	Lis		OG ~~11,37~~ 11,38 P10,37	1905	Blohm & Voss Hamburg	Cia. Nacional de Navegação *Cell DB*	420·0 P& B284′ F85′ 337′ 919t *F*	50·2 FK *PT101t*	27·6 *APT113t*	Lisbon Portuguese 9 *BHpt Cem pt Asp*	T6Cy.23⅝″,39⅜″&66½″–47½″ 2001b (*s*) FD 790NHP 3DB,18*cf*,GS302,HS10587 Blohm & Voss, Hamburg	31 ″ 0 *s* 5 ″ 0½ 26 ″ 5½	
78620 120714 ~~B10L~~ GTGR	**Louth** (P) (*ex*Lady Munster–38, *ex*Graphic) D.F.	Twin Sc *ss*Liv.3rd No.3–5,36 2 *Dks (UStl–ws)*	1915 1333 791	100A1 *with freeboard* 5,38 ~~5,36~~ BS5,37 LMC 5	36 *Fitted for oil fuel* 11,23	Liv	*l*	OG P4,35 S4,36 *F.P. a*	1906 *Lloyd's*	Harland & Wolff, Ld. Belfast *SA&CP* above 50° F.	British & Irish Stm. Packet Co. ~~1936~~ Ld. *Cell D Ba*	320·3 P51′ B160′ F76′ 58′ *u E24′ 109t F*	41·3 FK&BK1½″ *PT*	16·8 Liverpool ~~Dublin~~ British 6 *BHCem* 15 *t APT25t*	Q8Cy21″ 29″41″&58″–36″ (*s*) 215lb FD 660NHP 1DB&2SB(DB19*fitted*11,23) SB(*New*11,23)12*cf*,HS9922 Harland & Wolff, Ld. Bel.	18 ″ 2 *s* 1 ″ 11 16 ″ 6	
78621 LEUA	**Lövaas** (*ex*Röisheim) 1 *Dk*	4Mst	1891 1689 1126					1917	Trndhjms Mek. Værks Trondheim	Skibs. A/S Geirulv (G.A.Gjeruldsen, *Mgr.*)	265·0 P60′ H82′	42·1	18·0 *WB*	Arendal Norwegian	T.3Cy.20½″,33″&56″–36″ 188NHP TrondhjemsMV Trndheim	20 ″ 0	N
78622 1009	**Lovart** 1 *Dk*		450 293 269			...		1892	Ardrossan S.B.Co.Ld. Ardrossan	Soc Anon Comercial Braun & Blanchard	145·0 P11′ B44′ F17′	26·1	9·2 FK *WB*	Pnta Arenas Chilian	T.3Cy.11″,18″&30″–21″ NB06 NDB02 52NHP Ross & Duncan, Glasgow	11 ″ 6	
78623 147906	**Lovat** (P) *ss*Hfx.No.3–5,36 2 *Dks (Weather dk–teak 2nd dk Stl)*		830 737 441	✝100A1 *with freeboard* 4,39~~6,37~~ LMC MS4.36 ~~Note 37~~ BS~~1,39~~ ~~,38~~	Hfx	*k*	CL ~~5,36~~ ~~5,38~~ N4,39	1924 6mo *Lloyd's*	Bow, McLachlan & Co. Ld. Paisley *SA&CP*	Lovat S.S.Co.Ld. (W.Fraser) *Cell D Ba*	175·0 28′ *u E22′ f*	29·1 FK&BK1″ *71′ 134t F*	19·7 Magdlen I's British 4 *B Hpt Cem* *Coll „ to W dk* *PT23t APT16t*	T.3Cy.15″,25½″&41″–30″ (*s*) 2001b 141NHP 2SB,4*cf*,GS82,HS2624 Bow, McLachlan & Co. Ld.	20 ″ 6 *s* 8 ″ 10 11 ″ 11½	
78624 YTFX	**Lovcen** (P) (*ex*Rosalind–36, *ex*Lady Gwendolen) *ss*Tri.2nd No.3–5,37 D.F. 2 *Dks (UStl–ws)*		*2390* *1753* *1563*	✝100A1 *Shelter dk* *with freeboard* 4,~~36~~5,37 BS4,39 ~~MS6.37~~ LMC 36 *Fitted for oil fuel* 11, 19	Tri Spt	*s*	CL 5,37 *F.P. a*	1911 9mo *Lloyd's*	Clyde S.B. & Eng.Co.Ld. Port Glasgow *SA&CP* above 50° F.	"Zetska Plovidba" A.D. *Cell D Ba*	300·2 P62′ B115′ F54′ 59′ *f* 69′ 265t	39·7 BK8″ *F*	17·5 Kotor Yugoslav 5 *BHCem* 43 *t APT27t*	T.3Cy.26″,42″&68″–45″ (*s*) 170lb 362NHP 2DB,12*cf*,GS200,HS6080 Clyde S.B. & E.Co.Ld. Pt.Gl	26 ″ 3 *s* 9 ″ 6½ 17 ″ 8	
78625 LCUB	**Lövland** 1 *Dk*		2389 2203 1447					1907	Short Bros. Ld. Sunderland	A/S Sunde (Victor Samuelsen, *Mgr.*)	295·0 H101′ F51′	45·0	19·6 *WB*	Farsund Norwegian	T.3Cy.22½″,37″&61″–42″ 241NHP N.E.Marine Eng.Co.Ld.Sld.		N

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu.	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés, et en cas échéant, lettre d'avis à Lloyd's Reg.
78626 LEKM	**Lövöy** (*ex*Laagen, *ex*Thöger, *ex*Luba)	1 *Dk*	459 373 260					1889	H.Koch Lübeck	A/S Kolnæs (*P.Lindöe, Mgr.*)	175·6 Q20*t* 98	22·5 B31*t*	11·7 F14*t*	Haugesnd Norwegian *WB*	C.2Cy.17″&32″–20″ NB09 38NHP J.W.Klawitter, Danzig		N
78627 151814 VJFT	**Lowana** *ss*Mel.No.3–3,37	1 *Dk(Stl)&Shelter dk(Stl)* *Cargo battens not fitted*	3021 2659 1687	✠100A1 *Shelter dk with freeboard* 11,58 ~~10,37~~	Mel	*v*	CL ~~10,36~~ 11,38	1924 6mo	Dunlop, Bremner& Co.Ld. PortGlasgow *Lloyd's SA&CP*	MelbourneS.S.Co. Ld. *CellDB288′74*	334·0 344·5(O.L.) F31′ *on dk* 4 „ „ *U* „ 5*t*	47·0 *Shelter* *Collision* *FPT93t*	22·9 FK *APT57t*	Melbourne British *Cem* *BH to Sh dk*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 362NHP 3SB,*9cf*,GS165,HS5925 Dunlop,Bremner&Co.Ld.	25 ″ 2 s 2 ″ 1½ 23 ″ 3½	
78628 164156	**Lowestoft Trader** *ss*Yar.No.1–39 *Oil Eng.*	1 *Dk* *Cruiser Stern* *Cargo battens not fitted*	311 231 149	✠100A1 ~~5,35~~ ~~12,37~~	Yar	*d*	~~11,37~~ 12,37	1934 12mo	GooleS.B. &Repg.Co. (1927)Ld. Goole *Lloyd's SA&CP*	Gt.Yarmouth ShippingCo.Ld.	130·7 P37′F14′	24·6 FK	9·0 *FPT*	Yarmouth British *3BHCem*	Oil Engines 2S.C.SA 5Cy.9½″–16½″ 84NHP *38tAPT19t* BritishAuxiliaries,Ld.Gls	9 ″ 8 s ″ 10½ 8 ″ 11½	
78629 161610 MMNL	**Lowick** 3Mst *Oil Eng.* Wireless *Mchy.Aft*	1 *Dk&Shelter dk* *Cruiser Stern* *Rudder electrically welded*	586 465 276	✠100A1 *withfreeboard* ~~12,37~~ 11,38	Bly	*k*	CL ~~2,38~~ 7,38	1937 12mo	J.Koster Hzn.Schpsw. "Gideon" Groningen *Lloyd's SA&CP*	Tyne-TeesSteam ShippingCo.Ld. *CellDB114′291t*	189·6 195·9(O.L.) F	31·6 FK *FPT65t*	10·9 *APT30t*	Newcastle British *3BIptCem* *Coll to Sh dk* 2 „ *2nd* „	Oil Engines 4S.C.SA 6Cy.15¾″–26″ 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 ″ 6 s ″ 2 13 ″ 5½	
78630 14236? MJXJ	**Lowland** (*ex*Noord-Holland–32) *ss*Rot.2ndNo.3–10,35 *Well deck*	1 *Dk(Stl)*	974 701 585	✠100A1 12,37	Shl	*m*	OG 12,37	1911 4mo	Rijkee&Co Rotterdam *Lloyd's SA&CP*	Shipping&Coal Co.Ld. *CellDBa54′*	216·5 Q75′B58′F24′ *uE21′f86′301t*	32·7 FK *FPT*	13·8 *APT13t*	London British *4BHCem*	T3Cy.17⅞″,29″&46″–36″ (*r*) 180lb 164NHP 2SB,*4cf*,GS80,HS2892 Maats.Fyenoord.Rot.	14 ″ 3 s ″ 8 13 ″ 9½	
78631 16431? GZKT	**Lowther Castle** D.F.	1 *Dk&Shelter dk* *Cruiser Stern* *Longitudinal framing at bottom&at decks*	5171 4563 3028	✠100A1 *withfreeboard* Ant 1,39 ~~2,98~~	Yka		CL	1937 2mo	SirJ.Laing &SonsLd. Sunderland *Lloyd's SA&CP*	LancashireShippg. CoLd.(J.Chambers &Co.*Mgrs.*) *CellDB372′1231t*	437·4 454·2(O.L.) F30′	57·1 FK *FPT174t*	24·3 *APT168t*	Liverpool British *7BHCem* *Coll to Sh dk* 6 „ *2nd* „	T.3Cy.23½″,38″&66′–45″ (*s*) 220lb 466NHP 2SB(Spt)&1AuxSB,*8cf*, FD GS122,HS6846 N.E.MarineEngCoLd Nwc	27 ″ 5 s 2 ″ 11½ 24 ″ 8½	
78632 FNZI	**Loyaute** (*ex*Loyalty, *ex*SaintMichel) *ss*NoumeaNo.3–11,33 Wireless *Well deck*	1 *Dk(Stl)*	486 294 271	✠ ~~8,38~~	Bsb	*h*	7,35	1913 2mo	N.V.Werf deNoord Alblasserdm. A&CP	Société des-Iles Loyaute(Hagen Frères, *Mgrs.*)	155·2 P&B106′F24′	26·1 FK *FPT23t*	11·7 *APT28t*	Noumea French *4BHCem*	T.3Cy.13″,18″&31″–21″ (*s*) 180lb *80lb* 64NHP 1SB,*2cf*,GS37,HS1210 Earle'sCo.Ld.Hull	12 ″ 6 ~~8 ″ 4½~~ ~~12 ″ 4~~	
78633 UNAP	**Lozovski** (*ex*Merkur, *ex*SanPietro, *ex*PeterBerg, *ex*Vera) *ss*Bly.No.3–2,20 *Spar dk(pt Irn & pt Stl)2tr B&deep framing*	*Ref.Mchy.*	3011 2824 1851	✠ 10,24	Ham	*u*		1903 12mo	Irvine'sSB &D.D.Co.Ld. W Hartlepool *CellDBa98′u*	U.S.S.R. *E22′f142′785t*	324·2 P30′B102′F31′	47·0 FK *FPT*	22·2 *74tAPT106t*	Vladvostk Russian NB26 *5BHCem*	T.3Cy.23½″,38″&64″–42″ 301NHP 2SB,*6cf*,GS116,HS4815 Richardsons,Westgarth& Co.Ld.Hpl	24 ″ 10	
78634	**Lu Kiang**		416 — 236					1908	..... Scotland	ChiangTehSeng	137·0	21·6	16·4	Amoy Chinese	C.		
78635 CSAT	**Luabo** Wireless	1 *Dk&Awng dk*	1435 — 855				...	1909	Russell& Co. PortGlasgow	Cia.Nacional de Navegação	240·0 P41′F43′	33·5 FK	19·2 *WB*	Lisbon Portuguese	T.6Cy.11½″,20″&32″–27″ 144NHP J.G.Kincaid&Co.Ld.Grk.	21 ″ 6	
78636 413 IPON	**Luana** (*ex*LeopoldDeWael–33, *ex*Majorca) *Well deck*	*ss*Shl.2ndNo.3–7,19 *ss*Ant.No.3–1,28 1 *Dk(Irn)&Web frames*	1140 871 691	✠ ~~—~~ ~~6,38~~	Ant	*n*		1892 6mo	S.P.Austin &Son Sunderland	RaffaeleRomano *CellD B178′310tFPT*	235·9 225·0 P28′Q50′B44′F25′	33·4 FK	14·4 *38tAPT22t*	Naples Italian NDB08 *5BHCem*	T.3Cy.18½″,30″&49″–33″ 136NHP 1SB,*4cf*,GS63,HS2007 G.Clark(Lim.),Sunderland	16 ″ 11	I †
78637 DHPR	**Lübeck** D.F.	1 *Dk*	3703 3317 2145					1923	Frd.Krupp Act.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	338·7 P&B220′F42′	47·3	26·2	Hamburg German *WB*	T.3Cy.23⅝″,39⅜″&65¾″–45⅝″ 290NHP Frk.KruppA.G.Kiel		G
~~Broken up~~ Now a hulk 78638	— Ⓟ	Twin Sc	570 352					1894	H.Koch Lübeck	HallandsÅngbåts A/B(HarryTrapp, *Mgr.*)	175·9 P83′H60′F21′	26·7	11·4	Gothenbrg Swedish *WB*	T.6Cy.12½″,22½″&35½″–19½″ 56NHP Daevel&Co.Kiel		V
78639 SPBN	**Lublin** Wireless D.F. *Ref.Mchy.*	1 *Dk&Shelter dk* *Cruiser Stern*	1409 1085 686					1932	Helsingörs Jerns.&Msk. Elsinore.	PolishBritishS.S. Co.Ld.	264·4	39·4	15·2	Gdynia Polish *WB*	C.4Cy.(2)16½&(2)35⅝″–35⅜″ 148NHP HelsingörsJernsk &Mskb.		V
78640 ONUA	**Lubrafol** D.F. *Mchy.Aft* *Oil Eng.* *Carrying Petroleum in bulk*	Twin Sc 2 *Dks*	7138 6738 3988					1924	Armstrong Whitworth &Co.Ld. Newcastle	BelgianGulfOil Co.S.A.	440·8 P101′B52′F46′	57·4	34·0	Antwerp Belgian	Oil Engines 2S.C.SA 8Cy.23⅜″–41⅞″ 774NHP Armstrng Whitwrth&CoLd		C
78641 1492 IBNT	**Lucania** (*ex*Coalinga, *ex*Pectan) *Mchy.Aft* D.F. GyC.	*Fitted for oil fuel* 2 *Dks&Web frames* lower *dk in forehold* *Carrying Petroleum in bulk*	8106 6903 5090				...	1902	W.Gray& Co.Ld. W Hartlepool	DittaLuigi PittalugaVapori	483·1 471·0 P123′B54′F63′	55·0 FK	32·9 *WB*	Genoa Italian	T.3Cy.29½″,48″&78″–54″ 581NHP Cen.Mar.Eng.Wrks.WHpl	34 ″ 10	I †
Wrecked 78642 142?49 GRFP	**Luceric** *ss*Shl.No.3–3,33	1 *Dk(Stl)&Shelter dk(Stl)* *Cargo battens not fitted in 'tween dks* *ssHKg.No.1–38*	6681 6398 4166	✠ ~~100A1~~ *Shelter dk* *withfreeboard* 6,38 ~~1,37~~	Cff	*at*	CL 8,37	1919 3mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's SA&CP*	BankLine,Ld.(A. Weir&Co. *Mgrs.*) *CellD B366′*	412·5 *FonShelter dk* 1388*t*	55·5 36′FK *DTa26′1005t*	34·4 *FPT151t*	Glasgow British *pt Cem* *6BHtoSh dk* 2 „ „ *U* „	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 596NHP 3SB,*12cf*,GS219,HS9525 FD G.Clark,Ld.Sunderland	37 ″ 0 s 8 ″ 9½ 28 ″ 6	
78643 162323 GPDB	**Lucerna** *Oil Eng.* *ss*Nwc.No.1–34 *Mchy.Aft* D.F.	2 *Dks(Stl)&Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	6556 6108 3928	✠100A1 ~~10,37~~	Shl	*at*	CL ~~10,37~~	1930 8mo	Palmers' Co Ld. Newcastle *Lloyd's SA&CP* *CellD BuE47′132tDTf36′410t*	LuminaS.S.Co.Ld. (H.E.Moss&Co. *Mgrs.*)	430·5 P110′B34′F44′	56·6 FK *FPT149t*	32·9 *APT91t*	Liverpool British *17BHptCem* (11 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.26¾″–47½″ 749NHP 2DB *120lb* WllsndSlpwy.Co.Ld.Nwc.	32 ″ 9 s 6 ″ 1⅝ 26 ″ 10½	
78644 EAFZ	**Luchana** (*ex*Oquendo, *ex*Tuscany) *ss*Bbo.2ndNo.3–6,32 *ss*Bbo.No.1–36 *Spar dk(Stl)2tr B&deep framing* *Cargo battens not fitted*		*3000* *2807* *1872*	✠100A1 *Spar dk* *withfreeboard* 3,37	Bbo	*u*	CL 1,36	1908 2mo	Irvine'sSB &D.D.Co.Ld W Hartlepool *Lloyd's SA&CP*	Cia.VascoCanta-brica deNav.(J.M. de laTorreyAlonso, *Mgr.*) *CellDBa102′uE*	325·0 P32′B101′F31′ 22·4 *24′f138′573t*	47·0 FK *FPT*	13·8 *80tAPT77t*	Bilbao Spanish *5BHCem*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *100lb* 287NHP 2SR,*6cf*,GS102,HS4637 Richardsons,Westgarth& Co.Ld.	24 ″ 10 s 3 ″ 11½ 21 ″ 1	

No later survey reported

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 ✠ for Special Survey. Date of last Survey.	7 Port of Survey. Year Assigned or Last Special Survey.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L.R. Date of last alteration.
78645	**Lucho** (*ex*San Julian–38, *ex*Benita C.T.–33, *ex*SofiaV, *ex*Forestdene, *ex*Freddysmith, *ex*Jan vanGalen)	1 *Dk*	488 — 278					1919	Gebr.S. Volker, Afzn. Sliedrecht	Moretti, Tomatis &Cia.	177·3 Q& B74′	28·4 F25′	12·3	Bns.Aires Argentine *WB*	T.3Cy.13″,21″&34″–18½″ 50NHP MachinefabrickBolnes		V
78646 Broken up 120641 GMKD	**Luchow** Ⓟ		2000 1728 1221					1905	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	266·9 B81′	40·2 F34′	21·7	London British *WB*	T.3Cy.20″,33½″&56″–39″ 196NHP Scotts'S.B.&E.Co.Ld.Grk.		
78647 104 IBPT	**Lucia C.** (*ex*Lucia) *ss*Tri.No.3–9,34 D.F. 2 *Dks*(*Stl*)& *Web frames*		6123 4998 3647	✠100A1 Pla 1902 2,37 BS6.38 5,38 ✠LMC9.34 *Fitted for oil fuel* 3,22		*z*	CL N9.34 5,38 *F.P. a*	1922 3mo	Cant.Nav. Triestino Monfalcone A&CP	"Italia" Soc. Anon. diNav. *Cell D Ba* 117′ *uB&f* 198′1	417·7 P36′ B124′ F44′ FK 132*t MT* 27′ 8*t FP*	54·0	29·7	Trieste Italian *6 BHCem* *T* 107*t APT*	T.3Cy.26⅜″,42½″&70⅝″–48⅛″ 180lb (*s*) 483NHP GSB(Spt),*9cf*,GS148, BS7221 FD UnitedMachineFactories, 35*t* Praga	32 ″ 10 *s* 7 ″ 8½ 25 ″ 4	
78648	**Lucia Carbó** *Fitted for oil fuel* (*Train Ferry*) 1 *Dk*	TwinSc	1682 — 959					1907	A.&J. Inglis,Ld. Glasgow	EntreRiosRlys.Co. Ld. *Cell D Bu E&f* B57′ 115*t DT f*29′ 106*t*	283·0	56·2	17·2 FK *FPT* 111*t APT* 62*t*	Bns.Aires Argentine	T.6Cy.17″,28″&46″–39″ 232NHP A.&J.Inglis,Ld.Glasgow		
78649 142317 GPDZ	**Lucient** *ss*Shl.No.3–5,31 *Mchy.Aft* *Well deck* *ss*Sld.No.1–35 *Cargo battens not fitted* 1 *Dk*(*Stl*)		1879 1482 1115	✠100A1 Sld 1906 6,37 BS6.37 5,38 ✠LMC5.35		*r*	CL 5,36 1,38	1918 3mo	WoodSkinner&Co.Ld. Newcastle *Lloyd's*	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld. *Mgrs.*) *Cell A* B222′ 595*t FPT* 91*t APT* 56*t*	270·6 Q163 Bon Q11′ F29′ FK	38·2	18·0	London British *4 BHCem*	T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 217NHP 2SB,*6pf*,GS98,HS3610 J.Dickinson&Sons,Ld.Sld.	20 ″ 6 *s* 6 ″ 0½ 18 ″ 3½	
78650 1642 IBRT	**Lucifero** (*ex*Arminco, *ex*F.A.Tamplin) *ss*Ant.No.3–9,25 *ss*Ant.No.1–29 D.F. *Mchy Aft* 2 *Dks*(*Stl*)& *Web frames* *Fitted for oil fuel* *Carrying Petroleum in bulk*		4000 3576 2418	✠ ... 11,38 ✠		Fiu		1912 12mo	Palmers' Co.Ld. Newcastle	SocietàPetrolifera EserciziMarittimi *Cell D Bu E&f* B57′ 115*t DT f*29′ 106*t*	364·0 350·0 P86′ B26′ F29′ FK	47·5	26·6 *FPT* 111*t APT* 62*t*	Genoa Italian 13 *BHCem* (10 *to U dk* 3 ,, 2*nd*,,)	T.3Cy.25″,41″&66″–45″ NDB25 346NHP 2SB,*8cf*,GS143,HS5766 Palmers'Co.Ld.Nwc.	28 ″ 0	I †
78651 127965 GRPF	**Lucigen** *ss*Shl.2ndNo.3–4,37 *Mchy.Aft* 2 *Dks*(*Stl*)& *Web frames*	3Mst	4986 4503 3173	✠100A1 Shl 2,38 BS2.38 ✠LMC3.37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,22		*y*	CL 3,37 *F.P. a*	1909 2mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*	LucigenS.S.Co.Ld. (H.E.Moss&Co.) *WB* = *Cell D Bu E* 40′ 79*t DT f*38′ 273*t*	388·0 P96′ B28′ F43′ FK *FPT* 38*t APT* 17*t*	50·5	29·2	Liverpool British 180lb 437NHP 4SB,*12cf*,GS216,HS7364 N.E.MarineEngCoLdNwc	T.3Cy.26″,43″&72″–48″ (*s*) 30 ″ 9 *s* 6 ″ 0⅜ 24 ″ 11	
78652 YTFY	**Lucijana** (*ex*Offham–37, *ex*Pentyne–33) 1 *Dk*(*Stl*)		4067 3842 2496	✠100A1 Cff 1908 3,39 Rot BS10.38 ✠LMC MS5.36 BS9.37		*x*	CL 3,36 1 38	1928 3mo	BurntislndS.B.Co.Ld Burntisland *Lloyd's*	"Jadran" Brodarsko Drustvo s.o.j. *Cell DB* 318′ 1126*t FPT* 77*t APT* 189*t*	370·0 380·9 (o.l.) P29′ B224′ F34′ FK	51·4	25·1	Susak Yugoslav 6 *BHCem* 3SB,*9cf*,GS173,HS6201 D.Rowan&Co.Gls.	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 371NHP 24 ″ 0	27 ″ 6 *s* 3 ″ 8½	
78653 147933 GKXF	**Luciston** *ss*Ant.No.3–7,37 2 *Dks*(*Stl*)		5017 4781 3174	✠100A1 Ant 1,00 7,37 2,39 Shl CTn ✠LMC7.37 S6,38		*y*	CL 7,00 1,39	1924 11mo	R.Duncan &Co.Ld. Pt.Glasgow *Lloyd's*	LucistonS.S.Co.Ld. (W.S.Miller&Co.) *Intermediate 'tween dk* *BH in after hold dispensed with* *Cell DB* 343′ 1120*t DTa* 30′ 860*t APT* 102*t*	404·9 P38′ B119′ F43′ FK	53·0	27·6	Glasgow British *Cem* 6 *BHto Udk* 1 ,, ,,2*nd*,, *only*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 476NHP 3SB,*9cf*,GS190,HS7068 FD D.Rowan&Co.Ld.Glasgow	30 ″ 0 *s* 5 ″ 8½ 24 ″ 7	
78654 3551 PJAK	**Lucita** *ss*Cco.No.2–34 *Mchy.Aft* 1 *Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	TwinSc	2604 1715 1136	✠100A1 Cco 6,38 11,37 BS12.38 ✠LMC9.33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,26		*t*	CL BS12,38 P12,38 *F.P. a*	1926 11mo	Cant.Nav. Triestino Monfalcone *Lloyd's*	N.V.Curacaosche Scheepvart Maats. *Cell DB* 343′ 1120*t DT*	305·0 Q89′ *Trunk dk* 187′ F29′ FK	50·2	15·1	Willemstad Dutch 9 *BHpt Cem* *APT* 84*t*	T.6Cy.12¾″,20½″&33⅜″–24⅛″ 180lb (*s*) 236NHP 2SB,*4cf*, ,HS4168 FD RotterdamD.D.Co.Rot.	15 ″ 0 *s* 1 ″ 6½ 13 ″ 7	
78655 209875 KJQE	**Lucius W. Robinson** *Mchy.Aft* 1 *Dk*		1893 — 1141					1912	Detroit S.B.Co. Wyandotte	Geo.HallCorporation *WB*	244·0 F38′	43·0	21·0	Ogdensbrg N.Y. Utd.States	T.3Cy.18″,29″&48″–40″ 146NHP DetroitS.B.Co.Detroit		R
78656 Sunk in port 2,39–Reboated VQYZ	**Lucky** (*ex*Loke–37) *ss*Skm.No.3–4,26 *ss*Skm.No.2–34 *Well deck* 1 *Dk*(*Stl*)& *deep framing*		1201 1014 714	✠100A1 Ant 10,37 1,40 ✠LMC4.36		*o*	OG 6,37	1905 5mo	Cmpbltwn S.B.Co. Campbeltwn *Lloyd's*	TossiShppgCo Ltd (A. Valgherino *Mgr.*) *Cell D Ba* 54′	230·1 Q80′ B57′ F29′ FK	34·4	16·0	Gibraltar British *4 BHCem* *APT* 90*t*	T.3Cy.18″,27½″&45″–33″ (*s*) 165lb 128NHP 2SB,*4cf*,GS73,HS2100 J.G.Kincaid&Co.Greenock	18 ″ 3 *s* 1 ″ 7½ 16 ″ 10	
78657 3815 PJAU	**Lucrecia** *ss*Cco.No.2–36 1 *Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	TwinSc	2584 1717 1119	✠100A1 Cco *with freeboard* BS1.39 1,39 ✠LMC MS5.36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,28		*t*	CL s12,37 P8,38 *F.P. a*	1928 7mo	Cant.Nav. Triestino Monfalcone *Lloyd's*	N.V.Curacaosche Scheepv. Maats.	305·0 (89′ F29′ *Trunk* 187′ FK	50·2	15·1 *FPT* 107*t*	Willmstad Dutch 9 *BHpt Cem* (*pt Asp* *APT* 84*t*	T6Cy.12⅜″,20½″&33⅜″–24⅛″ 180lb (*s*) 236NHP 2SB,*4cf*, ,HS4168 FD RotterdamscheDD.Co.Rot	15 ″ 0 *s* 1 ″ 6½ 13 ″ 6½	
78658 16132 GRNZ	**Luculus** *Oil Eng* *ss*Nwc.No.2–37 *Mchy.Aft* 2 *Dks*(*Stl*) D.F. *& Web frames* *Longitudinal framing*		6546 6108 3925	✠100A1 Nwc 4,38 BS4.38 ✠LMC5.37 *Carrying Petroleum in bulk*		*a*†	CL 4,38	1929 12mo	Palmers' Co.Ld. Newcastle *Lloyd's*	LucigenS.S.Co.Ld. (H.E.Moss&Co. *Mgrs.*) *Cell D Bu E* 47′ 132*t DT f* 36′ 410*t*	430·5 P110′ B34′ F44′ FK *FPT* 149*t APT* 91*t*	56·6	32·9	Liverpool British 17 *BHpt Cem* (11 *to U dk* 6 ,, 2*nd*,,)	Oil Engines 2S.C.SA 6Cy.26½″–47½″ 749NHP 2 *DB 120lb* WilsndSlpwy Co.Ld.Nwc.	32 ″ 9 *s* 6 ″ 2 26 ″ 10½	
78659 231610	**Lucy** *Carrying Petroleum in bulk* *Oil Eng.* *Mchy.Aft* 1 *Dk* *Longitudinal framing*		382 322 228					1932	BrewerDry DockCo. StatenIsland. N.Y.	BostonFuel Transportation Inc.	147·5	26·0	12·0	Boston Utd.States	Oil Engines 4S.C.SA 6Cy.13″–19″ 99NHP Ingersoll-RandCo. Toledo,O		
78660 145021 GPGQ	**Lucy Borchardt** (*ex*Saturn–37, *ex*Rolandseck–32, *ex*Brocklane, *ex* Florenz) 2 *Dks* ~~1 *Dk*& *Shelter dk*~~		1850 1728 1145					1905	Flensburgr Schiffsb.Ges Flensburg	Fairplay Towage &ShippingCo.Ld. (Commonwealth SteamTugCo.Ld.)	~~260·0~~ 260·0	~~37·8~~ H73′ 6	~~21·0~~	London British *WB*	T.3Cy.20 5/16″,33½″&55 13/16″–37⅜″ NB13 190NHP FlensburgerSchiffsb.Ges.	23 ″ 0 *s* 4 ″ 3½ 18 ″ 10½	G
78661 DHPP	**Lucy Essberger** (*ex*Petroleum) *Mchy.Aft* *Carrying Petroleum in bulk* Wireless 2 *Dks*		881 558 362					1911	Kjöbnhvns Flydk. & Skbs Copenhagen	JohnT.Essberger	175·4	37·4	13·9	Hamburg German *WB*	T.3Cy.15″,24½″&40″–27″ 83NHP KjbnhvnsFlydk.&Skbsv.		C
78662 220441	**Ludington** Ⓟ (*ex*JamesOtis) *Fitted for oil fuel* 1 *Dk*& *Shelter dk* GyC. *Longitudinal framing*		8266 — 6189	...				1920	ThePusey &JonesCo. Gloucester, N.J.	UnitedStates Maritime Commission	439·6 P41′ B134′ F46′ *on Shelter dk* FK	60·2	33·7	NewYork Utd.States *WB*	DRGearedSteamTurbine 627NHP DeLavalSteamTurbineCo. Trenton,N.J.	36 ″ 8	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds.* ps.	15 Registres où cote, si ce n'est dans le L.R. Durée du Cert. Boat Trials
78663 DHXY	**Ludolf Oldendorff** (*ex*Tractor-37, *ex*Fordson I, *ex*Max Bernstein, *ex*Wethersfield, *ex*Westmount) 1 *Dk* D.F.		1953 1759 1122	✠100A1	Got	*h*	OG	1903	G.S.Swan & Hunter, Ld. Newcastle	Egon Oldendorff,	247·6 F27′	42·0	20·5	Lübeck German *WB*	T.3Cy.21″,35″&58″–39″ 210NHP N.E.Marine Eng Co Ld. Nwc		G
78664 4877 SGNR	**Ludvig Kollberg** *ss*Got.2nd No.3–8,33 *ss*Got.No.1–37 *Well deck* 1 *Dk* (*Stl*)		*564* *379* *241*	~~6,39~~ ~~6,37~~ 8,39 BS6,38	✠LMC 37		6,36 3,39			Hallands Ångbåts A/B (Harry Trapp, *Mgr.*) *Lloyd's SA&CP*	165·2 176·4 (O.L.) Q72′P14′B13′F16′ *WB = DBa*	27·0	11·6 BK 7″ 35′ *u* E14′ 52*t* *FPT*	Gothenburg Swedish 4 *BHCem*	T.3Cy.14⅜″,22⅞″&39″–23⅜″ 190lb *90lb* (*s*) 91NHP 1SB,2*cf*,GS38,HS1526 Göteborgs MV. Aktieb. Got	12 ″ 5 s 4 ″ 2½ 12 ″ 6½	
78665 DHPQ	**Ludwig** (*ex*Irmgard) Sub Sig. 1 *Dk*		1065 835 623					1920	Schiffsw (v. J.&Sch.) A.G. Hamburg	Mathies Reed. K.G.	243·6 Q97′B90′F25′ len 23	32·0	13·2 *WB*	Hamburg German Gall&Seitz, Hamburg	T.3Cy.16⅝″,27″&43⅜″–33½″ 108NHP		G
78666 7654 SGNO	— (*ex*Elisabet) 1 *Dk*		*599* *444* *283*					1909	Nüscke & Co. Stettin	Rederi A/B Egon (S.M.Stjerna, *Mgr.*)	170·8 Q50′B43′F20′H43*t*	30·1	11·0 *WB*	Malmö Swedish	T.3Cy.13″,21″&33″–22″ Christiansen & Meyer, Harburg 51NHP		V
78667 DHGO	— (*ex*Erica-34) 1 *Dk*		301 239 128					1911	Stettiner Oderwerke Stettin	Sartori&Berger	128·6 B29′F18′	22·7	11·0 *WB*	Kiel German	C.2Cy.15 7/16″&27⅜″–15 7/16″ 25NHP Stettiner Oderwerke		G
78668 UOBP	**Luga** (*ex*Irmgard-32) Sub. Sig. 1 *Dk*		2329 2011 1350					1922	J. Frerichs & Co. A.G. Einswarden	U.S.S.R.	296·3 P243′F36′	42·8	19·6 *WB*	Leningrad Russian Germania Werft, Kiel	2 Steam Turbines DR geared to 1 Sc. Shaft		
78669 374 IBVT	**Luigi** (*ex*Modemi, *ex*Modica) D.F. 1 *Dk*		4283 4033 2554					1920	Fredrkstad Mek. Værks. Fredrikstad	Nivose Soc. di Nav. (A.Scinicariello, *Mgr.*)	383·2 372·1 P118*t* H159*t*	52·1	25·9 *WB*	Naples Italian	T.3Cy.23″,38½″&65″–42″ NE26 271NHP N.E.Marine Eng Co Ld. Nwc		CI
78670 1069 IPPU	— (*ex*Bertha, *ex*Carmen, *ex*Margarethe Witte, *ex*Sailing Vessel, *ex*Margarethe Gertrude, *ex*Weert, *ex*Henning) *Mchy. Aft* 1 *Dk* (*See Sailing Ship Register*)	**Aux 4 Mst Sr** *Oil Eng.*	433 375 345	✠ 1,18	Hav	*j*		1904	Klippans Varfs. Akt. Gothenburg	Dani&C.	166·5 164·2 P26′	28·9 BK 7″	11·4 *WB*	Genoa Italian	Oil Engines 4S.C.SA 4Cy.11″–17⅜″ 46NHP *Emade&fitted* 25″ Gas Mfbk Deutz Köln Deutz	12 ″ 0	I †
78671 1751 IPQJ	**Luigi Martini** (*ex*Seraphicus–34, *ex*Catania) 1 *Dk* *Mchy. Aft*		874 — 706					1926	Flli Biriaco Catania	Piero&Mario Martini ("Cicoma" Soc. Anon.)	204·4 F14′	29·9	15·9 *WB*	Genoa Italian	T.3Cy.13″,20⅜″&36⅜″–27½″ 70NHP Flli Biriaco, Catania		I
78672 2082 IBJT	**Luigi Razza** (*ex*Penmorvah–36) *ss*Cff.No.3–5,27 D.F. *ss*Cff.No.2–36 1 *Dk* (*Stl*)		4319 3966 2679	✠ … 6,39 ~~Load 3.7~~ ~~4.6~~	Rot Gen	*x*	CL 2,37	1913	W.Gray & Co.Ld. W Hartlepool	Soc. Anon. Cooperativa di Nav. "Garibaldi" *Cell D Ba* ✠ *u* E145′ *f* *Lloyd's SA&CP*	365·2 377·2 (O.L.) P25′B106′F36′ 159′966*t* *FPT* 110*t* *APT* 10*t*	50·8 FK	26·0 6 *BHCem*	Genoa Italian Cen. Mar. Eng. Wrks. W Hpl	T 3Cy.24¾″,41″&68″–48″ (*s*) 180lb *100lb* 371NHP 2SB,*8cf*,GS147,HS6039	28 ″ 4 ~~s 5 ″ 4½~~ ~~23 ″ 3~~	
78673 24 IPQM	**Luigi Rizzo** Ⓟ 1 *Dk*		382 283 147					1929	Cant. Nav. Riuniti Ancona	"Eolia" Soc. Anon. di Nav.	172·0 F33′	25·6	12·6	Messina Italian	T3Cy 16½″ 24 3/16″ &39⅜″–27 3/16″ 81NHP Cant. Nav. Riuniti, Ancona		I
78674 631 IPRE	**Luigia Garrè** (*ex*Mornar, *ex*Rozetta) *Mchy. Aft* 1 *Dk* (*See Sailing Ship Register*)	**Aux 3 Mst Sr** *Oil Eng.*	354 315 266					1918	Gebr. G.& H. Bodewes Martenshoek	Riccardo Garrè fu F. .	141·0	25·3	11·7	Viareggio Italian	Oil Engines 4S.C.SA 6Cy 8¼″–12⅝″ NE33 40NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
78675 137165 EICQ	**Luimneach** (*ex*Fairfield) *ss*Bkn.No.3–1,34 *ss*Bkn.No.1–37 *Well deck* 1 *Dk* (*Stl*) *Cargo battens not fitted*		1074 765 443	✠100A1 ~~6,36~~ ~~8,27~~ 1,39 BS6,38 4,39	Bkn Swa Liv ✠LMC 8,37	*u*	CL 8,37	1915	Jos.T.Eltringham & Co.Ld. (S.J.K. Roycroft, *Mgr.*) Willington Quay *Lloyd's SA&CP*	Limerick S.S.Co. Ld. (S.J.K. Roycroft, *Mgr.*) *Cell D Ba* ✠ 54′	220·1 Q131′B on Q16′F27′ *u* E20′ *f* 90′ 293*t* *FPT*	33·4 FK	13·9 34*t* *APT* 73*t*	Limerick British 4 *BHCem*	T.3Cy.17½″,28″&47″–33″ (*r*) 180lb *100lb* 174NHP 2SB,6*cf*,GS100,RS8188 Shields Eng. Co. Ld. N.Shl.	16 ″ 4 s 4 ″ 8¾ 15 ″ 6½	
78676 EAFU	**Luis Adaro** (*ex*Wenceslao, *ex*Somerhill) *ss*Bbo 2nd No.3–1,14 *ss*Cdz.No.2–22 *Well deck* 1 *Dk* (*Stl*) & *Web frames*		2285 — 1374	✠ 9,27	Bbo	*s*		1888	Richardson Duck&Co. Stockton	Gumersindo Junquera *Cell D*	273·2 P30′Q82′B114′F30′ *B236′466t A PT 14t*	37·7 BK 10″5	21·9 *B Hpt Asp pt Cem*	Gijon Spanish Blair&Co.Ld. Stockton	T.3Cy.21¼″,35½″&58¼″–39″ NDB13 217NHP 2SB,6*cf*,GS85,HS3301	22 ″ 1	
78677 2058 IPRT	**Luisa** (*ex*Santa Cruz–35) 1 *Dk* & *Spar dk*		1483 1337 906					1905	Fredrkstad Mek. Værks. Fredrikstad	Dani&C.	246·9 237·7 B77*t* H54*t*	35·2	19·6 *WB*	Genoa Italian	T.3Cy.17″,30″&49″–33″ 138NHP Fredrkstad M.V. Frdstad		I
78678 DJWK	**Luise Leonhardt** (*ex*Siltonhall–38) D.F. *ss*Hpl.No.1–36 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		4816 4374 2816	✠100A1 *with freeboard* ~~3,39~~ ~~5,38~~ PS 3,39	Bry Ham ✠LMC 12,36	*z*	CL 5,38	1932	W.Gray & Co.Ld. W Hartlepool	Leonhardt& Blumberg *Cell D B* 358″ 1143*t* *D Ta* 28′ 1076*t*	~~440·7~~ 435 F35′	~~54·8~~ 54·6 FK	~~24·9~~ 25·0 (*Coll to Sh dk* 6 „ 2nd „)	Hamburg German 7 *BHCem*	(Q4Cy20″,25½″,41½″&61″–48″ 260lb FD (*s*) 467NHP 3SB(Spt)9*cf*,GS144,HS6811 Cen Mar. E. Wks. (W.Gray&Co.Ld.) W.Hpl	27 ″ 7 s 3 ″ 0½ 24 ″ 9¼	
78679 1293 IBST	**Luisiano** (*ex*Baytown, *ex*Reginolite) *Fitted for oil fuel* *Mchy. Aft* 1 *Dk* & *Web frames* D.F. *Carrying Petroleum in bulk*		2552 2063 1322					1917	The Collingwood S.B. Co.Ld. Collingwood	~~Soc. Armatrice Italiana~~ Ditta G.M. Barbagelata	255·9 250·0 P73′F35′	43·6 43·8 FK	23·4 23·5 *WB*	Genoa Italian	T.3Cy.18″,30″&50″–36″ 211NHP Collingwood S.B.Co.Ld.	25 ″ 0	I †
78680 6851 SHBA	**Luleå** Twin Sc *ss*Got.No.1–38 *Oil Eng.* *ss*Got.No.3–3,35 D.F. E.S.D. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cargo battens not fitted* *Cruiser Stern*		*5611* *5223* *2819*	✠100A1 *Shelter dk* *with freeboard* ~~5,367,35~~ 3,39 ~~D Bk 4,34~~ ~~14,36~~ 5,	Got DBS 4,39 ✠LMC CS ~~3,36~~ 3	*y*	OG ~~7 11,36~~ ~~10,36~~ 3,39 2,39 3	1922	A.B.Götaverken Gothenburg A&CP	Trafikaktieb. Grängesberg-Oxelösund (M.Waldenström, *Mgr.*) *Cell D B DT* 68′ 730*t* *D T*	393·7 F40′ *on Shelter dk* FK a 103′ 1225*t* *FPT* 58*t* *APT* 155*t*	53·4 *Collision* *u* E32′ *f* 105′ 651*t*	30·9 *BH to Sh dk* 6 „ „ *U*	Stockholm Swedish *pt Cem*	Oil Engines 4S.C.SA 12Cy.23 1/16″–35 7/16″ 629NHP DB *100lb* A.B.Götaverken, Got.	34 ″ 1 s 8 ″ 0 26 ″ 3¼	
78681 4119 SGNW	— Ⓟ (*ex*Skandia) 2 *Dks* & *Shelter dk*	**Iron**	627 351 440					1872	Bergsunds Mek. Verkst. Stockholm	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	165·5 H40*t*	25·0	12·9 20·1	Stockholm Swedish	T.3Cy.13⅞″ 21¼″&35 13/16″–25⅞″ NE&B02 65NHP Qvillebäckens M.V. Got.		
78682 122860 MNPG	**Lulonga** (*ex*Brabo, *ex*Knottingley) *Well deck* *Mchy. Aft*	3 Mst *ss*Goo.2nd No.3–9,31 *ss*Goo.No.1–36 1 *Dk* (*Irn*) & *deep framing* *Cargo battens not fitted*	821 584 414	✠100A1 ~~8,39~~ ~~11,37~~ BS 8,38	Goo ✠LMC 6,35	*k*	OG 8,37	1907	J.Crown& Sons, Ld. Sunderland *Lloyd's SA&CP*	Hook S.S.Co.Ld. (Goole&Hull Steam Towing Co Ld. *Mgs*) *Cell*	195·0 Q98′B13′F24′ *DB f* 125′ 222*t* *FPT*	32·6 FK	11·4 57*t* *APT* 5*t*	Grimsby British 4 *BHCem*	T.3Cy.15¾″,25½″&45″–33″ (*s*) 160lb 99NHP 2SB,4*pf*,GS53,HS2100 N.E.Marine Eng.Co.Ld.Sld	13 ″ 9 s 4 ″ 8¾ 13 ″ 2	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. now or pired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L. R. Date of B. of Trade Cert.
78683 217424 exCottonplant) WMEO	**Lumberman** (*ex*F. A. Warner, *Fitted for oil fuel* *Mchy. Aft* D.F. 1 *Dk*	2333 1855 1389					1918	Gt. Lakes Eng. Works Ecorse, Mich.	CoosBayLumber Co.	253·4 | 43·7 | 24·5 P115′ F25′			S. Frncisco Utd. States *WB*	T. 3Cy. 21″, 34½″ & 57″–42″ 211 NHP Gt Lakes Eng. Wks. Detroit		R
78684 217860 KJFB	**Lumbertown** (*ex*CastleTown–36) *Fitted for oil fuel* 1 *Dk*	3321 2750 2029				…	1919	Pusey & Jones Co. Gloucester City, N.J.	CoosBayLumber Co.	321·7 | 50·0 | 21·6 P37′ B82′ F31′ FK			S. Frncisco Utd. States *WB*	T. 3Cy. 19¾″, 31½″ & 54¾″–36″ NB21 180 NHP Pusey & Jones Co. Wil. Del.	24 ″ 9	R †
78685 147327 GLQM	**Lumen** Twin Sc *Oil Eng.* *ss* Nwc. No. 3–7, 37 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing*	6483 5834 4455	✠ 100 A1 Fal *a*† 10,35 ~~10.37~~ Nwc ~~DBS 3.37~~ ✠ LMC 8.37 10.38 *Carrying Petroleum in bulk*		CL P 1,37 SN 1,37		1925 9 mo *Lloyd's SA & CP*	J. Brown & Co. Ld. Clydebank	H. E. Moss & Co.'s Tankers, Ld. (H. E. Moss & Co. *Mgrs.*) *Cell D Bu E & S*	420·1 | 54·4 | 32·8 P95′ B35′ F47′ FK *u* E58′ 232*t* *D* T 34′ 3			Liverpool British	Oil Engines 2 S.C.SA 8 Cy. 23⅝″–41½″ 776 NHP 2 DB *120lb* 18 *B Hpt Cem* 12 ,, *to U dk* 88*t* *F P T* 195*t* *A P T* 177*t*	32 ″ 8 s 6 ″ 1½ 26 ″ 9	
78686 149637 GLVF	**Luminetta** *ss* Nwc. No. 2–34 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	6159 5645 3690	✠ 100 A1 Sws *a*† ~~Bkn~~ 11,38 Shl BS 11,38 ✠ LMC 11,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,27		CL 1,38 *bulk F. P. a*		1927 9 mo *Lloyd's SA & CP*	Palmers' Co. Ld. Newcastle	"Astrakhan" S.S. Co. Ld. (H. E. Moss & Co. *Mgrs.*) *Cell D Bu E & B* 74′ 150*t* *D T*	420·5 | 54·5 | 32·5 P109′ B34′ F41′ FK *f* 34′ 467*t* *F P T* 111*t*			Liverpool British	T. 3Cy. 25¼″ 43½″ & 75″–51″ (*s*) 220 lb *120lb* 545 NHP 18 *B Hpt Cem* 5 *to* 2 *nd dk* *A P T* 138*t* 3SB (Spt), *9cf*, GS 166, HS 7281 FD Palmers' Co. Ld. Newcastle	32 ″ 8 s 6 ″ 0½ 26 ″ 11	
78687 133138 GJVF	**Luminous** (*ex*Vitruvia) *ss* Shl. 2nd No. 3–3, 37 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	4753 4213 2875	✠ 100 A1 Bkn *x* 6,38 ~~2.38~~ Shl ~~DBS 3.38~~ ✠ LS ~~3.38~~ 37 6,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,23		CL ~~2.37~~ *bulk F. P. a*		1913 9 mo *Lloyd's SA & CP*	Russell & Co. Pt. Glasgow	Pallas Oil & Trading Co. Ld. (O Margulies *Mgr.*)	376·0 | 51·2 | 29·0 P103′ B28′ F43′ FK			Liverpool British	T. 3Cy. 26″, 44″ & 73″–48″ (*r*) 180 lb 470 NHP 16 *B Hpt Cem* (15 *to U dk* 1 ,, 2 *nd* ,,)	29 ″ 2 s 4 ″ 10 24 ″ 6½	
Now "Stratford," see No. 89976 in Supplement							above 1	50° F.	*Cell D Bu E & B* 75′ 115*t*	*F P T* 123*t* *A P T* 97*t*						
78688 DOGH	**Lumme** Sub. Sig. *Cruiser Stern* 1 *Dk* D.F.	1730 1392 757					1928	Frerichs-werft A.G. Einswarden	Argo Reederei Richard Adler & Co.	275·5 | 42·2 | 15·5			Bremen German *WB*	T. 3Cy. 21¾″, 33¾″ & 55½″–39″ & 1 LP Turbine A. Borsig 242 NHP G.m.b.H. Berlin-Tegel		G
78689 PJBJ	**Luna** Wireless *Fitted for oil fuel* *Ref. Mchy.* *Cruiser Stern* 2 *Dks*	1415 1172 830					1922	H. Te. Veldhuis Papendrecht	West-Indische Scheepv. Maats.	265·9 | 39·2 | 14·5			Curaçao Dutch *WB*	T. 3Cy. 20″, 31″ & 50″–36″ N.V. Mach. 150 NHP J. & K. Smit, Kinderdijk		V
78690	— Ⓟ Twin Sc *Oil Eng.* Wireless D.F. 1 *Dk* *Cruiser Stern*	1100					1938	Schiffb. Ges "Unterweser" A.G. Weser-munde-L.	Dampfschiffahrts Ges. Neptun	229·6 | 34·4 | 15·3 P115′ F36′			Bremen German *WB*	Oil Engines 4 S.C.SA 12 Cy. 11¾″–16⅛″ 147 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		
78691 LEJU	— 1 *Dk*	959 741 552					1911	Laxevaags Msk. & Jrnskb Bergen	Det Bergenske Dampskibsselskab	213·9 | 32·1 | 12·7 Q107*t* B50*t* H12*t* F28*t*			Bergen Norwegian *WB*	T. 3Cy. 16″, 25½″ & 48″–30″ 101 NHP Laxevaags Msk. & Jrns. Bgn		N
78692 UPLQ	**Lunacharski** (*ex*Leeghwater–35, *ex*Eemdijk) *ss* Rot. No. 3–5, 35 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	3618 3292 2193	✠ … Rot *w* 8.36 ✠				1922 3 mo	N.V. Burger-hout's Mschfb. & Scheepswft. Rotterdam	U.S.S.R. *Cell D B* 308′ 978*t*	360·2 | 50·3 | 21·8 FK *Collision* *F P T* 63*t* *A P T* 73*t*			Odessa Russian *Asp*	T. 3Cy. 25 9/16″, 41 5/16″ & 66 13/16″–45¼″ 345 NHP *n B H to Sdk* 5 ,, ,, *U* ,, 3SB, *9cf*, GS 150, HS 5565 Burgerhout's Mchf & Schpv	24 ″ 6	
78693 124459 MCYX	**Lunan** (*ex*Inchbrayock) 3 Mst *Mchy. Aft* 1 *Dk*	363 276 161					1909	Montrose S.B. Co. Montrose	Osborn & Wallis, Ld.	140·2 | 23·7 | 11·0 Q54′ F27′			Bristol British *WB*	C. 2Cy. 17″ & 36″–24″ 60 RHP W. V. V. Lidgerwood, Gls.		C
78694 OZEE	**Lundby** (*ex*Saga) *Oil Eng.* D.F. *Cruiser Stern* 1 *Dk*	4150 3703 2506					1926	A/B Ore-sundsvarvet Landskrona	A/S Motortramp (A. Reimann, *Mgr.*)	357·0 | 51·3 | 25·4 P123*t* H202*t* F22*t*			Kallehave Danish *WB*	Oil Engines 4 S.C.SA 6 Cy. 24⅛″–51 7/16″ 391 NHP A/B Götaverken, Got.		N
78695 DHPS	**Lüneburg** (*ex*City of Sydney, *ex*Freiberg) *ss* Lon. No. 3–6. 21 *ss* Ham. No. 2–30 2 *Dks* (*Stl*) & 3 *rd dk* D.F. *Well deck* *in No. 1 hold only*	5828 5436 3668	✠ … Ham 6.33 ✠				1914 4 mo	J. C. Teck-lenborg A.G. Weser-münde-G.	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) *Cell D B a* 146′ *u E & B* 71′	451·1 | 57·2 | 27·0 P & B 381′ F 51′ FK *f* 190′ 1453*t*			Hamburg German *WB*	T. 3Cy. 29 15/16″ 48 15/16″ & 80¾″–55½″ &LP Turbine with DR gearing & hydraulic coupling 872 NHP 4 SB, *12cf*, GS 258, HS 11192 J. C. Tecklenborg A.G. Wsm	29 ″ 8	G †
78696 *Now "Lamone," see No. 88911 in Supplement*	**Lung-On** Ⓟ (*ex*Sui-An–37) Twin Sc 1 *Dk*, *Shade dk* & *Promenade dk*	*1682* *1047*					1899	S. C. Farn-ham & Co. Ld. Shanghai	San Peh Stm. Nav. Co. Ld.	238·0 | 30·1 | 11·9			Shanghai Chinese	T. 6Cy. 11″, 18″ & 30″–21″ 82 NHP S. C. Farnham & Co. Ld. Shi.		
78697 XNBB *Now "Enderta," see No. 87903 in Supplement*	**Lung Shan** (*ex*Maud) *ss* Mob. No. 1–11 1 *Dk* (*Stl*) & *deep framing*	2278 — 1319	✠ Rot *s* 2,16 ✠				1907 2 mo	Fevigs Jernskibsbyg Fevig	San Peh Stm. Nav. Co. Ld. *Intermediate Bulkhead in fore hold dis* *Cell D Ba & u E* 112′ *u B* 12′ *f* 116′	289·1 | 42·0 | 19·4 P26′ B76′ F29′ FK *spensed with* 564*t* *A P T* 49*t*			Shanghai Chinese	T. 3Cy. 22″, 36″ & 59″–39″ 230 NHP 2 SB, *6pf*, GS 111, HS 3454 Richardsons, Westgarth & Co. Ld. Mdb.	21 ″ 9	
78698 *Now "Marco Polo," see No. 88207 in Supplement*	**Lung-Shin** Twin Sc (*ex*Lung Shan–37) 2 *Dks* (*Stl*) & *Shade dk*	3063 2193 1897					1923	Hong K'ng & Whampoa Dock Co. Ld. Hong Kong	San Peh Stm. Nav. Co. Ld.	290·0 | 54·1 | 11·8			Shanghai Chinese *WB*	T. 3Cy. 20″, 33″ & 55″–30″ 332 NHP Hong Kong & Whampoa Dock Co. Ld. Hong Kong		
78699 XNBH	**Lung Shun** Ⓟ (*ex*Mitake Maru, *ex*Vita) 1 *Dk* & *Awng dk*	921 — 586	✠ Cly *j* 6,90 ✠				1890 6 mo	Ailsa S.B. Co. Troon	Ta Tung Hsing S.S. Co.	200·0 | 29·0 | 12·1 19·3 BK 7½			Newch-wang Chinese	T. 3Cy. 17″, 27″ & 44″–30″ 130 NHP 1 DB, *4cf*, GS 78, HS 2304 Dunsmuir & Jackson, Gls.		
78700 149640 GNFM	**Lunula** *ss* Nwc. No. 2–34 2 *Dks* (*Stl*) & *Web frames* *Mchy. Aft* *Longitudinal framing*	6363 5857 3776	✠ 100 A1 Shl *a*† 10,38 ~~2.38~~ 10,38 ✠ LMC 9.34 ~~DBS 3.37~~ MBS 12, *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,27		CL 8,37 *bulk F. P. a*		1927 10 mo *Lloyd's SA & CP*	W. Hamil-ton & Co. Port Glasgow	Aral S.S. Co. Ld. (H. E. Moss & Co. *Mgrs.*) *Cell D Bu E & B* 48′	420·0 | 54·4 | 32·5 P108′ B34′ F47′ FK 130*t* *D T* *f* 38′ 483*t* *F*			Liverpool British	T. 3Cy. 25¼″, 43¼″ & 75″–51″ 220 lb *120lb* (*s*) 544 NHP 18 *B Hpt Cem* (14 *to U dk* 4 ,, 2 *nd* ,,) *P T* 230*t* *A P T* 115*t*	32 ″ 8 s 6 ″ 0½ 26 ″ 10½	
78701 6955 SFNT	**Luossa** Twin Sc *Oil Eng.* *ss* Mmo. No. 3–6, 35 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) D.F. *Cruiser Stern* *Cargo battens not fitted*	5578 5223 2824	✠ 100 A1 Got *u* *Shelter dk* *with freeboard* 1,29 ~~2.38~~ 12.38 ~~Bkn~~ ~~Shl~~ ~~Ant~~ Rot C GS 7,35 4,37 11.38		OG 4,37		1923 3 mo	A. B. Göta-verken Gothenburg A&OP	Trafikaktiebolaget Grängesberg-Oxelösund (M. Wal-denström, *Mgr.*) *Cell D Bu E* 32′ *f* 105′ 68′ 730*t* *D T a*	393·6 | 53·4 | 30·9 F40′ *on Shelter dk* 651*t* *D T f* 103′ 1225*t* *F P T* 58*t*	FK *Collision*		Stockholm Swedish *pt Cem* *n B H to Shdk* 6 ,, ,, *U* ,, *A P T* 155*t*	Oil Engines 4 S.C.SA 12 Cy. 23 3/16″–35 7/16″ DB–*100lb* 629 NHP A. B. Götaverken, Got.	34 ″ 1 s 8 ″ 1 26 ″ 2½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. RP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au millieu du navire. / Tirant d'eau correspondant.	
																pds.	pa.
78702	**Lupa** (*ex*Welf-38,*ex*Donau-32, *ex*Saalfeld,*ex*Trude,*ex*Henny, *ex*Brage)	Comp *Oil Eng.* 1 *Dk*	349 292 191					1918	Varfs.& Rederi A/B Norrköping	Roberto Andalo	135·5 P30′	25·9 F12′	11·2	Naples Italian	Oil Engines 4S.C.SA 4Cy.10⅝″–13″ NE27 42NHP Starke&Hoffmann, Hirschberg		V
78703 163199 GWFS	**Lurigethan** (*ex*Calaeno-33) D.F.	1 *Dk*	3564 3291 2132					1916	Rotterdam Droogd. Maat Rotterdam	Mountain S.S.Co. Ltd.(Heyn&Sons, Ltd. *Mgrs.*)	361·6 P24′	50·1 B214′	21·8 F34′	Belfast British	T.3Cy.25″,41″&68″–45″ 310NHP Rotterdam Droogd.Maats.		V
78704 231979 KIEK	**Lurline** (P) *Ref. Mchy.*	Twin Sc *ss*SFo.No.1–37 4 *Dks*(*Stl*)*5th dk*(*Stl*) *in forward hold & Web frames* D.F. GyC. E.S.D. *Cruiser Stern Platform deck in No.2 hold*	18009 — 10304	100A1 SFo *with freeboard* ~~4.65 5.27~~ 12,33 LMC12.55 BS1,38 1,39 *Fitted for oil fuel* 12,32			CL 10,35 12,38 *F.P. a*	1932 12mo	Bethlehem S.B.Corp.Ld. Quincy, Mass.	Matson Nav.Co. *Cell DB* 514′3308*t* *tun*	604·0 P410′ *Tanks in way of nels* 1081*t*	79·3 F60′ *FPT* 178*t*	30·5 FK *APT* 161*t*	S.Frncisco Utd. States 11 *BH Asp*	6 Steam Turbines SR geared to 2 Sc. Shafts 5363 NHP 12 Water Tube Boilers (Spt) 400lb HS 53520 (*s*) FD Bethlehem S.B.Corp.Ld. Quincy, Mass.	44 ″ 6 s 16″6½ 28 ″ 2½	
78705 217293 WPUR	**Lurline Burns** (*ex*Caddopeak-37) *Fitted for oil fuel* 1 *Dk*		2865 — 1769					1918	Albina E.&M.Wrks Astoria,Or.	Burns S.S.Co.	289·0 *WB*	44·1	19·2	S.Frncisco Utd. States	T.3Cy.22½″,36½″&60″–42″ Albina Eng.& Mach.Wks. 233NHP Astoria,Or.		R
78706 27705 JTOD	**Lushan Maru** (P)	*ss*Shi.No.3–12,32 2 *Dks*(*Stl–U* ws)	2531 1968 1507	✝ ... 6,34	Shi	*s*		1920 12mo	Uraga Dock Co.Ld. Uraga	Nisshin Kisen K.K. *Cell DB* 230′580*t*	284·5 P37′ *DT* 18′208*t*	42·6 B100′ *FPT* 39*t*	23·0 F36′ FK *APT* 15*t*	Tokyo Japanese	T.3Cy.21″,35″&58″–39″ 303NHP 2SB,6*cf*,GS99,HS4370 Uraga Dock Co.Ld.Uraga	23 ″ 2	
78707 CSMN	**Lusitania** 3° (*ex*Luzitania–33) (*See Sailing Ship Register*)	Wood Aux Sr *Oil Eng.* 1 *Dk*	315 294 236					1919	J.da Silva Lapa, Villa Nova de Goya	"Lusitania" Cia. Portuguesa de Pesca	128·1	30·5	12·8	Figueira da Foz Portuguese	Oil Engines 4S.C.SA 4Cy.7¾″–10¼″ NE33 24NHP Sulzer Bros. Winterthur		
78708 CSBD	**Luso** (*ex*Machico,*ex*Colmar) *Well deck* 2 *Dks*(*Stl*)*& lower dk in forehold*	*ss*Lis.2nd No.3–12,37	6207 5728 3898	✝100A1 8,38 ~~12,37~~	Lis Ham	*c*†	CL 11,37	1912 9mo *Lloyd's*	Akt.Ges. "Neptun" Rostock *SA&CP*	Soc.Geral de Commercio Industria e Transportes,Ltda. *Cell DB* a 140′ *uE & B* 72′	459·9 P&B 382′ *f* 194′	58·1 F57′ 1600*t*	26·9 FK	Lisbon Portuguese 9 *BH Cem*	T.3Cy.28″,47½″&77⅞″–54″ 213lb *120lb* (*s*) 617NHP 3SB,9*cf*,GS186,HS8405 FD A.G."Neptun," Rostock	29 ″ 10 s 4 ″ 7 25 ″ 6½	
78709 FNCV	**Lussac** (*ex*Rheinland) Wireless D.F.	1 *Dk*	1586 — 864					1922	Nordd. Union Werke A.G. Tönning	Worms&Co.	251·3 P&B 186′	39·8 F30′	17·6	Havre French	T.3Cy.19⅞″,31½″&49½″–31½″ 136NHP Waggon-u.Maschinenb. A.G.Görlitz		V
78710 149646 GKWN	**Lustrous** *Mchy. Aft*	*ss*Fal.No.2–35 2 *Dks*(*Stl*)*& Web frames Longitudinal framing*	6156 5644 3690	✝100A1 ~~2,38~~ 11,38 MS3.35 *Carrying Petroleum Fitted for oil fuel* 11,27	Shl	*a*†	CL 1,38 *F.P. a*	1927 11mo *Lloyd's*	Palmers' Co.Ld. Newcastle	Lustrous S.S.Co. Ltd.(H.E.Moss& Co.) *Cell DBu E&B* 74′ 150*t DT*	420·5 P109′ *f* 34′ 467*t*	54·5 B34′ *FPT* 111*t*	32·5 F41′ FK *APT* 138*t*	Liverpool British 18 *BHpt Cem* 5 ,, *to 2nd dk*	T.3Cy25½″,43½″&75″–51″ (*s*) 220lb *120lb* 545NHP 3SB(Spt),9*cf*,GS166, HS7281 FD Palmers' Co.Ld.Newcastle	32 ″ 8 s 6 ″ 0 26″11½	
78711 145642 VJSX	**Lutana** (*ex*Machado) Wireless *Well deck* *Cargo battens not fitted*	*ss*Mel.No.1–38 *ss*Mel.No.3–11,34 1 *Dk*(*Stl*)	918 686 542	✝100A1 9,38 ~~Mel~~ ~~10,36~~ N9,38	Adl Mel	*m*	OG	1922 3mo *Lloyd's*	E.J.Smit & Zoon Westerbroek *SA&CP*	W.Holyman& Sons Proprietary, Ltd. *Cell DB* 169′258*t*	206·7 *33·3* 217·5(O.L.) Q71′ *FPT* 42*t*	32·1 B49′ *APT* 20*t*	13·4 F24′ FK	Melbourne British 4 *BH Cem*	T.3Cy.15″,23½″&39⅜″–23⅝″ 185lb (*s*) 77RHP 2SB,4*cf*,GS59,HS1938 E.J.Smit&Zoon,Hgznd.	15 ″ 5 s 1 ″ 0⅜ 14 ″ 6	
Broken up 78712 ~~135790~~ ~~GRPL~~	**Lutetian** *ss*Nwc.2nd No.3–1,30 *ss*Mob.No.1–33 2 *Dks*(1 *Stl Upper pt Irn pt Stl*)*& Web frames*		4773 4495 2974	✝~~100A1~~ 10,37 ~~MS8.07~~ *Carrying Petroleum Fitted for oil fuel* 1,30	Mob	*s*	CL 7,35 *F.P. a*	1908 8mo *Lloyd's*	Sir J. Laing &Sons,Ld. Sunderland *SA&CP* *Cell*	Trinidad Leaseholds,Ld. *DBu E&B* 54′ 198*t*	365·0 379·6(O.L.) P28′ *FPT* 194*t*	51·5 B83′ *APT* 36*t*	26·8 F39′ FK	Dutch 12 *BHto Udk* 3 ,, ,, *M* ,,	T.3Cy.26″,43″&70″–48″ (*s*) 180lb FD 480NHP 3SB,9*cf*, ,,HS7134 J.Dickinson&Sons,Ld.Sld.	29 ″ 6 s 5″10½ 23 ″ 10	
78713 LJQD	**Lutz** (*ex*Martinique–37,*ex*Ninua-35) Wireless D.F.	*Fitted for oil fuel* 1 *Dk* *Cruiser Stern*	1416 1232 790					1933	Helsingörs Jernsk&Msk. Elsinore	D/S A/S Laly (C.T.Gogstad&Co. *Mgrs.*)	263·6 P198′	39·8 F34	15·8 *WB*	Oslo Norwegian	C.4Cy.(2)14¾″(2)31½″–31½″&LP turbine 192NHP HS2520 Helsingörs Jernsk.&Mskb.		V
Wrecked 2,39 78714 VOBM	**Lutzen** (*ex*Steamer,*ex*Trawler) *ss*NFL.No.3–9,33 *ss*NFL.No.1–57 *Mchy. Aft*	*Oil Eng.* 1 *Dk*	339 278 280	✝~~100A1~~ 6,38 ~~4.26~~	NFL		CL 5,36	1918 11mo	Canada Car &Foundry Co.Ld. Fort William	Northeastern Steamships,Ld.	135·6 Q74′ *DT*	22·6 F27′ *f* 8′8*t*	12·1 BK7″ *FPT*	S Jhns NFL British 6 *BH Cem*	Oil Engines 2S.C.SA 6Cy.10½″–12½″ 116NHP Fairbanks,Morse NE9,33 &Co.Beloit,Wis.	13 ″ 3 ~~8 2 2~~ ~~12 ″ 10~~	
78715 DIUN	**Luvsee** (*ex*ElsaKöppen–32, *ex*Westsee,*ex*Darius,*ex*Earlswood)	1 *Dk*&*deep framing*	2373 2203 1448			...	—	1898	R.Craggs& Sons Middlesbro'	W.Schuchmann	298·5 P27′	43·3 B58′	20·3 F33′ FK	Brmrhavn German	T.3Cy.23½″,36½″&61″–42″ NDB13 245NHP Sir C.Furness,Westgarth& Co.Ld.Mdb.	23 ″ 0	G †
78716 ONEA	**Luxembourg** (*ex*Sonnenfels) D.F.	*ss*Ant.No.3–2,28 *ss*Ant.No.2–36 2 *Dks*(*Stl–U* teak s)	*5809* *5477* *3650*	✝100A1 3,37 ~~MC11.36~~ MBS3,39	Ant	*a*†	CL ~~11,36~~ 3,39	1915 5mo *Lloyd's*	Akt.Ges. "Weser" Bremen *SAP*	Cie.Nat.Belge de Transports Mar. (Armement Deppe, *Mgrs.*) 1 *BH in forward* *Cell DB* 373′	421·8 P60′ *hold dispensed with* 1187*t FPT* 48*t*	56·0 B126′ *n dk tanks f* 36′	29·6 F54′ FK 494*t*	Antwerp Belgian *Cem* 6 *BH only*	T.3Cy.28¾″,46⅞″&75⅛″–53⅛″ (*s*) 192lb *121lb* 520NHP 3SB(Spt),9*cf*,GS148, HS6950 FD A.G." Weser," Bremen	32 ″ 5 s 6 ″ 7½ 26 ″ 0	
78717 147888 GKFJ	**Luxmi** (P) *Oil Eng.* *ss*Cal.No.3–2,36 1 *Dk*(*Stl*)*& Sh dk*(*Stl*–ws)		4148 3607 2537	✝100A1 *with freeboard* 8,38 ~~LMC(M)~~ BF 2,39 ✝LMC2, *Carrying vegetable oil in deep*	Cal	*s*	CL N5,37 *Tank*	1924 3mo *Lloyd's*	Harland& Wolff,Ld. Glasgow *SA&CP*	Bank Line,Ld.(A. Weir&Co. *Mgrs.*) *Cell DB* 309′	370·0 F37′ 1121*t MT* 1140*t FP*	48·2	25·6 FK *T* 128*t APT* 95*t*	Glasgow British 7 *BHpt Cem* (*Coll to Sh dk* 6 ,, ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.29¾″–59⅛″ 489NHP DB *100lb* Harland&Wolff,Ld.Gls.	28 ″ 0 s 2″11½ 25 ″ 2	
78718 161141 GSKJ	**Luxor** *Mchy. Aft* D.F.	*ss*Nwc.No.2–38 ~~Nwc.No.1–37~~ 2 *Dks*(*Stl*)*& Web frames Longitudinal framing*	6554 6108 3926	✝100A1 4,39 ~~4.37~~ 4,38 *Carrying Petroleum*	Nwc	*a*†	CL ~~5,36~~ 4,39 *bulk*	1930 2mo *Lloyd's*	Palmers' Co.Ld. Newcastle *SA&CP*	H.E.Moss&Co's. Tankers,Ld. (H.E.Moss&Co. *Mgrs.*) *Cell DBu E* 47′ 13	430·5 P110′ 2*t DT*	56·6 B34′ *f* 36′ 410*t FPT*	32·9 F44′ FK 149*t APT* 91*t*	Liverpool British 17 *BHpt Cem* (11 *to U dk* 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.26¼″–47½″ 749NHP 2DB *120lb* Wilsnd Slpwy.Co.Ld.Nwc.	32 ″ 9 s 6 ″ 2 26″10½	
78719 KZAL	**Luzon** (P) (*ex*Yazoo,*ex*Marudu)	1 *Dk*	1679 — 892					1905	Schiffsw. v. Henry Koch Lübeck	Cia.Maritima (Fernandez Hnos, Inc. *Mgrs.*)	260·8 P83′	37·2 B93′	16·1 F36′	Manila Utd. States *WB*	T.3Cy.21½″,33½″&55″–33½″ 176NHP J.F.Ahrens,Altona		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last worn.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Letter(s) of Freedom
78720	**Lwow**		*1409*					1932	Helsingörs Jernsk.&Msk. Elsinore	Polish British S.S. Co. Ltd.	264·3	39·4	15·2	Gdynia Polish *WB*	C.4Cy.(2)16½″&(2)35½″–35½″ 125NHP Helsingörs Jernsk.&Mskb.		V
SPBT	*Ref.Mchy.* Wireless D.F.	*Cruiser Stern 1 Dk & Shelter dk*	*1086* 687														
78721	**Lycaon** (P)		7350					1913	Hawthorn, Leslie&Co.Ld Newcastle	China Mutual Stm. Nav.Co.Ld. (A. Holt&Co.*Mgrs.*)	455·3	56·3	32·5	Liverpool British *WB*	T.3Cy.31″,51½″&86″–60″ 572NHP N.E.MarineEng.CoLdNwc		BT till 7-36
135467			6304														
GRPV	D.F.	*2 Dks*	4645														1,39 11,39
78722	**Lycia**		2338	✝100A1 N.Ns		*l*	CL	1924	Dunlop, Bremner& Co.Ld. PortGlasgow	Cape York Motorship Co.Ld. (Lyle Shipping Co.Ld. *Mgrs.*)	300·5	44·2	21·0	Glasgow British	Oil Engines 4S.C.SA 6Cy.24⅛″–51¾″ DB*100lb* 355NHP J.G.Kincaid&Co.Ld.Grk.	23 ″ 6 s 1 ″ 6½ 22 • 1½	
147259		*Oil Eng.*	2081	*with freeboard*			12,37	7mo			309·5(o.l.)			FK			
GKQB	D.F.	*ss* Gls.No.3–9.36 *1 Dk (Stl) & Shelter dk (Stl)*	1249	1.38				*Lloyd's*	*SA&CP*	*Cell DB 254′ 639t F*	*PT 65t APT 76t*			*5 BHpt Cem Coll to Sh dk* 4 „ 2nd„)			
78723	**Lyder Sagen** (*ex* Laval County, *ex* Storborg, *ex* Meichu Maru)		3944			...		1918	Osaka Iron Works, Ld. Osaka	Örvigs Dampskslsk A/S (Olaf Örvig, *Mgr.*)	345·0	49·8	28·1	Bergen Norwegian *WB*	T.3Cy.24″,41″&67″–48″ 390NHP Osaka Iron Wrks.Ld.Osaka	28 ″ 2	N †
3615											P30′B99′F34′ *on Shelter dk*						
LCUA	D.F.	*1 Dk & Shelter dk & Web frames Longitudinal framing*	2890														
78724	**Lydia** (*ex* Swansea)		933	✝100A1 Skm		*m*	OG	1894	W. Harkess &Son Middlesbro'	Rederi A/B Caledonia (C.H.Witt, *Mgr.*)	210·2	32·1	13·4	Hisingborg Swedish	T.3Cy.17″,28″&46″–30″ (*s*) 160lb *90lb* NDB20 120NHP 1SB.*3pf*,GS47,HS1870 N.E.MarineEngCo.Ld.Sld.	15 ″ 10 s 1 • 1½ 14 ″ 10	
4770	Wales, *see* Ire. 905	Shelter Dk No. 6 T.M.	733	7,38 1.37	Hbg		9,37	2mo	A&CP	*WB = Cell DB 155′ 230t FPT*	Q98′B27′F25′			FK			
SFJL	*Well deck*	*1 Dk (Iron) & Web frames Cargo battens not fitted*	546		LMC									*4 BHCem 48t APT 12t*			
78725	**Lydia M.** (*ex* Carlo Victoria, *ex* King John)		*3664*	✝	Cff		*m*	1906	J.L.Thompson&Sons,Ld. Sunderland	Soc.Paulista de Nav.Matarazzo Ltda.	350·0	50·2	23·2	Santos Brazilian	T.3Cy.25″,41″&67″–45″ 332NHP 2SB,*6cf*,GS124,HS4900 Blair&Co.Ld.Stockton	25 ″ 9	
3387				2.25				10mo			P46′B94′F33′			FK			
PUXC		*ss* Sws.No.8–8,18 *ss* Cff.No.1–23 *1 Dk (pt Iron & pt Stl) 2 tr B deep framing & Web frames 3 Dk rule*	2352							*Cell D Ba 119′ 1*	*E 23′ f 148′ 864t FPT*			*6 BHCem 74t APT 100t*			
78726	**Lyeemoon** (P) (*ex* Gorgon)		2885					1908	Scotts' S.B. &Eng.Co.Ld. Greenock	Cheong Hing S.S. Co.Ld. (Wo Fat Shing, *Mgr.*)	303·6	42·2	23·8	Hong Kong British *WB*	T.3Cy.19½″,33″&55″–39″ 189NHP Scotts' S.B.&Eng.Co.Ld.Grk		
127935			2297								P40′B104′F36′						
VPBN		*2 Dks*	1734														
78727	**Lygia** (*ex* Patria, *ex* Ruth Fischer, *ex* Horta)		*1506*					1901	Schiffsw.v. Henry Koch Lübeck	Rederi A/B Lygia ~~(Kurt W. Benecke (Thure Engström)~~	249·7	36·7	15·8	Gothenbrg Swedish *WB*	T.3Cy.16⅛″,28¾″&45⅛″–33″ 120NHP H.Pauksch,Landsberg		G
7688			*1244*								P14′Q62′B114′F26′						
SFJK		*1 Dk*	*871*														
78728	**Lylepark**		5186	✝100A1 Shl		*z*	CL	1929	Scotts' S.B. &E.Co.Ld. Greenock	Denholm Line Steamers Ld. (J.&J.Denholm, Ld. *Mgrs.*) *Inter BH in after Cell DB 356′*	407·3	53·3	28·5	Greenock British *Cem*	T.3Cy.26″,43″&73″–48″ (*r*) 2001b 534NHP 2SB(Spt)&1SB,*9cf*,GS165, HS7758 FD Scotts' S.B.&E.Co.Ld.Grk.	31 ″ 0 s 6 • 1⅜ 25 ″ 0½	
160344		*ss* Shl.No.2–37	7,36 1.37		Npt Bdg		7-36	6mo			P36′B115′F43′	FK		*5 BHto Udk*			
GTCK	D.F. E.S.D.	*2 Dks (Stl)*	3307		MC		6,38	*Lloyd's*	*SA&CP*		*mediate 'tween dk hold dispensed with 1089t DTa 35′ 1021t*			1 „ „ 2nd„ *APT 45t*			
78729	**Lyman C. Smith**		6200					1905	Detroit S.B. Co. Wyandotte	Great Lakes S.S. Co. Inc.	525·0	55·2	31·0	Oswego, N.Y.	T.3Cy.23½″,38″&63″–42″ 257NHP		R
202056			—								F44′			*WB*			
	Mchy.Aft GyC.	*1 Dk*	4916											Utd. States	Detroit S.B.Co.Detroit		
78730	**Lynæs** (*ex* Kari–35)		537					1916	Göteborgs Nya Verk. Gothenburg	Dampskslsk. Solnæs A/S (Oluf Svendsen, *Mgr.*)	167·0	27·3	11·2	Copnhagn Danish *WB*	T.3Cy.13⅜″,22″&37⅜″–23⅜″ 68NHP Göteborgs Nya Verk.Got.		N
Sunk 10,38			420								P71′H20′F23′						
OYJZ		*1 Dk*	290														
78731	**Lyng** (*ex* Livonia–36, *ex* Ambleside–33, *ex* Maindy Transport)		953					1920	Rennie, Ritchie&Nwport S.B.Co. Ld. Wivenhoe	A/B Jotun (Paul Jebsen, *Mgr.*)	207·5	33·6	13·5	Bergen Norwegian *WB*	T.3Cy.16½″,27″&44″–30″ 106NHP Plenty&Son,Ld.Newbury		C
774																	
LJHP	Wireless D.F.	*1 Dk Mchy.Aft*	465														
78732	**Lyngen** (P) Wireless		489					1931	Trndhjms Mek.Værks. Trondheim	A/S Troms Fylkes Dampskibsselskab	150·5	26·1	16·7	Tromsö Norwegian *WB*	T.3Cy.13¾″,23″&38″–22″ 68NHP Trondhjems M.W.Trndhm.		
408											H81′						
LEJX		*Cruiser Stern 1 Dk & Shelter dk*	272														
78733	**Lyng'haug** (*ex* Canadian Trooper)		2829	✝ Hfx		*n*		1919	Wallace Shipyards,Ld Vancouver, B.C.	Hvide's Rederi A/S Johan Hvide, *Mgr.*)	320·0	44·2	22·9	Bergen Norwegian *5 BHCem*	T.3Cy.25′,41′&67″–45′ 375NHP 2SB,*6cf*,GS132,HS5162 Wallace Shipyards,Ld.	25 ″ 0	N †
		ss St.J.No.2–27	2527	1.33				8mo			P29′B96′F34′						
LDYN		*1 Dk (Stl)*	1693								*Cell DB 262′*	FK		*APT 29t*			
											528t FPT 73t						
78734	**Lynn Trader** (*ex* Goldfinch–36, *ex* Vivonia)		327	✝100A1 Yar		*o*	OG	1927	W.J.Yarwood&Sns Ld Northwich	Gt.Yarmouth Shipping Co.Ld.	130·8	23·6	9·5	Yarmouth British	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 53RHP 1SB,*2cf*,GS42,HS1375 W.J.Yarwood&Sons,Ld.	10 ″ 6 s ″ 8 9 • 11	
160039		*ss* Yar.No.2–35	221	9,38 8-37			8,37	5mo			Q45′B9′F19′	FK		*3 BHCem*			
MNTL		*Mchy.Aft 1 Dk (Stl)*	122					*Lloyd's*	*SA&CP*		*FPT 25t*			*APT 10t*			
78735	**Lynton Grange**		5029					1937	Blythsw'd S.B.Co.Ld. Glasgow	Houlder Line,Ld. (Houlder Bros.& Co.Ld. *Mgrs.*)	417·7	56·0	24·3	London British *WB*	T.3Cy.22½″,36″&65″–48″ 293NHP D.Rowan&Co.Ld.Gls.		C
165606			4420								F on *Shelter dk* 34′						
GZYJ		*1 Dk & Shelter dk Cruiser Stern*	2986														
78736	**Lynx**		1367					1925	Atel.&Ch. de la Seine Maritime Le Trait (S.I.)	Det Bergenske Dampskibsselskab	231·4	34·2	21·8	Bergen Norwegian *WB*	T.3Cy.18″,30″&50″–33″ 143NHP Atel.&Ch.de la Seine, Maritime		N
1314											H36t						
LDLL	Wireless D.F.	*2 Dks Ref.Mchy.*	784														
78737	**Lyons Maru**	Twin Sc	7018	✝100A1 Nag		*b* †	CL	1920	Yokohama Dock Co.Ld Yokohama	Nippon Yusen K.K.	445·0	58·0	34·0	Tokyo Japanese	T6Cy.20½″,33½″&56″–48″ (*s*) 2001b 632NHP 4SB,*12cf*,GS225,HS9200 FD Yokohama Dock Co.Ld.Yka	34 ″ 0 s 7 • 6½ 26 • 8	
26949		*ss* Yka.No.3–2,32	6450	2,39 1-38	Ko		2,39	4mo			461·6(o.l.)			*7 BHCem*			
JOMD		*ss* Yka.No.1–36 *2 Dks (Stl)*	4340	2.39				*Lloyd's*	*SA&CP*	*Cell DB 392′ 13 14t*	P35′B138′F35′ *DTa 42′ 1337t FPT*	FK		*73t APT 58t*			
78738	**Lyra** (P) (*ex* Schlesien. *ex* Prins Eitel Friedrich) E.S.D.		1474					1912	Akt.Ges. "Vulcan" Stettin	Det Bergenske Dampskibsselskab	241·5	34·6	15·4	Bergen Norwegian *WB*	T.3Cy.19¾″,31½″&51⅞″–31½″ 148NHP A.G."Vulcan," Stettin		
949											P324t H159t F31t						
LCSU	Sub Sig Wireless D.F.	*1 Dk*	835														
78739	—	Iron	355			...		1881	Baxter& Co. Sunderland	Karl Forsström A/B	158·1	20·1	10·4	Åbo Finnish *WB*	C.2Cy.16″&32″–20″ NB96 38NHP R.Smith,Preston	10 ″ 6	
	(*ex* Kant)		251								len98		FK				
OHVH	*Well deck*	*1 Dk*	206														
78740	**Lyras** (*ex* Avon Bridge–37, *ex* Alma Dawson–35, *ex* Bradclyde–34, *ex* War Castle)		5685	✝100A1 Aut		*y*	CL	1918	Nthmblnd S.B.Co.Ld. Newcastle	M.N.&P.G.Lyras	399·6	53·0	32·8 24·3	Piræus Greek	T.3Cy.27″,45′&75′–54′ (*s*) 180lb 620NHP 2SB.*12cf*,GS220,HS9525 FD N.E.MarineEngCoLdNwc.	35 ″ 5 s 9 • 4½ 26 ″ 3	
913			5486	*Shelter dk*	Bly		12,36	10mo			F39′ *on Shelter dk*	FK		*7 BHpt Cem*			
SVVT		*1 Dk (Stl) & Shelter dk (Stl)*	3558	*with freeboard* 10,38				*Lloyd's*	*SA&CP*					*Coll to Sh dk* 6 „ 2nd„)			
	D.F.	*ss* Bly.No.2–38								*Cell DB 351′ 1284t*	*FPT 60t APT 90t*						

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Ex-nom, s'il y a lieu.	3 Matériaux, Gréement, etc. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registered in Great Britain. Date of Last Class. Renewal. Date of Last Class. Change.
78741	**Lys**		*1609*	100A1	Ant		cL	1908	Akt.Ges.	CieNationaleBelge	262·0	38·1	16·4	Antwerp	T.3Cy.18⅝",30½"&48"-33⅛"	19 " 4	
	(*ex*Bremen,	*ss*Ant.2ndNo.3-8,32		5,37					"Neptun"	deTransp.Marit.				Belgian	200lb 114NHP	s 1 " 1½	
ONSC	*ex*MinnaCords)	*ss*Ant.No.1-37	*1349*				5,36		Rostock	(ArmementDeppe,							
	Well deck	1*Dk*(*Stl*)	*954*	MS10,36				*Lloyd's*A✠CP		*Mgrs.*)	P12'Q83'B106'F28'		FK	4*BHCem*	2SB,4*cf*,GS64,HS1256	18 " 5	
											*CellDB*217'547*t*FPT70*t*APT11*t*				A.G."Neptun,"Rostock		
78742	**Lysaker** (*ex*Ramscapelle,*ex*Delfzijl)		910					1919	NV.Schpsb	L.Lorentzen	194·7	32·2	13·0	Oslo	T.3Cy.14½",23½"&38½"-26½"		N
			665						My.Farmsum		Q105*t*H21*t*B21*t*			Norwegian	77NHP		
LEKC	*Mchy.Aft*	1*Dk*	485						Delfzijl		F28*t*		*WB*		AlblasserdamMsch.Fab.		
78743	**Lysaker II** (*ex*EmilieDunford-32)		938	✠100A1	Osl	*m*	GL	1922	Coaster	O.M.Olsen	200·9	33·1	16·2	Oslo	T.3Cy.15",25"&40"-27"	18 " 3	
	ssOsl No.3-2,39 ~~ss(Nor).No.3-2,35~~		797	2,39 ~~10,36~~			11,37	5mo	Const.Co.Ld.					Norwegian	180lb (*s*) FD 120NHP		
LEKD	*Mchy.Aft*	1*Dk*(*Stl*)	493	~~✠LMC2,39~~					Montrose		F30'		FK	4*BHCem*	2SB,4*cf*,GS55,HS1820		
		Cargo battens not fitted		~~(Reclassification cancelled)~~				*Lloyd's*A✠CP		*CellDB*	150'225*t*DT*f*18'117*t*				J.Milne&Son,Ld.Edinbgh.		
										Deck	*tank* 8' 11*t* FPT89*t*			*APT*40*t*			
78744	**Lysaker IV** (*ex*Vale of Mowbray-35)		1551	✠100A1	Rot	*p*	cL	1924	Furness	L.Lorentzen	245·6	38·6	15·4	Oslo	T.3Cy.17",27½"&45"-33" (*s*)	21 " 9	
	*ss*Hpl.No.3-12,35		1143	10,38 ~~11,37~~			1,37	9mo	S.B.Co.Ld.					Norwegian	180lb 156NHP	s 5 " 4	
LJCE		1*Dk*(*Stl*)	973	~~BS1,38~~	~~✠LMC11,38~~				Haverton		Q183'F24'		FK	4*BHptCem*	2SB,4*cf*,GS79,HS2806	16 " 7	
	Well deck	*Cargo battens not fitted*		1,39				*Lloyd's*A✠CP	Hill-on-Tees	*CellDB*175'451*t*					Ross&Duncan,Glasgow		
										DT at sides of tun	*nels* 34'192*t*FPT59*t*			*APT*85*t*			
78745	**Lysaker V**		1571					1936	Porsgrund	L.Lorentzen	246·6	37·9	18·2	Oslo	C.2Cy.13¾",27⅞"-27⅛"&		N
			1283						Mek.Værks.		P66'F29'			Norwegian	LP turbine with DR gear-		
LJHV	*Mchy.Aft*	1*Dk*	888						Porsgrunn					*WB*	ing&hydraulic coupling		
		CruiserStern													63NHP		
															PorsgrundM.V.Porsgrunn		
78746	**Lysefjord**		1091					1915	Stavanger	A/S D/S Lysefjord	237·5	33·1	15·2	Stavanger	T.3Cy.19",30½"&51"-33"		N
			915						Stöberi&Dok	(K.Olsen)	P20'B58'F31'			Norwegian	149NHP		
LEKE		1*Dk*	597						Stavanger					*WB*	StavangerStöberi&Dok		
78747	**Lysland** (*ex*Ryhope)		1335	✠100A1	Bgn	*o*	cL	1907	BlythS.B.	Halvorsen-Ship-	234·7	34·5	15·0	Bergen	T.3Cy.19",31 &51"-36" (*s*)	17 " 3	
	*ss*Bgn.2ndNo.3-10,31		1015	9,38 ~~2,38~~			~~38,35~~ 9,38	8mo	Co.Ld.	pingCo.A/S Ld.	244·4(O.L.)			Norwegian	180lb 179NHP	s 5 " 0½	
LEKG	*ss*Bgn.No 1-37		727	~~BS2,38~~	~~✠LMC2,37~~				Blyth	(A/S Thv.	Q121'B10'F24'		FK	4*BHCem*	2SB,4*cf*,GS62,HS2900	15 " 11½	
	1*Dk*(*pt Irn&pt Stl*)&*deep framing*			4,39				*Lloyd's*A✠CP	Halvorsen,*Mgrs.*)						Richardsons,Westgarth&		
	Well deck	*Cargo battens not fitted*								*Cell DB a* 65' *u E§*	*B* 35'*f* 98'341*t*FPT			53*t*APT75*t*	Co.Ld.Sld.		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Engagement Letter.	7a Date when tail shaft last seen.	8 9 Built. When / By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register in which classed, not in R. (specify B. of Trade wt.
78748 233639 WKFY	**M. A. Powers** Twin Sc *Mchy. Aft* Oil Eng. *Electrically welded* 1 Dk Wireless *Carrying Petroleum in bulk* *Longitudinal framing*	469 — 355	✠100A1 *with freeboard*				1934	Charleston D.D.Co. Charleston, S.C.	M.A.PowersCorp.	140·8	31·0	11·0	Boston Utd. States	Oil Engines 4S.C.SA 12Cy.9″–12″ 95NHP *Emade29refitted35* Cooper, BessemerCorp. GroveCity, Pa.		R
78749 OZDA	**M. C. Holm** ss Cpn. No. 3–5,37 1 Dk(Stl) & Shelter dk(Stl) D.F. *Cruiser Stern* *Cargo battens not fitted in 'tween decks*	2814 1648	✠100A1 *with freeboard* 11,38 ~~11,38~~ LMC5,37 BS6,38	NOs Bry	*v*	CL 5,37 N11,38	1924 5mo	Helsingörs Jernsk. & Msk Elsinore *Lloyd's*	Dampskslsk. Norden A/S (P. Brown, Jun. & Co. *Mgrs.*) *Inter*	320·4	48·4	20·1 FK *Coll* *mediate BH in fore hold dispensed with* *Cell D*	Copnhagn Danish	T.3Cy.23″,38″&62″–42″ (*s*) 180lb *180lb* 282NHP 2SB(Spt),*6cf*,GS92,HS4494 HelsingörsJernsk.&Mskb.	22 ″ 9 s 1 ″ 4½ 21 ″ 4½	
Now "Irmtraut Cords," *see No. 88525 in Supplement*																
78750 220999 KDNK	**M. F. Elliott** *Fitted for oil fuel* *Mchy. Aft* *Longitudinal framing* 2 Dks D.F. Gy C. *Carrying Petroleum in bulk*	6940 — 4277					1921	Moore S.B. Co. Oakland, Cal.	Standard Oil Co. of New Jersey	425·8 P106′B40′F41′	57·0	33·1	Wilmgton (Del.) Utd. States *WB*	T.3Cy.27½″,46″&78″–51″ 434NHP Hooven, Owens, Rentschler Co. Hamilton, O.		R
78751 OYTA	**M. G. Melchior** (P) Iron Wireless D.F. 1 Dk & Awng dk	1029 889 623					1885	Burmeister & Wain Copenhagen	Det Forenede Dampskibs Selsk.	221·4 B15*t*H48*t*	30·1 22·4	15·0	Frdrkshvn Danish *WB*	C.2Cy.33″&60″–36″ 180NHP Burmeister & Wain, Cpn.		V
78752 236354	**M. L. Sylvia** Twin Sc *Oil Eng.* *Mchy. Aft* 1 Dk *Carrying Petroleum in bulk* *Electrically welded*	686 — 519					1937	Hathaway Machine Co. Fairhaven, Mass.	Colonial Marine Transport Corp.	174·2	32·0	13·7	N. Bedford, Mass. Utd. States	Oil Engines 4S.C.SA 12Cy.13″–16″ 200NHP Atlas-Imperial Diesel Eng. Co. Oakland, Cal.		R
78753 215766 Sub.Sig. WMBV	**M. & J. Tracy** (*ex* Lakeland) *Mchy. Aft* *Topside tanks* 1 Dk	2364 2004 1395				…	1917	Gt. Lakes Eng. Works Ecorse, Mich.	M. & J. Tracy, Inc.	253·0 P115′F26′	43·5	25·6	New York Utd. States *WB*	T.3Cy.19½″,34½″&57″–42″ 284NHP Gt Lakes Eng. Wrks. Detroit	27 ″ 6	R †
78754 PFQD	**Maartje** ss Rot. No. 1–36 *Oil Eng.* *Mchy. Aft* 1 Dk(Stl)	348 242 234	✠100A1 1,38 LMC6,36 ✠LMC(M)4,38	Rot	*d*	1,38	1932 4mo	N.V. Werf. "Voorhuit" Enkhuizen *Lloyd's*	A. Goumare *Cell*	132·1 P36′F13′ *DBf* 28′30*t* *FPT* 16*t*	24·7 FK *APT* 12*t*	8·3	Middlbrnis Dutch	Oil Engines 4S.C.SA 4Cy.11″–17½″ 47NHP 3 *BHptCem* Humboldt-Deutzmotoren, A.G. Köln-Deutz	9 ″ 10 s ″10½ 9 ″ 0½	
78755 PFQI	**Maas** ss Rot. No. 3–4,33 ss Rot. No. 1–38 1 Dk(Stl)	1966 1766 1158	✠100A1 ~~1,38~~ ✠LMC BS9,38 ~~8,38~~ MS1,38	Rot	*r*	CL ~~1,38~~ 1,39	1920 7mo	A. Vuijk & Zonen Capelle a/d. Yssel A&OP	N.V. Houtvaart (Vinke & Co. *Mgrs.*) *Cell D*	281·5 P22′B72′F25′ *B244′543t*	40·3 FK *FPT* 81*t*	19·1	Rottrdam Dutch 4 *BHCem* *APT* 41*t*	T.3Cy.21″,34½″&57″–36″ (*s*) 190lb ~~190lb~~ 225NHP 2SB,*6cf*,GS104,HS8560 ArnhemscheStoom-sleephellingMy. Arnhem	21 ″ 4 s 3 ″ 0½ 18 ″ 6	
78756 PFQH	— (*ex* Musel, *ex* Weser) 1 Dk	941 793 511					1923	Hamburg Elbe Schiffsw. A.G. Wilhlmsburg	P.A. van Es & Co.	221·9 P&B171′F30′	34·5	13·5	Rottrdam Dutch *WB*	T.3Cy.17⅜″,28½″&47½″–31½″ Gutehoffnungs-hütte, Sterkrade 125NHP		G
78757 PFQN	**Maasburg** 3 Mst D.F. 2 Dks	6415 5820 3608					1921	Flensburgr N.V. Schiffsb. Ges. Flensbrg	Scheepv. & Transport Mij. Atlantica (Halcyon-Lijn N.V. *Mgrs.*)	454·1	59·9	27·7	Rottrdam Dutch *WB*	T.3Cy.28¾″,46¾″&76′–48″ 399NHP Flensburger Schiffsb. Ges.		G
78758 PFQS	**Maasdam** (P) ss Rot. No. 1–39 ss Rot. No. 3–2,35 2 Dks(Stl) & D.F. Sub.Sig. Shelter dk(Stl–ws)	8812 7863 5418	✠100A1 *Shelter dk* *with freeboard* 2,38 ~~2,38~~ 2,39 ✠LMC1,38 *Fitted for oil fuel* 5,21	Rot	*c*†	CL 2,38 *F.P. above*	1921 4mo	Maats. Fyenoord Rotterdam *Lloyd's*	Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn) *Cell D*	450·0 B91′F50′ *on Shelter dk* 367′1544*t* *MT* 27′71	58·2 FK 4*t* *DTa* 30′682*t*	37·2	Rottrdam Dutch *ptCem* 8 *BHtoSh dk* 172*t* *APT* 86*t*	3 steam turbines DR geared to 1 sc. shaft (*s*) 215lb FD 880NHP 4SB(Spt),*12cf*,GS247, HS11308 J. Brown & Co. Ld. Clydebnk	40 ″ 0 s10 ″ 2⅜ 30 ″ 3¼	
78759 PFRC	**Maashaven** 1 Dk	2630 2426 1676					1906	Bonn & Mees Rotterdam	N.V. Maats. S.S. "Maashaven" (N.V. Gebr. van Uden's Scheepv. & Agent. Mij. *Mgrs.*)	305·0 B67′F30′	44·6	21·0	Rottrdam Dutch *WB*	T.3Cy.23″,36′&62″–39″ 240NHP Maats. de Schelde. Flushing		V
78760 PFRH	**Maaskerk** (P) ss Ham. No. 2–37 2 Dks(Stl) & Shelter dk(Stl) D.F. *Cruiser Stern*	4452 3215 2447	✠100A1 *with freeboard* ~~8,38~~ ~~10,37~~ ✠LMC BS4,38 ~~5,37~~ MS10,38 2,38 *Fitted for oil fuel* 5,29 *Fitted for carrying oil* 5,29	Ams Ham	*y*	CL 9,37 *F.P. above* 150° F. *F.P. above* 150° F. *in deep tank*	1929 5mo	Nüscke & Co. A.G. Stettin *Lloyd's*	Vereenigde Nederlandsche Scheep. Maats. (Holland West Afrika Lijn N.V. *Mgrs.*)	368·7 383·8 (O.L.) B112′F36′ *(Coll BH & AP* *Coll D*	53·2 FK *DB* 301′726*t* *DT f*	22·0	The Hague Dutch *ptAsp* *BHtoSh dk* 4 „ 2*nd* „ 1 „ 3*rd* „) 27′502*t* *FPT*	2 steam turbines DR geared to 1 sc. shaft (*s*) 225lb 653NHP 4SB(Spt),*12cf*,GS174, HS8439 FD Escher Wyss & Cie. Zurich	25 ″ 6 s 2 ″ 1½ 23 ″ 6½	
78761 LEKQ	**Mabella** 1 Dk	1513 1285 839					1926	F. Schichau Elbing	A/S Mabella (Karl Bruusgaard, *Mgr.*)	261·7 P61*t*H101*t*F36*t*	40·1	15·6	Drammen Norwegian *WB*	T.3Cy.18 5/16″,31 5/16″&51¼″–29½″ 142NHP F. Schichau, Elbing		N
78762 142857 GDBM	**Mabriton** ss Shl. No. 3–7,32 ss Nwc. No. 1–37 1 Dk(Stl) & Shelter dk(Stl) *Cruiser Stern* *Cargo battens not fitted in 'tween decks*	6694 6452 4129	✠100A1 *Shelter dk* *with freeboard* ~~4,38~~ ~~4,38~~ ✠LMC4,37 BS9,38	Bkn Npt	*a*†	CL 4,37	1920 2mo	W. Doxford & Sons, Ld. Sunderland *Lloyd's*	R. Chapman & Son *Cell D*	412·6 F36′ *on Shelter dk* B366′1338*t* *DTa* 27′634*t*	55·5 FK *FPT* 148*t*	34·4	Newcastle British *Cem* 6 *BHtoSh dk* 2 „ „ *U* „	T.3Cy.27½″,44′&73′–48″ (*s*) 180lb 596NHP 3SB,*12cf*,GS216,HS9525 FD W. Doxford & Sons, Ld. Sld.	37 ″ 0 s 8 ″ 9½ 28 ″ 6	
Now "Ryunan Maru," *see No. 88502 in Supplement*																
78763 ~~LDAH~~	**Mabuhay I** (*ex* Terrier–34) ~~ss Rot. 2 Dks(U–pt Irn pt Stl 2nd dk Stl)~~ 2 Dks(U–pt Irn pt Stl 2nd dk Stl)	5122 ~~4715~~ 3168	✠100A1 8,37 BS8,37 ✠LMC7,38	Tama	*y*	CL 6,35	1911 2mo	J. L. Thompson & Sons, Ld. Sunderland *Lloyd's*	~~Far Eastern S.S. Co. Ld. A/S Johan Gran, Mgr.~~ *Cell D*	400·0 P44′B121′F41′ 173′1194*t*	52·0 FK *FPT* 123*t*	27·4	Japanese 6 *BHCem* *APT* 123*t*	T.3Cy.27 5/16″,44½″&73″–48″ 180lb (*s*) 440NHP 3SB,*9cf*,GS192,HS7829 Blair & Co. Ld. Stockton	30 ″ 0 s5 ″ 9½ 24 ″ 4½	
78764 ~~LDCA~~	**Mabuhay II** (*ex* Havö–35, *ex* Bra–Kar) 2 Dks	4861 4506 2992					1911	Tyne I.S.B. Co. Ld. Newcastle	Far Eastern S.S. Co. ~~Ld. A/S (Johan Gran, Mgr.)~~	385·0 F27′*t*H98′F52*t*	51·0	27·6	Japanese *WB*	T.3Cy.26″,42″&71″–48″ 349NHP J. Dickinson & Son, Sld.		N
78765 LCJA	**Mabuhay III** (*ex* Eir–37, *ex* Camilla Gilbert) *Fitted for oil fuel* 1 Dk & Shelter dk	5658 5453 3532				…	1920	Nthmblnd S.B. Co. Ld. Newcastle	Far Eastern S.S. Co. Ld. A/S (Johan Gran, *Mgr.*)	399·5 F37′*on Shelter dk*	53·0	32·8	Bergen Norwegian *WB*	T.3Cy.27″,44″&73″–48″ 517NHP Palmers' Co. Ld. Newcastle	35 ″ 5	N †
Now "Eastern Star," *see No. 87935 in Supplement*																

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté, si ce n'est dans le L. R. Indices Lett. Liver Trieste
78766	**Macabi**		*2802*					1921	Workman, Clark & Co. Ld Belfast	Balboa Shipping Co. Inc. (United Fruit Co. *Mgrs.*)	303·0 | 47·2 | 21·5			Balboa Panamanian	T. 3Cy. 20½", 34¼" & 57" – 45" 217 NHP		C
		Fitted for oil fuel	*2377*								B83' F38'			*WB*			
HPAK	Sub. Sig.	1 *Dk*	*1522*												Wrkman, Clark & Co. Ld Bel		
78767	**Macassar Maru** Ⓟ		4026	✝100A1	Kob	*m*	OG	1920	Mitsubishi	Nanyo Kaiun K.K.	345·0 | 50·0 | 29·0			Kobe Tokyo	T. 3Cy. 23", 38" & 64" – 48" (*s*)	29 " 1	
26862		*ss* Osa. No. 3–10, 32	3476	11,38 ~~9,37~~	Osa		9,37	12mo	Zosen Kaisha, Ld. Kobe					Japanese	200 lb FD 342 NHP	s 5 " 5⅜	
JNVD		*ss* Osa. No. 3–10	2519		✝LMC ~~9,37~~ 11,38				A&CP *Cell.*		P33' B74' F40' FK			6 *BHCem*	2SB, *6cf*, GS 109, HS 4394	24 " 0	
		2 *Dks* (*U*–ws)													Mitsubishi Zosen Kaisha Ld		
78768	**Macau** (*ex* Paul Beau–38, *ex* Ming Shun, *ex* Paul Beau) Twin Sc		1665					1903	Cie. Française de Nav Nantes	Tai Sang S.S. Co. Ld.	222·2 | 38·1 | 12·3 H—			Hong Kong British	T. 6Cy. 14²¹/₃₂", 21²³/₃₂" & 35⁷/₁₆" – 21½" 118 NHP		
153506		*ex* Ming Shun, *ex* Paul Beau)	1144												Cie. Française de Nav. Lyons		
YRDJ		2 *Dks* & *Shade dk*	1054														
78769	**Macbrae** (*ex* Carlbeath–37)		2117	✝100A1	Bry	*r*	CL	1924	Burntisland S.B. Co. Ld Burntisland	Guardian Line, Ld. (C.A. Roberts, *Mgr.*)	274·5 | 39·9 | 23·3			Glasgow British	T 3Cy. 20", 33" & 54" – 36" (*s*)	25 " 5	
147934		*ss* Sld. No. 3–7, 37	1904	*with freeboard*	Clf		~~4,37~~	12mo							180 lb 220 NHP	s 6 " 9½	
GKWM	*Arch deck*	1 *Dk* (*Stl*)	1256	10,38 ~~10,37~~	✝LMC 7,37 DS 10,38		10,38				P19' F19' FK			1 *BHpt Cem*	2SB, *6cf*, GS 110, HS 3804	18 " 9½	
	Cargo battens not fitted	*Cruiser Stern*						*Lloyd's*	*SA&CP* *Cell*	*DB* 231'·592*t* *DT in*	*ER* 13'·139*t* *FPT* 90*t*			*APT* 101*t*	D. Rowan & Co. Ld. Glasgow		
78770	**Macclesfield**		1032	✝100A1	Gms	*o*	CL	1914	Swan, Hunter & Wigham Richardson, Ld Newcastle	London & North Eastern Rly.	250·1 | 34·2 | 16·0			Grimsby British	T. 3Cy. 21½", 35" & 58" – 39" (*r*)	17 " 0	
136014		*ss* Gms. No. 3–10, 25	884	9,38 ~~5,37~~			5,37	6mo							180 lb 278 NHP	s 2 " 1½	
MFDV	Sub. Sig.	*ss* Gms. No. 2–34	553	BS ~~8,37~~ 9,38	✝LMC 9,34					*WB* = *Cell DBa*	P30' B92' F31' FK			5 *BHCem*	2SB, *6cf*, GS 133, HS 4928	15 " 0½	
	D.F.	1 *Dk* (*Stl*) & 2nd *Dk* in Nos. 1 & 3 holds						*Lloyd's*	*SA&CP*		64' *uE* 15' *f* 96' 186*t*			*APT* 24*t*	Swan, Hunter & Wigham-Richardson, Ld. Nwc.		
78771	**Macdhui** Ⓟ		4561	✝100A1	Syd	*r*	CL	1931	Barclay, Curle & Co. Ld. Glasgow	Burns, Philp & Co. Ld.	341·9 | 51·2 | 29·1			Sydney British	Oil Engines 4S.C.SA 8Cy. 29½"–59⅛" 653 NHP	31 " 6	
157594		*Oil Eng.*	3661	*with freeboard*			3,37	3mo								s 9 " 9⅜	
VJNC		3 *Dks* (*Stl*–*Weather dk* teak s)	2626	~~7,38~~ ~~1,28~~ 1,39							F34' FK			7 *BHpt Cem*	2 DB *100 lb*	22 " 0½	
	Ref. Mchy.	*Cruiser Stern*			✝LMC CS 12, ~~13~~ BS ~~—~~ 2,38 2,37 Lloyd's RMC ~~11,37~~ 11,38			*Lloyd's*	*SA&CP*	*Cell DB* 277'·680*t* 105*t*	*DT a* 15' (*FPT* 76*t* *APT* 56*t*			*Coll to W dk* 6 „ 2nd „	J. G. Kincaid & Co. Ld. Grk.		
78772	**Macedon**		4368	✝100A1	Syd	*x*	CL	1916	W. Hamilton & Co. Ld. Port Glasgow	Australian Steamships Proprietary Ld. (*Man. Agents*' Howard Smith Ld.)	365·0 | 51·4 | 26·0			Melbourne British	T. 3Cy. 25½", 42" & 70" – 48" (*s*)	28 " 6	
139122		*ss* Mel. No. 3–3, 29	3958	7,38 ~~2,37~~			7,37	4mo							180 lb 421 NHP	s 5 " 3⅜	
VJFW		*ss* Syd. No. 2–37	2613		✝LMC 7,37						P30' B81' F33' FK			6 *BHCem*	3SB, *9cf*, GS 186, HS 7212	23 " 6	
		2 *Dks* (*Stl*)		BS 7,38				*Lloyd's*	*SA&CP*	Howard Smith Ld.)					D. Rowan & Co. Glasgow		
	Cargo battens not fitted									*Cell*	*DB* 318'·1049*t* *FPT*			9 1*t* *APT* 212*t*			
78773	**Macedonia** (*ex* Cuba, *ex* Olinda, *ex* Gutfeld)		2875					1922	Schiffs-u. Dockbauw Flender Lübeck	Deutsche Levante-Linie Hamburg A.G.	337·8 | 48·5 | 19·9			Hamburg German	T. 3Cy. 23½", 38⅜" & 63" – 43⅜₁₆" 262 NHP		G
DHPX	D.F.	2 *Dks*	2591								P17' B101' F33'			*WB*	G. Seebeck A.G. Wsm.		
			1686														
78774	— Ⓟ		1839					1898	Bath Iron Works Bath, Me.	Hellenic Coast Lines Co. Ld.	262·5 | 35·6 | 20·1			Piræus Greek	T. 3Cy. 28", 43" & 70" – 36" 291 NHP		
600	(*ex* Aetos–33, *ex Yacht* Aphrodite)		—												Bath Iron Works, Bath		
SVBX			700														
78775	**Macedonier** Ⓟ	*ss* Ant. No. 1–37	5227	✝100A1	Ant	*y*	CL	1921	Lloyd Royal Belge (Gt. Britain) Ld. Glasgow	Cie Maritime Belge (Lloyd Royal) Soc. Anon. (Agence Maritime Internationale, *Mgrs.*)	400·5 | 52·3 | 28·7			Antwerp Belgium	T. 3Cy. 26½", 44" & 73" – 51" (*s*)	31 " 0	
		ss Ant. No. 3–8, 38	4792	6,38 ~~5,37~~			~~11,35~~ 5,38	4mo							200 lb FD 567 NHP	s 5 " 11½	
OTWA		2 *Dks* (*Stl*)	3231		✝LMC 8,37						B37' B120' F45' FK			*Cem*	3SB (Spt) *9cf*, GS 179, HS 3358	25 " 3	
	D.F.			8,38				*Lloyd's*	*SA&CP*		*Intermediate*			5 *BH*	Dunsmuir & Jackson Ld. Gls		
											'tween dk B Hin after hold dispensed with			1 „ „ 2nd „			
											Cell DB 342'·920*t*			*only*			
											DTa 30' 850*t*			*DTa* 30' 850*t*			
														FPT 121*t* *APT* 104*t*			
78776	**Maceio** (*ex* Amassia–36)		3235					1920	Akt. Ges. "Neptun" Rostock	Hamburg-Süd-Amerik. Dampf.-schiffahrts Ges.	338·1 | 48·2 | 21·0			Hamburg German	T 3Cy. 23⅜", 38⅛" & 63¾" – 45⁵⁄₁₆" 272 NHP		G
			2958								B25' F43'			*WB*			
DHAZ	D.F. Sub. Sig.	2 *Dks*	1870												A. G. "Neptun," Rostock		
78777	—		*2294*	✝ —	Rio	*s*		1888	J. L. Thompson & Sons Sunderland	Cia. Carbonifera Rio-Grandense	290·0 | 38·7 | 20·9			R. Janeiro Brazilian	T 3Cy. 22½", 37⅝" & 60" – 39" NDR 02 232 NHP	22 " 3	
	(*ex* Carolina–35, *ex* Bollwerk,		*1801*	6,31				12mo						6 *BHCem*	2SB (Spt), *6cf*, GS 92, HS 3600		
PUMJ	*ex* Carolina, *ex* Upland, *ex* Bishopsgate)	*ss* Got. 3rd No. 3–12, 22 *ss* Got. No. 3–6, 28 *ss* Got. No. 1–33	*1434*								P29' Q80' B122' F33' BK 10"				J. Dickinson, Sunderland		
	Well deck	1 *Dk* (*Stl*) & *Web frames*									*DBa* 88' *f* 64'			314*t* *APT* 25*t*			
78778	**MacGilvray Shiras** (*ex* Umbria)		4077					1904	American S.B. Co. Cleveland	Pittsburgh S.S. Co.	420·0 | 50·0 | 28·0			D'luth Min Utd. States	T. 3Cy. 22", 35" & 58" – 40" NB 24 218 NHP		
200747			—											*WB*	American S.B. Co. Clevelnd		
	GyC.	1 *Dk* 2 *tr B*	3519														
78779	**Macgregor** (*ex* Baron Garioch–35, *ex* War Melon)		2498					~~1918~~ 1919	Forth S.B. & Eng. Co. Ld. Alloa	Guardian Line, Ld. (C.A. Roberts, *Mgr.*)	303·3 | 43·0 | 20·0			Ardrossan British	T. 3Cy. 22", 36" & 59" – 39" 217 NHP		C
143317			2267								P33' B80' F33'			*WB*	Douglas & Grant, Ld. Kirk'y		
GBNC		1 *Dk*	1451														
78780	**Macgregor Laird**		4015					1930	D & W Hendersn & Co. Ld. Glasgow	Elder Dempster Lines, Ld.	370·1 | 51·7 | 20·1			Liverpool British	Oil Engines 4S.C.SA 8Cy. 29½"–59⅛" 652 NHP		C
161450		*Oil Eng.*	3135								P37' F43'			*WB*	Harland & Wolff, Ld. Gls.		
GSBM		2 *Dks* & *Shelter dk*	2167														
78781	**Macharda**		7998	✝100A1	PGl		CL	1938	Wm. Hamilton & Co. Ld Port Glasgow	Thos. & Jno. Brocklebank, Ld.	475·6 | 62·7 | 32·3 493·6 (O.L.)			Liverpool British	3 steam turbines SR geared to 1 sc shaft	34 " 10	
166228			7308	8,38 ~~2,38~~	Ldb			3mo						8 *BHpt Cem*	250 lb (*r*) 1170 NHP	s 7 " 3½	
GKKF	D.F. E.S.D.		4762		✝LMC 3,38						P51 B161 F51' FK			(1 „ to 2nd *dk*)	4SB (Spt) 16*cf*, HS 14060, FD	27 " 10	
	Ref. Mchy.	*Cruiser Stern*						*Lloyd's*	*SA&CP*	*Duct keel forward of mchy. space*				900 *f* *APT* 95*t*	D. Rowan & Co. Ld. Gls.		
		2 *Dks* 3rd *dk in No.* 1 *hold*		*Fitted for oil fuel* 3,38			*F.P. a*			*Cell DB* 386'·1244*t*	*DTa* 36' 1227*t* *FPT*						
				above 1 50' F.													
78782	**Mackarra**		2515	✝100A1	Syd	*t*	CL	1919	C. Hill & Sons Bristol	Australasian United Stm. Nav. Co. Ld.	303·0 | 43·0 | 20·7 313·0 (O.L.)			Melbourne British	T. 3Cy. 22", 36" & 59" – 39" (*s*)	23 " 0	
141922		*ss* Syd. No. 3–11, 31	2261	5,38 ~~4,37~~	NSW		4,37	10mo						5 *BHCem*	180 lb *100 lb* HS 5140 331 NHP	s 3 " 4½	
VJFX		*ss* Syd. No. 1–35	1456		✝LMC						P33' B80' F33' FK			*APT* 180*t*	2 Water Tube Boilers FD	19 " 10	
		1 *Dk* (*Stl*)		MS 8.35	BS ~~8,37~~ 6,38			*Lloyd's*	*SA&CP*	*Cell D*	*B* 252'·670*t* *FPT* 70*t*				Richardsons, Westgarth & Co. Ld. Hpl.		
		Cruiser Stern															
78783	**McKeesport**		6198				...	1919	Federal S.B. Co. Kearny, N.J.	United States Maritime Commission	395·5 | 55·0 | 31·4 P45' B110' F38' *on Shelter dk* FK			Newark NJ Utd. States	DR Geared Steam Turbine 619 NHP	34 " 11	R †
217770		*Fitted for oil fuel*	5895											*WB*	General Electric Co. Schenectady, N.Y.		
KEXB	Sub. Sig.	1 *Dk* & *Shelter dk* & *Web frames* *Longitudinal framing*	3828														
78784	**Maclaren** (*ex* Singleton Abbey–36)		2325	✝100A1	Msl	*s*	CL	1915	Richardsn, Duck & Co. Ld Stockton	Guardian Line, Ld. (C.A. Roberts, *Mgr.*)	303·0 | 43·0 | 20·0 313·1 (O.L.)			Cardiff British	T. 3Cy. 22", 36" & 59" – 39" (*s*)	22 " 5	
135602		*ss* Rot. No. 3–11, 26	~~2150~~	~~10,37~~ 11,38	Clf		3,37	7mo						5 *BHCem*	180 lb *100 lb* 249 NHP	s 3 " 4½	
GDLX		*ss* Clf. No. 2–35	~~1420~~ 2330		✝MC			*Lloyd's*	*SA&CP*		P25' B64' F51' FK			*APT* 60*t*	2SB, *6pf*, GS 111, HS 4008	19 " 3	
		1 *Dk* (*Stl*)	2159	MS 11.35	BS ~~8,37~~ 10,38					*Cell D Ba* 102'·*u*	*E* 22'·*f* 122'·642*t* *FPT*			94*t* *APT* 60*t*	Blair & Co. Ld. Stockton		
			1420														

1 Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Year Assigned or Last Survey. Equipment Letter.	7* Date when last built or last rebuilt.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Class of Trade Cert.
78785	**Macoma**	D.F. E.S.D. *Oil Eng.*	8011	✠100A1	Ams	*c*†	CL	1936	N V Nederl.	N V Petroleum	462·9	59·3	33·8	The Hague	Oil Engines 4S.C.SA	34 ″ 0	
PFRR	1 *Dk 2nd dk clear of cargo tanks*		7237	~~8,37~~ 1,39	Rot		3,37	5mo	Schps. Maats.	Maats. "La Corona"				Dutch	8Cy.25⅞″–55⅛″ 502NHP	s 6 ″ 9	
	Mchy. Aft *Cruiser Stern*		4767	~~MC~~				Amsterdam			P93′B47′F48′ FK			15 *BH*	DB *180lb*	27 ″ 5½	
	Longitudinal framing at bottom & at deck			*Carrying Petroleum in bulk*				*Lloyd's A&CP*		*Cell D Bu E64′157t*	*DT f 25′ 264t FPT*			35t *APT 83t*	Werkspoor N.V. Ams.		
78786	**Mactan** (*ex* Hai Kong, *ex* Moura, *ex* North Lyell) Twin Sc		2067					1899	Armstrong Whitworth & Co. Ld. Newcastle	Cia. Maritima (Fernandez Hermanos, Inc. *Mgrs.*)	300·0	40·6	20·1	Manila P.I. Utd. States	T.8Cy.(2)17″,(2)27½′&(4) 31″–30″ 210NHP		
KZDW	2 *Dks*		1773											*WB*	Wigham Richrdsn & Co. Nwc.		
			1270														
78787	**Mactra**	D.F. E.S.D. *Oil Eng.*	6193	✠100A1	Bat	*a*†	CL	1936	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Anglo-Saxon Petroleum Co. Ld.	430·3	54·5	30·7	London British	Oil Engines 4S.C.SA	31 ″ 0	
164589			5496	~~5,887~~ 1,39	Cff		1,39	3mo			445·3 (O.L.)			16 *BH*	6Cy.25⅛″–55⅛″ 377NHP	s 5 ″ 7½	
GYRQ	1 *Dk 2nd dk clear of cargo tanks*		3627	~~LMC~~							P87′B37′F48′ FK			DB *180lb*		25 ″ 7	
	Mchy. Aft *Cruiser Stern*			*Carrying Petroleum in bulk*				*Lloyd's A&CP*		*Cell D Bu E61′13*	*2t DT f 25′ 261t FPT*			106t *APT 59t*	Hwthrn, Leslie & Co Ld. Nwc		
	Longitudinal framing at bottom & at deck																
78788	**Macuba** Twin Sc	*Oil Eng*	8249	✠100A1	Rot	*c*†	CL	1931	N.V. Mch. & Scheepswrf van P. Smit, Jr Rotterdam	N.V. Petroleum Maats. "La Corona"	450·8	62·0	34·1	The Hague Dutch	Oil Engines 4S.C.SA	34 ″ 0	
			7476	~~,38 12,37~~			12,37	6mo						14 *BH*	12Cy.24½″–43⅝″ 714NHP	s 6 ″ 7½	
PFSB	D.F. *ss* Rot. No. 1–35		4783	~~MC~~ CS11,						*Cell D Bu E69′222t*	P103′B35′F43′ FK			25t *APT 41t*	2 DB *150lb*	27 ″ 6½	
	Mchy. Aft 1 *Dk (Stl) 2nd dk (Stl)*			DBS~~4,37~~8,38 12,37				*Lloyd's A&CP*			*DT f 32′ 355t FPT*				Werkspoor, Amsterdam		
	Cruiser Stern *clear of cargo tanks*			*Carrying Petroleum in bulk*													
	Longitudinal framing at bottom & at deck																
78789	**Macumba**	*ss* Syd. No. 3–1,31	2526	✠100A1	Syd	*t*	CL ~~11,36~~	1919	C. Hill & Son Bristol	Australas'n United Stm. Nav. Co. Ld.	303·0	43·0	20·7	Melbourne British	T.3Cy.22″,36″&59″–39″ (*s*)	23 ″ 0	
141935		*ss* Syd. No. 1–35	2247	10,38~~1,37~~			10,38	12mo						5 *BH Cem*	180lb *100lb* HS5140 332NHP	s 3 ″ 4½	
VJFY		1 *Dk (Stl)*	1447	BS6,37 ~~LMC~~5,35						*Cell D*	P33′B80′F34′ FK			*APT 180t*	2 Water Tube Boilers FD	19 ″ 10	
		Cruiser Stern		5,38				*Lloyd's A&CP*			*B252′ 670t FPT 70t*				Richardsons, Westgarth & Co. Ld. Hpl.		
78790	**Macville** (*ex* Ray) 3 Mst		666	✠100A1	Gmb	*i*	CL	1915	Dundee S.B. Co. Ld Dundee	Western Nav. Co. Ld. (Wm. S. Scott & Co. *Mgrs.*)	170·1	29·0	11·3	London British	T.3Cy.15″,25″&41″–27″ (*s*)	13 ″ 6	
136753		*ss* Gls. No. 3–8,27	462	~~11,38~~ 11,38	Dly		1,38	1mo			*30·2*			5 *BH Cem*	180lb 84RHP	s 4 ″ 1½	
MFSP	*Well deck* 1 *Dk (Stl)*	*ss* Mdb. No. 2–34	335	BS~~1,38~~ 11,38 ~~LMC~~12,				*Lloyd's AP*		*WB = Cell*	Q96′B15′F22′ BK8″			3 *BH Cem*	1SB, *3pf*, GS58, HS1915	13 ″ 9½	
	Mchy. Aft *Cargo battens not fitted*									Les Cargos Algériens. Soc. Anon.	*DB f 101′ 141t FPT*			55t *APT 5t*	Earle's Co. Ld. Hull		
78791	**Madali** (*ex* Rialto, *ex* Olympos)		3014				...	1911	Akt. Ges. "Neptun" Rostock		337·1	48·2	29·2	Algiers French	T.3Cy.23⅝″,38″&62″–41⅛″ 309NHP	23 ″ 9	V
			2700								F33′ *on Shelter dk*		FK	*WB*	A.G "Neptun," Rostock		†
FOVE	D.F. 1 *Dk & Shelter dk*		1811														
78792	**Madare** Wood Aux 4 Mst Sr		545					1919	Ærö Eskö-bings Skibs-værft Ærösköbing	Gust. Erikson	157·5	34·9	15·6	Mariehmn Finnish	Oil Engines 2S.C.SA		V
818	(*ex* Steamer Fox III, *ex* Teie, *Oil Eng.*		539								Q15t H52t				3Cy.17¾″–18¾″ 166NHP		
OHNY	*ex* Motor Vessel, *ex* Syd Georgia) 1 *Dk*		362												*E made 18 fitted 28*		
	(*See Sailing Ship Register*)														A/B J. Svensons Motorfbk Skm.		
78793	**Madda** (*ex* Bogota-33)		5181	✠ ~~——~~	Hul	*y*		1919	Cammell Laird & Co. Ld Birkenhead	G. & F. Fratelli Bozzo	412·5	52·1	28·4	Genoa Italian	T.3Cy.27″,44″&73″–48″ 517NHP	31 ″ 0	I
1827		*ss* Hul. No. 2–27	—	~~1,~~							400·0 | 52·4			7 *BH lpt Cem*	3SB, *9cf*, GS190, HS7668		†
IBER	D.F. 2 *Dks (Stl)*		3108	~~✠~~						*Cell D*	P49′B113′F40′ FK			*APT 166t*	Cammell Laird & Co. Ld Bkn		
											343′ 1152t *FPT* 113t						
78794	**Maddalena** Aux 3 Mst Sr		345					1920	Van der Werff Doesburg	Giuseppe Roggero	146·1	27·2	11·1	Imperia Italian	Oil Engines 4S.C.SA		I
3	(*ex* Arrigo Giuntini-34, *Oil Eng.*		306												4Cy.10⅝″–16⅝″ 44NHP		
IKHY	*ex* Istriano)		254												NE32		
	(*See Sailing Ship Register*)														Deutsche Werke Kiel A.G.		
78795	**Maddalena Odero**		5479					1921	N. Odero fu A. & Co. Sestri Ponente	Navig. Odero Soc. Anon.	394·4	51·7	27·2	Genoa Italian	2 Steam Turbines DR geared to 1 Sc. Shaft		I
1043	(*ex* Maddalena O.) *Fitted for oil fuel*		4443								P&B252′F38′			*WB*	N. Odero fu A. & Co. Sestri P.		
IBAU	D.F. *Mchy. Aft* 1 *Dk*		3308														
78796	**Madeirense** (*ex* Gripen-34,		469					1919	A/B Svenska Maritim-verken Trelleborg	Empresa de Trasportes de Funchal	156·6	27·6	11·7	Funchal Portuguese	Oil Engines 2S.C.SA		V
	ex Cimbria) *Oil Eng*		373								P32′B38′H23t F21′			*WB*	6Cy.9⅛″–16⅝″ 67NHP		
	Mchy. Aft 1 *Dk*		320												NE30		
															Atlas-Diesel, Skm.		
78797	**Madge Wildfire** 3 Mst		348	✠100A1	Liv	*f*	CL	1905	Ardrossan D.D. & S. Co Ld Ardrossan	Gilchrist's Traders (Steamships), Ld. (R. Gilchrist & Co. *Mgrs.*)	146·7	23·6	9·8	Liverpool British	O.2Cy.19″&40″–27″ (*s*)	10 ″ 11	
121280	(*ex* Jerfalcon) *ss* Liv. 2nd No. 3–7,32		241	11,37			1,36	12mo						3 *BH Cem*	130lb 65RHP	s 4 ″ 2	
MCJS	*ss* Liv. No. 1–37		186	~~LMC~~							Q79′B9′F30′ FK			38t *APT 2t*	1SB, *3pf*, GS58, HS1697	10 ″ 9	
	Well deck *Mchy. Aft* 1 *Dk (Stl)*			BS~~2,37~~ 9,38 MS8,37				*Lloyd's A&CP*			*WB = FPT*				McKie & Baxter, Glasgow		
78798	**Madison** (P) (*ex* Warszawa,		3734					1911	Nwprt News S.B. & D.D. Co Newprt News	Eastern S.S. Lines Inc.	353·3	42·1	16·8	New York Utd. States	T.3Cy.26½″,44″&74″–54″ 402NHP		R
208288	*ex* Madison)													*WB*	Newport News SB & DD Co.		
KGBN	D.F. 2 *Dks & Awng dk 3 tr B*		2406														
78799	**Madoera**	*ss* Ams No. 1–38	7166	✠100A1	Sba	*e*†	CL	1922	Forth S.B. & Eng. Co. Ld. Alloa	N.V. Stoomv. Maats. Nederland	501·0	60·5	27·6	Amstrdam Dutch	2S.R. geared Oil Engines	30 ″ 5	
		Oil Eng.	6339	*with freeboard*	Cal		3,38	8mo					37·5	8 *BH lpt Cem*	2S.C.SA 14Cy.22½″–31½″	s 4 ″ 4½	
PFSL	D.F. *ss* Ams. No. 3–11,33		4323	10,~~37~~ 8,~~37~~							P48′B31′F67′ *on Shelter dk*		FK	*Coll to Sh dk*	2 DB *190lb* 1184NHP	26 ″ 3½	
	2 *Dks & Shelter dk*			~~LMC~~ CS12,37				*Lloyd's A&CP*			len 33			7 ″ 2nd ″ ″	2 NDB (WT) 33 *213lb*		
				NE10, 8,37						*Cell D Ba 164′*	*9t DT f 39′ 1556t DT*			*9t DT f 39′ 1494t F*	Werkspoor N.V. Ams.		
				BS8,37						*uE85′ f 142′ 150*					*PT 200t APT 38t*		
				Carrying vegetable oil in fore & after deep tanks													
78800	**Madras Maru** (P)		3802	✠ ...	Osa	*w*		1919	Mitsubishi Zosen Kaisha Ld. Nagasaki	Nanyo Kaiun K.K.	345·0	50·0	29·0	Tokyo Japanese	T.3Cy.23″,36⅜″&64⅜″–48″ 380NHP	29 ″ 1	
25205		*ss* Osa. No. 3–3,31	3456	3,38				3mo						6 *BH Cem*	2SB, *6cf*, GS124, HS5250		
JIRD		*ss* Kob. No. 1–34	2299	~~✠~~						*Cell D*	P33′B74′F41′ FK			53t *APT 26t*	Mitsubishi Zosen Kaisha Ld.		
		2 *Dks (Stl)*									B294′ 770t *FPT*						
78801	**Madrid** (P) (*ex* Sierra Nevada) Twin Sc		8777					1922	Vulcan Werke Stettin	Hamburg-Süd-amer Dampf-schiff.-Ges.	439·5	56·7	27·4	Bremen German	T.6Cy.25½″,40⅛″&68½″–47½″ 642NHP		G
			7089								B151′F126′			*WB*	Vulcan Werke, Stettin		
DOEP	D.F. Sub. Sig. 3 *Dks*		4977														
78802	**Madrono**	*ss* Rot. No. 3–8,29	5894	✠100A1	Sfj	*z*	CL	1917	Palmers' Co. Ld. Newcastle	A/S Norsk Rute-fart (A. I. Lange-eldt & Co. *Mgrs.*)	407·5	52·4	31·6	Xiansand Norwegian	T.3Cy.26½″,44″&73″–48″ (*s*)	31 ″ 6	
		ss Sfj. No. 2–38	5314	~~5,38~~ 2,38	~~Asht~~ Cff		2,38	4mo						15 *BH lpt Cem*	180lb 498NHP	s 5 ″ 8½	
LDGF	*Mchy. Aft* 2 *Dks (Stl)* & *Web frames*		3697	BS2,~~37~~	~~LMC~~					*Lloyd's A&CP*	P98′B28′F40′ FK			(10 *to U dk*	3SB, *9cf*, GS174, HS7212 FD	26 ″ 0	
	Longitudinal framing			*Carrying Petroleum in bulk*				*Lloyd's A&CP*		*Cell D Bu E & B53′*				5 ″ 2nd ″)	G. Clark, Ld. Sunderland		
				Fitted for oil fuel 4,17			*F.P. a*	*above 1*	50° F.	*98t DT f 40′*	*481t APT 339t*						

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille au Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pds.*	15 Registres où coté, si ce n'est dans le L.R. Dunn. Cert. Bd of Trade.
78803 234743 WOHY	**Madrono** (P)	**Iron** *Oil Eng.* *Ref. Mchy.* Wireless 2 *Dks*	543 — 187					1885	J.H.Dialogue Camden, N.J.	RedSalmon CanningCo.	163·7 | 27·5 | 14·7 RQD24′B92′	S.Fncisco Utd. States	Oil Engines 2S.C.SA 6Cy.14″–17″ NE36 206NHP FairbanksMorse&Co. Beloit, Wis.		
78804 LOFW	**Madryn** (*ex*Marmevo)	*Fitted for oil fuel* 2 *Dks*	1827 — 913					1921	NV Rotterdmschschpw. My. Werf I. Rotterdam	ArgentinaCia. General de Nav. S.A. (A.M.Delfino yCia. *Mgrs.*)	269·3 | 42·2 | 25·7 B64′F26′	Bns.Aires Argentine *WB*	T.3Cy.20″,31″&57″–36″ 195NHP N.V.v.d.Kuy&v.d.Rees' Mchfb.&Schps.Rot.		V
78805 146268 GDMX	**Madura** (P)	**TwinSc** *Ref. Mchy.* 2 *Dks* (*Stl–U* teak s) D.F. *Cruiser Stern* *Fitted for oil fuel*	9032 7265 5526	✝ 9,25	Mdb	*d*†		1921 11mo	Barclay, Curle&Co. Ld Glasgow	BritishIndiaStm. Nav.Co.Ld.	465·2 | 58·3 | 33·5 P44′B175′F53′ FK *Cell D B* 403′1568*t* *Tanks btwn tnnls* 114′253*t FPT* 164*t*	Glasgow British 9 *B Hpt Cem*	6 Steam Turbines DR geared to 2 Sc. Shafts HS13948 1008NHP 4SB&1AuxSB.*18cf*,GS339 *APT* 69*t* Barclay,Curle&Co.Ld.Gls.	36 ″ 0	ET 2,39
78806 217282 WJOE	**Mae** (P) (*ex*WestEldara–36)	*Fitted for oil fuel* D.F. 2 *Dks*	5607 5033 3516					1918	Skinner& Eddy Corp. Seattle, Wash	A.H.BullS.S.Co. Inc. (A.H.Bull&Co. Inc. *Mgrs.*)	409·6 | 54·2 | 27·1 P43′B115′F47′	New York Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady, N.Y.		R
78807 PKOF	**Maetsuycker** (P) D.F. E.S.D.	*Oil Eng.* *Ref. Mchy.* 3 *Dks*	4131 3182 2418					1936	NV Nederl. Dok.Maats. Amsterdam	Koninkl.Paketv. Maats.	361·6 | 52·5 | 23·2 P54′B315′F49′ FK 390′1331*t Tanks in tunnels* 291*t FPT* 57*t APT* 69*t*	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.28⅜″–55½″ 620NHP WerkspoorN.V.Ams.	32 ″ 2	V
78808 EAHI	**Magallanes** (P)	**TwinSc** *Fitted for oil fuel* *ss* Bcl.No.1–33 Sub.Sig 3 *Dks* (*Stl–Upper dk* teak s) D.F. (*DAMAGED BY COLLISION 6,37—NOW IN PORT*)	9689 7774 5312	✝ 1,36	Cdz	*c*†		1928 8mo	Soc. Española de Const. Nav. Cadiz	Cia.Trasatlantica *Cell D B*	459·8 | 56·0 | 32·0 29·3 P54′B315′F49′ FK 390′1331*t Tanks in tunnels* 291*t FPT*	Barcelona Spanish 9 *B Hpt Cem way of* 57*t APT* 69*t*	4 Steam Turbines SR geared to 2 Sc. Shafts 1217NHP 5SB,*15cf*,GS345,HS14945 Soc.Española de Cnst.Nav Cartagena	32 ″ 2	
Stranded CBMN	~~unk~~ 5,38	(P)	~~1880~~ ~~1409~~ 1150	✝ ~~100A1~~ ~~4,38~~	Vpo	*r*	CL ~~1,36~~ 4,38	1909 10mo	A.Rodger &Co. Pt.Glasgow	Soc.Anon.Commercial Braun& Blanchard *WB = Cell*	270·0 | 37·4 | 18·7 P29′B88′F41′ FK *Lloyd's A&CP* *L D Ba* 54′*u E* 28′*f* 124′	Valparaiso Chilian 4 *B H Cem* 300*t APT* 46*t*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 286NHP 2SB,*6cf*,GS115,HS4276 A.Rodger&Co.Glasgow	21 ″ 0 s 2 ″ 9 18 ″ 9	
78810 KZDM	— (*ex*Libelle) *Well deck* Wireless	(P) **Iron** *ss* Shl.No.3–1,85 *ss* Shl.No.1–89 1 *Dk* (*Irn*) 2 *tr B*	1376 1128 865	✝ 9,94	Sug	*o*		1880 12mo	Schlesingr Davis&Co. Newcastle	Gutierrez Hermanos	244·5 | 33·2 | 18·0 Q128′B15′F29′ BK 8½″ *WB = D Ba* 67′*f* 96′	Manila Utd. States 4 *B H Cem* 279*t APT* 32*t*	C.2Cy.29″&56″–36″ NB04 157NHP T.Clark&Co.Newcastle		
78811 JOOH	— (*ex*Solis,*ex*Colon)	**Iron** 1 *Dk*	381 — 250 792					1884	..... Germany	D.Davide	177·9 | 27·6 | 8·9	Bns.Aires Argentine	C.2Cy.13½″&27″–16″ 24NHP		
78812 34017 JOOH	**Magane Maru**	1 *Dk*	1416 1137 792					1929	KobeSteel Works Harima	IkedaShojiK.K.	240·5 | 35·0 | 19·0 P23′Q63′B48′F22′	Nishinmya Japanese *WB*	T.3Cy.15½″,26″&42½″–32″ 108NHP HarimaDockyard,Harima		
78813 PFSP	**Magdala**	**TwinSc** *Oil Eng.* *ss* Rot.No.1–36 D.F. 1 *Dk* (*Stl*) 2nd *dk* (*Stl*) *Mchy. Aft* *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8248 7476 4784	✝ 100A1 ~~12,38~~ ~~2,38~~ ✝LMC CS2,36 ~~BS2,38~~ 12,38 4,37 *Carrying Petroleum in bulk*	Rot	*c*†	CL ~~2,36~~ N 12,38	1931 9mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	N.V.Petroleum Maats "La Corona"	450·9 | 62·0 | 34·1 P103′B35′F43′ FK *Cell D Bu* E69′22	The Hague Dutch 14 *B H* *Lloyd's A&CP*	Oil Engines 4S.C.SA 12Cy.24⅛″–43⅜″ 714NHP 2 DB *150lb* 2*t DT f* 32′355*t FPT* 225*t APT* 41*t* WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 7½ 27 ″ 6½	
78814 162709 GTXP	**Magdalena**	*ss* Rot.No.3–7,36 1 *Dk* (*Stl*)	3118 2824 1842	✝ 100A1 1,39 ~~11,37~~ ~~BS2,37~~ 1,39	Rot Shl	*u*	CL 11,37	1923 6mo	Craig, Taylor&Co.Ld. Stockton *Lloyd's A&CP*	LensenShppg.Ld. ~~C.A.Lensen, Mgr~~ (A.C.Lensen, *Mgr*) *Inter mediate B H in fore hold dispensed with* *Cell D*	325·0 | 48·0 | 22·4 P33′B94′F31′ FK B280′ 812*t FPT* 86*t*	London British *Cem* 4 *B H only* *APT* 109*t*	T.3Cy.23½″,39″&64″–42″ (*s*) 180lb *100lb* 297NHP 2SB,*6cf*,GS119,HS4690 Blair&Co.Ld.Stockton	24 ″ 3 s 3 ″ 9 20 ″ 8	
78815 DHPY	**Magdalena Reith** (*ex*Anneliese, *ex*Alioth)	1 *Dk*	2130 1928 1305					1905	Schpw.v. JanSmit,Czn Alblasserdm	Joh.M.K.Blumenthal	280·4 | 41·2 | 20·5 P27′B72′F32′	Hamburg German *WB*	T.3Cy.21″,35″&57″–39″ 203NHP Maats deSchelde, Flushing		G
78816 143719 GDXZ	**Magdapur**	*ss* Bkn No 3–5,33 *ss* Mdb.No.1–38 D.F. E.S.D. 2 *Dks* (*Stl*) & 3rd *Dk* (*Stl*) *in No. 1 hold* *Cruiser Stern*	8641 7908 5202	✝ 100A1 9,38 ~~9,36~~ ~~NS2,38~~ ~~LMC~~ ~~MS6,36~~ ~~BS2,37~~ *Fitted for oil fuel* 4,21 *F. P. above*	Mdb	*f*†	CL 2,38	1921 4mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	Thos.&Jno. Brocklebank,Ld. *Cell D B*	473·0 | 64·0 | 34·2 493·4 (O.L.) P76′B157′F86′ Shortened 35 FK 396′1847*t DT a* 41′ 1424*t FPT* 150°F.	Liverpool British 8 *B H Cem* 142*t APT* 79*t* *Turbines by*	2 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 200lb HS19266 1147NHP 2DB&2SB,*24cf*,GS420 D.Rowan&Co.Ld.Glasgow ParsonsMarineStm. TurbineCo.Ld.Nwc.	37 ″ 0 s 6 ″ 11½ 30 ″ 4½	
78817 DIDC	**Magdeburg**	*Oil Eng.* *ss* Ham.No.1–29 2 *Dks* (*Stl*) D.F. Sub.Sig. 3rd *dk in No. 1 hold*	6128 5423 3696	✝ ... 12,33	Ham			1925 12mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *Cell D B*	449·4 | 58·2 | 26·8 P&B374′F54′ FK 389′1501*t FPT*	Hamburg German 8 *B H pt Cem* 100*t APT* 10*t*	Oil Engines 2S.C.DA 6Cy.27 $\frac{9}{16}$″–47½″ 1587NHP Blohm&Voss,Hamburg	29 ″ 6	G †
78818 DHQA	**Maggie** (*ex*Phaleron)	1 *Dk*	325 283 175					1921	Schiffs.-u Dckbauwerft Flender Lübeck	MathiesReedK.G.	139·0 | 22·5 | 11·8 B34′F20′	Hamburg German *WB*	C.2Cy.14¾″&22¾″–15¾″ 17NHP G.SeebeckA.G. Wesermünde-G.		G
78819 147314 GLNR	**Magician**	*ss* Mch No 3–7,38 ~~*ss* Dkn.No.2–38~~ 2 *Dks* (*Stl*)	5105 4743 3181	✝ 100A1 ~~7,38~~ ~~4,37~~ ~~Mch~~ ~~5,38~~	Liv	*y*	CL N3,38	1925 6mo	New Waterway S.B.Co. Schiedam *Lloyd's A&CP*	CharenteS.S.Co. Ld (T.&J.Harrison *Mgrs.*) *Cell D B* 339′1110*t* *D T a* 29′751	394·9 | 52·5 | 27·9 410·1 (O.L.) P37′B128′F40′ FK *t FPT* 77*t APT* 22*t*	Liverpool British *Cem* 7 *B H to Udk* 1 „ 2nd „	T.3Cy.26″,43″&73″–48″ (*r*) 200lb *120lb* 465NHP 2DB(Spt),*12cf*,GS210, HS7706 New Waterway S.B Co.	30 ″ 6 s 5 ″ 8¾ 24 ″ 11½	
78820 141424 VPLK	**Magister** (*ex*Canadian Volunteer–33, *ex*Cornwallis, *ex*Canadian Volunteer)	*ss* Mtl.No.3–5,31 *ss* NYk.No.1–36 1 *Dk* (*Stl*) & 2nd *dk* (*Stl*) *in holds*	3188 2543 1910	✝ 100A1 ~~2,37~~ 12,38 ~~7,36~~	NOs	*u*	CL 5,36	1919 6mo	Wallace Shipyards,Ld Vancouver, B.C. *Lloyd's A&CP*	Mrs.A.A.Webster (J.S.Webster& Sons, *Mgrs.*) *Cell D B*	320·0 | 44·2 | 22·9 P29′B96′F34′ FK 262′ 528*t FPT*	Kngstn,Ja British 5 *B H Cem* 73*t APT* 29*t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb 375NHP 2SB,*4cf*,GS132,HS5162 FD WallaceShipyards,Ld.	25 ″ 0 s 3 ″ 9½ 21 ″ 5	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment	7* Date when tail shaft last dealt.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in U.K. classed +100A1 Date of last Docking
78821 / 7553 / SEPN	**Magna** ss Csc. No. 2–37 / *Cargo battens not fitted* 1 Dk (Stl) / *Strengthened for Navigation in Ice*	1780 / 1589 / 1014	✠100A1 Lkr 12,38 / LMC / BS6,37 ✠ S10,37	Osc	r	CL 3,37 / N 1,38	1929 / 8mo	Fredrkstad Mek. Værks. Fredrikstad	A/B Transmarin (S. Redig., *Mgr.*) / *Lloyd's SA&CP* / *Cell D Ba 5 uE*	269·2 | 42·1 | 17·5 / 273·5 (O.L.) / P&B 200′ F 23′ FK / 110′ *f* 102′ 545 *t FPT*			Helsingbrg Swedish	T. 3 Cy 18½″, 29½″ & 50″–36″ (*s*) / 190 lb 189 NHP / 2 SB, 6 *cf*, GS 60, HS 2568 FD / Fredrikstad M.V. Frdstad.	20 ″ 0 / s 1 ″ 3	18–10½
78822 / 5378 / SFJU	**Magne** / Sub. Sig. 1 *Dk & Shelter dk*	1226 / 979 / 558					1912	Helsingörs Jernsk. & Msk Elsinore	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	246·9 | 37·1 | 14·0 / H 96 *t* 21·6			Stockholm Swedish *WB*	T. 3 Cy. 19″, 32″ & 53″–36″ / 169 NHP / Helsingörs Jernsk. & Msk.		V
78823 / LETV	**Magnhild** (*ex* Santiago–36) / 1 *Dk & Spar dk*	1383 / 1262 / 881					1903	Fredrkstad Mek. Værks. Fredrikstad	D/S A/S Magnhild (M. Clausen)	231·7 | 34·2 | 19·9 / B 59 *t* H 60 *t*			Haugesnd Norwegian *WB*	T. 3 Cy. 17″, 30″ & 49″–33″ / 138 NHP / Fredrikstad M.V. Frdstad.		N
78824 / UPET	**Magnitogorsk** (*ex* Novgorod–35, *ex* Procyon–34) / Sub. Sig. 1 *Dk*	3566 / 3259 / 2175					1915	Rotterdam Droogd. Maat Rotterdam	U.S.S.R.	345·8 | 48·8 | 23·3 / P 25′ B 115′ F 35′			Leningrad Russian *WB*	T. 3 Cy. 25″, 41″ & 67″–45″ / 301 NHP / Rotterdam Droogd. Maats.		
78825 / 233865 / WNFU	**Magnolia** D.F. E.S.D. GyC. 2 *Dks* / *Mchy. Aft* *Cruiser Stern* / *Longitudinal framing–bracketless system*	9511 / 8829 / 5894	✠100A1 Gal 1,39 2,38 / BS1,39 ✠LMC 9,35 / *Carrying Petroleum in bulk* / *Fitted for oil fuel* 9,35 *F. P. above*	N Yk	et	CL 3,38	1935 / 9mo	New York S.B. Co. Camden, N.J. / *Lloyd's SA&CP* / 150° F.	Socony-Vacuum Oil Co. Inc. / *Cell D Bu E 71′ 198 t*	484·0 | 66·0 | 36·8 / 500·1 (O.L.) / P 103′ B 34′ F 49′ FK / *DT f* 22′ 705 *t FPT* 4			New York Utd. States / 17 *B/I* (13 *to U dk* 4 ,, *2nd* ,,) / 49 *t APT* 63 *t*	2 Steam Turbines DR geared to 1 Sc. Shaft / 4501b 1104 NHP / 3 WTB (2 Spt) HS 11164 FD / DeLaval Steam Turbine Co. Trenton, N.J.	37 ″ 0	
78826 / OUIO	**Magnus** ss Els. 2nd No. 3–9.29 / ss Cpn. No. ~~1–30~~ 2–38 / 1 *Dk (Stl) & deep framing* / *2nd dk (Stl) in holds*	1339 / 1186 / 782	✠100A1 ~~7,37~~ / BS4,37 ✠LMC 7,38	Cpn	p	CL 1,37	1906 / 5mo	Sunderlnd S.B. Co. Ld. Sunderland / *Lloyd's SA&CP*	Det Forenede Dampskibs Selskab / *Cell D Ba 70′ uE &*	240·0 | 36·5 | 16·7 / P 19′ B 68′ F 28′ / *B* 34′ *f* 98′ 392 *t FPT*			Middelfart Danish	T. 3 Cy. 18″, 29″ & 48″–33″ (*s*) / 180 lb *100 lb* 145 NHP / 1 SB, 3 *cf*, GS 58, HS 2256 / N.E. Marine Eng. Co. Ld. Sld	19 ″ 0 / s 2 ▪ 4½ / 16 ″ 9½	
78827 / 150827 / CYLV	**Magog** (*ex* John C. Howard) / *Mchy. Aft* 1 *Dk* / *Longitudinal framing*	2053 / 1708 / 1224					1923	Fraser, Brace & Co. Ld Three Rivers, P.Q.	Canada Steamship Lines. Ld.	250·6 | 43·2 | 18·1 / Q 93′ F 33′			Montreal British *WB*	T. 3 Cy. 19″, 32″ & 56″–36″ / 188 NHP / Worthington Pump & Mach. Corp.		C
78828 / OPHA	**Mahagi** ss Ant. No. 2–37 / D.F. 1 *Dk (Stl) & 2nd dk (Stl) in* / *weaks & Nos. 1, 2, 4, 5 holds*	*3324* / *2947* / *1924*	✠100A1 10,37 / LMC / MS 10,38 BS 4,38 / *Adapted for oil fuel* 1,38 *F.* / *Fitted for carrying oil fuel* 9,38 *F. P. above* / 150° F. *in deep tank*	Ant	*e*	CL 12,36	1928 / 9mo	Antwerp Eng. Co. Ld. Hoboken / *Lloyd's SA&CP* / *P. above* 150° F.	Cie. Maritime Belge (Lloyd Royal) Soc. Anon. (Agence Maritime Internationale, *Mgrs.*) / *Cell D B 280′ 809 t*	330·2 | 48·2 | 23·0 / P 34′ B 100′ F 33′ FK / *DT sa F PT* 4			Antwerp Belgian / 7 *B H Cem* 1 ,, *to 2nd dk* / *2t APT 21t*	T. 3 Cy. 24″, 39″ & 65″–42″ (*s*) / 1801b 344 NHP / 3 SB, 9 *cf*, GS 159, HS 5961 / N.E. Marine Eng Co Ld. Nwc	25 ″ 3 / s 4 ″ 1½ / 21 ″ 3½	
Now "Cornouaille," *see No. 8764 in Suppl.*																
78829 / 135700 / GMJL	**Mahana** Twin Sc ss Lon. No. 3–4,30 / E.S.D. ss Lon. No. 2–38 ~~ss Gls. No. 1–35~~ / *Ref. Mchy.* 2 *Dks (Stl) & Shelter dk* / *(Stl–pt ws)*	8740 / — / 5422	✠100A1 *Shelter dk* / *with freeboard* 2,39 ~~12,37~~ / MS 1,38 BS 6,38 / LMC ~~5,37~~ / lloyd's RMC ~~1,38~~ 2,38	Gls	ft	CL ~~11,35~~ ~~11,37~~ 6,38	1917	Workman, Clark & Co. Ld Belfast / *Lloyd's SA&CP*	Shaw Savill & Albion Co. Ld.	500·9 | 63·3 | 39·6 / 520·8 (O.L.) / B 197′ F 56′ *on Shelter dk* FR & BK 2″ / *Cell DB* 435′ 1646 *t*			S'thamptn British / 9 *B H Cem* / 4 Steam Turbines SR geared to 2 Sc. Shafts 180 lb (*s*) / 2 DB & 2 SB, 1119 NHP / *24 cf*, GS 399, HS 15534 FD / Parsons Marine Steam Turbine Co. Ld. Nwc.	34 ″ 6 / s 5 ″ 9½ / 28 ″ 11½	
78830 / 137409 / GSCD	**Mahanada** ss Gls. 2nd No. 3–4,3 ~~ss Mdb. No. 3–5,26~~ / D.F. E.S.D. ~~ss Cal. No. 3–34~~ / 2 *Dks (Stl) & 3rd dk (Stl)* / *in No. 1 hold*	7181 / 6761 / 4482	✠100A1 5,39 ~~5,38~~ / BS 6,37 ✠LMC 8,37 / 8,38 MS 3,38 / *Fitted for oil fuel* 6,38 *F. P. above*	Gls	et	CL 3,38	1914	C. Connell & Co. Ld. Glasgow / *Lloyd's SA&CP* / 150° F.	Thos. & Jno. Brocklebank, Ld. / *WB = Cell DB a 158′ uE & B*	470·5 | 58·0 | 32·1 / 485·2 (O.L.) / P 46′ B 124′ F 43′ FK / 76′ *f* 178′ 1563 *t FPT*			Liverpool British / 7 *B H Cem* / 79 *t AP T* 54 *t*	2 Steam Turbines SR geared to 1 Sc. Shaft 180 lb (*r*) / 2 DB & 1 Aux SB, 729 NHP / *15 cf*, GS 264, HS 12300 / Parsons Marine Steam Turbine Co. Ld. Nwc.	34 ″ 11 / s 7 ″ 10½ / 27 ″ 3½	
78831 / 149834 / GNBY	**Maharaja** (P) ss Cal. No. 2–35 / 2 *Dks (Stl) & Shade dk* / *(Stl–teak s)*	2895 / 2358 / 1716	✠100A1 *with freeboard* 4,39 ~~4,38~~ / BS 4,38 ✠LMC 6,35 / 4,39	Cal	*w*	CL 4,38	1927	Lithgows' Ld. Port Glasgow / *Lloyd's SA&CP*	Asiatic Stm. Nav. Co. Ld. / *Cell D B 278′ 742 t*	335·0 | 47·5 | 20·8 / F 46′ FK / *FPT* 62 *t APT* 26 *t*			London British / 6 *B H pt Cem pt Asp* (*Coll B/I to Sh dk* 5 ,, *2nd* ,,)	T. 3 Cy. 24″, 40″ & 68″–45″ (*r*) / 200 lb *110 lb* 405 NHP / 2 SB, 8 *cf*, GS 154, HS 5510 FD / Rankin & Blackmore Ld Grk	23 ″ 6 / s 2 ″ 1½ / 21 ″ 9½	
78832 / 135701 / GNZV	**Mahia** Twin Sc ss Lon. No. 3–10,29 / E.S.D. ss Gls. No. 2–38 ~~ss Lon. No. 1–36~~ / *Ref. Mchy.* 2 *Dks (Stl) & Shelter dk (Stl)*	7914 / ~~4418~~ 4979 / 7926 / 7412 4962	✠100A1 *Shelter dk* / *with freeboard* 1,39 3,37 / ~~BS 1,38~~ MS 8,38 / ~~LMC 7,37~~ / Lloyd's RMC 1,39	Gls	et	CL P 9,36 S 2,38	1917	Workman, Clark & Co. Ld Belfast / *Lloyd's SA&CP*	Norfolk & N. American Stm. Shipping Co. Ld. (Shaw Savill & Albion Co. Ld. *Mgrs.*)	477·6 | 63·1 | 39·7 / B 180′ F 47′ FK / *on Shelter dk* / *Cell D B 425′* 1588 *t*			S'thamptn British / 9 *B H Cem*	Q 8 Cy 22″, 31½″, 45½″ & 65″–48″ / 2201b (*s*) 997 NHP / 2 DB & 2 SB, *18 cf*, GS 355, HS 15126 FD / Wrkman, Clark & Co. Ld Bel	34 ″ 4 / s 5 ″ 7 / 28–11½	
78833 / EAPA	**Mahon** (P) (*ex* Bernicia) / Wireless ss Lth. No. 3–11,04 / *Well deck* ss Bcl. No. 2–13 / 2 *Dks (U/rn–pt ws)*	913 ✠ / 575 / 537	✠ 7,19	Bel	/		1892	Ramage & Ferguson Leith	Cia. Trasmediterranea	215·4 | 28·6 | 14·7 / P 101′ F 54′ BK 7½′ / *WB = FPT*			Mahon Spanish / 6 *B H Cem* / 20 *t AP T* 15 *t*	C. 2 Cy. 30″ & 55″–36″ / 147 NHP / 2 SB, 6 *rf*, GS 102, HS 2530 / Ramage & Ferguson, Leith	15 ″ 5	V †
78834 / 147347 / GDZN	**Mahout** ss Mdb. No. 2–38 / ~~ss Cal. No. 3–34~~ / 2 *Dks (Stl) 3rd dk (Stl)* / D.F. E.S.D. *in No. 1 hold* / *Cruiser Stern*	7921 / 7313 / 4880	✠100A1 6,38 5,37 / ~~BS 1,38~~ ✠LMC ~~6,37~~ / 9,38 MS 5,37	Mdb	*d* †	CL 1,36	1925 / 12mo	W. Hamilton & Co. Ld. Pt. Glasgow / *Lloyd's SA&CP*	Thos. & Jno. Brocklebank, Ld. / *Cell D B 395′ 1502 t D*	470·1 | 62·1 | 32·2 / P 46′ B 158′ F 39′ FK / *Ta* 36′ 1228 *t FPT* 76 *t*			Liverpool British / 8 *B H pt Cem* 1 ,, *to 2nd dk* / *APT* 93 *t*	2 Steam Turbines SR geared to 1 Sc. Shaft 200 lb (*r*) FD 1047 NHP / 4 SB, 16 *cf*, GS 273, HS 15000 / D. Rowan & Co. Ld. Gls.	34 ″ 10 / s 7 ″ 6¾ / 27 ″ 6	
78835 / 140545 / GSCN	**Mahratta** ss Cal. No. 3–11,29 / D.F. ss Liv No. 2–38 ~~ss Gls. No. 1–36~~ / 2 *Dks (Stl)*	6690 / 6229 / 4177	✠100A1 6,38 ~~8,37~~ / 11,37 LMC / MS 10,38 / *Fitted for oil fuel* 11,38 *F. P.*	Sws Liv	*b* †	CL ~~5,36~~ 5,38	1917 / 11mo	R. Duncan & Co. Ld. Port Glasgow / *Lloyd's SA&CP* / *above* 150° F.	Thos. & Jno. Brocklebank. Ld. / *Intermediate BH in fo* / *Cell D B 393′ 1498 t DT*	445·0 | 58·2 | 31·2 / P 38′ B 135′ F 39′ FK / *rehold dispensed w* / *a* 39′ 1270 *t FPT* 101 *t*			Liverpool British *Cem* / *with 6 B H only* / *APT* 33 *t*	T. 3 Cy. 26½″, 45½″ & 75″–54″ / 2001b (*s*) 702 NHP / 1 SB 12 *cf* GS 247 HS 11068 FD / Dunsmuir & Jackson, Ld Gls	34 ″ 0 / s 7 ″ 4½ / 26–11½	
78836 / 147329 / GLTJ	**Mahronda** ss Mdb. No. 3–12,37 / D.F. 2 *Dks (Stl) 3rd dk (Stl)* / *in No. 1 hold* / *Cruiser Stern*	7926 / 7313 / 4889	✠100A1 ~~12,37~~ 11,38 / LMC / BS ~~6,37~~ 7,38	Mdb Gls	*d* †	CL ~~7,36~~ 11,38	1925 / 10mo	W. Hamilton & Co. Ld. Port Glasgow / *Lloyd's SA&CP*	Thos. & Jno. Brocklebank, Ld. / *Cell D B 395′ 1502 t*	470·1 | 62·1 | 32·2 / 489·5 (O.L.) / P 46′ B 158′ F 39′ FK / *DT* 36′ 1228 *t FPT*			Liverpool British / 8 *B H pt Cem* 1 ,, *to 2nd dk* / 76 *t AP T* 93 *t*	2 Steam Turbines SR Geared to 1 Sc. Shaft (*r*) / 2001b 1047 NHP / 4 SB, *16 cf*, GS 273, HS 15000 FD / D. Rowan & Co. Ld. Glasgow	34 ″ 10 / s 7 ″ 6¾ / 27 ″ 6	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registre de Cert. d'Inf. Date de la dernière visite de l'L. R. Durée Cert. Roll Trade.
78837 147341 GLPC	**Mahseer** D.F.	ss Mdb. No. 3–9, 37 2 Dks (Stl) 3rd dk in No. 1 hold Cruiser Stern	7911 7320 4946	✠100A1 6,38 9,37 LMC 9,37 BS 10,38	Mdb Gls	d†	CL 1,06 6,38	1925 11mo Lloyd's	C. Connell & Co. Ltd. Glasgow A&CP	Thos. & Jno. Brocklebank, Ltd. Cell D B 403' 1532t	470·2 | 62·2 | 32·4 P 46' B 158' F 39' FK D Ta 35' 1230t FPT			Liverpool British	2 Steam Turbines SR Geared to 1 Sc. Shaft (r) 2001b FD 1047 NHP 1 SB, 16cf, GS 273 HS 15000 D. Rowan & Co Ltd. Glasgow	34 ″ 11 s 7 ″ 7 27 ″ 7½	
78838 140553 GSCP	**Mahsud** ss Mdb. No. 3–4, 30 ss Cal. No. 2–38 2 Dks (Stl) D.F. E.S.D. 3rd dk (Stl) in No. 1 hold Cruiser Stern		7540 7056 4631	✠100A1 12,38 9,37 LMC 6,34 8,36 MS 5,38 Fitted for oil fuel 6,38	Gls Bkn	c†	CL 12.37 F.P. above	1917 12mo Lloyd's	Russell & Co. Port Glasgow A&CP 150° F.	Thos. & Jno. Brocklebank, Ltd. Cell D B 414' 1615t D Ta 37' 1234t FPT	470·4 | 58·2 | 32·1 490·7 (o.l.) P 47' B 126' F 47' FK D Ta 37' 1234t FPT			Liverpool British 7 B HCem 160t A PT 96t	T. 3 Cy. 28″, 47½″ & 80″–54″ (r) 2001b 772 NHP 2 DB & 1 SB, 19cf, GS 295, HS 14969 J. G. Kincaid & Co. Ltd. Grk.	34 ″ 10 s 7 ″ 9½ 27 ″ 3½	
78839 218005 KJQH	**Mahukona** (ex Coverun) Fitted for oil fuel Mchy. Aft 1 Dk		2512 — 1581					1919	Gt. Lakes Eng. Works Ecorse, Mich.	Matson Navigation Co.	253·4 | 43·7 | 24·5 P 115' F 25'			S. Frncisco Utd. States W B	T. 3 Cy. 21″, 34½″ & 57″–42″ 210 NHP Gt Lakes Eng. Wrks. Detroit		R
78840 150 ESBH	**Mai** (ex May Scott) ss Rot. No. 1–39 ss Tln. 2nd No. 3–6, 34 Well deck 1 Dk (Stl) & deep framing Cargo battens not fitted		1549 1319 916	✠100A1 5,38 LMC MS 6,34 BS 8,37 5,39 8,38	Cff Rot	p	CL 1,08 N 8,38	1909 6mo Lloyd's	Blyth S.B. Co. Ltd. Blyth A&CP	Tallinna Laevaühisus A.S. (Tallinn Shipping Co. Ltd.) Cell D Ba 71' u E & H	245·0 | 36·7 | 16·0 Q 90' B 48' F 21' FK 35' f 102' 402t FPT			Tallinn Estonian 4 B HCem 62t A PT 79t	T. 3 Cy. 19″, 31″ & 51″–36″ (s) 1801b 90lb 181 NHP 1 SB, 4cf, GS 75, HS 2945 N. E. Marine Eng. Co Ld Nwc	18 ″ 4 s 1 ″ 8½ 16 ″ 10	
78841 —	(ex Roa–36, ex Albert Clement)		1187 976 701					1904	Act. Ges. "Neptun" Rostock	Dampsk. A/S Ask. (Aug. Kjerland)	234·2 | 35·3 | 14·5 P 27t Q 70t H 59t F 26t			Bergen Norwegian W B	T. 3 Cy. 16½″, 25½″ & 43¾″–31½″ 98 NHP A. G. "Neptun," Rostock		C
78842 938 ESRB	**Maia** (ex Scandia–34, ex Danebrog) ss Kel. No. 3–6, 30 ss Tln. No. 1–34 1 Dk (Stl)		1932 1705 1116	✠100A1 4,38 5,37 LMC 2,34	Shl Rot	r	CL 6,36 4,38	1917 6mo A&CP	Chicago S.B. Co. Chicago Cell D	Käsmu Laeva Omanikud (O. Tiedemann, Mgr.)	250·1 | 43·7 | 18·0 P 25' B 64' F 26' FK B 220' 528t FPT 67t			Käsmu Estonian B H Cem A PT 77t	T. 3 Cy. 20″, 33″ & 54″–40″ (s) 1801b 274 NHP 2 SB, 6cf, GS 126, HS 5246 American S. B. Co. Lorain, O.	20 ″ 4 s 2 ″ 7½ 17 ″ 11	
78843 131476 VJSZ	**Maianbar** Wireless Ref. Mchy.	Twin Sc 1 Dk	513 353 229					1910	Ardrossan DD & SB Co Ld Ardrossan	Port Stephens Steamships, Ld.	175·6 | 28·1 | 9·2 P 67' F 32'			Sydny N SW British W B	C. 2 Cy. 14″ & 30″–18″ 99 RHP D. Rowan & Co. Glasgow		C
78844 148694 GLNS	**Maid of Kent** (P) Fitted for oil fuel 2 Dks 3rd dk in holds Cruiser Stern	Twin Sc	2693 1533 1101					1925	W. Denny & Bros, Ld. Dumbarton	Southern Railway	329·5 | 45·1 | 17·1			London British W B	4 Steam Turbines SR geared to 2 Sc. Shafts W. Denny & Bros. Ld. Dmb.		BT till 1,39
78845 142610 GPBS	**Maid of Orleans** (P) 3 Dks 4 tr B	Twin Sc	2386 1424 937					1918	W. Denny & Bros. Dumbarton	Southern Railway	341·1 | 42·1 | 16·0			London British W B	4 Steam Turbines SR geared to 2 Sc. Shafts Denny & Co. Dumbarton		BT till 1,38 3,39
78846 182 SZKW	**Maid of Samos** (ex Bingen) 1 Dk & Awng dk		1190 821 718					1901	Bremer Vulkan Vegesack	D. & M. Goulandris (Th. L. Boyazides & Co. Mgrs.)	232·4 | 33·2 | 13·4 Q 85' Awng dk 147'			Andros Greek W B	T. 3 Cy. 16½″, 26″ & 41½″–27½″ 90 NHP Bremer Vulkan, Vegesack		C
78847 150838	**Maid of Stirling** (ex Willowbay–36, ex Oissel, ex Tôlier) 1 Dk Mchy. Aft	Twin Sc	1247 827 659					1920	Atel. & Ch. Maritimes du Sud-Ouest Bordeaux	Stirling Shipping Co. Ld. (A. T. O'Leary, Mgr.)	218·8 | 34·4 | 12·6 P 75' F 29'			Halifax N S British W B	T. 6 Cy. 12 5/16″, 20″ & 31½″–16½″ 80 NHP Atel & Ch. de la Loire, St. Nazaire		V
78848 147321 GLRQ	**Maidan** ss Mdb. No. 3–7, 38 ss Mdb. No. 2–34 2 Dks (Stl) 3rd dk in No. 1 hold Cruiser Stern D.F.		7908 7315 4962	✠100A1 8,39 LMC BS 11,37 7,38	Mdb Gls	d†	CL 1,08 3,39	1925 8mo Lloyd's	C. Connell & Co. Ltd. Glasgow A&CP	Thos. & Jno. Brocklebank, Ltd. Cell D B 403' 1532t D	470·0 | 62·2 | 32·4 486 2 (o.l.) P 46' B 158' F 39' FK Ta 35' 1230t FPT 72t			Liverpool British 8 B Hpt Cem 1 B Hto 2nd dk A PT 86t	2 Steam Turbines SR geared to 1 Sc Shaft (r) 2001b FD 1047 NHP 4 SB, 16cf, GS 273, HS 15000 D. Rowan & Co. Ltd. Glasgow	34 ″ 11 s 7 ″ 7 27 ″ 7½	
78849 218485 KIPX	**Maiden Creek** (P) Fitted for oil fuel Sub. Sig. 2 Dks & Web frames Ref. Mchy.		5031 4740 3078					1919	American International S.B. Corp. Hog Island Pa	Waterman S.S. Corp.	390·0 | 54·2 | 27·6 P 39' B 122' F 48' FK			Mobile Utd. States W B	DR Geared Steam Turbine 600 NHP General Electric Co. Schenectady, N.Y.	32 ″ 0	R †
78850 148754 MNQV	**Maidstone** Cruiser Stern 1 Dk	Twin Sc	688 626 279 207					1926	D & W Henderson & Co. Ld. Glasgow	Southern Railway	220·7 | 33·6 | 14·2 B 90' F 37'			London British W B	T. 6 Cy. 15″, 25″ & 41″–24″ 166 NHP D & W. Henderson & Co Ld Gls		
78851 186 IBCU	**Maiella** (P) (ex Ambra) ss Tri. No 3–3, 26 ss Tri. No. 2–34 1 Dk (Stl) & Shelter dk (Stl) D.F. Ref Mchy.		5524 4971 3505	✠100A1 Shelter dk with freeboard 1,38 BS 9,38 LMC 8,34 Lloyd's RC 1,39 No. 4 port 'tween dk. for temp. 23° F.	Tri	y	CL 1,35 9,38	1913 3mo Lloyd's	Cant. Nav. Triestino Monfalcone A&CP Cell D	Lloyd Triestino Soc. Anon. di Nav. Ba 130' u E & B 42' f	400·1 | 52·1 | 28·8 54·0 FK 165' 1292t FPT 105t			Venice Italian 6 B HCem A PT 56t	T. 3 Cy. 26″, 42″ & 70″–48″ (s) 1801b 499 NHP 3 SB, 9cf, GS 148, HS 7590 FD Clyde S. B. & E. Co. Ld. P. Gl.	32 ″ 0 s 7 ″ 5½ 24 ″ 9	
78852 116020 EIBK	**Maigue** (ex Lady Anstruther, ex Minnie Hinde) ss Bkn. 2nd No. 3–8, 27 ss Bkn. No. 2–35 1 Dk (Stl)		456 384 180	✠100A1 1,39 2,38 BS 4,38 1,39 LMC 8,34	Bkn	h	CL 2,36 1,39	1904 9mo Lloyd's	Caledon S. B. & E. Co. Ltd. Dundee A&CP	Limerick S.S. Co. Ld. (S. J. K. Roycroft, Mgr.) Cell D B a 23' f 68' 94t FPT 24t	175·3 | 27·1 | 10·7 P 23' B 63' F 34' BK 5½″ 4 B HCem A PT 13t			Limerick British 4 B HCem A PT 13t	T. 3 Cy. 15″, 26″ & 44″–30″ (s) 1851b NDB 1, 28 100lb 95 RHP 1 SB, 3cf, GS 61, HS 1912 Caledon SB. & E. Co. Ld. Dun	12 ″ 10 s ″ 10½ 12 ″ 6	
78853 140518 GSCL E.S.D.	**Maihar** ss Lon. No. 3–2, 30 ss Gls. No. 2–38 2 Dks (Stl) 3rd dk (Stl) in No. 1 hold D.F. Cruiser Stern		7563 7056 4657	✠100A1 4,39 3,38 LMC BS 6,37 7,38 MS 12,37 Fitted for oil fuel 3,38	Gls Avn	c†	CL 3,38 F.P. a	1917 6mo Lloyd's	Russell & Co. Port Glasgow A&CP above 150° F.	Thos. & Jno. Brocklebank Ld. Cell D B 414' 1615t	470·4 | 58·2 | 32·1 490·5 (o.l.) P 47' B 126' F 47' FK D Ta 37' 1234t FPT			Liverpool British 7 B HCem 100t A PT 96t	T. 3 Cy. 28″, 47½″ & 80″–54″ (r) 2001b HS 15710 800 NHP 2 DB & 1 SB, 20cf, GS 308, J. G. Kincaid & Co. Ld. Grk.	34 ″ 10 s 7 ″ 9½ 27 ″ 3½	
78854 UOUV	**Maikop** Carrying Petroleum in bulk Oil Eng. Mchy. Aft 2 Dks Longitudinal framing		1846 1446 945					1929	Nicolaieff State S B Yard 'Andre Marti' Nicolaieff	U.S.S.R.	250·9 | 37·4 | 20·7 P 70' B 38' F 23'			Tuapse Russian W B	Oil Engines 2 S. C. SA 4 Cy. 21¼″–35½″ 315 NHP Maschfbk. Augsburg-Nürnberg, Augsburg		
78855 — UOKG	(ex Elena Couppa) Wireless Mchy. Aft 1 Dk	Twin Sc	398 360 240					1893	Stablimnto Tecnico Trieste	U.S.S.R.	185·3 | 27·0 | 8·2			Odessa Russian W B	C. 4 Cy. 13½″ & 24″–20″ NB 09 42 NHP Stabilimento Tecnico, Tri.		

Maihar, see No. 8337 Steppe

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now retained. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. — Engines.	9 By Whom — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard and/or draught. Corresponding draught.	15 Register in which classed. If not in L. R. Date of 1st Class Cert.
78856	**Mailand**	836 668					1915	Akers Mek. Værks. Oslo	A/S Jelölinjen (Fred Olsen & Co. *Mgrs.*)	208·0	32·6	14·8	Oslo Norwegian *WB*	T.3Cy.16½",27"&45"–33" 116NHP AkersMek.Værks,Oslo		N
LEKR	Wireless D.F. 1 *Dk*	363								P&B95'F42'						
78857	**Maimoa** Twin Sc	8011	✠100A1 Gls *e* †			CL	1920	Palmers' Co. Ld. Newcastle	Shaw Savill & Albion Co. Ld.	477·9	63·0	31·2	S'thamptn British *Cem*	Q.8Cy.24½",33¾",47½"&68"–18" 2201b (*s*) 1039NHP	34 " 4	
143582	*ss* Lon. No. 3–4,33	7452	*Shelter dk* Yacc			3.38	9mo			B181'F50'*on*				2DB(Spt)&2SB(Spt),*18cf*.	-5 " 6½	
GDPZ	*Refrig. Mchy.* 2 *Dks(Stl)&Shelter dk(Stl)*	5000	*with freeboard* MS3,33				*Lloyd's* *SA&CP*			*Shelter dk* FK				GS334, HS15106 FD	29 " 0	
	E.S.D. *ss* Liv. No. 1-37		5,99 ~~12,06~~							*Collision B Hd to Sh dk*				Palmers' Co. Ld. Newcastle		
			[illegible] 11,38						*Cell D B*	414'1570*t A P T 32t*			3 " " *U* "			
			[illegible] 11,38													
78858	**Main** (P)	7624 6979					1927	Bremer Vulkan Vegesack	Norddeutscher Lloyd	503·1	63·1	28·3	Bremen German *WB*	T.4Cy.35⅛",57½"&(2)66¹⁵⁄₁₆"–59⅛"&L.P.Turbine 1114NHP Bremer Vulkan, Vegesack		G
DOFG	D.F. Sub.Sig. E.S.D. 2 *Dks*	4741								P45'B470'F33'						
78859	—	964 714					1926	Stettiner Oderwerke Stettin	Rud. Christ. Gribel	216·1	33·0	11·7	Stettin German *WB*	T.3Cy.14⅞",22⅛"&37⅞"–25⅝" 71NHP Stettiner Oderwerke		G
DAUD	Wireless 1 *Dk*	539								Q80'B50'F23'						
78860	**Maindy Hill** (*ex* Hyltonia)	1918 1734					1914	Osbourne, Graham & Co. Sunderland	M. Taylor	279·5	41·8	18·3	Methil British *WB*	T.3Cy.21",33"&56"–36" 188NHP N.E.Marine Eng.Co Ld.Sld.		C
129781	*Corrugated Sides*									P25'B72'F26'						
GLPQ	1 *Dk*	1144														
78861	**Maine**	6032	✠ ... Pld *z*				1917	Texas S.S. Co. Bath, Me.	Fairfield S.S Corpn. (Seas Shipping Co. Inc. *Mgrs.*)	402·0	54·2	31·4	New York Utd. States	T.3Cy.26¾",44"&74"-51" 391NHP	33 " 11	R
215581	*ss* Bal. No 3–12,29	—	8,31				10mo			P35'B120'F39'*on*				3SB,*9cf*,HS8118		†
WKCX	1 *Dk(Stl)&Shelter dk(Stl)*	3806							*Cell D B* 343' 1114*t D T*	*Shelter deck* FK			6 *B H Cem*	H.G.Trout Co, Buffalo N.Y.		
	&Web frames									32'1075*t F P T* 108*t*			*A P T 63t*			
	Longitudinal framing															
	Fitted for oil fuel															
78862	— (*ex* Pacific Pine–37.*ex*	5435					1920	S. Western S.B.Co. San Pedro, Cal	California Eastern Line, Inc. (Pacific-Atlantic S.S.Co. *Mgrs.*)	410·5	54·3	27·2	Portlnd, Or Utd. States *WB*	T 3Cy.24½",41½"&72"–48" Llewellyn Iron 359NHP Works, Los Angeles, Cal		R
220199	West Norranus) *Fitted for oil fuel*	—								P46'B112'F46'						
KJUC	2 *Dks*	3392														
78863	—	3432	✠100A1 Clv			CL	1921	Staten Isld. S.B.Co. Mariners' Harbor, N.Y.	The Texas Co.	353·3	43·1	25·6	Wilmgton (Del.) Utd. States	T.3Cy.21½",35⅛"&59"–42" 2001b (*r*) 380NHP	26 " 1	
221123	(*ex* Franklin) *ss* Clv. No. 3–4,34	2998	*For Service on the*			2.38	4mo			P103'B38'F28'			14 *B Hpt Cem*	2SB,*4cf*,GS132,KS5954 FD	s 4 " 6½	
KDPK	*Mchy. Aft* 2 *Dks(Stl)&Web frames*	2429	*Great Lakes*							len 34 FK			(12 *to* 1" *dk*	Staten Island S.B.Co.	21 " 8½	
	D.F. *Longitudinal framing*		BS3,39										2 " 2*nd* "	Port Richmond, N.Y.		
			~~[illegible]~~ ✠LMC4,~~[illegible]~~													
			Carrying Petroleum in bulk						*Cell D Bu E&F B45'3*	*2t F P T 65t A P T 52t*						
			Fitted for oil fuel 3,21 *F.P. above* 150° F.													
78864	**Maininki** (*ex* Nonni,	329					1891	Moss Jernstöberi & M.V Moss	Felix Kotiranta (Meritoimi O.Y, *Mgrs.*)	132·0	22·1	9·9	Åbo Finnish *WB*	T.3Cy.11½",18"&29½"–22" 41NH Moss Jernstöberi & Mk. Vk.		N
1047	*ex* Jökul)	211								P110*t* F14*t*						
OHEV	1 *Dk*	157														
78865	**Maiotis** (*ex* Claudia, *ex* Duke of	1712	✠ ... Pir *y*				1888	W. Gray & Co. W Hartlepool	A.P.Synodinos (Synodinos Bros. *Mgrs.*)	260·5	36·6	18·2	Piræus Greek	T.3Cy.19",30½"&51"–36" NDB20 156NHP	19 " 5	
647	Cornwall) *ss* Nap. 3rd No. 3–9,25	—	10,34				6mo			P27'Q80'B104'F25'			1 *B H Cem*	2SB,*4cf*,GS133		
SVMM	*ss* Pir. No. 1–31	1055								DK9'			*A P T 15t*	Cntrl Marine Eng.Co W Hpl		
	Well deck 1 *Dk(Stl)&Web frames*								*D Bu* 82'*f* 100'37*t*							
78866	**Maipo** (P) Iron 3 Mst	2621	✠ Cly *u*				1882	J. Reid & Co Pt. Glasgow	Cia Sud Americana de Vap.	332·2	39·9	21·0	Valparaiso Chilian	C.2Cy.45"&80"–54" NB98 392NHP		
857		1870	7,82							F33'			5 *B H Cem*	Rankin & Blackmore, Grk.		
CBMA	2 *Dks&Shade dk*	1501											*E&F B74'343t*			
										W B = D Ba 34'f 166't fu						
78867	**Mairi Deftereou** (*ex* Hunter-	*1383*	✠100A1 Alx *o*			CL	1903	Ailsa S.B. Co. Ld. Ayr	B.P.Deftereos	240·1	36·2	17·1	Argostoli Greek	T.3Cy.18",30"&48"–33" (*s*) 1801b *90lb* 145NHP	18 " 0	
100	field-32) *ss* Gmh. 2nd No. 3–4,28	*1078*	6,37			~~12,05~~	5mo			P16'Q71'B59'F31'			4 *B H Cem*	1SB,*3cf*,GS60,HS2260	s 1 " 3½	
SZKC	*ss* Alx. No. 2–37	*753*	[illegible]			9,38	*Lloyd's* *SA&CP*			FK				Muir & Houston, Ld. Gls.	16 " 10	
	Well deck 1 *Dk(Irn)&deep framing*		B~~S11,38~~						*Cell D Ba 83 " E*	17'*f* 96'315*t F P T 43t*			*A P T 33t*			
	Cargo battens not fitted															
78868	**Maistas** (*ex* Coldair–36, *ex* Kongsdal,	641					1915	Hlsingbrgs Varfs Aktieb Helsingborg	~~Aktb. B-vé~~ [illegible] ~~Lietuvos Baltijos Lloydas'; Baltijos Transporto Bendrove s.a.o. Mgrs.~~	175·1	30·1	12·0	~~Kleipeda Lithuanian~~ [illegible]	C.2Cy.16½"&31½"–21½" 38NHP Helsingborgs Varf. Aktieb.		V
	ex Liana, *ex* Denetown, *ex* Ernst)	473														
	"City," *see No. 89436 in Supplement*	347											*D Bu* [illegible] *WB*			
78869	**Maiwara** (*ex* Schleswig)	621					1924	Intrnational SB & E.Co.Ld Danzig	Burns, Philp & Co. Ld.	179·2	29·1	11·2	Glasgow British *WB*	T3Cy 14⅜",22⅛"&36⅜"–22½" International 69RHP S.B.&E.Co.Ld.Danzig		C
147945		460								P11'Q39'B46'F25'						
GMDF	1 *Dk*	331														
78870	**Maj** Wood Aux 3 Mst Sr	342					1919	Skrubbens Værft Kragerö	J. Hugo Johansson	139·5	29·3	11·7	Vestervik Swedish	Oil Engines 2S.C.SA 2Cy.16¼"–18⅛" 96NHP J&CG Bolinder's Co Ld Skm		V
6831	(*ex* Viis Ode–35, *ex* Fünf *Oil Eng.*	299								Q29'F15'						
SKVI	Schwestern, *ex* Noatun) 1 *Dk*	265														
	Mchy. Aft															
	(*See Sailing Ship Register*)															
78871	**Maja** Twin Sc	8181	✠100A1 Rot *e* †			CL	1931	N.V.C.Van derGiessen & Zonen's Schps Krimpen	~~N.V. Petroleum Maats. "La Corona"~~ Anglo-Saxon Petroleum Co. Ld.	451·0	62·1	34·0	London British	Oil Engines 4S.C.SA 12Cy.24½"–43⅝" 714NHP 2DB *150lb* Werkspoor N.V. Ams.	34 " 0	
167256	*Mchy. Aft* *ss* Sng. No 2–38 ~~ss Rot. No. 1–38~~	7470	5,39 CE			5.35	11mo			467·9(o.L.)			14 *B H*		s 6 " 7½	
~~PETA~~	D.F. *Oil Eng.*	4801	~~✠LMC CS5,38~~			7,38				P103'B35'F43' FK					27 " 6½	
GTGT	1 *Dk(Stl)2nd dk(Stl) clear of cargo tanks*		~~DBS3,39~~ 3,~~39~~						*Cell D Bu E* 69'222*t*				*D T f* 32'355*t*			
	Longitudinal framing at bottom & at deck		*Carrying Petroleum in bulk*				*Lloyd's* *SA&CP*						*F P T* 225*t A P T* 41*t*			
78872	—	2203					1922	Ostseewrft Schiff & Masch A.G. Stettin	J. Lauritzen	263·5	41·1	16·9	Esbjerg Danish	T.3Cy.21⅝",33⅞"&55½"–40" 243NHP		G
	(*ex* Mira)	1462								P26'Q75'B&F169'						
OXPE	D.F. 1 *Dk*	1326											*W B*	A. Borsig, G.m.b.H. Berlin		
78873	**Majang**	536					1928	N.V.Schps. "De Maas" Slikkerveer	Koninkl. Paketv. Maats.	165·3	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11⅞"–15½" 122NHP Sulzer Bros. Winterthur		V
	Oil Eng.	362														
PKGH	*Mchy. Aft* 1 *Dk*	362														
78874	**Majestic**	3034	✠100A1 Hpl *u*			CL	1904	Irvines' SB & D.D.Co.Ld. W Hartlepool	W.H.Cockerline & Co.	325·0	47·1	13·7	Hull British	T.3Cy.24",38"&64"–42" (*s*) 1601b 277NHP	24 " 10	
118812	*ss* Hul. 2nd No. 3–6,29	2811	*Spar dk*			2.37	4mo			22·5			5 *B H Cem*	2SB,*6cf*,GS100,HS4329	s 4 " 0½	
GRQZ	*ss* Hul. No. 1–34	1917	*with freeboard*							P32'B100'F32' FK			100*t A P T 42t*	Richardsons, Westgarth & Co. Ld. Hpl.	21 " 0	
	D.F. *Spar Dk(pt Irn pt Stl)*		2,37				*Lloyd's* *SA&CP*	*WB*	*= Cell D Ba 106'u E*	22'*f* 136'668*t F P T*						
	2 *tr B&deep framing*		BS9,37 ✠LMC5													
	Cargo battens not fitted															
"Tassia," *see No. 90276 in Supplement*																

1 Numéro d'Ordre — Numéro Officiel — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné au Franc-Bord. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pd.	15 Registres on coast. Ne figurent dans le Dirnls. Cert. Nat'y Trade.
78875	**Majfrid**		897					1922	LarvikSlip &Verks A/S Larvik	Rederiaktieb. Östersjön (A. Christensen, *Mgr.*)	195·6 Q56′	31·8 F21′	12·6	Trelleborg Swedish *WB*	T.3Cy.14″,23″&38″-27″ 75NHP LarvikSlip&VerkstedA/S		N
6833			645														
SPKE	*Cruiser Stern* 1 *Dk*		514														
78876	**Major Wheeler**		3431			...		1918	Hanlon D.D.&S.B.Co Oakland, Cal.	Baltimore-Insular LineInc. (A.H.Bull &Co.Inc. *Mgrs.*)	305·0 P26′B79′F33′	46·0	24·5 FK	Baltimore Utd. States *WB*	T.3Cy.24″,39″&65″-42″ BethlehemS.B. Corp.Ld.Alameda,Cal. 382NHP	26 ″ 9	R †
217046	*Fitted for oil fuel*		2906														
WFII	1 *Dk*		2038														
78877	**Majorca** (*ex*Aigburth,*ex*Fædreland)		1126	✝100A1	Lth	*n*	CL.	1921	OuseS.B. Co.Ld. Goole	Leith,Hull&Hamburg Steam Packet Co.Ld.(J.Currie &Co. *Mgrs.*)	220·0 230·0(O.L.) Q77′B54′F23′	35·1	13·8 FK	Leith British	T.3Cy.18″,29″&50″-33″ (*s*) 180lb 160NHP	15 ″ 10 s 1 ″ 2½	
147196	*ss*Lth.No.1-38 *ss*Lth.No.3-3,34		854	6,38 ~~12,37~~			3,37	3mo									
MLJP	*Well deck* 1 *Dk*(*Stl*)		589	~~B63,37~~ ✝LM ~~—~~ ,38				*Lloyd's*	*A&CP*	*Cell DB178′223t FPT*				*4 it APT72t*	2SB,*4pf*,GS73,HS2520 Earle'sCo.Ld.Hull	14 ″ 9	
78878	**Makalla**		6677	✝100A1	Gls	*b*†	CL.	1918	R.Duncan &Co.Ld. PortGlasgow	Thos.&Jno. Brocklebank,Ld.	445·0 462.0(O.L.) P38′B135′F39′	58·2	31·2 FK	Liverpool British	T.3Cy.26½″,45″&75″-54″ (*s*) 200lb 701NHP	34 ″ 0 s 7 ″ 5	
140595	*ss*Gls.No.2-39 ~~*ss*Mdh.No.1-34~~		6243	~~3,30 2,37~~ 2,39			9,37	10mo									
GSCT	D.F. 2 *Dks*(*Stl*)		4178	~~BS8,—~~ LMC8,~~34~~ 7,38 ~~M8,38~~				*Lloyd's*	*A&CP*	*Cell DB338′*				9′1500t*DTa*	4SB,*12cf*,GS225,HS11008FD ClydeS.B.&E.Co.Pt.Gl. 39′1270t*FPT*101t*APT*33t	26 ″ 10½	
	Cargo battens not fitted in DT & 'tween dks			*Fitted for oil fuel* 10			*F.P. a*	*bove*	150° F.								
78879	**Makasser**		537					1928	N.V.Schps. "DeMaas" Slikkerveer Maats.	Koninkl.Paketv.	165·3	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11½″-15⅝″ 122NHP SulzerBros.Winterthur		V
	Oil Eng.		350														
PKGJ	*Mchy. Aft* 1 *Dk*		363														
78880	**Makawao** (*ex*Sujerseyco)		3253			...		1921	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0 P30′B90′F35′	46·2	25·0 FK	S.Frncisco Utd. States *WB*	1DRGearedSteamTurbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
220993	*Fitted for oil fuel*		3005														
KDNH	1 *Dk* 2 *tr B in fore & after*		1977														
	D.F. *holds & Web frames*																
78881	**Makaweli** (*ex*Cowee)		2630					1919	Gt.Lakes Eng.Works Ashtabula,O.	MatsonNavigation Co.	253·5	43·5	27·5	S.Frncisco Utd.States *WB*	T.3Cy.19″,32″&54″-40″ Gt.LakesEng. Works,Ashtabula,O. 184NHP		R
217844	*Fitted for oil fuel*		—														
KJQI	*Mchy. Aft* 1 *Dk*		1534														
	Carrying oil or molasses in bulk																
78882	**Mākefjell**		1567					1932	Porsgrund Mek.Værks. Porsgrunn	A/SLuksefjell (Olsen&Ugelstad, *Mgrs.*)	246·6 P28*t*H148*t*	37·9	18·2	Oslo Norwegian *WB*	O.4Cy.(2)13¼″&(2)27½″-27½″ 66NHP PorsgrundM.V.Porsgrunn		N
	Mchy. Aft		1283														
LEKN	Wireless **D.F.** *Cruiser Stern* 1 *Dk*		899														
78883	**Makena** (*ex*Cowboy)		2729					1919	Gt.Lakes Eng.Works Ashtabula,O.	MatsonNavigation Co.	253·5	43·5	27·5	S.Frncisco Utd.States *WB*	T.3Cy.19″,32″&54″-40″ Gt.LakesEng. Works,Ashtabula,O. 184NHP		R
217748	*Fitted for oil fuel*		—														
KJQJ	*Mchy. Aft* 1 *Dk*		1653														
78884	**Makian**		537					1928	NV Intern. Scheepsbouw Mij.deMaas Slikkerveer	Koninkl.Paketv. Maats.	165·3	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11½″-15⅝″ 122NHP SulzerBros.Winterthur		V
	Oil Eng.		350														
PKGN	*Mchy. Aft* 1 *Dk*		363														
78885	**Makiki** (*ex*Woonsocket,*ex*Rhode		5924	✝100A1	SFo	*z*	CL.	1917	TheTexas Co. Bath,Maine	MatsonNavigation Co.	402·0 P34′B120′F39′	54·2	30·6 FK	S.Frncisco Utd.States	T.3Cy.26¾″,44″&74″-51″ (*s*) 190lb 555NHP	33 ″ 11 ~~7 ″ 2~~	
215832	Island) *ss*SFo.No.3-3,30		—	*Shelter dk*	Sea.		~~4,37~~	11mo			*on Shelter dk*			6*BHCem*	3SB,*9cf*,HS8118 FD	~~26 ″ 11~~	
WMCD	*Ref. Mchy.* ~~*ss*Lan.No.1-34~~		3721	*with freeboard*			9,38		A&CP						H.G.TroutCo,BuffaloN.Y.	~~27 ″ 11~~ 26′11½	
	*ss*SFo.No.2-38 1 *Dk*(*Stl*) & *Shelter*			8,30 ~~1,36~~ ✝LMC						*Cell DB343′1074t*	*DT a32′1075t FPT*			*108t APT63t*			
	Sub.Sig. *dk*(*Stl*) & *Web frames*			~~M8,38~~ 1,38 BS7,~~30~~2,39													
	D.F. *Longitudinal framing*			*Fitted for oil fuel* 1			1,17 *F.P.*	*above*	150°F.								
78886	**Makis** (*ex*Yorkmead,*ex*Fife,		3546	✝100A1	Rot	*v*	CL.	1906	J.Priest-man&Co. Sunderland	E.K.Vlassopoulos	340·0 P31′B100′F33′	48·0	26·5 FK	Ithaca Greek	T.3Cy.24″,40″&67″-45″ (*s*) 180lb *100lb* 330NHP	27 ″ 8 s4 ″ 9½	
35	*ex*Olivegrove) *ss*Bla.2ndNo.3-9,29		3354	*Spar dk*	Pir		~~6,35~~	1mo						6*BHCem*	2SB,*6cf*,GS122,HS5150	23 ″ 1½	
SVFM	*ss*Pir.No.2-38 ~~*ss*Bla.No.1-29~~		2265	*with freeboard*			6,38	*Lloyd's*	*A&CP*	*DBa114′ f138′845t*				*4PT96t*	Richardsons,Westgarth& Co.Ld.Sld.		
	Spar dk(*Stl*) 2 *tr B & deep framing*			11,38 ~~—~~			MC 10,~~37~~										
78887	**Mako**		505	✝100A1	Auk	*g*	CL.	1914	Bow,Mc-Lachlan&Co. Ld. Paisley	Coconut Products Ld. *WB=DBa* 28′38t*Cell DB*	153·5 Q83′B20′F21′	25·1	12·8 FK	NapierN.Z. British	T.3Cy.13″,22″&36″-30″ (*s*) 180lb 92RHP	13 ″ 6	
121595	*ss*Auk.2ndNo.3-9,37		322	9,37			8,37	9mo						4*BHCem*	1SB,*3cf*,GS58,HS1651		
ZMFK	*Well deck* 1 *Dk*(*Stl*)		247	~~B89,38~~ ✝LMC9,37				*Lloyd's*	*A&CP*	*f55′ 44t FPT18t*				*4PT6t*	Bow,McLachln&CoLtd Psy		
78888	**Makua** (*ex*Suholco)		3275			...		1920	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0 P30′B90′F35′	46·2	25·0 FK	S.Frncisco Utd. States *WB*	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
220245	*Fitted for oil fuel*		—														
KUZF	1 *Dk*(*Stl*) 2 *tr B in fore & after holds & Web frames*		1974														
	D.F.																
78889	**Malabar** (*ex*JohnD.Rockefeller)		~~8374~~	✝ ...	N Yk			1914	NwprtNws SeminoleS.S.Corp.		458·3	60·0	28·6	Wilmgton (Del.)	Q.4Cy.24″,35″,51″&75″-51″ 533NHP	36 ″ 2	R †
212517	*ss*N Yk.No.3-12,20		~~5376~~	9,33				9mo	S.B.&D.D.Co Newprt News	(C.D.Mallory&Co. Inc. *Mgrs.*)	FK			Utd.States	3SB,*9cf*,GS177,HS7036		
WKCR	*Mchy. Aft* *ss*N Yk.No.2-29		~~6304~~						*Cell DBa17′*	*uE&B65′ f50′546t*	*FPT190t APT94t*			14 *BHpt Cem*	NewportNewsSB&DD Co.		
	GyC. *Fitted for oil fuel*		8435											(11 ,, *to U dk*			
	2 *Dks*(*Stl*) & *Shelter dk*(*Stl*)		—											3 ,, ,, 2*nd*,,)			
	& *Web frames*		6462														
	Carrying Petroleum in bulk																
	Longitudinal framing																
78890	**Malacca** (*ex*Bethelridge)		7051					1919	Baltimore D D.&S.B.Co. Baltimore Md	C.D.MalloryCorp.	431·0 P123′B37′F39′	59·2	31·4	Wilmgton (Del.) Utd. States	T.3Cy.24½″,41½″&72″-48″ 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
219395	*Fitted for oil fuel*		—														
KERT	*Mchy. Aft* 2 *Dks*		4261														
	Carrying Petroleum in bulk																
	Longitudinal framing																
78891	**Malacca Maru**		5374	✝100A1	Yka	*z*	CL.	1920	Mitsubishi ZosenKaisha Ld. Kobe	NipponYusenK.K.	400·0 P39′B121′F43′	54·5	30·0 FK	Tokyo Japanese	T.3Cy.26½″,44½″&75″-48″ 200lb (*s*) 493NHP	30 ″ 0 s 5 ″ 6½	
27242	*ss*Yka.No.3-8,32		~~4848~~	~~5,37~~ 2,39	Osa		5,37	6mo	A&CP	*Cell DB328′ 1294t FPT*				*6BHCem* *90t APT87t*	3SB,*9cf*,GS162,HS6569 FD	24 ″ 8	
JNGD	*ss*Yka.No.1-36 2 *Dks*(*Stl*)		3211	~~M5,37~~ ✝LMC8,36 BS6,~~39~~ 2,39											MitsubishiZosenKaishaLtd.		
78892	**Malachite** 3 **Mst**		743	100A1	Gls	*j*	CL.	1920	NVSchspb. v/hT.Nedulof Sliedrecht	Wm.Robertson	181·5 188·0(O.L.) Q107′B12′F21′	28·1	12·2 FK	Glasgow British	T.3Cy.15⅞″,25½″&40¾″-27″ 180lb (*s*) 116NHP	14 ″ 6 s 4 ″ 6½	
141944	*ss*Gls.No.3-12,36		532	7,38 12,36	Ayr		11,36				*FPT13t APT2t*			*3BHCem*	2SB,*4cf*,GS64,HS2140 Penn&Bauduin,Dordrecht	14 ″ 1½	
MJWB	*Well deck Mchy. Aft*		329	BS1,~~32~~ 3,39	LMC12,36		6,38	*Lloyd's*	*A&CP*	*Cell DB f103′180t*							
	Cargo battens not fitted 1 *Dk*(*Stl*)																
78893	**Malaga**		2146					1935	Neptunwft Rostock G.m.b.h. Rostock	Rob.M.Sloman,jr.	303·1 P25′B25′F33′	43·6	16·1	Hamburg German *WB*	C.4Cy.(2)16½″&(2)35⅞″-35⅞″&LP turbine with DRgearing&hydraulic coupling 205NHP NeptunwerftRostock G.m.b.H.		G
			1635														
DJQD	D.F. E.S.D. 2 *Dks*		1103														
	Sub.Sig. *Cruiser Stern*																

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. now applied. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Date of Reg. Trade Cert.
78894 134655 CYBR	**Malahat** *Oil Eng.* (*See Sailing Ship Register*)	**WoodAuxTwin5MstSr**	1544 ~~1559~~ 1389 1199			...		1917	Cameron-Genoa Mills Shipb'ldrs, Ld Victoria, B.C.	**GibsonShippingCo. Ld.**	245·7 P30′F30′	43·8	21·0	**Vancouvr** British	Oil Engines 2S.C.SA 1Cy.16½″–18 5/8″ 18RIP ~~140 NHP~~ J&CG Bolinders Co Ld. Skm	22 ″ 4	
78895 157606 VJYY	**Malaita** Ⓟ *Oil Eng.* *Ref. Mchy.* 2 *Dks* (*Stl–Upr dk pt teaks*) *Cruiser Stern*		3310 2223 1883	✝100A1 Syd ~~1,39~~ LMC CS8,37 DBS10,37 8,37 ✝Lloyd's RM(~~—~~ 3,39	Syd	cL	9,36	1933 10mo	Barclay, Curle & Co. Ld. Glasgow *Lloyd's* SA&CP	**Burns, Philp & Co. Ld.** *Cell D B* 258′ 656*t*	315·1 P42′ B158′ F36′ FK *FPT* 70*t A PT* 26*t*	47·0	21·1	**Sydny NSW** British 8 *B Hpt Cem* 1 ,, *to 2nd dk*)	Oil Engines 2S.C.SA 8Cy.19 1/16″–35 7/16″ 538NHP DB *100lb* J.G. Kincaid & Co. Ld. Grk.	23 ″ 6 s 2 ″ 6½ 21 ″ 1½	
78896 140608 GSCV	**Malakand** *ss* Gls. No. 3–5, 32 *ss* Gls. No. 1–36 2 *Dks* (*Stl*) 3 *rd dk* (*Stl*) *in No. 1 hold* D.F. E.S.D. *Cruiser Stern*		7649 7051 4635	✝100A1 Mdb ~~1,38~~ Hul ✝LMC MS11,35 ~~BS2,38~~ 5,38 *Fitted for oil fuel* 3,19	Mdb Hul	cL	9,37	1919 3mo	Lithgows Ld. Port Glasgow *Lloyd's* SA&CP	**Thos. & Jno. Brocklebank, Ld.** *Cell D B* 414′ 1615*t*	470·4 489·5 (O.L.) P47′ B126′ F47′ FK *D Ta* 37′ 1234*t FPT* *F.P. above* 150° F.	58·2	32·1	**Liverpool** British 7 *B H Cem* 100*t A PT* 96*t*	T.3Cy.28″, 47½″ & 80″–54″ (*r*) 200lb 778NHP 2 DB & 1 Aux. SB, *19cf*, HS 15086 329 Dunsmuir & Jackson Ld Gls	34 ″ 10 s 7 ″ 9½ 27 ″ 3½	
78897 149984 ~~YQWH~~ VLLS	**Malake** Wireless *Well deck* *ss* Syd. No. 2–35 1 *Dk* (*Stl*–ws)		736 509 382	✝100A1 Syd 10,35 ~~BS7,37~~ 7,38 ✝LMC 10,35	Syd	*k* cL	1,38	1928 2mo	Grngem'th Dkyd. Co. Ld Grngemouth *Lloyd's* SA&CP	~~Burns, Philp (South Sea) Co. Ld.~~ John Burke, Ld. *Cell D Bas*	180·0 Q46′ B55′ F29′ FK *uE* 41′ *f* 84′ 188*t FPT* Alt. 36 *FPT* 3*t A PT* 2*t D Tf*	31·0	11·6	**Brisbane** British 4 *B H Cem* 15*t A PT* 20*t*	T.3Cy.12½″, 21″ & 34″ 24″ (*s*) 200lb *100lb* 62 RHP HS 1995 ISB, *3cf*, McKie & Baxter, Ld. Gls.	13 ″ 6 s ″ 9½ 13 ″ 0½	
78898 142995 VOBK	**Malakoff** (*ex* Steamer–36, *ex* Trawler) *Mchy. Aft.* *ss* NFL. No. 3–5, 31 *ss* NFL. No. 1–36 *Oil Eng.* 1 *Dk*		313 233 195	✝100A1 NFL ~~7,36~~ 7,39 ~~37~~ ✝LMC 7,36 *Coasting Newfoundland and Labrador* ✝LMC(M) 7,38	NFL	cL	~~5,36~~ 3,39	1918 11mo	Canada Car & Foundry Co. Ld. Fort William, Ont. A&CP	**Commissioner for Natural Resources, Commissioner of Govt. of Newfoundland.**	135·6 Q74′ F27′ BK7′ Alt. 36 *FPT* 3*t A PT* 2*t D Tf*	22·6	12·7	**SJhns NFL** British 5 *B H Cem*	Oil Engines 2S.C.SA 4Cy.9 1/16″–16 5/16″ 67NHP British Auxiliaries, Ld. Gls.	13 ″ 3	
78899 217928 KIBF	**Malama** (*ex* Milwaukee Bridge) *Fitted for oil fuel* D.F. 1 *Dk 2 tr Bin fore & after holds & Web frames*		3275 3005 1996	...				1919	Submarine Boat Corp. Port Newark N.J.	**Matson Navigation Co.**	324·0 P30′ B90′ F35′ FK *WB*	46·2	25·0	**S. Frncisco** Utd. States	DR Geared Steam Turbine 386NHP Westinghouse Electric & Mfg. Co. Essington, Pa.	28 ″ 6	R †
78900 216821 WJAO	**Malamton** (*ex* Missoula–35, *ex* M.J. Scanlon) *Mchy. Aft* *Fitted for oil fuel* 1 *Dk*		4554 3860 2721					1918	New York S.B. Corp. Camden, N.J.	**C.D. Mallory Corp.**	362·3 *WB*	51·2	32·2	**Wilmgton (Del.)** Utd. States	T.3Cy.24½″, 38 1/16″ & 67″–45″ 301NHP N York SB Corp. Camden NJ		R
78901 164327 GZRD	**Malancha** D.F. E.S.D. 2 *Dks*, 3 *rd dk in No. 1 hold* *Ref. Mchy.* *Cruiser Stern*		8124 7308 4852	✝100A1 Gls ~~12,37~~ Mdb ✝LMC 7,37 *Fitted for oil fuel* 7,37	Gls Mdb	cL	*F.P. above*	1937 7mo	Wm. Hamilton & Co. Ld. Port Glasgow *Lloyd's* SA&CP	**Thos. & Jno. Brocklebank, Ld.** *Cell D B* 386′ 1297*t*	475·6 493·6 (O.L.) P51′ B161′ F51′ FK *Tu* 36′ 1227*t FPT* 90*t A PT* 95*t*	62·7	32·3	**Liverpool** British 8 *B Hpt Cem* 1 ,, *to 2nd dk* 150° F.	3 steam turbines SR geared to 1 screw shaft (*r*) 250lb 1170NHP 1SB (Spt), *16cf*, HS 14060 FD D. Rowan & Co. Ld. Gls.	34 ″ 10 s 7 ″ 8½ 27 ″ 10	
78902 220751 KDHY	**Malang** (*ex* Eastern Leader) *Fitted for oil fuel* D.F. 2 *Dks*		3735 3443 2265	...				1920	Fujinagata Dockyard Osaka	**C.D. Mallory Corp.**	344·8 P33′ B73′ F40′ FK *WB*	50·1	26·6	**Wilmgton (Del.)** Utd. States	T.3Cy.23″, 38″ & 64″–48″ 342NHP Fujinagata Dkyd. Osaka	29 ″ 1	R †
78903 CSAJ	**Malange** (*ex* Carlo Pisacane, *ex* Algier, *ex* Hornfels) 1 *Dk & Spar dk*		3155 2995 2393					1904	Akt. Ges. "Neptun" Rostock	**Companhia Colonial de Navegaçao.**	302·2 H31′ *WB*	45·3	25·4	**Lisbon** Portuguese	T.3Cy.20 5/8″, 35 7/16″ & 55 1/2″–37 1/2″ 192NHP A.G. "Neptun," Rostock		C
78904 7325 SDVA	**Malaren** *Oil Eng.* *ss* Lkr. No. 2–34 D.F. 1 *Dk* (*Stl*) *& Shelter dk* (*Stl*) *Cruiser Stern*		2699 *2344* *1434*	✝100A1 Got ~~12,87~~ 1,32 LMC CS11,34 ~~—~~ 1,37	Got	*r* cL	5,36	1927 3mo	Eriksbergs M.V. Aktieb. Gothenburg *Lloyd's* SA&CP	**Rederiaktieb. Transatlantic (G. Carlsson, *Mgr.*)** *Cell D B* 280′ 818*t*	337·0 340·3 (O.L.) FK *FPT* 130*t A PT* 154*t*	45·6	20·3	**Gothenbrg** Swedish 6 *B Hpt Cem* (*Coll B H to Sh dk* 5 ,, ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.24 1/16″–51 3/16″ 335NHP DB *80lb* Eriksberg M.V. Aktieb. Got	22 ″ 11 s 1 ″ 7½ 21 ″ 4½	
78905 221304 KDSI	**Malay** (*ex* Swiftwind–33) *ss* Mob. No. 1–37 *Mchy. Aft* 2 *Dks* (*Stl*) *& Shelter dk* (*Stl*) *& Web frames* *Longitudinal framing*		8207 7779 5092	✝100A1 Mob ~~Shelter dk~~ NNs *with* ~~4,39~~ ✝LMC BS4,39 MS5,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,21	Mob NNs	*c* † cL	~~4,38~~ 4,38 *F.P. above*	1921 6mo	Northwest Bridge & Iron Co. Portland, Or. A&CP	**Seminole S.S. Corp. (C.D. Mallory & Co. Inc. *Mgrs.*)** *Cell D Bu E & F* B71′ *'tween dk tanks a* 30*t*	464·4 481·9 (O.L.) FK 280*t DT f* 50′ 444*t FPT* 183*t A PT* 31*t*	60·2	27·7	**Wilmgton (Del.)** Utd. States 17 *B Hpt Cem* (3 *to S dk* 10 ,, *U* ,, 4 ,, 2*nd* ,,)	T.3Cy.27½″, 46″ & 78″–51″ (*s*) 210lb 662NHP 3SB, *9cf*, HS 9690 FD Hooven, Owens, Rentschler Co. Hamilton, O.	36 ″ 5 s 8 ″ 11½ 27 ″ 8	
78906 OYZC	**Malaya** *Oil Eng.* *ss* Cpn. No. 3–4, 34 D.F. 2 *Dks* (*Stl*) *& Awng dk* (*Stl*)	**TwinSc4Mst**	8654 8189 5512	✝100A1 *Awng dk* *with freeboard* 2,38 LMC CS4,34 ~~10~~ 10,38 11,36	Cpn	*c* † cL	8,37	1921 7mo	Akt. Burmeistr & Wain Copenhagen *Lloyd's* SA&CP	**A/S Det Östasiatiske Kompagni** *Cell D B* 392′ 1468*t* *'tween tunnels* 46′ 130*t*	445·8 464·5 (O.L.) F77′ *on Awng dk* FK *Tanks Collision* *FPT* 108*t A PT* 108*t*	60·3	39·1	**Copnhagn** Danish pt Cem *BH to Awdk* 6 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.29 1/8″–45 1/2″ 987NHP DB *100lb* Akt. Burmeistr & Wain, Cpn	42 ″ 0 s 10 ″ 4½ 31 ″ 10	
78907 148730 GFVW	**Malayan Prince** *Oil Eng.* *ss* H.Kg. No. 3–2, 38 ~~mild Kg. No. 2–34~~ 3 *Dks* D.F. *Cruiser Stern* *Tonnage opening closed* 38	**TwinSc**	8593 ~~5255~~ 5053 5288	✝100A1 HKg *with freeboard* ~~8,88~~ 12,38 10,38 ✝LMC CS7,34 ~~BS8,38~~ 7,38 3,38 *Carrying oil* *F.P. above* 150° F. *Carrying vegetable oil or Latex in*	HKg	*d* † cL	~~83,38~~ ~~70,100~~ 12,38 *Upper 'tween dk bhds or Latex in deep tanks fore & after peak tanks*	1926 3mo	Deutsche Werft A.G. Hamburg *Lloyd's* SA&CP	**Rio Cape Line. Ld. (Furness, Withy & Co. Ld. *Mgrs.*)** *Duct keel fwd* *except collision bhd. dispensed with* *Cell D B* 367′ 1386*t M*	441·6 29·2 F42′ FK *of Mchy. space* 159′ *Coll* *Ts* 73′ 2554*t*	60·3	39·2	**London** British 9 *B Hpt Cem* *pt Asp B H to Wh dk* 7 ,, ,, 2*nd* ,,	Oil Engines 4S.C.SA 16Cy.29 1/8″–47 1/2″ 1313NHP DB *100lb* DB (*Upper*) *43lb* Algemeine Elec Ges. Berlin *FPT* 130*t A PT* 156*t*	42 ″ 3 s 13 ″ 0½ 29 ″ 4½	
78908 219783 KULC	**Malchace** (*ex* Chickamauga) *Fitted for oil fuel* 1 *Dk 2 tr B* *Longitudinal framing*		3516 — 2125					1920	Merrill Stevens S.B. Corp. Jacksonville, Fla.	**C.D. Mallory Corp.**	333·8 P36′ B100′ F36′ *WB*	48·0	24·9	**Wilmgton (Del.)** Utd. States	T.3Cy.23″, 39″ & 65″–42″ NE & B29 274NHP Bethlehem S.B. Corp. Ld. Bal.		R
78909 146286 GDNB	**Malda** Ⓟ *Oil Eng.* 2 *Dks* (*Stl–U teak s*) D.F. *Cruiser Stern* *Ref. Mchy* *Fitted for oil fuel*	**TwinSc**	9066 7205 ~~6540~~ 6550	✝ 7,25 Lloyd's RM ~~—~~ 10,38 5,39 ~~3,40~~	Mdb	*d* †		1922 3mo	Barclay, Curle & Co. Ld Glasgow	**British India S.N. Co. Ld.** *Cell D B* 403′ 1568*t* *between tunnels*	465·0 P44′ B175′ F53′ FK *Tanks* 114′ 253*t FPT* 164*t A*	58·3	33·5	**Glasgow** British 9 *B Hpt Cem* *PT* 69*t*	6 Steam Turbines DR geared to 2 Sc. Shafts HS 13948 1008NHP 4SB & 1 Aux SB, 18*cf*, GS 338 Barclay, Curle & Co Ld. Gls	36 ″ 0	BT till ~~5,38~~ ~~1,39~~ 5,39
78910 858 SVSG	**Maleas** (*ex* Chef Mécanicien Mailhol–36, *ex* War Admiral) 2 *Dks & Awng dk*		5709 — 4282					1917	Kawasaki Dkyd. Co. Ld. Kobe	**John Papadeas**	385·3	51·2	33·5	**Piræus** Greek *WB*	T.3Cy.26″, 43″ & 72″–48″ 440NHP Kawasaki Dkyd. Co. Ld.	36 ″ 0	C †

Note "Theodoros Coumantaros," *see No.* 9027*1 in Supplement*

1 Numéro d'Ordre / Numéro officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage officiel: Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant après Lettre d'Equipement.	7	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15
78911 194 SVPN	**Maliakos** (*ex*Intombi)	*3903*	*3689*	✠100A1 10,37	Mch	*w*	CL 1,37	1912 7mo	W.Hamilton&Co.Ld. PortGlasgow	M.A.Embiricos	365·0 | 47·0 | 27·0	Andros Greek	T.3Cy.22″,37″&62″–48″ (*s*) 215lb 364NHP	29 ″ 6 s 5 ·4½ 24 ″ 3¼	
	*ss*Pir.2ndNo.3–8,37										P33′B108′F38′ FK	6 *BHCem*	3SB,*9cf*,GS173,HS6255		
	2 *Dks(Stl)&Web frames*	*2505*		BS10,38 ✠LMC8,37				*Lloyd'sA&CP*		*Cell DBa111′uE&*	B56′f147′829t *FPT*	64t *APT* 15t	Dunsmuir&JacksonLdGls		
	Longitudinal framing														
78912 92973	**Malietoa**	4584 —						1899	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	454·0 | 50·0 | 24·3	D'luth Min Utd.States	Q.4Cy.15¾″,23¾″,36½″&56″– 40″ 198NHP		
Mchy.Aft GyC. 1 *Dk2trB*		3921										*WB*	AmericanS.B.Co.Clevelnd.		
78913 UNAB	**Maligin** (*ex*Solovey Boudimirovitch, *ex*Bruce)	1571 1367				...		1912	Napier& Miller,Ld. Glasgow	U.S.S.R.	250·0 | 36·1 | 22·3 F on Awng dk 36′ FK	Archangel Russian *WB*	T.3Cy.25″,42″&68″–45″ 521NHP	25 ″ 3	
2 *Dks&Awng dk*		534											J.G.Kincaid&Co.Ld.Grk.		
78914 217115 WDOI	**Maliko** (*ex*CapeMay)	6847 6596				...		1918	Bethlehem S.B.Corp.Ld. Sparro'Pt.Md	MatsonNavigation Co. FK	415·0 | 53·7 | 36·3	S.Frncisco Utd.States *WB*	T.3Cy.30½″,52″&86″–54″ 813NHP	39 ″ 6	R †
Ref.Mchy. 2 *Dks&Shelter dk*		4280											BethlehemS.B. Corp.Ld Sparrow'sPt.Md.		
D.F. *Longitudinal framing*															
78915 145402 GJCN	**Malines** (P) TwinSc	2980 2384				...		1921	Armstrong Whitworth &Co.Ld. Newcastle	London&North EasternRly. FK	320·7 | 48·2 | 25·7 F128′ on Shelter dk	Harwich British *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts 1525NHP	26 ″ 6	BT till 1,39
Sub.Sig. 2 *Dks&Shelter dk*		1262											WllsndSlpwy.&Eng.Co. Ld.Nwc.		
E.S.D. *Cruiser Stern*															
78916 310 HSAL	**Malini** TwinSc3Mst	1278 1121		✠100A1 *withfreeboard*	Bgk	*o*	CL ~~4,35~~	1925 7mo	A/S Naks-kovSkibsvrft Nakskov	SiamStm,Nav. Co.Ld.	223·5 | 35·6 | 18·2 F33′ FK	Bangkok Siamese	Oil Engines 4S.C.SA 12Cy.14⅝″–22⅞″ 245NHP	20 ″ 0 s 4 ·10½ 15 ″ 5½	
Oil Eng.															
*ss*Dgk.No.3–11,37 ~~sdk.No.2,33~~		788	~~2,00~~	10,26 1,39 ~~CS6,34~~ 6,38		S10,36 ~~P8,38~~		*Lloyd'sA&CP*		*Cell D*	B182′ 178t *FPT* 16t	4 *BHpt Cem* *BH to W dk* *APT* 27t	Holeby Dieselmtrfk Holeby		
2 *Dks(Stl) Wthr dk*(teak s)															
Cargo battens not fitted in 'tween dks															
78917 DIDD	**Malkah** (*ex*J.C.&H.C.Kiehn)	1118 972						1923	J.C.&H.C. Kiehn Hamburg	Europäische Tanklager-u. Transp.A.G.	221·9 | 32·5 | 15·3 P52′F20′	Hamburg German	Oil Engines 4S.C.SA 6Cy.15½″–29½″ 144NHP		G
Oil Eng.													*Emade&fitted*27		
1 *Dk*		598											Motorenfbr."Deutz"A.G. Köln-Deutz		
Wireless *Carrying Petroleum in bulk*															
78918 438 ESAZ	**Mall** (*ex*Germinal,*ex*LakeHarney)	1863 1625		✠100A1 3,36	Rot	*r*	CL 1,36	1918 7mo	American S.B.Co. Lorain,O. A&CP	Tallinna LaevaühisusA.S. (TallinnShipping Co.Ld.) *Cell*	251·0 | 43·5 | 20·0 P25′B64′F23′ FK	Tallinn Estonian	T.3Cy.~~20″~~,33″&54″–40″ (*s*) 180lb ~~20⅛″~~ 274NHP	20 ″ 2 s ·8 ″ 7½	
*ss*Tln.No.3–5,31		1094		LMC3,36											
*ss*Tln.No.1–36				4,39											
1 *Dk(Stl)*											*DBa218′538t FPT*	56t *APT* 69t	AmericanS.B.Co.Lorain,O.		
Cargo battens not fitted															
78919 232352 WNEA	**Mallard** (*ex*AmericanCardinal–36, *ex*Dicto–33)	3804 3463 2375		✠100A1 ~~3,38~~ 4,39 ~~22,29~~ LMC10, ~~9,38~~	NNs	*z*	CL 4,39	1917 7mo	UnionIron Works Co. Alameda,Cal. A&CP	C.D.MalloryCorp.	341·0 | 48·2 | 24·5 P29′B73′F36′ FK	Wilmgton (Del.) Utd. States	T.3Cy.24″,38″&64″–42″ (*s*) 195lb 372NHP 2SB,*8cf*,HS6690	27 ″ 3 s 4 ·10 22 ″ 7½	
*ss*Nwc.No.3–2,29												6 *BHpt Cem*			
*ss*Mob.No.2–36												0t *APT* 102t	McKie&Baxter,Ld.Gls.		
1 *Dk(Stl)2trB*															
				Fitted for oil fuel 8,17		*F.P.a*		*above* 1	50° F. *Cell D*		B290′ 967t *FPT* 12				
78920 164619 MLLM	—	352 257		✠100A1 ~~7,00~~ 2,39	Lon	*g*	OG 6,38	1936 5mo	CaledonS. B.&E.Co.Ld. Dundee	GeneralStm.Nav. Co.Ld.	163·4 | 26·7 | 9·5 P47′F63′ FK	London British	Oil Engines 2S.C.SA 4Cy.13⅜″–22½″ ~~1950NHP~~ 64RHP	11 ″ 0 s ″ 9½ 10 ″ 4	
Oil Eng.				~~Smk~~ LMC5,36								3 *BHCem*			
Mchy.Aft 1 *Dk*		166		LMC(M)3,38				*Lloyd'sA&CP*		*Cell D BuE*	14′f46′63t *FPT* 35t	*APT* 12t	Atlas-DieselA/B,Skm		
Cruiser Stern															
78921 218809 KIXX	**Mallemak** (*ex*Wekika)	3515 3216						1919	Merrill-Stevens Co. Jacksonville	C.D.MalloryCorp.	333·8 | 48·0 | 24·9 P36′B97′F36′	Wilmgton (Del.) Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J		R
1 *Dk2trB*		2125													
Longitudinal framing															
78922 EAOZ	**Mallorca** (P)	2205 —		✠ 1,20	Bcl	*s*		1914 11mo	N.Odero fu A.&Co. SestriP'nente	Cia.Trasmediterranea FK	297·2 | 38·6 | 26·6	Palma de Mallorca Spanish	T3Cy.24″,38⅜″&67½″–47½″ 509NHP	27 ″ 6	V †
1 *Dk&Shelter dk(Stl-ws)*		1198								*Cell D BuE&*	B101′f45′189t *FPT*	6 *BHCem* 19t *APT* 57t	4SB,*12cf*,GS186,HS7888 N.Odero fu A.&Co.		
2nd dk in holds															
78923 LCSX	**Malmanger**	7078 6404 4411		✠100A1 ~~5,33~~ 5,38 MS4,37	Rot Ams ~~LMC~~ BS10,37	*a†*	CL ~~3,37~~ 5,38	1920 6mo	Sir J.Laing &Sons,Ld. Sunderland	Westfal-Larsen& Co.A/S	425·0 | 57·0 | 33·1 440·3(O.L.) P101′B28′F42′ FK	Bergen Norwegian	T.3Cy.27″,45″&74″–54″ (*s*) 180lb 559NHP	33 ″ 0 s 6 ″ 2 27 ″ 0½	
*ss*Mob.No.3–2,32												15 *BHpt Cem*	4SB,*12cf*,GS196,HS8248 FD		
*ss*Rot.No.1–37												(9 to *Up dk* 6 ,, *2nd* ,,)	G.Clark,Ld.Sunderland		
Mchy.Aft 2 *Dks(Stl)&Web frames*								*Lloyd'sA&CP*							
D.F. *Longitudinal framing*															
				Carrying Petroleum in bulk											
				Fitted for oil fuel 6,20		*F.P.a*		*above* 1	50° F. *Cell D BuE*		*f&B*55′142t *DTf* 38′5	18t *APT* 53t			
78924 3759 SEDA	**Malmö** (P) TwinSc	1588 1401						1900	Kockums M.V.Aktieb. Malmö	SvenskaStatens Jernvägar(E.von Friesen,*Mgr.*)	266·6 | 51·0 | 17·3 H130′	Malmö Swedish *WB*	T.6Cy.16½″,27⅜″&47¼″– 27⅜″ 234NHP		
Wireless 2 *Dks*		556											KockumsAktieb.Malmö		
78925	—	981 705						1918	H.C.Stülcken Sohn Hamburg	Bissmark-Linie, G.m.b.H.	217·1 | 32·4 | 12·7 P61′B59′F21′	Hamburg German *WB*	T3Cy.17⅞″,29½″&46½″–31½″ 122NHP		G
DHQC 1 *Dk*		468											H.C.StülckenSohn,Ham.		
78926 OXEE	— (P) Wireless 1 *Dk*	618 440 258						1914	Kjöbnhvns Flydk.&Skbs. Copenhagen	Dampskslsk. ÖresundA/S(M.N. Suenson,*Mgr.*)	194·0 | 33·2 | 12·9 B70′F32′	Copnhagn Danish *WB*	T.3Cy.17″,27″&45″–30″ 111NHP		V
													KjbnhavnsFlydk.&Skbsv.		
78927 145437 GFBD	**Maloja** (P) TwinSc	20914 17305 12792		✠ 11,26 Lloyd's ~~2,33~~ 4,30	Lon	*n†*		1923 10mo	Harland& Wolff,Ld. Belfast	P.&O.Stm.Nav.Co.	600·8 | 73·4 | 48·6 B351′F111′ *on U Sh dk* FK&BK2″ *Collision*	Belfast British *pt.Asp pt Cem*	Q.8Cy.33″,47″,67½″&97″–60″ 2632NHP 6DB&2SB,*56cf*,HS41358	52 ″ 8	BT till 12,38
Ref.Mchy. *Fitted for oil fuel*															
D.F. Sub.Sig 2 *Dks(Stl–ptws)&*										*Cell D*	B527′2615t	*B Hto U S dk*	Harland&Wolff,Ld.Bel.		
Cruiser Stern *Shl dk(Stl–ws)&U Shl dk*								*Tanks*		*'tween tunnels* 180t	*FPT* 182t *APT* 254t	10 ,, ,, *Sh* ,,			
(*Stl–ws ptteak*) 3 *rd dk(Stl)* in No. 1 *hold*															
78928	— TwinSc	6400		✠100A1	Nag	*z*	CL P(N)	1930 8mo	Fredrkstad Mek.Værks. Fredrikstad	Skibs.A/S Avanti (Tschudi&Eitzen, *Mgrs.*)	386·6 | 60·2 | 25·6 P&B263′F49′ FK	Oslo Norwegian	Oil Engines 2S.C.SA 16Cy.16⅝″–28⅜″ 765NHP	29 ″ 0 s 4 ″ 0	
(*ex*Danwood–36) *Oil Eng.*		4562	11,38 ~~Light~~	Smk		2,38						*BH*	DB*80lb*	25 ″ 2	
LCKJ D.F. E.S.D. *ss*Osl.No.1–35		3764	D BS2,38	LMC8,35		S2,38		*Lloyd'sA&CP*		2 *Watertight* *Cell D B*	*BH dispensed with* bridge860t *FPT* 249t		A/S AtlasDieselPolar,Skm		
Mchy.Aft 1 *Dk(Stl)*											328′ 1280t *Tank in*	*APT* 203t			
Special Surveys to date from 4,31															
78929 147086 MLNX	**Malrix** *ss*Hul.No.3–7,35	703 478		✠100A1 4,37	Hul	*j*	CL ~~7,35~~ 8,36	1923 6mo	Cochrane& Sons,Ld. Selby	RixSteamships, Ld.(R.Rix&Sons, *Mgrs.*)	175·1 | 29·0 | 11·4 185·0(O.L.) Q99′B11′F25′ FK	Hull British	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 96RHP	13 ″ 6 s 3 ″ 9½ 13 ″ 3½	
Mchy.Aft *Well deck* 1 *Dk(Stl)*		354		BS8,37 LMC7,35				*Lloyd'sA&CP*		*Cell D*	*Bf*99′ 142t *FPT* 55t	4 *BHCem* *APT* 28t	1SB,*3pf*,GS48,HS1683 C.D.Holmes&Co.Ld.Hull		
Cargo battens not fitted															

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Distinctive Letter.
78930 26404 JMTD	**Malta Maru**	ssKob.No.3–11,37 2*Dks*(*Stl*)	5500 4988 3466	† ... 1,39		Kob	*z*	CL 10,36	1919 10mo	Asano S.B.Co. Tsurumi A&CP	400·0 | 53·2 | 29·4 P33′B124′F41′ FK *Cell DB339′942t*			Fuchu Japanese	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD Ishikawajima SB&ECoTok	32 ″ 0 ~~8 ″ 6~~ ~~05 ″ 8~~	
78931 232327 WLEW	**Malton** (*ex*BaronGlenconner–33) *Fitted for oil fuel* 1*Dk*		2972 2721 1818						1923	Napier& Miller,Ld. Glasgow	C.D.MalloryCorp.	332·6 | 48·3 | 22·0 P29′B97′F34′ *WB*			Wilmgton (Del.) Utd.States	T.3Cy.21½″,35½″&60″–39″ 225NHP J.G.Kincaid&Co.Ld.Grk.		R
78932 219782 KULB	**Maltran** (*ex*Carolinas,*ex*Pinellas) *Fitted for oil fuel* 2*Dks* *Longitudinal framing*		3513 3216 2144						1920	Merrill-Stevens Corp. Jacksonville	C.D.MalloryCorp.	333·8 | 48·0 | 24·9 P36′B97′F36′ *WB*			Wilmgton (Del.) Utd.States	2 steam turbines DR geared to 1 sc. shaft W.&A.FletcherCo. Hoboken,N.J.		**R**
78933 7216 SFKG	**Malva** ssGot.No 3–11,37 *Mchy.Aft* 1*Dk*(*Stl*) *Cruiser Stern*		*519* *382* *254*	† 100A1 Lloyd's RMC ~~4,29 11,35~~ ~~1·85,39~~	Got	*h*	OG 11.37	1925 7mo	Aktieb. LödöseVarf (T.Petterson, *Mgr.*) Lödöse *Lloyd's*	A/B LödöseVarf *Cell DBf59′84t FPT*	151·7 | 28·1 | 12·5 P46′F25′ FK *Cell DBf59′84t FPT*			Lödöse Swedish *7 BHpt Cem* *Coll to Sh dk* 6 ,, 2nd ,,) *APT11t*	C.2Cy.12″&27″–18″ (*s*) 130lb 36NHP 3*BH Cem* 18SB,*2cf*,GS28,HS700 13t*APT19t*	13 ″ 3 s 1 ″ 0½ 12 ″ 4	
78934 164321 GZMM	**Malvernian** D.F. E.S.D. *Ref.Mchy.*	1*Dk*(*Stl*) *Shelter dk*	3133 2485 1397	† 100A1 Lloyd's RMC *with freeboard* Lv ~~2,39 4,25~~ 2,39	Hul	*w*	CL	1937 6mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*	Ellerman Lines,Ld. (Ellerman& Papayanni Lines, *Mgrs.*) *Cell D*	345·6 | 50·1 | 20·7 F29′ FK *B291′ 745t FPT24*			Liverpool British *7 BHpt Cem* *Coll to Sh dk* 6 ,, 2nd ,,) *APT11t*	T.3Cy.23″,38″&65″–48″& LP turbine with DR gearing & hydraulic coupling 225lb (*s*) FD 606NHP 3SB(Spt)*9cf*,GS166,HS7770 Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl.	23 ″ 3 s 1 ″ 3 22 ″ 2½	
78935 PFTE	**Malvina** TwinSc *Oil Eng.* ssRot.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*)2nd dk(*Stl*) D.F. clear of cargo tanks *Longitudinal framing at bottom & at deck*		8245 7476 4784	† 100A1 Lloyd's RMC ~~8,87~~ 2,39 ~~11,56~~ *Carrying Petroleum in bulk*	Bkn	*c*†	CL ~~8,37~~ 2,39	1932 1mo	N.V.Maats voorSch.en Werk "Fyenoord" Rotterdam *Lloyd's*	N.V.Petroleum Maats."LaCorona" *Cell DBu E69′222t D*	450·9 | 62·0 | 34·1 468·0(O.L.) P103′B35′F43′ FK *Tf32′355t FPT225t*			The Hague Dutch 14*BH* *APT41t*	Oil Engines 4S.C.SA 12Cy.24½″–43⅝″ 2DB*150lb* 714NHP Werkspoor N.V.Ams.	34 ″ 0 s 6 ″ 7½ 27 ″ 6½	
78936 131389 *ex*Zealandic) GMTL	**Mamari** (*ex*Mamilius–33, *ex*Zealandic) *Ref.Mchy.* E.S.D.	TwinSc ssLon.2ndNo.3–1,33 ssGls.No.1–37 2*Dks*(*Stl*) *Shelter dk*(*Stl–ptws*)	7924 7345 5058	100A1 Lloyd's RMC *with freeboard* 2,38	Gls		6.37	1911	Harland& Wolff,Ld. Belfast *Lloyd's*	Norfolk&N.American Stm.Shipping Co.Ld.(Shaw Savill&Albion Co. Ld.,*Mgrs.*) *Cell DB*	477·5 | 63·1 | 31·5 P40′B221′F81′ *on Shelter dk* FK&BK2′ 416′1713t *Tanks in way of tunnels16t*			Liverpool British 9*BH Cem* *Coll to Sh dk* 8 ,, 2nd ,,) HS15146 FD Harland&Wolff,Ld.Bel.	Q.8Cy.22″31½″46″&65½″–48″ 215lb (*s*) 995NHP 2D&2SB,*18cf*,GS354.	34 ″ 4 s 8 ″ 3 28 ″ 6½	
78937 (*ex*Ladakh)	**Mambi** Iron (*ex*Sailing Vessel Ninfa, *ex*Ladakh) *Fitted for oil fuel* *Carrying Molasses in bulk*	ssGen.No.1–16 2*Dks*	1983 — 886	† 8,16	Gen	*r* Lv		1883 2mo	Oswald, Mordaunt &Co. Southampton	Cia.Cubana de Transporte de Mieles	269·0 | 39·5 | 24·2 BK10′			Havana Cuban 1*BH Cem*	T.3Cy.19″,32″&56″–36″ *Emade18fitted21* 188NHP *Bmade20fitted21* Worthington Pump& Mchy.Corp.Buffalo,N.Y.		R †
78938 35646 JIGC	**Mamiya Maru** (P) (*Icebreaker*) Wireless	2*Dks*	1127 853 469					1929	Kobe Steel Works Harima	KitaNipponKisen K.K.	210·0 | 31·0 | 20·0 P27′B66′F36′ *WB*			Fuchu Japanese	T.3Cy.18 7/16″,29⅝″&50¾″–33″ *Emade92fitted29* 148NHP KawasakiDkydCo.LdKobe		
78939 LEKY	**Mammy** (*ex*Mandeville–35)	2*Dks3trB*	1656 993 1036					1911	Akt.Burmeistr& Wain Copenhagen	D/S A/S Carrier (ValdemarSkoglandA/S,*Mgrs.*)	255·3 | 35·7 | 22·6 B34′			Haugesnd Norwegian *WB*	T.3Cy.22″,35″&60″–42″ 233NHP Akt.Burmeistr&Wain,Cpn		N
78940 PKGO	**Mampawa** *Oil Eng.* *Mchy.Aft* 1*Dk*		468 359 289					1928	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3 | 28·9 | 9·5			Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11⅛″–15¾″ 122NHP SulzerBros.Winterthur		V
78941 PFTI	**Mamura** TwinSc ssRot.No.1–36 *Oil Eng.* 1*Dk*(*Stl*)2nd dk(*Stl*) clear D.F. *Mchy.Aft* of cargo tanks *Longitudinal framing at bottom & at deck*		8245 ~~7477~~ 4784	† 100A1 Ams ~~10,37~~ ~~2,38~~ *Carrying Petroleum in bulk*		*c*†	CL ~~8,36~~ 2,39	1932 1mo	N.V.Wilton's Machfbr &Scheepswrf. Rotterdam *Lloyd's*	N.V.Petroleum Maats"LaCorona" *Cell DBu E69′22*	450·8 | 62·0 | 34·1 467·2(O.L.) P103′B35′F43′ FK 2t *DTf32′355t FPT*			The Hague Dutch 14*BH* 225t *APT41t*	Oil Engines 4S.C.SA 12Cy.24½″–43⅝″ 714NHP 2DB*150lb* Werkspoor N.V.Ams.	34 ″ 0 s 6 ″ 7½ 27 ″ 6½	
78942 159485 VRBM	**Mamutu** Wood *Oil Eng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*		300 208 160					1938	HongK'ng & Whampoa DockCo.Ld. HongKong	BurnsPhilp (SouthSea) Co.Ld.	~~110·0~~ | 25·5 | ~~11·5~~ F30′ | 10′ 8 113·0			HongKong British	Oil Engines 2S.C.SA 7Cy.8½″–14⅛″ 47RHP HongKong&Whampoa DockCo.Ld.HongKong		
78943 *ex*WahKiu)	**Man Hing** (*ex*Wing Hung,*ex*FookSing, WoodTrpSc *Oil Eng.* 2*Dks*&*Shade dk*		*839* *636* *528*					1919	Kwong TuckCheong HongKong	ChoungChongCo. (SamTickS.S.Co. *Mgrs.*)	163·4 | 30·7 | 16·5			Macao Portuguese	Oil Engines 12Cy.(8)11″–12″&(4)12½″–13½″ 282NHP KwongTuckCheong,HKg.		
78944 219519 KOZG	**Mana** (*ex*MoraviaBridge) *Fitted for oil fuel* 1*Dk*2nd tr B in fore& after holds& *Web frames* D.F.		3283 3005 1996			...		1920	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0 | 46·2 | 25·0 P30′B9′F35′ FK *WB*			S.Frncisco Utd.States	DR geared steam turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
78945 140530 GSCM	**Manaar** ssBkn.No 3–12.29 ssGls.No.2–37 D.F. 2*Dks*(*Stl*) 3rd dk(*Stl*) in No.1 hold		7242 6830 4499	† 100A1 Lloyd's RMC 9,38 ~~9,67~~ ~~12,37~~ *Carrying oil fuel F. P. above 150° F.* *Fitted for oil fuel 1. P. above 150° F.*	Gls	*c*†	CL 8,37	1917 8mo	C.Connell &Co.Ld. Glasgow *Lloyd's*	Thos.&Jno. Brocklebank,Ld. *Cell DB418′156t*	470·0 | 58·0 | 32·1 490·0(O.L.) P47′B124′F43′ FK *DTa34′ 216t FPT*			Liverpool British 7*BH Cem* 79t*APT84t*	2 steam turbines SR geared to 1 sc. shaft (*r*) 787NHP 200lb HS14430 2DB&2SB,*18cf*,GS330 D.Rowan&Co.Glasgow	34 ″ 11 s 7 ″ 10½ 27 ″ 3	
78946 PUBO	**Manaos** 2*Dks*&*Shade dk*		*1719* *1331* *1169*	† 2,84	Gls	Lv		1883 11mo	J.&G. Thomson Clydebank	Lloyd Brasileiro	266·3 | 36·1 | 19·5 H327t F47′ *WB=APT*			R.Janeiro Brazilian 3*BH* IFBB	C.2Cy.35″&70″–45″ 274NHP J.&G.Thomson,Clydebank		
78947 144255 GCGJ	**Manaqui** Sub.Sig. D.F. *Fitted for oil fuel* 1*Dk*		*2802* *2377* *1522*					1921	Workman, Clark&Co.Ld Belfast	FurnessWithy& Co.Ld.	303·0 | 47·2 | 21·7 B83′F38′ *WB*			London British	T.3Cy.20½″,34″&57″–45″ 217NHP Wrkman,Clark&Co.LdBel		C
78948 220639 KDFM	**Manatawny** *Fitted for oil fuel* 2*Dks* *Carrying Petroleum in bulk*		5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	DeepSeaFisheries Inc.	390·0 | 54·2 | 27·8 P39′B121′F43′			S.Frncisco Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant appelé, Lettre d'Entretien.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Baptêmes ou coté. et dates de 1ère Docks Cert. Roll Trials
78949 219990	**Manatee** *Fitted for oil fuel* *Longitudinal framing 2 Dks*	5948 6144 3823					1920	O. Daniels Co. Tampa, Fla.	United States Maritime Commission	402·1 | 54·0 | 34·4 P34' B118' F38'			Tampa, Fla Utd. States *WB*	T.3Cy.24½",41½"&72"–48" HardyTyne 359NHP Mfg.Co.Birmingham, Ala.		R
78950 135368 GKBP	**Manchester Brigade** *ss*Mch.No.3–7,30 *ss*Mch.No.1–34 1 *Dk(Stl)* & *Shelter dk(Stl)* **E.S.D.** 2nd *dk(Stl)* in *Nos.*1,2,3&4 holds **D.F.** *Ref.Mchy.* *Cargo battens not fitted in Shltr 'tween dks*	6042 5758 3784	✠100A1 *Shelter dk* *with freeboard* 2.38 MS12,34 Lloyd'sRMC 11,36 Port chamber	Mch	*z*	CL 2,38	1918 8mo *Lloyd's*	Irvine'sSB &D.D.Co.Ld. W Hartlepool *SA&CP*	ManchesterLiners, Ld. *Cell DB* 368'999*t D*	418·0 | 53·5 | 33·4 B *on Shelter dk* 126' FK *Ta* 33' 734*t FPT* 68*t*		Manchestr British *7 BHCem* *A PT* 64*t*	T.3Cy.29",49"&80"–54" (*s*) 1901b FD 690NHP 3SB,*12cf*,GS231,HS10300 Richardsons, Westgarth& Co.Ld.Hpl.	36 " 0 s 7·11½ 28 " 3	
78951 147409 GLRM	**Manchester Citizen** *ss*Mch.No.3–4,38 1 *Dk(Stl)* & *Shelter dk(Stl)* 3rd *dk(Stl)* in *Nos.*1, **D.F.** **E.S.D.** 2 & 3 *holds* *Ref.Mchy.* *Cruiser Stern*	5343 4698 3009	✠100A1 *with freeboard* 2,38 MS4,37 Lloyd'sR 2,39 *Fitted for oil fuel* 7,25	Mch	*b*†	CL 12,35 N° 39 12,38 *F.P. above* 150° F.	1925 8mo *Lloyd's*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *SA&CP*	ManchesterLiners, Ld. *Duct keel forward* *Cell DB* 354'10 65*t MT* 27'776*t DTa*	417·7 | 57·0 | 27·7 B127'F36' FK *of Mchy.space* 129' 4'128 6*t DTa* 33'859*t*		Manchestr British *9 BHpt Cem* (*Coll to Sh dk* 6 „ 2nd „ 2 „ 3rd „) *DTf* 33'938*t*	T.3Cy.29",49"&80"–54" (*s*) 1901b FD 691NHP 3SB(Spt),*12cf*,GS239, HS10300 Richardsons, Westgarth& Co.Ld.Hpl. *FPT* 74*t APT* 97*t*	30 " 3 s 4 " 1½ 26 " 4½	
78952 147429 GBBP	**Manchester City** D.F. E.S.D. 1 *Dk* & *Shelter dk* *Ref.Mchy.* 3rd *dk except in aftermost hold* *Cruiser Stern*	5600 4939 3329	✠100A1 *with freeboard* 9,38 Lloyd'sR C 4,39	Mch		CL	1937 8mo *Lloyd's*	Blythsw'd S.B.Co.Ld. Glasgow *SA&CP*	Manchester Liners, Ld. *Duct keel forward* *Cell DB* 344'	430·7 | 57·0 | 27·0 446·5(O.L.) B127'F37' FK *ard of mchy. space* 1286*t DTa* 33' 859*t*		Manchestr British *7 BHCem* (*Coll to Sh dk* 6 „ 2nd „ *DTf* 33'938*t*	3 steam turbines SR geared to 1 screw shaft 2251b (*s*) FD 800NHP 3SB(Spt) *gcf*,GS153,HS9279 D.Rowan&Co.Ld.Gls. 35'852*t FPT* 106*t APT* 78*t*	29 " 9 s 3 " 6¾ 26 " 4½	
78953 147408 GKMY	**Manchester Commerce** *ss*Mch.No.3–5,38 1 *Dk(Stl)* & *Shelter dk(Stl)* 3rd *dk(Stl)* in **D.F.** **E.S.D.** *Nos.*1,2 & 3 *holds* *Ref.Mchy.* *Cruiser Stern*	5343 4698 3068	✠100A1 *with freeboard* 4,38 Lloyd'sR 12,38 *Fitted for oil fuel* 6,25	Mch	*b*†	CL 4,38	1925 7mo *Lloyd's*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *SA&CP*	ManchesterLiners, Ld. *Duct keel forward* *Cell DB* 344'	417·7 | 57·0 | 27·7 B127'F36' FK *of Mchy.space* 129' 1286*t DTa* 33' 859*t*		Manchestr British *9 BHpt Cem* (*Coll to Sh dk* 6 „ 2nd „ 2 „ 3rd „) *DTf* 33'938*t*	T.3Cy.29",49"&80"–54" (*s*) 1901b FD 691NHP 3SB(Spt),*12cf*,GS239, HS10300 Richardsons, Westgarth& Co.Ld.Hpl. *FPT* 74*t APT* 97*t*	30 " 3 s 4 " 1½ 26 " 4½	
78954 135369 GBYR	**Manchester Division** *ss*Mch.No.3–8,30 1 *Dk(Stl)* & *Shelter dk(Stl)* 2nd *dk(Stl)* in *Nos.*1,2,3&4 *holds* *Cargo battens not fitted in Shltr 'tween dks* *Ref.Mchy.* D.F. E.S.D.	6048 5766 3768	✠100A1 *Shelter dk* *with freeboard* 2,38 LMC Lloyd'sRMC 11,38 Port chamber for temp. 32° F.	Mch	*z*	CL 1,86 11,38	1918 10mo *Lloyd's*	Irvine'sSB &D.D.Co.Ld. W Hartlepool *SA&CP*	ManchesterLiners, Ld.	418·0 | 53·5 | 33·4 B *on Shelter dk* 126' FK *Collision B Hto Shltr dk* 6 *B Hto U dk* *Cell DB* 368'999*t DTa* 33'734*t FPT* 68*t APT* 64*t*		Manchestr British *Cem*	T.3Cy.29",49½"&80"–54"(*s*) 1901b FD 690NHP 3SB,*12cf*,GS231,HS10300 Richardsons, Westgarth& Co.Ld.Hpl.	36 " 0 s 7·11½ 28 " 3	
78955 140584 GPMN	**Manchester Exporter** (*ex*Rexmore) *ss*Mch.No.3–3,30 *ss*Mch.No.2–38 2 *Dks(Stl)* & *Shelter dk(Stl)* D.F. E.S.D. 3rd *tr beams in No.*1 *hold* *Cargo battens not fitted in Shltr 'tween dks*	5277 4725 2897	✠100A1 *Shelter dk* *with freeboard* 4,39 MS Fitted for oil fuel 7,21	Mch	*a*†	CL 5,37 F.P. above 150° F.	1918 6mo *Lloyd's*	SirJ.Laing &Sons,Ld. Sunderland *SA&CP*	ManchesterLiners, Ld. *Cell DB* 321'964*t DTf*	420·3 | 55·0 | 27·9 431·2(O.L.) F *on Shelter dk* 33' FK 31'957*t DTa* 31'861*t*		Manchestr British *7 BHCem* *A PT* 52*t*	T.3Cy.29",49"&80"–54" (*s*) 1801b FD 712NHP 4SB,*12cf*,GS249,HS11000 Richardsons, Westgarth& Co.Ld.Mdb.	30 " 6 s 3· 7¾ 27 " 2½	
78956 147428 GYNF	**Manchester Port** *Ref.Mchy.* D.F. 1 *Dk* & *Shelter dk* **E.S.D.** 3rd *dk except in aftermost hold* *Cruiser Stern*	5469 4851 3287	✠100A1 *with freeboard* LMC Lloyd'sRMC 12,38	Mch		CL 2,39	1935 10mo *Lloyd's*	Blythsw'd S.B.Co.Ld. Glasgow *SA&CP*	ManchesterLiners, Ld. *Duct keel forward* *Cell DB* 349'1031*t*	422·2 | 56·7 | 27·1 B124'F37' FK *of Mchy. space* *DTa* 35'855*t MT* 27'785*t FPT* 99*t*		Manchster British *7 BHCem* (*Coll to Sh dk* 6 „ 2nd „) *APT* 74*t*	3 Steam Turbines SR geared to 1 Sc. Shaft (*s*) 2251b 768NHP 3SB(Spt),*12cf*,GS195, HS8568 D.Rowan&Co.Ld.Gls.	29 " 8 s 3 " 5½ 26 " 4½	
78957 137512 GPVX	**Manchester Producer** (*ex*Start Point) *ss*Mch.No.3–9,28 **D.F.** *ss*Mch.No.2–37 *Ref.Mchy.* 2 *Dks(Stl)* & **E.S.D.** *Shelter dk(Stl)*	5106 4774 3174	✠100A1 *Shelter dk* *with freeboard* 3.38 LMC MS9,36 Lloyd'sR 9,38 Sthd. chambers for temp. [illegible]° F.	Bal	*a*†	CL 3,38	1916 5mo *Lloyd's*	SirJ.Laing &Sons,Ld. Sunderland *SA&CP* *Cell D*	ManchesterLiners, Ld. *Ba* 135'*u* E31'*f* 172'	420·3 | 53·5 | 27·8 432·5(O.L.) F *on Shelter dk* 34' FK 1054*t D T a* 35' 946*t*		Manchestr British *7 BHCem* *FPT* 109*t A*	T.3Cy.29",49"&80"–54" (*s*) 1801b 682NHP 3SB,*12cf*,GS234, HS10300 Richardsons, Westgarth& *PT* 124*t* Co.Ld.Sld.	30 " 6 s 3 " 8½ 27 " 0	
78958 146830 GJMN	**Manchester Regiment** *ss*Mch.No.1–39 *ss*Mch.No.3–2,35 1 *Dk(Stl)* & *Shelter dk(Stl)* **D.F.** 2nd *dk(Stl)* except in after hold *Ref.Mchy.* **E.S.D.** *Cruiser Stern*	5989 5183 3199	✠100A1 *Shelter dk* *with freeboard* 4,39 MC MS Lloyd'sRMC 4,39 Forward stbd. chamber for temp. 25° F. After stbd. chamber [illegible] F. *Fitted for oil fuel* 8,22	Bkn Mch	*c*†	CL 2,06 2,39 *F. P. above* 150° F.	1922 3mo *Lloyd's*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *SA&CP*	ManchesterLiners, Ld. *Duct keel in boiler space & forward* 154' *Cell DB* 368'1596*t DTf* 33' *Collision* 967*t DTa* 33'790*t*	450·4 | 58·1 | 28·3 471·7(O.L.) F42' *on Shelter dk* FK *BH to Sh dk* 6 „ „ *U* „ 1054*t FPT* 68*t APT* 82*t*		Manchestr British *pt Cem*	2 Steam Turbines SR geared to 1 Sc. Shaft (*s*) 1901b 1004NHP 4SB(Spt),*16cf*,GS325, HS13168 Richardsons, Westgarth& Co.Ld.Mdb.	31 " 0 s 4 " 7¾ 26 " 7½	
78959 140566 GPVY	**Manchester Spinner** (*ex*Grampian Range) **D.F.** **E.S.D.** 1 *Dk*	4767 4372 2968					1918	Irvine'sSB &D.D.Co.Ld. W Hartlepool	ManchesterLiners, Ld.	385·0 | 52·0 | 27·0 P36' B126' F38'			Manchestr British *WB*	T.3Cy.25",40"&68"–48" Richardsons, Westgarth&Co.Ld.Hpl. 320NHP		C
78960 132997 GRLW	**Mandalay** *Fitted for oil fuel* **D.F.** **E.S.D.** 2 *Dks*	5529 5132 3539					1911	W.Denny &Bros. Dumbarton	British&Burmese S.N.Co.Ld.(P. Henderson&Co. *Mgrs.*)	425·0 | 54·2 | 28·3 P54' B123' F52'			Glasgow British *WB*	T.3Cy.26",44'&73"–48" 369NHP Denny&Co.Dumbarton		C
78961 136079 KJQN	(*ex*Express) Sunk by collision 5.38 Ⓟ	1120 — 407			Iron Twin Sc		1889	Harlan& Hollingswrth Wlmgtn, Del.	Boston, New York& Southern S.S.Co. Inc.	272·0 | 44·1 | 12·6			New York Utd. States	O.2Cy.26"&48"–36" 115NHP Harlan&Hollingsworth Co.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Yearly or Fixed non-Tropical Load Draught Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	16 Register in which classed. If not in L. R. Date of Last Trade Ext.
78962 PKGQ	**Mandar** *Oil Eng.* *Mchy. Aft* 1 *Dk*	536 362 362					1929	NV. Schps. Maats "deMaas" Slikkerveer	Koninkl. Paketv. Maats.	165·3 28·9 9·5 B32′F25′			Batavia Dutch	Oil Engines 2S.C.SA 5Cy. 11⅛″–15¾″ 122NHP Gebr. Sulzer, Winterthur		V
78963 143614 GCXB	**Mandasor** D.F. E.S.D. *ss*Gls.No.3-10,32 *ss*Cal.No.1-36 2 *Dks*(*Stl*)	5144 4711 3149	✠100A1 5,33 3,38 MS4,36 *Fitted for oil*	Gls ✠LMC S8,37 8,38 *fuel* 3,20	*y*	CL 6,36 5,39 *F.P. above*	1920 3mo *Lloyd's SA&CP*	W. Hamilton&Co.Ld. PortGlasgow	Thos.&Jno. Brocklebank,Ld. *Cell D B* 338′ 1101*t*	400·1 52·3 28·5 P51′B117′F39′ FK *BH in after hold discontinued* 5 *BHto Deck* 1 *BH to 2dk* *Ta* 35′ 1001*t*			Liverpool British *Cem* *Intermediate 'tween dk*	T.3Cy.27″,44″&78″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS172,HS7668 FD D.Rowan&Co.Ld.Glasgow *only* *FPT* 109*t* *APT* 65*t*	31 ″ 0 s 5″10½ 25 ″ 4	
78964 PUBP	**Mandu** (*ex*Belmonte,*ex*Posen) Sub.Sig. 2 *Dks*&*Shelter dk*	6588 6181 4153					1913	Bremer Vulkan Vegesack	LloydBrasileiro	471·2 59·2 28·9 H—			R.Janeiro Brazilian *WB*	T.3Cy.32½″,52⅝″&86⅜″–55½″ 557NHP Bremer Vulkan, Vegesack		V
78965 144250 GDMW	**Manela** (P) TwinSc *Fitted for oil fuel* D.F. 2 *Dks*(*Stl–U* teak s) *Ref. Mchy.*	8303 6842 5041	✠ 5,24	Mdb	*c*†		1921 4mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *Cell D B*	450·0 58·3 32·8 P44′B161′F42′ FK 419′ 1550*t* *FPT* 124*t*			Glasgow British 9 *BHCem* *APT* 60*t*	6SteamTurbinesDRgeared to 2 Sc.Shafts 926NHP 4SB,16*cf*,GS301,HS12628 Barclay,Curle&Co.Ld.Gls.	35 ″ 6	BT till 1,39
78966 5794 SFKI	**Manfred** (*ex*Bismark, *ex*LiselotteLinneman) 1 *Dk*	607 475 322					1909	Eiderwerft A.G. Tönning	VerkebäcksÅngf. Aktieb.(Ruben Olsson, *Mgr.*)	175·2 30·1 10·9 Q52′B47′F22′			Verkebäck Swedish *WB*	T.3Cy.12¾″,20½″&32½″–22″ 49NHP Eiderwerft A.G. Tönning		G
78967 143638 GCXP	**Mangalore** D.F. E.S.D. *ss*Mdb.No.1-37 *ss*Gls.No.3–4,33 2 *Dks*(*Stl*)&*3rd dk*(*Stl*) *in No.1 hold* *Cruiser Stern*	8886 8310 5476	✠100A1 1,33 2,37 1,39 ✠NE1,28 MS4,37 *Fitted for oil*	Mdb ✠LMC BS11,37 *fuel* 6,20	*q*†	CL 1,38 *F.P. above*	1920 6mo *Lloyd's SA&CP*	C.Connell &Co.Ld. Glasgow	Thos.&Jno. Brocklebank,Ld. *Cell D B* 417′ 1893*t*	480·3 63·9 35·6 P49′B185′F42′ FK shortened 35 *DTa* 40′ 1568*t* *FPT* 111*t*			Liverpool British 8 *BHpt Cem* *APT* 60*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft 2001b (*r*) HS19266 1147NHP 2DB&2SB,24*cf*,GS420 D.Rowan&Co.Ld.Glasgow	38 ″ 4 s 8 ″ 4½ 30 ″ 2½	
78968 DIDE	**Mangan** *Oil Eng.* 1 *Dk*	475 355 299					1924	J.Frerichs &Co.A.G. Einswarden	ErnstKomrowski Reed	164·8 26·4 10·2 P42′F22′			Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.11″–19½″ 70NHP NE31 Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
78969 7979 SKUO	**Mangen** (*ex*Römö-34,*ex*Kasko-34, *ex*Romo) 1 *Dk*	1253 954 680					1922	Xiansands Mek. Værks Xiansand	O.F.Ahlmark&Co. Eftr. A B	235·3 36·2 13·4 P17′Q61′B102′F31′			Karlstad Swedish *WB*	T.3Cy.17″,29″&47″–33″ 127NHP Xiansands M.V.Xiansand		V
78970 137223 VSPM	**Mangola** (*ex*Eudunda) *ss*Mel.No.3-6,32 *ss*Syd.No.1-36 *Ref. Mchy.* 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing*	3352 3009 1922	✠100A1 *Shelter dk* *with freeboard* 12,37 BS6,37 7,38	Syd ✠MC5,36	*r*	~~CL~~ 9,36 N7,38	1920 9mo *Lloyd's SA&CP*	Common-wealth Naval Dockyard Sydney,NSW	Burns,Philp&Co. Ld. *Cell D B* 276′ 882*t*	331·0 47·9 23·5 341·1(O.L.) FK *Collision B Ho Sh dk* 4 „ „ *U* „ *FPT* 1118*t* *APT* 204*t*			Singapore British *Cem*	T.3Cy.25″,41″&68″–45″ (*s*) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.Pty.Ld. Castlemaine,Melbourne	26 ″ 1 s 2 ″ 5 23 ″ 10¾	
78971 216413 WQCG D.F.	**Mangore** 3Mst *ss*Bal.No.3-11,29 *ss*~~Bal.No.4-36~~ *Mchy. Aft* 1 *Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	4066 3415 2416	✠100A1 11,37 BS4,37 6,38 *Fitted for oil*	Bal ✠LM~~C~~ MS1,38 *fuel* 8,22	*w*	CL 4,36 *F.P. above*	1918 6mo	Bethlehem S.B.Corp. Sparro'PtMd A&CP 1	OreS.S.Corp. *Cell D Bu E&B* 50′ *f*	357·3 50·3 24·5 P108′F27′ FK *Intermediate bulkhead dispensed with* 231′ 1036*t* *side tanks*			NewYork Utd.States *Cem* 5 *BH only* 231′ 718*t* *FPT* 193*t* *APT* 244*t*	T.3Cy.20½″,35″&60″–42″ (*s*) 200lb 337NHP 2SB,6*cf*,GS123,HS4886 FD BethlehmSBCor.Sparr'Pt.	27 ″ 5	
78972 [illegible]	**Manharton** Wood *Oil Eng.* 1 *Dk*	473 341 322					1932	J.Ernst& Sons,Ld. MahoneBay, N.S.	WestmountShipping Co.Ld.(I.W. Horton, *Mgr.*)	161·4 30·0 12·0			Bridgetwn Barbados British	Oil Engines 2S.C.SA 6Cy.14″–17″ 200NHP FairbanksMorse&Co. Beloit,Wis.		R
78973 231779 WIEA	**Manhattan** (P) TwinSc *Ref. Mchy.* *Fitted for oil fuel* D.F. E.S.D. GyC. 4 *Dks*	24289 — 13924					1932	NewYork S.B.Co. Camden,N.J.	UnitedStatesLines Co.	668·4 86·3 33·3 B& F584′			NewYork Utd.States *WB*	6SteamTurbinesSRgeared to 2 Sc.Shafts NewYorkS.B.Co.		R
78974 [illegible]	— (P) Pad (*ex*Plymouth-37,*ex*Middlesex)	1197 — 754					1902	Neafie& Levy Philadelphia	SoundS.S.Lines, Inc.	200·0 36·0 11·5			NewYork Utd. States	C.2Cy.24″&53″–84″ 224NHP		
78975 UPCX	**Manich** (*ex*MaryWalton–34, *ex*Heathside-33. *ex*Portscatho) *ss*Shl.No.3–11,32 1 *Dk*(*Stl*)	3122 2830 1773	✠ ... 1,35	Cff	*u*		1920 2mo	IrvinesS.B. &D.D.Co.Ld. W Hartlepool	U.S.S.R. *Cell D B*	331·1 46·8 23·1 P33′B100′F28′ FK 284′ 699*t* *FPT* 110*t*			Odessa Russian 5 *BHCem*	T.3Cy.25″,41″&68″–45″ 361NHP 3SB,9*cf*,GS165,HS5925 Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 6	
78976 UOXP	— (*ex*Alkibiadis) TwinSc 1 *Dk*	307 276 187					1883	Stablimnto Tecnico. Trieste	U.S.S.R.	176·3 27·0			Rostov Russian	C.4Cy.11 3/16″&22 1/16″–18″ NB02 34NHP Stabilimento Tecnico. Tri.		
78977 18449 JMRD	**Manila Maru** (P) TwinSc *ss*Kob.No.3–6,27 *ss*Kob No.2–35 *Ref. Mchy.* 2 *Dks*(*Stl*)&*Shelter dk*(*Stl–ws*) *3rd dk*(*Stl*) *in No.1 hold*	9486 8808 5935	✠100A1 *Shelter dk* *with freeboard* 12,38 12,~~32~~38 Lloyd's RM 1,38 *Fitted for oil fuel* 5,24	Kob MC~~2~~5 *F.P. above*	*d*†	CL P2,38 ~~S2,38~~ S2,38 12,38	1915 9mo *Lloyd's SA&CP*	MitsuBishi Dkyd&EWks Nagasaki *Cell D Ba* 150′	OsakaSyosenK.K. *u E&B* 84′ *f* 178′ 150	475·0 61·0 38·1 32·7 P35′B30′F45′ *on Shelter dk* FK 8*t* *DTa* 48′ 855*t* *FPT* 76*t*			Osaka Japanese 8 *BHCem*	T.6Cy.26¾″,44¾″&75⅝″48″–200lb (*s*) 1013NHP 5SB(Spt),15*cf*,GS331, HS13732 Mitsu BishiD.&E.WksNag	40 ″ 9 s 13 ″ 7 27 ″ 10	
78978 220561 KDDQ	**Manini** (*ex*Susherico) *Fitted for oil fuel* D.F. 1 *Dk*2*tr Bin fore&after holds*&*Web frames*	3253 3005 1977				...	1920	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0 46·2 25·0 P30′B90′F35′ FK			S.Frncisco Utd. States *WB*	1DR gearedSteamTurbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
78979 PKGR	**Manipi** *Oil Eng.* *Mchy. Aft* 1 *Dk*	536 362 362					1929	NV. Schps. "DeMaas" Slikkerveer	Koninkl. Paketv. Maats.	165·3 28·9 9·5 B32′F25′			Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11⅛″–15¾″ 122NHP SulzerBros. Winterthur		V
78980 143661 GCXR	**Manipur** *ss*Gls.No.3–2,33 *ss*Mdb.No.1–37 D.F. 2 *Dks*(*Stl*)&*3rd dk*(*Stl*) *in No.1 hold* *Cruiser Stern*	8652 7903 5196	✠100A1 2,~~33~~38 ✠NE4,28 BS9,37 *Fitted for oil*	Mdb ✠MC10, 10,~~37~~ *fuel* 9,20	*ft*	CL 10,37 *F.P. above*	1920 9mo *Lloyd's SA&CP*	Lithgows, Ld. PortGlasgow	Thos.&Jno. BrocklebankLd. *Cell D B* 396′ 1847*t*	473·4 64·0 34·0 P76′B157′F86′ FK Shortened 35 *DTa* 1424*t* *FPT* 142*t*			Liverpool British 8 *BHCem* *APT* 79*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft (*r*) 200lb HS19266 1147NHP 2DB&2SB,24*cf*,GS420 D.Rowan&Co.Ld.Gls.	37 ″ 0 s 6 ″ 11½ 30 ″ 4½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Les lettres ou nombres ajoutés à la Cote indiquent la Classe. Les Chiffres la Durée Cert. Ho. ou Frmde.
78981	**Manistee**		5360					1920	Cammell Laird&CoLd Birkenhead	Elders&Fyffes,Ld.	400·2|51·1|30·3			Liverpool	T.3Cy.27½",46½"&78"–54"		C
145889	Sub.Sig.		4558					Glasgow			P42'B158'F44'			British	447NHP		
GDCX	*Ref.Mchy.* D.F. E.S.D.	4*Dks*	3288											*WB*	CammellLaird&Co.LdBkn		
78982	**Manitoba** Ⓟ	3Mst	2616					1889	Polson I.W Co.(Ld.) OwenSound	CanadianPacific RailwayCo.	303·0|38·1|14·7			Montreal British	O.2Cy.30"&64"–48" NE&B14 236NHP		
94879			1997												CollingwoodS.B.Co.Ld. Collingwood		
VGML	*Mchy.Aft* D.F.		1699														
78983	**Manitoulin** Ⓟ	TwinScSp	913					1889	Napier, Shanks&Bell Glasgow	OwenSoundTrans-portationCo.Ld.	178·0|31·1|12·3			OwenSnd. Ont. British	T.6Cy.15",24"&40"–27" 166NHP		R
96058	(*ex*Modjeska)		—												Dunsmuir&Jackson,Gls.		
VGLN	Wireless		458														
78984	**Manizales** Ⓟ		1051					1915	Schiffsw. v. Henry Koch Lübeck	Norddeutscher Lloyd	216·6|32·9|13·1			Bremen German	T.3Cy.17⅞",29½"&45⅞"–29½" 113NHP		G
DHQD	Wireless	1*Dk*	640								P114'F27'				OttensenerMaschf.Altona		
78985	**Manju Maru** Ⓟ		6515	✠100A1	Kob	*a*†	CL	1921	KobeSteel Works Harima Dockyard A&CP	AsahiSekiyuK.K.	420·0|54·0|32·9 440·0(O.L.)			Tokyo Japanese	T.3Cy.27",45"&75"–51" (*s*)	33 " 0	
28252		*ss*Kob.No.3–7,34	5691	11,37			N11,37	9mo			P117'B36'F35' FK			16*BHpt Cem*	200lb 560NHP	*s* 6 " 7½	
JBNA	*Mchy.Aft*	2*Dks*(*Stl*)&*Web frames*	3848		✠LMC11,37									(11 *to U dk*	3SB,*9cf*,GS192,HS7956 FD	26 " 7½	
		Longitudinal framing												5 „ 2nd„)	KobeSteelWorks,Kobe		
	Carrying Petroleum in bulk									*CellDBuE*				*k aft* 10' 46t			
	Fitted for oil fuel 9,21						*F.P. a*			&*B*81'155t*DTf*41'	375t *'tween dk tank*				*FPT*116t*APT*26t		
78986	—		5863	✠ ...	Kob	*y*		1919	Kawasaki Dkyd.Co.Ld. Kobe	YamashitaKisen K.K.	385·0|51·0|36·0			Hashidate Japanese	T.3Cy.26",43½"&72"–48" 444NHP	36 " 0	C
24724	(*ex*JufukuMaru–34)	*ss*Kob.No.3–12,31	5586	2,37				2mo			FK			*Cem*	2SB(Spt)*6cf*,GS126,HS5809		†
JLKD		2*Dks*(*Stl*)&*Awng dk*(*Stl*)	4293	✠							*Collision*			*BH to A dk*	KawasakiDkydCoLdKobe		
										*CellDB*334'111	8t*FPT*126t*APT*93t			5 „ „ *U* „			
78987	**Mankō Maru** Ⓟ		4472					1935	Yokohama DockCo.Ld. Yokohama	KinkaiYusenK.K.	364·2|50·9|32·5			Tokyo Japanese	2DRgearedSteamTurbines IshikawajimaS.B.&E.Co. Ld.Tokyo		
40767			3900								F33'						
JYSJ	D.F.	2*Dks*	2628											*WB*			
		Cruiser Stern															
78988	—		1502					1923	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	250·0|37·0|19·0			Shinagawa Japanese	T.3Cy.17",28½"&48"–30" 126NHP		C
29139	Wireless		1159								P42'B58'F38'						
JHZA	*Mchy.Aft Ref.Mchy*	1*Dk*	817											*WB*	YokohamaDockCo.Yka.		
78989	**Mannheim**	TwinSc	897					1906	G.Seebeck Akt.Ges. Bremerhaven	Schiffahrt-und Assekuranz Ges.E.Russ&Co.	217·4|32·9|12·0			Hamburg German	T6Cy.9½",18½"&25⅝"&16½" 52NHP		G
			705								Q73'B43'F22'						
DHQE		1*Dk*	527											*WB*	G.SeebeckA.G.Bremerhvn		
78990	**Manö**		1415					1925	Helsingörs Jernsk&Msk Elsinore	A/S D/S Heimdal (MartinCarl)	249·5|38·1|15·0			Copnhagn Danish	T.3Cy.18",30"&50"–36" 150NHP		V
			1157								P17'Q76'B96'F28'						
OUIQ		1*Dk*	833											*WB*	HelsingörsJernsk.&Mskb.		
78991	**Manoa** Ⓟ		6806	✠100A1	SFo	*a*†	CL	1913	NwprtNws S.B.&D.D.Co. Newprt News A&CP	MatsonNav.Co.	422·6|54·0|33·3			S.Frncisco Utd.States	Q.4Cy.27",39",58"&87"–54" 225lb (*s*) 747NHP	33 " 6	
211832		*ss*S.Fo.No.3–7,26	5769	8,37			8,37	12mo									
WMCF	D.F.	*ss*S.Fo.No.2–34	4356	B81,39 MS8,34	✠LMC						P&B295'F48' FK			7*BHCem*	6SB,*18cf*, HS12300		
	Ref.Mchy.	2*Dks*(*Stl*)&*3rd dk*(*Stl*)*in*													NewportNewsSB&DD.Co.		
	Mchy.Aft	*Well deck* *No.1 hold*		*Fitted for oil fuel* 12,18			*F.P. above*			150° F.	*WB=Cell DBuE&B*74'*f*281'	1584t *DTf*			70'1117t*FPT*133t*APT*96t		
78992	**Manoeran**	*ss*Cal.No.1–37	7195	✠100A1	Cal	*e*†	CL	1922	ForthS.B. &E.Co. (1921)Ld. Alloa	NV.Stoomv.Maats Nederland	501·0|60·4|27·6			Amstrdam Dutch	2SRgeared Oil Engines	30 " 5	
		Oil Eng.	6339	*with freeboard*											2S.C.SA 14Cy.22½"–31½"	*s* 4 " 4½	
PFTL	D.F. E.S.D.	*ss*Ams.No.3–10,33	4297	12,38 ✠LMC CS12,38			12,38				P48'B31'F67' *on*			2DB*190lb*	1184NHP	26 " 3½	
		2*Dks*(*Stl*)*Shelter dk*(*Stl*)		✠INF10,33 1,38				Lloyd's			*Shelter dk* FK			8*BHpt Cem*	2NDB(WT)33 *213lb*		
				DB81,38							len33 (			*Coll to Sh dk*	WerkspoorN.V.Ams.		
				Carrying oil	*F.P. above*									7 „ 2nd „)			
				Carrying veg	*etable oil*		*e* 150°			*CellDBa*164'*uE*8	5'*f*142'1509t*DTf*3,			9'1556t*DTa*	39'1494t*FPT*200t*APT*38t		
78993	**Manon** (*ex*SursumCorda–37,*ex*Gilgai,		5597	✠ ...	Gen	*z*	CL	1901	Wigham Richrdsn&Co Ld Newcastle	I.N.S.A. (Industrie NavaliSoc.Anon.)	428·1|55·1|26·9			Genoa Italian	Q.4Cy.24",34",51"&74"–54"	31 " 4	
1328	*ex*Wildenfels)	*ss*Gen.2ndNo.3–5,26	5191	8,39			1,37	4mo			420·3 55·2 28·7				210lb *90lb* (*r*) 494NHP	6 " 8½	
ICIQ		*ss*Ham.No.2–34	3520	*Spar dk*	✠LMC11,33			*Lloyd's*	*A&CP*					3SB,*9cf*,GS150,HS6303 FD		25 " 7	
	D.F.	1*Dk*(*Stl*)&*Spar dk*		~~Poop dk~~	~~MS31,38~~						P60'B96'F48'	BK11"		6*BHCem*	WighmRichardson&CoLd		
		(*Stl-pt* teaks)&*Web frames*								*CellDBa*1	42'*uE*27'*f*177'1115t			*APT*40t			
78994	**Manoora** Ⓟ	TwinSc	10856	✠100A1	Syd		CL	1935	A.Stephen &Sons,Ld. Glasgow	TheAdelaide SteamshipCo.Ld.	463·5|66·2|29·8			Melbourne British	Oil Engines 4S.C.SA	35 " 6	
153959		*ss*Syd.No.1–39 *Oil Eng.*	7396	*with freeboard*			S4,37	2mo			482·0(O.L.)				16Cy.29⅛"–59⅛" 1306NHP	≤11 " 9	
VLDL	D.F. E.S.D.	3*Dks*	6261	8,39 ~~8,88~~	✠LMC CS2,39		P9,37				B280'F86' FK			6*BHpt Cem*	DB*100lb*	23 " 11	
	Ref.Mchy.	*Cruiser Stern*		DB39,38	10,36			*Lloyd's*	*A&CP*	*CellDB*378'1124t	*DTs a* 55'442t*FPT*			126t*APT*97t	J.G.Kincaid&Co.Ld.Grk.		
78995	**Manoula**		1966					1920	Govern-ment Yard Brest	G.G.Caravias	266·7|39·4|23·0			Ithaca Greek	T.3Cy.18⅛",29⅜"&49½"		G
68	(*ex*DéputéGeorgesChaigne–34)		—								P19'B54'F23'				37½" 149NHP		
SVDX		1*Dk*	1111											*WB*	Atel.&Ch.de la Loire,Nts.		
78996	**Mansei Maru**	TwinSc	7770	✠100A1	Kob	*b*†	CL	1919	OsakaIron Works,Ld. Osaka	YamashitaKisen K.K.	425·0|56·2|40·5			Osaka Japanese	T.6Cy.21½",35"&58"–48" (*s*)	40 " 6	
25222	(*ex*AmurMaru–34)	*ss*Osa.No.3–5,31	7329	*Awning dk*	~~Camb~~		S6,36	4mo							200lb 655NHP	*s* 9 " 7⅞	
JARD		*ss*Kob.No.1–35	4823	*with freeboard*			P7,37				FK			*Cem*	3SB(Spt)&1AuxSB,*11cf*,	31 " 1	
		2*Dks*(*Stl*)&*Awng dk*(*Stl*)		~~8,38~~ 7,39	✠LMC7,37			*Lloyd's*	*A&CP*					*Col*			
		&*Web frames*								*CellDB*370'1195t*DT*	*a*34'909t*APT*85t			*l BHto Sh dk*	GS225,HS9332 FD		
		Longitudinal framing		US2,38										6 „ „ *U* „	OsakaIronWrks.Ld.Osaka		
78997	**Mansepool**		4894	✠100A1	Cff	*z*	CL	1928	W.Gray& Co.Ld. W Hartlepool	PoolShippingCoLd (SirR.Ropner&Co. Ld. *Mgrs.*)	405·1|53·5|26·5			W.Hartlpl British	T.3Cy.25½",40"&71"–48" (*s*)	29 " 5	
139250		*ss*Bry.No.2–36	4619	~~8,38~~ 1,39	~~Rot Stl~~		~~5,38~~	2mo						180lb FD 505NHP		*s* 4 " 9	
GNQT	D.F.	1*Dk*(*Stl*)	3045	BS~~7,37~~ 7,38	✠LMC6,38		8,38	*Lloyd's*	*A&CP*	*CellDB*	P30'B229'F41' FK 359'1402t*FPT*188t			6*BHCem* *APT*190t	3SB(Spt)*9cf*,GS172,HS7614 CenMarE.Wrks.Ld.WHpl	24 " 11½	
78998	**Manshu Maru**		5267	✠ ...	Nag	*z*		1921	Uchida SB. & Eng.Co. Yokohama	DairenKisenK.K.	400·0|54·5|30·0			Dairen Japanese	T.3Cy.26",43½"&72"–48"	30 " 0	
149		*ss*Kob.No.3–9,33	4767	1,38				2mo							513NHP		
JNXD		2*Dks*(*Stl*)	3183	✠							P38'B121'F40' FK			6*BHCem*	3SB,*9cf*,GS175,HS7376		
										CellDB	350'1100t*FPT*133t			*APT*92t	UchidaS.B.&E.Co.Yka.		
78999	— Ⓟ	TwinSc	3054					1912	Kawasaki Dkyd.Co.Ld. Kobe	KitaNipponKisen K.K.	324·0|43·0|30·0			Tokyo Japanese	T.6Cy.19",32"&53"–36"		
15935	(*ex*KomaMaru–33)		2663								F49'				337NHP		
JKLD		3*Dks*	1497											*WB*	KawasakiDkydCoLdKobe		

Now "Junyo," P.864 A.49. 88664 *in Supplement*

Now "Manzyu Maru," *see No.* 89078 *in Supplement*

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of R. of T. added etc.
79000 5399 SFKO	**Mansuria** (*ex* Oscarborg)	1 *Dk*	*1083* *903* *563*					1912	Oskrshmns M.V.Aktieb. Oskarshamn	Rederi Aktieb. Svenska Lloyd (K.R. Bökman, *Mgr.*)	221·4 P24' B57' H12	35·9 8*t*	13·7 F25'	Gothenbrg Swedish *WB*	T.3Cy.17½",29"&48"–30" 126NHP Oskarshamns M.V.Aktieb.		V
79001 116580	**Mantadoc** (*ex* Cepheus, *ex* Frank W. Gilchrist) *Mchy. Aft*	1 *Dk 2 tr B*	4466 4268 3060					1903	West Bay City S.B.Co. W. Bay City	Paterson Steamships, Ltd.	423·5	50·2	24·0	F. William Ont. British *WB*	T.3Cy.22",35"&58"–42" 218NHP Detroit S.B.Co. Detroit		R
79002 21758 JIZD	**Mantai Maru** (*ex* Vancouver Maru–31) *ss* Yka. No. 3–8,31 *ss* Kob. No. 1–36 *2 Dks (Stl) & Awng dk (Stl)*	**TwinSc**	5864 5586 4259	✠100A1 *Awng dk* *with freeboard* LMC 11,37 11,38	Yka	*y*	OG 11,37	1919	Kawasaki Dkyd. Co. Ltd. Kobe A&CP	Yamashita Kisen K.K. *Cell DB 334' 1118t*	385·0 FK	51·0 *Coll B*	36·0 *Hto Awng dk*	Kobe Japanese *Cem* *I PT 126t A PT 93t*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 440NHP 2SB(Spt)&1 AuxSB,GS154, HS5741 FD 5 „ „ *U* „ Kawasaki Dkyd Co Ltd Kobe	36 „ 0 s 9 „ 1½ 27 „ 1	
79003 88 OAPM	**Mantaro** *Fitted for oil fuel* *2 Dks & Shade dk*	**TwinSc**	4617 2573 2427					1910	Chant. de Normandie Rouen	Cia. Peruana de Vap. y Dique del Callao	360·0	46·0	23·7	Callao Peruvian	T.6Cy.20",33"&55"–40" 383NHP Ch. & Atel. de St. Nazaire		
79004 JTKA	**Mantatsu Maru** (*ex* Crossway, Asiatic) *1 Dk*		3652 3344 2232					1907	Sunderlnd S.B.Co. Ltd. Sunderland	Amagasu Gomei Kaisha	346·0 P32' B100' T32' FK	50·6	23·0	Dairen Japanese *WB*	T.3Cy.23½",39"&66"–45" 308NHP N.E. Marine Eng Co. Ltd. Sld.	25 „ 8	
79005 LCSY	**Mantilla** *ss* Bal. No. 3–4,27 *ss* Fal. No. 2–36 *Mchy. Aft* *2 Dks (Stl) & Web frames* *Longitudinal framing*		5671 5249 3495	✠100A1 BS5,37 5,38 LMC 5,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,17	NYk	*z*	CL 5,36	1916 12mo	Armstrong Whitworth & Co. Ld. Newcastle *Lloyd's SA&CP*	Wilh. Wilhelmsen *Cell D Bu E 69'167t*	407·0 420·0 (O.L.) P104' B28' F43' FK *DTf 38' 475t FPT*	52·2 *(120lb* *15 B Hpt Cem* *10 „ to U dk* *5 „ „ 2nd „* *118t A PT 68t*	31·4	Tönsberg Norwegian *toU dk* *above 150° F.*	T.3Cy.26½",44"&78"–48" (*s*) 180lb 505NHP 3SB,9*cf*,GS157,HS7874 FD N.E. Marine Eng. Co Ld Nwc	31 „ 6 s 6 „ 6½ 25 „ 4	
Now "Nordmeer," *see* No. 39342 *in Suppl.*																	
79006 PUCT	**Mantiqueira**	**TwinSc** 1 *Dk*	*1696* *1570* *1045*					1907	Workman, Clark & Co. Ld Belfast	Lloyd Brasileiro	276·2 F29'	44·9	16·4	R. Janeiro Brazilian *WB*	T.6Cy.14",22"&37"–21" 126NHP Wrkman, Clark & Co. Ld Bel		
79007 146274 GDMY	**Mantola** Ⓟ D.F. *Ref. Mchy.*	**TwinSc** *2 Dks (Stl–U teak s)* *Fitted for oil fuel* *Cruiser Stern*	9055 7268 5540 5545	✠ 9,25 ✠ Lloyd's RMC 4,39	Mdb	*d*†		1921 12mo	Barclay, Curle & Co. Ld Glasgow	British India S.N. Co. Ld. *Cell DB 403' 1568t between tunnel*	465·3 P44' B175' F53' FK 114' 253t *FPT 164t*	58·3 *Tanks*	33·5 *9 B Hpt Cem* *A PT 69t*	Glasgow British HS13948 FD 1008NHP 4SB&1 AuxSB,*18cf*,GS338, Barclay, Curle & Co. Ld. Gls.	36 „ 0 6 Steam Turbines D Rgeared to 2 Sc. Shafts	BT till 6.38 5.38 4.43	
79008 EAKW	**Manu** (*ex* Marion–38, *ex* Manu–37, *ex* Canadian Fisher) *ss* Bbo. No. 3–7,32 *ss* Bbo. No. 1–36 *1 Dk (Stl)* ~~Now registered as German and sailing as "MARION"~~		3314 ~~1043~~ 2896	✠100A1 ~~1,37~~ 1,38 LMC 1,37 ~~BS2,38~~ 3,38	Ham	*v*	CL ~~1,37~~ 12,37	1921 1mo	Tidewater Shipbuilders, Ld. Three Rivers, P.Q. *Lloyd's SA&CP*	Cia. Nav. Amaya (C. de Zabala, *Mgr.*) *Cell D*	~~331·1~~ 303·2 P33' B98' F33' FK *B 266' 674t FPT 95t*	46·8	23·2 *6 B H Cem* *A PT 73t*	Bilbao Spanish	T.3Cy.25",41"&68"–45" (*s*) 180lb (P&SSpt) 470NHP 3SB,9*cf*,GS156,HS7275 FD Tidewater Shipbuilders, Ld.	25 „ 9 s 3 „ 11¾ 21 „ 9	
79009 EAGE	**Manuchu** *ss* Bbo. No. 3–1,38 *1 Dk (Stl)* *Cargo battens not fitted*		1896 *3119* *2875* *1923*	✠100A1 9,35 BS5,37 LMC 12,32	Rot	*v*	CL 5,34	1921 1mo	W. Hamilton & Co. Ld. Port Glasgow *Lloyd's SA&CP*	Cia. Naviera Bachi (Hijos de Astigarraga, *Mgrs.*)	330·8 P31' B97' F30' FK *Cell DB 287' 887t*	48·9	22·1 *5 B H Cem* *A PT 83t*	Bilbao Spanish	T.3Cy.24",40"&65"–45" (*s*) 180lb 323NHP 3SB,9*cf*,GS156,HS5205 D. Rowan & Co. Ld. Glasgow	24 „ 3 s 3 „ 11½ 20 „ 7	
	~~NO LATER SURVEY REPORTED~~																
79010 EEXB	**Manuel** (*ex* Gobelas, *ex* Bizkor, *ex* Beatrice, *ex* Annie Therese, *ex* Cyclop)	**Iron 3 Mst** *1 Dk 2 tr B*	976 — 585					1873	Reiherst'g Schiffw. Hamburg	Sucesor de Vda. E. Illueca	226·1 Q122' B25' H17*t* F32'	29·1	16·7	Valencia Spanish	2Cy.28"&50"–33" NB86 120NHP Reiherst Maschinef. Ham.		
79011 EAGT	**Manuel Arnus** Ⓟ D.F. Sub.Sig.	**TwinSc** *ss* Bcl. No 2–31 *3 Dks (Stl U–teak s)*	7578 5591 4402	✠100A1 2,35 LMC MS11,30 S2,35 NO LATER SURVEY REPORTED	Cdz		CL P8,35 SS 1,36	1923 5mo	Soc. Espa-ñola de Const. Nav. Cadiz A&CP	Cia. Trasatlantica *Cell DB 378' 1226t* *Tank at aft end*	435·0 P36' F39' *anks at sides of tun-of tunnels 35t FPT*	56·0 FK&BK1"	29·1	Barcelona Spanish *9 B H Cem* *nels 94t* *31t A PT 68t*	4 Steam Turbines D Rgeared to 2 screw shafts (*r*) 180lb FD 1173NHP 5SB,15*cf*,GS345,HS14945 Vickers, Ld. Barrow	32 „ 0 s 8 „ 0¼ 24 „ 5	
79012 EAGH	**Manuel Calvo** Ⓟ (*ex* H.H. Meier) D.F. Sub.Sig.	**TwinSc 3 Mst** *ss* Bcl. 3rd No. 3–6,27 *3 Dks (2 Irn–ws) & Web frames*	5617 4640 3342	✠ 1,31	Bcl	*z*		1892 3mo	Armstrong Mitchell & Co. Ld Newcastle	Cia. Trasatlantica *W B*	421·0 P39' B140' F54' BK 13½" *= Cell D B 387' 920t*	48·0	29·2 *7 B H Cem* *A PT 110t*	Barcelona Spanish	T.6Cy.24½",40"&66"–45" 592NHP 3DB.*18rf*,GS351,HS9000 Hwthrn. Leslie & C. Ld. Nwc.	32 „ 3	
79013	**Manuel Rionda** *ss* Hna. No. 3–10,32 *ss* Hna. No. 1–37 *1 Dk (Stl) & Web frames* *Mchy. Aft* *Longitudinal framing*		1375 974 799	✠100A1 *Self propelled Barge* LMC MS3,37 S2,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,20	Hna	*o*	CL 9,36	1920 6mo	Todd Shipyards Corp. Brooklyn, N.Y. A&CP	Sinclair Cuba Nav. Co. *Cell D Bu E 15'28t*	210·0 P51' F41' FK *MTs 20' 410t FPT 41t*	44·1	13·6 *4 PT 28t* *10 BH*	Havana Cuban *Cem*	T.3Cy.16",25 &42"–30" (*r*) 180lb 156NHP 2SB,*4cf*,HS2476 FD Todd Shipyard Corp. N.Yk.	14 „ 0	
79014 233117 WHPS	**Manuela** D.F.	*Fitted for oil fuel* *2 Dks*	4772 — 2946					1934	Nwprt News S.B.&DD Co Newprt News	A.H. Bull Steamship Co. Inc. (A.H. Bull & Co. Inc. *Mgs*)	393·8 P34' B125' F35'	55·3	28·1	New York Utd. States *W B*	2 Steam Turbines D Rgeared to 1 Sc. Shaft Newport News S B & DD. Co.		R
79015 3381 PJAD	— *ss* Cco. No. 3–10,36 *1 Dk (Stl)* *Mchy. Aft* *Longitudinal framing at bottom & at dk*	**TwinSc**	2694 1799 1483	✠100A1 LMC MS3,36 BS ~~3,38~~ 1,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,24	Cco	*t*	CL 3,37	1924 9mo	Rotterdam Droogd. Maat Rotterdam *Lloyd's SA&CP*	N.V. Curaçaosche Scheepvaart Maatschappij	305·0 Q87' *Trunk* 189' FK F29	50·2	15·1 *8 B H Cem* *A PT 81t*	Wilemstad Dutch *above 150° F.*	T.6Cy.12¾",20¾"&33¾"–24⅞" 180lb (*s*) 236NHP 2SB,*4cf*,HS4168 FD Rotterdam Droogd. Maats.	15 „ 0 s 1 „ 6½ 13 „ 7½	
79016 221279 KDSF	**Manukai** *ss* S. Fo. No. 3–6,33 *Mchy. Aft* *2 Dks (Stl) & Shelter dk (Stl)* D.F. *Ref. Mchy.* *ss* S. Fo. No. 1–37		9547 9173 5896	✠100A1 *Shelter dk* *with freeboard* BS4,39 LMC MS ~~3,36~~ 3,37 ~~BS5,38~~ *Fitted for oil fuel* 6,21	SFo	*e*†	CL 4,39 *F.P. above 150° F.*	1921 6mo	Moore S.B. Co. Oakland, Cal. A&CP	Matson Nav. Co. *Cell D B 420' 2284t D*	480·6 FK *T f 54' 612t FPT 75t*	62·2 *Collision*	38·8 *B H to Sh dk* *„ „ „ U „* *A PT 123t*	S. Frncisco Utd. States *pt Asp*	2 Steam Turbines D Rgeared to 1 Sc. Shaft 225lb (*s*) 1242NHP 5SB(Spt),*20cf*,HS17500 FD Westinghouse Electric & Mfg. Co. Essington, Pa.	41 „ 10 s 10 „ 9 31 „ 6	
79017 221215 KDRQ	**Manulani** *ss* S. Fo. No. 3–4,33 *Mchy. Aft* *2 Dks (Stl) & Shelter dk (Stl)* D.F. Gy.C *Ref. Mchy.* *ss* S Fo. No. 1–37		9556 9173 5903	✠100A1 *Shelter dk* *with freeboard* 2,39 LMC MS ~~4,34~~ 4,37 *Fitted for oil fuel* 4,21	SFo	*e*†	CL 4,37 *F.P. above 150° F.*	1921 4mo	Moore S.B. Co. Oakland, Cal. A&CP	Matson Nav. Co. *Cell D B 420' 2284t* *DTf 54' 612t*	480·6 FK *Collisi* *FPT 75t A PT 123t*	62·2	38·8 *B H to Sh dk* *„ „ „ U „*	S. Frncisco Utd. States *pt Asp*	2 Steam Turbines D Rgeared 1 Sc. Shaft 225lb (*s*) 1242NHP 5SB(Spt),*20cf*,HS17500 FD Westinghouse Electric & Mfg. Co. Philadelphia, Pa.	41 „ 10 s 10 „ 9 31 „ 6	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenu. Limite spéciale d'Enfoncement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Enregistrés où cotés, si ce n'est dans le L. Dunois Cert. Brit. d'après
79018 153933 VJNB	**Manunda** (P)	TwinSc	9115 6707 5300	✠100A1 *withfreeboard* 11,38	Syd	*c* †	CL. S3,38 P3,37	1929 4mo	W.Beardmore&Co.Ltd. Glasgow	TheAdelaideS.S. Co.Ltd.	430·0 447·7(O.L.) F82′	60·2 FK	35·6	Melbourne British	Oil Engines 4S.C.SA 16Cy.29⅜″–59 1/16″ 1304NHP 8 *B Hpt Cem Coll to W.bk* DB*100lb* 6 „ 2nd„ 1 „ 3rd„	38 ″ 6 s18′11½ 24 ″ 11	
	E.S.D. 3*Dks*(*Stl–Weather dk* teaks) D.F. *Ref.Mchy.* *Cruiser Stern*			LMC CS4 37 DB 7,37 11,38				*Lloyd's SA&CP*		*CellDB344′1100t of tunnels 359t*	*Tanks in way FPT75t APT82t*				Harland&Wolff,Ld.Gls.		
79019 PFTO	**Manvantara**	TwinSc	8237 7467 4770	✠100A1 ~~10,37~~ 3,39 LM CS1 36 DB 3,39	Sba HKg	*c* †	CL. 10,37 37	1931 12mo	Nederl. Schps.Maats. Amsterdam	N.V.Petroleum Maats.“La Corona”	450·8 P103′B35′F43′ *DTf32′365t*	62·0 FK *FPT*	34·1 226t *APT41t*	TheHague Dutch 14 *BH*	Oil Engines 4S.C.SA 12Cy.24⅛″–43 1/16″ 714NHP 2DB*150lb*	34 ″ 0 s6 ″7⅞ 27 ″ 6½	
	D.F. *Mchy.Aft* 1*Dk*(*Stl*)2nd*dk*(*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck*			*Carrying Petroleum in bulk*				*Lloyd's SA&CP*		*CellDBuE64′221*					WerkspoorN.V.Ams		
79020 LCBY	**Manx** (*ex*Anders-36) Wireless	1*Dk*	1343 1168 773					1916	Van der Giessen&Zonen Krimpen	A/S Wilhelms' Rederi(T. Wilhelms,*Mgr.*)	239·1 P55t H78t	36·2	16·4	Frdrikstad Norwegian *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP AlblasserdamMsch.Fab.		N
79021 131763 GKMF	**Manx Maid** (P) (*ex*Caesarea) Wireless D.F.	TrpSc 2*Dks*	1512 990 616					1910	Cammell Laird&Co.Ld. Birkenhead	Isle of Man Steam Packet Co.Ld.	284·6	39·1	15·8	Douglas IM British *WB*	3 Steam Turbines CammellLaird&Co.Ld.Bkn		INT
79022 118603 GFPS	**Manxman** (P) D.F.	TrpSc 2*Dks*&*Shelter dk*	2030 1413 835					1904	Vickers,Ss. &Maxim,Ld. Barrow	Isle of Man Steam Packet Co.Ld.	334·0	43·1	17·3	Douglas IM British *WB*	3 Steam Turbines Parson'sMarineSteam TurbinesCo.Ld.Nwc.		BT
79023 44235 JWWL	**Manyo Maru**	1*Dk* *Cruiser Stern*	2904 2530 1671					1937	Mitsubishi Jukogyo K.K Yokohama	ToyoKisenK.K.	305·4 P24′B79′F29′	45·3	26·2	Tokyo Japanese *WB*	T.3Cy.20½″,34 7/16″&57 1/16″–43 1/16″ HS2547 202NHP MitsubishiJukogyoK.K. Yka.		
79024	**Manzanillo** (*ex*Gharb) *Fitted for oil fuel* *Mchy.Aft*	TwinSc 1*Dk*	1025 — 571					1915	Forg.&Ch. de la Médit LaSeyne	EmpresaNaviera deCubaS.A.	216·5 P75′F29′	34·1	14·8	Havana Cuban *WB*	T.6Cy.12 5/16″,19⅛″&31⅛″–15¾″ 80NHP Forg.&Ch.delaMédit.Msl		
79025 39 IBFU	**Manzoni** (*ex*Lydia,*ex*SzéllKálmán) *ss*Fiu.2ndNo.3–4,28 D.F. *ss*Fiu.No.3–12,37 Sub.Sig. 1*Dk*(*Stl*)&*Spar dk*(*Irn*)& *deep framing*		3955 3633 2516	✠100A1 *Spar dk* 11,38 ~~12,37~~ BS12,37 ✠LMC2 36 11,38	Fiu	*x*	CL. ~~2,36~~ 11,38	1902 3mo	Wigham-Richrdsn&Co Ld Newcastle A&CP *CellDBa182′*	“Tirrenia”Soc. Anon.diNav.	375·4 365·4 P51′B127′F38′ *FPT55t APT28t D*	48·2 25·1 FK *uE&B76′f114′855t*	17·8 *Ta28′680t*	Fiume Italian 6 *BH Cem*	T.3Cy.22½″,40″&66″–48″ (*r*) 200lb 361NHP 3SB(Spt)9*rf*,GS159,HS5754 Wigham-Richardson& Co.Ld.Nwc.	28 ″ 3 s5 ″1⅜ 23 ″ 3½	
79026 XNBL	**Mao Lee** (*ex*HwahChie,*ex*Käthe)	2*Dks*	1946 1753 1221					1911	Howaldtswerke Kiel	ChingKeeS.N.Co. Ld.	271·0 P23′B76′F39′	39·1	20·8	Chefoo Chinese *WB*	T.3Cy.20 1/16″,32 7/16″&52 1/16″–35⅜″ 161NHP Howaldtswerke,Kiel		
79027 21721 JPCB	**Maoka Maru** Wireless	1*Dk*	1219 — 836					1917	OsakaIron Works,Ld. Osaka	KitaNipponKisen K.K.	220·0 P23′B54′F24′	33·6	18·5 *WB*	Amagasaki Japanese	T.3Cy.13½″,23″&38″–30″ 79NHP OsakaIronWks,Ld.Osaka		
79028 117598 GDZX	**Maori** (P) *Fitted for oil fuel*	TrpSc 3*Dks*	3488 1557 1567					1907	W.Denny &Bros. Dumbarton	UnionS.S.Co.of NewZealand,Ld.	350·5 F63′	47·2	24·7 *WB*	London British	3 Steam Turbines Denny&Co.Dumbarton		C
79029 219766 KUKL	**Mapele** (*ex*Mala–36,*ex*Pittsburgh Bridge) *Fitted for oil fuel* D.F. 1*Dk*2*tr*B*in fores*&*after holds* &*Webframes*		3297 — 1998				…	1920	Submarine Boat Corp. Newark,N.J.	MatsonNav.Co.	324·0 P30′B90′F35′	46·2 FK	25·0 *WB*	S.Frncisco Utd. States	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg Co.Essington,Pa.	28 ″ 6	R †
79030 PFTQ	**Mapia** D.F. E.S.D.	*ss*Ams.No.1–38 *Oil Eng.* *ss*Ams.No.3–2,34 3*Dks*	~~9396~~ ~~9111~~ 9389 6824 5819	✠100A1 ~~6.39~~ ~~10,37~~ DB 38 LMC C 3,39 ✠NE3,34 10,35 *Carrying vegetable oil in frwr* *Carrying oil F.P. a bove* 150	Sba	*e* †	CL. 9,37	1923 1mo	Sir J. Laing &Sons,Ld. Sunderland *Lloyd's SA&CP*	N.V.Stoomv. Maats.Nederland *CellDBa164′uE d deep tank DTf39′1556t DTa F.in after deep tank*	501·0 37·5 P48′B31′F67′ len34 85′f142′1509t 39′1494t *FPT200t*	60·5 FK	27·6 8 *BH Cem*	Amstrdam Dutch *APT38t*	2 SR geared Oil Engines 2S.C.SA 14Cy.22 1/16″–31½″ 2DB*190lb* 1184NHP 2(WT)NDB33*213lb* WerkspoorN.V.Ams.	40 ″ 3 s10 ″3½ 30 ″ 3¼	
79031 PKHA	— *Oil Eng.* *Mchy.Aft*	1*Dk*	550 350 363					1929	N.V.Schps. “deMaas” Slikkerveer	Koninkl.Paketv. Maats.	165·4 F25′	28·9	9·3	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11 1/16″–15¾″ 122NHP SulzerBros.Winterthur		V
79032 116954	**Maplebranch** (*ex*Ionic,*ex*Cuba) *Carrying Petroleum in bulk*	IronTwinSc 1*Dk*	1014 886 684					1872	King Iron Works Buffalo,N.Y. *Altered* Montreal '28 *Altered* Sorel PQ 1935	MarineIndustries Ld.	231·8	35·5	12·6	Sorel,P.Q. British	C.4Cy.17″&40″–36″ NB02 160NHP H.G.Trout&Co.Buffalo		
79033 141766 VGMJ	**Maplecourt** (*ex*NorthWest)	1*Dk*	3388 2827 2010			*Reconstructed*		1894 1920	Globe Iron Works Co. Cleveland,O.	UnitedTowing& SalvageCo.Ld.	365·4 P45′B96′F45′	44·8	23·4 *WB*	Montreal British	T.3Cy 23″,30″&54″–40″ 181NHP RobbEng.Co.AmherstN.S.		
79034 129767 CYMZ	**Mapleheath** (*ex*Toiler) *Mchy.Aft*	1*Dk*	1692 1585 1036					1910	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	255·4 Q43′F38′	42·5	17·3	Kingston, Ont. British *WB*	T.3Cy.17″,28″&46″–36″ E&B*made03fitted* 29 PolsonIron Works, Toronto	127NHP	R
79035 116767 CYMX	**Maplehill** (*ex*Haddington) *Now “Oakbranch,” see No. 89460 in Supplement*	1*Dk*	1603 1109 1010					1904	Bertram E. Works Co.Ld. Toronto		256·0	42·6	15·0	Toronto British *WB*	T.3Cy.15″,25″&42″–30″ BertramE.W.Co.Ld.Trnto.	87RHP	
79036 123961 CYLW	**Mapleton** *Mchy.Aft*	1*Dk*	1782 1492 1140					1909	Sunderlnd S.B.Co.Ld. Sunderland	Canada Steamship Lines,Ld.	250·0 P96′F36′	42·7	16·4 *WB*	Montreal British	T.3Cy.17″,28″&46″–33″ N.E.MarineEng.Co.Ld.Sld	122NHP	C
79037 160728 GPVZ	**Maplewood** D.F. E.S.D. Gy.C	*ss*Shl.No.2–38 ~~S.Nwc.No.1–38~~ 1*Dk*(*Stl*)	4566 4158 2829	✠100A1 ~~11,37~~ 12,38 Shl BS4,37 MC ~~4,37~~ 8,38 MS12,38	Sws	*y*	CL. ~~4,37~~ 12,38	1930 5mo	Nthmblnd S.B.Co. (1927),Ld. Newcastle *Lloyd's SA&CP*	JosephConstantineS.S.Line,Ld. *CellDB332′1056t FPT9*	382·5 P33′B119′F30′	52·0 FK	26·6 6t *APT140t*	Middlsbro' British 6 *BH Cem*	T.3Cy.24″,39″,&66″–45″ & exhaust turbine driving steam compressor 200lb (*s*) 464NHP 2SB(Spt)(FD)&1Aux.B, 5*cf*,GS152,HS6619 N.E.MarineEng.CoLdNwc	29 ″ 0 s5 ″ 4½ 23 ″10½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Remarks in which classed. If not in L.R. Issued Part of Trade Cert.
79038 859 CBMP	**Mapocho** (P) Iron 3 Mst 3 *Dks* (1 *Irn*) & *Shade dk*	2652 1829 1552	✠ 3,83	Liv	*s*		1882 11mo	Laird Bros. Birkenhead	Compañia Sud Americana de Vap *WB* = *Cell D B* 274′ *f* 344 *t*	331·2 41·4 19·3			Valparaiso Chilian	C.2Cy.45″&80″–54″ NB99 392NHP 5 *B H Cem* Laird Bros., Birkenhead		
79039 EAGI	**Mar Baltico** (*ex* Suncliff) ssBbo.No.3–9,32 ssBbo.No.1–36 1 *Dk* (*Stl*)	*3100* *2889* *1872*	✠ ~~100A1~~ 9,37 BS~~14,37~~	Bbo	*t*	CL 11,36	1919 12mo	Burntislnd S.B.Co.Ld. Burntisland	Cia. Maritima del Nervion (Urquijo y Aldecoa, *Mgrs.*) *Lloyd's SA&CP*	331·6 46·7 24·8 P32′ B99′ F29′ FK *Cell D B* 278′ 733 *t* *F P T* 160 *t*			Bilbao Spanish	T.3Cy.25″,41″&68″–45″ (*s*) 180 lb *100 lb* HS8289 513 IHP 5 *B H Cem* *A P T* 134 *t* 3 Water Tube Boilers FD Douglas & Grant, Ld. Kirkcaldy	27 ″ 0 s 5 ″ 1¼ 22 ″ 2	
79040 1259 IBIU	**Mar Bianco** (*ex* Vega, *ex* Carpentaria) ssGen.2nd No.3–7,25 ssGen.No.2–34 *Ref. Mchy.* 2 *Dks* (*Stl*) 3 *tr B* & *Shelter*	6096 5658 3786	✠ 100A1 *Shelter dk* 4,37 MS5.33 ✠ Lloyd's RM C4,38	Gen	*b*†	CL 1,36	1904 12mo	Sir Raylton Dixon & Co Ld Middlesbro'	A. Zanchi *Lloyd's SA&CP* *Cell D Ba* 129′ *u E* 33′	436·3 53·2 29·8 B144′ FK *f* 163′ 961 *t* *A P T* 27 *t*			Genoa Italian	T.3Cy.32″,53″&88″–54″ (*s*) 180 lb 801 NHP 6 *B H Cem* E&B *made* 01 *fitted* 04 1SB, *12cf*, GS 274, HS 11896 Richardsons, Westgarth & Co.Ld. Mdb.	40 ″ 7 s 5 ″ 4½ 27 ″ 5½	
Capo Nord," *see No.* 87528 D.F.																
79041 EAGJ	**Mar Blanco** ssBbo.No.3–6,33 1 *Dk* (*Stl*) & *Shltr dk* (*Stl*) *Longitudinal framing in D B*	5152 4233 3746	✠ 100A1 *Shelter dk* *with freeboard* 12,34 MS4,33 *Fitted for oil fuel* 4,23 NO LATER SURVEY	Val	*x*	CL 6,33	1920 4mo	Soc. Espanola de Const. Nav. Bilbao *Lloyd's SA&CP*	Cia. Maritima del Nervion (Urquijo y Aldecoa, *Mgrs.*) *Cell D B* 317′ 783 *t* *D*	357·6 48·1 31·5 P29′ B131′ F38′ *on Shelter dk* FK *Ta* 40′ 766 *t* *F P T* 87 *t*			Bilbao Spanish *Cem* 6 *B H to Sh dk* *A P T* 40 *t*	T.3Cy.25″,41″&68″–45″ (*s*) 180 lb HS8289 513 NHP 3 Water Tube Boilers FD J.G.Kincaid & Co.Ld.Grk.	33 ″ 11 s 7 ″ 5½ 26 ″ 9	
79042 EAKU	**Mar Cantabrico** TwinSc *Oil Eng.* ssVal.No.1–33 2 *Dks* (*Stl*) *Cruiser Stern* D.F.	6632 5355 4493	✠ 100A1 *with freeboard* 12,36 DBS2,36 NO LATER SURVEY	NYk	*z*	CL 12,36	1930 2mo	Cia Euskalduna de Const Bilbao *Lloyd's SA&CP*	Cia. Maritima del Nervion (Urquijo y Aldecoa, *Mgrs.*) *'Tween dk BHs, except Mchy. space* *Cell D B* 332′ 1079 *t* *F P T* 67 *t*	404·3 54·2 31·4 F43′ FK 3 *B H to W dk* 4 ,, ,, 2nd ,, *A P T* 226 *t*			Bilbao Spanish	Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 724 NHP DB *100 lb* Akt. Burmeistr & Wain, Cpn	34 ″ 0 s 8 ″ 4½ 25 ″ 9	
79043 EAGK	**Mar Caribe** ssBbo.No.3–7,32 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Longitudinal framing in D B*	5152 4233 3747	✠ 100A1 *Shelter dk* *with freeboard* 3,35 MS7,32 *Fitted for oil fuel* 7,32 NO LATER SURVEY	Val	*x*	CL 3,35	1920 7mo	Soc. Espanola de Const. Nav. Bilbao *Lloyd's SA&CP*	Cia. Maritima del Nervion (Urquijo y Aldecoa, *Mgrs.*) *Cell D B* 314′ 783 *t* *D Ta* 40′ 76	357·6 48·1 31·5 P29′ B131′ F38′ *on Shelter dk* FK 6 *t* *F P T* 87 *t* *A P T* 40 *t*			Bilbao Spanish *Cem* 6 *B H to Sh dk* 1 ,, ,, *U* ,,	T.3Cy.25″,41″&68″–45″ (*s*) 180 lb HS8289 443 NHP 3 Water Tube Boilers J.G.Kincaid & Co.Ld.Grk.	33 ″ 11 s 7 ″ 5½ 26 ″ 8½	
79044 OOZH	**Mar Del Plata** (P) *Oil Eng.* 2 *Dks* & *Shelter dk* *Ref. Mchy* *Cruiser Stern* D.F. E.S.D. Sub.Sig.	*7340* *5403* *4350*	✠ 100A1 *with freeboard* 12,38 ~~*Class Contem. plated*~~ ✠ Lloyd's sRM C9,38	Ant	*t*†	CL 4,39	1938 2mo	Soc. Anon Jhn. Cockerill Hoboken *Lloyd's SA&CP*	Cie Maritime Belge (Lloyd Royal S.A.) (Agence Maritime Internationale, *Mgrs.*)	435·9 61·5 26·8 459·8 (O.L.) FK F50 8 *B H pt Cmpt Asp* *Cell B H* 8 *B H* 185 *t* *Cell D B* 365′ 1858 *t*			Antwerp Belgian *W B*	Oil Engines 2S.C.DA 5Cy.24⅞″–55½″ 1028 NHP DB *100 lb* *R.* 156 *t* *F P T* 90 *t* *A P T* 92 *t* Soc. Anon. J. Cockerill, Seraing	30 ″ 2 s 5 ″ 7½ 21 ″ 9	
79045 1224 IBMU	**Mar Glauco** (*ex* Aquitania, *ex* S.E. Calvert, *ex* Lübeck, *ex* Drumcondra) D.F. *Turret dk* 1 *Dk* 2 *tr B*	4690 3840 2969					1906	W. Doxford & Sons, Ld. Sunderland	M. Maresca & C.	403·9 51·6 24·5 379·5 51·1 P28 B151 F87			Genoa Italian *W B*	T.3Cy.26″,43″&70″–48″ 339 NHP W. Doxford & Sons, Ld. Sld.		CI
79046 EAKV	**Mar Negro** TwinSc *Oil Eng.* ssVal.No.1–34 2 *Dks* (*Stl*) *Cruiser Stern* D.F.	6632 5355 4493	✠ ~~11,38~~ *with* ... *board* ✠ ... D ~~11,38~~	Val	*z*	CL 11,37	1930 6mo	Cia Euskalduna Bilbao *Lloyd's SA&CP*	Cia. Maritima del Nervion (Urquijo y Aldecoa. *Mgrs.*) *'Tween dk bulkhead* *machinery space bulkhead* *Cell D B* 332′ 1079 *t* *F P T*	404·3 54·2 31·4 F43′ FK *ds except collisions* 3 *B H to W dk* 4 ,, ,, 2nd ,, *A P T* 226 *t*			Bilbao Spanish	Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 724 NHP DB *100 lb* Akt. Burmeistr & Wain, Cpn	34 ″ 0 ~~8 ″ 4½~~ ~~25 ″ 1~~	
79047 EAGM	**Mar Rojo** ssBbo.No.3–2,30 ssBbo.No.1–35 1 *Dk* (*Stl*) *Cargo battens not fitted* D.F.	3640 3002 2072	✠ 100A1 10,36 MS2,35 *Fitted for oil fuel* 11,20	Bbo	*u*	CL 10,36	1917 8mo	Astilleros de Nervion Bilbao *Lloyd's SA&CP*	Cia. Maritima del Nervion (Urquijo y Aldecoa, *Mgrs.*)	325·4 46·9 22·5 P31′ B80′ F39′ FK *Cell D B* 270 *t* 818 *t*			Bilbao Spanish	T.3Cy.24″,40″&65″–45′ 180 lb *100 lb* 295 NHP 2SB.6*cf*, GS 120, HS 4374 J.G.Kincaid & Co.Ld.Grk.	24 ″ 11 s 4 ″ 4½ 20 ″ 9	
79048 YVAB	**Maracaibo** TwinSc *Fitted for oil fuel* 2 *Dks* & *pt Shade dk*	1771 — 1095					1899	Harlan & Hollingsworth Co. Wlmgtn. Del.	Cia. Anon. de Navegación de Carenero	267·5 37·0 18·5 P26′ F18′ *pt Shade dk* 120			Caracas Venezuelan *W B*	T.6Cy.14″,22″&36″–24′ NB18 127 NHP Harlan & Hollingsworth Co. Wilmington, Del.		
79049 162595 GQRF	**Maracay** TwinSc ssCco.No.1–35 1 *Dk* (*Stl*) *Mchy. Aft*	3794 2881 1842	✠ 100A1 ~~Spec. 3,38~~ 2,30 BS ~~6,37~~ 6,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,31	Aru NOs ✠ LMC 1	*w*	OG s6,38 CL F6,38 *F.P. above*	1931 6mo	Harland & Wolff, Ld. Belfast *Lloyd's SA&CP*	Lago Shipping Co. Ld. (F.J.Wolfe, *Mgr.*) *Side tanks*	350·6 60·2 16·7 P73′ F42′ FK *Trunk* 236′ *f* 32′ 284 *t* *F P T* 113 *t*			London British *B H pt Cem* *P T* 220	T.6Cy.16″,26″&42″–28″ (*s*) 180 lb 314 NHP 2SB,6*cf*, GS 253, HS 5112 Harland & Wolff, Ld. Bel.	17 ″ 6 s 2 ″ 7 15 ″ 1	
79050 PUYD	**Marahú** (P) TwinSc Wireless 1 *Dk* & *Shelter dk*	746 479 378			...		1906	Ailsa S.B. Co.Ld. Troon	Cia. de Nav. Bahiana	200·0 32·2 11·2 FK			Bahia Brazilian *W B*	T.3Cy.13½″,22″&36″–24′ 151 NHP Muir & Houston, Ld. Gls.	11 ″ 10	
79051	**Marajó** (*ex* Malistan–37) *Fitted for oil fuel* ssShl.No.2–34 2 *Dks* (*Stl*) *Mchy. Aft* *Carrying Petroleum in bulk*	*5553* *4994* *3438*	✠ ... 5,37	Shl	*y*		1924 2mo	Bartram & Sons, Ld. Sunderland *Cell D Bu Ea*	Brazilian Navy	400·0 52·2 31·3 P109 B34 F38′ FK 187′ 211 *t* *D T* 737 *t*	5 *t* *F P T* 92 *t* *A P T* 77 *t*		R. Janeiro Brazilian *pt Cem* 10 *B H to Udk* 4 ,, ,, 2nd ,,	T.3Cy.27½″,45″&75″–45′ 476 NHP 3SB,9*cf*, HS 8055 J. Dickinson & Sons, Ld. Sld.	31 ″ 0	
79052 TCLU	**Marakaz** (P) TwinSc Wireless D.F. 2 *Dks* E.S.D. Sub.Sig. *Cruiser Stern*	~~1569~~ 1415 ~~761~~ 514					1938	Frd. Krupp Germaniawft A.G. Kiel	Denizbank-Denizyollari Idaresi	249·1 ~~264·0~~ 13·0 ~~36·2~~ B & F 175			Istanbul Turkish *W B*	1 steam turbines SR geared to 2 sc shafts HS 6457 695 NHP Fr. Krupp Germaniawft A.G. Kiel		G
79053 166362 MMVC	**Marali** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern* *Rudder electrically welded*	535 ~~gross 2,38~~ 259	✠ 100A1 ✠ LMC 2	Gro	*h*		1938 2mo	N.V. E.J. Smit & Zoon's Schpsw. Westerbroek *Lloyd's SA&CP*	~~M. Porn~~ Marali British Shipping Co. Ld.	163·9 28·1 9·9 175 (O.L.) P49′ Q48′ F18′ FK *Cell D B* 95′ 135 *t* *F P*			London British *B H pt Cem* 7 *B t*. *A P T* 27 *t*	Oil Engines 4S.C.SA 8Cy.11″–17½″ 94 NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	11 ″ 10 s 3 ″ 7½ 11 ″ 7½	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Tenue assignée maintenant et Certs. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pé.*	15 Registres où noté. el. Certs. Lettre d'Equipement. Durée Cert. Hull Tests.
79054 31 IPWG	**Maralunga** (*ex*Ricopino. *ex*Cortellazzo,*ex*Dalmazia) *Mchy.Aft*	1 *Dk*	557 406 266					1921	Flli.Orlando&Co. Leghorn	Ing.G.B.Bibolini	157·3 P33′	28·0 F63′	12·8	Spezia Italian *WB*	C.2Cy.16½″&35⅞″–21½″ 49NHP Flli.Orlando&Co.Leghorn		I
79055 ~~114m~~ ~~YKMR~~	**Marama** (P) *Ref.Mchy.*	TwinSc *Fitted for oil fuel* 3 *Dks*	6497 5181 3992					1907	Caird&Co. Ld. Greenock	Miyachi Kisen K.K.	420·3 P&B314′	53·2 F83′	31·2	Japanese	T.8Cy(2)28″,(2)44½″&(4) 50″–48″ 692NHP Caird&Co.Ld.Greenock		
79056 237 IBGU	**Marangona** (*ex*QueenTailte, *ex*Westwego, *ex*SteauaRomana) D.F. *Mchy.Aft*	*Fitted for oil fuel* 2 *Dks&Web frames* *Carrying Petroleum in bulk*	5257 4706 3068				…	1914	J.Frerichs &Co.A.G. Einswarden	Compagnia Italiana Marittima	402·4 P89′B34′F42′	51·7	28·7 FK	Venice Italian *WB*	T.3Cy.27″,45″&74″–48″ 505NHP N.E.MarineEngCoLd.Nwc	30 ″ 3	CI †
79057 PUBQ	**Maranguape** (*ex*Gunther)	2 *Dks*	3037 2586 1913					1906	Irvine'sSB. &D.D.Co.Ld. W Hartlepool	LloydBrasileiro	318·8 P38′B102′F40′	44·9	22·2 *WB*	R.Janeiro Brazilian	T.3Cy.23½″,38″&64″–42″ 265NHP Richardsons, Westgarth&Co.Ld.Hpl.		
79058 KZAZ	**Maranon** (P) (*ex*Schleswig–37, *ex*Askania–36,*ex*Nord-Schleswig) Wireless	*Fitted for oil fuel* Sub.Sig. 1 *Dk(Teak)* 2 *Dks*	3369 2963 2068					1922	Frd.Krupp A.G. Kiel	Peruvian Government (Cia. Peruana de Vapores y Dique del Callao, *Mgrs.*)	289·6 F32′	47·0	25·6 *WB*	Callao Peruvian	T.3Cy23⅝″,38⅝″&62″–39½″ 214NHP Frd.Krupp,A.G.Kiel		G
79059 181624 KZAZ	**Marapara** Wireless	TwinSc *Oil Eng.* 1 *Dk(Teak)*	415 — 206	✝ — 11,36 ✝	HKg	*h*		1931 8mo	Kwong Fook Cheong Hong Kong	Negros Nav.Co.Inc	154·9 F18′	30·1 FK	9·6	Iloilo,P.I. Utd. States	Oil Engines 2S.C.SA 8Cy.12⅝″–18″ 222NHP *4BHCem APT38t* Atlas-Diesel A/B,Skm.	10 ″ 6	
79060 LCKT	**Marathon** D F. *Mchy.Aft*	*ss*Cff.No.2–38 2 *Dks(Stl)&Web frames* *Longitudinal framing*	7208 6737 4358	✝100A1 8,39 ~~2,00~~ ✝LMC2 BS3,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,30	Cff Rot	*b*†	CL 2,38 *F.P. above*	1930 3mo *Lloyd's* 50° F.	Swan,Hunter& Wigham Richardson, Ld.Newcastle	Skibsaktieselskapet Marathon (Halle&Petersen) *Cell D Bu E&B66′254t*	441·4 P105′B30′F40′ *DTf34′551t*	58·4 FK *FPT25t*	33·7 *APT38t*	Oslo Norwegian	T.3Cy.27″,45″&75″–54″ (*s*) 180lb 605NHP 3SB.*12cf*, HS9186 FD 16 *BHpt Cem* WllsndSlpwy.Co.Ld.Nwc. (11 *to U dk* 5 „ 2nd„) 26t *APT174t*	33 ″ 9	
79061 901 SVVL	— (*ex*Kumara–37, *ex*Horatius–33, *ex*Bardic)	*ss*Bly.No.3–8,37 1 *Dk&Shelter dk,3rd dk in Nos.3&4 holds* *Tonnage opening closed '39* *Cruiser Stern* *Cargo battens not fitted*	7926 7580 4845 *2802* 2377 *1522*	✝100A1 *Shelter dk* *withfreeboard* 8,388,37 ✝LMC BS2,376,38 MS8,37 *Fitted for oil fuel* 12,38	Bly Aft	*c*†	CL 1,37 *F.P. above*	1919 3mo *Lloyd's*	Harland& Wolff,Ld. Belfast	M.Fatsis&others *Cell D B392′1461t*	450·0 37·2 P31′F43′ *FPT119t*	58·4 FK *APT76t*	29·2 *on Shltr dk* (	Piræus Greek *pt Cem 8BH* 7 „ *to Sh dk* 1 „ „2nd„)	T.6Cy.26½″,44″&73″–48″ (*s*) 200lb FD 1138NHP 3DB,*24cf*,GS440,HS17079 Harland&Wolff,Ld.Bel.	~~2½ ″ 0~~ ~~s4 ″ 0½~~ ~~2½ ″ 0~~ 40 ″ 0 s11 ″ 0½ 29 ″ 3	
79062 HPAL	**Maravi** Sub.Sig.	*Fitted for oil fuel* 1 *Dk*	2802 2377 1522					1921	Workman, Clark&Co.Ld Belfast	Balboa Shipping Co.Inc.(United Fruit Co. *Mgrs.*)	303·0 B83′F38′	47·2	21·7 *WB*	Balboa Panamanian	T.3Cy.20½″,34″&57″–45″ 217NHP Wrkman,Clark&Co.Ld Bel		C
79063 285 IBZF	**Marcantonio Bragadin** (*ex*CapoNoli–36,*ex*Franquette, *ex*Baffin,*ex*WarHydra) D.F.	1 *Dk*	2180 — 1303					1918	Polson Iron Works Co.Ld. Toronto	Salvagno Anonima Navigazione	261·1 252·4 P25′B28′F20′	43·6	20·7 *WB*	Venice Italian	T.3Cy.20½″,33″&54″–36″ 175NHP Polson I.W.Co.Ld.Toronto		I
79064 FNWO	**Marcel Schiaffino**	*Fitted for oil fuel* 2 *Dks*	3482 3068 2063					1929	Howaldts-werke A.G Kiel	Soc. Algérienne de Nav. pour l'Afrique du Nord (Ch.Schiaffino&Cie. *Mgrs.*)	337·0 P49′B112′F49′	48·0	8·5 *WB*	Algiers French	T.3Cy.22½″,37⅝″&60½″–39⅜″ 228NHP HowaldtswerkeA.G.Kiel		V
79065 160349 GNQC	**Marcella** *ss*Ant.No.2–37 2 *Dks(Stl)*		4592 4300 2947	✝100A1 6,38 ~~8,37~~ ✝LMC MS8,36 ~~[illegible]~~ *Fitted for oil fuel* 2,28 D 11,38	Gls	*y*	CL ~~10,35~~ 7,38 *F.P. above*	1928 2mo *Lloyd's* 50° F.	Lithgows, Ld. Port Glasgow	Kaye Transport Co. Ld.(KayeSon&Co. Ld. *Mgrs.*) *Intermediate in after* *Cell D B32*	385·0 397·5 (O.L.) P33′B112′F44′ *'tween dk BH* 9′1003t *DTa30′777t*	52·0 FK *hold dispensed with*	26·6 2 „ „ 2nd „ *APT16t*	London British *pt Cem 4BH to U dk* Rankin&Blckmore,Ld Grk	T.3Cy.25″,42″&70″–48″ (*s*) 200lb 477NHP 3SB,*9cf*, HS6789 FD	29 ″ 0 s5 ″ 3½ 23 ″ 11½	
79066 OZLH	**Marchen Mærsk** D.F. E.S.D. *Ref.Mchy.*	TwinSc *Oil Eng.* 1 *Dk&Shelter dk* 3rd *dk* *except in Nos.2&5 holds* *Cruiser Stern*	6580 5624 4100	✝100A1 *withfreeboard* HKg ~~2,00~~ ~~✝LMC~~ 4,37 ~~[illegible]~~ 12,38 *Carrying vegetable oil in deep tanks* *Carrying vegetable oil, molasses or glycerine in deep tanks*	Bal	*d*†	CL	1937 4mo *Lloyd's*	Bremer Vulkan Vegesack	D/S A/S af 1912 & D/S A/S Svendborg (A.P.Moller, Copenhagen, *Mgr.*) *Cell D B*	471·9 497·0 (O.L.) F59′ 372′1416t *DTs a68′1*	59·4 FK	26·9 (	Copnhagn Danish *7BHpt Cem Coll to Sh dk* 6 „ 2nd „) 724t *MTs68′*	Oil Engines 2S.C.DA 10Cy.23⅜″–43⅝″ 1945NHP DB *14lb*2DB(WT) *114lb* Bremer Vulkan,Vegesack 1918t *FPTs230t APTs280t*	30 ″ 5 s3 ″ 10 26 ″ 9½	
79067 164069	**Marchioness of Graham** (P) *Cruiser Stern*	TwinSc 2 *Dks*	585 442 219					1936	Fairfield Co.Ld. Glasgow	Caledonian Steam Packet Co.Ld.	220·2	30·1	10·1	Glasgow British	4 steam turbines SR geared to 2 sc. shafts 267NHP Fairfield Co.Ld.Glasgow		BT till ~~[illegible]~~ ~~[illegible]~~
79068 164050	**Marchioness of Lorne** (P) *Cruiser Stern*	Pad 1 *Dk&Promenade dk*	427 259 146					1935	Fairfield Co.Ld. Glasgow	Caledonian Steam Packet Co.Ld.	199·5	27·1	7·5	Glasgow British	T.3Cy.18½″,29″&45″–48″ 140NHP Fairfield Co.Ld.Glasgow		BT till ~~6·00~~ 4,39
79069 287 IMXT	**Marco** (*ex*Federazione–37,*ex*Brand, *ex*Labor) Wireless	1 *Dk*	1487 1174 888					1901	Grngem'th &Greenock Dockyard Co. Grngemouth	Società Alluminio Veneto-Anonima (Soc.Abruzzese di Nav.Anon. *Mgrs.*)	254·4 245·5 Q99t B—H—F31t	36·2	16·2 *WB*	Venice Italian	T.3Cy.18″,30″&50″–33″ 144NHP Cooper&Greig,Dundee		I
79070 70 ICCW	**Marco Polo** (P) (*ex*Gange–36, ~~*ss*Pri.No.3–4,36~~ ~~*ss*Pri.No.1–4,37~~ *ex*Presidente Wilson, *ex*KaiserFranzJosefI.) D.F. Sub.Sig.	TwinSc *Ref.Mchy.* 3 *Dks(Stl–Uws)&Shelter dk(Stl–ws)* 4*th dk(Stl)in No.1 hold* *ssTri.2nd No.3–4,39*	12272 9739 6752	✝100A1 *Shelter dk* *withfreeboard* BS9,38 4,39 ~~1,38~~ ✝LMC MS ~~1,38~~ 1,38 Lloyd'sRMC ~~1,37~~ 1,37 4,39 *Fitted for oil fuel* 5, 26	Ven Tri	*f*†	CL ~~11,2x~~ ~~10,37~~ ~~No,38~~ ~~09,38~~ s1,39 *F.P. above*	1912 5mo *Lloyd's*	Cant.Nav. Triestino Monfalcone	"Adriatica" Soc. Anon.di Nav. *Cell D Ba*	500·0 477·5 Bow *Shelter dk* 89′*uE&B* 147′*f* 165′	62·1 FK	43·2	Trieste Italian *9BHCem* 1418t *FPTs*	Q8Cy.28″40″57″&82″–57″(*s*) 220lb HS28757 FD 1834NHP 6DB&1AuxSB,*39cf*,GS732 D.Rowan&Co.Glasgow 2t *APT40t MTs60t*	45 ″ 0 s16 ″ 4 29 ″ 0	
79071 137532 GPSV	**Marconi** D.F.	TwinSc *ss*Mdb.No.3–5,29 *ss*Liv.No.2–37 3 *Dks(Stl)&Shelter dk* *Ref.Mchy.* (*Stl*–ws)	7402 6877 4519	✝100A1 *Shelter dk* *withfreeboard* 2,39 10,38 ~~✝LMC~~ BS2,37 7,38 MS7,37 ✝Lloyd'sRMC ~~2,38~~ 4,39 ~~2,39~~ 9,38	Liv Bay F.d	*b*†	CL P10,37 s9,36	1917 2mo *Lloyd's*	Harland& Wolff,Ld. Glasgow	Marconi S.S.Co.Ld. (KayeSon&Co.Ld. *Mgrs.*) *Cell D B382′1194t FPT6*	440·8 F47′ *on Shelter dk*	56·2 FK *8t APT60t*	35·6	Liverpool British *8BHCem*	Q8Cy.20½″29½″42″&61″–48″ 215lb (*s*) 887NHP 3DB&1AuxSB,*21cf*,GS424, HS17070 Harland&Wolff,Ld.Bel.	38 ″ 11 s11 ″ 1 28 ″ 8	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught	15 Registers in which classed, if not in L.R. Date of Builder's certf.
79072 140644 GBWN	**Mardinian**	2 ss Liv. No. 3-6,32 ss Mch. No. 1-37 1 Dk (Stl)	2434 2253 1426	†100A1 Mch 6,38 ~~6,37~~ 5,39 LMC6,37		t	~~5,36~~ ~~5,33~~ 5,39	1919 8mo Lloyd's	S. P. Austin &Son,Ld. Sunderland A&CP	Ellerman Lines,Ld (Ellerman&Papayanni Lines,Ld. Mgrs.)	303·2 311·5(O.L.) P&B233'F32' FK Cell D B 260' 670t F P T	43·0	20·8 5 B Hpt Cem 70t A P T 180t	Liverpool British	T.3Cy.22",36"&59"–39" (s) 180lb 266 NHP 2SB,6cf,GS124,HS4500 Richardsons,Westgarth& Co.Ld.Sld.	23 " 0 s 2 " 3½ 20 " 11	
79073 1069 ESVB	**Mare** (ex Highland-36, ex Oosterland-32) Well deck	ss Rot. No. 3-5,27 ss Tln. No. 2-36 1 Dk (Stl)	1217 1021 727	†100A1 6,38 ~~7,37~~ BS~~8,37~~ 6,38 LMC11,38	Nwc Tln	o	OG ~~10,36~~ 5,38	1916 2mo	Wrf.voorh. Rijkee&Co. Rotterdam A&CP	J. Michelmann& others Cell D B a 65' u	230·0 Q83'B52'F26' FK £19' f 98'309t F P T	34·6	14·8 4 B H Cem 21t A P T 18t	Pärnu Estonian	T.3Cy.17½",29"&46"–36" (r) 180lb 155 NHP 2SB,4cf,GS78,HS2620 Maats.Fyenoord,Rot.	17 " 1 s 1 " 1⅞ 16 " 0¾	
79074 FNYM	**Maréchal Gallieni** (ex Möwe) Wireless	2 Dks	1559 1262 656					1912	G. Seebeck Akt Ges. Weser-münde-G.	Cie. des Messageries Maritimes	236·3 P35'B81'F32'	34·8	18·1	Diego-Suarez French W B	T.3Cy.22½⅛",36⅜"&59 1/16"–39⅜" 220 NHP G.Seebeck A.G.Bremerhvn		V
79075 FNYV	**Maréchal Joffre** (P) Twin Sc Oil Eng D.F. Ref. Mchy.	4 Dks Cruiser Stern	11732 8388 6645					1933	Soc. Provençale de Cnst. Nav. La Ciotat	Soc. des Services Contractuels des Messageries Maritimes	468·7 B189'	64·0	37·9	Marseilles French W B	Oil Engines 4S.C.SA 16Cy.29⅜"–59 1/16" 1307 NHP Schneider&Cie.LeCreusot		V
79076 FNHN	**Maréchal Lyautey** (P) Twin Sc D.F. E.S.D. Cruiser Stern	Fitted for oil fuel 3 Dks	8256 — 4162					1924	Forg.&Ch. de la Médit. La Seyne	Cie. de Nav. Paquet	428·0 B194'F80'	56·8	33·8	Marseilles French W B	T.6Cy.27¾",44½"&74"–47⅛" 750 NHP Forg.&Ch.de la Médit.Msl.		V
79077 132479 VJGF	**Mareeba** (ex Echuca) Longitudinal framing	ss Syd. No. 3–1,34 ss Syd. No. 1–38 1 Dk (Stl) & Shelter dk (Stl) & Web frames	3472 3017 1990	†100A1 Shelter dk with freeboard ~~3,38~~ BS1,39 LMC1,38	NSW	v	CL 3,37	1921 11mo	Walkers, Ld. Maryboro' Queensland A&CP	Australasian United Steam Nav. Co.Ld. Cell D B 277'882t	332·7 FK Collision B H to S dk 1 " " U " F P T 118t A P T 204t	47·1	27·1	Melbourne British Cem	T.3Cy.25",41"&68"–45" (s) 185lb 520 NHP 3 Water Tube Boilers HS8289 FD Walkers.Ld.	26 " 1 s ■ " 4 23 " 11⅜	
79078 35169 JEMD	**Marei Maru** (ex Malay Maru-38,ex Craighall) 2 Dks (Stl) & deep framing	ss Kob. No. 3–7,17 ss Kob. No. 1–22	4557 4153 3250	† 9,26 Kob		x		1905 3mo	D&W Hendersn&Co.Ld. Glasgow	Hatiuma Kisen K.K. W B = Cell D B a 121' u	379·9 P40'B98'F40' FK E & B37' f 165'1011t	50·1	26·0 E & B37' f 165'1011t	Kobe Japanese	T.3Cy.25",41"&67"–48" 368 NHP 3SB,9cf,GS173,HS6160 D&W Hendersn&Co Ld.Gls	28 " 8	C †
79079 143170 GBKJ	**Marella** (P) (ex Wahehe, Twin Sc ex Hilda Woermann) 2 Dks (Stl–Uteaks) Ref. Mchy.	ss Syd. 2nd No. 3-2,38 ~~ss Syd. No. 3–7,38~~ & Shelter dk (Stl–teak s)	7475 6318 4340	100A1 Shelter dk with freeboard ~~8,36~~ 8,35 ~~WS10,~~ Lloyd's RMC7,38 ~~8,36~~ 8,39	Mel ~~Syd~~ ~~BS2,39~~ LM ~~37~~	b†	CL ~~10,36~~ 8,36 ~~10,38~~	1914	Reiherst'g Schiffsw. Hamburg AP	Burns, Philp&Co. Ltd. Cell D B a 117' u E 66'	426·0 441·8(O.L.) FK&BR3' Collision B H to S dk 6 " " U " f 140'1190t	55·8	35·2	London British Cem	Q.8Cy.22⅛",33 7/16"&49 7/16"& 71 1/16"–49 7/16" (s) 227lb FD 1111 NHP 3DB,18cf,GS305,HS15403 Reiherst Maschinenf.Ham.	38 " 1 s 11·9¼ 26 " 11	
	Port and stbd. chambers in No. 3 hold not included.																
79080 127938 MFYZ	**Marena** Mchy. Aft Well deck	ss Fal. 2nd No. 3–7,34 1 Dk (Stl)	303 255 111	†100A1 7,36 LMC MS7,34 S2,38	Pnz	e	CL 7,36	1908 10mo Lloyd's	Scott& Sons Bowling A&CP	County of Cornwall Shipping Co.Ld. (J. Hampton, Mgr)	140·3 Q46'B8'F22' BK7' W B = F P T 64t	24·1	10·3 A P T 7t	Liverpool British	C.2Cy.17"&38"–24" (s) 140lb 81 RHP 1SB,3pf,GS45,HS1488 Ross&Duncan,Glasgow	11 " 6 s 11¾ 11 " 2	
79081 549 ESCD	**Maret** (ex Llangorse. ex Boverton) Cargo battens not fitted	ss Tln. 2nd No. 3–4,36 1 Dk (1rn)	3025 2677 1794	†100A1 7,38 ~~10,37~~ BS6,37 6,38 LMC4,36	Shl Lon	u	CL 5,37	1910 9mo Lloyd's	J. Blumer &Co. Sunderland A&CP	Tallinna Laevaühisus A.S. (Tallinn Shipping Co.Ld.) Cell D B a 104'	315·5 P26'B92'F29' FK E & B36' f 128'719t	46·5	21·5 5 B H Cem A P T 186t	Tallinn Estonian	T.3Cy.28",38"&62½"–42" (s) 180lb ~~190lb~~ 267 NHP 2SB,6cf,GS118,HS4008 Blair&Co.Ld.Stockton	23 " 4 s 3 " 3 20 " 3	
79082 LELC	**Marg** (ex Spind, ex Rex) 1 Dk		1386 1132 709					1917	J.&A. van der Schuyt Papendrecht	A/S Manzking (T. Wilhelms, Mgr.)	239·9 P59t B102t H72t F25t	36·7	15·8 W B	Frdrikstad Norwegian	T.3Cy.17½",29"&46"–36" 127 NHP J.&A.van der Schuyt,Ppn.		N
Now "Regin," see No. 89839 in Supplement																	
79083 LELD	**Marga** 1 Dk		1583 1374 934					1923	Nylands Værksted Oslo	A/S Bruusgaard	254·2 P46t H88t F14t	39·2	17·0 W B	Drammen Norwegian	T.3Cy.19",31"&51½"–33" 152 NHP Nylands Værksted,Oslo		N
79084 148748 GMPB	**Margalau** ss Gls. No. 2–34 2 Dks (Stl) Fitted for oil fuel 4,26		4541 4303 2886	†100A1 2,38 ~~LMC~~ ~~38~~ ~~MS9,34~~ F.P. above 150° F.	Npt	y	CL 2,38	1926 4mo Lloyd's	Lithgows Ld. Pt.Glasgow A&CP	Walmar S.S.Co.Ld. (Kaye,Son&Co. Ld. Mgrs.) Intermediate 'tween in after hold Cell D B 329'	385·0 397·5(O.L.) P33'B112'F44' FK n dk B H dispensed with 1003t D T a 30' 760t	52·0	26·6 pt Cem 5 B H to U dk 1 " " 2nd " A P T 16t	London British	T.3Cy.26",42"&70"–48" (s) 180lb 484 NHP 3SB,9cf,HS7263 FD J.G.Kincaid&Co.Ld.Grk.	29 " 0 s 5 " 3¾ 23 " 11½	
79085 162127 GFGW	**Margam Abbey** 1 Dk Cruiser Stern		2470 2276 1481	†100A1 ~~1,38~~ 2,38 4,39 LMC2,38	Cff	t	CL 4,39	1938 2mo Lloyd's	W. Gray& Co.Ld. W Hartlepool A&CP	Melrose Abbey Shipping Co.Ld. (F. Jones&Co. Mgrs.) Cell D B 262'796t F P T 88t A P T 115t	308·0 317·1(O.L.) P25'B68'F30' FK	45·1	20·7 5 B H Cem	Cardiff British	T.3Cy.20",33"&55"–39" (s) 200lb 100lb 234 NHP 2SB,6cf,GS88,HS3826 Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl	23 " 4 s 3 " 7⅜ 19 " 11	
79086 1233 CBMR	**Margara** (ex Notos, ex Agnetapark) Wireless 2 Dks		1487 1316 873					1920	Bremer Vulkan Vegesack	Rafael Torres y Cia. Soc. Anon. Comercial	238·8	31·2	19·5	Valparaiso Chilian W B	T.3Cy16½",26¾"&44 7/16"–29½" 106 NHP Bremer Vulkan, Vegesack		V
79087 213988 WKCH	**Margaret** ss N.Yk. No. 3–8,28 ss Bal. No. 2–36 1 Dk (Stl) & Web frames Longitudinal framing	Sub. Sig.	3352 2752 2125	†100A1 9,38 ~~1,38~~ BS~~2,38~~ 2,39 LMC9,36 Fitted for oil fuel 1,17	NYk Bal	u	CL ~~11,35~~ 9,38 F.P. above 150° F. A&CP	1916 4mo Lloyd's	Maryland Steel Co. of Baltimore Sparro' Pt Md A&CP	A.H. Bull Steamship Co. Inc. (A.H. Bull&Co. Inc. Mgrs.) Cell D B a 90' u	327·2 P35'B98'F38' FK £20' f 146'691t F P T	46·2	22·9 5 B H Cem 78t A P T 296t	New York Utd. States	T.3Cy.22 3/16",37½"&60"–42" 190lb (s) 293 NHP 2SB,6cf,GS144,HS4933 Maryland Stl.Co.Sparr'Pt.	25 " 6 s 4 " 6¼ 21 " 2	
79088 7476 SFZA	**Margaret Johnson** (P) Twin Sc Oil Eng D.F. Ref. Mchy.	ss Got. No. 2–36 2 Dks (Stl) & Shelter dk (Stl)	5143 4087 2929	†100A1 with freeboard ~~3,38~~ ~~3,38~~ 3,39 Skm DBS~~7,38~~ LMC11,35 Lloyd's RMC4,38 ~~11,38~~ 4,39	Vcr	a†	OG s12,36 P4,37	1928 10mo Lloyd's	A.B. Götaverken Gothenburg A&CP	Rederiaktieb. Nordstjernan (A.A. Johnson, Mgr.) Cell D B 343'1618t	407·3 F43' FK Tanks in way of tunnels 206t F T	54·1	23·7 7 B Hpt Cem (Coll to Sh dk 6 " 2nd ") T97t A P T 66t	Stockholm Swedish DB 85lb	Oil Engines 4S.C.SA 12Cy.24 1/16"–51 3/16" 703 NHP A.B.Götaverken,Got.	28 " 0 s 2 " 11½ 25 " 2¾	
79089 126962 EIDX	**Margaret Lockington** 3 Msts Mchy. Aft Well deck	ss Bkn. No. 3–12,32 ss Ayr. No. 1–37 1 Dk (Stl) & Web frames	460 308 179	†100A1 11,38 ~~5,37~~ LMC1,37 BS3,38	Ayr		CL ~~1,36~~ 11,38	1921 1mo Lloyd's	Cochrane &Sons,Ld. Selby A&CP	S. Lockington&Co Ltd. Cell D B f 38'40t F P T 65t	152·0 Q86'B9'F25' FK	25·1	11·0 3 B H Cem A P T 21t	Dundalk British	T.3Cy.14½",24"&40"–27" (s) 200lb 112 NHP 1SB,3pf,GS56,HS1940 C.D.Holmes&Co.Ld.Hull	12 " 0 s 3 " 8½ 11 " 10½	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maximum à l'intervalle des Visites Périodiques.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia des Cylindres. — Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où cote si ce n'est dans le L. R. Durée Cert. Bur of Trade.
79090 218916 KQBX	**Margaret Lykes** Ⓟ (*ex*Moshico) *Fitted for oil fuel* 2 *Dks*	3537 2868 2200					1919	Mobile S.B.Co Mobile, Ala.	Lykes Bros Steamship Co., Inc	324·5 | 46·0 | 27·6			Houston Ud. States	T.3Cy.22½",37½"&60"-42" NB29 283NHP Ellicott Machine Co. Bal.		R
79091 217011 WQBB	**Margaret Schafer** (*ex*Timberman-37, *ex*Corsicana) *Fitted for oil fuel* 1 *Dk*	2059 1777 1229				...	1918	Manitowoc S.B.Co. Manitowoc, Wis.	Schafer Bros S.S. Lines	250·5 | 43·7 | 20·4 P27 B64 F26 FK			S. Francisco Ud. States WB	T.3Cy.20",33"&54"-40" 263NHP Manitowoc S.B.Co.	23 ″ 1	
79092 149727 ZMJL	**Margaret W.** (*ex*Margot) *Oil Eng.* Wireless 1 *Dk* *Mchy. Aft*	394 347 290					1919	A/S Svendborgs Skibs. og Maskin. Svendborg	Gisborne Sheep-Farmers' Frozen Meat & Mercantile Co. Ld.	139·3 | 29·7 | 11·0 Q33 H30*t*			Auckland NZ British WB	Oil Engines 2S.C.SA 5Cy.9½-16½" NE38 81NHP British Auxiliaries, Ld. Gls.		
79093 OHGZ	**Margareta** (*ex*Bella Gaditana. *ex*Eidsvaag, *ex*Altair) 1 *Dk*	1860 1591 1040					1919	Fredrkstad Mek. Værks. Fredrikstad	Rederi A/B Marga (A/B Tempus, *Mgrs.*)	265·2 | 42·1 | 17·9 P57*t* H76*t* F34*t*			Helsingfrs Finnish WB	T.3Cy.18½",29½"&50"-36" 150NHP Fredrikstad M.V. Frdstad.		N
79094 610 OHCZ	— *Oil Eng.* Wireless *Cruiser Stern* 1 *Dk* *Mchy. Aft* *Carrying Petroleum in bulk*	680 — 277					1925	Nüscke & Co. A.G. Stettin	A/B Nobel Standard i Finland	182·1 | 29·8 | 10·9 Q52 F23			Helsingfrs Finnish	Oil Engines 2S.C.SA 4Cy.13⅜"-22½" 141NHP NE30 Aktie. Atlas Diesel, Skm.		G
79095 DHQF	— *Mchy. Aft* 1 *Dk*	369 302 170					1922	Union Giesserei Königsberg	Mathies Reed. K.G.	137·6 | 25·1 | 11·3 P & B98 F21			Hamburg German WB	C.2Cy.13¾"&23¾"-17½" 19NHP Union Giesserei, Konigsbrg		G
79096 PFTZ	**Margaretha** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*	325 234 189					1934	N.V. Noord Nederlndsch. Schpswerven Groningen	M. de Groot	132·9 | 22·9 | 9·3 P33 F15			Amsterdam Dutch WB	Oil Engines 4S.C.SA 6Cy.10⅛"-15½" 68NHP Mtrn. Werke Mannheim AG		V
79097 DMAC	**Margarethe Cords** Sub.Sig. *Cruiser Stern* 1 *Dk*	1912 1561 1127					1927	Akt.Ges. "Neptun" Rostock	Aug. Cords	266·9 | 42·1 | 16·9 P15 Q85 B77 F31			Rostock German WB	T3Cy17⅞",29½"&47½"-31½" &1 LP Turbine 143NHP A.G. "Neptun," Rostock		G
79098 663 SVMN	**Margarita** (*ex*Latium, *ex*Oltenia, *ex*Archimides, *ex*Iolo, *ex* Sarah Radcliffe) *Well deck* *ss*Brs.2nd No.3–5,08 *ss*Bry.No.1–12 1 *Dk* (*Iron*) & *Web frames*	2187 1680 1318	✠ 8,20	Pir ✠		*r*	1889 6mo	Ropner & Son Stockton	~~Dr.Georgiades~~ S.A.Sofianos	272·2 | 38·8 | 18·6 P27 Q78 B114 F29 BK9 *Cell D B218*			Piræus Greek WB	T.3Cy 21",35"&57"-39" NDB02 206NHP 4 *BH Cem* 28 B.*4cf*,GS74,HS3123 126*t A P T91t* Blair & Co. Ld. Stockton	21 ″ 11	
79099 EEXS	— (*ex*Anselmi-32, *ex*Margarita, *ex*Machrie) *Mchy. Aft* 1 *Dk* *Well Deck*	324 — 166				...	1900	Scott & Sons Bowling	A. Alvarez, S. en C.	122·8 | 21·5 | 9·4 Q42 B8 F24 BK7			Bilbao Spanish WB	C.2Cy.14"&29"-21" 32NHP Muir & Houston, Ld. Gls.	10 ″ 3	
79100	**Margarita Chandris** (*ex*Rockport-38) *Fitted for oil fuel* Sub.Sig. 2 *Dks* *Web frames*	5401 4942 3364				...	1920	Pensacola S.B.Co. Pensacola Fla.	J.D.Chandris	400·7 | 54·2 | 30·2 P36 B124 F14 FK			Piræus Greek WB	2 steam turbines DR geared to 1 screw shaft Westinghouse Electric & Mfg.Co. Essington, Pa.	32 ″ 10	R †
79101 101 SVDU	**Margaritis** (*ex*Fotinia-32, *ex*Photinia) *ss*Lgn.No.3–7,26 *ss*Alx.No.2–34	*4584* 4372 *2835*	✠ 100A1 10,37 MSD.34	Rot	*y*	CL 11,35	1913 7mo	W. Pickers-gill & Sons, Ld Sunderland *Lloyd's s.14 CP*	S. Perivolaris *Cell D Ra* 134′ *u E & B43′f*	383·0 | 51·7 | 26·6 P36′B221′F37′ FK 164′127*ot FPT217t*			Chios Greek WB	T.3Cy.26",42"&71"-48" (*s*) 180lb 431NHP 3SB.*12pf*,GS198,HS7363 *4 P T125t* G. Clark, Ld. Sunderland	29 ″ 6 s4 ″ 6½ 25 ″ 3	
Not	"Aurora," *see No. 87099 in Supplement*																	
79102 FOPF	**Margaux** Wireless 2 *Dks*	1463 1247 671					1912	Atel.&Ch. de France Dunkirk	Worms & Co.	241·3 | 34·8 | 18·7 P20 B72 F33′			Havre French WB	T.3Cy.19′,30½"&51"-36" 150NHP Atel.&Ch.de France, Dnk.		V
79103 11 IBRU	**Marghera** (*ex*Bloomfield) 3 Mst *Fitted for oil fuel* *Mchy. Aft* 1 *Dk* & *Spar dk* & *Web frames* D.F. *Carrying Petroleum in bulk*	4531 4086 2732				...	1899	Tyne Iron S.B.Co.Ld. Newcastle	Società Italiana [illegible] Marittima [illegible] (*Mgrs.*)	360·6 | 50·2 | 29·6 350·0 P100 B32′F57′ FK			Rhodes Italian WB	T.3Cy.27",45"&74"-48" 430NHP N.E.Marine Eng Co Ld Nwc.	31 ″ 0	I †
79104 OZEA	**Margit** 1 *Dk*	1735 1376 1025					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	"Myren" D/S A/S (Holm & Wonsild, *Mgrs.*)	261·1 | 40·1 | 16·9 P15 Q77 B106′F31			Copnhagn Danish WB	T.3Cy.18",28¼"&48"-33" 132NHP Kjbnhavns Flydk.&Skbsv.		V
79105 982 ESTP	**Margo** (*ex*Anton Ivovic-31, *ex*Ville d'Alexandrette, *ex*Irma, *ex*Imagine, *ex*Linda Woermann, *ex*Gutrune) 1 *Dk*	1246 1025 736					1895	Flensburgr Schiffsb.Ges. Flensburgr	Alfred Kalm	232·8 | 34·3 | 13·8 Q71′B107′F25			Tallinn Estonian WB	T.3Cy.16",26"&43"-33" 106NHP Flensburger Schiffsb.Ges.		V
79106 149754 GMFV	**Margot** *ss*Ams No.2–35 2 *Dks* (*Stl*)	4545 4303 2917	✠ 100A1 S. [illegible] Fitted for oil fuel 12,26	Grk	*y*	CL 6,37 8,38 *F.P. above* 150′ F.	1926 12mo	Lithgows, Ld. Port Glasgow	Walmar S.S.Co.Ld. (Kaye, Son & Co. Ld. *Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *Cell D B329*	385·0 | 52·0 | 26·6 397·5 (O.L.) P33′B112′F44′ FK 1003*t DT a30 760t*			London British *pt Cem* *A B H to U dk* 2 „ „ 2nd „ *A P T16t*	T.3Cy.25",42"&70"-48" (*s*) 200lb 477NHP 5SB.*9cf*,GS174,HS6789 FD Rankin & Blackmore Ld Grk	29 ″ 0 s 5 ″ 3½ 23 ″ 11½	
79107 OUIR	**Margrete** 1 *Dk*	1207 999 731				...	1917	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S A/S Progress (M. Nielsen & Søn, *Mgrs.*)	239·9 | 35·7 | 14·5 P27′B54′F25′ FK			Copnhagn Danish WB	T.3Cy.15",24"&40"-27" 98NHP Kjbnhavns.Flydk.&Skbsv.	17 ″ 3	V †
79108 OYJD	**Margrethe** Ⓟ (*ex*Moskov) *Ref. Mchy.* D.F. 3 *Dks*	2465 1486 1457					1914	Helsingörs Jernsk.&Msk Elsinore	Det Forenede Dampskibsselsk.	286·7 | 40·5 | 25·5 F35′			Aalborg Danish WB	T.3Cy.22",36"&60"-42" 233NHP Helsingörs Jernsk.&Msk.		V
79109 LJXV	**Margrethe Bakke** *Oil Eng.* D.F. *Ref. Mchy.* *Cruiser Stern* 1 *Dk* *Shelter dk* 3 *ssd. lk fwd of machy space* *Spar dk* & *Web frames*	~~5400~~ ~~4700~~ 8200 ~~3000~~ 8473 4523 3481	✠ 100A1 *with freeboard* ~~Lloyd~~ 1,30 (*Class' ontem placed*)	G[illegible]		CL	1938 7mo	A/B Gota-verken Gothenburg	[illegible]	435·9 58·8 26·0 432·9 (O.L.) ~~436 1·05~~ FK *C[illegible]* *Cell D B[illegible]* *FT[illegible]*			Haugesnd Norwegian *T.S.H*	Oil Engines 2S.C.DA 6Cy.24½"-55½" 1250NHP	28 ″ 6 s 3 ″ 3 20 ″ 6	
														~~Gotaverken A/B, Got.~~ A/B Gotaverken, Got.		

Nor

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. for Special Survey / Date of last Survey.	6 Port of Survey.	7 Years Assigned / Now Classed / By Society / Letters.	7* Date when last Shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registry in which classed. If not in L.R. Date of B. of T. Trade Cert.
79110 FNNV	**Marguerite Finaly** Twin Sc ss Ams. N. 1-37 *Oil Eng.* D.F. E.S.D. 1 *Dk* (*Stl*) 2nd *dk* (*Stl*) GyC. *clear of cargo tanks, 3rd* *Mchy. Aft dk* (*Stl*) *aft of cargo tanks* *Longitudinal framing Web frames* *Rudder electrically welded Cruiser Stern* *Progressive Survey of oil tanks*	12309 11757 6260	✠100A1 Ams ~~5,886,37~~ 2,39 ~~MH~~ Hav ~~BS1,35~~ *Carrying Petroleum in bulk*			CL 5,37	1933 12mo	Cantieri Riuniti Dell' Adriatico Monfalcone *Lloyd's SA&CP* *Cell D Bu E78' 135t DT*	~~Société Auxiliaire de Transports~~ Standard Française des Pétroles *Aft B55' B40' F39'* FK *sf 53' 2312t FPT 291*	522·3 | 70·2 | 38·7 *t APT 250t*	Havre French 16 *BHpt Cem* 2 DB(*a*) *2000lb* 2 DB(*f*) *1000lb*	Oil Engines 2S.C.SA 12Cy.23⅝"–43⅞" 1162 NHP SocAn "Fiat" S.G.M. Turin	38 " 9 s 8 " 6½ 30 " 5½	
79111 ESBI	**Mari** 418 (*ex* Cap Blanc Nez, *ex* Oude Maas) 1 *Dk*	1372 1226 795					1918	N.V. Werf Conrad Haarlem	Tallinna Laevaühisus A.S. The Tallinn Shipping Co. Ltd.	238·1 | 37·3 | 17·6 B57' F25'	Tallinn Estonian *WB*	T.3 Cy.17¾"–29½"&47½"–35⅝" 133 NHP Gebr. Stork & Co. Hengelo		V
79112 LELF	— (*ex* Björkhaug) *Mchy. Aft* 1 *Dk*	563 441 279					19⅔	Akers Mek. Værks. Oslo	~~W. Butler Wang~~ D/S A/S Mari (Erling Rolfsen)	161·0 | 28·6 | 11·5 P59 *t* H5 *t* F26 *t*	Oslo ~~Tonsberg~~ Norwegian	T.3 Cy.12", 20"&33"–24" 53 NHP Akers Mek. Værks, Oslo		N
79113 EELS	**Mari-Begona** (*ex* Elgüeta–35, *ex* Cigale II) 1 *Dk*	368 — 181					1918	Ch. & At. de Provence Port de Bouc	Ildefonso Irala	129·4 | 25·2 | 12·3 B14' F27'	Bilbao Spanish	C.2 Cy.17¾"&35⅞"–23⅝" NB20 51 NHP Ch. & At. de Provence Port de Bouc		V
79114 SVYE	**Mari Chandris** (*ex* Easterner–37, *ex* Seifuku Maru) 2 *Dks & Awng dk*	5840 5585 4497				...	1918	Kawasaki Dkyd. Co. Ltd. Kobe	J.D. Chandris	385·0 | 51·0 | 36·0 FK	Piræus Greek *WB*	T.3 Cy.26", 43½"&72–48" 444 NHP Kawasaki Dkyd Co Ld Kobe	36 " 0	G †
79115 EGGF	**Mari-Elena** (*ex* Pepin–35, *ex* Olimpia) ss Bbo. No.3–11,05 ss Bbo. No.1–10 *Well deck* 1 *Dk* (*Irn*)	446 347 201	✠ Bbo *g* 1,15				1893 8mo	W. Harkess & Son Middlesbro'	Ildefonso Irala	160·0 | 24·5 | 12·2 Q82' B14' F24' BK7" *DBa 31' 28t FPT*	Bilbao Spanish 4 *BHCem* 18 *t APT 10t*	T.3 Cy.13", 21"&34"–24" 65 NHP ISB, *2rf*, GS38, HS1086 Wstgrth, English & Co. Mdb	12 " 9	
79116 EEXY	**Mari Eli** (*ex* Castellon, *ex* Iturri-Ederra, *ex* Santiago ss Bcl. 2nd No. 3–1,16 Mumbru, *ex* Enriquetade 1 *Dk* (*pt Irn pt* Mallol, *ex* Nautik) *Stl*) & *Web frames* *Well deck*	1080 830 676	✠ Bbo *n* 9,20				1897 6mo	Carmichael Maclean & Co. Greenock	Ildefonso Irala *Cell D Ba &*	226·3 | 33·1 | 16·2 Q81' B54' F27' FK *a E71' f 90' 253t FPT*	Bilbao Spanish 4 *BHCem* 31 *t APT 16t*	T.3 Cy.17", 27½"&44"–33" *Bmade* 18 114 NHP Hutson & Son, Glasgow	16 " 0	V †
79117 EGML	**Mari Elvira** (*ex* San Ireneo–36, Iron *ex* Tanchin, ss Sws. 2nd No. 3–2,10 *ex* Swansea Trader, ss Bbo. No.2–19 *ex* Crathie) *Well deck* 1 *Dk* (*Irn*)	472 350 241	✠ Bbo *h* 6,23				1883 11mo	J. Key & Sons Kinghorn	Ildefonso Irala	145·0 | 23·8 | 15·4 Q54' B42' F20' BK7" *DBa 35' f 33' 98t*	Gijon Spanish 5 *BHCem* 18 *t APT 16t*	C.2 Cy.21"&42"–27" NDB97 77 NHP ISB, *3pf*, GS54 J. Key & Sons, Kirkcaldy	13 " 8	
79118 IBNU	**Maria** 263 *Oil Eng.* *Ref. Mchy.* ss Mfl. No.3–10,32 ss Tri. No.1–37 D.F. 3 *Dks* (*Stl–Wthr dk* ws)	6339 5931 4007	✠100A1 Tri *s* *with freeboard* 7,38 ~~8,37~~ ~~LMC CS12,~~ DBS ~~7,37~~ 8,38 10,35 ✠ Lloyd's RMC 8,37			CL 8,37	1926 11mo	Cant. Nav. Triestino Monfalcone *Lloyd's SA&CP* *Cell D B 334'*	"Italia" Soc. Anon. di Nav. *1125t D T a 43' 1100t*	418·0 | 53·2 | 24·7 32·4 F44' FK *FPT 105t APT 95t*	Trieste Italian 8 *BHpt Cem* *Coll to W dk* 1 " 3rd "	Oil Engines 2S.C.SA 4Cy 29½"–49⅛" 606 NHP DB *1000lb* "Fiat" Stabilimento Grandi Motori, Turin	35 " 10 s 2 " 10⅝ 25 " 1½	
79119 ESTX	— 1000 (*ex* Normandiet–34, *ex* Gulfaxe) Wireless D.F. 1 *Dk*	1485 1268 879					1909	Helsingörs Jernsk & Msk Elsinore	Käsmu Laeva Omanikud (O. Tiedemann, *Mgr.*)	249·2 | 38·1 | 14·9 P17' Q77' B102' F29'	Käsmu Estonian *WB*	T.3 Cy.18", 30"&50"–36" Helsingörs 150 NHP Jernsk & Mskb. Elsinore		V
79120 SZLB	— 58 (*ex* L. Fafalios, *ex* Anastasios, *ex* Prince Leopold de Belgique, *ex* Roman) *Well deck* 1 *Dk* (*Stl*) & *deep framing*	*1216* *897* *750*	✠100A1 Pir *n* 2,38 BS12,37 ✠ LMC 8,35			~~L.38~~ CL N7,38	1900 12mo	Mackie & Thomson Glasgow A&GP	S.D. Perris & D.A. Tsatsaronis *Cell D Ba & u*	228·0 | 34·5 | 14·4 P15' Q67' B60' F29' FK *E80' f 94' 263t FPT*	Chios Greek 1 *BHCem* 58 *t APT 27t*	T.3 Cy.17⅜", 27⅞"&46"–33" (*s*) 180lb *80lb* NDB21 135 NHP ISB, *3cf*, GS64, HS2143 W.V.V. Lidgerwood, Gls.	16 " 7 s 1 " 2½ 15 " 6	
79121 IPZY	— 19 (*ex* Algol, *ex* Cameronian) *Well deck* 1 *Dk* (*Stl*)	440 — 243	✠ Sld *i* 9,22				1903 4mo	Blyth S.B. Co. Ltd. Blyth	Gennaro Jacomino fu Vzo. *Cell D Ba 49' f 63' 139t FPT*	178·0 | 26·3 | 11·3 Q98' B9' F20' FK *E80' f 94' 263t FPT*	Torre del Greco Italian 4 *BHCem* 40 *t APT 12t*	T.3 Cy.13⅜", 21"&34"–24" NDB12 57 NHP ISB, *3pf*, GS43, HS1228 G.T. Grey, South Shields	13 " 5	I †
79122 ELXZ	— 3 Mst (*ex* Robin) ss Bbo. 2nd No. 3–9,15 ss Bbo. No.2–23 1 *Dk* (*pt Irn*)	366 273 176	✠ Bbo *e* 4,25				1890 11mo	R Thomson London	Hijo de Angel Perez y Cia.	143·0 | 22·9 | 11·0 Q73' B7' F30' BK7" *WB = FPT 46t*	Bilbao Spanish 3 *BHCem* 53 *t APT 20t*	T.3 Cy.12", 18"&30"–21" NDB15 47 NHP ISB. *2pf*, GS30, HS800 Gourlay Bros. & Co., Dun.	11 " 9	
79123	**Maria Adelaide** Iron 1333 (*ex* Amsicora–88, *ex* Luciana, IJPE *ex* Hausa, *ex* Lina) 1 *Dk & Awng dk*	591 — 340					1880	F. Schichau Elbing	Zolezzi & Tortora	187·4 | 25·3 | 13·1 P & B97' F26' 21·1	Genoa Italian	C.2 Cy.22"&41"–25½" NB93 70 NHP F. Schichau, Elbing		I
79124 EEYN	**Maria Amalia** (*ex* San Mames) 1 *Dk 2tr B*	744 393 480					1918	Cia. Euskalduna Bilbao	José Restegui Solar	183·5 | 27·0 | 13·6 Q46' B & F137'	Gijon Spanish *WB*	T.3 Cy.12½" 57 NHP Cia. Euskalduna, Bilbao		G
79125 CSBE	**Maria Amelia** (*ex* Gaia, *ex* Girgenti) ss Lis. No.3–8,27 Sub.Sig. ss Lis. No.2–35 *Well deck* 1 *Dk* (*Stl*)	1766 1560 1039	100A– Lis 7,38 ~~7,38~~ BS2,38 LMC 3,35			CL 2,38	1913	Akt. Ges. "Neptun" Rostock	Soc. Geral de Commercio Industria e Transportes, Ltda. *Cell D Ba & u*	287·7 | 41·1 | 16·3 P & B227' F32' FK *103' f 122' 498t FPT*	Lisbon Portuguese 5 *BHCem* 53 *t APT 20t*	T.3 Cy.19⅛", 35½"&56½" (*s*) -37⅝" 190lb 261 NHP 2SB, *4cf*, GS71, HS3680 FD A.G. "Neptun," Rostock	19 " 1 s 1 " 1½ 18 " 1	
79126 IQEL	**Maria Clara** (*ex* Komet–34, Iron 466 *ex* Glassalt) ss Lbc. 4th No. 3–6,31 *Well deck* 1 *Dk* (*pt Irn*) 2 *tr B*	639 503 369	✠ Lbc *j* 7,34				1883 6mo	J. Duthie Sons & Co. Aberdeen	Raffaele Romano	192·4 | 26·4 | 11·6 183·1 14·1 Q50' B36' F21' BK7½"	Naples Italian 5 *BHCem* *DBf* 44' 110t	C.2 Cy.18½"&44"–30" NDB99 80 NHP NB91 *fitted* 19 ISB. *3cf*, GS60, HS1800 Hall. Russell & Co. Abn.	15 " 0	I †
79127 CSBF	**Maria Cristina** (*ex* Maria Christina, *ex* Urd) ss Lis. No 3–5,33 ss Lis. No.1–37 1 *Dk* (*Stl*) *Cargo battens not fitted*	*3265* *2973* *1939*	✠100A1 Rot *v* 7,38 ~~4,37~~ Lis LMC BS5,37 ~~5,38~~ MS8,37			CL 10,37	1920 7mo	Smith's Dock Co. Ltd. Middlesbro' *Lloyd's SA&CP* *Cell D B 290' 725t FPT 124t*	Soc. Geral de Commercio Industria e Transportes, Ltda.	334·2 | 48·0 | 22·7 344·5 (O.L.) P33' B102' F33' FK *B290' 725t FPT 124t*	Lisbon Portuguese 5 *BHCem* *APT 90t*	T.3 Cy.24", 39"&65"–42" (*s*) 180lb ~~190lb~~ 315 NHP 2SB, *8cf*, GS140, HS5104 Smith's Dock Co. Ltd. Mdb.	24 " 11 s 3 " 10½ 21 " 3	
79128 GSXY	**Maria de Larrinaga** 161083 ss Ant. No.2–87 1 *Dk* (*Stl*)	4988 4659 3084	~~✠100A1~~ Ant *z* 4,38 ~~LMC~~ ~~MS1,37~~ ~~BS8,37~~			CL 4,38	1929 2mo	R. Duncan & Co. Ltd. Port Glasgow *Lloyd's SA&CP* *Cell D B 350'*	Larrinaga S.S. Co. Ltd.	407·0 | 53·5 | 25·7 421·5 (O.L.) P26' B271' F37' FK *1155t D T a 29' 1100t*	Liverpool British 6 *BHpt Cem* *APT 245t*	T.3 Cy.25", 43"&72"–48" (*s*) 210lb FD HS6695 475 NHP 2SB & 1 Aux SB, *9cf*, GS173, Rankin & Blackmore Ld Grk	28 " 0 ~~s 3 " 9½~~ ~~21 " 6½~~	

Missing since 2,39

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné à la Cote. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où cote. si on l'est dans le L.R. Durée Cert. Roi Trade.
79129	**Maria Eugenia** (*ex*MariaD'Al-35,		4702	✠100A1	Gen	*e*	CL	1928	Craig,Tay-	Soc.Esercizio	414·9	53·5	25·1	Genoa	T.3Cy.25½",42"&70"-48" (*s*)	27 " 6	
2005	*ex*Amplegarth-34, *ss*Gen.No.2-36		4217	*withfreeboard*			3,38	1mo	lor&Co.Ld.	Armamento	400·8			Italian	180lb 417NHP	s 3 " 1½	
IBIV	*ex*Eastborough-33)		2853	9,38[illegible]					Stockton				FK	6*BHptCem*	8SB,*9cf*,GS160,HS7080	24 " 8	
	D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)			BS1,38	✠LMC2,36			*Lloyd's*	*SA&CP*		F32'			*Coll to Sh dk*	Blair&Co.(1926)Ld.Stk.		
										CellDB344'1312t	*FPT121tAPT146t*			5 ,, *2nd* ,,)			
79130	**Maria Gorthon**		1572					1930	NyaVarvs.	RederiA/B Gylfe	259·1	40·5	16·0	Helsingbrg	T3Cy18½"29½"&48⅛"-33½"		V
7606			1346						Akt.Öresund	(J.Gorthon,*Mgr.*)	P26'B160'F26'			Swedish	133NHP		
SFKW	Wireless 1 *Dk*		856						Landskrona				*WB*	NyaVarvs.Akt.Öresund			
79131	**Maria L.** (*ex*Brynmel-35,		4707					1912	Ropner&	CostisE.Lemos	378·5	51·5	27·5	Chios	T.3Cy.26",42"&70"-48"		C
125	*ex*Bradburn,*ex*AtlanticCity)		4456						Sons,Ld.		P38'B126'F39'			Greek	339NHP		
SVID	1 *Dk*		2934						Stockton				*WB*	Blair&Co.Ld.Stockton			
79132	— Ⓟ **Iron**		572					1878	D&W Hen-	J.Lykouris	183·0	25·5	13·3	Piræus	C.2Cy.27"&49"-36"		
340	(*ex*Argolis,*ex*Vine)		—						derson		P51'F29'			Greek	NB89 120NHP		
SZLE	Wireless 1 *Dk*2*trB*		212						Glasgow				*WB*	D.&W.Henderson,Gls.			
79133	**Maria Luisa** (*ex*Delfino,*ex*Dolphin)		345	✠	Lon	*e*		1895	Montrose	RaffaeleRomano	130·2	25·2	11·5	Naples	C.2Cy.15"&32"-24"	13 " 11	I
353	*ss*Nwc.2ndNo.3-6,20		311	3,27				5mo	S.B.&E.CoLd		F15'			Italian	53NHP		†
IQHC	*Mchy. Aft* *ss*Hul.No.3-9.22		198		✠				Montrose				BK7	3*BHCem*	1SB,*2pf*,GS33,HS930		
	1 *Dk*(*Stl*)												*DBT72*	88*tAPT7t*	HallBrwn,Buttery&CoGls		
79134	**Maria Nomicou** (*ex*Anastassios,		1165					1899	Rijkee&Co	LoucasNomicos	228·0	32·0	18·5	Piræus	T.3Cy.17½",28"&45"-36"		
645	*ex*Helena)		927						Rotterdam		B55'F27'			Greek	121NHP		
SZLF	2 *Dks*		694										*WB*	Maats.deMaasRot.			
79135	**Maria Pompei** (*ex*Alboran-35,		1407	✠	Ant	*o*		1909	J.Crown&	GiuseppePalomba	246·2	36·0	15·6	Torre del	T.3Cy.19",31"&51"-36"	17 " 9	CI
74	*ex*Most-32,*ex*Quickstep) *ss*Sld.No.3-2,22		—	—				7mo	Sons,Ld.		239·5		FK	Greco	174NHP		†
IQIP	*ss*Nwc.No.1-27		777	5,32	✠				Sunderland		P24'Q59'B50'F26'			Italian	1SB,*4pf*,GS66,HS2743		
	Well deck 1 *Dk*(*Stl*) & *deep framing*									*CellDB a65'u E17'f104'349t*	*tFPT53tAPT92t*			4*BHCem*	N.E.MarineEng.Co.Ld.Sld		
79136	**Maria R.** *See* **"Alhambra"**																
79137	**Maria S. Müller** 3Mst		1589					1936	Flensburgr	OttoA.Müller	259·7	41·3	16·0	Hamburg	C.4Cy.(2)14⅜"&(2)31½"-		G
	Sub.Sig.		1361						Schiffsb.Ges.		P206'F22'			German	31½" & LP Turbine with		
DJRI	E.S.D. *Cruiser Stern* 1 *Dk*		742						Flensburg				*WB*	DR gearing & hydraulic			
														coupling 153NHP			
														OttensenerMch.G.m.b.H.			
														Altona			
79138	**Maria Santiuste** (*ex*Basurto)		399					1912	Cia.Euscal-	VaporesCosteros,	151·5	27·4	12·3	Bilbao	T.3Cy.12",20"&32"-28"		
			—						duna deConst	S.A.(A.G.Trevilla				Spanish	49NHP		
EEZW	*Mchy. Aft* 1 *Dk*		214						Bilbao	&F.GarciaCastillo,			*WB*	MacColl&Pollock,Ld.Sld.			
										Mgrs.)							
79139	**Maria Serra** WoodAuxBkn		335					1920	Cant.Fran-	Soc.Anon.Italiana	132·7	28·9	13·9	Savona	Oil Engines 4 S.C.SA		I
87	(*ex*Sailing Vessel) *Oil Eng.*		—						cescoSerra	Importazione	P61'F23'			Italian	6Cy.8⅛"-14⅛" 44NHP		
IQKI	1 *Dk*2*trB*		197						S.Bartolomeo	Carboni e Navig.					*Emade&fitted*35		
	(*See Sailing Ship Register*)														Humboldt-Deutzmotoren,		
															A.G.Köln-Deutz		
79140	**Maria Stathatos** (*ex*Piave,*ex*War		5269					1918	Barclay,	D.D.Stathatos	400·8	52·3	28·5	Ithaca	T.3Cy.27",44"&73"-48"		C
47	Norman) *Fitted for oil fuel*		4796						Curle&Co.Ld		P49'B113'F39'			Greek	369NHP		
Now "Magdalena G," *see No. 39373*	1 *Dk*		3282						Glasgow				*WB*	Barclay,Curle&Co.Ld.Gls.			
79141	**Maria Toft**		1911	✠100A1	Cpn	*r*	CL	1928	Antwerp	Dampskibsselsk.	278·5	40·2	18·3	Copnhagn	T.3Cy.18",30"&49"-36" (*s*)	20 " 7	
	*ss*Cpn.No.2-37		1671	12,38[illegible]			7,37	10mo	Eng.Co.Ld.	"Jutlandia"	289·8(O.L.)			Danish	180lb 175NHP	s 3 " 0½	
OXQB	1 *Dk*(*Stl*)		1152	B89,38	✠LMC7,37				Hoboken	(JensToft,*Mgr.*)	P22'B60'F30'		FK	1*BHCem*	2SB(Spt),*4cf*,GS67,HS2956	17 " 8¾	
	D.F.							*Lloyd's*	*SA&CP*	*CellD*	*B238'607t FPT46t*			*APT67t*	N.E.MarineEngCoLd.Nwc		
79142	**Maria Ulyanova** Ⓟ		3870			...		1928	Severney	U.S.S.R.	324·6	48·0	25·9	Leningrad	Oil Engines 2S.C.SA	28 " 0	
	(*ex*JanRudzutak-37) *Oil Eng.*		2889						S.B.Yard		P48'B96'F36'			Russian	6Cy.25⅝"-33⅜" 692NHP		
UOAC	*Ref.Mchy.* Sub.Sig. 2 *Dks*		2249						Leningrad				FK	*WB*	Russian Diesel Works,Len.		
79143	**Maria Victoria** (*ex*Gydavore,		*3619*	✠	Bbo	*w*		1920	Campbel-	Viuda deF. —	348·6	49·9	23·6	Bilbao	T.3Cy.25",40"&65"-45"	26 " 0	
	*ex*Oceania) *ss*Bbo.No.3-12,32		3337	1,38				6mo	townS.B.Co.	Astorqui				Spanish	327NHP		
EALE	1 *Dk*(*Stl*)		2245		✠				Ld.		P29'B213'F36'		FK	6*BHCem*	3SB,*9cf*,GS161,HS5313		
	Now registered as Italian and sailing as "POTENZA," which see								Campbelt'wn		*CellDB300'995t*			*APT85t*	J.G.Kincaid&Co.Ld.Grk.		
79144	**Marian Otis Chandler** (*ex*West		5520			...		1917	Skinner&	Matson Navigation	409·6	54·1	27·1	S. Frncisco	T.3Cy.25",42"&72"-48"		R
215889	Haven) *Fitted for oil fuel*		5036						Eddy Corp.	Co.	P44'B115'F47'			Utd.States	PugetSound 549NHP		†
Now "Onoway," *see No. 89462*	*Oil Engines* 2 *Dks*		3398						Seattle,Wash				FK	*WB*	Machy.Depot,Seattle		
79145	**Mariana**		3110	✠100A1	NYk	*u*	CL	1915	NwprtNws	Agwilines,Inc.	335·0	46·8	22·7	NewYork	T.3Cy.21½",36"&63"-42" (*s*)	25 " 0	
213385	*ss*Mob.No.3-1,28		2890	[illegible] 2,39			N4,38	7mo	S.B.&D.D.Co.	(NewYork&Porto				Utd.States	190lb 309NHP		
KJQS	*ss*Bal.No.2-36		1920	BS2,38	✠LMC4,36		2,30	A&CP	Newprt News	RicoS.S.Co. *Mgrs*)			FK	*Cem*	3SB,*9cf*,GS184,HS5040		
	2 *Dks*(*Stl*)			1,39				*WB*=	*'Tween*	*dk bulkhead in fore*	*hold dispensed with*			4*BHto U dk*	NewportNewsSB&DD.Co.		
									Cell DB a95'u	*E&B41'f147'845t*	*FPT85tAPT43t*			1 ,, 2nd ,,	*mly*		
79146	— **TwinSc**		2682	✠100A1	Cco	*t*	CL	1925	Rotterdam	N.V.Curacaosche	305·0	50·2	15·1	Willmstad	T.6Cy.12¾",20½"&33¾"-24⅞"	15 " 0	
3427	*ss*Cco.No.3-7,37		1799	[illegible] 2,38 3,39			2,38	4mo	Droogd.Maat	Scheepsv.Maats.				Dutch	180lb (*s*) 236NHP	s 1 " 6½	
PJAE	1 *Dk*(*Stl*)		1473	[illegible] 2,33	✠LMC8,37				Rotterdam		Q87'F29'*Trunk dk*			8*BHptCem*	2SB *4cf*,HS4168 FD	13 " 7½	
	Mchy. Aft *Longitudinal framing at bottom & at deck*			*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*		189'		FK	*APT81t*	RotterdamDroogd.Maats.		
				Fitted for oil fuel 4,25 *F.P. above* 1 50" F.													
79147	**Marianne** (*ex*Uskmoor-36)		2743	✠100A1	Stn	*t*	CL	1924	BlythS.B.	F.L.Nimtz	319·6	43·0	24·1	Stettin	T.3Cy.23½",38"&64"-42" (*s*)	26 " 9	
	*ss*Stn.No.3-10,36		2441	*withfreeboard*			10,36	11mo	&D.D.Co.Ld.					German	180lb 323NHP	s 7 " 7½	
DAYQ	*Arch dk* D.F. 1 *Dk*(*Stl*)		1683	2,39 [illegible]	BS2,38		2,30		Blyth		P21'F26'		FK	5*BHptCem*	2SB,*8cf*,GS126,HS5464	19 " 3½	
	Cruiser Stern			[illegible]	✠LMC10,36			*Lloyd's*	*SA&CP*	*CellDB277'743t*	*FPT48tAPT99t*				NEMarineEng.Co.LdNwc		
79148	—		1915					1920	N.V.T. van	A/SNesjar(Eilert	265·4	42·2	18·6	Bergen	T.3Cy.19",31"&52"-36"		N
	(*ex*Nygaard,*ex*Haraldshaug)		1688						Duijvendijk's	Lund,*Mgr.*)	P62*tH94tF8t*			Norwegian	162NHP		
LCNH	1 *Dk*		1110						Scheepswerf				*WB*	H.Versteeg&Zonen,			
									Lekkerkerk					Hardinxveld			

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Allowed now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Date of first arrival. Port of first arrival.
79149	**Marianne**		1239 / 1059 / 712					1924	A/S Rödby Havns Jernskibs. Rödby Havn.	D/S A/S Progress (M.Nielsen&Son, *Mgrs.*)	236·4 / P23′	37·1 / B49′	14·6 / F25′	Copnhagn Danish *WB*	T.3Cy.15″,24″&40″–27″ 83NHP A/S Frichs, Aarhus		V
OUIS		1 *Dk*															
79150	—		*1166* / *1011* / *647*					1921	Skiens Verks. A/S Skien	Trelleborgs Ångf. Nya Aktieb. (Jarl Malmros, *Mgr.*)	226·4 / P43*t*	36·6 / H65*t*	15·7	Trelleborg Swedish *WB*	T.3Cy.16″,25″&42″–30″ 97NHP Skiens Verks. A/S, Skien		N
6680	(*ex* Elsa, *ex* Sylvia I)																
SFLD		1 *Dk*															
79151	—		802 / 618 / 435	✠100A1 5,~~3~~ 2~~25~~ MC MS~~8,34~~ 5,38	Ham	*k*	OG 3,37	1918 / 11mo	E. J. Smit & Zoon Westerbroek A&CP	Arthur Sommer (Joh. Ick, *Mgr.*) *Cell DB* 153′ 223*t* *FPT*	193·0 / 201·7 (O.L.) / Q65′ B49′ F24′	32·2	12·7 FK	Hamburg German *WB*	T.3Cy.15″,23½″&39$^{9}/_{16}$″–23$^{8}/_{16}$″ 185lb (*s*) 106NHP 2SB, *4cf*, GS59, HS1937 EJ Smit & Zoon, Hoogezand	14 ″ 6 / s ″ 8½ / 13 ″ 10¾	
DJQI	(*ex* Edo-36, *ex* Torland) *ss* Ham. No. 3–7,30 *ss* ~~Ham. No 1–35~~																
	Well deck Sub.Sig.	1 *Dk* (*Stl*)		BS~~8,34~~ 1,38													
79152	—	**TwinSc** *Oil Eng.*	523 / 425 / 285					1925	Werft. G.m.b.H. Nobiskrug Rendsburg	Haltermann&Co.	172·1 / B16′	29·8	10·6	Hamburg German *WB*	Oil Engines 4S.C.SA 12Cy 7⅞″–14$^{3}/_{16}$″ 72NHP Mschfbk. Augsburg-Nürnberg, Augsburg		G
DIDH	*Mchy. Aft*	1 *Dk*															
	Carrying Petroleum in bulk																
79153	—	*Oil Eng.*	349 / 310 / 206					1920	C. Lühring Kirchham-melwarden	Reinecke&Bremer	139·1 / P16′	28·0	9·8	Hamburg German	Oil Engines 4S.C.SA 4Cy.13¾″–15¾″ 74NHP *Emade&fitted*30 Bremer Vulkan, Vegesack		G
DIDI	*Mchy. Aft*	1 *Dk*															
79154	**Mariavi** (*ex* Angus, *ex* Gloria)		336 / — / 109				…	1918	Astilleros Riera Gijon	Vapores Costeros, S.A. (A.G. Trevilla &F. Garcia Castillo, *Mgrs.*)	119·8 / Q46′ B9′ F21′	21·9	10·1 FK	Bilbao Spanish *WB*	C.2Cy.14$^{3}/_{4}$″&25$^{5}/_{8}$″–15$^{9}/_{16}$″ 36NHP Astilleros Riera, Barcelona	9 ″ 9	
EGAB	*Well deck* *Mchy. Aft*	1 *Dk*															
79155	**Maridal**	**TwinSc** *Oil Eng.*	6479 / 5562 / 3872					1934	Eriksbergs M.V. Aktieb. Gothenburg	A/S Moltzau's Tankrederi (Moltzau&Christensen, *Mgrs.*)	408·6 / P202*t*	55·3 / H528*t*	32·4 / F73*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21″,21″&32″–39¾″ 543NHP Eriksberg M.V. Aktieb. Got		N
LIUS	D.F. *Cruiser Stern*	1 *Dk*															
	Mchy. Aft *Carrying Petroleum in bulk*																
79156	**Marie** (*ex* Tintern Abbey–36,		1409 / 1244 / 971	✠100A1 10,37 BS~~8,37~~ 1,39 ✠LMC 5,36	Bdx	*p*	CL 4,36	1924 / 8mo	Swan, Hunter&Wigham Richardson, Ld Sunderlnd *Lloyd's SA&CP*	M. Goossens *Cell DB* 203′ 417*t* *FPT* 82*t* *APT* 29*t*	240·0 / P17′ B58′ F22′	37·2	17·7 FK	Antwerp Belgian *WB*	T.3Cy.18″,29″&48″–33″ (*s*) 180lb 168NHP 2SB, *4cf*, GS88, HS2930 MacColl & Pollock, Ld. Sld.	19 ″ 9 / s 2″ 6 / 17 ″ 4½	
133	*ex* Forestbeech)	*ss* Cff. No. 3–5,36															
ORSA		1 *Dk* (*Stl*)															
	Cargo battens not fitted																
79157	**Marie Bakke**	**TwinSc 3 Mst** *Oil Eng.*	4307 / 3870 / 2565					1926	Odense Staalskibsvft Odense	Skibs A/S Marie Bakke (Knut Knutsen, O.A.S.)	375·6 / P115*t*	52·5 / H251*t*	24·7 / F32*t*	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19½″–35$^{7}/_{16}$″ 426NHP Akt. Burmeistr & Wain, Cpn		N
LCTO		2 *Dks*															
79158	**Marie Clausen** (*ex* Phönix)		324 / 240 / 167					1911	Nüscke& Co. Stettin	C. Clausen	136·1 / B31′	25·7	15·9	Haderslev Danish *WB*	T.3Cy.12¼″ 19″&31″–20½″ 43NHP Christiansen & Meyer, Har.		G
OUIU	Wireless D.F.	1 *Dk&pt Awng dk*															
79159	**Marie Ferdinand** (*ex* Wrotham,		1757 / 1373 / 1069	✠100A1 1,38 ✠LMC ~~4,37~~ 2 1S1,38 ~~4,36~~ BS4,39	Kel	*q*	3,37	1911 / 4mo	R. Thompson&Sons, Ld. Sunderland *Lloyd's SA&CP*	H. Ferdinand *Cell Ba* 80′ *u Es*	267·4 / P20′ Q84′ B56′ F25′	38·5	17·0 FK	Rostock German *4BHCem*	T.3Cy.21″,34″&56″–36″ (*r*) 180lb 218NHP 2SB, *Gcf*, GS100, HS3550 Blair&Co. Ld. Stockton	19 ″ 8	
DMCD	*ex* Bearwood, *ex* Garesfield)	*ss* Ros. 2nd No. 3–6,33 *ss* Kel. No. 1–38															
	Well deck	1 *Dk* (*Stl*) *Cargo battens not fitted*															
79160	**Marie Fisser**		1235 / 880 / 685					1937	Lübecker Flender-Werke A.G. Lübeck Siems	Fisser&v. Doornum Reederei G.m.b.H. (Fisser&v. Doornum, *Mgrs.*)	222·4 / Q84′ F17′ B49′	34·8	13·6	Emden German *WB*	C.4Cy.(2)12$^{13}/_{16}$″&(2)27$^{9}/_{16}$″–27$^{9}/_{16}$″ 213lb 134NHP HS2045 Christiansen & Meyer, Harburg		G
DGLG	Wireless	1 *Dk* *Cruiser Stern*															
79161	**Marie-Flore**	*Oil Eng.*	*545* / *417* / *266*					1937	Beliard Crighton & Co (Belgium) SA Ostend	Armement René Geurts	164·7 / F19′	28·5	12·3	Antwerp Belgian *WB*	Oil Engines 2S.C.SA 8Cy.8$^{13}/_{16}$″–14$^{9}/_{16}$″ 104NHP Soc An. J. Cockerill, Seraing		V
OOZL		1 *Dk*															
	Mchy. Aft	*Cruiser Stern*															
79162	**Marie Leonhardt**		2594 / 2331 / 1522					1922	Stettiner Oderwerke Stettin	Leonhardt& Blumberg	329·0	46·1	18·7	Hamburg German *WB*	T.3Cy.22½″,35¾″&57⅛″–39⅜″ 205NHP Stettiner Oderwerke		G
DHQK	Sub.Sig.	1 *Dk&Shelter dk*															
79163	**Marie-Louise Le Borgne**		1263 / 955 / 769					1903	J.C. Tecklenborg A.G Weser-munde-G	Cie. Ch. Le Borgne	229·6 / Q82′ B56′ F26′	36·2	14·8	Marseilles French *WB*	T.3Cy.17″,28″&45″–33″ 116NHP J.C. Tecklenborg A.G. Wsm		V
	(*ex* Tordis, *ex* Hercules)																
TVBM		1 *Dk*															
79164	**Marie Louise Mackay**	**TwinSc** (*Cable Vessel*)	1378 / 1339 / 675	✠100A1 *Awng dk with freeboard* 8,33 ~~6,37~~ ~~1,36~~ 3,37 MS8,38 BS7,38 ✠LMC 7 *Fitted for oil fuel* 10,22	Fal	*o*	CL 6,37 F.P. above	1922 / 10mo	Swan, Hunter&Wigham Richardson, Ld Newcastle *Lloyd's SA&CP*	Commercial Cable Co. *Cell D Bu* E31′ *f* 90	234·0 / 50′ F.	34·2	22·2 FK *Collisio* 173*t* *DT f* 88′ *FPT*	London British *Cem* *BH to A dk* 3 ″ ″ *U* ″ 39*t* *APT* 43*t*	T.6Cy.12⅝″,20″&33″–24″ (*s*) 180lb 155NHP 2SB, *4cf*, HS2336 FD Swan, Hunter&Wigham Richardson, Ld. Nwc.	24 ″ 4 / s 7 ″ 8 / 17 ″ 1	
GDNP		*ss* Ply. No. 3–7,34															
	Mchy. Aft Sub.Sig. Wireless D.F. E.S.D.	1 *Dk* (*Stl*) & *Awng dk* (*Stl*–ws) *ss* Fal. No. 1–38															
79165	**Marie Mærsk**	**TwinSc** *Oil Eng.*	8271 / 7800 / 5057	✠100A1 ~~5,38~~ ~~8,37~~ ~~1,38~~ 4,39 ✠LMC CS3,38 DBS~~7,37~~ 8,38, 11,36 *Carrying Petroleum in bulk*	Rot	*d*†	CL N7,37	1928 / 6mo	Akt. Burmeistr & Wain Copenhagen *Lloyd's SA&CP*	D/S A/S Svendborg og A S D Saf 1912 (A.P. Möller, Copenhagen, *Mgr.*) *Cell D Bu* E48′ 205*t* *DT f* 38′ 640*t* *FPT*	466·3 / P101′ B34′ F39′	61·8	34·2 FK	Fredericia Danish *12 B II pt Cem*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 542NHP 2 DB *I80lb* Akt. Burmeistr & Wain, Cpn	36 ″ 3 / s 8 ″ 4½ / 28 ″ 1½	
OZAC	*Mchy. Aft*	• *ss* Rot. No. 2–37															
	Longitudinal framing–bracketless system	1 *Dk* (*Stl*) & *Web frames*															
79166	**Marie Moller**	**TwinSc**	493 / 290 / 263	✠ 7,09 ✠	Hul	*g*		1909 / 7mo	Earle's Co. Ld. Hull	Moller Line Ld. (Mollers' Ld. *Mgrs.*)	160·2 / P91′ F29′	29·1	9·0 FK	Shanghai British *4BHAsp*	T.6Cy.11″,18″&30″–18″ 90RHP 1SB.3*cf*, GS65, HS231 Earle's Co. Ld. Hull	9 ″ 6	
125209	(*ex* Macquarie–37)										*FPT* 14*t* *APT* 24*t*						
GFGQ	Wireless	1 *Dk* (*pt Stl*)															
	Transferred to No. 67605																
79167	**Marie Siedler** (*ex* Noordergat)		438 / 338 / 221					1920	H. van Vlaardingen Gouda	F.G. Reinhold	148·4 / Q77′ B14′ F20′	25·2	11·9	Danzig *WB*	T.3Cy.10½″,17″&28″–17″ 32NHP J.&Av. d. Schuyt, Papndrcht		V
416																	
YMCZ	*Mchy. Aft*	1 *Dk*															

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assigné maintenant, expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Règlement du canal de Suez.
79168	**Marie-Thérèse Le Borgne**		1599	✠ ...	Dnk	*q*		1920	Grngem'th	Cie.CharlesLe	253·3	37·4	18·4	Dunkirk	T.3Cy.18″,29″&48″–33″	20 ″ 6	V
	(*ex*Brancas–36)	*ss*Nts No.3–9,32	1368	3.37				1mo	Dkyd.Co.Ld.	Borgne	P26′B64′F24′		FK	French	192NHP		†
		*ss*Nts.No 1–36	977	✠					Grangem'th					4*BHCem*	2SB,*6cf*,GS115,HS3622		
		1*Dk(Stl)* Platform Dk(Stl) for light cargoes in Nos.1,2&3holds									*Cell DB198′ 452t*			*APT47t*	Ross&Duncan,Glasgow		
		Longitudinal framing in DB & at decks															
79169	**Marieborg** (*ex*OlgaS.–37)		1737					1920	Kjöbnhvns	J.A.Zachariassen	~~281·0~~	~~40·1~~	~~16·5~~	Nystad	T.3Cy.18″,29″&48″–33″		V
			—						Flydk.&Skbs.	&Co.	P15′Q77′B106 F39′			Finnish	132NHP		
OFAS	D.F.	1*Dk*	966						Copenhagen		260′ 9,40′ 0,16′ 8			*WB*	KjbnhavnsFldyk.&Skbsv		
79170	**Marieholm** (P)		*1162*					1934	Odense	A/BSvenska	209·1	32·5	18·9	Gothenbrg	C.3Cy.19$\frac{11}{16}$″&(2)29$\frac{1}{2}$″–29$\frac{1}{2}$″		V
7958			*844*						Staalskibsvft	Amerikalinien				Swedish	79NHP		
SMXA	Wireless D.F.	2*Dks*	*563*						vedA PMöller	(A.Jonsson,*Mgr.*)				*WB*	Akt.Burmeistr& Wain,Cpn		
		Cruiser Stern							Odense								
79171	**Marienburg** (*ex*Kemi,		1322				...	1917	Jonker&	KohlenImport u.	236·7	36·5	15·9	Königsbrg	T.3Cy.17$\frac{1}{2}$″,29$\frac{3}{8}$″&46$\frac{3}{16}$″–36$\frac{1}{16}$″	18 ″ 0	G
	*ex*Moordrecht)		1165						Stans	Poseidon	P20′B58′F24′		FK	German	177NHP		†
DACM	Wireless D.F.	1*Dk*	777						HenrikIdo	Schiffahrt A.G.				*WB*	MachinefabriekBolnes		
	E.S.D.								Ambacht								
79172	**Marienfels**		7575					1921	J.C.Teck-	DeutscheDmpfs-	468·5	58·6	32·4	Bremen	T3Cy.31$\frac{1}{2}$″,50$\frac{1}{16}$″&82$\frac{5}{16}$″–55″		G
			7040						lenborg A.G.	fahrts.Ges.Hansa	P80′B138′F59′			German	&1LPturbine 692NHP		
DONS	Sub.Sig.	2*Dks*	4679						Wesermünde -G					*WB*	J.C.Tecklenborg,A.G. Wsm.		
79173	**Marietta**		9946					1938	Deutsche	A/S Tanktrans-	492·9	66·1	36·4	Tönsberg	Oil Engines 2S.C.DA		
	Carrying Petroleum in bulk Oil Eng.		9191						WerftAG Bet	port(Thorvald	P112′F68′			Norwegian	6Cy.23$\frac{5}{8}$″–43$\frac{5}{16}$″ 1163NHP		
LJVF	D.F. E.S.D.	1*Dk*	5895						Finkenwrder	Berg,*Mgr.*)				*WB*	Maschinenfbrk.Augsburg-		
Now Champagne	*For sce No. 87541 in Supplement*								Hamburg						Nürnberg A.G. Augsburg		
79174	—	(*ex*W.I.Radcliffe–35,	*6042*	✠100A1	Rot	*z*	CL	1913	Craig,Tay-	N.Eustathiou&Co.	415·0	55·6	26·7	Piræus	T.3Cy.28″,46″&75″–48″ (*s*)	28 ″ 7	
833		*ex*Clarissa Radcliffe)	*5268*	11,37			11,37	4mo	lor&Co.Ld.					Greek	180lb 470NHP	s4 ″ 2½	
SVBI		*ss*Hpl.No.3–5,26	*3676*		✠LMC				Stockton		P45′B241′F39′		FK	7*BHCem*	3SB,*9cf*,GS197,HS7891	24 ″ 8	
		*ss*Bly.No.2–35		MS5,35	BS4,37										Blair&Co.Ld.Stockton		
		1*Dk(pt Irn pt Stl)*			7.38			*Lloyd'sA&CP*			*Cell DBa132′u E&B*			46′*f* 184′ 159	8t*FPT*154t*APT*183t		
79175	**Marietta Nomikos**		*5241*					1919	Napier&	E.A.Karavias	400·2	52·4	28·5	Piræus	T.3Cy.27″,44″&73″–48″		C
748	(*ex*Taransay–33)		*4779*						Miller,Ld.	(PetrosM.Nomi-	P49′B113′F39′			Greek	369NHP		
SVLW		1*Dk*	*3200*						OldKilpatrck	kos,Ld.*Mgrs.*)					D&W.Hendersn&CoLdGls		
79176	**Mariette Pacha** (P) Twin Sc		12239					1925	Soc Proven-	Soc.desServices	495·2	62·7	40·5	Marseilles	T.6Cy.29$\frac{11}{16}$″&49$\frac{5}{16}$″&84$\frac{5}{8}$″–53$\frac{1}{2}$″		V
	Fitted for oil fuel		—						çale deConst.	Contractuels des	B229′			French	1044NHP		
FOBF	D.F. *Ref.Mchy.*	7*Dks*	7145						Navales	Messageries				*WB*	Soc.Provençale deConst.		
									LaCiotat	Maritimes					Navales,LaCiotat		
79177	**Marigola** (*ex*Colaba)		5996	✠	Mdb	*a*†		1906	W.Denny	Ing.G.B.Bibolini	439·6	54·0	31·5	Spezia	T.3Cy.33″,53½″&86″–60″	34 ″ 10	CI
30		*Fitted for oil fuel*	5735	9,09				1mo	&Bros.		430·6	54·4	31·9	Italian	741NHP		†
IBAV	D.F.	2*Dks(Stl)3trB*	3704	✠					Dumbarton		B82′F56′		FK	7*BHCem*	1SB,*12cf*,GS266,HS10920FD		
											Cell DBa154′u			*APT85t*	Denny&Co.Dumbarton		
											E&B87′f143′ 1153t						
79178	**Marigot** (*ex*Ardèche–35)		4047					1932	Ch.& Atel.	Cie.Générale	325·5	52·5	28·7	Marseilles	3 steam turbines SR		V
	Fitted for oil fuel		3272						deSt.Nazaire	d'Armements	P36′B100′F42′			French	geared to 1 sc. shaft		
FNRF	D.F.	3*Dks*	1782						(Penhöet) SA	Maritimes				*WB*	Atel.& Ch.de la Loire.St.N.		
	Ref.Mchy.								Gd.Quevilly								
79179	**Marija Petrinovic** (*ex*Efstathios,		~~5699~~	✠100A1	Npt	*y*	CL	1918	Nthmblnd	Jugoslavenski	399·6	53·0	32·8	Split	T.3Cy.24″,39$\frac{3}{32}$″&65$\frac{3}{16}$″–54″	35 ″ 5	
	*ex*War Citadel)	*ss*Rot.No.3–7,31	~~6446~~	*Shelter dk*	Rot		~~1,37~~	11mo	S.B.Co.Ld.	Lloyd.a.d.				Yugoslav	180lb (*s*) 568NHP	s 9 ″ 4½	
YTCN		*ss*Rot.No.1–36	~~8568~~	*with freeboard*			~~3,39~~		Newcastle		F39′*on Shelter dk*		FK	*pt Cem*	3SB,*12cf*,GS220,HS9525 FD	26 ″ 3	
		1*Dk(Stl)&Shelter dk(Stl)*	~~8631~~	~~7,37~~ 1,39			3,39	*Lloyd'sA&CP*						7*BHtoShdk*	N.E.MarineEng.CoLdNwc		
		Cargo battens not fitted in	6486	~~[illegible]~~	~~[illegible]~~						*Cell DB351′ 1284t FPT*			60t*APT90t*			
		Shelter 'tween dks	3579	~~[illegible]~~ 4,39													
79180	**Marija Racic** (*ex*Atlantica)		*4211*	✠100A1	Shl	*x*	CL	1911	Armstrong	Jugoslavenski	378·1	52·3	23·9	Dubrovnik	T.3Cy.26″,42″&68″–48″ (*s*)	26 ″ 4	
	*ss*Spt.2ndNo.3–3,36		3984	~~11,37~~ 12,38	Cff		11,37	5mo	Whitworth	Lloyd.a.d.				Yugoslav	180lb *100lb* 391NHP	s 3 ″ 10½	
YTCO		1*Dk(Stl)*	2023	BS2,37	✠LMC13,34				&Co.Ld.		P23′B201′F34′		FK	6*BHCem*	2SB,*8cf*,GS155,HS6624	22 ″ 8	
				,38					Newcastle						Blair&Co.Ld.Stockton		
								Lloyd'sA&CP		*Cell DBa132′u E&B78′*	*f161′987t FPT131t*			*APT95t*			
79181	**Marijampole** (*ex*Nordsöen–37)		941					1919	Nüscke&	Akc.B-véLietuvos	223·8	32·9	14·2	Klaipeda	T.3Cy.15$\frac{5}{8}$″,25$\frac{1}{8}$″&41$\frac{3}{4}$″–25$\frac{3}{8}$″		G
			813						Co.A/G	BaltijosLloydas	P27′B63′F23′			Lithuanian	85NHP		
	Wireless	1*Dk*	548						Stettin	BaltijosTrans-				*WB*	AtlasWerkeA.G.Bremen		
										portoBendrové s.a.a.							
79182	**Marika Protopapa** (*ex*Darius–33,		4447	✠100A1	Cpn	*y*	CL	1915	W.Gray&	PanosProtopapas	380·0	52·0	26·0	Hydra	T.3Cy.25″,41″&68″–48″ (*s*)	28 ″ 6	
16	*ex*Nolisement)		—	~~8,37~~ 1,39	~~Mbt~~		9,37	1mo	Co.Ld.					Greek	180lb *100lb* 392NHP	s 4 ″ 0½	
SVLB		*ss*Bry.No.3–3,27	2618	BS2,38	✠LMC3,36				WHartlepool		P30′B240′F36′		FK	6*BHCem*	2SB,*8cf*,GS159,HS6649	24 ″ 9	
		*ss*Ant.No.2–36						*Lloyd'sA&CP*		*Cell DBa125′u E26′*	*f166′1078t APT88t*				Cen.Mar.Eng.Wks.WHpl.		
		1*Dk(Stl)*															
79183	**Marin Sanudo**		5081	✠100A1	Tri	*z*	CL	1926	Cant.Nav.	LloydTriestino,	418·1	53·2	25·3	Venice	Oil Engines 4S.C.SA	27 ″ 10	
204		*Oil Eng.*	4384	~~12,37~~ 12,38	~~[illegible]~~		~~11,37~~	12mo	Triestino	Soc.Anon.diNav.	400·0 53·2 25·4			Italian	6Cy.29$\frac{1}{8}$″–59$\frac{1}{16}$″ 489NHP	≡ 3 ″ 7½	
IBEV		*ss*Tri.No.2–34	3139	✠LMC	CS8,36		8,38		Monfalcone						DB*100lb*	24 ″ 5	
	D.F.	2*Dks(Stl)*		~~[illegible]~~	12,38			*Lloyd'sA&CP*		*Cell DB334′1116t*	P34′B261′F44′		FK	8*BHptCem*	Stabilimento Tecnico.Tri.		
				12,38						*DTa52′1000t*	*FPT94t APT86t*			1 „ *to 2nd dk*			
79184	**Marina**		9898	✠100A1	Fal	*e*†	CL	1935	Deutsche	A/STanktransport	492·9	66·1	36·4	Tönsberg	Oil Engines 2S.C.DA	35 ″ 11	
		Oil Eng.	9190	~~9,36~~ ~~1,38~~ 12,38	Mmo		12,38	10mo	WerftAG Bet	(ThorvaldBerg,				Norwegian	6Cy.23$\frac{5}{8}$″–43$\frac{5}{16}$″	s7 ″ 10	
LJBF	*Mchy.Aft*	1*Dk*,2nd dk in Mchy.space	5903		✠LMC10,38				Finkenwrder	*Mgr.*)	P114′F69′		FK	12*BHptCem*	3DB *170lb* 1163NHP	28 ″ 4½	
	Rudder electrically welded			*Carrying Petroleum in bulk*					Hamburg	*Cell DBuE75′227t*	*DTf43′732t FPT16*			1*t.APT252t*	AllgemeineElecGes.Berlin		
	D.F.	*Cruiser Stern*						*Lloyd'sA&CP*									
79185	—		5088					1935	Lithgows	The "K" S.S.Co.Ld.	390·0	55·2	26·5	London	T.3Cy.24″,38″&70″–51″		C
164458		*Fitted for oil fuel*	4762						Ld.	(Kaye,Son&Co.Ld.	P33′B112′F44′			British	350NHP		
GYKD		*Cruiser Stern* 2*Dks*	3239						PortGlasgow	*Mgrs.*)				*WB*	D.Rowan&Co.Ld.Gls.		
79186	—		1407					1910	Oskrshmns	Rederi A/B Marina	227·9	36·8	15·9	Helsingfrs	T.3Cy.17½″,29″&48″–30″		V
	(*ex*Gustavsberg–35)		—						M.V.Aktieb.	(A/B VictorEkO/Y.	P26′B52′F28′			Finnish	126NHP		
OHYB	Wireless D.F.	1*Dk*	772						Oskarshamn	*Mgrs.*)				*WB*	OskarshamnsM.V.Aktieb.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5, 6, 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Numerals in which classed in 1938-39 R. Date of Last Class Exam.
79187	**Marina O.** *Fitted for oil fuel*	5480					1918	N.Odero fu A.&Co. Sestri Ponente	Navig.OderoSoc. Anon.	393·7	51·8	27·6	Genoa Italian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft F.Tosi&Co.Legnano		I
847	D.F. 1 *Dk*	4573								P37′B113′F33′						
IBDV		3357														
79188	**Marine Trader** (*ex*Arnaa-35,*ex*	1391	✠100A1 Clf *p*			CL	1918	Rtterdam Droogd.Maat Rotterdam	Newfoundland-WestIndiesS.S.Co. Ld.(OlafOlsen, *Mgr.*)	245·0	37·3	15·8	StJhnsNFL British	T.3Cy.17½″,28″&47″-36″ (*s*) 180lb 155NHP	17 ″ 10	
150693	Gouwestroom-34)	1148	3,38			3,38	1mo			255·5(O.L.)					s 1 ″ 5	
VOBX	*ssAms.No.3-3,30*	832	✠LMC3,38							Qs2′B61 F28′ FK				2SB,*4cf*,GS82,HS2534	16 ″ 7	
	Well deck *ssCff.No.2-38* 1 *Dk(Stl)*		BS4,39				*Lloyd's*	*sA&CP*		*CellDB208′319t*			*APT43t*	Rotterdam Droogd.Maats.		
79189	**Marion** (*ex*CanadianFisher)	3267	✠100A1 Stn *r*			CL	1921	Tidewater Shipbuilders, Ld. Three Rivers,P.Q.	R.M.Sloman,Jr.	363·2	46·8	23·2	Hamburg German	T.3Cy.25″,41″&68″-45″ (*s*) 180lb 470NHP	25 ″ 9	
	ssBbo.No.3-7,32	2896	6,38 ~~4,38~~ Ham			12,37	1mo						6 *BHCem*	3SB,*9cf*,GS156,HS7275 FD	s 3 ″ 11½	
DJSQ	Restored to Spanish flag as "MANU", which see ~~See also "MANU"~~ *ssBbo.No.1-36* 1 *Dk(Stl)*	1896	BS2,38 ✠LMC1,37				*Lloyd's*	*sA&CP*	*CellA*	P33′B98′F33′ FK B266′674t *FPT95t*			*APT73t*	TidewaterShipbuilders,Ld.	21 ″ 9	
79190	—	1185					1906	Maryland SteelCo. Saginaw,Mch	ColonialNav.Co.	222·0	33·0	21·3	NewYork Utd.States	T.3Cy.19″,30″&50″-44″ Maryland 166NHP		
203422	(*ex*Raleigh)	—												SteelCo.Sparrow's Pt.Md.		
KJQU		805														
79191	**Marion Moller** (*ex*CymricPride,	3827	✠ —— Nwc *w*				1909	J.L.Thomp-son&Sons,Ld. Sunderland	MollerLine,Ld. (Mollers' Ld. *Mgrs.*)	346·0	49·5	25·3	Shanghai British	T.3Cy.24½″,42″&68″-48″ NDB27 350NHP	27 ″ 11	C
125777	*ex*Brinkburn)	3633	7,32				4mo			P23′B94′F31′ FK				2SB,*8pf*,GS143,HS5428		†
GQDZ	*ssShl.No.3-8,22* *ssShl.No.1-27* 1 *Dk(pt Irn&pt Stl)* 2*tr B deep framing & Web frames*	2440	✠				*Lloyd's*	*sA&CP*	*CellDBa117′uE&F*	*B42′f146′951t FPT*			6 *BHCem* 51t *APT60t*	J.Dickinson&Sons,Ld.Sld.		
79192	**Marion Traber** (*ex*Uskhaven-33)	2434				...	1923	Burntislnd S.B.Co.Ld. Burntisland	W.Traber&Co.	297·4	43·9	20·8	Hamburg German *WB*	T.3Cy.22″,36″&60″-39″ 278NHP	23 ″ 6	G
		2228								P25′B71′F27′ FK						†
DJLO	D.F. 1 *Dk*	1456												N.E.MarineEng.Co.Ld.Sld		
79193	**Marionga** (*ex*Grelstone,	4236	✠100A1 Shi *x*			CL	1912	Richardsn. Duck&Co.Ld. Stockton	~~J.M.Nikiforos~~ Nellie Pandelis, Ld.(G.C.T'll.*Mgr*)	380·0	51·0	24·8		T.3Cy.26″,42″&70″-48″ (*s*) 180lb 391NHP	27 ″ 3	
~~-07~~	*ex*Eddystone) *ssShl.No.3-7,26*	3993	11,~~35~~ ~~1,37~~ Pir			~~19,34~~	7mo						British		s 3 ″ 8	
~~SVTS~~	*ssPir.2ndNo.3-11,35* ~~ssPir.No.2-34~~ 1 *Dk(pt Irn pt Stl)*	2620	~~BS2,37~~ ✠LMC7,34 11,38			5,38	*Lloyd's*	*sA&CP*	*CellDBa128′u E27′*	*f173′1151t FPT13*			6 *BHCem* *StAPT102t*	Blair&Co.Ld.Stockton	23 ″ 9½	
79194	**Marionga D. Thermiotis**	4784	✠100A1 Pir *x*			CL	1904	Ropner& Son Stockton	A.A.Kyrtatas	351·5	53·1	27·6	Andros Greek	T.3Cy.24½″,42″&70″-48″ (*s*) 160lb NDB25 361NHP	30 ″ 4	
184	(*ex*Laleham, *ssNpt.2ndNo.3-6,28*	4156	*Trunk dk no sheer*			9,37	10mo			F33′ FK			6 *BHCem*	3SB,*9cf*,GS160,HS5750		
SVNU	*ex*Llangorse, *ssPir.No.2-37* *ex*Llanover, 1 *Dk(Stl)2tr B & Web frames* *ex*Clarissa Radcliffe) *Cargo battens not fitted*	2917	10,37 ✠LMC BS~~4,37~~ MS10,37 5,38				*Lloyd's*	*sA&CP*	*CellDBa 114 uE&F*	*44′f144′107t FPT2*			14t *APT244t*	Blair&Co.Ld.Stockton		
79195	**Marionga J. Goulandris**	6629	✠100A1 Ham *z*†			CL	1922	IrvinesS.B. &D.D.Co.Ld. W Hartlepool	GoulandrisBros.	420·0	55·0	36·3	Andros Greek	T.3Cy.29″,49″&80″-54″ (*s*) 180lb FD 705NHP	39 ″ 0	
250	(*ex*London	4809	*Shelter dk*			3,37	1mo			27·8			*pt Cem*	4SB.*12cf*,GS250.HS10855	s 9 ″ 10½	
SVUU	Corporation-37, 2 *Dks(Stl)&Shelter dk* *ex*Hoosac, *(Stl)3rd dk in No.1 hold* *ex*Cynthiana)	4153	*with freeboard* 3,37 BS12,37 ✠LMC9,34				*Lloyd's*	*sA&CP*		F35′ *on Shelter dk* *Collision B Hto Sh dk*			6 ″ ″ ″ *U* ″	Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 5	
	D.F. *Tonnage opening closed'37* *Now "Benlomond" See Supplement*		*Fitted for oil fuel* 2.22			*F.P. above* 150° F.			*CellDB364′1099t DTa31′865t*	*MT31′* *FPT102t APT125t*						
79196	**Mariout** (*ex*KatinaK.,*ex*Inayet,	320					1918	Forg.&Ch. de la Medit. La Seyne	Soc.Misr de Navi-gationMaritime	138·3	23·6	11·6	Suez Egyptian	C.2Cy.18″&36″-24″ 106NHP		
8	*ex*Nusret,*ex*Cité de Djerba, 1 *Dk*	—												Forg.&Ch.de la Médit.Msl.		
SUCE	*ex*Egoulevent)	140														
79197	**Mariposa** Ⓟ **TwinSc**	18017	100A1 SFo			CL	1931	Bethlehem S.B.Corp.Ld. Quincy,Mass.	OceanicSteamship Co.(MatsonNav. Co.*Mgrs.*)	604·0	79·3	30·5	L.Angeles Utd.States	6SteamTurbinesSRgeared to 2 Sc. Shafts 5363NHP	44 ″ 6	
231312	*ssSFo.No.1-35*	—	*with freeboard*			3.38	12mo			B110′F60′ FK			11 *BH Asp*	400lb (*s*) HS53520 FD	s16 ″ 6½	
WGEN	4 *Dks(Stl)5th dk(Stl)in* *Ref.Mchy.* *forward hold Web frames* D.F. E.S.D. GyC. *Cruiser Stern*	10313	2,39 ~~2,38~~ ~~1,38~~ BS2,39 ~~BS2,36~~ LMC12,35				*Lloyd's*	*sA&CP*	*CellDB514′33 tons*	*08′ Tanks in way of nels1081t FPT178t*			*APT161t*	12 WaterTubeBoilers(Spt) BethlehemS.B.Corp.Ld. Quincy,Mass.	28 ″ 2½	
			Fitted for oil fuel 12,31			*F.P. above* 150° F.										
79198	—	2898					1892	Globe Iron Works Co. Cleveland,O.	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	330·1	45·2	20·3	Wilmgton (Del.) Utd.States	T.3Cy.24″,39″&63″-48″ NB25 275NHP		R
92448		2677								H—F36′ *WB*				GlobeIrnWksCo.,Clevelnd		
WODV	D.F. GyC. *Mchy.Aft* 2 *Dks*	1763														
79199	**Marisa** *Oil Eng.*	8029	✠100A1 Ams *c*†			CL	1937	N.V.Nederl. Schps.Maats Amsterdam	N.V.Petroleum Maats."La Corona"	462·9	59·3	33·8	TheHague Dutch	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″-55½″ 502NHP	34 ″ 0	
PFUI	D.F. 1 *Dk2nd dk clear of cargo tanks*	7236	~~7,08~~ ~~11,37~~ 3,39 Rot				3mo			483·0(O.L.)			15 *BH*	DB180lb	~~9 ″ 0~~	
	E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	4740	✠LMC3,37 *Carrying Petroleum in bulk*				*Lloyd's*	*sA&CP*		P90′B43′F48′ FK				WerkspoorN.V.Ams.	~~27 ″ 6½~~ 26 ″ 8½	
									CellDBuE64	*157t DTf25*			*APT83t*	264t *FPT135t*	27 ″ 6	
79200	— **WoodAuxBkn**	340					1920	Soc.Anon. Costruz.eNav Veliero Viareggio	GiacomoDelfino fuBaldassare	140·0	28·2	14·9	Spozia Italian	Oil Engines *Emade-fitted38*		I
59	(*ex*Sailing Vessel Teresa-38, *Oil Eng.*	317												DeutscheWerkeKielA.G. Kiel		
IUSQ	*ex*Nibbio) 1 *Dk* (*See Sailing Ship Register*)	299														
79201	**Marisa Thordén** (*ex*Starck-35,	4536	✠100A1 Mmo *x*			OG	1922	J.L.Thomp-son&Sons,Ld. Sunderland	RederiA/B Peggy Thordén(G.B. Thordén, *Mgr.*)	364·5	52·8	24·3	Helsingfrs Finnish	T.3Cy.25⅝″,41″&68″-45″ (*s*) 180lb 357NHP	26 ″ 8	
735	*ex*Stakesby) *ssNwc.No.3-8,35*	—	4,38 ~~3,37~~ Abo			~~4,35~~	9mo								s 3 ″ 8	
OHHB	*Well deck* 1 *Dk(Stl)* *Cargo battens not fitted*	2653	BS~~3,37~~ ✠LMC1,35 4,38			4,38	*Lloyd's*	*sA&CP*	*CellA*	P28′Q118′B80′F29′ FK B309′959t *FPT70t*			6 *BHpt Cem* *APT221t*	3SB,*9cf*,GS162,HS5778 J.Dickinson&Sons,Ld.Sld.	23 ″ 3	
79202	**Mariska** (*ex*Virginia)	619				...	1921	A/S Nak-skovSkibs-værft Nakskov	Soc.Anon.diNav. GiovanniRiboli	177·2	31·9	13·1	Fiume Italian *WB*	Oil Engines 4S.C.SA 6Cy.14$\frac{9}{16}$″-22$\frac{9}{16}$″ 123NHP	14 ″ 3	I
48	*Oil Eng.*	520								P46′F25′ FK				A/S Holeby Dieselmotor-fabrik,Holeby		†
IQRC	*Mchy.Aft* 1 *Dk*	355														
79203	**Mariston**	4557	✠100A1 Rot *y*			CL	1924	Lithgows Ld. PortGlasgow	MaristonS.S.Co.Ld (W.S.Miller&Co.)	385·0	52·0	26·6	Glasgow British	T.3Cy.26″,42″&70″-48″ (*s*) 180lb 404NHP	29 ″ 0	
147905	*ssRot.No.3-11,36*	4303	10,38 ~~11,37~~ Cff			~~11,37~~	7mo						*Cem*	3SB,*9cf*,GS185,HS6713	s 5 ″ 3½	
GKTY	2 *Dks(Stl)*	2884	BS~~11,37~~ ✠LMC11,~~37~~ 10,38			10,38	*Lloyd's*	*sA&CP*	*CellDB332′1012t IA*	*P33′B112′F45′ FK hold dispensed with 1a30′760t APT161t*			*5 BH to U dk* 1 ″ ″ *2nd* ″	Rankin&BlackmoreLdGrk *only*	23 ″ 11½	
79204	**Marit** (*ex*Crenatula,*ex*WarSubadar)	5563	✠100A1 Yka *z*			CL	1918	W.Gray& Co.Ld. W Hartlepool	A/S JensensRederi II.(J.P.Jensen, *Mgr.*)	400·0	52·3	28·4	Arendal Norwegian	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP	31 ″ 0	
	ssH.Kg.No.3-9,30	4713	11,37			11.37	8mo						11 *BHpt Cem*	3SB.*9cf*,GS190,HS7668 FD	s 5 ″ 8	
LDQP	*ssSng.No.1-34* 1 *Dk(Stl)2tr B & Web frames* *Longitudinal framing*	3549	BS8,37 ✠LMC10,37 *Carrying oil fuel in bulk F.P.* *Fitted for oil fuel* 8.18			*F.P. above* 150° F.	*Lloyd's*	*sA&CP*	*Middle line Bulkh*	*ead not oil-tight FK* *CellDBuE&B59*			240t *f50′65t*	Cen.Mar.Eng.Wrks.W Hpl	25 ″ 7½	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enjoignement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Key: lettre ou nombre si ce n'est dans la R. Durée Cert. R of Trade.
79205	**Marit II** (*ex*ScottishStrath-37)		7417					1922	Armstrong Whitworth &Co.Ld. Newcastle	A/S Jensens RederiII(JörgenP. Jensen,*Mgr.*)	440·8 | 57·4 | 34·0 P101'B35'F39'	Arendal Norwegian *WB*	T.3Cy.27",46"&77"–51" 424NHP Armstrong,Whitworth& Co.Ld.Nwc.		C
	Fitted for oil fuel		6734												
LJQW	D.F. *Carrying Petroleum in bulk*		4528												
	Mchy.Aft 2*Dks*														
79206	**Marita**		1931					1919	Shanghai Dk&E.Co.Ld Shanghai	A/SBruusgaard	265·0 | 42·2 | 17·9 P34'B74'F30'	Drammen Norwegian *WB*	T.3Cy.18",29½"&50"–36" 150NHP Shanghai Dk.&Eng.Co.Ld.		N
			1677												
LCTD	1*Dk*		1136												
79207	—		1734	✝100A1 Gms		*q*	CL	1923	Gebr.G.& A deKorte, Moerdijk A&CP	RederiA/BMarita (ÅkeNordgren)	252·8 | 39·9 | 17·6 P26'B65'F22' FK *CellDBa77'*	Kotka Finnish	T.3Cy.17⅜",28"&46"–36" (*s*) 180lb 175NHP 2SB,*4cf*,GS96,HS3228 Machfab "Bolnes,"Bolnes	19 " 10 | s 8 " 6½ | 17 " 6½	
9007	(*ex*Dampfire-36) *ss*Osl.No.3–5,36		1510	5,38 ~~6,37~~	Rot		~~7,36~~	8mo			*E16'f98'480t FPT 4APT47t*				
OHYT	1*Dk*(*Stl*)		993	~~1,38~~ ✝LMC5,36 6,38			5,38								
79208	—		633				...	1918	Smith's Dock Co.Ld. Middlesbro'	CopperS.S.Co. (C.W.Bryson, *Mgr.*)	172·2 | 30·0 | 15·7 B50' FK *WB*	Fairport,O Utd.States	T.3Cy.16",26"&44"–26" 99NHP N.E.MarineEng.Co.Ld Sld	16 " 6	
228828	(*ex*Kaspar,*ex*Seghill,*ex*Kilmacrennan)		490												
	GyC. 1*Dk*		270												
79209	**Maritana**		2914					1892	Chicago S.B.Co. Chicago,Ill.	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	330·0 | 45·2 | 20·3 H—F40' *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24",39"&63"–48" NB25 275NHP GlobeIrnWksCo.Clevelnd		R
92459	*Mchy.Aft* 2*Dks*		2700												
WODW	D.F. GyC.		1770												
79210	**Maritza**		2910					1936	Neptun-werft Rostock Schiffsw. und Masch. G.m.b.H. Rostock	FlensburgerDampfercompagnie HaraldSchuldt &Co.	332·1 | 49·0 | 19·1 P27'B21'F26'	Hamburg German *WB*	C.4Cy.(2)16⅛"&(2)35 7/16"–35 7/16"&LP turbine with DR gearing & hydraulic coupling 207NHP Neptunwerft Rostock Schiffsw.und Masch.GmbH		G
			2526												
DJRH	2*Dks*		1609												
	D.F. *CruiserStern*														
79211	**Marjory** (*ex*MarjoryWeems,		2323					1919	McDougall Duluth Co. Duluth,Minn	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc. *Mgrs.*)	251·0 | 43·6 | 22·2 P25'B64'F20'	Baltimore Utd.States *WB*	T.3Cy.20",33"&54"–40" 184NHP McDougallDuluthCo.		R
218075	*ex*Chamberino)		—												
WODR	Sub.Sig. 1*Dk*		1394												
79212	**Mark**		1514	✝100A1 Rot		*p*	CL	1930	A.Vuijk& Zonen Capelle a/d Ysel	N.V."Houtvaart" (Vinke&Co. *Mgrs.*)	244·1 | 38·9 | 17·0 P22'B59'F20' FK *CellDB 208'381t FPT26t APT48t*	Rottrdam Dutch	T.3Cy.17½",29"&48"–36" (*s*) 220lb 195NHP 2SB,*4cf*,GS86,HS3336 ArnhemscheStoom-sleephelling Mij.Arnhem	19 " 0 | s 2 " 6 | 16 " 7½	
	*ss*Rot.No.2-39 ~~Hse.No.1–35~~		1320	2,39 ~~2,38~~			8,37	6mo							
PFUN	Wireless D.F. 1*Dk*(*Stl*)		884	✝LMC MS~~5,352~~,36 BS~~1,17~~ 3,38				*Lloyd's SA&CP*							
79213	**Marken**		5779	✝100A1 Rot		*a*†	CL	1937	N.V.Mch. &Scheepswrf. van P.Smit,Jr Rotterdam	NV.Stoomv.Maats. "Rotterdam"(W. Ruys&Zonen, *Mgrs.*)	431·6 | 55·2 | 26·5 P33'B250'F35' FK *CellDB363' 1172t*	Rottrdam Dutch	Oil Engines 4S.C.SA 6Cy.29½"–59 1/16" 490NHP DB*120lb* N.V.Mch.&Scheepswerf van P.Smit,Jr.Rot	29 " 0 | s 4 " 9½ | 24 " 4	
	Oil Eng.		5204	~~8,38~~ ~~12,37~~ 8,39	Vcr		8,38	1mo							
PFUO	D.F. 1*Dk*,2*nd dk in Nos.* 1&5 *holds*		3353	✝LMC1,37				*Lloyd's SA&CP*			*MT37'1463t FPT30 9t APT216t*				
	Cruiser Stern														
79214	**Markhor**		7917	✝100A1 Mdb		*d*†	CL	1929	W.Hamil-ton&Co.Ld. PortGlasgow	Thos.&Jno.Brock-lebank,Ld.	470·0 | 62·3 | 32·3 P47'B158'F39' FK *CellDB386'1279t*	Liverpool British	3SteamTurbinesSRgeared to 1 Sc. Shaft 8*BHptCem* 220lb (r) 1111NHP 1 ,,*to 2nd dk* 4SB,*16cf*,GS273,HS15000 FD D.Rowan&Co.Ld.Gls.	34 " 10 | s 7 " 6 | 27 " 7¼	
161102	*ss*Mdb.No.2–37		7219	4,39 ~~4,38~~ Gls			4,38	7mo							
GTFZ	D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in No.*1 *hold*		4779	✝LMC MS3,37 BS~~7,37~~ 6,38				*Lloyd's SA&CP*			*DTa36'1229t FPT 45t APT88t*				
	Cruiser Stern														
79215	**Markland** Ⓟ TwinSc		4454	✝100A1 Hfx		*w*	CL	1929	Earle'sCo. Ld. Hull	Markland ShippingCo.Ld.	327·3 | 52·7 | 27·3 P21'F31'	Liverpool British	T.6Cy.16",27"&44"–33" (*s*) 180lb 337NHP 3SB,*6cf*,GS126,HS5205 FD Earle'sCo.Ld.Hull	30 " 0 | s 5 " 11½ | 24 " 2½	
161135	*ss*Hfx.No.2-38 ~~*ss*Hfx.No.1–37~~		3555	2,39 ~~2,37~~			N2,39 S9,38 F2,38	12mo							
GMPC	1*Dk*(*Stl*)		2695	✝LMC BS~~6,37~~ 6,38 MS9,37				*Lloyd's SA&CP*			*Trunk* 275' FK				
	Cruiser Stern			*Fitted for oil fuel* 12,29			*F.P above*	50° F.		*Duct keel forward of machinery space*	7*BHptCem*				
								Cell		*DBu E&B40'f140' 547t deep wing tanks*	*s a279t FPT 109t APT123t*				
79216	**Marklyn** (*ex*Watsness,*ex*War		3090				...	1918	TyneI.S.B. Co.Ld. Newcastle	MervynSteam ShippingCo.Ld. (Martyn,Martyn& Co.Ld. *Mgrs.*)	331·3 | 46·8 | 23·1 P33'B100'F29' FK *WB*	Newport, Mon. British	T.3Cy.25",41"&68"–45" 430NHP N.E.MarineEngCoLd.Nwc	25 " 6	C †
142682	Combe)		2849												
GCVL	1*Dk*		1852												
79217	**Marlene** (*ex*Nogoya-36,		6507	✝100A1 Liv		*c*†	CL	1920	Barclay Curle&Co.Ld. Glasgow	The"K"S.S.Co.Ld. (Kaye,Son&Co.Ld. *Mgrs.*)	450·4 | 58·2 | 29·2 37·2 P31'F43'*on Shelter dk* *Coll BII to Sh dk* 6 ,, ,, 2*nd* ,, FK *CellDB383' 1730t FPT110t APT75t*	London British *Cem* FD	T.3Cy.27",44"&73"–48" 210lb (*s*) 845NHP 5SB,*20cf*,GS358,HS14592 W.Denny&Bros.Ld.Dmb.	32 " 0 | s 4 " 11½ | 27 " 3½	
144671	*ex*Highland *ss*Shl.No.3–12,32		6032	*Shelter dk* ~~Awn dk~~			~~10,36~~	7mo							
GCWN	Warrior–33) *ss*Ams.No.1–36		3989	*with freeboard* ~~2,38~~ ~~12,36~~ Gls ✝LMC ✝Nmad~~e~~ ~~efitted~~ MS12,36 BS~~6,37~~ 5,38			5,38	*Lloyd's SA&CP*							
	D.F. 1*Dk*&*Shelter dk*														
	Cruiser Stern														
79218	**Marlwood** (*ex*Swandale–38,		996	✝100A1 Goo		*m*	OG	1924	J.Crown& Sons,Ld. Sunderland	WFrance,Fenwick &Co.Ld.	212·0 | 33·5 | 12·7 Q122'F26' FK *CellDB176' 275t MT8'129t FPT 68t APT34t*	London British	T.3Cy.17",28½"&47"–33" (*s*) 180lb 166NHP 2SB,*4cf*,GS71,HS2946 N.E.MarineEng.Co.Ld.Sld	14 " 8 | s 4 " 10½ | 13 " 11½	
148064	*ex*Fellside) *ss*Goo.No.3–10,36		706	2,39 ~~2,38~~			2,38	5mo							
MLWK	*Well deck* *Mchy.Aft* 1*Dk*(*Stl*)		529	BS~~4,38~~ 2,39 ✝LMC10,36				*Lloyd's SA&CP*							
	Wireless														
79219	**Marly** (*ex*Kriton)		1115					1918	Akers Mek.Værks. Oslo	A/S Marly(Paul Blich)	226·5 | 36·5 | 15·7 P32'B56'F12'	Oslo Norwegian *WB*	T.3Cy.17",29"&47"–33" 150NHP AkersMek.Værks.Oslo		N
			979												
LELG	1*Dk*		656												
79220	**Marmex** (*ex*Calmex, Iron		1284					1884	G.Howaldt Kiel	CarlosE.Bernstein	222·7 | 31·3 | 22·4 P5'H30*t*	Ensenada Mexican *WB*	C.2Cy.25½"&43½"–30" NB96 85NHP Gebr.Howaldt,Kiel		
	*ex*L'Aquila,*ex*LaGolondrina,*ex*														
XCMS	Federalship,*ex*Gertrude, 1*Dk*&*Spar dk*		875												
	*ex*Arnold,*ex*Campine) 3*tr B*														
	Wireless *Fitted for oil fuel*														
79221	**Marmion** Ⓟ PadSk		409					1906	A.&J. Inglis,Ld. Glasgow	London&North EasternRly.	210·0 | 24·0 | 8·3 Q20' *Promenade dk* 160'	Glasgow British	C.D.2Cy.31"&56"–66" 212NHP A.&J.Inglis,Ld.Glasgow		BT till ~~6.38~~ 3.39
121340			286												
MFTS	1*Dk*		158												
79222	— Steel&Iron		324				...	1893	Scott& Sons Bowling	QueenCharlotte Towing&Salvage Co.Ld.	140·0 | 24·0 | 10·5 Q54'B14'F25' BK7	Vancouver British *WB*	C.2Cy.21"&42"–30" 70RHP Muir&Houston,Glasgow	11 " 3	
102622			237												
VGWJ	*Well deck* Wireless 1*Dk*		124												
	Mchy.Aft														
79223	**Marna**		1700					1936	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	292·0 | 41·7 | 16·4	Esbjerg Danish *WB*	(3Cy.(2)15¾"&39⅜"–37⅜"& LPTurbine with reduction gear & chain drive nhs3340 234NHP HelsingörsJernsk.&Mskb.		G
	Cruiser Stern		1463												
OYQH	D.F. 2*Dks*		973												

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey / Date of last Survey.	Port of Survey.	Years Assigned / new or Prod. / Equipment / Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers to which classed. If not in L.R. Date of 1st Trade Cert.
79224 LELH	**Marna** (*ex*Beverö,*ex*Walross) 2 *Dks*	430 347 182					1917	Schiffs.u. Msch.Hansa A.G.Tönning	Dampsksisk. Marna A/S (Sigurd Owren)	174·5 F14*t* H5*t* len20	23·2 B37*t*	10·4	Oslo Norwegian *WB*	T.3Cy.13″,20¼″&33⅛″–22⅝″ 53NHP GörlitzerMaschb.Görlitz		V
79225 PFVA	**Marnix van St. Aldegonde** (P) TwinSc D.F. Sub.Sig. 4 *Dks* *Oil Eng* *Ref.Mchy.* *Cruiser Stern*	19355 — 11582					1930	Nederl. Schps.Maats. Amsterdam	Stoom.Maats. Nederland	586·2 P63′B410′F85′	74·8	36·1	Amstrdam Dutch *WB*	Oil Engines 2S.C.SA 20Cy.29$\frac{9}{16}$″–52⅜″ 3100NHP KoninklijkeMaats "DeSchelde" Flushing		V
79226 FPAN	**Maroc** (*ex*SaintPaul–37) 2 *Dks* & *Awng dk*	2456 2214 1337					1908	Atel.&Ch. deFrance Dunkirk	Cie.Nav.Afrique duNord (Comptoir MaritimeFranco-Belge, *Mgrs.*)	288·8 B31′F32′	38·9	16·6 24·2	Havre French *WB*	T.3Cy.19″,30½″&51″–36″ 156NHP Atel.&Ch.deFrance,Dun.		V
79227 323 IQRU	**Marocchino** (*ex*Eos,*ex*Florapark) 2 *Dks*	1524 — 892					1920	Bremer Vulkan Vegesack	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi eSal-vataggi	246·6	34·1	19·2	Trieste Italian *WB*	T.3Cy.16⅝″26¾″&44$\frac{9}{16}$″–29½″ 106NHP BremerVulkan,Vegesack		I
79228 OYLH	**Marocco** (P) D.F. *Oil Eng.* 1 *Dk* & *pt Shelter dk* *Ref.Mchy.* *Cruiser Stern*	1641 1295 924					1936	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	271·7	40·4	16·6	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 5Cy.19$\frac{1}{16}$″–35$\frac{7}{16}$″ 338NHP Akt.Burmeistr&Wain,Cpn		V
79229 161152 GPXB	**Maron** (P) TwinSc *Oil Eng.* D.F. 2 *Dks*	6487 5207 3069					1930	CaledonS. B.&E.Co.Ld. Dundee	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co. *Mgrs.*)	433·0 P44′B256′F47′	56·3	26·3	Liverpool British *WB*	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$″–51$\frac{3}{16}$″ 687NHP N.E.MarineEngCoLd.Nwc		BT till 1·38 3·39
79230 135484 GRBT	**Maronian** *ss*Liv.No.3–7,26 *ss*Hul.No.2–35 1 *Dk* & *Std* 2nd *dk* & *Std* *Well deck* *Cruiser Stern*	3385 2343 2182	✠100A1 4,37 ✠LMC MS6,35 B 12,36	Hul	*u*	CL 6,36	1913	Earle'sCo. Ld. Hull	EllermanLines,Ld. (Ellerman&Papa-yanniLines,Ld. *Mgrs.*)	318·9 P&B207′F39′ FK *Cell DB a*93′ *uE&B*	42·4	21·8	Liverpool British *WB* =	T.3Cy.20½″,35¼″&60″–42″(*s*) 215lb 343NHP 6*BHCem* 3SB,6*cf*,GS110,HS4875 FD 53′*f*135′648*t*	26 ″ 9 s 3 ″ 4 23 ″ 7½	
Next "Luciano," *see No.* 88300																
79231 222197 KDZO	**Marore** TwinSc *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing*	8215 — 4172					1922	Bethlehem S.B.Corp.Ld. Sparrow's Pt.	OreS.S.Corp.	550·3 P139′B82′F50′	72·2	43·9	New York Utd. States *WB*	SR Geared Steam Turbines BethlehemS.B.Corp. Ld.ForeRiver,Mass.		R
79232 PKHC	**Maros** *Oil Eng.* *Mchy.Aft* 1 *Dk*	550 350 303					1929	N.V.Schps. "deMaas" Slikkerveer	N.V.Koninkl. Paketv.Maats.	165·4 B32′F25′	28·9	9·3	Batavia Dutch *WB*	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$″–15¾″ 122NHP Gebr.Sulzer,Winterthur		V
79233 LELI	**Marosa** 1 *Dk*	1513 1285 839					1925	F.Schichau Elbing	A/S Mabella (KarlBruusgaard, *Mgr.*)	261·7 P61*t* H100*t*	40·1 F86*t*	15·6	Drammen Norwegian *WB*	T8Cy18$\frac{8}{16}$″,31$\frac{5}{16}$″&51½″–29½″ 141NHP F.Schichau,Elbing		N
79234 77 SVKJ	**Marouko Pateras** (*ex*Harpagus, *ex*Clydemede, *ex*Oakmore) *ss*Pir.No.3–5,30 *ss*Shl.No.2–38 1 *Dk* (*Std*)	4269 4020 2670	✠100A1 4,39 2,38 ~~5,42,37~~ 10,38	Bry Rot	*y*	CL 9,38 N 4,39 ~~5,42~~ 10,38	1917 12mo *Lloyd's*	W.Pickers-gill&Son.Ld Sunderland	Anastassios Pateras&Sons *Cell D*	390·0 401·0(O.L.) P40′B244′F35′ FK ~~3BS~~ 111⅞ *FPT* 110*t*	53·3	23·5	Chios Greek *GBHCem* *APT* 77*t*	T.3Cy.27″,45″&74″–48″ (*s*) 180lb 466NHP 3SB,9*cf*,GS204,HS7917 J.Dickinson&Sons.Ld.Sld.	26″ 0 s 3″ 6 22 ″ 8¾	
79235 236 SVIG	**Maroulio** (*ex*Assiout–35) *ss*Liv.No.3–8,30 *ss*Liv.No.1–35 1 *Dk*	4215 3945 2655	✠100A1 7,37 ✠LMC MS4,35 B S7,37 ✠NE *made* 2 *refitted* 37 *Carrying oil fuel F.P.*	Rot	*x*	CL 2,37 above 50° F.	1918 11mo *Lloyd's*	Nof Ireln'd S.B.Co.Ld. Londonderry *in DB & DT*	M.E.Kydonieſs *Cell DB* 316′ 1048*t* *D*	370·4 P32′B218′F34′ FK *Ta* 28′660*t* *FPT* 107*t*	51·2	25·8	Andros Greek *GBHCem* *APT* 108*t*	T.3Cy.23⅜″,36″&58″–42″(*s*) 180lb 403NHP 3SB,9*cf*,GS160,HS6831 FD W.Beardmore&Co.Ld.Gls.	28 ″ 2 4 ″4½ 24 ″ 0	
Next "Amaryllis," *see No.* 87066																
79236 232 SVES	**Maroussio Logothetis** (*ex*QueenslandTransport–34) 1 *Dk*	4699 [illegible] [illegible]					1913	Irvine'sSB &D.D.Co.Ld. W Hartlepool	GoulandrisBros.	385·0 P36′B119′F36′	52·0	27·1	Andros Greek *WB*	T.3Cy.25″,40″&68″–48″ Richardsons, Westgarth&Co.Ld.Hpl. 320NHP		C
79237 LDNX	**Marpesia** 1 *Dk*	1959 1753 1119					1930	S.P.Austin &Son,Ld. Sunderland	A/S Mabella (KarlBruusgaard, *Mgr.*)	275·9 P61*t* H104*t*	42·3	18·7	Drammen Norwegian *WB*	T.3Cy.20½″,34″&56″–39″ 195NHP G.Clark,Ld.Sunderland		N
79238 PFVE	**Marpessa** *Oil Eng.* *ss*H.Kg.No.2–35 *Mchy.Aft* 1 *Dk* (*Std*) *Longitudinal* D.F. *framing at bottom and at decl.*	7408 [illegible] 4237	✠100A1 [illegible] ~~12,36~~ 39 Sha ~~BS 5,38~~ 1,39 MC12, *Carrying Petroleum in bulk*	Rot		CL ~~12,36~~ 12,36	1927 3mo *Lloyd's*	Rotterdam Droogd.Maat Rotterdam	Nederl.Indische Tankstoomboot Maats. *Cell D Bu E* 69′ 285*t* *l*	440·1 P99′B34′F58′ FK *Tf* 32′284*t* *FPT* 162*t*	59·3	32·7	TheHague Dutch 15*BHptCem* *APT* 67*t*	Oil Engines 4S.C.SA 6Cy.32½″–59$\frac{1}{16}$″ 602NHP 2DB*180lb* N.E.Mar.Eng.Co.Ld.Nwc.	32 ″ 9 s 6 ″ 3½ 26 ″ 7⅜	
79239 794 SVCT	— (*ex*Ontario–34, *ex*WarCompany)	5476 4904 3587	✠100A1 12,38 2,38 [illegible] MC12,34 NB19 *refitted* 12,	Ams Hul	*z*	CL N1,38	1919 8mo *Lloyd's*	J.Coughlan &Sons Vancouver, B.O.	N.Eustathiou&Co. *Inter mediate BH in for- Cell*	410·5 127·2(O.L.) P44′B115′F47′ FK *hold dispensed with* *DB* 368′ 1274*t* *FPT*	54·1	27·5	Piræus Greek *pt Cem* *BH only* 131*t* *APT* 85*t*	T.3Cy.24″,39½″&67″–48″(*s*) 190lb 523NHP 3SB,9*cf*,GS189,HS8325 FD N.E.MarineEng.Co.Ld.Sld	29 ″ 9 s5 ″ 9⅜ 24 ″ 2	
79240 EAGX	**Marques de Chavarri** *ss*Bbo.No.3–9,31 *ss*Bbo.No.1–35 *Mchy.Aft* 1 *Dk* (*Std*) *Cargo battens not fitted*	3256 ~~3,36~~ 2673 2002	✠100A1 11,38 BS ~~7,37~~ 8,38 ✠LMC 9,35	Bbo	*u*	CL ~~6,37~~ 11,38	1918 6mo *Lloyd's*	Soc.Anon. Espanola de Const.Nav. Bilbao	AltosHornos de VizcayaSoc.Anon. *Cell D*	314·0 P76′F39′ FK *B* 262′ 801*t* *FPT* 190*t*	48·1	22·1	Bilbao Spanish 5*BHCem* *APT* 76*t*	2SteamTurbinesSR geared to 1 Sc. Shaft (*s*) 200lb 262NHP 2SB,6*pf*,GS120,HS4220 Soc.Espan.deConst.Nav.	24 ″ 4 s 4 ″ 6½ 20 ″ 1	
79241 EAHJ	**Marques de Comillas** (P) TwinSc *ss*Bcl.No.1–33 Sub.Sig. 1 *Dk* (*Std*) & *Shelter dk* (*Std* wks) D.F. *Shade dk* (*Std*-teak s) *Lower dk* (*Std*) *except in Nos.* 4 & 5 *holds* *Longitudinal framing in double bottom*	9922 — 5477	✠100A1 *Shelter dk with freeboard* 2,36 BS5,36 MC7,32 *Fitted for oil fuel* 8.28 NO LATER SURVEY	Bbo	*c* †	CL 8,35 *F.P. above* 150° F. REPORTED	1928 9mo *Lloyd's*	Soc.Espa-ñola de Const.Naval Ferrol	Cia.Trasatlantica *Cell DB* 3	459·7 F49′ FK & BK1″ 78′ 1210*t* *Tanks in w*	55·9	29·3	Barcelona Spanish 9*BHptCem* *ay of tunnels*	4SteamTurbinesSR geared to 2 Sc.Shafts (*r*) 1217NHP 180lb 5SB,15*cf*,GS345,HS14945 FD Soc.Espan.deConst Nav. 266*t* *FPT* 80*t* *APT* 53*t*	32 ″ 0 s 6 ″ 7½ 25 ″ 10½	
79242 EAGY	**Marques de Urquijo** (*ex*Carlos, *ex*Benhead,*ex*Cyrano,*ex*Whitburn) 1 *Dk* & *pt Awng dk*	2567 1931 1634	...				1894	Short Bros. Sunderland	AltosHornos de VizcayaSoc.Anon.	300·4 Q120 B120′ RFD58′ F on RFD30′ FK	40·1	18·9	Bilbao Spanish *WB*	T.3Cy.20½″,37⅛″&61½″–42″ 242NHP J.Dickinson,Sunderland	21 ″ 3	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Prime accordée maintenant en raison de son équipement. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NE²=Force en chevaux d'après les formules de la Société. RE²=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au dessus du Pont de Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où coté, et si vu dans le R. Book. Certificats.
79243	**Marquesa**	TwinSc	8979	✠100A1	Liv	*c* †	CL	1918	W.Hamilton&Co Ld.	Furness,Houlder ArgentineLines, Ld.	430·2	61·1	35·7	Liverpool	T.6Cy.26″,42½″&70″–45″ (*s*)	38 ″ 3	
140586	*ssLon.No.3–9,30*		7484	*Shelter dk*			3,38	7mo	PortGlasgow		450·4(O.L.)			British	200lb 1087NH	s 7 ″10⅜	
GPDV	*ssLon.No.1–34*		5604	*withfreeboard*				*Lloyd's*	*SA&CP*		B257′F41 *onShl dk*			1 *BHtoSh dk*	6SB(Spt),*20cf*,GS404, FD HS16890	30 ″ 6⅜	
	Ref.Mchy.	*3Dks(Stl)&Shelter dk*		3,38	BS2,38						FK						
	D.F.	*(Stl-ws)*		~~BS10,37~~	✠LMC9,33					*Cell*	*DB370′1178t FPT*			*47t APT132t*	D.Rowan&Co.Ld. Glasgow		
		Cruiser Stern		✠Lloyd's RMC3,38													
				5,38	~~2,34~~ 11,38												
79244	**Marquette** (*ex*E.L.Wallace)		4956					1906	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-CliffsSS Co.(Cleveland-CliffsIron Co.*Mgs*)	420·0	52·2	29·0	Wilmngtn (Del.)	T.3Cy.20″,33½″&55″–42″ NB23 196NH		R
203540			—											Utd.States	Gt.LakesEng.Wks.Detroit		
KFNP	D.F. *Mchy.Aft*	1 *Dk*	3678								*WB*						
79245	**Marrakech** Ⓟ	TwinSc	6179					1913	Ch.&Atel. de Provence Port de Bouc	Cie.Générale Transatlantique	414·3	51·6	28·6	Bordeaux French	T.6Cy.22″,34½″&56½″–39½″ &LP turbines 400NH		V
	(*ex*Haïti)	*Fitted for oil fuel*	4795								P27′F46′						
FNSJ	D.F.	5 *Dks*	3712								*WB*				Atel.&Ch.deProvence,Msl.		
79246	**Marrawah**		472	✠100A1	Bsb	*h*	OG	1910	VanVliet &Co. Hardinxveld	AustralianSteam-shipsProprietary Ld.(*Man.Agents*, HowardSmithLd.)	165·0	28·1	11·5	Melbourne British	T.3Cy.13½″,21⅛″&35⅜″–24″ 1801b *100lb* (*s*) 87RH	12 ″ 2	
129125	*ssMel.2ndNo 3–11,34*		381	12,37			10,36	8mo			*29·5*			4 *BHCem*	1SB,*3pf*,GS51,HS1625	s 4 ″ 3½	
VJGK	*Well deck*	1 *Dk(Stl)*	231	BS12,37	✠LMC11,34			*Lloyd's*	*SA&CP*		175·5(O.L.)				W.V.V.Lidgerwood,Gls.	11 ″ 11⅜	
	Wireless	*Cargo battens not fitted*		11,38							Q84′B14′F22′ FK						
											WB = *DBa32′37t FPT*			*46t APT15t*			
79247	**Mars** (*ex*Ida–36)		1877					1924	Bergens Mek.Værks. Bergen	RederiA/B Iris (S.Abrahamsen, *Mgr.*)	265·8	42·2	17·8	Stockholm Swedish	T.3Cy.19½″,30″&52″–36″ 162NH		N
8054			*1641*								P77′H96′F8′						
SEFN		1 *Dk*	*1073*								*WB*				BergensMek VærksBergen		
79248	—		1582	✠100A1	Ams	*r*	CL	1925	New Waterway S.B Co. Schiedam	KoninklijkeNederlandscheStoomb. Maats.	267·9	39·1	16·8	Amstrdam Dutch	T.3Cy.18″,30″&49″–36″ (*s*) 180lb 207NH	18 ″ 10 s ″ 6	
	(*ex*Delamere)	*ssAms.No.3–5,37*	1370	*withfreeboard*			~~1,38~~	11mo						4 *BHCem*	2SB(Spt)*6cf*,GS110,HS3900	18 ″ 6	
PFVK	Wireless	1 *Dk(Stl)&Shelter dk(Stl)* & *3rd dkStl in No.1 hold*	895	~~5,38~~ 2,38			8,38	*Lloyd's*	*SA&CP*		FK			*BH to Sh dk*	NewWaterwayS.B.Co.		
				BS~~2,38~~ 1,38	✠LMC4,37					*Cell D*	*Ba64′uE24′f124′4*			*28t FPT31t APT35t*			
79249	—	Iron	1475	✠100A1	Hbg	*p*	CL	1882	J Readhead &Co. S.Shields	RederiA/B Wallonia(M.Wedlin, *Mgr.*)	255·0	36·0	17·5	Hlsngborg Swedish	C.2Cy.26½″&57″–36″ 80lb NDB11 158NH	18 ″ 7	
5407	(*ex*Torbjörn,	*ssHbg.4thNo.3–5,35*	*1782*	7,38 ~~3,26~~			8,36	8mo						4 *BHCem*	2SB,*4pf*,GS71,HS2706	s 5 ″ 5½	
SFLI	*ex*Waterloo)	1 *Dk2trB*	*864*	BS~~2,37~~ 2,38	✠LMC4,35						Q136′B26′ BK9″ F32′			*4 BHCem*	2SB,*4pf*,GS71,HS2706	17 ″ 10½	
	Well deck	*Cargo battens not fitted*						*A&CP*						*DBa76′f70′320t*	J.Readhead&Co.S.Shields		
79250	—		1293	✠ ...	Tln	*o*		1912	A.Vuijk& Zonen Capelle a/d Ysel	J.Rang	235·4	35·7	15·4	Tallinn Estonian	T.3Cy.17″,28″&46″–36″ 147NH	17 ″ 6	V
	(*ex*Waal–36)	*ssRot.No.3–1,25*	1168	12,36				5mo			Q83′B63′F28′			4 *BHCem*	1SB,*3cf*,GS63,HS2408		†
ESUX		*ssRot.No.2–34*	758		✠						FK			*FPT60t*	G.T.Grey,SouthShields		
	Well deck	1 *Dk(Stl)*								*Cell DBa*	*69′uE15′f102′310t*						
79251	—		721					1918	N.V.Shps. v/hWd.A.van Duyvendijk Papendrecht	Cie.desAffréteurs Français(Heuzey &Chastellain, *Mgrs.*)	180·0	28·0	14·5	Rouen French	T.3Cy.15″,25″&40″–27″ 93NH		V
	(*ex*MontSaintClair,*ex*Lauwerzee)		—								Q106′B12′F17′						
	Mchy.Aft	1 *Dk*	329								*WB*				Straatman,Dordrecht		
79252	—		699					1909	Chant.Nav Anversois Hoboken	SkibsA/S Haugen, Tellefsen&Co.II (E.Tellefsen, *Mgr.*)	195·5	30·3	11·2	Oslo Norwegian	T.3Cy.14″,23″&38″–27″ 75NH	13 ″ 3	N
			537								Q69′B24′H20′F20′						
LELK		1 *Dk*	405								*WB*				NE.MarineEng.CoLd.Nwc		
79253	**Marsa**		4405	✠100A1	Lon	*x*	CL	1928	J Readhead &Sons,Ld. SouthShields	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.,*Mgrs.*)	370·0	52·3	25·9	London British	T.3Cy.24½″,41″&66″–45″ (*r*) 180lb *120lb* 341NH	28 ″ 3 s 5 ″ 3½	
160601	*ssMdb.No.2–37*		4076	~~4,38~~ ~~1,38~~ 3,39	Mdb		1,38	11mo			384·3(O.L.)			6 *BHCem*	2SB,*6cf*,GS109,HS4460 FD	23 ″ 1½	
GSVC	D.F.	1 *Dk(Stl)*	2738	BS~~1,38~~ 12,38	✠LMC12,36			*Lloyd's*	*SA&CP*		P28′B104′F36′ FK				J.Readhead&Sons,Ld SShld		
										Cell DBa&uE144′f	160′1075t *FPT135t*			*APT115t*			
79254	**Marsden**		2874	✠100A1	Sld	*u*	CL	1924	WoodSkinner&Co.Ld. Newcastle	TanfieldS.S.Co.Ld. (W.B.Nisbet *Mgr.*)	334·6	44·6	21·6	Newcastle British	T.3Cy.22″,36¼″&61½″–42″ 200lb *100lb* (*s*) 344NH	24 ″ 0 s 4 ″ 1½	
148056	*ssSld.No.3–4,37*		2578	4,38 ~~3,38~~			~~4,37~~	3mo			356·5(O.L.)			5 *BHptCem*	2SB(Spt)*8cf*,GS168,HS6120	20 ″ 1	
GKJL	D.F.	1 *Dk(Stl)*	1692	BS11,38	✠LMC		4,39				P27′B70′F25′ FK			*4 APT230t*	NE.MarineEng.CoLd.Nwc		
		Cargo battens not fitted		MS4,37	~~BS11,37~~			*Lloyd's*	*SA&CP*	*Cell D*	*B276′793t FPT125t*						
79255	**Marsella**	TwinSc	2698	✠100A1	Cco	*t*	CL	1924	Rotterdam Droogd.Maat Rotterdam	N.V.Curaçaosche Scheepv.Maats.	305·0	50·2	15·1	Willemstd Dutch	T.6Cy.12⅜″,20½″&33⅜″–24 7/16″ 180lb (*s*) 236NH	15 ″ 0 s 1 ″ 6½	
3345	*ssCco.No.3–5,36*		1796	~~2,36~~ ~~2,38~~ 12,38			~~5,35~~	6mo						8 *BHptCem*	2SB,*4cf*,HS4168 FD	13 ″ 7½	
PJAG	*Mchy.Aft*	1 *Dk(Stl)*	1486	BS6,38	✠LMC		s12,36				Q87′F29′ FK			*4 PT81t*	Droogd.Maats.Rotterdam		
				MS5,35	~~HS6,37~~		PNG,38	*Lloyd's*	*SA&CP*		*Trunk189′*						
	Longitudinal framing at bottom&at deck			*Carrying Petroleum in bulk*			*bulk*										
				Fitted for oil fuel 6,24			*F.P. a*	*above* 150° F.									
79256	**Marshall B. Hall**	IronTwinSc	675					1906	Atlantic Works, E.Bos.	UnionTankers Corp.	160·4	47·0	8·8	Boston Utd.States	Oil Engines 4S.C.SA 12Cy 11½″–15″ 155NH NE33 AtlasImperialDiesel Eng.Co.Oakland,Cal.		
204283	(*ex*BostonFloatingHospital–33)	*OilEng.* 1 *Dk*	— 547														
		Carrying oil in bulk															
79257	**Marslew**		4542	✠100A1	Gls	*y*	CL	1926	Lithgow's Ld. PortGlasgow	WalmarS.S.Co.Ld. (Kaye,Son&Co.Ld. *Mgrs.*)	385·0	52·0	26·6	London British	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 467NH	29 ″ 0 s 5 ″ 3½	
148767	*ssGls.No.2–34*		4303	3,38			3,38	7mo						*pt Cem*	3SB,*9cf*,HS6845 FD	23 ″ 11½	
GMPZ		2 *Dks(Stl)*	~~4831~~ 2882	BS~~11,37~~ 10,38	✠LMC6,34			*Lloyd's*	*SA&CP*	*Intermediate 'Tween in after hold*	P38′B112′F44′ FK			4 *BH to U dk*	J.G.Kincaid&Co.Ld Grk.		
				Fitted for oil fuel 7,26			*F.P. a*	*above* 150° F.		*Cell D*	*n dk BH B329′1003t DTa30′*			2 ,, ,, 2nd ,, *760t APT16t*			
79258	**Marsodak**		3279			...		1919	Submarine BoatCorp. Newark,N.J.	MarsodakS.S.Co. (AmericanRange Lines,Inc.,*Mgrs.*)	324·0	46·2	25·0	Wilmngtn, (Del.) Utd.States	DR Geared Steam Turbine 386NHP	28 ″ 6	R
218943		*Fitted for oil fuel*	3005								P30′B90′F35′			*WB*	WestinghouseElectric& Mfg.Co.Essington,Pa.		†
KJQX		1 *Dk2trBin forefd after holds&Web frames*	2023								FK						
79259	**Marstenen**		1832					1915	Fredrkstad Mek.Værks. Fredrikstad	Skibs.-A/SVilhelm TorkildsensRederi (V.Torkildsen, *Mgr.*)	265·0	42·1	17·9	Bergen Norwegian	T.3Cy.20½″,33″&56″–36″ 188NHP		N
			1638								P22′B71′F29′						
LCOG		1 *Dk*	1114								*WB*				FredrikstadM.V.Frdstad.		
79260	**Marsworth** (*ex*Merwede–37,		366					1925	J.Smit Vierverlaten	GrandUnion (Shipping)Ld.	131·6	23·2	11·5	London British	T.3Cy.10″,16″&27″–19½″ 32RHP		V
165566	*ex*Koningsdiep)		270								P38′F21′						
MMML	*Mchy.Aft*	1 *Dk*	188								*WB*				Botje,Ensing&Co.Grningn		
79261	**Marta** (*ex*EmmaMejakowa,		1589	✠	Hul	*q*		1889	T.Turnbull&Son Whitby	Rederi.A/B Fenja (C.H.Witt,*Mgr.*)	255·4	37·1	18·0	Hlsngborg Swedish	T.3Cy.20″,33″&54″–36″ NDB07 170NHP	19 ″ 4	V
5651	*ex*Dambassis,	*ssGms.2ndNo.3–10,14*	*1340*	7,20				2mo			P28′Q60′B112′F32′ FK			4 *BHCem*	2SB,*4cf*,GS58,HS2483		†
SFPD	*ex*Aris,*ex*GeorgeClarkson)		*898*								*WB* = *DBa*			*72′f104′342t*	Blair&Co.Ld.Stockton		
	Well deck	1 *Dk(Stl)2trB*															

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in Parish closed, if not in L.R. Dated B. of Trade Cert.
79262 929 ESBL	**Marta** (*ex* Fritiof-33, *ex* Gilcomston) *ss* Tln. 3rd No. 3-11,36 ~~*ss* Els. 2nd No. 3-2,20~~ *Well deck* ~~*ss* Glst. No. 2-38.~~ 1 *Dk* (*Stl*) & *deep framing*		1414 1168 818	✠100A1 ~~11,36~~ 10,38 ✠LMC MS11,36 BS8,37 10,38	Tln	*o*	09 ~~10,36~~ 9,38	1900 8mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen *SA&CP*	A. Laane *Cell D Ba 73' f 98'*	250·0 | 36·2 | 15·1 259·0 (o.l.) Q86' B100' F27' FK 290t *APT* 80t	Pärnu Estonian	T.3Cy. 18", 29" & 48"–36" 165lb 147 NHP 4 *BHpt Asp pt Cem* 2SB, *4rf*, GS 79, HS 2292 Hall, Russell & Co. Ld. Abn.	16 " 1 *s* " 10½ 15 " 4	
79263 (*ex* Jyden, *ex* Hermine, *ex* Contest) *Well deck*	— Iron *ss* Ham. 2nd No. 3-11,07 *ss* Mmo. No. 2-16 1 *Dk* (*Irn*)		505 375 295	✠ 12,19 ✠NB11,07	Mmo	*h*		1879 12mo	J. Laing Sunderland	~~Robert Bornhofen~~ Rud. & J. Johnsson (A/B John Dahlberg, *Mgrs.*)	162·5 | 26·0 | 12·6 Q53' B37' F21' BK 7' WB=	Nagu Finnish NDB01 / 76 NHP	C.2Cy. 20" & 40"–30" 4 *BH Cem DBa* 33' *f* 28' 1SB, *2pf*, GS 38, HS 1443 G. Clark, Sunderland	12 " 11	C †
79264 EGAJ	**Marta Junquera** (*ex* Mechelm) 1 *Dk*		607 393 318					1918	Cia. Euskalduna Bilbao	Vapores Costeros, S.A. (A.G. Trevilla & F. Garcia Castillo, *Mgrs.*)	183·5 | 27·0 | 9·6 Q51' F28'	Santander Spanish	T.3Cy. 11⅝", 19" & 30"–22" 42 NHP Cia. Euskalduna, Bilbao		
79265 164042 GWYC	**Martaban** E.S.D. *Cruiser Stern* D.F. 1 *Dk*		4161 3836 2445					1934	D. & W. Henderson & Co. Ld. Glasgow	British & Burmese Stm. Nav. Co. Ld. (P. Henderson & Co)	392·9 | 53·2 | 24·0 P42' B236' F40' WB	Glasgow British	T.3Cy. 20½", 34½" & 58"–42" NE 37 218 NHP N.E. Marine Eng. Co. Ld. Nwc.		C
79266 IBNZ	**Martano** (*ex* Martand-38, *ex* Port Napier-36, *ex* Hawkes Bay) **Twin Sc** D.F. 2 *Dks* (*Stl*) & *Ref. Mchy.* *Shelter dk* (*Stl-ws*)		*8443* *7800* 5203	✠100A1 *Shelter dk with freeboard* 1.38 ✠LMC BS4,37 MS9,37	Gls	*e* †	CL 4,38	1912 12mo	Workman, Clark & Co. Ld Belfast *Lloyd's*	A. Zanchi *Cell D Ba* 131'	490·2 | 61·4 | 32·9 FK *uE & B* 88' *f* 209' 1530t	Genoa Italian	T6Cy. 23", 38½" & 64½"–45" (*s*) 2001b 804 NHP 8 *BH Cem APT* 70t 4SB, *16cf*, GS 274, HS 11628 FD Wrkman, Clark & Co. Ld Bel	35 " 8 *s* 5 " 11½ 29 " 11½	
New "Mar Bianco," see No. 89068 in Supplement															
79267 819 IBLV	**Marte** D.F. 1 *Dk*		5290 4731 3295					1917	Cant. Nav. Riuniti Palermo	Soc. Ligure di Armamento	394·9 | 51·7 | 27·6 P37' B123' F35' WB	Genoa Italian	T.3Cy. 26", 42½" & 69½"–48" 335 NHP Cant. Nav. Riuniti, Palermo		CI
79268 EAGZ	— *ss* Bbo. 2nd No. 3-11,25 1 *Dk* (*Stl*) & *Spar dk* (*pt Irn & pt Stl*) & *deep framing*		*3714* *3483* 2399	✠ 6,34 ✠	Npt	*w*		1900 3mo	Lndnderry SB. & E. Co. Ld Londonderry	Cia. Anon. Marit. "Union" (M. Urruchua, *Mgr.*) *WB = Cell D B*	361·0 | 46·2 | 17·9 P31' B108' F32' 25·8 FK *a* 114' *uE & B* 42' *f* 150' 848t *APT* 43t	Bilbao Spanish	T.3Cy. 24", 40" & 67"–45" 347 NHP 6 *BH Cem* 2SB, *6cf*, GS 92, HS 4500 Dunsmuir & Jackson, Gls.	28 " 6	C †
79269 2184 IAMG	— (*ex Naval Vessel* Procione, *ex* Vesta) 2 *Dks* *Carrying Petroleum in bulk*		2502 2309 1455					1892	Armstrong Mitchell & Co. (Lim.) Newcastle	Italian Navy (operated by Soc. Anon. Cooperativa di Nav. Garibaldi	300·9 | 37·8 | 26·3	Genoa Italian	T.3Cy. 23⅛", 36" & 59"–39" 199 NHP Northumberland Eng Wks. Nwc		I
79270 DAOD	**Martha** (*ex* Helene Otto Ippen 10, *ex* Nordstern, *ex Sailing Vessel* W.T.A.G. 32) **Twin Sc** 1 *Dk*		546 467 303					19⅔	E. Berninghaus Duisburg	Ippen-Linie Reed. A.G.	194·5 | 26·4 | 10·3	Stettin German	T.6Cy. 7⅛", 11⅞", & 18⅝"–11" E & B made 09 fitted— H. Pauchsch A.G 24 NHP Landsberg a.W		G
79271 227895	**Martha E. Allen** **Twin Sc** *Oil Eng.* *Mchy. Aft* *ss* Clv. No. 1–34 GyC. 1 *Dk* (*Stl*) *Longitudinal framing at bottom & at deck*		2935 2297 1994	✠100A1 *For service on the Great Lakes* 3,39 LMC 3,38 DBS3,39 LMC 12,38 *Carrying Petroleum in bulk*	Clv		3,34 3,38	1928 10mo *Lloyd's*	American S.B. Co. Lorain, O. *SA&CP*	Lake Tankers Corp. *Cell D Ba* 130' 10' *F P T*	334·0 | 51·2 | 18·9 P85' *Trunk* 197' F52' FK 11 *BH* 64t *APT* 68t	Whiting, Ind. Utd. States	Oil Engines 4S.C.SA 12Cy. 18½"–35⅞" DB 150lb 380 NHP Werkspoor, Ams.	18 " 6 *s* 2 " 4½ 16 " 5½	
79272 DGWG	**Martha Halm** **Twin Sc** 1 *Dk*		984 689 542					1927	Nüscke & Co. A.G. Stettin	Kölner Reed. A.G.	216·0 | 33·0 | 11·8 Q84' B49' F25' WB	Cologne German	T.6Cy. 11⅞", 17⅛" & 28¾"–16½" 33 NHP A. Borsig, G.m.b.H. Berlin		G
79273 DGDF	**Martha Hendrik Fisser** (*ex* Blackheath-35) D.F. E.S.D. *ss* Shl. No. 3-11.22 *ss* Shl. No. 2-31 1 *Dk* (*pt Irn & pt Stl*)		4879 4460 2930	✠ ... 5.35	Hfx	*y*		1911 6mo	Ropner & Sons, Ld. Stockton	Hendrik Fisser A.G. (Fisser & v. Doornum, *Mgrs.*) *Intermediate bulk* *Cell D Ba* 126' *u*	387·8 | 52·1 | 27·0 390·0 P34' B120' F41' FK *head in after hold dispensed with E* 30' *f* 173' 1256t *F P T*	Emden German *Cem* 5 *B H only* *T* 166t *APT* 270t	T.3Cy. 27", 44½" & 73"–48" 434 NHP 3SB, *9cf*, GS 192, HS 7158 Blair & Co. Ld. Stockton	30 " 3	C †
79274 DHQP	**Martha Russ I** Wireless 1 *Dk*		996 790 574					1920	Stettiner Oderwerke Stettin	Ernst Russ	211·2 | 33·9 | 13·3 P12' Q61' B55' F22' WB	Hamburg German	T.3Cy. 15¾", 25½" & 41⅛"–29½" 92 NHP Stettiner Oderwerke		G
79275 223089 WCFA	**Marthas Vineyard** (P) (*ex* Islander) Wireless 2 *Dks*		1089 — 456					1928	Bath Iron Works, Ld. Bath, Me.	New England S.S. Co.	202·4 | 36·1 | 13·1	N. Bedford, Mass. Utd. States	T.4Cy. 16", 26" & (2) 30"–24" 44 NHP Bath Iron Works, Bath, Me.		
79276 3465 PJBA	**Martica** **Twin Sc** ~~*ss* Oco. No. 2-38~~ *Mchy. Aft* 1 *Dk* (*Stl*) *Longitudinal framing at bottom & at deck*		2679 1799 1471	✠100A1 ~~5,38~~ ~~6,37~~ 3,39 ~~BS3,~~ LMC ~~MS~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,25	Oco	*l*	CL P2,38 SN3,39 *F.P. above* 150° F.	1925 7mo *Lloyd's*	Rotterdam Droogd. Maat Rotterdam *SA&CP*	N.V. Curaçaosche Scheepsv. Maats.	305·0 | 50·2 | 15·1 Q87' *Trunk* 189' FK F29'	Willemstad Dutch 8 *B Hpt Cem APT* 81t	T.6Cy. 12¾", 20½" & 33⅜"–24⅞" 1801b (*s*) 236 NHP 2SB, *4cf*, HS 4168 FD Rotterdam Droogd. Maats.	15 " 0 *s* 1 " 6½ 13 " 7½	
79277 LJDT	**Martin Bakke** *Oil Eng.* *Ref. Mchy* 1 *Dk* & *Shelter dk* 3rd dk in D.F. *Nos. 1 & 3 holds* *Cruiser Stern*		5484 4724 3269	✠100A1 *with freeboard* ~~2,39~~ ~~1,37~~ ~~Mcn~~ LMC 4,36 Lloyd's R ~~C 11,37~~ 12,38 for temp. 32° F.	Bel	*b* †	CL 5,38 LM 6,38	1936 4mo *Lloyd's*	Götaverken A/B Gothenburg *SA&CP*	Skibs. A/S Marie Bakke (Knut Knutsen, O.A.S. *Mgr.*) *Cell D B* 324 1310t *DT a* 12' 310t	435·9 | 58·8 | 26·0 453 2 (o.l.) F36' FK *DT f* 19' 57t *F P T* 53t *APT* 150t	Haugesund Norwegian 7 *BH* *Coll to Sh dk* 6 " *2nd* "	Oil Engines 2S.C.DA 5Cy. 24⅞"–55½" 1021 NHP Götaverken A/B, Göt.	28 " 6 *s* 3 " 2 25 " 6½	
79278 OUIX	**Martin Carl** 1 *Dk*		1412 1157 828					1924	Helsingörs Jernsk. & Msk Elsinore	A/S Dampskelsk. Heimdal (M. Carl, *Mgr.*)	249·5 | 38·1 | 15·0 P17' Q77' B96' F29' WB	Copnhagn Danish	T.3Cy. 18", 30" & 50"–36" 150 NHP Helsingörs Jernsk. & Mskb.		V
79279 OZBC	**Martin Goldschmidt** *ss* Abg. No. 2–31 D.F. 1 *Dk* (*Stl*)		2095 1880 1250	✠ ~~4,36~~	Abg	*s*		1922 11mo	A/S Köge Værft. Skbs. & Msk. Kjöge *Inter*	D/S A/S Progress (M. Nielsen & Son, *Mgrs.*) *mediate B H in fore Cell D*	289·9 | 13·1 | 19·5 P30' B72' F32' FK *hold dispensed with B* 254' 620t *F P T* 37t	Copnhagn Danish *pt Cem* 4 *B H only APT* 59t	T.3Cy. 22 7/16", 34⅜" & 57⅞"–36¼" 228 NHP 2SB, *6cf*, GS 108, HS 3480 Kockums M.V. Akt. Malmö	21 " 9	V †
79280 201025 KDXY	**Martin Mullen** D.F. GyC. *Mchy. Aft* 1 *Dk* 2 *tr B*		4093 — 2926					1904	American S.B. Co. Cleveland, O.	Pioneer S.S. Co. (Hutchinson & Co. *Mgrs.*)	416·0 | 50·0 | 28·0 F48' WB	Wilmgton (Del.) Utd. States	T.3Cy. 22", 35" & 58"–40" 218 NHP American SB Co. Cleveland		R

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où cotés. *Voir Introduction.*
79281 / 3334 / PJAH	**Martina** TwinSc *ssCco.No.3-4,46* *Mchy.Aft* 1 *Dk(Stl)* *Longitudinal framing at bottom & at deck*		2698 1796 1486	✝100A1 Cco *t* 5-~~11,37~~11,38 BS5,38 ~~B85,37~~ ✝LMC4,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,24		CL P5,38 SN5,38 *Lloyd's SA&CP* *above* 150° F.		1924 5mo	Rotterdam Droogd. Maat Rotterdam	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87′ *Trunk* F29′	50·2 189′ FK	15·1	Willemstad Dutch	T.6Cy.12¾″,20½″&33⅞″–24⅞″ 180lb (*s*) 236NHP 8 *BHpt Cem* *AP T81t* HS4168 FD Droog.Maats.Rotterdam	15 ″ 0 s 1 ″ 6½ 13 ″ 7½	
79282 / Martini			332 214 175					1938	Schpsw. "Volharding" GebrBodewes Foxhol	N.V."Martini"	~~132·0~~ Q79 F20′	~~24·6~~ 4	~~9·8~~	Delfzijl Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11½″–16⅝″ 74NHP Mtrn WerkeMannheimAG		
79283 / FOMD	**Martinière** (*ex*Duala, *ex*Armanistan) *ssNts.2ndNo.3-8,35* D.F. 2 *Dks(Stl)* *Cargo battens not fitted in 'tween decks*	*v*	3871 3174 2372	✝100A1 Ant StN 11,~~33~~11,38 ~~B85~~ 11,38 ✝LMC8,35		CL 1,38		1911 2mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's SA&CP*	Cie.Générale Transatlantique *WB= Cell D*	360·0 P25′B86′F37′ *Ba* 116′ *u* E25′ *f* 159′	47·1 FK	22·8	Nantes French 6 *BHCem* 870 *t APT25t*	T.3Cy.25″,40″&65″–42″ (*s*) 180lb *85lb* 386NHP 2SB,*6pf*,GS125,HS5783 FD Cen.Mar.Eng.Wrks WHp	25 ″ 3 s 4 ″ 7½ 20 ″ 10	
79284 / 219939 / KUQL	**Martinique** (*ex*Pulwico, *ex*Pulaski) *Fitted for oil fuel* 1 *Dk2trB*		2559 2203 1586			..		1920	Toledo S.B.Co. Toledo,Ohio	ColombianS.S.Co. Inc.	251·0 P25′B64′F25′	43·6 FK	25·8 *WB*	New York Utd. States	T.3Cy.22″,36″&59″–42″ 315NHP Toledo S.B.Co.Toledo	28 ″ 2	R †
79285 / 102044 / GKTP	**Martis** (*ex*William Balls) *ssShl.3rdNo.3-6,28* *ssNap.No.2-37* 1 *Dk(ptStl ptIrn)&ptAwng dk (Irn)2trB*	*s*	2483 1856 1552	✝100A1 Ms! *pt Awng dk with freeboard* ~~8,36~~ 12,38 ~~10,87~~ MS12,36 ✝LMC ~~IBS7,37~~5,38 DBS2,38		CL 12,38		1894 5mo	J Readhead &Sons S.Shields A&CP	MartisS.S.Co.Ld.	300·3 Q78′P28′ *ptAwng dk* 193′ *Cell DB* 256′604*t*	41·5 FK	18·1	London British 5 *BHCem* *APT30t*	T.3Cy.23″,37½″&61½″–42″ 160lb *80lb* NDB 07(*r*) 243NHP 2SB,*6rf*,GS80,HS3603 J.Readhead&Sons,S.Shl.	20 ″ 5 s 7 ″ 9½ 19 ″ 10	
79286 / 163329 / GWCY	**Marton** *ssGls.No.1-37* 2 *Dks(Stl)*	*y*	4969 4678 3144	✝100A1 Gls 1,39 ~~2,38~~ ✝LMC6,37 *Fitted for oil fuel* 1,38		CL ~~2,36~~ 1,39 *F.P. above* 150° F.		1933 4mo	Lithgows Ltd. PortGlasgow *Lloyd's SA&CP*	The "K" S.S.Co.Ld. (Kaye,Son&Co.Ld. *Mgrs.*) *Intermediate 'tween* *Cell DB* 3′1022*t* *a* *u* E140′*f* 173′	390·0 408·0 (O.L.) P34′B112′F44′ *dk BH in after hold dispensed with* 2 ,, ,, 2nd ,, *DTa* 30′805*t*	54·2 FK	26·7	London British *pt Cem pt Asp* 4 *BH to Udk* *APT20t*	T.3Cy.24″,41″&70″–48″ (*s*) 220lb 489NHP 3SB,*9cf*,GS169,HS6792 FD D.Rowan&Co.Ld.Gls.	29 ″ 0 s 5 ″ 5½ 23 ″ 9½	
79287 / OFBB	**Martta** (*ex*Märta–37,*ex*Louise) *Mchy.Aft* 1 *Dk*		315 258 195					1913	Eriksbergs M.V.Aktieb Gothenburg	Laiva O/Y Martta (Aug.Soini) *WB*	123·3 P32′H20*t*F15′	22·6	11·4	Wiborg Finnish	C.2Cy.10″&22½″–15″ 17NHP Eriksberg M.V.Aktieb.Got		V
79288 / OHSG	**Martti-Ragnar** (*ex*Nordstjernen–34) *ssCpn.3rdNo.3-6,37* D.F. 1 *Dk(Stl)&deep framing*	*s*	2262 1959 1199	✝100A1 Cpn Hfs 5,38 ~~6,37~~ ✝LMC8,37 BS9,38		CL 6,37		1903 8mo	Helsingörs Jernsk&Msk. Elsinore *Lloyd's SA&CP*	LovisaRederiA/B (A/B R.Nordström &Co.O/Y, *Mgrs.*) *Cell DBa* *u* E	291·7 303·4 (O.L.) P29′B172′F41′ 112′*f* 120′578*t*	42·6 FK	19·0	Lovisa Finnish 5 *BHCem* 58*t* *APT91t*	T3Cy.21½″,36″&58½″–39″(*s*) 185lb 238NHP 2SB,*6cf*,GS85,HS3705 HelsingörsJernsk &Mskb.	21 ″ 10 s 1 ″ 11½ 20 ″ 0	
79289 / 151978 / VPQB	**Marudu** *Oil Eng.* 2 *Dks*		1926 1408 982					1924	Workman, Clark&Co.Ld. Belfast	StraitsS.S.Co.Ld.	263·2 P154′B36′	41·7	18·2 *WB*	Singapore British	Oil Engines 4S.O.SA 6Cy.24⅛″–51⅜″ 355NHP Burmeister&Wain,Cpn.		
79290 / 3441 / PJBB	**Maruja** TwinSc *ssCco.No.3-5,37* 1 *Dk(Stl)* *Mchy.Aft* *Longitudinal framing at bottom & at dk*	*t*	2681 1799 1473	✝100A1 Cco 5-~~11,37~~11,38 ~~BS5,38~~ ✝LMC5,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,25		CL P5,37 S5,38 *Lloyd's SA&CP* *above* 150° F.		1925 5mo	Rotterdam Droogd.Maat Rotterdam	N.V.Curaçaosche Scheepsv.Maats.	305·0 Q87′ *Trunk dk* 189′ F29′	50·2 FK	15·1	Willmstad Dutch 8 *BHpt Cem* *AP T81t*	T.6Cy.12¾″,20½″&33¾″–24⅞″ 180lb (*s*) 236NHP 2SB,*4cf*,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s 1 ″ 6½ 13 ″ 7½	
79291 / EAAU	**Maruja y Aurora** (*ex*Angela, *ex*RiverClyde) *ssBbo.2ndNo.3-4,29* 1 *Dk(Stl)&Spar dk (Stl)&deep framing*	*w*	*3913* *3658* *2526*	✝ ~~—~~ 5,34 NE(c)98*re*~~*fitted*~~21 NE(p&s)2,~~1~~				1905 3mo	Russell& Co. Pt.Glasgow	Gumersindo Junquera *Cell DBa&*	344·8 P28′B90′F42′ *u* E134′*u* B16′*f* 148′	49·8 FK	17·9 25·9	Gijon Spanish 6 *BHCem* 899 *t* *APT71t*	T.3Cy.25~~⅞~~″,41″&67″–48″ 374NHP 3SB,*9cf*,GS169,HS6150 J.G.Kincaid&Co.Grk.	28 ″ 5	
79292 / LCTK	**Marvel** Wireless 1 *Dk*		1566 1353 904					1921	Akers Mek.Værks. Oslo	A/S Jelölinjen (Fred.Olsen&Co. *Mgrs.*) *WB*	255·9 H85*t*	39·7 P41*t*	17·0 F27*t*	Oslo Norwegian	T.3Cy.19″,31″&53″–36″ 169NHP Akers.Mek.Værks.Oslo		N
79293 / 984 / ESTR	**Marvi** (*ex*Jane–34,*ex*Bjora, *ex*Lord,*ex*AnneThomas) Iron 1 *Dk2trb*		*1429* *1240* *805*			...		1883	Palmers' Co.Ld. Newcastle	J.Michelmann BK9″ *WB*	249·5 B48′F26′	35·3	17·7	Pärnu Estonian	C.2Cy.30″&58″–36″ 49NHP Palmers'Co.Ld.Newcastle	19 ″ 2	V †
79294 / 144596 / GDJM	**Marvia** (*ex*Castelar, *ex*Orotava) *ssHam.No.3-8,25* *Mchy.Aft* 1 *Dk(Stl)*		1989 1586 ~~1158~~ 1159	100A1 Lon 12,36 BS9,37 11,38	LMC6,34 MS2,36	*s*	OG ~~3,35~~ 11,38	1914	Schiffsw.v. Henry Koch Lübeck *Lloyd's SA&CP*	Thameside ShippingCo.Ld. (G.O.Till, *Mgr.*) 1 *BH in fore hold* *Cell DB* 245′765*t*	291·3 P&B107′F81′ omitted *FPT* 180*t*	41·1 FK	16·6	London British *Cem* 4 *BHonly*	T.3Cy.23½″,37½″&57″–35~~7~~⅛″ 185lb (*s*) 252NHP 2SB,*4cf*,GS82,HS3552 FD OttensenerMaschf.Altona	20 ″ 0 s 2 ″ 3½ 17 ″ 11	
79295 / 164263 / MBVY	**Marwarri** *2 Dks,3rd dk in No.1 hold* *Cruiser Stern*		8063 7290 4825	✝100A1 Mdb ~~7,37~~ 4,39 ~~Gls~~ ✝LMC7,35		CL 11,37		1935 7mo	Wm.Hamilton&Co.Ld. PortGlasgow *Lloyd's SA&CP*	Thos.&Jno. Brocklebank,Ld. *Cell DB* 381′1280*t*	471·6 P52′B159′F54′ *DTa* 36′ 1226*t*	62·7 FK	32·3 *FPT*	Liverpool British 8 *BHCem* 1 *to 2nd dk* 63*t* *APT95t*	3SteamTurbinesSRgeared to 1 Sc.Shaft 1150NHP 250lb (*r*) FD 4SB,*16cf*,GS272,HS14060 D.Rowan&Co.Ld.Gls.	34 ″ 10 s 7 ″ 3½ 27 ″ 10	
79296 / 143702 / MKJT	**Marwick Head** (*ex*Allanwater–33) *ssLth.No.3-3,33* *ssLth.No.1-37* *Mchy.Aft* *Well deck* 1 *Dk(Stl)*	*h*	496 333 216	✝100A1 Lth 10,38 ~~8,37~~ BS10,38 ✝LMC8,35		CL ~~10,35~~ 10,38		1920 12mo	Day,Summers&Co.Ld. Southampton *Lloyd's SA&CP*	A.F.Henry& MacGregor,Ld.	165·5 170·6 (O.L.) 27·0 Q95′B11′F23′ *Cell DB* 91′113*t*	25·7 FK	9·6 *FPT* 20*t*	Leith British 3 *BHCem*	T.3Cy.13″,21″&35″–24″ (*s*) 180lb 61NHP 1SB,*3pf*,GS54,HS1530 W.Beardmore&Co.Ld.Gls.	12 ″ 0 s 3 ″ 6½ 11 ″ 7½	
79297 / OUIY	**Marx** 1 *Dk*		1259 1059 719					1924	A/S Rödby-havns Jernskibs Rödbyhavn *Mgrs.*)	D/S A/S Progress (M.Nielsen&Sön,	236·4 P22′B49′F25′	37·1	14·6 *WB*	Copnhagn Danish	T.3Cy.15″,24″&40″–27″ 83NHP A/S Frichs,Aarhus		V
79298 / ~~6372~~ ~~GHJK~~ HPKF	**Mary** Iron (*ex*Vikvall–36, *ex*Ester,*ex*Kotka) *ssOsc.4thNo.3-4,33* *ssLkr.No.1-37* *Well deck* 1 *Dk(Irn)2trB* *Cargo battens not fitted*	*q*	*1524* *1248* *893*	✝100A1 Osc 4,~~36~~ 4,38 Mmo BS~~5,38~~ 4,39 ✝LMC4,37		1,38		1884 4mo	H S Edwards &Son Newcastle *Lloyd's SA&CP*	RederiA/B Skansholmen (A.Hansson, *Mgr.*)	260·0 266·0 (O.L.) P26′Q84′B50′F26′ *DBa* 88′*f* 82′	36·2 BK9½″	18·5	Panama Panamanian 4 *BHCem* 335*t* *APT20t*	C.2Cy.32″&60″–39″ 80lb 178NHP 2SB,*6pf*,GS95,HS3011 Nrthn.Mar.Eng.Co.Gts.	19 ″ 10 s 1 ″ 11 18 ″ 9½	
79299 / 702 / SZKX	— (*ex*Devonbrae, *ex*Constantine) *ssPir.2ndNo.3-4,35* 1 *Dk(Stl)&deep framing* *Well deck* *Cargo battens not fitted* Wireless		*1459* *1183* *880*	✝100A1 Pir 4,35 MS9,34 ✝LMC BS4,35 MBS12,37		CL 12,36		1909 11mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd's SA&CP*	N.G.Livanos *Cell DBa* 71 *u* E~~g~~	245·0 Q91′B49′F24′ *B35′f* 102′402*t*	36·7 FK *FPT*	16·0	Piræus Greek 4 *BHCem* 62*t* *APT79t*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb NDB35–*100lb* 181NHP 1SB,*4cf*,GS75,HS2945 N.E.MarineEng.CoLdNwc	18 ″ 4 s 1 ″ 9 16 ″ 10	

Note "Ypanis," *see No. 93753 in Supplement.*

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed 1 to 1.R. Detroit R. of Trade Lic.
79300 PFVX	**Mary** *Mchy. Aft* Wireless	ssRot. No. 1-39 *Oil Eng.* 1 *Dk* *Cruiser Stern*	416 339 177	✠100A1 1,394 ~~1,38~~ DBS 1,38	Rot	*g* 1,39 LMC 10,34	~~6,36~~ 1,39	1934 10mo	N.V. Industrie Maats. "De Noord" Alblasserdam	NV. Tank-Kust vaart Maats.	164·6 | 25·9 | 9·9 Q59′F23′ *Trunk* 82′ FK			Rottrdam Dutch	Oil Engines 4S.C.SA 6Cy. 11″–17½″ 70NHP DB *100lb* 8 *BHpt Cem* *FPT* 106*t* *APT* 20*t* Motorenfbr. "Deutz" A.G. Köln-Deutz	10 ″ 4 s ″ 4½ 10 ″ 0½	
79301 EEGL	**Mary Carmen** (*ex* Carmen Millan–34, *ex* Sancho, *ex* Colonel) *Well deck* *Mchy Aft*	ssBbo. No. 3–10,18 1 *Dk* (*Stl*)	342 179 175	✠ 7,22	Bbo	*d*	*in bulk*	1905 11mo	J. Shearer & Sons, Ld. Glasgow	Construcciones S.L.	129·9 | 22·7 | 12·2 Q46′B7′F19′ BK 7′			Spanish	C.2Cy. 15″ & 32″–24″ 56NHP 3 *BHCem* *FPT* 27*t* 1SB, 2*cf*, GS 42, HS 1030 J. Ritchie, Glasgow	10 ″ 3	
79302 220254 KUZN	**Mary D.** (*ex* Pansa) Sub. Sig. D.F. GyC.	*Fitted for oil fuel* 2 *Dks* *Longitudinal framing*	4861 4272 3042					1920	Todd D. D. & Const. Corp. Tacoma, Wash	Pacific American Fisheries, Inc.	380·2 | 53·1 | 27·0 P50′B102′F41′			Bellingham, Wash. Utd. States *WB*	T.3Cy. 24″, 40″ & 70″–48″ 339NHP Todd D. D. & Const. Corp. Tacoma, Wash.		R
79303 162510 GRCS	**Mary Kingsley**	*Oil Eng.* 2 *Dks* & *Shelter dk* 3 *tr B*	4017 3152 2173					1930	Ardrossan Dkyd. Ld. Ardrossan	Elder Dempster Lines, Ld.	370·5 | 51·6 | 20·1 P36′F43′			Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy. 29⅛″–59 1/16″ 650NHP J. G. Kincaid & Co. Ld. Grk.		C
79304 117411 GPCS	**Mary Moller** (*ex* Dilkera)	1 *Dk deep framing* & *Shade dk*	2698 2504 1674				…	1902	Tyne Iron S.B.Co. Ld. Newcastle	Moller Line, Ld. (Mollers' Ld. *Mgrs.*)	326·0 | 45·3 | 21·8 P41′B&F253′ FK			Shanghai British *WB*	T.3Cy. 28″, 38″ & 61″–42″ 277NHP Wallsend Slipway Co. Ld. Nwc.	23 ″ 0	C †
79305 SVEP	**Mary N.** (*ex* Strathlorne) Agia Eirini, *see No. 87105 in Supplement*	2 *Dks*	4330 ~~4473~~ 2803					1909	A. McMillan & Sons, Ld. Dumbarton	D. J. Pateras	376·5 | 52·2 | 25·5 P35′B100′F39′			Chios Greek *WB*	T.3Cy. 25″, 41″ & 68″–48″ 320NHP J. G. Kincaid & Co. Ld. Grk.		C
79306 161149 GSKH	**Mary Slessor** *Ref. Mchy.*	*Oil Eng.* 2 *Dks* & *Shelter dk*	4016 3136 2163					1930	A. McMillan & Son Dumbarton	Elder Dempster Lines, Ld.	370·6 | 51·6 | 20·1 P37′F41′			Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy. 29⅛″–59 1/16″ 652NHP Harland & Wolff, Ld. Gls.		C
79307 [illegible] GDRB	**Maryad** (*ex* Vitruvia–38) Taken by Aircraft 6,38 *Mchy. Aft*	2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	4870 4228 2944	✠ ~~100A1~~ 4,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,26	Msl	*x*	CL 3,38 *F.P. above*	1926 5mo	R. Duncan & Co. Ld. Pt. Glasgow	Pallas Oil & Trading Co. Ld. (O. Margulies, *Mgr.*) *Lloyd's SA & CP* *Cell D Bu E*	375·1 | 51·7 | 29·0 P108′B35′F51′ FK *B60′ 123t APT 81t*			London British *pt Cem* 11 *BH to Udk* 5 ,, ,, 2nd ,,	T.3Cy. 25½″, 42″ & 70″–48″ (*s*) 180lb *120lb* 470NHP 2SB, 8*cf*, HS 6950 FD Rankin & Blackmore Ld Grk	29 ″ 2 ~~24 ″ 0~~ FD 24 ″ 0	
[illegible]	**Peterjo,** *see No. 89600 in Supplement*																
79308 205285 WCDQ	**Maryland** (*ex* Arthur E. Newbold, *ex* James Corrigan) *Mchy. Aft* D.F. 1 *Dk*		6971 — 5482					1908	Gt. Lakes Eng. Works Ecorse, Mich.	Bethlehem Steel Corp. (Bethlehem Transpn. Corp. *Mgrs.*)	530·0 | 56·2 | 32·0 *WB*			Wilmgton (Del.) Utd. States	T.3Cy. 23″, 37″ & 63″–42″ 257NHP Gt. Lakes Eng. Wks. Detroit		R
79309 OXRC	—	*Fitted for oil fuel* 2 *Dks*	4895 4640 3055					1921	Hall, Russell & Co. Ld. Aberdeen	Det Forenede Dampskibs Selsk.	362·2 | 50·2 | 31·6 *WB*			Copnhagn Danish	T.3Cy. 26″, 43″ & 71″–42″ 327NHP Hall, Russell & Co. Ld. Abn.		V
79310 161227 KSLF	— (*ex* Sailing Vessel Kineo) *Mchy. Aft*	Twin Sc *Oil Eng.* ssGal. 2nd No. 3–2,37 1 *Dk*	1484 1290 926	A– *Barge* *For Coastwise Service in the Gulf of Mexico* 5,38 ~~2,37~~ *Carrying Petroleum in bulk*	Gal		2,37	1903	A. Sewall & Co. Bath, Me.	The Texas Company	247·6 | 44·9 | 16·3 P72′F24′ FK *D Tf* 11′ 138*t FPT* 48*t*			Wilmgton (Del.) Utd. States 9 *BH pt Cem* *APT* 24*t*	Oil Engines 4S.C.SA 12Cy. 12″–18″ 168NHP NE19 McIntosh & Seymour Corp. N.Yk.	16 ″ 0	
79311 204242 KMVU	— (P)	Twin Sc 2 *Dks*	1369 — 827					1907	Maryland Steel Co. Sparrow's Pt.	New York Philadelphia & Norfolk R.R.Co.	249·5 | 40·1 | 14·1			Cape Charles Va. Utd. States	T.6Cy. 17″, 27½″ & 44″–26″ NB29 197NHP Maryland Steel Co Sprws Pt		
79312 161369 GSJF	**Marylyn**	ssLiv. No. 2–38 ~~ssGls. No. 1–34~~ 2 *Dks* (*Stl*)	4555 4295 2880	✠100A1 ~~Ice 12,37~~ 4,38 ~~B55,37~~ 7,38, 39, 38 *Fitted for oil fuel* 2,38	Ams	*y* Lmv Gls ~~4,34~~ LMC ~~5,38~~	CL 12,37 *F.P. above*	1930 2mo	Lithgows, Ld. Port Glasgow	Kaye Transport Co. Ld. (Kaye, Son & Co. Ld. *Mgrs.*) *Lloyd's SA & CP*	385·0 | 52·0 | 26·6 P33′B112′F44′ FK *Intermediate 'tween dk* *BH in after Cell D Bu* 329′ 100*t DTa* 30′7			London British *pt Cem pt Asp* 4 *BH to U dk* 2 ,, ,, 2nd ,, 77*t APT* 16*t*	T.3Cy. 24″, 41″ & 70″–48″ (*s*) 220lb 489NHP 3SB, 9*cf*, GS 173, HS 6792 FD Rankin & Blackmore Ld Grk	29 ″ 0 s 5 ″ 3½ 28 ″ 11½	
79313 425 IQSK	**Marzamemi** (*ex* Storm–34, *ex* Margarete Schröder, *ex* Nazaré, *ex* Minna Schuldt)	1 *Dk*	958 715 568					1891	Flensburger Schiffsb. Ges. Flensburg	A. Lauro	229·0 | 32·1 | 12·8 Q73′B51′F28′			Naples Italian *WB*	T.3Cy. 15″, 22½″ & 43″–30″ 101NHP Flensburger Schiffsb. Ges.		I
79314 EGAN	**Marzo**	ssBbo. 2nd No. 3–9,23 1 *Dk* (*Stl*) & *deep framing* & *pt Awng dk* (*Stl*)	1296 912 754	✠ 11,27	Bly	*n*		1897 8mo	Cmpbltwn S.B.Co. Campbeltwn	Augusto Lajusticia *WB = Cell D Ba*	230·5 | 33·1 | 16·3 Q79′ *pt Awng dk* 151′ FK 54′*f* 94′ 208*t*			Bilbao Spanish 4 *BH Cem* *APT* 80*t*	T.3Cy. 17½″, 27½″ & 45″–33″ NDB 15 114NHP 1SB, 3*rf*, GS 63, HS 1709 J. G. Kincaid & Co. Grk.	17 ″ 4	
79315 19795 JQAC	**Masaki Maru** Wireless	1 *Dk*	1230 — 713					1917	Osaka Iron Works, Ld. Osaka	~~Kinkai Yusen K.K.~~ Arata Syokai K.K.	220·0 | 33·6 | 18·5 P23′B44′F24′			Tokyo Japanese *WB*	T.3Cy. 13½″, 23″ & 38″–30″ 79NHP Osaka Iron Works Ld Osaka		
79316 22573 JKJC	**Masaki Maru No. 2** Wireless	1 *Dk*	1224 — 710					1918	Osaka Iron Works, Ld. Osaka	Kinkai Yusen K.K.	220·0 | 33·6 | 18·5 P23′B44′F24′			Tokyo Japanese *WB*	T.3Cy. 13½″, 23″ & 38″–30″ 79NHP Osaka Iron Works Ld Osaka		
79317 232109 WKEP	**Masaya** (*ex U.S.N.* Dale–33) Wireless	Twin Sc *Oil Eng.* 2 *Dks* *Cruiser Stern*	1174 1090 701					1920	Fore River S.B.Corp. Quincy, Mass.	Ceiba Nav. Corp. (Standard Fruit & S.S.Co. *Mgrs.*)	314·4 | 31·7 | 20·7 *WB*			N. Orleans Utd. States	Oil Engines 4S.C.SA 16Cy. 16″–24″ 398NHP NE33 Rathbun-Jones Eng. Co Tol		R
79318 28021 JUOB	**Masayoshi Maru** (P) Wireless	2 *Dks*	969 811 549					1920	Namura Gennosuke Osaka	Toho Suisan K.K.	193·8 | 31·0 | 18·5 P15′B49′F27′			Kagoshima Japanese *WB*	T.3Cy. 14⅜″, 24½″ & 39⅜″–30″ 86NHP Yoshida Tekkosho, Osaka		
79319 KZCY	**Masbate** (*ex* Fernandez Hermanos–35, *ex* Juno) Wireless	1 *Dk* & *Awng dk*	742 702 483				…	1895	Gourlay Bros. & Co. Dundee	Cia. Maritima (Fernandez Hnos. Inc. *Mgrs.*)	180·0 | 28·0 | 10·7 17·7 FK			Manila Utd. States *WB*	T.3Cy. 14″, 22½″ & 36″–27″ 67NHP Gourlay Bros. & Co. Dundee	19 ″ 10	
79320 FOQO	**Mascot** Wireless	1 *Dk*	1225 937 688					1922	Xiansands Mek. Værks Xiansand	Scotto, Ambrosino, Pugliese, Fils & Co.	239·5 | 36·2 | 13·1 P36*t* Q95*t* H105*t* F40*t*			Oran French *WB*	T.3Cy. 17″, 29″ & 47″–35″ 127NHP Xiansands M.V. Xiansands		V

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enfoncement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté, si ce n'est dans le L. R. Trust. Cert. R. Turkish.
79321	**Mascotte**		364					1936	N V Schpsw Delfzijl v/h Gebr. Sanders Delfzijl	Frans Westers	135·7 | 24·5 | 9·1 P34′F15′			Groningen Dutch	Oil Engines 4S.C.SA 6Cy.11″–17½″ 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		
		Oil Eng.	250														
PFWG		1 *Dk*	186											*WB*			
		Cruiser Stern															
79322	**Masen** (*ex* Monika–33, *ex* Fagern,		*1316*	✠100A1	Rot	*p*	OG	1907	W. Harkess & Sons, Ld. Middlesbro'	Rederi A/B Sjöstjärnan (G. Lindegren, *Mgr.*)	241·7 | 38·0 | 15·5			Stockholm Swedish	T.3Cy.18′,30″&49″–33″ (*s*) 180lb 164NHP	18 ″ 0	
4779	*ex* Tord)	*ss* Skm. 2nd No. 3–1,33	*1171*	3,38			3,37	8mo			P21′B136′F29′ FK			*1 B H Cem*	2SB, *4cf*, GS67, HS2720	s 1 ″ 3½	
SFLW		*ss* Ant. No. 1–37	*759*	BS3,38 ✠LMC2,37				*Lloyd's*		*Cell D Ba 9 u E* 100′	*u* B18′ *f* 92′ 425 *t*			40 *t*	*A P T* 29 *t*	16 ″ 10¾	
		1 *Dk (Stl)* *y* deep framing													N.E. Marine Eng. Co. Ld. Sld.		
		Cargo battens not fitted															
79323	**Mashobra** Ⓟ	**Twin Sc**	8324	✠	Mdb	*c*†		1920	Barclay, Curle & Co. Ld. Glasgow	British India Stm. Nav. Co. Ltd.	450·0 | 58·3 | 32·9			Glasgow British	T.6Cy.21″,35½″&61″–45″ 833NHP	35 ″ 6	BT till ~~7-36~~ 6,39
144222		*Fitted for oil fuel*	6848	7,24				10mo			P44′B161′F42′ FK			9 *B H Cem*	4SB *16cf*, GS300 HS12628 FD		
GDMS	D.F.	2 *Dks (Stl–U* teak s)	5131	~~✠Lloyd's E~~ 2…						*Cell D B*	419′ 1550 *t*	*F P T* 124 *t*		9 *B H Cem* 60 *t*	*A P T* 60 *t*	Barclay, Curle & Co. Ld. Gls.	
	Ref. Mchy.																
79324	**Masilia**		*1608*	✠100A1	Skm	*r*	OG	1917	Oskrshmns M.V. Aktieb. Oskarshamn	Rederiaktieb. Svenska Lloyd (K.R. Bökman, *Mgr.*)	270·6 | 41·1 | 24·1			Gothenbrg Swedish	T.3Cy.22½″,35½″&58½″–36″ 185lb ~~100lb~~ (*s*) 270NHP	18 ″ 0	
5917		*ss* Kel. No. 3–4,30	*1277*	*Shelter dk*	Sbg		~~4,36~~	8mo			FK			4 *B H Cem*	2SB (Spt), *6cf*, GS87,	s ″ 3	
SICA	D.F.	*ss* Sbg. No. 2–38 *ss* ~~Oso. No. 1–24~~	*770*	*with freeboard* 9,38 ~~6,37~~			6,38			*Coll to Sh dk*	3 ″ *U* ″			HS3800 FD		17 ″ 10½	
		1 *Dk (Stl)* & *Shelter dk (Stl)*		~~BS4,37~~ ✠LM…						*Cell D B* 237′ 473 *t*	*F P T* 44 *t*	*A P T* 20 *t*			Oskarshamns M.V. Aktieb.		
79325	**Masimpur**		5586	✠100A1	Cal	*y*	CL	1927	Sir J. Laing & Sons, Ld. Sunderland	The Burmah Oil Co. Ld.	389·7 | 54·3 | 32·7			Rangoon British	T3Cy.27½″,46½″&79″–54″ (*s*) 200lb FD 658NHP	32 ″ 6	
148357		*ss* Cal. No. 2–36	5080	12,38 ~~BS3,38~~ BSl,39			~~N3,38~~	12mo			P90′B38′F58′ FK			14 *B H Cem*	3SB & 1 Aux SB, *15cf*, HS9503	s 6 ″ 6½	
VWCX	D.F.	2 *Dks (Stl)* & *Web frames*	3201	~~BS3,36~~ ✠LMC6…			12,38	*Lloyd's*		*Cell D Bu E* & *B* 78′	(11 *to U dk*			3 ″ 2nd ″)	G. Clark, Ld. Sunderland	26 ″ 2½	
	Mchy. Aft	*Cruiser Stern*		*Carrying Petroleum in bulk*				*above*		234 *t D T f* 34′ 485 *t*	*F P T* 178 *t*	*A P T* 51 *t*					
		Longitudinal framing		*Fitted for oil fuel* 12,27			*F.P.a*										
79326	**Masirah**		6578	✠100A1	Gls	*b*†	CL	1919	C. Connell & Co. Ld. Glasgow	Thos. & Jno. Brocklebank, Ld.	448·0 | 56·0 | 31·8			Liverpool British	T.3Cy.26½′,45″&75″–54″ (*s*) 200lb *110lb* 643NHP	34 ″ 6	
140627		*ss* Cal. No. 3–5,32	6148	~~6,37~~ 6,39	Mdb		~~6,36~~	6mo		*Cell D B* 398′	P102′B163′F49′ FK			*Cem*	2DB, *16cf*, GS258, HS12142	s 6 ″ 3½	
GSCX	D.F. E.S.D.	*ss* Gls. No. 1–36	4079	~~…~~ ✠LMC			5,39	*Lloyd's*		1398 *t M T* 27′ 896 *t*	*F P T* 106 *t*	*A P T* 75 *t*		6 *B H to U dk*	Dunsmuir & Jackson Ld Gls	28 ″ 5¾	
		2 *Dks (Stl)*		~~…~~								*After Peak*		*B H*, 2nd ″			
		Cruiser Stern		~~BS4,39~~													
79327	**Masr** (*ex* Cité de Péronne, *ex* Grive)		331					1918	Forg. & Ch. de la Médit. La Seyne	Soc. Misr de Navigation Maritime	137·8 | 23·4 | 11·7			Alexndria Egyptian	C.2Cy.18″&36″–24″ 106NHP		
21			—														
SUCP		1 *Dk*	151												Forg. & Ch. de la Médit. Msl.		
79328	**Massaua** Ⓟ		1524					1913	Cant. Nav. Riuniti Ancona	Lloyd Triestino Soc. Anon. di Nav.	268·8 | 35·3 | 16·6			Naples Italian	T.3Cy.19⅝″,32½″&55½″–39⅜″ 190NHP		I
393		*Fitted for oil fuel*	1007											*WB*			
IBPV	Wireless D.F.	2 *Dks*	870												Cant. Nav. Riuniti, Ancona		
79329	**Massilia** Ⓟ	**Quad Sc**	15363					1920	Forg. & Ch. de la Médit. La Seyne	Cie. de Nav. Sud-Atlantique	577·1 | 64·1 | 37·0			Bordeaux French	T.6Cy 46½″,59½″&73⅝″–43½″ &2 LP Turbines		V
			10204								P315′			*WB*			
FOTN	D.F.	7 *Dks*	6151												Forg. & Ch. de la Médit. Msl.		
79330	**Massis**		*5022*	✠100A1	Fal	*x*	CL	1914	Armstrong Whitworth & Co. Ld. Newcastle	Soc. Anon. Les Pétroles d'Outre-Mer	385·2 | 50·3 | 30·3			Dunkirk French	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb *120lb* 425NHP	30 ″ 3	
		ss Shl. No. 3–4,37	*4470*	~~…~~ 2,38 5,39			2,38	10mo		*WB* = *Cell D B*	P88′B28′F41′			16 *B Hpt Cem*	2SB, *6cf*, GS126, HS5862	s 5 ″ 5	
FOTO	*Mchy. Aft*	2 *Dks (Stl)* & *Web frames*	*2769*	BS9,38 ✠LMC4,37						*u B* 24′ 35 *t D T*	FK			(9 *to Upr dk*	N.E. Marine Eng. Co Ld Nwc	25 ″ 1	
		Longitudinal framing						*Lloyd's*		*f* 36′ 316 *t*	*F P T* 73 *t*	*A P T* 39 *t*		7 ″ 2nd ″)			
				Carrying Petroleum in bulk				*above*			150° F.						
				Fitted for oil fuel 10,14			*F.P.*										
79331	**Massmar** (*ex* James B. Duke,		5828					1920	Kawasaki Dkyd. Co. Ld. Kobe	Calmar S.S. Corp.	385·0 | 51·2 | 25·6			New York Utd. States	T.3Cy.26″,48½″&72″–48″ 437NHP	36 ″ 0	R †
220047	*ex* Eastern Cloud)	*Fitted for oil fuel*	4120								FK			*WB*			
KUSQ	D.F.	2 *Dks* & *Awng dk*	3601												Kawasaki Dkyd Co Ld Kobe		
79332	**Masula**	**Twin Sc**	7324	✠100A1	Cal	*c*†	CL	1919	Barclay, Curle & Co. Ld Glasgow	British India Stm. Nav. Co. Ltd.	449·7 | 58·2 | 32·7			Glasgow British	T.6Cy.21⅞″,35½″&61″–45″ 215lb (*s*) 830NHP	35 ″ 6	
141904		*ss* Fal. No. 3–3,31	6821	~~2,38 1,38~~			12,37	6mo			P44′B149′F41′ FK			7 *B H Cem*	4SB & 1 Aux SB, *18cf*, GS388,	s 7 ″ 10	
GBSQ	*Ref. Mchy.*	~~*ss* Mdb. No. 1–35~~	4565	~~BS7,38~~ ✠LMC				*Lloyd's*		*Cell D B* 390′ 1551 *t*	*F P T*			120 *t*	*A P T* 67 *t*	27 ″ 11½	
		ss Cal. No. 2–39 2 *Dks (Stl)*		MS2,39 ~~BS1,37~~											HS12628 FD		
				~~Lloyd's RMC…~~ 2,39											Barclay, Curle & Co. Ld. Gls.		
79333	**Masunda**		5250	✠100A1	Bry	*z*	CL	1929	A. Stephen & Sons, Ld. Glasgow	S.S. "Magdala" Co. Ld. (Maclay & McIntyre, Ld.	402·5 | 55·0 | 28·5			Glasgow British	T.3Cy.23″,40″&67″–51″ (*s*) 200lb HS6738 464NHP	31 ″ 0	
160258		*ss* Bry. No. 2–38	4912	~~…~~ 2,39	Shl		~~1,36~~	7mo			P45′B126′F48′ FK			6 *B Hpt Cem*	3SB (Spt), *9cf*, GS154, FD	s 5 ″ 11½	
GTFC	D.F.	1 *Dk (Stl)*	3286	~~…~~ ✠LMC1,38			2,39	*Lloyd's*		*Mgrs.*) *Cell D B*	344′ 1458 *t*	*F P T* 152 *t*		*A P T* 309 *t*	A. Stephen & Sons, Ld. Gls.	25 ″ 4	
				BS2,39				*above*			150° F.						
79334	**Masuren**		2383					1935	F Schichau G.m.b.H. Danzig	Kohlen-Import-u. Poseidon Schiffahrts A.G.	281·1 | 44·5 | 18·6 P24′Q85′B112′F22′			Königsbrg German	C.4Cy.(2)16½″&(2)35⅜″–35⅜″&L.P.Turbine 223NHP		G
			1859											*WB*			
DADE	D.F. E.S.D. *Cruiser Stern*	1 *Dk*	1297												F Schichau G.m.b.H. Elbing		
79335	**Mata Hari**		1020	✠	Sng	*n*		1915	C. Renoldson & Co. South Shields	P. & O. Stm. Nav. Co.	220·0 | 35·2 | 13·0 P15′F23′			S. Shields British	T.3Cy.17½″,29″&47″–30″ 165NHP	15 ″ 0	
134962			755	10,15				6mo			FK			5 *B H Cem*	2SB, *6cf*, GS89, HS3082		
MFWN		1 *Dk (Stl*–teak s) & *Shade dk (Teak)*	511	✠						*Cell D B* a 51′ *u E* & *B* 38′ *f* 94′ 254 *t*		*F P T*		16 *t*	*A P T* 25 *t*	Shields Eng. Co. Ld. N. Shl.	
		Fitted for oil fuel															
79336	**Mataafa** (*ex* Pennsylvania)		4319					1899	Cleveland S.B.Co. Lorain, O.	Pittsburgh S.S. Co.	429·6 | 50·0 | 25·0			Dul'th, Min Utd. States	Q.4Cy.15¾″,23¾″,36½″&56″–40″ 198NHP		
150810			—											*WB*			
	Mchy. Aft	GyC. 1 *Dk* 2 *tr B*	3604												Cleveland SB. Co. Cleveland		
79337	**Matadian**		4275	✠100A1	Bkn		CL	1936	Swan, Hunter & Wigham Richardson, Ld. Newcastle	United Africa Co. Ld.	383·2 | 50·2 | 23·3 397·1 (O.L.)			Liverpool British	T.3Cy.19½″,33″&54″–36″& LP Turbine with D R gearing	23 ″ 3	
164305			3328	~~…~~ 2,38	Cen			11mo			P107′ *Trunk* 234′			13 *B Hpt Cem*	& hydraulic coupling (*s*)	s 2 ″ 5½	
GZFD	*Mchy. Aft* D.F.	1 *Dk*	2483	~~✠LMC11,36~~							F39′ FK				210lb FD 396NHP	21 ″ 0	
		Cruiser Stern						*Lloyd's*		*Cell D Bu E* 33′ 58 *t*	*D T f* 39′ 194 *t*	*F P T* 74 *t*		*A P T* 78 *t*	2SB (Spt), *6cf*, HS6290		
		Longitudinal framing		*Carrying Petroleum in bulk*				*above*			150°F.				Swan, Hunter & Wigham Richardson, Ld. Nwc.		
				Fitted for oil fuel 11,38			*F.P.*										
79338	**Matafele** Ⓟ	**Twin Sc**	~~315~~	✠100A1	HKg	*d*	OG	1938	Hong K'ng & Whampoa Dock Co. Ld. Hong Kong	Burns Philp ~~(South Sea) Ld.~~ (South Sea) Co. Ld.	~~1·0·0 | 25·5 | 11·5~~ 116·5 | 25·6 | 10·6			Hong Kong British	Oil Engines 2S.C.SA 8Cy 8½″–14½″ 105NHP	11 ″ 6	
159498		*Oil Eng.*	~~210~~	11,38				11mo			122·2 (O.L.) FK			2 *B Hpt Cem*		s 1 ″ 1½	
VRBX	*Mchy. Aft*	1 *Dk*	~~120~~	~~(Class Continued)~~							F29′ *Boat dk aft*			*p.l.s.p*		10 ″ 8½	
		Cruiser Stern	335	~~✠LMC11,38~~						*Cell D B* 14′ 20 *t*	*F P T* 17 *t*			*A P T* 15 *t*			
			206					*Lloyd's*							Hong Kong & Whampoa Dock Co. Ld. Hong Kong		
			186														

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Year Assigned. now explnd. Equipment Letter.	7* Date when last examd.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed. If not in L. R. Date of Not Trade Cert.
79339 232110 WKET	**Matagalpa** (ex U.S.N. Osborne-33) Wireless	Twin Sc Oil Eng. Cruiser Stern 2 Dks	1174 1000 701					1920	Fore River S.B. Corp. Quincy, Mass.	Ceiba Nav. Corp. (Standard Fruit & S.S. Co. Mgrs.)	314·4	31·7	20·7	N. Orleans Utd. States WB	Oil Engines 4 S.C.SA 16 Cy. 16"–24" 398 NHP NE33 Rathbun-Jones Eng Co. Tol.		R
79340 151520 ZMGW	**Matai** (P) Wireless Sub. Sig.	Twin Sc 1 Dk (Stl-ws) & 2nd dk in holds Well deck Fitted for oil fuel Cruiser Stern	1050 657 383	✠ 7,30 Nwc				1930 7mo	Hawthorn, Leslie & Co. Ld Newcastle	New Zealand Government Cell D	219·0 P&B 145' F26' B154' 170t	35·1 BK 7"	13·6 FPT 34t	Wellington British APT 35t	T. 6 Cy. 12½", 21" & 35"–26' 178 NHP 2 SB, 6cf, GS 110, HS 3320 Hwthrn, Leslie & Co Ld. Nwc	15 " 6	
79341 145355 GFDX	**Matakana** Ref. Mchy E.S.D.	Twin Sc ss Lon. No. 3–10, 33 2 Dks (Stl) & Shelter dk (Stl) ss Gls. No. 1–38	8048 7466 5022	✠ 100 A1 Gls e † Shelter dk with freeboard 8,38 5,37 2,39 R35,38 LM (Lloyd's RMC 4,38 2,38	CL BS1,38 P10,36 BS1,39 BS4,38			1921 6mo	A. Stephen & Sons Ld. Glasgow Lloyd's SA & CP	Shaw Savill & Albion Co. Ld. Cell D	477·5 P28' B180' F49' on Sheltr dk B414' 1585t	63·0 FK Collision APT 71t	31·3 BH to Sh dk 8 " " U " FPT 34t	S'thamptn British Cem	6 Steam Turbines DR geared to 2 Sc. Shafts (s) 2201b HS 15082 2 DB (Spt) & 2 SB (Spt), 18cf, GS 346, FD A. Stephen & Sons, Ld. Gls.	34 " 4 s 5 " 6½ 28 " 11½	
79342 154015 VSPB	**Matang** Fitted for oil fuel	Twin Sc 2 Dks	1463 974 769					1928	Taikoo D. & E. Co. of H. Kg. Ld. Hong Kong	Straits S.S. Co. Ld.	252·9	42·6	10·5	Singapore British WB	T. 6 Cy. 11", 19" & 31½"–20" 44 NHP Taikoo D. & E. Co. of H. Kg. Ld. H. Kg.		
79343 120750 ZMFT	**Matangi** (P) (ex Mourilyan) Wireless	Twin Sc 1 Dk & Awng dk	1366 1012 631	...				1908	A. Stephen & Sons, Ld. Glasgow	Anchor Shppg. & Foundry Co. Ld.	220·7 F44'	36·2 18·7 FK	11·0 WB	Nelson NZ British	T. 6 Cy. 14½", 23" & 38"–30" 273 NHP A. Stephen & Sons, Ld. Gls.	19 " 6	
79344 144814 GCSV	**Mataroa** (P) (ex Diogenes) E.S.D. D.F. Ref. Mchy.	Twin Sc ss Gls. No. 3–10, 34 2 Dks (Stl) & Shelter dk (Stl-ws) Cruiser Stern	12390 7886 7332	✠ 100 A1 Lon g † Shelter dk with freeboard 8,38 11,37 BS1,39 LMC 10, Lloyd's RMC 4,38 6, Fitted for oil fuel 11,26 F.P. above 150° F.	CL 11,37 11,37 88,38			1922 7mo	Harland & Wolff, Ld. Belfast Lloyd's SA & CP	Shaw Savill & Albion Co. Ld. Cell D B425' 1822t Tanks at sides of tunnel 14' 40t	500·4 P34' B226' F87' on Shelter dk FK & BK 2" 14' 40t	63·2	39·6 FPT 175t	S'thamptn British Cem 9 BH to Sh dk 1 " " U " APT 158t	4 Steam Turbines DR geared to 2 Sc. Shafts (s) 215lb 1334 NHP 4 DB (Spt) & 1 SB (Spt), 27cf, GS 571, HS 24268 Harland & Wolff, Ld. Bel.	42 " 9 s 10 " 4½ 32 " 10	BT till 11,38
79345 147705 MLYW	**Matching** Wireless Mchy. Aft Well deck —	ss Nwc. No. 3–9, 37 1 Dk (Stl) Cargo battens not fitted	1321 991 715	✠ 100 A1 Nwc o 9,38 9,37 LMC 9,37 BS 9,38	CL Sld 7,35			1924 8mo	J. Crown & Sons, Ld. Sunderland Lloyd's SA & CP	Stephenson Clarke & Associated Companies, Ld. Cell D B20	235·0 Q147' F25' 373t	35·6 FK MT 9	14·8 177t FPT 76t	London British 5 BH Cem APT 56t	T. 3 Cy. 19", 31" & 51"–36" (s) 1801b 100lb 180 NHP 1 SB, 4cf, GS 77, HS 2920 J. Dickinson & Sons, Ld. Sld.	16 " 9 s 4 " 11½ 15 " 10	
79346 140643 GSCW	**Matheran** ss Mdb. No. 3–3, 32 ss Cal. No. 1–36 2 Dks (Stl) 3rd dk (Stl) in No. 1 hold D.F.	Cruiser Stern	7653 7051 4652	✠ 100 A1 Bkn c † 2,39 2,38 BS 9,38 LMC MS 12,35 BS 10,37 Fitted for oil fuel F.P. above 150° F.	CL BS 7,36 2,39			1919 8mo	Lithgows, Ld. Port Glasgow Lloyd's SA & CP	Thos. & Jno. Brocklebank, Ld. Cell D B414' 1615t	470·3 P47' B126' F47' DT a 37' 1234t	58·2 FK FPT	32·1 100t APT 96t	Liverpool British 7 BH Cem	T. 3 Cy. 28", 47½" & 80"–54" (r) 2001b 800 NHP 2 DB & 1 Aux SB, 20cf, GS 342, HS 15728 Dunsmuir & Jackson Ld Gls	34 " 10 s 7 " 9½ 27 " 3½	
79347 217030 WTIU	**Mathew Luckenbach** (ex Kelvinia, ex Deerfield) D.F.	ss Phl. No. 3–3, 30 ~~ss Mob. Nov. 04~~ 2 Dks (Stl) & Shelter dk (Stl) ~~ss Sea. No 2–38~~	5021 5356 3626	✠ 100 A1 Sea b † Shelter dk with freeboard 7,38 11,37 LM Fitted for oil fuel 10,1 8 F.P.	CL 11,37 7,38			1918 10mo	Sun S.B. Co Chester, Pa. A & CP 1 Intermediate B H Cell D B370 above 150° F.	Luckenbach S.S. Co. Inc. in after 'tween decks 1355t DT a 80' 882t	435·6	57·7	27·3 35·1 FK FPT 117t APT 76t	New York Utd. States Cem 1 BH to Sh dk 5 " " U " 1 " " 2nd "	T. 3 Cy. 27", 45⅞" & 76"–51" (r) 190lb 696 NHP 4 SB, 12cf, GS 247, HS 11108 FD Sun S.B. Co. Chester, Pa.	30 " 3 s 4 " 5 26 " 0¾	
79348 141679 VGFC	**Mathewston** D.F. Gy C.	1 Dk	7403 6909 5918					1922	Pt. Arthur S.B. Co. Ld. Pt Arthur Ont.	Colonial Steamships, Ld. (R. Scott Misener, Mgr.)	530·0	58·3	27·1	Toronto British WB	T. 3 Cy. 25½", 41" & 67"–42" 291 NHP Port Arthur S.B. Co. Ld.		R
79349 DJUZ	**Mathias Stinnes** D.F. E.S.D.	Oil Eng 2 Dks Cruiser Stern	5337 4458 2640					1937	Flensburg Schiffsb. Ges. Flensburg	"Brenntag" Brennstoff-Chemikalien-u. Transport A.G.	415·5 B & F 376' Upr F33'	60·2	21·3	Hamburg German W B	2 Oil Engines 2 S.C.SA 16 Cy. 20½"–27½" SR geared to 1 screw shaft 1180 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		G
79350 LDJA	**Mathilda** ss Ant. No. 1–37 ss Bgn. No. 3–7, 33 1 Dk (Stl)		3650 3298 2223	✠ 100 A1 Ant w 10,37 2,37 2,39 Rot LMC 7,37 10,38 MS 3,37	CL 10,37 1,39			1920 3mo	J. Blumer & Co. Ld. Sunderland Lloyd's SA & CP	A S D/S Mathilda (J. Christensen)	356·3 P41' B170' F33' Cell D B312' 867t	48·8 FK	23·9 APT 109t	Bergen Norwegian 6 BH Cem	T. 3 Cy. 24", 40" & 65"–45" (s) 1801b 318 NHP 2 SB, 6cf, GS 136, HS 5024 J. Dickinson & Sons, Ld. Sld.	25 " 11 s 3 " 6½ 22 " 6½	
79351 4387 SFLM	— (ex Rymmen, ex Titti, ss Osc. 2nd No. 3–3, 28 ex Anna Hermine) ss Sbg. No. 2–37	1 Dk (pt frn pt Stl) & deep framing Cargo battens not fitted	1264 1094 764	✠ 100 A1 Sbg n Osc MS 4,37 BS 11,37	CL 6,36			1902 4mo	W. Harkess & Son Middlesbro' Lloyd's SA & CP	Åke Danielsson DB	225·0 Q83' B56' RFD 86' F23' a & u E79' u B15' f 92'	35·1 FK	17·8 351t APT 129t	Norrköpng Swedish 4 BH Cem	T. 3 Cy. 17", 28½" & 46"–33" (s) 1801b 90lb 131 NHP 1 SB, 3cf, GS 59, HS 2025 MacColl & Pollock, Sld.	16 " 6 s 7 " 4 16 " 6	
79352 OZRC	**Mathilde Mærsk** (ex Peter Mærsk, ex Hadersley) D.F.	1 Dk (Stl) ss Cpn. No. 3–5, 34 ss Cpu. No. 1–38	2088 1832 1205	✠ 100 A1 Ant s 7,37 1,39 LIC MS 5,38	CL 5,38			1921 9mo	Yarrow & Co. Ld. Glasgow Lloyd's SA & CP	D/S A/S Svendborg (A. P. Møller, Copenhagen, Mgr.) Cell D Ba 86' u	286·0 P27' B166' F31' E18' f 124' 565t	43·4 FK FPT	18·7 48t APT 87t	Aalborg Danish 5 BH Cem	T. 3 Cy. 20½", 33" & 54"–36" (s) 1801b 208 NHP 2 SB (Spt) 6cf, GS 102, HS 3452 Yarrow & Co. Ld. Glasgow	21 " 0 s 1 " 9½ 19 " 5½	
79353 143690 GCXQ	**Mathura** D.F. E.S.D.	ss Gls. No. 3–4, 33 ss Cal. No. 1–37 2 Dks (Stl) 3rd dk (Stl) in No. 1 hold Cruiser Stern	8890 8359 5480	✠ 100 A1 Gls y † 4,38 NE 5 28 LMC MS 12,36 BS 3,38 Fitted for oil fuel 12,20 F.P. above 150° F.	CL 11,37			1920 12mo	C. Connell & Co. Ld. Glasgow Lloyd's SA & CP	Thos. & Jno. Brocklebank, Ld. Cell D B417' 1893t	480·5 P49' B185' F42' Shortened 35 DT a 40' 1568t	63·9 FK FPT	35·6 111t APT 90t	Liverpool British 8 BHpt Cem	2 Steam Turbines DR geared to 1 Sc. Shaft (r) 2001b HS 19266 1147 NHP 2 DB & 2 SB, 24cf, GS 420, D. Rowan & Co. Ld. Gls.	38 " 4 s 8 " 4½ 30 " 2½	
79354 146294 GDMZ	**Matiana** (P) Ref. Mchy. D.F.	Twin Sc 2 Dks (Stl-U teak s) Cruiser Stern Fitted for oil fuel	9045 7263 5524	✠ Ant d † 12,26 Lloyd's RMC 3,38 3,38 12,38				1922 4mo	Barclay, Curle & Co. Ld. Glasgow	British India Stm. Nav. Co. Ld. Cell D B403' 1568t Tanks between tunnels 114' 253t	465·0 P44' B175' F58'	58·3 FK FPT	33·5 164t APT 69t	Glasgow British 9 BHpt Cem	6 Steam Turbines DR geared to 2 Sc. Shafts HS 13958 FD 1011 NHP 4 SB & 1 Aux SB, 18cf, GS 338, Barclay, Curle & Co. Ld. Gls.	36 " 0	BT till 6,38 7,39
79355 CBDM	**Matias Cousiño** (ex Silvermoor) Well deck	ss Vpo. No. 3–10, 37 1 Dk (Stl)	1906 1490 1078	✠ 100 A1 Vpo q 10,37 11,38 LMC BS 4,37 2,38 MS 10,37	CL 7,36			1925 2mo	J. Crown & Sons, Ld. Sunderland Lloyd's SA & CP	Cia. Carbonifera e Industrial de Lota Cell D Ba & u E9' f 106' 382t	268·0 Q105' B56' F30'	37·8 FK FPT	17·6 86t APT 173t	Valparaiso Chilian 4 BH Cem	T. 3 Cy. 20½", 33" & 54"–39" (s) 1801b 216 NHP 2 SB, 6cf, GS 92, HS 3594 N. E. Marine Eng. Co Ld. Sld.	19 " 9 s 2 " 0 18 " 0¾	

1 Numero d'Ordre. / Numero Official. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Force assignée aux machines après Equip. Lettre d'Equipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté, si ce n'est dans le L. R.
79356	**Matilde**	TwinSc	2601	✝100A1	Cco	*t*	CL	1926	New	N.V.Curaçaosche	305·0	50·3	15·1	Willemstd	T.6Cy.12¾",20½"&33½"–24⅞"	15 " 0	
3549		*ss*Cco.No.3-9,38 *ss*Cco.No.2-34	1714	9,38 2,36			8N9,38	10mo	Waterway	Scheepv.Maats.				Dutch	180lb (*s*) 236NHP	s 1 " 6½	
PJAJ	*Mchy.Aft*	1 *Dk*(*Stl*)	1132	HS8,37 LMC 7,34			P9,38		S.B.Co.		Q87'*Trunk*189'	FK			2SB,*4cf*,HS4168 FD	13 " 7½	
		Longitudinal framing at bottom & at deck		9,36 8,37					Schiedam		F29'				Rotterdam Droogd.Maats.		
				Carrying Petroleum in bulk				*Lloyd's*	*SA&CP*								
				Fitted for oil fuel		10,26	*F.P. a*	*above* 1	50° F.								
79357	**Matina**		5389					1929	Cammell	Elders&Fyffes,Ld.	400·2	51·4	30·4	Liverpool	T.3Cy.27½",46½"&78"–54"		C
161087	*Ref.Mchy.*	D.F. E.S.D.	4678						Laird&Co.Ld		P43'B158'F43'			British	447NHP		
GSXC	Sub.Sig.	2 *Dks*&2 *pt Dks*	3298						Birkenhead					*WB*	Cammell Laird&Co.Ld Bkn.		
79358	**Matinicock** (*ex*Leda)		6769	✝ ...	NYk			1914	Howaldts-	Ardmore S.S.Co.	459·1	60·0	28·8	Wilmgton	Q4Cy.25"36½"52½"&74½"–52"	28 " 9	R
213157		*ss*N.Ns.No.3-8,25	6134	9,33				1mo	werke	Inc.(C.D.Mallory&				(Del.)	528NHP		†
WBCT	*Mchy.Aft*	*ss*N.Yk No.1-30	4159	✝					Kiel	Co.Inc. *Mgrs.*)				Utd.States	3SB,*9cf*,GS163,HS7014		
	GyC.	2 *Dks*(*Stl*)&*Shelter dk*(*Stl*)								*WB*=*Cell D Bu E*	&*B*&*f*65'	FK		16*BH*	Howaldtswerke,Kiel		
		Longitudinal framing&*Web frames*								218*t DT f*53'425*t*				*pt Cempt Asp*			
		Fitted for oil fuel												(12*B H to U dk*			
		Carrying Petroleum in bulk												4 „ „ 2*nd*„)			
79359	**Matra**		8003	✝100A1	Mdb	*d*†	CL	1926	W.Hamil-	Thos.&Jno.	470·1	62·2	32·2	Liverpool	2Steam Turbines SR geared	34 " 10	
149603		*ss*Mdb.No.2-34	7360	6,38 5,37			5,37	11mo	ton&Co.Ld.	Brocklebank,Ld.				British	to 1 Sc. Shaft	s 7 " 6¾	
GLJC	D.F. E.S.D.	2 *Dks*(*Stl*)3*rd dk*(*Stl*)	4895	LMC					Port Glasgow		P46'B158'F39'	FK		8*B Hpt Cem*	200lb (*r*) 1047NHP	27 " 6	
		in Nos.1&*3 holds*		MS7,34 BS8,37				*Lloyd's*	*SA&CP*	*Cell DB*				1 „ *to 2nd dk*	4SB,*16cf*,GS273,HS15000 FD		
		Cruiser Stern		9,36						395'1469*t D*	*Ta*36'1197*t FPT*72*t*			*APT*86*t*	D.Rowan&Co.Ld.Glasgow		
79360	**Matronna** (*ex*Ioannis,*ex*Attiki)		2846	✝100A1	Pir	*u*	CL	1902	R.Craggs&	N.D.Bogiazides&	330·1	46·0	22·2	Andros	T.3Cy.24",38"&64"–42" (*r*)	24 " 4	
72		*ss*Pir.2nd No.3-9,29	—	*with freeboard*				4mo	Sons	Co.	339·5(O.L.)			Greek	160lb NDB 20 *120lb* 289NHP	s 3 " 3½	
SVFT		*ss*Pir.No.1-35	1894	6,35 BS2,38			11,37		Middlesbro'		P27'B166'F35'	FK		5*B H Cem*	2SB,*6cf*,GS175,HS4677	21 " 3	
		1 *Dk*(*Stl*)2*tr B*&*Web frames*		BSH,36 LMC6,35				*Lloyd's*	*SA&CP*						Richardsons,Westgarth&		
		3 *Dk rule*								*Cell D Ba*102'*u E*&*B*40	*'f*140'747*t DT a*24'			432*t FPT*86*t*	Co.Ld.Mdb	*APT*45*t*	
79361	**Matros** (P) (*ex*Olymp–38,	TwinSc	4349	✝100A1	Got	*w*	CL	1915	Harland&	Y.Hvistendahl	365·3	50·1	26·5	Panama	Oil Engines 4S.C.SA	29 " 2	
	*ex*Falstria–36)	*Oil Eng.*	3911	5,39 3,37 4,38	Ams		8,36	3mo	Wolff,Ld.		381·8(O.L.)			Pnamanian	12Cy.22"–29⅛" 567NHP	s 5 " 11½	
HPGI		*ss*Cpn.No.3–8,27	2726	LMC CS9,36			N5,38		Glasgow		P22'B91'F36'	FK		1*B H to U dk*	DB *80lb*	23 " 7	
		*ss*H.Kg.No.2–36		DHS 3,34 9,36 3,34			S10,38	*Lloyd's*	*SA&CP*					5 „ 2*nd* „	Burmeister&Wain,Ld.Gls.		
		2 *Dks*(*Stl*)								*Cell D Ba*88'*u E*				42'*f*174'770*t*	*FPT*49*t APT*50*t*		
79362	**Matsonia** (P)	TwinSc	17226	✝100A1	SFo	*n*†	CL	1927	W.Cramp&	MatsonNav.Co.	554·0	83·2	30·7	S.Frncisco	8steam turbines SR	44 " 6	
226454	(*ex*Malolo–37)	*ss*S.Fo.No.2–35	12442	*with freeboard*			12,35	10mo	SonsS&EBCo					Utd.States	geared to 2 sc. shafts (*s*)	s 15 " 9	
WMCE	D.F. GyC.	3 *Dks*(*Stl*)4*th Dk*(*Stl*)*in*	8210	12,38 12,36	BS12,38		P1,38		Philadelphia		B&F490'	FK		12*B H Cem*	280lb 5112NHP	29 " 0	
	E.S.D.	*forward holds*		DBS1,38	LMC12,37		S11,38	*Lloyd's*	*SA&CP*	*Cell D B*424'1959*t D*	*Ts a* 938*t FPT*181*t*			12 Water Tube Boilers (Spt)			
		Cruiser Stern		*Fitted for oil*	*fuel*	10,27	*F.P. a*	*above* 1	50° F.					HS55764 FD			
														W.Cramp&Sons S&E.B.Co.			
79363	**Matsu Maru**		689					1928	Tochiki	TochikiShojiK.K.	176·0	26·7	16·0	Kobe	T.3Cy.		
33246			575						ShojiK.K.					Japanese			
JDIC	Wireless	1 *Dk*	346						Wakamatsu								
79364	—		415					1932	OsakaIron	UwajimaUnyuK.K	145·0	26·0	14·0	Osaka	Oil Engines 4S.C.SA		
37492		*Oil Eng.*	367						Works,Ld.		F17'			Japanese	6Cy.14¾"–19⅛" 121NHP		
JUKH	*Mchy.Aft*	*Cruiser Stern* 1 *Dk*&*pt dk*	233						Osaka						YokohamaDockCo.Ld.Yka		
79365	**Matsumaye Maru** (P)	TwinSc	3429					1924	Mitsu-	Government of	350·0	52·0	22·0	Tokyo	S.R.geared Steam Turbines		
30472			2295						bishiZosen	Japan(Dept.of				Japanese			
JYYA	GyC.	1 *Dk*	1253						K.K.	Railways)							
									Nagasaki								
79366	Matsuura Maru		1218					1918	Osaka	MatsuuraKisen	227·4	32·6	17·3	Dairen	T.3Cy.16",26"&42"–30"		
Wrecked 1942	(*ex*YangHo,		—						Zosensho	K.K.				Japanese	97NHP		
JMDG	*ex*DaitokuMaruNo.5)	1 *Dk*	698						Osaka								
79367	**Matsuyama Maru**		423					1912	S.Nagata	KanemoriSyosen	149·3	21·6	15·5	Hakodate	T.3Cy.10½",17⅜"&28⅞"–20"		
14928			—						Osaka	K.K.	B30'	*WB*		Japanese	E&B *made*05 36NHP		
JCZG	Wireless	2 *Dks*	247												T.Kubo,Osaka		
79368	**Matsuye Maru**	TwinSc	7061	✝100A1	Yka	*b*†	CL	1921	Yokohama	NipponYusenK.K.	445·0	58·0	34·0	Tokyo	T.6Cy.20½",33½"&56"–48"	34 " 0	
28102		*ss*Yka.No.3–5,36	6450	1,38			5,37	4mo	DockCo.					Japanese	2001b (*s*) 632NHP	s 7 " 6½	
JOFD	D.F.	2 *Dks*(*Stl*)	4358	BS1,38 MC6,36					Yokohama		P35'B135'F35'	FK		7*B Hpt Cem*	4SB,*12cf*,GS225,HS9200 FD	26 " 8	
Now "Matue Maru," *see No.* 89121 *in Supplement*				*Carrying oil*	*fuel*	*F.P.*	*above* 1	*Lloyd's*	*SA&CP*	*Cell D B*392'1834*t*	*f*27'1002*t FPT*73*t*			*APT*58*t*	YokohamaDockCo.Yka.		
				50° F.						*DTa*42'1337*t DT*							
										in DB & forward DT							
79369	**Mattawin** (*ex*Ediba)	TwinSc	6919	✝100A1	Ant	*z*	CL	1923	Harland&	ElderDempster	406·0	54·2	32·9	Liverpool	Oil Engines 4S.C.SA	35 " 6	
147465		*Oil Eng.*	6082	*Shelter dk*	Hul		2,36	4mo	Wolff,Ld.	Lines,Ld.				British	12Cy.26⅜"–39⅜" 810NHP	s 7 " 11½	
GBDF	*Ref.Mchy.*	*ss*Shl.No.3–2,36	4220	*with freeboard*					Glasgow		P43'B151'F48' *on*	FK		7*B Hpt Cem*	DB *100lb*	27 " 9½	
	D.F.	2 *Dks*(*Stl*)&*Shelter dk*		8,38 2,38				*Lloyd's*	*SA&CP*		*Shelter dk*			6 „ *to Sh dk*	Harland&Wolff,Ld.Gls.		
		(*Stl*–*ptws*)		LMC CS2,36						*Cell D B*338'1005*t*	*tank between tunnels*			551*t FPT*116*t*	*APT*123*t*		
				2,36 2,37													
79370	**Matthew Flinders**		450			...		1914	Fleming&	Government of	160·3	28·1	14·2	Brisbane	T.3Cy.15½",24"&40"–27"	14 " 11	
			372						Ferguson,Ld.	Queensland	B42'F31'			British	167NHP		
		1 *Dk*	172						Paisley	(Harbours &		BK8"			Fleming&Fergusn,Ld.Psy.		
										Marine Dept.)							
79371	**Matua** (P)	TwinSc	4193	✝100A1	Wln		CL	1936	Hawthorn,	UnionS.S.Co.of	355·2	50·5	21·7	AcklndNZ	Oil Engines 2S.C.SA	26 " 6	
157790	D.F. E.S.D.	*Oil Eng.*	2853	*with freeboard*	Auk		PN	6mo	Leslie&Co.Ld	NewZealand,Ld.				British	12Cy.23⅜"–44½" 1160NHP	s 5 " 3	
ZMBN		1 *Dk*,2*nd dk except in aftermost hold*	2112	8,38 9,37	LMC6,36		10,36		Newcastle		B140'F43'			8*B Hpt Cem*		21 " 6	
	Ref.Mchy.	*Cruiser Stern*					10,36	*Lloyd's*	*SA&CP*	*Cell D B*272'596*t*	*Tanks* FK&BK2"			*pt Asp*	Armstrong Whitworth&		
							2,39			*in way*	*of tunnels*247*t FPT*			29*t APT*96*t*	Co.(Engineers)Ld.Nwc.		
79372	**Matumoto Maru**	TwinSc	7025	✝100A1	Yka	*b*†	CL	1921	Yokohama	NipponYusenK.K.	445·0	58·0	34·0	Tokyo	T.6Cy.20½",33½"&56"–48"	34 " 0	
28109	(*ex*Matsumoto	*ss*Yka.No.3–1,36	6450	5,39 2,36			7,37	5mo	DockCo.					Japanese	2001b (*s*) 632NHP	s 7 " 6½	
JCDA	Maru–38)	2 *Dks*(*Stl*)	4384						Yokohama		P35'B135'F35'	FK		7*B Hpt Cem*	4SB,*12cf*,GS225,HS9200 FD	26 " 8	
				BS8,36 LMC7,35				*Lloyd's*	*SA&CP*	*Cell D B*382'1326*t*	*DT sa*39'1309*t*			73*t APT*58*t*	YokohamaDockCo.Yka.		
				3,39						*DT f*27'1002*t FPT*							
		Carrying oil	*fuel*	*F.P.*	*above* 1					*in DB & forward DT*							
			50° F.														
79373	**Maturines** (*ex*O.T.Waring–35)		5580	✝	NOs	*z*		1918	Bethlehem	StandardOilCo. of	411·6	53·4	29·8	Guiria	T.3Cy.27",45"&74"–48"	31 " 0	
	Fitted for oil fuel	*ss*N.Os.No.3–4,30	5091	10,33				9mo	S.B.Corp.Ld	Venezuela	P114'B29'F41'	FK		Venezuelan	528NHP	s 6 " 9½	
	Mchy.Aft	2 *Dks*(*Stl*)&*Web frames*	3879						Wlmgtn,Del.					18*B Hpt Cem*	2SB,*8cf*,GS360,HS7788	24 " 5½	
	GyC. E.S.D.	*Longitudinal framing*		✝						*Cell D Bu E*&*B*67	*in Bunkers*18'245*t*			(14 *to U dk*	Bethlehem S.B.Corp.Ld.		
	D.F.	*Carrying Petroleum in bulk*								*DT f*32'336*t*	*FPT*106*t APT*105*t*			4 „ 2*nd* „)			
79374																	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned or now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which Vessel, if not in L.R., is classed, if Class Cert.
79375 17021 JPGB	**Matuura Maru** (P) (*ex*MatsuuraMaru-38)	1 *Dk*	3185 2880 2240			...		1913	Russell& Co. Pt.Glasgow	KinkaiYusenK.K.	331·0 P27′	49·0 B98′	21·9 F35′ FK	Tokyo Japanese *WB*	T.3Cy.23″,37″&61″–42″ 285NHP ClydeS.B.&E.Co.Ld.P.Gl.	24 ″ 3	
79376 KZBM	**Mauban** (P) Wireless	*ss*Man.2ndNo.3–5,28 *ss*Man.No.1–33 *Well deck* 1 *Dk*(*Stl*–ws)&*deep framing lower dk in fore hold*	1253 1015 791	✝ —— 4,37	Man	*o*		1900 10mo	Cmpbltwn S.B.Co. Campbeltwn	Cia.General de Tabacos de Filipinas *WB*=*C*	230·0 Q79′B57′F28′ ND14 *Cell DB* a 54′ *f* 94′ 224*t*	34·5	17·3 FK *APT* 86*t*	Manila Utd. States *4BHCem*	T.3Cy.17½″,27½″&45″–33″ NDB13 120NHP 1SB,*3cf*,GS68,HS1870 J.G.Kincaid&Co.Grk.	18 ″ 3	
79377 LDOX	**Maud** *Oil Eng.* 1 *Dk*		3189 2747 1908					1930	Akt.Burmeistr&Wain (HjalmarRöed &Co.) Copenhagen	A/S Maud *WB*=*C*	326·5 P44*t*	50·0 H133*t*	21·0	Tönsberg Norwegian *WB*	Oil Engines 4S.C.SA 6Cy 21⅛″–59 1/16″ 267NHP Akt.Burmeistr&Wain,Cpn.		N
79378 OHXH	**Maud Thordén** (*ex*Tergus–35, *ex*Older) 1 *Dk*		1335 1123 723					1920	Stavanger Stöberi&Dok Stavanger	RederiA/BMaud Thorden(GustafB. Thordén, *Mgr.*)	240·8 P65*t*	37·1 H71*t*	14·8 F15*t*	Brandö Finnish *WB*	T.3Cy.17½″,28½″&48″–39″ 144NHP StavangerStöberi&Dok		V
79379 214861 WMCH	**Maui** (P) TwinSc *ss*S.Fo.No.3–10,29 *ss*S.Fo.No.2–37 ~~*ss*S.Fo.No.1–34~~ 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*–teak s) *Mchy.Aft* *Ref.Mchy.* D.F. GyC.		9941 5933	✝100A1 *Shelter dk* *withfreeboard* 2,35~~4,35~~ MS4~~3·47~~,38 ~~S3,37~~ 2,39 *Fitted for oil fuel* 4,17	SFo LMC	*e*†	CL 4,37 *F.P. above*	1917 4mo	Union Iron Works Co. San Francisco A&CP	MatsonNavigation Co. *Intermediate 'tween in forehold dis Cell DB* 338′1695*t DTf* 68′747*t FPT* 50° F.	484·0 *n dk BH pensed with MT* 23′838*t* 125*t APT* 277*t*	58·0 1 *BHto* 6 ,, 1 ,,	39·7 FK *pt Asp o Shelter dk* ,, *Upper* ,, ,, *2nd* ,,	S.Frncisco Utd. States 4 Steam Turbines SR geared to 2 Sc. Shafts 2370NHP 250lb HS32096 (*s*) 8 WaterTubeBoilers(Spt) WestinghouseCo. *only* Pittsburgh,Pa.	45 ″ 0 ~~46 ″ 1~~ ~~40 ″ 11~~ s14 ″ 11¼ 30 ″ 6½	
79380 151514 ZMFS	**Maui Pomare** (P) TwinSc *Oil Eng.* 1 *Dk* *Ref.Mchy.* Wireless *Mchy.Aft* *Cruiser Stern*		1203 ~~756~~ 754			...		1928	Dublin DockyardCo. Dublin	Government of NewZealand (PacificIslands Administration)	210·8 Q82′B&F110′	35·1	14·0 FK *WB*	Wellingtn N.Z. British	Oil Engines 2S.C.SA 12Cy.16½″–18″ 575NHP Petters(Ipswich)Ld.Ips.	16 ″ 0	
79381 202 1BRV	**Mauly** TwinSc *Oil Eng.* D.F. ~~*ss*Gen.No.1–34~~ *ss*Gen.No.3–1,38 2 *Dks*(*Stl*)		5463 4883 3418	✝100A1 *Shelter dk* *withfreeboard* ~~2,35~~ 1,39 ✝LMC DBS1,38	Gen CS1,3 1,38	*z*	CL ~~12,35~~ P1,39 SN1,38	1925 8mo	Cant.Nav. Triestino Monfalcone *Lloyd's A&CP*	LloydTriestino Soc.Anon.di Nav. *Cell DB* 332′1181	407·8 P37′B135′F38′ *tD Ta* 35′765*t FPT*	54·0	29·1 FK *7 BHpt Cem* (1 to 2*nd dk*) 103*t APT* 97*t*	Venice Italian DB100*lb*	Oil Engines 2S.C.SA 8Cy.23⅝″–37½″ 779NHP "Fiat" Stabilimento GrandiMotori,Turin	32 ″ 0 s 6 ″ 3 25 ″ 11½	
79382 216864 WQEU	**Mauna Ala** (*ex*Canibas) *ss*S.Fo.No.3–1,31 *ss*Bal.No.1–35 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Web frames, Lower dk in No.2 hold* *Ref.Mchy.* *Longitudinal framing*		6256 — 3945	✝100A1 *Shelter dk* *withfreeboard* 5,38 ~~5,37~~ MS1,35 *Fitted for oil fuel* 9,18	Phl SFo ✝LMC BS3,39 ~~BS4,37~~	*a*†	CL ~~4,36~~ 5,38 *F.P. above*	1918 9mo	TexasS.S. Co. Bath, Maine A&CP	MatsonNavigation Co. *Cell DB* 361′1192*t DTa*	420·5 P42′B130′F39′ 32′1075*t FPT* 114*t A*	54·2 FK *8BHCem* *PT* 63*t*	S.Frncisco Utd. States T.3Cy.26½″,44″&74″–51″ (*r*) 190lb 555NHP 3SB,*9cf*,HS8118 FD H.G.TroutCo.BuffaloNY	33 ″ 10 ~~37 ″ 6~~ ~~30 ″ 5~~ s7 ″ 4½ 26 ″ 7½	
79383 218098 KEPD	**Mauna Kea** (*ex*GoldenRiver–34, *ex*Diablo) Sub.Sig. 1 *Dk*&*Shelter dk* *Fitted for oil fuel* *Longitudinal framing*		6064 — 3817					1919	Pacific Coast S.B.Co. Bay Point, Cal.	MatsonNavigation Co.	402·5 P34′F38′	53·0	32·0 FK *WB*	S.Frncisco Utd. States	T.3Cy.24½″,41½″&72″–48″ NE29 359NHP Llewellyn Iron Works, Los Angeles		R
79384 218048 KIFP	**Mauna Loa** (*ex*GoldenEagle–34, *ex*WestConob) D.F. 2 *Dks* *Fitted for oil fuel*		5436 — 3405					1919	LsAngeles S.B.&D.D.Co San Pedro,Cal	MatsonNavigation Co.	410·0 P43′B115′F47′	54·4	27·2 FK *WB*	S.Frncisco Utd States	T.3Cy.28½″,47″&78″–48″ 422NHP LosAngelesS.B.&D.D.Co.		R
79385	— (*ex*DomingoNazabal) *Mchy.Aft*	*Fitted for oil fuel* 2 *Dks*	1050 — 577					1920	LngBeach S.B.Co.Long Beach,Cal.	Cia.Naviera del PacificoS.A.(Keeni Line, *Mgrs.*)	180·5 P42′F21′	34·2	17·8	Mexican	T.3Cy.13½″,22″&36″–24″ UnitedEng.Wks. 6HP San Francisco,Cal.		
79386 221226 KDRV	**Maunalei** (*ex*MountClinton) *ss*S.Fo.No.3–6,33 *ss*S.Fo.No.1–37 2 *Dks*(*Stl*)&*Shelter* D.F. *dk*(*Stl*–ws)&*Web frames* *Ref.Mchy.* *Cargo battens not fitted in Shelter 'tween decks*		7159 6777 4385	✝100A1 *Shelter dk* *withfreeboard* 1,39~~5,37~~ BS4,37 *Fitted for oil fuel* 6, 21	SFo ✝LMC ~~BS6,38~~	*b*†	CL 5,37 *F.P. above*	1921 5mo	Merchant S.B.Corp. Chester, Pa. A&CP	MatsonNavigation Co. *Cell DB* 367′1343*t DT*	440·3 *a* 29′ 833*t FPT*	57·2	36·0 FK *Co* ,, *U* ,, *APT* 120*t*	S.Frncisco Utd. States 2 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 220lb FD 930NHP 1 Water Tube DB 4SB(Spt),*12cf*,GS262, HS12264 WestinghouseElectric& Mfg.Co.Essington,Pa.	39 ″ 0 s 10 ″ 11 28 ″ 9	
79387 92974	**Maunaloa** *Mchy.Aft* GyC.	1 *Dk*2*trB*	4322 — 3239					1899	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	130·0	50·2	24·0 *WB*	Duluth, Minn. Utd. States	Q.4Cy.17″,27″,42″&64″–42″ NB26 265NHP ChicagoS.B.Co.Chicago		
79388 221132 KDQT	**Maunawili** (*ex*MountCarroll) *ss*S.Fo.No.3–5,33 *ss*S.Fo.No.1–37 2 *Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*–ws)&*Web frames* *Ref.Mchy.*		7409 7045 4580	✝100A1 *Shelter dk* *withfreeboard* ~~2,39~~ MS4,37 *Fitted for oil fuel* 3, 21	SFo ✝LMC ~~BS6,38~~	*b*†	CL 4,37 *F P. above*	1921 3mo	Merchant S.B.Corp. Chester, Pa. A&CP	MatsonNavigation Co. *Cell DB* 367′1343*t DT*	440·3 *a* 29′ 833*t FPT*	57·2	36·0 FK *Collision* ,, *U* ,, *APT* 120*t*	S.Frncisco Utd. States 2 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 220lb FD 930NHP 1 Water Tube DB 4SB(Spt),*12cf*,GS262, HS12264 WestinghouseElectric &Mfg.Co.Essington,Pa.	39 ″ 0 s 10 ″ 11 28 ″ 9	
79389 127810 ZMDY	**Maunganui** (P) TwinSc *ss*Wln.2ndNo.3–5,37 3 *Dks*(*UStl*–ws&*2nd dk pt Stl*) *Ref.Mchy.* *Promenade dk*(*Stl*–teak s)& D.F. *Web frames*		7527 7022 4542	✝100A1 7,38 ~~10,37~~ ~~BS10,37~~ *Fitted for oil fuel* 11, 20	Wln BS6,38 ✝LMC10,35	*b*†	CL 5,37 *F.P. a*	1911 12mo	Fairfield Co.Ld. Glasgow *Lloyd's A&CP*	UnionS.S.Co.of NewZealand,Ld. *Cell DB a* 79′ *a E&B* 151′	430·8 447′1(O.L.) 50° F.	55·7	31·2 FK&BK2″ 7 *BHCem* *f* 133′918*t FPT*	Wellingtn NZ British *APT* 140*t*	Q8Cy24½″35½″50½″&73″–45″ 2220lb (*r*) 1304NHP 2D&2SB,*24cf*,GS517, FD HS20400 FairfieldCo.Ld.Glasgow	34 ″ 0 s 9 ″ 4 25 ″ 2	
79390	**Maur** 1 *Dk*		1173 962 660					1911	Trndhjms Mek. Værks Trondheim	China United Wharf&Godown Co.Ld.	226·4 H56*t*	36·5 F29*t*	15·4 *WB*	Shanghai Chinese	T.3Cy.17″,27⅞″&46″–30″ 116NHP Trondhjems M V. Trndheim		
79391 168267 GTTM	**Mauretania** (P) TwinSc Sub.Sig. D.F. E.S.D. GyC. *Cruiser Stern* *Ref.Mchy.*		34000 ~~35733~~ ~~36266~~ 20170	100A1 *withfreeboard* (*Class Contem plated*)				1938 1939	Cammell Laird&Co.Ld. Birkenhead	CunardWhiteStar Ld.	739·4	89·1	51·7	Liverpool British	6 steam turbines SR geared to 2 Sc. Shafts Cammell Laird&Co.Ld.Bkn	36 ″ 6 s 25 ″ 10 30 ″ 10½	
79392 FNNM	**Maurice Delmas** (*ex*Mateba–37) *Fitted for oil fuel* 1 *Dk*&*2nd dk in holds*		3161 2605 1873					1919	W.Dobson &Co. Newcastle	Cie.Delmas Vieljeux	330·7 P33′B99′F32′ *Upr B* 26′	47·5	21·5 *WB*	LaRochlle French	T.3Cy.25″,41″&68″–45″ 310NHP N.E.MarineEngCoLd.Nwc		V

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terms assigned or maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de hache porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et lettre de classe. Durée Cert. Hull. &c.
79393	**Maurice Rose**		1600	✠100A1	Lon	*p*	CL	1930	D & W Hendersn & Co. Ltd. Glasgow	Richard Hughes & Co. (Liverpool) Ld.	250·0	37·2	16·4	Liverpool	T.3Cy.19″,31″&52″–36″ (*s*)	18 ″ 6	
162326		*ss* Bly. No. 1–35	1231	10,34[illegible]				10mo						British	180lb 232NHP	s 5 ″ 4½	
MPXK	*Mchy. Aft*	1 *Dk* (*Stl*)	946	[illegible]			N 7,38	*Lloyd's SA & CP*		*Cell D B* 169′ 373*t* *FPT*	P97′ F26′		FK	4 *B Hpt Cem* 93*t* *APT* 66*t*	2SB, 6*cf*, GS132, HS4366	17 ″ 3½	
	Well deck	*Cargo battens not fitted*													D & W. Hendersn & Co Ld Gls		
79394	**Maurice Tracy** (*ex* Nordstrand,		2468					1916	Gt. Lakes Eng. Works Ashtabula	M. & J. Tracy, Inc.	253·3	43·6	25·4	New York	T.3Cy.19½″,34¾″&57″–42″	27 ″ 6	R
225917	*ex* Sekstant)		2207								P97′ F26′		FK	Utd. States	284NHP		+
KGBV	*Mchy. Aft*	Sub.Sig. 1 *Dk*	1509											*WB*	Gt. Lakes Eng. Works, Ash.		
79395	**Maurita**		1569					1925	Bergens Mek. Værks. Bergen	D/S A/S Belita (F. Walter Johannesen, *Mgr.*)	244·9	37·7	15·6	Bergen	T.3Cy.18¾″,28″&48″–39″		N
			1171								B116′ Q103′ P72′			Norwegian	132NHP		
LELN		1 *Dk*	911								H70′			*WB*	Bergens Mek. Værk. Bgn.		
79396	**Mauritz** (*ex* Luksefjell, *ex* Storöy,		*1480*	100A1	Cff	*p*	CL	1916	Bergens Mek. Værks. Bergen	Råå Rederi A/B (M. Jonasson, *Mgr*)	242·6	37·8	15·3	Råå	T.3Cy.18″,29⅝″&49″–33″ (*s*)	17 ″ 8	
7691	*ex* Rigel, *ex*	*ss* Hbg. No. 3–5,35	*1169*	1.38			N1,38			*Cell D Ba* ∫ *u* E90′			FK	Swedish	180lb 158NHP		
SFLR	Jomfruland)	1 *Dk*	*814*	BS [illegible] 38	LMC 1,38		2,39	*Lloyd's SA & CP*		*f* 102′ 348*t* *Poop*	P16′ Q73′ B65′ F27′			4 *B H Cem*	2SB, 4*cf*, GS67, HS2532		
		Cargo battens not fitted									*tank* 10′ 51*t* *FPT* 48*t*			*AP* T40*t*	Bergens Mek Værks Bergen		
79397	**Mausang** Ⓟ (*ex* Yannis)		3372	✠100A–	Kob		CL	1920	Shanghai	Indo-China S.N. Co. Ld.	331·2	46·8	23·0	Hong Kong	T.3Cy.23½″,41″&68″–45″ (*s*)	25 ″ 6	
151423		*ss* H.Kg.No.3–10,32	2830	2,39	HKg		1,37	6mo	Dk. & Eng. Co Ld. Shanghai					British	180lb 434NHP	s 4 ″ 2	
VPDS		*ss* H.Kg.No.1–37	2063	[illegible]	LMC 1,37		2,39				P33′ B100′ F29′		FK	6 *B H Cem*	3SB, 9*cf*, GS155, HS6420	21 ″ 8	
		1 *Dk* (*Stl*)		*Fitted for oil fuel*			*F.P. a*	*bove* 1	50° F.	*Cell D B* 284′ 745*t* *FPT* 110*t*	*AP* T45*t*			Shanghai Dk. & Eng. Co. Ld.		s 4 ″ 0	
				[illegible]												21 ″ 8½	
79398	**Mavis**		935	✠100A1	Lon	*n*	CL	1930	Workman, Clark (1928) Ld. Belfast	General Stm. Nav. Co. Ld.	216·2	35·1	12·1	London	T.3Cy.17½″,29″&48″–33″ (*s*)	14 ″ 0	
162496		*ss* Lon. No. 2–30 *ss* Lon. No. 1–30	722	*with freeboard*			2,37	10mo						British	200lb 189NHP	s ″ 2	
MPXD		1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	394	5,39	LMC 5,39		4,39	*Lloyd's SA & CP*			B64′		FK	5 *B H Cem*	2SB, 6*cf*, GS102, HS3400	13 ″ 11½	
				[illegible]						*Cell D B* 182′ 28	5*t* *FPT* 31*t* *APT* 19*t*			*Coll to Sh dk* 4 „ *2nd* „	Workman, Clark (1928) Ld.		
79399	**Max** (*ex* Lighter)		367					1913	C. Lühring Kirch-Ham-melwarden	Reinecke & Bremer	139·0	28·0	9·8	Hamburg	Oil Engines 4S.C.SA		G
		Oil Eng.	317								F16′			German	6Cy.11″–16 9/16″ 71NHP		
DJHU	*Mchy. Aft*	1 *Dk*	207												*Emade & fitted* 36 Deutsche Werke Kiel A.G.		
79400	**Max Albrecht**	Twin Sc	5824	✠100A1	Ham	*z*	CL	1929	Kockums M.V. Aktieb. Malmö	Albrecht Gebrüder & Co. (Dr. Max Albrecht, *Mgr.*)	385·0	55·1	32·0	Hamburg	Oil Engines 4S.C.SA	32 ″ 0	
		Oil Eng.	5039	3,38			P8,36	1mo	M.V. Aktieb.		402·5 (O.L.)			German	12Cy.22 2/16″–39⅜″ 584NHP		
DIDL	D.F.	*ss* Ham. No. 2–36	3474	[illegible]	LMC CS5,37		S5,37	*Lloyd's SA & CP*	Malmö		P96′ B40′ F50′		FK	11 *B Hpt Cem*	2DB *150lb*		
	Mchy. Aft	1 *Dk* (*Stl*)		[illegible]	5,37						*Trunk* 239′				Kockums M.V. Akt. Malmö		
		Cruiser Stern		*Carrying Petroleum in bulk*						*Cell D Bu E* 65′ 180*t* *DT*				*f* 30′ 194*t* *AP*	*Ts* 320*t* *FPT* 77*t*		
79401	**Max Hoelts**		3972					1930	Severney S.B. Yard Leningrad	U.S.S.R.	347·4	48·8	27·2	Leningrad	Oil Engines 2S.C.SA		
		Oil Eng.	3537								P31′ B52′ F34′			Russian	4Cy.26¾″–35 7/16″ 500NHP		
UOBJ	Sub.Sig	2 *Dks*	2261											*WB*	Russian Diesel Works, Len.		
79402	**Max Wolf** (*ex* Bali)		6694					1917	Rotterdam Droogd. Maat Rotterdam	Georges Portolo	420·5	54·7	33·5	Ithaca	T.3Cy.28″,46″&77″–54″		V
61			6195								P42′ F42′			Greek	436NHP		
SVQI		3 *Dks*	4226											*WB*	Rotterdam Droogd. Maats.		
79403	**Maxim Gorky** (*ex* Exportles)		3974					1932	States S.B. Yd. "Marti" Leningrad	U.S.S.R.	347·9	51·5	24·9	Leningrad	Oil Engines 2S.C.SA		
		Oil Eng.	3527								F30′ B53′ P29′			Russian	4Cy.26¾″–47 2/16″ 497NHP		
UPCS		1 *Dk*	2256											*WB*	Russian Diesel Works, Leningrad		
79404	**Maximina**	Twin Sc	2679	✠100A1	Cco	*t*	CL	1925	Rotterdam Droogd. Maat Rotterdam	N.V. Curaçaosche Scheepv. Maats.	305·0	50·2	15·1	Willmstad	T.6Cy.12¾″,20½″&33½″–24 7/16″	15 ″ 0	
3483		*ss* Cco. No. 3–12,37	1799	[illegible]			S5,36	10mo						Dutch	180lb (*s*) 236NHP	s1 ″ 0½	
PJBC	*Mchy. Aft*	1 *Dk* (*Stl*)	1471	BS [illegible]	LMC 11,36		S5,38	*Lloyd's SA & CP*			Q87′ *Trunk* 189′		FK	8 *B Hpt Cem*	2SB, 4*cf*, HS4168	13 ″ 7½	
	Longitudinal framing at bottom & at dk			12,38			*bulk*				F29′			*AP* T81*t*	Rotterdam Droogd. Maats.		
				Carrying Petroleum in bulk													
				Fitted for oil fuel 10,25			*F.P. a*	*bove* 1	50° F.								
79405	**May**	Twin Sc	491	✠ [illegible]	Gls		OG	1937	A. & J. Inglis Ld. Glasgow	Commissioners of Northern Light-houses	147·5	29·2	12·1	Leith	Oil Engines 2S.C.SA	14 ″ 0	
164372		*Oil Eng.*	328	6,38			3,38	3mo			156·1 (O.L.)			British	10Cy.9 1/16″–16 1/16″ 168NHP		
GZYS	Wireless D.F.	1 *Dk* & 2nd *dk* clear	149	[illegible]				*Lloyd's SA & CP*			P & B72′ F27′		FK	6 *B H Cem*			
	E.S.D.	*Cruiser Stern*								*Cell D B* 66′ 43*t* *DT f* 7	19*t* *FPT* 11*t*				British Auxiliaries, Ld. Gls.		
		of mchy. space															
79406	**Maya** (*ex* Fiamma, *ex* Sirius,	3 Mst	3867	✠	Ham	*w*		1894	David J. Dunlop & Co. Pt. Glasgow	Cisterne Italiane Soliani & Saltamerenda	355·4	44·4	30·1	Genoa	T.3Cy.27″,43½″&70″–51″	31 ″ 6	Cl
1141	*ex* Lackawanna)	*ss* Shl. No. 3–12,05	3550	7,16				2mo			345·0		23·0	Italian	NDB06 413NHP		+
IBDU	*Mchy. Aft* D.F.	*ss* Ham. No. 2–13	2198	[illegible]							P96′ B30′ F47′		FK	15 *B H Cem*	2DB, 6*pf*, 6*cf*, GS230, HS7150		
	1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *Web frames*														David J. Dunlop & Co. P.Gl.		
	Carrying Petroleum in bulk									*Cell D B*	72′ 192*t* *FPT*				165*t* *APT* 100*t* *DT* 322·390*t*		
	Fitted for oil fuel																
79407	**Maya Maru** Ⓟ		3145					1925	Yokohama Dock Co. Yokohama	Nippon Yusen K.K.	352·0	46·0	27·0	Tokyo	T.3Cy 23″,38″&64″–48″		C
30936			2700								P37′ B87′ F39′			Japanese	284NHP		
JCBB		2 *Dks*	1881											*WB*	Yokohama Dock Co.		
79408	**Mayachi Maru** (*ex* Kaiwo Maru)		2159					1916	Uraga Dock Co. Ld. Uraga	Hokkaido Tanko Kisen K.K.	268·0	40·7	23·6	Kobe	T.3Cy.19″,31½″&52″–39″	23 ″ 6	
19226			1886								P13′ B58′ F27′			Japanese	169NHP		
JKIA		1 *Dk*	1281											*WB*	Uraga Dock Co. Ld. Uraga		
79409	**Mayan** (*ex* Lake Festus)		2571	✠100A1	St.J	*s*	CL	1919	Toledo S.B. Co. Toledo, O.	Pan European Navigation (S. Cappiello, *Mgr.*)	248·6	43·7	25·9	Panama	T.3Cy.22″,36″&59″–42″ (*s*)	28 ″ 2	
		ss Gal. No. 3–11,28	2197	9,37			8,37	7mo						Pnamanian	180lb 315NHP	s 3 ″ 10½	
HPHM	E.S.D.	*ss* St.J. No. 2–37	1588	[illegible]	LMC			*CP*			P25′ B64′ F23′		FK	4 *B Hpt Cem*	2SB, 6*cf*, GS105, HS4640	24 ″ 5½	
		1 *Dk* (*Stl*) 2*tr B*		1894 [illegible]	MS1[illegible]			*Fitted for oil fuel* 7,19		*F.P. a*	*bove* 1	50° F.	*Cell D B* 204′	444*t* *DT a* 87*t* *FPT*	69*t* *APT* 95*t*	Toledo S.B Co. Toledo	
79410	— Ⓟ (*ex* Corinto–35,	Twin Sc	1973					1905	G. Seebeck Akt. Ges. Bremerhaven	Panama Mail S.S. Co. Inc.	261·1	40·0	19·5	S. Frncisco	T.6Cy.14¾″,23½″&38½″–25⅝″		V
219317	*ex* Caldas, *ex* Governor	*Fitted for oil fuel*	1644								P8′ B59′ H—F28′			Utd. States	148NHP		
KQQV	Forbes *ex* Admiral von	1 *Dk* & *Spar dk*	1161											*WB*	G. Seebeck A.G. Bremerhvn.		
Now San Francisco				*see No. 30067 in Supplement*													
79411	**Mayari**		*2802*					1921	Workman, Clark & Co. Ld Belfast	Balboa Shipping Co. Inc. (United Fruit Co. *Mgrs.*)	303·0	47·2	21·7	Balboa	T.3Cy.20½″,34″&57″–45″		C
		Fitted for oil fuel	*2377*								B82′ F38′			Pnamanian	218NHP		
HPAJ	Sub.Sig.	*Cruiser Stern* 1 *Dk*	*1519*											*WB*	Wrkman, Clark & Co. Ld Bel.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Register Tonnage. Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	* Date when tail shaft last seen.	8 9 Built. When	By Whom	Where	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers to which classed, if not in L.R.	16 Part of Hull.
79412 28124 JAEA	**Mayebashi Maru** *ss*Kob.No.3–12,33 2*Dks*(*Stl*)	TwinSc 6450 4321	7005	✠100A1 Yka *b*† 7,37 BS7,37 ✠LMC12,	CL *S*N7,35 *P*7,37			1921 8mo	Yokohama DockCo. Yokohama	*Lloyd's SA&CP*	NanyoKaiunK.K. *Cell D B*382'1326*t* *D Ta*39'1309	445·0|58·0|34·0 P35'B135'F35' FK *tDTf*27'1002*t FPT*	Tokyo Japanese	T.6Cy.20½"33½"&56"–48" (*s*) 200lb 632NHP 4SB,*12cf*,GS225,HS9200 FD YokohamaDockCo.Yka.	34 ″ 0 *s* 7 ″ 6½ 26 ″ 8		
	⁂ "Maebasi Maru," *see No. 89087 in Supplement.*			*Carrying oil fuel F. P. above double bottom & forward deep tank* *Fitted for oil fuel* 8,21				*above* 150° F. *F.P. above* 150° F.				73*t APT*58*t*					
79413 FNRJ	**Mayenne** (*ex*Saga) *ss*Msl.2nd.No.3–3,32 *ss*Msl.No.1–37 2*Dks*(*Stl–pt*wa) *Well deck* D.F. *Ref.Mchy.*		2943 1939 1552	✠100A1 Msl *u* 10,38 2,38 BS3,38 ✠LMC3,37 *Fitted for oil fuel* 8,37	OG 10,37 *F.P. above*			1909 6mo	Swan, Hunter&Wigham Richardson, Ld Newcastle	*Lloyd's SA&CP*	Cie.Générale Transatlantique *Cell D Ba*56'*u E*6 P&B222'F78' FK	322·7|46·1|19·2 *B*58'*f*156'315*t FPT*	Marseilles French	T.3Cy.28⅞"46½"&75"–48' 170lb (*r*) 500NHP 3SB,*9cf*,GS182,HS7155 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 ″ 11 *s* 2 ″ 3 20 ″ 1		
79414 92291 WEFR	**Mayflower** (P) 1*Dk*	WoodPad	786 — 575					1891	Montgomery & Howard Chelsea,Mass		Nantasket-Boston SteamboatCo.	202·5|32·5|10·4	Boston Utd. States	B.1Cy.48"–108" W.&A.Fletcher Co.Hoboken,N.J. 240NHP			
79415 208616 KMVX	— (P) (*ex*Porpoise,*ex*Moosehead) 1*Dk*2*tr*R	TwinSc	719 — 488					1911	Bath Iron WorksCorp. Bath,Me.		F.V.Drake	185·3|35·8|13·9	New York Utd. States	T.8Cy.(2)16",(2)26"&(4) 30"–24" 176NHP			
79416 120889 MCQY	— *ss*Liv.2ndNo.3–2,31 ssLiv.No.1–35 *Well deck* 1*Dk*(*Stl*) *Mchy. Aft* *Cargo battens not fitted*		370 289 140	✠100A1 Liv / 11,35 ✠LMC MS11,35 BS6,37 6,38	CL 10,35			1905 10mo	AilsaS.B. Co.Ld. Troon	*Lloyd's SA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) *WB*=*Cell D Bf*	143·5|25·6|10·3 Q46'B9'F26' BK7' 72'103*t FPT*	Liverpool British	C.2Cy.18"&40"–27" (*s*) 130lb NB23,*fitted*35 94RHP 1SB,*3pf*,GS56,HS1902 Ross&Duncan,Glasgow	12 ″ 11 *s* ″ 10½ 12 ″ 8		
79417 181416 KZAF	**Mayon** *ss*Man.No.1–34 1*Dk*(*Stl–pt* teak s) *Ref.Mchy.* ◊ *Shade dk*(*Stl*–teak s)	TwinSc	3371 — 1529	✠100A1 Man *v* *with freeboard* 6,36 ✠LMC MS8,33 BS6,37 5,38 ✠Lloyd'sRMC2,38 *For Service at the Philippine Islands between Manila & Zamboanga* *Fitted for oil fuel* 9,30	CL N6,36 *F.P. above*			1930 9mo	Vickers-Armstrong, Ld. Barrow	*Lloyd's SA&CP*	ManilaRailroad Co. *Cell D Ba*◊*u E*102'	347·5|50·4|16·3 B119'F50' FK *f*122'387*t FPT*30	Manila Utd. States	4SteamTurbinesSRgeared to 2 Sc. Shafts 4.W.T.B. (Spt),230lb (*s*) 1287NHP 9*BH Asp* *APT*73*t* HS16256 FD Vickers-ArmstrongLdBrw	17 ″ 10 *s* 2 ″ 10½ 15 ″ 1		
79418 127 ONEB	**Mayumbe** ~~*ss*Ant.No.1–34~~ D.F. 1*Dk*(*Stl*)◊2*nd dk*(*Stl*)*in peaks*&Nos.1,2,4,5&6 holds	*ss*Ant.No.2–37	3567 ~~3129~~ 2087	✠100A1 Ant 2,38 ~~1,06~~ ~~MS12,38~~ ✠LMC11,37 BS11,37 *Fitted for oil fuel* 1,34	CL 11,37 *F.P. above*			1929 9mo	Antwerp Eng.Co.Ld. Hoboken	*Lloyd's SA&CP*	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationale,*Mgrs.*)	347·1|49·0|23·5 P37'F33'B118' FK *Cell D Ba*◊*u E*123'*f*150'8	Antwerp Belgian	T.3Cy.25",41"&68"–45" (*s*) 180lb FD 440NHP 3SB(Spt)*9cf*,GS165,HS6564 N.E.MarineEng.Co.Ld.Sld	25 ″ 9 *s*4 ″ 2¾ 21 ″ 8		
	⁂ "Bosforo," *see No. 87310 in Supplement.*											11*t DTs*a55'		1070*t FPT*68*t APT*31*t*			
79419 145322 GJTD	**Maywood** (*ex*Parkhill) *ss*Bry.No.3–9,35 D.F. *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*		1823 1313 972	✠100A1 Ams *q* 3,38 ✠LMC MS9,35 BS5,37 ,38	CL 5,37			1923 3mo	C.Rennoldson&Co. SouthShields	*Lloyd's SA&CP*	FrancesDuncan S.S.Co.Ld.(J.T. Duncan&Co.Ld. *Mgrs.*)	270·0|37·3|15·9 279·1(O.L.) *Pon*Q22'Q106'B54' F22' FK *D Ba*38'*Cell D B*192'585*t FPT*	Cardiff British	T.3Cy.21",34"&56"–36" (*s*) 190lb 244NHP 4*BH Cem* 2SB,*6cf*,GS108,HS4224 N.E.MarineEngCo.Ld.Sld	18 ″ 6 *s* 1 ″ 6½ 17 ″ 2		
79420 56 IBZQ	**Mazara** (P) *Fitted for oil fuel* Wireless *Cruiser Stern* 2*Dks*		984 — 445					1934	Cant.Nav. Riuniti Palermo		"LaMeridionale" Soc.Anon.diNav.	218·8|32·3|13·2	Trapani Italian	T.3Cy.16¾",28⅝"&45½"–33½" CantieriNavaliRiunitiAnc. 121NHP			I
79421 IBZQ	**Mazatlan** (P) *Oil Eng.* *Mchy. Aft* 1*Dk* *Cruiser Stern*	Wood	385 — 280					1937	W.J.H. Eisenhauer, MahoneBay, N.S.		Maritima de Mazatlan,S.A.	133·0|28·0|11·3 P42'B12'F23'	Mazatlan Mexican	Oil Engines 2S.C.SA 6Cy.14"–17" 207NHP *Emade*30,*refitted*37 FairbanksMorse&Co. Beloit,Wis			
79422 145133 ZSJW	**Mead** 1*Dk*		606 492 256					1919	Smith's DockCo.Ld Middlesbro'		Smith'sCoasters (Prop.)Ld.(C.G. Smith&Co.Ld. *Mgrs.*)	170·0|30·0|15·7	Durban British	T.3Cy.16",26"&44"–26" 94RHP Smith'sDockCo.Ld.Mdb.			C
79423 160716	**Meadcliffe Hall** *Mchy. Aft* 1*Dk*		1895 1705 1184					1929	Smith's DockCo.Ld. Middlesbro'		HallCorporation of Canada	253·0|44·1|18·5 F31'	Montreal British	T.3Cy.15",25"&40"–33" 95RHP *WB* Smith'sDockCo.Ld.Mdb.			C
79424 151043 CYLX	**Meaford** (*ex*RobertJ.Buck) *Mchy. Aft* 1*Dk*		1824 1558 983					1925	TheCollingwood S.B.Co.Ld. CollngwdOnt		CanadaSteamship Lines,Ld.	252·0|43·1|16·8 Q93'F35'	Montreal British	T.3Cy.15½",26"&44"–26" *Emade*19*fitted*25 94RHP *WB* Hewes&Phillips, Newark,N.J			C
79425 SVRK	**Meandros** (*ex*Crosshill–34) *ss*Shl.No.3–8,34 1*Dk*(*Stl*) *Cargo battens not fitted above hold stringer*		*4581* *4203* 2805	✠100A1 Ham *y* 4,38 ~~7,37~~ BS2,38 ✠LM ~~7,37~~ MS1,38	CL ~~7,37~~ N1,38			1919 1mo	Russell& Co. PortGlasgow	*Lloyd's SA&CP*	J.G.Livanos *Cell D Ba*◊*u E*139'	385·3|52·0|26·5 P49'B113'F38' FK *f*173'957*t FPT*122*t*	Chios Greek	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&BlackmoreLdGrk	29 ″ 0 *s* 5 ″ 2½ 24 ″ 1		
79426 221117 KDQH	**Meanticut** *Fitted for oil fuel* Sub.Sig. 1*Dk*◊*Shelter dk* *Longitudinal framing*		6061 — 3771					1921	Pacific CoastS.B.Co. BayPoint,Cal		LykesBros.~~Ripley S.S.Co.Inc.~~ Steamship Co.,Inc.	402·5|53·0|32·0 P34'F38'	Houston, Texas Utd. States *WB*	DR GearedSteamTurbine KerrTurbineCo. Wellsville,N.Y.			R
79427 162100	**Mearim** 1*Dk*	TwinSc	1037 849 695					1914	A.F.Smulders Schiedam		Gueret,Llewellyn &Merrett,Ld.	169·8|40·6|18·6	Cardiff British	C.2Cy.15"&30"–16" 75RHP A.F.Smulders,Schiedam			
79428 146429 EIJK	**Meath** (*ex*LadyMeath–38) E.S.D. *Fitted for oil fuel* *Cruiser Stern* Wireless 1*Dk*◊*Shelter dk*	TwinSc	1593 1444 732					1929	Ardrossan Dockyard Ld. Ardrossan		British&IrishStm. PacketCo.~~(1936)~~ Ltd.	321·2|40·1|16·4	Dublin British	T.6Cy.16",27"&44"–33" 222NHP *WB* J.G.Kincaid&Co.Ld.Grk.			C
79429 FOQJ	**Mécanicien Moutte** (*ex*WarBee) *ss*Msl.No.3–9,30 *Well deck* 1*Dk*(*Stl*)		1570 1311 968	✠ —— Msl *r* 1,36 ✠				1918 7mo	Nva. Scotia Steel&Coal Co.Ld. NewGlasgow N.S.		Cie.deNavigation Mixte	248·2|35·1|22·3 Q91'B56'F26' FK *Cell D B*211'432*t*	Marseilles French	T.3Cy.17",28"&46"–33" 151NHP 2SB,*4cf*,GS77,HS2566 NovaScotiaStl&CoalCoLd	20 ″ 0	V †	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expir. Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds pe.	15 Les lettres ou mots placés ici indiquent les Règlements auxquels le navire a été construit.
79430	**Mécanicien Principal Carvin**		4281					1921	Ch.&Atel. de la Gironde Havre	Cie.Commerciale de l'Afrique Equat. Française (Cie. Delmas Vieljeux, *Mgrs.*)	362·9 | 49·2 | 24·4 P231′F28′			Havre French *WB*	T.3Cy.24″,39″&65″–44½″ 280NHP Schneider&Co.Havre		V
~~PHQL~~ FNQL	D.F.	1*Dk*	2648														
79431	**Mecklenburg** (*ex*Ludendorff) 4Mst		7892					1921	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	468·8 | 58·3 | 32·7 P82′B102′F43′			Hamburg German *WB*	T3Cy32⅝″,53¼″&86½″–55⅝″ 556NHP Bremer Vulkan, Vegesack		G
79432	— Ⓟ TwinSc	*ss*Rot.No.3–10,34	7384 2907	✠ A– Rot			OG	1922	Kon.Maats deSchelde Flushing	Stoomv.Maats. Zeeland	350·4 | 42·7 | 23·9			Flushing Dutch	T.8Cy.28″,43½″&(2)49″–33″ 1901b (*s*) FD 1130NHP	25 ″ 0	
DHQT	D.F. Sub.Sig.	2*Dks*	4881														
79432	— Ⓟ TwinSc	*ss*Rot.No.3–10,34	2907 2408	✠ A– Rot *with freeboard*			OG 9,36	1922	Kon.Maats deSchelde Flushing	Stoomv.Maats. Zeeland	350·4 | 42·7 | 23·9 F60′ FK			Flushing Dutch	T.8Cy.28″,43½″&(2)49″–33″ 1901b (*s*) FD 1130NHP 4DB,*24cf*,GS584,HS19440	25 ″ 0 s 11 ″11¾ 13 ″ 4	
PFWM	Sub.Sig. D.F.	3*Dks*(*Stl U–ws*)	1122	*For Channel Service Flushing&Harwich also European Summer Cruising* 9,36 3,38 MC MS11,38 BS5,382,39						*Cell D Bu E* 12′23*t*				*AP T* 56*t*	Maats.deSchelde, Flushing		
79433	— Ⓟ TwinSc (*Ferry*)		1547 1361					1903	F.Schichau Danzig	Deutsche Reichs-bahnGes., Reichs-bahnDirektion Schwerin	282·0 | 46·0 | 21·3 B99′			Wrnemnde German *WB*	T.6Cy.23⅝″,39⅜″&59″–33½″ NB34 402NHP F.Schichau, Elbing		G
DSPE	Sub.Sig Wireless D.F.		782														
79434	**Medea**		1311					1916	Wrf.voorh. Rijkee&Co. Rotterdam	West-Indische Scheepv.Maats.	260·0 | 39·0 | 16·6			Curaçao Dutch *WI*	T.3Cy.20″,31″&50″–36″ 150NHP Werkspoor, Amsterdam		V
	Wireless	2*Dks*	1091														
PJBH	*Ref.Mchy.*	*Cruiser Stern*	735														
79435	— TwinSc		1246					1936	Neptun-werft Rostock G.m.b.H. Rostock	Dampfschifffahrts Ges. "Neptun"	246·4 | 34·7 | 14·1 P120′F31′			Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.11¾″–16⅝″ 146NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		G
DORU	Wireless D.F.	1*Dk*	951 653														
	Mchy. Aft	*Cruiser Stern*															
79436	**Medée** (*ex*Francaise)		1882	✠ 100A1 Rot		*s*	CL	1920	Blyth S.B. &D.D.Co.Ld. Blyth	Société Navale Caennaise (G. Lamy & Cie. *Mgrs.*)	285·3 | 42·0 | 17·8 P25′Q84′B58′F24′ FK			Caen French	T.3Cy.22″,36″&60″–39″ (*s*) 1801b 274NHP	20 ″ 0 s 2 ″ 1½ 18 ″ 1	
		*ss*Shl.No.3–11,32	1682	3,39 ~~4,38~~			3,38										
FORD		*ss*Rot.No.1–37	1143	MS3,38 LMC5,37 3,39										6*BHCem*	2SB,*6cf*,GS123,HS4642		
	Well deck	1*Dk*(*Stl*)						*Lloyd's*	*SA&CP*	*Cell D Bu E* & *B* 42′*f* 116′354*t D*	*Ba* 82′ 343*t FP T* 97*t*			*AP T* 110*t*	N.E.Marine Eng Co Ld. Nwc		
	Cargo battens not fitted																
79437	**Médie II** Ⓟ		5078					1922	Forg.&Ch. de la Médit. La Seyne	Cie.de Nav. Paquet	385·9 | 46·0 | 27·3 P188′F101′			Marseilles French *WB*	T.3Cy.27 9/16″,44½″&74″–47½″ 365NHP Forg.&Ch.de la Médit. Msl.		V
	Fitted for oil fuel																
FNHO	D.F.	2*Dks*	3079														
79438	**Medina**		5426					1914	Nwprt Nws S.B.&D.D.Co. Newprt News	Agwilines, Inc. (Clyde-Mallory Lines, *Mgrs.*)	397·7 | 54·3 | 24·4			New York Utd. States	T.3Cy.29″,49″&84″–54″ 518NHP Newport News SB&DD.Co.		R
212561	*Fitted for oil fuel*																
WHCG		2*Dks*	3470														
79439	— Ⓟ TwinSc		342					1931	J I Thorny-croft&Co.Ld. Southampton	Southamptn.I.of W &S.of Eng. Royal MailStmPktCo.Ld	143·0 | 28·1 | 8·7 F27′			S'thamptn British	Oil Engines 2S.C.SA 12Cy.11″–13¾″ 255NHP L.Gardner&Sons, Mch.		BT till ~~1,00~~ 11,39
161721		*Oil Eng.*	258														
MPYS	*Cruiser Stern*	1*Dk*	150														
79440	**Mediterraneo**		732			...		1906	Werf Conrad Haarlem	Soc.Anon.Angel Cassanello, Lda.	190·2 | 31·2 | 13·8 FK			Santa Fé Argentine	T3Cy13⅜″,22 7/16″&33 7/16″–21 21/32″ 73NHP Gebr.Stork&Co.Hengelo	16 ″ 4	
	(*Suction Dredger*)																
	1*Dk*		254														
79441	**Medjerda** (*ex*Capitaine Charles Boivin)		4578					1923	Ch.&Atel. dela Gironde Harfleur	Cie.Delmas Vieljeux	362·9 | 49·1 | 24·4 P231′F28′			La Rochlle French *WB*	T.3Cy.24 1/16″,39″&65″–44½″ 280NHP Schneider&Co.Havre		V
	Fitted for oil fuel																
FOCO		1*Dk*	2649														
79442	—		4380	✠ 100A1 Shl		*x*	CL	1924	W.Gray& Co Ld. W Hartlepool	La Tunisienne S.N. Co.Ld.(F.C.Strick &Co.Ld. *Mgrs.*)	370·0 | 52·0 | 25·5 P28′B108′F37′ FK			Swansea British	T.3Cy.25″,40″&65″–42″ (*s*) 1801b *120lb* 340NHP 2SB,*6cf*,GS114,HS4666 FD	28 ″ 0 s 5 ″3½ 22 ″11½	
143983		*ss*Mdb.No.3–6,36	4036	~~1,38~~ 11,38 Mdb			~~11,38~~ 11,38	6mo	Co Ld.					6*BHCem*	Cen.Mar.Eng.Wrks.W Hpl		
GKTL	D.F.	1*Dk*(*Stl*)	2719	LMC				*Lloyd's*	*SA&CP*	*Cell D Ba* 119′*u E* 25′*f*	162′1125*t FP T* 159*t*			*AP T* 132*t*			
	Cargo battens not fitted			MS6,36 BS~~3,37~~ 4,38													
79443	**Medoc**		1166	✠ ... Ant		*o*	CL	1930	D&W Hen-dersn&Co.Ld. Glasgow	Worms et Cie.	237·3 | 34·1 | 14·7 P&B186′F31′ FK			Havre French	T.3Cy.18″,30″&50″–36″ (*s*) 2001b *125lb* FD 188NHP	16 ″ 9 ~~s 10¾~~ ~~16 ″ 0¼~~	
		*ss*Hav.No.1–34	—	6,38			6,35	6mo						5*BHCem*	1SB(Spt),*3cf*,GS63,HS2495		
TUCL	*Well deck*	1*Dk*(*Stl*) 2nd *dk*(*Stl*) *in No.1 hold*	439	~~MS7,37~~ ~~LMC5,38~~				*Lloyd's*	*SA&CP*		*Cell D B* 192′275*t FP T*			16*t AP T* 51*t*	D.&W.Henderson&Co.Ld.		
79444	**Medon**		5444					1923	Palmers' Co.Ld. Newcastle	Ocean S.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	406·5 | 52·2 | 29·3 P38′B130′F45′			Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29½″–59 1/16″ 652NHP Burmeister&Wain, Cpn.		C
147217		*Oil Eng.*	4845														
GDRY	D.F.	2*Dks*	3312														
79445	**Medora**		377					1893	F.W.Doty Gravenhurst, Ont.	Muskoka Lakes Nav.&Hotel Co.Ld.	142·6 | 25·4 | 8·5			Toronto British	C.2Cy.14″&26″–18″ 29RHP John Doty Eng.Works, Tto.		
100754			158														
		2*Dks*	256														
79446	**Medusa**		793					1913	Taikoo Dk-yd&Eng Co.of Hong K'ng Ld Hong Kong	Straits S.S.Co.Ld.	195·7 | 31·6 | 12·4 P19′F26′			Singapore British *WB*	T.3Cy.15″,25″&42″–30″ 97NHP Taikoo Dkyd.&Eng.Co.of Hong Kong, Ld.		
133246			561														
VSNP		1*Dk*§ *Promenade dk*	323														
79447	**Medway Queen** Ⓟ Pad		316					1924	Ailsa S.B. Co.Ld. Troon	New Medway Steam Packet Co.Ld. (S.J. Shippick, *Mgr.*)	179·9 | 24·2 | 7·8 B170′			Rochester British	C.2Cy.21″&43″–48″ NB38 76RHP Ailsa S.B.Co.Ld.Troon		~~NT~~ ~~C.H.~~ 10,38
148361			219														
		1*Dk*	134														
79448	**Meerkerk** (*ex*Tamora, *ex*Nienburg) 4Mst		7995	100A1 Rot			OG	1916	Bremer Vulkan Vegesack	N.V.Vereenigde Nederlandsche Scheepv.Maats. (Directie en Agen-tuur Maats. "Holland Oost Azie" Lijn N.V. *Mgrs.*)	508·6 | 60·8 | 32·9 P28′B144′F86′ FK len34			The Hague Dutch	T3Cy32⅜″52½″&86½″–55⅛″ & LP Turbine with DR gearing & hydraulic coupling 2051b (*s*) 954NHP 4SB(Spt),*12cf*,GS254, FD HS11840	35 ″ 8 s 8 ″ 5½ 27 ″ 6½	
	*ss*Rot.No.3–4,34		7333	*with freeboard*			11,37							8*BH Asp*			
PFWW		2*Dks*(*Stl–U* pt ws)	5050	9,38 ~~11,37~~													
		3rd *Dk*(*Stl*) *in No.1 hold*		BS~~6,37~~4,38 LIC~~4,38~~ MS11,37													
		*ss*Rot.No.1–38															
79449	**Megara** TwinSc		7992	✠ 100A1 Rot			CL	1929	Atel.&Ch. de la Seine Maritime Le Trait, S.I.	Anglo-Saxon Petroleum Co.Ld.	423·3 | 65·1 | 33·0 P95′B36′F49′ FK			London British	Oil Engines 4S.C.SA 12Cy.26⅜″–47¼″ 806NHP	33 ″ 0 s 6 ″ 2½ 27 ″ 1	
~~8954~~		*Oil Eng.*	7148	1,39 4,38 Ams			N11,37	5mo						14*BH*	2DB *180lb*		
~~PFXL~~	D.F. *Mchy. Aft*	*ss*Ams.No.2–37	4506	LMC CS12,39										210*t AP T* 87*t*	Werkspoor, Amsterdam		
		1*Dk*(*Stl*)		OBS~~K 37~~ 1,39 3,~~37~~4,38				*Lloyd's*	*SA&CP*	*Cell D Bu E* 61′272*t*	*DT f* 28′ 305*t FP T*			*AP T* 87*t*			
GTQL	*Longitudinal framing at bottom & at deck*			*Carrying Petroleum in bulk Fitted with cylindrical tanks*													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year & Period now expired. Equipment Letter.	7a Date when last aft. Last accn.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard (shipshape). Corresponding draught. ft. in.	15 Remarks in which classed. If now in L.R. Discontinued.
79450 7430 SFME	**Meggie** (*ex*Baberton,*ex*Meggie) Iron *ss*Hul.3rdNo.3–7,33 *Well deck* 1 *Dk*(*Irn*)*& Web frames* *Cargo battens not fitted* *ss*Hul.No.1–24	1583 *1328* *955*	✝100A1 *2,28* 4,37 10,37	Bly Hul	*r*	CL 4,37	1889 8mo	Richardsn, Duck&Co. Stockton A&CP	RoderiA/B Nellie (K.A.Jonhagen, *Mgr.*) *Cell DB226'409t APT9t*	270·0 279·7(O.L.) P27'Q76'B110' F31' BK9½"	36·6	16·5	Nyhamns-lage Swedish	T.3Cy.21½",35"&57"–36" (*s*) 1601b *80lb* NDB00 193NHP 1DB,*4cf*,GS641,HS2863 Blair&Co.Ld.Stockton	19 " 2 s 1 " 2¾ 18 " 9¼	
79451	**Mei Lee No. 2** (*ex*FooTong–37, *ex*Song-Bo–32,*ex*Titania) 1 *Dk*	1574 — 948					1912	Schiffsw.v. H.KochA.G. Lübeck	MeiLeeSteam Nav.Co.	225·6 P&B177'F28'	32·8	14·9	Shanghai Chinese *WB*	T.3Cy.18$\frac{1}{16}$",29$\frac{1}{16}$"&46¼"–32½" 122NHP OttensenerMaschf.Altona	32 " 0	
79452 27897 JNHD	**Meigen Maru** *ss*TamaNo.1–39 *ss*Kob.No.3–11,32 2 *Dks*(*Stl*)	5435 4961 3383	✝100A1 2,30 ~~11,36~~ Survey delayed	Kob Tama	*z*	CL 12,37	1920 7mo	AsanoS.B. Co.Ld. Tsurumi A&CP	MeijiKaiunK.K.	400·0 P33'B124'F41' *Cell DB339'941t*	53·2	29·4	Tarumi Japanese FK	T.3Cy.26",43½"&72"–48" (*s*) 2001b 513NHP 6 *BHCem* *APT28t* 3SB,*9cf*,GS175,HS7376 FD KubotaIronWorks,Osaka	32 " 0	
79453 43084 JJMK	**Meiji Maru** *Mchy.Aft* 1 *Dk*	1934 — 1377					1937	Tsurumi SeitetsuZosen K.K. Tsurumi	HinodeKisenK.K.	270·0 P87'F29'	40·0	20·3	Tokyo Japanese *WB*	T.3Cy.18",29½"&50"–39" 156NHP TsurumiSeitetsuZosenKK Tsurumi		
79454 19759 JCAD	**Meikai Maru** 2 *Dks*& *Web frames* *Longitudinal framing*	3198 2757 1964			...		1917	OsakaIron Works,Ld. Innoshima	MeijiKaiunK.K.	305·0 P19'B82'F32'	43·7	27·2 FK	Tarumi Japanese *WB*	T.3Cy.22",37"&61"–42" 288NHP OsakaIronWrks.Ld.Osaka	27 " 3	C †
79455 22017 JDOD	**Meiko Maru** *ss*Kob.No.2–26 1 *Dk*(*Stl*)*& Shelter dk*(*Stl*) *Longitudinal framing* *& Web frames*	4383 3692 2759	✝	Kob	*w*		1918 3mo	OsakaIron Works,Ld. Innoshima	MeijiKaiunK.K. *Cell DB298'113*	345·0 P30'B99'F34'*on Shelter dk* *6t DTa32'693t FPT*	49·8 FK	28·1	Tarumi Japanese *Cem* *115t APT29t*	T.3Cy.24",41"&67"–48" 390NHP 6 *BHCem* 2SB,*6cf*,GS126,HS5400 OsakaIronWrks.Ld.Osaka	28 " 2	C †
79456 DOKP	**Meise** (*ex*Billung,*ex*Adara) *Mchy.Aft* 1 *Dk*	868 618 420					1918	Haarlem-scheShpb.Mij Haarlem	ArgoReederei Richard Adler&Co.	201·5 Q128'F20'	30·2	13·2	Bremen German	T.3Cy.15",25"&40$\frac{5}{8}$"–24" Machinetabriek 79NHP DeBiesbosch,Dordrecht		G
79457 32635 JTUB	**Meisei Maru** (P) (*ex*Fruithandel, *ex*Nipponier,*ex*Lake Champlain) 1 *Dk*	1893 1661 1096			...		1917	Superior S.B.Co. Superior, Wis	HiyoshiKaiunK.K. (Y.Yamaguchi, *Mgr.*)	251·0 P25'B64'F27'	43·8 FK	18·2 *WB*	Kobe Japanese	T.3Cy.20$\frac{5}{16}$",33"&54"–40" 274NHP DetroitSBCo.Detroit	20 " 3	C †
79458 142 JFVD	**Meiu Maru** TwinSc (*ex*MeiwuMaru–38) *ss*Kob.No.3–10,30 *ss*Kob.No.1–34 2 *Dks*(*Stl*)*& Shelter dk*(*Stl*)	8230 7815 5115	✝100A1 *Shelter dk* *with freeboard* ~~8,38~~	Tama	*c* †	CL S11,36 PN 11,37	1918 9mo	Uraga Dock Co.Ld. Uraga A&CP	TaishoKaiunK.K. (MeijiKaiunK.K. *Mgrs.*) *Collision BHto Shelter dk* *Cell DB* 387' 1409t *FPT105t*	445·0	58·0	40·0 FK	Dairen Japanese *Cem* *6 BHtoU dk* *APT35t*	T.6Cy.22",36½"&61"–48" (*s*) 2001b 703NHP 4SB,*12cf*,GS233,HS7376 FD UragaDockCo.Ld.Uraga	40 " 2 s11 " 10 28 " 8	
79459 FNTV	**Meknès** (P) (*ex*PuertoRico) TwinSc *Fitted for oil fuel* D.F. 3 *Dks*	6127 3456 3667					1918	Ch.&Atel. deSt.Nazaire GndQuevilly	Cie.Générale Transatlantique	413·8 P268'F46'	51·2	28·4 *WB*	Havre French	T.6Cy.21",27$\frac{7}{16}$"&55"–41½" &2 LP Turbines 2NB*fitted*29 Ch.del'Atlantique,St.Naz.		V
79460 TTKW	**Mekong**	746 — 337					1894	R.Napier& Sons Glasgow	Cie.Saïgonnaise de Nav.&deTransp.	210·0 P22'F39'	28·0	13·8	Saigon French	T.3Cy.18",29"&47"–30" NB04 121NHP R.Napier&Sons,Glasgow		
79461 PFXM	**Melampus** (P) *Fitted for oil fuel* D.F. 2 *Dks*	5962 — 3662					1924	Palmers' Co.Ld. Newcastle	Nederl.Stoomv. Maats."Oceaan"	428·7 P43'B127'F45'	54·9	30·1 *WB*	Amstrdam Dutch	2SteamTurbinesDRgeared to 1 Sc. Shaft Palmer'sCo.Ld.Newcastle		C
79462 35918 JIFC	**Melbourne Maru** *Oil Eng.* *ss*Yka.No.1–34 *Ref.Mchy.* 3 *Dks*(*Stl*)	5423 4955 3219	✝100A1 *with freeboard* 5,37	Yka	*y*	CL ~~4,36~~ 5,38	1930 3mo	Yokohama Dock Co.Ld. Yokohama *Lloyd'sA&CP*	OsakaSyosenK.K. *Cell DB317'80*	380·0 B23'F43' *6t FPT47t APT71t*	54·5 FK	34·2 *6 BH Coll to W dk* 5 „2nd „)	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.29½"–59" DB*100lb* 489NHP Akt.Burmeistr&Wain.Cpn	34 " 3 s 2 " 8 24 " 2¾	
79463 165326 GYZZ	**Melbourne Star** TwinSc *Oil Eng.* D.F. E.S.D. 1 *Dk*& *Shelter dk* GyC. *3rd dk except in No.1hold* *4th dk forward of mchy.space* *Ref.Mchy.* *Cruiser Stern*	11076 9040 6788	✝100A1 *with freeboard* ~~11,00~~ ~~10,96~~ 5,37	Liv		CL ~~13,36~~ 13,39	1936 11mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd'sA&CP*	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) *Duct keel forward of mchy.space* *Cell DB380'1376t in way of tunnels*	530·0 548·8(O.L.) P83'B202'F70' *Tanks* *1424t FPT116t*	70·4 FK	32·2 *8 BHptCem* *Coll to Sh dk* 7 „ 2nd „) *APT166t*	London British 2DB*100lb*	Oil Engines 2S.C.SA 20Cy.28$\frac{3}{8}$"–49$\frac{3}{16}$" 2806NHP SulzerBros.Ld.Winterthur	35 " 0 s 5 " 8 29 " 6½	
79464 PKEJ	**Melchior Treub** TwinSc *Fitted for oil fuel* 2 *Dks*	3242 2004 1671					1912	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	350·3 P42'B188'F40'	48·1	18·4 *WB*	Batavia Dutch	T.8Cy.(2)20½",(2)34"& (4)39½"–36" 374NHP Maats.Fyenoord,Rot.		V
79465 440 SZLJ	**Meletios Venetzianos** (*ex*Sia, *ex*RioJamary) *ss*Pra.No.1–17 1 *Dk* (*Stl–teak* s) *& Promenade dk*(*Teak*)	423 — 201	✝ 4,21	Pra			1912 5mo	Smith's Dock Co.Ld. Middlesbro'	P.&A.Venetzianos	145·2 F30'	30·1	8·3 FK	Piræus Greek *1 BHCem*	T.3Cy.12¼",20"&34"–22" 73NHP 1SB,*2cf*,GS44,HS1330 ShieldsEng.Co.Ld.N.Shl.	8 " 6	
79466 DNAN	**Melilla** Sub.Sig. 2 *Dks*	2653 2349 1642					1923	H.C.Stülcken Sohn Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	279·3 P26'B39'H41'F30'	40·9	24·9 *WB*	Oldenburg German	T3Cy22$\frac{1}{16}$",36¾"&58¼"–35$\frac{7}{16}$" 205NHP H.C.StülckenSohn,Ham.		G
79467 LESA	**Meline** *ss*Shl.No.3–5,31 *ss*Fal.No.1–35 *Mcny.Aft* 2 *Dks*(*Stl*)*& Web frames* *Longitudinal framing*	7019 6374 4399	✝100A1 7,0 ~~11,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,18	Bdx	*u* †	CL N10,37	1918 3mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	A/STanktransport (Th.Berg, *Mgr.*) *Cell DB* *uEq B55'142t DTf38'518t*	425·0 P101'B28'F42' *above 150° F.*	57·0 FK	33·1	Tönsberg Norwegian 16 *BHptCem* (10 *to U dk* 6 „ 2nd „)	T.3Cy.27",45"&74"–54" (*s*) 1801b 559NHP 4SB.*12cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 " 0 s 7 " 4 26 " 0	
79468 155329 VLCV	**Melinga** Wireless *Oil Eng.* *Ref.Mchy.* *Mchy.Aft* 1 *Dk*	536 360 243					1928	Akt.Bur-meistr&Wain Copenhagen	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford, *Mgr.*)	154·1 P28'F30'	34·6	8·5 *WB*	SydnyNSW British	Oil Engines 4S.C.SA 6Cy.13"–23½" 98NHP Akt.Burmeistr&Wain,Cpn		C
79469 PFXR	**Meliskerk** (P) (*ex*Cesario, *ex*D.A.D.G.76) 2 *Dks*(*Stl*)*3rd tr Bin No.1 hold* *Well deck* *Ref.Mchy.* D.F.	6045 5404 3745	100A1 *with freeboard* ~~10,36~~ 10,38 BS6,37 1,38 LMC4,34 ✝Lloyd'sRMC1,38 10,36 32° F.	Ham		CL 6,37	1919	Blohm& Voss Hamburg	VereenigdeNederl. Scheepv.Maats. (Directie en Agentuur MaatsHolland AfrikaLijnN.V. *Mgrs.*)	449·2 465·7(O.L.) P&B380'F54' *Cell DB1443t DTa3*	58·2 FK	26·9 *8 BHCem* *3906t FPT* *32t APT8t*	The Hague Dutch	Q4Cy28$\frac{5}{16}$",40$\frac{5}{8}$",57$\frac{7}{16}$"&82$\frac{7}{16}$"–55$\frac{1}{16}$" (*s*) 856NHP 225lb FD 4SB,*12cf*,GS267,HS12874 Blohm&Voss,Hamburg	29 " 7 s 4 " 11¼ 24 " 9¼	

1 Numero d'Ordre. / Numero Officiel. / Signaux	3 Nom du Navire. Matériaux Grément, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné au compart. après Lettre d'Equipement.	7a Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ces navires sont inscrits au Lloyd's Register of Iron, Steel & Wood Vessels.
79470 PFXV	**Melissa** *Oil Eng.* *Mchy. Aft* 1 *Dk* Wireless *Cruiser Stern*	540 426 252	✠100A1 6.37 ~~7,37~~ 11,38	Rot	*i*	OG	1936 9mo	N.V. Industrieele Maats. "De Noord" Alblasserdam *Lloyd's*	N.V. Tank Kust-vaart Maats.	181·8 | 27·8 | 10·8 Q61′ *Trunk* 85′ F35′ FK *FPT* 85*t*			Rottrdam Dutch 9 *B Hpt Cem* *APT* 16*t*	Oil Engines 4S.C.SA 8Cy. 11″–17½″ 94NHP DB *145lb* Humboldt-Deutzmotoren, A.G. Köln-Deutz	11 ″ 2 s ″ 3½ 10 ″ 11½	
			Carrying Petroleum in bulk ✠LMC(M) 11,38													
79471 MCWD	— *ss* Bel. No. 1–38 *ss* Bel. 2nd No. 3–5,34 *Well deck* *Mchy. Aft* 1 *Dk* (*Stl*)	481 345 184	✠100A1 8,38 ~~11,36~~ ~~BS8,38~~ ✠LMC 3,39 MS8,38	Bel	*h*	CL 10,36	1908 7mo	Ailsa S.B. Co. Ltd. Troon *Lloyd's*	J. Kelly, Ld. (W. Clint, *Mgr.*) *WB* = *Cell*	167·4 | 25·9 | 10·2 P16′ Q79′ B9′ F30′ BK7″ *DB f* 91′ 124*t FPT* 4			Belfast British 3 *B H Cem* 3*t APT* 7*t*	C.2Cy. 19¾″ & 44″–30″ (*s*) 130lb 79NHP 1SB, *3pf*, GS60, HS2068 Ailsa S.B. Co. Ltd. Troon	12 ″ 9 s 4 ″ 4 13 ″ 0½	
79472 MFWT	**Melito** (*ex* Kyleglen–37, *ex* Welsh Coast.–36, *ex* Macroom, *ex* Welsh Coast) *Well deck* *Mchy. Aft* 1 *Dk* (*Stl*)	1070 811 545	✠100A1 ~~8,38~~ 8,37 39 ~~BS10,37~~ 1,39 ✠LMC 12 36	Bkn Drs	*m*	CL ~~2,36~~ 8,38	1915 6mo	C. Hill & Sons Bristol *Lloyd's*	Bristol Steam Nav. Co. Ltd. *Cell*	212·4 | 34·1 | 13·2 Q116′ B15′ F34′ FK *DB f* 112′ 222*t FPT* 4			Bristol British 3 *B H Cem* 4*t APT* 15*t*	T.3Cy. 18″, 29½″ & 48½″–33″ 180lb (*s*) 174NHP 2SB, *6pf*, GS98, HS3070 G. Clark, Ld. Sunderland	15 ″ 6 s 4 ″ 8¾ 14 ″ 11½	
79473 CSBG	**Mello** (*ex* Graziella, *ex* Hebburn) 4 Mst *ss* Lis. No. 3–8,28 *ss* Lis. No. 2–36 1 *Dk* (*pt Irn pt Stl*)	4020 3695 2504	✠100A1 ~~8,38~~ ~~9,37~~ ~~BS8,37~~ ✠LMC 7,36 8,38	Lis	*x*	CL 9,37	1915 4mo	Blyth S.B. & D.D. Co. Ltd. Blyth *Lloyd's*	Soc. Geral de Commercio Industria e Transportes, Ld. *Cell D Ba* 115′ *u* £6	370·0 | 51·0 | 25·0 P30′ B89′ F30′ FK *B* 47′ *f* 159′ 885*t FPT*			Lisbon Portuguese 8 *B H Cem* 100*t APT* 85*t*	T.3Cy. 25″, 40″ & 68″–48″ (*r*) 370NHP 3SB, *9cf*, GS187, HS6025 Richardsons, Westgarth & Co. Ld. Sld.	27 ″ 5 s 4 ″ 10¾ 22 ″ 9	
79474 GNWL	**Melmore Head** D.F. E.S.D. 2 *Dks*	5273 4845 3287					1918	Workman, Clark & Co. Ld Belfast *Mgrs.*)	Ulster S.S. Co. Ltd. (G. Heyn & Sons Ld.	390·4 | 51·8 | 29·8 P47′ B117′ F78′			Belfast British *WB*	3 Steam Turbines D R geared to 1 Sc. Shaft Wrkman, Clark & Co. Ld Bel		C
79475 FOEE	**Melpomene** *Mchy. Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* *Longitudinal framing* 2 *Dks*	7011 — 3989					1923	Ch. & Atel. de la Gironde Bordeaux	Cie. Auxiliaire de Navigation	426·9 | 56·7 | 32·6 P100′ B27′ F41′			Havre French	T.3Cy. 27⅝″, 46⅛″ & 76″–51⅛″ 416NHP Soc. Provençale de Const. Navale, La Ciotat		V
79476 WJCU	**Melrose** 3 Mst *Mchy. Aft* 1 *Dk*	5148 — 3205					1907	Fore River S.B. Co. Quincy, Mass. *Mgrs.*)	Koppers Coal Co. (Mystic SS Co.	373·2 | 52·7 | 29·8			Boston Utd. States *WB*	T.3Cy. 28″, 44″ & 78″–48″ 369NHP Fore River S.B. Co. Quincy		R
79477 MCQP	— *ss* Gmh. 2nd No. 3–12,31 *ss* Gmh. No. 1–36 *Well deck* 1 *Dk* (*Stl*) & deep framing *Cargo battens not fitted*	1589 1298 918	✠100A1 6,38 ~~7,37~~ ~~BS7,37~~ ✠LMC 6,36 6,38	Gmh	*q*	CL ~~6,37~~ 6,38	1906 9mo	Ramage & Ferguson, Ld. Leith *Lloyd's*	G. Gibson & Co. Ld. *WB* = *Cell D Ba* & *u*	260·4 | 40·1 | 17·0 270·7 (o.l.) Q96′ B50′ F31′ FK *E* 86′ *f* 96′ 378*t FPT*			Leith British 4 *B H Cem* 34*t APT* 11*t*	T.3Cy. 20″, 33″ & 54″–36″ (*s*) 180lb 200NHP 2SB, *6cf*, GS114, HS3213 Ramage & Ferguson, Ld. Lth	19 ″ 6 s 1 ″ 8¾ 17 ″ 11	
79478 GYWM	**Melrose Abbey** D.F. 1 *Dk* *Cruiser Stern*	2473 ~~2,374~~ 2274 1484	✠100A1 ~~11,37~~ 4,39 Bry ✠LMC 6,36	Rot	*t*	CL 4,38	1936 6mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's*	Melrose Abbey Shipping Co. Ld. (F. Jones & Co. *Mgrs.*) *Cell D*	307·7 | 45·1 | 20·7 P25′ B68′ F30′ FK *B* 262′ 796*t FPT* 88*t*			Cardiff British 5 *B H Cem* *APT* 11*t*	T.3Cy. 20″, 33″ & 55″–39″ (*s*) 200lb *100lb* 234NHP 2SB, *6cf*, GS88, HS3826 Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl.	23 ″ 4 s 3 ″ 7¾ 19 ″ 11	
79479 GSYW	— Ⓟ *ss* Gms. No. 2–38 1 *Dk* (*Stl*–teak s) 2nd *dk* (*Stl*) *Cruiser Stern* *in Nos. 1, 2 & 3 holds*	1908 1247 916	✠100A1 *with freeboard* 8,39 ~~9,38~~ ✠LMC 3,38 BS3,39 *For service between Hull & Rotterdam*	Gms	*r*	OG 3,38	1929 4mo	Earle's Co. Ld. Hull *Lloyd's*	Hull & Netherlands S.S. Co. Ld. (The Associated Humber Lines) *Cell D Ba* & *u*	281·3 | 38·2 | 17·3 P55′ B110′ F66′ FK *E* 90′ *f* 92′ 285*t FPT* 14*t*			Hull British 6 *B Hpt Cem* *pt Asp* *APT* 38*t*	T.3Cy. 21½″, 37″ & 64″–42″ (*r*) 220lb 474NHP 3SB, *9cf*, GS193, HS7350 FD Earle's Co. Ld. Hull	18 ″ 3 s 3 ″ 2⅝ 15 ″ 4½	PT till 8,39
79480 TWEM	**Mélusine** Twin Sc *Carrying Petroleum in bulk* *Oil Eng.* *Mchy. Aft* 1 *Dk* *Longitudinal framing at bottom & at deck*	466 — 208					1926	Chant. Nav. Français Caen	Cie. Marocaine de Transp. Mar.	150·7 | 24·3 | 11·6 P48′ F20′ *WB*			Fedala Moroccan	Oil Engines 2S.C.SA 8Cy. 13¼″–13¾″ 248NHP Kromhout Motorenfabr. Amsterdam		V
79481 SYGL	**Memas** (*ex* Achilles, *ex* Lord Erne) *ss* Rot. 2nd No. 3–11,23 *ss* Ven. No. 2–32 2 *Dks* (1 *Stl* & 1 *pt Stl* & *pt Irn*) & deep framing	4359 4041 2773	✠ — 3,37 ✠	Ant	*x*		1900 11mo	Napier & Miller, Ld. Glasgow	A. Vergottis	375·2 | 50·0 | 25·9 P39′ B102′ F45′ FK *Cell D Ba* 127′ *u* E 23′ *f*			Argostoli Greek 6 *B H Cem* *PT* 67*t APT* 48*t*	T.3Cy. 27½″, 43½″ & 72½″–48″ 415NHP 2SB, *6rf*, GS120, HS5100 D. Rowan & Co. Glasgow	28 ″ 8	C †
79482 742 SVLH	— 3 Mst (*ex* Aigaion–36, *ex* Corstream–33, *ex* Helene-Hugo Stinnes 14) *Cantilever framed Topside tanks*	1755 — 906	— 1,34	Bly	*q*		1912	G. Seebeck Akt. Ges. Weser-münde-G.	N.D. Courouclis *Cell D B* 228′ 408*t Topside tanks*	258·9 | 38·1 | 17·8 P69′ F25′ FK 175′ 368*t Forward*			Piræus Greek 4 *B H Cem* *tank on deck*	T.3Cy. 17⅞″, 28⅜″ & 44½″–35½″ 186NHP 2SB, *4cf*, GS58, HS2776 G. Seebeck A.G. Wsm. 16′ 30*t FPT* 114*t APT* 38*t*	20 ″ 4	G †
79483 DOQF	**Memel** (*ex* Cairo–35) *Oil Eng.* 1 *Dk* D.F. *Cruiser Stern*	3183 2621 1827					1934	Deutsche Sch-u-Mschb. A.G. Weser Bremen	Norddeutscher Lloyd	358·8 | 50·2 | 19·9 P30′ B & F 31 4′ Upper F22′			Bremen German *WB*	2 Oil Engines 2S.C.SA each 6Cy. 20⅜″–27½″ & hydraulic coupling SR geared to 1 Sc. Shaft 879NHP Deutsche Schiff.-u Mschb. A.G. Weser, Bremen		G
79484 DRBK	— (*ex* Reval–34) 1 *Dk*	1057 820 599					1925	Schiffs.-u Dckbauwerft Flender A.G. Lübeck	Mathies Reed. K.G.	220·8 | 34·6 | 12·5 P13′ Q64′ B92′ F22′			Hamburg German *WB*	T.3Cy. 16¾″, 27⅛″ & 43½″–27⅛″ 98NHP Waggon-u, Maschinenbau A.G. Görlitz		G
79485 GNSM	**Memnon** Ⓟ Twin Sc D.F. *Oil Eng* *Ref. Mchy.* E.S.D. 2 *Dks*	7506 6474 4613					1931	Caledon S. B. & E. Co. Ld. Dundee	China Mutual Steam Nav. Co. Ld. (A. Holt & Co. *Mgs.*)	460·0 | 59·4 | 29·2 P46′ B179′ F56′			Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy. 29⅜″–59 1/16″ 1304NHP Akt. Burmeistr & Wain, Cpn		BT till ~~5,38~~ ~~11,38~~ 5,39
79486 KDMH	— 221043 *Fitted for oil fuel*	3453 — 2154				…	1921	Hanlon D. D. & S. B. Co. Oakland, Cal.	Columbia River Packers Assocn. Inc.	320·7 | 46·0 | 24·4 P26′ B79′ F33′			Astoria, Or Utd. States	T.3Cy. 24″, 39″ & 65″–42″ Allis Chalmers Mfg. Co. Milwaukee, Wis. 274NHP		
79487 63 SUBW	**Memphis** (*ex* Siren–35, *ex* Iside, *ex* Città di Palermo, *ex* War Magic) 1 *Dk* (*Stl*) *Cargo battens not fitted*	2085 1849 1246	✠100A1 5,38 ~~5,37~~ ✠LMC 6,37 BS5,38	Alx	*r*	CL ~~5,37~~ 5,38	1920 1mo	Canadian Allis Chalmers, Ld. Bridgeburg, Ont. *Lloyd's*	A. Klat *Cell D*	251·7 | 43·6 | 21·2 P27′ B64′ F24′ FK *B* 210′ 553*t FPT* 66*t*			Alexndria Egyptian 4 *B H Asp* *APT* 66*t*	T.3Cy. 20″, 33″ & 54″–40″ (*s*) 180lb 274NHP 2SB, *6cf*, GS115, HS4180 FD Canadian Allis Chalmers Ld	23 ″ 0 s 2 ″ 11½ 20 ″ 2½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years Assigned. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Alteration.
79488 DJNQ	**Memphis** (*ex* Vera, *ex* Virginia Express, *ex* Lake Stirling)	1 *Dk*	1996 / 1611 / 1182	✠		...		1918	Detroit S.B.Co. Wyandotte, Mich.	Hanseatische Reederei Emil Offen & Co.	250·8 / P25′	43·8 / B64′	18·1 / F23′ FK	Hamburg German / *WB*	T.3Cy.20″,33″&54″–40″ 274NHP Detroit S.B.Co. Detroit	20 ″ 0	C †
79489	— (*ex* Smerdis) *Mchy. Aft*	*ss* Liv.No.3–9,35 1 *Dk(Stl)* & *Shelter dk(Stl)*	*784* / *595* / *329*	✠100A1 *Shelter dk with freeboard* 1.37 BS3,38	Liv	*l*	CL 1,37	1917 3mo	Ardrossan DD&SBCoLd Ardrossan	*Lloyd's SA&CP*	200·4 / *f* 100′	30·7 / 19·1 FK / *Cell D Bu B40′*	12·1 / *196t FPT81t*	French / *3 BHCem APT13t*	T.3Cy.16″,26″&44″–33″ (*s*) 180lb 149NHP 2SB,*4cf*,GS63,HS2712 W.Beardmore&Co.Ld.Gls	14 ″ 4 s ″ 2 14 ″ 4	
	Now **"Caid-Kebir"** *See Supplement*																
79490 221511 KDTR	**Memphis City** *Fitted for oil fuel* GyC.	2 *Dks* 3 *tr B*	5686 / 5081 / 3450					1921	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	425·2 / P58′	56·2 / B&F350′	26·5	New York Utd. States / *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Federal S.B.Co. Kearny, NJ.		R
79491 28719 JHXA	**Menado Maru** (P) *Fitted for oil fuel*	2 *Dks*	2166 / 1911 / 1290					1922	Osaka Iron Works,Ld. Innoshima	OsakaSyosenK.K.	270·0 / P144′	43·0 / B22′	22·5 / F28′	Osaka Japanese / *WB*	T.3Cy.21″,35″&58″–39″ 210NHP Osaka Irn Wrks, Innoshima		C
79492 124134 EIBP	**Menapia** (*ex* Inniscarra–35, *ex* Lady Meath, *ex* Lurcher)	*ss* Crk.2nd No.3–2,31 *ss* Liv.No.1–35 2 *Dks*(*UStl–ws*)	862 / 767 / 368	✠100A1 4.37 BS10,34 1,39	Liv	*o*	CL 4,37	1906 9mo	Scotts'S.B. &Eng.Co.Ld. Greenock	WexfordSteam-shipsCo.Ld. *Lloyd's SA&CP*	225·0 / P62′B67′F40′ BK7′ *es* / *DT at sid*	33·1 / *under tunnel* 12′	15·5	Wexford British / *4 BHCem*	T.3Cy.23⅝″,36″&58″–42″ (*s*) 175lb 247NHP 2SB,*6cf*,GS120,HS4006 Scotts'S B.&E.Co.Ld.Grk.	16 ″ 6 s 1 ″ 10¾ 15 ″ 7	
79493 LFPA	**Mendocino** "Karibisches Meer," *see No.* 8663 *ss* N.Yk.No.3–10,28 *ss* Shl.No.2–37	2 *Dks*(*Stl*) & *Web frames Longitudinal framing*	6921 / 4352	✠100A1 2,38 BS11,37 *Carrying Pet* *Fitted for oil*	Bry	*a* †	CL 2,38	1917 7mo above	Sir J. Laing &Sons,Ld. Sunderland	A/S Viking (Lundegaard& Sönner, *Mgrs.*) *Lloyd's SA&CP*	425·0 / P101′B28′F40′ FK 150° F. *Cell D*	57·0 / *Bu E&B55′*	33·2 / *142t D T 738′ 511t APT53t*	Farsund Norwegian / 15 *B HptCem* (9 ,, *to U dk* 6 ,, 2nd,,)	T.3Cy.27″,45″&74″–54″ (*s*) 180lb 559NHP 4SB,*12cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 ″ 0	
79494 FNBN	**Mendoza** (P) *Fitted for oil fuel* *Ref.Mchy.*	2 *Dks* & *Awng dk* 3 *tr B* *Cruiser Stern*	8199 / — / 4410					1920	Swan,Hunter&Wigham Richardson, Ld Newcastle	Soc.Gén.de Transp. Mar.àVap.	450·5 / P48′B249′F83′	58·4 / *WB*	31·5	Marseilles French	4 Steam Turbines DR geared to 2 Sc. Shafts Swan,Hunter&Wigham-Richardson,Ld.Nwc.		IV
79495	— (*ex* Mount Ida–37, *ex* Ballena–33)	*ss* Bly.No.3–1,33 *ss* Rou.No.1–37 2 *Dks*(*Stl*)	5193 / 4783 / 3168	✠ ... 3,38	Ham	*y*		1920 2mo	W. Dobson &Co. Newcastle	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes. *Cell D B344′1073t*	399·5 / P49′B113′F39′ FK	52·3 / *FPT130t*	28·4 / *APT198t*	Hamburg German / *7 BHCem*	T.3Cy.27″,44″&73″–48″ 452NHP 3SB,*9cf*,GS190,HS7668 N.E.MarineEng.CoLdNwc	31 ″ 0	
79496 147235 GFXC	**Menelaus** (P) *Ref.Mchy.* D.F.	Twin Sc 3 *Dks*	10307 / 9295 / 6319					1923	Caledon S. B.&E.Co.Ld Dundee	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	495·5 / P69′B174′F55′	62·3 / *WB*	39·6	Liverpool British	4 Steam Turbines DR geared to 2 Sc. Shafts N.E.MarineEngCoLd.Nwc		BT till 6.38 4.39
79497 DHQV	**Menes** (P) Sub.Sig. D.F.	3 *Dks*	5609 / 4815 / 3349					1926	Bremer "Vulkan" Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	438·6 / F54′	55·3 / *WB*	25·4	Hamburg German	T.3Cy.29$\frac{15}{16}$″,48$\frac{7}{16}$″&77$\frac{15}{16}$″–55$\frac{5}{16}$″ 437NHP Bremer "Vulkan," Vegesck		G
79498 161134 GBDT	**Menestheus** (P) *Ref.Mchy.* D.F. E.S.D.	Twin Sc *Oil Eng.* 2 *Dks*	7494 / 6474 / 4646					1929	Caledon S. B.&E.Co.Ld. Dundee	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	460·0 / P63′B181′F57′	59·4 / *WB*	29·2	Liverpool British	Oil Engines 4S.C.SA 16Cy.29½″–59$\frac{1}{16}$″ 1295NHP Akt.Burmeistr&Wain,Cpn		BT till 10.36 6.39
79499 FOVK	**Menhir Braz** (*ex* Emmi Arp) D.F.	1 *Dk* & *Spar dk*	2834 / 2645 / 1725					1906	Akt.Ges. "Neptun" Rostock	LesCargosAlgé-riens,Soc.Anon.	291·2 / 24·2	43·9 / *WB*	16·9	Dunkirk French	T3Cy20½″,36$\frac{7}{16}$″&56$\frac{9}{16}$″–37$\frac{7}{8}$″ 195NHP A.G."Neptun,"Rostock		V
79500 147731 GKRV	**Menin Ridge** (*ex* Pentirion) D.F.	*ss* Shl.No.3–6.37 1 *Dk*(*Stl*)	2474 / 2255 / 1494	✠100A1 3,39 3,36 Clf BS6,38	Shl	*l*	CL 2,38	1924 10mo	Burntisl nd S.B.Co.Ld. Burntisland	RidgeS.S.Co.Ld. *Lloyd's SA&CP*	298·5 / P23′B79′F26′ FK	44·0 / *Cell D*	21·2 / *B250′663t FPT122t*	London British / *5 BHCem APT94t*	T.3Cy.22″,36″&60″–39″ (*s*) 180lb *100lb* 251NHP 2SB,*6cf*,GS115,HS3970 D.Rowan&Co.Ld.Gls	23 ″ 6 s 3 ″ 5¾ 20 ″ 2½	
79501 SZKV	**Menis** (*ex* Lita–37, *ex* Fulton, *ex* Mintha) Now a Floating crane.	Iron 1 *Dk* & *pt Awng dk*	724 / — / 411	✠ 7,83	Lon	*k*		1876 12mo	C. Mitchell &Co. Newcastle	MichailA.Kara-georgis	189·5 / *DBa49′f70′*	27·6 / 4 *BHCem*	18·1	Piræus Greek	C.2Cy.25½″&48″–33″ NB89 110NHP Blair&Co.Ld.Stockton	15 ″ 0	
79502 UPLO	**Menjinski** (*ex* Oudewater–35, *ex* Kinderdijk)	*ss* Rot.No.3–5,34 1 *Dk*(*Stl*)	3683 / 3403 / 2237	✠ ... 8,36	Rot	*w*		1919 12mo	Werf Gusto Firma A. F. Smulders Schiedam	U.S.S.R *Cell*	358·8 / P25′B216′F34′ FK / *DB310′933t FPT81t*	50·3	22·0	Odessa Russian / *6 BHCem APT116t*	T.3Cy.25″,41″&67″–45″ 340NHP 3SB,*9cf*,GS168,HS5418 Werf Gusto, Firma A.F. Smulders, Schiedam	24 ″ 7	
79503 137408 GPZS	**Mentor** (P) D.F.	2 *Dks*	7383 / 6306 / 4638					1914	Scotts'S. B. &Eng Co. Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	455·2 / P53′B165′F60′	56·2 / *WB*	32·5	Liverpool British	T.3Cy.31″,51½″&86″–60″ 572NHP Scotts'SB&Eng Co.Ld.Grk		BT till 10.36 7.39
79504 12 SVFU	— (*ex* Alva) *ex* Mintha)	*ss* Pir.2nd No.3–12,26 *ss* Pir.No.2–36 1 *Dk*(*Irn*) 2 *tr B* & *Web frames* 3 *Dk rule*	3050 / 2934 / 1944	✠100A1 *with freeboard* 11.37 BS11,37	Rot	*u*	CL 11,37	1902 9mo	Ropner& Son Stockton	G.C.Dracoulis *Lloyd's SA&CP*	325·0 / P29′B166′F34′ FK 110′ *WB = Cell D Ba*	48·1 / *u E& B34′ f* 134′	22·2	Ithaca Greek / *5 BHCem* 668t *APT97t*	T.3Cy.23½″,39″&64″–42″ (*s*) 160lb NDB12 273NHP 2SB,*6cf*,GS120,HS4200 Blair&Co.Ld.Stockton	24 ″ 3 s 2 ″ 11½ 21 ″ 5½	
79505 OYKD	**Meonia** (P) D.F.	Twin Sc *Oil Eng.* *ss* Cpn.No.2–37 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*–teaks) 3 *rd dk*(*Stl*) in No.1 *hold*	5218 / 4158 / 3288	✠100A1 *with freeboard* 9,38 LMC CS1,37 9,36 6,35 6,36	Cpn		CL 9,37 9,38	1927 11mo	A/S Nak-skov Skibs. Nakskov *Lloyd's SA&CP*	A/S Det Östasia-tiske Kompagni *Cell D B355′1068t between tunnels*	404·7 / B88′ FK *Tank* 9 *t FPT75t*	54·4 / *Coll to Sh dk* 5 ,, 2nd,,)	25·3 / *APT81t*	Copnhagn Danish / *6 BHptCem*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–51$\frac{5}{16}$″ 708NHP 2 DB *100lb* Akt.Burmeistr& Wain,Cpn	28 ″ 0 s 3 ″ 3½ 24 ″ 10½	
79506 137517 GPFK	**Meopham** (*ex* Gibraltar–38, *ex* Maplemore)	*ss* Lth.No.3–4,29 *ss* Bel No.2–38	4330 / 3970 / 2668	✠100A1 7,38 CLE 9,38 C1,38	Bry	*o*	CL N9,38	1916 7mo	W.Pickers-gill&Sons,Ld. Sunderland	ApexShipping Co.Ld. *Lloyd's SA&CP*	365·0 / P36′B117′F32′ FK	51·0 / *f* 162′977t	25·9 / *FPT108t*	London British / *6 BHCem APT161t*	T.3Cy.26″,42½″&69½–45″ (*s*) 180lb *100lb* 361NHP 2SB,*8pf*,GS162,HS5708 G.Clark,Ld.Sunderland	28 ″ 4 s 4 ″ 11½ 23 ″ 7	
	Now **"Antje Fritzen,"** *see No.* 8703	1 *Dk* (*Stl*)		*Supplement*													
79507 PKQO	**Merak**	1 *Dk* & *Awng dk*	1841 / 1254 / 1073					1926	Rotterdam Droog.Maat. Rotterdam	Koninkl.Paketv. Maats.	260·1	42·3	16·1	Batavia Dutch / *WB*	C.4Cy.18$\frac{11}{16}$″&39$\frac{3}{4}$″–39$\frac{3}{4}$″ 162NHP Rotterdam Droog.Maats.		V
79508 2161 IBYV	**Merano** (P) (*ex* Meran) D.F.	*Fitted for oil fuel* 1 *Dk* & *Awng dk* 3 *tr B*	3705 / 3083 / 2196			...		1909	Lloyd Austriaco Trieste	"Adriatica" Soc. Anon. di Nav.	346·7 / B160′ FK	45·5	25·9	Genoa Italian / *WB*	T.3Cy.23¾″,39″&66″–48″ 390NHP Lloyd Austriaco, Trieste	28 ″ 5	I †

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enregistrement.	7a Date de la dernière Visite de port-en-bellon.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où cotés si ce n'est dans le L. R. Divers. Certificat Classe.
79509 OHAY	**Mercator** (*ex*ManchesterMariner) *ss*Cpn.2ndNo.3–3,29 *ss*Abo.No.2–37 D.F. 1 *Dk(Stl)&Spar dk(Stl)&Web frames*		4260 3949 2569	✠100A1 *Spar dk* 3,30 ~~3,37~~ MS4,37	Hfs ✠LMC BS~~3,37~~ 3,~~41~~	*x*	CL ~~7,36~~ 3,38	1904 2mo *Lloyd's*	Furness, Withy&CoLd W Hartlepool *A4CP*	A/B Finland-AmerikaLinjenO/Y *CellDBa*	360·0|48·0|20·2 28·1 P30'B92'F34' FK 118' *uE&B44'f148'*	Helsingfrs Finnish *6BHCem* 823*t APT36t*	T.3Cy.26″,42″&72″–48″ (*s*) 180lb 403NHP 3SB,*9cf*,GS144,HS6400 Richardsons,Westgarth& Co.Ld.Hpl.	30″10 s 5–11½ 25 ″ 0½	
79510 OSIA	— **AuxBkn** *ss*Ant.No.1–37 (*TrainingShip*) *OilEng.* Wireless D.F. 2 *Dks*(*Weather dk Stl*–teak s) (*See Sailing Ship Register*)		770 *683* *514*	✠100A1 *withfreeboard* 10,38 ~~11,37~~ ✠LMC CS7,36 7,36 *Corresponding to a draught of*	Ant	*p*	CL ~~9,35~~ 10,~~38~~	1932 4mo *Lloyd's*	Ramage& Ferguson,Ld. Leith *A4CP*	BelgianGovernment *MTs13'*	209·7|35·0|16·8 Q36'F40' BK7″ 62*t*	Antwerp Belgian *6BHCem*	Oil Engines 4S.C.SA 6Cy.13″–23⅝″ 98NHP SocAn.J.Cockerill,Seraing	18 ″ 6	
79511	**Mercedes Lacroze** *Fitted for oil fuel* (*Train ferry*) 1 *Dk*		1515 — 864					1909	A.&J Inglis,Ld. Glasgow	EntreRiosRlys. Co.Ld	283·2|56·2|17·2	Bns.Aires Argentine	T.3Cy.13½″,23½″&36″–27″ 116NHP A.&J.Inglis,Ld.Glasgow		
79512 217422 KEPF	**Mercer** Sub.Sig. 1 *Dk&Shelter dk&Web frames* *Longitudinal framing*		6219 5895 3836			…		1919	FederalS.B Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5|55·0|31·4 P45'B110'F38' *on Shelter dk* FK	NewarkNJ Utd. States *WB*	DR GearedSteamTurbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34″11	R †
79513 218754	**Mercer Victory** *Fitted for oil fuel* 2 *Dks&Web frames*		5500 5090 3381			…		1919	Merchant S.B.Corp. Harriman,Pa.	UnitedStates Maritime Commission	400·7|54·2|30·4 P36'B124'F44' FK	Phildlphia Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32″10	
79514 162411 GWWC	**Merchant** 2 *Dks*		4615 4322 2914	✠100A1 9,38 ~~1,38~~ BS3,39	Gls Lon ✠LMC10,3~~8~~	*y*	CL 10,37	1934 10mo *Lloyd's*	Lithgows Ld. PortGlasgow *A4CP*	CharenteS.S.CoLd. (T.&J.Harrison, *Mgrs.*) *Intermediate'tween dk BII in after hold dispensed with* *CellDB331'1012t DTa30'777t APT16t*	385·0|52·0|26·6 397·6(O.L.) P31'B112'F44' FK 5 *BII to U dk* 2 „ „2nd„	Liverpool British *ptCem*	T.3Cy.25″,42″&70″–48″ (*s*) 200lb 477NHP 3SB,*9cf*,GS138,HS6789 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 4 23 ″ 11	
79515 147796 GNMS	**Merchant Royal** (*ex*Goodwood–36) *ss*Hul.No.2–36 E.S.D. D.F. 1 *Dk(Stl)*		5008 4579 3112	✠100A1 ~~1,38~~10,38 BS~~7,37~~ 8,38	Rot ~~Hul~~ Stl ✠LMC4~~,38~~	*z*	CL ~~2,36~~ 10,38	1928 2mo *Lloyd's*	JReadhead &Sons,Ld. SouthShields *A4CP*	DrakeShippingCo. Ld. *CellDB35*	401·2|55·0|25·6 416·1(O.L.) P34'B254'F31' FK 1'1143*t DTa26'990t*	London British 7 *BHCem* *APT121t*	T.3Cy.25″,40¾″&67″–45″ (*r*) 200lb FD 423NHP 3SB(Spt)*9cf*,GS164,HS6027 J.Readhead&Sons,Ld.	28 ″ 1 s3 11½ 24 ″ 3½	
79516 7044 SFMI	**Mercia** (*ex*Margrete,*ex*Rijn,*ex*Vlug) *ss*Hbg.3rdNo.3–4,34 *ss*Hbg.No.1–38 *Well deck* 1 *Dk(Stl)&deep framing* *Cargo battens not fitted*		*1184* *962* *691*	✠100A1 ~~3,38~~ 4,39 ~~Hul~~ PS4,39	Lkr Hbg ✠LMC~~,38~~ 4~~,39~~	*n*	CL ~~4,36~~ 4,~~40~~	1897 3mo	W.Gray& Co.Ld. W Hartlepool A&CP	RederiA/B Arild (J.A.Thore, *Mgr.*) *CellDB*	231·4|33·7|14·8 240·8(O.L.) Q80'B55'F27' FK *a&u E75'f105'346t*	Arild Swedish 4 *BHCem* *APT137t*	T3Cy.18″,28½″&47½″–33″(*s*) 160lb *100lb* NDB12 127NHP ISB,*3rf*,GS42,HS1875 Oen.Mar.Eng.Wrks,W Hpl	17 ″ 3 s 1 ″ 4 16 ″ 1	
79517 ORFA	**Mercier** (*ex*Erfurt) Sub.Sig. *Ref.Mchy.* D.F. GyC. 2 *Dks*		7886 7292 4898					1915	Bremer Vulkan Vegesack	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationaleS.A. *Mgrs.*)	476·2|60·7|32·9	Antwerp Belgian	T.3Cy.32″,52¾″&86½″–55″ 554NHP BremerVulkan,Vegesack		C
79518 5041 SFMK	**Mercur** (*ex*Sandvik,*ex*Violet) **Iron** 1 *Dk2trBin forehold*		*1431* *1156* *800*			…		1880	JLThompson&Sons Sunderland	RederiA/B Mercurius (H.Selander *Mgr.*)	248·0|35·3|17·6 P29'B46'F26' BK9″	Stockholm Swedish *WB*	C.2Cy.27″&56¼″–42″ (*s*) NB93*refitted*01 156NHP Black,Hawthorn&Co.Gts.		V †
Broken up Now 6.39 (Ger)	79519 — Ⓟ **Steel&Iron** (*ex*Kong Dag) Wireless 1 *Dk2trB*		989 943 555					1883	MotalaCo. Gothenburg	DetBergenske Dampskibsselskab	207·0|29·7|21·5 H51*t*	Bergen Norwegian *WB*	T.3Cy.19″,32″&52″–33″ NB02 154NHP *NEbuilt*00 *fitted*21 AkersMek.Værks.Oslo		
79520 OUIZ	— (*ex*Falkenstein,*ex*Diana) 2 *Dks*		791 629 473					1901	Maats. Fyenoord Rotterdam	Dampskslsk.af 1925(Ludvig Christensen, *Mgr.*)	201·2|30·2|13·6 Q73'F24'	Esbjerg Danish *WB*	T.3Cy.15″,25″&40″–36″ 96NHP Maats.Fyenoord,Rot.		G
79521 DOGX	— 1 *Dk*		758 591 426					1912	Akt.Ges. "Weser" Bremen	Dampschifffahrts Ges."Neptun"	202·5|28·2|12·9 P45'B50 F22 len37	Bremen German *WB*	T.3Cy.18⅜″,21⅝″&34½″–28 7/16″ 58NHP A.G."Weser,"Bremen		G
79522 162 IBVU	**Mercurio** (*ex*VirginiaDespatch–35, *ex*LakeFernwood) 1 *Dk*		1979 — 1185			…		1918	American S.B.Co. Lorain,O.	Soc.Anon.Sbarchi, Imbarchi eTrasporti	260·9|43·5|18·1 251·0 20·0 P25'B64'F23' FK	Rome Italian *WB*	T.3Cy.20″,33″&54″–40″ 274NHP AmericanS.B.Co.Lorain,O.	20 ″ 2	I †
79523 5924 SFMR	**Mercurius** *Mchy.Aft* 1 *Dk*		*539* *402* *272*					1917	A/B Götaverken Gothenburg	O.F.Ahlmark&Co. Eftr.A/B	165·4|27·3|11·0 P51'F23'	Karlstad Swedish *WB*	T.3Cy.13⅜″,22¼″&37⅜″–23½″ 68NHP A/B Gotaverken,Got.		V
79524 236327 WOZH	**Mercury** **TwinSc** *OilEng.* *Mchy.Aft* 1 *Dk* *Longitudinal framing–bracketless system* *Electrically welded*		1518 1362 1182	✠100A1 3,38 ~~6,37~~ ✠LMC6,3~~7~~ *Carrying Petroleum in bulk For Service on the Great Lakes, between the Great Lakes& Father Point via the St. Lawrence Canals; between the Great Lakes& New York,via the New York State Barge Canal; also between New York, Norfolk&Eastport, Me.*	Gal Cly		CL	1937 6mo *Lloyd's*	Penn-sylvaniaShip-yard,Inc. Beaumont, Tex. *A4CP*	TankersInc. (ClevelandTankers,Inc. *Mgrs.*)	250·8|43·0|16·3 258·0(O.L.) AfterB34'F33' FK *Trunk172'* *FPT62t APT19t*	Wilmgton (Del.) Utd.States 10 *BH*	Oil Engines 4S.C.SA 12Cy.14″–16″ 230NHP DB*125lb* WintonEng.Corp.Clevelnd	16 ″ 6 s2 ″ 9½ 13 ″ 10	
79525 161979	— Ⓟ **Pad** *CruiserStern* 2 *Dks*		621 421 235					1934	Fairfield Co.Ld. Glasgow	CaledonianSteam PacketCo.Ld.	223·8|30·1| 9·5	Glasgow British	T.3Cy.22½″,35″&56″–54″ 230NHP FairfieldCo.Ld.Glasgow		BT till 1.39
79526 231354 WGBP	**Mercury Sun** *OilEng.* GyC. *ss*Phl.No.1–35 *Mchy.Aft* 2 *Dks(Stl)&Web frames* *Longitudinal framing–bracketless system*		8893 8361 5398	✠100A1 4,39 ~~2,36~~ ~~1,38~~ DBS~~7,37~~ 9,38 ✠LMC9~~,38~~ *Carrying Petroleum in bulk*	Phl	*e* †	CL N2,38	1931 12mo *Lloyd's*	SunS.B.& DryDockCo. Chester,Pa. *A4CP*	MotorTankship Corporation *CellDBuE76'379t DTf20'692t*	480·5|66·0|36·8 *Aft*B77'B38'F48' FK *FPT186t APT84t*	Phildlphia Utd.States 17 *BHptCem* (11 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝″–91 7/16″ 690NHP 2WTDB*225lb&200lb*(*Uppr*) SunSB&DD.Co.Chester,Pa	37 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Registered Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. now Altered. Equipment Letter.	7a Date when last shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; HHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. / in.	15 Register in which classed, if not in L.R. Date of Reg. of Trade Cert.
79527 148680 MNKV	**Merel** ~~ssLon.No.3-10,38~~ ~~ssLon.No.2-34~~ *Ref.Mchy.*	ssRot.No.3-10,38 1*Dk(Stl)&Shelter dk(Stl)* *CruiserStern*	1088 841 467	✝100A1 *withfreeboard* ~~4,37~~10,38 ~~BS7,37~~ LMC 10,38 Lloyd'sRMC ~~10,37~~ 11,38	Lon	*p*	CL 4,37	1925 9mo	Ayrshire Dkyd.Co.Ltd Irvine	**GeneralSteamNav. Co.Ltd.**	245·8|36·1|12·5 B64′ FK *36tAPT25t*	London British	T.3Cy.22″,35″&57″–39″ (*s*) 200lb 298NHP 2SB,*6cf*,GS138,HS5416 Bow,McLachln&CoLd.Psy	14 ″ 6 s ″ 2 14 ″ 5½	
79528 6888 SFMU	**Mergus** (*ex*StigGorthon,*ex*Stig, *ex*Thelma) 1*Dk*		1368 1227 807					1906	Laxevaags Msk.&Jrnskb Bergen	**RederiA/B Brubor (R.Brunkman,** *Mgr.*)	257·3|38·1|15·1 P14*t*H39*t*F27*t*	Hisingborg Swedish *WB*	T.3Cy.19½″,31″&51″–36″ 156NHP LaxevaagsMsk.&Jrns.Bgn		V
79529 218981 KODQ	**Mericos H. Whittier** (*ex*Hulaco) *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*		6972 — 4293					1919	Bethlehem S.B.Corp.Ld Sparrow'sPt. Md.	**TideWater AssociatedOilCo.**	435·6|56·2|31·7 P122′B58′F45′	S.Frncisco Utd.States *WB*	T.3Cy.27″,47″&78″–48″ 422NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
79530 TUGK	**Merignac** 1*Dk*		767 487 384					1929	Atel.&Ch. de la Seine Maritime LeTrait,S.I.	**Worms&Cie.**	188·3|29·6|11·6 P119′F33′	Havre French *WB*	T.3Cy.15″,25″&43½″–27$\frac{5}{16}$″ 97NHP Worms&Co.LeTrait		V
79531 245 ESGN	**Merilind** **WoodAux4MstSr** (*ex*Sandö) *OilEng.* 1*Dk* (*See Sailing Ship Register*)		359 310 266					1919	Wasa Fartygs A/B Varf, Wasa	**KäsmuLaeva Omanikud (O.Tiedemann,** *Mgr.*)	138·7|28·9|11·8	Käsmu Estonian	Oil Engines 3Cy. A/S HeraMotorfabrik, Copenhagen		V
79532 2603 OHOC	**Merilintu** **WoodAux4MstSr** *OilEng.* 1*Dk* (*See Sailing Ship Register*)		450 374 312					1920	J.Hedlund Wiborg	**TopiasKolkka**	159·1|33·3|11·8	Wiborg Finnish	Oil Engines 2S.C.SA 2Cy.15″–16″ 79NHP J&CG Bolinders CoLdSkm.		
79533 145974 GBCK	**Meriones** Ⓟ D.F. *Ref.Mchy.* 2*Dks*		7557 6426 4739					1922	Palmers' Co.Ld. Newcastle	**ChinaMutualS.N. Co.Ld.(A.Holt& Co.,***Mgrs.*)	459·7|58·4|32·6 P53′B162′F62′	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Palmers'Co.Ld.Newcastle		BT till ~~1938~~ Sept
79534 DFBD	**Meripoika** **WoodAux3MstSr** (*ex*SailingVesselPescador-37) *OilEng.* (*See Sailing Ship Register*)		323 286 249					1912	Tranchemer La Richardais	**KoivistonLaiva O/Y Meripoika(A/B SörenWagnerO/Y,** *Mgrs.*)	123·7|27·7|13·2	Koivisto Finnish	Oil Engines NE37 Skandia Verken A/B,Lyskl		V
79535 649 ESCH	**Merisaar** (*ex*AnnaGoich) ~~ssTri.3rdNo.3-7,37~~ ~~ssTri.2ndNo.3-12,37~~ ~~ssTri.No.2-34~~ 1*Dk(Stl)&deep framing* *Cargo battens not fitted*		2136 1979 1288	✝100A1 7,38 ~~2,37~~ ✝LMC 7,38 ~~BS7,37~~	Rot Tln	*s*	N2,37	1900 7mo	Stabilimnto Tecnico Trieste	**A/S Merilaid&Co.**	290·0|42·1|19·5 ~~295·3~~(O.L.) P33′B76′F35′ FK *Ba84′uE20′f108′6*	Tallinn Estonian *6BHCem* *20tAPT50t*	T.3Cy.20″,32″&54″–39″ (*s*) 180lb 200NHP 2SB,*6cf*,GS100,HS3121 StabilimentoTecnico,Tri.	21 ″ 10 s 3 ″ 2½ 18 ″ 9½	
79536 PUQK	**Merity** (*ex*Gerfrid,*ex*Teenkai) 2*Dks&deep framing*		4742 4395 2958					1895	D&W Henderson&Co. Glasgow	**Cia.Commercio e Navegação**	410·0|48·1|26·2 P44′B110′F47′ BK9″	R.Janeiro Brazilian *WB*	T.3Cy.27″,46″&76″–60″ 532NHP D.&W.Henderson&Co.Gls	29 ″ 2	
79537 161841 MBXT	**Merkland** E.S.D. Wireless D.F. *CruiserStern* 2*Dks*		1363 1131 630					1934	Barclay, Curle&Co.Ld. Glasgow	**Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.***Mgrs.*)	262·2|40·2|15·9	Leith British *WB*	T.3Cy.15″,25″&41″–33″ 97NHP Barclay,Curle&Co.Ld.Gls.		C
79538 157848 VSRV	**Merkur** Ⓟ (*ex*RioBravo-34) **TwinSc** *Ref.Mchy.* *OilEng.* Sub.Sig. D.F. ssSyd.No.3-8,35 2*Dks*		5952 4013 3642	100A– *withfreeboard* ~~ssMel.No.3-11,37~~ 11,38 LMC 6,36 10,36 DBS1,37 1,38 9,36 Lloyd'sRMC ~~4,36~~ 6,38 3,39 ~~4,36~~	Mel		~~5,37~~ 11,38	1924	Frd.Krupp Akt.Ges. Kiel	**Burns,Philp&Co. Ld.**	393·1|51·9|25·3 410·8(O.L.) P&B279′F84′ FK *of tunnels191tFPT*	Singapore British *7BHpt Cem* *87tAPT43t*	Oil Engines 4S.C.SA 12Cy.25$\frac{1}{16}$″–39$\frac{3}{8}$″ 762NHP 2DB71*lb* Frd.KruppA.G.Kiel	27 ″ 8 s 6 ″ 5¼ 21 ″ 8	
79539 1056 ESUV	— (*ex*Yssel-36) ssRot.No.3-3,25 *Well deck* ssRot.No.2-34 1*Dk(Stl)*		1291 1170 780	✝ … 12,36 ✝	Cpu	*o*		1913 1mo	A.Vuijk& Zonen Capelle a/d Ysel	**J.Rang**	235·0|35·6|15·4 Q87′B56′F28′ FK *CellDBa69′uE17′f102′327t*	Tallinn Estonian *4BHCem* *APT22t*	T.3Cy.17″,28″&46″–36″ 147NHP 1SB,*3cf*,GS63,HS2408 G.T.Grey,SouthShields	17 ″ 6	V †
79540 PKOG	**Merkus** *OilEng.* *Mchy.Aft* 1*Dk*		865 647 596					1937	N V Schpsw Gebr.Pot. Bolnes	**N.V.Koninkl. Paketv.Maats.**	188·4|33·1|13·2 P20′B19′F29′	Batavia Dutch *WB*	Oil Engines 4S.C.SA 6Cy.13¾″–26¾″ 110NHP WerkspoorN.V.Ams.		V
79541 153918 VJGN	**Mernoo** ~~ssMel.No.3-10,38~~ ~~ssMel.No.2-35~~ 1*Dk(Stl)* *Cargo battens not fitted*		2417 2023 1408	✝100A1 1,38 ~~1,38~~ BS~~4,37~~ 3,38 ✝LM… MS10,38	Mel	*s*	CL 1,38	1926 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	**MelbourneS.S.Co. Ld.**	285·3|42·7|20·4 296·0(O.L.) P26′B168′F29′ FK *CellDB242′604t FPT97t*	Melbourne British *4BHCem* *APT139t*	T.3Cy.22″,35″&58″–39″ (*s*) 180lb 251NHP 2SB,*6cf*,GS130,HS4188 GeorgeClark,Ld.Sld.	22 ″ 6 s 2 ″ 0½ 20 ″ 7½	
79542 161065 GSQL	**Meroë** (*ex*Lafian-36) ssLiv.No.2-37 D.F. 2*Dks(Stl-Wthr dk* teaks) *Ref.Mchy.*		3832 3478 2270	✝100A1 *withfreeboard* ~~4,38~~ 8,37 Lloyd'sRMC ~~4,38~~ 5,38 BS10,38	Liv Gls	*p*	CL ~~10,37~~ 3,39 1,39	1928 10mo	Barclay, Curle&Co.Ld. Glasgow	**MossHutchison Line,Ld.**	331·2|48·2|27·9 P27′F28′ FK *CellDBa&uE105′f164′638tFPT*	Liverpool British *6BHpt Cem* *60tAPT13t*	T.3Cy.22″,37¼″&63″–45″ (*s*) 210lb 359NHP 3SB,*9cf*,GS187,HS6111 Barclay,Curle&Co.Ld.Gls.	30 ″ 0 s 9 ″ 7 20 ″ 10	
79543 FOEF	**Mérope** *Fitted for oil fuel* *Mchy.Aft* 1*Dk2trB* D.F. *Carrying Petroleum in bulk*		7011 — 3989					1923	Soc.Provençale de Const.Nav. LaCiotat	**Cie Africaine d'Armement**	426·0|56·7|32·7 P102′B27′F40′	Havre French *WB*	T.3Cy.28″,46″&76″–52″ 416NHP Soc.Provençale deConst. Nav.LaCiotat		V
79544 PJBN	**Merope** *CruiserStern* Wireless 2*Dks*		1162 956 648					1918	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	**West-Indische Scheeps.Maats.**	256·2|36·7|13·6	Curaçao Dutch *WB*	T.3Cy.18½″,30″&48″–36″ 138NHP H.&J.Suyver,Amsterdam		V
79545 236 SVNE	**Meropi** (*ex*Tregurno) ssNwc 2ndNo.3-3,36 1*Dk(ptStl&ptIrn)2trB*		*4181* *3971* *2650*	✝100A1 ~~10,37~~10,38 ✝LMC MS11,35 BS~~4,37~~ 5,38	Ant Stv	*x*	CL ~~2,38~~ 10,38	1911 6mo	J.Readhead &Sons,Ld. South Shields	**A.Pappas**	363·0|51·1|26·1 P31′B225′F32′ FK *CellDBa119′uE24′f158′922t*	Syra Greek *6BHCem* *APT62t*	T.3Cy.26$\frac{3}{4}$″,42″&69″-48″(r) 180lb 382NHP 2SB,*6cf*,GS132,HS6330 J.Readhead&SonsLd.S.Shl	27 ″ 8 s 3 ″ 9½ 24 ″ 2½	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant expiré. Lettre d'Avertissement.	7	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. IHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15
79546	**Merrimac**	386					1927	New Jersey D.D.&Trnsp. Co. Elizabethport,N.J.	MerrimacChemical Transptn.Co.	140·8	25·0	13·5	Boston Utd.States	Oil Engines 4S.C.SA 6Cy.13½"-17" 107NHP NE *fitted*27 StandardGasEngine& PowerCo Newark,N.J		R
226810	*Oil Eng.*	332														
KLHB	1 *Dk*	215														
79547	**Merrimack** (*ex*LakeFloris-33)	2606				...	1920	McDougall DuluthCo. Duluth,Minn	Merchants& MinersTranspn. Co.	251·0	43·6	26·2	Baltimore Utd.States	T.3Cy.21",35"&59½"-42" 386NHP	28 " 2	R
219656	*Fitted for oil fuel*	2225								P25'B64'F20'				*WB*		†
KUFF	*Ref.Mchy.* D.F. 3 *Dks*	1612										FK				
79548	**Mers el Kebir** (*ex*Patria-36, *ex*Lyderhorn-32) *ss*Ant.No.3-2,30 *ss*Osl.No.1-35 1 *Dk*(*Stl*)	1895	✠ ... 4,38	Rot	*r*		1917 4mo	American S.B.Co. Cleveland,O.	Scotto,Ambrosino PugliesseFils&Co. *Cell DB222'478t*	251·2	43·7	18·1	Oran French	T.3Cy.20",33⅞"&54"-40" 272NHP	20 " 2	
1667		1094								P27'B64'F26' FK *FPT67t APT77t*				4 *BH Cem*		
FOQV														2SB,6*cf*,GS126,HS6246 AmericanS.B.Co.Lorain,O		
79549	**Mersey**	1037	✠100A1 3,38 4,00	Goo	*p*	OG	1906 4mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	LondonMidland& ScottishRly. (Associated HumberLines, *Mgrs.*) *Cell DBa63'uE15' f109'175t FPT12t*	255·0	36·1	16·4	Goole British	T.3Cy.23¼",38"&62"-42" (*r*) 180lb 342NHP	17 " 5	
122953	*ss*Goo.2ndNo.3-5,31	884				5,36				P38'B90'F32' FK *APT17t*				4 *BH Cem*	s 2 " 6	
MCKR	*ss*Goo.No.1-35 1 *Dk*(*Iru-pt ws*)&*deep framing*	438	5,39				*Lloyd's SA&CP*							2SB,8*cf*,GS144,HS6026 FD Swan,Hunter&Wigham Richardson,Ld.Nwe.	15 " 4½	
79550	**Mersey Coast**	~~450~~	✠100A1	Liv		OG	1938 5mo	N.V.Indus. trieleMaats "DeNoord" Alblasserdam *Lloyd's SA&CP*	CoastLines,Ld. (*Co* *Cell DB122'*	195·6	31·6	9·7	Liverpool British	Oil Engines 4S.C.SA 6Cy.15¾"-26" 144NHP	11 " 8	
160234	1 *Dk*&*Shelter dk* *Oil Eng.*	~~220~~								201·6(O.L.)				3 *BH*	s 2	
GMGD	Wireless E.S.D. 2 *Dks*	111								F27 *3x·9* FK				*pt Cem*	17 " 7	
	Mchy.Aft *Cruiser Stern*	223	12,38							*BHto Shelter dk* 2 *DT f16'80t FPT*				*Std dk*)		
														Humboldt-Deutzmotoren, A.G.Köln-Deutz		
79551	**Mersin** (P) (*ex*Antioch, *ex*MichailSidoroff,*ex*Emperor NicolasII) 1 *Dk*&*Spar dk*& *deep framing*	1186			...		1896	W.Dobson &Co. Newcastle	Denizbank-Denizyollari Idaresi	238·0	32·0	12·2	Istanbul Turkish	T.6Cy.14",22½"&37"-27" NB22 167NHP	20 " 0	
853										P63'B52 F57' 19·4 FK				*WB*		
TCCF		659												N.E.MarineEng.CoLdNwc		
	Wireless															
79552	**Mersington Court** (*ex*Giovanna Florio) *ss*Shl.No.3-5,35 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)	5141	✠100A1 *Shelter dk* *with freeboard* 9,38 ~~8,37~~ BS9,38 ~~HS8,37~~ LMC5 *Fitted for oil fuel* 9,20	Lon Rot	*x*	CL ~~4,36~~ 9,38 *F.P.* above	1920 10mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's SA&CP*	CourtLine,Ld. (Haldin&Philipps, Ld. *Mgrs.*) *Cell DBa125'uE21'f*	375·0	51·2	31·7	London British	T.3Cy.25",41"&69"-48" (*s*) 180lb 371NHP	34 " 1	
149770		4900								F32'*on Shelter dk* FK				*pt Cem*	s 9 " 2½	
GMZK		3217								163'1040t *APT*130t				4 *BH to Sh dk*	25 " 1½	
														2 " " *U* "		
														3SB,9*cf*,GS156,HS5901 N.E.MarineEng.CoLdNwc		
79553	**Merstone** (P) Pad	342					1928	CaledonS. B.&E.Co.Ld. Dundee	SouthernRailway	190·0	25·1	8·7	Portsmth British	C.2Cy.27"&51"-54" 159NHP		BT till ~~30,36~~ 10,36
149142		285								*Promenade dk*130'						
MPVY	1 *Dk*	136												A.&J.Inglis,Ld.Glasgow		
79554	**Mertainen** (*ex*Strathlyon)	*4531*	✠100A1 *Spar dk*	Lkr Mmo	*x*	CL ~~9,37~~	1907 11mo	W.Hamilton&Co.Ld Pt.Glasgow *Lloyd's SA&CP*	TrafikA/B Grängesberg-Oxelösund(M. Waldenström *Mgr*) *WB* = *Cell DBa122'uE&B4*	376·2	52·2	17·4 25·4	Stockholm Swedish	T.3Cy.25",41"&68"-48" (*s*) 180lb 366NHP	28 " 0	
5748	*ss*Got.2nd.No.3-4,32	*4123*	~~9,37~~ 9,38			~~7,08~~ 9,38				P37'B92'F33' FK				6 *BH Cem*	s 5 " 3	
SITA	*ss*Lkr.No.1-36	*2530*												3SB(Spt)*9cf*,GS165,HS5868	23 " 0	
	D.F. 1 *Dk*(*Stl*)&*Spar dk* (*Stl*)&*deep framing*													D.Rowan&Co.Glasgow *DT f*24'613t *APT*113t		
79555	**Merton E. Farr**	8349					1920	Detroit S.B.Co. Wyandotte, Mich.	ConsolidatedS.S. Co.(G.A.Tomlinson,*Mgr.*)	587·1	60·0	27·8	Wilmgton (Del.) Utd.States	T.3Cy.23",41"&67"-42" 291NHP		R
220683		—								F54'				*WB*		
	Mchy.Aft 1 *Dk*	6387												AmericanS.B.Co.Lorain,O		
79556	**Merula** Twin Sc	8228	✠100A1 ~~8,37~~ 10,38	Rot	*c*†	CL 5,37	1932 4mo	NV.Nederl Schps.Maats. Amsterdam *Lloyd's SA&CP*	N.V.Petroleum Maats. "LaCorona" *Cell DBuE64'221t*	451·2	62·0	34·2	TheHague Dutch	Oil Engines 4S.C.SA 12Cy.24½"-43½" 714NHP 2DB*150lb*	34 " 0	
	Oil Eng	7467								P103'B35'F43' FK				14 *BH*	s 6 " 7½	
	*ss*HKg.No.1-36	4776	LMC CS7 10,38 5,37												27 " 6½	
PFYU	*Mchy.Aft* 1 *Dk*(*Stl*)2nd *dk*(*Stl*) *clear* D.F. *of cargo tanks*													2DB*150lb*		
	Longitudinal framing at bottom & at deck		*Carrying Petroleum in bulk*							*DT f*32'365t				WerkspoorN.V.Ams. *FPT*226t *APT*41t		
79557	**Mervyn**	3402	✠100A1 ~~4,37~~ 6,37 2,39	Bry	*v*	CL ~~4,37~~ 2,39	1924 7mo	R.Thompson&Sons,Ld Sunderland *Lloyd's SA&CP*	MervynSteam ShippingCo.Ld. (Martyn,Martyn& Co.Ld. *Mgrs.*) *Interme* *diate BH in after* *Cell DBa&uE117'*	337·4	48·0	22·5	Newport British	T.3Cy.24",40"&66"-42' (*s*) 180lb *120lb* 322NHP	25 " 0	
145647	*ss*Bry.No.3-6,37	3039	LMC							349·0(O.L.)				*Cem*	s 3 " 9½	
GDZT	1 *Dk*(*Stl*) *Cargo battens not fitted*	2066	BS6,37 7,38							P27'B106'F28' FK				5 *BH only*	21 " 5½	
										hold dispensed with *f152'821t FPT*134t				2SB,6*cf*,GS132,HS5188 G.Clark,Ld.Sunderland		
79558	**Meryl** (*ex*Grado)	485					1918	Johs.Berg Delfzijl	Dampskslsk. MarnaA/S (Sigurd Owren,*Mgr.*)	160·4	25·9	10·7	Oslo Norwegian	*APT*189t T.3Cy.12⅝",19⅜"&31½"-21⅜" 46NHP		V
368										P68t H39t F6t				*WB*		
LELQ	1 *Dk*	253												Johs.Berg.Delfzijl		
79559	**Meshima Maru** (P)	336					1928	Namura Gennosuke Osaka	KyushuSyosen K.K.	135·0	22·0	13·0	Osaka Japanese	T.3Cy.		
35608		246														
JXPB	Wireless 2 *Dks*	197														
79560	**Messarya Nomikos** (*ex*Tärnö-35, *ex*Skandia,*ex*Finse,*ex*Geneva)	985					1895	Bergens Mek.Værks. Bergen	Petros M.Nomikos. Ld.	212·9	31·6	12·7	Piræus Greek	T 3Cy.15½",25"&42"-30" 96NHP	15 " 3	
840		—								Q107t B55t H14t						
SZNJ	*Well deck* 1 *Dk*&*Web frames*	559								F27t				*WB*		
														BergensMek VærksBergen		
79561	**Messina**	2192					1937	Neptun-werftRostock G.m.b.H. Rostock	Rob.M.Sloman, Jr.	303·0	43·6	16·3	Hamburg German	C.4Cy.(2)16¾"&(2)35⅞"-37⅜"&LPturbine with DRgearing&hydraulic coupling HS4198 312NHP		G
1651										P24'B&F26'						
DJUT	E.S.D. 1 *Dk* *Cruiser Stern*	1104								Upper F33'				*WB*		
														Christiansen&Meyer, Harburg		
79562	— (P) Twin Sc	1343					1923	R.Arsenale diMarina Taranto	ItalianState Railways	308·0	39·0	13·0	Messina Italian	Oil Engines 4S.C.SA 16Cy.17"-26⅞" 450NHP		I
17	(*Ferry*) *Oil Eng.*	—												*WB*		
IBAW	1 *Dk*	507												FrancoTosi,Legnano		
79563	**Mestkom** Twin Sc	925					1930	Sevastopol Marine Wrks. Sevastopol	U.S.S.R.	229·6	34·0	11·8	Rostov Russian	Oil Engines 4S.C.SA 12Cy.13⅛"-19⅛" 214NHP		
	Oil Eng.	753								P56'F25'				*WB*		
UOVT	Wireless 1 *Dk*	668												KolomenskieStatesEng. Works,Kolomna		
79564	**Meta**	1575					1930	BurntislInd S.B.Co.Ld. Burntisland	ClydesdaleShipownersCo.Ld. (Glen&Co. *Mgrs.*)	252·3	40·0	16·5	Glasgow British	T.3Cy.18",30"&49"-33" 138NHP		C
161932		1329								P15'B90'Q43'F24'				*WB*		
MPWV	Wireless 1 *Dk*	924												N.E.MarineEng.CoLdNwc		

Note: Meshima Maru, ... [illegible]

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Registd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now explnd. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; EHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed 1 for in L.R. Letter B of Trade Mark.
79565	**Metallist**	Twin Sc	968					1929	Nicolaieff State S.B. Wks 'Andre Marti' Nicolaieff	U.S.S.R.	230·3 F13'	34·2 P31'	12·1	Mariupol Russian	T 6Cy 12⅜", 19⅛" & 31⅞-21⅝" 95 NHP Nicolaieff State S.B. Wks. "Andre Marti," Nicolaieff		
UOUB	Wireless	1 Dk	434														
79566	**Metapan**		4736					1909	Workman, Clark & Co. Ld Belfast	United Fruit S.S. Corporation (United Fruit Co. *Mgrs.*)	379·2 B160'	50·3 F45'	29·1	New York Utd. States *WB*	T. 3Cy. 27", 45" & 75"-54" 418 NHP Wrkman, Clark & Co. Ld. Bel		C
212804		*Fitted for oil fuel*	3903														
KDAY	D.F. *Ref. Mchy.* Sub. Sig.	2 *Dks* & 2 *pt Dks*	2718														
79567	**Mete** (*ex* Tjömö-33, *ex* Torlak Skogland, *ex* Scarlet Tower, *ex* Nigretia)	*ss* Ham. No. 3-9.23 *ss* Abg. No. 1-28 1 *Dk (Stl)*	3258 3010 2041	✠ —— 10,33	PNl	*r*		1910 4 mo	A. Rodger & Co. Pt. Glasgow	Kalkavan Zade Riza ve Mahdumu Ismail (Vapur Sirketi) *Cell*	334·0 P29' *DB*	48·0 B90' *a*	22·3 F36' FK	Istanbul Turkish	T. 3Cy. 24", 40" & 65"-42" 300 NHP 2SB, 6 *cf*, GS 112, HS 4674 A. Rodger & Co. Glasgow	24 " 9	I †
TCEJ											*uE* 125' *f* 149		5 *BH Cem*				
79567*	**Meteor** (P)	Twin Sc	3717 1972					1904	Blohm & Voss Hamburg	Det Bergenske Dampskibsselskab	346·2 H183'	44·2 B63'	26·4 *t* 18·4	Bergen Norwegian *WB*	T. 6Cy. 16½", 25⅝" & 45½"-31½" 235 NHP Blohm & Voss, Hamburg		N
LCTO	D.F.	3 *Dks*	1883														
79568	—	Twin Sc	1685	✠ 100 A1 12,37	Mfl	*p*	CL	1925 4 mo	N. Odero fu A. & Co. Sestri Ponente *Lloyd's*	"La Columbia" Soc. Mar. per Trasporto di Petrolio e Derivati *Cell*	242·7 P62' *DB*	39·3 F23' *a*	16·7 FK *E*	Genoa Italian	Oil Engines 4S.C.SA 12Cy. 13⅜"-19¼" 214 NHP 2 DB (P) 85 *lb* (c) 140 *lb*	18 " 5 s 1 " 8½ 16 " 10	
1294		*Oil Eng.*	1334				1,37							10 *BH Cem*			
IBBW		*ss* Mfl. No. 3-2,37	965	DBS 2,38	LMC CS 2,37 12,37									54 *t APT* 56 *t*			
	D.F. *Mchy. Aft*	1 *Dk (Stl)* & *Web frames*		*Carrying Petroleum in bulk*													
79569	**Methan**		471					1924	J. Frerichs & Co. A.G. Einswarden	Ernst Komrowski Reederei	164·8 P46' *F*	26·4 F21'	10·1	Hamburg German *WB*	Oil Engines 2S.C.SA 4Cy. 11.7⅞"-16⅛" 91 NHP Mtrnwrke Mannheim, Ham		G
		Oil Eng.	355														
DIDO	*Mchy. Aft*	1 *Dk*	297														
79570	**Methilhill** (*ex* Bamburgh-38, *ex* Arkleside)	*ss* Shl. No. 3-12,27	648 463	✠ 100 A1 11,38 2,38	Bly	*j*	OG	1914 12 mo	W. Harkess & Son, Ld. Middlesbro'	M. Taylor	179·9 Q119' *DB*	28·0 B11' *a*	11·4 F22' FK *E*	Methil British	T. 3Cy. 15½", 25" & 41"-30" (*s*) 180 lb 85 RHP 1SB, 3 *cf*, GS 60, HS 1975 MacColl & Pollock, Ld. Sld.	13 " 6 s 3 " 9½ 13 " 4½	
137246	*ex* Arkleside)	*ss* Shl. No. 3-12,27					2,38										
MFQZ	*Mchy. Aft* *Well deck*	*ss* Mdb. No. 2-36	373	BS 3,38 3,39	LMC 2,36			*Lloyd's*						3 *BH Cem*			
	Cargo battens not fitted	1 *Dk (Irn)*												33 *t APT* 28 *t*			
79571	**Meton**		7027			...		1920	Moore S.B. Co. Oakland, Cal.	Paco Tankers, Inc. (Pennsylvania Shipping Co. *Mgrs.*)	425·8 P166' *B*	57·0 B40' *F*	33·1 F41' FK	Wilmgton (Del.) Utd. States *WB*	T. 3Cy. 24½", 41½" & 72¼"-48" 352 NHP Llewellyn Iron Works, Los Angeles, Cal.	33 " 0	R †
220386		*Carrying Petroleum in bulk*	—														
KDBM	Sub. Sig.	*Fitted for oil fuel*	4408														
	Mchy. Aft	2 *Dks* & *Web frames* *Longitudinal framing*															
79572	**Mette** (*ex* Jelling-37, *ex* Frumentia)	*ss* Abg. 2nd No. 3-5,33	1909 1728	✠ 100 A1 *Shelter dk*	Cpn Abg	*s*	CL 2,38	1906 10 mo	Howaldts-werke Kiel	Dampskslsk. af 1937 A/S (Ove Skou, *Mgr.*)	285·6 26·0	42·0 FK	18·5 *E*	Copnhagn Danish	T. 3Cy. 20⅝", 33⅛" & 55½"-35½" 1851 b (*s*) 206 NHP 2SB, 6 *cf*, GS 100, HS 3279 Howaldtswerke, Kiel	20 " 7 s • 11½ 19 " 9½	
OYKC		1 *Dk (Stl)* & *deep framing* & *Shltr dk (Stl)* *ss* Abg. No. 1-38	1172	*with freeboard a* 4,38 3,37 1,39	LMC 4,38		1,39	*Intermediate* A&OP		*bulkhead in fore*	*hold dispensed with*	*WB*	= *Cell DBa*	4 *B Honly*			
											88' *uE* 20' *f* 124'		55 *t APT* 150 *t*				
79573	**Meuse** (*ex* Zuiderzee)		726 524					1916	Avan Duij-vendijk Papendrecht	Cie. Nationale Belge de Transp. Mar. (Armement Deppe, *Mgrs.*)	180·8	28·3	12·4	Antwerp Belgian	T. 3Cy. 15", 25" & 40"-27" 83 NHP Verschure & Co. Ams.		V
ONVC		1 *Dk*	308														
79573*	**Mevania**		6886			...		1920	Moore S.B. Co. Oakland, Cal.	Malston Co. Inc. (C.D. Mallory & Co. Inc. *Mgrs.*)	425·8 P166' *B*	57·0 B40' *F*	33·1 F41' FK	Wilmgton (Del.) Utd. States *WB*	T. 3Cy. 24½", 41½" & 72"-48" 879 NHP Llewellyn Iron Works, Los Angeles, Cal.	33 " 0	R †
220524		*Carrying Petroleum in bulk*	—														
KDCU	*Mchy. Aft*	*Fitted for oil fuel* 2 *Dks* & *Web frames* *Longitudinal framing*	4289														
79574	**Mexican**	Twin Sc	7061	✠ ... 4,34	SFo			1907 4 mo	Union Iron Works Co. San Francisco	American-Hawaiian S.S. Co.	472·3	57·2 FK	32·3 *E*	New York Utd. States	T. 6Cy. 24½", 42" & 65"-45" 821 NHP 4SB, 16 *cf*, GS 260, HS 11600 Union Iron Works Co. S.Fo.	35 " 0	R †
203971		*ss* Bos. 2nd No. 3-12,32	—											*pt Cem*			
WACK	D.F.	*Fitted for oil fuel* 2 *Dks (Stl)* & *deep framing* & *Shelter dk (Stl)* *Orlop dk (Stl) in No. 1 hol*	4438							*WB* = *Cell DBa* 137' *uE* & *B* 61' *f* 204	178 9 *t*	*Side tanks in*		*Coll B H to Sh dk* 7 " " *U* " *boiler room*	35' 266 *t FPT* 156 *t APT* 83 *t*		
79575	**Mexico** (P) (*ex* Colombia-38)		5236					1932	Nwprt Nws SB. & D.D. Co. Newprt News	~~Colombian S.S. Co. Inc.~~ Cuba Mail S.S. Co	385·0 P39' *B*	57·5 B183' *F*	31·5 43'	New York Utd. States *WB*	3SR geared steam turbines Newport News SB. & DD. Co		R
231976		*Fitted for oil fuel*	—														
WKEG	*Ref. Mchy.* D.F. E.S.D. GyC.		3042														
79576	—	Twin Sc	3056					1920	Akt. Naks-kov Skibs. Nakskov	Skibs A/S Mexico (Hans Hannevig)	301·1 P78' *B*	44·1 B43' *F*	26·5 53'	Horten Norwegian *WB*	Oil Engines 4S.C.SA 12Cy. 19¼" -28⅜" 452 NHP A/S Holeby Motorfabrik, Holeby		N
		Oil Eng.	2738														
LIZD	*Mchy. Aft*	2 *Dks* *Carrying Petroleum in bulk*	1857														
79577	— (P)	Twin Sc	709	✠ 12,12	Dun			1912 12 mo	Caledon SB. & E. Co. Ld Dundee	Cia. Argentina de Nav. Mihanovich Ltda.	250·2 Q78' *B*	40·1 B78' *F*	10·7 26' FK	Bns. Aires Argentine	T 8Cy (2) 12", (2) 20" & (4) 24" -24" 182 NHP 2SB, 4 *cf*, GS 78, HS 2892 FD Caledon S.B. & E. Co. Ld. Dun	11 " 6	
	Well deck	1 *Dk (Stl)*	294							*WB* = *FPT* 57 *t*				6 *BH Cem* *APT* 23 *t*			
79578	**Mexico Maru** (P)	Twin Sc	5785	✠ 100 A1 ~~4,38~~ 12,38	Osa	*z*	CL ~~3t.36~~	1910 10 mo	Mitsu Bishi Dkyd & EWks Nagasaki *Lloyd's*	Osaka Syosen K.K.	400·0 P34' *B*	51·0 B152' *F*	32·4 29·8 FK	Osaka Japanese	T. 6Cy. 19¼", 32" & 54"-48" (*s*) 2001 b 578 NHP 3SB, 9 *cf*, GS 198, HS 8344 Mitsu Bishi D. & E. Wks. Nag	32 " 6 s 6 " 10½ 26 " 0	
13662	*ss* Osa. No. 1-38	*ss* Osa. 2nd No. 3-11,31	4959	~~4,38~~ 12,38			~~11,36~~							7 *BH Cem*			
JMXD		2 *Dks (Upt'n pt Stl, M Stl)* & *deep framing* *Lower dk (Stl) in fore hold*	3560	LMC 12,39			6,38			*WB* = *Cell DBa*	131' *uE* & *B* 79'	*f* 137'	1070 *t FPT* 122 *t APT* 39 *t*				
79579	**Mexique** (P) (*ex* Lafayette) Quad Sc		12220					1915	Ch. & Atel. de Provence Marseilles	Cie. Générale Transatlantique	546·5 P59' *B*	64·2 B295' *F*	34·8 59'	St. Nazaire French	C. 8Cy. 26¾" & 48"-39⅜" Ch. & Atel. de Provence, Mel &2 LP Turbines Ch. del'Atlantique, St. N.		V
		Fitted for oil fuel	8679											*WB*			
FNSS	D.F. GyC.	4 *Dks* & *Shelter dk*	5904														
79580	**Mexoil**	Twin Sc	1370			...		1918	Alabama-New Orleans Transptn Co Violet, La.	Great Lakes Transport Corp.	242·5 P72' *F*	36·9 F21'	19·7 FK	New York Utd. States *WB*	C. 4Cy. 16" & 32"-24" NE & B21 194 NHP Staten Is. S.B. Co. Pt. Rchmd. N.Y.	19 " 0	R †
216357	*Mchy. Aft*	1 *Dk* & *Web frames*	1090														
KJRJ	*Fitted for oil fuel*	*Longitudinal framing* *Carrying Petroleum in bulk*	760														
79581	**Mexphalte** (*ex* Paquita)	Twin Sc	2578	✠ 100 A1 ~~2,37~~ 11,38	Bkn Rou	*t*	CL	1928 11 mo	Sir J. Laing & Sons, Ld. Sunderland *Lloyd's*	Soc. Anon. Française des Pétroles Shell	302·5 P87' *Trunk*	49·6 B176' *F*	15·0 FK *E*	Algiers French	T. 6Cy. ~~15"~~ 21" & 35"-24" (*s*) 180 lb ~~15"~~ 23" 234 NHP 2SB, 4 *cf*, HS 4038 G. Clark, Ld. Sunderland	15 " 0 s 1 " 11½ 13 " 3	
FOVP	D.F.	1 *Dk (Stl)*	954	LMC 12,38			4,38							9 *BH pt Cem* *pt Asp*			
	Mchy. Aft	*Longitudinal framing* at bottom & at deck		DBS 5,38 *Carrying Petroleum in bulk or* *Carrying Asphalt only* & limited to centre tanks *Fitted for oil fuel* 11,38 *F.P.* above 150° F.						*Wing tanks* 128' 125 4 *t FPT*				148 *t APT* 98 *t*			

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 / 6 / 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant à la lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 / 9 Construit. Quand. Navire. Mach.	Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Registers of Ships
79582	**Michael Gallagher**	5141					1907	Detroit S.B.Co. Wyandotte	MidlandS.S.Line Inc.	420·0	54·2	29·0	Wilmgton (Del.)	T.3Cy.22″,35″&58″–42″ 21sNHP		
2946430	(*ex*EdwinN.Ohl)															
KFST	*Mchy.Aft* D.F. 1*Dk*	3818								*WB*			Utd.States	DetroitS.B.Co.Detroit		
79583	**Michael J. Bartelme**	3850					1896	GlobeIron WorksCo. Cleveland,O.	ColumbiaTrans-portationCo.(John T.Kelly,*Mgr.*)	413·2	48·0	24·0	Wilmgton (Del.)	T.3Cy.23″,41″&66″–42″ NB06 282NHP		
116723	(*ex*SirHenryBessemer)									*WB*			Utd.States	GlobeIW.Co.Cleveland,O		
	Mchy.Aft 1*Dk2trB*	2709														
79584	**Michael J. Goulandris**	6669	✠100A1 *Shelter dk*	Ant	*a*†	CL	1921	W.Doxford &Sons,Ld. Sunderland	TheHeirs of the late MichaelJ. Goulandris (GoulandrisBros. *Mgrs.*) *Intermedi*	420·0	54·0	34·3	Andros Greek	T.3Cy.27″,44½″&75″–54″ (*s*) 1801b 577NHP	37 ″ 0	
251	(*ex*LinaL.D.–37, *ss*Shl.No.3–10,33	8315		Dis Rot		3,37	10mo								s 8 ″ 11½	
SVUW	(*ex*Hallgyn) 1*Dk(Stl)&Shelter dk(Stl*	4164	*withfreeboard*				*Lloyd's*	*sA&CP*		FK			*ptCem*	3SB,*9cf*,GS189,HS8530 FD	28 ″ 4	
	D.F. *ss*Pir.No.1–38	-	3,39 3,37	✠LMC6,38									1*BHtoShdk*	W.Doxford&Sons,Ld.Sld.		
			4S10,33	S1									5 ,, ,, *U* ,,			
			Fitted for oil fuel 9,21			*F.P. a*				*dispensed with*						
									*CellDB*360′1156*t*	*MT*15′606*t*	*FPT*10	5*tAPT*231*t*				
79585	**Michael Jebsen** (P)	2318					1927	Howaldts-werkeA.G. Kiel	RhederiM.Jebsen A/S (J.F.C.Jebsen *Mgr.*)	281·2	41·9	21·9	Aabenraa Danish	T3Cy.20″,32⅝″&54⅛″–37⅞″ 180NHP		
		2061								P22′B81′F38′						
OZEC	2*Dks*	1343								*WB*				HowaldtswerkeA.G.Kiel		
79586	**Michael L. Embiricos**	5202	✠100A1	Npt	*y*	CL	1918	Caird&Co. Ld. Greenock	S.G.Embiricos	400·3	52·3	28·5	Andros Greek	T.3Cy.27″,44″&73″–48″ (*s*) 1801b 490NHP	31 ″ 0	
89	(*ex*WarMalayan) *ss*Nwc.No.3–3,29	4755	7,38 9,36	Bkn		5,36	6mo								s 5 ″ 11½	
SVCO	*ss*Bkn.No.2–38 ~~*ss*Blu.No.1–32~~	3130	~~3,38~~	~~LMC~~		6,38	*Lloyd's*	*sA&CP*	*CellDBa*150′ *f*180′1059*t*	P50′B113′F39′	FK		*7BHptCem*	3SB,*9cf*,GS190,HS7020 FD	25 ″ 3½	
	1*Dk(Stl)*			~~S7,38~~							*FPT*123*t*	*APT*90*t*		Caird&Co.Ld.Greenock		
79587	**Michael Livanos**	4774	✠100A1	Hpl	*a*†	CL	1938	W.Gray& Co.Ld. WHartlepool	~~S.G.Livanos~~ TheofaneMari-timeCo.Ltd(N.G. Livanos,*Mgr.*)	419·2	56·7	25·3	Chios Greek	T.3Cy.22½″,39″&65″–45″ 225lb (*s*) 463NHP	27 ″ 10	
139		4379	*withfreeboard*	~~Shl~~ Rot			4mo			431·1(O.L.)			*7BHCem*	2SB(Spt&FD)&1AuxSB,	s 3 ″ 0	
SVXG	D.F. E.S.D. 1*Dk&Shelter dk*	2843	~~4,36 4,36~~	~~LMC4,38~~			*Lloyd's*	*sA&CP*		F35′	FK		*Coll to Sh dk*	8*cf*,GS147,HS7135	25 ″ 1	
	Cruiser Stern		3,39										6 ,, *2nd* ,,	Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl.		
									*CellDB*365′1200*t*	*FPT*198*t*	*APT*200*t*					
79588	**Michael Tracy** (*ex*CoteBlanche)	2351			...		1919	Gt.Lakes Eng.Works Ecorse,Mich.	M.&J.Tracy,Inc.	253·4	43·7	25·1	NewYork Utd.States	T.3Cy.21″,34½″&57″–42″ 284NHP	27 ″ 6	I
217268		1855								P115′F26′						
WMEE	*Mchy.Aft* Sub.Sig. 1*Dk*	1433								*WB*	FK			Gt.LakesEngWrksDetroit		
79589	**Michalakis** (*ex*Barracoo–33)	5234	✠100A1	Alx	*y*	CL	1919	R.Thomp-son&Sons,Ld. Sunderland	N.Eustathiou&Co.	400·3	52·3	28·5	Syra Greek	T.3Cy.27″,44″&73″–48″ (*s*) 1801b 517NHP	31 ″ 0	
262	*ss*Apl.No.3–11,33	4755	10,37			9,37	12mo								s 5 ″ 11½	
SVKZ	*ss*Alx.No.1–37	3155		✠LMC			*Lloyd's*	*sA&CP*	*CellDB*	P49′B113′F39′	FK		*7BHCem*	3SB,*9cf*,GS189,HS7668 FD	25 ″ 3½	
	2*Dks(Stl)*		BS5,37 6,	MS10,37						340′1057*t*	*FPT*137*t*	*APT*213*t*		N.E.MarineEng.CoLd.Sld		
79590	**Michalios** (*ex*Julia–35,	3742					1908	Akt.Ges. "Neptun" Rostock	XilasBros.	351·8	50·2	15·4	Syra Greek	T.3Cy.22⅛″,36⅜″&60⅜″–41⅜″ 231NHP		G
281	*ex*Nordsee,*ex*Estremadura,	3396								P24′B216′F43′	23·4					
SVGL	*ex*SantaUrsula) 1*Dk&Spar dk*	2196								*WB*				A.G."Neptun,"Rostock		
79591	**Michi Maru**	1384					1914	Tochigi Zosensho, Koyaki	TochikiShoji K.K.	245·0	34·0	20·5	Kobe Japanese	T.3Cy.19″,31″&50⅜″–36″ 151NHP		
17381		1224														
	1*Dk*	736								*WB*				OkamatoKosakusho,Osaka		
79592	**Michigan**	6924					1906	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo.*Mgrs*)	530·0	56·2	32·0	Wilmgton (Del.)	T.3Cy.23″,37″&63″–42″ Great 257NHP		R
203206	*Mchy.Aft*												Utd.States	LakesEng.Works,Detroit		
KFLN	D.F. 1*Dk*	5476								*WB*						
79593	—	6419	✠100A1 *Shelter dk*	Hav	*a*†	CL	1920	JL.Thomp-son&Sons,Ld. Sunderland	Cie.Générale Transatlantique	412·5	55·5	34·4	Havre French	T.3Cy.27″,45″&75″–54″ (*s*) 1801b 564NHP	37 ″ 0	
	*ss*Hav.No.3–10,34	6152				N11,36	4mo						*Cem*		s 8 ″ 0½	
FNSZ	1*Dk(Stl)&Shelter dk(Stl*	4023	*withfreeboard*				*Lloyd's*	*sA&CP*		F36′*onShelter dk*	FK		*nBHtoShdk*	4SB,*12cf*,GS260,HS9760	28 ″ 6	
	D.F. *ss*Hav.No.1–38		~~3,38 4,37~~						*CellDB*366′	1361*t DTa*27′1028	*t*	*Collisio*	6 ,, ,, *U* ,,	J.Dickinson&Sons,Ld.Sld.		
			~~T3,37~~	✠LMC							*FPT*154*t*	*APT*88*t*				
79594	—	5594					1919	Columbia RiverSBCorp Portland,Or.	StatesSteamship Co.	410·0	54·2	27·6	Portlnd Or Utd.States	DR Geared Steam Turbine GeneralElectricTurbineCo Schenectady,N.Y.		R
218750	(*ex*WestHartland) *Fitted for oil fuel*									P44′B115′F46′						
KEGS	2*Dks*	3476								*WB*						
79595	—	3739					1903	Chicago S.B.Co. Chicago	GreatLakesDredge &DockCo.	~~370·0~~	~~48·0~~	24·0	Duluth	T.3Cy.20″,33½″&55″–40″ 191NHP		
127752	(*ex*CharlesM.Warner)									F44′	48·2		Utd.States			
WNJZ	*Mchy.Aft* 1*Dk2trB*	2707								377·0			*WB*	ChicagoS.B.Co.Chicago		
79596	— TwinSc	1040	✠ A1	NYk		~~8,38~~	1921	McDougall DuluthS.BCo Duluth,Minn.	MichiganAtlantic Corporation	254·0	36·0	14·0	NewYork Utd.States	Oil Engines 2S.C.SA	14 ″ 0	
221467	(*ex*I.L.I.105–36, *Oil Eng.*	956	*Self-propelled Barge*			12,38	7mo									
	*ex*Interwaterways *ss*Clv.No.3–4,35	797	9,38 ~~3,38~~	LMC4,39						FK			5*BHCem*	12Cy.10″–12½″ 211NHP NDB35–*100lb* NE4,27		
	LineIncorporated105–32) 1*Dk(Stl)*		DBS4,39 ~~4,36~~				*Lloyd's*	A&CP		*Side ta*				FairbanksMorseCo.Beloit, Wis.		
	Mchy.Aft		*For service between New York Port Huron & Montreal via Erie & Welland Canals Carrying liquid caustic soda in deep tanks in Nos.* 2,4&6*holds*													
79597	**Michurin** TwinSc3Mst	3908	✠ ——	Gls	*x*		1923	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	364·0	52·2	24·1	Odessa Russian	Oil Engines 4S.C.SA	26 ″ 11	
	(*ex*G.Yagoda–37, *Oil Eng.*	3298	2,34				11mo			P&B225′F88′	FK		6*BHpt Asp*	12Cy.24 7/8″–38⅜″ 695NHP		
UOXT	*ex*Enukidze–35. *ss*Gls.No.2–31	2041	✠										140′	Richardsons,Westgarth& Co.Ld.Hpl.		
	*ex*Castilian 1*Dk(Stl)*2*nd dk(Stl*									*Duct keel amidships*			*s*39′88*t DTf*	29′590*t FPT*80*t APT*67*t*		
	Prince–33,*ex*Sycamore) *in forward holds*								*CellDB*270′1164*t*	*DTa between tunnel*						
	Well deck Sub.Sig. *Cruiser Stern*															
79598	**Mickleton** 3Mst	777	✠100A1	Gmh	*j*	CL	1921	Cook,Wel-t'n&Gemmell Ld. Beverley	WesternNav.Co. Ld.(Wm.S.Scott& Co.*Mgrs.*)	180·4	30·1	11·7	Hull British	T.3Cy.14½″,24″&40″–27″ (*s*) 180lb 109NHP	14 ″ 0	
144084	*ss*Hul.No.1–38 *ss*Bwg.No.3–6,34	541	~~10,37~~ 11,38	Hul		12,37	8mo			160′B11′F23′	FK		3*BHCem*	2SB,*4pf*,GS64,HS1950	s 3 ″ 11½	
MKSL	*Well deck* *Mchy.Aft* 1*Dk(Stl)*	364	BS6,37	✠LMC			*Lloyd's*	*sA&CP*	*CellDB*	*Rf*99155*t FPT*52*t*			*APT*34*t*	C.D.Holmes&Co.Ld.Hull	13 ″ 7½	
	Cargo battens not fitted		6,38	3(S)11,38												
79599	**Midas** (*ex*EllaHalm) TwinSc	962					1925	F.Schichau Elbing	West-Indische Scheeps.Maats.	221·1	33·7	13·5	Curaçao Dutch	T6Cy.11″18 7/16″&29 1/16″–19 7/16″ 75NHP		V
		804								Q66′B53′F23′						
PJBD	Wireless 1*Dk*	535								*WB*				F.Schichau,Elbing		
79600	**Middlesbro'**	989	✠100A1	Mdb	*n*	CL	1924	Hawthorn, Leslie&Co.Ld Newcastle	Tyne-TeesSteam ShippingCo.Ld.	225·2	32·2	14·3	Newcastle British	T.3Cy.19″,31″&50″–33″ (*s*) 180lb 185NHP	16 ″ 6	
148093	*ss*Mdb.No 3–6,37	725	7,38 ~~6,37~~			~~5,37~~ 7,38	10mo								s 1 ″ 7½	
MNBJ	1*Dk(Stl)*	403		~~LMC~~			*Lloyd's*	*sA&CP*	*CellDBuE*19′*f*115′1	Q96′B13′F29′	FK		1*BHCem*	2SB,*6cf*,GS110,HS3262	15 ″ 0½	
	Well deck		BS7,38							58*tDTa at sides of tunnel*31′105*t*			*ptCem*	ShieldsEng.Co.Ld.N.Shl.		
79601	**Middlesex**	8703	✠100A1	Gls	*d*†	CL	1920	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle	FederalStm.Nav. Co.Ld.	460·0	62·8	35·2	London British	2Steam'TurbinesDRgeared to 1 Sc. Shaft	37 ″ 9	
145237		8185	*Shelter dk*	Nyk		1,38	9mo								7″10⅜	
GDQB	*ss*Fal.No.3–1,33	~~5450~~	*withfreeboard*							B268′F50′*on*	FK		*ptCem*	180lb (*s*) 1252NHP	30 ″ 0½	
	*ss*Liv.No.1–37	6251	~~7,38 2,38~~ 3,39							*Shelter dk Collision*			*BII to Sh dk*	5SB,*20cf*,GS401,HS16575FD		
	2*Dks(Stl)&Shelter dk(Stl)*		BS1,38										6 ,, ,, *U* ,,	Swan,Hunter&Wigham		
	D.F. *Ref.Mchy.* *Cruiser Stern*		Lloyd's R				*Lloyd's*	*sA&CP*						Richardson,Ld.Nwc.		
				3,39					*CellDB*	386′1446*t FPT*115*t*			*APT*23*t*			
			Fitted for oil fuel 4,25			*F.P. a*										
										bove 150° F.						

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks &c.	4 Registered Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned more than 4 years. Engines surveyed. Boilers surveyed. Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	8 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard (amidships). Corresponding draught. *ft.* *in.*	15 Registers in which classed. If not in L.R. Dates of Trade Certs.
79602	**Middlesex**		4727					1912	New York S.B.Co. Camden, N.J.	CoastwiseTransportationCorp.	369·0 P80	50·1 B17	28·0 F33′	Prtlnd,Me. Utd. States *WB*	T.3Cy.23½″,38½″&67″–45″ 301NHP New YorkSB.Co.Camden,NJ		R
210644	*Mchy.Aft*	1 *Dk*	4169														
KGGO			2780														
79603	**Middleton** (*ex*Darcolm–37)		4297	✠100A1 Ant		*y*	CL	1935	Wm.Hamilton&Co.Ltd. PortGlasgow	MiddletonS.S.Co. Ltd.(LambertBros. Ltd.,*Mgrs.*)	390·0 402·7(o.l.) F31′	53·0	24·7 FK	London British *WB*	T.3Cy.25″,38″&70″–18″& exhaust turbine driving steam compressor 200lb (*s*) 476NHP 3SB,9*ef*,gs186,hs7335 J.G.Kincaid&Co.Ld.Grk.	27 ″ 2 2″10½ 24 ″ 6	
164017			1033	*withfreeboard Cff*			10.37	3mo									
GYFR	D.F.	1 *Dk&Shelter dk*	2603	6,38 ~~10,37~~ ✠LMC3,35				*Lloyd'sA&CP*		*CellDB332′1141t*	*FPT153tAPT125t*			5 „ *2nd* „)			
79604	**Midland Prince**		6439					1907	Collingw'd S.B.Co. CollngwdOnt.	CanadaSteamship Lines,Ld.	474·0	55·0	27·0	MidlndOnt British *WB*	T.3Cy.23″,38½″&63″–42″ 257NHP CollingwoodS.B.Co.		R
116669	(*Self-Unloader*)		6038														
VGMP	D.F GyC.		4244														
79605	**Midnatsol** Ⓟ		978					1910	Bergens Mek.Værks. Bergen	DetBergenske Dampskibsselskab	202·8 H118*t*	31·1	19·8	Bergen Norwegian *WB*	T.3Cy.19″,30″&52″–33″ 155NHP BergensMek Værks Bergen		
LELR	Wireless	1 *Dk§Awng dk2trB*	860														
			505														
79606	**Midori Maru** Ⓟ		5827	✠ ... Nag		*y*		1919	Kawasaki Dkyd.Co.Ltd Kobe	TochikiShojiK.K.	385·0	51·0	36·0 FK	Kobe Japanese	T.3Cy.26″,43½″&72″–48″ 440NHP 2SB(Spt)&1AuxSB,*8cf*,	36 ″ 0	
25492	(*ex*CapeTown	*ss*Yka.No.3–6,34	5580	*Awng dk*										*Coll*	gs154,hs5636		
JBRD	Maru–36)	2 *Dks*(*Stl*)*§Awng dk*(*Stl*)	4228	2,38 ✠						*Cell D1334′1118t*	*FPT126tAPT93t*			5 „ „ *U dk*	KawasakiDkydCo.LdKobe		
		Fitted for oil fuel															
79607	**Midsland**		1089	✠100A1 Rot		*n*	06	1915	Maats. Fyenoord Rotterdam	Scheepv.en SteenkolenMaats.	224·8 Q72′B55 F22′	33·2	14·3 FK	Rottrdam Dutch	T.3Cy.17½″,29″&46″–36″(r) 180lb (*s*) 1134NHP	15 ″ 1 s 1 ″ 0½	
	*ss*Rot.No.3–10,34		758	5,38 ~~3,37~~			12.35	10mo						4 *BHCem*	2SB,4*cf*,gs78,hs2620	14 ″ 2½	
PFZL	*Well deck*	1 *Dk*(*Stl*)	608	BS ~~10,37~~ ✠LMC10, 11,38			4.38	A&CP	W	*B=Cell DBa58′u E&B*	*E19′f98′301t FPT*			17t *APT12t*	Maats.Fyenoord.Rot.		
79608	**Midway**		979					1920	Pacific Cst. S.B.Co. Bay Point,Cal	TideWater AssociatedOilCo.	193·5	38·0	15·1	S.Frncisco Utd. States	C.2Cy.16″&34″–24″ TheHallideCo. 53NHP Spokane,Wash.		
220920		*Fitted for oil fuel*	—														
	Mchy.Aft	*Carrying oil in bulk*	586														
79609	**Midzuho Maru** Ⓟ	TwinSc	8506	✠100A1 Kob		*c*†	CL	1912	Russell& Co. PortGlasgow	OsakaSyosenK.K.	459·5 F45′	58·2	36·8 FK	Osaka Japanese	Q.sCy.24½″,35″,50″&72″–51″ 2150lb (*s*) 1134NHP	39 ″ 6 s 13 ″ 10½	
31569	(*ex*InfantaIsabel)	*ss*Nag.No.3–3,27	7277	*Shade dk*			s2.35	9mo						7 *BHCem*	3Dk&2SB30*cf*,gs572,hs20610	26 ″ 1	
JTLB		*ss*Kob.No.2–35	5195	3,37 ✠LM...			P2.37	*Lloyd'sA&CP*		*Cell DBa133′u E&B*	*77′f176′1169t FPT*			98t *APT77t*	D.Rowan&Co.Glasgow		
		3 *Dks*(*Stl–Uws*)*§Shade dk*(*Stl–ws*)															
[illegible]	"Mizuho Maru," *see Nat.Shipbuilding No.Should*																
79610	**Mie Maru** (*ex*MiyeMaru–38)		2914				...	1920	TobaShipyard Toba	KinkaiYusenK.K.	305·0 P23′B92′F33′	43·7	27·2 FK	Tokyo Japanese *WB*	T.3Cy.23″,38″&64″–48″ 352NHP TanakaEng.Co.Osaka	27 ″ 3	
27312			2673														
JIZB		2 *Dks*	1761														
79611	**Mieres** (*ex*CeferinoBallesteros,		2884	✠ ... Bbo		*l*		1896	W.Pickersgill&Sons Sunderland	Soc.Anon.Fabrica deMieres	310·0 *P27′Q42′*	42·9	19·2 FK	Gijon Spanish	T.3Cy.21½″,36″&60″–42″ NDB13 245NHP	21 ″ 9	
	*ex*Rosario,	*ss*Bbo.2ndNo.3–12,21	2116	5,34				5mo						6 *BHCem*	2SB.6*pf*,gs98,hs3865		
EAFY	*ex*KendalCastle)	*ss*Bbo.No.2–31	1747	✠						*CellDB*	*a96′u E&B44′f120′*			647t *APT38t*	G.Clark,Ld.Sunderland		
		1 *Dk*(*Stl*)*§deep framing*															
		§pt Awng dk(*Stl*)															
79612	**Miervaldis** (*ex*Kingsdon,		1236				...	1904	ClydeS.B. &E.Co.Ld. Pt Glasgow	Stahl&Co. (D.Thomsons, *Mgr.*)	234·6 Q89′B46′F30′	36·1	14·9 FK	Riga Latvian *WB*	T.3Cy.19¼″,31″&51″–36″ 167NHP ClydeS.B.&E.Co.Ld. P.Gls	17 ″ 3	C
143	*ex*St.Edmund)		1017														†
YLDT	*Well deck*	1 *Dk§deep framing*	719														
79613	**Mies**		309	✠100A1 Rot		*d*	~~3.38~~	1933	N.V.Industrieele Maats. "De Noord" Alblasserdam	N.V.Motorschip "Mies"(J.Vermaas Scheepvaartbedrijf N.V.)	131·9 Q26′F16′	23·5	8·8 FK	Rottrdam Dutch	Oil Engines 4S.C.SA 4Cy.11″–17½″ 47NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	9 ″ 6 s ″11½ 8″ 7½	
	*ss*Rot.No.1–36		227	~~3.38~~			3.39	2mo						3 *BHCem*			
PFZO		*Oil Eng.*	222	✠LMC12,36 (M)4,38				*Lloyd'sA&CP*		*CellDB f28′28t FPT*				0t *APT4t*			
	Cruiser Stern	1 *Dk*(*Stl*)															
	Mchy.Aft	*Cargo battens not fitted*															
79614	**Mifuku Maru**		1206					1918	Matsuo Magohashi Koyaki	Tsurumaru Hirotaro	200·0	33·0	20·1	Kobe Japanese *WB*	T.3Cy.14¼″,24½″&40″–30″ Matsuo 88NHP Magohashi,Nagasaki		
22394			1025														
JEGC	Wireless	1 *Dk*	661														
79615	**Migliarino**	WoodAuxBkn	391					1920	Flli Picchiotti Viareggio	L.G.Tomei	139·4	30·1	14·9	Viareggio Italian	Oil Engines 2S C.SA 3Cy.8½″–14½″ 39NHP Emade32*fitted*35 Akt.Burmeistr&Wain,Cpn		I
498	(*ex*Sailing Vessel)	*Oil Eng*	—														
IQVM		1 *Dk2trB*	312														
	(*See Sailing Ship Register*)																
79616	**Migrante**	TwinSc	348	✠100A1 Sou			CL	1927	ClydeS.B. &Eng.Co.Ld. PortGlasgow	F.G.T.Dawson	128·0 B57′F24′	24·2	11·3 BK7½″	Greenock British	Oil Engines 4S.C.SA 12Cy.10½″–16½″ 136NHP		
149387	(*ex*Audacieux–38,	*ss*Msl.No.2–36	235	4,38			2.38	11mo						5 *BHpt Cem*			
MMJK	*ex*Victrix–36,	AnnualSurvey Msl.2,37	201	✠LMC12 ✠LMC11				*Lloyd'sA&CP*			*DTa85tFPT*			*pt Asp* 3t *APT16t*	Maschfbk.Augsburg-Nürnberg,Augsburg		
	*ex*Migrant)	(*Yacht*) *Oil Eng.*															
	Wireless	1 *Dk*(*Teak*)															
79617	**Miguel de Larrinaga**		5231					1924	F.Schichau Danzig	LarrinagaS.S.Co. Ld.	388·4 P29′F36′	53·0	29·8	Liverpool British *WL*	T3Cy25⅝″,43⅝″&70⅛″–47¼″ 345NHP F.Schichau,Elbing		C
147287			1855														
GKXJ		2 *Dks*	3197														
79618	**Mihara Maru** Ⓟ		697					1925	KobeWrks. Mitsubishi Zosen Kaisha Ld. Kobe	SetsuyoSyosen K.K.	170·0	28·6	18·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.18¾″–27″ 195NHP Vickers,Ld.Barrow		
30369		*Oil Eng.*	576														
JMSE		2 *Dks*	379														
79619	**Miharu Maru** (*ex*Oyama-Maru–38,		3857				...	1899	Sunderlnd S.B.Co.Ld. Sunderland	SugayaK.K.	356·0 P38′B92′F16′	45·2	18·7 26·5 FK	Kobe Japanese *WB*	T.3Cy.24″,40″&64″–42″ 292NHP N E MarineEng.Co.Ld.Sld	29 ″ 4	
33998	*ex*Tsurugi san Maru.*ex*Cardiganshire)		3450														
JCPC		1 *Dk§Spar dk§deep framing*	2371														
79620	**Miho Maru** Ⓟ		515					1913	Osaka Iron Works Osaka	ChishimaKisen K.K.	163·4	25·9	14·4 *WB*	Kobe Japanese	T.3Cy.12″,20″&34″–22″ 54NHP OsakaIronWorks,Osaka		
15870			457														
JCPG	Wireless	1 *Dk*	283														
79621	**Miikesan Maru**		3179	✠ ... Kob		*l*		1910	OsakaIron Works,Ld. Innoshima	SugayaK.K.	305·0 P19′B82′F32′	43·7	27·2 FK	Kobe Japanese	T.3Cy.22″,37″&61″–42″ 288NHP 2SB,6*cf*,gs90,hs3824	27 ″ 3	C
19215		*ss*Kob.No.3–11,29	2757	5.35				6mo						5 *BHCem*			†
JBID		*ss*Kob.No.1–34	1961	✠						*CellD*	*Ba§uE101′f138′47t*		*DTa25′534t FPT*	79t *APT20t*	OsakaIronWrks.Ld.Osaka		
		2 *Dks*(*Stl*)*§Web frames*															
		Longitudinal framing															

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné ou information rapide. Lettre d'appel.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où cotée, si ce n'est dans la G.B.
79622	**Mijdrecht**		7493	✠100A1	Rot	*b*†	CL	1931	NV Rotter-	N.V.Maats.Motor-	440·3	58·7	35·0	Rottrdam	Oil Engines 4S.C.SA	34 ″ 11	
6720			1,30 ~~2,36~~				2mo	damDroogd.	schip "Mijdrecht"				Dutch	8Cy.29½″–59⅞″ 652NHP	s 7 ″ 9⅜	
PGBP		~~ssRot.No.2-39~~	4398	~~+LMC C~~				Maats.	(N.V.Phs.Van	P110′F44′		FK	12*BH*	2DB*142lb*	27 ″ 3½	
	Mchy.Aft	*Cruiser Stern*		~~D1332,38~~ 12,39				Rotterdam	Ommeren'sSheepv.					Harland&Wolff,Ld.Gls.		
	1*Dk(Stl)*2nd dk(Stl) in way of mchy.			*Carrying Petroleum in bulk*				*Lloyd's*A&CP	Bedrijf,*Mgrs.*)	*Cell D Bu E32′59t*			*DT f′25′243t*	*FPT220t APT136t*		
	D.F.	*spaces& Web frames Longitudinal framing at bottom & at deck*		DB81,39	+LMC1,39											
79623	**Mijer**		1873					1914	Wrf.voorh.	Koninkl.Paketv.	278·2	41·2	16·8	Batavia	Oil Engines4S.C.SA		V
		Oil Eng.	1716						Rijkee&Co.	Maats.	P34′F30′			Dutch	6Cy.22″–39⅜″ 280NHP		
PKQR		1*Dk*	1128						Rotterdam				*WB*		NedFb.v.Wrk&Spoor,Ams		
79624	**Mikage Maru** Ⓟ (*ex*Iran,*ex*Paroo)		2761			…		1897	Russell&	MukoKisenK.K.	315·6	40·1	14·6	Mikage	T.3Cy.25″,40″&64″–45″	24 ″ 6	
28556			2231						Co.		B92′ FK	22·1		Japanese	291NHP		
JUEB		1*Dk&Spar dk&deep framing*	1685						PortGlasgow		P36′*Shade dk a*24′ F35′*Shade dk f*28′			*WB*	Hutson&Son,Glasgow		
79625	**Mikage Maru No. 2**		617					1935	Mihara	MukoKisenK.K.	170·0	28·0	14·9	Mikage	Oil Engines 4S.C.SA		
40713		*Oil Eng.*	—						S.B.Yd					Japanese	6Cy.14$\frac{7}{16}$″–20⅞″ 118NHP		
JGJJ		1*Dk*	401						Osaka				*WB*		HanshinTekkosho,Kobe		
79626	**Mikage Maru No. 3** (*ex*Mifune		3111					1928	KobeSteel	MukoKisenK.K.	330·5	46·7	25·0	Mikage	T.3Cy.22″,37″&61″–42″		C
33188	Maru)		2775						Works		P25′B93′F35′			Japanese	241NHP		
JAYC		1*Dk*	1843						Harima				*WB*		KobeSteelWorks,Kobe		
79627	**Mikage Maru No. 5** (*ex*Kratos)		3532			…		1904	W.Gray&	MukoKisenK.K.	340·0	49·1	22·8	Mikage	T.3Cy.25$\frac{3}{16}$″,40$\frac{1}{8}$″&67″–45′	25 ″ 3	C
29806			3216						Co.Ld.		P27′B100′F32′			Japanese	335NHP		†
JPLA		1*Dk&deep framing*	2190						WHartlepool				FK *WB*		Cen.Mar.Eng.Wrks.WHpl		
79628	**Mikage Maru No. 8**		3392			…		1912	J L Thomp-	MukoKisenK.K.	342·0	49·1	22·9	Mikage	T.3Cy.24″,40″&65″–42″	25 ″ 4	C
31738	(*ex*Shakespear)		3133						son&Sons,Ld		P39′B94′F34′			Japanese	294NHP		†
JHMB		1*Dk*	2567						Sunderland				FK *WB*		Blair&Co.Ld.Stockton		
79629	**Mikage Maru No. 18**		4319					1937	Mitsubishi	MukoKisenK.K.	360·0	50·0	29·0	Mikage-	1 DR gearedSteamTurbine		C
42636			—						JukogyoK.K		P25′B105′F32′			Chyo	383NHP		
JNHL		*Cruiser Stern* 1*Dk*	2556						Kobe				*WB*	Japanese			
79630	**Mikasa Maru** Ⓟ		3143					1928	Yokohama	NipponYusenK.K.	325·0	46·0	27·0	Tokyo	T.3Cy.23″,38″&64″–48″		C
33636			2700						DockCo.		P29′B87′F38′			Japanese	284NHP		
JQNB		2*Dks*	1877						Yokohama				*WB*		YokohamaDockCo.Yka.		
79631	**Mikhail Frunze**		2357			…		1928	Sevastopol	U.S.S.R.	277·3	43·2	20·3	Leningrad	T.3Cy.17¾″,29½″&48$\frac{7}{16}$″–	22 ″ 8	
			1911						MarineWks.		P14′B58′F26′			Russian	35$\frac{7}{16}$″ 192NHP		
UNIA	Sub.Sig.	1*Dk*	1231						Sevastopol				FK *WB*		BalticS.&E.Wks.Leningrd		
79632	**Mikoyan**		2332	✠ ——	Len	*s*		1929	BalticS.B.	U.S.S.R.	284·8	43·1	20·5	Vladvostk	T.3Cy.17$\frac{15}{16}$″,29$\frac{1}{8}$″&48$\frac{7}{16}$″–	22 ″ 7	
			2013	8,33				12mo	&Eng.Works		P18′B75′F32′		FK	Russian	35$\frac{7}{16}$″ 193NHP		
UNIH	Sub.Sig.	1*Dk(Stl)*	1296	✠					Leningrad		*Cell D B228′554t FPT*			4*BHpt Cem*	2SB,4*cf*,GS64,HS2690		
														APT86t	BalticS.B.&E.Works,Len.		
79633	**Mikuni Maru** Ⓟ		982					1918	Kawasaki	KitaNipponKisen	194·0	32·0	19·0	Amino	T.3Cy.15″,25″&42″–30″		
22280			840						Zosensho	K.K.				Japanese	97NHP		
JEXB	Wireless	2*Dks*	560						Kobe						KawasakiZosensho,Kobe		
79634	**Milan Maru**		5467	✠ …	Kob	*z*	CL	1920	AsanoS.B.	IshiharaSangyo	400·0	53·2	29·4	Fuchu	T.3Cy.26″,43½″&72″–48″ (*s*)	32 ″ 0	
27178		*ss*Nag.No.3–11,34	4996	1,39			11,35	7mo	Co.	KaiunKaisha,Ld.				Japanese	200lb 513NHP	~~3 ″ 6~~	
JMYD		2*Dks(Stl)*	3409	~~+LMC(+Tm~~					Tsurumi		P33′B124′F41′ FK			6*BH Cem*	3SB,9*cf*,GS175,HS7376 FD	~~25 ″ 10~~	
									A&CP		*Cell D B339′941t*			*APT28t*	KobeSteelWorks,Kobe		
79635	**Milano** Ⓟ	TwinSc	4028					1913	Cant.Nav.	"Tirrenia"Soc.	361·6	44·7	24·4	Naples	T.6Cy.21½″,34½″&59$\frac{7}{16}$″–41⅜″		I
429		*Fitted for oil fuel*	—						Riuniti	Anon.di Nav.				Italian	Soc.Esercizio 454NHP		
IBCW	D.F.	2*Dks8trB*	2225						Spezia				*WB*		Bacini,RivaTrigoso		
79636	—	WoodAuxBkn	379					1919	E.Picchi-	Soc.Anon	142·3	30·2	14·4	Rome	Oil Engines 2S.C.SA		I
43′	(*ex*SailingVessel–37)	*Oil Eng.*	—						otti	Sbarchi				Italian	4Cy.8½″–10½″ 48NHP		
IQVS		1*Dk2trB*	334						Viareggio	Imbarchi					*Emade & fitted*37		
	(*See Sailing Ship Register*)									e Trasporti					SulzerBros.Ld.Winterthur		
79637	**Mildred**		540	100A1				1938	N.V.Indus-	N.V.Tank Kust-	177·3	27·7	11·2	Rottrdam	Oil Engines 4S.C.SA		
		Oil Eng.	425	(*Class Contemplated*)					trieeleMaats.	vaartMaats.	Q61′F31′			Dutch	8Cy.11″–17½″		
	Wireless	*Cruiser Stern*	265						"DeNoord"				*WB*				
	Mchy.Aft			*Carrying Petroleum in bulk*					Alblasserdam								
															Humboldt-Deutzmotoren,		
															A.G.Köln-Deutz		
Should be "Port Lyautey," see No. 89569 in Supplement																	
79638	**Mildura** (*ex*Enoggera)		3478	✠100A1	Syd	*v*	CL	1920	H.M.Dock-	Australasian	331·0	47·7	26·1	Melbourne	T.3Cy.25″,41″&68″–45″ (*s*)	26 ″ 1	
130164		*ss*Syd.No.3–9,33	3013	*Shelter dk*			~~1,05~~	12mo	yard	UnitedStm.Nav.	340·8(O.L.)			British	190lb 519NHP	s 2 ″ 4⅜	
VJGP		*ss*Syd.No.1–37	2003	*with freeboard*			1,39		Newcastle.	Co.Ld.			FK	*Cem*	3 Water Tube Boilers FD	23 ″ 11	
		1*Dk(Stl)*& *Shelter d*k(*Stl*)		1,39 ~~1,06~~	+LMC				N.S.W.					*Collision*	HS8289		
	Longitudinal framing	& *Web frames*		MS1,37	BS~~6,37~~ 1,38				A&CP	*Cell D B277′884t*	*FPT118t APT204t*			*n BH to S dk*	H.M.Dockyard,Nwc NSW		
79639	**Mile End**		859	✠100A1	Shl		CL	1911	W.Dobson	CommercialGasCo.	165·6	38·0	14·5	London	T.3Cy.17½″,29″&48″–33″ (*s*)	15 ″ 4	
132561		*ss*Shl.2ndNo.3–9,36	664	8,38 ~~9,37~~			9,37	7mo	&Co.Ld.					British	180lb 165NHP	s 1 ″ 4½	
MDPC		1*Dk(Stl)*	442	BS~~9,37~~	+LMC9,36				Newcastle		B44′F18′		FK	4*BH Cem*	1SB,4*cf*,GS81,HS2851	14 ″ 2	
		Cargo battens not fitted		8,38				*Lloyd's*A&CP							MacColl&Pollock,Ld.Sld.		
								WL = Cell D Ba		*48′uE12′f65′171tD*	*Tank in Engine Ro*			*om Stbd* 17′ *P*	*ort*21′123t*FPT*23t*APT*18t		
79640	**Milena**	WoodAux4MstSr	757					1918	Bagdad	Industria	180·5	35·7	16·4	Aveiro	Oil Engines 2S.C.SA		
	(*ex*Sailing Vessel	*Oil Eng.*	664						S.B.	Aveirense de Pesca,				Portuguese	4Cy.9$\frac{1}{8}$″–16$\frac{9}{16}$″ 68NHP		
CSKS	Burkeland–35) *Mchy.Aft*	1*Dk2trB*	583						Milton,Fla.	Ltda.					*Emade&fitted*36		
	(*See Sailing Ship Register*)														Atlas-DieselA/B,Skm		
79641	**Mill Hill** (*ex*Peebles–36,		4318	✠100A1	Bkn	*x*	CL	1930	W.Doxford	MillHillS.S.Co.Ld.	370·4	52·9	24·9	Newcastle	T.3Cy.25″,41″&68″–45″ (*s*)	27 ″ 2	
161390	*ex*Gracechurch–38)	~~ssShl.No.1–34~~	4025	1,39 3,38			3,38	4mo	&Sons,Ld.	CountiesShip	384·7(O.L.)			British	180lb 368NHP	s 3 ″ 7¾	
GTJL		*ss*Bkn No. 2–39 1*Dk(Stl)*	2594		+LMC				Sunderland	ManagementCo.	P30′B230′F34′ FK			6*BH Cem*	3SB(Spt)9*cf*,GS187,HS6105	23 ″ 9¼	
	D.F.	*Cruiser Stern*		BS~~7,37~~8,38	MS3,38			*Lloyd's*A&CP		Ld.*Mgrs.*) *Cell*	*DB317′913t FPT13*			*4t APT161t*	G.Clark,Ld.Sunderland		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Allowed now expired Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ft. of Trade Mark
79642 CBTM	**Millabu** (*ex* Atacama-33, *ex* Stad Haarlem) *Special Surveys.*	Twin Msts *ss* Vpo. No. 3-12, 34 2 *Dks* (*Stl*)	3201 2811 1870	✠ 100 A1 [illegible] 4,39 *Fitted for oil fuel*	Vpo	LMC 5, 34	11, 22	1922 11mo *Lloyd's*	W. Gray & Co (1918) Ld. W Hartlepool *A&CP*	Cia. Carbonifera y de Fundicion "Schwager"	310·1 | 46·5 | 23·7 P23'*Ba*23'B84' FK B/23'F32' *Cell DB* 265/758*t*			Valparaiso Chilian	T. 3 Cy. 25", 41" & 68"–45" (*r*) 200 lb 414 NHP 3 SB, 6*cf*, GS 132, HS 5727 FD Cen. Mar. Eng. Wks. W. Hpl	26 " 3 s 4 " 3 22 " 4	
79643 GPSM	**Millais** (*see No. 89979 in Supplement*) Now "Scottish Star," *see No. 89979 in Supplement*	*ss* Liv. No. 1-34 *Ref. Mchy.* 3 *Dks* (*Stl*) & *Shelter dk* (*Stl*) D.F.	7300 4457	✠ 100 A1 *Shelter dk with freeboard* 10,37 MS 1.34	Liv	LMC BS 11,	*b*† CL 11,36	1917 5mo *Lloyd's*	Harland & Wolff, Ld. Glasgow *A&CP*	Blue Star Line, Ld. *Cell DB* 377'1095*t*	434·9 | 55·3 | 35·2 B115'F25'*on Shelter dk* FK			London British	Q 4 Cy 27" 38⅜" 54½" & 78½"–54" 215 lb (*s*) 808 NHP 3 DB (Spt) & 1 Aux SB, 2*Icf*, GS 420, HS 15803 Harland & Wolff, Ld. Bel.	38 " 0 s 9 " 2½ 29 " 3	
79644 TCCG	**Millet** (P) (*ex* Teheran, *ex* Tehran) Sunk by Collision 1939	*ss* Msl. No. 3-5, 95 1 *Dk* (*Irn*) & *Spar dk* 3 *tr B*	1728 1352 1080	✠ 5,95	Msl		*r*	1883 2mo	A. McMillan & Son Dumbarton	Barzilay & Benjamin	259·8 | 36·7 | 15·5 P24'B28'F29' 23·0 BK 8"			Istanbul Turkish	C. 2 Cy. 36½" & 63"–48" 2 DB, 4*pf*, GS 168 229 NHP Denny & Co. Dumbarton		
79645 WKCI	**Millinocket** *ss* Bal. No. 1-38 207579 *ss* Bal. 2nd No. 3-6, 34 1 *Dk* (*Stl*) 2 *tr B* & *Web framing* *Longitudinal framing*	*ss* Bal. No. 1-38 *ss* Bal. 2nd No. 3-6, 34 1 *Dk* (*Stl*) 2 *tr B* & *Web framing* *Longitudinal framing*	3274 2716 2078	✠ 100 A1 1,38 B82,39 *Fitted for oil fuel*	Bal	LMC 2, 38	CL 3,37 12, 22 *F.P. above*	1910 6mo *A&CP*	Maryland Steel Co. Sparro' Pt Md 50° F.	A. H. Bull Steamship Co. Inc. (A. H. Bull & Co. Inc. *Mgrs.*) *Cell DBa* 82'*uE*	317·3 | 44·2 | 23·8 P26'B93'F36' FK 18'*f* 134'485*t*			New York Utd. States 02*t APT* 46*t*	T. 3 Cy. 21⅞", 37½" & 60"–42" (*s*) 180 lb 277 NHP 2 SB, 6*cf*, GS 144, HS 4580 Maryland Stl. Co. Sparr'. Pt.	26 " 6 s 4 " 3½ 22 " 4½	
79646 MDPX	**Millisle** (*ex* Gower Coast-32. *ex* Volhynia) *Well deck* *Mchy. Aft*	3 Mst 1 *Dk*	617 126 255				...	1911	R. Williamson & Son Workington	John Kelly, Ld. (W. Clint, *Mgr.*)	175·0 | 27·1 | 11·1 Q105'B9'F22' BK 7"			Belfast British *WB*	T. 3 Cy. 14", 24" & 40"–27" 110 NHP Ross & Duncan, Glasgow	13 " 4	C †
79647 PKNO	**Milo** *Mchy. Aft*	*Oil Eng.* 1 *Dk*	322 280 247					1919	A Pannevis Alphen a/d Rijn	Nederl. Ind. Tankstoombootmaats.	135·9 | 24·6 | 10·4			Batavia Dutch *WB*	Oil Engines 2 S.C.SA 2 Cy. 15⅞"–17⅜" 88 NHP Kromhout Motoren Fabriek, Amsterdam		C
79648 6796 SGMN	**Milos** (*ex* Brynmead, *ex* Izaston, *ex* William Broadley) D.F.	*ss* Shl. 3rd No. 3-4, 37 1 *Dk* (*Irn*) 2 *tr B* & *deep framing* 3 *Dk rule*	*3058* *2831* *1844*	✠ 100 A1 6,38 4,37	Shl Hbg	LMC 4, 37	CL 3,37	1898 8mo	Blyth S.B. Co. Ld. Blyth	Rederi A/B Helsingborg (O. Hillerström, *Mgr.*) *Cell DBa*	325·1 | 47·0 | 22·4 P27'B74'F34' FK *uE* 130' *f* 180' 701*t*			Hälsingborg Swedish	T 3 Cy 24⅛", 40½" & 65"–42" (*s*) 160 lb NDB 17 280 NHP 2 SB, 1*rf*, 2*cf*, GS 119, HS 4325 Blair & Co. Ld. Stockton	24 " 10 s 4 " 1½ 20 " 11	
79649 DHQZ	— (*ex* Main, *ex* Maria, *ex* Regina)	1 *Dk* & *Spar dk*	2702 2447 1666					1906	Flensburger Schiffsb. Ges. Flensburg	Deutsche Levante-Linie Hamburg A.G.	290·3 | 44·0 | 23·8 P27'B72'F34'			Hamburg German *WB*	T. 3 Cy. 20⅛", 33½" & 55⅞"–37½" 192 NHP Flensburger Schiffsb. Ges.		G
79650 678 SZLK	— (P) (*ex* Moschanthi Togia-33, *ex Yacht* Catania) Wireless	2 *Dks*	598 — 239				...	1895	D & W Henderson & Co. Glasgow	Hellenic Coast Lines Co. Ld.	203·0 | 26·7 | 15·3			Piræus Greek	T. 4 Cy. 18", 28¼" & (2) 32"–27" 126 NHP D. & W. Hendersn & Co. Gls.		
79651 DIDP	**Milwaukee** (P) *Ref. Mchy.* Sub. Sig D.F. GyC.	Twin Sc *Oil Eng.* *Cruiser Stern* 4 *Dks*	16754 12844 9415					1929	Blohm & Voss Hamburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	546·6 | 72·4 | 42·2 B213'F52'			Hamburg German *WB*	Oil Engines 2 S.C.DA 24 Cy. 19⅛"–25½" 3250 NHP Blohm & Voss, Hamburg		G
79652 93265	—	2 *Dks*	3327 — 2424					1902	Chicago S.B. Co. Chicago	Great Lakes Transit Corporation	325·0 | 44·0 | 28·0			Buffalo Utd. States *WB*	T. 3 Cy. 23", 38" & 64"–40" 259 NHP Chicago S.B. Co. Chicago		
79653 LJWY	**Mim** D.F. E.S.D.	*Oil Eng* 2 *Dks* *Cruiser Stern*	5000 4936 2[illegible]					1938	Flensburger Schiffsb. Ges. Flensburg	Skib[illegible] S Skytteren (Yngvar Hvistendahl, *Mgr.*)	414·3 | 55·7 | 25·0			Tönsberg Norwegian *WB*	Oil Engines 2 S.C.DA 5 Cy. 28⅜"–43⅝" 973 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		
79654 LELT	**Mimer**	1 *Dk*	1143 999 681					1905	Bergens Mek. Værks Bergen	Rederi A/S Mimer (S.A. Larsen & E. Thorvildsen)	228·8 | 35·2 | 15·8 P21*t* H48*t* F30*t*			Oslo Norwegian *WB*	T. 3 Cy. 16½", 26" & 44"–30" 106 NHP Bergens Mek Værks Bergen		N
79655 5530 SFMW	—	1 *Dk*	975 734 374					1913	Lindholmens V.A. Gothenburg	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	221·5 | 36·1 | 13·1 P133'H150*t*F55'			Stockholm Swedish *WB*	T. 3 Cy. 19¾", 32" & 52"–33" 155 NHP Lindholmens V.A. Got.		V
79656 DIDQ	**Mimi Horn** (P) D.F. Sub. Sig.	*Oil Eng* 2 *Dks*	4007 3340 2411					1928	F. Schichau Elbing	H.C. Horn	314·0 | 48·7 | 27·7 F37'			Hamburg German *WB*	Oil Engines 2 S.C.SA 5 Cy. 26¾"–47¼" 623 NHP F. Schichau, Elbing		G
79657	**Mimina** (*ex Trawler* Montenotte)	1 *Dk*	355 303 102	✠ 9,24	Sav			1919 8mo	Foundat'n Co. Savannah, Ga	Havana Molasses Co.	150·0 | 25·0 | 14·7 Q79'F26' BK 7" *FPT* 6*t*			Havana Cuban	T 3 Cy. 12¼", 21½" & 35"–24" 89 NHP 1 SB, 3*pf*, GS 53, HS 1700 Canadian Allis-Chalmers Ld. Rochfield, P.Q	14 " 8	
79658 SVYC	**Mimis Chandris** (*ex* Oueme-36, *ex* Ingo) *Well deck* Now "Ahtäri," *see No. 87053 in Supplement*	*ss* Msl. No. 3-7, 24 *ss* Msl. No. 2-32 1 *Dk* (*Stl*)	3989 3389 2417	✠ ... 7,37	Msl		*w*	1912 3mo	Akt. Ges. "Neptun" Rostock	J. D. Chandris	361·5 | 50·0 | 23·7 P&B234'F45' FK *Cell DBa* 97'*uE* & B42'*f* 164'940*t DT*			Piræus Greek	T. 3 Cy. 29 9/16", 41" & 68¾"–47¼" 470 NHP 3 SB, 9*cf*, GS 148, HS 6387 A.G. "Neptun," Rostock	26 " 0	G †
79659 LELU	**Mimona**	1 *Dk*	1147 980 660					1919	Trndhjms Mek. Værks Trondheim	Skibs A/S Mimona (K. Andersen & Co. A/S, *Mgrs.*)	226·3 | 36·5 | 15·7 P35*t* H51*t* F28*t*			Frdrkstad Norwegian *WB*	T 3 Cy. 17", 27½" & 46"–30" 117 NHP Trondhjem M.V. Trudheim	*f* 21'918*t FP* *T*80*t APT* 8*t*	N
79660 835 SVBS	**Mimosa** (*ex* Michael-33, *ex* Kirnwood)	*ss* Nwc. No. 3-9, 20 *ss* Cff. No. 1-25 1 *Dk* (*pt Irn* & *pt Stl*) 2 *tr B* deep framing & *Web frames*	*3071* *2849* *1950*	✠ 5,30	Hul		*v*	1905 7mo	R. Craggs & Sons, Ld. Middlesbro'	Société Commerciale et d'Armement Soc. Anon. *Cell D*	330·1 | 47·0 | 22·2 P30'B166'F32' FK *Ba* 102'*uE* 26'*f* 140'			Syra Greek	T. 3 Cy. 23⅜", 39" & 64"–42" 273 NHP 2 SB, 6*rf*, GS 119, HS 4200 Blair & Co. Ld. Stockton	24 " 4	C †
79661 FNYO	**Min** (P) (*ex* Java) D.F.	*Fitted for oil fuel* 2 *Dks* (*Stl*) & 3*rd dk in Nos.* 1, 2 & 4 *holds*	7997 7102 4176	✠ 1,17	Veg		*e*†	1913 7mo	Bremer Vulkan Vegesack	Cie. des Messageries Maritimes *Cell D*	484·0 | 62·5 | 29·8 P&B385'F78' FK *Ba* 142 *uE* 37 ; 191'1559*t FP*			Dunkirk French	Q. 4 Cy. 28¾", 41½" 60¼" & 87⅞"–55½" & LP Turbine 9 SB, 12*cf*, GS 269, HS 12916 Bremer Vulkan, Vegesack	32 " 6	V †

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equilibrement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. IHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté. Si ce n'est dans le L. R. Diario Cert. Bd of Trade
79662 Mina (ex Dolly, ex Shenstone, ex Melrose Abbey, ex Southwood, ex Santa Croce, ex Southwood) Well deck	ss Apl. 2nd No. 3–7, 24 ss Pir. No. 1–29 1 Dk (Irn) & Web frames		1173 — 668	✠ — 10,33 ✠	Cpn	n		1899 11mo	W. Dobson & Co. Newcastle	J. Michelmann & J. Adamson & Co.	212·3 | 35·0 | 14·1 P18'Q44'B46'F24' FK Cell D Ba50'	Parnu Estonian	T. 3Cy. 18½", 30" & 49"–33" 148 NHP 1SB, 4pf, Gs60, Hs2364 N.E. Marine Eng Co Ld. Nwc 100'311t FPT 81t APT 26t	16 " 5	V †
79663 Mina L. Cambanis (ex Somerton–35) 1 Dk (Stl)	ss Pir. No. 1–38 ss Cff. No. 3–9, 31		5227 4792 3139	✠ 100 A1 — 2,36 1,38 — Pir — ✠ LMC 9,34 11,38	Bal	y	CL 8,35 5,38	1920 2mo Lloyd's s.a. & CP	W. Pickers gill & Sons, Ld. Sunderland	The Heirs of the late L. Z. Cambanis Cell D B	400·0 | 52·3 | 28·5 P49'B113'F38' FK 345'1047t FPT 132t	Andros Greek	T. 3Cy. 27", 44" & 73"–48" (s) 180lb 517 NHP 3SB, 9cf, Gs189, Hs7668 FD G. Clark, Ld. Sunderland	31 " 0 s 5 " 11½ 25 " 3⅝	
79664 Mina Piquera (ex Cabo Santa Maria, ex Segundo, ex Pleiades) 2 Dks	Fitted for oil fuel		3754 — 2943					1900	Maryland Steel Co. Sparro'Pt. Md	Joaquin Velasco	331·5 | 47·2 | 25·4 P26'B71'F42' WB	Gijon Spanish	T. 3Cy. 21", 35" & 56"–42" NB20 203 NHP Maryland Steel Co.		
79665 Minato Maru 40037 JWGJ Wireless	Oil Eng. 1 Dk		665 — 339					1934	Osaka Iron Works, Ld. Osaka	Nippon Suisan K.K.	177·1 | 30·8 | 15·4	Tokyo Japanese	Oil Engines		C
79666 Minatogawa Maru 40033 JFMJ	Oil Eng. 1 Dk		479 — 340					1934	Kasado Dk. K.K. Suitake Minami	Kobe Sanbashi K.K.	161·5 | 28·5 | 13·0	Kobe Japanese	Oil Engines		
79667 — Stranded & Sunk 5,38 1936 JINE	Iron Sp 2 Dks		430 374 249					1887	Kawasaki Dockyard Co. Ld. Kobe	Tosa Domei Kisen K.K.	157·0 | 19·5 | 15·6	Kochi Japanese	T. 3Cy. 13⅜", 21 7/16" & 33⅜"–23" NE & B 19 57 NHP Inur Tekkosho, Kobe		
79668 Mincio 1042 IBEW D.F.	1 Dk		5404 4560 3184					1921	Soc. Anon. Cantieri Cerusa Voltri	Unione Soc. Anon. di Nav.	394·2 | 51·9 | 27·6 W.B	Genoa Italian	T. 3Cy. 26", 42½" & 69 1/16"–48" 337 NHP G. Fossati & Co. Sestri Ponente		Cl
79669 Minden (P) DODX Sub.Sig. D.F.	2 Dks		4165 3784 2547					1921	Vulcan-Werke Stettin	Norddeutscher Lloyd	360·7 | 51·0 | 26·0 P44'B110'F41' W.B	Bremen German	T. 3Cy. 22⅝", 36⅝" & 61⅜"–47½" 260 NHP Vulcan-Werke, Stettin		G
79670 — Broken up 1936 (P) Twin Sc (ex Old Bidston–33, ex Bidston–33)	1 Dk		533 444 197				...	1903	London-derry S. & E. Co. Ld. Londonderry	~~Blackpool Steam Nav. Co. Ltd~~	150·0 | 41·0 | 10·9 Promenade dk 134' FK W.B	Liverpool British	T 8Cy (2) 15", (2) 23" & (4) 28"–18" 183 NHP Cen. Mar. Eng. Wrks W Hpl	11 " 5	BT 10,38
79671 Mineral (ex Rhenus 26) Missing since 10,38 DCCK	1 Dk		551 523 309						.....	Ivers-Linie, Kommanditges. (Paulsen & Ivers, Mgrs.)	188·5 | 23·1 | 13·1	Kiel German W.B	C. 2Cy. 13"&28"–12" 22 NHP P. Smit, Jr. Rotterdam		G
79672 Minerva LDOU	Twin Sc Oil Eng 2 Dks		5883 5373 3600					1930	Akt. Burmeistr & Wain Copenhagen	Skibs A/S "Corona" (H.M. Wrangell & Co. A/S)	402·1 | 56·2 | 29·2 P94t H278t W.B	Haugesnd Norwegian	Oil Engines 4S.C.SA 12Cy. 21⅝"–39⅜" 542 NHP Akt. Burmeistr & Wain, Cpn.		N
79673 — (ex Prestonic, ex Smyrna, ex Eriksholm, ex Magnus Broms, ex Yrsa, ex Syria) OHDD	Iron 1 Dk & Web frames Well deck D.F.		2039 — 1117				...	1889	R. Dixon & Co. Middlesbro'	Arthur Andersson	274·8 | 38·2 | 19·0 P29'Q72'B122'F32' BK9" WB	Mariehmn Finnish	T. 3Cy. 21¼", 34" & 56"–39" 188 NHP G. Clark, Sunderland	12 " 9	V †
79674 — 103 IQWH	1 Dk		1905 1637 1093					1918	Cant. Nav. Riuniti Palermo	Soc. Anon. Sbarchi, Imbarchi e Trasporti	266·8 | 38·3 | 23·6 P26'B59'F21'	Rome Italian	T. 3Cy. 18⅛", 20⅛" & 40⅛"–27⅜" 89 NHP Cant. Navale Riuniti, Palermo		Cl
79675 Ming-Shin (ex Luen Ho–35, ex Ta Ho Maru). 87911 Now "Enna"	Twin Sc Oil Eng. 1 Dk & Web frames Promenade dk & Shade dk		2868 2270 1735					1905	Atel. & Ch. de France Dunkirk	Ning Shin S.S. Co. Ld.	278·2 | 42·9 | 24·8 W.B	Shanghai Chinese	T. 6Cy. 15", 24" & 39"–20" 136 NHP Caillard & Co. Havre		
79676 Minister Wedel LDOI	Oil Eng. ss Rot. No. 2–38 Mchy. Aft D.F. 1 Dk (Stl) & Web frames Longitudinal framing-bracketless system		6833 5985 4022	✠ 100 A1 — 7,99 9,37 3,39 — Rot. No. 1–38 — Carrying Petroleum in bulk ✠ LMC DB 8,37 3,37	Rot	a †	CL N 9,37	1930 7mo Lloyd's s.a. & CP	W. Doxford & Sons, Ld. Sunderland	Rederi A/S Norsk Transatlantic (Karl Bruusgaard, Mgr.) Cell D Bu E 35' 157t	416·2 | 58·0 | 32·8 P112'B32'F56' FK Trunk in wells t DT f 35' 538t FPT 150t APT 236t	Oslo Norwegian	Oil Engines 2S.C.SA 4Cy. 22 1/16"–85" 598 NHP 2 DB 150lb W. Doxford & Sons, Ld. Sld.	33 " 0	
79677 Ministro Frers LOBF	Fitted for oil fuel Mchy. Aft 2 Dks Carrying Petroleum in bulk Longitudinal framing		8868 7856 4601					1926	Ch. & Atel. de la Gironde Bordeaux	Argentine Government (Yacimientos Petroliferos Fiscales)	480·0 | 63·4 | 33·5 P108'B36'F36' WB	Bns. Aires Argentine	T. 3Cy. 29", 49" & 80"–54" 470 NHP Ch. & Atel. de la Gironde Bdx		
79678 Ministro Lobos (ex Danville) LOEG	Fitted for oil fuel 2 Dks & Web frames Mchy. Aft Longitudinal framing Carrying Petroleum in bulk		4310 3805 2520				...	1920	Baltimore D.D. & SB. Co. Baltimore, Md.	Argentine Government (Yacimientos Petroliferos Fiscales)	340·1 | 49·2 | 27·1 P92'B35'F31' FK	Bns. Aires Argentine	DR geared Steam Turbine 390 NHP Westinghouse Electric & Mfg. Co. E. Pittsburgh, Pa.	28 " 7	
79679 Minjak PKOH	Oil Eng. Wireless 2 Dks		966 826 647					1937	N.V. Int. Scheepsbw. Maats. "De Maas" Slikkerveer	N.V. Koninkl. Paketv. Maats.	203·9 | 34·1 | 15·1 P40'B21'F16' WB	Batavia Dutch	Oil Engines 4S.C.SA 6Cy. 13¾"–26⅜" 110 NHP Werkspoor N.V. Ams.		V
79680 Minna (ex Copthorne) ESBO Well deck	ss Tln. No. 3–6, 36 1 Dk (Stl) Cargo battens not fitted		1365 1222 810	✠ 100 A1 — 6,36 4,39 — B&S 37 B&S 38 4,39 — ✠ LMC 6,36	Tln	o	CL 7,37	1923 4mo Lloyd's s.a. & CP	J. Lewis & Sons, Ld. Aberdeen	Käsmu Laeva-Omanikud (O. Tiedemann, Mgr.) Cell D	234·2 | 35·5 | 16·7 P16'Q67'B58'F23' FK B192'381t FPT 140t	Käsmu Estonian	T. 3Cy. 18¼", 28½" & 48¼"–33" 180lb (s) 179 NHP 2SB, 6pf, Gs104, Hs3236 J. Lewis & Sons, Ld. Abn.	18 " 7 s 1 " 5½ 17 " 4	
79681 Minna Cords DMAL Sub.Sig.	1 Dk		951 830 552					1921	Atlas Werke A.G. Bremen	Aug. Cords	223·9 | 32·8 | 14·1 P29'B63'F23'	Rostock German	T. 3Cy. 15½", 25⅛" & 41 7/16"–25⅛" 89 NHP Atlas Werke A.G. Bremen		G

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Late Name if any	3 Material, Rig, &c. / Special Surveys. / No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. / Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. / Equipment. / Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships. / Corresponding draught.	15 Registers in which classed. If not in L.R. Dates of Transfers.
79682 / 210534 / WACL	**Minnesotan**	*ssS. Fo. No. 3-1,32* / *2 Dks (Stl) & Shelter dk (Stl)* / *3rd dk in No. 1 hold & Web frames* / D.F. *Longitudinal framing* / *Fitted for oil fuel*	5205 / 3144 / 5202 / 3144	✠ ... 11,34	SFo	*a*†		1912 / 9mo	Maryland Steel Co. / Sparro'Pt Md	American-Hawaiian S.S. Co.	407·7 / 53·7 / 28·1 FK *Intermediate 'tween deck BH in No. 2 Cell hold dispensed with* *Cell D Ba 122'u E & B 54' f 1*	New York / Utd. States / *Cem* *BH to Sh dk* 5 „ „ *U* „ 1 „ „ *2nd* „ 66'1234*t DT*	Q.4Cy.25½", 37¼", 53½" & 78"-54" 665NHP / 3SB, *12cf*, GS205, HS9519 / Maryland Stl. Co. Sparr'Pt.	31 ″ 6	R †
79683 / 137396 / GPWD	**Minnie de Larrinaga**	*ssMch. No. 3-2,27* / *ssCff. No. 2-35* / *2 Dks (Stl) & Shelter dk (Stl)*	5046 / 4642 / 3200	✠ 100A1 *Shelter dk* *with freeboard* 9.38 2.38 ✠ LMC / S2 36 MS7,35	Bry / Ant	*z*	CL 7,36	1914 / 9mo	Russell & Co. / Port Glasgow	Larrinaga S.S. Co. Ltd.	420·0 / 54·0 / 25·8 *Lloyd's SA & CP* *Intermediate BH & 'tween dk WB = Cell D Ba 135' u E & B 51' f 179'* *Cell dispensed with*	Liverpool / British / *Cem* *4 BH to U dk* 1 „ „ *Shelter dk* 1340*t DTa*	T.3Cy.26", 43⅞" & 70"-48"(*r*) 1801b 451NHP / 2DB, *12cf*, GS194, HS8104 / Rankin & Blackmore, Grk. / *per dk* ¶ 1 *BH to 2nd dk only* 12'1060*t FPT* 73*t APT* 32*t*	28 ″ 5 · 8 ″ 6⅜ 25 ″ 1	
79684 / 137230 / VJTG	**Minnipa** Ⓟ	*Oil Eng.* / *Ref. Mchy* *ssAdl. No. 2-35* / *2 Dks (Stl-Weather dk-teak s)*	1977 / 1581 / 986	✠ 100A1 *with freeboard* 10,37 10,38 BS5,38 ✠ LMC 11,34	Mel	*r*	CL 10,36	1927 / 5mo	Akt. Burmeistr & Wain / Copenhagen	The Adelaide Steamship Co. Ltd. *Lloyd's SA & CP*	253·1 / 39·9 / 22·0 266·3 (o.l.) F29' FK & BK 8⅝" *Cell D B 188'293t F* *PT 757t APT 69t* (*Coll „ to W dk*)	P. Adelaide / British / 5 *BH* D B 80*lb*	Oil Engines 4S.C.SA 8Cy.24⅛"-51⅞" 473NHP / Akt. Burmeistr & Wain, Cpn	24 ″ 3 s 9 ″ 1 15 ″ 8	
79685 / 2069 / IUIG	**Mino** (*ex* Siciliano-37, *ex* Fife Coast-32, *ex* Princess Ena, *ex* Glenariff)	*Well deck* 1 *Dk*	653 / 531 / 362	...				1892	McIlwaine & McColl, Ld. / Belfast	L. Mangiarotti	209·3 / 29·1 / 13·8 201·0 P20' Q83' B11' F31 BK 7½"	Genoa / Italian / *WB*	T.3Cy.17⅝", 28" & 46"-33" 136NHP / M'Ilwaine & McColl, Ld. Bel	14 ″ 9	I †
79686 / 147193 / MLJN	**Minorca** (*ex* Aughton, *ex* Lysland)	*Well deck* 1 *Dk (Stl)* / *ss Lth. No. 1-38*	1123 / 854 / 594	✠ 100A1 3,39 10,37 BS6,37 ✠ LMC 7,34 9,39	Lth	*n*	CL 7,35 8,39	1921	Ouse S.B. Co. Ltd. / Goole	Leith, Hull & Hamburg Steam Packet Co. Ltd. (J. Currie & Co. *Mgrs.*)	220·0 / 35·1 / 13·8 230·0 (o.l.) Q77' B54' F23' FK *Cell D B 178'223t F PT*	Leith / British / 4 *BH Cem* 41*t APT* 72*t*	T.3Cy.18", 29" & 50"-33" (*s*) 1801b 160NHP / 2SB, *4pf*, GS78, HS2520	15 ″ 10 · 1 ″ 2 14 ″ 10	
79687 / UOWY	**Minsk** (*ex* Murla-32, *ex* Baron Ogilvy, *ex* Forst)	*2 Dks*	5949 / 5428 / 3686					1918	Flensburger Schiffsb. Ges. / Flensburg	U.S.S.R.	450·0 / 58·2 / 27·0 P & B 377' F52'	Odessa / Russian / *WB*	Q.4Cy.28½", 40", 57½" & 82½"-54" *B made* 16 500NHP / Flensburger Schiffsb. Ges.		
79688 — / OUJC		1 *Dk*	1229 / 1055 / 708					1911	Akt. Burmeistr & Wain / Copenhagen	Det Forenede Dampskibs Selsk.	252·4 / 37·2 / 15·1 P157' F26'	Middelfart / Danish / *WB*	3Cy.25"-36" / Akt. Burmeistr & Wain, Cpn		V
79689 / 147709 / MLZJ	**Minster**	*Cruiser Stern* 1 *Dk*	707 / 625 / 278					1924	D & W Hendersn & Co. Ltd. / Glasgow	Southern Railway	220·4 / 33·6 / 14·1 B90' F37'	London / British / *WB*	T.6Cy.15", 25" & 41"-24" 165NHP / D & W Hendersn & Co Ld. Gls		
79690 / 107453	**Minto** Ⓟ **Comp Stern Pad**	*Mchy. Aft*	829 / — / 522					1898	T. J. Bulger / Nakusp, B.C.	Canadian Pacific Railway Co.	161·7 / 30·1 / 5·1	Vancouver / British	H.S.2Cy.16"-72" NB28 17RHP / Bertram Iron Works, Tto.		
79691 / 162563 / GNBC	**Miocene** (*ex* Eocene) Sub Sig.	*Mchy. Aft* 1 *Dk* / *Carrying Petroleum in bulk*	2153 / 1875 / 1175					1911	American S.B. Co. / Cleveland, O.	~~Lotos Shipping Co. Ltd.~~ Angel, Sons & Co. Ltd.	250·0 / 43·1 / 20·7 P92' F52'	London / British / *WB*	T.3Cy.19", 31" & 54"-42" 189NHP / American S.B. Co. Clevelnd		V
79692 / 1598 / IBDW	**Mira** (*ex* Gabon-35, *ex* Milanese, *ex* Merchant)	1 *Dk* & *Spar dk* & *deep framing*	3615 / 3423 / 2277					1908	C. Connell & Co. Ltd. / Glasgow	Tito Campanella Soc. di Nav.	363·0 / 46·0 / 27·1 349·3 18·1 P31' B102' F34' FK	Genoa / Italian / *WB*	T.3Cy.21", 35" & 58"-48" 292NHP / Dunsmuir & Jackson Ld. Gls	29 ″ 6	I †
79693 — / 7637 / SFNG	(*ex* Alfred Hage)	1 *Dk*	*1540* / *1242* / *851*					1904	Helsingörs Jernsk & Msk Elsinore	Rederi A/B Wallonia (Morgan Wedlin, *Mgr.*)	246·6 / 37·4 / 15·8 P17' Q73' B106 F28'	Hlsngborg / Swedish / *WB*	T.3Cy.19", 32" & 53"-36" 169NHP / Helsingörs Jernsk. & Mskb.		G
79694 — Ⓟ / LELV	Wireless E.S.D.	2 *Dks* & *Awng dk* 3 *tr B*	1152 / 1078 / 690	✠ 6,91 ✠	Gls	*l*		1891	A. & J. Inglis / Glasgow	Det Bergenske Dampskibsselskab	221·7 / 30·1 / 15·1 H74*t* 22·3 len07 BK 7"	Bergen / Norwegian / *WB*	T.3Cy.20", 32" & 52"-36" 188NHP / 2SB, *6rf*, GS214, HS3200 / A. & J. Inglis, Glasgow	23 ″ 2	
79695 — Ⓟ 319 / OHCH	(*ex* Virgo) Wireless D.F.	*ss Hfs. 3rd No. 3-5,35* / 1 *Dk (Irn)* & *Awng dk*	820 / — / 445	✠ 100A1 *Awng dk* *with freeboard* 4,38 5,37 BS4,37 BS6,37 ✠ LMC 5,35	Hfs	*j*	CL 1,35 1,38	1898	Grangmth Dockyard Co. / Grangmouth	Finska Ångf Aktieb	179·4 / 28·3 / 18·8 BK 7' *Lloyd's SA & CP* *Cell D Bu E & B 40'32.*	Helsingfrs / Finnish / 1 *BH Cem* *APT* 27*t*	T.3Cy.15", 25¼" & 40⅞"-30" 1601b (*s*) 101NHP / 2SB, *4pf*, GS64, HS1705 / Cooper & Greig, Dundee	21 ″ 0 s 7 ″ 6½ 14 ″ 2½	
79696 — / PFZX	D.F.	*Oil Eng.* / 1 *Dk* / *Mchy. Aft* *Cruiser Stern*	313 / 199 / 152					1937	N.V. Schpsw Delfzijl v/h Gebr. Sander Delfzijl	H. Nieboer	126·5 / 24·1 / 8·3 P35' F15'	Groningen / Dutch / *WB*	Oil Engines 4S.C.SA 4Cy.11⅛"-18⅞" 53NHP / N.V. Werkspoor Amsterdam		V
79697 / CSHK	**Mira-Terra** (*ex* Porto, *ex* Westminster *ex* Poeldiep)	*ss Lis. No. 3-2,37* / *Well deck* 1 *Dk (Stl)*	504 / 367 / 255	100A1 4,38 BS4,38 LMC 3,37 4,39	Lis	*h*	3,38	1919	Gebr. Boot / Leiderdorp	Soc. Geral de Commercio Industria e Transportes, Ltda. *Lloyd's SA & CP*	163·8 / 25·8 / 10·4 Q57' B11' F22' FK *Cell D B fl 2'116t*	Lisbon / Portuguese / 3 *BH Cem* *FPT* 23*t*	T.3Cy.13", 21" & 34"-24" (*s*) 1781b 90NHP / 1SB, *3cf*, GS45, HS1860 / Koninklijk Nederl. Grossmederij Leiden	12 ″ 10 s ″ 10½ 12 ″ 0	
79698 / PFZY	**Mirach**	1 *Dk*	3530 / 3263 / 2139					1917	Rotterdam Droogd. Maat / Rotterdam	N.V. Van Nievelt, Goudriaan & Co.'s Stoomv. Maats.	361·4 / 49·9 / 22·1 P24' B214' F34'	Rottrdam / Dutch / *WB*	T.3Cy.25", 41" & 68"-45" 310NHP / Rotterdam Droogd. Maats		V
79699 / EAHD	**Miraflores** (*ex* Salazar, *ex* War Sirocco)	*ss Bbo. No. 3-3,31* / *ss Bbo. No. 1-35* / 1 *Dk (Stl)* / *Cargo battens not fitted*	3209 / 2866 / 1918	✠ 100A1 1,37 4,37 10,38 BS5,37 ✠ LMC 3,35 ✠ NB 01 refitted 3,35 D	Cdz Bbo	*u*	CL 12,35 10,38	1919	Irvine's S.B. Co. Ltd. / West Hartlepool	Cia. Nav. Vascongada *Cell D*	331·1 / 46·8 / 23·2 P33' B100' F28' FK *Lloyd's SA & CP* *B284'699t FPT 110t*	Bilbao / Spanish / 7 *B BHpt Cem* *APT* 121*t*	T.3Cy.25", 41" & 68"-45" (*s*) 1601b 302NHP / 2SB, *6cf*, GS113, HS4404 / Richardsons, Westgarth & Co. Ld. Hpl.	25 ″ 6 s 3 ″ 11⅜ 21 ″ 9	
79700 — / 145445 / VPLF	*Ref. Mchy.*	*ss N. Os. No. 3-6,35* / 1 *Dk (Stl-ws)* & *Shelter dk (Stl-ws)* *2nd dk in holds*	2158 / 1909 / 1201	✠ 100A1 *Shelter dk* *with freeboard* 10,35 12,37 ✠ LMC MS7,34 10,37 10,38 ✠ Lloyd's RMC 10,38 for temp. 50° F. *Fitted for oil fuel* 5,21	Bal NOs	*r*	CL N12,37	1921	Swan, Hunter & Wigham Richardson, Ld Newcastle	Llanrumney, Ld. (Standard Fruit & S.S. Co. *Mgrs.*) *Lloyd's SA & CP*	270·7 / 39·0 / 14·7 FK *Collision B* *Cell D B 196'357u DTa 16'140t FPT*	Kingstn, J. / British / *pt Cem* 3 „ „ *U* „ 36*t APT* 28*t*	T.4Cy.20½", 33" & (2) 37"-30" 1901b *125th* (*s*) 305NHP / 2SB, *6cf*, GS137, HS5250 FD / Swan, Hunter & Wigham-Richardson, Ld. Nwc.	25 ″ 0 s 5 ″ 3½ 20 ″ 1½	

F.P. above 150° F.

Work in part by aircraft 1,39

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné aux Machines. Spécif. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après le papier du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté, si on l'est dans le R. Shipowners' Register.
79701	**Miralda**		8003	✠100A1	Ams	*c*†	CL	1936	N.V.Nederl.	Anglo-Saxon	462·9	59·3	33·8	London	Oil Engines 4S.C.SA	34 ″ 0	
	D.F. E.S.D. *Oil Eng.*		7237	~~12,37~~ 2,39	Rot			7mo	Schps.Maats.	Petroleum Co.Ltd				British	8Cy.25⅞″–55½″ 502NHP	s 0 ″ 9	
~~PHTR~~	1 *Dk*,2*nd dk clear of cargo tanks*		4746	✠LMC7,38					Amsterdam		P90′B43′F48′	FK		15 *BH*	DB *180lb*	27 ″ 5¼	
	Mchy.Aft *Cruiser Stern*			*Carrying Petroleum in*			*bulk*	*Lloyd's*	*SA&CP*	*Cell D Bu E64*	157*t*				Werkspoor,N.V.Ams.		
	Longitudinal framing at bottom & at deck									*DT*	*f* 25′ 264*t*	*FPT* 135*t*		*APT* 83*t*			
79702	**Miramar**		1500	100A1				1938	Helsing-borgs Varfs Aktiebolaget	Rederi A/B Erling (Ivar H. Galeen, *Mgr.*)	255·6	38·0	17·5	Gothenburg Swedish	T.3Cy.17⅜″,27¾″&45½″–33⅞″	17 ″ 6	
8271											P19′Q82′B100′F20′					8 ″ 11½	
SDBT																16 ″ 8½	
	For full particulars see No. 89031 in Supplement			*(Class Contemplated)*											Helsingborgs Varfs.A/B		
79703	— (*ex* Cargo Shipper,		301		BAs			1919	Gebr.G & H Bodewes Martenshoek	Gourinski&Co. Fonda&Ranucci	136·0	24·5	11·2	Bns.Aires Argentine	Oil Engines 2S.C.SA 4Cy.12″–14″ NE21 54NHP Vickers, Petters, Ld. Ips.	11 ″ 6	V †
	ex K wiek, *ex* Gebroeders Bodewes X) *Oil Eng.*		274	8,29							P26′	FK					
	ss Yar.No.3–7,25 *ss* B.As.No.1–29		240														
	Mchy.Aft 1 *Dk* (*Stl*)																
79704	**Miranda**		1328					1920	Huiskens& vanDijk Dordrecht	D/S A/S Miranda (F.Walter Johannesen, *Mgr.*)	237·0	37·2	16·0	Bergen Norwegian *WB*	T.3Cy.16½″,29″&46″–36″ 127NHP Huiskens&van Dijk		N
			1144								P53′H88′						
LELW	1 *Dk*		754														
79705	— Ⓟ	Twin Sc	*1108*					1907	Mackay Bros. Alloa	Lloyd Brasileiro	235·1	36·1	11·3	R.Janeiro Brazilian	T.6Cy.11″,18″&30″–18″ 76NHP Aitchison,Blair&Co.Gls.		
			810								Q79′B62′F39′						
PUCU	*Mchy.Aft* Wireless 1 *Dk*		505														
79706	**Mirandella** (*ex* Fernão Veloso,		5179	100A1	Ham		CL	1906	Bremer Vulkan Vegesack	Soc.Geral de Commercio, Industria e Transportes, Ltda.	409·3	52·7	28·0	Lisbon Portuguese	Q4Cy25½″34¾″50½″&73″–54″ 227lb (*s*) 605NHP	30 ″ 10 s 5 ″ 1½	
	ex Khalif) *ss* Lis.2nd No.3–5,27		4765	1,39 ~~5,37~~	Ant		~~1,36~~				P&B260′F50′	FK		*Asp*	4SB,*12cf*,GS206,HS8610 FD	26 ″ 0	
CSBH	*ss* Lis.No.2–35		3805	BS~~2,37~~ 2,38 LMC1,35			1,39							6 *BH to U dk*	Bremer Vulkan, Vegesack		
	Well deck 2 *Dks* (*Stl–U dk ws*)			2,39				*Lloyd's*	*SA&CP*					1 ,, ,,2nd ,,			
									Intermediate	*'tween dk B Hin fwd*	*hold dispensed with*			82*t*			
										Cell D 356′1204*t*	*DT* 24′ 620*t*	*FPT*		*APT* 14*t*			
79707	**Mirani**		739	✠100A1	Syd	*k*	CL	1928	Grangm'th Dkyd.Co.Ltd. Gr'ngemouth	Burns,Philp (SouthSea) Co.Ltd.	180·0	31·1	11·3	London British	T.3Cy.12⅝″,21″&34″–24″ (*s*) 200lb *100lb* 62RHP	13 ″ 6 s ″ 9½	
160406		*ss* Syd.No.2–36	509	3,36			~~2,36~~	4mo						4 *BH Cem*	1SB,*3cf*,HS1995	13 ″ 0¾	
GNMQ	Wireless *Well deck*	1 *Dk* (*Stl–ws*)	381	BS~~9,37~~ ✠LMC3,36 6,38			N6,38	*Lloyd's*	*SA&CP*	*Cell D Ba 4u* F44′	*f* 84′ 188*t*	*FPT* 15*t*		*APT* 20*t*	McKie&Baxter,Ld.Gls.		
79708	**Mirella** (*ex* Vallarsa–35,		5340					1918	C.Connell &Co.Ld Glasgow	Giovanni Gavarone	405·1	52·2	28·5	Genoa Italian	T.3Cy.27″,44″&73″–48″ 490NHP	31 ″ 0	I †
912	*ex* War Prophet)		4737								400·2						
ICMA	D.F. 1 *Dk*		3177								P49′B113′F39′	FK		*WB*	D.Rowan&Co.Glasgow		
79709	**Miriam Thomas**		430	✠100A1	Bkn	*f*	CL	1920	Colby Bros. Ld. (O.H. Thomas, *Mgr.*)	Carriers Shipping Co.Ld.	142·4	24·1	10·6	Liverpool British	C.2Cy.17″&36″–27″ (*s*) 130lb 77RHP	11 ″ 6 s 4 ″ 2	
143680		*ss* Bkn.No.3–3,34	276	4,37			~~1,37~~	10mo						1 *BH Cem*	1SB,*3cf*,GS44,HS1468	11 ″ 11	
MKPN	*Well deck*	1 *Dk* (*Stl*)	179	✠LMC			2,39		Lowestoft		Q81′B9′F19′	BK7″		3 *BH Cem*	Shields E&DD.Co Ld.N.Shl		
	Mchy.Aft	*Cargo battens not fitted*		MS3,34 BS11,37				*Lloyd's*	*SA&CP*					*FPT* 28*t*			
79710	**Mirlo**		7455	✠100A1	Nap	*b*†	CL	1922	Armstrong Whitworth &Co.Ld. Newcastle	Wilh.Wilhelmsen	441·0	57·5	34·1	Tönsberg Norwegian	T.3Cy.28″,46″&77″–51″ (*s*) 180lb 574NHP	41 ″ 5	
		ss Osl.No.3–3,34	6887	~~3,39~~ ~~2,38~~	Osl		N4,37	1mo									
LCTF	*Mchy.Aft*	2 *Dks* (*Stl*) & *Web frames*	4415	BS~~2,38~~ ✠LMC3,~~34~~ 3,39 4,37							P95′B32′F45′	FK		18 *BH pt Cem* (11 *to U dk* 7 ,, 2nd ,,)	3SB,*9cf*,GS204,HS8331 FD Armstrong, Whitworth& Co.Ld.Nwc.		
		Longitudinal framing						*Lloyd's*	*SA&CP*	*Cell D Bu E&B* 50′152*t*							
				Carrying Petroleum in			*bulk*										
				Fitted for oil fuel 1,22			*F.P. a*	above	150° F.		*DT f* 43′ 448*t*				*FPT* 135*t* *APT* 42*t*		
79711	**Mironich** (*ex* Mikhail Tomsky–36)		2274					1927	Baltic S.B. &Eng.Wrks. Leningrad	U.S.S.R.	276·7	42·9	20·5	Leningrad Russian	T.3Cy.17¾″,29½″&48⅞″–35⅞″ 192NHP	22 ″ 8	
			1925								P14′B68′F24′	FK		*WB*	Baltic S.B.&Eng.Wrks Len		
UNGS	Sub.Sig. 1 *Dk*		1261														
79712	**Mirrabooka** Ⓟ	Twin Sc	*5739*	✠100A1	Got	*b*†	OG	1928	A/B Götaverken	Rederiaktieb. Transpacific (G.Carlsson, *Mgr.*)	448·8	57·1	23·5	Gothenburg Swedish	Oil Engines 4S.C.SA 12Cy.29⅛″–59½″ 978NHP	30 ″ 10 s 4 ″ 2	
7407		*Oil Eng.*	*4834*	*with freeboard*			P12,36	1mo	Gothenburg		457·0(O.L.)			7 *BH pt Cem*	DB *85lb*	26 ″ 10	
SFOA	D.F.	*ss* Got.No.2–36	*3305*	9,38 ~~11,37~~			~~s6,36~~				F105′	FK		(*Coll to Sh dk*	A/B Götaverken,Got.		
	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)			✠LMC CS6,36			S9,38	*Lloyd's*	*SA&CP*	*Cell D B* 373′1561*t*	*Tanks*			6 ,, 2nd ,,)			
	3*rd dk* (*Stl*) *in forwd. holds*			DBS2,38 12,36						*in way of tunnels* 72	9*t FPT* 83*t APT* 61*t*						
	Cruiser Stern																
79713	**Mirror**	Twin Sc	1850	✠100A1	Bom	*q*	CL	1923	J.Brown& Co.Ld. Clydebank	Cable and Wire-less,Ld. (E. Wilshaw, *Mgr.*)	259·2	37·2	22·9	London British	T.6Cy.15″,24½″&40″–30″ (*s*) 180lb 320NHP	25 ″ 0 s 7 ″ 3	
147509	(*Cable Vessel*)	*ss* Fal.No.3–11,35	1671	*with freeboard*	Bol		~~1,35~~	7mo						5 *BH pt Cem*	3SB,*9cf*,GS139,HS5382 FD	18 ″ 1	
GDFL	D.F.	2 *Dks* (*Stl*) & *U dk* (*pt Stl–*	656	~~8,39~~ ~~1,36~~ ✠LMC			S,38	*Lloyd's*	*SA&CP*	*Cell D Ba* 32′*u* E21′*f*	B89′	FK			J.Brown&Co Ld Clydebank		
	E.S.D.	*Cruiser Stern* *pt teak s*)		MS11,35 BS~~11,38~~						*Tanks at sides*	117′230*t DT f* 6′27*t*						
				Fitted for oil fuel 7,23			*F.P. a*	*above*	150° F.		*of tunnels* 19′29*t FP*			*T* 9*t APT* 44*t*			
79714	**Mirupanu** (*ex* Leafield–32)		2539	✠ —	Ard	*t*		1905	Wood Skin-ner&Co.Ld. Newcastle	Mirupanu S.S.Co. Ld.	313·3	45·0	20·5	Glasgow British	T3Cy.23″,37½″&61½″–39″ NDB24 266NHP	23 ″ 0	V †
118659		*ss* Gls.No.3–5,19	2386	6,32				6mo			P26′B96′F27′	FK		5 *BH Cem*	2SB,*6cf*,GS122,HS4230		
GBXK		*ss* Gls.No.2–27	1616	✠										*APT* 108*t*	N.E.Marine Eng Co Ld.Nwc		
	1 *Dk* (*pt Irn & pt Stl*) & *deep framing*									*Cell D Ba* 80′*u* E30′	*f* 136′688*t FPT* 109*t*						
79715	**Mirva** (*ex* Akabahra–36, *ex* Fager–33)		1151					1916	Trndhjms Mek.Værks. Trondheim	A/S A.Salvesens Rederi (A.Salvesen, *Mgr.*)	226·2	36·5	15·7	Oslo Norwegian	T.3Cy.17″,27½″&46″–30″ 115NHP		N
		Oil Eng.	976								P37′H63′F29′			*WB*	Trondhjems M.V.Trondhm		
LDHO	1 *Dk*		661														
79716	**Mirza** (*ex* Descubridor–35,	Twin Sc	7991	✠100A1	Rot		CL	1929	Atel.&Ch. de la Seine Maritime Le Trait,S.I	N.V.Petroleum Maats."La Corona"	423·3	65·2	33·0	The Hague Dutch	Oil Engines 4S.C.SA 12Cy.26⅜″–47½″ 806NHP 2 DB *180lb*	33 ″ 0 s 6 ″ 2	
	(*ex* Mirza–35)	*ss* Rot No.2–39 *Oil Eng.*	7148	1,39 ~~5,37~~			1,39	12mo						14 *BH*		27 ″ 1½	
PGAB		~~Rot.No.1–34~~	4484	✠LMC CS~~3,34~~			N5,37				P95′B36′F49′	FK			Werkspoor,Amsterdam		
	D.F. *Mchy.Aft*	1 *Dk* (*Stl*)		~~BS2,36~~ 1,39 7,~~36~~ 5,37				*Lloyd's*	*SA&CP*	*Cell D Bu*	*E*61′272*t DT f* 28′3			05*t FPT* 210*t*	*APT* 87*t*		
	Longitudinal framing at bottom & at deck			*Carrying Petroleum in*			*bulk*										
79717	**Mirzapore**		6715	✠	Nwc	*a*†		1921	Armstrong Whitworth &Co.Ld. Newcastle	P.&O.Stm.Nav.Co.	412·2	55·8	34·7	Newcastle British	2 Steam Turbines DR geared to 1 Sc. Shaft	38 ″ 1	
145463			6261	8,21				8mo			P42′F36′	*on Shelter dk*	FK	*Cem*	600NHP		
GFBK	D.F.	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	4135	✠						*Cell D B* 335′				6 *B H to Sh dk*	3SB,*9cf*,GS190,HS7890		
		& Web frames								1442*t D Ta* 31′1080*t*	*FPT* 112*t APT* 247*t*			2 ,, ,, *U* ,,	C.A.Parsons&Co.Ld.Nwc.		
	Cruiser Stern	*Longitudinal framing*															
79718	**Misaki Maru** (*ex* Australcrag,		4422	✠100A1	Kob	*x*	CL	1907	W.Hamil-ton&Co.Ld Pt.Glasgow	Matsuoka Kisen K.K.	376·3	52·3	17·4	Hutyu Japanese	T.3Cy.25″,41″&68″–48″ (*s*) 180lb 366NHP	28 ″ 0	
29706	*ex* Strathleven)	*ss* Kob.2nd No.3–3,33	4107	*Spar dk*	Tama		~~8,36~~	10mo			25·4			6 *BH Cem*	3SB,*9cf*,GS165,HS5868		
JPTA		*ss* Kob.No.1–36	3277	~~5,37~~ ~~MC~~ ~~7,37~~			5,36				P27′B92′F40′	FK		*APT* 113*t*	D.Rowan&Co.Glasgow		
		1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*		2,39 ~~C~~				*Lloyd's*	*CP*	*Cell D Ba* 122′*u*	42′ *E & Bt* 168′1091*t*						
				✠LMC2,39													
79719	**Misaki Maru No. 2** Ⓟ		766					1917	Hakodate Dock Co. Hakodate	Wada Gonjiro	180·0	29·0	16·5	Hakodate Japanese	T.3Cy.14½″,24½″&40″–30″ 88NHP		
19574			651								P19′B43′F28′			*WB*	Osaka Iron Wrks Ld.Osaka		
JBRG		1 *Dk*	534														

Now "Knoll," see No. 83326 in Supplement

Broken up

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of R. of Trade Cert.
79720 444 IKHA	**Miseno** (*ex*Arnaldo-36, *ex*GianCarlo-32, *ex*Grampus)	Twin Sc *ss* Nwc. 2nd No. 3–6, 20 1 *Dk (Stl)*	1313 983 794	✠ 5,27	Nwc			1902 6mo	W. Simons & Co. Ltd. Renfrew	Mario Volpicelli fu Raffaele	228·9 | 36·6 | 14·8 218·2 Q 71′ RFD 53′ F 28′ *Trunk* 116′ FK *FPT* 69*t*	Naples Italian	T. 6 Cy. 13½″, 24½″ & 39″–24″ 164 NHP 4 *BHCem* 2SB, 6*cf*, GS 104, HS 2670 W. Simons & Co. Ltd. Rnf.	15 ″ 7	I †
79721 165526 GZRS	**Misoa** *Mchy. Aft* *Longitudinal framing at bottom & at deck* *Cruiser Stern* "*Arcform*" *Rudders electrically welded*	Twin Sc 1 *Dk*	4800 3685 2372	✠100A1 ~~12,879,38~~ 4,39 ✠LMC 7,37	Boa	CL	~~12,37~~ 5,38	1937 7mo	Furness S.B.Co.Ltd. Haverton Hill-on-Tees	Lago Shipping Co. Ltd. (F. J. Wolfe, *Mgr.*) *Lloyd's* SA & CP *Cell D above* 150° F.	371·1 | 64·2 | 18·1 379·4 (O.L.) P 89′ B 36′ F 37′ FK *Trunk in wells* *Bu E & B* 58′ 195*t D* *T f* 40′ 555*t FPT* 333*t*	London British	T. 6 Cy. 16½″, 28½″ & 48″–36″ 2251b (*s*) 551 NHP 8 *BHpt Cem* 2SB, 8*cf*, HS 8870 FD N.E. Marine Eng. Co Ld Nwc	18 ″ 0 s 2 ″ 11½ 15 ″ 2½	
	Carrying Petroleum in bulk *Fitted for oil fuel* 7, 37 *F.P. above* 150° F.														
79722 200861 WQDK	**Missouri** (P) *Mchy. Aft*	2 *Dks & Awng dk*	2434 — 1484					1904	Chicago S.B. Co. Chicago	Sand Products Corp.	225·0 | 40·1 | 24·5	Milwaukee Utd. States	T. 3 Cy. 20″, 33″ & 54″–36″ 175 NHP Chicago S.B. Co. Chicago		
79723 222236 WACM	**Missourian** *Oil Eng.* *ss* Bos. No. 2–30 D.F. Gy C. 1 *Dk (Stl)* & *Shelter dk (Stl)* *2nd dk (Stl) in forward holds*	Twin Sc	5908 5469 3650	✠ ... 3,34	SFo			1922 6mo	Merchant S.B. Corp. Chester, Pa.	American-Hawaiian S.S. Co.	445·1 | 59·8 | 36·4 FK *Coll*	New York Utd. States	Oil Engines 4 S.C.SA 12 Cy. 29½″–45¼″ 987 NHP 8 *BHpt Cem* *BH to Sh dk* 6 ,, ,, *U* ,, 1 ,, ,, *2nd* ,,	39 ″ 0	R †
											Cell DB 380′ 1493*t DTf* 28′ 874*t FPT* 231*t APT* 185*t*		W. Cramp & Sns S & EBC Phl.		
79724 164634 GYVZ	**Mr. Therm** *Mchy. Aft* *Cruiser Stern* *Cargo battens not fitted*	1 *Dk*	2974 2268 1747	✠100A1 Sld *t* ~~5,35~~ 5,37 7,38 Shl 5,39 ✠LMC 5,36		CL	~~5,37~~ ~~6,38~~ ~~7,39~~ 6,37	1936 5mo	S.P. Austin & Son, Ld. Sunderland	The Gas Light and Coke Company (Stephenson Clarke & Associated Companies, Ld.) *Lloyd's* SA & CP	318·4 | 45·7 | 20·0 329·0 (O.L.) Q 188′ F 32′ FK *Cell DB* 262′ 1065*t* *Tank* 55*t FPT* 240*t APT* 50*t*	London British 5 *BHCem* *Midship dk*	T. 3 Cy. 19½″, 32″ & 54″–39″ (*s*) 2001b 259 NHP 2SB, 6*cf*, GS 82, HS 3732 FD N.E. Marine Eng. Co Ld. Sld.	22 ″ 2 s 7 ″ 3⅜ 19 ″ 10½	
79725 145403 MLPW	**Mistley** *Mchy. Aft.*	1 *Dk*	487 326 202					1922	Mistley S.B. & Repg. Co. Mistley	F. W. Horlock's Ocean Transport Co. Ld. (M. F. Horlock, *Mgr.*)	144·0 | 25·2 | 11·1 Q 83′ B 9′ F 19′ *WB*	Harwich British	T. 3 Cy. 12″, 20″ & 34″–23″ 55 NHP Allen, Sons & Co Ld. Bedford		C
79726 44254 JHOL	**Mitakesan Maru** 2 *Dks* *Cruiser Stern*		4442 — 2578					1937	Harima S.B. & Eng. Co. Ld. Harima	Kaburagi Kisen K.K.	~~460·0~~ 450·0 | 29·0 P 81′ B 110′ F 33′ 363 · 6 | *WB*	Tokyo Japanese	2 steam turbines D R geared to 1 sc. shaft 467 NHP Kawasaki Dkyd Co Ld Kobe		
79727	**Mitidja** (*ex*Mundale, *ex*Luristan)		3351 3086		...			1906	W. Hamilton & Co. Ld. Port Glasgow	Les Cargos Algériens, Soc. Anon.	358·0 | 45·2 | 16·3 24·3 P 25′ B 86′ F 41′ FK *WB*	Dunkirk French	T. 3 Cy. 25″, 41″ & 67″–45″ 364 NHP D. Rowan & Co. Glasgow	26 ″ 10	V †
FOVM	D.F. 1 *Dk & Spar dk & deep framing*		2098												
79728 28097 JMVD	**Mito Maru** *ss* Yka. No. 3–4, 36 2 *Dks (Stl)*	Twin Sc	7061 6450 4358	✠100A1 1,~~38~~ 3,38 ~~BS 3,38~~ 1,39 ✠LMC 10,36	Yka	*b*† CL P 3,38 S 4,37		1921	Yokohama Dock Co. Yokohama	Nippon Yusen K.K.	445·0 | 58·0 | 34·0 P 35′ B 135′ F 35′ FK	Tokyo Japanese	T. 6 Cy. 20½″, 33½″ & 56″–48″ 2001b (*s*) 632 NHP 7 *BHpt Cem*	34 ″ 0 s 7 ″ 6½ 26 ″ 8	
	Carrying oil fuel F. P. above 150° F.							*Lloyd's* SA & CP			*in DB & forward DT Cell D* B 392′ 1334*t DT a* 42′ 1337*t DT f* 2		4SB, 12*cf*, GS 225, HS 9200 FD Yokohama Dock Co. Yka.		
79729 LELX	**Mitra** *Mchy. Aft* *Cruiser Stern* 1 *Dk (Stl)* *Longitudinal framing in double bottom* Wireless *Rudder electrically welded* D.F. *Strengthened for Navigation in Ice*		1121 889 545	✠100A1 ~~7,38 10,37~~ 10,39 ~~BS 10,37~~ ✠LMC ~~11,38~~ 3,39	Osl	*n* CL ~~10,38~~ 3,39		1931 10mo	Deutsche Werft A.G. Bet Finkenwrder Hamburg	Dampfskslsk. Marna A/S (Sigurd Owren, *Mgr.*) *Intermediate bulkheads in centre tanks* *Lloyd's* SA & CP *above* 150° F.	228·9 | 36·2 | 13·3 P 78′ F 27′ FK *electrically welded* *Cell DB* 148′ 299*t DT f* 20′ 37*t FPT* 72*t*	Oslo Norwegian 11 *BH* *APT* 32*t*	T. 3 Cy. ~~17⅝~~, 27⅝″ & 45½″–27⅝″ 17½″ (*s*) 213lb FD 194 NHP 2SB (~~Spt~~), 4*cf*, GS 73, HS 3054 A. Borsig, Berlin-Tegel	15 ″ 9	
	Carrying Petroleum in bulk *Fitted for oil fuel* 10, 31 *F.P. above* 150° F.														
79730 39506 JCDI	**Mitsu Maru** *Oil Eng.* 1 *Dk*		331 — 245					1934	Matsuura Ryoichi Higashino	Kita Kyushu Syosen K.K.	119·2 | 23·1 | 12·6	Fukuoka Japanese	Oil Engines		
79731 14179 JDBD	**Mitsuki Maru** (*ex*Saint Bede) *ss* Hak. No. 3–9, 11 *ss* Kob. No. 2–19 1 *Dk (Stl)* & *Spar dk (Stl)* *& deep framing*		3894 3333 2853	✠ 6,24	Kob	*w*		1899 3mo	W. Pickersgill & Sons Sunderland	Sakai Kisen K.K.	350·0 | 46·2 | 17·6 25·6 P 31′ B 100′ F 33′ FK *WB = Cell DB a* 110′	Tokyo Japanese 6 *BHCem*	T. 3 Cy. 23½″, 39″ & 66″–45″ NDB 22 320 NHP 2SB, 6*cf*, GS 97, HS 3998 G. Clark, Ld. Sunderland	28 ″ 1	C †
											uE & B 38′ *f* 144′ 815*t*				
79732 23839 JSJL	**Mitsumine Maru** (*ex*Daitoku Maru-37) 1 *Dk*		978 873 564					1918	Osaka Zosensho Osaka	Toho Kaian K.K.	193·7 | 31·2 | 18·5	Nagasaki Japanese	T. 3 Cy. 13½″, 22⅝″ & 37½″–27″ 72 NHP *WB* Sanyo Tekkosho, Osaka		
Now "Mitsumine Maru," *see No. 89105 in Supplement*											*APT* 48*t*				
79733 DIDR	**Mittelmeer** *Oil Eng.* D.F. E.S.D *ss* Ham. No. 2–35 *Mchy. Aft* 2 *Dks (Stl)* & *Web frames* *Longitudinal framing*		6370 5783 3658	✠100A1 ~~5,36 5,37~~ ✠LMC CS 10,35 DBS ~~5,38~~ 5,38 5,37 5,38	Ham	CL ~~2,35~~ 4,38		1927 6mo	Akt. Ges. "Weser" Bremen	John T. Essberger	412·8 | 55·1 | 32·9 430·9 (O.L.) P 123′ B 28′ F 41′ FK	Hamburg German	Oil Engines 4 S.C.SA 6 Cy. 27⅞″–55⅛″ 488 NHP 2 Water Tube DB 200*lb*	32 ″ 9	
	Carrying Petroleum in bulk							*Lloyd's* SA & CP			*Cell DB & uE* 64′ 142*t D* 7*f* 25′ 164*t FPT* 171*t*		6 ,, *to 2nd dk*		
													APT 151*t*		
79734 44138 JCCM	**Mitu Maru** (*ex*Mitsu Maru-38, *ex*Concordia-38, *ex*Cardita, *ex* War Gaekwar) 1 *Dk (Stl)* 2 *tr B&S* *Longitudinal framing* *Web frames*		5632 — 3559	✠ ~~...~~ ~~2,39~~	Kob	*z* CL N 9,37		1919 9mo	Lithgow's Ld. Port Glasgow	Taihei Kisen K.K. (Yamashita Kisen K.K. *Mgrs.*) *Middle line* *Lloyd's* SA & CP *above* 150° F.	400·3 | 52·2 | 28·4 P 50′ B 121′ F 39′ FK *BH not oil tight* *Cell D Bu E & B* 72′ 250*t f* 50′ 65*t FPT* 95*t*	Kobe Japanese 11 *BHpt Cem*	T. 3 Cy. 27″, 44″ & 73″–48″ (*s*) 180lb 517 NHP 3SB, 9*cf*, GS 190, HS 7668 FD D. Rowan & Co. Ld. Glasgow	31 ″ 0 s ~~5 ″ 8~~ 25 ″ 62	
	Carrying oil fuel in bulk F.P. *Fitted for oil fuel* 9, 19 *F.P. above* 150° F.										*1 APT* 75*t*				
79735 42938 JNYL	**Miwa Maru** *Oil Eng.* 1 *Dk*		335 — 229					1937	Sanogawaya Yasutaro Osaka	Maruki Kisen K.K.	136·0 | 22·1 | 13·0	Shikama Japanese	Oil Engines		
79736 139159 GVSV	**Mixol** *ss* Gib. No. 3–11, 36 *Mchy. Aft* 2 *Dks (Stl)* & *Web frames*		1977 1584 1053	✠100A1 0,~~38~~ 4,37 ✠LMC 11,38	Ply	CL ~~7,36~~		1916 10mo	Caledon S.B. & E. Co. Ld Dundee	The Admiralty *Lloyd's* SA & CP *above* 150° F.	270·0 | 38·7 | 21·9 P 97′ B 25′ F 57′ FK *Cell D B u E & B* 61′ 66*t DT f* 33′ 157*t FPT* 46*t*	London British 14 *BH pt Asp* (9 ,, *to U dk* 5 ,, ,, *2nd* ,,)	T. 3 Cy. 20″, 33″ & 54″–36″ (*s*) 180lb 362 NHP 2SB (FD) & 1 Aux SB, 8*cf*, HS 6370 Caledon SB. & E. Co. Ld. Dun	23 ″ 4 s 2 ″ 6 21 ″ 0	
	Carrying Petroleum in bulk *Fitted for oil fuel* 10, 16 *F.P. above* 150° F. ~~BS 10,38~~										*APT* 59*t*				
79737															

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné pour le prochain examen périodique. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille à Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres ne coté, ou ce n'est dans le L. R. Inscrit. Port. Inscrit.
79738 32655 JUPB	**Miyadono Maru** (*ex*Argalia, *ex*WarKestrel)	*ss*Kob.No.3–10,31 2 *Dks*(*Stl*) *Fitted for oil fuel*	5196 4776 3198	✠ ... 1,36	Kob	*y*		1918 7mo	Craig, Taylor & Co. Ltd. Stockton	**Tatuuma Kisen K.K.**	400·1 P49′	52·3 B113′	28·5 F40′ FK	Nishinomiya Japanese	T.3Cy.27″,44″&73″–48″ 517NHP 3SB.*9cf*,gs190,hs7668 Blair & Co. Ltd. Stockton	31 ″ 0	
										Cell D B	336′	1077*t*	*F P T* 121*t*		*A P T* 179*t*		
79739 17079 JFDA	**Miyako Maru** (P) Wireless	2 *Dks*	971 761 567					1914	Osaka Iron Works Osaka	**Osaka Syosen K.K.**	189·9 P22′	32·0 B69′	18·5 F31′	Osaka Japanese *WB*	T.3Cy.15″,25″&42″–30″ 96NHP Osaka Iron Works, Osaka		
79740 24358 JARA	**Miyaura Maru** (P) *Well deck*	1 *Dk*	1856 1334 1092			...		1919	Mitsubishi Zosen Kaisha Ld. Nagasaki	**Kinkai Yusen K.K.**	250·0 P&B132′	37·7 F33′	20·5 FK	Tokyo Japanese *WB*	T.3Cy.17½″,28½″&48″–36″ 188NHP Mitsubishi Zosen Kaisha Ld	20 ″ 6	
79741 9363 JPXB	**Miyo Maru** (*ex*Helios) Wireless	1 *Dk*	1455 1259 882					1897	Wood, Skinner & Co. Newcastle	**Kwonan Kisen K.K.**	236·9 B30′	35·1 F28	20·7	Tokyo Japanese *WB*	T.3Cy.18⅞″,30″&49″–33″ 138NHP N.E. Marine Eng Co Ld Nwc		
79742	— *Oil Eng.*		335					1937	Sanoyasu Dock Goshi Kaisha Osaka	**Maruki Sen K.K**				Japanese	Oil Engines Hanshin Iron Works, Kobe		
79743 5628 SFNK	**Mjölner** Wireless	1 *Dk*	976 736 376					1914	Lindholmens V.A. Gothenburg	**Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)**	225·0 P120′ H118*t*	36·0 F55	13·2	Stockholm Swedish *WB*	T.3Cy.18″,29½″&48½″–29½″ 98NHP *Emade* 88 *refitted* 32 W. Lindbergs A/B, Skm.		V
79744 OXMS	— (P) Wireless D.F.	(*Icebreaker*) 1 *Dk*	503 412 202					1890	Helsingörs Skibsbyggeri Elsinore	**De Danske Stats-baner**	140·0 Q28*t*	33·3 B29*t*	14·7 F13*t*	Helsingör Danish *WB*	C.2Cy.29½″&55¼″–32″ 144NHP Helsingörs Maskinbyggeri		
79745 OZOD	— (P) Wireless	1 *Dk*	302 241 121					1930	Svendborg Skibsv. Af 1926 A/S Svendborg	**A/S Sydfyenske Dampskibsselskab**	141·1	27·3	9·4	Nakskov Danish *WB*	C.4Cy.(2)11 7/16″&(2)24 7/16″–24 7/16″ 49NHP Christiansen & Meyer, Harburg		V
79746 159465 VPJS	**Moamoa** *Oil Eng.* Wireless	1 *Dk* *Cruiser Stern*	554 338 296	✠ 100 A1 *Shelter dk* δ,38 ~~10,37~~ ✠ LMC 10,37	HKg Suva	*y*	CL	1937 10mo	Hong K'ng & Whampoa Dock Co. Ltd. Hong Kong	**Burns, Philp (South Sea) Co. Ltd.**	148·5 161·4 (O.L.) P52′	28·5 F31′	10·6 FK	Hong Kong British *5 B H Cem*	Oil Engines 2S.C.SA 4Cy.11″–19½″ 84NHP Harland & Wolff, Ld. Gls.	12 ″ 3 s 1″ 0¾ 11 ″ 7	
								Lloyd's	*S A & CP*	*D B tanks at ends of motor space 22t D*			*T f T* 32*t F P T*		*T* 6*t A P T* 23*t*		
79747 OPCE	**Moanda** *Oil Eng.* 1 *Dk & Shelter dk*, 3rd dk in No. 1 hold *Cruiser Stern*		*4621* *3993* *2634*	✠ 100 A1 *with freeboard* 8,38 ~~9,38~~ ✠ LMC 12,37 *Carrying palm oil in deep tanks*	Ant	*z*	CL 2,38	1937 12mo	Soc. Anon. Jhn. Cockerill Hoboken	**Cie Maritime Belge (Lloyd Royal) S.A. (Agence Maritime Internationale, *Mgrs.*)**	387·6 409·9 (O.L.) F36′	54·0	24·7 FK	Antwerp Belgian *7 B H*	Oil Engines 2S.C.DA 6Cy.17½″–47½″ 644NHP 2 DB 75*lb*	27 ″ 2 s 2 ″ 7⅜ 24 ″ 8¼	
								Lloyd's	*S A & CP*	*Cell D B* 38′ 1167*t M T* 41′ 149			0*t F P T* 15*t A P T* 220*t*		*pt Cem pt Asp Coll to Sh dk* 6 „ 2*nd* „	Soc An. J. Cockerill, Seraing	
79748 OPCI	**Mobeka** *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern*		5277 — *2953*	✠ 100 A1 *with freeboard* 8,38 ~~8,37~~ ✠ LMC 8,37 *Carrying vegetable oil in deep tanks*	Ham Ant	*a*†	CL	1937 8mo	Flensburg Schiffsb. Ges. Flensburg	**Cie. Maritime Belge (Lloyd Royal) S.A. (Agence Maritime Internationale, *Mgrs.*)**	426·5 449·4 (O.L.)	55·7	25·0 FK	Antwerp Belgian *7 B H*	Oil Engines 2S.C.DA 5Cy.23⅝″–43 7/16″ 972NHP DB 70*lb*	27 ″ 10 s 2 ″ 10 25 ″ 2¼	
								Lloyd's	*S A & CP*	*Cell D B* 345′ 435*t M T* s 45′ 1629*t*			*F P T* 197*t A P T* 65*t*		*pt Cem pt Asp Coll to Sh dk* 6 „ 2*nd* „	Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg	
79749 220436 KDCE	**Mobile City** *ss*Bal.No.3–4,32 *ss*Bal.No.1–35 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) GyC. & *Web frames* *Longitudinal framing*		6157 5705 3801	✠ 100 A1 *Shelter dk* ~~3,39~~ *with freeboard* 5,38 ~~9,37~~ 5,39 ~~BS 5,37~~ ✠ LMC 11,35 *Fitted for oil fuel* 9,26	Bal	*z*	CL ~~10,37~~ 5,38 *F.P. above*	1920 9mo	Chickasaw S.B. & Car Co Chickasaw, Ala.	**Isthmian S.S. Co.**	395·5 P45′ *Shelter dk* 331′	55·0 B110′	31·4 F38′ *on* FK	New York Utd. States *6 B H to Sh dk*	T.3Cy.24⅜″,~~41½~~ 11 13/16″ & 72 7/16″–48″ 210lb FD (*s*) 587NHP 3SB(Spt)9*cf*,gs181,hs8919 Hooven, Owens, Rentschler Co. Hamilton, O	34 ″ 11 s 7 ″ 10¾ 27 ″ 2¾	
								Lloyd's	*S A & CP*	*Cell D B*			331′ 1508*t F P T* 187*t*		*A P T* 173*t*		
79750 235840 WOPY	**Mobilgas** *Mchy. Aft* 1 *Dk*, 2nd dk clear of cargo tanks *Longitudinal framing–bracketless system* D.F. E.S.D. GyC. *Cruiser Stern*		9860 9102 6129	✠ 100 A1 ~~2,39~~ ~~3,38~~ *Shelter dk* BS 2,39 ✠ LMC 2,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,37	NYk Gal	*f*†	CL *F.P. a*	1937 2mo	Sun S.B. & Dry Dock Co. Chester, Pa.	**Socony-Vacuum Oil Co. Inc.**	486·3 501·6 (O.L.) P105′	68·3 B34′	36·9 F49′ FK	New York Utd. States *15 B H*	2 steam turbines D R geared to 1 sc shaft 1104NHP 450lb hs11164 FD 2 W T B (Spt) & 1 Aux W T B De Laval Steam Turbine Co. Trenton, N.J.	37 ″ 0	
								Lloyd's	*S A & CP*	*Cell D B u*	*m chy* 73′	96*t D*	*T f* 22′ 650*t F P T* 46		*6 t A P T* 121*t*		
79751 235790 WOPX	**Mobiloil** 1 *Dk*, 2nd dk clear of cargo tanks *Mchy. Aft* *Cruiser Stern* *Longitudinal framing–bracketless system* D.F. E.S.D. GyC.		9860 9102 6129	✠ 100 A1 ~~8,38~~ ~~8,37~~ 8,39 ~~9,38~~ ~~9,37~~ ✠ LMC 1,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,37 BS 3,39	Gal NYk		CL *F.P. abo*	1937 1mo	Sun S.B. & Dry Dock Co. Chester, Pa	**Socony-Vacuum Oil Co. Inc.**	486·3 P105′	68·3 B34′	36·9 F49′ FK	New York Utd. States *15 B H*	2 steam turbines D R geared to 1 sc shaft 1104NHP 450lb hs11164 FD 2 W T B (Spt) & 1 Aux W T B De Laval Steam Turbine Co. Trenton, N.J.	37 ″ 0	
								Lloyd's	*S A & CP*	*Cell D B u*	*m chy space* 73′	96*t L*	*T f* 22′ 650*t F P T* 466*t*		*A P T* 121*t*		
Broken up CSBI	**Moçambique** (P) (*ex* Bruxelles-ville–33)	Twin Sc *ss*Lis.2nd No.3–10,32 2 *Dks*(*Stl*) *Weather dk* (*Stl–teak* s)	6052 — 3770	3,38	Lis	*z*		1908	A. Stephen & Sons, Ld. Glasgow	**Cia. Nacional de Navegação**	400·8 P51′ F73′	52·2	32·6 FK	Lisbon Portuguese *6 B H Cem*	T.6Cy.22″,36″&60″–48″ 770NHP 5SB,*15cf*,gs289,hs11809 A. Stephen & Sons, Ld. Gls	35 ″ 3	
										Cell D B 358′ 983*t F*			*P T* 58*t A P T* 42*t*		*Coll to W dk* 5 „ 2*nd*„)		
79753 14627v GFDZ	**Modasa** (P) *Ref. Mchy.* D.F.	Twin Sc *Fitted for oil fuel* 2 *Dks*(*Stl–U teak* s) *Cruiser Stern*	9070 7268 5636	✠ 1,25 Lloyd's R ~~1,39~~ ~~3,38~~ 5,6 ~~1,38~~ ~~9,38~~	Mdb	*d*†		1921 6mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	**British India Stm. Nav. Co. Ld.**	465·0 P44′ B175′	58·3 F53′	33·5 FK	Glasgow British *9 B H Cem*	4 Steam Turbines D R geared to 2 Sc. Shafts hs13812 FD 1065NHP 4SB&1AuxSB*18cf*,gs342 Swan, Hunter & Wigham Richardson, Ld. Nwc.	36 ″ 0	BT till ~~5,38~~ 5,39
								Cell	*D B*	403′ 1354*t tanks between tunnels*			114′ 253*t F P T* 164*t A P T* 71*t*				
79754 148922 GMVZ	**Modavia** *Oil Eng.* *ss*Gls.No.2–35 *Ref. Mchy.* 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) D.F. E.S.D. 4*th dk*(*Stl*) *in Nos.* 2 & 3 *holds*		4858 4403 2859	✠ 100 A1 *with freeboard* 11,38 ~~11,37~~ ✠ LMC CS 3 11,36 DBS ~~3,38~~ 3,39 11,38 ✠ Lloyd's R MC ~~1,37~~ 11,36	Gls	*z*	CL ~~12,35~~ 11,38	1927 4mo	Vickers, Ld. Barrow	**Donaldson Line Ld. (Donaldson Bros. ~~Ld. *Mgrs.*~~ & ~~Pnl. Ltd. *Mgrs.*~~)**	387·0 899·5 (O.L.) F42′	53·7	27·5 FK	Glasgow British *6 B H pt Cem*	Oil Engines 4S.C.SA 8Cy.30″–45′ 699NHP 2 DB–*120lb*	30 ″ 0 s 3 ″ 5½ 26 ″ 7½	
								Lloyd's	*S A & CP*	*Cell D B* 312′ 1025*t*			*F P T* 110*t A P T* 65*t*		*Coll to Sh dk* 5 „ 2*nd* „)	Vickers, Ld. Barrow	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ: RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed; if not in L.R. Lines of Built classed.
79755 5366 SFNM	**Mode**	*1227* *980* *555*						1912	Helsingörs Jernsk.&Msk Elsinore	Stockholms Rederiaktieb. Svea (Eman.Högberg, *Mgr.*)	246·9	37·1	14·0 21·6	Stockholm Swedish	T.3Cy.19″,32″&53″–36″ 169NHP *WB* HelsingörsJernsk.&Mskb.		V
79756 3236 ORHR	**Modesta**	3830 — 2271	✠100A1 10,28 ~~10,37~~ BS9,38	Rot Ams ✠LMC10,3	*w*	CL 10,37		1917 1mo	J.Priest-man&Co. Sunderland	J.W.Paulin *Intermediate BH in after*	346·5	50·8	23·5	Wiborg Finnish	T.3Cy.24½″,40½″&67″–45″ 180lb (*s*) 319NHP 2SB,*6cf*,GS124,HS4800 N.E.MarineEngCo.Ld Sld	26 ″ 0 s 4 ″ 8½ 21 ″ 6	
79757 PGAJ D.F.	**Modjokerto** *Oil Eng.* 1 *Dks* Stl) 3 *Dks* *Cruiser Stern*	7080 6441 4490	✠100A1 *Shelter dk with freeboard* 8,37 NE8,34	Rot MC8, BS~~6~~ ,38 *Carrying vegetable oil in aftermost deep tank* *Carrying oil F.P. above 150°*		OG 10,36		1922 7mo	WearShip-yard of W. Gray&Co. (1918),Ld. Sunderland	Rotterdamsche Lloyd(W.Ruys& Zonen, *Mgrs.*) *Cell DB398′1568t*	480·1 F40′ *on Shelter dk* len34 *DTs a47′1736t MT24′1179t*	57·4 30·3 FK *Collisio n BH to Wdk* 7 ,, ,, *2nd* ,,	38·4 FPT 200t APT47t	Rottrdam Dutch *pt Cem*	2 Oil Engines 2S.C.DA SR geared&hydraulic coupling 12Cy.20⅞″–29⅛″ 1835NHP 2NDB(WTB)84–*225lb* 2DB–*225lb* N.V.Wilton'sMachinefbr &Scheepswrf,Rot.	33 ″ 1 s 4 ″ 10 28 ″ 6½	
79758 162402 MBTF	**Moelfre Rose** *Well deck* *Mchy. Aft*	631 428 277	✠100A1 ~~4,37~~ 2,55 BS6,38	Sld Bly LMC ~~8,34~~ MS8,39 *Cargo battens not fitted* *Special Surveys to date from 4,34*	*i*	CL ~~9,36~~ 2,39		1931 7mo	NVSchpsw "deMerwede" v/h van Vliet&Co. Hardinxveld *Cell DB105′144t*	RichardHughes& Co.(Liverpool)Ld.	175·4 Q101′B11′F25′ *FPT54t APT4t*	27·1 FK	11·1	Liverpool British	T.3Cy.13″,21½″&35″–27″ (*s*) 180lb 88RHP 1SB,*3cf*,GS54,HS1615 D.&W.Henderson& Co.Ld.Gls.	13 ″ 0 s 3 ″ 10 12 ″ 9¼	
79759 PGAO	**Moena**	9286 8711 5730	✠100A1 11,38 ~~4,38~~ NB8,27 BS~~6~~ ,38	Ams LMC7,36	*e* †	CL 6,36		1923 5mo	SirJ.Laing &Sons,Ld. Sunderland *Cell DBa152′uE f183′1642t*	Stoomv.Maats. Nederland *DTa39′1752t FPT147t APT39t*	480·5 P48′B31′F49′ 44′*u*B41′	60·4 FK	37·4	Amstrdam Dutch	T.3Cy.32″,52″&88″–54″ (*s*) 190lb 1053NHP 5SB(Spt),*15cf*,GS330, HS17500FD Armstrong,Whitworth &Co.Ld.Nwc.	40 ″ 3 s 10″2 30 ″ 5	
79760 OPLD D.F. E.S.D.	**Moero** *Oil Eng.* 1 *Dk&Shelter dk* *Cruiser Stern*	5277 — 2953	✠100A1 *with freeboard* 7,38 ~~6,37~~	Kel Ant LMC6,37 *Carrying vegetable oil in deep tanks*	*a* †	CL		1937 6mo	Flensburgr Schiffsb.Ges. Flensburg *Cell MTs45′1629t*	Cie.MaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, S.A.*Mgrs.*) *LDB345′1435t FPT197t.1PT65t*	426·5 449·4(O.L.) *Coll to Sh dk* 6 ,, *2nd* ,,	55·7 FK	25·0	Antwerp Belgian *7 BHpt Cem pt.1sp*	Oil Engines 2S.C.DA 5Cy.23⅝″–43⅛″ 972NHP DB*70lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	27 ″ 10 s 2 ″ 10 25 ″ 2½	
79761 PKHJ	**Moesi** *Oil Eng.* 1 *Dk*	913 632 573						1930	Rotterdam Droogd.Maat Scheidam	Koninkl.Paketv. Maats.	203·3 Q134′B24′F28′	34·2	11·2	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.13 $\frac{7}{16}$″–19 $\frac{11}{16}$″ 144NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
79762 EGBO	**Mogador** (*ex*JosePerez) Iron *ssCdz.4thNo.3–10,30* *ssCdz.No.1–35* 1 *Dk*	466 357 282	✠100A1 2,37 ~~BS5,37~~ NB9 *refitted* 18	Cdz BS6,38 LMC5,35	*h*	2,37		1879 11mo	R.Cham-bers,jun. Dumbarton A&CP	Cia.Trasatlantica *Cell MTs45′1629t*	166·0 P35′B31′F31′ ND14	24·1 BK7	13·1	Barcelona Spanish *1 BHCem*	C.2Cy.20″&35″–27″ 75lb 49NHP 1SB,*2cf*,GS43,HS800 M.Paul&Co.Dumbarton	13″10 s 1″10½ 12″11	
79763 PUQM	**Mogy** (*ex*Gaasterland–35, *ex*CastellPelesch) 1 *Dk&Shelter dk*	3464 3192 2128						1912	Akt.Ges. "Neptun" Rostock *Cell DB345′1435t FPT197t.1PT65t*	Cia.Commercio e Navegação	365·9 F36′	50·5	21·6	R.Janeiro Brazilian *WB*	T.3Cy.23⅝″,38 $\frac{7}{16}$″&62″–41 $\frac{3}{8}$″ 247NHP A.G."Neptun,"Rostock		G
79764 77 SUBS	**Mohamed Ali El-Kebir** TwinSc (*ex*Teno–35) Ⓟ *ssGrk.No.3–5,35* 2 *Dks*(*Stl–Uteak s*) *Well deck* 3*rd dk*(*Stl*)*in Nos.1&2holds* D.F. E.S.D.	7290 4991 3901	✠100A1 2,38 BS2,38	Alx LMC5,35 *Fitted for oil fuel* 12,22	*b* †	CL 15,37 12mo &E.Co.Ld. Greenock *Lloyd's SA&CP* s2,38 *F.P. above 150° F.*		1922 12mo	Scotts'S.B.	PharaonicMail Line,S.A.E. *Cell DB365′885t FPT*	422·8 P&B293′F87′	56·2 FK	30·4	Alexndria Egyptian *8 BHCem*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 215lb FD 1469NHP 6SB(Spt),*18cf*,GS385, HS17832 Scotts'S.B.&E.Co.Ld.Grk.	33 ″ 0 s 4″11⅜ 28 ″ 3	
79765 216586 KLHD	**Mohawk** *Oil Eng.* *Carrying Petroleum in bulk*	369 — 274						1918	Merrill, Stevens Co. Jacksonville, Fla.	GulfOilCorpora-tion	145·0	23·3	12·0	Pt.Arthur, Tex. Utd. States	Oil Engines 4S.C.SA 6Cy.12″–14″ NE23 81NHP StandardMotorConst.Co. JerseyCity,N.J		
79766 145763 MKXV	**Moidart** (*ex*Hillglen) *ssGmh.No.3–1,29* *ssNwc.No.2–37* 1 *Dk*(*Stl*) *Cargo battens not fitted*	1262 1028 757	✠100A1 ~~11,37~~ 11,38 BS8,38	Bly Shl LMC8,37	*o*	CL 11,37		1922 1mo	Campbeltn S B.Co.Ld. Campbeltwn *Lloyd's SA&CP*	WesternNav.CoLtd. (Wm.S.Scott&Co. *Mgrs.*) *Cell DB190′395t*	229·7 Q79′B48′F27′ *APT85t*	35·8 FK	15·5	Cardiff British *4 BHCem*	T.3Cy.18″,27½″&45″–33″ (*s*) 180lb 142NHP 2SB,*4cf*,GS79,HS2386 Ross&Duncan,Glasgow	17 ″ 7 s 1 ″ 4½ 16 ″ 5	
79767 LIZB	**Moira** *Electrically welded* *Mchy. Aft* 1 *Dk* *Longitudinal framing in double bottom* Wireless D.F. *Cruiser Stern*	1560 1307 744	✠100A1 2,38	Bkn LMC5,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,35	*q*	CL 3,36 *F.P. above 150 F.*		1935 5mo	Swan,Hun-ter&Wigham Richardson, LdNewcastle *Lloyd's SA&CP* *Cell DBuE&B40′f130 in way of cargo*	Dampskibsselsk. MarnaA/S(Sigurd Owren,*Mgr.*) *Trunk142′ 415t DT f14′23t Wing tanks130′275t FPT*	248·4 259·0(O.L.) P70′F29′ *tanks*	42·1 FK	16·3 *54t APT31t*	Oslo Norwegian *10 BHpt Cem*	C.2Cy.17″&34″–28″ & LP turbine with DR gearing & hydraulic coupling (*s*) 210lb FD 223NHP 2SB(Spt)*6cf*,GS103,HS3574 Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 0 s 1 ″ 3½ 16 ″ 9½	
79768 221302 KDSH	**Mojave** (*ex*Hambro) *Fitted for oil fuel* *Mchy. Aft* 2 *Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	6900 — 4255						1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Socony-Vacuum OilCo.Inc.	435·0 P128′B50′F44′	56·2	33·5	NewYork Utd. States *WL*	T.3Cy.27″,47″&78″–48″ 422NHP BethlehemS.B.Corp.Ld.		R
79769 41361 JHIJ	**Moji Maru** *Oil Eng.* 1 *Dk*	318 — 183						1936	Tochigi Zosensho K.K Wakamatsu	TochikiShojiK.K.	139·9	24·0	12·5	Kobe Japanese	Oil Engines		
79770 LJPH	**Molda** *Oil Eng* D.F. E.S.D. 1 *Dk&Shelter dk* *Cruiser Stern*	5137 4567 2983						1937	Deutsche Sch-u-Mschb. A.G.Weser Bremen	A/SJ.Ludwig MowinckelsRederi	435·2	55·8	25·2	Bergen Norwegian *WB*	2 Oil Engines 2S.C.SA SR geared to 1 sc. shaft 12Cy.20½″–27 $\frac{7}{16}$″ 885NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
79771 LCZM	**Moldanger** *Oil Eng.* *Ref. Mchy.* D.F. 1 *Dk&Shelter dk*	6827 6013 4232						1933	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	464·4 P257*t*H502*t*F22*t*	61·2	27·4	Bergen Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.27½″–47½″ 1842NHP AlgemeineElec.Ges.Berlin		N

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registre de Classe. Si n'est dans le L.R. Durée Cert. Hors Classe.
79772	**Moldaviya** Ⓟ		1190					1928	Schiffsw(v. J.&Sch.)A.G. Hamburg	U.S.S.R.	202·4|33·3|18·4			Odessa Russian *WB*	Oil Engines 4S.C.SA 8Cy.18$\frac{9}{16}$"–29$\frac{1}{16}$" 286NHP Motorenfabr."Deutz"A.G. Köln-Deutz		
UOUE	Wireless	*Oil Eng.* 2*Dks* *Cruiser Stern*	953 612								P&B126′F22′						
79773	**Molokai** (*ex*Flaurence Ward *Salted*CB	**WoodSr** *Oil Eng.*	356 — 220	✠ 3,14 ✠	Hono-lulu			1907 1mo	Bendixsen S.B.Co. Eureka,Cal.	Compania Maritima de Navegacion	105·9|24·4|14·2			Guaymas Mexican	Oil Engines 2S.C.SA 4Cy.14"–14" 138NHP Fairbanks Morse Co.N.Yk.	15 " 1	
XCMZ	HTHonolulu,14	1*Dk*									P55′F25′						
79774	**Molot**	**TwinSc** *Oil Eng.*	949 758					1928	Odessa StateSB Yard AndreMarti Odessa	U.S.S.R.	232·1|34·0|11·8			Vladvostk Russian *WB*	Oil Engines 4S.C.SA 12Cy.13$\frac{3}{16}$"–19$\frac{5}{16}$" 222NHP StateEngine Works, Kolominska		
UOUX	Wireless *Mchy.Aft*	1*Dk*	472								P55′F25′						
79775	**Molotov**		2332 2013			...		1930	Baltic S.B. &Eng.Wrks. Leningrad	U.S.S.R.	284·8|43·1|20·5 P18′B75′F32′ FK			Leningrad Russian *WB*	T.3Cy.17$\frac{3}{4}$",29$\frac{1}{8}$"&48$\frac{7}{16}$"–35$\frac{7}{8}$" 193NHP LeningradS.B.Works "Andrea Marti,"Len.	22 " 7	
UOBC	Sub.Sig.	1*Dk*	1296														
79776	**Momba**		3021	✠100A1	Syd	*u*	CL	1926	Akt.Bur-meistr& Wain Copenhagen	The Adelaide Steamship Co.Ld.	331·8|46·6|23·1			Melbourne British	Oil Engines 4S.C.SA 8Cy.24$\frac{1}{16}$"–61$\frac{3}{16}$" 473NHP DB*100lb*	s 3 " 4½ 22 " 3½	
152022		*Oil Eng.*	2735	1,301~~,36~~			~~1,38~~	3mo									
VJGR		*ss*Syd.No.3-1,38 ~~*ss*Syd.No.2-34~~ 1*Dk*(*Stl*)	1758	~~✠LMC CS1,38~~ DBS~~1,381~~,39			1,39 ~~8,36~~ 12,37				P34′B159′F31′ FK *6BHptCem 7t.APT120t*						
	Cargo battens not fitted	*Cruiser Stern*						*Lloyd's*	*sA4CP*	*Cell DB*	*286′778t FPTG*						
79777	**Momo Maru**		443					1935	Ohara Zosen Tekkosho K.K. Osaka	Uwajima Unyu K.K.	148·9|26·5|14·0			Uwajima Japanese	Oil Engines		
40424		*Oil Eng.*	—														
JIXH		1*Dk*	253														
79778	**Momoha Maru** (*ex*Goldenway,		3103	✠ ...	Kob	*u*		1918	Craig,Tay-lor&Co.Ld. Stockton	Tatuuma Kisen K.K.	331·1|46·8|23·2			Nishino-miya Japanese	T.3Cy.25",41"&68"–45" 359NHP	25 " 6	C
33181	*ex*Terrific,*ex*Cosmos *ss*Kob.No.3-6,31		2855	4,36				9mo			P33′B98′F29′ FK						†
JAVC	Volga,*ex*War Island)	1*Dk*(*Stl*) 2*nd Dk*(*Stl*) *in Nos.2&4holds*	1843	✠										*7BHptCem*	3SB,*9cf*,GS155,HS5841 Blair&Co.Ld.Stockton		
										Cell DB	*280′687t FPT 109t*			*APT 112t*			
79779	**Mon Village** (*ex*Oxford, *ex*Yvetot,*ex*Menuisier)	**TwinSc**	1065					1919	Chant Aug. Normand Havre	Herran,Decia& Muller	219·4|34·2|12·3 P59′F19′			Montevideo Uruguayan *Wb*	T.6Cy.12$\frac{5}{8}$",19$\frac{7}{16}$"&31$\frac{1}{4}$"–16$\frac{1}{2}$" 80NHP At.&Ch.de la Loire,St Denis		
	Mchy.Aft	1*Dk*	588														
79780	**Mona** (*ex*Bratland,*ex*Wermland)		*2326*	✠	Hpl	*s*		1902	W.Gray& Co.Ld. W Hartlepool	Rederi A/B Alfa (Allan Börjesson, *Mgr.*)	279·6|42·6|16·4			Hlsngborg Swedish	T.3Cy.21",33"&56"–36" 194NHP	19 " 0	V
4091		*ss*Hpl.No.2–11	*1609*	2,11				7mo			Q107′ FK						†
SGON		1*Dk*(*Stl*)&*deep framing* &*pt Awning dk*(*Stl*)	*1363*	✠							*ot Awng dk175′*			*4BHCem*	2SB,*4pf*,GS72,HS3014		
										Cell DBu	*84′u E30′f 112′ 52t*			*APT115t*	Cen.Mar.Eng.Wrks.W Hpl		
79781	— Ⓟ	**TwinSc**	1219	✠ A‡	Bkn		OG	1907	Fairfield Co.Ld. Glasgow	~~Isle of Man Steam Packet Co.Ld.~~	260·8|36·1|15·2			Douglas IM British	T.8Cy.(2)18",(2)28$\frac{1}{2}$"& (*s*) (4)33"–27" 180lb 463NHP	16 " 0 s 3 " 6½	BT till ~~12,38~~ 3,39
124188	(*ex*Hazel)	*ss*Bkn.2ndNo.3–1,32	853	*with freeboard*			S2,36	6mo			P53 B121′F42′ FK			*5BHCem*	8SB,*12cf*,GS252,HS8126 FD	12 " 10	~~5,38~~
GFBY	D.F.	2*Dks*(*UStl–ws*)&*Wel. frames*	500	4,38 ~~LMC11,37~~ ~~LMC4,36~~			P3,37	*Lloyd's*	*sA4CP*	*Cell D Bu E30′*	*37t DT a10′10t FPT*			*8tAPT26t*	Fairfield Co.Ld.Glasgow		
	Wireless			*For Irish Channel purposes*													
79782	**Mona's Isle** Ⓟ (*ex*Onward)	**TrpSc**	1688					1905	W.Denny &Bros. Dumbarton	Isle of Man Steam Packet Co.Ld.	311·2|40·1|15·8			Douglas IM British *WB*	3 Steam Turbines Denny&Co.Dumbarton		BT till ~~12,38~~ 3,39
120522			1162														
GFPN	D.F.	2*Dks*&*Awng dk*	698														
79783	**Mona's Queen** Ⓟ	**TwinSc**	2756	✠ A1	Bkn		OG	1934	Cammell Laird&Co.Ld. Birkenhead	Isle of Man Steam Packet Co.Ld.	337·6|48·1|17·2 350·0(O.L.)			Douglas IM British	4SteamTurbines SR geared to 2 Sc. Shafts	18 " 0 s 6 " 1	BT till 4,38
145308			1717	*with freeboard*			4,38	6mo			*Promenade dk249′* FK&BK1½"			10*BHCem*	230lb 1393NHP	12 " 3	
GWSG	Sub.Sig.	2*Dks*&*Shelter dk*	1112	4,38 BS4,38 ~~LMC6,34~~				*Lloyd's*	*sA4CP*	*Cell DB*	*uE46′71t DT sf 136t*			*APT73t*	3WTB,HS13590 FD Cammell Laird&Co.Ld Bkn		
	E.S.D.			*For Irish Channel service*													
	D.F.			*Fitted for oil fuel*	6,34		*F.P. a*				*bove 150° F.*						
79784	**Monagas**	**TwinSc**	*2650*	✠100A1	Mob	*l*	CL	1927	Palmers' Co.Ld. Newcastle	Mene Grande Oil Co. C.A.	305·4|50·2|16·3 316·8(O.L.)			Maracaibo Venezuelan	T.6Cy.13½",28"&37"–27" (*s*) 180lb 212NHP	16 " 6 s 2 " 0½	
	*ss*Cco.No.2–34		*1890*	10,~~33~~1,~~38~~	NYk		4,37	8mo			P69′F33′B22′ FK			11*BHptCem*	2SB,*6cf*,HS4055	14 " 8	
	Mchy.Aft	1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*1514*	BS~~10,38~~ ~~LMC12,34~~			10,~~38~~	*Lloyd's*	*sA4CP*		*Trunk181′*			*194tAPT78t*	Richardsons,Westgarth& Co.Ld.Mdb		
				Carrying Petroleum in bulk						*Cell DB*	*uE&B42′107t FPT*						
				Fitted for oil fuel	8,27		*F.P. a*				*bove 150° F.*						
79785	**Monarch**	**TwinSc**	1150			...		1916	Swan,Hunter&Wigham Richardson, Ld Newcastle	The Postmaster-General	222·7|32·2|19·1 FK			London British *WB*	T.6Cy.12½",20"&33"–24" 146NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	22 " 0	
		(*Cable Vessel*)	1049														
GQKS	Wireless D.F.	1*Dk*&*Awng dk*	476														
	E.S.D.																
79786	— Ⓟ	**Pad**	315					1888	R.&H. Green, London	Cosens&Co.Ld.	210·0|22·2| 9·0			Weymouth British	D.2Cy.41"–48" 179NHP J.Penn&Son,London		PT till ~~10,38~~
82358			274														
MNFD			129														
79787	**Monarch of Bermuda** Ⓟ	**Quad**	22424	✠100A1	N Yk	*m* †	CL	1931	Vickers-Armstrongs. Ld. Newcastle	Furness,Withy& Co.Ld.	553·2|76·7|39·0			London British	2 Steam Turbines connected to Electric Motors & Sc.Shafts (*s*) 4411NHP	43 " 3 s 16 " 5½	
162650		*ss*N.Yk.No.1–36	13088	*with freeboard*			P/6,38	11mo			B354′F94′ FK			12*BHptCem*	100lb HS42200 FD	27 " 0½	
GZKD	E.S.D.	3*Dks*(*Stl-Weather dk* teak s)	12876	11,38 ~~5,37~~ ~~LMC~~			S/6,38				*Upper bridge385′*			*Coll,,to W dk*	8 Water Tube Boilers (Spt)		
	Sub.Sig.	*4th dk*(*Stl*) *in holds*		MS6,35 ~~BS0,36~~			~~T/12,36~~	*Lloyd's*	*sA4CP*		*s477t MTs57′*			*Turbines by*	Fraser&Chalmers,Erith		
	GyC.	*5th Dk*(*Stl*) *except in boiler spaces*		✠Lloyd'sRMC ~~10,37~~			~~T/12,36~~			*Cell D*	*B430′1938t'tween dk tanks a59′496t*			*Motors by*	General Electric Co.Ld.		
	D.F.	(*Topsides–Special quality steel*)		U.38 ~~—L~~			Fall,38			*Tanks in way of tunnel*	*s477t MTs57′*			13*tAPT126t*	Witton,Birmingham		
	Ref.Mchy.	*Rudder electrically welded*					Sail,38				*947t DTsf40′831t FPT1*						
		Cruiser Stern		*Fitted for oil fuel*	11,31		*F.P. a*				*bove 150° F.*						
79788	**Monark**		~~1886~~	✠100A1	Got	*l*	CL	1938	Akt.Lind-holmens Varv Gothenburg	Rederi A/B Monark (Arnold de Champs, *Mgr.*)	~~202·0|43·0|16·2~~			Stockholm Swedish *Cem*	C.3Cy.(2)15$\frac{3}{4}$"&(1)39$\frac{3}{8}$"–37$\frac{3}{8}$"&LP turbine with SR gearing&chain drive 220lb FD (*s*) 217NHP 2SB(Spt)*4cf*.GS71,HS3079 Helsingörs Jernsk&Mskb.	19 " 3 s 2" " 2½ 19 " 1½	
8291	D.F. E.S.D.	1*Dk*&*Shelter dk*	~~1788~~	*with freeboard*				10mo			296·1|43·2|16·0						
SLPA		*Strengthened for navigation in ice* *Cruiser Stern*	*1360*	4,~~36~~ ~~10,36~~ ~~LMC~~			~~10,38~~	*Lloyd's*	*sA4CP*		~~307·8(O.L.)~~ FK						
		Butts of keel&bottom plating electrically welded	*910*	~~Class Contemplated~~						*Intermediate h*	*Hoist'd forward dispensed with*						
										Coll	*B Hto Shelter dk 3B Hto 2nd dk*						
										Cell	*DB241′456t FPT3*			*APT106t*			
79789																	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed 100 A1 Lloyd's R.M.C. Trade Cert.
79790 218508 KJRO	**Monasses** *Ref.Mchy.* Sub.Sig.	5983 5657 3695	*Fitted for oil fuel* 1 *Dk & Shelter dk* *& Web frames* *Longitudinal framing*			...	1919	Moore S.B. Co. Oakland, Cal.	United States Maritime Commission	402·5 P34′F39′ *on Shelter dk*	53·0 FK	32·0	S.Frncisco Utd.States *WB*	2 Steam Turbines D R geared to 1 Sc. Shaft 637 NHP Midwest Engine Co. Indianapolis	34 " 6	R †
79791 841 IBMW	**Monbaldo** (*ex* Sori) D.F.	6214 — 4043	2 *Dks & Shltr dk*				1918	Soc. Esercizio Bacini Riva Trigoso	Nav. Alta Italia Soc. Anon.	389·5	51·5	26·6	Genoa Italian	T.3Cy.26″,42½″&69⅞″–48″ 337 NHP Soc. Esercizio Bacini R.Trig		I
79792 2146 IBNW	**Moncalieri** Ⓟ (*ex* War Linnet) *ss* Tri. No.3–3,31 *ss* Gen. No.1–36 D.F. *Cargo battens not fitted in 'tween dks*	5723 4819 3533	✠100A1 Gen *y* BS7.37 ✠LMC8.38 2 *Dks* (*Stl*) *Adapted for oil fuel* 9,29 *F.*			CL 8.36 9,38	1918 12mo	Craig, Taylor & Co. Ltd. Stockton *Lloyd's SA & CP*	Lloyd Triestino Soc. Anon. di Nav. *Cell DB 336′ 1015t FPT*	400·0 413·0 (O.L.) P49′B113′F40′ FK	52·3 *7 B Hpt Cem*	28·4 *28t. APT 207t*	Genoa Italian	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517 NHP 3SB,9*cf*,GS190,HS7668 FD Cen. Mar. Eng. Wrks. W Hpl	31 " 0 s 5″10½ 25 " 4½	
79793 TKDM	**Moncousu** (*ex* Nestor) *ss* Nts. 2nd No.3–2,37 Wireless *Well deck* 1 *Dk* (*Stl*) *Platform dk* (*Stl*) *for light cargoes in Nos.2 & 3 holds*	1345 — 823	✠100A1 Nts *o* BS1.38 ✠LMC2.37 12.38			CL 1.38 10.38	1912 8mo	Mackay Bros. Alloa *Lloyd's SA & CP*	Cie. Nantaise des Chargeurs de l'Ouest *Cell DB a 58′ uE 17′f 94′ 357t FPT 64t*	235·2 Q86′B56′F29′ FK	36·0 *4 B HCem* *APT 36t*	16·3	Nantes French	T.3Cy.18″,29″&48″–35″ (*s*) 180lb *100lb* 153 NHP 1SB,3*cf*,GS66,HS2484 MacColl & Pollock, Ld. Sld.	18 " 6 s 1 " 5½ 17 " 2	
79794 TTKO	**Mondara** *ss* Bel. No.3–1,33 *Mchy. Aft* *Well deck* 1 *Dk* (*Stl*)	359 255 147	✠ ... 9,37	Bou *e*			1921 2mo	J. & D. Morris, Ld. Newcastle	P. Le Louarn & F. Ollivier	135·2 Q44′B8′F18′ FK	23·6 *FPT*	10·0 *12t*	Paimpol French	C.2Cy.17″&34″–24″ 47 NHP 1SB,2*pf*,GS36,HS1180 G.T. Grey & Co. Ld. S. Shl.	11 " 0	
79795 149459	**Mondoc** *Mchy. Aft* 1 *Dk*	1926 1637 1147					1928	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Paterson Steamships, Ld.	253·0 Q100′F35′	43·3	17·8	Ft. William British *WB*	T.3Cy.15″,25″&40″–33″ 92 NHP Swan, Hunter & Wigham Richardson, Ld. Nwc.		C
79796 1371 IBRW	**Monfiore** (*ex* West Hesseltine) D.F. 2 *Dks*	5498 5075 3370	*Fitted for oil fuel*				1920	J. F. Duthie & Co. Seattle, Wash	Nav. Alta Italia Soc. Anon.	423·7 410·3 P44′B115′F47′	54·2 27·7	26·6	Genoa Italian *WB*	T.3Cy.24½″,41½″&72″–48″ O'Neill Iron Works, Buffalo, N.Y.	359 NHP	IR
79797 1405 ICJR	**Mongioia** (*ex* Terni, *ex* Crispi) D.F. 1 *Dk & Awng dk*	6113 — 3795	*Fitted for oil fuel*				1924	Flli. Orlando & Co. Leghorn	Nav. Alta Italia Soc. Anon.	392·4	51·7	35·1	Genoa Italian *WB*	T.3Cy.27″,44″&73″–48″ *Emade 18 fitted 30* 369 NHP D. Rowan & Co. Glasgow.		I
79798 UOGH	**Mongol** (*ex* Lake Fablus) 1 *Dk 2 tr B*	2606 2237 1612	*Fitted for oil fuel*			...	1919	Detroit S.B. Co. Wyandotte	U.S.S.R.	251·8 P25′B64′F23′ FK	43·3	26·1	Vladvostk Russian *WB*	T.3Cy.21″,35″&59″–42″ 352 NHP Detroit S.B. Co. Detroit	28 " 2	
79799 145517 GFBJ	**Mongolia** Ⓟ **Twin Sc** *Ref. Mchy.* D.F. E.S.D. *Shelter & Shade dks* (*Stl*–teak s)	16600 11948 10120	✠ 8,24 ✠Lloyd's RMC 8,37	Syd	*l* †		1923 4mo	Armstrong Whitworth & Co. Ld. Newcastle	P. & O. Stm. Nav. Co. *Cell DB 476′ 2278t of tunnels 44t Tanks*	551·6 *Prom dk 368′ F54′ on Shade dk* FK 10	72·0 *Tank at after end*	38·5 *fore end of tunnels 205t FPT 136t APT 200t*	Plymouth British *Cem* *BH to Shl dk*	6 Steam Turbines D R geared to 2 Sc. Shafts HS32490 2567 NHP 3D & 4SB,40*cf*,GS900, Armstrong Whitworth & Co. Ld. Nwc.	42 " 3	
Now "Rimutaka," *see No.* 89811 *in Supplement*																
79800 7459 SMTA	— (*ex* Clayton, *ex* Pelica) D.F.	*2111* *1929* *1238*	✠100A1 ~~6,37~~ ~~BS6.37~~ ✠LMC ~~6.38~~ *Cargo battens not fitted*	Hpl *s*		CL ~~6.37~~ 2,39	1909 6mo	W. Pickersgill & Sons, Ld. Sunderland *Lloyd's SA & CP*	Rederi A/B Arild (J. A. Thore, *Mgr.*) *Cell DB a 94′ uE & f 138′ f 114′ 557t*	286·0 P21′B72′F27′ FK	43·3 *5 B HCem* *APT 133t*	18·7	Arild Swedish	T.3Cy.21″,35″&58″–39″ (*s*) 180lb *90lb* 233 NHP 2SB,6*pf*,GS108,HS3637 G Clark, Ld. Sunderland	21 " 0 s 2 " 11½ 18 " 3	
79801 RACE	**Mongoughai** Ⓟ (*ex* Pronto) Wireless 1 *Dk & Spar dk*	993 883 593					1891	Flensburg r Schiffsb. Ges. Flensburg	U.S.S.R.	202·5 B58′	30·8	18·5	Vladvostk Russian *WB*	T.3Cy.15″,27½″&43″–27″ B *made* 12, *fitted*— 96 NHP Flensburger Schiffsb. Ges.		
79802 93395 KJRP	**Monhegan** Ⓟ **Wood** 1 *Dk 2 tr B*	387 — 212					1903	Cobb, Butler & Co. Rockland, Me	Interstate Nav. Co.	128·0	26·7	11·2	Providnce, R.I. Utd. States	T.3Cy.13⅛″,22¾″&36″–24″ 64 NHP		
79803 DJVB	**Moni Rickmers** (*ex* Trewyn–37) *ss* Fal. No.3–6,35 D.F.	5272 4787 3225	✠100A1 ~~6,37~~ ~~BS8.37~~ 6,38 ✠LMC7,35 6,38	Ant *y* Ham		CL ~~11,37~~ 2,39	1920 2mo	J Readhead & Sons Ld South Shields *Lloyd's SA & CP*	Rickmers Rhederei Akt. Ges. *Cell DB 345′ 1085t FPT 130t*	399·4 413·8 (O.L.) P49′B117′F39′ FK	52·4 *7 B HCem* *APT 205t*	28·5	Hamburg German	T.3Cy.27½″,44″&73½″–48″ 180lb (*s*) 513 NHP 3SB,9*cf*,GS190,HS7563 FD J. Readhead & Sons Ld. S. Shl	31 " 0 s 5 " 11½ 25 " 4	
79804 PGBC	**Monica** *Oil Eng.* *ss* Rot. No.1–36 *Mchy. Aft* 1 *Dk* (*Stl*) *Cruiser Stern*	325 260 126	✠100A1 ~~3,38~~ ~~3,38~~ DBS4,39 ~~3,38~~ ~~4,38~~ ✠LMC1,36 ✠LMC (M) 4,38 *Carrying Petroleum in bulk*	Rot *f*		S3,38	1932 9mo	J. Koster N.V. Tank Kustvaart Maats. Hzn. Schpsw. "De Gideon" Groningen *Lloyd's SA & CP*		137·9 P19′F20′ *Trunk* 70′ FK	25·4 *FPT 65t APT 10t*	9·8	Rottrdam Dutch *8 B Hpt Cem*	Oil Engines 4S.C.SA 6Cy.11″–19½″ 71 NHP DB *100lb* Humboldt-Deutzmotoren, A.G. Köln-Deutz	10 " 2 s " 4¾ 9 " 11	
79805 FOEG	**Monique** *Mchy. Aft* *Carrying Petroleum in bulk* D.F. *Longitudinal framing* 2 *Dks*	7011 — 3989	*Fitted for oil fuel*				1922	Ch. & Atel. de la Gironde Bordeaux	Cie. Auxiliaire de Navigation	425·0 P100′B27′F41′	56·7	33·0	Havre French *WB*	T.3Cy.28″,46″&76″–52″ 416 NHP Soc. Provençale de Const. Nav. La Ciotat		V
79806 FNWW	**Monique Schiaffino**	3236 2880 1917	*Fitted for oil fuel* 2 *Dks*				1929	Howaldtswerke A.G. Kiel	Soc. Algérienne de Nav. pour l'Afrique du Nord (Ch. Schiaffino & Cie. *Mgrs.*)	330·6 P24′F41′	48·1	23·7	Algiers French *WB*	T.3Cy.22⅞″,37⅜″&60¼″–39⅜″ 227 NHP Howaldtswerke A.G. Kiel		V
79807 149956 GNLC	**Monkleigh** *ss* Cff. No.2–35 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	5203 4810 3105	✠100A1 *with freeboard* ~~6,38~~ ~~3,39~~ ~~4,38~~ LMC MS2,35 ~~BS3.38~~ 2,39	Bry *a* †		CL ~~7,37~~ N2,39	1927 12mo	R. Thompson & Sons, Ld Sunderland *Lloyd's SA & CP*	Tatem Stm. Nav. Co. Ld. (W. J. Tatem, Ld. *Mgrs.*) *Cell DB a & uE 138′ f 201′ 1391t*	420·7 434·5 (O.L.) F34′ FK	55·3 *7 B HCem* *FPT 210t APT 147t*	25·7	London British *Coll to Sh dk* 6,, 2nd,,	T.3Cy.27″,45″&75″–51″ (*s*) 180lb 570 NHP 3SB,9*cf*,GS187,HS8491 FD Richardsons, Westgarth & Co Ld. Sld.	28 " 4 s 3 " 7½ 24 " 11	
79808 147484 MLKY	**Monkstone** *ss* Nwc. No.3–5,36 *Well deck* *Mchy. Aft* 1 *Dk* (*Stl*)	867 591 425	✠100A1 ~~5,36~~ ~~D.38~~ MS0.35	Nwc *k* Hul		CL ~~5,36~~ 9,38	1923 5mo	Hansen SB S. & R. Steamships, Ld. (Stone & Rolfe, Ld. *Mgrs.*) *Cell DB* 126′ 239t *FW Tank*		190·0 Q120′ Bon Q14′F26′ FK *k in break 7′ 14t FPT*	30·1	12·5	London British *3 B HCem* 53t *APT 30t*	T.3Cy.15″,25″&41″–27″ (*s*) 180lb 84 RHP 2SB,4*cf*,GS60,HS1824 Lytham SB & E Co Ld Lytham	14 " 6 s 4 " 6 14 " 1½	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Nav'n. — Macn.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté et cet navire dans le Lloyd's Register Book. Directory. Ref. Trade
79809 MKYF	**Monksville** (*ex*Slievenamon) *Mchy.Aft* *Well deck*	499 347 234	✠100A1 2.38 BS11.38 MS10.34 NB18	Bkn	*g*	CL 10.37	1921 8mo	J I Thorny-croft&Co.Ltd. Southampton *Lloyd's*	John S. Monks, Ld.	155·7 | 26·2 | 11·4 Q86′B11′F25′ FK	Liverpool British	T.3Cy.13⅜″,22″&35″–27″ (*s*) 180lb 95NHP 1SB,*3cf*,GS51,HS1832 3 *BHCem* 48t *APT* 20t JIThornycroft&CoLd Sou.	12 ″ 6 s 3 ″ 8 12 ″ 6	
79810 MLWJ	**Monkton Combe** (*ex*Goldcrest-34, 14721 *ex*Glynconwy) *Mchy.Aft*	486 309 196	✠100A1 MC MS11.36	Brs	*g*	CL 12.38	1924 4mo	Goole S.B. &RepgCo.Ld. Goole *Lloyd's*	Ald Shipping Co. Ld. Wallis, Ld. *Cell D*	156·2 | 25·6 | 9·8 Q86′B11′F23′ FK *Bf* 89′115t *FPT* 37t	Bristol British	T.3Cy.13″,21″&35″–24″ (*s*) 180lb 84 RH 1SB,*3cf*,GS51,HS1566 3 *BHCem* *APT* 25t W.Beardmore&Co.Ld.Gls.	12 ″ 0 s 4 ″ 6½ 11 ″ 9½	
79811 GFFP	**Monkwood** *Mchy.Aft* Wireless *Cruiser Stern* *Cargo battens not fitted*	1591 1229 922	✠100A1 1,38 LMC1,38	Sld Bly	*p*	CL	1938 1mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's*	W France, Fenwick &Co.Ld. *Cell DB*	255·2 | 37·4 | 16·5 264·0(O.L.) Q140′B12′F27′ FK 218′ 559t *FPT* 140t	London British	T.3Cy.15½″,25″&44″–33″ 220lb (*s*) FD 176NHP 2SB(Spt),*6cf*,GS50.HS2570 4 *BHCem* *APT* 26t N.E.MarineEng.CoLd.Sld	18 ″ 6 s 5 ″ 7 17 ″ 0½	
79812	**Monmouth** 2 *Dks*	4756 4287 2963			…		1918	Standard S.B.Corp. Shooter's Island,N.Y	United States Maritime Commission	377·0 | 52·2 | 26·8 P25′B106′F34′ FK	New York Utd. States *WB*	T.3Cy.24″,40″&70″–48″ 478NHP StandardS.B.Corp.	29 ″ 0	
79813 92022 KJRQ	— Ⓟ **Iron Twin Sc** 2 *Dks*	1440 — 931					1888	W.Cramp &SonsCo. Philadelphia	Central Railroad Co.of New Jersey	260·5 | 35·1 | 14·0	New York Utd. States	T.6Cy.19″,30″&50″–30″ NB05 274NHP W.Cramp&SonsCo.Phi.		
79814 146413 MKZV	**Monmouth Coast** (*ex*Grania-33) *ss*Bkn.No.3–5,36 *Well deck* *Mchy.Aft* Wireless D.F. E.S.D.	878 618 396	✠100A1 6,28 5.37 ES5.37 6,38	Bkn	*l*	CL 4.35 6,38 LMC5,36 1 *Dk*(*Stl*)	1924 3mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd's*	Coast Lines, Ld. *Cell D Bu B* 32′	200·4 | 30·6 | 13·2 Q128′F28′ BK7″ *f* 102′ 166t *FPT* 122t	Liverpool British 3 *BH* *APT* 44t	T.3Cy.17½″,27½″&45″–33″ 180lb (*s*) 155NHP 2SB,*4cf*,GS79,HS2784 Ross& Duncan,Glasgow	15 ″ 3 s 4 ″ 1¼ 15 ″ 2⅜	
79815 147816 ZMCD	**Monowai** Ⓟ (*ex*Razmak) **Twin Sc** *ss*Auk.No.3–6,37 *ss*Syd.No.2–37 D.F. *Ref.Mchy.* 3 *Dks*(*Stl*)	10852 7510 4925	✠100A1 *with freeboard* 6,37 2.36 BS5,38 MC Lloyd's RMC6,37	Syd Auk	*g*†	CL 5,37	1925 2mo	Harland& Wolff,Ld. Greenock *Lloyd's*	Union S.S.Co.of New Zealand, Ld. *Cell D B* 429′ 1298t *Tanks at sides*	500·4 | 63·2 | 34·0 P&B396′F73′ FK *of tunnels* 436t *FPT* 57t	Wllington, N.Z. British 10 *BHCem* *APT* 102t	Q.8Cy.30½″44″63″&89″–54″& L.P.TurbineswithDRgearing & hydraulic coupling 215lb (*s*) 2255NHP 4D&2SB,*40cf*,HS29610 FD Harland&Wolff,Ld.Bel.	37 ″ 6 s11 ″ 7½ 26 ″ 1	
			Fitted for oil fuel 2,25			*F.P. above* 150° F.								
79816 219388	**Monroe** *Fitted for oil fuel* 2 *Dks* & *Web frames*	5628 5044 3477			…		1920	Newburgh Shipyard Inc. Newburgh, N.Y	United States Maritime Commission	400·5 | 54·2 | 31·0 P36′B124′F44′ FK	New York Utd. States *WB*	2SteamTurbinesDRgeared to 1Sc.Shaft 676NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 ″ 10	
79817 93382	**Monroe C. Smith** *Mchy.Aft* 1 *Dk*2*trB*	4281 — 3016					1903	American S.B.Co. Lorain,O.	Great Lakes S.S.Co. Inc.	380·0 | 50·0 | 28·0 F48′	Oswego,NY Utd. States *WB*	T.3Cy 22″,35″&58″–40″ 177NHP AmericanS.B.Co.Cld.O.		R
79818 1168 IBWW	**Monrosa** (*ex*Indiano,*ex*Indus) *Fitted for oil fuel* D.F. 2 *Dks*	6703 5092 4216			…		1920	J.Coughlan &Sons,Ld. Vancouver, B.C.	Nav. Alta Italia Soc. Anon.	428·0 | 54·3 | 27·3 410·5 P44′B241′F47′ FK	Genoa Italian *WB*	T.3Cy.27″,44″&73″–48″ 420NHP Vickers,Ld.Barrow-in-Furness	29 ″ 9	I †
79819 139635 MBQL	**Mons** (*ex*Southminster, *ex*Woolacombe, *ex*Lorient) *Mchy.Aft* *Well deck* *Cargo battens not fitted*	641 455 359	✠100A1 4.37 NB4,19 BS5.37 11,38 Emade 31 *refitted* 11	Bly	*j*	CL N5,36	1919 4mo	Dibles, Ld. Southampton *Lloyd's*	Consolidated Fisheries,Ld.(Sir John D.Marsden,Bart. *Mgr.*) *Cell D*	178·0 | 29·0 | 11·1 185·6(O.L.) Q102′B11′F21′ FK *Bf* 112′ 196t *FPT* 75t	Lowestoft *British* 3 *BHptCem* *APT* 26t	T.3Cy.13⅜″,19½″&33″–24″(*s*) 160lb 76NHP 2SB,*4pf*,GS60.HS1476 J.Penn&Sons,Ld.London	13 ″ 3 s 3 ″ 8⅝ 12 ″ 8½	
79820 FOLH	**Monselet** *ss*Rot.No.2–37 D.F. 1 *Dk*(*Stl*) *Cargo battens not fitted*	3372 2929 1984	✠100A1 11,38 BS4,37 MC MS4,37	Rot	*v*	CL 3,37	1929 1mo	R.Thompson&Sons,Ld Sunderland *Lloyd's*	Cie.Nantaise des Chargeurs de l'Ouest *Cell D Ba&u E* 128′	340·0 | 47·5 | 21·9 358·5(O.L.) P32′B94′F26′ FK *f* 147′ 788t *FPT* 102t	Nantes French 6 *BHCem* *APT* 212t	T.3Cy 21″,35″&57″–39″ (*s*) 180lb 247NHP 3SB,*6cf*,GS105,HS4170 N.E.MarineEng.CoLd.Sld.	24 ″ 2 s 3 ″ 11½ 20 ″ 4½	
79821 879 IBXW	**Monstella** (*ex*Fert,*ex*WarGazelle) D.F. 2 *Dks*	5311 4791 3153					1918	W.Doxford, &Sons,Ld. Sunderland	Nav. Alta Italia Soc. Anon.	413·2 | 52·3 | 28·5 400·0 P49′B112′F39′ *WB*	Genoa Italian	T.3Cy.27″,44″&73″–48″ 369NHP W.Doxford&Sons.Ld.Sld.		I
79822 DOIX	**Monsun** (*ex*Adige) 1 *Dk*& *Shelter dk* *Cruiser Stern*	6590 6234 4008			…		1920	Monmouth S.B.Co.Ld. Chepstow	Kauffahrtei Seereed.Adolf Wiards&Co.	411·9 | 55·5 | 34·3 F39′ *on Shelter dk* FK	Hamburg German *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 677NHP Metropolitan Vickers E.Co.Ld.Manchester	38 ″ 0	G †
79823 FNBO	**Mont Agel** *ss*Msl.No.3–12,32 *ss*Msl.No.1–37 2 *Dks*(*Stl*) *Longitudinal framing in DB & at dks*	*4572* *4090* *2887*	✠100A1 12,38 LMC3,37 BS2,38	Msl	*x*	CL 2,37	1920 6mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd's*	Soc.Gén.de Transp. Mar.àVap.	377·0 | 52·2 | 26·0 P37′B105′F41′ FK *Cell D B* 324′ 1102t	Marseilles French 6 *BHptCem* *APT* 128t	T.3Cy.25″,41″&68″–48″ (*s*) 180lb 354NHP 3SB,*9cf*,GS173,HS5550 Rankin&BlackmoreLdGrk	28 ″ 6 s 5 ″ 3½ 23 ″ 5	
			Fitted for oil fuel 6,20			*F.P. above* 150° F.								
79824 FNBR	**Mont Everest** (*ex*MountEverest, *ex*WarDrake) *ss*Msl.No.3–38 2 *Dks*(*Stl*)	5120 — 3119	✠100A1 12,37 2,39 LMC1,38 9,38	Msl	*y*	CL N11,37	1918 8mo	D&W Hendersn&Co.Ld Glasgow *Lloyd's*	Soc.Gén.de Transp. Mar.àVap. *Cell*	400·6 | 52·3 | 28·5 P49′B113′F39′ FK *DB* 345′ 1132t *FPT* 171t	Marseilles French 7 *BHptCem* *APT* 177t	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD D&WHendersn&CoLd.Gls	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
79825 OTRV	**Mont Liban** (*ex*Elli-37, *ex*VilledeLattaquié–37, *ex*Ville de Nice–34,*ex*Christiana, *ex*Melford,*ex*Kilmelford) 1 *Dk*	611 485 257					1919	Smith's Dock Co.Ld. Middlesbro'	Comptoir Maritime de Syrie F.Eddé & Co.	170·6 | 29·8 | 15·6 B27′F29′ *WB*	Beirut French	T.3Cy.16″,26″&44″–26″ 99NHP Smith'sDockCo.Ld.Mdb.		
79826 147791	**Mont Louis** *Mchy.Aft* 1 *Dk*	1905 1613 1123					1927	Smith's Dock Co.Ld. Middlesbro'	Hall Corporation of Canada	252·6 | 43·4 | 17·8 Q100′F35′ *WB*	Montreal British	T.3Cy.15″,25″&40″–33″ 81RHP Smith'sDockCo.Ld.Mdb.		C
79827 EGBS	**Mont-Seny** Comp 1 *Dk*	840 677 513					1921	Astilleros de Tarragona Tarragona	S.A.Fabrica de Mieres	198·4 | 30·4 | 16·4 B39′F28′	Gijon Spanish	T.3Cy.12″,20″&32″–24″ Alexander 50NHP Hermanos,Barcelona		V
79828 FNBV	**Mont Viso** *ss*Msl No.1–38 *ss*Msl.No.3–3,34 *Well deck* 2 *Dks*(*Stl*)	4531 4191 2828	✠100A1 2,38 3,39 BS2.37 2,38 LMC 2,38	Msl	*y*	CL 2,38	1921 7mo	Sir Raylton Dixon&Co.Ld Middlesbro' *Lloyd's*	Soc.Gén.de Transp. Mar.àVap. *Cell D B*	369·9 | 53·3 | 26·0 P&B240′F40′ FK 321′ 1044t *FPT* 86t	Marseilles French 6 *BHCem* *APT* 67t	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 364NHP 3SB,*9cf*,GS158,HS6015 Richardsons.Westgarth& Co.Ld.Mdb.	28 ″ 6 s3 ″ 11½ 24 ″ 9½	
			Fitted for oil fuel 7,21			*F.P. above* 150° F.								

Now Rockleaf Wrecked No. 89527 in S. Falkland

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned or Expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships — Corresponding draught. *ft. in.*	15
79829 FOXX	**Montaigne** (*ex*Livonier) *ss*Rot.No.3–8,32 *ss*Bdx.No.1–38 2*Dks*(*Stl*)	Bdx *t*	2770 2443 1634	✠100A1 ~~2,38~~ 11,38 Mal ✠LMC2,38		CL 1,38		1920 7mo	Pusey& JonesCo. Wilmington, DP Del.	Etabl.Maurel& Prom *CellDB244'644t*	293·4 44·1 22·0 314·9(O.L.) P37'B79'F29' FK *DTa12'43t FPT64t*			Bordeaux French 6*BHCem* *APT99t*	T.3Cy.19½",31½"&54½" 36" 200lb (*r*) 305NHP 2SB,6*cf*,GS118,HS4842 FD Pusey&Jones,Ld.Wmn.	25 ″ 0 s 3 ″ 11¼ 21 ″ 3	
79830 115690 MDMT	**Montalto** (*ex*ThePrincess) 3Mst *Mchy.Aft* *Well deck*	*ss*Gmh.2ndNo.3–9,27 *ss*Bel.No.2–36 1*Dk*(*Stl*)	623 428 250	✠100A1 ~~10,36~~ 9,38 BS4,38 ✠LMC1,36	Bel	*i* CL 10,36		1902 6mo	AilsaS.B. Co.Ld. Troon *Lloyd'sSA&CP*	Wm.M.Barkley& Sons,Ld.(W.Clint, *Mgr.*)	181·3 27·2 11·0 Q100'B9'F34' BK7½" *DBf96' 139t FPT59t*			Belfast British 3*BHCem*	C.2Cy.20½"&41"–30" (*s*) 120lb 80RH 1SB,3*pf*,GS62,HS1542 Muir&Houston,Ld.Gls.	13 ″ 7 s 4 ″ 6¾ 13 ″ 9	
79831 DJNF	**Montan** *Oil Eng.* *Cruiser Stern* 1*Dk*		1275 963 692					1934	Frd.Krupp Germaniawft A.G Kiel	ErnstKomrowski Reederei	231·4 36·2 13·9 Q97'B46'F26' *WB*			Hamburg German	Oil Engines 4S.C.SA 8Cy.16⅛"–26⅜" 222NH Fr.KruppGermaniawftA.G		G
79832 214901 WACN	**Montanan** (*ex*SantaPaula) *Fitted for oil fuel* *ss*Bos.No.3–8,29 *ss*Bos.No.1–33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *3rd dk*(*Stl*) *in No.1 hold only. Web frames* D.F. *Longitudinal framing*		4398 4353 2866	✠ ... 9,35 ✠	SFo *z*			1917 4mo	W.Cramp& SonsS&EBCo Philadelphia	American-HawaiianS.S.Co. *CellDB346'1209tL*	404·6 53·9 34·2 F*onShelter dk*31' FK *Tf32' 826t FPT71t*			NewYork Utd.States 6*BHCem* *APT16t*	Q.4Cy25½"37"52½"&76"–54" 631NHP 3SB.*12cf*,GS214,HS8881 W.Cramp&SnsS&EBCo.Phl	28 ″ 9	R †
79833 FNNJ	**Montauban** *Well deck* 1*Dk*		4191 — 2545	...				1920	ForthS.B. &E.Co.Ld. (ForthShip-yards),Alloa	Cie.Delmas Vieljeux	364·4 52·8 24·3 P18'Q128'B68'F29' FK *WB*			La Rochlle French	T.3Cy.23½",38"&64"–42" 347NHP Armstrong,Whitworth &Co.Ld.Newcastle	26 ″ 8	V †
79834 92294 WACN	**Montauk** (P) (*ex*ForestCity,*ex*King Edward. *ex*Montauk)	IronPad	418 — 241					1891	Harlan& HollingsworthCo. Wlmgtn,Del.	Clow&Nicholson Transptn.Co.Inc.	175·0 31·0 9·0			Duluth, Min. Utd.States	1Cy.38" 108" 115NHP Harlan&HollingsworthCo		
79835 145903 GFTJ	**Montcalm** (P) *Ref.Mchy.* D.F.	TwinSc *ss*Sou.No.1–38 *ss*Liv.No.3–12,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl–ws*) 3*rd dk*(*Stl*) *in holds* *Cruiser Stern*	16418 12156 9789	✠100A1 *Shelter dk* Sou *with freeboard* 4,39 ~~2,87~~ ✠LMC2,37 ✠NE3,29 ~~BS4,583,~~ 9 *Fitted for oil fuel* 12 ,21	Liv	*j*† CL ~~81,30~~ P1,37 83,39 *F.P. a*		1921 12mo	J.Brown& Co.Ld. Glasgow *Lloyd'sSA&CP*	CanadianPacific RailwayCo. (CanadianPacific StmshipsLd.*Mgrs*) *CellDB474'2358tDTFW*	549·5 70·2 40·2 B&F490'*on Shltr dk* *Upper*B265' FK *f37'1074t FPT181t* *tanks at sides of tunnel*40'524t	Liverpool British *pt Cem* 12*BHtoS dk* *APT160t*	6SteamTurbinesSR geared to 2 Sc. Shafts 215lb (*r*) (No.4Blr–222lb) 2390NHP 10SB(7Spt),*30cf*. FD HS28442 Harland&Wolff,Ld.Bel.	43 ″ 3 s 15 ″ 6¼ 28 ″ 1	BT till 1,39
79836 117069 CGSM	— (P) Wireless D.F.	TwinSc 2*Dks*(*Stl–Mpt* ws) *Cruiser Stern*	1432 973 586	✠ 6,08 ✠	Qbc	*q*		1904 11mo	Napier& Miller,Ld. Glasgow *WB*	CanadianGovern-ment(Dept.of Marine) *= Cell DBa42'uE*	245·0 40·6 15·7 P&B168'F42' BK9" *&B56'f80'240t FPT67t*	Ottawa British 5*BHCem* *APT148t*	T.6Cy.23½",38"&64"–42" WaterTubeBoilers 840NHP 4B,GS849,HS12800 Fleming&Ferguson,LdPsy	18 ″ 0	
79837 145964 GFTL	**Montclare** (P) *Ref.Mchy.* D.F.	TwinSc *ss*Liv.No.3–1,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl–ws*) 3*rd dk*(*Stl*) *in holds* *Cruiser Stern*	16314 12156 9724	✠100A1 *Shelter dk* *with freeboard* 11,38 ~~11,97~~ ✠LMC1,34 ✠NE3,30' ~~BS11,37~~ *Fitted for oil*	Liv	*j*† CL ~~10,35~~ 11,38 *F.P. a*		1922 8mo	J.Brown& Co.Ld. Glasgow *Lloyd'sSA&CP* *Cell*	CanadianPacific RailwayCo.(Cana-dianPacificSteam-ships,Ld.*Mgrs.*) *DB475'2358t DTf at sides of tun*	549·5 70·2 40·2 B&F490'*on Shelter dk Upper*B265' FK *bore* 150° F. *nel* 37'524t *FPT181t* *APT160t*	Liverpool British *pt Cem* 12*BHtoS dk*	6SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 215lb(222lb–Nos.3,4&8 Blrs.) FD 2524NHP 10SB(7Spt),*30cf*,HS28442 Harland&Wolff,Ld.Bel.	43 ″ 4 s 15 ″ 7½ 28 ″ 1	BT till ~~1,38~~ 11,39
79838 56 IBZW	**Monte Gargano** (P)	TwinSc *Oil Eng.* 2*Dks* *Cruiser Stern*	1976 1597 1073					1931	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica" Soc.Anon.diNav.	267·3 40·2 22·6 F34'	Bari Italian *WB*	Oil Engines 2S.C.SA 12Cy.17⅛"–29½" 654NHP SocAn."Fiat"S.G.M.Turin		I
79839 DIDS	**Monte Olivia** (P) *Ref.Mchy* Sub.Sig. D.F. GyC.	TwinSc *Oil Eng.* 4*Dks* *Cruiser Stern*	13750 10262 7841					1924	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	500·6 65·8 37·9 B246'	Hamburg German *WB*	Geared Oil Engines 4S.C.SA 1309NHP 24Cy.23⅝"–27⅛" Blohm&Voss,Hamburg		G
79840 DIDT	**Monte Pascoal** (P) Sub.Sig. D.F. GyC.	TwinSc *Oil Eng.* 4*Dks*&*1tr B* *Cruiser Stern*	13870 10278 7762					1930	Blohm& VossK.a.A. Hamburg	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	500·3 65·7 37·8 F247'	Hamburg German *WB*	4 Oil Engines 4S.C.SA SR geared to 2Sc.Shafts 24Cy.24¾"–27½" 1435NHP Blohm&Voss,Hamburg		G
79841 258 IBJX	**Monte Piana** *ss*Tri.No.3–5,38 ~~refrom No.2–38~~ *Oil Eng.* D.F.	2*Dks*(*Stl*)	5890 4431 3715	✠100A1 8,39 ~~9,38~~ ~~H&c~~ ✠LMC CS9,38 ~~DBS10,37~~ ,38 11,38	Gen	*u* CL 5,38		1926 7mo	Cant.Nav. Triestino Monfalcone *Lloyd'sSA&CP*	Nav.Gen. Gerolimich&Comp Soc.inAzioni *Cell DB334'1116t DTa52'100*	416·8 53·2 24·7 P34'B261'F44' FK *8BHptCem* 1 „ *to 2nd dk* *on FPT94t APT86t*	Trieste Italian DB*100lb*	Oil Engines 4S.C.SA 6Cy.29⅛"–59½" 489NHP Stabilimento Tecnico,Tri.	27 ″ 10 s 3 ″ 7½ 24 ″ 5	
79842 DIDU	**Monte Rosa** (P) Sub.Sig. D.F. GyC.	TwinSc *Oil Eng* 4*Dks*&*7tr B* *Cruiser Stern*	13882 10278 7788					1930	Blohm& Voss,K.a.A. Hamburg	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	500·3 65·7 37·8 B299'	Hamburg German *WB*	4 Oil Engines SR geared to 2 Sc. Shafts 4S.C.SA 24Cy.24¾"–27½" 1438NHP Blohm&Voss,Hamburg		G
79843 1646 IBMX	**Monte Santo** D.F.	1*Dk*&*Shelter dk*	5850 5610 3699	...				1920	NthmblndS.B.Co.Ld. Newcastle	Soc.Anon. Cooperativa diNav "Garibaldi"	400·0 52·9 32·8 F38'*on Shelter dk* FK	Genoa Italian *WB*	T.3Cy.27",45"&75"–51" 572NH Richardsons,Westgarth& Co.Ld.Sld.	35 ″ 5	I †
79844 DIDV	**Monte Sarmiento** (P) *Ref.Mchy.* Sub.Sig. D.F. GyC.	TwinSc *Oil Eng.* 4*Dks* *Cruiser Stern*	13625 10262 8018					1924	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	500·6 65·8 37·9 B247'	Hamburg German *WB*	Geared Oil Engines 4S.C.SA 1300NHP 24Cy.23¾"–27⅛" Blohm&Voss,Hamburg		G
79845 221100 KDPR	**Montebello** *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	2*Dks*&*Shelter dk* D.F.	8272 6010 5107					1921	South Wes-ternS.B.Co. SanPedro Cal	UnionOilCo.of California	440·4 58·2 32·8	LsAngeles Cal. Utd.States *WB*	Q.4Cy.24",34",51"&74"–54" 402NHP LlewellynIronWorks, LosAngeles		R
79846 243 IQXU	— (*ex*Opus,*ex*Nawoith,*ex*Killour) 1*Dk*		570 472 249	...				1918	Smith's DockCo.Ld. Middlesbro'	Nav.Carlo Martinolich S.a.g.l.	179·6 30·1 15·7 B50' FK	Trieste Italian *WB*	T.3Cy.16",26"&44"–26" 94NHP N.E.MarineEngCoLd.Nwc	16 ″ 6	I †

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant expiré.	7 Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ouverts au 1er Juillet 1938 et clos le 30 Juin 1939. (Cert. R. of Trade.
79847	**Montello**		6117			...		1927	Cantieri del Tirreno Riva Trigoso	Nav. Alta Italia Soc. Anon.	403·5 | 54·5 | 33·6			Genoa Italian	T 3Cy. 26″, 42½″ & 69¼″–48 1/16″ 516 NHP	36 " 1	I
1439	*Fitted for oil fuel*		4095								B114′F38′			*WB*			†
IBAX	D.F.	3 *Dks*	3616												Cant. del Tirreno, R. Trgoso		
79848	**Montenegro** (P)		2622					1898	G. Ansaldo & Co. Sestri Ponente	"Tirrenia" Soc. Anon. di Nav.	321·6 | 39·2 | 22·0			Palermo Italian	T. 3Cy. 22½″, 37″ & 59″–40″ 220 NHP		I
139		2 *Dks 3tr B*	2067								Q42′B114′F37′			*WB*	G. Ansaldo & Co. Smprdrna.		
IBEX			1545														
79849	**Montenol**		2646	✠100A1 Ply		CL		1917	W. Gray & Co. Ld. West Hartlepool	The Admiralty	320·0 | 41·5 | 23·1			London British	T. 3Cy. 26″, 42½″ & 70″–45″ (*s*) 200 lb 545 NHP	25 " 6	
140408	*ss* Sld. No. 2–38 *ss* Mlt. No. 3–5,30		2223	2,38 12,38 Sld 12,38			12,36	11 mo							3SB, *9cf*, HS8466 FD	s 3 " 4	
GVSW	~~*ss* Gmb. No. 1–35~~		1061	~~BS2,38~~ ✠LMC10,							P46′B107′F39′ FK			(10 " *to U dk*	Cen. Mar. Eng. Wrks. W Hpl.	22 " 1½	
	D.F	2 *Dks (Stl) & Web frames*		*For Government Service*				*Lloyd's SA&CP*						6 " " 2nd "			
		Longitudinal framing		*Carrying Petroleum in bulk*													
				Fitted for oil fuel 11,17			*F.P. above*	150° F.		*Cell D Bu E & B* 68′146 *t*	*DT f* 24′91 *t FPT* 49 *t*			*APT* 32 *t*			
79850	**Monteponi** (*ex* Antonio Landi–36,		747					1917	J. Meyer's S.B. Co. Leeuwen	Soc. di. Monteponi	189·9 | 28·2 | 12·5			Savona Italian	T. 3Cy. 14″, 22½″ & 36″–24″ 63 NHP		I
98	*ex* Vinci–35, *ex* Arzic–33, *ex* Merwede,		542											*WB*	Gebr. Stork & Co. Hengelo		
IKAC	*ex* Lövestein)	1 *Dk*	416														
79851	**Monterey** (P)	Twin Sc	18017	100A1 SFo		CL		1932	Bethlehem S.B. Corp. Ld. Quincy, Mass.	Oceanic S.S. Co. (Matson Nav. Co. *Mgrs.*)	604·0 | 79·3 | 30·5			S. Frncisco Utd. States	6 Steam Turbines SR geared to 2 Sc. Shafts 5363 NHP	44 " 6	
231480	*ss* S.Fo. No. 1–35		—	*with freeboard*			P2,38	4 mo							s 16 " 6½		
WHEX	*Ref. Mchy.* 4 *Dks (Stl)*	*5th dk (Stl) in*	10304	12,38 ~~8,38~~ LMC			s5,37			*Cell D B* 514′3308 *t*	B410′F60′ FK			11 *B H Asp*	12 Water Tube Boilers (Spt)	28 " 2	
	D.F.	*forward hold & Web frames*		MS11,35 ~~BS3,38~~ 3,39						*in way of tun*	*Tanks*			1100 lb (*s*) HS53520 FD			
	E.S.D. GyC.	*Cruiser Stern*		*Fitted for oil fuel* 4,32			*F.P. above*	150° F.			*nels* 1081 *t FPT* 178 *t*			*APT* 161 *t*	Bethlehem S.B. Corp. Ld.		
79852	**Montesquieu** (P) (*ex* Dominic–32,		3325	100A1 Ant		*l*	CL	1922	Frd. Krupp Akt. Ges. Kiel	Etabl. Maurel & Prom	288·4 | 46·8 | 26·3			Bordeaux French	T. 3Cy. 23⅝″, 38 3/16″ & 62″–41 5/16″ 200 lb (*s*) 338 NHP	28 " 10	
	ex Claus Horn, *ex* Nord	*ss* Msl. No. 3–3,37	2905	*with freeboard*	Rdy.		~~2,37~~								s 8 " 11½		
FODS	Friesland)	2 *Dks (Stl)*	2061	~~6,38~~ 9,37 11,38 LMC 3,37			7,38				F33′ FK			5 *B H Cem*	2SB, *6cf*, GS114, HS4740 FD	20 " 1	
	Sub. Sig. D.F.			~~BS 6,38~~ 3,39						*Cell D B* 248′569 *t FPT*				*Coll B H to W dk* 57 *t APT* 180	Frd. Krupp, A.G. Kiel		
79853	**Montevideo**		6075					1936	Howaldts-werke A.G. Hamburg	Hamburg-Süd-Amerik. Dampf-schifffahrts Ges.	446·4 | 61·3 | 23·8			Hamburg German	Oil Engines 2S.C.SA 8Cy. 25 9/16″–47¼″ 906 NHP		G
		Oil Eng.	5132								P31′B & F103′			*WB*			
DJSC	Sub. Sig.	1 *Dk*	3447								*Upper* F31′				Howaldtswerke A.G. Kiel		
	D.F.	*Cruiser Stern*															
79854	— (P)		5205	✠ Bcl		*z*		1889	W. Denny & Bros. Dumbarton	Cia. Trasatlantica	410·5 | 48·2 | 29·4			Barcelona Spanish	Q.4Cy 32″, 46½″, 64½″ & 92″ 748 NHP	32 " 3	
	ss Bcl. 3rd No. 3–2,29		4220	1,31				8 mo			P42′B164′F48′			BK 11″			
EAHF	D.F.	2 *Dks (Stl–ws) 3tr B*	3226	✠										*C B H Cem*	3DB, *18cf*, GS351, HS9630		
														Cell D B 356′689 *t*	Denny & Co. Dumbarton		
79855	**Montevideo Maru** (P)	Twin Sc	7267	✠100A1 Kob		*b* †	CL	1926	Mitsubishi Zosen Kaisha, Ld. Nagasaki	Osaka Syosen K.K.	430·0 | 56·0 | 36·0			Osaka Japanese	Oil Engines 2S.C.SA 12Cy. 23¾″–41¾″ 1164 NHP	36 " 0	
31553		*Oil Eng.*	6088	*with freeboard*			2,38	8 mo							DB *100 lb*	s 11 " 2⅝	
JIAB	*Ref. Mchy.*	*ss* Kob. No. 3–5,37	4378	~~2,38~~ 11,38						*Cell D B* 353′1368 *t*	F47′B63′ FK			7 *B H pt Cem*	Mitsubishi Zosen Kaisha, Ld.	25 " 2¾	
	GyC.	3 *Dks (Stl–Weather dk–ws)*		✠LMC CS9,37				*Lloyd's SA&CP*		*Tanks at sides*	*of tunnel* 719 *t FPT*			117 *APT* 46 *t*			
				DBS2,38 B 1,37													
				✠Lloyd's RMC 2,38													
				~~4,39~~ ~~12,38~~													
79856	**Montferland**	*ss* Ham. No. 1–37	6790	✠100A1 Ham		*c* †	CL	1921	Swan, Hunter & Wigham Richardson, Ld. Newcastle	N.V. tot. Voortzetting van den Koninklijken Hollandsche Lloyd	459·8 | 60·4 | 27·6			Amstrdam Dutch	2 Steam Turbines DR geared to 1 Sc Shaft (*s*) 200 lb 1066 NHP	30 " 6	
		ss Ams. No. 3–10,33	6215	*Shelter dk*			3,38	8 mo			477·2 (O.L.)			*pt Cem*	5SB (Spt), *15cf*, GS327, HS13300	s 4 " 5½	
PGBE	*Ref. Mchy.*	2 *Dks (Stl) & Shelter dk (Stl)*	4099	*with freeboard*							FK			*Collision B H to Sh dk*		26 " 2¾	
		3tr B in No. 1 hold		~~3,39~~ ~~1,37~~ ✠LMC				*Lloyd's SA&CP*						6 " " *U* "			
		Cruiser Stern		MS3,~~37~~ 4, BS~~4,37~~ 8						*Cell D B* 402′1544 *t D*	*Ta* 28′608 *t FPT* 71 *t*			*APT* 36 *t*	Swan, Hunter & Wigham-Richardson, Ld. Nwc.		
				✠Lloyd's RMC ~~2,37~~										*Turbines by*	Met. Vickers Elec Co Ld Mch		
				~~3,38~~													
				Fitted for oil fuel 8,21			*F.P. above*	150° F.									
79857	**Montgomery City**		5686					1920	Chickasaw S.B. & Car Co. Chickasaw, Ala.	Isthmian S.S. Co.	424·2 | 56·2 | 26·5			New York Utd. States	2 Steam Turbines DR geared to 1 Sc. Shaft		R
220795		*Fitted for oil fuel*	—								P57′B & F350′			*WB*	W. & A. Fletcher Co. Hoboken, N.J.		
KDJZ	GyC.	2 *Dks 3tr B*	3450														
79858	**Monticello** (P)	Twin Sc	19361					1902	Akt. Ges. "Vulcan" Stettin	United States Maritime Commission	684·3 | 72·3 | 40·2			New York Utd. States	Q.16Cy. 37⅜″, 49⅜″, 74⅝″ & 112¾″–71″ 4243 NHP		
	(*ex* Agamemnon, *ex* Kaiser Wilhelm II)		13596								F89′			*WB*	A.G. "Vulcan," Stettin		
	Sub. Sig.	4 *Dks & Shade dk 5tr B*	6353								*Promenade dk*						
79859	**Montoro** (P) (P)		4088	✠100A1 Syd		*w*	CL	1911	Clyde S.B. & E.Co. Ld. Port Glasgow	Burns, Philp & Co. Ld.	360·6 | 47·2 | 23·8			Singapore British	T. 3Cy. 27″, 43″ & 72″–48″ (*r*) 180 lb 661 NHP	26 " 3	
131499		*ss* Syd. 2nd No. 3–10,31	3141	7,38 ~~1,38~~			~~8,36~~	12 mo			373·5 (O.L.)			6 *B H Cem*	4SB, *12cf*, GS252, HS11156 FD	s 3 " 5⅝	
~~VJCS~~	*Ref. Mchy.*		2521	BS~~10,37~~ ✠LMC 4,34			12,38				P41′B158′F48′ FK			68 *t APT* 20 *t*	Clyde S.B & E.Co. Ld. P.Gl.	22 " 11½	
		2 *Dks (Stl U–ws)* 3 *rd dk in fore hold*		12,38				*Lloyd's SA&CP*	*WB = Cell D Ba* 84′ *u E &*		B61′ *f* 167′ 746 *t FPT*						
79860	**Montoso** (P)		3110	✠100A1 NOs		*u*	CL	1911	Nwprt News S.B. & D.D. Co Newprt News A&CP	Agwilines, Inc. (New York & Porto Rico S.S. Co. *Mgrs*)	335·0 | 46·8 | 22·7			New York Utd. States	T. 3Cy. 21½″, 36″ & 63″–42″ (*s*) 190 lb 309 NHP	25 " 0	
208367	*ss* Mob. 2nd No. 3–10,36		2890	8,38 ~~11,37~~ NYK			9,36	3 mo			348·5 (O.L.)			*Cem*	3SB, *9cf*, GS184, HS5040		
KJRT		2 *Dks (Stl)*	1920	~~BS~~ ✠LMC 10,36						*WB = Cell D Ba* 95′	*u E &* B41′			4 *B H to U dk*	Newport News SB & DD Co.		
				9,36				*Lloyd's SA&CP*		*f* 147′ 84	5 *t FPT* 85 *t APT* 43 *t*			1 " " 2nd "			
79861	**Montreal City** (*ex* Pinar del Rio–33)		3066	✠100A1 Brs		*u*	CL	1920	N. of Ireland S.B. Co. Ld Londonderry	Bristol City Line of Steamships, Ld. (C. Hill & Sons, *Mgrs.*)	331·1 | 46·7 | 23·2			Bristol British	T. 3Cy. 24½″, 41″ & 68″–45″ (*s*) 180 lb *120 lb* 378 NHP	25 " 6	
143621	*ss* N.Yk. No. 3–12,32		2829	10,38 ~~8,38~~			2,38	3 mo			P33′B100′F40′ FK			6 *B H Cem*	2SB, *6cf*, GS190, HS5112 FD	s 3 " 11½	
GCNJ	*ss* Brs. No. 1–37		1831	✠LMC				*Lloyd's SA&CP*		*Cell D*	*B* 280′750 *t FPT* 104 *t*			*APT* 134 *t*	21 " 9		
		1 *Dk (Stl) & 2na dk (Stl)*		MS2,37 BS~~4,37~~ 8,38											Buckley & Taylor, Ld. Oldham		
	D.F.	*in holds*		*Fitted for oil fuel* 3,20			*F.P. above*	150° F.									
79862	**Montreal Maru**		6577	✠100A1 Kob		*z*	CL	1922	Kawasaki Dkyd Co. Ld. Kobe	Kawasaki Kisen K.K.	405·0 | 53·0 | 37·0			Kobe Japanese	T. 3Cy. 28″, 46¼″ & 78″–54″ (*s*) 200 lb 578 NHP	37 " 0	
28910		*ss* Kob. No. 3–1,34	6157	*Awng dk*			N4,37	12 mo						*pt Cem*	3SB (Spt) *9cf*, GS190, HS7800	s 8 " 10½	
JHED		2 *Dks (Stl) & Awng dk (Stl)*	4129	*with freeboard* 3,~~30~~				A&CP		*Cell D B* 342′				*n BH to A dk*	Kawasaki Dkyd Co Ld Kobe	28 " 5	
		ss Kob. No. 1–30		3,30 ~~1,38~~ ✠LMC ~~1,38~~						1234 *t D Ta* 35′807 *t*	*FPT* 104 *t APT* 36 *t*			5 " " *U* "			
				Fitted for oil fuel 12,22			*F.P. above*	150° F.									
79863	**Montrolite**	Twin Sc	11309	✠100A1 NNs		*f* †	CL	1926	Frd. Krupp Akt. Ges. Kiel	Imperial Oil Shipping Co. Ld. (H.J. Rahlves, *Mgr.*)	510·9 | 68·2 | 37·9			Montreal British	Oil Engines 2S.C.SA 8Cy. 25 9/16″–51⅛″ 905 NHP	38 " 0	
152843		*Oil Eng.*	10782	*Shelter dk*			~~7,36~~	2 mo								s 9 " 1½	
VGCY		*ss* NNs. No. 3 4, ~~*ss* N. Yk. No. 2 34~~	5781	*with freeboard*			N4,38				B34′F42′ FK			21 *B H pt Cem*	2 Water Tube BR *200 lb*	29 " 2½	
		1 *Dk (Stl) & Shelter dk (Stl) &*		12,38 ~~6,37~~ ~~1,37~~ MC CS4,~~37~~				*Lloyd's SA&CP*						*pt Asp*	Frd Krupp A.G. Kiel		
	Mchy. Aft	*Web frames*		DBS~~8,37~~ ~~1,38~~ 7,~~38~~						*Cell D Bu E* 45′175 *t*	*DT a* 18′133 *t* 20			*BH to Sh dk*			
	D.F. GyC.	*Longitudinal framing*		*Carrying Petroleum in bulk*						*DT f* 37′321 *t*	*FPT* 292 *t APT* 205 *t*			1 " " *U* "			
		Cruiser Stern		✠LMC CS12,38													
				DBS12,38 12,38													

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c	4 Register Tonnage. Gross. Under deck. Nos.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Dates of Port Trade Cert.
79864 145919 GFTK	**Montrose** (P) ssLiv.No.1-33 ssLiv.No.3-5,34 2 *Dks (Stl), & Shelter dk (Stl-ws)* *3rd dk (Stl) in holds* *Ref. Mchy.* *Cruiser Stern* D.F.	Twin Sc	16402 12209 9824	✠100A1 Liv *Shelter dk* *withfreeboard* ~~5,500~~ ~~4,97~~5,30 BS5,39 ✠NE1,31 ✠LMC MS~~5,345~~, ~~3~~ *Fitted for oil fuel* 3,22	*j*†	CL P4,37 SN4,37 *F.P. above* 150° F.	1922 3mo	Fairfield Co.Ld. Glasgow *Lloyd's SA&CP* *Cell D B475'2361t 524t L*	Canadian Pacific Railway Co. (Canadian Pacific Stmships Ld. *Mgrs.*)	548·7 | 70·2 | 40·3 B&F 489' *on Shelter dk Upper* 3235' FK 12 *FW Tanks at sides Tf* 37'1075*t FPT* 18	Liverpool British *pt Cem 2 BHto Sh dk of tunnel* 40' *lt APT* 160*t*	6 Steam Turbines SR geared to 2 Sc. Shafts (*r*) 215lb (220lb–Nos.1,2,3,8,9 &10 Blrs) FD 2532 NHP 10SB(7Spt), 30*cf*, GS646, HS28442 Harland&Wolff,Ld.Bel.	43 ″ 4 s 15 ″ 7¼ 28 ″ 1	BT till 4-30 5-30
79865 7895 SDCT	— (*ex* Mildburg-33, *ex* Ophelia) "Rita," *see No. 89303 in Supplement* *Cargo battens not fitted*	ssShl.No.1-37 ssGot.No.3-4,33 1 *Dk (Stl)* New Bottom 33	1784 1531 1011	100A1 Shl 5,38 2,37 Skm LMC5 37 S5,38		CL 7,37 5,38	1922	Nuscke& Co.A.G. Stettin *Lloyd's SP*	Rederi A/B Monark (Arnold de Champs, *Mgr.*) *Cell D Ba&u E*	264·3 | 42·2 | 17·6 267·5 P26' B77' F29' 112' *f* 103'447*t APT* 30*t*	Stockholm Swedish *4 BH Cem*	T.3Cy.19 7/16″,30 1/8″ &51 3/16″–35 7/16″ 200lb (*s*) 200 NHP 2SB,6*cf*,GS98,HS3350 Waggon.u.Maschb.A.G. Görlitz	20 ″ 0 s 2 ″ 8½ 17 ″ 7	
79866 145435 GFBC	**Mooltan** (P) 2 *Dks (Stl–pt ws) & Sh dk (Stl–ws pt teak)* *Cruiser Stern* 3rd *dk (Stl in No.1 hold)* D.F. E.S.D. *Fitted for oil fuel* *Ref. Mchy.* Sub.Sig.	Twin Sc	20952 17305 12823	✠ Lon *n*† 2,27 ✠Lloyd's RMC2,39 5,39 1,39 10,38		CL	1923 9mo	Harland& Wolff,Ld. Belfast *Cell D B527'2615 'tween tunnels 150t*	P.&O.Stm.Nav.Co.	600·8 | 73·4 | 48·6 B351' & F111' *on U Sh dk* FK & BK 2″ *Tanks Collision FPT* 182*t APT* 254*t*	Belfast British *pt Asp pt Cem BH to U Sdk* 10 ,, ,, *Sh* ,,	Q.8Cy.33″,47″,67½″ &97″–60″ & electric drive from LP turbines 2878 NHP 6DB&2SB,56*cf*,HS41358 Harland&Wolff,Ld.Bel.	52 ″ 8	BT till 2-39
79867 DJUY	**Moonsund** *Oil Eng.* *Cruiser Stern* 1 *Dk* *Mchy. Aft* *Carrying Petroleum in bulk*		321 245 153					1937	Werft Nobiskrug G.m.b.h. Rendsburg	John T. Essberger	136·3 | 24·8 | 9·6 P32' F24'	Hamburg German *WB*	Oil Engines 4S.C.SA 4Cy.11¼″–16 5/16″ 49 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		G
79868 156004 VJNZ	**Moonta** (P) *Oil Eng.* ssAdl.No.1-35 *Cruiser Stern* 2 *Dks (Stl)*		2693 2066 1538	✠100A1 Mel *t* *withfreeboard* ~~11,37~~ ~~11,36~~ 0,38 DBS~~11,35~~ ✠LMC5,35 ~~4,38~~		CL 11,37	1931 9mo	Akt. Burmeistr& Wain Copenhagen *Lloyd's SA&CP*	The Adelaide Steamship Co.Ld. *Cell D B223'220t F*	288·2 | 43·7 | 22·9 298·3 (O.L.) B140' F33' FK *PT* 56*t APT* 68*t*	P. Adelaide British *5 B Hpt Cem Coll B Hto W dk* DB *100lb*	Oil Engines 4S.C.SA 6Cy.24½″–51 3/16″ 355 NHP Akt. Burmeistr& Wain,Cpn	25 ″ 3 s 9 ″ 9 15 ″ 8½	
79869 162108 GYSR	**Moorby** *Oil Eng.* D.F. 1 *Dk & Shelter dk* *Cruiser Stern*		4992 4624 3092	✠100A1 Hul *a*† *withfreeboard* Rot 11,38 ~~2,38~~ ✠LMC4,36		CL	1936 4mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's SA&CP*	Ropner Shipping Co.Ld. *Cell D B346'1174t*	423·7 | 54·2 | 26·1 FK *MT* 1236*t APT* 191*t*	Cardiff British 7 *B Hpt Cem Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 8Cy.20½″–81 5/16″ 388 NHP 2DB *120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
79870 PGBH	**Moordrecht** *Oil Eng.* ~~*ex* Rot. No. 1-35~~ *ex* Rot. No. 1-36 1 *Dk (Stl)* 2nd *dk (Stl) in way* *Mchy. Aft* *of Mchy. space & Web frames* D.F. *Cruiser Stern* *Longitudinal framing at bottom & at deck*		7493 6720 4398	✠100A1 Rot *b*† ~~6,37~~ 4,39 5, DBS~~6,37~~ ✠LMC1,36 ~~M~~ ~~1,36~~ *Carrying Petroleum in bulk* DBS4,38		CL ~~2,36~~ 4,39	1930 11mo	Rotterdam Droogd Maat. Rotterdam *Lloyd's SA&CP*	N.V. Maats Motorschip "Moordrecht" (N.V. Phs. van Ommerens Scheepv. Bedrijf, *Mgrs.*) *Cell D B u E* 32' 59*t D*	440·3 | 58·7 | 35·0 P110' F44' FK *Tf* 25'243*t FPT* 220*t APT* 136*t*	Rottrdam Dutch 12 *BH*	Oil Engines 4S.C.SA 8Cy.29⅛″–59 5/16″ 652 NHP 2DB *142lb* Harland&Wolff,Ld.Gls.	34 ″ 11 s 7 ″ 9½ 27 ″ 3½	
79871 137275 MKLD	**Moorlands** (*ex* Wearside) ssMdb.No.3-5,33 ssHpl.No.1-36 *Mchy. Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted*		420 289 163	✠100A1 Lth *f* ~~4,36~~ ~~10,37~~ ~~3,36~~ Bly.Shl ✠ ~~M~~ MS11,36 ~~11,37~~ BS3 ~~3,37~~ 3,38		CL ~~6,36~~ ~~10,38~~ 4,39	1921 1mo	J.Crichton &Co.Ld. Connah's Quay *Lloyd's SA&CP*	M.Taylor	142·8 | 24·1 | 10·8 149·9 (O.L.) Q86' B9' F24' FK *FPT* 44*t APT* 28*t*	Methil British 3 *BH Cem*	C.2Cy.17″&36″–24″ (*s*) 130lb 48 RHP 1SB,3*pf*,GS48,HS1490 J.Crichton&Co.Ld. Saltney,nr.Chester	12 ″ 0 s 3 ″ 0½ 11 ″ 7½	N
79872 161833 MMCM	**Moortoft** (*ex* Frisco-36) *Mchy. Aft* 1 *Dk*		875 634 483				1927	Porsgrund Mek. Værks Porsgrunn	"Toft" S.S.Co.Ld. (T.H.Donking& Sons,Ld. *Mgrs.*)	202·0 | 32·1 | 12·1 Q113*t* B21*t* H39*t* F27*t* *WB*	Middlsbro' British	T.3Cy.14″,23″&38″–27″ 75 NHP Porsgrund M.V. Porsgrunn		
79873 161091 GSXD	**Mopan** *Ref. Mchy.* D.F. E.S.D. Sub.Sig. 4 *Dks*		5389 4678 3298				1929	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	100·1 | 51·4 | 30·4 P43' B158' F43'	Liverpool British *WB*	T.3Cy.27½″,46½″&78″–54″ 447 NHP Cammell Laird&Co Ld.Bkn		C
79874 9195 JKBE	**Moppo Maru** (P) 2 *Dks*		739 655 438				1904	Kawasaki Dkyd.Co.Ld. Kobe	Setsuyo Syosen K.K.	186·2 | 27·1 | 18·1 B42'	Osaka Japanese *WB*	T.3Cy.14½″,24½″&39″–30″ 83 NHP Kawasaki Dkyd Co Ld Kobe		
79875 147663 MBYL	**Morar** (*ex* Herbert-34, *ex* Cramlington-32, *ex* Forestash) ssGmh.No.3-11,36 1 *Dk (Stl)* *Cargo battens not fitted*		1507 1279 845	✠100A1 Bly *p* 2,39 ~~2,38~~ Nwc BS~~3,36~~ ✠LMC 11,36 2,39		CL ~~11,35~~ 2,39	1924 5mo	Swan, Hunter& Wigham Richardson, Ld Sunderlnd *Lloyd's SA&CP*	Western Nav.Co. Ld. (Wm.S.Scott& Co. *Mgrs.*) *Cell D*	240·0 | 37·2 | 17·7 P17' B58' F22' FK *B203' 417t FP* 78*2t APT* 29*t*	Newcastle British 4 *B BH Cem*	T.3Cy.18″,29″&48″–33″ (*s*) 180lb 168 NHP 2SB,4*cf*,GS88,HS2930 MacColl&Pollock,Ld.Sld.	19 ″ 9 s 2 ″ 6 17 ″ 4½	
79876 149449 MNXQ	**Moray Firth** ssShl.No.2-36 *Well deck* *Mchy. Aft* 1 *Dk (Stl)* Wireless *Cargo battens not fitted*		541 346 255	✠100A1 Shl *h* 11,38 ~~11,37~~ Abn ✠LMC MS10,36 BS~~11,37~~ 11,38		CL ~~10,36~~ 11,38	1927 11mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's SA&CP*	Firth Shipping Co. Ld. (~~G.T.Gillie & Blair,Ld.~~ *Mgrs.*) *Cell*	160·2 | 26·6 | 9·9 Q113' B9' F23' FK *D B95' 121t FPT* 42*t*	Newcastle British 3 *BH Cem*	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 63 RHP 1SB,2*pf*,GS38,HS1407 J.Lewis&Sons,Ld.Abn.	12 ″ 0 s 3 ″ 8 11 ″ 11½	
79877 HRBJ	**Morazan** (P) (*ex* Manco) ssN.Os.2nd No.3-8,33 ssN.Os.No.1-37 1 *Dk (Stl–ws) Main dk (Stl) forward & pt Main dk (Stl) aft* 2nd *tr B in after hold 3rd tr B in holds & deep framing*		2984 2178 1835	✠100A1 NOs *u* 6,38 ~~8,37~~ ✠LMC MS1,37 BS~~4,38~~ 3,39 *Fitted for oil fuel* 12,21		OG ~~8,35~~ 6,38 *F.P. above* 150° F.	1908 2mo	Scotts' S.B. &Eng.Co.Ld. Greenock *Lloyd's SA&CP*	Seaboard S.S.Corp. (Standard Fruit& S.S.Co. *Mgrs.*)	300·3 | 45·2 | 21·1 P&B191' F40' FK *Cell D Ba* 90' *u E* 26	La Ceiba Honduran 7 *BH Cem*	T.3Cy.23″,38″&64″–42″ (*s*) 180lb *100lb* 381 NHP 2SB,6*cf*,GS126,HS5728 FD Scotts' S.B.&E.Co.Ld.Grk.	23 ″ 6 s 3 ″ 0½ 20 ″ 11	
79878 2054 ICAE	**Morea** (*ex* Padilla-35, *ex* Lake Crescent) D.F. 1 *Dk*		1968 — 1156			...	1918	Chicago S.B.Co. Chicago	Marino Querci	261·3 | 43·5 | 18·3 247·2 P25' B64' F22' FK	Genoa Italian *WB*	T.3Cy.20″,33″&54″–40″ 274 NHP American SB Co. Clevelnd O	20 ″ 4	I †
79879 DHRC	— Sub.Sig. 2 *Dks*		1927 1669 1093				1922	Schiffs-u. Dockbauw Flender A.G. Siems Lübeck	Deutsche Levante-Linie Hamburg, A.G.	287·7 | 41·7 | 17·5 H71' F33'	Hamburg German *WB*	T.3Cy.21½″,34 3/16″&55 1/16″–37 7/16″ 191 NHP A.G. "Neptun," Rostock		G
79880 LEMK	**Mörejarl** (P) (*ex* Mörejarl I, *ex* Industry, *ex* Tay&Tyne) 2 *Dks*		733 702 422			...	1909	Dundee S.B.Co.Ld Dundee	Möre Fylkes Ruteselskap	180·1 | 26·2 | 19·9 BK7'	Molde Norwegian *WB*	T.3Cy.16½″,27″&44″–30″ 110 NHP Cooper&Greig,Dundee	20 ″ 9	

Numero d'Ordre / Numero Officiel. / Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Termo assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pd.	Registres ord. cote.
79881 130169 GSMT	**Moreton Bay** Ⓟ Twin Sc *Ref. Mchy.* *ss* Nwc. No. 3–8, 34 D.F. 2 *Dks (Stl) & Shelter dk (Stl–ws)* E.S.D. *3rd dk (Stl) in forward holds*	14193 11883 8584	✠100A1 *Shelter dk* *with freeboard* 5,38 ~~9,37~~ ~~BS7,38~~ ✠LMC8 31 ✠Lloyd's RMC ~~3,38~~ 2,39 ~~10,38~~ *Fitted for oil fuel* 11, 21	Lon	*i* †	CL ~~10,36~~ PN 2,36 ~~8,38~~	1921 11 mo	Vickers, Ltd. Barrow *Lloyd's SA&CP*	Aberdeen & Commonwealth Line, Ld. (G. Thompson & Co. Ld. *Mgrs.*) *Cell D B458' 2228t* *tanks between tunn*	530·6 | 68·3 | 39·9 B208' F78' *on Shtrdk* FK *MT 24' 1016t* *els 51' 195t FPT 128t* *above 1 60° F.*	London British 9 *BHtoSh dk* *APT 142t*	1 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 2201b 1977 NHP 3 DB (Spt) & 2 SB (Spt), *32cf*, GS 868, HS 25923 FD Vickers, Ltd. Barrow	43 ″ 6 s 10 ″ 8½ 33 ″ 2	B tt 5,
79882 LDRH	**Morgenen** *Oil Eng.* *ss* Osl. No. 2–38 ~~*ss* Arm. No. 1–35~~ *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* *Progressive Survey of oil tanks*	7093 ~~11,37~~ 10,38 4288	✠100A1 BS 6,38 ✠LMC 11,37 *Carrying Petroleum in bulk*	Rot	*b* †	CL 7,36	1930 10 mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA&CP*	A/S Tanktransport (Thorvald Berg, *Mgr.*) *Cell D Bu E65' DT f41' 458t*	442·7 | 58·8 | 33·0 P110' B31' F42' FK 236t *FPT 113t APT 116t*	Tönsberg Norwegian 16 *BHpt Cem* (11 *to U dk* 5 „ 2*nd*, „)	Oil Engines 2S.C.SA 6 Cy. 26½″–49½″ 727 NHP 2 DB *150lb* Swan, Hunter & Wigham Richardson, Ld. Nwc.	33 ″ 0	
79883 131571 VJGT	**Morinda** Ⓟ *ss* Syd. No. 3–10, 26 *ss* Syd. No. 2–34 *Ref. Mchy.* *Well deck* 1 *Dk (Stl–ws)*	2025 1243 ~~3,38~~ 1,38 10,38 1146 ~~BS 10,37~~ 1,39 ✠LMC ~~3.41~~ MS 5,38	✠100A1	Syd	*q*	CL ~~2,37~~ 4,38	1913 8 mo	Greenock & Grngemouth Dkyrd. Co. Ld Grngemouth *Lloyd's SA&CP*	Burns, Philp & Co. Ld.	260·0 | 38·1 | 16·3 271·6 (O.L.) P&B 165' F39' FK *WB = Cell D* *Ba 50' u E 20'*	Sydny NSW British 4 *BHCem* *f 142' 327t FPT 21t APT 30t*	T. 3 Cy. 20″, 33½″ & 55″–36″ (*s*) 180lb *100lb* 231 NHP 2 SB, *6cf*, GS 107, HS 4012 Dunsmuir & Jackson Ld Gls Uraga Dock Co. Ld. Uraga	18 ″ 9 s 1 ″ 2½ 17 ″ 11½	
79884 27691 JOKD	**Morioka Maru** *ss* Yka. No. 3–9, 32 *ss* Yka. No. 1–36 2 *Dks (Stl)*	4469 3936 11,38 ~~10,37~~ 11,38 3096 ~~BS 10,37~~ 11,38 ✠LMC 9,36	✠100A1	Kob Yka	*x*	CL 9,36	1920 9 mo	Uraga Dock Co. Ld. Uraga A&CP	Nippon Yusen K.K. *Cell D*	360·0 | 51·2 | 28·5 P20' B94' F42' FK B291' 919t *FPT 114t*	Tokyo Japanese 6 *BHCem* *APT 46t*	T. 3 Cy. 22″, 36½″ & 61″–48″ (*s*) 200lb 341 NHP 2 SB, *6cf*, GS 119, HS 4658 FD Uraga Dock Co. Ld. Uraga	28 ″ 6 s 5 ″ 5½ 23 ″ 3	
79885 143608 MJTZ	**Morion** (*ex* Jessie Summerfield) K *ss* Irv. No. 3–3, 32 *ss* Gls. No. 1–36 *Mchy. Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted*	423 314 3,39 ~~1,38~~ 162 ~~BS 3,38~~ 3,39 ✠LMC 3,36	✠100A1	Irv Bwg	*f*	CL ~~1,38~~ 2,39	1919 12 mo	Ailsa S.B. Co. Ltd. Ayr *Lloyd's SA&CP*	Wm. Robertson	143·2 | 25·1 | 12·0 *26·3* 149·0 (O.L.) P48' B10' F23' BK 7 *FPT 36t APT 4t*	Glasgow British 3 *BHCem* *APT 46t*	C. 2 Cy. 18″ & 36″–27″ (*s*) 130lb 54 RHP 1 SB, *3pf*, GS 53, HS 1827 Ailsa S.B. Co. Ltd. Troon	12 ″ 9 s ″ 10 12 ″ 6	
79886 TSQO	**Morlaix** (*ex* Edmond Troppey, *ex* Fedalab, *ex* Oran) *Mchy. Aft* 1 *Dk (Stl)*	419 — 145	✠ 5,11 ✠	Goo			1911 5 mo	Goole S.B. & Repg Co. Ld. Goole	Soc. Havraise de Transp. & de Transit	175·0 | 28·1 | 9·8 B18' F25' FK *FPT 50t APT 16t*	Havre French 3 *BHCem*	T. 3 Cy. 13½″, 21″ & 35″–24″ 85 NHP 1 SB, *3pf*, GS 51, HS 1600 Richardsons, Westgarth & Co. Ld. Mdb.	10 ″ 0	V †
79887 219682 KISR	**Mormacport** (*ex* City of Fairbury–38) *Fitted for oil fuel* Sub. Sig. D.F. 2 *Dks & Shelter dk* GyC. E.S.D. *Web frames*	4942 — 3077			…		1919	American International S.B. Corp. Hog Island Pa	American Scantic Line (Moore-McCormack Lines Inc. *Mgrs.*)	390·0 | 54·2 | 27·6 FK	New York Utd. States *WB*	DR geared steam turbine General Electric Co. Schenectady, N.Y.	32 ″ 0	R †
79888 219357 KORX	**Mormacsea** (*ex* Cliffwood–38) *Fitted for oil fuel* Sub. Sig. D.F. 2 *Dks & Shelter dk* GyC. E.S.D.	4955 — 3103					1919	American International S.B. Corp. Hog Island Pa	American Scantic Line (Moore-McCormack Lines Inc. *Mgrs.*)	390·0 | 54·2 | 27·8 *WB*	New York Utd. States	DR geared steam turbine General Electric Co. Schenectady, N.Y.		R
79889 218741 KIVB	**Mormacstar** (*ex* Minnequa–38) *Fitted for oil fuel* Sub. Sig. D.F. 2 *Dks & Shelter dk* GyC. E.S.D. *Web frames*	4941 — 3082			…		1919	American International S.B. Corp. Hog Island Pa	American Scantic Line (Moore-McCormack Lines Inc. *Mgrs.*)	390·0 | 54·2 | 27·6 FK *WB*	New York Utd. States	DR geared steam turbine 600 NHP General Electric Co. Schenectady, N.Y.	32 ″ 0	R †
79890 220718 KDHL	**Mormacsun** (*ex* Argosy–38) *Fitted for oil fuel* Sub. Sig. D.F. 2 *Dks & Shelter dk* GyC. E.S.D.	4996 — 3094					1920	American International S.B. Corp. Hog Island Pa	American Scantic Line (Moore-McCormack Lines Inc. *Mgrs.*)	390·0 | 54·2 | 27·8 *WB*	New York Utd. States	DR geared steam turbine General Electric Co. Schenectady, N.Y.		R
79891 217619 KZIU	**Mormactide** (*ex* Sagaporack–38) *Fitted for oil fuel* Sub. Sig. D.F. 2 *Dks & Shelter dk* GyC. E.S.D. *Web frames*	4951 — 3079			…		1919	American International S.B. Corp. Hog Island Pa	American Scantic Line (Moore-McCormack Lines Inc. *Mgrs.*)	390·0 | 54·2 | 27·6 FK *WB*	New York Utd. States	DR geared steam turbine General Electric Co. Schenectady, N.Y.	32 ″ 0	R †
79892 FOTJ	**Moron** *ss* Ant. No. 2–38 ~~*ss* Ant. No. 1–34~~ D.F. 1 *Dk (Stl) & Shelter dk (Stl)*	4128 3746 2439 ~~7,37~~ 7,38 ~~BS 10,37~~ 10,38 ✠LMC ~~6.41~~ MS 4,38	✠100A1 *with freeboard*	Ant	*y*	CL 8,36	1930 5 mo	Napier & Miller, Ld. Glasgow *Lloyd's SA&CP*	Cie. de Navigation d'Orbigny *Cell D Ba*	394·5 | 53·0 | 22·7 F34' FK *u E 153' f 181' 947t*	La Rochlle French 6 *BH Cem* (*Coll to Sh dk* 5 „ 2*nd*, „)	T. 3 Cy. 24″, 41″ & 68″–48″ (*s*) 210lb 496 NHP 2 SB (FD) & 1 Aux SB, *9cf*, GS 165, HS 7577 D. Rowan & Co. Ld. Gls	25 ″ 0 s 2 ″ 2½ 22 ″ 11½	
79893 93151 KFTB	**Morris S. Tremaine** (*ex* Mary C. Elphicke) *Mchy. Aft* 1 *Dk 2 tr B*	4904 — 3879					1901	Chicago S.B. Co. Chicago	Automotive Trades S.S. Co.	430·0 | 50·2 | 24·4 *WB*	Wilmgton (Del.) Utd. States	T. 3 Cy. 23″, 38″ & 64″–40″ 259 NHP Chicago S.B. Co.		R
79894 145510 GPMR	**Mortlake** (*ex* Ruckinge–36, *ex* Courcelles, *ex* Marjories.) *ss* Bry. No. 3–2, 36 1 *Dk (Stl)* D.F. *Cargo battens not fitted*	1742 1562 979	✠100A1 *with freeboard* 12,37 BS 4,37 ✠LMC ~~3.36~~	Bkn	*p*	CL 8,37	1923 3 m.o	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA&CP*	Stanhope S.S. Co. Ld. (J. A. Billmeir & Co. Ld. *Mgrs.*) *Cell D B 217' 434t*	253·0 | 37·2 | 22·0 P15' F23' FK *Tank in way of ma* *FPT*	London ~~Cardiff~~ British 4 *BHCem* *in mast 62t* *38t APT 44t*	T. 3 Cy. 20″, 33″ & 54″–36″ (*s*) 180lb 214 NHP 2 SB, *6cf*, GS 113, HS 3640 Swan, Hunter & Wigham Richardson, Ld	24 ″ 2 s 6 ″ 3½ 18 ″ 1	
Now "Stanlake," see No. 89972 in Supplement																
79895 147708 VLKD	**Mortlake Bank** (*ex* Elfstone–37) *ss* Nwc. No. 3–3, 37 *Well deck* *Mchy. Aft* 1 *Dk (Stl)* *Cargo battens not fitted*	1371 1032 791	✠100A1 ~~1,38~~ 0,37 BS 3,38	Syd	*o*	CL ~~12,36~~ 4,38	1924 8 mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA&CP*	McIlwraith, McEacharn, Ld. *Cell D B 198' 380t*	235·1 | 36·1 | 15·3 241·0 (O.L.) Q145' F25' FK *FPT*	Sydny NSW British 4 *BHpt Cem* 102t *APT 82t*	T. 3 Cy. 15½″, 25″ & 40″–27″ 180lb (*s*) 120 NHP NE & B 19 *refitted* 24 2 SB, *4cf*, GS 49, HS 1820 FD J. Abernethy & Co. Ld. Abn.	17 ″ 6 s 5 ″ 3½ 16 ″ 4½	
79896 124012 VHFP	**Moruya** (*ex* Stuart, *ex* Moruya) *Mchy. Aft* 2 *Dks* Wireless	530 476 251					1906	Caledonian Eng. & S.B. Co. Preston	Mollers' Ld. *Mgrs.*)	150·7 | 25·6 | 14·4	British *WB*	C. 4 Cy. 13½″ & 28″–20″ 64 RHP Caledonian E. & S.B. Co. Prs.		
Now "Jedmoor," see No. 88602 in Supplement																
79897 LJWN	**Morviken** *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern*	5200 ~~4368~~ ~~4368~~ ~~2987~~	✠100A1 *with freeboard* 10,38 ~~6,38~~ *(Class Contem plated.)* ~~6,38~~ *Carrying cargo* ~~F.P.~~ *above* ~~D~~ *F in deep tanks in way of ER, & wing tanks in way of tunnel*	NYk		CL	1938 6 mo	Öresunds-varvet Aktiebolag Landskrona *Lloyd's SA&CP*	A/S Wallem & Co. Haakon J. Wallem, *Mgr.*) ((*Cell D B 328' 1254t* *in El, p 21' 3 30' 636t*	~~442·2 | 57·2 | 22·4~~ ~~468' (O.L.)~~ FK *1 B Hto Shltr dk, 64t* *Tanks in way of tun*	Bergen Norwegian 7 *EHpt Cem* *Hto 2nd dk)*	4 Oil Engines 2S.C.SA ~~Oil Engines~~ 24 Cy. 13¾″–22 ~~¾~~ with electro-magnetic slip couplings & SR gearing DB–*35lb* 752 NHP Atlas-Diesel A/B, Skm. *fuel 656t FPT* *109t APT 44t*	29 ″ 0 83 ″ 6 25 ″ 0½	

1 Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Nes.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. / Engines	8 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RtP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Date of B. of T. Trade Cert.
79898	**Moscha D. Kydoniefs**		*3874*	✠100A1	Ams	*x*	CL	1915	Nthmblnd	D.A.Kydoniefs	375·2	51·9	23·7	Andros	T.3Cy.25″,41″&69″–48″ (*s*)	26 ″ 1	
242	(*ex*LadyCharlotte–36,	*ss*Shl.No.3–3,28	*3673*	*Shelter dk*	Nwc	Npt		3mo	S.B.Co.Ld.					Greek	180lb 371NHP	*s* 2 ″ 6¾	
SVIU	*ex*Noelle,*ex*Bronze	*ss*Ams.No.2–37	*2400*	*withfreeboard*			5,38		Newcastle				FK	6 *BHCem*	3SB,9*cf*,GS160,HS5895	23 ″ 9	
	Wings)	1 *Dk(Stl)&Shelterdk(Stl)*		5,36 7.37 12,36	BS6			*Lloyd's*	*sA&CP*	*Cell DBa125′u*	*E&B42′ f 163′1182t*			*APT143t*	N.E.MarineEngCoLd.Nwc		
				BS5.37	LMC2,36												
79899	**Moscha L. Goulandris**		5199	100A1	Hul	*y*	CL	1918	CaledonSB	GoulandrisBros.	400·1	52·2	28·5	Andros	T.3Cy.27″,44″&73″–48″	31 ″ 0	
204	(*ex*Ridderkerk–33,	*ss*Rot.No.3–2,33	4702	10.37			8,36		&E.Co.Ld.		412·9(O.L.)			Greek	180lb 517NHP	*s* 5 ″ 11⅜	
SVFA	*ex*Kieldrecht,	*ss*Pir.No.1–37	3174	BS1.38	MC				Dundee		P49′B113′F38′	FK		7 *BHptCem*	3SB,9*cf*,GS189,HS7668 FD	25 ″ 3½	
	*ex*WarRoach)	2 *Dks(Stl)*		MS4.37				*Lloyd's*	*sA&CP*						CaledonSB&ECo.Ld.Dun.		
				Fitted for oil fuel	10,19	*F.P. a*		*above*	150° F.		*Cell DB342′10*			16 *tFPT112t*	*APT165t*		
79900	**Moschanthi** Ⓟ	(*ex*CleoV–37,	*311*					1901	J.& K.Smit	ToyiasS.S.Co.	169·7	23·0	11·0	Piræus	T.3Cy.11¼″,16⅝″&27⅛″–18⅛″		
867	*ex*Cleo,*ex*ExpressI,*ex*Heerenveen)		*272*						Krimpen	(AlcibiadesToyias,				Greek	31NHP		
SZKJ		1 *Dk*	*108*						a/dLek	*Mgr.*)					Löhnis&Co.Rotterdam		
79901	**Mosel** Ⓟ	4Mst	8428					1927	Deutsche	Norddeutscher	508·5	63·7	30·2	Bremen	T3Cy.33¼″,52¾″&86⅝″–57⅛″		G
			7632						Sch-u-Mschb.	Lloyd	P26′B&F472′			German	& 1 low pressure turbine		
DOFA		2 *Dks*	5280						A.G.Werk		*Upper* F29′			*WB*	1000NHP		
	D.F. E.S.D. Sub.Sig.								A.G.Weser						A.G.″Weser,″Bremen		
									Bremen								
79902	**Mosella**		6034					1920	Moore	UnitedStates	402·6	53·0	32·2	S.Frncisco	2SteamTurbinesDRgeared		R
220594		*Fitted for oil fuel*	—						S.B.Co.	Maritime	P34′F38′			Utd.States	to 1 Sc. Shaft		
KJRW	Sub.Sig.	1 *Dk&Shelter dk*	4425						Oakland,Cal.	Commission				*WB*	W.&A.FletcherCo.		
		Longitudinal framing													Hoboken,N.J.		
79903	**Mosken** Ⓟ		410					1924	Trosvik	A/SVesteraalens	140·5	23·1	16·2	Stok-	T 3Cy.12½″,20½″&33″–21″		
			356						Mek.Værks	Dampskibsselskap				marknes	TrondhjemsM.V. 50NHP		
LEMF		2 *Dks*	213						Brevik				*WB*	Norwegian	Trondheim		
79904	**Moskva** (*ex*Mossoviet–34)	TwinSc	6086					1931	StatesS.B.	U.S.S.R.	409·1	54·5	32·2	Tuapse	Oil Engines 2S.C.SA		
		OilEng.	5476						Yard″61		P105′B26′F36′			Russian	8Cy.23⅜″–41⅛″ 776NHP		
UOWE		1 *Dk*	3167						Kommunar″						SulzerBros.Ludwigshafen		
		Carrying oil in bulk							Nicolaieff								
		Longitudinal framing															
79905	**Mosli**		8291					1935	Eriksbergs	~~TorryMosvold~~	476·8	61·1	34·5	Farsund	Oil Engines 2S.C.DA		N
		OilEng.	7624						M.V.Aktieb.	A.S.MosvoldShip-	P93′B28′F38′			Norwegian	6Cy.17½″–47½″ 641NHP		
LJBP	D.F. *Mchy.Aft*	1 *Dk*	5003						Gothenburg	pingCo(Martin				*WB*	EriksbergM.V.Aktieb.Got		
	CruiserStern	*CarryingPetroleuminbulk*								Mosvold,*Mgr.*)							
79906	**Mosna** (*ex*Fiorella–33,*ex*Lauwerzee)		1385					1923	N.V.Shps.	A/SFarsundShip-	238·3	36·6	16·7	Farsund	T.3Cy.17½″,29″&46″–36″		N
			1190						v/hW.d.a.van	pingCo.(J.M.Jo-	P54′H84′F25′			Norwegian	127NHP		
LDVN		1 *Dk*	769						Duijvendijk	hannesen,*Mgr.*)				*WB*	N.V.Mchfbk.Holland		
									Papendrecht						Hardinxveld		
79907	**Mosquitera** (*ex*AnaMaria,*ex*Juan		1717					1896	Fairfield	Cia.Naviera	288·3	37·8	20·0	Bilbao	T.3Cy.22″,36″&57″–42″		
Broken	NP. Antonio,*ex*ChowTai)		1640						Co.Ld.	″Amaya″S.A.	P10′B22′F42′			Spanish	211NHP		
EAAS		2 *Dks*	1184						Glasgow				*WB*		FairfieldCo.Ld.Glasgow		
79908	**Moss Rose**		739	✠100A1	Nwc	*j*	CL	1930	NVSchpsw	RichardHughes&	180·0	28·1	12·6	Liverpool	T.3Cy.15″,25″&40″–27″ (*s*)	14 ″ 6	
161157		*ss*Bls.No.2–39 *ss*Cft.No.1–35	512	6.38 3,38			11,36	5mo	deMerwede	Co.(Liverpool)Ld.				British	180lb 89RHP	*s* 4 ″ 5½	
MPTR	*Mchy.Aft*	*Well deck* 1 *Dk(Stl)*	343	BS8.37	LMC		4,39		Hardinxveld		Q105′B13′F24′	FK		3 *BHCem*	2SB,4*pf*,GS62,HS2100	14 ″ 1½	
		Cargo battens not fitted		9.38				*Lloyd's*	*sA&CP*	*Cell DB108′156t FPT63t*				*APT77t*	Earle'sCo.Ld.Hull		
79909	**Mossoviet**		2900					1935	Akt.Bur-	U.S.S.R.	321·5	48·0	20·3	Leningrad	T.3Cy.22 7/16″,36 7/16″&61″–39″		
									meistr&Wain		P21′B95′F35′			Russian	232NHP		
	E.S.D.	1 *Dk*							Copenhagen				*WB*		HelsingörsJernsk.&Mskb.		
	GyC.	*CruiserStern*													Els.		
79910	**Mostaganem** (*ex*OuedZem–37,		1942					1921	T.vanDuij-	Cie.France-	265·2	42·3	18·6	Rouen	T.3Cy.19″,31″&52″–36″		V
	*ex*Aug.Borremans)	1 *Dk*	1660						vendijks	Navigation,S.A.	P24′B77′F30′			French	N.V.Versteeg's 162NHP		
FNHV			1173						Lekkerkerk				*WB*		Mschf.Hardinxveld		
79911	**Mostun**		2713					1938	Eriksbergs	M.Mosvold	314·4	50·3	23·3	Farsund	Oil Engines 2S.C.SA		
	D.F. *Ref.Mchy.*	*OilEng.*	2284						M.V.Aktieb.	(~~M.Mosvold,*Mgr.*~~)				Norwegian	9Cy.19 1/16″–35 7/16″ 608NHP		
LJWB	*CruiserStern*	1 *Dk&ShelterDk*	1519						Gothenburg				*WB*		EriksbergM.V.Aktieb.Got		
79912	**Mostyn** (*ex*Dalveen)		1859	✠100A1	Bkn	*q*	CL	1909	Richardsn,	MervynS ShppgCo	260·2	40·0	17·7	NwprtMon	T.3Cy.20″,33″&54″–36″ (*s*)	20 ″ 1	
129445		*ss*Shl.2ndNo.3–3,35	1503	3,38			11,37	11mo	Duck&Co.	Ld.(Martyn,Mar-				British	180lb 209NHP	*s* 1 ″ 11½	
GDWY		1 *Dk(Stl)&deep framing*	1004		MC				Stockton	tyn&Co.Ld.,*Mgrs*)	P18′Q82′B50′F24′	FK		1 *BHCem*	2SB,*Gcf*,GS99,HS3477	18 ″ 3½	
		Cargo battens not fitted		MS4.35	BS3,38			*Lloyd's*	*sA&CP*	*Cell DBuE20′f106′357t DTa*	80′487t *FPT*			67t *APT50t*	Blair&Co.Ld.Stockton		
79913	**Motatan** (*ex*Paraguaná–38)		1971	✠100A1	NYk	*s*	CL	1925	Palmers'	LagoShipping	280·0	47·2	16·2	London	T.3Cy.19″,30″&49″–36″ (*s*)	16 ″ 6	
148116		*ss*N.Yk.No.3–4,37	1540	10.38	DB20,38		4,37	1mo	Co.Ld.	Co.Ld. (F.J.				British	180lb 186NHP	*s* 2 ″ 1½	
GNNV	*Mchy.Aft*	1 *Dk(Stl)&Web frames*	1092	BS4.38	LMC4,37				Newcastle	Wolfe,*Mgr.*)	P69′B22′F31′	FK		10 *BHptCem*	2SB,*dcf*,HS3279	14 ″ 7¼	
		Longitudinal framing		*CarryingPetroleum in bulk*				*Lloyd's*	*sA&CP*	*Cell DBuE*	*&B43′83t FPT*	149t		1 *PT58t*	MacColl&Pollock,Ld.Sld.		
				Fitted for oil fuel	1 2,2	*F.P.*		*above*	160° F.								
	Esso Panama," *see No. 87946 in Supplement*																
79914	**Motia** (*ex*Sicania,*ex*WarDirk)		2473	✠100A1	Gen	*s*	CL	1918	CaledonSB	GiuseppeD'Ali&C.	298·0	42·0	19·0	Trapani	T.3Cy.25″,41″&68″–45″ (*s*)	21 ″ 2	
23		*ss*Nap.No.3–5,28	1798	12.37 4,39	Nd Swa		6,36	11mo	&E.Co Ld.		285·0			Italian	180lb 410NHP	*s* 2 ″ 1½	
IBRX	*Well deck*	*ss*Nap.No.2–36	1398		MC2,36		9,38		Dundee			FK		7 *BHptCem*	2SB,*Scf*,GS148,HS5882 FD	19 ″ 3	
	D.F.	1 *Dk(Stl)*		BS7.38 2,3				*Lloyd's*	*sAP*		P28′Q75′B58′F32′			1 *PT58t*	CaledonS.B.&ECo.Ld.Dun		
		Cargo battens not fitted								*Cell DB*	*228′ 579t FPT100t*			*APT209t*			
79915	**Moto-Gaz**	TwinSc	361					1927	Soc.Anon.	Raffinerie du Midi	157·9	22·0	11·6	Arzew	Oil Engines 2S.C.SA		V
		OilEng.	321						desChant.	etSociétéImmobi-	F24′			French	8Cy.11 1/32″–12 3/32″ 197NHP		
TUQX		1 *Dk*	224						Généraux	lièreIndustrielle					D.Goedkoop,Jr.Ams.		
		Carrying Petroleum in bulk							Sete	duMidiRéunies							
79916	**Motocarline**	TwinSc	8917	✠100A1	Ant		CL	1925	Frd.Krupp	Panama Transport	468·7	63·2	35·2	Panama	Oil Engines 2S.C.SA	35 ″ 6	
		OilEng.	*8481*	*Shelter dk*			4,38	8mo	Act.Ges.	Co.				Pnamanian	8Cy.25 9/16″–51 3/16″ 905NHP	*s* 8 ″ 8½	
HPGM	*Mchy.Aft*	*ss*Ant.No.3–4,37	4676	*withfreeboard*					Kiel		B33′F39′	FK		18 *BHptCem*	DB70*lb*	27 ″ 2	
	Sub Sig.	1 *Dk(Stl)&ShelterDk(Stl)*		2.39 ~~1.38~~				*Lloyd's*	*sA&CP*					*ptAsp*	2 Water Tube DB 200*lb*		
	GyC.	*&Web frames*			LMC CS4,38									(13 *to U dk*)	Frd.KruppA.G.Kiel		
	Longitudinal framing	*CruiserStern*		DBS.38,39			39			*Cell DBuL*	73′160t *DTf* 36′315t			*DTa* 19′ 111t	*FPT186t APT106t*		
	Progressive survey of oil tanks			*CarryingPetroleum in bulk*													

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe.	15 Registres où coté. Nombre de Ponts. Durée (Vers Ecoff rials.
79917	**Motomar** (*ex*Cabo Tortosa–32, *ex*Hemland)	**TwinSc** *Oil Eng.*	5724 5239 3477	✠100A1 *Shelter dk* *with freeboard* 5,36 DB85,36 No later survey reported	NYk	*y*	OG 5,36	1921 11mo	Aktieb. Götaverken Gothenburg *Lloyd's SA&CP*	Cia. Espanola de Nav. Maritima S.A.	392·9 | 53·9 | 30·2 F36′ *on Shelter dk* *Cell D B307′1121t T of tunnels33′181*			Seville Spanish	Oil Engines 4S.C.SA 12Cy.22½″–33½″ 610NHP DB *100lb*	33 ″ 4 s 8 ″ 5½ 25 ″ 0¾	
EADE	ss Gen. No. 3–2,34 1 *Dk (Stl) & Shelter dk (Stl)* 2nd *dk (Stl) in forward holds*		1243 301 779														
79918	**Motor Princess** Ⓟ	**WoodTwinSc** *Oil Eng.*						1923	Yarrows, Ld. Esquimalt BC	Canadian Pacific Railway Co.	165·0 | 43·5 | 9·0			Vict'ria BC British	Oil Engines 4S.C.SA 12Cy.16½″–24″ 318NHP McIntosh Seymour, Auburn, N.Y.	11 ″ 5	
150894	*Mchy. Aft*	1 *Dk*															
79919	**Motorina** (*ex*Mazorca–36, *ex*Ekvator, *ex*Tancarville)	**IronTwinSc** *Oil Eng.*	2239 — 1056	✠ *Spar dk* 5,33	Osl	*s*		1889 7mo	Craig, Taylor & Co. Stockton	Soc. Anon. Hellénique Maritime "Transpetrol" (A. Romano & A. H. Behar, *Mgrs.*)	292·5 | 37·2 | 18·4 B32′ 25·6 FK			Piræus Greek	Oil Engines 2S.C.SA 8Cy.20½″–29½″ 588NHP NDB20 NE *fitted*20 J & C G Bolinders Co Ld. Skm	26 ″ 8	I †
864	ss Phl. 3rd No. 3–12,24									*DBa14′ & u*	*E & B20′55t A PT16t*						
SZNM	ss Osl. No. 2–32		1056														
	1 *Dk (Irn) & Spar dk (Irn) & Carrying Petroleum in bulk*	*Web frames*															
79920	**Motrix**		6587					1922	Ch. & Atel. de St. Nazaire Rouen	Soc. Anon. Mazout Transports (Cie. de Nav. Mixte, *Mgrs.*)	422·5 | 57·6 | 30·1 P117′B33′F50′			Marseilles French	T.3Cy.27½″,44½″ & 75″–51″ 400NHP Ch. & Atel. de St. Nazaire		V
	Fitted for oil fuel																
FNFK	*Mchy. Aft* 2 *Dks*		— 3641														
	D.F. *Carrying Petroleum in bulk*																
79921	**Motto** (*ex*Fagerstrand–37, *ex*Hird)		1171 929 690					1903	Hasselda-lens Jrnskbs. Grimstad	Skibs A/S Motto (Osw. Aamodt)	231·4 | 34·2 | 13·5 Q132*t* B52*t* F35*t* H8*t*			Oslo Norwegian *WB*	T.3Cy.16½″,27″ & 44″–30″ 106NHP J.S. Vaux & Co. Ld. Sld.		N
LDUV	D.F. 1 *Dk*																
79922	**Mount Aetna** (*ex*Leith Hill–37, *ex*Fife–36, *ex*Penybryn–32)		*4230* *3878* *2623*	✠100A1 5,39 1,38 BS 8,38	Ant Gms	*x*	CL N1,38	1929 3mo	Burntisl'nd S.B. Co. Ld Burntisland *Lloyd's SA&CP*	Atlantico S.S. Co. Ld. & Kulukundis Shipping Co. S.A. (Kulukundis Shipping Co. S.A. *Mgrs.*) *Cell D B322′1133t*	370·9 | 51·4 | 25·1 P29′B233′F35′ FK			Piræus Greek *FPT96t A PT175t*	T.3Cy.23″,39″ & 65″–45″ (*s*) 200lb *120lb* 331NHP 2SB(Spt), *6cf*, GS129, HS5196 D. Rowan & Co. Ld. Gls.	27 ″ 6 s 3 ″ 7½ 24 ″ 1½	
SVVB	1 *Dk (Stl)*																
	D.F.																
79923	**Mount Athos** (*ex*Pentowy–32, *ex*Iossifoglu)		*3578* *3276* *2182*	✠100A1 7,37 3,39 LMC	Rot	*w*	CL 3,39	1913 3mo	R. Thompson & Sons, Ld Sunderland *Lloyd's SA&CP*	Rethymnis & Kulukundis, (Hellas) Ld. & C. Scarvellis *Cell D Ba108′u E23*	350·0 | 50·0 | 22·5 361·2 (O.L.) P35′B210′F36′ FK *f150′952t FPT105*			Piræus Greek *APT144t*	T.3Cy.24½″,40″ & 66″–45″ (*s*) 180lb *90lb* 331NHP NDB25 *refitted*37 2SB, *6cf*, GS130, HS5300 N.E. Marine Eng. Co. Ld., Sld	25 ″ 0 s 2 ″ 11½ 22 ″ 3½	
780	ss Dry. No. 3–2,26 ss Dnk. 2nd No. 3–6,38 ss Pir. No. 2–34																
SVHT	1 *Dk (Stl)*																
79924	**Mount Atlas** (*ex*Megna–35)		*5647* *5356* *3591*	✠100A1 6,38 3,37 BS 5,38	Ams Dry	*a* †	CL 3,37	1916 9mo	Russell & Co. Port Glasgow *Lloyd's SA&CP*	Atlantico S.S. Co. Ld. (Kulukundis Shipping Co. S.A. *Mgrs.*)	423·5 | 56·0 | 28·7 P38′B123′F50′ FK *mediate BH and 1 inter BH dispensed with* *Cell D B*			Syra Greek *Cem* 5 *BH to U dk* 1 *BH to 2nd dk only* *APT31t*	T.3Cy.27″,45″ & 74″–51″ (*s*) 180lb 556NHP 3SB, *9cf*, GS186, HS8301 FD D. Rowan & Co. Glasgow	31 ″ 4 s 6 ″ 0¾ 25 ″ 6	
287	ss Fal. No. 3–9,28 ss Ams. No. 2–37 2 *Dks (Stl)*																
SVSZ																	
79925	**Mount Cynthos** (*ex*Zeriba–33. *ex*Villa Ada, *ex*Fratelli Bianchi, *ex*War Leopard)		*5188* *4749* *3150*	✠100A1 12,36 11,38	Cff Pir	*y*	CL 11,38	1918 7mo	Workman, Clark & Co. Ld Belfast *Lloyd's SA&CP*	Kulukundis Shipping Co. S.A. *Cell D B*	400·4 | 52·3 | 28·4 P49′B113′F39′ FK 347′1120t *FPT115t*			Syra Greek *7 BHpt Cem* *APT170t*	T.3Cy.27″,44″ & 73″–48″ (*s*) 180lb 518NHP 3SB, *9cf*, GS190, HS7668 Wrkman, Clark & Co. Ld Bel	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
SVJZ	2 *Dks (Stl)*																
79926	**Mount Dirfys** (*ex*Invergarry–37)		6651 6190 4082	✠100A1 *Shelter dk* *with freeboard* 6,37 *Fitted for oil fuel* 4,24 BS 11,38	Ams	*a* †	CL 6,37 F.P. above 150° F.	1924 4mo	Harland & Wolff, Ld. Belfast *Lloyd's SA&CP*	Kulukundis Shipping Co. S.A. *Cell D*	412·6 | 55·6 | 34·0 F40′ *on Shelter dk* *B342′1482t FPT87t*			Piræus Greek *7 BHCem* *BH to Sh dk* 6 ″ ″ 2nd ″ *APT125t*	T.3Cy.27″,44″ & 73″–48″ (*s*) 180lb 531NHP 4SB, *12cf*, GS251, HS9992 Harland & Wolff, Ld. Bel.	38 ″ 0 s 10 ″ 0 28 ″ 2½	
SVVH	1 *Dk (Stl) & Shelter dk (Stl)* *Straight frames, bevelled bilge*																
Now	Stad Maastricht, *see No. 10055*																
79927	**Mount Evans**		6267 5248 3903					1919	Columbia River S.B. Corp. Portland, Or.	United States Maritime Commission *WB*	410·0 | 54·2 | 27·6 P44′B115′F46′			Portl'ndOr Utd. States	D R Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
218391	Sub. Sig.	*Fitted for oil fuel*															
KIMT	*Well Deck*	2 *Dks*															
79928	**Mount Helikon** (*ex*Jagersfontein–32, *ex*Kaiyei Maru)		5525 5183 3483	✠100A1 11,38 10,37 BS 10,37	Ams Rot	*z*	CL 10,37	1918 8mo	Osaka Iron Works, Ld. Osaka A&CP	Kulukundis Shipping Co. S.A. *Cell D B360′ 982t FPT*	407·3 | 51·1 | 30·1 P40′B137′F46′ FK			Piræus Greek *7 BHCem* *106t APT126t*	T.3Cy.27″,45″ & 75″–51″ (*s*) 180lb 553NHP 3SB, *9cf*, GS190, HS8100 FD Osaka Iron Wrks, Ld. Osaka	32 ″ 7 s 6 ″ 6 26 ″ 3½	
SVHH	ss Pir. No. 1–34 ss Rot. No. 2–38 2 *Dks (Stl)*																
79929	**Mount Helmos** (*ex*Invergordon–37)		6481 6069 3976	✠100A1 *Shelter dk* *with freeboard* 2,38 12,37 *Fitted for oil fuel* 4,23 BS 8,38	Ams Rot	*a* †	CL N4,37 F.P. above 150° F.	1923 4mo	J. Brown & Co. Ld. Clydebank *Lloyd's SA&CP*	Kulukundis Shipping Co. S.A. *Cell D B342′1482t FPT87t*	412·9 | 55·6 | 25·0 314 F40′ *on Shelter dk* FK			Piræus Greek *7 BHCem* *Coll to Sh dk* 6 ″ 2nd ″ *APT126t*	T.3Cy.27″,44″ & 73″–48″ (*s*) 180lb 510NHP 4SB, *12cf*, HS10224 J Brown & Co Ld. Clydebank	38 ″ 0 s 9 ″ 11½ 28 ″ 3½	
889	ss Ams. No. 3–6,37																
SVUZ	1 *Dk (Stl) & Shelter dk (Stl)* *Straight frames & bevelled bilge*																
79930	**Mount Hymettus** (*ex*Union–34)	**2TwinMsts**	*5820* *5344* *3558*	✠100A1 12,37 2,39 BS 1,39	Ams	*a* †	2,37 1,39	1921 3mo	Atel. & Ch. de St. Nazaire, Penhoët St. Nazaire *Lloyd's SA&CP*	J. A. Cosmetto & Kulukundis Shipping Co. S.A. *Cell D B344′1601t DTa30′940t*	425·8 | 57·4 | 29·0 P38′B135′F49′ FK			Syra Greek *7 BHCem* *FPT121t A*	T.3Cy.27$\frac{3}{16}$″,44½″ & 74½″–51″ 178lb (*s*) 560NHP 3SB, *9cf*, GS203, HS8350 FI Atel. & Ch. de St. Nazaire, *PT46t* Penhoët	32 ″ 0 s 7 ″ 7½ 24 ″ 7½	
SVCB	2 *Dks (Stl)*																
	ss Ant. No. 3–4,34 ss Rot. No. 1–38						4,39										
	Fitted for oil fuel 2,39 F.P. above 150° F.																
79931	**Mount Ida** (Launched as Arescott)		4202 3840 2475	✠100A1 *with freeboard* 7,38 3,38 11,38	PGl Rot		CL	1938 3mo	Wm. Hamilton & Co. Ld. Pt. Glasgow *Lloyd's SA&CP*	Atlantico S.S. Co. Ld. & others (Kulukundis Shipping Co. S.A. *Mgrs.*) *Cell D B320′963t FPT1*	380·5 | 56·2 | 23·5 392 6 (O.L.) F33′ FK			Piræus Greek *6 BHCem* *Coll to Sh dk* 5 ″ 2nd ″ *60t APT111t*	T.3Cy.21½″,37″ & 62″–42″ (*s*) 220lb 380NHP 2SB (Spt & FD) & 1 Aux SB, *8cf*, GS143, HS5742 D. Rowan & Co. Ld. Gls.	25 ″ 9 s 2 ″ 2½ 23 ″ 9	
SVXH	*Cruiser Stern* 1 *Dk & Shelter dk* *Locked steel interchangeable hatches* D.F. E.S.D. *Longitudinal framing at bottom, tween dk sides & decks "Arc form"*																
79932	**Mount Ithome** (*ex*Maidenhead–36, *ex*Newquay)		*4207* *4009* *2658*	✠100A1 6,38 12,36 BS	Rot Dry	*x*	CL 5,35 5,38	1914 2mo	J Readhead & Sons, Ld. South Shields *Lloyd's SA&CP*	Rethymnis & Kulukundis (Hellas) Ld. & C. Scarvellis *Cell D*	369·9 | 51·1 | 25·3 P33′B226′F34′ FK *Ba114′u E 26′f166*			Syra Greek *6 BHCem* *964t APT60t*	T.3Cy.21½″,42″ & 69″–48″ (*r*) 180lb 386NHP 2SB, *6cf*, GS133, HS6329 J. Readhead & Sons Ld. SSh	27 ″ 8 s 3 ″ 10½ 24 ″ 1½	
SVRP	ss Bly. No. 2–36 1 *Dk (pt Irn pt Stl)*																
79933	**Mount Kassion** (*ex*Docteur Pierre Benoit–37)	**TwinSc**	7914 7815 4973					1918	Uraga Dock Co. Ld. Uraga	Kulukundis Shipping Co. S.A.	445·0 | 58·0 | 40·0 FK			Piræus Greek *WB*	T.6Cy.22″,36½″ & 61″–48″ 703NHP Uraga Dock Co. Ld. Uraga	40 ″ 0	V †
SVUT	2 *Dks & Shelter dk*																

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Class fried now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed if not in L.R. Inscott Bo'Pt Tucker.
79934 272 SVHO	**Mount Kitheron** (*ex*Bellglade-32, *ex*Chevington) *ss*Ams.2nd.No.3–10,37 1 *Dk(pt Irn pt Stl)*		3876 3657 2447	✝100A1 10,37	Ams	*x*	CL 10,37	1912 2mo	J Readhead &Sons,Ld SouthShields *Lloyd's*	Kulukundis ShippingCo.S.A. *Cell DB*	367·3 P32' B224' F34' FK *a* 114' *u*	53·9 *E&B* 39' *f* 163'	22·8 1060 *t* *APT* 110 *t*	Syra Greek 6 *BHCem*	T.3Cy.26″,42″&69″–48″ (*r*) 1801b 372NHP 2SB,*6cf*,GS134,HS5940 J Readhead&Sons,Ld.	25 " 2 s 3 " 4 22 " 1¼	
79935 289 SVRO	**Mount Lycabettus** (*ex*Turkestan–35, *ex*WarFlower) *ss*Bly.No.3–12,35 1 *Dk(Stl)*		4292 3975 2648	✝100A1 4,38 BS 10,37 2,39	Rot	*x*	CL 1,38	1917 11mo	Sir Raylton Dixon&CoLd Middlesbro' *Lloyd's*	Atlanticos S.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*) *Cell DB*	364·8 P40' B94' F40' FK 319' 980 *t* *FPT* 110 *t*	51·1	26·1 *APT* 90 *t*	Syra Greek 7 *BHCem*	T.3Cy.23¾″,41″&68″–45″ (*s*) 1801b 468NHP 3SB,*9cf*,GS168,HS7215 FD Richardsons,Westgarth& Co.Ld.Mdb.	28 " 4 s 5 " 0¾ 23 " 6	
79936 216215 KJEU	**Mount McKinley** (P) (*ex*SantaAna–36, *ex*ElSalvador,*ex*Santa Luisa) 2 *Dks(Stl)&Shelter dk(Stl)* **D.F.**		4932 — 2950 4861	✝100A1 *Shelter dk withfreeboard* 2,39 3,37 *Fitted for oil fuel* 5,18	Sea	*y*	CL 11,35 *F.P. above*	1918 5mo	W Cramp & SonsS&EBCo Philadelphia A&CP	Alaska S.S.Co.Inc. *Cell DB*	360·2 F40' *on Shelter dk* 294' 870 *t*	51·6 30·8 FK	22·8 *FPT* 170 *t*	New York Utd. States 7 *BHCem* *APT* 71 *t*	Q.4Cy.25½″,37″,52½″&76″– 54″ (*s*) 223lb 633NHP 4SB,*12cf*,GS215,HS8923 FD W.Cramp&SnsS&EBOPhl	33 " 6 s 9 " 2¾ 24 " 6	
79937 888 SVMA	**Mount Mycale** (*ex*MaroussioCoulouthros–37, *ex*Ryde) *ss*Pir.2ndNo 3–11,32 *ss*Rou.No.1–37 1 *Dk(pt Irn pt Stl)&deep framing*		3556 3331 2288	✝100A1 6,37 11,38 11,38	Rou	*w*	CL 11,38	1907 2mo	Tyne I.S.B. Co.Ld. Newcastle *Lloyd's*	Atlanticos S.S.Co. Ld.&GiorgilisBros. (KulukundisShip-pingCo.S.A. *Mgrs.*) *Cell D*	348·5 P28' B100' F37' FK 110' *u* 25' *f* 152'	50·1	23·1 868 *t* *APT* 99 *t*	Piræus Greek 6 *BHCem*	T.3Cy.24″,40″&66″–45″ (*s*) 1801b NDB30 *120lb* 307NHP 2SB,*8pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 " 8 s 4 " 5½ 21 " 6	
79938 277 SVCH	**Mount Myrto** (*ex*AlsaceII–34, *ex*Alsace) *ss*Bkn.No.3–1,38 2 *Dks(Stl)* *Cargo battens not fitted in holds*		5403 4854 3288	✝100A1 7,38 7,37	Ams Bly	*y*	CL 1,38	1919 11mo	Canadian Vickers,Ld. Montreal,PQ *Lloyd's*	J.A.Cosmetto& Kulukundis ShippingCo.S.A. *Cell DB*	400·3 P39' B120' F43' FK 33' 1025 *t* *FPT* 149 *t*	52·4	28·0 *APT* 133	Syra Greek 6 *BHpt Cem*	T.3Cy.25″,41″&68″–45 (*s*) 1801b 397NHP 3SB,*9cf*,GS207,HS6930 Canadian Vickers Ld.Mtl.	31 " 1 s 6 " 0 25 " 4½	
79939 767 SVHG	**Mount Olympus** (*ex*Toba–32) *ss*Rot.No.3–8,32 *ss*Rou.No.1–36 2 *Dks* ~~*1 Dk(Stl)&Shelter dk(Stl)*~~ *Tonnage opening closed'38*		5166 ~~4824~~ 6130 6692 6133 4157	✝100A1 *Shelter dk withfreeboard* 11,38 ~~11,00~~ *Fitted for oil fuel* 7,20	Ams	*a*† *F.P. above*	CL 4,38	1920 6mo	Harima Dockyd.Co O Harima A&CP	Atlanticos S.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*) *Cell DB* 36 *DT a* 39' 936	425·2 6'1153 *t* *FPT* 153 *t*	54·0 20·6 FK *Collision Bll to W dk*	35·0 *APT* 226	Piræus Greek *pt Cem* 6 *BHto Sh dk* 2 " " *U* "	T.3Cy.28″,47″&79″–51″ (*s*) 2001b 600NHP 2SB&1AuxB,*11cf*, GS194,HS8270 Kobe Steel Works,Ld.Kobe	~~29 " 0~~ ~~" 8 " 7~~ ~~25 " 7½~~ 37 " 6 89 " 1½ 28 " 7	
79940 ~~545~~ SVVY	**Mount Ossa** (*ex*TowerCrown–37, *ex*Bothwell–34,*ex* WarBeryl) 1 *Dk(Stl)&Shelter dk(Stl)* *ss*Rot.No.1–38 *Cruiser Stern*		5252 4914 3144	✝100A1 *Shelter dk withfreeboard* ~~10,37~~ 10,38	Ams	*a*†	CL 811,36	1919 4mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's*	Atlanticos S.S.Co. Ld.&Kulukundis ShippingCo.S.A. (KulukundisShip-pingCo.S.A. *Mgrs.*) *Cell DB*	412·5 F *on Shelter dk* 36' 366' 1334 *t* *DTa* 27' 10	55·5 FK	34·4 19 *t* *FPT* 148 *t*	Piræus Greek *pt Cem* 6 *BHto Sh dk* 2 " " *U* " *APT* 292 *t*	T.3Cy.27″,44″&73″–48″ (*s*) 1801b 596NHP 3SB,*12cf*,GS230,HS9525 FD W.Doxford&Sons,Ld.Sld.	29 " 0 s 3 " 5½ 25 " 9½	
New Robert Bornhofen, *see No. 8964*0 *in S*																	
79941 ~~271~~ SVHK	**Mount Othrys** (*ex*Newton–33) *ss*Ams.No.1–37 *ss*Grk.No.3–5,33 1 *Dk(Stl)* *&Shelter dk(Stl)* *Straight frames & bevelled bilge*		4817 4447 2956	✝100A1 *Shelter dk withfreeboard* 3,37,39	Ams	*a*†	CL 83,37	1919 5mo	Harland& Wolff,Ld. Belfast *Lloyd's*	M.Marcou *Cell DB* 343'	412·6 F40' *on Shelter dk* 1571 *t* *DTa* 25' 858 *t*	55·8 FK	34·4 *FPT* 91 *t* *APT* 126 *t*	Panama Panamanian *pt Cem* 6 *BHto Sh dk* 2 " " *U* "	T.3Cy.27″,44″&73″–48″ (*s*) 1801b 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	28 " 7 s 3 " 4 25 " 6½	
MPJN																	
79942 SVUN	**Mount Parnassus** (P) (*ex*CanadianScottish–37) *Ref. Mchs.* 2 *Dks*		5334 4864 3242					1921	Wallace S.B.&D.D. Co.Ld. PrinceRupert	Kulukundis ShippingCo.S.A.	399·9 P49' B113' F40'	52·2	28·5	Piræus Greek *WB*	T.3Cy.27″,44″&73″–48″ 369NHP JohnInglisCo.Ld.Toronto		C
New Johann Schulte, *see No. 8867*0 *in S*																	
79943 SVXX	**Mount Parnes** (*ex*AmericanEagle–37, *ex*Thekla, *ex*Hampholm, *ex*Thordis) *ss*Osl.No.3–5,29 *ss*NYk.No.2–37 1 *Dk(Stl)2trB*		4371 — 2769	✝100A1 9,37 *Fitted for oil fuel* 3,17	Ams	*x*	CL 9,37 *F.P. above*	1917 3mo	Moore& Scott Irn Wks Oakland,Cal A&CP *Cell DB*	Kulukundis ShippingCo.S.A. 28'	376·2 P33' B70' F40' FK 3' 1061 *t* *FPT* 96 *t*	52·6	25·8 *APT* 132 *t*	Piræus Greek 6 *BHpt Asp* 150° F.	T.3Cy.24″,41″&68″–45″ (*r*) 2001b 493NHP 3SB,*9cf*, HS7509 FD N.E.MarineEng.CoLd Newc	28 " 0 s 5 " 6¾ 22 " 8	
79944 273 SVHN	**Mount Pelion** (*ex*CommissairePierreLecocq–33, *ex*WarPrince) 3 *Dks*		5655 — 4124			...		1917	Kawasaki Dkyd.Co.Ld. Kobe	E.G.Culucundis &S.C.Costomeni	385·5	51·3	33·5	Syra Greek *WB*	T.3Cy.26″,48½″&72″–48″ 140 NHP Kawasaki Dkyd Co.Ld Kobe	36 " 0	
79945 785 SVAV	**Mount Pentelikon** (*ex*Illinois–34, *ex*Farnworth) *ss*Rot.No.2–38 1 *Dk(Stl)&Shelter dk(Stl)* *Tonnage opening closed'37*		5896 5639 3691	✝100A1 *Shelter dk withfreeboard* 11,38 10,37	Bry Rot	*y*	CL 12,38 11,38	1917 6mo	Richardson, Duck&Co.Ld Stockton *Lloyd's*	Kulukundis ShippingCo.S.A. *Cell DB a* 134' *u* 26' *f* 176' 1122 *t*	400·3 413·5 (o.l.) F35' FK *FPT* 114 *t* *APT* 111 *t*	51·6	32·9	Piræus Greek *k*	T.3Cy.2[illegible] 44¼″&74″–48″ 1801b (*s*) 440NHP 3SB,*9cf*,GS192 HS7171 Blair&Co. Stockton	35 " 6 s 9 " 8¾ 25 " 11½	
79946 78 SVHP	**Mount Pera** (*ex*Grelisle–33,*ex*War Painter) *ss*Fal.No.3–2,33 *ss*Pir.No.1–36 1 *Dk(Stl)*		5214 — 3178	✝100A1 ~~11,37~~ 2,38 2,38	Bry	*y*	CL N11,37	1918 6mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's*	J.A.Cosmetto& Kulukundis' ShippingCo.S.A. *Cell DB* 343' 1122 *t*	400·0 F40' FK *FPT* 116 *t*	52·4	28·[illegible]	Piræus Greek *7 BHpt Cem* 8 *t* *APT* 166 *t*	T.3Cy.26½″,44″&73″–48″ (*s*) 1801b 490NHP 3SB,*9cf*,GS190,HS7020 FD Cammell Laird&Co.Ld Bkn	31 " 0 s 5 " 11½ 25 " 3½	
79947 885 SVUY	**Mount Pindus** (*ex*Zinal–37) *ss*Shl No.3–10,35 2 *Dks(Stl)&Shelter dk(Stl)*		5729 5467 3569	✝100A1 *Shelter dk withfreeboard* 10,35	Rio Aut	*y*	CL N4,37	1920 8mo	J.L.Thomp-son&Sons,Ld. Sunderland *Lloyd's*	Kulukundis ShippingCo.S.A. *Cell DB* 346' 121	[illegible] FK *8 t* *FPT* 70 *t* *APT* 35 *t*			Piræus Greek *Cem* *A B Hto Sh dk* 2 " " *U* "	T.3Cy.27″,44½″&73″–48″ (*s*) 1801b 581NHP 3SB,*9cf*,GS193,HS9146 FD Blair&Co.Ld.Stockton	32 " 4 s 7 " 9½ 24 " 9	
79948 283 SVSW	**Mount Prionas** (*ex*Dunclutha–35) *ss*Bly.2ndNo.3–6,35 1 *Dk(Stl)&Spar dk(Stl)&deep framing*		3986 3745 2546	✝100A1 *Spar dk* 4,38	Rot	*w*	CL ~~1,38~~ 10,38	1910 4mo	Russell& Co. PortGlasgow *Lloyd's*	Atlanticos S.S.Co. Ld. (Kulukundis Shipping Co.S.A. *Mgrs.*, *Cell D*	360·0 P29' B90' F40' FK 120' *u* E22' *f* 154' 920	49·2	25·5 *APT* 136 *t*	Syra Greek 6 *BHCem*	T.3Cy.25″,41″&68″–48″ (*s*) 1801b NDB22 355NHP 2SB,*8cf*,GS148,HS5562 J.G.Kincaid&Co.Ld.Grk.	28 " 0 s 4 " 11½ 23 " 3	
79949 759 SVMZ	**Mount Rhodope** (*ex*Boutry–34) 2 *Dks(Stl)* *ss*Pir No.1–38		5182 4760 3192	✝100A1 9,38 ~~11,37~~ ~~11,37~~ 9,38	Ayr Pir	*y*	CL 11,37	1919 6mo	Irvine's SB & D.D.Co.Ld. W Hartlepool *Lloyd's*	Oceanos Mari[illegible] S.S.Co.(I.,A & Margaron *Cell DB*	400·0 P49' B113' F38' FK 347' 1126 *t* *FPT* 117 *t*	52·3	28·5 *APT* 178 *t*	Piræus Greek *7 B Hpt Cem* 8 *t* *APT* 178 *t*	T.3Cy.27″,44″&73″–48″ (*s*) 1801b 517NHP 3SB,*9cf*,GS189,HS7668 FD Richardsons,Westgarth& Co.Ld.Hpl.	31 " 0 s 5 " 11½ 25 " 3½	
79950																	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite. Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière Visite de l'Arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres ou note si différents de Durrd. Cert. Hoff'rds.
79951 268 SVHR	**Mount Taurus** (*ex*Proteus–32, *ex*BrattonCastle) *ss*Bkn.No.3–4,33 1 *Dk(Stl)&Shelter dk(Stl)* *2nd dk(Stl)in fore hold Bevelled bilge* *Longitudinal framing* *ss*Ams.No.1–38		6696 6227 4154	✠100A1 *Shelter dk* *withfreeboard* 12,35 ~~11,36~~ ~~9,35~~	Ams ✠LMC ~~BS11,37~~ 1,38	*a*†	CL 11,37	1920 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP* *CellDBa123'uf24'f162'1457t DT*	AtlanticosS.S.Co. Ld.&Tramp ShippingDevelop-mentCo.Ld.(Kulukundis ShippingCo. S.A.*Mgrs.*)	412·2|55·8|34·4 P55'F36' *onShelter dk* FK *a31'1062tFPT142t*	Syra Greek *Cem* *6BHtoShdk* 2 „ „ *U* „ *4PT206t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NH 3SB,*9cf*,GS190,HS7668 FD N.E.MarineEngCoLdNwc.	38 *n* 1 *s* 9 *n* 8½ 28 *n* 6½	
79952 215449 KDCZ	**Mount Vernon** (P) TwinSc (*ex*KronprinzessinCecilie) Sub.Sig. 5 *Dks&Shadedk*		18372 13574 7564					1906	Akt.Ges. "Vulcan" Stettin	UnitedStates Maritime Commission *WB*	685·4|72·2|40·5 F87'			S.Frncisco Utd.States	Q.16Cy37⅝",49½",74½"&112½" –70⅝" 4240NH A.G."Vulcan,"Stettin		
79953 166122 MMRN	**Mountpark** D.F. E.S.D. 1 *Dk&Shelter dk*		4648 4256 2723	✠100A1 *withfreeboard* ~~8,33~~ 2,39	Gls ~~BS~~ HKg ✠LMC3,~~38~~		CL 2,39	1938 3mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*) *CellDB344'1298tFPT169tAPT210t*	407·4|54·7|24·5 419·5(O.L.) F32' FK (	Greenock British 6*BHCem* *Coll to Shdk* 5 „ *2nd* „)	T.3Cy.22",38"&65"–45" (*s*) 220lb 431NHP 2SB(Spt&FD)&1AuxSB, *9cf*,GS146HS6471 Rankin&BlackmoreLdGrk	27 *n* 8 *s* 2 *n* 10½ 25 *n* 0½	
79954 124239 GFMB	**Mountstewart** (P) (*ex*Pladda–36) Wireless 2 *Dks*		1099 1023 457					1907	Scotts'S.B. &E.Co.Ld. Greenock	Belfast,Mersey& ManchesterS.S.Co. Ld.(W.M.May, *Mgr.*)	252·3|35·7|17·0 P&B151'F50'			Belfast British *WB*	T.3Cy.25",40"&65"–48" 298NHP Scotts'S.B.&E.Co.Ld.Grk.		C
79955 123266 GRCN	**Mourino** *Ref.Mchy.* 1 *Dk*		2165 1554 1256					1906	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	300·0|41·5|18·4 P187'F32'			Hull British *WB*	T.3Cy.21",36"&60"–42" 233NHP Earle'sCo.Ld.Hull		C
79956 FOUT	**Mousse le Moyec** D.F. 1 *Dk*		2038 — 1184					1921	Constructn Navales Lorient	Ets.Marcesche& Cie.	266·7|39·3|19·6			Lorient French	DR geared steam turbine Brégnet,Paris		V
79957 CSDW	**Mouzinho** (P) TwinSc (*ex*MariaCristina, *ss*Nap.2ndNo.3–11,27 *ex*Guglielmo Peirce,*ex*Corcovado,*ex*Sueh, *ex*Corcovado) *ss*Lis.No.~~2–35~~ 3–4,38 2 *Dks(Stl–U dk* teak s)& Sub.Sig. *Web frames* *Ref.Mchy.*		8374 5830 5194	100A1 4,38 ~~BS4,39~~ LS4,39	Lis LMC~~4,38~~		CL 3,38	1907	Frd.Krupp Akt.Ges. Kiel	Cia.Colonialde Nav.	448·3|55·2|28·0 P&B293'F79' FK *CellDB389'1331t APT18t*	Loanda Portuguese 9*BHptCem* *ptAsp* (	Q.8Cy.21⅝",31⅛",45¼"&65⅞" –47½" 213lb (*s*) .889NH 2D&1SB,*15cf*,GS308, HS12863 FD Frd.KruppA.G.Kiel	31 *n* 0 *s* 5 *n* 6½ 25 *n* 11	
79958 147941 GKYW	**Moveria** *Oil Eng.* *ss*Gls.No.3–9,37 D.F. 2 *Dks(Stl)&Shelter dk(Stl)* E.S.D. *4th dk in No.2 hold* *Ref.Mchy.*		4867 4370 2873	✠100A1 *withfreeboard* ~~5,37~~ ~~9,37~~ 3,38 DB~~5,37~~ 3,39 ~~RMC~~ 7,38	Gls ~~Cdz~~	*z*	CL 4,37	1925 1mo	Vickers, Ld. Barrow *Lloyd'sA&CP*	DonaldsonLine,Ld. (Donaldson Bros.& Black,Ld.*Mgrs.*) *CellDB308'946t FPT783tAPT45t*	385·6|51·6|28·6 B73' FK (	Glasgow British 6*BHptCem* *Coll to Shdk* 5 „ *2nd* „)	Oil Engines 4S.C.SA 8Cy.30"–45" 699NHP 3DR*120lb* Vickers,Ld.Barrow	31 *n* 0 *s* 3 *n* 9 27 *n* 4½	
79959 DORN	**Möwe** Wireless 1 *Dk* *Cruiser Stern*		1310 855 613					1936	Nordsee-werkeEmden G.m.b.H. Emden	ArgoReederei Richard Adler& Co.	244·7|38·4|12·4 P49'B&F188' *Upper*F21'			Bremen German *WB*	C.2Cy.17¹¹⁄₁₆"&35⁷⁄₁₆"–35⁷⁄₁₆"& LPturbine withDR gearing & hydraulic coupling DeutscheSchiff-u Mschb.A.G.Weser,Bmn 115NHP		G
79960 DANC	— 1 *Dk*		300 221 148					1912	Stettiner Oderwerke Stettin–	Rud.Christ.Gribel	128·7|22·7|10·7 P44'F19'			Stettin German *WB*	C.2Cy.15⁷⁄₁₀"&27⅜"–15⁷⁄₁₀" 25NH StettinerOderwerke		G
79961 147374 LIGY	**Moyalla** ~~*ss*Liv.No.3–3,39~~ ~~*ss*Bkn.No.3–40~~ D.F. 1 *Dk(Stl)*		642 489 245	✠100A1 ~~6,37~~ 6,38 ~~LMC3,37~~ 3,38	Bkn Liv ✠LMC~~3,38~~ 3,39	*k*	CL ~~6,37~~ 3,39	1927 5mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	LimerickS.S.Co. Ld.(S.J.K.Roy-croft, *Mgr.*) *CellDBa&u*	190·2|30·6|10·9 200·7(O.L.) P29'B70'F65' FK&BK1¼" *E42'f80'165tFPT40tAPT20t*	Limerick British 4*BHCem*	T.3Cy.16½",27"&44"–30" (*s*) 185lb 147NHP 2SB,*4cf*,GS70,HS2691 CaledonSB.&E.Co.Ld.Dun	13 *n* 3 *s* *n* 8½ 12 *n* 10½	
79962 [illegible] Now Aghios Nikolaos	Moygannon [illegible] *Mchy.Aft*	3Mst [illegible]	498 330 193	✠100A1 3,36 BS1,38	Bel ✠LMC3,36	*h*	CL 2,36	1921 10mo	Dublin Shipbuilders, Ld. Dublin *Lloyd'sA&CP*	Newry&Kilkeel S.S.Co.Ld.(J. Fisher&Sons,Ld. *Mgrs.*) *CellDBa/f*	164·9|25·7| 9·5 27·2 BK7¼" Q97 B10'F25' *B/f93'108tFPT34t*	Newry British 3*BHCem* (	T.3Cy.14½",24"&40"–27" (*s*) 180lb 99RHP 1SB,*3cf*,GS52,HS1962 W.Beardmore&Co.Ld. Coatbridge	11 *n* 11 *s* 4 *n* 2 12 *n* 4½	
79963 107454	**Moyie** (P) CompSternPad *Mchy.Aft*		886 — 526					1898	J.M.Bulger Nelson,B.C.	CanadianPacific RailwayCo.	161·7|30·1| 5·1			Vancouver British	H.S.2Cy.16"–72" NB29 17RHP BertramIronWorks,Tto.		
79964 124668 GFNJ	**Moyle** *ss*Shl.2ndNo.3–2,32 *ss*Sws.No.1–36 1 *Dk(Stl)&deepframing*		1761 1326 749	✠100A1 3,38 ~~MS7,36~~	Shl ✠LMC ~~BS12,37~~ 12,38	*q*	OG 3,38	1907 11mo	AilsaS.B. Co.Ld. Troon *Lloyd'sA&CP*	ShamrockShpg. Co.Ld. *CellDBuE24'f96'258*	275·2|36·1|18·6 P21'Q84'B54'F32' FK *tDTa80'382tFPT71tAPT37t*	London British 5*BHCem*	T.3Cy.17",31"&51"–36" (*s*) 180lb 216NHP 2SB,*6cf*,GS107,HS3976 AilsaS.B.Co.Ld.Troon	19 *n* 0 *s* 1 *n* 0½ 17 *n* 6	
79965 161562	**Moyra** *ss*Hfx.No.1–35 1 *Dk(Stl)&Shelter dk(Stl)*		1396 1197 759	✠100A1 *withfreeboard* ~~4,36~~ ~~BS4,37~~ ~~LMC~~	StJ	*q*	CL ~~4,37~~ ~~6,38~~	1931 5mo	Swan Hunter&Wigham Richardson, LdSunderlnd *Lloyd'sA&CP*	MoiraShippingCo. Ld(F.K Warren, *Mgr.*) *CellDB206'466t*	248·0|39·5|14·9 FK *FPT57tAPT39t*	HalifaxNS British 4*BHptCem* *Coll to Shdk* 3 „ *2nd* „)	T.3Cy.15½",25"&40"–33" (*s*) 180lb 124NHP 2SB(Spt),*4cf*,GS68,HS2238 Swan,Hunter&Wigham Richardson,Ld.Sld.	16 *n* 10 *s* *n* 3½ 16 *n* 8½	
79966 28982 JIRA	**Mozi Maru** (P) (*ex*MojiMaru–38) 2 *Dks*		3831 3397 2297					1922	Yokohama DockCo. Yokohama	KinkaiYusenK.K.	345·0|50·0|29·0 P33'B74'F40'			Tokyo Japanese *WB*	T.3Cy.23",38"&64"–48" 275NHP YokohamaDockCo.Yka.		
79967	**Mr. Therm**—*see No.* 79724																
79968 UOBY	**Msta** (*ex*Kollgrim–33,*ex*Skrymer) *ss*Osl.No.3–5,33 1 *Dk(Stl)*		1984 1752 1139	✠ ... 1,35 ✠	Osl	*r*		1921 5mo	Ardrossan D.D.&S.B. Co.Ld. Ardrossan	U.S.S.R. *CellIA*	271·7|41·6|19·4 P32'B75'F32' FK *B229'460tFPT49t*	Leningrad Russian 4*BHCem* *APT75t*	T.3Cy.20",33"&54"–39" 221NHP 2SB,*6cf*,GS105,HS3719 J.G.Kincaid&Co.Ld.Grk.	21 *n* 6	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Register in which classed. If not in L.R. Date of last Trade cert.
79969 DHRE	**Muansa**	D.F. 2 *Dks*	5472 4916 3387					1911	Bremer Vulkan Vegesack	DeutscheOst-AfrikaLinie	419·8 P&B334′F58′	54·5	28·2	Hamburg German *WB*	Q.4Cy.27″34⅝″50⅜″&72⅞″–53⅜″ 387NHP Bremer Vulkan, Vegesack		G
79970 UNJP	**Mudyug** (P)	Wireless *Cruiser Stern* 2 *Dks*	810 645 316					1930	States S.B. Yard "Marti" Leningrad	U.S.S.R.	174·3 B55′F24′	30·3	14·8	Archangel Russian *WB*	T 6Cy.8½″,13¾″&22⅞″–15⅜″ 42NH States S.B. Yard "Marti"		
79971 LJEU	**Mui Hock**	D.F. *Cruiser Stern* 1 *Dk*	2144 1794 1305					1936	Nylands Verksted Oslo	A/S Arne Sveen's Rederi (Arne Sveen, *Mgr.*)	283·6 P28′B165′F25′	44·2	18·8	Oslo Norwegian *WB*	C.4Cy.(2)13¾″&(2)81½″–31½″ 92NHP Nylands Verksted, Oslo		N
79972 OZGE	**Muinam** (P) Twin Sc 3 Mst *Oil Eng.* *ss* H.Kg. No. 1–34 D.F. 1 *Dk* & *Shade dk*		3113 2290 1739	✠100A1 HKg 2,38 1,38 LMC CS11,34 11,36 1,38	CL		10,36	1931 6mo	Nakskov Skibs. A/S Nakskov *Lloyd's* *SA&CP*	A/S Det Östasiatiske Kompagni	330·2 B101′F64′ *on Shade dk* *Cell B* 282′ 685t	48·9 FK *Coll B ht to Shade dk* *Cell D B* 282′ 685t	19·2 *7 B Hpt Cem* *D Tf* 21′ 534t	Copnhagn Danish	Oil Engines 4S.C.SA 12Cy.19¹⁄₁₆″–35⅞″ DB *1001b* 449NHP Akt. Burmeistr & Wain, Cpn *FPT* 50t *APT* 84t	21 " 6 s 3 " 6⅜ 18 " 3½	
79973 43725 JTUL	**Muko Maru**	*Cruiser Stern*	4862 — 2908					1937	Osaka Iron Works, Ld. Osaka	Taihei Kisen K.K. (Yamashita Kisen K.K. *Mgrs.*)	369·8	54·1	29·2	Kobe Japanese	T.3Cy.27″,45″&74″–48″ 378NHP		
79974 146298 GFTM	**Mulbera** (P) Twin Sc	*Ref. Mchy.* 2 *Dks* (*Stl–Uteaks*) D.F. *Cruiser Stern*	9100 7289 5521	✠ Mdb *d*† 12,25 Lloyd's RMC ~~7,38~~ 3,39 ~~11,38~~				1922 6mo	A. Stephen & Sons, Ld. Glasgow	British India Stm. Nav. Co. Ltd. *Cell D B* 400′ 1447t *Tanks 'tween tunnels* 96′ 248t	466·3 P50′B175′F44′	60·1 FK *9 B Hpt Cem* *APT* 104t	33·3 *FPT* 92t	Glasgow British	6 Steam Turbines DR geared to 2 Sc. Shafts FD 1068NHP 5SB, *20cf*, GS375, HS15712 A. Stephen & Sons, Ld. Gls.	36 " 0	BT till ~~4,39~~ 7,44 3,39
79975 137236 VJNK	**Mulcra** *Oil Eng.* *ss* Adl. No. 3-11,37 ~~Adl. No. 2–24~~ Wireless *Cruiser Stern* 1 *Dk* (*Stl*)		1168 791 604	✠100A1 Adl *n* 10,38 ~~2,36~~ 11,37 LMC CS6,34 ~~5,35~~ 5,36	CL		~~12,35~~ 9,38	1925 9mo	Svendborg Skbs. & Msk. Svendborg *Lloyd's* *SA&CP*	The Adelaide Steamship Co. Ltd. *Cell D*	215·7 P27′Q56′B58′F26′ *B* 180′ 247t	34·2 FK *4 B Hpt Cem* *FPT* 38t *APT* 56t	13·6	P. Adelaide British	Oil Engines 4S.C.SA 6Cy.19¹⁄₁₆″–35⅞″ 224NHP Akt. Burmeistr & Wain, Cpn	15 " 6 s " 9½ 14 " 10⅜	
79976 DJVL	**Mülheim Ruhr** *Oil Eng.* D.F. E.S.D. 1 *Dk* *Cruiser Stern*		5350 4459 2604					1937	Flensburger Schiffsb. Ges. Flensburg	"Brenntag" Brennstoff-Chemikalien-u Transport A.G.	415·5 P25′B&F376′ *Upper* F33′	60·2	21·3	Hamburg German *WB*	2 Oil Engines 2S.C.SA 16Cy 20⅛″–27⅛″ SR geared to 1 screw shaft 1180NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		G
79977 159461 VPJQ	**Muliama** *Oil Eng.* Wireless 1 *Dk* *Cruiser Stern*		689 434 384	✠100A1 HKg *j* 7,38 ~~8,37~~ Bsb LMC 8.37	CL			1937 8mo	Hong K'ng & Whampoa Dock Co. Ltd. Hong Kong *Lloyd's* *SA&CP*	Burns Philp & Co. Ltd. *Cell D Ba* 11′ *f* 6′ 19t *FPT*	165·7 173·2 (O.L.) P&B109′F31′ *17t*	31·1 FK *4 B H Cem* *APT* 24t	12·6	Hong Kong British	Oil Engines 2S.C.SA 7Cy.11³⁄₁₆″–19¹⁄₁₆″ 148NHP Harland & Wolff, Ld. Gls.	13 " 6 s " 4½ 13 " 3¾	
79978 1298 IQYM	**Multedo** (*ex* Albarosa, *ex* Gin, *ex* Ussa, *ex* Coln) Iron 1 *Dk* & *Spar dk* 3 tr *B*		1130 1118 659					1884	Akt. Ges. "Vulcan" Stettin	Ignazio Messina & C.	230·3	30·7	19·7	Genoa Italian *WB*	C.2Cy.24⅝″&49½″–31½″ NB09 112NHP A.G. "Vulcan," Stettin		I
79979 128799 VLJL	**Mulubinba** Wireless 1 *Dk* & *Shelter dk* *Mchy. Aft* *Cruiser Stern*		1262 903 479	✠100A1 Syd *with freeboard* ~~3,38~~ LMC 37 12,38 ~~LS5,38~~	CL			1937 4mo	Henry Robb, Ld. Leith *Lloyd's* *SA&CP*	Newcastle & Hunter River S.S. Co. Ltd	223·7 231·7 (O.L.) *Side tanks a* 53t *D T f* 14′	39·2 FK&BK1½″ *99t*	14·6 *FPT* 34t *APT* 26t	Newcastle N.S.W. British	T.3Cy.16½″,28½″&48″–33″ 235lb (s) 265NHP GS134, HS4200 FD 2 Water Tube Boilers (Spt) N.E. Marine Eng Co Ltd. Nwc	16 " 0 s " 2 16 " 0¼	
79980 35839 JFIC	**Munakata Maru** (P) D.F. *Cruiser Stern* 1 *Dk*		3302 2677 1878					1930	Uraga Dock Co Ltd Uraga	Nippon Seitetsu K.K.	320·7 P145′F31′	46·5	25·0	Yawata Japanese *WB*	T.3Cy.22″,37″&61″–42″ 241NHP Uraga Dock Co. Ltd. Uraga		
79981 22868 JSPB	— (P) Wireless 1 *Dk*		980 856 571					1918	Nobuki Zosensho Osaka	Kita Nippon Kisen K.K.	200·0	32·0	18·0	Amagasaki Japanese	T.3Cy.13½″,22½″&37½″–28″ 75NHP Takeda Inosuke, Osaka		
79982 38324 JWVH	— (*ex* Nissho Maru No. 1–37) *Oil Eng.* 1 *Dk*		387 — 296					1893	Hayashi Frajiro	Demizu Sazo	154·5	21·0	16·2	Moji Japanese	Oil Engines		
79983 218954 KBLM	**Munami** (*ex* Lake Fernando) *Fitted for oil fuel* 1 *Dk* 2 tr *B*		2594 2240 1610				...	1919	Buffalo D.Dk.Co. Buffalo, N.Y	McCormick S.S. Co.	251·0 P25′B64′F28′	43·6 FK	26·1	S. Frncisco Utd. States *WB*	T.3Cy.21″,35″&59″–42″ 352NHP Detroit S.B. Co. Detroit	28 " 2	R †
79984 221839 KDWH	**Munargo** (P) *ss* N.Yk. No. 2–29 E.S.D. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) GyC. *Fitted for oil fuel*		6337 — 3659	✠ ... 6,35 NYk *b*†				1921 12mo	New York S.B. Corp. Camden, N.J.	Munargo Line Co. (United Fruit Co. *Mgrs.*) *Cell D B* 340′ 1264t	413·8 P43′B162′F49′ *on Shelter dk* *FPT* 141t *APT* 66t	57·8 FK *Collision BH to Sdk* 7 " " *U* "	22·8	New York Utd. States	2 Steam Turbines DR geared to 1 Sc. Shaft 1280NHP 5SB, *20cf*, GS367, HS17575 New York S B Cor. Cmdn, NJ	34 " 6	R †
79985 149674 GNRX	**Muncaster Castle** Twin Sc *Oil Eng* *ss* H.Kg. No. 2–36 D.F. 2 *Dks* (*Stl*) *Longitudinal framing at bottom & at decks*		5853 5328 3625	✠100A1 Bal *a*† 8,38 ~~1,38~~ HKg *l* ~~1,38~~ CS8,37 ~~1,39~~ 8,38 *Fitted for carrying oil*	CL		12,36 5,28 *F.*	1928 5mo	Cammell Laird & Co. Ltd. Birkenhead *Lloyd's* *SA&CP*	Lancashire Shipping Co. Ltd. (J. Chambers & Co. *Mgrs.*) *P above* 150° *F. in deep tanks*	428·0 P28′B275′F39′ *Cell D B* 375′ 1376t	56·1 FK *7 B H Tanks in way of tunnels* 107t *MTs* 37t	28·9	Liverpool British	Oil Engines 4S.C.SA 12Cy.28¾″–59⅛″ 953NHP DB *135lb* N.E. Marine Eng Co. Ltd Nwc 1224t *FPT* 136t *APT* 56t	31 " 9 s 5 " 0¾ 26 " 11	
79986 DORP	**München** (P) D.F. *Oil Eng.* E.S.D. *Cruiser Stern* 3 *Dks*		5619 4422 3313					1936	Bremer Vulkan Vegesack	Norddeutscher Lloyd	431·1 P21′B&F399′ *Upper* F39′	56·3	23·1	Bremen German *WB*	Oil Engines 2S.C.DA 7Cy.23⅝″–43⅞″ 1360NHP Bremer Vulkan, Vegesack		G
79987 218006 KEMN	**Muncove** (*ex* Covedale) *Oil Eng.* *Mchy. Aft* 1 *Dk*		2437 — 1480					1919	Gt. Lakes Eng. Works Ecorse, Mich.	~~Munson S.S. Line~~ Munson Line, Inc.	253·4 P115′F25′	43·7	24·5	New York Utd. States *WB*	Oil Engines 4S.C.SA 6Cy.22″–32″ NE23 283NHP Macintosh & Seymour Corp.		R

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant aprés Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Navigates on coasts of G.B. & Ireland. Dans le Cst. Brit. Trade
79988 / 152024 / VJGW	**Mundalla** (*ex*Mundoo)	*Oil Eng.*	3018 / 2735 / 1757	✠100A1 2,39	Syd	*u*	CL 1,37	1926 / 3mo	Akt.Burmeistr&Wain Copenhagen	The Adelaide SteamshipCo.Ld.	331·8 | 46·6 | 23·1	Melbourne British	Oil Engines 4S.C.SA 8Cy.24½"–51⅞" 473NHP DB100lb Akt.Burmeistr&Wain,Cpn	25 " 6 s 3 " 4½ 22 " 3½	
	*ss*Syd.No.3-2,38 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*							*Lloyd's*	*CP*	*Cell D*	P34'B159'F34' FK B286' 778*t* *FPT*67*t*				
79989 / 4440 / 2955	**Mundelta**		4747 / 4440 / 2955	✠100A1 6,33	NOs	*x*	CL 2,38	1917 / 4mo	NwprtNws S.B.&D.D.Co. Newport News	G.E.Marden (Wheelock&Co. Ld.,*Mgrs.*)	370·0 | 53·2 | 27·0	British	T.3Cy.24½",41½"&72"–48" 190lb (*s*) 471NHP 2SB,*8cf*,HS6564 FD Newport NewsSB&DD.Co. *only*	30 " 0	
Now "Munlock," see No. 89092 in Supplement	2*Dks*(*Stl*) *Fitted for oil fuel*			LMC			4,17 *F.P.*	A&CP *above*	150° F.	*'Tween dk bulk & after hold*	P27'B104'F22' FK *heads in forward dispensed with* *Cell D* B302' 1050*t*	*Cem* 4*BH to Udk* 2 " 2*nd* "	*FPT*152*t* *APT*317*t*		
79990 / 221063 / WADZ	**Mundixie** (*ex*Redman)		3286 / 2890 / 1965	✠100A1 10,37	Phl	*v*	CL 10,37	1921 / 6mo	New York Harbor D.D Corp. (P.Jeffersn NY	~~RedmanS.S.Corp.~~ (~~MunsonS.S.Line,~~ *Mgrs.*) Munson Line Inc.	324·0 | 46·2 | 25·0 P30'B90'F35' FK	Wilmgton (Del.) Utd.States	T.3Cy.22",37½"&60"–42" (*r*) 200lb HS5852 380NHP 2 Water Tube Boilers FD	28 " 6	
	*ss*Bos.No.3-2,37 1*Dk*(*Stl*)2*ndtr B* *in fore & after holds & Web frames*			LMC2 *Fitted for oil fuel*			1,23 *F.P.*	*above*	150° F.	*Cell D* B251'844*t* *M*	*T*20' 396*t* *FPT*111*t*	*6 B Hpt Cem* *APT*71*t*	Ellicott Machine Corp.Bal.		
79991 / 144220 / GDMT	**Mundra** **TwinSc**		7341 / ~~6820~~ / ~~4576~~	✠100A1 ~~10,37~~ 1,39	Cal	*c* †	CL s12,38 P10,37	1920 / 9mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld.	450·2 | 58·1 | 32·8 P44'B149'F41' FK	Glasgow British	T.6Cy.21",35½"&61"–45" (*s*) 215lb 832NHP 4SB,*16cf*,GS300,HS12628 FD	35 " 6 s 7 " 10 27 " 11½	
	*ss*Mdb.No.3-1,33 *ss*Cal.No.1-36 2*Dks*(*Stl*) *Ref.Mchy.*			~~LMC3~~ ~~4,39~~				*Lloyd's*	*SA&CP*	*Cell D*	B381'1550*t* *FPT*	7 *BHCem* 120*t* *APT*67*t*	Barclay, Curle&Co.Ld.Gls.		
79992 / 141905 / GCGG	**Muneric**		5229 / 4855 / 3267	✠100A1 ~~12,36~~ 3,39	Phl	*y*	CL ~~10,37~~ 5,38 3,39	1919 / 6mo	Workman, Clark&Co.Ld Belfast	Bright Nav.Co.Ld.	400·5 | 52·3 | 28·5 P49'B113'F39' FK	London British	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD	31 " 0 s 5 " 11½ 25 " 3½	
	*ss*Msl.No.1-38 *ss*Phl.No.3-7,33 2*Dks*(*Stl*) *Cargo battens not fitted*			~~MSL~~ LMC ~~MSL~~				*Lloyd's*	*SA&CP*	*Cell D* B347' 1120*t* *FPT*115*t*	7 *BHpt Cem* *APT*170*t*	Wrkman,Clark&Co.Ld Bel.		
79993 / 21880	**Muneyoshi Maru** **WoodAux** 3MstSr 1*Dk*		326 / 286 / 234					1917	Toba Zosensho Toba	KosugiMasaji	122·6 | 26·0 | 14·4	Fushiki Japanese	C.2Cy.11"&23½"–15" 17NHP YoritaTekkosho,Osaka		
79994 / 137221 / VLDG	**Mungana** (*ex*Eurelia)		3351 / 3008 / 1921	✠100A1 *Shelter dk with freeboard* ~~1,39~~ BS7,37 6,38	Syd	*v*	CL 1,38	1920 / 10mo	N.S.W. Govt.Dkyd. Newcastle, N.S.W.	Australasian United Steam Nav. Co.Ld.	331·0 | 47·9 | 23·5 FK	Melbourne British *Cem*	T.3Cy.25",41"&68"–45" (*s*) 190lb HS8289 FD 519NHP 3 Water Tube Boilers	26 " 1 s 2 " 5 23 " 10½	
	*ss*Syd.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*			LMC7,36				A&CP		*Cell D* B277'884*t*	*FPT*118*t* *APT*204*t*	4 " " *U* "	Government Dockyard, Newcastle,N.S.W.		
79995 / 220732 / KDHU	**Munger T. Ball** (*ex*Chilsco 35, *ex*Lilmae) D.F. GyC.	*Fitted for oil fuel* 2*Dks*& *Web frames*	5104 / 4522 / 3126			...		1920	Terry S.B. Corp. Savannah,Ga	Sabine Transportation Co.Inc.(M.T. Ball,*Mgr.*)	391·9 | 51·2 | 30·0 P99'B34'F44' FK	Baltimore Utd.States	T.3Cy.24½",41½"&72"–48" 562NHP Ingersoll Rand Co. Phillipsburg,N.J.	30 " 2	R †
	Mchy.Aft	*Carrying Petroleum in bulk* *Longitudinal framing*										*WB*			
79996 / 7778 / SIVA	**Munin** Wireless D.F. Sub.Sig	*Cruiser Stern* 1*Dk*& *Shelter dk*2*tr B*	*1367* *1021* *667*					1931	Finnboda Varf Akt. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg *Mgr.*)	263·4 | 37·2 | 13·9	Stockholm Swedish	C.4Cy.(2)16⅛"&(2)35⅞"–35⅞" 124NHP A.Borsig,Berlin-Tegel		V
												WB			
79997	— Wireless 1*Dk*		1285 / 1162 / 766					1899	Schiffsw. v. H.Koch Lübeck	A/S Inger (JacobKjödeA/S, *Mgrs.*)	241·0 | 35·2 | 17·4 H66*t*F34*t*	Bergen Norwegian	T3Cy.16⅜",27½"&44½"–32½" 113NHP J.F.Ahrens,Ottensen		N
LEMJ												*WB*			
79998 / 12121 / KFNQ	**Munising** (*ex*F.M.Osborne) D.F. *Mchy.Aft*	1*Dk2tr B*	3838 / — / 2970					1902	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland-Cliffs Iron Co. *Mgrs.*)	380·0 | 50·0 | 28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–40" 213NHP American S.B.Co Cleveland		R
												WB			
79999 / 5655 / SFOK	**Munkfors** *Mchy.Aft*	1*Dk*	*322* *251* *192*					1914	P.Larsson Thorskog	Uddeholms Aktieb. (Fritiof Olsson, *Mgr.*)	125·7 | 22·5 | 9·6 P30'H20*t*F13'B26'	Uddeholm Swedish	C.2Cy.13"&20"–16" 13NHP Thorskogs M.V.Thorskog		V
												WB			
80000 / 157618 / VLDM	**Munmorah** Wireless *Mchy.Aft*	*ss*Syd.No.1-38 1*Dk*	1273 / 920 / 671	✠100A1 ~~1,38~~ 12,38	Syd	*o*	CL 1,38	1934 / 10mo	H.Robb, Ld. Leith	WallarahCoalCo. Ld.	231·4 | 36·7 | 14·1 Q142'F37'	Sydny NSW British	T.3Cy.16½",27"&46"–30" 200lb (*s*) 163NHP 5*BH Cem*	16 " 0 s 4 " 9 15 " 5½	
	Cargo battens not fitted	*Cruiser Stern*		LMC ~~12,38~~ 12,38				*Lloyd's*	*SA&CP*	*Cell D Bu E*24'*f*139'	348*t* *MT*7'103*t* *FPT*	126*t* *APT*22*t*	Plenty&Son,Ld.Newbury		
80001 / 217604 / WVOI	**Munmotor** (*ex*Courtois) *Mchy.Aft*	*Oil Eng.* 1*Dk*	2450 / — / 1485					1919	Gt.Lakes Eng.Works, Ecorse,Mich.	~~MunsonS.S.Line~~ MunsonLine,Inc	253·5 | 43·5 | 27·5 P115'F25'	Norfolk, Va. Utd.States	Oil Engines 4S.C.SA 6Cy.22"–32" NE22 283NHP McIntosh&Seymour, Auburn,N.Y.		R
												WB			
Broken up 80002 / 2732 / WNCH	**Munplacé**		3235 / 2732 / 2013	~~✠100A1~~ 5,37 ~~LMC~~ ~~MSL36~~	NOs	*u*	CL 2,36	1916 / 5mo	Maryland Steel Co.of Baltimore Co Sparro'Pt Md	~~MunsonS.S.Line~~ ~~Munson Line,Inc.~~	327·2 | 46·2 | 22·9 P35'B98'F38' FK	Wilmgton (Del) Utd.States	T.3Cy.24½",41"&68"–48" (*s*) 200lb 449NHP 2SB,*8cf*,GS144,HS6397 FD	25 " 6	
	*ss*N.Os.No.3-3,28 *ss*N.Os.No.2-36 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*							A&CP *above*	150° F.	*Cell D Ba*90'*u*	*E*20'*f*146'694*t* *FPT*	*5 BHCem* 78*t* *APT*296*t*	Maryland Stl.Co.Sparr'.Pt.		
				Fitted for oil fuel			12,19 *F.P.*								
80003 / 166226 / EILY	**Munster** (P) **TwinSc** D.F. E.S.D.	*Oil Eng.* 2*Dks* *CruiserStern*	4365 / 1960 / 2223	✠100A1 *with freeboard* ~~1,39~~ ~~3,36~~ LMC3 *For Irish Channel Service*	Bel Liv		OG	1938 / 3mo	Harland& Wolff,Ld. Belfast	Coast Lines,Ld.	353·0 | 50·2 | 14·6 367·0(O.L.) P59'B186'F43' *Fwd* B22' FK	Dublin British	Oil Engines 2S.C.SA 20Cy.19½"–35⅞" 1347NHP 8*BHpt Cem* DB80lb Harland&Wolff,Ld.Bel.	19 " 0 s 3 " 11½ 15 " 1½	ET Bel 2-39
								Lloyd's	*SA&CP*	*Cell D*	B258' 644*t* *DTf* 10	43*t* *APT*52*t*			
80004	**Münsterland** (P) **TwinSc**	*Oil Eng.*	6408 / 5592					1922	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·0 | 58·3 | 26·9 P&B344'F60'	Hamburg German	Geared Oil Engines 4S.C.SA 20Cy.20¾"–20¾" 856NHP *Emade*16 *fitted*21		G
DIDW	D.F. Sub.Sig.	2*Dks*	3878									*WB*	Mchfb.Augsburg-Nürnberg A.G.Augsburg		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Late Name if any. / Special Surveys.	3 Material, Rig, &c. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Builder's Cert.
80005 151543 VJLN	**Murada** (*ex* Erriba)	*ss* Syd. No. 3–3,34 *ss* Syd. No. 1–37 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) & *Web frames* *Longitudinal framing*	3345 3013 1919	✠100A1 *Shelter dk with freeboard* 1,393 2,39	Syd	*v*	CL 3,37	1921 6mo A&CP	Common-wealth Govt. Dockyard Williamstwn Victoria	Australasian United Steam Nav. Co. Ltd. *Cell DB 277′ 882t*	331·0 / 47·9 / 23·6 FK *Collision* *FPT 118t APT 204t*			Melbourne British *Cem* *BH to Sh dk* ,, ,, *U* ,,	T. 3Cy. 25″, 41″ & 68″–45″ (*s*) 185lb HS 82 89 516 NHP 3 Water Tube Boilers FD Thompson & Co. (Castle-maine) Proprietary, Ld.	26 ″ 1 s 2 ″ 4½ 23 ″ 11	
80006 28083 JTVH	**Murasaki Maru** (P) Wireless	Twin Sc *2 Dks*	1597 1172 838					1921	Osaka Iron Works Osaka	Osaka Syosen K.K.	230·0 / 38·0 / 21·0 F42′			Osaka Japanese *WB*	T. 6Cy. 14¾″, 24½″ & 40″–30″ Osaka 176 NHP Tekkosho K.K. Osaka		
80007 PGBM	**Murena** *Oil Eng* *Mchy. Aft* 1 *Dk* (*Stl*) 2nd dk (*Stl*) D.F. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	Twin Sc *ss* Rot. No. 1–36	8252 7476 4782 –	✠100A1 2,39 ✠LMC DBS 12 6,38 *Carrying Petroleum in bulk*	Pal Rot	*c*†	CL 9,37	1931 12mo	NV Burger-hout's M.&S. Rotterdam *Lloyd's SA&CP*	N.V. Petroleum Maats "La Corona" *Cell DBu E 69′ 22*	450·8 / 62·0 / 34·1 467·8 (O.L.) P 103′ B 35′ F 43′ FK 2 *t DT f* 32′ 355 *t FPT*			The Hague Dutch 14 *BH* 225 *t APT* 41 *t*	Oil Engines 4S.C.SA 12Cy. 24½″–43⅝″ 714 NHP 2 DB *150lb* N.V. Burgerhout's M.&S.	34 ″ 0 s 6 ″ 7½ 27 ″ 6½	
80008 7231 SEMA	**Murjek** *Oil Eng.* D.F. *ss* Got. No. 3–4,38 2 *Dks* (*Stl*)		5070 4394 2870	✠100A1 10,38 LMC DBS 7,38	Got Ams CS 3,38 3,37	oa	3,38	1925 10mo	A/B Göta-verken Gothenburg *Lloyd's SA&CP*	Trafikaktieb. Grängesberg-Oxelösund (M. Waldenström *Mgr*) *Cell DB 335′ 1288t DT f* 39′ 1190 *t FPT* 125 *t APT* 301 *t*	392·2 / 52·6 / 26·6 P 39′ B 115′ F 41′ FK			Stockholm Swedish 7 *BH pt Cem* (1 to 2nd dk)	Oil Engines 4S.C.SA 6Cy. 29½″–59½″ 489 NHP DB *85lb* A/B Götaverken, Got.	30 ″ 0 s 5 ″ 10½ 24 ″ 4	
80009 31571 JNBH	**Muro Maru** (P) *Oil Eng.* *Cruiser Stern*	Twin Sc	1607 1052 749					1926	Mitsubishi S.B.&Eng. Co Ld. Kobe	Osaka Syosen K.K.	230·0 / 37·0 / 20·0 F 149′			Osaka Japanese *WB*	Oil Engines 4S.C.SA 12Cy. 18½″–27″ 386 NHP Mitsubishi Zosen Kaisha Ld		
80010 26035 JAKD	**Muroran Maru** *ss* Yka. No. 3–6,30 ~~Osa. No. 2-39~~ 2 *Dks* (*Stl*)		5374 4826 3251	✠100A1 2,39 ~~3,37~~ ~~LMC~~ 2,39	Kob Osa	*z*	oa ~~6,36~~ 2,39	1919 11mo	Mitsubishi Zosen Kaisha, Ld. Nagasaki A&CP	Nippon Yusen K.K. *Cell DB 35*	400·0 / 54·5 / 30·0 P 39′ B 121′ F 43′ FK 6′ 1075 *t FPT* 85 *t APT* 87 *t*			Tokyo Japanese 6 *BH Cem*	T. 3Cy. 26½″, 44½″ & 75″–48″ 200lb (*s*) 495 NHP 3SB, *9cf*, GS 163, HS 6591 FD Mitsubishi Zosen Kaisha, Ld	29 ″ 11 s 5 ″ 8½ 24 ″ 7	
80011 28094 JJUH	**Muroto Maru** (P) *Cruiser Stern*	Twin Sc *2 Dks*	1257 977 561					1922	Osaka Iron Works, Ld. Innoshima	Tosa Syosen K.K.	215·0 / 37·0 / 20·0 P&B 150′ F 40′			Osaka Japanese *WB*	T. 6Cy. 14½″, 28½″ & 39″–30″ 146 NHP Osaka Iron Works, Ld.		
80012 162295 MKMY	**Murrayfield** (*ex* Yolande–35, *ex* Ferdiborg–34, *ex* Ruth) *Mchy. Aft* *Well deck*	*ss* Osl. No. 3–3,21 *ss* Got. No. 2–29 1 *Dk* (*Stl*)	576 405 292	✠ 4,34 ✠ NE&B 12 06 *fitted*	Got	*h*		1908 3mo	W. Walker Maryport	Border Shipping Co. Ld. (G. T. Gillie & Blair, Ld. *Mgrs.*)	160·5 / 28·1 / 11·0 Q 92′ B 9′ F 28′ FK *DB f* 88′ 120 *t FPT*			Aberdeen British 3 *BH Cem* 10 *t APT* 4 *t*	T. 3Cy. 13½″, 21½″ & 34½″–27″ 78 RHP NDB 05 *fitted* 08 1SB, *3pf*, GS 50, HS 1414 Hutson & Sons Ld. Glasgow	13 ″ 1	C †
80013 PUBR	**Murtinho** (P) *Mchy. Aft* Wireless	Twin Sc 1 *Dk*	*1106* *809* *511*					1907	Mackay Bros. Alloa	Lloyd Brasileiro	235·1 / 36·1 / 11·3 Q 79′ B 62′ F 39′			R. Janeiro Brazilian *WB*	T. 6Cy. 11″, 18″ & 30″–18″ 76 NHP Aitchison, Blair & Co. Gls.		
80014 HPCF	**Musa** (P) *Ref. Mchy.* E.S.D. *Fitted for oil fuel* 4 *Dks*		5663 5016 2976					1930	Workman, Clark (1928) Ld. Belfast	Balboa Shipping Co. Inc. (United Fruit Co. *Mgrs.*)	416·4 / 56·3 / 30·9 P 39′ B 123′ F 36′			Panama Pnamanian *WB*	1 Steam Turbine connected to Electric Motor & Sc. Shaft British Thomson-Houston Co. Ld. Rugby		C
80015 41270 JIFK	**Musashino Maru** *Oil Eng.* *Mchy. Aft*		311 — 187					1935	Namura, G. Shipbldg. Yd. Osaka	Tokyo Municipal Office	135·9 / 27·0 / 12·0			Tokyo Japanese	Oil Engines 4S.C.SA 6Cy. 13″–20⅝″ 99 NHP Kobe Steel Works Ld. Kobe		
80016 140637 GCBT	**Musician** (*ex* Saint Bede) "African Explorer,"	*ss* Bkn. No. 3–7,32 *ss* Liv. No. 1–37 2 *Dks* (*Stl*)	4663 4293 2886	✠100A1 2,38 LMC BS 5. 37	Liv	*y*	CL 2,37	1919 7mo	Lithgows, Ld. Port Glasgow *Lloyd's SA&CP*	Charente S.S. Co. Ld (T.&J. Harrison *Mgrs.*)	384·9 / 52·0 / 26·7 P 49′ B 113′ F 38′ FK *Cell DB 331′ 985t FPT* 132 *t APT* 208			Liverpool British 7 *BH Cem*	T. 3Cy. 27″, 44″ & 73″–48″ (*s*) 180lb 517 NHP 3SB, *9cf*, GS 190, HS 7668 FD Rankin & Blackmore Ld Grk	29 ″ 3 s 5 ″ 6½ 24 ″ 0	
80017 219984 WBCR	**Muskogee** (*ex* Triton) *Mchy. Aft*	*Fitted for oil fuel* *Carrying Petroleum in bulk* 2 *Dks*	7034 6647 4435					1913	F. Schichau Danzig	Ardmore S.S. Co. Inc. (C. D. Mallory & Co. Inc. *Mgrs.*)	451·0 / 58·0 / 31·3 P 104′ B 31′ F 36″			Wilmgton (Del.) Utd. States *WB*	T. 3Cy. 25⅛″, 43⅛″ & 70⅝″–47½″ 3SB 344 NHP P. Schichau, Elbing		R
80018 217072 KJSA	**Mustang** (*ex* Central American) *Mchy. Aft*	*ss* Gal. No. 2–27 1 *Dk* (*Stl*) *Fitted for oil fuel*	357 303 169	✠ ... 9,36	Gal	*f*		1918 10mo	Texas S.S. Co. Bath, Me.	Humble Oil & Refining Co. *DT f* 18′	124·6 / 30·0 / 12·3 BK 6″ 58 *t FPT* 18 *t APT* 17 *t*			Houston, Texas Utd. States 4 *BH Cem*	C. 2Cy. 16″ & 34″–24″ 114 NHP 1SB, *3cf*, HS 2055 Staten Island S.B. Co. N.Y.	13 ″ 2	
80019 28496	**Mutsu Maru** (P)	1 *Dk*	520 419 256					1923	Mitsubishi Zosen Kaisha, Ld. Nagasaki	Kita Kyushu Syosen K.K.	160·0 / 27·0 / 15·5 F 25′			Fukuoka Japanese	T. 3Cy. 12″, 20″ & 33″–24″ 53 NHP Mitsubishi Zosen Kaisha, Ld. Nag.		
80020 24117	**Mutsuura Maru**	Wood Aux 3 Mst Sr *Oil Eng.* 1 *Dk*	467 375 233					1918	Kanai Saji Kanazawa	Kanai Saji	138·1 / 28·7 / 15·9			Aomori Japanese	Oil Engines 2S.C.SA 2Cy. 16½″–18″ 96 NHP Tsukishima Hatsudoki, Tokyo		
80021 [illegible]	**Myconos** (*ex* La Macta–37, *ex* Fanerомeni, *ex* Freifrau, *ex* Sea Hound) Wireless	*ss* Msl. No. 2–33 1 *Dk* (*Stl*) & *Web frames* & *pt Awng dk* (*Stl*)	1085 903 472	✠ ---- 4,38 *pt Awning dk*	Msl	*o*		1901 10mo	Mackie & Thomson Glasgow	Sigalis Bros. & N. Andronicos (G. Th. Sigalas, *Mgr.*) *Cell DBa*	226·7 / 34·0 / 14·4 228·4 P 54′ B & F 153′ FK 54′ *u* E 15′ *f* 104′ 276 *t*			Piræus Greek 4 *BH Cem* *FPT* 36 *t*	T 3Cy 18½″, 30½″ & 48″–33″ NB 2,25 159 NHP 2SB, *4cf*, GS 70, HS 2798 W. V. V. Lidgerwood, Gls.	16 ″ 6	
80022	**Mylla** *Mchy. Aft* *Cruiser Stern* *Oil Eng.* *Electrically welded* 1 *Dk* *Carrying Petroleum in bulk*		370					1938	Glommens Mek. Værks. Fredrikstad	Skibs. A/S Mylla (Simonsen & Astrup, *Mgrs.*)	141·0 / 25·5 / 11·0 P 38′			Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy. 9⅛″–16½″ 100 NHP Nydqvist & Holm A/B Trollhättan		
80023 OHKC	**Myllykoski** (*ex* Willem-René–33, *ex* Tervaete, *ex* Adeline Hugo Stinnes 3) 1 *Dk*		2702 — 1615					1909	Bremer Vulkan Vegesack	A/B Maret Th. Kramer, *Mgr.*)	327·2 / 45·2 / 19·7 P 19′ B 77′ F 26′			Åbo Finnish *WB*	T 3Cy 23⅛″, 39⅜″ & 64″–43⅝″ 270 NHP Bremer Vulkan, Vegesack		V
80024 43710 JYRL	**Myoko Maru** D.F. *Ref. Mchy.*	*Oil Eng.* 2 *Dks* *Cruiser Stern*	5081 — 2945					1937	Tama Zosen-sho K.K. Tama	Itaya Syosen K.K.	422·4 / 58·1 / 27·2			Kobe Japanese	Oil Engines 2S.C.DA 8Cy. 17⅛″–47½″ 854 NHP Tama Zosen-sho K.K, Tama		

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant expiré Lettre d'Equipement.	7*	Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
80025 ~~16488~~ ~~28182~~ HPJG	**Myriam** (*ex* Nikitas-Roussos-35, *ex* Myriam-34) *ss* Rou. No. 3–10, 32 *ss* Pir. No. 1–37 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*		7012 6366 4402	✠100A1 ~~42,37~~ 1,38 Rot ✠LMC MS12,37 BS5,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21	Pir	*a*†	CL ~~11,37~~ 11,38 *F.P. above* 150° F.	1921 2 mo	Sir J. Laing & Sons, Ld. Sunderland *Cell D*	Cia. Maritima Istmenia, Ltda. *Bu E & B* 55′ 142 *t DT*	425·0 57·0 33·1 P101′ B28′ F41′ FK *f* 38′ 518 *t A PT* 53 *t*	Tunamanian (9 *to U dk* 6 „ 2*nd* „)	T. 3 Cy. 27″, 45″ & 74″–54″ (*s*) 180 lb 559 NHP 1SB, 12*cf*, GS 196, HS 8248 FD G. Clark, Ld. Sunderland	33 „ 0 s 6 „ 2½ 27 „ 1	
80026 163302 GLZY	**Myriel** 3 Mst (*ex* Wieldrecht) *ss* Ams. 2nd No. 3–9, 37 1 *Dk* (*Stl*) & *Web frames*		3560 2909 2113	✠100A1 *Trunk dk* 7,38 ~~8,37~~ Rot BS5, ✠LNB11.27 ✠LMC9,37 *Carrying Petroleum in bulk*	Ams	*u*	OG 8,37	1913 11 mo	Rotterdam Droogd. Maat Rotterdam A&CP	Exuine Shipping Co. Ld.	331·7 47·3 22·6 P73′ F33′ FK	London British 15 *B H pt Asp* *A PT* 80 *t*	T. 3 Cy. 23″, 38″ & 62½″–42″ (*s*) 180 lb *160 lb* 325 NHP 2SB, 6*cf*, GS 126, HS 4612 FD Rotterdam Droogd. Maats.	24 „ 0 s 2 „ 11¼ 21 „ 3	
80027 162321 GPZV	**Myrmidon** Ⓟ Twin Sc D.F. *Oil Eng* *Longitudinal framing at Upper and Bridge dks* 2 *Dks*		6278 — 3848					1930	Scotts' S.B. & E.Co.Ld. Greenock	Ocean S.S. Co. Ld. (A. Holt & Co. *Mgs.*)	432·5 56·3 26·3 P43′ B260′ F50′	Liverpool British *WB*	Oil Engines 4S.C.SA 12Cy. 24 7/16″–51 3/16″ 685 NHP Scotts' S.B. & E.Co.Ld. Grk.		BT till ~~2,36~~ ~~12,36~~
80028 228960 KJSB	**Myron C. Taylor** *Mchy. Aft* GyC. 1 *Dk*		7945 — 6337					1929	Gt. Lakes Eng. Works River Rouge, Mich.	Pittsburgh S.S. Co.	580·0 60·8 28·0	D'luth, Min Utd. States *B'B*	T. 3 Cy. 24½″, 41″ & 65″–42″ 610 NHP Gt. Lakes Eng. Works, Det.		R.
80029 148885 GLQB	**Myrtlebank** Twin Sc *Oil Eng.* *ss* Ant. No. 3–6, 38 ~~*ss* Ant. No. 2–35~~ 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*–ws)		5150 4764 3111	✠100A1 *with freeboard* ~~6,37~~ 2,39 DBS6,38 ~~LMC 6,37~~ ✠LMC 6,38 *Carrying vegetable oil in deep tank*	Auk	*a*†	CL ~~1,38~~ N5,38	1925 12 mo	Harland & Wolff, Ld. Glasgow *Lloyd's*	Bank Line, Ld. (A. Weir & Co. *Mgs*) *Cell D B* 357′ 1121 *t* *Tanks between*	420·2 53·9 26·5 FK (*tunnels* 115′ 251 *t D* *T f* 32′ 1067 *t*	Glasgow British 7 *B Hpt Cem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy. 24⅛″–37⅛″ 717 NHP DB *110 lb* Harland & Wolff, Ld. Gls.	29 „ 2 s 3 „ 7½ 25 „ 8	
80030 FOTS	**Myson** *ss* Ant. No. 2–35 D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		4564 4248 2727	✠100A1 *with freeboard* 4,38 ~~BS 6,37~~ ✠LMC 5,35 10,38	Ant	*z*	CL 10,36	1927 10 mo	W. Gray & Co Ld. W Hartlepool *Lloyd's*	Cie. de Navigation d'Orbigny *Cell D B* 353′ 1001 *t*	400·0 53·0 25·1 F35′ FK (*FPT* 108 *t A PT* 155 *t*	La Rochlle French 6 *B H Cem* (*Coll to Sh dk* 5 „ 2*nd* „)	T. 3 Cy. 26″, 43″ & 71″–48″ (*s*) 180 lb 439 NHP 3SB, 9*cf*, GS 184, HS 7590 Cen. Mar. Eng. Wrks W Hpl	27 „ 6 s 2 „ 11½ 24 „ 9½	
80031 LDGX	**Mytilus** *ss* Got No. 3–4, 37 ~~*ss* Rot. No. 2–11, 34~~ D.F. 2 *Dks* (*Stl*) & *Web frames* *Mchy. Aft* *Longitudinal framing*		5693 5276 3421	✠100A1 ~~12,37~~ 1,39 Rot Gun Fal ✠LMC 1,37 BS6,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8, 16	Rot	*z*	CL 8,36 *F.P. above* 150° F.	1916 8 mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's*	A/S Mytilus (J.P. Jensen) *Cell D Bu E & B* 378′	412·0 53·5 31·3 P109′ B26′ F46′ FK 245 *t DT f* 32′	Arendal Norwegian 16 *B H Cem* (12 *to U dk* 4 „ 2*nd*, „)	T. 3 Cy. 27″, 45″ & 74″–48″ (*s*) 180 lb 518 NHP 3SB, 9*cf*, GS 190, HS 7557 FD Swan, Hunter & Wigham Richardson, Ld. Nwc. 315 *t FPT* 80 *t A PT* 135 *t*	31 „ 0 s 6 „ 7 24 „ 7½	
80032 165696 MMQQ	**Mytongate** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cargo battens not fitted* *Cruiser Stern*		410 264 215	✠100A1 8,~~38~~ ~~2,38~~ Nwc Goo ✠LMC 2,38		OG 8,38	1938 2 mo	Clelands (Successrs) Ld. Willington Quay on Tyne *Lloyd's*	Hull Gates Shipping Co. Ld. *Cell D B* 100′ 131 *t*	155·5 26·2 7·9 161·0 (O.L.) P27′ Q67′ *After* Bon Q11′ F21′ FK *FPT* 32 *t A PT* 18 *t*	Hull British 3 *B H Cem*	Oil Engines 4S.C.SA 6Cy. 11″–17 11/16″ 70 NHP Humboldt-Deutzmotoren A.G. Köln-Deutz	10 „ 0 s 3 „ 0 9 „ 10½	

**** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now Classed. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. / Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth. Freeboard midships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Distinct. Mark of Ass'n
80033 N. B. McLean (P) TwinSc 156510 *(Icebreaker)* CGSN GyC. 2 *Dks(Stl)* 3rd *Dk(Stl)* D.F. *clear of Machinery space* *Fitted for oil fuel* *Cruiser Stern*		3254 2907 1171	✠ ... 12,33	Qbc			1930 Halifax 8mo Shipyards, Ld Halifax, N.S.	Canadian Government (Dept. of Marine) *Cell D B 164' 476t* *DT's a 29' 299t D*	260·0 60·3 28·7 F68′ FK 1 „ *to 2nd dk* *Tf 19' 96t FPT 78t A* *PT 200t*	Ottawa British *7 B H Cem* *6 B H to U dk* *A PT 139t*	T. 6Cy. 27½″, 43″ & 70″–42″ 1033 NHP 6SB, *18cf*, GS 414, HS 16440 Collingwood Shipyards, Ld. Collingwood, Ont.	31 ″ 0	
80034 N. C. Monberg OZHC *Mchy. Aft* D.F. 1 *Dk*		2301 1645 1329					1928 Akt. Burmeistr & Wain Copenhagen	Det Danske Kulkompagni A/S	275·8 41·3 19·0 Q169′ F28′ *WB*	Copnhagn Danish	T. 3Cy. 20½″, 33″ & 54″–36″ 175 NHP Akt. Burmeistr & Wain, Cpn		V
80035 N. F. Leopold (*ex* W. R. Woodford) 205250 D.F. GyC. KGNY *Mchy Aft* 1 *Dk*		6929 — 5245					1908 West Bay City S.B. Co. Bay City Mch.	Inland Steel Co. (Hutchinson & Co. *Mgrs.*)	532·0 56·0 27·3 *WB*	Cleveland, Ohio Utd. States	T. 3Cy. 23½″, 38″ & 63″–42″ 257 NHP Detroit S.B. Co. Detroit Mch.		R
80036 N. J. Ohlsen OUJI 1 *Dk*		819 641 474					1924 H. C. Christensens Staalskibs. Værft Marstal	A/S H. C. Christensens Damp. & Seilskibsrederi (Alfr. Petersen, *Mgr.*)	205·2 32·7 12·4 P21′ Q50′ B54′ F24′ *WB*	Marstal Danish	T. 3Cy. 15″, 24″ & 40″–27″ 83 NHP Helsingörs Jernsk. & Mskb.		V
80037 N. T. Nielsen-Alonso TwinSc 7284 *(ex Polcevera, ex Custodian)* 14 Mst LCUO D.F. *ss* Sfj. 3rd No. 3–10, 37 3 *Dks(Stl) deep framing & Web frames*		9348 7284 5553	✠ 100A1 8,38 ~~10,37~~ ~~BS 4,~~ LMC 10 38	Sfj	*d*†	CL ~~8,36~~ 7,38	1900 C. Connell & Co. Glasgow 2 mo *Lloyd's SA & CP*	Hvalfangerselsk Polaris A/S (Melsom & Melsom, *Mgrs.*)	481·7 57·2 31·9 39·4 FK *Cell D Ba*	Larvik Norwegian	T. 3Cy. 21″, 35″ & 58″–48″ (*s*) 1801b NSB (*s*) 7,28 690 NHP 21 Pr. B–*60lb* 6 Pr. B–*43lb* 2D & 2SB *18cf* GS 378 HS 13137 Dunsmuir & Jackson, Gls.	42 ″ 4 s 11 ″ 2½ 31 ″ 5	
	Carrying Whale oil in bulk or F.P. above 150° F. except in Nos. Fitted for oil fuel 7,30 F.P. above 150° F.								159′ *u E & B* 59′ *f* 209′	1610 *t FPT* 145 *t A PT* 55 *t*						
80038 Naaldwijk *ss* Rot. No. 1–37 *ss* Rot. No. 3–5, 38 PGCG Sub. Sig. 1 *Dk(Stl)* *Cargo battens not fitted*		2041 1764 1158	✠ 100A1 ~~5,37~~ 4,39 BS4,39 LMC	Rot	*r*	OG ~~5,36~~ 4,39	1921 N.V. Schpsw 4mo Baanhoek Sliedrecht *Lloyd's SA & CP*	N.V. Stoom Maats. "Wijklijn" (Erhardt & Dekkers, *Mgrs.*) *Cell D*	267·1 42·1 18·4 P30′ B64′ F30′ FK *B225′ 477t FPT 60t A PT 90t*	Rottrdam Dutch	T. 3Cy. 19¼″, 32½″ & 52″–36⅜″ 180*lb* *100lb* (*s*) 207 NHP 2SB, *6cf*, GS 100, HS 3588 Penn & Bauduin, Dordrecht	20 ″ 6 s 2 ″ 7 18 ″ 0¾	
80039 Nabesna (*ex* Lake Filbert) 219257 *Fitted for oil fuel* KONV 1 *Dk* 2 *tr* B		2451 2203 1513	...				1919 Toledo S.B. Co. Toledo, O.	Portland S.S. Co. (H. Lueddenmann, *Mgr.*)	251·0 43·6 25·8 P25′ B64′ F23′ FK *WB*	Prtlnd, Or. Utd. States	T. 3Cy. 22″, 36″ & 59″–42″ 315 NHP Toledo S.B. Co. Toledo	28 ″ 2	R †
80040 Nachi Maru (P) TwinSc 31563 *Oil Eng.* JNAH *Cruiser Stern* 2 *Dks*		1607 1052 757					1926 Mitsubishi Zosen Kaisha Ld. Kobe	Osaka Syosen K.K.	230·0 37·0 20·0 F222′ *WB*	Osaka Japanese	Oil Engines 4S.C.SA 12Cy. 18¼″–27″ 386 NHP Mitsubishi Zosen Kaisha Ld		
80041 Nadin (*ex* Nadine-34, *ex* Dragon-33, *ex* Eastwood) 589 *ss* Pir. 2nd No. 3–9, 30 SVQR *ss* Pir. No. 1–35 1 *Dk(pt Irn & pt Stl)* 2 *tr* B & *deep framing* 3 *Dk rule*		3582 3378 2335	✠ 100A1 10,37 ~~BS 10,37~~ LMC 5 38 12,38	Ams	*r*	CL ~~10,37~~ 11,38	1904 W. Gray & Co. Ld. West Hartlepool 10mo *Lloyd's SA & CP* *Cell*	Soc. Commerciale et d'Armément S.A.	340·0 48·0 24·8 P25′ B113′ F32′ FK *f 146′ 952t DTf 21′*	Piræus Greek	T. 3Cy. 24½″, 40″ & 65″–42″ (*s*) 180lb *90lb* NDB 22 296 NHP 2SB, *6cf*, GS 112, HS 4562 Cen. Mar. Eng. Wrks. W Hpl	27 ″ 4 s 4 ″ 10 22 ″ 8½	
									DBa 111′ u E & B 40′	*7 B H Cem* 666*t* *4 PT 130t*				27½		
80042 Naeco (*ex* Charles M. Everest-33) 217130 *ss* Phl. No. 3–12, 38 WPOU *Mchy. Aft* 3 *Dks(Stl) & Web frames* D.F. GyC. *Longitudinal framing* *ss* Mch. No. 1–38		5373 4911 3238	✠ 100A1 ~~11,37~~ 11,38 ~~11,37~~ LMC 11,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,18 *F.P. above 150° F.* BS 4,39	Bal	*z*	CL ~~11,37~~ 11,39	1918 Bethlehem S.B. Corp. Ld. Sparrows Point, Md. 12mo	Chas. Kurz & Co. Inc. (Pennsylvania Shipping Co. *Mgrs.*)	411·6 53·4 31·2 428·0 (O.L.) P114′ B29′ F41′ FK *in Bunkers 13′* *FPT 106t A PT 105t*	Wilmgton (Del.) Utd. States	T. 3Cy. ~~27″~~, 45″ & 74″–48″ (*s*) 180lb ~~180lb~~ 528 NHP 2SB. *scf*, GS 360, HS 7788 FD 18 *B Hpt Cem* (14 to U dk 4 „ 2nd „)	31 ″ 0 s 5 ″ 8½ 25 ″ 6½	
80043 Naftilos (*ex* Leamington, *ex* Tynemede, *ex* BlueJacket) 137 *ss* Pir. 2nd No. 3–11, 32 SWVS 1 *Dk(pt Irn pt Stl)* 2 *tr B deep framing & Web frames* *Cargo battens not fitted* *ss* Pir. No. 1–38		3531 3297 2271	✠ 100A1 7,38 ~~11,36~~ ~~10,37~~ LMC 7,38	Pir	*w*	CL 6,36	1904 J. L. Thompson & Sons, Ld. Sunderland 8mo *Lloyd's SA & CP*	D. J. Goulandris *Cell D Ba*	336·0 49·2 24·2 P38′ B100′ F35′ FK *110′ u E 23′ f 140′ 800t*	Andros Greek	T. 3Cy. 24″, 40″ & 65″–42″ (*s*) 180lb 300 NHP 2SB, *6cf*, GS 131, HS 4665 J. Dickinson & Sons, Ld. Sld.	26 ″ 10 s 4 ″ 7 22 ″ 6½	
80044 Naga TwinSc *Oil Eng.* KZAM *Mchy. Aft* Wireless 1 *Dk(Stl)* *Cruiser Stern*		624 — 297	✠ ... 8,33	Man			1929 Hong K'ng & Whampoa Dock Co. Ld. Hong Kong 3mo	Manila Railroad Co. *Cell D Bu E 18′ 30t*	155·4 35·1 12·5 P44′ F24′ FK *DTf 9′ 64t FPT 11t*	Manila Utd. States	Oil Engines 4S.O.SA 12Cy. 9⅞″–15¾″ 113 NHP Motoren Werke, Mannheim	13 ″ 6	
80045 Nagano Maru 19305 JCID 2 *Dks*		3824 3468 2308				...	1917 Mitsu Bishi Dkyd & EWks Nagasaki	Kinkai Yusen K.K.	345·0 50·0 29·0 P33′ B74′ F40′ FK	Tokyo Japanese	T. 3Cy. 23″, 38″ & 64″–48″ 342 NHP Mitsu Bishi D. & E. Wks Nag	29 ″ 1	C †
80046 Nagara TwinSc 135708 *ss* Liv. No. 3–8, 31 GQVC *ss* Liv. No. 1–35 2 *Dks(Stl) & Awng dk(Stl-ws)* *Ref. Mchy.* D.F. *Cruiser Stern*		8791 5796 5372	✠ 100A1 *Awng dk* *with freeboard* 9,38 ~~10,37~~ ~~BS 9,38~~ ~~LMC 10 38~~ ~~Lloyd's RMC~~ 3,39	Liv	*c*†	CL 10,37	1919 Swan, Hunter & Wigham Richardson, Ld Newcastle 6mo *Lloyd's SA & CP*	Royal Mail Lines, Ld. *Collision BH to Awng dk* *Cell D B 372′ 919t FPT 86t*	430·0 61·3 27·8 B211′ *on Awng dk* F44′ *on Awng dk* FK *DB 372′ 919t FPT 86t*	S'thamptn British	Q8Cy 24⅛″, 33½″, 47″ & 68″–48″ 215lb (*s*) 1094 NHP 6SB (Spt), *20cf*, GS 415, FD HS 16770 Swan, Hunter & Wigham Richardson, Ld. Nwc.	38 ″ 5 s 8 ″ 3½ 30 ″ 4½	
80047 — TwinSc 7514 *Oil Eng.* SEIN D.F. *ss* Got. No. 1–38 ~~*ss* Got. No. 1–38~~ 1 *Dk(Stl) & Shelter dk(Stl)* *3rd dk(Stl) in forward holds*		6525 5667 3980	✠ 100A1 *with freeboard* ~~11,36~~ 12,38 ~~LMC~~ CS 8,37 ~~BS~~ 1,38 ~~2,36~~ 3,38 *Carrying vegetable oil in No. 5 tank and in tanks in way of tunnels*	Got	*c*†	CL 11,37	1929 AB. Götaverken Gothenburg 4mo *Lloyd's SA & CP*	Aktieb. Svenska Ostasiatiska Komp. (G. Borin, *Mgr.*)	437·0 57·0 28·5 455·8 (O.L.) FK *double bottom* *Cell D B 369′ 1335t tanks in way of tunnels*	Gothenbrg Swedish	Oil Engines 4S.C.SA. 12Cy. 24⅛″–66⅛″ 700 NHP DB *85lb* AB. Götaverken, Got.	31 ″ 6 s 4 ″ 2½ 27 ″ 5½	
80048 Nagara Maru (P) 39666 *Oil Eng* JBNH *Ref. Mchy.* 2 *Dks* *Cruiser Stern* *Rudder electrically welded*		7149 6369 4247	✠ 100A1 6,38 ~~10,37~~ ~~BS 6,38~~ ~~LMC 8,51~~ ~~Lloyd's RMC~~ 3,39 *Carrying cargo oil F.P. above 150° F. in deep tanks*	Kob	*c*†	CL ~~9,36~~ 9,38	1934 Yokohama Dock Co. Ld. Yokohama 8mo *Lloyd's SA & CP*	Nippon Yusen K.K. *Cell D B 354′ 1615t* *1341t Wing tanks in way of tunnel 94t F*	449·6 62·3 34·4 P23′ B173′ F41′ FK *DTs a 12′*	Tokyo Japanese	Oil Engines 2S.C.DA 7Cy. 27⅞″–47½″ 1851 NHP DB *100lb* Yokohama Dock Co Ld. Yka *F 772t A PT 68t*	34 ″ 5	
80049 Nagaragawa Maru (P) 20587 JEQB Wireless 1 *Dk*		983 834 587					1917 Nagata Sanjuro Osaka	Kusakabe Kisen K.K.	190·0 32·0 18·5	Amagasaki Japanese	T. 3Cy. 14⅜″, 22⅛″ & 36⅜–21⅛″ 62 NHP		
80050 Nagasaki Maru (P) TwinSc 29052 *ss* Kob. No. 3–11, 34 JAXA D.F. 2 *Dks(Stl-pt ws) & Awng dk(Stl-teaks)* *ss* Kob No. 1–39		5268 4220 2286 2208	✠ 100A1 *Awng dk* *with freeboard* 2,39 ~~12,37~~ ~~LMC~~ 2,39	Kob	*z*	CL ~~10,36~~ ~~11,37~~ 1,38	1922 W. Denny & Bros. Ld. Dumbarton 9mo *Lloyd's SA & CP*	Nippon Yusen K.K.	395·0 54·2 29·0 F56′ *on Awng dk* FK *Collision B H to Aw dk* *Cell D B 302′ 286t*	Tokyo Japanese *Cem*	4 Steam Turbines SR geared to 2 Sc. Shafts (*r*) 200lb FD 1852 NH 10 SB, *30cf*, GS 680, HS 23600 W. Denny & Bros. Ld.	32 ″ 0 s 11 ″ 6½ 20 ″ 9	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant pour l'entretien d'Institution.	7	7a Date de la dernière visite de l'arbre porte hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds.* ps.	15 Registres où cette classe est publiée. R. Lloyd's Reg. Book. Cert. Bof Trade
80051	**Nagasaki Maru No. 2**		603					1912	MitsuBishi Jukogyo K.K Nagasaki	HamaguchiKisen GoshiKaisha	181·0 Q73′	22·5 F20′	17·5	Nagasaki Japanese *WB*	T 3Cy 12″,20″&33″–24″ 53NHP MitsuBishiD & E.Wks.Nag		
Wrecked 42462, 39																	
JEKI		1 *Dk*	346														
80052	**Nagata Maru**		2969					1936	Mitsubishi Jukogyo K.K Yokohama	KinkaiYusenK.K.	305·4 P24′	45·3 B80′	26·2 F29′	Tokyo Japanese *WB*	T.3Cy.20½″,34⅞″&57½″ –43½″ 214NHP MitsubishiJukogyoK.K.		
42697																	
JJLK	*CruiserStern*	1 *Dk*	1698														
80053	—		479					1934	Kasado Dk. K.K. Suitakeminami	KobeSanbashiK.K.	161·5	28·5	13·0	Kobe Japanese	Oil Engines		
40020		*Oil Eng.*															
JFGJ		1 *Dk*	340														
80054	**Nagata Maru No. 28**		670					1915	Nagata Sanjuro Osaka	NipponSekiyuK.K.	182·0	29·5	15·3	Nishinomiya Japanese	T.3Cy.12″,19½″,&32⅝″–22″ 50NHP NagataSanjuro,Osaka		
18224		1 *Dk*	596														
JFBI		*Carrying oil in bulk*	310														
80055	**Nagato Maru**		5901	✠100A1 *Awng dk*	Osa Yka	*y*	OG 10,37	1918 7mo	Kawasaki Dkyd.Co.Ld Kobe *Lloyd's*	NipponYusenK.K. *Cell DB* 334′ 111	385·0 8t *FPT* 126t	51·0 *APT* 98t	36·0 FK *Collision BH to Aw dk*	Tokyo Japanese *Cem* 5 „ „ *U* „	T.3Cy 26″,43½″&72″–48″ (*s*) 200lb FD 444NHP 2SB(Spt)6*cf*,GS126,HS5809 KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1⅜ 27 ″ 1	
80056	**Nagina**		6551	✠100A1 *Shelter dk*	Bom	*b*†	CL 10,36	1921 4mo	W.Gray & Co.(1918)Ld. Sunderland *Lloyd's*	BritishIndiaStm. Nav.Co.Ld. *Cell DB* 385′	433·0 451·0 (O.L.) 1443t *DT* a 27′ 778t	57·4 FK	30·2 *Collision BH to Sh dk* 6 „ „ *U* „	Glasgow British *pt Cem* (*s*) 769NHP 4SB,*12cf*,GS247,HS10000 FD Cen.Mar.Eng.Wrks.W Hpl	2SteamTurbinesDRgeared to 1 Sc. Shaft 225lb	32 ″ 10 s 4 ″ 7⅜ 28 ″ 6	
144267		*ss*Cal.No.3–5,33	6161														
GFSK		*ss*Cal.No.1–36	4090	*with freeboard* 10,38	BS10,38												
		2 *Dks*(*Stl*) & *Shelter dk*(*Stl*)			MC10,36												
		Cruiser Stern		*Carrying oil*	*fuel F.P.*		above l							50° F	*in DB & DT*		
80057	**Nagisan Maru**		4391					1931	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	361·5 P76′	50·0 B20′	29·0 F28′	Kobe Japanese *WB*	OilEngines4S.C.SA 8Cy.21⅛″–39⅜″ 361NHP MitsuiBussanKaishaLd.		C
36560		*Oil Eng.*	3672														
JJWC	*Mchy.Aft*	1 *Dk*	2602														
80058	**Nagos** (*ex*Corbrae–34, *ex*Hillingdon)	*ss*Sld.No.3–9,25	*1926* *1489*	✠ 7,35	Pir	*q*		1912 8mo	S.P.Austin &Son,Ld. Sunderland		267·0 P28′ *E & B* 35′ *f* 110′ 439t	38·0 Q71′	17·6 F28′ FK *side tanks in ER* 12′	4 *BHCem* 156t *FPT* 11 9t *APT* 106t	T.3Cy.20½″,33″&54″–39″ 199NHP 2SB,*6pf*,GS97,HS3090 G.Clark,Ld.Sunderland	19 ″ 10	
	Well deck	*ss*Pir.No.2–34	*1085*														
		1 *Dk*(*Stl*)															
		(SEIZED DURING SPANISH HOSTILITIES.)															
80059	**Nagoya Maru** Ⓟ		6071	...	Yka	*a*†		1932 8mo	Mitsubishi ZosenKaisha Ld. Nagasaki	NanyoKaiunK.K. *Cell DB* 348′ 1203t *Tank in ER* 36t *FPT* 94t	406·8 P31′ B138′ F40′	55·5 FK *APT* 133t	32·5 7 *BHCem*	Tokyo Japanese	T.3Cy.25½″,41½″&69″–51″& L.P.Turbine with DR gearing & hydraulic coupling 691NHP 3SB(Spt),*9cf*,HS8934 MitsubishiZosenKaisha Ld.Nag.	32 ″ 6	
37699			5281	9,37													
JJDE		2 *Dks*(*Stl*)	3744														
80060	**Nagpore**		5283	✠ 11,22	Bom	*y*		1920 6mo	Earle's Co. Ld. Hull	P.&O.Stm.Nav.Co. *Cell DB* 340′ 1023t *FPT*	400·4 P49′ B113′ F39′ 132t *APT* 69t	52·2 FK	28·5 7 *BHCem*	Hull British	T.3Cy.27″,44″&73″–48″ 517NHP 3SB,*9cf*,GS190,HS7668 Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 0	
144054			4793														
GDBW	D.F.	2 *Dks*(*Stl*)	3226														
80061	**Nagu** (*ex*Bradesk–36)		3352					1927	Napier& Miller,Ld. Glasgow	J.W.Paulin	340·2 P35′ B104′ F31′	48·7	23·2	Wiborg Finnish *WB*	T.3Cy.21½″,37″&62″–39″ 240NHP D.Rowan&Co.Ld.Glasgow		C
		1 *Dk*	3080 2039														
80062	**Naguilan** (*ex*JongeMariá, *ex*Delfia, *ex*LaSambre)	*Fitted for oil fuel* 1 *Dk* & *Shelter dk*	1872 1550 993			...		1920	H.&C. Grayson,Ld. Garston, Liverpool	Haverbeck& Skalweit	264·8	41·3	18·8 FK	Valdivia Chilian *WB*	T.3Cy.21″,34″&56″–36″ 252NHP McKie&Baxter,Ld.Gls.	28 ″ 10	G †
CBNA																	
80063	**Nahoon**		788	✠100A1	CTn	*k*	CL 10,37	1936 1mo	Scott& Sons Bowling *Lloyd's*	Smith'sCoasters (Prop.)Ld.(C.G. Smith&Co.Ld. *Mgrs.*) *Cell DB* 112′ 191t *FPT*	190·0 195·5 (O.L.) Q106′ B13′ F34 63t *APT* 46t	30·9 FK	11·6 3 *BHCem*	Durban British	T.3Cy.15″,25½″&41″–30″ (*s*) 200lb *100lb* 127NHP 1SB,*3cf*,GS63,HS2224 Aitchison,BlairLd. Clydebank	13 ″ 9 s 4 ″ 3½ 13 ″ 6½	
157928			529	10,38 11,37	PNI												
ZSQM	*Mchy.Aft*	1 *Dk*	363		MC1,36		N10,38										
80064	**Nailsea Court**		4946					1936	Bartram& Sons,Ld. Sunderland	BanthamS.S.Co.Ld. (E.R.Management Co.Ld. *Mgrs.*)	420·3 F28′	56·0	25·4	Cardiff British *WB*	C.4Cy.(2)10⅞″&(2)19⅝″– 13″ SRgeared&LPTurbine DRgeared to Sc.Shaft 255NHP White's Mar EngCoLdNwc		C
162113			4461														
GYYM		1 *Dk* & *Shelter dk*	2914														
	D.F.	*Cruiser Stern*															
80065	**Nailsea Lass** (*ex*Specialist–36, *ex*Santille)	*ss*Liv.No.3–5,30	4289 3871	✠100A1 7,38 10,37	Shl Bry	*x*	CL 9,37	1917 6mo	J Readhead &Sons,Ld. SouthShields *Lloyd's*	NailseaS.S.Co.Ld. (E.R. Management Co.Ld. *Mgrs.*) *Cell DB* 316′ 890t	370·3 382·7 (O.L.) P83′ B132′ F38′ *APT* 31t	50·4 FK	25·8 6 *BHCem*	Liverpool British	T.3Cy.28″,46″&75″–48″ (*r*) 180lb 484NHP 2SB,*8cf*,GS136,HS6642 FD J Readhead&Sons,Ld.	28 ″ 2 s 4 ″ 5½ 24 ″ 0	
GQPN	D.F.	2 *Dks*(*U Irn*,2nd *dk Stl*)	2667														
80066	**Nailsea Manor**		4926					1937	Bartram& Sons,Ld. Sunderland	NailseaS.S.Co.Ld. (E.R.Management Co.Ld. *Mgrs.*)	420·3 F28′	56·0	25·4	Cardiff British *WB*	C.4Cy(2)10⅛″&(2)21″–13″ SR geared & LP turbine DR geared to screw shaft 242NHP White'sMarEngCo.LdNwc		C
162126		*Fitted for oil fuel*	4415														
GDGQ	D.F.	1 *Dk* & *Shelter dk* *Cruiser Stern*	2946														
80067	**Nailsea Meadow**		4962					1937	Bartram& Sons,Ld. Sunderland	BanthamS.S.Co.Ld. (E.R.Management Co.Ld.)	420·3 F28′	56·0	25·4	Cardiff British *WB*	C.4Cy.(2)10⅜″&(2)20″–13″ SR geared&LP turbine DR geared toSc.Shaft 255NHP White'sMarEngCoLdNwc		C
162118		*Fitted for oil fuel*	4461														
GZKW	D.F.	1 *Dk* & *Shelter dk* *Cruiser Stern*	2943														
80068	**Nailsea Moor**		4926					1937	Bartram& Sons,Ld. Sunderland	NailseaS.S.Co.Ld. (E.R.Management Co.Ld. *Mgrs.*)	420·3 F28′	56·0	25·4	Cardiff British *WB*	C4Cy(2)10⅛″&(2)20¾″–13″ SR geared & LP turbine DR geared to sc. shaft 255NHP White'sMarEngCoLdNwc		C
162123		*Fitted for oil fuel*	4419														
GCCB	D.F.	1 *Dk* & *Shelter dk* *Cruiser Stern*	2948														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Particulars which classed. If not in L.R. Date of Place of Trade Cert.
80069 132476 VJGY	**Nairana** (P)	TwinSc *ss*Mel.No.3-9,29 *ss*Mel.No.2-37 2*Dks*(1pt*Stl*–ws)& *Shelter dk*(*Stl*–teaks)	3042 1459 1228	✠100A1 *Shelter dk* *withfreeboard* 9,38 ~~3,38~~	Mel Syd	*u*	CL P7,36 SN 12,36	1917 9mo	W.Denny & Bros. Dumbarton	Tasmanian SteamersPty,Ld. *Lloyd's*A&CP *Cell D Ba* 30'48*t*	315·8 | 45·6 | 23·6 329·8(O.L.) F60' FK & BK 2" *uEf* 98'143*t FPT* 38*t*	Melbourne British *5 B Hpt Cem* *pt Asp* *APT* 59*t*	4 SteamTurbinesSRgeared to 2 Screw Shafts (*s*) 2001b BS20604 1490NHP 6 Water Tube Boilers FD Denny&Co.Dumbarton	24 ″ 9 s10 ″ 3 14 ″ 11½	
80070 148867 GLNM	**Nairnbank** *Oil Eng.* *ss*Liv.No.3 12,38 ~~*ss*Shd.No.2-38~~ 1*Dk*(*Stl*)&*Shelter dk* (*Stl*–ws)	TwinSc	5156 4768 3117	✠100A1 *withfreeboard* Liv 12,38 DBS1,39 ~~LMC1,39~~	Nap	*at*	CL s12,38 PN 12,38 *n deep*	1925 7mo *Lloyd's*A&CP *tank*	Harland& Wolff,Ld. Glasgow *Cell D* B357' 1121*t Tanks* 251*t DT f* 32'1067*t*	BankLine,Ld. (A.Weir&Co. *Mgrs.*)	420·1 | 53·9 | 26·5 FK *between tunnels* (*FPT* 106*t APT* 132*t*	Glasgow British *7 B Hpt Cem* *Coll to Shdk* 6 „ 2*nd* „	Oil Engines 4S.C.SA 12Cy.24⅛"–37⅜" 717NHP DB*1100lb* Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″7⅞ 25 ″ 8	
80071 900 ESDA	**Naissaar** (*ex*FordCastle–33) *ss*Tln.2ndNo.3–7,37 *Well deck* 1*Dk*(*Stl*)	TwinSc	1893 1600 1080	✠100A1 ~~7,37~~ 11,38 ~~DBS6,38~~ ~~LMC7,37~~	Tln Cff	*q*	CL ~~N1,36~~ 11,38	1911 12mo *Lloyd's*A&CP	J.Crown& Sons,Ld. Sunderland *Cell D Ba*&*uE* 102'	A/S Merilaid&Co.	268·0 | 37·9 | 17·6 277·5(O.L.) P24'Q82'B51'F31' FK *f* 104'388*t FPT* 105*t*	Tallinn Estonian *4 B H Cem* *APT* 100*t*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 199NHP 2SB,*4pf*,GS80,HS3092 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s1 ″11 18 ″ 0	
80072 DOSA	**Najade** (P) *Oil Eng.* Wireless D.F. 1*Dk* *Mchy. Aft* *Cruiser Stern*	TwinSc	1246 954 653					1936	Neptun- werftRostock G.m.b.H. Rostock	Dampfschifffahrts Ges."Neptun"	246·4 | 34·8 | 14·1 P120'F31' *WB*	Bremen German	Oil Engines 4S.C.SA 12Cy.11¾"–16⅜" 146NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
80073 OZFC	**Najaden** (*ex*Örkild,*ex*Boscia) 1*Dk*&*Awng dk*		1963 1782 1178					1906	Helsingörs Jernsk&Msk Elsinore	J.Lauritzen *WB*	281·7 | 42·1 | 17·9	Esbjerg Danish	T.3Cy.20",32"&53"–36" 192NHP HelsingörsJernsk.&Msk.		V
80074 39727 JRWJ	**Nako Maru** (P) *ss*Kob.No.1–37 *Oil Eng.* *Ref. Mchy.* D.F. 2*Dks* *Cruiser Stern* *Rudder electrically welded*		7145 6377 4271	✠100A1 1,39 ~~LMC CS1,39~~ DBS1,39 1,39 ~~Lloyd's RMC 1,39~~ *Carrying cargo oil*	Kob	*c*†	CL ~~11,35~~ 1,39	1934 10mo *Lloyd's*A&CP	Uraga DockCo.Ld. Uraga *Cell D B* 354'1615*t* *DTsa* 42'1341*t*	NipponYusenK.K.	449·7 | 62·3 | 34·4 P23'B173'F41' FK *f wing tanks in way of tunnel* 94*t* *F.P. above* 150° F.*in deep tanks*	Tokyo Japanese *8 BH*	Oil Engines 2S.C.DA 7Cy.27⅛"–47½" 1851NHP DB*1001b* YokohamaDockCoLd.Yka *FPT* 72*t APT* 68*t*	34 ″ 5	
80075 142557 GCTZ	**Naldera** (P) *WD. Mchy* *Cruiser Stern* D.F. 4*Dks*&*Hurricane dk*	TwinSc	16113 13558 8873	~~LMC~~				1918	Caird&Co. Ld. Greenock	~~P.&O.Stm.Nav.Co.~~	580·9 | 67·2 | 44·4	Greenock British *WB*	Q.8Cy32½"46½"69"&96"–60" 1430NHP Caird&Co.Ld.Greenock		BT till 1,39
80076 146303 GFTS	**Nalgora** *ss*Hpl.No.1–38 *ss*Cal.No.3–10,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*		6579 6193 ~~4101~~ 4199	✠100A1 *Shelter dk* *withfreeboard* ~~7,37~~ 10,38	Mdb Hpl MS2,38 BS9,	*b*†	CL ~~2,35~~ 10,38	1922 5mo *Lloyd's*A&CP	W.Gray& Co.(1918),Ld. Sunderland *Cell D B* 382'	BritishIndiaStm. Nav.Co.Ld.	433·0 | 57·4 | 30·2 FK *Collisio n B Hto Shdk* 1443*t DTa* 27'778*t*	Glasgow British *pt Cem* 6 „ „ *U* „	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 225lb FD 770NHP 4SB,*12cf*,GS247,HS10000 Cen.Mar.E.WrksLd.WHpl	32 ″ 10 s4 ″ 7½ 28 ″ 6½	
80077 13747 GPST	**Nalon** (*ex*Murillo 33) *ss*Liv.No.3–2,29 *ss*Bry.No.2–37 *Ref. Mchy* 3*Dks*(*Stl*–ws)& D.F. *Shelter dk*(*Stl*–ws)	TwinSc	~~7206~~ ~~6744~~ ~~4402~~ 7224 6704 4414	✠100A1 *Shelter dk* *withfreeboard* 11,38 ~~1,38~~ MS2,37 ~~BS7,37~~ ~~Lloyd's RMC 4,38~~ ~~2,38~~	Bry	*b*†	CL ~~12,35~~ P2,37 S11,38	1915 9mo *Lloyd's*A&CP	Russell& Co. Pt.Glasgow *Cell D B a* 137' *uE&B*	RoyalMailLines, Ld.	440·0 | 56·2 | 35·6 455·1(O.L.) F48'*on Shelter dk* FK 95'*f* 153' 1286*t FPT*	Liverpool British *8 B Hpt Cem* 64*t APT* 58*t*	Q8Cy20½",29½",42"&61"–48" 2151b (*s*) 810NHP 3DB,*18cf*,GS372,HS15270 Harland&Wolff,Ld.Bel.	38 ″ 11 s11 ″ 0 28 ″ 4	
80078 153790 VSRS	**Nam Yong** (*ex*Kapelle) 1*Dk*		1345 1160 769					1917	Gebr. Jonker Kinderdijk	HeapEng.MohS.S. Co.Ld.	240·0 | 36·2 | 16·7 P30'B60'F24'	Singapore British *WB*	T.3Cy.17½",29"&46"–36" 127NHP Alblasserdam.Msch.Fab.		V
80079 Broken up	**Namasket** *Fitted for oil fuel* 1*Dk*&*Shelter dk* *Longitudinal framing*		6062 — 3772					1920	Pacific CoastS.B.Co. BayPoint,Cal		402·5 | 53·0 | 32·0 P34'F88'	British *WB*	DR GearedSteamTurbine KerrTurbineCo. Wellsville,N.Y.		R
80080 157636 VLJK	**Nambucca** WoodTwinSc Wireless *Mchy. Aft* 1*Dk*		489 333 185					1936	E.Wright Tuncurry, N.S.W.	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	153·0 | 35·1 | 8·7	SydnyNSW British	C.4Cy.(2)12"&(2)24"–18" 48RHP E&B*made14refitted36* Campbell&CalderwoodPsy		
80081 31166 JMXE	**Namikiri Maru** (P) 2*Dks*		589 490 367					1925	Amagasaki ZosenbuG.K. Osaka	Amagasaki KisenbuGomei Kaisha	173·0 | 25·0 | 16·5	Osaka Japanese	T.3Cy.		
80082 42591 JJCL	**Naminoue Maru** (P) *Oil Eng.* D.F. 2*Dks* *Cruiser Stern*		4731 3770 2814					1936	Mitsui Bussan Kaisha,Ld. Tama	OsakaSyosenK.K.	351·1 | 51·5 | 32·0 F43'	Osaka Japanese *WB*	Oil Engines 2S.C.DA 7Cy.17½"–47½" 750NHP MitsuiBussanKaisha,Ld. Tama		
80083 LEMO	**Nampeg** (*ex*SoonAnn, Iron *ex*Wilhelm) 1*Dk*2*tr B*&*Hur.dk*		783 520 588					1882	H.F.Ul- richs Vegesack	ShunOnS.S.Co.	180·3 | 27·0 | 14·3 Q52'B128'	Portuguese *WB*	C.2Cy.21"&37¼"–25½" 58NHP O.Henniges&Co.Berlin		
80084 LEMO	**Namsos** (P) 1*Dk*&*Awng dk*		506 467 287					1904	Trndhjms Mek.Værks. Trondheim	IndherredsAktie- Dampskselskap	164·2 | 23·1 | 16·6 H37*t* len10	Steinkjer Norwegian *WB*	T.3Cy.15",25"&41"–26" 86NHP TrondhjemsM.V.Trondhm		
80085 10822 JBIE	**Nan Yang Maru** (P) TwinSc 3*Dks* *SUNK TO BLOCK WHANGPOO RIVER, 8,37*		3310 1517 1968					1907	Kawasaki Dockyard Co Ld.,Kobe	NisshinKisenK.K.	320·0 | 43·4 | 13·8	Tokyo Japanese	T.6Cy.17",28"&46"–33" 243NHP KawasakiDkydCoLdKobe		
80086 140034	**Nanaimolite** (*ex*Toedjoe, *ex*MonitorNo.17) *Cruiser Stern* 2*Dks*		513 398 168					1915	Wm.Gray &Co.Ld. W Hartlepool	ImperialOilShip- pingCo.Ld.(H.J. Rahlves,*Mgr.*)	170·0 | 31·2 | 12·3 *WB*	Nnaimo BC British	T.3Cy.11½",18½"&30"–16" 97RHP Cen.Mar.Eng.CoLd.WHpl	12 ″ 3 s2 ″ 0½ 10 ″ 4½	
80087 23215 JJXC	**Nanbo Maru No.2** WoodAux3Mst Missing since 11,37 Bkn Wireless 1*Dk*		525 483 342					1918	Nanyo Boyeki Toba	OginoKaishoK.K. K.K.	141·0 | 34·0 | 16·8	Fushiki Japanese	C.2Cy.14½"&29⅛"–21" 32NHP TakahashiTekkoshoOsaka		
80088 FNWZ	**Nancéen** (*ex*Athen–36, *ex*Sandö) D.F. 1*Dk*&*Shelter dk*		2895 2011 1700					1929	R.Thomp- son&Sons,Ld. Sunderland	Cie.desBateaux à Vap.duNord.(Soc. Anon.deGérance et d'Armement, *Mgrs.*)	330·5 | 48·9 | 20·5 P99'H147*t*F17	Dunkirk French *WB*	T.3Cy.25",40½"&66"–45" 292NHP G.Clark,Ld Sld.		V

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termo assigné maintenant expiré. Lettre d'Enumérement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Crans sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cotés, et dont les L. et Durée Cert. Règ. Trade
80089 146657 GDYR	**Nanchang** 2 *Dks*		2489 2051 1488					1922	Scott's S.B. & E.Co.Ld. Greenock	China Navigation Co.Ld.	295·8 B72′	44·2 F42′	19·6	London British *WB*	T.3Cy.18″,29″&47″–39″ 138NHP Scott's S.B.&E.Co.Ld.Grk		
80090 OUJJ	**Nancy** Wireless D.F. 1 *Dk*		1153 929 678					1921	Schiffb.Ges Unterweser Weser-münde-L.	J.Lauritzen	231·5 P21′	34·6 B56′	14·1 F28′	Esbjerg Danish *WB*	C.4Cy.(2)13⅜″&(2)28¾″–28¾″ NE28 108NHP Christiansen&Meyer,Ham.		G
80091 3940 SFPQ	— 3 Mst (*ex*JohJeansson) *ss*Got.2ndNo.3–7,26 *Mchy.Aft* *ss*Got.No.2–35 *Schr-rigged* 1 *Dk*(Irn) *Cargo battens not fitted*		*654* *472* *320*	✠100A1 7,38~~5,37~~ ~~M4½,36~~	Got	*i* ✠LMC 7,38 ~~HS6,37~~	5,36 5,38	1901 10mo *Lloyd's*	Irvine S.B. & E.Co.Ld. Irvine *SA&CP*	Rederi A/B Klippan (A.Blidberg, *Mgr.*) *Cell*	180·0 Q88′ B22′ F26′ FK *DBf* 112′200*t FPT*	29·1	11·2	Gothenburg Swedish *3 BH Cem* *42t APT 4t*	T.3Cy.15½″,25″&40″–27″ (*s*) 1601b 96NHP 1SB,3*pf*,GS60,HS1630 McKie&Baxter,Glasgow	13 ″ 6 s ″6½ 13 ″ 2	
80092 13604 GWYT	**Nancy Moller** (*ex*Rowena–34, *ex*Norfolk) 1 *Dk*2 *trL*		3916 3537 2409					1907	J.Priestman&Co. Sunderland	Moller Line,Ld. (Mollers' Ld. *Mgrs.*)	343·5 P18′	49·0 H10	24·3 1*t* F57*t*	Shanghai British *WB*	T.3Cy.24″,40″&66″–45″ 292NHP N.E.Marine Eng.Co.Ld.Sld		
80093 LJQN	**Nandi** (*ex*Alba–37, *ex*Alga–37, *ex*Député Josselin De Rohan–36) D.F. 1 *Dk*		1999 1726 1168					1920	Government Yard Lorient	Scott-Hansens Rederi A/S (Öyvind Scott-Hansen, *Mgr.*)	~~374·3~~ 269′	~~20·5~~ 4,39	~~14·7~~ 7,19·6 P19′ B54′ F23′	Oslo Norwegian *WB*	T.3Cy 18½,26½″&49½″–37½″ 149NHP Etablissements d'Indret, Indret		V
80094 42964 JTKL	**Naniwa Maru** *Cruiser Stern*		4858 — 2896					1937	Osaka Iron Works,Ld. Osaka	Taihei Kisen K.K. (Yamashita Kisen K.K. *Mgrs.*)	369·8	54·1	29·2	Kobe Japanese	T.3Cy.24½″,42½″&74″–48″ *Emade-fitted* 37 379NHP		
80095	— *Should be "Hakutetsu Maru No. 11," see No. [illegible] Supplement* *Mchy.Aft*		1280					1937	Osaka Zosen-sho Osaka	Tokio Seitetsu K.K.	216·8	35·7	18·5	Tokyo Japanese	T.3Cy.16½″,29½″&49½″–35½″ 145NHP Osaka Chuzosho,Osa.		
80096 38116 JKME	**Nankai Maru** TwinSc *ss*Kob.No.3–2,39 *Oil Eng.* *Ref.Mchy.* 3 *Dks*(*Stl*) *Cruiser Stern*		8416 7813 5114	✠100A1 *with freeboard* 2,39~~7~~ DBS2,39 ✠Lloyd's RMC ~~2,39~~ *Carrying cargo oil*	Kob	*d*† ✠LMC CS2,39 12,37 ~~2,39~~ *F.P. above*	CL 12,37	1933 1mo *Lloyd's*	Mitsubishi Zosen Kaisha Ld. Nagasaki *SA&CP*	Osaka Syosen K.K. *Cell DB* 373′1316 *tunnels* 1063	446·8 F40′ *t Tanks in way of t MTs* 36′1185*t FPT*	60·5 FK	40·7	Osaka Japanese *8 BH* (*Coll to Wdk* 7 ,, *2nd* ,,) 96*t APT* 89*t* DB *100lb* Mitsubishi Zosen Kaisha, Ld.Nag.	Oil Engines 2S.C.SA 12Cy.28¾″–49⅞″ 1678NHP s13 ″0¼ 28 ″ 2¼	40 ″ 9	
80097 29427 JCLE	— Ⓟ TwinSc 1 *Dk*		544 321 206					1923	Mitsubishi K.K. Kobe	Government of Japan (Dept. of Railways)	140·0	30·2	12·5	Tokyo Japanese	SR geared Steam Turbines		
80098 13185? GBKM	**Nankin** Ⓟ TwinSc *ss*H.Kg.2ndNo.3–7,32 *ss*Yka.No.1–36 D.F. *Ref.Mchy.* 3 *Dks*(*Stl–U* teak s)		7131 5872 4420	✠100A1 ~~7,—~~ ~~12,37~~ 12,38 DBS12,37 ✠Lloyd's RMC ~~7,37~~ 10,36	Yka	*b*† ~~MC12,38~~ ~~—~~ ~~—~~	CL ~~12,36~~ 86,37 P7,38	1912 6mo *Lloyd's*	Caird&Co. Ld. Greenock *SA&CP*	Eastern&Australian S.S.Co.Ld. *WB = Cell*	449·7 466·0(O.L.) P84′ B149′ F85′ FK&NK2″ *DBa* 110′*f* 189′832*t*	52·0	30·6	Greenock British *7 BH pt Cem* *BH to Sh dk* *Tunnel* 31′155*t* *APT* 95*t*	Q.8Cy.19″,27″,38½″&54″–48″ 215lb *215lb* (*s*) 628NHP 2DB,*12cf*,GS234,HS9180 FD Caird&Co.Ld.Greenock	33 ″ 6 s 6 ″ 6½ 27 ″ 5½	
80099 7119 SKLA	**Nanking** TwinSc *Oil Eng.* D.F. *ss*Lkr.No.3–9,35 1 *Dk*(*Stl*) *Shelter dk*(*Stl–ws*) 2*nd dk*(*Stl*) *in Nos.*1,2,3 *& 4 holds*		*5931* *5366* *3486*	✠100A1 *Shelter dk* *with freeboard* ~~3,35~~ ~~3,28~~ 3,39 ~~P7,37~~	Got	*a*† DBS3,38 ✠LMC9,55	CL ~~8,35~~ P7,37 ~~8,38~~	1924 6mo *Lloyd's*	Aktieb. Götaverken Gothenburg *SA&CP*	A B Svenska Ostasiatiska Kompaniet (G. Borin, *Mgr.*) *Cell DB* 371′128	426·5 443·7(O.L.) *Collision* *8t Tank at sides of T*	56·1 FK	27·7	Gothenburg Swedish *7 BH pt Cem* *BH to Sh dk* *Tunnel* 31′155*t* *APT* 95*t*	Oil Engines 4S.C.SA 12Cy.29½″–43⅝″ 988NHP DB *100lb* Aktieb.Götaverken,Got. *FPT* 93*t APT* 75*t*	30 ″ 8 s4 ″ 0½ 26 ″ 10½	
80100 17083 JCGD	**Nanking Maru** 2 *Dks* & *Web frames* *Longitudinal framing*		3006 2779 1863			…		1914	Osaka Iron Works Osaka	Kita Nippon Kisen K.K.	305·3 P19′ B82′ F32′	42·2 FK	24·8 *WB*	Fuchu Japanese	T.3Cy.22″,37″&61″–42″ 288NHP Osaka Iron Works,Osaka	27 ″ 3	
80101 168 JHIA	**Nankoh Maru** (*ex*Wigmore, *ex*Ardgrange) *ss*Nag.No.3–5,30 *ss*Kob.No.1–34 2 *Dks*(*Stl*)		4714 4319 2950	✠ … 9,35 ✠	Kob	*y*	CL 8,34	1916 11mo *Lloyd's*	Russell& Co. Pt.Glasgow *SA&CP*	Ishihara Goshi Kaisha(Ishihara Sangyo Kaiun Kaisha,Ld. *Mgrs.*) *Cell DB* 334′1029*t*	385·0 P34′ B111′ F47′	52·0 FK	26·5	Dairen Japanese *6 BH Cem* *APT* 20*t*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 491NHP 3SB,*9cf*,GS147,HS7404 Clyde S.B.&E.Co.Ld.P.Gl.	29 ″ 0	C †
80102 29703 JHMA	**Nankwa Maru** (*ex*Visigoth) *ss*Osa.2ndNo.3–7,32 1 *Dk*(*Stl*) & *Spar dk*(*Stl*) & *deep framing*		4065 3781 2549	✠ … 10,34 ✠	Yka	*w*		1906 4mo	A.McMillan&Son,Ld. Dumbarton	Kotani Mokunosuke *Cell DBa*	360·8 P11′ B112′ F32′ 106″*n*	50·0 FK *E*20′*f* 120′947*t*	16·9 24·8	Kobe Japanese *6 BH Cem* *APT* 32*t*	T.3Cy.23″,38½″&64″–45″ 314NHP 2SB,*6cf*,GS90,HS4054 Dunsmuir&Jackson,Ld Gls	27 ″ 4	C +
80103 28019 JFFD	**Nanman Maru** (*ex*Kuma Maru–34, *ex*Fuji Maru) *ss*Kob.No.3–7,32 *ss*Kob.No.1–37 2 *Dks*(*Stl*) & *Awng dk*(*Stl*)		6551 6157 3990	✠100A1 *Awng dk* *with freeboard* 8,36 ~~7,87~~ *Fitted for oil fuel* 5,21 *Adapted for carrying oil* 1,29	Kob	*z* ✠LMC ~~—~~ ~~6,88~~	CL 7,36	1921 4mo	Kawasaki Dkyd.Co.Ld. Kobe *A&CP*	Yamashita Kisen K.K. *Cell DB* 342′1234*t DTo* *DTs f* 26′622*t F* 150° F. *F.P. above* 150° F. *in DTs forward*	405·0 F33′ *on Awng dk* FK 35′808*t* *PT* 104*t APT* 56*t*	53·0 *Coll B*	37·0 *H to Awng dk* 5 ,, ,, *U* ,,	Tokyo Japanese *pt Cem* 2001b FD 578NHP 3SB(Spt)*9cf*,GS190,HS7800 Kawasaki Dkyd.Co.Ld.	37 ″ 0 s9 ″ 3½ 28 ″ 0	
80104 152102 GKRC	**Nanning** 2 *Dks*		2486 2049 1486					1923	Taikoo Dkyd&Eng Co.of Hong K'ng Ld	China Nav.Co.Ld.	295·8 B72′ F42′	44·2	19·6 *WB*	London British	T.3Cy.18″,29″&47″–39″ 138NHP Taikoo Dkyd&ECo Ld HKg		
80105	— Pad 2 *Dks*		*569* *280* *348*					1900	G.Fenwick &Co.Ld. Hong Kong	Sai Hing S.S.Co.	147·0	31·0	7·2	Canton Chinese	H.2Cy.18″&38″–72″ 102NHP G.Fenwick&Co.Ld.H.Kg.		
80106 30141 JYAA	**Nanrei Maru** Ⓟ 2 *Dks*		2085 1715 1259					1924	Yokohama Dock Co. Yokohama	Kinkai Yusen K.K.	274·5 P44′ B84′ F32′	41·5	22·8	Tokyo Japanese	T.3Cy.22″,37″&61″–42″ 240NHP Yokohama Dock,K.K.		
80107 PGCU	**Nansenville** "Westland," see letter W. *Oil Eng.* *Ref.Mchy.* 1 *Dk*& *Shelter dk* D.F. *Cruiser Stern*		5887 5224 3526					1931	Kockums M.V.Aktieb Malmö	N.V.tot Voortzetting v.d. Koninklijke Hollandsche Lloyd	432·3 P143*t*	59·7 H495*t*	25·5 F26*t*	Amsterdam Dutch *WB*	Oil Engines 2S.C.DA 6Cy.27½″–47½″ 1592NHP Kockums M.V.Akt. Malmö		N
80108 32316 JIIB	**Nansin Maru** (*ex*Nanshin Maru–38, *ex*Kohki Maru, *ex*Hemisphere, *ex*Thurland Castle. *ex*Corinthic) *ss*Kob.No.3–8,26 *ss*Kob.No.2–33 1 *Dk*(*Stl*)		4806 4404 2970	✠ … 1,39	Kob	*y*	CL 12,37	1914 6mo *Lloyd's*	Irvine's S.B. & D.D.Co.Ld. W Hartlepool *SA&CP*	Ishihara Sangyo Kaiun Kaisha Ld. *Cell DBa* 132′*u*	385·0 P38′ B126′ F37′	52·0 FK *E*26′*f* 167′961*t FPT*	27·0	Fuchu Japanese *6 BH Cem* *68t APT* 154*t*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 395NHP 3SB,*9cf*,GS163,HS6435 Richardsons, Westgarth& Co.Ld.Hpl.	29 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registered in Great Britain. Date of Entry in Part of Register.
80109 FOVT	**Nantaise** (*ex* Vaux) D.F. *Well deck Mchy. Aft*	*ss* Nwc. No. 3–12, 32 *ss* Rot. No. 1–36 1 *Dk* (*Stl*)	1798 1384 961	✝100A1 2,38 B&2,38	Rot	*q* ✝LMC 10 38	CL 10,36	1920 3mo *Lloyd's*	S.P. Austin & Son. Ld. Sunderland	Société Navale Caennaise (G. Lamy & Cie. *Mgrs.*)	260·0 Q154'	37·5 F30'	17·5 FK	Caen French	T. 3Cy. 20½", 33" & 54"–39" (*s*) 180lb 201 NHP 2SB, 6*pf*, GS 87, HS 3160 Richardsons, Westgarth & Co. Ld. Sld.	19 " 8 s 6 " 5 18 " 4	
										Cell	*DB* 215' 503*t*	*MT* 10'	224*t*	*FPT* 140 *t*	*APT* 56*t*		
80110 37941 JTWE	**Nantaku Maru** (*ex* Yone Maru No. 8–37) 1 *Dk*	*Oil Eng.*	321 242 132					1932	Tochigi Shoji K.K. Wakamatsu	Fukao Ryutaro	130·0	23·0	12·0	Kochi Japanese	Oil Engines		
80111 130350 KJSF	**Nantasket** Ⓟ (*ex* Newburgh) 3 *Dks*	**Iron**	1033 — 741					1887	Neafie & Levy Philadelphia	Nantasket-Boston Steamboat Co.	200·0	32·0	11·0	Boston Utd. States	C. 2Cy. 26" & 45"–36" 101 NHP Neafie & Levy, Philadelphia		
80112 9962	**Nanto Maru** (*ex* Lady Mitchell, *ex* Schwalbe) 1 *Dk 2 tr B*	**Iron**	959 796 578					1882	J.C. Teck-lenborg Weser-münde-G.	Sho Kunishiro	210·0 B46'	32·0 F19'	15·0 *WB*	Kobe Japanese	C. 2Cy. 23" & 47⅜"–31½" NB 12 105 NHP F. Schichau, Elbing		
80113 219247 KJKG	**Nantucket** (*ex* Fargo–33) *Fitted for oil fuel* D.F. 3 *Dks*		2606 2261 1612				...	1920	M'Dougall Duluth Co. Duluth, Minn	Merchnts & Miners Transportation Co.	251·0 P25'	43·7 B64'	25·8 F20' FK *WB*	Baltimore Utd. States	T. 3Cy. 21", 35" & 59⅝"–42" 231 NHP Mc Dougall Duluth Co.	28 " 2	R †
80114 224501 WBFZ	— Ⓟ (*ex* Nobska) Wireless	2 *Dks*	1082 — 428					1925	Bath Iron Works, Ld. Bath, Me.	New England S.S. Co.	202·4	36·1	13·1	N. Bedford, Mass. Utd. States	T. 4Cy. 16", 26" & (2) 30"–24" 88 NHP Bath Iron Works, Bath, Me.		
80115 28495 JCFD	**Nanyo Maru** Ⓟ (*Cable Vessel*) D.F. Gy C.	**Twin Sc** 2 *Dks*	3605 3236 1844					1923	Osaka Iron Works Osaka	Govt. of Japan (Department of Communication)	344·6	44·0	30·3 *WB*	Nagasaki Japanese	T. 6Cy. 17", 28½" & 48"–36" 276 NHP		
80116 JLAG	**Nanzan Maru**		462 — 207					1910	..... Kobe	Minamimanshu Tetsudo K.K.	160·6	30·1	10·4	Dairen Japanese	C.		
80117 207420	**Napa Valley** Ⓟ *Fitted for oil fuel* 1 *Dk*		2189 — 1289					1910	Union Iron Works S. Francisco	Southern Pacific Golden Gate Ferries, Ld.	231·2	45·7	15·3	S. Frncisco Utd. States	T. 4Cy. 25", 41" & (2) 48"–30" 253 NHP United Eng. Wrks, S. Frisco		
80118 149781 GMSY	**Napier Star** (*ex* Napierstar) **Twin Sc** *Ref. Mchy.* 3 *Dks & Shelter dk 5th dk* D.F. E.S.D. *in No. 6 hold Cruiser Stern*	*ss* Nwc. No. 2–34	10116 9136 6187	✝100A1 *with freeboard* ~~Liv Lge~~ ~~3,39~~ ✝LMC MS 12,34 BS ~~3,36~~ 3,39 ✝Lloyd's RMC ~~3,37~~ 3,38 *Fitted for oil fuel* 3,37	Nwc	CL P 8,36 S 2,38	1927 3mo *Lloyd's*	Lithgow's Ld. Port Glasgow	Blue Star Line, Ld. *Duct keel of m* *Cell D b*	513·3 530·5 (O.L.) F44' len 34 *forward achinery space* 140' 403' 1414*t*	67·3 *Coll to Sh dk* 7 " *2nd* " *FPT* 148*t*	36·6 FK ( ) *APT* 116*t*	London British 8 *B Hpt Cem* 2 D & 2 SB, *24cf*, GS 420, Parsons Marine Steam Turbine Co. Ld. Nwc.	1 Steam Turbines SR (*r*) geared to 2 Sc. Shafts 2001b HS 22896 1582 NHP *F.P.* above 150° F.	39 " 9 s 10 " 0½ 30 " 0	
80119 25473 JNBD	**Naples Maru** *ss* Nag. No. 3–5, 32 *ss* Kob. No. 1–37 2 *Dks* (*Stl*) & *Awng dk* (*Stl*)		5825 5586 4225	✝100A1 *Awng dk* *with freeboard* 9,38 ~~6,37~~ *Fitted for oil fuel* 2,23	Kob Yko BS 8,38 ✝LMC 6,37	*y* ~~5,35~~ 8,38 *F.P. above* 150° F	0G 1919 7mo *Lloyd's*	Kawasaki Dkyd. Co. Ld. Kobe	Kokusai Kisen K.K. *Collision B H to Awng dk* *Cell D b*	385·0 6 334' 1118*t*	51·0 *FPT* 126*t*	36·0 FK *APT* 93*t*	Kobe Japanese *pt Cem* 2 SB (Spt) & 1 Aux SB, *8cf*, GS 154 HS 5636 Kawasaki Dkyd Co Ld Kobe	T. 3Cy. 26", 43½" & 72"–48" (*s*) 2001b FD 437 NHP 2 SB (Spt) & 1 Aux SB, *8cf*,	36 " 0 s 9 " 3½ 27 " 1	
80120 EGCO	**Naranco** 1 *Dk*		850 684 633					1920	Astilleros de Gijon Gijon	Cia. Naviera Gijonesa	201·8 B43'	29·8 F30'	13·9	Gijon Spanish	T. 3Cy. 12", 20" & 32"–24" 50 NHP Alexander Hermanos, S.en C. Barcelona		
80121 136384 VLGP	**Narani** *Mchy. Aft* Wireless	**Wood Twin Sc K** 1 *Dk*	381 308 180					1914	E. Wright Cape Hawke, N.S.W.	Illawarra & South Coast Steam Nav. Co. Ld. (A.L. Miller, *Mgr.*)	148·6 B53'	33·2 F35'	8·7 *WB*	Sydny NSW British	C. 4Cy. 12" & 24"–18" 48 RHP Campbell & Calderw'd, Gls.		
80122 139108 GNXQ	**Narbada** (*ex* Leitrim) **Twin Sc** *ss* Liv. No. 3–3.28 *ss* Ddn. No. 2–36 2 *Dks* (*Stl*) & *Shelter dk* *Cruiser Stern* (*Stl*–ws) *Cargo battens not fitted in Shelter 'tween dks*		8988 8310 5460	✝100A1 *Shelter dk* *with freeboard* 11,38 ~~1,38~~ BS ~~1,38~~ 1,39 ✝LMC 2,36	Ddn	*d* †	CL 10,37	1915 10mo *Lloyd's*	Sir Raylton Dixon & Co. Ld Middlesbro'	Indo-Pacific Shpg. Co. Ld. *Cell D Ba*	470·0 B188' 112' *u E & B*	60·2 F49' *on Shelter dk* 85'	36·3 FK f 196' 1396*t*	London British 7 *B H Cem* *APT* 125*t*	4 Steam Turbines SR geared to 2 Sc. Shafts 1801b (*s*) 1030 NHP 5 SB. *20cf*, GS 371, HS 14710 FD *FPT* 83*t* Richardsons, Westgarth & Co. Ld. Hpl.	39 " 4 s 9 " 2½ 30 " 5	
80123 220890 KDIG	**Narbo** *Fitted for oil fuel* 1 *Dk & Shelter dk* Sub. Sig. *Longitudinal framing*		6085 — 4390					1920	Moore S.B. Co. Oakland, Cal.	~~Lykes Bros. Steamship Co. Inc.~~ Ripley S.S. Co. Inc. Lykes Bros. Steamship Co., Inc.	402·6 P34'	53·0 F36'	32·2 *WB*	N. Orleans Utd. States	2 Steam Turbines DR geared to 1 Sc. Shaft W. & A. Fletcher Co. Hoboken, N.J.		R
80124 220954	**Narcissus** *Fitted for oil fuel* 1 *Dk & Shelter dk* *Longitudinal framing*		6085 — 4390					1920	Moore S.B. Co. Oakland, Cal.	United States Maritime Commission	402·6 P34'	53·0 F36'	32·2 *WB*	S. Frncisco Utd. States	2 Steam Turbines DR geared to 1 Sc. Shaft W. & A. Fletcher Co. Hoboken, N.J.		
80125 141920 GCLF	**Nardana** *ss* Fal. No. 3–9, 31 *ss* Shl. No. 1–35 D.F. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)	**Twin Sc**	7974 7611 4784	✝100A1 *Shelter dk* *with freeboard* 4,39 ~~3,38~~ ~~Liv~~ ~~Bry~~ ~~BS 3,38~~ 4,39 ✝LMC 1,35	~~Hour~~ Npt Bry	*c* †	CL 4,37	1919 9mo *Lloyd's*	Barclay, Curle & Co. Ld Glasgow	British India Stm. Nav. Co. Ld. *Cell D B* 386' 1460*t* *D Ta* 39' 914*t*	449·5 P31' F43' *on Shelter dk*	58·2	37·1 FK *FPT* 125*t*	Glasgow British *Cem* 8 *B H to Sh dk*	T. 6Cy. 26½", 44" & 73"–48" (*s*) 2 LP Turbines with D R gearing & hydraulic couplings 2001b *110lb* NDB 20 1356 NHP 3 DB. *24cf*, GS 440, HS 17352 FD *APT* 80*t* Barclay, Curle & Co. Ld. Gls.	40 " 0 s 11 " 0½ 29 " 2½	
80126 144349 GBQY	**Narenta** *Fitted for oil fuel* D.F. *Ref. Mchy.* 3 *Dks* *Cruiser Stern*		8265 7758 5145	~~✝Lloyd's RMC~~	~~Swa~~	~~d~~ 10,33		1920	Workman, Clark & Co. Ld Belfast	~~Royal Mail Lines, Ltd.~~	450·2 P35'	58·3 F44'	37·1 *WB*	London British	2 Steam Turbines DR geared to 1 Sc. Shaft Wrkman, Clark & Co. Ld Bel		C
80127 261 IBDY	— Ⓟ Wireless Sub. Sig.	*Oil Eng.* *Cruiser Stern* 2 *Dks*	1362 — 615					1934	Cant. Nav. Riuniti Ancona	"Adriatica" Soc. Anon. di Nav.	236·8 P10'	35·6 B131'	18·6 F33' *WB*	Venice Italian	Oil Engines 2 S.C.SA 8 Cy. 17½"–28⅞" 437 NHP Soc An "Fiat" S.G.M. Turin		I

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretenement.	7* Date de la dernière visite à l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pd.	15 Registres où sont si ce n'est dans Lloyd's Register Book.
80128	**Naringa**		6607	✠100A1	Cal	*b*†	CL	1923	WearShip-	BritishIndiaStm.	433·0	57·4	30·2	Glasgow	2 Steam Turbines DR	32 ″ 10	
146333	*ss*Cal.No.3–4,35		6197	*Shelter dk*	Port		8,36	5mo	yard of W.	Nav.Co.Ld.				British	geared to 1 Sc. Shaft	s 4 ″ 7½	
GJTZ	2*Dks*(*Stl*)&*Shelter dk*(*Stl*)		4118	*withfreeboard*			7,38		Gray&Co.				FK	*pt Cem*	22½lb (*s*) 770NHP	28 ″ 6½	
	Cruiser Stern			8,37					(1918)Ld.				*Collision B*	4SB,*12cf*,GS247,HS10,000			
				BS7,37 ✠LMC4					Sunderland	*Cell D B* 382′	1476*t D Ta* 27′ 764*t*			6 „ „ *U* „	FD		
								Lloyd's	*SA&CP*						Cen.Mar.Eng.Wrks W.Hpl		
80129	**Naris**		799	✠ A1	Bgk	*j*	CL	1929	HongK'ng	SiamSteamNav.	165·8	35·1	15·7	Bangkok	T.3Cy.13″,21″&35″–18″ (*s*)	9 ″ 0	
317	*ss*Bgk.No.2–38 ~~*ss*Bgk.No.1–38~~		729	*withfreeboard*			11,37	7mo	& Whampoa	Co.Ld.				Siamese	190lb 100NHP	s 2 ″ 0½	
HSAR	1*Dk*(*Stl*)&*Shade dk*(*Teak*)		450	~~5,36~~ 5,37 11,38			6,38		Dock Co.Ld.				FK	4*B H Asp*	2SB,*4cf*, HS2112	7 ″ 0½	
	Cargo battens not fitted			~~BS11,37~~					Hong Kong	*Cell D B u E* 12′ 20*t F P T*				18*t A P T* 18*t*	Hong Kong & Whampoa Dock Co.Ld.Hong Kong		
				For Coasting Service between Bangkok & Bandon				*Lloyd's*	*SA&CP*								
				Fitted for oil fuel 7,29				*F.P. above* 150° F.									
80130	**Nariva**	Twin Sc	8714	✠100A1	Liv	*c*†	CL	1920	A.Stephen	RoyalMailLines,	430·4	61·3	36·1	S'thampton	Q8Cy.23½″,33″,47″&67″–51″	38 ″ 6	
143562	*ss*Bry.No.3–12,32		7434	*Shelter dk*			~~8,35~~	5mo	& Sons,Ld.	Ld.				British	215lb (*s*) 1095NHP	s 8 ″ 1½	
GCNT	*ss*Liv.No.1–37		5341	*withfreeboard*			~~11,38~~		Glasgow		B227′ F37′ *on Shelter*			*Cem*	5SB(Spt),*20cf*,GS412,	30 ″ 7½	
	Ref. Mchy. 3*Dks*(*Stl*)&*Shelter dk*			~~8,38 12,37~~ ✠LMC				*Lloyd's*	*SA&CP*		*dk*		FK	4*B H to Sh dk*	HS16812 FD		
	D.F. (*Stl*–ws)			MS1,37						*Cell D B* 386′ 1221*t*	*F P T* 120*t A P T* 65*t*			3 „ „ *U* „	A.Stephens&Sons,Gls.		
	Cruiser Stern			✠Lloyd'sRMC													
				5,39 ~~2,39~~			~~6,38~~										
80131	**Narkissos** (*ex*Century)		4313					1906	Nthmblnd	G.N.Stathatos	360·0	47·9	28·1	Ithaca	T.3Cy.25″,41″&69″–48″		C
Broken up			4056						S.B.Co.Ld.					Greek	330NHP		
SWGO	2*Dks*		2748						Newcastle		P27′ B95′ F36′		*WB*		Richardsons,Westgarth& Co.Ld.Sld.		
80132	**Narkunda** Ⓟ	Twin Sc	16632					1920	Harland&	P.&O.Stm.Nav.Co	581·4	69·4	44·5	Belfast	Q.8Cy.33″47″67½″&97″–60″		BT till 6/39
142496	*Ref. Mchy.*		14035	Lloyd'sRMC			~~2,39~~		Wolff,Ld.					British	1428NHP		
GCVB	D.F. (*Cruiser Stern* 4*Dks*		9429						Belfast				*WB*		Harland&Wolff,Ld.Bel.		
80133	**Narragansett**		10389	✠100A1	Mdb	*f*†	CL	1936	Frd.Krupp	BritishMexican	490·4	69·9	36·9	London	Oil Engines 2S.C.SA	37 ″ 0	
164603	E.S.D. GyC. D.F. *Mchy.Aft* *Oil Eng.*		9592	1,39			1,39	4mo	Germania wft	PetroleumCo.Ld.				British	8Cy.25 1/16″–49 3/16″ 912NHP	s 7 ″ 4½	
GYSS	1*Dk*. 2nd *dk clear of cargo tanks*		5940						A.G. Kiel	(F.J.Wolfe,*Mgr.*)	P107′ B39′ F35′		FK	16*B H dt Cem*	3DB*200lb*	29 ″ 11½	
	Rudder electrically welded			*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*					*pt Asp*	Fr.KruppGermaniawftAG		
	Cruiser Stern *Longitudinal framing*									*Cell D B u E* 86′ 184*t D*	*Tf* 16′ 540*t F P T* 370*t*			18*t A P T* 214*t*			
80134	**Naruto Maru** Ⓟ *ss*Mob.No.1–38		7149	✠100A1	Kob	*e*†	CL	1934	Yokohama	NipponYusenK.K.	449·7	62·3	34·4	Tokyo	Oil Engines 2S.C.DA	34 ″ 5	
39738	*Oil Eng.*		6369	~~2,38~~ 10,38			~~12,35~~	12mo	Dock Co.Ld.					Japanese	7Cy.27 1/16″–47½″		
JBQH	*Ref. Mchy.* 2*Dks*		4245	✠LMC CS10,38			10,38		Yokohama		P23′ B173′ F41′		FK	8*B H*	DB*100lb* 1851NHP		
	Cruiser Stern			DBS10,38 6,38				*Lloyd's*	*SA&CP*	*Cell D B* 354′ 1652*t D*	*Tsa* 42′ 1341*t*				Yokohama Dock Co.Ld.Yka		
	Rudder electrically welded			✠Lloyd'sRMC 10,38 2,39						*Wing tanks in way of tunnel* 94*t F P T*				72*t A P T* 68*t*			
				Carrying cargo oil			*F.P. above* 150°			F. *in deep tanks*							
80135	— Ⓟ	Twin Sc	1288					1900	S.C.Farn-	OsakaSyosenK.K.	238·0	30·0	12·8	Osaka	T.6Cy.11 1/16″,18 1/16″&30 1/16″–		
15172	(*ex*KureunaiMaru,*ex*MeiShun)		701						ham&Co.Ld.					Japanese	21″ 82NHP		
JTNH			699						Shanghai				*WB*		S.C.Farnham&Co.Ld.Shi.		
80136	**Narva** 3 Mst		1575					1937	Burntisl'nd	{ScottishNav.Co. Ld.{Glen&Co,Ld. (*Mgrs.*)	265·0	40·5	16·3	Glasgow	T.3Cy.15″,25½″&44″–33″		C
165903	*Mchy.Aft* Wireless		1346						S.B.Co.Ld.		P15′ Q42′ B110′ F26′			British	111NHP		
GZYB	E.S.D. *Cruiser Stern* 1*Dk*		913						Burntisland				*WB*		D.Rowan&Co.Ld.Gls.		
80137	**Narvik**		4251	✠100A1	Rot	*y*	CL	1914	J.L.Thomp-	Trafik A/B	385·0	53·7	23·6	Stockholm	T.3Cy.26½″,43″&72″–48″&	26 ″ 1	
5615	*ss*Got.2nd No.3–11,38 ~~*ss*Got.No.3–1,37~~		3842	*Shelter dk*	Got		N12,37	6mo	son&Sons,Ld.	Grängesberg-				Swedish	LP Turbine with DR gearing&hydraulic coupling	s 2 ″ 6½	
SFXN	~~*Got.No.2–36*~~		1997	*withfreeboard*					Sunderland	Oxelösund(M.Wal-			FK	7*B H Cem*	1801b (*s*) 509NHP	23 ″ 9½	
	D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)			11,38 ~~12,37~~				*Lloyd's*	*SA&CP*	denström,*Mgr.*)				3SB(Spt)*9cf*,GS195,HS7731			
	Cargo battens not fitted								*Cell D B*	*a including tunnel*	*tanks*				J.Dickinson&Sons,Ld.Sld.		
				✠LMC 11,38					134′ *u E* 21′ *f in*	*cluding low tank in*	*forehold* 147′ 181 1*t D*						
											DT 21′ 260*t F P T*						
80138	**Nascopie** Ⓟ		2521	✠100A1	Hfx	*l*	CL	1912	Swan,Hun-	Hudson'sBayCo.	285·5	43·8	20·2	London	T.3Cy.21½″,35½″&58″–42″	29 ″ 9	
129922	*ss*Hfx 2nd No.3–11,35		1591	*Shelter dk*			~~10 34~~	1mo	ter&Wigham					British	180lb *100lb* (*r*) 339NHP	s 6 ″ 2	
GPLS	GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)		1503	*withfreeboard*			N6,38		Richardson,				FK	5*B H Cem*	2SB,*6cf*,GS121,HS5322	23 ″ 11½	
	D.F.			6,38 ~~6,37~~					Ld Newcastle						Swan,Hunter&Wigham Richardson,Ld.Nwc.		
				~~Lloyd's RMC~~				*Lloyd's*	*SA&CP*	*WB = Cell D B* 56′							
										u E&B 59′ *f* 119′ 415*t F P T*				75*t A P T* 55*t*			
80139	**Nase Maru**		1219					1917	Osaka Iron	OsakaSyosenK.K.	220·0	33·6	18·5	Osaka	T.3Cy.13½″,28″&38″–30″		
20390			—						Works,Ld.		P23′ B34′ F24′			Japanese	79NHP		
JLME	1*Dk*		841						Osaka				*WB*		Osaka Iron Wks.Ld.Osaka		
80140	**Nashaba**		6062					1921	Pacific	~~Lykes Bros.~~	402·5	53·0	32·0	Houston,	DR Geared Steam Turbine		R
221319	*Fitted for oil fuel*								Coast S.B.	~~Ripley S.S.Co.Inc.~~	P34′ F38′			Tex.			
KDSM	Sub.Sig. 1*Dk*&*Shelter dk*		3776						Co.	Lykes Bros.				Utd.States	Kerr Turbine Co.		
	Longitudinal framing								Bay Point,Cal	Steamship Co.,Inc.			*WB*		Wellsville,N.Y.		
80141	**Nasmyth**		6509	~~✠100A1~~	Bal	*a*†	CL	1919	Harland&	~~Lomport&Holt~~	412·6	55·8	34·4		T.3Cy.27″,44″&73″–48″ (*s*)	38 ″ 0	
Broken up			6230	*Shelter dk*			11,37	5mo	Wolff,Ld.	~~Line Ld.~~				Dutch	180lb 517NHP	s 10 ″ 0	
~~6·51~~	*ss*Gls.No.3–2,32		4015	*withfreeboard*					Belfast		F40′ *on Shelter dk*		FK	*pt Cem*	3SB,*9cf*,GS190,HS7668 FD	28 ″ 3½	
	~~D.F.~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)			11,37 ~~Lloyd's RMC~~				*Lloyd's*	*SA&CP*	*Cell D B* 343′	1571*t D Ta* 25′ 858*t*			6*B H to Sh dk*	Harland&Wolff,Ld.Bel.		
	Straight frames & bevelled bilge										*F P T* 91*t A P T* 126*t*			2 „ „ *U* „			
	Cargo battens not fitted in 'tween decks																
80142	**Nassau** (*ex*Glencairn,*ex*Granville A.		2098					1893	Union Dry	NassauShipCo.	266·0	41·0	22·4	Chicago	T.3Cy.18″,30″&48″–42″		
86267	Richardson,*ex*George J.Gould)		1945						Dock Co.					Utd.States	118NHP		
	Mchy.Aft 2*Dks*		1265						Buffalo,N.Y.				*WB*		King Iron Works,Buffalo		
80143	**Nasusan Maru**		4399					1931	Mitsui	MitsuiBussan	361·5	50·0	29·0	Kobe	Oil Engines 1S.C.SA		C
37133	*Oil Eng.*		3671						Bussan	Kaisha,Ld.	P76′ B20′ F28′			Japanese	8Cy.21⅜″–39½″ 362NHP		
JKCC	*Mchy.Aft* 1*Dk*		2591						Kaisha,Ld.				*WB*		MitsuiBussanKaisha,Ld. Tama		
									Tama								
80144	**Natal** (*ex*Eupatoria–36)		3172					1921	Akt.Ges.	Hamburg-Süd-	337·7	48·3	20·9	Hamburg	T.3Cy.23¾″,38½″&62″–41 7/16″		G
			2781						"Neptun"	Amerik.Dampf-	F43			German	247NHP		
DHIA	Sub.Sig. 2*Dks*		1854						Rostock	schifffahrts Ges.			*WB*		A.G."Neptun,"Rostock		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now applied. Equipment letter.	7 Date when bill shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NPP=Horse power by Society's formula; EHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Dates of Transfer.
80145 145330 GCNS	**Natia** ssLiv No.3–5,33 ssLiv.No.1–37 D.F. 3*Dks(Stl)&Shelter dk* *Ref.Mchy.* (*Stl*–ws) *Cruiser Stern*	TwinSc	8715 7434 5328	✠100A1 Liv *c*† *Shelter dk* *withfreeboard* 7,232 ~~7,38~~ ✠LMC MS6.37 BS~~4~~10 7,38 loyd' 4,39 ~~4,38~~			CL 8.36	1920 12mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	RoyalMailLines, Ld. *CellDB&E* 1221*t*	430·4 | 61·3 | 36·1 B227'F37'*on* FK *Shelter dk* *FPT*1270*t APT*55*t*	Sthamptn British *Com* 4*BHto S.dk* 3 „ „ *U* „	Q8Cy.23½",33",17"&67"–51" 215lb (*s*) 1095NHP 5SB(Spt),*20cf*,GS412, HS16812 A.Stephen&Sons,Ld.Gls.	38 ″ 6 s 8 ″ 1 30 ″ 7	
80146 37163 JKEC	**Natisan Maru** (P) (*ex*Nachisan Maru–38) *Oil Eng.* ssKob.No.1–36 2*Dks(Stl)* *Cruiser Stern*		4434 3555 2546	✠100A1 Kob *withfreeboard* Tama ~~5,36~~ ~~1,37~~ 12,38 ✠LMC CS4.36 DBS~~4.37~~ 12,38 ~~4,37~~ 4,3			CL ~~10.37~~ 4,38	1931 12mo	Mitsui Bussan Kaisha,Ld. Tama *Lloyd'sA&CP*	MitsuiBussan Kaisha,Ld.	339·5 | 49·0 | 20·0 B22'B10~~5~~'F26' FK *CellDB2,200t 725t FPT*~~56~~*t APT*212*t*	Kobe Japanese *7BHCom*	Oil Engines 4S.C.SA. 8Cy.21⅛"–39⅜" 362NHP DB*100lb* Mitsui Bussan Kaisha,Ld Tama	30 ″ 0½ s 6 ″ 11 23 ″ 4½	
80147 144 IQZW	**Naty** (*ex*Alba–33,*ex*Hammonia, Iron *ex*Mathilde) 1*Dk2trB*		1122 871 658					1882	Germania-werft Kiel	AlessandroAiello	233·1 | 33·2 | 15·4 Q77'B87'F36'	Catania Italian *WB*	C.2Cy.30"&53"–36" NB06 110NHP MärkischeAct.Ges.Berlin		I
80148 127281 KJSJ	**Naugatuck** (P) (*ex*AllanJoy, *ex*CapeCharles) Wireless 1*Dk*		1308 648 739					1898	Delaware RiverCo. Chester,Pa.	SoundS.S.Lines, Inc.	220·7 | 37·2 | 14·0	NewYork Uld.States	T.3Cy.19",31"&50"–28" 132NHP DelawareRiverCo.Chester		
80149 DHRF	**Naumburg** (*ex*Hamburg) *Well deck* D.F. 2*Dks*		5878 5423 3607	...				1920	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·6 | 58·2 | 27·0 P&B378'F53' FK	Hamburg German *WB*	T3Cy31½"50⅛"&84⅛"–53⅛" & L.P. Turbine with D.R. gearing & hydraulic coupling 902NHP FlensburgerSchiffsb Ges.	29 ″ 6	G †
80150 228531 WODS	**Naushon** (P) 2*Dks*	TwinSc	1978 — 936					1929	Bethlehem S.B.Corp.Ld. Quincy,Mass.	NewEnglandS.S. Co.	250·0 | 45·0 | 16·0	N.Bedford, Mass. Uld.States	T.8Cy.18",30"&34"–21" 106NHP BethlehemSBCorp.Ld. Quincy,Mass.		
Reported sunk by aircraft 5.38	**Nausicaa** (*ex*Burlington–37, ssLiv.No.3–6,34 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*		5005 4575 2886	✠100A1 Pir *y* 11,37 ~~BS1.38~~ ✠LMC4.34 *CarryingPetr oleum in bulk* *Fitted for oil fuel* 5,22 *F.P. a*			CL 11,37 *bulk* *F.P. a*	1922 5mo	N.of Ireland S.B.Co.Ld. Londonderry *Lloyd'sA&CP*	Cia.Maritima IstmeniaLtda. *CellDBuE&B*70' 198*tDT*/46'585*t*	388·0 | 52·7 | 29·0 P106'B27'F61' FK *FPT*53*t APT*25*t*	Panama Pnamanian 14*BHpt Cem* (12 *to U dk* 2 „ 2*nd*„)	T.3Cy.26",43"&72"–48" (*s*) 180lb 495NHP 3SB,*9cf*,GS177,HS7272 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 3 s 4 ″ 4 25 ″ 1	
80152 455 ESCA	**Nautic** (*ex*Mabay,*ex*T.L.Church) ssTln.No.3–5,33 ssTln.No.1–36 1*Dk(Stl)*		2050 1810 1167	✠100A1 Sld *r* 6,39 ~~7,37~~ Ams BS4.38 ✠LMC5.36			CL ~~2,36~~ 5,39	1920 5mo	Dominion S.B.&Repair Co.Ld. TorontoOnt. *Lloyd'sA&CP*	A/S EestiLaewandus *CellD*	251·0 | 43·6 | 20·7 P24'B68'F21' FK *B220 350t FPT*55*t APT*100*t*	Tallinn Estonian *3BHCom*	T.3Cy.20½",33"&54"–36" (*s*) 180lb 216NHP 2SB,*6cf*,GS116,HS3700 DominionSB&RepairCoLd	23 ″ 1 s 3 ″ 1 20 ″ 1½	
80153 1508 IBEY	**Nautilus** (*ex*Oberschlesien) TwinSc *Oil Eng.* *Mchy.Aft* D.F. 2*Dks* *Carrying Petroleum in bulk*		2070 1813 1298					1921	Frd.Krupp Akt.Ges. Kiel	NautilusSoc.Anon. diNav.	287·3 | 40·5 | 23·5 276·0 130 F12'	Genoa Italian *WB*	Oil Engines 4S.C.SA 12Cy.17¾"–16⅛" 371NHP Maschfbk.Augsburg-Nürnberg A.G.Augsburg		I
80154 DCCN	**Naval** (*ex*Rhenus–27) 1*Dk*		547 522 310					1910	Jonker& Stans HendrikIdo Ambacht	Ivers-Linie, KommanditGes. (Paulsen&Ivers, *Mgrs.*)	187·4 | 23·1 | 13·2	Kiel German *WB*	C.2Cy.13"&28"–12" 28NHP Alblasserdam.Msch.Fab.		G
80155 165913 GCGD	**Navarino** E.S.D. *CruiserStern* 1*Dk&Shelter dk* D.F.		4841 4291 2857					1937	Burntislnd S.B.Co.Ld. Burntisland	GlasgowShip-owners'Co.Ld. (Glen&Co.~~*Mgrs.*~~ Ld. *Mgrs.*)	415·4 | 56·9 | 25·2	Glasgow British *WB*	T.3Cy.21½",35"&62"–45" 258NHP D.Rowan&Co.Ld.Gls.		C
Torpedoed&beached 3.38 Now no more	**Navarinon** (*ex*Stancliffe–38, *ex*Brancliffe–37, ssLiv.No.2–36 *ex*BromptonManor–36, ssBly.No.2–35 *ex*Warszawa,*ex*Aydon, 1*Dk(ptIrnptStl)* *ex*Charity,*ex*Let *Mchy.Aft Well deck* *ex*Aydon)		1785 1293 1021	✠100A1 Cff *q* 11,37 ✠LMC ~~MS2.38~~ ~~BS11,37~~			OG ~~N7,36~~	1914 4mo	BlythS.B. &D.D.Co.Ld Blyth *Lloyd'sA&CP*	P.G.Cottaropoulos *CellDBuE&B*41'	255·0 | 38·3 | 17·0 PonQ61'Q144'B14'F29' FK f172'482*t FPT*130*t*	Greek 4*BHCom* *APT*25*t*	T.3Cy.19",33"&54"–36" (*s*) 180lb 221NHP 2SB,*6pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld.	19 ″ 6 s 5 ″ 1 18 ″ 2	
Now "Lena"																
80157 LCTU	**Navarra** *Fitted for oil fuel* 1*Dk*		2118 1878 1251					1920	Osbourne, Graham&Co. LdSunderlnd	Dampsk.intsk. "Garonne"(Fearn-ley&Eger, *Mgrs.*)	285·0 | 43·5 | 19·1 P73'H92'F20*t*	Oslo Norwegian *WB*	T.3Cy.21",35"&58"–39" 210NHP G.Clark,Ld.Sunderland		N
80158 135702 GQVB	**Navasota** TwinSc ssRot.No.3–11,36 ssNwc.No.1–34 *Ref.Mchy.* 3*Dks(Stl)&Awng dk(Stl–ws)* D.F. *CruiserStern*		8795 7621 ~~5469~~ 5400	✠100A1 Liv *c*† *Awng dk* *withfreeboard* 9,38 ~~10,37~~ LS12.38 ~~BS10.37~~ ✠LMC8.34 Lloyd'sRM~~C~~ ~~7,37~~ 5,~~39~~ ~~7,36~~			CL ~~4,36~~ 5,39	1917 12mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	RoyalMailLines, Ld. *CellD*	430·0 | 61·3 | 35·9 B *on Awng dk* 211' F *on Awng dk* 44' FK 3372'919*t FPT*86*t*	S'thamptn British 7*BHCom* *APT*139*t*	Q8Cy.24⅛",33½"47"&68"–48" 215lb (*s*) 1094NHP 5SB(Spt),*20cf*,GS415, HS16770 Swan,Hunter&Wigham Richardson,Ld.Nwc.	38 ″ 5 s 8 ″ 3	
80159 CSLP	**Navegador** WoodAux3MstSr (*ex*Sailing Vessel–35, *Oil Eng.* *ex*Segundo Esperança) 1*Dk* (*See Sailing Ship Register*)		305 283 205					1924	J.Linhares Fão	ParceriaMaritima Douro	128·2 | 30·3 | 12·7	Oporto Portuguese	Oil Engines 2Cy.14"–16½" *Emade&fitted*35 Denmark		
80160 EADH	**Navemar** (*ex*CaboMayor–32, *ex*Frogner) ssMsl.No.3–2,33 2*Dks(Stl)&Shelter dk(Stl)* *Cruiser Stern*		5473 4937 3291	✠100A1 NYk *z* *Shelter dk* *withfreeboard* 8,36 BS1.36 ✠LMC2.33 *Fitted for oil fuel* 10,21 *F.P. a*			CL 5,34 *F.P. a*	1921 10mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	Cia.Espanola de Nav.MaritimaS.A.	407·1 | 53·8 | 27·9 FK *Collision* *Cell*	Seville Spanish *ptCem* *BHto Sh dk* 6 „ „ *U* „	T.3Cy.27",44"&74"–51" (*s*) 180lb 548NHP 3SB,*9cf*,GS183,HS8112 FD Armstrong,Whitworth& Co.Ld.Nwc	30 ″ 6 s 3 ″ 10½ 26 ″ 10½	
80161 12315~~8~~ MCKZ	**Naviedale** (*ex*Grovehill–32, 3Mst *ex*Wheatear) ssBwg.2ndNo.3–1,30 ssLth.No.2–39 ~~ssHwk.No.1–36~~ *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*		383 ~~23~~ 146	✠100A1 Abn *f* 1.39 ~~4.37~~ Lth ~~4~~ ✠LMC4.~~34~~ 1,39			OG ~~1,39~~ 1,39	1906 5mo	AilsaS.B. Co.Ld. Ayr *Lloyd'sA&CP*	T. Couper&Co.Ld. *Cell*	142·2 | 23·6 | 9·4 Q84'B10'F22' BK7' *DBf*74'82*t FPT*19*t*	Aberdeen British *3BHptCem* *APT*4*t*	C.2Cy.18"&40"–27" (*s*) 180lb 87RHP 1SB,*3pf*,GS48,HS1594 Muir&Houston,Ld.Gls.	11 ″ 10 s 4 ″ 0½ 12 ″ 3½	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné après Visite spéciale. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté, si ce n'est dans le L. R. Inscrit avec le navire.
80162 777 OHXY	**Navigator** (*ex*TowerDale–35, *ex*Bompata–35) *Ref.Mchy.* D.F.	ssDrt.No.3–2,35 2*Dks*(*Stl–U pt* ws)	5656 — 3212	✠100A1 11,383 ✠NE5.35 MS5.35	Abo Hfs	z	CL 8.37	1921 4mo	Harland& Wolff,Ld. Belfast *Lloyd's SA&CP*	A/B Finland-AmerikaLinjen O/Y	410·4|54·3|27·9 P41′B157′F47′ FK 77′ *f* 172′112*t FPT* *Cell D Ba* 104′ *u Eg B*	Helsingfrs Finnish 7 *BHCem* 91*t APT* 36*t*	T.3Cy.22½″,37″&68″–45″ 200lb (*s*) 477NHP 3SB,*9cf*,GS190,HS7668 FD N.E.MarineEng.Co.Ld. Nwc.	30 ″ 8 s 6 ″ 2⅜ 24 ″ 7½	
80163 137429 GQJM	**Nawab** *ss*Cal.No.3–7,27 *ss*Cal.No.2–36 2*Dks*(*Stl–U* teaks)		5430 4923 3424	✠100A1 1,39 ~~3,87~~ 4,38 ✠LMC	Cal	z	CL ~~1,37~~ 1,39	1915 3mo	C.Connell &Co.Ld. Glasgow *Lloyd's SA&CP*	AsiaticStm.Nav. Co.Ld. *WB* = *Cell D Ba* 120′ *u E&B* 146′ *f* 187′ 111	404·4|52·8|28·7 P41′B137′F45′ FK 3*t DT a* 22′184*t FPT*	Liverpool British 7 *BHCem* 124*t APT* 30*t*	T.3Cy.25″,42″&70″–48″ (*r*) 200lb *100lb* 472NHP 2SB,*8cf*,GS150,HS6714 FD Dunsmuir&JacksonLd.Gls	31 ″ 3 s 6 ″ 1½ 25 ″ 7	
80164 1211 IBIY	**Nazario Sauro** Ⓟ TwinSc D.F.	2 *Dks & Awng dk*	8150 — 4491					1921	G.Ansaldo &Co.S.A.Ital. Sestri Ponente	LloydTriestino Soc.Anon.diNav. *WB*	447·1|52·7|27·7 B184′ 36·0	Genoa Italian	6SteamTurbinesDRgeared to 2 Sc. Shafts G.Ansaldo&Co. Sampierdarena		I
80165 TCCL	**Nazim** (*ex*Taxiarchis,*ex*Dominic) *ss*Ham.2ndNo.3–12,20 *ss*Cpl.No.2–29 1 *Dk*(*Stl*) & *Spar dk*(*Irn*) & *deep framing*		3112 2884 1879	✠ — 4.33	Ist	u		1895 10mo	Barclay, Curle&Co.Ld Glasgow	KalkavanZade Riza veMahdumu Ismail(Vapur Sirketi) *Cell D Ba* 125′ *f* 138′ 598*t*	322·0|42·3|16·9 25·6 FK 5 *BHCem APT* 40*t*	Istanbul Turkish NDB11 277NHP 2SB,*6cf*,GS126,HS4328 Barclay,Curle&Co.Ld.Gls	28 ″ 0	I †
80166 LCVS	**Nea** (*ex*RagnvaldJarl–36) 1 *Dk*		1877 1652 1091					1921	Trndhjms Mek.Værks. Trondheim	Skibs.A/S Nea (OttoGrundtvig)	265·5|42·2|17·9 P76*t* H96*t*	Trondheim Norwegian *WB*	T.3Cy.20½″,33″&56″–36″ 188NHP TrondhjemsM.V Trndheim		N
80167 95 SVQV	**Nea Tyhi** (*ex*Maid ofSyra, *ex*Horncap)	~~ssCrk.No.3–7,34~~ ~~ssAlx.2ndNo.3–2,39~~	*3451* *3177* *2130*	100A1 *with freeboard* 2,39 ~~11,07~~ MS ~~12,34~~ 2,39	Npt Alx	w	CL ~~N 1,37~~ 2,39	1912	Schiffsw.v. Henry Koch Lübeck *Lloyd's SA&CP*	S.&D.Fafalios *Intermediate bulkhead in fore and after hold dispensed with Cell D*	361·4|50·7|21·4 P&B288′F42′ FK *B* 319′811*t FPT* 142*t*	Chios Greek *Cem* 4 *BHonly APT* 62*t*	T.3Cy.25¾″,41¾″&68¾″–43¾″ 200lb (*s*) 385NHP 2SB,*6cf*,GS113,HS4993 FD OttensenerMaschf.Altona	23 ″ 11 s 2 ″ 7¾ 21 ″ 6	
Now "San Antonio," see No. 93051 in Sup.		1 *Dk*(*Stl*) *Well deck*	*144*		10.36										
80168 142569 GBRX	**Neath Abbey** (*ex*BaronHerries–34, *ex*Trevelyan)	~~ssGls.No.3–4,33~~ ~~ssRot.No.1–37~~ 1 *Dk*(*Stl*)	2500 2258 1456	✠100A1 ~~1,35~~ 10,38 ✠NB6.27 BS ~~7,76~~ 6,33	Rot Cff ✠MC		CL ~~1,37~~ 10,38 1,37	1919 7mo	C.Hill& Sons Bristol *Lloyd's SA&CP*	AbbeyLine,Ld. (FrederickJones& Sons, *Mgrs.*) *Cell D*	303·0|43·0|20·8 P33′B80′F33′ FK *B* 252′670*t FPT*	Cardiff British 6 *BHptCem* 70*t APT* 180*t*	T.3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* 270NHP 2SB,*6cf*,GS115,HS4604 Richardsons,Westgarth& Co.Ld.Hpl	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
Now "Lyminge," see No. 83943 in Sup.		*Cargo battens not fitted*													
80169 144628 GBQZ	**Nebraska** *Fitted for oil fuel* 2 *Dks & Shelter dk* *Ref.Mchy.* *Cruiser Stern*		8267 7756 5148	✠Lloyd'sRMC ~~3,38~~ 3,39 No. 3 hold not incl.				1920	Workman Clark& Co.Ld Belfast	RoyalMailLines, Ld.	450·2|58·3|37·1 P35′F48′	London British *Wb*	2SteamTurbinesDRgeared to 1 Sc. Shaft WorkmanClark&CoLd Bel		C
80170 215616 WACE	**Nebraskan** (*ex*Kermit, *ex*Appeles,*ex*Elsass) D.F.	*ss*S.Fo.No.3–6,27 *ss*S.Fo.No.1–32 *Fitted for oil fuel* 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*)	6572 6163 4100	... 3,34	SFo			1912	Bremer Vulkan Vegesack	American-HawaiianS.S.Co. *Cell D B* 398′1550*t*	471·1|59·1|28·9 FK *FPT* 188*t APT* 36*t*	NewYork Utd.States 8 *BHCem* (*Coll to Sh dk* 7 „ 2*nd*„)	T.3Cy.32¼″,52¾″&86⅝″–55½″ 745NHP 4SB,*12cf*,GS225,HS10120 Bremer Vulkan, Vegesack	31 ″ 8	R †
80171 210392 KJSK	**Necanicum** *Mchy.aft*	Wood *Fitted for oil fuel* 1 *Dk*	752 — 565					1912	Hammond LumberCo. Fairhaven, Cal.	R.E.Brook	178·5|39·0|13·3	S.Frncisco Utd.States	C.2Cy.14″&32″–24″ 42NHP UnitedEng.Co. Alameda,Cal.		
80172 TCCK	**Necat** (*ex*Nedjat,*ex*Bosporus, *ex*Tebea,*ex*Kreta,*ex*Hispania, *ex*Wandrahm)	2 *Dks & Web frames*	2626 2379 1590			...		1891	J.C.Teck-lenborg A.G Weser-münde-G.	Barzilay& Benjamin	314·9|40·2|24·1 P24′B72′F36′	Istanbul Turkish *WB*	T.3Cy.23½″,35½″&64½″–42″ NB22 268NHP Mschfb.Buckau,Magdebrg	26 ″ 6	V †
80173 DOHE	**Neckar** Ⓟ D.F. Sub.Sig. E.S.D.	4Mst 2 *Dks*	8417 7632 5274					1927	Deutsche Sch-u-Mschb. A.G.Werk A.G.,Weser, Bremen	Norddeutscher Lloyd	508·5|63·7|30·2 P26′F472′ *upper* F29′	Bremen German *WB*	T3Cy.34¼″,52¾″&86⅝″–57½″ &1LPTurbine 1090NHP A.G."Weser,"Bremen		G
80174 PGDI	**Nederland** *Mchy.Aft* GyC. 1 *Dk*, 2nd dk clear of cargo tanks *Longitudinal framing at bottom & at deck* *Cruiser Stern*	*Oil Eng.*	8147 7237 4762	✠100A1 ~~12,37~~ 0,39 *Carrying Petroleum in bulk*	Rot Sba		CL	1937 5mo	N.V. Wilton-Fijenoord Schiedam *Lloyd's SA&CP*	N.V.Nederlandsche PacificTankvaart Maats. *Cell D Bu E* 69′ 146*t D*	463·0|59·3|33·9 483·2(O.L.) P93′B47′F48′ FK *Tf* 25′263*t FPT* 134*t*	TheHague Dutch 16 *BII* *APT* 80*t*	Oil Engines 2S.C.SA 7Cy.26¾″–47½″ 872NHP DB *200tb* DB *100lb* N.V.Wilton-FijenoordSch	34 ″ 0 s 6 ″ 9 27 ″ 6½	
80175 4306 SFQE	**Nedjan** (*ex*Pallas,*ex*Wellpark) *ss*Hbg.3rdNo.3–2,32 *ss*Sbg.No.1–37 1 *Dk*(*Irn*) *Well deck* *Cargo battens not fitted*		*841* *657* *483*	✠100A1 3,36 ~~2,38~~ 12,36	Sbg Osc	l	OG ~~7,36~~ 3,39	1893 11mo	Scott&Co. Greenock *Lloyd's SA&CP*	Rederiaktieb Ostkusten (O.Jönsson, *Mgr.*)	212·7|31·2|14·0 Q109′B16′F21′ BK 7½′ *DBa* 48′*f* 46′148*t*	Smrshamn Swedish 4 *BHCem* *APT* 14*t*	T.3Cy.16″,26″,&44″–33″ (*s*) 160lb *75lb* NDB07 112NHP 1SB,*3cf*,GS58,HS1702 Scott&Co.Greenock	14 ″ 10 s 5 ″ 0 14 ″ 5½	
80176 61 *Now "Fausto," see No. 89056 in Sup.*	**Nedon** (*ex*Heathfield–38, *ex*Briarwood,*ex*WaxMallow)		*5263* *4805* *3198*					1919	Ropner& Sons,Ld. Stockton	A.D.Callinicos	400·3|52·3|28·4 P49′B113′F40′	Ithaca Greek *WB*	T.3Cy.27″,44″&73″–48″ 490NHP Blair&Co.Ld.Stockton		C
80177 HPIL	**Needwood** (*ex*Kaituna–38, *ex*Needwood)	*ss*Auk.No.2–12 1 *Dk*(*Stl*) & *Web frames*	*2042* *1759* *1208*	✠ 9.14	Syd	r		1904 10mo	Osbourne, Graham&Co. Sunderland	Wallem&Co.Ld. *Cell D Ba* & *u E* 110′*f* 116′458*t*	279·5|40·1|18·1 P25′B65′F27′ FK	Panama Panamanian 4 *BHCem* *APT* 29*t*	T.3Cy.20½″,33″&54″–39″ 194NHP 2SB,*6pf*,GS86,HS2940 N.E.MarineEng.Co.Ld.Sld	20 ″ 6	
80178	**Nefzas** (*ex*Aulne)		1212 — 419					1897	R.Craggs &Sons Middlesbro'	Boccara,Scala-brino&Cie.	220·6|33·0|17·8 Q111′	Bizerta French	T.3Cy.16⅛″,28½″&46½″ -29½″ 116NHP McColl&Pollock,Ld. Sunderland		
80179 136976 KFNR	**Negaunee** (*ex*E.N.Saunders) D.F. *Mchy.Aft* 1 *Dk*2 *tr B*		3644 — 2828					1902	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo. *Mgs.*)	380·0|50·0|28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22″,35″&58″–40″ 213NHP AmericanS.B.CoCleveland		R

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Tonnage Difference.
80180 1108 1LTJ	**Neghelli** (*ex*Flora-37, *ex*Cosiana-36, *ex*Villeneuve, *ex*Gers, *ex*Sailing Vessel)	Iron 1 *Dk 2 tr B*	712 635 415	✝ 7,02	Brs		1870 1mo	M.Pearse & Co. Stockton	Dott.Ing.Cav. Mario Zoboli	179·1 P93′ B25′ F25′	30·2	19·0	Genoa Italian *WB*	C.2Cy.20″&37½″–31″ *Emade91 refitted*18 65NHP *Bmade93&95 refitted*18 D.Rowan&Sons,Glasgow		1 †
80181 KZEN	**Negros** (*ex*Friuli, *ex*Prinz Hohenlohe) *Fitted for oil fuel*	TrpSc 2 *Dks & Awng dk*	1962 675 796	...			1908	Gourlay Bros.&Co. (Dundee) Ld. Dundee	Cia.Maritima (Fernandez Hermanos,Inc. *Mgrs.*)	270·0 *Prom dk*190′	39·1 25·1 FK	17·1	Manila Utd. States *WB*	12Cy(3)16½″,(3)27″&(6)30″ –24″ 565NHP Gourlay Bros.&Co. (Dundee)Ld.Dun.	26 ″ 1	
80182	**Neidenfels** *Oil Eng.* D.F. E.S.D. 2 *Dks* *Cruiser Stern*		7750				1938	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Deutsche Dampfs. Ges. "Hansa"	479·0 P83′ B207′ F48′	61·2	22·2	Bremen German *WB*	Oil Engines 2S.C.DA 12Cy.20⅝″–29½″ SR geared to 1 sc. shaft 1830NHP Deutsche Schiff.-u Mschb. A.G.Weser,Bmn.		
80182* 790 SVRE	**Neion** (*ex*Mont Genèvre-34, *ex*Mount Berwyn, *ex*War Puma) 2 *Dks*		5154 — 3143				1918	Swan,Hunter & Wigham Richardson, Ld Newcastle	A.D.Callinicos	400·0 P49′ B113′ F39′	52·0	28·4	Piræus Greek *WB*	T.3Cy.27″,44″&73″–48″ 517NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
80183 40161 JYAH	**Nekka Maru** Ⓟ D.F. 3 *Dks* *Cruiser Stern*	TwinSc	6784 5175 3911	✝ ... 4,58 *with freeboard*	Kob	CL 4,37	1935 3mo	Mitsubishi Jukogyo KK. Nagasaki *Lloyd's SA&CP*	OsakaSyosenK.K. *Cell D B367′ 949t tank in way of tunnels 15′22t FPT32t*	427·0 F52′	56·1 FK	33·1	Osaka Japanese *7 BHCem*	4SteamTurbinesDRgeared to2 Sc.Shafts (*s*) 1225NHP 225lb HS15078 FD 6SB(Spt),*18cf*,GS384, MitsubishiJukogyoK.K	33 ″ 3 ~~4·3~~ 4·4 ~~26 ″ 11~~	
80184 137510 GPSW	**Nela** (*ex*Molière-33) *Ref.Mchy.* D.F. *ss*Liv.No.3–12,28 *ss*Bry.No.2–35 3 *Dks* (*Stl*–ws) & *Shelter dk* (*Stl*–ws)	TwinSc	7213 ~~6704~~ ~~4436~~ 7221 6704 4419	✝100A1 *Shelter dk* *with freeboard* 1,39 ~~7,07~~ BS4,37 ~~7,38~~ ✝Lloyd's R	Liv Bry L M MC	CL ~~12,38~~ ~~11,38~~ 1,39	1916 3mo	Russell& Co. Port Glasgow Lloyd's *SA&CP*	RoyalMailLines, Ld. *Cell D B385′ 1286t FPT*	440·0 F48′ *on Shelter dk* FK	56·2	35·6	Liverpool British *8 BHpt Cem* *64t APT58t*	Q.8Cy.20½″,29½″,42″&61″– 48″ 215lb (*s*) 885NHP 3DB&1AuxB,*21cf*,GS130, HS17001 D.Rowan&Co.Glasgow	38 ″ 11 ~~11 ″ 0~~ 28 ″ 4	
80185 131326 GRQB	**Neleus** Ⓟ D.F. 2 *Dks*		6479 5543 4093				1911	Workman, Clark&Co.Ld Belfast *WB*	China Mutual Stm. Nav.Co.Ld.(A. Holt&Co. *Mgrs.*)	443·0 P50′ B162′ F54′	52·7	32·0	Liverpool British	T.3Cy.30″,50″&83″–60″ 534NHP Wrkman,Clark&CoLdBel.		BT till 4,39
80186 784 SVHU	**Nellie** (*ex*Tideway–33, *ex*Vologda, *ex*Mottisfont) *Ref.Mchy.* D.F. *ss*Rot.No.3–9,26 *ss*Bly.No.2–35 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	TwinSc 3 *Dks* (*Stl*–*U* teak s)	4826 4464 2884	✝100A1 *Shelter dk* *with freeboard* 9,37 ~~11,36~~	Alx MS11,38 BS2, M	CL 3,37	1913 12mo	J.L.Thompson&Sons,Ld Sunderland *Lloyd's SA&CP*	Oceanos Maritime S.S.Co. (I.,A.&G. Margaronis) *Cell D Ba136′ u E&B*	388·7 FE 46′ *f*163′ 1270t *FPT*	54·1	26·0	Piræus Greek *6 BHCem* *15t APT238t*	T.3Cy.27½″,44½″&74″–48″ 1801b (*s*) 455NHP 3SB,*9cf*,GS195,HS7575 J.Dickinson&Sons,Ld.Sld.	28 ″ 6 s 3 ″ 2½ 25 ″ 6	
80187	— *Oil Eng.* *Mchy.Aft* 1 *Dk* *Cruiser Stern*		530				1938	Jos Boel& Fils Tamise	Armement Alexander	167·3 P27′ Q57′ F20′	26·7	11·5	Antwerp Belgian *WB*	Oil Engines 4S.C.SA 6Cy. Soc.d'Elec&Mec Thomson Houston&Carels)Ghent		
80188 135325 GQRX	**Nellore** Ⓟ *Ref.Mchy.* D.F. *ss*Syd.No.3–9,30 *ss*Yka.No.1–34 3 *Dks* (*Stl*–*U* teak s)	TwinSc	6942 5872 4292	✝100A1 *Shelter dk* 1,33 MC4,34 Lloyd's S10,38	HKg	CL ~~10,38~~ 11,39	1913 6mo	Caird&Co. Ld. Greenock *Lloyd's SA&CP*	Eastern& Australian S.S.Co. Ld. *WB = Cell D Ba* 110′ *f* 189′ 832t *APT95t*	450·0 P84′ B149′ F84′ FK&BK2″	52·2	30·6	Greenock British *7 BHCem*	Q.8Cy.19″,27″,38½″&54″–48″ 215lb (*s*) 710NHP 2DB(FD)&1AuxSB,*15cf*, GS292,HS11478 Caird&Co.Ld.Greenock	33 ″ 6 s 6 ~~6½~~ 27 ″ 5½	
80189	**Nelson** (*ex*Horus–34, *ex*Ulrikka, *ex*Uto) 1 *Dk & Spar dk*		~~1437~~ ~~1344~~ ~~811~~				1896	Nylands Værksted Oslo	~~Lykes Bros. Ripley S.S.Co.Inc.~~	231·5 H56t	35·0	19·3	Famagusta Cyprian *WB*	T.3Cy.16½″,27″&44″–30″ 106NHP Nylands Værksted,Oslo		N
80190 220053 KUSR	**Nemaha** *Fitted for oil fuel* Sub.Sig. 1 *Dk & Shelter dk & Web frames* *Longitudinal framing*		6501 5630 4016				1920	G.A.Fuller Co. Wilmington, N.C.	~~Lykes Bros. Ripley S.S.Co.Inc.~~	395·3 P45′ B110′ F38′ *on Shelter dk* FK	55·1	31·4	Houston Tex. Utd. States *WB*	T.3Cy25″,41½″&72″–48″ 590NHP TheO'Neil Iron Works, Buffalo,N.Y.	34 ″ 11	R †
80191 YTCZ	**Nemanja** (*ex*Hoosac, *ex*Trojan Prince, *ex*War Perch) 2 *Dks* (*Stl*)	Iron *ss*Rot.No.3–4,31 *ss*Rot.No.2–39 ~~*ss*Rot.No.1–35~~	~~5226~~ ~~4769~~ ~~3474~~ ~~3111~~	100A1 ~~3,38~~ 3,38 LMC BS8,~~4,38~~ 4,38	Hul Rot	CL ~~10,39~~ 1,39	1918	Bartram& Sons,Ld. Sunderland *Lloyd's SA&CP*	Jugoslavenski Lloyd a.d. *Cell D B*	400·3 413·0 (O.L.) P49′ B113′ F40′ FK 340′ 1156t *FPT*114t	52·3	28·5	Dubrovnik Yugoslav *6 BHpt Cem* *APT186t*	T.3Cy.27″,44″&73″–48″ (*s*) 1801b 517NHP 3SB,*9cf*,GS189,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s 5 ~~11½~~ 25 ″ 3	
80192 60 SVPP	**Nemea** (*ex*Silarus) *ss*Npt.No.3–12,31 *ss*Nag.No.1–36 2 *Dks* (*Stl*)		~~5101~~ ~~4814~~ ~~3257~~	✝100A1 ~~11,38~~ 11,38 MC4,36	Hul Shl	CL ~~M4,37~~ 11,38	1919 11mo	C.Connell &Co.Ld. Glasgow *Lloyd's SA&CP*	G.N.Stathatos *Cell D E*	400·0 413·0 (O.L.) P49′ B113′ F39′ FK 340′ 1069t *FPT*138t	52·2	28·5	Ithaca Greek *7 B Hpt Cem* *APT70t*	T.3Cy.27″,44″&73″–48″ (*s*) 1801b 517NHP 3SB,*9cf*,GS190,HS7668 FD Dunsmuir&Jackson Ld Glas.	31 ″ 0 s 5 ~~11½~~ 25 ″ ~~8½~~	
80193 253 ESAO	**Nemrac** (*ex*Carmen, *ex*Sailing Vessel, *ex*Dora, *ex*County of Inverness) 1 *Dk* (*pt Stl*) *2tr b* *Cargo battens not fitted*	Iron *ss*Tln.4th No.3–6,29 *ss*Tln.No.~~1–32~~ 2–38	1796 ~~1592~~ 1070	✝100A1 ~~1,38~~ 6,39 S5,39 NB06 *refitted* 20 E97 *refitted* 20	Tln ✝ C3,38	CL ~~1,38~~ 6,38	1877 1mo	Barclay, Curle&Co.Ld Glasgow A&CP	Käsmu Laeva-Omanikud (O.Tiedemann, *Mgr.*)	266·6 P28′ F38′ ND02	38·8 BK9½″	23·6	Käsmu Estonian *4 BHCem* *APT22t*	T3Cy12¾″19½″&32″–22½″ 1801b (*s*) 49NHP *100lb* NDB20 1SB,*2pf*,GS37,HS1247 C.D.Holmes&Co.Ld.Hull	25 ″ 0 s 4 ″ 3½ 21 ″ 6	
80194 EGCR	**Nemrod** *ss*Bbo.2nd No.3–2,29 *ss*Bbo.No.2–38 1 *Dk* (*Stl*) & *Awng dk*		423 — 212	✝100A1 *Awng dk* *with freeboard* S3,39 3,39 ~~8,38~~ MC3,	Bbo	CL 3,38	1904 10mo	Cia.Euskal-duna de Const Bilbao *Lloyd's SA&CP*	Cia.delVap. "Nemrod" (P.Chalbaud) *WB = Cell D Ba*26′ *n* 18′ *f* 49′ 102t *FPT*	110·0 FK	25·0	15·3	Bilbao Spanish *4 BHCem* *18t APT10t*	T.3Cy.12½″,18″&32″–23″ (*s*) 1801b *100lb* NDB13 65NHP 1SB,*2cf*,GS33,HS1166 Wilton's Eng Co Rotterdam	17 ″ 6 s 5 ~~7½~~ 12 ″ 2½	
80195	**Nenets** *Oil Eng.* Wireless D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* 2 *Dks* *Longitudinal framing at bottom & at decks* *Strengthened for Navigation in Ice*		~~1631~~ 1324 ~~712~~	✝100A1 10,37 LMC10,37 *Carrying Petroleum in bulk*	Yka	CL	1937 10mo	Mitsubishi Jukogyo K.K Yokohama *Lloyd's SA&CP*	U.S.S.R. *Cell D Bu E28′ 49t DT f* 28′ 34t *FPT28t*	237·2 246·1 (O.L.) P69′ F24′	36·1 FK	21·1	Vladvostok Russian *11 B Hpt Cem* *APT41t*	Oil Engines 4S.C.SA 6Cy.17½″–23⅝″ & hydraulic coupling SR geared to 1 screw shaft 184NHP *DB121lb* MitsubishiJukogyoKKYk	20 ″ 4	
80196 65 IRAK	**Nennella** (*ex*Jarlot–33) Wireless 1 *Dk* (*Stl*) & *deep framing*		1017 732 605	✝ ... 5,34	Msl		1906 2mo	Clyde S.B. &Eng.Co.Ld. Port Glasgow	G.Malinconico *Cell D Ba* 46′ *u E&B*	217·0 210·3 Q66′ B60′ F23′ *B31′ f*38′ 304t *FPT*	35·2 FK	12·5	Torre del Greco Italian *1 BHCem* *12t APT20t*	T.3Cy.17″,27″&45″–33″ 135NHP 1SB,*3cf*,GS61,HS2193 Clyde SB.&Eng.Co Ld.P.Gl	14 ″ 8	I †
80197 TUHP	**Neo Hébridais** (*ex*Ino, *ex*Feijenoord) Wireless 1 *Dk*		797 — 403				1918	J.Meyers S.B.Co. Leeuwen	Soc.du Tour de Côtes	181·4 Q51′ B54′ F22′	28·0	12·4	Nouméa French *WB*	T.3Cy.15 7/16″,25⅝″&39⅜″–23⅜″ Gebrs.Storck &Co.'s Mchfab.Hengelo 75NHP		C

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	Port de Visite.	Terme assigné maintenant exprès Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. / Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Régistres où cons. de n'est dans le G.
80198	**Nephrite** (*ex*Burstow)		927	✠100A1	Irv	*l*	CL	1927	J.Lewis&	**Wm.Robertson**	199·7	30·9	12·7	**Glasgow**	T.3Cy.15¾″,27″&44½″–30″(*s*)	14 *ft* 9	
149017	ssTrn.No.2–35		627	11,38				10mo	Sons,Ld.					British	200lb 140NHP	*s* 4 *in* 4¾	
MNWV	*Mchy.Aft* 1*Dk*(*Stl*)		493				11,38		Aberdeen		Q139′F23′		FK	3*BHCem*	2SB,4*pf*,GS69,HS2378	14 *in* 6½	
	Well deck *Cargo battens not fitted*			3,39					*Lloyd's*s*A&CP*	*CellDBuB*	17′*f* 133′ 223*t* *FPT*			42*tAPT*35*t*	J.Lewis&Sons,Ld.Abn.		
80199	**Neptun** Ⓟ **TwinSc**		7250	✠100A1	Ham		9,36	1926	Blohm&	**Norddeutsche**	434·4	57·3	32·3	**Nordnhm**	T.6Cy.21¼″,34½″&59⅛″–39⅜″	35 *ft* 1	
	ssBmn.No.2–35		6293	*Cable Vessel*				4mo	Voss	**SeekabelwerkeA.G**	473·0(O.L.)			German	2135lb (*s*) 603NHP		
DNMI	*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*		3640	*Cylindrical tanks*					Hamburg		P143′F78′		FK	10*BHptCem*	8SB(Spt),9*cf*,GS177,		
	Longitudinal framing			8,37				*Lloyd's*s*A&CP*		*CellDBuE&B&Bunker*	*DTf*39′344*t* *FPT*6			*pt.Asp*	HS8235 FD		
	E.S.D. D.F. GyC.			D88,37						118′*f* 210′940*t*				2*tAPT*92*t*	Blohm&Voss,Hamburg		
	Carrying Petroleum in bulk																
80200	— *see No. 89562 in Supplement.*		3308	✠	Hul	*r*		1900	A.Rodger	**SadikZadeRusen**	326·2	48·1	23·7	**Istanbul**	T.3Cy.24″,40″&65″–42″	26 *ft* 4	V
Now Platina			3114	6,20				1mo	&Co	**OgullariVapur-**	P29′B80′F30′			Turkish	281NHP		†
TCCJ	*ex*Anglier,*ex*Tugela) ssCff.No.1–14		2148						PortGlasgow	**culuk**			FK	6*BHCem*	2SB,6*cf*,GS109,HS4313		
	1*Dk*(*Stl*)2*trB&deep framing* 3*Dk rule*									*CellDBa*	*f*&*uE*122′ *f* 136′774*t*			*APT*120*t*	A.Rodger&Co.Pt.Glasgow		
80201	—		1594					1928	Flensbrgr	**FlensburgrSchiffs-**	263·0	40·0	15·5	**Flensburg**	T.3Cy.17¹⁄₁₆″,29⅜″&48″–34⅞″		G
			1266						Schiffsb.Ges.	**parten-Vereinig.**	P16′Q83′B106′F32′			German	135NHP		
DDUA	Wireless 1*Dk*		943						Flensburg	**A.G.(H.Schmidt**				*WB*	FlensburgerSchiffsb.Ges.		
										G.m.b.H. *Mgrs.*)							
80202	—		1574					1930	Laxevaags	**DetBergenske**	240·5	35′7	21·7	**Bergen**	T.3Cy.18″,29″&49″–33″		N
			1477						Msk.&Jrnskb	**Dampskibsselskab**	H84*t*			Norwegian	138NHP		
LCNU	*Ref.Mchy.* Wireless 2*Dks*		905						Bergen					*WB*	LaxevaagsMsk&Jrns.Bgn		
80203	—		727					1912	Akt.Ges.	**Dampfschifffahrts**	196·9	28·2	13·0	**Bremen**	T.3Cy.13″,21″&34½″–23⅞″		G
			573						"Weser"	**Ges.Neptun**	P45′B50′F22′			German	58NHP		
DOHS	1*Dk*		410						Bremen		len.36			*WB*	A.G."Weser,"Bremen		
80204	~~Stranded 11,38 Refloated~~ **Wood**		621					1930	M.&G.	**O.-ü"I.Pärnumaa**	163·6	34·7	14·7	**Pärnu**	Oil Engines 2S.C.SA		V
	Oil Eng.		523						Hohensee	**EestiLaevaehituse**				Estonian	4Cy.16⅛″–18⅞″ 193NHP		
ESFI	1*Dk*		448						Kabli	**Ühisus"**					J&CGBolindersCoLdSkm		
80205	**Neptuna** Ⓟ (*ex*Neptun–35, **TwinSc**		5952	100A1	Mel		P8,37	1924	Frd.Krupp	**Burns,Philp&Co.**	393·1	51·9	25·3	**HongKong**	Oil Engines 4S.C.SA	27 *ft* 8	
159415	*ex*RioPanuco–34) ssSyd.No.3–6,36		4013	*withfreeboard*			CL		Akt.Ges.	**Ltd.**	P&B279′F84′		FK	British	12Cy.25.⅜″–39⅜″ 762NHP	*s* 6 *in* 5½	
VPGV	D.F. Sub.Sig. *Oil Eng.*		3607	~~8,37~~ 2,38			88,37		Kiel	*CellDB*346′990*t*	*of tunnels*191*t* *FPT*			7*BHptCem*	2DB–70*lb*	21 *in* 8	
	2*Dks*									*Tanks in way*				87*tAPT*43*t*	Frd.KruppA.G.Kiel		
				8,38													
80206	**Neptune** **Wood**		684	✠	Liv	9		1872	A.Stephen	**UngavaS.S.Co.Ld.**	190·5	29·8	18·4	**St.John's**	O.2Cy.28″&50″–30″		
66753	HTLiv.77		616	10,77				12mo	&Sons	**(JobBrothers&Co.**	Q40′F83′			NFL	NB18*refitted*27 114NHP		
VOLD	Wireless *Salted*†		465						Dundee	**Ld.** *Mgrs.*)	ptF&d72			British	GourlayBros.&Co.Dun.		
80207	**Neptunia** Ⓟ **QuadSc**		19475	✠100A1	Ven	*m*†	CL	1932	Cantieri	**"Italia"Soc.Anon.**	589·7	76·5	45·5	**Trieste**	Oil Engines 2S.C.SA	45 *ft* 6	
328	*Oil Eng.*		12855	*withfreeboard*			P 12,37	9mo	Riuniti Dell'	**diNav.**	556·0			Italian	34Cy.26¾″–39⅜″ 4280NHP	*s* 10 *in* 0½	
IBHY	ssTri.No.1–36		11784	12,36			S 12,37		Adriatico				FK	10*BHptCem*	3DB*100lb*	27 *in* 6½	
	Ref.Mchy. 3*Dks*(*Stl–Weather dk pt ws*)						P 89,37		Monfalcone		B&F449′				Cant.RiunitiDell'Adriatico		
	4*th dk*(*Stl*)*in Nos.*1,2&3 *holds*						S 89,37			*Lloyd's*s*A&CP*	*CellDB*425′2350*tDTs* a818*t*						
	E.S.D. D.F. GyC. *Cruiser Stern*						12,38				*DTs f* 52′284*t* *FPT*147*t*			*APT*192*t*			
				1,38			Pal 12,38										
80208	**Neptunian**		5155	✠100A1	Lon		CL	1925	Swan,Hun-	**Swan,Hunter&**	400·3	55·3	27·1	**Newcastle**	Oil Engines 2S.C SA	29 *ft* 6	
149426	*Oil Eng.*		4865	*withfreeboard*	Nwc		8,45	7mo	ter&Wigham	**WighamRichard-**				British	6Cy.24″–50″ 598NHP	*s* 3 *in* 4½	
GMNW	ssNwc.No.2–8,38 ~~ssNwc.No.2–36~~		3208	~~8,38~~ 8,37			8,38		Richardson,	**son,Ld.(W.A.Sou-**			FK	7*BHptCem*	DB*100lb*	26 *in* 4	
	D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&			D85,37					Ld Newcastle	**ter&Co.Ld.** *Mgrs.*)			(	*Coll to Sh dk*	Swan,Hunter&Wigham		
	E.S.D. 3*rd dk*(*Stl*)*in holds*							*Lloyd's*s*A&CP*		*CellDB*345′1140*t*			5 „ 2*nd* „		Richardson,Ld.Nwc.		
	Hatch covers dispensed with in lower 'tween decks			11,38						*DTf*39′1033*t*	*FPT*114*t* *APT*106*t*			1 „ 3*rd* „)			
80209	**Neptuno** (*ex*Munisla–37,		2220					1919	AlbinaEng	**L.Garcia**	289·0	44·1	19·2	**Puerto**	T.3Cy.22″,36½″&60″–42″		R
	*ex*Gloricta) *Fitted for oil fuel*		1963						&Machine		P26′B148′F32′			**Cortes**	313NHP		
	1*Dk*		1330						Works					Honduran	AlbinaEng.&		
									Portland,Or.					*WB*	Mach.Wks.Portland,Or.		
80210	**Neptunus** **Aux3MstSr**		392					1919	Gebr	**A.Poggio**	153·3	26·2	12·0	**Genoa**	Oil Engines 2S.C SA		I
1048	(*ex*NavisV.) *Oil Eng.*		340						Müller		144·3			Italian	4Cy.10½″–17⅜″ 73NHP		
IRAN	1*Dk*		292						Foxhol		P27′B15′F12′				NE35		
	(*See Sailing Ship Register*)														Soc.An"Fiat"S.G.M.Turin		
80211	**Nereida**		318					1936	A.Vuijk&	**Bagão,Nunes&**	134·7	23·3	10·4	**Lisbon**	Oil Engines		G
	Oil Eng.		262						Zonen	**MachadoLda.**	P23′F22′			Portuguese			
	Mchy.Aft 1*Dk*		198						Capelle a/d					*WB*	GüldnerMtrnfbrk.		
	Cruiser Stern								Ysel						Aschaffenburg		
80212	**Nereus**		*5205*	✠100A1	Rot	*a*†	CL	1937	Wm.Ham-	**E.E.Hadjilias**	432·0	56·2	25·6	**Syra**	T.3Cy.22″,36″&65″–48″ &	28 *ft* 2	
~~299—520~~			*4818*	*withfreeboard*				10mo	ilton&Co.Ld.		447·0(O.L.)			Greek	exhaust turbine driving	*s* 3 *in* 4½	
SVVS	1*Dk*&*Shelter dk*		3122	7,38 ~~7,36~~		LMC10,3			PortGlasgow		F33′		FK	*Cem*	steam compressor	25 *in* 0½	
	Cruiser Stern							*Lloyd's*s*A&CP*		*Intermediate BH*	*dispensed with Coll*			1*BHtoShdk*	220lb (*s*) 455NHP		
								*CellDB*368′1133*tF*			*PT*127*t* *APT*206*t*			5 „ „2*nd*„	2SB(FD)&1AuxSB,8*cf*,		
	Carrying fuel oil F.P. above 150° F. *in deep tanks*														GS139,HS6140		
	Fitted for oil fuel 1,39 *F.P. above* 150° F.														Rankin&BlackmoreLdGrk		
80213	—		1298					1921	N.V.Ijsel-	**Koninkl.Nederl.**	217·7	33·7	13·0	**Amstrdam**	T.3Cy.13½″,22½″&38″–27″		V
	Fitted for oil fuel		765						werf	**Stoomb.Maats.**	Q77′			Dutch	75NHP		
PGFF	*Cruiser Stern* 2*Dks*		726						Kampen	**N.V.**				*WB*	N.V.Machf.Utrecht		
80214	—		648					1905	Akt.Ges.	**Dampfschifffahrts**	179·8	28·1	12·6	**Bremen**	T.3Cy.12½″,19¹⁄₁₆″&31½″–21⅛″		G
			513						"Weser"	**Ges.Neptun**	Q54′B43′F19′			German	46NHP		
DOOD	1*Dk*		383						Bremen					*WB*	A.G."Weser,"Bremen		
80215	**Nerissa** Ⓟ		5583	✠100A1	NYk		CL	1926	W.Hamil-	**Bermuda&West**	349·5	54·3	30·4	**Hamilton,**	T.4Cy.27″,45″&(2)54″–45″	33 *ft* 0	
147369	ssNYk.No.3–6,36 ~~ssNYk.No.2–34~~		4243	*withfreeboard*			6,36	6mo	ton&Co.Ld	**IndiesS.S.Co.Ld.**	364·5(O.L.)			Bermuda	200lb (*r*) 732NHP	*s* 12·2½	
VQJF	*Ref.Mchy.* 2*Dks*(*Stl–Weather dk ws*)		3116	6,38 ~~6,37~~		6,38			Pt.Glasgow		B150′F63′		FK	British	4SB,16*cf*,HS12012 FD	21 *in* 0	
	3*rd dk*(*Stl*)*in holds*			~~D85,37~~		LMC~~9,3~~		*Lloyd's*s*A&CP*						8*BHptCem*	D.Rowan&Co.Ld.Glasgow		
	E.S.D. D.F. GyC. *Cruiser Stern*			loyd'sRM(4,38		39				*CellDB*285′692*t* *DTF*16′4	44*t* *Tanks in*			(7 to Wr dk			
	Strengthened for Navigation in ice										*way of tunnel* 127*t*			1 „ 2*nd* „)			
				Fitted for oil fuel 6,26			*F.P. above* 150° F.				*FPT*70*t* *APT*106*t*						

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Freeboard assigned. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard (amidships) Corresponding draught.	15 Freeboard assigned. Equipment Letter. Date.
80216	**Nerissa**	1 *Dk*	992 / 703					1936	Lübecker Maschb.Ges. Lübeck	A.Kirsten	232·5 / P23′	33·3 / B&F202′	11·8 / *Upper* F27′	Hamburg German *WB*	C.4Cy.(2)13″&(2)29$\frac{15}{16}$″–31½″ HS2368 160NHP Christiansen&Meyer, Harburg		G
DJRQ	*Ref.Mchy.*	*Cruiser Stern*	454														
80217	**Nerita**	*Oil Eng.*	425 / 258					1937	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/B Semo	142·5 / P53′F13′	24·8	11·6	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 8Cy.9$\frac{3}{4}$″–16½″ 134NHP Nydqvist&HolmA/B, Trollhättan		V
8192																	
SLCU	*Mchy.Aft*	*Cruiser Stern* 1 *Dk*	137														
		Carrying Petroleum in bulk															
80218	**Nerma**	1 *Dk*	1210 / 999 / 730					1921	A/S Köge Værft Kjöge	J.Lauritzen	239·9 / P26′B54′F27′	35·7	14·5	Esbjerg Danish *WB*	C.4Cy.(2)12$\frac{3}{4}$″&27$\frac{3}{16}$″–27$\frac{9}{16}$″ NE30 96NHP Christiansen&Meyer, Harburg		N
OUJM																	
80219	**Nero**	*Oil Eng.*	388 / 293 / 160					1937	NVSchpsw Gebr.Pot. Bolnes	Koninkl.Nederl. Stoomb.Maats. N.V.	179·7 / P12′B&F156′	29·8	8·2	Amstrdam Dutch	Oil Engines 2S.C.SA 8Cy.10$\frac{1}{8}$″–18$\frac{7}{8}$″ 151NHP Gbr Stork&CoNVHengelo		V
PGFI	Wireless	1 *Dk* & *Shelter dk*															
	Mchy.Aft	*Cruiser Stern*															
80220	**Nerucci** Ⓟ (*ex*Canova-33,*ex*Arpád)		1235 / 1121				...	1892	Wigham Richrdsn&Co Newcastle	A.Lauro	236·6 / 230·5 / B45′F30′	33·1	20·0 / 12·4 / FK	Naples Italian *WB*	T.3Cy.22″,36″&59″–39″ NDB07 236NHP Wghm.Rchrdsn&Co.Nwc.	22 ″ 3	I †
458																	
IRBI		1 *Dk* & *Spar dk* & *deep framing*	714														
80221	**Nerva** (*ex*Gwentgate-35, *ex*Forestgate)	*ss*Npt.No.2-33	1564 / 1383	✝ ... 4,37	Npt	*q*		1924	Barclay, Curle&Co.Ld. Glasgow	Rederiaktieselsk. Nerva(Hilmar Reksten, *Mgr.*)	250·6 / P17′B58′F23′	39·8	17·9 / FK	Bergen Norwegian	T.3Cy.18″,30″&50″–33″ 160NHP	19 ″ 10	N †
9mo																	
LJBE	Wireless D.F.	1 *Dk*(*Stl*)	920	✝						*Cell DB* 204′454*t FPT* 72*t APT* 35*t*					2SB,*6cf*,GS93,HS2526 J.G.Kincaid&Co.Ld.Grk.		
80222	**Nestlea**	*Fitted for oil fuel*	4274 / 3989					1921	J.Priestman&Co. Sunderland	CliffsideShipping Co.Ld.(J.Morrison &Son, *Mgrs.*)	365·0	51·5	25·2	Newcastle British *WB*	T.3Cy.25″,41″&69″–48″ 330NHP G.Clark,Ld.Sunderland		N
145450																	
GFZK		1 *Dk* & *Shelter dk*	2583														
80223	**Nestor** Ⓟ	**TwinSc**	14629 / 11857					1913	Workman, Clark&Co.Ld. Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	563·2 / P75′B226′F67′	68·4	40·2	Liverpool British *WB*	T.6Cy.26″,44″&74″–51″ 782NHP Workman,Clark&Co Ld.		BT till 1·40
135456																	
GPYX	*Ref.Mchy.* D.F.	3 *Dks*	9116														
80224	—		1954				...	1918	ToledoS.B. Co. Toledo,O.	GeorgeD.Gratsos Co.Ld.	252·0 / P21′B64′F29′	43·5	18·9 / FK	Ithaca Greek *WB*	Oil Engines 4S.C.SA 6Cy.20$\frac{3}{4}$″–35$\frac{7}{8}$″ 253NHP *Emade*20*fitted*23 PacificDieselEng.Co. Oakland,Cal.	21 ″ 0	R †
	(*ex*FrankLynch-37, *ex*LakeSunapee)	*Oil Eng.* 1 *Dk*	1631 / 1053														
New "Otto", see No. 8547 in Supplement																	
80225	**Nestos** (*ex*Zenada-33,*ex*Arabian Prince)	*ss*Rot.No.3-11,33 *ss*Rou.No.1-37	5764 / 5489 / 3551	✝100A1 *Shelter dk* *with freeboard* 3,38 3,38	Ams Rot LMC5,37 B35,38	*z*	CL 6,36	1919	W.Pickersgill&Sons,Ld. Sunderland	Theofano MaritimeCo.Ld. (N.G.Livanos, *Mgr.*)	405·0 / F35′ *on Shelter dk*	52·3	31·9 / FK	Chios Greek *WB*	T.3Cy.26″,43″&78″–48″ (*s*) 180lb 546NHP 3SB,*9cf*,GS187,HS8340 Richardsons, Westgarth & Co.Ld.Sld.	34 ″ 6 ‹9 ″ 0½ 25 ″ 8½	
109								1mo									
SVLP		1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)						*Lloyd's SA&CP*		*Cell DB* 351′1295*t FPT* 129*t APT* 113*t*							
80226	**Nesttun**	1 *Dk*	1271 / 1113 / 736					1917	Huiskens & VanDyk Dordrecht	Skibs-A/S Argo (BirgerJorkjend, *Mgr.*)	237·9 / Q20′B59′F23′	36·6	15·9 / *WB*	Tvedestrand Norwegian	T.3Cy.17½″,29″&46″–36″ 127NHP Huiskens&VanDyk.Dord.		N
LEMX																	
80227	**Netravati** Ⓟ	*ss*Bom.2ndNo.3-1,34 *ss*Bom.No.1-38	1540 / 1399 / 699	✝100A1 *Spar dk* *with freeboard* 3,38 3,38	Bom LMC3,[illegible]		CL 2,38	1909	Greenock&Grngemouth Dockyard Co. Grngemouth	BombayS.Nav.Co. Ld.	246·8 / 258·3(O.L.)	36·2	14·3 / 21·5 BK84′ / *WB*=*FPT* 55*t*	Bombay British 200lb 6*BH Cem* *APT* 62*t*	T.3Cy.21$\frac{3}{4}$″,36″&59$\frac{1}{4}$″–42″(*s*) 310NHP 2DB,*12cf*,GS209,HS5410 Dunsmuir&JacksonLdGls	22 ″ 6 8 3 ″ 7 19 ″ 11	
122999								3mo									
VTCW		1 *Dk* & *Spar dk*(*Stl*-teak s) & *deep framing*						*Lloyd's SA&CP*									
80228	**Nettie**	*Oil Eng.*	477 / 366	✝100A1 9,38 7,37	Rot LMC7,37	*g*	OG	1937	N.V.Indus-trieeleMaats. "DeNoord" Alblasserdam	N.V.Motorschip "Nettie"(J. Vermaas' Scheepvaartbedrijf N.V.*Mgrs.*)	160·6 / 169·1(O.L.)	26·4	10·3 / Q43′F23′ / FK	Rottrdam Dutch	Oil Engines 4S.C.SA 8Cy.11″–17$\frac{1}{16}$″ 94NHP	11 ″ 10 ‹1 ″ 1$\frac{3}{4}$ 10 ″ 9	
PGGD	*Mchy.Aft*	1 *Dk* *Cruiser Stern* *Cargo battens not fitted*	261					7mo									
								Lloyd's SA&CP		*Cell DB* 109′141*t FPT* 56*t APT* 12*t*					Humboldt-Deutzmotoren, A.G.Köln-Deutz		
80229	**Nettuno**	**TwinSc**	5088 / 4482 / 2614					1916	Cantieri Navali Riuniti Palermo	ItalianNavy (Operated bySoc. Anon.Cooperativa diNav.Garibaldi)	416·7 / P59′B104′F56′	51·2	28·3	Genoa Italian	T.6Cy.28$\frac{3}{4}$″,38$\frac{3}{4}$″&63$\frac{3}{4}$″–35$\frac{3}{4}$″ 484NHP Cant.Nav.Riuniti,Ancona		I
2031	*Fitted for oil fuel*	*Carrying oil in bulk*															
IANQ	*Mchy.Aft* D.F.	2 *Dks* *Longitudinal framing*															
80230	**Neuenfels**	**TwinSc**	8096 / 7504 / 4996					1925	Act.Ges. "Weser" Bremen	DeutscheDmpfs. Ges."Hansa"	469·9 / P133′B143′F90′	60·5	32·5	Bremen German	Oil Engines 4S.C.SA 12Cy.27½″–55″ 873NHP A.G."Weser,"Bremen		G
	Cruiser Stern	*Oil Eng.*															
DOPX	Sub.Sig. E.S.D.	2 *Dks*															
80231	**Neumark**	*Fitted for oil fuel*	7851 / 6613 / 4163					1930	Howaldtswerke A.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·0 / P36′B&F405′ / *Upper* F37′	63·1	28·3	Hamburg German *WB*	4 SteamTurbines SR geared to1Sc.Shaft *Emade*25 Blohm&Voss,Hamburg		G
DHRJ	Sub.Sig. D.F.	2 *Dks*															
80232	**Neuralia** Ⓟ	**TwinSc**	9182 / 6541 / 5624	✝ 12,15	Bkn	*e* †		1912	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *WB*=*Cell* *DB*a 130′*uE&B* 94′*f* 192′1341*t FPT*	480·5 / B149′F44′ *on Sh dk*	58·1	30·8 / FK	Glasgow British	Q.8Cy.23$\frac{1}{4}$″,33″,47″&68″–48″ 1131NHP 7SB,*21cf*,GS423,HS17633 Barclay,Curle&Co.Ld.Gls.	34 ″ 0	BT till 3·45
133081	3 *Dks*(*UStl*-teak s)2*nd dk*(*Stl*-ws)&							12mo									
GMLS	D.F.	*Shade dk*(*Stl*-teak s)															
80233	**Neuss**	**TwinSc**	1243 / 1018 / 673					1935	Howaldtswerke A.G. Hamburg	Schiffahrts-u. Assekuranz-Ges.E.Russ&Co.	241·1 / B44′Q92′F31′	35·6	14·2	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.11$\frac{1}{16}$″–16$\frac{9}{16}$″ 289NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
		Oil Eng.															
DJQJ	Sub.Sig.	1 *Dk* *Cruiser Stern*															
80234	**Neva** (*ex*Essequibo-35)	**TwinSc** *ss*Sou.No.3-7,35	*8489* / *4264*	✝ ... 12,35	Sou	*c* †		1914	Workman, Clark&Co.Ld. Belfast	U.S.S.R.	450·3 / P78′B218′F71′	57·8	30·6 / FK	Leningrad Russian	Q8Cy 22″,31½″,45½″&65″–45″ 1055NHP 2DB&2SB,*24cf*,GS429, HS16790 Wrkman,Clark&Co.Ld.Bel	34 ″ 0	
	D.F. 2 *Dks*(*Stl*)& 3*rd dk*(*Stl*) except in *Ref Mchy.*	*Boiler Space & Cross Bunker* *Fitted for oil fuel*	*5134*	✝						*Cell DB*a 117′ *uE&B* 101′	*f* 171′ 1475*t FPT*						
80235	—	*Oil Eng.*	3113 / 2705					1930	S.B.Yard André Marti Leningrad	U.S.S.R.	326·2 / P21′B90′F29′	48·6	22·6 / FK	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.23$\frac{5}{8}$″–39$\frac{3}{8}$″ 587NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
UOVX	*Ref.Mchy.*	2 *Dks*	1778														

Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel — Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terre-plein maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'Arbre portes-étanches.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après la formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre des côtes Inscrit dans le L. R. Dirige Cert Roof Trade
80236	**Neva**	1456	✠100A1	Hbg	*p*	OG	1928	Hlsingbrgs	A/B Transmarin	247·3	38·1	15·2	Hlsngborg	T3Cy16½",29½"&46½"-27⅝"	17 " 6	
7408	*Well deck* *ss*Hbg.No.2-35	1112	~~5,07~~7,374,39			~~7,38~~	1mo	Varfs.Aktieb	(S.Redig, *Mgr.*)	258·0(O.L.)			Swedish	200lb (*s*) 145NHP	s " 8½	
SFQO	*Cargo battens not fitted* 1*Dk*(*Stl*)	795	~~MS8.37~~ ✠LMC2,35			1,30	*Lloyd's*A&CP	Helsingborg		P19'Q75'B104'F23'			4*BHCem*	2SB,*4cf*,GS68,HS2337	16 " 11¼	
	Strengthened for Navigation in Ice		DS ~~5,38~~,39							FK				Helsingbrgs Varfs.Aktieb.		
										Trunk in after well						
									*Cell*D	B211'437*t* *FPT*			28*t* *APT*54*t*			
80237	**Nevada** (*ex*WinifredO'Donnell,	6915					1919	Bethlehem	TheTexasCompany	434·8	56·2	31·8	Wilmgton	T.3Cy.27",47"&78"-48"		R
217744	*ex*Cape *Carrying Petroleum in bulk*	—						S.B.Corp.Ld.		P92'B50'F42'			(Del.)	421NHP		
WTUO	Henlopen,*ex*Houma) *Fitted for oil fuel*	4261						Sparrow'sPt					Utd.States	BethlehemS.B.Corp.Ld.		
	Mchy.Aft D.F. *Longitudinal framing*							Md					*WB*	Sparrow'sPt.Md.		
80238	—	5693					1918	Bremer	Cie.Générale	420·2	56·2	28·3	St. Nazaire	Q.4Cy.24",34⅞",50⅝"&72⅜"-		V
	(*ex*Rovuma)	—						Vulkan	Transatlantique	P&B333'F58'			French	53½" 386NHP		
FNTG	2*Dks*	3499						Vegesack					*WB*	Bremer Vulkan, Vegesack		
80239	—	3766					1917	Helsingörs	DetForenede	361·9	50·2	23·7	Copnhagn	T.3Cy.26",45"&71"-42"		V
		3224						Jernsk&Msk.	DampskibsSelsk.				Danish	327NHP		
OZIC	D.F. 2*Dks*	2302						Elsinore					*WB*	HelsingörsJernsk.&Mskb.		
80240	— Ⓟ	1685					1915	Manitowoc	MuskegonDock&	221·2	42·2	24·7	GrandHvn,	T.3Cy.28½",34½"&56"-36"	29 " 0	
213782	(*ex*Rogday,*ex*Nevada)	—						S.B.&D.D.Co.	FuelCo.				Mich.	188NHP		
WOGS	D.F. 3*Dks*	965						Manitwc,Wis					Utd.States	GtLakesEngWrks.Detroit		
													WB			
80241	**Nevadan** (*ex*Montpelier,*ex*Bochum)	4734	✠ ...	SFo	*c* †		1912	Akt.Ges.	American-	460·0	57·9	26·7	NewYork	T.3Cy.29⅞",47½"&77⅛"-54"	29 " 10	R
215545	*ss*N.Yk.No.3-7,23	4097	5.34				7mo	"Neptun,"	HawaiianS.S.Co.	P&B382'F57'			Utd.States	733NHP		†
WACP	*ss*S.Fo.No.2-31	2829	✠					Rostock					9*BHCem*	4SB,*12cf*,GS248,HS11207		
	Well deck *Fitted for oil fuel*								*Cell*D	*Ba*140'*uEq*B72'*f*			194'1600*t*	A.G."Neptun,"Rostock		
	D.F. 2*Dks*(*Stl*)&*lower dk in forehold*															
80242	**Nevasa** Ⓟ **TwinSc**	9213	✠	Lon	*c* †		1913	Barclay,	BritishIndiaStm.	480·4	58·1	30·8	Glasgow	Q.8Cy.23½",33",47"&68"-48"	34 " 0	BT
133102		6541	1.14				3mo	Curle&Co.Ld	Nav.Co.Ld.	B149'F44'*on Sh dk*			British	1131NHP		till
GMLT	D.F. 3*Dks*(*U Stl*-teak s2*nd dk*	5678	✠					Glasgow		FK			8*BHCem*	7SB,*21cf*,GS423,HS17633		8-39
	Stl-ws)&*Shade dk*(*Stl*-teaks)								*WB*=*Cell*D	B a130'*uEq*B	94'*f*192'1341*t* *FPT*		64*t* *APT*53*t*	Barclay,Curle&Co.Ld.Gls		
80243	**Nevastroi** (*ex*Bellingham)	4837			...		1918	ToddD.D.	U.S.S.R.	379·8	53·0	27·0	Vladvostk	T.3Cy.24",40"&70"-48"	29 " 3	
		4382						&Const.Corp.		P39'B102'F42'			Russian	472NHP		
UOBF	2*Dks*&*Web frames*	3622						Tacoma,Wsh		FK			*WB*	SeattleConst.&DryDock		
	Longitudinal framing													Co.Seattle		
80244	**Nevona** (*ex*Newona)	2261					1909	Swan,Hun-	SocietàItaliana	257·0	43·1	22·0	Rhodes	T.3Cy.20½",33"&54"-36"		I
13	*Fitted for oil fuel*	1975						ter&Wigham	Petroliere	250·4			Italian	175NHP		
IBJY	D.F. *Mchy.Aft* 1*Dk*	1242						Richardson,	d'Oriente(Agenzia	F42'			*WB*	N.E MarineEngCo.Ld.Nwc		
	Carrying Petroleum in bulk							Ld.Newcastle	Marittima							
									Italiana,Csp.							
									G.Folcini, *Mgrs.*)							
80245	**New Bedford** Ⓟ	1116					1928	Bethlehem	NewEnglandS.S.	202·6	36·2	13·0	N.Bedford,	T.4Cy.16",26"&(2)30"-24"		
227565		—						S.B.Corp.Ld.	Co.				Mass.	88NHP		
WBFY	Wireless 2*Dks*	451						Quincy,Mass.					Utd.States	BethlehemS.B.Corp.Ld.		
80246	**New Brooklyn** *ss*Ams.No.1-38	6546	✠100A1	NYk	*a* †	CL	1920	Harland&	ElderDempster	412·6	55·8	34·4	Liverpool	T.3Cy.27",44"&73"-48" (*s*)	38 " 0	
143625	*Cruiser Stern* *ss*Bry.No.3-1,35	6222	*Shelter dk*	Ams		~~1,35~~	3mo	Wolff,Ld.	Lines,Ld.	429·0(O.L.)			British	180lb 517NHP	s 10"0½	
GDPB	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&	4039	*withfreeboard*			N9,38		Belfast		F40'*on Shelter dk*			*Cem*	3SB,*9cf*,GS190,HS7668 FD	28 " 3¼	
	2*nd dk*(*Stl*)*in fore holds&after main hold*		9,38 ~~10,37~~				*Lloyd's*A&CP			FK			6*BHto Sh dk*	Harland&Wolff,Ld.Bel.		
	Cargo battens not fitted in Shltr'tween dks		~~Periodical~~ ✠LMC										2 " " *U* "			
	Straight frames&bevelled bilge		*Carrying vegetable oil in deep tanks*						*Cell*D	B343'1571*t* *DTa*			23'858*t* *DTs*	*f*70'1360*t* *FPT*91*t* *APT*126*t*		
80247	**New Brunswick**	6529	✠100A1	Phl	*a* †	CL	1919	Harland&	ElderDempster	412·6	55·8	34·4	Liverpool	T.3Cy.27",44"&73"-48" (*s*)	38 " 0	
140632	*ss*N.Yk.No.3-7,31	6230	*Shelter dk*	NYk		N3,36	6mo	Wolff,Ld.	Lines,Ld.				British	180lb 517NHP	s 9 " 11½	
GBSW	*ss*N.Yk.No.1-35	4028	*withfreeboard*	BS9,38				Belfast		F40'*on Shelter dk*			*pt Cem*	3SB,*9cf*,GS190,HS7668 FD	28 " 8½	
	1*Dk*(*Stl*)&*Shltr dk*(*Stl*)		9,38 ~~10,37~~				*Lloyd's*A&CP			FK			6*BHto Sh dk*	Harland&Wolff,Ld.Bel.		
	Cruiser Stern		~~MS11.35~~						*Cell*D	B34	3'1571*t* *DTa*25'858		2 " " *U* "			
	Straight frames&bevelled bilge		*Carrying vegetable oil in deep tanks*								*t* *FPT*91*t* *APT*126*t*					
80248	**New Columbia**	6574	✠100A1	Phl	*a* †	CL	1920	Harland&	ElderDempster	412·6	55·8	34·4	Liverpool	T.3Cy.27",44"&73"-48" (*s*)	38 " 0	
144601	*ss*N.Yk.No.3-11,32	6222	*Shelter dk*	NYk		5,37	6mo	Wolff,Ld.	Lines,Ld.				British	180lb 517NHP	s 10"0½	
GDCS	*ss*Ams.No.1-37	4044	*withfreeboard*	BS8,38				Belfast		F40'*on Shelter dk*			*Cem*	3SB,*9cf*,GS190,HS7668 FD	28 " 3	
	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&		12,~~36~~ ~~12,37~~	✠LMC'6,37			*Lloyd's*A&CP			FK			6*BHto Sh dk*	Harland&Wolff,Ld.Bel.		
	2*nd dk*(*Stl*) *in for'd holds&*		*Fitted for oil fuel* 6,20			*F.P. a*	*above* 1	50° F.	*Cell*D	B343'1571*t*			2 " " *U* "			
	Cruiser Stern *after main hold*		*Carrying vegetable oil in deep tanks*							*DTa*23'858*t*	*DTs f*70'1360*t* *FPT*		91*t* *APT*126*t*			
80249	**New England**	534					1907	ForeRiver	HarborOil	168·0	30·1	11·5	NewYork	Oil Engines 2S.C.SA		
204647	*OilEng.*	—						S.B.Co.	TransportCo.of	len34			Utd.States	6Cy.14"-17" 206NHP		
WFFO	*Mchy.Aft* 1*Dk*	436						Quincy,Mass.	Connecticut,Inc.					NE32		
	Carrying Petroleum in bulk													FairbanksMorse&Co.		
														Beloit,Wis.		
80250	**New Haven**	2930					1907	Delaware	NewEnglandS.S.	275·7	45·1	16·7	N.LndnCn	T.3Cy.20",34"&56"-42"		
Wrecked 9,38		—						RiverCo.	Co.				Utd.States	203NHP		
204200								Chester,Pa.						DelawareRiverCo.Chester		
WRCN	2*Dks*	1986														
80251	**New Haven Socony** **TwinSc**	1242					1934	UnitedDry	Socony-Vacuum	251·3	40·0	12·8	NewYork	Oil Engines 4S.C.SA		R
233333	*Carrying Petroleum in bulk* *OilEng.*	—						DocksInc.	OilCo.Inc.	P54'			Utd.States	12Cy.13"-18" 198NHP		
WJFA	*Mchy.Aft* 1*Dk*	779						(StatenIslnd.						McIntosh&Seymour,N.Y.		
	Cruiser Stern							Plnt)Pt.Rich-								
								mond,N.Y.								
80252	**New Jersey**	6414	✠100A1	NYk	*a* †	CL	1921	TexasS.S.	TheTexasCompany	416·8	56·1	32·7	Wilmgton	T.3Cy.27⅝",45"&74"-51' (*s*)	32 " 10	
221805	*Mchy.Aft* *ss*N.Yk.No.3-8,34	6086	~~6,352,38~~ 6,39			6,37	12mo	Co.					(Del.)	190lb 549NHP		
KDWD	D.F. *ss*N.Yk.No.1-37	3959	✠LMC					Bath,Me.		P107'B35'F33' FK			Utd.States	3SB,*9cf*,HS7979 FD		
	2*Dks*(*Stl*)&*Web frames*		MS7.37	B~~S~~ ~~3,38~~				A&CP					16*BHpt Cem*	Hooven,Owens,Rent-		
	Longitudinal framing		*Carrying Petroleum in bulk*						*Cell*D Bu Eq	B64'209*t* *FPT*229*t*			*APT*130*t*	schlerCo.Hamilton,O.		
			Fitted for oil fuel 12,21			*F.P. a*	*above* 1	50° F.								
80253	**New Lambton**	2709	✠100A1	Nwc	*t*	CL	1924	S.P.Austin	TanfieldS.S.Co.Ld.	308·0	44·5	20·8	Newcastle	T.3Cy.21",35"&58"-39' (*s*)	23 " 0	
148053	*ss*Sld.No.3-10,36	2345	9,38 ~~9,37~~	Sld		9,36	2mo	&Son,Ld.	(W.B.Nisbet, *Mgr*)				British	180lb 261NHP	s 3 " 8½	
GCMK	1*Dk*(*Stl*)	1541	✠					Sunderland	*Cell*D B255'75*t*	P21'B60'F28' FK			6*BHpt Cem*	2SB,*6cf*,GS116,HS4476	19 " 6	
	D.F. *Cargo battens not fitted*						*Lloyd's*A&CP		*MTp*16'	*s*12'172*t* *FPT*163*t*			*APT*130*t*	N.E.MarineEng.Co.Ld.Sld.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or last Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Distinct Load Line Cert.
80254 206082 KJSP	**New London** 2 *Dks*	2818 — 1893					1909	Harlan & Hollingsworth Co. Wlmgtn, Del.	Central Vermont Transportation Co.	278·5	44·0	19·0	Prtlnd. Me. Utd. States	T.3Cy.21″,34″&56″–42″ 203NHP Harlan&HollingsworthCo Wilmington,Del.		
80255 149409 VGNC	**New Northland** (P) (*ex* Northland) *ss* Qbc. No. 2–34 *Ref. Mchy.* 2 *Dks* (2nd dk *Stl*)	3445 2249 2029	✠100A1 *with freeboard* 11,37 ~~8.86,37~~ ✠LMC Lloyd's RMC ~~Bs~~	Mtl	*u*	CL ~~6,35~~ 5,38	1926 4mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA&CP*	Clarke S.S. Co. Ld. *Cell D B 215′41*	287·7 B&F 279′ *3t D Ta 33′245t F P T*	47·2 FK *45t A P T 17t*	22·3	Quebec British	T.3Cy.23½″,38″&62″–42″ (*s*) 180lb 393NHP 3SB,*9cf*,GS158,HS6195 FD Swan,Hunter&Wigham Richardson,Ld.Nwc	24 ″ 6 s 6″10½ 18 ″ 0	
			Fitted for oil fuel 4,26			*F. P. above*		150° F.								
80256 220621 KDFB	**New Orleans** *Oil Eng.* Sub.Sig. Gy.C. 2 *Dks* *Longitudinal framing*	6172 — 3834					1920	Doullut & Williams S.B. Corp. Co. Inc. New Orleans	United States Maritime Commission	395·5 P 60′B 109′F 37′	55·0 *WB*	31·4	N. Orleans Utd. States	Oil Engines 2 S.C.D.A. 4 Cy.27½″–47½″ 1053NHP NE29 Hooven,Owens,Rentschler&Co.Hamilton,O.		R
80257 119596 MCJR	**New Pioneer** *ss* Mch. 2nd No. 3–11,30 *ss* Mch. No. 1–35 "Assimi," *see No. 87076* 1 *Dk* (*Stl*)	722 535 320	✠100A1 8,37 ✠LMC MS5.35 BS1.38	Mch	*k*	OG N10,35	1905 12mo	W. Dobson & Co. Newcastle *Lloyd's SA&CP*	Co-operative Wholesale Society, Ld. *WB = Cell D Ba 42′*	193·0 201·7(O.L.) P 19′B 53′F 44′ BK 7½′ *uE 17′f 83′164t F P T*	29·6 *4 B H Cem* *35t A P T 28t*	12·4	Manchestr British	T.3Cy.16″,27″&44″–30″ (*r*) 180lb 97RHP 2SB,*4pf*,GS122,HS2294 MacColl&Pollock,Ld.Sld.	14 ″ 6 s 1 ″ 0½ 14 ″ 2	
80258 113441 EIKQ	**New Sevilla** Twin Sc 4 Mst (*ex* Runic) D.F. (*Whale oil Factory*) 4 *Dks* *Fitted for oil fuel* *Carrying Whale oil and/or Fuel oil in bulk*	13801 13586 9902					1900	Harland & Wolff, Ld. Belfast	Sevilla Whaling Co. Ld. (Chr. Salvesen & Co. *Mgrs.*)	550·2 *uE 17′f 83′164t F P T*	63·3 *35t A P T 28t*	47·9	Dublin British	Q.8Cy.22″,31½″,46″&67″–51″ 641NHP Harland&Wolff,Ld.Bel.	51 ″ 1 s 16″4½ 35 ″ 1½	N
80259 140653 GCLW	**New Texas** *ss* N. Yk. No. 3–11,31 *ss* Bkn. No. 1–36 1 *Dk* (*Stl*) & Shelter dk (*Stl*) & 2nd dk in forward holds & after main hold *Straight frames & bevelled bilge* *Cargo battens not fitted in Shelter 'tween dks*	6568 6231 4044	✠100A1 *Shelter dk* *with freeboard* 12,38 ~~9,27~~ MS3.36 BS ~~2.11~~ 3.33 *Carrying vegetable oil in deep tank*	NYk Ams	*a*†	CL ~~2,36~~ 11,38	1919 9mo	Harland & Wolff, Ld. Belfast *Lloyd's SA&CP*	Elder Dempster Lines, Ld. *Cell D B 343′1571t*	412·6 F 40′ *on Shelter dk* *D Ta 28′858t F P T 91t*	55·8 FK *A P T 126t*	34·4	Liverpool British *Cem* 6 *B H to Sh dk* 2 ,, ,, *U* ,,	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s 9 ″11½ 28 ″ 3½	
80260 140658 GCLV	**New Toronto** *ss* N. Yk. No. 3–1,32 *ss* Cff. No. 1–36 1 *Dk* (*Stl*) & 2nd dk in forward holds & after main hold *Cruiser Stern* *Straight frames & bevelled bilge* *Cargo battens not fitted in Shelter 'tween dks*	6568 6231 4044	✠100A1 *Shelter dk* *with freeboard* ~~2,37,27~~ ✠LMC MS2.36 ~~BS7.~~ *Carrying vegetable oil in deep tank*	Phl ~~NYk~~ NNs	*a*†	CL ~~2,36~~ 2,39	1919 10mo	Harland & Wolff, Ld. Belfast A&CP	Elder Dempster Lines, Ld. *Cell D B 343′1571t D Ta 23′858t*	412·6 F 40′ *on Shelter dk* *F P T 91t A P T 126t*	55·8 FK	34·4	Liverpool British *Cem* 6 *B H to Sh dk* 2 ,, ,, *U* ,,	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s 9 ″11½ 28 ″ 3½	
80261 148838 GFDK	**New Westminster City** D.F. *Fitted for oil fuel* 1 *Dk* & *Shelter dk*	4747 4432 2882					1929	W. Gray & Co. Ld. Sunderland	Reardon Smith Line Ld. (Sir W. R. Smith & Sons, Ld. *Mgrs.*)	400·0 F 41′	54·3	25·6	Bideford British *WB*	T.3Cy.25″,42″&70″–48″ 339NHP Cen.Mar.E Wrks.Ld W Hpl		C
80262 217618	**New Windsor** *Fitted for oil fuel* 2 *Dks* & *Web frames*	5590 5042 3451			…		1919	Newburgh Shipyards Inc Newburgh, N.Y.	United States Maritime Commission	400·5 P 36′B 124′F 44′	54·2 FK	30·0 *WB*	New York Utd. States	2 Steam Turbines DR geared to 1 Screw Shaft 645NHP Westinghouse Electric& Mfg. Co. Pittsburgh, Pa.	32 ″ 10	
80263 DJNY	**New York** (P) Twin Sc *Fitted for oil fuel* *Ref. Mchy.* Sub.Sig. *Cruiser Stern* 5 *Dks* D.F. Gy.C. *Corrugated sides*	22337 15607 12301					1927	Blohm & Voss Hamburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	645·6 79·0 B 306′F 97′ len 34	72·4	42·1 *WB*	Hamburg German	8 Steam Turbines SR geared to 2 Sc. Shafts NE&B30 Blohm&Voss,Hamburg		G
80264 213937 WBCG	— *Mchy. Aft* D.F.	6400 6064 4014	✠100A1 ~~9,38~~ 8,38 BS4,39 ✠LMC MS2,37 ~~8,38~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,16	NYk	*a*†	CL 8,37 *F. P. above*	1916 4mo	Fore River S.B. Corp. Quincy, Mass. A&CP	The Texas Company *Cell D B u E&*	416·8 P 107′B 35′F 33 *B 64′209t F P T 229t* 150° F	56·1	31·1 FK	Wilmgton (Del.) Utd. States 16 *B H Cem* *A P T 130t*	T.3Cy.26¼″,44″&74″–51″ (*r*) 190lb 549NHP 3SB,*9cf*,GS191,HS7979 FD Fore River S.B. Corp Quincy	32 ″ 9 s 6 ″ 4½ 26 ″ 7	
80265 223901 WECF	— (P) Twin Sc *Fitted for oil fuel* D.F. Gy.C. 2 *Dks* *Cruiser Stern*	4989 — 2703					1924	Bethlehem S.B. Corp. Ld. Sparrow's Point, Md.	Eastern S.S. Lines. Inc.	385·3	72·5	20·9	Portsmth, N.H. Utd. States	4 Steam Turbines SR geared to 2 Screw Shafts Bath Irn. Wrks. Bath, Me.		R
80266 206239 KJSR	— 2 *Dks*	2818 — 1893					1909	Harlan & Hollingsworth Co. Wlmgtn, Del.	Central Vermont Transportation Co.	278·5	44·0	19·0	Prtlnd. Me. Utd. States	T.3Cy.21″,34″&56″–42″ 203NHP Harlan&Hollingsworth Co. Wilmington,Del.		
80267 134720 GKJS	**New York City** ~~*ss* Brs. No. 1–36~~ *ss* Brs. No. 2–36 D.F. 2 *Dks* (*Stl*) 3rd tr B in No. 3 hold	2710 ~~Upper 1,38~~ 2499 1623	✠100A1 4,39 ~~Main 3,37~~ ✠LMC ~~4,39~~ 5,39	Brs	*u*	CL 4,38	1917 12mo	C. Hill & Sons Bristol *Lloyd's SA&CP*	Bristol City Line of Steamships, Ld. (C. Hill & Sons, *Mgrs.*)	311·0 P 31′B&F 259′ *Cell D B 259′554t F P T*	42·8 FK	23·6	Bristol British 5 *B H Cem* 90t *A P T 25t*	T.3Cy.24″,39″&66″–45″ (*s*) 180lb *100lb* 357NHP 2SB,*6cf*,GS111,HS4839 FD Richardsons,Westgarth& Co. Ld. W. Hpl.	26 ″ 0 s 2 ″ 5 23 ″ 9½	
80268 148126 VGPT	**New York News** (*ex* Belvoir–33) *ss* Tto. No. 3–1,37 *Mchy. Aft* 1 *Dk* (*Stl*) D.F. *Cargo battens not fitted*	2310 2054 1672	✠100A1 *with freeboard* 11,37 ✠LMC BS1.37 *For Service on the Great Lakes & River St. Lawrence & to Galveston*	Mtl		CL 1,37	1925 6mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA&CP*	Quebec & Ontario Transportation Co. Ld. 3 *W.T.B. also inter*	248·1 256·0(O.L.) F 42′ *mediate BH in holds* *Cell D B 220′560t*	43·7 FK (*lower part W.T.*) *F P T 133t A P T 8t*	22·9	Montreal British *pt Cem*	T.3Cy.17″,28″&46″–36″ (*s*) 200lb 171NHP 2SB,*4cf*,GS84,HS2963 McColl&Pollock,Ld.Sld.	25 ″ 0 s 5 ″ 6½ 19 ″ 7½	
80269 231376 KLHF	**New York Socony** Twin Sc *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk*	1540 1316 933					1932	Bethlehem S.B. Corp. Ld. Sparrow's Pt. Md.	Socony-Vacuum Oil Co. Inc	254·6 P 65′B 21′F 34′	45·7	14·3 *WB*	New York Utd. States	Oil Engines 4 S.C.S.A. 12 Cy.13″–18″ 198NHP McIntosh&Seymour Corp. New York		R

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. / Terme assigné maintenant expiré. Lettre d'Enrôlement.	7	7* Date de la dernière Visite de flotte porte-hélice.	8 Construit. Quand. / Navire. / Mach	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course—Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Longueurs où sont mesurés les francs-bords.
80270	**New Zealand**	TwinSc	9311	✠100A1	SFo	*e*†	CL	1930	Barclay,	ErlingH.Samuel-	484·3	65·5	36·9	Oslo	Oil Engines 2S.C.SA	36 ″ 9	
	Oil Eng.		8823	~~10,37~~ 11,38 Got			~~10,37~~	5mo	Curle&Co.Ld.	sensRederiI.A.S				Norwegian	8Cy.18⅞″–74″ 880NHP	s 8 ″ 4½	
LDNP	✠Got.No.2–38 ~~ssRot.No.1,34~~		5665	~~✠~~LMC CS11,			11,38		Glasgow	(E.H.Samuelsen,	P114′B31′F50′	FK		18*BH*	2DB*120lb*	28 ″ 7½	
	Mchy.Aft 2*Dks*(*Stl*)&*Web frames*			DBS7,38 6,36				*Lloyd's*s&*CP*		*Mgr.*)	*FPT*227*t* *APT*257*t*			(11 *to U dk*	Barclay,Curle&Co.Ld.Gls.		
	D.F. *Longitudinal framing*			*Carrying Petroleum in bulk*				*Cell DBuE*38		6′387*t* *DTf*45′623*t*				7 ,, 2*nd* ,,)			
80271	**New Zealand Star**	TwinSc	10740	✠100A1	Lon		CL	1935	Harland&	BlueStarLine,Ld.	524·2	70·4	32·3	Belfast	Oil Engines 4S.C.SA	35 ″ 0	
163213	*Ref. Mchy.* *Oil Eng.*		8839	*withfreeboard* Liv			6,37	3mo	Wolff,Ld.		542·9(O.L.)			British	20Cy.29¾″–59½″ 1631NHP	s 5 ″ 7½	
GYCR	Sub.Sig. D.F. 2*Dks*&*Shelter dk*		6524	1,32 ~~1,38~~					Belfast		B193′F72′	FK		8*BHpt Cem*	2DB*100lb*	29 ″ 7	
	E.S.D. GyC. *4th dk in Nos.2&3holds*			~~Lloyd's R~~				*Lloyd's*s&*CP*		*Duct keel forward*	*of mchy. space*	(		*Coll to Sh dk*	Harland&Wolff,Ld.Bel.		
	Cruiser Stern			1,38 S1,39				*Cell DB*391′22		*Cell DB*314′980*t*	*FPT*126*t* *APT*172*t*			7 ,, 2*nd* ,,)			
80272	**Newbrundoc**		1934					1928	Swan,Hun-	PatersonSteam-	252·8	43·3	17·8	Ft William	T.3Cy.15″,25″&40″–33″		C
143466			1635						ter&Wigham	ships,Ld.				British	92NHP		
	Mchy.Aft 1*Dk*		1152						Richardson,					*WB*	Swan,Hunter&Wigham		
									LdNewcastle						Richardson,Ld.Nwc.		
80273	**Newbury**		5102	✠100A1	Npt	*y*	CL	1927	R.Duncan	AlexanderShippng	404·9	53·0	27·5	London	T.3Cy.27″,44″&78″–48″ (*s*)	30 ″ 0	
149773		ssShl.No.2–36	4795	6,38 ~~4,07~~	Clf		N7,36	1mo	&Co.	Co.Ld.(Capper,	418·4(O.L.)			British	180lb 503NHP	s 5 ″7½	
GMWZ		2*Dks*(*Stl*)	3196	~~BS1,37~~ ✠LMC					Pt.Glasgow	Alexander&Co.	P35′B128′F41′	FK		*Cem*	3SB,*9cf*,GS178,HS7345 FD	24 ″ 7	
				6,38				*Lloyd's*s&*CP*		*Mgrs.*)	*hold dispensed with*			5*BH to U dk*	Rankin&BlckmoreLd.Grk.		
								Intermediate 'tw		*een dk BH in after*	1040*t* *DTa*30′860*t*	*A*		1 ,, ,,2nd ,,			
										*Cell DB*350	*PT*200*t*						
80274	**Newchwang**		2482					1922	Scott's S.B.	ChinaNavigation	295·8	44·2	19·6	London	T.3Cy.18″,29″&47″–39″		
146635			2051						&E.Co.Ld.	Co.Ld.	B72′F42′			British	138NHP		
GDYQ		2*Dks*	1480						Greenock					*WB*	Scott'sS.B.&E.Co.Ld.Grk.		
80275	**Newfoundland** Ⓟ		6791	✠100A1	Liv	*a*†	CL	1925	Vickers,	JohnstonWarren	406·1	55·4	31·8	Liverpool	Q.4Cy.31″,43″,62″&90″–57″	34 ″ 4	FT
147312		ssLiv.No.3–3,38 ~~ssLiv.No.2–08~~	5389	*withfreeboard*			2,38	6mo	Ld	Lines,Ld.	423·7(O.L.)			British	215lb (*s*) 1047NHP	s 9 ″ 3½	111
GKJF	D.F.	2*Dks*(*Stl*)(*weather dk-ws*)	3828	~~3,07~~ 4,39					Barrow	(Furness,Withy&	B145′F42′	FK		5*BHpt Cem*	5SB(Spt),*20cf*,GS377, FD	25 ″ 4½	3,39
	Ref. Mchy.	3*rd dk*(*Stl*)*in holds*		~~B3,38~~	MC			*Lloyd's*s&*CP*		Co.Ld. *Mgrs.*)	*Duct keel forwd*			2 ,, *to2nddk*	HS16095		
	E.S.D.	*Cruiser Stern*		~~Lloyd's R~~							*of ER*71′				Vickers,Ld.Barrow		
				~~1,38~~ S4,39 4,39				*Cell DB*329′141*t*		*DTf*23′291*t* *DTa*23′357*t*					*FPT*71*t* *APT*126*t*		
				Fitted for oil fuel			6,25 *F.P.*	*above* 150° F.									
80276	**Newhaven** Ⓟ	TrpSc	1888					1911	Forg.& Ch.	Chemins de Fer de	293·3	34·6	21·4	Dieppe	3 Steam Turbines		V
			1520						de la Médit.	l'Etat Français				French			
FOTT	D.F.	2*Dks*	695						Havre	(Southern Rly.					Forg.&Ch.de la Médit.Hav.		
		Fitted for oil fuel								*Mgrs.*)							
80277	**Newlands** (*ex* Maria Kyriakides)		1556	✠100A1	Sld	*p*	CL	1921	Bow,Mc-	TulleyShippingCo.	240·2	36·1	19·1	Hull	T.3Cy.17″,27″&45″–33″ (*s*)	21 ″ 3	
162237		ssGmh.No.3–4,31	1387	1,39 ~~9,37~~	Cff		~~10,37~~	5mo	Lachlan&Co.	Ld. (W.Tulley&Co.				British	180lb 170NHP	s 2 ″ 10	
MPZR		ssGmh.No.1–35	855	~~BS10,36~~ ✠LMC			12,38		Ld. Paisley	Ld. *Mgrs.*)	B52′F27′	FK		4*BH Cem*	2SB,*4cf*,GS90,HS3217	18 ″ 7	
		1*Dk*(*Stl*)		~~BS9,37~~ MS1,37				*Lloyd's*s&*CP*		*Cell DB*196′389*t* *FPT*				120*t* *APT*75*t*	Bow,McLachln&CoLdPsy.		
		Cargo battens not fitted															
80278	**Newminster**		967	✠100A1	Nwc	*o*	CL	1925	Hawthorn,	Tyne-TeesSteam	231·2	35·1	14·3	Newcastle	T.3Cy.20″,31″&53″–36″ (*s*)	16 ″ 6	
148131		ssNwc.No.3–4,37 ~~ssNwc.No.2–32~~	791	*withfreeboard*	Lon		4,37	7mo	Leslie&Co.Ld	ShippingCo.Ld.				British	180lb 240NHP	s ″ 6	
MNGZ		1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	406	3,38 ~~4,37~~	✠LMC				Newcastle		B63′	FK		4*BH Cem*	2SB,*6cf*,GS135,HS4476	16 ″ 2	
				MS10,35	S			*Lloyd's*s&*CP*		*Cell DBa*&*uE*60′	*f*104′168*t*	(		*Coll to Sh dk*	Hawthorn,Leslie&Co.Ld.		
				4,37	6,									3 ,, 2*nd* ,,)			
80279	**Newton**	3Mst	5001					1911	Fore River	KoppersCoalCo.	389·0	54·6	28·0	Boston	T.3Cy.25″,41″&68″–48″		R
209388			4412						S.B.Co.	(MysticS.S.Co.				Utd.States	320NHP		
WJCV	*Mchy.Aft* Sub.Sig.	1*Dk*	3093						Quincy,Mass.	*Mgrs.*)				*WB*	ForeRiverS.B.Co.Quincy		
80280	**Newton Ash**		4625	✠100A1	Nwc	*x*	CL	1925	W.Pickers-	TynesideLine,Ld.	372·8	54·6	26·8	Newcastle	T.3Cy.25″,41″&68″–45″ (*s*)	29 ″ 3	
148123		ssNwc.No.3–1,38	4248	~~1,38~~ ~~10,08~~	Mch		~~12,07~~	3mo	gill&Sons Ld.	(J.Ridley,Son&				British	180lb 346NHP	s 5 ″7½	
GFMP	D.F.	1*Dk*(*Stl*)&*Web frames*	2792	4,39 ✠	C		4,39	*Lloyd's*s&*CP*	Sunderland	Tully, *Mgrs.*)	P57′B111′F36′	FK		6*BH Cem*	3SB(Spt)*9cf*,GS145,HS5466	23 ″10½	
		CruiserStern Corrugated sides													N.E.MarineEng.CoLd.Sld.		
		Longitudinal framing in DB& at decks								*Cell DB*325′10	64*t* *FPT*131*t*				*APT*283*t*		
80281	**Newton Beech**		4651	✠100A1	Bkn	*x*	CL	1925	W.Pickers-	TynesideLine,Ld.	372·8	54·6	26·8	Newcastle	T.3Cy.24″,41″&68″–45″ (*s*)	29 ″ 3	
148139		ssBkn.No.3–4,38	4248	~~4,38~~ 12,38	Nwc		4,38	10mo	gill&Sons,Ld.	(J.Ridley,Son&	387·1(O.L.)			British	180lb 346NHP	s 5 ″7½	
GLTF	D.F.	1*Dk*(*Stl*)&*Web frames*	2816		C				Sunderland	Tully, *Mgrs.*)	P37′B111′F36′	FK		6*BHpt Cem*	3SB(Spt)*9cf*,GS145,HS5466	23 ″ 10½	
		Longitudinal framing in DB& CruiserStern Corrugated sides at decks		~~BS2,37~~ 11,38	MS4,38			*Lloyd's*s&*CP*		*Cell DB*	325′1064*t* *FPT*131*t*			*pt Asp*	N.E.MarineEng.CoLd.Sld.		
														*APT*283*t*			
80282	**Newton Moore**		5673	✠100A1	Sld		CL	1937	J L Thomp-	BespianS.S.Co.Ld.	409·3	57·6	29·1	London	T.3Cy.22″,37½″&63″–45″ (*s*)	31 ″ 7	
165405			5128	1,39 ~~12,37~~	Vcr			2mo	son&Sons,Ld.		425·3(O.L.)			British	220lb (FD 395NHP	s 6 ″ 9¾	
GZXX	D.F. E.S.D.	1*Dk*	3407	~~✠~~ MC2,37					Sunderland		P35′B122′F32′	FK		6*BH Cem*	3SB(Spt)*9cf*,GS140,HS5580	25 ″ 0	
		Cruiser Stern						*Lloyd's*s&*CP*		*Tank in*					GeorgeClark(1936)Ld.Sld.		
		Cargo battens not fitted								*Cell DB*294′1228*t*	*way of tunnel* 315*t*	*FPT*165*t*		*APTs*225*t*			
80283	**Newton Pine** (*ex* Fernlea)		4212	✠100A1	Bry	*x*	CL	1925	Sir J Priest-	TynesideLine,Ld.	365·0	51·5	25·1	Newcastle	T.3Cy.23½″,41″&69″–48″ (*s*)	27 ″ 6	
149403		ssBk.No.3,38 ~~ssId.No.3–35~~	3946	*withfreeboard*	Bkn		2,37	12mo	man&Co.	(J.Ridley,Son&				British	180lb 380NHP	s 2 ″ 10	
GCRK		1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2548	8, ~~11,37~~			7,38		Sunderland	Tully, *Mgrs.*)	F35′	FK		6*BH Cem*	3SB(Spt)*9cf*,GS165,HS6159	24 ″10½	
				~~✠~~ LMC				*Lloyd's*s&*CP*				(		*Coll to Sh dk*	Richardsons,Westgarth&		
										*Cell DB*315′994*t*	*FPT*125*t* *APT*247*t*			5 ,, 2*nd* ,,)	Co.Ld.Sld.		
80284	**Ngakoa**		507	100A1				1938	NV Schpsf.	W.A.Wilson	166·6	27·1	8·9	S'thamptn	Oil Engines	11 ″ 0	
166780		*Oil Eng.*	324						v/hDeGroot					British	6Cy.12⅝″–17½″	s 3 ″10½	
For full particulars see No. 89303 in Supplement			251	(*Class Contem plated*)					&VanVliet		P31′Q66′B10′F11′					10 ″ 9½	
	Mchy.Aft	*Cruiser Stern*							Slikkerveer								
80285	**Ngakuta**		1775	✠100A1	Syd	*q*	CL	1913	Smith's	BlackballCoal	275·0	39·0	17·6	Wellingtn,	MtrnWerkeMannheim AG		
128829		ssSyd.2ndNo.3–8,38 ~~ssWlg.No.3–1,26~~	1398	8,38 ~~1,26~~				8mo	Dock Co.Ld.	MinesProprietary,				N.Z.	T.3Cy.21″,34″&56″–36″ (*s*)	18 ″ 5	
ZMDG		~~ssSyd.No.2–34~~	944		✠LMC				Middlesbro'	Ld.(C.G.White,	P24′B63′F23′	FK		British	180lb 248NHP	s 2 ″ 8½	
		1*Dk*(*Stl*)			DS1,38			*Lloyd's*s&*CP*		*Mgr.*)				4*BH Cem*	2SB,*6cf*,GS120,HS4440	16 ″ 2	
		Cargo battens not fitted								*W B* = *Cell DBa*82′*u*	*E*20′*f*108′465*t* *FPT*			36*t* *APT*70*t*	Richardson,Westgarth		
															&Co.Ld.Mdb.		
80286	**Ngapuhi** Ⓟ	TwinSc	703	✠	Auk	*j*		1900	Gourlay	NorthernSSCo.Ld.	190·0	30·0	12·8	AucklndNZ	T.6Cy.18″,21″&34″–24″	13 ″ 6	
102329		ssAuk.No.2–05	486	5,11				6mo	Bros.&Co.		B90′F24′			British	161NHP		
ZMFQ		1*Dk*(*Teak*)	311	~~✠LMC~~					Dundee		*pt Shaded dk*35′	FK		6*BH Cem*	1SB,*3cf*,GS62,HS2419		
											WB = *FPT*25*t*			*Tanka*16*t*	Gourlay Bros.&Co.Dundee		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any* / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. (✠ for Special Survey.) Date of last Survey.	6 Port of Survey.	7 Years Assigned now applied. Equipment.	7* Date when bill shall last were.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Passengers in which classed if not in L.R. Passenger Certificate.
80287 161722	**Ngaroma** *Oil Eng.* *ss* Sou. No. 1–35 *Mchy. Aft* *Well deck*		503 345 245	✠100A1 12,37 ✠LMC8, ✠LMC(M)9,	Hul	*g*	06 8,36	1931 3mo	N.V. Indus. trieele Maats. De Noord Alblasserdam *Lloyd's SA&CP*	W.A. Wilson *Cell D*	159·0 | 25·7 | 10·0 P42'Q41 F21' FK *B* 102'119*t* *FPT* 69*t* *1 Dk (Stl)* *Cargo battens not fitted*	S'thamptn British *3 BHCem* *APTs* 20*t*	Oil Engines 4S.C.SA 6Cy. 11½"–17½" 81NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	12 " 2 s 3 " 11⅜ 11 " 6½	
80288 165124	**Ngarua** *Oil Eng.* *Mchy. Aft* *Cruiser Stern*		606 361 318	✠100A1 1,38 ✠LMC1,38	Rot	*h*		1938 1mo	N.V. T. van Duijvendijk's Schpsw. Lekkerkerk *Lloyd's SA&CP*	W.A. Wilson *Cell D B* 1	162·5 | 28·8 | 9·6 170·0 (O.L.) P45'Q102'F17' FK 02'163*t* *FPT* 54*t* *AP T* 30*t*	S'thamptn British *3 BHCem*	Oil Engines 2S.C.SA 6Cy. 9⅛"–16⅛" 102NHP Atlas-Diesel A/B, Skm.	11 " 10 s 4 " 2 11 " 6⅝	
80289 161740	**Ngatira** *Oil Eng.* ss Goo. No. 1–35 *1 Dk (Stl)* *Mchy. Aft* *Cruiser Stern* *Well deck* *Cargo battens not fitted*		525 351 260	✠100A1 11,37 ✠MC10, ✠LMC(M)9,	Hul	*g*	06 8,36	1931 10mo	N.V. Indus. trieele Maats. De Noord Alblasserdam *Lloyd's SA&CP*	W.A. Wilson *Cell D*	159·3 | 25·7 | 10·0 P42'Q50'F25' FK *B* 102' 119*t* *FPT* 64*t* *APTs* 36*t*	S'thamptn British *3 BHCem*	Oil Engines 4S.C.SA 6Cy. 11½"–17½" 81NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	12 " 2 s 3 " 8⅝ 11 " 9½	
80290 128851 ZMGF	**Ngatoro** *ss* Syd. 2nd No. 3–3,36 Wireless *1 Dk (Stl) & deep framing* *Cargo battens not fitted*		1140 897 586	✠100A1 ~~0,36~~ ~~3,38~~ 3,39 ~~3,38~~ 3,39 ✠LMC2,36	Syd	*n*	CL 3,37	1910 6mo	A. Rodger & Co. Port Glasgow *Lloyd's SA&CP*	Blackball Coal Mines Proprietary, Ld. (C.G. White, *Mgr.*) *Cell D Ba* 71'	225·0 | 33·1 | 15·5 233·6 (O.L.) P20'B60'F22' FK *u* E 15' *f* 84' 263*t* *FPT* *B* 28*t* *APT* 62*t*	Wellingtn, N.Z. British *4 BHCem*	T.3Cy. 18", 30"&48"–33" (*s*) 180lb 166NHP 2SB, *4cf*, GS 86, HS 2870 A. Rodger & Co. Glasgow	16 " 8 s 3 " 1½ 15 " 0¾	
80291 LEMY	**Ngow Hock** (*ex* Bratland–32, *ex* Dux) *1 Dk*		1329 1130 709					1920	New E. & S.B. Wks. Ld. Shanghai	A/S Arne Sveen's Rederi (Arne Sveen, *Mgr.*)	242·7 | 37·3 | 15·0 P58'H94*t*	Oslo Norwegian	T.3Cy 18½", 29"&49"–33" 138NHP New E. & S.B. Works, Ld.		N
80292 135193 GNXP	**Niagara** (P) TrpSc *ss* Syd. 2nd No. 3–1,37 ~~*ss* Syd. No. 3–1,36~~ ~~*ss* Syd. No. 2–33~~ *Ref. Mchy.* 3 *Dks (U & 2nd dk Stl–ws) & Shelter dk (teak s) & Web frames*		13415 8684 7582	✠100A1 *Shelter dk* *with freeboard* ~~2,36~~ ~~3,37~~ 1,39 ~~3,37~~ ~~3,37~~ Lloyd's RM *Fitted for oil fuel* 3,13	Syd	*it*	CL ~~3,36~~ ~~0,37~~ ~~1,37~~ 2,38 ~~2,38~~ 3,38 *F.P. above* 150° F.	1913 3mo	J. Brown & Co. Ld. Clydebank *Lloyd's SA&CP*	Canadian Australasian Line, Ld. *WB* = *Cell D Ba* 163'*u* E & *B* 188'	524·7 | 66·3 | 34·5 FK&BK 2" *f* 166'134 3*t* *FPT* 120*t* *APT* 88*t*	London British *9 BHCem*	T.8Cy. (2) 27½", (2) 42"&(4) 47"–54" 1 LP Turbine (*r*) 220lb FD HS 1564 2 DB&6SB, *40cf*, GS 787 J. Brown & Co. Ld. Clydebnk	37 " 6 s 9 " 10½ 28 " 1	
80293 130738 *Mchy. Aft*	—		1760 1542 1324					1897	F.W. Wheeler & Co W. Bay City	Gravel Products Corp.	266·0 | 42·2 | 16·8 *WB*	Buffalo NY Utd. States	T.3Cy. 17", 29"&48"–36" 138NHP F.W. Wheeler & Co.		
80294 309 HSAK	**Nibha** TwinSc *Oil Eng.* *ss* Bgk. No. 3–5,37 *1 Dk (Stl) & Shade dk (Teak)*		512 351 276	✠100A1 *with freeboard* ~~3,36~~ 10,38 ~~LNE 5,37~~ *For Coasting Service between Bangkok & Chantaboon*	Bgk		CL ~~0,37~~ 6,38 ~~,38~~	1924 10mo	A/S. Nakskov Skbs Nakskov *Lloyd's SA&CP*	Siam Stm. Nav. Co. Ld. *Cell D Bu*	174·8 | 29·2 | 7·7 FK *E & B & f* 58'95*t* *FPT* 17*t* *APT* 25*t*	Bangkok Siamese *4 BHpt Cem*	Oil Engines 2S.C.SA 8Cy. 8½"–14⅝" 105NHP DB *made* 28 *fitted* 37 *100lb* Akt. Burmeister & Wain, Cpn.	10 " 0 s 2 " 0¾ 8 " 0	
80295 233738 WNFA	**Nicarao** *ss* Gal. No. 3–12,32 Wireless *ss* N.Os. No. 1,37 *1 Dk (Stl) & Shelter dk*		1445 1391 819	✠100A1 *Shelter dk* *with freeboard* 3,38 ✠LMC6,37 *Fitted for oil fuel* 9,20	NOs	*o*	CL 2,36 *F.P. above* 150° F.	1920 9mo	Standard S.B. Corp. Shooter's Island, N.Y. A&CP	United Fruit S.S. Corp. (United Fruit Co. *Mgrs.*) *Cell D B* 197 306*t*	234·3 | 34·1 | 20·3 B88' FK *FPT* 84*t* *APT* 36*t*	New York Utd. States *pt Cem* *2 B Hto Shdk* 2 " " *U* "	T.3Cy. 19", 30"&50"–33" (*s*) 185lb 200NHP 2SB, *6cf*, GS 120, HS 3660 H.G. Trout Co. Buffalo, N.Y.	23 " 6 s 8 " 2 15 " 9	
80296 28054 JRPE	**Niccho Maru** 2 *Dks*		547 464 291					1921	Mitsui Bussan Hibi	Niccho Kisen Shiryo K.K.	160·0 | 26·0 | 16·0 B43'F20'	Kobe Japanese *WB*	T.3Cy. 14", 22"&36"–24" 63NHP Mitsui Bussan, Uno		
80297 DHRM	**Nicea** Sub. Sig. 1 *Dk & Awning dk*		1948 1679 1103					1922	Flenders-werft Lübeck	Karl Grammerstorf	303·8 | 41·7 | 17·6 F33' len 34	Kiel German *WB*	T.3Cy. 20½", 34⅜"&55"–37⅜" NB 34 185NHP A.G. "Neptun," Rostock		
80298 137516 GPWF	**Niceto de Larrinaga** *ss* Cff. No. 3–7,29 ~~*ss* Ant. No. 2–38~~ ~~*ss* Mch. No. 1–34~~ 2 *Dks (Stl) & Shelter dk (Stl)* *Cruiser Stern*		5591 5147 3508	✠100A1 *Shelter dk* *with freeboard* 10,38 ~~5,37~~ ~~3,38~~ ~~3,34~~ ~~DB 5,37~~ ~~MB 0,37~~ BS 4,39	Ant Lth	*b* †	CL 5,37 MS 10,37	1916 8mo	Russell & Co. Pt. Glasgow	Larrinaga S.S. Co. Ld.	439·8 | 56·0 | 26·3 456·5 (O.L.) *For Shelter dk* 50' FK *1 Interme diate B H & 1 'tween dk*	Liverpool British *Cem* *4 BH to Udk* 1 " " *Shlt* " 1 " " 2nd "	T.3Cy. 26", 43"&70"–48" (*r*) 180lb ~~Steam~~ 483NHP 2 DB, *12cf*, GS 202, HS 9020 Rankin & Blackmore Ld. Grk *only*	29 " 0 s 3 " 10½ 25 " 4	
80299 32887 JUCB	**Nichiyei Maru** (*ex* Emperor of Havana, *ex* Canadian Sailor) *1 Dk*		2012 1784 1154				...	1919	Pt. Arthur S.B. Co. P. Arthur, Ont.	Nissei Kaiun K.K.	251·0 | 43·8 | 20·7 P25'B64'F30' FK	Tokyo Japanese *WB*	T.3Cy. 20½", 34"&56"–40" 265NHP Port Arthur S.B. Co.	23 " 0	
80300 38753 JRBT	**Nichiyo Maru** *Oil Eng.* *ss* Yka. No. 1–37 2 *Dks (Stl)*		7509 6070 5513	✠100A1 9,37 ✠LMC CS 9,37 BS 9,37 9,37	Yka	*b* †	CL 9,36	1934 3mo	Mitsubishi Zosen Kaisha, Ld. Nagasaki	Toyo Kaiun K.K.	436·3 | 58·5 | 32·8 P30'B157'F41' FK	Tokyo Japanese *pt Cem*	Oil Engines 2S.C.SA 6Cy. 28⅜"–49⅛" DB 120lb 839NHP	32 " 10	
See "Nitiyo Maru," *see No.* 83523 *in Supplement*				*Carrying cargo oil F.P. above* 150° F. *in deep tanks*					*Lloyd's SA&CP*	*'Tween Dk B H above deep tanks* *Cell D Ba*	*B H dispensed with after* 369' 1405*t* *FPT* 263*t* *APTs* 227*t* *D Ta* 36' 1145*t*	6 *B H to U dk* 1 " " 2nd "	Mitsubishi Zosen Kaisha, Ld. Nag.		
80301 LEMZ	**Nicholas Cuneo** 1 *Dk & Spar dk*		1051 916 606					1907	Framnes Mek. Værks Sandefjord	L.A. Larssen	216·0 | 30·1 | 20·1 H99*t*	Flekkefjrd Norwegian *WB*	T.3Cy. 18", 29"&48"–33" 132NHP Akers Mek. Værks. Oslo		N
80302 5963 SFQR	**Nicke** (*ex* Agricola, *ex* Bollsta, *ex* Agricola) 1 *Dk*		1170 978 635					1918	Eriksbergs M.V. Aktieb. Gothenburg	Nya Ångfartygs A/B Heimdal (J.E. Manne, *Mgr.*)	226·7 | 36·5 | 14·6 P21'B52'F25'	Gothenbrg Swedish *WB*	T.3Cy. 16½", 27"&44½"–30" 108NHP Kockums M.V. Akt. Malmö		V
80303 700 SVPY	**Nicolaos Filinis** (*ex* Glenaster, *ex* Seabank, *ex* Dowgate) *ss* Bry. 2nd No. 3–11,29 ~~*ss* Anc. No. 1–34~~ *ss* Bly. No. 2–38 1 *Dk (pt Irn & pt Stl) 2 tr ls & Web frames 3 Dk rule*		3111 2875 1986	✠100A1 5,38 ~~5,37~~ BS 1,37 ✠LMC 2,37 ~~5,38~~	Rot Bly	*u*	CL 1,37	1904 9mo	Richardsn, Duck & Co. Stockton	M.N. Filinis *Cell D Ba* 108'	325·0 | 47·0 | 22·4 P26'B164'F29' FK *u E & B* 40' *f* 138'740*t*	Piræus Greek *5 BHCem* *APT* 84*t*	T.3Cy. 23½", 39"&64"–42" (*s*) 180lb 280NHP 2SB, *6cf*, GS 120, HS 4200 Blair & Co. Ld. Stockton	24 " 10 s 3 " 3½ 21 " 9½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de hauteur porte-ligne.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registre ou cot. à c. en cel dans L. R. Turbo Cert. Ll. of Trade
80304	**Nicolaos G. Culucundis**		3201	✠100A1 5,38	Bly	v	CL 2,37	1917	W.Doxford &Sons,Ld. Sunderland	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A.	339·8 47·0 23·8			Syra Greek	T.3Cy 20½",33"&54"–39" (x) 160lb 224NHP	26 " 3
246	(*ex*Maid ofSparta, *ss*Shl.No.3–2,30		2981				2,37	2mo								
SVPG	*ex*LordByron) *ss*Syr.No.1–34.		1930	NB2,37 LMC5,38 NB10,31				*Lloyd's SA&CP*		*Mgrs.*) *CellD*	P28'B105'F39' FK *B294' 789t FPT69*			6 *BHCem APT179t*	2SB,*6cf*,GS106,HS4005 Earle'sS.B.&E.Co.Ld.Hull	s 4 " 4½ 22 " 1½
	*ss*Bly.No.2–38 1*Dk*(*Stl*)															
80305	**Nicolaos M. Embiricos**		5295	✠100A1	Rot	y	CL 12,36	1919	Richardsn, Duck&Co.Ld. Stockton	J.A.Coulouthros& N.N.Embiricos	400·1 52·4 28·4			Andros Greek	T.3Cy.27",44"&73"–48" (s) 180lb *100lb* 455NHP	31 " 0
504	(*ex*LangtonGrange–37, *ss*Npt.No.3–12,31		4812	5,38 3,39				2mo			P49'B113'F40' FK			7 *BHptCem*	2SB,*8cf*,GS153,HS6334 FD	s 5 " 11½
SVUP	*ex*Segura–35, *ss*Ams.No.1–37		3239					*Lloyd's SA&CP*		*CellDB*	335'1058t *FPT132t*			*APT213t*	NDD25 *refitted*37	25 " 3½
	*ex*WarPansy) 1*Dk*(*Stl*)			MS1,37											Blair&Co.Ld.Stockton	
80306	**Nicolaos Michalos**		4342					1913	W.Doxford &Sons,Ld. Sunderland	MichalinosMaritime&Commercial Co.Ld.	389·8 54·1 24·6 P102*t*H125*t*			Piræus Greek *WB*	T.3Cy 26",42"&70"–48" 339NHP	C
845	(*ex*Akropolis–35,*ex*Hermion)		4096													
SVOA	1*Dk*&*Shelter dk*		2726												W.Doxford&Sons,Ld.Sld.	
80307	**Nicolaos Nomicos** (*ex*Boubis,		625		Pir	i		1899	Bremer Vulcan Vegesack	LoucasNomicos	172·2 27·0 16·3 B46' FK			Piræus Greek	T.3Cy.12½",21¾"&34½"–24" 70NHP	17 " 1
504	*ex*Solli, *ss*Nwc.2ndNo.3–8,19		607											*4BHCem*	1SB,*2pf*,GS42,HS1178	
SZLS	*ex*Constance, *ss*Pir.No.2–28		355												Bremer Vulkan, Vegesack	
	*ex*Köln) 1*Dk*(*Stl*)2*nd dk*(*Stl*)*forward*															
80308	**Nicolaos Piangos** (*ex*Oaklands		4499					1912	Nthmblnd S.B.Co.Ld. Newcastle	M.N.Piangos& Partners	385·0 52·0 27·1 P35'B119'F37'			Andros Greek *WB*	T.3Cy.25",40"&68"–48" 320NHP	C
225	Grange–34)		4275												Richardsons, Westgarth&Co.Ld.Sld.	
SVFQ	1*Dk*		2851													
80309	**Nicolaou Eleni** (*ex*Eleni Nicolaou–37,		4528	✠100A1	Rot	y	CL 9,35	1920	Sunderlnd S.B.Co.Ld. Sunderland	N.G.Nicolaou (GeorgiosNicolaou (Hellas)Ld.*Mgrs.*)	390·0 54·0 24·6 FK			Piræus Greek *Cem*	T.3Cy.26",43"&71"–48" (r) 180lb 450NHP	27 " 0
Setzer	*ex*Eleni Diadem–34)		4186	*Shelter dk*				9mo								
SVAT	*ss*Nwc.No.3–12,32		2731	*withfreeboard* 5,38 2,37			5,38	*Lloyd's SA&CP*		*CellDB*336'1187t	*FPT81t APT114t*			*nBHtoShdk*	3SB,*9cf*,GS186,HS7917	s 2 " 9½ 24 " 6½
	*ss*Rot.No.1–37													„ „ *U* „	Blair&Co.Ld.Stockton	
	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)															
80310	**Nicolaou Georgios** *ss*Syr.No.2–38		4108	✠100A1	Ams	y	CL 5,37	1930	W.Gray& Co.Ld. Sunderland	N.G.Nicolaou (GeorgiosNicolaou (Hellas)Ld.*Mgrs.*)	390·7 53·7 23·3 403·7(O.L.) FK			Piræus Greek	T.3Cy.24½",41"&68"–48" (s) 200lb 502NHP	25 " 8
854	(*ex*GeorgiosNicolaou–37, *ss*Bry.No.1–33		3332	*withfreeboard*	Ant			5mo						6 *BHCem*	3SB,*9cf*,GS173,HS7590 FD	s 2 " 5½
SVOJ	*ex*Atthis) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)		2467	10,38 MS8,38	LMC BS8,38	5,30		*Lloyd's SA&CP*			F35' FK			*Coll to Shdk*	Cen.Mar.E.Wks.Ld.Wpl	23 " 5½
	D.F.			*Fitted for oil fuel* 2,39						*CellDB*345'1137t	*FPT139t APT189t*			5 „ 2nd „)		
80311	**Nicolaou Maria** (*ex*Maria		5525	✠100A1	Ams	z	CL 2,35	1927	Swan,Hunter&Wigham Richardson, Ld.Newcastle	N.G.Nicolaou (GeorgiosNicolaou (Hellas)Ld.*Mgrs.*)	410·0 53·5 30·9 P106'B26'F39' FK			Piræus Greek	T.3Cy.25½",42"&70"–48" (s) 200lb 482NHP	31 " 1
860	Nicolaou–37,*ex*		5186	1,39				7mo						15 *BHptCem*	3SB,*9cf*,HS6900 FD	s 5 " 7½
SVIV	*ex* Oilshipper–36) 2*Dks*(*Stl*)&*Web frames*		3285					*Lloyd's SA&CP*						(10 *to U dk*	Swan,Hunter&Wigham Richardson,Ld.Nwc.	25 " 8½
	D.F. *Longitudinal framing*			MS1,38			5,38							5 „ 2nd „)		
	Mchy.Aft			*Carrying Petroleum in bulk*			*F.P. above*			*CellDBuE&B*62' 186t	*DTf*30'122t *FPT*			77t*APT*208t		
				Fitted for oil fuel 7,27							150° F.					
80312	**Nicolaou Ourania**		6397					1922	J.L.Thompson&Sons,Ld. Sunderland	N.G.Nicolaou (GeorgiosNicolaou (Hellas)Ld.*Mgrs.*)	411·8 55·0 33·6 F36'			Piræus Greek *WB*	T.3Cy.28",46"&75"–51" 402NHP	C
	(*ex*YorkCity–37)		6055													
SVVE	D.F. 2*Dks*		4054												Blair&Co.Ld.Stockton	
80313	**Nicolaou Virginia**		6869	✠100A1	Nwc	a†	CL 9,36	1920	Sunderland S.B.Co.Ld. Sunderland	N.G.Nicolaou (GeorgiosNicolaou (Hellas)Ld.*Mgrs.*)	425·0 55·0 26·6 34·7 FK			Piræus Greek	T.3Cy.28",46½"&78"–54" (s) 180lb 629NHP	37 " 3
768	(*ex*Virginia *ss*Rot.No.3–3,33		—	*Shelter dk*	Ams			7mo						*Cem*	4SB,*12cf*,GS268,HS11670	s 0 " 1½
SVHC	Nicolaou–37,*ex* *ss*Nwc.No.1–38		4211	*withfreeboard* 2,30 3,38				*Lloyd's SA&CP*						*Coll*	Blair&Co.Ld.Stockton	28 " 5
	Vechtdijk–38) 1*Dk*&*Shelter dk*			MS1,38										*BHtoShdk*		
	Tonnage opening closed 37			*Fitted for oil fuel* 2,39						*CellDB*369'1270t	*FPT124t APT205t*			6 „ „ *U* „		
80314	**Nicolaou Zografia** (*ex*Zografia		7050					1913	J.C.Tecklenborg A.G. Weser-münde-G.	N.G.Nicolaou (GeorgiosNicolaou (Hellas)Ld.*Mgrs.*)	470·7 60·7 28·6 F50' 36·6			Piræus Greek *WB*	T.3Cy.29⅝",48½"&80⅞"– 55⅛" 482NHP	V
821	Nicolaou–38,*ex*Pisco–34,*ex*Luxor)		—													
SVEK	Sub.Sig. 2*Dks*&*Shelter dk*		4257												J.C.Tecklenborg,A.G.Wsm	
	Fitted for oil fuel															
80315	**Nicolas** (*ex*Copenhagen)		4540	✠100A1	Ams	y	CL 9,36	1910	Russell& Co. Pt.Glasgow	B.S.Rossolimos	385·0 52·0 26·5 P34'B111'F51' FK			Argostoli Greek	T.3Cy.26",42"&68"–48" (s) 180lb *100lb* 417NHP	29 " 0
91	*ss*Pir.2ndNo.3–8,35		4282	1,39 8,37	Cff			8mo						*Cem*	3SB,*9cf*,GS189,HS7394	s 5 " 3½
SVLR	2*Dks*(1*pt Irn*&*pt Stl*&1*Stl*)		2910					*Lloyd's SA&CP*		*CellDBa*124'*uE22* *f*169'1029t *D*	*Ta*30'784t *APT*191t			5*BH to Udk* 1 „ „2nd „	J.G.Kincaid&Co.Ld.Grk.	23 " 11
				MS9,34												
80316	**Nicolas Angelos** (*ex*RiverOrontes)		4351					1912	Greenock& Gr'ngemouth Dckyd Co.Ld. Greenock	J.Angelos	375·8 52·2 25·5 P36'B100'F41'			Chios Greek *WB*	T.3Cy.25",41"&68"–48" 320NHP	C
94			4056													
SVPR	2*Dks*		2809												J.G.Kincaid&Co.Ld.Grk.	
80317	**Nicolas Pateras** *ss*Pir.No.1–39		4362	✠100A1	Cff	x	14,35	1910	Nthmblnd S.B.Co.Ld. Newcastle	C.N.&E.N.Pateras	365·0 51·4 25·9 P24'B91'F32' FK			Chios Greek	T.3Cy.25",40"&67"–45" (s) 180lb 335NHP	28 " 4
127	(*ex*PenteAdelfi–35, *ss*Pir.2ndNo.3–2,35		3953	1,38			4,39	4mo						6 *BHCem*	3SB,*9cf*,GS140,HS5295	s 5 " 3½
SVBB	*ex*MariaM.Diacaki–34, 1*Dk*(*Stl*)		2602					*Lloyd's SA&CP*		*CellDB a*	119'*uE&B43'f*159'			927t*APT*48t	Richardsons,Westgarth& Co.Ld.Sld.	23 " 3
	*ex*Port de laPallice, *Cargo battens not*															
	*ex*Bayford,*ex*Brantford) *fitted*															
80318	**Nicole Schiaffino** (*ex*Muirton–37,		4974	✠100A1	Msl	y	CL 8,36	1920	Palmers' Co.Ld. Newcastle	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	386·1 52·6 26·3 P36'B113'Ba21' FK			Algiers French	T.3Cy.26",43"&71"–48" (s) 180lb 453NHP	28 " 6
	*ex*Silene)		4059	5,38 3,36 1,39	Alg		N1,39	11mo						7 *BHptCem*	3SB,*9cf*,GS220,HS8007	s 5 " 8½
FOOL	*ss*Msl.No.1–37 2*Dks*(*Stl*)		3112					*Lloyd's SA&CP*		*CellDB*327'818t	*Ta*30'1800t *FPT*			*APT*20t	Palmers'Co.Ld. Newcastle	23 " 7
				Fitted for oil fuel 5,38							150° F.					25 " 2½
80319	**Nicoline Mærsk**	TwinSc3Mst *OilEng.*	4194					1925	Odense Staalskibsv Odense	D/S A/S af 1912 (A.P.Möller, Copenhagen,*Mgr.*)	374·8 52·2 24·5			Odense Danish *WB*	Oil Engines 4S.C.SA 12Cy.19½"–36⅞" 449NHP	V
			3813													
OZEB	D.F. 2*Dks*		2532												Akt.Burmeistr&Wain,Cpn	
80320	**Nicolò Odero**		6003					1925	N.Odero& Co. Genoa	Navig.Odero Soc. Anon.	406·8 51·7 27·6 P&B265'F39'			Genoa Italian *WB*	T.3Cy.26",42½"&69½"–48" 336NHP	I
1277	*Fitted for oil fuel*		4493													
IBLY	D.F. 1*Dk*		3668												N.Odero fuA.Genoa	
80321	**Nicoya**		5364					1929	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	400·5 51·2 30·1 P42'B155'F41'			Glasgow British *WB*	T.3Cy.27½",46½"&78"–54" 447NHP	C
160242	E.S.D. D.F.		4655													
GSVY	Sub.Sig. *Ref.Mchy.* 2*Dks*&2*pt Dks*		3315												A.Stephen&Sons,Ld.Gls.	
80322	**Nida** (*ex*Louga–37) *ss*Lic.No.1–38		945	✠100A1	Lth	m	N1,36	1898	Ramage& Ferguson,Ld. Leith	SandelisAkcine Bendrove (M.Reisys,*Mgr.*)	213·0 32·1 12·3 224·5(O.L.) FK			Klaipeda Lithuanian	T.3Cy.17⅞",27½"&44"–30" (s) 160lb 118NHP	14 " 6
291	*ss*Dun.3rdNo.3–11,31		678	2,39 1,37 1,33	Lic		11,38	4mo						4 *BHCem*	1SB,*3cf*,GS52,HS1950	s 1 " 0½
HBVP	*Well deck* 1*Dk*(*Irn*)		394	NB1,22 MS1,36					A&CP		Q63'B64'F27' FK *CellDBa*40'*f*84'			243t*APT*27t	Ramage&Ferguson,Ld.Lth	13 " 9½

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Late Name if any.	3 Material, Rig, &c. / Special Surveys. No. of Decks &c.	4 Regist'd Tonnage — Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned to w'ship prod. Equipment Letter	7* Date when last shaft last seen.
80323	**Nidardal** (*ex*LakeGorin–37)		2368				...
		Fitted for oil fuel	2040				
LJON	D.F.	1 *Dk*	1445				
80324	**Nidareid** (*ex*Stottpool)		1321				
			1140				
LENA	*Mchy. Aft*	2 *Dks*	734				
80325	**Nidarholm** (*ex*Meandros)		2588	✝100A1	Got	*t*	CL
		*ss*Abg.No.3–4,33	2232	6,36 ~~6,37~~	Osc		~~12,36~~
OHDV		*ss*Got.No.1–37	1468	~~LMC6,37~~			6,38
		1 *Dk(Stl)*		BS4,38			
		Cargo battens not fitted					
80326	**Nidaros** (*ex*LakeBenbow–37)		2353				...
		Fitted for oil fuel	1967				
LJOM	D.F. GyC.	1 *Dk*	1433				
80327	**Niel Mærsk**	TwinSc	5086	✝100A1	Shi	*a*†	CL
		Oil Eng.	4622	*with freeboard*			4,36
OZBE		*ss*H.Kg.No.1–35	3168	2,38			
		1 *Dk(Stl)* & *Shelter dk(Stl)*		~~LMC6,38~~ CS8,35			
	D.F.	3*rd dk(Stl)in*No.1 *hold*		DBS2,37 3,~~7~~			4,36
		Cruiser Stern		*Fitted for carrying oil*			1,31
				F.P. above 150° *F. in deep tanks*			
80328	**Niels R. Finsen**		1855				
			1643				
OZJC		1 *Dk*	1133				
80329	**Nienburg** Ⓟ		4318				
			3837				
DODL	Sub.Sig.	2 *Dks*	2572				
80330	**Nieuw Amsterdam** Ⓟ	TwinSc	36287	✝100A1	Rot		CL
			22491	*with freeboard*			SN
PGGF	D.F. E.S.D. GyC.	5 *Dks*	21496	~~LMC6,38~~			11,38
	Ref. Mchy.	*Cruiser Stern*		~~Lloyd's RMC6,38~~			
				MBS4,39 4,39			
				Fitted for oil fuel 5,38			*F.P. above* 150° *F*
80331	**Nieuw Holland**	TwinSc	11066				
		Fitted for oil fuel	8624	~~Lloyd's RMC3,39~~			
PKFO	D.F. *Ref. Mchy.*	2 *Dks*	6789	3,39 ~~9,38~~			
80332	**Nieuw Zeeland**	TwinSc	11069				
		Fitted for oil fuel	8612	~~Lloyd's RMC9,38~~			
PKFR	D.F. *Ref. Mchy.*	2 *Dks*	6809	12, ~~9~~			
80333	**Nieuwendam** (*ex*Schelde, *ex*Rijnveer, *ex*Nereus)	TwinSc *Oil Eng.*	337				
			237				
PGGH			169				
80334	**Nieuwland**		1075	✝100A1	Rot	*m*	OG
		*ss*Rot.No 3–2,33	694	~~6,36~~ ~~5,37~~ 5,38			5,37
PGHB		*ss*Rot.No.1–37	568	~~LMC~~			
	Well deck	1 *Dk(Stl)*					
80335	**Nigaristan** (*ex*Diyatalawa, *ex*Rappenfels)	*ss*Shl.2ndNo.3–10,34	5993	~~100A1~~	Lon	*a*†	OG
139037			5556	~~6,36~~ ~~6,37~~ 6,38	Aver		3,35
GJZF		2 *Dks(Stl–Uteak s)*	3752		M		7,38
	D.F.	*ss*Bkn.No.1–39		DBS6,37 7,38			
				Fitted for oil fuel 7, 23			*F.P. above* 150° *F*
				MBS5,39			MS5,39
80336	**Nigata Maru** (*ex*NiigataMaru–38)		2069	✝	Kob	*s*	
8780		*ss*Kob.No.1–07	1781	2,07			
JUQB		1 *Dk(pt Irn* & *pt Stl) deep framing*	1161	✝			
		& *Web frames M dk(Stl)in forehold*					
		& *(Irn)in Mchy space*					
80337	**Nigerian**		5423	✝100A1	Ham		CL
164277			4447	*with freeboard*	Hul		1,39
GYRB	D.F.	1 *Dk* & *Shelter dk*	3201	1,~~38~~ ~~9,37~~			
		Cruiser Stern		~~LMC2,36~~			
		Rudder electrically welded		*Carrying vegetable oil in deep tank*			
				Fitted for oil fuel 9,37			*F.P. above* 150° *F*
80338	**Nihonkai Maru** Ⓟ		2681				
37467		*Oil Eng.*	2043				
JKNC		2 *Dks*	1613				
80339	**Niihama Maru** Ⓟ (*ex*Shinkochi Maru, *ex*Romulus)	*ss*Dun.No.2–96	441	✝	Dun	*e*	
1628			309	5,98			
		1 *Dk*	264				
		Floors, Beams, Keelsons & *Stringers(Irn)*					
80340	**Niitaka Maru** Ⓟ (*ex*Erny)		2478				...
15189			2385				
JCCB		1 *Dk* & *Spar dk*	1544				

8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B/T of Trade Cert.
1918	Detroit S.B.Co. Wyandotte	RederiA/S Nidaros (A/S Krogstads Shipping Agencies Ld. *Mgrs.*)	250·5	43·8	22·2	Oslo Norwegian *WB*	T.3Cy.20″,33½″&54″–40″ 328NHP DetroitS B.Co.Detroit		N †
1924	Swan, Hunter & Wigham Richardson, Ld. Sunderlnd	KrogstadsDmpskrederiA/S(Geo. Hansen, *Mgr.*)	256·3	38·2	15·4	Oslo Norwegian *WB*	T.3Cy.16″,27″&44″–30″ 106NHP ShieldsEng.Co.Ld.N.Shl.		N
1920 11 mo	J I Thornycroft & Co. Ld. Southampton *Lloyd's* & *CP*	A/B Helsingfors S.S.Co.Ld.(A/B Nielsen & Thorden O.Y, *Mgrs.*)	299·9	43·8	21·8	Helsingfrs Finnish 5 *BHCem*	T.3Cy.21″,34″&57″–36″ (*s*) 1801b 240NHP 2SB,6*cf*,GS110,HS4102 J I Thornycroft & Co Ld. Sou	24 ″ 5 s 4 ″ 3¾ 20 ″ 4	
		Cell D B	250′ 664*t* *FPT* 114*t*			*APT* 105*t*			
1918	Detroit S.B.Co. Wyandotte	RederiA/S Nidaros (A/S Krogstads Shipping Agencies Ld. *Mgrs.*)	250·5	43·8	22·2	Oslo Norwegian *WB*	T.3Cy.20″,33″&54″–40″ 328NHP DetroitS.B.Co.Detroit		N †
1931 1 mo	Odense Staalskibsvft Odense *Lloyd's* & *CP*	D/S A/S Svendborg og A/S D S af 1912 (A.P.Moller, Copenhagen *Mgr.*)	418·9	54·7	25·4	Svendborg Danish 8 *BH*	Oil Engines 4S.C.SA 12Cy.24⅛″–51⅛″ 709NHP DB*100lb*	28 ″ 7 s 3 ″ 2½ 25 ″ 7	
		Cell D tunn	B371 1266*t* tanks in *els* 25*t* *DT* a17′ 534*t*			*Coll to Sh dk* 7 ,, 2nd ,,) *in way of MT* 27′ 1068*t* *FPT* 148*t* *APT* 246*t*	Akt.Burmeistr & Wain, Cpn		
1904	J.Smit, Czn Alblasserdm	A/S Det Dansk Norske Dampskibsslsk. (R.A. Robbert, *Mgr.*)	275·5	41·1	17·8	Copnhagn Danish *WB*	T.3Cy.20½′,33′&54′–36′ 175NHP Maats deSchelde, Flushing		V
1922	Vulcan Werke, A.G. Stettin	Norddeutscher Lloyd	383·3	51·0	26·0	Bremen German *WB*	Geared steam turbines connected to Sc. Shaft NE&B38 Allegmeine Elektr. Ges. Berlin.		G
1938 5 mo	NV Rotterdam Droogd. Maats. Rotterdam *Lloyd's* *A&CP*	Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)	713·7	88·3	50·0	Rottrdam Dutch 11 *BHpt Cem*	8 steam turbines SR geared to 2 sc shafts (*s*) 8116NHP 625lb *150lb* FD 6 WTB, HS51000 Kon. Maats. "DeSchelde"	55 ″ 3 s 14 ″ 11¼ 31 ″ 6	
		Cell D	758·5 (O.L.)		FK	*Coll to Wdk* 10 ,, 2nd ,,)			
		B570′ 32700t DT f 3 sides of tunnels 129	*Lower Prom. deck* (608′ *Prom. deck* 337′ 29*t* *wing tanks f* 112 *t tank between tunn els* 334*t* *FPT* 185*t* *APT* 400*t*						
1927	Nederl. Schps. Maats. Amsterdam	Koninkl. Paketv. Maats.	540·5	62·7	32·3	Batavia Dutch *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Gebr. Stork & Co. Hengelo		V
			P25′ B243′ F44′						
1928	Rotterdam Droogd. Maat Rotterdam	Koninkl. Paketv. Maats.	540·0	62·5	33·4	Batavia Dutch *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts Maats. Fyenoord, Rot.		V
			P27′ B245′ F45′						
1919	Gebr. v.d. Windt Vlaardingen	N.V. Maats. voor Zwavelzuurbereiding v/h. G.T. Ketjen & Co.	132·4	23·2	9·2	Amstrdam Dutch	Oil Engines 2S.C.SA 6Cy.10½″–13¾″ 123NHP N.V. Kromhout NE29 Motorenf. Amsterdam		G
1920 9 mo	N.V. Schps. J Smit & Zoon Alblasserdam *Lloyd's* *A&CP*	Scheepvaarten Steenkolen Maats.	217·0	32·8	13·7	Rottrdam Dutch 4 *BHCem*	T3Cy.17¾″,29⅛″&47½″–35⅞″ 1801b (*s*) 175NHP 2SB,4*cf*,GS84,HS3121 Gebr. Stork & Co. Hengelo	14 ″ 6 s ″ 9½ 13 ″ 11	
		Cell D Ba	Q71′ B54′ F22′		FK	28*t* *APT* 10*t*			
		Ba 137′ *u E* 25′ *f* 186	*u* E19′ *f* 88 27*t* *FPT* 126*t* *APT* 47*t*						
1912	Bremer Vulkan Vegesack A&CP	F.C.Strick & Co. Ld.	421·7	56·2	29·7	London British *Cem* 6 *B Honly*	T.3Cy.29½″,46⅝″&75⅝″–53½″ 1921b *121lb* (*s*) 521NHP 3SB(Spt),9*cf*,GS148, HS6943 FD Bremer Vegesack, Vegesack 41′ 520*t* *FPT* 66*t* *APT* 47*t*	32 ″ 4 s 6 ″ 6 26 ″ 0½	
		B Hin forward	P60′ B126′ F56′		FK	*hold dispensed with*			
		Cell D	*Ba* 137′ *u E* 25′ *f* 186			1261*t* *'tween dk tanks* a 34′ 459*t f*			
1903 7 mo	Mitsu Bishi Dkyd & EWks. Nagasaki	Kinkai Yusen K.K.	282·7	38·3	20·6	Tokyo Japanese 5 *BHCem*	T.3Cy.21″,35″&58″–36″ 245NHP 2SB,4*cf*,GS75,HS3270 Mitsu Bishi D. & E. Wks. Nag	23 ″ 3	
		WB = Cell	P26′ B82′ F32′		FK				
		D Ba 110′ *u E* & *f* B52′				*f* 72′ 514*t D*	*Ta* 26′ 255*t* *FPT* 70*t* *APT* 32*t*		
1936 2 mo	Deutsche Sch-u-Mschb. A.G. Seebeck Wesrmünd-G *Lloyd's* *A&CP*	United Africa Co. Ld.	417·5	57·7	23·6	Liverpool British 7 *BHCem*	T3Cy21⅛″,35⅞″&57⅛″–39⅜″ & LP Turbine with D R gearing & hydraulic coupling 2201b (*s*) FD 350NHP 2SB(Spt) 6*cf*,GS100,HS4476 Deutsche Schiff.-u Mschb. A.G. Seebeck, Wsm.	25 ″ 8 s 1 ″ 11¼ 23 ″ 10½	
		Cell D B 337′ 1058*t* *DTa* 25′ 830*t*	433·0 (O.L.)			(*Coll to Sh dk* 6 ,, 2nd dk)			
			F43′		FK				
			FPT 226*t* *APT* 205*t*						
1932	Mitsui Bussan Kaisha, Ld. Tama	Shimatani Kisen K.K.	299·2	43·0	22·7	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.21⅝″–55½″ 268NHP Mitsui Bussan Kaisha, Ld. Tama		
			P22′ B82′ F36′						
1888 3 mo	Oswald, Mordaunt & Co. Southampton	Sumitomo Besshi Kozan K.K.	166·0	21·4	11·1	Niihama Japanese 7 *BHCem*	T.3Cy.12½′,19′&31½′–24″ 60NHP 1SB,2*cf*,GS48,HS1078 Oswald Mordaunt & Co. Sou.	12 ″ 0	
			Q100′ F19′						
			len93		BK7				
1904	Russell & Co. Pt. Glasgow	Kita Nippon Kisen K.K.	294·0	40·3	17·6	Fuchu Japanese *WB*	T.3Cy.24″,40″&65″–42″ 295NHP J.G. Kincaid & Co. Grk.	27 ″ 9	
			B82′		25·3 FK				

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel: Total / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équilibrement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Pont-levis. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registre spécial. Navires à Passagers. Classe. Navires à Pêche. Classe. Navires à Marchandises. Classe.
80341 PGKO	**Nijkerk** Ⓟ (*ex*Cassio,*ex*Pangani) *ss*Ams.No.3–7,33 D.F. 2*Dks*(*Stl*) *ss*Ams.No.1–38		5766 5244 3619	100A1 ~~11,38~~ ~~RS7,37~~ 3,39	Rot ~~Ams~~ LMC ~~4,34~~ 3,38	*a*†	CL ~~3,38~~ 3,39	1915	Blohm& Voss Hamburg	Vereenigde Nederlandsche Scheepv.Maats. (Directie en Agentuur Maats. Hollandafrika Lijn N.V. *Mgrs.*)	420·0|56·3|27·9 435·5(O.L.) P&B335'F51' FK Upp.B124'	TheHague Dutch	Q.4Cy.24",34⅝",50"&72½"–54" 228lb (*s*) 603NHP 4SB,*12cf*,GS196,HS8611 FD Blohm&Voss,Hamburg	30 " 2 s4 " 2⅜ 26 " 2¼	
										Intermediate B Hin Cell DB FPT			*forehold dispensed with 6 B Honly*		
80342 SEGA	**Nike,** "Guar," *see No. 88658 in Supplement* TwinSc *ss*Got.No.2–37 D.F. 1*Dk*(*Stl*) *Mchy. Aft* Cruiser Stern	Oil Eng.	9827 8949 5514 -	✝100A1 3,38 ~~LMC C87,37~~ ~~(BS1,38~~ 1,38 *Carrying Petroleum in bulk*	Liv	*e*†	CL s7,36 r3,38	1928 11mo *Lloyd's*	A/B Götaverken Gothenburg *sA&CP*	RederiA/B Transoil(R.Sörman, *Mgr.*) *Cell D Bu E* 71'304*t*	489·8|64·1|36·9 496·1(O.L.) P103'F39' FK *DTf* 33'624*t FPT* 196*t APT* 310*t*	Gothenbrg Swedish	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP 2DB*150lb* 10*B Hpt Cem* Aktieb.Götaverken,Got.	37 " 0 s8½10½ 28 " 4½	
80343 44774 JMQM	**Nikkai Maru** 2*Dks* *Cruiser Stern*		2562 — 1439					1938	Uraga Dock Co.Ld. Uraga	NissanKisenK.K.	295·0|45·0|23·7 P39'B75'F32' *WB*	Tokyo Japanese	C.4Cy.11⅞"&20½"–13⅜"& LP turbine with DR gearing HS3040 201NHP UragaDockCo.Ld.Uraga		
80344 9673 JKFE	— Ⓟ *Oil Eng.* 2*Dks*		300 — 177					1905	T.Hyogodani Osaka	Amagasaki KisenbuGomei Kaisha	141·8|18·7|13·4	Osaka Japanese	Oil Engines NE33 NipponHatsudokiK.K.		
80345 8908 JNLD	**Nikko Maru** Ⓟ 2*Dks*&*Web frames*		5058 4007 3040			...		1903	Mitsu Bishi Dkyd&EWks Nagasaki	NipponYusenK.K. FK	428·1|48·8|26·7 P73'B177'F48' *WB*	Tokyo Japanese	T.3Cy.31",51"&85"–54" 785NHP Mitsu BishiD.&EWks.Nag	30 " 6	
80346 33994 JCOC	— (*ex*TaikooWanYi) *Fitted for oil fuel* 1*Dk*		3098 2842 1828			...		1919	Sir Raylton Dixon&Co Ld Middlesbro'	OkazakiHonten K.K. FK	331·0|46·5|25·5 P33'B98'F29' *WB*	Kobe Japanese	T.3Cy.25",41"&68"–45" (*s*) 412NHP Blair&Co.Ld.Stockton	25 " 6	C †
80347 40282 JEPK	**Nikko Maru No. 5** Wood		319 — 176					1917	Shikabayashi Magajiro Osaka	Nakagawa Tamejiro	123·3|23·9|14·3	Kinoye Japanese			
80348 23827 JREE	**Nikkyo Maru** (*ex*NikkioMaru–38, *ex*YachiyoMaru–34) Wireless 1*Dk*		1402 1162 817					1918	Shinki Dockyard Osaka	OkazakiHonten K.K. *WB*	235·0|35·0|19·0	Kobe Japanese	T.3Cy.15¾",26"&42"–30" 97NHP YoshidaTomegoro,Osaka		
80349 YTDC	**Niko Matkovic** (*ex*Catherine Schiaffino,*ex*Malgache, *ex*Solstad) Wireless 1*Dk*&*Spar dk*		1425 1399 870					1906	Frammes Mek. Værks Sandefjord	E.Matkovic *WB*	234·2|33·6|20·0 H89'F34*t*	Bakar Yugoslav	T.3Cy.18",29"&48"–33" 132NHP Fredrikstad M.V.Frdstad.		G
80350 106 SVJC	**Nikoklis** (*ex*NikoklisMoraitis, *ex*Lingedijk) *ss*Syr.No.3–8,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *ss*Syr.No.1–38		3576 3292 2162	✝100A1 *Shelter dk with freeboard* 1,39~~12,87~~ ~~LMC~~	Ant Bry	*w*	CL 11,37	1921 5mo *Lloyd's*	N V Burgerhouts M.&F Rotterdam *sCP*	N.G.Moraitis *Cell D B* 308'1052*t*	360·2|50·3|21·8 373·8(O.L.) FK *Collision BH to S dk* 5 " " *U* " *FPT* 63*t APT* 73*t*	Andros Greek *Asp*	T.3Cy.25⅛",41⅝"&66⅛"–46½" 180lb (*s*) 345NHP 3SB,*9cf*,GS150,HS5565 BurgerhoutsMachFab.Rot	24 " 6 s 2 " 1¾ 22 " 7	
80351 YTDA	**Nikola Pàsić** *ss*Rot.No.2–34 2*Dks*(*Stl*)		4753 4452 3012	~~LMC~~ ✝100A1 ~~8,37~~ 4,39 ~~LMC~~ Spt BS1,38 ~~LMC~~ ~~LS4,39~~	Rot	*y*	CL 8,37	1927 5mo *Lloyd's*	W.Hamilton&Co.Ld. PortGlasgow *sA&CP*	Dubrovacka Plovidba A.D. *Cell D B* 336'1282*t APT* 191*t*	390·6|52·0|26·3 P34'B112'F44' FK *7 B Hpt Cem* 2 " *to 2nd dk*	Dubrovnik Yugoslav	T.3Cy.26",42"&70"–48" (*s*) 180lb 467NHP 3SB,*9cf*,GS169,HS6848 FD J.G.Kincaid&Co.Ld.Grk.	29 " 3 s 5 " 5¾ 24 " 0	
80352 UOWC YTTE	**Nikolai Ejof** (*ex*Dominia–37) D.F. GyC. E.S.D. *in fore hold* *Cargo battens not fitted* TwinSc *ss*Lon.No.2–34 3*Dks*&*4th dk*	Oil Eng.	9180 6697 5460	✝ ~~8,38~~ *with freeboard* ~~LMC~~ ~~MS3,36~~ *Fitted for oil fuel* 6,26	Ams	*d*†	CL 12,36 *F.P. above*	1926 6mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld Newcastle *sA&CP*	U.S.S.R. *Cell D B* 401'2472*t*	486·8|59·0|37·4 B145' FK *FPT* 281*t APT* 208*t*	Vladvostk Russian 50°F.	T.6Cy.24",40½"&66"–45"(*s*) 200lb 932NHP ~~13 " 6~~ 8 " 5SB,*18cf*,HS14197 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	40 " 9 ~~47 " 3½~~	
80353 UOWC YTTE	**Nikolai Janson** (*ex*Soyuz MetallistovS.S.S.R.–34) *Carrying oil in bulk* *Mchy. Aft* TwinSc Oil Eng. 2*Dks* *Longitudinal framing*		7602 6742 4078					1930	States S.B. Yd. "Marti" Nicolaieff	U.S.S.R. *WB*	446·1|56·0|32·4 P98'B47'F58'	Tuapse Russian	Oil Engines 2S.C.SA 8Cy.23⅝"–41⅛" 776NHP States S.B.Yd."Marti" Nicolaieff		
80354 YTTE	**Nikolina Matkovic** (*ex*Carriso–37, *ex*Magunkook) D.F. TwinSc Oil Eng. 2*Dks*		3898 2410					1918	L'ng Beach S.B.Co. Long Beach, Cal.	EugenMatkovic	340·5|48·0|24·7 P29'B73'F34. *WB*	Split Yugoslav	Oil Engines 4S.C.SA 12Cy.20⅞"–35⅞" 488NHP *Emade 19 fitted 23* PacificDieselEng.Co. Oakland,Cal.		R
80355 224 SVPV	**Nikos T.** (*ex*Sutherland–34, *ex*Gasconier) *ss*Hul.No.3–11,31 *ss*Mes.No.1–36 1*Dk*(*Stl*)		5175 4723 3149	✝100A1 ~~11,37~~ 1,39 ~~BS8,37~~ 1,39 ~~LMC6,~~	Rou ~~Liv~~	*y*	CL ~~11,86~~ 1,39	1919 5mo *Lloyd's*	Vickers, Ld. Barrow *sA&CP*	E.M.Tricoglu *Cell D B* 345' 1123*t D Ta* 28' 1031*t FPT* 12	400·0|52·4|28·5 P49'B113'F49' FK	Andros Greek 7 *B Hpt Cem* 1*t APT* 180*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD Vickers,Ld.Barrow	31 " 0 s 5"11¾ 25 " 3	
80356 7298 SDHA	**Nils Gorthon** (*ex*Eifel,*ex*Hertha) D.F. 1*Dk*		1787 1467 1013					1921	Howaldtswerke Kiel	RederiA/B Gylfe (Joh.Gorthon, *Mgr.*)	260·9|40·9|17·5 P13'Q75'B115'F31 *WB*	Hisingborg Swedish	T.3Cy.20⅛",32½"&51½"–35⅜" 149NHP Howaldtswerke,Kiel		V
80357 146662 GCJT	**Nils Moller** (*ex*Invergoil–36) *ss*Bel.No.2–31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames & bevelled bilge* *Cruiser Stern* *Fitted for oil fuel*		6647 6196 4174	✝ ~~9,36~~	Bel	*a*†		1922 11mo	Harland& Wolff,Ld. Belfast	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	412·6|55·8|34·4 F40'*on Shelter dk* FK *Cell D Bu E&B* 84'440*t*	Shanghai British	T.3Cy.27",44"&73"–48" 540NHP 4SB,*12cf*,HS10224 Harland&Wolff,Ld.Bel.	38 " 0	C †
80358 Broken up	**Nilufer** (*ex*L'Ancre,*ex*Michail) 2*Dks*		609 — 268					1904	F.Schichau Elbing		189·3|27·3|17·0	Istanbul Turkish *WB*	T.3Cy.21⅞",34⅞"&49⅜"–21⅞" 114NHP F.Schichau,Elbing		
80359 155313 VLCW	**Nimbin** *Oil Eng.* *Ref. Mchy* Wireless 1*Dk*		1052 667 516					1927	Akt. Burmeistr&Wain Copenhagen	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford, *Mgr.*)	215·0|35·1|11·9 Q102'B23'F32' *WB*	SydnyNSW British	Oil Engines 4S.C.SA 6Cy.19⅛"–35⅜" 235NHP Akt.Burmeistr&Wain,Cpn		C
80360 930 IBPY	**Nina** (*ex*WarAlgoma) 1*Dk*		2212 1853 1304					1919	Polson Iron Works Co. Ld Toronto	Soc.Anon.Ilva	259·8|43·8|21·6 251·0 P25'B68'F20' *WB*	Genoa Italian	T.3Cy.20½",33"&54"–36" 175NHP Polson I.W.Co.Ld.Toronto		CI

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Yrs Classed. Yrs Expired. Powering. Position Letters.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulae; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Build Certificate.
80361 OHBC	**Nina** (*ex* Fredrik Larssen, *ex* Martha Russ)	1 *Dk* D.F.	2055 1706 1180					1899	Akt. Ges. "Neptun" Rostock	Lovisa Angfartygs A/B. (A/B R. Nordstrom & Co. O/Y, *Mgrs.*)	280·0 | 40·4 | 18·3 P22' B58' F28'	Lovisa Finnish *WB*	T. 3 Cy. 19⅜", 32¼" & 53⅛"–35⅝" 168 NHP A.G. "Neptun," Hamburg		G
80362 LENB	— (*ex* Eidsvoid, *ex* Holmen) Wireless D.F.	1 *Dk*	1371 1190 799					1917	N.V. Boele's Sch. Mschfbk. Slikkerveer	Rederi A/S Nina (Erling Mortensen)	240·2 | 36·2 | 16·8 P68 *t* H62 *t*	Oslo Norwegian *WB*	T. 3 Cy. 18", 30" & 48"–36" 138 NHP Maschenfabriek Bolnes		N
80363 LCLY	**Nina Borthen** *Oil Eng.* ss Ams. No. 2-38 *Mchy. Aft*	2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	6123 5412 3560	✠100A1 12,38 4,38 Carrying Petroleum in bulk	Ams Osl	CL 4,38 11,38		1930 8mo	Armstrong Whitworth & Co. (Shipbuilders) Ld Newcastle	A/S Motortank (H. Borthen & Co. A/S *Mgrs.*) *Cell D Bu E56' 171 t*	396·2 | 55·1 | 32·3 P97' B29' F36' FK *Trunk* 238' *DTf* 34' 347 *t FPT* 18	Oslo Norwegian (9 *to U dk* 5 „ 2*nd* „)	Oil Engines 2 S.C.SA 6 Cy. 23⅜"–41¾" 583 NHP 2 DB *180 lb* 14 *B Hpt Cem* Armstrong, Whitworth & Co. (Engineers) Ld. Nwc	32 " 0	
80364 116235 KLAR	**Nine** (*ex* Ten-35, *ex* Scranton) *Mchy. Aft* *Ref. Mchy.*	1 *Dk* & *Spar dk*	2016 1854 1595					1888	Cleveland S.B. Co. Cleveland, O.	Terminals & Transpn. Corp. (Minnesota-Atlantic Transit Co. *Mgrs.*)	260·0 | 39·2 | 21·6 H—F29'	Duluth Min Utd. States *WB*	T. 3 Cy. 19", 30" & 52"–40" 171 NHP Cleveland S.B. Co. Clevelnd		R
80365 XNFA	**Ning Ching** (*ex* Imataca, *ex* Harriet)	1 *Dk*	1693 — 984					1915	Laxevaags Msk. & Jrnskb Bergen	Ningpo Shaohsing S.N. Co. Ld.	246·2 | 37·9 | 15·8 P44 *t* Q108 *t* B129 *t* H67 *t* F41 *t*	Shanghai Chinese *WB*	T. 3 Cy. 18¾", 29" & 49"–33" 138 NHP Laxevaags Msk & Jrns. Bgn.		
80366 155908 MBZD	**Ning Kwang** *Oil Eng.* *Carrying oil in bulk*	Twin Sc 1 *Dk*	351 303 136					1930	New E. & S.B. Wks. Ld. Shanghai	Asiatic Petroleum Co. (North China) Ld.	162·0 | 27·0 | 9·8	Shanghai British *WB*	Oil Engines 2 S.C.SA 8 Cy. 11⅞"–14¾" 196 NHP Kromhout Eng. Wrks. Ams.		C
80367	**Ning Shao**	Twin Sc 3 *Dks*	3074 — 1920					1905	Foochow Arsenal Foochow	Ningpo Shaohsing S.N. Co. Ld.	280·0 | 48·0 | 18·0	Shanghai Chinese *WB*	T. 6 Cy. 20½", 30⅝" & 46"–28" *E made* 05 *B made* 04 112 NHP Foochow Arsenal, Foochow		
80368 153585 GKNV	**Ninghai**	2 *Dks*	2484 2049 1482					1925	Taikoo Dkyd. & Eng. Co. Ld. Hong Kong	China Nav. Co. Ld.	295·8 | 44·2 | 19·6 B72' F44'	London British *WB*	T. 3 Cy. 18", 29" & 47"–39" 138 NHP Taikoo Dkyd. & Eng. Co. Ld.		
80369	**Ninghsiang** (*ex* Mikuma Maru, *ex* Kyodo Maru No. 6)	Wood Twin Sc Sp 2 *Dks*	359 305 213					1903	T. Haruki Tokushima	Ninghsiang S.N. Co. Ld.	147·4 | 20·6 | 13·8	Ningpo Chinese	T. 6 Cy. 8½", 13¾" & 22½"–18" 42 NHP S. Ono, Osaka		
80370 8255 SLDN	**Ningpo** D.F.	Twin Sc *Oil Eng.* 1 *Dk* & *Shelter dk* *Cruiser Stern*	6079 5132 3443					1937	Eriksbergs M.V. Aktieb. Gothenburg	A/B Svenska Ostasiatiska Kompaniet (G. Borin, *Mgr.*)	461·8 | 62·2 | 27·2 F107'	Gothenbrg Swedish *WB*	Oil Engines 2 S.C.DA 12 Cy. 17⅛"–47½" 1282 NHP Eriksberg M.V. Aktieb. Got		
80371 XNBU	**Ningshin** (*ex* Taishan) "Tembien I," *see No. 90203*	Twin Sc 1 *Dk* & *Awng dk*	3439 — 2099				...	1913	Hong K'ng & Whampoa Dock Co. Ld. Hong Kong	Ning Shin S.S. Co. Ld.	280·0 | 53·1 | 10·0 FK	Shanghai Chinese *WB*	T. 6 Cy. 21", 33½" & 54"–27" 424 NHP Hong Kong & Whampoa Dock Co. Ld. Hong Kong	12 " 0	
80372 1888 IBTS	**Nino Padre** (*ex* Lepanto-34, *ex* Elvaston) D.F.	*ss* Tri. No. 3–4,31 1 *Dk* (*Stl*)	4171 3795 2527	✠ ... 6,35	Rot	*w*		1913 2mo	J.L. Thompson & Sons Ld. Sunderland	Giuseppe Gavarone *Cell D Ba* 121'	366·8 | 50·8 | 24·9 351·7 50·9 25·9 P25' B145' F32' FK *u E & B* 42' *f* 1	Genoa Italian 6 *B H Cem*	T. 3 Cy. 25", 42" & 68"–48" 350 NHP 2 SB, *6cf*, GS 136, HS 5415 J. Dickinson & Sons, Ld. Sld. 46' 1045 *t FPT* 96 *t APT* 74 *t*	28 " 5	I †
80373 1166 ICMO	**Ninuccia** (*ex* Valrossa, *ex* Bampton) D.F.	1 *Dk*	4583 4194 2803					1910	Richardsn, Duck & Co. Stockton	Giuseppe Gavarone	395·4 | 50·1 | 24·4 380·0 26·2 P35' B117' F38'	Genoa Italian *WB*	T. 3 Cy. 25", 42" & 68"–45" 310 NHP Blair & Co. Ld. Stockton		CI
80374 HPFQ	**Niobe** *ss* Ham. No. 3–9,33 *ss* Ham. No. 1–37 *Mchy. Aft.* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) D.F. & *Web frames* *Longitudinal framing*		7352 6654 4279	100A1 *Shelter dk* *with freeboard* 12,38 1 *Dk* (*Stl*) Carrying Petroleum in bulk Fitted for oil fuel 19 15 F.P	Ham	*d* †	CL 1,38	1915	G. Seebeck A.G. Weser-münde-G. *Cell D* above 150° F.	Panama Trans-port Co. *Bu E* 46' 107 *t u* B 25' 111 *t u OF Bunker* 26	476·9 | 62·3 | 29·0 494·7 (O.L.) FK *Collision* *BH to Sh dk* 16 „ „ *U* „ *DTf* 52' 792 *t FPT* 190 *t APT* 61 *t*	Panama Panamanian 117 *t*	Q. 4 Cy 23½" 33⅝" 48⅞" & 70½"–51⅜" (*s*) 474 NHP 215 lb HS 7980 FD 3 SB & 1 Aux SB, *11cf*, GS 194, G. Seebeck A.G.	28 " 9 8 3 " 2⅜ 25 " 9½	
80375 FOPU	— *ss* Shl. No. 3–7.32 *ss* Rot. No. 1–37 *Well deck* 1 *Dk* (*Stl*) D.F. *Cargo battens not fitted*		1684 1263 884	✠100A1 8,38 7,37 LMC 7,37	Rot	*g*	CL 7,37	1920 8mo	Blyth S.B. & D.D. Co. Ld. Blyth	Société Navale Caennaise (G. Lamy & Cie. *Mgrs.*) *Cell D B* 180' 381 *t D*	260·3 | 37·3 | 16·4 P22' Q100' B54' F24' FK *Ta* 36' 118 *t FPT* 114 *t*	Caen French 4 *B H Cem*	T. 3 Cy. 21", 34" & 56"–36" (*s*) 190 lb 244 NHP 2 SB, *6cf*, GS 106, HS 4224 N.E. Marine Eng. Co. Ld. Sld *APT* 110 *t*	18 " 7 " 1 " 6⅜ 17 " 2	
80376 OUJO	—	1 *Dk*	1153 929 678					1920	Schiffb. Ges "Unterweser" m.b.H. Weser-münde-L.	J. Lauritzen	231·5 | 34·6 | 14·1	Esbjerg Danish *WB*	C. 4 Cy. (2) 12½" & (2) 27½"–27½" NE 28 141 NHP A/B Lindholmen-Motala, Motala		G
80377 DOLY	—	1 *Dk*	658 520 363					1909	J.C. Tecklenborg A.G. Weser-münde-G.	Dampfschifffahrts Ges. Neptun	179·8 | 28·1 | 12·6 Q51' B45' F21'	Bremen German *WB*	T. 3 Cy. 13", 21⅛" & 34⅞"–23⅝" 58 NHP J.C. Tecklenborg A.G. Wsm		G
80378 478 SFQW	**Niord** (P)	Iron Twin Sc 1 *Dk*	579 340 391					18⅝	Motala Co. Norrköping	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	175·1 | 27·2 | 11·8 P117' H52 *t* F44'	Stockholm Swedish	C. 4 Cy. 19" & 37"–21" NB 03 104 NHP W. Lindbergs M.V. Skm.		
80379 219321	**Nipmuc**	2 *Dks*	5969 4985 4477					1919	Atlantic Corp. Portsmouth, N.H.	United States Maritime Commission	410·5 | 54·2 | 27·0 P60' B114' F47'	Portsmth, N.H. Utd. States	T. 3 Cy. 24½", 41½" & 72"–48" 359 NHP Atlantic Corp. Prtsmth NH		
80380 42071 JGPL	**Nippo Maru**	*Cruiser Stern*	3764 — 2252					1936	Kawasaki Dkyd Co. Ld. Kobe	Okazaki Honten K.K.	353·6 | 50·0 | 27·9	Kobe Japanese	2 steam turbines D.R. geared to 1 Sc. Shaft 500 NHP Kawasaki Dkyd Co Ld Kobe		C

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnag. Officiel Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant pour le prochain Déplacement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15
80381 43728 JYLL	**Nippo Maru No. 15** *Oil Eng.* 1 *Dk* *Carrying Petroleum in bulk*		486 — 306					1937	Mitsubishi Jukogyo K.K Hikoshima	ShimatsuYoshindo	150·0 | 29·0 | 13·5 F51′			Shimonoseki Japanese	Oil Engines 4S.C.SA 6Cy.14⅜″–20⅝″ 127NHP HanshinIronWrks,Ld Kob		
80382 8890 SKQN	**Nippon** TwinSc *Oil Eng.* D.F. E.S.D. GyC. 1 *Dk & Shelter dk* *3rd Dk except in aftermost hold* *Cruiser Stern* *Rudder electrically welded*		*6095* *5138* *3447*	✠ ~~100A1~~ *with freeboard* 4,38	Got	*d*†	CL	1937 11mo *Lloyd's*	Götaverken A/B Gothenburg *S.A&CP*	A/B Svenska Ostasiatiska Kompaniet (G. Borin, *Mgr.*) *Cell DB393′1261t tank*	461·9 | 62·2 | 27·1 478·0 (O.L.) F108′ FK *MT32′997t* *Tanks at sides & between tunnels*			Gothenburg Swedish *7 B Hpt Cem* *Coll to Sh dk* 6 „ *2nd* „ *APT117t*	Oil Engines 2S.C.SA 14Cy.24⅞″–45½″ 1448NHP DB *100lb* Götaverken A/B,Got.	31 ″ 0 s 3 ″ 7½ 27 ″ 7	
80383 41703 JHZJ	**Nippon Maru** *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* D.F. GyC. *Carrying Petroleum in bulk* *Longitudinal framing*		9974 — 5849					1936	Kawasaki Dkyd.Co.Ld. Kobe	YamashitaKisen K.K.	499·1 | 64·9 | 37·1			Kobe Japanese *WB*	Oil Engines 2S.C.DA 8Cy.27⅞″–47¼″ 2115NHP KawasakiDkydCoLdKobe		C
80384 36212 JFLC	— TwinSc4MstBk (*Training Ship*) *Oil Eng.* 2 *Dks*		2284					1930	Kawasaki Dkyd.Co Ld. Kobe	Government of Japan (Educational Dept)	260·0 | 42·5 | 25·7 P213′F38′			Tokyo Japanese *WB*	Oil Engines 4S.C.SA IkegaiIronWorks,Tokyo		
80385 48 SWGL	**Niritos** (*ex* Islemoor, *ex* Maymead, *ex* Maylands) *ss* Pir.2nd No.3–9,33 *ss* Rot.No.1–38 1 *Dk (Irn) 2tr B & deep framing 3 Dk rule*		*3854* *3610* *2452*	✠ 100A1 2,38 ~~BS6,37~~ BS~~6,37~~ 11,38	Rot	*w*	CL 12,37	1907 9mo *Lloyd's*	W.Gray & Co.Ld. W Hartlepool *S.A&CP*	G.C.Dracoulis *Cell D Ba 111′ u*	345·0 | 50·1 | 25·0 359·9 (O.L.) P27′B92′F32′ FK *E & B 42′ f 150′ 1035t*			Ithaca Greek *6 B H Cem* *APT42t*	T.3Cy.25½″,40⅜″&67″–45″ (*s*) 180lb *120lb* 316NHP 2SB,*6cf*,GS117,HS4705 DB *made08 refitted38* Cen.Mar.Eng.Wrks.W Hpl	27 ″ 7 s 5 ″ 0½ 22 ″ 8½	
80386 146257 GFJD	**Nirpura** *ss* Bom.No.3–6,33 *ss* Fal.No.1–37 2 *Dks (Stl) & Shelter dk (Stl)*		5961 5570 ~~3647~~ 3055	✠ 100A1 *Shelter dk* *with freeboard* 12,38~~,38~~ MC MS2,37 S~~3,37~~ *Carrying oil fuel F.*	Cal Ant	*b*†	CL 9,37 10, 38 *P.* above1	1921 6mo *Lloyd's* 50° F.	W.Gray & Co.(1918),Ld W Hartlepool *S.A&CP* *Cell DB393′1532t* *in pt DB*	British India Stm. Nav.Co.Ld. *Collision* *FPT128t APT29t*	450·0 | 56·0 | 27·0 FK			Glasgow British *Cem* *B H to Sh dk* 6 „ „ *U* „	T.3Cy.28″,46″&77″–54″ (*s*) 180lb FD 656NHP 4SB,*12cf*,GS235,HS10124 Cen Mar Eng Wks Ld. W Hpl	29 ″ 8 s 4 ″ 1½ 25 ″ 8½	
80387 136329 GRYW	**Nirvana** *ss* Cal.No.3–4,36 2 *Dks (Stl) & Shelter dk (Stl)*		6044 5612 3765	✠ 100A1 *Shelter dk* *with freeboard* 3,38	Cal	*b*†	CL N3,38	1914 10mo *Lloyd's*	W.Gray & Co.Ld. W Hartlepool *S.A&CP*	British India Stm. Nav.Co.Ld. *WB = Cell D Ba 155′ u E & B 49′*	450·5 | 56·0 | 27·0 FK			Glasgow British *7 B H Cem* *3t APT30t*	T.3Cy.28″,46″&77″–54″ (*s*) 180lb FD 656NHP 4SB,*12cf*,GS231,HS10126 Cen.Mar.Eng.Wrks.W Hpl	29 ″ 8 s 4 ″ 2 25 ″ 8½	
80388 [illegible] IBTY	**Nirvo** (*ex* Irish Monarch) *Now Silvano," see No. 89935 in Supplement* D.F. 2 *Dks*		4234 4030 2676					1906	Napier & Miller Glasgow	Nivose Soc.di Nav. (A.Scinicariello, *Mgr.*)	385·4 | 48·7 | 27·2 P37′B104′F38′			Naples Italian *WB*	T.3Cy.27″,44″&73″–48″ 369NHP D.Rowan&Co.Glasgow		CI
80389 39589 JXNH	**Nishiki Maru** Ⓟ *Oil Eng.*		1848 — 1035					1934	Mitsubishi Jukogyo K.K Kobe	OsakaSyosen K.K.	242·7 | 39·4 | 19·0			Osaka Japanese	Oil Engines		
80390 218836 KEVM	**Nishmaha** *Fitted for oil fuel* Sub.Sig. 1 *Dk & Shelter dk* *Longitudinal framing*		6076 5500 3729					1919	G M Standifer Cnst.Corp. Vancouver, Wash.	Lykes Bros. ~~Ripley S.S.Co.Inc.~~ Steam.ShpCo.,Inc	401·4 | 53·2 | 31·9 P34′F38′			Houston, Texas Utd. States *WB*	T.3Cy.24½″,41⅞″&72⅝″–48″ 360NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
80391 27977 JNZD	**Nisiyama Maru** (*ex* Nishiyama Maru–38) *ss* Kob.No.3–5,33 *ss* Tama.No.1–38 1 *Dk (Stl)* 2nd *dk (Stl)* *except in No.2 hold*		3017 2603 1824	✠ 100A1 4,38 ~~3,38~~	Tama	*u*	CL 3,38 4,39	1921 2mo	Matsuo Irn Wrks.& Dkyd Nagasaki A&CP	ItayaSyosen KaishaLd. *Cell DB264′622t FPT83t*	311·0 | 44·2 | 27·0 P21′B78′F41′ FK			Tokyo Japanese *5 B H Cem* *APT79t*	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 300NHP 2SB&1AuxSB,*8pf*,GS145, HS5167 MatsuoIronWorks&Dkyd.	27 ″ 0 s 4 ″ 6¼ 22 ″ 8	
80392 6233 SFRE	**Nisse** (*ex* Torgöt) *ss* Ham.No.3–10,32 *ss* Ham.No.1–37 *Well deck* 1 *Dk (Stl)*		*837* *611* *455*	✠ 100A1 ~~3,37~~10,38 3,39	Ham	*k*	OG 4,36	1919 10mo *Lloyd's*	E.J.Smit & Zoon Westerbroek *S.A&CP*	Svenska Hamburg Linien A/B (J. Malmros, *Mgr.*) *Cell DB152′228t FPT*	191·0 | 32·3 | 12·4 Q65′B49′F24′ FK			Trelleborg Swedish *1 B H Cem* *39t APT18t*	T.3Cy.15″,23½″&39⅜″–23⅝″ 180lb (*s*) 106NHP 2SB,*4cf*,GS59,HS1937 EJ Smit&Zoon,Hoogezand	14 ″ 6 s ″ 8½ 13 ″ 10½	
80393 16332 JIFD	**Nissei Maru** (*ex* Auguste) 1 *Dk 2tr B & deep framing*		2876 2624 1766			...		1900	A.Rodger & Co. Pt.Glasgow	OkazakiHonten K.K.	320·2 | 46·1 | 21·3 P29′B88′F32′ FK			Kobe Japanese *WB*	T.3Cy.22½″,37″&59½″–42″ 249NHP A.Rodger&Co.P.Glasgow	23 ″ 9	
80394 [illegible] [illegible]	— *Oil Eng.* *Mchy. Aft*		440					1935	Ohara Zosen Tekkosho Osaka	ShintoKosan K.K.	149·0 | 26·5 | 14·0			Japanese	Oil Engines 4S.C.SA 6Cy.13″–19⅛″ 98NHP HanshinTekkosho		
80395 42336 JGFL	**Nisshin Maru** (*Whale oil Factory*) *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 2 *Dks* E.S.D. GyC. *Carrying Whale oil in bulk* *Longitudinal framing-bracketless system*		16764 15337 13350					1936	Kawasaki Dkyd.Co.Ld. Kobe	Hayashikane Shoten K.K.	537·0 | 74·0 | 48·8 B130′F110′			Tokyo Japanese *WB*	Oil Engines 2S.C.DA 8Cy.28⅝″–35⅞″ 1561NHP KawasakiDkydCoLdKobe		C
80396 [illegible] JTSL	**Nisshin Maru No. 2** (*Whale oil Factory*) *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 2 *Dks* E.S.D. GyC. *Carrying Whale oil in bulk*		17553 [illegible] 14288					1937	Kawasaki Dkyd.Co.Ld. Kobe	TaiyoHogei K.K.	537·0 | 74·0 | 48·8			Kobe Japanese *WB*	Oil Engines 2S.C.DA 8Cy.28⅝″–35⅞″ 1561NHP KawasakiDkydCoLdKobe		
80397 28723 JAQB	**Nisshin Maru No. 3** (*ex* Catalina) *ss* Shl.No.3–9,17 *ss* Kob.No.2–25 2 *Dks (Stl) & deep framing*		*2705* *2516* *1660*	✠ —— 3,31	Kob	*u*		1904 9mo	Armstrong Whitworth & Co.Ld. Newcastle	MatsuokaKisen K.K.	318·0 | 43·7 | 23·3 P21′B87′F33′ FK			Fuchu Japanese *6 B H Cem*	T.3Cy.25″,41″&68″–45″ 360NHP 3SB,*9cf*,GS165,HS5900 Wllsnd Slipwy Co.Ld.Nwc.	25 ″ 10	
80398 44025 JZBL	**Nissho Maru No. 1**		1362 — 763					1937	Ohara Dkyd.Co.Ld. Osaka	MarushoKaiun K.K.	225·6 | 35·0 | 20·5	*Cell D Ba 86′ u E22′*		Osaka Japanese	*f 118′439t FPT60t APT20t* T.3Cy.15¾″,26″&43⅜″– 31⅞″ 106NHP OharaDkyd.Co.Ld.Osa.		
80399 8995 JJWE	**Nissho Maru No. 2** TwinSc (*ex* Tokushima Maru–34) 2 *Dks*		342 265 206					1904	Kawasaki Dkyd.Co.Ld. Kobe	OsakiKisen K.K.	131·5 | 21·3 | 13·4			Osaka Japanese	C.4Cy.11″&24″–20″ 43NHP KawasakiDkydCoLd Kobe		

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1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks. &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when full shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of Fl. of Class Cert.
80400 33561 JIZC	**Nissho Maru No. 3** (*ex*Tsunehiko Maru-34) 1 *Dk*	676 583 388					1928	Akai Tsunekichi Osaka	MarushoKaiun K.K.	180·0 B44′	27·0 F31′	16·0	Ura Japanese	T.3Cy.		
80401 40156 JYFH	**Nissho Maru No. 5** *Oil Eng.* 1 *Dk*	783 — 434					1935	Ohara Zosen Tekkosho Osaka	MarushoKaiun K.K.	180·4	31·2	15·6	Ura Japanese	Oil Engines		
80402 9358 JKEE	**Nissho Maru No. 6** (*ex*KaiunMaru-35, *ex*Walker) 1 *Dk*(*Irn*) *Well deck*	642 533 362	✠ 12,04		Qns	*j*	1890 3mo	Wood, Skinner&Co. Newcastle	MarushoKaiun K.K.	185·0 P19′Q70′B7′F19′ *Cell DB* 138′ 135*t*	30·0 FK *FPT*	11·9 5 *BHCem* 40*t APT* 22*t*	Ura Japanese	T.3Cy.16″,26″&43″–30″ NDB04 103NHP 1SB,3*pf*,GS50,HS1503 N.E MarineEng CoLdNwc	14 ″ 3	
80403 19238 JDQC	**Nissho Maru No. 8** (*ex*MisakiMaru) 1 *Dk*	1174 1009 791					1916	Harima S.B.Co.Ld. Harima	MarushoKaiun K.K.	223·0	33·0	18·0	Ura Japanese *WB*	T.3Cy.14$\frac{9}{16}$″,24$\frac{3}{8}$″&40$\frac{7}{16}$″–30″ 88NHP OkamotoTozaburo,Osaka		
80404 22483 JENF	**Nissho Maru No. 11** WoodAuxSr (*ex*KikuMaru-35) 1 *Dk*	300 275 217					1918	Kurata Fukusei Jinsha	MarushoKaiun K.K.	113·8	25·6	13·8	Nanao Japanese	C.2Cy.11$\frac{1}{16}$″&22$\frac{1}{16}$″–12″ 14NHP HantaRyotoro,Osaka		
80405 42590 JJNL	**Nissho Maru No. 12**	1199 — 682					1936	Ohara Zosen Tekkosho Osaka	MarushoKaiun K.K.	220·0	34·0	19·0	Ura Japanese	T.3Cy.15$\frac{3}{4}$″,26″&43$\frac{3}{16}$″–31$\frac{1}{2}$″ 105NHP OharaZosenTekkosho,Osa.		
80405* 19221 JPWE	**Nissin Maru** (*ex*NisshinMaru-38, *ex*KibiMaru) Wireless 1 *Dk*	1179 1109 821					1916	Harima S.B.Co.Ld. Harima	OkazakiHonten K.K.	223·0 P21′B43′F32′	33·0	17·9	Kobe Japanese *WB*	T.3Cy.14$\frac{1}{2}$″,24$\frac{5}{16}$″&40″–30″ B*made*08*refitted*16 88NHP T.Okamoto,Osaka		
80406 31363 JGVB	**Nissyo Maru** (*ex*NisshoMaru-38, *ex*Lake Farrar) *Fitted for oil fuel* 1 *Dk2trB*	2827 2607 1739				...	1919	Superior S.B.Co. Superior, Wis.	OkazakiHonten K.K.	251·0 P25′B64′F20′	43·7 FK	25·8 *WB*	Kobe Japanese	T.3Cy.21″,35″&59″–42″ 352NHP SuperiorS.B.Co.Superior	28 ″ 3	C †
80407 2014 ICLS	**Nita** Ⓟ (*ex*Verbania-35, *ex*Madioen-35) D.F. 3 *Dks*	6813 6443 4248					1913	Bonn& Mees Rotterdam	Soc. Anon Giuseppe BozzoArmamenti e TrasportiMarittimi (A.Lauro, *Mgr.*)	446·0 430·0 P44′	54·2	26·4 *WB*	Genoa Italian	T.3Cy.28$\frac{1}{2}$″,47″&81″–52″ 470NHP Maats.deSchelde,Flushing		I
80408 44517 JMAM	**Nitian Maru** (*ex*Orone-38, *ex*Grena-34) 1 *Dk*& *Shelter dk*	6200 — 4587					1912	W.Doxford &Sons,Ld. Sunderland	NissanKisenK.K.	439·5 P94′H31 3*t*F71′	57·0	26·3 *WB*	Tokyo Japanese	T.3Cy.25″,41″&70″–48″ 340NHP W.Doxford&Sons,Ld.Sld.		N
80409 45071 JLUM	**Nitiei Maru** *Longitudinal framing* *Oil Eng.* *Cruiser Stern* 1 *Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	10020 — 5813					1938	Kawasaki Dkyd.Co.Ld. Kobe	~~NipponKogyoK.K.~~ NittoKogyoKisen K.K.	500·0 P165′B39 F37′	64·9	37·1	Tokyo Japanese	Oil Engines 2S.C DA 8Cy.28$\frac{3}{8}$″–47$\frac{1}{2}$″ 2250NHP KawasakiDkydCoLdKobe		
80410 21377 JQDE	**Nitiman Maru** (*ex*Nichiman Maru-38,*ex*AsakaMaruNo.2-34) 1 *Dk*	1922 1399 1131					1917	G K Harada Shoko Osaka	OkazakiHonten K.K.	250·0 P147′F34′	37·7	20·5 *WB*	Kobe Japanese	T.3Cy.17″,28$\frac{1}{2}$″&48$\frac{1}{8}$″–36″ 139NHP G.K.HaradaShoko,Osaka		
80410* 44518 JMEM	**Nitimei Maru** (*ex*Ortri-38, *ex*AlfredNobel-34) 1 *Dk*& *Shelter Dk* *Longitudinal framing*	4704 — 3145					1912	Armstrong Whitworth &Co.Ld. Newcastle	NissanKisenK.K.	400·0	52·2 *WB*	24·9	Tokyo Japanese	T.3Cy.25$\frac{1}{2}$″,42″&70″–48″ 339NHP N.E.MarineEngCoLdNwc		N
80411 257 SVGG	**Nitsa** (*ex*SagamaRiver-33) 1 *Dk*	4732 4373 2989					1915	Irvine's SB &D.D.Co.Ld. W Hartlepool	KassosSteam NavigationCo.Ld. (PnevmaticosRethymnisYannaghas *Mgrs.*)	385·0 P36′B126′F38′	52·0	27·1 *WB*	Syra Greek	T.3Cy.25″,40″&68″–48″ Richardsons, Westgarth&Co.Ld.Hpl.		C
80412 26772 JHNB	**Nitto Maru** 1 *Dk*	2186 1888 1278					1920	Fujinagata S.B.Co. Osaka	OsakaSyosenK.K.	272·0 P17′B64′F33′	40·0	24·1 *WB*	Osaka Japanese	T.3Cy.22″,36$\frac{3}{4}$″&60″–40″ Schipp. 226NHP Mattsch.Amsterdam		
80413 440 JNWG	— (*ex*SaishuMaru-33) 2 *Dks*	471 407 263					1914	Aizawa Iwakichi Osaka	KanagawaYoshihide	150·3 B26′F20′	21·7	16·5	Jinsen Japanese	T.3Cy.11$\frac{5}{8}$″,18$\frac{1}{8}$″&30″–22″ 42NHP OharaGisuke,Osaka		
80414 20371 JBYB	**Nittu Maru** (*ex*NittsuMaru-38, *ex*AnseMaru,*ex*AtsutaMaruNo.2) 1 *Dk*	2178 1885 1280					1917	Ishikawa-jimaS.B &E. Co.Ld. Tokyo	OkazakiHonten K.K.	268·0 P13′B58′F27′	40·7	23·5 *WB*	Tokyo Japanese	T.3Cy.19″,31$\frac{1}{2}$″&52″–39″ 169NHP IshikawajimaS.B&E.CoLd		C
80415 TVYN	**Nivernais** *Oil Eng.* *Mchy.Aft* *Cruiser Stern* 1 *Dk*	389 343 185					1933	Atel.&Ch. de France Dunkirk	Cie.Maritime de la Seine	161·9 Q42′B24′F25′	23·4	11·8	Rouen French	Oil Engines 4S.C.SA 6Cy.11$\frac{1}{2}$″–18$\frac{1}{4}$″ 81NHP Atel.&Ch.deFrance,Dnk.		V
80416 DOHC	**Nixe** 1 *Dk*	698 517 394					1910	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·0 Q51′B45′F22′	28·1	12·9 *WB*	Bremen German	T.3Cy.13$\frac{1}{2}$″,21$\frac{1}{16}$″&34$\frac{7}{16}$″–23$\frac{1}{4}$″ 59NHP A.G."Weser,"Bremen		G
80417 137416 GQJN	**Nizam** *ss*Cal.No.3–5,27 *ss*Cal.No.2–35 2 *Dks*(*Stl–U*teak s)	5322 4922 3334	✠100A1 8,385,37 ~~BS8,37~~ 8,38	Cal	~~MC7,35~~	CL ~~6,36~~ 8,38	1914 12mo *Lloyd's*	C.Connell &Co.Ld. Glasgow	AsiaticStm.Nav. Co.Ld. *WB*=*Cell DB* a *u E*& B46′ *f* 187′ 111 120′ *sA*4*CP*	404·0 P41′B137′F45′ 3*t DT* a 22′184*t FPT*	52·8 FK	28·7 7 *BHCem* 124*t APT* 30*t*	Liverpool British	T.3Cy.25″,42″&70″–48″ (r) 200lb *100lb* 472NHP 2SB,8*cf*,GS150,HS6714 FD Dunsmuir&Jackson,LdGls	31 ″ 3 s 6 ″ 1½ 25 ″ 7	
80418 DHRR	**Njassa** Ⓟ Sub.Sig. *Ref.Mchy.* D.F. GyC. 2 *Dks*& *Shelter dk*3*trB*	8754 5867 5081					1924	Blohm& Voss Hamburg	DeutscheOst-AfrikaLinie	438·5	58·2 *WB*	37·5	Hamburg German	4 Steam Turbines SR geared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
80419 YTDB	**Njegos** (*ex*NormanIsles,*ex*Suruga) *ss*Spt.No.3–9,31 *ss*Spt.No.1–36 1 *Dk*(*Stl*)& *Spar dk*(*Stl*) & *deep framing*	4387 3997 2746	✠100A1 *Spar dk* 2,39 ~~2,28~~ 2,36 ~~B~~ MC9,	Ant Rot	*y*	CL N2,38	1908 2mo	A.McMillan&Son,Ld Dumbarton	Jugoslavenski Lloyd a.d.	375·3 P33′B210′F34′ *Cell*	52·0 FK *DB* a 112′ *u*	17·5 25·4 6 *BHCem* *E*& B42′ *f* 174′ 1048*t APT* 38*t*	Dubrovnik Yugoslav	T.3Cy.25″,41″&67″–48″ (s) 180lb 370NHP 2SB,6*cf*,GS112,HS4928 FD ClydeS.B.&E.Co.Ld.P.Gl.	28 ″ 0 s 4 ″ 0 24 ″ 2½	
80420 228957 KLHG	**No-Nox** TwinSc *Oil Eng.* *Mchy.Aft* 1 *Dk* *Carrying Petroleum in bulk*	983 808 592					1929	Bethlehem S.B.Corp.Ld. Quincy, Mass	GulfOilCorporation	199·7	38·0	14·2	Phildlphia Utd. States	Oil Engines 2S.C.SA 12Cy.12″–17″ 302NHP StandardEngineConst.Co. JerseyCity,N.J.		
80421 25108 JINB	**Noborikawa Maru** 1 *Dk*	2182 1902 1296					1922	Uraga Dock Co. Uraga	HokkaidoTanko KisenK.K.	268·0 P20′B58′F26′	40·7	23·6	Kobe Japanese	T.3Cy.		

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3 Tonnage Officiel. Total. / Sous le Pont. / Net.	4 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	5 Port de Visite.	6 Genre d'assemblage. Quel. Lettre. Entretien.	7 Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Inscriptions au code, si ce n'est dans le L. R. Distinct. Cert. Roy. Poste
80422 219053 KJTB	**Nockum** / *Fitted for oil fuel* / Sub.Sig. 1 *Dk* / *Shelter dk & Web frames* / *Ref.Mchy.* / *Longitudinal framing*	6024 5535 4291			...		1919	Moore S.B. Co Oakland, Cal.	United States Maritime Commission	402·5 53·0 32·0 / P31′ F30′ / *on Shelter dk* FK			S.Frncisco Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 637 NHP / Midwest Engine Co. Indianapolis	34 ″ 6	R †
80423 99728 GSJD	**Noemijulia** (*ex* Noemi, *ex* Barlby) / *ss* Sld. 2nd No. 3–6,20 / *ss* Cpl. No. 2–29 / 1 *Dk* (*pt Irn pt Stl*) & *pt Awng dk* (*Irn*) & *Web frames*	2499 1745 1634	✠ 6.33	Pir	s		1895 11mo	Ropner & Son Stockton	Noemijulia S.S. Co. Ltd. (S. Catsell, *Mgr.*)	290·0 43·0 16·6 / P27′ Q117′ FK / *pt Awng dk* 173′ / *Cell D Ba* 100′ *uE* 24′			London British 5 *B H Cem* / *f* 168′ 8 2*t*	T.3Cy. 22½″, 36½″ & 60″–39″ 224 NHP / (2) NDB 15 / 2SB, 6*cf*, GS 93, HS 3358 / Blair & Co. Ld. Stockton	19 ″ 9	V †
80424 UOWQ	**Nogin** / *Oil Engs.* / 2 *Dks*	2109 1815 1055					1930	Sevastopol Marine Wks. Sevastopol	U.S.S.R.	270·1 39·8 22·5 / P31′ B62 F28′			Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy. 18½″–32½″ 358 NHP / Komintern Wks. Kharkov		
80425 520	**Nokol** (*ex* Avissos–34, *ex* Amerosios N.) **Iron Twin Sc** / Now Stalis A, *see No. 90071 in Supplement*	363 166					1885	Stablimento Tecnico Trieste	E. Nasos & Th. Antippas	176·0 27·4 7·5			Piræus Greek	C.4Cy. 11⅓″ & 21″–18″ 31 NHP / Stabilimento Tecnico, Tri.		
80426 148301 GSPF	**Nolisement** / *ss* Yka. No. 2–37 / D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	5084 4738 3147	✠ 100 A1 / *Strengthened for Grain* / *Shelter Deck* / Freeboard / Hak Sld / BS 6,38 / *Fitted for oil fuel* 6,38	Yka	*a* †	CL 7.37 F.P.	1928 8mo	Nthmblnd S.B. Co. (1927), Ld. Newcastle	Nolisement S.S. Co. Ld. (Morel, Ld.) / *Lloyd's* *SA&CP* above 150° F. / *Cell D B* 362′ 139 *t*	412·6 55·3 26·1 / F40′ FK / *FPT* 100 *t A PT* 153 *t*			Cardiff British 7 *B H Cem* / *Coll to Sh dk* 6 „ 2*nd*„)	Q.1Cy. 23″, 32½″, 47″ & 68″–48″ 225 lb *150 lb* (*s*) 442 NHP / 3SB (Spt) 9*cf*, GS 161, HS 7395 / N.E. Marine Eng. Co Ld Nwc	28 ″ 6 / s 3 ″ 3½ / 25 ″ 5½	
80427 34442 JDXE	**Nonai Maru** / *ss* Yka. No. 1–39 / *Oil Eng.* / *ss* Hak. No. 3–3,35 / *Mchy. Aft* 1 *Dk* (*Stl*) & *Web frames*	374 241 153	✠ 100 A1 / *Coasting Service Japan* / 2,39 / *Carrying Petroleum in bulk*	Yka	*e*	CL 1.38	1929 10mo	Mitsui Bussan Kaisha Tama	Teikoku Senpaku K.K. (The Rising Sun Petroleum Co. Ld.) / *Lloyd's* *SA&CP*	139·4 24·0 10·5 / P51′ F31′ *Trunks & Harbour dk between* P & F FK / *DTf* 15 *t FPT* 8 *t A PT* 5 *t*			Yokohama Japanese 9 *B Hpt Cem*	Oil Engines 2S.C.SA 4Cy. 16½″–18½″ 192 NHP / Kromhout Mot. Fab. Ams.	10 ″ 6	
80428 18360 KZNN	**Nonsuco** **Twin** / *Oil Eng.* / D.F. E.S.D. *Cruiser Stern* / 2 *Dks* & *Shelter dk*	5212 4824 3084	✠ 100 A1 / *with freeboard* / Man / *Cell D B* 345 125 *t*			CL	1938 6mo	Wm. Doxford & Sons Ld Sunderland	North Negros Sugar Co. Inc. / *Lloyd's* *SA&CP*	422·5 56·1 25·8 / 439·0 (o.l.) / P K / *Cell D B* 345 125 *t* *M T* 29 118 *t F PT* 1			Manila Utd. States 7 *B Hpt Cem*	Oil Engines 2S.C SA 8Cy. 18⅜″–65½″ 881 NHP / 2 *DB 120 lb*	28 ″ 7 / 25 ″ 6¼	
80429 149766 VJNL	**Noora** (*ex* Ornais) / *ss* Syd. No. 3–9,36 / Wireless 1 *Dk* (*Stl*) *Well dk* / *Cargo battens not fitted*	1072 733 507	✠ 100 A1 / *Carrying Petroleum in bulk*	Syd	*m*	CL N4,37	1924 5mo	Blyth S.B. & D.D. Co. Ld. Blyth	Blyth S.B. Co. Ld. / The Adelaide Steamship Co. Ld. / *Lloyd's* *SA&CP*	215·0 33·1 13·0 / 221·0 (o.l.) / P16′ Q52′ B52′ F19′ FK / *Cell D B* 184′ 289 *t F PT* 3			P. Adelaide British 4 *B H Cem*	T.3Cy. 16″, 27″ & 44″–30″ (*s*) 180 lb 135 NHP / 2SB, 4*cf*, GS 71, HS 2348 / MacColl & Pollock, Ld. Sld.	14 ″ 10 / s 1 ″ 1½ / 14 ″ 1	
80430 PGHP	**Noordam** Ⓟ **Twin Sc** / *Oil Engs.* / E.S.D. D.F. 3 *Dks* / *Ref. Mchy.* / *Cruiser Stern* / *Butts of part shell & deck plating electrically welded*	10726 8102 6230	✠ 100 A1 / ✠ LMC 9,38 / Lloyd's R MC 9,38 / *Carrying vegetable oil in deep tanks aft*	Rot	*f* †	CL	1938 9mo	N.V. Mch. & Scheepswrf. van P. Smit, Jr. Rotterdam	Nederl.-Amerik. Stoomv. Maats. (Holland Amerika Lijn) / *Lloyd's* *SA&CP*	480·7 64·4 33·3 / 501·6 (o.l.) / P35′ B214′ F46′ FK / *Cell D B* 370′ 1483 *t Tanks at cen tunnels* 195 *t D Ts a* 1806 *t F PT* 5			Rottrdam Dutch 8 *B H*	Oil Engines 2S.C.SA 24Cy. 24 7/8″–45½″ 2482 NHP / 2 *DB-100 lb*	40 ″ 0 / s 9 ″ 6¾ / 30 ″ 7	
80431	**Noordplein** (*ex* Poeldiep–38, *ex* Mira-Mar) / *Mchy. Aft* 1 *Dk*	752 533 362					1920	Van der Kuy & Van der Ree Werf. "Maasdijk" Schiedam	N.V. Scheepv. Maats "Millingen" (G.A. Spliethoff, *Mgr.*)	180·7 28·3 12·6 / Q104′ B11′ F21′			Rottrdam Dutch *WB*	T.3Cy. 15″, 24″ & 40″–24″ 78 NHP / Van der Kuy & Van der Ree Werf. "Maasdijk"		N
80432 141486 VGWB	**Nootka** (*ex* Emperor of Port McNicoll, *ex* Canadian Adventurer) / 1 *Dk* & *platform dk in forwd hold*	2069 1650 1201			...		1919	Pt. Arthur S.B. Co Pt. Arthur Ont.	Canadian Pacific Railway Co.	251·3 43·9 20·3 / P26′ B64′ F25′ FK			Vict'ria BC British *WB*	T.3Cy. 20″, 33″ & 54″–40″ 256 NHP / Port Arthur S.B. Co.	23 ″ 0	
80433	**Nora** (*ex* Highbury–38, *ex* Panis–37, *ex* Tosto–32) / *Well deck* / *ss* Nwc. No. 3–10,19 / *ss* Shl. No. 2–27 / 1 *Dk* (*Irn*) & *deep framing*	1781 1457 1028	✠ — 6,33	Shl	*q*		1906 7mo	S. P. Austin & Son, Ld. Sunderland	A. P. Anastassatos / *Cell D Ba* 76′ *uE* 8	267·7 37·8 17·4 / P27′ Q74′ B51′ F34′ FK / *B32′ f* 112′ 450 *t F PT*			Pnamanian 1 *B H Cem* / 80 *t A PT* 140 *t*	T.3Cy. 21½″, 35″ & 57″–39″ 220 NHP / 2SB, 6*pf*, GS 112, HS 3540 / G. Clark, Ld. Sunderland	19 ″ 9	G †
80434 5568 SFRI	— (*ex* Langdon) **Iron** / *Well deck* 1 *Dk* 2 *tr b*	1265 956 718			...		1882	J. Read-head & Co. S. Shields	K. A. Andersson	236·0 32·0 15·9 / Q90′ B40′ H8 8 *t* F31′ FK			Karlskrna Swedish *WB*	C.2Cy. 30″ & 57″–36″ 147 NHP / J. Readhead & Co. S. Shields	17 ″ 0	V †
80435 338 ESBS	— / 1 *Dk*	1186 1061 699					1902	Hasseldal-ens Jrnskbsb Grimstad	M. G. Martinson	231·4 34·0 13·7 / Q127 *t* B52 *t* F25 *t*			Pärnu Estonian *WB*	T.3Cy. 16″, 25″ & 42″–30″ 97 NHP / Bergen Mek. Værks. Bergen		N
80436	**Nora Mærsk** / Now "Terukawa Maru," *see No. 90200 in Supplement* / *Oil Engs.* / *Ref. Mchy.* 1 *Dk* / *Shelter dk* / D.F. 3*rd dk in Nos. 1, 3 & 4 holds* / *Cruiser Stern* / *Rudder electrically welded* / (*DAMAGED BY FIRE 7,36—NOT TRADING*)	6271 4233 3889	✠ / 7,36	HKg	*c* †		1934 8mo	Odense Staalskibsvft ved A P Møller Odense	Shimatam Kisen K.K. / *Cell D B* 371′ 1146 *t M T* 65′ 165 8 *t F PT* 8 240 *t A PT* 8 173 *t*	458·0 58·2 26·7 / F52′ FK / *D Ta* 19 540 *t*			Kobe Japanese *S B H* / *Coll to Sh dk* 7 „ 2*nd*„)	Oil Engines 2S.C.DA 5Cy. 24 7/16″–55⅛″ 1026 NHP / Akt. Burmeistr & Wain, Cpn	29 ″ 11	
80437 LIXO	**Noravind** (*ex* Nordanvik–34) **Twin Sc** / *Oil Eng.* / *ss* Got. No. 1–35 / *Mchy. Aft* 1 *Dk* (*Stl*) / D.F. *Cruiser Stern*	8234 7529 4864	✠ 100 A1 / ✠ LMC CS 10,35 / BS 6,38 11,37 / *Carrying Petroleum in bulk*	Sba	*c* †	CL 11,37	1930 12mo	Götaver-ken A/B Gothenburg	Skibsaktiesels-kapet "Noravind" (A. Jahre) / *Lloyd's* *SA&CP* / *Cell D Bu E* 65′ 278 *t*	451·1 59·3 35·9 / P96′ F36′ FK / *DTf* 29′ 467 *t F PT* 11			Sandefjord Norwegian 10 *B Hpt Cem* / 3 *t A PT* 241 *t*	Oil Engines 4S.C.SA 14Cy. 21⅝″–39⅜″ 633 NHP / 2 *DB 180 lb* / Götaverken A/B, Got.	35 ″ 6 / s 9 ″ 8¾ / 26 ″ 0	
80438 HPHI	**Norbris** / *Oil Eng.* / *ss* Sij. No. 1–35 / *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* / D.F. *Longitudinal framing*	7619 7247 4570	✠ 100 A1 / Nwc / ✠ LMC 4,38 / *Carrying Petroleum in bulk*	Rot	*c* †	CL 9,38	1930 11mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Tanker Corporation (Johan Rasmussen & Co. *Mgrs.*) / *Lloyd's* *SA&CP* / *DTf* 41′ 523 *t*	460·5 59·5 34·1 / P109′ B30′ F60′ FK / *Cell D Bu E* 85′ 327 *t F PT* 199 *t A PT* 146 *t*			Panama Pnamanian 16 *B Hpt Cem* / (10 to *U dk* 6 „ 2*nd*„)	Oil Engines 2S.C.SA 6Cy. 31″–48″ 1010 NHP / 2 *DB 120 lb*	34 ″ 1 / s 6 ″ 8 / 27 ″ 7⅜	
80439 LJJV	**Norbryn** (*ex* Pacific Commerce–37, *ex* Dominion Miller) / *Oil Eng.* / *ss* Lon. No. 3–5,34 / *ss* Rot. No. 1–38 / D.F. E.S.D. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	5089 4713 3145	✠ 100 A1 / *Shelter dk* / *with freeboard* / BS 4,39 / *Adapted for carrying oil fuel in fore peak* (5,31)	Rot	*a* †	CL 2,38	1922 2mo	W. Doxford & Sons. Ld. Sunderland	A/S Viking (Lundegaard & Sonner, *Mgrs.*) / *Lloyd's* *SA&CP* / *Cell D B* 364′ 129 9 *t F.P. above* 150° F.	420·0 54·0 25·0 / F K / *Collision* / *M T* 26′ 100 7 *t*			Farsund Norwegian *pt Cem* / *B H to Sh dk* 6 „ „ *U* „ / *D Ta* 33′ 94 3 *t*	Oil Engines 2S.C.SA 4Cy. 22⅛″–91½″ 640 NHP / 2 *DB 100 lb* / W. Doxford & Sons, Ld. Sld / *F PT* 105 *t A PT* 127 *t*	29 ″ 0 / s 3 ″ 7⅛ / 25 ″ 7	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c	4 Registered Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when last classed. last seen.
80440 DHRS	**Norburg** (*ex*Pera,*ex*Hornsund) Sub.Sig.	1 *Dk*	2392 2058 1418				
80441 OYIZ	**Norco** (*ex*Katland-33,*ex*Speed, *ex*Kannik)	1 *Dk*	1335 1164 775				
80442 KFYB	— (*ex*Tillamook) Wireless	Wood Twin Sc *Petrol Motor* 1 *Dk*	615 — 479				
80443 HPIT	**Nord** (*ex*HaiShang-37,*ex*Nord-32) *Well deck*	2 *Dks & deep framing*	3193 2511 2052				...
80444 DHZH	— (*ex*Walter Leonhardt-36,*ex*Christel Salling,*ex*HansCords,*ex*Gustav Boldt)	1 *Dk*	1305 1072 815				
80445 8019 SDNM	— (*ex*Sigurd I-35,*ex*SigurdHund, *ex*Tron,*ex*Nystrand,*ex*Signemin)	1 *Dk*	*512 386 256*				
80446 DJVP	**Nord Atlantic** *Oil Eng.* D.F. E.S.D. *Mchy. Aft*	1 *Dk*,*2nd dk in mchy. space* *Cruiser Stern* *Rudder electrically welded*	9897 9165 5884	✠100A1 10,38 ~~1,38~~ DB~~10,38~~ ✠LMC1,38 *Carrying Petroleum in bulk*	Ham	*e*†	CL
80447 LCUC	**Nordanger** *Mchy. Aft* D.F.	Twin Sc *Oil Eng.* 2 *Dks* *Longitudinal framing at bottom & at decks* *Carrying Petroleum in bulk*	9297 8510 5500				...
80448 OYOA	**Nordbo** *Oil Eng.* D.F.	Twin Sc ss Cpn.No.3–9,36 1 *Dk (Stl)* & *Shelter dk (Stl)*	4472 4132 2732	✠100A1 *with freeboard* Cpn Bos 3,39 ~~1,28 1·0~~ 36 10,38	Sab	*y*	CL ~~ss5,35~~ ss8,36
80449 OYAE	**Nordborg** ~~ss Eltz. No. 2 Mchy. Nord-36~~ D.F.	1 *Dk (Stl)*	1998 1764 1198	✠100A1 6,~~36~~37 ~~5,36~~ M~~5,36~~	Els	*r*	OG ~~6,37~~ ~~5,36~~ 4,39
80450 OXGE	**Nordbornholm** (P) Canal Trinidad, *see No. 87555 in Sup.* Wireless D.F.	2 *Dks*	376 ~~308~~ 221				
80451 OZVD	**Nordby** (*ex*Florentine-32, *ex*KronprinsFrederik)	1 *Dk & pt Awng dk*	1675 1074 1023				
80452 DJSI	**Nordcoke** E.S.D. Sub.Sig.	1 *Dk* *Cruiser Stern* *Strengthened for navigation in ice* *Rudder electrically welded*	2491 1925 1299	✠100A1 2,~~36~~ ~~2,30~~ MC12,	Ham	*s*	OG
80453 LDSD	**Norden** *Oil Eng.* ss Rot. No. 2-3~~6~~ ss Ham. No. 1-~~36~~	1 *Dk (Stl)* 2nd *dk (Stl)* in mchy space *Mchy Aft* *Cruiser Stern* D.F. *Rudder electrically welded*	8440 7743 5155	✠100A1 8,~~36~~ 2,38 1,~~39~~ Rot DB~~36,37~~ ~~1,39~~ *Carrying Petroleum in bulk* DB~~38,38~~ 2,~~39~~ C O~~3~~4,39 2,~~39~~	Fal	*e*†	CL 2,38
80454 OZMH	— D.F.	Twin Sc *Oil Eng.* 1 *Dk* & *Shelter dk* *Cruiser Stern*	4700 4091 2778	✠100A1 *with freeboard* Smk. 3,~~36~~ 1,~~36~~ MC5,37 12,38 *Carrying cargo oil in midship deep tank*	Phl	*a*†	CL *F.P. abo*
80455 DHRU	— (*ex*Hessle)	ss Kel. 2nd No. 3–12,31 1 *Dk (Stl)* & *deep framing*	962 ~~744~~ 448	✠ — 3,37	Kel	*m*	
80456 5601 SFRW	—	1 *Dk*	*520 376 259*				
80457 DNPK	**Nordenham** (*ex*Miami–33, *ex*Pionier) *Ref. Mchy.* D.F. E.S.D. Sub.Sig	4 *Dks*	4592 ~~4128~~ 2751				
80458 DODO	**Norderney** (*ex*Raimund–36, *ex*Altair) Sub.Sig Gy C.	1 *Dk* & *Shelter dk*	3667 ~~3279~~ 2206				

8 When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Dates of Trade Cert.
1922	Schiffsw.v. H.Koch A.G. Lübeck	Flensburger Dampfercompagnie Harald Schuldt &Co.	295·6 P15′	42·6 Q39′	19·8 B181′ F36′	Hamburg German *WB*	T.3Cy.21¼″,33⅜″&55″–39⅜″ 190NHP A.Borsig G.m.b.H.Berlin		G
1917	Gebr. Jonker Kinderdijk	A/S D/S Concordia (A.E.Sorensen, *Mgr.*)	239·4 P58*t*	36·2 H63*t*	16·8 F29*t*	Svendborg Danish *WB*	T.3Cy 17½″,29″&46″–36″ 128NHP Alblasserdam.Msch.Fab.		V
1911	Kruse& Banks N.Bend,Or.	Ketchikan Cold Storage Co.	119·0	28·4	11·0	Ketchikan Utd.States	Petrol Motor 4S.C.SA 6Cy.14″–18″ 92NHP Standard Gas Eng.Co.S.Fo.		
1904	Sunderland S.B.Co.Ld. Sunderland	Wallem&Co.~~Ld.~~	314·0 P&B215′ F29′	46·5	20·6 FK	Panama Pnamanian *WB*	T.3Cy.23″,38″&62″–42″ 262NHP N.E.Marine Eng.Co.Ld.Sld	23 ″ 0	
1904	Akt.Ges. "Neptun" Rostock	Schulte&Bruns	239·3 P14′Q60′	35·8 B108′	15·2 F27′	Emden German *WB*	T.3Cy.16⅛″,25⅝″&41¾″–31½″ 98NHP A.G."Neptun,"Rostock		G
1919	J.Th.Wilmink&Co. Gideon	RederiA/BNordö (W.Grosche, *Mgr.*)	152·4 P93*t*	26·3 H5*t*	12·2 F24*t*	Öregrund Swedish *WB*	T3Cy11½″17 7/16″&29½″–19 7/16″ D.H.Landeweer& Zoon,Martenshoek	39NHP	V
1938 1mo	Deutsche WerftAG Bet Finkenwrder Hamburg	John T.Essberger	490·0 510·7(o.l.) P114′F69′	65·9	36·3 FK	Hamburg German 12*BHptAsp*	Oil Engines 2S.C.DA 6Cy.28⅜″–43 7/16″ 1163NHP 3DB(WT)*170lb*	35 ″ 11	
		Lloyd's SA&CP	*Cell D Bu E75′227t*			*DT f36′724t FPT*	67*t APT*262*t* Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		
1925	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A S	470·1 P116′B28′F41′	60·2	38·5 FK	Bergen Norwegian *WB*	Oil Engines 4S.C SA 12Cy.26⅜″–47½″ 806NHP Werkspoor,Amsterdam		N †
1923 11mo	Akt.Burmeistr& Wain Copenhagen	A/S Dampskslsk. Norden(P.Brown, Jr.&Co. *Mgrs.*)	380·0	53·9	25·3 FK	Copnhagn Danish	Oil Engines 4S.C.SA 12Cy.28½″–35 7/16″ 629NHP DB*100lb*	28 ″ 0 s 3 ″ 0½ 25 ″ 3	
		Lloyd's SA&CP	*Cell DB334′ 1076t MT30′1158t*			*FPT97t APT119t*	7 *B Hpt Cem* (2 *to Sh dk* 5 „ *2nd* „) Akt.Burmeistr& Wain,Cpn		
1930 4mo	W.Gray& Co.Ld. W Hartlepool	A/S D/S Dannebrog (C.K.Hansen, *Mgr.*)	280·0 P22′B85′F27′	40·1	19·2 FK	Copnhagn Danish	T.3Cy.20″,31½″&53″–36″ 1801b (*s*) 194NHP	21 ″ 4 s 2 ″ 11	
		Lloyd's SA&CP	*Cell DB240′ 515t APT75t*			4 *B H Cem*	2SB,*4cf*,GS79,HS3134 Cen.Mar.E Wrks.Ld W Hpl.	18 ″ 7½	
1929	Frdkshvns Værft.& Flydedok A/S Frederikshvn	Östbornholmske Dampskibsselskab (E.Sonne Hansen, *Mgr.*)	136·9 P94′F35′	25·1	9·3	Nexö Danish *WB*	T.3Cy 12″,20″&33″–24″ 53NHP Bergens Mek Værks Bergen		V
1901	Hellerup Skibsv.& Msk Hellerup	Steam Ship Co. Samsö,Ld.(G. Schiönnemann, *Mgr.*)	250·8 P26′Q70′	36·0	14·4	Copnhagn Danish *WB*	T.3Cy.18″,29″&48″–33″ 132NHP Dansk Maskinfabrik,Cpn.		V
1936 12mo	Lübecker Maschb.Ges. Lübeck	Norddeutsche Kohlen-u.Cokes-Werke A.G.	297·0 311·0(o.l.) P14′B64′F30′	44·5	17·9 FK	Hamburg German 4 *B H Cem*	C.4Cy.(2)20 7/16″&(2)43⅜″ –43 7/16″ 214lb (*s*) 308NHP 2SB(Spt)*6cf*,GS120,HS4924 Lübecker Maschb.Ges.	20 ″ 6	
		Lloyd's SA&CP *Inte*	*rmediate B H in for* *Cell DB208′696t T*			*ward hold dispense* *side tanks in mchy.*	*d with* *nnel142t* *space220t FPT101t* *APT123t*		
1931 3mo	Deutsche WerftAG Bet. Finkenwrder Hamburg	H.Kuhnle	465·2 P107′F42′	59·7	35·4 FK	Bergen Norwegian 1 *B H*	Oil Engines 2S.C.DA 6Cy.28⅜″–36 7/16″ 1175NHP 2DB*170lb* 1DB 1DB(*f.s*) ~~4cf~~	35 ″ 0 s 7 ″ 11 27 ″ 4½	
		Lloyd's SA&CP	*Cell D Bu E65′206t*			*DT f36′664t FPT1*	86*t APT*160*t* Maschinenfbrk.Augsburg-Nürnberg,A.G.,Augsburg		
1937 5mo	Nakskov Skibs.A/S Nakskov	A/S D/S "Norden" (P.Brown Jr.&Co. *Mgrs.*)	401·4 429·9(o.l.) F39′	57·3	24·9 FK	Copnhagn Danish 7 *B H*	Oil Engines 2S.C.SA 12Cy.19½″–35 7/16″ 808NHP DB*100lb*	27 ″ 6 s 2 ″ 9½ 24 ″ 10½	
		Lloyd's SA&CP ve150′ F.	*Cell D B356′1162′ MT30*			*1204t Tanks in way of tunnel 97t FPT7*	(*Coll to Sh dk* 6 „ *2nd*„) *7t APT180t* Akt.Burmeistr& Wain,Cpn		
1907 7mo	W.Pickersgill&Sons Sunderland	Aug.Bolten Wm Miller's Nachf.	215·0 P21′B62′F25′	32·2	13·1 FK	Hamburg German 4 *B H Cem*	T.3Cy.17 3/16″,28½″&46″–33″ 137NHP 2SB,*4pf*,GS65,HS2181 G.Clark,Ld.Sunderland	15 ″ 3	V †
		Cell D Bu 44′ wE	*187′799′232t FPT19t*			*APT*238*t*			
1914	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	152·5 Q48′B38′H62*t*	27·7	11·5 F18′	Stockholm Swedish *WB*	T.3Cy.18″,22″&36″–24″ 63NHP Oskarshamns M.V.Aktieb.		V
1914	J.C.Tecklenborg A.G. Wesermünde-G.	"Midgard" Deutsche Seeverkehrs-A.G. ("Union" Handels u.Schiffahrtsges. m.b.H. Vorm.)	386·7 B155′F53′	49·1	30·0	Nordenhm German	T.3Cy.28″,45¼″&74″–53″ 400NHP J.C.Tecklenborg A.G.Wsm		C
1922	Nordseewerke A.G. Emden	Norddeutscher Lloyd	369·7 B25′F37′	50·8	21·8	Bremen German *WB*	T.3Cy.24″,38⅜″&63″–43⅜″ F.Wilhelms-Hütte,Mülheim a/d Ruhr 262NHP		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant *pds. pc.*	15 Navires ou coté ✠ LMC Inscrit au Reg. Int. de Paris. Cert. Roll Trade.
80459	**Norderney**	TwinSc	1487 1031					1915	Howaldts-werke Kiel	Nordd.Seekabelwerke A.G.	233·2	34·6	16·4	Nordenhm German	T.6Cy.11½",19½"&31½"–18⅞" 42NHP		G
DNLR	D.F. GyC. Sub.Sig.	1 *Dk*	655							*WB*	Q74'				Howaldtswerke,Kiel		
80460	—		884 752					1902	Akt.Ges. "Neptun" Rostock	ErnstRuss	214·0	30·6	14·3	Hamburg German	T.3Cy16 7/10",24⅝"&41½"–28½" 92NHP		G
DHRV		1 *Dk*	547							*WB*	B49'F31'				A.G."Neptun,"Rostock		
80461	**Nordfarer** *Oil Eng.*	TwinSc	4605 4126	✠100A1 Cpn NYk *withfreeboard*		*z*	CL ~~8.37~~	1929	A/S Nakskov.Skibsv. Nakskov	A/S Dampskslsk. Norden(P.Brown, Jr.&Co. *Mgrs.*)	384·7	54·4	24·6	Copnhagn Danish	Oil Engines 4S.C.SA 12Cy.21½"–39⅜" 543NHP	27 " 4 s 2 " 10½	
OXDE	D.F. *ss*Cpn.No.2–38 ~~*ss*Cpn.No.1–38~~		2785	~~6.38~~ ~~1.37~~ 12,38			~~7.37~~ 6,38	*Lloyd's*	*sA&CP*		F39'		FK		DB *100lb*	24 " 7½	
	1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)			✠LMC CS6,					*Cell DB*338'		1137*t* *DT*f30'1150*t*			*Coll to Sh dk*	Akt.Burmeistr&Wain,Cpn		
				~~DBS6,38~~ 6,39			7.37							6 „ 2nd„			
80462	**Nordfels** (*ex*JohannaLehmann, *ex*Towneley)		1214 964	✠ Shl		*o*		1904 10mo	WoodSkinner&Co.Ld. Newcastle	EgonOldendorff	235·0	33·6	15·1	Lübeck German	T.3Cy.18½",30"&49"–33" 156NHP	17 " 3	G †
DRCT	*Well deck*	1 *Dk*(*Irn*)&*Web frames*	735	11,16							Q123'B10'F25'		FK		1SB,*dcf*,GS66,HS2507		
										*Cell DBa*63'*uE*&*B*33'*f*99'358*t* *FPT*				4 *BHCem* 44*t* *APT*71*t*		N.E.MarineEng.CoLdNwc
80463	**Nordfjord I** Ⓟ		635 579					1915	Helsingörs Jernsk&Msk. Elsinore	Fylkesbaatane i Sogn og Fjordane	168·0	26·3	20·3	Bergen Norwegian	T.3Cy.16½",27"&44"–30" 106NHP		
LENM		2 *Dks*	345							*WB*	H51*t*				Helsingörs Jernsk.&Mskb.		
80464	**Nordhav** (*ex*Capsa,*ex*WarKhan)		5574	✠100A1 Sng		*z*	CL	1919	SirJ.Laing &Sons,Ld. Sunderland	Skibs.A/SNordhav (T.Lodding)	400·0	52·4	28·5	Oslo Norwegian	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP	31 " 0	
	*ss*Sng.No.3–6,31		*4703*	11,37			3,37	3mo			P50'B121'F39'		FK		3SB,*9cf*,GS189,HS7668	FD	
LCUD	*ss*Yka.No.1–34		*3478*	BS11,37 ✠LMC5,34				*Lloyd's*	*sA&CP*	*Middle line Bulkhead*				11 *BHpt Cem*	G.Clark,Ld.Sunderland		
	1 *Dk*(*Stl*)2*tr B*&*Web frames*			*Carrying oil fuel in bulk*			*k F.P.*	above	150° F.	*not oil-tight*							
	Longitudinal framing			*Fitted for oil fuel* 3,19			*F.P.* a	bove	150° F.	*Cell DBu E*&*B*59'				251*t* *f*50'67*t*			
80465	**Nordhavet** *Oil Eng.*	TwinSc	4617 4194	✠100A1 StN		*z*	CL	1930	Akt.Burmeistr&Wain Copenhagen	A/S Dampskslsk. Norden(P.Brown, Jr.&Co. *Mgrs.*)	385·6	54·9	24·8	Copnhagn Danish	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 541NHP	27 " 4 s 2 " 11	
OYSE	*ss*Shl.No.1–35		*withfreeboard*	Bkn			12,37	10mo			F40'		FK		DB *100lb*	24 " 7½	
	D.F. 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)		2782	6,38 ~~12,37~~				*Lloyd's*	*sA&CP*	*Cell DB*338'1192*t*				*Coll to Sh dk*	Akt.Burmeistr&Wain,Cpn		
				✠LMC CS6,35						*MT*30'1160*t*				6 „ 2nd „			
				~~BS~~ 6,38			7,37				*FPT*104*t* *APT*178*t*						
80466	**Nordhval** *Oil Eng.*	TwinSc	4473 4132	✠100A1 Sng		*y*	CL ~~8,36~~	1924	Akt.Burmeistr&Wain Copenhagen	A/S Dampskslsk. Norden(P.Brown, Jr.&Co. *Mgrs.*)	380·0	53·9	25·3	Copnhagn Danish	Oil Engines 4S.C.SA 12Cy.23½"–35 7/10" 629NHP	28 " 0 s 3 " 0½	
OZNA	*ss*Cpn.No.3–9,36		*withfreeboard*	~~NOk~~			P1,38	6mo			F40'		FK		DB *100lb*	25 " 2½	
	1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)		2737	~~9,36~~ 1,38 1,38			63,39	*Lloyd's*	*sA&CP*	*Cell DB*334'1076*t*				*Coll to Sh dk*	Akt.Burmeistr&Wain,Cpn		
				~~LMC~~ CS8,36						*MT*30'1158*t*				6 „ 2nd „			
				~~DBS8,37~~ 6, 8			~~8,36~~ 8,37				*FPT*97*t* *APT*119*t*						
80467	**Nordia** (*ex*Zeeburg)		*1316* *1105*					1921	NVScheeps-werf "Juliana" Papendrecht	RederiA/B Höganäs(C. Norrthon, *Mgr.*)	236·3	36·4	16·0	Höganäs Swedish	T.3Cy.17½",29"&46"–36" N.V.H.Versteeg& 127NHP		V
6822											P21'B67'F27'				Zonen,YzergieterijenMsch		
SFTD		1 *Dk*	*740*							*WB*					Hardinxveld		
80468	**Nordic**		*4280*	✠100A1 Vcr		*y*	CL	1914	J.L.Thompson&Sons,Ld. Sunderland	Rederiaktieb. Transatlantic(G. Carlsson, *Mgr.*)	385·0	53·7	23·6	Gothenbrg Swedish	T.3Cy.27",45"&74"–48" (*s*) 180lb 465NHP	26 " 1 s 2 " 6½	
5642		*ss*Got.No.3–5,26	*3374*	*Shelter dk*			8,37	9mo					FK	6 *BH Cem*	3SB(Spt),*9cf*,GS197,	23 " 9½	
SGPN	D.F.	*ss*Got.No.2–35	*2596*	*withfreeboard*				*Lloyd's*	*sA&CP*						HS7906		
		1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)		1,38											Blair&Co.Ld.Stockton		
				BS8,37 ✠LMC7,35						*WB*=*Cell DBa*134'					164'1176*t* *FPT*76*t* *APT*77*t*		
										uE&*B*45'*f*							
80469	**Nordkap** *Oil Eng.*	TwinSc	4553 4126	✠100A1 NYk *withfreeboard*		*z*	CL ~~2,36~~	1930 11mo	A/S Nakskov Skibs. Nakskov	A/S Dampskslsk. Norden(P.Brown, Jr.&Co. *Mgrs.*)	384·7 399·0(O.L.)	54·4	24·6	Copnhagn Danish	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP	27 " 4 s 2 " 10½	
OXYE		*ss*NYk.No.1–36	2759	2,38			~~D0,37~~ 2,39	*Lloyd's*	*sA&CP*		F39'		FK		DB *100lb*	24 " 7½	
	D.F.	1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)		~~LMC~~ S5,36					*Cell DB*347'					*Coll to Sh dk*	Akt.Burmeistr&Wain,Cpn		
				~~BS~~ 11,38 1,37							1123*t* *MT*30'1150*t*			6 „ 2nd *dk*)			
80470	—		494					1891	J.W.Klawitter Danzig	Egon Oldendorff	172·2	25·1	11·0	Lübeck German	T.3Cy.13",21¾"&35½–25½"		G
	(*ex*Desia,*ex*Mietzing)		384								Q46'B45'F21'				NB24 64NHP		
DRCO		1 *Dk*2*tr B*	265							*WB*					J.W.Klawitter,Danzig		
80471	**Nordland**		*1937*	✠100A1 Got		*l*	CL	1929	Eriksbergs M.V.Aktieb. Gothenburg	Ångf.Aktieb. Tirfing(T.E.J: son Broström, *Mgr.*) (SvenskaOrient Linien) *Cell D*	289·2	48·0	16·6	Gothenbrg Swedish	Oil Engines 4S.C.SA	19 " 0	
7562	(*ex*Manhem)	*Oil Eng.*	*1567*	*withfreeboard*			4,88	9mo			305·2(O.L.)				6Cy.24½"–51 3/8" 355NHP	s " 4½	
SEVN	D.F.	*s.Got.No.2–38* ~~*ss*Got.No.1–34~~	*963*	4,38 ~~7,37~~ 8,38				*Lloyd's*	*sA&CP*		F26'		FK	6 *BHpt Cem*	DB *80lb*	18 " 9	
		1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)		~~LMC~~ CS4,34							B246'G46*t* *APT*25*t*			*Coll to Sh dk*	EriksbergM.V.Aktieb,Got		
		Strengthened for Navigation in Ice		~~DBS7~~ 7,38 4,36 4,36										4 „ 2nd „)			
				Carrying vegetable oil in No.4 D					*B tank*								
80472	— Ⓟ		1902 1526					1924	Akt.Ges. "Vulcan" Stettin	Stettin-Rigaer Dampfsch.Ges. Th.Gribel(R.C. Gribel, *Mgr.*)	247·8	36·9	22·7	Stettin German	T.3Cy19 1/16"/31½"&51 3/8"–39⅜" 164NHP		G
DAQN	*Ref.Mchy.*	2 *Dks* *Cruiser Stern*	1089							*WB*	F29'				A.G."Vulcan,"Stettin		
80473	— Ⓟ		725 695					1898	Trondhjems M.V. Trondheim	A/S Vesteraalens Dampskibsselskab	175·9	27·6	17·8	Stokmarknæs Norwegian	T.3Cy.13½",23"&27"–27" TrondhjemsM.V. 38NHP		N
LENO		1 *Dk*&*Awng dk*	444							*WB*	H30*t*				Trondheim		
80474	—		663 490					1889	Helsingörs Skibsbyggeri Elsinore	Egon Oldendorff	191·0	27·6	12·2	Lübeck German	O.2Cy.25"&47"–30" 101NHP		G
DRCA	(*ex*Sundsvall)	1 *Dk*	415							*WB*	Q62'B53'F23'				HelsingörsMaskinbyggeri		
80475	**Nordlys**		3726 3439	✠100A1 Cpn *Shelter dk*		*x*	CL	1916	Akt.Burmeistr&Wain Copenhagen	A/S Dampskslsk. Norden(P.Brown, Jr.&Co. *Mgrs.*)	362·0	51·5	23·4	Copnhagn Danish	T.3Cy.25½",42"&70"–45" (*s*) 180lb 364NHP	26 " 0 s 2 " 5½	
OZZA	*ss*Els.No.3–6,29		2304	*withfreeboard*			12,37	6mo					FK	6 *BH Cem*	3SB(Spt),*9cf*,GS124,	23 " 8½	
	*ss*Cpn.No.2–38			~~1,38~~ BS1,39				*Lloyd's*	*sA&CP*	*Cell D*	B321'1030*t* *FPT*78*t*			*APT*82*t*	HS5700		
	1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)			~~BS1,38~~ ✠LMC6,36											Akt.Burmeistr&Wain,Cpn		
80476	**Nordmark** *Fitted for oil fuel*		7750 6611					1930	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·4	63·2	28·3	Hamburg German	4 Steam Turbines geared to 1 Sc. Shaft		G
DHRY	D.F. Sub.Sig.	2 *Dks*	4142							*WB*	P36'B&F483' *Fon*B40'				*Emade2brefitted*30 Blohm&Voss,Hamburg		

New "Rådmansö," *see Nov. 1938 in Supplement*

Now "Pohjanmaa," *see Nov. 1938 in Supplement*

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade cert.
80477 DRCL	**Nordmark** (exCarolvore, exReynoldston, exWoensdrecht, exConstance Catharina) Well deck ssLbc.2ndNo.3-6,32 ssLbc.No.1-36 1Dk(Stl)&deep framing	1060 889 626	✠100A1 6,38 ~~2,37~~ BS2,37 ✠LMC2,36 6,38	Kel Fln	o	CL ~~1,37~~ 6,38	1907 1mo Lloyd	Rotterdam Droogd.Maat Rotterdam 'sA&CP	EgonOldendorff CellDBa58'u	229·2 Q100'B79'F24' FK E17'f102'343tFPT	34·6	13·6	Lübeck German 4BHCem 40tAPT9t	T.3Cy.17½",28"&46"-36" (s) 160lb 146NHP 2SB,4cf,GS79,HS2468 RotterdamDroogd.Maats.	16 // 0	
80478 LJDO	**Nordnes** (exAurora-36) OilEng. ssGot.No.1-36 1Dk(Stl)&Shelter dk(Stl) D.F. CruiserStern	4037 3501 2290	✠100A1 withfreeboard 12,38 ~~12,37~~ ✠LMC CS6 DBS 10,38 6,36	Bkn LAn	y	CL ~~6,36~~ N12,38	1932 12mo Lloyd	Götaver-kenA/B Gothenburg 'sA&CP	H.Kuhnle IntermediateBH in after CellDB321'	382·1 407·1(O.L.) F38' FK (Coll hold dispensed with 1612t WBtank on S	55·1	22·4	Bergen Norwegian ptCem BH to Sh dk 4 ,, ,,2nd,,) helter dk 28'	Oil Engines 4S.C.SA 6Cy.24⅜"-66⅝" 350NHP DB100lb GotaverkenA/B,Got. 272tFPT100tAPT119t	27 // 6 s 2 // 10 24 // 10½	
80479 LENR	**Nordnorge** Ⓟ Wireless 2Dks	991 847 566					1924	Trndhjms Mek.Værks. Trondheim	A/S Ofotens Dampskibsselskap	201·6 H142t len36	29·7	19·6	Narvik Norwegian WB	T.3Cy.17½",28"&47"-30" 121NHP TrondhjemsM.V.Trondhm		N
80480 6263 SFTE	**Nordöst** (exLifland) 1Dk	1035 807 537					1918	DeHaan& Oerlemans, Heusden	RederiA/B Nord & Ostersjöfart(Axel Nordström,Mgr.)	215·0 P12'Q51'B57'F25'	34·3	15·5	Gothenbrg Swedish WB	T.3Cy.15",25"&40"-27" 83NHP C.A.Kuijpers,Rot.		V
80481 OXXB	**Nordpol** TwinSc OilEng. ssCpn.No.3-3,39 ~~ssCpn.No.2-34~~ 1Dk(Stl)&Shelter dk(Stl)	4480 4132 2733	✠100A1 withfreeboard 3,39 ~~2,38~~ 11,.. ..,37	Ham Cpn	y	CL ~~2,38~~ ~~SN2,38~~ s2,39 PN2,39	1926 2mo Lloyd	Burmeister &Wain Copenhagen 'sA&CP	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.Mgrs.) CellDB334'1076t	380·0 F35' FK Tanks between tun	53·9	25·4	Copnhagn Danish 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,) nels47tDTf	Oil Engines 4S.C.SA 12Cy.23¼"-35$\frac{7}{16}$" 629NHP DB100lb Burmeister&Wain,Cpn. 30'1158tFPT97tAPT119t	28 // 0 s 3 // 0½ 25 // 2½	
80482 DJMO	**Nordsee** (exPass of Brander-34, exIsla,exThistle) ssBwg.2ndNo.3-3,29 ssHam No.2-38 1Dk(Stl-pt ws) Mchy.Aft Wireless	654 541 269	✠100A1 ~~1,38~~ 11,38 Carrying fuel or other oils in b	Ham		CL N10,35 ulk F.	1903 3mo Lloyd	GarstonG. Dk.&S.B. Co.Ld. Garston 'sA&CP P. above 150°	JohnT.Essberger F.	169·7 176·2(O.L.) 11·3 B13'F26' BK7" Middle line BH not	26·1	15·3	Hamburg German 6BHCem APT4t oiltight	C.2Cy.19$\frac{13}{16}$"&43¼"-30" (s) 150lb 151NHP NB20refitted29 1SB,3cf,GS55,HS2476 FD Hutson&Sons,Ld.Gls.	12 // 6	
80483 DRBW	**Nordstern** (exLühe,exAlbatross) 1Dk	870 704 452					1893	Stettiner Act.Ges. Grabow a/O	EgonOldendorff	213·4 P148'H55tF24'	30·1	14·8	Lübeck German WB	T.3Cy.17",27½"&43½"-31½" 106NHP Stettiner,A.G.Stettin		G
80484 8034 SEDT	**Nordstjernan** TwinSc OilEng. D.F. E.S.D. 2Dks&Shelter dk Ref.Mchy. Strengthened for Navigation in Ice	5294 4171 2897	✠100A1 withfreeboard 5,39 ✠LMC8,35 ✠Lloyd' 4,39 No 3 hold & Nos. & lowe p.	Got Skm	a†	OG s1,38 P2,39	1935 8mo Lloyd	Götaver-kenA/B, Gothenburg 'sA&CP	RederiA/B Nordstjernan(A. A.Johnson,Mgr.) Cell DB307'1448t Tanks in way	420·7 440·0(O.L.) F80' FK of tunnels309tFPT	55·9	23·9	Stockholm Swedish 7BH (Coll to Sh dk 6 ,, 2nd ,,) 76tAPT52t	Oil Engines 4S.C.SA 16Cy.24⅜"-51$\frac{3}{16}$" 945NHP DB85lb GotaverkenA/B,Got.	28 // 0 s2 // 10¾ 25 // 3¼	
80485 581 OHBD	— Ⓟ Iron (exNordstern,exNordstjernan) Wireless 1Dk&Shelter dk	770 410 398					1871	MotalaCo. Norrköping	Ångf.-Aktieb.Bore (Th.Kramer Mgr.)	193·7 H43t 19·7 Shelter dk259t	27·4	13·1	Åbo Finnish WB	T.3Cy.18½",30"&48¾"-35" NE&B89 140NHP MotalaM.V.Motala		V
80485* LJNB	**Nordstjernen** Ⓟ D.F. E.S.D. Ref.Mchy. CruiserStern 3Dks&Promenade dk	1920 770 1063					1937	Fredrkstad Mek VrksA/S Fredrikstad	DetBergenske Dampskibsselskab	250·9 F87' 21·0	38·8	13·7	Bergen Norwegian WB	C.4Cy.(2)15¾"&(2)37$\frac{13}{16}$"-34$\frac{7}{16}$" 140NHP FredrikstadM.V.A/S		N
80486 LDEY	**Nordvangen** ssN.Os.No.2-37 1Dk(Stl) Cargo battens not fitted	2400 1999 1386	✠100A1 ~~9,37~~11,38 Fitted for oil fuel 9,36	NOs	s	CL ~~8,37~~ 11.38 F.P. a	1929 4mo Lloyd bove 1	Internatnl. SB.&E.Co.Ld Danzig 'sA&CP 50° F.	Skibsaktieselskap. Karaibien(Gorrissen&Co.Akties. Mgrs.) Intermedia CellD	291·2 P28'B80'F32' FK teBHin forehold di B246'610t FPT61t	45·7	18·5	Oslo Norwegian 4BHptCem spensed with APT63t	C.4Cy.(2)16½"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 206lb (s) 215NHP 2SB,6cf,GS75,HS3380 FD InternationalSB.&E.CoLd	20 // 6 s 2 // 8½ 17 // 11½	
80487 LCUE	**Nordvard** OilEng. D.F. 1Dk&Shelter dk	4111 3718 2356					1925	Kockums M.V.Aktieb. Malmö	KlostersRederiA/S	377·6 P113tH246tF35t	54·0	22·9	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.27$\frac{5}{16}$"-55⅛" 439NHP KockumsM.V.Akt.Malmö		N
80488 OYWQ	**Nordvest** TwinSc OilEng. D.F. 1D[illegible]k CruiserStern	~~4700~~ 4[illegible] [illegible] 2774	✠100A1 [illegible] 1,3[illegible] ✠[illegible] Car[illegible] in m[illegible]	[illegible]		CL above 150°F.	1938 6mo Lloyd	Nakskov Skibs.A/S Nakskov	A/S D/S"Norden" (P.Brown,Jr.&Co. Mgrs.) Cell [illegible]	401·4 429·9(O.L.) F39' FK 1201 [illegible]	57·3	24·9	Copnhagn Danish 7BH (Coll to Sh dk [illegible] 2nd,,)	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" DB100lb [illegible]NHP Akt.BurmeisterWain,Cpn.	27 // 6 s2 // 8½ 24 // 10½	
80489 DHSA	**Nordwest** (exNorden,exAgnes) 1Dk&Spar dk	707 675 434					1890	Rostocker Act.Ges. Rostock	Aug.Bolten Wm.Miller'sNchf.	180·9 H57'	27·3	17·3	Hamburg German WB	C.2Cy.22½"&40¼"-27½" 71NHP RostockerA.G.Rostock		G
80490 HPGG	**Nore** OilEng. ssNwc.No.2-38 ~~ssStj.No.1-35~~ D.F. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	7619 7247 4570	✠100A1 8,38 ~~1,38~~ ✠LMC ~~CS8,35~~ DBS1,38 ~~7,37~~8,38 Carrying Petroleum in	Rot Nwc 8,38	c†	CL 7,37 bulk	1930 10mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	TankerCorporation(JohanRasmussen&Co.Mgrs) Cell DBuE85'327t DTf41'523t	460·5 P109'B30'F60' FK FPT199tAPT146t	59·5	34·1	Panama Pnamanian 16BHptCem (10 to U dk 6 ,, 2nd,,)	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB120lb WilsndSlpwy.Co.Ld.Nwc.	34 // 1 s6 // 8 27 // 8½	
80491 LCUF	**Norefjord** (exNorefos) Fitted for oil fuel D.F. 1Dk	3082 2820 1917					1920	WoodSkinner&Co.Ld. Newcastle	A/S DenNorske Amerikalinje	331·7 P94tH162t	46·7	23·1	Oslo Norwegian WB	T.3Cy.25",41"&68"-45" 310NHP N.E.MarineEngCoLd.Nwc		N
80492 LDST	**Noreg** TwinSc OilEng. ssGot.No.1-35 D.F. 2Dks(Stl)&Web frames Mchy.Aft CruiserStern Longitudinal framing–bracketless system Special Surveys to date from 11,31 Progressive survey of oil tanks	7605 7068 4504	✠100A1 12,35 ~~2,38~~ ✠LMC CS5,35 DBS ~~9,37~~12,38 5,35 Carrying Petroleum in	Fal Rot	b†	CL 2,38 bulk	1931 7mo Lloyd	Akt.Burmeistr&Wain Copenhagen 'sA&CP	Skibs-A/S Corona (H.M.Wrangell& Co.A/S,Mgrs.) CellDBuE68'310t DTf45'518	452·5 P100'B28'F42' FK tFPT92tAPT144t	59·2	33·9	Haugesnd Norwegian 16BHptCem (11 to U dk 5 ,, 2nd,,)	Oil Engines 4S.C SA 12Cy.23¼"-43$\frac{5}{16}$" 2DB180lb 625NHP Akt.Burmeistr&Wain,Cpn	34 // 0	
80493 7510 SFTG	— 1Dk&deep framing	1431 1231 794			•.•		1903	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Fri (Jac.H.Käll,Mgr.)	247·7 P18'B64'F28' FK	36·3	16·5	Gothenbrg Swedish WB	T.3Cy.17½",29"&48"-33" 145NHP LaxevaagsMsk&Jrns.Bgn	19 // 0	N †
80494 LDQR	**Norfold** OilEng. ssRot.No.2-38 ~~ssStj.No.1-34~~ D.F. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	6370 5996 3830	✠100A1 5,39 ✠LMC CS7,38 DBS 7,38 ~~9,36~~7,3 Carrying Petroleum in	Phl Bkn	a†	CL ~~4,37~~ 7,38 bulk	1930 11mo Lloyd	Barclay, Curle&Co.Ld. Glasgow 'sA&CP	HvalfangerA/S Vestfold(Johan Rasmussen&Co. Mgrs.) CellDBuE81'305t	421·0 436·5(O.L.) P105'B28'F38' FK DTf38'498tFPT1	58·5	32·3	Sandefjord Norwegian 15BH 5 ,, to2nddk 13tAPT129t	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	32 // 3	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant expiré. Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté, si c'a été dans le L.R. Durée Cert. Bal. Trade
80495 144675 GDKY	**Norfolk** (*ex*Sauerland) **TwinSc** *ss*Gls.No.3-2,34 *Ref.Mchy.* 3*Dks*(*Stl*)4*th Dk*(*Stl*) D.F. *in*No.1*hold* *ss*Liv.No.1-38		10948 7657 ~~6810~~ 6745	100A1 *with freeboard* ~~14,30 2,38~~ *Fitted for oil fuel* 4,24	Liv Fat Gls 2, 4, *F.P. above* 150° F.	OG	1918	Bremer Vulkan Vegesack	FederalSteam Nav.Co.Ld. *CellDB*	520·7|64·2|38·1 533·0(O.L.) P70'B254'F44' FK 477'2084*t FPT*111*t*	London British	T.6Cy.28⅜",46⅛"&75⅛"–51⅛" & L.P.Turbines with DR gearing & hydraulic coup- lings 1990lb (*s*) 1270NHP 8SB,*15cf*,GS337,HS15525FD BremerVulkan,Vegesack	41 " 4 s 9 " 8½ 31 " 10	
80496 214564 KJTF	— 3*Dks*		2453 — 1759				1916	Gt.Lakes Eng.Works Ecorse,Mich.	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	253·0|43·5|21·5	New York Utd.States	T.3Cy.17",29¼"&50½"–36" 153NH Gt.LakesEng Wks,Detroit		R
80497 236397	— *Oil Eng.* *Mchy.Aft* GyC. 1*Dk* *Electrically welded*	**TwinSc**	1946 — 1603				1937	Gt.Lakes Eng.Works. RiverRouge, Mich.	FordMotorCo.	290·7|43·1|18·2 *WB*	Dearborn Utd.States	Oil Engines 4S.C.SA 16Cy.10½"–13½" 172NHP Cooper-BessemerCorp.		R
80498 145516 CYLZ	— (*ex*Glenbuckie) *Mchy.Aft* 1*Dk*		1901 1572 1118				1923	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	252·0|42·5|18·0 Q100'F35'	Montreal British *WB*	T.3Cy.16",26"&44"–33" 111NHP Hwthrn,Leslie&C.Ld.Nwc.		C
80499 130855	— Ⓟ (*ex*Northumberland-37) *Fitted for oil fuel* 1*Dk*		1012 — 585				1900	Neafie& Levy Philadelphia	BuxtonLines,Inc.	190·0|41·0|11·0	NorfolkVa Utd.States	T.3Cy.18",28"&45"–30" 111NHP Neafie&Levy		
80500 164344 GDGB	**Norfolk Coast** *Oil Eng.* Wireless D.F. 1*Dk & Shelter dk* E.S.D. *Mchy.Aft* *Cruiser Stern*		646 499 234	✝100A1 *with freeboard* 1,3e~~11,37~~	Ard Liv	*m* OG	1937 11mo	Ardrossan Dockyard Ld. Ardrossan *Lloyd's* SA&CP	CoastLines,Ld. *CellD*	200·6|33·1|11·1 209·6(O.L.) F23' 34·9 FK *B154'219t FPT*95*t*	Liverpool British	Oil Engines 4S.C.SA 6Cy.19¼"–35⅞" 224NHP 3*BHCem* (*Coll to Sh dk* 2 „ 2*nd* „) J.G.Kincaid&Co.Ld.Grk.	13 " 8 s " 2 13 " 7½	
80501 28048 JCNA	**Norfolk Maru** *ss*Kob.No.3-1,28 *ss*Nag.No.2-37 2*Dks*(*Stl*)&*Awng dk*(*Stl*)		6576 6157 4020	✝100A1 *Awng dk* *with freeboard* ~~6,35 5,87~~ *Fitted for oil fuel* 9,21	Nag T *z*	OG ~~5,37~~ 4,38 *F.P. above* 150° F.	1921 9mo	Kawasaki Dockyard Co Ld.Kobe A&CP	KawasakiKisen K.K. *CellD B342'1234t DTa35'807t*	405·0|53·0|37·0 F33'*on Awng dk* FK *FPT*104*t APT*36*t*	Kobe Japanese	T.3Cy.28",46⅛"&78"–54" (*s*) 2001b HS7800 578NHP 3SB(Spt),*9cf*,GS190, FD KawasakiDockyardCo.Ld.	37 " 0 s 9 " 3½ 28 " 0	
80502 1394 IBZY	**Norge** (*ex*PortChalmers, *ex*Whakarua) **TwinSc** *ss*Gen.2ndNo.3-6,31 *ss*Gen.No.1-36 *Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing* D.F. &*Shelter dk*(*Stl-ws*) *Lower dk beams in No.3 hold*		6511 6272 4108	✝100A1 *Shelter dk* *with freeboard* ~~2,33 2,38~~ 2,39	Gen *c* †	CL ~~5,36~~ P2,38 S8,38	1907 7mo	Workman, Clark&Co.Ld Belfast *Lloyd's* SA&CP	A.Zanchi *CellDBa* 121'*u*	460·4|55·3|30·4 FK *7 tnBHCem* *Es B67'f204'1345t APT*80*t*	Genoa Italian	T.6Cy.20½",33½"&56"–45"(*s*) 2001b 650NHP 4SB,*16cf*,GS246,HS9784 FD Wrkman,Clark&Co.LdBel	33 " 4 s 5 " 5½ 28 " 1	
80503 8086 SKYN	**Norik** **WoodAux3MstSr** (*ex*Noorik-36,*ex*Annas-34, *ex*AnnaKirstine) *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	*Oil Eng.*	351 297 247				1919	H.C. Poulsen Rudkjöbing	LennartPettersson	134·2|30·3|12·9 P22'	Stockevck Swedish	Oil Engines 4S.C.DA 4Cy.11⅛"–16⅜" 106NHP A/S Dansk DieselMotorCo.Holeby		V
80504 8053 SDFO	**Norita** (*ex*Harpefjell-35,*ex*Gorm-34, *ex*Snefond) 1*Dk*		*1516* *1309* *872*				1924	LarvikSlip &Verksted Larvik	RederiA/B Höganäs(Carl Northon,*Mgr.*)	242·7|39·4|16·9 P20'B53'F30'	Höganäs Swedish *WB*	T.3Cy.18",29½"&49"–33" 138NHP LarvikSlip&VerkstedA/S		N
80505 9190 HPGH	**Norlys** *Oil Eng.* *Mchy.Aft* 1*Dk*,2*nd dk in mchy.space* *Cruiser Stern* *Rudder electrically welded*		9892 5901	✝100A1 ~~10,38 3,38~~ *Carrying Petroleum in bulk*	Yka Rot *e* †	CL	1936 9mo	Deutsche Werft A G Bet Finkenwrder Hamburg *Lloyd's* SA&CP	TankerCorporation(Johan Rasmussen&Co. *Mgrs.*) *CellDBuE75'225t*	492·9|66·1|36·4 510·7(O.L.) P114'F69' FK *DTf*43'713*t FPT*16*t APT*258*t*	Panama Panamanian	Oil Engines 2S.C.DA 6Cy.23⅝"–43⅛" 1163NHP 3*DbI70lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	35 " 11 s 7 " 10 28 " 4½	
80506 LDPY	**Norma** **TwinSc** *Oil Eng.* D.F. 1*Dk*&*Shelter dk*&*port 3rd dk*		4487 3931 2712				1930	Akers Mek.Værks. Oslo	A/S J.Ludwig Mowinckels Rederi (DenNorske SydamerikaLinje)	390·5|54·7|23·1 P99*t*H343*t*F114*t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23½"–43⅝" 625NHP AkersMek.Værks,Oslo		N
80507 640 OHDE	— Ⓟ (*ex*Briissel) Wireless D.F. 1*Dk*&*Spar dk*		1537 — 899				1907	Fredrkstad Mek.Værks Fredrikstad	FinskaÅngf. Aktiebolaget	241·6|35·1|20·5 B67'F27'	Helsingfrs Finnish *WB*	T.3Cy.18",19½"&50"–36" 150NHP FredrikstadM.V.Frdstad.		N
80508 6664 SFTI	— (*ex*Tico) 1*Dk*		*1287* *1119* *707*				1920	Stavanger Stöberi&Dok Stavanger	RederiA/B Höganäs(C.Norrthon, *Mgr.*)	240·9|37·2|15·8 P21'B60'F24'	Höganäs Swedish *WB*	T.3Cy.17½",28½"&48"–33" 132NHP StavangerStöberi&Dok		V
80509 154621 VGQX	**Normac** Ⓟ (*ex*JamesR.Elliot) *Oil Eng.* 2*Dks*		462 — 341				1902	JenksShip-building Co. P Huron,Mch	OwenSoundTransportationCo.Ld.	117·2|25·1|11·7	OwenS'nd British	Oil Engines 2S.C.SA 5Cy.12"–15" NE31 126NHP FairbanksMorse&Co. Beloit,Wis.		R
80510 148846	**Norman B. Macpherson** *Mchy.Aft* 1*Dk*		1743 1594 1236				1925	Napier& Miller Glasgow	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·1|43·2|17·9 F36' *WB*	S Cathrnes Ont. British	T.3Cy.17",28½"&47"–33" 127NHP D.Rowan&Co.Ld.Glasgow		C
80511 203543	**Norman B. Ream** *Mchy.Aft* GyC. 1*Dk*		7053 — 5444				1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0|58·0|32·0 *WB*	D'luthMin Utd.States	T.3Cy.24",39"&65'–42" 274NHP AmericanS.B.Co.Clevelnd		R
80512 212648 WPCJ	**Norman Bridge** *ss*N.Yk.No.3-7,25 *ss*N.Yk.No.2-33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*		4323 4021 2673	✝100A1 7,27 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,13	NOs *w*	CL N7,37 *F.P.*	1913 4mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's* SA&CP *above* 150° F.	StandardOilCo.of NewJersey *WB*=*Cell DBuE* *FPT*81*t A*	365·4|50·3|28·6 P88'B25'F41' FK *B53'213t* (*9 to Upr dk* *PT27tDTf*48'244*t* 6 „ 2*nd* „)	Wilmgton (Del.) Utd.States 15*BHCem*	T.3Cy.23½",39"&66"–45"(*r*) 180lb 341NHP 2SB,*6cf*,GS224,HS4473 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	28 " 9 s 6 " 3½ 22 " 10	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. now expired. Equipment Letter	7* Date when tail shaft last seen.	8 9 Built. When. / Ship. / Engines	By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed with L.R. Date of B. of Trade Cert.
80513 165905 GZRX	**Norman Monarch** D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern*	4718 4225 2686					1937	CaledonS. B.&E.Co.Ltd. Dundee	MonarchSteamshipCo.Ltd. (Raeburn&Vérel, Ld. *Mgrs.*)	432·6 | 56·7 | 23·8 F42′			Glasgow British *WB*	T.3Cy.23½″,39½″&66″–45″ 292NHP J.G.Kincaid&Co.Ld.Grk.		C
80514 146255	**Norman P. Clement** *Mchy. Aft* 1 *Dk*	1729 1582 1112					1923	J.S.White &Co.Ld. Cowes	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	252·2 | 43·2 | 17·8 F34′			SCathrnes Ont. British *WB*	T.3Cy.16″,27″&44″–30″ 106NHP J.S.White&Co.Ld.Cowes		C
80515 166353 MMQT	**Norman Queen** D.F. E.S.D. 1 *Dk* *Mchy. Aft* *Cruiser Stern* *Cargo battens not fitted*	957 647 541	✠100A1 Lon *i* Shl 4,39 LMC 2,38			OG 2,39	1938 2mo	BurntislndS.B.Co.Ld. Burntisland *Lloyd's*	BritishChannel IslandsShipping Co.Ld. *Cell D*	197·2 | 32·2 | 13·1 204·5(o.l.) Q122′F25′ FK *B128′224t FPT64t*			London British *Cem* *APT42t*	T.3Cy.14″,24″&40″–27″ (*s*) 200lb 129NHP 1SB,*3cf*,GS45,HS1953 FD D.Rowan&Co.Ld.Gls.	15 ″ 2 s4 ″ 11½ 14 ″ 8½	
80516 143398 GNWZ	**Norman Star** (*ex*Normanstar) *ss*Nwc.No.3–2,32 *ss*Nwc.No.1–37 *Rcf. Mchy.* 2 *Dks(Stl)* D.F. *& Awng dk(Stl–ptws)* *Cruiser Stern*	6817 6047 4340	✠100A1 Lon *a* † *Awng dk* *withfreeboard* BS1,37 8,38 LMC 1S1, BS1,38 Lloyd' 2,38			CL 1,36 2,38 *Interm*	1919 10mo	Dunlop, Brmnr&CoLd Pt.Glasgow *Lloyd's*	UnionColdStorage Co.Ld.(BlueStar LineLd. *Mgrs.*) *in forehold dispensed with* *Cell D B364′1002t*	415·6 | 56·2 | 25·5 B130′F56′*on Awng dk* FK *FPT70t APT45t*			London British *Cem* *BH to A dk* 1 ,, ,, 2nd ,, 5 ,, ,, *U* ,,	T.3Cy.26″,44″&75″–48″ (*s*) &LP turbine withDR gearing&hydraulic coupling 200lb 701NHP 3SB,*12cf*,GS185,HS9486 FD Dunlop Bremnr&CoLd PG1	37 ″ 0 s 9 ″ 0½ 28 ″ 2¼	
80517 FOYJ	**Normand** (*ex*WilliamGriffiths, *ex*Elwick) *ss*Shl.No.3–12,29 *ss*Nwc.No.2–33 *ss*Shl.No.1–34 *Well deck* 1 *Dk(Stl)* *Cargo battens not fitted*	1764 1358 947	✠100A1 Npt *q* 12,37 12,38 NB6,23 BS10,37 10,38 LMC M86,38			12,37 N6,38	1917 7mo	BlythS.B. &D.D.Co.Ld Blyth A&CP	Etablissements Odon deLubersac *Cell*	255·3 | 38·4 | 17·4 Q132′BonQ14′F30′ FK *DB 212′386t FPT 90t APT86t*			Rouen French 4 *BH Cem*	T.3Cy.22″,36″&60″–39″ (*s*) 180lb 290NHP 2SB,*6cf*,GS126,HS5112 MacColl&Pollock,Ld.Sld.	19 ″ 6 s 5 ″ 9½ 17 ″ 11	
80518 6055 SFTM	**Normandia** 1 *Dk*	1155 972 646					1918	Eriksbergs M.V.Aktieb. Gothenburg	Förn.Ångf. Aktieb.Götha(F. Sternhagen, *Mgr.*)	224·6 | 36·6 | 14·3 P21′B51′H115*t*F24′			Gothenbrg Swedish *WB*	T.3Cy.16½″,27″&44½″–30″ 108NHP KockumsM.V.Akt.Malmö		V
80519 FNSK	**Normandie** Ⓟ QuadSc *Fitted for oil fuel* 7 *Dks* D.F. GyC.	83423 42681 36985					1935	Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire	Cie.Générale Transatlantique	981·4 | 117·9 | 57·6			Havre French *WB*	Steam turbines connected to elec. motors & sc. shafts Soc.Gén.Const.Elec.&Méc. AlsThom,Belfort		V
80520 OYEH	**Normandiet** *Oil Eng.* D.F. 2 *Dks* *Cruiser Stern*	3161 2575 1825					1935	Nakskov Skibs.A/S Nakskov	A/S Det Dansk Fransk-Dampskibs (A.P. Petersen & E. Hahn-Petersen *Mgrs*)	345·6 | 50·2 | 20·7			Copnhagn Danish *WB*	Oil Engines 2S.C.SA 6Cy.19 1/8″–35 7/8″ 405NHP Akt.Burmeistr&Wain,Cpn		C
80521 131800 GBKX	**Normannia** Ⓟ TwinSc *Cruiser Stern* Wireless Sub.Sig. 2 *Dks*	1567 955 676					1911	Fairfield Co.Ld. Glasgow	SouthernRailway	290·3 | 36·1 | 15·3 P46′B160′F48′			S'thamptn British *WB*	2 sets SR geared steam turbines FairfieldCo.Ld.Glasgow		BT till 6,36 4,39
80522 FOPH	**Normanville** (*ex*Hillglade, *ex*Inston) *ss*Hav.No.3–11,32 D.F. 1 *Dk(Stl)* *Well deck*	1803 1467 1018	✠ ... Hav *q* 5,37				1921 1mo	C.Rennoldson&Co. SouthShields	Worms&Cie. *Cell D*	270·2 | 38·2 | 16·7 Q102′PonQ22′B56′ F26′ FK *B234′536t FPT146t*			Havre French 4 *BH Cem* *APT8t*	T.3Cy.20″,33″&54″–36″ 235NHP 2SB,*6cf*,GS116,HS4164 MacColl&Pollock,Ld.Sld.	18 ″ 10	V † V †
80523 7716 SFTO	**Norna** (*ex*Gerona) 4Mst 1 *Dk*	1022 894 587					1914	Akers Mek.Værks Oslo	RederiA/B Esperia (O.F.Ahlmark&Co. EftgA/B, *Mgrs.*)	221·5 | 34·9 | 14·8 P20′B59′F29′			Karlstad Swedish *WB*	T.3Cy.16½″,27″&45″–33″ 116NHP AkersMek.Værks.Oslo		V
80524 7329 SEJD	**Nornan** (*ex*Garm–34, *ex*Hamburg, *ex*Hebburn), 1 *Dk(Ixn) & deep framing* *Well deck* *see No. 93044 in Supplement*	1062 824 606	✠ Gms 4,16				1900 9mo	WoodSkinner&Co.Ld. Newcastle	RederiA/B Nornan (OssianAhrenberg. *Mgr.*) *Cell D Ba52′u E*	220·0 | 33·2 | 14·4 Q112′B10′F25′ FK *B33′f94′285t FPT 42t APT63t*			Gothenbrg Swedish 4 *BH Cem*	T.3Cy.17½″,28″&46″–33″ 133NHP 1SB,*4pf*,GS58,HS2160 N.E.MarineEngCoLd.Nwc	16 ″ 6	V †
80525 LDNF	**Norne** *Oil Eng.* *ss*Got.No.2–38 D.F. 1 *Dk(Stl)*	3971 3644 2452	✠100A1 Got *w* SFo 1,39 4,38 J.MC CS4,38 DBS4,38 8,37 9,38 3,39			CL 3,38	1930 3mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd's*	H.Kuhnle *Intermediate bulkhead in after hold dispensed with* *Cell D B*	350·7 | 50·8 | 25·6 P31′B115′F31′ FK 304′1051*t FPT84t APTs136t*			Bergen Norwegian 5 *BH pt Cem*	Oil Engines 4S.C.SA 6Cy.24 3/8″–51 1/8″ 355NHP DB*60lb* Eriksbergs M V Aktieb. Got	28 ″ 0	
80526 FODG	**Noroit** *Carrying Petroleum in bulk* *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* Wireless	453 340 176					1934	NVSchpsw enMachfbrk. 'DeBiesbosch' Dordrecht	CiternaMaritime S.A.	157·9 | 24·6 | 11·5 P50′F28′			Ronen French *WB*	Oil Engines 2S.C.SA 5Cy.11 1/8″–15 1/2″ 122NHP SulzerBros.Winterthur		V
80527 134014 VGYJ	**Noronic** Ⓟ *ss*Tto.No.3–6,32 2 *Dks(Stl) & Promenade dk* *Mchy. Aft* *(Stl–ws) & Web frames* D.F. *Longitudinal framing*	6905 3558 3935	✠100A– Clv *u* *For Service on the Great Lakes* 6,36 BS1,37 10,37 LMC 10,37			6,31 N6,38	1913 11mo	Western DD&SBCoLd P.Arthur,Ont	CanadaSteamship Lines,Ld. *WB = Cell D Bulk*	362·0 | 52·0 | 24·8 FK *§B116′f205′1524t DT f25′148t FPT 64t APT84t*			Pt.Arthur, Ont. British 7 *BH*	T4Cy.29½″,47½″&(2)58″–42″ 200lb (*s*) FD 805NHP 4SB&1AuxSB,*14cf*,GS308, HS13128 AmericanSBCoCleveInd O.	28 ″ 9 s10 ″ 6½ 18 ″ 5	
80528 520 SFTU	**Norrland** Ⓟ 1 *Dk & Shelter dk*	328 201 162					1888	Bergsunds Mek.Verks. Stockholm	RederiA/B Staffan (J.Haag, *Mgr.*)	135·6 | 22·5 | 11·1 H53*t* 18·1			Gävle Swedish	T.3Cy.12¼″,19½″&31½″–23½″ 47NHP BergsundsM.V.Stockholm		
80529 3702 SFUD	**Norrtelje** Ⓟ Sp 1 *Dk*	414 164 259					1900	Lindbergs Mek.Verks. Stockholm	VaxholmsNya Angf.Aktieb.(O.F. Ekebohm, *Mgr.*)	145·0 | 26·6 | 7·5 B68′H78*t*			Vaxholm Swedish	T3Cy15 5/16″,25 5/16″&41 3/8″–25 3/8″ 86NHP LindbergsMek.Verks.Skm		
80530 6125 SLVA	**Norruna** (*ex*Astur,*ex*Aquila) 1 *Dk*	2705 2382 1602					1919	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Höganäs(C. Norrthon, *Mgr.*)	309·7 | 47·2 | 23·0 P31′B62′F33′			Höganäs Swedish *WB*	2 steam turbines SR geared to 1 sc. shaft Svenska Turb. Akt Ljungström, Finspong		V
80531 HPHY	**Norse Carrier** (*ex*PehShan–37, 4Mst *ex*Frieda–37) *ss*N.Yk.No.3–12,25 *ss*Gal.No.2–34 1 *Dk(Stl) Cantilever framed topside tanks* *Mchy. Aft*	3365 2459 1901	✠ Ant *u* 2,39 BS12,37 M89,38 *Fitted for oil*			CL N7,36 *F.P. a*	1913 2mo	ForeRiver S.B.Co. Quincy,Mass.	Wallem&Co.Ltd. *Cell D Bf240′1010t*	348·7 | 45·1 | 25·4 P80′B25′F39′ FK len17 *Topside tanks 216′6 43t*			Panama Pnamanian 6 *BH Cem*	T.3Cy.22½″,39″&63″–48″ (*s*) 190lb 372NHP 2SB,*6cf*,GS120,HS5277 FD ForeRiverS.B.Co.Quincy	28 ″ 0 s 8 ″ 7½ 22 ″ 6½	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné à la Machine. Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 9 Construit. Quand. Navire. Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où coté, et où n'est dans le L. R. Durée Cert. Brut Trade
80532	**Norse King** (*ex* West Mahwah-38) *Fitted for oil fuel*	5701 / 5181 / 3471					1920	J.F.Duthie & Co. Seattle, Wash	Rederi A/S Norse King (Odd Godager)	410·4 / 54·2 / 27·7 P44′B115′F47			Oslo Norwegian *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven,Owens,Rentschler Co.Hamilton,O		
LJTJ	2 *Dks*															
80533	**Norse Lady** (*ex* Samoan-37, (*ex* Silverspruce-36,	3489 / 3195	100A1 7,33~~10,37~~	SFo Rot	*v*	CL ~~3,35~~	1919	Merrill-Stevens B.S. Corp.	Rederi.A/S" Norse Lady "(Odd Godager, *Mgr.*)	~~328·8·48·0~~ 24·9 335 5|18 · 3|			Oslo Norwegian	Oil Engines 4S.C.SA 6Cy.27″–47″ 123NHP	27 ″ 6	
LJQY	*ex* Ashbee) *Oil Eng.*	2156	✠LMC CS7,35 7,38			7,38		Jacksonville,	*Cell D B* 278′	P26′B97′F38″ FK			5 *B H Cem*	NDB38–*150lb*		
	D.F. 1 *Dk(Stl)& Web frames Longitudinal framing*		✠N10,23 DB87,38				*Lloyd's*	*SCP* Fla.		*MT* 23′513*t FPT* 86*t*			*APT* 219*t*	New York S.B. Co. Camden, N.J.		
80534	**Norse Trader** (*ex* Fotis-37)	3507 / 3268 / 2091	✠100A1 8,37 ~~1,39~~	Shl DB~~4,38~~	*w*	CL 5,36	1912	R. Thompson & Sons, Ld Sunderland	Wallem & Co. Ltd.	352·7 | 50·8 | 21·4			Panama Pnamanian	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *120lb* 331NHP	24 ″ 0 s 2 ″ 9	
HPHZ	*ss* Shl.2nd No.3–8,37 1 *Dk(pt Irn pt Stl)*						*Lloyd's*		*Cell D Ba* 108′ *u E&B* 43′ *f* 147′ 1015	P30′B216′F38′ FK *tD Ta* 18′538*t FPT*			7 *B H Cem* 24*t APT* 176*t*	2SB,*6cf*,GS130,HS5296 N.E.Marine Eng.Co.Ltd.Sld	21 ″ 5½	
80535	**Norseman** (P) **TwinSc 3 Mst** (*ex* Selandia-36) *Oil Eng.*	4950 / 4272 / 3163	✠100A1 *Awng dk with freeboard* 1,38 ~~7,38~~ 6,37	Sng	*x*	CL S6,36 P5,37	1912	Akt.Burmeistr & Wain Copenhagen	Rederi A/S Norseman (Odd Godager, *Mgr.*)	370·4 | 53·2 | 27·1			Panama Pnamanian	Oil Engines 4S.C.SA 16Cy.20½″–28½″ 680NHP NDB30 *100lb*	30 ″ 0 s 6 ″ 2	
HPGN	D.F. *ss* Cpn.2nd No.3–2,36 1 *Dk(Stl)& Awng dk(Stl*–teaks)						*Lloyd's*		*Cell D Ba* 60′ *u E*	P25′F32′ *on Awng dk* *Baft* 54′ *fore* 77′ FK *f* 225′ 1050*t FPT*			6 *B H* 88*t APT* 84*t*	Akt.Burmeistr & Wain,Cpn	24 ″ 3	
80536	— **TwinSc**	1844 / 1671 / 651	✠100A1 *with freeboard* 8,38 ~~2,37~~	Fal Rio	*q*	CL 2,37	1923	J.Brown & Co.Ld. Glasgow	Cable and Wireless, Ld. (E. Wilshaw, *Mgr.*)	259·5 | 37·2 | 22·9			London British	T.6Cy.15″,24½″&40″–30″ (*s*) 180lb 320NHP	25 ″ 0 s 7 ″ 3	
147581	*Cable Vessel* *ss* Fal.No.3–2,37		✠LMC2,37 BS6,38				*Lloyd's*	*SA&CP*	*Cell D Ba* 32′ *u E* 21′ *f* 117	230*t DT f* 6′27*t*			5 *B H pt Cem*	3SB,*9cf*,GS139,HS5451 FD	18 ″ 0½	
GBVS	E.S.D. 2 *Dks(Stl)& Upper dk (pt Stl*–pt teaks) *Cruiser Stern*		*Fitted for oil fuel* 11,28		*F.P. a*			50° F.	*bove* 1 *Tanks at sides of t*	*tunnels* 19′29*t FPT* 9*t*			*APT* 44*t*	J.Brown & Co.Ld.Glasgow		
80537	**Norte** (*ex* Poljana-34)	3681 / 2489 / 2009	✠100A1 *Shelter dk with freeboard* ~~8,38~~ 9,37 3,39	BAs	*x*	CL ~~11,36~~ 2,39	1920	Ardrossan DD&SB Co.Ld Ardrossan	Cia. Argentina de Nav. Mihanovich Lda.	360·7 | 52·2 | 23·5			Bns. Aires Argentine	T.3Cy.25″,41″&69″–48″ (*s*) 180lb 388NHP	26 ″ 0 s 2 ″ 5½	
LOHR	*ss* B.As.No.1–37 1 *Dk(Stl)& Shelter dk(Stl)*		~~BS6,38~~ 3,39 ~~LMC1,37~~				*Lloyd's*	*SA&CP*		F33′ *on Shelter dk* FK *Collision*			*pt Cem*	3SB,*9cf*,GS190,HS6408 J.G.Kincaid & Co.Ld.Grk.	23 ″ 8½	
			Fitted for oil fuel 6,20		*F.P. a*				*Cell D B* 313′ 1076*t MT* 23′72	1*t FPT* 92*t APT* 88*t*			*B H to Sh dk* 6 ″ ″ *U* ″			
80538	— (*ex* Alcazar, *ex* Eva)	2825 / — / 1938	✠ 12,18	Bry	*u*		1893	Ropner & Son Stockton	Domingo Mumbru	321·1 | 39·4 | 20·8 P29′Q110′ BK 10″ *pt Awng dk* 183′ pt ND 06			Barcelona Spanish	T.3Cy.22½″,37″&61″–42″ NDB16 240NHP	24 ″ 0	
EAHM	1 *Dk(Stl)* 2 *tr B& Web frames& pt Awng dk(Irn)*												5 *B H Cem* *Cell D B* 266′ 613*t*	2SB,*6cf*,GS104,HS3760 Blair & Co.Ld.Stockton		
80538*	**North American** (P)	2317 / — / 1262					1913	Gt.Lakes Eng. Works Ecorse, Mich	Chicago, Duluth & Georgian Bay Transit Co.	259·0 | 47·1 | 18·3			Michgn Cy. Ind. Utd. States	Q.4Cy 17½″,25″,36″&52″–36″ 162NHP Gt Lakes Eng Wrks, Detroit		R
211076																
WTBA	D.F. GyC. 2 *Dks& 3 Shade dks*															
80539	**North Cornwall**	4304 / 4030 / 2660	✠100A1 ~~6,38 2,38 1,38~~ 4,39	Gls ~~CS~~	*x*	CL 7,36 6,38	1924	J Readhead & Sons, Ld. South Shields	North Shipping Co. Ld. (H. Roberts & Son, *Mgrs.*)	380·8 | 52·2 | 25·3 395·2(O.L.) P34′B229′F37′ FK			Newcastle British	T.3Cy.26″,42″&69″–48″ (*r*) 180lb *100lb* 388NHP	27 ″ 9 s 3 ″ 11½	
GFXN	D.F. 1 *Dk(Stl)*						*Lloyd*	*SA&CP*		*Cell D B* 316′ 980*t*			6 *B H Cem* *APT* 127*t*	2SB,*6cf*,GS133,HS6430 J Readhead & Sons, Ld. S.Shl	23 ″ 11¼	
80540	**North Devon**	3658 / 3396 / 2239	✠100A1 12,~~38~~ ~~9,37~~ ✠LMC DBS ~~2,38~~	Gll	*w*	CL ~~8,37~~ 11,38	1924	J Readhead & Sons, Ld. South Shields	North Shipping Co. Ld. (H. Roberts & Son, *Mgrs.*)	360·0 | 50·0 | 23·1 374·5(O.L.) P32′B225′F36′ FK			Newcastle British	T.3Cy.23″,42″&69″–45″ (*r*) 180lb *120lb* 371NHP	25 ″ 6 s 3 ″ 0½	
148096	*ss* Shl.No.3–9,37						*Lloyd*	*SA&CP*	*Cell D B*	*ad u E* 140′ *f* 156′ 895*t*			6 *B H Cem* *APT* 125*t*	2SB,*6cf*,GS120,HS6044 J Readhead & Sons, Ld. S.Shl	22 ″ 7½	
GKSC	D.F. 1 *Dk(Stl)*															
80541	**North Gaspe** (P) *Decks& part shell electrically welded*	888 / 806 / 505	✠100A1 *with freeboard* 7,38	Mtl	*l*	CL N9,38	1938	Davie S.B. & Repairing Co. Ltd. Levis, P.Q.	Clarke Steamship Co. Ltd.	188·2 | 35·1 | ~~22·3~~ *37·2* | 18·1 191·8(O.L.) FK			Quebec British	Oil Engines 2S.C.SA 6Cy.14⅜″–23⅝″ 211NHP	21 ″ 6 ~~8 ″ 7½~~ 12 ″ 0	
VCBL	Wireless E.S.D. *Oil Eng.* 2 *Dks* *Ref.Mchy.* *Cruiser Stern*		(*Class Contemplated*)				*Lloyd's*	*SA&CP*	*Cell D Bu E* 20 *f* 174′ *Tanks in way*	*f* tunnel 38*t DT f* 20*t FPT*			(*Cell B H to Wdk* 4 ″ ″ *2nd* ″ 50*t. 12*″ *30*″			
	Strengthened for navigation in ice		*For service in the Gulf*					*of St. Lawrence*						Sulzer Bros. Ld. Winterthur		
80542	**North Haven** (*ex* Perry L.	4653 / 3927 / 2981			...		1919	Uraga Dock Co. Ld. Uraga	Northland Transportation Co.	360·1 | 51·2 | 25·9 P21′B91′F35′ *WB* FK			Juneau Utd. States	T.3Cy.25″,42″&70″–48″ 400NHP Uraga Dock Co. Ld. Uraga	28 ″ 6	R †
KUDZ	Smithers–34, *Fitted for oil fuel*															
	ex Eastern Gale) 2 *Dks*															
80543	**North King** (P) (*ex* Houston,	5064 / 4198 / 3386	✠100A1 3,38 BS3,38 ✠LMC4~~,38~~	Sea	*yl*	CL 3,38	1903	Bremer Vulkan Vegesack	Pacific American Fisheries, Inc.	375·7 | 50·7 | 27·3 P49′B111′F52′ BK 11″			Bellingham Utd. States	Q.4Cy.23½″,33⅞″,50″&72½″–53⅛″ (*s*) 220lb 502NHP	30 ″ 0 s 5 ″ 5	
KFEW	*ex* Liebenfels) *ss* Sea.No.3–4,35						*Lloyd's*	*SA&CP*	*Cell D Ba* 103′ *u E&B* 50′	*f* 109′ 914*t FPT* 50*t*			7 *B H Cem* *APT* 26*t*	3SB,*9cf*,GS149,HS6426 FD Bremer Vulkan, Vegesack	25 ″ 6½	
	D.F. GyC. 2 *Dks(Stl–U* teaks) *Web frames*							50° F.	*bove* 1							
			Fitted for oil fuel 1,23		*F.P. a*											
80544	**North Pacific** (*ex* Iniskin-37,	2632 / 1963 / 1610					1919	Albina Eng & Mach. Wrks Portland, Or.	Northland Transportation Co.	289·0 | 44·1 | 19·2 P26′B148′F32′			Seattle Utd. States *WB*	T.3Cy.22″,36½″&60″–42″ 233NHP Albina Eng. & Mach. Works, Portland, Or.		R
218585	*ex* Doylestown–36) *Fitted for oil fuel*															
KIPG	1 *Dk*															
80545	**North Sea** (P) (*ex* Admiral	3133 / 2375 / 1903	✠ ... 4,35	SFo	*l*		1918	Bethlehem S.B. Corp. Ld Elizabethport, N.J.	Northland Transportation Co.	299·4 | 45·0 | 22·8 P&B229′F40′ FK			Juneau Utd. States	T.3Cy.22½⅛″,35″&58⅛″–42″ 341NHP	25 ″ 3	R †
216822	Peoples–35, *ex* Mary *ss* Phl.No.3–12,24						9mo						6 *B H Cem*	2SB,*8cf*,GS183,HS5256		
WJEI	Weems, *ex* Plainfield) *ss* S.Fo.No.2–33 1 *Dk(Stl) Platform dk(Stl) in holds*								*Cell D*	*B* 240′ 572*t FPT* 40*t*			*APT* 70*t*	Bethlehem SB Corp. Ld. N.J		
	D.F. *Fitted for oil fuel*															
80546	**North Star** (P) **TwinSc**	6893 / 3990 / 3055					1930	Cammell Laird & Co. Ld. Birkenhead	~~Prince Henry, Ld.~~ Clarke S.S. Co. Ld	366·4 | 57·1 | 27·4			Vancouver British *WB*	6 steam turbines SR geared to 2 sc. shafts Cammell Laird & Co Ld. Bkn		C
156885	(*ex* Prince Henry–37) *Fitted for oil fuel*															
VGFZ	GyC. E.S.D. 3 *Dks* *Ref.Mchy.* *Cruiser Stern*															
80547	**North Wind** (P) (*ex* Nosa Duke–33,	2448 / — / 1465			...		1918	New York S.B. Corp. Camden, N.J.	Northland Transportation Co.	298·6 | 40·0 | 22·9 P35′B70′F28′ FK			Ketchikan Utd. States *WB*	T.3Cy.19¾″,31½″&54½″–36″ 262NHP New York SB Corp. Camden	26 ″ 0	R †
216514	*ex* Mineola–32) *Fitted for oil fuel*															
WLER	2 *Dks*															
80548	**Northern Coast** (*ex* Lady Valentia)	1211 / 987 / 556	✠100A1 *Shelter dk with freeboard* ~~6,37~~ 1,39	Bkn	*p*	CL 6,37	1921	A.&J. Inglis, Ld. Glasgow	Coast Lines, Ld.	240·1 | 36·1 | 14·6 FK *Collision*			Liverpool British *Cem*	T.3Cy.18″,30″&50″–36″ (*s*) 180lb 204NHP 2SB(Spt)*6cf*,GS102,HS3702 A.&J.Inglis,Ld.Glasgow	17 ″ 0 s ″ 2 16 ″ 11½	
144976	*ss* Liv.No.3–9,34						*Lloyd's*	*SA&CP*	*Cell D B u E* 37 *f* 144′ 351*t*	*FPT* 74*t APT* 25*t*			*B H to Sh dk* 3 ″ ″ *U* ″			
GWNS	Wireless 1 *Dk(Stl)& Shelter dk(Stl)* *Mchy. Aft* E.S.D.															
80549	**Northern Firth** (*ex* Stanhope–37,	499 / 378 / 244	100A1 ~~2,38~~	Shl		CL ~~2,35~~ 8,38	1920	Gebr. Boot Liederdorp	~~Northern Coasters, Ld. G.T. Gillock, Blair, Ld. Mgrs.~~ J. Lamont & Co. Ld.	163·3 | 25·6 | 10·8 Q57′B13′F23′ FK			London British	T.2Cy.12⅝″,20½″&33⅝″–23⅝″ 180lb (*s*) 57RHP 1SB,*3pf*,GS50,HS1856 Koninkl. Nederl. Grofsmederij, Leiden	12 ″ 11 s ″ 11⅜ 12 ″ 0	
MLSF	London Trader, *ex* Estoril, *ex* Tekelderdiep) *Well deck* 1 *Dk(Stl)* *Mchy. Aft* *Cargo battens not fitted*						*Cell D*	*B* 88′ 140*t*					3 *B H Cem* *FPT* 37*t*			

1 No. In Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed; if not in L. R. Date of last Classification.
80550 161222 GSXT	**Northern Prince** (P)	TwinSc *Oil Eng.* *ss* N.Yk. No. 2–37 ~~*ss* N.Yk. No. 1–37~~ *Ref. Mchy.* 3 *Dks* (*Stl*–*Weather dk pt ws*) GyC. D.F. *Cruiser Stern*	10917 9379 6500	✝100A1 NYk *with freeboard* 8,38 ~~8,38~~ 12,38 ✝LMC CS~~1~~ DBS ~~12,38~~ 11,37 ✝Lloyd's RMC ~~0,32~~ 12,38 ~~7,38~~ *Carrying vegetable oil in deep tanks*		CL ~~11-2,38~~ P11,37 ~~8,38~~ *Lloyd's A&CP*	1929 4mo	Lithgows, Ld. Pt. Glasgow	PrinceLineLd. (FurnessWithy& Co.Ld. *Mgrs.*)	496·2 | 64·9 | 25·9 514·5 (O.L.) F47′ FK *Duct keel* *Cell D B* 417′ 1739*t*	London British 9 *B Hpt Cem* (6 *to W dk* 3 „ *2nd* „) *ls* 224*t F P T*	Oil Engines 4S.C.DA 16Cy. 26½″–55½″ 2200NHP 2DB *120lb* J.G. Kincaid&Co.Ld. Grk. *fwd. of mchy. space* *Tanks in way of tunnel* 120*t A P T* 213*t*	41 ″ 0 *s* 15 ″ 0¾ 26 ″ 6	
80551 170017 VOCG	**Northern Ranger** (P) Wireless D.F. E.S.D. 2 *Dks* *Strengthened for Navigation in Ice*		1365 1065 740	✝100A1 NFL ~~5,38 5,37~~ ✝LMC 4,38		CL 4,37	1936 4mo	Fleming& Ferguson,Ld. Paisley *Lloyd's A&CP*	Government of Newfoundland (Newfoundland Railways,Steamship Dept.) *Cell D B* 170′ 246*t*	220·4 | 36·1 | 19·7 F32′ FK *after Bridge* 77′ FK *f P T* 42*t*	SJhnsNFL British 7 *B H Cem* *A P T* 34*t*	T. 3Cy. 17″, 27½″ & 45″–30″ 200lb (*s*) 175NHP 2SB, 4*cf*, GS 110, HS 3330 Fleming& Fergusn, Ld. Psy.	22 ″ 0 *s* 3 ″ 6 18 ″ 10½	
80552 230490 WHBW	**Northern Sun** *Oil Eng.* *Mchy. Aft* *ss* Phl. No. 1–35 GyC. 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing–bracketless system*		8865 8329 5894	✝100A1 Phl *e*† 1,39 ✝LMC CS1,39 ~~LBS 1,39~~ 10,37 *Carrying Petroleum in bulk*		CL ~~9,38~~ 1,39	1931 2mo	SunS.B.& Dry Dock Co. Chester, Pa.	Motor Tankship Corporation *Cell D Bu E* 176′ 340*t D T f* 20′ 692*t*	480·6 | 66·0 | 36·8 B38′ F48′ *after Bridge* 77′ FK *f P T* 186*t A P T* 84*t*	Phldlphia Utd. States 17 *B Hpt Cem* (11 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy. 23⅝″–91½″ 690NHP 2 WTDB *225lb* & (*upper*) *200lb* SunS.B.& Dry Dock Co.	37 ″ 0	
80553 217399 KEKC	**Northern Sword** (*ex* Norma–32) *Fitted for oil fuel* 1 *Dk*		2648 2325 1513	…			1918	Bethlehem S.B. Corp. Ld. (Harlan Plnt) Wilmgtn, Del	SwordS.S. LineInc.	299·6 | 45·0 | 22·6 P24′ B96′ F39′ FK	New York Utd. States *WB*	T. 3Cy. 21½″, 35½″ & 58½″–42″ 220NHP Bethlehem S.B. Corp. Ld.	25 ″ 3	R †
80554 MNFX	**Northgate** ~~Northgarth,"~~ *Transferred to* ~~Bly No. 3~~ *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck* ~~(*Cargo battens not fitted*)~~	Bly	425 328 155	✝100A1 Bly *f* 3,38 ✝LM ~~C~~ ,38 *Fitted for pumping & carrying sand in bulk*		CL 3,38	1925 5mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's A&CP*	BristolSand& GravelCo.Ld.(F.E. Peters, *Mgr.*)	144·9 | 25·2 | 11·7 Q43′ B15′ F29′ FK *D T f* 13′ 89*t f P T* 28*t*	Stockton British 4 *B H Cem* *A P T* 16*t*	C. 2Cy. 17″ & 36″–27″ (*s*) 130lb 77RHP 1SB, 3*cf*, GS 44, HS 1468 Shields E&DD Co Ld. N. Shls	12 ″ 7 *s* 1 ″ 0½ 11 ″ 8½	
80555 148183	**Northholm** (*ex* Robert H. Merrick) *Mchy. Aft* 1 *Dk* *Well deck*	3Mst	447 362 229	…			1924	J. Towers (Shipbldng) Co. Ld. Bristol	FrankWaterhouse &Co.of CanadaLd.	150·2 | 25·2 | 11·9 Q48′ B9′ F22′ FK	Vancouver British *WB*	T. 3Cy. 13″, 21″ & 35″–24″ 81RHP W. Beardmore&Co.Ld. Coatbridge	13 ″ 0	
80556 208377 KJTG	**Northland** (P) 2 *Dks*		2055 1205				1911	Harlan& Hollings-worthCor. Wlmgtn, Del	Norfolk&Wash-ingtonSteamboat Co.	291·2 | 51·0 | 18·0	Washngtn D.C. Utd. States	T. 4Cy. 23½″, 37″ & (2) 43″–42″ 240NHP Harlan&Hollingsw'rthCor		
80557 229059 WMDG	— (P) (*ex* W.B. Foshay) Wireless *Ref. Mchy.*	TwinSc *Oil Eng.* 2 *Dks* *Cruiser Stern*	1255 — 754				1929	Lake Washington Shipyard Houghton	NorthlandTrans-portationCo.	186·0 | 35·0 B117′ F25′	Ketchikan Utd. States	Oil Engines 4S.C.SA 16Cy. 14½″–18″ 328NHP Washington Iron Works, Seattle		R
80558 165573 GBBN	**Northleigh** D.F. 1 *Dk* & *Shelter dk* *Cruiser Stern*		5450 4987 3207	✝100A1 Bry *e*† *with freeboard* 2,38 ~~3,38~~ ✝ MC 9,37		CL	1937 9mo	W. Pickers-gill&SonsLd Sunderland *Lloyd's A&CP*	W.J. Tatem, Ld.	430·1 | 56·2 | 26·8 447·2 (O.L.) F38′ FK *Cell D B* 378′ 1206*t F P T*	London British 7 *B H Cem* (*Coll to Shdk* 6 „ *2nd* „) 94 *A P T* 288*t*	T. 3Cy. 24″, 40″ & 69–48″ (*s*) 220lb 502NHP 2SB (Spt) & 1 Aux SB, 9*cf*, GS 165, HS 7225 FD Richardsons, Westgarth& Co. Ld. Hpl.	29 ″ 4 *s* 3 ″ 9½ 25 ″ 9	
80559 160612 GSRC	**Northmoor** *Oil Eng.* *ss* Bly. No. 2–37 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern*		4392 4070 2649	✝100A1 Bly ~~Liv~~ *//* *with freeboard* ~~1,37~~ 12,38		CL 9,37	1928 11mo	W. Doxford & Sons, Ld. Sunderland *Lloyd's A&CP*	MoorLine, Ld. (RuncimanShip-pingCo.Ld. *Mgrs.*) *Cell D B* 3	375·0 | 52·6 | 25·7 F30′ FK 17′ 1011*t M T* 26′ 988*t f P T* 140*t A P T* 220*t*	London British 7 *B Hpt Cem* (*Coll to Sh dk* 6 „ *2nd*„)	Oil Engines 2S.C.SA 3Cy. 21½″–85″ 417NHP 2DB *120lb* W. Doxford&Sons, Ld. Sld.	28 ″ 3 *s* 3 ″ 0½ 25 ″ 5	
80560 148077	**Northton** *Mchy. Aft* 1 *Dk*		2227 2008 1354	…			1924	Swan, Hunter& Wigham Richardson, Ld. Newcastle	ColonialSteam-ships, Ld. (R. Scott Misener, *Mgr.*)	248·0 | 43·0 | 22·8 F42′ FK	Toronto British *WB*	T. 3Cy. 20½″, 33″ & 54″–36″ 213NHP N.E. Marine Eng. Co Ld Nwc	25 ″ 0	R †
80561 139112 GBSJ	**Northumberland** TwinSc 4Mst *ss* Fal. 2nd No. 3–37 ~~*ss* Fal. No. 3–11, 28~~ *Ref. Mchy.* ~~*ss* Fal. No. 2–34~~ D.F. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*–*ws*) 3rd *dk* (*Stl*) in *No. 1 hold* *Cruiser Stern*		~~11555~~ ~~10788~~ ~~7220~~ 11 10786 7218	✝100A1 Lon *y*† *Shelter dk* ~~Fal~~ *with freeboard* ~~2,39~~ 12,37 ✝LMC 2,39 ~~MS 11,34~~ ~~BS 11 37~~ ✝Lloyd's RMC ~~2,39~~ *Fitted for oil fuel* 11,26 *F.P. above 150° F.*		CL ~~P6,38~~ ~~36,38~~ 2,39	1915 11mo	Swan, Hunter& Wigham Richardson, Ld. Newcastle *Lloyd's A&CP*	FederalSteam Nav. Co. Ltd. *WB* = *Cell D Ba* 124′ *u E* & *B* 107′ *f* 226′	530·5 | 63·0 | 31·9 550·4 (O.L.) 39·8 B209′ F84′ *on Shelter dk* FK	London British 9 *B H Cem*	4steam turbines SR geared to 2 sc. shafts (*s*) 1900lb 1670NHP 6SB, 24*cf*, GS 440, HS 17688 FD Wllsnd Slpwy. Co. Ld. Nwc. 1750*t f P T* 104*t A P T* 112*t*	42 ″ 8 *s* 11 ″ 1½ 31 ″ 9	
80562 96937 VGDL	— (P) Wireless	TwinSc 1 *Dk*	1255 975 542				1891	Wigham Richrdsn&Co Newcastle	Niagara, St. Cath-arines&Toronto Nav. Co. Ld (Canad-ianNationalRlys.)	220·0 | 33·1 | 20·4 H171′	Charletwn British	T. 6Cy. 17½″, 27½″ & 46″–33″ 243NHP WighmRchardsn&Co. Nwc		
80563 330? SGOA	**Northumbria** (P) (*ex* Balder) *ss* Got. 3rd No. 3–11, 38 ~~*ss* Got. 2nd No. 3–6, 25~~ Wireless D.F. ~~*ss* Got. No. 2–34~~ *Well deck* 1 *Dk* (*Stl*–*pt ws*) *Ref. Mchy.* *lower dk forehold*		1396 869 752	✝100A1 Got *o* ~~1,37~~ 11,38 ~~Renewed~~		OG ~~1,36~~ 10,38	1898 9mo	Blackwood & Gordon Port Glasgow A&CP	Rederiaktieb. Svenska Lloyd (K.R. Bökman, *Mgr.*) *Cell D Ba* 33′ *u E* & *f* 115′ 261*t f P T* 54*t A P T* 26*t*	246·2 | 34·1 | 14·0 256·4 (O.L.) P175′ F48′ FK	Gothenbrg Swedish 6 *B H Cem*	T. 3Cy. 21¾″, 33″ & 54″–39″ (*s*) 170lb ~~*625lb 50lb*~~ 212NHP 2SB (Spt) 6*cf*, GS 129, HS 3555 Blackwood&Gordon, P. Gl.	16 ″ 6 *s* ″ 9½ 15 ″ 10½	
80564 155177 WCCW	**Northwestern** (P) Steel&Iron (*ex* Orizaba) D.F. 2 *Dks* & *Hur dk* *Fitted for oil fuel*		3094 2413 1949				1889	Delaware River Co. Chester, Pa.	Alaska S.S. Co. Inc.	336·2 | 48·2 | 22·0	New York Utd. States	T. 3Cy. 28″, 44″ & 70″–48″ NB10 339NHP Delaware River Co. Chester		
80565 164832 MMBN	**Northwood** *Mchy. Aft* 1 *Dk* *Cruiser Stern*		1146 777 652	✝100A1 Rot *//* *with freeboard* Shl 11 ~~4,37~~ ✝LMC 10,		CL N9,37	1936 10mo	Burntisland S.B. Co. Ld. Burntisland *Lloyd's A&CP*	JosephConstantine SteamshipLine, Ld. *Cell D B* 144′ 35′	217·4 | 34·0 | 13·6 Q150′ F27′ FK	Middlsbro' British 3 *B Hpt Cem* *pt Asp*	T. 3Cy. 13″, 21″ & 36″–27″ (*s*) 200lb *125lb* 101NHP 1SB (Spt), 3*cf*, GS 40, HS 1871 N.E. Marine Eng. Co Ld. Sld.	16 ″ 6 *s* 5 ″ 11½ ~~15 ″ 2~~ 15 ″ 2½	
80566 968 HPID	**Norvik** D.F. E.S.D. 1 *Dk*, 2*nd dk in mchy. space* *Mchy. Aft* *Cruiser Stern* *Rudder electrically welded*	*Oil Eng.*	9555 8912 5987	✝100A1 Rot *e*† 12,38 ~~4,38~~ Fal ✝LMC 1, *Carrying Petroleum in bulk*		CL	1938 1mo	Deutsche Werft A G Bet Finkenwrder Hamburg *Lloyd's A&CP*	TankerCorpora-tion (Johan Rasmussen&Co. *Mgrs.*) *Cell D Bu E* 75′ 210*t*	489·4 | 65·7 | 36·2 510·7 (O.L.) P114′ F69′ FK *D T f* 36′ 712*t f P T* 16*t A P T* 258*t*	Panama Pnamanian 12 *B Hpt Cem*	Oil Engines 2S.C.DA 6Cy. 23⅝″–43⅞″ 1163NHP 2DB 17 ~~*Bkw dU*~~ (W.T.) *170lb* Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg	35 ″ 11 *s* 7 ″ 10 28 ″ 4½	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite. Terme assigné maintenant expiré. Lettre d'Enrôlement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pd.	15 Navire ou type auquel on a recours dans le R. Durée (cert. Hoff'ds).
80567	**Norviken** Ⓟ		2924	✠100A1 HKg			CL	1925	W.Hamilton&Co.Ltd.	Wallem&Co.A/S	295·0	45·7	26·0	Bergen	T.3Cy.20⅝",34"&[illegible]–36" (s)	28 " 3	
	ssHKg.No.3–11,37		2652	*withfreeboard*			11,37	12mo	PortGlasgow	(H.J.Wallem,	305·0(o.l.)			Norwegian	1801b 244NHP	s 9 " 8¼	
LCU1	*Upper dk(ptStl–teaks)*		1779	[illegible] LMC11,37						*Mgr.*)	B72'F31' FK			*Cem*	2SB,*6cf*,GS132,HS4302	18 " 9¼	
	2nd dk(Stl)			0 12,38							4			*BHto2nd dk*	Rankin&Blckmore,Ld.Grk		
								Lloyd's	*sA&CP*	*CellDB250'502t*	*FPT88tAPT105t*			,, ,, *U* ,,			
80568	**Norvinn**		6322	✠100A1 Rot			*a*† CL	1930	Barclay,	TankerCorporation(JohanRasmussen&Co.*Mgrs*)	421·0	58·5	32·3	Panama	Oil Engines 2S.C.SA	32 " 3	
	OilEng.		5996	~~3,38~~ 11,38 Sfj			10,37	11mo	Curle&Co.Ld.					Pnamanian	4Cy.23⅝"–91⅛" 687NHP	s 5 "11½	
HPGC	*ssSfj.No.2–38* ~~*ssSfj.No.1–36*~~		3830	~~LMC C~~ 11,38					Glasgow		P105'B28'F38' FK			15*BH*	2DB*120lb*	26 " 6½	
	Mchy.Aft 2*Dks(Stl)&Web frames*			~~DBS12,38~~ 11,38				*Lloyd's*	*sA&CP*					5 ,, *to 2nd dk*	Barclay,Curle&Co.Ld.Gls.		
	D.F. *Longitudinal framing*			*Carrying Petroleum in bulk*						*CellDBuE81'305t*	*DTf38'498tFPT113t*			*APT129t*			
80569	**Norwalk**		2157					1920	Pusey&	EasternS.S.Lines,	250·8	42·6	25·6	Newport	T.3Cy.19",32"&56"–36"		
220631	*Fitted for oil fuel*		—						JonesCo.	Inc.				News	188NHP		
KJTJ	*2Dks*		1310						Wlmgtn,Del.				*WB*	Utd. States	Pusey&JonesCo.		
80570	**Norway**		6673					1910	ToledoS.B.	GreatLakesSS.Co.	504·0	58·0	25·6	Oswego	Q 4Cy.20",29",42"&61"–42"		R
207247			—						Co.	Inc.	F50'			N.Y.	241NHP		
	Mchy.Aft GyC. 1*Dk*		5314						Toledo,Ohio				*WB*	Utd.States	ToledoS.B.Co.Toledo,Ohio		
80571	**Norway Maru**		5832	✠100A1 Kob		*y*	OG	1920	Kawasaki	KawasakiKisen	385·0	51·0	36·0	Kobe	T.3Cy.26",43½"&72"–48" (s)	36 " 0	
26216			5552	*Awng dk*			~~10,36~~	4mo	Dkyd.Co.Ld.	K.K.				Japanese	2001b 440NHP	s 0 " 1⅜	
JNWD	*ssKob.No.3–8,31*		4229	*withfreeboard* 1,39			N1,39		Kobe				FK	*Cem*	2SB(Spt)&1AuxSB, FD	27 " 1	
	ssKob.No.1–36			1,39 ~~11,37~~ LMC12									*Collision*	*BH to Awdk*	*8cf*,GS154,HS5742		
	2Dks(Stl)&			*Fitted for oil fuel* 1,23			*F.P. above* 1		A&CP					5 ,, ,, *U* ,,			
	Awng dk(Stl)								50° F.	*CellDB334'1116t*	*FPT126tAPT93t*				KawasakiDockyardCo.Ld.		
80572	**Norwegian**	*ssGls.No.1–38*	6366	✠100A1 Sws		*z*	CL	1921	CaledonS.	DonaldsonLine,Ld.	400·2	52·4	35·0	Liverpool	Q.4Cy.23½",34",49"&70"–51"	37 " 7	
145849		*ssGrk.No.3–9,34*	4476	*Shelter dk*	Gls		7,37	8mo	B.& E.Co.Ld	(DonaldsonBros&				British	215lb (*s*) 644NHP	s 8 " 8¾	
GDMC		*2Dks(Stl)&*	4008	*withfreeboard*					Dundee	Black,Ld *Mgrs.*)	B141'*on Shelter dk*		FK2"	*Cem*	4SB,*12cf*,GS239,HS10210 FD	29 " 1	
	D.F. E.S.D.	*Shelter dk(Stl)*		~~6,38~~ 7,37 12,38 BS7 38				*Lloyd's*	*sA&CP*	*CellDB332'920t*	*FPT105tAPT31t*			6 *BH to S dk*	CaledonSB.&E.Co.Ld.Dun		
				~~LMC~~ S12,38						*DTa26'654t*				1 ,, ,, *U* ,			
80573	**Nosak** (*ex*Troud,	**TwinSc**	348					1890	Edwards&	U.S.S.R.	182·7	27·6	7·2	Rostoff	C.4Cy.12"&24"–20"		
	*ex*SergeiWitte)	1*Dk*	320						Symes					Russian	B*made*04,*fitted*— 43NHP		
UOLX			225						London						Wilson&Co.London		
80574	**Noshiro Maru** Ⓟ (*ex*Nordhav,		2331				...	1919	Dominion	KawasakiKisen	251·1	43·6	21·5	Kobe	T.3Cy.20",33"&54"–40"	24 " 3	
29822	*ex*Bygdönes,*ex*GeneralMorrison)		1973						S.B.Co.Ld.	K.K.	P25'B64'F20'			Japanese	328NHP		
JPUA	1*Dk*		1389						Toronto				FK	*WB*	JohnInglisCo.Ld.Toronto		
80575	**Nosiro Maru** (*ex*NoshiroMaru–38)		7189	✠100A1 Kob		*c*†	CL	1934	Mitsubishi	NipponYusenK.K.	449·6	62·3	34·4	Tokyo	Oil Engines 2S.C.DA	34 " 5	
39735	*OilEng.*		6451	1.38			~~1,36~~	11mo	Jukogyo					Japanese	7Cy.27⅞"–47½" 1851NHP		
JRPJ	D.F. 2*Dks*		4318	✠LM[illegible]			12,38		Kaisha,Ld.		P23'B171'F41' FK			8*BHpt Cem*	DB*100lb*		
	Ref.Mchy. *CruiserStern*			DBS12,38 12,38					Nagasaki		*DTs a42'1527t*				MitsubishiJukogyoKaisha		
				[illegible]MC12,38				*Lloyd's*	*sA&CP*	*CellDB354'1379t*	*of tunnel 82t FPT8*			*1tAPT78t*	Ld.Nag		
				Carrying cargo oil			*F.P. above*			*Wing tanks in way*							
										150° F. *in deep tanks*							
80576	**Noss Head**	K	438	✠100A1 Lth		*f*	CL	1921	A.Hall&Co	A.F.Henry&	150·9	24·1	9·3	Leith	T.3Cy.18",21½"&35"–24" (*s*)	11 " 4	
145553	*ssLth.No.1–37*	*ssLth.No.3–11,33*	282	9,38 ~~11,37~~		Nwc	11,37	10mo	Ld.	MacGregor,Ld.	154·5(o.l.)			British	180lb 82RHP	s 4 " 2	
MKTW	*Well deck*	1*Dk(Stl)*	171	~~BS7,37~~ ✠LMC[illegible]					Aberdeen		Q85'B12'F19' FK			8*BHCem*	1SB,*3pf*,GS46,HS1510	11 " 4½	
	Mchy.Aft			~~BS[illegible] 3,39~~ MS11,37				*Lloyd's*	*sA&CP*		*CellDBf 92'1061t*			*FPT32t*	A.Hall&Co.Ld.Aberdeen		
80577	**Nossa Senhora Dos Anjos**		325					1902	Bornholm	Mutualista	124·1	29·1	12·1	Ponta	Oil Engines 2S.O.SA		V
	OilEng. **Aux3MstSr**		294						Maskinfbk.	Açoreana	F10'Q6'			Delgada	2Cy.14⅛"–16⅜" 79NHP		
CSIO	(*ex*Johannes–37,*ex*SailingVessel) 1*Dk*		255						Rönne					Portuguese	NE30		
	(See Sailing Ship Register)														J.&C.G.Bolinders,Skm.		
80578	**Noto Maru**	*ssKob.No.1–38*	7190	✠100A1 Kob		*c*†	CL	1934	Mitsubishi	NipponYusenK.K.	449·6	62·3	34·4	Tokyo	Oil Engines 2S.C.DA	34 " 5	
39723		*OilEng.*	6451	~~12,38~~ ~~12,37~~			~~11,36~~	10mo	Jukogyo					Japanese	7Cy.27⅞"–47½" 1851NHP		
JROJ	D.F. 2*Dks*		4320	✠LMC CS12,38			12,38		Kaisha,Ld.		P23'B171'F41' FK			8*BHpt Cem*	DB*100lb*		
	Ref.Mchy. *CruiserStern*			DBS12,38 12,37					Nagasaki		*DTs a42'1527t*				MitsubishiJukogyo		
				✠Lloyd'sRMC5,~~381~~,39				*Lloyd's*	*sA&CP*	*CellDB354'1379t*	*of tunnel 82t FPT*			*81tAPT78t*	Kaisha,Ld.Nag.		
				Carrying cargo oil			*F.P. above*			*Wing tanks in way*							
										150° F. *in deep tanks*							
80579	**Notoro Maru** Ⓟ		1213					1917	OsakaIron	KitaNipponKisen	220·0	33·6	18·5	Amagasaki	T.3Cy.13½",23"&38"–30"		
21031			—						Works,Ld.	K.K.	P23'B34'F24'			Japanese	79NHP		
JQDB	Wireless 1*Dk*		845						Osaka				*WB*		OsakaIrnWrks,Ld.Osaka		
80580	**Notos** (*ex*KnutJarl–33,*ex*Laura		2712	✠ ——		Nwc	*u*	1898	Irvine'sSB	Dampsk.A/S Notos	324·0	46·0	20·5	Haugesnd	T.3Cy.24",38"&64"–42"	23 " 0	N
	Mærsk,*ex*Laura)	*ssRot.2ndNo.3–3,24*	2541	6,33				6mo	&D.D.Co.Ld.	(Valdemar	P9'B160'F38'		FK	Norwegian	NDB16 267NHP		†
LCAA		*ssOsl.No 1–28*	1697	✠					W Hartlepool	Skogland A/S)				5*BHCem*	2SB,*6cf*,GS89,HS4030		
		1*Dk(Irn)&deep framing*								*CellDBs*	*a&uE124'f136'675t*			*APT47t*	[illegible].Richardsn&Sns.Ld.Hpl		
80581	**Notou** (*ex*MargamAbbey–37)		*2384*	✠ ...		Ant	*t*	1930	W.Gray&	Société "LeNickel"	305·2	44·0	20·6	Dunkirk	T.3Cy.21½",36'&60"–39"	23 " 2	V
		ssAnt.No.2–37	*2231*	10,37				4mo	Co.Ld.		316·4(o.l.)			French	275NHP		†
FOML		1*Dk(Stl)*	*1467*	✠					W Hartlepool		P22'B72'F30' FK			5*BHCem*	2SB,*6cf*,GS105,HS4670		
										CellDB	*262'802tFPT98tA*			*PT88t*	Cen.Mar.EWrks.Ld.WHpl		
80582	**Notraco** (*ex*NotracoI,*ex*Flosshilde,		991	✠		Bgn	*m*	1888	H.S.	Rederi&Speditions	212·5	31·2	14·0	Helsingfrs	T.3Cy.16",16½"&44"–33"	16 " 3	G
	*ex*Grenland,*ex*Björn,	*ssBly.No.2–95*	749	11,01				7mo	Edwards	A/B Nordstjernan	Q77'B51'F28'			Finnish	NDB00 108NHP		†
OHKW	*ex*Pierre 1*Dk(Irn)*,*Beams,Stringer*		559	✠NB10,00 ✠					&Sons				FK	4*BHCem*	1SB,*3pf*,GS58,HS1500		
	André,*ex*Shearwater)	*&DblBtmIrn*							Newcastle		*CellDB192 290t FPT*			*36tAPT30t*	E.Scott&Co.Newcastle		
80583	**Notre Dame du Chatelet**		488					1921	N.V.Schps.	M.A.Glatre	148·8	27·2	12·8	St.Malo	Oil Engines 2S.C.SA		V
	(*ex*Oceaan)	**Aux3MstSr**	415						Geb.Bodewes		P31'F12'			French	4Cy.13½"–13½" 123NHP		
FOPY	Wireless 1*Dk*	*OilEng.*	344						Martenshoek						D.Goedkoop,Jr.Ams.		
	(See Sailing Ship Register)																
80584	**Nottingham**	*ssRot.No.1–39*	399	✠100A1 Hrl		*f*	OG	1934	NVRotter-	Internationale	153·3	25·2	8·5	Rottrdam	Oil Engines 2S C.SA	11 " 0	
		OilEng.	286	~~4,39~~ ~~3,08~~ Rot			~~3,37~~	12mo	damDroogd.	KustvaartMaats.				Dutch	5Cy 10½"–18½"	s 1 " 1	
PGKA	*Mchy.Aft*	1*Dk*	257	~~LMC~~			N1,39		Maats.		P34'F16' FK			3*BHCem*	102NHP	9 " 11½	
		CruiserStern							Rotterdam		*CellDB97'148t FPT*			*25tAPT23t*	Gebr.Stork&Co.N.V.		
		Cargo battens not fitted						*Lloyd's*	*sA&CP*						Hengelo		
80585	**Notung** (*ex*Viola–35,	**Iron**	1133	✠100A1 Hfs		*o*	CL	1882	R.Dixon&	RederiA/BNotung	240·2	34·8	15·5	Helsingfrs	C.2Cy.27"&50½"–33"	16 " 6	
	*ex*Jessie,*ex*	*ssHbg.4thNo.3–2,34*	—	4,38			5,37	2mo	Co.	(ErnstSohn, *Mgr.*)				Finnish	80lb *100lb* NDB29 112NHP	s 1 " 4⅜	
OHXJ	Middlesbrough)	*ssHfs.No.1–38*	629	✠LMC4,38					Middlesbro		Q85'B53'F27'			4*BHCem*	1SB,*3pf*,GS50,HS1841	15 "10½	
	Well deck	1*Dk(Irn)&Web frames*						*Lloyd's*	*sA&CP*				*DBa*	63'*f*98'365*t*	Blair&Co Ld.Stockton		
	Cargo battens not fitted																

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Registered Tonnage. Gross. / Under deck. / Net.	6 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	7 Port of Survey. Years assigned not to exceed. Extra Mark. Letter.	7a Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Trade Cert.
80586 LCUK	**Nova** (P) Wireless D.F. 2 *Dks*	1382 1311 810	✠100A1 *with freeboard* 3,38	Liv	*a*†	1925	Atel.&Ch. de la Seine Maritime LeTrait(S.I.)	DetBergenske Dampskibsselskap	231·4 H51*t*	34·2	21·8	Bergen Norwegian *WB*	T.3Cy.18″,30″&50″–33″ 143NHP Atel.&Ch.de la Seine Maritime		
80587 147363 GJFY	**Nova Scotia** (P) *ss*Liv.No.2-35 *Ref. Mchy.* 2 *Dks*(*Stl*) *Weather dk* (ws) D.F. *3rd dk* (*Stl*) *in holds* E.S.D. *Cruiser Stern*	6796 5889 3841	✠100A1 *with freeboard* 3,38	Liv	*a*†	1926 5mo	Vickers Ld. Barrow *Lloyd's SA&CP*	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel forward* *Cell D B32*	406·1 B145′F42′ *of engine room* 71′ 9′104*t* *DTa*23′357*t*	55·4 FK	31·8	Liverpool British 8 *BHpt Cem* 2 „ *to 2nd dk* *DTa*23′357*t*	Q4Cy.31″,43″,62″&90″–57″ 215lb (*s*) 1047NHP 5SB(Spt.),20*cf*,GS377, HS16095 FD Vickers,Ld.Barrow *FPT*71*t APT*126*t*	34 ″ 4 s 9 ″ 3½ 25 ″ 4½	BT till 4·28 3,39
80588 149465	**Novadoc** *Mchy. Aft* 1 *Dk*	1934 1635 1152				1928	Swan,Hunter& Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	252·8 Q100′F35′	43·3	17·8	Ft William British *WB*	T.3Cy.15″,25″&40″–33″ 92NHP Swan,Hunter& Wigham Richardson,Ld.Nwc.		C
80589 LDIC	**Novasli** (*ex*Maplewood,*ex*Ronalee) *ss*Stv.No 3-5,32 D.F. *ss*Sld.No.1-37 1 *Dk*(*Stl*)	3204 3015 1973	✠100A1 8,37 *Fitted for oil fuel* 6,20	Rot	*p*	CL 3,37 *F.P. above* 150° F.	1920 6mo	R.Thompson &Sons,Ld Sunderland *Lloyd's SA&CP*	SkibsA/SNovasli (JensSamuelsen, *Mgr.*)	342·2 354·0(O.L.) P31′B100′F36′ *Cell DB*290′740*t*	48·0 FK	21·9	Farsund Norwegian 6 *BHpt Cem* *APT*121*t*	T.3Cy.24″,38″&64″–42″ 180lb 293NHP 2SB,*6cf*,GS124,HS4594 J.Dickinson&Sons,Ld.Sld.	24 ″ 4 s 3 ″ 10 20 ″ 9	
80590 36627 LOGO	**Novillo** (*ex*Berville–37, *ex*Bucheron) *Mchy. Aft* 1 *Dk* Wireless	682 — 330				1920	Ch.&Atel. de la Gironde Bordeaux	Cia.Argentina de Nav.Mihanovich Ltda.	219·4 P75′F29′	34·2	12·3	Bns.Aires Argentine *WB*	T.6Cy.12″,19½″&31½″–16½″ 80NHP Atel.&Ch. de la Loire,St.Denis		V
80591 UOJG	**Novorossisk** (P) (*ex*Hedwige, *ex*Rossiji) *ss*Oda.No.3–5,14 1 *Dk*(*Stl*)&*Web frames*&*Awng dk* Wireless	1351 1170 733	✠ 9,19			1896 7mo	W.Dobson &Co. Newcastle	U.S.S.R.	239·6 P42′B53′F37′ *Cell D Ba*59′*u E&B*	32·1 FK	20·2	Odessa Russian *f*33′*f*94′238*t*	T.3Cy.17″,28″&48″–42″ NB14 149NHP WllsndSlpwy.Co.Ld.Nwc.	22 ″ 4	
80592 141897 GRZQ	**Nowshera** TwinSc *ss*Cal.No.3–1,35 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	7920 7576 4875	100A1 *Shelter dk* *with freeboard* 9,38 9,38	Mdb	*c*†	CL 1,25 3,35	1919	Workman, Clark&Co.Ld Belfast *Lloyd's SA&CP*	BritishIndiaStm. Nav.Co.Ld. *Cell D B*392′1495*t*	450·0 P31′F43′ *on Shelter dk* *FPT*120*t APT*70*t*	58·4 FK	37·1	Glasgow British *pt Cem* 8 *BHto Sh dk*	T.6Cy.26½″,44″&73″–48″ (*s*) 200lb FD 1138NHP 3DB,*24cf*,GS440,HS17079 Wrkman,Clark&Co.Ld Bel	40 ″ 0 s 10 ″ 11 29 ″ 3½	¾
80593 220755 KJLP	**Noyo** (*ex*Griffdu-35) *Fitted for oil fuel* *Mchy. Aft* 1 *Dk* Wireless	1479 — 824				1920	J.F.Duthie &Co. Seattle, Wash	UnionLumberCo.	219·9 P66′B15′F20′	40·1	18·5	S.Frncisco Utd. States *WB*	T.3Cy.19″,32″&56″–36″ 188NHP HendricksManufacturing Co.Seattle		C
80594 40112 JWFJ	**Nozima Maru** (*ex*NojimaMaru–38) *ss*Kob.No.1–38 *Oil Eng* *Ref. Mchy.* 2 *Dks* D.F. *Cruiser Stern*	7189 6451 4317	✠100A1 12,38 ✠LMC CS12,38 DBS12,38 11,37 ✠Lloyd's RMC12,38 *Carrying cargo oil* *Fitted for oil fuel*	Kob	*c*†	CL 1,36 1,39 *F.P. above* 150° F. *in deep tanks*	1935 2mo	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki *Lloyd's SA&CP*	NipponYusenK.K. *Cell D B*354′13790 *wing tanks in way of tunnel* 82*t*	449·6 P23′B171′F41′ *DTs a*42′1527*t* *FPT*8 1*t APT*78*t*	62·3 FK	34·4	Tokyo Japanese 8 *BHpt Cem*	Oil Engines 2S.C.DA 7Cy.27 $\frac{9}{16}$″–47½″ 1851NHP DB*100lb* MitsubishiJukogyoKaisha, Ld.	34 ″ 5	
80595	**Ntra. Sra. Del Rosario** (*See No.* 80598)														
80596 123992 GVTQ	**Nucula** (*ex*SoyoMaru,*ex*Hermione) *ss*Auk.2ndNo.3–6,33 *Mchy. Aft* 2 *Dks*(*Stl*) *&Web frames*	4614 4255 2807	✠100A1 2,37 BS 36 ✠LMC4,33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,07 *F.P.*	Auk	*x*	CL 5,36	1906 9mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's SA&CP*	TheAdmiralty *Cell D Bu B*33′71*t*	370·0 P95′B25′F38′ *DTf* 40′ 376*t FPT* 52*t APT*22*t*	48·5 FK	28·7	London British 13 *BHCem*	T.3Cy.25″,42″&70″–48″ (*r*) 180lb 410NHP 3SB,*9cf*,GS195,HS6870 WllsndSlpwy.Co.Ld.Nwc.	30 ″ 3 s 8 ″ 2½ 24 ″ 4	
80597 EAHL	**Nuestra Señora del Carmen** (*ex*BegoñaNo.4,*ex*Diciembre) *Turret deck* 2 *Dks*3*trB*	3482 2867 2223					1895	W.Doxford &Sons,Ld. Sunderland	Cia.delVapor CarmenS.L.	341·0 F33′	45·6	23·1	Bilbao Spanish	T.3Cy.26″,42″&68″–42″ NB06 300NHP W.Doxford&Sons,Ld.Sld.		
80598 KZAJ	**Ntra. Sra. Del Rosario** *Fitted for oil fuel* Wireless 2 *Dks*	430 — 225					1929	Kwong Tak Cheong S.B E.&D.Co.Ld Hong Kong	Genato&Co.Ld.	168·0 B30′F24′	28·0	12·0	Manila P.I. Utd. States *WB*	T.3Cy.13″,21″&35″–24″ 60NHP W.McNeil&Co.Ld.Gls.		
80599 LJKU	**Nueva Granada** TwinSc *Oil Eng.* 1 *Dk*2*nd dk in mchy. space* *Longitudinal framing at bottom* *& deck in centre tanks* D.F. E.S.D. *Rudder electrically welded* *Mchy. Aft* *Cruiser Stern*	9968 8921 5782	✠100A1 8,39 ✠LMC4,37 *Carrying Petroleum in bulk* 5,39	Ham	*e*†	CL	1937 4mo	Deutsche Werft AG Bet Finkenwrder Hamburg *Lloyd's SA&CP*	TheTexasCo. (Norway)A/S H.C.Mathiesen. *Mgrs.*) *Cell D Bu E*38′55*t*	503·8 522·0(O.L.) P122 B38′F60 *DTf* 36′ 338*t FPT*	67·4 FK	34·3	Oslo Norwegian 17 *BHpt Cem* 160*t APT*99*t*	Oil Engines 2S.C.SA 16Cy.20½″–35$\frac{7}{16}$″ 1107NHP 2DB*171lb*,2DB(WTB)*171lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	34 ″ 2 s 6 ″ 9½ 27 ″ 7½	
80600 126984	**Nugget** (*ex*Mungret–34, *ex*Sligo) 3Mst *ss*Bwg.2ndNo.3–9,36 *Mchy. Aft* 1 *Dk*(*Stl*) *Well deck*	515 373 205	✠100A1 3,37 BS 10,37 11,38 ✠LMC9,36	Irv	*i*	CL 3,36 3,39	1913 1mo	Dublin Dykrd Co. Ld Dublin *Lloyd's SA&CP*	Wm.Robertson	175·7 182·3(O.L.) Q96 B7′F30′ *Cell D B*194′118*t FPT*41*t AP T*51*t*	27·4 BK7′	10·3	Glasgow British 3 *BHCem* 1 *t APT*81*t*	T.3Cy.15″,25½&41″–30″ (*s*) 180lb NDB20 85RHP 1SB,*3cf*,GS55,HS2077 MacColl&Co.Ld.Belfast	12 ″ 10 s 4 ″ 3 12 ″ 11	
80601 Broken up EAFR	**Numa** (*ex*EnriqueBallesteros, M.Mar-Negro, *ex*Sollube, *ex*Inchdune) *Well deck*	2692 2241 1939	✠ 5,23	Bel	*l*		1891 7mo	Irvine&Co. W Hartlepool	Soc.Anon.Fabrica deMieres	314·0 P31′Q96′B130′F33′	40·6	20·7	Gijon Spanish *WB*	T.3Cy.23″,37½″&61½″–39″ NDB13 248NHP 2SB,*6cf*,GS95,HS3925 T.Richardson&Sons,Hpl.	23 ″ 8	
80602	**No. 3** *Oil Eng.* Wireless D.F. 1 *Dk* *Mchy. Aft* *Cruiser Stern* *Strengthened for navigation in ice*	1079 822 658	✠100A1 7,37 ✠LMC7,37 *Carrying Petroleum in bulk*	Yka	*m*	CL	1937 7mo	Mitsubishi Jukogyo K.K Yokohama *Lloyd's SA&CP*	U.S.S.R. *Cell D Bu E*37′56*t*	196·8 209·6(O.L.) P75′F25′*Trunk*67′ *DTf* 36′ 48*t FPT*23*t*	36·1 FK	17·0	Vladvostk Russian 12 *BHpt Cem* 1 *APT*53*t*	Oil Engines 4S.C.SA 7Cy.14⅜″–19$\frac{13}{16}$″ 141NHP DB*121lb* MitsubishiJukogyoK.K. Yka.	17 ″ 0	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termin assigné maintenant expiré. Lettres d'Enrolement.	7a Date de la dernière visite de survie port-à-bâbord.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Ingénieurs ou coté A. al'Office du B.T. Darcs Cert. B.o.T Tech.
80603	**No. 4**		1040	✠100A1	Yka	*m*	CL	1937	Mitsubishi	U.S.S.R.	196·8|36·1|17·0			Vladvostk	Oil Engines 4S.C.SA	17 " 0	
Now "Maxim Gorki," *see No. 89142 in Supplement*			634	8,37				8mo	JukogyoK.K Yokohama		209·0(o.l.)			Russian	7Cy.14⅝"–19½" 141NHP		
	Wireless D.F.	1*Dk*									P69'F25' FK			12*BHptCem*	DB*121lb*		
	Mchy.Aft	*CruiserStern*		*CarryingPetroleum in bulk*				*Lloyd'sA&CP*		*CellD*	*BuE41'52t DTf36'*			*Trunk71'*	MitsubishiJukogyoK.K.		
	Strengthened for navigation in ice													*14tAPT53t*	Yka.		
80604	**No. 14** (*ex*Lurcher)		396					1903	PolsonIron	CanadianGovern-	121·3|24·7|19·0			Ottawa	1Cy.23"–22"		
116993			396						WorksCo.Ld.	ment(Dept.of				British	18RHP		
		2*Dks*	269						Toronto	Marine)					PolsonI.W.Co.Ld.Toronto		
80605	**No. 15** (*ex*Anticosti)		396					1904	PolsonIron	CanadianGovern-	121·3|24·7|19·0			Ottawa	1Cy.23"–22"		
116994			396						WorksCo.Ld.	ment(Dept.of				British	18RHP		
		2*Dks*	269						Toronto	Marine)					PolsonI.W.Co.Ld.Toronto		
80606	**No. 50** (*ex*Olga)		700					1893	.....	U.S.S.R.	170·8|32·2|13·5			Odessa	Oil Engines		
		OilEng.	647						Austria					Russian			
		1*Dk*	408														
80607	**Numidia**		5339	✠100A1	Pla	*y*	CL	1913	Cantiere	NumidiaS.S.Co.	404·5|52·7|26·9			Trieste	T.3Cy.26",42"&72"–48" (*s*)	29 " 8	
79	*ss*Tri.2ndNo.3-11,38 ~~*ex*Tri.No.3-5,26~~		4639	~~10,37~~ 11,38	Tri		10,37	7mo	SanRocco	NumidiaS.S.Co.				Italian	180lb 415NHP	s 5 " 9	
IBBZ	~~*ex*Tiu.No.2-31~~		3397	B~~—~~ 11,38	✠LMC6~~34~~ M~~35~~,38				Trieste	(D.Tripcovich)				7*BHCem*	3SB,*9cf*,GS189,HS6738	24 " 2	
	D.F.	2*Dks*(*Stl*)						*Lloyd'sA&CP*		*CellDB a* 132'	P32'B113'F43' FK			167t*APT*33t	N.E.MarineEng CoLdNwc		
										uE20' f 171' 1104t	50·5						
80608	**Nuolja**	**TwinSc**	6872	✠100A1	Ant	*z*	OG	1923	A.B.Göta-	Trafikaktieb.	418·8|55·1|33·6			Stockholm	Oil Engines 4S.C.SA	37 " 6	
7055		*OilEng.*	6423	*Shelter dk*	Got		~~2,35~~ 4,39	12mo	verken	Gränges berg-				Swedish	12Cy.23⅜"–35⅞"	s 9 " 1½	
SIXA	D.F.	*ss*Got No 3-1,37	3681	*withfreeboard*					Gothenburg	Oxelösund (M.	F36'*onShltr dk* FK			8*BHptCem*	DB*100lb* 629NHP	28 " 6½	
		1*Dk*(*Stl*)*&Shelter dk*(*Stl*)		4,39 ~~9,38~~				*Lloyd's*		Waldenström *Mgr*)	*nE* ,, *toSh dk*	*Collision*		,,	A.B.Götaverken,Got.		
		Cargo battens not fitted		✠LMC CS1,37				*CellDBuE* 45		*f* 197' 1282t *MT3'*	*ofTunnels*84'	1511t *Tanks at sides*		*ofTunnels*84'	1011t*FPT*190t*APT*50t		
				DBS~~7,37~~5,38			~~19,37~~2,38										
80609	**Nuraghe** **Ferro-ConcreteTwinSc**		633					1921	Soc.Navi	AziendaBarche	154·7|28·5|16·1			Venice	Oil Engines 2S.C.SA		I
297	(*ex*Marengo,*ex*EnricoG.)	*OilEng.*	546						Ital.Cemento	CisternaSoc.Anon.				Italian	6Cy.9⅛"–10⅜" 103NHP		
IRKY	*Mchy.Aft*	*Carrying Petroleum in bulk*	314						Armato		P46'F21'			*WB*	*Emade20fitted*30		
		1*Dk*							Lavagna						AnsaldoSanGiorgio,Turin		
80610	**Nurgis** (*ex*Oranjepolder)		700					1919	J.Meyer's	D/S A/S Nurgis	181·4|28·3|12·7			Haugesnd	T.3Cy.15½",25½"&39½"–23½"		N
			525						S.B.Co.	(KarlM.Thuestad)	Q43t H45t F23t			Norwegian	76NHP		
LENX		1*Dk*	296						Leeuwen					*WB*	Gebr.Stork&Co.Hengelo		
80611	**Nuria R.** (*ex*MariaElisa,*ex*Rufina,		2733	✠ ...	Bcl			1893	W.Gray&	Hijo de Ramon	290·0|38·1|20·0			Barcelona	T.3Cy.23",36½"&62"–39"	22 " 6	
	*ex*Algorteño,	*ss*Bbo.2ndNo.3–4,20	1863	3,34				9mo	Co.Ld.	A.Ramos	P27'Q84'B119'			Spanish	239NHP		
EAGT	*ex*Roumania)	*ss*Bbo.No.2–28	1700	✠					W Hartlepool		F31'			5*BHCem*	2SB,*6rf*,GS79,HS3580		
	Well deck	1*Dk*(*Irn*)*&Web frames*								*CellD*	*BaguE114'f* 108'4t			9t*APT*35t	Cen.Mar.Eng.Wrks.WHpl		
80612	**Nurjehan**		5424	✠100A1	Cal	*z*	CL	1923	C.Connell	AsiaticStm.Nav.	405·0|52·9|29·0			London	T.3Cy.25",42"&70"–48" (*s*)	31 " 4	
147485		*ss*Cal.No.3–7,35	4970	1,38~~,37~~			8,37	5mo	&Co.Ld.	Co.Ld.				British	200lb *110lb* 475NHP	s 5 " 11	
GJTR		2*Dks*(*Stl–U* teak s)	3379	BS~~12,37~~ 1,39	✠LMC8,35				Glasgow		P38'B137'F45' FK			7*BHCem*	2SB,*8cf*,GS150,HS6732 FD	25 " 7½	
								Lloyd's			*DTa*33'905t *FPT*12			4t*APT*30t	Dunsmuir&JacksonLd.Gls		
80613	**Nurmahal**		5419	✠100A1	Cal	*z*	CL	1923	C.Connell	AsiaticStm.Nav.	405·2|52·9|29·0			London	T.3Cy.25",42"&70"–48" (*s*)	31 " 4	
147528		*ss*Cal.No.3–4,36	4970	8,38~~,37~~			8,37	8mo	&Co.Ld.	Co.Ld.				British	200lb *110lb* 475NHP	s 5 " 11	
GJTS		3*Dks*(*Stl–U* teak s)	3380	BS3~~,37~~ 8,38	✠LMC6,36				Glasgow		P38'B137'F45' FK			7*BHCem*	2SB,*8cf*,GS150,HS6732 FD	25 " 7½	
								Lloyd's		*CellDB*347'1110t	*DTa*33' 905t *FPT*			124t*APT*30t	Dunsmuir&JacksonLdGls		
80614	**Nürnberg** Ⓟ		5635					1936	Bremer	Norddeutscher	431·1|56·3|23·1			Bremen	Oil Engines 2S.C.DA		G
		OilEng.	4422						Vulkan	Lloyd	P21'B28'			German	7Cy.23⅜"–43⅛" 1360NHP		
DORJ	D.F. E.S.D	*CruiserStern* 3*Dks*	3325						Vegesack		*upper*F39'			*WB*	BremerVulkan,Vegesack		
80615	— Ⓟ		748					1920	Vulcan-	Rud.Christ.Gribel	183·7|29·2|11·5			Stettin	T.3Cy.13⅝",21⅞"&35⅜"–25⅜"		G
	(*ex*Hela)		498						WerkeA.G.		P20'Q55'B44'F21'			German	Vulcan- 62NHP		
DAPA	Wireless	1*Dk*	440						Stettin					*WB*	WerkeA.G.Stettin		
80616	**Nurtureton**		6272	✠100A1	Clf	*a*†	CL	1929	Short Bros.	CarltonS.S.Co.Ld.	423·0|58·3|29·8			Newcastle	Q.4Cy.22",33",48"&70"–48"	33 " 1	
161525		*ss*Rot.No.3–9,32	5804	~~9,38~~12,37	5,39 Npt		N3,36	6mo	Ld.	(R.Chapman&Son	439·0(o.l.)			British	240lb *220lb* FD (*s*) 520NHP	s 6 " 7½	
GSWV		*ss*Ant.No.1–37	3730	BS8,38	✠LMC2,37		9,38		Sunderland	*Mgrs.*)	P36'B138'F45' FK			7*BHCem*	3SB(Spt)*9cf*,GS169,HS7193	26 " 8½	
		1*Dk*(*Stl*)						*Lloyd's*		*CellDB*	352'2020t *FPT*350t			*APT*378t	J.Dickinson&Sons,Ld.Sld.		
80617	**Nutfield** (*ex*Bermondsey)		1561	✠100A1	Shl	*p*	CL	1919	Dublin	E.T.Lindley	240·1|36·3|19·1			London	T.3Cy.18",30"&50"–38" (*s*)	21 " 3	
143169		*ss*Shl.No.3–10,31	1346	~~11,36~~,38			11,36	4mo	Dkyd.Co.Ld.					British	180lb 172NHP	s 2 " 9½	
MJPG		*ss*Shl.No.1–36	825		✠LMC				Dublin		B52'F22' FK			6*BHCem*	2SB,*6cf*,GS97,HS2886	18 " 8	
		1*Dk*(*Stl*)		MS11,36	B~~—~~ 11,38			*Lloyd's*									
		Cargo battens not fitted								*CellDB*171'310t*D*	*Ta*29' 131t *FPT*80t			*APT*38t	J.G.Kincaid&Co.Ld.Grk.		
80618	**Nyanza**		4974	✠100A1	Rot	*y*	CL	1928	D&W Hen-	Steamship "Mom-	402·7|52·2|27·3			Glasgow	T.3Cy.25",41"&68"–51" (*s*)	29 " 10	
160209		*ss*Liv.No.2–37	4606	1,~~38~~ ~~1,38~~	Syd		3,37	7mo	dersn&Co.Ld	bassa "Co.Ld.	416·2(o.l.)			British	180lb 431NHP	s 5 " 7½	
GNTX	D.F.	1*Dk*(*Stl*)	3126		✠LMC7,~~36~~				Glasgow	(Maclay&Mc-				6*BHptCem*	3SB(Spt)*9cf*,GS150,HS6111	24 " 5½	
				BS~~6,36~~				*Lloyd's*		Intyre,Ld.*Mgrs.*)	P45'B125'F47' FK				D&W.Hendersn&CoLdGls		
											*CellDB*345'						
											1179t*FPT*			81t*APT*209t			
80619	**Nyassa** Ⓟ (*ex*Trás-os-	**TwinSc**	8980	100A–	Lis		OG	1906	J.C.Teck-	Cia.Nacional de	462·4|57·9|34·6			Lisbon	Q8Cy24",34⅛",50"&72"–51"	39 " 0	
	Montes,*ex*Bülow)	*ss*Lis.2ndNo.3–6,31	5671	~~7,37~~ 7,38,39			~~12,36~~		lenborgA.G.	Nav.				Portuguese	220lb (*s*) 1170NHP	s 9 " 5	
CSBJ		*ss*Lis.No.1–35	5358	BS~~—~~ 10,38	LMC4~~,35~~ M~~33~~,39		87,37 P~~3~~,39		Wesermünde-G.		P80'F93' FK			9*BHCem*	3DB&1SB,*21cf*,GS416, FD	30 " 0½	
	E S.D.	3*Dks*(*StlU–ws*)*4th dk*(*Stl*)								*CellDB*389'1340t	*DTs a*42'466t *FPT*			100t.*APT*54t	HS17100		
	Sub Sig.	*Ref.Mchy.* *inforwardholds*													J.C.TecklenborgA.G.Wsm		
80620	**Nyborg** Ⓟ	**TwinSc**	2255					1931	Helsingörs	DeDanske	336·3|56·6|17·6			Nyborg	Oil Engines 4S.C.SA		
		(*TrainFerry*) *OilEng.*	2027						Jernsk&Msk.	Statsbaner				Danish	16Cy.17⅛"–33⅞" 482NHP		
OXGS	D.F.	*CruiserStern* 1*Dk*	1219						Elsinore					*WB*	Akt.Burmeistr&Wain,Cpn		
80621	**Nyhaug**		4044					1925	A/S Nak-	A/S Atlas	350·7|51·5|24·7			Haugesnd	Oil Engines 4S.C.SA		N
		OilEng.	3617						skovSkibsvft.	(Chr.Haaland,	P90t H283t			Norwegian	6Cy.24½"–51⅛" 354NHP		
LCUM		1*Dk*	2307						Nakskov	*Mgr.*)				*WB*	Akt.Burmeistr&Wain,Cpn		
80622	**Nyholm**	**TwinSc**	5843	✠100A1	Rot	*z*	P9,38	1927	Odense	D/S A/S "Idaho"	390·8|55·2|31·0			Haugesnd	Oil Engines 4S.C.SA	30 " 8	
		OilEng.	5045	2~~,37~~ 1,39	Nor Cpn		CL	11mo	Staalskibsvft	(Chr.Haaland,	402·2(o.l.)			Norwegian	12Cy.21⅝"–39½" 542NHP		
LCUN		*ss*Cpn.No.3-1,39 ~~*ex*Geo.No.3–34~~	3294	~~1,38~~ GS1~~,37~~			67,37		Odense	*Mgr.*)	P99'B32'F57'			10*BH*	2DB*150lb*		
		Mchy.Aft *CruiserStern* 1*Dk*(*Stl*)		DB~~8,37~~ 8,38	8,38			*Lloyd's*			*Trunk*202' FK				Akt.Burmeistr&Wain,Cpn		
		~~*Progressive Survey of oil tanks*~~		*CarryingPetroleum in bulk*						*CellDB*	*uE*65'212t *FPT*250t			*APTs*463t			
				✠LM~~C~~1,39													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned / Year expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Register'd Dimensions, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of withdrawal
80623 LDSL	**Nyholt**	**TwinSc** *Oil Eng.* *ssOsl.No.1-35* *Mchy.Aft* 2 *Dks(Stl)&Web frames* *Longitudinal framing*	8087 7425 4807	✠100A1 Fal *c* † 4,38 DBS5,37 LMC4,35 5,38 ✠LMC(M)3,37 *Carrying Petroleum in bulk*			CL 3,38	1931 4mo *Lloyd's*	Odense Staalskibsvft vedAPMöller Odense *SA&CP*	D/S A/S "Idaho" (Chr.Haaland, *Mgr.*) *CellDBuE58'209t D*	460·7 P101'B44'F45'	60·3	34·4	Haugesnd Norwegian *Tf35'712t FPT197t*	Oil Engines 4S.C.SA 12Cy.23¾"–47½" 622NHP 2DB*150lb* *APTs163t* Akt.Burmeistr&Wain,Cpn	34 ″ 3 s 6 ″0½ 27 ″ 7½	
80624 LCKF	**Nyhorn**	**TwinSc** *Oil Eng.* *ssGot.No.2-38 ssEls.No.1-24* D.F. 1 *Dk(Stl)&Shelter dk(Stl)* *Ref.Mchy.* 3rd *dk(Stl)in No.1 hold* *Platform dk in No.2 hold* *for fruit cargoes*	4494 4070 2782	✠100A1 Rot *y* *with freeboard* Cot Oft 5,38 11,38 12,38 ✠LMC5,38 DBS6,38 1,39 Lloyd's RMC for temp. 30°			CL 12,34 6,38	1929 12mo *Lloyd's*	Akt.Burmeistr&Wain Copenhagen *SA&CP*	A/S "Atlas" (Chr. Haaland, *Mgr.*) *CellDB329'1393t* *of tunnels94t*	381·2 F36' *Tanks in way* *FPT105t*	53·7 FK	25·3	Haugesnd Norwegian 6 *BH* *Coll to Sh dk* 5 „ *2nd* „	Oil Engines 4S.C.SA 12Cy.23¼"–43⅛" 625NHP DB*100lb* *APT146t* Akt.Burmeistr&Wain,Cpn	28 ″ 1 s 3 ″0½ 25 ″ 3½	
80625 SKPA	**Nyland** *Turret deck* D.F. 1 *Dk*		*3378* 2773 *2012*					1909	W Doxford &Sons,Ld. Sunderland	Ångf.Aktieb. Tirfing(T.E.J.:son Broström, *Mgr.*)	326·9 P37'B42'F29'	48·6	21·7	Gothenbrg Swedish *WB*	T.3Cy.24½",40"&66"–42" 282NHP W.Doxford&Sons,Ld.Sld.		V
80626 SVOV	**Nymphe** (*ex*Inkum) *ssPir.No.3–7,34* 1 *Dk(Stl)&Shelter dk(Stl)* *ssPir.No.1-58*		*4504* *4202* *2795*	✠100A1 Nag *y* *Shelter dk* Ant *with freeboard* 10,38 LMC MS BS4,38			CL 11,36 N3,39	1921 6mo *Lloyd's*	Richardson, Duck&Co.Ld. Stockton *SA&CP*	Cephalonian MaritimeCo.Ld. (N.D.Lykiardopulo, *Mgr.*) *CellDB DTa49'1021t*	400·3 P42'1079t *Collision* *FPT102t*	52·0 FK	24·9	Piræus Greek *Cem* *nBH to S dk* 7 „ „ *U* „	T.3Cy.26",42"&70"–48" (*s*) 180lb 409NHP 3SB,*9cf*,GS193,HS6851 Blair&Co.Ld.Stockton	27 ″ 6 s 3 ″0½ 24 ″ 7½	
80627 SFUW	**Nynäs** *Carrying Petroleum in bulk* *Oil Eng.* *Mchy.Aft* 1 *Dk* *Cruiser Stern*		*301* *221* *132*					1929	Nya Varvs-aktb.Öresund Landskrona	Rederiaktieb. Nordstjernan(A.A. Johnson, *Mgr.*)	135·1 P38'F23'	24·0	10·8	Stockholm Swedish	Oil Engines 2S.C.SA 6Cy.10"–16½" 105NHP A/B AtlasDiesel,Skm.		V
80628 124984	**Nyounghla** *Mchy.Aft* 1 *Dk*	**TwinSc**	382 312 132					1909	Armstrong Whitworth &Co.Ld. Newcastle	BurmahOilCo.Ld.	160·0	31·1	8·1	Rangoon British	T.6Cy.9",14½"&24"–15" 58RHP BairdBros.NorthShields		
80629 MGYW	**Nyroca** (*ex*Philotis-35) Wireless *Mchy.Aft* 1 *Dk(Stl)&Shelter dk(Stl)*	*ssCff.No.3-3,36* *ssBkn.No.2-37*	786 595 306	✠100A1 Bkn *l* *Shelter dk* Sou *with freeboard* BS8,38 3,38 7,37 LMC6.37			CL 7,37	1918 1mo *Lloyd's*	Ardrossan DD&SBCoLd Ardrossan *SA&CP*	British& ContinentalS.S.Co. Ltd. *CellDBuB4*	200·4 0'f140'2421t	30·7 FK	12·1 19·1 *FPT81t*	Liverpool British 3 *BH Cem* *APT13t*	T.3Cy.16",26"&44"–33" (*s*) 180lb 143NHP 2SB,*4pf*,GS60,HS2456 W.Beardmore&Co.Ld.Gls.	14 ″ 4 s ″ 2 14 ″ 4	
80630 HAAN	**Nyugat** (*ex*Treglisson-34) *ssBkn.2ndNo.3-12,37* *ssFal.No.3-8,38* *ssBry.No.2-34* 1 *Dk(pt Irn pt Stl)2trB*		*4323* *4042* *2737*	✠100A1 Hul *x* 12,38 4,39 Rot BS12,38 LMC12,37 BS12,37			CL 12,37 7,38 12,38	1912 11mo *Lloyd's*	J Readhead &Sons,Ld. SouthShields *SA&CP*	NeptunSeaNav. Co.Ld. (*B.Burgess, Mgr.*) *CellDBa1*	369·8 P33'B226'F34' 19'aE23' *f* 162'987t	51·1 FK	26·1	Budapest Hungarian 6 *BH Cem* *APT62t*	T.3Cy.26",42"&69"–48" (*r*) 180lb 385NHP 2SB,*6cf*,GS132,HS6330 J.Readhead&Sons,Ld.SShl	27 ″ 8 s 3 ″10½ 24 ″ 1½	

**** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté si on est dans le L. R. Durée Cert. Horrifuge
80631 6518 SFEA	**O. A. Brodin** (*ex*Erato-35, *ex*O.A.Brodin) ~~ssGot.No.3-10,37~~ ~~ssGot.No.3-36~~ ssOsc.No.3-10,38 1 *Dk(Stl)* *2nd dk in No.2 hold*	~~1960~~ ~~4023~~ *1646* ~~4003~~ *1107*	✝100A1 ~~10,37~~ 1,38 4,39	Rot Osc	*r* ~~Stl~~	00 ~~11,38~~ 9,38	1920	E.Brodins Varfs. Aktiebolag Gefle *Lloyd's*	RederiA/B Kare (E.O.Brodin, *Mgr.*) *CellDBa*	266·1|42·8|18·4 P27′B55′F23′ FK 110′*uB&f*112′494*t* *APT*38*t*	Stockholm Swedish	C.4Cy.(2)16⅞″&(2)35 7/16″– 35 7/16″ 213lb (*s*) 176NHP 2SB(Spt),*4cf*,GS54, HS1076 FD A/B Lindholmens-Motala, Got.	20 ″ 6 s 2 ″ 8½ 17 ″ 11⅜	
80632 LCBD	**O. B. Sörensen** TwinSc *Oil Eng.* **D.F.** ssFal.No.1-35 *Mchy.Aft* 2 *Dks(Stl)&Web frames* *Longitudinal framing bracketless system* *Cruiser Stern*	7919 7338 4598	✝100A1 8,38 ~~12,37~~	HKg Pgn	*c*† ~~Stl~~	CL 12,37	1931 9mo	Kockums M.V.Aktieb. Malmö *Lloyd's*	SmithSörensens TankrederiA/S (S.H.Smith Sörensen, *Mgr.*) *CellDBuE*65′ 242*t DTf*36′540*t*	462·0|59·7|34·3 P105′B39′F41′ FK *FPT*148*t APT*241*t*	Arendal Norwegian	Oil Engines 4S.C.SA 16Cy.22 7/16″–39⅜″ 778NHP 2DB*170lb* , Kockums M.V.Akt.Malmö	34 ″ 7	
			Carrying Petroleum in bulk											
80633 237312 WNIR	**O. M. Bernuth** **D.F.** E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft* *Cruiser Stern* 1 *Dk* *Longitudinal framing-bracketless system* *Carrying Petroleum in bulk*	~~9300~~ 7372 4751					1938	SunS.B.& DryDockCo Chester,Pa.	B.L.ShippingCo. Inc.	441·1|65·3|35·1	Wilmgton (Del.) Utd.States	2 steam turbines DR geared to 1 sc. shaft WestinghouseElec.&Mfg. Co.Phl.		
80634 200203 KDUZ	**O. S. McFarland** (*ex*M.A.Reeb, *ex*Kensington) *Mchy.Aft* 1 *Dk2trB*	3762 — 3130					1903	CraigS.B. Co. Toledo,O.	ColumbiaTrans-portationCo.(John T.Kelly, *Mgr.*)	370·8|50·2|24·2	Wilmgton (Del.) Utd. States *WB*	T.3Cy.20″,32½″&55″–40″ 191NHP CraigS.B.Co.Toledo,O.		R
80635 123023	**O-we-ra** Ⓟ (*ex*SouthWind-36, *ex*O-we-ra, *ex*Josephine, *ex*Alcedo,*ex*Owera,*ex*O-we-ra) *Fitted for oil fuel* 1 *Dk*	429 347 157	✝ ~~—~~ 2,44 *Yacht*	NYk			1907 2mo	Ramage& Ferguson,Ld. Leith	StraitsShipping& ContractingCo.Ld.	168·2|25·2|13·9 F30′ BK9″	London British	T.3Cy.15″,24″&39″–24″ 78RHP 1SB,*3cf*,GS60,HS1659 Ramage&Ferguson,Ld.Lth.		
80636 130612	**O'Connor Dick** (*ex*Restigouche) *Trade limited to No. 57316* 1 *Dk*	470 446 319					1900	..... Kinderdijk	NationalSand& MaterialCo.Ld. (J.D.Payne, *Mgr.*)	156·0|33·0|10·2	Ottawa British	T.3Cy11 1/16″16 3/32″&27 1/16″–18″ 60RHP		
80637 115636 MCPQ	**Oak** 3Mst *ss*Bel.2ndNo.3-8,31 *Mchy.Aft* *Well deck* *ss*Bel.No.1-35 *Cargo battens not fitted* 1 *Dk(Iron)*	318 228 124	✝100A1 8,35	Bel	*f*	CL 4,37	1906 10mo	J Fullerton &Co. Paisley *Lloyd's*	Newry&Kilkeel SS.Co.Ld(J.Fisher &Sons,Ld. *Mgrs.*)	142·5|23·3|10·1 Q79′B7′F23′ BK6″ *WB*=	Newry British	C.2Cy.16¾″&34 5/16″–24″ (*s*) 130lb 47RHP 1SB,*2pf*,GS40,HS1300 RenfrewBros.&Co.Irvine	11 ″ 2 s 4 ″ 2 11 ″ 5	
80638 148895 GLQD	**Oakbank** TwinSc *Oil Eng* *ss*Shl.No.3-12,36 1 *Dk(Stl)&Shelter dk(Stl-ws)*	5154 4768 3118	✝100A1 *with freeboard* ~~5,38~~ ~~2,38~~ 5,38 ✝LMC(M)6,38	Ddn Shl	*a*† ~~Stl~~	CL 11,36	1926 3mo	Harland& Wolff,Ld. Glasgow *Lloyd's*	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB*357′1121*t Tanks* 115′251*tDT*	420·3|53·9|26·5 FK (*between tunnels* *f*32′1067*t FPT*106*t* *APT*132*t*	Glasgow British	Oil Engines 4S.C.SA 12Cy.24⅛″–37⅛″ 717NHP DB*110lb* *Coll to Shdk* 6 ,, 2nd ,,) Harland&Wolff,Ld.Gls.	29 ″ 2 s 3 ″ 7¼ 25 ″ 8	
			Carrying vegetable oil in deep tank											
80639 165350 GZDZ	**Oakdene** **D.F.** 1 *Dk* *Cruiser Stern*	4255 3905 2613	✝100A1 ~~Lt.fuel.tnks~~ 3,39	Cff ~~Hpt~~ Bry	*y*	CL	1936 12mo	W.Gray& &Co.Ld. WHartlepool *Lloyd's*	OakdeneShipping Co.Ld.(DeneShip-managementCo. Ld.) *CellDB*331′995*t FPT*11*t APT*104*t*	385·5|53·2|24·6 397·0(O.L.) P51′B237′F31′ FK	London British	T.3Cy.21″,33½″&58″–42″ (*s*) 200lb 289NHP 2SB(Spt)*6cf*,GS109,HS4964 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	26 ″ 10 s 3 ″ 2⅝ 23 ″ 10½	
80640 213624 WBCK	**Oakey L. Alexander** (*ex*Nevadan, *ex*Franklin) Sub.Sig. 1 *Dk(Stl)&Web frames* **D.F.** *Cargo battens not fitted*	5285 4711 3325	✝100A1 6,38 ~~11,37~~	Bos	*y*	CL 6,37	1915 9mo	NewYork S.B.Co. Camden,N.J.	PocahontasS.S.Co.	368·6|55·2|30·5 P27′B72′F31′ FK *CellDBa*104′*uE*	Wilmgton (Del.) Utd.States	T.3Cy.25″,41½″&70″–46″(*r*) 195lb 462NHP 3SB,*9cf*,GS150,HS6624 FD 7*BHCem*	34 ″ 5 s7 ″ 10 27 ″ 0	
80641 142415 GZKQ	**Oakfield** (*ex*Salsaas–37,*ex*Absia, *ex*WarAfrican) *ss*Yka.No.3-7,30 *ss*Got.No.1-34 1 *Dk(Stl)*	5244 4767 3323	✝100A1 4,38 ~~11,37~~ 11,38	Alg	*y*	CL 3,37	1918 5mo	Harland& Wolff,Ld. Glasgow *Lloyd's*	FinchleyS.S.Co. Ld.	400·6|52·3|28·5 413·0(O.L.) P49′B112′F38′ FK	London British	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 518NHP 11*BHptCem*	31 ″ 0 s 5·11½ 25 ″ 3½	
			Carrying oil fuel in bulk F.P. 5,18 *Fitted for oil fuel F.P. above* 150° F.						*Middle line Bulkhead above* 150° F. *CellDB*	345′1136*t FPT*118*t APT*185*t*		1SB,*9cf*,GS189,HS7668 FD Harland&Wolff,Ld.Gls.		
80642 120649 GBJM	**Oakgrove** (*ex*Needwood) *ss*P.Gl.2ndNo.3-1,30 **D.F.** 1 *Dk(Stl)&Web frames*	1985 1758 1243	✝ ~~—~~	Lth	*r*		1906 1mo	Osbourne, Graham&Co. Sunderland	GroveLine(Glas-gow)Ld.(David Alexander&Sons, *Mgrs.*)	279·5|40·1|18·1 P25′B64′F28′ FK *CellDBa&u E*110′*f*110′	Glasgow British	T.3Cy.20½″,33″&54″–39″ 194NHP 4*BHCem* 2SB,*6pf*,GS86,HS2940 N.E.MarineEng.CoLd.Sld.	20 ″ 6	C †
80643 DIEA	**Oakland** Ⓟ *Ref.Mchy.* E.S.D. D.F. *Oil Eng.* Sub.Sig. *Cruiser Stern* 2 *Dks*	6757 5498 4027					1929	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	433·5|59·1|27·1 P28′B&F394′	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.27 7/16″–47½″ 1580NHP AllgemeineElekGesBerlin		G
80644 219689 KUGG	**Oakman** (*ex*ClemenceC.Morse, *ex*Boshbish) *Fitted for oil fuel* 1 *Dk&Shelter dk* Sub.Sig. *Longitudinal framing*	6081 3761				...	1920	Virginia S.B.Corp. Alexandria, Va.	LykesBros SteamshipCoInc. FK *WB*	402·6|53·2|32·0 P34′F38′*on Shltrdk*	Lake Charles,La Utd.States	T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven,Owens,Rent-schlerCo.Hamilton,O.	34 ″ 6	R †
80645 220362 KDAZ	**Oakmar** (*ex*WilliamCampion, *ex*EasternExporter) *Fitted for oil fuel* **D.F.** 2 *Dks&Awng dk*	5766 5507 3573				...	1920	Mitsui Bussan Kaisha,Ld. TamaDykd.	CalmarS.S.Corp.	385·0|51·0|33·7 FK *WB*	New York Utd.States	T.3Cy.26″,43½″&72″–48″ 554NHP MitsuiBussanKaisha,Ld. Uno	30 ″ 0	R †
80646 147857	**Oakton** *Mchy.Aft* *Well deck* 1 *Dk*	1727 1374 1001				...	1923	A.McMil-lan&Son,Ld Dumbarton	Gulf&LakeNav. Co.Ld.(R.A.Carter *Mgr.*) FK *WB*	250·2|43·2|15·5 Q92′F36′	Montreal British	T.3Cy.15″,26″&42″–30″ 89RHP J.G.Kincaid&Co.Ld.Grk.	17 ″ 6	R †
80647 220758 KDIN	**Oakwood** (*ex*ColinH.Livingstone) *Fitted for oil fuel* Sub.Sig. 1 *Dk&Shelter dk* *Longitudinal framing*	6071 — 3781				...	1920	Virginia S.B.Corp. Alexandria, Va.	~~LykesBros.~~ ~~RipleyS.S.Co.Inc.~~ LykesBros. SteamshipCo.,Inc.	402·6|53·2|32·0 P34′F38′	Houston, Tex. Utd.States *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven,Owens,Rent-schlerCo.Hamilton,O.		R †
80648 148117 GJQB	**Oakworth** *Oil Eng.* **D.F.** *ss*Liv.No.3–10,37 1 *Dk(Stl)*	4968 4592 3042	✝100A1 ~~10,37~~ ~~8842,37~~ 7,32	Liv Shl	*y* ✝LMC4,37	CL 6,37	1925 2mo	A.McMil-lan&Son,Ld. Dumbarton *Lloyd's*	Dalgliesh Stm. ShippingCo.Ld. (R.S.Dalgliesh,Ld. *Mgrs.*) *CellDB*	400·1|53·2|26·9 P36′B120′F34′ FK 356′1301*t FPT*146*t*	Newcastle British	Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ 8*BHptCem* DB*100lb* *APT*163*t* Harland&Wolff,Ld.Gls.	29 ″ 7 s 5 ″ 8½ 24 ″ 2½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment letter.	7a Date when tail shaft last seen.	8 Built When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L.R. Date of L.R. Trade Cert.
80649 FNJD	**Oasis** (*ex*Julian–38) Wireless 2 *Dks* *Cruiser Stern*	1310 1040 700					1937	Fredrkstad Mek Vrks A/S Fredrikstad	Cie. de Nav. Mixte (Cie Nouvelle de Nav. Busck, *Mgrs.*)	251·2 | 42·3 | 14·0			Marseilles French *WB*	C.4Cy.(2)13″&(2)30 5/16″–28¾″ 82NHP Fredrikstad M.V.A/S Fredrikstad		N
80650 UOYP	**Ob** (*ex*Wassenaar–34) 1 *Dk*	2198 1780 1261					1917	Werf Gusto Schiedam	U.S.S.R.	267·0 | 42·3 | 18·2 P28′B73′F28′			Leningrad Russian	T.3Cy.20″,32″&52″–39″ 169NHP Werf Gusto, Schiedam		
80651 2147 INFR	**Obbedire** (*ex*Fortunata–37, *ex*Burriana–33) *ss*Lth.2ndNo.3–5,30 *ss*Pal.No.1–34 1 *Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1348 1214 780	✝ … 19,38	Tri	*q*	CL 2,37	1906 10mo	R.Duncan & Co.Ld. Pt.Glasgow *Lloyd's*	L.Silvio Viglienzone *Cell DB*	258·8 | 36·1 | 16·5 250·0 FK P23′B105′F29′ *a*72′*u E*&*B*32′*f*110′	Genoa Italian *WB*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb *130lb* NDB19 204NHP 2SB,*6cf*,GS100,HS3330 Muir&Houston,Ld.Gls.	19 ″ 3 ~~1 ~~ ~~8~~ ~~10 ~~ ~~2~~	
80652 PGLF	**Oberon** (P) (*ex*Ussa) 1 *Dk*&*Shelter dk*	1996 1667 1046					1911	Clyde S.B. &E.Co.Ld. Port Glasgow	Koninkl.Nederl. Stoomb.Maats. N.V.	295·3 | 43·2 | 17·0	Amstrdam Dutch *WB*	T.3Cy.22″,35″&59″–39″ 217NHP Clyde S.B.&E.Co.Ld.Pt Gls		V
80653 304 YMCF	**Oberpräsident Delbrück** Sub.Sig. 1 *Dk*	1011 829 620					1902	Schömer& Jensen Tönning	F.G.Reinhold	219·3 | 34·3 | 13·8 Q75′B62′F28′	Danzig *WB*	T.3Cy.15″,24⅜″&40⅛″–28″ 85NHP Schömer&Jensen,Tönning		G
80654 149665 GNJM	**Observer** *ss*Liv.No.2–36 2 *Dks*(*Stl*)	5881 5483 3695	✝100A1 1,38 2,38 Lon 5.38	Liv	*a*†	CL 6,37	1928 2mo	C.Connell &Co.Ld. Glasgow *Lloyd's*	Charente S.S.Co. Ld.(T.&J. Harrison, *Mgrs.*) *Cell DB*	420·0 | 54·5 | 30·4 434·1(O.L.) P37′B139′F44′ FK 361′117	Liverpool British *WB*	T.3Cy.27″,46″&77″–54″ (*r*) 210lb *120lb* 524NHP 2DB(Spt),*12cf*,GS215, HS8208 D.Rowan&Co.Ld.Glasgow	32 ″ 7 s 6 ″ 4 26 ″ 6½	
80655 145709 MLBZ	**Obsidian** (*ex*RiverEly)*ss*Ayr.No.1–38 *ss*Bwg.No.3–9,34 1 *Dk*(*Stl*) *Mchy.Aft* *Well deck* *Cargo battens not fitted*	811 577 404	✝100A1 6,38 12,36 MS9,34	Bwg LMC6, HS7,37	*l*–– Δy²	CL 11,36	1922 5mo	London& Montrose S.B. &Rprg Co.Ld Montrose *Lloyd's*	Wm.Robertson *Cell*	189·2 | 30·3 | 12·5 195·2(O.L.) Q109′B11′F24′ FK *DBf*119′171*t FPT*	Glasgow British *WB*	T.3Cy.14½″,24″&40″–27″ (*s*) 180lb 99RHP 1SB,*3cf*,GS59,HS2102 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s 4 ″ 2½ 14 ″ 2½	
80656 PGLJ	**Ocana** *Oil Eng.* 1 *Dk*,*2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	6256 5540 3589	✝100A1 9,38 LMC3 *Carrying Petroleum in bulk*	Rot	*a*†	CL	1938 3mo	N.V. Wilton-Fijenoord Schiedam *Lloyd's*	N.V.Petroleum Maats "La Corona" *Cell DBu*	428·1 | 54·6 | 30·9 446·5(O.L.) P87′B38′F48′ FK *DTf*25′257*t FPT*	The Hague Dutch 16*BH* *A*	Oil Engines 4S.C.SA 6Cy.25 9/16″–55⅛″ 377NHP DB*180lb* N.V.Wilton-Fijenoord	31 ″ 0 s 5 ″ 6½ 25 ″ 7½	
80657 220025 KUSJ	**Occidental** *ss*Mob.No.3–12,31 *ss*NYk.No.1–35 *Mchy.Aft* 2 *Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6403 6071 3987	✝100A1 1,38 LMC11, *Carrying Petroleum in bulk* *Fitted for oil fuel* 5.20	NYk	*a*†	CL 2,38 *F.P. a*	1920 5mo	Texas S.S. Co. Bath,Me.	The Texas Company *Cell DBu*	416·8 | 56·1 | 31·1 P107′B35′F33′ FK *B*64′209*t FPT* 229*t*	Wilmgton (Del.) Utd.States *A*	T.3Cy.26½″,44″&74″–51″ 200lb HS9969 (*s*) 556NHP 3 Water Tube Boilers (Spt) H.S.Trout Co.Buffalo, NY.	32 ″ 10 s 6 ″ 3 26 ″ 10	
80658 164266 GYMP	**Ocean Coast** Twin Sc E.S.D. Wireless D.F. *Oil Eng.* *Mchy.Aft* *Cruiser Stern* 2 *Dks*	1173 845 657					1935	Henry Robb,Ld. Leith	Coast Lines Ld.	251·9 | 38·2 | 12·7 B37′F27′	Liverpool British *WB*	Oil Engines 2S.C.SA 10Cy.13⅜″–22 7/16″ 312NHP British Auxiliaries Ld.Gls		C
80659 170372	**Ocean Transport No.24** Wood Sp (*ex*Dumb Barge A.A.C.No.11–37) *Oil Eng.* 1 *Dk*	313 281 247					1910	R.T.Green Co. Boston.Mass.	St.John Tug Boat Co.Ld.	116·5 | 30·2 | 10·2	St John,NB British	Oil Engines 2S.C.SA 4Cy.10″–12″ 70NHP *Emade*29*refitted*37 Fairbanks Morse&Co. Beloit,Wis.		
80660 DHSB	**Oceana** (P) (*ex*Neptunia, *ex*Peer Gynt,*ex*Avaré, *ex*Sierra Salvada) Twin Sc 3 *Dks* D.F. E.S.D. GyC. Sub.Sig.	8791 6822 4982					1913	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	439·5 | 56·0 | 35·4 B210′F103′	Hamburg German *WB*	T.6Cy.24⅝″,40½″&66⅛″–47¼″ 600NHP Bremer Vulkan, Vegesack		G
80661	— Twin Sc *Oil Eng.* 2 *Dks* *Cruiser Stern*	560 350					1937	Atlas-Werke A.G. Bremen	Otto W.A. Schreiber	180·4 | 30·2 | 6·9	Bremen German	Oil Engines 4S.C.SA 16Cy.11″–17⅛″ 187NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		
80662 340 IBJK	**Oceania** (P) Quad Sc *Oil Eng* *ss*Tri.No.1–37 3 *Dks*(*Stl–Weather dk–pt ws*) 4*th dk*(*Stl*) *in Nos.*1,2,&3 *holds* E.S.D. GyC. *Ref.Mchy.* *Cruiser Stern*	19507 12836 11752 *with freeboard* LMC GS3.38	✝100A1	Ven	*m*†	CL Pa N10,38 S a10,38 Pf 7,36 S f 7,36	1933 7mo	Cantieri Riuniti Dell' Adriatico Monfalcone *Lloyd's*	"Italia" Soc.Anon. di Nav. *Cell DB*	589·7 | 76·7 | 45·5 556·0 B&F449′ FK *DTs a*64′818*t* *DTs f*52′284*t FPT* 147*t*	Trieste Italian 10*BHpt Cem* *A*	Oil Engines 2S.C.SA 32Cy.29½″–41⅜″ 4883NHP 3DB*100lb* Soc.An "Fiat" S.G.M.Turin	45 ″ 6 s 10 ″ 0½ 27 ″ 6½	
80663 UOIP	**Ochotsk** (*ex*Apex) Wood *Oil Eng.* Wireless 2 *Dks*	789 705 454					1918	National S.B.Co. Seattle,Wash	U.S.S.R.	146·8 | 36·8 | 20·7	Vladvostk Russian	Oil Engines 4S.C.SA 6Cy.12½″–13⅝″ 91NHP Atlas Imperial Eng Co.SFo		
80664 DONW	**Ockenfels** Sub.Sig. 2 *Dks*	7574 7041 4679					1921	J.C.Tecklenborg A.G. Weser-münde-G.	Deutsche Dmpfs-fahrts.Ges.Hansa	468·5 | 58·5 | 32·4 P80′B128′F59′	Bremen German *WB*	T.3Cy.31½″,50⅜″&82 7/10″–55 2/10″&1 LP Turbine 665NHP J.C.Tecklenborg A.G.Wsm		G
80665 ~~LJXJ~~	**Octavian** *Fitted for oil fuel* Wireless 1 *Dk*&*Shelter dk* ~~2 Dks~~ *Cruiser Stern*	~~1340~~ 1245 ~~1100~~ 747					1938	Nylands Verksted Oslo	~~Hilmar Reksten~~ A/S Rederiet J. ~~Hilmar~~ Reksten,*Mgr.*)	250·9 | 41·3 | 14·8	Bergen Norwegian *WB*	C.2Cy.16¾″&33 7/16″–33 7/16″& LP turbine with D R gearing &hydraulic coupling 54NHP Nylands Verksted,Oslo		N
80666 207175 WADO	**Octorara** (P) D.F. *Mchy.Aft* 2 *Dks*&*2 Shade Dks*	4329 — 2652					1910	Detroit S.B.Co. Wyandotte	Great Lakes Transit Corporation	340·0 | 45·2 | 28·0	Erie,Pa. Utd.States	Q.4Cy.22″,31½″45″&65″–42″ 274NHP Detroit S.B.Co.Detroit		
80667	**Ocu** (*ex*Lydia–38,*ex*Stanrock–37, *ex*Castro–37, *ex*Darlington–35) *ss*Hul.2nd No.3–11,36 1 *Dk*(*Stl–pt ws*) *Well deck* Wireless	*1105* 897 446	✝100A1 3,38	Msl	*p*	OG 9,37	1910 8mo	Earle's Co. Ld. Hull *Lloyd's*	E.Godillot (A.Davaris, *Mgr.*) *Cell DBa*	256·0 | 36·2 | 15·0 266·0(O.L.) P&B169′F54′ FK *u E*23′*f*121′196*t FP*	Colon Panamanian 5*BHCem* *T*	T.3Cy.23½″,38″&62″–39″ (*s*) 180lb 373NHP 2SB,*8cf*,GS154,HS5840 FD Earle's Co.Ld.Hull	17 ″ 4 s 1 ″ 0⅜ 16 ″ 7¾	

New "Ilona", *see No. 88508 in Supplement*

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enlèvement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté, si on est dans le L. R. Durée (voir Introd.).
80668	**Odanah**		4658					1907	American S.B.Co.	InterlakeS.S.Co.	420·0	52·0	28·0	Wilmgton (Del.)	T.3Cy.22″,35″&58″–42″		R
204455			—						Lorain,O.	(Pickands,Mather &Co.*Mgrs.*)			*WB*	Utd.States	218NHP		
WNTW	GyC. *Mchy.Aft*	1*Dk*	3391												AmericanSB.Co.Cleveland		
80669	**Odda** (*ex*Tormod)		835				…	1921	E.J.Smit& Zoon	SkibsA/SKjörrefjord(J.Fröyland,*Mgr.*)	206·6	32·1	13·3	Farsund	T.3Cy.15″,23½″&39½″–28⅝″	15 ″ 5	N
			676						Westerbroek		Q66*t*H47*t*F24*t*			Norwegian	105NHP		†
LEOE	*Well deck*	1*Dk*	470										FK	*WB*	EJSmit&Zoon,Hoogezand		
80670	**Oddevold** (*ex*Odensvold, *ex*Cairngowan)	**Iron**	*1186*	✠100A1 6,38 5,37	Göt	*n*	OG	1883	S.P.Austin &Son Sunderland	J.Schander(Ingolf Schander,*Mgr.*)	225·4	34·0	14·4	Elleholm Swedish	C.2Cy.26½″&53⅝″–33″	17 ″ 6	
4611	*ss*Sbg.4thNo.3–6,34		*879*		Sbg			6mo						80lb *100lb* NDB12	124NHP	s 1 ″ 5½	
SFVR	*Well deck*	1*Dk*(*Irn*)&*Web frames*	*644*				5,37				Q76′B57′F23′		FK	4*BHCem*	1SB,*4pf*,GS60,HS1970	16 ″ 3	
		Cargo battens not fitted								*WB*	= *Cell D Ba* 52′ *f* 90′			A&CP	323*t APT* 36*t*	Blair&Co.Ld.Stockton	
80671	**Oddvar II** (*ex*Bracciano, *ex*Città diLecce,*ex*WarWizard)		2032					1918	TheCollingwoodS.B. Co.Ld.Collingwd,Ont.	A/B Oddvar (C.A.Solberg)	251·4	43·7	18·0	Kotka Finnish	T.3Cy.18″,30″&50″–36″		C
			—								P55*t*H158*t*F6*t*				150NHP		
OFBJ		1*Dk*	1163										*WB*		CollingwoodS.B.Co.Ld.		
80672	**Odense** Ⓟ		555	✠100A1	Cpn	*k*	OG	1924	Helsingörs Jernsk&Msk	DetForenede DampskibsSelsk.	181·0	31·3	12·3	Odense Danish	Oil Engines 4S.C.SA	13 ″ 6	
	Oil Eng.		438	3,39 ~~3,38~~			~~4,37~~	10mo							6Cy.15¾″–29½″	s 1 ″ 2	
OYOD	Wireless	ssCpn.No.3–5,36	251	~~OBS 7,44~~ 9,38	~~✠LMC 08~~ 3,38		3,39		Elsinore		P37′B69′F25′		FK	4*BHptCem*	DB*50lb* 143NHP	12 ″ 6½	
		1*Dk*(*Stl*)						*Lloyd's*		*Cell D Ba*	&*u E*66′68*t FPT* 28*t*			*APT* 5*t*	Holeby DieselmotorFbk. Holeby		
80673	**Oder** Ⓟ	**4Mst**	8516					1927	Akt.Ges. "Vulcan" Hamburg	Norddeutscher Lloyd	510·0	63·6	30·8	Bremen German	T.3Cy34¼″,52¾″&86⅝″–57⅛″		G
			7769								P26′B&F461′				1 LP Turbine 1000NHP		
DOCN	D.F. E.S.D. Sub.Sig.	3*Dks*	5329								*Upper*F30′			*WB*	A.G."Vulcan,"Hamburg		
80674	—		965	✠100A1	Lth	*m*	~~11,37~~	1909	Ramage& Ferguson,Ld. Leith	Leith,Hull&Hamburg Stm.Pkt.Co. Ld.(J.Currie&Co. *Mgrs.*)	215·0	31·5	13·8	Leith British	T.3Cy.16½″,27″&44″–30″ (*s*)	14 ″ 8	
125491		*ss*Lth.2ndNo.3–3,34	690	12,37			10,38	3mo			225·0(O.L.)			180lb	98RHP	s ″ 3	
MCXP	*Well deck*		550	~~11,37~~	~~✠LMC 03~~						P&B122′F68′		FK	5*BHCem*	2SB,*4cf*,GS80,HS2303	14 ″ 6½	
Lloyd's		1*Dk*(*Stl*)	*cut*	~~,38~~	7,38					*WB* = *Cell D Ba* 40′*u E* 18′*f* 90′				230*t APT* 39*t*	Ramage&Ferguson,Ld.Lth		

Now "Stancourt," see No. 90020 in Part 6.

80675	**Oderstrom** (*ex*Gunther–33, *ex*Corsurf,*ex*Surf)		1511				…	1896	S.P.Austin &Son Sunderland	C.Feuerloh G.m.b.H.	251·6	35·2	16·7	Stettin German	T.3Cy.20″,32½″&53″–36″	19 ″ 6	G
			1236								P28′Q68′B48′F28′		FK		180NHP		†
DAPY	*Well deck* Wireless	1*Dk*&*Web frames*	884										*WB*		J.Dickinson&Sons,Ld.Sld.		
80676	**Odin**		5806					1928	Verein Sthl Nordseewrke Emden	Seereederei "Frigga"A.G.	432·5	59·0	23·0	Hamburg German	C.4Cy.(2)22″&(2)47½″–47½″		G
	Mchy.Aft Sub.Sig.		4944												252NHP		
DHSC	D.F. *Cruiser Stern*	2*Dks*	2898										*WB*		A.BorsigG.m.b.H.Berlin		
80677	— Ⓟ	**TwinSc** (*Ferry*)	1581					1910	Akt.Burmeistr&Wain	DeDanskeStatsbaner	290·0	48·5	17·2	Korsör Danish	T.6Cy.17″,28′&45″–24″		
			1395						Copenhagen						198NHP		
OXOS	Wireless D.F.	1*Dk*	626										*WB*		Akt.Burmeistr&Wain,Cpn		
80678	— Ⓟ	**TwinSc**	1137					1902	Oderwerke Act.Ges. Stettin	StettinerDmpfsch. Ges.J.F.Braunlich,G.m.b.H.	236·5	33·9	20·8	Stettin German	T.6Cy.18″,28″&46″–28″		G
			1074								B12′H–				224NHP		
DAKU	Wireless Sub.Sig.	2*Dks3trB*	466										*WB*		OderwerkeAct.Ges.Stettin		
80679	— Ⓟ		632					1910	Kjöbnhvns Flydk.&Skbs	DetForenede DampskibsSelsk.	184·8	31·1	12·5	Copnhagn Danish	T.3Cy.16½″,27″&48″–30″		V
			433						Copenhagen		P115′F24′				126NHP		
OYPD	Wireless	1*Dk*	819										*WB*		KjbnhavnsFlydk&Skbsv		
80680	— Ⓟ	**TwinSc**	*625*					1885	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	168·0	26·5	11·2	Stockholm Swedish	C.4Cy.20″&34″–21″		
5026	(*ex*Norra Finland)		*342*								P110′H61*t*F37′				NB11 88NHP		
SFVW		1*Dk*	*353*												MotalaCo.Motala		
80681	—		512	✠ …	Rjk			1926	Kjöbnhvns Flydk.&Skbs	SwedishGovernment(Kungl-Tullverket)	169·4	27·7	16·3		T.3Cy.16½″,27″&44″–30″	15 ″ 9	
6mo									Copenhagen		F27′len27		BK7″	Swedish	160NHP		
	(*ex*Odinn–36)	*ss*Rjk.No.2–34	451	12,36						*Cell DB*	*f* 35′33*t DTs f* 40*t*&			4*BHCem*	2SB,*4cf*,GS80,H2960		
SMZC	E.S.D.	1*Dk*(*Stl*–ws)&	176											17*t FPT* 10*t*	KjbnhavnsFlydk.&Skbsv		
	Wireless D.F.	2*nd Dk forward&aft*															
80682	**Oduna** Ⓟ (*ex*Medon)		3474				…	1920	Hanlon D.D.&S.B.Co Oakland,Cal.	AlaskaS.S.Co.Inc.	320·7	46·0	24·4	New York Utd. States	T.3Cy.24″,39″&65″–42″	26 ″ 9	R
220880		*Fitted for oil fuel*	2991								P25′B79′F31′		FK	*WB*	AllisChalmers Mfg.Co.Milwaukee,Wis.	274NHP	†
KDID		2*Dks*	2071														
80683	**Odysseus** (*ex*Ellin–36)		*4577*	✠100A1	Npt	*y*	CL	1913	Short Bros. Ld. Sunderland	P.A.Yannoulatos	390·0	52·0	23·9	Pirœus Greek	T.3Cy.25½″,42½″&72″–48″	26 ″ 2	
9064	~~*ss*Pir 2ndNo.3–5,36~~	~~*ss*Bly.No.2 4,22~~	*4035*	*Shelter dk*	Pir		4,37	3mo			405·5(O.L.)		FK	6*BHCem*	180lb (*s*) 386NHP	s 2 ″ 6¾	
SVAP		1*Dk*(*Stl*)&*Shelter dk*(*Irn*)&*Web frames*	*2780*	*withfreeboard* ~~4,37~~			5,38	*Lloyd's*		*Cell DBa* 117′*uE*				2SB,*8cf*,GS162,HS5869	J.Dickinson&Sons,Ld.Sld.	23 ″ 9½	
		Longitudinal framing			~~✠LMC 4,37~~						&*B*40′*f* 171′				1332*t FPT* 143*t APT* 320*t*		
80684	—		1057					1922	Schiffsw(v. J.&Sch.)A.G Hamburg	Koninkl.Nederl. Stoomb.Maats. N.V.	215·8	34·2	14·1	Amstrdam Dutch	T.3Cy.17 7/16″,28 15/16″&47 5/16″–		V
	(*ex*Star,*ex*Rudolf)		831								P23′B59′H49′F26′				33⅜″ 129NHP		
PGLU	Sub.Sig.	1*Dk*	606										*WB*		Frd.KruppA.G.Kiel		
80685	**Oeste** (*ex*Neptun)		1228					1922	Werft Nobiskrug G.m.b.H. Rendsburg	Cia.Argentina de Nav.Mihanovich Ltda.	250·0	37·5	12·8	Bns.Aires Argentine	T.3Cy.17⅜″,28½″&45½″–29½″,		G
		Fitted for oil fuel	—								P&B59′F8′				110NHP		
LOFF	*Mchy.Aft*	1*Dk*	555										*WB*		OttenserMaschf.Altona		
	Sub.Sig. Wireless																
80686	**Ofoten** Ⓟ (*ex*Namsos, *ex*Katzjarloff)	**Iron**	320					1871	Pattison& Atkinson Newcastle	A/S Saltens Dampsksisk	125·4	20·1	16·6	Bodö Norwegian	C.2Cy.17″&31″–20″		
			302								P109*t*H18*t*F30*t*				NB95 36NHP		
LEOF		1*Dk*&*pt Awng dk*	176								len95		*WB*		Pattison&Atkinson.Nwc.		
80687	**Ogaden** Ⓟ (*ex*Naxos–36,*ex*Saxon Prince,*ex* Glenaffric)		4553	✠ ~~—~~ 12,38	Lkr	*x*		1905	C.Connell &Co.Ld. Glasgow	IgnazioMessina &C.	391·4	49·7	26·6	Genoa Italian	T.3Cy.25½″,42″&68″–48″	28 ″ 10	I
2075	*ss*Hfs.2ndNo.3–11,30		—					3mo			376·9			6*BHCem*	423NHP		†
ICBM		2*Dks*(*Stl*)&*deep framing*	2763								P39′B112′F46′		FK		2SB,*6cf*,GS118,HS6044	FD	
	D.F.									*Cell D Ba*	10′*u E*&B42′*f* 173′			976*t APT* 32*t*	Dunsmuir&JacksonLd.Gls		
80688	**Ogasawara Maru**	**TwinSc**	1404					1906	MitsuBishi Dkyd&EWks Nagasaki	Govnmt. ofJapan (Department of Communications)	243·2	34·0	22·3	Tokyo Japanese	T.6Cy.14½″,24′&40″–30″		
10089	GyC.	(*Cable Vessel*)	1282								B73′				176NHP		
JOGD	Wireless D.F.	2*Dks*	600												MitsuBishiD.&E.Wks.Nag		
80689	**Ogashima Maru**		1425					1936	Mitsubishi Jukogyo K.K. Yokohama	NakagawaKisen K.K.	241·6	37·0	19·7	Funakawa Minato Japanese	Oil Engines 4S.C.SA		
41328		*Oil Eng.*	1140								P62′B25′F24′				6Cy.17⅛″–23⅝″ 183NHP		
JJDK	Wireless	2*Dks*	918										*WB*		MitsubishiJukogyoK.K. Yka.		
	Mchy.Aft																

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Registered Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	Port of Survey.	Year assigned / now expired.	Equipment Letter.	7* Date when hull last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed at L.R. Intel. Ll. Prof. Cert.
80690 218408 KINB	**Ogontz** *Fitted for oil fuel* D.F.		5028 4740 3127				...		1919	American International S.B.Corp. Hog Island Pa	~~Tampa Interocean S.S.Co.~~ Nicholas Diez	390·0 | 54·2 | 27·6 P39'B122'F43' FK			~~New Orleans~~ Utd. States *WB*	DR geared steam turbine 600 NHP General Electric Co. Schenectady, N.Y.	32 " 0	R †
80691 32369 JRSB	**Ogura Maru No. 1** (*ex* Ogura Maru-38) *Mchy. Aft* 2 *Dks* *Carrying Petroleum in bulk*		7270 6829 5004						1929	Mitsubishi Zosen Kaisha Ld. Nagasaki	Ogura Sekiyu K.K.	430·0 | 57·0 | 34·5 P99'B33'F44'			Yokohama Japanese *WB*	Oil Engines 2S.C.SA 6Cy. 23⅝"–41⅜" 582 NHP Mitsubishi Zosen Kaisha Ld.		C
80692 36353 JFVC	**Ogura Maru No. 2** *Oil Eng.* *Mchy. Aft* 2 *Dks* *Carrying Petroleum in bulk*		7311 6829 5049						1930	Mitsubishi Zosen Kaisha Ld. Nagasaki	Ogura Sekiyu K.K.	430·0 | 57·0 | 34·5 P99'B33'F45'			Yokohama Japanese *WB*	Oil Engines 2S.C.SA 6Cy. 23⅝"–41⅜" 582 NHP Mitsubishi Zosen Kaisha Ld.		C
80693 32808 JPEB	**Ogura Maru No. 3** Twin Sc (*ex* Koyo Maru-38, *ex* Athelrill, *ex* California, *ex* Limeleaf) *Fitted for oil fuel* 2 *Dks* & *Web frames* *Carrying Petroleum in bulk*		7350 6842 4322				...		1916	Barclay, Curle & Co. Ld. Glasgow	Ogura Seyiku K.K.	450·6 | 58·2 | 32·7 P44'B161'F42' FK			Yokohama Japanese *WB*	T. 6Cy. 21", 35½" & 61"–45" NB(*s.aft*)17 830 NHP Barclay, Curle & Co. Ld. Gls.	35 " 6	C †
80694 33313 JQLB	**Oha Maru** *Fitted for oil fuel* Wireless 1 *Dk*		989 840 574						1928	Kobe Steel Works Harima	Kita Kabafuto Sekiyu K.K.	220·4 | 34·0 | 17·0 P20'B56'F28'			Tokyo Japanese *WB*	T. 3Cy. 15½", 26" & 42½"–32" 102 NHP Kobe Steel Works, Harima		
80695 26811 JOHD	**Ohio Maru** *ss* Kob. No. 3–11, 32 2 *Dks* (*Stl*) & *Awng dk* (*Stl*)		5873 5590 4254	✝ ... Kob *y* 4,35					1920 5 mo	Kawasaki Dockyard Co. Ld. Kobe	Hakuyo Kisen K.K	385·0 | 51·0 | 36·0 FK *Collision* *B* Hto *Aw dk* 5 " " *U* "			Hashidate Japanese *Cem*	T. 3Cy. 26", 43½" & 72"–48" 437 NHP 2SB & Aux SB, 8*cf*, GS 154, HS 5636 Kawasaki Dockyard Co. Ld.	36 " 0	C †
80696 219551 KUBL	**Ohioan** (*ex* Willsolo-37, *ex* Golden Wall-34, *ex* Pawlet) *Fitted for oil fuel* 1 *Dk* 2 *tr B* & *Shelter dk* D.F. *Longitudinal framing*		6078 5563 3776						1919	G M Standifer Cnst. Corp. Vancouver, Wash.	American-Hawaiian S.S.Co.	401·4 | 53·2 | 31·9 P48'B81'F37'			New York Utd. States *WB*	T. 3Cy. 24½", 41½" & 72"–41" 359 NHP Hooven, Owens, Rentschler Co. Hamilton, O.		R
80697 29849 JYGA	**Ohkuni Maru** (*ex* Daikoku Maru, *ex* Araluen, *ex* Scharzfels) *ss* Kob. 3rd No. 3–2, 37 1 *Dk* (*Stl*) & *Spar dk* (*Stl–pt* teak s) & *Web frames* "Okuni Maru," ... in Suppl.		5633 5330 3559	✝100A1 Kob *z* *Spar dk* 3,38				CL N2,37	1901 7 mo	Wigham Richrdsn & Co Ld Newcastle	Naigai Kisen K.K.	420·0 | 55·1 | 20·5 28·6 P60'B96'F48' BK 11"			Amagasaki Japanese 6 *BH Cem*	Q. 4Cy. 24", 34", 51" & 74"–54" 2100 lb (*r*) 494 NHP 3SB, 9*cf*, GS 150, HS 6303 FD Wgham Richrdsn & C. Ld Nwc	31 " 4	
80698 1665 JNZH	**Oigawa Maru** Ⓟ Twin Sc 2 *Dks*		570 554 338						1897	Shirato Takahisa Osaka	Setsuyo Syosen K.K.	176·8 | 24·6 | 16·3			Osaka Japanese	T. 6Cy. 12", 18½" & 31"–22" 90 NHP Osaka Iron Works, Osaka		
80699 168 OHBF	**Oihonna** Ⓟ Wireless *ss* Hfs. No. 1–38 *ss* Abo. 3rd No. 3–5, 34 1 *Dk* (*Stl*–ws) & *Awng dk* & *Web frames*		1096 — 563	✝100A1 Skm *l* *Awng dk* *with freeboard*	Hfs Abo			CL 5,37	1898 5 mo	Gourlay, Bros. & Co. Dundee	Finska Ångf Aktieb *WB* = *Cell*	200·0 | 31·2 | 13·6 21·1 BK 6½" *D Bu E* & *B* 53'64 *t FP*			Helsingfrs Finnish 5 *BH Cem*	T. 4Cy. 21", 33" & (2) 38"–33" 170 lb (*s*) 240 NHP 2SB, 6*rf*, GS 116, HS 3688 FD Gourlay Bros. & Co. Dundee	23 " 4 s 8 " 5 15 " 8	
80700 165758 GFGR	**Oilfield** *Oil Eng.* *Mchy. Aft* D.F. 1 *Dk*; 2nd dk clear *Cruiser Stern* of cargo tanks *Longitudinal framing at bottom & deck*		8516 7687 5045	✝100A1 Odn Bkn LMC 2,38 *Carrying Petroleum in bulk*				CL	1938 2 mo	Odense Staalskibsvft ved A P Möller Odense	Field Tank S.S.Co. Ld. (Hunting & Son, Ld., *Mgrs.*)	475·9 | 61·8 | 33·8 493·1 (O.L.) P101'B42'F50' FK			Newcastle British	Oil Engines 4S C.SA 8Cy. 29½"–59 1/16" 653 NHP 2 DB 150 *lb*	34 " 0 s 6 " 8½ 27 " 6½	
80701 160604 GSNY	**Oilpioneer** *Oil Eng.* *ss* Nwc. No. 2–36 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing*		5666 5214 3419	✝100A1 Rot *z* BS 10,37 LMC 36 1,39 LMC(M)1,38 *Carrying Petroleum in bulk*				CL 10,36	1928 11 mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle	British Oil Shipping Co. Ld. (A.A.Rapp, *Mgr.*)	410·0 | 53·5 | 31·0 P89'B28'F39' FK			London British	Oil Engines 2S.C.SA 7Cy. 23⅝"–47½" 676 NHP 2 DB 150 *lb*	31 " 1 s 5 " 9 25 " 7¾	
80702 160629 GSNZ	**Oilreliance** *Oil Eng.* *ss* Liv. No. 2–36 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing*		5666 5214 3427	✝100A1 Rot *z* BS 12,37 LMC 8,36 10,38 *Carrying Petroleum in bulk*				CL 7,39 10,38	1929 1 mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle	British Oil Shipping Co. Ld. (A.A.Rapp, *Mgr.*)	410·0 | 53·5 | 31·0 424·0 (O.L.) P89'B28'F39' FK			London British	Oil Engines 2S.C.SA 7Cy. 23⅝"–47½" 676 NHP NDB(s) 30 150 *lb* DB(P) 150 *lb* Swan, Hunter & Wigham Richardson, Ld. Nwc.	31 " 1 s 5 " 9 25 " 7¾	
80703 Wireless	**Oilshipper** (*ex* Gilda Ambatielou-37, *ex* Bolbec, *ex* Chaudronnier) Twin Sc 1 *Dk* *Carrying oil in bulk* *Mchy. Aft* *Fitted for oil fuel*		*1138* — 564						1920	Forg. & Ch. de la Médit. La Seyne	Esturia S.S.Co. Ld. (S. Catsell, *Mgr.*)	219·4 | 34·2 | 12·3 P75'F29'			Panama Panamanian *WB*	T. 6Cy. 12¾", 19 7/16" & 31 3/16"–16½" 80 NHP Forg. & Ch. de la Médit. Msl.		C
80704 149955 GMLB	**Oiltrader** *ss* Rot. No. 2–36 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing*		5550 5180 3261	✝100A1 Rot *z* LMC MS 7,36 BS 11,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12·27 *F.P. above* 150°F. *Cell D*				CL 6,37 10,38	1927 12 mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle	British Oil Shipping Co. Ld. (A.A.Rapp, *Mgr.*)	410·0 | 53·5 | 30·9 P106'B26'F39' FK *Bu E* & *B* 62' 186 *t D Tf* 30' 122 *t FP T* 77 *t A P T* 282 *t*			London British	T 3Cy. 25½", 42" & 70"–48" (*s*) 200 lb 482 NHP 3SB, 9*cf*, HS 6900 FD Swan, Hunter & Wigham Richardson, Ld. Nwc.	31 " 1 s 5 " 7½ 25 " 8¾	
80705 FOJR	**Oiseau des Iles** Aux 3 Mst Sr *Oil Eng.* Wireless *Mchy. Aft* 1 *Dk* (*Stl*–teak s) (*See Sailing Ship Register*)		398 287 178	✝100A1 Nts 8,36 LMC 8,35 LMC(M)1,38				CL 8,39	1935 8 mo	S.A. des Anciens Ch. Dubigeon Nantes	Cie. Française des Phosphates de l'Océanie	146·4 | 27·9 | 9·6 P44'F35' FK & ballast keel 8½"			Papeete French	Oil Engines 2S.C.SA 5Cy. 11 3/16"–15¾" 123 NHP	12 " 6	
80706 10335 JKSE	**Oita Maru** Ⓟ 2 *Dks*		711 636 403						1907	Osaka Iron Works Osaka	Osaka Syosen K.K.	186·8 | 26·3 | 18·1			Osaka Japanese	T. 3Cy. 13⅜", 21½" & 36"–27" 67 NHP Osaka Iron Wcrks, Osaka		
80707 YQSO	**Oituz** (*ex* Leros, *ex* Hornsund) 1 *Dk* & *Shelter dk*		2686 — 1699						1905	Akt. Ges. "Neptun" Rostock	Roumanian State Maritime Service	291·8 | 44·0 | 23·7			Constantza Roumanian *WB*	T. 3Cy. 20½" 35 1/16" & 55⅞"–37⅜" 192 NHP A.G. "Neptun," Rostock		V

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel: Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant ex. Lettre d'Appartement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	
80708	**Ojeda** Twin Sc	2815	✠100A1	Rot	*u*	CL	1938	N V Rotter-	Caribbean	326·1 | 49·6 | 15·2	Maracaibo	T 6 Cy. 15⅛", 25" & 40⅞"–27½"	15 " 0	
	1933	1572	~~1,981,39~~	Cco			1mo	damDroogd.	Petroleum	389·2 (o.l.)	Venezuelan	1801b (*s*) 366 NHP	s 1 " 2½	
	Mchy. Aft 1 *Dk*		✠LMC1,38					Maats.	Company, Ld.	P94'F42' FK	14 *B Hpt Asp*	2 W TB, HS6520 FD	13"10⅛	
	Longitudinal framing at bottom in centre tanks & in trunk		BS1,39					Rotterdam		*Trunk* 190'		N.V. Rot. Droogd. Maat Rot		
			Carrying Petroleum in bulk				*Lloyd's*		*DT a* 2	9t *DT f* 121t *FPT* 38t / *APT* 106t				
			Fitted for oil fuel 1,88			*F.P. a*	*above*	150° F.						
80709	**Oka** (*ex* Balaton–33, *ex* Nordafrika,	2274	✠ ——	Kel	*r*		1918	Toledo S.B.	U.S.S.R.	254·9 | 43·0 | 22·3	Leningrad	T. 3 Cy. 20½", 33" & 54"–40"	24 " 2	
	ex Walter Fischer, *ss* N. Ns. No. 3–9,29	2024	12,33				10mo	Co.		P25'B64'F23' FK	Russian	260 NHP		
UOBW	*ex* Calicorock) 1 *Dk* (*Stl*)	1345	✠					Toledo, O.				2 SB, 4*cf*, GS88, HS3780		
									Cell D	*B* 208' 539t *FPT* 59t		Toledo S.B. Co. Toledo, O.		
80710	**Okanagan** Wood Pad	1078					1907	J. M. Bulger	Canadian Pacific	193·2 | 32·3 | 7·7	Vancouver	H. 2 Cy. 22"–96"		
152378		731						Okanagan	Railway Co.		British	32 RHP		
	1 *Dk*	679						Landing, B.C.				Polson I. W. Co. Ld. Toronto		
80711	**Okeania** (*ex* Candidate, 2 Twin Masts	*4843*	✠100A1	Pir	*z*	CL	1907	A. Stephen	I. Carivalis	400·0 | 52·0 | 27·1	Piræus	T. 3 Cy. 26", 42" & 70"–54" (*s*)	29 " 9	
618	*ex* Crown of Castile, *ss* Pir. 2nd No. 3–9,32	*4591*	10,37			9,36	4mo	&Sons, Ld.	(Michalinos Mari-		Greek	1801b 481 NHP	s 5 " 3¾	
SVKK	*ex* Ormiston) *ss* Pir. No. 1–37	*3147*	✠LMC					Glasgow	time & Commercial	P34'B173'F42' FK	6 *B HCem*	3SB, 9*cf*, GS178, HS6915 FD	24 " 7	
	2 *Dks* (*Stl*) & *deep framing*		MS10,36 BS10,37 11,38				*Lloyd's*		Co. Ld. *Mgrs.*)			A. Stephen & Sons, Ld. Gls.		
										Cell D Ba 1	28'*u E* & B 48'	*f* 185'1113t *FPT* 99t *APT* 34t		
80712	**Okesa Maru** (P)	488					1932	Mitsubishi	Sado Kisen K.K.	160·0 | 27·0 | 12·7	Ryotsu	Oil Engines		
37548	*Oil Eng.*	319						Zosensho K.K			Japanese			
JFWE	1 *Dk*	271						Kobe						
80713	**Okhotsk** (*ex* Henner–32, *ex* Wigbert)	3367					1912	J. Frerichs	U.S.S.R.	342·8 | 48·1 | 22·4	Vladvostk	T 3 Cy. 24", 41⅞" & 68⅜"–45½"		
		2984						& Co. A.G.		P & B 227'F43'	Russian	324 NHP		
UOIP	Sub. Sig. 2 *Dks*	1927						Einswarden			*WB*	J. Frerichs & Co. A.G. Ostlz.		
80714	**Okhta** (*ex* Breitenburg–35, *ex* Olympia,	1357					1918	N V Boele's	U.S.S.R.	239·0 | 36·2 | 16·7	Leningrad	T. 3 Cy. 18½", 30" & 48"–36"		G
	ex Justin, *ex* Mirfak, *ex* Ed. Munch)	1179						Scheepsw.		P36'B59'F25'	Russian	138 NHP		
UPFW	Wireless 1 *Dk*	794						Slikkerveer			*WB*	N V Boele's Scheepsw Bolnes		
80715	**Oki Maru** (P)	499					1928	Fujinagata	Shimane-ken Oki-	150·0 | 26·0 | 15·5	Saigo	T. 3 Cy. 12", 20" & 33"–24"		
33587	*Cruiser Stern*	393						Dockyard	nokuni Saigo-cho	F9'	Japanese	53 NHP		
JFDF	2 *Dks*	222						Osaka	& 12mura Kumiai			Fujinagata Dckyrd. Osaka		
80716	**Oki Maru No. 2** (P)	466					1936	Mitsubishi	Shimane-ken Oki-	155·1 | 26·0 | 13·8	Saigo	Oil Engines 4S.C.SA		
42276	*Oil Eng.*	—						Jukogyo K.K	nokuni Saigo-cho		Japanese	6 Cy. 13¾"–20½" 111 NHP		
JFTF		231						Kobe	& 12mura Kumiai			Mitsubishi Jukogyo K.K.		
80717	**Okinawa Maru** Twin Sc	2187				...	1896	Lobnitz &	Govnmt. of Japan	296·5 | 40·0 | 13·5	Yokohama	T. 6 Cy. 18⅞", 30⅛" & 48"–36"	24 " 7	
1601	(*Cable Vessel*)	1962						Co.	(Department of	B94' 24·4	Japanese	313 NHP		
JOND	D.F. 1 *Dk* & *Spar dk* & *Web frames*	1030						Renfrew	Communications)	BK8"	*WB*	Lobnitz & Co. Renfrew		
80718	**Okinoyama Maru**	984					1917	Osaka Iron	Okinoyama Tanko	193·7 | 31·2 | 18·5	Nishino-	T. 3 Cy. 14", 23½" & 40"–30"		
22004	(*ex* Sakai Maru No. 3)	843						Works	K.K.		miya	Okamoto 88 NHP		
JQGE	1 *Dk*	608						Osaka		*WB*	Japanese	Kosakusho, Osaka		
80719	**Okinoyama Maru No. 3**	871					1930	Osaka Iron	Okinoyama Tanko	180·0 | 31·0 | 18·0	Nishino-	Oil Engines 4S.C.SA		
36031	*Oil Eng.*	703						Works	K.K.	P42'F26'	miya	6 Cy. 11⅞"–16½" 76 NHP		
JORH	*Mchy. Aft* 1 *Dk*	609						Osaka		*WB*	Japanese	Kobe Steel Works, Kobe		
80720	**Okinoyama Maru No. 5**	1544					1932	Osaka Iron	Okinoyama Tanko	251·0 | 39·0 | 19·0	Nishino-	Oil Engines 4S.C.SA		
37468	*Oil Eng.*	1267						Works, Ld.	K.K.	P59'B15'F30'	miya	6 Cy. 18½"–29⅜" 190 NHP		
JOUH	*Mchy. Aft* 1 *Dk*	840						Osaka		*WB*	Japanese	Kobe Steel Works, Kobe		
80721	**Oklahoman** (*ex* Golden Harvest–37,	5508					1920	Western	American-	410·5 | 54·0 | 27·1	New York	T. 3 Cy. 24½", 41½" & 72"–48"		R
219832	*ex* West Calera) *Fitted for oil fuel*	—						Pipe & Steel	Hawaiian S.S. Co.	P46'B112'F46'	Utd. States	Joshua 359 NHP		
KUMM	D.F. 2 *Dks*	3411						Co. S Frncisco			*WB*	Hendy Co. San Francisco		
80722	**Oksywie**	766	✠100A1	Abo	*l*	CL	1938	Crichton-	"Zegluga Polska"	188·4 | 33·5 | 18·5	Gdynia	Oil Engines 2S.C.SA	13 " 5	
	Oil Eng.	—	*with freeboard*	Dnz		N 12,38	3mo	Vulcan A/B	Spolka Akcyjna	197·1 (o.l.)	Polish	5 Cy. 13⅜"–22⅞" 157 NHP	s " 2	
~~GDBK~~	1 *Dk, except in after hold, & Shelter dk*	342	~~12,38 11,38~~	✠LMC3,38				Åbo		FK	4 *B Hpt Cem*	DB 43*lb*	13 " 4½	
SPSX	*Cruiser Stern*						*Lloyd's*			(2 *B H including Coll*	*B Hto Sh dk*)	Atlas-Diesel A/B, Skm.		
	Strengthened for navigation in ice								*Cell D B* 120'166t *F*	*PT* 24t *APT* 34t	2 „ „ 2nd „			
80723	**Okuyo Maru**	2970					1938	Mitsubishi	Toyo Kisen K.K.	301·8 | 45·3 | 26·2	Tokyo	T. 3 Cy. 20⅛", 34⅞" & 57⅛"–		
		2530						Jukogyo K.K		P24'B80'F29'	Japanese	43⅛" HS2547 202 NHP		
	Cruiser Stern 1 *Dk*	1700						Yokohama			*WB*	Mitsubishi Jukogyo K.K.		
80724	**Ola** (*ex* Vegesack–33)	1566					1920	Bremer	U.S.S.R.	237·7 | 36·0 | 19·5	Vladvostk	T 3 Cy. 16⅝", 26⅜" & 44⅛"–29½"		
		1388						Vulkan		B 38'F 31'	Russian	106 NHP		
UOIW	Wireless Sub. Sig. 2 *Dks*	933						Vegesack			*WB*	Bremer Vulkan, Vegesack		
80725	**Olaf**	1920	✠100A1	Cpn	*r*	OG	1897	W. Gray &	Det Forende Damp-	280·5 | 39·7 | 18·6	Copnhagn	T. 3 Cy. 21", 33" & 56"–36" (*s*)	21 " 0	
	ss Els. 3rd No. 3–5,33	1716	4,37 ~~4,38~~			4,38	3mo	Co. Ld.	skibs Selskab	290·7 (o.l.)	Danish	160 lb 198 NHP	s 3 " 0½	
OZMC	*ss* Cpn. No. 1–38	1181		✠MC8,37				W Hartlepool		P29'B69'F25' FK	4 *B HCem*	NDB 01 *refitted* 20	18 " 2	
	D.F. 1 *Dk* (*Irn*) & *deep framing*		BS11,38						*WB = Cell DB*	A & CP	*a & u E* 108'*f* 118'517t	*APT* 38t	2 SB, 4*rf*, GS68, HS3110		
													Cen. Mar. Eng. Wrks W Hpl.	
80726	**Olaf Bergh** (*ex* Rigi)	5811				...	1921	Furness	Eie's Rederi A/S	400·0 | 53·0 | 32·8	Bergen	T. 3 Cy. 27", 45" & 75"–51"	35 " 5	N
		5572						S.B. Co. Ld.	(Bergh & Helland,	F38'*on Shelter dk*	Norwegian	569 NHP		†
LCVZ	2 *Dks*	3637						Haverton	*Mgrs.*)	FK	*WB*	Richardsons, Westgarth &		
								Hill-on-Tees				Co. Ld. Hpl.		
80727	**Olaf Fostenes**	2994	✠100A1	Hav	*u*	CL	1936	Helsingörs	Lars Fostenes	322·5 | 45·8 | 26·7	Haugesnd	Oil Engines 2S.C.SA	28 " 10	
	Oil Eng.	2618	*with freeboard*				11mo	Jernsk & Msk	Rederi A/S (Lars	335·7 (o.l.)	Norwegian	9 Cy. 19½"–35⅞" 606 NHP	s 8 " ■	
LJGK	*Ref. Mchy.* 1 *Dk*, 2nd *dk for fruit cargo*,	1757	5,39 ~~5,38~~	MC11,38				Elsinore	Fostenes, *Mgr.*)	F44' FK	6 *B Hpt Cem*	DB 70*lb*	20 " 3½	
	3rd *dk in forward holds sparred*		✠Lloyd's RM C10,37				*Lloyd's*		*Cell D B* 262'535t	*anks at sides* (*Coll to W thr dk*		Akt. Burmeistr & Wain, Cpn		
	D.F. *Cruiser Stern* *for fruit cargo*		~~11,38~~ 11,38						*of tunnel* 25'	81t *FPT* 19t *APT* 87t	5 „ 2nd „)			
			For temp. 33° F.	✠LMC(M)2,38										
80728	**Olancho** Twin Sc	2493	✠100A1	NOs	*s*	CL	1921	Newburgh	United Fruit S.S.	301·3 | 42·3 | 22·6	New York	T. 6 Cy. 18", 30½" & 48"–33" (*s*)	25 " 0	
233732	*ss* Mob. No. 3–12,32	1374	*Shelter dk*			9,37	2mo	Shipyd. Inc.	Corp. (United Fruit		Utd. States	185lb 492 NHP	s 8 " 9½	
WOFF	*ss* Mob. No. 1–37	1536	*with freeboard*					Newburgh,	Co. *Mgrs.*)	FK	*Asp*	3SB, 9*cf*, GS173, HS8280 FD	16 " 7	
	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*–ws)		~~5,39 4,37~~	B6[illegible]				N.Y.		*Cell D B* 256'491t	*FPT* 22t *APT* 34t	3 *B Hto Sh dk*		
			~~For temp.~~	✠LMC3,37				A & CP				2 „ „ *U* „		
			Fitted for oil fuel 2	,21		*F.P. above*		150° F.						
80729	**Oland** (P)	429					1931	Oskrshmns	Kungl. General-	119·9 | 28·1 | 12·6	Stockholm	T. 3 Cy. 14⅝" 23½" & 38½"–27"		
7777		235						M.V. &	poststyrelsen		Swedish	79 NHP		
SHLR	*Cruiser Stern* 1 *Dk*	198						Skpsdk. A/B			*WB*	Oskarshamns M.V. Aktieb		
								Oskarshamn						

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. now equipped. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed if not in L.R. Dated Ho of Trade Cert.
80730 144057 MKDY	**Olavus** Wireless *Cruiser Stern*	*ss* Nwc. No. 3–6, 34 1 *Dk(Stl)* *Cargo battens not fitted*	1294 1088 759	✠100A1 10,37 BS2,37 4,38	Cff	*o*	CL 2,37	1920 9mo *Lloyd's SA&CP*	C. Rennoldson & Co. South Shields	Sir Eric Ohlson, Bart. (Ohlson S.S. Co.) *Cell D B*	230·0 241·0 (O.L.) P20′B65′F28′ FK	36·7 *Cell D B* 196′	15·8 393*t* *APT* 50*t*	Hull British 4 *BHCem*	T. 3 Cy. 18″, 30″ & 50″–33″ (*s*) 180 lb 199 NHP 2 SB, 6*pf*, GS 98, HS 3672 Shields Eng. & D. D. Co. Ld.	18 ″ 0 s 2 ″ 1 16 ″ 1	
80731 DOOS	**Olbers** Sub. Sig. Wireless *Cruiser Stern*	*Oil Eng.* 1 *Dk*	1236 955 594					1925	Deutsche Werke A.G. Kiel	Dampfschifffahrts Ges. Neptun	233·6	36·1	14·3	Bremen German *W B*	Oil Engines 4 S.C.SA 6 Cy. 19½″–37 7/16″ 224 NHP Deutsche Werke A.G. Kiel		G
80732 403 IBIZ	**Olbia** (P) *Oil Eng.* 2 *Dks*	Twin Sc	3514 — 2043					1929	Soc. Anon. Ansaldo Sestri Pnente	"Tirrenia" Soc. Anon. di Nav.	324·0	43·8	21·4	Naples Italian *W B*	Oil Engines 2 S.C.DA 6 Cy. 23⅝″–35½″ 1167 NHP Cant Off. Savoia, Crnigliano		I
80733 142670 GSBF	**Olcades** (*ex* British Beacon–36) *ss* Nwc. No. 2–38 *Mchy. Aft* D.F.	*ss* Pts. No. 3–10, 30 Fal. No. 1–35 2 *Dks(Stl)* & *Web frames* *Longitudinal framing*	6891 6297 4065	✠100A1 11,38 11,37 BS4,37 4,38 *Carrying Petroleum in Fitted for oil fuel* 10,18	Bom Nwc	*a*†	CL 7,37 10,38 *bulk* *F.P. a*	1918 10mo *Lloyd's SA&CP*	Workman, Clark & Co. Ld. Belfast	The Admiralty *Cell D Bu* B34′ 107*t* *D* *above* 150° F.	430·1	57·0	33·0 *Tf* 13′ 640*t* *FPT* 164*t*	London British 19 *BHCem* (14 ,, *to U dk* 5 ,, 2*nd* ,,) *APT* 60*t*	T. 3 Cy. 27″, 45″ & 75″–54″ (*s*) 190 lb 634 NHP 3 SB, 12*cf*, GS 235, HS 9666 FD Wrkman, Clark & Co. Ld Bel	33 ″ 7 s 6 ″ 7½ 27 ″ 2	
80734 144299 MJTP	**Old Charlton** *ss* Shl. No. 3–5, 32 Sub. Sig. *Cargo battens not fitted*	*ss* Shl. No. 1–36 1 *Dk(Stl)*	1562 1334 881	✠100A1 7,38 BS7,37 7,38	Shl	*p*	CL 7,37 7,38	1919 12mo	Dublin Dkyd. Co. Ld. Dublin	South Metropolitan Gas Co. *Cell D B* 171′ 306	240·1 B52′ F23′ *t DT a* 29′	36·4 FK 118*t*	19·2 *FPT* 80*t*	London British 4 *BHCem* *APT* 38*t*	T. 3 Cy. 18″, 30″ & 50″–33″ (*s*) 180 lb 172 NHP 2 SB, 6*cf*, GS 97, HS 2886 J. G. Kincaid & Co. Ld. Grk.	21 ″ 4 s 2 ″ 9½ 18 ″ 8	
80735 DHSF	**Oldenburg** (P) Sub. Sig. D.F. GyC.	2 *Dks*	8537 7488 4908					1923	Flensburger Schiffsb. Ges. Flensburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham-Amr. Linie)	471·1 P64′ B170′ F46′	58·2 FK	32·4	Hamburg German *W B*	T. 3 Cy. 32 5/16″, 52 13/16″ & 86 5/8″–55″ & low pressure turbine 769 NHP Flensburger Schiffsb. Ges.		G
80736 DNPL	— (*ex* Greenbrier–33, *ex* Pungo) Sub. Sig. D.F. E.S.D. GyC.	*Ref. Mchy.* 4 *Dks*	4595 4128 2750					1914	J. C. Teck-lenborg A.G. Weser-münde-G	"Midgar" Deutsche Seever-kehrs-A.G. ("Unin on" Handels u Schiffahrtsges. m.b.H. Mgrs.)	386·7 B155′ F53′	49·2 FK	30·0	Nordnham German *W B*	T. 3 Cy. 28 7/16″, 45 9/16″ & 74″–53½″ NB22 400 NHP J. C. Tecklenborg A.G. Wsm		C
80737 DNBB	— Sub. Sig. D.F. E.S.D.	*Ref. Mchy.* 1 *Dk* *Cruiser Stern*	2312 1713 1223					1936	Deutsche Werft A.G. Bet Reihstgwrft Hamburg	Oldenburg-Portug. Dmpfsch. Rhed.	287·9 P16′ B262′ F34′	45·8 FK	18·1	Oldenburg German *W B*	C. 4 Cy. (2) 16 13/16″ & (2) 35 7/16″–35 7/16″ & L.P. turbine with DR gearing & hydraulic coupling HS 1090 304 NHP Deutsche Werft A.G. Bet. Reiherstiegwerft, Ham.		G
80738 221113 KDQG	**Oldham** Sub. Sig. GyC.	*Oil Eng.* 2 *Dks* *Longitudinal framing*	6201 — 3848					1921	Douliut & Williams S.B.Co. Inc. New Orleans	United States Maritime Commission	395·5 P60′ B109′ F37′	55·0 FK	31·4	N. Orleans Utd. States *W B*	Oil Engines 4 S.C.DA 5 Cy. 32″–52″ NE 29 992 NHP McIntosh & Seymour Corp. Auburn, N.Y.		R
80739 LDQM	**Ole Wegger** (*ex* San Lorenzo) (*Whale Oil factory*) D.F. *Mchy. Aft*	*Fitted for oil fuel* 2 *Dks* & *Shelter dk* & *Web frames* *Longitudinal framing*	12201 9127 7272	...				1914	Swan, Hunter & Wigham Richardson, Ld Newcastle	A/S Örnen (A/S Thor Dahl. *Mgrs.*)	527·1 H415*t*	66·6 FK	42·1	Sandefjord Norwegian *W B*	Q. 4 Cy. 28½″, 41″, 58″ & 84″–54″ 787 NHP Wllsnd Slpwy. Co. Ld. Nwc.	42 ″ 0	N †
80740 218904 KOBN	**Olean** (*ex* Alameda) *ss* N. Ns. No. 3–1, 32 *ss* Bal. No. 1–35 *Mchy. Aft* D.F. GyC.	2 *Dks(Stl)* & *Web frames* *Longitudinal framing*	7118 6382 5317	100A1 5,38 5,37 BS 5,38 *Carrying Petroleum in Fitted for oil fuel* 19	Mob NYk		CL 8,37 *bulk* *F.P. a*	1919	W. Cramp & Sons S & E B Co Philadelphia	Socony-Vacuum Oil Co. Inc. *Cell D Bu E&* B61′ 234	430·0 P116′ B36′ F49′ *FPT* 246*t*	58·2 FK *APT* 49*t*	31·5	New York Utd. States 15 *BHpt Cem* 10 ,, *to U dk* 5 ,, ,, 2*nd* ,,)	T. 3 Cy. 27 3/4″, 45½″ & 76″–51″ 190 lb (*r*) 565 NHP 3 SB, 9*cf*, GS 186, HS 8095 FD W Cramp & Sons S. & E. B. Co.	33 ″ 4 s 6 ″ 6 27 ″ 1	
80741 146640 GBJT	**Oleander** *ss* Sld. No. 1–33 *ss* Sld. No. 3–10, 34 *Mchy. Aft* D.F.	2 *Dks(Stl)* & *Web frames* *Longitudinal framing*	7048 6494 4270	✠100A1 3,33 7,38 MS3,39 DS11,38 LMC MS10,34 BS10,37 *Carrying Petroleum in Fitted for oil fuel* 10,22	Sld	*a*†	CL N2,38 *bulk* *F.P. a*	1922 10mo *Lloyd's SA&CP*	H. M. Dock-yard Pembroke	The Admiralty *Cell D Bu* B41′ 104 *DT f* 40′ 688	430·2 P109′ B32′ F52′ *FPT* 58*t*	57·1 FK *APT* 48*t*	33·7	London British 18 *BHCem* (10 *to U dk* 8 ,, 2*nd* ,,)	T. 3 Cy. 27″, 45″ & 74″–54″ (*s*) 180 lb 644 NHP 4 SB, 12*cf*, GS 253, HS 10224 FD H.M. Dockyard, Chatham	33 ″ 6 s 6 ″ 3½ 27 ″ 5	
80742 1014 ESUD	**Olev** (*ex* Regis–35) *ss* Tln. 2nd No. 3–6, 35 *Well deck*	1 *Dk(Stl)* & *deep framing* *Cargo battens not fitted*	1377 1180 800	✠100A1 6,38 7,37 BS7,37 6,38	Bdx Tln	*o*	CL 6,38	1909 9mo *Lloyd's SA&CP*	S. P. Austin & Son, Ld. Sunderland	Tallinna Laevaühisus, A.S. Tallinn Shipping Co. Ld.) *Cell D Ba* 63′ *u E&* B 33′	235·1 Q81′ B48′ F24′ *f* 103′ 375*t*	36·1 FK *FPT* 6	15·5	Tallinn Estonian 1 *BHCem* 2*t APT* 52*t*	T. 3 Cy. 19″, 31″ & 51″–36″ (*s*) 180 lb *100 lb* 170 NHP 1 SB, 4*cf*, GS 66, HS 2634 N.E. Marine Eng. Co Ld. Sld	17 ″ 8 s 1 ″ 6½ 16 ″ 3	
80743 OUJV	**Olga** *ss* Svb. 2nd No. 3–2, 37 1 *Dk(Stl)*		803 675 465	✠100A1 4,39 Cpn LMC2,37 B86,36	Svb	/	OG 4,39	1911 7mo	Antwerp Eng. Co. Ld. Hoboken	D/S A/S Progress (M. Nielsen & Sön, *Mgrs.*) *WB* = *Cell D Ba* 47′	207·8 P29′ B60′ F26′ *u* E23′ *f* 90′ 213*t*	30·9 FK *FPT*	13·3	Copnhagn Danish 4 *BHCem* 24*t APT* 21*t*	T. 3 Cy. 13″, 21″ & 35″–27″ (*s*) 180 lb 82 NHP 2 SB, 4*cf*, GS 44, HS 1428 N.E. Marine Eng. Co Ld. Sld.	15 ″ 5 s 1 ″ 6½ 14 ″ 0	
80744 DHSG	— (*ex* Duesternbrook)	Iron 1 *Dk* 2 *tr B*	584 496 331					1882	G. Howaldt Kiel	Mathies Reed. K.G.	175·6 B40	25·3	15·8	Hamburg German *W B*	C. 2 Cy. 20″ & 37½″–27″ NB25 61 NHP Gebr. Howaldt, Kiel		G
80745 209 SVNK	**Olga E. Embiricos** (*ex* Bellview–33) *ss* Hul. No. 3–4, 35 1 *Dk(Stl)* & *Shelter dk(Stl)*		4677 4297 2794	✠100A1 *Shelter dk* *with freeboard* 11,38 BS11,38 LMC5,34 *Fitted for oil fuel* 1,22	Rot	*z*	CL 11,38 *F.P. a*	1922 1mo *Lloyd's SA&CP*	J. Readhead & Sons, Ld. South Shields	C. E. Embiricos *Cell D Ba* 128′ *u E* 28′ *DT a* 58′ 1010*t*	400·3 415·0 (O.L.) *f* 168′ 1080*t*	52·1 FK *FPT* 72*t*	25·9 *Coll* *APT* 153*t*	Andros Greek *pt Cem* *B H to Sh dk* 5 ,, ,, *U* ,,	T. 3 Cy. 25½″, 44″ & 73″–48″ (*r*) 180 lb 455 NHP 3 SB, 9*cf*, GS 190, HS 7749 J. Readhead & Sons, Ld. S. Shl	28 ″ 6 s 3 ″ 2½ 25 ″ 6½	
80746 OZTH	**Olga S.** D.F.	*Oil Eng.* *Cruiser Stern* 2 *Dks*	2252 1933 1668					1938	Helsingörs Jernsk. & Msk. Elsinore	Dampselsk. Torm A/S A. Schmiegelow & A. Kampen, *Mgrs.*)	326·8 F74′	45·8	18·4	Copnhagn Danish *W B*	Oil Engines 2 S.C.SA 8 Cy. 19½″–35 7/16″ 540 NHP Helsingörs Jernsk. & Mskb.		
80747 DHSH	**Olga Siemers** Sub. Sig.	1 *Dk*	3347 2534 1927					1923	Nordsee-werke A.G. Emden	G. J. H. Siemers & Co.	332·7 P28′ B87′ F32′	46·6	20·6	Hamburg German *W B*	T. 3 Cy. 24⅝″, 38 1/16″ & 62″–41⅜″ Ottensener 246 NHP Mch. G. m.b.H. Altona		G
80748 YTDE	**Olga Topić** (*ex* Trevose–35) *ss* Cff. No. 3–2, 31 D.F. *ss* Fal. No. 1–35 1 *Dk(Stl)* & *Shelter dk(Stl)*		4375 4131 2742	✠100A1 *Shelter dk* *with freeboard* 2,38 3,39 BS. 3 S.C. LMC 3	Rot	*y*	CL N6,36	1918 5mo *Lloyd's SA&CP*	J. Readhead & Sons, Ld. South Shields	Slobodna Plovidba Topić D.D. (Ant. Topić, *Mgr.*) *Cell D Ba* 1	400·2 31′ *u* E23′ *f* 175′ 1003*t*	52·1 FK	25·2	Susak Yugoslav 6 *BHCem* *APT* 50*t*	T. 3 Cy. 26″, 43″ & 71″–48″ (*r*) 180 lb 488 NHP 3 SB. 9*cf*, GS 177, HS 7198 FD J. Readhead & Sons Ld. S. Shl	26 ″ 10 s 2 ″ 10½ 24 ″ 2½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'hélice porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Registres en cote.
80749 142604 GLDF	**Oligarch** (*ex*British Lantern–37) *ss*Pts.No.3–6,31 *ss*Fal.No.1–35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*		6897 6297 4067	✠100A1 7,38 ~~7,57~~ ~~BS4,39~~ ✠LMC MS7,35 ~~BS5,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,18	Nwc	*a*†	CL. ~~7,35~~ 6,38 *F.P. above* 150° F.	1918 8mo	Workman, Clark&Co.Ld Belfast *Lloyd's*A&CP	The Admiralty *Cell D Bu*	430·1 57·0 33·0 P99′B33′F56′ FK *B35′107t D Tf43′6*4	London British 19*B Hpt Cem* 14*B Hto Udk* 5 „ *2nd*„)	T.3Cy.27½″&45″&75″–54″ (*s*) 1901b 634NHP 3SB,*12cf*,GS237,HS9666 FD Workman Clark&Co.Ld Bel	33 ″ 7 s 6 ″ 7½ 27 ″ 2	
80750 384 IBOZ	**Olimpia** (*ex*Wray Castle–32,*ex*Paria, *ex*Rickmer Rickmers) *ss*N.Yk.No.2–28 D.F. 2*Dks*(*Stl*)		6040 5577 3795	~~11,33~~	Nwc	*a*†		1920 7mo	Rickmers Akt.Ges. Bremerhaven	A.Lauro	435·0 55·6 29·2 419·0 P57′B136′F47′ FK *Cell D B367′1293t*	Naples Italian 7*B H Asp* *F P T100t*	T.3Cy.29½″,46½″&75½″–53⅝″ 580NHP 3SB,*9cf*,GS180,HS8070 A.G.“Weser,” Bremen	31 ″ 9	I †
80751	**Olimpo** Twin Sc *Oil Eng.*		790 — 553					1884	A&J.Inglis Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	286·1 34·2 12·1	Bns.Aires Argentine	Oil Engines 2S.C.SA 4Cy.16⅛″–18⅞″ 194NHP NE19 J&CG Bolinders Co Ld Skm		
80752 DHLX	**Olinda** (*ex*Hohenstein–37) D.F. *Cruiser Stern* 2*Dks*		4576 4265 2774					1927	Howaldts-werke Kiel	Hamburg-Süd-amerik Dampf-schiff.Ges.	349·5 50·3 29·0 F72′	Hamburg German *WB*	C.4Cy.(2)20½″&(2)43⅞″–43⅞″ 247NHP A.Borsig,G.m.b.H Berlin		G
80753 PUMO	— (*ex*Kennemerland–34,*ex*Cara) *ss*Ams.2ndNo.3–1,30 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*		4053 3758 2521	✠ ... 3,35	Ams	*x*		1905 12mo	W.Hamil-ton&Co.Ld. Port Glasgow	Cia.Carbonifera Rio Grandense *Cell D Ba* 122′ *u E24*	359·9 50·3 17·0 P31′B105′F31′25·0 FK *f* 146′843*t F P T127*	R Janeiro Brazilian 6*B H Cem* *t A P T80t*	T.3Cy.25″.41″&67″–45″ 364NHP 2SB,6*pf*,GS119,HS4906 D.Rowan&Co.Glasgow	27 ″ 6	
80754 213401	— (*ex*Olinda U.O.–32,*ex*Olinda) *Oil Eng* *Carrying oil in bulk* 1*Dk*		419 — 267					1915	Union Iron Works Co. San Francisco	Union Oil Co. of California	134·9 26·1 14·1 *WB*	L.Angeles Utd.States	Oil Engines 4S.C.SA 4Cy.13″–18″ 66NHP Western Mach.Co.L.An.		
80755 DHSJ	**Oliva** D.F. Sub.Sig. 2*Dks*		7885 7381 4874					1921	Bremer Vulkan Vegesack	Aktiengesellschaft für Seeschiffahrt	468·8 58·3 32·7 P55′B102′F41′ *WB*	Hamburg German	T.3Cy.32⅜″,52½″&86½″–55½″ 550NHP Bremer Vulkan,Vegesack		G
80756 DHSI	— Wireless D.F. E.S.D. 1*Dk*		1308 1041 721					1922	Nüske& Co. Stettin	Argo Reederei Richard Adler&Co.	242·1 37·0 14·0 Q71′B108′F40′ *WB*	Bremen German	T.3Cy.17½″,27⅛″&45½″–27⅝″ 108NHP A.Borsig,Berlin		G
80757 115639 MCXD	**Olive** 3Mst *ss*Bel.2ndNo.3–1,32 *ss*Bel.No.1–36 *Well deck* *Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*		328 241 122	✠100A1 6,~~36~~ ~~11,36~~ ~~BS4,36~~ ~~BS2,38~~ 2,39	Bel	*f*	CL ~~2,36~~	1907 9mo	J Fullerton &Co. Paisley *Lloyd's*A&CP	Frontier Town S.S. Co.Ld.(J.Fisher &Sons,Ld. *Mgrs.*)	142·5 23·4 10·2 *24·3* Q80′B7′F25′ BR6″ *WB* = *F P T48t*	Newry British 3*B II Cem* 1*Dk*(*Irn*)	C.2Cy.15″&34″–24″ (*s*) 130lb 47RHP 1SB,2*pf*,GS40,HS1300 Renfrew Bros.&Co.Irvine	11 ″ 2 s 4 ″ 0½ 11 ″ 5½	
80758 148889 GLQC	**Olivebank** Twin Sc *Oil Eng.* *ss*Gls.No.3–3,39 ~~o/bld No.3–3,39~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)		5154 4768 3117	✠100A1 *with freeboard* 3,39 ~~10,37~~ ~~DBS8,39~~ *Carrying vegetable oil in deep tank* *Carrying oil F.P. above* 150° F. *in Fore Peak*	Liv Gls	*a*†	CL ~~1[illegible]~~ 2,39	1926 2mo	Harland& Wolff,Ld. Glasgow *Lloyd's*A&CP	Bank Line.Ld. (A.Weir&Co *Mgrs.*) *Cell D B* 357′1121*t Tanks between tunnels*	420·4 53·9 26·5 135·0(C.L.) FK (*Coll to Sh dk* 6 „ *2nd* „) 15′251*t D Tf*	Glasgow British 7*B Hpt Cem* DB*110b* Harland&Wolff,Ld.Gls. 32′1067*t F P T106t A P T132t*	Oil Engines 4S.C.SA 12Cy 24⅜″–37⅛″ 717NHP	29 ″ 2 s 3 ″ 7½ 25 ″ 8	
80759 160236 GSVX	**Olivegrove** *ss*Npt.No.2–37 D.F. 1*Dk*(*Stl*)		4060 3853 ~~2512~~ 2517	✠100A1 8,39 ~~10,37~~ 4,39 ~~BS4,39~~ ✠LMC 4,51	Npt Sld	*x*	CL 10,37	1929 1mo	Lithgows, Ld. Port Glasgow *Lloyd's*A&CP	Grove Line(Glas-gow)Ld.(David Alexander&Sons, *Mgrs.*)	375·0 52·5 23·8 P34′B225′F41′ FK *Cell D B323′982t*	Glasgow British 6*B Hpt Cem* *A P T161t*	T.3Cy.24″,40″&68″–45″ (*s*) 200lb 378NHP 3SB,9*cf*,GS173,HS6132 D.Rowan&Co.Ld.Glasgow	26 ″ 4 s 3 ″ 4½ 23 ″ 2½	
80760 216512 WDDA	**Oliver Olson** (*ex*San Pedro–37, *ex*Point Bonita) *Fitted for oil fuel* 1*Dk*		2235 1945 1360	...				1918	Albina Eng &Mach Wrks Portland,Or.	Oliver J.Olson&Co.	289·0 44·1 19·0 P21′B144′F32′ FK	S.Frncisco Utd.States *WB*	T.3Cy.22″,37½″&60″–42″ 313NHP Ellicott Machine Corp.Bal.	21 ″ 6	R †
80761 148745 MNQC	**Olivine** (*ex*Horley) *ss*Irv.No.3–1,38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*		929 627 494	✠100A1 ~~1,38~~ 5,39 BS2,39 ~~BS2,39~~ C1,58	Irv	*l*	CL ~~2,36~~ 3,39	1926 3mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's*A&CP	Wm.Robertson *Cell D Bu*	199·8 30·9 12·7 Q140′F23′ FK *B17′f133′223t F P T*	Glasgow British 3*B II Cem* 42*t A P T35t*	T.3Cy.15¾″,27″&41½″–30″ (*s*) 200lb 110NHP 2SB,4*pf*,GS69,HS2378 J.Lewis&Sons Ld.Abn	14 ″ 9 s 4 ″ 4½ 14 ″ 6½	
80762 6783 ~~LHYC~~ SLLA	**Oljaren** Twin Sc *Oil Eng.* *Mchy.Aft* *ss*Got.No.3–12,37 D.F. 1*Dk*(*Stl*)&*Web frames* *Cruiser Stern* *Longitudinal framing*		5468 ~~4767~~ 3037	✠100A1 ~~11,37~~ ~~12,37~~ 1,39 ~~DBS12,37~~ ✠LMC *Carrying Petroleum in bulk*	Got Got	*y* P	OG S12,37 S12,37	1922 6mo	Aktieb. Götaverken Gothenburg *Lloyd's*A&CP	Rederi A/B Gottfrid R Weylandt,*Mgr.*) *Cell D Bu*	389·7 54·9 29·7 P103′F43′ FK *E59′232t F P T173t*	Stockholm Swedish 11*B Hpt Asp* *A P T158t*	Oil Engines 4S.C.SA 12Cy.28⅜″–35⅞″ 629NHP 3DB–*80b* (*Stbd.Upr.DBnew35*) Aktieb.Götaverken,Got.	30 ″ 0 s 4 ″ 11½ 25 ″ 2½	
Now Sorgfri	**Olli** (*ex*Sylgi–37,*ex*Gullaug–33, *ex*Vorgfri–31) *See Supplement* *Mchy.Aft* Wireless 1*Dk*		559 419 290					1919	Götaver-ken A/B Gothenburg	Berg Thorsen	166·9 27·3 11·3 P72*t* H17*t* F25*t* *WB*	Arendal Norwegian	T.3Cy.12⅜″,20½″&33⅛″–24″ 54NHP Götaverken A/B,Got.		V
80764 146149 GJBN	**Olna** *ss*Mch.No.3–3,34 *ss*Sld.No.1–37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*		7023 ~~6452~~ 4361	✠100A1 ~~11,37~~ 1,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,21	Sld	*a*†	CL ~~7,00~~ ~~11,38~~ 2,39 *F.P. above* 150° F.	1921 10mo	H.M.Dock-yard Devonport *Lloyd's*A&CF	The Admiralty *Cell D Bu* B41′ 104*t D Tf*40′6	430·0 57·0 33·7 P101′B36′F53 FK 89*t F P T58t A P T43t*	London British 18*B Hpt Cem* (10 *to U dk* 8 „ *2nd* „)	T.3Cy.27″,45″&74″–54″ (*s*) 180lb FD 644NHP 4SB,*12cf*,GS253,HS10224 H.M.Dockyard,Devonport	33 ″ 6 s 6 ″ 5½ 27 ″ 3½	
80765 220692 KDDS	**Olney** (*ex*Walter Miller–35, *ex*Stockton) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*		7294 6780 4532	...				1920	Moore S.B. Co. Oakland,Cal.	Chas.Kurz&Co. Inc.(Pennsylvania Shipping Co. *Mgrs*)	425·8 57·0 33·1 P106′B40′F41′ FK	Wilmgton (Del.) Utd.States *WB*	T3Cy.24¼″,41¼″&72¾″–48″ 363NHP Llewellyn Iron Works, Los Angeles	33 ″ 0	R †
80766 2117 INWR	**Olona** (*ex*Gina–37,*ex*Helios, *ex*Barraclough) *Well deck* 1*Dk*2*tr B*		1579 — 943	...				1889	Ramage& Ferguson Leith	Mangiarotti& Ferraro	270·5 37·3 17·1 260·1 P32′Q72′B100′F31′ BK9½′	Genoa Italian *WB*	T.3Cy.19″,30″&51″–39″ 165NHP Ramage&Ferguson,Leith	19 ″ 5	I †
80767 338 OHBH	**Olovsborg** (*ex*Anglo-Egyptian) *ss*Got 2ndNo.3–9,38 ~~*ss*Nwc.No.3–9,38~~ ~~*ss*Got.No.2–31~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing*		5758 — 3279	✠100A1 *Shelter dk* *with freeboard* 9,38 ~~5,36~~ ~~8,36~~ ~~1,36~~	Got	*a*†	CL ~~8,36~~ 8,38	1912 12mo	Short Bros. Ld. Sunderland *Lloyd's*A&CP	J.A.Zachariassen &Co. *Cell D Ba* 131′*u E&B*	425·0 56·3 36·3 44′*f* 175′1446*t F P T* FK	Nystad Finnish 7*B H Cem* 106*t A P T33t*	Q4Cy25½″36½″52½″&76″–54″ 220lb FD (*s*) 601NHP 3SB(Spt)9*cf*,GS174,HS8280 N.E.Marine Eng Co Ld Nwc	30 ″ 7 s 3 ″ 11½ 26 ″ 10½	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last worn.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in R. Dates if of Trad. Assn.
80768 YPAY	**Oltenia** *Mchy. Aft* 2 *Dks (Stl) & Web frames* *Longitudinal framing-bracketless system* **D.F. E.S.D.**	*ss* Shl. No. 2–36	6394 5965 3845	✝100A1 Lon *a* † *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,28			CL 8,38 *bulk F.P. above*	1928 1mo	Armstrong Whitworth & Co. Ld. Newcastle	SteauaRomana Soc. Anon. *Lloyd's SA&CP* *Cell DB uE & B 82' 211 t*	423·7 | 55·3 | 32·4 P112' B34' F41' FK *DT f 38' 684 t F P T 1 82 t A P T 145 t*	Constantza Roumanian	Q.4Cy. 25½", 36½", 52¼" &75"–48" 220lb *120lb (s)* 533NHP 17 *B Hpt Cem* (11 *to U dk* 6 „ 2nd „) 3SB (Spt), *9cf*, HS7152 WllsndSlpwy. Co. Ld. Nwc.	32 " 8	
80769 1658 IBFL YQAO	**Olterra** (*ex* Baton Rouge, *ex* Osage) *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	*ss* Rou. No. 3-6,25 *ss* Nwc. No. 1–30	4995 4536 2950	✝ ... Gen				1913 6mo	Palmers' Co. Ld. Newcastle	A. Zanchi *Cell DB uE 31' 50 t F P T*	394·4 | 52·7 | 29·0 380·0 P95' B32' F36' FK 180 t A P T 76 t	Genoa Italian *Cem* 12 *B H to Upr dk* 2 *B H to 2nd dk*	Q.4Cy. 20¼", 29¼", 42½" &61"–45' 332NHP 2SB, *6cf*, GS102, HS4446 Palmers' Co. Ld. Newcastle	29 " 3	I †
80770 YQAO	**Oltul** (*ex* Dansborg–33) *Mchy. Aft* 1 *Dk (Stl)*	*ss* Ant. No. 1-37 *ss* Cpn. No. 3–6,35	4328 4010 3672	✝100A1 Ant *x* BS8,38 ✝LMC C2,37 *Fitted for oil fuel* 10,20			CL 5,39 *F.P. above*	1920 10mo	Richardsn. Duck & Co. Ld. Stockton *Lloyd's SA&CP*	A. Vlasov *Cell D Ba 123' u E 23 f*	380·2 | 51·0 | 24·8 P38' B244' F37 FK 173 t 1132 t *F P T 136 t* *A P T 154 t*	Braila Roumanian	T.3Cy. 25½", 42" &70"–48" *(s)* 1801b *100lb* 397NHP 3SB, *9cf*, GS179, HS6507 Blair & Co. Ld Stockton	27 " 3	
80771 GZNC	**Oluf Mærsk** D.F. 1 *Dk (Stl)*	*ss* Cpn. No. 3–11.28 *ss* Cpn. No. 2–37	1950 1764 1146	✝100A1 Cpn *r* MS7,37 ✝LMC BS12,37			CL 6,37	1916 9mo	A. Vuijk & Zonen Capelle a/d Ysel A&CP	A/S Dampskkslsk af 1912 (A.P. Möller, Cpn. *Mgr.*) *Cell DB 252' 535 t F P T*	281·3 | 40·2 | 18·9 292.5 (O.L.) P22' B74' F31' FK *4 B H Cem* 78 *t A P T 82 t*	Kalundbrg Danish	T.3Cy. 20⅛", 31½" &51¾"–35⅞" 180lb FD *(s)* 208NHP 2SB (Spt), *4cf*, GS74, HS8000 Ned Fb. v. Wrk & Spoor, Ams	21 " 4 s 3 " 0½ 18 " 6	
80772 140449 GLDB	**Olwen** (*ex* British Light–37) *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing*	*ss* Pts. No. 3–6,30 *ss* Nwc. No. 2–38	6470 5854 3886	✝100A1 Cff *a* † 5,38 Nwc ✝LMC MS11,37 BS12,38 4,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,1			CL 5,38 *F.P.*	1917 12mo	Palmers' Co Ld. Newcastle *Lloyd's SA&CP*	The Admiralty *Cell D Ba 140' 58 t above 150° F.*	419·7 | 54·3 | 32·4 P101' B25' F49' FK *T f 56' 534 t F P T 102 t* *A P T 36 t*	London British	T.3Cy. 28", 46" &76"–51' *(s)* 1801b *180lb* 586NHP 16 *B Hpt Cem* (13 *to U dk*) 3 „ 2nd „ 3SB, *9cf*, GS198, HS8760 Palmers' Co. Ld. Newcastle	32 " 8 s 5 " 11½ 26 " 11½	
80773 OXRE	**Olympia** *Oil Eng.* D.F. 1 *Dk*	Twin Sc *ss* N.Yk. No 1–35	4438 4127 2734	✝100A1 N Yk *z* *with freeboard* 10,37 MC CS2,36 DBS12,38 7,36			CL 10,38	1930 10mo	Akt. Naks-kov Skibsvft Nakskov *Lloyd's SA&CP*	Dampskslsk. Orient A S *Cell B H to Shlt* *Cell DB 339' 1124 t*	384·7 | 54·4 | 22·6 400·1 (O.L.) 24·6 F39' FK *485 B H to 2nd dk* *Tanks in way of tunnels 100 t F P T 1 ot A P T 153 t*	Copnhagn Danish *6 B H* DB *100lb*	Oil Engines 4S.C.SA 12Cy. 21⅞"–29⅜" 541NHP Akt. Burmeistr & Wain, Cpn	27 " 4 s 2 " 11½ 24 " 6	
80774 33085 JQAB	**Olympia Maru** *Oil Eng.* 2 *Dks (Stl)*	*ss* Kob. No. 3-5,38	5612 5210 3515	✝100A1 Kob *z* 5,38 LMC CS4,38 DBS5,38 5,38			CL 5,38	1927 8mo	Mitsubishi Zosen Kaisha Ld. Nagasaki *Lloyd's SA&CP Intermediate 'tween dk* *Cell D B 347' 1215 t*	MitsubishiShoji Kaisha. Ld.	405·0 | 55·0 | 32·0 P58' B110' F41' FK *B H in after hold dispensed with* *D Ta 28' 735 t F P T 1*	Tokyo Japanese *pt Cem* *4 B H to U dk* 2 „ „ 2nd „ 26 *t A P T 83 t*	Oil Engines 2S.C.SA 6Cy. 23⅝"–41⅜" DB *100lb* Mitsubishi Zosen Kaisha Ld	32 " 0 s 6 " 6½ 25 " 7½	
80775 215095 KMWB	**Olympic** (*ex* Dayton, *ex* Harport) 1 *Dk (pt Irn - pt Stl) & deep framing* *Carrying Petroleum in bulk*	*ss* N.Yk. No. 3–1,20	5335 5134 3852	✝ N Yk *x* 11.25				1907 11mo	J. Readhead & Sons South Shields	Olympic Steamship Co. Ld. *Cell D Ba 27' u E 25' f 56' 277 t*	370·0 | 50·1 | 32·1 FK *13 B H Cem* *A P T 133 t*	L's Angeles Utd. States	T.3Cy. 26", 42" &70"–45' 374NHP 2SB, *6cf*, GS122, HS6004 J. Readhead & Sons, S. Shl.	35 " 0	
80776 215051 KDIV	— (*ex* Lakeshore) 1 *Dk*	*Fitted for oil fuel*	1877 1631 1128	...				1917	Toledo S.B. Co. Toledo, O.	E.K. Wood Lumber Co. Inc.	251·0 | 43·8 | 18·9 P21' B64' F30' FK *W t*	S. Frncisco Utd. States	T.3Cy. 20½", 33" &54"–40" 260NHP Toledo S.B. Co. Toledo, O.		R †
80777 208278 KMVZ	— (*ex* Sioux) 2 *Dks*	(*Ferry*)	1317 — 896					1910	Moran Co. Seattle	Puget Sound Nav. Co. (A. M. Peabody. *Mgr.*)	174·6 | 38·6 | 22·8	Seattle Utd. States	T.4Cy. 14", 22" &(2) 26½"–20" Seattle Const. & D.D. Co. Seattle, Wash.		
80778 OPXA	**Olympier** (P) D.F. 2 *Dks (Stl)*	*ss* Ant. No. 1–38 *ss* Ant. No. 3–3,33	5266 1792 3227	✝100A1 Ant *y* 7,38 ✝LMC 4,37 BS7,38 BS4,37			CL 7,37	1920 7mo	Lloyd Royal Belge (Gt. Britain), Ld. Glasgow *Lloyd's SA&CP*	Cie Maritime Belge (Lloyd Royal) S.A. (Agence Maritime Internationale, S.A. *Mgrs.*) *Cell D B 342' 920 t D*	400·5 | 52·2 | 28·7 P37 B120' F45' FK *Intermediate 'tween dk B H in after hold dispensed with* *D Ta 30' 850 t F P T 122 t*	Antwerp Belgian *Cem* *5 B H to U dk* 1 „ „ 2nd „ *only* *A P T 104 t*	T.3Cy. 26½", 44½" &73"–51" 2001b *(s)* 574NHP 3SB, *9cf*, GS179, HS8523 Dunsmuir & Jackson Ld, Gls	31 " 0 s 5 " 11½ 25 " 3	
80779 231 SVHX	**Olympos** (*ex* Mount Hymettus–34, *ex* Greldou–32, *ex* War Kinsman) 1 *Dk (Stl)*	*ss* Sld. No 3–12,32 *ss* Ams. No. 1–37	5216 4760 3241	✝100A1 Bry *u* 10,38 Cff BS3,38 ✝LMC 2,37			CL 2,37	1918 4mo	D & W Hendersn & Co. Ld. Glasgow *Lloyd's SA&CP*	J. A. Coulouthros & N. N. Embiricos *Cell D B 345' 1132 t D*	400·6 | 52·3 | 28·5 P49' B113' F38' FK *Ta 28' 1120 t F P T 114*	Andros Greek *7 B H Cem* *A P T 177 t*	T.3Cy. 27", 44" &73"–48" *(s)* 1801b 490NHP 3SB, *9cf*, GS190, HS7020 D & W Hendersn & Co Ld. Gls	31 " 0 s 5 " 11½ 25 " 3½	
80780 SZLC	— (*ex* Pinelopi K.–36, *ex* Margo, *ex* Sarlos, *ex* Christophore) 1 *Dk*	Twin Sc	852 509 536					1904	Smith's Dock Co. Ld. South Shields	Soc. Anon. Generale de Ciments	217·0 | 32·1 | 13·6	Piræus Greek *W t*	T.6Cy. 11", 18" &30"–21" 84NHP MacColl & Pollock, Ld. Sld.		
80781 142337 GLDC	**Olynthus** (*ex* British Star–37) *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing*	*ss* Fal. No 3–5,31 *ss* Fal. No 1–35	6888 6285 4080	✝100A1 Fal *a* † 9,38 BS8,37 8,39 ✝LMC 9,35 *Carrying Petroleum in bulk* *Fitted for oil fuel F. P. above* 150 °F.			CL 8,38	1918 3mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA&CP*	The Admiralty *Cell D B u B*	430·0 | 57·0 | 33·1 P99' B33 F60' FK *19 B H pt Cem* (14 „ *to U dk* 5 „ „ 2nd „) *f* 43' 640 *t F P T 164 t A P T 60 t*	London British	T.3Cy. 27", 45" &74"–54' *(r)* 1801b 620NHP 3SB, *12cf*, GS228, HS9680 Swan, Hunter & Wigham Richardson, Ld. Nwc.	33 " 6 s 6 " 6 27 " 3½	
80782 1658 TGMP	**Omala** *for full particulars see No. 33434 in Supplement* D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*		6256 4816 3594	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1938	Cantieri Riuniti Dell' Adriatico Monfalcone	N.V. Petroleum Maats. La Corona	428·1 | 54·5 | 30·9 P87 B38 F67	The Hague Dutch	Oil Engines 4S.C.SA 6Cy. 25⅞"–55½" Cant. Riuniti Dell' Adriatico Trieste	31 " 0 s 5 " 6½ 25 " 7½	
80783 136413 VJGZ	**Omana** 1 *Dk (Stl)* *Cargo battens not fitted*	*ss* Wln. No. 3–9,38 *ss* Wln. No. 2–37	2550 2248 1513	✝100A1 Ddn *l* 9,38 Wln 14½,37 9,38 ✝LMC 8,34			CL 8,36	1915 1mo	Osbourne, Graham & Co. Sunderland *Lloyd's SA&CP*	Union S.S. Co. of New Zealand, Ld. *Intermediate B H in fore W B = Cell D B a 98' u E*	303·0 | 46·2 | 20·2 P21' B76' F26' FK *hold dispensed with* *4 B H only* *f B 36' f 126'*	Sydney, N.S.W. British *Cem* *680 t F P T 40 t A P T 120 t*	T.3Cy. 22⅜", 37" &61"–39' *(s)* 1801b 282NHP 2SB, *6cf*, GS134, HS4750 G. Clark, Ld. Sunderland	22 " 6 s 3 " 5½ 19 " 3	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretien.	7* Date de la dernière visite de classe portée.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pd.*	15 Registres où cotés si on ne veut pas voir le Navire dans ce Livre.
80784 Signaux: SFWG	**Omberg** (*ex*Vilsund,*ex*Sigvald) 7475 — 1 *Dk*		1257 946 692					1920	Akt.P.Ph. Stuhrs Maskin-og SkibsAalborg	Angf.A/B Helge (J.E.Manne, *Mgr.*)	236·7 | 36·1 | 13·4 P14 Q71 B94 F29			Gothenbrg Swedish *WB*	T.3Cy.16″,25″&42½″–30″ 99NHP A/S Frichs,Aarhus		V
80785 PKEV	**Ombilin** *Mchy. Aft* 1 *Dk*		5658 4532 3195					1915	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	420·4 | 54·2 | 24·3 F42′			Batavia Dutch *WB*	T.3Cy.24½″,40½″&67″&48″ 311NHP NedFb.v.Wrk&Spoor,Ams		V
80786 JCPA	**Omi Maru** (P) 15278 1 *Dk & Shelter dk*		3393 2973 2041			...		1912	Napier& Miller,Ld. Glasgow	NipponYusenK.K.	345·5 | 46·3 | 25·5 P37′F42′ *on Shelter dk* FK			Tokyo Japanese *WB*	T.3Cy.24½″,41″&68″–48″ 456NHP Dunsmuir&Jackson,LdGls	28 ″ 0	
80787 22706	**Omine Maru** Wood 1 *Dk*		744 624 541					1918	Osaka Zosensho Osaka	Takahama Yohochi	193·4 | 29·9 | 16·4			Nagoya Japanese	O.2Cy.18¼″&39″–27″ Kwansai 65NHP DengyoK.K.,Osaka		
80788 104 SVJT	**Omonia** (*ex*Keyingham–33) *ss*Pir.2ndNo.3–8,34 *ss*Rot.No.1–38 1 *Dk* (*pt Irn & pt Stl*) *2tr B deep framing & Web frames 3 Dk rule Cargo battens not fitted*		3699 3444 2335	✠100A1 ~~4,38~~ 10,38 ✠LMC4,38	Rot	*w*	CL 4,38	1908 1 mo	JLThomp-son& Sons,Ld Sunderland *Lloyd's*	E.Xenios& ChristoforidesBros *CellDB*	346·5 | 50·8 | 22·9 P28′B92′F32′ FK *a*119′*u*E&B40′*f*146′			Chios Greek	T.3Cy.25″,41″&67″–45″ (*s*) 1801b *115lb* 329NHP NDB06*refitted*31 2SB,*8cf*,GS148,HS5100 G.Clark,Ld.Sunderland	25 ″ 6 s 4 ″ 4 21 ″ 5	
Broken up 80789 FOEJ	**Omphale** *Fitted for oil fuel* *Mchy. Aft* D.F. 2 *Dks* *Carrying Petroleum in bulk*		6477 — 3488					1922	Ch.&Atel. deSt.Nazaire Penhöet	Cie.Auxiliaire de Navigation	422·5 | 57·5 | 29·0 P117′B33′F50′			Havre French *WB*	T.3Cy.27″,44½″&75″–51″ 402NHP Ch.&Atel.deSt.Nazaire		V
80790 42630 JGRL	**Omurosan Maru** (*ex*Omrosan Maru–38) *Oil Eng.* D.F. 1 *Dk*,2nd *dk clear of cargo tanks* *Mchy. Aft* GyC. *Cruiser Stern* *Longitudinal framing*		9205 8098 5288	✠100A1 2,39~~2,~~ ~~✠LMC1,37~~ *Carrying Petroleum in bulk* DB82,39	Tama	*e*†	CL 1,38	1937 1 mo	Mitsui Bussan Kaisha,Ld. Tama *Lloyd's*	MitsuiBussan Kaisha,Ld. *CellDBu*E93 283*t*	491·4 | 65·0 | 36·0 512·0 (o.L.) P150′F42′ FK *DTs*/*s*57′316*t FPT*1			Kobe Japanese 12 *B Hpt Cem*	Oil Engines 2S.C.DA 6Cy.24 7/8″–55½″ 1231NHP 3Dn*200lb* MitsuiBussanKaisha,Ld. Tama 00*t APT*771*t*	36 ″ 0	
80791 127007 VPBR	**On Lee** (P) Twin Sc 1 *Dk*		1026 417 622					1909	Hong Kong & Whampoa Dock Co.Ld. Hong Kong	SzeYapS.S.Co. Ld.	168·0 | 34·0 | 10·4			Hong Kong British	C.4Cy.15″&31″–22″ 80RHP Hong Kong & Whampoa Dock Co.Ld.Hong Kong		
80792	**Onassi Pinelopi** (*ex*Canadian Spinner–33) *ss*Ver.No.3–4,32 *ss*Rot.No.1–37 2 *Dks* (*Stl*)		5731 4870 3855	✠100A1 4,39 6,37 ✠LMC BS7,362, ~~BS8,~~ MS6,37	Rot	*y*	CL 5,37	1919 12 mo	Canadian Vickers,Ld. Montreal *Lloyd's*	A.S.Onassis *CellD*	400·0 | 52·4 | 28·5 P49′B113′F39′ FK *B*333′ 1025*t FPT*14			Panamanian 6 *B Hpt Cem* 9*t APT*133*t*	T.3Cy.27″,44″&73″–48″ (*s*) 1801b 520NHP 3SB,*9cf*,GS198,HS7743 FD Canadian Vickers,Ld.Mtl.	31 ″ 1 s 5 ″ 11½ 25 ″ 4	
80793 ~~Mon~~ ~~SVHA~~	**Onassi Socratis** (*ex*Canadian Miller–33) *ss*Bly.No.3–11,33 2 *Dks* (*Stl*) *ss*Pir.No.1–39		5439 4910 3336	✠100A1 2,39 ~~4,36~~ ~~BS2,37~~ ✠LMC5,~~37~~ 2,39	Rot Pir	*y*	CL 8,36	1919 9 mo	Canadian Vickers,Ld. Montreal *Lloyd's*	A.S.Onassis *CellD*	400·3 | 52·3 | 28·5 P49′B113′F39′ FK *B*333′ 1025*t FPT*14			Panama Panamanian 6 *B Hpt Cem* 9*t APT*133*t*	T.3Cy.27″,44″&73″–48″ (*s*) 1801b 520NHP 3SB,*9cf*,GS198,HS7743 FD Canadian Vickers,Ld.Mtl.	31 ″ 1 s 5 ″ 11½ 25 ″ 3½	
80794 29085 JMPE	**Ondo Maru** (P) *Oil Eng.* 2 *Dks*		688 558 362					1923	Mitsubishi Zosen Kaisha Ld.Kobe	SetsuyoSyosen K.K.	170·0 | 28·0 | 18·2 *Promenade dk*144′			Osaka Japanese	Oil Engines 4S.C.SA 6Cy.18¾″–27″ 194NHP Vickers,Ld.Barrow		
80795 UOAP	**Onega** 1 *Dk*		1603 1250 928					1924	Bergens Mek. Værks. Bergen	U.S.S.R.	244·4 | 37·7 | 15·7 P42*t*Q104*t*B145*t* H85*t*F30*t*			Archangel Russian *WB*	T.3Cy.18″,29″&49″–33″ 138NHP BergensMek Værks Bergen		
80796 217988 KBZJ	**Oneida** (*ex*LakeGilboa) *Fitted for oil fuel* 1 *Dk 2tr B*		2664 2283 1654			...		1919	Detroit S.B.Co. Wyandotte	Agwilines.Inc. (Clyde-Mallory Lines, *Mgrs.*)	251·0 | 43·6 | 26·1 P25′B64′F23′ FK *WB*			New York Utd. States	T.3Cy.21″,35″&59″–42″ 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
80797 220779 KDJO	— *ss*Phl.No.3–6,34 D.F. GyC. 1 *Dk* (*Stl*)		2309 1849 1440	✠100A1 9,37 ✠LMC9,37 *Fitted for oil fuel* 11,20	NYk	*r*	CL 9,37 *F.P. a*	1920 11 mo A&CP	Detroit S.B.Co. Wyandotte	FordMotorCo. *CellDB*204′531	251·0 | 43·6 | 22·2 P27′B64′F26′ FK *t FPT*58*t APT*89*t*			Dearborn Utd. States	T.3Cy.20″,33″&54″–40″ (*r*) 1851b FD 265NHP 2SB(Spt), *4cf*,GS88, HS3940 DetroitS.B.Co.Detroit	24 ″ 2 s 3 ″ 2½ 21 ″ 2	
80798 125733 MCWL	— *ss*Sld.2ndNo.3–4,35 *Well deck* 1 *Dk* (*pt Stl–ws*) *Mchy. Aft*		675 496 270	✠100A1 ~~2,36~~ 3,39 ~~BS3,38~~ ✠LMC4,35 3,39 *Carrying Petroleum in bulk*	Bel Bkn	*i*	CL 5,37	1908 10 mo	Greenock& Grangem'th Dockyard Co. Grngemouth *Lloyd's*	Anglo-American OilCo.Ld. (F.J.Wolfe, *Mgr.*) *WB*	165·0 | 32·5 | 12·1 Q63′B15′F26′ FK *= CellDBu*E&B46′			London British 9 *B H pt Cem pt Asp*	T.3Cy.14″,23″&37″–24″ (*s*) 1801b 70RHP 1SB,3*cf*,GS57,HS2033 Richardsons,Westgarth& Co.Ld.Sld.	12 ″ 9 s ″ 9½ 12 ″ 1½	
80799 240	**Onjo Maru** 2 *Dks*		372 — 211					1913	..... Osaka	ChosenSotokufu	130·0 | 24·2 | 15·5			Jinsen, Korea Japanese			
80800 25224 JRGE	**Ono Maru No. 14** Wireless 1 *Dk*		1275 1095 727					1918	Ono Seikichi Osaka	OnoShojiGomei Kaisha	220·0 | 32·0 | 20·0			Mikage Japanese	T.3Cy.14½″,24½″&39½″–30″ OnoTekko 86NHP Zosensho,Osaka		
80801 28082 JNRA	**Ono Maru No. 18** (P) Wireless 1 *Dk*		1370 1110 773					1921	Ono Seikichi Osaka	OnoShojiGomei Kaisha	225·0 | 34·0 | 20·0 P21′B54′F23′ *WB*			Fuchu Japanese	T.3Cy.16″,27″&45″–36″ 121NHP OnoTekko Zosensho,Osaka		
80802 PGMV	**Onoba** *Oil Eng.* D.F. 1 *Dk*,2nd *dk clear of cargo tanks* *Mchy. Aft* E.S.D. *Cruiser Stern* *Longitudinal framing at bottom & at deck*		6256 5540 3589	✠100A1 ~~3,38~~ 11,38 ✠LMC3,38 *Carrying Petroleum in bulk*	Rot	*a*†	CL 11,38	1938 3 mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *Lloyd's*	N.V.Petroleum Maats."La Corona" *CellDBu*E64′13	428·1 | 54·6 | 30·9 446·5 (o.L.) P87′B38′F48 FK 2*t DTs*/25′257*t FPT*			The Hague Dutch 16 *B H* 103*t APT*55*t*	Oil Engines 4S.C.SA 6Cy.25 5/16″–55½″ 377NHP DBI*80lb* WerkspoorN.V.Ams.	31 ″ 0 s 5 ″ 6½ 25 ″ 7½	
80803 220782 KDJR	**Onondaga** *ss*N.Ns No.1–38 *ss*Phl.No.3–11,34 D.F. GyC. 1 *Dk* (*Stl*)		2310 1949 1440	✠100A1 12,38 ~~2,38~~ ~~11S7,37~~ ✠LMC~~11,34~~ 12,38 *Fitted for oil fuel* 8,20	NNs	*r*	CL 2,38 *F.P. a*	1920 8 mo A&CP	Detroit S.B.Co. Wyandotte	FordMotorCo. *CellDB*204′5	251·0 | 43·6 | 22·2 P27′B64′F26′ FK 3*t FPT*58*t AP*789*t*			Dearborn Utd. States 1 *B H pt Cem*	T.3Cy.20 7/16″,32″&54″–40″ (*r*) 1851b FD 265NHP 2SB(Spt),*4cf*,GS88,HS3940 DetroitS.B.Co Detroit	24 ″ 2 s 3 ″ 2½ 21 ″ 2	
80804 9447 JBUC	**Onshu Maru** (P) (*ex*BjörnstjerneBjörnson) Wireless 1 *Dk & Spar dk*		1185 1084 696					1904	Nylands Værksted Oslo	KitaNipponKisen K.K.	229·1 | 32·6 | 12·7 H76*t* 19·0			Fuchu Japanese *WB*	T.3Cy.16½″,27″&44″–32″ 109NHP NylandsVærksted,Oslo		

Now "**Unsyu Maru**," *see No. 89470 in Supplement*

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now or pstpd. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of transfer.
80805 153112	**Ontadoc** (*ex*Sirius,*ex*R.L.Ireland)	4467 4266					1903	Chicago S.B.Co. Chicago	PatersonSteamships,Ld.	423·8	50·2	28·9	FtWilliam Ont.	T.3Cy.22¾",35"&58"-40" 213NHP		R
	Mchy.Aft 1 *Dk2trB*	3082										*WB*	British	ChicagoS.B.Co.		
80806 201169	**Ontario**	3099					1904	New York S.B.Co. Camden,N.J.	Merchnts&Miners TransportationCo	292·2	42·2	15·9 24·0	Baltimore Utd. States	T.3Cy.28",45"&72"-54" 381NHP NewYorkS.B.Co.CmdnNJ		
WMCZ	Sub.Sig. D.F. 4 *Dks*	1952														
80807 125983	**Ontario No. 1** (P) (*Car ferry*)	TwinSc 5146					1907	Canadian S.B.Co. Toronto	OntarioCarFerry Co.Ld.	317·0	54·2	36·0	Montreal British	T.6Cy.20½",32½"&54"-36" 350NHP CanadianS.B.Co.Toronto		
VGTW		3229														
80808 137978	**Ontario No. 2** (P) (*Car ferry*)	TwinSc 5568 4812					1915	Polson Iron Works Co.Ld. Toronto	OntarioCarFerry Co.Ld.	307·5	54·0	20·2	Montreal British	T.6Cy.20¾",33"&51"-36" 350NHP		
VGTX	*2 Dks*	3376										*WB*		PolsonI.W.Co.Ld.Toronto		
80809 152788	**Ontariolite** TwinSc 8889 ssVer.No.3-1,38 *OilEng.* 8499		✠100A1 *Shelter dk*	Hfx		CL S 9,36	1925	Frd.Krupp 12mo A.G. Kiel	ImperialOilShippingCo.Ld.(H.J. Rahlves,*Mgr.*)	470·0	63·2	35·3 48·9(O.L.)	Montreal British	Oil Engines 2S.C.SA 8Cy.25⅛"-51⅛" 905NHP	35 " 6 s 8 " 8	
VGTZ	*Cruiser Stern* ~~2 Dk×No.3-2,38~~ 4284		*with freeboard*			P				B33'F39'		FK	18 *BHpt Cem pt Asp* (13 to U dk)	2WaterTubedB200*lb*	27 " 2½	
	D.F. GyC. 1 *Dk(Stl)* ◊ *Shelter dk(Stl)* ◊ *Web frames*			1,38		11,38		*Lloyd'sA4CP*	*CellDBuE64'135t*	*DTa21'108t*	*DTF36'315t*	*FPT186t APT106t*		Frd.KruppA.G.Kiel		
	Mchy.Aft *Longitudinal framing*			✠LMC CS6,35 BS1,38 9,38		1,38										
			Carrying Petroleum in bulk													
80810 1152 724	**Onto** (*ex*Reval-37,*ex*Ailsa-36, *ex*Papendrecht) 1 *Dk*	1333					1918	H.te Veldhuis Papendrecht	O/YFinskaInsjö A/B(Fred.Nichols &Son,*Mgrs.*)	237·6	36·5	15·9 P24'B62'F22'	Helsingfrs Finnish *WB*	T.3Cy.18",29"&48"-30" 126NHP Ca.Kuypers,Rotterdam		C
80811 137226	**Oorama** ssSyd No.1-37 3 Mst ssSyd.No.3-1,34	1051	✠100A1	Syd *m*		OG N4,35	1921	J.Fullerton 12mo &Co. Paisley	TheAdelaide SteamshipCo.Ld.	210·4	33·2	12·9	P.Adelaide British	T.3Cy.17",27½"&45"-33" (*s*) 180lb 156NHP	15 " 3 s 4 " 9¾	
VJNM	*Mchy.Aft* *Well deck* 1 *Dk(Stl)*	721 589	*m* 11,37 1,38			N7,36				Q115'B11'F26'		FK	3 *BHCem*	2SB,*4cf*,GS82,HS2800	14 " 7¼	
	Wireless *Cargo battens not fitted*		BS10,38	✠LMC11,37			*Lloyd'sA4CP*		*CellDBf128'196t*		*FPT70t APT35t*			Ross&Duncan,Govan		
80812	**Oost-Vlaanderen**	421					1931	J.Smit& Zoon Foxhol	N.V.Scheepsvaart Maats.Limburg (T.denHartigh, *Mgr.*)	148·8	25·5	9·2 P43'F17'	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"-17¾" 47NHP Motorenfbr "Deutz"A.G. Köln-Deutz		V
	OilEng.	292														
PGNC	*Mchy.Aft* 1 *Dk*	286														
	CruiserStern															
80813 153801	**Oostcappelle** ssBom.No.3-1,34	751 519	✠100A1	Bom *j*		OG ~~12,37~~	1921	NV Scheep. v.d.Windt Vlaardingen	ThobanDevji, ~~PadamsiShivji~~ &MeghjiGopalji	180·2	28·2	12·4 Q52'B51'F22'	Bombay British	T3Cy15½",24⅝"&40⅜"-27⅛" 185lb (*s*) 143NHP	14 " 6 s " 8½	
VTCX	ssBom.No.1-37	348	~~6,36~~ 12,38			N12,38	7mo	A&CP	*CellDBa35*	*uE17'f81'171t*	*FPT24t APT15t*		2SB,*4cf*,GS72,HS2873	Scheepswf.&Mach.deKlop, Sliedrecht	13 "11½	
	Well deck 1 *Dk(Stl)*		BS12,38	✠LMC12,3												
	Cargo battens not fitted															
80814 4542	**Oostplein** (*ex*LuigiAccame-37, *ex*MonteNero)	5059					1921	Cant. Fedl. per Costruzioni Navali Pietra Ligure	N.V.Scheepv.Mij. "Millingen" (G.A.Spliethoff, *Mgr.*)	378·7	51·8	27·5 P52'B123'F37'	Rottrdam Dutch *WB*	T 3Cy.26",42½"&70"-48" NE&B29 340NHP		IG
PGNA	D.F. 1 *Dk*	3062												Cant.delTirreno,Gen.		
80815 239	**Oostzee**	336					1936	N.V.Noord Nederlndsch. Schpswerven Groningen	T.Tammes	133·5	22·9	9·6 P39'F14'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.10½"-15¾" 68NHP MtrnWerkeMannheimAG		V
	OilEng.															
PGNH	1 *Dk*	159														
	Mchy.Aft *CruiserStern*															
80816 3304	**Ootmarsum** ssRot.No.3-5,33	3623 2175	✠100A1	Rot *w*		OG ~~4,36~~	1920	A.Vuijk& Zonen Capelle a/d Ysel	Stoomv.Maats. "Oostzee" (Vinke &Co. *Mgrs.*)	360·1	48·2	22·8 P30'B229'F27'	Amstrdam Dutch	T3Cy25⅛"40"&67⅞"-45' (*s*) 180lb FD 426NHP	25 " 3 s 3 " 2½	
PGNQ	D.F. ssRot.No.1-38		~~2,36~~ 12,38	✠LMC		12,38	5mo						*Cem*	3SB(Spt)*6cf*,GS132,HS6312	22 " 3	
	1 *Dk(Stl)*		MS1,38	BS4~~,36~~ 3,39			A&CP	Inter	*Cell D*	*B304'950t*	*FPT74t*		5 *BH to U dk*	Kon.Maats.deSchelde, Flushing		
			Fitted for oil fuel 4,20			*F.P. a*	above 1	50° F.					*APT81t*			
80817 6076 3566	**Op ten Noort** TwinSc *CruiserStern* *Fitted for oil fuel* 3 *Dks*						1927	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	424·5	55·2	22·2 F45'	Batavia Dutch	C.8Cy.(4)22"&(4)47¼"-47¼" 616NHP Werkspoor,Amsterdam		V
PKEA																
80818 166 ft.	**Opalia** *For particulars see No. 89453 in Sail Book*	6195 3596	100A1				1938	N V Nederl. Dok.Maats Amsterdam	Anglo-Saxon PetroleumCo.Ld.	~~12,5~~ ~~11,5~~ ~~4,8~~ ~~11,4~~ 430 2 ~~,34~~ 6 30 ~~,3~~			London British	Oil Engines 4S.C.SA 6Cy.25⅛"-55½"	31 " 0 s 5 " 5½ 25 " 9	
GJGP	D.F. E.S.D.		(*Class Contemplated*)							P87 B38 F48'						
	Mchy.Aft *CruiserStern*		*Carrying Petroleum in bulk*													
	Longitudinal framing in tanks															
80819 162907	**Opawa** TwinSc 10354 *OilEng.* 9313		✠100A1	Gls *ft*		CL 1,37	1931	A.Stephen &Sons,Ld. Glasgow	NewZealand ShippingCo.Ld.	471·0	67·3	36·8 P66'B234'F81'	Plymouth British	Oil Engines 2S.C.SA 18Cy.26¾"-47½" 2243NHP	40 " 0 s 7 " 10	
GJMC	ssFal.No.1-35	6235	~~6,37~~ 7,37	~~Lr~~ Sws			4mo					FK	3 DB *100lb*	A.Stephen&Sons,Ld.Gls.	3 " 5½	
	2 *Dks(Stl)* 3rd dk(Stl) in forward holds			✠ MC CS6,35			*Lloyd'sA4CP*		*Duct keel*		*fwd. of mchy. space*		8 *BHvt Cem*			
	E.S.D. *Rudder electrically welded*		~~LS7,37~~ 7,37 ~~8,35~~						*CellDB343'1392t*		*Tanks in way of tunnels 1005t DT*		*sf* 41' 294t	*FPT88t APT94t*		
	D.F. *Ref. Mchy.* *CruiserStern*		✠Lloyd'sRMC1~~,36~~ 12,38													
80820 160297	**Opepe**	362 258	✠100A1	Bwg *f*		CL	1937	Scott& Sons Bowling	FrontierTown SteamshipCo.Ld. (J.Fisher&Sons, Ld. *Mgrs.*)	142·2	23·6	10·5 148·1(O.L.)	Newry British	T.3Cy.11¼",20"&32"-24" 205lb (*s*) 62RHP	11 " 5 s 3 " 6½	
MMLR	*Mchy.Aft* 1 *Dk*	131	~~1,36~~ 1,39 Bel	✠LMC8,37			8mo			Q81'B7'F20	BK6'		3 *BHCem*	1SB,3*cf*,GS51,HS1489	11 " 8½	
	Cargo battens not fitted						*Lloyd'sA4CP*				*FPT54t*		*APT35t*	Aitchison,BlairLd. Clydebank		
80821 1260	**Ophelia**	1446					1935	Lübecker Maschb.Ges Lübeck	A.Kirsten	268·8	39·4	14·6 P216'F29'	Hamburg German *WB*	C.4Cy.(2)14⅜"&(2)31½"-31½" 93NHP		G
DJPZ	*CruiserStern* 1 *Dk*	799												OttensenerMch.G.m.b.H. Altona		
80822 6477	**Ophélie**						1922	Ch.&Atel. deSt.Nazaire St.Nazaire	Cie.Auxiliaire de Navigation	421·6	57·5	29·0 P117'B33'F50'	Havre French *WB*	T.3Cy.27⅝",44½"&74½"-51" 398NHP		V
	Fitted for oil fuel													Cb.&Atel.deSt.Nazaire		
FOEK	*Mchy.Aft* 2 *Dks*	3488														
	D.F. *Carrying Petroleum in bulk*															
80823 2802	**Ophir** TwinSc 4115 *Ref. Mchy.* *OilEng.*						1928	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	370·4	51·7	19·8 P29'B143'F40'	Batavia Dutch *WB*	Oil Engines 4S.C.SA 16Cy.27½"-47½" 1175NHP		V
PKGF	*CruiserStern* 2 *Dks*	2142												WerkspoorN.V.Ams.		
80824	—	1005 784					1906	Bergens Mek. Værks. Bergen	A/S D/S Ophir (RasmusF.Olsen)	225·1	32·1	13·2 Q115'B50'H6'F31'	Bergen Norwegian *WB*	T.3Cy.16",25"&43"-30" 101NHP		N
LEOR	1 *Dk*	621												BergensMekVærks Bergen		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. — *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maximum pour date d'Enlèvement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Signatures où cotés si ce n'est dans la T.
80825	**Ophir**		577	✠100A1	Bel	*h*	CL	1919	Echevarrieta y Larrinaga Cadiz	Cia. Arrendataria del Monopolio de Petroleos S.A.	164·0	26·2	10·3	Bilbao Spanish	T.3Cy.12″,20″&32″–24″ (*s*) 165lb 75N HP	12 ″ 10	
		ss Bbo. No. 3–7,26	372	8,35			7,35	11mo							1SB,*2cf*,HS1505	s 4 ″ 3½	
EGES	*Well deck* *Mchy. Aft*	*ss* Bcl. No. 2–35 1 *Dk* (*Stl*)	217	LMC8,35 *Carrying Petroleum in bulk*				*Lloyd's*	*s A&CP*	*Cell D Bf* 92′ 136*t F P T* 43*t A P T* 7*t*					Alexander Bros. Bcl.	13 ″ 0	
				NO LATER SURVEY REPORTED													
80826	—		469	✠100A1	Liv	*g*	CL	1907	Ailsa S.B. Co. Ltd. Ayr	Zillah Shipping & Carrying Co. Ltd. (W. A. Savage, Ld. *Mgrs.*)	155·1	26·2	10·5	Liverpool British	C.2Cy.18″&40″–27″ (*s*) 180lb 94RHP	13 ″ 1	
124102		*ss* Liv. 2nd No. 3–8,33	350	4,38			3,38	12mo							1SB,*3pf*,GS51,HS1752	s ″ 11½	
MCST	*Well deck*	*ss* Liv. No. 1–38	172	LMC				*Lloyd's*	*s A&CP*	*W B* = *Cell D B f* 79′ 112*t F P T* 48*t A P T* 7*t*				3 *B H Cem*	1SB,*3pf*,GS51,HS1752 Ross & Duncan, Glasgow	12 ″ 9	
	Mchy. Aft	1 *Dk* (*Stl–pt* teak s)		BS7,37 9,38 MS3,38													
80827	**Oporto**		2352	✠100A1	Liv	*r*	CL	1928	Ramage & Ferguson, Ld. Leith	Ellerman Lines, Ld. (Ellerman & Papayanni Lines Ld. *Mgrs.*)	270·6	40·2	18·4	Liverpool British	T.3Cy.17½″,30″&52″–36″ (*s*) 220lb 269NHP	20 ″ 6	
149684		*ss* Hul. No. 2–36	1540	11,38			9,37	7mo							2SB,*6cf*,GS107,HS4026 FD	s 1 ″ 2	
GSLR		1 *Dk* (*Stl*) 2nd *Dk* (*Stl*) *in fore holds* *Cruiser Stern*	1437	BS3,37 9,38 LMC7,36				*Lloyd's*	*s A&CP*	*Cell D B* 231′ 458*t A P T* 13*t*				6 *B Hpt Cem*	Ramage & Ferguson, Ld. Lth.	19 ″ 6½	
80828	**Optima**		1249					1925	Flender Act. Ges. Lübeck	Argo Reederei Richard Adler & Co.	238·6	37·7	14·7	Bremen German	T.3Cy.17½″,28⅝″&45½″–30½″ 116NHP		G
			1040											*W B*			
DHSL	Wireless D.F. E.S.D.	*Mchy. Aft* 1 *Dk* *Cruiser Stern*	653								P&B196′ F24′				Ottensener Mch. G.m.b.H. Altona		
80829	**Optimist** (*ex* Delphin–32, *ex Navy Vessel* Delphin)	*Oil Eng.*	305					1906	G. Howaldt Kiel	"Tille" Compania Naviera S.A. (H.W. Stock, *Mgr.*)	131·8	27·1	12·7	Callao Peruvian	Oil Engines 4S.C.SA 6Cy.11″–16⅝″ 70NHP NE31		C
	Mchy. Aft	1 *Dk*	250								Q24′ F21′			*W B*	Bohn & Kähler A.G. Kiel		
80830	**Ora**		152														
		Oil Eng.	9537					1937	Kockums M.V. Aktieb. Malmö	D/S A/S Ora (O.B. Sörensen & Co.)	505·4	68·1	36·4	Arendal Norwegian	Oil Engines 2S.C.DA 7Cy.23⅜″–43⅛″ 1360NHP Kockums M.V. Akt. Malmö		N
			8793								P97′ B41′ F67′						
LJSH	*Mchy. Aft*	*Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk* *Longitudinal framing*	5640														
80831	**Oradell**		*1645*	✠100A1	NNs	*q*	CL	1924	Swan, Hunter & Wigham Richardson, Ld Newcastle	Standard Fruit & S.S. Co.	254·9	35·6	21·5	La Ceiba Honduran	T.3Cy.20″,33″&56″–39″ (*s*) 200lb 305NHP	23 ″ 6	
		ss NOs. No 3–3,36	*1381*	10,38			3,38	2mo							2SB,*6cf*,HS4600 FD	s 3 ″ 9	
HRBO		2 *Dks* (*Stl–Uwg*) 3*rd* tr *B in holds*	*839*	LMC MS3,36 BS11,37 3,39				*Lloyd's*	*s A&CP*	*Cell D B* 210′ 281*t F P T* 12*t A P T* 18*t*	F26′		FK	4 *B Hpt Cem*	Swan, Hunter & Wigham-Richardson, Ld. Nwc.	20 ″ 0	
				Fitted for oil fuel 2,24			*F.P. above*		150° F.								
80832	**Orama** (P)	TwinSc	19840	✠100A1	Lon	*o* †	CL	1924	Vickers, Ld Barrow	Orient Stm. Nav. Co. Ltd.	632·0	75·2	32·9	Barrow British	6 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 215lb HS47232 3856NHP	37 ″ 6	BT till 2,33
146021		*ss* Lon. No. 3–10,36	12211	*with freeboard*		BS6,38	S9,36	10mo			658·3 (o.l.)			12 *B Hpt Cem*		s 7 ″ 4¾	
GFRQ	*Ref. Mchy.*	3 *Dks* (*Stl–Weather dk* teak s)	11771	12,38		LMC	P N 1,37	*Lloyd's*	*s A&CP*		B349′ *Upper B* 300′ F74′ FK				6 DB & 4 SB (Spt.), *6cf*, GS3072 FD	30 ″ 5½	
	Sub.Sig.	4*th dk* (*Stl*) *in fore hlds & 3*	11734	MS11,35 BS6,37													
	D.F.	*after holds*, 5*th dk in No.* 1 *hold*		Lloyd's RMC2,38 2,39							*Collision* *Duct keel*	*BH to W dk*			Vickers, Ld. Barrow		
	E.S.D.	*Cruiser Stern*									*in Nos.* 2, 3 & 4 *holds* *at sides of E R in way of tunnels*				125*t F P T* 85*t A P T* 15*t*		
				Fitted for oil fuel 10,2			*F.P. above*		150° F.	*Cell D B* 510′ 2050*t D T*							
80833	**Orangeleaf**	TwinSc	5983	✠100A1	Ply		CL	1917	J.L. Thompson & Sons, Ld Sunderland	The Admiralty	405·0	54·5	32·6	London British	T.6Cy.26″,42½″&70″–45″ (*s*) 200lb 1086NHP	35 ″ 2	
140300		*ss* Ply. No. 3–1,30	5295	12,38			4mo								6SB,*18cf*,HS16860 FD	s 6 ″ 9½	
GVTT		*ss* Ply. No. 2–37	2358	BS12,38 LMC4,37				*Lloyd's*	*s A&CP*		P36′ B32′ F89′ FK			20 *B Hpt Cem*	G. Clark, Ld. Sunderland	28 ″ 7½	
	D.F.	2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*		*Carrying Petroleum in bulk* *Fitted for oil fuel* 6,17			*F.P. above*		150° F.	*Cell D Bu E* 6′ 18*t*				87′ 384*t D T*	/48′ 214*t F P T* 67*t A P T* 17*t*		
80834	**Orangemoor**		5775	✠100A1	Rot	*y*	CL	1923	Nthmbld S.B. Co. Ltd. Newcastle	Moor Line, Ld. (Runciman Shipping Co. Ltd. *Mgrs.*)	399·6	53·0	32·8	London British	T.3Cy.27″,45″&75″–48″ (*s*) 180lb 503NHP	35 ″ 5	
147441		*ss* Bly. No. 3–4,36	5544	*Shelter dk*	PN1		4,36	3mo						*Cem*	8SB(2Spt.),*9cf*,GS153, HS7095 FD	s 9 ″ 4½	
GJST		1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	3657	*with freeboard* 7,38 BS5,38 LMC4,36				*Lloyd's*	*s A&CP*		F38′ *on* *Shelter dk*	FK *Collision*		*n B H to Sh dk*	N.E. Marine Eng Co Ltd. Nwc	26 ″ 4	
										Cell D Ba 115′ *u E* 23′ *f*	166′ 1217*t A P T* 74*t*			5 ″ ″ *U* ″			
80835	**Orani**		6040					1919	Seattle North Pacific S.B. Co. Seattle, Wash	United States Maritime Commission	402·4	53·1	32·0	Seattle Utd. States	2 Steam Turbines DR geared to 1 Sc. Shaft		
218874		*Fitted for oil fuel* 1 *Dk* 2 *tr B & Shelter dk* *Longitudinal framing*	5600								P34′ F38′			*W B*	W. & A. Fletcher Co. Hoboken, N.J.		
			4506														
80836	**Orania**		*1854*	✠100A1	N Yk	*r*	OG	1919	Lindholmens V.A. Gothenburg	Rederi A/B Fredrika (E. Högberg, *Mgr.*)	262·0	42·7	18·1	Stockholm Swedish	T.3Cy.20½″,33″&55″–36″ (*s*) 175lb FD 216NHP	20 ″ 6	
6163		*ss* Hbg. No. 3–5,31	*1621*	12,38			2,36	8mo						4 *B H Cem*	2SB(Spt.),*4cf*,GS66,HS2850	s 1 ″ 8½	
SDFN		*ss* N Yk. No. 1–36 1 *Dk* (*Stl*)	*1084*	BS5,37 4,38 LMC2,36			3,38	A&CP		*Cell D B* 223′ 470*t A P T* 41*t*	P26′ B151′ F24′	FK			Lindholmens V.A. Got.	18 ″ 11	
80837	—		1182					1919	Moss Verft Moss	D/S A/S Ora (O.B. Sörensen & Co. *Mgrs.*)	226·3	36·6	15·7	Arendal Norwegian	T.3Cy.16″,25″&42″–30″ 97NH		N
	(*ex* Avilesino)		1000								P40*t* H59*t* F32*t*			*W B*	Moss Verft, Moss		
LEOT		1 *Dk*	696														
80838	**Oranje** (P)	TrpSc	19850					1938	N.V. Nederl. Stoomv. Maats. Schps. Maats Amsterdam	Stoomv. Maats. Nederland	605·7	83·5	47·3	Amstrdam Dutch	Oil Engines 12Cy.29½⅛″–49⅜⅛″		
	D.F. E.S.D. Gy C.	*Oil Eng.*									B404′ F66′			*W B*	Sulzer Bros. Ld. Winterthur		
	Ref. Mchy. *Cruiser Stern*	4 *Dks*															
80839	**Oranje Nassau** (P)		3701	✠100A1	Ams	*v*	OG	1911	Kon. Maats. de Schelde Flushing A&CI	~~Koninkl. Nederl.~~ ~~Stoomb. Maats.~~ Hellenic Coast Lines Co. Ltd.	337·6	44·2	23·3	~~Amsterdam~~ ~~Dutch~~ Piræus Greek	T.3Cy.25′,41½″&68″–51″ (*s*) 180lb 501NHP	26 ″ 0	
~~T.S.S.~~		*ss* Ams. 2nd No. 3–4,35	2576	2,39		LMC	N3,38	6mo							3SB,*9cf*,GS186,HS7827 FD	s 2 ″ 9½	
	D.F.	2 *Dks* (*Stl–U* teak s) 3*tr B*	2174	MS1,35		BS5,37 3,38					P&B218′ F66′	FK&BK2″			Maats. de Schelde, Flushing	23 ″ 6	
	Well deck									*W B* = *Cell D Ba* 76′ *f* 135′ 326*t A P T* 20*t*							
	Intermediate bulkh									*heads in fore & after holds dispensed with*				*h–4 B H only*	*Asp*		
80840	—	(P) TwinSc	2885	✠ A–	Rot		OG	1909	Fairfield Co. Ltd. Glasgow	Stoomv. Maats. "Zeeland"	350·0	42·7	16·4	Flushing Dutch	T8Cy.(2)28″,(2)43⅜″,(4)49″–33″ 200lb (*s*) 1130NHP	25 ″ 0	
		ss Rot. 2nd No. 3–5,33	2405	*with freeboard*			~~9,38~~	11mo				23·9			4DB,*24cf*,GS534,HS19440 FD	s 11 ″ 11⅜	
PGOH		*ss* Rot. No. 1–37	1133	7,37 9,38			9,38				F60′	FK		8 *B H Asp*	Fairfield Co. Ld. Glasgow	13 ″ 4	
	Sub.Sig.	3 *Dks* (*Stl–Up* tws)		NE LMC MS6,37 BS1,38 3,39						*W B* = *Cell D B u E* 12′				28*t A P T* 56*t*			
				For Channel Service *Flushing & Harwich* *also European Summer Cruising*													
80841	**Oranjepolder**		856	✠100A1	Rot	*m*	CL	1929	A. Vuijk & Zonen Capelle a/d Ysel	N.V. Stoomv. Maats. "Westpolder"	210·2	32·2	12·0	Rotterdam Dutch	T.3Cy 17½″,28⅛″&46⅛″–36″ 180lb (*s*) 175NHP	14 ″ 0	
		ss Rot. No. 2–37	610	*with freeboard*			~~12,37~~	11mo							2SB,*4cf*,GS166,HS3180	s ″ 2	
PGOO		1 *Dk* (*Stl*)	443	1,39 LMC12,37 BS1,39			1,39				Q66′ B & F144′	FK		4 *B H Cem*	Penn en Bauduin, Dordrecht	13 ″ 10½	
	Ref. Mchy.							*Lloyd's*	*s A&CP*	*Cell D B* 167′ 219*t F P T* 28*t A P T* 10*t*							

Note—Corinthia, *see No.* 87533 *in Supplement*

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L. Date of Withdrawal of Class.
80842 149907 GNFD	**Oranjestad** *ex*Cco.No.2–35 *Mchy.Aft*	**TwinSc** *ss*Cco.No.2–35 1 *Dk(Stl)*	2396 1743 1242	✠100A1 Cco *f* ~~*with freeboard*~~ Aru ~~8,[illegible]~~ 8,372,39 BS2,39 ~~RS12,36~~ ✠LMC8,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,27 *F.P. above* 150° F.	CL P2,39	s2.39	1927 9mo *Lloyd's*	Harland& Wolff,Ld. Belfast *s.A&CP*	LagoShippingCo. Ld.(F.J.Wolfe, *Mgr.*) *Wing tanks f*	305·7|50·2|14·3 P67′F31′ FK *Trunk dk* 204′ 286*t a* 356*t FPT* 760*t*	London British 7 *BHpt Cem* *APT* 75*t*	T.6Cy.13½″,23½″&36″–27″ 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland& Wolff,Ld.Bel.	15 ″ 0 s 1 ″ 10½ 13 ″ 3⅜	
80843 105315 MQSJ	**Oranmore** (*ex*Northford, *ex*Beacon Rock) *Mchy.Aft* *Well deck*	ssBel.3rdNo.3–9,31 *ss*Bel.No.1–36 1 *Dk(Iron)*	495 352 194	✠100A1 Bel *h* ~~21,381,~~ 2,39 ✠NB3.15 ✠LM MS7,36 BS~~3,33~~ ~~2,39~~		5.36	1895 6mo	AilsaS.B. Co. Troon *A&CP*	JohnKellyLd.(W. Clint, *Mgr.*)	170·0|25·9|11·7 Q93′B10′F28′ B&T′ *DB f* 113*t FPT*	Belfast British 3 *BHCem* 44*t APT* 8*t*	C.2Cy.19″&42⅝″–30″ (*s*) 115lb 69RHP 1SB,3*pf*,GS56,HS1492 Muir&Houston,Glasgow	12 ″ 10 s 4 ″ 4½ 13 ″ 0	
80844 121193 VJVD	**Orara** (P) Wireless *Ref.Mchy.*	1297 1141 629 2 *Dks*						1907	Scott of Kinghorn,Ld. Kinghorn	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford, *Mgr.*)	240·3|33·9|19·9	SydnyNSW British *WB*	T.3Cy.22½″,37″&60″–36″ 216NHP Scott of Kinghorn,Ld.Kgn		
80845 162906 GJKX	**Orari** *Oil Eng.* *ss*Liv.No.1–35 D.F. E.S.D. 2 *Dks(Stl)* 3rd *dk(Stl)* in *Ref.Mchy.* forward holds *Rudder electrically welded* Cruiser Stern	**TwinSc** 10350 9313 ~~6286~~ 6228	✠100A1 Liv *f*† 10,~~381,28~~ LMC CS4,35 DBS4,3~~6~~ ~~7,37~~4,36 ✠Lloyd'sRMC~~1,38~~ 3,39 ~~10,38~~	CL 3.36		1931 2mo *Lloyd's*	A.Stephen &Sons,Ld. Glasgow *s.A&CP*	NewZealand ShippingCo.Ld. *Duct keel forward of mchy. space*	471·0|67·3|36·8 P66′B234′F81′ FK *Cell DB* 343′ 1392*t Tanks in way of tunnels* 1005*t DTs*	Plymouth British 8 *BHpt Cem* 3DB 100*lb* *f* 41′ 291*t FPT* 88*t APT* 94*t*	Oil Engines 2S.C.SA 18Cy.26⅜″–47½″ 2243NHP Sulzer Bros. Winterthur	40 ″ 0 s 7 ″ 10½ 32 ″ 5	I †
80846 913 IBHK	**Orata** (*ex*EmanueleAccame–37, *ex*Reliance,*ex*KnightCompanion) D.F.	8631 — 5076 3 *Dks*	✠ Liv *f*† 1,13 ✠			1910 8mo	C.Connell &Co.Ld. Glasgow	"Polena"Società di Navigazione	484·6|58·0|40·0 B167′ FK	Genoa Italian *WB*	T.3Cy.26½″,44″&74″–48″ 538NHP D.Rowan&Co.Glasgow	42 ″ 10	I †
80847 1481 IBRZ	**Orazio** (P) *Oil Eng.* *ss*Gen.No.2–36 3 *Dks(Stl)* & *Shade dk(Stl–teaks)* 4*th dk(Stl)* in *No.3 hold* *Ref.Mchy.* D.F. Cruiser Stern	**TwinSc** 11669 9464 6779	✠100A1 Gen *f*† *with freeboard* 5,39 ~~2,39~~ ✠LMC CS10,~~36~~ DBS11,38 ~~LLOYD SURVEY~~ ~~5,38 3,38~~ 'F" dk. chambers for temp. 32° F.	CL ~~5,36~~ ~~3,36~~ 2,36		1927 10mo *Lloyd's*	Cantieri ed Officine Meridionali Baia *s.A&CP*	"Italia"Soc.Anon. di Nav. *Cell DB* 404′ 1586*t DTa* 161*t Tanks in way of tunnels* 500*t FPT* 119*t APT* 137*t*	506·1|61·8|40·6 482·8 FK	Genoa Italian 9 *BHpt Cem* 2NDB 28 100*lb*	Oil Engines 4S.C.SA 16Cy.29⅛″–51⅛″ 1312NHP Stabilimento Tecnico,Tri.	36 ″ 1 s 9 ″ 1½ 27 ″ 1½	
80848 137467 GLTQ	**Orbita** (P) 2 *Dks(Stl)* & *Awng dk(Stl–ptws)* *Shade dk(Stl)* 3rd *dk(Stl)* in *Nos.1,2* & *3 holds* *Ref.Mchy.* D.F.	**TrpSc** 15495 12425 9484	✠100A1 Liv *k*† *with freeboard* 4,39 ~~1,38~~ ✠LMC ~~H~~ BS10,~~37~~ *Fitted for oil fuel* 1,27 *F.P. above* 150° F. *Cell DB* 145′ *a E & B* 142′	CL PX3,37 S3,37 C2,37		1915 4mo *Lloyd's*	Harland& Wolff,Ld. Belfast *s.A&CP*	PacificStmNavCo.	550·3|67·3|43·0 569·2(O.L.) FK&BK2″ *Tanks at sides of tunnels* 1288*t f* 188′ 1898*t FPT* 211*t APT* 125*t*	Liverpool British 10 *BHCem* 215lb (*s*) 6DB,36*cf*,GS709,HS28410 Harland& Wolff,Ld.Bel.	47 ″ 1 s 11 ″ 9 35 ″ 10½	BT till ~~6.36~~ 10.39
80849 165501 GZSR	**Orcades** (P) D.F. E.S.D. 2 *Dks*,3rd *dk in holds* GyC. Cruiser Stern *Ref.Mchy.*	**TwinSc** 23456 13096 ~~14080~~ 13,023	✠100A1 Lon *with freeboard* 4,39 ✠LMC 7,37 ✠Lloyd'sRMC~~8,36~~ ~~4,36~~ 12,38 *Fitted for oil fuel* 7,37 *F.P. above* 150° F. BS19,~~37~~ ,38	CL		1937 7mo *Lloyd's*	Vickers-Armstrongs. Ld. Barrow *s.A&CP*	OrientStm.Nav. Co.Ld. *Duct keel forward of mchy. space* *Cell DB* 504′ 2346*t Tanks in way of tunnels* 96′ 620*t*	639·3|82·2|33·6 664·5(O.L.) LwrB&F62J FK B&F499 UprB325 UprF81′ *Wing tanks in ER*	London British 11 *BHpt Cem* 2 ,, *to 2nd dk* 63′ 637*t DTs*	6 steam turbines SR geared to 2 sc. Shafts 150lb (*s*) 4912NHP 4WTB(Spt)& 2Aux.WTB (Spt) HS37030 FD VickersArmstrngsLd.Brw 44′ 299*t FPT* 113*t APT* 195*t*	38 ″ 0 s 8 ″ 3¼ 30 ″ 2	BT till ~~6.36~~ 3.39
80850 161920 MPVR	**Orchy** 2 *Dks*	1090 909 429						1930	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	246·3|36·1|15·8 P&B144′F43′	Glasgow British *WB*	T.3Cy.17″,28½″,&48″–36″ 138NHP AilsaS.B.Co.Ld.Troon		C
80851 135639 GLTS	**Orduña** P ~~*ss*Liv.2ndNo.3–2,38~~ ~~*ss*Bel.No.3–12,25~~ ~~*ss*Liv.No.2–31~~ *Ref.Mchy.* 2 *Dks(Stl)* & *Awng dk (Stl–ptws)* & *Shade dk(Stl)* 3rd *dk(Stl)* in *Nos.1,2* & *3 holds* D.F.	**TrpSc** 15507 12425 9566	✠100A1 Liv *Awng dk* *with freeboard* 2,39 ~~1,38~~ ✠LMC 1,37 ~~TS10,32~~ B~~S~~ *Fitted for oil fuel* 12,26 *F.P. above* 150° F.	C L P&S 7.37 C1.38		1914 2mo *Lloyd's*	Harland& Wolff,Ld. Belfast *s.A&CP*	PacificStmNavCo. *Tanks at sides of tunnels* 1288*t* *Cell DB a* 145′ *a E & B* 142′	550·3|67·3|43·0 FK&BK2″ *f* 188′ 1898*t FPT* 211*t APT* 125*t*	Liverpool British 10 *BHCem* 215lb (*s*) 6DB,36*cf*,GS709,HS28410 Harland& Wolff,Ld.Bel.	47 ″ 1 s 11 ″ 9 35 ″ 10½	BT till ~~6.36~~ 2.39
80852 FNRW	**Orégon** (P) D.F. *Ref.Mchy.*	**TwinSc** *Oil Eng.* 3 *Dks*	7706 6439 4591					1929	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	173·4|61·2|27·5	Havre French *WB*	Oil Engines 2S.C.DA 10Cy.23⅝″–35½″ 1950NHP Bremer Vulkan,Vegesack		V
80853 219755 KUJZ	**Oregon** (*ex*EmmaH.Coppage, *ex*CapeCod, *ex*Quabbin) *Mchy.Aft* *Longitudinal framing* D.F. *Carrying Petroleum in bulk*	7017 6514 4357	…					1919	MooreS.B. Co. Oakland,Cal.	TheTexas Company	425·8|57·0|31·2 P106′B10′F41′ FK	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ 579NHP Llewellyn Iron Works, Los Angeles,Cal.	33 ″ 0	R †
80854 166612 GNNS	— (*ex*Oakridge, *ex*Anna E.Morse) D.F. *Fitted for oil fuel* 1 *Dk* & *Shelter dk* *Longitudinal framing*	6008 5541 3729	…					1920	Virginia S.B.Corp. Alexandria, Va.	OregonS.S.Co Ltd.(Jas.German &Co.Ltd.,*Mgrs.*)	402·8|53·3|31·7 P34′F38′ *on Shelter dk*	London British *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.	34 ″ 6	R †
80855	— *Oil Eng.*	**TwinSc**	4774 4363					1916	Akt.Burmeistr& Wain Copenhagen	DetForenede DampskibsSelsk.	407·8|54·2|34·4	Copnhagn Danish	Oil Engines 4S.C.SA 12Cy.23 1/16″–35 3/16″ 622NHP		V
OZOC	D.F. 1 *Dk* & *Shelter dk*	2900										*WB*	Akt.Burmeistr& Wain,Cpn		
80856 215742 KLHH	— *Mchy.Aft*	**WoodTwinSc** *Oil Eng.* 2 *Dks*	1849 — 1357					1917	Alaska PacificNavCo Seattle	Independent NavigationCo.	215·0|41·9|20·5 P61′F41′	Wilmgton (Del.) Utd. States	Oil Engines 4S.C.SA 12Cy.16″–24″ 300NHP NE18 *refitted* 24 M'Intosh&Seymour Corp., Auburn,N.Y.		
80857 214322 KJTO	— *Mchy.Aft*	**Wood** *Fitted for oil fuel* 1 *Dk*	989 — 628					1916	A.Petersen Aberdeen, Wash.	WilsonBros.&Co.	200·1|41·0|14·7	S.Frncisco Utd.States	T.3Cy.13″,21″&36″–24″ Moore&Scott Iron Works,Oakland,Cal.	64NHP	
80858 LGNX	**Oregon Express** *ss*Rot.No.1–38 *Ref Mchy.* 2 *Dks(Stl–Weather dk* ws) D.F. 3*rd dk in forward holds* *Cruiser Stern*	**TwinSc** *Oil Eng.*	3642 2956 2176	✠100A1 Rot *f* *with freeboard* Gls 1,~~[illegible]~~ ✠Lloyd'sRMC3 4,39~~[illegible]~~ ~~31~~ F ~~[illegible]~~	C L ~~[illegible]~~ ~~[illegible]~~ 2,~~[illegible]~~		1933 10mo	Odense Staalskibsvft ved A.P.Møller Odense *s.A&CP*	SkibsA/S"Ekspress"(S.Herlofson &Co.A/S, *Mgrs.*) *Cell DBu*	338·4|47·2|27·1 334·4 351·8(O.L.) F131′ FK *E & f* 158′ 446*t DT's a*	Oslo Norwegian 5 *BH* (2 *to Wthr dk* 3 ,, 2nd ,,) 688*t FPT* 86*t*	Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 724NHP Gotawerken A/B,Got. *APT* 60*t*	30 ″ 6 s 9 ″ 7½ 21 ″ 3	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terre assigné aux navs. ayant subi cette épreuve d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.
80859 26823 JOPD	**Oregon Maru**	*ss* Kob. No. 3–2,39 ~~*ss* Kob. No. 3–6,43~~ 2 *Dks (Stl) & Awng dk (Stl)*	5873 5590 4254	✠100A1 *Awng dk* *with freeboard* ~~Survey Date~~ 2,39	Kob	*y*	0G N9,37	1920 9mo	Kawasaki Dkyd. Co. Ltd. Kobe A&CP	Kawasaki Kisen K.K.	385·0 | 51·0 | 36·0 FK *Collision* *Cell D B 327′ 1126 t*			Kobe Japanese *pt Cem* *F P T 127 t A P T 94 t*	T. 3 Cy. 26″, 48½″ & 72″–48″ (*s*) 200 lb 440 N H P 2 SB (Spt) & 1 Aux SB, *8 cf*, GS 154, HS 5636 FD Kawasaki Dkyd Co. Ltd. Kob	36 ″ 0 ~~36 0~~ ~~27 7~~ 19 ″ 11 27 ″ 1
80860 214725 WACR	**Oregonian** (*ex* Santa Rosa) *Fitted for oil fuel* D.F.	*ss* Bos. No. 3–11,28 *ss* S. Fo. No. 1–33 2 *Dks (Stl) & Shelter dk (Stl)* *Web frames 3rd dk (Stl) in No. 1 hold only* *Longitudinal framing*	4862 4353 2871	✠ 5,34	SFo	*z*		1917 1mo	W. Cramp & Sons S & EB Co Philadelphia	American-Hawaiian S.S. Co. *Cell D B 350′ 1229 t D T f 32′ 826 t*	404·6 | 53·9 | 34·2 *Fon Shelter dk 31′* FK *Cem* *F P T 71 t A P T 16 t*			New York Utd. States *Coal B H to Sh dk* 5 ,, ,, *U* ,, 1 ,, ,, 2nd ,,	Q. 4 Cy. 25½″ 37″ 52½″ & 76″–54″ 631 N H P 3 SB. *12 cf*, GS 214, HS 8881 W. Cramp & Sns S & EB Co Phl *only*	28 ″ 9
80861 OYDS	**Orehoved** (P)	(*Railway Ferry*) (*Screws fore & aft*) 1 *Dk*	789 717 322					1916	Helsingörs Jernsk. & Msk Elsinore	De Danske Statsbaner	222·9 | 34·5 | 14·1			Masnedö Danish *W B*	C. 2 Cy. 19″ & 38″–20″ (*forwd*) C. 2 Cy. 19″ & 38″–20″ (*aft*) 108 N H P Helsingörs Jernsk. & Msk b.	
80862 DOOH	**Orest**	1 *Dk 2 tr B*	652 515 383					1906	Akt. Ges. "Weser" Bremen	Dampfschifffahrts Ges. Neptun	180·0 | 28·1 | 12·7 Q 44′ B 43′ F 18′			Bremen German *W B*	T. 3 Cy. 15″, 20½″ & 33 1/16″–21⅛″ 51 N H P A.G. "Weser." Bremen	19 ″ 8
80863 103 IBUZ	**Oreste** (*ex* Moorby)	*ss* Rot. 2nd No. 3–4,22 D.F. 1 *Dk (pt Stl pt Irn) & Web frames & pt Awng dk (Irn)*	2679 1839 1661	✠ 8,27	Shl	*s*		1896 7mo	Ropner & Son Stockton	M. Scuderi *Cell D B a 104′ u E 24′*	313·6 | 43·0 | 16·4 300·0 P 27′ Q 48′ *pt Awng dk 225′* FK *f 116′ 515 t*			Catania Italian *5 B H Cem*	T. 3 Cy. 22½″, 37½″ & 59 7/16″–39 2 NDB 18 230 N H P 2 SB, *5 cf*, *1 rf*, GS 93, HS 3358 Blair & Co. Ld. Stockton	19 ″ 8
80864 149592 GFPQ	**Orestes** (P) *Ref. Mchy.*	Twin Sc *Oil Eng* *2 Dks*	7748 6591 4744					1926	Workman, Clark & Co. Ld Belfast	Ocean S.S. Co. Ld (A. Holt & Co. *Mgrs.*)	459·6 | 58·4 | 32·6 P 50′ B 168′ F 62′			Liverpool British *W B*	Oil Engines 4 S. C. SA 16 Cy. 29 3/16″–59″ 1301 N H P Akt. Burmeistr & Wain, Cpn	B ti 6 7,
80865 PGOV	—	*Fitted for oil fuel* *Cruiser Stern* 3 *Dks*	2667 2314 1509					1918	Wrf. voorh. Rijkee & Co. Rotterdam	Koninkl. Nederl. Stoomb. Maats. N.V.	347·2 | 48·2 | 18·3			Amsterdm Dutch *W B*	T. 3 Cy. 23″, 37″ & 61″–45″ 250 N H P Werkspoor, Amsterdam	V
80866 4398 SHMI	**Oresund** (P) Wireless	1 *Dk 2 tr B*	606 437 215					1905	Kockums M.V. Aktieb Malmö	Svenska Rederi-aktieb. Oresund (E. Hain, *Mgr.*)	179·5 | 30·0 | 13·8 H 150 t F 18 t			Malmö Swedish *W B*	T. 3 Cy 16½″, 27½″ & 47½″–27 9/16″ 117 N H P Kockums M.V. Akt. Malmö	G
80867 166465 GMGW	**Orfor** (*ex* Romsdalshorn–37) D.F.	*ss* Shl. No. 1–38 *ss* Bgn. No. 3–1,34 1 *Dk (Stl) & Shelter dk (Stl)*	6578 6278 4087	✠100A1 *Shelter dk* Shl *with freeboard* 5,36 ~~12,37~~ ~~BS12,37~~	Kob	*z*	CL 4,37	1921 8mo	W. Doxford & Sons, Ld. Sunderland *Lloyd's A & CP*	H. M. Thomson *Inter mediate B H in fore* *Cell D B 364′ 11 80 t*	420·0 | 54·0 | 34·3 FK *hold dispensed with* *F P T 105 t A P T 127 t*			London British *Cem* *1 B H to Sh dk* 5 ,, ,, *U* ,,	T. 3 Cy. 27″, 44½″ & 75″–54″ (*s*) 180 lb 577 N H P 3 SB. *9 cf*, GS 198, HS 8530 FD W. Doxford & Sons, Ld. Sld.	37 ″ 0 48 ″ 11½ 28 ″ 4
80868 146026 GNRC	**Orford** (P) *Ref. Mchy.* D.F. E.S.D.	Twin Sc *ss* Lon. No. 2–36 3 *Dks (Stl–Weather dk Teaks)* *4th dk (Stl) in fore holds & in Nos. 5 & 6 holds 5th dk in No. 1 hold* *Cruiser Stern*	20043 12120 ~~10000~~ 11982	✠100A1 *with freeboard* 2,32 ~~2,36~~ ~~BS11,38~~ MS 9,34 ~~BS11,37~~ Lloyd's RMC ~~2,38~~ 2,39 ~~2,36~~ *Fitted for oil fuel* 3,28	Lon		CL ~~9,37~~ 8,37 F 2,37 *F.P. above*	1928 3mo	Vickers, Ltd. Barrow *Lloyd's A & CP* *Cell D B 5*	Orient Stm. Nav. Co. Ltd. *Duct keel f* 12′ 2098 t D T's at sides	632·2 | 75·4 | 33·1 659·2 (O.L.) B 361′ F 78′ FK *Upper B 299′ Cell B* *wd. of Mchy. space* *es of Engine room & in way of tu* 50° F.	Barrow British *13 B Hpt Cem* *H to W thr dk* *215 lb* GS 2030, HS 46530 FD *nnels 658 t F P T 97 t A P T 172 t*	6 Steam Turbines SR (*s*) geared to 2 Sc. Shafts 5 DB & 2 SB, *24 cf*, 3825 N H P Vickers, Ld. Barrow	37 ″ 6 BT 3 7 ″ 8 till 30 ″ 2 ~~6,38~~ 6,39
80869 LCUS	**Oria**	1 *Dk*	2127 1891 1256					1920	Osbourne, Graham & Co. Ld. Sunderland	D/S A/S Garonne (Fearnley & Eger, *Mgrs.*)	285·0 | 43·6 | 19·1 P 68′ H 94 t F 20 t			Oslo Norwegian *W B*	T. 3 Cy. 20″, 35″ & 58″–39″ 210 N H P G. Clark, Ld. Sunderland	N
80870 21385 JCOD	**Oridono Maru**	*ss* Kob. No. 3–10,28 *ss* Kob. No. 2–37 2 *Dks (Stl)*	5278 4851 3284	✠100A1 6,38 ~~4,37~~	Kob	*z*	~~2,36~~ 6,38	1917 12mo	Mitsubishi Zosen Kaisha Ld. Kobe *Lloyd's A & CP*	Tatsuuma Kisen K.K. *Cell D B*	400·0 | 54·5 | 30·0 P 38′ B 121′ F 40′ FK 350′ 996 t *F P T* 132 t *A P T* 89 t			Nishino-miya Japanese *6 B H Cem*	T. 3 Cy. 27 3/16″, 43″ & 72″–48″ 180 lb (*s*) 510 N H P 3 SB, *9 cf*, GS 183, HS 7618 FD Mitsubishi Zosen Kaisha, Ld. Kobe	30 ″ 0 ~~35 6~~ 24 ″ 8
80871 OHWQ	**Orient** (*ex* Brage–34, *ex* Natal) *ss* Abo. 2nd No. 3–5,28 D.F.	~~*ss* Cpn. No. 3–10,28~~ ~~*ss* Got. No. 2–34~~ 1 *Dk (Stl) & Awng dk (Stl)*	4160 3962 2525	*Fitted for oil fuel* 4,23 ✠100A1 *Awng dk* *with freeboard* 5,38 ~~2,37~~ ~~BS 2,37~~ NE & B 2, ~~Not fitted~~ 6,10	Rot Abo	*w*	*F.P. above* CL ~~5,37~~ 5,38	1914 6mo	Nthumblnd S.B. Co. Ld. Newcastle *Lloyd's A & CP*	A/B Orient (Thr. Kramer) *Cell D B a 117′ u E 23′ f 155′*	360·0 | 51·3 | 27·7 P 34′ B 96′ F 32′ FK *on Awng dk* 970 t *A P T* 45 t			Abo Finnish *6 B H Cem*	T. 3 Cy. 21½″, 36½″ & 62″–42″ (*s*) 200 lb 326 N H P 3 SB, *9 cf*, GS 175, HS 5551 Barclay, Curle & Co. Ld. Gls.	30 ″ 0 ~~35 7~~ 24 ″ 7
80872 230323 KGOX	**Oriente** (P) D.F. E.S.D. *Ref. Mchy.* GyC.	Twin Sc *Fitted for oil fuel* 3 *Dks* *Cruiser Stern*	11520 — 6449					1930	Newprt News S.B. & D.D. Co. Newprt. News	New York & Cuba Mail S.S. Co.	508·0 | 70·9 | 39·0			New York Utd. States *W B*	2 Steam Turbines connected to Electric Motors and Sc. Shafts General Elec. Co. Schenectady	R
80873	— (*ex* Volscian) *Well deck* *Mchy. Aft*	*ss* Gms. 2nd No. 3–9,24 1 *Dk (Stl)*	570 433 230	✠ 8,27 NB 7,22	Gms	*i*		1898 8mo	R. William-son & Son Workington	Cia. Naviera de Cuba S.A.	179·7 | 27·9 | 12·1 Q 94′ B 11′ F 23′ BK 7½″ *F P T* 55 t *A P T* 40 t			Havana Cuban *3 B H Cem*	T. 3 Cy. 15 7/16″, 25½″ & 41″–30″ NDB 20 85 N H P 1 SB, *3 cf*, HS 1800 Ross & Duncan, Glasgow	13 ″ 4
80874	— (*ex* Ida Westers–37) *Mchy. Aft* *Well deck*	*Oil Eng.* 1 *Dk*	498 341 276					1935	R. Cock & Sons, Ld. & P. K. Harris & Sons Appledore	Cia. Anon. de Navegación de Carenero	149·8 | 26·3 | 11·9 Q 79′ B 14′ F 25′			La Guayra Venezuelan *W B*	Oil Engines 4 S. C. SA 6 Cy. 11″–17¾″ 70 N H P *Emade & fitted* 36 Humboldt-Deutzmotoren, A.G. Köln-Deutz	V
				Completed in 1936 by						van Goor & Spiekman of Zwartsluis						
80875 DIED	**Orinoco** (P) D.F. E.S.D. GyC. Sub.Sig	Twin Sc *Oil Eng.* 3 *Dks* *Cruiser Stern*	9660 5683 5478					1928	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	458·5 | 60·9 | 34·1			Hamburg German *W B*	Oil Engines 2 S. C. SA 16 Cy. 27 3/16″–47½″ 2100 N H P Bremer Vulkan, Vegesack	G

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now applied. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Mach. Cert.
80876	**Oriole**	3Mst	488	✠100A1	Lon	*y*	CL	1921	J.Lewis&	~~ConsolStm.Nav.~~	160·2	25·2	9·7	London	T.3Cy.12½",21"&34"-24" (*s*)	11 " 9	
145	*Late Name if any.*		217	BS6,37	LMC7,			8mo	Sons,Ld.	**Co.Ltd.**A.F.Henry				British	180lb 66RIP	s 3 " 8½	
MKSQ	*Mchy.Aft*	1*Dk*(*Stl*)							Aberdeen	&MacGregor,Ld	Q92'B11'F24' FK				3*BHpt*Asp	11 " 8	
	Well deck							*Lloyd's*A&CP		*CellDB*95'114*t*	*FPT*33t*APT*12t				*pt*Cem		
80877	**Orion** (P)	TwinSc	23371	✠100A1	Lon		CL	1935	Vickers-	OrientStm.Nav.	640·3	82·2	33·7	London	6SteamTurbinesSRgeared	38 " 0	BT
164493			13151	*with freeboard*			SS8.36	7mo	Armstrongs,	Co.Ltd.	665·0(O.L.)			British	to 2 Sc. Shafts	s 8 " 3½	till
GYKL	*Ref.Mchy.* D.F.	2*Dks*,3*rd dk in holds*	14038	~~10,38~~ 1,38	BS7,38		P9,38		Ld. Barrow		*Lower*B&F622'			11*BHpt*Cem	450lb (*s*) 4912NHP	30 " 2	~~9,38~~
	E.S.D. GyC.	*Cruiser Stern*	14082	BS9,36	LMC7,35			*Lloyd's*A&CP			B&F499' FK			(9 to *W dk*	4WTB&2AuxWTB(Spt)		9,39
				~~Lloyd's~~RMC12,37	~~9,36~~ 1,38						*Upr*F81' *Upr*B325'			2 " 2*nd* ")	HS37030 FD		
				Fitted for oil fuel 7,35			*F.P. above*			*Duct keel*	*fwd of mchy.space*				VickersArmstrngsLd.Brw		
										*CellDB*504'2209*t*	*Tanks*						
										*in way of tunnels*96'515*t Wing*	*tanks in engine room*63'637*tDT*				*f*44'205*tFPT*113*tAPT*195*t*		
80878	—		8064	✠100A1	Yka	*e* †	CL	1936	Kockums	SmithSörensens	461·6	59·8	34·6	Arendal	Oil Engines 2S.C.DA	34 " 7	
	Mchy.Aft	*Oil Eng.*	7423	~~12,36~~ 12,38	~~1,34~~ 1,38	10*t*	12,38	1mo	M.V.Aktieb.	TankrederiA/S				Norwegian	6Cy.23½"-43⅛" 1162NHP	s 7 " 5	
LJBS	*Cruiser Stern*	2*Dks*	4751	LMC1,					Malmö	(S.H.Smith	P102'B37'F41' FK			16*BHpt*Cem.	2DB*I7Hb*	27 " 4¼	
	Longitudinal framing-bracketless system			*Carrying Petroleum in bulk*				*Lloyd's*A&CP		Sörensen,*Mgr.*)				(10 to *U dk*	Kockums M.V.Akt.Malmö		
	D.F.	*Rudder electrically welded*						*CellD Bu*E69'		186*tDT f*36'535*t F*	*PT*147*tAPT*168*t*			6 „2nd„)			
80879	—		4798	✠100A1	Rot	*y*	CL	1909	C.Connell	P.Lyras	400·0	52·0	26·9	Piræus	T.3Cy.27",43"&72"-48" (*s*)	29 " 7	
			4549	*Spar dk*			9,37	8mo	&Co.Ld.					Greek	180lb ~~*tooth*~~ 513NHP	s5 " 8½	
859	(*ex*Highland	*ss*Hul.2ndNo.3-1,35	3054	9,37	LMC		4,39		Glasgow		P37'B120'F44' FK			6*BHCem*	3SB,9*cf*,GS149,HS7680 FD	24 " 1	
SVIT	Prince-36,	1*Dk*(*Stl*)&*Spar dk*(*Stl*)		MS6,34	BS3,37 11,	38		*Lloyd's*A&CP	*CellDBa*118'*uE&B*50'		*f*180'1067*t DTa*34'			878*tAPT*290	Dunsmuir&JacksonLd.Gls		
	*ex*Glenshiel)	Sub.Sig. *&deep framing*															
80880	—	*ss*Hfs.No.1-39	2408	✠100A1	Hfs	*s*	OG	1935	Sandvikns,	FinskaÅngfAktieb	270·0	41·0	25·4	Helsingfrs	T.3Cy.22",32"&54"-36"	28 " 0	
769			2119	*with freeboard*	MS2,39		4,38	10mo	Skeppd&M.V					Finnish	213lb (*s*) 255NHP	s8 " 2½	
OHXW	D.F.	2*Dks*	1342	~~1,37~~ 2,39	BS11,38				Helsingfors		F27' FK			1*BHCem*	2SB(Spt)6*cf*,GS132,HS4520	19 " 10½	
	Strengthened for Navigation in Ice			~~BS11,37~~	LMC~~10,35~~			*Lloyd's*A&CP		*CellDB*237'446*t*	*FPT*34t*APT*26t			(*Coll to W dk*	SandvikensSkeppd.&M.V.		
														3 „2nd„)			
80881	—		2405	✠100A1	Els	*l*	CL	1919	WoodSkin-	A/S D/S Orion	303·0	43·0	20·8	Copnhagn	T.3Cy.22",36"&59"-39" (*s*)	28 " 0	
		*ss*Cpn.No.3-10,32	2212	12,38 ~~1,38~~	Cpn		3,37	10mo	ner&Co.Ld.	(C.P.Jensen,*Mgr*)	315·5(O.L.)			Danish	180lb 263NHP	s3 " 4½	
OZPC		*ss*Abg.No.1-36	1475						Newcastle		P33'B81'F32' FK			5*BHCem*	2SB,6*cf*,GS124,HS4432	19 " 10	
		1*Dk*(*Stl*)		BS~~1,38~~	LMC12,36			*Lloyd's*A&CP		*Cell*	*DB*260'670*t FPT*			70*tAPT*87*t*	N.E.MarineEng.CoLdNwc		
				12,38													
80882	—		2012	✠100A1	Lkr	*r*	CL	1924	Antwerp	RederiA/B Iris	277·5	40·2	18·1	Stockholm	T.3Cy.20",33"&54"-36" (*s*)	20 " 7	
			1682	~~5,38~~ 1,37				10mo	Eng.Co.Ld.	~~C.Abrahamsen,~~	288·8(O.L.)			Swedish	180lb 245NHP	s 3 " 0½	
7255	(*ex*William-35,	*ss*Osc.No.3-10,36	1163	~~BS10,37~~	LMC10,36		10,36		Hoboken	*Mgr.*) ~~Abra-~~	P22'B59'F23' FK			1*BHCem*	2SB,6*cf*,GS92,HS3632 FD	17 " 8¾	
SGYN	*ex*Rubens)	1*Dk*(*Stl*)		8,38				*Lloyd's*A&CP		hamsen,*Mgr.*)	*CellDB*238'555*tFPT*			46*tAPT*68*t*	N.E.MarineEng.Co.Ld.Sld		
		Cargo battens not fitted								*Cell*							
80883	—		1722					1914	A.Vuijk&	Koninkl.Nederl.	296·9	43·2	16·1	Amstrdam	T.3Cy.21",35"&56"-39"		V
			1465						Zonen	Stoomb.Maats.			26·5	Dutch	196NHP		
PGPA		1*Dk*&*Spar dk*	994						Capellea d	N.V.					Maats.Fyenoord,Rot.		
									Yscl								
80884	—	**Iron**	740					1870	Motala	JacobRang	192·4	27·2	18·0	Tallinn	T.3Cy.14⅛",22½"&37½"-27½"		V
	(*ex*Göthe-38,		677						M.V.Aktieb		B38'H9*t*			Estonian	NE&B93 73NHP		
	*ex*Motala)	1*Dk*	431						Norrköping						BergsundsM.V.Skm.		
80885	**Orione** (*ex*Lido)		1144					1921	N.Odero	Soc.Anon.Ilva	208·3	32·0	19·4	Genoa	T.3Cy.15⅝",24⅝"&39⅜"-25⅝"		CI
1045			968						A.&Co.		B77'			Italian	75NHP		
IRPC		1*Dk*	684						Genoa				*WB*		N.OderoA.&Co.Genoa		
80886	—	**Aux4MstSr**	391					1914	Frdrkshvn	GalileoChini	151·5	30·0	11·0	Viareggio	Oil Engines 2S.C.SA		I
665	(*ex*Veronica *ex*Marga,	*Oil Eng.*	—						Skibs&Flydk		135·0			Italian	4Cy.16½"-18⅛" 192NHP		
IRPO	*ex*Abdon,*ex*Samsö)	1*Dk*	321						Fredrikshavn						J&CGBolinder'sCoLdSkm.		
	(*See Sailing Ship Register*)																
80887	**Oriskany**		1644	✠100A1	Mob	*q*	CL	1924	Swan,Hun-	StandardFruit&	254·9	35·6	21·5	LaCeiba	T.3Cy.20",33"&56"-39" (*s*)	23 " 6	
		*ss*N.Os.No.3-1,36	1331	~~1,38~~ 1,38	NYS		3,38	3mo	ter& Wigham	S.S.Co.	264·8(O.L.)			Honduran	200lb 305NHP	s 3 " 9	
HRBN		2*Dks*(*Stl-U*ws)3*tr B in holds*	838		LMC				Richardson,		F26 FK			1*BHpt*Cem	2SB,6*cf*,HS4600 FD	19 " 11	
				MS11,35	BS~~1,38~~				LdNewcastle	*CellD*	*B*210'281*t FPT*12*t*			*APT*18*t*	Swan,Hunter&Wigham		
					11,38			*Lloyd's*A&CP							Richardson,Ld.Nwc.		
				Fitted for oil fuel 3,24			*F.P. above*										
80888	**Oritani**		1362	✠100A1	NOs	*o*	CL	1921	ToddShip-	AlaskaTransportation	227·3	33·7	21·3	NewYork	T.3Cy.19",32"&52"-36" (*s*)	23 " 7	
225291		*ss*Phl.No.3-9,33	1184	*Awng dk*			2,38	2mo	yardsCorp.	Co.				Utd.States	180lb 245NHP	s 7 " 3	
KFZI		*ss*N.Os.No.1,37	768	*with freeboard*					(TeboPlant)				FK	*pt*Cem	2SB,6*cf*,GS220,HS3780 FD	16 " 9	
	Wireless	1*Dk*(*Stl*)&		3,39 ~~2,38~~	BS3,39				BrooklynNY				*Collision*	*BH to Aw dk*	WhiteFuelOilEng.Co.N.Y.		
		Awng dk(*Stl-ws*)3*tr B*		~~1,38~~	LMC1,37			A&CP		*CellDB*				4 „ „ *U* „			
				Fitted for oil fuel 2,21			*F.P. above*			165'177*t DT f*17'2	42*tFPT*18*tAPT*22*t*						
80889	**Orizaba** (P)	TwinSc	6937				...	1918	WCramp&	NewYork andCuba	123·0	60·0	15·7	NewYork	4SteamTurbinesSRgeared	35 " 0	R
216294		*Fitted for oil fuel*	5678						SonsS&EBCo	MailS.S.Co.	B & F on 32·0			Utd.States	to 2 Sc. Shafts 1908NHP		†
WECX	E.S.D.	3*Dks*& *Shelter dk*	3420						Philadelphia		*Shelter dk*316' FK			*WB*	W.Cramp&SonsS&EBCo.		
	Ref.Mchy.							A&CP									
80890	**Orkanger**		8029					1928	Atel.&Ch.	Westfal-Larsen&	458·0	59·8	34·8	Bergen	Oil Engines 4S.C.SA		N
	Mchy.Aft	*Oil Eng.*	7221						de laSeine	Co.A S	P491*t*H271*t*F14*t*			Norwegian	8Cy.29½"-59½" 652NIP		
LCAS	D.F.	2*Dks*	4814						Maritime					*WB*			
		Carrying Petroleum in bulk							LeTrait,S.I.						Schneider&Cie.Creusot		
		Longitudinal framing at bottom & at deck															
80891	**Orkla** (*ex*ElaineLlewellyn)		2177	✠100A1	Cff	*r*	CL	1922	J.Lewis&	SouthGeorgiaCo.	280·1	40·7	18·8	Leith	T.3Cy.21",34"&56"-39" (*s*)	21 " 0	
145715		*ss*Gmh.No.3-5,35	1719	~~3,37~~	Gmf		~~1,35~~	11mo	Sons,Ld.	Ld.(Chr.Salvesen	289·3(O.L.)			British	180lb 230NHP	s 2 " 3	
GFDN		1*Dk*(*Stl*)	1340	~~BS6,37~~	LMC~~5,~~		6,38		Aberdeen	&Co.*Mgrs.*)	P18'Q84'B67'F23'			4*BHCem*	2SB,6*pf*,GS108,HS3788	19 " 0	
		Cargo battens not fitted		~~3,36~~	5,~~0~~			*Lloyd's*A&CP			FK				J.Lewis&Sons,Ld.Abn.		
										CellD	*B*235'500*t FPT*18*t*			*APT*68*t*			
80892	**Orla**		1289					1921	Frd.Krupp	ArgoReederei	238·6	37·6	14·8	Bremen	T.3Cy.17¾",28¾"&47"-33½"		G
	E.S.D.		1022						Akt.Ges.	RichardAdler&Co.	P&B187'F26'			German	129NHP		
DHSN	Sub.Sig. Wireless	D.F. 1*Dk*	628						Kiel					*WB*	Frd.KruppA.G.Kiel		
80893	**Orland** (*ex*Amberstone.	3Mst	1899	✠100A1	Shl	*r*	CL	1917	Chicago	A/S Auctor	251·3	43·6	18·2	Bergen	T.3Cy.20",33"&54"-40" (*s*)	20 " 3	
	*ex*Phoenicier,	*ss*Bgn.No.3-5,30	1621	5,38 9,37	Bgn		~~4,35~~	10mo	S.B.Co	(J.A.Haarberg,	261·0(O.L.)			Norwegian	180lb 271NHP	s 2 " 7	
LDDX	*ex*LakeWorth)	*ss*Shl.No.1-35	1102		LMC 3,38		4,39		Chicago	*Mgr.*)	P25'B64'F25' FK			4*BHCem*	2SB,6*cf*,GS126,HS5246	17 " 10	
		1*Dk*(*Stl*)		~~MS5,35~~	~~BS3,37~~			A&CP		*CellDBa*su	*E*104'*f*96'528*tFPT*			67*tAPT*77*t*	AmericanSBCo.ClevelndO		
		Cargo battens not fitted		BS~~3,38~~	5,~~38~~												

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques.	3 Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite. / Tonnage assigné maintenant. Lettre d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Fovers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	Registres ou cote.
80894	**Orlanda**		1289					1921	Frd. Krupp Akt.Ges. Kiel	Argo Reederei Richard Adler & Co.	238·6	37·6	14·8	Bremen German	T.3Cy.17¾",28¾"&47"–33½" 129NH		
DHSO	Sub.Sig. Wireless D.F. 1*Dk*		1022								P & B187 F26'			*WB*	Frd.Krupp A.G. Kiel		
80895	**Orlock Head**		1563	✠100A1 Bel			CL	1921	Dublin	Ulster S.S.Co.Ld.	240·0	36·3	19·3	Belfast	T.3Cy.18",30"&50"–33" (*s*)	21 " 3	
145413	*ss*Bel.No.3–7,33		1331	3,38			3,38	3mo	Dckyd.Co.Ld	(G.Heyn & Sons,				British	180lb 172NHP	s 3 " 8½	
MKNL	*ss*Bel.No.1–37		841		✠LMC				Dublin	Ld. *Mgrs.*)	P15' B54' F23' FK			4*BHCem*	2SB,*6cf*,GS97,HS2886	18 " 9	
	Wireless 1*Dk*(*Stl*)2*tr B in holds*			MS5,37	BS9,37 8,38			*Lloyd's A&CP*		*Cell D*	B198' 328*t* *FPT*49*t*			*APT*68*t*	J.G.Kincaid & Co.Ld.Grk.		
80896	**Orm Jarl**		1849					1922	Fredrkstad Mek.Værks. Fredrikstad	Det Nordenfjeldske Dampskibsselskap	265·3	42·1	17·9	Trondheim Norwegian	C.4Cy.(2)14⅝"&(2)31½"–31½" NE35 49NHP		N
Sunk by Collision 3,39			1614								P81*t* H89*t*			*WB*	Trondhjems Mek.Verkst. Trondheim		
LCUT	D.F. 1*Dk*		1093														
80897	**Ormara**		4742	✠~~100A1~~ Bom			CL	1914	W.Gray & Co.Ld. W.Hartlepool	~~British Indian Stm. Nav.Co.Ld.~~	380·0	51·5	27·5		T.3Cy.28",46"&77"–48" (*s*)	30 " 0	
Broken up	~~4536~~	*ss*Cal.No.3–7,27	4406	7,38 ~~6,37~~			7,36	7mo			391·5 (O.L.)			Belgian	180lb 588NHP	s 5 " 6½	
	~~ORVM~~	*ss*Cal.No.2–35	2978		~~LMC 35~~			*Lloyd's A&CP*		*WB = Cell D Ba*119	P36' B121' F53' FK			6*BHCem*	3SB,*9cf*,GS192,HS8832 FD	24 " 8¾	
		2*Dks*(*Stl*)									*a E &* B18' *f* 169' 130*t*			*stAPT*40*t*	Cen.Mar.Eng.Wrks W Hpl.		
80898	**Ormer** (*ex*Gauja, *ex*Westerplatte)	**TwinSc**	1357					1915	Howaldts-werke Kiel	Anglo-Saxon Petroleum Co.Ld.	234·5	34·7	16·4	London British	T6Cy11⅝",19 5/16"&31½"–18 5/16" 86NHP		V
146703			1062								Q57' B24' F11'			*WB*	Howaldtswerke, Kiel		
MLJR	*Mchy. Aft* 1*Dk*		683														
	Carrying Petroleum in bulk																
80899	**Ormes**		1362	✠100A1 NOs			CL	1920	Todd Ship-yards Corp. (Tebo Plant) Brooklyn NY	Mooremack Gulf Lines Inc. (Moore & McCormack Co. Inc. *Mgrs.*)	227·6	33·7	23·7	New York Utd. States	T.3Cy.19",32"&52"–36" (*s*)	23 " 7	
225292	*ss*N.Yk.No.3–5,33		1185	*Awng dk*			2,38	12mo					FK		180lb 245NHP	s 7 " 3	
KFZJ	*ss*N.Os.No.1–36		768	*with freeboard*				A&CP					*Collision*	*pt Cem*	2SB,*6cf*,GS200,HS3780 FD	16 " 9	
	Wireless 1*Dk*(*Stl*)*q*			~~3,36~~ 1,39	BS2,39					*Cell D B*			*B H to Awng dk*	*B H to Awng dk*	White Fuel Oil Engineering		
	Awng dk(*Stl–ws*)3*tr B*			~~3,36~~	✠LMC 10,36					165'177*t* *D T*/17'2			4 " " *Up* "		Co. New York		
Now "Taku," see No. 90270 in Supplement				*Fitted for oil fuel*	12,26		*F.P. above*			42*t* *FPT*18*t* *APT*22*t*							
80900	**Ormidale** (*ex*Astmahco III, *ex*Lake Mohonk, *ex*Motor I)	**TwinSc**	2063					1917	Manitowoc S.B.Co. Manitowoc	L.Garcia	250·5	43·5	20·4	Nicaraguan	Oil Engines 4S.C.SA	23 " 0	R
	Oil Eng.		1797								P41 B32' F28'				12Cy.16½"–24" 317NHP		†
	Mchy. Aft 1*Dk*		1434										FK		NE21		
Now "Jupiter," see No. 89657 in Supplement														*WB*	McIntosh & Seymour. Auburn, N.Y.		
80901	**Orminster** (*ex*Clan Keith–37, *ex*Hilarius, *ex*Clan Keith, *ex*Etonian)		5712	✠100A1 Rot			CL	1914	Bartram & Sons, Ld. Sunderland	Minster S.S.Co.Ld.	385·0	52·0	25·1	London British	T.3Cy.26",43"&71"–48" (*s*)	35 " 8	
136654	*ss*Rot.2nd No.3–2,38		4089	*Shelter dk*	Cff		2,38	3mo					FK	6*BHCem*	180lb 401NHP	s 9 " 7½	
GFNW	1*Dk*(*Stl*)*& Shltr dk*(*Stl*)		3428	*with freeboard*				*Lloyd's A&CP*		*Cell D Ba*133' *a E*23'	*f* 168' 90*t* *FPT*130*t*			*APT*104*t*	3SB,*9cf*,GS180,HS6483	26 " 3	
	D.F.			8,38 ~~2,38~~	✠LMC										J.Dickinson & Sons, Ld. Sld.		
				BS6,38 ~~6,38~~	MS2,												
80902	**Ormiston** (P) (*ex*Famaka)		5832	✠100A1 Syd			CL	1922	A.Stephen & Sons, Ld. Glasgow	~~Essex Trading Co.~~ St Mary Axe Securities, Ld.	390·8	55·2	28·1	Melbourne British	2Steam Turbines SR geared to 1 Sc. Shaft (*s*)	30 " 6	
146682	*ss*Syd.No.3–2,35		4416	~~6,38 3,37~~	~~2,38~~ NSW		5,35	12mo			106·0 (O.L.)			2150lb	691NHP	s 5 " 7	
VJKC	*Ref. Mchy.* 2*Dks*(*Stl–U teak s*)3*rd dk*		3453	BS8,38	MC1,35		6,38	*Lloyd's A&CP*			P46' B154' F16' FK			7*BHptCem*	1SB(Spt),*12cf*,GS231, HS9191 FD	25 " 4½	
	(*Stl*) *in Nos.1 & 2 holds*			Lloyd's RMC						*Cell D B*340'953*t*	*FPT*69*t* *APT*138*t*				A.Stephen & Sons, Ld. Gls.		
				4,39													
				Fitted for oil fuel	12,22		*F.P. above*										
80903	**Ormonde** (P)	**TwinSc**	14982	✠100A1 Lon			CL	1917	J.Brown & Co.Ld. Clydebank	Orient Stm.Nav. Co.Ld.	580·5	66·7	40·5	Glasgow British	4Steam Turbines SR geared to 2 Sc. Shafts 2150lb (*s*)	44 " 0	BT till ~~7-38~~
141866			11796	~~3,36~~			PN8,37	10mo			598·7 (O.L.)			12*BHCem*	4DB&2SB,*40cf*,*98755*, FD HS33361 2120NHP	s 14 " 6½	
GLYC	*ss*Lon.No.2–37 ~~as Lon No.1–37~~		~~9851~~	*Shelter dk*				*Lloyd's A&CP*			B303' F59' *on*				Vickers-Armstrongs, Ld. Brw.	29 " 10	~~11-38~~ 11,39
	Ref Mchy 2*Dks*(*Stl*)*& Shelter dk*		8843	*with freeboard*							*Shelter dk*						
	D.F. (*Stl*–teak s)3*rd dk*(*pt Stl*)			~~3,38~~ 3,39	MS12,36						FK & BK2½'						
				~~3,38~~ NE11,29	✠LMC					*Cell D B* 161' 2048*t*	*Side tanks in*						
				~~3,38~~	BS8,38						*Engine space* 128*t*						
				~~3,38~~	✠Lloyd's RMC						*FPT*82*t*						
				~~3,38~~							*APT*130*t*						
				Fitted for oil fuel	7,23		*F.P. above*										
80904	**Orna**		6779	✠100A1 Gls			CL	1938	Barclay, Curle & Co.Ld. Glasgow	British India Stm. Nav.Co.Ld.	427·8	57·2	32·1	London British	Oil Engines 2S.C.SA	34 " 6	
166377		*Oil Eng.*	6127	*with freeboard*	Cal			3mo			441·7 (O.L.)			7*BHptCem*	4Cy.22 4/16"–35 5/16" 599NHP	s 9 " 11	
GJGK		2*Dks*	4030	10,38 ~~4,38~~	✠LMC 3,38			*Lloyd's A&CP*		*Cell D B*	P41' B133' F34 FK			2DB*120lb*	2DB*120lb*	25 " 6	
		Cruiser Stern								365' 1316*t* *FPT*143*t*				*APT*178*t*	Barclay, Curle & Co.Ld.Gls.		
80905	**Orne** (*ex*War Weasal)		2139					1919	British American S.B.Co. Welland, Ont.	"Calédonickel" Soc.Anon.	251·0	43·7	20·7	Nouméa French	DR geared Steam Turbine		V
			1818											*WB*	British Westinghouse Electric & Mfg. Co. Mch		
FNZG	1*Dk*		1288														
80906	—	**WoodAux4Mst**	583					1921	A.B.Karl-shamns Skpps Karlshamn	M.& A.Utow	150·0	32·0	17·5	Tallinn Estonian	Oil Engines		V
535		*Oil Eng.*	519								Q28'				2Cy.		
ESHF	*Mchy. Aft* 1*Dk*2*tr B*		466												J & CG Bolinders Co Ld. Skm		
	(*See Sailing Ship Register*)																
80907	**Orneborg**		1775	✠100A1 Cpn			CL	1919	Wilton's E.& S Ipwy Co Rotterdam	A/S Dampskibsskb "Dannebrog" (C.K.Hansen *Mgr*)	269·8	39·0	18·3	Copnhagn Danish	T.3Cy.19",32"&51"–36" (*s*)	20 " 10	
	*ss*Abg.No.3–8,32		1562	10,38 ~~10,37~~			2,37	4mo						7*BHptCem*	180lb 187NHP	s 2 " 9½	
OXPD	*ss*Abg.No.1–37		1055		✠LMC			*A&CP*			P24' B65' F27' FK			4*BHCem*	2SB,*6cf*,GS100,HS3120	18 " 3	
	1*Dk*(*Stl*)			MS2,37	BS6,37 10,38					*Cell D B* 225'481*t*				*APT*40*t*	Wilton's E.& S Ipwy Co. Rot.		
80908	**Örnefjell**		1334					1937	Nylands Verksted Oslo	A/S Luksefjell (Olsen & Ugelstad, *Mgrs.*)	250·9	41·3	14·8	Oslo Norwegian	C.2Cy.16¾"&33½"–33½"&LP turbine with D R gearing & hydraulic coupling 107NHP		N
	Fitted for oil fuel		1104											*WB*	Nylands Verksted, Oslo		
LJRC	Wireless D.F. E.S.D. 1*Dk & Shelter Dk*		740														
	Cruiser Stern																
80909	**Ornen** (P)		809					1909	Akt. Burmeistr & Wain Copenhagen	Stockholms Rederi A/B Svea (Eman. Högberg, *Mgr.*)	190·9	32·2	11·5	Stockholm Swedish	T.3Cy.16½",27"&45"–24" 99NHP		V
7625			390											*WB*	Akt.Burmeistr & Wain Cpn		
SHWN	Wireless 1*Dk*		382														
80910	**Orochen** (P) (*ex*Eastern Cross, *ex*Kirishima Maru No.6)		4584					1917	Uraga Dock Co.Ld Uraga	U.S.S.R.	350·9	51·3	25·9	Vladvostk Russian	T.3Cy.24½",40½"&67"–48" 378NHP	28 " 5	
UOFN	Sub.Sig. *Ref.Mchy.* 2*Dks*		3980								P30' B118' F33' FK			*WB*	Uraga Dock Co Ld Uraga		
			2638														
80911																	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Form Assigned. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of last Transfer.
80912 / 147948 / GJRZ	**Oronsay** (P)	Twin Sc ss Lon. No. 3–4, 37 3 Dks (Stl) W thr dk (teaks) *Ref. Mchy.* 4th dk (Stl) in fc'sle holds D.F. E.S.D. 5th dk in No. 1 hold *Cruiser Stern*	20043 11626 11287	✠100A1 Lon *pt* *with freeboard* ~~Lloyd's~~ 4,39 BS4,38 MC8,36 ~~Lloyd's~~ 3,39 ~~4,42~~			CL P8,37 S1,38	1925 1 mo	J. Brown & Co. Ld. Glasgow *Lloyd's* SA&CP	Orient Steam Nav. Co. Ld.	633·6 / 658·5 (O.L.) B344' Upper B300' F71' FK & BK 1" *Cell D* B533'2311 *t* DT *at*	75·2	33·0	Glasgow British	6 Steam Turbines SR (*s*) geared to 2 Sc. Shafts 215 lb 3811 NHP 12 *B H Cem* „ *to W dk* 6 D & 4 SB, *48 cf*, HS 49224 FD J. Brown & Co. Ld. Glasgow	37 „ 6 s 7 „ 5½ 30 „ 4½	BT till ~~1,38~~ 8,39
		Fitted for oil fuel 1,25					*F.P. above* 150° F.				*Duct keel in way of Nos.* 2, 3 & 4 *holds sides of E R in way of tunnels* 1290 *t*				*F P T* 116 *t A P T* 192 *t*		
80913 / 146027 / GBXM	**Orontes** (P)	Twin Sc ss Lon. No. 2–37 ~~Lon. No. 1–38~~ 3 Dks (Stl–Weather dk teaks) ~~+3648~~ *4th dk (Stl) in fore holds w in* D.F. *Nos. 5 & 6 holds 5th dk in No. 1 hold* E.S.D. *Ref. Mchy.* *Cruiser Stern*	20097 12114 12032	✠100A1 Lon *o*† *with freeboard* S1,39 5,39 MS1,37 ~~BS1,36~~ ~~LMC~~ ~~Lloyd's~~ RMC5,38 ~~P1,39~~ 5,39 ~~4,42~~			CL ~~+1,39~~ ~~P1,39~~ 89,38 P1,39	1929 7 mo	Vickers-Armstrong, Ld. Barrow *Lloyd's* SA&CP	Orient Steam Nav. Co. Ld.	638·2 / 663·7 (O.L.) B361' *Upper* B299' F78' FK *Duct keel fwd. of mchy. space C* *Cell D* B511'2109 *t* DT *s at sides of E R & in*	75·3	33·1	Barrow British	6 Steam Turbines SR geared to 2 Sc. Shafts 3825 NHP 215 lb HS 46530 (*s*) 13 *B Hpt Cem* *oil „ to W dk* 6 D & 2 SB, *42 cf*, GS 2030, FD Vickers-Armstrong Ld Brw *way of tunnels* 658 *t F P T* 97 *t A P T* 172 *t*	37 „ 6 s 7 „ 8 30 „ 2	BT till ~~8,38~~ 9,39
80914 / 143667 / GDLP	**Oropesa** (P)	Twin Sc ss Liv. No. 3–2, 37 2 Dks (Stl) & Shelter dk (Stl-teaks) *Ref. Mchy.* 3rd dk (Stl) in Nos. 1 & 2 holds D.F. *Cruiser Stern*	14118 11915 8577	✠100A1 Liv *Shelter dk* *with freeboard* ~~3,38~~ 3,39 DS12,38 ~~BS12,37~~ ~~LMC~~ 2,37			CL 1,37	1920 9 mo	Cammell Laird & Co. Ld Birkenhead *Lloyd's* SA&CP	Pacific Stm Nav Co.	530·0 / 663 / 41·2 B250' F91' *on Shelter dk* FK			Liverpool British *Cem* 10 *B H to S dk*	6 Steam Turbines LR geared to 2 Sc. Shafts (*s*) 190 lb 1647 NIP 4 DB (Spt), *32 cf*, GS 644, HS 25000	45 „ 0 s 13 „ 5½ 31 „ 9½	BT till ~~5,38~~ ~~1,39~~ 1,39
		Fitted for oil fuel 10,24					*F.P. above* 150° F.				*Cell D B* 444'2049 *t F P T* 133 *t*				*A P T* 279 *t*		
80915 / 163 / SVKP	**Oropos** (*ex* Maid of Sparta, *ex* Minna Horn, *ex* Hornhöhe, *ex* Madeleine Rickmers)	ss Nwc. No. 3–4, 27 ss Ant. No. 2–36 1 *Dk (Stl) & Shelter dk (Stl)* 2nd dk (Stl) in No. 1 hold *Tonnage opening closed '37*	4474 — 2657	100A1 Rot *w* *Shelter dk* Ant *with freeboard* ~~3,37~~ 10,38 LMC MS8,36 BS3,37 10 38			CL 5,37	1913	Rickmers Akt. Ges. Weser-münde-G.	M. A. Embiricos	362·4 / 50·1 / 21·5 29·0 FK *Cell L* B320 942 *t F P T* 160 *t*			Andros Greek 6 *B H L sp* *A P T* 40 *t*	T. 3 Cy. 25", 41" & 68" – 45" (*s*) 180 lb 379 NHP 2 SB, *6 cf*, GS 118, HS 5140 FD N.E. Marine Eng. Co Ld. Sld	31 „ 4 s 7 „ 10½ 23 „ 8½	
80916 / DOBM	**Orotava** (P) D.F. E.S.D. Sub. Sig.	2 *Dks*	3344 2576 1963					1927	Frd. Krupp Act. Ges. Kiel	Norddeutscher Lloyd	319·5 / Q18' B102' F31'	46·8	23·0	Bremen German *W B*	T. 3 Cy. 23⅝", 38 3/16" & 63" – 45¼" 266 NHP Frd. Krupp A.G. Kiel		G
80917 / HRAV	— *Ref. Mchy.* *Fitted for oil fuel* D.F. Sub. Sig 2 *Dks*		2711 2158 1595					1927	A. Stephen & Sons, Ld. Glasgow	Mayan S.S. Corp. (United Fruit Co. *Mgrs.*)	300·2 / B92' F32'	44·2	22·2	Tela Honduran *W B*	T. 3 Cy. 20½", 35" & 59" – 42" 226 NHP A. Stephen & Sons, Gls.		C
80918 / Broken up / GHFW	**Orova** ss Liv. No. 1–27 2 *Dks (Stl) & Shelter dk* (*Stl–ws*) 3rd dk (Stl) in Nos. 1, 2 & 3 holds D.F. *Ref. Mchy.* *Cruiser Stern*	Twin Sc	12257 10761 7380	~~✠100A✠~~ Liv *ht* *Shelter dk* *with freeboard* 8,30 ~~5,39~~ ~~LMC~~ *Fitted for oil fuel* 3,23			CL ~~S8,29~~ ~~P9,31~~	1923 3 mo	Harland & Wolff, Ld. Belfast *Lloyd's* SA&CP	~~Pacific Stm. Nav. Co.~~	525·3 / B217' F55' *on Shelter dk* FK & BK 2" *M T* 30'698 *t* 10 *B tunnel* 231 *t F P T* 152 *t* *Cell D B* 456' 1707 *t* *Tanks at sides of*	62·8	32·1	~~Liverpool~~ ~~British~~ Italian *pt Cempt Asp* *H all to S dk* *A P T* 190 *t*	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 215 lb 1323 NHP 4 DB, *24 cf*, GS 517, HS 21480 Harland & Wolff, Ld. Bel.	43 „ 9 ~~11 „ 4~~ ~~9 „ 11~~	
80919	**Orpheus**		1030					1920	De Haan & Oerlemans Heusden	Koninkl. Nederl. Stoomb. Maats. N.V.	216·4	34·6	13·4	Amstrdam Dutch *W B*	T. 3 Cy. 17½", 29" & 76" – 36" 346 NHP Verschure & Co. Amstrdam		V
		Fitted for oil fuel	794														
PGPH		2 *Dks*	464														
80920 / 148852 / MNFG	**Orsa** Wireless	1 *Dk*	1478 1229 900					1925	New Water-way S.B. Co. Schiedam	Clydesdale Ship-owners Co. Ld. (Glen & Co. *Mgrs.*)	250·0 / P14' Q63' B84' F28'	37·1	16·3	Glasgow British *W B*	T. 3 Cy. 18", 30" & 49" – 36" 144 NHP New Waterway S.B. Co.		C
80921 / 52 / ILMJ	**Orsolina** (*ex* Cesario Console–37, *ex* Lea S, *ex* Lea, *ex* Adriadne)	1 *Dk*	883 718 536					1899	Akt. Ges. "Neptun" Rostock	Michele Pappalardo	215·2 / Q77' B54' F27'	32·2	12·8	Torre del Greco Italian *W B*	T. 3 Cy. 16½", 25 5/16" & 41⅜" – 28¾" 93 NHP A. G. "Neptun," Rostock		I
80922 / 100264 / GQFV	**Ortinashell** (*ex* Oweenee, *ex* Sailing Vessel)	Twin Sc *Oil Eng.* ss Suz. 3rd No. 3–4, 29 *Mchy. Aft* ss Suz. No. 1–33 1 *Dk pt Stl–pt ws*) 2 *tr B & W b frames* *NOW A DEPOT SHIP.*	2603 2302 1561	✠ Suz *w* 4.36 ~~NT9,19~~ ✠ *Carrying homogeneous cargo*				1891 10 mo	Richardsn, Duck & Co. Stockton	Shell Company of Egypt, Ld.	309·0 / P45' F36' BK 10½'	42·0	24·6	London British *Cem* 6 *B H to U dk* 2 „ „ *2nd* „	Oil Engines 4 S.C.SA 16 Cy. 14½" – 15" 330 NHP NDB 6, 17 Vickers, Ld. Barrow	26 „ 6	
											D B 352' 687 *A P T* 86 *t*						
80923 / 141191 / MJXF	**Ortolan** (*ex* Beauly Firth)	ss Lon. No. 3–8, 32 ss Lon. No. 1–37 *Mchy Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted*	489 316 202	✠100A1 Lon *g* ~~3,39~~ 3,38 ~~BS 3,38~~ ~~LMC~~ 2,37 3,39			CL ~~P2,38~~ 3,39	1920 3 mo	J. Lewis & Sons, Ld Aberdeen *Lloyd's* SA&CP	General Stm. Nav. Co. Ld.	160·1 / 25·2 / Q92' B11' F23' FK *Cell D B* 95' 114 *t F P T* 33 *t A P T* 14 *t*	25·2	9·7	London British 3 *B Hpt Cem* *pt Asp*	T. 3 Cy. 12½", 21" & 34" – 24" (*s*) 180 lb 65 RHP 1 SB, *3 pf*, GS 52, HS 1573 J. Lewis & Sons, Ld. Abn.	11 „ 9 s 3 „ 8 11 „ 9	
80924	**Ortwo** (*ex* Strinda–34)		6369					1912	W. Doxford & Sons, Ld. Sunderland	Nissan Kisen K.K.	439·5 / P94' H512 *t* F71'	57·0	26·3	Tokyo Japanese *W B*	T. 3 Cy 25", 41" & 70" – 48" 339 NHP W. Doxford & Sons, Ld. Sld.		N
	see "Nitiho Maru," see No. 89320 in Supp.		*6980 gl*														
		1 *Dk & Shelter dk*	3484														
80925 / 146699 / VJKD	**Orungal** (P) (*ex* Fezara)	ss Syd. No. 3–2, 35 2 *Dks (Stl U–teaks)* *Ref. Mchy.* 3rd *Dk (Stl) in Nos. 1 & 2 holds*	5826 4414 3448	✠100A1 Syd ~~2,38~~ 10,38 Mel ~~BS1,38~~ LMC1,35 ~~Lloyd's~~ RMC ~~1,38~~ BS12,38 3,39 *Fitted for oil fuel* 2,25			CL 3,37 *F.P. above* 150° F.	1923 2 mo	A. Stephen & Sons, Ld. Glasgow *Lloyd's* SA&CP	~~Eastern Traders Ld~~ St. Mary Axe ~~Steamship Co.~~, Ld. *Cell D A* B340' 953 *t F P T* 69 *t*	390·6 / 405·6 (O.L.) P16' B154' F46' FK	55·2	28·1	Melbourne British 7 *B Hpt Cem* *pt Asp* *A P T* 138 *t*	2 Steam Turbines SR geared to 1 Sc. Shaft (*s*) 215 lb 694 NHP 4 SB (Spt), *12 cf*, GS 231, HS 9191 A. Stephen & Sons, Ld. Gls.	30 „ 6 s 5 „ 7 25 „ 4½	
80926 / 7441 / SFWK	**Orvar** (*ex* Klosterfos, *ex* Hilde Podeus)	1 *Dk*	1596 1333 929					1908	Nordsee-werke Emden	Rederi A/B Orvar (Fänges & Pahls-sons Rederier, *Mgrs.*)	266·1 / Q114 *t* H71 *t* F41 *t*	39·6	15·3	Hisingborg Swedish *W B*	T. 3 Cy. 20½", 33½" & 53" – 33½" 163 NHP Ottensen er Masch Ottensen		V
80927 / HPFX	**Orville Harden** *Oil Eng.* ss Ham. No. 1–37 1 *Dk (Stl)* 2nd *dk (Stl) clear of cargo tanks* 3rd *dk (Stl) aft of cargo tanks* *Mchy. Aft* E.S.D. *Web frames* *Cruiser Stern* *Longitudinal framing* D.F. GyC. *Rudder electrically welded*	Twin Sc	11191 — 6904	✠100A1 Ham ~~6,38~~ ~~11~~ LMC CS9,37 DBS9,37 ~~11,39~~ 11,36 *Carrying Petroleum in bulk*			CL 9,37	1933 3 mo	Cantieri Riuniti Dell' Adriatico Monfalcone	Panama Trans-port Co.	522·0 / 542·0 (O.L.) *Aft* B55' 340' F39' FK *Cell D Bu* E78' 135 *t* / 2312 *t F P T* 291 *t*	70·4	38·7	Panama Panamanian 16 *B Hpt Cem* *D T s f* 53' *A P T* 250 *t*	Oil Engines 2 S.C.SA 12 Cy. 23⅝" – 43 3/16" 1162 NHP 2 DB (*a*) *200 lb* 2 DB (*f*) *100 lb* Soc. An. "Fiat" S.G.M. Turin	38 „ 9 s 8 „ 6½ 30 „ 5½	
80928																	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termo assigné maintenant appris. Lettre d'attribution.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15 Registres où cela n'est pas dans le L. Durée Cert. Bof Trade
80929	**Orwell** (*ex*KnightTemplar)		7920	✠ 4,28	Osl	*c* †		1905	C.Connell &Co.Ld. Glasgow	A/S Tönsbergs Hvalfangeri	470·0 P38′	58·0 B169′	31·8 F51′	Tonsberg Norwegian	T.3Cy.27″,46″&76″–51″ 596NH′	34 ″ 10	N †
LCUV		*ss*Bkn.No.3–2,19	6956	✠									FK	11*BHCem*	3SB,9*cf*,GS148,HS8613		
	D.F.	*ss*Gls.No.1–23	5025											(8 ,, *to U dk*	D.Rowan&Co.Glasgow		
		2*Dks*&*deep framing*												3 ,, ,,2*nd*,,)			
		Fitted for oil fuel															
		Carrying petroleum in bulk															
80930	**Oryoku Maru** Ⓟ	**TwinSc**	7363					1937	Mitsubishi JukogyoK.K Nagasaki	OsakaSyosenK.K.	425·8 F51′	57·1	33·3	Osaka Japanese *WB*	4Steam turbines DR geared to 2 Sc Shafts 1083NH′ MitsubishiJukogyoK.K. Nag.		
43464			—														
JSKL	D.F. *Ref.Mchy.*	3*Dks*	3882														
		Cruiser Stern															
80931	**Osage** (*ex*LakeFannin)		2649			…		1919	American S.B.Co. Cleveland,O.	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	251·0 P25′B64½F23′	43·6	26·2	New York Utd.States *WB*	T.3Cy.21″,35″&59″–42″ 352NH′ AmericanSBCo.ClevelndO	28 ″ 2	R †
218231		*Fitted for oil fuel*	2273										FK				
KJTQ		1*Dk*2*trB*	1637														
80932	—	**TwinSc**	1010	100A1 4,393,39	Shl		CL	1914	H.M. Dockyard Devonport	Anglo-American OilCo.Ld. (F.J.Wolfe,*Mgr.*)	200·0 P45′F40′	34·2	15·4	London British	Oil Engines 2S.C.SA 8Cy.16$\frac{5}{16}$″–18$\frac{1}{8}$″ 401NHP	16 ″ 3	
136733	(*ex*Ferol)	*Oil Eng.*	786	I ✠C CS3,38			3,38							11*BIptCem*	NDB20–*[illegible]* *100lb*	s 1 ″ 4$\frac{3}{4}$	
MKGD	*Mchy.Aft*	*ss*Shl.2ndNo.3–3,38	435	DBS3,38 3,38 3,				*Lloyd's*	*SA&CP*	*DBuE&B38′74t D*	*T f*20′ 166*t*	*FPT* 34*t*		*APT*79*t*	NE15*refitted*1,30	15 ″ 0$\frac{1}{2}$	
		1*Dk*(*Stl*)&*Web frames*		*Carrying Petroleum in bulk*						*Middle line BH not oil tight*					J&CG Bolinders,Skm		
80933	**Osaka Maru** Ⓟ		3741					1922	Yokohama DockCo. Yokohama	KinkaiYusenK.K.	345·0 P33′B74′F40′	50·0	29·0	Tokyo Japanese *WB*	T.3Cy.23″,38″&64″–48″ 275NH′ YokohamaDockCo.Yka.		
28976			3397														
JIQA		2*Dks*	2192														
80934	**Osbur** (*ex*Nautic)		1370	✠100A1	Hbg	*p*	OG	1914	Kockums M.V.Aktieb Malmö	RederiA/B Walhall (C.W.Winck, *Mgr.*)	233·2 246·9(O.L.)	37·7	16·3	Hlsngborg Swedish	T3Cy.18$\frac{1}{4}$″,28$\frac{3}{4}$″&48$\frac{13}{16}$″–31$\frac{1}{2}$″ 185lb (*s*) 155NHP	18 ″ 7	
5553		*ss*Hbg.2ndNo.3–2,38 *ss*Rot.No.3–4,37	1156	2,38 4,38			4,37							4*BHCem*	2SB,4*cf*,GS62,HS2490	s 2 ″ 1	
SFWO		*ss*Got.No.2–38	780	BS4,37 ✠LMC4,38				*Lloyd's*	*SA&CP*	*Cell DBa*73′	P16′B58′F26′		FK	44*tAPT*62*t*	KockumsM.V.Akt.Malmö	16 ″ 8	
		Cargo battens not fitted	1*Dk*(*Stl*)	BS5,38 ✠MS2,39							*uE*15′*f*90′345*t*	*FPT*					
80935	**Oscar** (*ex*JohanSanne–36)		1372	✠100A1	Osc	*p*	OG	1914	Kockums M.V.Aktieb. Malmö	NyaAngfartygs A/BHeimdal(J.E. Manne,*Mgr.*)	233·1 P18′B63′F26′	37·8	16·3	Gothenbrg Swedish	T.3Cy18$\frac{1}{4}$″,28$\frac{3}{4}$″&48$\frac{13}{16}$″–31$\frac{1}{2}$″ 185lb (*s*) 156NHP	18 ″ 7	
5629		*ss*Got.2ndNo.3–4,39 ~~*ss*Got.No.3–8,37~~	1154	7,38 5,37 4,39 ~~Bow~~ Got			5,37	9mo					FK	4*BHCem*	2SB,4*cf*,GS75,HS2546	s 2 ″ 3	
SFBO		~~*ss*Got.No.3–38~~	~~2nd~~	BS5,37 ✠LMC~~4,39~~				*Lloyd's*	*SA&CP*	*Cell DBa*69′*uE*19′	*Bf*93′364*t*	*FPT* 44*t*		*APT*59*t*	KockumsM.V.Akt.Malmö	16 ″ 6	
		1*Dk*(*Stl*)	779	7,38 MS4,39													
		Cargo battens not fitted															
80936	**Oscar Gorthon**		1323	✠100A1	Got	*p*	OG	1924	Howaldts-werke Kiel	RederiA/B Gylfe (J.Gorthon,*Mgr.*)	236·1 -249·9(O.L.)	37·1	14·0	Hlsngborg Swedish	T.3Cy.16$\frac{5}{16}$″,27$\frac{3}{16}$″&43$\frac{5}{16}$″– 29½″ 185lb (*s*) 128NHP	16 ″ 0	
7140		*ss*Got.No.3–4,37	991	6,38 ~~10,37~~	Mmo		~~4,36~~	8mo			P20′Q71′B101′F23′			4*BHCem*	2SB,4*cf*,GS61,HS2174	s ″ 5½	
SEWJ	*Well deck*	1*Dk*(*Stl*)	704	BS6,38 ✠LMC			6,38	*Lloyd's*	*SA&CP*	*Cell DB*203′ 429*t*	*FPT* 33*t*	*APT*48*t*	FK		Howaldtswerke,Kiel	15 ″ 9	
		Cargo battens not fitted		MS4,37													
80937	**Oscar Midling** (*ex*Bertha,		2237	✠100A –	Skm		CL	1889	J Readhead &Sons S.Shields	Laivan varustus O/YOuluRederi A/B	290·5 P28′Q82′B118′F33′	39·0	18·9	Oulu Finnish	T3Cy19½″37½″&61½″–39″(*r*) 160lb *100lb* NDB07 234NHP	21 ″ 5	
4081	*ex*Ainsdale)	*ss*Skm.4thNo.3–11,37	1715	11,37	Ant		10,37	9mo					BK10′	6*BHCem*	2SB,4*rf*,2*cf*,GS107,HS3490	s 1 ″ 7½	
OFCI	*Well deck*	1*Dk*(*Irn*)2*trB*	1371	BS1,37 4,38 ✠LMC MS11,37										*Cell DB*250′534*t*	J Readhead&Sons,S.Shl.	20 ″ 8	
		Cargo battens not fitted															
80938	**Oshima Maru**		970					1934	Mitsui Bussan Kaisha,Ltd. Tama	MitsuiBussan Kaisha,Ltd.	210·6 F22′	34·0	14·8	Kobe Japanese	Oil Engines 2S.C.SA 6Cy.8$\frac{1}{16}$″–14$\frac{5}{16}$″ 78NHP		
40024		*Oil Eng.*	—												MitsuiBussanKaisha,Ltd. Tama		
JFHJ	*Mchy.Aft*	1*Dk*	704														
80939	— Ⓟ		339					1929	Namura Gemrosuke Osaka	KyushuSyosen K.K.	135·0 F24′	22·0	13·0	Osaka Japanese	T.3Cy.12″,20″&33″–20″ 49NHP		
34500			246												FujiokaIronWorks,Osaka		
JDOC	Wireless	2*Dks*	194														
80940	**Oskar**	**WoodAux3MastSr**	322					1937	P.Himmist Papisaare	J.Teär&others	129·8 Q8′F18′	29·4	12·1	K'ressaare Estonian	Oil Engines 2S.C.SA 2Cy.14$\frac{1}{16}$″–16$\frac{5}{16}$″ 79NHP		V
		Oil Eng.	273												J.&C.G.Bolinders, M.V.A/B,Skm.		
ESXH	*Mchy.Aft*	1*Dk*	251														
		(*See SailingShip Register*)															
80941	**Oskar-Friedrich** (*ex*Finnland)		483					1921	Ostseewrft Schff&Masch A.G. Stettin	L.F.Mathies&Co.	170·4 P122′F20′	28·1	11·0	Hamburg German *WB*	T3Cy11$\frac{3}{8}$″18$\frac{5}{16}$″&30$\frac{7}{16}$″–19$\frac{1}{16}$″ 41NH′ Christiansen&Meyer,Ham.		G
			389														
DHSP	*Mchy.Aft*	1*Dk*	246														
80942	**Oskawa**		6100			…		1918	MooreS.B. Co. Oakland,Cal.	UnitedStates Maritime Commission	402·5 P34′F39′*on Shltrdk*	53·0	32·0	S.Frncisco Utd.States *WB*	DR Geared Steam Turbine 657NH′ GeneralElectricCo. Schenectady,N.Y.	34 ″ 6	R †
217206	Sub.Sig.	*Fitted for oil fuel*	5657										FK				
KJTS	*Ref.Mchy.*	1*Dk*&*Shelter dk*&*Web frames*	4539														
		Longitudinal framing															
80943	**Oslebshausen** (*ex*Zembra–37)		4989	✠100A1	Kel	*x*	CL	1923	G.Seebeck Akt.Ges. Weser-münde-G	Fried.KruppA.G. (Fried.Krupp's Reederij enTrans-portbedrijfN.V. *Mgrs.*)	370·6 390·5(O.L.)	51·0	27·3	Bremen German	T.3Cy.22½″,38$\frac{5}{16}$″&63″–43$\frac{3}{8}$″ 180lb (*s*) 426NHP	29 ″ 10	
	D.F.	*ss*Shl.No.3–6,36	3849	5,38 11,37 10,38	Rot		2,37	10mo			P108′F29′		FK	7*BHCem*	2SB(FD)&1AuxSB,6*cf*,3*pf*, GS166,HS6745	s 5 ″ 10½	
DOTH	*Mchy.Aft*	1*Dk*(*Stl*),2*nd dk*(*Stl*) *in No.*1	2696	✠LMC				*Lloyd's*	*SCP*	*Cell DB*	311′1835*t DT f* 26′15			7*t FPT* 139*t*	G.Seebeck A.G.Wsm.	24 ″ 3	
		Cantilever framed hold Topside tanks		MS6,36 BS11,37 10,38						*Transverse*	*Topside tank aft* 46*t*			*APT* 197*t*			
		Longitudinal framing at double bottom &		✠NB(2)21*refitted*11,37													
		Cargo battens not fitted deck		✠NB(Aux)29*refitted*11,37													
80944	**Osler** (*ex*E.B.Osler)		6787					1908	Canadian S.B.Co.Ld. BridgebrgOn	CanadaS.S.Lines, Ld.	491·3	56·0	26·5	Toronto British *WB*	Q.4Cy.19″,28″,40″&58″–42″ 218NH′ CanadianS.B.Co.Ld Tto.		R
125977			6493														
VGWK	*Mchy.Aft*	D.F. 1*Dk*	4361														
80945	**Oslo** (*ex*Danhild–34,*ex*Hekla)		1412	✠100A1	Abg	*o*	OG	1920	Akt. Kalundborg Skibsv. Kalundborg	D/S PacificA/S (L.R.Schmith. *Mgr.*)	233·3 242·0(O.L.)	37·1	16·6	Copnhagn Danish	T3Cy.16$\frac{3}{16}$″,25$\frac{3}{8}$″&47$\frac{1}{8}$″–29½″ 185lb (*s*) 134NHP	18 ″ 8	
		*ss*Cpn.No.3–5,38	1183	6,38 8,37	Cpn		8,37	10mo			P12′B50′F29′		FK	4*BHCem*	2SB(Spt),4*cf*,GS67,HS2086	s 2 ″ 0	
OYBV	D.F.	*ss*Abg.No.1–37	815	✠LMC8,37				*Lloyd's*	*SA&CP*	*Cell DB*196′409*t*	*FPT*			63*t APT* 28*t*	Steen&Kaufmann, Elmshorn	16 ″ 10	
		1*Dk*(*Stl*)		BS6,38													
		Cargo battens not fitted															
80946	— Ⓟ		881					1929	Nylands Værksted Oslo	A/S Arendals Dampskibsselskab	188·1 H109′	31·6	20·3	Arendal Norwegian *WB*	C.4Cy.(2)14$\frac{3}{8}$″&(2)31$\frac{1}{4}$″ –31½″ 93NHP		N
			772												NylandsVærksted,Oslo		
LEPD	*Ref.Mchy.*	2*Dks*	474														
80947	— Ⓟ	**Iron**	*313*					1877	MotalaCo. Gothenburg	Ångf.Aktieb. Bohuslänska Kusten(C.Thor-burn,*Mgr.*)	141·4 P83′H81′F84′	21·4	9·7	Uddevalla Swedish *WB*	C.2Cy.28″&40″–24″ NB03 65NH′		
623		(*ex*OscarDickson)	*156*												MotalaCo.Gothenburg		
SFXD		1*Dk*	*147*														

Note—Adolf Bratt, see No. 870 *Vaxholm*, not given.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	Port of Survey.	Year & Period for Special Equipment Letter.	7a Date when tail shaft last seen.	8 9 Built. When. — Ship. — Engines	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; HP=power by Ship's Register. Particulars of Boilers & Furnace Engine Maker's Name.	14 Moulded depth. Freeboard amidships. — Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Build or Trade Cert.
80948 Oslofjord (P) TwinSc *Oil Eng.* LJVX D.F. E.S.D. GyC. *4 Dks Cruiser Stern*		16500 18673 10382 10712					1938	Deutsche Sch-u-Mschb. A.G.Weser Bremen	DenNorske-Amerikalinje A/S	563·5 F43′	73·4	34·1 43·4	Oslo Norwegian *WB*	4 Oil Engines 2S.C.DA 28Cy.20½″–29½″ & hydraulic coupling SR geared to 2 sc. shafts 4270NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
80949 Osman (*ex*Avesta) 5489 SPXE *ss*Got.2ndNo.3–5,39 *ss*Hbg.No.3–4,39 *ss*Mmo.No.2–39 1 *Dk(Stl)* *Cargo battens not fitted*		1316 1153 738	✝100A1 5,39 8,38	Bkn Got LMC	*o*	06 4,38 6,38	1913 6mo	Kockums M.V.Aktieb. Malmö	RederiA/B Wanadis(C.W. Winck, *Mgr.*) *Lloyd's SA&CP*	237·0 247·7(O.L.) P22′B57′F24′ *u E29′f94′366t*	37·7 FK *FPT*	16·3 *44t APT93t*	Hlsngborg Swedish *4 BHCem*	T3Cy.18½″,28¾″&48½″–31½″ 185lb (*s*) 153NHP 2SB,*4cf*,GS71,HS2443 KockumsM.V.Akt.Malmö	18 ″ 7	
80950 Osmed (*ex*Mineral) 4186 SFXG 1 *Dk*		1526 1259 894					1903	SirRaylton Dixon&CoLd Middlesbro'	RederiA/B Nordkap(HelgeW. Winck, *Mgr.*)	243·6 P27′B66′H69′	36·9	17·3 F21′	Hlsngborg Swedish *WB*	T.3Cy.18″,29″&48″–33″ Richardsons, 132NHP Westgarth&Co.Ld.Mdb.		V
80951 Osmussaar (*ex*Duddingston–36, *ex*Magdalena) ESRZ *ss*Lth.2ndNo.3–6,33 *ss*Tln.No.1–37 1 *Dk(Stl)*§*deep framing* *Cargo battens not fitted*		2229 2005 1824	✝100A1 1,38 MS2,37	Sws Ame LMC BS7,38 8,38	*s*	CL 1,37	1909 4mo	Craig,Taylor&Co.Ld. Stockton	A/SMerilaid&Co. *Intermediate bulkhead in fore hold dispensed with* *Cell DB*	287·0 298·2(O.L.) P26′B78′F29′ 42′559t	44·0 FK	18·9 *4 BHonly*	Tallinn Estonian *Cem*	T.3Cy.21″,35″&57″–39″ (*s*) 160lb 209NHP 2SB,*6cf*,GS80,HS3218 N.E.MarineEng.CoLd.Sld.	21 ″ 1 s 3 ″ 0½ 18 ″ 3	
80952 Osnabrück (P) *Oil Eng.* DOQP D.F. E.S.D. *2 Dks* *Ref.Mchy.* *Cruiser Stern*		5095 4005 2983	Lloyd's RMC 12,37 for temp. 32° F.			12,38	1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	415·1 P21′Q378′	54·5	21·9	Bremen German *WB*	Oil Engines 2S.C.DA 6Cy.23⅝″–43⅛″ 1165NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		G
80953 Osric (*ex*Rymmen,*ex*MotalaStröm) 6176 SFXI 1 *Dk*		1418 1202 782					1919	Limhamns Skeppsv.A.B. Limhamn	RederiA/BWalhall (C.W.Winck, *Mgr*)	251·7 P21′B62′F27′	38·0	18·5	Hlsngborg Swedish *WB*	T.3Cy.17¼″,29½″&48″–31½″ 130NHP LimhamnsSkeppsvarvA.B		V
80954 Ossag *Carrying Petroleum in bulk* *Oil Eng.* DIEF Sub.Sig. *Mchy.Aft* E.S.D. *2 Dks*		2793 2331 1515					1921	Deutsche Werft.A.G. Hamburg	TankdampferGes. "Ossag"m.b.H.	309·7 P90′B31′F36′	45·5	22·5	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.24½″–37½″ 359NHP AlgemeineElec.Ges.Berlin		G
80955 Ossian (*ex*Valpen,*ex*Harald, 5143 *ex*Brunsnis, *ex*Mediterraneo) SFXK *ss*Hbg.3rdNo.3–11,30 *ss*Hbg.No.1–35 *Well deck* 1 *Dk(Stl)*§*Web frames* *Cargo battens not fitted*		1564 1293 884	✝ 3,39	Hbg LMC BS11,36		CL 5,36	1892 4mo	Osbourne, Graham&Co. Sunderland	RederiA/B Alfa (A.Börjesson, *Mgr.*)	260·0 P27′Q76′B106′F35′ *Cell DB214 385t*	37·0 FK	16·5 *APT53t*	Hlsngborg Swedish *4 BHCem*	T.3Cy.20″,32½″&58″–36″ (*r*) 160lb 174NHP 2SB,*6pf*,GS86,HS2705 G.ClarkLd.Sunderland	18 ″ 9 s ~~″ 11~~ ~~18 ″ 0~~	
80956 — (*ex*Paignton) MJSP *ss*Cff.No.3–9,32 *ss*Gls.No.1–37 1 *Dk(Stl)* Wireless *Cargo battens not fitted*		1514 1328 823	✝100A1 3,39 MS2,37 DBS3,39	Gls Trn LMC MBS5,39	*p*	CL 3,39	1919 10mo	Murdoch& Murray,Ld. PortGlasgow	ClydesdaleShipownersCo.Ld. (Glen&Co. ~~*Mgrs.*~~ Ld.*Mgrs.*) *Cell D*	240·2 B52 F23′ B198′ 298t	36·1 FK *FPT*	19·1 58t *APT84t*	Leith British *4 BHCem*	T.3Cy.18″,30″&50″–33″ (*s*) 180lb *100lb* NDB21 172NHP 2SB,*6cf*,GS97,HS2886 Rankin&Gblasmkre,Ld.Grk	21 ″ 3 s 2 ″ 9½ 18 ″ 7	
80957 Ostara (*ex*Wido,*ex*Matar) DHSQ Wireless 1 *Dk2tr B*		1281 1114 729					1919	NVSchpsb Th.Nederlof Sliedrecht	ArgoReederei Richard Adler&Co.	238·9 P23′B60′F23′	36·8	15·8	Bremen German *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP J.A.v.d Schuyt,Papndrcht		G
80958 Östbornholm (P) *Now "Canal Chacao," see No. 87536 in Supplement.* OZFD Wireless D.F. 1 *Dk*		315 ~~1822~~ 175					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	A/S DetÖstbornholmskeDampsk. (E.SonneHansen, *Mgr.*)	133·2 P89′F32′	24·1	9·0	Nexö Danish *WB*	T.3Cy.13″,21″&34″–21″ 53NHP KjbnhavnsFlydk.&Skbsv.		V
80959 Ostende (*ex*Ehrenfels) GNHA *ss*Ant.No.3–1,34 *2 Dks(Stl–Upt* teak s) §*Web frames*		4438 4184 2718	✝100A1 1,38 MS2,34	Ant LMC BS9,37 9,38	*y*	CL 1,38	1903 9mo	Swan,Hunter&Wigham Richardsn Ld. Newcastle	Armement Deppe *Cell DBa111′u E25*	375·1 P46′B119′F51′ *Lloyd's SA&CP*	50·5 BK10″ *f171′ 816t DTf31′*	27·4 780t	Antwerp Belgian *7 BHCem*	Q.4Cy.23″,32″,48″&72″–54″ 213lb *120lb* (*r*) 476NHP 3SB,*9rf*,GS147,HS6108 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	30 ″ 2 s 5 ″ 6½ 25 ″ 5½	
80960 Osterklint (*ex*Vesterskov, 5907 *ex*Vesterby) SHN1 1 *Dk*		648 505 327					1917	Eriksbergs M.V.Aktieb. Gothenburg	A/B Bungenäs Kalkbrott(E. Lilljequist, *Mgr.*)	179·8 P53′H28′F21′	28·9	11·6	Malmö Swedish	T.3Cy.14″,22″&36½″–24″ 65NHP EriksbergM.V.Aktieb.Got		V
80961 Ostersöen (P) (*ex*Borgholm–37, *ex*Bornholm) OYJV Wireless 1 *Dk*§*pt Awng dk*		384 241 148					1899	Akt.Burmeistr&Wain Copenhagen	A S Dampsksisk. paa Bornholm af 1866(Thorkil Lund, *Mgr.*)	156·4	26·8	10·4	Allinge Danish *WB*	T.3Cy.15″,25″&40″–24″ 78NHP Burmeister&Wain,Cpn.		V
80962 Ostfriesland (*ex*Vigen–37, *ex*Sheridart, *ex*Leander) DGLR *ss*Got.2ndNo.3–4,33 *ss*Lkr.No.1–37 1 *Dk(pt trn*§*pt Stl)*§*deep framing*	*Now "Theda Fritzen," see No. 86274 in Supplement.*	2892 2295 1735	✝100A1 4,38	Bmn LMC BS4,38	*u*	CL N7,37	1905 1mo	W.Gray& Co.Ld. W Hartlepool	Johs.Fritzen& Sohn vormLexzau *Scharbau&Co. Cell DBa114 u E25* *Lloyd's SA&CP*	330·0 P27′B176′F34′ *B40′f140′905t*	47·6 FK *FPT*	19·9 *55t APT174t*	Emden German *5 BHCem*	T.3Cy24¼″,38⅛″&64″–42″(*s*) 180lb 294NHP 2SB,*6cf*,GS108,HS4608 Cen.Mar.Eng.Wrks.WHpl	22 ″ 6 s 2 ″ 8½ 20 ″ 0	
80963 Osthav LDRA 1 *Dk(Stl)2nd dk(Stl)in mchy space* *Rudder electrically welded* D.F. *Cruiser Stern* *Special Surveys to date from 1.32*		8417 7743 5040	✝100A1 10,37 *Carrying Petroleum in bulk* DBS12,38	Fal CS12,37	*e*	CL 3,37	1931 8mo	Deutsche Werft A.G Bet Finkenwrder Hamburg	SkibsA/S"Österhav" (T.Lodding) *Cell DBa165′206t D* *Lloyd's SA&CP*	465·2 P106′F42′ *Tf36′664t FPT186t*	59·7 FK	35·4 *11 BH APT160t*	Oslo Norwegian *11 BH*	Oil Engines 2S.C.DA 6Cy.23⅝″–35⅞″ 1175NHP 3DB*170lb* 1DB(*f.s.*)*100lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	35 ″ 0	
80964 Ostkyst (*ex*Ströna–37,*ex*Transport4. *ex*HinrichSteenbock,*ex*Sappemeer, LEZI *ex*Oudkarspel *Mchy.Aft*		364 276 191					1919	Werf "Nordster" Groningen	SkibsA/S Kysten (F.J.Rostand&B. Pedersen, *Mgrs.*)	130·8 P45′H9′F15′	22·9	11·1	Arendal Norwegian *WB*	T3Cy.10½″,16⅜″&27½″–18⅛″ 32NHP P.Versteeg,Hardinxveld		G
80965 Ostland (*ex*Asta–37, *ex*Gustav Vigeland,*ex*ChristianHorn, DHBN *ex*Proximus) 1 *Dk*		2152 1764 1291					1920	Schiffsw. v. H.Koch A.G. Lübeck	LübeckLinie A.G.	286·6 P14′Q92′B122′F32′	42·7	17·6	Lübeck German *WB*	T.3Cy.20⅜″,33½″&43¾″–36⅜″ *Bmade16* 114NHP Ottensener,Machf. G.m.b.H.Altona		G
80966 Ostmark (*AeroplaneServiceShip*) TwinSc *Oil Eng.* DORM Wireless D.F. GyC. E.S.D. 1 *Dk*		1280 909 417					1936	Howaldtswerke A.G. Kiel	Deutsche Lufthansa A.G.	242·8 B&F165′	37·0	15·5	Bremen German *WB*	Oil Engines 2S.C.SA 20Cy.11⅛″–16½″ 488NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant exprimé. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH^p=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, et certificats de L.R. Durée (Cl.) et Port.
80967	**Ostpreussen** (*ex*Merak)	3030 / 2754			...		1920	N V Boele's Schps. & Mchf Bolnes	Kohlen-Import-u. Poseidon Schiff-ahrts-A.G.	324·8 / P26'	47·3 / B206'	21·9 / F29' FK	Königsberg German / *WB*	T.3Cy.22⅛",37"&60"–39" 267NHP	24 " 2	G †
DABU	**D.F. E.S.D.** 1 *Dk*	1790														
80968	— Ⓟ (*ex*Sachsen-35, *ex*OberbürgermeisterHaken)	1328 / 864					1895	Flensburger Schiffsb.Ges Flensburg	Rud.Christ.Gribel	219·9 / P134'	32·4 / F28'	15·6	Stettin / German / *WB*	T.3Cy.20",32"&52"–33" 155NHP		G
DAKJ	*Ref.Mchy.* 1 *Dk2trB* Sub.Sig. Wireless	778												Flensburger Schiffs.Ges.		
80969	**Ostrevent**	1737 / —					1925	Atel.&Ch. de la Seine Maritime Le Trait (S.I.)	Consortium Commercial de Transports Maritimes, Union Industrielle & Mar.Soc.Française d'Arm. *Mgrs.*)	250·6 / P156	37·8	16·3	Rouen / French	T.3Cy.18",30"&50"–33" 143NHP		V
FNCC	**D.F.** 1 *Dk*	916												Atel.&Ch.de la Seine Maritime		
80970 / 552	**Ostrobotnia**	1335 / —					1921	Mask & Brobygn A/B Helsingfors	Finska Ångfartygs A/B	217·0 / P23'	34·5 / B62'	14·0 / F29'	Helsingfrs / Finnish / *WB*	T.3Cy.15½",25½"&41½"–27½" Mask.& Brob.A/B Helsingfors 89NHP		N
OHFE	Wireless **D.F.** 1 *Dk*	795														
80971	**Ostsee** (*ex*Palanga-35, *ex*Bugsee, (*ex*Newtownards) *ss*Sld.No.3–6,20	804 / 603	✠ 7,27	Sld	*k*		1912 / 4mo	J.Crown & Sons, Ld. Sunderland	W.Schuchmann	199·1 / P21'Q44'	29·9 / B46'F21' FK	12·1	Brmrhavn / German	T.3Cy.17",28"&46"–30" 138NHP	14 " 3	G †
DJOH	*Well deck* 1 *Dk(Stl)*	392	✠						*Cell D Ba46'u E6*	*B29'f84'224t FPT7*			4 *BHCem* 19t *APT41t*	1SB,*3cf*,gs58,hs2400 N.E.MarineEng.Co.Ld.Sld		
80972	— (*ex*Ostermoor II, *ex*Eider)	302 / 257					1888	Government Yard Danzig	John T. Essberger	112·2	24·2	12·4	Hamburg / German	C.2Cy.13¾"&24½"–17¾" 22NHP Government Yard,Danzig		C
DHSR	Sub.Sig.	157														
80973 / 10210	**Osumi Maru** Ⓟ	1284 / 1263					1906	Osaka Iron Works Osaka	Kinkai Yusen K.K.	235·0	31·5	21·6	Tokyo / Japanese / *WB*	T.3Cy.17½",28"&46"–33" 122NHP Osaka Iron Works,Osaka		
JOQB	Wireless 2 *Dks*	711														
80974 / 223672	**Oswego Socony** Twin Sc *Mchy.Aft* *Oil Eng.*	1199 / —					1924	Sun S.B.& D.D.Co. Chester, Pa. *Rebuilt* 1936	Socony-Vacuum Oil Co. Inc.	252·9	40·1	12·8	New York / Utd. States / *WB*	Oil Engines 4S.C.SA 12Cy.13"-18" 197NHP McIntosh & Seymour Corp. Auburn,N.Y.		R
KLHK	*Carrying Petroleum in bulk* 1 *Dk* *New middle body electrically welded* 1936	753														
80975 / 164512	**Oswestry Grange** (*ex*Rhodesian Prince–37, *ex*Argentine Transport–36)	4684 / 4238	✠ 100A1 *with freeboard*	Sws	*z*	CL	1935 / 8mo	Blythsw'd S.B.Co.Ld Glasgow	Houlder Line Ld. (Houlder Bros.& Co.Ld. *Mgrs.*)	406·8 / 421·1 (O.L.)	55·2 / F35' FK	24·2	London / British	T.3Cy.22½",36"&65"–45" (*s*) 2200b 362NHP	26 " 6 / s 2 " 8½	
GYMG	1 *Dk* & *Shelter dk* *Cruiser Stern*	2825	1,39	LMC8,35		1,39	*Lloyd's* *SA&CP*		*Cell D B351'1082t*	*FPT201t APT118t*			6 *BHCem* (*Coll to Sh dk* 5 „ *2nd* „)	2SB,*6cf*,gs107,hs4642 FD D.Rowan&Co.Ld.Gls.	23 " 11½	
80976 / 5402	**Oswin** (*ex*Thai) *ss*Sbg.2ndNo.3–4,37	*1320* / *1157*	✠ 100A1 7,38 4,37	Sbg Hbg	*o*	OG	1913 / 2mo	Kockums M.V.Aktieb. Malmö	Rederi A/B Walhall (C.W. Winck, *Mgr.*)	237·5 / P22' B57' F24'	37·7	16·3 FK	Hlsngborg / Swedish	T.3Cy.18¾",28¾"&48⅛"–31½" 185lb (*s*) 153NHP	18 " 7 / s 2 " 2	
SFXM	1 *Dk(Stl)* *Cargo battens not fitted*	*915*	8,38	LMC4,37		4,37	*Lloyd's* *SA&CP*		*Cell D Ba60'u*	*E 29'f 94'328t FPT7*			2 *BHCem* 44t *APT93t*	2SB,*4cf*,gs71,hs2443 Kockums M.V.Akt.Malmö	16 " 7	
80977 / 149569	**Otaio** Twin Sc *Oil Eng.*	10298 / 9271	✠ 100A1 8,38 2,38	Fal Gls	*f*†	CL 7,37	1930 / 12mo	Vickers-Armstrongs, Ld. Barrow	New Zealand Shipping Co.Ld.	472·0 / 493·0 (O.L.)	67·2 / P66' B234'	35·7 F81' FK	Plymouth / British	Oil Engines 2S.C.SA 8Cy.27⅛"–82½" 1884NHP	40 " 0 / s 7 " 10½	
GCWT	*ss*Fal.No.1–35	6300	[illegible] LMC1,3[illegible]				*Lloyd's* *SA&CP*		*Duct keel for*	*ard of mchy space*			9 *BHpt Cem* 3 „ *to 2nd dk*	2 DB *100lb*	32 " 3	
	Ref.Mchy 2 *Dks(Stl)* 3rd *dk(Stl)* in **D.F. E.S.D.** *forward holds* *Rudder electrically welded* *Cruiser Stern*		[illegible] Lloyd's R[illegible] DBS2,39 2,39						*Cell D B312'1291t T*	*anks in way of tunn*			*els 877t DTs*	W.Doxford&Sons,Ld.Sld. *f* 41'299t *FPT87t APT93t*		
80978	**Otava** (*ex*Simone) *ss*Hfs.2ndNo.3–10,29	1290 / 1062	✠ 100A1 4,38 [illegible]	Hfs	*o*	CL 6,37	1904 / 5mo	Wood Skinner&Co.Ld. Newcastle	Helsingin Lloyd O/Y (H.Janhonen, *Mgr.*)	232·0	35·0	16·6	Helsingfrs / Finnish	T.3Cy.17½",29"&48"–33" (*s*) 180lb *100lb* NDB20 138NHP	18 " 10 / s 2 " 3½	
OHHC	*ss*Hfs.No.[illegible] 2–38	690	LMC4,38				*Lloyd's* *SA&CP*		*Cell D Ba&u*	P22'B59'F29' FK *E86'f90'359t FPT6*			4 *BHCem* 2t *APT25t*	1SB(Spt),*3cf*,gs51,hs2067 N.E.MarineEng.Co Ld Nwc	16 " 8	
	Wireless 1 *Dk(Irn)* & *deep framing* **D.F.** *Cargo battens not fitted*															
80979 / 149887	**Otavi** (*ex*Lita) Ⓟ	737 / 573					1919	Framnæs Mek.Værks Sandefjord	Thesen's S.S.Co. Ld. (Mitchell Cotts & Co. (South Africa), Ld. *Mgrs.*)	184·2	30·2	13·0	Cape Town / British / *WB*	T.3Cy.14",23"&38"–27" NE&B24 101NHP Moss Værft.A/S,Moss		C
ZSNF	1 *Dk*	367														
80980 / 5597	**Othem** *ss*Sbg.2ndNo.[illegible]–4,39 ~~*ss*Mmo.No.3–5,24~~ ~~*ss*Hbg.No.2–34~~	682 / ~~564~~ / 564	✠ 100A1 ~~1,38~~ ~~6,37~~ 4,39 ~~Sbg~~	Skm	*k*	CL ~~6,38~~ 2,39	1914 / 7mo	Framnæs Mek.Værks Sandefjord	Rederiaktiebolaget Volo (G.Myrsten, *Mgr.*)	184·0	30·0	12·9	Slite / Swedish	T.3Cy.13½",22"&37½"–28" 180lb (*s*) 95NHP	14 " 11 / s 1 " 4½	
SFXR	1 *Dk(Stl)*	564	~~4,38~~ 4,39	LMC4,34 ~~4,38~~ 4,39			*Lloyd's* *SA&CP* *WB*=		*Cell D Ba44'u E20'*	*f 66' 155t FPT 27t*			4 *BHCem* *APT37t*	2SB,*4pf*,gs53,hs1666 Akers Mek.Værks.Oslo	13 " 8	
80981 / 219814	**Otho** *Fitted for oil fuel*	4839 / 4374					1920	Todd D.D. & Const.Corp Tacoma, Wash.	American West African Line, Inc. (Barber S.S.Lines, Inc. *Mgrs.*)	380·5	53·1	27·0	New York / Utd. States / *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rentschler Co. Hamilton,O.		R
KULX	Sub.Sig. 2 *Dks* *Longitudinal framing*	2976								P52'B102'F41'						
80982 / 166454	**Otina** *For letters see No. 83402 in Supplement* *Oil Eng.*	6217 / 3008	100A1				1938	Odense Staalskibsvft ved A P Møller Odense	Anglo-Saxon Petroleum Co. Ld.	~~12,000~~ 5,[illegible]30 8			London / British	Oil Engines 4S.C.SA 6Cy.25⅛"–55½"	31 " 0 / s 5 " 6½ / 25 " 8½	
GJQR	**D.F.** *Mchy.Aft* *Cruiser Stern*	3004	(*Class Contemplated*) *Carrying Petroleum in bulk*							P87'B38'F47'						
	Longitudinal framing at bottom & at deck													Werkspoor N.V.Ams.		
80983	**Otoño** (*ex*Sailing Vessel) *Oil Eng* 1 *Dk*	305 / — / 177			...		1912	Bow, McLachlan & Co. Ld. Paisley	H.J.Miller&Co.	128·4	29·2	10·0 BK6"	M.Video / Uruguayan	Oil Engines 2S.C.SA NE19 138NHP 4Cy.14"–18½" A.Mietz Corp. New York	10 " 3	
80984 / 41367	**Otowasan Maru** *Oil Eng.*	9205 / 8098	✠ 100A1 5,38 4,37	Tama	*e*†	CL 4,37	1936 / 4mo	Mitsui Bussan Kaisha, Ld. Tama	Mitsui Bussan Kaisha, Ld.	488·0	65·0	36·0	Kobe / Japanese	Oil Engines 2S.C.DA 6Cy.24⅞"–55½" 1231NHP	36 " 0	
JHLJ	D.F. 1 *Dk*, *2nd dk clear of cargo tanks* *Mchy.Aft* GyC. *Cruiser Stern* E.S.D. *Longitudinal framing*	5300	LMC4,36 *Carrying Petroleum in bulk*				*Lloyd's* *SA&CP*		*Cell D Bu E93'283t*	*DTs f 57'316t FPT*			11 *BHpt Cem* 100t *APT71t*	3 DB *200lb* Mitsui Bussan Kaisha, Ld. Tama		
80985 / 146025	**Otranto** Ⓟ Twin Sc *ss*Lon.No.3–3,38	20026 / 12228	✠ 100A1 *with freeboard*	Lon	*p*†	CL 7,37	1925 / 12mo	Vickers Ld. Barrow	Orient Stm.Nav. Co.Ld.	632·0 / 658·6 (O.L.)	75·2	32·9	Barrow / British	6 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 2151b 3722NHP	37 " 6 / s 7 " 4	BT till [illegible] 7.39
GFKV	*Ref.Mchy.* 3 *Dks(Stl-Wthr dk teak s)* Sub.Sig. *4th dk(Stl) in foreholds & 3 after* **D.F. E.S.D.** *holds 5th dk in No.1 hold* *Cruiser Stern*	11979	[illegible] 11,38 [illegible] LMC11,37 [illegible] Lloyd's RMC[illegible] [illegible] 11,38 [illegible] *Fitted for oil fuel* 12,25			*F.P. above*			*Cell D B*	B342'Upper B312' F73' FK *Duct keel in Nos.2,3 & 4 holds* 511'2093t *DT at sides of Engine Room & in way of Tunnels*			12 *BHpt Cem* *Coll., to Wdk* 150° F.	6DB(Spt)&2SB(Spt), *56cf*, gs2688, hs44234 FD Vickers, Ld. Barrow 660t *FPT85t APT152t*	30 " 6	7.39

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Registd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or now applied. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Ho. of Trade Cert.
80986 216813 WQCJ	**Otsego** (P) (*ex* Prinz Eitel Friedrich)	2 *Dks*	4638 3609 2595					1902	Reiherst'g Schiffsw. Hamburg	Libby, McNeill & Libby	370·9 P & B 246′	45·3 F 15′	26·7	S. Frncisco Utd. States *WB*	Q.4Cy. 22½″, 32¼″, 47¼″ & 68″–47¼″ NB21 184 NHP Reiherst. Maschinenf. Han.		R
80987 LCNB	**Ottar Jarl** (*ex* Prinkipo) Wireless D.F.	2 *Dks*	1459 1236 825					1921	Schiffs-u. Dockbauw. Flender A.-G. Siems b. Lübeck	Det Nordenfjeldske Dampsksl. s. A S	228·2 B 58*t* H 89*t*	34·5	20·0	Tr'ndheim Norwegian *WB*	T.3Cy. 15¾″, 26″ & 43⅓″–27½″ 99 NHP Vulcan Werke, Hamburg		N
80988 155285	**Ottawalite** *Mchy. Aft* 1 *Dk (Stl)* *Carrying Petroleum in bulk* *Fitted for oil fuel* *Longitudinal framing at bottom & at deck*		715 627 343	✝ ... 8.36	Mdb			1930 1mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Imperial Oil Shipping Co. Ld. (H.J. Rahlves. *Mgr.*) *Centre line bulkhead* *Cell D Bu E*	175·0 B 7 *B Hpt Cem* 1 *Dk* 8′ 24*t* *APT* 3*t*	35·2 FK *pt Asp* *Cell*	12·9 *non-oiltight*	Montreal British FK *pt Asp*	T.3Cy. 13½″, 22″ & 37″–27″ 106 NHP 1SB, *3cf*, HS 2028 N.E. Marine Eng Co. Ld Nwc	13 ″ 0 8 2 ″ 3 10 ″ 10½	
80989 149879 MNVZ Wireless	**Otterhound** *ss* Rot. No. 2–56 *Mchy. Aft* 1 *Dk (Stl)* & *Web frames* *Longitudinal framing at bottom & at deck, Bracketless*		860 654 ~~489~~ 403	✝ 100 A1 ~~9,38~~ 11,38 MS 10,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8 27	Rot *l* ~~LMC~~ BS ~~6,37~~ 9,38	CL ~~11,36~~ 9,38		1927 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's* 50° F.	Coastal Tankers, Ld. *Cell D Bu E* above	190·5 198·0 (O.L.) P 79′ F 25′ *Trunk* 86′ 19′ 30*t*	32·5 FK	14·6	London British FK *B Hpt Cem* *pt Asp* 65*t* *APT* 30*t*	T.3Cy. 16″, 27″ & 44″–30″ (*s*) 180 lb 148 NHP 1SB, *3cf*, GS 54, HS 2186 Richardsons, Westgarth & Co. Ld. Mdb.	15 ″ 0 s 1 ″ 0¼ 14 ″ 2	
80990 139239 GMRV	**Otterpool** *ss* Shl. No. 3-9,38 ~~Cable No. 2–46~~ D.F. 1 *Dk (Stl)*		4867 4637 2999	✝ 100 A1 9,38 2,38 12,38 ~~11,37~~ 11,38	Sws *y* Shl ~~LMC~~ 9,38	CL ~~7,37~~ 11,38		1926 7mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's*	Pool Shipping Co. Ld (Sir R. Ropner & Co. Ld. *Mgrs.*) *Cell D B*	390·0 P 30′ B 220′ F 40′ 345′ 104 1*t* *FPT* 180*t*	55·0 FK	26·5	W. Hartlpl British 6 *B H Cem* *APT* 179*t*	T.3Cy. 25½″, ~~25″~~ 40″ & 71″–48″ (*s*) 180 lb 439 NHP 3SB (Spt) 9*cf*, GS 190, HS 7614 Cen. Mar. Eng. Wrks. W Hpl	28 ″ 9 s 4 ″ 5⅜ 24 ″ 6¾	
80991 727 OHEA	**Otto** (*ex* Vera-32) *ss* Els. 2nd No. 3–5,32 *ss* Hfs. No. 1–37 Wireless D.F. 1 *Dk (Irn)* & *deep framing* *Cargo battens not fitted*		1343 1086 735	✝ 100 A1 4,38 ~~2,37~~ MS 1,37	Hul *o* Hfs ~~MC~~ BS ~~6,37~~ 7,38	CL 11,36		1907 1mo	Wood Skinner & Co. Ld. Newcastle *Lloyd's*	Helsingin Lloyd O. Y. (H. Janhonen, *Mgr.*) *Cell D Bas*	232·2 P 22′ B 59′ F 29′ « E 86′ *f* 90′ 349*t*	35·1 FK	16·5	Helsingfrs Finnish 4 *B H Cem* 62*t* *APT* 23*t*	T.3Cy. 17½″, 29″ & 48½″–33″ 180 lb *100 lb* (*s*) 139 NHP NDB 22 1SB (Spt), *3cf*, GS 51, HS 2069 N.E. Marine Eng Co Ld. Nwc	18 ″ 10 s 2 ″ 3½ 16 ″ 8	
80992 DJPV	**Otto Alfred Müller** 3 Mst Sub. Sig. E.S.D. 1 *Dk* *Cruiser Stern*		1589 1361 738					1935	Flensburger Schiffsb. Ges. Flensburg	O. A. Müller	258·9 P & B 212′	41·4 F 22′	16·0	Hamburg German *WB*	C.4Cy. (2) 14⅞″ & (2) 31½″–31½″ & LP Turbine with DR gearing & hydraulic coupling 200 NHP Ottensener Mch. G.m.b.H. Altona		C
80993 DMAJ	**Otto Cords**		906 772 494					1910	Akt.Ges. "Neptun" Rostock	Aug. Cords	231·5 P & B 177′	33·8 F 25′	12·0	Rostock German *WB*	T.3Cy. 14⅝″, 24⅝″ & 38½″–26⅜″ 77 NHP A.G. "Neptun," Rostock		G
80994 OHDW	**Otto H.** (*ex* Helga Ferdinand, *ex* Goslar, *ex* Sprogø, *ex* Tertia) 1 *Dk* D.F.		2158 1504 1217					1897	Flensburger Schiffsb. Ges. Flensburg	Björneborg Shipping Co. (Werner Hacklin. *Mgr.*)	274·0 P 18′ Q 86′	39·7 *pt Awng dk* 170′	16·5	Björnebrg Finnish *WB*	T.3Cy. 19″, 31½″ & 52″–40″ 170 NHP Flensburger Schiffsb. Ges.		G
80995 DJTR	**Otto Leonhardt** (*ex* Arethusa–37, *ex* Darnholme) *ss* Pir. 2nd No. 3–4,37 1 *Dk (pt Irn & pt Stl)*		3682 3432 2288	✝ 100 A1 4,38 ~~1,38~~ ~~LMC~~ 4,37 S 4,38	Rot *w* Ham	CL 1,38		1911 7mo	R. Thompson & Sons, Ld Sunderland *Lloyd's*	Leonhardt & Blumberg *Cell D Ba*	349·1 P 35′ B 102′ F 35′ 106 « E 25′ *f* 148′ 743*t*	50·0 FK	23·4	Hamburg German 6 *B H Cem* 4 *P T* 102*t*	T.3Cy. 25″, 42⅝″ & 68″–45″ 180 lb ~~160~~ (*r*) 340 NHP 2SB. *4cf*, *4pf*. GS 125, HS 5302 N.E. Marine Eng Co Ld. Sld.	25 ″ 10 s 4 ″ 3¼ 21 ″ 9	
80996 203658 WADF	**Otto M. Reiss** (*ex* Lynford E. (Geer–34, *ex* James S. Dunham) *Mchy. Aft* D.F. Gy.C 1 *Dk*		4510 — 3858					1906	W. Bay City S.B.Co. West Bay City Mich	Reiss S.S.Co.	420·0	52·0 *WB*	24·3	Wilmgton (Del.) Utd. States	T.3Cy. 22″, 35″ & 58″–42″ 218 NHP American S.B.Co. Clevland		R
80997 OXXE	**Otto Petersen** D.F. 1 *Dk*		2832 2471 1699					1930	Helsingörs Jernsk & Msk. Elsinore	A/S D/S Vendila (Svendsen & Christensen *Mgrs*)	326·8 P 23′ B 216′	48·3 F 30′	19·8	Copnhagn Danish *WB*	C4Cy (2) 18¼″ & (2) 39½″–39½″ 164 NHP Helsingörs Jernsk. & Mskb.		C
80998 UPEW	**Otto Schmidt** (*ex* Pskov–35, *ex* Bellatrix–34) 1 *Dk*		3549 3260 2162					1915	Rotterdam Droogd. Maat Rotterdam	U.S.S.R.	345·8 P 25′ B 114′ F 34′	48·8	23·3	Leningrad Russian *WB*	T.3Cy. 25″, 41″ & 67″–45″ 301 NHP Rotterdam Droogd. Maats		
80999 PGPN	**Oud Beijerland** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*		402 — 240					1930	NV Indust. Maats. "De Noord" Alblasserdam	N.V. Scheepv. Maats. Oud Beyerland (T. den Hartigh. *Mgr.*)	148·9 P 41′ F 17′	25·3	9·2	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 1Cy. 11″–18″ 47 NHP Motorenfabr. "Deutz" A.G. Köln-Deutz		V
81000 PGPY	**Oudewater** *Now "Opsterland," see No. 89468 in Supplement.* D.F. 1 *Dk* & *Shelter dk* *Mchy. Aft* *Cruiser Stern* *Ref. Mchy.* *Rudder electrically welded*		374 194	✝ 100 A1 *Lloyd's* *with freeboard* 2,38 ~~LMC~~ 5,37 ~~Lloyd's~~ RMC 2, to temp. 32° F.	Rot *l*	CL		1937 5mo	N.V.C. Van der Giessen & Zonen's Schps Krimpen *Lloyd's*	N.V. Stoom. Maats. Nederlandsche Lloyd *Cell D G* 127 1*t*	198·3 205·8 (O.L.) *FPT* 22*t*	29·6 FK	8·1 *APT* 10*t*	Rottrdam Dutch 4 *B Hpt Cem* *Coll to Sh dk* 3 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy. 13¾″–23⅝″ 197 NHP Gbr. Stork & Co N V Hengelo	11 ″ 0 s ″ 2 10 ″ 11	
81001 FNIG	**Oued Fes** (*ex* Paz, *ex* Bath. *ex* Andromeda) 2 *Dks*		2633 2313 1530					1913	Stettiner Oderwerke Stettin	Cie. de Nav. Paquet	330·2 B 77′ F 37′	46·2	18·9	Marseilles French	T.3Cy. 23⅝″, 39⅜″ & 63″–43⅝″ 261 NHP Stettiner Oderwerke		V
81002 FNHQ	**Oued Grou** (*ex* Peter) Wireless 1 *Dk*		792 — 440					1921	D. W. Kremer Sohn Elmshorn	Cie. de Nav. Paquet	195·5 Q 63′ B 56′ F 26′	30·8	12·4	Marseilles French *WB*	T.3Cy. 14½″, 23⅝″ & 37⅝″–25½″ 72 NHP Steen & Kaufmann Elmshrn		V
81003 FNHS	**Oued Sebou II** (P) 2 *Dks*		2448 2087 1860					1925	Forg. & Ch. de la Médit La Seyne	Cie. de Nav. Paquet	279·2 B 41′	42·1	21·5	Marseilles French *WB*	T.3Cy. 21⅛″, 34½″ & 55½″–37⅜″ 188 NHP Forg. & Ch. de la Médit. Msl.		V
81004 FNHT	**Oued Tiflet** (*ex* Kite Martha) Wireless 1 *Dk*		1194 — 689					1914	Nüscke & Co. Stettin	Cie. de Nav. Paquet	234·1 P 10′ Q 61′ B 57′ F 26′	35·4	14·0	Marseilles French *WB*	T.3Cy. 16″, 26½″ & 43½″–27½″ 99 NHP Christiansen & Meyer, Har.		V
81005 FNHU	**Oued Yquem** (*ex* Noordzee) Wireless 1 *Dk*		1370 1103 723					1920	N.V. Shps. v/h Wd. A. van Duijvendijk Papendrecht	Cie. de Nav. Paquet	238·8 P 22′ B 68′ F 21′	36·7	15·8	Marseilles French *WB*	T.3Cy. 17½″, 29″ & 46″–36″ 127 NHP Alblasserdam. Msch. Fab.		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté, si ce n'est dans le L. Diviser Cert. B. of Trade
81006	**Ouergha** (*ex* Bretta)		1956	100A1	Msl		OG	1920	N.V.Schps. "DeMaas" Slikkerveer	Cie.de Nav. Paquet	269·1	42·1	18·1	Marseilles	T.3Cy.19$\frac{11}{16}$",31½"&52"–35½"	20 " 6	
			1702	7,38 1,38 1,39			10,37							French	180lb (*s*) 209NHP	s 2 " 9	
FNHW	*ss* Msl. No. 3–7,37		1117	LMC				*Lloyd's*	*SA&CP*	*Cell D Ba 83' u E 17'*	P 28' B 74' F 27' FK	*f* 102'5 31 *t*	*FPT* 104 *t*	4 *BH*	2SB, *6cf*, GS 110, HS 3710	17 " 11½	
	1 *Dk* (*Stl*)			BS 4,37 5,38 MS 7,37									*APT* 85 *t*		Burgerhouts Mch Schp. Rot.		
81007	**Ourem** (*ex* Sorcerer–33, *ex* Kildary)		644	100A1	Lis		CL	1918	Smith's Dock Co. Ltd. Middlesbro'	C.A. Moreira & Cia. Ltda.	175·0	30·0	15·7	Oporto	T.3Cy.16",26"&44"–26" (*s*)	16 " 6	
	ss Lis. No. 1–37 *ss* Nwc. No. 3–4,33		493	5,38 7,38			9,36							Portuguese	200lb 116NHP	s 1 " 7	
CSKT	1 *Dk* (*Stl*)		321	BS 5,38 LMC 6,37			5,38	*Lloyd's*	*SA&CP*		B 52' FK			5 *BH Cem*	1SB, *3cf*, GS 51, HS 1825	15 " 0½	
	Cargo battens not fitted									*Cell D Ba E 26'20 t*				*FPT* 20 *t*	Smith's Dock Co. Ltd. Mdb.		
81008	**Ouse**		1004	✠100A1	Goo	*o*	OG	1911	W. Dobson & Co. Newcastle	London, Midland & Scottish Rly. (Associated Humber Lines, *Mgrs.*)	240·2	34·2	15·4	Goole	T.3Cy.22¼",36"&61"–39" (*s*)	16 " 4	
128876	*ss* Goo. 2nd No. 3–5,37		832	4,38 5,37			1,36	11 mo			249·3 (O.L.)			British	180lb 331NHP	s 2 " 0¼	
MDQP	1 *Dk* (*Stb*)		419	MC 5 37				*Lloyd's*	*SA&CP*		P 38' B 88' F 35 FK			5 *BH Cem*	2SB, *6cf*, GS 124, HS 4948	14 " 9¼	
				BS 5,38						*WB = Cell D Ba 58' u E 15' f 91' 182 t*			*FPT*	14 *t APT* 31 *t*	Wilsnd Slpwy Co. Ltd. Nwc.		
81009	**Ousebridge**		5601	✠100A1	Pld	*z*	CL	1929	Furness S.B.Co Ltd. Haverton Hill-on-Tees	North of England S.S.Co.Ltd. (Crosby Son & Co. Ltd. *Mgrs*)	406·1	56·1	28·6	W. Hartlpl	T.3Cy.27$\frac{7}{16}$",44"&73"–48" (*s*)	31 " 2	
160762	*ss* Shl. No. 2–38 *ss* Bkn. No. 1–39		5232	5,38 9,37	Shl		9,34	9 mo						British	180lb 477NHP	s 4 " 11	
GTFM	D.F. 1 *Dk* (*Stl*)		3533	MC 8,37	MC		4,38	*Lloyd's*	*SA&CP*	*Cell D Ba & u E 1*	P 33' B 260' F 39' FK			6 *BH pt Cem*	3SB, *9cf*, GS 161, HS 6728 FD	26 " 5½	
	Cargo battens not fitted										36' *f* 188' 1365 *t*		*FPT*	8 *St APT* 117 *t*	Richardsons, Westgarth & Co. Ltd. Mdb.		
81010	**Ousel**		1533	✠100A1	Bkn	*r*	CL	1922	Ferguson Bros. (Port Glasgow) Ltd. Port Glasgow	British & Continental S.S.Co.Ltd.	271·3	39·1	16·6	Liverpool	T.3Cy.20¾",34"&57"–39" (*s*)	18 " 9	
146227	*ss* Mch. No. 3–3,35		1248	*Shelter dk*	Mch		4,37	1 mo						British	185lb 273NHP	s " 5½	
MKXQ	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		651	*with freeboard*							F 28' *on Shelter* FK			*Cem*	2SB, *6cf*, GS 105, HS 3904 FD	18 " 6	
	Ref. Mchy.			5,38 4,37	BS 5						*dk* *Collision*			*n B Hto Shdk*	Ferguson Bros. (Pt. Gl.) Ltd.		
				MC 3,54	MC			*Lloyd's*	*SA&CP*	*Cell D B 221' 369 t*	*FPT* 37 *t*	*APT* 28 *t*		4 " " *U* "			
				Lloyd's RMC 5,38													
				for temp. 20° F.													
81011	**Overton**		426	✠100A1	Nwc	*f*	CL	1911	J.T.Eltringham & Co. Ltd. South Shields	Overton S.S.Co.Ltd. (R.R.Clark)	143·5	24·4	10·5	Liverpool	C.2Cy.17½"&36"–24" (*s*)	11 " 9	
131393	*ss* Nwc. 2nd No. 3–3,36		286	11,38 9,36	Liv		7,35	10 mo			*25·2*			British	180lb 74RHP	s 3 " 8½	
MDQJ	*Well deck* 1 *Dk* (*pt Stl*)		185	Bkn MC 3,36			11,38				FK			3 *BH Cem*	1SB, *3cf*, GS 46, HS 1408	11 " 8	
	Mchy. Aft			11,38				*Lloyd's*	*SA&CP*		Q 81 B 9' F 25'	*FPT*		24 *t APT* 28 *t*	Baird Bros. North Shields		
81012	**Ovington Court** (*ex* Amblestone)		6095	✠100A1	Bkn	*y*	CL	1924	Richardson, Duck & Co. Ltd. Stockton	Court Line, Ld. (Haldin & Philipps, Ld. *Mgrs*)	400·0	53·0	32·7	London	T.3Cy.26",43"&71"–48" (*s*)	35 " 2	
145740	*ss* Bkn. No. 3–3,36		5853	*Shelter dk*			4,38	3 mo						British	180lb 425NHP	s 9 " 8	
GCVJ	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		3772	*with freeboard*							F 35' *on Shltr dk* FK			*Cem*	3SB, *9cf*, GS 176, HS 7171	25 " 8½	
	D.F.			4,38				*Lloyd's*	*SA&CP*		*Collisio*			*n B Hto S dk*	Blair & Co. Ltd. Stockton		
				BS 4,38 MC 11,35						*Cell D B 349' 1245 t*	*FPT* 124 *t*	*APT* 174 *t*		5 " " *U* "			
81013	**Ovula**		6256	✠100A1	Rot	*a*†	CL	1938	N.V. Wilton-Fijenoord Schiedam	N.V. Petroleum Maats "La Corona"	428·1	54·6	30·9	The Hague	Oil Engines 4 S.C.SA	31 " 0	
	Oil Eng		5540	10,38 4,38			10,38	4 mo			446·5 (O.L.)			Dutch	6Cy.25$\frac{9}{16}$"–55⅛" 377NHP	s 5 " 6¼	
PGPZ	D.F. E.S.D. 1 *Dk*, 2nd dk clear		3589	MC 4,38							P 87' B 38' F 48'	FK		16 *BH*	DB *180lb*	25 " 7½	
	Mchy. Aft *of cargo tanks*			*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*Cell D Bu E 64' 132 t*	*D Tf* 25' 257 *t*	*FPT* 10 *t*		3 *t APT* 55 *t*	N.V. Wilton-Fijenoord Rot.		
	Cruiser Stern																
	Longitudinal framing at bottom & at deck																
81014	**O-we-ra** *See No.* 80635																
81015	**Oxbird**	K	310	✠100A1	Shl		CL	1916	Crabtree & Co. Ltd. Gt. Yarmouth	R. & W. Paul, Ld.	135·0	23·2	9·5	Ipswich	C.2Cy.17$\frac{13}{16}$"&36$\frac{5}{16}$"–24" (*s*)	10 " 7	
135928	*ss* Hul. No. 3–2,35		221	7,38 10,36			10,36	3 mo			*24·3*			British	130lb 53RHP	s " 6½	
MGBN	*Mchy. Aft* 1 *Dk*		111	BS 2,36 LMC 2,35			7,38	*Lloyd's*	*SA&CP*		FK			3 *BH Cem*	1SB, *2pf*, GS 38, HS 1370	10 " 1	
											Q 47' F 18'	*FPT* 2		9 *t APT* 17 *t*	Crabtree & Co. Ld. Gt. Yar.		
81016	**Oxelösund**	Twin Sc	*5613*	✠100A1	Got	*y*	OG	1923	Aktieb. Götaverken Gothenburg A&CP	Trafik Aktieb. Grängesberg-Oxelösund (M. Wald-enström, *Mgr.*)	393·7	53·4	30·9	Stockholm	Oil Engines 4 S.C.SA	34 " 1	
7018		*Oil Eng.*	*5223*	*Shelter dk*			11,37	8 mo			399·0 (O.L.)			Swedish	12Cy.23$\frac{3}{16}$"–35$\frac{7}{16}$" 629NHP	s 8 " 1	
SLDA	*ss* Got. No. 1–39 *ss* Lkr. No. 3–9,35		*2824*	*with freeboard*							F 40' *on Shelter* FK			*pt Cem*	DB *100lb*	26 " 2½	
	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)			11,37 1,39							*dk* *Collisio*			*n B Hto S dk*	Aktieb. Götaverken, Got.		
	D.F. *Cargo battens not fitted*			LMC CS 1,39						*Cell D Bu E 32' f 105'*	651 *t D Tf* 68' 730 *t*			6 " " *U* "			
	Cruiser Stern			BS 6,38 1,39						*D Ta 103' 1225 t*	*FPT* 58 *t*	*APT* 150 *t*					
81017	**Oxford** (*ex* Glenorvie)		1893					1923	Swan, Hunter & Wigham Richardson, Ld. Sunderlnd	Canada Steamship Lines, Ld.	252·0	42·5	18·0	Montreal	T.3Cy.16",27"&44"–33"		C
145515			1577								Q 100' F 36'			British	111NHP		
CYMB	*Mchy. Aft* 1 *Dk*		1125											*WB*	McColl & Pollock Ld. Sld.		
81018	**Oxfordshire** (P)	Twin Sc 4 Mst	8646	✠100A1	Bkn	*d*†	CL	1912	Harland & Wolff, Ld. Belfast	Bibby Line, Ld. (Bibby Bros. & Co. *Mgrs.*)	474·7	55·3	32·1	Liverpool	Q.8Cy.22",31½",46"&66"–51"	35 " 4	BT till
131454	*ss* Liv. 2nd No. 3–10,36		6620	11,38 10,36			10,36	9 mo						British	215lb (*s*) 906NHP	s 7 " 7	
GLZF	D.F. Sub.Sig. 3 *Dks* (*Stl–Uws*)		5439	BS 7,37 LMC 12,38			11,38				P 52' B 250' F 78'	FK		8 *BH Cem*	2D & 2SB 24 *cf* GS 394 HS 16014	28 " 2	2,39
	& Web frames			5,39			12,19	*Lloyd's*	*SA&CP*	*Cell D B a 123' u E & B*	70' *f* 218' 1313 *t*	*FPT*		92 *t APT* 52 *t*	Harland & Wolff, Ld. Bel.		
				Fitted for oil fuel			*F.P.*	*above*	150° F.								
81019	**Oxshott**		1241	✠100A1	Shl	*o*	CL	1915	Campbeltn S.B.Co. Campbelt'wn	Hudson S.S.Co.Ltd.	230·0	35·8	15·6	London	T.3Cy.18",27½"&45"–33" (*r*)	17 " 7	
139035	*ss* Shl. No. 3–9,27		1022	5,39 4,38			7,36	5 mo						British	180lb 139NHP	s 1 " 4¾	
MFWS	*ss* Shl. No. 2–35		761	BS 4,38 LMC 7,			5,39				Q 79' B 48' F 24'	FK		4 *BH Cem*	2SB, *4cf*, GS 72, HS 2324	16 " 5	
	Well deck 1 *Dk* (*Stl*)			5,39				*Lloyd's*	*SA&CP*	*WB = Cell D B*	*a* 56' *u E* & *B* 33' *f* 102'			395 *t APT* 85 *t*	Rankin & Blackmore Ld. Grk.		
	Cargo battens not fitted																
Broken up	**Ozarda**		4791	~~100A1~~	Cal	*y*	CL	1913	W. Gray & Co. Ld. W Hartlepool	~~British India Stm. Nav. Co. Ld.~~	380·0	51·5	27·5	Italian	T.3Cy.28",46"&77"–48" (*s*)	30 " 0	
~~1931~~			4465	7,38 7,37	Bom		8,36	4 mo							180lb 603NHP	s 5 " 7½	
~~GRYS~~	*ss* Cal. No. 3–11,27		3038	~~MC 7,37~~	~~MC~~		~~8,36~~	*Lloyd's*	*SA&CP*	*Cell D Ba 119' u E 26'*	P 25' B 124' F 40'	FK		6 *BH Cem*	3SB, *12pf*, GS 213, HS 9174 FD	24 " 7	
	ss Cal. No. 2–35										*f* 169' 1070 *t*	*APT* 44 *t*			Cen. Mar. Eng. Wrks. W Hpl.		
	2 *Dks* (*Stl*)																
81021	**Ozark** (*ex* Lake Savus)		2689				...	1919	Manitowoc S.B.Co. Manitowoc	Agwilines, Inc. (Clyde-Mallory Lines, *Mgrs.*)	253·5	43·9	25·9	New York	T.3Cy.21",35"&59"–42"	28 " 5	R
218922	*Fitted for oil fuel*		2329								P 25' B 65' F 26'	FK		Utd. States	326NHP		†
KJTV	Sub.Sig. 1 *Dk 2tr B*		1667											*WB*	Nordberg Mfg Co. M'lw'kee		
81022	**Ozette**		6078					1919	Seattle North Pacific S.B.Co. Seattle, Wash.	United States Maritime Commission	402·5	53·0	32·0	Seattle	2 Steam Turbines D R geared to 1 Sc. Shaft		
217839	*Fitted for oil fuel* 2 *Dks*		5734								P 34' B 81' F 38'			Utd. States	Halliday Machinery Co.		
	Longitudinal framing		4490											*WB*	Spokane, Wash.		

*** Additional Ships are inserted in the Supplement at the end of the Register.

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material Rig, &c. No. of Decks &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Part of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name	14 Moulded depth. Freeboard (midships). Corresponding draught. ft. in.	15 Registers to expire on [illegible] classed, if not in L. R. Date of [illegible]
81023	**P. Aboitiz**	*Oil Eng.* 1 *Dk*	321 271 187		...			1928	Hong Kong & Whampoa Dock Co. Ld. Hong Kong	La Naviera Filipina, Inc.	134·0 B21'F27'	27·1	10·5 FK	Cebu, P.I. Utd. States *WB*	Oil Engines 4S.C.SA 6Cy.11"–19$\frac{1}{16}$" 70NHP Motoren fab. Deutz A.G. Köln-Deutz	11 " 2	
81024 3805	**P. E. Crowley** (*ex* Buffalo) *Mchy. Aft* 2 *Dks*		4077 — 3398					1899	Union D.D. Co. Buffalo, N.Y.	Gt. Lakes Transit Corpn.	381·7	50·5	28·0	Buffalo NY Utd. States *WB*	Q4Cy20$\frac{1}{2}$"29$\frac{1}{4}$"43$\frac{1}{2}$"&63"–42" 257NHP Cleveland S.B.Co. Clevelnd		
81025 LEPJ	**P. G. Halvorsen** 1 *Dk*		1101 984 663					1912	Bergens Mek. Værks. Bergen	A S Thv. Halvorsens Rederi (A/S Thv. Halvorsen, *Mgrs.*)	226·3 H56*t* F31*t*	36·5	15·9	Bergen Norwegian *WB*	T.3Cy.17",26½"&46"–30" 116NHP Bergens Mek Værks Bergen		N
81026 FOSC	**P. L. M. 12** *ss* Msl. No. 3–9,33 *ss* Shl. No. 1–37 *Mchy. Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted*		3754 3416 1931	✝100A1 Shl 11,37 10,38 ✝LMC 11,37 LS 12,38	*w*	CL 5,36		1921 1mo *Lloyd's*	Smith's Dock Co. Ld. Middlesbro' *Cell D B* 297'	Soc. Nationale d'Affrêtements 810*t Topside tanks*	345·0 P97'B30'F35' 248' 770*t*	49·5 FK *FPT* 280	25·0 0*t APT* 195*t*	Rouen French 6 *BH Cem*	T.3Cy 25",41"&68"–45" (*s*) 180lb 430NHP 2SB(FD)&1 Aux SB, *8cf*, GS 173, HS 6590 Smith's Dock Co. Ld. Mdb.	27 " 3 4 " 9¾ 22 " 8	
81027 FOSD	**P. L. M. 13** *ss* Msl. No. 1–36 *ss* Msl. No. 3–4,34 *Mchy. Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted*		3754 3416 1931	✝100A1 Dnk Msl 8,38 5,37 ✝LMC 8,38 MS 3,38 BS 11,37	*w*	CL N5,37		1921 4mo *Lloyd's*	Smith's Dock Co. Ld. Middlesbro' *Cell D B* 297'	Soc. Nationale d'Affrêtements 810*t Topside tanks*	345·0 P97'B30'F35' 248' 770*t*	49·5 FK *FPT* 280	25·0 0*t APT* 195*t*	Rouen French 6 *BH Cem*	T.3Cy 25",41"&68$\frac{7}{16}$"–45" (*s*) 180lb 430NHP 2SB(FD)&1 Aux SB, *8cf*, GS 168, HS 6590 Smith's Dock Co. Ld. Mdb.	27 " 3 4 " 9¾ 22 " 8	
81028 FOSE	**P. L. M. 14** *ss* Msl. No. 3–6,33 *ss* Shl. No. 1–37 *Mchy. Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted*		3754 3416 1931	✝100A1 Shl Mpt 7,37 4,39 B S 7,38	*w*	CL 12.35 7,38		1921 6mo *Lloyd's*	Smith's Dock Co. Ld. Middlesbro' *Cell D B* 297' 810*t Topside tanks*	Soc. Nationale d'Affrêtements	345·0 P97'B30'F35' 248' 770*t*	49·5 FK *FPT* 280	25·0 0*t APT* 195*t*	Rouen French 6 *BH Cem*	T.3Cy.25",41"&68"–45" (*s* 180lb 430NH 2SB(FD)&1 Aux.SB, *8cf*, GS 164, HS 6609 Smith's Dock Co. Ld. Mdb.	27 " 3 4 " 9¾ 22 " 8	
81029 FOSF	**P. L. M. 15** *ss* Shl. No. 1–38 *ss* Msl. No. 3–10,34 *Mchy. Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted*		3754 3416 1931	✝100A1 Cff Shl Bry 5,37 2,39 BS 2,37 ✝LMC	*w*	CL 1.35 4,38		1921 10mo *Lloyd's*	Smith's Dock Co. Ld. Middlesbro' *Cell D B* 297'	Soc. Nationale d'Affrêtements 810*t Topside tanks*	345·0 358·3 (O.L.) P97'B30'F35' 248' 770*t*	49·5 FK *FPT* 280	25·0 0*t APT* 190*t*	Rouen French 6 *BH Cem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 430NHP 2SB(FD)&1 Aux.SB, *8cf*, GS 164, HS 6609 Smith's Dock Co. Ld. Mdb.	27 " 3 4 " 9½ 22 " 8	
81030 FOSG	**P. L. M. 16** *ss* Msl. No. 3–12,34 *Mchy. Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted*		3754 3416 1931	✝100A1 Shl Lo K 2,36 BS 3,38 ✝LMC 2,34	*w*	CL 1,36 12,38		1921 12mo *Lloyd's*	Smith's Dock Co. Ld. Middlesbro' *Cell D B* 297' 810*t Topside tanks*	Soc. Nationale d'Affrêtements	345·0 358·0 (O.L.) P97 B30'F35' 243' 770*t*	49·5 FK *FPT* 280	25·0 0*t APT* 190*t*	Rouen French 6 *BH Cem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 430NH 2SB(FD)&1 Aux SB, *8cf*, GS 168, HS 6590 Smith's Dock Co. Ld. Mdb.	27 " 3 4 " 9¾ 22 " 8	
81031 FOSH	**P. L. M. 17** *ss* Msl. No 3–3,35 *Mchy. Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted*		3754 3416 1931	✝100A1 Cff Bry 11,37 10,38 BS 6,37 6,38 ✝LMC 4,34	*w*	CL 4,36		1922 2mo *Lloyd's*	Smith's Dock Co. Ld. Middlesbro' *Cell D B* 297'	Soc. Nationale d'Affrêtements 810*t Topside tanks*	345·0 358·4 (O.L.) P97'B30'F35' 243' 770*t*	49·5 FK *FPT* 280*t A*	25·0 *PT* 190*t*	Rouen French 6 *BH Cem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 430NH 2SB(FD)&1 Aux SB, *8cf*, GS 168, HS 6380 Smith's Dock Co. Ld. Mdb.	27 " 3 4 " 9¾ 22 " 8	
81032 FOSI	**P. L. M. 20** *ss* Rot. No. 3–10,33 *ss* Shl. No. 1–37 *Mchy. Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted*		5417 5121 2741	✝100A1 Shl Rot 9,36 11,37 ✝LMC 11,37	*z*	CL 4,37		1920 12mo *Lloyd's*	Sir Raylton Dixon & Co Ld Middlesbro' *Cell D Bu E & B* 78' *f* 263' 1224 *t*	Soc. Nationale d'Affrêtements *Topside tanks* 302'	400·0 414·0 (O.L.) P127'B30'F40' 1353*t D T f* 14	56·0 FK	28·4	Rouen French 7 *BH Cem*	Q.4Cy.23",32½",47"&68"–48" 220lb (*s*) 529NHP 3SB, *9cf*, GS 308, HS 7905 FD N.E. Marine Eng Co Ld. Nwc 373*t F PT* 144*t A PT* 244*t*	31 " 0 6 " 2 25 " 1	
81033 FOSJ	**P. L. M. 21** *ss* Dnk. No. 1–38 *ss* Msl. No. 3–3,34 *Mchy. Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted*		5417 5121 2741	✝100A1 Rot Dnk 7,38 3,37 ✝LMC 7,38 MS 3,38 BS 8,38	*z*	CL 3.36		1921 2mo *Lloyd's*	Sir Raylton Dixon & Co Ld Middlesbro' *Cell D Bu E & B* 78' *f* 263' 1117 *t f* 25·8" 122 —	Soc. Nationale d'Affrêtements *Topside tanks* 302'	400·0 414·0 (O.L.) P127'B30'F40' 1353*t D T f* 14	56·0 FK	28·4	Rouen French 7 *BH Cem*	Q4Cy23½",32½",47"&68"–48" 220lb (*s*) 529NHP 3SB, *9cf*, GS 174, HS 7905 FD N.E. Marine Eng Co. Ld Nwc 373*t F PT* 144*t A PT* 244*t*	31 " 0 6 " 2 25 " 1	
81034 FOSK	**P. L. M. 22** *ss* Rot. No. 3–8,33 *ss* Shl. No. 1–37 *Mchy. Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted*		5417 5121 2741	✝100A1 Shl Rot LMC 7,38 9,37 4,39 BS 4,37 MS 9,37 5,39	*z*	CL 2.36 4,39		1921 4mo *Lloyd's*	Sir Raylton Dixon & Co Ld Middlesbro' *Cell D Bu E & B* 78' *f* 263' 1224 *t Topside tanks* 302' 1353 *t D T f* 14' 373 *t F PT* 144 *t*	Soc. Nationale d'Affrêtements	400·0 P127'B30'F40'	56·0 FK	28·4	Rouen French 7 *BH Cem*	Q4Cy23⅛",32½",47"&68"–48" 220lb (*s*) 529NHP 3SB, *9cf*, GS 174, HS 7905 FD N.E. Marine Eng. Co Ld Nwc	31 " 0 6 " 2 25 " 1	
81035 FOSL	**P. L. M. 23** *ss* Rot. No. 1–38 *ss* Msl. No. 3–7,34 *Mchy. Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted*		5417 5121 2741	✝100A1 Rot 9,38 8,37 ✝LMC 9,38 MS 6,37 BS 5,37	*z*	CL 11,36		1921 6mo *Lloyd's*	Sir Raylton Dixon & Co Ld Middlesbro' *Cell D Bu E & B* 78' *f* 263' 1224 *t Topside tanks* 302' 1353 *t D T f* 14' 373 *t F PT* 144 *t*	Soc. Nationale d'Affrêtements *A PT* 244 *t*	400·0 P127'B30'F40'	56·0 FK	28·4	Rouen French 7 *BH Cem*	Q.4Cy.23",32½",47"&68"–48" 220lb (*s*) 529NHP 3SB, *9cf*, GS 174, HS 7905 FD N.E. Marine Eng. Co Ld Nwc	31 " 0 6 " 2 25 " 1	
81036 FOSM	**P. L. M. 24** *ss* Rot. No. 1–39 *ss* Msl. No. 3–1,35 *Mchy. Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted*		5391 5120 2672	✝100A1 Rot 5,37 3,39 ✝LMC 3,39 MS 2,34 BS 10,37	*z*	CL 5,37		1921 12mo *Lloyd's*	Sir Raylton Dixon & Co Ld Middlesbro' *Cell D Bu E & B* 81' *f* 260' 1286 *t Topside tanks* 323' 1519 *t D Tf* 14' 373 *t F PT* 120 *t*	Soc. Nationale d'Affrêtements *A PT* 244 *t*	400·0 P127'B30'F40'	56·0 FK	28·4	Rouen French 7 *BH Cem*	Q.4Cy.23",32½",47"&68"–48" 220lb (*s*) 532NHP 3SB, *9cf*, GS 189, HS 7980 FD Richardsons, Westgarth & Co. Ld. Mdb.	31 " 0 6 " 2 25 " 1	
81037 FOSN	**P. L. M. 25** *ss* Dnk. No. 1–38 *ss* Shl. No. 3–11,34 *Mchy. Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted*		5391 5120 2673	✝100A1 Rot Dnk 8,38 5,37 10,38 ✝LMC 10,38 MS 7,34 BS 9,37	*z*	CL N3,37		1922 3mo *Lloyd's*	Sir Raylton Dixon & Co Ld Middlesbro' *Cell D Bu E & B* 81' *f* 260' 1286 *t Topside tanks* 323' 1519 *t D Tf* 14' 373 *t F PT* 120 *t*	Soc. Nationale d'Affrêtements *A PT* 244 *t*	400·0 P127'B30'F40'	56·0 FK	28·4	Rouen French 7 *BH Cem*	Q.4Cy.23",32½",47"&68"–48" 220lb (*s*) 532NHP 3SB, *9cf*, GS 189, HS 7980 FD Richardsons, Westgarth & Co. Ld. Mdb.	31 " 0 6 " 2 25 " 1	
81038 FOSO	**P. L. M. 26** *ss* Shl. No. 3–3,35 *Mchy. Aft* D.F. 1 *Dk* (*Stl*) *Cantilever framed topside tanks Cargo battens not fitted*		5391 5120 2673	✝100A1 Ant Rot 6,38 2,38 ✝LMC BS 2,38 MS 4,34	*z*	CL 2,38		1922 4mo *Lloyd's*	Sir Raylton Dixon & Co Ld Middlesbro' *Cell D Bu E & B* 81' *f* 260' 1286 *t Topside tanks* 323' 1519 *t D Tf* 14' 373 *t F PT* 120 *t*	Soc. Nationale d'Affrêtements *A PT* 244 *t*	400·0 P127'B30'F40'	56·0 FK	28·4	Rouen French 7 *BH Cem*	Q.4Cy.23",32½",47"&68"–48" 220lb (*s*) 532NHP 3SB, *9cf*, GS 189, HS 7980 FD Richardsons, Westgarth & Co. Ld. Mdb.	31 " 0 6 " 2 25 " 1	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille jusqu'au francbord au milieu du navire. / Tirant d'eau correspondant.
81039	**P. L. M. 27**	*ss*Shl.No.1–39 *ss*Msl.No.3–5,35	5391 5120 2673	✠100A1 Rot 5,39 11,38 Shl LMC11,34 5,39		*z*	CL 5,37 N5,39	1922 7mo	SirRaylton Dixon&CoLd Middlesbro'	Soc.Nationale d'Affrêtements	400·0 | 56·0 | 28·4 P127'B30'F40' FK			Rouen French	Q.4Cy.23",32½",47"&68"–48" 220lb (*s*) 532NHP 3SB,*9cf*,GS189,HS7980 FD	31 " 0 s 6 " 2 25 " 1
FOSP	*Mchy.Aft* D.F. 1 *Dk(Stl)* *Cantilever framed topside tanks Cargo battens not fitted*							*Lloyd's*	*SA&CP*	*Cell DBu E&B81' f 260'1286t Topside tanks 323'1519t D Tf 14'373t FPT120t*				*APT214t*	7 *BH Cem* Richardsons,Westgarth& Co.Ld.Mdb.	
81040 5771 SFYD	**P. L. Påhlsson** (*ex*Harriet, *ex*Eidsborg,*ex*Harald) 4Mst 1 *Dk*		*1481* *1277* *847*					1916	Fredrkstad Mek.Værks. Fredrikstad	Rederi A/B Vidar (Fänges& PåhlssonsRederier *Mgrs.*)	242·6 | 39·4 | 16·8 P32'B63'F19'			Hisingborg Swedish *WB*	T.3Cy.18",29½"&49"–33" 138NH Fredrikstad M.V.Frdstad.	
81041	**P. Madsen**		1804 1619					1924	A/S Aalborg Skbsv. Aalborg	A/S Dampskslsk. Vendila (Svendsen &Christensen, *Mgrs.*)	276·8 | 42·1 | 17·8 P18'B169'F38'			Copnhagn Danish *WB*	T.3Cy.21",33"&55"–36" 181NH A/S Frichs Aarhus	
OZCA	D.F. 1 *Dk*		1071													
81042 684 SVOW	**P. Margaronis** (*ex*Socrates) 2 *Dks*		*4979* *4731* *3175*					1913	Russell& Co. Pt.Glasgow	D.P.Margaronis	405·3 | 52·2 | 27·4 P37'B119'F46'			Piræus Greek *WB*	T 3Cy.26",42"&70"–48" 339NH Rankin&Blackmore,Grk.	
81043	**P. N. Damm**		2832 2471					1929	Helsingörs Jernsk & Msk. Elsinore	A/S Dampskslsk. Vendila (Svendsen &Christensen)	326·8 | 48·3 | 19·8 P22'B217'F31'			Copnhagn Danish *WB*	C.4Cy.(2)18⅛"&(2)39⅜"–39⅜" 162NH Helsingörs Jernsk&Mskb	
OXSE	D.F. 1 *Dk*		1699													
81044 1935 IRRB	**Pace** (*ex*Sous-34,*ex*Donator, *ex*Westfalia) 1 *Dk2trB*		1026 826 618					1899	Akt.Ges. "Neptun" Rostock	G.B.Ferrari	237·4 | 34·1 | 12·8 228·2 Q17'B104t H6t F20t			Genoa Italian *WB*	T.3Cy.14⅜",24½"&38⅜"–23⅝" 72NHP A.G."Neptun,"Rostock	
81045 149654 GNJY	**Pacheco** *Oil Eng.* *ss*Liv.No.2–36 Wireless D.F. 1 *Dk(Stl)&Shelter dk(Stl)*		1346 1055 530	✠100A1 Fal *Shelter dk with freeboard* 1,38 LMC CS5,36 6,35		*r*	CL 6,37	1927 12mo	Harland& Wolff,Ld. Glasgow *Lloyd's*	MacAndrews&Co. Ltd. *Cell DB220'329t FPT17t APT38t*	270·1 | 39·1 | 15·6 B70' FK			Liverpool British 5 *B Hpt Cem Coll to Sh dk* 4 „ 2*nd*„)	Oil Engines 4S.C.SA 6Cy.24½"–51⅛" 355NHP Harland&Wolff,Ld.Gls.	17 " 6 s " 2 17 " 6¾
81046 213769 KDZV	**Pacific** *ss*Bal.No.3 2,27 *ss*Bal.No.2–35 2 *Dks(Stl)&Web frames Longitudinal framing*		6034 5394 4380	✠100A1 NYk 9,38 12,37 Bal BS6,37 LMC7,35 BS6,38 4,39 *Fitted for oil fuel* 1,1,5 *F.P.*		*z*	CL N2,37	1915 11mo *above*	Union Iron Works Co. San Francisco A&CP W	Argonaut Line,Inc. *B = Cell DBa100 u of tunnel 30' 223t* 150° F.	400·0 | 56·2 | 29·4 418·0(O.L.) P57'B73'F40' FK *E 28' f 188' 1236t DT f 30'405t FPT*			New York Utd. States *BH Asp D T at sides* 80t *APT200t*	1 DR geared Steam Turbine 210lb (*s*) 498NHP 3SB(Spt),HS7704 General Electric Co. Schenectady,N.Y.	32 " 0 s 6 " 9¾ 25 " 4¾
81047 5557 SFZN	— **Twin Sc 3 Mst** *Oil Eng.* *ss*Got.No 3–9,27 *ss*Got.No.2–36 D.F. 2 *Dks(Stl)&Shelter dk(Stl)*		*3731* *3350* *2231*	✠100A1 Skm *Shelter dk with freeboard* LMC9,38 LMC6,36		*w*	OG 5,36 2,39	1914 12mo	Akt.Burmeistr& Wain Copenhagen *Lloyd's*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *DBa69'uE WB = Cell DB*	360·0 | 51·6 | 22·1 37' *f* 212' 1138t *FPT* FK			Stockholm Swedish 6 *B Hpt Asp* 74t *APT53t*	Oil Engines 4S.C.SA 12Cy.21¼"–28⅜" 528NHP DB *80lb* Akt Burmeistr & Wain,Cpn	25 " 6 s 2 " 4½ 23 " 4
81048 147081 GJTQ	— *ss*Shl.No.3–9,36 D.F. 1 *Dk Stl* *Cargo battens not fitted*		2816 2525 1701	✠100A1 Hpl BS4,37 LMC9,36		*u*	CL 4,37	1923 5mo	Murdoch& Murray,Ld. Pt.Glasgow *Lloyd's*	Sir W.H.Cockerline *Cell DB 273'646t FPT70t*	324·0 | 44·2 | 23·1 P28'B88'F34' FK			Hull British 6 *B H Cem* *APT57t*	T.3Cy.21",33"&57"–39" (*s*) 180lb 265NHP 2SB,*6cf*,GS121,HS4698 Clyde S.B.&E.Co.Ld.P Gl.	25 " 6 s 3 " 11½ 21 " 10
81049	— **Twin Sc** *(Cable Vessel)*		1570 934					1903	Akt.Burmeistr& Wain Copenhagen	Det Store Nordiske Telegraf Selskab	264·6 | 35·8 | 21·5			Copnhagn Danish *WB*	T.6Cy.16⅜",27"&45"–27" 210NHP Akt Burmeistr&Wain,Cpn	V
OZIB	Wireless 1 *Dk&Spar dk*		728													
81050 164258 MBRB	**Pacific Coast** *Mchy.Aft* Wireless D.F. E.S.D.	Twin Sc *Oil Eng.* 1 *Dk&Shelter dk* *Cruiser Stern*	1210 872 664	✠100A1 Liv *with freeboard* LMC5,35		*q*	OG PN 12,37 S10,38	1935 5mo	Ardrossan Dockyard Ld. Ardrossan *Lloyd's*	Coast Lines,Ld. *Cell DB196'347t*	251·7 | 38·1 | 13·1 261·5(O.L.) B37'F32' FK			Liverpool British 4 *B H Cem Coll to Sh dk* 3 „ 2*nd*„)	Oil Engines 2S.C.SA 10Cy.13⅜"–22⅞" 312NHP British Auxiliaries,Ld.Gls.	15 " 3 s " 2 15 " 2⅜
81051 149949 GBPY	**Pacific Enterprise** *Oil Eng.* *ss*Gls.No.2–36 *Ref.Mchy.* 2 *Dks(Stl)&Shelter dk(Stl)* D.F. *Cruiser Stern*	Twin Sc	6736 6022 4093	✠100A1 Gls *with freeboard* LMC CS5,36 DBS 5,36 11,36 Lloyd's RMC5,36 11,36		*c* †	CL 11,36 S5,39	1927 12mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd's*	Norfolk&N.American Stm Shpg Co.Ld (Furness,Withy& Co.Ld. *Mgrs.*) *Cell DB380*	435·9 | 60·2 | 29·0 454·5(O.L.) F40' FK *Duct keel fwd.of Mchy.space 163' Tanks at sides of* 1480t *MT 28' 908t*			London British 8 *B Hpt Cem Coll to Sh dk* 7 „ 2*nd*„) *tunnels 299t*	Oil Engines 4S.C.SA 16Cy.24½"–51⅛" 946NHP DB *100lb* J.G.Kincaid&Co.Ld.Grk. *FPT154t APT147t*	32 " 1 s 4 " 5 27 " 11½
81052 160468 GBJC	**Pacific Exporter** *Oil Eng.* *ss*Gls.No.2–36 2 *Dks(Stl)&Shelter dk(Stl)* *Ref.Mchy.* D.F. E.S.D.	Twin Sc *Cruiser Stern*	6734 6023 4091	✠100A1 Gls *with freeboard* 3,39 LMC CS5,37 BS 10,33 1,37 10,37 Lloyd's RMC10,37 2,36		*c* †	CL PN 2,38 S3,39	1928 5mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd's*	Norfolk&N.American Stm Shpg Co.Ld (Furness,Withy& Co.Ld. *Mgrs.*) *Cell DB380*	435·9 | 60·2 | 29·0 454·5(O.L.) F40' FK *Duct keel forward of Mchy.space 163' Tanks at sides of* 1480t *MT 28' 908t*			London British 8 *B Hpt Cem Coll to Sh dk* 7 „ 2nd„) *tunnels 299t*	Oil Engines 4S.C.SA 16Cy.24½"–51⅛" 946NHP DB *100lb* J.G.Kincaid&Co.Ld.Grk. *FPT154t APT147t*	32 " 1 s 4 " 5 27 " 11½
81053 160412 GFBS	**Pacific Grove** *Oil Eng.* *ss*Gls.No.2–36 *Ref.Mchy.* 2 *Dks(Stl)&Shelter dk(Stl)* D.F. E.S.D.	Twin Sc *Cruiser Stern*	7117 6388 4290	✠100A1 Gls *with freeboard* Mch 4,39 LMC CS10,37 11,36 Lloyd's RMC5,38		*d* †	CL 10,36	1928 4mo	Deutsche Werke Kiel AG Kiel *Lloyd's*	Furness,Withy& Co.Ld. *Duct keel forward of Machinery space Cell DB397'* 1322t *Tanks in way of tunnels* 320t *DT f 28'910t*	450·4 | 60·8 | 29·7 470·2(O.L.) F39' 8 *BH* *BH to Sh dk* 5„ „ 2*nd*„) 1„ „ 3*rd*„)			London British *pt Cem pt Asp* 2 DB *100lb* Deutsche Werke A.G.Kiel	Oil Engines 4S.C.SA 12Cy.29½"–47½" 1014NHP s4 " 7⅜ 28 " 2½
81054 26831 JPED	**Pacific Maru** *ss*Kob.No.3–7,37 2 *Dks(Stl)&Awng dk(Stl)*		5873 5590 4957 4554	✠100A1 Kob *Awng dk with freeboard* 11,38 MC7,37 *Fitted for oil fuel* 11,20 *F.P.*		*y*	CL 9,35 11,38	1920 11mo *above*	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's*	Tamai Syosen K.K. *Cell DB327'1126t*	385·0 | 51·0 | 36·0 FK *Collision BH to Aw dk* 5 „ „ *U* „			Hasidate Japanese *pt Cem* *BH to Aw dk* HS5636 FD Kawasaki Dkyd Co Ld. Kobe	T.3Cy.26",43½"&72"–48" (*s*) 200lb 440NHP 2SB&1AuxSB,*8cf*,GS154,	36 " 0 s 9 " 1½ 27 " 1
81055 217981 KJUB	**Pacific Oak** (*ex*West Hembrie) *Fitted for oil fuel* Sub.Sig. 2 *Dks*		5622 5303 3499					1919	J.F.Duthie &Co. Seattle,Wash	United States Maritime Commission	409·7 | 54·2 | 27·7 P44'B115'F47'			New York Utd. States *WB*	T.3Cy.24½",41½"&72"–48" Hooven,Owens, 359NHP Rentschler Co. Hamilton,O.	R

1 No. in Book. Official No. Code Letters	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of last entry.
81056 160361 GMPX	**Pacific Pioneer** Oil Eng. ssGls.No.2–36 Ref.Mchy. 2 Dks(Stl) & Shelter dk(Stl) D.F. E.S.D. Cruiser Stern	TwinSc	6734 4093	✠100A1 SFo Mch with freeboard 12,38 10,37 ✠LMC CS4,37 DBS 4,38 11,36 ✠Lloyd'sRMC4 11,38	SFo	ct†	CL PN 10,37 s11,38	1928 2mo	Blythsw'd S.B.Co.Ltd. Glasgow Lloyd's sA&CP	Norfolk&N.AmericanS.Shpg.Co.Ltd. (Furness,Withy& Co.Ltd. Mgrs.) Duct keel forward Cell DB380'1480t MT	435·9|60·2|29·0 454·5(O.L.) F40' FK (Coll to Sh dk 7 ,, 2nd ,,) of Mchy.space163' 28'908t Tanks at sides of tunnels 299t FPT154t APT147t	London British 8 B Hpt Cem pt Asp	Oil Engines 4S.C.SA 16Cy.24½"–51⅛" 946NHP DB100lb J.G.Kincaid&Co.Ld.Grk.	32 ″ 1 s 4 ″ 5 27 ″11½	
81057 160376 GDQY	**Pacific President** Oil Eng. ssGls.No 2–36 Ref.Mchy. 2 Dks(Stl) & Shelter dk(Stl) D.F. E.S.D. Cruiser Stern	TwinSc	7113 6388 4288	✠100A1 Gls Mch with freeboard 5,37 10,36 cr 8,39 ✠LMC CS2,38 DBS 5,37 9,36 ✠Lloyd'sRMC2,38 1,39		dt	CL 10,36 PN 10,37 s11,38	1928 3mo	Deutsche WrkeKiel AG Kiel Lloyd's sA&CP	Furness,Withy& Co.Ld. Duct keel forward Cell DB 397'1322t Tanks in DTf28'910t FPT	450·4|60·8|29·7 F39' FK of Mchy.space174' (Coll BH & AP way of tunnels 320t 168t APT167t	London British 8 B Hpt Cem pt Asp BH to Sh dk 5 ,, ,, 2nd ,, 1 ,, ,, 3rd ,,)	Oil Engines 4S.C.SA 12Cy.29½"–47½" 1014NHP 2DB–100lb DeutscheWerkeKielA.G.	32 ″ 6 s 4 ″ 7½ 28 ″ 2½	
81058 161291 GDYL	**Pacific Ranger** Oil Eng. ssGls.No.2–37 Ref.Mchy. 2 Dks(Stl) & Shelter dk(Stl) D.F. E.S.D. Cruiser Stern	TwinSc	6865 6114 4158	✠100A1 Gls cr with freeboard 4,39 ✠LMC CS5,38 DBS 12,37 12,38 12,36 ✠Lloyd'sRMC 8,39 Carrying Lins seed oil in deep tank		ct†	CL 4,39	1929 9mo	Akt. Burmeistr& Wain Copenhagen Lloyd's sA&CP	Furness,Withy& Co.Ld. Duct keel fwd. Cell DB380' 1423t MD Tanks in way of tunnels 325t	436·4|60·3|29·2 454·2(O.L.) F40' FK of Mchy.space (Coll to Sh dk 7 ,, 2nd ,,) T28'906t FPT152t APT128t	London British 8 BH	Oil Engines 4S.C.SA 16Cy.24½"–51⅛" 946NHP DB–100lb Akt.Burmeistr&Wain,Cpn	32 ″ 0 s 4 ″4½ 27 ″10½	
81059 216333 KJUD	**Pacific Redwood** (ex Westmount) Fitted for oil fuel Sub.Sig. 2 Dks		5683 5082 3557					1918	AmesS.B. &D.D.Co. Seattle,Wash	UnitedStates Maritime Commission	409·5|54·2|27·4 P44'B115'F47' FK	New York Utd. States WB	T3.Cy.26',48"&78"–48' 543NHP AmesS.B.&D.D.Co.Seattle	30 ″ 2	R †
81060 149888 GJZD	**Pacific Reliance** Oil Eng. ssGls.No.2–35 Ref.Mchy. 2 Dks(Stl) & Shelter dk(Stl) D.F. E.S.D. Cruiser Stern	TwinSc	6717 6022 4093	✠100A1 Gls with freeboard 7,38 ✠LMC CS9,38 DBS 3,36 ✠Lloyd'sRMC1,38 5,39		ct†	CL 5,36 P1,37 s6,38	1927 9mo	Blythsw'd S.B.Co.Ld. Glasgow Lloyd's sA&CP	Norfolk&N.AmericanS.Shpg.Co.Ld. (Furness,Withy& Co.Ld. Mgrs.) Duct keel fwd. Cell DB380' 1480t MT 28'	435·9|60·2|29·0 454·6(O.L.) F40' FK of Mchy.space163' 908t Tanks at sides	London British 8 B Hpt Cem Coll to Sh dk 7 ,, 2nd ,,) of tunnels	Oil Engines 4S.C.SA 16Cy.24½"–51⅛" 946NHP DB100lb J.G.Kincaid&Co.Ld.Grk. 299t FPT154t APT147t	32 ″ 1 s 4 ″ 5 27 ″11½	
81061 147593 GKBV	**Pacific Shipper** Oil Eng. ssGls.No.3–10.36 Ref.Mchy. 1 Dk(Stl) & Shelter dk(Stl) D.F. 3rd Dk(Stl) in Nos.1 & 2 holds E.S.D.		6304 5244 3650 6380 5298 3912	✠100A1 Gls with freeboard. Mch 12,37 DB(P) 5,39 ✠LMC CS7,37 DBS 7,37 5,39 7,37 5,38 ✠Lloyd'sRMC1,37 5,39 9,37		bt†	CL 11,37 5,38	1924 3mo	W.Doxford &Sons.Ld. Sunderland Lloyd's sA&CP	Furness,Withy& Co.Ld. Duct keel forward Cell DB358'1 284t DTa16'614t DTf22'996t FPT120t APT126t	420·0|58·0|28·1 F41' FK of boiler space 128' (Coll to Sh dk 7 ,, 2nd ,,)	London British 8 B Hpt Cem Coll to Sh dk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.22½"–91½" 640NHP 2DB–125lb NDB(M&W)37 W.Doxford&Sons,Ld.Sld. DB(P)125lb NDB37(S)125lb W.Doxford&Sons,Ld.Sld.	30 ″ 11 s 3 ″11½ 27 ″ 1½	
81062 220631 KJUV	**Pacific Spruce** (ex West Canon) Fitted for oil fuel 2 Dks "William L. Thompson," see No. 9361 in Supplement		5509 — 8426					1920	Western Pipe&Steel Co. S Fracisco	ThompsonSalmonCorp.	410·5|54·2|27·2 P46'B112'F46'	New York Utd. States WB	T.3Cy.24½",41½"&72"–48' 359NHP JoshuaHendyCo.S.Fo.		R
81063 229252 WQDL	**Pacific Sun** Oil Eng. ssPhl.No.2–38 Mchy.Aft Longitudinal framing–bracketless system	GyC.	9097 8521 5522	✠100A1 Phl 10,37 4,39 ✠LMC CS12,38 DBS10,38 10,36 Carrying Petroleum in bulk		et†	CL 10,36 10,38	1929 12mo	SunS.B. &D.D.Co. Chester,Pa. Lloyd's sA&CP	MotorTankship Corp. Cell DBuE76'f40'488t	480·6|66·0|36·8 P79'F48' FK FPT186t APT84t	Phildlphia Utd. States 17 B Hpt Cem (13 to U dk 4 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.23⅜"–91⅛" 690NHP 2 Water Tube DB200lb SunS.B.&D.D.Co.	37 ″ 0	
81064 220335 KDAV	**Paco** (ex E.J.Nicklos–37, ex Dartford) Fitted for oil fuel Mchy.Aft 2 Dks & Web frames D.F. Longitudinal framing Carrying Petroleum in bulk		5187 4620 3686					1920	TerryS.B. Co. Savannah,Ga	PacoTankers,Inc. (Pennsylvania ShippingCo. Mgrs.)	391·9|51·2|30·0 P99'B34'F44' FK	Wilmgton (Del.) Utd. States WB	T.3Cy.24½",41⅛"&72"–48' 562NHP Hooven,Owens,Rentschler Co.Hamilton,O.	30 ″ 2	R †
81065 IRRK	**Padenna** (ex Houthulst–32, ex Altona. 17 ex Herman Sauber) 1 Dk		1589 1239 971					1904	Schiffsw.v. H.Koch A.G. Lübeck	Marittima RavennateSoc. Anon.	282·0|36·7|16·2 P15'Q68'B63'F24'	Ravenna Italian WB	T.3Cy.20½",33½"&53½"–33½' 163NHP J.F.Ahrens,Altona		I
81066 218038 KUQG	**Padnsay** "Fortunata," see No. 8806 in Supplement Fitted for oil fuel Sub.Sig. 2 Dks Longitudinal framing		4839 4374 2977					1920	ToddD.D. &Const.Co Tacoma	AmericanWest AfricanLine,Inc. (BarbersSS.Lines, Inc. Mgrs.)	380·4|53·1|27·0 P52 B102'F41'	New York Utd.States WB	T.3Cy.24½",41½"&71½"–48" 352NHP Hooven,Owens,Rentschler Co.Hamilton.O.		R
81067 2107 IBUU	**Padova** (ex Joseph Magne) D.F. Sub.Sig. 1 Dk See also "BIZKAYA"		4579 3960 2648					1923	Atel.&Ch. de la Gironde Harfleur	Soc.Anon.Cooperativa di Nav. "Garibaldi"	362·9|49·1|24·4 P231'F28'	Genoa Italian WB	T.3Cy.24½",39"&65"–44½" 280NHP Schneider&Co.Havre		CI
81068 CSGN	**Pádua** (ex Teeco–34) ssLis.No.3–9,37 Mchy.Aft 1 Dk(Stl) Well deck		665 525 359	100A1 Lis 2,39 ✠LMC9,37 BS8,38		j	CL 11,36	1925 8mo	Nordd. Union Werke AG Tönning Lloyd's sA&CP	EmprezaMaritima doNorte,Lda. Cell DBuE	174·3|29·6|12·7 Q38'B80'F28' FK & B57' f90'214t FP	Oporto Portuguese 3 B H Asp T34t APT61t	T3Cy14⅛"22½"&37⅞"–23½" 192lb (s) 98NHP 2SB,4cf,GS61,HS1798 Waggon&MschAG Görlitz	14 ″ 11 s ″10½ 14 ″ 2	
81069	**Paez** Mchy.Aft 1 Dk(Stl) & Web frames Longitudinal framing	TwinSc	2649 1890 1511	✠100A1 Cco Mch 7,37 2,39 ✠LMC2,39 BS7,37 Carrying Petroleum in bulk Fitted for oil fuel 9,27		f	CL 2,39 bulk F.P. above 150° F.	1927 9mo	Palmers' Co.Ld. Newcastle Lloyd's sA&CP	MeneGrandeOil Co.C.A. Cell DBuE&	305·3|50·2|16·3 316 5(O.L.) P69'B22'F33' FK Trunk181' B42' 107t FPT194t	Maracaibo Venezuelan 11 B Hpt Cem	T.6Cy.13½",23"&37"–27" (s) 180lb 210NHP 2SB,6cf,HS4009 MacColl&Pollock,Ld.Sld.	16 ″ 6 s 2 ″ 0½ 14 ″ 8	
81070 ICAI	**Paganini** (P) Oil Eng. ssTri.No.2–36 2 Dks(Stl)		2427 1838 1421	✠100A1 Gen 1,38 Tri MC CS1 BS7 2,37 7,38		s	CL 7,37	1928 10mo	Cant.Nav. Triestino Monfalcone Lloyd's sA&CP	"Tirrenia" Soc. Anon.di Nav. Cell DB213'404t	294·0|40·1|21·1 283·3 FK P29'B84'F36' FPT68t APT57t	Fiume Italian 6 B Hpt Cem pt Asp	Oil Engines 4S.C.SA 6Cy.24½"–43⅛" 357NHP DB100lb StabilimentoTecnico,Tri.	23 ″ 4 s 3 ″ 1½ 20 ″ 5½	
81071 2123 ICNY	**Pagao** (ex Formia–35, ex Volsinio) Fitted for oil fuel Mchy.Aft 3 Dks D.F. Carrying Petroleum in bulk		6101 4548 3618					1922	G.Ansaldo &Co.S.A. Ital SestriP'nente	"Polena" Società di Navigazione	393·2|51·7|28·4	Genoa Italian WB	3 Steam Turbines DR geared to 1 Sc. Shaft G.Ansaldo&Cia.Smprdrna.		I

Numéro d'Ordre / Numéro Officiel / Signaux	Nom du Navire. Matériaux. Gréement, etc. — *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné aux machines après Lettre d'Entretien.	Date de la dernière visite de l'arbre porte hélice.	Construit. Quand. Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	Peinture ou cott. si ce n'est dans le L.R.	
81072 PKGD	**Pahud** — 2 *Dks*	2075 1570 1170					1927	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	300·3	46·2	14·6	Batavia Dutch *WB*	C.4Cy.(2)18⅛"&(2)39⅝"–39⅞" 193NHP Maats.Fyenoord,Rot.		V
81073 FNRN	**Paimpol** Ⓟ (*ex*Winnipeg–38, *ex*JacquesCartier) — TwinSc4Mst *ss*Bmn.No.3-4,30 *ss*Hav.No.1-34 — 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref Mchy*	8379 6476 5031	✠ 100A1 *Shelter dk with freeboard* 6,38 12,38 DMC3,38 DBS6,38 NB(c)9,21 Lloyd'sR	Hav	*d*†	CL SN 11.35 P8,37	1918	Atel.&Ch. deFrance Dunkirk *Lloyd's A&CP*	Cie.France-NavigationS.A. *Cell DB* 388'1494*t* *Tank between*	473·5	59·8	28·7	Havre French *Cem*	T6Cy 23″,38½″&64½″–45″ (*r*) 200lb FD 968NHP (*aft centre boiler*) 210lb 5SB,*20cf*,Gs357,Hs15378 Ateliers et Chantiers de France	31 ″ 5 s 4 ″ 11½ 26 ″ 8	
Now "Winnipeg," see No. 90615 in Supplement																	
81074 7156 SINA	**Pajala** — TwinSc *Oil Eng.* *ss*Got.No.3–1,38 — D.F. E.S.D. 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	6873 6423 3655	✠ 100A1 *Shelter dk with freeboard* 12,38 CS1,38 DBS8,38 11,36	Got	*z*	OG 12,37	1924 10mo	A.B.Götaverken Gothenburg *Lloyd's A&CP*	Trafikaktieb Grängesberg-Oxelösund (M.Waldenström, *Mgr.*) *Cell D Bu E* 45′*f* 197′1282*t* *M* 73′	418·8 429·2(O.L.) F36′ *on Shelter dk* 7′1511*t* *Tanks at sid*	55·1	33·6	Stockholm Swedish *8 B Hpt Cem* *es of tunnels*	Oil Engines 4S.C.SA 12Cy.28⅜"–35⅞" DB*100lb* 629NHP A.B.Götaverken,Got.	37 ″ 6 s 9 ″ 1⅜ 28 ″ 6½	
81075 131769 QBMK	**Pakeha** — TwinSc *ss*Gls.2ndNo.3–1,36 *Ref. Mchy.* 2 *Dks*(*Stl*)&*Shelter dk* E.S.D. (*Stl*–ws)	7909 7390 5029	✠ 100A1 *Shelter dk with freeboard* 12,38 BS2,38 MC12,36 Lloyd'sR C3,38 12,38	Gls Nwc	*e*†	CL 81,36 P9,37	1910 8mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	ShawSavill& AlbionCo.Ld. *W B = C*	477·5 493·5(O.L.) B181′F50′ *on Shlr dk* *cell DBa* 138′*u E&B* 9′	63·1 FK&BK2″	31·3	S'thamptn British 9 *B H Cem* 0′*f* 193′1390*t*	Q8Cy.22″,31½″,46″&65½″–48″ 2150lb (*s*) 854NHP 2D&2S B2*dcf* Gs3309 Hs14950 Harland& Wolff,Ld.Bel.	34 ″ 4 s 5 ″ 7 29 ″ 0½	
81076 210 157	**Pakpanang** — TwinSc *ss*Bgk.No.1-39 *Oil Eng.* *Mchy.Aft* 1 *Dk* *Cruiser Stern*	310	✠ 100A1 *with freeboard* 3,39 LMC CS4,39 11,36 *For service in the Gulf of Siam*	Bgk	*f*	CL S4,38 P12,38	1935 2mo	Nakskov Skibs.A/S Nakskov *Lloyd's A&CP*	SiamStm.Nav.Co. Ld.	141·2 Q42′B26′F21′ *FPT* 14*t*	26·6 FK	8·4	Bangkok Siamese *5 BH* *APT* 7*t*	Oil Engines 2S.C.SA 8Cy.8⅛"–14⅞" 105NHP Akt.Burmeistr& Wain,Cpn	9 ″ 0 s 1 ″ 8½ 7 ″ 6¾	
81077 145526 ZMBT	**Pakura** Ⓟ (*ex*Sunnyhill,*ex*Maja), — *ss*Wlm.No.1–37 *Oil Eng.* *ss*Lyt.No.3–12,34 — Wireless *Well deck* 1 *Dk*(*Stl*)	719 538 364	✠ 100A1 3,39 Auk DBS1,39 LMC12,37 E12,34	Lyt	*y*	OG 11,37	1922 10mo	N.V.Scheep. v.d.Windt Vlaardingen A&CP	Richardson&Co. Ld. *Cell D Ba* 35′	180·1 29·7 Q52′B51′F22′ *u E* 17′*f* 81′171*t* *FPT*	28·2 FK	12·5	Napier N.Z. British 1 *B H Cem* *24t APT* 45*t*	Oil Engines 2S.C.SA 6Cy.13¾"–22⅞" 188NHP NDB34–150lb Atlas-Diesel A/B.Skm.	14 ″ 6 s ″ 8 14 ″ 0	
81078 149643 GNJW	**Palacio** — *Oil Eng.* Wireless D.F. *ss*Liv.No.2–36 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)	1346 1055 530	✠ 100A1 *Shelter dk with freeboard* 10,38 LMC	Ant Gls	*r*	CL 4,37	1927 10mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	MacAndrews&Co. Ld. *Cell D Ba* 220′329*t*	270·1 282·2(O.L.) B70′ *Coll to Sh dk* 4,,2*nd*,,*t*	39·1 FK	15·6 (	Liverpool British 5 *B Hpt Cem* *FPT* 17*t APT* 38*t*	Oil Engines 4S.C.SA 6Cy.24⅛"–51⅜" 355NHP Harland& Wolff,Ld.Gls.	17 ″ 6 s ″ 2 17 ″ 6¾	
81079 133154 MLKC	**Paladin** Ⓟ (*ex*PaladinII.,*ex*Paladin) — TwinScK (*Tender*) 1 *Dk*	332 310 128					1913	Murdoch& Murray,Ld Pt.Glasgow	AnchorLineLd.	140·3	30·1	11·6	Glasgow British *WB*	C.4Cy.18″&40″–27″ 138NHP Ross&Duncan,Glasgow		BT till 2,39
81080 40096 JWEJ	**Palao Maru** Ⓟ — D.F. *Ref. Mchy.* 2 *Dks*	4495 3457 2663					1934	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki	NipponYusenK.K.	362·4 P80′B122′F40′	50·8	27·9	Tokyo Japanese *WB*	T.3Cy.25½″,41½″&69″–51″& LP Turbine 340NHP Mitsubishi Jukogyo Kaisha, Ld.Nag.		C
81081 DIEI	**Palatia** — *Oil Eng.* D.F. Sub.Sig. 1 *Dk* *Cruiser Stern*	3979 3373 2280					1928	Schiffsw.v. H.Koch A.G. Lübeck	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	374·0 B&F351′	53·7	22·6	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.23½"–35⅞" 1170NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
81082 184 ICAL	**Palatino** Ⓟ (*ex*Baron Bruck) — TwinSc *Fitted for oil fuel* 1 *Dk*&*Aumg dk*	1965 1631 813				...	1913	Cantiere San Rocco Trieste	"Adriatica"Soc. Anon.di Nav.	278·0	38·2	23·1 FK	Venice Italian *WB*	T.8Cy.(2)22″,(2)32½″&(4) 38″–33″ 600NHP StabilimentoTecnico,Tri.	25 ″ 11	I †
81083 KZDQ	**Palawan** — TwinSc *Oil Eng.* *ss*Man.No.2–36 — Wireless *Mchy.Aft* 1 *Dk*(*Stl*)	562 478 309	✠ 100A1 9,37 LMC DBS8,37 LMC9,37	Man	*i*	CL 9,37	1927 12mo	Hong K'ng &Whampoa Dock Co.Ld. Hong Kong *Lloyd's A&CP*	M/S "Palawan," Inc. *Cell D Bu E* 26′*f* 20*t*	171·3 F20′ *DT f* 11′36*t*	29·2 FK	12·3	Manila Utd. States *5 B H Cem* *APT* 8*t*	Oil Engines 2S.C.SA 10Cy.9½"–16⅜" 169NHP DB*100lb* A.B.Atlas-Diesel. Stockholm	13 ″ 3 s 1 ″ 9½ 11 ″ 7½	
81084 PKQS	**Palehleh** — 1 *Dk*	1208 1013 638					1921	Haar-lemsche Shpb Mij. Haarlem	Koninkl.Paketv. Maats.	231·5 P31′F31′	38·3	14·5	Batavia Dutch *WB*	T.3Cy.15¾",25¾"&43"–32½" 105NHP N.V.Werf Hubertina,Hrlm		V
81085 PGQE	**Palembang** — *Fitted for oil fuel* 3 *Dks*	7070 6692 4475					1921	Bonn& Mees Rotterdam	Rotterdamsche Lloyd(W.Ruys& Zonen, *Mgrs.*)	445·8	54·3	34·2	Rotterdam Dutch *WB*	T.3Cy.29″,48″&82½"–54″ &L.P.Turbine 500NHP Maats.deSchelde,Flushing		V
81086 959 CBPL	**Palena** Ⓟ — 3Mst — 2 *Dks*&*Shade dk*	2640 — 1581				...	1896	J.Reid& Co.(Lim.) Glasgow	CompañiaSud Americana de Vap.	350·0 F27′	42·1 BK10½″	19·5	Valparaiso Chilian *WB*	T.3Cy.28″,45″&74″–54″ 500NHP Dunsmuir&Jackson.Gls.	23 ″ 0	
81087 16571 GMGK	**Palermo** — D.F. E.S.D. 1 *Dk*&*Shelter dk* *Cruiser Stern*	2023 1713 1584					1938	W.Gray& Co.Ld. W Hartlepool	Ellerman'sWilson LineLd.	340·0 F26′ 342·2	48·0	20·9 1,21·0	Hull British *WB*	T.3Cy.23″,38″&65″–48″ 293NHP Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl.		
81088 DHSX	— — Wireless D.F. 2 *Dks*	1461 1263 828					1922	F.Schichau Elbing	Rob.M.Sloman,jr.	253·2 P&B197′P28′	38·1	16·6	Hamburg German *WB*	T.3Cy.19½",31⅞"&51⅜"–29⅝" 143NHP F.Schichau,Elbing		G
81089 301 IBHC	**Palestina** Ⓟ (*ex*Amazzonia–35, *ex*Aquileia–33, *ex*Innsbruck) — TwinSc *ss*Gen.No.3–8,29 *ss*Tri.No.2–36 2 *Dks*(*Stl*–*Uws*) D.F. &*Shelter dk*(*Stl*–ws)	7039 5441 4086	✠ 100A1 *Shelter dk with freeboard* 12,38 MC MS8,36 *Fitted for oil fuel* 10,,24	Gen Tri	*a*†	CL 12,37 *F.P.*	1916 11mo	Cantiere San Rocco Trieste *Lloyd's A P*	"Adriatica"Soc. Anon.di Nav.	411·1 400·0 B190′F88′ *on Shelter dk* 345′979*t*	53·1 54·0 FK Coll	24·8	Venice Italian *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.6Cy.25½",40½"&66"–48" 180lb (*r*) 853NHP 5SB,*15cf*,Gs314,Hs12735 FD Stabilimento Tecnico,Tri.	28 ″ 6 s 2 ″ 11½ 26 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Tonnage Gross. / Under deck. / Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Years assigned now expired. Equipment Letter.	7 Date when last classed.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Register Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth. Freeboard (midships) / Corresponding draught.	15 Registers in which classed, if not in L.R. Date of Ld. of Trade Cert.
81090 165351 GZGJ	**Palestinian Prince** *Ref. Mchy* D.F.	1960 1446 1035	✠100A1 *with freeboard* 3,39 9,37 ✠ MC12, Lloyd's RMC 1,39	Mch	CL	1936 12mo *Lloyd's*	Wm.Hamilton&Co.Ld. PortGlasgow	PrinceLine.Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *CellDB227'506t FPT77t APT63t*	296·3 | 44·2 | 16·4 B90'F27' FK			London British 5 *BHpt Asp Coll to Sh dk* 4 „ *2nd* „)	T.3Cy.19″,31″&55″–36″ *(s)* 220lb FD 319NHP 2SB(Spt)6*cf*,GS121,HS4900 J.G.Kincaid&Co.Ld.Grk.	19 ″ 2 s ″ 4½ 18 ″ 10½	
81091 PKQT	**Palima** 1 *Dk*	1179 1009 629				1922	Haarlemsche Shpb Mij. Haarlem	Koninkl.Paketv. Maats.	231·3 | 38·2 | 14·5 P31'F31'			Batavia Dutch *WB*	T.3Cy.15¾″,25¾″&43″–32½′ N.V.Werf 106NHP Hubertina,Haarlem		V
81092 DJUD	**Palime** *Oil Eng* D.F. E.S.D. 3 *Dks* *Ref. Mchy.* *Cruiser Stern*	2863 1948 1488				1937	Deutsche WerftAG Bet Reihstgwrft Hamburg	Afrikanische Frucht-Compagnie AG(Reed.F.Laeisz G.m.b.H. *Mgrs.*)	360·4 | 47·1 | 16·5 F49′			Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.23⅝″–43 1/16″ 972NHP Maschinenfbrk.Augsburg-Nürnburg A.G.Augsburg		G
81093 278 IRSI	**Pallade** (*ex* Bianca Bianchi, *ex* Brenda) 1 *Dk & Web frames*	1131 921 645				1899	Strand SlipwayCo. Sunderland	A.Lauro	226·4 | 35·0 | 14·2 220·0 FK P17'Q46'B46'F23'			Naples Italian *WB*	T.3Cy.18½″,30″&49″–33″ 147NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 7	I †
81094 FOEL	**Pallas** *Fitted for oil fuel* D.F. 2 *Dks & Web frames* *Mchy. Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	5260 4435 3055	...			1925	Atel.&Ch. Maritimes duSudOuest Bordeaux	Cie.Auxiliaire de Navigation	389·9 | 53·0 | 27·9 P92'B24'F38′ FK			Havre French *WB*	T.3Cy.27″,44″&73″–48″ 518NHP J.G.Kincaid&Co.Ld.Grk.	30 ″ 9	V †
81095 571 OHCR	— *ss* Hfs.No.3–5,33 *ss* Hfs.No.1–37 1 *Dk (Stl) & pt Awng dk (Stl)* Wireless D.F.	1424 945 783	✠100A1 *pt Awng dk with freeboard* 5,38 ~~7,37~~ ✠LMC7,37 ~~S6,33~~	Hfs	*o* CL 6,37	1921 7mo *Lloyd's*	N.V.Mach &Schpsw. vanP.Smit,Jr Rotterdam	FinskaÅngtAktieb *CellD*	240·7 | 34·3 | 14·7 P24'Q61'*pt Awng* 1*k*145′ FK *B*186'269*t FPT*15*t*			Helsingfrs Finnish 4 *BHCem*	T.3Cy.17⅝″,27 1/16″&46 1/16″– 31½″ 180lb *(s)* 148NHP 2SB(Spt),4*cf*,GS73,HS2530 N.V.Machf.&Schps.van P.Smit,Jr.	16 ″ 9 s 7 ″ 7½ 16 ″ 10	
81096 DOIU	— 1 *Dk*	627 498 370				1904	Act.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	179·8 | 27·3 | 12·8 Q54'B43'F19′			Bremen German *WB*	T.3Cy.13″,20 1/16″&33 1/16″–21⅝″ 51NHP A.G."Weser,"Bremen		G
81097 LEPK	— 2 *Dks*	556 537 298				1922	Danziger Werft Danzig	DetBergenske Dampskibsselskap	154·0 | 24·2 | 17·5 H14*t*			Bergen Norwegian *WB*	T.3Cy.12⅝″,20½″&32¼″–22⅛″ 50NHP Danziger Werft,Danzig		
81098 127480 MNXD	**Palm** *ss* Bel.No.2–35 *Mchy. Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted*	344 246 122	✠100A1 10,35 BS3,39 MS10,35 ✠LMC ~~BS2,37~~	Bel	*f* CL ~~10,35~~ 10,38 2,38	1927 9mo *Lloyd's*	J.Fullerton&Co. Paisley	Newry&KilkeelSS. Co.Ld.(J.Fisher& Sons.Ld. *Mgrs.*)	142·7 | 23·6 | 10·3 Q81'B7'F24′ BK6′ *FPT* 54*t APT*38*t*			Newry British 3 *BHCem*	T.3Cy.12″,20″&32″–24″ *(s)* 180lb 52RH 1SB,3*pf*,GS46,HS1436 Fishers,Ld.Paisley	11 ″ 4 s 4 ″ 1 11 ″ 7	
81099 1467 ICAP	**Palma** (*ex* Dorsoduro,*ex* Lake Frecks) 1 *Dk 2 tr B*	2715 2249 1640	...			1919	American S.B.Co. Lorain,O.	PeninsulareSoc. Italiana di Cabotaggio	250·3 | 43·6 | 26·2 P25'B64'F23′ FK			Genoa Italian *WB*	T.3Cy.20″,33″&54″–40″ 184NHP AmericanS.B.Co.Lorain,O	28 ″ 2	I †
81100 1584 IBJJ	**Palmaiola** (*ex* Dina,*ex* Ignazio, *ex* War Witch) 1 *Dk*	1880 1637 1079				1918	The CollingwoodS.B. Co.Ld. CollingwoodOnt.	Soc.Anon.Ilva	256·9 | 43·7 | 18·2 249·3 17·7 P24'B64'F23′			Genoa Italian *WB*	T.3Cy.18″,30″&50″–36″ 150NHP CollingwoodS.B.Co.Ld.		CI
81101 143639 MJYX	**Palmella** *ss* Hul.No.1–38 *ss* Hul.No.3–6,33 *Well deck* 1 *Dk (Stl)* Wireless *Cruiser Stern*	1578 1249 980	✠100A1 7,~~34~~ 1,38 MS9,32 ✠LMC BS ~~12,37~~	Hul	*q* CL ~~12,35~~ N6,38 2,38	1920 5mo *Lloyd's*	Ramage& Ferguson,Ld. Leith	EllermanLines, Ld.(Ellerman& PapayanniLines Ld. *Mgrs.*)	245·9 | 38·2 | 16·9 P&B156'F59′ FK *CellDB*213'377*t FPT* 79*t APT*9*t*			Liverpool British 5 *BHCem*	T.3Cy.16½″,28½″&48½″–33″ 210lb *(s)* 210NHP 2SB,4*cf*,GS75,HS3062 Ramage&Ferguson,Ld.	19 ″ 0 s 1 ″ 3 17 ″ 11	
81102 140428 MJSM	**Palmston** (*ex* La Plata) *ss* Bly.2nd No.3–7,30 *ss* Lth.No.2–39 ~~*ss* Bly.No.1–35~~ *Mchy. Aft* 1 *Dk (Stl)*	Sp 430 352 195	✠ A– 3,39 BS3,39 ✠LMC *Coasting Great Britain and Ireland (except West Coast, Continent — from*	Sou Lkh MS4,38	CL 3,39	1907 8mo	J.Fullerton&Co. Paisley	JamesMitchell& Co.Ld.	160·0 | 31·1 | 9·1 166·5(O.L.) F16′ FK *MDT*16′188*t*			Leith British 3 *BHCem*	C.2Cy.15″&32″–22″ *(s)* 130lb 59RH 1SB,2*pf*,GS87,HS1148 C.Houston&Co.Glasgow	9 ″ 10 s 1 ″ 11 8 ″ 0	
81103 420 299	**Palo Seco** *Oil Eng.* *Mchy. Aft* 1 *Dk*	Twin Sc 483				1936	Atlas-Werke A.G. Bremen	Cia.Bananera de Costa Rica	142·3 | 36·4 | 11·3			Pnta Arnas Costa Rican	Oil Engines 4S.C.SA 16Cy.9 1/16″–13⅜″ 127NHP MtrnWerkeMannheimAG		G
81104 2722 PKQU	**Paloh** (*ex* Hamm) *Oil Eng.* *ss* Bat.No.8–8,33 *Mchy. Aft* 1 *Dk*	3 Mst 452 363 319	... 11.37	Bat	*h*	1920	Frd.Krupp Akt.Ges. Kiel	Koninkl.Paketv. Maats.	157·0 | 29·6 | 12·5 P7'Q30'F21′ BK7′ *CellDB*21'40*t FPT*13*t APT*8*t*			Batavia Dutch 3 *BHCem*	Oil Engines 4S.C.SA 6Cy 10¼″–14 3/16″ 61NHP Mtrfb.Augsburg-Nürnberg,Augsburg	13 ″ 5	V †
81105 166358 GJGN	**Palomares** *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Ref Mchy.* *Cruiser Stern*	1896 1240 889	✠100A1 *with freeboard* 2,39 2,38 ✠LMC2,38 ✠Lloyd's RMC2,38	Lon	*t* CL	1938 2mo *Lloyd's*	Wm.Doxford&Sons,Ld Sunderland	MacAndrews&Co. Ld. *CellDB*228'476*t FPT*30*t APT*57*t*	295·6 | 45·0 | 13·9 306·6(O.L.) B87 FK			London British 5 *BHpt Cem* *Coll to Sh dk* 4 „ *2nd*„)	Oil Engines 2S.C.SA 5Cy.22 1/16″–66½″ 755NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	17 ″ 7 s ″ 2 17 ″ 6½	
81106 PKQV	**Palopo** 1 *Dk*	1178 1010 629				1921	N.V.Werf Conrad Haarlem	Koninkl.Paketv. Maats.	230·1 | 38·3 | 14·5 P31'F27′			Batavia Dutch *WB*	T.3Cy.15¾″,25⅝″&43″–32⅝″ 107NHP Gebr.Stork&Co.Hengelo		V
81107 DNAT	**Palos** (*ex* Fulda) Wireless 1 *Dk*	997 799 468				1923	Hamburgr ElbeSchiffsw Hamburg	Oldenburg-Portug.Dampfsch. Rhed.	221·0 | 34·5 | 13·5 P&B195'F31′			Hamburg German *WB*	T3Cy17⅞″,28½″&47 3/16″–31½″ Gütehoff- nungshütte,Oberhausen 126NHP		G
81108 86662 KFNT	**Pam Schneider** (*ex* Robert J. Paisley,*ex* Robert R. Paisley, *ex* George L Craig) D.F. *Mchy. Aft* 1 *Dk 2 tr B*	3762 — 3130				1903	Craig S.B. Co. Toledo,O.	Schneider Transportation Co. (Cleveland Cliffs Iron Co. *Mgrs.*)	370·8 | 50·2 | 24·2 F50′			Wilmgton (Del.) Utd. States *WB*	T.3Cy.21 1/16″,35″&58″–40″ 213NHP Craig S.B.Co.Toledo,Ohio		R
81109 135349 MKTQ	**Pamela** *ss* Bkn.No.1–39 *ss* Bng.No.3–12,34 *Well deck* 1 *Dk (Stl)* *Mchy. Aft*	408 283 147	✠100A1 ~~11,35~~ ~~HS3,38~~ ✠LMC	Bng Bkn	*q* CL ~~2,36~~ 2,39	1921 9mo *Lloyd's*	Scott& Sons Bowling	Anglesey Shipping Co.(R.J.Lewis, *Mgr.*) *Cell*	150·3 | 25·1 | 9·2 Q53'B11'F32′ BK7′ *DBf*77'85*t FPT*32*t APT*26*t*			Beaumaris British 3 *BHCem*	T.3Cy.13″,21″&34″–24″ *(s)* 180lb 59RHP 1SB,3*cf*,GS51,HS1431 Aitchison,Blair,Ld Clybnk	11 ″ 4 s ″ 5½ 11 ″ 6	

Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement. etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terre-assèchement maintenant exigué. Lettre d'enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13d Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. N.P.=Force en chevaux d'après les formules de la Société B.H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Francs-bords au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté. si ce n'est dans le L.R. Durée Cert. R of Trade
81110	**Pamia** (*ex*Sebeto-35,*ex*Cariddi,	6245					1921	Cant.Offic.	"Polena"Società	394·5	51·5	34·9	Genoa	DR gearedSteamTurbines		I
2125	*ex*Artena) *Fitted for oil fuel*	5919						Savoia	diNavigazione				Italian			
IBKF	D.F. 2*Dks*4*trB*	3682						Cornigliano					*WB*	G.Ansaldo&Cia.Smprdrna.		
81111	**Pamiat Lenina** (*ex*Kiscinev,	2372	✠	SFo	*s*		1910	Akt.Bur-	U.S.S.R.	280·9	41·3	23·8	Vladvostk	T.3Cy.20",33"&55"–36"	25 " 6	
	*ex*Jakut) *ss*Yka.No.1–15	2067	12,21				3mo	meistr& Wain		B *on Awg dk* 78′			Russian	214NHP		
	1 *Dk*(*Stl*)&*Awng dk*	1453	✠					Copenhagen				FK	4*BH Cem*	2SB,6*cf*,GS95,HS3540		
	(*pt Stl*–teak s)								*Cell D Ba* 84′*u*	*E* 18′*f* 117′457*t FPT*			27*t APT* 26*t*	Akt. Burmeistr& Wain,Cpn		
81112	**Pampa** (*ex*RioBueno)	2167					1923	Danziger	ArgentineGovern-	261·0	37·9	22·1	Bns. Aires	T.3Cy.22",35"&59"–42"		
		1782						Werft	ment				Argentine	226NHP		
LOBV	*Ref.Mchy.*	1264						Danzig						DanzigerWerft,Danzig		
81113	**Pampacruz**	901	✠100A1	BAs	*l*	CL	1929	Rotterdam	Cia.Nav.Pam-	198·5	31·1	12·4	Bns.Aires	Oil Engines 4S.C.SA	12 " 6	
218		541	10,38 9,37			6,36	4mo	Droogd.Maat	pacruz,S.A.				Argentine	6Cy.18⅛"–35⅞" 190NHP	s 1 " 1	
	Oil Eng.	263	✠LMC CS2,38					(New Water-		Q 61′F 27′		FK	8*BH Cem*		11 " 6	
	*ss*B.As.No.2–37		4,38					wayS.B.Co.)		*Trunk* 110′						
	Mchy.Aft 1 *Dk*(*Stl*)&*Web frames*		*Carrying Petroleum in bulk*					Schiedam	*Cell D B f* 15′ 12*t side*	*tanks* 100′366*t FPT*			14*t APT* 47*t*	Werkspoor,Amsterdam		
	Longitudinal framing						*Lloyd's*	*SA&CP*								
81114	**Pampano** (*ex*Cuma–35,*ex*Ferento)	6232					1924	Cant.Offic.	"Polena"Società	391·6	51·6	35·0	Genoa	Steam Turbines DR		I
2127	*Fitted for oil fuel*	5909						Savoia	diNavigazione				Italian	geared to 1 Sc. Shaft		
IBNF	D.F. 1 *Dk*&*Awng dk*	3715						Cornigliano					*WB*	G.Ansaldo&Cia.Smprdrna		
								Ligure								
81115	**Pamyat Kirova** (*ex*Haugland,	3153			...		1896	BlythS.B.	U.S.S.R.	325·2	47·1	20·5	Archangel	T.3Cy.24",40"&65"–42"	24 " 10	
	*ex*Andros,*ex*Ardova)	2909						Co.Ld.		P 88*t*	H 47*t*	F 56*t*	Russian	NDB13 281NHP		
	1 *Dk*2*trB*&*Web frames*	1952						Blyth				FK	*WB*	Blair&Co.Ld.Stockton		
81116	**Pan**	1309			...		1922	Sölvesb'rgs	AugustKjerland	240·2	36·8	16·3	Bergen	T.3Cy.17½",29"&48"–30"	18 " 6	N
		1156						Skeppsvarf	&Co.A/S	P 22′	B 59′	F 20′	Norwegian	158NHP		†
LEPL	1 *Dk*	746						Sölvesborg				FK	*WB*	SölvesborgsSkeppsvarf.		
81117	**Pan America** Ⓟ **TwinSc**	13712					1922	Bethlehem	~~Munces S.S.Line~~	517·0	72·2	27·8	NewYork	4 Steam Turbines SR		R
22193	(*ex*PalmettoState) *Fitted for oil fuel*	—						S.B.Corp.Ld.	UnitedStates				Utd. States	geared to 2 Sc. Shafts		
KDW2	*Ref.Mchy.* D.F. GyC. 4*Dks*	8054						Sparrow's	Maritime				*WB*	BethlehemS.B.Corp.Ld.		
	E.S.D. *Longitudinal framing*							Point,Md.	Commission					Quincy,Mass.		
	Cruiser Stern															
81118	**Pan-American**	9862	✠100A1	Phl–NY		CL	1936	SunS.B.&	PanAmerican	486·3	68·3	36·9	NewYork	2 steam turbines DR geared	37 " 0	
23569	1 *Dk*,2*nd dk clear of cargo tanks*	9103	5,38 9,37 2,39	B &c			11mo	DryDock.Co	Petroleum&				Utd.States	to 1 sc. shaft (*s*) 1104NHP		
WOPC	D.F. E.S.D.	6131	2,38,37	LMC11,38				Chester,Pa.	TransportCo.	P 105′	B 34′	F 49′ FK	15*BH*	150lb HS11164 FD		
	Mchy.Aft GyC. *CruiserStern*		*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*Cell D Bu mchy.*					2WTB(Spt)&1Aux.WTB		
	Longitudinal framing–bracketless system		*Fitted for oil fuel* 11,36			*F.P. a*	*above* 150° F.		*space* 73′ 96*t D*	*Tf* 22′650*t FPT* 466*t*			*APT* 121*t*	DeLavalSteam		
														TurbineCo.Trenton,N.J.		
81119	**Pan-Amoco**	9862	✠100A1	Phl		CL	1936	SunS.B.&	PanAmerican	486·3	68·3	36·9	NewYork	2 steam turbines DR geared	37 " 0	
23557	1 *Dk*,2*nd dk clear of cargo tanks*	9038	8,37 1,39	BS7,38		1,39	10mo	DryDockCo	Petroleum&				Utd. States	to 1 sc. shaft (*s*) 1104NHP		
WOLW	D.F. E.S.D.	6131	2,38,37	LMC10,38				Chester,Pa.	TransportCo.	P 105′	B 34′	F 49′ FK	15*BH*	150lb HS11164 FD		
	GyC. *Mchy.Aft* *CruiserStern*		*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*Cell D Bu mchy.*					2WTB(Spt)&1Aux.WTB		
	Longitudinal framing–bracketless system		*Fitted for oil fuel* 10,36			*F.P. a*	*above* 150° F.		*space* 73′ 96*t D*	*Tf* 22′650*t FPT* 466*t*			*APT* 121*t*	DeLavalSteam		
														TurbineCo.Trenton,N.J.		
81120	**Pan Aruba**	9231	✠100A1	Rot	*e*†	CL	1931	Swan,Hun-	SkibsA/S"Aruba"	484·4	65·5	36·8	Oslo	Oil Engines 2S.C.SA	36 " 9	
	Oil Eng.	8809	9,38 ~~12,37~~			~~4,37~~	2mo	ter&Wigham	(LeifHöegh&Co				Norwegian	6Cy.31"–48" 1007NHP		
LCOU	D.F. *ss*Bgn.No.1–35	5625	✠LMC CS2,36			4,39		Richardson	A/S,*Mgrs.*)	P 114′	B 31′	F 50′ FK	18*BHpt Cem*	2DB*120tb*		
	Mchy.Aft 2*Dks*(*Stl*)&*Web frames*		DBS10,36 ~~2,37~~ 3,38					Ld.Newcastle		285*t*			(18 *to U dk*	WallsendSlpwy.&E.Co.Ld.		
	Longitudinal framing		*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*Cell D Bu E* 86′	*DT* 45′623*t*			*FPT* 227*t APT* 174*t*	5 „ 2*nd* „)		
	Progressive Survey of oil tanks		DBS ~~10,37~~ 10,38													
81121	**Pan Atlantic** (*ex*DorothyCahill–38,	5591			...		1919	Columbia	Pan-AtlanticS.S.	410·0	54·2	27·6	Wilmgton,	T3Cy.24½",41½"&72½"–48"	30 " 2	R
21743	*ex*WestWauneke) *Fitted for oil fuel*	5248						River S.B.Cor	Corp.(Waterman	P 44′	B 115′	F 47′	Del.	NE29 352NHP		†
WJDU	2*Dks*	3457						Portland,Or.	S.S.Corp.*Mgrs.*)			FK	Utd. States	Hoovens,Owens&Rent-		
													WB	schlerCo.Hamilton,Ohio		
81122	**Pan Europe**	9468	✠100A1	Rot	*e*†	CL	1931	Swan,Hun-	SkibsA/S Abaco	484·4	65·5	37·4	Oslo	Oil Engines 2S.C.SA	37 " 3	
	Oil Eng.	8968	~~10,37~~ 2,38	Ams		~~10,37~~	8mo	ter& Wigham	~~(LeifHöegh&Co~~				Norwegian	6Cy.31"–48" 1007NHP		
LCFE	*ss*Rot.No.1–35	5719	✠LMC CS1,36			6,38		Richardson,	(LeifHöegh&Co	P 113′	B 31′	F 50′ FK	16*BHpt Cem*	2DB*120tb*		
	Mchy.Aft 1 *Dk*(*Stl*)&*Web frames*		DBS ~~10,37~~ 9,38 6,38					Ld.Newcastle	A/S,*Mgrs.*)					WallsendSlpwy&E.Co.Ld		
	D.F. *Longitudinal framing*		*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*Cell D Bu E* 86′ 335*t D*	*Tf* 38′595*t FPT* 230*t*			*APT* 198*t*			
	Progressive Survey of oil tanks															
81123	**Pan-Florida**	7237					1936	Federal	PanAmerican	435·0	66·8	34·2	NewYork	2 steam turbines DR		R
23572	E.S.D. D.F. *Fitted for oil fuel*	6674						S.B.&D.D.Co	Petroleum&	P 85′	B 33′	F 36′	Utd. States	geared to 1 Sc.Shaft		
WOPW	*Mchy.Aft* *CruiserStern* 1 *Dk*	4481						Kearny,N.J.	TransportCo.				*WB*	500NHP		
	GyC. *Carrying Petroleum in bulk*													AllisChalmers,Milwaukee		
	Longitudinal framing–bracketless system															
	"*Arcform*"															
81124	**Pan Gothia** **TwinSc**	*10409*	✠100A1	Got	*e*†	CL	1931	Götaver-	Rederi A/B Pagota	504·4	64·2	38·6	Kungs-	Oil Engines 4S.C.SA	38 " 2	
7785	*Oil Eng.*	*9599*	~~2,38~~ 2,39	Ant		2,38	12mo	kenA/B	(T.Soot-Tisell,	507·7(O.L.)			backa	12Cy.24⅛"–47½" 711NHP	s 9 " 4	
SIWN	*ss*Got.No.1–36	*6225*	✠LMC CS3,36					Gothenburg	*Mgr.*)	P 103′	F 39′	FK	Swedish	2DB*150tb*	29 " 1½	
	Mchy.Aft 1 *Dk*(*Stl*)		DBS ~~2,38~~ 2,38			11,37	*Lloyd's*	*SA&CP*					10*BHpt Cem*	GotaverkenA/B,Got.		
	D.F. *CruiserStern*		*Carrying Petroleum in bulk*						*Cell D Bu E* 71′ 301*t D*	*Tf* 33′624*t FPT* 196*t*			*APT* 311*t*			
81125	**Pan Gulf** (*ex*BarbaraCates–38,	5599			...		1918	J.F.Duthie	WatermanS.S.	409·5	54·2	27·6	Mobile	T.3Cy.24½",41½"&72"–48"	30 " 3	R
21634	*ex*WestBridge) *Fitted for oil fuel*	5161						&Co.	Corp.	P 44′	B 115′	F 47′	Utd. States	NE29 358NHP		+
KJOO	2*Dks*	3466						Seattle,Wash				FK	*WB*	Hoovens,Owens&Rent-		
														schlerCo.Hamilton,Ohio		
81126	**Pan Kraft** (*ex*NewYork–37,	5644					1919	Western	Pan-AtlanticS.S.	410·5	54·2	27·2	Mobile	T.3Cy.24 1/16",41½"&78 3/16"–48"		R
21939	*ex*WestKader) *Fitted for oil fuel*	—						Pipe&Steel	Corp.(Waterman	P 46′	B 112′	F 46′	Utd. States	Joshua 370NHP		
KOSL	2*Dks*	3541						Co.SFrucisco	S.S.Corp.,*Mgrs.*)				*WB*	HendyCo.S.Francisco		
81127	**Pan-Maine**	7237					1936	Federal	PanAmerican	435·0	66·8	34·2	NewYork	2 steam turbines DR		R
23560	*Mchy.Aft* D.F. *Fitted for oil fuel*	6674						S.B.&D.D.Co	Petroleum&	P 85′	B 33′	F 36′	Utd. States	geared to 1Sc.Shaft		
WOMG	E.S.D. *CruiserStern* 1 *Dk*	4481						Kearny,N.J.	TransportCo.				*WB*	500NHP		
	GyC. *Carrying Petroleum in bulk*													AllisChalmers,Milwaukee		
	Longitudinal framing–bracketless system															
	"*Arcform*"															

New De Soto, *see No. 87760 in Supplement*

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Registered Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey. Year assigned or last confirmed. Equipment.	7 Date when tail shaft last drawn.	8 Built. When. / Ship. / Engines.	8 By Whom. / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft.	14 in.	15 Registers in which classed, if not in L.R. Date of first Trade Cert.
81128 LDRU	**Pan Norway**	*Oil Eng.* *ss* Rot. No. 1-35 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing* *Progressive Survey of oil tanks*	9231 5624	✠100A1 Fal *e*† [illegible] LMC CS6.35 3,37 *Carrying Petroleum in bulk*		CL 8,08 2,39	1931 1mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Skibs A/S Arnstein (P. Holm, *Mgr.*) *Lloyd's SA & CP*	484·4 | 65·5 | 36·8 P114'B31'F50' FK *Cell D Bu E 86'285t D*	Oslo Norwegian	Oil Engines 2S.C.SA 6Cy.31"–48" 1007 NHP 2 DB *120lb* 18 *B Hpt Cem* (13 *to Upr dk* 5 " *2nd* ") *Tf* 45'623t *FPT* 227t *APT* 174t Wallsend Slpwy. & E. Co. Ld.	36 " 9		
81129 217373 KJJS	**Pan Royal** (*ex* Exford-33, *ex* West Carnifax) *Fitted for oil fuel* 2 *Dks*		5627 — 3461				1918	S. Western S.B. Co. San Pedro, Cal	Pan-Atlantic S.S. Corp. (Waterman S.S. Corp. *Mgrs.*)	410·5 | 54·3 | 27·2	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½", 41½"&72"–48" 359 NHP Llewellyn Iron Works, Los Angeles			R
81130 LCBG	**Pan Scandia**	*Oil Eng.* *ss* Stv. No. 1-34 *Mchy. Aft* 1 *Dk (Stl) & Web frames* *Longitudinal framing* D.F. *Progressive Survey of oil tanks*	9816 9276 5937	✠100A1 Mmo *f*† [illegible] Fal DBS7.37 ✠LMC 3,38 *Carrying Petroleum in bulk* DB 36, 38		CL 12.37	1931 6mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Skibs A/S Astrea (Leif Höegh, *Mgrs.*) (Leif Höegh & Co. A/S, *Mgrs.*) *Lloyd's SA & CP*	491·3 | 67·0 | 37·4 P118'B31'F50' FK *Cell D Bu E 86'338t*	Oslo Norwegian	Oil Engines 2S.C.SA 6Cy.31"–48" 1007 NHP 2 DB *120lb* 16 *B Hpt Cem* Wallsend Slpwy & E. Co. Ld. *DT f* 38'579t *FPT* 244t *APT* 194t	37 " 3		R
81131 210 SVGZ	**Panachrandos** (*ex* Hartfield-33) *ss* Rot. No. 3–9,27 *ss* Pir. No. 2–36 1 *Dk (Stl)*		*4661* *4360* *2882*	✠100A1 Hul *y* CE BS1,38 ✠LMC 36		CL 1.38	1915 4mo	Bartram & Sons, Ld. Sunderland	B. & J. Koutsoukos *Cell D B a* 140 *u E & B* 43'*f* 172' 1034t *FPT* 170t *Lloyd's SA & CP*	400·0 | 52·1 | 25·7 412·1 (O.L.) P29'B244'F37' FK *APT* 172'	Andros Greek	T.3Cy.27½", 45"&75"–48" (*s*) 180 lb *120lb* NDB 27 461 NHP 3SB, *9cf*, GS 195, HS 7638 J. Dickinson & Sons, Ld. Sld	28 " 2 s 4 " 1½ 24 " 3½		
81132 240 SVEU	**Panaghiotis** (*ex* Nicolaos Athanassulis-37, *ex* Portugalete) *ss* Bla. No. 3–11,13 *ss* Pir. No. 1–19 1 *Dk (Stl)* 2 *tr B & Web frames*		3575 2619 2266	✠ Bdlx *e* 7,23 ✠			1901 6mo	J. Priestman & Co. Sunderland	E.P. Nomikos, (Petros M. Nomikos Ld. *Mgrs.*) *DBa* 116 *f* 132'911t	339·7 | 48·0 | 26·0 P31'B92'F34' FK *APT* 118t	Piræus Greek	T.3Cy.24", 38"&64"–42" NDB 13 276 NHP 2SB, *6cf*, GS 94, HS 4307 Richardsons, Westgarth & Co. Ld. Hpl.	27 " 4		G †
81133 SVCE	**Panaghis** *ss* Nts. No. 3–4,32 *ss* Rot. No. 1–36 1 *Dk (Stl)*		5187 4767 8199 —	✠100A1 Cff *y* [illegible] LMC BS 2,3 8 *Fitted for oil fuel* 4, 20 *F.P. above* 150° F.		CL 12,36	1920 3mo	W. Doxford & Sons, Ld. Sunderland	N.D. Lykiardopulo *Cell D B* *Lloyd's SA & CP*	400·0 | 52·4 | 28·5 P49'B113'F38' FK 340'1098t *FPT* 133t	Argostoli Greek	T.3Cy.27", 44"&73"–48" (*s*) 180 lb 517 NHP 3SB, *9cf*, GS 189, HS 7668 FD W. Doxford & Sons, Ld. Sld.	31 " 0 s 5 " 11½ 25 " 3½		
81134	— (*ex* Chang Teh-38, *ex* Tung-Tuck-37, *ex* Cedune, " *ex* Clan Mackay) *ss* Syd. 2nd No. 3–9,19 2 *Dks (1 Stl & U Irn-ws)* [illegible]		2744 — 1600	✠ Syd *t* 4,25 ✠			1894 12mo	Naval Con. & Arm Co. Ld. Barrow	I. D. Tsounia *Cell D Ba* 74'*u E* 18' 166t	312·0 | 40·2 | 24·7 P29'B62'F39' BK 10" *MT* 34'675t *FPT* 97t	Greek	T.3Cy.23", 38"&63"–42" 317 NHP 2SB, *6cf*, GS 95, HS 4140 FD Nav. C. & A. Co. Ld. Brw.	26 " 2		
81135 713 SVFL	**Panagiotis Th. Coumantaros** (*ex* Dryden-33) *ss* Pir. 2nd No. 3–4,38 [illegible] *ss* Gls. No. 3. 12,24 *ss* Bry. No. 2–33, 2 *Dks (Stl) & Web frames* *Longitudinal framing*		*5839* *5413* *3699*	✠100A1 Qbc *a*† [illegible] LMC [illegible] MS6,33 BS3,37		CL 7,36 8,38	1912 10mo	W. Hamilton & Co. Ld Pt. Glasgow	Coumantaros Bros. (Th. & N. Coumantaros, Ld., *Mgrs.*) J. Vassiliou *Cell D Ba & u E* 148'*f*	424·4 | 53·0 | 29·9 P36'B145'F50' FK *Intermediate B Hin* { *after hold omitted* } *Cell D Ba & u E* 148'*f*	Piræus Greek *Cem* 6 *B H to U dk* 1 " " *to 2nd* " *only* 179'1064t *F*	T.3Cy.27½", 45"&75"–51" (*s*) 180 lb 536 NHP 4SB (Spt), *12cf*, GS 231, HS 9640 D. Rowan & Co. Glasgow *PT* 64t *APT* 40t	32 " 6 s 6 " 4½ 26 " 3½		
81136 HPIB	**Panam** (*ex* Otokia-37) **TwinSc** *Oil Eng.* *Mchy. Aft* *ss* Yka. No. 3–3,36 2 *Dks (Stl) & Web frames* *Longitudinal framing*		7277 6621 4330	✠100A1 Yka *b*† 6,38 DBS 3,37 ✠LMC 11, 7,33 *Carrying Petroleum in bulk*		OG 11,35 6,38	1925 9mo	Livingstne & Cooper, Ld Hessle	Cia. Maritima Istmenia, Ltda. *Cell D Bu E* 66'270t *D* *Lloyd's SA & CP*	438·7 | 57·2 | 33·5 P113'B32'F46' FK *Tf* 45'811t *FPT* 170t	Panama Panamanian	Oil Engines 2S.C.SA 8Cy.28½"–41½" 776 NHP 2 DB *180lb* 19 *B Hpt Cem* 11 " *to U dk* *APT* 102t Sulzer Bros. Winterthur	33 " 9 s 6 " 2¾ 27 " 10		
81137 OZQA	**Panama** **TwinSc4Mst** *Oil Eng.* *ss* Cpn. No. 3–11,27 *ss* Cpn. No. 2–37 D.F. 2 *Dks (Stl) & Shelter dk (Stl)*		6650 4778 4247	✠100A1 Cpn *a*† *Shelter dk with freeboard* [illegible] 4,39 ✠LMC CS7.37 BS [illegible] 7,38 7,37 4,37		CL 4,37 10,38	1915 3mo	Akt. Burmeistr & Wain Copenhagen	A/S Det Ostasiatiske Kompagni *WB = Cell D Ba* 126'*u E & B* 4 *Lloyd's SA & CP*	410·0 | 55·2 | 27·5 427·1 (O.L.) FK *Cell D Ba* 126'*u E & B* 4 2'*f* 194 1198t	Copnhagn Danish *Cem* 7 *B H pt Cem*	Oil Engines 4S.C.SA 12Cy.24⅛"–37½" DB *80lb* 717 NHP Akt Burmeistr & Wain, Cpn *FPT* 90t *APT* 72t	38 " 6 s 10 " 10 28 " 1		
81138 219683 KJJN	**Panama City** (*ex* Exbrook-33, *ex* Ossa) *Fitted for oil fuel* D.F. 2 *Dks* *Longitudinal framing*		4846 4274 3003				1920	Todd D.D. & Const. Corp Tacoma, Wsh	Pan-Atlantic S.S. Corp. (Waterman S.S. Corp. *Mgrs.*)	380·2 | 53·1 | 27·0 P52'B102'F41'	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½", 41½"&72"–48" 359 NHP Hooven, Owens, Rentschler Co. Hamilton, O.			R
81139 13084 JKPB	**Panama Maru** (P) **TwinSc** *ss* Osa. 2nd No. 3–9,34 2 *Dks (Upt frnpt Stl* *M Stl) & deep framing* *Lower dk (Stl) in fore hold*		5288 4881 3230	✠100A1 Tama *z* 12.37 ✠LMC [illegible] 10,35		CL 11,36	1910 4mo	Mitsu Bishi Dkyd & EWks Nagasaki *Lloyd's SA & CP*	Kuribayashi Syosen K.K. *WB = Cell D Ba* *f* 137'1070t	400·0 | 51·0 | 32·4 29·8 P34'B152'F44' FK 131'*u E & B* 79' *FPT* 122t *APT* 89t	Tokyo Japanese *Cem* 6 *B H to U dk* 1 " " *2nd* "	T.6Cy.19½", 32"&54⅜"–48" 200 lb (*s*) 536 NHP 3SB, *9cf*, GS 175, HS 7376 FD Mitsu Bishi D. & E. Wks. Nag	32 " 6 s 6 " 10½ 26 " 0		
81140 211629 WACS	**Panaman** *ss* Bos. No. 3–12,31 D.F. 2 *Dks (Stl) & Shelter dk (Stl)* *3rd dk in No. 1 hold & Web frames* *Longitudinal framing* *Fitted for oil fuel*		5238 — 3155 5135 3156	✠ ... SFo *a*† 7,35 ✠			1913 9mo	Maryland Steel Co. Sparrow's Point, Md	American-Hawaiian S.S. Co. *Intermediate 'tween in No. 2* *WB = Cell D B*	407·7 | 53·7 | 28·1 FK *dk BH Coll hold dispensed with* *a* 122'*u E & B* 54' *f* 16	New York Utd. States *Cem* *BH to Sh dk* 5 " " *U* " 1 " " *2nd* " 6' 1234t *FT*	Q4Cy.25½", 37", 53½"&78"–54' 666 NHP 3SB *12cf*, GS 205, HS 9519 Maryland Steel Co. *only* *T* 125t *APT* 52t	31 " 6		R †
81141 KZBG	**Panay** (P) (*ex* Waterford) **TwinSc** *ss* Liv. No. 3–7,21 2 *Dks (UStl)* *Fitted for oil fuel*		1871 — 1041	✠ Cff 2,24 ✠			1912 4mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Cia. Maritima (Fernandez Hermanos, Inc., *Mgrs.*)	275·2 | 38·2 | 16·5 P78 B88 F85' FK	Manila Utd. States 6 *B H Cem* *FPT* 12t	Q.8Cy.16", 23", 33"&48"–33" 438 NHP 4SB, *12cf*, GS 235, HS 8280 Swan, Hunter & Wigham Richardson, Ld. Nwc.	17 " 6		
81142 20 SVCZ	**Pancration** (*ex* Député Charles Nortier-35) 1 *Dk*		2171 — 1011				1920	Government Yard Brest	Demetrios N. Koufos & F. J. Sotiriades	266·7 | 39·4 | 23·0 P19'B54'F23'	Spetsai Greek *WB*	T.3Cy.18⅛", 29⅝"&49½"–37½" 149 NHP Atel. & Ch. de la Loire, Nts.			V
81143 OFBO	**Pandia** (*ex* Diamando-37, *ex* Nirefs, *ex* Pandia A. Ralli) *ss* Bla. 2nd No. 3–5,27 *ss* Pir. No. 2–36 1 *Dk (Irn)* & *deep framing* *Cargo battens not fitted*		2368 — 1388	✠100A1 Rou [illegible] Sld 2,39 DBS 6,37 ✠LMC 10, 7,38		CL 8,39	1903 3mo	W. Gray & Co. Ld. W Hartlepool	A. Karlsson *Cell D Bu*	313·0 | 43·2 | 19·2 302·8 P26'B72'F31' FK 110'*u E* 20'*f* 120'613t	Mariehmn Finnish *B H Cem* *APT* 40t	T.3Cy.22", 35"&59"–39" (*s*) 160 lb *140lb* 222 NHP NDB 17 *fitted* 26 2SB, *6rf*, GS 85, HS 3398 Cen. Mar. Eng. Wrks. W Hpl	22 " 3 s 3 " 5⅜ 18 " 11		

Numéro d'Ordre. / Numéro Officiel. / Signaux	Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. / Sous le Pont. / Net.	Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Commencement maintenance expire. Lettre d'équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. / Navire. / Mach.	Par qui. / Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. / Pavillon	Machines. No. & Dia. des Cylindres.—Course.—Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. BHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille-Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe.	Registres où coté. Si ce n'est dans le L.R. Durée, Cert. Roy. Trade.
81144 / 245 / SVQN	**Pandias** (*ex*LouisL.-D.,*ex*Port D'Alger,*ex*Baygola,*ex*Angola)	4981 / 4711 / 3172	✠100A1 9,38 ~~6,37~~ 2 *Dks(Stl)*	Ams Rot *y*		CL ~~N7.35~~ 10,38	1912 3mo *Lloyd's*	D&W Hendersn&Co.Ld. Glasgow *sA&CP*	OceanosMaritime S.S.Co.(I.,A.&G. Margaronis) *Cell DB a*123 *uE&B*	403·5 / P45'B126'F38' 36' *f* 182 1054*t FPT*	52·2	27·3	Syra Greek British	T.3Cy.25″,41″&67″–51″ (*s*) 175lb 435NHP 6 *BHCem* 3SB.9*cf*,GS146,HS6897 FD *APT*2218*t*	29 ″ 10 s 5 ″ 8½ 24 ″ 3½	
81145 / 149610 / GMWF	**Pandion** 2 *Dks*	1944 / 1695 / 999					1926	BurntislndS.B Co.Ld. Burntisland	British&Continental S.S.Co.Ld.	291·2	43·2	19·1	Liverpool British *WB*	T.3Cy.20¾″,34½″&57″–42″ 211NHP D.Rowan&Co.Ld.Gls.		C
81146 / 154025 / VSPC	**Pangkor** (*ex*Steamer-39) TwinSc ~~*fitted for oil fuel*~~ 2 *Dks* *Oil Eng.*	1254 / 897 / 687					1929	Taikoo D.&E.Co.of H.K.Ld. HongKong	StraitsS.S.Co.Ld.	232·0	42·7	11·2	Singapore British	T.[illegible]inces 18.5 C SA 12[illegible] 11 [illegible]¾″NE38 140NHP Hanl boldt Dentzmotoren A.G Köln-Deutz		
81147 / 220487 / KJUK	**Panoil** (*ex*Crudoil) TwinSc *Fitted for oil fuel* *Mchy.Aft* 1 *Dk* & *Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	1370 / 1090 / 760				…	1919	National S.B.Co. Violet,La.	GreatLakes TransportCorp.	242·5 / P72'F2[illegible]	36·9	19·7 FK	NewYork Utd. States *WB*	C.4Cy.16½″&32″–24″ NE&B21 194NHP StatenIslandS.B.Co.N.Y.	19 ″ 0	R †
81148 / ~~170~~ ex / IBHL	**Panormus** (*ex*Boheme-37,*ex*Veniero,*ex*Monginevro) D.F. 1 *Dk2trB* & *deep framing* & *Shelter dk*	5191 / 3659 / 3199				…	1908	Cant.Nav. Riuniti Palermo	Cia.Venezia di Navigazione	382·1 / [illegible]	50·7	23·4 FK	~~Palermo~~ Italian *WB*	T.3Cy.25″,41″&67″–48″ 390NHP G.Clark,Ld.Sunderland	34 ″ 2	I †
81149 / 139910 / GDKN	**Panos** (*ex*AvonValley–37,*ex*Homecliffe–34) D.F. *ss*Shl.No.3–7,38 *ss*Rot.No.1–38 1 *Dk(Stl)*	4914 / 4498 / 3011	✠100A1 ~~2,38~~	Rot *y*		CL 3.37	1920 7mo *Lloyd's*	J Readhead &Sons,Ld. S.Shields *sA&CP*	United Merchants ShippingCo.Ld. *Cell D*	385·5 / P36'B119'F41' 3334'1100*t FPT*94*t*	53·6 FK	27·1	London British *WB*	T.3Cy.26½″,44″&78″–48″ (*r*) 180lb 433NHP 3SB.9*cf*,GS180,HS7110 *APT*147*t* J.Readhead&SonsLd.S.Shl	29 ″ 8 s 5 ″ 5½ 24 ″ 6	
81150 / 99 / SVQO	**Pantelis** (*ex*Glenbridge) *ss*Ant.2ndNo.3–6,36 1 *Dk(Stl)*	*3845* / *3595* / *2431*	✠100A1 1,38 ~~L.S.M.C.~~ 2,39	Bel *w*		CL 1.38	1911 8mo *Lloyd's*	Irvines S.B &D.D.Co.Ld. W Hartlepool *sA&CP*	C.P.Laimos&J.C. Ponticos *Cell D*	350·0 / P31'B101'F34' *Ba*113' *uE* 23' *f* 156'	51·1 FK	23·9	Chios Greek *WB*	T.3Cy.25″,40″&67″–45″ (*s*) 180lb 340NHP 6 *BHCem* 2SB,6*cf*,GS112,HS5488 Richardsons,Westgarth& *APT*117*t* Co.Ld.Hpl	26 ″ 3 s 4 ″ 5 22 ″ 0	
81151 / 19 / IRTS	**Pantelleria** (P) 1 *Dk*	408 / 240 / 204					1911	Mackie& Thomson,Ld. Glasgow	LaMeridionale Soc.Anon.diNav.	162·5 / 153·0 P27'B61'F26'	24·0 FK	10·7 *WB*	Trapani Italian	T.3Cy.13″,22″&36″–24″ 63NHP W.V.V.Lidgerwood,Gls.		CI
81152 / DHSY	**Panther** *Ref.Mchy* D.F. 2 *Dks*	2171 / 1560 / 987					1930	Bremer Vulkan Vegesack	Afrikanische FruchtCie.A.G. (Reederei F.Laeisz G.m.b.H. *Mgrs.*)	319·1 / P19'B&F275' *Upper*F40' ien34	45·5	15·4 *WB*	Hamburg German	T.3Cy.22¾″,37¾″&61¾″–41¾″ HS5975 394NHP Bremer Vulkan, Vegesack		G
81153 / 214668 / WECY	**Panuco** *Fitted for oil fuel* *Ref.Mchy* 2 *Dks*	3570 / 3148 / 2151				…	1917	SeattleCon &D.D.Co. Seattle, Wash	NewYork andCuba MailS.S.Co.	351·0 / P44'B90'F38'	47·9 FK	24·7 *WB*	NewYork Utd. States	T.3Cy.24″,40″&70″–48″ 472NHP SeattleCon&DDCoSeattle	27 ″ 8	R †
81154	**Pao-hua** Iron 1 *Dk* & *Shade dk*	714 / — / 496					1885	S.C.Farnham&Co. Shanghai	PaoHuaS.S.Co. (PingAnS.S.Co. *Mgrs.*)	191·8	22·3	8·8 15·2	Shanghai Chinese	C.4Cy.12″&21″–18″ 32NHP S.C.Farnham&Co.Shanghi		
81155 / 689 / IRUE	**Paola Giovanna** WoodAux (*ex*CharlesDanielou–33, *ex Sailing Vessel* Lézard-Vert, *ex*Denise) 3MstSr *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*)	363 / 327 / 307					1918	Ch.&Atel. deSt.Malo St.Malo	AngeloGuidi fu Pasquale	142·0	29·3	13·7	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.11⅛″–12⅜″ 49NHP *Emade&fitted*30 J.&CG.BolindersM.V.A/B		I
81156 / IRUW	**Paola Z. Podestà** (*ex*Umeälf,*ex*Nerissa) Iron 1 *Dk2trB*	863 / 657 / 504					1882	Flensburgr Schiffsb.Ges. Flensburg	A.Lauro	199·6 / P&B122'F22'	30·2	15·0 *WB*	Naples Italian	C.2Cy.28″&51″–30″ 119NHP FlensburgerSchiffsb.Ges.		I
81157 / 171 / ICDA	**Paolina** (*ex*CommercialGuide–36, *ex*Nyanza,*ex*Esslingen) *Well deck* *Fitted for oil fuel* D.F. 2 *Dks(Stl)* & *3rd dk in No.1 hold*	4894 / — / 3063	✠ 2,16	Ham[illegible]			1911 1mo	Blohm& Voss Hamburg	I.N.C.S.A. (ImpreseNavigazioneCommerciale Soc.Anon.) *Cell DBa* 126' *uE&B* 50'	422·4 / P&B347'F47'	55·2 FK	25·3	Rome Italian *8 BHCem* *f* 185' 1178*t*	T.3Cy.27¼″,43¾″&74¾″–54″ 619NHP 3SB,9*cf*,GS194,HS8945 FD Blohm&Voss,Hamburg	28 ″ 1	RI †
81158 / 155917 / MQDT	**Paowo** TwinSc *ss*Shi.No.1–35 1 *Dk(Stl)* *Mchy.Aft*	2517 / 1159 / 1494	✠ A1 *For River Service* 3,37 ~~L.M.C.~~ ~~Draught not to exceed 9 feet~~ *Carrying vegetable oil in deep tanks*	Shi		OG 3,37	1930 11mo *Lloyd*	Shanghai Dck&E.Co Ld Shanghai *sA&CP*	Indo-ChinaSteam Nav.Co.Ld.	280·6 / *Shade dk* & *Promenade dk* *MTs*32'452*t*	48·1 FK	9·7	Shanghai British 6 *BHAsp* *FPT*50*t*	T.6Cy.13½″,22″&35″–18″ (*s*) 200lb 214NHP 2SB,6*cf*,GS102,HS3632 FD Shanghai Dck.&E.Co.Ld.	10 ″ 0	
81159 / 86 / SVCJ	**Papalemos** (*ex*Stroma,*ex*Leucadia) *ss*Ams.2ndNo.3–4,36 1 *Dk(*[illegible] *apt Stl)* & *Web frames* *Longitudinal framing*	*3748* / *3469* / *2376*	✠100A1 3,39 ~~1,37~~ ~~DBS6,37~~ MD[illegible],39	Grk Rot *w*		CL ~~2,36~~ N3,39	1910 7mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle *sA&CP*	G.A.Georgilis *Cell D*	348·5 / P30'B102'F39' *Ba*111' *uE*23' *f* 155'	50·0 FK	23·5	Chios Greek *6 BHCem* 801*t APT*93*t*	T.3Cy.24″,40″&66″–45″ 180lb *100lb* NDB25 307NHP 2SB,8*pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 10	
81160 / 226583 / WNBS	**Papoose** (*ex*Silvanus) *ss*Gal.2ndNo.3–12,38 ~~*ss*Gal.No.3–6,27~~ ~~*ss*Gal.No.2–35~~ *Mchy.Aft* D.F. 2 *Dks(Stl)* & *Web frames* *Longitudinal framing*	5939 / 5293 / 3636	✠100A1 12,38 ~~1,38~~ ~~BS[illegible],38~~ ~~L.M.C.~~ 2,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,21	Gal *z*		CL N4,37	1921 8mo *Lloyd's*	S.Western S.B.Co. SanPedroCal *A&CP*	PetroleumNav.Co. *Cell D Bu E&B* 81'2 32*t* *DTf*32'328*t*	412·0 / P110'B33'F57' 50° F.	53·3 FK	31·0	Houston, Tex. Utd. States 15 *BHpt Asp* (11 *to U dk* 4 „ *2nd* „)	T.3Cy.27⅞″,45″&74″–48″ (*s*) 180lb 556NHP 3SB,9*cf*,HS8451, FD Hooven,Owens,Rentschler Co.Hamilton,O.	31 ″ 0 s 5 ″ 7 25 ″ 8	
81161 / LCUZ	**Para** (*ex*SanPaulo) TwinSc *Oil Eng.* *Ref.Mchy.* 2 *Dks* & *Shelter dk* *Cruiser Stern*	3986 / 3532 / 2398					1921	N.V.v/h Rijkee&Co. Rotterdam	A/S J.Ludwig MowinckelsRederi (DenNorskeSyd-AmerikaLinje)	376·4 / P104*t*H325*t*F28*t*	51·5	22·7 *WB*	Bergen Norwegian	Oil Engines 4S.C.SA 12Cy.22⅞″–39⅜″ 564NHP Werkspoor,Amsterdam		N
81162 —	(P) TwinSc *ss*Rio.No.2–15 2 *Dks(UStl* teaks) & *deep framing lower dk in Nos.1 & 2 holds*	*3351* / *2687* / *2097*	✠ 5,20	Rio *v*			1907 7mo	Workman, Clark& Co.Ld Belfast *WB*	LloydBrasileiro = *Cell DBa*88' *uE*	340·2 / F67' 36' *f* 96'395*t FPT*45*t*	44·8 FK&BK1¼″	23·5	R.Janeiro Brazilian 6 *BHCem* *APT*55*t*	T.6Cy.18″,30″&49″–42″ 534NHP 3DB.12*cf*,GS224,HS8754 Wrkman,Clark& Co.Ld.Bel	26 ″ 0	
81163	**Paraguassu** (P) TwinSc 1 *Dk*	*370* / *248* / *143*				…	1926	G.Brown& Co. Greenock	Cia.deNavagacao Bahiana	150·0 / P49'	28·2 FK&BK¼″	9·0	Bahia Brazilian *WB*	T.6Cy.10½″,16″&27″–18″ 95NHP McKie&Baxter,Glasgow	9 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Lengthened. Year Converted. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Re-entry.
81164 PUBT	**Paraguay** (P) *Oil Eng.* 1 *Dk* Wireless *Cruiser Stern*	931 718 514					1926	Deutsche Werft A.G. Hamburg	**Lloyd Brasileiro** *Cell D B334'1062t*	236·4 B65'F24'	37·8	10·0	R. Janeiro Brazilian	Oil Engines 4S.C.SA 16Cy.11⅞"–16½" 206NHP Maschfab. Augsburg-Nürnberg, Augsburg		
81165 LDGN	**Paraguayo** (*ex* Sud Africano) *ss* Bal. No. 3-7,38 *Oil Eng.* 3rd *dk* (*Stl*) in No. 1 hold	4639 4119 2772	✠100A1 Bal *with freeboard* 7,38		*z*	CL 7,38	1928	Akt. Burmeistr & Wain Copenhagen *Lloyd's*	**A/S Ivarans Rederi** (S. Holter-Sörensen, *Mgr.*) *Cell D B334'1062t*	381·8 *sA&CP*	53·8	25·1 FK *FPT112t APT156t*	Oslo Norwegian 6 *BH* (*Coll to Shdk* 5„2nd„)	Oil Engines 4S.C.SA 12Cy.21⅜"–59⅛" 534NHP DB *100lb* Akt. Burmeistr & Wain, Cpn	28 „ 9 s 2 „ 11½ 25 „ 11	
81166 SVJA	**Paralos** (*ex* Nicolas Pateras-35, *ex* Paralos) *ss* Pir. 2nd No. 3-1,33 *Spar dk* (*Stl*) 2 *tr B&deep framing* *ss* Pir. No. 1-38	3435 2985 1898	✠100A1 Sld Pir *Spar dk* *with freeboard* 5,38 ✠LMC 5,38		*r*	CL 3,38	1906	J. Priestman & Co. Sunderland *Lloyd's*	**C.A. Petroutsis** *Cell D Ba106'f136'1024t*	332·0 P29'B184'F33' FK *DBa106'f136'1024t*	49·5	23·6 5 *BH Cem* *AIPT142t*	Piræus Greek 180lb 316NHP NDB17 *refitted* 26 *140lb* 2SB, *8pf*, GS142, HS4850 G. Clark, Ld. Sunderland	T. 3Cy. 24", 40" & 66"–45" (*s*) 24 „ 8 s 3 „ 0½ 21 „ 10	
81167 FOMR	**Paramé** (*ex* Sierra Negra, *ex* War Torpedo) D.F. *Well deck* 1 *Dk*	2423 — 1263					1918	W. Gray & Co. Ld. W Hartlepool	**Soc. Marit. Nationale**	285·9 P28'Q69'B66'F32' FK	41·9	18·9 *WB*	Havre French	T. 3Cy. 25", 41" & 68"–45" 417NHP Cen. Mar. Eng. Wrks. W Hpl	21 „ 2	V ✝
81168 DHTA	**Paraná** (*ex* Edmund Siemers) *Well deck* Sub.Sig. *Ref. Mchy.* 2 *Dks* & 3rd *dk* in No. 1 hold	6038 5520 3699					1921	Vulcan-Werke Hamburg	**Hamburg-Süd-Amerik Dampfschiffahrts Ges.**	450·0 P&B366'F59' FK	58·2	26·8 *WB*	Hamburg German	T. 3Cy. 31½", 52⅝" & 84½"–59⅛" 820NHP Vulcan-Werke, Hamburg	29 „ 6	G ✝
81169 CXAS	**Parana** (*ex* Gaboon-33) *ss* Ham. No. 3-7,27 *ss* B. As. No. 2-36 *Ref. Mchy* 2 *Dks* (*Stl U-ws*)	3286 2971 1737	✠100A1 BAs *r* ✠LMC MS9,35 BS12,37 *Fitted for oil fuel* 1,33 F.P.			CL 12,37	1915 3mo	Tyne I.S.B. Co. Ld. Newcastle	**Cia. Uruguaya de Nav. Lda.** *Cell D B a96'u above*	~~337·0~~ 323 P36'B108'F41' FK 150° F.	~~48·5~~ 46	~~22·6~~ 22·5 *E25'f149'741t FPT*	M. Video Uruguayan 6 *BH Cem*	T. 3Cy. 25", 41" & 68"–45" (*s*) 25 „ 0 180lb 429NHP s 4 „ 0¾ 2SB (FD) & 1 Aux SB, *6cf*, *2pf*, GS152, HS6484 N.E. Marine Eng Co. Ld Nwc	21 „ 2	
81170 WPPH	**Paratex** *Carrying Petroleum in bulk* 1 *Dk* *Mchy. Aft* *Electrically welded Longitudinal framing*	1542 1490 1185					1938	Pennsylvania Shipyards, Inc. Beaumont, Texas	**Gulf Oil Corporation**	250·6 Q51'F38'	43·1	17·3	Philadiphia Utd. States	Oil Engines 2S.C.SA 8Cy. 14"–23½" 272NHP American Locomotive Co. Auburn, New York		R
81171 PKQW	**Parigi** 1 *Dk*	1172 1005 630					1922	N.V. Werf Conrad Haarlem	**Koninklijke Pakotvaart Maats.**	230·0 P31'B65'F27'	38·2	14·5 *WB*	Batavia Dutch	T. 3Cy 15¾", 25⅝" & 43⅞"–32½" 108NHP Gebr. Stork & Co. Hengelo		V
81172	**Parinas** (*ex* Sjömand-33) *ss* Boa. No. 3-3,35 *Mchy. Aft* 1 *Dk* (*Stl*) & *Web frames*	2820 2260 1566	✠ Tal *l* ~~LMC 5,38~~ *Carrying Petroleum in bulk*			CL 2,35	1921 10mo	J. I. Thornycroft & Co. Ld Southampton *Lloyd's*	**Peruvian Navy** *Cell D Bu E9*	300·8 P38'B36'F33' FK *B51'f34'154t FPT*	43·7	22·3 11 *B Hpt Cem* 59t *APT107t*	Callao Peruvian	T. 3Cy. 20", 34½" & 58"–39" 220lb FD 293NHP 2SB (Spt) *6cf*, GS120, HS3990 Nylands Verksted, Oslo	24 „ 5	
81173 FNTQ	**Paris** (P) *Mchy. Aft.* D.F. GyC.	34569 — 15338					1921	Ch. & Atel. de St. Nazaire St. Nazaire	**Cie. Gén. Transatlantique**	735·4	85·3	59·1	Havre French	4 Steam Turbines Chant. de Penhöet, St. N.		V
81174 LOGA	— (P) *Fitted for oil fuel* 3 *Dks*	2311 — 1207					1896	A. & J. Inglis Glasgow	**Cia. Argentina de Nav. Mihanovich Ltda.** *Hurricane dk235'*	292·0	36·0	29·5	Bns. Aires Argentine	T. 3Cy. 30", 49" & 75"–84" 516NHP A. & J. Inglis, Glasgow		
81175 GBJZ	— (P) 2 *Dks* & *Awng dk* D.F Sub.Sig. *Cruiser Stern*	1790 1649 709					1913	W. Denny & Bros. Dumbarton	**Southern Railway**	293·5	35·6	15·2	Newhaven British	4 Steam Turbines SR geared to 2 Sc. Shafts Denny & Co. Dumbarton		BT till 11,38 11
81176 LCVC	— (P) 1 *Dk*	1753 1363 1024					1922	Akers Mek. Værks. Oslo	**A/S Ganger Rolf** (Fred. Olsen & Co. *Mgrs.*)	255·7 P69'H169'B205't F30't	39·7	16·9	Oslo Norwegian	T. 3Cy. 19", 31" & 53"–36" 169NHP Akers Mek. Værks. Oslo		N
81177 OUJX	— Wireless D.F. 1 *Dk*	1509 1161 900					1927	Akt. Burmeistr & Wain Copenhagen	**Dampskibsselsk. "Pacific"** (L.R. Schmith, *Mgr.*)	250·1 P16'Q20'B104' F34'	38·7	15·5 *WB*	Copnhagn Danish	T. 3Cy. 18", 29" & 48"–33" 132NHP Akt. Burmeistr & Wain, Cpn		C
81178 212632 KDAG	**Parismina** (P) (*ex* General Sherman-38, *Ref. Mchy.* 2 *Dks* & 2 *pt Dks* *ex* Parismina-32) D.F. *Fitted for oil fuel*	4732 3936 2732					1908	Workman, Clark & Co. Ld Belfast	**United Fruit S.S. Corp.** (United Fruit Co. *Mgrs.*)	378·8 B154'F44'	49·8	29·6	New York Utd. States *WB*	T. 3Cy. 27", 45" & 75"–54" 413NHP Wrkman, Clark & Co Ld. Bel		C
81179 150774	**Park City** (P) 1 *Dk* Wood	391 — 208					1898	Mather & Wood, Pt. Jefferson, N Y	**Bridgeport & Port Jefferson Stmboat Co.** (G.M. Tooker, *Mgr.*)	143·5	28·0	9·9	Bridgeprt, Conn. Utd. States	C. 2Cy. 20" & 42"–24" NB10 72NHP Pacific Iron Works, Bridgeport, Conn.		
81180 OZTA	**Parkeston** (P) *Oil Eng.* *ss* Els. No. 3-3,37 *Ref. Mchy.* 2 *Dks* (*Weather dk Stl-ws*) D.F. *3rd dk in holds*	2762 1519 1572	✠100A1 Lon *u* *with freeboard* 2,38 ✠LMC CS6,37 DBS6,37 5,38 6,37			OG 2,37	1925 8mo	Helsingörs Jernsk & Msk. Elsinore *Lloyd's*	**Det Forenede Dampskibs Selsk.** *Cell D B234'372t*	306·3 323·7 (O.L.) F39' FK *FPT56t APT70t*	44·2	25·9 2 „ *to 2nd dk*	Esbjerg Danish	Oil Engines 4S.C.SA 12Cy 21⅜"–35⅞" 545NHP DB *75lb* Akt. Burmeistr & Wain, Cpn	28 „ 6 s 11 „ 0½ 17 „ 10	
81181 PGRB	**Parkhaven** *ss* Ant. No. 3-5,33 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *ss* Ant. No. 1-37	4803 4631 2984	✠100A1 Ant *Shelter dk* *with freeboard* 8,39 BS6,38 ✠LMC 7,37		*x*	CL 10,37	1920 11mo	W. Dobson & Co. Newcastle *Lloyd's*	**N.V. Gebr. van Uden's Scheepv. en Agent. Maats.** *Cell D B318'960t*	360·0 FK *Collision B Hto Sh dk*	52·0	31·5 5 „ „ *U* „	Rottrdam Dutch *Cem*	T. 3Cy. 25", 41" & 69"–48" (*s*) 34 „ 0 180lb 401NHP s 8 „ 11½ 3SB, *9cf*, GS174, HS6678 N.E. Marine Eng Co Ld Nwc	25 „ 8	
81182 MFYQ	**Parkhill** (*ex* Glenarch-38, *ex* Wheatsheaf) *ss* Bkn. No. 3-11,27 *ss* Off. No. 2-35 *Well deck* *Mchy. Aft* 1 *Dk* (*Stl*)	500 331 190	✠100A1 Off *h* ✠LMC MS11,35 BS11,37 12,38			OG N12,37	1915 9mo	Ardrossan DD & SB Co Ld Ardrossan *Lloyd's*	**M. Taylor** *Cell D B f82' 102t FPT*	162·8 169·5 (O.L.) Q96'B11'F24' BK8 *3 BH Cem* 34t *APT80t*	25·6	9·8	Methil British	C. 2Cy. 20" & 42"–30" (*s*) 12 „ 0 135lb 72RHP s 4 „ 2 1SB, *3pf*, GS60, HS2000 McKie & Baxter, Glasgow	12 „ 4	
81183 PGRD	**Parklaan** (*ex* Rönnskär-37, *ex* Caldy Light-34, *ex* Arabier, *ex* Manningtry) *ss* Rot. 2nd No. 3-3,35 1 *Dk* (*pt Irn & pt Stl*) 1 *pt dk* (*Stl*) *ss* Rot. No. 1-38	3807 3572 2484	✠100A1 Rot *w* ~~BS3,38~~ ✠LMC 5,35 BS4,39 3,38			CL ~~4,38~~ 3,39	1911 9mo	J.L. Thompson & Sons, Ld Sunderland *Lloyd's*	**N.V. Stoomschip "Hannah"** (F.W. Uittenbogaart, *Mgr.*) *Cell D Ba115'u E23'f154'*	353·0 P33'B100'F37' FK *927t APT137t*	50·8	24·8	Rotterdm Dutch *6 BH Cem*	T. 3Cy. 25", 40" & 68"–48" (*s*) 27 „ 4 180lb 345NHP s 4 „ 10½ 3SB, *9pf*, GS132, HS5283 Richardsons, Westgarth & Co. Ld. W. Hpl.	22 „ 8	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement. etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant compte. Lettre d'Enjambement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. BHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté. si ce n'est dans le L. R. Dans le Gert Reg Trade
81184 163198 GWCS	**Parknasilla** *ss*Bel.No.1–36 *Mchy.Aft* *Well deck* 1 *Dk(Stl)* Wireless *Cruiser Stern*		846 582 448	✝100A1 4,00 ~~10,37 11,38~~ ~~Dk.M.C.~~ ~~Dk.M.C.~~ D.S.11,38	Bel	*k*	OL ~~8,36~~ 3,39	1932 11mo *Lloyd's*	J.Lewis&Sons,Ld. Aberdeen *A4CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *Cell D B123'193t F*	195·9|30·4|12·1 Q111'B11'F30' *PT72t A PT9t*	FK	Belfast British 3 *B Hpt Cem* *pt Asp*	T.3Cy.14½",25"&41"–20" 200lb (*s*) 131NHP 1SB,*3pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 " 0 s 4 " 5½ 13 " 11½	
81185 160738 MBPV	**Parkwood** *ss*Shl.No.1–37 *Mchy.Aft* 1 *Dk(Stl)* *Well deck* *Cruiser Stern*		1049 720 585	✝100A1 *with freeboard* 8,35 ~~9,37~~ ~~Dk.M.C.~~	Shl	*m*	CL 7,37	1933 7mo *Lloyd's*	Burntisland S.B.Co.Ld. Burntisland *A4CP*	JosephConstantine S.S.Line.Ld. *Cell*	199·9|33·2|13·6 207·1(O.L.) Q134'B11'F26' *DBf132'352t FPT*	FK	Middlesbro' British 3 *B H Com* *95t A PT71t*	T.3Cy.13½",23"&38"–27" 200lb *125lb* 105NHP ISB(Spt),*3cf*,GS40,HS1906 N.E.MarineEng.Co Ld.Sld	16 " 6 s 5 " 11½ 15 " 2	
81186 PUBU	**Parnahyba** (*ex*Alrich) 4 Mst 2 *Dks(Stl)&Shelter dk(Stl)*		6692 6278 4126	✝ 9,16	Bmn	*c*†	1913 3mo	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro *Cell D Ba149'uE3*	460·5|59·1|28·8 *ForeShelter dk46'* *4'f195' 1541t FPT2*	FK *20t A PT15t*	R.Janeiro Brazilian 7 *B H Cem*	Q.4Cy.26⅝",38⅝",56⅜"&81½"–54" 670NHP 4SB,*12cf*,GS222,HS9416 FlensburgerSchiffsb.Ges.	31 " 6	V +
81187 1027 ESUM	**Parnu** (*ex*Corness–35,*ex*Westgarth) *ss*Tln.2ndNo.3–9,35 Sub.Sig. 1 *Dk(Stl)&deep framing* *Cargo battens not fitted*		1578 1320 857	✝100A1 6,37 ~~Dk.M.C.~~ ~~M.S.C.~~	Tln	*p*	CL 5,37	1909 10mo *Lloyd's*	Sir Raylton Dixon&CoLd Middlesbro' *A4CP*	G.Orav&others *Cell D Ba85'uE6*	245·0|36·2|18·8 B48'F24 *B31'f85'345t FPT*	FK	Tallinn Estonian 1 *B H Cem* *75t A PT85t*	T.3Cy.18",30"&50"–36" (*r*) 180lb 192NHP 2SB,*6pf*,GS105,HS3876 Richardsons,Westgarth& Co.Ld.Mdb.	20 " 9 s 2 " 10 18 " 1	
81188 623 SZLZ	**Paros** (P) (*ex*Bubulina–38, Iron *ex*Pelops) Wireless 2 *Dks*		990 — 539					1883	T.Royden &Sons Liverpool	HellenicCoast LinesCo.Ld.	230·8|30·2|15·5		Piræus Greek	C.2Cy.32"&62"–42" 208NHP J.Jack&Co.Liverpool		
81189 149975 GCXV	**Parracombe** *ss*Nwc.No 2–37 1 *Dk(Stl)&Shelter dk(Stl)*		4698 4390 2844 2849	✝100A1 *with freeboard* ~~Dk.M.C.~~ ~~D.S.12,37~~	Nwc	*z*	OL 9,37	1928 1mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool *A4CP*	PymanBros.Ld. *Cell D B353'* 1261t *FPT*	406·5|54·2|25·1 425·0(O.L.) FK 178t *A PT105t*		London British 6 *B H Cem* *Coll to Shdk* 5 " *2nd* " GS205,HS8371	T 3Cy.25½",44"&73"–48" (*s*) 180lb 476NHP 3SB(Spt)&1AuxSB,*11cf*, Cen.Mar.Eng.Wrks.W Hpl	27 " 6 s 2 " 11½ 24 " 9½	
81190 7477 SMLA	**Parrakoola** (P) TwinSc *Oil Eng* *ss*Got.No.2–37 1 *Dk(Stl)&Shelter dk(Stl)* 3rd *dk(Stl)in forward holds* D.F. *Cruiser Stern*		5752 4834 3314	✝100A1 *with freeboard* ~~Dk.M.C.~~ ~~D.S.12,37~~ 4,38	Got	*b*†	OG 12,36	1928 10mo *Lloyd's*	A/B Götaverken Gothenburg *A4CP* *tanks in*	Rederiaktieb. Transpacific(G. Carlsson,*Mgr.*) *Cell D B373'* 1561t *way of tunnels 729'*	448·3|57·1|23·5 457·0(O.L.) F103' *FPT83t A PT61t*	FK	Gothenbrg Swedish 7 *B Hpt Cem* *Coll to Sh dk* 6 " *2nd* " *DB85lb*	Oil Engines 4S.C.SA 12Cy 29½'–59⅛' 978NHP A/B Götaverken,Got.	30 " 10 s 4 " 2 26 " 10	
81191 309 IRVO	**Partenope** (P) (*ex*St.Elian, TwinSc *ex*Hörnum) 1 *Dk*		553 — 300					1919	J.C.Tecklenborg A.G. Weser-münde-G.	Soc.Partenopea Anon. di Nav.	199·2|24·0|10·7 F58'		Naples Italian *WB*	T6Cy.12",19 7/16"&30 7/16"–17 1/16" 79NHP J C.TecklenborgA.G.Wsm		I
81192 137847 GQWV	**Parthenia** (*ex*Kirkholm) *ss*Gls.No.3–8,30 *Ref.Mchy.* *ss*Gls.No.1–35 D.F. 2 *Dks(Stl)Platform dk(Stl)* *in No.2hold*		4855 4504 3062	✝100A1 1,38 ~~Dk.M.C.~~ ~~D.S.12,38~~	Gls	*y*	OL ~~9,37~~ 9,38	1917 6mo *Lloyd's*	Russell& Co. Pt.Glasgow *A4CP*	DonaldsonLine,Ld (DonaldsonBrs.~~Ltd~~ *Mgrs.* & Clerks. Ld.*Mgrs.*) *after hol*	399·7|51·9|26·9 413·9(O.L.) P46'B119'F46' *'Tween dk B Hin* *d dispensed with* *Cell D*	FK	Glasgow British *Cem* 5 *B H to U H* 1 " " 2nd *dk only* *B351'1163t*	T.3Cy.26⅞",44"&72"–48" (*s*) 180lb 488NHP 3SB,*9cf*,GS169,HS7119 FD D.Rowan&Co.Glasgow *DTa30'769t A PT22t*	29 " 6 s 5 " 5½ 24 " 3	
				Carrying oil fuel F. *P.* *above* 150° F. *in DB* *Fitted for oil fuel* 5,21 *F.P. above* 150° F.												
81193 15 SVJF	**Parthenon** (*ex*P.L.M.7,*ex*Am-batielos,*ex*Fameliaris) *ss*Alx.No.1–37 *ss*Alx.2ndNo.3–4,53 1 *Dk(Stl)&deep framing*		3189 — 2030	✝100A1 10,~~70~~ 10,36 ~~Dk.M.C.~~ ~~Mchy.~~ ~~D.S.~~ D.S.11,38	Rot	*n*	CL 7,37	1908 7mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool *A4CP*	PithisBros.&Co.& G.Corakis(Pithis Bros.&Co.*Mgrs.*) *Cell D Ba*	331·0|47·7|22·5 P23'B90'F32' *'uE130'uB18'f142'*	FK	Chios Greek 5 *B H Cem* *829t A PT97t*	T.3Cy.24",38"&64"–42" (*s*) 170lb ~~160lb~~ NDB20 277NHP 2SB,*6rf*,GS100,HS4114. Cen.Mar.Eng.Wks.W.Hpl	25 " 0 s 4 " 3 21 " 0	
81194 153808 VTCZ	**Parvati** (P) *ss*Bom.No.2–35 Wireless 2 *Dks(U dk Stl*–teak s)		1548 1422 629	✝100A1 8,35 ~~8,37~~ ~~Dk.M.C.~~ ~~D.S.~~ ~~12,37~~	Bom	*q*	CL 9,36	1927 11mo *Lloyd's*	Grngem'th Dockyard Co. Grngemouth *A4CP*	BombaySteam Nav.Co.Ld.	250·0|38·0|21·9 250·0(O.L.) F34' *FPT55t A PT75t*	FK	Bombay British 6 *B Hpt Cem* *pt Asp* 1 *to 2nd dk*	T.3Cy.21½",37"&62"–42" (*s*) 200lb 461NHP 3SB,*9cf*,GS180,HS7512 FD McKie&Baxter,LdGlasgw	23 " 3 s 3 " 9 20 " 0	
81195 216303	**Pasadena** 1 *Dk&Shelter dk* *&Web frames* *Longitudinal framing*		6002 5551 4494			...		1918	Moore& Scott Iron Works, Oakland,Cal.	UnitedStates Maritime Commission	402·5|53·0|32·0 P34'F38'*on Shltrdk* FK		S.Frncisco Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft W.&A.Fletcher 618NHP Co.Hoboken,N.J.	34 " 6	
81196 DNAO	**Pasajes** Sub.Sig. 1 *Dk*		1996 1234 1230					1923	Schiffsw(v. J.&Sch.)A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	256·1|38·4|15·3 P&B204'Q22'F31'		Oldenburg German *WB*	T.3Cy.22 1/16",35"&56⅜"–33¾" Ottensener 182NHP Mch.G.m.b.H.Altona		G
81197 FOOT	**Pascal Paoli** (P) TwinSc *Fitted for oil fuel* D.F. 2 *Dks5trB* *Cruiser Stern*		3200					1931	Ch.&Atel. de Provence S.A. Port de Bouc	Cie.de Navigation Fraissinet	313·3|47·6|26·9 P37'B153'F39'		Marseilles French *WB*	2 Steam Turbines DR geared to 2 Sc. Shafts 916NHP Atel&Ch.deBretagneS.A.		V
81198 14 ICAT	**Pascoli** (*ex*Szeged) *ss*Fiu.2ndNo.3–9,27 *ss*Fiu.No.1–32 D.F. 1 *Dk(Stl)&Spar dk(Irn)* *&deep framing*		2939 2631 1862	✝ ... 7,35 *Spar dk*	Fiu	*u*		1902 5mo	W.Dobson &Co. Newcastle	"Tirrenia"Soc. Anon.diNav.	331·8|43·2|21·1 324·8| 44·8| 22·0 P40'B110'F35' *Cell D Ba118'uE6*	FK *B38'f132'612t FPT*	Fiume Italian 6 *B H Cem* *33t A PT15t*	T.3Cy.21½",37½"&63"–42" 2NDB25 294NHP 2SB,*6rf*,GS116,HS4630 NE MarineEng.Co Ld.Nwc	24 " 9	I †
81199 143375 GQJW	**Pasha** *ss*Cal.No.3–3,32 *ss*Cal.No.1–36 2 *Dks(Stl)*		5307 4827 3196	✝100A1 1,38 ~~D.S.~~ 10,38	Cal	*y*	OL N9,36	1919 8mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld Newcastle *A4CP*	AsiaticStm.Nav. Co.Ld.	400·3|52·4|28·4 P49'B113'F40' 345'1025t *FPT* 130t	FK *Cell D B*	London British 7 *B Hpt Cem* 1 *PT204t*	T.3Cy.27",44"&73"–48" (*s*) 180lb *110lb* 517NHP 3SB,*9cf*,GS189,HS7668 FD Swan,Hunter&Wigham Richardson Ld.Nwc	31 " 0 s 5 " 11½ 25 " 8½	
81200 PKQX	**Pasir** 1 *Dk*		1187 1006 631					1922	N.V.Schps. "De Maas" Slikkerveer	Koninkl.Paketv. Maats.	231·7|38·2|14·6 P39'B62'F27'		Batavia Dutch *WB*	T.3Cy.15¾",25¾"&43"–32½" Alblasserdam 106NHP Msch.Fab.Alblasserdam		V
81201	**Paso de Martin Garcia** TwinSc (*ex*Amalita,*ex*Cogolin,*ex*Paso de MartinGarcia) *Mchy.Aft* 1 *Dk*		752 603 429			...		1909	J.Thorny-croft&Co.Ld. Woolston	H.J.Miller&Co.	221·3|33·2|10·7 FK		Asunción Paraguayan *WB*	T.6Cy.11",18"&29"–21" 128NHP J.I.Thornycrft&CoLd.Lon	11 " 6	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed; if not in L.R. (passed for ✠ Trade Cert.
81202	**Paso de Obligado** Twin Sc (*ex* Collobrieres, *ex* Paso de Obligado) *Mchy. Aft* 1 *Dk*	764 — 439				...	1908	J. I. Thorny-croft & Co. Ltd. Woolston	Marcelino J. Paz	221·3 | 33·2 | 10·7 FK			Bns. Aires Argentine	T. 6 Cy. 11″, 18″ & 29″–21″ 128 NHP J. I. Thornycroft & Co Ld Lon	11 ″ 6	
81203 163387 GPYR	**Pass of Balmaha** *ss* Shl. No. 1–38 Wireless D.F. *Mchy. Aft* 1 *Dk (Stl) & Web frames* E.S.D. *Longitudinal framing Rudder electrically welded*	758 554 346	✠100A1 Shl *Carrying Petroleum in bulk Fitted for oil fuel* BS4,39		cff *k* 9,33	CL 10,38 F.P. above 150° F.	1933 9mo Lloyd's above	Blythsw'd S.B.Co.Ltd. Glasgow	Bulk Oil S.S.Co.Ltd. (J.W.Cook & Co.Ltd. *Mgrs.*)	192·2 | 30·4 | 13·9 *31·7* 201·1 (O.L.) P60′ F24′ *Trunk* 106 *Cell D Bu E22′ 17t DT*			London British 9 *B Hpt Cem* FK	T. 3 Cy. 15″, 25½″ & 41″–30″ (*s*) 190 lb 139 NHP 1 SB, *3cf*, HS2100 FD D. Rowan & Co. Ld. Gls. *f 16′ 137t FPT 28t APT 23t*	14 ″ 1 s 1 ″ 0½ 13 ″ 1½	
81204 160603 GLJT	**Pass of Leny** *ss* Hul. No. 2–36 *Mchy. Aft* 1 *Dk (Stl) & Web frames* Wireless D.F. *Longitudinal framing*	795 543 350	✠100A1 Bry *k* 4,39 Shl ✠LMC MS5,36 BS4,39 *Carrying Petroleum in bulk Fitted for oil fuel* 5,36		CL 10,38 F.P. above 150° F.		1928 11mo Lloyd's	Blythsw'd S.B.Co.Ltd. Glasgow	Bulk Oil S.S.Co.Ltd. (J.W.Cook & Co.Ltd. *Mgrs.*) *Cell D Bu E20′*	185·8 | 30·6 | 13·7 P75′ F24′ *Trunk* 86′ 18t *DT f* 11′ 40t *FPT* 39t *APT* 25t			London British 9 *B Hpt Asp* FK	T. 3 Cy. 15″, 25½″ & 41″–30″ (*s*) 180 lb 85 RHP 1 SB (Spt), *4cf*, GS73, HS2536 Aitchison, Blair, Ld. Clydebank	13 ″ 10 s ″ 10½ 13 ″ 2½	
81205 149702 GLRS	**Pass of Melfort** *ss* Shl. No. 3–6, 38 ~~*ss* Lon. No. 2–34~~ *Mchy. Aft* 1 *Dk (Stl) & Web frames* Wireless D.F. E.S.D. *Longitudinal framing*	757 518 324	✠100A1 Cff *j* 4,39 Lon BS4,39 ✠LMC6,38 *Carrying Petroleum in bulk Fitted for oil fuel* 5,37		CL 2,38 F.P. above 150° F.		1926 8mo Lloyd's above	Blythsw'd S.B.Co.Ltd. Glasgow	Bulk Oil S.S.Co.Ltd. (J.W.Cook & Co.Ltd. *Mgrs.*) *Cell D Bu E22′*	181·8 | 29·7 | 13·5 192·5 (O.L.) P74′ F23′ *Trunk* 84′ 19t *DT f* 11′ 39t *FPT* 22t *APT* 27t			London British 9 *B Hpt Asp* FK	T. 3 Cy. 14″, 23″ & 38″–27″ (*s*) 180 lb 125 NHP 1 SB (Spt), *4cf*, GS71, HS2534 J. G. Kincaid & Co. Ld. Grk.	13 ″ 7 s ″ 10½ 12 ″ 11½	
81206 229873 WFFP	**Passaic Sun** *Carrying Petroleum in bulk* *Oil Eng.* *Mchy. Aft* 1 *Dk*	533 468 306					1930	Sun S.B. & D.D.Co. Chester, Pa.	Sun Oil Co.	189·3 | 31·1 | 11·2 P35′ F16′			Phildlphia Utd. States	Oil Engines 4 S.C.SA 8 Cy. 11″–14″ 94 NHP Cooper-Bessemer Corp. Grove City, Pa		R
81207	**Pasteur** (P) Quad Sc 5 *Dks* *Fitted for oil fuel*	30000					1938	Ch. & Atel. de St. Nazaire (Penhoët) S.A. St. Nazaire	Cie. de Nav. Sud-Atlantique	656·2 | 87·9 | 30·5			Bordeaux French	4 SR geared steam turbines Ch. & Atel. de St. Nazaire (Penhoët)		
81208 212653 KDBD	**Pastores** Twin Sc Sub. Sig. E.S.D. D.F. *Fitted for oil fuel* Gy C. *Ref. Mchy* 2 *Dks & 2pt dks*	7242 5888 3843					1912	Workman, Clark & Co. Ld Belfast	United Fruit S.S. Corp. (United Fruit Co. *Mgrs.*)	470·4 | 55·3 | 30·8 P48′ B245′ F47′ *WB*			New York Utd. States	Q. 8 Cy. 23½″, 33½″, 47½″ & 68″–45″ 620 NHP Wrkman, Clark & Co. Ld Bel		C
81209 384 ICAS	**Pasubio** (*ex* Trade-35, *ex* Tivat-34, *ex* Maid of Crete, *ex* Mimi Horn) D.F. 1 *Dk & Shelter dk*	2216 — 1372					1903	Akt. Ges. "Neptun" Rostock	E. Milano & Co.	313·8 | 43·2 | 18·9 301·7 P13′ B174′ F30 *WB*			Trieste Italian	T. 3 Cy. 20 5/16″, 35⅝″ & 55 1/16″–35⅝″ 180 NHP A. G. "Neptun," Rostock		IV
81210 226976 WPBQ	**Pat Doheny** (*ex* Sunoco) *Mchy. Aft* 2 *Dks & Web frames* D.F. *Longitudinal framing Carrying Petroleum in bulk Fitted for oil fuel*	7053 6401 4387				...	1921	Sun S.B. Co. Chester, Pa.	Richfield Oil Corp.	430·2 | 59·2 | 33·4 P133′ B36′ F40′ FK *WB*			L. Angeles Utd. States	T. 3 Cy. 27″, 45½″ & 76″–51″ 612 NHP Sun S.B. Co. Chester, Pa.	33 ″ 3	R †
81211	**Patagones** Aux 3 Mst Sr (*ex* Annemarie, *ex* Tom-August, *Oil Eng.* *ex* Eyfjord) 1 *Dk* (*See Sailing Ship Register*)	380 — 279					1917	Gebr. G. H. Bodewes Martenshoek	Borzone Boggiano y Cia.	140·9 | 25·4 | 11·7			Bns. Aires Argentine	Oil Engines 2 S.C.SA 2 Cy. 16½/8″–18⅛″ *Emade 18 fitted* 21 97 NHP J & C G Bolinders Co Ld Skm.		V
81212 DOCP	**Patagonia** (*ex* Grandon-37, *ex* City of Boston, *ex* Dusseldorf) *ss* Bkn. No. 3–8, 24 *ss* Bhn. No. 2–33 *Well deck Ref. Mchy* 2 *Dks (Stl) & 3rd dk* D.F. *in No. 1 hold only*	5898 5459 3681	✠ ... 7,36 ✠	Ham	*b* †		1912 3mo	J. C. Tecklenborg A. G. Weser-münde-G.	Hamburg-Südamer Dampfschifff.-Ges. *Cell D Ba 146′ u E & B 71′*	450·9 | 57·2 | 27·0 P & B 392′ F 45′ FK *WB*			Bremen German 9 *B H Cem* *f 190′ 1453t*	T 3 Cy 27½/8″, 46⅛″ & 78¾″–53⅛″ 697 NHP 4 SB, *12cf*, Gs 236, HS 10334 J. C. Tecklenborg A. G. Wsm	29 ″ 8	G †
81213 971	— *ss* P. Ar. No. 3–12, 16 *Mchy. Aft* 1 *Dk (Stl)* *Well deck*	351 210 175	✠ 12,16	PAr	*d*		1903 9mo	Langeveld en Van Vliet Neder-Har-dinxveld	Soc. Anon. Comer-cial Braun & Blanchard	130·5 | 22·1 | 9·9 Q51′ F18′ FK *WB = FPT 27t* *APT 11t*			Pnta Arnas Chilian 3 *B H Cem*	C. 2 Cy. 13½″ & 31″–21″ NB24 49 NHP MacColl & Pollock, Sld.	10 ″ 6	
81214 135331	**Patdoris** (*ex* Yorkminster, *ex* Ardgarth) *Mchy. Aft* 1 *Dk*	770 578 350					1913	G. Brown & Co. Greenock	J. F. Sowards	200·2 | 29·1 | 12·8 *WB*			Kingston, Ont. British	T. 3 Cy. 16″, 26″ & 44″–33″ 96 RHP Ross & Duncan, Glasgow		C
81215 149873 GJSW	**Patella** *Mchy. Aft* *Oil Eng.* *Cruiser Stern* *ss* Nwc. No. 2–36 D.F. E.S.D. 1 *Dk (Stl)* *Longitudinal framing at bottom & at decks*	7468 6789 4328	✠100A1 HKg 8,38 12,37 2,39 Cff ✠LMC CS7,36 BS5,37 8,38 12,37 8,38 *Carrying Petroleum in bulk*		CL 8,38		1927 8mo Lloyd's	Palmers' Co. Ld. Newcastle	Anglo-Saxon Petroleum Co. Ld. *Cell D Bu E73′ 291t D*	440·4 | 59·3 | 32·7 458·5 (O.L.) P99′ B41′ F63′ FK *Tf* 32′ 369t *FPT* 199t *APT* 70t			London British 15 *B Hpt Cem* 2 *DB 180 lb*	Oil Engines 4 S.C.SA 6 Cy. 32¾″–59 3/16″ 602 NHP N. E. Marine Eng Co Ld. Nwc	32 ″ 9 s 6 ″ 2⅝ 26 ″ 9½	
81216 136469 VLFT	**Paterson** Wood *Mchy. Aft* 1 *Dk*	446 365 226					1920	T. F. Morrison, Sinclair & Co. Blmain NSW	H. R. Lancey Shipping Co. Ld.	148·8 | 32·7 | 11·3 F28′			Sydny NSW British	T. 3 Cy. 12″, 19″ & 32″–18″ 51 RHP Chapman & Co. Ld. Sydney		
81217 203407	**Pathfinder** (*ex* Samuel Mather) *Mchy. Aft* Gy C. 1 *Dk*	6751 — 5408					1906	Detroit S.B.Co. Wyandotte	Interlake S.S.Co. (Pickands, Mather & Co. *Mgrs.*)	530·0 | 60·2 | 32·2 *WB*			Wilmgton (Del.) Utd. States	T. 3 Cy. 23½″, 38″ & 63″–42″ 257 NHP Detroit S.B.Co. Detroit		R
81218 145920 GDCY	**Patia** *Ref. Mchy.* 2 *Dks & 2pt dks* D.F. Sub. Sig	5355 4658 3297					1922	Cammell Laird & Co Ld. Birkenhead	Elders & Fyffes, Ld.	400·0 | 51·1 | 30·3 P42′ B157′ F44′ *WB*			Liverpool British	T. 3 Cy. 27½″, 46½″ & 78″–54″ 447 NHP Cammell Laird & Co Ld. Bkn		C
81219 PKFQ	**Patras**	2065 1564 1181					1926	Rotterdam Droogd. Maat Rotterdam	Koninkl. Paketv. Maats.	300·3 | 46·3 | 14·6			Batavia Dutch *WB*	C. 4 Cy. (2) 18 1/16″ & (2) 39⅜″–39⅜″ 195 NHP Rotterdam Droogd. Maats.		V
81220 DJWU	**Patria** (P) Twin Sc D.F. E.S.D. Gy C. 4 *Dks* *Ref. Mchy.* Sub. Sig. *Oil Eng.* *Cruiser Stern*	~~15000~~ 6595 — 9292					1938	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	~~589·5 | 73·8 | 27·7~~ B & F 289′ Upper F 43′ 562′ 3 | 74′ 1 | 36′ 4				Hamburg German *WB*	6 Oil Engines 2S.O.SA 46 Cy. (5–8 Cy. & 1–6 Cy.) 20½″–27 9/16″ & electric drive 3390 NHP Maschinenfbrk. Augsburg-Nürnberg A. G. Augsburg		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de chaque petite édition.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux. sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté. Si on a cet dans le L. R. Number Book. Part Trades.
81221	**Patria** (P)	Twin Sc	11885				1913	Forg. & Ch. de la Médit. La Seyne	Cie. Générale de Nav. à Vap. Cyp. Fabre (Fabre Line)	487·2 | 59·2 | 40·1			Marseilles French *WB*	T 6Cy 30⅝" 49½" & 79⅝" – 51⅛" 960 NHP Forg. & Ch. de la Médit. Msl.		V
FOHH	D.F.	7 *Dks*	9189 6744							B236' F69'						
81222	—	*Cargo battens not fitted*	3845	✝100A1 Bmn *w*		CL	1901	W. Gray & Co. Ld. W Hartlepool	E. Bohnke ("Orion" Schiffahrts G.m.b.H. *Mgrs.*)	338·6 | 49·5 | 25·6			Rostock German	T 3Cy. 25½" 40½" & 67" – 45" (*s*) 1601b 297 NHP	28 " 3	
DMBB	(*ex* Scottish Rover, *ss* Bmn 3rd No. 3–5,38 *ex* Westborough, *ex* Beechley) 1 *Dk* (Trn) *Ctr Bdg deep*		3590 2415	5,884 BS4,39	LMC	4,37	*Lloyd's SA & CP*			P28' B88' F31' FK D Ba & u E 133' f 144'			6 *B H Cem* 912t *A P T* 71t	2SB, *6cf*, GS 113, HS 4404 Cen. Mar. Eng. Wrks. W Hpl		
	D.F.	*framing & Web frames & Dk rule*														
81223	—	Aux 5 Mst Sr	1848				1922	Frd. Krupp Akt. Ges. Kiel	Soc. Anon. Nazario Sauro	286·4 | 44·3 | 19·1 261·5 Q82 F55'			Genoa Italian	Oil Engines 4S.C.SA 4Cy. 15½" – 21½" 97 NHP Frd. Krupp A.G. Kiel		I
1049	(*ex* Susanne Vinnen)	*Oil Eng.*	1579													
ICAZ	Sub.Sig. *Mchy. Aft*	2 *Dks*	1480													
Note	"Imperator," *see Sailing Ship Register*															
81224	—		*1385*				1919	Forth S.B. & Eng. Co. Ld. Alloa	Scotia Corporation (F. Leon, *Mgr.*)	235·6 | 36·2 | 15·6 Q136' B16' F30'			Panama Pnamanian *WB*	T. 3Cy. 18", 30" & 50" – 33" 144 NHP Forth S.B. & Eng. Co. Ld.		C
HPIM	(*ex* Virginia–38, *ex* Naukratousa–38, *ex* Stanmore–37	1 *Dk*	*1053*													
Note	"Fina," *see No. 87065 in Supplement*		*803*													
81225	—		*1188*				1915	Göteborgs Nya V. Aktieb. Gothenburg	Förnyade Ångf. Aktieb. Göta (F. Sternhagen. *Mgr.*)	213·0 | 34·2 | 13·1 P120' H128 *t* F33'			Gothenbrg Swedish *WB*	T. 3Cy. 18½", 29½" & 47⅛" – 29½" 123 NHP Göteborgs N.V. Aktieb Got		V
5733	Sub.Sig.		*754*													
SFYI		1 *Dk*	*604*													
81226	—	*ss* Hfs. No. 1–39	696	✝100A1 Hfs	*j*	OG	1923	N.V. Scheep. Finska Ångfartygs A/B	Finska Ångfartygs A/B	180·3 | 28·1 | 12·4			Helsingfrs Finnish	T. 3Cy. 15", 25⅛" & 40⅜" – 27" 1801b (*s*) 116 NHP	14 " 6	
620		*ss* Hfs. No. 3–2,35	512	~~3,86~~ 12,824,39		~~9,35~~								2SB, *4cf*, GS 64, HS 2050	s 4 " 5½	
OHCV	*Welt deck*	1 *Dk* (*Stl*)	296	BS8,37 LMC2,35		8,38	6mo	De Merwede Hardinxveld		Q117 F24' FK			3 *B H Cem* 63t *A P T* 7t	N.V. Mchfbk. "Holland," Hardinxveld	14 " 2½	
	Mchy. Aft Wireless D.F.			8,38 M. 4,39			*Lloyd's SA & CP*		*Cell D B* 103' 146t *F P T*							
81227	—		343				1937	N.V. Schpsw "Foxhol" Foxhol	H. Groen	134·5 | 24·8 | 8·0 P39' Q56' F26'			Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy. 11½" – 16⅝" 74 NHP Mtrn Werke Mannheim A G		
	Oil Eng.		197													
PGRL	*Cruiser Stern*		168													
81228	**Patricia**		3979				1929	Schiffsw. v. H. Koch A.G. Lübeck	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	374·0 | 53·7 | 22·6 P15' B & F35 1'			Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy. 23⅜" – 35⅞" 1170 NHP Maschfbk. Augsburg-Nürnberg, Augsburg		G
	Oil Eng.		3373													
DIEJ	Sub.Sig	1 *Dk*	2280													
	D.F.	*Cruiser Stern*														
81229	— (P)		*3902*	✝100A1 Got	*w*	CL	1926	Swan, Hunter & Wigham Richardson, Ld Newcastle	Rederi A/B Svenska Lloyd (K.R. Bökman. *Mgr.*)	345·0 | 47·5 | 23·9 352·2 (O.L.)			Gothenbrg Swedish	T. 3Cy. 24", 40½" & 68" – 45" (*s*) 2101b 527 NHP 2SB (FD) & 1 Aux SB, *10cf*, GS 199, HS 8475 Swan, Hunter & Wigham Richardson, Ld. Nwc	26 " 3	
8030	(*ex* Patria II–35)	*ss* ~~Pir. No. 3–34~~	*2801*	*with freeboard*		~~No. 36~~							6 *Wthr dk* 2 " 2nd "		s 6 " 6½	
SECT		2 *Dks* (*Stl*) *Wthr dk* (teak s)	*2166*	5,39 ~~2,38~~ LMC2,38		5,39	*Lloyd's SA & CP*			B167' F58 FK			8 *B Hpt Cem* (6t o *Wthr dk*)		20 " 0½	
	D.F.	*ss* Got. No. 3–2,39		~~BS8,37~~ ~~M. 4,39~~			*above* 150° F.		*Cell D B* 282' 574t *D Ta* 20' 157t *F P T* 46t				*A P T* 26t			
				Fitted for oil fuel 1,26		*F.P. a*	1938	Smith's Dock Co. Ld. S. Bank, Mdb.	Corporation of the Trinity House	218·2 | 35·6 | 15·0			London British *WB*	Oil Engines 4S.C.SA 12Cy. 15"–20" connected to electric motors & sc. shafts 263 NHP English Electric Co. Ld. Rugby		
81230	—	Twin Sc	1116													
166352	(*Tender*)	*Oil Eng.*	744													
GJJW	Wireless D.F. E.S.D. Sub.Sig.	2 *Dks* *Cruiser Stern*	457													
81231	**Patricia II**	Twin Sc	793	✝ Shl			1910	J.I. Thorny-croft & Co. Ld. Southampton	Corporation of the Trinity House	206·5 | 31·8 | 16·4 BK8"			Portsmith British	T. 6Cy. 14½", 23½" & 38" – 24" 206 NHP		
128412	(*ex* ~~Patricia~~ Miranda II	*ss* Cws. No. 1–14		10.18									4 *B H Cem*	2SB, *6cf*, GS 131, HS 3920		
MDGC	~~Miranda~~)	2 *Dks* (*Stl*) *Teak*	864							*D Ta* 15' 33t			*A P T* 8t	J.I. Thornycroft & Co. Ld.		
Note	"Patria," *see No. 90516 in Supplement*															
	Sub.Sig. E.S.D.	Wireless D.F.														
81232	**Patrician** (*ex* Saint Jerome)		5742	✝100A1 Mdb	*at*	CL	1917	Russell & Co. Pt. Glasgow	Charente S.S. Co Ld (T. & J. Harrison, *Mgrs.*)	423·0 | 56·0 | 28·7 437·2 (O.h.)			London British	T. 3Cy. 27", 45" & 74" – 51" (*r*) 1801b 561 NHP	31 " 4	
140539		*ss* Rot No. 3–5,30	5356	8,37		8,36							*Cem*	3SB, *9cf*, GS 190, HS 8428 FD	s 6 " 0½	
GQNZ		*ss* Liv No. 1–35	3636	LMC						P38' B123' F53' FK			5 *B H to U dk*	J.G. Kincaid & Co. Ld. Grk.	25 " 6	
Note	"Mazic," *see No. 89057 in Supplement*	2 *Dks* (*Stl*)		MS4,35 BS11,37			*Lloyd's SA & CP*						1 " " 2nd "			
						One	*inter*	*mediate BH*	*and one 'tween dk*	*Cell D B* 360'	*BH dispensed with*	1181t *D Ta* 36' 1109t	*A P T* 31t	*only*		
81233	**Patrick Henry**		7743		...		1920	The Pusey & Jones Co. Gloucester City, N.J.	~~Lykes Bros. Ripley S.S. Co. Inc.~~ 1. ~~Lykes Bros. Steamsh. Co., Inc.~~	439·6 | 60·2 | 33·7 P41' B134' F46' *on Shelter dk*			N. Orleans Utd. States *WB*	Q 4Cy 25½", 37", 52½" & 76" – 54" 643 NHP W. Cramp S. & E.B. Co. Phl.	36 " 8	R †
219903		*Fitted for oil fuel*	7203													
KUPM	Sub.Sig.	1 *Dk & Shelter dk*	4914													
		2nd *dk & Web frames*														
		Longitudinal framing														
81233*	**Patris** (P) (*ex* Corte II–36)		1706				1911	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Handris S.S. Co. Ld.	280·0 | 37·0 | 23·6 P45' F57'			Malta British *WB*	T. 4Cy. 29", 45" & (2) 52" – 45" 862 NHP Swan, Hunter & Wigham Richardson, Ld. Nwc.		V
159767			1355													
VRVL		2 *Dks*	626													
81234	**Patroclus** (P)	Twin Sc	11314				1923	Scott's S.B. & E. Co. Ld. Greenock	China Mutual S.N. Co. Ld. (A. Holt & Co. *Mgrs.*)	498·8 | 62·3 | 34·9 P57' B195' F60'			Liverpool British *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts Scott's S.B. & E. Co. Ld. Grk.		BT ~~till~~ ~~10.37~~ 7.39
147218			8572													
GCXF	*Ref. Mchy.* D.F.	3 *Dks*	6910													
81235	**Patterson**	Wood	604				1882	U.S. Navy Yard Brooklyn, NY	Alaska-Patterson Co.	168·1 | 23·3 | 18·8			S. Frncisco Utd. States	Oil Engines 2S.C.SA 4Cy. 16½" – 19" NE 1919 2 NHP J & CG Bolinders Co Ld Skm		
Wrecked	12,38	*Oil Eng.*														
224220		2 *Dks*	—													
KLHL			416													
81236	**Pattersonian** (*ex* Blaydonian) K		315	✝100A1 Shl	*e*	OG	1915	J.P. Rennoldson & Sns Ld. S. Shields	Smith, Patterson & Co. Ld.	135·3 | 23·6 | 9·1			Newcastle British	C. 2Cy. 17" & 36" – 24" (*s*) 1801b 75 RHP	11 " 3	
133570		*ss* Shl. No. 3–9,27	230	1,39 ~~1,36~~ BS4,39		~~8,36~~							3 *B H Cem*	1SB, 3*pf*, GS 44, HS 1296	s 9½	
MJFZ	*Mchy. Aft*	*ss* Shl. No. 2–36	119	~~BS3,35~~ LMC		1,39	*Lloyd's SA & CP*		*Cell D B f* 77' 90t *F P T*	Q55' F18' FK			7t *A P T* 17t	J.P. Rennldsn & Sns Ld. S Shl	10 " 7	
		1 *Dk* (*pt Stl*)		MS8,36 ~~BS4,34~~												
81237	**Paua**		1260	✝100A1 Wln		CL	1927	Harland & Wolff, Ld. Glasgow	Shell Company of New Zealand, Ld.	205·5 | 36·6 | 15·1			Wellingtn British	Oil Engines 4S.C.SA 6Cy. 19½" – 35⅞" 225 NHP DB 150lb	15 " 0	
149843		*Oil Eng.*	793	8,37		9,36	6mo			P67' F41' FK			9 *B Hpt Cem*	Harland & Wolff, Ld. Gls.	s 10½	
ZMDN		*ss* Wln. No. 2–35	472	~~Hatches 37~~ ~~Rd MC 8,35~~			*Lloyd's SA & CP*		*Cell D Ba* 48' *f* 20' 99t *F P T* 29t				*A P T* 27t		14 " 3½	
	Mchy. Aft Wireless	1 *Dk* (*Stl*)		MC(M)8,37												
	Longitudinal framing at bottom & at deck			*Carrying Petroleum in bulk*												
81238	**Paul Beneke** (P)	Pad	343				1906	J.W. Klawitter Danzig	"Weichsel" Danziger Dampfschiff. & Seebad A.G.	142·7 | 24·8 | 8·8 P34' B30' H40'			Danzig	C. 2Cy. 21½" & 39⅛" – 39½" 96 NHP J.W. Klawitter, Danzig		
306			306													
YMCG		1 *Dk*	137													
81239	**Paul Dana**		374				1934	I.S. Bushey & Sons, Inc. Brooklyn NY	Diesel Tanker M.J. Derby, Inc.	135·4 | 26·0 | 11·3			New York Utd. States	Oil Engines 2S.C.SA 5Cy. 14" – 17" 172 NHP Fairbanks Morse & Co. Beloit, Wis.		
233483		*Oil Eng.*	—													
WJFT	*Mchy. Aft*	1 *Dk*	254													
		Carrying Petroleum in bulk														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year assigned. Now expired. Equipment Letter	7* Date when tail shaft last seen.	8 9 Built. When. — Ship. — Engines	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Remarks in which classed. If not in L.R. Instructions to Surveyors.
81240 FNXS	**Paul Emile Javary** *Oil Eng.* 1 *Dk & 2nd dk in Nos. 1 & 4 holds*	2471 1952 1452				...	1926	Atel.&Ch. de France Dunkirk	Soc.Anon.de Géranceet d'Armement	288·2 P29′B63′F38′	45·6	19·6 FK	Dunkirk French *WB*	Oil Engines 4S.C.SA 6Cy.19½"–49⅜" 222NHP Akt.Burmeistr&Wain,Cpn	21 " 0	V †
81241 216222 KJIO	**Paul H. Harwood** *Fitted for oil fuel* *Mchy.Aft* GyC. 2 *Dks & Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	6610 6444 4080				...	1918	Bethlehem S.B.Corp.Ld. S.Francisco	StandardOilCo. ofNewJersey	435·0 P106′B50′F42′	56·0	32·0 FK *WB*	Wilmgton (Del.) Utd.States	DR Geared Steam Turbine 606NHP GeneralElectricCo. Schenectady,N.Y.	33 " 6	R †
81242 DJRS	**Paul Harneit** *Oil Eng.* D.F. 1 *Dk,2nd dk clear of cargo tanks* E.S.D. GyC. *Cruiser Stern* *Mchy.Aft* *Longitudinal framing* Sub.Sig. *Rudder electrically welded*	10391 9632 5776	✠100A1 Ham 9,88 ~~10,37~~ Fal ~~LMC~~ 36 *CarryingPetroleum in bulk*			CL N9,38	1936 7mo *Lloyd's*	F Schichau G.m.b.H. Danzig	Deutsch-Amerikanische Petroleum Ges.	488·4 506·3(O.L.) P107′B39′F35′ *CellDBuE84′171t D*	70·0	36·9 FK *Tf16′539t FPT369t APTs214t*	Hamburg German 16 *BHpt Cem*	Oil Engines 2S.C.SA 8Cy.25⅝"–47¼" 909NHP 2 DB *199lb* DB(*fwd.*)*213lb* F Schichau G.m.b.H. Elbing	37 " 0	
81243 DHTC	**Paul L.-M. Russ** *Mchy.Aft* Wireless 1 *Dk*	1170 1006 622					1923	Stettiner Oderwerke Stettin	Ernst Russ	230·9 P&B181′F27′	36·4	14·6 *WB*	Hamburg German	T.3Cy.17⅛",28⅝"&43⅜"–31½" 105NHP StettinerOderwerke		G
81244 215528 WLCH	**Paul Luckenbach** (*ex* Poznan, *ex* Suwanee, *ex* Mark) *Fitted for oil fuel* D.F. GyC. 3 *Dks*	6606 6183 4125					1913	Bremer Vulkan Vegesack	Luckenbach S.S. Co.Inc.	471·1 P128′B60′F42′	59·2	28·9 FK *WB*	New York Utd.States	T.3Cy.32⅝",52⅝"&86⅝"–55⅛" 2NB–22 566NHP Bremer Vulkan, Vegesack		R
81245 185817 MMPL	**Paul M.** *Oil Eng.* *Mchy.Aft* 1 *Dk* *Cruiser Stern*	492 320 257					1937	N.V.Gebr. van Diepen Waterhuizen	T.J.Metcalf	157·5	27·3	9·8 *WB*	London British	Oil Engines 4S.C.SA 6Cy.11"–17½" 70NHP Humboldt-Deutzmotoren A.G.,Köln-Deutz		C
81246 221455 KDTE	**Paul Shoup** (*ex* Playa) *ss* S.Fo.No.3–8,38 *ss* S.Fo.No.1–37 *Mchy.Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing*	6817 6058 4245	✠100A1 SFo *a*† 5,38 ~~11,37~~ ~~LMC~~ 5,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.			CL N5,37	1921 7mo	Merchant S.B.Corp. Chester,Pa.	TideWater AssociatedOilCo. *CellDBuE& B60′* A&CP	424·4 P128′B25′F41′ 236*t DT f* 43′750*t FPT* 228*t APT* 178*t*	58·2 FK (9 *to U dk* 7 „ 2*nd* „)	32·9	S.Frncisco Utd.States 16 *BHpt Cem* DB *150lb*	T.3Cy.27",45"&75½"–51" (*r*) 210lb *110lb* 584NHP 3SB,*9cf*,GS185,HS8331 New York S.B.Corp. Camden,N.J.	33 " 0 s 7 " 9½ 25 " 6	
81247 3682 PGRN	**Paula** *Oil Eng.* D.F. *ss* Sng.No.2–35 *Mchy.Aft* E.S.D. 1 *Dk (Stl)* *Longitudinal framing at bottom & at deck*	2770 1831 1319	✠100A1 Bat *l* ~~Built 7-37~~ 2,39 ~~LMC~~ CS10,35 5,38 ~~DBS2,5~~ *CarryingPetroleum in bulk*			CL ~~Ann.36~~ ~~HS.36~~ 2,39	1927 11mo	Harland& Wolff,Ld Glasgow	Nederl.Indische Tankstoomboot Maats. *CellDBu*	305·3 P86′F51′ *Trunk*168′ *E55′f29′159t FPT*	50·2 FK 38*t APT* 88*t*	15·1	The Hague Dutch 12 *BHCem* DB *150lb*	Oil Engines 4S.C.SA 12Cy.19½"–27½" 452NHP Harland&Wolff,Ld.Gls.	15 " 0 s " 7½ 14 " 5¾	
81248 0XRH	— D.F. 1 *Dk* Wireless *Cruiser Stern*	1549 1349 884					1934	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	290·0 P&B218′F38′	39·7	15·3 *WB*	Esbjerg Danish	C.4Cy.(2)14¾"&(2)31½"–31½" & LP Turbine HS2519 192NHP HelsingörsJernsk.&Mskb.		G
81249 YLFQ	**Paula Faulbaums** (*ex* Jorunn–34, *ex* Tolosa, *ex* Antares) 1 *Dk*	1855 1705 1111					1908	Osbourne Graham&Co. Sunderland	MaxFaulbaum SteamshipLine (JamesSiering& Co. *Mgrs.*)	279·0 H66′F37′	40·1	18·2 *WB*	Riga Latvian	T.3Cy.20½",33"&54–36" 176NHP G.Clark,Ld.Sunderland		N
81250 214449 WKCL	**Paulsboro** *ss* N.Yk.No.3–4,28 *ss* N.Yk.No.2–36 *Mchy.Aft* 2 *Dks (Stl) & Webframes* D.F. GyC. *Longitudinal framing*	6699 6209 4171	✠100A1 Mob *b*† ~~Built 7-37~~ Gal ~~LMC~~ 7,36 ~~8 7,36~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,16 *F.P. above*			CL ~~N2,36~~ 7,36	1916 9mo	Union Iron Works Co. San Francisco	Socony-Vacuum OilCo.Inc. *CellDBuE& B64′* A&OP *197t DT f* 50′880*t PT97t APT77t*	435·0 P106′B50′F42′	56·0 FK (	33·4	New York Utd.States 15 *BHpt Asp* 10 *to U dk* 5 „ 2*nd* „)	T.3Cy.27½",47"&78"–48" (*s*) 215lb 563NHP 3SB,*9cf*,HS9405 Union Iron Works Co.S.Fo.	33 " 6 s 6 " 10½ 26 " 10½	
81251 YTCR	**Pavla** (*ex* Mosor–34, *ex* Cheliff, *ex* Mercur) 1 *Dk 2 tr B*	1419 973 864					1895	Flensburger Schiffsb.Ges. Flensburg	Parobrodarsko drustvo "Marović" s.o.j. (G.J.Marović, *Mgr.*)	239·0 Q72′B113′F26′	34·0	14·4 *WB*	Susak Yugoslav	T.3Cy.16".26"&43"–33" 106NHP Flensburger Schiffsb.Ges.		V
81252 UPIM	**Pavlin Vinogradov** (*ex* Chapaev–35, *ex* Tiba–35) *ss* Rot.No.1–38 1 *Dk (Stl)*	2864 2611 1734	✠ Rot *u* 3,35				1929 6mo	N.V.Mch. &Scheepswrf. van P.Smit,Jr Rotterdam	U.S.S.R. *CellD*	310·6 P23′B94′F25′ *B269′ 687t FPT60t*	45·9 FK *APT101t*	22·6 *5 BHCem*	Archangel Russian	T.3Cy.24",37"&63"–39½" 335NHP 2SB,*6cf*,GS110,HS4736 N.V.Mch.&Scheepswerf van P.Smit,Jr.Rot.	25 " 0	
81253 FPBJ	**Pavon** *ss* Ant.No.2–38 ~~*ss* Ant.No.1–34~~ 1 *Dk (Stl) & Shelter dk (Stl)*	4128 3746 2439	✠100A1 Ant *y* *with freeboard* 8,38 ~~8,37~~ ~~LMC~~ 7,34 8,38 M85,38			CL 8,36	1930 8mo *Lloyd's*	Napier& Miller,Ld. Glasgow	Cie.de Navigation d'Orbigny *CellDBa&uE* 153′*f* 181′947*t*	394·5 F34′ *FPT74t APT124t*	53·0 FK (	22·7 *6 BHCem* *Coll to Sh dk* 5 „ 2*nd*,„)	La Rochlle French 210lb 2SB(PD)&1AuxB,*9cf*, GS177,HS7700 J.G.Kincaid&Co.Ld.Grk.	25 " 0 s 2 " 2½ 22 " 11½	
81254 203925 KJUT	**Pawnee** *Fitted for oil fuel* 2 *Dks*	1907 — 1382					1907	Harlan& Hollings-worth Co. Wlmgtn,Del.	Agwilines,Inc. (Clyde-Mallory Lines, *Mgrs.*)	250·5	40·0	25·0	New York Utd.States	T.3Cy.19",30"&50"–30" 137NHP Harlan&HollingsworthCo.		R
81255 DOOB	**Pax** 1 *Dk*	513 385 301					1893	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	159·1 Q44′B38′F21′	26·1	11·9 *WB*	Bremen German	C.2Cy.17⅜"&31½"–21½" NB19 38NHP A.G."Weser," Bremen		G
81256	**Paz** (*ex* Iron Monarch–37, *ex* Koolonga) *ss* Syd.No.3–9,36 1 *Dk (pt Trnpt Stl)* *Cargo battens not fitted*	4260 3986 2632	✠100A1 Sba *x* 2,39 ~~1,88~~ HK *g* ~~LMC~~ MS9,36 ~~BS8,37~~ 2,39			CL ~~7,37~~ 2,39	1914 2mo *Lloyd's*	Sunderlnd S.B.Co Ld. Sunderland	Madrigal&Co. *CellDBa117′u E&*	364·0 875·2(O.L.) P29′B106′F33′ *B40′f 159′899t FPT*	50·7 FK *99t APT151t*	26·1 *6 BHCem*	Amapala, Honduran 180lb *90lb* 344NHP 2SB,*6cf*,GS124,HS5100 N.E.MarineEng.Co.Ld.Sld	28 " 6 ~~5 " 2~~ ~~23 " 1~~ s 5 " 2¾ 23 " 6	
81257 YTPR	**Pcela** (*ex* Iniziativa G.–34, *ex* Inizitiva, *ex* Heatherlea, *ex* Overveen) *Mchy.Aft* 1 *Dk*	311 239 162					1918	Gebr.E&M Coops Hoogezand	MarinFeric	129·8	22·6	10·5 *WB*	Split Yugoslav	C.2Cy.12"&24"–15¾" 19NHP Botje,Ensing&Co.Gruingn		IV
81258 106026 MQVZ	**Pearl** 3 **Mst** *ss* Bwg.3rd No.3–12,28 *ss* Gls.No.2–37 *Mchy.Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted*	678 473 277	✠100A1 Ayr *i* 3,38 ~~2,20~~ ~~MC~~ 1,37 ~~BS1,38~~ 2,38			CL 5,37	1896 8mo	J.Shearer &Son Glasgow	Wm.Robertson *WB*	185·0 Q92′B11′F36′ BK 7⅛" *= CellDBf* 108′153*t*	29·1	10·8 *FPT25t*	Glasgow British 3 *BHCem*	T.3Cy.16",26"&42"–33" (*s*) 160lb 90NHP 1SB,3*pf*,GS58,HS1600 Muir&Houston(Lim.),Gls.	13 " 0 s " 8 13 " 2½	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Greement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant pour le renouvellement de l'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille à France-Bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15
81259 140269 GVVR	**Pearleaf**	TwinSc *ss*Ply.No.3–8,29 *ss*H.Kg.No.2–37 D.F. 2 *Dks(Stl)&Web frames* *Longitudinal framing*	5911 5283 2711	✠100A1 12,37 BS12,38 ✠LMC12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,17	HKg	CL P11,37 S2,36 *F.P. above* 150° F.	1917 3mo *Lloyd's*	W.Gray&Co.Ld. W Hartlepool *SA&CP* *Cell D Bu E*	The Admiralty	404·8 54·5 32·6 426·0(O.L.) P36′B32′F85′ FK *B87′383t DT 648′19 6t DT a 19′62* *t FPT 70t APT 90t*	London British 20 *B Hpt Cem*	T.6Cy.26″,42½″&70″–45″ (*s*) 200lb 1089 NHP 6SB,*18cf*,HS16932 FD Cen.Mar.Eng.Wrks.W Hpl	35 ″ 2 s 6 ″ 8 28 ″ 8½	
81260 147460 GJSX	**Pearlmoor** *ss*Bly.No.3–5,36 1 *Dk(Stl)&Shelter dk(Stl)*		4581 4283 2817	✠100A1 *with freeboard* 2,38 ~~11,37~~ ✠LMC MS5,36 ~~[illegible]~~ 9,38	Brv Cff	*z* CL 4,36	1923 4mo *Lloyd's*	J.Readhead&Sons,Ld. South Shields *SA&CP* *Cell D B352′1160t APT 153t*	Moor Line,Ld. (Runciman Shipping Co.Ld.,*Mgrs.*)	400·3 52·1 25·8 415·0(O.L.) FK *Coll to Sh dk* 6 „ 2nd „	London British 6 *B H Cem*	T.3Cy.27″,44″&73″–48″ (*r*) 180lb FD 513 NHP 3SB(Spt)*9cf*,GS146, HS7570 J.Readhead&Sons Ld.S.Shl	28 ″ 6 s 3 ″ 2½ 25 ″ 6	
Now "Castelbianco," *see No. 87563 in Supplement*																	
81262 ESXN	**Pearu** (*ex*Lady Martin–38, *ex*Northern Coast) 1 *Dk&Shelter dk*		1246 934 490				1913 *Lloyd's*	Sir Raylton Dixon&Co Ld Middlesbro' *SA&CP*	A/S Eesti Laevaühinid *Cell D Hu E 73′291t DT 32′369t FPT 199t*	250·5 36·0 15·0 B67′F26′	Tallinn Estonian *WB*	T.3Cy.18″,29″&48″–36″ Richardsons, Westgarth&Co.Ld.Mdb.	138 NHP	C
81263 148661 MNKB	**Pebble** (*ex*Kempton) *ss*Bwg.No.3–5,37 *Mchy.Aft* 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted*		597 421 303	✠100A1 5,37 ✠LMC5,37	Bwg	*i* CL 10,36	1925 8mo *Lloyd's*	Burntisland S.B.Co.Ld. Burntisland *SA&CP* *Cell D Bf 103′150t FPT 47t*	Wm.Robertson	170·0 27·4 11·2 Q96′B11′F21′ FK *B341′1032t APT 142t*	Glasgow British 3 *B H Cem*	T.3Cy.18″,23″&37″–26″ (*s*) 200lb 98 RHP 1SB,*3cf*,GS60,HS1752 W.Beardmore&Co.Ld.Gls.	13 ″ 4 s 3 ″ 0½ 13 ″ 2½	
Now Julia Fritzen, *see No. ~~[illegible]~~ in Supplement*																	
81265 149829 GJRX	**Pecten** *Oil Eng.* *Mchy.Aft* *ss*Sng.No.2–35 D.F. E.S.D. *Cruiser Stern* 1 *Dk(Stl)* *Longitudinal framing at bottom & at deck*		7468 6789 4330	✠100A1 ~~6,~~ ~~9,37~~,39 ~~[illegible]~~ CS3,36 ~~[illegible]~~ ~~6,38~~ *Carrying Petroleum in bulk*	Tal	CL ~~8,36~~ 6,38	1927 5mo *Lloyd's*	Palmers' Co.Ld. Newcastle *SA&CP*	Anglo-Saxon Petroleum Co.Ld. *Cell D Hu E 73′291t DT 32′369t FPT 199t*	440·4 59·3 32·7 P99′B41′F63′ FK *B 1 Hpt Cem* 15 *B Hpt Cem* *APT 170t*	London British 2 DB *180lb*	Oil Engines 4S.C.SA 6Cy.32¼″–59½″ 602 NHP N.E.Marine Eng Co Ld Nwc.	32 ″ 9 s 6 ″ 2½ 26 ″ 9½	
81266 161840 MBJW	**Peder Bogen** *ss*Shl.No.3–11,37 ~~*ss*Shl.No.3–38~~ 2 *Dks(Stl)&Shelter dk(Stl)* *Mchy.Aft* *Longitudinal framing* D.F.		9741 9145 7363	✠100A1 *Shelter dk* *with freeboard* 10,38 ~~10,38~~ 11,37 ~~BS11,37~~ ✠LMC *Carrying Petroleum in bulk* *Adapted for oil fuel* 7,28 *F.P. above* 150° F.	Rot Shl	*e*† CL ~~10,38~~ 10,38	1925 6mo *Lloyd's*	N V Schpsw "Dordrecht" Dordrecht *SA&CP*	South Georgia Co. Ld.(Chr.Salvesen, &Co.,*Mgrs.*) *Cell D Bu E&B86′ 340t DT f 36′398t*	480·9 62·3 37·1 B26′F49′ FK *FPT 285t APT 187t*	Leith British 17 *B H Cem* 9 „ „ 2nd „	T.3Cy.28″,46″&77″–54″ (*s*) 190lb 655 NHP 3SB,*9cf*,GS195,HS9885 FD Maats.Fyenoord,Rot.	40 ″ 0 s 10 ″ 6½ 29 ″ 8½	
81267 166551 GNGN	**Pedernales** TwinSc ~~*longitudinal framing–bracketless system*~~ *Mchy.Aft* 1 *Dk* *Cruiser Stern*		4469 3945 2951 1821	✠100A1 1,39 ~~3,38~~ ✠LMC9,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,38 *F.P. above* 150° F.	Aru	*w* CL SN 10,38	1938 *Lloyd's*	Cantieri Riuniti Dell' Adriatico Monfalcone *SA&CP* *Cell D Bu E&B48′23t FPT 104t*	Lago Shipping Co. Ld.(F.J.Wolfe, *Mgr.*)	355·9 60·2 16·7 365·2(O.L.) FK P77′F42′ *Trunk 240* *B H Cem* 8 *B H Cem*	London British 2SB,*6cf*,HS5130 FD N.E.Marine Eng Co(1938) Ld.Nwc	T.3Cy.16″,28″&43″–27″ (*s*) 180lb 312 NHP 17″–30″	17 ″ 6 s 4 ″ 1 13 ″ 7½	
81268 PUNB	**Pedrinhas** 1 *Dk(Stl)*		3666 3323 2219				1935 *Lloyd's*	Lithgows Ld. Port Glasgow *SA&CP*	Cia.de Cabotagem de Pernambuco	350·7 50·2 23·3 P40′B106′F38′	Prnmbuco Brazilian *WB*	T.3Cy.21½″,37″&62″–42″ 250 NHP D.Rowan&Co.Ld.Gls.		C
81269	**Pedro II** (*ex*Commandante Freitas–31,*ex*Itapeva,*ex*Cavour) Iron		965 — 626				1881 *Lloyd's*	Scott&Co. Greenock *SA&CP*	Sociedade Anonyma Bitar Irmãos	225·7 32·6 13·9	Para Brazilian	C.2Cy.23″&50″–30″ NB97 114 NHP Scott&Co.Greenock		
81270 5519 SGEA	**Pedro Christophersen** Twin Sc3Mast *Oil Eng.* *ss*Got.2ndNo.3–7,38 ~~*ss*Blg.No.~~ ~~*ss*Got.No.~~ D.F. 2 *Dks(Stl)&Shelter dk(Stl)*		~~3726~~ ~~3364~~ ~~3113~~ 3737 3354 2233	✠100A1 *Shelter dk* *with freeboard* ~~7,38~~ ~~1,38~~ 1 MAY 3,39 ~~[illegible]~~ BS7,38	Got Lkr	*x* GG ~~ss3,38~~ P1,38 ~~S2,39~~	1913 8mo *Lloyd's*	Akt.Burmeistr&Wain Copenhagen *SA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *a 69′a E*	360·0 51·6 22·2 377·0(O.L.) H252t *WB=Cell D B* FK *37′f 212′1138t FPT 7t APT 53t*	Stockholm Swedish 6 *B H* ~~*Aug*~~	Oil Engines 4S.C.SA 16Cy.19⅛″–26″ 604 NHP NDB34–*100lb* Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 2 ″ 4½ 23 ″ 4	
81271 161594 GYTN	**Peebles** *Oil Eng.* D.F. 1 *Dk&Shelter dk* *Cruiser Stern*		4982 4627 3068	✠100A1 *with freeboard* ~~10,~~ ~~331,~~ ~~00~~ 4,39 ✠LMC(M)10,38	Npt ~~Hal~~	*a*† CL ~~1,37~~ 5,36	1936 5mo *Lloyd's*	W.Doxford &Sons,Ld. Sunderland *SA&CP*	B.J.Sutherland &Co.Ld. *Cell D B346′1174t*	423·6 54·2 26·1 439·2(O.L.) FK *MT 1236t APT 191t*	Newcastle British 7 *B Hpt Cem* *Coll to Sh dk* 6 „ 2nd „	Oil Engines 2S.C.SA. 3Cy.20½″–81⅛″ 388 NHP 2DB–*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
Broken up	81272 **Peel Castle** Ⓟ TwinSc (*ex*Duke of York) GPMJ Wireless D.F. 2 *Dks*		1474 1112 596				1894 *Lloyd's*	W.Denny &Bros. Dumbarton *SA&CP*	Isle of Man Steam Packet Co.Ld.	310·2 37·0 16·0 P76′B126′F70′	Douglas IM British *WB*	T.6Cy.23″,35½″&53″–33″ NB11 323 NHP Denny&Co.Dumbarton		PT until 6.39
81273 1138 ESRT	**Peet** (*ex*Moorfoot–37) ~~*ss*Plt.No.3–38~~ ~~*ss*Gmh.No.3–6,38~~ *ss*Tln.2ndNo.3–5,38 ~~*ss*Gmh.No.2–38~~ *Well deck* 1 *Dk(Stl)* *Cargo battens not fitted* ~~*in No.2&3 holds*~~		2111 1628 1203	✠100A1 ~~1,37~~ 3,39 ~~[illegible]~~ Shl ~~[illegible]~~ MS4,~~38~~ BS8,37 ~~2,38~~ 10,38	Gmh	*r* CL ~~1,37~~ 1,39	1913 12mo *Lloyd's*	Greenock &Grangemth Dkyrd Co.Ld. Grngemouth *SA&CP*	K.Jurnas *Cell D Ba 68′a E*	272·2 42·7 17·6 283·2(O.L.) Q152′B on Q48′F28′ FK *20′f 116′426t FPT 39t APT 20t*	Pärnu Estonian 4 *B H Cem* 9t *APT 20t* ~~*Except tanks 10′250*~~	T.3Cy.21″,35″&57″–39″ (*s*) 180lb 250 NHP 2SB,*6cf*,GS121,HS4276 J.G.Kincaid&Co.Ld.Grk.	19 ″ 9 s 6 ″ 2½ 18 ″ 0	
Now Nagasaki Maru, *see No. ~~[illegible]~~ in Supplement*																	
81274 2822 SVOY	**Pegasos** (*ex*Harlow–32) *ss*Hal.No.3–7,27 *ss*Pir.No.2–36 *Well deck* 1 *Dk(pt Irn pt Stl)* *Cargo battens not fitted*		1795 1341 881	✠100A1 4,37 BS5,37 ✠LMC2,36 8,38	Nwc	*p*† CL 2,36	1915 6mo *Lloyd's*	W.Gray&Co.Ld. W Hartlepool *SA&CP*	G.N.Louloudis *Cell D Ba q u E*	245·1 37·0 18·0 Q95′B58′F24′ FK *96′f 96′384t FPT 47t*	Andros Greek 4 *B H Cem* *APT 133t*	T.3Cy.19″,30½″&51″–36″ (*r*) 180lb *100lb* 202 NHP 2SB,*6cf*,GS98,HS3568 Cen.Mar.Eng.Wks.W.Hpl.	20 ″ 0 s 1 ″ 8 18 ″ 6	
81275 7639 SHUN	**Pegasus** *Oil Eng.* *ss*Yka.No.1–35 D.F. 2 *Dks(Stl)&Web frames* *Longitudinal framing-bracketless system* *Mchy.Aft* *Cruiser Stern*		9583 8853 5702	✠100A1 1,38 BS6,37 ✠LMC12,34 7,38 *Carrying Petroleum in bulk*	Sng	*e*† CL 1,38	1930 5mo *Lloyd's*	W.Doxford &Sons,Ld. Sunderland *SA&CP*	Rederiaktieb. Transoil(R. Sörman, *Mgr.*) *Cell D Bu E70′25*	492·3 65·0 36·6 481·2 P101′B35′F39 FK *3t DT f 47′498t FPT 240t APT 75t*	Gothenbrg Swedish 16 *B Hpt Cem*	Oil Engines 2S.C.SA 4Cy.23½″–91½″ 687 NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	36 ″ 9 s 8 ″ 2½ 28 ″ 10	
81276 81801	— (*ex*William H.Gratwick) *Mchy.Aft* GyC. 1 *Dk2trB*		4776 — 3352				1902 *Lloyd's*	American S.B.Co. Cleveland *SA&CP*	Interlake S.S.Co. (Pickands,Mather &Co.,*Mgrs.*)	416·0 50·0 28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22″,35″&58″–40″ 213 NHP AmericanSB.Co.Cleveland		R

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned or now classed. Equipment. Letter.	7a Date when tail shaft last seen.	8 9 Built. When	By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Engines in which classed, if not in L.R. Date of Report of Trader cert.
81277 154061 VPFC	**Pegasus** (*ex* Vesta) *ss* Tri. No. 3–6,31 *ss* Msl. No. 1–35 D.F. *Mchy. Aft* 2 *Dks & Web frames*		3597 3178 2128	✠100A1 6,38 9.36 MS3,35	Ist BS3,38	*v*	CL 10.35	1913 4mo	New York S.B.Co. Camden, N.J.	Standard Transportation Co. Ltd. *Lloyd's SA & CP* *Cell D Bu E & B & bunker* 106'2	330·5 P116' B30' F43' 10 *t F*	46·2 PT82 *t* A	25·6 PT52 *t*	Hong Kong British 15 *B Hpt Cem* (12 *to U dk* 3 „ *2nd* „)	T.3Cy.21″,35″ & 58″–42″ 200lb (*r*) 318NHP 2SB4*cf*, GS160, HS5762 New York SB Co. Camden NJ	27 ″ 0 s4 ″ 0½ 23 ″ 1¼	
81278 OHWJ	**Peggy Thorden** (*ex* Nervion–34, *ex* Hans Fischer, *ex* Erik Larsen) 1 *Dk*		1784 1540 1003	*Carrying Petroleum in bulk* *Fitted for oil fuel*			4,13	1921 above 150° F.	Nüscke & Co. A.G. Stettin	Rederi A/B Peggy Thorden Gust. B. Thorden. *Mgr.*)	280·9 P26' B67' F30'	42·2	17·9	Brandö Finnish *WB*	T3Cy.20⅞″,32¼″ & 51½″–35½″ Waggon-u. 157NHP Maschinenbau A.G. Görlitz		N
81279 2024 IJME	**Pegli** (*ex* Altero–36, *ex* Wedgwood) *Well deck* 1 *Dk*		1593 — 912					1910	R. Thompson & Sons, Ld. Sunderland	Ignazio Messina & C.	275·6 265·0 Pon Q18' Q108' B54' F24' FK	38·0	15·6	Genoa Italian *WB*	T.3Cy.21½″,36″ & 59″–39″ 246NHP N.E. Marine Eng Co. Ld. Sld.	18 ″ 2	I †
81280 144260 GFYS	**Pegu** (P) D.F. E.S.D. 2 *Dks* *Fitted for oil fuel*		8183 6751 5161					1921	W. Denny & Bros. Ld. Dumbarton	British & Burmese S.N.Co. Ltd. (P. Henderson & Co. *Mgrs.*)	466·0	59·2	30·5	Glasgow British *WB*	T.3Cy.29½″,50″ & 84″–60″ 546NHP W. Denny & Bros. Ld. Dum.		C HT 11·5 2.36
81281 XNGK	**Pei An** (*ex* Tarcoola–33) *ss* Syd. 2nd No. 3–12,26 *ss* Shi. No. 2–35 1 *Dk* (*Irn*) *deep framing & Shade dk* (*Irn*) *Cargo battens not fitted*		2874 — 1652	✠ 6,39. *Shade dk* ~~4·37~~	Kob ✠LMC4,35	*u*	CL 5,36	1902 2mo	Tyne I.S.B. Co. Ld. Newcastle	North China S.S.Co. Ltd. *Lloyd's SA & CP*	326·0 *f* 128'6	45·4 61 *t F*	21·8 PT144 *t*	Tientsin Chinese 7 *B H Cem* A	T.3Cy.23″,38″ & 61″–42″ (*s*) 180lb 277NHP 2SB, 6*cf*, GS126, HS4504 Wilsnd. Slpwy. Co. Ld. Nwc	23 ″ 0 ~~2 ″ 0~~ ~~21 ″ 2~~	
81282 XNAK	**Pei Chin** (*ex* Hua Ming, *ex* Anghin, *ex* Dorothea Rickmers) 1 *Dk & Spar dk* (*SUNK TO BLOCK YANGTSZE KIANG RIVER, 12,37*)		1624 — 1002					1903	Rickmers Act. Ges. Bremerhaven	Chihli Shantung Line, Ld.	253·2 P164' F35'	37·4	19·6	Tientsin Chinese *WB*	T3Cy.18⅞″,30 1/16″ & 49 5/16″–31½″ 136NHP Gebr. Sachsenberg, Rosslau		
81283	**Pei Ching**		441 — 272					1911	Nicolas Tsu Shanghai	Chihli Shantung Line, Ld.	135·0	24·0	10·5	Tientsin Chinese	O.2Cy.15″ & 32″–24″ 42NHP		
81284	**Pei Foo** (*ex* Macdonald–37, (*ex* Rhymney–36, *ss* Kob. 2nd No. 3–10,37 *ex* Maasdijk, 1 *Dk* (*Stl*) & *Shelter dk* *ex* Southerby) *ss* Yokohama opened/closed '37 (*at low pt Stl*)		4859 4464 2970	✠100A1 *Shelter dk* *with freeboard* 10.37	Kob ✠IC10.37	*y*	CL 1,37	1912 5mo	J.L. Thompson & Sons, Ld. Sunderland	Chang Shu Chang *Cell D Ba* 136' *u E & B* 46'	388·7 *f* 163'	54·1 127 *t F*	34·4 26·0 PT115 *t* A	Tsingtao Chinese FK *B H Cem* PT238 *t*	T.3Cy.27½″,44½″ & 74″–48″ 180lb (*s*) 445NHP 3SB, 9*cf*, GS195, HS7575 J. Dickinson & Sons, Ld. Sld.	36 ″ 6 s 9 ″ 10 26 ″ 11½	
New "Kitahuku Maru,"																	
81285 XNAJ	**Pei Fu** (*ex* Macaria, *ex* Tioga, *ex* Don Neil, *ex* Clara Jebsen) 1 *Dk & Spar dk*		1975 — 1221					1902	Chant. Nav. Anversois Antwerp	North China S.S.Co. Ltd.	259·6 B63' F50'	36·6	16·2 20·7	Tientsin Chinese *WB*	T.3Cy.19″,31″ & 51″–36″ 156NHP N.E. Marine Eng Co Ld Nwc		
81286	**Pei Hai** (*ex* Chuyu Maru, *ex* Southgrove, *ex* Hero) *ss* Brs. No. 3–11,00 *Well deck* 1 *Dk* (*Irn*)		749 — 439	✠ 4,08	CTn			1890 9mo	R. Dixon & Co. Middlesbro'	Dong An S.S.Co. (Hwei Tung S.S.Co. *Mgrs.*)	200·0 Q72' B53' F25'	30·1	13·4 FK	Chefoo Chinese *WB*	T.3Cy.16½″,27″ & 44″–30″ 106NHP Blair & Co. Ld. Stockton		
81287 XNAH	**Pei Hua** (*ex* Hellas) Wireless 1 *Dk*		1379 1237 846					1905	Wood Skinner & Co. Ld. Newcastle	North China S.S.Co. Ltd.	260·0 P19 *t* H75 *t* F27 *t*	38·0	15·3	Tientsin Chinese *WB*	T.3Cy.19″,31″ & 51″–36″ 156NHP G. Clark, Ld. Sunderland		
81288 XNAS	**Pei Kong** (*ex* Banyei Maru No. 17) Wireless 1 *Dk*		1015 — 629					1919	Nitta Co. Osaka	North China S.S.Co. Ltd.	210·0 P16' B48' F26'	31·0	17·6	Tientsin Chinese *WB*	T.3Cy.23½″,38″ & 61″–42″ 241NHP Hamada Iron Works, Kobe		
81289	**Pei-Ming** 2 *Dks*		667 — 383					1922	Huh Hsing E. & S.B. Wks. Shanghai	Chihli Shantung Line, Ld.	152·1	27·4	15·9	Tientsin Chinese *WB*	T.3Cy.14¾″,24½″ & 39″–24″ 75NHP Huh Hsing E. & SB. Wks. Shi		
81290 1734	**Pei Ping** (*ex* Dusan Silni–35, *ex* Cape St. Martin, *ss* Spt. 2nd No. 3–8,33 *ex* Rotenfels) 1 *Dk* (*Stl*) & *Spar dk* (*Stl*–*ws*) *Web frames*		5698 5403 3646	✠100A1 *Spar dk* 7.37 BS7,37	Kob ✠LMC6,35	*a* †	CL 6,36	1906 11mo	J.C. Tecklenborg A.G Weser-münde-G.	Chang Shu Chang *Cell D Ba* 136' *u E* 29'	421·0 P58' B125' F51' FK & BK2'	55·1	20·3 28·3 *f* 181'10	Tsingtao Chinese *B H only Cem* *F PT85 t*	Q.4Cy.24″,34⅝″,50⅜″ & 74″–53½″ 213lb (*s*) 504NHP 3SB, 9*cf*, GS156, HS6456 FD J.C. Tecklenborg A.G. Wsm	31 ″ 2 s 6 ″ 5½ 25 ″ 0¼	
New "Genzan Maru,"																	
81291	— (*ex* Yuki Maru–34, *ex* Senga Maru)		711 — 419					1905	Osaka Iron Works Ld. Osaka	North China S.S.Co. Ltd.	180·0	27·0	19·0	Tientsin Chinese			
81292 LDQZ	**Peik** *Oil Eng.* *ss* Rot No. 2–38 ~~Shelter dk~~ *Mchy Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing*		6099 5412 3592	✠100A1 ~~4·36~~ 9.37 ~~2·36~~ Rot 1.38 ~~Shelter dk~~ ✠LMC 6·37 *Carrying Petroleum in bulk* DBS4,38	Shi	*z*	CL N1,39	1930 9mo	Armstrong Whitworth & Co. (Shipbuilders) Ld Newcastle	Bulls Tankrederi A/S *Lloyd's SA & CP* *Cell D Bu E* 56' *DT f* 34'34	396·2 409·2 (O.L.) P97' B29' F36' *Trunk* 238' 192 *t*	55·1	32·3 FK *F PT* 135 *t A PT* 121 *t*	Sandefjord Norwegian 14 *B Hpt Cem* (9 *to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.23⅝″–41⅜″ 2DB–*180lb* 583NHP Armstrong, Whitworth & Co. (Engineers) Ld. Nwc	32 ″ 0 s 5 ″ 5½ 26 ″ 8½	
81293 7779 SIVN	**Peiping** Twin Sc *Oil Eng.* *ss* Got. No. 1–36 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*–*ws*) 3rd *dk* (*Stl*) *except in mchy. space & aftermost hold* D.F.		6390 5564 3835	✠100A1 *with freeboard* ~~3,38~~ 1,39 LMC CS10,36 DBS9,~~38~~ 9.37 *Carrying vegetable oil in deep tank in No. 4 double bottom*	Got	*c* †	CL ~~4,36~~ 1,39	1931 10mo	Götaverken A/B Gothenburg *Lloyd's SA & CP*	Aktieb. Svenska Ostasiatiska Komp. (G. Borin, *Mgr.*) *Cell D B* 368' 136 *t* 9 *t*	437·1 *Tanks in way of tunnels* 95 *t*	57·0 *M T* 28'89	28·5 FK 2 *t A PT* 59 *t* *peak*	Gothenburg Swedish 8 *B Hpt Cem* (*Coll to Sh dk* 6 „ *2nd* „ 1 „ *3rd* „)	Oil Engines 4S.C.SA 12Cy.24½⅜″–66½⅝″ DB 85*lb* 700NHP Gotaverken A/B, Got.	31 ″ 6 s 4 ″ 2½ 27 ″ 6	
81294 677 JQLG	**Peiping Maru** *Cruiser Stern*		~~9208~~ 2·36 1·39					1937	Mitsubishi Jukogyo K.K Kobe	Dairen Kisen K.K.	265·0	42·0	21·0	Dairen Japanese	C4Cy.(2)20 1/16″ & (2)43 3/16″–43 5/16″ 206NHP Mitsubishi Jukogyo K.K. Kobe		
81295 147304 GJRM	**Peisander** (P) Twin Sc *Oil Eng.* D.F. 2 *Dks*		6227 5382 3884					1925	Caledon S. B. & E. Co Ld Dundee	Ocean S.S.Co. Ld. (A. Holt & Co *Mgrs.*)	431·8 P40' B122' F45'	54·7	30·1	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.24 1/16″–43 5/16″ 951NHP Akt. Burmeistr & Wain, Cpn		BT till ~~6,00~~ 6.39
81296 TCBA	**Pek** (*ex* Denizis–37, *ex* Garigliano–34, *ex* Italian Navy Vessel)		670 — 353					1887	..... Glasgow	Barzilay & Benjamin	198·6	28·8	13·3	Zonguldak Turkish	T.3Cy.17¾″,28″ & 40½″–43″ 107NHP ,Glasgow		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant; entre, Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Grou sur Quill Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*
81297	**Peking Maru**		3011			...		1914	Osaka Iron Works Osaka	OsakaSyosenK.K.	305·3	42·4	24·8	Osaka Japanese	T.3Cy.22″,37″&61″–42″ 288NHP	27 ″ 3
17072		*2 Dks & Web frames*	2738								P19′B82′F82′		FK	*WB*	OsakaIronWorks,Osaka	
JFPD		*Longitudinal framing*	1857													
81298	**Pelagos** (*ex*Athenic) **TwinSc4Mst**		12083					1901	Harland& Wolff,Ld. Belfast	HvalfangerslskPelagosA/S(Bruun &vonderLippe)	500·3	63·3	29·0	Tönsberg Norwegian	Q.8Cy.22″,31½″,46″&68″–48″ 641NHP	
		Fitted for oil fuel	7320								H485*t*		45·0	*WB*	Harland&Wolff,Ld.Bel.	
LCAQ	D.F.	4 *Dks*	7027													
		(*Whale oil factory*)														
81299	**Pelagosa** (*ex*OrsolinaBottiglieri–37,		669			...		1921	Marco U. Martinolich Lussinpiccolo	Nav.Carlo MartinolichS.a.g.l.	168·0	29·5	14·0	Trieste Italian	T.3Cy.10⅝″,16½″&27⅜″–19⅛″ 52NHP	14 ″ 9
411	*ex*Lodoletta)		497								Q57′B41′F28′		FK	*WB*	VereinigteMaschinefabrik, Prague	
IRQG	*Well deck*	1 *Dk & Web frames*	426													
		Longitudinal framing at side & dk														
81300	**Pelaw Main** **TwinSc**		1221	✠100A1	Syd	*o*	~~5,36~~ 8,38	1909	Hall,Russell&Co.Ld. Aberdeen	J.&A.Brown& AbermainSeaham Collieries,Ld.	235·1	34·6	15·9	Newcastle N.S.W. British	T.6Cy.16″,26″&43″–27″ (*r*) 180lb ~~90lb~~ 239NHP	17 ″ 0
113159		*ss*Syd.2ndNo.3–12,33	961	8,38 ~~12,37~~				11mo			*35·8*		BK8″		2SB,*6cf*,GS121,HS4102	s 5 ″ 3½
VJVL		*ss*Syd.No.1–37	584	✠LMC2,38							Q143′F24′				Hall,Russell&Co.Ld.Abn.	16 ″ 5½
	Well deck	1 *Dk (Stl) & deep framing*						*Lloyd's*		*CellDBa59′uE*	17′f96′288*t*	*FPT21t*		*4 BHCem APT39t*		
	Wireless	*Cargo battens not fitted*														
81301	**Pelayo**		1346	✠100A1	Lon	*r*	CL 1,36	1927	Harland& Wolff,Ld. Glasgow	MacAndrews&Co. Ld.	270·1	39·1	15·6	Liverpool British	Oil Engines 4S.C.SA	17 ″ 6
149650		*Oil Eng.*	1055	*Shelter dk*				12mo			282·3(O.L.)			5 *B Hpt Cem*	6Cy.24½″–51⅛″ 355NHP	s ″ 2
GNJX		*ss*Ant.No.2–36	530	*with freeboard* 4,38							B70′		FK	*Coll to Sh dk*	Harland&Wolff,Ld.Gls.	17 ″ 6½
		1 *Dk (Stl) & Shelter dk (Stl)*		✠LMC CS1.36 5,36				*Lloyd's*		*CellDB220′329t*	*FPT17t*	*APT38t*		4 ,,2nd,,)		
	Wireless **D.F.**															
81302	**Pelee** Ⓟ		461					1914	Collingw'd S.B.Co.Ld. Collingwood	R.Harris	141·2	24·1	10·0	Amherst-burg,Ont. British	T.3Cy.12⅛″,21″&34″–21″ 68RHP	
130388			231										*WB*		CollingwoodS.B.Co.Ld.	
		2 Dks	219													
81303	**Peles** Ⓟ (*ex*Adolf vonBaeyer–33)		5700					1922	Marine-werft Wilhelmshvn	RoumanianState MaritimeService	409·8	53·9	23·7	Constntza Roumanian	T.3Cy.25½″,41″&66⅜″–49½″ &LPturbine 431NHP	V
		Fitted for oil fuel	4402								F49′			*WB*	Marinewerft,Wilhelmshvn	
YQSP	D.F. Sub.Sig.	*2 Dks*	3410													
81304	**Peleus** (*ex*Egglestone)		4695	✠100A1	Pir	*z*	CL 4,37	1928	W.Gray& Co.Ld. Hartlepool	NereusSteamNav. Co.Ld.(E.E. Hadjilias,*Mgr.*)	400·2	54·2	25·1	Syra Greek	T.3Cy.26½″44″&73″–48″ (*s*) 180lb 476NHP	27 ″ 6
216		*ss*Ant.No.2–36	4389	*with freeboard*	Ant			3mo					FK	6 *B HCem*	3SB&1AuxSB,*11cf*,GS205,	s2 ″11½
SZGL		1 *Dk (Stl) & Shelter dk (Stl)*	2840	3,39 ~~4,00~~ BS4,38 ✠LMC2,36				*Lloyd's*		*CellDB353′1261t*	*FPT178t*	*APT105t*		*Coll to Sh dk* 5 ,,2nd,,)	HS8371 Cen.Mar.Eng.Wrks.W Hpl	24 ″ 9¾
81305	**Pelikan**		3264					1934	Bremen Vulkan Vegesack	Afrikanische Frucht-Compagnie AG (Reed.F.Laeisz G.m.b.H. *Mgrs.*)	352·8	44·8	24·0	Hamburg German	Oil Engines 2S.C.DA	G
		Oil Eng.	2791								B41′F44′			*WB*	5Cy.23⅝″–35⅛″ 975NHP	
DJNP	*Ref.Mchy.* *Mchy.Aft*	*2 Dks*	1933												BremenVulkan,Vegesack	
	D.F.	*Cruiser Stern*														
81306	**Pelle** (*ex*August)		633					1890	W.Lind-bergsAktieb. Stockholm	SölvesborgsVarvs. &RederiA/B(Th. Carlsson,*Mgr.*)	177·5	28·3	13·7	Sölvesborg Swedish	T.3Cy.14½″,23½″&38″–25½″ 46NHP	V
2791			477								Q62′B41′H17*t*F21′			*WB*	W.LindbergsM.V.Skm.	
SFZR		1 *Dk*	427													
	Pellerin de Latouche Ⓟ **Twin**		8217	✠	Sng	*c* †		1913	Cantiere San Rocco Trieste		452·4	56·3	29·3		Q.8Cy.26″,37″,53″&76″–51″ 1290NHP	39 ″ 11
Broken up	(*ex*General Gallieni,*ex*Marienbad)	*ss*Msl.No.1–18 Sc 2 *Dks* (*Stl U-ws*) & *Awng dk* (*Stl*–teak s)	— 3833	2,28				7mo					53·9 FK	3 *B HCem*	8SB,*24cf*,GS474,HS18880	
	D.F.	3rd *dk* (*Stl*) in *Nos.* 1,2,3 & 5 *holds*						*Lloyd's*		*CellDBa85′uE*	*& B162′f143′1142t*			*FPT61t*	StabilimentoTecnico,Tri	
81308	**Pellice** (*ex*AnsaldoOttavo)		5360					1920	G.Ansaldo &Co.S.A.Ital. SestriP'nente	Soc.Commerciale diNav.	393·2	51·5	28·3	Genoa Italian	Oil Engines 2S.C.SA	I
1756	*Mchy.Aft*	*Oil Eng.*	4487								P122′B30′F35′			*WB*	4Cy.29½″–49⅜″ 606NHP NE28	
ICBD	D.F.	*2 Dks*	2933												Soc.An.FiatS.G.M.Turin	
81309	**Pellicula**		6254	✠100A1	Sng	*a* †	CL	1936	Cammell Laird&Co.Ld. Birkenhead	Anglo-Saxon PetroleumCo.Ld.	430·1	54·4	30·7	London British	Oil Engines 4S.C.SA	31 ″ 0
165370	*Mchy.Aft*	*Oil Eng.*	5520	11,~~38~~,38				12mo						16 *BH*	6Cy.25⅜″–55½″ 377NHP	s5 ″ 6½
GZDV		1 *Dk*, 2nd *dk clear of cargo tanks*	3625	✠LMC12,36							P87′B37′F65′		FK	DB *180lb*		25 ″ 8¾
	D.F. E.S.D.	*Cruiser Stern*		*Carrying Petroleum in bulk*				*Lloyd's*		*CellDBuE61′140t*	*DTy25′263t*	*FPT10*		*6t APT61t*	Hwthrn,Leslie&CoLd.Nwc	
	Longitudinal framing at bottom & at deck															
81310	**Pelorum** (*ex*QueenEleanor–38,		5314	...	Rot	*y*	CL 2,38	1918	Bartram& Sons,Ld. Sunderland	Transmediter-raneaSoc.Anon di Nav.	412·2	52·3	28·4	Palermo Italian	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP	31 ″ 0
	*ex*SierraBlanca)	*ss*Gls.No.3–10,31	4835	9,38							400·3					~~5″ 11½~~
IBWU	D.F.	*ss*Nwc.No.1–36	3206	~~Mchy.Aft~~	LMC ES6,37						P49′B113′F39′		FK	7 *B HCem*	3SB,*9cf*,GS189,HS7668 FD	~~25 ″ 2¾~~
		2 *Dks* (*Stl*)						*Lloyd's*		*CellDB*	338′1103*t*	*FPT133t*		*APT225t*	J.Dickinson&Sons,Ld.Sld.	
81311	**Pelton Bank** (*ex*Dewstone–34)		1375	✠100A1	Syd	*o*	CL ~~42,36~~	1924	Swan,Hun-ter&Wigham Richardson, LdNewcastle	McIlwraith, McEacharn,Ld.	235·1	36·1	15·3	SydnyNSW British	T.3Cy.15″,25″&40″–27″ (*s*) 180lb 120NHP	17 ″ 6
147687		*ss*Syd.No.3–1,37	1032	8,38 ~~8,37~~				7mo			*37·7*		FK	4 *B Hpt Cem*	2SB,*4cf*,GS49,HS1800 FD	s 5 ″ 3½
VLDW	*Mchy.Aft*	1 *Dk (Stl)*	794	~~BS1,38~~	✠LMC1,37		~~NS,38~~				Q145′F25′				Cen.Mar.Eng.Wrks.W Hpl	16 ″ 4½
	Well deck	*Cargo battens not fitted*		✠NE&B~~r~~uile9,19*refit*			ed1,24	*Lloyd's*		*CellD*	*B198′380t*	*FPT102t*		*APT82t*		
	Wireless			~~BS8,38~~												
81312	**Pembroke Coast** **TwinSc**		625	✠100A1	Bkn	*m*	OG	1936	Henry Robb,Ld. Leith	CoastLines,Ld.	201·9	34·2	10·8	Liverpool British	Oil Engines 2S.C.SA	13 ″ 6
164296	*Mchy.Aft*	*Oil Eng.*	504	*with freeboard*				7mo			*35·8*		FK	3 *B Hpt Cem*	8Cy.13⅜″–22⅞″ 250NHP	s ″ 2
GYXJ	Wireless **D.F. E.S.D.**	1 *Dk & Shelter dk*	319	6,38 ~~7,37~~ ✠LMC7,36				*Lloyd's*			F24′			*Coll to Sh dk* 2 ,,2nd,,)		13 ″ 5
		Cruiser Stern								*CellDB FP*	*T70t*	*APT25t*			BritishAuxiliaries,Ld.Gls.	
81313	**Penai** Ⓟ (*ex*Kubsojus)		548					1891	Blohm& Voss, Hamburg	U.S.S.R.	169·3	26·8	14·0	Odessa Russian	C.2Cy.18⅞″&34¾″–24″ NB13 44NHP	
			418								P68′B31′F29′				Blohm&Voss,Hamburg	
UOQS	Wireless	1 *Dk*	272													
81314	**Penang Maru**		5214				...	1913	Russell& Co. Pt.Glasgow	NipponYusenK.K.	405·0	52·2	27·4	Tokyo Japanese	T.3Cy.26″,42″&70″–48″ 488NHP	30 ″ 0
16104			4744								P37′B119′F46′		FK	*WB*	Rankin&Blackmore,Grk.	
JDRD		*2 Dks*	3280													
81315																

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when last tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; HHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R. Date of Rat. Trade Cert.
81316 137213 GFQJ	**Pencarrow** ssBos.No.3-2,33 ssCff.No.1-38 D.F. 1 *Dk(Stl)*		4841 4415 2955	✠100A1 Sws *y* 2,39~~5,38~~ ✠LMC MS12,36 BS5,38		CL ~~1,38~~ 12,38		1921 7mo	Irvine's SB &D.D.Co.Ld. W Hartlepool *Lloyd's SA&CP*	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) *Cell D Ba 134′ u E*	390·0 402·0(O.L.) P40′B122′F88′ FK *28′ f 169′ 1012t FPT*	52·0	26·8	Falmouth British *6 BHCem* *73t. APT152t*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 402NHP 3SB,*9cf*,GS166,HS6656 Richardsons,Westgarth& Co.Ld.Hpl	29 ″ 6 s 5 ″ 5½ 24 ″ 3	
81317 TKDP	**Penchâteau** (*ex*Rapallo, *ex*Heenvliet) 1 *Dk*		995 — 538					1920	DeHaan& Oerlemans Heusden	Cie.Nantaise des Chargeurs de l'Ouest *WB*	216·4 P19′Q51′F26′	34·5	13·0	Nantes French *WB*	T.3Cy.15¾″,25¾″&41½″–27½″ 90NHP N V BurgerhoutsSchps.Rot		V
81318 146381 GJTN	**Pendeen** ssCff.No.3-12,35 D.F. 1 *Dk(Stl)*		4174 3819 2508	✠100A1 Rot *x* 3,39~~5,38~~ Cff ~~BS12,37~~ ✠LMC 12,38 11,38		CL ~~1,38~~ 3,39		1923 5mo	Irvine's S.B &D.D.Co.Ld. W Hartlepool *Lloyd's SA&CP*	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) *Cell D Ba 135′ u E2*	375·0 P39′B229′F40′ FK *9′ f 148′ 1037t FPT 11*	51·2	24·7	Falmouth British *6 BHCem* *2t. APT162t*	T.3Cy.26″,42″&70~~75~~″–48″ (*s*) 180lb 396NHP 3SB,*9cf*,GS179,HS6494 Blair&Co.Ld.Stockton	27 ″ 3 s 3 ″ 7½ 23 ″ 10½	
81319 PGRY	**Pendopo** ssBat.No.2-39 ~~ssShn.No.1-24~~ 2 *Dks(Stl)&Web frames* *Mchy.Aft* *Cruiser Stern* *Rudder electrically welded* *Longitudinal framing–bracketless system*		5209 4534 2665	✠100A1 Sng *y* ~~5,38~~ 6,37,39 Bat ~~BS8,37~~ ✠LMC5,34 ~~9,38~~ 1,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,39		CL ~~12,36~~ ~~1,39~~ 1,39 *F.P. above*		1930 7mo	C.van der Giessen& Zonen'sSchp. Krimpen *Lloyd's SA&CP*	N.V.Nederland-scheKoloniale TankvaartMaats. *Cell D Bu E& B81′ 253t DT F45′ 396t*	385·8 P105′F48′ FK *FPT112t APT44t*	56·1	26·9	TheHague Dutch *14 BHpt Cem pt Asp* (*11 to U dk 3 ″ 2nd ″*) *above 150° F.*	T.3Cy.25″,42″&73″–48″ (*s*) 225lb 548NHP 3SB,*9cf*,HS7665 FD N.E.MarineEng.CoLdNwc	27 ″ 0 s 4 ″ 11 22 ″ 8	
81320 HPFW	**Penelope** TwinSc *Oil Eng.* Sub.Sig. ssHam.No.3-12,37 *Mchy.Aft* 1 *Dk(Stl)&Shelter dk(Stl)* *&Web frames* D.F. E.S.D. GyC. *Longitudinal framing* *Cruiser Stern*		8436 — 5065	✠100A1 Ham *Shelter dk* *with freeboard* 9,38 ~~10,37~~ ~~CS12,37~~ DBS~~12,37~~ 9,38 12,37 *Carrying Petroleum in bulk*		CL 11,37		1925 9mo	Howaldts-werke Kiel *Lloyd's SA&CP*	PanamaTrans-portCo. *Cell D Bu E 70′ 160t DT*	470·1 489·1(O.L.) B34′F39′ FK *f 36′ 275t DT*	63·2	35·3	Panama Pnamanian *18 BHpt Cem pt Asp* (*13 to U dk*) *a 21′ 96t FPT 182t APT 119t*	Oil Engines 2S.C.SA 8Cy.23½″–41½″ 776NHP DB70*tb* 2 Water Tube DB–200*lb* Sulzer Bros.Ld.Winterthur	35 ″ 6 s 8 ″ 6½ 27 ″ 8	
81321 803 SVHV	— (*ex*NewGeorgia–33) ssDrt.No.3–7,33 1 *Dk(Stl)&Shelter dk(Stl)* *Straight frames&bevelled bilge* *Cruiser Stern*		4737 4124 2899	✠100A1 Bkn *a*† *Shelter dk* Rou *with freeboard* 12,37 ~~5,37~~ ✠LMC12,37		CL 12,37		1919 8mo	Harland& Wolff,Ld. Belfast *Lloyd's SA&CP*	NausicaaShipping Co.Ld. *Cell D B34′ 1571t D*	412·6 433·8(O.L.) *Ta 25′ 858t FPT 91t*	55·8 34·4 FK	25·0	Piræus Greek *8 BHCem* (*Coll to S dk 7 ″ 2nd ″*) *APT126t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	~~38 ″ 0~~ ~~s 10 ″ 8½~~ ~~27 ″ 7~~ 28 ″ 7 s 3 ″ 4 25 ″ 6½	
Now "Penelopi," *see No. 89533 in Supplement*																	
81322 304 IRXK	— (*ex*Thornley) 1 *Dk*		1160 — 698					1907	BlythS.B. Co.Ld. Blyth	A.Lauro *Cell D B34′ 1571t D*	240·8 235·0 Q121′B11′F24′ *Ta 25′ 858t FPT 91t*	36·0 14·4 *WB*	17·1	Naples Italian *WB*	T.3Cy.19″,31″&51″–36″ Richardsons, Westgarth&Co.Ld.		I
81323 FOMF	**Penerf** D.F. 2 *Dks(Stl)*		2151 1934 1278	✠ ... Rou 11,38 ✠				1930 8mo	Napier& Miller,Ld. Glasgow	~~Cie.Nantaise de Nav.àVap.~~ ... ...atlantique *Cell D B237′ 475t f PT*	278·6 P25′B76′F29′	42·6	20·7 FK	Nantes French *6 BHCem* *45t APT78t*	T.3Cy.20″,33″&54″–33″ 241NHP 2SB,*6cf*,GS94,HS3630 McKie&Baxter,Glasgow	22 ″ 6	V †
81324 151046 CYMD	**Penetang** (*ex*WalterB.Reynolds) *Mchy.Aft*		1824 1558 983					1925	TheCol-lingwood S.B.Co.Ld Collingwood	CanadaSteamship Lines,Ld.	252·0 Q93′F35′	43·1	16·8 *WB*	Montreal British	T.3Cy.15½″,26″&44″–26″ 95RHP Hewes& Phillips,Newark,N.J.		C
81325 133349 GQPT	**Pengreep** ss~~Hul.2ndNo.3~~ ~~ssCff.No.3–10,36~~ ~~ssShl.No.2–36~~ D.F. 1 *Dk(Stl)* (~~*mast buttons not fitted*~~)		4806 4432 3007	✠100A1 Cff *y* 3,39 ~~2,38~~ ✠LMC 3,39 ~~MS2,36~~ ~~BS8,38~~		CL ~~1,37~~ 1,39		1914 5mo	Irvine's SB &D.D.Co.Ld. W Hartlepool *Lloyd's SA&CP*	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) *WB=Cell D Ba 134′ u E*	390·0 402·0(O.L.) P38′B121′F38′ FK *28′ f 169′ 1002t FPT*	52·0	26·9	Falmouth British *6 BHCem* *73t APT152t*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 402NHP 3SB,*9cf*,GS167,HS6653 Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 6 s 5 ″ 5½ 24 ″ 3	
81326 146388 GCMB	**Penhale** ssRot.No.3–12,35 D.F. 1 *Dk(Stl)*		4071 3722 2451	✠100A1 Bry *w* ~~Hul~~ ~~11,37~~ 11,38 Shl Cff ✠LMC MS2,36 BS8,~~37~~6,38		CL ~~1,37~~ 11,38		1924 1mo	J.Priest-man&Co. Sunderland *Lloyd's SA&CP*	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) *Cell D*	365·0 377·5(O.L.) P31′B102′F31′ FK *B315′ 992t f PT 113t*	51·5	23·8	Falmouth British *6 BHCem* *APT116t*	T.3Cy.~~24~~ 24½″,40″&66″–45″ (*s*) 180lb 317NHP 3SB,*9cf*,GS147,HS4905 G.Clark,Ld.Sunderland	26 ″ 1 s 4 ″ 10½ 21 ″ 4½	
81327 148274 GDZR	**Pennington Court** (*ex*Rochdale) ssShl.No.3–2,36 D.F. 1 *Dk(Stl)&Shelter dk(Stl)*		6098 5853 3774	✠100A1 Cff *y* *Shelter dk* *with freeboard* 3,38 ~~1,37~~ C ~~2,38~~ 3,38		CL ~~2,38~~		1924 7mo	Richardson Duck&Co.Ld. Stockton *Lloyd's SA&CP*	CourtLineLd. (Haldin& Philipps,Ld. *Mgrs.*) *Cell D B349′ 1245t*	400·0 F35′ *on Shelter dk* *FPT 1124t APT 1746*	53·0 FK *Collision*	32·7 *B H to S dk* 5 ″ *U* ″	London British *Cem*	T.3Cy.26″,43″&71″–48″ (*s*) 180lb 425NHP 3SB,*9cf*,GS176,HS7171 Blair&Co.Ld.Stockton	35 ″ 2 s 9 ″ 7½ 25 ″ 9	
81328 DJNX	**Pennland** (P) TrpSc (*ex*Pittsburgh) *Fitted for oil fuel* Sub.Sig. 4 *Dks* *Ref.Mchy.* D.F. *Cruiser Stern*		16082 12842 9513					1922	Harland & Wolff,Ld. Belfast	RedStarLinie G.m.b.H.	574·4 P54 B313′F92′	67·8	40·9	Hamburg German *WB*	T.3Cy.(2)28″(2)44″&(4) 49½″–54″&1 Steam Turbine Harland&Wolff,Ld.Bel.		G
81329 219855 KUNF	**Pennmar** (*ex*GeorgeAllen, *ex*EasternOcean) *Fitted for oil fuel* D.F. 2 *Dks&Awng dk*		5868 4159 3636	...				1920	Kawasaki Dkyd.Co.Ld. Kobe	CalmarS.S.Corp.	385·3 F K	51·2	36·0	NewYork Utd.States *WB*	T.3Cy.26″43½″&72″–48″ 440NHP KawasakiDkydCoLdKobe	36 ″ 0	R †
81330 229044 WMDS	**Pennsylvania** (P) TwinSc *Fitted for oil fuel* *Ref.Mchy.* D.F. GyC. 5 *Dks*		18200 — 9702					1929	NwprtNws S.B&D D.Co. Newprt News	~~AmericanLine~~ ~~SteamshipCorp.~~ ...	586·4 B315′F61′	80·3	20·5 52·0	NewYork Utd.States *WB*	2 Steam Turbines connected to Electric Motors and Sc. Shafts GeneralElectricCo. Schenectady,N.Y.		R
Now "Argentina," *see No. 87049 in Supplement*																	
81331 215286 WKCV	— *Mchy.Aft* ssN.Y k.No.3–7,35 D.F. 2 *Dks(Stl)&Web frames* *Longitudinal framing*		6390 6064 3945	✠100A1 N Yk *a*† ~~5,36~~ ~~11,37~~ 11,38 ~~BS5,37~~ BS5,38 ~~BS5,37~~ ~~C7,35~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,37		CL 3.37 *F.P. above*		1917 7mo	ForeRiver S.B.Cor. Quincy,Mass. A&CP	TheTexasCo. *Cell D Bu E&*	416·8 P107′B35′F33′ FK *B64′ 209t FPT 229t*	56·1	31·1	Wilmgton (Del.) Utd.States *16 BHCem* *APT130t*	T.3Cy.26½″,44″&74″–51″ (*r*) 190lb 549NHP 3SB,*9cf*, HS7979 FD ForeRiver S.B.Cor.Quincy	32 ″ 9 s 6 ″ 4½ 26 ″ 7½	
81332 220024 KUSG	— (*ex*WestNomentum) *Fitted for oil fuel* 2 *Dks*		5595 — 3510					1920	S.Western S.B.Co. SanPedro,Cal	Weyerhaeuser S.S.Co.	410·5 P46′B112′F46′	54·3	27·2	Tacoma Utd.States *WB*	T.3Cy.24½″,41½″&~~2~~″–48″ LlewellynIron Works,LosAngeles,Cal.		R
81333 160849 KJUX	— (P) TwinSc 1 *Dk&Shade dk*		1352 — 857					1900	Delaware RiverCo. Chester,Pa.	NewYork,Philadelphia&Norfolk R.R.Co.	244·3 F K	40·0	14·8	Cape Charles Utd.States	T.3Cy.18″,29″&(2)33″–28″ 280NHP DelawareRiver Co.Chester		

Numéro d'Ordre. / Numero Officiel. / Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. / Sous le Pont. / Net.	Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'équivalence.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. / Navire. / Mach.	Par qui. / Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant.	Registres où cote. Si cote L. Pas cote L. Cert. Rio. Pas.
81334 WNKD	**Pennsylvania Sun** *Mchy.Aft* 1 *Dk* *Oil Eng.* D.F. E.S.D. ~~GyC.~~ GyC. *Cruiser Stern* *Electrically Welded in way of oil tanks* *Longitudinal framing-bracketless system*	12000 11370 — 6933	✠100A1 1,39 ~~7,00 10,30~~ *(Classed when plated)* *Carrying Petroleum in bulk* ~~Rd.MC7,36~~	Phl		CL	1938 7mo	SunS.B.& Dry Dock Co. Chester, Pa	SunOilCo. *Cell D Bu E 73'331t*	523·5 70·2 39·8 543·6 (o.l.) P106'B35'F51' FK *Lloyd's s.& C.*	Philadlphia Utd. States 16 *B Hpt Cm* *DTf 23 435t FPT 183 APT 267t*	Oil Engines 2S.C.SA 5Cy.31"–86" 1496NHP 2DB(w.t.) *2450b* SunSB&DD.Co.Chester Pa	40 0	
81335 222747 KFFC	— *ssPhl.No.3–7,36* *Mchy.Aft* 1 *Dk(Stl)* & *Shelter dk(Stl)* D.F. GyC. *Web frames* *Longitudinal framing*	8862 8562 5535	✠100A1 *Shelter dk with freeboard* 2.38 ✠LMC MS7,36 BS11,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,23	Phl	*e*†	CL 11,37	1923 3mo	SunS.B. Co. Chester, Pa. A&CP	SunOilCo. *Cell DB u E & B 84' f 40'448t*	480·5 66·0 36·8 F44' *on Shelter dk* FK *FPT 186t APT 84t*	Philadlphia Utd. States 18 *B Hpt Cem* (10 *to S dk* 8 „ *U* „)	Q.4Cy.27",39",56" & 82"–54" 2201b (r) 819NHP 4SB, *12cf*, GS262, HS12264 FD SunS.B.Co.Chester, Pa.	37 " 0 s 9 " 1 28 " 2½	
Now "American Trader," *see No. 87009 in Supplement*																
81336 211297 WACT	**Pennsylvanian** *ssS.Fo.No.3–7,31* D.F. 2 *Dks(Stl)* & *Shelter dk(Stl)* *3rd dk in No.1 hold* & *Web frames* *Longitudinal framing* *Fitted for oil fuel*	5191 — 3129	✠ ... 12,34	SFo	*a*†		1913 6mo	Maryland Steel Co. Sparro'Pt.Md	American-Hawaiian S.S.Co.	407·7 58·7 28·1 FK *Coll* *Intermed* *No. 2* *Cell D Ba*	New York Utd. States *Cem* *B H to Sh dk* *ate 'tween dk B H in hold dispensed with* *122'u E & B 54'f 166'1*	Q.4Cy 25½" 37"53¾" & 78"–54" 704NHP 3SB & 1 AuxSB, 14 *cf*, GS241, HS10618 Maryland Stl.Co.Sparr.'Pt *only* *866t FPT 125t APT 52t*	31 " 6 5 „ „ *Upr* „ 1 „ „ *2nd* „ 234t *DTf 30*	R †
81336* 150705 KGQR	**Penobscot** 3 Mst *Mchy.Aft* 2 *Dks* D.F.	3943 — 2821					1895	F.W. Wheeler&Co W.Bay City, Mich.	Nicholson Universal S.S.Co.	454·0 44·5 22·5 len06	Wilmgton (Del.) Utd. States *WB*	T.3Cy.22",35½" & 59"–44" 231NHP F.W.Wheeler&Co. West Bay City, Mich.		
81337 133334 GQPR	**Penolver** *ssOff.2nd No.3–12,37* ~~*ssOff.No.3–11,27*~~ D.F. ~~*ssOff.No.2–34*~~ 1 *Dk(Stl)*	3721 3474 2338	✠100A1 ~~19,26 2,35~~ 10,38 ✠LMC BS~~4,37~~ 5,38 MS12,37	Bry Shl	*w*	CL ~~11,37~~ 9,38	1912 6mo	W.Gray& Co.Ld. W Hartlepool *W*	Chellew Nav.Co. Ld.(F.C.Perman, *Mgr.*) *B = Cell D Ba & u E*	350·0 50·0 23·6 F23'B101'F34' FK 138'*f* 154'927t *FPT*	Falmouth British 6 *B H Cem* 80t *APT* 97t'	T.3Cy.25½",40½" & 67"–45" (*s*) 180lb *100lb* NDB29 336NHP 2SB, *6cf*, GS152, HS5803 Cen.Mar.Eng.Wrks.W Hpl	25 " 11 s 4 " 7½ 21 " 6	
81338 161104 GTBD	**Penrith Castle** Twin Sc *Oil Eng* *ssHKg.No.2–37* ~~*ssKgb.No.1–36*~~ D.F. 1 *Dk(Stl)* & *Shelter dk(Stl)* *3rd dk(Stl) except in aftermost hold* *Longitudinal framing at bottom & at decks*	6369 5728 3807	✠100A1 *with freeboard* ~~3,34 4,23~~ 10,38 ✠LM CS1 BS~~9,36~~ 10,38 9,36 2,38 *Fitted for carrying oil* 7,29 *F.P.*	HKg NYk	*d*†	CL S4,37 P2,38	1929 7mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's A&CP*	Lancashire Shipping Co.Ld. (J.Chambers&Co. *Mgrs.*) *Cell D B 393'15196t* *DTs f 27'850t* *above* 150° F. *in DTs*	464·6 60·3 25·8 481·0 (o.l.) F42' FK (*Coll to Sh dk* 6 „ *2nd* „) *DTa 19'516t* 19'606t *tank between n tunnels 93t* *FPT 149t APT 59t*	Liverpool British 7 *B H pt Cem* 2DB *125lb*	Oil Engines 4S.C.SA 12Cy 28¾"–59½" 953NHP N.E.Marine Eng Co Ld. Nwc	31 " 6 s 4 " 3½ 27 " 4½	
81339 160949 GSNP	**Penrose** *ssCff.No.2–37* D.F. 1 *Dk(Stl)* & *Shelter dk(Stl)*	4393 4075 2630	✠100A1 *with freeboard* 9,38 ~~14,37~~ BS~~11,37~~ ✠LMC 5,36 11,38	Cff Sws	*z*	CL 11,37	1928 8mo	W.Dobson &Co. Newcastle *Lloyd's A&CP*	Chellew Nav.Co. Ld.(F.C.Perman, *Mgr.*) *Cell D Ba & u E 152'f 178'1111t*	400·4 53·0 25·3 412·2 (o.l.) F39' FK *FPT 120t APT 198t*	Falmouth British 6 *B H Cem* (*Coll to Sh dk* 6 „ *2nd* „)	T.3Cy.26",43" & 72"–48" (*s*) 180lb 413NHP 3SB, *9cf*, GS178, HS6687 J.Dickinson&Sons, Ld. Sld.	27 " 10 s 3 " 3 24 " 10	
81340 145708 MKZF	**Penshurst** (*ex* Maud Llewellyn–37) *ssGht.No.1–37* *ssNpt.No.3–8,34* *Well deck* 1 *Dk(Stl)* *Cargo battens not fitted*	1454 1115 880	✠100A1 5,~~37~~ 12,37 Cff M~~12,37~~ ✠C 11,38	Ant Cff	*o*	OG 12,37	1921 7mo	J.Lewis& Sons, Ld. Aberdeen *Lloyd's A&CP*	Power S.S.Co.Ld. (James Power&Co. *Mgrs.*) *Cell D B 192'381t FPT*	234·4 35·6 16·6 P16'Q67'B58'F23' 40t *APT* 86t FK	London British 4 *B H Cem*	T.3Cy.18⅞",28½" & 48½"–33" 180lb (*s*) 86RHP 2SB, *6pf*, GS104, HS3210 J.Lewis&Sons, Ld. Abn.	18 " 7 s 1 " 5½ 17 " 4	
Now Sultan (*ex* vessel "Falco," *Transferred to No. 89008*																
81341 IRXR	**Pensiero** (*ex* Phocea–34, *ex* Sansonnet) 1 *Dk*	333 139					1919	Forg.&Ch. de la Médit. La Seyne	Giuseppe Agrifoglio	140·4 23·8 11·4 131·2 13·0	Genoa Italian	C.2Cy.17⅞" & 35½"–23½" 50NHP Forg.&Ch. de la Médit. Msl.		I
81342 143999 GQPS	**Pensilva** (*ex* Brynymor) *ssShl.No.2–38* ~~*ssShl.No.1–38*~~ D.F. 1 *Dk(Stl)*	4258 3894 2635	✠100A1 ~~9,38 5,37~~ 4,39 ~~Shl~~ BS~~5,37~~ 9,38 ✠LMC6,34 MS12,37	Cff	*x*	CL ~~11,37~~ 9,38	1929 11mo	Burntisland S.B.Co.Ld. Burntisland *Lloyd's A&CP*	Chellew Nav.Co. Ld.(F.C.Perman, *Mgr.*) *Cell D B 322'1133t FPT*	370·9 51·4 25·1 382·3 (o.l.) P29'B233'F32' FK *APT 136t*	Swansea British 6 *B H pt Cem* 96t *APT* 175t	T.3Cy.23",39" & 65"–45" (*s*) 200lb *120lb* 331NHP 2SB, *6cf*, GS129, HS5190 D.Rowan&Co.Ld. Glasgow	27 " 6 s 3 " 7½ 24 " 1½	
81343 1264 ICBE	**Pensilvania** (*ex* Pennsylvania, *ex* DeSoto, *ex* Phoebus) D.F. *Web frames & Shelter dk(Stl–Uptws)* *Carrying Petroleum in bulk*	6861 5455 3816	✠ 10,05	Ham	*t*†		1903 1mo	D.J.Dunlop &Co. Pt.Glasgow	Ditta L.Pittaluga Vapori *Cell D Bu E 42' 24'*	437·1 53·2 30·7 418·7 29·0 FK *t DTf 14'150t FPT*	Genoa Italian 13 *B H Cem* 87t *APT* 150t	T.3Cy.28",48" & 78"–54" 597NHP 3DB, *18cf*, GS315, HS11006 D.J.Dunlop&Co. P.Gl.	32 " 6	I †
81344 96663	**Pentecost Mitchell** (*ex* H.B.Hawgood) *Mchy.Aft* GyC. 1 *Dk* 2 *tr B*	4044 — 2917					1903	American S.B.Co. Lorain, Ohio	Pittsburgh S.S.Co.	414·0 50·0 28·0 F48'	D'luth Min Utd. States *WB*	T.3Cy.22",35" & 58"–40" NB26 213NHP American S.B.Co. Cleveland		
81345 252 SVVR	**Penteli** (*ex* David Dawson–37, *ex* Azul–36, *ex* Burgondier)	5287 4804 3206	✠100A1 12,~~34 4,38~~ Rot Bry ~~Shl~~ LMC3,36		*y*	CL 4,38	1919 4mo	Caird&Co. Ld. Greenock *Lloyd's A&CP*	J.A.Coulouthros& N.N.Embiricos *Cell D B 344'1062t*	400·1 52·3 28·5 P50'B113'F39' FK *DTa 1135t FPT 1284* *APT 44t*	Andros Greek 7 *B H pt Cem*	T.3Cy.27",44" & 73"–48" (*s*) 180lb 517NHP 3SB, *9cf*, GS190, HS7668 FD Caird&Co.Ld. Greenock	31 " 0 s 5 " 11½ 25 " 3½	
Now "Brockley Hill," *see No. 87319 in Supplement*																
81346	**Penteola** Twin Sc *Oil Eng.* *Mchy.Aft* 1 *Dk*	545 393 212	✠100A1 ~~1,34~~ 3,39 ✠LMC3,36 *Carrying Petroleum in bulk*	Lis	*h*	CL 1,39	1936 3mo	N.V.Van der Giessen& Zonen's Schps Krimpen *Lloyd's A&CP*	Companhia "Shell"	165·9 28·1 11·6 Q46'P on Q46'F24' FK *FPT s 43t* *APT 28t*	Lisbon Portuguese 12 *B H pt Cem*	Oil Engines 4S.C.SA 12Cy.11¾"–18⅞" 162NHP DB *180lb* Werkspoor N.V.Ams.	12 " 3 s 1 " 1½ 11 " 3½	
Sunk in Dec. Evasion, 38	**Penthames** (*ex* Raluchistan–37, *ex* Eustace)	3995 3828 2484	✠100A1 *Shelter dk with freeboard* 5,37	Shl	*x*	CL 7,36	1913 8mo	Irvine's SB. &D.D.Co.Ld. W Hartlepool *Lloyd's A&CP*	African& Continental S.S. Co.Ld. *Cell D Ba 110' u E & B 62'f 156'344t FPT*	381·0 51·2 24·4 FK	London British 6 *B H Cem* 12t *APT* 140t	T.3Cy.25",42" & 68"–48" (*s*) 180lb *130lb* 375NHP 2SB, *6cf*, GS140, HS6138 Blair&Co.Ld. Stockton	26 " 10 s ~~2 " 0~~ ~~24 " 3~~	
81348 FOLC	**Penthièvre** (*ex* Crucy, *ex* Cybèle) D.F. 1 *Dk*	2382 2098 1360					1922	Anciens Chantiers Dubigeon Nantes	~~Soc. Nantaise de Nav. & Vap.~~ Cie. Générale Trans-atlantique	288·1 42·6 20·2 P22'B64'F37'	Nantes French *WB*	T.3Cy.18⅛",29½" & 49⅝"–37¾" 148NH Ch. & Atel. de la Loire, Nts.		V
81349 13784 GQTZ	**Pentridge Hill** (*ex* African Prince–36 *ex* Glennevis) *ssPtr.No.2–38* 2 *Dks(Stl)*	5119 4806 3245	✠100A1 6,38 9,37 ~~Clrk.No.1–36~~ 1,39	Nwe Ptr	*y*	CL 9,37	1917 5mo	Ayrshire Dckyd.Co.Ld Irvine *Lloyd's A&CP*	Dorset S.S.Co.Ld. Counties Ship Management Co. Ld. *Mgrs.*) *'Twee n deck B H in after Cell D B 344'981t DTa*	400·7 53·4 27·3 P35'B119'F46' FK *hold dispensed with 33'867t APT 19t*	London British *Cem* 5 *B H to U dk* 1 „ „ *2nd* „ *only*	T.3Cy.27",43" & 72"–48" (*s*) 180lb *100lb* 510NHP 3SB, *9cf*, GS119, HS7647 FD Dunsmuir&Jackson Ld. Gls	29 " 7 s 5 " 8 24 " 1	
81350	**Penybryn** (*ex* Atlantic City–36) *Fitted for oil fuel* D.F. 2 *Dks*	6236 5972 3902					1920	Ropner S.B. & Reprng. Co. (Stockton) Ld. Stockton	Ho Sien Ching	411·7 54·5 33·6 F36'	Tsingtao Chinese *WB*	T.3Cy.28",46" & 75"–51' 402NHP Blair&Co.Ld. Stockton		C
Now "Matuyama Maru," *see No. 89132 in Supplement*																

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register to which classed, if not in L.R. Date of last Certificate
81351 EEGZ	**Pepin** (*ex*Castro-Alen–36) 1 *Dk & deep framing*	1360 1182 770			...		1901	Grngem'th & Greenock DockyardCo. Greenock	Cia.deNav.Vasco Asturiana	239·7 B68′F25′	36·7	16·4 FK	Gijon Spanish *WB*	T.3Cy.19″,30½″&50″–36″ 157NHP Dunsmuir&JacksonLd.Gls	18 ″ 5	
81352 IRYK	**Peppino C.** (*ex*Pecine–35, *ex*Cameo, *ex*Strathadder), Iron3Mst *ss*Gls.3rdNo.3–8,21 *ss*Fiu.No.2–31 1 *Dk (Stl) & Shelter dk (Stl)*	391 283 209	✠ — 1,35 NB12,96 ✠	Ssk	*g*		1883 5mo	J. Fullerton&Co. Paisley	Soc.Anon.Anglo-ItalianaCarboni	165·9 160·2 Q85′B7′F25′	23·2	10·9 BK6″	Venice Italian *4 BHCem FPT45t*	C.2Cy.19½″&36″–27″ 54NHP 1SB,*2pf*,GS33,HS930 J.&T.Young,Ayr	11 ″ 6	I †
81353 IBJN	**Peppino Palomba** (*ex*Giorgakis–35, *ex*FlorentiaS.–34, *ex*Dorothea, *ex*EricCalvert, *ex*Silsden, *ex*Homewood) *ss*Goo.2ndNo.3–11,23 *ss*Mst.No.1–28 1 *Dk (pt Stl & pt Irn) & Web frames & pt Awng dk (Irn)*	2034 1469 1245	✠ — 1.33	Cff	*r*		1897 12mo	R.Craggs &Sons Middlesbro'	GiuseppePalomba fu Michele	280·3 271·0 P26′Q74′ *pt Awng dk* 171′ *DBa* 88′ *f* 102′	40·5 17·4 FK	17·6	Torre del Greco Italian *4 BHCem 391t APT51t*	T.3Cy.20″,32½″&53″–36″ NDB16 176NHP 2SB,*4pf*,GS74,HS2758 SirC.Furness,Westgarth& Co.Ld.Middlesbro'	18 ″ 9	I †
81354 WRCP	**Peguonnock** 2 *Dks*	2930 — 1986					1906	Delaware RiverCo. Chester,Pa.	NewEnglandS.S. Co.	275·7	45·1	16·7	N.Lndn Cn Utd.States	T.3Cy.20″,34″&56″–42″ 203NHP DelawareRiverCo.Chester		
81355 OHZQ	**Per Brahe** (P) (*ex*NielsHolst–36, *ex*Sverige) Wireless D.F. 1 *Dk*	743 — 250					1908	Akt.Burmeistr& Wain Copenhagen	Ångf.A/B Mariehamn (W.K.Jansen *Mgr.*)	210·0 B72′	33·2	13·8 *WB*	Åbo Finnish	T.3Cy.18½″,30″&50″–30″ 137NHP Akt.Burmeistr&Wain,Cpn		
81356 VPKV	**Perak** 2 *Dks*	1188 809 519					1906	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	239·8	35·2	13·8	Singapore British	T.3Cy.20″,33″&54″–36″ 175NHP CaledonSB.&E.Co.Ld.Dun		
81357 YTDH	**Perast** (*ex*Anderton,*ex*Coquetmede, *ex*Thornhill) *ss*Shl.2ndNo.3–1,38 1 *Dk (pt Stl & pt Irn) & Web frames Longitudinal framing Cargo battens not fitted*	3871 2597 2410	✠100A1 8,38 1,38 ✠LMC1,38	Shl Ant	*w*	CL 12,37	1911 9mo *Lloyd's*	Short Bros. Ld. Sunderland *sA4CP*	Jugoslavenska Komercijalna Plovidba d.d. *Cell DBa* 112′ *uE*	355·5 P32′B102′F32′ 25′ *f* 152′ 105*t FPT*	51·0 FK	23·9	Split Yugoslav *6 BHCem* 110*t APT77t*	T.3Cy.25″,41″&67″–45″ (*s*) 1801b *100lb* NDB28 339NHP 2SB,*8pf*,GS145,HS5381 G.Clark,Ld.Sunderland	26 ″ 3 s 4 ″ 4½ 22 ″ 1	
81358 211025	**Percival Roberts, Jr.** *ss*Clv.No.4–5,38 ~~*ss*Cgo.No.3–5,31~~ *Mchy.Aft* 1 *Dk (Stl) & Web frames* D.F. GyC. *Longitudinal framing*	7593 7290 5862	✠100A– ~~10,84~~ 2,34 ~~B&S 39~~ LMC9,38 *For Service on the Great Lakes*	Clv			1913 4mo	American S.B.Co. Lorain,O.	PittsburghS.S.Co. *WB = Cell DBa*	580·0 F51′ *E & B* 55′ *f & in Hopper side tanks*	58·0 FK	32·0	D'luth,Min Utd.States *4 BH* 479′8549*t FPT259t APT59t*	T.3Cy.24″,39″&65″–42″ (*s*) 170lb 406NHP 2SB,*6cf*,GS132,HS6338 FD AmericanSB.Co.Cleveland	32 ″ 0 s 10 ″ 10 21 ″ 4½	½
81359 MDKY	**Perdita** *ss*Bkn.2ndNo.3–5,36 *Mchy.Aft* *Well deck* 1 *Dk (Stl)*	543 394 211	✠100A1 ~~5,84~~ 5,38 BS~~6,37~~ 6,38 ✠LMC5,36	Bkn	*i*	CL ~~5,86~~ 4,39	1910 12mo *Lloyd's*	Mackay Bros. Alloa *sA4CP*	S.Wales&Liverpool S.S.Co.Ld.(R. Gilchrist&Co. *Mgs*) *WB = Cell DBa*	175·0 Q97′B13′F28′ *Cell DBf* 93′ 123*t FPT*	26·1 FK	10·7	Liverpool British *3 BHCem 41t APT3t*	T.3Cy.16″,27″&44″–30″ (*s*) 180lb ~~870~~ 97RHP 1SB,*3cf*,GS64,HS2340 MacColl&Pollock,Ld.Sld.	13 ″ 0 s 4 ″ 2½ 12 ″ 10½	
81360 227030	**Pere Marquette 12** Twin Sc (*Car Ferry*) 1 *Dk 2 tr B*	2767 — 1123					1927	Manitowoc S.B.Corp. Manitowoc, Wis.	PereMarquette RailwayCo.	400·0	53·0	22·0	Pt.Huron, Mich. Utd.States	C.6Cy.26½″&(2)40″–36″ 320NHP ManitowocS.B.Corp. Manitowoc,Wis.		
81361 200611	**Pere Marquette 14** Twin Sc *Two Screws forward & two aft* (*Car Ferry*) 1 *Dk*	2531 — 1655					1904	DetroitS.B. Co. Wyandotte	PereMarquette RailwayCo.	327·6	52·1	21·0	Detroit, Mich. Utd.States	C.4Cy.28″&52″–36″ 279NHP DetroitS.B.Co.Detroit		
81362 WDCC	**Pere Marquette 17** (P) Twin Sc (*Car Ferry*) D.F. 1 *Dk & Shade dk 3 tr B*	2775 — 1685					1901	American S.B.Co. Cleveland	PereMarquette RailwayCo.	338·0 *WB*	56·0	17·7	Manitowoc,Wis. Utd.States	T.6Cy.19″,31″&52″–36″ 324NHP AmericanSB.Co.Cleveland		
81363 WDCD	**Pere Marquette 18** (P) Twin Sc (*Car Ferry*) D.F. 2 *Dks 3 tr B*	2777 — 1660					1910	Chicago S.B.Co. Chicago	PereMarquette RailwayCo.	338·0	56·0	20·5	Manitowoc,Wis. Utd.States	T.6Cy.19″,31″&52″–36″ 324NHP AmericanSB.Co.Cleveland		
81364 WDCB	**Pere Marquette 19** (P) Twin Sc (*Car Ferry*) D.F. 2 *Dks*	2626 — 1548					1903	American S.B.Co. Cleveland	PereMarquette RailwayCo.	338·0	56·0	19·5	Manitowoc,Wis. Utd.States	T.6Cy.19″,31″&52″–36″ 324NHP AmericanSB.Co.Cleveland		
81365 WDCE	**Pere Marquette 20** (P) Twin Sc (*Car Ferry*) D.F. 2 *Dks*	2626 — 1495					1903	American S.B.Co. Cleveland	PereMarquette RailwayCo.	338·0	56·0	19·5	Manitowoc,Wis. Utd.States	T.6Cy.19″,31″&52″–36″ 324NHP AmericanSB.Co.Cleveland		
81366 WDCF	**Pere Marquette 21** (P) Twin Sc (*Car Ferry*) D.F. 2 *Dks*	2992 — 1511					1924	Manitowoc S.B.Corp. Manitowoc	PereMarquette RailwayCo.	350·0	56·0	21·0	Manitowoc,Wis. Utd.States	T.6Cy.20½″,34″&56″–36″ 376NHP ManitowocS.B.Corp.Wis.		
81367 WDCG	**Pere Marquette 22** (P) Twin Sc (*Car Ferry*) D.F. 2 *Dks*	2985 — 1501					1924	Manitowoc S.B.Corp. Manitowoc	PereMarquette RailwayCo.	350·0	56·0	21·0	Manitowoc,Wis. Utd.States	T.3Cy.20½″,34″&56″–36″ 376NHP ManitowocS.B.Corp.Wis.		
81368 MKRN	**Peregrine** (*ex*Arbonne) *ss*Lon.No.3–9,33 *Well deck* 1 *Dk (Stl)*	933 640 470	✠100A1 6,37 BS6,37 ✠LMC9,33	Lon	*l*	OG 5,37	1921 6mo *Lloyd's*	Hawthorns &Co.Ld. Leith *sA4CP*	GeneralStm.Nav Co.Ld. *Cell DBa* 39′ *uE* 19	210·0 Q115′F26′ *f* 105′ 205*t FPT*	31·7 FK	12·3	London British *4 BHCem AP T13t*	T.3Cy17½″,28¾″&46″–33″(*s*) 180lb 169NHP 2SB,*6cf*,GS95,HS3138 Hawthorns&Co.Ld.Lth.	14 ″ 5 s 4 ″ 7½ 13 ″ 8½	
81369	**Pereira** (*ex*Polana–36) *ss*Got.No.3–1,36 1 *Dk (Stl) & Shelter dk (Stl)*	744 577 307	✠100A1 *Shelter dk with freeboard* ~~2,38~~ BS6,38 ~~6,37~~ ✠LMC1,36 *Fitted for oil fuel*	Boa		OG ~~1,36~~ 1,39 *F. P. above* 150° F.	1918 3mo	Aktieb. Lödöse Varf Lödöse	ElliotShipping& LandCo.Inc. (HansElliot, *Mgr.*) *Cell DB* 161′ 220*t FPT*	202·9 205·9	32·8 11·2 FK	18·2	Panama Pnamanian *4 BHCem 24t APT8t*	C.2Cy.15⅝″&36″–24″ (*s*) 130lb *130lb* 75NHP 1SB,*2cf*,GS38,HS1450 Aktieb.LödöseVarfLödöse	13 ″ 2 s ″ 2 13 ″ 2½	
81370 UOJM	**Perekop** (*ex*Dampen–35) 1 *Dk*	2493 2199 1428					1922	ForthS.B. &E.Co.Ld. Alloa	U.S.S.R.	295·7 P87′*t*H127′*t*	43·6	20·6	Odessa Russian *WB*	T.3Cy.20½″,33″&54″–39″ 182NHP ForthS.B.&E.Co.Ld.Alloa		N
81371 MKYW	**Perelle** (*ex*Stainburn) *ss*Apl.No.3–6,35 *Well deck* 1 *Dk (Stl)* *Mchy.Aft* *Cargo battens not fitted*	659 442 265	✠100A1 2,38 ~~1,38~~ 2,38 ✠LMC6,35	Shl	*i*	CL ~~2,36~~ 2,39	1922 4mo *Lloyd's*	Wm.Adam &Co.atOlderfleetShipyard LarneHarbr.	O.Dorey&SonsLd. *Cell DB*	177·0 Q100′B9′F28′ *f* 103′ 145*t FPT*	28·1 BK7½″	10·9	London British *3 BHCem AP T4t*	T.3Cy.14⅜″,27′&44″–30″(*s*) 180lb 97RHP 1SB,*3cf*,GS58,HS2026 Campbll&CalderwdLdPsy	13 ″ 3 s 4 ″ 0½ 13 ″ 7½	

Numer. d'Ordre / Numero Officiel. / Signaux	Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré, Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	Tirant d'eau correspondant. pds. pe.	Remarques.
81372 142 OAPP	**Perene** (*ex*Marie) *Fitted for oil fuel* 1 *Dk & Spar dk*	2155 1763 1169					1905	Howaldts-werke Kiel	Cia. Peruana de Vap. y Dique del Callao	284·1 | 39·1 | 19·8 P21′B75′F36′			Callao Peruvian *WB*	T. 3 Cy 20½″ & 32½″ & 51½″–35½″ 158 NHP Howaldtswerke, Kiel		V
81373 LJFV	**Pericles** *Oil Eng.* D.F. *Mchy. Aft* 1 *Dk* *Cruiser Stern*	8324 7636 4991	✠100 A1 1,39 ~~2,08~~ ✠LMC *Carrying Petroleum in bulk*	Rot Gal	c†	CL	1936 9mo *Lloyd's*	Götaver-ken A/B Gothenburg *s&CP*	D/S A/S Eikland (I.M. Skaugen, *Mgr.*) *Cell D Bu E* 77′209 *t DT*	463·7 | 59·2 | 35·9 P103′B38′F59′ FK 22′375*t FPT* 52*t APT* 95*t*			Oslo Norwegian *WB*	Oil Engines 4S.C.SA 8Cy. 29½″–59½″ 653 NHP 2 *DB 150lb* 10 *BHpt Cem* Götaverken A/B, Got.	35 ″ 6 s 7 ″ 10½ 27 ″ 11	
81374 PGSA	— *Oil Eng.* D.F. E.S.D. 2 *Dks & Shelter dk* ~~*Ref. Mchy.*~~ *Cruiser Stern*	3167 2510 1821	✠100 A1 *with freeboard* 1,39 ~~5,38~~ ✠LMC 4,	Rot Ams	w	OG	1938 5mo *Lloyd's*	N.V.C. Van der Giessen & Zonen's Schps Krimpen *s&CP*	Koninkl. Nederl. Stoomb. Maats. *Cell DB* 285′77	358·6 | 49·5 | 20·2 374·5 (o.l.) FK 2*t FPT* 66*t APT* 29*t*			Amstrdam Dutch 6 *BH* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 7Cy. 27½″–47½″ 925 NHP DB *114lb* Gbr. Stork & Co N V Hengelo	23 ″ 6 s 1 ″ 5½ 22 ″ 1½	
81375 VJKF	**Perija** Twin Sc *ss* Cco. No. 2–36 *Mchy. Aft* 1 *Dk (Stl) & Web frames* *Longitudinal framing*	*2647* *1888* *1506*	✠100 A1 10,38 ~~12,37~~ BS 10,38 ✠LMC 2 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,27	Mob Arn	t	CL ~~12,37~~ 10,38 *F.P.a*	1927 10mo *Lloyd's*	Palmers' Co. Ld. Newcastle *s&CP*	Mene Grande Oil Co. C.A. *Cell D Bu E &*	305·0 | 50·2 | 16·3 317·1 (o.l.) P69′B22′F33′ FK *Trunk* 181′ B42′ 107*t FPT* 194*t*			Maracaibo Venezuelan 11 *BHpt Cem* *APT* 85*t*	T. 6 Cy. 13½″, 28″ & 37″–27″ (*s*) 1801b 212 NHP 2 SB, 6*cf*, HS 4055 Richardsons, Westgarth & Co. Ld. Mdb.	16 ″ 6 s 2 ″ 0½ 14 ″ 8	
81376 120736 VJKF	**Period** 4 Mst *ss* Syd. 2nd No. 3–9, 31 *ss* Syd. No. 1–35 *Spar dk (Stl) & deep framing Spar dk rule* *Cantilever framed topside tanks* *Cargo battens not fitted*	2791 2499 1753 -	✠100 A1 ~~to qual. 1,37~~ 1,39 BS 11,37 LMC 12,35 10,38	Syd	u	CL ~~12,35~~ 10,38	1907 4mo *Lloyd's*	Sir Raylton Dixon & Co Ld Middlesbro' *s&CP*	Australian Steam-ships Proprietary, Ld. (*Man. Agents*, Howard Smith Ld.) *WB = Cell DBa* 106′ *u E & B*	330·3 | 45·3 | 22·6 339·8 (o.l.) B58′F89′ FK 35′ *f* 135′ 657*t Topsi*			Melbourne British 6 *BH Cem* *detanks* P&s	T. 3 Cy. 24″, 40″ & 66″–42″ (*s*) 1801b 307 NHP 3 SB, 6*cf*, GS 133, HS 4761 Richardsons, Westgarth & Co. Ld. Mdb.	25 ″ 0 s 5 ″ 4 19 ″ 10½	
81377 189 ICBH	**Perla** Ⓟ *ss* Tri. No. 3–9, 38 ~~*ss* Tri. No. 2–04~~ 2 *Dks (Stl)* *Ref. Mchy.* D.F.	5741 5061 3612	✠100 A1 2,38 10,37 6,39 6,39	Tri	y	CL N 2,38	1926 1mo *Lloyd's*	Clyde S.B. & E.Co. Ld. Pt. Glasgow *s&CP*	Lloyd Triestino Soc. Anon. di Nav. *Cell D B* 338′1238*t*	400·6 | 54·0 | 28·7 390·1 54·0 29·6 B125′F35′ FK *FPT* 122*t APT* 60*t*			Venice Italian 7 *BH Cem* 1 ,, *to 2nd dk*	T. 3 Cy 25″, 41″ & 68″–45″ (*s*) 200lb 468 NHP 3 SB (Spt), 3*cf*, GS 148, HS 6960 Clyde S.B. & E.Co. Ld.	32 ″ 0 s 6 ″ 7½ 25 ″ 7½	
81378 17402	— (*ex* Dona Ramona, *ex* Pluto) 1 *Dk*	346 — 183					1908	Farnham, Boyd & Co. Shanghai	Bicol Nav. Co.	125·5 | 26·2 | 11·9			Manila, P.I. Utd. States	C. 2 Cy. 16″ & 32″–18″ 36 NHP Farnham Boyd & Co. Shi.		
81379 HPBL	**Permian** *ss* Phl No. 1–38 *Oil Eng.* *Mchy. Aft* 2 *Dks (Stl) & Web frames* GyC. *Longitudinal framing* *Special Surveys to date from* 2,34	8890 8260 5728	✠100 A1 ~~2,38~~ 12,38 DBS 12,38 *Carrying Petroleum in bulk* LMC CS	Phl	d†	CL N 1,37	1931 6mo *Lloyd's*	Scotts' S.B. & E.Co Ld Greenock *s&CP*	Atlantic Oil Shppng Co.	471·1 | 63·3 | 36·7 P103′F41′ FK *Cell D Bu E* 65′221*t DT*			Panama Pnamanian 16 *BH* (11 *to U dk* 5 ,, 2*nd* ,,)	4 Oil Engines connected to Elec. Motor & Sc. Shaft 24 Cy. 19½″–24″ 4S.C SA 888 NHP DB *140lb* Soc. d'Elec & Mec (Thomson-Houston & Carels) Ghent	36 ″ 9 s 8 ″ 10½ 28 ″ 1½	
81380 PGSB	**Perna** *Oil Eng.* D.F. 1 *Dk*, 2*nd dk clear of cargo tanks* *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	7984 7229 4748	✠100 A1 ~~to qual. 10,37~~ 10,38 *Carrying Petroleum in bulk* UBS 3,39	Ams Hol Bkn	c†	CL 8,38	1935 3mo *Lloyd's*	Odense N.V. Petroleum Maats. "La Corona" Staalskibsvft ved A P Möller Odense *s&CP*	*Cell D Bu E* 64′205*t DT*	462·8 | 59·3 | 33·8 P93′B47′F51′ FK *f* 25′ 272*t FPT* 39*t*			The Hague Dutch 15 *BH* *APT* 85*t*	Oil Engines 4S.C.SA 8Cy. 25½″–55½″ 502 NHP DB *180lb* Werkspoor N.V. Ams.	34 ″ 0 s 6 ″ 9 27 ″ 5½	
81381 DIEK	**Pernambuco** (*ex*Skåneland) *Oil Eng.* Sub.Sig. 1 *Dk & Shltr dk*	4121 3734 2462			...		1925	Kockums M.V. Aktieb. Malmö	Hamburg-Süd-Amerik. Dampf-schifffahrts Ges.	373·0 | 53·9 | 22·6 F39′ FK			Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy. 27½″–55½″ 438 NHP Kockums M.V. Akt. Malmö	26 ″ 7	G †
8132 CTBT	Pero-da Nhaya (*ex*Nina d'Asty IV., *ex* Otaria. *ex* City of Manchester) *Mchy. Aft* 1 *Dk*	307 232 94			...		1898	Mackie & Thomson Glasgow	Cia. de Moçambique	140·0 | 23·4 | 12·0 Q61′F23′ BR 7½″			Beira Portuguese *WB*	T. 3 Cy. 13½″, 21½″ & 35½″–27″ 71 NHP Muir & Houston, Ld. Gls.	11 ″ 2	
81383 CSBO	**Pero de Alenquer** (*ex*Coimbra, *ex* Antares) 1 *Dk*	259 2299 1538					1913	Akt. Ges. "Neptun" Rostock	Cia. de Navegacão "Carregadores Açoreanos"	329·9 | 46·1 | 18·3 F40′ *WB*			Ponta Delgada Portuguese	T. 3 Cy. 23½″, 38½″ & 68″–43½″ 260 NHP A.G. "Neptun" Rostock		V
81384 125 SVJH	**Perrakis L. Cambanis** (*ex*Grelarlie, *ex* Rachel) D.F. 1 *Dk (Stl)*	3584 3389 2244	✠100 A1 1,39 ~~6,07~~ ✠LMC MS 11,35 ~~7,37~~	Ams Cff	w	CL ~~6,37~~ 1,39	1910 1mo *Lloyd's*	W. Gray & Co. Ld. W Hartlepool *s&CP*	The Heirs of the late L. Z. Cambanis *Cell D Ba* 119′ *u E* 25	362·2 | 51·1 | 21·6 P27′B225′F41′ K *f* 158′ 1017*t APT* 78*t*			Andros Greek 6 *BH Cem*	T. 3 Cy. 25″, 40½″ & 67″–45″ (*s*) 1801b 344 NHP 3 SB, 9*cf*, GS 152, HS 5528 Cen. Mar. Eng. Wks. W Hpl.	24 ″ 0 s 3 ″ 0½ 21 ″ 2	
81385 FOCF	**Perros-Guirec** (*ex*Edimbourg–37, *ex* Commandant Rabot) 1 *Dk*	2012 1586 1182					1921	Govern-ment Yard Cherbourg	Cie. France-Navigation S.A.	270·2 | 39·4 | 19·9 P19′B30′F23′			Havre French *WB*	DR geared steam turbine Soc. Anon. Breguet, Paris		V
81386 1040 ICBK	**Perseo** 3 Mst *Mchy. Aft* D.F. 1 *Dk*	4857 4445 2909					1921	Cant. Nav. Riuniti Ancona	Soc. Ligure di Armamento	394·2 | 52·0 | 27·6 P&B270′F34′			Genoa Italian *WB*	T. 3 Cy. 26″, 42½″ & 70″–48″ 339 NHP Cant. Nav. Riuniti, Ancona		CI
81387 HPFT	**Persephone** Twin Sc *Oil Eng.* *Mchy. Aft* *ss* Ham. No. 3–11, 37 Sub.Sig. 1 *Dk (Stl) & Shelter dk (Stl)* D.F. E.S.D. *Cruiser Stern & Web frames* GyC. *Longitudinal framing*	8426 — 5055	✠100 A1 *Shelter dk* *with freeboard* ~~to qual. 11,37~~ 1,39 DBS 10,38 C CS 11,37 10,38 *Carrying Petroleum in bulk*	Ham BAs	c†	CL P 1,37 SN 11,37	1925 5mo *Lloyd's*	Frd. Krupp Act. Ges. Kiel *s&CP*	Panama Transport Co.	468·7 | 63·2 | 35·2 489·6 (o.l.) B38′F39′ 18 *BH* (13 *to U dk*) *pt* *Cell D Bu E* 73′160*t DT f* 36′315*t*			Panama Pnamanian *Cem pt Asp* 6*t APT* 106*t*	Oil Engines 2S.C.SA 8Cy. 25½″–51½″ 905 NHP 2 Water Tube DB *200lb* 3 DB *70lb* Frd. Krupp A.G. Kiel	35 ″ 6 s 8 ″ 7½ 27 ″ 1½	
81388 147194 GDFY	**Perseus** Ⓟ Twin Sc *Fitted for oil fuel* *Ref. Mchy.* D.F. 3 *Dks*	10286 9995 6336					1923	Caledon S.B. & E.Co. Ld. Dundee	China Mutual S.N. Co. Ld. (A. Holt & Co. *Mgrs.*)	490·5 | 62·3 | 39·6 P50′B173′F54′			Liverpool British *WB*	DR geared Steam Turbines Parsons Marine Steam Turbine Co. Ld. Wallsend		BT till ~~3,34~~ 3,36
81389 101 SVJX	— (*ex*Patagonier–32, *ex* War Bittern) 2 *Dks (Stl)*	5172 4737 3078	✠100 A1 ~~to qual. 10,37~~ 1,39 ✠LMC 1,34 6,38	Rot	y	CL N 9,36 5,38	1918 4mo *Lloyd's*	Harland & Wolff, Ld. Belfast *s&CP*	A. Andreatos *Cell D B*	400·4 | 52·3 | 28·4 P49′B113′F40′ FK 245′ 1123*t FPT* 122*t*			Argostoli Greek 7 *BH pt Cem* *APT* 181*t*	T. 3 Cy. 27″, 44″ & 73″–48″ (*s*) 1801b 518 NHP 3 SB, 9*cf*, GS 190, HS 7668 FD Harland & Wolff, Ld. Bel.	31 ″ 0 s 6 ″ 0 25 ″ 3	
81390 20247	— (*ex*Frank J. Hecker) *Mchy. Aft* GyC. 1 *Dk*	4978 — 3770					1905	Gt. Lakes Eng. Works St Clair, Mch.	Interlake S.S. Co. (Pickands, Mather & Co. *Mgrs.*)	462·0 | 50·0 | 24·0 *WB*			Wilmgton (Del.) Utd. States	T. 3 Cy. 22″, 36″ & 60″–40″ 228 NHP Great Lakes Eng. Works		R
81391	— Wireless *Fitted for oil fuel* PGSF *Cruiser Stern* 2 *Dks*	1307 778 729					1922	N.V. "Ijselwerf" Gorinchem	Koninkl. Nederl. Stoomb. Maats. N.V.	217·9 | 33·7 | 13·0 Q77′			Amstrdam Dutch *WB*	T. 3 Cy. 18½″, 22½″ & 38″–27″ N.V. Maschfbk 75 NHP Utrecht, Utrecht		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year classed, now assigned. Equipment. Engines.	7a Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Withdrawal.
81392 DOOE	**Perseus** 1 *Dk*	658 517 362					1910	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·0 Q52'	28·1 B44'	12·8 F19'	Bremen German	T3Cy.13⅝",21⅞"&34⅞"–23½" 57NHP A.G."Weser,"Bremen *WB*		G
81393 1281 IRZA	**Persia** *Fitted for oil fuel* *Mchy.Aft* *Well deck* 1 *Dk*	804 635 455	...			...	1921	N.V.WedC. Boele&Zonen Slikkerveer	Soc.Anon.Ilva	200·0 Q122'	30·2 B11'	12·9 F23' FK	Genoa Italian *WB*	T.3Cy.15",25"&40"–27" 109NHP Verschure&Co Amsterdam	15 ″ 0	I †
81394 1223 ICBQ	**Persiano** (*ex*Kura) D.F. *ss*Gen.3rdNo.3–7,26 *Mchy.Aft* *ss*Gen.No.1–32 1 *Dk(Stl)*&*Spar dk(Irn)*&*Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel*	2474 2310 1510	✝ ... 9,35 *Spar dk* NB11,09 ✝	Gen	*s*	12,31	1889 8mo	Armstrong Mitchell& Co.(Lim.) Newcastle	~~Soc.Armatrice~~ Italiane Ditta G.M.Barbagelata *DBuB18'*	304·9 B24' *55t FPT67t Deep T*	37·8 F28' FK	20·2 28·6 *11 BHCem ankf24'190t*	Genoa Italian WllsndSlpwyCo.Ld.Nwc.	T.3Cy.22½",36½"&60"–39" 231NHP 2SB,*6cf*,GS102,HS3640	27 ″ 9	I †
81395 OOZA	**Persier** (P) (*ex*WarBuffalo) *ss*Ant.No.3–8,30 D.F. *ss*Ant.No.1–35 2 *Dks(Stl)*	5382 *4792* *3293*	✝100A1 6,37 ✝LMC MS1,35 BS6,	Ant	*y*	CL ~~6,37~~ ~~2,38~~	1918 6mo *Lloyd's*	Nthmblnd S.B.Co.Ld. Newcastle	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationale,*Mgrs.*)	400·2 P49' *CellDB344'11*	52·3 B113'	28·5 F39' FK	Antwerp Belgian	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 7 *BHpt Cem* *25t FPT116t* *APT175t*	31 ″ 0 s 5 ″ 11½ 25 ″ 3	
81396 123346 GQXB	**Perth** (P) ~~*ss*Dun.2ndNo.3–6,30~~ ~~*ss*Dun.No.3–4,27~~ *Well deck* ~~*ss*Dun.No.2–35~~ E.S.D. 2 *Dks(Stl)*	2259 1370 1157	✝100A1 5,38 ~~4,38~~ 5,39 ~~4,38~~ ~~BS4,38~~ ✝ *Carrying fuel or other oils F.P. above 15*0° F.*in deep tanks*	Dun	*s*	CL ~~4,38~~ ~~2,38~~	1915 7mo *Lloyd's*	CaledonS. B.&E.Co.Ld. Dundee	Dundee,Perth& LondonShppg.Co. *CellDBa50'uE* *5 DBtank*	280·2 291·0(O.L.) P&B167' *24' f108'259t MT14'*	40·2 F45' FK&BK½" *111t FPT44*	19·8 *t APT39t*	Dundee British *5 BHCem*	T.3Cy.24½",39"&64"–42" (*r*) 180lb 345NHP 3SB,*10cf*,GS195,HS6100 CaledonSB.&E.Co.Ld.Dun	19 ″ 0 s 1 ″ 3½ 17 ″ 10½	RT till 11.38
81397 164087 GYWK	**Perthshire** TwinSc D.F. E.S.D. GyC. 3 *Dks* *Ref.Mchy.* *Cruiser Stern*	10496 9637 6121	✝100A1 *with freeboard* 3,39 ~~4,38~~ ✝LMC7,36 *Lloyd'sRMC* ~~5,38~~ 2,37 ~~10,38~~ *Fitted for oil fuel* 7,36	Gls		CL S12,36 *F.P. above*	1936 7mo *Lloyd's*	Greenock Dockyard Co.Ld. Greenock	ScottishShireLine, Ld.(Turnbull, Martin&Co.Ld. *Mgrs.*) *Duct keel forward of mchy. space* *CellDB* 405' 1391t	477·1 498·5(O.L.) P33'B119'F69'	66·2 FK	40·2 *FPT84t*	Glasgow British 8 *BHpt Cem* (1,*to2nddk*) 220lb (*s*) 1585NHP *APT132t*	T.6Cy.26",42"&73"–48"&2 LPturbines with DRgearing&hydraulic coupling 6SB(Spt),*24cf*,GS468, HS20142 N.E.MarineEng.CoLdNwc	43 ″ 0 s 13 ″ 5½ 30 ″ 0	
81398 33 IRZG	**Pertusola** (*ex*Angela, *ex*Trevose) *Well deck* Iron 1 *Dk* 2 *tr B*	1504 1239 925	...			...	1882	J Readhead &Co. S.Shields	Ing.G.B.Bibolini	265·4 259·5 Q136'B26'F32' BK9"	35·9 17·5	18·2	Spezia Italian *WB*	C.2Cy.30"&58"–36" 161NH J.Readhead&Co.S.Shields	18 ″ 6	I †
81399 OZAB	**Peru** TwinSc 4 Mst *Oil Eng.* *ss*Cpn.No.3–8,29 D.F. *ss*Cpn.No.2–37 ~~*ss*Cpn.No.1–38~~ 2 *Dks(Stl)*&*Shelter dk(Stl)*	6962 5045 4436	✝100A1 *Shelter dk* *with freeboard* 8,37 12,38 ✝LMC CS8 37 DBS 7,38 ~~7,36~~ 5,3	Cpn	*a* †	CL 1,37 ~~8,38~~	1916 8mo *Lloyd's*	Akt.Burmeistr&Wain Copenhagen	DetÖstasiatiske Kompagni *Cell DB378' 1266t FPT*	425·3 442·0(O.L.)	55·2 FK	27·5 *93t APT73t*	Copnhagn Danish *7 BHpt Cem* *DB100lb*	Oil Engines 4S.C.SA 12Cy.24⅛"–37⅛" 717NHP Akt.Burmeistr&Wain,Cpn	38 ″ 6 s 11 ″ 0½ 28 ″ 0	
81400 8285 SLIN	— TwinSc 2 *Dks*&*Shelter dk* *Oil Eng.* *Ref.Mchy* D.F. E.S.D. GyC *Strengthened for navigation in ice*	6017 4171 3393	✝100A1 *with freeboard* ~~3,39~~ ~~4,38~~ ✝LMC ~~8,38~~ ✝Lloyd'sRMC ~~8,38~~ ~~2,37~~ 4,39 No.3 lower tween dks for temp. 10° F. all other chmbrs for temp. 31° F	Got	*a* †	G	1938 8mo *Lloyd's*	A/B Götaverken Gothenburg	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDB307' 1486t Tanks in way of tunnels*	420·8 440·1(O.L.) (*CellBHtoShdk6F*	55·9 F30' FK *Hto2nd dk)*	2·1·0 *76t APTb2t*	Stockholm Swedish	Oil Engines 4S.C.SA 16Cy.24⅛"–51⅛" DLBolt A/B Götaverken,Got.	28 ″ 0 s 2 ″ 10¾ 25 ″ 3½	
81401 1134 CBPE	— (P) TwinSc 2 *Dks*&*Shaded dk*	3225 2300 1702					1896	Caird&Co. Ld. Greenock	Soc.Anon. MaritimaChilena	350·0 *Promenade dk318'* *Shade dk153'*	43·1	19·4	Valparaiso Chilian *WB*	T.6Cy.19¾",32"&52"–36" 324NHP Caird&Co.Ld.Greenock	22 ″ 6	
81402 2110 IBQW	**Perugia** (*ex*Kauldi–37 which also see) *ss*Bbo.No.1–38 Restored to Spanish Flag 1 *Dk(Stl)* "Kauldi" which see *Cargo battens not fitted*	3153 — 1898	✝100A1 12,38 ~~3,37~~ ~~BS1,37~~	Gen	*u*	CL ~~4,38~~	1922 3mo *Lloyd's*	BlythS.B. &D.D.Co.Ld. Blyth	~~Soc.Anon.Cooperativa di Nav. Garibaldi~~ *CellDB*	331·2 P33'B98'F29' *284'734t FPT122t*	46·7 FK	22·7 *A*	Genoa Italian *5 BHCem* *PT48t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 365NHP 3SB,*9cf*,GS167,HS6080 G.Clark,Ld.Sunderland	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
81403 UOEH	**Pervi Krabolov** (*ex*TaiyoMaru, *ex*ClanOgilvy) 2 *Dks(1 Stl)*&*U Irn-ws)*&*Web frames*	2658 2354 1620	✝ 5,25	Osa	*l*		1896 9mo *Cell DBasVuE&B*	A.Stephen &Sons Glasgow	U.S.S.R.	312·5 P30'B102'F37' *42' f132' 569t FPT*	40·2 BK10"	26·0 *95t APT22t*	Vladvostk Russian *6 BHCem*	T.3Cy.23",38"&63"–42" 313NHP 2SB,*6rf*,GS95,HS4040 A.Stephen&Sons,Glasgow	26 ″ 2	
81404 169 IRZP	**Pescara** (*ex*Stanislas–33,*ex*Ucayali, *ex*Paris) *Well deck* 1 *Dk(Irn-ws)*&*deep framing*	1048 812 626	✝ ... 3,37	Ven	*n*		1898 2mo	Wood, Skinner&Co Newcastle	Soc.Anon.Navigazione e Trasporti "Sanet" *CellDBa52'uE21'f88'200t FPT*	239·8 230·0 Q121'B10'F25'	32·2 FK	14·2 *4 BHCem* *37t APT25t*	Rome Italian NDB11 186NHP ISB,*3pf*,GS71,HS2224 N.E.MarineEng.CoLdNwc	16 ″ 7	I †
81405 141934 GCBS	**Peshawur** TwinSc *ss*Npt.No.3–1,32 *ss*Npt.No.1–36 *Ref.Mchy.* 2 *Dks(Stl)*&*Shelter dk(Stl)* D.F. *Cruiser Stern*	7934 7611 4935	✝100A1 *Shelter dk* *with freeboard* ~~7,36~~ ~~1,38~~ 1,39 ~~BS1,38~~ ✝LMC1 ✝Lloyd'sRMC ~~6,38~~	Liv	*c* †	CL 1,38	1919 12mo *Lloyd's*	Barclay, Curle&Co.Ld Glasgow	P.&O.Stm.Nav.Co. *CellDB386'1275t*	449·5 P31'F43' *FPT125t*	58·2 *on Shltr dk* FK *APT80t*	37·1	Glasgow British *Cem* *8 BHtoShdk*	T.6Cy.26½",44"&73"–48" (*s*) 200lb FD 1162NHP 2Dr2SB*24cf*GS440HS17604 Barclay,Curle&Co,Ld.Gls.	40 ″ 0 s 11 ″ 1½ 29 ″ 3	
81405* TTPQ	**Pessac** 3 Mst 1 *Dk*	775 501 141					1907	Forg.&Ch. de la Médit Havre	Worms&Co.	197·7 P&B128'	27·8 F35'	11·9	Havre French *WB*	T.3Cy.15",23⅝"&37"–27½" 72NHP Forg.&Ch.de la Médit.Hav.		V
81406 UOJF	**Pestel** (P) (*ex*VelikyKniazAlexei) 2 *Dks(1 Stl)*&*Awng dk*	1850 1104 1079	✝ 8,90	Nwc	*r*		1890 8mo	Hawthorn, Leslie&Co.Ld Newcastle	U.S.S.R.	298·2	37·0 BK8"	25·0	Odessa Russian *4 BHCem*	T.3Cy.30",46"&73"–48" NB04 457NHP 4SB,*12pf*,GS234,HS6772 Hwthrn,Leslie&C.Ld.Nwc.		
81407 164 SVBQ	**Petalli** (*ex*AdmiralCochrane) *ss*Pir.No.3–9,30 *ss*Bla.No.1–31 1 *Dk(Stl)*&*Shelter dk(Stl)* *Tonnage opening closed 37*	6565 *6294* *4173*	✝100A1 *Shelter dk* *with freeboard* 8,38 ~~10,37~~ MS9,34 ✝LMC BS10,~~37~~ 1	Rot Ant	*z*	CL S2,37 1,38	1917 9mo *Lloyd's*	W.Doxford &Sons,Ld. Sunderland	M.A.Embiricos *CellDB358'1151t* *DTa26'486t*	420·0 264 *FPT109t*	54·0 FK *APT123t*	34·4	Andros Greek *7 BHCem*	T.3Cy.27",45"&74"–54" (*s*) 180lb 572NHP 3SB,*9cf*,GS189,HS8556 FD N.E.Marine EngCoLd.Nwc	37 ″ 0 s 8 ″ 11½ 28 ″ 4	
81408 YTFZ	**Petar** (*ex*Aegaeon–36,*ex*Rijswijk–32) *ss*Pir.2ndNo.3–6,36 Sub.Sig. 1 *Dk(Stl)* *Cargo battens not fitted*	*1806* *1502* *1136*	✝100A1 4,39 ~~4,38~~ BS2,38 ✝LMC6 38	Pla	*q*	OG 2,38	1910 7mo	Schpw.v. JanSmit,Czn Alblasserdm A&CP	Parobrodarsko drustvo "Marović" s.o.j.(G.J.Marović, *Mgr.*) *Cell DBa72'uE18'f106'*	256·5 P18'B65'F31' *418t FPT59t*	39·0 FK	18·7 *APT59t*	Susak Yugoslav *4 BHCem*	T.3Cy.19",32"&51"–36" (*r*) 180lb *100lb* 183NHP 2SB,*6cf*,GS94,HS3001 Maats.Fyenoord,Rot.	20 ″ 9 s 2 ″ 9 18 ″ 2	
81409 DRAW	**Peter** (*ex*Laardermeer, *ex*Weesperkarspel) *Mchy.Aft* 3 Mst *Oil Eng.* 1 *Dk*	405 360 306					1918	Gebr.G&H Bodewes Martenshoek	Warnholtz, Schmidt&Co.	145·3 Q29'	25·5	12·8	Hamburg German	Oil Engines 4S.C.SA 4Cy.11"–17¾" NE24 47NHP Gasmotoren Fabrik "Deutz,"Köln-Deutz		G

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Periodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 / 6 / 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné à la Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.=Force en chevaux d'après les formules de la Société. RHP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres en mer. Lettres de Marque. Cert. Ile of Trade.
81410 DIEL	**Peter** (*ex*Sailing Vessel) *Oil Eng.* 1 *Dk*	394 335 227					1911	F. Lemm Boizenburg	J. A. Reinecke	132·2 P15′	28·0 F15′	11·0	Hamburg German	Oil Engines 4S.C.SA 6Cy.11″–16$\frac{7}{16}$″ 70NHP NE37 Deutsche Werke Kiel A.G.		G
81411 20$\frac{3}{6}$77	**Peter A. B. Widener**	7053					1906	Chicago S.B.Co. Chicago	Pittsburgh S.S.Co.	580·0	58·0	27·4	D'luth, Minn Utd. States *WB*	T.3Cy.24″,39″&65″–42″ 274NHP American S.B.Co. Clevelnd		R
81412 161572 VGSW	**Peter G. Campbell** Twin Sc (*ex*Barge–35) *Oil Eng.* *Electrically Welded* 1 *Dk* *Carrying Petroleum in bulk* *Longitudinal framing* *Cruiser Stern*	836 781 649					1933	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Tankers, Ld. (A. R. Roberts. *Mgr.*)	178·9	34·1	14·9	Toronto British	Oil Engines 2S.C.SA 16Cy.11$\frac{1}{2}$″–15$\frac{3}{4}$″ 391NHP NE35 Sulzer Bros. Winterthur		C
81413 219741 KUJP	**Peter Helms** (*ex*Hutchinson) *Fitted for oil fuel* D.F. 1 *Dk* 2 *tr* *B*	3326 3005 2025					1920	Mobile S.B. Co. Mobile, Ala.	McCormick Steamship Co.	324·0 P41′	46·2 B90′	25·0 F34′	S. Frncisco Utd. States *WB*	T.3Cy.22″,37½″&60″–42″ 233NHP Ellicott Machine Corp. Bal.		R
81414 HPFP	**Peter Hurll** Twin Sc ss Han No.2–37 *Oil Eng.* *Mchy. Aft* ~~ss Bmn. No.1–37~~ GyC. 2 *Dks* (*Stl*) & *Web frames* D.F. E.S.D. *Cruiser Stern* *Longitudinal framing-bracketless system*	10871 10420 6637	✠100A1 ~~1.38 2.37~~ 2.39 Ham ✠LMC CS2,39 ~~3,38~~ DBS5,~~39~~ 2,39 *Carrying Petroleum in bulk*	Bmn		CL 5,37 ~~3,38~~ N6,38	1930	Palmers' Co. Ld. Newcastle *Lloyd's*	Panama Trans-port Co. *Cell D*	521·2 *After Bridge* 6$\frac{5}{6}$′ B40′ F42′ FK *Bu E* 107′ 253*t* *DT*s	70·2	38·7	Panama Panamanian 17 *B Hpt Cem* 4 „ *to 2nd dk* *f* 48′ 1957*t*	Oil Engines 2S.C.SA 12Cy.26$\frac{3}{4}$″–51$\frac{3}{16}$″ 1496NHP 2 Water Tube DB *200lb* 2 DB *100lb* Frd. Krupp A.G. Kiel *FPT* 2641*t* *APT* 213*t*	38 ″ 9 s 8 ″ 7 30 ″ 4$\frac{1}{2}$	R †
81415 220276 KUZT	**Peter Kerr** (*ex*Eastern Sailor) *Fitted for oil fuel* 1 *Dk* & *Shelter dk* & *Web frames* *Longitudinal framing*	6476 — 4083				…	1920	Osaka Iron Works, Ld. Osaka	Pacific-Atlantic S.S.Co. (States S.S.Co. *Mgrs.*)	415·0 P32′ B148′ F45′ *on Shelter dk* FE	55·7	31·9	Portland, Or. Utd. States *WB*	T.3Cy.27″,45″&75′–51″ 553NHP Osaka Iron Wks. Ld. Osaka	34 ″ 8	R †
81416 OYUX	**Peter Lassen** (*ex*Aztec–38) ss Avn. No.2–37 2 *Dks* (*Stl–Weather dk* teak s) *Ref. Mchy.* 3 *rd* & *4th dks* (*Stl*) *in holds*	5383 4708 3086	✠100A1 *with freeboard* SFo ~~3,38~~ 3,39 BS3,~~39~~ ✠LMC3,37 *Fitted for oil fuel*	Avn	*z*	CL ~~3,38~~ 2.39 *F.P.*	1929 3mo *Lloyd's above*	Barclay, Curle & Co. Ld. Glasgow *SA&CP*	Dampskslsk. "Gloria" A/S. (P. A. Jensen, *Mgr.*) *Intermediate Bft in after hold dispensed with* 150° F. *Cell D* B333′ 740*t* *T*	388·8 405·3 (O.L.) P29′ F40′ FK *Coll B ft to W dk* *anks at sides of tunnel* 225*t* *FPT*	53·2	31·2	Copenhagn Danish *pt Cem* *B ft to Sh dk* 7 „ 2nd „ 69*t* *APT* 36*t*	T.4Cy.30$\frac{3}{4}$″,51″&(2)62″–48″ 2001b (*s*) 947NHP 5SB,20*cf*,GS385,HS15235 FD Barclay, Curle & Co. Ld. Gls	33 ″ 6 s 10 ″ 4 23 ″ 7$\frac{1}{2}$	
81417 OZRE	**Peter Mærsk** 3 Mst *Oil Eng.* ss Cpn. No.1–35 *Ref. Mchy.* 1 *Dk* (*Stl*) *Shelter dk* (*Stl*) D.F. 3 *rd dk* (*Stl*) *in Nos.1 & 4 holds*	5476 4624 3434	✠100A1 *with freeboard* 3,39 ~~3,38~~ ✠LMC10,37 ✠Lloyd's RMC ~~12,37~~ 3,39 ~~(new)~~ Port chamber for temp. 32° F. *Fitted for carrying oil F.P. above*	HKg	*b* †	CL 3,38	1932 3mo	Odense Staalskibsvft ved A P Møller Odense *Lloyd's*	A/S D/S Svendborg og A/S D/S af 1912 (A. P. Møller, Copenhagen, *Mgr.*) *Cell D* B386 1597*t* *MT*s 63′ 2402*t* *Tanks in w* 50° F. *in deep tanks*	441·4 462·2 (O.L.) F42′ FK *Coll to Sh dk* *ay of tunnel*	57·0	25·8	Copenhagn Danish *S BH* NDB35 *100lb* 70′ 1782*t* *FPT* 1241*t* *APT* 990*t*	Oil Engines 2S.C.DA 9Cy.17$\frac{3}{4}$″–47$\frac{1}{16}$″ 983NHP Akt. Burmeistr & Wain, Cpn.	28 ″ 11 s 3 ″ 4$\frac{1}{2}$ 25 ″ 9	
81418 207471 WADG	**Peter Reiss** D.F. *Mchy. Aft* GyC. 1 *Dk*	5923 — 4217					1910	Superior Shipbldng Co Superior, Wis	Reiss S.S.Co.	512·0 F44′	54·0 *WB*	30·0	Wilmgton (Del.) Utd. States	T.3Cy.23$\frac{3}{4}$″,38″&63″–42″ American 257NHP Shipbuilding Co. Cleveland		R
81419 226565	**Peter Stuyvesant** (P) *Fitted for oil fuel* 1 *Dk*	1721 — 633					1927	The Pusey & Jones Co. Wlmgtn, Del.	Hudson River Day Line	260·5	60·0	15·8	Wilmgton (Del.) Utd. States	T.4Cy.25″,40″&(2)47″–36″ 265NHP Pusey & Jones Co. Wlmngtn		
81420 DDTV	**Peter Vith** (*ex*Gemma) Wireless D.F. 1 *Dk*	1598 1263 946					1928	Flensburger Schiffsb. Ges. Flensburg	H. P. Vith	262·7 P16′ Q93′ B108′ F32′	40·3	15·3	Flensburg German *WB*	T.3Cy.15$\frac{3}{8}$″25$\frac{7}{16}$″&44$\frac{1}{16}$″–29$\frac{1}{2}$″ 104NHP Flensburger Schiffsb. Ges.		G
81421 YMDH	**Peter von Danzig** (*ex*Laura, *ex*Isebek, *ex*Havfru, *ex*Rannveig, *ex*Gudrun) 1 *Dk*	860 741 492					1916	Schiffs Ges. Unterweser Weser-münde-L.	F. G. Reinhold	212·9 P31′ B60′ F21′	31·4	13·2	Danzig *WB*	T.3Cy.14$\frac{1}{2}$″,22″&35$\frac{3}{4}$″–23$\frac{1}{2}$″ 62NH Christiansen & Meyer, Harburg		N
81422 LJML	**Peter Wessel** (P) Twin Sc (*Ferry*) *Oil Eng.* Wireless D.F. 2 *Dks* & *Shelter dk* *Cruiser Stern*	1415 990 700					1937	A/S Aalborg Værft Aalborg	Norsk-Dansk Turistfart A/S (A/S Larvik Fredriks-havnsferjen, *Mgrs.*)	223·2	42·9	15·8	Larvik Norwegian *WB*	Oil Engines 2S.C.SA 14Cy.13$\frac{3}{8}$″–22$\frac{7}{16}$″ 439NHP Atlas-Diesel A/B, Skm.		N
81423 202368 KFLO	**Peter White** D.F. *Mchy. Aft* 1 *Dk*	6184 — 4931					1905	Gt. Lakes Eng. Works Ecorse, Mich.	Presque Isle Trans-ptn. Co (Cleveland-Cliffs Iron Co. *Mgs.*)	504·0	54·2 *WB*	31·0	Wilmgton (Del.) Utd. States	T.3Cy.23″,38″&63″–42″ 257NH Great Lakes Eng. Wks. Det.		R
81424 148561 GJWL	**Peterston** ss Npt. No.3–12,37 D.F. E.S.D. 1 *Dk* (*Stl*)	4680 4277 2797	✠100A1 7,38 ~~12,37~~ Clf ✠LMC8,37 ✠S7,38	Npt	*y*	CL N8,37	1925 2mo *Lloyd's*	Bartram & Sons, Ld. Sunderland *SA&CP*	Llangorse S.S.Co. Ld. (E. Thomas, Radcliffe & Co. *Mgrs.*) *Cell D* B	385·4 400·0 (O.L.) P39′ B& F306′ FK 342′ 1110*t*	52·0	26·0	London British 7 *B Cem* *APT* 174*t*	T.3Cy.26″,44½″&73″–48″ (*s*) 180lb *180lb* 451NHP 3SB (Spt) 9*cf*, GS194, HS7650 Blair & Co. Ld. Stockton	27 ″ 10 s 3 ″ 1½ 24 ″ 10½	
81425 142854 GCKN	**Peterton** ss Shl. No.3–4,32 ss Nwc. No.1–36 ~~1 *Dk*~~ 1 *Dk* (*Stl*)	5221 4796 3189	✠100A1 ~~3,36 1,38~~ 4,39 Bry ~~BS4,38~~ 4,39 ✠LMC6,36	Nwc	*y*	CL 4,38	1919 12mo *Lloyd's*	Richardsn Duck & Co. Ld. Stockton *SA&CP*	R. Chapman & Son *Cell D* B	400·1 P49′ B113′ F40′ FK 336′ 1058*t*	52·4	28·4	Newcastle British 7 *B Cem* *APT* 279*t*	T.3Cy.25$\frac{7}{16}$″,44″&73″–48″ 180lb (*s*) 397NHP NDB38 *100lb* 2SB (Spt) 6*cf*, GS137, HS6060 Blair & Co. Ld. Stockton	31 ″ 0 s 6 ″ 0 25 ″ 3½	
81426 166376 MMRQ	**Petertown** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern* *Rudder electrically welded*	528 343 270	✠100A1 3,38 ✠LMC3,38	Rot	*g*	CL	~~1938~~ 3mo *Lloyd's*	NV Schpsw. Gebr. van der Werf Deest *SA&CP*	Pinch & Simpson *Cell D* B	164·0 170·0 (O.L.) P27′ Q54′ B11′ F16′ FK 104′ 140*t*	27·2	9·1	London British 3 *B Cem* *APT* 24*t*	Oil Engines 4S.C.SA 6Cy.12$\frac{3}{16}$″–17$\frac{1}{16}$″ 87NHP Mtrn. Werke Mannheim A G	11 ″ 0 s 3 ″ 9½ 10 ″ 9½	
81427 FNSA	**Petite Terre** (*ex*Donator–33) *Fitted for oil fuel* *Ref. Mchy.* D.F. 1 *Dk*	1699 1393 976					1930	Bergens Mek. Værks. A/S Bergen	Cie. Générale d'Armement Maritime	256·8 P57*t* H114*t* F6*t*	39·2	18·2	Havre French	T.3Cy.21$\frac{1}{4}$″,37″&60″–39″ 225NHP Bergens Mek. Værks, A/S		V
81428 YTMK	**Petka** (P) ss Spt. Grl No.3–12,38 ~~ss Tri. 2nd No.3–9,36~~ *Well deck* ~~ss Spt. No.3–34~~ 1 *Dk* (*Stl*)	546 308 341	✠100A1 ~~1.38 2.38~~ ~~2.38~~ ~~(new)~~ ✠LMC ~~(new)~~ ~~BS3,38~~ BS4,39	Spt		OG 1,38	1896 4mo *Lloyd's*	Howaldts-werke Kiel *SA&CP*	Dubrovacka Plovidba A.D. *WB*=	174·1 P&B103′ F42′ BK7″ *DB* a 40′ *f* 23′ *u E Cell*	25·8	11·5	Dubrovnik Yugoslav 4 *B H Cem* *DB* 16′ 69*t*	T.3Cy.16$\frac{7}{8}$″,27$\frac{1}{4}$″&43$\frac{1}{4}$″–24$\frac{1}{2}$″ 180lb (*s*) 133NHP 1SB, *3cf*, GS58, HS2009 FD Howaldtswerke, Kiel	11 ″ 11 s ″ 2½ 12 ″ 1	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	Port of Survey.	Year Assigned. now expired.	Equipment letter.	7a Date when last shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Engineers in white (classed, if not in L.R. Record) & of Trade Cert
81429	**Petr Starostin** (*ex*Adelfi F.&S.	869	✠		Pir	*k*		1892	Short Bros.	U.S.S.R.	170·0	36·0	13·7	Odessa	T.3Cy.18″,29″&47″-33″	16 ″ 0	
38	Theofani, *ex*Andreas	684	10,19					12mo	Sunderland					Russian	NDB11 130NHP		
	Moussouris, *ex*Stenies,	539									Q63′B36′F24′		FK		1SB,*2pf&1cf*,GS50,HS2000		
	*ex*Ratcliff)		1 *Dk(Irn)&*								*CellDB126′355t FPT*				86t *APT15t*		
	Well deck		*Web frames*												J.Dickinson,Sunderland		
81430	**Petracto** (*ex*MinistroSalaberry)	353						1916	Montaldo & Cia. SanFernando	CiaTransportadora dePetroleosS.A.	164·0	29·5	10·0	Bns.Aires	Oil Engines 2S.C.SA		
	⇒ "Esso Tracto," *see No. 37922 Oil Supplement*													Argentine	6Cy.10″–12⅝″ 105NHP		
	Mchy.Aft	191	1 *Dk*												NE26		
	Carrying Petroleum in bulk														FairbanksMorse&Co. Beloit,Wis.		
81431	**Petrakis Nomikos** (*ex*Apache–36,	7020	✠100A1		Rot	*at*	CL	1914	Sir J. Laing &Sons,Ld.	PetrosM.Nomikos, Ld.	425·1	57·0	33·1	Piræus	T.3Cy.27″,45″&74″-54″ (*s*)	33 ″ 0	
866	*ex*Belridge–35)	6374	~~2,396,37~~	~~B$(p.o.)~~	6,34		3,37	6mo	Sunderland					Greek	180lb 592NHP	6 ″ 1	
SVUD	*Mchy.Aft*	4420	~~BS6,37~~	~~LMC4,34~~			1,39		A&CP	*CellDBuE&*	P101′B28′F40′		FK		4SB,*12cf*,GS196,	27 ″ 0½	
	2 *Dks(Stl)&Web frames*		~~B37~~	*(s.f.&s.d.)*			~~5,32~~,39			*B55′142t D*	*Tf38′511t APT53t*				(9 to *Upr dk*	5 ″ 2	
	Longitudinal framing		*Carrying Petroleum in bulk*												6 ″ *2nd* ″)	27 ″ 0½	
	*ss*Rot.2ndNo.3–2,39		*Fitted for oil fuel* 6,14				*F.P. above*								HS8150 FD		
			150° F.												G.Clark,Ld.Sunderland		
81432	**Petrarca** (*ex*Szent István)	3329	✠100A1		Fiu	*e*	CL	1910	Clyde S.B. &Eng.Co.Ld PortGlasgow	"Tirrenia"Soc. Anon.diNav.	356·4	43·6	22·8	Fiume	T.3Cy.23″,39½″&64¾″-48″(*s*)	25 ″ 2	
26		2836	~~5,35~~ 5,273,39		Gen		~~10,36~~	11mo			344·7	45·5	22·8	Italian	200lb 372NHP	s 4 ″ 0½	
ICBS	**D.F.**	1974	~~BS12,37~~	~~LMC1,36~~			5,38								3SB,*9cf*,GS177,HS5070 FD	21 ″ 3	
	2 *Dks(Upt Stl&pt Irn)2nd dk(Stl)*		12,38								P40′B116′F39′		FK		ClydeS.B.&EngCo.Ld.PGl		
										Lloyd'sA&CP	*CellDBa127′u E&*						
											B57′f129′726t FPT				40t *APT14t*		
81433	**Petrel**	1354	✠100A1		Lon	*p*	CL	1920	Ailsa S.B. Co.Ld. Ayr	GeneralStm.Nav. Co.Ld.	250·2	37·2	14·2	London	T.3Cy.22″,35″&57″-39″ (*s*)	16 ″ 6	
145095		986	*Shelter dk*				6,37	11mo						British	180lb 258NHP	s ″ 2	
MKJC		638	*withfreeboard*								B17′		FK		2SB,*6cf*,GS126,HS4516	16 ″ 6½	
			5,388,37		LMC										AilsaS.B.Co.Ld.Troon		
			MS3,37	~~BS8,37~~	6,					*Lloyd'sA&CP*	*CellDBf161′ 21s*						
	Mchy.Aft		*Shelter dk(Stl–ws)*														
			Fitted for oil fuel 11,20				*F.P. above*				*FPT20t APT16t DTf21′300t*						
			150° F.														
81434	**Petrella**	480	✠100A1		Mlt	*h*	CL	1918	Dunlop, Bremner&Co Ld PGlasgow	TheAdmiralty	155·0	28·1	11·2	London	T.3Cy.14″,23″&38″-24″ (*s*)	12 ″ 0	
142385		360	10,36		BS9,38		~~7,34~~	4mo			164·0(O.L.)			British	180lb 72RHP	s ″ 8½	
GVWB		162	~~BS8,37~~	~~LMC9,35~~			8,38				Q63′B15′F24′		FK		2SB,*4cf*,HS1890 FD	11 ″ 5	
	Wireless		1 *Dk(Stl)*								*DTa15t FPT*				11 *BHptCem*		
	Mchy.Aft		*Well deck*							*Lloyd'sA&CP*					37t *APT8t*		
			Carrying Petroleum in bulk												Dunlop,Bremner&Co.Ld. PortGlasgow		
			Fitted for oil fuel 4,18				*F.P. above*			150° F.							
81435	**Petrobus**	475	✠100A1		Pts	*h*	CL	1918	Dunlop, Bremner&Co. Ld PGlasgow	TheAdmiralty	155·0	28·1	11·2	London	T.3Cy.14″,23″&38″-24″ (*s*)	12 ″ 0	
142308		360	3,39 ~~3,38~~				12,36	2mo			164·2(O.L.)			British	180lb 72RHP	s ″ 8½	
GVWC	Wireless	163	~~BS3,39~~	~~LMC3,38~~							Q63′B15′F24′		FK		2SB,*4cf*,HS1890 FD	11 ″ 5	
	Mchy.Aft		*Well deck*	1 *Dk(Stl)*						*Lloyd'sA&CP*	*DTa11′15t FPT*				37t *APT8t*		
	*ss*Lon.No.3–12,29		*Carrying Petroleum in bulk*												Dunlop,Bremner&Co.Ld. PortGlasgow		
	*ss*Pts.No.2–38		*Fitted for oil fuel* 2,18				*F.P. above*			150° F.							
81436	**Petrofina**	10095						1937	Götaverken A/B Gothenburg	SkibsA/S Tank Express(Sigurd Herlofson&Co.A/S, *Mgrs.*)	496·1	64·4	38·7	Moss	Oil Engines 2S.C.DA		N
	Oil Eng.	9342												Norwegian	5Cy.24 7/16″–55⅛″ 1025NHP		
LJMK	*Mchy.Aft* *Cruiser Stern* 1 *Dk*	6127									P102′B38 F60′			*WB*	Gotaverken A/B,Got.		
	Carrying Petroleum in bulk																
81437	**Petroil** (*ex*QueenMaeve,*ex*Oswego,	*4634*	✠100A1		Ams	*x*	CL	1903	Grngem'th &Greenock Dockyard Co. Greenock	Soc.Anon.Hellénique Maritime "Transpetrol" A.Romano& A.H.Behar, *Mgrs.*)	365·1	50·1	27·5	Piræus	T.3Cy.26⅜″,41 3/16″&70″-48″	30 ″ 3	
698	*ex*Gargoyle,	*4310*	11,351 ~~1,00~~		Yen		3,36	1mo						Greek	180lb (*r*) 426NHP	s 5 ″ 11½	
SVQZ	*ex*Pennoil)	*2637*	~~BS7,37~~	~~LMC3,36~~							P28′B78′F39′		FK		3SB,*9cf*,GS205,HS7365	24 ″ 5	
	*ss*Pir.No.2–37		6,38												D.Rowan&Co.Glasgow		
	2 *Dks(Stl)&Web frames*		*Carrying Petroleum in bulk*							*Lloyd'sA&CP*					10 *BHptCem*		
			Fitted for oil fuel 4,24				*F.P. above*			150° F	*CellDBuEa*				*B68′217t FPT320t APT80t*		
81438	**Petrolea**	480						1904	Kjöbnhvns Flydk.&Skbs Copenhagen	DetDanske PetroleumsA/S(C. FromHolm, *Mgr.*)	155·9	27·9	12·0	Nyborg	T.3Cy.13″,20½″&33½″-21″		V
	Wireless *Carrying Petroleum in bulk*	385									P62′F19′			Danish	51NHP		
OZSC	*Mchy.Aft* 1 *Dk*	233												*WB*	KjbnhavnsFlydk.&Skbsv		
81439	**Petronel**	475	✠100A1		Pts	*h*	CL	1918	Dunlop, Bremner&Co. Ld PGlasgow	TheAdmiralty	155·0	28·1	11·2	London	T.3Cy.14″,23″&38″-24″ (*s*)	12 ″ 1	
142453		360	4,39 ~~4,38~~				3,37	6mo			164·3(O.L.)			British	180lb 72RHP	s ″ 8½	
GVWF	Wireless *ss*Pts.No.2,39 ~~*ss*Pts.No.1–38~~	162	~~BS3,38~~	~~LMC2,~~							Q63′B15′F25′		FK		2SB,*4cf*,HS1890 FD	11 ″ 6	
	1 *Dk(Stl)*		*Carrying Petroleum in bulk*							*Lloyd'sA&CP*	*DTa11′15t FPT*				37t *APT8t*		
	Mchy.Aft *Well deck*		*Fitted for oil fuel* 6,18				*F.P. above*			150° F.					Dunlop,Bremner&Co.Ld. PortGlasgow		
81440	**Petronella** **TwinSc**	2770	✠100A1		Sba	*t*	CL	1927	Harland& Wolff,Ld. Glasgow	Nederl.Indische Tankstoomboot Maats.	305·3	50·2	15·1	TheHague	Oil Engines 4S.C.SA	15 ″ 0	
3673	*Oil Eng.*	*1831*	~~8,37~~	~~2,39~~	Bat	HK	~~3,36~~	10mo						Dutch	12Cy.19¼″–27½″ 452NHP	s ″ 7½	
PGSI	**E.S.D.** *ss*Sba.No.2–36	*1321*		~~LMC CS2,~~			2,39				P86′F51′		FK		*12 BHptCem*	14 ″ 5½	
	Mchy.Aft 1 *Dk(Stl)*		~~DBS8,37~~	2,38	~~1,36~~						*Trunk168′*				DB*150lb*		
	Longitudinal framing at bottom & at deck		*Carrying Petroleum in bulk*							*Lloyd'sA&CP*	*55′f20′ 159t FPT*				Harland&Wolff,Ld.Gls.		
											CellDBuE				38t *APT88t*		
81441	**Petrophalt** (*ex*Ebano–33)	2623	✠100A1		LaR	*t*	CL	1930	Harland& Wolff,Ld. Belfast	~~Soc.Auxiliare de Transports~~ Standard Française des Pétroles	290·2	47·2	17·7	Rouen	T.3Cy.18¼″,28½″&48½″-28″	19 ″ 6	
	*ss*LaR.No.2–38	1860	*withfreeboard*		Rou		11,36	10mo						French	180lb (*s*) 229NHP	s 3 ″ 8½	
FNNU	1 *Dk(Stl)*	1472	11,3 ~~3,38~~		LMC3,38		~~BS5,39~~				P73′ *Trunk178′*				2SB,*6cf*,HS3880 FD	15 ″ 11½	
	Mchy.Aft		*Carrying liquid asphalt for oil fuel F.P. above 150° F*							*Lloyd'sA&CP*	F39′		FK		Harland&Wolff,Ld.Bel.		
										Cable tanks	*CellDBuPumpRo*				*8t FPT64t A PT29t*		
			Fitted for oil fuel 10,30				*F.P. above*			150° F.	*om10′27t DTf18′26*						
81442	**Petropolis** (*ex*Berengar–38,	4845						1911	Bremer Vulkan Vegesack	Hamburg-Süd-AmerikDampfs-schifffahrtsGes.	399·2	53·7	27·6	Bremen	T.3Cy.29½″,48 7/16″&80½″–		G
	*ex*General Botha,*ex*Berengar)	4578												German	53 3/16″ 472NHP		
DODD	D.F. 2 *Dks&Shelter dk*	3029												*WB*	Bremer Vulkan, Vegesack		
81443	**Petros** (P)	634						1892	Howaldts-werke Kiel	EpirotikiS.S.Nav. Co.George Potamianos	179·0	25·0	12·0	Piræus	T.3Cy.17½″,27½″&43¾″-24½″	14 ″ 1	
587	(*ex*Ionio,*ex*Zaton,	—									Q21′B93′F36′		BK7′	Greek	NB04 118NHP		
SZMD	*ex*Veneto,*ex*Hungaria) 1 *Dk2trB*	347												*WB*	Howaldtswerke,Kiel		
	Well deck Wireless																
81444	**Petros J. Goulandris**	4693						1923	A.F.Smulders Schiedam	GoulandrisBros.	376·0	51·8	25·1	Andros	T.3Cy.25″,41″&67″-45″		V
205	(*ex*Schouwen–33) *Fitted for oil fuel*	4078									P38′B22′F33′			Greek	301NHP		
SVBJ	2 *Dks*	2789												*WB*	A.F.Smulders,Schiedam		
81445	**Petros Nomikos** (*ex*Amasis–33,	4044	✠100A1		Pir	*x*	CL	1913	Antwerp Eng.Co.Ld. Hoboken	PetrosM.Nomikos, Ld.	370·4	51·9	24·3	Piræus	T.3Cy.25″,41″&68″-48″ (*s*)	26 ″ 9	
738	*ex*Glenrazan)	3719	*Shelter dk*				~~M1,36~~	9mo						Greek	180lb 374NHP	s 2 ″ 9⅜	
SVKM	*ss*Liv.No.3–8,26	2561	*withfreeboard*				6,38				P22′F36′ *onShelter dk*		FK		3SB,*9cf*,GS177,HS6116	24 ″ 1	
	*ss*Pir.No.2–35		6,37							*Lloyd'sA&CP*					G.Clark,Ld.Sunderland		
	1 *Dk(Stl)&Shelter dk*		~~BS2,37~~	~~LMC~~							*CellDBa115′u E24′f16*				*7′1038t DTf18′636t*		
	(pt Irn pt Stl)&Web frames		5,38		MS6,38										*1 PT140t*		
	Longitudinal framing																

⇒ "Georgios Potamianos," *see No. 37922 Oil Supplement*

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux Gréement. etc. / *Ex-nom, s'il y a lieu* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au pallier du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté, si ce n'est dans le L. R. Danse Cert. Horsfield.
81446	**Petrovski** (*ex*Minnewater–35, *ex*Ysseldijk)		3771	✠ ...	Rot	*w*		1921	Werf Gusto Firma A.F. Smulders Schiedam	U.S.S.R.	359·4 | 50·3 | 22·0	Odessa Russian	T.3Cy.25",41"&67"–45" 342NHP	24 " 6	
	*ss*Rot.No.3–5,34		3103	11,36				8mo			FK	*Cem*	3SB,*9cf*,GS168,HS5418		
UPLM	1 *Dk(Stl)&Shelter dk(Stl)*		2279	✠						*Cell D B310'933*	*t FPT81t APT116t*	*BH to Sh dk*	Werf Gusto Firma A.F.Smulders,Schiedam		
												5 „ „ *U* „			
81447	**Petsamo** (*ex*Cambrian Idylle, *ex*Junin)		4596	✠100A1 *Shelter dk*	Hfs	*y*	CL	1907	W. Beardmore&Co.Ld Glasgow	Suomen Kalastus O/Y–Finska Fiskeri A/B	391·5 | 50·2 | 25·7	Hangö Finnish	T.3Cy.25½",42"&70"–51" (*s*)	28 " 6	
180	*ss*Cpn.2nd No.3–11,31		—	*with freeboard*			5,36	9mo			FK&BK2'	7 *BHCem*	190lb 463NHP	s 8 " 4	
OHDR	*ss*Hfs.No.1–36		2599	10,37	BS6,38					*Cell D Ba102' u E&*	*B63'f167'925t FPT*	69t *APT52t*	3SB,*12cf*,GS220,HS8121	25 " 6	
	D.F. E.S.D. 2 *Dks(Stl)&deep framing & Shelter dk(Stl)*			~~BS4,37~~	✠LMC3,36					*Lloyd's A&CP*			W.Beardmore&Co.Ld.Gls.		
81448	**Petter**	**TwinSc**	9109	✠100A1	Fal	*dt*	CL	1935	Akt. Burmeistr& Wain Copenhagen	A/S Jensen's Rederi III (J.P. Jensen, *Mgr.*)	471·8 | 64·4 | 34·9	Arendal Norwegian	Oil Engines 2S.C.SA	35 " 0	
	Mchy.Aft	*Oil Eng.*	8551	~~6,38 10,37~~ 3,39	Spn Ham		6,38	6mo			P101'B29'F44' FK	16 *BH*	12Cy.19⅛"–35⅞" 807NHP		
LIZJ	D.F. *Cruiser Stern* 2 *Dks*		5543	✠LMC6,35						*Cell D Bu E71'361t D*	*Tf43'629t APT150t*	(12 to *U* dk 4 „ 2nd „)	2 DB *180lb*		
	Longitudinal framing–bracketless system			*Carrying Petroleum in bulk*				*Lloyd's A&CP*					Akt.Burmeistr& Wain,Cpn		
81449	**Petter II** (*ex*Scottish Castle–38)		7417					1922	Armstrong Whitworth &Co.Ld. Newcastle	A/S Jensen's Rederi III (J.P. Jensen, *Mgr.*)	440·8 | 57·4 | 34·0	Arendal Norwegian	T.3Cy.27",46"&77"–51" 424NHP		C
	Fitted for oil fuel		6734							P101'B35'F39'		*WB*	Armstrong Whitworth& Co.Ld.Nwc.		
LJQV	D.F. *Mchy.Aft* 2 *Dks*		4524												
	Carrying Petroleum in bulk														
81450	**Petworth**		972	✠100A1	Sld	*l*	CL	1934	Burntisland S.B.Co.Ld. Burntisland	Stephenson Clarke &Associated Companies,Ld.	205·0 | 33·0 | 13·1	London British	T.3Cy.14½",25"&41"–30"	15 " 1	
163512			702	~~8,38 8,37~~	Sld		9,36	8mo			212·0(O.L.)	4 *BHCem*	200lb *100lb* (*s*) 118NHP	s 4 " 7½	
MBXM	*Mchy.Aft* 1 *Dk*		518		✠LMC8,34					*Cell D Bu E17'f141*	Q119'B11'F20' FK	80t *APT159t*	1SB,*3cf*,GS54,HS1985	14 " 6	
	Wireless *Cargo battens not fitted*							*Lloyd's A&CP*			*f279t MT125t FPT*		D. Rowan&Co.Ld.Glasgow		
81451	**Peuceta** (*ex*Anna Madre–37, *ex*Gartmore–35, *ex*Cahiracon, *ex*Cid, *ex*Dee)		1926	✠ ...	Gls	*r*		1902	Craig, Taylor&Co. Stockton	A.Lauro	291·9 | 39·3 | 12·8	Naples Italian	T.3Cy.21¾",37"&61"–42" 265NHP	22 " 7	I
495			—	3,36				4mo			282·0 20·2	5 *BHCem*	2SB,*6cf*,GS107,HS4102		✝
IBAN			1197	~~✠NB10,28~~ ✠							B74'F31' FK		N.E.Marine Eng.Co.Ld.Sld		
	1 *Dk(Stl)&Spar dk(Stl) & Web frames*									*Cell D Ba82'u E18'f116'*	351t				
81452	**Peveril**		798	✠100A1	Bkn		OG	1929	Cammell Laird&Co.Ld. Birkenhead	Isle of Man Steam Packet Co.Ld.	205·1 | 34·7 | 15·2	Douglas IM British	T.3Cy.16½",27"&45"–27" (*r*)	16 " 0	
145306	*ss*Bkn.No.2–37		723	*with freeboard*			9,37	6mo			213·3(O.L.)	200lb 208NHP	s 4 " 6½		
MBXC	1 *Dk(pt Stl–teak s)*		320	9,38 ~~10,37~~	BS2,39						B69'F39' BK7'	7 *BH Cem*	2SB,*6cf*,GS131,HS4340	12 " 3	
				~~BS3,38~~	✠LMC3,37			*Lloyd's A&CP*		*Cell D Ba&u*	*E61'f50'141t FPT*	43t *APT128t*	Cammell Laird&Co.Ld.Bkn.		
81453	**Phaeacian**	**3 Mst**	480					1920	Mistley S.B. &Rpg.Co. Mistley	F.W.Horlock's Ocean Transport Co. Ld. (M.F.Horlock, *Mgr.*)	144·1 | 25·2 | 11·1	Harwich British	T 3Cy.12",20"&34"–23" 55NHP	12 " 0	C
131910			326								P81'B9'F19'				
MKQL	*Mchy.Aft* 1 *Dk*		220									*WB*	W H.Allen,Sns&Co.Bedfrd		
81454	**Phœax** (*ex*Oldekerk–34, *ex*Sesostris)		7188	100A1	Rot	*dt*	CL	1915	Flensburger Schiffsb.Ges. Flensburg	~~Phœax Shipping Co.Ld.~~	470·9 | 60·9 | 28·5	Panamanian	T.3Cy.28",50⅝"&84"–54" (*s*)	31 " 4	
~~705~~	~~*ss*Rot.2nd No.3–5,39~~	~~*ss*Ham.No.3–10,25~~	6608	*Shelter dk*	LMC		~~1,36~~					*Cem*	185lb 695NHP	s 5 " 2½	
~~SVDF~~		~~*ss*Rot.No.2–24~~	4530	*with freeboard*	BS6,39		8,39			"Polar" Cia.de Navegacion, Ltda.	F54'on *Shelter dk* FK *Collision*	*BH to Sh dk*	4SB,*12cf*,GS240,HS9908 FD	26 " 4½	
HPKD	2 *Dks(Stl)&Shelter dk(Stl)*			5,38	MS6,36							8 „ „ *U* „	Flensburger Schiffsb.Ges.		
	3rd *dk(Stl)in No.1 hold*			*Fitted for oil fuel 5,39 F.P. abaft 170 E.*						*Cell D Ba158'u E27'f*	219'1632t *D*				
				Carrying vegetable oil in bulk in D f									*Tf36'1160t FPT55t APT15t*		
81455	**Phœdra**		619					1898	G.Seebeck Act.Ges. Bremerhaven	Dampfschiffahrts Ges.Neptun	170·6 | 27·1 | 16·4	Bremen German	T.3Cy.14¾",17¾"&38⅜"–23½" 72NHP		G
			612								H42'	*WB*	G.Seebeck A.G.Bremerhvn		
DOHQ	2 *Dks*		372												
81456	**Pharos**	**TwinSc**	921	✠	Ltb	*m*		1909	W. Beardmore&Co.Ld Glasgow	Commissioners of Northern Light-houses	206·4 | 31·2 | 15·0	Leith British	T.6Cy.15",24"&38"–24" NB34 142NHP	15 " 11	
125500			625	3,13				12mo			P&B127'F30'	6 *BH Cem*			
MDCT	2 *Dks(Upt Stl–ws)*		393	✠							FK	28t *APT54t*	W.Beardmore&Co.Ld.Gls.		
	Wireless D.F.									*WB=Cell D*	*Ba33'f69'93t FPT*				
81457	**Phasianella**	**TwinSc**	855	✠100A1	Sng	*k*	CL	1929	Bow, McLachlan& Co.Ld. Paisley	Shell Co. of Australia,Ld.	180·3 | 34·6 | 11·2	Melbourne British	Oil Engines 2S.C.SA	12 " 0	
161338	*ss*Sng.No.2–38		539	3,38 11,38			3,38	12mo			189·9(O.L.)	10 *BHpt Cem*	8Cy.16,⅜"–18⅞" 386NHP	s 4½	
VJNP	Wireless *Oil Eng.*		395	~~DBS3,38~~	✠LMC2,37						P53'F36' FK	*APT73t*	*DB160lb*	11 " 9½	
	Mchy.Aft 1 *Dk(Stl)*			*Carrying Petroleum in bulk*				*Lloyd's A&CP*			*Trunk91' FPT33t*		Kromhout Mot.Fab.Ams.		
81458	**Phemius** (P)		7406					1921	Scotts' S.B. &E.Co.Ld. Greenock	Ocean S.S.Co.Ld. (A Holt&Co *Mgrs*)	459·1 | 56·2 | 32·5	Liverpool British	2 steam turbines D R geared to 1 sc. shaft		
145896	*Fitted for oil fuel*		6327								P54'B165'F62'	*WB*	Scotts'S.B.&E.Co.Ld.Grk.		
GBWY	D.F. 2 *Dks& lower dk in No.1 hold*		4617												
81459	**Phenix** (*ex*Henri Desmarais–35, *ex*Oriflamme)		5907				...	1920	Lithgows Ld. Port Glasgow	Courtage& Transports,S.A.	400·5 | 51·2 | 30·8	Havre French	T.3Cy.27",44"&73"–48" 517NHP	31 " 0	V
	Fitted for oil fuel		4681								P111'B30'F39'		D.Rowan&Co.Ld.Glasgow		✝
FNCE	*Mchy.Aft* 1 *Dk 2 tr B& Web frames*		3337								FK	*WB*			
	D.F. *Longitudinal framing*														
	Carrying Petroleum in bulk														
81460	**Phidias**		5623	✠100A1	Liv	*z*	CL	1913	A.McMillan&Son,Ld Dumbarton	Lamport&Holt Line,Ld.	415·5 | 56·0 | 28·1	Liverpool British	T.3Cy.27",44"&73"–48" (*s*)	30 " 9	
135459	*ss*Liv.No.3–10,26		5281	8,38 ~~10,37~~			10,37	5mo			P44'B123'F46' FK	*Cem*	180lb 480NHP	s 5 " 10½	
GMKL	*ss*Gls.No 2–34		3566	✠LMC						*'Tween hold*	*dk BH in No.3* 6 *B*	*H to Upr dk*	3SB(Spt)*9cf*,GS189,HS8502	25 " 1	
	D.F. 2 *Dks(Stl)*			~~MS10,34~~ BS ~~10,37~~				*Lloyd's A&CP*			*dispensed with* 1 *B*	*H to 2nd dk*	D.Rowan&Co.Glasgow		
				8,38 12,38						*WB=Cell D B*	*a133'u E&B43'f18*	6'1056t *D Ta*	*only*		
													35'1048t *FPT121t APT41t*		
81461	**Phila** (*ex*Hollandsch Diep)		1368					1918	Verschure &Co. Amsterdam	Franz L.Nimtz	238·1 | 36·7 | 15·8	Stettin German	T.3Cy.17",28¾"&46"–36" 127NHP		V
			1138								P27'B58'F16'	*WB*	Verschure&Co.Amsterdam		
DAUG	1 *Dk*		727												
81462	**Philip D. Block**		7931					1925	American S.B.Co. Lorain,O.	Inland Steel Co. (Hutchinson&Co. *Mgrs.*)	586·0 | 60·0 | 28·0	Chicago Utd. States	T.3Cy.24½",41"&65"–42" 274NHP		R
224508	D.F. GyC.		—										American S.B.Co.Lorain,O.		
WCDG	*Mchy.Aft* 1 *Dk*		6210												
81463	**Philip Minch**		5865					1905	American S.B.Co. Lorain,O.	Kinsman Trans Co. (Geo.M.Steinbrenner, *Mgr.*)	480·0 | 52·0 | 30·0	Wilmgton (Del.) Utd. States	T.3Cy.22½",36"&60"–42" 233NHP		R
201928			—									*WB*	American S.B.Co.Cleveland		
	Mchy.Aft 1 *Dk*		4471												
81464	**Philip T. Dodge** (P)		5047	100A1	Rot	*x*	CL	1910	Bremer Vulkan Vegesack	Atlantic Transptn. Co.Ld. (A.H.Campbell, *Mgr.*)	384·0 | 51·7 | 26·8	St John NB British	T.3Cy.24½",39⅞"&64"–43½"	29 " 6	
143084	(*ex*Claire Hugo Stinnes 1)		4457	*with freeboard*	NNs		~~8,38~~					6 *BH Cem*	200lb (*s*) 257NHP	s 6 " 7½	
VGNL	Sub.Sig. *ss*Shl.2nd No.3–4,34		3691	2,39 ~~3,36~~			1,39				P24'B71'F29' FK	164t *APT160t*	2SB,*6cf*,GS134,HS5220 FD	23 " 1½	
	D.F. 1 *Dk(Stl)* *ss*NNs No.1–35			~~BS1,39~~ 4,38	~~LMC3,36~~ 3,38			*Lloyd's A&CP*		*Cell D B332'1240t Tank*	*on dk f89'a46t FPT*		Bremer Vulkan, Vegesack		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Re-Classification.
81465 147908 GKMT	**Philipp M.** (*ex*Halbeath–37) *ss*Hul.No.3–5,36 1 *Dk(Stl)* *Arch deck* *Cargo battens not fitted* *Cruiser Stern*		2085 1875 1239	✝100A1 *with freeboard* ~~3,38~~ ~~1,37~~ 10,38 ~~BS8,37~~ ✝LMC5,36 8,36	Cff Hul	*f* Bly	CL ~~5,36~~ 8,38	1924 6mo *Lloyd's*	Burntisind S.B.Co.Ltd. Burntisland *SA&CP* *Cell*	Mooringwell S.S. Co.Ltd. *D B231'5 79t Sidetanks in ER139t FPT*	274·5|39·9|23·3 283·2(o.L.) P19' F19' FK *85t APT101t*	Cardiff British *4 B Hpt Cem*	T.3Cy.20",33"&54"–36" (*s*) 180lb 220NHP 2SB,6*cf*,GS110,HS3804 D.Rowan&Co.Ltd.Glasgow	25 ″ 5 s 6 ″ 9½ 18 ″ 9½	
81466 166356	**Philis** (*ex*Wim–38) *Mchy.Aft* *Cruiser Stern* *Oil Eng.* 1 *Dk*		359 237 197					1936	E.J.Smit& Zoon Westerbroek	Anglo-Saxon PetroleumCo.Ltd.	140·7|24·6| 8·5 P37' F26' *WB*	London British	Oil Engines 4S.C.SA 6Cy.10⅛"–15¾" 68NHP Mtrn.WerkeMannheimAG		V
81467 145969 GCYS	**Philoctetes** (P) **TwinSc2Twin Mats** D.F. *Ref Mchy.* *3 Dks*		11431 8197 7212					1922	Scotts'S.B. &E.Co.Ltd. Greenock	ChinaMutualS.N. Co.Ltd.(A.Holt&Co. *Mgrs.*)	511·9|63·2|41·1 F73'	Liverpool British *WB*	4 Steam Turbines DR geared to 2 Sc Shafts Scotts'S.B.&E.Co.Ld.Grk.		BT till ~~1·36~~ 7,36
81468 139135 GXBT	**Philol** *ss*Lon.No.3–8,29 *ss*Ply.No.2–37 *Mchy.Af* 1 *Dk(Stl)&Web frames*		1178 863 570	✝100A1 ~~2,37~~ 1,38 ✝LMC ~~BS5,38~~ BS5,383,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,16	Ply	*n* *F.P. above*	OG 8,37	1916 8mo *Lloyd's*	TyneIron S.B.Co.Ld. Newcastle *SA&CP* *Cell D Bu E&B43'6 3t*	TheAdmiralty	210·0|34·8|15·6 P44' F40' FK *DTf30'253t FPT* *Middle line Bulkhead not oil-tight*	London British *13 B Hpt Cem* *36t APT30t*	T.3Cy.16",26"&43"–27" (*s*) 180lb 142NHP 2SB,4*cf*,HS2174 FD N.E.MarineEngCoLd Nwc	16 ″ 6 s 1 ″ 6 15 ″ 1	
81469 164575 GYPV	**Philomel** *Cruiser Stern* D.F. 1 *Dk&Shelter dk 3rd dk in Nos.1&2 holds* *Hatch covers&webs dispensed with at No.2 hatchway on 3rd dk*		2122 1774 1240	✝100A1 *with freeboard* ~~3,38~~ 3,38 ~~1,39~~ 1,39	Gls ~~Shl~~ Lon ✝LMC2,36	*l*	CL 1,39	1936 2mo *Lloyd's*	CaledonS. B.&E.Co.Ltd Dundee *SA&CP*	GeneralStm.Nav. Co.Ltd. *Cell D B252'504t Tunnel62t*	302·2|45·3|16·9 314·0(o.L.) F26' FK *Tanks at sides of FPT49t APT70t*	London British *6 B Hpt Cem* *Coll to Sh dk* 5 „ 2nd „	T.3Cy.21",33"&60"–36"& exhaust turbine driving steam compressor (*s*) 220lb FD 429NHP 2SB(Spt)6*cf*,GS112,HS6020 J.G.Kincaid&Co.Ld.Grk	19 ″ 9 s ″ 7 19 ″ 3¼	
81470 148737 MNPV	**Philotis** (*ex*Grebe–37) ~~*ss*Liv.No.3–34~~ *ss*Liv.No.3–6,38 1 *Dk(Stl)&Shelter dk(Stl)* *Cruiser Stern*		880 ~~661~~ 366	✝100A1 *with freeboard* 6,38 ~~1,38~~ BS~~1,32~~ 2,39 ✝LMC ~~1,34~~ MS5,38	Liv	*o*	CL 1,38	1926 3mo *Lloyd's*	AilsaS.B. Co.Ld. Troon *SA&CP*	MossHutchison Line,Ld. *Cell D B182'250t*	220·5|35·2|11·8 B *on Shelter dk* 62' FK *FPT28t APT12t*	Liverpool British *5 B HCem* *Coll to Sh dk* 4 „ 2nd „	T.3Cy.16",26½"&43"–33"(*s*) 200lb 175NHP 2SB,6*cf*,GS102,HS3404 AilsaS.B.Co.Ld.Troon	14 ″ 0 s ″ 2 13″11½	
81471 PGSQ	**Phobos** *Oil Eng.* D.F. *ss*Rot.No.3–2,39 ~~*ss*Arma.No.2–35~~ *Mchy.Aft* *Cruiser Stern* 1 *Dk(Stl)* Sub.Sig. *Longitudinal framing at bottom and at deck*		7412 6767 4235	✝100A1 2,39 ~~3,38~~ ✝LMC CS2,39 DBS2,39 3,38 *Carrying Petroleum in bulk*	Rot		CL ~~7,37~~ N°3,39	1926 12mo *Lloyd's*	Nederl. Schps.Maats. Amsterdam *SA&CP*	Nederl.Indische Tankstoomboot Maats. *Cell D Bu E69'320t*	440·4|59·4|32·7 P99'B84'F58' FK *DTf32'280t FPT*	TheHague Dutch *15 B HCem* *160t APT66t*	Oil Engines 4S.C.SA 6Cy.32½"–59" 602NHP 2DB*180lb* Werkspoor,Amsterdam	32 ″ 9 s 6 ″ 3½ 26 ″ 7½	
81472 HPFS	**Phoebus** **TwinSc** *Carrying Petroleum in bulk* *Oil Eng.* *Mchy.Aft* E.S.D. *2 Dks3trB* D.F. Sub.Sig. *Longitudinal framing*		8863 5341					1923	Howaldts-werke Kiel	PanamaTrans-portCo.	498·9|64·1|31·7 B45'	Panama Pnamanian	Oil Engines 2S.C.SA 8Cy.26¾"–43⅜" 1000NHP Gebr.Sulzer,Ludwigshafen	32 ″ 0 s 5 ″ 4½ 26 ″ 10½	G
81473 DOOF	**Phœbus** 1 *Dk*		657 517 362					1910	Akt.Ges. "Weser" Bremen	Dampfsch.Ges. Neptun	180·0|28·1|12·8 Q50'B45'F22' *WB*	Bremen German	T.3Cy.13½"21⅛"&34⅞"–23⅛" 57NHP A.G."Weser,"Bremen		G
81474 DIEN	**Phoenicia** *Oil Eng.* D.F. Sub.Sig. 1 *Dk*		4124 3413 2234					1928	Howaldts-werkeA.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	374·3|53·7|22·6 P15'B&F851' *WB*	Hamburg German	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 777NHP Gebr.SulzerA.G. Ludwigshafen		G
81475 216824 WJEO	**Phoenix** *Fitted for oil fuel* *Mchy.Aft* 1 *Dk* *Fitted with cylindrical tanks for carrying Petroleum*		5731 4550 3511					1918	ChesterS.B Co.Ld. Chester,Pa.	~~American Tankers Corp.~~ Phœnix Steamship Corp.	400·8|54·3|31·4 P99'B27'F50' FK *WB*	NewYork Utd. States	T.3Cy.24½",42½"&72"–48" NE20 359NHP HardyTyneMfgCo.Boston Mass	32 ″ 9	R †
81476 DOBK	**—** D.F. Sub.Sig. 1 *Dk*		999 828 530					1913	Stettiner Oderwerke Stettin	ArgoReederei RichardAdler&Co.	236·0|32·5|13·7 P&B144'F27' *WB*	Bremen German	T.3Cy.21⅞",35⅝"&57⅛"–39⅜" 205NHP StettinerOderwerke		G
81477 DIEO	**—** **Wood** (*ex*Phönix–36,*ex*Donau, *ex*Gunlög) *Oil Eng.* 1 *Dk* *Mchy.Aft* D.F. *2 Dks*		390 314 260					1920	Västerviks NyaVarvs A/B Västervik	P.V.Felce	135·4|26·4|12·6	Maracaibo Venezuelan	Oil Engines 2S.C.SA 4Cy.15"–16¼" 159NHP J&CG Bolinder'sCoLdSkm		
81478 OUKA	**Phönix** (*ex*Toreador) *2 Dks*		895 760 431					1921	G.Seebeck Akt.Ges. Weser-münde-G	D/S A/S Phönix (H.Andersen)	247·9|33·8|11·5 *WB*	Esbjerg Danish	T.3Cy.17⅓",28"&45⅜"–31½" 123NHP G.Seebeck A.G.Wsm.		G
81479 PGSU	**Phrontis** P **TwinSc** *Oil Eng.* D.F. *2 Dks*		6181 5289 3835					1925	CaledonSB &E.Co.Ld. Dundee	Nederlandsche Stoomv.Maats. "Oceaan"	429·5|54·8|29·1 P44'B224'F48' *WB*	Amstrdam Dutch	Oil Engines 4S.C.SA 16Cy.24½"–43⅝" 952NH Akt.Burmeistr&Wain,Cpn		C
81480 DIEO	**Phrygia** *Cruiser Stern* *Oil Eng.* D.F. *2 Dks*		4137 3406 2219					1928	Howaldts-werkeA.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	374·3|53·7|22·6 P15'B&F851' *Wb*	Hamburg German	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 777NH Gebr.SulzerA.G. Ludwigshafen		G
81481 TTQM	**Phuoc Kien** **Iron** *2 Dks*		318 102					1881	Scott&Co. Greenock	Cie.Saïgonnaise de Nav.&deTransp.	135·7|19·9|17·2 *Erections39t*	Saïgon French	C.2Cy.15"&27"–15" 24NHP Scott&Co.Greenock		
81482 164882 GYNR	**Phylwood** *Mchy.Aft* *Cruiser Stern* 1 *Dk* Wireless *Cargo battens not fitted*		1013 708 567	✝100A1 9,38 ~~9,36~~ ✝LMC1 35	Bly Shl	*m*	CL 9,38	1935 11mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *SA&CP*	W.France,Fenwick &Co.Ld. *Cell D Bu E21'*	217·0|34·0|12·5 Q139'B13'F27' FK *f136' 321t FPT93t*	Shoreham British *3 B Hpt Cem* *APT36t*	T.3Cy.15",25"&42"–30" (*s*) 200lb *100lb* FD 150NHP 1SB(Spt),3*cf*,GS50,HS2262 N.E.MarineEng.Co Ld.Sld	14 ″ 4 s 4 ″ 1 13 ″ 11	
81483 OYTZ	**Pia** (*ex*Nadja–38) *Cruiser Stern* *Mchy.Aft* 1 *Dk*		659 508 334					1916	Eriksbergs M.V.Aktieb. Gothenburg	OluvSvendsen	181·1|28·9|11·7 P56'F22'H54'	Copnhagen Danish *WB*	T.3Cy.14½",22 7/16"&36⅝"–24" 65NHP EriksbergM.V.Aktieb.Got		V

1 Numéro J'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* D'de la dernière visite à l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où insc. s'ils ne le sont pas au R. A. Durée Cert. Hull Vals.
81484 695 ISAB	**Pia** (*ex*Chariton-33, *ex*Adri) *Mchy. Aft* (*See Sailing Ship Register*)	**Aux3MstSr** *Oil Eng.* 1 *Dk*	385 312 302					1918	A. de Jong Vlaardingen	Francesco Tomei	155·1 P25′	26·4 F18′	11·6	Viaroggio Italian *WB*	Oil Engines 4S.C.SA 3Cy. 11¼″–16½″ 37 NHP NE26 N.V. Momoram, Rot.		I
81485 PGSW	— D.F.	*Oil Eng.* 1 *Dk* *Cruiser Stern*	304 200 152					1937	N.V. Schpsw Delfzijl v/h Gebr. Sanders Delfzijl	J. Klugkist	126·2	24·0	8·3	Groningen Dutch	Oil Engines 2S.C.SA 4Cy. 9 7/16″–14 7/16″ 62 NHP Appingedammer Brons Motorenfb. N.V.		C
81486 132766 GBYP	**Piako** *Ref. Mchy.* D.F.	2 *Dks* & *Shelter dk* *Cruiser Stern*	8236 7747 5119	Lloyd's RMC 12,37			6,38 1,38	1920	A. Stephen & Sons, Ld. Glasgow	New Zealand Shipping Co. Ld.	450·0	58·2	37·2	Plymouth British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft A. Stephen & Sons, Ld.		C
81487 130510 KJVE	**Piankatank** (*ex*Neuse)	**Iron Twin Sc** 1 *Dk*	899 — 611					1890	Harlan & Hollingsworth Corp. Wlmgtn, Del.	New Castle Terminal Co.	200·0	31·0	11·0	Baltimore Utd. States	T. 6Cy. 12″, 20″ & 30″–20″ NB05 81 NHP Harlan & Hollingsworth Corp. Wilmington, Del.		
81488 PUQN	**Piauhy** (*ex*Guarany) Wireless	1 *Dk* & *Awng dk*	1022 901 644					1902	Off. e. Cant. Ligur. Ancon. Ancona	Cia. Commercio e Navegação	209·9	32·1	18·3	R. Janeiro Brazilian	T. 3Cy. 15⅝″, 23½″ & 39½″–19⅝″ Emade 93 fitted 02 68 NHP G. Ansaldo & Co. Smprdrena		
81489 414 ICBU	**Piave** Ⓟ (*ex*PiaveII, *ex*Piave) *Ref. Mchy.* D.F.	*ss* Gen. No. 3–3,34 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *ss* Tn. No. 1–37	7565 6695 4735	✠ 100A1 Tri *Shelter dk* *with freeboard* ~~12,38~~ ~~12,37~~ ✠ LMC 12,3 ✠ Lloyd's RMC 4,38 ~~4,39~~ *Fitted for oil fuel* 2,38	*b*†	CL ~~10,36~~ 8,38	*F.P. above*	1921 5mo	Cantiere San Rocco SA Trieste A&CP	Lloyd Triestino Soc. Anon. di Nav. *Cell D B* 398′ 1630*t*	464·2 446·7 B108′	57·4 32·4 *on Shelter dk* FK *Collision B H to Sh dk* 6 „ „ *U* „ *FPT* 56*t* *APT* 63*t*	22·0	Trieste Italian *Cem*	T. 3Cy. 32″, 51½″ & 83″–54″ (*s*) 180 lb 681 NHP 4SB (Spt), *12cf*, Gs 239, FD HS 9851 Stabilimento Tecnico, Tri.	35 „ 0 s 8 „ 7½ 26 „ 8	
81490 PULB	— (*ex*Hamiltonian)	*Fitted for oil fuel* 2 *Dks* *Longitudinal framing* *Carrying petroleum in bulk*	2347 2066 1277					1912	Western DD & SB Co Ld P. Arthur, Ont	Lloyd Nacional Soc. Anon.	257·0	42·5	23·4	R. Janeiro Brazilian *WB*	T. 3Cy. 18″, 29″ & 48″–40″ 146 NHP American S.B. Co. Clv.		
81491 144121 MJWY	**Picardy** *Well deck* *Mchy. Aft*	*ss* Lon. No. 3–7,31 *ss* Yar. No. 1–36 1 *Dk* (*Stl*)	320 209 183	✠ 100A1 Yar 1,39 ~~1,37~~ ✠ NB 7,20 ✠ LMC 5,36 BS ~~8,37~~ 1,39			~~5,36~~ 06 ~~5,36~~ 1,39	1920 3mo	Crabtree & Co. Ld. Gt. Yarmouth *Lloyd's SA & CP*	Great Yarmouth Shipping Co. Ld.	130·0 Q51′ B9′ F16′	28·2 FK	9·5 *FPT*	Yarmouth British *3 B H Cem* 21*t* *APT* 28*t*	C. 2Cy. 16″ & 33″–22″ (*s*) 130 lb 45 RHP 1SB, *2pf*, Gs 37, HS 1183 Crabtree & Co. Ld. Gt. Yar.	10 „ 6 s „ 9½ 9 „ 10	
81492 DHTE	**Pickhuben** Wireless D.F.	1 *Dk*	999 836 529					1923	Union Giesserei Königsberg	H.M. Gehrckens	230·7 P & B 174′	35·6 F23′	13·4	Hamburg German *WB*	T. 3Cy. 18½″, 29½″ & 47½″–29½″ 121 NHP Union Giesserei, Königsbrg		G
81493 158625	**Pictou County** (*ex*Fritzöe-35) 3 Mst *Oil Eng.* *Mchy. Aft* 1 *Dk*		707 522 445					1920	A/S Nes Mek. Værks. Nes Tonsberg	Pictou County Shipping Co. Ld.	179·8 P56′ F28′	29·7	12·8	Montreal British *WB*	Oil Engines 4S.C.SA 6Cy. 18⅞″–29½″ 207 NHP Akt. Burmeistr & Wain, Cpn		
81494 2040 IBLL	**Piemonte** Ⓟ (*ex*Minnedosa-35) *Ref. Mchy.* D.F. Sub.Sig.	**Trp Sc** *ss* Gls No. 3–12,30 4 *Dks* (*Stl*) & *Awng dk* (*Stl*–teak s) *ptbth dk* (*Stl*) *Cruiser Stern*	15209 — 9018	✠ 12,30 ✠	Gls	*i*†		1918 8mo	Barclay, Curle & Co. Ld. Glasgow	Lloyd Triestino Soc. Anon. di Nav. *Cell D B* 445′ 2053*t* *FPT*	546·1 520·0	67·2 FK & BK 2″	41·8	Genoa Italian 10 *B H Cem* to *Awng dk* 106*t* *APT* 57*t*	T. 8Cy. (2) 27½″, (2) 41½″ & (4) 47″–51″ & 1 L.P. Turbine 5 DB, *30cf*, Gs 590, BS 24730 Harland & Wolff, Ld. Bel.	45 „ 9	I †
81495 419 ICBV	**Pier Luigi** (*ex*San Francesco di Paola-32, *ex*Alexandra)	2 *Dks*	2571 1904 1611					1895	Lobnitz Co. Renfrew	A. Lauro	306·2 296·8 P29′ Q86′ H120′ F31′	40·1	19·7	Naples Italian	T. 3Cy. 19½″, 32″ & 51″–39″ 162 NHP Lobnitz & Co. Renfrew		I
81496 218 ICCA	**Piero Foscari** Ⓟ D.F.	**Twin Sc** *Oil Eng.* 3 *Dks*	3423 — 1934					1928	Stabilmnto Tecnico Trieste	"Adriatica" Soc. Anon. di Nav.	329·3	44·5	20·9	Venice Italian *WB*	Oil Engines 2S.C.SA 12Cy. 20½″–32½″ 438 NHP Fiat San Giorgio, Turin		I
81497 FOKL	**Pierre-Claude** (*ex*Asta-35) *Cruiser Stern* *Ref. Mchy.* D.F.	*Oil Eng.* 2 *Dks*	1787 1442 951					1934	Akt. Burmeistr & Wain Copenhagen	Cie de Nav. fruitière (Cie. Auxiliaire de Nav. *Mgrs.*)	294·5	42·7	15·4	Nantes French *WB*	Oil Engines 2S.C.SA 6Cy. 19 1/16″–35 7/16″ 404 NHP Akt. Burmeistr & Wain, Cpn		VG
81498 FOYD	**Pierre L. D.** D.F. E.S.D. GyC.	*Oil Eng.* 2 *Dks* *Cruiser Stern*	5795 4948 3333					1935	Atel. & Ch. de France Dunkirk	Louis-Dreyfus & Cie.	446·9 F43′	57·1 34·7	25·7	Dunkirk French *WB*	Oil Engines 2S.C.SA 8Cy. 25⅝″–47½″ 793 NHP Cie. de Constr. Mecaniques Sulzer, St. Denis		V
81499 FOBH	**Pierre Loti** Ⓟ (*ex*Emperor Nicholas I) *Ref. Mchy.* D.F.	**Twin Sc** *ss* Msl. No. 2–21 2 *Dks* (*Stl–ws*) & *Shade dk* (*Stl–ws*) *3rd dk in Nos. 1, 2 & 3 holds*	5114 3686 3012	✠ 6,25 ✠	Msl	*y*		1913 12mo	J. Brown & Co. Ld. Clydebank	Soc. des Services Contractuels des Messageries Maritimes *Cell D Ba* 91′ *u*	381·1 E59′ *f* 154′ 504*t*	51·8 FK & BK 2″ *FPT*	27·7 27*t* *APT* 45*t*	Marseilles French 6 *B H Cem*	T. 6Cy. 22″, 36″ & 58″–48″ 788 NHP 4SB (FD) & 1 Aux SB, *18cf*, Gs 336, HS 13000 J. Brown & Co. Ld. Clydebnk	30 „ 6	V †
81500 FOBH	**Pietrina** (*ex*Sailing Vessel, *ex*Charlotte) *See Sailing Ship Register*	**Iron Aux Twin Sc Bkn** *Oil Eng.* *ss* Bkn. No. 3–1,04 *ss* B.As. No. 1–08 2 *Dks*	1214 — 1075	✠ 5,08	N Yk			1890 6mo	J. Lange Vegesack	H.J. Miller & Co.	221·3 P44′ F30′	34·2 BK 9½″	20·6	M. Video Uruguayan	Oil Engines 2S.C.SA 8Cy. 14½″–15″ 284 NHP *Emade & fitted*–21 A/S Tuxham, Copenhagen	22 „ 1	
81501 1344 ICBX	**Pietro Campanella** (*ex*Chanda) D.F.	2 *Dks* & *deep framing*	6140 5879 3802			…		1906	Barclay, Curle & Co. Ld. Glasgow	Tito Campanella Soc. di Nav.	430·2 P40′ B85′ F44′	54·3 FK	32·0	Genoa Italian *WB*	T. 3Cy. 33″, 53½″ & 86″–60″ 784 NHP Barclay, Curle & Co. Ld. Gls.	34 „ 10	I †
81502 246 ISCN	**Pietro Querini** (*ex*Senator-32)	1 *Dk*	1004 877 573					1906	Stavanger Stöberi & Dok Stavanger	Salvagno Anon. Nav.	242·0 P11′ B48′ F30′	33·1	15·3	Venice Italian *WB*	T. 3Cy. 17″, 28 3/16″ & 47″–33″ 127 NHP Stavanger Stöberi & Dok		I
81503 PKEM	**Pijnacker Hordijk**	*Fitted for oil fuel* 3 *Dks*	2982 2367 1810					1914	Maats. Fyenoord Rotterdam	Koninkl. Paketv. Maats.	325·5 B95′	40·8	22·7	Batavia Dutch *WB*	T. 3Cy. 22″, 36½″ & 60″–42″ 233 NHP Maats. Fyenoord, Rot.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. Class not expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in Lloyd's Register Book.
81504 127453 GQSN	**Pikepool** *1 Dk*	3683 3397 2271					1909	Ropner& Sons,Ld. Stockton	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*)	346·5 P23'	51·0 B99'	23·3 F36'	W.Hartlpl British *WB*	T.3Cy.25",41"&67"–45' 301NHP Blair&Co.Ld.Stockton		C
81505 CBPI	**Pilar** (*ex*Risöy,*ex*LondonQueen) *ss*Lon.No.3–3,28 *ss*Mag.No.2–30 *Well deck* Wireless 1*Dk*(*Stl*)	599 441 273	✠ ... Mag 1,34				1910 12mo	VanVliet &Co. Hardinxveld	Soc.Anon. ComercialBraun &Blanchard	169·5 Q84'	28·1 B14'	11·7 F25' FK *DBa*30'33*t FPT*45*t*	Punta Arenas Chilian	T.3Cy.14",23"&39"–27" NDB24 75NHP 1SB,*3cf*,GS55,HS1735 Richardsons,Westgarth Co.Ld.Mdb.	12 ″ 7	
81506 142675 GPWN	**Pilar de Larrinaga** (*ex*War Nymph) *ss*Mch.No.3–10,36 2*Dks*(*Stl*)	7046 6542 4517	✠100A1 Liv *b*† 2,38 BS10,37 ✠LMC10,36	CL	9,36		1918 1mo	Mitsubishi Zosen Kaisha Ld. Nagasaki *Cell DB*392	LarrinagaS.S.Co. Ld.	445·0 P35' B138' F35' FK 1316*t DT a*12' 1226*t*	58·1	31·3	Liverpool British *7 BHCem APT*26*t*	T.3Cy.25½",47"&79"–51" (*s*) 200lb 524NHP 3SB,*9cf*,GS162,HS6591 FD MitsubishiZosenKaishaLd	34 ″ 0 s 7 ″ 5½ 26 ″ 8½	
81507 135[illegible] GQSR	**Pilcot** (*ex*Seapool–36) D.F. 1*Dk*(*pt Irn pt Stl*)	4549 4260 2828	✠100A1 Nwc *y* 1,38 BS8,37 ✠LMC8,36	CL	1,38		1913 10mo	Ropner& Sons,Ld. Stockton *Cell DBa*127'*u E*24'	McCowen&Gross, Ld.	379·0 P30' B221' F39' FK *f* 167' 1046*t FPT*15	56·0	24·4	W.Hartlpl British *6 BHCem APT*192*t*	T.3Cy.26',42"&70"–48" (*s*) 180lb 380NHP 3SB,*9cf*,GS175,HS6012 Blair&Co.Ld.Stockton	26 ″ 9 s 3 ″ 9½ 23 ″ 1½	
81508 DGWE	**Pillau** (*ex*EdmundHalm–35) Wireless D.F. E.S.D. 1*Dk*	1308 1041 723					1923	Nüscke& Co. Stettin	Kohlen-Import und PoseidonSchiff-fahrt Akt.Ges.	242·1 Q75'	37·0 B105'	14·0 F33'	Königsberg German *WB*	T3Cy.17⅞",26½"&43⅛"–27⅝" Christiansen 99NHP &Meyer,Harburg		G
81509 SPED	**Pilsudski** (P) *Ref.Mchy. Oil Eng.* D.F. GyC. 2*Dks*3rd dk forward & *Cruiser Stern* in No. 3 hold aft *Strengthened for Navigation in Ice*	TwinSc 8344 8168	✠100A1 Got *with freeboard* Daz ~~4,33~~19,37 ~~5,30~~ 11,38 ✠LMC8,35 DBS4,38	CL	11,38		1935 8mo	Cantieri RiunitiDell' Adriatico Monfalcone *Cell DBa*384'*u*114'	Gdynia-America Shipping Lines,Ld. *7 DTa*207*t* tanks in way of tunnels 180*t FPT*130*t*	498·8 525·7(O.L.) B&F485' *UprBa*280' FK	70·8	32·4	Gdynia Polish *9 BHCem 1 PT*182*t*	Oil Engines 2S.C.SA 18Cy.28⅜"–49⅜" 2516NHP 2DB*100lb* Cant.RiunitiDell'Adriatico Trieste	37 ″ 7 s 13 ″ 0 24 ″ 9	
81510 ~~144319~~ ~~G[illegible]~~	**Pilton** *ss*Cff.No.3–b,35 1*Dk*(*Stl*)	3063 2832 1848	✠100A1 Bry *u* 8,37 BS8,37 ✠LMC5	CL	11,36		1920 1mo	TyneI.S.B. Co.Ld. Newcastle	~~W. J. Tatem, Ld.~~ Reder A/B Sigyn (T. J. Thomsen, *Mgr.*) *Cell L*	331·1 P33' B101' F29' FK *B*284'784*t FPT*110	46·8	23·1	Swedish *5 BHptCem APT*123*t*	T.3Cy.25",41"&68"–45' (*s*) 180lb 358NHP 3SB,*9cf*,GS155,HS5829 N.E.MarineEng.CoLdNwc	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
Now "Siljan," *see No. 90022 in Supplement.*																
81511 110 SVIX	**Pindos** (*ex*Indianic–36) *ss*Got.2ndNo.3–8,31 *ss*Gls.No.1–36 D.F. 2*Dks*(*Stl*) & *deep framing* & *Shelter dk*(*Stl*)	~~4960~~ ~~4436~~ 2212	✠100A1 Rot *y* *Shelter dk* *withfreeboard* ~~10,37~~ 11,38 BS6,38 ~~BS8,37~~ ✠LMC5,36	CL	9,37		1908 6mo	Hawthorn, Leslie&Co.Ld Newcastle *Cell DBa*	"Pindos" S.S.Co.Ld.	380·4 393·7(O.L.) B284'784*t FPT*110	52·0	33·2 25·7 FK	Argostoli Greek *6 BHCem APT*123*t*	T.3Cy.27½",46"&76"–48" (*s*) 180lb GS184,HS7949 492NHP 2SB(FD)&1AuxSB,*10cf*, Hwthrn,Leslie&C.Ld.Nwc.	36 ″ 0 s 9 ″ 9½ 26 ″ 4½	
81512 115640 MDGK	**Pine** 3Mst *Well deck* *ss*Bel.2ndNo.3–6,32 *Mchy.Aft* *ss*Bel.No.3–7,37 1*Dk*(*Irn*)	328 241 122	✠100A1 Bel *f* 5,38 ✠LMC7,37 B67,38	CL	5,37		1907 11mo	J Fullerton &Co. Paisley	Stewart& Partners	142·7 Q80' B7' F25' BK6' *WB*=	23·4	10·2 *FPT*43*t*	Newry British *3 BHCem*	C.2Cy.15½"&34"–24" 130lb 47RHP 1SB,*2pf*,GS40,HS1300 RenfrewBros.&Co.Irvine	11 ″ 2½ s4 ″ 0 11 ″ 5½	
81513 211352	**Pine Ridge** (*ex*Charles Heiden–34) (*Self-Unloader*)	717 — 446					1913	Gt.Lakes Eng.Works Astabula,O.	PineRidge Transpn.Co.	160·0	35·0	14·0	Detroit Mich. Utd.States	C.4Cy 13"&27"–18" 52NHP Gt.LakesEng.Wks.Detroit		
81514 150847 VCQJ	**Pinebay** (*ex*Rouvray, *ex*Mineur) *Mchy.Aft* 1*Dk*	TwinSc 1222 829 657					1919	Ch.&Atel. deSt.Nazaire Gd.Quévilly	TreeLineNav.Co. Ld.; J.D.Calvin, *Mgr.*	218·0 P74' F30'	34·2	13·2	Montreal British *WB*	C.4Cy.16"&30"–17" 77RHP Ch.&Atel.deSt.Nazaire		V
81515 [illegible]	**Pinero** (P) (*ex*Princeton, *ex*Sagamore) *Oil Eng.*	TwinSc 458 — 311					1901	Neafie& Levy Philadelphia	Isle of PinesS.S.Co.	155·5	32·0	7·4	Nueva Gerona Cuban	Oil Engines 4S.C.SA 12Cy 9"–12½" NE26 95NHP NewLondonS.&E.B.Co. NewLondon,Conn		
81516 161418 GCZM	**Pinewood** D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens notifitted*	2466 1885 1382	✠100A1 Shl *s* ~~6,39~~ 11,38 ✠LMC ~~BS8,37~~ BS6,38 MS4,38	CL	11,37		1930 5mo	Hawthorn, Leslie&Co.Ld Newcastle *Cell DB*232'5	W.France, Fenwick&Co.Ld.	285·8 Q165' F32' FK *u E& B*38' *f* 112' 410*t*	42·4	19·5 *FPT*1*t*	London British *5 BHCem*	T.3Cy.18½",31"&52"–39" (*s*) 200lb 204NHP 2SB(Spt),*6cf*,GS88,HS3280 N.E.MarineEngCoLd.Nwc	21 ″ 0 s 6 ″ 10½ 19 ″ 0½	
Now "Heian Maru," *see No. 88379 in Supplement.*																
81517 [illegible]	**Ping An** (P) (*ex*Canadian Britisher–36) *Ref.Mchy.* 2*Dks*	5370 4879 3244					1921	Prince Rupert D.D. &Eng.Co. PrinceRupert	FanShienHo	400·0 P49' B113' F40'	52·0	28·5	91*t APT*47*t* Tsingtao Chinese *WB*	T.3Cy.27",44"&73"–48" 369NHP J.Inglis&Sons,Ld.Toronto		C
81518 [illegible]	**Ping Tsi** (*ex*SagamiMaru–32, [illegible]ckgan) 2*Dks*(*U Stl*–ws) & *deep framing*	1832 1499 1074	✠ Kob *r* 10,06				1902 6mo	Grngem'th &Greenock DockyardCo Grngemouth	ChihliShantung Line,Ld. *WB* = *Cell D Ba*66'	270·3 300·0(O.L.) P29' B82' F28' FK *u E& B*38' *f* 112' 410*t*	37·0	18·5	Tientsin Chinese *4 BHCem APT*68*t*	T.3Cy.21",35"&57"–39' 243NHP 2SB,*6cf*,GS114,HS4045 Cooper&Greig,Dundee	20 ″ 6	
Sunk to block Whangpoo river 8.37.																
81519 151717 GDDY	**Ping Wo** TwinSc *ss*Shi.No.3–7,37 ~~2 *Dks*~~ 1 *Dk*	3105 2383 1848	A1 Shi OG ~~2,39~~ 7,37 HKg ~~B68,38~~ LMC7,37 *Carrying* [illegible] *oil F.P. above* 150° *F. in deep tanks* *For service between Hong Kong & Canton*		4,37		1922	New Eng.& S.B.Wrks,Ld Shanghai	Indo-ChinaSteam Nav.Co.Ld.	290·0 300·0(O.L.) 12·6 *Awning dk* *MT*322*t FPT*150*t*	46·2	20·6 FK	Shanghai British *6 BH.Asp PT*95*t*	T.6Cy.14½",24"&39½"–30" 190lb *100lb* 276NHP 2SB,*6cf*,GS111,HS4310 FD NewEng&S.B.Works,Ld.	13 ″ 6	
81520 XNGC	**Pingo** (*ex*Corumba) Pad 1*Dk* & *Shade dk*	586 — 234					1906	W.Denny& Bros. Dumbarton	Cia.Argentina de Nav.Mihanovich, Ltda.	200·0	30·1	8·8	Bns.Aires Argentine	T.3Cy.16¼",26½"&43"–54" 136NHP Denny&Co.Dumbarton		
81521 CSBL	**Pinhel** (*ex*Nelda,*ex*Ellawood) *ss*Lis.No.3–10,27 *ss*Lis.No.2–36 1*Dk*(*pt Irn pt Stl*)	3186 2895 1993	✠100A1 Lis *r* ~~7,38~~ 11,37 BS3,38 ✠LMC2,36 5,39	CL	7,38		1915 4mo	Ropner& Sons,Ld Stockton *Lloyd's SA&CP*	Soc.Geral deCom-mercioIndustria eTransportes, Ltda. *Cell D Ba*	335·5 P31' B&F261' FK 110'*u E*22'*f* 145'799*t*	48·1	23·3	Lisbon Portuguese *5 BHCem APT*86*t*	T.3Cy.24",40"&65"–42" (*s*) 180lb 301NHP 2SB.*6cf*,GS123,HS4690 Blair&Co.Ld.Stockton	24 ″ 10 s 2 ″ 5½ 22 ″ 6	
81522 109433 MCJM	**Pink Rose** (*ex*Pansy–37) *ss*Liv.No.3–9,10 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	596 395 270	✠ Liv *h* 2,16 ✠NE90*fitted*98				1898 6mo	Grangm'th DockyardCo. Grangmouth	RichardHughes& Co.(Liverpool)Ld.	175·0 Q90' B12' F33' BK8'	26·3	11·6 *FPT*45*t*	Liverpool British *3 BHCem APT*5*t*	T.3Cy.13",21½"&34"–27" NB25 60RHP 1SB,*2pf*,GS36,HS1894 Muir&Houston,Ld.Gls.	12 ″ 6	C †
81523 139103 GQJB	**Pinna** (*ex*Polshannon,*ex*Tandem, *ex*Birkenfels) E.S.D. 2*Dks*(*Stl–U* teak s) *ss*Sng.No.1–38	6121 5365 3944	✠100A1 Sng *a*† ~~7,38~~ 11,38 ~~BS6,37~~ ✠LMC ~~10,37~~ 11,38 *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 6,22 *F.P. above* 150° F.	CL	5,37		1910 7mo A&OP	J.C.Teck-lenborg A.G Weser-münde-G.	Anglo-Saxon PetroleumCo.Ld. *Cell D Ba*141'*u E*24'*f* 183'	421·0 438·0(O.L.) P60' B124' F51' FK 1225*t* tween dk tanks	55·1	28·7	London British 10 *BHCem* (7 to U. dk 3 „ 2nd „) ks 42' 451*t*	Q.4Cy.24¾",34½",50½"& 74½"–53½" (*r*) 517NHP 213lb *100lb* 3SB,*9cf*,GS161,HS6780 FD J.C.TecklenborgA.G.Wsm 40'496*t FPT*86*t APT*60*t*	31 ″ 3 s 6 ″ 4½ 25 ″ 1½	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. — Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Surveillance Spéciale. Date de la dernière Visite. Termes assignés maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds.	pe.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Inf. Trade.
81524	**Pinnau**		1200					1922	Werft	Bugsier Reederei &	250·0	37·5	12·9	Hamburg	T.3Cy.17½",28½"&45½"–29½"			G
	Wireless Sub Sig		992						Nobiskrug	Bergungs A.G.	P&B191'F28'			German	110NHP			
DHTG	*Mchy.Aft* 1 *Dk*		617						Rendsburg					*WB*	Ottensener Mch. Altona			
81525	**Pinto**		1346	✠100A1	Liv	*r*	CL	1928	Harland&	Mac Andrews & Co.	270·1	39·1	15·6	Liverpool	Oil Engines 4S.C.SA	17 " 6		
149659	*Oil Eng.*		1055	*Shelter dk*	Lon		9,37	2mo	Wolff,Ld.	Ltd.	282·3(o.L.)			British	6Cy.24½"–51"	" " 2		
GNJZ	*ss* Liv.No.2–36		530	*with freeboard*					Glasgow		B70' FK			5 *B Hpt Cem*	355NHP	17 " 6¾		
	Wireless D.F. 1 *Dk(Stl)* & *Shelter dk(Stl)*			9,37 10,38				*Lloyd's*	*SA&CP*		*Cell DB220'329t*	*FPT17t APT38t*		*Coll to Sh dk* 4 „ 2nd „	Harland&Wolff,Ld.Gls.			
				LMC C 35														
81526	**Pinzon**		1365	✠100A1	Ant	*p*	CL	1922	W.Beard-	Mac Andrews & Co.	240·7	38·2	15·7	London	Oil Engines 4S.C.SA	18 " 0		
146218	*Oil Eng.*		1093	*Shelter dk*			7,37	1mo	more&Co.Ld.	Ltd.	FK			British	6Cy.24½"–38½"	s " 4		
GJTF	Wireless *ss* Lon.No.3–8,34		684	*with freeboard*					Glasgow					*Cem*	347NHP	17 " 9½		
	Mchy.Aft 1 *Dk(Stl)* & *Shelter dk(Stl)*			7,37				*Lloyd's*	*SA&CP*		*Collision*			*B H to S dk* 3 „ „ *U* „	W.Beardmore&Co.Ld.Gls.			
	D.F.			LMC C							*FPT60t APT35t*							
				5,37							*Cell DB188 306t*							
81527	**Pioneer** (*ex* J.H.Bartow)		6316					1907	Detroit	Cleveland-Cliffs	504·0	54·2	31·0	Wilmgton	T.3Cy.22½",36"&60"–42"			R
203941			—						S.B.Co.	S.S.Co.(Cleveland				(Del.)	238NHP			
KFMK	D.F. *Mchy.Aft* 1 *Dk*		5021						Wyandotte	Cliffs Iron Co. *Mgs.*)				Utd. States	Detroit S.B.Co. Detroit			
81528	—		5075	✠ ...	Mob			1913	Howaldts-	Standard Oil Co.	385·7	52·4	28·5	Cristobal	Q.4Cy19½",28",41"&59"–41½"	28 " 8		
Broken up	(*ex* Kiowa)	*ss* N.Yk.No.3–5,20	4470	4,34				7mo	werke	of Venezuela	P115'B22'F37'			Colon.	320NHP			
	Mchy.Aft	*ss* N.Os.No.2–29	3026						Kiel		FK			Venezuelan	2SB,*6cf*,GS100,HS4512			
	D.F.	2 *Dks(Stl)* & *Web frames*								*Cell D Bu E & B7*	4'221t			13 *B H Cem*	Howaldtswerke,Kiel			
	Longitudinal framing	*Fitted for oil fuel*								*DTf31'480t*	*FPT169t APT66t*			10 *to Upr dk*				
		Carrying Petroleum in bulk												3 „ 2nd „				
81529	**Pioner** (*ex* Grosholm, *ex* Danedronning)	Twin Sc	1767	✠100A1	CTn	*l*	OG	1920	Akt.Rödby	~~A/S Pioner (A.W.~~	257·2	40·2	22·1		Oil Engines 2S.C.SA	23 " 8		
To be Broken up		*Oil Eng.*	1611	11,34			12,32	7mo	Havns Jern-	~~Nordström & Kr.~~				Belgian	8Cy.14⅜"–20½" 282NHP	~~23 " 11~~		
~~Broken~~	*Mchy.Aft*	*ss* Osl.No.3–3,33	1015						skibsværft	~~Gjölberg)~~	P44'B50'F42' BK9"			8 *B Hpt Cem*	DB(S) *150lb* 8Fr.B–*60lb*	23 " 01		
	D.F.	2 *Dks(Stl)*							Rödby Havn					4 „ *to U dk*	NDB(P) *made95 refitted30*–			
										Cell D	*B204' 273t FPT63t*			*Aft T50t*	Aktiebt Atlas Diesel Skm.			
		Carrying whale oil in bulk																
81530	—	Twin Sc	967					1929	Sevastopol	U.S.S.R.	229·6	33·9	11·8	Sevastopol	Oil Engines 4S.C.SA			
	Mchy.Aft	*Oil Eng.*	769						Marine Wrks.		P55'F25'			Russian	12Cy.13⅞"–19½" 214NHP			
UOUY	Wireless 1 *Dk*		472						Sevastopol					*WB*	State Eng Wks. Kolomnska			
81531	**Pionier** (P)		5226	✠100A1	Ant	*y*	CL	1919	Hong K'ng	Cie Maritime Belge	400·2	50·0	28·5	Antwerp	T.3Cy.27",44"&78"–48" (*s*)	31 " 0		
Now Carmar, *see* No. 87567		*ss* Ant.No.3–8,34	4737	11,37			5,37	10mo	& Whampoa	(Lloyd Royal)				Belgian	1801b 517NHP	s 5 " 11½		
ORWA		*ss* Ant.No.1–35	3227						Dock Co. Ld.	Soc. Anon. (Agence	P49'B113'F40' FK			8 *B H Cem*	3SB,*9cf*,GS190,HS7668 FD	25 " 3½		
	D.F.	2 *Dks(Stl)*		LMC					Hong Kong	Maritime Interna-	*Cell D B340' 1120t*				Hong Kong & Whampoa			
				MS12 55				*Lloyd's*	*SA&CP*	tionale, *Mgrs.*)	*FPT123t*			*APT175t*	Dock Co. Ld. Hong Kong			
81532	—		3285					1933	Bremer	Afrikanische	352·8	44·8	24·6	Hamburg	Oil Engines 2S.C.DA			G
		Oil Eng.	2791						Vulkan	Frucht-Cie. A.G.	*F44'*			German	5Cy.23⅜"–35⅞" 975NHP			
DJML	*Ref.Mchy.* D.F. E.S.D.	3 *Dks*	1935						Vegesack	(Reederei F. Laeisz				*WB*	Bremer Vulkan, Vegesack			
		Cruiser Stern								G.m.b.H. *Mgrs.*)								
81533	—	Iron	433					1873	Reiherst'g	Rob. Kleyenstüber	160·1	23·0	12·8	Königsbrg	C.2Cy.19"&34½"–26"			G
			323						Schiffsw.	& Co.	Q80'B20'F24'			German	NB99 50NHP			†
DAAA	*Welldeck* 1 *Dk*		249						Hamburg						Reiherst. Maschinenf. Ham.			
81534	**Pipestone County**		5102					1919	American	United States	390·0	54·2	27·6	Phildlphia	DR Geared Steam Turbine	32 " 0		R
218409		*Fitted for oil fuel*	4740						International	Maritime	P39'B122'F48'			Utd. States	600NHP			†
KIMZ	Sub.Sig.	2 *Dks* & *Web frames*	3126						S.B.Corp.	Commission	FK			*WB*	General Electric Co.			
									Hog Island Pa						Schenectady, N.Y.			
81535	**Pipina** (*ex* Dah Sun–38, *ex* Pentusker–35, *ex* Conway)	*ss* Brs.2nd No.3–7,30	2709	✠	Brs	*u*		1904	Armstrong	~~G. Stamatilatos~~	318·0	43·7	23·3	Piræus	T.3Cy.22½",41"&68"–45"	25 " 10		
		2 *Dks(Stl)* & *deep framing*	—	9,35				6mo	Whitworth	G. Stamatelatos	P21'B87'F33'			Greek	360NHP			
			1668						& Co. Ld.		FK			5 *B H Cem*	3SB,*9cf*,GS165,HS5900			
									Newcastle	*Cell D Ba86'u E&*	*B68'f 118'546t FPT*			60t *APT20t*	Wilsnd Slpwy. Co. Ld. Nwc.			
81536	**Pirangy** (*ex* Ancona, *ex* Haimon. *ex* Antonina)		3810					1898	Blohm&	Cia Commercio e	361·1	44·8	25·8	R. Janeiro	T.3Cy.24½",40½"&70"–48"			
			3369						Voss	Navegação	P44'B117'F44'			Brazilian	339NHP			
PUQO	Sub.Sig.	1 *Dk* & *Spar dk* 2 *tr B*	2355						Hamburg					*WB*	Blohm& Voss, Hamburg			
81537	**Piratiny** (*ex* Carla–33)	*ss* Rio.No.1–33	5187	✠100A1	Rio	*x*	CL	1921	Cant. Nav.	Cia. Carbonifera	362·0	49·9	25·5	R. Janeiro	T.3Cy.24½",41"&68"–45"(*s*)	35 " 2		
		ss Ant.No.3–10,33	4845	*Shelter dk*			~~4,35~~	6mo	Triestino	Rio-Grandense				Brazilian	1801b 383NHP	s 8 " 0		
		2 *Dks(Stl)* & *Shelter dk(Stl)*	3111	*with freeboard*			4,38		Monfalcone		FK			*Cem*	2SB,*6cf*,GS128,HS5243 FD	27 " 7		
PUMI				5,38 10,36				A&CP			*Coll*			*B H to Sh dk*	United Mach. Factories, Ld.			
				~~6,40 10,40~~	~~LMC C 35~~					*Cell DB319'*	*957t APT110t*			5 „ „ *U* „	Smichov			
81538	**Piret** (*ex* Reine Elisabeth.		2598					1902	Soc. Anon.	Tallinna Laevat-	288·1	45·0	21·6	Tallinn	T.3Cy.22½",36"&57½"–43½"			G
566	*ex* Princesse Elisabeth)		2445						Jhn. Cockerill	hisus A.S. (Tallinn	B24'F33'			Estonian	211NHP			
ESCE		1 *Dk*	1546						Hoboken	Shipping Co. Ld.)				*WB*	Soc. An. J Cockerill, Seraing			
81539	**Piriapolis** (P)		7340	✠100A1	Ant	†	CL	1938	Soc. Anon.	Cie. Maritime	435·9	61·5	26·8	Antwerp	Oil Engines 2S.C.DA	30 " 2		
		Oil Eng.	5403	*with freeboard*				7mo	Jhn. Cockerill	Belge (Lloyd Royal	459·8(o.L.)		FK	Belgian	5Cv.24½"–55½" 102 NHP	s 5 " 7⅛		
OPKT	*Ref.Mchy.* Sub.Sig.	2 *Dks* & *Shelter dk*	4350	7,38	LMC 7,38				Hoboken	S.A.) (Agence Mari-	F50'			8 *B Hpt Cem pt A&p*	24⅞" DR–*100lb*	21 " 9⅛		
	D.F. E.S.D.	*Cruiser Stern*		(Class Cont. completed)				*Lloyd's*	*SA&CP*	time Interna-	(*Coll B Hpt Sh dk*			*Hto2nd dk*	Soc An. J. Cockerill, Seraing			
				Lloyd's R						tionale S.A. *Mgrs.*)	*Cell D B36 15t*			*tanks t*	*E.R156 FPT90t APT92t*			
81540	**Pistchevaia Industria**		10078					1909	Sir Raylton	U.S.S.R.	486·0	59·3	27·4		Q4Cy26½",37½",53"&77"–57"			C
	(*ex* Arctic Queen–35, *ex* Vasari)		6212						Dixon& Co Ld		B203'F48'			Russian	448NHP			
UPNW	*Ref.Mchy.* E.S.D.	2 *Dks* & *Shelter dk*	5327						Middlesbro'					*WB*	Richardsons, Westgarth& Co. Ld. Mdb.			
81541	**Piteå**		962					1902	Helsingörs	H.M. Gebrckens	224·2	33·0	13·5	Hamburg	T.3Cy.17",27½"&47"–33"			G
			793						Jernsk & Msk.		Q67'B108'F24'			German	127NHP			
DHTH		1 *Dk*	570						Elsinore					*WB*	Helsingörs Jernskb. & Msk.			
81542	—	Iron	638					1873	Bergsunds	Stockholms	171·0	25·2	13·0	Stockholm	C.2Cy.24⅜"&33½"–25½"			
464			358						Mek. Verks.	Rederiaktieb. Svea	H47t		20·2	Swedish	NE&B96 34NHP			
SFYR		1 *Dk* & *Shelter dk*	420						Stockholm	(Eman. Högberg,					W. Lindbergs Aktieb. Skm.			
										Mgr.)								
81543	**Piteälf** (*ex* Prutan, *ex* Adler)	3 Mst	342					1912	C. Lühring	Mathies Reed, K.G.	151·5	24·7	9·3	Hamburg	T.3Cy.11¼",17½"&28¾"–21½"			G
			277						Hammel-		Q48'B46'F21'			German	38NHP			
DHTI	*Mchy.Aft* 1 *Dk*		122						warden					*WB*	G. Seebeck A.G. Wsm.			

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey. Year assigned. Date now expired.	7 Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Cert.
81544 208690	**Pittsburgh** TwinSc *Mchy.Aft* 1 *Dk*	1270 — 620					1911	Buffalo DryDockCo. Buffalo,N.Y.	PittsburghCoalCo	134·0 | 40·0 | 21·7	Erie,Pa. Utd.States	2Cy.18″–20″ 22NHP AmericanSBCo.ClevelndO		
81545 146694 MLJT	**Pitwines** (*ex*Wandle-32) *ssSld.No.3–7,35* *Mchy.Aft* Wireless 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted*	932 669 535	✝100A1 Nwc *l* 7,38 ~~7,37~~ BS~~8,37~~ 7,38 ✝LMC7,35		CL	~~8,37~~ 7,38	1923 1mo *Lloyd's*	Burntislnd S.B.Co.Ld. Burntisland *SA&CP*	StephensonClarke &Associated Companies,Ld. *CellDBu*	209·3 | 31·4 | 13·3 Q115′B15′F24′ FK *E18′f131′374t FPT*	London British *4BHpt Cem* *112t APT10t*	T.3Cy.16″,26″&48″–27″ (*s*) 180lb 121NHP 1SB,*3cf*,GS57,HS2130 N.E.MarineEng.CoLdNwc	16 ″ 3 s 5 ″ 1½ 15 ″ 1	
81546 146688 GJTK	**Pizarro** *Oil Eng.* *ssAnt.No.3–9,35* *Mchy.Aft* 1 *Dk(Stl)* & *Shelter dk(Stl)* Wireless D.F.	1367 1097 637	✝100A1 Lon *p* *Shelter dk* *with freeboard* 5,37 ✝LMC CS7,35 7,35		CL	6,36	1923 1mo *Lloyd's*	W.Beardmore&Co.Ld. Glasgow *SA&CP*	MacAndrews&Co. Ld. *CellDB188′355t*	241·1 | 38·2 | 15·7 FK *Collision* *FPT60t APT35′*	London British *Cem* *BH to Sh dk* 3 ″ ″ *U* ″	Oil Engines 4S.C.SA 6Cy.24$\frac{7}{16}$″–38$\frac{1}{2}$″ 347NHP W.Beardmore&Co.Ld.Gls	18 ″ 0 s ″ 4 17 ″ 9½	
81547 PKEB	**Plancius** TwinSc *Fitted for oil fuel* *CruiserStern* 3 *Dks*	5955 3838 3530					1923	Nederl. Schps.Maats. Amsterdam	Koninklijke PaketvaartMaats.	420·3 | 55·2 | 22·2 B335′F46′	Batavia Dutch *WB*	Q.8Cy.22$\frac{3}{4}$″,32$\frac{1}{2}$″,47″&68″–43¼″ 303NHP Werkspoor,Amsterdam		V
81548 DHTJ	**Planet** *ssHam.No.1–38* *ssHam.No.3–2,34* Sub.Sig. 2 *Dks(Stl)* *Well deck* 3*rd dk(Stl) in No.1 hold*	5821 5402 3554	✝100A1 Ham *b*† *with freeboard* 9,38 ~~9,37~~ ~~S4,37~~ 5,38 ✝LMC~~7,3~~ MS1,38		CL	1,37	1922 12mo	J.C.Tecklenborg A.G. Weser-münde-G AP	ReedereiF.Laeisz G.m.b.H. (F.Laeisz,*Mgr.*) *CellD*	450·8 | 57·2 | 27·0 468·2 (O.L.) P&B381′F51′ FK *B361′1237t FPT*	Hamburg German 9 *BHCem* *APT30t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 199lb HS11016 762NHP 4SB(Spt),*12cf*,GS237 FD J.C.TecklenborgA.G.Wsm	29 ″ 7 s 4 ″ 6½ 25 ″ 4½	
81549 149645 GNJL	**Planter** *ssLiv.No.2–36* 2 *Dks(Stl)*	5887 5481 3688	✝100A1 Liv *a*† 9,38 ~~8,37~~ BS~~9,37~~ 12,38 ✝LMC~~,3~~		CL	10,36	1927 10mo *Lloyd's*	C.Connell &Co.Ld. Glasgow *SA&CP*	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB361′1170t*	420·0 | 54·5 | 30·4 434·6 (O.L.) P37′B139′F44′ FK *DTa 32′ 911t FPT*	Liverpool British 8 *BHpt Cem* 1 ,, *to 2nd dk* 68*t APT26t*	T.3Cy.27″,46″&77″–54″ (*r*) 210lb *120lb* 524NHP 2DB(Spt),*12cf*,GS215, HS8208 D.Rowan&Co.Ld.Gls.	32 ″ 7 s 6 ″ 4 26 ″ 6½	
81550 108792 MCYC	**Plasma** *ssIrv.3rdNo.8–1,36* *Mchy.Aft* *Well deck* 1 *Dk(Irn)*	325 228 129	✝100A1 Bwg *e* ~~2,~~ 3,30 ~~3,30~~ ~~10,32~~ ✝LMC1,36 ~~3,~~ 4,39		CL	~~1,36~~ ~~3,36~~ 4,39	1899 2mo	Crmichael, MacLean&Co Greenock A&CP	Wm.Robertson	135·4 | 23·0 | 10·0 111·2 (O.L.) Q46′B9′F22′ BK8″ *WB* = *FPT 22t*	Glasgow British 3 *BHCem*	C.2Cy.16″&32″–22″ (*s*) 120lb 42RHP 1SB,*2pf*,GS32,HS862 Muir&Houston,Ld.Gls.	11 ″ 0 s ″ 10½ 10 ″ 10	
81551 373	**Platacruz** *Oil Eng.* *ssB.As.No.2–37* *Mchy.Aft* 1 *Dk(Stl)* & *Web frames* *Longitudinal framing*	901 541 263	✝100A1 BAs *l* 3,38 ✝LMC CS3,38 3,38 *Carrying Petroleum in bulk*		CL	3,38	1929 2mo *Lloyd's*	Rotterdam Droogd.Maat (New Waterway S.B.Co.) Schiedam *SA&CP*	Cia.Nav.Platacruz S.A. *CellDBf15′12t*	198·5 | 31·1 | 12·4 Q61′F27′ FK *Trunk 110′* *ks100′366t FPT*	Bns.Aires Argentine 8 *BHCem* *APT47t*	Oil Engines 4S.C.SA 6Cy.18¼″–35$\frac{7}{16}$″ 190NHP Werkspoor,Amsterdam	12 ″ 6 s 1 ″ 1 11 ″ 6	
81552 HPCG	**Platano** *Fitted for oil fuel* *Ref.Mchy.* 4 *Dks* E.S.D.	5949 5125 2803					1930	Cammell Laird&Co.Ld. Birkenhead	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	416·3 | 56·2 | 30·5 P37′B125′F38′	Panama Pnamanian *WB*	Steam Turbine connected to Electric Motor&Sc.Shaft BritishThomson-Houston Co.Ld.Rugby		C
81553 7281 SFYU	**Plato** (*ex*Helios) *Well deck* 1 *Dk*	819 617 443				...	1898	Wood, Skinner&Co. Ld.Newcastle	RederiA/BHenckel (H.TrolleHenckel, *Mgr.*)	221·5 | 29·1 | 11·9 Q93′B16′H56t F22′ len01 FK *WB*	Gothenbrg Swedish	T.3Cy.15″,25″&40″–27″ 93NHP N.E.MarineCo.Ld.Nwc.	14 ″ 0	G †
81554 PJCG	— *Oil Eng.* Wireless 1 *Dk* & *Shelter dk* *Mchy.Aft* *CruiserStern*	388 293 160					1937	NVSchpsw Gebr.Pot. Bolnes	West-Indische Scheepv.Maats.	179·7 | 29·9 | 8·2 P38′ *WB*	Curacao Dutch	Oil Engines 2S.C.SA 8Cy.10$\frac{1}{2}$″–18¼″ 164NHP Gbr.Stork&CoNVHengelo		V
81555 FOTW	**Platon** *ssAnt.No.3–9,37* D.F. 1 *Dk(Stl)* & *Shelter dk(Stl)*	4550 4222 2730	✝100A1 Ant *z* *with freeboard* 9,38 ~~9,37~~ ✝LMC6,37 ~~8,38~~		CL	9,37	1925 7mo *Lloyd's*	WearShip-yard(of W. Gray&CoLd) Sunderland *SA&CP*	Cie.deNav. d'Orbigny *CellDB353′1001t*	400·0 | 53·0 | 25·1 F35′ FK *FPT108t APT155t*	LaRochlle French 6 *BHCem* *(Coll to Sh dk* 5 ,, 2*nd* ,,)	T.3Cy.26″,43″&71″–48″ (*s*) 180lb 439NHP 3SB,*9cf*,GS184,HS7590 Cen.Mar.Eng.Wrks.WHpl	27 ″ 6 s 2 ″ 11½ 24 ″ 9½	
81556 233334 WIFZ	**Plattsburgh Socony** TwinSc *Oil Eng.* *Carrying Petroleum in bulk* 1 *Dk* *Mchy.Aft* *Cruiser Stern*	1242 — 779					1934	United Dry DocksInc. (Staten Islnd. Plnt) Pt Richmond,N.Y.	Socony VacuumOil Co.Inc.	251·3 | 40·0 | 12·8 P72′	NewYork Utd.States	Oil Engines 4S.C.SA 12Cy.13¼″–18″ 213NHP AmericanLocomotiveCo. (McIntosh&Seymour Division),Auburn,N.Y.		R
81557	**Plaustra** *See* **"Cabo La Plata"**													
81558 86 YTFR	**Plavnik** (*ex*Matignon-36, *ex*Schleswig-Holstein) ~~*Fitted for oil fuel*~~ ~~Sub.Sig.~~ 1 *Dk* *ssSsk.No.3–8,38*	2733 2171 1628	100A1 Pola 9,38 LMC BS10,38 MS5,37		CL	5,37	1922	Schiffsw(v. J.&Sch.)A.G Hamburg	BrodarskoAkcion-arskoDrustvo "Oceania" *CellDB*	~~[illegible]~~ 44·0 | 18·2 45·2 FK P19′Q16′B200′F39′ 5 *BHCem* 13*t*	Susak Yugoslav 5 *BHCem* Maschi.A.G.Hannover	T.3Cy.22″,37″&60″–39″ 315NHP 2SB,*6cf*,GS114,HS~~8~~1 FD Hannoverische	20 ″ 6	V~~–~~
81559 144891 MKBQ	**Plawsworth** *ssBly.No.1–38* *ssNwc.No.3–11,33* 1 *Dk(Stl)* *Cargo battens not fitted*	1489 1322 802	✝100A1 Bly *p* ~~4,38~~ 4,37 2,38 Nwc ✝LMC 4,38 ~~Bl[illegible]~~ ~~BS5,37~~		CL	~~5,36~~ 4,38	1920 7mo *Lloyd's*	OuseS.B. Co.Ld. Hook,Goole *SA&CP*	DalgliesbSteam ShippingCo.Ld. (R.S.Dalgliesh,Ld. *Mgrs.*) *CellD*	240·2 | 36·1 | 19·1 248·4 (O.L.) B52′F23′ FK *B198′ 303t FPT79t*	Newcastle British 4 *BHCem* *APT54t*	T.3Cy.17½″,30″&50″–33″ (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 Earle'sCo.Ld.Hull	21 ″ 3 s 2 ″ 10 18 ″ 7	
81560 LDLM	**Pleasantville** TwinSc *Oil Eng.* D.F. *CruiserStern* 2 *Dks*	4549 4203 2749					1929	Akt.Bur-meistr&Wain Copenhagen	SkibsA/S Mande-ville(A.F.Klave-ness&CoA/S *Mgs.*)	391·4 | 55·2 | 24·4 P73′H260t F14′	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 14Cy.23¼″–43$\frac{5}{16}$″ 730NHP Akt.Burmeistr&Wain,Cpn		N
81561 905 SVVI	**Pleiades** (*ex*Munaires-37) *ssMob.No.3–6,30* *ssAms.No.2–37* 1 *Dk* ~~3 *Dks(Stl)*~~	4620 4138 2866	✝100A1 Ams ~~*m*~~ 1,39~~7,37~~ Ant *x* ✝LMC4,37 BS11,38 *Fitted for oil fuel* 1,18		CL	4,37 *F.P. above*	1918 1mo 150° F.	Nwprt Nws S.B.&D.D.Co. Newprt News	ProiosBros. *CellDB*	370·0 | 53·1 | 27·0 P27′B104′F22′ FK 302′1033t *FPT* 138t	Piræus Greek 6 *BHCem* *APT271t*	T.3Cy.24½″,41½″&72″–48″ 1901b (*s*) 471NHP 2SB,*8cf*,HS6564 FD NewportNewsSB&DD.Co.	30 ″ 0 s 6 ″ 0½ 24 ″ 2½	
81562 152084 GFLQ	**Pleiodon** *ssH.Kg.No.2–32* *Mchy.Aft* 2 *Dks(Stl)* & *Web frames* *Longitudinal framing* ~~*Now used for storage purposes under Modified survey*~~ (*Now used as fuel* [illegible])	5878 5310 3409	✝ ... 7,38 ~~BS5,37~~ ✝LMC5,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,22		Sng *z*	5,36 *F.P. above*	1922 6mo *Lloyd's* 150° F.	Hong K'ng &Whampoa Dock Co.Ld. Hong Kong *SA&CP*	Anglo-Saxon PetroleumCo.Ld. *Cell DB uE&B81′23*	412·0 | 53·3 | 31·0 P110′B38′F57′ FK 6*t DTf82′333t FPT*	London British 16 *BHpt Asp* (12 *to U dk* 4 ,, 2*nd* ,,) 100*t APT99t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb *120lb* 517NHP 3SB,*9cf*,GS191,HS7662 FD HongKong&Whampoa DockCo.Ld.HongKong	31 ″ 0 s ~~5 ″ 7½~~ ~~9 ″ 7½~~	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant à la lettre d'Environnement.	7 Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cités si ce n'est dans le L. R. Durée Cert. Radiation
81563	**Plekhanov** (*ex*Aristea)		3344	✠	Msl	*r*	1900	Osbourne,	U.S.S.R.	319·5	47·9	23·5	Odessa	T.3Cy.24″,40″&65″–42″	26 ″ 2	
	*ss*Shl.No.3-12,11		3023	8,19			9mo	Graham&Co.		P31′B102′F35′			Russian	270NHP		
UNYT	1 *Dk*(*pt Irn&pt Stl*)2*tr B&deep framing*		2025	✠				Sunderland				FK	6 *B H Cem*	2SB,6*pf*,GS122,HS4103		
							Cell		*DBa* 104′*uEq B*40′	*f*132′*765t FPT*120*t APT*138*t*			*AP T*138*t*	G.Clark,Ld.Sunderland		
81564	**Ploubazlanec** (*ex*Ville deSète–37, *ex*Michel-Claude,*ex*Jean Doublet,*ex*		1126				1904	Schömer	Cie.France-Navigation S.A.	223·2	33·5	13·7	Havre	T.3Cy.17⅛″,28⅜″&46½″–31½″		V
			825					&Jensen		P18′Q57′B59′F23′			French	122NHP		
FNEU	Frutisl,*ex*Barmen, 1 *Dk&deep framing*		658					Tönning					*WB*	Schömer&Jensen,Tönning		
	*ex*Claus Horn)															
81565	**Plover**		352	✠100A1	Lon	*g*	1936	Caledon S.	General Stm. Nav. Co. Ld.	163·4	26·7	9·5	London	Oil Engines 2S.C.SA	11 ″ 0	
164627	*Oil Eng.*		257	2,37 ~~2,37~~		~~2,37~~	5mo	B.&E.Co.Ld					British	4Cy.13⅜″–22⅞″ ~~P6NHP~~	s ″ 9½	
MLLV	*Mchy. Aft* 1 *Dk*		166	~~✠ MC5,36~~		3,39		Dundee		P47′F63′		FK	6 *B H Cem*	64RHP	10 ″ 4½	
	Cruiser Stern			~~✠L.M.(M)5,38~~			*Lloyd's*	*SA&CP*	*Cell DBa E*14′*f*46′63*t FPT*35*t APT*12*t*				6*t H*	British Auxiliaries,Ld.Gls.		
81566	**Plow City**		3282		...		1920	Submarine	Plow City S.S.Co. (American Range Lines,Inc. *Mgrs.*)	324·0	46·2	25·0	Wilmgton	DR Geared Steam Turbine	28 ″ 6	R
219584	*Fitted for oil fuel*		3005					Boat Corp.		P30′B90′F35′			(Del.)	386NHP		†
KJVG	1 *Dk 2nd tr bin fore&after holds&Web frames*		2026					Newark,N.J.				FK	Utd. States	Westinghouse Electric& Mfg.Co.Essington,Pa.		
													WB			
81567	**Plumleaf**	Twin Sc	5916	✠100A1	Mlt	CL	1917	Swan,Hun-	The Admiralty	405·5	54·5	32·5	London	T.6Cy.26″,42½″&70″–45″(*s*)	35 ″ 2	
140263	~~*ss*~~Mlt.No.2–38	*ss*Lon.No.3–9,29	5277	5,38 ~~4,37~~		3,37	2mo	ter&Wigham		425·2(o.l.)			British	200lb 1104NHP	s 0 ″ 9	
GVWL	D.F.	~~*ss*Mlt.No.1–34~~	2467	~~Lon 4,37~~	~~✠LMC3,34~~			Richardson,		P36′B32′F84′		FK	20 *B Hpt Cem*	6SB,*18cf*,HS17274 FD	28 ″ 7½	
		2 *Dks*(*Stl*)*&Web frames*			5,36			Ld.Newcastle						Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
		Longitudinal framing		*Carrying Petroleum in bulk*			*Lloyd's*	*SA&CP*	*Cell DBu E&B*87′ 393*t DT f*48′214*t FPT*67*t APT*174*t*							
				*Fitted for oil fuel*3,17		*F.P. a*	*bove* 150° F.									
81568	**Plus Ultra** Ⓟ	*ss*Bbo.No.2–39	4312	✠100A1	Cdz	*u*	CL	1928	Union	Cia.Trasmediterranea	311·9	47·7	26·8	Valencia	T.3Cy.26″,42″&70″–48″ (*s*)	29 ″ 0
		~~*ss*Del.No.1–01~~	3140	*with freeboard* Bbo		~~11,35~~	5mo	Naval de					Spanish	180lb 574NHP	s 9 ″ 1½	
EAPN		2 *Dks*(*Stl–weather dk* ws)	2584	1,39	~~✠L.M.5,38~~	4,39		Levante		F38′		FK	6 *B H Cem*	3SB,9*cf*,GS289,HS9344 FD	20 ″ 3	
		3rd dk in holds		~~[illegible]~~				Valencia						Cia. Euskalduna diConst. Bilbao		
				~~NO LATER SURV. BY REPORTED~~			*Cell DB*255′518*t FPT*50*t APT*30*t*									
				*Fitted for oil fuel*5,28		*F.P. a*	*Lloyd's*	*SA&CP*								
							bove 150° F.									
81569	**Pluto** (*ex*Founder–38,*ex*Medea–37,		3832				1914	Reiherst'g	Cia.Italiana diNav S.A.I.(Chinese Italian Nav.Co. Ld.)	361·2	50·3	23·6	Shanghai	Q.4Cy.21⅜″,32½,47⅛″&68⅛″		V
	*ex*Waregga,*ex*Arnold Waregga)		3373					Schiffsw.		P&B241′F50′			Italian	–49½″ 333NHP		
IBLO			2344					Hamburg					*WB*	Reiherst.Maschinenf.Ham.		
81570	— (*ex*Bolivia,*ex*Yankalilla,		3496				1907	Richardsn	Rederi A/B Pluto (Emanuel Erikson, *Mgr.*)	352·5	49·2	23·6	Mariehmn	T.3Cy.25″,42½″&69″–48″		V
	*ex*Lady Lewis)		3261					Duck&Co.					Finnish	330NHP		
OHGE	1 *Dk&Shelter dk*		2344					Stockton					*WB*	N.E.Marine Eng Co Ld.Sld.		
81571	—		1598				1918	Laxevaags	A/S D/S Facto (B.Stolt Nielsen& Sönner A/S, *Mgrs.*)	246·0	37·9	15·6	Haugesnd	T.3Cy.18″,29″&49″–33″		N
	(*ex*Rövær)		1179					Msk.& Jernsk		P39′Q109′B125*t*			Norwegian	138NHP		
LDEX	Wireless 1 *Dk*		932					Bergen		H68′F40*t*			*WB*	Laxevaags Msk.&Jrns.Bgn		
81572	—		1412				1925	Flensburg	Dampfschiffahrts Ges.Neptun	240·8	38·8	15·3	Bremen	T.3Cy 19¹¹⁄₁₆″,31½″&53¼″–35⅞″		G
	Sub.Sig.		1097					r Schiffsb.Ges.		P166′F26′			German	168NHP		
DOKV	Wireless D.F. *Cruiser Stern* 1 *Dk*		659					Flensburg					*WB*	FlensburgerSchiffsb.Ges.		
81573	—		1156				1905	Maats.	Koninkl.Nederl. Stoomb.Maats. N.V.	229·7	32·0	15·8	Amstrdam	T.3Cy.17½″,28″&45″–36″		V
			890					Fyenoord		Q70′B63′F32′			Dutch	121NHP		
PGTK	2 *Dks*		709					Rotterdam					*WB*	Maats.Fyenoord,Rot.		
81574	**Pluviose**		9561				1931	Ch.&Atel.	Pétrotankers Soc.Anon.	467·4	61·8	36·5	Rouen	C.4Cy.(2)22 1⁄16″&(2)47¼″–		V
	Fitted for oil fuel		8443					deSt.Nazaire (Penhoët)SA Gd.Quevelly		P105′F39′			French	47½″ 256NHP		
FNOX	*Mchy. Aft* 1 *Dk*		5528										*WB*	Forg.&Ch.de laMédit.S.A.		
	D.F. *Carrying Petroleum in bulk*															
81575	**Plymouth**		5266	✠ ...	Bos		1915	New York	New England& Southern S.S.Co. *WB = Cell DBa* 104′*uEq B*43′	368·6	55·2	30·5	Boston	T.3Cy.25″,41½″&70″–46″	34 ″ 5	R
213870		*ss*N.Yk.No.3–5,27	4737	8,36			10mo	S.B.Co.		P27′B72′F31′		FK	Utd. States	462NHP		†
WCCL	D.F.	*ss*Bos.No.1–31	3364	✠				Camden,N.J.		*f*173′1832*t FPT*22*t*			7 *B H Cem*	3SB,9*cf*,GS150,HS6624		
		1 *Dk*(*Stl*)*&Web frames*								0*t APT*201*t*			*WB*	New York SB Co.Camdn NJ		
81576	**Po** Ⓟ (*ex*Vienna–37,	Twin Sc	7289		...		1911	Lloyd	Lloyd Triestino Soc.Anon.di Nav.	454·0	55·3	28·5	Naples	Q.8Cy.27½″,39″56″&80″–54″	40 ″ 6	I
482	*ex*Wien)	*Fitted for oil fuel*	—					Austriaco					Italian	1580NHP		†
ICNL	D.F.	2 *Dks&Awng dk,3dks in holds*	3236					Trieste				FK	*WB*	Lloyd Austriaco,Trieste		
81577	**Poblador** (*ex*Trivia–33,*ex*Vallejo)		3243	✠100A1	BAs	*x*	1918	Russell&	Estrella Maritima S.A.de Navegacion y Comercio	376·6	51·2	29·0	Bns.Aires	T.3Cy.26″,43″&72″–48″ (*s*)	29 ″ 2	
656		*ss*H.Kg.No.3–7,31	—	~~✠~~ 10,38		8,37	11mo	Co.					Argentine	180lb 498NHP		
LOHL		*ss*BAs.No.1–35	1660	~~T~~	~~✠LMC~~			Pt.Glasgow		P103′B28′F43′		FK	17 *B Hpt Cem*	3SB,9*cf*,GS178,HS7845 FD		
	Mchy. Aft	2 *Dks*(*Stl*)*&Web frames*		~~MS6,35~~	~~[illegible]~~		*Lloyd's*	*SA&CP*					(15 *to U dk*	Rankin&Blackmore Ld Grk		
		Longitudinal framing		*Carrying Petroleum in bulk*					*Cell DBu Ea B*75′115*t*	*FPT*123*t APT*97*t*			2 ,, 2nd ,,)			
				*Fitted for oil fuel*9,20		*F.P. a*	*bove* 150° F.									
81578	**Poconé** Ⓟ (*ex*Coburg)		6750				1908	Bremer	Lloyd Brasileiro	419·6	54·5	27·8	R.Janeiro	Q4Cy.24″,34⅛″,50⅛″&72⅛″–		V
			5024					Vulkan		P&B286′F68′			Brazilian	387NHP		
PUBX	Sub.Sig. 2 *Dks*		4201					Vegesack					*WB*	Bremer Vulkan, Vegesack		
81579	**Poelau-Bras** Ⓟ		9278	✠100A1	Ams	*e*†	CL	1929	Kon.Maats	Stoomv.Maats. Nederland	495·3	61·3	33·0	Amstrdam	Oil Engines 2S.C.SA	36 ″ 10	
	Oil Eng.		7981	3,39	H...		~~12,35~~	7mo	deSchelde				Dutch	8Cy.32 5⁄16″–56⅛″ 1450NHP	s 8 ″ 1¾	
PGTO	*Ref. Mchy.*	*ss*Ams.No.2–37	5659	~~✠LMC~~	CS5,37	3,39		Flushing					8 *B Hpt Cem*	2DB72*lb*	29 ″ 1¼	
	D.F.	3 *Dks*(*Stl–U* teak s)		DBS5,38	12,38		*Lloyd's*	*SA&CP*		P43′B176′F57′		FK	*pt Asp*	Sulzer Bros. Winterthur		
		4*th dk*(*Stl*) *in No.1 hold*		*Carrying vegetable oil in deep tank*					*Cell DB*421′1715*t*	*DTa* 29′ 965*t FPT*			94*t APT*44*t*			
81580	**Poelau Laut** Ⓟ	3 Mst	9272	✠100A1	Ams	*e*†	CL	1929	Nederl.	Stoomv.Maats. Nederland	494·0	61·2	33·0	Amstrdam	Oil Engines 2S.C.SA	36 ″ 10	
	Oil Eng.		7983	~~5,37~~ 5,37	2,39		~~11,35~~	1mo	Schps.Maats.				Dutch	8Cy.32 5⁄16″–56⅛″ 1450NHP	s 8 ″ 2	
PGTS	*Ref. Mchy.*	*ss*Ams.No.2–37	5660	~~✠LMC~~	CS5,37	2,39		Amsterdam					8 *B Hpt Cem*	2DB72*lb*	29 ″ 0¾	
	D.F.	3 *Dks*(*Stl–U* teak s)		DBS9,37 ~~7,38~~	5,37		*Lloyd's*	*SA&CP*	*Cell DB*421′1715*t*	P43′B179′F62′		FK	*pt Asp*	Sulzer Bros. Winterthur		
		4*th dk*(*Stl*) *in No.1 hold*							*DTa* 29′96*t FPT*94*t APT*44*t*							
81581	**Poelau Roebiah** Ⓟ		9251	✠100A1	Ams	*e*†	CL	1928	Rotterdam	Stoomv.Maats. Nederland	495·2	61·1	33·0	Amstrdam	Oil Engines 2S.C.SA	36 ″ 10	
	Oil Eng.		7953	~~6,38~~ ~~12,37~~ 1,39	Ham		6,36	12mo	Droogd Maat				Dutch	8Cy.32 5⁄16″–56⅛″ 1450NHP	s 8 ″ 1¾	
PGTX	*Ref. Mchy.*	*ss*Ams.No.2–36	5657	~~✠~~ M...	CS5,37			Rotterdam					8 *B Hpt Cem*	DB(*f*)100*lb* DB(*a*)72*lb*	29 ″ 1	
	D.F.	3 *Dks*(*Stl–U* teak s)		~~[illegible]~~ 2,39 ~~[illegible]~~			*Lloyd's*	*SA&CP*	*Cell DB*421′1715*t*	P43′B176′F57′		FK	*pt Asp*	Sulzer Bros. Winterthur		
		4*th dk*(*Stl*) *in No.1 hold*		*Carrying vegetable oil in deep tank*						*DTa* 29′96*t*						
										*FPT*94*t APT*44*t*						

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	8 Date when tail shaft last seen.	9 Built. When. — Ship. — Engines.	9 By Whom — — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Distrct'n of Trade Certs.
81582 PGUB	**Poelau Tello** (P) *ssAms.No.2-37 Oil Eng.* *Ref. Mchy.* D.F. 3 *Dks (Stl–U teak s)* *4th dk (Stl) in No.1 hold*	9272 7981 5661	✠100A1 8,37 11,37 1,398 bar 11 LMC CS Carrying vegetable oil in deep	Ams	et	CL 11.37	1929 12mo	Kon. Maats deSchelde Flushing *Lloyd's AA CP*	Stoomv. Maats. Nederland *Ceil DB421'1715t D*	495·3 P43'B176'F57' FK *Ta 29'965t FPT94t*	61·3	33·0 *AP T44t*	Amstrdam Dutch *8 B Hpt Cem*	Oil Engines 2S.C.SA 8Cy.32$\frac{5}{8}$"–56$\frac{1}{16}$" 1450NHP 2DB72lb SulzerBros. Winterthur	36 ″ 10 s 8 ″ 1$\frac{1}{2}$ 29 ″ 1$\frac{1}{4}$	
81583 EAPL	**Poeta Arolas** (P) 2 *Dks*	3254 3120 1868					1919	Cia. Euskal-duna de Const Bilbao	Cia. Trasmediterranea *WB*	316·0	44·1	26·7	Barcelona Spanish	T.3Cy.25",41"&68"–45" 310NHP J.G.Kincaid&Co.Ld.Grk.		V
81584 ISDO	**Poggioreale** (*ex* Meg Merrilies 3 Mast 396–37, *ex* Nell Jess) *Well deck* *Mchy. Aft* *ssLiv.2nd No.3–11,21* *ssLiv.No.2–29* 1 *Dk (Irn)*	486 370 218	✠ ... 7.34	Liv	h		1896 Imo	S. Mc-Knight&Co. Ayr	E. Milano&Co.	173·7 168·0 Q82'B14'F24' FK *DB t 88'100t*	26·6 11·0	12·7 *BB HCem FPT45t*	Trieste Italian *3 B H Cem*	C.2Cy.21"&42"–30" NDB14 70RHP 1SB,3pf,gs51,hs1555 Hutson&Son,Glasgow	13 ″ 5	I †
81585 ESCW	**Pohjarand** (*ex* Duben–33, *ex* Volos, *ex* Nordsee, *ex* Ferdinand) Iron Wireless 1 *Dk* *Awng dk*	558 529 381					1883	Gebr. Howaldt Kiel	O.-ü "Kalandus" *WB*	161·7 H36'	23·6	17·9	Tallinn Estonian	C.2Cy.17$\frac{3}{4}$"&35$\frac{1}{2}$"–23$\frac{1}{2}$" NB97 51NHP Gebr.Howaldt,Kiel		G
218467 KQOE	**Point Ancha** (*ex* Delight) *Fitted for oil fuel* GyC. 2 *Dks* *Longitudinal framing*	4727 — 2978					1919	Todd D.D. & Con.Co. Tacoma Wsh.	Gulf Pacific Mail Line Ld. (Inc.) (Swayne&Hoyt, Ld. *Mgrs.*)	379·7 P39'B102'F41'	53·1	26·7 *WB*	S.Frncisco Utd. States	T.3Cy.25½",41½"&72"–48" 358NHP Seattle Const.&Dry Dock Co.Seattle,Wash.		R
215822 KJHW	**Point Arena** (*ex* Democracy–37, *ex* Jupiter) 2 *Dks*	4673 4304 2970			...		1917	Standard S. B.Corp. Shooter's Island,N.Y.	Swayne&Hoyt.Ld.	377·0 P25'B106'F37' FK	52·0	26·8 *WB*	S.Frncisco Utd. States	T.3Cy.24",41"&70"–48" 485NHP Standard S.B.Corp.	29 ″ 0	R †
215939 KMWE	**Point Bonita** (*ex* Sacramento–37) *Fitted for oil fuel* 2 *Dks*	4782 4387 2996			...		1918	Seattle Con & Dry Dk Co. Seattle	Swayne&Hoyt,Ld.	380·0 P40'B100'F41' FK	53·2	27·0 *WB*	S.Frncisco Utd. States	T.3Cy.24",40"&70"–48" Seattle Const.& Dry Dk.Co.Seattle 472NHP	29 ″ 4	R †
217791 WFOI	**Point Brava** (*ex* Manhattan Island, *ex* Osakis) *Fitted for oil fuel* 2 *Dks*	4834 — 3045					1919	Downey S.B.Corp. Arlington, N.Y.	Swayne&Hoyt.Ld.	386·8 P40'B110'F40'	52·2	27·4 *WB*	S.Frncisco Utd. States	T.3Cy.24",40"&70"–48" 339NHP Downey S.B.Corp. Staten Island		R
216213 KJEI	**Point Breeze** (*ex* John M. Connelly) *Oil Eng.* *Mchy. Aft* 2 *Dks* *Web frames* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	4756 4449 2914			...		1918	Pennsyl-vania S.B.Co. Gloucester. N.J.	The Atlantic Refining Co.	364·9 P95'B84'F31' FK	51·0	29·5 *WB*	Phildlphia Utd. States	Oil Engines connected to Electric Motor & Sc. Shaft 4S.C.SA 553NHP 18Cy.17$\frac{3}{4}$"–22" NE27 Ingersoll-Rand Co.N.York		R †
217890 WNEO	**Point Caleta** (*ex* Dio) *Fitted for oil fuel* 2 *Dks*	4823 — 3038					1919	Downey S.B.Corp. Arlington. N.Y.	Swayne&Hoyt.Ld.	381·0 P40'B110'F40'	52·0	30·0 *WB*	S.Frncisco Utd. States	T.3Cy.27",40"&70"–48" 339NHP Downey S.B.Corp. Staten Island		R
217381 KEBD	**Point Chico** (*ex* Abron) *Fitted for oil fuel* 2 *Dks*	4905 — 3087					1918	Downey S.B.Corp. Staten Island	Swayne&Hoyt,Ld.	381·1 P40'B110'F40'	52·0	30·0 *WB*	S.Frncisco Utd. States	T.3Cy.27",40"&70"–48" Downey S.B.Corp. 339NHP Staten Island		R
220115 KUTJ	**Point Clear** (*ex* S.A.Perkins–33, *ex* Pallas) *Fitted for oil fuel* GyC. 2 *Dks* *Longitudinal framing*	4339 4374 2978					1920	Todd Dry Dock&Const Corpn. Tacoma,Wsh.	Swayne&Hoyt.Ld.	380·5 P39'B102'F41'	53·1	27·0 *WB*	S.Frncisco Utd. States	T.3Cy.24",40"&70"–48" 340NHP Todd D.D.&Const. Corp.Tacoma,Wash.		R
220501 KJSM	**Point Estero** — *ssS.Fo.No.3–4,33* *ex* Nelson Traveler–36, *ssSea.No.1–36* *ex* Commercial Traveler, *ex* Red Hook) 2 *Dks (Stl) & Web frames* *Longitudinal framing*	4743 — 2946	✠100A1 5.37 1.49 LMC 5.37 *Fitted for oil fuel 8.20*	Sea Mob	y	CL s 10.36 N 4.38	1920 8mo	Todd D.D. &Const.Corp. Tacoma Wash CP	Swayne&Hoyt,Ld. *Ceil DB328'1069t*	380·3 395·4 (O.L.) P38'B102'F42' FK *WT24'666t FPT91t*	53·1	27·0 *AP T318t*	S.Frncisco Utd. States *6 B Hpt Cem*	T.3Cy.24",40"&70"–48" (s) 1901b 472NHP 3SB.9cf,gs169,hs6831 FD Todd D.D.&Const.Corp.	29 ″ 4 s 5 ″ 10 23 ″ 9	
218189 KJWK	**Point Judith** (*ex* Remus–34) *Fitted for oil fuel* Sub.Sig. 2 *Dks* *Longitudinal framing*	4810 — 3004					1919	Todd Dry Dock&Const Corpn. Tacoma,Wsh.	Gulf Pacific Mail Line,Ld. (Inc.) (Swayne&Hoyt, Ld. *Mgrs.*)	379·1 P39'B102'F42'	53·1	27·0 *WB*	S.Frncisco Utd. States	T.3Cy.24",40"&70"–48" 339NHP Skinner&Eddy Corpn. Seattle		R
218369 KEFR	**Point Lobos** (*ex* Ossining–33) *Fitted for oil fuel* Sub.Sig. GyC. 2 *Dks* *Longitudinal framing*	4802 — 3019					1919	Todd Dry Dock&Const Corpn. Tacoma,Wsh.	Gulf Pacific Mail Line,Ld. (Inc.) (Swayne&Hoyt, Ld. *Mgrs.*)	380·1 P39'B102'F42'	53·1	27·0 *WB*	S.Frncisco Utd. States	T.3Cy.24½",40"&70"–48" 339NHP Skinner&Eddy Corpn. Seattle		R
218186 KIJJ	**Point Palmas** (*ex* Sabotawan) *Fitted for oil fuel* 2 *Dks*	4869 — 3048					1919	Downey S.B.Corp. Arlington N.Y.	Swayne&Hoyt,Ld.	386·8 P40'B110'F40'	52·2	27·4 *WB*	S.Frncisco Utd. States	T.3Cy.24",40"&70"–48" 339NHP Downey S.B.Corp.		R
218390 KIMR	**Point Salinas** (*ex* Dochet) *Fitted for oil fuel* 2 *Dks*	4886 — 3071					1919	Downey S.B.Corp. Arlington, N.Y.	Swayne& Hoyt.Ld.	386·8 P40'B110'F40'	52·2	27·4 *WB*	S.Frncisco Utd. States	T.3Cy.24",44"&70"–48" 339NHP Downey S.B.Corp.		R
219521 KOZN	**Point San Pablo** (*ex* Minooka) *Fitted for oil fuel* D.F. 1 *Dk*	3280 2868 2002			...		1920	Mobile S.B. Co. Mobile, Ala.	McCormick S.S.Co.	324·0 P30'B90'F35' FK	46·2	25·0 *WB*	S.Frncisco Utd. States	T.3Cy.22",37½"&60"–42" 385NHP Ellicott Machine Corp.Bal.	27 ″ 8	R †
220490 KDCO	**Point San Pedro** (*ex* Houston) *Fitted for oil fuel* D.F. 1 *Dk*	3280 3005 2002			...		1920	Mobile S.B. Co. Mobile, Ala.	McCormick S.S.Co.	324·0 P30'B90'F35' FK	46·2	25·0 *WB*	S.Frncisco Utd. States	T.3Cy.22",37½"&60"–42" 385NHP Ellicott Machine Corp.Bal.	27 ″ 8	R †

81601

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Tenus assignés pour appui. Lettres d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registre international. Marque de classification. Date (Cert. Hoff.)
81602	**Point Vincente**		4744	✠100A1	Sea	*y*	CL	1920	ToddD.D.	Swayne&Hoyt,Ld.	380·4	53·1	27·0	S.Frncisco	T.3Cy.24″,40″&70″–48″ (*s*)	29 ″ 4	
220600	(*ex*CharlesNelson–36, *ss*S.Fo.No.3–11,32		—	11,38 ~~7.45~~	ITG		3.35	9mo	&Const Corp.		395·7(O.L.)			Utd.States	1901b 472NHP	s 5 ″10	
KJFH	*ex*Commercial *ss*Sea.No.1–36		2948	~~[illegible]~~			N11,38		TacomaWash		P38′B102′F42′ FK			6*BHptCem*	3SB,*9cf*,GS169,HS6831 FD	23 ″ 9	
	Spirit,*ex* 2*Dks*(*Stl*)&*Web frames*			2,39						*Cell DB*328′1069*t*	*MT*24′666*t FPT*91*t*			*APT*318*t*	ToddD.D.&Const.Corp.		
	Hoboken) *Longitudinal framing*			*Fitted for oil fuel* 8,20			*F.P. above* 150° F.										
81603	**Point of Ayr** (*ex*SolwayFirth)		329	✠100A1	Bkn	*d*	CL	1921	J.Cran&	Point ofAyr	130·2	22·6	9·6	Liverpool	C.2Cy.15″&32″–24″ (*s*)	10 ″ 6	
144245	*ss*Bkn.No.3–6,33		216	6,39 ~~8.98~~	Bug		N9.37	3mo	SomervilleLd	Collieries,Ld.(T.	137·2(O.L.)			British	1301b 60RHP	s ″ 6	
MKPL	*ss*Lan No.1–37		130	~~BS3,38~~	✠LMC1,37				Leith	D.Roberts,*Mgr.*)	Q48′B8′F22′ FK			1SB,*2pf*,GS44,HS1168		10 ″ 2	
	Mchy.Aft *Well deck* 1*Dk*(*Stl*)			3,38				*Lloyd's*	*sA&CP*		*FPT*33*t*			*APT*16*t*	J.Cran&Somerville,LdLth		
81604	**Poitiers**		4185	...				1921	TyneI.S.B.	Cie.Delmas	364·4	52·8	24·5	LaRochlle	T.3Cy.23½″,38″&64″–42″	26 ″ 8	V
			—						Co.Ld.	Vieljeux	P18′Q128′B66′F29′			French	847NHP		†
FNNN	*Well deck* 1*Dk*		2546						Newcastle		FK			*WB*	Armstrong,Whitworth& Co.Ld.Nwc.		
81605	**Pokrovski** (*ex*Hague–35)		3588					1919	Rotterdam	U.S.S.R.	361·4	49·9	22·1	Odessa	T.3Cy.25″41″&68″–45″		
	Now "Tchernichevsky" *see* A.R. 1939 *Supplement*		3,822						Droogd.Maat		P31′B214′F36′			Russian	310NHP		
UPLB	1*Dk*		2160						Rotterdam					*WB*	RotterdamDroogd.Maats		
81606	**Polar Chief** (*ex*Anglo-Norse, 4Mst		7166	✠100A1	Got	*a*†	CL	1897	Palmers'	FalklandWhaling	445·0	52·2	27·6	Jersey	T.3Cy30″50½″&81½″–54″(*s*)	38 ″ 1	
106869	*ex*ReyAlfonso, *ss*Osl.3rdNo.3–8,34		6912	*withfreeboard*			8,36	8mo	Co.Ld.	Co.Ld.				British	1801b 793NHP	s11 ″11½	
GFMT	*ex*Crenella,		5512	10,37	LMC8,34				Newcastle					3DB&2SB,*24cf*,GS450,		26 ″ 4	
	*ex*Montcalm) 2*Dks*(*Stl*)&*deep framing*			~~NSB(P~~ *made*00*refitted*27					A&CP		FK			HS15839			
	D.F. &*Udk*(*Irn*)			~~Pr.BS10,~~ BS7,37						*Cell DBa*103′*uE&B*58′	*f*201′1179*t FPT*190*t*			*APT*84*t*	NSB(*s*)*made*12*refitted*28		
				Fitted for oil fuel 11,16			*F.P. above* 150° F.								20Pr.B–*60lb*		
				Carrying oilf fuel in bulk			*sparTt weendks&D.B. F.P.above*150°F.								Palmers'Co.Ld.Newcastle		
81607	**Polarine** (*ex*Ems)		4046					1914	G.Seebeck	Polarine Fisheries,	354·6	50·0	26·7	S.Frncisco	T.3Cy.23½″,38½″&59″–43½″		R
212916	*Fitted for oil fuel*		—						Akt.Ges.	Inc.	P88′B33′F84′			Utd.States	230NHP		
WOCX	*Mchy.Aft* *Carrying oil in bulk*		2389						Weser-					*WB*	G.SeebeckA.G.Weser-		
	D.F. 2*Dks*								münde-G.						münde-G.		
	Longitudinal framing																
81608	**Polaris** (*ex*Amleth,*ex*Hallingdal,		*2163*	✠100A1	Osc	*s*	CL	1890	J.Read-	RederiA/B Iris	290·4	40·0	19·8	Stockholm	T3Cy.23″,37½″&61½″–39″(*r*)	22 ″ 6	
7457	*ex*Sifnos, *ss*Skm.3rdNo.3–2,28		*1830*	~~5,[illegible]1,47~~ 3,39			~~3,36~~	7mo	head&Sons	~~(C.Abrahamsen,~~				Swedish	1601b 234NHP	s 1 ″11½	
SFTA	*ex*Trevaylor) *ss*Osc.No.2–35		*1274*	~~BS4,38~~	✠LMC4,36		~~0,39~~		S.Shields	*Mgr.*) (A.Abra-	P28′Q82′B118′F33′			6*BHCem*	2SB,*5rf1cf*,GS104,HS3490	21 ″ 4½	
	D.F. 1*Dk*(*Irn*)2*tr Bin Nos.*1,3&4*holds*			3,39			3,32		A&CP	hamsen,*Mgr.*)	BK10′				J.Readhead&Sons,S.Shl.		
	Well deck (*Cargo battens not fitted*										*CellDB*250′545*t*			*APT*41*t*			
81609	— (P)		1615					1912	Stettiner	FinskaAngfartygs	240·9	34·6	15·3	Helsingfrs	T3Cy18 $\frac{11}{16}$″29½″&47 $\frac{13}{16}$″–35½″		G
	(*ex*Preussen–33,*ex*PrinzessinSophie		963						Oderwerke	A/B	P150′F28′			Finnish	134NHP		
OFHT	Charlotte) 1*Dk*		868						Stettin					*WB*	StettinerOderwerke		
	Ref.Mchy. D.F. Sub.Sig																
81610	—		661	...				1909	Dundee	J.Rang	175·6	29·1	11·8	Tallinn	T.3Cy.15″,25″&40″–27″	14 ″ 0	V
647	(*ex*Gusten,*ex*Kolsdal,		538						S.B.Co.Ld.		P13′Q39′B48′F21′			Estonian	95NHP		†
ESBZ	*ex*JulieLynn) 1*Dk*(*Stl*)		381						Dundee		FK			*WB*	Richardsons,Westgarth& Co.Ld.Mdb.		
	Well deck																
81611	—		322					1936	Scheepsw.	W.SchuitemaOzn	123·5	24·3	8·1	Groningen	Oil Engines 4S.C.SA		V
	Oil Eng.		204						'Waterhuizn.'		P36′Q49′F13′			Dutch	4Cy.12″–17½″ 55NHP		
PGUK	*Mchy.Aft*		166						J.Pattje						N.V.Motorenf."De		
									Waterhuizen						Industrie"Alphen a/dRijn		
81612	**Polarland**		1591					1923	Laxevaags	Dampsk.A/S	246·0	37·9	15·7	Haugesnd	T.3Cy.18¾″,29″&49¾″–33″		N
			1188						Msk.&Jrnskb	Vestland(Rich.	P59*t*Q108*t*B124*t*			Norwegian	139NHP		
LCWQ	Wireless 1*Dk*		932						Bergen	Amlie&Co.A/S,	H76*t*			*WB*	LaxevaagsMsk&Jrns.Bgn.		
										Mgrs.)							
81613	**Polarlys** (P)		1069					1912	Akt.Bur-	DetBergenske	208·5	31·6	19·8	Bergen	T.3Cy.18½″,30″&50″–30″		
			919						meistr&Wain	Dampskibsselskab	H122*t*			Norwegian	137NHP		
LEPY	Wireless E.S.D. 2*Dks*		579						Copenhagen					*WB*	Akt.Burmeistr&Wain,Cpn		
81614	**Polartank**		6356	✠100A1	Rot	*m*†	CL	1930	Barclay,	Hvalfangerslsk.	421·0	58·5	32·3	Larvik	Oil Engines 2S.C.SA	32 ″ 3	
	Oil Eng.		5996	~~B.08~~10.38	Sfl		3,38	11mo	Curle&Co.Ld.	PolarisA/S				Norwegian	4Cy.23½″–91 $\frac{11}{16}$″ 687NHP		
LCTY	*ss*Sfj.No.2–38 ~~*ss*Sfj.No.1–04~~		3872	~~[illegible]~~	~~[illegible]~~ 10,38				Glasgow	(Melsom&Melsom,	P105′B28′F38′ FK			15*BH*	2DB*120lb*		
	Mchy.Aft 2*Dks*(*Stl*)&*Web frames*			DBS10,38				*Lloyd's*	*sA&CP*	*Mgrs.*)				(5 *to* 2*nd dk*)	Barclay,Curle&Co.Ld.Gls.		
	D.F. *Longitudinal framing*			*Carrying Petroleum in bulk*						*Cell DBuE*81′305*t D*	*Tf*38′498*t FPT*113*t*			*APT*129*t*			
81615	**Polcirkeln**		*1920*					1907	Lindhol-	TrafikA/BGränges	291·6	39·9	19·7	Stockholm	T.3Cy.21½″,35½″&58½″–36″		V
4679			*1490*						mensV.A.	berg-Oxelösund	P52′H83*t*			Swedish	206NHP		
SLRA	*Mchy.Aft* 1*Dk*		*741*						Gothenburg	(M.Waldenström,				*WB*	LindholmensV.A.Got.		
	Turret deck									*Mgr.*)							
81616	**Pole Star** Twin Sc		750	✠ ...	Lth			1930	W.Beard-	Commissioners of	195·7	31·1	14·5	Leith	T.6Cy.15″,24″&38″–24″	15 ″ 3	
161823			554	1,35				12mo	more&Co.Ld.	NorthernLight-	Q64′B53′F27′			British	HS4170 215NHP		
GFMD	Wireless D.F. 1*Dk*(*pt Stl*-teak s)		328						Dalmuir	houses	FK			8*BHptCem*	2SB&1AuxB,*8cf*,GS135,		
	2nd dk clear of mchy.space									*Cell DBa*36′*f*58′76*t*	*Tanks in way*				W.Beardmore&Co.Ld.		
	Cruiser Stern									*of tunnels*15*t D*	*Ta*17′21*t DTf*7′11*t*			*APT*15*t*			
81617	**Polemis** (*ex*Kingswear)		*1457*	✠100A1	Pir	*p*	CL	1909	WoodSkin-	J.D.Paleocrassas	245·3	36·5	16·6	Andros	T.3Cy.19″,31″&51″–36″ (*s*)	18 ″10	
141	*ss*Pir.2ndNo.3–7,34		*1220*	6,38 ~~7.15~~			2,37	4mo	ner&Co.Ld.					Greek	1801b 185NHP	s2 ″ 4½	
SVDN	*Mchy.Aft* Wireless *ss*Pir.No.1–38		*828*	~~[illegible]~~	~~[illegible]~~				Newcastle		P71′B12′F22′ FK			4*BHCem*	2SB,*6cf*,GS92,HS3064	16 ″ 7	
	1*Dk*(*pt Irn pt Stl*)&*deep framing*							*Lloyd's*	*sA&CP*	*Cell DBuE*&*B*36′52*t f*	168′414*t FPT*135*t*			*APT*63*t*	N.E.MarineEng.CoLdNwc		
	Cargo battens not fitted																
81618	**Polgarth** (*ex*Kempton–37,		794	✠100A1	Bly	*k*	CL	1920	Cochrane&	PolgarthS.S.Co.	185·1	31·0	11·7	Liverpool	T.3Cy.14½″,25″&40″–27″ (*s*)	14 ″ 0	
144055	*ex*Mayrix–34) *ss*Hul.No.3–10,33		554	6,38 ~~4.37~~			~~6.35~~	9mo	Sons,Ld.	Ld.(Pollexfen&Co.				British	1801b 111NHP	s3 ″11½	
MKFC	*Well deck* *ss*Bly.No.1–38 1*Dk*(*Stl*)		376	~~[illegible]~~	~~[illegible]~~		~~6,38~~		Selby	Ld.*Mgrs.*)	Q105′B11′F25′ FK			4*BHCem*	2SB,*4pf*,GS62,HS2000	13 ″ 9	
	Mchy.Aft			~~[illegible]~~	~~[illegible]~~			*Lloyd's*	*sA&CP*	*Cell DB*	*f*116′175*t FPT*58*t*			*APT*27*t*	Earle'sS.B.&E.Co.Ld.Hull		
81619	**Polglen** (*ex*Arleia) 3Mst		795	✠100A1	Bly	*k*	CL	1915	R.William-	BrunswickS.S.Co.	186·3	29·4	12·4	Liverpool	T.3Cy.14½″,25½″&41″–30″	14 ″ 7	
183262	*ss*Bly.2ndNo.3–5,38 ~~*ss*Wrk.No.3–2,96~~		545	5,[illegible] ~~11,37~~			~~8,30~~	2mo	son&Son	Ld.(Pollexfen&Co.				British	1801b (*s*) 85RHP	s 5 ″1½	
MPTR	*Mchy.Aft* ~~*ss*Nwc.No.2–34~~		368	~~[illegible]~~	~~[illegible]~~		~~1,38~~		Workington	Ld.*Mgrs.*)	Q116′B9′F25′ FK			3*BHCem*	1SB,*3pf*,GS55,HS1952	14 ″ 1	
	Well deck 1*Dk*(*Stl*)			~~[illegible]~~	~~[illegible]~~			*Lloyd's*	*sA&CP*		*Cell DBf*110′160*t*			*FPT*45*t*	Ross&Duncan,Glasgow		
	Cargo battens not fitted			1,39													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when hull last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of B. of Trade Cert.
81620 144784 MKGL	**Polgrange** (*ex* Edenwood, *ex* Ardshean)	ss Hul. No. 3-6,38 ss Lon. No. 1-36 / *Mchy. Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted*	804 548 378	✝100A1 2,38	Hul	*k*	CL 1,38	1920 10mo	R. Williamson & Son Workington	Brunswick S.S.Co. Ltd. (Pollexfen & Co. Ltd. *Mgrs.*) / *Lloyd's SA & CP*	186·5 | 29·4 | 12·4 191·8 (O.L.) Q116' B9' F24' FK *Cell D Bf 112' 162t*			Liverpool British	T.3Cy.14",24"&39"-27" (*s*) 180lb ~~200lb~~ 76 RHP 1SB, *3pf*, GS58, HS1809 McKie & Baxter, Glasgow	14 ″ 7 s 8 ″ 10½ 14 ″ 4	
81621 393 SZMF	**Policos** (P) (*ex* Yacht North Star, *ex* Cherokee, *ex* Sybarite, *ex* Venetia)	ss Cff. 2nd No. 3-2,20 2 *Dks* Wireless	875 — 347	✝ 10,22	Pir			1893 5mo	Nav. Const. & Armament Co. Ltd. Barrow	Hellenic Shipping & Commercial Co. Ltd.	233·5 | 29·1 | 18·9 BK8″			Piræus Greek	T.3Cy.21½",34"&56"-34" 223 NHP 2SB, *6cf*, GS138, HS3950 Nav. Cnst & Armamnt Co Ld	20 ″ 1	
81622 379 ISDX	**Polinice** (*ex* Tempo)	*Well deck* Sub. Sig. 1 *Dk*	1373 1046 738			...		1911	S. P. Austin & Son, Ld. Sunderland	A. Lauro	248·9 | 35·0 | 15·6 240·0 Q133' F27' FK *WB*			Naples Italian	T.3Cy.20",33"&54"-36" 210 NHP G. Clark, Ld. Sunderland	17 ″ 9	I †
81623 337 ISEA	**Polinnia** (*ex* Kirkwood)	*Well deck* 1 *Dk*	1592 1211 928			...		1911	R. Thompson & Sons, Ld Sunderland	A. Lauro	271·6 | 38·0 | 15·8 265·0 P on Q 18' Q108' B64' F24' FK *WB*			Naples Italian	T.3Cy.21½",36"&59"-39" 246 NHP N.E. Marine Eng. Co Ld. Sld.	18 ″ 2	I †
81624 147482 GJQN	**Politician** (*ex* London Merchant-35)	ss Bkn. No 3-8,35 2 *Dks (Stl)* & *Shelter dk (Stl)* *Cruiser Stern* *Cargo battens not fitted in* D.F. *Shelter 'tween dks*	7939 7372 5048	✝100A1 *Shelter dk* *with freeboard* ~~4,00~~ 0,37 4,39 ~~DS12,37~~ LMC8, *Fitted for oil fuel* 5, 23	Liv Gls BS3,39	*c* †	CL 8,38 4,39 *F.P. o*	1923 5mo	Furness S.B.Co. Ltd. Haverton Hill-on-Tees	Charente S.S. Co Ltd (T. & J. Harrison, *Mgrs.*) / *Lloyd's SA & CP* *Duet keel in Blr. sp above 1* *Cell D B 366' 1568t*	450·4 | 58·1 | 38·3 471·7 (O.L.) F42' *on Shelter dk* FK *Collision ace & forward 154'* *DTf 33' 967t DTa 33'*		Liverpool British *pt Cem* *n B H to S dk* 6 ,, ,, *U* ,, *797t FPT 68t*	2 Steam Turbines SR geared to 1 Sc. Shaft (*s*) 190lb FD 1004 NHP 4 SB. *16cf*, GS325, HS13168 J. Brown & Co. Ld. Gls. *4 PT 82t*	41 ″ 0 s 11 ″ 11½ 30 ″ 2	
81625 952 ICCF	**Pollenzo**	D.F. 1 *Dk & Shelter dk* *Cruiser Stern*	6470 6198 3997			...		1920	Furness S.B.Co. Ltd. Middlesbro'	Corrado Soc. Anon. di Nav.	412·4 | 55·6 | 34·4 F40' *on Shelter dk* FK *WB*			Genoa Italian	2 Steam Turbines D R geared to 1 Sc. Shaft 678 NHP Richardsons, Westgarth & Co. Ld. Hpl.	38 ″ 1	I †
81626 827 ISED	**Polluce** Ctr	*Mchy. Aft* 1 *Dk 2 tr B*	1049 823 610					1917	N. Odero & Co. Genoa	Soc. Anon. Ilva	204·7 | 32·2 | 16·8 P52' F20' *WB*			Genoa Italian	T.3Cy.15 $\frac{5}{10}$",24 $\frac{3}{8}$"&39 $\frac{5}{10}$"-25½" 79 NHP N. Odero & Co. Genoa		CI
81627 7471 SGRN	**Pollux** Twin Sc	Oil Eng. ss Rot. No. 2-35 / *Mchy. Aft* 2 *Dks (Stl)* & *Web frames* *Cruiser Stern* *Longitudinal framing-bracketless system*	8741 7979 4874	✝100A1 ~~8,39~~ 2,38 *with freeboard* ~~7,38~~ 6,37 1,39 LMC CS3, BS ~~11,38~~ 11,38 ~~4,363~~ 4,363 37 *Carrying Petroleum in bulk*	Rot Bkn	*d* †	CL 3,38 ~~9,37~~ 9,37 ~~MC3~~ MC3 ~~35~~ 4,39	1928 9mo	Kockums M. V. Aktiebolag Malmö	Trelleborgs Ångf. Nya Aktieb. (J. Malmros, *Mgr.*) / *Lloyd's SA & CP* *Cell D Ba E 60' 249t DTf 38' 298t*	482·7 | 61·9 | 36·1 486·7 (O.L.) P97' B36' F40' FK *FPT 152t APT 190t*		Trelleborg Swedish 17 *B Hpt Cem* (12 *to U dk* 5 ,, *2nd*,,)	Oil Engines 4 S.C.SA 12Cy.22 $\frac{7}{16}$"-39 $\frac{3}{8}$" 684 NHP 2 DB *170lb*-1 DB (*aft*) Kockums M. V. Akt. Malmö	36 ″ 3 s 8 ″ 3 28 ″ 3½	
81628 DDTG	— (*ex* Kurt, *ex* Sliedrecht)	1 *Dk*	3161 2849 1958					1905	R. Craggs & Sons, Ld. Middlesbro'	Heinrich Schmidt G.m.b.H.	329·7 | 47·0 | 22·3 P30' B82' F36' *WB*			Flensburg German	T.3Cy.22½",37½"&62"-42" 249 NHP Rotterdam Dry Dk. Co. Rot.		G
81629 LDEU	— (*ex* Guifaxe)	1 *Dk*	1676 1168 1028					1921	Helsingörs Jernsk & Msk Helsingör	Det Bergenske Dampskibsselskap	249·3 | 38·2 | 15·4 P37 *t* Q104 *t* B241 *t* F31 *t* H54 *t*			Bergen Norwegian *WB*	T.3Cy.18",30"&50"-36" 150 NHP Helsingörs Jernsk. & Msk b.		N
81630 OHGL	—	ss Hfs. 3rd No. 3-3,35 Wireless 1 *Dk (Stl)* & *deep framing* & D.F. *pt Awng dk (Stl-pt ws)* ss Abo. No. 1-39	1284 1230 724	✝100A1 *pt Awng dk* *with freeboard* ~~7,38~~ 6,37 1,39 ~~BS10,37~~ ~~MC3~~ MC3 ~~35~~ 4,39	Rot Abo	*n*	OG N10,36	1898 6mo	Campbeltown S.B.Co. Campbelt'wn A & CP	Finska Ångf Aktieb / *WB = Cell D*	230·2 | 32·7 | 15·0 Q79' FK *pt Awng dk* 151' *Ba 53' u E & B 38' f 94'*			Helsingfrs Finnish 4 *B H Cem*	T.3Cy.16½",27½"&45"-33" 160lb *100lb* 114 NHP NDB 14 1SB. *3rf*, GS68, HS1668 J. G. Kincaid & Co. Greenock	17 ″ 4 s 7 ″ 2¼ 17 ″ 3	
81631 ESEA	— (*ex* Theodor)	1 *Dk & Web frames*	931 668 526					1890	Howaldtswerke Kiel	J. Rang	205·8 | 30·7 | 13·8 Q62' B52' F26' *WB*			Tallinn Estonian	T.3Cy.14¼",22¼"&36¾"-23¾" 66 NHP Howaldtswerke, Kiel		V
81632 DOOG	—	1 *Dk & pt Awng dk*	518 289 319					1896	Akt. Ges. "Weser" Bremen	Dampfschifffahrts Ges. Neptun	163·0 | 24·1 | 9·6 F16' *pt Awng dk* 133'			Bremen German *WB*	C.2Cy.16 $\frac{5}{16}$"&30 $\frac{11}{16}$"-20½" 86 NHP A.G. "Weser," Bremen		G
81633 OUKC	**Polly**	ss Svb. 2nd No. 3-5,36 1 *Dk (Stl)*	803 675 466	✝100A1 ~~6,38~~ 5,37 1,39 BS9,37 LMC5,36	Abg Srb	*l*	OG ~~4,36~~ 4,36 N11,38	1911 8mo	Antwerp Eng. Co. Ld Hoboken	D/S A/S Progress (M. Nielsen & Sön, *Mgrs.*) / *W B = Cell D Ba 47* *Lloyd's SA & CP*	208·0 | 31·3 | 13·1 P29' B60' F26' FK *u E 23' f 90' 213t FPT*			Copnhagn Danish 4 *B H Cem* 24t *A PT 21t*	T.3Cy.13",21"&35"-27" (*s*) 180lb 82 NHP 2SB, *4cf*, GS44, HS1428 N.E. Marine Eng. Co Ld. Sld.	15 ″ 5 s 1 ″ 6½ 14 ″ 0	
81634 165579 MMNR	**Polly M.**	Oil Eng. *Mchy. Aft* 1 *Dk* *Cruiser Stern*	380 223 183					1937	Gebr. van Diepen Waterhuizen	T. J. Metcalf	141·2 | 26·1 | 8·4 P43' Q49' F20'			London British *WB*	Oil Engines 4 S.C.SA 6Cy.11"-17 $\frac{1}{16}$" 70 NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz		C
81635 147583 MNWZ	**Polmela** (*ex* Lilburn-37, *ex* Islington)	ss Gmh. No. 3-9,27 ss Bkn. No. 2-35 *Cargo battens not fitted*	1495 1280 835	✝100A1 6,37	Sws	*p*	CL 6,37	1924 2mo	Swan, Hunter & Wigham Richardson, Ld. Sunderlnd	Eclipse Shipping & Trading Co. Ld. (J. J. Thomas & Co. *Mgrs.*) / *Lloyd's SA & CP*	240·0 | 37·2 | 17·7 248·3 (O.L.) P17' B53' F22' FK *Cell D B 203' 417t FPT*			W. Hartlpl British 4 *B Hpt Cem* 82t *A PT 29t*	T.3Cy.18",29"&48"-33" (*s*) 180lb 168 NHP 2SB, *4cf*, GS88, HS2930 MacColl & Pollock, Ld. Sld.	19 ″ 9 s 2 ″ 7½ 17 ″ 3	
New	**Transeas,"** *see No. 90237 in Supplement*																
81636 139337 GBNJ	**Polo**	ss Hul. No. 3-9,31 ss Hul. No. 1-36 1 *Dk (Stl)* & *Shelter dk (Stl)* *Cargo battens not fitted in 'tween dks*	1950 1638 970	✝100A1 *Shelter dk* *with freeboard* 1,38 ~~1,36~~ BS7,38 ~~BS6,37~~ LMC5,36	Hul	*s*	CL 3,38	1919 5mo	Swan, Hunter & Wigham Richardson, Ld Sundrland	Ellerman's Wilson Line, Ld. / *Lloyd's SA & CP* *Collision Cell*	290·0 | 42·5 | 18·8 FK *BH to Shelter dk 5 B H to U dk DB 248' 501t FPT*			Hull British *pt Cem* 31t *A PT 39t*	T.3Cy.22",36"&59"-39" (*s*) 180lb 324 NHP 3SB, *6cf*, GS123, HS4960 FD Richardsons, Westgarth & Co. Ld. Sld.	21 ″ 2 s 1 ″ 1 20 ″ 2¾	
Broken up	**Polonia** (P) (*ex* Kursk)	ss Pir. 2nd No. 3-12,35 3 *Dks (U Stl-*teaks) 2nd *dk (Stl-*ws)	7500 5896 4519	✝~~100A1~~ ~~12,37~~	Pir	*c* †	CL 6,36	1910 9mo	Barclay, Curle & Co. Ld Glasgow	Gdynia-America Shipping Lines, Ld. Francesco Pittaluga / *Lloyd's SA & CP* *Cell D Ba 106' u E*	450·0 | 56·2 | 31·3 P75' B203' F84' FK *Shade dk 40'* 47' *f* 184' 897t *FPT*			Italian 7 *B H Cem* 57t *A PT 29t*	Q.8Cy23¾",33",47"&68"-48" 215lb (*s*) 1020 NHP 6SB, *18cf*, GS363, HS15114 FD Barclay, Curle & Co. Ld. Gls.	34 ″ 0 s 9 ″ 1¼ 25 ″ 1	
SPEL	D.F. GyC. Sub. Sig.																
81638 164247 MMQV	**Polperro**	D.F. Oil Eng. 1 *Dk* *Mchy. Aft* *Cruiser Stern*	403 263 204					1937	N V Schpsw "Foxhol" Foxhol	H. & S. Shipping Co. Ld. (Hannan, Samuel & Co. Ld. *Mgrs.*)	145·6 | 26·0 | 9·0 P47' Q50' B31' F24' *WB*			Fowey British	Oil Engines 4 S.C.SA 6Cy.11 $\frac{7}{16}$"-17 $\frac{1}{16}$" 76 NHP Appingedammer Brons Motorenfb. N.V.		V
81639 218068 KIGL	**Polybius**	Sub. Sig. *Fitted for oil fuel* 2 *Dks 3 tr B* & *Shelter dk*	7041 6748 5359					1919	Skinner & Eddy Corp. Seattle	United States Maritime Commission	409·6 | 54·2 | 27·1 *WB*			Seattle Utd. States	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la Dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant espace Lettre d'Entrepont.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où noté, si ce n'est dans le L. R. Cinse. Coef. Bloc Teste
81640	**Polycarp**		3577	✠100A1 Ant		*v*	OG	1918	Barclay,	BoothS.S.Co.Ld.	340·7	46·8	25·6	Liverpool	T.3Cy.22½″,39″&67″–45″ (*r*)	28 ″ 0	
140569		*ss*Liv.No.3–12,30	3235	~~11,07~~ 11,38 Hul			~~6,35~~	4mo	Curle&Co.Ld					British	215lb 403NHP	s 4 ″ 11½	
GRJZ		*ss*Bkn.No.1–35	2249	BS ~~1935~~ ✠ MC8			11,38		Glasgow		P42′B88′F41′				3SB,*9cf*,GS188,HS6759	23 ″ 4½	
		2*Dks*(*Stl*)		12,38					A&CP						Barclay,Curle&Co.Ld.Gls.		
										CellDB	288′720*t*	*FPT*60*t*	*A*	*PT*25*t*			
81641	**Polydorus** (P)		5922					1924	Scotts'S.B.	Nederlandsche	429·9	54·8	30·1	Amstrdam	2SteamTurbinesDRgeared		C
		Fitted for oil fuel	—						&E.Co.Ld.	Stoom.Maats.	P42′B123′F45′			Dutch	to 1 Sc. Shaft		
PGUR	D.F.	2*Dks*	3636						Greenock	"Oceaan"				*WB*	Scotts'S.B &E.Co.Ld.Grk.		
81642	**Polykarp**	TwinSc	6405					1931	Eriksbergs	Kristiansands	408·6	55·3	32·4	Xlansand	Oil Engines 4S.C.SA.		N
	(*ex*FannyHöegh–36)	*OilEng.*	5554						M.V. Aktieb	TankrederiA/S	P223*t*H505*t*F76*t*			Norwegian	12Cy.21⅞″–39⅜″ 543NHP		
LCUG	*Mchy.Aft.* *CruiserStern*	1*Dk*	3840						Gothenburg	(EinarRasmussen,				*WB*	EriksbergM.V. Aktieb.Got		
	D.F.	*CarryingPetroleum in bulk*								*Mgr.*)							
81643	**Polyktor**		4077	✠100A1 Ant		*x*	CL	1914	W.Pickers-	G.C.Dracoulis	380·0	52·4	22·3	Ithaca	T.3Cy.25″,42″&68″–45″ (*s*)	25 ″ 5	
23		*ss*Pir.No.3–5,27	~~3805~~	~~10,37~~10,38			10,37	2mo	gill&Sons,Ld.					Greek	180lb *80lt* 357NHP	s 3 ″ 4½	
SWXS		*ss*Pir.No.2–36	2484	BS ~~H.37~~ ✠ I.MC10,36					Sunderland	*WB*=*Cell*	P31′B221′F37′ FK				2SB,*8cf*,GS154,HS5774	22 ″ 3½	
		1*Dk*(*pt Stl pt Irn*)		10,38					*Lloyd's* A&CP	*DBa*131′*u E&*	B44′*f*163′	1444*t*	*FPT*135*t*	*APT*231*t*	G.Clark,Ld.Sunderland		
81644	**Polynésien**	TwinSc	1389					1930	Kiousin	Cie des Messa-	220·0	34·7	10·5	Noumea	Oil Engines 4S.C.SA		C
	(*ex*Mygreta–38,	*OilEng.*	704						SB&EngWks	geries Maritimes	B64′F22′			French	14Cy.11″–16 1/16″ 164NHP		
	*ex*YungPing–37)	2*Dks*	902						Shanghai					*WB*	MaschinenfbrK. Augsburg-NürnbergA.G.Augsburg		
81645	**Polyphemus** (P)	TwinSc	6269					1930	Scotts'S.B.	Nederlandsche	430·5	56·3	26·3	Amstrdam	Oil Engines 4S.C.SA		C
		OilEng.	—						&E.Co.Ld.	Stoom.Maats.	P42′B252′F45′			Dutch	12Cy.24 3/16″–51 5/16″ 687NHP		
PGUS	D.F.	2*Dks*	3856						Greenock	"Oceaan"				*WB*	Scotts'SB&ECoLdGrk.		
81646	**Polzella**		4751	✠100A1 Syd		*z*	CL	1929	W.Gray&	EclipseShipping&	400·1	54·2	25·1	Penzance	T.3Cy.26″,43″&71″–48″ (*s*)	27 ″ 6	
148484		*ss*Bry.No.1–37 *ss*Bro.No.1–38	4417	*withfreeboard* ~~1–37~~ Shi			~~9,37~~	7mo	Co.Ld.	TradingCo.Ld. (J.	413·2(O.L.)			British	180lb 440NHP	s 2 ″ 11½	
GTDP	D.F.	1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	2868	~~5,35~~ 5,37 ✠ I.MC 37			8,38		WHartlepool	J.Thomas&Co.		FK		6*BHCem*	3SB,*9cf*,GS190,HS7614	24 ″ 9⅜	
				12,38				*Lloyd's*	A&CP	*Mgrs.*)			(*Coll to Sh dk*		Cen.Mar.EWrks.Ld WHpl		
				~~BS 8,38~~						*CellDB*353′1181*t*	*FPT*178*t*	*APT*146*t*		5 ,, 2*nd* ,,)			
81647	**Pomaron** (*ex*Copeman,*ex*Avontown,		1840	✠ Cff		*q*		1899	A.Rodger	Usaldusühing	259·9	37·4	16·9	Pärnu	T.3Cy.17½″,31″&51″–36″	19 ″ 5	V
1119	*ex*Citrine)	*ss*Sld.2ndNo.3–6,19	1566	10,28				12mo	&Co.	Jacobson jaKo.	Q97′B62′F29′			Estonian	NDB14 167NHP		†
ESRM		*ss*Apl.No.1–25	1103	✠ NB6,14 ✠					Pt.Glasgow	(Chas.Strubin&		FK		4*BHCem*	1SB,*4pf*,GS77,HS2672		
		1*Dk*(*Stl*)*&Webframes*								Co.Ld.*Mgrs.*)					Muir&Houston,Ld.Gls.		
										CellDBa	76′*f*112′377*t*	*FPT*66*t*		*APT*31*t*			
81648	**Pomella**		6766	✠100A1 Bkn		*a*†	CL	1937	Cammell	Anglo-Saxon	456·9	57·5	31·9	London	Oil Engines 4S.C.SA	32 ″ 0	
165432		*OilEng.*	6056	3,37				3mo	Laird&Co.Ld.	PetroleumCo.Ld.	457·3(O.L.)			British	8Cy.25 5/16″–55½″ 502NHP	s 5 ″ 8½	
GZLD	D.F. E.S.D.	1*Dk* 2*nd dk clear of*	~~2311~~	✠ I.MC 3,37					Birkenhead		P94′B37′F64′	FK		14*BH*	DB*180lb*	26 ″ 6½	
		Mchy.Aft *CruiserStern* *cargo tanks*	3045	*CarryingPetroleum in bulk*				*Lloyd*	*s*A&CP	*CellDBuE*68′152*t*					Hwthrn,Leslie&CoLd.Nwc		
		Longitudinal framing at bottom & deck in centre tanks								*DT f*24′	320*t*	*FPT*104*t*	*APT*	*s*163*t*			
81649	**Pomerol**		1167	✠ [illegible] Hav		*o*	CL	1930	D&W Hen-	Worms etCie.	237·3	34·1	14·7	Havre	T.3Cy.18″,30″&50″–36″ (*s*)	16 ″ 9	
		*ss*Hav No.1–35	—				3,37	7mo	dersn&Co.Ld.					French	200lb *125lb* FD 188NHP	~~s 10~~	
TUCM	*Well deck*	1*Dk*(*Stl*)2*nd Dk*(*Stl*)	439	~~BS 3,37~~ ✠ LMC ~~B5~~					Glasgow		P&B186′F31′	FK		5*BHCem*	1SB(Spt),*3cf*,GS63,HS2195	~~B ~~ 01	
		in No.1hold						*Lloyd's*	A&CP	*CellD*	*B*192′275*t*	*FPT*16*t*		*APT*51*t*	D&W Hendersn&CoLdGls.		
81650	**Pommern**		2180					1935	Stettiner	R.C.Gribel	295·2	42·7	16·8	Stettin	T.3Cy.20 1/16″,32 1/16″&55½″		G
	D.F.		1697						Oderwrke AG		P17′Q101′B118′			German	–35 7/16″ 182NHP		
DAYJ	Sub.Sig.	*CruiserStern* 1*Dk*	1269						Stettin		F26′			*WB*	StettinerOderwerkeA.G.		
81651	**Pomona**		7583					1920	Bethlehem	WeyerhaeuserS.S.	440·0	56·0	35·2	Tacoma,	T.3Cy.27½″,47″&76″–48″		R
220334		*Fitted for oil fuel*	—						S.B.Corp.Ld.	Co.				Wash.	400NHP		
KDAT	D.F. GyC.	1*Dk&Shelter dk*	4819						S.Francisco,					Utd.States	BethlehemS.B.Corp.Ld.		
		Longitudinal framing							Cal.					*WB*			
81652	—	TwinSc	2198	✠ —— Rot		*s*		1921	G.&A.Flli.	A.Lauro	290·0	41·4	19·1	Naples	Oil Engines 4S.C.SA	21 ″ 11	CI
457	(*ex*Edmondo–36,*ex*Primula–32)	*OilEng.*	1758	9.30				7mo	Migliardi		P32′Q125′F35′			Italian	12Cy.16 1/16″–26⅜″ 335NHP		†
IBIK	*Well deck* *Mchy.Aft*	*ss*Gen.No.1–26	1303	✠					Savona			FK		4*BHCem*	2DB		
	D.F.	1*Dk*(*Stl&Web frames*)								*Cell*	*DB f*170′575*t*	*FPT*1		30*t*	*APT*65*t*	FrancoTosi,Legnano	
		Longitudinal framing															
81653	**Pomorie** (P)	TwinSc	810					1930	StatesS.B.	U.S.S.R.	174·3	30·3	14·8	Archangel	T6Cy.8 1/16″,13¾″&22 7/16″–15¾″		
			645						Yard"Marti"		B55′F24′			Russian	42NHP		
UNJO	Wireless	2*Dks*	316						Leningrad					*WB*	StatesS.B.Yard"Marti"		
81654	**Ponce** (P)		3506	✠100A1 N Yk		*u*	CL	1899	Harlan&	Agwilines,Inc.	317·0	42·0	20·1	New York	T.3Cy.24″,38″&60½″–42″ (*r*)		
150831		*ss*N.Yk.3rdNo.3–6,37	3051	*Spar dk*			NI,38	9mo	Hollings-	(NewYork&Porto			27·8	Utd.States	180lb NDB19 303NHP		
WFCB	*Ref.Mchy.*	1*Dk&Spar dk*(*Stl–ws*)	2192	~~1,38~~					worthCo.	RicoS.S.Co.*Mgrs.*)	P49′B116′F33′	FK		6*BHCem*	2SB,*6cf*,GS104,HS5230 FD		
		&Web frames		✠ NB4,19 ✠ LMC				A&CP	Wlmgtn, Del.						Harlan&HollingsworthCo.		
				M ~~S 37~~ L ~~48~~ 19						*CellDBa*86′*u E&*	*B*60′*f*124′543*t*	*FPT*		128*t*	*APT*68*t*	Wilmington,Del.	
				Lloyd's RMC ~~B 37~~ 8,36													
				for temp. 18° F.													
				Fitted for oil fuel 4,19			*F.P. a*	*bove* 1	50° F.								
81655	**Ponoka** (*ex*Lehigh)	Iron	1506					1880 1920	Detroit	CenturyCoalCo.	247·9	35·6	15·3	Montreal	C.2Cy.26″&54″–36″		
141839			1217						DryDockCo.	Ltd.				British	*Emade*97 NB00 146NHP		
	Mchy.Aft	2*Dks*	888						Wyandotte					*WB*	H.G.Trout,Buffalo		
								Rebuilt at	Levis,Quebec, by George Hall Coal Co. of Canada, Ld. Montreal								
81656	**Pontet-Canet** (*ex*Viola)		1176					1912	Flensburgr	Worms&Cie.	226·7	33·2	14·8	Havre	T.3Cy.15″,25⅜″&44 1/16″–29½″		V
			—						Schiffsb.Ges.		P&B177′F31′			French	92NHP		
TVPY		1*Dk*	678						Flensburg						FlensburgerSchiffsb.Ges.		
81657	**Pontiac**		8200					1917	Gt.Lakes	Cleveland-Cliffs	580·0	60·0	27·9	Wilmgton	T.3Cy.24½″,40″&65″–42″		R
215048			—						Eng.Works,	S.S.Co.(Cleveland-	F54′			(Del.)	274NHP		
KFML	D.F. *Mchy.Aft*	1*Dk*	6367						Ecorse,Mich.	CliffsIronCo.*Mgrs*)			*WB*	Utd.States	Gt.LakesEng.Wks.Detroit		
81658	**Pontinia** (*ex*Planet–34)	Iron	715					1881	Rostocker	RaffaeleRomano	194·5	26·3	15·2	Naples	T.3Cy.12½″,21″&34½″–24″		I
473			549						Act.Ges.		186·1	25·7	15·6	Italian	NB98 58NHP		
ICBL		1*Dk2trB*	416						Rostock		Q60′B48′F26′		*WB*	*Tpd*98	Hels.Jerns.&Mask.Els.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey. Year Assigned. Now Assigned.	7 Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed. If not in L.R. Date of Bof Trade Cert.
81659 DJPT	**Pontos**	*Oil Eng.* 3 *Dks* *Cruiser Stern* *Ref. Mchy.* D.F.	3410 2920 2032					1935	Bremer Vulkan Vegesack	Afrikanische Frucht-Cie. A.G. (Reederei F. Laeisz G.m.b.H. *Mgrs.*) *Cell D B351'1296t*	366·0 | 44·8 | 24·0 F44' B44' *FPT86t APT127t*	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.22⅝"–35$_{76}$" 975NHP Bremer Vulkan, Vegesack		G
81660 147719 GBYT	**Pontypridd** *ss* Bry. No. 3–3,37 D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)*		4458 4182 2736	✠100A1 *Shelter dk* *with freeboard* ~~4,—~~ 10,37 LS6,38	Bkn Bry	*y*	CL ~~5,36~~ ~~7,38~~ 5,39	1924 8mo *Lloyd's*	Nthmblnd. S.B.Co.Ld. Newcastle *SA&CP*	Pontypridd Steamship Co. Ld. (Morel, Ld.) *Cell D B351'1296t*	399·6 | 52·9 | 24·8 F36' *on Shelter dk* FK *Collision B Hto Sh dk* 5 „ „ *U* „ *FPT86t APT127t*	London British *Cem*	T.3Cy.25½",42"&70"–48" (*s*) 180lb 422NHP 3SB(Spt),*9cf*,GS192, HS7248 Blair & Co. Ld. Stockton	27 " 5 s 2 " 11½ 24 " 8½	
81661 149664 GNKB	**Ponzano** *Oil Eng.* Wireless D.F. *ss* Ant. No. 2–36 1 *Dk (Stl)* & *Shelter dk (Stl)*		1346 1055 580	✠100A1 *Shelter dk* *with freeboard* ~~3,37~~ 3,38 ✠LMC CS12,36 ~~6,35~~ 6,37	Lon Liv	*r*	CL 11,36	1928 3mo *Lloyd's*	Harland & Wolff, Ld. Glasgow *SA&CP*	Mac Andrews & Co. Ld. *Cell D B220'329t*	270·1 | 39·1 | 15·6 B70' FK *Coll to Sh dk* 4 „ 2nd „ *FPT17t APT38t*	Liverpool British 5 *B Hpt Cem*	Oil Engines 4S.C.SA 6Cy.24½$_{18}$"–51$_{76}$" 355NHP Harland & Wolff, Ld. Gls.	17 " 6 s " 2 17 " 6½	
81662 145417 MKTN	**Pool Fisher** (*ex* M. J. Craig–35) *ss* Bel. No. 3–9,38 *ss* Bkn. No. 1–37 *Mchy. Aft* *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted*		605 404 271	✠100A1 3,38 BS8,38	Brw MC6,37	*i*	CL 3,38	1921 6mo *Lloyd's*	Taw Shipyards, Ld. Barnstaple *SA&CP*	James Fisher & Sons, Ld. *Cell D*	174·5 | 28·6 | 10·9 *29·6* 182·7(O.L.) FK Q100'B11'F26' *Bf 94'144t FPT45t*	Barrow British 3 *B H Cem* *APT22t*	T.3Cy.14",23"&38"–27" (*s*) 180lb 57RHP 1SB,*3cf*,GS52,HS1761 Aitchison Blair Ld. Clydbnk	13 " 0 s 4 " 3½ 12 " 10½	
81663 151547 ZMBL	**Poolta** *ss* Wln. No. 3–4,38 *ss* Wln. No. 1–37 1 *Dk (Stl)* *Cargo battens not fitted*		1675 1378 933	✠100A1 3,38 BS3,38	Wln MC4,37	*p*	OG 4,37	1921 8mo *Lloyd's*	Burgerhout's Mach. & Scheeps. Rotterdam *SA&CP*	Union S.S. Co. of New Zealand, Ld. *Cell D B201'518t FPT59t APT45t*	240·6 | 41·0 | 17·1 251·0(O.L.) P23'B57'F23' FK *B Hto Sh dk* 4 *B H Cem*	Wellingtn, N.Z. British	T.3Cy.16⅞",29½"&47½"–35½" 180lb (*s*) 177NHP 2SB,*4cf*,GS80,HS3164 Burgerhout's Mach&Schps	19 " 4 s 2 " 6 17 " 0	
81664 131557 VJVP	**Poonbar** Wireless	**Twin Sc** 1 *Dk*	909 650 421					1913	Murdoch & Murray, Ld. Port Glasgow *SA&CP*	Nelson & Robertson Proprietary, Ld.	200·4 | 34·1 | 12·2 Q96'F31'	Sydny NSW British *WB*	T.6Cy.11",18"&30"–22" 90RHP W.V.V. Lidgerwood, Gls.		C
81665 669 SVEV	**Popi** (*ex* West Marsh, *ex* Cairnisla) *ss* Pir. 3rd No. 3–9,38 1 *Dk (Iron)* & *deep framing*		*1594* *1437* *981*	✠100A1 10,36 BS7,37	Cff MC9,37	*q*	CL 10,36	1896 3mo *Lloyd's*	Short Bros. Sunderland *A&CP*	M.N. Vernicos *Cell D Ba80'u 1*	259·0 | 36·8 | 18·1 P20'B62'F26' FK *Ş B34'f98'393t FPT*	Piræus Greek *WB*	T.3Cy.19",31"&51"–36" (*s*) 160lb *100lb* NDB12 157NHP 1SB,*4cf*,GS65,HS2357 Black, Hwthrn & Co. Ld. Gts	20 " 4 s 2 " 8¾ 17 " 8¾	
81666 898 SVIM	**Popi S.** (*ex* Frangoula *ex* Vrondissis–37, *ex* Everene–35, *ex* Eirene, *ex* Crisia, *ex* Rudolf Rettich, *ex* Rosemarie Hölken, *ex* Hedwig Heidmann) *Cantilever framed topside tanks*	**5 Mst** 1 *Dk*	2083 1784 1064					1903	Sir Raylton Dixon & Co Ld Middlesbro'	Mme. K.G. Sigalas (G. Sigalas Sons, *Mgrs.*)	290·8 | 40·7 | 18·7 B59'H12'F26	Piræus Greek *WB*	T.3Cy.20½",34"&56"–36" 138NHP N.E. Marine Eng. Co. Ld. Sld		G
81667 127479 MNXF	**Poplar** *ss* Bel. No. 2–35 *Mchy. Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted*		343 246 122	✠100A1 8,35 BS~~9,37~~ 10,38	Bel ✠LMC8,38	*f*	CL 10,37	1927 7mo *Lloyd's*	J. Fullerton & Co. Paisley *SA&CP*	Frontier Town S.S. Co. Ld. (J. Fisher & Sons, Ld. *Mgrs.*)	142·7 | 23·6 | 10·3 Q81'B7'F24' BK6" *FPT54t*	Newry British 3 *B H Cem* *APT45t*	T.3Cy.12",20"&32"–24" (*s*) 180lb 52RHP 1SB,*3pf*,GS46,HS1436 Fishers, Ld. Paisley	11 " 4 s 4 " 0⅜ 11 " 7	
81668 5285 SJTA	**Porjus** (*ex* Hampshire) *ss* Got. 2nd No. 3–5,31 *ss* Got. No. 1–36 1 *Dk (pt Irn & pt Stl)* & *deep framing* *Cargo battens not fitted*	D.F.	*2965* *2580* *1755*	✠100A1 12,~~38~~ MS1,36 ~~1,38~~	Mdb Got ✠LMC ~~11,38~~	*t*	CL 1,37	1906 11mo *Lloyd's* *WB=*	S. P. Austin & Son, Ld. Sunderland *SA&CP*	Trafikaktieb. Grängesberg-Oxelösund (M. Waldenström, *Mgr.*) *Cell D Ba104'u Ł6*	313·8 | 46·5 | 20·6 P23'B86'F31' FK *B38'f130'832t FPT*	Stockholm Swedish 5 *B H Cem* 102t *APT81t*	T.3Cy.23",38"&62"–42" (*s*) 160lb *90lb* 266NHP 2SB(Spt),*6pf*,GS117, HS4237 G. Clark, Ld. Sunderland	23 " 0 s 3 " 6 19 " 9	
81669	—	*Oil Eng.*	764 597					1937	Lübecker Flender-Werke A.G. Lübeck Siems	Afrikanische Frucht-Cie. A.G. (Reederei F. Laeisz G.m.b.H. *Mgrs.*)	202·4 | 31·3 | 12·3 P50'F22'	Hamburg German *WB*	Oil Engines 4S.C.SA 8Cy.15$_{76}$"–22½$_{18}$" 179NHP Deutsche Werke Kiel A.G.		G
81670 LCZA	**Porsanger**	D.F. 1 *Dk*	4267 3923 2613				...	1918	Canadian Vickers, Ld. Montreal	Westfal-Larsen & Co. A/S	380·7 | 49·2 | 26·8 P14'B102'F42' FK	Bergen Norwegian *WB*	T.3Cy.25",41"&67"–45" 333NHP Canadian Vickers, Ld. Mtl.	30 " 0	N †
81671 143949 GCNR	**Port Adelaide** *ss* Hul. No. 3–9,31 *ss* Lon. No. 1–35 *Ref. Mchy.* 2 *Dks (Stl)* & *Shelter dk (Stl)* D.F. E.S.D. *Cruiser Stern*	**Twin Sc**	8422 7799 5350	✠100A1 *Shelter dk* *with freeboard* ~~4,—~~ 11,37 BS4,37 1,39	Liv ~~Lon~~ ✠LMC10,35	*e* †	CL ~~N10,35~~ 12,38	1919 12mo *Lloyd's*	Hawthorn Leslie & Co Ld Newcastle *SA&CP*	Port Line, Ld. *Cell D B*	481·2 | 62·3 | 33·0 499·0(O.L.) F55' *on Shelter dk* FK *Collision B Hto Sh dk* 7 *B Hto U* „ 413'1342t *APT91t*	London British *Cem*	6 Steam Turbines DR geared to 2 Sc. Shafts 200lb (*s*) 967NHP 4SB(Spt),*16cf*,GS316, FD HS13060 Hwthrn, Leslie & C. Ld. Nwc	35 " 8 s 5 " 9½ 30 " 2¼	
81672 160615 GSTN	**Port Alma** D.F. E.S.D. Gy C. *Ref. Mchy.* *Cruiser Stern*	**Twin Sc** *Oil Eng.* *ss* Lon. No. 2–37 2 *Dks (Stl)* & *Shelter dk* (Stl–ws)	8400 7276 5210	✠100A1 *with freeboard* ~~[illegible]~~ 8,39 DB ~~—~~ 10,38	Lon ~~Liv~~ M CS12,37 9,35	*e* †	CL ~~9,36~~ 10,38	1928 12mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld. Newcastle *SA&CP*	Port Line, Ld. *Duct keel fwd of* *Cell D B*	477·3 | 63·2 | 31·0 495·0(O.L.) F52' FK *mchy. space* 157' (C 403'1569t *APT104t*	London British 8 *B Hpt Cem* *oll to Sh dk* 7 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.23⅝"–91½" 1374NHP 3DB *100lb* W. Doxford & Sons, Ld. Sld.	34 " 9 s 5 " 4 29 " 7½	
81673 LEQD	**Port Antonio** Wireless	2 *Dks*	1266 1101 717					1913	Sörlandets Skibsbyg Fevig	A/S Gulftrade (L. Harboe-Jensen & Co. *Mgrs.*)	235·0 | 33·7 | 20·0	Oslo Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP Fredrikstad M.V. Frdstad.		N
81674 146606 GFSR	**Port Auckland** *ss* Liv. No. 3–6,34 *Ref. Mchy.* 2 *Dks (Stl)* & D.F E.S.D. *Shelter dk (Stl)* *ss* Liv. No. 1–33	**Twin Sc**	8789 7697 5515	✠100A1 *Shelter dk* *with freeboard* ~~3,38~~ ~~12,37~~ ~~6,38~~ BS ~~—~~ 3,39	Lon ~~Cff~~ Nwc M ~~—~~ 10,38	*e* †	CL SN7,37 P7,37	1922 8mo *Lloyd's*	Workman, Clark & Co. Ld Belfast *SA&CP*	Port Line, Ld. *Cell D B404'*	480·8 | 62·4 | 32·9 499·0(O.L.) F *on Shelter dk* 56' FK *Collision B H to S dk* 7 „ „ *U* „ 1446t *APT80t*	London British *Cem*	T.6Cy.22½",38"&63½"–48"&2 LP Turbines with DR gearing & hydraulic coupling(*s*) 2001b FD 1070NHP 4SB,*16cf*,GS316,HS12900 Wrkman, Clark & Co. Ld Bel.	35 " 7 s 5 " 9½ 30 " 0½	
81675 143202 GRSV	**Port Bowen** *ss* Lon. No. 3–6,31 *ss* Hul. No. 1–35 *Ref. Mchy.* 2 *Dks (Stl)* & *Shelter dk (Stl)* D.F. E.S.D. *Cruiser Stern*	**Twin Sc**	8267 7712 ~~6116~~ 5175	✠100A1 *Shelter dk* *with freeboard* 8,39 3,38 BS ~~—~~ 3,39	Liv Gls M C7,35	*e* †	CL 9,36	1919 5mo *Lloyd's*	Workman, Clark & Co. Ld Belfast *SA&CP*	Port Line, Ld. *Cell D B410'1462t*	480·7 | 62·4 | 32·9 500·5(O.L.) F *on Shelter dk* 56' FK *Collision B H to Sh dk* 7 „ „ *U* „ *APT80t*	London British *Cem*	6 Steam Turbines DR geared to 2 Sc. Shafts 210lb (*s*) 1001NHP 4SB(Spt),*16cf*,GS322, FD HS12800 Wrkman, Clark & Co. Ld Bel.	35 " 8 s 5 " 9½ 30 " 2	

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Materiaux, Grément, etc / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, et si cet dans le L. R. Durée Cert. R. of Trade
81676 147563 GJZK	**Port Brisbane** Ref.Mchy. D.F.	TwinSc 2Dks(Stl)&Shelter dk E.S.D.	8739 7681 5474	✝100A1 Shelter dk withfreeboard Cruiser Stern	Gls Liv	e†	CL PN1,36 SN7,36	1923 12mo Lloyd's	Workman, Clark&Co.Ld. Belfast SA&CP	PortLine,Ld. Cell DB	480·7 62·4 32·9 (o.l.) Fon Shelter dk 56 Collision BH to Shdk 114'1478t APT80t			London British Cem 7 „ „ U „	T.6Cy.22½",38"&63½"-48"&2 LP Turbines with DR gearing & hydraulic coupling 200lb (s) 1067NHP 4SB,16cf,GS315,HS12900FD Wrkman,Clark&Co.Ld Bel.	35 " 8 s 5 " 9⅜ 30 " 1¾	
81677 146580 GFSQ	**Port Campbell** Ref.Mchy. D.F. E.S.D.	TwinSc ssLiv.No.3–10,34 2Dks(Stl)&Shelter dk(Stl) Cruiser Stern	8751 7697 5483	✝100A1 Shelter dk withfreeboard BS 4,39 LMC3,34	Lon Liv	e†	CL N8,37	1922 6mo Lloyd's	Workman, Clark&Co.Ld Belfast SA&CP	PortLine,Ld. Cell DB404	480·8 62·4 32·9 F56'on Shelter dk Collision BH to Shdk 1446t APT80t			London British Cem 7 „ „ U „	T.6Cy.22½",38"&63½"-48"&2 LP Turbines with DR gearing & hydraulic coupling 200lb (s) 1040NHP 4SB,16cf,GS316,HS12900FD Wrkman,Clark&Co.Ld Bel.	35 " 8 s 5 " 9⅜ 30 " 1¼	
81678 143790 GRSW	**Port Caroline** Ref.Mchy. D.F. E.S.D.	TwinSc ssHul.No.3–6,31 ssNwc.No.1–36 2Dks(Stl)&Shelter dk(Stl) Cruiser Stern	8263 7712 5167	✝100A1 Shelter dk withfreeboard MS1,36 LMC BS	Lon Liv	e†	CL ✝1,36 S8,36 P7,38	1919 11mo Lloyd's	Workman, Clark&Co.Ld Belfast SA&CP	PortLine,Ld. Cell DB	480·7 62·4 32·9 (o.l.) F56'on Shltr dk Collision BH to Sh dk 410'1462t APT80t			London Britisb Cem 7 „ „ U „	6 Steam Turbines DR geared to 2 Sc. Shafts 210lb (s) 1001NHP 4SB(Spt),16cf,GS322, HS12800 Wrkman,Clark&CoLdBel.	35 " 8 s 5 " 9⅜ 30 " 1¼	
81679 163429 GWQR	**Port Chalmers** Ref.Mchy. D.F. E.S.D.	TwinSc Oil Eng. 2Dks(Stl)&Shelter dk GyC. (Stl-ws) Cruiser Stern ssLiv.No.1–38	8535 5204	✝100A1 withfreeboard L DBS6,38	Fal		CL 10,36	1933 12mo Lloyd's	Swan,Hunter&Wigham Richardson, Ld.Newcastle SA&CP	PortLine,Ld. Duct keel fwd Cell DB410'1950t Wing ta	488·8 65·3 31·6 506·8(o.l.) F45' FK of mchy.space149' Coll to Shdk FPT88t APT119t 7 „ 2nd „ nks in mchy.space 4 86t Tanks at			London British 8BHptCem	Oil Engines 2S.C.SA 8Cy.25⅝"-97⅝" 1570NHP 2DB100lb Barclay,Curle&Co.Ld.Gls. sides of tunnels 182t	35 " 3 s 5 " 7 29 "10¼	
81680 140446 GRSP	**Port Darwin** Ref.Mchy. D.F. Cargo battens not fitted in Shelter' tween dks	TwinSc ssNwc.No.3–9,29 ssLiv.No.2–38 2Dks(Stl)& Shelter dk(Stl-ws)	8063 7501 5077	✝100A1 Shelter dk withfreeboard LMC MS BS4, 2,37	Cff Liv	e†	CL S6,37 P11,38	1918 1mo Lloyd's	Workman, Clark&Co.Ld Belfast SA&CP	PortLine,Ld. Cell DB420'1490t	480·4 60·3 32·3 500·5(o.l.) F on Shelter dk 56' FK APT75t			London British 8BHCem	T.6Cy.22½",38"&63½"-45"&2 LP Turbines with DR gearing & hydraulic coupling 200lb (s) 986NHP 4SB,16cf,GS298,HS11960FD Wrkman,Clark&CoLdBel.	35 " 1 s 5·10½ 29 " 5½	
81681 142397 GRSQ	**Port Denison** Ref.Mchy. D.F.	TwinSc ssLon.No.3–4,30 ssGls.No.2–3 2Dks(Stl)&Shelter dk(Stl-ws)	8043 7501 5052	✝100A1 Shelter dk withfreeboard BS1,38 LMC	Lon Gls	e†	CL 7,37	1918 5mo Lloyd's	Workman, Clark&Co.Ld Belfast SA&CP	PortLine,Ld. Cell DB421'1490t	480·4 60·3 32·3 500·6(o.l.) FK APT75t			London British 8BHCem	T.6Cy.22½",38"&63½"-45"& 2LP Turbines with DR gearing & hydraulic coupling 200lb (s) 984NHP 4SB,16cf,GS298,HS11960FD Wrkman,Clark&CoLdBel.	35 " 1 s 5·10½ 29 " 6	
81682 148599 GLCJ	**Port Dunedin** Ref.Mchy. D.F. E.S.D.	TwinSc Oil Eng ssNwc.No.3–2,38 2Dks(Stl)&Shelter dk(Stl-ws) Cruiser Stern	7441 6744 4540	✝100A1 withfreeboard Lon LMC CS2,38 BS7 7,38 2,38	Nwc	e†	CL N1,38	1925 5mo Lloyd's	Workman, Clark&Co.Ld Belfast SA&CP	PortLine,Ld. Duct keel fwd.of m Cell DB388'1244t	466·9 59·8 31·3 484·4(o.l.) F53' FK chy.space151' (APT98t			London British 8BHptCem Coll to Shdk 7 „ 2nd „	Oil Engines 2S.C.SA 8Cy.21¼"-85/8" 1112NHP 2DB100lb W.Doxford&Sons,Ld.Sld.	35 " 2 s 5 " 5 29 "11½	
81683 160590 GSTP	**Port Fairy** Ref.Mchy. E.S.D. D.F. GyC.	TwinSc Oil Eng. ssLon.No.2–37 2Dks(Stl)&Shelter dk(Stl-ws) Cruiser Stern	8337 7276 5170	✝100A1 withfreeboard LMC DBS 12,38	Lon	e†	CL ✝12,36 S8,37 P12,38 7,38	1928 10mo Lloyd's	Swan,Hunter&Wigham Richardson, Ld.Newcastle SA&CP	PortLine,Ld. Duct keel fwd Cell DB	477·3 63·2 31·0 495·0(o.l.) F52' FK of mchy.space 157' (403'1569t APT104t			London British 8BHptCem Coll to Shdk 7 „ 2nd „	Oil Engines 2S.C.SA 8Cy.23⅝"-91¼" 1374NHP 2DB100lb 1DB- W.Doxford&Sons,Ld.Sld.	34 " 9 s 5 " 4 29 " 7¼	
81684 149807 GMZW	**Port Fremantle** Ref.Mchy. D.F. E.S.D. GyC. Cruiser Stern	TwinSc Oil Eng. ssNwc.No.2–35 2Dks(Stl)& Shelter dk(Stl-ws)	8496 7291 5243	✝100A1 withfreeboard MC 2,39 5,37	Liv Nwc	e†	CL 7,36	1927 4mo Lloyd's	Workman, Clark&Co.Ld, Belfast SA&CP	PortLine,Ld. Duct keel fwd.of m Cell DB405'	477·4 63·4 31·0 494·7(o.l.) F52' FK chy.space 154' (1658t APT100t			London British 8BHptCem Coll to Shdk 7 „ 2nd „	Oil Engines 2S.C.SA 8Cy.22½⅜"-91¼" 1281NHP DB125lb DB100lb W.Doxford&Sons,Ld.Sld.	34 " 9 s 5 "4½ 29 " 6¾	
81685 149874 GNCV	**Port Gisborne** Ref.Mchy. D.F. E.S.D.	TwinSc Oil Eng. ssGls.No.2–35 2Dks(Stl)& Shelter dk(Stl-ws) Cruiser Stern	8390 7284 5217	✝100A1 withfreeboard LMC DBS 2,39	Lon	e†	CL 1,37	1927 8mo Lloyd's	Swan,Hunter&Wigham Richardson, Ld Newcastle SA&CP	PortLine,Ld. Duct keel fwd.of Cell DB	477·2 63·3 31·0 496·2(o.l.) F52' FK mchy space157' (403'1569t APT104t			London British 8BHptOem Coll to Shdk 7 „ 2nd „	Oil Engines 2S.C.SA 8Cy.22½⅜"-91¼" 1281NHP 2DB100lb W.Doxford&Sons,Ld.Sld.	34 " 9 s 5 " 4 29 " 7¼	
81686 165611 GCCC	**Port Halifax** Ref.Mchy. D.F. E.S.D. Cruiser Stern	Oil Eng 2Dks&Shelter dk Part electrically welded including upper dk	5820 5261 3350	✝100A1 withfreeboard 8,39 loyd's RMC 2,39	Nwc	b†	CL	1937 11mo Lloyd's	Swan,Hunter&Wigham Richardson. LdNewcastle SA&CP	PortLine,Ld. Cell DB372'1345t DTf45'1296t	440·1 59·0 25·8 456·5(o.l.) F33' FK FPT83t APT194t (			London British 7BH Coll to Shdk 6 „ 2nd „	Oil Engines 2S.C.SA 4Cy.26⅜"-91⅝" 861NHP 2DB120lb Swan,Hunter& Wigham Richardson,Ld.Nwc	29 " 8 s 3 " 7½ 26 " 2¾	
81687 146697 GJPQ	**Port Hardy** Ref.Mchy. D.F. E.S.D.	TwinSc ssNwc.No.3–10,34 2Dks(Stl)&Shelter dk(Stl-ws) Cruiser Stern	8897 7776 5528	✝100A1 Shelter dk withfreeboard LMC	Liv	e†	CL N11,37	1923 2mo Lloyd's	Hawthorn, Leslie&Co.Ld Newcastle SA&CP	PortLine,Ld. Collision BH&	481·2 62·3 33·0 499·0(o.l.) F55'on Shltr dk FK after peak BH to Sdk Cell DB399'1375t			London British Cem 8BH to U dk APT92t	T6Cy.22½",38"&63½"-48"(s) &2LP Turbines with DR gear&hydraulic coupling 200lb 1038NHP 4SB,16cf,GS316,HS12820FD Hwthrn,Leslie&CoLd.Nwc	35 " 8 - 5 " 9½ 30 " 2½	
81688 148631 GLBZ	**Port Hobart** Ref.Mchy. D.F. E.S.D.	TwinSc Oil Eng. ssNwc.No.3–10,37 2Dks(Stl)&Shelter dk(Stl-ws) Cruiser Stern	7448 6779 4498	✝100A1 withfreeboard LMC CS1 BS10,37 7,38	Lon	e†	CL N9,37	1925 7mo Lloyd's	Swan,Hunter&Wigham Richardson, Ld Newcastle SA&CP	PortLine,Ld. Duct Keel fd of Cell DB388'1343t	466·9 59·7 31·3 F52' mchy.space151' (APT98t			London British 8BHptCem Coll to Shdk 7 „ „ 2nd „	Oil Engines 2S.C.SA 8Cy.21¼"-85/8" 1112NHP 2DB100lb W.Doxford&Sons,Ld.Sld.	35 " 2 s 5 " 5 29 " 11½	
81689 146641 GJMB	**Port Hunter** Ref.Mchy. D.F. E.S.D.	TwinSc ssGls.No.3–12,34 2Dks(Stl)&Shelter dk(Stl) Cruiser Stern	8802 779· 5531	✝100A1 Shelter dk withfreeboard MC MS8,34 LS2 Fitted for oil fuel 10,30	Gls Lon Nwc	e†	CL P3,37 SN3,37 F.P above 150° F.	1922 10mo Lloyd's	Hawthorn, Leslie&Co.Ld Newcastle SA&CP	PortLine,Ld. Cell D	481·2 62·3 33·0 500·0(o.l.) F55'on Shelter dk FK Collision BH to Sh dk B401'1189t APT92t			London British Cem 7 „ „ U „	6 Steam Turbines DR geared to 2 Sc. Shafts (s 200lb HS13060 967NHP 4SB(Spt),16cf,GS316 FD Hwthrn,Leslie&CoLd.Nwc	35 " 8 s 5 " 9½ 30 " 2¼	

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Registered Tonnage Gross — Under deck. — Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey. Years Assigned now expired. Equipment Letter	7 Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Registered Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnace-Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. (Intern'l Reg'r of Trade Ves'ls)
81690 149842 GNCT	**Port Huon** *ex*Gls.No.2–35	TwinSc *Oil Eng.* 2 *Dks(Stl)* & *Shelter dk(Stl–ws)* D.F. E.S.D. *Cruiser Stern*	8432 7284 5235	✝100A1 *with freeboard* ~~5,352,37~~ ~~4,795~~ 2,39 ✝LMC CS11,35 LBS9,37 10,38	Lon *e*†	CL ~~11,35~~ 2,39	1927 6mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld. Newcastle *SA&CP*	PortLine, Ld. *Duct keel forward of mchy. Cell DB*	477·2 | 63·3 | 31·0 496·5 (O.L.) F52′ FK *space* 157′ 403′1569*t APT* 104*t*	London British *8 B Hpt Cem* *Coll to Sh dk* 7 „ 2nd „	Oil Engines 2S.C.SA 12Cy.26¾″–47½″ 1495NHP 2DB *100lb* WllsndSlpwy.Co.Ld Nwc.	34 ″ 9 *s* 5 ″ 4 29 ″ 7½	
81691 165383 GZKR	**Port Jackson** *Ref. Mchy.* GyC. D.F. E.S.D.	TwinSc *Oil Eng.* 2 *Dks & Shelter dk* *Cruiser Stern*	9687 7669 5826	✝100A1 *with freeboard* ~~5,82~~ ✝LMC1,37	Lon	CL	1937 1mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld. Newcastle *SA&CP*	PortLine, Ld. *Duct keel fwd. of Cell DB* 421′2196*t* *Wing tanks in*	500·6 | 68·2 | 29·8 521·2 (O.L.) P27′ B231′ F93′ FK *mchy. space* *FPT* 77*t APT* 120*t* *mchy. space 'tween*	London British *8 B Hpt Cem* *Coll to Sh dk* 7 „ 2nd „ *dks* 455*t Tan*	Oil Engines 2S.C.SA 8Cy.28⅜″–88⅜″ 2025NHP 2DB *100lb* Barclay, Curle & Co. Ld. Gls. *ks at sides of tunnels* 182*t*	33 ″ 5 *s* 5 ″ 1½ 28 ″ 5½	
81692 132046 GRSK	**Port Melbourne** (*ex*Star of Victoria) *Ref. Mchy.* GyC. D.F.	TwinSc *ss*Nwc. 2nd No. 3–12,37 2 *Dks(Stl)* & *Shelter dk(Stl–ws)*	9142 8338 5812	✝100A1 *Shelter dk* *with freeboard* ~~12,37~~ 12,38 BS12,38 ✝LMC12,3	Nwc *f*† ~~Hul Ayr~~	CL 11,37	1914 1mo *Lloyd's*	Workman, Clark & Co. Ld Belfast *SA&CP*	PortLine, Ld. *Cell DB* a 117′	501·3 | 63·3 | 33·6 F57′ *on Shelter dk* FK *u E&B* 98′ *f* 199′ 1645*t APT* 70*t*	London British *9 BHCem* *Coll to Sh dk* 6 „ 2nd *dk*	T.6Cy.24″,40½″ & 68″–48″ (*s*) & 2 L.P. Turbines with DR gear & hydraulic coupling 200lb HS14650 1201NHP 2DB & 1SB. *20cf*, GS367 FD Wrkman, Clark & Co. Ld Bel	36 ″ 6 *s* 6 ″ 3¼ 30 ″ 6½	
81693 165587 GBGY	**Port Montreal** *Ref. Mchy.* E.S.D. D.F.	*Oil Eng.* 2 *Dks & Shelter dk* *Cruiser Stern*	5882 5320 3458	✝100A1 *with freeboard* 1,39 ~~12,37~~ ✝LMC10,37 Lloyd's RMC ~~4,38~~ 11,38	Syd	CL	1937 10mo *Lloyd's*	Wm. Doxford & Sons Ld Sunderland *SA&CP*	PortLine, Ld. *Cell DB* 356′1385*t MT* 43′1200*t FP*	438·9 | 58·9 | 25·7 F43′ FK (*Coll T* 148*t APT* 187*t*	London British *7 BHpt Cem* *BH to Sh dk* 6 „ 2nd *dk*)	Oil Engines 2S.C.SA 4Cy.26⅝″–91⅞″ 861NHP 2DB *120lb* Wm. Doxford & Sons, Ld Sld	29 ″ 8 *s* 3 ″ 6¾ 26 ″ 4	
81694 143058 GRST	**Port Nicholson** *ss*Lon No.3–2,31 *ss*Gls. No.1–34 *Ref. Mchy.* 2 *Dks(Stl)* & *Shelter dk(Stl)* D.F.	TwinSc *Cruiser Stern*	8402 7799 5338	✝100A1 *Shelter dk* *with freeboard* 10,35 ~~1,86~~ ✝LMC MS12,34 ~~1,37~~ 9,38	Liv *e*† Gls	CL SN7,37 P7,37	1919 5mo *Lloyd's*	Hawthorn, Leslie & Co. Ld Newcastle *SA&CP*	PortLine, Ld. *Collision Cell DB* 413′1342*t*	481·2 | 62·3 | 33·0 F *on Shelter dk* 55′ FK *BH to Shelter dk* *APT* 91*t*	London British *Cem* 7 *BH to U dk*	4 Steam Turbines SR geared to 2Sc. Shafts (*s*) 200lb HS13060 967NHP 4SB(Spt), *16cf*, GS316 FD Hwthrn, Leslie & C. Ld. Nwc	35 ″ 8 *s* 5 ″ 9½ 30 ″ 1	
81695 215342 WDDG	**Port Orford** (*ex*Horace X. Baxter–37) *Mchy. Aft* Wireless	Wood *Fitted for oil fuel*	1293 — 700				1917	Kruse & Banks, North Bend, Or.	GormanS.S.Co.	214·0 | 42·0 | 17·0	S. Frncisco Utd. States	T.3Cy.14″,23″ & 40″–30″ 88NHP MainSt. I. Wks. S. Fo.		
81696 166332 GBGZ	**Port Saint John** D.F. E.S.D. GyC. *Ref. Mchy.*	*Oil Eng.* 2 *Dks & Shelter dk* *Cruiser Stern*	5668 5108 3306	✝100A1 *with freeboard* 10,38 ~~2,36~~ ✝LMC12,37 ✝Lloyd's RMC ~~1,38~~ 3,38 ~~10,38~~	Hfx Sld	CL ~~1,28~~ ~~(Gas~~ 10,38	1938 1mo *Lloyd's*	J. L. Thompson & Sons, Ld. Sunderland *SA&CP*	PortLine, Ld. *Cell DB* 325′ 1327*t MT* 45′123	448·4 | 59·0 | 25·2 465·1 (O.L.) F41′ FK (*Coll* *5t FPT* 75*t APT* 173*t*	London British *7 BHpt Cem* *B H to Sh dk* 6 „ 2nd „	Oil Engines 2S.C.SA 4Cy.26⅜″–91⅞″ 861NHP 2DB *120lb* Richardsons, Westgarth & Co. Ld. Hpl.	29 ″ 7 *s* 3 ″ 7 26 ″ 2¾	
81697 FQQG	**Port Saint Louis** (*ex*Foss Beck–37, *ex*Freshmoor–36) Wireless *Mchy. Aft* *Longitudinal framing–bracketless system* ~~*Rudder electrically welded*~~	*Oil Eng* *ss*Shl. No.2–36 1 *Dk(Stl)* & *Web frames*	1090 285 516	✝100A1 ~~10,37~~ 11,38 DBS~~7,37~~ ✝LMC3,36 11,38 *Carrying Petroleum in bulk*	Msl *n*	CL 3,36	1928 9mo *Lloyd's*	W. Doxford & Sons, Ld. Sunderland *SA&CP*	"Soflumar" (Soc. d'Armement Fluvial et Maritime) *Cell DB u E* 33′32*t*	210·5 | 34·3 | 17·4 219·0 (O.L.) P75′ F27′ *Trunk in well* FK *DT f* 14′68*t FPT* 19*t*	Havre French 12 *B Hpt Cem*	Oil Engines 2S.C.SA 3Cy.15¼″–51¼″ 230NHP DB *100lb* W. Doxford & Sons, Ld. Sld.	17 ″ 9 ~1 ″ 10¾ 16 ″ 0¾	
81698 70 SUCU	**Port Sudan** (*ex*Alisa–37, *ex*Mosel–35)	1 *Dk*	909 759 526				1911	Schiffsw. v. Henry Koch Lübeck	Soc. Misr. de Navigation Maritime	213·5 | 32·9 | 14·9 P&B 128′ F60′	Alexndria Egyptian	T.3Cy.17″,27⅛″ & 42¾″–32½″ 105NHP *WE* Ottensener Mch Fab Altona		C
81699 138660 GRSF	**Port Sydney** (*ex*Star of England) *Ref. Mchy.* D.F.	TwinSc *ss*Liv. 2nd No.3–10,37 2 *Dks(Stl)* & *Shelter dk* (*Stl–ws*)	9129 8338 5271	✝100A1 *Shelter dk* *with freeboard* ~~12,37~~ 1,38 ✝LMC10,3 BS9,38	Npt *f*† ~~Cdf~~ Lon	CL 10,37	1914 4mo *Lloyd's*	Workman, Clark & Co. Ld Belfast *SA&CP*	PortLine, Ld. *Cell DB a* 117′*u*	501·3 | 63·3 | 33·6 P57′ *on Shelter dk* FK *E&B* 98′ *f* 199′ 1645*t*	London British *9 BHCem* *APT* 70*t*	T.6Cy.24″,40½″ & 68″–48″ (*s*) & 2 LP Turbines with DR gear & hydraulic coupling 200lb HS14650 1201NHP 2D & 1SB, *20cf*, GS367, FD Wrkman. Clark & Co Ld. Bel	36 ″ 6 *s* 6 ″ 3¼ 30 ″ 6½	
81700 157794 ZMLZ	**Port Tauranga** Wireless *Mchy. Aft* *Longitudinal framing at deck* *Cargo battens not fitted*	TwinSc *Oil Eng.* 1 *Dk* *Cruiser Stern*	1525 1166 738	✝100A1 *with freeboard* ~~9,35~~ ~~8,36~~ ✝LMC1,37 1,39 DBS1,39	Auk *p* ~~Lyt~~	OG	1937 1 mo *Lloyd's*	Henry Robb, Ld. Leith *SA&CP*	A.F. Watchlin *Intermediate B Hin* *Cell D Bu E* 12′*f* 152′	242·7 | 45·1 | 13·4 P75′ F37′ FK *hold dispensed with* 388*t FPT* 87*t APT* 120*t*	Auklnd NZ British *3 B Hpt Cem*	Oil Engines 2S.C.SA 8Cy.13⅝″–22⅞″ 250NHP DB *120lb* Atlas Diesel A/B, Skm.	15 ″ 6 *s* 3 ″ 0½ 12 ″ 7	
81701 164519 GYMN	**Port Townsville** D.F. GyC. (*3rd dk omitted in No.1 hold*) *Ref. Mchy.* *4th dk in forward holds*	TwinSc *Oil Eng.* 2 *Dks & Shelter dk* *Cruiser Stern*	8661 7759 5228	✝100A1 *with freeboard* ~~Liv~~ Lon ~~2,38~~ ✝LMC8 1,39	Gls	CL 8,38	1935 8mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld. Newcastle *SA&CP*	PortLine, Ld. *Duct keel fwd. of Cell DB* 421′2256*t* *Wing tanks in*	496·4 | 65·2 | 31·0 516·5 (O.L.) F45′ FK *mchy. space* *FPT* 72*t APT* 135*t* *mchy. space 'tween*	London British *8 BHpt Cem* *Coll to Sh dk* 7 „ 2nd „ *dks* 566*t Tan*	Oil Engines 2S.C.SA 16Cy.28¾″–49⅞″ 2237NHP 2DB *100lb* Wallsend Slpwy & E. Co. Ld. *nks at sides of tunnels* 186*t*	35 ″ 3 *s* 5 ″ 7½ 29 ″ 9¾	
81702 160675 ZMJN	**Port Waikato** *ss*Auk. No.2–39 ~~Auk. No.1–40~~ *Mchy. Aft* *Well deck*	*Oil Eng.* 1 *Dk(Stl)* *Cargo battens not fitted*	668 448 342	✝100A1 1,39 ~~12,36~~ DBS ~~1,38~~ ✝LMC ~~1,40~~ 1,39	Ddn *j* Auk	CL 1,38	1929 11mo *Lloyd's*	H. Robb, Ld. Leith *SA&CP*	A.F. Watchlin *Cell DB* 114′195*t*	180·2 | 29·0 | 10·8 *30·6* FK Q105′ B11′ F24′ *FPT* 80*t APT* 28*t*	Auklnd NZ British *3 B Hpt Cem* *pt Asp*	Oil Engines 2S.C.SA 4Cy.16″–20″ 180NHP DB *made* 28 *refitted* 29 *120lb* Fairbanks Morse & Co. Cgo.	13 ″ 3 *s* 4 ″ 2½ 13 ″ 2	
81703 147589 GJZL	**Port Wellington** D.F. GyC. *Ref. Mchy.* (*Stl–ws*)	TwinSc *ss*Nwc. No.3–10,36 2 *Dks(Stl)* & *Shelter dk* *Cruiser Stern*	8301 7263 5181	✝100A1 *Shelter dk* *with freeboard* ~~2,38~~ 2,39 BS~~9,38~~ ✝LMC 2,39	Hul *d*† ~~Lon Lit~~	CL S2,38 ~~P3,36~~ P2,39	1924 2mo *Lloyd's*	Workman, Clark & Co. Ld Belfast *SA&CP*	PortLine, Ld. *Cell DB* 402′	470·1 | 60·4 | 32·3 489·0 (O.L.) F55′ *on Shelter dk* FK *Collision* 1331*t APT* 84*t*	London British *Cem* *BH to Sh dk* 7 „ „ *U* „	T.6Cy.22½″,38″ & 63½″–48″ & 2 L.P. Turbines with D.R. gearing & hydraulic coupling 200lb (*s*) 1067NHP 4SB, *16cf*, GS315 HS12900 FD Wrkman, Clark & Co. Ld. Bel	35 ″ 0 *s* 5 ″ 8 29 ″ 7½	
81704 139627 ZMFY	**Port Whangarei** (*ex*Marion Sleigh–32, *ex*Mars, *ex*Marie Kothe, *ex*Newston, *ex*Favorita Doña Catalina) *ss*Auk. 2nd No.3–1,38 *ss*Ham. 2nd No.3–3,38 *ss*Auk. No.2–34	TwinSc *Oil Eng.* 1 *Dk(Stl)*	508 351 286	100A1 2,38 ~~1,38~~ DBS ~~1,38~~ LMC ~~1,40~~ 2,39	Auk	OG ~~10,36~~ P2,39 S10,36	1906 *Lloyd's*	G. Seebeck Akt. Ges. Bremerhaven *SA&CP*	A.F. Watchlin	145·3 | 29·7 | 11·3 *31·2* BK7′ P15′ B37′ F19′ *Cell DB f* 42′	Auklnd NZ British *4 BHCem* 75*t APT* 40*t*	Oil Engines 2S.C.SA 10Cy.10¼″–12¼″ 194NHP NDB 20 *refitted* 32 NE32 *100lb* Fairbanks, Morse & Co. Beloit, Wis.	11 ″ 10 *s* ~10½ 11 ″ 9½	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretien.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille — Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15 Registres où noté, si ce n'est dans le L. R. Thirty-Cwt.-B.of Trade
81705	**Port Wyndham**	TwinSc	8580	✠100A1	Lon		CL	1935	J.Brown&	PortLineLd.	494·5	65·2	30·6	London	Oil Engines 2S.C.SA	35 ″ 3	
163561		*OilEng.*	7731	*withfreeboard*			4,38	1mo	Co.Ld.					British	8Cy.27$\frac{9}{16}$″–88$\frac{9}{16}$″ 1882NHP	s 5 ″ 6$\frac{3}{4}$	
GYCW	*Ref.Mchy*	*2Dks&Shelter dk*	5233	8,38 ~~4,38~~	LMC				Clydebank		F45′		FK	*8BHptCem*	2DB*100lb*	29 ″ 10$\frac{3}{4}$	
	D.F. E.S.D. GyC.	*4thdkin No.3hold*						*Lloyd's*	*SA&CP*	*Duct keel forward*	*of mchy.space* 149′	(		*Coll to Sh dk*	J.Brown&Co.Ld.Clydebnk		
		CruiserStern		DB 2,39						*CellDB* 416′2042*t*	*FPT* 76*t*	*APT* 130*t*		7 ,,2nd,,)			
										Wing tanks	*in mchy. space* 481*t*			*Tanks at sides*	*es of tunnels* 150*t*		
81706	**Port-de-Bouc**	TwinSc	1743					1916	Howaldts-	"Soflumar"(Soc.	255·2	38·5	18·3	Rouen	T6Cy.14$\frac{3}{8}$″,23$\frac{1}{4}$″&38$\frac{1}{8}$″–19$\frac{7}{10}$″		V
	(*ex*Anneliese	*Fitted for oil fuel*	1445						werke	d'ArmementFlu-	Q98′F39′			French	130NHP		
FOQK	Essberger-35,*ex*Amrum-35)	1*Dk*	891						Kiel	vialetMaritime)					Howaldtswerke,Kiel		
	Mchy.Aft	*Carrying Petroleum in bulk*															
81707	**Porta** Ⓟ		4162					1921	Vulcan	Norddeutscher	360·7	51·0	26·0	Bremen	T.3Cy.22$\frac{3}{8}$″,36$\frac{3}{8}$″&61$\frac{3}{8}$″–47$\frac{1}{2}$″		G
			3786						Werke A.G.	Lloyd	P44′B98′F41′			German	260NHP		
DOHH	D.F. Sub.Sig.	2*Dks*	2545						Stettin					*WB*	VulcanWerkeA.G.Stettin		
81708	**Portavogie**		869					1934	J.Lewis&	LadyMaryKelly	197·7	30·7	12·1	Belfast	T.3Cy.14$\frac{1}{2}$″,25″&41″–30″		C
163211	Wireless		597						Sons,Ld.	(W.Clint,*Mgr.*)	Q112′B11′F30′			British	HS2357 131NHP		
GWSZ	*Mchy.Aft*	*CruiserStern* 1*Dk*	460						Aberdeen					*WB*	J.Lewis&Sons,Ld.Abn.		
81709	**Portelet** (*ex*Lochee-36)		1064	✠100A1	Sws	*m*	CL	1918	C.Hill&	O.Dorey&Sons,Ld.	212·2	33·9	13·3	~~London~~	T.3Cy.18″,29″&49″–33″ (*s*)	15 ″ 6	
123347		*ss*Dun.No.3–2,31	770	11,37			2,37	2mo	Sons		219·9(O.L.)			British	180lb 176NHP	s 4 ″ 8$\frac{3}{4}$	
MGZR		*ss*Dun.No.1–34	548	BS3,38	LMC10				Bristol		Q116′B15′F34′		FK	3*BHCem*	2SB,*6cf*,GS82,HS3060	14 ″ 11$\frac{1}{4}$	
	Well deck	1*Dk(Stl)*						*Lloyd's*	*SA&CP*						Richardsons,Westgarth&.		
	Mchy.Aft	*Cargo battens not fitted*								*Cell*	*DB* f 112′ 222*t*	*FPT*		47*t*	*APT* 13*t*	Co.Ld.Sld	
81710	**Porthcarrack**		406	✠100A1	Shl	*f*	CL	1924	King's	C.W.Dalling	141·2	24·2	11·5	Cardiff	T.3Cy.12″,21$\frac{1}{2}$″&34″–24″ (*s*)	12 ″ 1	
145750		*ss*Apl.No.3–2,37	290	4,39 ~~4,38~~	Cff		~~4,38~~	3mo	LynnSlipway					British	180lb 74NHP	s 3 ″ 0	
MLWN	*Mchy.Aft*	1*Dk(Stl)*	194	BS ~~4,38~~	MC1	37	4,39		Co.Ld.		Q85′B9′F22′		FK	3*BHCem*	1SB,2*pf*,GS35,HS1340	11 ″ 8$\frac{1}{2}$	
	Well deck			5,39					King'sLynn				*FPT*	50*t*	*APT* 26*t*	Gt.CentrlCo-op.Eng.&Ship	
								Lloyd's	*SA&CP*						RepairingCo.Ld.Gms.		
81711	**Porthleven** (*ex*St.AbbsHead,		342	✠100A1	Bkn	*e*	CL	1903	GarstonG.	RibbleShippingCo.	136·3	23·9	9·9	Montrose	C.2Cy.17″&37″–24″ (*s*)	10 ″ 9	
118061	*ex*Taunton)	*ss*Sld.2ndNo.3–4,29	232	2,38			N12,36	11mo	Dk&SBCoLd	Ld.(W.J.Ireland,				British	130lb 55NHP	s 4 ″ 2	
MGMS	*Well deck*	*ss*Lan.No.2–37	143		LMC	10,37			Garston	*Mgr.*)	Q78′B9′F20′		FK	3*BHCem*	1SB,*2pf*,GS42,HS1461	10 ″ 9	
	Mchy.Aft	1*Dk(Stl)*						*Lloyd's*	*SA&CP*				*FPT*	17*t*	*APT* 4*t*	McKie&Baxter,Glasgow	
		Cargo battens not fitted in hold above lower side stringer		BS12,38													
81712	**Porthmeor**		449	✠100A1	Liv	*g*	CL	1923	TawShip-	RichardEngland	142·2	25·6	11·4	Cardiff	T.3Cy.12″,20″&32″–24″ (*s*)	12 ″ 6	
145721		*ss*Fal.No.3–12,34	296	5,38 ~~5,37~~	Hul		5,37	2mo	yard.Ld.	S.S.Co.Ld.(R.P.	26.5		FK	British	180lb 52NHP	s 4 ″ 3$\frac{1}{2}$	
MLJV	*Well deck*	*Mchy.Aft* 1*Dk(Stl)*	188		LMC				Barnstaple	Care&Co.Ld.	Q84′B9′F17′			3*BHCem*	1SB,*3cf*,GS47,HS1372	12 ″ 4$\frac{1}{2}$	
				MS11$\frac{1}{2}$,34	BS~~11~~			*Lloyd's*	*SA&CP*	*Mgrs.*)					AitchisonBlairLdClydbnk		
											FPT 49*t*			*APT* 17*t*			
81713	**Porthmorna** (*ex*Onyx-37)		595	✠100A1	Bwg	*i*	CL	1910	Scott&	PorthShippingCo.	175·1	28·1	10·8	Cardiff	T.3Cy.15″,25$\frac{1}{2}$″&41″–30″ (*s*)	13 ″ 0	
129501	*Well deck*	*ss*Gls.2ndNo.3–2,35	416	6,38 ~~8,37~~	Apl		~~8,37~~	6mo	Sons	Ld.(R.P.Care&	182·2(O.L.)			British	170lb 85NHP	s 4 ″ 6	
MDJB	*Mchy.Aft*		239		LMC		4,38		Bowling	Co.Ld.*Mgrs.*)	Q96′B11′F52′			3*BHCem*	2SB,*4pf*,GS65,HS1852	13 ″ 2	
	Cargo battens not fitted	1*Dk(ptStl)*		MS2,~~38~~	BS8			*Lloyd's*	*SA&CP*				BK 7$\frac{1}{4}$″		Muir&Houston,Ld.Gls.		
										Cell	*DB* f 103′ 153*t*	*FPT*		35*t*	*APT* 4*t*		
81714	**Porthos** Ⓟ	TwinSc	12692					1914	Ch.& Atel.	Soc.desServices	510·8	61·6	42·1	Marseilles	T.6Cy.28$\frac{3}{4}$″,46$\frac{3}{8}$″&78$\frac{3}{10}$″–53$\frac{1}{2}$″		V
	Ref.Mchy		10722						de la Gironde	Contractuels des				French	904NHP		
FOBI	D.F. GyC.	4*Dks*	7530						Bordeaux	Messageries				*WB*	Schneider&Co.LeCreusot		
										Maritimes							
81715	**Portia** Ⓟ		978	✠100A1	NFL	*m*	CL	1904	Murdoch &	Government of	204·8	31·2	13·0	SJhnsNFL	T.3Cy.18$\frac{1}{2}$″,30″&50″–33″ (*r*)	22 ″ 8	
118120		*ss*NFL.2ndNo.3–4,29	914	*Awng dk*			7,36	8mo	Murray	Newfoundland	218·0(O.L.)	20·5		British 160	~~17·~~lb *80lb* 197NHP	s 7 ″ 4$\frac{1}{2}$	
VOLN		*ss*NFL.No.~~1 332~~2–37	599	*withfreeboard*					Pt.Glasgow	(Newfoundland	F23′		BK 7$\frac{1}{2}$″	4*BHCem*	1SB,*3cf*,GS59,HS2924 FD	16 ″ 3	
		1*Dk&Web frames&*		4,38 ~~8,36~~	LMC			*Lloyd's*	*SA&CP*	Railway–Steam-					D.Rowan&Co.Glasgow		
	Wireless	*Awng dk(Stl–ws)*			BS4,~~38~~					shipDept.)	*Cell DBa* 39′ *uE* 17′ *f* 77′			141*t*	*FPT* 31*t*	*APT* 23*t*	
81716	—		968					1911	Schiffsw. v.	A.Kirsten	225·6	33·1	14·9	Hamburg	T3Cy 18$\frac{1}{10}$″,29$\frac{1}{10}$″&46$\frac{1}{4}$″–32$\frac{1}{2}$″		G
			843						Henry Koch		P&B177′F28′			German	122NHP		
DHTL		1*Dk*	566						Lübeck					*WB*	OttensenerMaschf.Altona		
81717	—	3Mst	801	✠100A1	Bkn	*k*	CL	1925	J.Duthie	SouthWales&	190·5	31·2	11·7	Liverpool	T.3Cy.18″,30″&50″–33″ (*s*)	14 ″ 1	
147311		*ss*Bkn.No.3–5,37	565	~~5,37~~ 5,39			~~12,36~~	4mo	TorryS.B.Co.	LiverpoolS.S.Co.	200·0(O.L.)			British	190lb 186NHP	s 3 ″ 11$\frac{3}{4}$	
MNFS	*Mchy.Aft*	*Well deck* 1*Dk(Stl)*	313		LMC		5,39		Aberdeen	Ld.(R.Gilchrist&	Q127′BonQ13′F27′		FK	3*BHCem*	2SB,*4cf*,GS84,HS3210	13 ″ 10$\frac{1}{2}$	
				BS12,36	MS5,37			*Lloyd's*	*SA&CP*	Co.*Mgrs.*)					A.Hall&Co.Ld.Aberdeen		
				BS5,~~38~~,39						*Cell DBf* 94′ 154*t*	*FPT*		69*t*	*APT* 15*t*			
81718	**Portland** Ⓟ		7132					1928	Bremer	Hamburg-Amerik.	462·3	61·2	26·5	Hamburg	Oil Engines 2S.C.SA		G
	Ref.Mchy.	*OilEng.*	5799						Vulkan	Packetf.Akt.Ges.				German	7Cy.27$\frac{9}{16}$″–47$\frac{1}{4}$″ 920NHP		
DIEP	Sub.Sig. D.F. E.S.D.	2*Dks*	4189						Vegesack	(Ham.-Amr.Linie)				*WB*	BremerVulkan,Vegesack		
81719	—		2648					1919	Albina Eng	~~Hammond Lumber~~	289·0	44·1	19·2	S.Frncisco	T.3Cy.22″,37″&60″–42″		R
217502	(*ex*Jacox-37)	*Fitted for oil fuel*	1963						&Machine	~~Co.~~ Hammond	P26′B148′F32′			Utd.States	313NHP		
KEML		1*Dk*	1621						Works	ShippingCo.Ld.				*WB*	EllicottMachineCorpn,		
									Portland,Or.						Baltimore,Md.		
81720	**Portman**	TwinSc	335					1926	JI.Thorny-	ArgentineEstates	140·1	34·1	7·2	Bns.Aires	Oil Engines 2S.C.SA		
		OilEng.	275						croft&Co.Ld.	of Bovril,Ld.	F17′			Argentine	4Cy.11$\frac{1}{16}$″–12$\frac{3}{16}$″ 98NHP		
	Mchy.Aft	2*Dks*	—						Southampton						Kromhout,Amsterdam		
81721	**Portmar** (*ex*Centaurus)		5551	✠100A1	Bal	*z*	CL	1919	Northwest	CalmarS.S.Corp.	409·8	54·2	27·7	NewYork	T.3Cy.24$\frac{1}{2}$″,41$\frac{1}{2}$″&72″–48″	30 ″ 2	
219283		*ss*Bal.No.3–3,32	5138	9,38 ~~10,37~~			~~N6,35~~	12mo	SteelCo.					Utd.States	210lb (*r*) 582NHP	s 6 ″ 5	
KOPZ	D.F.	*ss*Bal.No.1–36	3418		LMC		9,38		Portland,Or.		P44′B115′F47′		FK		3SB,*9cf*,GS196,HS8780 FD	24 ″ 0	
		2*Dks(Stl)*		~~N6,36~~				A&CP						*ptCem*	Hooven,Owens&Rent-		
				Fitted for oil fuel	12,19		*F.P.*	*above*	150° F.	*Intermediate BH in hold & intermediate in fore hold & aft*	*after 'tween dk BH's hold dispensed with*			5*BHto U dk*	schlerCo.Hamilton,O.		
				BS4,39						*CellDB* 355′ 1139*t*	*MT* 29′ 74*5t*	*FPT* 13		1 ,, ,,2nd ,,			
														2*tAPT* 143*t*			
81722	**Porto** (*ex*Neckar,*ex*Magdalena		2185					1921	Ostseewrft	Oldenburg-Portug.	263·5	41·0	16·9	Oldenburg	T.3Cy.21$\frac{5}{16}$″,33$\frac{7}{8}$″&55$\frac{1}{2}$″–40″		G
	Fischer,*ex*GeorgZelck)	1*Dk*	1480						Sch.&Masch.	Dampfsch.Rhed.	P26′Q75′F&B169′			German	192NHP		
DNAU			1296						A.G. Stettin					*WB*	A.BorsigG.m.b.H.Berlin		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c / *Late Name if any.* / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Year now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. ✠ in L.R. Date of last Class. Cert.
81723	**Porto Alegre**		6105					1936	Flensburger Schiffsb.Ges. Flensburg	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	440·9	61·3	23·4	Hamburg German	Oil Engines 2S.C.SA 8Cy.25$\frac{5}{16}$"–47½" 906NHP		G
		Oil Eng.	5173								P28'B&F400'						
DJSA		1 *Dk*	3629								UpperF33'			*WB*	Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
	E.S.D. D.F.	*Cruiser Stern*															
81724	—		5187	✠100A1	Rio	*x*	CL	1921	Cantiere Nav Triestino Monfalcone	Cia.Carbonifera Rio-Grandense	362·0	49·9	25·5	R.Janeiro Brazilian	T.3Cy.24¾",41"&68"–45" (*s*) 180lb 383NHP	35 " 2 s 8 " 0	
	(*ex*Gilda–33)	*ss*Ant.No.3–9,33	4845	*Shelter dk*			~~L.10~~					FK		*Cem*	NDB13*refitted*26	27 " 7	
PUMG		2 *Dks*(*Stl*)&*Shelter dk*(*Stl*)	3111	*withfreeboard* 10,36		MC9	9,38		A&CP		*Cell D*	*B*319'957*t* *APT*110*t*		*Coll B*11*to S dk* 5 " " *U* "	2SB,6*cf*,GS128,HS5243 FD UnitedMachineFactories, Ld.Smichov		
				~~MS5,33~~		~~S6,37~~											
81725	**Porto di Roma**	TwinSc	470					1905	Howaldts-werke Kiel	LaLigureRomana Soc.Anon.diNav. Maritt.e Fluviale	195·8	30·5	8·9	Genoa Italian	T.6Cy.9¼",14⅝"&24⅝"–13¾" NB26 44NHP Howaldtswerke,Kiel		I
1744	(*ex*Tiber–33,*ex*François,*ex*Helvetia)		417														
ISEM	*Mchy.Aft*	1 *Dk*	219														
81726	**Porto San Paolo** (*ex*LillyB,		374					1886	W.Denny &Bros. Dumbarton	LaLigureRomana Soc.Anon.diNav. Maritt.e Fluviale	154·8	28·0	9·0	Genoa Italian	C.2Cy.13½"&24"–24" NB06 24NHP Denny&Co.Dumbarton		I
1468	*ex*Victoria,*ex*Marguerite,*ex*Parana,		292								142·3						
ISEV	*ex*Vulcano) *Mchy.Aft*		199								Q54'F21'						
81727	**Porto-Seguro** Ⓟ	TwinSc	395	✠		PGl		1910	Murdoch& Murray PortGlasgow	Cia deNav. Bahiana	150·3	27·5	8·0	Bahia Brazilian	T.6Cy.10",16½"&27½"–21" 95NHP	8 " 6	
			252	9,13				9mo			F38'		FK		ISB,3*cf*,GS54,HS1747		
PUYE	Wireless	1 *Dk*&*Promenade dk*(*Teak*)	205	✠									*WB*	4*BHCem* = *FPT*11*t*	Muir&Houston,Ld.Gls.		
81728	**Portofino** (*ex*BritishRose,	3Mst	6424	✠100A1	Gen	*z*	CL	1916	SirR.Dixon &Co.Ld. Middlesbro'	"LaRiviera"Soc. Anon.diNav. (A.Lauro,*Mgr.*)	415·5	54·1	32·4	Genoa Italian	T.3Cy.27",45"&74"–48" (*s*) 180lb 495NHP	35 " 0 s 7 " 4	
1660	*ex*Roseleaf)	*ss*Bom.No.3–4,29	5801	*Shelter dk*	Nap	Pal	3,37	8mo			400·0		FK		3SB,9*cf*,GS168,HS7035 FD	27 " 11	
ICPM		*ss*Gen.No.2–37 ~~*ssHav.No.1–32*~~	3891	*withfreeboard* 10,38 ~~3,37~~		MC		*Lloyd's*A&CP		*Cell D*	P109'B30'F48'			15*BHpt Cem* (10 *to U dk* 5 " 2*nd*,")	N.E.MarineEngCo.LdNwc		
		1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)									*B*u*E*&*B*97' *f*52'296*t*			*FPT*175*t* *APT*180*t*			
		Cantilever framed topside tanks		MS3,37		~~S10,37~~ 3,40											
	D.F. *Mchy.Aft*			*Carrying Petroleum*		*in bulk*											
				Fitted for oil fuel 2,20		*F.P. above* 150° F.											
81729	**Portrieux** (*ex*WarBuckler)		2257			...		1918	Harland& Wolff,Ld. Belfast	Soc.Maritime Nationale	285·0	42·0	19·0	Havre French	T.3Cy.25",41"&68"–45" 411NHP	21 " 2	V †
			1761								P29'Q68'B65'F32'						
FOMS	D.F. *Well deck*	1 *Dk*	1263										FK	*WB*	Harland&Wolff,Ld.Bel.		
81730	**Portsdown** Ⓟ	Pad	342					1928	CaledonS. B.&E.Co.Ld. Dundee	SouthernRailway	190·0	25·1	8·7	Portsmth British	C.2Cy.27"&51"–54" 159NHP		BT till ~~11,38~~ 11,38
149146			285								*Promenade dk*130'						
MPVZ		1 *Dk*	136												A.&J.Inglis,Ld.Gls.		
81731	**Portsea**		1583	✠100A1	Lth	*q*	CL	1938	Burntislnd S.B.Co.Ld. Burntisland	SeaSteamshipCo. Ld.(Wm.Brown Atkinson&Co.Ld. *Mgrs.*)	267·0	40·2	16·2	Hull British	T.3Cy.16",27½"&45"–33" 200lb (*s*) 167NHP	18 " 3 s 2 " 4½	
165702			1379 ~~4,38~~		3hl			4mo			274·5(O.L.)				2SB(Spt),4*cf*,GS65,HS2400	16 " 0½	
GLGG	Wireless D.F.	1 *Dk*	943			LMC4,38		*Lloyd's*A&CP		*Cell D*	P28'B56'F31'		FK	4*BHCem*	Rankin&BlackmoreLdGrk		
		Cruiser Stern									*B*216' 481*t*			*APT*44*t*			
		Cargo battens not fitted															
81732	**Portslade**		1091	✠100A1	Sld	*m*	CL	1936	W.Pickers-gill&Sons,Ld. Sunderland	StephensonClarke &AssociatedCompanies,Ld.	210·5	33·2	14·0	London British	T.3Cy.14½",24"&41"–30" (*s*) 200lb *100lb* 124NHP	15 " 10 s 4 " 8¾	
164721			782	6,38 ~~9,37~~			N9,37	9mo			218·5(O.L.)				1SB,3*cf*,GS42,HS1722 FD	15 " 0	
MLZZ	*Mchy.Aft*	1 *Dk*	620			LMC9,36		*Lloyd's*A&CP		*Cell D*	Q120'B11'F19'		FK	3*BHpt Cem*	N.E.MarineEng.CoLd.Sld.		
	Cargo battens not fitted	*Cruiser Stern*								*Bu E*18'	*f*142'358*t*			*FPT*102*t* *APT*32*t*			
	Wireless																
81733	**Portugal** (*ex*Barmen,		1550					1906	Akt.Ges. "Neptun" Rostock	Cie.Nationale Belge deTransp. Mar.(Armement Deppe,*Mgrs.*)	256·7	37·5	16·0	Antwerp Belgian	T.3Cy.17⅞",30½"&48"–33$\frac{13}{16}$" 132NHP		V
	*ex*ConsulCords,*ex*MinnaBoldt)		1269								P12'Q79'B108'F29'			*WB*	A.G."Neptun,"Rostock		
OSMC		1 *Dk*	886														
81734	**Portwell**		1928					1929	Swan,Hunter& Wigham Richardson, LdNewcastle	Soc.Anon.diNavigazione Ld. (R.Scott Misener,*Mgr.*)	253·0	43·4	17·8	Montreal British	T.3Cy.15",25"&40"–33" 81RHP		C
161517			1629											*WB*	Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
	Mchy.Aft	1 *Dk*	1148														
81735	**Poseidon**		5864	✠100A1	Ham	*b*†	CL	1922	J.C.Teck-lenborgA.G. Weser-münde-G.	ReedereiF.Laeisz G.m.b.H. (F.Laeisz,*Mgr.*)	450·8	57·2	27·0	Hamburg German	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 1991lb FD 762NHP	29 " 7 s 4 " 6½	
10mo			5402	*withfreeboard*			3,38				468·2(O.L.)			9*BHCem*	1SB(Spt),12*cf*,GS237, HS11016	25 " 4½	
DHTM		2 *Dks*(*Stl*)3*rd dk*(*Stl*)*in No.1 hold*	3644 ~~5,27~~ 3,39						AP	*Cell D*	P&B381'F51'		FK	*APT*30*t*	J.C.TecklenborgA.G.Wsm		
	Sub.Sig. *Well deck*	*ss*Ham.No.1–38		~~Boss,39~~		~~L.M.C.39~~					*B*361'1236*t* *FPT*36*t*						
81736	—		3911					1918	N.V. Werf. Conrad Zaandam	KohlenImport u PoseidonSchiff-fahrtsA.G.	345·8	54·5	24·4	Königsbrg German	T.3Cy.28$\frac{7}{16}$",38⅜"&63"–41⅜" 255NHP		G
	(*ex*Berk,*ex*NieuweMaas)		3549								P29'B93'F39'			*WB*	Gebr.Stork&Co.Hengelo		
DACK	Sub.Sig. D.F. E.S.D.	1 *Dk*	2376														
81737	— Ⓟ		1928					1921	Dunlop, Bremner& Co.Ld. Pt.Glasgow	Koninkl.Nederl. Stoomb.Maats. N.V.	295·8	43·2	17·2	Amstrdam Dutch	T.3Cy.22",35"&59"–39" 217NHP		C
		Fitted for oil fuel	—											*WB*	Dunlop,Bremner&Co.Ld.		
PGUZ		1 *Dk*&*Shelter dk*	1116														
		Cruiser Stern															
81738	— Ⓟ		804	✠100A1	Hfs	*j*	CL	1899	Grangmth Dockyard Co. Gr'ngemouth	FinskaÅngf. Aktieb.	181·3	28·6	12·0 19·3	Helsingfrs Finnish	T.3Cy.15",25"&40"–30" (*s*) 160lb 101NHP	21 " 0 s 7 " 3	
32		*ss*Abo.2ndNo.3–6,31	—	*pt Awning dk*			4,36	1mo			P&B117'F48' BK7"			4*BHCem*	2SB,4*pt*,GS64,HS1705	14 " 7	
OHBJ		*ss*Hfs.No.1–35	408	*withfreeboard* 4,38 ~~5,37~~		8,39		*Lloyd's*A&CP		*Cell D*	*Bu E*&*B*40'			32*t* *APT*27*t*	Cooper&Greig,Dundee		
	Wireless	1 *Dk*(*Irn*)&*pt Awng dk*		~~Boss,37~~		~~L.M.C.38~~											
81739	—		696	✠100A1	Bat	*j*	CL	1914	Smith's Dock Co.Ld. Middlesbro'	Nederlandsch-IndischeTank-StoombootMaats.	185·3	30·5	12·2	Batavia Dutch	Oil Engines 4S.C.SA 4Cy.15¾"–27$\frac{9}{16}$" 96NHP	13 " 3 s 1 " 0½	
		Oil Eng.	484	~~2nd 11,37~~ 3,39		Sng	~~3,36~~ 3,39	9mo			193·0(O.L.)			4*BHCem*	DB*120lb*	12 " 4½	
PKNR	~~*ssSng.2nd No.3–4,39*~~	~~*ssSng.No.3–10,26*~~	378					*Lloyd's*A&CP			P54'F62'		FK		NedFb.v.Wrk&Spoor,Ams		
		~~*ssSbo.No.2–34*~~									*DB f*46'78*t* *FPT*45*t*			*APT*7*t*			
	Mchy.Aft	1 *Dk*(*Stl*)															
81740	—	TwinSc	453					1902	Bremer Vulkan Vegesack	DeutscheWissen-schaftlicheKommission für Meeresforschung	150·5	29·8	11·9	Weser-münde-G. German	O.4Cy.14$\frac{5}{16}$"&26"–19⅝" 50NHP		
			392								H74*t*				BremerVulkan,Vegesack		
DEWB	Wireless D.F.	1 *Dk*	176														

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après Lettre d'Equilibrage.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Key: Lettres ou (si Lloyd's Register) Lettres & Chiffres. Duprée Cert. Roffrade.
81741 1675 ICCI	**Poseidone** (*ex*Cordelia) *Fitted for oil fuel*		6613 5720 4183	✠ ... 4,36 ✠	Ven	*a*†		1912 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	Società Italiana Trasporti Petroliferi	432·1|54·5|32·4 420·3 P103'B25'F43' FK	Genoa Italian	T.3Cy.27",45"&75"–48" 484NHP 3SB,9*cf*,GS214,HS8296	32 " 8	I †
	*ss*Npt.No.3–8,24 *ss*Gen.No.2–33									*Cell D Bu B26'78t DT f50'565t*		*Cem*	WillsndSlpwy.Co.Ld.Nwc.		
	Mchy.Aft 2*Dks*(*Stl*)*&Web frames* D.F. *Longitudinal framing Carrying Petroleum in bulk*											7 *B H to U dk* 10 „ 2*nd* „			
81742 Soemir, *see No. 90058 in Supplement*	**Poseidonia** (*ex*Holthy–36)		*3681* *3384* *2255*					1909	Ropner& Sons,Ld. Stockton	D.Georgopoulos	346·5|51·0|23·3 P23'B98'F36'	Syra Greek *WB*	T.3Cy.25",41"&67"–45" 301NHP Blair&Co.Ld.Stockton		C
SVRN		1 *Dk*													
81743 DRAQ	**Possehl** Sub.Sig.	1 *Dk*	2369 1933 1348					1921	Howaldtswerke Kiel	Lübeck Linie A.G.	307·0|42·4|19·5 P24'B59'F24'	Lübeck German *WB*	T.3Cy.20$\frac{1}{16}$"&32$\frac{5}{16}$"&51$\frac{1}{16}$"–35$\frac{7}{16}$" 155NHP Howaldtswerke,Kiel		G
81744 485 SWAS	**Possidon** (*ex*Rossano)	1 *Dk*	3840 3476 2377					1909	W.Gray& Co.Ld. W Hartlepool	G.N.Pittas Bros.& Co.	346·3|50·8|23·1 P27'B96'F32'	Piræus Greek *WB*	T.3Cy.25",40"&65"–42" 274NHP Cen.Mar.Eng.Wrks.W Hpl		C
81745 UPLN	**Postishev** (*ex*Zwartewater–35, *ex*Zaandijk) *ss*Rot.No.3–1,34	1 *Dk*(*Stl*)	3545 3272 2150	✠ ... 8,36 ✠	Rot	*w*		1921 2mo	Rotterdam Droogd Maat. Rotterdam.	U.S.S.R.	361·3|49·8|22·0 P25'B214'F36' FK *Cell D B307'879t F P T85t*	Odessa Russian	T.3Cy.25",41"&68"–45" 342NHP 3SB,9*cf*,GS145,HS5379 RotterdamDroogd.Maats.	24 " 6	
81746 PUQE	**Potengy** (*ex*Corcovado–38, *ex*Brazilian) *ss*Rio.3rdNo 3–11,23 *ss*Rio.No.2–33 2*Dks*(*Stl–Uws*)*&deep framing*		*3046* *2826* *1946*	✠ — 12,36 ✠ NB3,11 ✠	Rio	*r*		1890 4mo	D&W Henderson&Co. Glasgow	Cia.Commercio e Navegação	340·0|42·0|25·0 P37'B70'F40' FK " £24'359t F P T70t *DBa92'*	R.Janeiro Brazilian	T.3Cy.24",40"&66"–48" 302NHP 2SB,6*cf*,GS124,HS4550 D.&W.Henderson& Co.Gls	28 " 3	
81747 2111 IBQX	**Potenza** (*ex*Maria Victoria–37 which also see, *ex*Gydavore, *ss*Bbo.No.3–12,32 *ex*Oceania)	1 *Dk*(*Stl*)	*3619* *3337* *2245*	✠ — 1,38 ✠	Bbo	*w*		1920 6mo	Campbeltown S.B.Co. Ld. Campbelt'wn	Soc.Anon.Cooperativa di Nav. "Garibaldi"	348·6|49·9|23·6 P29'B218'F36' FK *Cell D B300'995t*	Genoa Italian	T.3Cy.25",40"&65"–45" 327NHP 3SB,9*cf*,GS161,HS5313 J.G.Kincaid&Co.Ld.Grk.	26 " 0	I †
81748 889 IBXB	**Potestas** (*ex*Ansaldo San Giorgio Secondo) D.F. *Mchy.Aft*	**Twin Sc** *Oil Eng.* 1 *Dk*	5237 4491 3063					1919	Ansaldo SanGiorgio Spezia	Soc.Anon.Industria Armamento	392·8|51·5|27·6 P52'B120'F33' *WB*	Genoa Italian	Oil Engines 2S.C.SA 8Cy.24$\frac{1}{4}$"–35$\frac{3}{8}$" 862NHP FiatSanGiorgio,Turin		CI
81749 UOJD	**Poti** (*ex*Batoum) Wireless	1 *Dk*	1340 1080 752					1891	Sir R. Dixon&Co. Middlesbro'	U.S.S.R.	240·1|34·5|15·6	Odessa Russian	T.3Cy.18$\frac{1}{2}$",30"&48"–21$\frac{3}{4}$" 107NHP SirR.Dixon&Co.Mdb.		
81750 150672 KJVP	**Potomac**	1 *Dk*	763 — 688					1894	Neafie& Levy Philadelphia	Western Shore Steamboat Co.Inc.	176·8|35·8|11·0	Baltimore Utd.States	C.2Cy.20"&36"–26" 55NHP Neafie&Levy,Philadelphia		
81751 DOQS	**Potsdam** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 3*Dks* D.F. E.S.D. Gy.C. *Cruiser Stern*	**Twin Sc**	17528 13260 10116					1935	Blohm& Voss,K.a.A. Hamburg	Norddeutscher Lloyd	604·7|74·2|40·7 F459'B on F230' *WB*	Bremen German	Steam Turbines connected to Electric Motors & Screw Shafts Siemens-Schuckertwerke A.G.Berlin Blohm& VossK.a.A.Ham.		G
81752 220620 KDFC	**Potter** Sub.Sig. Gy.C. *Longitudinal framing*	*Oil Eng.* 2*Dks*	6174 — 3833					1920	Doullut& Williams S.B. Corp.Inc. N.Orleans,La	United States Maritime Commission	395·5|55·0|31·4 P60'B109'F37'	N.Orleans Utd.States	Oil Engines 2S.C.DA 4Cy.28"–40" 1096NHP NE29 Worthington Pump&Mach Corp.Buffalo,N.Y.		R
81753 PUQI	**Poty** (*ex*Bore–35, *ex*Alarich, *ex*Erken, *ex*Orion, *ex*Coningsby) *ss*Got.2ndNo.3–4,24 *ss*Got.No.2–33 1 *Dk*(*Irn*)2*trB &Webframes*		*3366* *2804* *2045*	✠ — 2,37 ✠	Got	*v*		1897 8mo	Ropner& Son Stockton	Cia.Commercio e Navegação *Cell D Ba108'u E*	325·0|46·0|23·2 P31'B66'F32' FK *&B38'f126'623t A P*	R.Janeiro Brazilian *5 B H Cem T64t*	T.3Cy.23$\frac{1}{8}$",38"&63"–42" 275NHP 2SB,6*rf*,GS105,HS3888 Blair&Co.Ld.Stockton	24 " 9	
81754 217910	**Poughkeepsie** *Fitted for oil fuel* 2*Dks*&*Web frames*		5588 5012 3466			...		1919	Newburgh Shpyrds, Inc. Newburgh, N.Y.	United States Maritime Commission	400·5|54·2|30·0 P36'B124'F44' FK	New York Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft 645NHP Westinghouse Electric& Mfg.Co.E.Pittsburgh,Pa.	32 " 10	R †
81755 233433 WJFO	**Poughkeepsie Socony** *Oil Eng.* *Carrying Petroleum in bulk* 1 *Dk* *Mchy.Aft* *Cruiser Stern* *Electrically welded*	**Twin Sc**	1235 — 772					1934	United Dry Docks Inc. (Staten Islnd Plnt) Pt Richmond,N.Y.	Socony Vacuum Oil Co.Inc.	251·3|40·0|12·8 P72'	New York Utd.States	Oil Engines 4S.C.SA 12Cy.13$\frac{3}{4}$"–18" 213NHP American Locomotive Co. (McIntosh&Seymour Division),Auburn,N.Y		R
81756 202339	**Powell Stackhouse** *Mchy.Aft* Gy.C.	1 *Dk*	6171 — 4919					1905	Detroit S.B.Co. Wyandotte	Mahoning S.S.Co. (Bethlehem Transpn.Corp. *Mgrs.*)	504·0|54·2|31·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22$\frac{1}{2}$",38"&68"–42" 257NHP DetroitS.B.Co.Detroit		R
81757 159475	**Power Chief** *Oil Eng.* *Mchy.Aft*	1 *Dk*	444 386 288	✠ 100A1 11,38 ~~10,37~~ ✠LMC10,37 *Carrying Petroleum in bulk For service in Colombo Harbour*	Cbo	*e*	CL	1937 10mo	Henry Robb,Ld. Leith	Texas Shipping Co. (China) Ld (Ceylon Petroleum Co.Ld. *Mgrs.*) *Lloyd's A4 CP* *Re-erected*	130·0|26·0|13·2 134·9(O.L.) *27·9* FK *FPT* by Walker Sons&	Hong Kong British *9 B II* *20t A P T 12t* Co.Ld.Colombo,'37	Oil Engines 4S.C.SA 6Cy.8"–12" 37NHP National Gas&Oil Eng.Co. Ld.Manchester	13 " 3	
81758 166331	**Pozarica** *Oil Eng.* D.F. E.S.D. 1 *Dk*&*Shelter dk* *Ref.Mchy.* *Cruiser Stern*		1893 1237 838	✠ 100A1 *with freeboard* — 1,38 ✠LMC1,38 ✠Lloyd's RMC ~~1,38~~ 2,38	Sld Lon	*t*	CL	1938 1mo	Wm.Doxford&Sons Ld Sunderland	MacAndrews& Co.Ld. *Lloyd's A4 CP* *Cell D B228'476t*	295·6|45·0|13·9 306·6(O.L.) B87' FK *F P T30t A P T57t*	London British *5 B Hpt Cem Coll to Sh dk* 4 „ 2*nd* „)	Oil Engines 2S.C.SA 5Cy.22$\frac{1}{16}$"–66$\frac{1}{2}$" 755NHP 2 D B *120lb* Wm.Doxford&Sons,Ld Sld	17 " 7 s " 2 17 " 6$\frac{3}{4}$	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now Suspd. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught ft. in.	15 Regulations in which classed, if not in L.R. Issue of Rules of Trade Cert.
81759	**Poznan**		2038	†100A1	Dnz	*r*	3,38	1926	Chant. Nav Français	"Zegluga Polska" Spolka Akcyjua jna.	269·1	39·7	17·5	Gdynia Polish	T.3Cy.18⅛",29½⅝"&49⅜"-37⅞" (*s*) 185lb 186NHP	19 ″ 10	
31	ss Dnz. No. 3–1,36		1576	3,38					Caen		P22′Q87′B50′F23′				2SB,*4cf*,GS95,HS3247	s 1 ″ 11½	
SPAB	*Well deck*	1 *Dk(Stl)*	1129	BS1,39 MC1,							FK			4 *BHCem*	Etab. Nat. d'Indret, Indret	18 ″ 1	
	Cargo battens not fitted									*Cell DB*	*a & u E66′ f 107′ 405t*			*Deep tanks aft 34′ 2*	*05t FPT 77t*	*4 PT 22t*	
81760	**Pozzuoli** (*ex* Salina-33)		5345			…		1915	Cant. Nav. Triestino	A. Lauro	402·9	54·2	28·9	Naples Italian	T.3Cy.27″,42″&68″-48″ 465NHP	32 ″ 0	I †
411			4988						Monfalcone								
ICFW	D.F.	1 *Dk & Shelter dk*	3349		E & B fitte complete	d & Ves dafter		sel repairs	1920		FK			*WB*	Stabilimento Tecnico, Tri.		
81761	**Prabhavati**	**Twin Sc**	556	† …	Bom			1933	Harland & Wolff, Ld. Glasgow	Bombay Steam Navigation Co. Ltd.	199·7	34·1	10·9	Bombay British	T.6Cy.11½",20″&34″-24″ 260NHP	11 ″ 6	
157574			474	7,37				9mo									
VTFF		1 *Dk*	205							*Shade dk*	FK			8 *BHpt Cem pt Asp*	1 DB, *6cf*, GS121, HS4563		
	Cruiser Stern									*Cell D*	*Bu E18′37t FPT14t*			*APT23t*	Harland & Wolff, Ld. Bel.		
	Fitted for oil fuel																
81762	**Prachatipok**		968	†100A1	Bgk	*l*	CL	1909	Kjöbnhvns Flydk & Skbs.	Siam S. Nav. Co. Ltd.	201·5	30·2	16·6	Bangkok Siamese	T.3Cy.14″,23″&37″-24″ (*s*) 180lb 87NHP	19 ″ 0	
273			832	*Awng dk*			11,36	11mo								s 6 ″ 9	
HSAD		1 *Dk(Stl) & Awng dk(Teak)*	603	*with freeboard*					Copenhagen		FK			4 *BHCem*	2SB, *4cf*, GS52, HS1540	12 ″ 7¾	
		ss Bgk. No. 1–38		11,38 ~~11,37~~			11,38		A & CP	*WB = Cell D Ba 50′ u E13′ f 87′*				174t *APT15t*	Kjbnhavns Flydk. & Skbsv		
				~~BS11,37~~	†LMC2,34												
81763	**Prado** (*ex* Regina Pacis–37,		997	† …	Liv	*n*		1905	Ramage & Ferguson, Ld. Leith	P. Cottaropoulos & G. Theophylactos (P.G. Cottaropoulos *Mgr.*) *Cell D Ba 36′*	218·2	33·1	13·0	Marseilles French	T.3Cy.18″,30⅜"&49"-33″ 155NHP	15 ″ 0	V †
	ex Antrim *ss* Lth. 2nd No. 3–11,29		702	6,34				5mo			Q77′B63′F45′						
FNCG	Coast–38, *ex* Glentaise, *ex* Ploussa) Wireless	1 *Dk(Irn) & deep framing*	502								FK			4 *BHCem*	2SB, *6rf*, GS98, HS2542		
														23t *APT21t*	Ramage & Ferguson, Lth.		
81764	**Praga** (P)		3741			…		1908	Lloyd Austriaco Trieste	"Tirrenia" Soc. Anon. di Nav.	368·4	44·2	23·4	Naples Italian	T.3Cy.26″,43½"&73"-48″ 495NHP	25 ″ 10	I †
468			2791								P&B246′F65′						
ICCQ	D.F.	*Fitted for oil fuel* 1 *Dk & Spar dk*	2225								FK			*WB*	Lloyd Austriaco, Trieste		
		& deep framing															
81765	**Prague** (P)	**Twin Sc**	4220	†100A1	Gms	*w*	OG	1930	J. Brown & Co. Ld. Clydebank	London & North Eastern Railway	350·8	50·1	26·0	Harwich British	4 Steam Turbines SR geared to 2 Sc. Shafts	27 ″ 0	BT till 3,39
161036	~~Millar. No. 2–38~~ ~~millar. No. 1–04~~		3028	*with freeboard*			3,38	2mo			866·1 (O.L.)			8 *BHpt Cem pt Asp*	215lb (*r*) 1520NHP	s 12″ 2½	
GNBJ	2 *Dks (Weather dk pt Stl–Teak s)*		1988	2,39 ~~2,37~~	BS2,39						F268′	FK			5SB, *20cf*, GS430, HS15033 FD	15 ″ 3	
	3rd *dk forward of Machinery space*			~~BS2,36~~	~~†LMC 6'34~~		2,38	*Lloyd's*	*S A & CP*						J. Brown & Co. Ld Clydebnk		
	Sub. Sig.	*Cruiser Stern*		*For service between & the Hook of*		*Ha Holland*	*rwich*			*Cell D Bu E42′55 DTs f48′57*	*tMT12′120t DTs a22′42t FPT*			*12t APT42t*			
81766	**Prahova**		*3609*	†100A1	Ant	*w*	CL	1922	Armstrong Whitworth & Co. Ld. Newcastle	A. Vlasov	360·6	51·0	22·3	Braila Rumanian	T.3Cy.24″,39″&65½"-45″ (*s*) 180lb 371NHP	24 ″ 9	
	ss Gtz. No. 3–8,34		*3344*	3,38	Rot		3,38	3mo			P27 B223′F41′	FK		6 *BHCem*	3SB, *6cf*, GS126, HS5220 FD		
YPBN	*ss* Ant. No. 1–38		*2221*		MC3,38					*Cell D*	*B 315′ 843t FPT 89t*			*APT89t*	Armstrong, Whitworth & Co. Ld. Nwc.		
		1 *Dk(Stl)*						*Lloyd's*	*S A & CP*								
81767	**Prase**		~~390~~	†100A1	Rot	*f*		1938	A. Vuijk & Zonen Capelle a/d Ysel	~~W. Robertson~~ Wm. Robertson	140·3	24·7	~~9·0~~	Glasgow British	Oil Engines 4S.C.SA	11 ″ 2	
165040		1 *Dk Oil Eng.*	374	~~3,38~~ ~~7,38~~ 2,38		~~A~~ Ayr		7mo			115·8 (O.L.)			3 *BHCem*	8Cy.11″-17⅛" 49RHP	s 3 ″ 8	
MMVD			215								~~147~~ Q52′F16′	FK				11 ″ 1	
	Mchy. Aft		193	~~Close Custom plated~~							P37′						
	Cruiser Stern			†LMC7,38				*Lloyd's*	*S A & CP*	*Cell D B 81′ 87t FPT*				*88t APT19t*	Humboldt-Deutzmotoren, A.G. Köln-Deutz		
81768	**Pravda**		2513			…		1928	Baltic S.B. & E. Works Leningrad	U.S.S.R.	283·8	43·2	20·5	Leningrad Russian	T.3Cy.17⅞",29½"&48⅛"-35⅞" 193NHP	22 ″ 8	
			1980								P20′B72′F32′						
UOAF	Sub. Sig.	1 *Dk*	1387								FK			*WB*	Baltic S.B. & E. Works, Len.		
81769	**Predsednik Kopajtić**		1798	†100A1	Spt	*q*	CL	1928	Clyde S.B. & E. Co. Ld. Port Glasgow	Jadranska Plovidba d.d.	260·4	40·2	18·2	Split Yugoslav	T.3Cy.17″,27″&45″-33″ (*s*) 180lb FD 188NHP	20 ″ 3	
	ss Ssk. No. 2–37		1521	~~12,37~~ 12,38			3,37	9mo								s 2 ″ 4½	
YTDL	1 *Dk(Stl)* 2nd *dk(Stl)* in holds		1048	~~BS4,39~~							P23′B88′F25′	FK		4 *BHpt Cem*	2SB(Spt), *6cf*, GS90, HS3000	18 ″ 0½	
				MS10,36				*Lloyd's*	*S A & CP*	*Cell D*	*B220′ 471t FPT 44t*			*APT43t*	Clyde S.B. & E. Co. Ld. P. Gl.		
81770	**Premuda** (*ex* Tusculum,		4427	†	Rot	*x*		1907	W. Hamilton & Co. Ld. Pt. Glasgow	"Corrado" Soc. Anon di Nav.	376·2	52·3	17·4	Genoa Italian	T.3Cy.25″,41⅞"&68"-48″ 366NHP	28 ″ 0	I †
1174	*ex* Strathdon) *ss* Liv. No. 3–11,19		4091	1,29				7mo			P27′B92′F40′	25·4					
ICCT	D.F. *ss* Gen. No. 1–24		2732							*Cell D Ba*	FK			6 *BHCem*	3SB, *9cf*, GS165, HS5868		
	1 *Dk(Stl) & Spar dk(Stl) & deep framing*									122′ *u E & B 42′ f 168′*	*1091t DT f 24′ 613t*			*APT113t*	D. Rowan & Co. Glasgow		
81771	**Prentiss** (*ex* Exito–36,	**Wood**	406					1901	W. A. Boole & Son Oakland, Cal.	Santa Cruz Oil Corp.	144·0	34·5	11·5	S. Frncisco Utd. States	C.2Cy.14"&32"-24″ 42NHP		
150938	*ex* Prentiss–34)	*Fitted for oil fuel*	367												Fulton E. & S.B. Wrks. S. Fo.		
KJVR	*Mchy. Aft*	1 *Dk*	267														
81772	**Preradović** (*ex* Riol)	*ss* Rct. No. 1–38	*5341*	100A1	Ven	*a* †	CL	1907	Bremer Vulkan Vegesack	Jugoslavenski Lloyd a.d.	420·5	54·5	27·9	Split Yugoslav	Q.4Cy.24″,34⅝",50"&72½"-53½" 227lb (*s*) 519NHP	30 ″ 9	
	ss Spt. 2nd No. 3–2,34		*5030*	~~9,38~~ ~~12,36~~	Rot		N12,37			*Intermediate bulkhead in forw'd*				*Cem*		s 5 ″ 4	
YTDM		2 *Dks(Stl)*	*3415*	~~BS4,37~~ ~~4,39~~	†LMC2,34						P&B267′F54′	FK		*B H only*	3SB, *9cf*, GS162, HS6804 FD	25 ″ 7½	
		& Web frames			4,38					*Cell D B 361′ 1290t FPT*	*hold dispensed with 90t APT8t*				Bremer Vulkan, Vegesack		
81773	**Prescodoc**		1938					1929	Swan, Hunter & Wigham Richardson, Ld. Sunderlnd	Paterson Steamships, Ld.	252·8	43·4	17·8	Ft. William British	T.3Cy.15″,25″&40″-33″ 92NHP		C
161514			1638								Q100′F35′			*WB*	Swan, Hunter & Wigham Richardson, Ld. Nwc.		
	Mchy. Aft	1 *Dk*	1151														
81774	**Prescott** (*ex* Glenisla, *ex* Western		5461					1903	Detroit S.B. Co. Wyandotte	Canada Steamship Lines, Ld.	494·0	50·2	24·3	Midland, Ont. British	T.3Cy.22″,35″&58"-42″ 218NHP		R
138214	Star)		5254								len24	*WB*			Detroit S.B. Co. Detroit		
VGPL	*Mchy. Aft*	1 *Dk 2 tr B*	4268														
81775	**President**	**Wood**	730					1910	..... Noank, Conn.	Meseck Towing & Transpn. Co. Inc.	152·0	35·7	13·0	New York Utd. States	C.2Cy.18"&40"-28″ 71NHP		
207099		*Fitted for oil fuel*	—												J. W. Sullivan & Co. N.Yk.		
	Wireless	1 *Dk*	468														
81776	**President Adams** (P)	**Twin Sc**	10544					1921	New York S.B Corp. Camden, N J	~~Dollar S.S. Lines~~ ~~Inc. Ltd.~~ American President Lines, Ld.	502·1	62·2	28·3	S. Frncisco Utd. States	T.8Cy.24″,40½"&(2)54"-45″ 782NHP		R
221203	(*ex* Centennial State)	*Fitted for oil fuel*	—								P42′B204′F42′			*WB*	New York S.B. Corp.		
KDRL	*Ref. Mchy.*	3 *Dks*	—														
	D.F. GyC.	*Cruiser Stern*	5984														
81777	**President Cleveland** (P)	**Twin Sc**	12568					1921	Nwprt News S.B. & D.D. Co. Newprt News	~~Dollar S.S. Lines~~ ~~Inc. Ltd.~~ American President Lines, Ld.	517·0	72·2	27·8	S. Frncisco Utd. States	4 Steam Turbines SR geared to 2 Sc. Shafts 3105NHP	50 ″ 0	R †
220485	(*ex* Golden State)	*Fitted for oil fuel*	—								36·8			*WB*	Newport News S.B. & DD Co.		
KDCM	*Ref. Mchy.*	2 *Dks & Shelter dk*	~~6670~~								B189′ *on Shelter dk*						
	D.F. GyC.	3rd *dk in holds*	~~6956~~								FK						
		Longitudinal framing	6491														

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maîtresses, arrière. Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. nhp=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Navigation ou certificat de service de la L. R. Durée Cert. Bd of Trade
81778 231219 KDMX	**President Coolidge** (P) TwinSc *Fitted for oil fuel* *Ref.Mchy.* 5 *Dks* D.F. E.S.D. GyC.		21936 — ~~13020~~ 12835					1931	Nwprt Nws S.B.&D.D.Co. Newprt News	~~Dollar S.S. Lines Inc. Ltd.~~ American President Lines, Ltd.	615·6 B&F501′	81·3	28·2 52·0	S. Frncisco Utd. States *WB*	2 Steam Turbines connected to Elec. Motor & Sc. Shafts WestinghouseElec.&Mfg. Co.Phl.		R
81779 FNUZ	**Président Dal Piaz** (P) TwinSc *Fitted for oil fuel* *Ref.Mchy.* 3 *Dks* D.F.		4929 — 2640					1929	Swan, Hunter&Wigham Richardson, Ld Newcastle	Cie.Générale Transatlantique	362·5 *24·2* 133·3(O.L.) Q51′B9′F16′	52·8 FK	26·5	Marseilles French *WB*	6 Steam Turbines SR geared to 2 Sc. Shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
81780 TUHD	**Président de Lavit** (*ex*Glenspray, *ex*Camm) *ss*Bdx.No.3–10,33 *Mchy.Aft* *ss*Bdx.No.1–35 *Well deck*	1 *Dk(Stl)*	313 211 181	✠100A1 ~~8,38 11,37~~ ~~✠LMC 11,37~~ 8,38	Bdx	*d*	CL ~~6,35~~ 6,38	1921 6mo *Lloyd's*	Crabtree& Co.Ld. Gt.Yarmouth *sA&CP*	Grands Moulins de Bordeaux *Cell D Bu E 68′220t D*	129·2 *24·2* 133·3(O.L.) Q51′B9′F16′ *Tf 36′524t*	23·2 FK *FPT 198t*	9·5 *APT 212t*	Bordeaux French *WB*	C.2Cy.16″&33″–22″ (*s*) 130lb 61 NHP 3 *BH Cem* 1SB,2*pf*,6s37,Hs1185 Crabtree&Co.Ld.	10 ″ 5 s ″ 9½ 9 ″ 10	
81781 LIYU	**Président de Vogüé** TwinSc *Oil Eng.* *Mchy.Aft* 1 *Dk* D.F. *Cruiser Stern*		9320 8649 5548	✠100A1 ~~8,38 11,37~~ ~~✠LMC 11,37~~ *Carrying Petroleum in bulk*	Boa Mal	*d*†	CL	1935 5mo *Lloyd's*	Odense Staalskibsvft vedA P Möller Odense *sA&CP* *Cell D Bu E 71′231t D*	Skibs A/S Snefonn (Sig.Bergesen d.y. &Co.*Mgrs.*) *Tf 34′456t FPT 175t*	480·5 P98′B37′F41′	65·0 FK *APT 176t*	35·6	Stavanger Norwegian 12 *BH*	Oil Engines 4S.C.SA 14Cy.23¼″–43½″ 728 NHP 2 DB *160lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0 s 7 ″ 3½ 28 ″ 0	
81782 FOLK	**Président Doumer** (P) TwinSc *Oil Eng.* *Ref.Mchy.* 4 *Dks* D.F. *Cruiser Stern*		11898 8400 6692					1933	Soc. Provençale de Cnst.Nav. LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	468·7 B182′	64·0	37·9	Marseilles French *WB*	Oil Engines 4S.C.SA 16Cy.29½″–59½″ 1307 NHP Schneider&Cie.LeCreusot		V
81783 WCCN	**President Fillmore** (P) TwinSc 200493 (*ex*Mongolia) *Fitted for oil fuel* *Ref.Mchy.* 4 *Dks&Shelter dk* D.F. GyC.		15575 — 9391			…		1904	New York S.B.Co. Camden,N.J.	~~Dollar S.S. Lines Inc. Ltd.~~ American President Lines, Ltd.	600·0 *B on Shelter dk* 204′ FK&BK3″	65·3	23·1 39·1	S. Frncisco Utd. States *WB*	Q.8Cy.30″,43″,63″&89″–60″ 1923 NHP N.Yk.S.B.Co.Camden,N.J.	43 ″ 4	R †
81784 172 OPFA	**President Francqui** *Oil Eng.* *ss*Ams.No.2–35 *Mchy.Aft* 2 *Dks(Stl)* D.F. *Longitudinal framing at bottom, decks&topsides*		4919 — 3514	✠100A1 ~~8,37~~ 10,38 ~~✠LMC~~ CS4,37 ~~DBS 8,37~~ 10,38 ~~8,37~~ 10,38 *Carrying Petroleum in bulk*	Ant Rot	~~d~~	CL ~~8,37~~ N10,38	1928 3mo *Lloyd's*	New Waterway S.B.Co. Schiedam *sA&CP* *Cell D Bu*	Purfina-Armement S.A.	~~369·0~~ 401·0, len.38 P86′B28′F45′ *E44′ f 20′224t FPT*	~~53·0~~ 37·8 FK	~~28·0~~ *B Hpt Cem* 178t *APT 93t*	Ghent Belgian 4 2 DB *142lb*	Oil Engines 4S.C.SA 6Cy.29½″–59½″ 489 NHP Harland&Wolff,Ld.Gls.	28 ″ 0 ~~s 4 ″ 8~~ ~~38 ″ 6~~ s 5 ″ 1½ 23 ″ 0½	
81785 221426 KDTC	**President Garfield** (P) TwinSc (*ex*BlueHenState) *Fitted for oil fuel* *Ref.Mchy.* 3 *Dks* D.F. GyC. *Cruiser Stern*		10501 — 5917					1921	New York S.B.Corp. Camden N.J.	~~Dollar S.S. Lines Inc. Ltd.~~ American President Lines, Ltd.	502·1 P42′B204′F42′	62·2	28·3	S. Frncisco Utd. States *WB*	T.8Cy.24″,40½″&(2)54″–45″ 783 NHP NYk.SB.Corp.Camden,NJ		R
81786 221633 KDUT	**President Grant** (P) TwinSc (*ex*PineTreeState) *Fitted for oil fuel* *Ref.Mchy.* *Cruiser Stern* 4 *Dks* D.F. GyC. *Longitudinal framing*		14119 — 8405					1921	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	American Mail Line Ld.	517·0 B228′	72·2	27·8	Seattle Utd. States *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts BethlehemS.B.Corp,Ld. Quincy,Mass.		R
81787 221844 KDWK	**President Harding** (P) TwinSc (*ex*PresidentTaft, *ex*LoneStarState) *Fitted for oil fuel* 2 *Dks Shelter dk* *Ref.Mchy.* *&Shade dk* Sub.Sig. *Cruiser Stern* D.F. GyC. *Longitudinal framing*		13869 — 8171					1921	New York S.B.Corp. Camden,N.J.	United States Lines Co.	516·5 B186′	72·2	27·8	New York Utd. States *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
81788 220952 KDMQ	**President Harrison** (P) TwinSc (*ex*WolverineState) *Fitted for oil fuel* *Ref.Mchy.* 3 *Dks* D.F. GyC. *Cruiser Stern* *Longitudinal framing*		10503 — 5052					1921	New York S.B.Corp. Camden,N.J.	~~Dollar S.S. Lines Inc. Ltd.~~ American President Lines, Ltd.	502·1 P42′B204′F42′	62·2	28·3	S. Frncisco Utd. States *WB*	T.8Cy.(2)24″(2)40½″&(4) 54″–45″ 782 NHP NewYorkS.B.Corp. Camden,N.J.		R
81789 220858 KDLB	**President Hayes** (P) TwinSc (*ex*CreoleState) *Fitted for oil fuel* *Ref.Mchy.* 3 *Dks* D.F. GyC. *Cruiser Stern*		10533 — 6195					1920	New York S.B.Corp. Camden,N.J.	~~Dollar S.S. Lines Inc. Ltd.~~ American President Lines, Ltd.	502·1 P42′B204′F42′	62·2	28·3	S. Frncisco Utd. States *WB*	T.8Cy.(2)24⅞″,(2)40½&(4) 54″–45″ 783 NHP NewYorkS.B.Corp. Camden,N.J.		R
81790 LCTQ	**President Herrenschmidt** TwinSc *Oil Eng* *ss*Fal.No.1–36 *Mchy.Aft* 1 *Dk(Stl)* 2nd *dk(Stl)* D.F. *aft of cargo tanks* *Cruiser Stern* *Web frames* *Longitudinal framing*		9103 8380 5401	✠100A1 ~~8,38~~ 9,37 ~~9,39~~ ~~✠LMC~~ CS6,36 ~~DBS 8,38~~ 5,37 *Carrying Petroleum in bulk*	Fal Aut	*d*†	CL ~~9,37~~ PN5,38 ~~8,38~~ 5,38	1932 6mo *Lloyd's*	Kockums M.V.Aktieb. Malmö *sA&CP* *Cell D Bu E 68′220t D*	Skibs A/S Dalfonn (Sig.Val Bergesen). *Tf 36′524t FPT 198t*	477·1 P100′B38′F44′	63·0 FK *APT 212t*	35·9	Stavanger Norwegian 12 *BH Hpt Cem* 2 DB *160lb* &NDB(*aft*) 1 *–160lb*	Oil Engines 4S.C.SA 14Cy.23⅝″–43½″ 754 NHP Kockums M.V.Akt.Malmö	35 ″ 9	
81791 221058 KDPA	**President Jackson** (P) TwinSc (*ex*SilverState) *Fitted for oil fuel* *Ref.Mchy.* 2 *Dks&Shelter dk* D.F. GyC. *Longitudinal framing*		14124 — 8377			…		1921	Nwprt Nws S.B.&D.D.Co. Newprt News	American Mail Line,Ld.	517·0 B *on Shelter dk* 189′	72·2	27·8	Seattle Utd. States *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts NewportNewsSB&DD.Co.	50 ″ 0	R †
81792 221042 KDOT	**President Jefferson** (P) TwinSc (*ex*Wenatchee) *Fitted for oil fuel* *Ref.Mchy.* 2 *Dks&Shelter dk* 3rd *dk in holds&Web frames* D.F. GyC. *Longitudinal framing* *Cruiser Stern*		14174 — 8443			…		1920	New York S.B.Corp. Camden,N.J.	American Mail Line,Ld.	516·5 B222′ *on Shelter dk* FK	72·2	27·8	Seattle Utd. States *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	41 ″ 0	R †
81793 200690 WCCM	**President Johnson** (P) TwinSc (*ex*Manchuria) *Fitted for oil fuel* *Ref.Mchy.* 4 *Dks&Shelter dk* D.F.		15543 — 9487			…		1904	New York S.B.Co. Camden,N.J.	~~Dollar S.S. Lines Inc. Ltd.~~ American President Lines, Ltd.	600·0 *B on Shelter dk* 204′	65·3 39·1 FK&BK3″	23·1	S. Frncisco Utd. States *WB*	Q.8Cy.30″,43″,63″&89″–60″ 1923 NHP NewYorkS.B.Co.Camden, N.J.	43 ″ 4	R †
81794 221645 KDUY	**President Lincoln** (P) TwinSc (*ex*HoosierState) *Fitted for oil fuel* *Ref.Mchy.* 2 *Dks,Shelter dk&Shade dk* D.F. GyC. *Cruiser Stern* *Longitudinal framing*		12594 — 6730					1921	New York S.B.Corp. Camden,N.J.	~~Dollar S.S. Lines Inc. Ltd.~~ American President Lines, Ltd.	516·5 B222′	72·2	27·8	S. Frncisco Utd. States *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Yrs/Assigned now / Expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Port of Trade Cert.
81795 221314 KDSL	**President McKinley** (P) *(ex Keystone State)* D.F. GyC. *Ref. Mchy.* 2 *Dks & Shelter dk & Shade dk* *Cruiser Stern* *Longitudinal framing*	Twin Sc	14127 — 8400					1921	New York S.B.Corp. Camden, N.J.	American Mail Line, Ltd.	516·5 B222'	72·2	27·8	Seattle Utd. States *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B.Corp. Ld. Quincy, Mass.		R
81796 221727 KDVR	**President Madison** (P) *(ex Bay State)* *Ref. Mchy.* D.F. GyC. *Cruiser Stern* *Longitudinal framing*	Twin Sc *Fitted for oil fuel* — 2 *Dks & Shelter dk & Shade dk*	14187 — 8341					1921	New York S.B.Corp. Camden, N.J.	American Mail Line, Ltd.	516·5 B222'	72·2	27·8	Seattle Utd. States *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B.Corp. Ld. Quincy, Mass.		R
81797 220325 KDAR	**President Monroe** (P) *(ex Panhandle State)* *Ref. Mchy* D.F. GyC.	Twin Sc *Fitted for oil fuel* — 3 *Dks* *Cruiser Stern*	10533 — 6195					1920	New York S.B.Corp. Camden, N.J.	~~Dollar S.S. Lines Inc. Ltd.~~ American President Lines, Ltd.	502·1 P42' B204' F42'	62·2	28·3	S. Frncisco Utd. States *WB*	T. 8 Cy. (2) 24", (2) 40½" & (4) 54"–45" 784 NHP New York SB Co Camdn, NJ		R
81798 220987 KDNV	**President Pierce** (P) *(ex Hawkeye State)* *Ref. Mchy.* D.F. GyC. *Longitudinal framing*	Twin Sc *Fitted for oil fuel* — 4 *Dks* *Cruiser Stern*	12579 — ~~6662~~ 6443					1921	Bethlehem S.B.Corp. Ld. Sparrow's Point, Md.	~~Dollar S.S. Lines Inc. Ltd.~~ American President Lines, Ltd.	517·0 B229'	72·2	27·8	S. Frncisco Utd. States *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B.Corp. Ld. Quincy, Mass.		R
81799 221054 KDOZ	**President Polk** (P) *(ex Granite State)* *Ref. Mchy.* D.F. GyC.	Twin Sc *Fitted for oil fuel* — 3 *Dks* *Cruiser Stern*	10508 — ~~5021~~ 5918					1921	New York S.B.Corp. Camden, N.J.	~~Dollar S.S. Lines Inc. Ltd.~~ American President Lines, Ltd.	502·1 P42' B204' F42'	62·2	28·3	S. Frncisco Utd. States *WB*	T. 8 Cy. (2) 24", (2) 40¾" & (4) 54"–45" 781 NHP New York S.B.Corp. Camden, N.J.		R
81800 221901 KDWS	**President Roosevelt** (P) *(ex Peninsula State)* *Ref. Mchy.* Sub. Sig. D.F. GyC. *Longitudinal framing*	Twin Sc *Fitted for oil fuel* — 3 *Dks*	13869 — 8138					1921	New York S.B.Corp. Camden, N.J.	United States Lines Co.	516·5 B222'	72·2	27·8	New York Utd. States	4 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B.Corp. Ld. Quincy, Mass.		R
81801 FOTZ	**President Sergent** *ss* Rot. No. 3–5,36 *Mchy. Aft* D.F.	2 *Dks (Stl)*	5344 4702 2927	✠100A1 StN *c* 2,38 ~~12,38~~ BS ~~6,38~~ 6,38 ~~6,36~~ 6,37 ✠LMC 5,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,23			CL ~~2,38~~ 12,38 *F.P. a*	1923 9 mo	Atel. & Ch. de France Dunkirk *Lloyd's SA & CP* *above 150° F.*	Soc. Purfina Transports *Cell D Bu B 69' 23*	352·9 B126' B27' F35' FK *2t DT f 400t F P T 96t*	52·6	31·7	Dunkirk French 200 lb 9 „ *to Udk* *A P T 66t*	T. 3 Cy. 26", 42½" & 70"–48" (*s*) 445 NHP 14 *B Hpt Cem* 3 SB, 6 *cf*, GS 130, HS 6056 FD Atel. & Ch. de France, Dnk.	31 " 6 s 5 " 0¾ 26 " 7	
81802 221233 KDRW	**President Taft** (P) *(ex Buckeye State)* *Ref. Mchy.* D.F. GyC. *Longitudinal framing*	Twin Sc *Fitted for oil fuel* — 4 *Dks* *Cruiser Stern*	12562 — ~~6051~~ 6481					1921	Bethlehem S.B.Corp. Ld. Sparrow's Point, Md.	~~Dollar S.S. Lines Inc. Ltd.~~ American President Lines, Ltd.	517·0 B229'	72·2	27·8	S. Frncisco Utd. States *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B.Corp. Ld. Quincy, Mass.		R
81803 220709 KDHF	**President Van Buren** (P) *(ex Old North State)* *Ref. Mchy.* D.F. GyC.	Twin Sc *Fitted for oil fuel* — 3 *Dks* *Cruiser Stern*	10533 — 6195					1920	New York S.B.Corp. Camden, N.J.	~~Dollar S.S. Lines Inc. Ltd.~~ American President Lines, Ltd.	502·1 P42' B204' F42'	62·2	28·3	S. Frncisco Utd. States *WB*	Q. 8 Cy. (2) 24", (2) 40¾" & (4) 54"–45" 782 NHP New York S.B.Corp. Camden, N.J.		R
81804 227753	**President Warfield** (P) *Fitted for oil fuel* — 1 *Dk*		1814 — 706					1928	The Pusey & Jones Co Wlmgtn, Del.	Baltimore Stm. Packet Co.	320·0	56·6	16·9	Baltimore Utd. States	T. 4 Cy. 24½", 40" & (2) 47"–42" 286 NHP Pusey & Jones Co. Wlmngtn		R
81805 221374 KDSV	**President Wilson** (P) *(ex Empire State)* D.F. GyC. *Ref. Mchy.* *Cruiser Stern* *Longitudinal framing*	Twin Sc *Fitted for oil fuel* — 2 *Dks & Shelter dk & Shade dk*	12597 — 6735					1921	New York S.B.Corp. Camden, N.J.	~~Dollar S.S. Lines Inc. Ltd.~~ American President Lines, Ltd.	516·5 B222'	72·2	27·8	S. Frncisco Utd. States *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B.Corp. Ld. Quincy, Mass.		R
81806 LOIX	**Presidente Figueroa Alcorta** *Mchy. Aft* *Carrying Petroleum in bulk*	*Oil Eng.* 1 *Dk*	2460 2180 1500					1937	Hansen, Puccini, S.A. San Fernando	Argentine Government (Yacimientos Petroliferos Fiscales)	315·0 B69' F36'	52·9	17·0	Bns. Aires Argentine	Oil Engines 2 S.C.SA 14 Cy. 13¾"–23¾" 443 NHP Sulzer Bros. Ld. Winterthur		
81807 CXAT	**Presidente Terra** (*ex* Michalis–38, *ex* Oakfield–33) *ss* M. Vo. 2nd No. 3–12,37 1 *Dk (pt Irn & pt Stl)* *Cargo battens not fitted*		*3646* *3422* 2289	✠100A1 MVo *w* 12,37 ~~12,37~~ ✠LMC 12,3			CL 10,37	1912 3 mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's SA & CP*	Administracion Nacional de Puertos-Monte Video *Cell D Ba & u E 142 f 158'*	360·0 P25' B221' F36' FK *991t A P T 87t*	51·0	22·7	M. Video Uruguayan 6 *B H Cem*	T. 3 Cy. 25½", 40½" & 67"–45" 1801b *120lb* (*r*) 317 NHP 2 SB, 6 *cf*, GS 101, HS 4769 Cen. Mar. Eng. Wrks. W Hpl.	25 " 1 ~~8 " 9½~~ ~~22 " 4~~	
81808 150786 KFNS	**Presque Isle** *Mchy. Aft* D.F.	1 *Dk 2 tr B*	4578 — 3486					1898	Cleveland S.B.Co. Lorain, O.	Presque Isle Transportation Co. (Cleveland-Cliffs Iron Co. *Mgrs.*)	407·0	50·0	24·7	Wilmgton (Del.) Utd. States *WB*	Q. 4 Cy. 17", 25½", 39" & 60"–40" 228 NHP Cleveland S.B.Co. Cleveland		R
81809 161155 MPTJ	**Prestatyn Rose** *ss* Bly. No. 1–35 *Well deck* *Mchy. Aft*	1 *Dk (Stl)* *Cargo battens not fitted*	1151 866 670	✠100A1 Sld *n* 4,37 BS ~~4,37~~ 8,38 ✠LMC 8			CL 3,37	1930 5 mo	D & W Hendersn & Co. Ld. Glasgow *Lloyd's SA & CP*	Richard Hughes & Co. (Liverpool) Ld. *Cell D B 144' 231t F P T 84t*	220·0 226·2 (O.L.) Q123' B12' F24' FK *A P T 41t*	34·1	14·2	Liverpool British 4 *B Hpt Cem*	T. 3 Cy. 17", 27" & 45"–33" (*s*) 180 lb 172 NHP 2 SB, 4 *cf*, GS 94, HS 3304 D & W. Hendersn & Co Ld Gls	16 " 3 s 4 " 11 15 " 5¾	
81810 137258 MGDB	**Presto** (*ex* Dunelm) *ss* Nwc. No. 3–5,29 *ss* Bly. No. 2–38 *Well deck* *Mchy Aft*	1 *Dk (Stl)* *Cargo battens not fitted*	971 721 473	✠100A1 Bly *l* 1,38 ✠LMC 1			CL 1,38	1916 7 mo	R. Thompson & Sons, Ld Sunderland *Lloyd's SA & CP*	S. & R. Steamships Ld. (Stone & Rolfe Ld. *Mgrs.*) *Cell D B 129' 213t F P T 12t*	203·0 Q98' B9' F21' FK *A P T 35t*	33·0	13·0	Newcastle British 3 *B H Cem*	T. 3 Cy. 17½", 29" & 48"–33" (*s*) 180 lb *100lb* 150 NHP 1 SB, 3 *pf*, GS 58, HS 2397 N. E. Marine Eng. Co. Ld. Sld	15 " 1 s 1 " 1 14 " 2½	
81811 140442 GVWR	**Prestol** *ss* Pts. No. 3–3,30 D.F. *ss* Sld. No. 2–38 ~~*ss* Pts. No. 1–31~~ 2 *Dks (Stl) & Web frames* *Longitudinal framing* *Cruiser Stern*		2629 2195 993	✠100A1 Pts *l* 9,38 ~~12,37~~ Sld ~~F~~ 39 BS ~~12,37~~ ~~L~~MC ~~—~~ *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,17			CL ~~7,35~~ 8,38 *F.P. a*	1917 12 mo	Napier & Miller, Ld. Glasgow *Lloyd's SA & CP*	The Admiralty *Cell D Bu E & B 68' 148t D T f 24'*	319·7 334·7 (O.L.) P46' B107' F45' FK *93t F P T 53t A P T 36t*	41·6	23·1	London British 16 *B Hpt Cem* (10 *to U dk* 6 „ *2nd* „)	T. 3 Cy. 26", 42½" & 70"–45" (*s*) 200 lb 557 NHP 3 SB, 9 *cf*, HS 8754 FD J. G. Kincaid & Co. Ld. Grk.	25 " 6 s 3 " 4 22 " 4½	
81812 YTDN	**Prestolonaslednik Petar** (P) Twin Sc *ss* ~~Sek No. 2–29~~ ~~*ss* Sek. No. 1–35~~ 1 *Dk (Stl)* 2nd dk clear of mchy. space & bunkers *Cruiser Stern*		1726 1297 793	✠100A1 Ven *q* *with freeboard* 8,38 ~~7,37~~ BS ~~5,38~~ 6,38 ✠LMC ~~7,35~~ 8,39			CL 3,37	1931 4 mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA & CP*	Jadranska Plovidba d.d. *Cell D Ba & u E 58'*	259·4 270·4 (O.L.) P & B 190' F61' FK *f 60' 94t D T s f 32' 70t*	36·2	15·5	Susak Yugoslav 7 *B Hpt Cem*	Q. 8 Cy 15", 21½", 31" & 45"–30" 225 lb (*s*) 422 NHP 3 SB, 9 *cf*, GS 172, HS 6660 FD Swan, Hunter & Wigham Richardson, Ld. Nwc.	15 " 6 s 2 " 1½ 13 " 8	

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel — Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Tours assignés maintenant appris. Lettre d'Enrôlement.	7a Date de la dernière visite de chaudière porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ys.*	15 Registres mû. cons. Si ce n'est dans le L.R. Dans le Cap. Reef Trade
81813	**Pretoria** (P) TwinSc	16662					1936	Blohm& Voss,K.a.A. Hamburg	DeutscheOst-Afrika-Linie	547·8|72·5|31·5			Hamburg German	6Steam turbinesSR geared 4050NHP		G
DJSG	Sub.Sig. D.F. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* GyC. *CruiserStern* 3*Dks*	12077 9572								B&F426′ *Upper*B118′				WB Blohm&Voss,K.a.A.Ham.		
81814 167220 GRRJ	**Pretoria Castle** (P) TwinSc 3*Dks,dk except in after hold* *Oil.Eng.* D.F. E.S.D Gy.C *Ref.Mchy.* *CruiserStern* *Weather dk part electrically welded*	17392 13389 10436	✠100A1 *withfreeboard* 4,39 ~~(*ClassContem. plate dd*~~ ✠ MC4,39	Bel		CL	~~1938~~ 1939 4mo *Lloyd's*	Harland& Wolff,Ld. Belfast *s.&CP*	Union-Castle MailS.S.Co.Ld.	570·7|76·4|39·5 594·6(O.L.) B283′F110′ FK *Cell DB*~~495·1~~ *Tanks at sides of*			London British	Oil Engines 2S.C.DA 16Cy.24⅞″–55½″ 3284NHP 3*DB–100lb*	45 ″ 0 s16″0½ 29 ″ 2	
81815	**Preussen** (P) 4Mst *Fitted for oil fuel*	8230 7488					1922	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	471·1|58·2|32·4 P74′B110′F46′			Hamburg German	T.3Cy.32⅜″,52⅝″&86⅜″–55″ 558NHP		G
DHTN	Sub.Sig. D.F. GyC. 2*Dks*	4978					1909	Akt.Ges. "Vulcan" Stettin	DeutscheReichs-bahnGes.Reichs-bahndirektion Stettin	355·8|51·0|20·9 F69′ *Promenade dk*275′			Sassnitz German	WB A.G."Vulcan,"Stettin T.6Cy.28″,38″&68″–36″ 476NHP		G
81816	— (P) TwinSc (*Ferry*)	2954 2423					1926	Stettiner Oderwerke Stettin	Reichsverkehrs-ministerium (Stettiner Dampfsch. Ges.J.F.Braeunlich G.m.b.H. *Mgs.*)	296·8|38·3|19·0 B&F255′ len34			Stettin German	Oil Engines 4S.C.SA 20Cy.20¾″–28⅝″ 814NHP		G
DSPO	Sub.Sig. 2*Dks* D.F. GyC.	1090												WB Vulcan-Werke,A.G Stettin		
81817	— (P) TwinSc *Oil Eng.*	2529 1682														
DATM	Sub.Sig. D.F. 2*Dks* E.S.D. GyC. *CruiserStern*	1343														
81818	**Priamus**	661 518					1911	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·0|28·2|12·8 Q50′B45′F22′			Bremen German	T.3Cy.13″,21 1/16″&34½″–23⅝″ 58NHP		G
DOHF	1*Dk*	363												WB A.G."Weser,"Bremen		
81818* 1351	**Priaruggia**	1196 997					1925	N.Odero fu A.&Co. Genoa	"Tigullia"Soc. Anon.diNav.	209·3|33·9|19·5 P22′B51′F22′			Genoa Italian	T3Cy15 1/16″20½″&39 6/16″–25 2/16″ 79NHP		CI
ISFN	2*Dks*	646												WB N.Odero fuA.&Co.Genoa		
81819 205324	**Price McKinney**	4671 —					1908	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	432·0|54·0|28·0			Wilmgton (Del.) Utd. States	T.3Cy.22″,35″&58″–40″ 213NHP AmericanS.B.Co.Clevelnd		R
KDXR	*Mchy.Aft* D.F. GyC. 1*Dk*	3433												WB		
81820	**Prima** *Oil Eng.*	405 987	✠100A1 ~~4,38~~ 11,38	Rot	*f*	N4,38	1932 1mo *Lloyd's*	N.V.Werf Vooruit Spaarndam *s.&CP*	NVMotorscheepv. Maats.Rotterdam (Rotterdamsche KustvaartCentrale N.V. *Mgs*) *Cell*	152·9|25·2| 8·5 P34′F20′ FK *DB*98′145*t FPT*17*t*			Rottrdam Dutch 3*BHptCem*	Oil Engines 4S.C.SA 6Cy.12 3/16″–17½″ 87NHP	10″11 s 1″ 1½ 9 ″11½	
PGVF	ss Rot.No.1–36	215	✠ MC ~~6,38~~ ✠ MC 6,38											MotorenWerkeMannheim A.G.Mannhein		
	Mchy.Aft 1*Dk(Stl)* *CruiserStern*									*APT*29*t*						
81821 LCVL	**Primero** (*ex*SudArgentino, *ex*Primero) TwinSc *Oil Eng.* D.F. 1*Dk*	4414 3990 2668					1925	Akt.Burmeistr& Wain Copenhagen	A/S IvaransRederi (S.Holter-Sörensen, *Mgr.*)	368·5|53·7|24·9 P116′H239*t*F11*t*			Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.19⅛″–35 7/16″ 448NHP Akt.Burmeistr&Wain,Cpn		N
81822	**Primero de Mayo**	905 —					1893	Howaldts-werke Kiel	Argentine Government	196·8|29·5|15·1			Bns. Aires Argentine	T.3Cy.17″,27½″&43″–25″ NB23 93NHP		
LOBZ	Wireless	640												WB		
81823	**Primo**	1840 1612					1930	Smith's Dock Co.Ld. Middlesbro'	A/SPavo(Kjell Bruusgaard, *Mgr.*)	265·4|43·2|18·0 P54*t*H28*t*			Oslo Norwegian	T.3Cy.18½″,30″&50″–36″ 150NHP		N
LDNI	1*Dk*	1114												WB	Smith'sDockCo.Ld.Mdb.	
81824	**Primorje** (P) (*ex*HaiYen,*ex*Bulga, *ex*Signal) Wireless 1*Dk&Spar dk*	1449 1262 907					1903	Howaldts-werke Kiel	U.S.S.R.	262·9|36·1|17·8 P24′B73′F34′			Vladvostk Russian	T.3Cy.18½″,29½″&47½″–31½″ 126NHP		
81825	**Primrose** 3Mst	611	✠	Liv	*i*									WB Howaldtswerke,Kiel		
128044	*ss*Liv.No.1–14	419	1,16				1910 4mo	J Fullerton &Co. Paisley	RichardHughes& Co.(Liverpool)Ld.	175·0|28·1|10·5 Q105′F32′ BK6″			Liverpool British	T.3Cy.14⅛″,24″&40″–27″ 90RHP	13 ″ 0	C
MDPZ	*Mchy.Aft* 1*Dk(Stl)*	256	✠							*WB=CellDB*~~*f*~~*95*			3*BHCem*	1S*B,3pf*,GS54,HS1899		†
81826	**Primula**	1024 803								*Cell DBa*70′*uE*28′			137*tFPT*51*t*	Ross&Duncan,Glasgow		
LEQF	1*Dk*	546					1918	DeHaan& Oerlemans Heusden	SkibsA/S Boss (Wahl&Co. *Mgrs.*)	216·5|34·5|13·5 P30*t*Q58*t*H70*t*F22*t*			Oslo Norwegian	T.3Cy.18″,29⅝″&48⅜″–29½″ 148NHP		N
81827	—	862 796					1904	W.Lind-bergsAktieb. Stockholm	FinskaÅngfAktieb	196·2|28·2|13·0			Helsingfrs Finnish	WB Verschure&Co.Ams. T.3Cy.17¾″,30″&48½″–29″ 128NHP		G
OHDF	Wireless 1*Dk&Shelter dk*	450												WB W.LindbergsAktieb.Skm.		
81828 Now "Willy," *see No.* 90603 *in* 38	**Prina** (*ex*Navex–37,*ex*Wellpark)	1834 1691	✠100A1 ~~3,38~~ 4,38	Brt	*r*	CL 7,37	1918 4mo	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth *s.&CP*	"Socdeco"Soc. Anon.(N.V.Nederlandsch Bevrachtingskantoor, *Mgrs*)	280·0|41·9|18·9 P21′B68′F29′ FK *Cell DBa*70′*uE*28′			Antwerp Belgian	T.3Cy.21″,35″&57″–36″ (*r*) 180lb 228NHP	20 ″ 9 s 2″10½ 18 ″ 1	
ONKB	*ss*Ant.No 1–36	1316	✠ MC MS8,36										4*BHCem*	2SB,6*cf*,GS112,HS3734		
	1*Dk(Stl)* *Cargo battens not fitted except in No.1 hold*													Dunsmuir&Jackson,Ld Gls *f*124′523*t F* *PT*55*t APT*46*t*		
81829	**Princ Andrej** *ss*Rot.No.1–34	*5041* *4592* *3019*	✠100A1 *withfreeboard* 8,38 ~~7,37~~ MS1,34	Rot Cff ✠LMC	*a†*	CL ~~11,36~~ 12,38	1930 10mo *Lloyd's*	Lithgows Ld. Pt.Glasgow *s.&CP*	Dubrovacka Plovidba A.D.	415·5|55·0|25·5 F30′ FK *Cell DB*353′1297*t*			Dubrovnik Yugoslav 7*BIptCem* *ptAsp* (*Coll to Sh dk* 6 ,, *2nd*,,)	T.3Cy.25″,43½″&73″–48″(*s*) 210lb 530NHP 3SB,9*cf*,GS181,HS7500 FD Rankin&BlackmoreLdGrk	28 ″ 0 s 3 ″ 2½ 25 ″ 0¼	
YTDO	D.F. 1*Dk(Stl)&Shelter dk(Stl)* 3rd*Dk(Stl)in way of E&B space*															
81830	**Princ Pavle** (*ex*Valparaiso–35, *ex*Coquimbo–32, *ex*Nevesinje, *ex*Savannah,*ex*Grecian Prince,*ex*WarHind)	5282 4813 3210	✠100A1 ~~5,38~~ 6,37 ~~7,37~~ ✠LMC 3,39	Rot Von	*y*	CL 6,37	1918 10mo *Lloyd's*	ShortBros. Ld. Sunderland *s.&CP*	A.Babarovic *CellDB*	400·0|52·4|28·5 P49′B113′F40′ FK 340′1067*t FPT*136*t*			Milna Yugoslav 7*BIptCem* *APT*198*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEngCo.Ld.Sld.	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
YTFJ	~~*ss*Vpo.No.1–34~~ 2*Dks(Stl)* *ss*Ssk.No.2–39															
81831	**Prince Baudouin** (P) TwinSc *Oil Eng.*	3050 2351 1904	✠100A1 *withfreeboard* 3,38 ✠LMC8,34	Ant		OG 3,38	1934 8mo *Lloyd's*	Soc.Anon. Jhn.Cockerill Hoboken *s.&CP*	BelgianGovern-ment	357·0|49·1|21·4 46·1 B220′ FK *Cell DB*82′			Ostend Belgian 10*BHAsp* 305*t*	Oil Engines 2S.C.SA 24Cy.22⅛″–33 1/16″ 2189NHP SocAn.J.Cockerill,Seraing	24 ″ 9 s12″7½ 12 ″ 5	
OSDC	2*Dks*,3rd dk except in Mchy.space *CruiserStern*															
81832	**Prince Charles** (P) TwinSc	2938 ~~3621~~ ~~1337~~ 2950	*For Service between Ostend & Dover* ✠100A1 *withfreeboard* 6,38 ~~6,37~~ ~~BS6,37~~ ✠ MC7,34	Ant Bso		~~10,35~~ 6,38	1930 10mo *Lloyd's*	Soc.Anon. Jhn.Cockerill Hoboken *s.&CP*	BelgianGovern-ment	347·0|46·2|22·8 FK *Cell DB*14′35*t*			Ostend Belgian 10*BHptCem* *ptAsp* *DT*f12′56*t*	6SteamTurbinesSRgeared to2Sc.Shafts (*s*) 2779NHP 6WaterTubeBoilers(Spt) 370lb HS21300 FD Soc.An.J.Cockerill,Seraing	24 ″ 9 s 13 ″ 0½ 12 ″ 0½	
OOSB	ss Ant.No.1–35	2171 1331	*For Service between Ostend & Dover* *Fitted for oil fuel* 10,30			F.P. above 150° F.										
	2*Dks(Stl–Weather dk teak s)* 3rd*Dk except in E&B space* *Rudder electrically welded* *CruiserStern*															

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.		Regist'd Tonnage Gross. / Under deck. / Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. Re-assigned. Built. Machinery.	Date when tail shaft last seen.	Built. When	By Whom / Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	Load lines to which classed, if not in L.R. Date of last Trade Cert.
81833 Prince Charles (P) 124202 VGPF	(ex St. Margaret, ex Chieftain) Wireless	TwinSc Fitted for oil fuel 1 Dk (Stl) & Shelter dk	1344 450 767	✠ 5,12 ✠	Gls	n		1907 8mo	AilsaS.B. Co.Ld. Ayr	Prince Charles, Ld. (Canadian National Steamships)	241·7 BK 7½" Cell D B u E 34' f 80'	33·1	11·1	Prince Rupert, BC British 5 B H Cem 143t A P T 12t	T.3Cy.21½",35"&58"–36" 257 N H P 2SB.6cf,GS135,HS4442 ClydeS.B.Co.Ld.P.G1.	12 " 0	C †
81834 Prince David (P) 156892 VGFW	GyC. D.F. E.S.D. Ref. Mchy.	TwinSc Fitted for oil fuel 3 Dks Cruiser Stern	6892 3990 3072					1930	Cammell Laird&Co.Ld. Birkenhead	Prince David, Ld.	366·4	57·1	27·4	Vancouver British WB	6 Steam Turbines SR geared to 2 Sc. Shafts Cammell Laird&Co.Ld.Bkn		C
81835 Prince de Liége	E.S.D. Cruiser Stern	1 Dk & Shelter dk Oil Eng. 2 Dks	2588 2083 1332					1938	Soc. Anon. Jhn.Cockerill Hoboken	Cie. "Dens-Océan" Soc. Anon.	~~500 ft 5 in~~ F 26' 307·4	~~45 ft 11 in~~ 45·2	~~24 ft 8 in~~	Antwerp Belgian WJ	Oil Engines 2S.C.SA 6Cy.19 11/16"-35 7/8" 405 N I P Soc An. J. Cockerill, Seraing		
81836 Prince Edward (P) 133036		Pad 1 Dk	304 — 163					1911	A&J. Inglis Ld. Glasgow	London, Midland & Scottish Railway	175·0	22·1	6·0	Glasgow British	C.D.2Cy.26"&48"–48" 133 N H A.&J. Inglis, Ld. Gls.		BT 1·11 10,38
81837 Prince Edward Island (P) 134206 VGNR	(Train Ferry) (2 Screws aft & 1 for'd.) 2 Dks (Stl) & Web frames Promenade dk (Stl–ws)	TrpScSr 2 Dks (Stl) & 1 for'd.	2795 2071 1116	✠ 6,15 ✠	Nwc	v		1915 4mo	Armstrong Whitworth & Co.Ld. Newcastle WB =	Canadian Government (Dept. of Railways & Canals) Cell D B a 42' u E &	285·3 FK B 164' f 24 463t F P T	52·2	21·3	Charlotte-town P.E.I. British 8 B H Cem 148t A P T 78t	T.6Cy(a)23½",37½"&60"–39" T.3Cy.(f)21",35½"&54"–36" 1014 N H P 6SB.18cf,GS383,HS16230 Wallsnd Slpwy Co.Ld.Nwc	24 " 0	
81838 Prince George (P) 129748 VGJP	Ref. Mchy.	TwinSc ss Vcr.2nd No.3–3,34 2 Dks & Shelter dk Cruiser Stern ss Vcr.No.1–38	3372 2148 1625	✠ A1 ~~4,38 12 27~~ 4,39 BS2,37 4,39 Channel & Sound Service Tacoma & Skaqway Fitted for oil fuel 3,12	Vcr	CL 2.37 LM 12,37 F.P.		1910 5mo	Swan, Hunter & Wigham Richardson, Ld Newcastle Lloyd's SA & CP above	Prince George, Ld. WB = Cell D Bu Bon Shltr dk 170' E & B 122' f 50' 277t	306·7 FK	42·2	24·0	Prince Rupert, BC British 7 B H Asp D T a 26 94t D	T.8Cy.(2)28½",(2)37"& (s) (4)41"–33" 180lb FD 768 N H P 2D&2SB 18cf GS 360 HS 13330 Wllsnd Slpwy Co.Ld.Nwc. T f 38' 179t F P T 27t A P T 26t	26 " 0 ~~10 10~~ ~~15 7~~ 10 8½ 15 " 7½	
81839 Prince John (P) 129472 VGPJ	(ex Amethyst) 3 Mst ss Vcr.2nd No.3–9,34 1 Dk (pt Stl) Well deck Mchy. Aft Wireless ss Vcr.No.1–38		905 466 540	✠ 100A1 pt Awng dk with freeboard 7,38 ~~8,37~~ B12,28 Fitted for oil fuel 3,14	Vcr	j CL 9,37 F. P.		1910 3mo	Scott& Sons Bowling A&CP	Prince John, Ld. (Canadian National Steamships, Mgrs.) Q 103' pt Awng dk s 2' B K 7¾" W B = Cell D B	185·3	29·6	10·9	Prince Rupert, BC British 3 B H Cem f 106' 170t F P T 42t A P T 7t	T.3Cy.17",28"&45"–33" (s) 160lb 147 N H P 2SB,4cf,GS70,HS2660 Muir&Houston,Ld.Gls.	13 " 3 ~~4 6~~ ~~13 6~~ 8 4 " 4 13 " 9	
81840 Prince Leopold (P) ONVB		TwinSc ss Ost.No.1–35 2 Dks (Stl–U teak s) 3rd Dk except in E & B space Cruiser Stern	~~2938~~ ~~2471~~ ~~1397~~ 2950 2471 1331	100A1 with freeboard ~~5,38 5,37~~ MS1,35 For service between Oste and & D Fitted for oil fuel 7,30	Ant	~~12,35~~ ~~12,36~~ MC 12,00 F.P. above		1930 7mo	Soc. Anon. Jhn.Cockerill Hoboken Lloyd's SA & CP over	Belgian Government	347·0 359·6 (O.L.) FK Cell D B 14' 35t	46·2	22·8	Ostend Belgian 10 B H pt Cem pt Asp D T f 12' 56t	6 Steam Turbines SR geared to 2 Sc. Shafts (s) 2779 N H P 6 Water Tube Boilers (Spt) 370lb HS 21300 FD Soc. An. J Cockerill, Seraing	24 " 9 s 13 " 0½ 12 " 0½	
81841 Prince Robert (P) 156906 VGJC	D.F. GyC. Ref. Mchy. E.S.D.	TwinSc Fitted for oil fuel 3 Dks Cruiser Stern	6892 3990 3072					1930	Cammell Laird&Co.Ld. Birkenhead	Prince Robert, Ld.	366·4	57·1	27·4	Vancouver British WB	6 Steam Turbines SR geared to 2 Sc. Shafts Cammell Laird&Co.Ld.Bkn		C
81842 Prince Rupert (P) 129743 VGWP	Ref. Mchy.	TwinSc ss Vcr.2nd No.3–5,31 ss Vcr.No.~~1–35~~ 2–39 2 Dks & Shelter dk Cruiser Stern	3379 2151 1626	✠ A1 ~~2,38~~ 2,39 BS ~~3,39~~ For Channel & Sound Service, Tacoma & Skaqway Fitted for oil fuel 5, 12	Vcr	CL 2,37 F. P.		1910 3mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle Lloyd's SA & CP above	Prince Rupert, Ld. WB = Cell D Bu E & B 122' f 50' 277t D T a 26' 94t F P T 27t A P T 26t	306·7	42·2	23·9	Prince Rupert, BC British 7 B H Asp	T.8Cy.23½",37"&(2)41"–33" 180lb (s) 768 N H P 2D&2SB,18cf,GS360, HS13330 FD Wllsnd.Slpwy.Co.Ld.Nwc.	26 " 0 ~~10 10~~ ~~15 7~~ 10 8½ 15 " 7½	
81843 Prince Rupert City 148839 GCZT		Fitted for oil fuel 1 Dk & Shelter dk	4749 4432 2876					1929	W. Gray& Co.Ld. Sunderland	Reardon Smith Line, Ld.: Sir W.R. Smith & Sons, Ld. Mgrs.)	400·5 F 41'	54·3	25·6	Bideford British WB	T.3Cy.25",42"&70"–48" 339 N H P Cen.Mar.E Wrks.Ld W Hpl		C
81844 Prince William 155164	(ex Aktion, ex M10)	TwinSc 1 Dk	409 285 180					1915	A.G. Neptun Rostock	~~Prince William, Ld.~~	177·0	24·0	10·0	Halifax NS British WB	T.6Cy.13⅝",21"&33"–18 7/16" 93 R H P A.G. "Neptun," Rostock		C
81845 Prince of Wales		TwinSc Fitted for oil fuel 1 Dk	400 — —					1922	Philip& Son,Ld. Dartmouth	Government of Gambia	150·0	28·5	10·0	Bathurst British	T.6Cy.9",14½"&24"–16" 46 N H P Philip&Son,Ld.Dartmouth		
81846 Princesa 40585 GPDW	Ref. Mchy. D.F	TwinSc 3 Dks & Shelter dk Cruiser Stern	8731 7484 5453					1918	A. Stephen &Sons,Ld. Glasgow	Furness-Houlder Argentine Lines, Ld.	430·2 B 255' F 35'	61·2	36·0	Liverpool British WB	T.6Cy.25",41½"&70"–48" 679 N H P J.Brown&Co.Ld.Clydebnk		C
81847 — KZBP	— Wireless	Oil Eng. 1 Dk (Teak)	409 — 273	✠ 7,35 ✠	HKg	g		1930 4mo	Hong K'ng & Whampoa Dock Co.Ld Hong Hong	Insular Navigation Co.	154·0 F 20'	28·0	11·5 FK	Cebu, P.I. Utd. States 4 B H Cem A P T 24t	Oil Engines 4S.C.SA 6Cy 14 1/16"-22 13/16" 123 N H P Motorenfabr. "Deutz" A.G. Köln-Deutz	11 " 6	
81848 Princesa Olga (P) 6942 YTFK	(ex Ebro–35) Ref. Mchy.	TwinSc ss Sou.No.3–5,35 2 Dks (Stl) & 3rd dk (Stl) except in Boiler space & Cross Bunker	8480 5174	✠ 100A1 4,38 ~~[illegible]~~ Lloyd's Fitted for oil fuel 8, 24	Ven	c † CL B 4,39 ~~[illegible]~~ LMC 5,35 IC ~~[illegible]~~ F. P. above		1915 1mo	Workman, Clark&Co.Ld Belfast Lloyd's SA & CP	Jugoslavenski Lloyd a.d. Cell D B a 117' u E & B P 78' B 218' F 71' 101' f 171' 1475t F P T	450·3 FK	57·8	30·6	Dubrovnik Yugoslav 10 B H Cem 40t A P T 40t	Q.8Cy.22"31½"45½"&65"–45" 215lb (s) 1055 N H P 2 D B&2SB,24cf,GS429, HS16790 FD Wrkman,Clark&Co Ld.Bel	34 " 0 8 " 8½ 25 " 6½	
81849 Princess Adelaide (P) 126948 VGPN		1 Dk (Stl) & pt 2nd dk (Stl) & pt Awng dk (Stl) & Promenade dk (pt Stl)	3061 1186 1783	✠ 9,10 ✠	Gls			1910 9mo	Fairfield Co.Ld. Glasgow	Canadian Pacific Railway Co. WB = Cell D B u E & B 98' f 60' 254t D Tanks f 18' 55t F P T 22t	290·5 FK	46·1	15·0	Vict'ria BC British 7 B H Cem	T.4Cy.27",42"&(2)48½"–39" 616 N H P 4SB,12cf,GS331,HS10900 Fairfield Co.Ld. Glasgow	17 " 0	
81850 Princess Alice (P) 130609 VGPQ		1 Dk (pt Stl) & pt Awng dk (Stl–ws) & Promenade dk	3099 1146 1904	✠ 9,11 ✠	Nwc			1911 9mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Canadian Pacific Railway Co. WB = Cell D B u E & B 100' f 54' 246t	290·6 FK	46·1	14·3	Vict'ria BC British 8 B H Cem D T a 34' 163t	T.4Cy.27",42"&(2)48½"–39" 610 N H P 4SB,12cf,GS332,HS10780 Wllsnd.Slpwy.Co.Ld.Nwc. D Tanks f 18' 56t A P T 79t	17 " 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant exprès. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Enregistrés ou cotés si ce navire est L. Darsc. Cert. B. of Trade
81851	**Princess Charlotte** (P)	TwinSc	3925	✠	Gls	*v*		1908	Fairfield	CanadianPacific	330·0	46·7	23·7	Vict'riaBC	T.8Cy.(2)24″,(2)88″&	26 ″ 0	
126236			2457	10,08				10mo	Co.Ld.	RailwayCo.				British	(4)43″–33″ 795NHP		
VGWS	2 *Dks(M pt Stl & L Stl) Shelter dk(Stl) & Promenade dk(Stl–pt ws)*		2080	✠					Glasgow				FK	6 *BHCem*	6SB,*18cf*,GS362,HS13476		
													WB=CellDBa26	*'uE&B124'f*	FairfieldCo.Ld.Glasgow		
															74′335*tDTf*20′82*tAPT74t*		
81852	**Princess Elaine** (P)	TrpSc	2027			...		1928	J.Brown	CanadianPacific	291·4	48·1	13·4	Vict'riaBC	3 Steam Turbines SR	16 ″ 0	
154739	*Fitted for oil fuel*		1140						&Co.Ld.	RailwayCo.	B280′			British	geared to 3 Sc. Shafts		
VGNF	2 *Dks & Promenade dk*		725						Glasgow				FK	*WB*	934NHP		
	Cruiser Stern														J.Brown&Co.Ld.Gls.		
81853	**Princess Elizabeth** (P)	TwinSc	5251			...		1930	Fairfield	CanadianPacific	353·3	52·1	25·2	Vict'riaBC	Q.8Cy.16″,23″,33″&48″–33″	27 ″ 9	
156463	*Fitted for oil fuel*		3163						Co.Ld.	RailwayCo.	B&F307′			British			
VGFD	D.F. 2 *Dks 3rd dk in holds*		3023						Glasgow		*Uppr Bdge208′*		FK	*WB*	622NHP		
	Cruiser Stern														FairfieldCo.Ld.Glasgow		
81854	— (P)	Pad	388					1927	Day,Sum-	Southamptn.I.ofW	195·0	24·2	8·0	S'thamptn	C.2Cy 23″&48″–51″		BT till 1931 2,00
149297			274						mers&Co.Ld	&S.ofEng.Royal	*Prom.dk122′*			British			
MNWJ	1 *Dk*		151						Southampton	MailStmPktCo.Ld.					94RHP		
															Day,Summers&Co.Ld.Sou		
81855	**Princess Ena**		*1368*	✠	Liv	*o*		1907	Garston		195·1	38·2	14·8		C.2Cy.20″&48″–30″	24 ″ 10	
Broken up			*1237*	10,07				10mo	G.D.&S.B.Co.		B61′		22·6	Utd. States	69NHP		
	1 *Dk & Spar dk & deep framing*		*827*	✠					Ld.Garston				FK	4 *BHCem*	2SB,*4cf*,GS78,HS2668		
										WB=CellDB	*a44′uE&B48′f56′*			268*tFPT66t*	Crabtree&Co.Ld.Gt.Yar.		
81856	**Princess Helene** (P)	TwinSc	4055	✠ 100A1	StJ	*w*	CL	1930	W.Denny	CanadianPacific	320·1	50·6	24·3	S.John,NB	6 Steam Turbines SR	27 ″ 0	
156707	*ss* St J.No.2-38 ~~*ssSt J.No.1–1937*~~		2657	*with freeboard*			SN3,35	8mo	&Bros.Ld.	RailwayCo.	330·0(O.L.)			British	geared to 2 Sc. Shafts (*s*)	s 11″2½	
VGKL	D.F. 2 *Dks(Stl–U ws) 3rd dk(Stl)*		2022	~~4,385 5,37 5.39~~		4,38	PN5,35		Dumbarton	'Tween deck	B&F256′		FK	*1sp*	2WTB265lb DB*200lb*	16 ″ 2	
	in Nos.1,2,3 & 4 holds			~~BS5,37~~	LMC3,33	N4,38	*Lloyd'sA&CP*			*bulkheads*	*dispensed with*	6		*BHt o2nd dk*	HS7400 1123NHP FD		
	Cruiser Stern			*Fitted for oil fuel*		8,30	*F.P. above* 150° F.			*Collision bulkhe*	*ad & after peak bulk*			*head to U dk*	W.Denny&Bros.Ld.Dmb.		
				~~BS4,39~~						*CellDB126′176t*	*DTf51′ 120t DTa*			*298tFPT31t*			
81857	**Princess Joan** (P)	TwinSc	5251			...		1930	Fairfield	CanadianPacific	353·3	52·1	25·2	Vict'riaBC	Q.8Cy.16″,23″,33″&48″–33″	27 ″ 9	
156465	*Fitted for oil fuel*		3163						Co.Ld.	RailwayCo.	*Upr B208′* B&F307			British	622NHP		
VGCL	D.F. 2 *Dks 3rd dk in holds*		3023						Glasgow				FK	*WB*	FairfieldCo.Ld.Glasgow		
	Cruiser Stern																
81858	**Princess Kathleen** (P)	TwinSc	5875			...		1925	J.Brown&	CanadianPacific	350·1	60·1	25·8	Vict'riaBC	4SteamTurbinesSRgeared	28 ″ 9	
150908	*Fitted for oil fuel*		3559						Co.Ld.	RailwayCo.				British	to 2 Sc. Shafts 2462NHP		
VGPK	GyC. 3 *Dks Promenade dk*		2719						Clydebank				FK	*WB*	J.Brown&Co.Ld.Clydebnk		
81859	**Princess Louise** (P)		4032					1921	WallaceSB	CanadianPacific	317·2	48·1	34·6	Vict'riaBC	T.4Cy.28″,43″&(2)50″–39″	27 ″ 6	
150555	*Fitted for oil fuel*		3266						&D.D.Co.Ld.	RailwayCo.				British	310NHP		
VGNM	4 *Dks*		2449						Vncouvr,B.C					*WB*	WallaceS.B.&D.D.Co.Ld.		
81860	**Princess Maquinna** (P)		1777			...		1913	British	CanadianPacific	232·6	38·0	14·5	Vict'riaBC	T.3Cy.20″,33″&54″–36″	25 ″ 0	
133769			1308						Columbia	RailwayCo.	*Bon Awng dk142′*			British	238NHP		
VGPM	1 *Dk & Awng dk*		979						Mar.R.Co.Ld.				FK	*WB*	Bow,McLachln&CoLdPsy		
									Victoria,B.C.								
81861	**Princess Margaret** (P)	TwinSc	2552	✠	Dmb			1931	W.Denny	LondonMidland&	314·2	47·1	15·9	Stranraer	4SteamTurbinesSR	17 ″ 0	BT till 10,38
134672			1555	3,31				3mo	&Bros.Ld.	ScottishRly.	P85′B148′F56′		FK&BK1¼″	British	geared to 2 Sc. Shafts		11,39
GMQF	E.S.D. 2 *Dks(Weather dk pt Stl–ws)*		1007	✠					Dumbarton					11 *BHAsp*	1375NHP		
	Cruiser Stern									*DTs f16′151t*	16′86t			2 *to 2nd dk*	4WTBlrsGS454,HS15408		
										Wing tanks	*a12′46t FPT42t A*			*PT58t*	W.Denny&Bros.Ld.Dmb.		
81862	**Princess Marguerite** (P)		5875			...		1925	J.Brown&	CanadianPacific	350·1	60·1	25·8	Vict'riaBC	4SteamTurbinesSRgeared	28 ″ 9	
150910	*Fitted for oil fuel*	TwinSc	3559						Co.Ld.	RailwayCo.				British	to 2 Sc. Shafts 2462NHP		
VGWQ	GyC. 3 *Dks Promenade dk*		2719						Clydebank				FK	*WB*	J.Brown&Co.Ld.Clydebnk		
81863	**Princess Mary** (P)	TwinSc	2155	✠	Vcr	*p*		1910	Bow,Mc-	CanadianPacific	248·4	40·1	14·0	Vict'riaBC	T.6Cy.16″,27″&44″–30″	16 ″ 0	
126950			1336	11,12				11mo	Lachlan&Co.	RailwayCo.	len14			British	388NHP		
VGPS	1 *Dk(Stl) & pt 2nd dk(Stl)*		1346	✠					Ld. Paisley				FK	6 *BHCem*	2SB,*6cf*,GS181,HS6502 FD		
	& pt Awng dk(Stl–ws)								Yarrow'sLd.					*DTf14′52t*	Bow,McLachln&CoLd.Psy		
	& pt Prom dk(Stl–ws)						*Rebuilt*	1914	Esquimault,	*WB=CellDBa27′*	*uE&B 65′f46′ 218t*						
									B.C.								
81864	**Princess Maud** (P)	TwinSc	2833	✠ ...	Dmb			1934	W.Denny	LondonMidland&	319·2	49·1	15·9	Stranraer	4SteamTurbinesSRgeared	16 ″ 11	BT till 1,39
134673			1538	4,35				2mo	&Bros.Ld.	ScottishRly.	*51·3*			British	to 2 Sc. Shafts 1375NHP		
GWRT	D.F. E.S.D. 1 *Dk 2nd dk*		1472	✠					Dumbarton		P83′B152′F57′		FK	9 *BHAsp*	4WTB		
	Sub.Sig. *clear of machinery space*									*DTf14′73t MTs*	16′152t				GS448,HS15400		
	Cruiser Stern									*Wing tanks*	*a12′47t FPT45t*			*APT54t*	W.Denny&Bros.Ld.Dmb.		
81865	**Princess Norah** (P)		2731			...		1928	Fairfield	CanadianPacific	250·1	48·1	23·0	Vict'riaBC	T.4Cy.24″,38″&(2)45″–36″	25 ″ 6	
154848	D.F. *Fitted for oil fuel*		1845						Co.Ld.	RailwayCo.	B155′			British	437NHP		
VGZY	*Ref.Mchy.* 2 *Dks 3rd dk in holds*		1519						Glasgow				FK	*WB*	FairfieldCo.Ld.Glasgow		
81866	**Princess Victoria** (P)	TwinSc	3167					1903	C.S.Swan&	CanadianPacific	300·0	57·6	15·4	Vict'riaBC	T.8Cy(2)26″(2)40″&(4)43½″		
115953			2096						Hunter,Ld.	RailwayCo.				British	–33″ 434NHP		
VGDS	1 *Dk & Promenade dk*		1538						Newcastle					*WB*	Hwthrn,Leslie&C.Ld.Nwc		
81867	**Princess of Negros**	TwinSc	522	✠ ...	HKg	*j*		1933	HongK'ng	NegrosNav.Co.Inc.	183·8	31·2	10·9	Iloilo,P.I.	Oil Engines 2S.C.SA	13 ″ 0	
	Oil Eng.		---	11,35				4mo	&Whampoa		F24′ *33·0*		FK	Utd. States	12Cy.13⅜″–22 7/16″ 374NHP		
KZPN	1 *Dk(Teak) & Web frames*		201	✠					DockCo.Ld.					5 *BHCem*			
	Cruiser Stern								HongKong	*DTa17′11t*	*DTf9′16t APT48t*			*FPT17t*	Atlas-DieselA/B,Skm.		
81868	**Princesse Maria Pia**		2600					1938	Soc.Anon.	Cie."Dens-Océan"	300·9	45·0	21·3	Antwerp	Oil Engines 2S.C.SA		
Should be "Princes Maria-Pia," see No. 89567 in Supplement									Jhn.Cockerill	Soc.Anon.	F26′			Belgian	6Cy.20″–35.5″ 439NHP		
	Cruiser Stern 2 *Dks*								Hoboken					*WB*	SocAn.J.Cockerill,Seraing		
81869	**Princesse Marie Jose**		*2477*	✠ 100A1	Ant	*u*	CL	1925	Swan,Hun-	"Compagnie	315·9	45·1	20·6	Antwerp	T.3Cy.22″,37″&61″–42″ (*s*)	22 ″ 10	
	ss Ant.No.3–8,37		*2293*	*with freeboard*			8,37	7mo	ter&Wigham	Dens-Ocean"				Belgian	1801b 283NHP	s 1 ″ 6	
OQMA	D.F. 1 *Dk(Stl) & Shelter dk(Stl)*		*1466*	8,37	LMC9,37				Richardson,	Soc.Anon.			FK	5 *BHptCem*	3SB,*6cf*,GS135,HS4462	21 ″ 5¾	
Now "Marie José," see No. 89558 in Supplement									Ld Newcastle				(	*Coll to Sh dk*	WllsndSlpwy.Co.Ld.Nwc.		
										Lloyd'sA&CP	*CellDBa93′uE21′*			4 ,, 2nd ,,)			
											f142′595tAPT57t						
81870	— (P)	TwinSc	1821					1922	Soc.Anon.	BelgianGovern-	348·0	40·0	23·3	Ostend	4 Steam Turbines SR		
	Fitted for oil fuel		1254						Jhn.Cockerill	ment	B218′			Belgian	geared to 2 Sc. Shafts		
OTIA	3 *Dks*		837						Hoboken						SocAn.J.Cockerill,Seraing		
	Cruiser Stern																

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. / Special Surveys.	3 Material, Rig, &c. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed. If not in L.R. Date of last survey elsewhere.
81871 / 212833 / WOCY	**Princeton** (*ex*Sioux)	*ss*Mob.No.3–4,25 *ss*N.Yk.No.2–34 *Mchy.Aft* 2 *Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5081 4466 3049	✠100A1 NYk *y* 3.36 BS8,37 ✠[illegible] *Carrying Petroleum in bulk* *Fitted for oil fuel* 1 2,1	NYk		CL 12.37 2 *F.P.*	1912 12mo	Howaldts-werke Kiel A&CP	**StandardOilCo. of NewJersey** *WB*=*CellDBuE* 480*t*	385·8 P115 *B*&*B*74′ 150° F.	52·4 B22′F37′ 221*t*	28·5 F*DTf*31′ 169*t* *APT*66*t*	Wilmgton (Del.) Utd. States FK	Q4Cy19½″,28″,41″&59″–41⅜″ 213lb (*s*) 320NHP 2SB,*6cf*,GS100,HS4512 FD Howaldtswerke,Kiel	28 ″ 8	
81872 — / 150876	— / *Mchy.Aft* GyC. 1 *Dk2trB*		4473 — 3379					1900	American S.B.Co Lorain *WB*	**Pittsburgh S.S.Co.**	454·0	50·0	28·5	Duluth, Minn. Utd. States	Q.4Cy.18″,26¾″,41″&63″–42″ 257NHP AmericanSB.Co.Cleveland		
81873 / YPAX	**Principele Barbu Stirbey** (*ex*ArturvonGwinner) TwinSc *ss*Shl.No.3–11,27 *Mchy.Aft* *ss*Gen.No.2–35 D.F. 2 *Dks*(*Stl*)&*Web frames*		*3032* *2690* *1647*	100A1 Gen *t* ~~8,37~~ ~~8,38~~ LMC8,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,27 *F.P.*			CL 8,37 *above*	1912	J.Frerichs &Co.A.G. Einswarden *Lloyd's SA&CP*	**SteauaRomana Soc.Anon.**	298·2 P71′F34′ *APT*139*t* *Tween dk tanks*74*t*	44·2	24·7	Constntza Roumanian FK	T6Cy.19⅝″,30⅜″&47¼″–29½″ 185lb (*s*) 319NHP 2SB(Spt),*6cf*,HS4520 FD Ottensen Eisenwerk A/G. Altona	26 ″ 3	
81874 / 1170 / ICDC	**Principessa Giovanna** Ⓟ *Fitted for oil fuel* TwinSc *Ref.Mchy.* 3 *Dks* D.F.		8955 — 5082	~~✠Lloyd's RMC 6,38~~ 5,39 Nos. 1 & 2 'tween dks. not included				1923	Cant.Nav. FrancoTosi Taranto *WB*	**"Italia"Soc. Anon.diNav.**	459·6	59·3	29·2	Genoa Italian	4 Steam Turbines DR geared to 2 Sc. Shafts SocAnonFrancoTosi,Lgno		CI
81875 / 17 / ISGR	**Principessa Mafalda** Ⓟ 1 *Dk*		459 330 270					1903	C.&T.T. Pattison Naples	**Soc.Partenopea Anon.diNav.**	180·6	25·4	13·2	Naples Italian	T.3Cy.20½″,26⅝″&48″–27⅝″ 121NHP C.&T.T.Pattison,Naples		I
81876 / 1196 / ICDE	**Principessa Maria** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 3 *Dks* D.F.		£918 — 5123	✠Lloyd's RMC~~6,38~~ 10,38 Nos. 1 & 2 'tween dks. not included				1923	Cant.Nav. FrancoTosi Taranto *WB*	**"Italia"Soc. Anon.diNav.**	460·6	59·3	29·2	Genoa Italian	4 Steam Turbines DR geared to 2 Sc. Shafts Soc.Anon.FrancoTosi, Legnano		CI
81877 / 116578	**Prindoc** (*ex*Lupus,*ex*Gilchrist)		3313 3640 2837					1901	West Bay City S.B.Co. W.BayCity *WB*	**PatersonSteam-ships,Ld.**	364·8	50·2	23·8	Ft.William Ont. British	T.3Cy.22″,35″&58″–42″ 218NHP DetroitS.B.Co.Detroit		R
81878 / OPBA	**Prins Albert** Ⓟ TwinSc *Oil Eng.* D.F. E.S.D. 2 *Dks*,3*rd dk except in Cruiser Stern* *mchy.space*		2938 2291 1884	✠100A1 Ant *with freeboard* ~~1.38~~ ~~3,38~~ ✠LMC10,37 *For Service between Ostend & Dover*			OG	1937 10mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd's SA&CP*	**BelgianGovern-ment**	357·0 *46·1* 370·7(O.L.)	49·1	21·4 FK *CellDB*	Ostend Belgian 10 *BHAsp* 72′254*t*	Oil Engines 2S.C SA 24Cy.22½″–33½″ 2189NHP SocAn.J.Cockerill,Seraing	24 ″ 9 *s* 12″7½ 12 ″ 5	N
81879 / PGVJ	**Prins Bernhard** *Oil Eng.* 1 *Dk* *Cruiser Stern*		388 254 203					1937	N.V.Schpsw Gebr.van der Werf Deest *WB*	Jac.Kunst& K.Schuitema	139.6 Q57′B11′F21′	26·1	8·5	Groningen Dutch	Oil Engines 2S.C SA 6Cy.10¼″–14⅛″ 110NHP N.V.Mchfb.Bolnes,Bolnes		V
81880 / OXPS	**Prins Christian** Ⓟ TwinSc *(Ferry)* Sub.Sig. D.F. 1 *Dk2trB*		1901 1661 745					1903	Helsingörs Jernsk.&Msk Elsinore	**DeDanske Statsbaner** *WB*	293·6	44·9	21·1	Copnhagn Danish	T.6Cy.19″,31½″&52″–28″ 286NHP HelsingörsJernsk.&Mskb.		
81881 / PGVW	**Prins Frederik Hendrik** (*ex*Taborfjell-37) Wireless D.F. 1 *Dk*&*Shelter dk* *Cruiser Stern*		1288 1026 689					1936	Fredrkstad Mek.Verks. Fredrikstad	**Maats.Zeetrans-portN.V.** (Anthony Veder N.V. *Mgrs.*)	250·4 P59*t* H126′F14*t*	42·2	14·0	Rottrdam Dutch *WB*	C.4Cy.(2)13¾″&(2)32⅛″–30½″ 96NHP FredrikstadM.V.Frdstad		N
81882 / OUKE	**Prins Knud** *ss*Cpn.No.1-39 *ss*Cpn.No.3–1,35 1 *Dk*(*Stl*) *Cargo battens not fitted*		1340 1126 782	✠100A1 Cpn *o* ~~6,37~~ 3,39 BS5,37 ✠[illegible] 5,38			OG ~~5,37~~ 5,38	1922 2mo	Kallund-borgSkibsv Kallundborg *Completed by* *Lloyd's SA&CP*	**A/S D/S Pacific (L.E.Schmith, *Mgr.*)** Kjöbenhavns Flydedok&Skibsverft *CellDB*	233·9 244·0(O.L.) P13′B50′F29′ *B*195′ 409*t*	37·2	15·8 FK *FPT*63*t* *APT*28*t*	Copnhagn Danish 4 *BHCem*	T.3Cy.16⅝″,26⅝″&42½″–29½″ 185lb (*s*) 128NHP 2SB(Spt),*4cf*,GS68,HS2240 Steen&Kaufmann, Elmshorn	18 ″ 0 *s* 1 ″ 11 16 ″ 2	
81883 / PGVY	**Prins Maurits** (*ex*Harpefjell-37) Wireless *Cruiser Stern* 1 *Dk*&*Shelter dk*		1287 1026 688					1936	Fredrkstad Mek.Verks. Fredrikstad	**Maats.Zeetrans-portN.V.** (Anthony Veder N.V. *Mgrs.*)	250·4	42·2	14·0	Rottrdam Dutch *WB*	C.4Cy.(2)13¾″&(2)32⅝″ 96NHP FredrikstadM.V.Frdstad.		N
81884 / LCVM	**Prins Olav** Ⓟ (*ex Yacht* Alexandra) D.F. E.S.D. 2 *Dks*&*Shelter dk* *Ref.Mchy.* *Cruiser Stern* & *Promenade dk*		2147 1467 1247					1907	A.&J. Inglis,Ld. Glasgow *WB*	**DetNordenfjeldske Dampskibsselskap**	275·3 F&B190′	40·1	21·2	Trondheim Norwegian *WB*	C.4Cy.(2)17¾″&(2)42½″–38½″ NE&B37 187NHP FredrikstadM.V.A/S Fredrikstad		N
81885 /	**Prins Willem Van Oranje** Wireless 2 *Dks* *Cruiser Stern*		1300					1938	Fredrkstad Mek Vrks A/S Fredrikstad	**Maats.Zeetrans-portN.V.** (Anthony Veder N.V. *Mgrs.*)	251·2	42·3	14·0	Rottrdam Dutch	C.4Cy.(2)13″&(2)30⅛″–28⅜″ 82NHP FredrikstadM.V.A/S Fredrikstad		
81886 / ONJB	**Prinses Astrid** Ⓟ TwinSc *ss*Ost.No.1–35 2 *Dks*(*Stl–U* teak s) *3rd dk except in E&B spaces* *Cruiser Stern*		2950 2471 1331	100A1 Ant *with freeboard* 9,37 ~~8,38~~ 5,38 LMC1,35 *For service between Ostend & Dover* *Fitted for oil fuel* 4,30 *F.P.*			~~5,38~~ P4,36 ~~8,38~~ 8,38 *above*	1930 4mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd's SA&CP*	**BelgianGovern-ment** *CellDB*	347·0 359·5(O.L.) 14′56″	46·2	22·8 FK *DTf*12′56*t*	Ostend Belgian 10 *BHptCem pt Asp*	6SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 370lb 2779NHP 6WTB(Spt),HS21300 FD SocAn.J.Cockerill,Seraing	24 ″ 9 *s* 13″0½ 12 ″ 0½	
81887 / PGVM	**Prinses Beatrix** *Oil Eng.* 1 *Dk* *Cruiser Stern*		360 245 148					1938	N.V.Noord Nederlndsch. Schpswerven Groningen	**K.Eeftingh**	141·7 P48′F20′	23·0	9·7	Gasselter-nijveer Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11½″–16⅝″ 74NHP Mtrn.WerkeMannheimAG		
81888 / OOTB	**PrinsesJosephineCharlotte** Ⓟ TwinSc *ss*Aut.No.2–38 2 *Dks*(*Stl–weather dk* teak s) *3rd dk except in E&B space* *Cruiser Stern*		2950 2471 1331	✠100A1 Ant *with freeboard* 3,39 ~~4,38~~ 6,37 3,38 BS3,37 ✠LMC3,37 *For Service between Ostend & Dover* *Fitted for oil fuel* 1,31 *F.P.*			6,37 *above*	1931 1mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd's SA&CP*	**BelgianGovern-ment** *CellDB*	347·0 359·5(O.L.) 14′35*t*	46·2	22·8 FK *DTf* 12′56*t*	Ostend Belgian 10 *BHptCem pt Asp*	6SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 370lb 2779NHP 6 WTB(Spt),HS21300 FD SocAn.J.Cockerill,Seraing	24 ″ 9 *s* 13″0½ 12 ″ 0½	
81889 / PGVP	**Prinses Juliana** Ⓟ TwinSc *ss*Rot.No.3–7,32 D.F. Sub.Sig. *ss*Rot.No.1–36 3 *Dks*(*Stl U–ws*)		2908 2407 1122	✠ A– Rot *with freeboard* ~~10,38~~ ~~8,38~~ BS4,39 ~~BS3,38~~ ✠MC5,36 *For Channel Service* *European Summer*			OG ~~11,37~~ 8II,37 P11,38	1920 8mo	Kon.Maats "deSchelde" Flushing *Flushing & Harwich; also Cruising*	**Stoomv.Maats. Zeeland**	350·4 F60′	42·7	23·9 FK *CellDBuE*12′ 23*t* *APT*56*t*	Flushing Dutch 11 *BHAsp*	T.8Cy.(2)28″,(2)43½″& (4)49″–33″ (*s*) 190lb 1130NHP 4DR,*24cf*GS534,HS19440 FD Maats.deSchelde.Flushing	25 ″ 0 *s* 11 ″ 11¾ 13 ″ 4	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à l'intervalle entre les visites.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres au coté, et date de la dernière visite. Durée Cert. R. ou Trade.
81890	**Prinses Juliana**		443					1910	Wilton's	Government of	165·0	25·0	9·8	Paramribo	T.3Cy.10½",17"&27"–18"		
			281						E.&S.Ipwy.Co.	Surinam	P34'B68'F20'			Dutch	NB29 31NHP		
PZAA	Wireless	1 *Dk*	229						Rotterdam					*WB*	Wilton'sE.&Slpwy.Co.Rot		
81891	**Prinsesse Ragnhild** Ⓟ		1590					1931	Fredrkstad Mek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	236·1	37·6	21·0	Tr'ndheim Norwegian	C.4Cy.(2)15⅜"&(2)37⅞"–34 7/16" 139NHP		N
			1186								H350*t*			*WB*	FredrikstadM.V.Frdstad.		
LEQG	E.S.D. Wireless D.F.	2 *Dks*	869														
81892	**Priscilla** Ⓟ	Pad	5292					1893	Delaware RiverCo. Chester,Pa.		425·8	52·3	18·3	Fall River, Mass. Utd.States	O.4Cy.51"&95"–132" 1727NHP		
150666			—												W&AFletcherCo. Hob'ken		
WRCJ		2 *Dks & Web frames*	2673														
81893	**Privet**		360	✠100A1	Bwg	*f*	CL	1936	Scott& Sons Bowling	Newry&Kilkeel S.S.Co.Ltd. (J.Fisher&Sons, Ld.*Mgrs.*)	142·2	23·6	10·5	Newry British	T.3Cy.11½",20"&32"–24"	11 *ft* 5	
160295			257	11,38 ~~10,36~~			11,38	10mo							205lb (*s*) 62RH	~3 *ft* 6½	
MMBC	*Mchy.Aft*	1 *Dk*	129	✠LMC10,36				*Lloyd's SA&CP*			Q81'B7'F20'	BK6"		3 *BHCem*	1SB,3*cf*,GS51,HS1489	11 *ft* 8½	
		Cargo battens not fitted										*FPT*		54*t APT*35*t*	Aitchison,Blair,Ld. Clydebank		
81894	**Pro Patria** (*ex*Calshot)		545	✠ ...	Gen	*i*		1905	AilsaS.B. Co.Ld. Troon	E.Passalacqua	185·2	26·0	12·4	Genoa Italian	Oil Engines 4S.C.SA	13 *ft* 3	I
1844		*Oil Eng.*	425	2,35				6mo			178·5 27·1	BK7½"			6Cy.12⅞"–14⅞" 87NHP		†
ISGU		*ss*Gen.2ndNo.3–9,33	276								P18'Q79'B16'F32'				NE*made*20*refitted*33		
	Well deck	1 *Dk(pt Irn pt Stl)*								*WB=C*					FrancoTosiS.A.Legnano		
81895	**Probitas** (*ex*Ansaldo SanGiorgioPrimo)	TwinSc *Oil Eng.*	5084					1918	Ansaldo SanGiorgio Spezia	SocAnon.Industria Armamento	392·9	51·7	27·6	Genoa Italian	Oil Engines 2S.C.SA		Cl
870			4414								P52'B120'F33'				8Cy.24¾"–35 7/16" 862NHP		
ICDF	D.F.	1 *Dk*	3000											*WB*	FiatSanGiorgio,Turin		
81896	**Procida** (*ex*CanadianTraveller–32)		5366	✠ ...	Hfx			1921	Harbour Marine,Ld. Victoria,B.C.	A.Lauro	413·1	52·2	28·5	Naples Italian	T.3Cy.27",44"&73"–48"	31 *ft* 0	I
408			—	3,34				3mo			399·8				521NHP		†
IBBK	D.F.	2 *Dks(Stl)*	3267	✠							I'49'B113'F38'	FK		6 *BHptCem*	3SB.9*cf*,GS198,HS7743		
										CellDB	329'1026*t FPT*149*t*			*APT*131*t*	JohnInglisCo.Ld. Toronto		
81897	—		1842					1927	Akt.Ges. "Neptun" Rostock	R.M.Sloman,jr.	287·9	41·1	16·9	Hamburg German	T.3Cy.21¼",34⅜"&56"–37 7/16"		G
			1574								P227'F33'				192NHP		
DHTO	D.F.	1 *Dk*	1036											*WB*	A.G."Neptun,"Rostock		
81898	—		1156					1925	Moss Værft Moss	Scotto,Ambrosino &PugliesseFils& Co.	226·5	36·5	15·7	Oran French	T.3Cy.16",25"&42"–30"		V
	(*ex*Vav)		1003								P23'B56'F26'				97NHP		
FOQM	Wireless	1 *Dk*	664											*WB*	MossVærft,Moss		
81899	**Procris**		1033	✠100A1	Sws	*n*	CL	1924	A&J.Inglis Ld. Glasgow	Moss,Hutchison Line,Ld.	220·3	34·3	20·6	Glasgow British	T.3Cy.16",27"&44"–33" (*s*)	14 *ft* 11	
147935		*ss*Gls.No.3–2,30	796	*with freeboard*	Lon		3,37	11mo			228·0(O.L.)		13·6		180lb 145NHP	s *ft* 2	
MNCJ	Wireless *ss*Lon.No.2–38 ~~*ss*Gls.No.1–37~~		465	9,35 ~~8,37~~							F26'	FK		3 *BHCem*	2SB,4*cf*,GS84,HS2570	14 *ft* 10½	
	Mchy.Aft	1 *Dk(Stl) & Shltr dk(Stl)*		~~BS8,37~~ ✠LMC~~8,37~~ 9,35				*Lloyd's SA&CP*		*CellDBuE*24'27*tD*	*Bf*28'64*t*				A.&J.Inglis,Ld.		
										*FPT*84*t APT*	18*t* (*after peak B*			*H to 2nd dk*)			
81900	**Procyon**	TwinSc	8721	✠100A1	Mmo	*d*†	CL	1933	Kockums M.V.Aktieb. Malmö	TrelleborgsÅngf. NyaAktieb.(J. Malmros,*Mgr.*)	482·4	61·8	36·1	Trelleborg Swedish	Oil Engines 4S.C.SA	36 *ft* 3	
7797		*Oil Eng.*	7968	8,38 ~~3,38~~	✠LMC8,38		3,38	3mo			466·0			16*BH*	16Cy.23⅜"–43 7/16" 865NHP	s 8 *ft* 0½	
SIZA		*ss*Fal.No.1–37	4954								489·5(O.L.)			(10 *to U dk*	2DB*17lb*	28 *ft* 5	
	D.F. *Mchy.Aft* 2 *Dks(Stl) & Web frames*			~~LBS~~				*Lloyd's SA&CP*			P105'B37'F40'	FK		6 ,, *2nd* ,,)	KockumsM.V.Akt.Malmö		
	Cruiser Stern			*Carrying Petroleum in bulk*						*CellDBuE*6	5'298*t DTf*36'536*t*			*FPT*148*t APT*253*t*			
	Longitudinal framing–bracketless system																
81901	—		1249	✠ ...	Shl	*o*		1915	Cmpbltwn S.B.Co. Campbeltwn	A/S Thv. Halvorsen	229·5	35·8	15·6	Bergen Norwegian	T.3Cy.18",27½"&45"–33"	17 *ft* 7	N
	(*ex*Primo–33)	*ss*Shl.No.3–10,27	1022	10,33				4mo			Q90*t*H45*t*'F28*t*	FK		4 *BHCem*	136NHP		†
LJAE	*Well deck*	1 *Dk(Stl)*	740	✠										395*t APT*85*t*	2SB,4*cf*,GS73,HS2228		
										CellDB	*a*56'*u E&B*33'*f*102'				Rankin&BlackmreLd.Grk		
81902	**Prode** (*ex*Jan VanRijswijck–33, *ex*Circe)		1244					1903	Sunderlnd S.B.Co.Ld. Sunderland	E.Milano&Co.	238·8	34·0	15·7	Trieste Italian	T.3Cy.18",30"&49"–33"		I
383			—								230·0				NB10 138NHP		
ISGZ		1 *Dk*	569								Q83'B54'F18'				J.S.Vaux&Co.Sunderland		
81903	**Produce**		1170					1905	Nylands Værksted Oslo	D/S A/S Produce (J.Odland,S.S. *Mgr.*)	225·0	33·7	19·0	Haugesnd Norwegian	T.3Cy.16½",27"&44"–32"		N
			1082								H76*t*			*WB*	109NHP		
LEQH		1 *Dk & Spar dk*	748												NylandsVærksted,Oslo		
81904	**Profit** (*ex*Utsire)		1608					1918	Laxevaags Msk.&Jrnskb Bergen	D/S A/S Produce (J.Odland,S.S. *Mgr.*)	246·2	37·9	15·6	Haugesnd Norwegian	T.3Cy.18",29"&49"–33"		N
			1195								P37*t*Q108*t*B95*t*			Hangesnd	138NHP		
LDFA		1 *Dk*	910								F39*t*H169*t*			*WB*	LaxevaagsMsk.&Jrns.Bgn		
81905	**Profsoyuz** (*ex*Lovat,*ex*Runo)		771					1912	Scott& Sons Bowling	U.S.S.R.	206·6	36·0	9·6	Archangel Russian	T.3Cy.13½",22"&36"–24"		
			606								Q92'B16'F22'				63NHP		
UNDF	*Mchy.Aft* Wireless	1 *Dk*	405												W.V.V.Lidgerwood,Gls.		
81906	**Proletari** (*ex*Christian, *ex*HaraldHorn)		1123		Ham	*n*		1905	Eiderwerft Akt.Ges Tönning	U.S.S.R	221·8	33·6	15·4	Archangel Russian	T.3Cy.17⅞",28⅜"&46½"–31½"		
		*ss*Stn.No.3–3,23	854	9,26							P12'Q57'B60'F29'				153NHP		
UNYM		1 *Dk(Stl)*	596									FK		4 *BHCem*	2SB,4*cf*,GS73,HS2621		
	Wireless	*Well deck*								*CellDB*	182'348*t FP*			*T*42*t APT*9*t*	EiderwerftA.G.Tönning		
81907	**Prome** Ⓟ		7043					1937	WmDenny &Bros.Ld. Dumbarton	Brit.&BurmeseSN. Co.Ld.(P.Hender- son&Co.*Mgrs.*)	444·9	59·2	30·4	Glasgow British	3SR geared steam turbines		C
164119	D.F.		5913								P32'B46'F23'			*WB*	583NHP		BT till 4.39
GZNS	*Ref.Mchy.*	*Cruiser Stern* 2 *Dks*	4334												Wm.Denny&Bros Ld.Dmb		
81908	**Prometeo** (*ex*Cedarpark)		4958	✠ ...	Gen	*x*		1922	Greenock Dockyard Co.Ld. Greenock	SocietàPetrolifera EserciziMarittimi	388·0	52·2	26·5	Fiume Italian	T.3Cy.25",41"&68 7/16"–48"	29 *ft* 0	I
58			4438	11,34				8mo			P99'B35'F44'				355NHP		†
IBUI		*ss*Fiu.No.2–30	2918	✠								FK		16 *BHptCem*	3SB,9*cf*,GS165,HS5583		
	Mchy.Aft	2 *Dks(Stl) & Web frames*												(12 *to U dk*	J.G.Kincaid&Co.Ld.Grk.		
	Longitudinal framing									*CellDBuE&B*75'	*f*40' 160*t APT*126			4 ,, *2nd* ,,)			
D.F.	*Carrying Petroleum in bulk*																
	Fitted for oil fuel																
81909	**Prometheus**	TwinSc	~~9221~~					1923	Howaldts- werke Kiel	PanamaTrans- portCo.	499·0	64·1	31·7	Panama Pnamanian	Oil Engines 4S.C.SA	32 *ft* 0	G
	Sub.Sig.	*Oil Eng.*	~~7000~~								B45'				12Cy.25½"–43 7/16" 755NHP	s 5 *ft* 4½	
HPFJ	D.F. E.S.D.	2 *Dks3trB*	~~5183~~												Frd.KruppA.G.Kiel	26 *ft* 10½	
	Mchy.Aft	*Carrying Petroleum in bulk*	8800														
		Longitudinal framing															

Broken up

Now "Kis, see No. 83821 in Supplement

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage: Gross / Under deck / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Year assigned or now retained. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Class if Confirmed.
81910 147335 GLXC	**Prometheus** Ⓟ	TwinSc	6095 5385 3572	✠ 9,27 ✠	Liv		1925 10mo	Scott'sS.B. & E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	431·2 P50′	54·7 B123′	30·1 F45′ FK	Liverpool British	Oil Engines 4S.C.DA 16Cy.24½″–43⅝″ 1900NHP	32 ″ 9	BT ~~till 7,36~~ 6,39
D.F.	(*Special quality Steel*) *Oil Eng.* 2 *Dks* (*Stl–Upper dk* ws) 3*rd dk* (*Stl*) *in No.*1 *hold* *Longitudinal framing at Bridge dk*									*Cell D*	*B*356′1269*t*	*D Tf* 28″	865*t*	*D Ta* 30′	8 *B Hpt Cem*	Akt.Burmeistr&Wain,Cpn 856*t FPT* 62*t APT* 70*t*
81911 LCVN	**Prominent** Ⓟ	*ss*H.Kg.No.3–5,8 *ss*H.Kg.No.1–35 2 *Dks* (*Stl–U* teak s)	2232 1786 1377	✠100A1 11,37 ~~BS11,37~~ ✠LMC~~1,34~~ 1,39	HKg *r*	9,36 12,38	1918 2 mo	HongK'ng & Whampoa DockCo.Ld. HongKong *Lloyd's SA&CP*	D/S A/S Produce J.Odland,S.S. *Mgr.*)	270·6 P26′ *Cell D*	40·1 B76′ F26′ B231′	19·4 FK 442*t FPT*	Haugesnd Norwegian 5 *B H Cem* 34*t APT* 71*t*	T.3Cy.20″,33″&54″–39″ (*s*) 180lb 215NHP 2SB,*6cf*,Gs119,Hs3552 HongKong&Whampoa DockCo.Ld.	21 ″ 6 ~~2 ″ 9½~~ 18 ″ 11½	
81912 LEQI	**Promise** (*ex*Gitterö)	1 *Dk*	1291 1099 727				1920	N.V.Schps. Juliana Papendrecht	D/S A/S Produce (J.Odland,S.S. *Mgr.*)	236·3 P24′	36·2 B73′	15·9 F29′ W B	Haugesnd Norwegian	T.3Cy.17½″,29″&46″–36″ J.&A. 127NHP v.d Schuyt,Papendrecht		N
81913 216 ISHV	**Promontore** (*ex*Ville deBelfort, *ex*KibiMaruNo.5, *ex*Diorite)	1 *Dk*&*Web frames*	998 887 580		..		1917	Hakodate DockCo. Hakodate	Nav.CarloMartinolichS.a.g.l.	224·4 B13′ F24′	31·5	16·5 FK W B	Trieste Italian	T.3Cy.14⅝″,24⅜″&40⅝″–30″ 107NHP Hakodate DockCo.	17 ″ 6	I †
81914 6278 LCVO	**Pronto** Ⓟ (*ex*Lombardia)	*ss*H.Kg.No.3–1,32 *ss*H.Kg.No.1–37 1 *Dk* (*Stl*)&*Shelter dk* (*Stl*)	2201 2034 1283	✠100A1 *Shelter dk* *with freecboard* 4,38 ~~4,37~~ ~~BS4,38~~ ✠LMC4,37	HKg *r*	06 ~~3,35~~ N4,38	1920 5 mo	N.V.Werf Zeeland Hansweert *Lloyd's SA&CP*	D/S A/S Produce (J.Odland,S.S. *Mgr.*)	271·2 285·0 (O.L.) *Cell D*	41·3 B237′	15·6 FK 454*t FPT* 88*t APT* 24*t*	Haugesnd Norwegian 5 *B H Cem* 4 *B H to Shelter AP* „ 2nd „	T.3Cy.23″,37″&62″–39″ (*s*) 180lb *100lb* 290NHP 2SB,*6cf*,Gs104,Hs3900 Wilton's Eng.Slipway Co. Rot.	25 ″ 6 ~~6 · 9½~~ 19 ″ 1½	
81915 LCVP	**Prosper** Ⓟ	*ss*H.Kg.No.3–11,29 *ss*H.Kg.No.2–38 2 *Dks* (*Stl–U* teak s)	2232 1786 1377	✠100A1 3,39 ~~2,38~~ ✠LMC2,38 ~~BS3,39~~	HKg *r*	2,38	1917 12mo	HongK'ng & Whampoa DockCo.Ld HongKong *Lloyd's SA&CP*	D/S A/S Produce (J.Odland,S.S. *Mgr.*) *Cell D*	270·6 281·5 (O.L.) P26′ B76′ F26′ B231′	40·1	19·4 FK 442*t FPT* 84*t*	Haugesnd Norwegian 5 *B H Cem* *APT* 71*t*	T.3Cy.20″,33″&54″–39″ (*s*) 180lb 215NHP 2SB,*6cf*,Gs118,Hs3552 HongKong&Whampoa DockCo.Ld.HongKong	21 ″ 6 ~~2 ″ 9½~~ 18 ″ 11½	
81916	**Prospero**	*ss*NFL.2ndNo.3–5,29 *ss*NFL.No.1–33 1 *Dk*&*Web frames* Wireless &*Awng dk* (*Stl*–ws)	978 914 599	✠ ... 4,38 *Awng dk*	NFL *m*		1904 10mo	Murdoch& Murray Pt.Glasgow		204·8 20·5 F23′	34·2 BK7½″ *Cell D Ba* 39′ *u E* 17′	13·0 3 *B H Cem* *f* 77′ 141*t F PT* 31*t APT* 33*t*	Italian	T.3Cy.18½″,30″&50″–33″ 197NHP 1SB,*3cf*,Gs59,Hs2924 D.Rowan&Co.Glasgow	22 ″ 9	
81917 1120 IOTC	**Proteo** (*ex*Imperia–37,*ex*Andora) *Mchy.Aft* (*See Sailing Ship Register*)	WoodAuxBkn *Oil Eng.* 1 *Dk*	399 — 323				1919	Cant.Nav. diAndora Andora	AngeloSturlese &C.	137·8	31·0	13·5	Genoa Italian	Oil Engines 2S.C.SA 4Cy.9¾″–11⅜″ 68NHP NE28 SvenskaMaskinverken Nya.A.B.Sodertalje		I
81918 128014 GQPY	**Protesilaus** Ⓟ	TwinSc 3 *Dks*	9577 9113 6110				1910	Hawthorn, Leslie&Co.Ld Newcastle	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co. *Mgrs.*)	484·9	60·4	39·5	Liverpool British *W B*	T.6Cy.23″,38½″&65″–48″ 586NHP N.E.MarineEng.CoLdNwc		BT till ~~7,36~~ 6,39
81919 LCVQ	**Proteus**	1 *Dk*&*Spar dk*	1678 1532 1024				1902	J.Crown Sunderland	D/S A/S Produce (J.Odland,S.S. *Mgr.*)	260·0 H108*t*	36·8 F87*t*	20·0	Haugesnd Norwegian *W B*	T.3Cy.19″,31″&51″–33″ 149NHP N.E.MarineEng.Co.Ld.Sld		N
81920 FOHJ	**Providence** Ⓟ	TwinSc 7 *Dks*	11996 — 6694				1915	Forg.&Ch. de laMédit LaSeyne	Cie.Générale de Nav. à Vap. Cyp. Fabre(FabreLine)	511·8 B234′	59·7 F70′	43·5	Marseilles French *W B*	T.6Cy.30⅝″,49⅝″&79⅝″–51⅜″ 910NHP Forg.&Ch.delaMédit.Msl.		V
81921 220129 KUTV	— (*ex*LakeFurnas) D.F. *Ref.Mchy.* Sub.Sig.	*Fitted for oil fuel* 3 *Dks*	2677 — 1660				1920	Saginaw S.B.Co. Saginaw	Merchnts& Miners TransportationCo. Inc.	253·4 P32′	43·8 B65′ F26′	26·2 *W B*	Baltimore Utd. States	T.3Cy 21″,35½″&59″–42″ 225NHP BuckeyeEngineCoSalem,O		R
81922 223673 KLHR	**Providence Socony** *Mchy.Aft*	TwinSc *Oil Eng.* 1 *Dk* *Carrying Petroleum in bulk*	1199 — 753				1924	New York S.B.Corp Camden,N.J.	Socony-Vacuum OilCo.Inc.	252·9	40·1	12·8 *W B*	New York Utd. States	Oil Engines 4S.C.SA 12Cy.13″–18″ 197NHP McIntosh&SeymourCorp. Auburn,N.Y.		
81923 FOYA	**Providencia** (*ex*Olson&Mahony)	1 *Dk*	1630 — 947				1907	Harlan& Hollngswrth Wlmgtn.Del.	Cie.duBoleo	224·3	41·2	20·6	Bordeaux French	T.3Cy.19″,30″&50″–36″ 150NHP		
81924 Broken up	**Provincetown**	*Fitted for oil fuel* 2 *Dks*&*Shelter dk* *Longitudinal framing*	6216 5702 3805		...		1920	Groton IronWorks Groton,Conn.		402·6 P48′	53·0 F37′	33·2 *W B*		2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.Fletcher Co.Hoboken,N.J.	34 ″ 6	
81925 2152 ICDL	**Provvidenza** (*ex*Noorderdijk–32, *ex*Gernis,*ex*Harlow) D.F.	*ss*Anc.2ndNo.3–12,37 1 *Dk* (*Stl*) 2*nd dk* (*Stl*) *in holds*&*Shelter dk* (*pt Irn pt Stl*)	8459 6232 5363	✠100A1 *Shelter dk* *with freeboard* ~~BS~~ ~~6,38~~ ✠MC ~~MS1,37~~	Rot Ven *c* †	CL ~~3,36~~ 6,38	1913 5 mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's SA&CP*	FratelliRizzuto 1 *B H in forward* *Cell D Ba* 149′ *u E* 29′	485·1 470·0 B147′ *f* 212′	58·0 *on Shelter dk* 1339*t FPT*	28·5 FK hold dispensed with 6 *B H* only 95*t APT* 258*t*	Genoa Italian *Cem*	T.3Cy.29″,49″&80″–60″ (*r*) 180lb 723NHP 3SB(FD)&1AuxSB,*15cf*, Gs269,Hs11309 W.Doxford&Sons,Ld.Sld.	39 ″ 2	
81926 Wrecked 3.39	**Prudente de Moraes** Ⓟ (*ex*Rio deJaneiro) PUBY	TwinSc *ss*N.Yk.No.2–16 2 *Dks* (*UStl–*teak s)&*deep framing*	3583 2772 2213	✠ 4,22 ✠	Rio *r*		1908 2 mo	Workman, Clark&Co.Ld Belfast	LloydBrasileiro *Cell D Ba* 88′ *u E* 36′ *f* 98′	340·3 P48′ B130′	45·1 F48′ FK&BK1¼″ 460*t FPT*	24·8 6 *B H Cem* 50*t APT* 50*t*	R.Janeiro Brazilian	T.9Cy.18″,30″&49″–42″ 534NHP 3SB,*12cf*,Gs224,Hs8754 Wrkman,Clark&CoLd.Bel.	26 ″ 0	C †
81927 217501 KELQ	**Prusa** D.F.	2 *Dks*&*Web frames* *Fitted for oil fuel*	5113 4740 3102		...		1919	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39′ B122′	54·2 F48′ FK	27·6 W B	N.Orleans Utd. States	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
81928 Broken up	**Psara** Ⓟ (*ex*Nafcratoussa–33, *ex*Chalkis,*ex*Azalea) SVDG Wireless	Iron	1012 — 514				1878	A&JInglis Glasgow	HellenicCoast LinesCo.Ld.	217·6 P46′ B74′ F46′	30·2	15·1	Piræus Greek	C.2Cy.30½″&67″–42″ NB93 242NHP *Alt.*93A.&J.Inglis,Gls.	15 ″ 7	
81929	**Psyche**		2951 2776		...		1904	J.Blumer &Co. Sunderland	Cie.Delmas Vieljeux	315·0 P30′ B80′ F34′	46·0	14·0 24·9 FK	LaRochlle French	T.3Cy.23″,38″&63″–42″ 288NHP	27 ″ 6	V †
FNNO	D.F.	1 *Dk*&*Spar dk*	1895										*W B*	N.E.MarineEngCo.Ld.Sld.		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné au cours du présent Lustre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Francbord au millieu du navire. Tirant d'eau correspondant.	15 Registren ou cotes si ce n'est dans le L. R. Durée, Cert. B. of Trade
81930 MWAC	**Ptarmigan** (*ex*Glanton, 1937; *ex*Glaxton Firth)	ss Lon. No. 3-5, 32	499 336 204	✠100A1 11,37	Lon	*g*	CL 11,37	1920 2mo	Ardrossan DD&SBCoLd Ardrossan	**General Stm. Nav. Co. Ld.** Harrison, Thornton & Co. Ltd.	161·4 | 25·2 | 9·7 Q95′B9′F21′ BR8″			London British	T.3Cy.13″,21″&34″–24″ (*s*) 180lb 51RHP 1SB,3*cf*,GS49,HS1510 AitchisonBlair,Ld.Gls.	11 ″ 8 s 3 ″8 12 ″ 2	
		Mchy.Aft *Well deck* 1 *Dk*(*Stl*) *Cargo battens not fitted*						*Lloyd's*	*SA&CP*	*Cell D*	*B/84′108t FPT40t*			*3BHCem APT26t*			
81931 ICDK	**Puccini** Ⓟ		2422 1835 1419	✠100A1 5,39 3,38 ~~10,36~~ DB ~~8,10,37~~ 10,36	Tri ~~LMC CS2,37~~ ~~9,37~~ 5,38	*s*	CL ~~8,35~~ ~~11,37~~ 11,36	1928 8mo	Cant. Nav. Triestino Monfalcone	"Tirrenia" Soc. Anon. di Nav.	294·0 | 40·2 | 21·1 283·4 P29′B84′F36′ *Cell DB213′398t*	FK *FPT58t APT57t*		Fiume Italian	Oil Engines 2S.C.SA 4Cy.23⅝″–37⅞″ 391NHP DB *100lb* Soc.An.Fiat,Turin	23 ″ 4 s 3 ″ 1¾ 20 ″ 5¾	
		ss Tri. No. 2–36 2 *Dks*(*Stl*)						*Lloyd's*	*SA&CP*					*6BHptCem ptAsp*			
81932 CBPU	**Puchoco**	ss Vpo. No. 1-38 ss Vpo. No. 3-5, 34 1 *Dk*(*Stl*) *Cargo battens not fitted*	2515 1129 1501	✠100A1 2,39 ~~2,38~~ 2,39 Mdc,38	Vpo	*s*	CL ~~12,35~~ N1,39	1921 12mo	Dublin Dkyd.Co.Ld Dublin	Cia. Carbonifera y de Fundicion Schwager	290·0 | 44·3 | 18·5 Pon Q21′Q228′F32′	FK		Valparaiso Chilian	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 254NHP 3SB,9*cf*,GS152,HS4788 D.Rowan&Co.Ld.Gls.	20 ″ 7 s 5 ″ 9½ 19 ″ 2	
								Lloyd's	*SA&CP*	*Inter* *Cell I*	*mediate BH in fore hold dispensed with B239′663t FPT68t*			*Cem 4BH only APT91t*			
81933 SPAN	**Puck** Wireless D.F.	1 *Dk&Shelter dk* *Cruiser Stern* *Strengthened for Navigation in Ice*	*1065* *825* *503*	✠100A1 *with freeboard* ~~5,—~~ ~~0,37~~ 4,39 M ~~4,39~~	Rot Dnz ~~MC3~~	*p*	CL ~~5,38~~ ~~7,—~~ 7,38	1935 3mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle	"Zegluga Polska" Spolka Akcyjna	233·1 | 36·4 | 13·1 B51′F22′	FK		Gdynia Polish	C.2Cy.17″&34″–28″ & LP turbine with DR gearing & hydraulic coupling 210lb FD (*s*) 152NHP 2SB(Spt),4*cf*,GS60,HS1925, Swan,Hunter&Wigham Richardson,Ld.Nwc.	15 ″ 0 s ″ 2 15 ″ 0½	
								Lloyd's	*SA&CP*	*Cell DB*	*192′293t APT35t*			*5BHptCem (Coll to Sh dk 4 „2nd„)*			
81934 KESV	**Pueblo** (*ex*City of Freeport)	ss Gal. No. 3-10, 33 ss Gal. No. 1-37	4469 3946 2628	✠100A1 ~~7,38~~ ~~12,37~~ 4,39 ~~MC9,37~~	Gal	*w*	CL 12,37	1920 9mo	Baltimore D.D.&S.B.Co. Baltimore	Petroleum Nav. Co.	340·1 | 49·2 | 28·7 P92′B35′F31′			Houston, Texas Utd. States	DR geared Steam Turbine 2001b (*r*) 390NHP 2SB,6*cf*,HS5284 FD Westinghouse Electric& Mfg.Co.Pittsburg,Pa.	28 ″ 7 s 4 ″ 8 24 ″ 1½	
		Mchy.Aft 2 *Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*		BS ~~7,38~~ 4,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,20					A&CP	*Cell D*	*Bu E&B 56′122t above 150° F.*		*DT f33′590t FPT95t APT187t*		*13BHptCem (10 to U dk 3 „2nd„)*		
81935 219236 KOMV	**Puerto Rican** (*ex*Golden Tide–37, *ex*Montague)	*Fitted for oil fuel* 1 *Dk&Shelter dk2trB* *Longitudinal framing*	6076 5530 3729					1919	GM Standifer Cnst. Corp. Vancouver, Wash.	American-Hawaiian S.S.Co.	402·5 | 53·0 | 34·5 P48′B81′F37′			New York Utd. States	T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven,Owens,Rentschler Co. Hamilton,O		R
														WB			
81936 WKEJ	**Puerto Rico** Ⓟ (*ex*Haiti–38) *Ref. Mchy.* D.F. GyC. E.S.D.	*Fitted for oil fuel*	5236 — 3042					1932	Nwprt News SB.&D.D.Co. Newprt News	Puerto Rico Navigation Co. (New York & Porto Rico S.S. Co. *Mgrs.*)	385·0 | 57·5 | 31·5 P39′B183′F43′			New York Utd. States	3SR geared Steam Turbines		R
														WB	Newport News SB.&DD.Co		
81937 ICDL	**Pugliola** (*ex*Argia, *ex*Ninfa, *ex*War Major)	1 *Dk*	2074 1681 1208			...		1917	Detroit S.B.Co. Wyandotte	Ing.G.B.Bibolini	251·4 | 43·6 | 18·0 261·3 | 44·1 | 17·3 P27′B65′F28′	FK		Spezia Italian	T.3Cy.20″,33″&54″–40″ 274NHP Detroit.S.B.Co.Detroit	20 ″ 2	I †
														WB			
81938 ZMPV	**Pukeko** Ⓟ Twin Sc *Oil Eng.* Wireless *Well deck*	ss Auk. No. 3–12, 37 1 *Dk*(*Stl*)	742 501 388	✠100A1 11,~~12,37~~ ~~1,38~~	Auk Lyt	*j*	10,37	1928 3mo	Goole S.B. &Repg Co. (1927) Ld. Goole	Richardson & Co. Ld.	180·0 | 29·4 | 11·8 *30·8* Q50′B51′F24′	FK		Napier,N.Z. British	Oil Engines 2S.C.SA 8Cy.14″–17″ 276NHP NDB30*150lb* Fairbanks Morse&Co. Beloit,Wis.	14 ″ 0	
								Lloyd's	*SA&CP*	*Cell DBa$u*	*E44′f79′170t FPT*			*5BHptCem ptAsp 20t APT46t*			
81939 GKBL	**Pukkastan** D.F.	ss Shl. No. 2–38 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)	5809 5293 3503	✠100A1 *with freeboard* ~~3,39~~ ~~1,38~~	Shl Cdf ~~4,38~~	*b* †	CL 3,38	1929 10mo	Short Bros. Ld Sunderland	Hindustan Steam Shipping Co. Ld. (Common Bros. Ld. *Mgrs.*)	440·5 | 57·5 | 27·4 *455·2* (O.L.) F38′	FK		Newcastle British	T.3Cy.25″,42⅜″&72½″–48″ 220lb *220lb* (*s*) 472NHP 2SB(Spt),8*cf*,GS158, HS6130 FD	30 ″ 0 s 4 ″ 1 26 ″ 1½	
								Lloyd's	*SA&CP*	*Cell DB*	*380′1616t DT a28′1170t*		*FPT154t APT332t*	*7BHCem Coll to Sh dk 6 „2nd„)*	J.Dickinson&Sons,Ld.Sld.		
81940 SPEC	**Pulaski** Ⓟ (*ex*Estonia, *ex*Czar) GyC D.F.	Twin Sc ss Dnz. 2nd No. 3–6, 37 3 *Dks*(*UStl*–teak s,2*nd dk Stl*–ws)	6345 4801 3820	✠100A1 9,38 ~~10,37~~	Dnz	*a* †	CL ~~8,35~~ ~~10,37~~ ~~9,38~~	1912 5mo	Barclay, Curle&Co.Ld. Glasgow	Gdynia-America Shipping Lines, Ld.	425·0 | 53·2 | 29·4 P74′B203′F73′	FK		Gdynia Polish	Q8Cy.21½″,30⅜″,44″&63″–48″ 2151b (*s*) 889NHP 6SB,18*cf*,GS322,HS13302 FD	32 ″ 0 s 8 ″ 0½ 24 ″ 5	
								Lloyd's	*SA&CP*	*Cell DBa104′nE4*	*6′f175′824t FPT33t*			*5BHCem APT22t*	Barclay,Curle&Co.Ld.Gls.		
81941 MBGS	**Pulborough** Wireless *Mchy.Aft* *Well deck* *Cargo battens not fitted*	ss Sld. No. 1–38 1 *Dk*(*Stl*)	960 702 524	✠100A1 ~~8,38~~ ~~2,38~~	Sld Lon	*l*	CL ~~6,37~~ ~~6,38~~ 6,38	1933 9mo	Burntisland S.B.Co.Ld. Burntisland	Stephenson Clarke & Associated Companies, Ld.	205·0 | 33·0 | 13·1 Q119′B11′F20′	FK		London British	T.3Cy.14½″,25″&41″–30″ (*s*) 200lb *100lb* 118NHP 1SB,3*cf*,GS54,HS1985 D.Rowan&Co.Ld.Gls.	15 ″ 1 s 4 ″ 7½ 14 ″ 6	
								Lloyd's	*SA&CP*	*Cell DBuE17′f141*	*279t MT83t FPT80t*			*4BHCem APT19t*			
81942 VJVQ	**Pulganbar** Ⓟ *Ref. Mchy.* Wireless	1 *Dk&Shade dk*	1160 611 474					1912	Greenock& Grngemouth Dkyrd Co. Ld Grngemouth	North Coast Steam Nav. Co. Ld. (E.S. Crauford, *Mgr.*)	225·0 | 35·1 | 12·5 F35′			Sydney NSW British	T.4Cy.21″,34½″&(2)40″–33″ 184NHP Dunsmuir&Jackson Ld Gls		C
81943 DHTP	**Puma** *Ref. Mchy.* D.F.	2 *Dks*	2171 1560 988					1930	Bremer Vulkan Vegesack	Afrikanische Frucht Cie. A.G. (Reederei F. Laeisz G.m.b.H. *Mgrs.*)	319·1 | 45·5 | 15·4 P20′B&F275′ len34 *Upper* F40′			Hamburg German	T.3Cy.22⅛″,37¾″&61⅝″–41⅝″ HS5975 394NHP Bremer Vulkan, Vegesack		G
														WB			
81944 GQJX	**Pundit**	ss Cal. No. 3–10, 31 ss Cal. No. 1–36 2 *Dks*(*Stl*)	5305 4828 3199	✠100A1 9,38 ~~6,37~~	Cal	*y*	CL N1,37	1919 9mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Asiatic Stm. Nav. Co. Ld.	400·3 | 52·4 | 28·4 P49′B113′F40′	FK		London British	T.3Cy.27″,44″&73″–48″ (*s*) 180lb *110lb* 517NHP 3SB,9*cf*,GS189,HS7668 FD	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
								Lloyd's	*SA&CP*	*Cell DB*	*345′1025t FPT130t*			*7BHptCem APT204t*	Swan,Hunter&Wigham Richardson,Ld.Nwc.		
81945 CSGW	**Pungue** (*ex*Morocco)	ss Hul. 2nd No. 3–2, 25 *Spar dk*(*Stl*) 2tr *B&Web frames*	3993 3663 2550	✠ — 9,30 ~~N B10,13~~	Mdb	*w*		1900 10mo	Furness, Withy&Co Ld W Hartlepool	Cia. Colonial de Nav.	339·6 | 47·2 | 26·9 P31′B107′F31′	FK		Beira Portuguese	T.3Cy.25″,40″&66″–45″ 310NHP 2SB,6*cf*,GS132,HS4868 SirC.Furness,Westgarth& Co.Ld.Mdb.	29 ″ 10	
								Lloyd's	*SA&CP*	*Cell DBa112′nE&B49′f124′734t*				*6BHCem APT30t*			
81946 CBPA	**Punta Arenas** Ⓟ (*ex*Apple Branch–33)	ss Nwc. No. 3–3, 33 ss Vpo. No. 1–36 2 *Dks*(*Stl*)	*4452* *4073* *2754*	✠100A1 1,39 ~~12,38~~ MS9,36	Vpo ~~MC~~ B ~~1,38~~	*x*	CL 12,37	1920 2mo	Earle's Co. Ld. Hull	Cia. Chilena de Nav. Interoceanica (H.R Samsing, *Mgr.*)	376·0 | 51·7 | 26·5 P41′B113′F39′			Valparaiso Chilian	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD	29 ″ 0 s 5 ″ 3½ 24 ″ 0	
								Lloyd's	*SA&CP*	*Cell DB*	*321′972t FPT*			*7BHCem 59t APT63t*	Earle's Co. Ld. Hull		

Now **Assuan,** *see No.* 87027 *in Supplement*

No. in Book. / Official No. / Code Letters	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Register Tonnage Gross. / Under deck. / Net.	Particulars of Classification. Character. (✠ for Special Survey.) Date of last Survey.	Port of Survey.	Years Assigned now expired.	Equipment Letter	Date when last shaft last seen.	Built. When. — Ship. — Engines.	Built. By Whom. — Where.	Owners.	Registered Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	Registers in which classed, if not in L.R. (Inland Rd. of Trade Dept.)
81947 160460 GNVB	**Punta Gorda** TwinSc ssCco.No.2-36 1Dk(Stl) *Mchy.Aft*	2395 1743 1244	✠100A1 SNs ~~12,38~~ Aru B612 ~~MS6,36~~ MC *Carrying Petroleum in bulk Fitted for oil fuel*				CL ~~86,36~~ ~~11,37~~ 12,38 5,28 *F.P. above*	1928 5mo *Lloyd's*	Harland& Wolff Belfast	LagoShippingCo. Ld.(F.J.Wolfe, *Mgr.*) *Wing tanks*	305·7 P67'F34' *Trunk*204' *f*286*t a*356*t*	50·2 FK	14·3 *FPT* 60*t APT*75*t*	London British	T6Cy.13½",23½"&36"-27"(*s*) 180lb 196NHP 2SB.6*cf*,GS98,HS3702 Harland&Wolff,Glasgow	15 " 0 s 1"10¼ 13 " 3¾	
81948 TUKJ	**Purfina** *Oil Eng.* 1Dk *Mchy.Aft* *Carrying Petroleum in separate tanks*	603 422 302						1928	Rotterdam Droogd.Maat Rotterdam	PurfinaCabotage S.A.	164·8 F23'P63'	29·8	10·7 *WB*	Dunkirk French	Oil Engines 4S.C.SA 6Cy.11"-19⅛" 70NHP Motorenfbr "Deutz"A.G. Köln-Deutz		V
81949 ZMDS	**Puriri** TwinSc *Oil Eng.* 1Dk *CruiserStern* Wireless	927 632 423	✠100A1 Lth *with freeboard* ~~11,38~~ MC11,38 *(Grain Cont. plated)*				CL	1938 11mo *Lloyd's*	Henry Robb.Ld. Leith	AnchorShipping& FoundryCo.Ld.	188·2 *36·7* 196·3(O.L.) P&B99'F32' *Cell.DB*146'252' *FPT*	35·2 FK	12·0 4*BHpt* 4*ap* 16*t APT*75*t*	Nelson N.Z. British	Oil Engines 2S.C.SA 8Cy.9⅛"-16⅛" 131NHP British Auxiliaries.Ld.Gls.	14 " 0 s 2 6½ 11 " 6½	
81950 208636	**Put-in-Bay** (P) 2Dks	1182 — 731						1911	Detroit S.B.Co. Wyandotte	Ashley&Dustin Steamer Line	226·0	46·5	17·6 *WB*	Detroit Utd.States	T.4Cy.25",40"&(2)45"-36" 243NHP Detroit S.B.Co.Detroit		
81951	**Pygmalion** *Oil Eng.* Wireless *CruiserStern* 3Dks	1500						1938	NV Schpsw Gebr.Pot Bolnes	Koninkl.Nederl. Stoomb.Maats. N.V.	288·8	42·1	24·4	Amstrdam Dutch	Oil Engines 2S.C.SA 5Cy.21¼"-35⅞" 393NHP Gbr.Stork&CoNV Hengelo		
81952 DOOC	**Pylades** 1Dk2trB	651 515 383						1906	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges. "Neptun"	180·1 Q52 B43'F22	28·2	12·8 *WB*	Bremen German	T.3Cy.13",20½"&33⅞"-21⅛" 50NHP A.G."Weser,"Bremen		G
81953 88S SZNO	**Pylaros** (P) (*ex*Khalifa-37, TwinSc *ex*Bhadra) *CruiserStern* Wireless 1Dk	932 — 537						1920	Burn&Co. Ld. Calcutta	S.Alexatos&H. Markettos	195·0	32·1	10·7	Piræus Greek	T.6Cy.12",20"&32"-24" *Emade*97 100NHP Rankin&BlackmoreLdGrk		
81954 PUCP	**Pyrineus** 1Dk	*1696* *1570* *1044*						1910	Workman, Clark&Co.Ld Belfast	LloydBrasileiro	276·2 F29'	44·9	16·4 *WB*	R.Janeiro Brazilian	T.6Cy.14",22"&37"-21" 126NHP Wrkman,Clark&Co.Ld Bel		
81955 164088 MLMY	**Pyrope** *Mchy.Aft* 1Dk *CruiserStern*	500 315 213	✠100A1 Bwg ~~5,34~~ 5,39 ✠LMC7.36				CL 5,39	1936 7mo *Lloyd's*	Scott& Sons Bowling	Wm.Robertson	164·1 170 3(O.L.) Q95'B9'F25' *Cell.DB*91'118*t FPT*	25·3 FK	9·7 3*BHpt Cem pt Asp* 38*t APT*29*t*	Glasgow British	T.3Cy.13½",23"&38"-27"(*s*) 200lb 86RHP 1SB,3*cf*,GS61,HS2000 Aitchison,BlairLd. Clydebank	11 " 9 s 3 " 11 11 " 8½	
81956 137410 GPZT	**Pyrrhus** (P) D.F. 2Dks	7418 6299 4695						1914	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	455·5 P58'B162'F59'	56·5	32·5 *WB*	Liverpool British	T.3Cy.31",51½"&86"-60" 572NH Wrkman,Clark&Co.Ld.Bel		BT till 1938 3,39
81957 DJQK	**Python** *Oil Eng.* D.F. Sub.Sig. 3Dks *Ref.Mchy.* *CruiserStern*	3664 3141 2163						1935	Deutsche WerftAGBet Finkenwrder Hamburg	Afrikanische Frucht-Compagnie A.G.(ReedF. LaeiszG.m.b.H. *Mgrs.*)	362·6 F49'	47·1	24·9 *WB*	Hamburg German	Oil Engines 2S.C.DA 5Cy.23⅝"-35⅞" 975NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		G

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu.	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel: Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné (après renouvellement)	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Cross sur Quille. Franc-Bord au milieu du navire. Tirant d'eau correspondant. pris. pa	15 Registrés au nom de L. R. et n'est dans le L. R. Durée Cert. Class. d'Essai
81958 237351 WNKC	**Quaker** *4 Dks* *Fitted for oil fuel*		3056 — 1893					1938	ThePusey &JonesCo. Wlmgtn.Del.	Philadelphia& NorfolkS.S.Co.Inc.	~~582·0~~ ~~47·5~~ ~~30·1~~ *Just 2|15·7|15·5*			Wilmgton (Del.) Utd. States *WB*	2 steam turbines D R geared to 1 Sc Shaft General Electric Co. Lynn, Massachusetts		R
81959 219524 KOZL	**Quaker City** *Fitted for oil fuel* Sub Sig. *2 Dks*		4961 4598 3032					1920	American International S.B.Corp. Hog Island Pa.	United States Maritime Commission	390·0|54·2|27·8 P50′B121′F40′			Philadlphia Utd. States *WB*	DR geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
81960 219112 KOJQ	**Quantico** (*ex* Lake Fitch-33) *Fitted for oil fuel* D.F. *3 Dks*		2713 — 1679					1919	Globe S.B. Co. Superior, Wis.	Merchants& Miners Transpn. Co.	253·4|43·8|26·9 P24′B64′F23′			Baltimore Utd. States *WB*	T.3Cy.21″,35″&59″–42″ 226 NHP Nordberg Mfg. Co M'lw'kee		R
81961 CSBZ	**Quanza** Ⓟ (*ex* Portugal) Twin Sc *ss* Shl. No.3–6,34 D.F. *2 Dks, 3rd dk in Nos.1,2&3 holds* *Ref. Mchy.* E.S.D. *Cruiser Stern*		6636 4821 3048	100A1 *with freeboard* ~~9,38~~ ~~11,37~~ B ~~6.7~~ 8,38 LMC 6,34	Lis	*a*†	~~11,36~~ 11,38	1929	Blohm& Voss Hamburg *Lloyd's AP*	Cia. Nacional de Navegacao *Cell DB 347′ 1001t FPT 62t*	418·2|52·6|28·6 P&B271′F85′ FK *tanks at sides of tun*			Lisbon Portuguese *9 BHCem*	T.6Cy.22⅛″,38⅛″&66⅛″–47½″ 213lb (*s*) FD 986 NHP 3 D B, *18cf*, GS343, HS14694 N B 14 *fitted* 29 Blohm& Voss. Hamburg	31 ″ 0 s 6 ″ 5 24 ″ 11	
81962 133541 MDZY	**Quaysider** *ss* Nwc. No.3–2,27 *ss* Shl. No.2–36 *Mchy. Aft* *Well deck* *1 Dk t Stl* *Cargo battens not fitted*		616 432 301	✠100A1 ~~6,37~~ 6,37 ~~BS3,37~~ ✠LMC MC3,37 ~~BS4,—~~ 2,39	Gins	*i*	CL ~~3,36~~ 2,39	1913 11mo	J.P.Rennoldson&Sns. South Shields *Lloyd's A+CP*	British Isles Coasters, Ltd. *WB = Cell DB f 112′ 140t FPT*	175·3|28·2|11·0 Q89′B9′F22′ FK *44t APT 31t*			Newcastle British *3 BHCem*	T.3Cy.15½″,25″&41″–27″ (*s*) ~~180lb~~ 190lb 95 RHP 1 SB, *3pf*, GS55, HS1825 J.P. Rennoldsn&Sns. S.Shl	13 ″ 3 s 4 ″ 24 12 ″ 8	
81963 153450 VGQB	**Quebec** Ⓟ Twin Sc *ss* Qbc. No.2–37 *1 Dk (Stl) 2nd dk in holds*		7016 2481 4143	✠100A1 *with freeboard* 9,37 ✠LMC ~~BS3,37~~ MS9,37 *For Service between Montreal &* *Fitted for oil fuel 5,28 F.P. a*	Qbc	CL 9,37		1928 5mo	DavieS.B. &Rpg.Co.Ltd Lauzon, P.Q. *Lloyd's A+CP & Saguenay above 1*	Canada Steamship Lines, Ltd. *Cell DB 273′ 519t FPT*	350·1|70·0|18·8 FK *125t APT 67t*	Montreal British *8 BHCem*	T8Cy 24″38″& (2)44″–36″ (*s*) 190lb *100lb* 790 NH 6 SB, *18cf*, GS330, HS12656 FD Richardson, Westgarth& Co.Ld. Hpl.	21 ″ 0 s 5 ″ 8½ 15 ″ 6	
81964 148833 GMPR	**Quebec City** *Fitted for oil fuel* D.F. *1 Dk & Shelter dk*		4745 4432 2877					1927	W.Gray& Co.Ld. Sunderland	Reardon Smith Line, Ld. (Sir W.R. Smith&Sons, Ld. *Mgrs.*)	400·5|54·3|25·6 F41′			Bideford British *WB*	T.3Cy.25″,42″&70″–48″ 339 NHP Cen.Mar.Eng.Wrks. W Hpl		C
81965 148518 GKWS	**Queda** *ss* Cal. No.3–6,37 *2 Dks (Stl) & Shelter dk (Stl* *Mchy. Aft* *1 Dk t Stl*		7766 7184 4760	✠100A1 *with freeboard* ~~9,38~~ ~~9,38~~ ✠LMC MS3,37 BS7,~~37~~9,38	Bom	*e*†	CL N3,38	1925 1mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's A+CP*	British India Stm. Nav.Co.Ld. *Cell DB 429′ 1703t DTa 31′ 976t*	487·0|60·7|29·9 F45′ FK *FPT 195t APT 27t*	London British *8 BHpt Cem Coll to Sh dk 7 „ 2nd „)*	Q.4Cy.28½″,41″,58½″&85″–54″ (*s*) FD 225lb 933 NHP 5 SB, *18cf*, GS361, HS14253 Cen.Mar.E.Wks.Ld. W Hpl	32 ″ 8 s 5 ″ 1½ 27 ″ 9½	
81966 130979	**Quedoc** (*ex* Kamaris, *ex* Mariska) *Mchy. Aft* *1 Dk*		3072 2623 1874					1830	Globe Iron Works Co. Cleveland, O.	Paterson Steamships, Ltd.	346·4|40·2|22·0 H—F36′ len 23 *WB*			Ft William Ont. British	T.3Cy.24½″,38″&61″–42″ 241 NHP Globe Irn Wks Co Cleveland		
81967 217551 KJVW	**Queen** (*ex* Lake Flovilla) *Ref. Mchy.* *1 Dk 2 tr B*		2592 2220 1604			…		1919	Detroit S.B.Co. Wyandotte, Mich.	Terminals& Transpn. Corp. (Minnesota-Atlantic Transit Co *Mgrs.*)	251·0|43·6|26·1 P25′B64′F23′ FK			D'luth, Min Utd. States *WB*	T.3Cy.20″,33″&54″–40″ 267 NHP Detroit S.B Co. Detroit	28 ″ 2	R †
81968 164093 GZCL	**Queen Adelaide** *Oil Eng.* D.F. E.S.D. *1 Dk & Shelter dk* *Cruiser Stern*		4933 4558 2993	✠100A1 *with freeboard* ~~9,38~~ ~~10,37~~ ✠LMC 9,~~37~~ 4,~~50~~ ~~4,50~~ *Carrying vegetable oil in deep*	Hul ~~Ech~~ Gls	CL 4,~~50~~		1936 9mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's A+CP tank*	Queen Line, Ld. (T.Dunlop&Sons, *Mgrs.*) *Cell DB 360′ 1393t MT 32′ 1284t*	418·2|55·2|25·5 431·5 (O.L.) F40′ FK *FPT 119t APT 95t*	Glasgow British *7 B Hpt Cem Coll to Sh dk 6 „ 2nd „)*	Oil Engines 2S.C.SA 3Cy.20½″–41⅞″ 387 NHP 2 DB *120lb* Barclay, Curle&Co.Ld. Gls.	29 ″ 0 s 3 ″ 6½ 25 ″ 8½	
81969 164105 GZJV	**Queen Anne** *Oil Eng.* D.F. E.S.D. *1 Dk & Shelter dk* *Cruiser Stern*		4937 4558 2993	✠100A1 *with freeboard* ~~9,38~~ ~~11,37~~ 11,38 *Carrying vegetable oil in deep*	Nwc	CL 8,37		1937 1mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's A+CP tank*	Cadogan S.S.Co. Ld. (T.Dunlop& Sons, *Mgrs.*) *Cell DB 360′ 1393t MT 32′ 1284t*	418·2|55·2|25·5 431·8 (O.L.) F40′ FK *FPT 119t APT 95t*	Glasgow British *7 B Hpt Cem Coll to Sh dk 6 „ 2nd „)*	Oil Engines 2S.C.SA 3Cy.20½″–41⅞″ 387 NHP 2 DB *120lb* Barclay, Curle&Co.Ld. Gls	29 ″ 0 s 3 ″ 6½ 25 ″ 8½	
81970 144728 GKWF	**Queen City** (*ex* Cragness) *Fitted for oil fuel* D.F. *1 Dk & Shelter dk*		4814 4505 2978					1924	J L Thompson&Sons Ld. Sunderland	Reardon Smith Line Ld. (Sir W.R. Smith&Sons Ld. *Mgrs.*)	412·1|55·0|25·1 F34′			Bideford British *WB*	T.3Cy.28″,46″&75″–51″ 402 NHP Blair&Co.Ld. Stockton		C
81971 20612	— *Mchy. Aft* *1 Dk*		3785 — 3367					1896	Cleveland S.B.Co. Cleveland	Pittsburgh S.S.Co.	401·4|48·0|23·7			D'luth, Min Utd. States *WB*	T.3Cy.23″,38″&63″–40″ 251 NHP Cleveland S.B.Co. Clevelnd		
81972 133048	**Queen Empress** Ⓟ PadSp *2 Dks*		41[illegible] 291 164					1912	Murdoch & Murray, Ld. Port Glasgow	Williamson-Buchanan Steamers (1936), Ld.	210·0|25·6| 8·4			Glasgow British	C.D.2Cy.27½″&54″–54″ 178 NHP Rankin& Blackmore, Grk.		BT till 1,39
81973 164282 GBTT	**Queen Mary** Ⓟ QuadSc D.F. GyC. E.S.D. *5 Dks, 6th & 7th dks* *Cruiser Stern* *clear of mchy. space.* Sub Sig. *8th dk forward of mchy. space* *(Topsides–special quality steel)*		81235 56152 ~~44258~~ 34120	✠100A1 *with freeboard* ~~7,00~~ ~~2,00~~ 2,39 BS~~2,38~~ ✠LMC 5,[illegible] ~~2,39~~ *Fitted for oil fuel 5,36 F.P. a*	Sou	P CL *N* 2,37 *Sa* 1,39 *S* *f* 1,38 *Pa* 1,39 *F.P. a*		1936 5mo	John Brown& Co.Ld. Clydebank *Lloyd's A+CP*	Cunard White Star Ld. *Cell DB 835′ 8585t*	975·2|118·6| 68·5 B715′F93′ *Upper Bridge* 540′ FK *DTf 33′ 695t FPT 3*	Liverpool British *15 BHAsp*	16 Steam Turbines SR geared to 4 Sc.Shafts s 42 5lb (*s*) 33653 NHP 24 Water Tube Boilers (Spt) HS 234000 3 DB (Spt) *250lb* FD John Brown&Co.Ld.	74 ″ 7 s 35–11½ 38 ″ 10½	BT till 1,39
81974 132310	— *Mchy. Aft* (*Hopper Dredger*) *1 Dk*		638 594 338			…		1913	Lobnitz& Co.Ld. Renfrew	Government of Nigeria	170·7|34·1|12·8 F16′ FK			Lagos British	T.6Cy.13″,22″&34″–22′ 137 NHP Lobnitz&Co.Ld. Renfrew	13 ″ 3	
81975 161974	**Queen Mary II** Ⓟ TrpSc (*ex* Queen Mary–35) *2 Dks & Shelter dk*		870 572 336					1933	W.Denny &Bros.Ld. Dumbarton	Williamson-Buchanan Steamers (1936) Ld.	252·5|35·1|10·1			Glasgow British	3 Steam Turbines W.Denny&Bros.Ld. Dmb.		BT [illegible]

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross — Under deck. — Net	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Years Assigned now expired.	7 Equipment Letter	7* Date when tail shaft last seen.	8 Built. When — Ship. — Completed.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft in.	15 Regulations to which classed. If not in L.R. Dated 1st Jan. Cert.
81976 164101 GZDR	**Queen Maud** *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern*		4976 4627 3038	✠100A1 *with freeboard* 9,38 ~~2,38~~	Avn Gls MC11		CL	1936 11mo	Wm.Doxford&Sons,Ld Sunderland *Lloyd's SA&CP*	QueenLine,Ld. (T.Dunlop&Sons, *Mgrs.*) *Cell DB346'1174t*	422·8 439·2 (O.L.) *MT1236 APT177t*	54·2 FK	26·1 (*Coll to Sh dk* 6 „ *2nd* „)	Glasgow British	Oil Engines 2S.C.SA 3Cy.20½"–81⅛" 388 NHP 2DB *120lb* Wm.Doxford&SonsLd.Sld.	28 " 8 s 3 " 4½ 25 " 6	
81977 164099 GZFC	**Queen Victoria** *Oil Eng* D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern*		4937 4558 2993	✠100A1 *with freeboard* ~~10,37~~ 10,38 *Carrying Vegetable Oil in deep tanks*	Liv Nwc ✠LMC11,3		CL 4,37	1936 11mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's SA&CP*	QueenLine,Ld. (T.Dunlop&Sons, *Mgrs.*) *Cell DB360'1393t*	418·2 F40' *MT32' 1284t FPT119 APT95t*	55·2 FK	25·5 (*Coll to Sh dk* 6 „ *2nd* „)	Glasgow British	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 387 NHP 2DB *120lb* Barclay,Curle&Co.Ld.Gls.	29 " 0 s 3 " 6½ 25 " 8½	
81978 156189 GZKF	**Queen of Bermuda** (P) QuadSc *ss* NYk.No.1–37 *Ref.Mchy.* 3 *Dks (Stl–Weather dk teaks) 4th dk (Stl) in forward holds & in Nos.5 & 6 holds, 5th dk (Stl) in No.2 hold (Topsides–special quality steel)* Sub.Sig. *Rudder electrically welded* D.F. E.S.D. GyC. *Cruiser Stern*		22575 13107 12777	✠100A1 *with freeboard* 10,38 ~~1,27~~ MS12.36 ~~[illegible]~~ ✠Lloyd's RMC ~~[illegible]~~ 11,38 ~~6,38~~ *Fitted for oil fuel* 2,38	BS5, MC ~~[illegible]~~ ~~[illegible]~~ ~~[illegible]~~	m† s ~~[illegible]~~ ~~[illegible]~~ F.P. *a bove*	CL *a* 11,38 *P* 5,36 ~~[illegible]~~ ~~[illegible]~~ 1 50° F.	1933 2mo *Lloyd's*	Vickers-Armstrongs, Ld. Barrow *SA&CP* *Cell DB including tanks in wing tanks*	Furness,Withy& Co.Ld. *ding tanks in way 389' 3036t MTs26 dk tanks a72' 435t*	553·4 B&F513' *Upper Bridge 413' of tunnels* *DTs f 742t FPT113t APT121t*	76·7 FK	39·0 1040: *Turbines by Motors by*	London British 13 *BHpt Cem Coll„to Wdk* 400lb HS39720 *Turbines by Motors by*	2 Steam Turbines connected to Electric Motors & Sc. Shafts (*s*) 427 4 NHP 8 Water Tube Boilers (Spt) FD Fraser&Chalmers,Erith General Electric Co.Ld. Witton.Birmingham	43 " 3 s 16 " 5¾ 27 " 0½	
81979 148380 GLZV	**Queen of Kent** (P) Pad *Fitted for oil fuel* Wireless *Cruiser Stern* 2 *Dks*		793 388 379					1916	AilsaS.B. Co. Troon	NewMedwayStm. PacketCo.Ld.(S.J. Shippick, *Mgr.*)	235·2	29·1	9·2	Rochester British *WB*	CD.2Cy.26½"&52"–54" 165 NHP AilsaS.B.Co.Troon		BT till 10,38
81980 108358 MCKB	**Queen of Southend** (P) PadSk (*ex* Yarmouth Belle) *Fitted for oil fuel* [illegible] mes Queen," *see No. 90201 in Supplement* *Dks*		517 409 1,216					1898	W.Denny &Bros. Dumbarton	NewMedwayStm. PacketCo.Ld.(S.J. Shippick, *Mgr.*)	240·0 *Promenade dk* 156'	28·1	9·3	London British	T.3Cy.20½",30"&43"–66" 143 NHP Denny&Co.Dumbarton		
81981 160696 GTCD	**Queen of Thanet** (P) Pad *Fitted for oil fuel* Wireless *Cruiser Stern* 2 *Dks*		792 384 389					1916	W.Hamilton&Co Ld PortGlasgow	NewMedwayStm. PacketCo.Ld.(S.J. Shippick, *Mgr.*)	234·9	29·1	9·2	Rochester British *WL*	C.2Cy.26½"&52"–54" 168 NHP W.Hamilton&Co.Ld.P.Gl.		BT till 10,38
81982	**Queen of the Bay** (P) TwinSc (*ex* Protea–36, *ex* H.M.S. Crozier) 1 *Dk*		783 689 307	✠ 8,19				1919	W.Simons &Co.Ld. Renfrew	AtlamerS.S.Line	219·3	28·6	15·5	French *WL*	T.6Cy.13",21"&35"–24" 120 NHP W.Simons&Co.Ld.Rnf.		
81983 164489 GYKW	**Queen of the Channel** (P) *Oil Eng.* TwinSc Wireless 2 *Dks* *Cruiser Stern*		1162 563 677					1935	W.Denny &Bros.Ld. Dumbarton	NewMedwayStm. PacketCo.Ld.(S.J. Shippick, *Mgr.*)	250·8 *Promenade dk* 145'	34·1	9·2	London British *WL*	2 Oil Engines 2S.C.SA 16Cy.14¾"–23⅝" 560 NHP W.Denny&Bros,Ld.Dmb. SulzerBros.Winterthur		BT till 2,38
81984 120511 MCFB	**Queenie** 3Mst *Mchy.Aft* *Well deck* 1 *Dk*		329 230 130				...	1905	R.William-son&Son Workington	JohnS.Monks,Ld.	135·9)78' B9' F20'	24·0 FK	9·8	Liverpool British *WB*	C.2Cy.18"&36"–24" 54 RHP Ross&Duncan,Glasgow	10 " 9	
81985 162488 GTQR	**Queensbury** *ss* Cff.No.1–35 1 *Dk (Stl) & Shelter dk (Stl)*		3911 3682 2425	✠100A1 *with freeboard* 12,~~35~~,38 BS5.38 ~~[illegible]~~ LMC2	Bry P ~~[illegible]~~	*y*	CL ~~8,37~~ 12,38	1931 1mo	Burntislnd S.B.Co.Ld Burntisland *Lloyd's SA&CP*	AlexanderShppng. Co.Ld.(Capper Alexander&Co. *Mgrs.*) *Cell DBa&uE 125' f179'1059t FPT60t APT82t*	372·6 385·0 (O.L.) F39'	52·3 FK (	24·4 (*Coll to Sh dk* 5 „ *2nd* „)	London British 5 *BH Cem* 2SB(FD)&1 AuxB, *8cf*; GS151, HS5521 D.Rowan&Co.Ld.Gls.	26 " 9 s 2 " 7½ 24 " 4½	
81986 164633 MLKK	**Queensland** (*ex* Beijerland–36) *ss* Rot.No.2–36 *Mchy.Aft* *Well deck* 1 *Dk (Stl)*		1617 1186 870	✠100A1 5,39 ~~4,38~~ BS4,~~38~~ ✠LMC5 5,40	Shl	*p*	OG ~~4,38~~ 5,39	1928 2mo *Lloyd's*	Schpw.v. JanSmit,Czn Alblasserdam *SA&CP*	Shipping&CoalCo. Ld. *Cell DB f 167'36 6t DTf 10'206t FPT 99t APT20t*	242·8 P60' Q79' F27' *6t DTf 10'206t FPT*	38·1 FK	15·9	London British 5 *BHCem* 2SB, *6cf*, GS107, HS3510 Maats.deSchelde,Flushing	T.3Cy.18",30½"&49"–36" (*s*) 200lb 199 NHP 2SB, *6cf*, GS98, HS3560 I.Dickinson&Sons,Ld.Sld. *FPT135t APT64t*	18 " 0 s 5 " 11 17 " 0½	
81987 148094 GDXK	**Queenworth** *ss* Sld.No.3–9,37 *Mchy.Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted* D.F.		2047 1581 1150	✠100A1 8,38 ~~9,37~~ ✠LMC BS~~6.37~~8,38 MS9.37	Sld	*r*	CL ~~9,37~~ 8,38	1925 3mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *SA&CP*	WatergateStm. Shpg.Co.Ld.(R.S. Dalgliesh&R.J. James, *Mgrs.*) *Cell DBuE25' f186'54 t MT9'207t*	275·0 Q165' F30'	39·9 FK	18·1	Newcastle British 5 *BHCem*	T.3Cy.21",35"&57"–36" (*s*) 180lb 222 NHP 2SB, *6cf*, GS98, HS3560 I.Dickinson&Sons,Ld.Sld. *FPT135t APT64t*	20 " 3 s 6 " 1¾ 18 " 5¾	
81988 OTXA	**Quenast** (*ex* Dunavon) *ss* Sld.2nd No.3–2,27 *Mchy.Aft* *ss* Ant. No.2–36 *Well deck* 1 *Dk (pt Stl & deep framing* D.F.		*560* *436* *232*	✠100A1 1,38 ✠LMC1 BS2,38	Goo	*h*	CL 12,37	1903 5mo *Lloyd's*	Bow,Mc-Lachlan&Co. Ld. Paisley *SA&CP*	ArmementL. HermansS.A.	165·5)48 B11' F31' *WB = Cell DBf 94'*	28·2 FK	12·0	Bruges Belgian 5 *BH Cem* 216t *FPT76t*	C.2Cy.20⅝"&44⅜"–30" (*s*) 140lb 78 RHP 2SB, *3pf*, GS75, HS2094 Bow,McLachln&CoLdPsy	14 " 5 s 1 " 8½ 13 " 4	
81989	**Quequen** (*ex* Rio Quequen Grande–37, *ex* Scotstoun Head) 3Mst *ss* B.As.No.2–29 1 *Dk (Stl)* *Mchy.Aft* *Well aeck*		347 — 166	✠ 5,36 ✠	BAs	*f*		1921 7mo	A.Hall& Co.Ld. Aberdeen	MiguelMassa Loduca *Cell DBf 82'106t*	150·9 Q85 B12 F19'	24·1 FK	9·3	Bns.Aires Argentine 5 *BH Cem* *FPT32t*	T.3Cy.13",21½"&35"–24" 82 NHP 1SB, *3pf*, GS46, HS1510 A.Hall&Co.Ld.Aberdeen	11 " 4	
81990 FPAW	**Quercy** *Oil Eng.* D.F. 2 *Dks* *Ref.Mchy.* *Cruiser Stern*		3100 2700 1800					1938	Akt.Bur-meistr&Wain Copenhagen	Cie.Générale d'ArmementsMar.	315·0 F420'	45·5	28·8	Havre French *WB*	Oil Engines 2S.C.SA 9Cy.19¼"–35⅞" 608 NHP Akt.Burmeistr&Wain,Cpn		V
81991 148548 GKWT	**Querimba** *ss* Cal.No.3–4,37 *Ref.Mchy.* 2 *Dks (Stl) & Shelter dk (Stl)*		7769 7197 4772	✠100A1 *with freeboard* 3,~~38~~ ✠LMC MS3.37 BS~~4.37~~ ✠Lloyd's RMC ~~[illegible]~~ 4,38	Cal	*e* †	CL ~~4,37~~ 3,39	1925 3mo *Lloyd's*	W.Gray& Co.Ld. Sunderland *SA&CP*	BritishIndiaStm. Nav.Co.Ld. *Cell DB428'1709t DTa31'976t FPT 195t APT28t*	487·0 F45'	60·9 FK	29·9 (*Coll to Sh dk* 7 „ *2nd* „)	London British 8 *BHpt Cem* 5SB, *18cf*, GS361, HS14253 Cen.Mar.Eng Wks.W.Hpl	Q4Cy28½",41",58½"&85"–54" 225lb (*s*) 933 NHP FD	32 " 8 s 5 " 1¾ 27 " 9½	
81992 DHTQ	**Quersee** (*ex* Amrum) 1 *Dk*		998 794 560					1926	Nordsee-werke Emden	W.Schuchmann	219·6 P16' Q56' B55' F26'	34·9	13·1	Hamburg German *WL*	T.3Cy.17½",29½"&46"–31½" F.Wilhelms- Hütte.Mülheim,Ruhr 118 NHP		G
81993 149463 GNRP	**Quickstep** *ss* Shl.No.2–37 1 *Dk (Stl)* *Cargo battens not fitted*		2722 2353 1642	✠100A1 2,39 ~~1,38~~ ~~[illegible]~~ ✠LMC1 2,39	Shl	*l*	CL ~~[illegible]~~ 2,39	1928 2mo *Lloyd's*	Smith's Middlesbro' *SA&CP*	HillSteam ShippingCo.Ld. (Witherington& Everett, *Mgrs.*)	305·0 P23' B50' F24' *Cell Db* 261'727t *FPT*	45·5 FK	21·3 *APT*	Newcastle British 6 *BH pt Cem*	T.3Cy.21",35"&57½"–42" (*s*) 180lb 266 NHP 2SB, *6cf*, GS120, HS4554 Smith's DockCo.Ld.Mdb.	23 " 6 s 3 " 2⅝ 20 " 5½	
81994 118734 MGMV	**Quickthorn** (*ex* Rosyth–35) *ss* Lth.2nd No 3–1,29 *Mchy.Aft* *ss* Shl. No.2–37 *Well deck* 1 *Dk (pt Stl–pt wd)*		409 303 158	✠100A1 1,39 ~~12,37~~ Liv ✠LMC12 ~~[illegible]~~	Shl	*g*	CL ~~12,07~~ 1,39	1903 12mo *Lloyd's*	Dundee Shipbuilders' Co Ld Dundee *SA&CP*	RibbleShipping Co.Ld.(W.J. Ireland, *Mgr.*)	165·0 *26·6* Q67' B11' F23' *Db* 33'50t *FPT*	25·1 FK	11·7 24t	Dundee British 3 *BH Cem*	T3Cy.15½",25¾"&41"–33" (*s*) 180lb 132 NHP 1SB, *3cf*, GS56, HS2388 Cooper&Greig,Dundee	12 " 8 s " 9½ 12 " 0	

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres ou cotes, si on a été dans le Dock Book de Lloyd's
81995 148695 GLQK	**Quiloa**	*ss* Cal. No. 3–6.37 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)	7765 7178 4750	✠100A1 *with freeboard* 7,38 ~~6.37~~ BS8,38	Cal	*e* †	CL ~~6.37~~ 37,38	1925 10mo *Lloyd's s.a.*	W. Gray & Co. Ld. W Hartlepool *CP*	British India Stm. Nav. Co. Ld. *Cell D B* 429′ 1703*t* 976*t F P T* 195*t*	487·1 / F45′ *D T* 31′ *A P T* 27*t*	60·7 FK	29·9 (	London British *8 B Hpt Cem Coll to Sh dk* 7 „ *2nd* „	Q.4Cy 28½″,41″,58½″ & 85″–54″ 225 lb (*s*) 933 NHP 5SB, *18cf*, GS 361, HS 14253 FD Cen. Mar. Eng. Wrks. W Hpl	32 ″ 8 s 5 ″ 13½ 27 ″ 9½	
81996 220985 KJVX	**Quinault** Wood *Fitted for oil fuel* 1 *Dk*		1138 1100 610					1921	G. F. Mathews (of Hoquiam, Wash) Portland, Or.	Hart-Wood Lumber Co.	210·0	43·1	15·4	S. Frncisco Utd. States	T.3Cy.15″,23″ & 39″–24″ 74 NHP Pacific Marine Iron Works, Portland, Or		
81997 1874 1SJV	**Quinto** (*ex* Fleiss–33) *1 Dk*		531 404 278					1922	Gebr. Muller Foxhol	Silane Segherie	188·9 / P61′ F18′ len 26	26·1 *WB*	10·3	Genoa Italian	T.3Cy 12″,19 7/16″ & 32 7/16″–24½″ 50 NHP N.V.v.d.Kuy & v.d.Ree's Mchft. & Schps. Schiedam		I
81998 231645 KDCR	**Quirigua** (P) D.F. E.S.D. Twin Sc *Fitted for oil fuel* *Ref. Mchy.* GyC. 4 *Dks*		6982 3966 3178					1932	Bethlehem S.B. Corp. Ld. Quincy, Mass.	United Mail S.S. Co. (United Fruit Co. *Mgrs.*)	415·7 / P41′ B & F 343′	60·8 *WB*	24·1	New York Utd. States	2 Stm. Turbines connected to Elec. Motors & Sc. Shafts General Electric Co. Schenectady, N.Y.		R
81999 309 ICAK	**Quirinale** (P) (*ex* Palacky) D.F. 1 *Dk* & *Spar dk* & *Fitted for oil fuel* *deep framing*		3779 2794 2215			…		1907	Lloyd Austriaco Trieste	"Adriatica" Soc. Anon. di Nav.	368·4 / P & B 246′ F 65′	44·2 FK	23·4 *WB*	Venice Italian	T.3Cy.24½″,40½″ & 68″–48″ 432 NHP Lloyd Austriaco, Trieste	25 ″ 10	I †
82000 166503 GNGM	**Quiriquire** Twin Sc *Mchy. Aft* *Cruiser Stern* 1 *Dk* ~~*Long'tudinal framing*~~		~~4400~~ 3343 2951 1821	✠100A1 7,38 ~~Class Continued~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,38	Mfl	*w* ~~MC 7,38~~ *Lloyd's s.a.* *CP* *P. above*	CL	1938 7mo	Cantieri Riuniti Dell' Adriatico Monfalcone	~~Standard Oil Co. of New Jersey~~ Lago Shipping Co. Ld. (F. J. Wolfe, *Mgr.*) *Cell D Bu Ey* 150′ B.	355·9 / 365·2 (o.l.) / F77′ F41′ *Trunk* 240	60·2 FK *Bu Ey B* 48·3 *t F T*	16·7	London British *5 B Hpt Cem pt asp* 4 *t A P T* 141*t*	T.6Cy.16″,26″ & 43″–27″ (*s*) 180 lb 318 NHP 2SB, *6cf*, HS 5130 FD N.E. Marine Eng. Co. (1938) Ld. Nwc.	17 ″ 6 ·4 1 15 ″ 7½	
82001 217144 WREI	**Quistconck** (P) Sub. Sig. *Fitted for oil fuel* 2 *Dks* & *Web frames*		5144 4664 3072			…		1918	American International S.B. Corp. Hog Island Pa	Lykes–Coastwise Line, Inc.	390·0 / P39′ B 122′ F 43′	54·2 FK	27·6 *WB*	Houston Utd. States	D R geared Steam Turbine 600 NHP General Electric Co. Schenectady, N.Y.	32 ″ 0	R †
82002	**Quito** Twin Sc *Oil Eng.* Wireless 2 *Dks* *Mchy. Aft* *Cruiser Stern*		1200					1938	Schiffb. Ges "Unterweser" A.G. Weser-munde-L.	Norddeutscher Lloyd	246·0 / P161′ F44′	34·4 *WB*	16·1	Bremen German	Oil Engines 4S.C.SA 16Cy.14⅛″–19¼″ SR geared 322 NHP Fr. Krupp Germaniawft A.G Kiel		
82003 122740 VJVR	**Quorna** (P) (*ex* Warrener) *ss* Adl. No. 1–16 1 *Dk* (*Stl*)		606 414 265	✠ 8,18	Adl	*i*		1912 9mo	J. Fullerton & Co. Paisley	The Adelaide Steamship Co. Ld. *WB* = *Cell D Ba* 40′ 26*t F P T* 40*t*	175·5 / B55′ F28′	28·1 FK	11·6 *A P T* 28*t*	Adelaide British *4 B H Cem*	T.3Cy.15″,25½″ & 41″–30″ 86 RHP 1SB, *3cf*, GS 62, HS 2107 Ross & Duncan, Glasgow	12 ″ 3	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

No. in Book. / Official No. / Code Letters	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross / Under deck / Net	Particulars of Classification. Character. (+ for Special Survey. Date of last Survey.)	Port of Survey	Year Assigned now fitted Equipment Letter	Date when tail shaft last seen	Built. When — Ship. — Engines	By Whom. — Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of Ref. Trade Cert.
82004 DHTR	R. C. Rickmers Sub.Sig. 2Dks	5198 1728 3193					1921	Nordd. Werft.m.b.H. Weser-münde-G.	RickmersRhederei, A.G.	401·5|53·2|27·5 F50'B134'F34'	Hamburg German WB	T.3Cy.28½",45⅞"&74"-53" 400NHP BremerVulkan,Vegesack		G
82005 221897 KJVZ	R. D. Leonard Fitted for oil fuel Carrying Petroleum in bulk Mchy.Aft 1Dk	1772 — 1073					1922	Bethlehem S.B.Corp.Ld. (HarlanPlnt) WlmngtnDel	AtlanticRefining Co.	265·9|39·2|19·6 P62'F27'	Phildlphia Utd.States WB	DR geared Steam Turbine DeLavalSteam TurbineCo.Trenton,N.J.		R
82006 200346 WDDN	R. E. Moody (exJohnMcCartneyKennedy-37, exCollier,exP.P.Miller) (Self-Unloader) D.F. GyC. Mchy.Aft 1Dk2trB	3845 — 2858					1903	Buffalo D.D.Co. Buffalo,N.Y.	ColumbiaTranspn. Co.(Oglebay, Norton&Co.Mgrs.)	354·0|48·0|28·0	Wilmgton (Del.) Utd.States	T.3Cy.20",33½"&55"-40" 191NHP AmericanS.B.Co.Cleveland		R
82007 214951 WPCL	R. G. Stewart (exR.W.Stewart, exEdwardL.Doheny, ssN.Yk.No.3-8,30 Junior) ssN.Yk.No.1-34 2Dks(Stl)&Shelter dk(Stl) Mchy.Aft &Web frames D.F. Longitudinal framing	9229 — 6804	✠100A1 Shelter dk with freeboard 6,38 ~~12,37~~ ~~LMC~~ 12,... Carrying Petroleum in bulk Fitted for oil fuel 6,17 F.P. above 150° F.	Gal Bal	d†	CL 11,36	1917 6mo	NewYork S.B.Corp. Camden,N.J. A&CP	StandardOilCo. ofNewJersey	467·6|62·7|32·0 36·3 FK CellDBa23' uE&B76'	Wilmgton (Del.) Utd.States 16BHptCem (10 to U dk 6 ,, 2nd ,,) 463tDTf40	Q.4Cy.24",35",51"&75"-51" 220lb (r) 568NHP 3SB,9cf,GS177,HS7804 FD NewYorkS.B.Corp. 441tFPT229tAPT131t	39 ″ 6 -10 ·3½ 29 ″ 5½	
82008 149845	R. H. Carr TwinSc ssDem.No.2-36 1Dk	324 224 135	✠ A1 with freeboard 4,36 ~~LMC~~ 3,36 For River & Coast Service British Guiana	Dem BS3,36		4,36	1927 6mo	J.Crichton &Co.Ld. Saltney Lloyd's A&CP	Sproston'sLd.	145·3|27·6|8·7 152·0(O.L.) F25' FK	Georget'n, Dem. British 4BHCem FPT12t	T.3Cy.8½",14"&22"-15" (s) 180lb 50RHP 1SB,3cf,GS47,HS1475 Plenty&Son,Ld.Newbury	9 ″ 0 s 2 ″ 11 6 ″ 6	
82009 221590 KDUC	R. J. Hanna (exLubrico-35) Fitted for oil fuel Mchy.Aft 2Dks D.F. GyC. Longitudinal framing Carrying Petroleum in bulk	6905 — 4283					1921	MooreS.B. Co. Oakland,Cal.	StandardOilCo. ofCalifornia	425·0|57·2|33·1	S.Frncisco Utd.States	T.3Cy.27⅝",46"&78"-51" 432NHP Hooven,Owens,Rentschler Co.Hamilton,Ont.		R
82010 1845 IBPP	R. L. Hague TwinSc OilEng. ssPal.No.1-37 Mchy.Aft 1Dk(Stl)2nd dk(Stl)clear of cargo tanks 3rd dk(Stl)aft of cargo tanks Web frames D.F. Rudder electrically welded GyC. CruiserStern Longitudinal framing	12173 ~~11784~~ ~~7137~~ 12173 11720 7032	✠100A1 ~~1,37~~ ... ~~DBS~~ 2,39 Carrying Petroleum in bulk	Pal Ml		CL ~~4,35~~ 7,38	1932 7mo	Cantieri RiunitiDell' Adriatico Monfalcone Lloyd's AP	"LaColumbia"Soc. Marit. perTrasporti diPetrolio e Derivati	542·3|70·2|38·7 522·0 FK AftB55' B40'F39' Cell DBuE78' 135t D	Genoa Italian 16BHptCem Tsf53'2312t	Oil Engines 2S.C.SA 12Cy.23⅝"-43⁵⁄₁₆" 1162NHP 2DB(a)200lb 2DB(f)100lb Soc.An"Fiat"S.G.M.Turin FPT291tAPT250t	38 ″ 9 s 8 ″ 6½ 30 ″ 5¼	
82011 234510 WOGQ	R. P. Resor Mchy.Aft CruiserStern 1Dk Longitudinal framing-bracketless system Part electrically welded "Arcform" D.F. E.S.D. GyC.	7451 6674 4620	100A1 ~~1,38~~ 1,39 ~~1,36~~ 1,39 Carrying Petroleum in bulk Fitted for oil fuel 1,36 F.P. above 150° F.	NYk Gal LMC1,36		CL N1,38	1936 2mo	Federal S.B &D.D.Co Kearny,N.J.	StandardOilCo. ofNewJersey	435·0|66·8|34·2 P85'B33'F36' FK CellDB54'146tD	Wilmgton (Del.) Utd.States 13BH Tf31'687tFPT155t APT217t	2SteamTurbinesDRgeared to 1 Sc. Shaft 450lb (s) 593NHP 2 W.T.B.(Spt) HS3660 FD Allis-ChalmersMfg.Co. Milwaukee,Wis.	34 ″ 6	
82012 214311 WPCI	R. P. Smith (exJ.M.Danziger-36) ssN.Yk.No.3-9,27 ssGal.No.2-35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6226 5699 3834	✠100A1 ~~7,37~~ 2,39 ~~BS7,37~~ Carrying Petroleum in bulk Fitted for oil fuel 8,16 F.P. above 150°F	Mob BS7... LMC10,3...	b†	CL 4,35 ...	1916 8mo	W Cramp& SonsS&EBCo Philadelphia A&CP	SabineTransportationCo.Inc. (M.T.Ball,Mgr.) CellDB61'235t DTf45'629t	430·0|58·2|33·3 P103'B36'F49' FK FPT246tAPT49t	Baltimore Utd.States 15BHptCem ((8 ,, ... 7,, ,, 2nd ,,)	T.3Cy.27",45½"&76"-51"(r) 190lb 565NHP 3SB,9cf,GS185,HS8095 FD W.Cramp&SnsS.&E.B.Co. Phl.	33 ″ 4 s 6 · 7 26 ″ 11	
82013 77532	R. R. Richardson (exJ.M.Jenks) GyC. 1Dk2trB	4046 — 2925					1902	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	414·0|50·0|28·0	Duluth Utd.States WB	T.3Cy.22",35"&58"-40" NB25 213NHP AmericanSB.Co.Cleveland		
82014 237760 WPKP	R. W. Gallagher Pt.electrically welded Mchy.Aft Sub.Sig. 1Dk D.F. GyC. CruiserStern Longitudinal framing	~~8125~~ 7939 7036 4738	100A1 ~~Class Contemplated~~ Carrying Petroleum in bulk Fitted for oil fuel ... 150°F. Lloyd's A&CP	Bal LMC...		CL	1938 8mo	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	StandardOilCo.of NewJersey CellDBuE66'6...	445·1|64·2|35·2 463·0(O.L.) P92'B35'F40' FK DTf... 635t FPT3...	Wilmgton (Del.) Utd.States 14BH 51tAPT180t	2 steam turbinesDRgeared to 1 screw shaft 450lb (s) 985NHP 2WTB(Spt)HS9850 FD BethlehemS.B.Corp.Ld. Quincy,Mass.	34 ″ 10	
82015 214444 WSCP	R. W. McIlvain TwinSc (exLosAlamos, OilEng. exBramellPoint) ssL.An.No.3-8,29 Now "Aztec," see No. 5705 in Supplement 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing D.F. Carrying Petroleum in bulk	3262 2994 2002	✠ ... 11,33	Mob			1916 11mo	Baltimore DryDocks& ShpbldgCo. Baltimore	~~SabineTransportationCo.Inc.~~ ~~M.T.Ball,Mgr.~~ AztecPetroleum TradingCorp.	292·3|47·2|26·9 P76'F26' FK FPT73tAPT151t	Baltimore Utd.States 11BHptCem (7 to U dk) (4 ,, 2nd ,,)	OilEngines4S.C.SA 12Cy.22"-32" 2DB150lb NE20 564NHP McIntosh&SeymourCorp. Auburn,N.Y.	28 ″ 1	
82016 YTMU	Rab (P) ssSsk No.2-39 ~~ssSpt.No.1-35~~ 1Dk(Teak)	344 235 115	✠100A1 with freeboard ~~9,...~~ ...,39 Lloyd's A&CP	Spt Ssk	f	CL 5,37 ...,33	1931 3mo	J.S.White &Co.Ld. EastCowes	Jadranska Plovidba d.d. Tanks in way of tunnel 1	144·5|24·6|11·4 153·1(O.L.) F34' BK6' 6'11tDTf20'31tFP	Susak Yugoslav 5BHCem T4tAPT3t	T.3Cy.14",22½"&37"-24"(s) 200lb (s) 111NHP 1SB,3cf,GS53,HS1723 FD J.S.White&Co.Ld.Cowes	12 ″ 0 s 2 ″ 4½ 10 ″ 3½	
82017 DNAY	Rabat Fitted for oil fuel Sub.Sig 2Dks	2719 2304 1603					1929	Deutsche WerftA.G. Hamburg	Oldenbrg-Portug. Dmpfsch.-Rhed.	283·3|46·0|23·0 P21'B72'F31'	Oldenburg German WB	C.4Cy.(2)18¹³⁄₁₆"&(2)39⅜"-39⅜" 194NHP DeutscheWerftA.G.Ham.		G
82018 113640 TWCD	— 3Mst (exVena, ssBel.2ndNo.3-3,28 exAlgeiba, ssCasablancaNo.1-32 exClarence) 1Dk(Stl) Mchy.Aft Well deck	565 402 229	✠ ... ~~NB3,18~~ ✠	Casa-blanca	h		1902 5mo	Scott& Sons Bowling	V.&S.Castella	170·4|27·2|11·4 Q91'B10'F25' BK7' FPT60t	Casablnca Moroccan 4BHCem APT32t	T.3Cy.14",22½"&37"-27" NDB18 71NHP 1SB,3pf,GS49,HS1293 Ross&Duncan,Glasgow	12 ″ 4	
82019 163510 VQWP	Rabaul TwinSc3Mst (exGeorgeWashington-34) OilEng. ssOsl.No.3-6,29 D.F. ssRot.No.2-37 ~~ssOsl.No.4-...~~ 2Dks(Stl)&Awng dk(Stl)	5618 5200 3516	✠100A1 Awng dk with freeboard 6,38 ~~6,36~~ 10,38 LMC ... DBS ~~...~~ 10,38 Lloyd's A&CP	Cpn Rot	a†	CL PN7,37 ~~S7,37~~ S10,38	1916 11mo	Akt.Burmeistr&Wair Copenhagen	W.R.Carpenter Overseas Shipping,Ld. Cell D	425·5|55·3|27·8 FK B377'1266tFPT90t	Suva,Fiji British 7BH pt Cem APT82t	Oil Engines 4S.C.SA 12Cy.24⁷⁄₁₆"-37⁷⁄₁₆" 717NHP DB ~~80lb~~ 60lb Akt.Burmeistr&Wain,Cpn	30 ″ 6 s 4 ″ 0¼ 26 ″ 8¾	
82020 DOBF	Rabe (exHornsee) Wireless Sub.Sig.	994 879 556					1923	F.Schichau Elbing	ArgoReederei RichardAdler&Co.	229·8|33·5|14·2 P14'F30'	Bremen German WB	T.3Cy.15",24⅝"&38⅝"-25½" 74NHP F.Schichau,Elbing		G

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts	4 Tonnage officiel. / Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Echantillonnage.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quill. Franc-bord en milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où entre, ici et ci-dessus, le Lt. Ra.
82021	**Rabelais** (*ex* Jean Stern)	4999 / 4100 / 3156			...		1921	Atel. & Ch. du Sud-Ouest Bordeaux	Cie. des Affrêteurs Français (Heuzey & Chastellian, *Mgrs.*)	386·4 | 52·4 | 25·0 / P35′ Ba21′ Bf21′ / F46′ FK			Rouen / French / *WB*	T.3Cy.25½″,42″&70″–48″ / 433NHP / N.E.Marine Eng.Co Ld Nwc	28 ″ 4	V †
FOYB		*1 Dk & 2nd dk in holds*														
82022	**Rabenfels** (*ex* Slavic Prince)	8563 / 5346			...		1918	Palmer's Co.Ld. Newcastle	Deutsche Dampfs. Ges. Hansa	447·9 | 57·2 | 39·2 / FK			Bremen / German / *WB*	Q.4Cy.25½″,36½″,52½″&76″–54″ / 667NHP / Palmer's Co.Ld. Newcastle	40 ″ 9	G †
DOFS	Sub Sig.	*2 Dks & Shelter dk*														
82023	**Rabotnik**	Twin Sc / *Oil Eng* / 769					1930	Sevastopol Marine Works Sevastopol	U.S.S.R.	229·6 | 33·9 | 11·8 / P55′ F25′			Sevastopol / Russian / *WB*	Oil Engines 4S.C.SA / 12Cy.13$\frac{7}{16}$″–19$\frac{11}{16}$″ 214NHP / State Engine Works, Kolomenski		
UOVK	*Mchy. Aft*	*1 Dk* / 472														
82024	**Rabotnitsa** (*ex* Batrak)	Twin Sc / *Oil Eng* / 769	967				1930	Sevastopol Marine Works Sevastopol	U.S.S.R.	229·6 | 33·9 | 11·8 / P56′ F25′			Sevastopol / Russian / *WB*	Oil Engines 4S.C.SA / 12Cy.13$\frac{7}{16}$″–19$\frac{11}{16}$″ 214NHP / State Eng Wks. Kolomenski		
UOVU	Wireless *Mchy. Aft*	*1 Dk* / 472														
82025	—	Aux / *Oil Eng.* / 301	414				1933	Far East Works Vladivostok	U.S.S.R.	134·1 | 29·6 | 11·1 /			Vladvostk / Russian	Oil Engines 4S.C.SA / Sormovo Wks. Sormovo		
UOGU		*1 Dk* / 158														
	(See Sailing Ship Register)															
82026	**Raby Castle**	*Oil Eng.* / 1591	4996 / 3078	✝100A1 *Shelter dk with freeboard* 9,38	NYk Yka	*z*	1925	Caledon S. B.& E.Co.Ld. Dundee	Lancashire Shppg. Co.Ld (J.Chambers & Co. *Mgrs.*)	400·1 | 52·4 | 26·6 / FK			Liverpool / British	Oil Engines 4S.C.SA / 8Cy.28¾″–51⅛″ 638NHP / 2 DB *100lb* NDB (*upper*) 34	29 ″ 0	
147306							4mo									
GCQZ		*ss* H Kg. No 3–1,37														
	D.F.	*2 Dks (Stl) & Shelter dk (Stl) & Web frames Longitudinal framing*		DBS (*tower*) 10,38 — 6,38 DE S (*upper*) 2,38				*Lloyd's SA&CP*		*Cell D B329′1090t D Ts*				*Coll B ll to Sh dk f41′1029t F P T117t A P T54t*		
82027	**Race Fisher** (*ex* Orleigh–32)	484 / 336 / 183	✝100A1 8,39 BS5,36 BS7,38	Lan Lon ✝LMC6,37	*g*	CL 2,39	1919	R. Cock & Sons, Ld. Appledore	~~James Fisher & Sons, Ld.~~ Empreza Inter-nacional de Transports, Ltda.	150·0 | 25·7 | 12·0 / Q83′ B9′ F21′ FK			R. Janeiro / Brazilian	T.3Cy.12″,22″&34″–22½″ (*s*) / 180lb 72RHP / 1SB,*2cf*,GS38,HS1271	12 ″ 9	
~~140650~~		*ss* Lan. No.3–1,33					12mo								3 ″ 11½	
~~MJTL~~	*Mchy. Aft*	*ss* Lan. No.1–37								*B H Cem F P T3 t*				Plenty & Son, Ld. Newbury	12 ″ 5½	
	Well deck	*1 Dk (Stl)*						*Lloyd's SA&CP*								
82028	**Rachen.** *See* "**Cabo Cervera**"															
82029	**Rad** (*ex* Thistletor)	*ss* Spt.2nd No.3–2 35	*4201* / *3798* 5,38 / *2597*	✝100A1 Ant Rot ✝LMC	*x*	CL 11,37	1910	Irvine's SB & D.D.Co.Ld W Hartlepool	Plovidba "Rad" (Banaz & Rusko, *Mgrs.*)	370·3 | 51·4 | 24·0 / P49′ B& F287′ FK			Dubrovnik / Yugoslav	T.3Cy.25″,40″&68″–48″ (*s*) / 180lb ~~100lb~~ *60lb* 358NHP / 2SB,*6cf*,GS130,HS5663	26 ″ 6 / s 2 ″ 11⅜ / 23 ″ 9	
YTDS	D.F.	*1 Dk (pt Irn pt Stl)*		BS7,38			8mo									
								Lloyd's SA&CP		*Cell D Ba130′ u E6′ B19′ f149′ 1021t F P T144t A P T213t*				Richardsons, Westgarth & Co.Ld. Hpl.		
82030	**Radames** (*ex* Fernand Colignon, 43 SUBJ	*ex* Winslow, *ex* Overdale. *ex* Dumbarton)	*3575* / *3310* / *2273*	✝100A1 *Spar dk* 4,39 3,38 BS4,37 MC3,36	Alx	*u*	CL 8mo 1903	A. McMillan & Son, Ld. Dumbarton	A. Klat	340·0 | 45·0 | 17·8 / 351·8 (O.L.) 26·1 / P30′ B88′ F36′ FK			Alexndria / Egyptian	T.3Cy.24″,40″&65″–42″ (*s*) / 180lb *110lb* NDB 25 305NHP / 2SB,*6cf*,GS121,HS4818	28 ″ 9 / s 5 ″ 2½ / 23 ″ 9½	
	ss Shl.2nd No.3–5,29															
	ss Alx. No.2–36															
	1 Dk (Stl) & Spar dk (Stl) & deep framing							*Lloyd's SA&CP*		*Cell D Ba112′ u E24′ f144′ 715t A P T91t*				Clyde S.B.& E.Co.Ld. P.Gls.		
82031	**Radbod** (*ex* Victoria W. Kunstmann–36, *ex* Crawford Castle, *ex* Hova)	*ss* Kel.2nd No.3–5,35	4354 / 4061 / 2771	✝100A1 12,38 7,38	Ham	*x*	CL N5,36 1910	Nthmblnd S.B.Co.Ld. Newcastle	Emder Dampfer-kompagnie A.G. (Wilh. Nübel, *Mgr*)	378·0 | 49·1 | 26·5 / P31′ B94′ F33′ FK			Emden / German	T.3Cy.25″,41″&69″–48″ (*s*) / 180lb 367NHP / 3SB,*9cf*,GS164,HS5796	29 ″ 0	
DAXQ		*2 Dks (Stl)*					11mo									
	Sub Sig.							*Lloyd's SA&CP*		*Cell D B a129′ u E6 B42′ f165′ 990t A P T50t*				N.E.Marine Eng.Co Ld Nwc		
82032	**Radium**	*Pet.Mot.*	339				1912	Skinner SB & D.D.Co. Baltimore	Gulf Oil Corporation	140·4 | 23·2 | 13·0 /			Pt. Arthur, Texas Utd. States	Petrol Motor 4S.C.SA / 6Cy.12″–14″ 86NHP / Standard Mar. Const.Co. Jersey City, N.J.		
210890																
KLHS	*Mchy. Aft*	*1 Dk*	230													
82033	**Radix** (*ex* Linerton)	*ss* Osl. No.3–3,32	6795 / 6389	✝100A1 *Shelter dk with freeboard*	Cff ~~Rad. Nwc~~	*a1*	CL 12,37 1919	W. Doxford & Sons, Ld. Sunderland	A/S Mosvold Shipping Co.(M. Mosvold, *Mgr.*)	412·1 | 55·3 | 34·2 / 430·0 (O.L.) FK			Farsund / Norwegian	T.3Cy.27″,45″&75″–54″ (*s*) / 180lb 619NHP / 3SB,*12cf*,GS216,HS9525 FD	37 ″ 0 / s 9 ″ 3½ / 28 ″ 2	
LCKK	*ss* Got. No.1–35		4082	~~Type~~ ~~Limb~~ 2,39 BS1,39			10mo			*Cell D Bu E6′ B84′ 195t f35′ 53t*				*pt Vem* 10 *B H to S dk* 5 „ „ *2nd*„	W. Doxford & Sons, Ld. Sld.		
	Mchy. Aft	*1 Dk (Stl) & Shelter dk Stl Cruiser Stern*		*Carrying Petroleum in bulk Fitted for oil fuel* 10,21		*F.P. a*	*Lloyd's SA&CP*		*Converted into a tanker* 10,21 above 150° F.							
82034	**Radnorshire** (P)	Twin Sc	7726				1923	Caledon SB & E.Co.Ld. Dundee	Glen Line, Ld.	458·3 | 58·2 | 32·6 / P52′ B159′ F64′			Liverpool / British	Oil Engines 4S.C.SA / 16Cy.29⅛″–45½″ 1317NHP		BT till ~~11.36~~ 2.37
GCWI	*Ref Mchy.* D.F	*2 Dks*	4809										*WB*	Burmeister & Wain, Cpn.		
82035	**Rafaela**	Twin Sc	3177 / 2273 / 1558	✝100A1 1,39 MC7,38 *Carrying Petroleum in bulk Fitted for oil fuel* 7,38	Cco	*r*	CL s1,39 1938	Blythsw'd S.B.Co.Ld. Glasgow	N.V. Curaçaosche Scheepvaart Maats.	336·5 | 56·2 | 15·1 / 351·5 (O.L. *incl. rdr.*) / P91′ F41′ FK			Willmstad / Dutch	T.6Cy.15⅜″,25″&40⅛″–27″ / 180lb 365NHP / 2 W.T.B. BS6520 FD	14 ″ 9 / s 1 ″ 4½ / 15 ″ 0½	
PJCN	*Mchy. Aft*	*1 Dk*				*F.P. above*	7mo			*Cell D Bu B11′2 midship wing tanks 562t F P T121t A P T105t*				*Trunk 204′ Wing tanks a 293t*			
	Longitudinal framing at bottom & sides in centre tanks and in trunk						*Lloyd's* 150° F.									
82036	**Raffinage** (*ex* Pass of Ballater 36)	*ss* Hul. No.2–36	806 / 508 / 325	✝100A1 5,38 BS5,38 ✝LMC6,36 *Carrying Petroleum in bulk Fitted for oil fuel* 8,35	Hul	*k*	CL 4,38 1928	Blythsw'd S.B.Co.Ld. Glasgow	"Soflumar" (Soc. de Armement Fluvial et Maritime)	185·8 | 30·3 | 13·7 / 196·3 (O.L.) / P75′ F25′			Havre / French	T.3Cy.15″,25½″&41″–30″ (*s*) / 180lb 134NHP / 1SB (Spt),*4cf*,GS73,HS2536	13 ″ 10 / s ″ 10⅜ / 13 ″ 2	
FOGX	*Mchy. Aft*	*1 Dk (Stl) & Web frames*					6mo									
	Wireless D.F.	*Longitudinal framing*					*Lloyd's SA&CP*			*Trunk 85′ 18t D T f11′40t F P T39t A P T25t*				1SB (Spt),*4cf*,GS73,HS2536 Aitchison, Blair, Ld. Clydebank		
							50° F.			*Cell D Bu E20′*						
82037	**Raftsund** (*ex* Bras)		610 / 488 / 342				1919	Kaldnæs Mek. Verks. Tönsberg	Lars L. Eide	166·5 | 28·7 | 12·6 / P81t H21t F26t			Bergen / Norwegian	T.3Cy.12″,20″&33″–24″ / 56NHP / Kaldnæs M.V. Tönsberg		N
LEQN	*Mchy. Aft*	*1 Dk*								*WB*						
82038	**Raggio.** *See* "**Cabo Razo**"															
82039	**Ragna Gorthon**		*1848* / *1552* / 974	✝100A1 *with freeboard* 12,37 1,39	Bry ~~Rot Stl~~ ✝LMC6,36	*s*	CL 4,36 1935	A/S Aalbrg Msk.og Skibs. Aalborg	Rederi A/B Gefion (Joh Gorthon *Mgr*)	282·9 | 43·6 | 17·3 / FK			Hisingborg / Swedish	C.3Cy.(2)15¾″&(1)39⅜″–37⅜″ & LP turbine with SR gearing & chain drive (*s*) / 220lb 241NHP	19 ″ 8 / s ″ 6½ / 19 ″ 2⅜	
8041							9mo									
SHN	D.F. *Cruiser Stern*	*1 Dk & Shelter dk*						*Lloyd's SA&CP*		*Collision B H & after peak B H to C ll D B236′578t F P T51t A P T85t*				2SB,*6cf*,GS84,HS3457 FD Helsingörs Jernsk.& Mskb.		
	Strengthened for Navigation in Ice															
	Rudder electrically welded															

Now "Bella Laura," *See No.* [illegible] *in Supplement.*

Now "Tantalus," *See No.* [illegible] *in Supplement.*

Now "Pass of Ballater" *see No.* 89572 *in Supplement.*

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey	6 Port of Survey. Class assigned now expired. Equipment Letter	7 Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Register'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registered in U.K. classed. If not, Nationality. Date of loss or Transfer.
82040 1445 SGAD	**Ragnar** (*ex*Ingvar, *ex*Prins Oscar) Iron *ss*Mno.5thNo.3–1,31 *ss*Sbg.No.1–35 1 *Dk*; *Awng dk* 3 *tr ht*	990 819 430	✠90A1 Sbg *Awng dk* *with freeboard* 7,37 LMC7,35 NB4,00 BS7,36		OG 7,37	1868 12mo	Schlesinger, Davis & Co. Newcastle	K.A.Andersson	233·0 | 28·5 | 16·2 23·6 len79 *MT*39′	Kriskrona Swedish	T.3Cy.16¾″,26″&50″–33″ 150lb *100lb* NDB10 136NHP 1SB,2*cf*,GS41,HS2010 NE79 300*t* *Tpd*06 Lindholmens M.V.Got.	17 ″ 2 s 1 ″ 6 16 ″ 8½	
82041 6200 SIYA	**Ragne** Ⓟ Wireless D.F. 2 *Dks* Sub.Sig.	1327 634 703				1919	Oskrshmns M.V.Aktieb Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	234·5 | 36·0 | 14·1 *WL*	Stockholm Swedish	2SteamTurbinesSR geared to1Sc.Shaft SvenskaTurb.Akt. Ljungström, Finspång		
82042 OYVR	**Ragnhild** D.F 1 *Dk*; *Cpt Shelter dk* *Oil Eng.* *Cruiser Stern* ~~2 *Dks*~~	2252 1933 1862				1938	Helsingörs Jernsk&Msk. Elsinore	Dmpselsk.Torm (A.Schmiegelow& A.Kampen, *Mgrs.*)	~~325·0~~ | 45·8 | ~~28·9~~ F74′ | 15·4 626·8	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 8Cy.19$\frac{11}{16}$″–35$\frac{1}{16}$″ 540NHP HelsingörsJernsk.& Mskb.		
82043 7488 SDTA	**Ragnhildsholm** *Oil Eng.* *ss*Skm.No.2–38 D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	2818 2467 1547	✠100A1 Skm *r* *with freeboard* 2,38 LMC CS2,38 DBS~~4,39~~ 4,39 9,35		CL ~~7,37~~ 8,39	1929 2mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd's SA&CP*	A/B Svenska Amerika Mexiko Linien (E.Carlson, *Mgr.*) *Cell DB*	334·2 | 46·9 | 20·2 348·4 (O.L.) F33′ FK 289′877*t*.*APT*109*t* (*Coll to Sh dk* 6 *to* 2*nd* ,,)	Gothenbrg Swedish *WB*	Oil Engines 4S.C.SA 3Cy.24$\frac{1}{16}$″–51$\frac{9}{16}$″ 355NHP DB*80lb* 7*BH pt Cem* EriksbergM.V.Aktieb.Got	22 ″ 11 s 1 ″ 6 21 ″ 7½	
82044 LJGY	**Ragni** (*ex*Ebchester–36, *ex*Hillbrook, *ex*Frithjof Eide) Wireless D.F. *Well deck* *ss*Shl.No.3–7,32 *ss*Osl.No.1–37 1 *Dk*(*Stl*) *Cargo battens not fitted*	1264 1025 747	✠100A1 Osl *o* ~~5,38 8,37~~ 1,39 ~~BS8,37~~ 5,38 LMC2,36		CL ~~4,36~~ 4,38	1919 12mo	Campbeltown SB Co Ld Campbeltown. *Lloyd's SA&CP*	D/S A/S Alf Lindö Rederi (Alf Lindö, *Mgr.*)	229·4 | 35·8 | 15·5 Q79′B48′F27′ FK *Cell DB*190′395*t*	Haugesund Norwegian *WB*	T.3Cy.18″,27½″&45″–33″ (*s*) 180lb 142NHP 4*BH Cem* 1SB,4*cf*,GS79,HS2386 *APT*85*t* Ross & Duncan, Glasgow	17 ″ 7 s 1 ″ 4½ 16 ″ 5	
82045 OHRZ	**Ragunda** (*ex*Lena) 1 *Dk* & *Awng dk*	1702 — 910				1901	Hellerup Skibsværft Hellerup	Laivanvarustus O/Y Oulu Rederi A/B	259·9 | 36·1 | 14·3 P37′Q85*t*H96*t* F329*t*	Uleåborg Finnish *WB*	T.3Cy.18″,29″&48″–33″ 132NHP Dansk. Maskinfabr. Cpn.		N
82046 148089	**Rahane** *ss*Mtl.No.3–12,36 *Mchy. Aft* 1 *Dk*(*Stl*) 2*nd dk*(*Stl*) *in holds* *Cargo battens not fitted*	2222 2011 1350	✠100A1 Tto *with freeboard* ~~BS3,~~ 8,38 ~~10,37~~ LMC12,38 *For Service on the Great Lakes & River St. Lawrence to St John's NF L & Halifax N.S. April to 21st November*		CL 10,37	1924 9mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA&CP*	Sarnia Steamships Ld. (R.Scott Misener, *Mgr.*) *also 2 intermediate BH in holds (lower part WT)* *Cell DB*220′597*t*.*FPT*123*t*.*APT*10*t*	248·0 | 43·0 | 22·8 F42′ FK	Sarnia, Ont British	T.3Cy.18″,30″&49″–36″ (*s*) 180lb 186NHP 3*BW TBH* 2SB,6*cf*,GS100,HS3260 N.E.Marine Eng Co Ld. Nwc	25 ″ 0 ~~s 5 ″ 10~~ ~~10 ″ 6~~ s 5 ″ 8½ 19 ″ 6	
82047 160593 VWBN	**Rahmani** Ⓟ *ss*Bom.No.2–36 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*–teak s) D.F.	5463 4689 3345	✠100A1 Bom *at* *with freeboard* 11,~~36~~ ~~12,37~~ ~~BS12,37~~ LMC12,36 10,38		CL ~~7,36~~ 10,38	1928 10mo	Lithgows Ld. Port Glasgow *Lloyd's SA&CP*	~~Bombay & Persia S.N.Co.Ltd.~~ Mogul Line, Ld, 1 *Intermediate BH* *Cell DB*355′1191*t*	410·0 | 54·0 | 26·7 F52′ FK *dispensed with* *Coll B Hto Sh dk* 5 ,, ,,2*nd* ,, *FPT*109*t*.*APT*53*t*	Bombay British *pt Cem*	T.3Cy.26½″,44″&74″–51″ (*s*) 200lb *110lb* 541NHP 3SB,9*cf*,GS185,HS7626 FD Rankin & Blackmore Ld Grk	29 ″ 3 s 3 ″ 6½ 25 ″ 11½	N
82048 UOWJ	**Raikomvod** TwinSc *Oil Eng.* Wireless 1 *Dk*	958 — 448				1931	States S.B. & Eng.Wks. 'André Marti' Odessa	U.S.S.R.	229·6 | 33·9 | 11·8 P64′F32′	Rostov Russian	Oil Engines 4S.C.SA 12Cy.13$\frac{7}{16}$″–19$\frac{1}{16}$″ 214NHP State Eng.Wks Kolomenski		
82049 LCVT	**Raila** TwinSc D F. *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bull*	5551 4809 3206				1926	A/B Gotaverken Gothenburg	Rederi A/S Ruth (H.Waage, *Mgr.*)	381·0 | 55·2 | 30·0 P318*t*H346*t*F78*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$″–39$\frac{3}{8}$″ 543NHP A/B Götaverken, Got.		N
82050 OFAU	**Raimo-Ragnar** (*ex*Laila–37, *ex*Rosegg, *ex*Röisheim) 1 *Dk*	1972 — 1165				1914	Fredrkstad Mek Værks Fredrikstad	Lovisa Rederi A/B (A/B R.Nordström & Co.O/Y, *Mgrs.*)	265·0 | 42·1 | 17·9 P50*t*B71′H90*t*F12*t*	Lovisa Finnish *WB*	T.3Cy.20½″,33″&56″–36″ 188NHP Fredrikstad M.V.Frdstad		N
82051 161541 GKBX	**Rajahstan** *ss*Shl.No.2–37 D.F. 1 *Dk*(*Stl*)	6391 ~~5,06~~ ~~12,37~~ 5,38 5800 3875	✠100A1 Shl *at* LMC12,37 MBS12,38 DBS4,39		CL ~~7,06~~ N4,39	1929 11mo	Bartram & Sons Ld. Sunderland *Lloyd's SA&CP*	Hindustan Steam Shipping Co.Ld. (Common Bros. *Mgrs.*) *Cell DB*	425·9 | 57·0 | 29·6 410·4 (O.L.) P35′B128′F37′ FK 375′1893*t*.*FPT*158*t*.*APT*325*t*	Newcastle British	C.4Cy.(2)22″&(2)47½″–47½″ 220lb *220lb* (*s*) 442NHP 2SB (Spt),8*cf*,GS158, FD HS6130 J.Dickinson & Sons, Ld. Sld	33 ″ 4 s 6 ″ 1½ 26 ″ 7½	
82052 148597 GLMF	**Rajput** ~~*ss*Cal.No.2–38~~ ~~*ss*Cal.No.2–38~~ 2 *Dks*(*Stl*–*Udk pt* teak s)	5497 ~~5019~~ ~~5,06~~ 10,28 3398	✠100A1 Bom *z* Cal LMC ~~BS11,37~~ MS4,38 12,38		CL ~~8,06~~ s10,38	1925 5mo	Lithgows Ld. Port Glasgow *Lloyd's SA&CP*	Asiatic Stm. Nav. Co. Ld. *Cell DB*350′1191*t*	405·0 | 54·0 | 28·7 P40′B140′F47′ FK *DT*a33′900*t*.*FPT*1	London British 8*BH pt Cem* 1 *to* 2*nd dk* 1*st*.*APT*31*t*	T.3Cy.25″,42″&70″–48″ (*s*) 200lb *110lb* 441NHP 2SB,8*cf*,GS154,HS5990 FD D.Rowan & Co.Ld.Glasgow	31 ″ 3 s 5 ″ 10½ 25 ″ 8½	
82053 149361 GLWV	**Rajputana** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 2 *Dks*(*Stl*–*Wthr dk pt* teak s) D.F. 4*th dk*(*Stl*) *in holds* 5*th dk*(*Stl*) *in Nos.* 1, 2 & 3 *holds* *Cruiser Stern*	16644 13300 9455	✠ Lon *k*† 6,28		BT till ~~6·36~~ ~~2·36~~ 11,39	1926 1mo	Harland & Wolff, Ld. Greenock	P. & O. Stm. Nav. Co.	547·7 | 71·3 | 43·4 B304′F84′ FK *Cell DB*	Greenock British	Q.8Cy.33″,47″,67½″&97″–60″ 2478NH 12*BHpt Cem* 1SB,8*cf*,GS936,HS37932 *BH to W dk* Harland & Wolff, Ld Belfast *sides of tunnels* 278*t*.*FPT*130*t*.*APT*152*t*	47 ″ 2	
82054 149753 GMSN	**Rajula** TwinSc *ss*Sng No.2–34 D.F. 3 *Dks*(*Stl*–*Weather dk* teak s) 4*th dk*(*Stl*) *in Nos.* 1, 2 & 3 *holds* *Cruiser Stern*	8478 6595 4702	✠100A1 Sng *et* *with freeboard* 6,38 ~~12,~~ ~~BS1,38~~ LMC4,34 *Fitted for oil fuel* 11,26		CL 5,37 *F.P. a*	1926 12mo	Barclay, Curle & Co. Ld. Glasgow *Lloyd's SA&CP*	British India Stm. Nav. Co. Ld. *Cell DB*113′1275*t* *Tanks at sides of*	462·0 | 61·7 | 30·0 B204′F43′ FK *Coll* *tunnels*82*t*.*FPT*138*t*.*APT*187*t*	London British 8*BH pt Cem* *BH to W dk*	T.8Cy.(2)22½″(2)37½″&(4) 46″–45″ (*s*) 215lb FD 956NHP 5SB.20*cf*,GS357,HS14560 Barclay, Curle & Co. Ld. Gls.	33 ″ 0 s 7 ″ 1½ 26 ″ 2½	
82055 40887 JZMH	**Rakuto Maru** Ⓟ 2 *Dks* *Cruiser Stern*	2962 2270 1726				1935	Uraga Dock Co. Ld. Uraga	Osaka Syosen K.K.	297·9 | 45·0 | 23·8 P23′B97′F32′	Osaka Japanese *WB*	C.4Cy.(2)11⅞″&(2)20½″–13¾″ SR geared & LP Turbine D R geared to Sc. Shaft 109NHP Uraga Dock Co. Ld. Uraga		
82056 28171 JAMA	**Rakuyo Maru** Ⓟ TwinSc *ss*Kob.No.3–5.36 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*–ws)	9419 8544 5678	✠100A1 Kob *dt* *Shelter dk* *with freeboard* 11,36 ~~12,37~~ BS11,38 ~~BS12,37~~ LMC5,36 *Fitted for oil fuel* 6,21		OG 12,37 *F.P. a*	1921 5mo	Mitsubishi Zosen Kaisha, Ld. Nagasaki *Lloyd's SA&CP*	Nippon Yusen K.K. *Cell DB*389′1519*t* *Tanks in E R* 9′97*t*	460·0 | 60·0 | 40·5 F42′ on *Shelter dk* FK *DT*a24′549*t* *FPT*127*t*.*APT*47*t*	Tokyo Japanese *Cem* 6*BH to Sh dk* I ,, ,, *U* ,,	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 200lb 1153NHP 5SB(Spt),15*cf*,GS289, FD HS12065 Mitsubishi Zosen Kaisha Ld	40 ″ 7 s 10 ″ 6½ 30 ″ 7	
82057															

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Intimation.	7a 1re de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant.	15 Registres où coté, et si c'est dans le L.R. Duress Cert. L.R. of Trade
82058	**Rallus**	*ss* Mch. No. 3–9,35	1871	✠100A1	Bkn	*s*	CL	1922	Swan, Hunter & Wigham Richardson, Ld Sunderlnd	British & Continental S.S. Co. Ltd.	290·0 | 42·5 | 17·9			Liverpool	T.3Cy.20½",34"&56"–42" (*s*)	21 ″ 2	
147180			1620	*Shelter dk*	Mch		2,38	9mo						British	180lb 318NHP	s 1 ″ 0½	
GJLX		1 *Dk (Stl)* & *Shelter dk (Stl)*	920	*with freeboard* 5,32	✠LMC MS6,34		3,38	*Lloyd's*	*Cell DB226′464t M*		FK			*pt Cempt Asp*	3SB,*6cf*,GS126,HS5000 FD	20 ″ 3¾	
											T18′129t Collisio			*n BH to Stk*	Swan, Hunter & Wigham Richardson, Ld. Nwc.		
											FPT31t APT39t			5 ,, ,, *U* ,,			
82059	**Ralph Budd** (*ex* Superior)		4537					1905	Gt. Lakes Eng. Works Ecorse, Mich.	Upper Lakes & St. Lawrence Transportation Co. Ltd. (G.C. Leitch, *Mgr.*)	382·0 | 50·0 | 25·9			Midlnd Ont	Q4Cy.20¾",30",43½"&65"–42"		R
154862			4341											British	Great Lakes 257NHP		
	Mchy. Aft	2 *Dks*	3350								*WB*				Eng. Works, Detroit		
82060	**Ralph Gilchrist**		1927					1929	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Sarnia Steamships, Ld. (R. Scott Misener, *Mgr.*)	252·8 | 43·4 | 17·8			Sarnia Ont	T.3Cy.15",25"&40"–33"		C
149493			1627											British	92NHP		
	Mchy. Aft	1 *Dk*	1147								*WB*				Swan, Hunter & Wigham-Richardson, Ld. Nwc.		
82061	**Ralph H. Watson**		8302					1937	Gt. Lakes Eng. Works River Rouge, Mich.	Pittsburgh Steamship Co.	~~502·2~~ ~~160·0~~ ~~82·5~~ ~~F48′ F53′~~ 593 · 3 | 60 · 2 | 28 · 2			Dul'th, Min Utd. States	DR geared steam turbine		R
237854	D.F. GyC.		6180												383NHP		
WNUH	*Mchy. Aft*	1 *Dk*									*WB*				General Electric Co. Schenectady, N.Y.		
	Longitudinal framing at bottom & at deck																
82062	**Ramava** (*ex* Ilir, *ex* Orjen)		2141	✠100A1	Rga	*s*	~~3,38~~	1900	Stabilmnto Tecnico Trieste	R. Pumpurs, M. Russbergs & A. Karklins (D. Thomsons, *Mgr.*)	290·0 | 42·8 | 19·6			Riga	T.3Cy.20",32"&54"–39" (*s*)	22 ″ 0	
126	*ss* Rga. 3rd No. 3–4,36		2003	1,30 ~~3,28~~	Upl		N1,39	10mo						Latvian	180lb NDB05 200NHP	s 3 ″ 3½	
YLBY	1 *Dk (Stl)* & *deep framing*		1305	~~S3,38~~ 5,39	✠LMC4,36			*Lloyd's*	*A&CP*		P33′R76′F35′ FK			5 *BH Cem*	2SB,*6cf*,GS100,HS3121	18 ″ 11	
	Cargo battens not fitted														Stabilimento Tecnico, Tri.		
											DBa84′uE29′f108′				620*t APT50t*		
82063	**Ramb I**	Twin Sc	3667					1937	Soc. Anon. Ansaldo Genoa-Sestri	Italian Government (Ministero dell'Africa Italiana Regia Azienda Monopolio Banane)	383·2 | 49·7 | 24·8			Genoa	Oil Engines 2 S.C.SA		I
2176		*Oil Eng.*	—											Italian	18Cy.22 1/16"–33 1/16" 1525NHP		
ICHM	*Ref. Mchy.* Sub. Sig.	2 *Dks*	2179								B118′F49′			*WB*	Soc An. "Fiat" S.G.M. Turin		
		Cruiser Stern															
82064	**Ramb II**	Twin Sc	3685					1937	Cantieri Riuniti Dell' Adriatico Monfalcone	Italian Government (Ministero dell'Africa Italiana Regia Azienda Monopolio Banane)	383·2 | 49·9 | 24·8			Genoa	Oil Engines 2S.C.SA		I
2169		*Oil Eng.*	3066											Italian	14Cy.22 1/16"–33 1/16" 1193NHP		
ICHN	D.F. E.S.D.	2 *Dks*	2190								F44′			*WB*	Cant. Riuniti Dell' Adriatico Trieste		
	Ref. Mchy.	*Cruiser Stern*															
82065	**Ramb III**	Twin Sc	3667					1938	Soc. Anon. Ansaldo Genoa-Sestri	Italian Government (Ministero dell'Africa Italiana Regia Azienda Monopolio Banane)	383·2 | 49·7 | 24·8			Genoa	Oil Engines 2S.C.SA		
		Oil Eng.	—											Italian	18Cy.22 1/16"–33 1/16" 1525NHP		
ICHO	*Ref. Mchy.* Sub. Sig.	2 *Dks*	2179								B118′F49′			*WB*	Soc. An "Fiat" S.G.M. Turin		
		Cruiser Stern															
82066	**Ramb IV**	Twin Sc	3676					1937	Cantieri Riuniti Dell' Adriatico Trieste	Italian Government (Ministero dell'Africa Italiana Regia Azienda Monopolio Banane)	383·2 | 49·9 | 24·8			Genoa	Oil Engines 2S.C.SA		I
2174		*Oil Eng.*	—											Italian	14Cy.22 1/16"–33 1/16" 1193NHP		
ICHP	D.F. E.S.D.	2 *Dks*	2187								F44′			*WB*	Cant. Riuniti Dell' Adriatico Trieste		
	Ref. Mchy.	*Cruiser Stern*															
82067	**Rambon** (*ex* Tyne–36)		1579	✠100A1	Ams	*p*	CL	1922	N.V. Mch. & Scheepswrf. van P. Smit, Jr Rotterdam	N.V. Stoomschip Willem Van Driel Sr (N.V. Nederlandsch Bevrachtingskantoor, *Mgrs.*)	239·5 | 36·9 | 17·3			Amstrdam	T.3Cy.21",32¼"&55"–39⅜"	20 ″ 0	
	ss Rot. No. 3–5,36		1207	12,37			12,37	6mo						Dutch	180lb (*s*) 239NHP	s 2 ″ 7	
PGYH	*Mchy. Aft*	1 *Dk (Stl)*	877	~~1387,37~~	✠LMC5,36			*Lloyd's*	*A&CP*		P77′F20′ FK			4 *BH Cem*	2SB,*6cf*,GS120,HS4152	17 ″ 9	
	Wireless	*Cargo battens not fitted*									*DBuB21′*				N.V. Mch. & Scheepswerf. van P. Smit, Jr. Rot.		
											f145′500t FPT				160*t APT18t*		
Now Kerkona, *see No. 83764 in Supplement*																	
82068	**Ramdas** (P)	Twin Sc	406	✠ A1	Bom	*g*	CL	1936	Swan, Hunter & Wigham Richardson, Ld Newcastle	The Indian Co-operative Navigation & Trading Co. Ltd.	170·8 | 29·1 | 10·5			Bombay	T.6Cy.10¾",17"&28"–21" (*s*)	11 ″ 0	
140727			325	*with freeboard*			~~11,37~~	2mo						British	180lb 172NHP	s 3 ″ 0½	
		1 *Dk*	158	8,38 ~~4,08~~	✠LMC2,36		8,38	*Lloyd's*	*A&CP*		*Shade dk* FK			7 *BH Hpt Cem*	1SB,*4cf*,GS79,HS3160 FD	8 ″ 3	
		Cruiser Stern		*Coasting Service Bombay & Goa*										*pt Asp*	Swan, Hunter & Wigham Richardson, Ld. Nwc.		
											DBuE21′27t FPT7t			*APT24t*			
82069	**Ramillies**		4553	✠100A1	Cff	*z*	CL	1927	W. Gray & Co. Ltd. Sunderland	British Stm. Shipping Co. Ltd. (J. Cory & Sons, Ld. *Mgrs.*)	398·8 | 53·0 | 24·7			Cardiff	T.3Cy.25½",42½"&70½"–48"	27 ″ 1	
148293	*ss* Npt. No. 2–35		4241	*with freeboard*	~~Stl~~		8,37	8mo			412·6 (O.L.)			British	180lb (*s*) 424NHP	s 2 ″ 11½	
GNFR	D.F.	1 *Dk (Stl)* & *Shelter dk (Stl)*	2806	~~4,39~~ ~~3,27~~	✠LMC BS~~4,38~~ 1,39			*Lloyd's*	*A&CP*		F32′ FK			6 *BH Cem*	3SB (Spt) *9cf*,GS184,HS7281	24 ″ 4½	
											Cell DB351′			*Coll to Sh dk*	Cen. Mar. Eng. Wrks. WHpl		
											1051*t APT129t*			5 *to* 2*nd* ,,			
82070	**Ramö** (*ex* Speed–33, *ex* Asborg)		2334					1921	Eltringhams, Ld. Willington Quay on Tyne	D/S A/S Ramö (Rolf Ursin-Smith)	290·4 | 44·0 | 20·8			Oslo	T.3Cy.21",34½"&57"–39"		N
			2105								P57*t* H129*t*			Norwegian	203NHP		
LCDP		1 *Dk*	1418											*WB*	Eltringhams, Ld.		
82071	**Ramon Alonso R.** (*ex* Balmes, *ex* José Gallart, *ex* Montclair)	*ss* Bcl. 2nd No. 3–5,23	4017	✠ ...	Bcl	*w*		1898	A. McMillan & Son, Ld. Dumbarton	Hijo de Ramon A. Ramos	370·0 | 46·0 | 25·8			Barcelona	T.3Cy.25⅞",42 5/16"&68"–45"	28 ″ 6	
		ss Bcl. No. 2–32	3601	5,36				4mo			P36′B100′F38′			Spanish	339NHP		
EABX		2 *Dks (Stl)* & *deep framing*	3020	38.07							FK			6 *BH Cem*	2SB,*6cf*,GS110,HS4922		
											Cell DBa118′uE24′f150′			742*t APT73t*	D. Rowan & Son, Glasgow		
82072	**Ramon de Larrinaga**	*ss* Hul. No. 3–12,32	5791	✠100A1	Ant	*b*†	CL	1920	R. Duncan & Co. Ltd. Port Glasgow	Larrinaga S.S. Co. Ltd.	449·9 | 57·9 | 26·6			Liverpool	T.3Cy.26",44"&73"–48" (*r*)	29 ″ 2	
143616		*ss* Bkn. No. 1–37	5325	*Shelter dk*	Lon		~~3,36~~	3mo						British	200lb *140lb* 609NHP	s 4 ″ 0½	
GCZP		2 *Dks (Stl)* & *Shelter dk (Stl)*	3550	*with freeboard* 9,38 ~~9,38~~			9,38	*Lloyd's*	*A&CP*		F55 on *Shelter dk* FK			*Cem BH to Sh dk*	2DB,*16cf*,GS246,HS11800	25 ″ 5	
		Cruiser Stern									*Cell DB389′*			6 ,, ,, *U* ,,	Rankin & Blackmre, Ld. Grk		
											1452t DTa40′1150t						
											FPT93t APT60t						
82073	**Ramona**	Twin Sc	3163	✠100A1	Cco	*v*	CL	1936	P. Smit Jr's S.B. & E.Wks. Rotterdam	N.V. Curaçaosche Scheepv. Maats.	337·0 | 56·2 | 15·1			Curaçao	T.6Cy.15¾",25"&40⅜"–	14 ″ 9	
2271			~~5,38~~ 1,38	~~11,37~~			11,38	4mo						Dutch	27 9/16" (*s*) 180lb 366NHP	s 1 ″ 4½	
PJCC	*Mchy. Aft*	1 *Dk*	1560	~~1354,37~~	✠LMC4,36			*Lloyd's*	*A&CP*		Q92′*Trunk*204′			9 *BHpt Cem*	2WTB HS6520 FD	13 ″ 6½	
	Longitudinal framing at bottom in centre tanks and at trunk top			*Carrying Petroleum in bulk*			*bulk*				F39′ FK			*pt Asp*	P. Smit Jr's SB & EWks Rot		
				Fitted for oil fuel			4,36				*Cell DBuB14′ 20t FPT123t*			*APT105t*			
				~~1355,33~~				*F.P. above*	150° F.								
82074																	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross / Under deck. / Net	5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey	6 Port of Survey. Yours Assigned now or prev.	7	7a Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded Draft. Freeboard amidships. Corresp. deadweight draught. ft. in.	15 Register in which classed. If not in L.R. Date. Port. Class. Cert.
82075 161373 GSJZ	**Ramsay** D.F. E.S.D.	ss[illegible] Y 9.38 [illegible] 1 *Dk(Stl)*	4855 4571 2993	✝100A1 ~~2,98~~ 2,39 ~~LMC~~ BS2,39	Bry	*y*	CL 2,38	1930 3mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sSA&CP*	BoltonStm.Shppg. Co.Ld.	400·0|53·4|25·7 409·0(O.L.) P33'B254'F31' FK *CellDB347'1315t*	London British *6BHCem APT285t*	T.3Cy.26",44"&73" 48" (*s*) 200lb 538NHP 3SB,*9cf*,GS172,HS7842 FD D.Rowan&Co.Ld.Glasgow	28 ″ 0 s 3 ″ 10 24 ″ 4⅜	
82076 DIES	**Ramses** (P) *Oil Eng.* *ss*Ham.No.1–30 D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in* *Cruiser Stern* *No.1 hold*	7983 6950 4899	✝ ... 5,34	Ham	*e*†		1926 5mo	Flensburg Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *CellDB129'2200t*	481·5|62·7|27·0 P&B395'F59' FK *FPT72tAPT28t*	Hamburg German *8BHptCem ptAsp*	Oil Engines 2S.C.DA 6Cy.27⅞"–47½" 1587NHP Maschfbk.Augsburg-Nürnberg,Augsburg	32 ″ 1	G †
82077 149653 GNJP	**Rancher** *ss*Liv.No.2–36 2*Dks*(*Stl*)	5882 5484 3696	✝100A1 9,38~~8,37~~ ✝LMC	Liv	*a*†	CL ~~1,36~~ 8,38	1927 12mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB361'1170t*	420·0|54·5|30·4 434·6(O.L.) P37'B139'F44' FK *DT a32'911t FPT*	Liverpool British *8BHptCem 1 to 2nd dk* *63tAPT26t*	T.3Cy.27",46"&77"–54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),*12cf*,GS215, HS8208 D.Rowan&Co.Ld.Glasgow	32 ″ 7 s 6 ″ 4 26 ″ 6½	
82078 148130 GLKW	**Ranchi** (P) TwinSc *Ref.Mchy.* 3*Dks* (*Stl*) *Wthr dk* (*pt teak s*) D.F. *4th dk*(*Stl*)*in holds* *5th dk in 1,2&3holds* *Cruiser Stern* *Fitted for oil fuel*	16738 13373 8890 8527	✝ 2,29	Lon	*k*†		1925 7mo	Hawthorn, Leslie&Co.Ld Newcastle	P.&O.Stm.Nav.Co.	548·5|71·3|43·2 B305'F84' FK *CellDB469'1638t* *Tanks at sides of tunnels425tFPT120t*	Newcastle British *12BHptCem BHtoWr dk* *APT180t*	Q8Cy32½",46½",67"&96"–60" &LP Turbines withDR gearing&hydraulic coupling 6DB,48*cf*, HS36684 Hwthrn,Leslie&Co.LdNwc	47 ″ 0	BT till ~~6,36~~ 8,39
82079 OZPH	**Randa** (*ex*Basse-Terre–37,*ex*Else–34) *Fitted for oil fuel* Wireless D.F. 1*Dk*	1555 1180 927					1930	A/S Nakskov Skibs. Nakskov	J.Lauritzen	253·0|39·2|15·4 P15'Q79'B107'F35'	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½" –31½" 184NHP HS2350 A.BorsigG.m.b.H.Berlin		V
82080 PGYJ	**Randfontein** (P) (*ex*Staur) *ss*Ams.No.1–33 *ss*Ams.No.3–9,33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing in DB&at dks* *Ref.Mchy.* *Cruiser Stern* D.F.	5653 4704 3495	✝100A1 *Shelter dk* *withfreeboard* 10,38 ~~7,37~~ MS7,37 ✝Lloyd'sRMC	Ham Ams	*z*	CL 1,36	1920 10mo	Greenock Dkyd.Co.Ld Greenock *Lloyd'sA&CP*	N.V.Vereenigde Nederlandsche Scheepv.Maats. (DirectieAgentuur Maats.Holland AfrikaLijnN.V. *Mgrs.*) *CellDB344'1064t*	409·0|53·8|27·3 F38 *on Shelter dk* FK *APT28t*	The Hague Dutch *6BHptCem*	T.3Cy.27",45"&74"–51" (*s*) 180lb 565NHP 3SB,*9cf*,GS186,HS8517 FD Rankin&Blackmore,Ld. Greenock	30 ″ 6 s 4 ″ 4 26 ″ 4½	
82081 LEJE	**Randi** (*ex*Lillemor–36) 1*Dk*	1132 991 677					1916	Akties. Moss Værft Moss	SkibsA/S Randi (Wahl&Co. *Mgrs.*)	226·2|36·6|15·7 P20'B57'F26'	Oslo Norwegian *WB*	T.3Cy.16",25"&42"–30" 97NHP Akties.Moss Værft.Moss		N
82082 LJKE	**Randsfjord** TwinSc *Oil Eng.* D.F. 1*Dk*&*Shelter dk* *Cruiser Stern*	3999 3528 2369					1937	Eriksbergs M.V.Aktieb. Gothenburg	A/S DenNorske Amerikalinje	407·1|55·3|22·6	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 14Cy.19¼"–35⅞" 945NHP EriksbergM.V.Aktieb.Got		N
82083 PGYO	**Randwijk** *ss*Rot.2ndNo.3–6,36 Sub.Sig. D.F. 1*Dk*(*Stl*)	2439 2222 1476	✝100A1 ~~4,39~~ 4,37	Rot	*s*	OG 11,37	1912 7mo	Schpw.v. JanSmit,Czn Alblasserdm A&CP *Inter*	N.V.StoomMaats 'Wijklijn' (Erhardt &Dekkers, *Mgrs.*) *mediate BH in fore*	287·4|45·2|20·9 F34'P22'B74 FK *hold dispensed with* *WB=Cell DB a86'uE*	Rottrdam Dutch *Cem 4BHonly*	T.3Cy.22½",37"&62"–39" (*s*) 160lb *100lb* 265NHP 2SB,*6cf*,GS128,HS4296 Maats.deSchelde,Flushing	23 ″ 1 s 3 ″ 2½ 20 ″ 1	
82084 7333 SETN	**Rane** *Cruiser Stern* Wireless D.F. Sub.Sig. 1*Dk*	1322 1011 608					1927	Helsingörs Jernsk&Msk. Elsinore	StockholmsRederi-AktiebolagSvea (Eman.Högberg, *Mgr.*)	264·2|37·2|14·1 P75'	Stockholm Swedish *WB*	T.3Cy.20",32"&53"–36" 168NHP HelsingörsJernsk.&Mskb.		V
82085 160537 GSPB	**Ranee** *ss*Cal No.2–37 2*Dks*(*Stl*)	5060 4634 3143	✝100A1 ~~5,39~~ ~~5,36~~	Cal	*y*	CL 7,37	1928 8mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	AsiaticStm.Nav. Co.Ld. *Intermediate 'tween dk BH in after*	400·0|52·0 27·5 P40'B121'F41' FK *hold dispensed with*	London British *Cem 5BHto Upr dk*	T.3Cy.24",40"&68"–45" (*s*) 200lb *100lb* 430NHP 2SB,*8cf*,GS133,HS6062 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 10 s 5 ″ 6¼ 24 ″ 6½	
82086 LDQV	**Ranella** *ss*Rot.2ndNo.3–12,36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F.	5590 4970 3372	✝100A1 ~~5,38~~ 5,39 BS~~5,38~~ 5,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,12	Fal	*z*	CL 11,36 *F.P. above*	1912 5mo	Swan,Hunter & Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	A/S Ranella Th.Andersen *WB—CellDB,Bulk D.2750,521t*	406·4|51·3|28·9 P110 ~~B33~~ F38' *B77'128t* FK *FPT72t APT196t*	Arendal Norwegian *15BHCem 10 to Uppr dk* *5 ,, Main dk*	T.3Cy.26½",43"&72"–48" (*s*) 180lb 449NHP 3SB,*9cf*,GS204,HS7740 WilsonSidney&Co.Ld.Nwc	31 ″ 0 s 5 ″ 1½ 26 ″ 1½	
82087 LEQS	**Ranen** (P) 1*Dk*&*Awng dk*	463 419 263					1918	J.Storviks Mek.Verks. Xiansund	DetHelgelandske Dampskibsslsk.	160·2|23·1 16·0 1145*t* Ice27	Sandnes-sjoen Norwegian	T.3Cy.13½",22"&36"–22" 61NHP J.StorviksM.V.Xiansund		
82088 6974 SGAM	**Ranfrid** (*ex*Kamma) *ss*Sbg.No.3–1,36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	781 632 437	100A1 ~~5,38~~ ~~12,36~~ ✝NB4,23 BS12,36 5,	Sbg Mmo	*j*	OG 1,36	1923 2mo	Vulcan-varftet Korsör *Lloyd'sA&CP*	RederiA/B Ostersjön(A. Christensen, *Mgr.*)	177·1|30·0 12·2 P12'Q45'F57'F23' FK *DTs f154'2nd FPT72t APT10t*	Trelleborg Swedish *1BHCem Emade86,refitted23*	T.3Cy.13¾",23¼"&36" 24" 170lb (*s*) 86NHP 2SB,*4cf*,GS50,HS1599 Burmeister&Wain,Cpn.	14 ″ 6 s ″ 7½ 13 ″ 11½	
82089 157646 ZMBS	**Rangatira** (P) TwinSc Sub.Sig. D.F. *ss*Wln.No.1–35 2*Dks*(*Stl–Weather dk pt teak s*) *Cruiser Stern* 3*rd Dk*(*Stl*)*in holds* (*Topsides–special quality steel*)	6152 4155 2629	✝100A1 *withfreeboard* 8,38 ~~7,36~~ MS11,35 *Fitted for oil fuel* 3,31	Wln	*a*†	CL ~~5,36~~ ~~6,38~~ *F.P. above*	1931 8mo	Vickers-Armstrongs, Ld. Barrow *Lloyd'sA&CP*	UnionS.S.Co.of NewZealand,Ld.	406·1|58·2|25·8 419·4(O.L.) B&F380' FK *DTs f45'456tFPT*	Wellingtn British *1BHptCem 1 to Upr dk* *9 ,, 2nd ,,* *17tAPT43t*	2 Stm. Turbines connected to Elec. Motors & Sc.Shafts 4250lb (*s*) FD 3022NHP 6WTB(Spt),HS27600 British Thomson-Houston Co.Rugby	29 ″ 0 s 12 ″ 0½ 17 ″ 0½	
82090 64271 VOLJ	**Ranger** Wood *Mchy.Aft* Wireless 2*Dks*	520 493 354					1871	A.Stephen &Son Dundee	BowringBros.Ld.	161·1|28·7|18·0 F27*t*	SJhnsNFL British	Cy. 70RHP NB*made—fitted*25		
82091 149565 GBWX	**Rangitane** (P) TwinSc *Oil Engs.* *ss*Lon.No.2–38 ~~*ss*Lon.No.1–38~~ D.F. E.S.D. 3*Dks*(*Stl–Weather dk pt ws*) GyC. *Ref.Mchy.* *Cruiser Stern*	16712 12274 10289	✝100A1 *withfreeboard* ~~2,38~~ ~~11,36~~ 2,39 11,36	Lon	*j*†	CL ~~2,36~~ 7,38	1929 11mo	J.Brown& Co.Ld. Clydebank *Lloyd'sA&CP*	NewZealand ShippingCo.Ld. *Duct keel fwd.* *Cell DB 408'1938t Tanks in*	531·0|70·2|38·1 552·4(O.L.) P&B371'F82' *Upper Bridge216' of mchy. space* FK *way of tunnels1452t*	Plymouth British *9BHptCem ptAsp*	Oil Engines 2S.C.SA 10Cy.35⅞"–63" 2186NHP 2DB*100lb* J.Brown&Co.Ld.Clydebnk *DT f45'369t FPT97t APT125t*	43 ″ 3 s 9 ″ 5½ 33 ″ 8½	BT till ~~6,36~~ 7,39

1 Numéro d'Ordre / Numéro officiel / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel / Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenu ou expiré. Lettre d'Enrôlement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres au Cédé. Lettres de Classe. Certificats.
82092	**Rangitata** (P) TwinSc	16737	✠100A1	Lon	/†	CL	1929	J.Brown&	NewZealand	531·0|70·2|38·1			Plymouth	Oil Engines 2S.C.SA	43 " 3	BT till
149564	*OilEng.*	12276	*with freeboard*			10,35	10mo	Co.Ld.	ShippingCo.Ld.	552·4(O.L.)			British	10Cy.35⅞"-63" 2186NHP	s 9 " 5½	5,36
GSZN	ssLon.No.2-38 ssLon.No.1-38	10310	6,28 10,87 1,39			6,38		Clydebank	P&B371'F82'				9 *BHptCem*	2DB *100lb*	33 " 8½	
	D.F. E.S.D. 3 *Dks(Stl-Weather dk ptws)*						*Lloyd'sA&CP*		*UpperBridge216' FK*				*ptAsp*	J.Brown&Co.Ld.Clydebnk		6,39
	Ref.Mchy. *CruiserStern*								*Duct keel forward of machinery space*							
									CellDB408'1938t Tanks in way of							
									tunnels1452t DTf45'369t FPT97t					*APT125t*		
82093	**Rangitiki** (P) TwinSc	16698	✠100A1	Lon	/†	CL	1929	J.Brown&	NewZealand	531·0|70·2|38·1			Plymouth	Oil Engines 2S.C.SA	43 " 3	BT till
149561	ssLon.No.2-38 *OilEng.*	12274	*with freeboard*			5,36	1mo	Co.Ld.	ShippingCo.Ld.	552·4(O.L.)			British	10Cy.35⅞"-63" 2186NHP	s 9 " 5½	6,00
GSXW	ssLon.No.1-38	10266	6,06 4,36 1,39			5,38		Clydebank	P&B371'F82'				9 *BHptCem*	2DB *100lb*	33 " 8½	
	D.F. E.S.D. 3 *Dks(Stl-W dk ptws)*						*Lloyd'sA&CP*		*UprB216'*				*ptAsp*	J.Brown&Co.Ld.Clydebnk		6,39
	Ref.Mchy. *CruiserStern*								*Duct keel fwd of mchy.space*							
									CellDB408' 1937t Tanks in way of tunnels1381t DTf45'369t FPT97t APT125t							
82094	**Rangitoto** (P) (*ex*Ant)	585			...		1913	Murdoch&	NorthernS.S.Co.	164·5|33·1| 8·3			Auklnd,NZ	T.3Cy.15",25"&40"-24"	8 " 6	
14699		315						Murray,Ld.	Ld.				British	100NHP		
ZMGL	Wireless 1 *Dk&Promenade dk*	279						PortGlasgow		FK			*WB*	Muir&Houston,Ld.Gls.		
82095	**Ranheim**	329					1913	Akers	BjarneIsaksen	130·0|24·6|10·1			Trondheim	T.3Cy.11",18"&29"-18"		N
		232						Mek.Værks.		P55tHstF16t			Norwegian	36NHP		
LEQT	*Mchy.Aft* 1 *Dk*	192						Oslo					*WB*	AkersMek.Værks.Oslo		
82096	**Ranja** TwinSc	6355					1928	Akt.Göta-	RederiA/S Ruth	408·3|55·3|32·0			Oslo	Oil Engines 4S.C.SA		N
	Carrying Petroleum in bulk *OilEng.*	5518						verken	(Hagb.Waage,	P367tH389tF81t			Norwegian	12Cy.21⅛"-39⅜" 540NHP		
LCFB	D.F. *Mchy.Aft* 1 *Dk*	3753						Gothenburg	*Mgr.*)				*WB*	Akt.Götaverken,		
	CruiserStern													Gothenburg		
82097	—	1259					1916	Stavanger	RederiA/B Ranja	233·4|37·1|15·8			Stockholm	T.3Cy.17½",28½"&48"-33"		V
7578	(*ex*Roar)	1092						Stöberi&Dok	(ErikBrodin)	P21'B60'F23'			Swedish	Stavanger 132NHP		
SGAO	1 *Dk*	682						Stavanger					*WB*	Stöberi&Dok,Stv.		
82098	**Ranpura** (P) TwinSc	16638	✠	Lon	/†		1925	Hawthorn,	P.&O.Stm.Nav.Co.	548·3|71·3|43·2			Newcastle	Q.8Cy32½",46½",67"&96"-60"	47 " 0	BT till
148119	D.F. E.S.D. *Fitted for oil fuel*	13368	8,28				3mo	Leslie&Co.Ld		B305'F85'			British	2403NHP		12,39
GKQX	*Ref.Mchy.* 3 *Dks(Stl)Wthr dk(ptteaks)*	9331						Newcastle			FK		12 *BHptCem*	6DB,*48cf*, HS36684		
	4th dk(Stl)in holds,5th dk in 1,2&3 holds										*CollB*		*HtoWthr dk*	Hwthrn,Leslie&Co.LdNwc		
	CruiserStern								*CellDB469'1638t Tanks at sides of tunnels*					425t *FPT120t APT180t*		
82099	**Ransdorp**	399					1934	NVNederl.	Maats.voor	156·0|26·9| 9·7			Amstrdam	Oil Engines 2S.C.SA		V
	Mchy.Aft *CruiserStern* *OilEng.*	320						Dok.Maats.	Zwavelzuur-	P45'F28'			Dutch	7Cy.10⅛"-18⅛" 132NHP		
PGYN	*Carrying Sulphuric Acid in cylindrical*	173						Amsterdam	bereiding v/h				*WB*	Machinefabriek.Gebr.		
	Wireless 1 *Dk* *tanks*								G.T.Ketjen&Co.					Stork&Co.N.V.Hengelo		
82100	**Rantaupandjang**	2542					1921	Gebr.Pot	Koninkl.Paketv.	300·0|46·3|20·6			Batavia	T.3Cy.21¾",35½"&57½"-41½"		V
		2301						Bolnes	Maats.	B80'F37'			Dutch	Burgerhouts 215NHP		
PKHS	1 *Dk*	1501											*WL*	Mchfbk.&Scheepw.Rot.		
82101	**Ranvik** (*ex*BritishKnight,	5069	✠100A1	Fal	//	CL	1909	Swan,Hun-	Skibsaktieselskapet	387·3|51·8|27·8			Sandefjord	T.3Cy.27",45"&74"-48" (*s*)	30 " 3	
	*ex*Danubian) *ssSf).2ndNo.3-5,37*	4762	2,38			4,37	3mo	ter&Wigham	"Ranvik"				Norwegian	1801b *120lb* 447NHP	s 5 " 3	
LDLL	D.F. 2 *Dks(Stl)&Web frames*	3111	✠LMC5,37					Richardson,	(A.Jahre)	P31'B83'F37'	FK		16 *BHCem.*	3SB,*9cf*,GS192,HS7380	25 " 2½	
	Carrying Petroleum in bulk							Ld Newcastle					(14 *to U dk*	Wllsnd Slpwy.Co.Ld.Nwc.		
	Fitted for oil fuel 8,2												2 " *M* ")			
									CellDBuE&	*B54'199t FPT130t*			*APT36t*			
82102	**Rapallo** *ssVen.No.1-38*	5812	100A1	Pla	//	CL	1922	Soc.Eser-	AziendaGenerale	394·7|52·0|27·3			Genoa	T.3Cy.26",42½"&69½"-48⅞"	30 " 3	
1072	*ssGen.No 3-2,34*	—	12,38	MS5,33		6,36		cizioBacini	ItalianaPetroli	378·5			Italian	1801b *60lb* (*s*) 456NHP		
ICDX	1 *Dk(Stl)&Web frames*	3148	BS16,00 4,39	LMC		6,38		RivaTrigoso						2SB,*6cf*,GS132,HS6608 FD		
	D.F. *Mchy.Aft* *Well deck*		*Carrying Petroleum in bulk*				*Lloyd's*	*A&CP*		P&B237'F36'	FK	12 *BHAsp*	Soc.EsercizioBacini		
			Fitted for oil fuel 2,22			*F.P. above*	150° F.	*CellDBu E&*	*B42' 140t DTf33'300t FPT199t*			*4PT246t*	RivaTrigoso			
82103	**Rapana**	8017	✠100A1	Rot	/†	CL	1935	N.V.	Anglo-Saxon	463·0|59·3|33·9			London	Oil Engines 4S.C.SA	34 " 0	
167247	*OilEng*	7236	10,38 2,38			10,38	4mo	Wilton-	PetroleumCo.Ld.	481·0(O.L.)			British	8Cy.25⅛"-55½"	s 6 " 9	
~~PGYM~~	D.F. 1 *Dk,2nd dk clear of cargo tanks*	4798	✠BS5,39	✠LMC4,35				Fijenoord		P93'B47'F18'	FK	15 *BH*	DB *180lb*	502NHP	27 " 5	
GTGS	*Longitudinal framing at bottom & at deck*		*Carrying Petroleum in bulk*					Schiedam	*CellDBuE64'15*	*7tDTf25'264t FPT*		135t *APT83t*		N.V.Wilton-Fijenoord,		
	Mchy.Aft *CruiserStern*						*Lloyd*	*sA&CP*						Schiedam		
82104	**Rapido** (*ex*Zephyros-36,	5363	✠ ...	Stv	//		1919	Canadian	A.Lauro	413·1|52·4|28·5			Naples	T.3Cy.27",44"&73"-48"	31 " 0	I
447	*ex*Canadian *ssHfx.No.3-5,34*	4875	4,37				5mo	Vickers,Ld		399·7|52·5			Italian	520NHP		†
ICDT	Pioneer-34) 2 *Dks(Stl)*	3264	✠					Montreal		P49'B113'F39	FK	6 *BHptCem*	3SB,*9cf*,GS198,HS7743		
	D.F.								*CellD*	*B333'1025t FPT14*		*9tAPT133t*	Canadian Vickers,Ld.Mtl.		
82105	—	449		Roche			1919	Atel.& Ch.	EmpresaNav.de	184·8|24·7|13·2			Havana	Oil Engines 2S.C.SA	14 " 1	
	(*ex*Bacardi I.) *OilEng.*	439	7,24	-fort			6mo	Marit.du	CubaS.A.		FK	8 *BHCem*	1Cy.13⅜"-21½" 125NHP		
	2 *Dks(Stl)*	248						Sud-Ouest				*FPT3t*	Soc.deConst.Mecanique		
								Bordeaux					ProcidesSulzer,Paris		
82106	**Rapidol**	2648	✠100A1	CTn		CL	1917	W.Gray&	TheAdmiralty	320·0|41·5|23·1			London	T.3Cy.26",42½"&70"-45" (*s*)	25 " 6	
140322	*ssC.Tn.No.3-1,36*	2224	~~11,17~~ 10,38			12,35	8mo	Co.Ld.					British	2001b 545NHP	s 3 " 4	
GVXC	2 *Dks(Stl)&Web frames*	1064	✠LMC'36					W Hartlepool		P46'B107'F39' FK		16 *BHptCem*	3SB,*9cf*,HS8466 FD		22 " 4½	
	Longitudinal framing		*For Government Service*				*Lloyd*	*sA&CP*	*CellDBuE&B68'*			(10 *to U dk*	Cen.Mar.Eng.Wrks,WHpl		
	CruiserStern		*Carrying Petroleum in bulk*						*146tDTf24'*	*91tFPT49tAPT32t*		6 " 2nd ")			
			Fitted for oil fuel 8,17			*F.P. above*	150° F.									
82107	**Rapids King** (P) TwinSc	1563					1907	Canadian	CanadaSteamship	231·3|40·4| 9·8			Montreal	T.3Cy.(2)15½",(2)24"&		
122407		644						S.B.Co.Ld	Lines,Ld.				British	(4)30"-22" 168NHP		
VGRK	Wireless 1 *Dk*	854						Toronto						CanadianS.B.Co.Ld.Trnto		
82108	**Rapids Prince** (P) TwinSc	1314					1910	Toronto	Canada Steamship	197·0|36·5| 9·3			Montreal	T.3Cy.(2)12½",(2)20"&		
130418	Wireless	461						Shipyards Ld.	Lines,Ld.				British	(4)22"-16" 102NHP		
VGLC	1 *Dk*	673						Toronto						J.InglisCo.Ld.Toronto		
82109																

Now "C. Arrivabene," see No. 87501 in Suppl.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Remarks (Engines constructed or fitted. Equipment. Etc.)	7* Date when tail shaft last worn.	8 Built. When. — Ship. — Engines.	8 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in	15 Remarks. Class. If with L.R. Classed at first L.R.
82110 101254	**Rapids Queen** Ⓟ (*ex*Brockville,*ex*Columbian)	**TwinScSp** *5 Dks*	1307 738 770					1892	Delaware RiverCo. Chester,Pa.	Sincennes, McNaughton Tugs,Ld.	194·4 | 33·3 | 8·8 rb101&09			Montreal British	T.6Cy.12½",19"&30"-15" NB09 96RHP DelawareRiverCo.		
82111 135699 GNZT	**Raranga** *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) E.S.D.	**TwinSc** *ssMdb.No.3–1.29* *ssLiv.No.2–37*	7956 7441 5010	✝100A1 Gls e† *Shelter dk* *withfreeboard*[illegible] 8,39 ~~8,38~~ MS9,37 ✝Lloyd'sRMC4,38 4,39			CL S1,37 P4,38	1916 12mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	Norfolk&N.AmericanS.Shpng.Co.Ld. (ShawSavill& AlbionCo.Ld. *Mgrs.*)	478·0 | 63·2 | 31·2 494·0(O.L.) B181'F51'*onShelter* *Cell D B*415 15[illegible]			S'thamptn British 9*BHCem* *APT*	Q.8Cy.23",32",45"&65"-48" 220lb (*s*) 967NHP 5SB(Spt).*20cf*,GS841, HS14475 FD N.E.MarineEngCoLtdNwc	31 " 4 s 5 " 6½ 23 " 0½	
82112 115207 ZMCS	**Rarawa** Ⓟ 1*Dk*(*Stl–ws*)&*Awng dk*(*Teak*)	**TwinSc** *ssAuk.No.2–11*	1077 981 451	✝ Auk m 10.12				1903 7mo	Gourlay Bros.&Co. Dundee	NorthernSS.Co.Ld	210·3 | 31·1 | 13·3 21·0 FE *WB*=*DT*[illegible]			AuklndNZ British 5*BHCem* *APT*[illegible]	T.6Cy.14",23"&37"-24" 198NHP 2SB,*6cf*,GS113,HS3029 Gourlay Bros &Co.Dundee	21 " 8	
82113 220874 WFFQ	**Raritan Sun** *Mchy. Aft* 1*Dk* *Carrying Petroleum in bulk*	*OilEng.*	533 [illegible] 306					1930	SunS.B.& D.D.Co. Chester,Pa.	SunOilCo.	189·3 | 31·1 | 11·2 P35'F16'			Philadlphia Utd. States	Oil Engines 4S.C.SA 8Cy.11"-14" Cooper-BessemerCorp. GroveCity,Pa.	94NHP	R
82114 447 JNYG	**Rashin Maru** (*ex*Canadian Seigneur–33) 2*Dks*(*Stl*)	*ssDrn.No.3–6,33* *ssKob.No.1–37*	5455 4906 3316	✝ ... Kob y 1.38				1919 8mo	Canadian Vickers,Ld. Montreal	DairenKisenK.K.	400·6 | 52·3 | 28·4 P49'B113'F39' FK *CellLDB*333' 1025*tFPT*149*t*			Dairen Japanese 6*BHptCem* *APT*133*t*	T.3Cy.27",44"&73"-48" 520NHP 3SB,*9cf*,GS198,HS7743 Canadian Vickers,Ld.	31 " 1	
82115 9561 JERD	**Rashu Maru** Ⓟ (*ex*Argun) D.F. Sub.Sig. 1*Dk*&*Spar dk*&*deepframing*	**TwinSc**	2347 1907 1297	...				1901	Akt.Ges. "Neptun" Rostock	Government of Japan(Dept.of Communications)	276·2 | 41·3 | 14·4 P32'B106'F10 23·9 FK			Yokohama Japanese *WB*	T.6Cy.20⅞",35½"&55½"-35½" 426NHP A.G."Neptun,"Rostock	24 " 0	
82116 LEQW	**Rask** (*ex*Uno,*ex*Göteborg)		613 599 330					1890	A.A.W.van Reede,Czn. Papendrecht	A/S Rask(Sigv. Risanger)	167·0 | 27·2 | 16·6 H23*t*			Haugesnd Norwegian *WB*	T.3Cy.15",24"&40½"-30" 90NHP A.A.W.van Reede,Papendrecht		V
82117 153 YLCR	**Rasma** (*ex*Zemvaldis,*ex*Dickie, *ex*Baltik,*ex*Theodoros, *ex*Wieringen, *ex*Burgemeesters'Jacob) 1*Dk*2*trBk* *Web frames*		3204 2949 1875					1902	Ropner& Son Stockton	LatvianGovernment(ValtsKugu Parvalde,*Mgrs.*)	325·6 | 48·1 | 22·8 F31'B166'F36' FK			Riga Latvian *WB*	T.3Cy.24",38"&64"-42" 276NHP Richardsons,Westgarth& Co.Ld.Mdb.	24 " 3	G †
82118 2140 ISLQ	**Rastrello** (*ex*Soussien–37, *ex*Morava–33,*ex*Barbara,*ex*AtleJarl, *ex*Navarre) 1*Dk*&*deep framing*&*Shelter dk* Wireless		1530 1363 849					1904	IrvineS.B. &E.Co. (1902),Ld. Irvine	"Sorima"Soc. RicuperiMarittimi	229·3 | 34·2 | 14·8 F21 FK			Genoa Italian *WB*	T.3Cy.20½",34"&56"-36" 209NHP J.G.Kincaid&Co.Greenock	17 " 1	I †
82119 9399 ZMGJ	**Rata** 1*Dk* Wireless *Well deck*	**TwinSc**	974 665 375	...				1929	Bow,McLachlan&Co. Ld. Paisley	Anchor Shipping & FoundryCo.Ld.	209·7 | 34·4 | 10·8 Q165'B[illegible]Q17'F27' FK			Nelson,NZ British *WB*	T.6Cy.13½",22"&37"-24" 196NHP Bow,McLachln&CoLtd.Fsy	13 " 0	
82120 LOGC	— (*ex*VillaFranca,*ex*Fagertun) 1*Dk*&*Spar dk*		849 735 462					1904	Soc.Anon. Chant.Nav Anversois Hoboken	Cia.Argentina Comercial de Nav. "CostaSud"S.A.	210·0 | 30·2 | 15·6 H104*t*			Bns.Aires Argentine *WB*	T.3Cy.17",28"&46"-30" 116NHP N.E.MarineEng.Co.Ld.Sld		N
82121 164098 MMBJ	**Rathlin** Ⓟ Wireless E.S.D. 2*Dks*		1690 1170 697					1936	A.Stephen &Sons,Ld. Glasgow	ClydeShippingCo. Ld.	272·5 | 38·4 | 17·2 P&B177'F43'			Glasgow British *WB*	T.3Cy.21",34"&56"-39" 196NHP A.Stephen&Sons,Ld.Gls.		C
82122 140726 VTFM	**Ratnagiri** Ⓟ 1*Dk* *Cruiser Stern*	**TwinSc**	590 488 217	✝ A1 Bom *withfreeboard* 8,38 ~~4,38~~ ✝LMC12, *For Coasting Service—Bombay to Goa* 12,35 *Fitted for oil fuel above 150° F.* *F.P. above*		OG ~~8,36~~ 8,38		1935 12mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	RatnagarSteam Nav.Co.Ld. ~~(Scott [illegible])~~ *Shade dk* FK *CellDBf*68'57	213·0 | 35·1 | 10·8 *tDTs a*38'29*t FPT* 20*tAPT*11*t*			Bombay British 8*BHptCem* *ptAsp* *APT*11*t*	T.6Cy.13½",23"&36"-21" (*s*) 200lb 259NHP 1SB,*6cf*.HS4477 FD McKie&Baxter,Ld.Paisley	11 " 5 s 2 " 8½ 8 " 11½	
82123 145416 MKQY	**Rattray Head** (*ex*Optic) 3Mst *Mchy Aft* 1*Dk*		496 323 189					1921	Ardrossan D.D.Co.Ld. Ardrossan	A.F.Henry& MacGregor,Ld.	160·6 | 25·1 | 9·2 Q95'B9'F22'			Leith British *WB*	T.3Cy.12",20"&34"-24" 57RHP Hall,Russell&Co.Ld.Abn.		C
82124 154001 VSRZ	**Raub** *Fitted for oil fuel* 2*Dks*	**TwinSc**	1161 897 573					1926	TaikooDk-yd &Eng.Co. of H.Kg.Ld. HongKong	StraitsS.S.Co.Ld.	232·0 | 42·7 | 11·2			Singapore British	T.6Cy.11",19"&31½"-20" 83RHP TaikooDkyd.&Eng.Co.of HongKong,Ld.		
82125 DOHK	**Rauenfels** Sub.Sig. E.S.D. *Cruiser Stern* 2*Dks*		8460 7750 5207					1928	Bremer Vulkan Vegesack	DeutscheDampfs. Ges."Hansa"	485·4 | 62·2 | 32·3 P66'B279'F40'			Bremen German *WL*	T.3Cy.34½",52⅜"&86⅝"-55⅛" & LP Turbine 785NHP Bremer Vulkan,Vegesack		G
82126 PUCA	**Raul Soares** Ⓟ (*ex*Madeira, *ex*CapVerde) Sub.Sig. *Well deck* 2*Dks*		6003 4720 3703	...				1900	Flensburger Schiffsb.Ges. Flensburg	LloydBrasileiro	410·5 | 48·3 | 29·1 P&B266'F51' FK&BK3[illegible]			R.Janeiro Brazilian *WB*	Q4Cy25⅜"35½",53"&77"-54" NB19 617NHP FlensburgerSchiffsb.Ges.	32 " 0	G †
82127 90 YLAR	**Rauna** (*ex*Britsum,*ex*Nettuno, *ex*Avondale) 1*Dk*(*ptIrn*&*ptStl*)&*deep framing* *Cargo battens not fitted*	*ssLie.3rdNo.3–4,37*	2349 1947 1441	✝100A1 Lie s 4.37 [illegible]		CL 8,36		1899 9mo	ShortBros. Sunderland A&CP	SeebergBros. *Intermediate BH in forward Cell D Ba*	286·0 | 43·1 | 13·8 295·0(O.L.) P23'B72'F27' FK *hold dispensed with* 90'*uE*20 *f*112'673*t*			Riga Latvian 4*BHCem* *APT*68*t*	T.3Cy.21",35"&57½"-39" (*s*) 160lb 210NHP 2SB,*6cf*,GS100,HS3200 G.Clark,Ld.Sunderland	21 " 0 s 3 " 0 18 " 2½	
82128 90925 GQTP	**Ravelston** D.F. 1*Dk*(*ptIrn*&*ptStl*)&*deep framing* *Cargo battens not fitted*	[illegible]Gmh No.1–38 *ssGmh.2ndNo.3–4,34*	2085 1935 1316	✝100A1 Gmh s [illegible] 14.07 [illegible] 6.[illegible]		CL ~~10,36~~ ~~10,38~~ 4,39		1906 8mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	RavelstonS.S.Co. Ld.(Gillespie& Nicol,*Mgrs.*) *bulkhead in fore*	288·0 | 43·1 | 18·8 298·5(O.L.) P29 B76'F31' FK *Intermediate hold dispensed with* *WB*=*Cell D Ba*			Grngemth British *Cem* 4*BHonly* &*uE*116*f*122'629*tAPT*71*t*	T.3Cy.21½",34"&57"-39" (*s*) 160lb *90lb* 219NHP 2SB.*6pf*,GS92,HS3532 Cen.Mar.Eng.Wrks.WHpl	21 " 2 s 3 "-0⅜ 18 " 4	
82129 1246 ISLT	**Ravenna** 3Mst 2*Dks*		1148 1058 695	...				1888	Ramage& Ferguson Leith	I.Messina&C.	256·5 | 33·1 | 16·7 248·9 | 33·2 | 17·0 P23'B40'F28' BK9"			Genoa Italian *WB*	T.3Cy.18",30"&48"-36" 134NHP Ramage&Ferguson,Leith	18 " 4	I †

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terre-pleins; espace libre; d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Tirant d'eau sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où cela n'est pas dans le R. U. Bureau Veritas. Registro Italiano.
82130	**Ravens Point**		1787	✠100A1	Liv	*r*	CL	1918	H.&C.	MacAndrews&Co.	265·3	41·2	26·6	Liverpool	T.3Cy.21″,34″&56″–36″ (*s*)	21 ″ 0
140597		*ss*Liv.No.3–1,31	1554	*Shelter dk*			4,35	9mo	Grayson,Ld	Ld.	275 0(O.L.)			British	262NHP	s 10½
GPVK	D.F.	*ss*Gls.No.2-39 ~~*ss*Gls.No.1-25~~	974	*with freeboard*			N3,38		Garston				FK		2SB,*6cf*,GS126,HS4840	20 ″ 3½
		1 *Dk(Stl)&Shelter dk(Stl)*		5,39 ~~5,37~~		MC		*Lloyd's*	*SA&CP*					*Cem*		
		Cargo battens not fitted in Shelter 'tween decks		MS ~~4,36~~ 4,39		S ~~1,39~~ 1,39				*Cell DB216'399t*	*FPT63t APT18t*			*B Hto Sh dk* 3 ,, ,, *U* ,,	Richardsons,Westgarth& Co.Ld.Mdb.	
82131	**Ravenswood** Ⓟ	PadSk	345					1891	S McKnght	P.&A.Campbell Ld	215·0	24·1	8·5	Bristol	C.2Cy.25¼″&50″–54″	
98821			317						&Co.		Q12′			British	NE&B09 153NHP	BP
GFNR	Wireless		~~488~~ 139						Ayr		*Saloon dk153′*				Barclay,Curle&Co.Gls.	10.38
82132	**Ravnaas**		4019					1931	Eriksbergs	AgdesidensRederi	350·8	50·8	25·7	Arendal	Oil Engines 4S.C.SA	N
		Oil Eng.	3657						M.V.Aktieb.	A/S(A.J.Mörland,	P91*t*H211*t*			Norwegian	6Cy.24$\frac{13}{16}$″–51$\frac{13}{16}$″ 355NHP	
LCOF		1 *Dk*	2441						Gothenburg	*Mgr.*)				*WB*	EriksbergM.V.Aktieb.Got	
82133	**Ravnanger**		3371					1919	C.v.d.Gies-	WestfalLarsen&	335·6	48·2	22·9	Bergen	T.3Cy.23″,37½″&63″–42″	N
			3009						sen&Zonen's	Co.A/S	F21*t*P98*t*H139*t*			Norwegian	257NHP	
LDGJ		1 *Dk*	2004						Schpsv.					*WB*	RotterdamscheDroogdok	
									Krimpen a/d						Maatschappij,Rotterdam	
									Ysel							
82134	**Raynedal**		946					1918	LarvikSlip	IngvaldBjörneboes	197·9	32·2	12·5	Xiansand	T.3Cy.14″,23½″&38″–27″	N
Now "Ranne," see No. 83329 in Supplement			654						&Verk.	RederiAkties	Q50*t*B86*t* H65*t*F30*t*			Norwegian	75NHP	
LEQY		1 *Dk*	561						Larvik	(I.Björneboe, *Mgr*)				*WB*	BergensMek VærksBergen	
82135	**Ravnefjell**		1339					1938	Nylands	A/SLuksefjell	250·9	41·3	14·8	Oslo	C.2Cy.16$\frac{3}{4}$″&33$\frac{7}{16}$″–33$\frac{7}{16}$″&	N
			1104						Verksted	(Oslen&Ugelstad,				Norwegian	LP turbine with DR gearing	
LJTW	Wireless D.F. E.S.D.	1 *Dk&Shelter Dk*	743						Oslo	*Mgrs.*)				*WB*	&hydraulic coupling	
	Fitted for oil fuel	*CruiserStern*													107NHP	
															NylandsVerksted,Oslo	
82136	**Ravonia**		813	✠100A1	Bly	*k*	CL	1925	R.William-	NorthwestShip-	186·5	29·4	12·4	Workngtn	T.3Cy.14″,24″&40″–27″ (*s*)	14 ″ 7
140833		*ss*Bly.No.3–2,38	553	6,39~~2,38~~	Nwc		2,38	4mo	son&Son,Ld.	pingCo.Ld.~~(R.				British	180lb *90lb* 99RHP	s 4 ″ 10½
MNQB	*Mchy.Aft*	1 *Dk(Stl)*	378	✠	MC1,38				Workington	Williamson,*Mgrs.*~~)~~	Q116′B9′F23′ FK			*Lloyd's*	*SA&CP*	*Cell DBf112'162t*	*FPT40t*	3 *BHCem*	1SB,*3pf*,GS55,HS1952	14 ″ 4
	Well deck	*Cargo battens not fitted*													W.Beardmore&Co.Ld. Coatbridge	
82137	**Rawalpindi** Ⓟ	TwinSc	16697	✠	Lon	*k*†		1925	Harland&	P.&O.Stm.Nav.Co.	547·7	71·3	43·4	Greenock	Q.8Cy.33″,47″,67½″&97″–60″	47 ″ 2
147827		*Fitted for oil fuel*	13300	8,28				9mo	Wolff,Ld.		B301′F81′		FK	British	2478NHP	BT till ~~11,36~~ 6,39
GLRW	*Ref.Mchy.*	3 *Dks(Stl–Wthr dk pt teak s)*	9459	✠					Greenock					12 *B Hpt Cem*	6DB,*48cf*,GS936,HS37932	
	D.F.	4*th dk(Stl)in holds* 5*th dk(Stl)*											*Cell*	*BH to W dk*	Harland&Wolff,Ld.Bel.	
	CruiserStern	*in Nos.1.2&3holds*								*Cell DB461'2092t*	*Tanks at sides of tunnels 278t F*				*PT130t APT152t*	
82138	**Rawleigh Warner** (*ex*Rayo)		3664				...	1912	New York	SabineTranspn.Co.	321·7	46·2	27·5	Baltimore	T.3Cy.21″,35″&58″–42″	27 ″ 6
210519		*Fitted for oil fuel*	3168						S.B.Co.	Inc.(M.T.Ball,	P116′B30′F43′			Utd.States	318NHP	
WSCQ	*Mchy.Aft*	2 *Dks&Web frames*	2223						Camden,N.J.	*Mgr.*)			FK	*WB*	NewYorkSBCo Camdn NJ	
	D.F.	*Carrying Petroleum in bulk*														
82139	**Reael**		2561					1931	Nederl.	Koninkl.Paketv.	299·5	46·6	19·4	Batavia	C.4Cy.(2)16½″&(2)35½″–	V
			2034						Schps.Maats.	Maats.	P19′B83′F26′			Dutch	35½″ 125NHP	
PKOD		1 *Dk*	1487						Amsterdam					*WB*	Gebr.Stork&Co.Hengelo	
82140	**Realf**		8083	✠100A1	Mmo	*c*†	CL	1937	Kockums	A/S Asplund	467·6	59·8	34·6	Moss	Oil Engines 2S.C.DA	34 ″ 7
	E.S.D.	*Oil Eng.*	7444	~~5,38~~ 5,37	Rot			5mo	M.V.Aktieb.	(G.Ronneberg&	485·0(O.L.)			Norwegian	6Cy.23⅝″–43$\frac{15}{16}$″ 1162NHP	s 7 ″ 5
LJMA	*Mchy.Aft*	*CruiserStern* 2 *Dks*	4741		C5,37				Malmö	JensFr.Galtung,	P102′B37′F43′ FK			16 *B Hpt Cem*	2DB171lb	27 ″ 4½
		Rudder electrically welded		*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*Mgrs.*)				(10 *to U dk*		
		Longitudinal framing–bracketless system								*Cell DBu E69'*	*186t DTf36'535t F*			6 ,, 2*nd*,,)	KockumsM.V.Akt.Malmö	
82141	**Reaper**		6407	✠100A1	NYk	*a*†	CL	1920	TexasS.S.	TheTexasCo.	416·8	56·1	32·7	Wilmgton	27½″ T.3Cy.~~26⅞″~~,44″&74½″–51″	32 ″ 10
220864		*ss*N.Yk.No.3–12,31	6117	~~9,38~~ 9,38			2,38	11mo	Co.					(Del.)	190lb (*s*) 549NHP	s 6 ″ 3½
KDLG		*ss*N.Yk.No.1–36	3964	4,39					Bath,Me.		P107′B35 F33′ FK			Utd.States	3SB,*9cf*,HS7979 FD	26 ″ 9½
	Mchy.Aft	2 *Dks(Stl)&Web frames*		~~5,38~~ MS4,36	MC ~~5,38~~ 5,38				A&CP					16 *B Hpt Cem*	H.G.TroutCo.Buffalo,NH.	
	D.F.	*Longitudinal framing*		*Carrying Petroleum in bulk*						*Cell DBu*	*E&B209t FPT229t*			*APT130t*		
				Fitted for oil fuel 11,29			*F.P. above* 150° F.									
82142	**Reaveley** (*ex*EssexNoble-33,		4323	✠100A1	Shl	*x*	CL	1929	W.Doxford	TheRed"R"S.S.Co.	370·5	51·7	25·4	Newcastle	T.3Cy.25″,41″&68″–45″ (*s*)	27 ″ 9
162690	*ex*Juliet)	*ss*Shl.No.2–37	4004	9,38~~11,37~~	Hul		11,37	7mo	&Sons,Ld.	Ld.(Stephens,	P30′B225′F34′ FK			British	180lb 385NHP	s 3 ″ 9½
GBRM	D.F.	1 *Dk(Stl)*	2598		MC11,37				Sunderland	Sutton,Ld.*Mgrs.*)				6 *BHCem*	2SB(Spt)&1AuxSB,*9cf*,	24 ″ 2
				Carrying Petroleum in bulk				*Lloyd's*	*SA&CP*	*Cell DB*	319'880t *FPT133t APT168t*				GS167,HS6582	
Now "Elizabeth Massey," see No. 87357 in Supplement															N.E.MarineEng.Co.Ld.Sld	
82143	**Rebeca**	TwinSc	3176	✠100A1	Hpl	*c*	CL	1938	Furness	N.V.Curaçaosche	336·6	56·2	15·1	Wilemstad	T.6Cy.15⅞″,25″&40$\frac{3}{16}$″–	14 ″ 9
5586			2273	~~9,38~~ 10,38	Cco		PM 10,38	3mo	S.B.Co.Ld.	Scheepvaart	348·2(O.L.)			Dutch	27$\frac{7}{16}$″ (*s*) 366NHP	s 1 ″ 4½
PJCL	*Mchy.Aft.*	1 *Dk*	1556		MC3,38				Haverton	Maats.	351·5(O.L. *incl.rdr*)			10 *B Hpt Cem*	180lb 2WTB FD	13 ″ 7
		Longitudinal framing at bottom in centre tanks&at trunk		*Carrying Petroleum in bulk*					Hill-on-Tees		*Trunk*204′P91′F40′		FK	*pt Asp*	HS6520	
								Lloyd's	*SA&CP*						Richardsons,Westgarth&	
				Fitted for oil fuel 3,38			*F.P. above* 150° F.			*Cell DBu*	*B14'20t FPT123t APT105t*				Co Ld.Sld.	
82144	**Recca**		5441	✠100A1	Gen	*y*	CL	1921	Stabilmnto	"Italia"Soc.Anon.	404·1	53·9	29·0	Genoa	T.3Cy.27″,42″&68″–48″ (*s*)	32 ″ 0
221096		*ss*Gen.No.3–3,34	5022	*Shelter dk*			~~8,35~~	6mo	Tecnico	diNav.	(O.L.)			Italian	180lb 465NHP	s 7 ″ 5¼
ICDZ	D.F.	1 *Dk(Stl)&Shelter dk(Stl)*	3428	*with freeboard*	BS6,38		N6,38		Trieste		389·9		FK	*pt Cem*	3SB(Spt),*9cf*,GS158, FD	24 ″ 9
		*ss*Gen.No.1–3~~5~~		~~8,38~~ 3,39	MS11,37				A&CP					2 *B Hto Sh dk*	HS7023	
				~~4,37~~ 4,37	C8,33					*Cell DB337'1300t*	*FPT114t APT244t*			4 ,, ,, *U* ,,	StabilimentoTecnico,Tri.	
				Fitted for oil fuel 9,29			*F.P. above* 150° F.									
82145	**Recco**		5595	100A1	Gen	*y*	CL	1921	Soc. Eser-	AziendaGenerale	394·2	52·0	27·2	Genoa	T.3Cy.26″,42$\frac{13}{16}$″&67$\frac{7}{16}$″–48″	30 ″ 3
1027		*ss*Spz.No.3–5,33	4571	1,38			3,36	9mo	cizioBacini	ItalianaPetroli	378·5		FK	Italian	180lb *100lb* (*s*) 456NHP	
ICEA		*ss*Gen.No.1–37	3310	BS4,38	MC4,37				RivaTrigoso					12 *B H Asp*	2SB,*6cf*,GS132,HS6608 FD	
	Mchy.Aft	1 *Dk(Stl)&Web frames*						*Lloyd's*	*SA&CP*		P&B237′F36′				Soc.EsercizioBacini,	
	Well deck	D.F.		*Carrying oil fuel in bulk*			*F.P.*			*Cell DBu E*	*&B42'140t FPT197t*			*4 PT245t*	RivaTrigoso	
				Fitted for oil fuel 1,22			*F.P. above* 150° F.									
82146	**Recife** (*ex*Mameli,*ex*B.Kemeny)		2392	✠ ~~10,35~~	Rio	*u*		1899	R.Craggs	LloydNacional	320·0	42·5	13·1	R.Janeiro	T.3Cy.21″,37″&62″–42″	24 ″ 9
		*ss*Tri.2ndNo.3–2,22	2407					11mo	&Sons	Soc.Anon.	P39′B112′F35′	21·1	FK	Brazilian	269NHP	
PUUK		*ss*Rio.No.1–27	1664	*Spar dk*					Middlesbro'					6 *BHCem*	2SB,*6rf*,GS106,HS3940	
		1 *Dk(Stl)&Spar dk(Iron) &deep framing*		✠						*Cell DBa102'uE&*	*B40'f130'639t FPT*			*41t APT13t*	N.E.MarineE.Co.Ld.Nwc.	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Associated, now expired. Employment.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Dates of Bo. of Trade Cert.
82147 YTDU	**Recina** (*ex* Lady Plymouth) *ss* Rot. No. 2-38 *ss* ~~Rot. No. 1-34~~ 1 *Dk (Stl) & Shelter dk (Stl)*	4732 4353 ~~2648~~ 2550	✠100A1 *with freeboard* ~~2784~~ 1,39 ~~BS2,37~~	Rot Cff ~~LMC~~	*z*	CL 2,38	1930 1mo	W. Gray & Co. Ld. Sunderland *Lloyd's SA&CP*	Prekomorska Plovidba d.d. *Cell DB 353' 1204t FPT 176t APT 126t*	400·8 | 54·2 | 25·0 413·5 (O.L.)			Susak Yugoslav	T.3Cy 26",43"&71"–48" (*s*) 180lb 459NHP 3SB,*9cf*,GS184,HS8184 Cen.Mar.Eng.Wks.W.Hpl	27 " 6 s 2" 10½ 24 " 10½	
82148 162325 GTPV	**Recorder** *ss* Liv. No. 1-35 2 *Dks (Stl)*	5982 5575 3732	✠100A1 6,38 ~~7,06~~ MS2,35 ~~S12,36~~ 5 33	Bkn	*a*†	CL 7,37	1930 9mo	Cammell, Laird & Co. Ld. Birkenhead *Lloyd's SA&CP*	Cammell, Laird & Co. Ld. (T. & J. Harrison, *Mgrs.*) *Cell DB 362' 113t DT a 32' 908t FPT*	420·3 | 54·6 | 30·4 434·5 (O.L.) P37'B137'F44' FK			Liverpool British 2 *B H Cem* 1 " to 2nd dk 62t *APT* 24t	T.3Cy.27",46"&77"–54" (*r*) 210lb FD 619NHP 3SB(Spt)&1 Aux B, *11cf*, HS8700 Cammell, Laird & Co. Ld.	32 " 7 s 6 " 4 26 " 5¾	
82149 162260 GQRB	— **Twin Sc** (*ex* Iris) *ss* Auk. 2nd No. 3-7,27 (*Cable Vessel*) *ss* Auk. No. 2-35 D.F. E.S.D. 1 *Dk (Stl–pt wd) & Spar dk (Stl–teak s) & Web frames*	2276 1938 980	✠100A1 *Spar dk* 4,28 ~~4,38~~	Sng Syd	*t*	N 1,37	1902 10mo	D. J. Dunlop & Co. Pt. Glasgow *Lloyd's SA&CP*	Cable and Wireless, Ld. (E. Wilshaw, *Mgr.*) *Cell D Ba 26' u E&B 62' f 108' 399t FPT 20t*	295·0 | 40·7 | 15·1 311·5 (O.L.) 22·8 *Promenade dk 108'* FK & BK 3'			London British 6 *B H Cem* *WB*	T.6Cy.18¾",31"&51"–39" (*s*) 190lb 459NHP 3SB,*9cf*,GS153,HS6706 FD D. J. Dunlop & Co. Pt. Gls.	25 " 0 s 5 " 1½ 20 " 6	
82150 163546 MBBD	— **Twin Sc** *Oil Eng.* 1 *Dk* *Cruiser Stern* Sub. Sig. Wireless D.F E.S.D.	683 575 320					1934	Cammell Laird & Co. Ld. Birkenhead	Corporation of the Trinity House	176·0 | 33·1 | 13·8 B92'F36'			London British *WB*	Oil Engines 2S.C.SA 8Cy.13⅜"–22 7/10" 250NHP British Auxiliaries, Ld. Gls.		
82150* 236823	**Red Crown** *Mchy. Aft* 1 *Dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Carrying Petroleum in bulk* *Longitudinal framing*	5443 — 3363					1937	Manitowoc S.B. Corp. Manitowoc, Wis.	Standard Oil Co. (Indiana)	453·4 | 55·2 | 25·5 F66'			Whiting, Ind. Utd. States *WB*	T.3Cy.25",41"&68"–42" 300NHP Manitowoc S.B. Corp.		R
82151 261 HSAA	**Redang** *ss* Bgk. 2nd No. 3-12,26 *ss* Bgk. No. 2-35 *Mchy. Aft* 1 *Dk (Stl)*	531 408 250	✠100A1 1,38 ~~8,37~~ ~~BS2,37~~ 2,38 *Fitted for oil fuel*	Bgk LMC 1,35 9,01	*h*	CL 2,37 *F.P. above*	1901 9mo 150° F.	Kjöbnhvns Flydk. & Skbs Copenhagen A&CP	Siam S.N.Co.Ld.	165·0 | 27·9 | 11·9 P59'F23' FK *WB = FPT 20t*			Bangkok Siamese 130 3 *B H Cem* *APT 40t*	T3Cy.13",20½"&33½"–21"(*s*) 150lb *100lb* 61NHP 1SB,*2cf*,GS36,HS1030 Kjbnhavns Flydk. & Skbsv.	12 " 6 s 1 " 3⅜ 11 " 4½	
82152 144501 MJXS	**Redcar** *ss* Lon. No. 3-3,33 *ss* Ant. No. 1-37 1 *Dk (Stl)* Wireless *Cargo battens not fitted*	1475 1314 794	✠100A1 10,38 ~~8,37~~ ~~BS2,37~~ 10,38	Ant Bly ~~LMC~~ 9,36	*p*	CL 10,38	1920 4mo	Goole S.B. & Repg. Co. Ld Goole *Lloyd's SA&CP*	P. & O. Stm. Nav. Co. *Cell DB 198' 295t FPT 77t*	240·2 | 36·1 | 19·1 B52'F23' FK			London British 4 *B H Cem* *APT 66t*	T.3Cy.18½",30"&50"–33" (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 Earle's Co. Ld. Hull	21 " 3 s 2 " 10½ 18 " 7	
82153 162762 GRJX	**Redgate** (*ex* Ridley–36,*ex* Essex Oak–33,*ex* June–32) D.F. *ss* Cff. No. 2-38 1 *Dk (Stl)*	4323 4004 2598	✠100A1 10,38 ~~1,38~~ BS ~~1,39~~ 12,38	Cff LMC ~~2S4,38~~	*x*	CL 1,38	1929 6mo	W. Doxford & Sons, Ld. Sunderland *Lloyd's SA&CP*	Redgate S.S. Co. Ld. (Turnbull, Scott & Co. *Mgrs.*) *Cell DB 319' 880t FPT 133t*	370·5 | 51·7 | 21·4 385·3 (O.L.) P30'B225'F34' FK			Newcastle British 6 *B H Cem* *APT 168t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 385NHP 2SB(Spt)&Aux.SB,*9cf*, GS193,HS6597 G. Clark, Ld. Sunderland	27 " 9 s 3 " 9½ 24 " 2	
82154 139800 MGVK	**Redhall** *ss* Abn. No. 2-38 *ss* Bly. No. 3-7,29 *Well deck* ~~*ss* Shl. No. 1-38~~ *Cargo battens not fitted* 1 *Dk (Stl)*	1093 775 467	✠100A1 8,38 ~~1,37~~ ~~BS1,37~~	Bly Abn ~~LMC~~	*n*	CL ~~11,34~~ 8,38	1917 6mo	Hall, Russell & Co. Ld. Aberdeen *Lloyd's SA&CP*	Aberdeen Coal & Shipping Co. Ld. *Cell D Ba 54' u E 20' f 90' 306t FPT 33t*	221·0 | 33·3 | 14·3 226·2 (O.L.) Q131'B16'F27' FK			Aberdeen British 4 *B H Cem* *APT 79t*	T.3Cy.17½",29"&47"–33" (*r*) 180lb *100lb* 178NHP 2SB,*6cf*,GS104,HS3300 Hall, Russell & Co. Ld. Aberdn.	16 " 5 s 4 " 9½ 15 " 6½	
82155 148620 MNGT	**Redriff** *ss* Shl. No. 3-8,37 *Well deck* Sub. Sig. 1 *Dk (Stl)* *Cargo battens not fitted*	1577 1296 879	✠100A1 7,38 ~~8,37~~ ~~BS1,38~~	Shl ~~LMC~~	*p*	CL 8,37	1925 8mo	Tyne I.S.B. Co. Ld. Newcastle *Lloyd's SA&CP*	South Metropolit'n Gas Co. *Cell DB 175' 346t DT at sides of tunnel*	244·3 | 36·8 | 18·5 Q96'B51'F22' FK			London British 6 *B H pt Cem*	T.3Cy.18",30"&49"–33" (*s*) 180lb 182NHP 2SB,*6cf*,GS94,HS3260 N.E. Marine Eng Co Ld. Nwc	20 " 6 s 2 " 5 18 " 3½	
82156 ~~160888~~ ~~61NVZ~~ Now "Anadyr," *see No. 87042 in Supplement*	**Redsea** *ss* Lth. No. 1-34 1 *Dk (Stl) & Shelter dk (Stl)*	5224 4758 3176	✠ ~~7,38~~ *with freeboard*	Lon	*a*†	CL N 3,38	1930 4mo	Nthmblnd S.B. Co. (1927) Ld. Newcastle *Lloyd's SA&CP*	~~Shipping & Charter~~ ~~Ring Agency, Ld.~~ *Cell D B D Ta 23' 904t FPT 94t APT 154t*	412·8 | 55·3 | 26·0 F40' FK			French 7 *B H pt Cem* *Coll to Sh dk* 6 " " 2nd "	Q.4Cy.23",32½",47"&68"–48" 225lb (*s*) 456NHP 3SB(Spt),*6cf*,GS111, HS6240 N.E. Marine Eng Co Ld. Nwc	28 " 6 ~~s 3 " 3½~~ ~~25 " 5¼~~	
82157 142620 GBGL	**Redstone** (*ex* Margari–37,*ex* Orbe, *ex* Wye Crag, *ex* War Crag) *Cargo battens not fitted*	3110 2868 1875	✠100A1 3,38	Gls LMC 4,35	*u*	CL N 10,36	1918 8mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's SA&CP*	Phœnix Shipping Co. Ld. *Cell D B 284' 748t FPT*	331·2 | 46·8 | 23·2 342·3 (O.L.) P33'B100'F29' FK			London British 7 *B H pt Cem* 7 1t *APT* 45t	T.3Cy.25",41"&68"–45" (*s*) 180lb 430NHP 3SB,*9cf*,GS153,HS6336 FD Cen.Mar.Eng.Wrks.W Hpl	25 " 6 s 3 " 11⅜ 21 " 9	
82158 214849 WEDS	**Redwood** (P) **Wood Twin Sc 4 Mst** *Fitted for oil fuel* D.F. GyC. 2 *Dks*	1793 1586 1045					1917	Pacific American Fisheries Bellingham	Lowe Trading Co.	226·4 | 41·8 | 23·1			Bellingham Utd. States	T.6Cy.13",21"&35"–24" 120NHP Seattle Machine Works, Seattle, Wash.		
82159 205082 KJHE	— **Wood** (*ex* Thos. H. Elliott–35, *ex* Daisy–35) *Fitted for oil fuel* 1 *Dk*	679 — 379					1908	J. N. Price Bandon, Or.	~~Hammond Lumber Co.~~ Hammond Shipping Co. Ld.	175·0 | 38·7 | 14·0			S. Frncisco Utd. States	C.2Cy.14"&32"–24" United Eng. Wks. 42NHP Alameda, Cal.		
82160 135609 GKWC	**Reedpool** *ss* Shl. No. 3-11,36 D.F. 1 *Dk (Stl)*	4838 4610 2999	✠100A1 ~~3,38~~ 2,39	Npt Bry	*y*	CL 10,37	1924 9mo	Ropner S.B. & Repairng Co (Stockton) Ld Stockton *Lloyd's SA&CP*	Pool Shipping Co Ld (Sir R. Ropner & Co. Ld. *Mgrs.*) *Cell D Ba 126' u E 25' f 171' 1059t FPT 162t*	390·0 | 55·5 | 26·4 P29'B221'F41' FK			Stockton British 6 *B H Cem* *APT 194t*	T.3Cy.25½",40"&71"–48" (*s*) 180lb ~~*100lb*~~ 437NHP 3SB(Spt) *9cf*,GS190,HS7526 Blair & Co Ld. Stockton	28 " 9 s 4 " 5 24 " 6½	
82161 TCCP	**Refah** (*ex* Persevera,*ex* Perseveranza) *ss* Tri. 2nd No. 3-5,25 1 *Dk (Stl) & Spar dk (pt Irn & pt Stl) & deep framing*	3805 3348 2235	✠	Fiu	*r*		1901 6mo	R. Thompson & Sons Sunderland	Barzilay & Benjamin *Cell D Ba 108' u E 22' f 136' 786t*	335·3 | 46·2 | 17·8 P29'B78'F36' 25·7 FK			Istanbul Turkish 6 *B H Cem* *APT 48t*	T.3Cy.24",39"&64"–42" NDB 14 285NHP 2SB,*6pf*,GS122,HS4574 G. Clark, Ld. Sunderland	28 " 5	V †
82162 171309 ~~V6JR~~ GPGR	**Refast** (*ex* Nantucket Chief–38. *ex* Gulflight–37) *Mchy. Aft* 2 *Dks (Stl) & Web frames* *Longitudinal framing*	5189 4591 3221	✠100A1 ~~9,38~~ ~~11,37~~ 4,39 ~~9,38~~ ~~8,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 8, 14	NNs Msl	*y*	CL 1,36 *F.P. above*	1914 8mo 150° F.	New York S.B. Corp. Camden, N.J. A&CP	Refast S.S. Co. Ld. *Cell D Ba E & B 62' 222t FPT 159t APT 30t*	383·0 | 51·2 | 30·1 407·0 (O.L.) P97'B34'F32" FK			London British 14 *B H Cem* (8 to Upr dk 6 " " 2nd ")	T.3Cy.27",45"&75"–48" (*r*) 190*lb* 543NHP 3SB,*9cf*,GS173,HS7843 FD New York SB Corp. Camden	30 " 2 s 5 " ~~9½~~ 24 " 7	
82163 UOIU	**Refrigerator No. 1** (*Fish Carrier*) *Oil Eng* Wireless 1 *Dk (Stl–ws)* *Mchy. Aft* *Ref. Mchy.* *Cruiser Stern* *Sparred wood lower deck for light cargoes* *Strengthened for navigation in ice*	1427 1006 700	✠ 5,33	Cpn	*o*		1933 5mo	Akt. Burmeistr & Wain Copenhagen	U.S.S.R. *Cell D B 142' 274t DT f 10' 45t FPT*	228·7 | 36·2 | 17·0 P&B117'F34' FK			Vladvostk Russian 5 *B H pt Cem* 18t *APT* 51t	Oil Engines 4S.C.SA 6Cy.15¾"–29½" 113NHP Akt. Burmeistr & Wain. Cpn	19 " 0	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel: Total / Nets / Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7	7a	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Cronstadt Quilt. Franc-bord au pont de la dunette du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registre ou cote de la Soc. Allemande de Bureau Veritas
82164	**Refrigerator No. 2**		1427	✠	Cpn	*o*		1933	Akt.Bur-	U.S.S.R.	228·8|36·2|17·0	Vladvostk	Oil Engines 4S.C.SA	19 ″ 0	
	(*Fish Carrier*) *OilEng.*		1000	6,33				6mo	meistr&Wain		P&B117'F34'	Russian	6Cy.15¾″–29½″ 143NHP		
UOIV	Wireless 1 *Dk*(*Stl*–*ws*)		706						Copenhagen		FK	5 *BHptCem*	18 *APT*51*t*		
	Mchy.Aft Ref.Mchy. CruiserStern									*CellDB*142'2	71*tDTf*10'45*tFPT*		Akt.Burmeistr&Wain.Cpn		
	Sparred wood lower deck for light cargoes														
	Strengthened for navigation in ice														
82165	**Refrigerator No. 3** (*ex*Lys–35)		*1830*	✠ ...	Shl	*q*		1920	S.P.Austin	U.S.S.R.	260·0|37·5|17·5	Vladvostk	T3Cy.20″,33″&54″–39″	19 ″ 8	
	*ss*Shl.No.3–10,33		*1384*	11,36				5mo	&SonsLd.		Q154'F36'	Russian	201NHP		
	Mchy.Aft 1 *Dk*(*Stl*)		999	✠					Sunderland		FK	5 *BHCem*	2SB,*6pf*,GS97,HS3160		
	Well deck									*CellDB*215'503*t*	*MT*10'224*tFPT*14	10 *APT*36*t*	Richardsons,Westgarth& Co.Ld.Sld.		
82166	**Regato** (*ex*RioGalindo,		3270	✠	Kob	*n*		1889	W.Dobson	Cia.Naviera"Orio"	331·9|40·3|19·2	Bilbao	T.3Cy.23¾″,38″&61″–39″	29 ″ 4	
	*ex*AikokuMaru, *ss*H.Kg.No.3–7,01		—	9,44				11mo	&Co.	(JoseRubiera,	P47'B30'F42' 26·7	Spanish	NDB05 234NHP		
	*ex*Colonies, *ss*Kob.No.2–08		2073	✠					Newcastle	*Mgr.*)	BK10	5 *BHCem*	2SB,*6cf*,GS98,HS3916		
	*ex*Azamor,*ex*AnnieBarrow, 1 *Dk*(*Stl*)*d*										*Cell DB*261'433*t*		WllsndSlpwy.Co.Ld.Nwc.		
	*ex*EiffelTower) *Spar dk*(*Stl*)*3tr B*														
82167	**Regeja**		325					1936	NVSchpsw	J.Boerma	130·0|24·1| 8·3	Groningen	Oil Engines 2S.C.SA		V
	OilEng.		222						"Foxhol"		P38'F15'	Dutch	4Cy.9⅞″–14⅛″ 62NHP		
PGYX	*Mchy.Aft* D.F. 1 *Dk*		180						Foxhol		*WB*		AppingedammerBrons Motorenfb.N.V.		
	CruiserStern														
82168	**Regele Carol I** Ⓟ TwinSc		2369					1898	Fairfield	RoumanianState	350·0|42·0|18·5	Cnstantza	T.6Cy.23″,38½″&61″–36″		V
	Fitted for oil fuel		1790						Co.Ld.	MaritimeService		Roumanian	NB10 446NHP		
YQSC	2 *Dks&ShadedDk3trB*		839						Glasgow			*WB*	FairfieldCo.Ld.Glasgow		
82169	**Regent**		3280			...		1903	Bartram	J.Freyman	324·5|46·9|24·2	Riga	T.3Cy.24″,40″&65″–42″	26 ″ 10	C
122			3072						&Sons	(LatvianShipping	P29'B90'F35'	Latvian	294NHP		†
YLBV	1 *Dk2trB&deep framing*		1826						Sunderland	Co.*Mgrs.*)	FK	*WB*	J.Dickinson&Sons,Ld.Sld.		
82170	— TwinSc		1211					1934	Bethlehem	GulfOil	248·6|40·2|14·4	Phildlphia	Oil Engines 4S.C.SA		R
233301	Wireless *Mchy.Aft* GyC. *OilEng.*		—						S.B.Corp Ld.	Corporation		Utd.States	6Cy.12½″–22″ 91NHP		
WJFG	*Longitudinal framing* 1 *Dk*		708						Sparrow'sPt. Md.				McIntosh-Seymour,N.Yk.		
	CarryingPetroleum in bulk														
82171	**Regent Lion**		9551	½100A1	Nwc	CL		1937	Swan,Hun-	BowringS.S.Co.	489·7|66·5|35·0	London	Oil Engines 4S.C.SA	35 ″ 0	
165433	D.F. 1 *Dk*,2*nd dk clear of cargo tanks*		8728	~~14,37~~ 11,38	Fwd Bpd	~~10,37~~		3mo	ter&Wigham	Co.Ld.(C.T.Bowring&	P109'B38'F64' FK	British	10Cy.29⅛″–59.½″ 816NHP	s 6 ″ 10¼	
GZMP	E.S.D. *Mchy.Aft CruiserStern Oil Eng.*		5794		Aft Bpd	11,38			Richardson,	Co.Ld. *Mgrs.*)		16 *BHptAsp*	2DB*180lb*	28 ″ 4	
	Longitudinal framing at bottom & at deck			*Carrying Petroleum in bulk*					Ld Newcastle				J.G.Kincaid&Co.Ld.Grk.		
								Lloyd's A1 CP		*CellDBuE*58'153*t*	*DTf*38'625*tFPT*15	51*tAPT*136*t*			
82172	**Regent Panther**		9556	✠100A1	Nwc	CL		1937	Swan,Hun-	BowringS.S.Co.	489·7|66·5|35·0	London	Oil Engines 4S.C.SA	35 ″ 0	
165465	*OilEng.*		8728	~~6,38~~ ~~12,37~~ 12,38	Fwd Bpd	12,37		5mo	ter&Wigham	Co.Ld.(C.T.Bowring&	510·2(O.L.)	British	10Cy.29⅛″–59.½″ 816NHP	s 6 ″ 10¼	
GZRK	D.F. E.S.D. 1 *Dk*,2*nd dk clear of*		5799		LMC5,37				Richardson	Co.Ld. *Mgrs.*)	P109'B38'F64' FK		2DB*180lb*	28 ″ 4	
	Mchy.Aft CruiserStern cargo tanks			*Carrying Petroleum in bulk*					Ld.Newcastle			16 *BHptAsp*	J.G.Kincaid&Co.Ld.Grk		
	Longitudinal framing at bottom & at deck							*Lloyd's A1 CP*		*CellDBuE*58'153*t*	*DTf*38'625*tFPT*15	51*tAPT*136*t*			
82173	**Regent Tiger**		10176	✠100A1	Nwc	CL		1938	Swan,Hun-	~~C.T.Bowring&Co.~~	505·0|68·8|35·7	London	Oil Engines 2S.C.SA	35 ″ 9	
166521	1 *Dk*,2*nd dk clear of cargo tanks* *OilEng.*		9194	~~3,39~~ ~~6,38~~		3,39		8mo	ter&Wigham	~~Ld.~~ Bowring S.S.	525·1(O.L.)	British	1Cy.28.⅝″–88.⅛″ 1012NHP	s 7 ″ 0¾	
GNGB	*Mchy.Aft*		6184	*(Class Contem plated)*					Richardson,	Co.Ld.(C.T.Bow-	P111'B38'F68' FK		2DB*180lb*	28 ″ 11¼	
	D.F. E.S.D. *CruiserStern*			*Carrying Petroleum in bulk*					Ld.Newcastle	ring&Co.Ld. *Mgrs.*)		17 *BHptAsp*			
	Longitudinal framing at bottom & at deck				LMC 38			*Lloyd's A1 CP*		*CellDBuE*80'165*t*	*DTf*[illegible]	*APT*131*t*	Swan,Hunter&Wigham Richardson,Ld.Nwc.		
82174	**Regfos** (*ex*WestQuarter)		1548	✠100A1	Sld	*p*	OG	1910	W.Pickers-	Tyne&Wear	245·0|36·8|16·3	Sundrland	T.3Cy.20″,33″&54″–36″ (*s*)	18 ″ 10	
129752	*Well deck* *ssSld.2ndNo.3–2,36*		1240	~~5,39~~ ~~4,36~~		4,38		6mo	gill&Sons,Ld	ShippingCo.Ld.		British	180lb 224NHP	s 1 ″ 10½	
GRTW	Wireless 1 *Dk*(*Stl*)		882		LMC				Sunderland		Q121'B13'F26' FK		2SB,*6pf*,GS87,HS3918	17 ″ 2	
	Cargo battens not fitted			MS2,36	LS~~1,37~~ 11,38			*Lloyd's A1 CP*		*CellDBa*67'*uE*6	*B*35'*f*109'405*tFPT*	42*tAPT*88*t*	N.E.MarineEng.CoLd.Sld		
82175	**Reggestroom** Ⓟ		2836					1923	Maats.	N.V.Hollandsche	331·7|48·2|20·0	Amstrdam	2SteamTurbinesDRgeared		V
	Fitted for oil fuel		2502						Fyenoord	Stoomb.Maats.	F44'	Dutch	to 1 Sc. Shaft		
PGYT	D.F. 2 *Dks*		1691						Rotterdam			*WB*	Escher,Wijss&Co.Zurich		
82176	**Regin** (*ex*Asplund,*ex*Torkel, Iron		1498	✠	Osl	*q*		1883	Bartram,	HannestadsRederi	258·0|36·1|18·7	Halden	C.2Cy.33″&61″–33″	20 ″ 1	N
	*ex*Benefit, *ss*Gls.2ndNo.3–2,07		1282	3,16				6mo	Haswell&Co.	A/S(M.Hannestad,	P61*tQ*61*tF*2*t*	Norwegian	NDB07 167NHP		†
LERB	*ex*MyrtleBranch) *ss*Gls.No.1–12		899	NB5,08					Sunderland	*Mgr.*)	BK9″	6 *BHCem*	1DB,4*pf*,GS76,HS2757		
	Well deck 1 *Dk*(*Irn*)*2tr B*									*DBa*66'*f*60'253*tFPT*		25*tAPT*20*t*	T.Richardson&Sons,Hpl.		
Stranded 8.38 Refloated															
82177	— Ⓟ		*1330*					1919	Oskrshmns	Stockholms	234·7|36·0|14·1	Stockholm	2SteamTurbinesSRgeared		
6517			*634*						M.V.Aktieb	Rederiaktieb.Svea		Swedish	to 1 Sc. Shaft		
SFKN	Wireless D.F. 2 *Dks*		*697*						Oskarshamn	(Eman.Högberg,		*WB*	SvenskaTurbinf Akt.		
	Sub Sig. *CruiserStern*									*Mgr.*)			Ljungström.Finspång		
82178	**Regina** TwinSc		9545	✠100A1	Cpn	*dt*	CL	1937	Akt.Bur-	Hansen-Tangen's	485·1|65·5|35·4	Xiansand	Oil Engines 2S.C.SA	35 ″ 4	
	OilEng.		8898	~~7,38~~ ~~10,38~~ 4,39	Got			7mo	meistr&Wain	RederiA/S(H.E.	501·1(O.L.)	Norwegian	14Cy.19⅛″–35.⅞″ 943NHP	s 7 ″ 2¾	
LJMC	D.F. 1 *Dk*,2*nd dk clear of cargo tanks*		5695		LMC7,37				Copenhagen	Hansen-Tangen,	P101'B31'F41' FK	12 *BHptCem*	2DB*180lb*	28 ″ 4	
	Mchy.Aft *Cruiser Stern*			*Carrying Petroleum in bulk*				*Lloyd's A1 CP*		*Mgr.*)		600*tFPT*97*t*	Akt.Burmeistr&Wain,Cpn		
	Longitudinal framing-bracketless system									*CellDBuE*76'329*t*	*DTf*43'	*APT*175*t*			
82179	— Ⓟ		1304					1911	F.Schichau	Stettin-Bigaer	241·8|34·1|15·4	Stettin	T.3Cy.19.⅞″,31.⅝″&51½′–		G
			853						Danzig	Dampfsch.Ges.Th.	P&B147'F27'	German	29½″ 141NHP		
DAMS	Wireless *Ref.Mchy.* 2 *Dks*		781							Gribel(Rad.Christ.		*WB*	F.Schichau,Elbing		
										Gribel,*Mgr.*)					
82180	—		421					1922	Gebr.	N.V.Soetermeer,	139·8|26·2|10·7	Rottrdam	T3Cy.10¼″,15¾″&26¾″–19.⅞″		G
Stranded 10.38 Refloated	(ex Vertrauen)		317						Muller	FekkesCarga-	P31'F28'	Dutch	34NHP		
PGZA	Sub.Sig. 1 *Dk*		224						Foxhol	doorskantoor			*Emade*13*refitted*22		
													Schpsw&Mschfb.v/hBotje, Ensing&Co.Hoogezand		
82181	**Regina Elena** Ⓟ		424					1903	C.&T.T.	Soc.Partenopea	180·5|25·4|13·2	Naples	T.3Cy.20.⅝″–32.⅝″&48″–27.⅝″		I
12			331						Pattison	Anon.diNav.		Italian	121NHP		
ISND	1 *Dk*		171						Naples				C.&T.T.Pattison,Naples		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey. Year Assigned now expired.	7 Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of Port Trade Cert.
82182 152786 VGRD	**Reginolite**	**TwinSc** *Oil Eng.* *ssHfx.No.2-34* 1 *Dk(Stl)&Shelter dk(Stl)* *Mchy.Aft* *&Web frames* D.F. GyC. *Longitudinal framing* *Cruiser Stern*	9069 8645 4430	✝100A1 *Shelter dk* *withfreeboard* 6,37 LMC CS6,34 DBS1,39 6,37 *Carrying Petroleum in bulk*	Rot Phl	*d*†	CL 2,36 1,39	1926 3mo *Lloyd's SA&CP*	Akt.Ges. "Vulcan" Stettin	ImperialOilShipping Co.Ld.(H.J. Rahlves,*Mgr.*) *Cell D Bu E38'151t D*	469·2 63·1 34·6 B34'F38 FK *Tf36'280t FPT190t APT108t*	Montreal British 19 *B Hpt Cem* (13 to Sh dk 6 „ U „)	Oil Engines 2S.C.SA 8Cy.25½"–47½" 910NHP 2 Water Tube DB *2000lb* A.G."Vulcan,"Stettin	35 ″ 6 s 8 ″ 8 27 ″ 1	
82183 161381 GSKQ	**Registan** *ssAvn.No.2-38* ~~Pal.No.1-39~~ D.F. 2 *Dks(Stl)*	5886 5448 3711	✝100A1 ~~5,86~~ 1,39 Awn Swk BS12,36 ✝LMC11 1,39 *Fitted for oil fuel* 3,30	Cff	*a*†	CL 1,38 *F.P. above*	1930 3mo *Lloyd's SA&CP*	J.Readhead &Sons,Ld. SouthShields	StrickLine(1923) Ld.(F.C.Strick& Co.Ld. *Mgrs.*) *Cell D B361'1237t*	426·0 55·0 28·5 P38'B131'F47' FK *DTa38'903t FPT107t APT38t*	London British 7 *B Hpt Cem*	T 3Cy 28⅝",46"&78"–51"&LP Turbine with DR gearing& hydraulic coupling (*r*) 210lb 787NHP 3SB,*12cf*,GS207,HS9756 FD J.Readhead&Sons,Ld.SShl	31 ″ 0 s 6 ″ 3½ 24 ″ 11½	
82184 140037 VPLB	**Register** (*ex*Bice,*ex*Aquila) *Mchy.Aft*	**3Mst** *Oil Eng.* 1 *Dk*	537 449 415			...	1913	Cant.Offic. Savoia Cornigliano Ligure	WebsterShipping Co.Ld.(J.S.Webster&Sons,*Mgrs.*)	159·0 28·2 13·1 P33'F16' BK6	Kingston, Jamaica British	Oil Engines 2S.C.SA 4Cy.13⅜"–21½" 125NHP G.Ansaldo NDB20 NE20 &Co.Sampierdarena	14 ″ 3	V †
82185 4111 SJTN	**Regulus** "Saint Gobain," *see No. 90062 in Supplement* *Oil Eng.* D.F. 1 *Dk,2nd dk in Mchy.space* *Mchy.Aft* *Cruiser Stern* *Rudder electrically welded*	9959 9182 5962	✝100A1 8,~~97~~ 11,97 Rot LMC10,~~98~~ *Carrying Petroleum in bulk*	NNs	*e*†	CL	1936 10mo *Lloyd's SA&CP*	Deutsche Werft AG Bet Finkenwrder Hamburg	TrelleborgsAngf. NyaAktieb. (JarlMalmros) *Cell D Bu E75'210t D*	492·9 66·1 36·4 510·7(O.L.) P111'F69' FK *Tf43'713t FPT164t APT258t*	Trelleborg Swedish 12 *B Hpt Cem*	Oil Engines 2S.C.DA 6Cy.28⅜"–43⅛" 1163NHP 3DB *1700lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	35 ″ 11 s 7 ″ 10 28 ″ 4½	
82186 LDEW	— "Sirehav," *see No. 90002 in Supplement* *ssCle.No.3-12,28* *ssOsl.No.2-38* 1 *Dk(Stl)2trB*	3785 3458 2307	✝100A1 2,38 LMC BS8,37 1S2,38 *Fitted for oil fuel* 4,17	Osl	*v*	CL 2,38 *F.P. above*	1917 4mo *Lloyd's A&CP*	Union Iron Works Co. Alameda,Cal.	A/S Pacific(A.O. Lindvig,*Mgr.*) *Cell D*	340·0 48·2 26·0 P29'B73'F36' FK *B290'967t FPT120t APT102t*	Oslo Norwegian 6 *B Hpt Cem*	T.3Cy.24",39"&65"–42" (*r*) 180lb 325NHP 2SB,*6cf*,GS144,HS5400 UnionIronWksCoAlamda	27 ″ 3 s 4 ″ 10 22 ″ 7½	
82187 563 OHBK	— *ssHfs.No.3-4,33* *ssHfs.No.1-37*	1821 1085 1025	✝100A1 *Awning deck* *withfreeboard* 4,38 BS3,38 ✝LMC7	Rot	*p*	7,37	1921 4mo *Lloyd's SA&CP*	P.Smit Jr. S.B.&E.Co. Rotterdam	FinskaÅngfartygs A/B *Cell D*	285·0 36·9 17·8 FK *B182'355t FPT140t APT31t*	Helsingfrs Finnish 4 *BHCem*	T3Cy20¾",32½"&55"–39½"(*s*) 180lb 212NHP 1SB(Spt)&1AuxSB(Spt), *5cf*,GS97,HS3341 P.Smit,Jr.S.B.&E.Co.Rot.	27 ″ 6 s 8 ″ 2½ 19 ″ 6	
82188 KZRS	— (*ex*Ihumata) Wireless *Well deck* 1 *Dk&deep framing*	1173 876 636			...		1911	Antwerp Eng.Co.Ld. Hoboken	Madrigal&Co.	229·3 35·8 14·9 Q87'B52'F23' FK *B182'355t FPT140t APT31t*	Manila,P.I Utd.States *WB*	T.3Cy.17",28"&46"–33" 142NHP N.E.MarineEng CoLdNwc	16 ″ 10	
82189 2086 ITZN	— **Iron** (*ex*Sant'Antonio-36,*ex*Ramscappelle, *ex*Calluna, 1 *Dk(Jrn)&Web frames* *ex*Assos,*ex*Hedworth) *Well deck*	1085 876 630	✝ 7,87	Sld	Lv		1884 9mo	S.P.Austin &Son Sunderland	Francesco Pittaluga	232·7 33·6 15·9 225·0 Q123'H46t F26' *DBa&f*	Genoa Italian 5 *BH*	C.2Cy.28½"&53"–33" 134NHP Blair&Co.Ld.Stockton	17 ″ 7	I †
82190 441 ESDG	— (*ex*Caroline-35,*ex* MildredPowell, *ex*Redhall) *Well deck*	893 748 365	✝100A1 9,38 ~~8,37~~ BS8,37 9,38	Tln	*l*	CL ~~3,36~~ LMC4,36 9,38	1902 1mo *Lloyd's SA&CP*	Mackie& Thomson Glasgow *Cell D*	J.Rang&others *Ba53'f75'161t FPT*	205·1 30·5 14·6 Q113'B18'F23' FK *50t APT50t*	Tallinn Estonian 4 *BHCem*	T.3Cy.16½",27"&44"–30" (*s*) 180lb *80lb* 145NHP NB08*refitted*3,23 1SB.*3cf*,GS65,HS2776 McKie&Baxter,Glasgow	15 ″ 4	
82191 LCMW	**Reiàs** (*ex*Niord-38,*ex*Beran-37, *ex*Doravore-32,*ex*Stemsheet) 1 *Dk*	**4Mst**	1129 986 658				1918	Akers Mek.Værks. Oslo	Skibs-A/SBirholt (BirgerEkerholt, *Mgr.*)	226·5 36·5 15·8 F4tP41t	Oslo Norwegian *WB*	T.3Cy.17",29"&47"–33" 127NHP AkersMek.Værks,Oslo		N
82192 22521 JDQG	**Reibun Maru** (P)	2 *Dks*	352 312 200				1923	Hakodate Dock Co. Hakodate	FujiyamaKaiun K.K.	130·0 22·0 15·5 B27'	Otaru Japanese	T.3Cy.		
82193 DORH	**Reichenfels** *Ref.Mchy.* Sub.Sig. D.F. E.S.D.	*Oil Eng.* 2 *Dks* *Cruiser Stern*	7744 7040 4760				1936	Deutsche Sch-u-Mchsb. A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	485·4 61·9 31·1 P83'B220'F66' *WB*	Bremen German	2 Oil Engines 2S.C.DA each 6Cy.20¾"–29⅛"& hydraulic couplingSR geared to 1 Sc. Shaft 1830NHP Maschinenfbk Augsburg-NürnbergA.G.Augsburg		G
82194 "Flamingo," *see No. 88070 in Supplement* DOAU	**Reiher** Wireless D.F.	1 *Dk*	975 750 402				1909	Bremer Vulkan Vegesack	ArgoReederei Richard Adler&Co.	220·6 32·4 13·6 P&B138'F28'	Bremen German *WB*	T.3Cy.21¾",34⅞"&54½"– 35⅞" 179NHP Bremer Vulkan,Vegesack		G
82195 Now "Giang Bee," *see No. 88229 in Supplement* PKQY	**Reijniersz** 1 *Dk*		1693 1138 902				1908	Maats Fyenoord Rotterdam	SoonBeeS.S.Co. (Singapore)Ld. (HeapEngMch S.S.Co.Ld.,*Mgrs.*)	270·4 40·2 16·9 P83'B73'F30'	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"–39" 165NHP Maats.Fyenoord,Rot.		V
82196 PKGM	**Reijnst** 1 *Dk*		2462 1811 1433				1928	Nederl. Schps.Maats Amsterdam	Koninkl.Paketv. Maats.	291·0 43·2 19·1 P83'F53' *WB*	Batavia Dutch	C.4Cy.(2)16½"&(2)35⅞"– 35⅞" 135NHP Werkspoor,Amsterdam		V
82197 DAQI	**Reimar-Edzard Fritzen** (*ex*LinaKunstmann-38) 1 *Dk*		2935 2499 1685				1922	Vulcan Werke Hamburg	Johs.Fritzen& Sohn. vorm W.Kunstmann	316·5 45·1 21·3 P43'B66'P33' *WB*	Stettin German	T.3Cy.19½"–31½"&51¾"– 31½" 147NHP Vulcan Werke,Hamburg		G
82198 162339 GMPS	**Reina del Pacifico** (P) **QuadSc** *Oil Eng* *ssLiv.No.1-35* D.F. E.S.D. 3 *Dks(Stl)4th dk(Stl)in* *Ref.Mchy.* *holds except after hold* GyC. *Cruiser Stern*	17702 12202 10720	✝100A1 *withfreeboard* 8,38 ~~4,08~~ DBS4,39 ✝LMC ~~6,37~~ 10,37 4,39 1 ~~Class Contem plated~~	Liv		OG Pa4,36 *su* 8,39 *p*'9,37 ~~St 9,37~~ St 8,38 20" F	1931 3mo *Lloyd's SA&CP*	Harland& Wolff,Ld. Belfast *Cell D B441'1733t tunnels175t D*	PacificStmNav.Co. *Tanks between* *Tss41'359t FPT108t*	551·3 76·3 37·8 P47'B354'F102' FK *APT224t*	Liverpool British 10 *B Hpt Cem*	Oil Engines 4S.C.SA 18Cy.24½"–47½" 2844NHP 3DB *1001b* Harland&Wolff,Ld.Bel.	44 ″ 1 ~~13 ″ 1½~~ 31 ″ 2½	BT till ~~4,36~~ 4,39
82199 DJWS	**Reinbek** D.F. E.S.D. 1 *Dk* *Cruiser Stern* *Streng'thened for navigation in ice*	2900 2804 2427 1591	✝100A1 Class Contem plated	Lbe		CL	1938 6mo *Lloyd's SA&CP*	Lübecker Maschb.Ges. Lübeck	Knöhr&Burchard Nfl. *Intermediate*	~~2,2,3·4 48·1 10·7~~ 625·7 18·2 9·6 345·3(O.L.) FK *APT71t*	Hamburg German 4 *BHpt Cem* *pt.Asp*	C.4Cy.(2)20¼"&(2)43⅞"– 43⅞" 2141b (*s*) FD 352NHP 2SB(Spt)6cf,s121,p1926 Rheinmetall-BorsigA.G. BerlinTegel	21 ″ 2	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant exprimé. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. (Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP.=Force en chevaux d'après les formules de la Société. RIP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*
82200	**Reinhart L.-M. Russ**		147/ 1021					1923	Stettiner Oderwerke Stettin	Ernst Russ	231·3	36·5	15·0	Hamburg German	T.3Cy.17⅜",27⅝"&43⅝"-31½" 105NH	
DHTU	Wireless	1 *Dk*	870								Q76'B101'F30'			*WB*	Stettiner Oderwerke	
82201 223607 KFOW	**Reiss Brothers** (*ex* William K. Field-34) *Mchy.Aft* D.F. GyC.	1 *Dk*	8195 — 6369					1924	Toledo S.B.Co. Toledo.O.	Reiss Steamship Co	588·0	60·3	27·7 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.25½",41&67"-42" 291NHP Toledo S.B.Co. Toledo,O.	
82202 2773⊙ JOOD	**Reiyo Maru** ● (Yka.No.3-2,32 *ss* Kob.No.1-36	2 *Dks(Stl)*	5446 4988 3311	✠100A1 11,38 6,97	Kob	*z*	6,37 11,38	1920 12mo	Asano S.B.Co. Tsurumi A&CP	Toyo Kisen K.K. *Gauc*	400·0 P33'B124'F41' *Cell DB331'1072t*	53·2 FR	29·4 *APT27t*	Yokohama Japanese	T.3Cy.26¼",43¾"&72"-48"(*s*) 200lb 513NHP 3SB,*9cf*,GS174,HS2376 FD 6 *BHCem* Ishikawajima SB&EC o Tok	32 " 0 s 11 " 7 25 " 9
82203 23264 JFUB	**Rekizan Maru** Wireless	1 *Dk*	1311 1062 869					1918	Yoshiura Dock Yard Yoshiura	Tatuuma Kisen K.K.	228·0	33·0	18·7 *WB*	Kobe Japanese	T.3Cy.14½"25⅝"&40"-30" 88NHP Takao Iron Works,Kobe	
82204 DHTV	**Reliance** Ⓟ (*ex* Limburgia, *ex* Johann Heinrich Burchard) Sub.Sig. D.F. E.S.D. GyC.	*Fitted for oil fuel* 5 *Dks*	TrpSc 19618 13329 9175					1920	J.C.Tecklenborg Weser-münde-G.	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	590·4 P&F471'	80·4	39·7 *WB*	Hamburg German	T.8Cy.(2)29½",(2)49⅝"&(4) 53½"-59⅛"&ILP Turbine J.C.Tecklenborg,Wsm.	
82205 97115 VGKJ	— Wireless	1 *Dk*	Comp 311 — 182					1892	Cllngwood Dry Dock Co. Collingwood	Abitibi Power& Paper Co.Ltd. (*in liq.*)	124·0	23·0	11·6	Toronto British	C.2Cy.20"&40"-24" NB02 NE02 67RH J.Inglis&Son,Toronto	
82206 147557 GVND	**Reliant** (*ex* London Importer-33) D.F. *Ref.Mchy.* *Cargo battens not fitted in Shelter 'tween Cruiser Stern*	*ss* Lon.No.3-8,33 *ss* Mlt.No.1-37 2 *Dks(Stl)&Shelter dk(Stl)* 4*th dk in No.2 hold decks*	7928 7362 4801	✠100A1 *Shelter dk with freeboard* 1,~~33~~3,37 ~~4,08,39~~	Mlt	*c*†	CL ~~4,36~~ 12,38 F.P. *a*	1923 12mo *Lloyd's*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *SA&CP* above 1	The Admiralty *Duct keel in Boiler Cell DB366'1568t*	450·4 471·5(O.L.) F42' *on Shelter dk* *Collision* *space&forward154' DTf33'967t DTa33'797t*	58·0 FK	38·3 *FPT68t APT82t*	London British *ptCem*	2 Steam Turbines SR geared to 1 Sc. Shaft (*s*) 190lb FD 1004NHP 4SB,*16cf*,GS325,HS13168 *BHtoSh dk* Richardsons,Westgarth& Co.Ld.Mdb.	41 " 0 s 11 " 1½ 30 " 2
82207 PGZU	**Remark** *Oil Eng.* *Mchy.Aft* D.F.	1 *Dk*	396 245 191					1936	E.J.Smit& Zoon Westerbroek	J.Kramer	142·1 P39'F22'	25·4	8·2 *WB*	Groningen Dutch	Oil Engines 4S.C.SA 6Cy.11"-17⅛" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	V
82208 EADQ	**Remedios** (*ex* Conde de Churruca) *Mchy.Aft* D.F.	TwinSc *Oil Eng.* *ss* Bbo.No.3-8,38 2 *Dks(Stl)&Web frames Longitudinal framing*	4461 4140 2673	✠100A1 2,36	Bbo	*x*	OG 2,36	1921 9mo *Lloyd's*	Armstrong Whitworth &Co.Ld. Newcastle *SA&CP*	Cia.Arrendataria del Monopolio de Petroleos S.A. *Cell DB70' 157t DTf49'498t*	370·7 P103'B32'F36'	48·5 FK	30·0 *FPT87t APT125t*	S.Sebast'n Spanish	Oil Engines 2S.C.SA 8Cy.23⅛"-37" DB *120lb* 779NHP Sulzer Frères,S.A. Winterthur	30 " 0 s 4 " 11½ 25 " 3½
				Carrying Petroleum in bulk NO LATER SURVEY REPORTED												
82209 1745 ICEG	**Remo** Ⓟ *Oil Eng.* *ss* Gen.No.2-35 D.F.	TwinSc 2 *Dks(Stl)3rd dk(Stl) in Nos.1,2&3 holds*	9780 7695 6015	✠100A1 ~~7,38~~ ~~8,08~~	Gen		CL 12,37	1927 1mo *Lloyd's*	Stabilmnto Tecnico Trieste *SA&CP*	Lloyd Triestino Soc.Anon.di Nav. *Cell DB*	506·6 (O.L.) 484·7 P31'B214'F47' *Cell DB426'1697t FPT227t*	62·3 FK	31·5 *APT184t*	Genoa Italian	Oil Engines 4S.C.SA 12Cy.29½"-47½" 984NHP 8 *BHpt Cem* DB *100lb* Stabilimento Tecnico,Tri.	34 " 11 s 8 " 11⅜ 26 " 2½
82210 FNWE	**Rémois** D.F.	2 *Dks*	3713 3326 1976					1932	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Cie.des Bateaux à Vap.du Nord (Soc.Anon.de Gérance et d'Armement, *Mgrs.*)	331·7	53·2	25·0	Dunkirk French	T.3Cy.22",36"&60"-39" 225NHP G.Clark,Ld.Sunderland *WB*	V
82211 124590 GLYN	**Remuera** Ⓟ *Ref.Mchy.* D.F. E.S.D. GyC.	TwinSc 3 *Dks&Shelter dk*	11445 9948 7231	Lloyd's RMC 2,38			2,39	1911	W.Denny& Bros. Dumbarton	New Zealand Shipping Co.Ld.	485·0	62·3	41·0	Plymouth British	T.6Cy.28",47"&78"-48" 843NHP Denny&Co.Dumbarton *WB*	C
82212 LCJW	**Rena** (*ex* Fördefjord-37, *ex* Emma Mærsk)	TwinSc *Oil Eng.* 1 *Dk&Shelter dk*	5242 1858 3264				...	1924	Skbvs.v/d A.P.Möller Odense	A/S Bing& Pedersen's Rederi	378·8 F33'	50·2 FK	31·7 *WB*	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.19¼"-35⅞" 450NHP Akt.Burmeistr&Wain,Cpn	34 " 5 N †
82213 PJCD	**Renata** *Mchy.Aft*	TwinSc 1 *Dk* *Longitudinal framing at bottom in centre tanks & at trunk top*	3155 2265 1553	✠100A1 ~~11,37~~ ~~BS5,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,36	Cco BS5, MC4,	*v*	CL 5,38 F.P. *a*	1936 4mo *Lloyd's*	N.V.Nederl. Schps. Maats. Amsterdam *SA&CP*	N.V.Curacaosche Scheepvaart Maats. *Cell DB uB14'20t FPT1*	336·6 Q92'*Trunk*204' F39'	56·1 FK	15·1 28*t APT105t*	Curaçao Dutch	T6Cy.15⅞",25"&40⅜"-27⅝" 180lb (*s*) 366NHP 2WTB HS6520 FD 10 *BHpt Cem pt Asp* N.V.Werkspoor,Ams.	14 " 9 s 1 " 4½ 13 " 6½
82214 DIET	**Rendsburg** *Oil Eng* *ss* Ham.No.1-30 *Well deck* 2 *Dks(Stl)3rd dk in No.1 hold* D.F. *Rudder electrically welded Cruiser Stern*		6200 5525 3716	✠ ... 2,34	Ham			1926 2mo	Akt.Ges. "Vulcan" Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *Cell DB397'1655t FPT72t*	450·3 P&B375'F55'	58·2 FK	24·6 *APT45t*	Hamburg German	2 Oil Engines 4S.C.SA coupled to 1 Sc. Shaft by Hydraulic Transformers & SR gear 16Cy.25⅛"-27⅝" 993NHP A.G."Vulcan,"Hamburg	29 " 6 G †
82215 TSFH	**René Marguerite** (*ex* Amiral l'Hermite-35) *Well deck*	*ss* Hav.2nd.No.3-10,37 1 *Dk(Stl)*	325 237 133	✠100A- ~~1,37~~ 1,39	Hav		CL 8,37 12,38	1913 12mo	NV Scheep. De Merwede Hardinxveld	Soc.Cherbourg-ecoise de Cabotage	133·5 140·2(O.L.) Q70'B11'F18' *FPT*	23·1 FK	9·9 *24·3* *19t APT3t*	Cherbourg French	C.2Cy.16"&34"-28" (*s*) 130lb *85lb* 63NHP 1SB.*2pf*.GS37,HS1173 Shields Eng.Co.Ld.S.Shl.	10 " 9 s 8 " 4½ 10 " 6
82216 OPPR	**René Paul** *Mchy.Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern*	*545* *417* *366*					1937 —	Beliard Crighton&Co (Belgium)SA Ostend	Armement René Geurts	164·7 P47'Q45'F19'	28·5	12·3	Antwerp Belgian	Oil Engines 2S.C.SA 8Cy.8½"-14⅛" 104NHP Soc An.J.Cockerill,Seraing	
82217 PKSV	**Rengat**	1 *Dk*	512 343 257					1925	J.&K.Smit's Schpsw. Kinderdijk	Koninkl.Paketv. Mij.	163·8 P20'B64'F30'	29·7	9·1	Batavia Dutch	C.2Cy.13"&26"-21¾" J.&K.Smit's 26NHP Machenfab.Kinderdijk	V
82218																

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Withdrawal.
82219 TUYM	**Rennes**	**TwinSc**	771 — 301					1925	Atel.&Ch. de la Seine Maritime Le Trait (S.I.)	Chemins de Fer de l'Etat Français	208·6 P19′	27·9	15·1	Dieppe French	T.6Cy.14″,23″&38″–30″ 158NHP Caillard&Co.Hav.		V
82220 1S ISOK	**Reno** (*ex* Avon Lliedi–33, *ex* Cardiffian, *ex* Queenwood) *Well deck*	*ss* Shl.2nd No.3–11,29 1 *Dk(Stl)* & *deep framing*	1002 778 594	✠ ... 2,34	Sws			1904 7mo	A. Vuijk Capelle a/d Ysel	Marittima Ravennate S.A.	225·0 216·9 Q74′B61′F21′ *Cell D Ba* 61′ *f* 81′ 232*t*	32·0	14·6 FK	Ravenna Italian	T.3Cy.17½″,28½″&46″–30″ 133NHP 4 *BHCem PT* 15*t* 1SB,3*pf*,GS51,HS2152 G.T.Grey,S.Shields	16 ″ 3	I †
82221 111302	**Rensselaer** *Mchy. Aft* GyC.	1 *Dk2trB*	4472 — 3411					1900	American S.B.Co. Cleveland	Pittsburgh S.S.Co.	454·0	50·0	28·5 *WB*	Duluth, Minn. Utd. States	Q.4Cy.18″,26¾″,41″&68″–42″ 257NHP ChicagoS.B.Co.,Chicago		
82222 206501	— Ⓟ *3 Dks*	**Pad**	2690 — 1796					1909	Marvel S.B. Co. Newburgh, N.Y.	Hudson River Nav. Corp.	317·3	42·5	12·5	New York Utd. States	B.1Cy.70″–144″ W.&A.Fletcher 452NHP Co.Hoboken,N.J		
82223 148133 VGND	**Renvoyle** (*ex* Glenledi) *Mchy. Aft* D.F.	*2 Dks*	3571 3357 2172					1925	Swan, Hunter&Wigham Richardson, Ld Newcastle	Canada Steamship Lines, Ld.	379·1 len 25	44·2	23·9 *WL*	Midlnd Ont British	T 3Cy.22½″,37″&62″–42″ 249NHP N.E MarineEngCoLd.Nwc		C
82224 219636 KUBJ	**Republic** (*ex* Liberty Minquas) *ss* Gal.No.3–8,36 *Mchy. Aft* D.F.	2 *Dks(Stl)* & *Web frames* *Longitudinal framing*	5287 4332 3237	100A1 1,38 ~~2,38~~ BS11,38 MS8,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 19/20	Gal	*y*	CL ~~5,37~~ 11,38 *F.P. above* 150° F.	1920	Bethlehem S.B.Corp.Ld Wlmngtn Del	Petroleum Nav.Co. *Lloyd's* *SA&CP*	391·8 P99′B34′F41′ *Cell D Bu E* & *B* 72′210*t DT f* 43′46	51·3	28·8 FK 9*t FPT* 89*t APT* 30*t*	Houston, Texas Utd. States	T.3Cy.27⅜″,45″&75″–48″ (*s*) 1901b 512NHP 3SB 9*cf*,HS7127 FD 15 *BHpt Cem* BethlehemS.B.Corp.Ld. (8 „ *to U dk* Wilmington,Del 7 „ „ *2nd* „)	30 ″ 2 s 5 ″ 3 25 ″ 1½	
82225 TCAH	**Resit** (*ex* Adalet–38, *ex* Riad, *ex* San Remo, *ex* Coronel, *ex* Tarapaca, *ex* Inca, *ex* Monte Blanco, *ex* Rimac, *ex* Monte Blanco, *ex* Norse, *ex* Norseman) Wireless	*ss* Lth.No.3–2,01 *ss* Ply.No.1–05 1 *Dk* & *Spar dk* & *Web frames* *Fitted for oil fuel*	1334 — 762	✠ 7,20	Ply	*o*		1893 2mo	Ramage& Ferguson,Ld. Leith	Resit Eskin,Ali Oyton&Serkis Kürkciyan	236·3 22·2 BK8″ *Cell D Bu E* 36′40*t f* 86′	31·2	14·6 6 *BHCem* 62*t APT* 21*t*	Istanbul Turkish	T.3Cy.22″,37″&62″–39″ 217NHP 1SB,3*cf*,GS75,HS2560 Ramage&Fergusn,Ld.Lth.	23 ″ 3	
82226	**Restorer** (*Cable Vessel*)	**TwinSc** *ss* Vcr.2nd No.3–8,27 *ss* Vcr.No.2–35 1 *Dk(Stl–ws)* & *Spar dk(Stl–teak s)* & *Web frames* *lower deck fore hold*	3180 2995 1284	✠ 100A1 *Spar dk* ~~6,38 7,37~~ *Fitted for oil fuel*	Vcr	*v*	CL 7,37 *F.P. above* 150° F.	1903 1mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's* *SA&CP*	Commercial Pacific Cable Co. *WB = Cell D Ba* 68′ *u E* 28′ *f* 62′	358·4 28·8 BK10″ 362*t FPT* 77*t APT* 75*t*	44·0	20·8 6 *BHCem*	New York Utd. States	T.6Cy.23″,39″&64″–42″ (*s*) 180lb *180lb* FD 705NHP 4SB,12*cf*,GS240 HS10112 WllsndSlpwy.Co.Ld.Nwc.	30 ″ 0 s 6 ″ 7½ 24 ″ 5½	
82227 146 ISON	**Resurrectio** (*ex* Norfolk Coast–32, *ex* Cadoc, *ex* Valencia) *Well deck*	1 *Dk* & *Web frames*	979 766 603			...		1894	A.McMillan&Son,Ld. Dumbarton	V. Mirabella	230·8 222·0 Q120′B15′F24′	31·8	14·4 FK *WB*	Catania Italian	T.3Cy.14″,26½″&43″–36″ NDB20 NB08 111NHP D.Rowan&Son.Glasgow	16 ″ 6	I †
82228 PKQZ	**Reteh**	1 *Dk*	513 343 254					1926	J.&K.Smit's Schpswerven Kinderdijk	Koninkl.Paketv. Maats.	163·8 P18′B64′F30′	29·7	9·1 *WB*	Batavia Dutch	C.2Cy.13″&26″–21″ 26NH J.&K.Smit'sMschfo Krdijk		V
82229 129024 GDVT	**Retriever** (*Cable Vessel*) Wireless	*ss* Mlt.2nd No.3–1,35 1 *Dk(Teak)* 2*tr B*	674 578 331	✠ 100A1 11,37 ~~11,37~~ ✠LMC1,35 4,39	Gib	*k*	CL 11,37	1909 7mo	Goole S.B. &Repg.Co Ld Goole *Lloyd's* *SA&CP*	~~West Coast of America Telegraph Co. Ld.~~ Cable and Wireless Ld.(E. Wilshaw, *Mgr.*)	190·2 B55′F27′ *WB = Cell D Ba* 33	28·2	15·5 BK7½″ 4 *BHCem* *f* 68′122*t*	London British	C.2Cy.23″&46″–30″ (*s*) 120lb 91RHP 1SB,3*pf*,GS56,HS2080 Richardsons,Westgarth& Co.Ld.Mdb	16 ″ 6 s 2 ″ 0 15 ″ 4	
82230 151401 VTDC	**Revati** (*ex* El Ghazi) *Oil Eng* *Mchy. Aft*	*ss* Bom.No.3–3,35 1 *Dk(Stl)*	389 285 232	✠ 100A1 ~~10,37~~ ✠LMC3,35 ✠LMC(M)10,37	Bom	*e*	CL ~~10,37~~ 10,38	1921 12mo	London& Montrose S.B &R.Co.Ld. Montrose *Lloyd's* *SA&CP*	~~Shipowners' Syndicate Ltd.~~ Malabar S.S.Co.Ld.	132·7 P41′F19′	25·1	11·5 FK	Bombay British	Oil Engines 2S.C.SA 4Cy.13¼″–15″ 124NHP 3 *BHCem* *FPT* 33*t* W.Beardmore&Co.Ld. Coatbridge	12 ″ 6 s ″ 11 11 ″ 8	
82231 UNDH	**Revolyutsia** (*ex* Activ) *Mchy. Aft* Wireless E.S.D.	1 *Dk*	433 276 209					1909	Stavanger Stöberi&Dok Stavanger	U.S.S.R.	140·0 P&B46′H6′F21*t*	27·0	10·4	Archangel Russian *WB*	T.3Cy.11½″,17½″&30″–21″ 41NHP StavangerStöberi&Dok		
82232	**Revolyutsioner** Sub.Sig. D.F. E.S.D.	*Cruiser Stern* 1 *Dk*	2920 2485 1569					1936	Furness S.B.Co Ld. Haverton Hill-on-Tees	U.S.S.R.	327·4 P20′B98′F33′	48·2	20·4	Archangel Russian *WB*	T.3Cy.20″,33″&57″–42″ 210NH N.E.MarineEngCoLd.Nwc		
82233 1791 ICEJ	**Rex** Ⓟ *ss* Gen.No.1–37 *Ref. Mchy.* D.F. GyC.	**QuadSc** 5 *Dks(Stl–Weather dk pt teak s)* 6*th dk(Stl) in holds*, 7*th dk(Stl) in No.1 hold* & *Web frames* *Special Quality Steel*	51062 31588 30623	✠ 100A1 *with freeboard* ~~12,37~~ MS4,36 BS(WTB)11,37 DBS1,37 ✠Lloyd's RMC ~~1,38~~ 1,39 *Fitted for oil fuel* 9,32	Gen		CL F/N 4,39 S/N 12,37 Pa 12,37 Sa 1,39 *F.P. above* 150° F.	1932 9mo	Soc.Anon. Ansaldo Sestri Ponente *Lloyd's* *SA&CP*	"Italia" Soc.Anon. di Nav. *Cell D* 649′6366*t DTs a* 396*t DTs f* 515*t*	879·9 833·9 B&F780 *Upper bridge* 619′	97·0	30·7 55·5 FK	Genoa Italian	12 Steam Turbines SR geared to 4 Sc.Shafts (*s*) 22082NHP 12WTB(Spt.),384lb FD 2DB(Spt.).228*lb* HS135625 Soc.An.Ansaldo,Smprdrna *FPT* 408*t APT* 135*t*	60 ″ 8 s 11 ″ 3 33 ″ 0½	
82234 2597 SGBI	—	**IronBn** 1 *Dk2trB*	1013 760 666					1877	Motala Co. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	206·9 P119′H21*t*F23′	29·8	17·0 *WB*	Stockholm Swedish	T.3Cy.16½″,25½″&43¾″–33″ NB89 110NHP *Tpd.* 89 Motala Co.,Norrkpg		V
82235 EAPP	**Rey Jaime I** Ⓟ	**TwinSc** 2 *Dks* & *Awng dk*	2320 — 1168			...		1911	N.Odero fu A. Sestri Ponente	Cia.Tras-mediterranea	304·8 FK	37·8	26·4 *WB*	Palma, Maj Spanish	T.6Cy.23″,37″&59½″–37½″ 683NHP N.Odero fu A.Sestri Ponente	28 ″ 6	V †
82236 EAPQ	**Rey Jaime II** Ⓟ (*ex* Corte) Wireless	2 *Dks*	1370 — 580					1906	Swan,Hunter& Wigham Richardson, Ld.Newcastle	Cia.Tras-mediterranea	262·5 F35′	34·4	21·1 *WB*	Palma, Maj Spanish	T.4Cy.29″,45″&(2)52″–45″ 363NHP Swan,Hunter&Wigham Richardson,Ld.Nwc		V

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Forme assignée initialement lors de l'enregistrement. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*
82237	**Reynolds**		5173	✠100A1	Shl	*z*	CL	1927	R.Duncan	BoltonStm.Shpg.	407·0	53·5	26·7	London	T.3Cy.27″,44″&73″–48″ (*s*)	29 ″ 0
149775		*ss*Sld.No.2–35	4771	9,38 ~~2,38~~	CH		5,36	2mo	&Co.Ld.	Co.Ld.				British	180lb FD 531NHP	s 4 ″ 5½
GFZJ	D.F. E.S.D.	2*Dks*(*Stl*)	3207	BS 38				*Lloyd's*A4CP	PortGlasgow		P29′B241′F43′ FK			3SB(Spt)9*cf*,GS173,HS8001	24 ″ 9½
											*CellDB*351′1240*t*			*APT*197*t*	D.Rowan&Co.Ld.Glasgow	
82238	**Rhakotis** Ⓟ (*ex*SanFrancisco–35)		6753					1928	Deutsche	Hamburg-Amerik.	432·4	59·2	27·3	Hamburg	Oil Engines 2S.C.DA	
		OilEng.	5179						Werft	Packetf.Akt.Ges.	P28′B&F394′			German	5Cy.27$\frac{9}{16}$″–47½″ 1316NHP	
DIEY	*Ref.Mchy.*	2*Dks*	4036						Hamburg	(Ham.-Amr.Linie)	*Upper*F32′			*WB*	Maschfbk.Augsburg-Nürnberg,Augsburg	
	D.F. E.S.D. Sub.Sig.	*CruiserStern*														
82239	**Rhea**	TwinSc	7813					1928	Atel.&Ch.	Cie.Auxiliaire de	445·6	62·2	34·3	Havre	Oil Engines 4S.C.SA	
		OilEng	7024						duSud-Ouest	Navigation	P103′B34′F54′			French	12Cy.21⅝″–59″ 533NHP	
FOEM	*Mchy.Aft*	*Longitudinal framing* 1*Dk*	4185						Bordeaux					*WB*	Akt.Burmeistr&Wain,Cpn	
	D.F.	*CarryingPetroleum in bulk*														
82240	—		1424	✠100A1	Hfs	*o*	CL	1921	NVMach&	FinskaÅngfartygs	230·4	34·3	14·7	Helsngfors	T.3Cy.17½″,27$\frac{3}{16}$″&46$\frac{1}{16}$″–	16 ″ 9
573		*ss*Hfs.No.3–4,33	—	*pt Awng dk*			5,36	8mo	Schpsw.van	A/B	240·7(O.L.)			Finnish	31⅛″ 180lb (*s*) 148NHP	s 7 ″ 7½
OHFF	Wireless	*ss*Hfs.No.1–37	783	*withfreeboard*					P.Smit,Jr.		P24′Q61′*pt Awng*			4*BHCem*	2SB(Spt),4*cf*,GS73,HS2530	16 ″ 10
	D.F.	1*Dk*(*Stl*)&*pt Awng dk*(*Stl*)		5,38 ~~6,37~~	LMC6 37				Rotterdam		*Lk*145′ FK				NVMch&Schps.vPSmit,Jr	
				BS6 38				*Lloyd's*A4CP		*CellD*	*B*186′269*t*	*FPT*157*t*		*APT*12*t*		
82241	—		1388	✠100A1	Ams	*q*	CL	1922	N.V.	Koninkl.Nederl.	264·5	39·2	14·8	Amstrdam	Oil Engines 4S.C.SA	18 ″ 0
1141			1141	*Shelter dk*			~~1,36~~	4mo	Lobithsche	Stoomb.Maats.				Dutch	6Cy.20½″–35$\frac{7}{16}$″ 244NHP	s ″ 2½
PHAO	Wireless	*ss*Ams.No.3–4,34	817	*withfreeboard*			7,38		Scheepsb.Mij		B76′ FK			*ptCem*	2DB–*142lb*	17 ″ 10½
		OilEng.		~~5,33 7,07~~					Lobith					*BHtoSh dk*	Werkspoor,Amsterdam	
		1*Dk*(*Stl*)&*Shelter dk*(*Stl*)		~~BS6 37~~	LMC 38					*CellD*	*B*215′425*t*	*FPT*57*t*	*APT*50*t*	3 ,, ,, *U* ,,		
		CruiserStern						*Collision*								
82242	— Ⓟ	**Iron**	612					1884	MotalaCo.	Stockholms	165·5	25·5	12·2	Stockholm	T.3Cy.14½″,27⅝″&37½″–27½″	
543	(*ex*TransitNo.6)		332						Norrköping	Rederiaktieb.Svea	H43*t*	19·2		Swedish	NE&B04 60NHP	
SGBR		1*Dk*&*Shelterdk*	446							(Eman.Högberg, *Mgr.*)					BergsundsM.V.Aktb.Skm.	
82243	—		491					1892	H.Koch	Dampfschiffahrts	159·1	24·2	11·9	Bremen	C.2Cy.19$\frac{11}{16}$″&31½″–21⅝″	G
			369						Lübeck	Ges.Neptun	Q40′B38′F21′			German	38NHP	
DOOL		1*Dk*	293											*WB*	C.Daevel,Kiel	
82244	**Rhein** Ⓟ		8051					1926	Akt.Ges.	Hamburg-Amerik.	453·8	58·2	24·1	Hamburg	Oil Engines 4S.C.SA	G
		OilEng.	5267						Weser	Packetf.Akt.Ges.	F33′			German	16Cy.22 $\frac{1}{16}$″–24 $\frac{7}{16}$″ 763NHP	
DIEU	D.F. Sub.Sig.	3*Dks*	3480						Bremen	(Ham.-Amr.Linie)				*WB*	Akt.Ges.Weser,Bremen	
82245	—		736	✠100A1	Ham	*j*	CL	1917	NVScheep.	A.Kirsten	185·1	29·1	12·1	Hamburg	T.3Cy.13½″,21″&35″–27″ (*s*)	14 ″ 6
	(*ex*Noordstroom)	*ss*Ham.No.3–3,29	539	5,38 ~~8,07~~			~~8,07~~	1mo	DeMerwede					German	180lb 100NHP	
DHTZ		*ss*Ham.No.2–37	344		LMC		8,04		Hardinxveld		Q92 B17′F24′	FK		4*BHCem*	2SB,4*pf*,GS60,HS1982	
	Well deck	1*Dk*(*Stl*)		MS6 37	BS6 37			A&CP		*CellDBa*24′*uL*	13′*f*79′140*t*	*FPT*44*t*		*APT*21*t*	Richardsons,Westgarth& Co.Ld.Mdb.	
		Cargo battens not fitted														
82246	—	(*ex*Breezand–37)	301					1930	N.V.Noord	L.Davids	157·6	21·6	7·8	Delfzijl	Oil Engines 2S.C.SA	V
		OilEng.	240						Nederlndsch.		Q33′			Dutch	3Cy.9$\frac{7}{16}$″–14$\frac{7}{16}$″ 62NHP	
PHAP		1*Dk*	234						Schpswerven						AppingedammerBrons Motorenfb.N.V.	
									Groningen							
82247	**Rheinfels** (*ex*GaelicPrince)		8579				...	1918	Short Bros.	DeutscheDampf.	449·2	57·2	39·2	Bremen	Q.4Cy.25½″,36½″,52½″&76″–	40 ″ 9
Now "Bahia Castillo," *see No. 37234*			5003						Ld.	Ges.Hansa				German	54″ 663NHP	G
DOFT	Sub.Sig.	2*Dks*&*Shelter dk*	5344						Sunderland			FK		*WB*	N.E.MarineEng CoLdNwc	†
82248	**Rheingold** (*ex*Schwarzwald–35)		5055					1922	Deutsche	H.Vogemann	399·6	54·2	27·4	Hamburg	2 Steam Turbines DR	C
	CruiserStern	*Fitted for oil fuel*	4469						WerftA.G.		F41′			German	geared to 1 Sc. Shaft	
DHUX	D.F. Sub.Sig.	2*Dks*&*Shelter dk*	3027						Hamburg					*WB*	AllgemeineElecGes.Berlin	
82249	**Rheinhausen** (*ex*Stiklestad)		6298					1912	W.Doxford	Fried.KruppA.G.	439·1	57·9	25·4	Bremen	T.3Cy.25″,41″&70″–48″	N
			5580						&Sons,Ld.	(FriedKrupp's				German	339NHP	
DOGF	D.F. Sub.Sig	1*Dk*&*Shelter dk*	3411						Sunderland	Reederij enTrans-portbedrijfN.V.	P92*t*H550*t*			*WB*	W.Doxford&Sons,Ld.Sld.	
										Mgrs.)						
82250	**Rheinland**		6622					1927	Deutsche	Hamburg-Amerik.	452·3	59·3	26·9	Hamburg	Oil Engines 2S.C.DA	G
		OilEng.	5893						WerftA.G.	Packetf.Akt.Ges.				German	6Cy.27$\frac{9}{16}$″–47½″ 1640NHP	
DIEV	D.F. Sub.Sig.		3921						Hamburg	(Ham.-Amr.Linie)				*WB*	*Emade*20	
															Maschfbk.Augsburg-Nürnberg,Augsburg	
82251	—		2570					1920	N.V.Schps.	Kohlen-Import	300·3	45·2	20·0	Königsbrg	T.3Cy.22½″,37⅜″&62″–39″	G
	(*ex*Willem vanDrielSr.)		2310						v.Wed.A.van	undPoseidon	P21′B66′F23′			German	240NHP	
DACB	D.F. E.S.D. Sub.Sig.	1*Dk*	1517						Duyvendijk	Schiffahrts-A.G.				*WB*	Nehring Bögel,Deventer	
									Papendrecht							
82252	— Ⓟ	**TwinSc**	668					1926	Vulcan	Akt.Ges."Ems"	186·6	28·4	12·2	Emden	T.6Cy.11⅝″,18$\frac{1}{16}$″&29$\frac{9}{16}$″–	G
			428						WerkeA.G		B37′ H— F24′			German	18$\frac{1}{16}$″ 76NHP	
DGAK	Wireless	1*Dk*	266						Hamburg						VulcanWerkeA.G.Stettin	
82253	**Rhesus** Ⓟ		6530					1911	Scotts'S.B.	ChinaMutualStm.	443·5	52·8	36·1	Liverpool	T.3Cy 30″,50″&83″–60″	BT till
131363			5558						&Eng.Co.Ld.	Nav.Co.Ld.(A.	P50′B162′F52′			British	534NHP	4,39
GRQJ	D.F.	2*Dks*	4151						Greenock	Holt&Co.*Mgrs.*)				*WB*	Scotts'S.B.&E.Co.Ld.Grk.	
82254	**Rhexenor** Ⓟ		7957					1922	Taikoo	OceanS.S.Co.Ld.	459·6	58·3	32·6	Liverpool	2SteamTurbinesDRgeared	
152099			6558						Dkyd.&Eng.	(A.Holt&Co.	P53′B162′F57′			British	to 1 Sc. Shaft	
GDXB	D.F.	2*Dks*	5004						Co.Ld.	*Mgrs.*)				*WB*	ParsonsMarineSteam	
									HongKong						TurbineCo.Ld.Nwc.	
82255	**Rhineland** (*ex*Altengamme)		1381					1922	Akt.Ges.	Leith,Hull&Ham.	242·3	36·3	15·2	Leith	T.3Cy.19$\frac{7}{16}$″,31$\frac{1}{16}$″&53¾″–36⅜″	G
148263			1010						"Weser"	Stm.Pkt.Co.Ld.(J.	P11′Q70′			British	167NHP	
MNSL	D.F. E.S.D. Sub.Sig.	1*Dk*	656						Bremen	Currie&Co.*Mgrs.*)				*WB*	Akt.Ges."Weser," Bremen	
82256	**Rhode Island**		8562	✠100A1	Phl		CL	1937	SunS.B.&	TheTexasCompany	468·1	65·3	34·3	Wilmgton	Oil Engines 2S.C.SA	34 ″ 3
236944		*OilEng.*	7765	5,38 ~~12,37~~	NYK		3,39	12mo	DryDockCo.		490·5(O.L.)			(Del.)	4Cy.31″–36″ 1197NHP	
WPOP	D.F. E.S.D.	1*Dk*	5070	5,39	LMC12 37				Chester,Pa.		P111′B39′F61′	FK		Utd.States	3DB(WT)*227lb*	
	Mchy.Aft	*CruiserStern*		*Carrying Petroleum in bulk*				*Lloyd's*A4CP		*CellDB*82′277*t*FP	*T*141*t*	*APT*115*t*		14*BHpt Cem*	SunSB&DD.Co.Chester Pa	
	Longitudinal framing at bottom & deck in centre tanks			DBS11,38												

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / Equipment Letter	7* If to when tail shaft last dealt.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Trade Cert.
82257 DEZP	**Rhön** (*ex*Selma)	1 *Dk*	1778 1467 1035					1921	Howaldts-werke Kiel	**Rabien& Stadtlander**	261·0 P13'Q75'B115'F81' *WB*	40·9	17·5	**Bremen** German	T.3Cy.20½",32⅜"&51⅛"–35⅝" 142NHP Howaldtswerke,Kiel		G
82258 OZTC	**Rhone** Wireless D.F. *Ref.Mchy.*	1 *Dk&Awng dk*	1064 876 564					1915	Kjöbnhvns Flydk.&Skbs. Copenhagen	**DetForenede DampskibsSelsk.**	237·1	35·6	21·6	**Copnhagn** Danish *WB*	T.3Cy.18",28½"&48"–33" 132NHP KjbnhavnsFlydk.&Skbsv.		V
82259 FOLF	**Rhuys** D.F.	1 *Dk*	2921 — 1812					1919	Atel.&Ch. de la Loire Nantes	**Cie.Nantaise des Chargeurs de l'Ouest**	313·8 P36'B79'F26'	46·4	21·0	**Nantes** French *WB*	T.3Cy.23½",38"&64"–42" 265NHP		V
82260 422 ICEL	**Rialto** (P) *Oil Eng.* *ss*Mfd.No.3–1,38	2 *Dks(Stl)&Shelter dk(Stl)* D.F. *Ref.Mchy.* *Rudder electrically welded*	6099 5353 3771	✝100A1 *with freeboard* [illegible]	Mfd [illegible] Trl	*b*†	CL N1,38	1927 5mo	Stabilmnto Tecnico Trieste *Lloyd's SA&CP*	**"Italia"Soc. Anon. di Nav.** *Cell DB377'1245t DTa30'748t*	448·5 430·8	55·4 55·4 FK	27·3 27·6 (*tFPT121t APT39t*	**Trieste** Italian	Oil Engines 2S.C.DA 6Cy.25⅛"–45½" 1328NHP NDb38–*100lb* *Coll to Sh dk* 6 „ 2nd „ 1 „ 3rd „) Soc.An."Fiat"S.G.M. Turin.	30 " 2 s 4 " 0¾ 26 " 4	
82261 145314 MKPW	**Ribblebank** (*ex*St.Levan) *ss*Bwg.No.3–5,34 *Mchy.Aft* *Well deck* 1 *Dk(Stl)* *ss*Bkn.No.1–38		351 235 138	✝100A1 7,[illegible]–1,36 [illegible] 1,[illegible] [illegible]–3,37	Liv [illegible] [illegible] [illegible]	*e*	CL ~~2,25~~ ~~[illegible]~~ 1,39 4,39	1921 3mo *Lloyd's*	Hepples (1919)Ld. SouthShields	**RibbleShippingCo. Ld.(W.J.Ireland, *Mgr.*)**	135·0 Q46'B9'F23'	23·3 BK7½'	9·7	**Liverpool** British	C.2Cy.17"&34"–24' (*s*) 130lb 65RHP 3*BHCem* *FPT45t* ISB,*2pf*,GS35,HS1120 ShieldsE&DDCo.Ld N.Shl	10 " 6 s " 6½ 10 " 7	
82262 7103 SGBU	**Ribersborg** (*ex*Segontian) *ss*Mmo.2ndNo.3–4,27 *ss*Hbg.No.2–36 1 *Dk(pt Irn pt Stl)&deep framing*		*1223* *1050* *700*	✝100A1 4,38 BS4,38 ✝LMC3[illegible]	Lkr	*n*	9,37	1901 5mo	W.Harkess &Son Middlesbro' A&CP	**RederiA/B Iwar (Turé Hillerström, *Mgr.*)** *DB*	224·6 234·0(O.L.) Q82'B56'RFD85' Fon RFD24' FK *a&uE79'uB15'f92'*	34·0	17·8	**Malmo** Swedish	T.3Cy.17",28½"&46"–33" (*s*) 180lb *80lb* 131NHP 4*BHCem* ISB,*3cf*,GS59,HS2026 MacColl&Pollock,Sld.	16 " 6 s 7 " 3 16 " 6	
82263 TrueBriton)	**Ribjörn** (*ex*Lovisa–37,*ex* Iron *ss*Got.2ndNo.3–12,96 *ss*Skm.No.1–02 1 *Dk(Irn)2trB*		982 *850* *571*	✝ 2,06 NB3,04	Bbo	*n*		1881 3mo	Palmers' Co.(Lim.) Newcastle	**RederiA/B Ribjörn (o/yKnudsen& LindforsA/B)** *DBa*	352t *APT24t* 224·0 Q116'B34'H27t F28' FK	31·3	16·0	**Helsingfrs** Finnish NDB01	C.2Cy.24"&52"–33" 132NHP 1SB,*3pf*,GS60,HS1827 Palmers'Co.(Lim.)Nwc.	17 " 0	V †
82264 EGJO	**Ricardo R.** (*ex*Ricardo,*ex*Concha, *ex*Mudela No. 2) *ss*Bbo.No.3–9,29 *ss*Bcl.No.1–34 1 *Dk(Stl)&Awng dk(Stl)*		1542 1424 931	✝100A1 *Awng dk* *with freeboard* 6,36	Bcl [illegible] NS7,34 [illegible]0	*o*	CL 6,35	1916 9mo *Lloyd's*	Astilleros del Nervion Bilbao *SA&CP*	**Hijo deRamon A.Ramos** *CellDB191'258t*	230·0	34·6	21·0 FK *APT36t*	**Barcelona** Spanish	T.3Cy.16",26"&44"–33" (*s*) 180lb *100lb* 139NHP 2SB.*4cf*,GS79,HS2386 Ross&Duncan,Glasgow	23 " 4 s 5 " 2½ 18 " 3	
82265	**Ricardo y Enrique** (*ex*Dredger Talcahuano)		497 — 283	No later survey reported				1920	Lobnitz& Co.Ld. Renfrew	**Ant.Ferro e Hijos Soc.Anon.Lda.**	151·0	32·8	11·2	**Bns.Aires** Argentine	C.2Cy.13"&26"–18" 29NHP Lobnitz&Co.Ld Renfrew		
82266 161131 GMWV	**Richard de Larrinaga** 1 *Dk*		5358 4888 3243					1929	Lithgows Ld. Port Glasgow	**LarrinagaS.S.Co. Ld.**	415·0 P38'B268'F38'	55·0	25·6 *WB*	**Liverpool** British	T.3Cy.25",43"&72"–48" 359NHP D.Rowan&Co.Ld.Glasgow		C
82267 221276	**Richard J. Barnes** Twin Sc (*ex*I.L.I.101–36,*ex* *Oil Eng.* InterwaterwaysLine *ss*N.Yk.No 3–4,33 Incorporated101–32) *ss*N.Yk.No.1–38 1 *Dk(Stl)* *Mchy.Aft*		1040 956 797	✝ A1 *Self-propelled Barge* 10,[illegible] *For service between New York Port Huron & Montreal via Erie & Welland Canals*	NYk [illegible] [illegible] LMC4[illegible]		S&B,38 ~~10,38~~ 10,38	1921 5mo	McDougall DuluthSBCo. Duluth,Minn. A&CP	**Erie&St.Lawrence Corporation** *Side tanks f12'23t FPT30t*	254·0	36·0	14·0 FK *APT13t*	**New York** Utd.States	Oil Engines 2S.C.SA 12Cy.10"–12½" 211NHP NE5,26 FairbanksMorseCo. Beloit, Wis.	14 " 0	
82268 86582 WADH	**Richard J. Reiss** (*ex*George W. Peavey) *Mchy.Aft* D.F. GyC. 1 *Dk2trB*		4503 — 3526					1901	American S.B.Co. Lorain,O.	**ReissS.S.Co.** *WB*	430·0	50·0	28·5	**Wilmgton (Del.)** Utd.States	Q.4Cy.15",23⅜",36½"&56"–40" 198NHP AmericanS.B.Co.		R
82269 132560 MDPB	**Richard Lander** Pad 2 *Dks*		340 218 235					1911	LythamSB &E.Co.Ld. Lytham	**United Africa Co.Ld.**	150·2	30·0	6·2	**London** British	H.2Cy.17"&37"–48" 55RHP Lytham S.B.&E.Co Ld.Lyt		
82270 110971 WRCR	**Richard Peck** (P) Steel&Iron Twin Sc		2906 — 1819					1892	Harlan& Hollingswrth Wlmngtn Del	**Steamer Richard Peck,Inc.**	303·3	48·0	17·8	**N.Lndn Cn** Utd.States	T.6Cy.24",38"&60"–30" NB12 394NHP Harlan&HollingsworthCo.		
82271 211287	**Richard Trimble** *ss*Clv.No.4–5,38 ~~*ss*Cgo.No.3–11,30~~ *Mchy.Aft* 1 *Dk(Stl)&Web frames* GyC. D.F. *Longitudinal framing*		7607 7306 5868	✝100A– *For Service on the Great Lakes* 5,38 ~~11,35~~ [illegible] BS5,39	Clv [illegible] ✝LMC[illegible]			1913 6mo	American S.B.Co. Lorain,Ohio	**PittsburghS.S.Co.** *WB=CellDBuE&B55'f&in Hpr side tanks*	580·0 F51'	58·0	32·0 FK	**D'luth,Min** Utd.States 4*BH*	T.3Cy.24",39"&65"–42" (*s*) 170lb 406NHP 2SB,*6cf*,GS132,HS6338 AmericanSBCo.ClevelndO 479'8549t*FPT259t APT59t*	32 " 0 s 10 " 10½ 21 " 4½	
82272 222849 KJWO	**Richard V. Lindabury** *Mchy.Aft* GyC. 1 *Dk*		7940 — 6213					1923	American S.B.Co. Lorain,Ohio	**PittsburghS.S.Co.**	586·3	60·0	28·0 *WB*	**D'luth,Min** Utd.States	T.3Cy.24½",41"&65"–42" 274NHP AmericanS.B.Co.Lorain,O		R
82273 LERM	**Richard With** (P) *Mchy.Aft* 1 *Dk&Awng dk2trB*		905 462 542					1909	Trndhjms Mek.Værks. Trondheim	**Vesteraalens Dampskibsselskab** *WB*	193·2	29·2	18·0	**Stokmark-næs** Norwegian	T.3Cy.17½",29"&49"–33" 138NHP Trondhjems M.V.Trndhm.		N
82274 15c828 VGFR	**Richelieu** (P) Twin Sc (*ex*Narragansett) 1 *Dk(Stl)&Web frames* *Fitted for oil fuel*		5528 3539 3096	✝ 4,14	Phl			1913 9mo	Harlan& Hollings-worth Cor. Wlmgtn,Del.	**CanadaS.S.Lines, Ld.** *Cell DBa44'uE&B*	322·9 BK8'	48·2	19·1 7 *BHCem* 114'*f*86'522t	**Montreal** British	T.8Cy.(2)23½",(2)37½"&(4)42"–36" 754NHP 6SB.*12cf*,GS264,HS12417 Harlan&HollingsworthCo.	21 " 6	C †
82275 225570 KLHU	**Richlube** *Oil Eng.* *Mchy.Aft* 1 *Dk* *Carrying Petroleum in bulk*		609 — 390					1926	Bethlehem S.B.Corp.Ld San Francisco	~~Rich field Oil Co. of California~~ Richfield Oil Corporation	180·5	32·0	14·0	**L.Angeles** Utd.States	Oil Engines connected to ElectricMotor&Sc.Shaft 4S.C.SA 6Cy.11¼"–15' 78NHP AtlasImperialEngineCo.		
82276 211443 WOCF	**Richmond** 3 Mst *Fitted for oil fuel* *Mchy.Aft* 2 *Dks&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*		6192 5902 3779				…	1913	ForeRiver S.B.Co. Quincy,Mass.	**StandardOilCo.of California**	419·4 P101'B34'F43'	54·2	31·2 FK	**S.Frncisco** Utd.States *WB*	Q4Cy23",32½",49"&71½"–51" 512NHP ForeRiverS.B.Co.Quincy	31 " 6	R †

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné suivant Table d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registrées ou cotées à un niveau plus haut dans la L. de Plimsoll. Port-Vert. Haut. Trade.
82277	**Richmond** (*ex*Ramona-33, *ex*Transford, *ex*Montauk. *ex*QueenCaroline) 1 *Dk* GyC.		893 — 487					1902	Baltimore S.B.&D.D.Co Baltimore	BuxtonLines,Inc.	193·0 | 30·1 | 11·2			Norfolk, Va. Utd. States	T.3Cy.16″,25″&42″–36″ MarylandS.B.Co. 106NHP Baltimore,Md.		
82278	**Rideaulite** *Fitted for oil fuel* *Mchy.Aft* 1 *Dk(Stl)* *Longitudinal framing at bottom & at deck* *Carrying Petroleum in bulk*		716 627 343	✠ … 8,36	Hfx			1930 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOil ShippingCo.Ld. (H.J.Rahlves, *Mgr.*)	175·0 | 35·2 | 12·9 FK			Montreal British	T.3Cy 13½″,22″&37″–27″ 106NHP 1SB,3*cf*,HS2028 N.E.MarineEngCoLd.Nwc	13 ″ 0 s 2 ″ 3 10 ″ 10½	
82279	**Ridley** *Oil Eng.* D.F. E.S.D. 1 *Dk* *Shelter dk* *Cruiser Stern*		4993 4627 3061	✠100A1 Hul *withfreeboard* ~~Rot~~ Shl ~~3,36~~ 3,59 LMC1,37 *Carrying Vegetable Oil in Deep Tank*		CL		1937 1mo	Wm.Doxford&SonsLd Sunderland	Stephens,Sutton, Ld. *CellDB346′11 MT123*	423·3 | 54·2 | 26·1 437·7(O.L.) *74t* FK *7B Hpt Cem Coll to Sh dk 6 „ 2nd „) 6t APT177t*			Newcastle British	Oil Engines 2S.C.SA 3Cy.20¾″–81⅛″ 388NHP 2DB *120lb* Wm.Doxford&Sons,Ld.Sld	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
82280	**Riga** (*ex*ThyraS.-36)		1207 923					1914	Kjöbnhvns Flydk.&Skbs Copenhagen	John C. [illegible] (H. [illegible] Gram. *Mgrs.*)	235·4 | 36·2 | 13·7 P13′Q69′B98′F29′			Riga Latvian *WB*	T.3Cy.15″,24″&40″–27″ 83NHP Kjbnhavns.Flydk.&Skbsv.		C
82281	— (*ex*Nordmild-34, *ex*Geysir, *ex*Petrine Hansen, *ex*Nyköbing) 1 *Dk*		706 749 661 426					1906	Helsingörs Jernsk&Msk. Elsinore	DampskslskDraco A/S(R.Fischer Nielsen, *Mgr.*)	201·2 | 31·6 | 11·3 Q71′B84′F28′			Copnhagn Danish *WB*	T.4Cy.15″,24″&40″–27″ 83NHP HelsingörsJernsk.&Mskb.		V
82282	**Rigdin** (*ex*Ingrid) **WoodAux3Mast** *Oil Eng.*		388 347					1907	E.Soderström Geta	**MissA.Stephens**	141·2 | 29·9 | 13·2			S'thamptn British	Oil Engines 2S.C.SA 4Cy.14 $\frac{9}{16}$″–15⅜″ ~~410NHP~~ *Emade*20 65RHP TurhamMachinefbrk.Cpn.		
82283	**Rigel** **TwinSc** *Oil Eng.* E.S.D. *ss*Rot.No.3–10,37 2 *Dks(Stl)* & *Shelter dk(Stl)*		3828 3416 2298	✠100A1 Cpn *Shelter dk* Bgn *withfreeboard* 12,~~37~~,39 LMC CS10,37 10,37		*x* OG	9,37	1924 8mo	Akt.Burmeistr&Wain Copenhagen	DetBergenske Dampskibsselskab *CellDB329′1086t between tunnels98t*	367·5 | 51·5 | 22·6 FK *Tank Collision FPT54t APT68t*			Bergen Norwegian *pt Cem B H to S dk 5 „ „ U „*	Oil Engines 4S.C.SA 12Cy.19½″–35⅝″ 450NHP Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 2 ″ 3¾ 23 ″ 3¼	
82284	— (*ex*Nordland) *ss*Got.2ndNo.3–7,30 *ss*Osc No.2 ~~*ss*Mono No.1~~ 1 *Dk(Stl)* *deep framing* & *Web frames* *Cargo battens not fitted*		831 — 2350	✠100A1 Shl *Turret dk* Cre LRE ~~5,37~~ 6,37 BS ~~12,38~~ 12,38 LMC ~~CS~~		*p* CL	~~10,34~~ 9,39	1905 6mo	Wm.Doxford&SonsLd Sunderland	E.Erikson *Cell DBa82′uE24′f170′*	352·0 | 48·2 | 23·4 P23′H80t F29′ FK *754t APT74t*			Mariehmn Finnish 6 *BH Cem*	T.3Cy.24½″,40½″&67″–45″(*s*) 180lb 409NHP 3SB,9*cf*,GS177,HS7474 Wm.Doxford&Sons,Ld.Sld	26 ″ 0 s 11 ″ 1 22 ″ 1	
82285	—		1477 1142 713	✠100A1 Hfs *withfreeboard* ~~Rot~~ ~~1,38~~ 1,39 BS ~~2,38~~ 2,39 LMC2,37		*r* OG		1937 2mo	A/B Crichton-VulcanO/Y Åbo	FinskaÅngf.A/B *CellDB219′380t FPT22t*	255·7 | 39·3 | 15·4 F19′ FK *4 BH Cem Coll to Sh dk 3 „ 2nd „) APT27t*	Helsingfrs Finnish	C.4Cy(2)15″&(2)32½″–32½″ 218lb (*s*) 189NHP 2SB(Spt)6*cf*,GS108,HS3508 A/B Crichton-VulcanO/Y	17 ″ 9 s ″ 2½ 17 ″ 7½	
82286	—		~~977~~ 719 525	✠100A1 Ham *l* 11,37 LMC11 *Carrying Petroleum in bulk*		CL		1936 11mo	Deutsche WerftAG Bet Reihstgwrft Hamburg	TrelleborgsÅngf. NyaAktieb. (J.Malmros, *Mgr.*) *CellDBuE22′20t FPT39t*	205·0 | 32·3 | 15·1 209·8(O.L.) P54′F29′ *Trunk*115′ FK *APT43t*	Trelleborg Swedish 11 *B Hpt Cem*	Oil Engines 4S.C.SA 8Cy.14⅜″–19⅛″ 161NHP DB *100lb* Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg	15 ″ 0 s1 ″ 1½ 14 ″ 6	
82287	**Rigmor** **TwinSc** *Carrying Petroleum in bulk* *Oil Eng.* LDSJ *Mchy.Aft* 1 *Dk* D.F. *Cruiser Stern*		6305 5537 3850					1931	Götaverken A/B Gothenburg	Waages Tankrederi (A/S J.Stenersen, *Mgr.*)	408·3 | 55·3 | 32·3 P216t H377t F71t			Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 543NHP GötaverkenA/B,Got.		N
82288	—		1278 833					1920	F.Schichau Elbing	D/S A/S Progress (MariusNielsen& Sön, *Mgrs.*)	224·3 | 33·6 | 13·5 Q60′B97′			Copnhagn Danish *WB*	T.3Cy.15″,24½″&38⅝″–25¾″ 76NHP F.Schichau,Elbing		G
82289	**Rigny** (*ex*Clemenceau-38, *ex*WarMersey) *Fitted for oil fuel* FQZF D.F. 1 *Dk* *Shelter dk* *Carrying oil fuel in bulk*		753 2429 2314 1841					1919	H.&C. Grayson,Ld. Liverpool	Cie.Havraise de Nav.(L.Corblet& Cie.)	265·1 | 41·2 | 26·6 FK			Havre French *WB*	T.3Cy.21″,34″&56″–36″ 229NHP Richardsons,Westgarth& Co.Ld.Hpl.	28 ″ 10	V †
82290	**Rijn** PHFQ	*ss*Rot No.3–4,29 *ss*Rot No.2 ~~*ss*Rot. No.1~~ 1 *Dk(Stl)*	1969 1753 1159	✠100A1 Rot 5, 9,36 BS2,38 LMC MS6,38		CL	9,36 4,38	1916 9mo	A.Vuijk& Zonen Capelle a/d Ysel A&CP	N.V.Houtvaart (Vinke&Co. *Mgrs.*) *CellDB244′5*	281·3 | 40·3 | 19·1 P23′B70′F24′ FK *75t FPT81t APT41t*	Rottrdam Dutch *4 BH Cem pt Asp*	T.3Cy.21″,34½″&57″–36″ (*s*) 190lb ~~*100lb*~~ 225NHP 2SB,6*cf*,GS104,HS3560 ArnhemscheStm.Maats.	21 ″ 4 s 3 ″ 0½ 18 ″ 6	
82291	**Rijnstroom** *Oil Eng.* PHGI *Mchy.Aft* D.F. 1 *Dk* *Shelter dk* *Rudder electrically welded* *Cruiser Stern*		695 564 335	✠100A1 Ams *withfreeboard* LMC 11,38		*o* CL		1937 8mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *Lloyd'sA&CP*	N.V.Hollandsche Stoomb.Maats. *CellDB175′306t*	237·0 | 35·2 | 9·7 *36·2* 246·5(O.L.) FK *(Coll to Sh dk 4 „ 2nd „) FPT21t APT19t*	Amstrdam Dutch *5 BH pt Cem pt to Sh dk* Werkspoor N.V.Ams.	Oil Engines 4S.C.SA 7Cy.15⅜″–24 $\frac{7}{16}$″ 160NHP	12 ″ 8 s ″ 2 12 ″ 7½	
82292	**Rikke** (*ex*LauraMærsk-37, *ex*Belgien) OUIF Wireless D.F. 1 *Dk*		1432 1172 873					1907	Howaldtswerke Kiel	Dampskibsslsk af 1937 A/S(Ove Skou, *Mgr.*)	241·2 | 36·1 | 16·5 P12′Q73′B105′F29′			Copnhagn Danish *WB*	T3Cy.16⅜″,26,$\frac{9}{16}$″&42½″–29½″ 96NHP Howaldtswerke,Kiel		V
82293	**Rikko Maru** (*ex*Corabank-37) *Oil Eng.* JDAM *Mchy.Aft* 2 *Dks(Stl)* *Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*		44249 9182 — 7143	✠ Sng *d*† 12,37				1932 8mo	Workman, Clark(1928) Ld. Belfast	NipponSekiyu K.K. *CellDBuE73′226t*	477·0 | 68·8 | 35·6 P108′B33′F40′ FK *DT 36′496t FPT207t APT39t*	Tokyo Japanese 18 *B Hpt Cem (10 to U dk 8 „ 2nd„)*	Oil Engines 2S.C.SA 8Cy.26¾″–47½″ 997NHP Workman,Clark(1928) Ld	35 ″ 4	
82294	**Riley** *Oil Eng.* GYXK D.F. E.S.D. 1 *Dk* *Shelter dk* *Cruiser Stern*		4993 4627 3061	✠100A1 Rot *withfreeboard* Hul 7,38 ~~2,38~~ LMC7,36 LMC(M)7,38		CL		1936 7mo	Wm.Doxford&SonsLd Sunderland	TheWhalton Shipping Co.Ld. (Stephens,Sutton, Ld. *Mgrs.*) *CellDB346′1174t*	423·5 | 54·2 | 26·1 438·7(O.L.) FK *(Coll to Sh dk 6 „ 2nd „) MT1236t APT177t*	Newcastle British *7 B Hpt Cem*	Oil Engines 2S.C.SA 8Cy.20½″–81⅞″ 388NHP 2DB *120lb* Wm.Doxford&Sons,Ld.Sld	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
82295	**Rim** (*ex*Bratö-34, *ex*Firdo) **WoodSc** *Oil Eng.* LFQK *Mchy.Aft* 1 *Dk*		552 439 334					1919	Chr.Jensen Asker	Skibs.A/S Motor (A.Salvesen, *Mgr.*)	156·3 | 30·1 | 14·0 P55t F37t			Kragerö Norwegian	Oil Engines 2S.C.SA 4Cy.16½″–18 $\frac{9}{16}$″ 192NHP J&CG BolindersCo.Ld Skm		V

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Registered Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Additional Equipment Letter.	7a Date when tail shaft last dcod.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 In registers in which classed, if not in L.R. Inset to Table of Trade Cert.
82296 LEBI	**Rimac** (*ex* Havmöy-34, *ex* Frank) *Mchy. Aft* 1 *Dk*	942 627 460					1919	Porsgrund Mek. Værks. Porsgrunn	A/S Mairo (Anders Smith, *Mgr.*)	202·0 P119*t* H37*t*	32·1 Q70*t* F26′	12·0 B21*t*	Arendal Norwegian *WB*	T.3Cy.14″,23″&38″–27″ 75 NHP Porsgrund M.V. Porsgrunn		N
82297 LERO	**Rimfakse** 1 *Dk*	1334 1170 746				...	1921	Kockums M.V. Aktieb. Malmö	D/S A/S Ringhorn (Alb. Schjelderup)	235·5 P17′ B63′ F25′	37·7 FK	16·5	Bergen Norwegian *WB*	T.3Cy.18⅛″,28⅜″&48⅛″–31½″ 157 NHP Kockums M.V. Akt. Malmö	18 ″ 7	N †
82298 1689 ICEM	**Rina Corrado** (*ex* River Delaware, *ex* Venusia, *ex* War Snake) *ss* Phl. No. 3–7, 30 2 *Dks* (*Stl*) D.F.	5180 4798 3125	✠ ... 3,35	Ant	*y*		1918 8mo	Harland & Wolff, Ld. Belfast	"Corrado" Soc. Anon. di Nav. *Cell D B*	413·1 400·4 P49′ B113′ F40′ 345′ 1123*t*	52·3 FK *FPT* 122*t*	28·4 7 *B Hpt Cem* *APT* 181*t*	Genoa Italian	T.3Cy.27″,44″&73″–48″ 517 NHP 3SB, 9*cf*, GS190, HS7668 Harland & Wolff, Ld. Bel.	31 ″ 0	I †
82299 LEXA	**Rinda** (*ex* Appleby) *ss* Osl. No. 3–7, 29 *ss* Osl. No. 2–37 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Cargo battens not fitted in Shelter 'tween dks*	6029 4158 3820	✠100A1 *Shelter dk with freeboard* 9,38 7,37 *Carrying oil fuel F. P.* *Fitted for oil fuel* 7,20	Osl BS10,38 MC8 37 above 1 50° F. above 1 50° F.	*z*	CL 7,37 N0,38	1917 10mo	Sir J. Laing & Sons, Ld. Sunderland *Lloyd's* *in DB*	Wilh. Wilhelmsen *Cell DB a* 130′ *u*	405·3 FK *E22′ f* 184′ 975*t*	53·5 6 *B HCem* *APT* 63*t*	33·5	Tönsberg Norwegian 180lb 559 NHP 3SB, 9*cf*, GS195, HS8214 FD J. Dickinson & Sons, Ld. Sld	T.3Cy.28⅝″,46″&75″–51″ (*s*) 559 NHP *E22′ f* 184′ 975*t* *APT* 63*t*	36 ″ 0 s 9 ″ 1 27 ″ 1¾	
82300 7359 SERN	**Ring** Sub. Sig Wireless D.F. 1 *Dk* & *Shelter dk*	*1343* *1026* *622*					1927	Akt. Finnboda Varv Stockholm	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	263·9 H51*t*	37·2	14·2	Stockholm Swedish *WB*	T.3Cy.20″,32″&53″–36″ 168 NHP Helsingörs Jernsk. & Mskb.		V
82301 LCNF	**Ringar** (*ex* Handicap–37) Twin Sc *Oil Eng.* 2 *Dks*	5013 4565 3028					1921	Rosenberg Mek. Værks. Stavanger	Ringdals Rederi A/S (Olav Ringdal, *Mgr.*)	415·3 P112*t* H31*t*	54·7 F25*t*	25·4	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.23½″–41⅛″ 774 NHP Sulzer Frères, Winterthur		N
82302 LERP	**Ringen** Twin Mst Am Ship (*ex* S.E. Calvert, *ex* Loosedrecht) *ss* Nwc. No. 3–2, 29 *ss* Osl. No. 2–37 *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck* *Cargo battens not fitted*	1499 1059 755	✠100A1 4,39 12,37 ✠LMC12,3 BS2,39	Osl Goo	*o*	OG 12,37	1917 5mo	N.V. Burgerhout's Mchfb. & Scheepswft Rotterdam A&CP	Ekerholts Rederi A/S (B. Ekerholt, *Mgr.*) *Cell D Bu B* 25′ *f* 159′ 3	235·6 26*t* *MT* 10′ 184*t*	36·1 FK *FPT*	15·4 80*t* *APT* 65*t*	Oslo Norwegian 5 *BHCem*	T.3Cy.19½″,32½″&52″–35⅜″ 180lb (*s*) 209 NHP 2SB, 6*cf*, GS116, HS3710 Burgerhout's Mch Fab Rot	17 ″ 10 s 4 ″ 9¾ 17 ″ 2½	
82303 LERQ	**Ringhorn** (*ex* Hans Gude) 1 *Dk*	1298 1123 785					1919	Huiskens & van Dijk Dordrecht	D/S A/S Ringhorn (Alb. Schjelderup)	237·9 P21′ B56′ F21′	37·2	16·0	Bergen Norwegian *WB*	T.3Cy.17½″,29″&44,7⁄8″–36″ 121 NHP Huiskens & van Dijk		N
82304 LFMA MKNS	**Ringulv** (*ex* Norskehavet–37, *ex* Sigrun, *ex* Lyngenfjord, *ex* Keramiat) *ex* Ringulv "(Olav Ringdal, *Mgr.*) *Ref. Mchy.* D.F.	5153 4699 3150	✠ 8,29 ✠	Bom	*y*		1903 6mo	Napier & Miller, Ld. Glasgow	Skibs A/S "Ringulv" (Olav Ringdal, *Mgr.*) *Cell D Ba* 129′ *u* E27′ 1154*t* *DT*	390·0 P111*t* H19 *f* 161′	52·0 9*t* F69*t* FK *FPT* 748	26·9 *a* 40′ 1022*t* *FPT* 105*t* *APT* 56*t*	Oslo Norwegian 6 *BHCem*	T.3Cy.27″,43″&72″–51″ 405 NHP 3SB, 9*cf*, GS165, HS6303 D. Rowan & Co. Glasgow	29 ″ 11	N †
82305 143711 MKNS	**Ringwall** (*ex* Mary Summerfield) *Mchy. Aft* *ss* Bkn. No. 3–8, 32 *Well deck* *ss* Bkn. No. 1–37 1 *Dk* (*Stl*)	407 318 159	✠100A1 8,38 BS3,38 ✠LMC9 37	Irv	*f*	CL 2,38	1921 2mo	Day, Summers & Co. Ld. Southampton *Lloyd's*	Wallace Bros. Ld.	143·0 149·1 (O.L.) Q47′ B9′ F24′	25·1 BK7′ *FPT* 48	11·6 3 *BHCem* *APT* 3*t*	Liverpool British 120lb 60 RHP 1SB, 3*cf*, GS64, HS1840 Day, Summers & Co. Ld. Sou.	C.2Cy.17″&38″–30″ (*s*) 60 RHP	12 ″ 9 s ″ 10½ 12 ″ 6	
82306 LCEL	**Ringwood** (*ex* Beljeanne–37) *Mchy. Aft* *ss* Rot. No. 3–12,38 1 *Dk* (*Stl*)	7203 6438 4286 2858	✠100A1 7,38 10,37 12,38 LM 12,38	Nag Rot	*b* †	CL 6,37	1926 8mo	Armstrong Whitworth & Co. Ld. Newcastle *Lloyd's*	Skibs. A/S Ringwood (Olav Ringdal, *Mgr.*) *Cell D Bu* E58′ *f*	414·4 P96′ B32′ F39′ 278′ 1384*t*	67·1 FK *FPT* 502*t*	31·0 *APT* 298*t*	Oslo Norwegian 6 *BHCem* DB *100lb*	Oil Engines 2S.C.SA 8Cy.23⅜″–41⅜″ 776 NHP Armstrong Whitworth & Co. Ld. Nwc	33 ″ 6 s 7 ″ 2½ 26 ″ 6	
82307 149629 MNQS	— Wireless *Cruiser Stern* 1 *Dk*	755 626 304					1926	D & W Henderson & Co. Ld. Glasgow	Southern Railway	220·7 B90′ F37′	33·6	14·2	S'thamptn British *WB*	T.6Cy.15″,25″&41″–24″ 165 NHP D. & W. Henderson & Co. Ld.		
82308 SVUK	**Rinos** (*ex* Ullstad–36, *ex* Westcliff) *ss* Osl. No. 3–6, 30 *ss* Osl. No. 1–34 1 *Dk* (*Stl*) & *Shelter dk* (*Stl* *Cargo battens not fitted in 'tween dks*	4649 4504 2890	✠100A1 *Shelter dk with freeboard* 5,38 8,37 MS3,34	Rot Npt ✠ MC S4,	*w*	CL 5,38	1919 3mo	J. Priestman & Co. Sunderland *Lloyd's*	L.A. Embiricos *Cell D B* 298′ 834 *t*	350·0 FK *FPT* 110*t*	50·8 Col *APT* 97*t*	31·5 *BH to Sh dk* 5 ,, , *U* ,,	Andros Greek *Cem*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb 384 NHP 3SB, 9*pf*, GS129, HS5364 FD G. Clark, Ld. Sunderland	34 ″ 0 s 9 ″ 2½ 25 ″ 0	
82309 146122 GJBK	**Rio Azul** *ss* Shl. No. 3–6, 34 1 *Dk* (*Stl*) & *Web frames* *Corrugated sides*	4088 3844 2513	✠100A1 11,37 BS11,37 LMC6 34	Sld Cff	*x*	CL 4,38	1921 7mo	Blyth S.B. & D.D. Co. Ld Blyth *Lloyd's*	Thompson Steamshipping Co. Ld. *Cell D*	363·1 376·3 (O.L.) P30′ B219′ F37′ B314′ 920*t*	53·2 FK *FPT*	26·3 81*t* *APT* 105*t*	London British 6 *BHCem*	T.3Cy.27″,43″&72″–48″ (*s*) 180lb FD 474 NHP 3SB (Spt) 9*cf*, GS141, HS6792 N.E. Marine Eng. Co. Ld. Sld	28 ″ 9 s 4 ″ 0½ 24 ″ 11	
82310 146514 GFXB	**Rio Blanco** *ss* Shl. No. 1–38 *ss* Shl. No. 3–11, 34 1 *Dk* (*Stl*) & *Web frames* *Corrugated sides*	4086 3844 2511	✠100A1 7,38 9,38 ✠LM 38 MS11,34	Shl	*x*	CL N7,38	1922 2mo	Blyth S.B. & D.D. Co. Ld. Blyth *Lloyd's*	Thompson Steamshipping Co. Ld. *Cell D*	363·1 P30′ B219′ F37′ B314′ 920*t*	53·2 FK *FPT*	26·3 81*t* *APT* 105*t*	London British 6 *BHCem*	T.3Cy.25″,43″&72″–48″ (*s*) 180lb FD 474 NHP 3SB (Spt) 9*cf*, GS141, HS6792 N.E. Marine Eng. Co. Ld. Sld	28 ″ 9 s 4 ″ 0½ 24 ″ 11	
82311 LJHY	**Rio Branco** (*ex* Boca Raton–36, *ex* Marie-Horn–35) *Oil Eng.* *ss* Gls. No. 3–5, 35 *Cruiser Stern* 2 *Dks*	2210 2732 1858	100A1 *with freeboard* 7,38 9,37 DB9,38 LMC5 35	Got	*u*	CL 11,38 9,38	1925	Frd. Krupp Act. Ges. Kiel *Lloyd's*	A/S Sobral (Øivind Lorentzen, *Mgr.*) *Cell D B* 256′ 719*t* *FPT* 0	406·5 P25′ B99′ F22′	47·7 FK	23·5	Oslo Norwegian 5 *B Hpt Cem* *Coth*	Oil Engines 2S.C.SA 4Cy.25,9⁄16″–51,5⁄8″ 454 NHP Frd. Krupp A.G. Kiel	25 ″ 11 s 4 ″ 8½ 21 ″ 3½	
82312 146681 GFXJ	**Rio Claro** *ss* Bly. No. 3–10, 35 1 *Dk* (*Stl*) & *Web frames* *Corrugated sides*	4086 3844 2510	✠100A1 1,39 12,37 LMC MS10,35	Yka Mdb	*x*	CL 12,37 1,39	1922 12mo	Blyth S.B. & D.D. Co. Ld. Blyth *Lloyd's*	Thompson Steamshipping Co. Ld. *Cell D*	363·1 P30′ B219′ F37′ B314′ 920*t*	53·2 FK *FPT*	26·3 81*t* *APT* 105*t*	London British 6 *BHCem*	T.3Cy.26″,43″&72″–48″ (*s*) 180lb FD 474 NHP 3SB (Spt) 9*cf*, GS142, HS6792 N.E. Marine Eng. Co. Ld. Sld	28 ″ 9 s 4 ″ 0½ 24 ″ 11	
82313 DHUC	**Rio de Janeiro** (*ex* Santa Inés) Sub. Sig. 3 *Dks*	5261 4855 3194					1914	Bremer Vulkan Vegesack	Hamburg-Süd-Amerik. Dampfschifffahrts Ges.	401·9	55·0	27·8	Hamburg German *WB*	T.3Cy.27½″,45⅝″&74″–49½″ 380 NHP Bremer Vulkan Vegesack		G
82314 3592 JISC	**Rio de Janeiro Maru** (P) Twin Sc *ss* Osa. No. 2–38 *Oil Eng.* *Ref. Mchy.* Sub. Sig *Kob. No. 1* GyC. *Cruiser Stern* 3 *Dks* (*Stl-Weather dk* ws)	9627 7975 5829	✠100A1 *with freeboard* Osa 10,38 LM CS DBS1,38 10,38 Lloyd's RMC1 5,39	Kob	*e* †	CL 6,38 5,37	1930 5mo	Mitsubishi Zosen Kaisha Ld. Nagasaki *Lloyd's*	Osaka Syosen K.K. *Cell D B* 375′ 1449*t*	461·2 B80′ F51′ *Tanks in way of tu*	62·0 FK *nnels* 340*t*	39·5 *F*	Osaka Japanese 7 *BH*	Oil Engines 2S.C.SA 12Cy.26½″–39⅜″ 1503 NHP DB *120lb* Mitsubishi Zosen Kaisha, Ld *PT* 144*t* *APT* 119*t*	39 ″ 6 s 13 ″ 11½ 26 ″ 0	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15 Registre ou cesse d'être sur le R. Darse Cert. Ref Trade
82315 147726 GFYC	**Rio Dorado** ssAnt.No.3–10,37 1 Dk (Stl) & Shelter dk (Stl) D.F. & Web frames Longitudinal framing in double bottom Corrugated sides & at decks	4507 4207 2766	✠100A1 Ant y with freeboard ~~10,37~~ ✠LMC 11,38 2,39 BS11,38			CL N10,37	1924 9mo	BlythS.B. &D.D Co.Ld. Blyth	ThompsonSteamshippingCo.Ld. Lloyd's A4 CP Cell D B336' 1159t	390·0 55·3 25·5 FK FPT 779t APT 114t	London British	T.3Cy.26",43"&72"–48" (s) 180lb FD 444NHP 3SB(Spt)9cf,GS144,HS6066 NE.MarineEng.CoLd.Nwc	28 " 0 s 3 " 0½ 25 " 1½	
82316 EAON	**Rio Francoli** (exFlorinda) ssVal.2ndNo.3–4,34 2 Dks (Stl)	2337 1898 1458	100A1 Bcl s 5,36 ~~12,38~~ 7,38 ~~BS11,37~~ ~~LMC 2,38~~ ~~NO LATER SURVEY REPORTED~~			CL	1909	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd's A4 CP	Cia.Trasmediterranea Cell D Ba84' u E18	290·0 42·0 20·7 ~~122~~ B70' F32' FK D28 f 130'470t FPT 35t APT 20t	Barcelona Spanish	T.3Cy.22",35"&58"–39" (r) 180lb 110lb 217NHP 2SB,6cf,GS104,HS3206 Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 " 0 s 3 " 0½ 19 " 6	
82317	**Rio Grande** TwinSc (exArenera Traverso e Hijos–36, exAnita Ipland–28, 1 Dk exHorst Ipland, Fitted for oil fuel exFranqueville,exForgeron) Mchy.Aft	537 — 343					1920	Ch.& Atel. de Provence Port de Bouc	J.Traverso&Hijos	229·6 34·1 14·8 P72' F31'	Bns.Aires Argentine WB	T.6Cy12⅝",19⅞"&32½"–16½" 81NHP Forg.& Ch.de la Médit.Msl.		
82318	**Rio Limay** Fitted for oil fuel 2 Dks	709 — 264					1924	S.A.Virginio Travreso & Figli Finalmarina	Jeronimo Falcon y Samuel Calvo	184·7 33·9 16·5 P43' B60' F20'	Bns.Aires Argentine WB	T.3Cy.18½",25⅜"&41½" –29½" 95NHP G.Fossati&Co.Sestri Ponente		V
82319 EGJR	**Rio Miera** (exMartinez Rivas, exFransBorremans) Mchy.Aft 1 Dk	746 532 411					1920	T.van Duijvendijk Lekkerkerk	NavieraMontañesa S.A.(Fernando M. Pereda, Mgr.)	179·7 28·8 12·2 Q106' B11' F24'	Santander Spanish WB	T.3Cy.15",25"&40"–24" 78NHP Mchfbk.Bolnes,Bolnes		N
82320 LJHN	**Rio Negro** (exHindhead–36, exConsul Horn–36) Oil Eng. ssGot.No.1–39 ssHam.No.3–9,34 Cruiser Stern 2 Dks	3220 2747 1867	100A1 NNs u with freeboard Cot ~~plus 8,37~~ 2,39 DBS7,38 ~~LMC 38~~			CL 11,36	1924	Frd.Krupp Act.Ges. Kiel Lloyd's A4 CP	A/S Sobral (ÖivindLorentzen, Mgr.) Cell D B248' 652t FPT	~~306·5~~ 47·7 23·5 306·7 P25' B98' F23' FK Deep tank in bridge tween decks	Oslo Norwegian	Oil Engines 4S.C.SA 6Cy.25⅝"–39⅜" 381NHP 5 BHCem DB 70lb Frd.Krupp,A.G.Kiel	25 " 11 s 4 " 8½ 21 " 3½	
82321	— Fitted for oil fuel Mchy.Aft 2 Dks	467 — 179					1906	Soc.Co-op. di Produzione Samprdarena	Soc.Mercantil Colectiva San Martin y Cia.	167·0 31·4 14·7 P7' B165' F13'	Bns.Aires Argentine WB	T.3Cy.14½",21⅜"&35½"–21½" NB23 60NHP Soc.Co-op.di Produzione		
82322 LJJH	**Rio Novo** Fitted for oil fuel 1 Dk & Shelter dk	2450 2207 1426					1937	SirJ.Priestman&Co. Sunderland	A/S Sobral (ÖivindLorentzen, Mgr.)	311·5 47·0 19·3	Oslo Norwegian WB	T.3Cy.20½",35½"&61"–42" 241NHP G.Clark,Ld.Sunderland		N
82323 LJIY	**Rio Pardo** (exPineCourt–37, exHenryHorn–34) Oil Eng. ssHam.No.3–8,34 Cruiser Stern 2 Dks ssOsl.No.1–38	3133 2732 1811	100A1 Osl u with freeboard NYk 2,38 ~~1,98~~ LMC CS1,38 ~~BS7,37~~ 6,38 2,37			CL 1,38	1924	Frd.Krupp Act.Ges. Kiel Lloyd's A4 CP	A/S Sobral (ÖivindLorentzen, Mgr.) Cell D B248' 652t FPT	306·7 47·7 23·5 P25' B98' F23' FK	Oslo Norwegian	Oil Engines 4S.C.SA 6Cy.25⅝"–39⅜" 381NHP 5 BHCem DB 70lb 58t APT 48t Frd.KruppA.G.Kiel	25 " 11 s 4 " 8½ 21 " 3½	
82324 EAPU	**Rio Segre** (exSantamaña) ssBcl.No.3–6,34 2 Dks (Stl)	2661 2070 1993	✠ 12,38 Bcl s ~~LMC 1,38~~ ~~NO LATER SURVEY REPORTED~~			CL 3,34	1921 10mo	Echevarrieta y Larrinaga Cadiz Lloyd's A4 CP	Cia.Nav.Sota y Aznar&Ybarra& Co.(Cia.Nav.Sota y Aznar, Mgrs.) Cell D B 248'600t FPT 72t	290·0 44·0 19·3 P25' B76' F31' FK	Barcelona Spanish	T.3Cy.22",36"&59"–39" (s) 180lb 252NHP 5 BHCem 2SB,6cf,GS118,HS4120 J.G.Kincaid&Co.Ld.Grk.	22 " 0 ~~s 3 " 2~~ ~~13 " 2~~	
82325	**Rio Verde** (exShoreham–37, exTheresеHorn–34) Oil Eng. ssHam.No.3–9,34 Cruiser Stern 2 Dks	3223 2747 1865	100A1 Skm u with freeboard 1,38 Carrying vegetable oil in deep tank in bridge tween decks			CL ~~1,38~~ 1,38	1924	Frd.Krupp Act.Ges. Kiel Lloyd's A4 CP	A/S Sobral (ÖivindLorentzen, Mgr.) Cell D B248' 652t FPT 58t APT 48t Deep tank in bridge tween decks 24'250t	~~306·5~~ 47·7 23·5 306·7 P25' B98' F23' FK	Oslo Norwegian	Oil Engines 4S.C.SA 6Cy.25⅝"–39⅜" 381NHP 5 BHCem DB 70lb Frd.KruppA.G.Kiel	25 " 11 s 4 " 8½ 21 " 3½	
82326 CLBY	— (exRioNeuquen–36,ex ssB.As.No.3–2,36 JollyJohn,exSalcombeRegis) 1 Dk (Stl) Mchy.Aft Well deck Windlass	679 — 387	✠100A1 BAs h 2,36 BS11,37 ✠LMC 2,36			CL 1,36	1921 5mo	J.Chambers,Ld. Lowestoft Lloyd's A4 CP	Jose Montes Thurler(Comunidad Montes y Gente Grande, Mgrs.) Cell D B 99' 138t FPT 45t APT 30t	167·9 26·5 10·4 Q108' F24' FK	Pnta Arnas Chilian	T.3Cy.14",23"&38"–27" (s) 180lb 96NHP 3 BHCem 1SB,3pf,GS51,HS1666 Yeaman&Baggesen,Dun.	12 " 7	
82327 LOIJ	**Riogrande** (exTivy–35, exFoldenfjord. Fitted for oil fuel exRemus) 1 Dk & Shelter dk	3564 — 2023				...	1921	ClydeS.B. &E.Co.Ld. Pt.Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	350·0 50·2 32·6 F52t H150 ton Shelter dk FK	Bns.Aires Argentine WB	T.3Cy.25",41"&67"–45" 363NHP ClydeS.B.&E.Co.Ld.P.Gl.	35 " 0	N †
82328 UOVZ	**Rion** Oil Eng. Ref.Mchy. 2 Dks	3113 2705 1778					1931	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	326·3 48·6 22·6 B89' F29'	Odessa Russian WB	Oil Engines 2S.C.SA 6Cy.23⅝"–39⅜" 587NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		
82329	**Rip** Steel&IronTwinSc (exNaval Vessel Paluma) Mchy.Aft 1 Dk	365					1884	Armstrong Whitworth &Co.Ld. Newcastle	The Victorian Government (Department of Ports&Harbours)	125·0 25·0 11·0 P32'	Melbourne British	C.4Cy.15"&26"–14" NB06 42NHP Armstrong Whitworth& Co.(Engineers)Ld.Nwc.		
82330 161599 GZGN	**Ripley** Oil Eng. D.F. 1 Dk & Shelter dk Cruiser Stern	4997 4627 3063	✠100A1 Gls with freeboard Lon ~~12,37~~ ✠LMC 2,39 Carrying Vegetable oil in deep tank			CL	1936 12mo	Wm.Doxford&Sons,Ld Sunderland Lloyd's A4 CP	Thomasson Shipping Co.Ld. (Stephens,Sutton, Ld. Mgrs.) Cell D B346 1174t	423·3 54·2 26·1 439·5(O.L.) FK MT 1236t APT 177t	Newcastle British	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 388NHP 7 BHpt Cem 2DB 120lb Coll to Sh dk 6 „ 2nd „ Wm.Doxford&SonsLd.Sld	28 " 8 s 3 " 4½ 25 " 6	
82331 LCZY	**Risanger** (exLabelleCounty–34, exTananger,exHufterö,exHiskö) Fitted for oil fuel 2 Dks	5455 5208 3436					1920	W.Pickersgill&Sons,Ld Sunderland	WestfalLarsen& Co.A/S	380·4 52·3 32·1 H155t	Bergen Norwegian WB	T.3Cy.25",41"&69"–48" 330NHP Richardsons,Westgarth& Co.Ld.Sld.		N
82332														

Now "Morska Wola," ~~Cruiser Stern~~ 2 Dks ~~Supplement~~

Now "Cabo San Sebastian," see No.57537 ~~Supplement~~

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c / Special Surveys. No. of Decks, &c	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7* Date when hull classed. Last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draughts. ft. in.	15 Registers to which classed. If not in L.R. Date of Bd of Trade Cert.
82333 LJNV	**Risöy** (*ex*Horsia-37, *ex*Heljo-84, *ex*Kenrhos, *ex* Kilfinny)	*ss*Tln.No.3-7,39 ~~*ss*Cpn.No.1-37~~ *ss*Osl.No.3-1,39 1 *Dk*(*Stl*) *Cargo battens not fitted*	793 667 399	✝100A1 1,38~~7,37~~ ~~2SS1,36~~ MBS1,37 5,38	Cpn Osl MS1,39 LMC DBS1,39	*l*	CL ~~1,36~~ 1,39	1918 11mo	Cochrane &Sons,Ld. Selby *Lloyd's*	A/S Risöy (O.Nordahl Saanum, *Mgr.*)	213·6 220·1(O.L.) B44'F27' len20 *Cell D Bu E26'20t*	30·0 FK	15·3 5 *B Hpt Cem DT f42' 100t*	Mandal Norwegian	T.3Cy.16",26"&44"–26" (*s*) 200lb *100lb* NDB20 116NHP 1SB.*3cf*,GS51,HS1825 MacColl&Pollock.Ld.Sld.	16 " 5 s 1 " 11½ 14 " 6	
82334 JPWA	**Risshun Maru** (*ex*IdaMaru-36, *ex*Ida, *ex*Pulawski, *ex*Ida)	*ss*Kob.2ndNo.3-5,24 *ss*Kob.No.3-9,36 1 *Dk*(*Stl*) *Spar dk*(*Stl*) *Cargo battens*	4414 4077 2753	✝100A1 *Spar dk* 12,37	Kob LMC12	*x*	CL 12,37	1906 6mo	Russell& Co. Pt.Glasgow *Lloyd's*	KusakabeKisen K.K. *Cell D B318'1010t A P T45t*	370·3 P36'B108'F40'	49·8 27·0 FK	19·2 6 *B H Cem*	Amagasaki Japanese	T.3Cy.26",42"&70"–48" (*s*) 180lb 410NHP 2SB,*6cf*,GS118,HS5523 FD Rankin&Blackmore,Grk.	29 " 8	
82335 PJAP	**Rita** Twin Sc *Mchy. Aft* 1 *Dk* *Longitudinal framing at bottom in centre tanks & at trunk top*		3145 2256 1557	✝100A1 ~~3,38~~ 10,37 ~~BS5,38~~ BS4,37 ~~LMC~~ MC *Carrying Petroleum in bulk* *Fitted for oil fuel*	Cco BS5,38 MC	*v*	CL ~~5,38~~ 5,38 P10,37 *bulk F.P. a* 4,35	1935 4mo	N.V.Nederl Schps.Maats. Amsterdam *Lloyd's* above 150° *F.*	N.V.Curaçaosche Scheepv.Maats. *Cell D B318'1010t A P T45t*	336·4 Q87'F39' *Trunk* 209' *F P T123t*	56·1 FK	15·1 9 *B Hpt Cem pt Asp A P T105t*	Curaçao Dutch	T.6Cy.15⅝",25"&40⅝"–27½" (*s*) 366NHP 180lb 2WTB HS6520 FD Werkspoor N.V.Ams.	14 " 9 s 1 " 5 13 " 6	
82336 SVMF	— (*ex*Warri) 1 *Dk*&*pt lower dk*&*Shelter dk*		2495 2334 1560			…		1901	Tyne I.S.B. Co.Ld. Newcastle	G.E.Panas	325·0 F38'	45·1 FK	27·5 *W B*	Argostoli Greek	T.3Cy.23",37"&61"–42" 252NHP Wllsnd Slpwy.Co.Ld.Nwc.	22 " 2	I †
82337 LJBK	— **Twin Sc** (*ex*Zulia-35, *ex*Karibia, *ex*Romö, *ex*Dordrecht) *Oil Eng.* 1 *Dk* D.F. Sub.Sig.		1753 1460 1000			…		1922	N V Burger hout's M.&S Rotterdam	Rederiet Beseggen A/S (Chr. Östberg, *Mgr.*)	250·5 P25'B59'F23'	40·9 FK	17·2 *W B*	Oslo Norwegian	Oil Engines 2S.C.SA 10Cy.13⅞"–22⅞" 313NHP NE36 A/B Atlas Diesel,Skm.	19 " 4	NG †
82338 OUKK	—		534 395 305			…		1892	Helsingörs skibsbyggeri Elsinore	Det Forenede Dampskibs Selsk.	174·1 Q82'B18'F22'	27·1	11·7	Aalborg Danish	C.2Cy.18½"&34"–20" 43NHP Helsingörs Maskinbyggeri		V C
82339 SVKW	**Rita Chandris** (*ex*Helen Moller-33, *ex*Egyptian Transport-33) 1 *Dk*		4648 4380 2923					1914	Irvine's SB &D.D.Co.Ld. W Hartlepool	J.D.Chandris	385·0 P36'B119'F36'	52·0	27·0 *W B*	Piræus Greek	T.3Cy.25",40"&68"–48" NB19 320NHP Richardsons, Westgarth&Co.Ld.Hpl.		
82340 EALA	**Rita Garcia** (*ex*Ellaston) *ss*Bbo.No.3-10,36 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in Shelter 'tween dks*		3708 3588 2280	100A1 *Shelter dk with freeboard* 1,39~~7,37~~ MS10.36 *Fitted for oil*	Cff Bbo MC BS7,37 *fuel* 8,22	*w*	CL 7,37 *F.P. a*	1922 4mo	R.Thompson& Sons,Ld Sunderland *Cell D B294'969t*	F.Garcia *F P T158t A P T175t*	347·2 359·2(O.L.) F31'*on Shelter dk* *Collision B Hto Sh dk* 6 " " *U dk*	50·0 FK	24·0	Santander Spanish	T.3Cy.25",42"&68"–45" (*s*) 180lb 340NHP 2SB,*6cf*,GS130,HS5302 N.E.Marine Eng.Co Ld.Sld.	26 " 4 s 2 " 5½ 24 " 1	
82341 CUKL	**Rita Mærsk** 1 *Dk*		953 681 515					1925	F.Schichau Elbing	A/S D/S Svendborg (A.P.Möller, Copenhagen, *Mgr.*)	222·6 P25'B94'F28'	32·5	11·7 *W B*	Aarhus Danish	T.3Cy.15",24½"&38½"–25½" 75NHP F.Schichau,Elbing		V
82342 EAIH	**Rita Sister** (*ex*Nuria, *ex*Almirall Lluis de Requesens, *ex*Asnarca, *ex*Agnes) *ss*Bcl.2ndNo.3-10,25 *ss*Bcl.No.1-29 1 *Dk*(*Irn*) 2 *tr B*&*deep framing*		2845 2622 1803	✝ ~~——~~ 1,38 ✝	Bcl	*u*		1900 9mo	S.P.Austin &Son,Ld. Sunderland	Banco de Valencia *Cell D Ba102'u E*&*f*	323·4 P33'B88'F37' *B32'f134'761t F P T*	46·9 FK	21·3 5 *B H Cem* 106t *A P T51t*	Valencia Spanish	T.3Cy.28",38'&62'–42" NDB19 270NHP 2SB,*6pf*,GS112,HS4360 N.E.Marine Eng.Co.Ld.Sld	23 " 9	
82343 ICEO	**Riv** (*ex*Montgomeryshire) *Oil Eng.* D.F. *ss*Ven.No.3-9,33 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames Longitudinal framing Cruiser Stern*		6630 6211 4083	✝ … 10,35 ~~NE1,38~~ ✝	Ven	*a*†		1921 4mo	Armstrong Whitworth &Co.Ld. Newcastle	Soc.Commerciale di Nav. *Cell D B335'1549t*	425·6 412·3 P42'F45' *on Shelter dk* *D Ta31'1081t F P T*	55·8 FK	34·7 6 *B H to Sh dk* 2 " " *U* " 12t *A P T247t*	Genoa Italian	Oil Engines 2S.C.SA 4Cy.29½"–49⅛" 610NHP Soc.An."Fiat"S.G.Turin	38 " 1	I †
82344 ICEP	**Riva Ligure** (*ex*San Cristobal) *Mchy. Aft* 1 *Dk*&*Web frames* D.F. *Trunk dk* *Carrying Petroleum in bulk*		2136 1411 1741 1239			…		1906	Armstrong Whitworth &Co.Ld. Newcastle	~~Soc. Armatrice~~ Italiana Petr. G.M. Barbagelata	258·0 P33'F31' *Trunk dk* 194'	46·2 FK	18·2 *W B*	Genoa Italian	T.3Cy.20½",33"&54"–36" 216NHP Wllsnd Slpwy.Co.Ld.Nwc.	18 " 8	I †
82345 MJPT	**Rivelin** K *ss*Mil.No.3-1,36 *Mchy. Aft* 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted*		365 264 145	✝100A1 8,37 BS5,37 30	Bkn LMC1,36	*e*	CL 8,37	1919 5mo	J.&D. Morris,Ld. Newcastle *Lloyd's*	T.W.Ward,Ld.	135·5 Q49'B8'F18' *F P T*	23·6 FK	10·0 3 *B H Cem* 35t *A P T12t*	Liverpool British	C.2Cy.17"&34"–24" (*s*) 130lb 64RHP 1SB,*3pf*,GS44,HS1085 G.T.Grey&Co.Ld.Shl.	11 " 0 s " 9½ 10 " 1	
82346 GYNJ	**River Afton** 164063 D.F. E.S.D. *Mchy. Aft* 1 *Dk*&*Shelter dk* *Longitudinal framing at upper deck*		~~5468~~ ~~4940~~ ~~3240~~ 5479 4940 3339	✝100A1 *with freeboard* ~~5,38~~ 9,37 2,39 BS2,39	Rot Stl LMC10,35		CL ~~5,38~~	1935 10mo	Lithgows Ld. Port Glasgow *Lloyd's*	Ayrshire Navigation Co.Ld. (Campbell Bros.& Co. *Mgrs.*) *Cell D B374'1608t Topside Tanks (P.&S.)*	433·2 F37' 214'6	58·2 FK	25·6 (7 " 2nd " 72t *M T23·10*	Glasgow British	T.3Cy.22½",36"&65"–48" (*s*) 220lb 415NHP 2SB(Spt).6*cf*,GS103, HS6720 FD Rankin&Blackmore Ld Grk 14t *F P T400t A P T175t*	29 " 0 s 3 " 8½ 25 " 6	
82347 VQTY	**River Dart** (*ex*Jenny-37, ~~133374~~ *ex*Glanbrydan-33, *ex*Hooton) *ss*Ant.2ndNo.3-3,37 *Well deck* 1 *Dk*(*Stl*)		1859 1440 1052	✝100A1 ~~7,38~~ 6,37 BS7,38	Rot ~~Lbe~~ Pir LMC3,37	*q*	CL ~~15,37~~ 3,39	1912 2mo	Sir R Dixon &Co.Ld. Middlesbro' *Lloyd's*	~~Jenny S.S.Co.Ld.~~ *Cell D Bu E21'f106 232t Tanks at*	265·3 Q110'Bon Q dk 46' F24'	38·7 FK	17·6 *sides of Tun*	Gibraltar British	T.3Cy.19",34"&56"–36" (*s*) 180lb 228NHP 2SB,*6pf*,GS129,HS3850 G.Clark,Ld.Sunderland nels 170t *F P T40t A P T52t*	19 " 8 s 6 " 0 18 " 1	
82348 MLVG	**River Fisher** (*ex*Jolly Hugh-33, ~~144809~~ *ex*Striver) *Mchy. Aft* 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	*ss*Nwc.No.3-2,33 *ss*Brw.No.1-37	590 402 293	✝100A1 ~~1,38~~ 7,37 3,38 BS9,38	Brw ~~Lbe~~ Lou LMC7,37		CL ~~7,36~~ 12,38	1920 2mo	J.Duthie Torry SB Co. Aberdeen *Lloyd's*	Empreza Internacional de Transports,Ltda. *Cell D B f93'142t F P T52t*	162·2 Q94'B11'F25'	27·1 FK	11·0 *B f*	R.Janeiro Brazilian	T3Cy.14½",23½"&39"–24"(*s*) 180lb NE96 *refitted* 2095RHP 1SB,*3pf*,GS48,HS1440 Richardsons,Westgarth& Co.Ld.Mdb.	13 " 0 s 4 " 3½ 12 " 10	
82349 MKDQ	**River Humber** 144913 *Mchy. Aft Well deck* *ss*Bel.No.3-11,31 *Cargo battens not fitted* 1 *Dk*(*Stl*)		351 235 187	✝100A1 ~~10,38~~ 4,38 2,39 MS4,35	Bel ~~Lbe~~ LMC ~~BS5,37~~	*e*	CL 4,38	1920 8mo	Hepples (1919),Ld. South Shields *Lloyd's*	C.Neill,Ld.	135·0 Q46'B9'F22'	23·3 BK7'	9·7	Bristol British	C.2Cy.17"&34"–24" (*s*) 130lb 65RHP 1SB.*2pf*,GS35,HS1219 Shields Eng.Co.Ld.N.Shl.	10 " 6 s " 6½ 10 " 7	

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Now "Wigry," see Vol. 1939 Supplement

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assigné maintenant expiré. Lettre d'Entretien.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Appareils du côté, et de l'arrière. R. Radio. Direction Cert. R of Trade.
82350	**River Lugar**		5423	✠100A1	Gls		CL	1937	Lithgows	AyrshireNavi-	441·0	58·2	25·6	Glasgow	T.3Cy.21½",36"&63"-42"&	29 " 0	
165909			4812	*with freeboard*	Rot			8mo	Ld.	gationCo.Ld.				British	l.Pturbine with DR gearing	s 3 " 9	
GZRM	D.F. E.S.D.	1 *Dk & Shelter dk*	3152	~~6,98~~ 11,37	✠LMC8,37				PortGlasgow	(CampbellBros.&	457·9 (o.l.)				&hydraulic coupling	25 " 5½	
		Cruiser Stern		1,39				*Lloyd's*	*A&CP*	Co. *Mgrs.*)	F39'		FK	*8 B Hpt Cem pt Asp*	220lb (s) FD 392NHP		
		Longitudinal framing at upper dk						*Cell D B*	317'1431*t Tanks in way of tunnel*		*1375t DT f* 19'804*t*			*Coll to Sh dk*	2SB(Spt),*6cf*,GS98,HS4646		
									Topside tanks (p .& s.)	297'970*t*	*FPT* 286*t APT* 150*t*			7 „ *2nd*„)	Rankin&BlackmoreLdGrk		
82351	**River Tyne** (*ex* Mary II-37,		1525	✠100A1	Pir *p*		CL	1920	OuseS.B.	JennyS.S.Co.Ltd.	240·2	36·1	19·1	Gibraltar	T.3Cy.18",30"&50"-33" (s)	21 " 3	
144447	*ex* Islington-35, *ss* Bel No.3-5,33		1322	10,38~~,27~~	Ant		4,38		Co.Ld. Hook,					British	180lb 172NHP	s 2 " 10	
VQZB	*ex* Sherburn) *ss* Rou.No.1-37		829		✠LMC4,37			3mo	nr.Goole		B52'F23'		FK	4 *B H Cem*	2SB.*6cf*,GS99,HS2886	18 " 7	
	Wireless	1 *Dk (Stl)*		DS4,38				*Lloyd's*	*A&CP*		*Cell D B* 182'303*t FPT*			79*t APT* 54*t*	Earle'sCo.Ld.Hull		
		Cargo battens not fitted															
82352	**Riverton**		5378	✠100A1	Npt *z*		CL	1928	ShortBros.	CarltonS.S.Co.Ld.	409·6	54·0	28·2	Newcastle	T.3Cy.22¾",39"&68"-48" (s)	31 " 6	
149458		*ss* Nwc.No.2-37	4845	~~Awash~~ 9,37	Bry		9,37	3mo	Ld.	(R.Chapman&Son,	429·6 (o.l.)			British	220lb *180lb* 380NHP	s 6 " 0¾	
GNRY	~~D.R~~	1 *Dk (Stl)*	3246	11,38	✠LMC2,37				Sunderland	*Mgrs.*)	P34'B124'F44'		FK	7 *B H Cem*	2SB(Spt)*8cf*,GS155,HS5760	25 " 7¾	
				DS5,38				*Lloyd's*	*S.A&CP*	*Cell D B*	344'1797*t FPT* 217*t*			*APT* 290*t*	J.Dickinson&Sons,Ld.Sld.		
82353	—		4423					1896	F.W.	ColonialSteam-	451·0	46·6	23·1	Toronto	T.3Cy.23",37½"&63"-44"		R
137898	(*ex* L.C.Waldo)		4262						Wheeler&Co.	ships,Ld.(R.Scott	len05			British	NB16 263NHP		
VGRL	*Mchy.Aft* GyC.	1 *Dk2tr B*	2684						W.BayCity	Misener, *Mgr.*)				*WB*	FW Wheelr&CoW BayCity		
82354	**Riverville** (*ex* Elizabetta-34,		335	✠ ...	Brw *f*			1911	G.Brown &	JohnS.MonksLd.	142·1	24·1	9·9	Liverpool	C.2Cy.15½"&36"-24"	10 " 10	
131382	*ex* LordBacon) *ss* Bkn.No.3-2,25		244	3,38				9mo	Co.					British	70RHP		
MDQC	*Mchy.Aft* *ss* Bwg No.2-34		130	✠					Greenock		Q83'F26'		FK	3 *B H Cem*	1SB,*3pf*,GS52,HS1370		
		1 *Dk (Stl)*											*FPT*	31*t APT* 28*t*	Gauldie,Gillespie&Co.Gls.		
82355	**Riviere du Loup** (P) (*ex* YondaL,		1650					1902	Harlan&	LaCie deTraverse	206·0	37·1	15·2	Quebec	T.3Cy.18",28"&45"-30"		
154469	*ex* Brandon)		704						Hollings-	Riviere duLoup-				British	111NHP		
CYGX		1 *Dk*	1019						worthCo.	TadoussacLte.				*WB*	Harlan&HollingsworthCo.		
									Wlmgtn.Del.								
82356	**Rizal**		576				...	1930	HongK'ng	LaNavieraFilipina	171·3	29·2	11·4	Cebu,P.I.	Oil Engines 2S.C.SA	12 " 7	
		Oil Eng.	443						&Whampoa	Inc.				Utd.States	6Cy.13⅜"-22 7/16" 188NHP		
KZAD	Wireless	1 *Dk*	870						DockCo.Ld		F21'		FK	*WB*			
									HongKong						Akt.AtlasDieselStockholm		
82357	**Rizwani** (P)		5403	✠100A1	Bom *a*†		CL	1930	Lithgows	~~Bombay&Persian~~	409·5	54·0	26·7	Bombay	T.3Cy.26½",44"&74"-51" (s)	29 " 3	
161481		*ss* Bom.No.2-38 ~~*ss* Bom.No.1-35~~	4689	*with freeboard*				8mo	Ld.	~~Stm.Nav.Co.Ld.~~				British	200lb *110lb* 541NHP	s 3 " 6½	
VWBF	D.F.	2 *Dks (Stl) & Shelter dk*	3866	8,~~38~~ 1,38					PortGlasgow	Mogul Line,Ld.	F49'		FK	*pt Cem pt Asp*	3SB,*9cf*,GS185,HS7626 FD	25 " 11¼	
		(*Stl* steak s)	3329	~~DS1,38~~	✠LMC2,36			*Lloyd's*	*S.A&CP*	*Intermediate B H d*	*ispensed with Coll*			*B H to Sh dk*	Rankin&Blackmre,Ld.Grk		
										Cell D B	355'1191*t*			5 „ „ *2nd*„			
82358	**Roald Jarl**		1404					1913	Trndhjms	DetNordenfjeldske	253·3	38·5	15·4	Tr'ndheim	T.3Cy.18",29"&50"-33'		N
			1235						Mek.Værks	Dampskibsselskab	P22'B86'F34'			Norwegian	Trondhjems 144NHP		
LERY		1 *Dk*	810						Trondheim					*WB*	M.V.Trondheim		
82359	**Roanoke**		6425	✠100A1	NYk *a*†		CL	1920	TexasS.S.	TheTexas	416·8	56·1	31·1	Wilmgton	T.3Cy.27",44"&74"-51" (s)	32 " 10	
219512		*ss* N.Yk.No.3-2,36	6126	7,38~~,12,87~~ 1,39	BS2,39		N12,37	2mo	Co.	Company				(Del.)	200lb HS9969 FD 556NHP	s 6 " 3	
KOXV	*Mchy.Aft*	2 *Dks (Stl) & Web frames*	3964	~~BS2,38~~	✠LMC2,36				Bath,Me.		P107'B35'F33'		FK	Utd.States	3 Water Tube Boilers (Spt)	26 " 10	
	D.F.	*Longitudinal framing*		*Carrying Petroleum in bulk*					A&CP					16 *B H Cem*	H.G.TroutCo.Buffalo,NY		
				Fitted for oil fuel 2,20			*F.P. o*	*bove* 15	0° F.	*Cell*	*D B u E & B* 64'209*t F*			*PT* 229*t AP*	*T* 130*t*		
82360	— (P)		2606				...	1919	Detroit	Merchants&	251·0	43·6	26·1	Baltimore	T.3Cy.21",35"&59"-42"	28 " 2	R
218438	(*ex* LakeGlasco-32)	*Fitted for oil fuel*	2237						S.B.Co.	MinersTranspn.	P25'B64'F23'			Utd.States	352NHP		†
KINK	*Ref.Mchy.*	3 *Dks*	1612						Wyandotte	Co.			FK	*WB*	DetroitS.B.Co.Detroit		
	D.F. Sub.Sig.																
82361	**Robert**		1272					1924	Howaldts-	D/S A/S Progress	238·0	37·2	13·7	Copnhagn	T.3Cy.16½",27 15/16"&43 5/16"-		G
			971						werke	(M.Nielsen&Son,	P16'Q71'B98'F30'			Danish	25 9/16" 95NHP		
OUKM		1 *Dk*	715						Kiel	*Mgrs.*)					Howaldtswerke,Kiel		
82362	**Robert B. Wallace**		6657					1906	Superior	TheWilsonTransit	535·5	55·0	31·0	Wilmgton	T.3Cy.23½",38"&63"-42"		R
203108	(*ex* E.J.Earling)		—						S.B.Co.	Co.				(Del.)	257NHP		
WOLP	*Mchy.Aft* GyC.	1 *Dk*	5140						Superior,Wis.				*WB*	Utd.States	DetroitS.B.Co.Detroit		
82363	**Robert Barnes Fiertz** Twin Sc		1040	✠ A1	NYk		2,38	1921	McDougall	Erie&St.Lawrence	254·0	36·0	14·0	NewYork	Oil Engines 2S.C.SA	14 " 0	
221344	(*ex* I.L.I.103-36,	*Oil Eng.*	956	*Self-propelle*	*d Barge*			6mo	DuluthSBCo.	Corporation				Utd.States	12Cy.10"-12½" 211NHP		
	ex Interwaterways	*ss* N.Yk.No.3-3,32	797	2,38	LMC4,36		LMC(M)4,39		Duluth,Minn				FK	9 *B H Cem*	NE8,27		
	Line Incorporated	*ss* Bal.No.1-36		*For Service between New York, Chicago & Montreal via Erie & Welland canals & for coastwise services between Boston, Mass. & Philadelphia, Pa. & to Norfolk, Va. via Chesapeake & Delaware canal from 1st April to 30th November*					A&CP	*Side ta*	*nks f* 12'28*t FPT* 30*t*			*APT* 13*t*	FairbanksMorseCo.Beloit,		
	108-32)	1 *Dk*													Wis.		
	Mchy.Aft																
82364	**Robert E. Hopkins**		6625	✠100A1	NYk *a*†		CL	1921	Merchant	TideWater	424·4	58·2	32·9	Wilmgton	T.3Cy.27",45"&75"-51" (r)	33 " 0	
221663		*ss* N.Yk.No.3-4,33	6058	~~4,88~~ 4,39	Bal		6,37	10mo	S.B.Corp.	AssociatedOilCo.				(Del.)	210lb 584NHP	s 6 " 7½	
KDVE	*Mchy.Aft*	*ss* Bal.No.1-37	4117		✠LMC				Chester,Pa.		P128'B25'F41'		FK	Utd.States	8SB,*9cf*,GS185,HS8331 FD	26 " 6¾	
	D.F.	2 *Dks (Stl) & Web frames*		MS6,37	DS5,~~37~~11		,38		A&CP	*Cell D Bu E & B*				16 *B Hpt Cem*	NewYorkSBCoCamdn.NJ		
		Longitudinal framing		*Carrying Petroleum in bulk*						60'236*t DT f* 43'750*t*				(9 „ *to U dk*			
				Fitted for oil fuel 10,21			*F.P. a*	*bove* 1	50° F.		*FPT* 228*t APT* 178*t*			7 „ „ *2nd*„)			
82365	**Robert E. Lee** (P)		5184					1924	NwprtNws	EasternS.S.Lines	375·5	54·0	29·7	NewYork	2 Steam Turbines SR geared		R
224339	Sub.Sig.	*Fitted for oil fuel*	—						S.B.&D.D.Co	Inc.				Utd.States	to 1 Sc. Shaft		
WTCH	D.F. GyC.	4 *Dks*	3167						Nwport News				*WB*		NewportNewsS B&DD.Co.		
82366	**Robert F. Hand** Twin Sc		12197	✠100A1	Nwc		CL	1933	Frd.Krupp	Anglo-American	522·5	70·3	38·7	London	Oil Engines 2S.C.SA	38 " 9	
163409	*Mchy.Aft* *ss* Nwc.No.1-37	*Oil Eng*	11476	8,38~~9,37~~			6,36	10mo	Germaniawft	OilCo.Ld.(F.J.				British	12Cy.23⅝"-45½" 1165NHP	s 8 " 6½	
GWML	D.F.	1 *Dk (Stl)* 2nd *dk (Stl)* clear	6626	~~Surveyed~~	~~MC10,34~~				A.G. Kiel	Wolfe, *Mgr.*)				16 *B Hpt Cem*	2DB(*a*) *200lb*	30 " 5¼	
	GyC.	*of cargo tanks* 3rd *dk (Stl)* *aft of*		*Carrying Petroleum in bulk*						*Cell D Bu E*	*aft* B55'B40'F39'			*pt Asp*	2DB(*f*) *105lb*		
	Longitudinal framing	*cargo tanks*						*Lloyd's*	*S.A&CP*	*DTs*	77'228*t*		FK	*APT* 230*t*	Fr.KruppGermaniawftAG		
	Rudder electrically welded	*Web frames*		DBS8,38							*f* 53'2318*t FPT* 285*t*						
		Cruiser Stern															
82367																	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Year Classed / now entered Equipment Letter.	7a Date when tail shaft Last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L. R. Dates of Transfer. Cert.
82368 111129	**Robert Fulton**	*Mchy. Aft* 1 *Dk 2 tr B*	3801 — 2680					1896	Detroit Dry Dock Co. Wyandotte	Pittsburgh S.S.Co.	424·6	45·8	27·8	D'luth, Min Utd. States *WB*	T.3Cy.24″,38″&64″–42″ NB18 266NHP Dry Dock E. Works, Detroit		
82369 206288	— Ⓟ **Pad**	*2 Dks & shade dk*	2168 — 1344					1909	New York S.B.Co. Camden, N.J.	Hudson River Day Line	337·0	42·0	11·5 *2 Promenade decks*	New York Utd. States	B.1Cy.75″–144″ 519NHP *Emade 87 refitted 09* W. & A. Fletcher, N.Yk.		
82370 226175 WPBA	**Robert Hobson** *ss* Clv. No. 1–33 *Mchy. Aft* 1 *Dk (Stl) & Web frames* D.F. GyC. *Cargo battens not fitted* *Longitudinal framing at bottom and at dk*	8024 7643 6315	✠100A1 12,33 ~~B84,37~~	Clv LMC4,34 *For service on the Great Lakes*				1927 3mo	American S.B.Co. Lorain, O.	Interlake S.S.Co. (Pickands, Mather & Co. *Mgrs.*) *Lloyd's SA&CP*	586·3 F48′ *Cell D Bu E & B56′2 tanks in way of h*	60·2 FK *42t Cell D B & side holds 471′ 793 4t F P T*	27·9 *3 B H* *471t A P T 68t*	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½″,41″&65″–42″ (*s*) 200lb HS7965 493NHP 3 Water Tube Boilers FD American S.B.Co. Lorain, O	32 ″ 0	
82371 127583 KFNU	**Robert J. Paisley** (*ex* J. E. Savage–32, (*Self-Unloader*) *ex* Thomas Britt, *ex* Christopher) 1 *Dk 2 tr B* *Mchy. Aft* D.F.	4260 — 3137						1901	Superior S.B.Co. W. Superior	Morrow S.S.Co. (Valley Camp S.S. Co. *Mgrs.*)	410·0	48·0	24·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.22″,35″&58″–42″ 213NHP NB18 *refitted* 29 Superior S.B.Co.		R
82372 147366 GMDS	**Robert L. Holt** *ss* Liv. No. 3–7,38 *ss* ~~Liv. No. 2–33~~ D.F. 2 *Dks (Stl) Wthr dk* teak s	2918 2630 1793	✠100A1 *with freeboard* 2,39 ~~11,37~~ ~~MS11,34~~	Liv MC 7.38 ~~MC~~		CL 4,37		1926 4mo	Smith's Dock Co. Ltd. Middlesbro'	J. Holt & Co. (Liverpool), Ltd. *Lloyd's SA&CP*	310·0 F29′ *Cell D B 263′ 520t*	44·6 FK *F P T 50t A P T 26t*	24·3	Liverpool British *Cem* 6 *B H to W dk*	T.3Cy.21½″,35″&59″–39″ (*s*) 180lb *100lb* 256NHP 2SB(Spt) *9cf*, GS111, HS4233 Smith's Dock Co. Ltd. Mdb.	26 ″ 4 s 6 ″ 6½ 20 ″ 2½	
82373 212078 WOLQ	**Robert L. Ireland** 1 *Dk & Web frames* *Mchy. Aft* *Longitudinal framing* D.F. GyC.	6387 — 4899				...		1914	American S.B.Co. Lorain, O.	The Wilson Transit Co.	504·0 F43′	54·0 FK	30·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.22½″,36″&60″–42″ 318NHP American S.B.Co. Lorain, O.	30 ″ 0	R †
82374 DNMD	**Robert Ley** Ⓟ **TwinSc** *Oil Eng* D.F. E.S.D. GyC. 4 *Dks* Sub.Sig. *Cruiser Stern*	~~22000~~ 27288 10172 17762						1938	Howaldts-werke A.G. Hamburg	Deutsche Arbeits-front, G.m.b.H. (Hamburg-Amerik. Packetf. A.G. *Mgrs.*)	635′0 B&F607′ *Upper B512′*	79′0 45′1	~~45·0~~	Hamburg German *WB*	Oil Engines 2S.C.SA 36Cy.20½″–27⅝″ connected to electric motors & sc. shafts 2655NHP Howaldtswerke A.G. Kiel		
82375 219776 KUKS	**Robert Luckenbach** TwinSc (*ex* Eastern Merchant) *ss* Bos. No. 3–9,31 *ss* Sea. No. 1–35 D.F. GyC. 2 *Dks (Stl) & Shelter dk (Stl)*	6461 — 3998	✠100A1 *Shelter dk* *with freeboard* 1,39 ~~8,37~~ ~~MS7,35~~ *Fitted for oil fuel* 1 2,1	Sea *c*† Bos MC ~~SS1,39~~ 9 *F.P. above* 150° F.		CL ~~8,37~~ s1,39 P8,37		1919 12mo	Asano S.B.Co. Tsurumi A&CP	Luckenbach S.S. Co. Inc. *Cell D B 386′ 1401t tanks 18′ 272t*	445·0 FK *'tween dk*	58·0 *F P T 88t A P T 35t*	40·1	New York Utd. States *Cem* 4 *B H to Shdk* 3 „ „ *U* „	T.6Cy.22″,36½″&61″–48″ (*s*) 200lb 703NHP 4SB, *12cf*, GS233, HS9835 FD Kubota Iron Works, Osaka	32 ″ 1 s 4 ″ 8½ 27 ″ 6	
82376 OZHH	**Robert Mærsk** *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern*	2294 1994 1344	✠100A1 *with freeboard* ~~3,37~~ 1,39	Cpn *u* Rot LMC2,37		CL		1937 2mo	Odense Staalskibsvft ved A P Møller Odense	D/S A/S Svendborg (A.P. Møller, Copenhagen, *Mgr.*) *Lloyd's SA&CP*	327·2 341′7 (O.L.) *Cell D B 282′ 838t*	46·2 FK *F P T 51t A P T 101t*	17·9 *5 B H* *Coll to Sh dk* 4 „ *2nd* „)	Copnhagn Danish	Oil Engines 4S.C.SA 6Cy.24⅛″–51⅝″ 355NHP 2 DB *100lb* Akt. Burmeistr & Wain, Cpn	20 ″ 6 s „ 9 19 ″ 11	
82377 DJRN	**Robert Müller VI** TwinSc Wireless D.F. *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*	399 354 257						1936	Ottensener Eisenwerk A.G. Hamburg	Robert Müller	166·3	26·8	9′8	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.8¼″–10¼″ 145NHP Gebr. Sulzer A.G. Ldwgshfn		G
82378	**Robert Müller VII** 1 *Dk* *Mchy. Aft* *Cruiser Stern*	990						1938	Ottensener Eisenwerk A.G. Hamburg	Robert Müller	224·7 P59′ B31′ F18′	32·0	15·1	Hamburg German *WB*	Oil Engines 2S.C.SA 6Cy.14⅜″–26″ 210NHP Sulzer Bros. Ld. Winterthur		
82379	**Robert Müller VIII** 1 *Dk* *Mchy. Aft* *Cruiser Stern*	990						1938	Ottensener Eisenwerk A.G. Hamburg	Robert Müller	224·7 P59′ B31′ F18′	32·0	15·1	Hamburg German *WB*	Oil Engines 2S.C.SA 6Cy.14⅜″–26″ 210NHP Sulzer Bros. Ld. Winterthur		
82380 111807	**Robert P. Durham** (*ex* Agawa, *ex* Sailing Vessel) 1 *Dk 2 tr B*	3525 3310 2508						1902	Collingw'd S.B.Co. Ltd. Collingwood	Arrow Steamships, Ltd. (A.G. Campbell, *Mgr.*)	377·0	46·1	22·1	Toronto British *WB*	T.3Cy.20″,33½″&55″–40″ NE&B07 191NHP Collingwood S.B.Co. Ld.		R
82381 DHUF	**Robert Sauber** (*ex* Rotherhill) *ss* Cff. No. 3–9,23 1 *Dk (pt Irn & pt Stl)*	2515 2177 1483	✠ 12,25	Cff		*s*		1910 6mo	Richardsn, Duck & Co. Stockton	Sauber & Co. *Cell D B a 104′ a E22′*	302·1 P23′ B55 F25′ *(f 114′ 625t F P T 116t*	42·5 FK *A P T 132t*	20·1	Hamburg German *5 B H Cem*	T.3Cy.22½″,37″&61″–42″ GS148, HS5542 313NHP 2SB&1AuxSB, *6cf & 2pf*, Blair & Co. Ld. Stockton	22 ″ 5	G †
82382 111294	**Robert W. E. Bunsen** *Mchy. Aft* GyC. 1 *Dk*	4473 — 2815						1900	Chicago S. B.Co. Chicago	Pittsburgh S.S.Co.	439·0	50·2	25·3	D'luth Min Utd. States *WB*	Q.4Cy.20½″,30″,43½″&63″–42″ 257NHP Chicago S.B.Co. Chicago		
82383 147076	**Robert W. Pomeroy** *Mchy. Aft* 1 *Dk*	1724 1576 1112						1923	Earle's S.B. & Eng.Co.Ld. Hull	Upper Lakes & St. Lawrence Trans-portation Co. Ld. (G.G. Leitch, *Mgr.*)	253·0 F35′	43·2	17·8	S Cathrnes Ont. British *WB*	T.3Cy.16″,27″&44″–33″ 111NHP Earle's SB&Eng Co Ld Hull		C
82384 227263	**Robert W. Stewart** *Fitted for oil fuel* *Mchy. Aft* GyC. 1 *Dk* *Carrying Petroleum in bulk*	4161 — 3025						1928	American S.B.Co. Lorain, O.	Standard Oil Co. (Indiana)	380·3	52·0	25·0	Chicago Utd. States	T.3Cy.23¼″,38″&63″–40″ 250NHP American S.B.Co. Lorain, C.		R
82385 104887	**Roberval** (*ex* Savoy–37) *ss* Mtl. 3rd No. 3–10,29 *Mchy. Aft* 1 *Dk (Stl)*	348 313 184	✠ 9,36	Qbc		*e*		1895 3mo	Montrose S.B.& E.Co. Ld. Montrose	Cie. de Navigation Saguenay et Lac St. Jean, Ltée.	129·9 F15′	25·2 BK7′ *DBf72′*	11·5 *3 B H Cem* *88t A P T 7t*	Quebec British	C.2Cy.15″&32″–24″ 53RHP 1SB, *2pf*, GS33, HS930 Hall-Brwn, Buttery & C. Gls	13 ″ 11	
82386 219473 KOVM	**Robin Adair** *Fitted for oil fuel* D.F. 2 *Dks & Shelter dk*	6895 6531 4267				...		1920	Skinner & Eddy Corp. Seattle, Wash	Seas Shipping Co. Inc.	424·8 FK	55·2	33·4	New York Utd. States *WB*	DR Geared Steam Turbine 637NHP General Electric Co. Schenectady, N.Y.	36 ″ 0	R †
82387 219569 KUBN	**Robin Goodfellow** *Fitted for oil fuel* D.F. 2 *Dks & Shelter dk*	6885 6531 4260				...		1920	Skinner & Eddy Corp. Seattle, Wash	Seas Shipping Co. Inc.	424·8 FK	55·2	33·4	New York Utd. States *WB*	DR Geared Steam Turbine 637NHP General Electric Co. Erie, Pa.	36 ″ 0	R †

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-noms, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à cette Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Voyez la note au sujet des marques R, Insres Cert. Roll Pass.
82388 219511 KOXT	**Robin Gray** *Fitted for oil fuel* D.F. 2 *Dks & Shelter dk*	6896 6531 4267			...		1920	Skinner & Eddy Corp. Seattle, Wash	SeasShipping Co. Inc.	424·8 | 55·2 | 33·4 FK			New York Utd. States *WB*	DR Geared Steam Turbine 637 NHP General Electric Co. Erie, Pa.	36 " 0	R †
82389 219436 KOTM	**Robin Hood** *Fitted for oil fuel* 2 *Dks & Shelter dk*	6887 6532 4263			...		1919	Skinner & Eddy Corp. Seattle, Wash	Seas Shipping Co. Inc.	424·8 | 55·2 | 33·4 FK			New York Utd. States *WB*	DR Geared Steam Turbine 637 NHP General Electric Co. Schenectady, N.Y	36 " 0	R †
82390 135726	**Robina** (P) Twin Sc *ss* Bel. 2nd No. 3–2,38 1 *Dk*	306 242 121	✠ A– [illegible] For service in Belfast Lough	Bel		OG 2,37	1914 5mo	Ardrossan DD & SB Co Ltd Ardrossan	W.T. McCalla	159·6 | 26·1 | 8·8 FK B63′			Belfast British 5 *BHAsp*	T.6Cy. 10½", 17" & 28" – 18" (*s*) 160 lb 79 RHP 1SB, *3cf*, GS 52, HS 1927 FD McKie & Baxter, Glasgow	9 " 6	BT till 1,39
82391 SPBA	**Robur III** (*ex* Akenside) *ss* Got. No. 3–5,35 *Well deck* 1 *Dk (Stl)* D.F. *Cargo battens not fitted*	1894 1432 1138	✠ 100A1 4,38 [illegible]	Got [illegible]	*q*	CL N3,36	1923 4mo *Lloyd's*	R. Thompson & Sons, Ld. Sunderland *SA&CP*	"Polskarob" Polsko Skandynawskie Towarzystwo Transportowe S.A. *Cell DB*	264·0 | 39·0 | 17·0 275·8 (O.L.) Q102′ B57′ F24′ FK 78′ 188 *tu* E20′ 62 *t f* 108′ 273 *t FPT*			Gdynia Polish 4 *BHCem* 60 *t APT* 111 *t*	T.3Cy. 20", 33" & 54" – 39" (*s*) 180 lb 214 NHP 2SB, *6cf*, GS 208, HS 3572 G. Clark, Ld. Sunderland	19 " 5 s 1 " 9½ 17 " 10	
82392 SPBB	**Robur IV** *ss* Got. No. 2–38 *Mchy. Aft* 1 *Dk (Stl)* *Cargo battens not fitted* *Cruiser Stern* *Strengthened for navigation in ice* D.F. *Rudder electrically welded*	1971 1500 1067	✠ 100A1 4,38 [illegible]	Got Rot [illegible]	*q*	OG 8,37	1930 6mo	Akt. Lindholmen-Motala Gothenburg	"Polskarob" Polsko Skandynawskie Towarzystwo Transportowe S.A. *Cell DB*	257·3 | 41·1 | 18·8 263·7 (O.L.) P72′ F22′ FK *Trunk* 154′ 206′ 502 *t FPT* 193 *t*			Gdynia Polish 4 *BHCem* *APT* 55 *t*	C.4Cy. (2) 14 7/16" & (2) 31½" – 31½" 207 lb (*s*) 145 NHP 2SB (Spt), *4cf*, GS 48, HS 1940 FD Akt. Lindholmen-Motala	20 " 11 s 3 " 3½ 17 " 9½	
82393 SPBC	**Robur V** *ss* Got No 2 38 *Mchy. Aft* 1 *Dk (Stl)* *Cargo battens not fitted* *Cruiser Stern* *Strengthened for navigation in ice* D.F. *Rudder electrically welded*	1975 1472 1073	✠ 100A1 [illegible]	Got [illegible]	*q*	OG 10,38	1930 8mo	Akt. Lindholmen-Motala Gothenburg	"Polskarob" Polsko Skandynawskie Towarzystwo Transportowe S.A. *Cell DB*	257·6 | 41·1 | 18·6 P72′ F22′ FK *Trunk* 154′ 206′ 502 *t FPT* 193 *t*			Gdynia Polish 4 *BHCem* *APT* 55 *t*	C.4Cy. (2) 14 7/16" & (2) 31½" – 31½" 207 lb (*s*) 145 NHP 2SB (Spt), *4cf*, GS 48, HS 1940 FD Akt. Lindholmen-Motala	20 " 11 s 3 " 3½ 17 " 9½	
82394 SPBD	**Robur VI** (*ex* Pendennis, *ex* Straat Soenda) *ss* Cpn. No. 3–6,34 *Mchy. Aft* *Well deck* 1 *Dk (Stl)* D.F. *Cargo battens not fitted*	2088 1052 1252	✠ 100A1 2,38	Got [illegible]	*r*	OG 2,38	1922 1mo	Jonker & Stans Hendrik Ido Ambacht	"Polskarob" Polsko Skandynawskie Towarzystwo Transportowe, S.A. *Cell DBu B24′*	275·5 | 40·2 | 17·2 286·5 (O.L.) Q157′ B14′ F24′ FK 192′ 556 *t FPT* 94 *t*			Gdynia Polish 4 *BHCem* *APT* 60 *t*	T3Cy 20 7/16", 33 1/16" & 53 3/16" – 39" 180 lb (*s*) 249 NHP 2SB, *6cf*, GS 103, HS 370 FD N.V. Mach. Bolnes	20 " 0 s 6 " 5 18 " 3½	
82395 1 *Dk*	**Robur VII** Twin Sc	895 856 441	✠ 100A1 [illegible] *For bunkering & coal shipment service at Gdynia, Danzig & the Bay of Danzig Extreme draught not exceeding 4·65 metres*	Rot Gdy			1937 11mo	N.V. Werf. "Gusto" v/h A.F. Smulders Schiedam	"Polskarob" Polsko Skandynawskie Towarzystwo Transportowe S.A. *Lloyd's SA&CP*	169·3 | 42·1 | 17·8 *43·3* 184·6 (O.L.) FK 244·5 (O.L. *Incl. elevator*) *Wing tanks aft* 96 *t*			Gdynia Polish 5 *BHCem* *APT* 15 *t*	T6Cy. 10⅝", 17 7/16" & 29½" – 13¾" 185 lb (*s*) 96 NHP 1SB, *3cf*, GS 61, HS 1808 N.V. Werf "Gusto" v/h A.F. Smulders, Schiedam	18 " 5 — 15 " 3	
82396 1 *Dk*	**Robur VIII** *Mchy. Aft* *Cruiser Stern*	2850	100A1 (*Class Contemplated*)				1938	Burntisland S.B. Co. Ltd. Burntisland	"Polskarob" Polsko Skandynawskie Towarzystwo Transportowe S.A.	314·0 | 44·5 | 20·1 Q186′ F32′			Gdynia Polish	T.3Cy. 18½", 29" & 52" – 39" N.E. Marine Eng. Co Ld. Sld.	26 " 8 s 7 " 2 19 " 8½	
82397 30 ISRO	**Rocco** (*ex* Glen Tilt, *ex* Hartside) Iron *Well deck* 1 *Dk*	661 566 388			...		1883	D. Baxter & Co. Sunderland	Carmine Vitiello	190·0 | 28·7 | 13·2 184·9 Q62′ B45′ F23′ FK			Torre del Greco Italian *WB*	C.2Cy. 25" & 48" – 30" 95 NHP R. & W. Hawthorn, Nwc.	13 " 10	I †
82398 135231 VGCJ	**Rochelie** *Tr. Ice No. 85105* *Fitted for oil fuel* *Well deck* Wireless 1 *Dk* *Carrying oil fuel in bulk in Nos. 2 & 3 holds*	1487 1194 904			...		1918	Mackay Bros. Alloa	Pacific Lime Co. Ld.	241·0 | 36·0 | 16·7 Q91′ B58′ F29′ FK			Vancouver British *WB*	T.3Cy. 19", 30" & 50" – 33" 170 NHP Shields Eng. Co. Ld. N. Shl.	18 " 10	
82399 220133 KUTZ	**Rochester** *ss* Bal. No. 3–12,32 *ss* Bal. No. 1–37 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. GyC. *Longitudinal framing*	6836 6427 4221	✠ 100A1 1,38 4,39 [illegible] *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,20 *F.P. above*	NYk *bt*		CL 1,37	1920 6mo	Bethlehem S.B. Corp. Ld. Sprrow's Pnt. Md.	Socony-Vacuum Oil Co. Ld. Inc. *Cell DBu E & B57′* 197 *t DT f* 50′ 82	435·6 | 56·2 | 31·7 P122′ B50′ F44′ FK A&CP 50° F.			New York Utd. States (9 " *to U dk* 6 " " *2nd,,*)	T.3Cy. 27", 47" & 78" – 48" (*s*) 220 lb 598 NHP 15 *BHpt Cem* 3SB, *9cf*, GS 165, HS 8235 FD Bethlehem S.B. Corp. Ld.	33 " 6 s 6 " 8 27 " 0½	
82400 165455 GZQF	**Rochester Castle** *Oil Eng.* *Ref. Mchy.* 4 *Dks* D.F. *Cruiser Stern*	7795 6963 4736	✠ 100A1 10,37 3,38 [illegible]	Gls Ham		CL	1937 5mo	Harland & Wolff, Ld. Belfast	Union Castle Mail Steamship Co. Ld. *Cell DB*	457·1 | 63·3 | 34·3 474·2 (O.L.) B131′ F48′ FK B335′ 1114 *t* Due *Tanks at sides of tunnel* 45′ 326 *t FPT* 40 *t*			London British 7 *BHpt Cem* *mchy. space* *APT* 126 *t*	Oil Engines 2S.C.DA 8Cy. 24⅜" – 55½" 1642 NHP DB *100 lb* Harland & Wolff, Ld. Bel.	37 " 0 s 8 " 0½ 29 " 2½	
82401 PKES	**Rochussen** *Fitted for oil fuel* 2 *Dks & Awng dk*	2365 1918 1439					1903	Nederl. Schps. Maats. Amsterdam	Koninkl. Paketv. Maats.	317·0 | 41·4 | 21·8			Batavia Dutch *WB*	T.3Cy. 23⅝", 37" & 63" – 43 5/16" 261 NHP Ned Fb. v Wrk & Spoor, Ams		V
82402 161940 MPYQ	**Rockabill** *Ref. Mchy.* 2 *Dks & Shelter dk*	1392 1104 568					1931	D & W Hendersn & Co. Ld. Glasgow	Clyde Shipping Co. Ld.	271·5 | 37·2 | 16·7 P58′ B134′ F74′			Glasgow British *WB*	T.3Cy. 21", 34" & 56" – 39" 196 NHP D & W. Hendersn & Co Ld Gls		C
82403 160709	**Rockcliffe Hall** *Mchy. Aft.* 1 *Dk*	1900 1701 1204					1928	Smith's Dock Co. Ld. Middlesbro'	Hall Corporation of Canada	253·0 | 44·1 | 18·5 F35′			Montreal British *WB*	T.3Cy. 15", 25" & 40" – 33" 81 RHP Smith's Dock Co. Ld. Mdb.		C
82404 139247 GNKM	**Rockpool** *ss* Sws. No. 2–35 D.F. 1 *Dk (Stl)*	4892 4614 3039	✠ 100A1 12,32 2,3[illegible] Sws BS [illegible] 2,39	Shl	*z*	CL 6,38	1927 11mo *Lloyd's*	W. Gray & Co. Ld. W Hartlepool *SA&CP*	Pool Shipping Co Ld (Sir R. Ropner & Co. Ld. *Mgrs.*) *Cell DB*	405·1 | 53·5 | 26·5 417·7 (O.L.) P30′ B229′ F41′ FK 359′ 1402 *t FPT* 188 *t*			W. Hartlpl British 6 *BHCem* *APT* 190	T.3Cy. 25½" 40" & 71" – 48" (*s*) 180 lb HS 7614 505 NHP 3SB (Spt), *9cf*, GS 172 FD Cen. Mar Eng. Wrks. W Hpl	29 " 5 s 4 " 9 24 " 11½	
82405 144725 MLKF	**Rockville** (*ex* Orenie–32) *Mchy. Aft* *ss* Apl. No. 1–27 *Well deck* 1 *Dk (Stl)*	481 335 189	✠ — 5,32	Apl	*g*		1922 12mo	R. Cock & Sons, Ld. Appledore	John S. Monks, Ld.	150·0 | 25·7 | 12·0 Q83′ B9′ F24′ FK			Liverpool British 3 *BHCem* *FPT* 10 *t*	T.3Cy. 13", 22" & 34" – 22½" 72 RHP 1SB, *2cf*, GS 38, HS 1271 Plenty & Son, Ld. Newbury	12 " 9	
82406 77362 WDFW	**Rockwood** (*ex* Jay A. Pearson–35, *ex* Cordova, *ex* Vindal, *ex* Mooremack, *ex* Jesse Spalding) (*Self-Unloader*) *Mchy. Aft* 1 *Dk*	1290 — 985					1899	F.W. Wheeler W. Bay City, Mich.	Tri-Lakes S.S. Co.	220·0 | 40·0 | 14·0 P80′ F42′			Detroit, Mich. Utd. States *WB*	T.3Cy. 17", 28" & 47" – 36" 133 NHP F.W. Wheeler, W. Bay City		

For full particulars see No. 89804 in Supplement

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 for Special Survey. Date of last Survey.	7 Port of Survey. Years Lastreported now reported Machy. Boilers	7* Date when tail shaft last exam.	8 Built. When. Ship. Engines	By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Patent Pr. of Trade Cert.
82407 DIDA	**Roda** (P) (*ex*LosAngeles–35) *Ref. Mchy.* D.F.	*Oil Eng.* Sub.Sig. E.S.D. 2 *Dks* *Cruiser Stern*	6780 5479 4057	✠100A1 *Oil Engines*	Cco	*v*	CL	1928	Deutsche Werft Hamburg	**Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)**	432·4 P28′B& F394′ *Upper* F32′	59·1	27·3	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.27$\frac{1}{16}$″–47½″ 1316NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
82408 PJCK	**Rodas** *Mchy.Aft* *Longitudinal framing at bottom in centre tanks and in trunk*	TwinSc 1 *Dk*	3176 2273 1554	✠100A1 *Carrying Petroleum in Fitted for oil*	Cco 9,38 8,38 2,39 BS2,39 ~~BS8,38~~ LMC8,37 fuel 8,37	*v*	bulk F.P. *a*	1937 8mo *Lloyd's* above 1	NV Nederl. Dok.Maats. Amsterdam 50° F.	**N.V.Curacaosche Scheepv.Maats.** *Cell D Bu B14′20t*	336·6 348·3(O.L.) P92′ *Trunk* 203′ F39′ *FPT* 123*t* *APT* 105*t*	56·2 FK	15·1	Willemstad Dutch 10 *B Hpt Cem pt.Asp*	T.6Cy15$\frac{3}{4}$″,25″&40$\frac{3}{8}$″–27$\frac{7}{16}$″ 180lb 366NHP 2WTB HS6520 FD N.V.Nederl.Dok.Maats. Ams.	14 ″ 9 s 1 ″ 4½ 13 ″ 6½	
82409 ICEU	**Rodi** (P) 43	*Oil Eng.* 2 *Dks*	3220 — 1883					1928	Stabilmnto Tecnico Trieste	**"Adriatica" Soc.Anon.diNav.**	331·9 P&B222′F64′	44·8	21·3	Bari Italian *WB*	Oil Engines 4S.C.SA 6Cy.29$\frac{1}{8}$″–47½″ 493NHP StabilimentoTecnico,Tri.		I
82410 LZDF	**Rodina** (P) (*ex*Eisenach–35) Sub.Sig.	2 *Dks*	4159 3784 2585					1922	Vulcan-WerkeA.G. Stettin	**Soc.Commerciale Bulgare deNav.à Vap.**	360·7 P32′B98′F41′	51·0	26·0	Varna Bulgarian *WB*	T.3Cy.22$\frac{3}{8}$″,36$\frac{3}{8}$″&61$\frac{1}{2}$″–47$\frac{1}{2}$″ 260NHP Vulcan-WerkeA.G.Stettin		G
82411 GMRT	**Rodney Star** (*ex*Rodneystar) *Ref. Mchy.* D.F.	TwinSc *ss*Lon.No.2–35 4 *Dks*(*Stl*)5*th dk*(*Stl*) *in Nos.*1,2,3,5&6 *holds* *Cruiser Stern*	11803 8961 7416	✠100A1 *with freeboard* 12,37 ~~BS3,37~~ Lloyd's *Fitted for oil*	Lon 5,39 ~~BS4,38~~ LMC1,38 RMC3,38 ~~4,38~~ ~~5,38~~ Nos. 1, 4 & 6 shelter 'tween dks. & No. 4 er 'tween dk. for remn. 32° F. fuel 1,27	*f*†	CL P12,36 S12,37 *F.P. a*	1927 1mo *Lloyd's* above 1	Lithgows Ld. PortGlasgow 50° F.	**BlueStarLine,Ld.** *Duct keel forward of machinery* *Cell DB*	476·0 404′1419*t* *FPT* 103*t*	67·3 FK	45·2	London British 9 *B Hpt Cem space* 140′ *APT* 116*t*	4 Steam Turbines SR (*r*) geared to 2 Sc. Shafts 2D&2SB 200lb 1582NHP *24cf*, GS420, HS22896 FD ParsonsMarineSteam TurbineCo Ld.Nwc.	48 ″ 5 s 18″ 8½ 30 ″ 0	
82412 PUCB	**Rodrigues Alves** (P) (*ex*Acre) *Fitted for oil fuel* 2 *Dks*&*Awng dk*	2587 2389 1555						1907	Craig, Taylor&Co.Ld. Stockton	**LloydBrasileiro**	300·0 P21′B72′F69′	40·4 FK&BK2″	18·0 26·4 FK	R.Janeiro Brazilian *WB*	T.3Cy.25′,42′&68″–45″ 413NHP Blair&Co.Ld.Stockton	27 ″ 6	C ✝
82413 MNJW	**Roebuck** (*ex*Michael L.–34, *ex*Helmsloch) *ss*Cff.No.3–4,37 1 *Dk*(*Stl–ws*)&2*nd dk in holds* *Cruiser Stern*	TwinSc 701 307	776	✠100A1 *with freeboard* 12,38 ~~BS8,38~~ *For Channel Service Weymouth&Channel Islands Fitted for oil*	Sou Fal 2,38 ~~2,38~~ BS12,38 LMC4,37 fuel 4,25	OG *F.P. a*	2,38 bove 1	1925 4mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld.Newcastle 50° F.	**Gt.WesternRly.Co.** *DTa*	201·2 211·2(O.L.) P20′B72′F69′ 40*t* *DT f*.65*t*	33·7 FK&BK2″ *FPT* 47*t*	15·3	Weym'th British *6 B HCem* *APT* 47*t*	T.6Cy.14½″,23″&38″–27″ (*r*) 185lb FD 226NHP 2SB,6*cf*, ,HS3464 Swan,Hunter&Wigham Richardson,Ld.Nwc.	15 ″ 11 s 3 ″ 8½ 12 ″ 8	
82414	**Roehampton** (*ex*Michael L.–34, *ex*Helmsloch) *ss*Hul.No.2–34 1 *Dk*(*Stl*)	*ss*Bry.No.3–1,26	*4163* *3905* *2558*	✠100A1 9,37 BS11,36	Cff ✠LMC3,34	*x*	CL 8,37	1913 9mo *Lloyd's*	W.Pickersgill&Sons,Ld Sunderland	*DBa* 129′ *u E&* B40′ *Cell*	380·0 391·0(O.L.) P31′B221′F36′ *f* 167′1178*t* *FPT* 145*t*	52·2 FK	22·9	Latvian *6 B HCem* *APT* 181*t*	T.3Cy.26″,42″&71′–48″ (*s*) 180lb 395NHP 2SB,8*cf*, GS170, HS6312 J.Dickinson&Sons.Ld.Sld	25 ″ 5 s 3 ″ 5½ 22 ″ 3½	
82415 MNKR	**Roek** *Ref. Mchy.*	*ss*Lon.No.3–5,38 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	1041 827 432	✠100A1 *with freeboard* 5,38 2,37 ~~BS11,37~~ Lloyd's	Lon ~~2,37~~ ~~3,38~~ ~~BS11,37~~ ~~LMC~~	*p*	CL ~~2,38~~ ~~3,38~~	1925 9mo *Lloyd's*	AilsaS.B. Co.Ld. Troon	**GeneralSteamNav. Co.Ld.** *Cell DB* 202′27 2*t*	245·8 B62′ *FPT* 38*t*	36·1 FK *Coll* *A PT* 18*t*	12·5	London British *5 B HCem* *BH to Sh dk* 4 ,, ,, *2nd* ,,	T.3Cy.21″,34″&56″–36″ (*s*) 200lb 276NHP 2SB,6*cf*, GS139, HS5040 AilsaS.B.Co.Ld Troon	14 ″ 6 s ″ 2 14 ″ 5½	
82416 LESB	**Rogaland** (P) *Ref. Mchy.*	2 *Dks*	902 741 520					1929	Stavanger Stöberi&Dok Stavanger	**DetStavangerske Dampskibsselskab** *Cell DB* 202′27 2*t*	177·2 H154*t*	31·2 *FPT* 38*t*	19·9 *A PT* 18*t*	Stavanger Norwegian *WB*	C.4Cy.(2)12$\frac{3}{4}$″&(2)27$\frac{5}{16}$″–27$\frac{5}{16}$″ 65NHP Nylands Værksted,Oslo		N
82417 PKGA	**Roggeveen** *Ref. Mchy.* D.F.	*Fitted for oil fuel* 3 *Dks*	4782 3143 2953					1914	Maats. Fyenoord Rotterdam	**Koninkl.Paketv. Maats.**	382·3	48·7	27·4	Batavia Dutch *WB*	T.3Cy.28½″,47″&77″–54″ 436NHP Maats.Fyenoord,Rot.		V
82418 GMSF	**Rohna** *ss*Cal No.3–3,39 ~~*ss*Sug.No.2–36~~ 3 *Dks*(*Stl–Weather dk* teaks) D.F. *4th dk*(*Stl*) *in Nos.*1,2&3 *holds* *Cruiser Stern*	TwinSc	8602 6681 4759	✠100A1 *with freeboard* ~~4,38~~ ~~3,38~~ 3,39 ~~BS11,37~~ ~~L.M~~ *Fitted for oil*	Sng Cal 3,39 fuel 11,26	*e*† *F.P. a*	CL 9,37 bove 1	1926 11mo *Lloyd's*	Hawthorn, Leslie&Co.Ld Newcastle 50° F	**BritishIndiaStm. Nav.Co.Ld.** *Cell DB* 396′1	461·4 476·4(O.L.) B179′F41′ 384*t* *Tanks at sides o*	61·8 FK *Coll*	29·9	London British *8 B Hpt Cem pt.Asp* *BH to W dk* *f tunnels* 86*t*	Q8Cy.22½″,37½″&(2)46″–45″ 215lb (*s*) 934NHP 5SB,15*cf*, HS14080 FD Hwthrn,Leslie&Co.Ld. *FPT* 135*t* *APT* 134*t*	33 ″ 0 s 7 ″ 0½ 26 ″ 5½	
82419 PKGS	**Rokan** *Mchy.Aft*	*Oil Eng.* 1 *Dk*	563 388 388					1929	N.V.Schps "deMaas" Slikkerveer	**Koninkl.Paketv. Maats.**	165·3 B32′F25′	28·8	9·6	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$″–15$\frac{3}{4}$″ 122NHP SulzerBros.Winterthur		V
82420 29132 JABB	**Rokko Maru** (P)	2 *Dks*	3038 2709 1817					1923	Mitsubishi Zosen K.Ld. Nagasaki	**NipponYusenK.K.**	315·5 P22′B80′F36′	46·0 *WB*	27·0	Tokyo Japanese *WB*	T.3Cy.23″,38″&64″–48″ Mitsubishi 284NHP Zosen Kaisha,Ld.		C
82421 JGOB	**Rokkosan Maru** *ss*Kob.2nd No.3–6,36 1 *Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*		2175 1734 1168	✠100A1 6,38 ~~6,37~~	Kob LMC6,37 6,38	*r*	CL 6,36	1911 7mo *Lloyd's*	SirRaylton Dixon&CoLd Middlesbro' *WB*=*Cell D Bu E* *f* 196′519*t* *topside*	**SugayaK.K.** *Cell D B* 326′ 1485*t* *DTa* 23′844*t*	275·5 P73′B16′F23′ *tanks* 193′ 430*t*	42·3 FK *FPT* 85*t*	18·1	Kobe Japanese *4 B HCem* *APT* 26*t*	T.3Cy.21″,35″&57″–39″ (*s*) 180lb 240NHP 2SB,6*cf*, GS120, HS3968 Blair&Co.Ld.Stockton	20 ″ 7 s 2 ″ 10½ 17 ″ 11	
82422 JGGB	**Roko Maru** (*ex*Wearwood)	1 *Dk*	3328 2940 2011					1912	J.Blumer &Co. Sunderland	**DairenKisenK.K.**	335·0 P30′B100′F32′	48·0 FK	22·4	Dairen Japanese *WB*	T.3Cy.23½″,39″&64″–42″ 277NHP N.E.MarineEng.Co.Ld.Sld	24 ″ 10	
82423 SVPC	**Rokos**(*ex*Banbury Castle,*ex*Glenstrae, *ex*WarClimax)	*ss*Rot.No.3–10,31 *ss*Ant.No.1–35 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames, bevelled bilge*	*6426* *6149* *3973* 95	✠100A1 *Shelter dk* *with freeboard* 5,39 ~~BS8,38~~ ~~BS1,37~~	Rot Nps ~~2,38~~ BS2,38 LMC11,	*a*†	CL ~~2,38~~ 10,38	1918 10mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	**IonionS.S.Co.Ld.** *Cell D B* 326′ 1485*t* *DTa* 23′844*t*	412·4 *FPT* 96*t*	55·8 FK *A PT* 133*t*	34·4	Argostoli Greek *Cem* *6 B HtoSh dk* 2 ,, ,, *U* ,,	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*, GS190, HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	38 ″ 1 s 10 ″ 1 28 ″ 2	
82424 SVCI	**Rokos Vergottis**	*ss*Rot.No.3–1,33 *ss*Rot.No.1–38 1 *Dk*(*Stl*)	5637 4796 3166 49	✠100A1 3,39 ~~3,38~~ BS3,38	Rot Ams LMC2,37	*y*	CL 3,38	1919 11mo *Lloyd's*	W.Doxford &Sons,Ld. Sunderland	**EptanisosS.S.Co. Ld.** *Cell D B* 340′ 1098*t*	400·0 413·0(O.L.) P49′B113′F38′ *FPT* 133*t*	52·4 FK *A PT* 204*t*	28·5	Argostoli Greek *7 B Hpt Cem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*, GS189, HS7668 FD W.Doxford&Sons,Ld.Sld.	31 ″ 0 s 5 ″ 11⅜ 25 ″ 3½	
82425 21825 JQFE	**Rokusan Maru** (P) Wireless	1 *Dk*	1059 869 627					1917	Bingo Dkyd.Co.Ld. Mitsunoshi	**Tsurumaru Hirotaro**	208·0 F24*t* H69*t*	31·0	18·4	Setoda Japanese *WB*	T.3Cy.14½″,24″&40½″–30″ 90NHP Osaka Iron Works,Osaka		

Numéro d'Ordre / Numéro Officiel / Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	Tonnage Officiel: Total / Sous le Pont / Net	Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Port de Visite. Terme assigné maintenant arrivé. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille — Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Registres où cotés si ce n'est au L. R. Durée Cert. Ecf Trade
82426	**Rola** (*ex*Iturri-Patxo, *ex*Ybai-Patxo, *ex*Arza-Mendi, *ss*Bbo 2nd No.3–10,30 *ex*Getso) *ss*Bbo.No.1–34 *Well deck* 1 *Dk* (*pt Irng pt Stl*) *& Web frames*	1235 — 632	✠100A1 1,37 MS8,34 ✠I MC DBS6,36 MBS1,37	Gls *o*	CL 1,37	1905 6mo	Cia. Euscalduna de Con. y Rp de Buques Bilbao *Lloyd's SA&CP*	Mariano del Rio y Cia. Ltda. *Cell D*	226·0 | 34·0 | 15·1 Q87'B59'F24' FK *Ba67't E&B29'f86'*	Bilbao Spanish	T.3Cy.16½",26"&44"–33" (*s*) 180lb *100lb* 114NHP 1*BHCem* 1SB,*3pf*,gs44,us1673 301t *APT57t*	17 " 6 s1 " 2½ 15 " 5½	
82427	**Roland** (P) **TwinSc** *Fitted for oil fuel* 2 *Dks* *Cruiser Stern* DOOJ Sub.Sig. D.F.	2436 1098 1200				1927	J.C.Tecklenborg, A.G. Weser-münde-G.	Norddeutscher Lloyd	284·9 | 42·8 | 12·7	Bremen German *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts J.C.Tecklenborg A.G.Wsm		G
82428	**Rolandseck** 2 *Dks* *Cruiser Stern* DORV D.F. E.S.D.	1845 1605 1043				1936	Stettiner Oderwerke A.G. Stettin	Deutsche Dampfs. Ges. "Hansa"	280·1 | 42·3 | 16·4 F *on Shelter dk* 29' P14'	Bremen German *WB*	T.3Cy.19⅛",31⅛"&50⅜"–35.7⅞" & LP Turbine with DR gearing & hydraulic coupling HS3232 254NHP Stettiner Oderwerke A.G.		G
82429 6083 SFHG	**Rolf** (*ex*Leila–33, *ex*Oscar) 1 *Dk*	1120 787 607				1919	De Haan & Oerlemans Heusden	Rederi A/B Sylvia (Alb. Billner, *Mgr.*)	213·8 | 34·5 | 13·0 P12'Q63'B57'F29'	Gothenburg Swedish *WB*	T.3Cy.15",25"&40"–27" 83NHP Machinefabriek, Bolnes		V
82430	**Rolf Jarl** 1 *Dk* LCWH	1917 1693 1118				1920	Trondhjms Mek. Værks. Trondheim	Det Nordenfjeldske Dampskibsselskab	265·6 | 42·1 | 17·9 P75t H96t	Trondheim Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP Trondhjems M V Trndheim		N
82431 210 YLGB	**Rolfs Faulbaums** (*ex*Cornelis Lensen–37, *ex*Merok–34, *ex*Ingrid, *ex*Ubbergen) 1 *Dk*	1890 1745 1136				1912	Irvine's SB & D.D.Co.Ld. W Hartlepool	Max Faulbaum Steamship Line (James Siering & Co. *Mgrs.*)	279·0 | 40·1 | 18·5 P20t H85t F32t	Riga Latvian *WB*	T.3Cy.20½",33"&54"–36" 175NHP Richardsons, Westgarth & Co.Ld. Hpl.		C
82432	**Rolfsborg** (*ex*Kollskegg–36, 4Mst *ex*Skard) *ss*Osl.No.3–4,31 *ss*Osl.No.1–36 1 *Dk* (*Stl*)	1831 — 1061	✠100A1 6,38 ~~5,37~~ BS5,37 ✠LMC3,36	Shl Ely	CL ~~3,36~~ 6,38	1915 2mo	Fredrkstad Mek. Værks. Fredrikstad *Lloyd's SA&CP*	J.A.Zachariassen & Co. *Cell D B*	265·0 | 42·1 | 17·9 277·2(O.L.) P23'B66'F29' FK *a84' n E&B42'f100'*	Nystad Finnish *4BHCem*	T.3Cy.20½",33"&56"–36" (*s*) 180lb 216NHP 2SB,*6cf*,gs92,hs3488 552t *APT62t* Fredrikstad M. V. Frdstad.	20 " 0 s 2 " 7½ 17 " 6	
82433 1407 ICEV	**Roma** (P) **QuadSc** *ss*Gen No.2–35 D.F. 4 *Dks* (*Stl–Weather dk* teak s) *Ref.Mchy.* *5th&6th dks* (*Stl*) *in holds* GyC.	30631 ~~21016~~ ~~18029~~ 30816 21015 17608	✠100A1 *withfreeboard* ~~6,38~~ 12,37 ✠I MC MS6,35 ~~LMC4,37~~ ✠Lloyd's RMC4,36 11,38 *Fitted for oil fuel*	Gen *s*† ~~Shl~~ ~~Bly~~	CL ~~s/9,37~~ *s/aN9,37* *P/N* 12,37 *P aN6,36* 9,26	1926 9mo	Ansaldo Soc. Anon. Sestri Ponente *Lloyd's SA&CP* *Cell D B* 579' 4622t *D Ta* 172t *above* 150° F.	"Italia" Soc. Anon. di Nav.	705·6 | 82·8 | 38·9 666·3 | | 47·2 B393'F64' FK *FPT145t APT185t* *F.P.*	Genoa Italian 12 *BHpt Cem* (9 *to U dk* 2 " *2nd* " 1 " *3rd* ")	8 Steam Turbines SR geared to 4 Sc. Shafts (*s*) 220lb 5553NHP 9DB(Spt)&4SB,*66cf*, HS59200 FD G. Ansaldo & Co. Smprdrna.	51 " 6 s 21 " 6½ 30 " 2	
82434	— (P) **TwinSc** *Oil Eng.* 1 *Dk*	878 — 472				1926	A.&J. Inglis, Ld. Glasgow	Cia. Argentina de Nav. Mihanovich, Ltda.	275·0 | 42·1 | 12·0 Q60'B40'F29'	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15¾"–29½" 287NHP Harland & Wolff, Ld. Gls.		
82435 1325 ICEW	**Romagna** (*ex*Syriam) 3Mst *Fitted for oil fuel* Wireless 1 *Dk* *Spar dk & deep framing* *Mchy. Aft* *Carrying Petroleum in bulk*	1416 1306 845				1899	Grngemth Dockyard Co. Grngemouth	Navigazione e Commercio Soc. Anon. Italiana	242·7 | 32·5 | 22·5 235·0 | 32·6 | 23·4 P24'B23'F35' FK	Genoa Italian *WB*	T.3Cy.19",31"&51"–36" 165NHP Hutson&Sons, Ld. Glasgow	24 " 0	I †
82436 TVDG	**Romain** (*ex*Varko–38, *ex*Beaconray–37, *ex*Balmyle) 3Mst 1 *Dk* (*Stl*) *Mchy. Aft* *Well deck*	372 249 117	✠100A1 10,38 ~~9,38~~ BS6,37 ✠LMC4,35 11,38	Msl *e*	CL N7,36	1898 12mo	Ritson& Co. Maryport A&CP	Entreprise Côtière de Transports Maritimes	138·8 | 23·7 | 10·0 Q77'B9'F24' BK7	Marseilles French *3BHCem* *FPT25t*	C.2Cy.15½"&36"–24" (*s*) 120lb 67NHP 1SB,*2pf*,gs39,hs1253 Ross & Duncan, Glasgow	10 " 11 s 3 " 8½ 11 " 4	
82437 139244 GNDL	**Romanby** ~~*ss*Shl No.3–5,39~~ ~~ss Blyth No.2–4,39~~ D.F. 1 *Dk* (*Stl*)	4887 4627 2997	✠100A1 ~~9,37~~ 5,39 ~~Lloyd's RMC4,36~~ 5,39 ~~MS6,36~~ ~~HS1a3a~~	Bry *y* ~~Shl~~	CL ~~12,36~~ 4,39	1927 6mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's SA&CP* *Cell D B*	Ropner Shipping Co.Ld.	390·0 | 55·0 | 26·5 402·6(O.L.) P30'B220'F40' FK 345'1041t *FPT180t*	W.Hartlpl British *6BHCem* *APT179t*	T.3Cy.25½",40"&71⅜"–48" (*s*) 180lb FD 506NHP 3SB(Spt) *9cf*,gs190,hs7614 Cen.Mar.Eng.Wrks.W Hpl	~~28~~ " 9 s 4 " 5½ 24 " 6½	
82438 YQSR	**Romania** (P) **TwinSc** *Fitted for oil fuel* 2 *Dks* & *Awng dk*	3152 2815 1328				1904	Atel.& Chant. Loire St.Nazaire	Roumanian State Maritime Service	356·9 | 41·9 | 27·5	Cnstantza Roumanian *WB*	T.6Cy.24½",38⅛"&64⅛"–39⅜" 524NHP Atel&Ch.de la Loire, Nantes		V
82439 223674 KLHW	**Rome Socony** **TwinSc** *Oil Eng.* 1 *Dk* *Mchy. Aft* *Carrying Petroleum in bulk*	1199 — 753				1924	SunS.B.& D.D.Co. Chester, Pa.	Socony-Vacuum Oil Co. Inc.	252·9 | 40·1 | 12·8	New York Utd. States *WB*	Oil Engines 4S.C.SA 12Cy.13"–18" 197NHP McIntosh&Seymour Corp. Auburn, N.Y.		R
82440 ESEC	**Romeo** (*ex*Hellmuth–33) 1 *Dk*	797 637 430				1899	Nüscke& Co. Grabow	Johannes Remmelgas	199·8 | 29·1 | 13·0 Q56'B52'F31'	Tallinn Estonian *WB*	T.3Cy.16⅜",26½"&43"–28" "Kette," Deutsche 98NHP Elbschifff. Ges. Uebigau		V
82441 EAPR	**Romeu** (P) D.F. *Fitted for oil fuel* 8 *Dks*	3070 — 1964				1918	Soc. Española de Cst Nav Carthagena	Cia. Trasmediterranea	310·0 | 43·5 | 26·1	Valencia Spanish	T.3Cy.24",40"&65"–45" 283NHP Soc. Española de Cnst. Nav.		V
82442 161240 GTBZ	**Romney** *ss*Bkn.No.2–37 D.F. E.S.D. 2 *Dks* (*Stl*)	5840 5466 3624	✠100A1 ~~2,33~~ ~~2,38~~ 1,39 Cff Shl ~~BS7,38~~ ✠LMC6,37	Ver *a*†	CL ~~6,37~~ 4,39	1929 5mo	R.Duncan &Co Ld. Port Glasgow *Lloyd's SA&CP* *Cell D B* 360' 1335t	Bolton Stm. Shppg. Co.Ld.	420·0 | 57·0 | 28·2 434·8(O.L.) P37'B260'F39' FK *APT225t*	London British *7BHCem*	T.3Cy.27",45"&74"–51" (*s*) 180lb 557NHP 3SB,*9cf*,gs183,hs8334 FD D.Rowan&Co.Ld. Glasgow	30 " 6 s 4 " 9½ 25 " 11	
82443 1746 ICEZ	**Romolo** (P) **TwinSc** *Oil Eng.* *ss*Gen.No.2–35 D.F. 2 *Dks* (*Stl*) 3rd *dk* (*Stl*) *in Nos.1,2 & 3 holds*	9780 ~~7695~~ 6015	✠100A1 ~~9,35~~ ~~10,38~~ ✠LMC CS6,36 DBS1,36 11,38	Gen ~~Shl~~	CL ~~5,36~~ 7,36	1926 11mo	Stabilmnto Tecnico Trieste *Lloyd's SA&CP* *Cell D B* 426' 1697t *DT* 15'	Lloyd Triestino Soc. Anon. di Nav.	506·5 | 62·2 | 31·4 495·7 P31'B214'F47' FK *Bf426'1697t DT 15'*	Genoa Italian *8BHpt Cem* 358t *FPT22t* *APT184t*	Oil Engines 4S.C.SA 12Cy.29⅛"–47½" 984NHP DB *100lb* Stabilimento Tecnico, Tri.	34 " 11 s 8 " 11⅜ 26 " 2½	
82444 LCWJ	**Romulus** *Fitted for oil fuel* 2 *Dks*	3707 3445 2300				1921	R.Thompson Sons, Ld. Sunderland	Wiel & Amundsen	347·4 | 50·0 | 24·0 P89t H149t F24t	Halden Norwegian *WB*	T.3Cy.25",42"&68"–45" 310NHP N.E.Marine Eng.Co.Ld. Sld		N
82445 136451 VJKG	**Rona** *ss*Syd.No.3–5,30 *ss*Syd.No.2–38 ~~*ss*Syd.No.1–34~~ 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*-ws) *Cantilever framed topside tanks* *Cargo battens not fitted in Shelter 'tween Mchy. Aft* *dks*	6205 5727 3784	✠100A1 *Shelter dk* *withfreeboard* 5,38 11,37 ~~BS5,37~~ ✠LMC ~~5,34~~ *Carrying Molasses in*	Syd *z*	CL 3,37	1918 3mo	Sir R.Dixon & Co.Ld. Middlesbro' *Lloyd's SA&CP* *Cell D B* 3	Colonial Sugar Refining Co.Ld.	400·0 | 54·5 | 32·2 414·6(O.L.) F40' *on Shelter dk* FK 50'1070t *Topside tanks* 1470t *FPT288t*	Sydny NSW British *6BHpt Cem* *APT194t*	T.3Cy.27",45"&74"–48" (*s*) 180lb 495NHP 3SB,*9cf*,gs168,hs7035 FD N.E.Marine Eng.Co Ld Nwc	35 " 0 s 8 " 7½ 26 " 11	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. Ship. Engines.	By Whom. Where.	10 Owners	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. Ostco#B.of Trade Cert
82446 LECD	**Rona** (*ex*Herdebred-35,*ex*Alliance, *ex*DorteJensen,*ex*Vordingborg, *ex*Urania)	Wireless 1 *Dk*	1376 924 856	✠100A1 Dec.'37	Osl	*a*†	CL	1894	Flensburgr Schiffsb.Ges. Flensburg	A/S Rona(Trygve Skogland)	232·1 Q88*t* F32*t*	34·2 B244*t*	13·6 H52*t*	Haugesnd Norwegian *WB*	T.8Cy.16",26"&48"–38" 106NHP FlensburgerSchiffsb.Ges.		
82447 LCWK	**Ronald** *ss*Osl.No.1–38 *ss*Osl.No.3–1,34 **D.F.** 2 *Dks*(*Stl*)		6322 5592 3666	✠100A1 Osl 11,37 10,38 BS11,37 10,38 ✠LMC1,34 M&4,38 *Fitted for carrying bulk,having a F.P. a*		*a*†	CL 10,36 4,38 *wh ale oil bove* 150°	1920 7mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd's SA&CP*	A/S "Hektor" (N.Bugge,*Mgr.*) *Intermediate B Hin or other oils in* F.	422·0 P45'B&F338' *fore&in Cell*	56·0 *decks dispensed with DB368'*	28·8 FK 1202*t FPT*	Tönsberg Norwegian *Cem* 5*BH to U dk* 6 „ „ 2*nd* „ 145*t APT51t*	T.3Cy.27",45"&74"–51" (*s*) 180lb 573NHP 2NDB91*refitted*28 3SB,9*cf*,Gs192,Hs8700 FD D.Rowan&Co.Ld.Glasgow	31 *n* 3	
82448 164386 GKKN	**Ronan** *Oil Eng.* *Mchy.Aft* 1 *Dk* Wireless D.F. E.S.D. *Cruiser Stern* *Cargo battens not fitted*		1489 1071 813	✠100A1 Dec.'37 4,38 12,38 ✠LMC4,38	Gmh	*o*	OG	1938 4mo	Grngemth Dkyd.Co.Ld. Grngemouth *Lloyd's SA&CP*	G.Gibson&Co.Ld. *Cell D*	250·0 259·7(O.L.) Q136'F30' *B198'512t FPT130t*	37·2	14·4 FK *APT19t*	Leith British 4 *BH Cem*	Oil Engines 2S.C.SA 6Cy.18⅜"–22 7/16" 97RHP British Auxiliaries,Ld.Gls.	16 *n* 5 s 5 *n* 2½ 15 *n* 4	
82449 LJKT	**Ronda** *Oil Eng.* **D.F. E.S.D.** 1 *Dk&Shelter dk* *Cruiser Stern*		5136 4567 2981	✠100A1 Dec.'37 *withfreeboard* 6,38 11,37 ✠LMC4,37 *Carrying Vegetable*	Sng	*a*†	CL *Oil in De*	1937 4mo	Deutsche Sch-u-Mschb. A.G.Weser Bremen *Lloyd's SA&CP*	A/SJ.Ludwig MowinckelsRederi *Cell DB348'1305t ep Tank*	435·2 449·3(O.L.) *MT20'783t FPT*	55·8 FK *197t APT65t*	25·2 (*Coll to Sh dk* 6 „ *2nd* „)	Bergen Norwegian 7 *BHpt Cem pt Asp*	Oil Engines 2S.C.SA SR geared to 1 Sc. Shaft 12Cy.20½"–27 9/16" 885NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg	27 *n* 10 s 2 *n* 10½ 25 *n* 2	
82450 2126 IBHS	**Rondine** (*ex*Lonsso-35, *ex*Literno-35,*ex*Predappio, *ex*Lanuvio) **D.F.** *Oil Eng.* *Mchy.Aft* 1 *Dk&Awng dk* *Carrying Petroleum in bulk*	**TwinSc**	6077 5871 3316					1924	Ansaldo SanGiorgio Spezia	"Polena"Società diNavigazione	395·3	51·7	30·9	Genoa Italian *WB*	Oil Engines 2S.C.SA 8Cy.24½"–35 7/8" 862NHP AnsaldoSanGiorgio,Turin		I
82451 149443 GCPT	**Rondo** *ss*Nwc.No.2–36 **D.F.** 1 *Dk*(*Stl*) *Cargo battens not fitted*		2750 2368 1602	✠100A1 Dec.'37 11,37 1,39 ✠LMC11,36 12,38	Nwc	*t*	CL 1,39	1927 9mo	Smith's DockCo.Ld. Middlesbro' *Lloyd's SA&CP*	PeltonS.S.Co.Ld. *Cell DB225'747t D*	305·0 P23'B50'F23' *Ta36'202t*	45·5	21·3 FK *FPT164t*	Newcastle British 6 *BHpt Cem* *APT100t*	T.3Cy.21½",35"&59"–42" (*s*) 180lb 294NHP 2SB,6*cf*,Gs132,Hs5204 Smith'sDockCo.Ld.Mdb.	23 *n* 6 s 3 *n* 2½ 20 *n* 5½	
82452 4871 SGCO	**Ronny** (*ex*Vardefjell,*ex*Stina, *ex*Bolores,*ex*Stina,*ex*Atos) 1 *Dk*		823 668 475					1908	Hlsingbrgs VarfsAktieb. Helsingborg	RederiA/B Kusten (A.Blidberg,*Mgr.*)	197·4 Q59*t*	33·1 H43*t*	13·8 F22*t*	Gothenbrg Swedish *WB*	T.3Cy.15¾",26"&44"–27 5/16" 101NHP HelsingborgsVarfsAktieb.		V
82453 341 JPDC	**Ronsan Maru** *Oil Eng.* *ss*Drn.No.1–34 1 *Dk*(*Stl*)		2735 2248 1556	✠ ... 1,38	Yka	*u*		1929 9mo	Mitsui Bussan Kaisha Tama	DairenKisenK.K. *Cell DB230'769t Tanks in way*	326·5 P27'B63'F28' *of tunnel 173t*	46·5	21·5 FK *FPT*	Dairen Japanese 5 *BHpt Cem* *51t APT35t*	Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271NHP MitsuiBussanKaishaTama	21 *n* 6	
82454 164738 GZFG	**Rookwood** *Oil Eng.* *Mchy.Aft* 1 *Dk* *Cruiser Stern* *Cargo battens not fitted*		633 454 388	✠100A1 Dec.'37 3,38 3,38 ✠LMC10,36 ✠C(M)3,38	Cff Goo	*i*	OG 3,38	1936 10mo	Henry Robb,Ld. Leith *Lloyd's SA&CP*	W France,Fenwick &Co.Ld. *Cell DB114'153t*	177·0 P45'Q68'F22' *FPT*	28·6	11·5 FK	London British 3 *BHpt Cem* *85t APT24t*	Oil Engines 4S.C.SA 8Cy.11"–17⅛" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 *n* 6 s 3 *n* 11½ 13 *n* 1	
82455 PKRL	**Rooseboom** 1 *Dk*		1035 710 539					1926	Rijkee& Co. Rotterdam	Koninkl.Paketv. Maats.	230·1 B172'F33'	38·2	10·5 *WB*	Batavia Dutch	C.4Cy.12 13/16"&27 5/16"–27 5/16" 67NHP Werkspoor,Ams.		V
82456	**Roosile** *Formerly sailing as* "Anzora," *for particulars see* "Cabo Silleiro"																
82457 146147 MKVB	**Rora Head** (*ex*Brooktown-37, *ex*Blackcock-37) *Mchy.Aft* *Well deck* 3Mst 1 *Dk*(*Stl*) *ss*Lth.No.1–39		492 331 226	✠100A1 Dec.'37 3,38 3,38 ✠LMC8,38 3,39	Lth	*h*	CL 3,39	1921 10mo	Day,Summers&Co.Ld. Southmpton *Lloyd's SA&CP*	A.F.Henry& MacGregor,Ld.	165·5 Q95'B11'F23' *Cell DB93'146t*	25·7	9·7 FK	Leith British 3 *BH Cem*	T.3Cy.13¼",22"&37"–27" (*s*) 180lb 72RHP 18B,3*cf*,Gs56,Hs1602 Day,Summers&Co.Ld.Sou.	12 *n* 0 s 3 *n* 6½ 11 *n* 7½	
82458 PJAO	**Rosa** *ss*Cco.No.1–39 *Mchy.Aft* 1 *Dk* *Longitudinal framing at bottom in centre tanks & at trunk top*	**TwinSc**	3145 2256 1555	✠100A1 Dec.'37 8,38 1,38 2,39 ✠LMC2,39 *Carrying Petroleum in Fitted for oil fuel* 2,35	Cco	*i*	CL S3,37 P7,37 *bulk F.P. a*	1935 2mo	N.V.Nederl. Schps.Maats. Amsterdam *Lloyd's SA&CP*	N.V.Curaçaosche Scheepv.Maats.	336·4 Q87'F39' *Trunk209' bove* 150 F	56·2	13·6 FK *FPT123t*	Curaçao Dutch 10 *BHpt Cem pt Asp* *APT105t*	T.6Cy.15⅝",25"&40 3/16"– (*s*) 27 5/16" 180lb 366NHP 2WTB Hs6520 FD WerkspoorN.V.Ams.	14 *n* 9 s 1 *n* 5 13 *n* 6	
82459 ONXC	— *ss*Ant.No.3–7,32 *ss*Ant.No 1–37 *Mchy.Aft* 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted*		*1146* — *655*	✠100A1 Dec.'37 12,37 ✠LMC2,37	Sws	*n*	CL 1,37	1919 11mo	Verschure &Co. Amsterdam A&CP	Armement L.Hermans, Soc.Anon. *Cell D Bu B19'*	230·1 Q138'B13'F23' *f156'397t FPT88t*	34·0 FK *A*	13·2	Bruges Belgian 4 *BH Cem* *PT48t*	T.3Cy.15½",25½"&41⅜"–36" 180lb *100lb* (*s*) 120NHP 1SB,3*cf*,Gs69,Hs2010 Verschure&Co.Amstrdam	16 *n* 0 s 4 *n* 8 14*n*11½	
82460 ISUT	— (*ex*HélèneLouys–37, *ex*Theotocos,*ex*Taroudant) 1 *Dk*	**TwinSc** *Oil Eng.*	580 374 370					1913	Jonker& Stans HendrikIdo Ambacht	Ferrando& Massone	180·4 Q65'B66'F32'	24·7	11·5 *WB*	Genoa Italian	Oil Engines 2S.C.SA 4Cy.16½"–18⅞" 192NHP NE29 J&C G Bolinders Co Ld. Skm		V
Broken Up 82461	**Rosa Christel** (*ex*Freihandel,*ex*Siger) 1 *Dk* (*See Sailing Ship Register*)	**WoodAux3MstSr** *Oil Eng.*	319 272 238					1920	G.Ottesen Sagvaag	Lindenau&Cie.	114·9 F10*t* Q23*t*	31·3 H16*t*	13·7	Klaipeda Lithuanian	Oil Engine 2S.C.SA 2Cy.17¾"–19¾" 60NHP M.Haldorsen&Son, Rubbestadnaset		
82462 UNYC	**Rosa Luxemburg** (*ex*MarieRose) *ss*Npt.No.3–7,13 *ss*Liv.No.1–18 1 *Dk*(*pt Irn&pt Stl*) *&deep framing&Web frames*		3193 2834 1969	✠ 1,24	Npt	*u*		1901 4mo	Richardsn. Duck&Co. Stockton	U.S.S.R. *Cell D Ba114'u*	330·5 P33'B80'F36' *E26'f136'779t*	47·0	21·8 FK *FPT*	Leningrad Russian 5 *BH Cem* *96t APT82t*	T.3Cy.26",42½"&69½"–45" 2NB28 NDB28 349NHP 2SB,6*cf*,Gs130,Hs5596 Blair&Co.Ld.Stockton	24 *n* 4	
82463 EGJP	**Rosa N. Illueca** (*ex*RioBesaya-36) 1 *Dk*	3Mst	831 584 658					1921	D.Tejeiro &Cia. Santander	Sucesor de Vda. E.Illueca	195·6 P114'F22'	29·0	12·1 *WB*	Valencia Spanish	T.3Cy.13½",23½"&34"–27" 60NHP D.Tejeiro&Cia.Santander		V
82464 7537 SGCR	**Rosafred** (*ex*Biskra,*ex*Winga) 1 *Dk*		*1348* *1147* *700*				...	1922	Scheepb. "DeAmer" Geertruiden-berg	Verkebäcks Ångf. A/B(Ruben Olsson, *Mgr.*)	236·3 P23'B61'F27'	36·8	15·6 FK	Verkebäck Swedish *WB*	T.3Cy.18½",29"&48"–30" 153NHP Machinefb.Kuipers, Rotterdam	18 *n* 0	V †

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3
82465	**Rosalia**	TwinSc
PJC	*Mchy.Aft*	1 *Dk*
	Longitudinal framing at bottom in centre tanks & at trunk	
82466	**Rosalie** (*ex*Compass,*ex*Lilian)	
122842	*ss*Sld.2ndNo.3–10,32	
MCLK	*ss*Sld.No.1–36	
Now "Miltra	*Mchy.Aft*	1 *Dk*
	Cargo battens not fitted	
82467	**Rosalie Moller** (*ex*Francis)	
128015		
GRJQ	2 *Dks* 2 *dcp framing & Shelter dk*	
82468	**Rosandra** Ⓟ	
415	*ss*Tri.No.3–12,32	
ICFD	*ss*Tri.No.1–37	
	2 *Dks*(*Stl*) & *Shelter dk*(*Stl*)	
	Ref.Mchy. D.F.	
82469	**Rosario** (*ex*Witell–37,*ex*Bakara, *ex*Cannstatt)	*ss*Bmn.No.3–1,26
DODZ	D.F. Sub.Sig.	*ss*Bmn.No.2–34
	Ref.Mchy.	2 *Dks*(*Stl*)3rd *dk in No.1 hold*
	Well deck	
82470	—	
1647	(*ex*WarMaker)	*Fitted for oil fuel*
ICFF	D.F.	1 *Dk*
	Carrying oil fuel in bulk	
82471	—	
220819	(*ex*Natirar–32)	*Fitted for oil fuel*
KDKM	D.F.	2 *Dks*
	Longitudinal framing	
82472	**Rosaura**	TwinSc
PJCI	*Mchy.Aft*	1 *Dk*
	Longitudinal framing at bottom in centre tanks & in trunk	
82473	**Roschal** (*ex*Hydro,*ex*Veliky Knjaz Alexander Michailovitch,*ex*Hydro)	*ss*Lon.No.3–4,12
UNYJ	*Well deck*	1 *Dk*(*pt Irn & pt Stl–pt ws*) &
	Wireless	*Web frames,lower dk forehold*
	Ref.Mchy. Sub.Sig.	
82474	**Rose**	
	D.F.	*Oil Eng.*
LJWX	*Ref.Mchy*	2 *Dks*
		Cruiser Stern
82475	—	
	Wireless	
DARN	*Cruiser Stern*	1 *Dk*
82476	**Rose Blanche** (*ex*Song-Nhi-Ha)	
TUVL		2 *Dks*
82477	**Rose Castle**	
137438		*ss*Hfx.No.3–4,28
GCBF		*ss*Hfx.No.2–37
	Sub.Sig.	1 *Dk*(*Stl*) & *Web frames*
	D.F.	*Longitudinal framing*
82478	**Rose Schiaffino** (*ex*Notton)	*ss*Alg.No.3–3,32
FNWT	D.F.	*ss*Alg.No.1–36
		1 *Dk*(*Stl*)2nd *dk*(*Stl*) *in holds*
82479	**Rosebank** (*ex*CanadianObserver)	
141761		
VGLB		2 *Dks*
82480	**Roseburn** (*ex*HelenaLeusen–35, *ex*Helena)	*ss*Rot.No.3–4,33
149156		*ss*Npt.No.1–37
GRMF		1 *Dk*(*Stl*)
		Cargo battens not fitted
82481	**Rosenborg**	
	*ss*Els.2ndNo.3–2,33 ~~*ss*Cpn.No.3–1,27~~	
OZUC	~~*ss*Abg.No.2–35~~	
		1 *Dk*(*Irn*)

4 Tonnage Officiel. / Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Prime assignd maintenant. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où cote u ce n est dans le L. R. Durée Cert. Hor. Trans.
3177 / 2273 / 1557	✠100A1 Cco	Mdb	*e*	CL 1,39	1938 / 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	M.V.Curaçaoasche Scheepv.Maats.	336·5 | 56·1 | 15·0 348·2(O.L.) 351·5(O.L.*incl.rdr.*) P91′*Trunk*204′F40′ FK			Willemstd Dutch	T.6Cy.15⅝″,25″&40⅞″-27⅛″ 180lb 366NHP 10 *B Hpt Cem pt Asp* 2WTB,HS6520 FD Richardsons,Westgarth& Co.Ld.Hpl.	14 ″ 9 s 1 ″ 4½ 13 ″ 7	
	Carrying Petroleum in bulk Fitted for oil fuel 4,38			*F.P. above*	*Lloyd's*	*SA&CP* 150° F.	*Cell D Bu* B14′20t *F P T* 123t *A P T* 105t							
320 / 227 / 130	✠100A1 Sld		*e*	CL 11,36 3,39	1906 / 5mo	GooleS.B. &RepgCo.Ld. Goole	~~East Coast Timber Co.Ld.(T.C.Irving, *Mgr.*)~~ Icelandic SteamNav.Co.Ld.	134·0 | 24·0 | 10·2 Q44′F20′ FK			Newcastle British	C.2Cy.18″&36″-24″ (*s*) 130lb 54RHP 3 *B H Cem F P T* 28t	11 ″ 3 s ″ 9½ 10 ″ 7	
	Mchy.Aft	1 *Dk*(*Stl*)			*Lloyd's*	*SA&CP*								
	Cargo battens not fitted													
3963 / 3383 / 2457					1910	Barclay, Curle&Co.Ld Glasgow	MollerLine,Ld. (Mollers'Ld., *Mgrs.*)	355·0 | 49·2 | 24·2 FK			Shanghai British	T.3Cy.24″,40″&67″-48″ 401NHP *W B* Barclay,Curle&Co.Ld.Gls.	26 ″ 6	C †
	2 *Dks* 2 *dcp framing & Shelter dk*													
8034 / 6695 / 5033	✠100A1 Tri		*b*†	CL 2,37	1921 / 6mo	Cantiere SanRocco S.A. Trieste	LloydTriestino, Soc.Anon. di Nav.	464·2 | 57·4 | 32·5 B168′*on Shelter dk* FK *Collision Bh to Sh dk* 6 ,, ,, *C* ,,			Trieste Italian	T.3Cy.32″,51½″&83″-54″ (*s*) 180lb 680NHP 4SB(Spt),*12cf*,GS239, HS9851 FD StabilimentoTecnico Trestino,Trieste	35 ″ 0 s 8 ″ 4½ 26 ″ 10	
	Shelter dk with freeboard													
	Ref.Mchy. D.F.	2 *Dks*(*Stl*) & *Shelter dk*(*Stl*)												
	Fitted for oil fuel 4,30			*F.P. above*		150° F.	*Cell D B* 398′165	4t *F P T* 56t *A P T* 68t						
6079 / 5516 / 3731	✠ ... 1,38	Ham	*b*†		1913 / 11mo	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Sud-Amerik Dampfschifffahrts Ges.	449·6 | 58·3 | 27·0 P&B377′F53′ FK *Cell D Ba* 189′ *u E&*			Bremen German	T.3Cy.30⅛″,50⅛″&84″-54″ 751NHP 8 *B H Cem* 4SB,*12cf*,GS263,HS11219 FlensburgerSchiffsb.Ges. *B* 72′*f* 142′1642t *F P T* 48t	29 ″ 6	G †
5468 / 4701 / 3321					1918	Swan,Hunter&Wigham Richardson, LdNewcastle	Soc.Anon.Cooperativa diNav. "Garibaldi"	413·1 | 52·2 | 28·4 400·3 P49′B113′F39′ FK			Genoa Italian	T.3Cy.27″,44″&73″-48″ 517NHP *W B* N.E.MarineEngCo Ld.Nwc	31 ″ 0	I †
4659 / 4213 / 2871					1920	Bethlehem S.B.Corp.Ld. Wilmington, Del.	A.H.Bull S.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	376·4 | 52·3 | 27·0 P40′B96′F38′			New York Utd.States	T.3Cy.24″,41¼″&68¼″-48″ 323NHP *W B* BethlehemS.B.Corp Ld. Wilmington,Del.		R
3173 / 2273 / 1555	✠100A1 Cco		*v*	CL P1,39	1937 / 7mo	N V Nederl Schps.Maats. Amsterdam	N.V.Curaçaoasche Scheepv.Maats.	336·6 | 56·2 | 15·1 348·3(O.L.) P92′*Trunk*203′F39′ FK			Willemstd Dutch	T6Cy.15⅞″,25″&40⅜″-27⅞″ 180lb (*s*) 366NHP 10 *B Hpt Cem pt Asp* 2WTB HS6520 FD	14 ″ 9 s 1 ″ 4½ 13 ″ 6½	
	Carrying Petroleum in bulk Fitted for oil fuel 7,37			*F.P. above*	*Lloyd's*	*SA&CP* 150° F	*Cell D Bu* B14′20t	*F P T* 123t *A P T* 105t				WerkspoorN.V.Ams.		
1420 / 939 / 852	✠ 9,19	Lon	*p*		1899 / 7mo	Earle'sCo. Ld. Hull	U.S.S.R.	269·0 | 33·5 | 15·0 P168′F31′ FK *Cell D Ba* 37′*u E*			Archangel Russian	T.3Cy.19″,33″&56″-36″ 246NHP 5 *B H Cem* 16′*f* 182′159t 2SB,*6cf*,GS135,HS4200 Earle'sCo.Ld.Hull	18 ″ 2	
	Well deck 1 *Dk*(*pt Irn & pt Stl–pt ws*) &													
	Wireless *Web frames,lower dk forehold*													
	Ref.Mchy. Sub.Sig.													
3039 / 2 / 1751					1938	Öresunds-varvet Aktiebolag Landskrona	Anders Jahres Rederi A/S (Anders Jahres)	324·3 | 45·8 | 26·1 F42′			Sandefjord Norwegian	Oil Engines 2S.C.SA 9Cy.19½″-35⅞″ 606NHP *W B* Akt. Burmeistr& Wain,Cpn		
1530 / 1228 / 879					1928	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	247·3 | 38·2 | 16·2 P15′Q69′B52′F23′			Stettin German	T.3Cy.17 7/16″,28 3/16″&45 2/16″- 33½″ 120NHP *W B* StettinerOderwerke		G
	Wireless													
	Cruiser Stern	1 *Dk*												
323 / 168 / 171					1924	Soc.des Atel.Mar. Haïphong	Transp.Marit.& Fluviaux de l'Indo-Chine	137·8 | 20·4 | 10·8			Haïphong French	C.2Cy.12″&24″-16″ Soc.des Atel. 20NHP Mar.Haïphong		
		2 *Dks*												
7546 / 6894 / 4351	✠100A1 Hfx		*b*†	CL ~~9,36~~ 4,39	1915 / 4mo	Short Bros. Ld. Sunderland	RoseCastleS.S.Co. Ld.	455·0 | 58·0 | 31·1 P27′B76′*fwd*B16′ F33 FK			London British	T.3Cy.28½″,47″&79″-54″ (*s*) 180lb 606NHP 3SB,*12cf*,GS213,HS8670 FD	33 ″ 9 s 8 ″ 6 25 ″ 6	
		*ss*Hfx.No.3–4,28			*Lloyd's*	*SA&CP*								
		*ss*Hfx.No.2–37												
	Sub.Sig.	1 *Dk*(*Stl*) & *Web frames*												
	D.F.	*Longitudinal framing*												
3349 / 2866 / 2027	✠100A1 Alg		*u*	CL 2,36	1920 / 3mo	BlythS.B. &D.D.Co.Ld. Blyth	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch. Schiaffino&Cie. *Mgrs.*)	331·3 | 46·7 | 23·2 P33′B98′F29′ FK			Algiers French	T.3Cy.25″,41″&68″-45″ (*s*) 180lb 368NHP 3SB,9*cf*,GS155,HS6090 Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
		*ss*Alg.No.3–3,32			*Lloyd's*	*SA&CP*								
		*ss*Alg.No.1–36												
		1 *Dk*(*Stl*)2nd *dk*(*Stl*) *in holds*												
	Fitted for oil fuel 3,34			*F.P. above*		150° F.	*Cell D*	*B* 284′*f* 734t *F P T* 110t *A P T* 128t						
2410 / 2039 / 1460					1920	TheCol lingwoodS.B. Co.Collingwd Ont.	KingsleyNav.Co. Ld.	251·0 | 43·6 | 23·6 P24′B64′F28			Vancouver British	T.3Cy.18″,30″&50″-36″ Collingwood 150NHP *W B* S.B.Co.Collingwood,Ont		
		2 *Dks*												
3103 / 2821 / 1844	✠100A1 Hpl		*u*	CL 3,38	1922 / 3mo	Craig,Taylor&Co.Ld. Stockton	Smith.Hogg&Co. Ld.	325·0 | 48·0 | 22·4 P33′B94′F31′ FK			W.Hartlpl British	T.3Cy.24″,39″&64″-42″ (*s*) 180lb *100lb* 293NHP 2SB,*6cf*,GS110,HS4606 N.E.MarineEng.Co.Ld.Sld	24 ″ 3 s 3 ″ 9 20 ″ 8	
		*ss*Rot.No.3–4,33			*Lloyd's*	*SA&CP* Intermediate	*B H in fore hold dispensed with*				*Cem*			
		*ss*Npt.No.1–37					*Cell D*	*B* 280′ 812t *F P T* 86t *A P T* 109t			4 *B H only*			
		1 *Dk*(*Stl*)												
		Cargo battens not fitted												
1997 / 1764 / 1206	✠100A1 Cpn	Els	*r*	OG ~~1,38~~ 2,39	1914 / 6mo	W.Gray& Co.Ld. W Hartlepool	Dampskibsselsk. Dannebrog(C.K. Hansen,*Mgr.*)	280·0 | 40·0 | 19·1 P21′B74′F31′ FK			Copnhagn Danish	T.3Cy.20″,31½″&53″-36″ (*s*) 180lb *100lb* 188NHP 2SB,*4cf*,GS70,HS3030 Cen.Mar.Eng.Wrks.W Hpl.	21 ″ 4 s2 ″ 11½ 18 ″ 6	
2,39	2,39 ~~1,38~~				*Lloyd's*	*SA&CP*	*W B* = *Cell D Ba* 88′*u E&* B38′*f* 114′535t				*4 B H Cem A P T* 78t			

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Dated In of Trade Cert.
82482 OHUJ	**Rosenborg** (*ex* Fagernes) Wireless D.F.	4 Mst 1 *Dk*	1512 — 855					1919	A/S Sor-landets Skibs Fevig	O/Y Pohjanmeri	241·0 P27′	39·5 B67′	16·9 F29′	Åbo Finnish *WB*	T.3Cy.18″,29½″&49″–38″ 138 NHP Fredrikstad M.V.Frdstad.		N
82483 7341 SGCW	**Rosendal** (*ex* Bedehome, *ex* Agerön)	*ss* Mmo. No. 3 5,38 *ss* Gms. No. 1-36 1 *Dk*(*Stl*) *Cargo battens not fitted*	*1388* *1159* 767	✝100A1 Cpn 5,38 8,37 MS7.36 ✝LMC BS 1,39	*v*	OG	8,37 4,39	1920 5mo	Kalundborg Skibsverft Kalundborg *Lloyd's*	Rederi A/B Rosenborg (T. Carlbom, *Mgr.*) (Torsten Carlbom, *Mgr*) *Cell DB*	233·3 244·2 (O.L.) P17′ B50′ F25′ FK 195′409*t* *FPT* 63*t* *APT* 28*t*	37·1	16·8	Stockholm Swedish *4 BHCem*	T.3Cy.16 7/16″,25 9/16″&42 8/16″–29½″ 185 lb (*s*) 120 NHP 2SB,*4cf*,GS67,HS2028 Akt. Smith, Mygind & Hüttemeier, Copenhagen	18 ″ 8 *s* 2 ″ 0½ 16 ″ 9	
82484 LESK	— (P)	1 *Dk*	357 187 171					1909	Laxevaags Msk.&Jrnskb Bergen	Hardanger Sunnhordlandske Dampskibsselskab	140·0 P106*t* H19*t* F42*t*	23·6	10·7	Bergen Norwegian *WB*	T.3Cy.13¼″,22″&35″–25″ 61 NHP Laxevaags Msk.&Jrns. Bgn		
82485 LDOV	**Roseville** D.F.	Twin Sc *Oil Eng.* 1 *Dk*(*Shelter dk*) *Cruiser Stern*	5745 5193 3507					1930	Odense Staalskibs-verft Odense	Skibs A/S Goodwill (A.F. Klaveness & Co. A/S, *Mgrs.*)	426·4 P131′ *t* H405′ *t* F15′	58·5	26·6	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.24 4/8″–51 5/16″ 710 NHP Akt. Burmeistr & Wain, Cpn		N
82486 163388 GWRL	**Rosewood** (*ex* Stegg-34) *Mchy. Aft* D.F.	*Oil Eng.* *ss* Shl. No. 1-35 2 *Dks*(*Stl*).§ *Web frames* *Longitudinal framing*	5989 5276 3548	✝100A1 Shl 2,38 10,37 1,38 ✝LMC 9,35 *Carrying Petroleum in bulk* DBS5,38	*z*	CL	3,39	1931 7mo	Armstrong Whitworth & Co. (Ship-builders) Ltd. Newcastle *Lloyd's*	Oil & Molasses Tankers, Ld. (J. Jacobs & Co. Ld. *Mgrs.*) *Cell D Bu E*	396·1 P97′ B29′ F36′ FK *Trunk* 238′ 56′ 171*t* *D* *Tf* 34′ 347*t* *FPT* 135*t* *APT* 121*t*	55·1	32·1	London British 14 *B Hpt Cem* (9 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 6Cy.23⅜″–41¾″ 583 NHP 2DB *180lb* Armstrong, Whitworth & Co. (Engineers) Ld. Nwc.	32 ″ 0 *s* 5 ″ 5½ 26 ″ 9½	
82487 YTDV	**Rosina Topić** (*ex* Trevider-33) D.F.	*ss* Cff. No. 3–5,26 *ss* Ssk. No 2–34 1 *Dk*(*pt Irn pt Stl*)	*4299* *4015* *2730*	✝100A1 Rot 10,36 BS 1,39 ✝LMC MS 8,38	*x*	CL	8,38	1913 5mo	J Readhead &Sons, Ld. South Shields *Lloyd's*	"Ilirija" Navigation Co. Ld. (Ant. Topic, *Mgr.*) *Cell D*	369·9 P33′ B226′ F34′ FB *Ba* 119′ *u E* 23′ *f* 163′	51·1	26·1	Susak Yugoslav 6 *BHCem* 987*t* *APT* 62*t*	T.3Cy.26″,42″&69″–48″ (*r*) 180 lb *178 lb* 385 NHP NDB 12 *refitted* 84 2SB,*6cf*,GS132,HS6330 J Readhead & Sons, Ld. S Shl	27 ″ 8 *s* 3 ″ 10½ 24 ″ 1¼	
82488	**Rosita** (*ex* Elihu Thomson, *ex* Italia)	Iron 1 *Dk*(*Irn*).§ *Spar dk*§ *Web frames* *Fitted for oil fuel*	896 — 648	✝ 3,91 Nwc ✝	*l*			1888 9mo	W. Dobson & Co. Newcastle	Expreso Maritimo S.A. *DBa* 5	195·1 H20*t* 1′ *f* 79′ 132*t* *APT* 30*t*	28·0 20·6 4 *BHAsp*	13·6	Callao Peruvian N.E. Marine E.Co.Ld. Nwc.	T.3Cy.15″,23″&40″–30″ 88 NHP	21 ″ 8	
82489 7200 SEYA	**Roslagen**	*ss* Rot. No. 3–9,37 1 *Dk*(*Stl*) *Cargo battens not fitted*	*1841* *1617* *1078*	✝100A1 Mst 4,38 11,38 Hm C BS 6,374, MS 9,37	*r*	OG	9,37	1925 5mo	Akt. Lind-holmen-Motala Gothenburg A&CP	Rederiaktieb. Roslagen (P.G. Thulin, *Mgr.*) *Cell DB*	262·0 P24′ B67′ F28′ FK 224′ 502*t* *APT* 41*t*	42·7	18·1	Stockholm Swedish 4 *BHpt Cem* *pt Asp*	T.3Cy.21″,33″&55″–36″ (*s*) 185 lb FD 238 NHP 2SB(Spt),*6cf*,GS100,HS3370 Akt. Lindholmen-Motala	20 ″ 6 *s* 2 ″ 8½ 18 ″ 0½	
82490 119093 MGMX	**Roslea** (*ex* The Monarch) *Mchy. Aft* *Well deck*	3 Mst *ss* Bel. 2nd No. 3–7,30 *ss* Bel. No. 1–34 1 *Dk*(*Stl*)	642 436 255	✝100A1 Bel 9,37 — 1,38 ✝LMC 8,35	*i*	OG	12,36	1904 2mo	Ailsa S.B. Co. Ld. Troon *Lloyd's*	R.&D.A. Duncan, Ld. (W. Clint *Mgr.*)	185·0 Q101′ B10′ F34′ BK 7½″ *Cell DB* *f* 99′ 145*t* *FPT* 57*t* *APT* 10*t*	27·6	10·8	Belfast British 3 *BHCem*	C.2Cy.19½″&44″–30″ (*s*) 130 lb SO RH 1SB,*3pf*,GS62,HS1543 Muir & Houston, Ld. Gls.	13 ″ 7 *s* 4 ″ 10½ 13 ″ 8	
82491 164448 GYJZ	**Roslin Castle** D.F. *Mchy.*	*Oil Eng.* 4 *Dks* *Cruiser Stern*	7016 6265 4260	✝100A1 Sou 10,38 8,38 Gls ✝LMC 5,35		CL	4,38	1935 5mo	Harland & Wolff, Ld. Belfast *Lloyd's*	Union-Castle Mail S.S. Co. Ld. *Duct keel fwd. of* *Cell D*	426·5 443 5 (O.L.) B129′ F45′ FK *mchy space* B352′ 1321*t* *FPT* 54*t* (*APT* 128*t*	61·3	32·0	London British 7 *BH*	Oil Engines 2S.C.DA 3Cy.24 7/16″–55½″ 1643 NHP DB *100lb* Harland & Wolff, Ld. Bel.	36 ″ 9 *s* 7 ″ 8 29 ″ 3½	
82492 161596 GYWF	**Ross** D.F.	*Oil Eng.* 1 *Dk*§ *Shelter dk* *Cruiser Stern*	4978 4624 3066	✝100A1 Nwc *with freeboard* Npt 10,38 C6,36 ✝L (M) 11,38		CL	11,38	1936 6mo	W Doxford & Sons, Ld. Sunderland *Lloyd's*	B.J. Sutherland & Co. Ld. *Cell DB* 346′ 1174	423·7 FK *MT* 123 6*t* *APT* 177*t*	54·2	26·1	Newcastle British 7 *B Hpt Cem* (*Coll to Sh dk* 6 ,,2*nd*,,)	Oil Engines 2S.C.SA 3Cy.20 1/16″–81 7/16″ 388 NHP 2DB *120lb* W. Doxford & Sons, Ld. Sld.	28 ″ 8 *s* 3 ″ 4½ 25 ″ 6	
82493 160585 GSQP	**Rossington Court** D.F.	*ss* Bry. No. 2–36 2 *Dks*(*Stl*)	6922 6575 4334	✝100A1 Bry *with freeboard* 2,38 2,39 BS 1,37 ✝LMC 12, 1,38	*a*†	CL	2,39	1928 10mo	Fairfield Co. Ld. Glasgow *Lloyd's*	Court Line Ld. (Haldin & Philipps Ld. *Mgrs.*) *U'tween dk B Hexcept Coll* *Cell D Ba*§ *u L* 168′ *f*	420·0 F39′ FK *Coll* *l B H dispensed with* 182′ 1477*t* *FPT* 108*t*	56·5	33·8	London British *Cem* *B H to W dk* 6 ,, ,, 2*nd* ,, *APT* 149*t*	T.3Cy.27″,45″&75″–51″ (*r*) 180 lb 574 NHP 3SB,*9cf*,GS190,HS8601 FD I.G. Kincaid & Co. Ld. Grk.	36 ″ 4 *s* 9 ″ 6 27 ″ 1½	
82494 52 ICFG	**Rossini** (P)	*Oil Eng.* *ss* Tri. No. 2–36 2 *Dks*(*Stl*)	2425 1835 1420	✝100A1 Fiu 4,38 Plt Tri ✝LMC CS 11, DBS 6,38 10,37	*s*	CL	4,39	1928 8mo	Cant. Nav. Triestino Monfalcone *Lloyd's*	"Tirrenia" Soc. Anon. di Nav. *Cell DB* 205′ 40	294·0 284·4 P29′ B84′ F36′ FK *t* *FPT* 58*t* *APT* 57*t*	40·2	21·1	Fiume Italian 6 *B H vt Cem* *pt Asp*	Oil Engines 4S.C.SA 6Cy.24 4/8″–48 5/16″ 357 NHP DB *100lb* Stabilimento Tecnico, Tri.	23 ″ 4 *s* 3 ″ 1½ 20 ″ 5½	
82495 124166 MCPZ	**Rossmore** *Mchy. Aft*	3 Mst *ss* Fal. 2nd No. 3–7,32 *ss* Fal. No. 1–37 *Well deck* 1 *Dk*(*Stl*)	627 419 253	✝100A1 Fal 3,38 ✝LMC 6,37 S6,38	*j*	CL	2,39	1907 3mo	Murdoch & Murray Port Glasgow *Lloyd's*	County of Cornwall Shippg. Co. Ld. (J. Hampton *Mgr.*) *W B* =	180·2 Q103′ B11′ F33′ FK *DB* f 94′ 150*t* *FPT* 53*t* *APT* 12*t*	27·6	11·0	Cardiff British 3 *BH Cem*	C.2Cy.20½″&44″–30″ (*s*) 130 lb 80 RH 1SB,*3pf*,GS59,HS1768 Ross & Duncan, Glasgow	13 ″ 8 *s* 4 ″ 3½ 13 ″ 5½	
82496 PHDY	**Rossum** D.F.	*ss* Ams. No. 2–36 1 *Dk*(*Stl*)	2118 1892 1255	✝100A1 Rot 1,39 ✝LMC MS 11,38 BS 6,38	*s*	CL	9,37	1928 3mo	A. Vuijk & Zonen Capelle a/d Ysel *Lloyd's*	Stoomv. Maats. "Oostzee" (Vinke & Co. *Mgrs.*) *Cell D*	281·3 P22′ B64′ F22′ FK *B* 242′ 542*t* *FPT* 62*t*	42·7	19·3	Amstrdam Dutch 4 *BH Cem* *APT* 54*t*	T.3Cy.21″,34½″&57″–36″ (*s*) 210 lb 248 NHP 2SB,*6cf*,GS106,HS4054 Arnhemsche Stoom-sleepshelling Mij. Arnhem	21 ″ 4 *s* 3 ″ 1½ 18 ″ 3½	
82497 LETE	**Röst** (P)	1 *Dk*& *Awng dk*	379 334 210					1898	Trndhjems Mek. Værkst. Trondheim	Vesteraalens Dampskibsselskab	147·5 H45*t*	21·1	15·4 *WB*	Stokmark-næs Norwegian	T.3Cy.12½″,20½″&33″–21″ NB12 50 NHP Trondhjems M.V. Trndhm.		
82498 LETF	**Rösten** (*ex* Gripen, *ex* Comp. Stm.) *Mchy. Aft*	1 *Dk*	737 594 393					1920	A/B Öster-sjövarfvet Norrköping	Tönsbergs Rederi A/S (Rafen & Loennechen, *Mgrs.*)	187·8 P70*t* H17*t* F24*t*	30·1	12·7	Tönsberg Norwegian *WB*	T.3Cy.14 4/16″,22″&39″–23 8/16″ 62 NHP A/B. Götaverken, Got.		V
82499 DMAF	**Rostock** Sub.Sig	*Fitted for oil fuel* 1 *Dk*	2542 2170 1489					1922	Schiffsw (v. J.&Sch.) A.G. Hamburg	Aug. Cords	328·8 P26′ B197′ H46′ F37′	45·3	18·2	Rostock German	T.3Cy.22 1/8″,37″&60″–39 3/8″ Hannoversche 226 NHP Masch. A.G. Hannover		G

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Tonal. / Sous le Pont. — / Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné à la cote. Lettre d'expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registre ou Code, si n'est dans le L. R. Durée Cert. Hull Trade
82500	**Rota**	*1 Dk*	*1115* / 778 / 595					1930	Verein.Sthl Nordseewrke Emden	Stockholms Rederiaktieb.Svea (Eman.Högberg *Mgr.*)	215·7 | 34·9 | 13·1 P14' Q49' B45' F35'			Stockholm Swedish *WB*	T.3Cy.17¾",29½"&46"–31½" 119NHP A.Borsig,G.m.b.H.Berlin		G
82501	—		840 / 673 / 418					1923	Deutsche Werke A.G. Kiel	Det Forenede Dampskibs Selsk.	231·9 | 34·0 | 13·6			Odense Danish *WB*	T.3Cy.19¼" 32⅜"&52⅛"–35" 165NHP Deutsche Werke A.G.Kiel		V
82502	**Rotenfels** E.S.D. *Oil Eng.*		7854 / 7308					1927	Akt.Ges. "Weser" Bremen	Deutsche Dampfs. Ges. "Hansa"	472·9 | 60·5 | 31·8 P121' B144' F90'			Bremen German *WB*	Oil Engines 2S.C.DA 6Cy.27 7/16"–47¼" 1585NHP A.G."Weser," Bremen		G
DOGT	Sub.Sig. *Cruiser Stern* 2 *Dks*		4854														
82503	**Rother**	*ss* Goo. No. 3-4,26	986 / 817	✝100A1 Goo *o* 11,37			OG	1914	Clyde S.B. & Eng. Co. Ltd. Pt. Glasgow	London Midland & Scottish Rly. (Associated Humber Lines, *Mgrs.*)	240·0 | 34·1 | 15·3 P38' B88' F37' FK			Goole British 5 *BH Cem*	T3Cy.22 5/16",36'&61"–39"(r) 180lb 349NHP 2SB,6*cf*,GS120,HS5370 FD	16 " 4 s 1 " 10½ 14 " 7	
128883								5mo									
GLDV	*Ref. Mchy.* Wireless D.F.	*ss* Goo. No. 2–35 1 *Dk*(*Stl*)	403	BS4.37 5.38 ✝LMC5.35			N4,37	*Lloyd's*	*SA&CP*	*WB*=*Cell DB* 51' *uE* 23' *f* 92' 197*t FPT*					Clyde SB.&Eng.Co.Ltd. PGI		
82504	**Rothesay Castle**		7016 / 6265	✝100A1 Sou 1,39 ~~4,38~~ Liv		CL	1935	Harland& Wolff,Ld. Belfast	Union-Castle Mail S.S.Co.Ltd.	426·5 | 61·3 | 32·0 B129' F45' FK			London British *7 BH*	Oil Engines 2S.C.DA 8Cy.24 7/8"–55½" 1643NHP DB *100lb*	36 " 9 s 7 " 8 29 " 3½	
164153	*Oil Eng.*							5mo									
GYJY	*Ref. Mchy.* D.F.	4 *Dks* *Cruiser Stern*	4260	DBS12,38 ✝LMC5,35			4,38	*Lloyd's*	*SA&CP*	*Duct keel forward of machinery space* *Cell DB* 352' 1321*t*					Harland&Wolff.Ld.Bel.		
82505	**Rothley**		4996 / 4627	✝100A1 Lon *with freeboard* Cff		CL	1936	W.Doxford &Sons,Ld. Sunderland	The Whalton Shipping Co.Ld. (Stephens,Sutton, Ld. *Mgrs.*)	423·3 | 54·2 | 26·1 439·3(O.L.) FK			Newcastle British *7 BH pt Cem*	Oil Engines 2S.C.SA 3Cy.20½"–31½" 388NHP 2 DB *120lb*	28 " 8 s 3 " 4½ 25 " 6	
161598	*Oil Eng.*							12mo									
GZDY	D.F. E.S.D.	1 *Dk* & *Shelter dk* *Cruiser Stern*	3062	7,38 ~~12,37~~ ✝LMC12,				*Lloyd's*	*SA&CP*	*Coll to Sh dk* 6 " *2nd* " *tank* *Cell DB* 346' 1174*t*					W.Doxford&Sons,Ld.Sld.		
				Carrying Vegetable oil in deep													
82506	**Rotorua** (P)	**TwinSc 5 Mst**	10890 / 8602 / ~~6806~~	✝100A1 Lon *g*† *Shelter dk* *with freeboard*		CL	1911	J.Brown &Co.Ld. Clydebank	New Zealand Shipping Co.Ld. *Cell DB*	526·4 | 61·4 | 33·3 544·0(O.L.) FK			Plymouth British *8 BH Cem*	Q.8Cy.25",35½",51"&72"–51" 215lb (*s*) FD 1264NHP 2D&2SB *24cf* GS473 HS19432	36 " 6 s 6 • 8½ 29 " 11½	BT till 7.38
132607	(*ex* Shropshire)	*ss* Lon. 2nd No. 3–5,35					4,37	9mo									
GLYQ	*Ref. Mchy.* D.F. E.S.D.	2 *Dks*(*Stl*) & *Shelter dk*(*Stl*–ws)	6784	~~3,38~~ 3,39 BS8,38 ✝LMC12,34 ✝Lloyd'sRMC ~~7,38~~ 5,39				*Lloyd's*	*SA&CP*	*Cell DB* 346' 1174*t*	*MT* 1236*t APT* 177*t*			*APT* 118*t*	J.Brown&Co.Ld.Clydebnk		
				Fitted for oil fuel 3,23	*F.P.*	*above* 150° F.											
82507	**Rotterdam** (P)	**TwinSc**	24149 / 17293 / 15056	✝100A1 Rot *q*† ~~12,37~~ 2,38 ✝LMC MS12,34 ~~BS5,37~~ BS5,39 ~~7,38~~		CL 5,38	1908	Harland& Wolff,Ld. Belfast	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	650·5 | 77·4 | 43·5 B&F 535' FK&BK 24'			Rottrdam Dutch *12 B Hpt Cem*	Q.8Cy.33",47",68"&97½"–60" 215lb (*s*) 2451NHP 8D&2SB.54*cf*,GS1116, HS46436	47 " 4 s 14 " 10¾ 33 " 0	
PHEG	D.F. Sub.Sig. 4 *Dks*(*Stl U,M&L–pt ws*) *Lower Orlop dk in Nos.* 1,2,3&4 *holds* GyC.							6mo									
								Lloyd's	*SA&CP*	*Cell D Ba* 170' *uE&fb*	188' *f* 205' 307*3t DT*				Harland&Wolff,Ld.Belfast		
82508	—	**TwinSc**	8968 / 8463 / 5027	✝100A1 Rot *Shelter dk* *with freeboard* 9,38 ~~9,37~~ DBS10,38 ✝LMC CS11.37 10.37		CL P3,36 ~~10,37~~ S9,38	1925	Frd.Krupp Act.Ges. Kiel	N.V.Petroleum Industrie Maats.	469·8 | 63·3 | 35·3 B33' F39' FK			The Hague Dutch *pt Cem pt Asp* (13 *to U dk*)	Oil Engines 4S.C.SA 12Cy.25 3/8"–39⅜" 2WT DB *200lb* 763NHP 2 DB *70lb*	35 " 6 s 8 " 7½ 27 " 2½	
PHEI	*Mchy. Aft* Sub.Sig. D.F. GyC. *Cruiser Stern*	*Oil Eng.* *ss* Rot. No. 3–9,37 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) & *Web frames* *Longitudinal framing*						10mo									
								Lloyd's	*SA&CP*	*Cell D Bu E* 64' 135*t* *DT f* 36' 315*t D*		18 *BH*		*APT* 106*t*	Frd.Krupp A.G.Kiel		
				Carrying Petroleum in bulk													
82509	**Rotula**		7981 / 7237 / 4747	✝100A1 Ams ~~14,37~~ 1,39 ✝LMC5,35		CL 5,38	1935	N.V.Nederl. Schps.Maats. Amsterdam	N.V.Petroleum Maats." La Corona "	462·9 | 59·3 | 33·9 483·0(O.L.) P93' B47' F48' FK			The Hague Dutch *15 BH*	Oil Engines 4S.C.SA 8Cy.25 3/16"–55½" 502NHP DB *180lb*	34 " 0 s 6 " 9 27 " 5	
PHES	D.F. E.S.D. *Mchy. Aft* *Longitudinal framing at bottom & at deck*	1 *Dk* 2nd dk clear of cargo tanks						5mo							Werkspoor.N.V.Ams.		
				Carrying Petroleum in bulk				*Lloyd's*	*SA&CP*	*Cell D Bu E* 64' 157*t DT*	*f* 25' 264*t FPT* 135*t*			*APT* 83*t*			
82510	**Roubaisien**		3152 / 2919 / 1970	...				1921	J.Readhead &Sons,Ld. S.Shields	Cid.des Bateaux à Vapeur du Nord (Soc.Anon.de Gérance et d'Armement, *Mgrs.*)	331·2 | 47·2 | 22·1 P30' B170 F33' FK			Dunkirk French *WB*	T.3Cy.23½",39"&65"–45" 307NHP J.Readhead&Sns,Ld.S.Shl.	24 " 5	V +
FNWG		2 *Dks*															
82511	**Rouen** (P)	**TrpSc**	1882 / 1520 / 683					1912	Forg.&Ch. de la Médit. Havre	Chemins de Fer de l'Etat Français (Southrn Rly. *Mgs*)	293·3 | 34·7 | 21·4			Dieppe French *WB*	3 Steam Turbines Forg.&Ch.de la Médit.Hav.		V
		Fitted for oil fuel															
FOYH	D.F.	2 *Dks*															
82512	**Rouennais** (*ex* Malgache–37, *ex* Port de Cherbourg, *ex* Malgache, *ex* Baymano, *ex* Cayo Romano)	2 *Dks* & *deep framing*	3777 / 3168 / 2339	...				1911	W.Dobson &Co. Newcastle	Union Maritime Soc.Anon.(Soc. Anon.de Gérance et d'Armement *Mgrs*)	354·2 | 47·8 | 25·9 P49' B112' F37' FK			Dunkirk French *WB*	T.3Cy.25",41"&68"–45" 371NHP N.E.Marine Eng Co Ld. Nwc	28 " 5	V †
FNQH	D.F.																
82513	**Roula** (*ex* Sundbri–34, 793 *ex* Europa)	1 *Dk*	*1044* / 820 / 587					1899	Bergens Mek. Værks Bergen	Michail A. Karageorgis	223·2 | 32·3 | 13·1 Q108' B24' H16*t* F24'			Piræus Greek *WB*	T.3Cy.15¾",25"&42"–30" 97NHP Bergens Mek. Værks. Bgn.		V
SZMI																	
82514	**Roumanie** (*ex* Pyrgos, *ex* Horncap, *ex* Haimon)	2 *Dks*	*3563* / 3383 / 2256					1906	Flensburger Schiffsb.Ges. Flensburg	Cie Nationale Belge de Transports Mar. (Armement Deppe. *Mgrs.*)	341·7 | 48·7 | 17·2 H24' 25·0			Antwerp Belgian *WB*	T.3Cy.20 5/16",34 7/8"&61"–39 3/8" 236NHP Flensburger Schiffsb.Ges.		V
ORYA																	
82515	**Rovuma**	**TwinSc**	1289 / 1190 / 739	✝100A1 PN *n* *with freeboard* 12,38 ~~1,38~~ ✝LMC MS7.36 ~~BS4,38~~ 1		CL 6,36 ~~53~~	1927	Ardrossan Dkyd.Ld. Ardrossan	Union-Castle Mail S.S.Co.Ld.	211·8 | 35·1 | 19·1 FK			London British *4 BH Cem*	T.6Cy.11¼",18¾"&31"–21" 180lb (*s*) 125NHP 2SB,4*cf*,GS63,HS2357	21 " 0 s 8 " 0¼ 13 " 4¼	
149001		*ss* P.N1.No.2–36						9mo									
GLWR	Wireless	2 *Dks*(*Stl–Wthr dk* teak *s*)						*Lloyd's*	*SA&CP*	*Cell DB* 168' 240*t FPT*	46*t APT* 31*t*	*Coll BH to W dk*			W.Beardmore&Co.Ld.Gls.		
82516	**Rowan**		500 / 348 / 188	✝100A1 Bel *h* ~~2,38~~ ~~11,37~~ 1,39 Bwg ~~1,39~~ ✝LMC3.36 1,39		CL ~~2,39~~ 9,38	1932	Scott& Sons Bowling	Frontier Town S.S. Co.Ld. (J.Fisher& Sons,Ld. *Mgrs.*)	167·0 | 25·6 | 10·0 173·0(O.L.) Q97' B9' F23' BK7			Newry British *3 BH Cem*	T.3Cy.13½",23"&38"–27" (*s*) 200lb 86RHP 1SB,3*cf*,GS60,HS2000 Aitchison,Blair Ld. Clydebank	12 " 1 s 4 " 2½ 12 " 6½	
160292		*ss* Bel. No. 1–36						2mo									
MJML	*Mchy. Aft* *Well deck*	1 *Dk*(*Stl*) *Cargo battens not fitted*						*Lloyd's*	*SA&CP*	*Cell DB* 88' 100*t FPT* 47*t*	*APT* 47*t*						
82517	**Rowanbank** (*ex* King Howel–37. *ex* Cephalonia, *ex* Stathis)	2 *Dks*(*Stl*)	5102 / 4767 / 3168	✝100A1 Bry *y* 2,39 Yka ~~BS5,39~~ ✝LMC5,36		CL ~~10,37~~ 7,38	1919	Taikoo Dkyd.&E.Co. of H.Kng Ld. Hong Kong	Bank Line.Ld. (A.Weir&Co. *Mgrs.*)	400·2 | 52·3 | 28·5 P47' B113' F40' FK			Glasgow British *7 BH Cem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD	31 " 0 s 5 " 11⅜ 25 " 3	
147506		*ss* Shl. No. 3–9,31						10mo									
GCQD		*ss* Shl. No. 1–36						*Lloyd's*	*SA&CP*	*Cell DB* 344' 1108*t FPT* 123*t*				*APT* 175*t*	Taikoo Dkyd.&Eng.Co of Hong Kong,Ld.		

1 Official No. / Code Letters.	2 Steamer's Name. Late Name if any	3 Material, Rig, &c. Special Surveys. No. of Decks. &c.	4 Regist'd Tonnage Gross / Under deck / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year classed / now retained / Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. (Dates of R. of Port and Port)
82518 120718 KJWV	**Rowe**	**Wood** 1 *Dk*	476 — 394					1888	Manitowoc S.B.Corp Manitowoc, Wis.	H.C.Rowe&Co.	142·8	30·0	10·6	Nw.Haven, Con. Utd. States	C.2Cy.17″&34″–26″ NB12 49NHP Manisteelron Works, Manistee,Mich.		
82519 FOEN	**Roxane** *Mchy.Aft* D.F.	**TwinSc** *Oil Eng.* *Longitudinal framing* 1 *Dk* *Carrying Petroleum in bulk*	7813 7024 4185					1929	Atel.&Ch. duSudOuest Bordeaux	Cie.Auxiliare de Nav.	445·4	62·1	34·2	Havre French *WB*	Oil Engines 4S.C.SA 12Cy.21⅛″–59$\frac{7}{16}$″ 532NHP Akt.Burmeistr&Wain,Cpn		V
82520 165481 GZSP	**Roxburgh Castle** *Ref.Mchy.*	*Oil Eng.* 4 *Dks* *Cruiser Stern*	7801 6963 4738	✠100A1 Sou *d*†			CL	1937 6mo	Harland& Wolff,Ld. Belfast *Lloyd's SA&CP*	Union-CastleMail S.S.Co.Ld. *Cell D*	457·1 474·2(O.L.) *B335′1114t D*	63·3 B131′F48′ FK *Tanks at sides of*	34·3 *uct keel forward of tunnel 45′326t FPT*	London British *7 BHpt Cem* *mchy.space 46t APT126t*	Oil Engines 2S.C.DA 8Cy.24⅝″–55⅛″ 1642NHP DB*100lb* Harland&Wolff,Ld.Bel.	37 ″ 0 s 8 ″ 0½ 29 ″ 2¼	
82521 139228 GBWT	**Roxby** D.F.	*ss*Shl.No.1–39 *ss*Bry.No.3–10,35 1 *Dk*(*Stl*)	4252 3975 2605	✠100A1 Shl *y* 3,399~~,08~~ ~~M&10,35~~ ✠LMC3,39 ~~M&10,37~~ ~~B&3,38~~			CL 6,37	1923 6mo	RopnerSB &RepairngCo (Stocktn) Ld. Stockton *Lloyd's SA&CP*	RopnerShppngCo. Ld. *Cell D Ba136′u*	378·0 389·8(O.L.) P50′B&F298′ FK *E21′f155′965t FPT*	53·0 B&F298′ FK *E21′f155′965t FPT*	24·6 *E21′f155′965t FPT*	W.Hartlpl British *6 BHCem* *76t APT206t*	T.3Cy.24½″,41″&68″–48″ (*s*) 180lb *85lb* 364NHP 2SB(Spt),*6cf*,GS140,HS5836 J.Dickinson&Sons,Ld.Sld.	27 ″ 0 s 8 ″ 1½ 24 ″ 1½	
82522 6749 SDZN	**Roxen** (*ex*Athaulf) D.F.	*ss*Got.No.3–5,28 *ss*Got.No.2–36 1 *Dk*(*Stl*) *&Shelter dk*(*Stl-pt* ws)	4528 *4039* *2709*	✠100A1 Shl *y* *Shelter dk with freeboard* 1,~~58~~ ~~4,38~~ BS12,38 ~~B&11,37~~ ✠LMC12, *Fitted for oil fuel* 2,21	Got		OG ~~7,37~~ 1,39 *F.P. a*	1921 9mo	Akt.Lind-holmen-Motala Gothenburg *Lloyd's SA&CP*	Reder.A/B Trans-atlantic(G.Carls-son,*Mgr.*) *Cell D B*	377·8 393·6(O.L.) F38′*on Shelter dk* 269′1145t *APT86t*	54·2 FK *Collision B Hto Sh dk* *above 1* 50° F.	24·4 5 ,, ,, *U* ,,	Gothenbrg Swedish *pt Cem*	T.3Cy.27″,44⅜″&72⅛″–48″(*s*) 185lb FD 455NHP 3SB(Spt),*9cf*,GS144,HS6150 Akt.Lindholmen-Motala	27 ″ 0 s 2*n*11½ 24 ″ 2½	
82523 LJBY	**Roy** (*ex*Danae–35) *Well deck* D.F.	*ss*Nwc.No.3–3,33 *ss*Shl.No.1–37 1 *Dk*(*Stl*) *Cargo battens not fitted*	1768 1327 969	✠100A1 Shl *q* ~~7,37~~ 10,38 Rot ~~LMC~~			CL ~~6,37~~ 10,38	1921 6mo	C.Rennold-son&Co. SouthShields *Lloyd's SA&CP*	A/S D/S"Ask" (A.Kjerland, *Mgr.*) *Cell D Ba38′Cell D*	270·2 279·7(O.L.) P *on*Q22′B54′Q106′ F22′ FK *B192′585t FPT74t*	37·5 *APT106t*	16·3	Bergen Norwegian *4 BHCem*	T.3Cy.21″,34″&56″–36″ (*s*) 190lb 244NHP 2SB,*6cf*,GS108,HS4224 N.E.MarineEng.Co.Ld.Sld	18 ″ 6 s 1 ″ 6½ 17 ″ 2	
82524 TVHE	**Royal** *Mchy.Aft*	*Fitted for oil fuel* 1 *Dk* *Carrying Petroleum in bulk*	336 — 151					1924	Ch.&Atel. de laGironde Harfleur	Cie.Fluviale et Mar. deTransp. dePétrole(Soc. Anon.desPétroles Jupiter,*Mgrs.*)	179·8	25·9	10·8	Havre French	C.2Cy.12″&24″–18″ 20NHP McKie&Baxter,Glasgow		V
82525 148269 GNSP	**Royal Archer** (P) E.S.D.	2 *Dks*	2266 1398 1167					1928	Scott'sS.B. &E.Co.Ld. Greenock	London&Edin-burghShippingCo. Ld.	290·5	41·2	18·0	Leith British *WB*	T.3Cy.26″,42″&70″–45″ 329NHP Scott'sSB&EngCo.Ld.Grk		C BT till ~~6,38~~ 1,39
82526 214681 WSCU	**Royal Arrow** *Mchy.Aft* D.F.	*ss*N.Yk.No.3–5,29 *ss*Bal.No.2–37 2 *Dks*(*Stl*) *&Shelter dk*(*Stl*) *&Web frames* *Longitudinal framing*	7794 7385 4800	✠100A1 Bal *d*† *Shelter dk with freeboard* 6,~~38~~ 8,37 NYk BS6,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,16			CL 10,36 *F.P. a*	1916 12mo	New York S.B.Co. Camden, N.J.	Socony-Vacuum OilCo.Inc.	467·6 FK *Cell D Ba23′u E&B*	62·7 76′463t *DT f*40′441t	32·0 *FPT229t APT131t*	New York Utd. States 16 *BH* 10 ,, *to U dk* 6 ,, ,,2*nd* ,,	Q.4Cy.24⅛″,35″,51″&75″–51″ 2201b (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD New YorkSB.Co.Cmdn,NJ	32 ″ 0 s 4 ″ 2 28 ″ 1	
82527 149440 GCQX	**Royal Crown** D.F.	*ss*Shl.No.2–36 1 *Dk*(*Stl*) *&Shelter dk*(*Stl*)	4364 4105 2647	✠100A1 Shl *z* *with freeboard* Bkn 2,~~35~~ ~~1,38~~			CL 1,38	1927 8mo	W.Dobson &Co. Newcastle *Lloyd's SA&CP*	HallBros.S.S.Co. Ld.(HallBros. *Mgrs.*) *Cell D B348′1188t*	400·4 F39′ FK *(Coll*	53·0 *B H to Sh dk*	25·3 *FPT120t APT198t*	Newcastle British 6 *BHCem* 5 ,, ,, 2*nd*,,)	T.3Cy.25½″,42″&70″–48″ (*s*) 1801b 410NHP 3SB(Spt)*9cf*,GS178,HS6900 N.E.Mar.Eng.Co.Ld.Nwc.	27 ″ 10 s 3 ″ 3 24 ″ 10	
82528 162702 MJMY	**Royal Eagle** (P) *Mchy.Aft*	**Pad** 1 *Dk* & *Promenade dk* *Fitted for oil fuel*	1539 779 794	✠ Lon 5,35				1932 4mo	Cammell Laird&Co.Ld. Birkenhead	General Stm.Nav. Co.Ld. *Cell D Baft of*	292·1 *Promenade dk* 281′ BK5″ *Engine Room* 12′11″	36·7	10·5	London British 9 *BHpt Asp* *pt Cem*	T.D.3Cy.28¼″,44″&68″–60″ 485NHP 2SB,*8cf*, ,HS6620 CammellLaird&Co.Ld.Bkn		BT till 1,38
82529 148242 GDXY	**Royal Fusilier** (P) E.S.D.	2 *Dks*	2187 1383 1094					1924	Caledon S. B.&E.Co.Ld. Dundee	London&Edin-burghShippingCo. Ld.	290·2 P51′B102′F63′	41·2	18·0	Leith British *WB*	T.3Cy.26″,42″&70″–45″ 339NHP CaledonSB.&E.Co.Ld.Dun		C BT till 4,39
82530 165757 GFFY	**Royal Sceptre** D.F. E.S.D.	1 *Dk*(*Shelter dk* *Cruiser Stern*	4853 4355 2740	✠100A1 Sld *a*† *with freeboard* Cit 9,~~58~~ ~~12,37~~ ✠LMC.....			CL	1937 12mo	J.L.Thomp-son&Sons,Ld. Sunderland *Lloyd's SA&CP*	HallBrothers SteamshipCo.Ld. (HallBros.*Mgrs.*) *Cell D B289′975t of tunnel 390t*	415·1 431·8(O.L.) F36′ FK *Tank in way of*	58·2 *Tank in way of*	24·8 *FPT155t APT145t*	Newcastle British 6 *BHCem* 5 ,, 2*nd*,,)	T.3Cy.23″,38″&65″–42″ (*s*) 2201b 366NHP 2SB(Spt&FD)&1AuxSB, N.E.MarineEng.Co.Ld.Sld	27 ″ 10 s 3 ″ 0½ 25 ″ 0	
82531 161816 MPSB	**Royal Scot** E.S.D.	~~ssLth.No.2~~ ~~ssLth.No.1–34~~ 1 *Dk*(*Stl-pt* ws) 2*nd dk in holds*	1444 1143 595	✠100A1 Lth *q* ~~6,38~~ ~~12,36~~ ~~B&12,37~~ ✠LMC~~34~~ ~~B&12,37~~			CL 6,36	1930 3mo	Caledon S. B.&E.Co.Ld Dundee *Lloyd's SA&CP*	London&Edin-burghShippingCo. Ld. *Cell D Ba s u E69′*	260·8 271·3(O.L.) P38′B92′F64′ *f92′210t FPT25t*	38·3 FK&BK1¼″	17·3 *f92′210t FPT25t*	Leith British 5 *BHpt Cem* *pt Asp*	T.3Cy.22½″,37″&60″–42″ (*r*) 1801b *120lb* 356NHP 2SB,*6cf*,GS138,HS5543 FD CaledonSB.&E.Co.Ld.Dun	18 ″ 6 s 2 ″ 0 16 ″ 10½	
82532 164080 GYTM	**Royal Scotsman** (P) D.F. E.S.D.	**TwinSc** *Oil Eng.* 2 *Dks* *Cruiser Stern*	3244 1600 1435	✠100A1 Bel *oo* *with freeboard* 4,~~39~~ ~~38~~ ✠LMC6,3 *For Channel Service*			~~P3,38~~	1936 6mo	Harland& Wolff,Ld. Belfast *Lloyd's SA&CP*	Burns&Laird Lines,Ld. *Cell D*	327·9 P65′B154′F76′ *Upper* B145′ *B214′435t DT f18′*	47·7	13·6	Glasgow British 8 *BHpt Cem* *86t APT44t*	Oil Engines 2S.C.SA 16Cy.19$\frac{11}{16}$″–35.$\frac{7}{16}$″ 1077NHP DB*100lb* Harland&Wolff,Ld.Bel.	17 ″ 9 s 3 ″ 10 14 ″ 0	BT till 5,39
82533 165506 GZZB	**Royal Sovereign** (P) Wireless *Cruiser Stern*	**TwinSc** *Oil Eng.* 2 *Dks*	1527 662 827					1937	Wm Denny &Bros.Ld. Dumbarton	New Medway Stm. Packet Co.Ld.(S.J. Shippick,*Mgr.*)	269·6 Q22′B73′	47·0	9·1	London British	Oil Engines 2S.C.SA 24Cy.14$\frac{3}{16}$″–23⅝″ 840NHP SulzerBros.Ld.Winterthur		BT till 10,38
82534 142772 GNXB	**Royal Star** (*ex*Royalstar) D.F. *Ref.Mchy.*	**TwinSc** *ss*Nwc.No.3–9,31 *ss*Nwc.No.1–35 2 *Dks*(*Stl*) *&Shelter dk*(*Stl*) *Cruiser Stern*	7900 7576 4880	100A1 Nwc *e*† *Shelter dk with freeboard* ~~8,32~~ ~~12,37~~ 12,38 BS12,38 ~~B&12,37~~ LMC8,35 Lloyd'sRMC~~12,37~~ ~~—~~ 12,38 *Fitted for oil fuel* 2,20	Lon		CL ~~12,37~~ P11,38' S12,37 *F.P. a*	1919 2mo	Workman, Clark&Co.Ld Belfast *Lloyd's SA&CP*	Union Cold Storage Co.Ld.(Blue Star Line,Ld. *Mgrs.*) *Cell D B*	450·0 462·0(O.L.) P31′F43′ *on Shelter dk* 392′1495t *FPT120t*	58·5 FK	37·1	London British *pt Cem* 8 *BHto Sh dk* *APT70t*	T.6Cy.26¼″,44″&73″–48″ (*s*) 2001b 1138NHP 3DB,*24cf*,GS439,HS17079FD Wrkman,Clark&Co.LdBel	40 ″ 0 s 11 ″ 0½ 29 ″ 8	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. — Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	Port de Visite.	Terme assigné maintenance expiré. Lettre d'Entretenement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registre où coté, si on l'est dans la L. p. Durée Cert. R. of Trade
82535 163225 GYWW	**Royal Ulsterman** Ⓟ **TwinSc** *Oil Eng.* D.F. E.S.D. 2 *Dks* *Cruiser Stern*	3244 1600 1435	✠100A1 *with freeboard* 5,35 ~~5,38~~ *For Channel Service*	Bel LMC6,36		OG P3,39	1936 6mo	Harland& Wolff,Ld. Belfast *Lloyd's SA&CP*	Burns&Laird Lines,Ld. *Cell D*	327·9|47·7|13·6 339·6(O.L.) P65'B154'F76' *Upper* B145' FK *B* 214' 435*t* *DT f* 18'	Belfast British	Oil Engines 2S.C.SA 16Cy.19⅛"–35⅞" 1077NHP DB *100lb* *8 B Hpt Cem* 86*t* *APT* 44*t* Harland&Wolff,Ld.Bel.	17 " 9 s 3 " 10 14 " 0	~~BT~~ ~~till~~ 2,39
82536 134513 CYBN	**Royalite** *Carrying l'etroleum in bulk* *Mchy. Aft* 1 *Dk & Web frames*	2052 1530 1542				...	1916	Collingw'd S.B.Co.Ld. Collingwood	ImperialOilShippingCo.Ld.(H.J. Rahlves, *Mgr.*)	250·0|43·1|16·6 P63'F43' FK *WB*	Sarnia Ont British	T.3Cy.16",26"&44"–36" 96RHP Collingwood S.B.Co.Ont.	18 " 0 s 1 " 7½ 17 " 7½	
82537 151108 VGWZ	**Royalton** *Mchy. Aft* D.F. GyC. 1 *Dk* *Longitudinal framing at bottom & at deck*	7164 6740 5194					1924	TheCollingwoodS.B. Co.Ld.Collingw'd,Ont.	ColonialSteamships,Ld.(R.Scott Misener, *Mgr.*)	536·5|58·2|27·0 F53' *WB*	Toronto British	T.3Cy.24½",41½"&72"–48" 359NHP AllisChalmersMfg.Co. Milwaukee		CR
82538 150356 CYMG	**Royan** (*ex* Waccamaw) *Mchy. Aft* 1 *Dk2trB*	1471 1206 879					1900	CraigS.B. Co. Toledo,O.		250·2|40·2|14·8	Montreal British *WB*	T.3Cy.20",32½"&55"–40" 185NHP CraigS.B.Co.Toledo		
82539 LETG	**Röyksund** (*ex* Alfriston, *ex* Europa, *ex* Vantour, *ex* Marguerite Pry) *ss* Bgn. No.3–8,33 1 *Dk(Stl)* *Well deck* *Mchy. Aft* Wireless	695 530 371	✠ ... 5,35 ✠	Bgn	*j*		1919 5mo	N.V.Machinefabriek& Scheepswerf van P.Smit Jr. Rotterdam	D/S A/S Fraktfart (Sigv.Risanger, *Mgr.*)	182·0|28·0|12·9 Q119'B13'F19' FK *Cell D B f* 112'	Haugesnd Norwegian	T.3Cy.16½",27⅝"&43⅝"–29½" 117NHP 1SB,3*cf*,GS55,HS1895 VanP.Smit,Jr.Rotterdam	14 " 9	N †
82540 149488 GSNX	**Royston** *ss* Shl. No.2–38 1 *Dk(Stl)* *Cargo battens not fitted*	2722 2353 1642	✠100A1 3,39 ~~3,38~~ ✠LMC2,38 BS3,39	Shl	*t*	CL N2,38	1929 1mo	Smith's Dock Co.Ld. Middlesbro' *Lloyd's SA&CP*	GrantaS.ShppgCo. Ld.(Witherington &Everett, *Mgrs.*) *Cell D B*	305·0|45·5|21·3 P23'B50'F24' FK 261' 727*t* *FPT* 106*t*	Newcastle British *6 B Hpt Cem* *APT* 100*t*	T.3Cy.21",35"&57½"–42" (*s*) 180lb 266NHP 2SB,6*cf*,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 " 6 s 3 " 2⅜ 20 " 5¾	
82541 142410 GMWB	**Royston Grange** (*ex* Salado–35, *ex* Australier, *ex* War Bison) *ss* Npt. No.3–9,30 *ss* ~~Clf. No.1–36~~ ~~*ss* Clf. No.2–36~~ 2 *Dks(Stl)*	5144 4775 3178	✠100A1 3,38 ✠LMC MS2,36 ~~BS11,15~~ 11,33	Hul	*y*	CL ~~3,37~~ 3,39	1918 5mo	Hawthorn Leslie&Co.Ld Newcastle *Lloyd's SA&CP*	HoulderLine,Ld. (HoulderBrothers &Co.Ld. *Mgrs.*) *Cell D B*	400·1|52·3|28·5 412·6(O.L.) P49'B113'F39' FK 345'1094*t* *FPT* 119*t*	London British *7 B Hpt Cem* *APT* 173*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 518NHP 3SB,9*cf*,GS189,HS7668 FD Hwthrn,Leslie&CoLdNwc.	31 " 0 s 5 " 11½ 25 " 3¾	
82542 PHEX	**Rozenburg** 1 *Dk* Sub.Sig. D.F.	2068 1805 1259					1918	N.V.Werf Rijkee&Co. Rotterdam	N.V.Stoomb.Reed. "DeGoedeVerwachting"(HalcyonLijnN.V. *Mgrs.*) *Cell D B*	281·3|41·3|19·2 P18'B63'F27'	Rottrdam Dutch *WB*	T.3Cy.21",32½"&55"–36" 181NHP Werkspoor,Amsterdam		G
82543 ~~BDBL~~ BPBW	**Rozewie** *Oil Eng.* 1 *Dk except in after hold, & Shelter Dk* *Strengthened for Navigation in Ice* *Cruiser Stern*	766 — 342	✠100A1 *with freeboard* 4,38 ✠LMC4,38	Abo		CL	1938 4mo	Crighton-Vulcan A.B. Åbo *Lloyd's SA&CP*	"ZegługaPolska" Spolka Akcyjna *Cell D B* 120'166*t* *F*	188·4|33·5|11·2 197·1(O.L.) 18·2 FK (2 *B Hincluding* *FPT* 24*t* *APT* 34*t*	Gdynia Polish 4 *B Hpt Cem* *Coll to Sh dks* 2 „ 2*nd* „)	Oil Engines 2S.C.SA 5Cy.13⅜"–22⅞" 157NHP DB *43lb* Atlas-DieselA/B,Skm.	13 " 5 s " 2 13 " 4½	
82544 124582 GLYM	**Ruahine** Ⓟ **TwinSc** *Ref. Mchy.* D.F. E.S.D. 3 *Dks*	10870 9593 ~~6642~~ 6825	Lloyd's RMC~~2,38~~ 6,1… 12,39				1909	W.Denny &Bros. Dumbarton	NewZealand ShippingCo.Ld.	480·6|60·3|41·1 B157' *WB*	Plymouth British	T.6Cy.28",47"&78"–48" 843NHP Denny&Co.Dumbarton		C BT till 2,39
82545 145423 MKVL	**Rubaan** (*ex* Tod Head–36, *ex* Tilbury Ness–36, *ex* Graymount) *ss* Lth. No.3–3,34 *Well deck* *ss* Irv. No.1–38 1 *Dk(Stl)* *Mchy. Aft* *Cargo battens not fitted*	324 216 123	✠100A1 ~~12,37~~ 2,39 ✠LMC ~~BS2,37~~ MS12,37 ~~BS3,39~~ 4,39	Bkn	*d*	CL ~~11,37~~ 1,39	1921 10mo	J.Cran& Somerville Ld Leith *Lloyd's SA&CP*	BeynonShipping Co.Ld.	130·2|22·6| 9·6 139·3(O.L.) Q48'B8'F23' FK *FPT* 33*t*	Glasgow British *3 B HCem* *APT* 16*t*	C.2Cy.15"&32"–24" (*s*) 130lb 60RHP 1SB,2*pf*,GS44,HS1168 J.Cran&Somerville,Ld	10 " 6 s " 6 10 " 2	
82546 123046	**Rubens** (*ex* Gaby) **WoodAux3MstSr** *Oil Eng.* *Mchy. Aft* 1 *Dk* (*See Sailing Ship Register*)	375 307 275					1918	Chilman Shipyard Hoquiam, Wash.	KirkconnelBros.	137·9|30·9|11·8	Nassau,NP British	Oil Engines 4S.C.SA 4Cy.12"–16½" 56NHP UnionGasEng.Co.S.Fo.	13 " 7 s 2 " 4½	
82547 6671 SGDK	**Rubfred** (*ex* Jonas Rein) 1 *Dk*	786 611 414					1915	J.Meyer's S.B.Co. Zalt-Bommel	VerkebäcksÅngfartygsA/B(Ruben Olsson, *Mgr.*)	198·2|31·5|12·1 Q68'B53'F23'	Verkebäck Swedish *WB*	T.3Cy.14",23"&38"–27" 75NHP Rotterdam Droog.Maats.		V
82548 15 ICFL	**Rubicone** (*ex* Myrmidon) D.F. 2 *Dks*	4740 4345 2929					1905	Armstrong Whitworth &Co.Ld. Newcastle	MarittimaRavennateS.A.	399·5|49·2|28·8 391·5 P41'B110'F43'	Ravenna Italian *WB*	T.3Cy.25",41"&70"–48" 339NHP N.E.MarineEng.CoLdNwc		I
82549 118189 MCDQ	**Rubislaw** *ss* Abn. 2nd No.3–4,31 *Well deck* *ss* Abn. No.~~4–35~~2–38 1 *Dk(Stl)* & *deep framing*	1041 720 ~~489~~	✠100A1 ~~5,38~~ ✠LMC 5,38 ~~BS5,37~~ P103 *refitted* BS5,39	Abn	*n*	CL ~~5,37~~ 5,38 5,39	1905 1mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd's SA&CP* *WB*	GraniteCityS.S. Co.Ld. (R.Connon Reid&Co. *Mgrs.*) = *Cell D Ba* 54' *u E*	220·2|32·2|14·8 229·5(O.L.) Q76'B67'F47' BK 8" 19'f 91'241*t* *FPT* 114*t*	Aberdeen British *4 B HCem* *APT* 48*t*	T.3Cy.18½".31"&51½"–36" 180lb (*s*) 178NHP 2SB,5*pf*,GS78,HS2824 Hall,Russell&Co.Ld.Abn	15 " 7 s " 9¾ 15 " 6	
82550 139234 GKXR	**Rudby** *ss* Npt. No.3–1,37 1 *Dk(Stl)*	4846 4627 2989	✠100A1 ~~8,38~~ 12,38 ~~3,38~~ ✠LMC1,37	Clf	*y*	CL ~~N1,37~~ 11,38	1924 12mo	W.Gray& Co.Ld. W Hartlepool *Cell D Ba & u E* 158' *Lloyd's SA&CP*	RopnerShipping Co.Ld.	390·0|55·0|26·4 402·5(O.L.) P30'B220'F40' FK 169'1041*t* *FPT* 180*t*	W.Hartlpl British *6 B Hpt Cem* *APT* 179*t*	T.3Cy.25½",40"&71"–48" (*s*) 180lb *100lb* 439NHP 3SB(Spt)9*cf*,GS190,HS7614 Cen.Mar.E.Wrks LdWHpl	28 " 9 s 4 " 5¾ 24 " 6½	
82551 132058 MDNF	**Rudmore** *ss* Nwc. 2nd No.3–12,36 1 *Dk(Stl)* *Mchy. Aft* *Well deck* *Cargo battens not fitted*	969 730 574	✠100A1 ~~12,37~~ 11,38 ~~BS2,37~~ ✠LMC1,37 11,36	Goo Bly	*m*	CL ~~8,37~~ 11,38	1911 3mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's SA&CP*	"Toft"S.S.Co.Ld. (T.H.Donking& Sons,Ld. *Mgrs.*) *WB* = *Cell D B*	208·0|34·0|12·9 216·0(O.L.) Q98'B10'F22' FK *DBf* 129'268*t* *FPT* 51*t*	Middlsbro' British *4 B HCem* *APT* 162*t*	T.3Cy.17½",29"&48"–33" (*s*) 180lb *100lb* 162NHP 1SB,4*pf*,GS82,HS2782 G.Clark,Ld.Sunderland	14 " 11 s 1 " 3½ 13 " 9	
82552 8085 SJLN	**Rudolf** (*ex* Shildon–36) *ss* Got. No.1–38 *ss* Shl. No.3–12,34 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted*	*2119* *1635* *1214*	✠100A1 ~~3,37~~	Rot Got	*s*	CL 3,37	1922 9mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd's SA&CP*	RederiA/B Bifrost (J.R.Trapp, *Mgr.*) *Cell D B* 82'	289·7|42·0|17·7 290 (O.L.) P25'Q84'B58'F24' FK *DB* 158'697*t* *FPT* 97*t*	Gothenbrg Swedish *6 B HCem* *APT* 110*t*	T.3Cy.22",36"&60"–39" (*s*) 180lb 274NHP 2SB,6*cf*,GS124,HS4642 N.E.Mar.Eng.Co.Ld.Nwc.	20 " 0 s 2 " 1½ 18 " 1	
82553 — LESN	(*ex* Småland, *ex* Skeffington) *ss* Osl. 3rd No.3–5,31 *ss* Osl. No.1–35 1 *Dk(Irn)* & *Web frames* *Well deck* *Cargo battens not fitted*	924 734 541	✠100A1 1,36 12,37 ~~BS1,35~~	Ham Ant	*m*	CL ~~8,37~~	1893 4mo	Wood, Skinner&Co. Newcastle A&CP	SkibsA/S Sandöy (S.A.Larsen&E. Thorvildsen, *Mgrs.*) *WB* = *Cell D*	206·0|32·3|14·4 213·7(O.L.) Q100'B21'F28' FK *B* 173'254*t* *FPT* 41*t*	Oslo Norwegian *4 B HCem* *APT* 22*t*	T3Cy16½",28⅜"&47"–33"(*s*) 160lb *100lb* NDR27 127NHP 1SB,3*pf*,GS56,HS1900 N.E.MarineEng.CoLdNwc	16 " 7 s 1 " 0 15 " 5	

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year classed and how classed. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed. If not in L.R. Date of First Class Cert.
																ft. in.	
82554	**Rudolf**		821					1905	Stettiner Oderwerke Stettin	MathiesReed.K.G.	210·9	30·8	12·8	Hamburg	T.3Cy.16″,25″&41″–30″		G
			654								P14′Q41′B71′F27′			German	92NHP		
DHUH		1*Dk*	487											*WB*	StettinerOderwerke,Stn.		
82555	**Rudolf Albrecht**		3817					1922	Frd.Krupp Akt.Ges. Kiel	PartenreedD. "RudolfAlbrecht" (Dr.MaxAlbrecht, *Mgr.*)	377·4	45·7	23·9	Hamburg	T.3Cy.23⅝″,38⅛″&62½″–41⅜″		G
	Mchy.Aft D.F.	2*Dks*	3299								len34			German	247NHP		
DHUI	Sub.Sig.	*Fitted for oil fuel*	1993								P88′B28′F41′			*WB*	Frd.KruppA.G.Kiel		
		Carrying Petroleum in bulk															
82556	**Rufidji** (*ex*Andalusia)		1387					1921	Deutsche WerftA.G. Hamburg	DeutscheOst-AfrikaLinie	234·5	36·8	17·9	Hamburg	T.3Cy.16½″27/16″&43⅜″–31½″		G
		Fitted for oil fuel	1152								B52′F23′			German	106NHP		
DHUJ	Wireless	1*Dk*	770											*WB*	StettinerOderwerkeStettin		
82557	**Rufina**	TwinSc	3173	†100A1	Cco	*v*	CL	1937	N.V.Nederl Schps.Maats. Amsterdam	N.V.Curaçaosche Scheepv.Maats.	336·6	56·2	15·1	Willemstd Dutch	T6Cy.15⅝″,25″&40⅝″–27⅝″	14 ″ 9	
			2273	~~1.38~~ 3,39				7mo			348·3(o.l.)			180lb (*s*)	366NHP	s 1 ″ 4½	
PJCJ	*Mchy.Aft*	1*Dk*	1555	BS6,38	LMC7,37		3,39				P92′*Trunk*203′F39′			10*BHptCem*	2WTB HS6520 FD	13 ″ 6½	
		Longitudinal framing at bottom in centre tanks & in trunk		*Carrying Petroleum in bulk*				*Lloyd's*	*sA&CP*		FK			*ptAsp*			
				Fitted for oil fuel 7,37			*F.P. above*		150° F.	*CellDBuB14′20t*	*FPT123t APT105t*				WerkspoorN.V.Amc.		
82558	**Rufus P. Ranney**		4797					1908	Superior S.B.Co. Superior Wis.	TritonS.S.Co. (G.A.Tomlinson, *Mgr.*)	425·0	52·0	28·0	Wilmgton (Del.)	T.3Cy.22″,35″&58″–42″		R
205088			—												218NHP		
	Mchy.Aft	1*Dk*	3505										*WB*	Utd.States	AmericanS.B.Co.Superior		
82559	**Rugard** (P) Wireless	TwinSc	1358					1927	Stettiner Oderwerke Stettin	StettinerDmpfsch. GesJ.F.Braeunlich G.m.b.H.	252·0	35·9	12·0	Stettin German	T6Cy.15⅝″,26⅛″&43⅞″–25⅝″		G
			693								B180′				187NHP		
DAUR	Sub.Sig. *Cruiser Stern*	3*Dks*	492										*WB*		StettinerOderwerke		
82560	**Rugeley**		4985	†100A1	Msl	*a*†	CL	1936	W.Doxford &Sons,Ld. Sunderland	TheRed"R"S.S.Co. Ld.(Stephens Sutton,Ld. *Mgrs.*)	423·5	54·2	26·1	Newcastle British	Oil Engines 2S.C.SA	28 ″ 8	
161590		*Oil Eng.*	4624	*withfreeboard*	Bkn			2mo			439·2(o.l.)				3Cy.20½″–81⅞″	s 3 ″ 4½	
MKVV	D.F. E.S.D.	1*Dk&Shelter dk*	3061	9,38 3,38	LMC2						FK			7*BHptCem*	2DB*120lb* 388NHP	25 ″ 6	
		CruiserStern			LMC(M)3,38			*Lloyd's*	*sA&CP*		(*Coll BHto Sh dk*			6 ,, ,, 2*nd*,,)	W.Doxford&Sons,Ld.Sld.		
										CellDB346′1174t	*MT1236t APT191t*						
82561	**Rügen** (P)	TwinSc	2170					1914	Stettiner Oderwerke Stettin	Stettin-Rigaer Dampfsch.Ges.Th. Gribel(Rud.Christ. Gribel, *Mgr.*)	294·2	38·2	21·6	Stettin German	T6Cy20⅛″,32⅛″&51½″–29½″		G
			1593								B26′H—				283NHP		
DAPE	Sub.Sig.	3*Dks*	936												StettinerOderwerke		
82562	**Ruhno** (P) (*ex*Najaden–36)	Iron&SteelTwinSc	498					1886	MotalaCo. Gothenburg	Laevaühing G.Sergo&Ko	164·3	25·2	10·7	Tallinn Estonian	C.4Cy.14″&32″–20″		V
			279								P104′H33*t*F51′				NB07 78NHP		
ESRW	Sub.Sig.	1*Dk*	291										*WB*		MotalaCo.Gothenburg		
82563	**Ruhr** (P) D.F.	*Oil Eng*	5954					1925	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	454·0	58·3	24·2	Hamburg German	Oil Engines 4S.C.SA		G
			5173								F31′				16Cy.22 1/10″–24⅜″ 763NHP		
DIEX	Sub.Sig.	3*Dks*	3440										*WB*		Bremer Vulkan, Vegesack		
82564	—		1029					1937	Stettiner OderwrkeAG Stettin	Rud.ChristGribel	209·3	32·5	17·2	Stettin German	C.4Cy.(2)13⅜″&(2)28⅜″–28¾″		G
			885								Q15 F24′				74NHP		
DAZN	Wireless D.F.	1*Dk*	559										*WB*		StettinerOderwerkeA.G.		
		CruiserStern															
82565	**Ruhrort**	TwinSc	1080					1936	GuteHoff-nungshütte A.G. Walsum	FranzHaniel&Cie. G.m.b.H.	229·2	34·8	13·0	Duisburg-Ruhrort German	Oil Engines 2S.C.SA		G
		Oil Eng.	791								P56′B29′				8Cy.11⅜″–16 7/16″ 196NHP		
DGXR	Wireless		499												MaschinenfbrkAugsburg		
	Mchy.Aft	*CruiserStern*											*WB*		NürnbergA.G.Augsburg		
82566	**Runa**		1575					1930	Burntisland S.B.Co.Ld Burntisland	ClydesdaleShip-ownersCo.Ld. (Glen&Co.Ld.*Mgrs.*)	252·3	40·0	16·5	Glasgow British	T.3Cy.18″,30″&49″–33″		C
161019			1329								P15′Q43′B90′F24′				138NHP		
MPVG	Wireless	1*Dk*	926										*WB*		NEMarineEng.Co Ld.Nwc		
82567	— (*ex*Reiâs–37,*ex*Elfi–36,		*851*	†100A1	Osl	*l*	CL	1918	Cochrane &Sons,Ld. Selby	RederiA/BNiord (Th.Ahrenberg, *Mgr.*)	213·5	30·1	15·2	Gothenbrg Swedish	T.3Cy.16″,26″&44″–26″ (*s*)	16 ″ 5	
8217	*ex*Glynarthen,	*ss*Osl.No.3–7,31	*674*	11,37			11,37	11mo						200lb NDB20 *100lb* 132NHP		s 1 ″10	
SLDR	*ex*Kildress)	*ss*Osl.No.1–36	*394*	BS9,37	LMC7,36						B44′F27′		FK	1SB,*3cf*,GS51,HS1825 FD		14 ″ 7½	
Now "Björnvik," see No. 87273 in SDk&Stl part		*Cargo battens not fitted*						*Lloyd's*	*sA&CP*		len20			4*BHCem*	MacColl&Pollock,Ld.Sld.		
											CellDBuE26′20t			*DT f42′100t*			
82568	**Runeberg** (P)	Iron	472					1876	Bergsunds M.V.Aktieb. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	159·4	24·6	12·3	Stockholm Swedish	T.3Cy.14⅝″,23⅜″&38″–25⅝″		
1541	(*ex*J.L.Runeberg)		266								P102′H59*t*F34′				73NHP		
SGDR		1*Dk*	275												W.LindbergsAktieb.Skm.		
82569	**Runmarö** (*ex*Confield)		2876	†100A1	Osc	*u*	CL	1912	W.Gray& Co.Ld. W Hartlepool	RederiA/B Rex (K.M.Källström, *Mgr.*)	314·0	46·6	21·2	Stockholm Swedish	T.3Cy.23″,36½″&62″–42″ (*s*)	23 ″ 5	
7601		*ss*Osc.2ndNo.3–12,37	*2553*	4,37 12,37	Skm		12,37	10mo						180lb	267NHP	s 3 ″ 6¾	
SFCN		*Cargo battens not fitted*	*1672*		LMC		4,39				P25′B98′F35′		FK	5*BHCem*	2SB,*6cf*,GS104,HS4082	20 ″ 1	
		1*Dk*(*pt Irn pt Stl*)		BS ~~7,37~~ 10,38	MS12,37			*Lloyd's*	*sA&CP*	*CellDBa96′uE6*	*B41′f137′758t FPT*			62t*APT*146t	Cen.Mar.Eng.Wrks.WHpl		
82570	**Runnelstone**		869	†100A1	Brs	*k*	CL	1923	HansenSB &ShipRepg Co.Ld. Bideford	S.&R.Steamships. Ld.(Stone&Rolfe, Ld. *Mgrs.*)	190·0	30·1	12·5	London British	T.3Cy.16″,27″&44″–30″ (*s*)	14 ″ 6	
146685		*ss*Nwc.No.3–6,35	592	3,37	LMC		3,37	1mo			Q119′*Bon*Q14′F26′			180lb	99RHP	s 4 ″6¼	
MLGP	*Mchy.Aft*	1*Dk*(*Stl*)	427	MS7,34	BS3,38								FK	3*BHCem*	2SB,*4pf*,GS64,HS2070	14 ″ 1½	
	Well deck							*Lloyd's*	*sA&CP*	*Cell*	*DB126′ 239t FW T*				MacColl&Pollock,Ld.Sld.		
											ank in break				714*t FPT53t APT30t*		
82571	**Runo**		1858					1920	Ramage& Ferguson,Ld Leith	Ellerman'sWilson Line,Ld.	262·7	39·0	16·2	Hull British	T.3Cy.17½″,30″&52″–36″		C
144061		*CruiserStern*	1322								P&B163′F57′				162NHP		
GDNW		1*Dk*	1089										*WB*		Ramage&Fergusn,Ld.Lth.		
82572	**Runswick**		3970	†100A1	Cff	*x*	CL	1930	J L Thomp-son&Sons,Ld. Sunderland	Rowland&Mar-wood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*)	365·0	51·0	23·2	Whitby British	C4Cy(2)18⅜″&(2)39⅜″–39⅜″	25 ″ 6	
161016		*ss*Cff.No.2–38	3527	12,38 ~~4,38~~	LMC4,38		3,38	5mo						210lb *180lb* (*s*)	277NHP	s 3 ″ 1¾	
GLTF		1*Dk*(*Stl*)	2384	BS5,39				*Lloyd's*	*sA&CP*		P33′B222′F33′		FK	6*BHCem*	2SB(Spt)*6cf*,GS113,HS4880	22 ″ 7½	
										CellDB321′955t	*APT191t*			*APT*191t	J Dickinson&Sons,Ld.Sld.		
82573	**Rupavati** (P) (*ex*Repton)	TwinSc	735					1919	A&J Inglis Ld. Glasgow	~~Bombay S.N.Co. Ltd.~~	219·8	28·6	15·5	Bombay British	T.6Cy.13¼″,21¼″&34″–21″	16 ″ 3	
Broken up 1938		*Fitted for oil fuel*	692										FK		378NHP		
VTDF		2*Dks*	274										*WB*		A.&J.Inglis,Ld.Glasgow		
82574	**Ruperra**		4548	†100A1	Cff	*z*	CL	1925	W.Gray& Co.Ld. W Hartlepool	BritishStm.Shpng. Co.Ld.(J.Cory& Sons,Ld. *Mgrs.*)	397·1	53·0	24·6	Cardiff British	T.3Cy.26″,42″&70″–48″ (*s*)	27 ″ 1	
148280		*ss*Npt.No.3–6,37	4237	*withfreeboard*			10,36	1mo			409·9(o.l.)			180lb	423NHP	s 2 ″11½	
GKYR	D.F.	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2800	3,39 ~~4,38~~	LMC						F32′		FK	6*BHptCem*	3SB,*9cf*,GS184,HS7281	24 ″ 5	
				MS10.36	BS6,37 8,39			*Lloyd's*	*sA&CP*	*CellDB351′1051t*	*APT129t*		(*Coll BHto Sh dk*	5 ,, ,, 2*nd* ,,)	Cen.Mar.Eng.Wrks.WHpl		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu.	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné aux machines après l'Examen. Lettre d'Appareil.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres de Cond. (a ne s'est dans le L. R. Bureau Cert. Roll radio.
82575	**Rupert de Larrinaga**		5358					1930	Lithgows Ld. Pt Glasgow	LarrinagaS.S.Co. Ltd.	415·0	55·0	25·6	Liverpool	T.3Cy.25″,43″&72″–48″		C
161139			4887								P38′	B268′	F38′	British	359NHP		
GMZJ		1*Dk*	3243											*WB*	D.Rowan&Co.Ld.Gls.		
82576	**Rushen Castle** Ⓟ	**TwinSc**	1724					1898	VickersSns &Maxim,Ld. Barrow	Isle ofManSteam PacketCo.Ld.	315·0	37·1	16·5	DouglasIM	T8Cy.22½″,34″&(2)38½″–33″		BT till 5.36
109661	(*ex*Duke of Cornwall)		1151								P74′	B132′	F73′	British	NB11 170NHP		
GFRX	D.F.	2*Dks*	699											*WB*	VickersSs&Maxim,Ld.Brw		
82577	**Rushpool**		5125					1928	Cowpen DD&SBCoLd Blyth	PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld.*Mgrs.*)	420·1	54·1	26·7	W.Hartlpl	T.3Cy.26½″,44″&73″–48″		C
160757			4845								P34′	B238′	F41′	British	369NHP		
GSPD	D.F.	1*Dk*	3181											*WB*	Blair&Co.(1926)Ld.Stk.		
82578	**Rusoilprod**		*836*	✠ ...	Brs	*l*		1930	C.Hill& Sons,Ld. Bristol	U.S.S.R.	190·0	32·6	13·3		Oil Engines 4S.C.SA	14 ″ 4	
7mo		*Oil Eng.*	*606*	2,37							P54′	F22′		Russian	6Cy.20⅞″–20⅝″ 256NHP		
		*ss*Cff.No.1–34	*426*										FK	8*BH*			
	Wireless	1*Dk*(*Stl*)									*DT*/9′39*t*F*PT*40*t*			*APT*36*t*	Maschfbk.Augsburg-Nürnberg-Augsburg		
	Mchy Aft	*Carrying Petroleum in bulk*															
82579	**Rutenfjell**		1334					1935	Nylands Verksted Oslo	A/SRudolf (Olsen&Ugelstad, *Mgrs.*)	250·9	41·3	14·8	Oslo	C.2Cy.16¾″–33 7/16″&LP		N
			1104											Norwegian	Turbine with DRgearing		
LJBW		*CruiserStern* 1*Dk*(*Shelter dk*	715											*WB*	& hydraulic coupling		
	Wireless **D.F.**														107NHP		
															Nylands Verksted,Oslo		
82580	**Ruth**	**TwinSc**	5486					1932	Götaver-kenA/B Gothenburg	RederiA/S Ruth (Hagb.Waage, *Mgr.*)	381·0	55·2	30·1	Oslo	Oil Engines 4S.C.SA		N
		Oil Eng.	4775								P206*t*	H378*t*	F71*t*	Norwegian	12Cy.21⅛″–39⅜″ 543NHP		
LDNO	*Mchy Aft*	*CruiserStern* 1*Dk*	3224											*WB*	GötaverkenA/B,Got.		
		Carrying Petroleum in bulk															
82581	—		*3726*					1911	Sir J.Laing &Sons,Ld. Sunderland	RederiA/S Ruth (Leopold Glücksman)	344·5	46·7	24·6	Gothenbrg	T.3Cy.24″,40″&66″–45″		N
8042	(*ex*Mexicano–35)		*3223*								P146*t*	H250*t*	F49*t*	Swedish	292NHP		
SJHN		2*Dks*	*2217*											*WB*	J.Dickinson&Sons,Ld.Sld.		
82582	—		628					1924	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	180·2	29·0	11·5	Stettin	T.3Cy.13⅜″,21⅛″&35 7/16″–		G
			487								Q22′	B45′	F22′	German	25 5/16″ 64NHP		
DAQT	Wireless	1*Dk*	341											*WB*	StettinerOderwerke		
82583	—	**WoodAux4MstSr**	321					1920	T.Ph.Jör-gensen Thurö	SejlskibsA/S Danmark(A.E. Sörensen,*Mgr.*)	129·4	29·6	13·2	Svendborg	Oil Engines 2S.C.SA		V
	(*ex*Sailing Vessel)	*Oil Eng.*	304											Danish	2Cy.11 13/16″–16⅜″ 49NHP		
OUZQ	*Mchy.Aft*	1*Dk*	258												*Emade&fitted*30		
	(*See Sailing Ship Register*)														A/SVölund,Cpn.		
82584	**Ruth I** (*ex*Ruth)		3531	✠	Gms	*r*		1900	C.S.Swan& Hunter,Ld. Newcastle	A/S Britannic (Brummenæs& Torgersen,*Mgrs.*)	330·0	48·0	24·6	Haugesund	T.3Cy.24¼″,38″&64″–42″	27 ″ 5	N †
		*ss*Shl.No.3–11,12	3232	4,18				4mo			P62*t*	H79*t*	F42*t*	Norwegian	275NHP		
LCWO		1*Dk*(*Stl*)2*tr B&deepframing*	2172								*WB*=*Cell DBa* FK			5*BHCem*	2SB,*6cf*,Gs92,Hs4048		
											106′*uE*18′*f*140′829			*tAPT*39*t*	T.Richardsn&Sns.Ld.Hpl.		
82585	**Ruth Alexander** Ⓟ	**TwinSc**	8135					1913	Akt.Ges. "Vulcan" Stettin	~~DollerTerminal S.S.Co.~~ President [illegible] S.S Co. Ld.	439·1	56·0	26·2	S.Frncisco	T.3Cy.24″,39 7/16″&64½″–49½″		R
220966	(*ex*Callao,*ex*SierraCordoba)	*Ref.Mchy.*	—								B151′	F103′		Utd.States	588NHP		
WADW		*Fitted for oil fuel*	4988											*WB*	A.G."Vulcan,"Stettin		
	D.F. GyC.	3*Dks*															
82586	**Ruth Kellogg** (*ex*Vaba)		5037					1920	American International S.B.Corp. HogIslandPa	KelloggS.S.Corp.	390·0	54·2	27·8	NewYork	DR geared steam turbine		R
220761		*Fitted for oil fuel*	4598								P39′	B121′	F43′	Utd.States			
KDIP	D.F.	2*Dks*	3086											*WB*	GeneralElectricCo. Schenectady,N.Y.		
		Carrying Petroleum in bulk															
82587	**Ruth Lykes** (*ex*Southlands,		2612			...		1919	Chicago S.B.Co. Chicago	LykesBros.~~-Ripley S.S.Co.Inc.~~ Steamship Corp., Inc.	251·0	43·6	26·1	Galveston	T.3Cy.20 13/16″,35″&59″–42″	28 ″ 3	R †
219173	*ex*LakeGera)	*Fitted for oil fuel*	—								P25′	B64′	F26′	Utd.States	352NHP		
KOKS		1*Dk*2*tr B*	1725										FK	*WB*	DetroitS.B.Co.Detroit		
82588	**Rutland**		1437					1935	CaledonS. B.&E.Co.Ld. Dundee	Leith,Hull&Ham. Stm.Pkt.Co.Ld. (J. Currie&Co.*Mgrs.*)	261·6	40·2	15·9	Leith	T.3Cy.15″,25″&41″–33″		C
164362	Wireless **D.F.**		1127											British	97NHP		
MKMT	E.S.D.	*CruiserStern* 1*Dk*(*Shelter dk*	718											*WB*	Barclay,Curle&Co.Ld.Gls.		
82589	**Ruys** Ⓟ	**TrpSc**	14155	[illegible]				1937	N.V.Kon. ink.Maats. "DeSchelde" Flushing	Koninkl.Paketv. Maats.	537·3	72·2	36·4	Batavia	Oil Engines 2S.C.SA		
		Oil Eng.	10241	[illegible]							B264′	F88′		Dutch	24Cy.25 1/16″–47¼″ 2734NHP		
PKOJ	**D.F. E.S.D.**	3*Dks*	8064											*WB*	N.V.Konink.Maats. "DeSchelde"Flushing		
	Ref.Mchy.	*CruiserStern*															
82590	**Ryaa** (*ex*Beira–37)		1289					1899	Lobnitz& Co.(Lim.) Renfrew	Dampskibsslsk. HetlandA/S (T.Basse,*Mgr.*)	229·4	33·9	16·6	Copnhagn	T.3Cy.19″,32″&57″–39″		V
			950								Q88′	H58′		Danish	203NHP		
OYAN		2*Dks*	682											*WB*	Lobnitz&Co.Renfrew		
82591	**Ryal**		367	✠100A1	Gro	*e*	OG	1938	J.Koster Hzn.Schpsw. "Gideon" Groningen	FreeTradeWharf Co.Ld.	130·5	23·9	11·7	London	Oil Engines 4S.C.SA	13 ″ 11	
166426		*Oil Eng.*	295	4,38				4mo			132·5(O.L.)			British	6Cy.11″–17¾″ 71NHP	s1 ″ 1¼	
	Mchy.Aft	1*Dk*	162	[illegible]							Q41′	F16′	FK	3*BHpt Cem*		12 ″ 11¼	
		CruiserStern												*pt Asp*	Humboldt-Deutzmotoren, A.G.Köln-Deutz		
		Rudder electrically welded						*Lloyd's*				*Cell DB*	73′97*t*	*FPT*73*t*	*APT*25*t*		
82592	**Rydal Force**		1101	✠100A1	Bkn	*m*	CL	1924	CaledonS. B.&E.Co.Ld. Dundee	WestCoastShip-pingCo.Ld.(W.S. Kennaugh&Co.	210·0	33·1	13·1	Whitehvn	T.3Cy.16″,27″&44″–30″ (*s*)	15 ″ 4	
134946		*ss*Bkn.No.3–12,35	745	[illegible] 10,37	[illegible]		10,37	8mo			217·0(O.L.)			British	180lb 149NHP	s4 ″ 9½	
MLZT	*Well deck*	*Mchy.Aft* 1*Dk*(*pt Stl*)	550	[illegible]				*Lloyd's*		*Mgrs.*) *Cell*	Q128′	B18′	F30′ FK	3*BHCem*	2SB,*4pf*,Gs84,Hs2760	14 ″ 11½	
		Cargo battens not fitted		[illegible]							*DB f* 131′248*t*			*FPT* 102*t*	*APT*54*t*		
82593	**Rydboholm**	*ss*Skm.No.1–38	*3197*	✠100A1	Got	*x*	CL	1933	Götaver-kenA/B Gothenburg	A/B Svenska Amerika Mexiko Linien(E.Carlson, *Mgr.*)	368·2	49·2	20·4	Gothenbrg	Oil Engines 4S.C.SA	23 ″ 0	
7917		*Oil Eng.*	*2692*	*withfreeboard*	[illegible]		*3,38*	10mo					FK	Swedish	6Cy.29⅛″–59 1/16″ 489NHP	s 1 ″ 5⅝	
SDHT	D.F. Sub.Sig	1*Dk*(*Stl*)*&Shltr dk*(*Stl*)	*1774*	4,38 ~~4,37~~				*Lloyd's*						7*BH*	DB85*lb*	21 ″ 8	
		Strengthened for Navigation in Ice		[illegible]							*Cell D*	B305′907*t*	*APT*45*t*	*Coll to Sh dk*	Götaverken A/B,Got.		
				[illegible]										6 ,,2*nd*,,			
82594	**Ryde** Ⓟ	**Pad**	603					1937	WmDenny &Bros.Ld. Dumbarton	SouthernRailway	216·0	29·1	10·0	Portsmth	T.3Cy.16″,25½″&41″–63″		BT till 8.38
166061			422								B28′			British	133NHP		
MMKG		*CruiserStern* 2*Dks*	237												Wm.Denny&Bros.Ld.Dmb		
82595	**Ryder Hanify**	**Wood**	1343					1920	Kruse& BanksS.B.Co. NorthBend, Ore.	J.R.HanifyCo.	235·0	43·0	17·7	S.Frncisco	T.3Cy.16″,27″&46″–33″		R
220052		*Fitted for oil fuel*	—								P18′	B67′	F38′	Utd.States	121NHP		
KJXA		1*Dk*	756											*WB*	PacificMarineIronWorks, Portland,Ore.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. — Ship. — Engines.	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed. Ins. in L.R. Distinctive Port Numbers.
82596 / 146345 / MNBL	**Rye** ssGoo.No.3–10,37 Sub.Sig. 1 Dk(Stl)	1048 825 427	✠100A1 ~~10,37~~ 11,38 BS11,38	Goo	o	OG 9.37	1924 10mo	W.Beardmore&Co.Ld. Glasgow	LondonMidland& ScottishRailway (AssociatedHumberLines, *Mgrs.*)	240·3 | 34·2 | 15·4 P39′B88′F34′ FK			Goole British	T.3Cy.22⅜″,36″&61″–39″ (s) 180lb 333NHP 2SB,6cf,GS124,HS5000 FD W.Beardmore&Co.Ld.Gls.	16 ″ 4 ~~2 ″ 0½~~ 14 ″ 9	
82597 / LESX	**Ryfylke** (P) (*ex*Baltriger, *ex*St.Croix) ssLon.No.3–10,29 *Ref.Mchy.* 1 Dk(Stl)&Awng dk (Stl–ws)	1151 933 660	✠ … 2,38 *Awng dk* ✠	Stv	n		1917 3mo	Kjöbnhavns Flydk.&Skbs Copenhagen	DetStavangerske Dampskibsselskab.	220·4 | 32·7 | 17·7 B79′F46′*on Awng dk* FK			Stavanger Norwegian	T.3Cy.17″,27″&45″–30″ 166NHP 2SB,6cf,GS90,HS3080 Kjbnhavns Flydk.&Skbsv.	19 ″ 9	
82598 / LCOA	**Rygja** ssBgn.No.3–3,32 ssBgn.No.1–37 1 Dk(Stl)	3534 3284 2146	✠100A1 ~~5,36,37~~ 1,38 NNa Got BS6,38 ✠LMC6,37	Bgn	w	CL 8,38 11,53	1920 6mo	J.Blumer &Co.Ld. Sunderland	A/S J.Ludwig Mowinckels Rederi	356·3 | 48·7 | 23·9 369·7(O.L.) P35′B170′F30′ FK			Bergen Norwegian	T.3Cy.24″,40″&66″–45″ (s) 180lb HS5801 348NHP 2SB&1Aux.SB,8cf,GS149. N.E.MarineEng.Co.Ld.Sld	25 ″ 11 s3 ″ 7½ 22 ″ 6	
82599 / LESY	**Rym** (*ex*Mosel,*ex*MontRose) Wireless	1369 1184 790					1919	N.V.Werf deNoord Alblasserdam	Dampsk.A/S Ibis (Johs.Larsen, *Mgr.*)	239·0 | 36·0 | 16·9 P45*t*H168*t*F32*t*			Bergen Norwegian *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP AlblasserdamMsch.Fab.		N
82600 / 128890 / EILV	**Rynanna** (Therese–37) ssGoo.No.3–3,30 ssBkn.No.2–38 ~~ssGoo.No.1–38~~ *Well deck* 1 Dk(Stl)&deep framing *Cargo battens not fitted*	1299 946 607	✠100A1 ~~3,36~~ 11,38 BS4,37 5,38	Bkn	o	3,38	1909 2mo	J.Priestman&Co. Sunderland	LimerickS.S.Co. Ld.	238·0 | 34·0 | 14·4 247·2(O.L.) Q91′B56′F20′ FK			Limerick British	T.3Cy.18″,30″&49″–36″ (s) 180lb 177NHP 2SB,4pf,GS73,HS2998 N.E.MarineEng.Co.Ld Sld	16 ″ 6 s1 ″ 4½ 15 ″ 3¾	
82601 / 43651 / JHIL	**Ryofu Maru** TwinSc *OilEng.* Wireless *Cruiser Stern* 2 Dks (*Ocean Meteorological Research Vessel*)	1180 — 580					1937	Harima S.B.&Eng Co.Ld. Harima	Government of Japan(Department of Education)	226·9 | 34·7 | 16·8 B85′F33′			Tokyo Japanese *WB*	Oil Engines 4S.C.SA 12Cy.14 3/16″–22 1/16″ 233NHP KobeSteelWorks,Kobe		
82602 / 336 / JMUG	**Ryoga Maru** Wireless 2 Dks	1264 1021 704					1929	Manchu DockK.K. PortArthur	DairenKisenK.K.	230·0 | 34·0 | 18·0			Dairen Japanese	T.3Cy.		
82603 / 225 / JPXA	**Ryoka Maru** (*ex*Oneka, *ex*Schuylkill) ssKob.2ndNo.3–4,24 ssKob.No.2–32 2 Dks(Stl)&deep framing &Shelter dk(Stl)	5308 4886 3302	✠ … 7,35 ✠	Kob	a†		1903 6mo	Russell& Co. Pt.Glasgow	SakaKisenK.K.	411·8 | 52·3 | 27·6 FK			Dairen Japanese 7 BH Cem	T.3Cy.27″,43″&72″–48″ 418NHP 3SB,9cf,GS184,HS6850 Rankin&Blackmore,Grk. 2t APT45t	30 ″ 6	C †
82604 / 29704 / JDWA	**Ryōkai Maru** (P) (*ex*Oristano) ssYka.2ndNo.3–3,35 2 Dks(Stl) (*Crab canning factory*)	4655 4044 2918	✠ … 10,38 ~~✠MC 3,38~~	Kob	x	CL 3,37	1911 10mo	NthmblndS.B.Co.Ld. Newcastle	NipponSuisan.K.K	380·0 | 49·0 | 26·4 P31′B94′F36′ FK			Kobe Japanese 6 BH Cem	T.3Cy.25″,41″&69″–48″ (s) 180lb 372NHP 3SB,9cf,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld	29 ″ 0	
82605 /	**Ryotoku Maru** 1 Dk *CruiserStern*	3300					1938	TamaS.B. Co.Ld. Tama	OyaShojiK.K.	344·5 | 49·8 | 24·6 P31′B111′F29′			Japanese *WB*	T.3Cy.22 7/16″,34 3/16″&63″–44 7/8″ &exhaust turbine driving steam compressor 266NHP TamaS.B.Co.Ld.Tama		
82606 / 36553 / JFWC	**Ryoyo Maru** *OilEng.* ssKob.No.1–36 2 Dks(Stl)	5974 5308 3650	✠100A1 6,38 ~~4,37~~ BS ~~6,38~~ ~~MC CS3,36~~ *Fitted for carrying oil*	Kob Tama	a†	CL 4,37 1,31 F	1931 1mo	Kawasaki Dkyd.Co.Ld Kobe	ToyoKisenK.K.	415·0 | 56·0 | 31·8 P34′B118′F39′ FK			Yokohama Japanese *ptCem*	Oil Engines 2S.C.DA 6Cy.23⅜″–35 7/16″ 1175NHP DB100lb Maschfbk.Augsburg-Nürnberg A.G.Augsburg	31 ″ 10 s 6 ″ 10 25 ″ 0¾	
82607 /	**Ryoyu Maru No. 21** *OilEng* *CruiserStern*	370					1937	Sannoyasu DockGoshi Kaisha Osaka	TateishiKisenK.K.	136·0 | 24·0 | 13·6			Japanese	Oil Engines 4S.C.SA 6Cy.11⅝″–17 5/16″ 79NHP HanshinIronWorks,Kobe		
82608 /	**Ryuan Maru** (*ex*LungHo–38, *ex*Kamo–35) ssDdn.No.3–11,27 Wireless ssOsa.No.2–36 *Well deck* 1 Dk(Stl) *Cargo battens not fitted*	*1236* *1124* 725	✠ ~~9,38~~ ~~✠EM C12,37~~	Kob	o	CL 12.37	1913 6mo	Campbeltown S.B.Co. Campbltown	NipponKaiun KogyoK.K.	229·5 | 35·8 | 15·6 Q79′B58′F32′ FK			Tokyo Japanese 4 BH Cem	T.3Cy.18″,27½″&45″–33″ (r) 180lb 159NHP 2SB,4cf,GS73,HS2324 FD Rankin&Blackmore,Grk.	17 ″ 7 ~~s1 ″ 2~~ ~~10 ″ 1~~	
82609 / 94 / JLOG	**Ryuhei Maru** (P) 2 Dks	725 658 427					1910	OsakaIron Works Osaka	DairenKisenK.K.	180·0 | 27·0 | 19·0			Dairen Japanese	T.3Cy.13″,21½″&36″–27″ 67NHP OsakaIronWorks,Osaka		
82610 / 22274 / JTXA	**Ryuho Maru No. 1** (*ex*Sapporo MaruNo.5) 1 Dk	2223 1856 1546					1918	S.Ono Osaka	Kuribayashi ShosenK.K.	270·0 | 39·0 | 23·9 P16′B62′F28′			Tokyo Japanese *WB*	T.3Cy.18⅜″,30″&49″–39″ 150NHP S.Ono,Osaka		C
82611 / 19785 / JSWA	**Ryuho Maru No. 2** (*ex*Sapporo MaruNo.6) 1 Dk	2230 1854 1359					1917	S.Ono Osaka	IinoKisenK.K.	270·0 | 39·0 | 23·9 P16′B65′F28′			Tokyo Japanese *WB*	T.3Cy.18″,30″&49″–39″ 150NHP S.Ono.Osaka	23 ″ 11	C
82612 / 24083 / JIAD	**Ryuhuku Maru** (*ex*Ryufuku Maru–38) ~~ssKob.No.1–6,31~~ ssKob No.3–3,38 ~~ssNag.No.1–44~~ 2 Dks(Stl)&Awng dk(Stl)	5857 5586 4259	✠100A1 *Awng dk with freeboard* 2,39 ~~3,40~~ ~~✠LMC3,38~~ 2,39	Kob Osa	y	OG ~~3,38~~ N2.39	1919 1mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	OginoKaisho K.K.	385·0 | 51·0 | 36·0 FK			Hutyu Japanese *Cem*	T.3Cy.26″,43½″&72 3/16″–48″ 2001b (s) 436NHP 2SB&1AuxSB,8cf,GS154, HS5636 FD KawasakiDkydCoLd Kobe	36 ″ 0 s9 ″ 1½ 27 ″ 1	
82613 / 203 / JSFA	**Ryujin Maru** (*ex*Culna) ssKob.2ndNo.3–9,28 ssKob.No.3–7,36	6243 5879 3966	✠100A1 1,38 ✠LMC1,38	Yka	a†	CL 1,38	1907 2mo	W.Denny &Bros. Dumbarton	RyuohKisenK.K.	430·5 | 54·2 | 31·9 P31′B82′F39′ FK			Dairen Japanese 7 BH Cem	T.3Cy.33″,53½″&86″–60″ (r) 180lb 760NHP 4SB,12cf,GS266,HS10920 FD Denny&Co.Dumbarton	34 ″ 10 s7 ″ 9½ 27 ″ 4	
Note "Ryuzin Maru," *see No. 82704 Supplement*							1936	Mitsubishi Jukogyo K.K Nagasaki	DairenKisenK.K.	395·9 | 53·8 | 30·5 P113′B26′F34′			Dairen Japanese *WB*	1 SteamTurbineDR geared 580NHP MitsubishiJukogyoK.K. Nag.		
82614 / 576 / JQAG	**Ryuko Maru** *Mchy.Aft* 1 Dk D.F. *CruiserStern*	5626 4715 3178														

1 Numéro d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant effectif. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registre du Lot. et date de la 1re R. Date Cert. Rad. Trade.
82615 41198 JZYH	**Ryuko Maru** Ⓟ		2962 2271 1725					1935	Uraga Dock Co. Ld. Uraga	Osaka Syosen K.K.	297·9 | 45·0 | 23·7 P23′ B97′ F32′	Osaka Japanese *WB*	C.4Cy.(2) 11 7/16″ & (2) 20½″–18¾″ SR geared & LP turbine D R geared to Sc. Shaft 109 NHP Uraga Dock Co. Ld. Uraga		
	2 *Dks* *Cruiser Stern*														
82616 10305 JLUE	**Ryukyu Maru** Ⓟ		731 668 421					1906	Osaka Iron Works Osaka	Osaka Syosen K.K.	185·0 | 27·1 | 17·8 B35′	Osaka Japanese *WB*	T.3Cy.13″,24 5/16″ & 39″–30″ 83 NHP Osaka Iron Works, Osaka		
	Wireless 2 *Dks*														
82617 28547 JFXB	**Ryusei Maru** (*ex* Madame Midas, *ex* Silvia)		2088 1923 1510			...		1904	Clyde S.B. & E.Co. Ld. Pt. Glasgow	Katano Kisen Gomei Kaisha	288·3 | 42·0 | 19·6 P29′ B80′ F33′ FK	Kobe Japanese *WB*	T.3Cy.21″,33″ & 57″–36″ 202 NHP Clyde S.B. & E.Co. Ld. P. Gl.	18 ″ 9	C †
	1 *Dk & deep framing*														
82618 2275 JBML	**Ryuto Maru No. 1** Twin Sc		651 — 257					1937	.....	Chosen Sotoku-fu	180·7 | 37·0 | 14·5	Fusan Japanese	Steam Engines		
	1 *Dk*														
82619 2276 JBNL	**Ryuto Maru No. 2** Twin Sc		651 — 257					1937	.....	Chosen Sotoku-fu	180·7 | 37·0 | 14·5	Fusan Japanese	Steam Engines		
	1 *Dk*														
82620 32489 JOKB	**Ryutoh Maru** (*ex* Camberley, *ex* Wyvisbrook)	*ss* Kob. No. 3–1,27 *ss* Osa. No. 1–30	3311 2972 2012	✠ ... 12,34	Hak	*v*		1912 3mo	J. Blumer & Co. Sunderland	Uyeno Kisen Goshi Kaisha (Nakamura Gumi Ld. *Mgrs.*)	332·5 | 48·7 | 21·9 P28′ B101′ F32′ FK	Fuchu Japanese	T.3Cy.23″,38½″ & 61″–42″ 284 NHP 2 SB, *6cf*, GS 116, HS 4700	24 ″ 3	
	2 *Dk (poop & bridge)*		*ill*							*Cell D Ba 119′ 0 E2*	5′ *f* 137′ 846*t* *F P T* 73*t*		*B H Cem* 6 *APT* 106*t*	N.E. Marine Eng. Co. Ld. Sld	
82621 22½ JPEA	**Ryuun Maru** (*ex* Hakutatsu Maru–37, *ex* Grace Dollar, *ex* War Melody)	*ss* Kob. No. 3–10,31 *ss* Kob. No. 1–35	6538 6176 4052	✠ 100 A1 *Shelter dk* *with freeboard* 5,38 ~~7,87~~ ✠ LMC ~~7,37~~ 5,38	Nag Kob	*a* †	CL N7,37	1918 11mo	Harland & Wolff, Ld. Belfast A&CP	Ryuun Kisen K.K.	412·4 | 55·8 | 34·4 428·7 (O.L.) FK	Dairen Japanese	T.3Cy.27″,44″ & 73″–48″ (*s*) 180 lb 517 NHP 3 SB. *9cf*, GS 190, HS 7668 FD 6 *B H to Sh dk* 2 „ „ *U* „	38 ″ 0 s 10 ″ 0½ 28 ″ 3	
	1 *Dk (Stl) & Shelter dk (Stl)* *Cargo battens not fitted* *Cruiser Stern* *Straight frames & bevelled bilge*														
				Fitted for oil fuel 11,19			*F.P. above*		150° F.	*Cell D*	*B* 343′ 1571*t* *F P T* 91*t* *APT* 126*t*				
82622 25097 JEDD	**Ryuyo Maru** (*ex* Egypt Maru–29)	*ss* Kob. No. 3–8,32 *ss* Kob. No. 1–37	6707 6272 4737	✠ 100 A1 *Shelter dk* *with freeboard* ~~7,30~~ ~~10,97~~ ✠ LMC ~~10,77~~ 1,39	Kob Osa	*z*	~~1,37~~ 1,39	1920 3mo	Uraga Dk. Co. Ld. Uraga A&CP	Uyeno Kisen Goshi Kaisha (Yamashita Kisen K.K. *Mgrs.*)	400·0 | 54·0 | 37·5 B 78′ *on Shelter dk* FK *Cell D B* 308′ 1117*t*	Hutyu Japanese	T.3Cy.27 λ/8″,45″ & 75″–48″ (*s*) 200 lb 540 NHP 3 SB, *9cf*, GS 189, HS 7601 FD *Cem B H to Sh dk* 5 „ „ *U* „	37 ″ 6 s 8 ″ 5¼ 29 ″ 4	
	2 *Dks (Stl) & Shelter dk (Stl)*										*F P T* 80*t* *APT* 69*t*		Uraga Dock Co. Ld. Uraga		
82623 10 JLEG	**Ryuzan Maru** Ⓟ		417 — 210					1910	..... Osaka	Minamimanshu Tetsudo K.K.	160·0 | 30·0 | 11·0	Dairen Japanese			

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now assigned. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Trade Cert.
82624 30094 WBDQ	**S. B. Coolidge** (*ex*Australia, *ex*Sailing Barge) *Mchy. Aft* 1 *Dk 2tr B* D.F GyC.	3695 — 2877					1898	Chicago S.B.Co. Chicago	Pioneer S.S.Co. (Hutchinson & Co. *Mgrs.*)	376·0 | 48·2 | 22·4 *WB*			Wilmgton (Del.) Utd. States	T.3Cy.20″,33½″&56″-42″ E&NB *fitted* 02 203NHP American SB Co. Cleveland		R
82625 218630 KJXC	**S. B. Hunt** *ss* Bal. No. 1-38 *ss* Mob. No. 3-4,34 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. GyC. *Longitudinal framing*	6840 6133 4268	✠100A1 ~~+1st~~ *b*† 11,38 M S12,38 ~~BS6,38~~ ✠LMC *Carrying Petroleum in Fitted for oil fuel* 8, 19	CL ~~12,37~~ 11,38 *bulk* *F.P. above* 150° F.	1919 8mo	Sun S.B. Co. Chester, Pa.	Standard Oil Co. of New Jersey *Cell D Bu E & B* 60′ *DT* 40′ 552*t*	429·3 | 59·2 | 31·4 P133′ B36′ F40′ FK 259*t* *FPT* 222*t APT* 57*t*	Wilmgton (Del.) Utd. States	T.3Cy.27″,45½″&76″-51″ (*r*) 1901b 612NHP BSB, 9*cf*, GS 207, HS 9198 FD Sun S.B. Co. Chester, Pa.	33 ″ 3	
82626 205186	**S. B. Way** (*ex* William Livingstone-36) *Mchy. Aft* GyC. 1 *Dk*	6634 — 4927					1908	Gt. Lakes Eng. Works Ecorse	Columbia Transportation Co. (John T. Kelly, *Mgr.*) *WB*	532·0 | 58·3 | 32·0			Wilmgton (Del.) Utd. States	T.3Cy.24″,38″&65″-42″ 274NHP Gt Lakes Eng Wrks, Detroit		R
82627 220941 KDML	**S. C. T. Dodd** *Mchy. Aft* *Fitted for oil fuel* D.F. *Longitudinal framing* 2 *Dks* GyC. *Carrying Petroleum in bulk*	7024 — 4334					1920	Moore S.B. Co. Oakland, Cal.	Standard Oil Co. of California	425·0 | 57·2 | 33·1 P106′ B40′ F41′ *WB*			S. Frncisco Utd. States	T.3Cy.27 1/16″,46½″&78½″-51″ 438NHP Hooven, Owens, Rentschler Co. Hamilton, O.		R
82628 96445 WOQB	**S. H. Robbins** (*ex* Henry W. Oliver) *Mchy. Aft* GyC. 1 *Dk 2tr B*	4909 — 3617					1899	Cleveland S.B. Co. Lorain, O.	The Wilson Transit Co. *WB*	444·0 | 50·0 | 24·6			Wilmgton (Del.) Utd. States	T.3Cy.23″,38″&63″-40″ NB17 251NHP Cleveland S.B. Co.		R
82629 PKRV	**'s Jacob** 2 *Dks & pt A wng dk 3tr B*	2839 2549 1770					1907	Maats. Fyenoord Rotterdam	Koninkl. Paketv. Maats. *WB*	325·5 | 44·1 | 22·8 F39′ *pt A wng dk* 220′			Batavia Dutch	T.3Cy.22″,36½″&60″-42″ NB *made* 13 *fitted* 16 233NHP Maats. Fyenoord, Rot.		V
82630 218619 WPCM	**S. M. Spalding** *Fitted for oil fuel* *Mchy. Aft* 2 *Dks & Web frames* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	7175 6444 4361	...				1918	Bethlehem S.B. Corp. Ld. S. Francisco	~~Standard Oil Co. of New Jersey~~ *WB*	435·0 | 56·0 | 32·0 P106′ B50′ F42′ FK			Wilmgton (Del.) Utd. States	DR Geared Steam Turbine 531NHP General Electric Co. Schenectady, N.Y.	33 ″ 6	R †
82631 FNCW	**S. N. A. 1** (*ex* Snake) *ss* Rot. No. 1-39 *ss* Rou. No. 3-1,35 *Well deck* 1 *Dk* (*Stl*) & *Web frames* D.F. *Cargo battens not fitted* *Corrugated sides*	2679 1977 1365	✠100A1 Rot *l* 2,39 ~~2,39~~ ~~LMC 11,38~~ ✠LMC 11,38 2,39	CL ~~9,37~~ N 1,39	1922 10mo	Osbourne Graham & Co. Ld. Sunderland	Soc. Nationale d'Affrêtements *Lloyd's SA & CP Intermediate BH in fore hold dispensed with* *Cell D Bu E & B* 40′ 11 6*t f* 396*t DT a*	300·0 | 48·0 | 18·1 P19′ Q106′ B52′ F23′ FK *Cem 4 B H only* 106′ 876*t FPT* 79*t APT* 75*t*	Rouen French	T.3Cy.23½″,38″&64″-42″ (*s*) 1801b 316NHP 2SB, 8*cf*, GS 143, HS 5264 Richardsons, Westgarth & Co. Ld. Sld.	20 ″ 3 s 2 ″ 1½ 18 ″ 3¾	
82632 FOSR	**S. N. A. 7** *ss* Rot. No. 1-38 *ss* Rot No. 3-10,34 *Well deck* 1 *Dk* (*Stl*) & *Web frames* D.F. *Corrugated sides* *Cargo battens not fitted*	2679 1977 1363	✠100A1 Shl *l* 11,38 ~~10,37~~ Rot ~~BS 5,37~~ 5,39 ✠LMC ~~4,35~~ 11,38	CL 10,37	1922 7mo	Osbourne, Graham & Co. Ld. Sunderland	Soc. Nationale d'Affrêtements *Intermediate BH in fore hold dispensed with* *Cell D Bu E & B* 40′ *f*	300·0 | 48·0 | 18·1 P19′ Q106′ B52′ F23′ FK *Cem 4 BH only* 116′ 396*t DT a* 106′ 876*t FPT* 79*t APT* 75*t*	Rouen French	T.3Cy.23½″,38″&64″-42″ (*s*) 1801b 316NHP 2SB, 8*cf*, GS 143, HS 5264 Richardsons, Westgarth & Co. Ld. Sld.	20 ″ 3 s 2 ″ 1¼ 18 ″ 3¾	
82633 FOST	**S. N. A. 8** *ss* Rou. No. 2-38 ~~*ex* Mel. No. 1-38~~ D.F. 1 *Dk* (*Stl*) *Cargo battens not fitted*	2582 2125 1546	✠100A1 Rot *l* ~~7,38 3,38~~ Rou ~~BS 5,37~~ ✠LMC ~~5,34~~ 7,38 ~~3,37~~ 7,38	CL ~~4,36~~ 12,38	1930 6mo	Smith's Dock Co. Ld. Stockton	Soc. Nationale d'Affrêtements *Lloyd's SA & CP* *Cell D*	296·2 | 45·0 | 20·1 P23′ B56′ F27′ FK *Trunk in Wells* *B* 252′ 870*t FPT* 131*t APT* 101*t*	Rouen French	T.3Cy.21″,35″&57½″-39″ (*s*) 1801b 254NHP *6 B H Cem* 2SB, 6*cf*, GS 107, HS 4335 Smith's Dock Co. Ld. Mdb.	22 ″ 3 s 2 ″ 8½ 19 ″ 9½	
82634 FOSW	**S. N. A. 9** (*ex* Newton Abbot-36) *ss* Shl. No. 2-36 D.F. 1 *Dk* (*Stl*)	2719 2433 1651	✠100A1 Rot *l* ~~1,237~~ 1,30 ~~BS 10,37~~ ✠LMC 10,38 11,38	CL ~~11,35~~ 5,39	1928 1mo	J. Crown & Sons, Ld. Sunderland	Soc. Nationale d'Affrêtements *Lloyd's SA & CP* *Cell D*	305·3 | 45·2 | 21·0 316 0 (O.L.) P25′ B54′ F26′ FK *B* 247′ 670*t FPT* 118*t APT* 126*t*	Rouen French	T.3Cy.21″,35″&58″-39″ (*s*) 1801b 260NHP *6 B H pt Cem* 2SB, 6*cf*, GS 116, HS 4436 N.E. Marine Eng. Co Ld. Sld	24 ″ 2 s 3 ″ 9¼ 20 ″ 7	
82635 FOUC	**S. N. A. 10** (*ex* Lapeyrade-37, *ex* Louis Nail) D.F. 1 *Dk*	2921 2555 1812					1920	Atel. & Ch. de la Loire Nantes	Soc. Nationale d'Affrêtements *WB*	316·4 | 46·6 | 21·1 P32′ B79′ F26′			Rouen French	T.3Cy.21⅞″,35¼″&59″-42″ 225NHP Atel. & Ch. de la Loire, Nts.		V
82636 226885 WOBA	**S. T. Crapo** (*Self-Unloader*) *Mchy. Aft* D.F. GyC.	4769 — 2942					1927	Gt. Lakes Eng. Wks. River Rouge, Mich.	Huron Transptn. Co	384·0 | 60·0 | 29·0			Detroit Utd. States	T.3Cy.22¼″,38″&63″-42″ 257NHP Gt. Lakes Eng. Wks. Detroit, Mich.		R
82637 42 ITJO	**S. Vincenzo** (*ex* Clearlight, *ex* Malorossia) *Well deck* 1 *Dk & Web frames*	865 703 483	...				1905	Chant. Nav de Nicolaieff Nicolaieff	Carmine Vitiello	210·6 | 29·9 | 13·4 Q76′ B52′ F26′ FK *WB*			Torre del Greco Italian	T.3Cy.15″,26″&41½″-22½″ 85NHP Chantiers Navals de Nicolaieff	15 ″ 8	I †
82638 TCCT	**Saadet** Ⓟ (*ex* Rumeli, *ex* Roumeli, *ex* Thyra, *ex* Erissos Kefallinias, *ex* Medea, *ex* Medea D.) 1 *Dk 2tr B* *Well deck*	Iron 819 674 495	✠ Pir *m* 2,09 ~~NB 5,93~~ ✠				1884 10mo	Palmers' Co. Newcastle	Denizbank-Denizyollari Idaresi *DB*	219·0 | 30·2 | 14·7 P&B 123′ F25′ BK 8 a 22′ *f* 22′ 60*t*			Istanbul Turkish	C.2Cy.28″&54″-36″ 128NHP 1SB, 4*pf*, GS 70, HS 1846 Palmers' Co. Nwc.	15 ″ 6	
82639 DOHV	**Saale** Ⓟ (Not "Marburg," *See No. 89038 in Supplement*) *Ref. Mchy.* 2 *Dks* Sub.Sig. D.F. E.S.D.	4 Mst 7262 6527 4433	✠Lloyd's RMC 1,38				1928	F. Schichau Danzig	Norddeutscher Lloyd	473·9 | 61·2 | 28·7 P25′ B438′ F30′ *WB*			Bremen German	Oil Engines 2S.C.SA 10Cy.26¾″-47¼″ 1242NHP F. Schichau, Elbing		G
82640 DOQX	**Saar** *Oil Eng.* D.F. 1 *Dk* E.S.D. *Cruiser Stern*	3261 2621 1868					1935	Deutsche Sch-u-Mschb. A.G. Weser Bremen	Norddeutscher Lloyd *Upper* F22′	358·8 | 50·2 | 19·9 P30′ B & F 313′ *WB*			Bremen German	2 Oil Engines 2S.C.SA each 6Cy.20 7/16″-27 5/16″ & hydraulic coupling SR geared to 1Sc. shaft 879NHP Deutsche Schiff. u Mschb. A.G Weser, Bmn.		G
82641 DAYW	— Wireless *Cruiser Stern* 1 *Dk*	1026 885 560					1937	Stettiner Oderwrke A.G Stettin	Rud. Christ. Gribel	208·9 | 32·5 | 17·2 Q15′ F24′			Stettin German	C.4Cy. (2)13¾″ & (2)28¾″-28¾″ 124NHP Stettiner Oderwerke A.G.		G

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant expiré. Lettre d'Equipement.	7* Lav. de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où conservés, si ce n'est dans le L. R. Durée du Cert. R. of Trade
82642 DHUL	**Saarland** (P) Sub.Sig. D.F. GyC.	2 *Dks & Shelter dk*	6725 5572 3974	✠100A1	Cco	*t*	CL	1924	Blohm & Voss Hamburg	Hamburg-Amerik. Packett. Akt. Ges. (Ham.-Amr. Linie)	449·1	58·3	26·8	Hamburg German *WB*	4 Steam Turbines SR geared to 1 Sc. Shaft Blohm & Voss, Hamburg		G
82643	**Sabagawa Maru** Wood	2 *Dks*	317 287 184				1890	J. Ellerton Kobe	T. Mishima	144·7	18·8	15·2	Chinese	T.3Cy.11″,17½″ & 27½″–20″ NB03 34NHP Osaka Iron Works, Osaka		
82644 149006 GNFJ	**Sabaneta** Twin Sc *ss* Cco. No.2–36 *Mchy. Aft*	1 *Dk (Stl)*	2396 1743 1242	~~*withfreeboard*~~ 6,38 ~~7,37~~	Aru B86, [illegible]	CL 9mo 6,38	1927	Harland & Wolff, Ld. Belfast *Lloyd's A & CP*	Lago Shipping Co. Ld. (F. J. Wolfe, *Mgr.*) *Wing tanks f 2*	305·7 P67′F34′ *Trunk dk 204′ 86t a 35·6t FPT 60t*	50·2 FK	14·3 *7 B Hpt Cem APT 75t*	London British	T.6Cy.13½″,23½″ & 36″–27″ 1801b (*s*) 196NHP's 2SB, *6cf*, GS98, HS8702 Harland & Wolff, Ld. Bel.	15 ″ 0 s 1·10½ 13 ″ 3¾	
				~~TST, 5~~ ✠LMC 3,36 *Carrying Petroleum in bulk Fitted for oil fuel* 9,27		*F.P. above*										
82645 PUCD	**Sabará** (*ex* Monte Penedo) Twin Sc *Oil Eng.* 2 *Dks*		3693 3329 2312				1912	Howaldts-werke Kiel	Lloyd Brasileiro	350·7 P & B 279′F33′	50·1	23·7	R. Janeiro Brazilian *WB*	Oil Engines 2S.C.SA 8Cy.18⅛″–26½″ 460NHP Gebr. Sülzer, Winterthur		
82646 1910 ICGH	**Sabaudia** (*ex* Jabiru-33) *ss* Gen. 2nd. No.3–11,37 Wireless 1 *Dk (pt Irn pt Stl)* *Well deck* *Stl lower dk in fore hold*		1590 1455 960	✠100A1 11,38 ~~11,37~~ LMC MS5,37 BS4,38	Gen	*r*	CL 1,37	1911 11mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's A & CP*	Dani & C. *Cell D Ba 70′ u*	296·5 285·0 P & B 166′F61′ *E32′ f 120′ 385t FPT 33t*	36·1 BK8″	19·5 *5 B H Cem APT 44t*	Genoa Italian	T.3Cy.21⅛″,34″ & 56″–42″ 160lb (*r*) 254NHP 2SB, *6cf*, GS129, HS4578 Swan, Hunter & Wigham Richardson, Ld. Nwc.	20 ″ 9 s 2 ″ 0½ 19 ″ 5	
82647 196 ICFT	**Sabbia** (P) *ss* Tri. No.3–3,38 ~~*s*Tri. No.2–34~~ *Ref. Mchy* 2 *Dks (Stl)* D.F.		5788 4999 3623	✠100A1 ~~3,38~~ 10,38 ✠LMC BS ~~4,33~~ 6,38 MS3,38 ✠Lloyd's RM C ~~1,39~~ 1,39	Tri	*y*	CL 10,37	1926 4mo	Clyde S.B. & Eng. Co. Ld. Port Glasgow *Lloyd's A & CP*	Lloyd Triestino Soc. Anon. di Nav. *Cell D B 338′ 1233t* B125′F35′ *FPT*	400·6 390·1 P & B 166′F61′ *E32′ f 120′ 385t FPT 33t*	54·0 FK	28·7 *7 B H Cem B Hto 2nd dk*	Venice Italian	T.3Cy.25½″,41″ & 68″–45″ (*s*) 200lb FD 468NHP 3SB (Spt) *9cf*, GS148, HS6960 Clyde S.B. & E. Co. Ld P. Gls.	32 ″ 0 s 6 ″ 7 25 ″ 7¾	
82648 EAIJ	**Sabina** (*ex* Air Scout, *ex* Weilburg) *ss* Bbo. No.3–4,34 1 *Dk (Stl)* *Cargo battens not fitted*		2421 — 1297	100A1 12,36 BS10,36	Cff LMC4,34	*s*	CL 12,34	1920	Frd. Krupp Akt. Ges. Kiel	Cia. Nav. Vascongada *Inter*	288·2 *mediate B H in fore* P22′B80′F38′	44·2 FK	20·3 *4 B H only*	Bilbao Spanish	T.3Cy.19¹⁵⁄₁₆″,32½″ & 54½″–39″ 150lb (*s*) 245NHP 2SB, *4cf*, GS86, HS3445 FD	22 ″ 6 s 3 ″ 3¾ 19 ″ 5	
82649 DDUZ	**Sabine Howaldt** D.F. E.S.D.	1 *Dk & Shelter dk* *Cruiser Stern*	~~6000~~ 5356 4995 3020				1938	Nordsee-werke Emden G.m.b.H. Emden	Bernhard Howaldt	*Cell D B 231′ 558t D* ~~191·4~~ ~~F37~~ F35′ 137·4	~~150·7~~ 59·0	~~23·6~~ *T f 12′ 118t FPT 57t*	Flensburg German *WB*	*hold dispensed with* C.4Cy.(2)18⅞″ & (2)43⅝″–43⅝″ & LP turbine with DR gearing & hydraulic coupling 306NHP Rheinmetall-Borsig A.G. Berlin Tegel		G
82650 136307 VGXM	**Sable I** (P) *ss* Qbc. No.3–5,27 *ss* Mtl. No.2–35 Wireless 1 *Dk (Stl) & Shade dk*		734 425 341	✠100A1 *Shade dk* ~~5,37~~ 11,38 ~~7~~ ✠LMC	Qbc Mtl BS5,34 LMC5,	*j*	CL ~~5,36~~ 5,38	1914 6mo	Bow, McLachlan & Co. Ld. Paisley *Lloyd's A & CP*	Bras d'or Bay Nav. Co. Ld. *Cell D Ba 35′ u E*	183·0 FK & BK1″ 27′ *f* 83′ 156t	28·6	12·2 *4 B H Cem*	Quebec British	T.3Cy.15″,25½″ & 41″–30″ (*s*) 200lb 85RHP 2SB, *4cf*, GS81, HS2410 Bow, McLachln & Co Ld Psy	13 ″ 0 s ″ 7 12 ″ 8	
82651 144504 GBQW	**Sabor** Sub.Sig. D.F.	2 *Dks*	5212 4793 3227				1920	Earle's Co. Ld. Hull	Royal Mail Lines Ld.	400·4 P49′B113′F39′	52·2	28·5	London British *WB*	T.3Cy.27″,44″ & 73″–48″ 369NHP Earle's S.B. & E. Co. Ld. Hull		C
82652 EAIK	**Sac 2°** *ss* Bcl. No.3–5,34 1 *Dk (Stl)*		2959 2769 2260	✠100A1 11,36 MS4,34	Bcl ✠LMC BS9,36	*u*	CL 5,35	1922 2mo	J. Blumer & Co. Ld. Sunderland *Lloyd's A & CP*	Soc. Anon. Cros *Cell D Ba 108*	331·0 P29′B94′F30′ *u E 25′ f 140′ 743t*	47·7 FK	21·9 *5 B H Cem APT 147t*	Barcelona Spanish	T.3Cy.24″,40″ & 65″–45″ (*s*) 180lb *100lb* 318NHP 2SB, *6cf*, GS136, HS5022 J. Dickinson & Sons, Ld. Sld.	24 ″ 3 s 3 ″ 5½ 21 ″ 0	
				No later survey reported												
82653 EADX	**Sac 4°** (*ex* Dilluns) *ss* Bcl. No.3–4,28 *ss* Bcl. No.1–32 1 *Dk (Stl)* *(IN PORT DAMAGED)*		*2382* *2168* *1431*	✠ 4,36 ✠	Bbo	*t*		1922 3mo	Clyde S.B. & Eng. Co. Ld. Port Glasgow	Soc. Anon. Cros *Cell D*	294·8 P25′B80′F33′ *B250′ 614t FPT*	44·2 FK	20·6 *5 B H Cem APT 60t*	Barcelona Spanish	T.3Cy.22″,35″ & 59″–39″ 250NHP 2SB, *6cf*, GS126, HS4060 Clyde S.B. & E. Co. Ld. P. Gls.	22 ″ 9	
Sunk in port by aircraft 2,38																
82654 EADY	**Sac 5°** (*ex* Dimarts, *ex* Azpeitia, *ex* Cosme, *ex* Darlington) *ss* Bcl. 3rd. No.3–3,25 *ss* Bcl. No.2–33 1 *Dk (Stl) & Web frames & pt Awng dk (Irn–ws)*		2521 1879 1535	~~✠100A1~~ *pt Awng dk withfreeboard* 4,36 ~~LMC7,37~~	Bcl	*s*	CL 3,35	1890 6mo	Richards'n Duck & Co. Stockton *Lloyd's A & CP*	Soc. Anon. Cros	297·0 BK10″ *Cell D B 248′ 552t*	40·0	19·0 *5 B H Cem*	Barcelona Spanish	T.3Cy.22½″,37″ & 61″–42″ (*a*) 160lb *75lb* NDB03 245NHP 2SB, *6cf*, GS94, HS3740 Blair & Co. Ld. Stockton	21 ″ 8 ~~s 7 11½~~ ~~21 ″ 6~~	
Wrecked 2,38																
82655 EAIN	**Sac 6°** *ss* Bcl. No.1–32 *Mchy. Aft* 1 *Dk (Stl)* *Arch deck*		2498 2234 1481	~~✠100A1~~ *withfreeboard* 8,35 ~~LMC~~ ~~BS10,36~~	Bcl	*s*	CL 8,35	1928 8mo	Swan, Hunter & Wigham Richardson, Ld Sunderlnd *Lloyd's A & CP*	Soc. Anon. Cros *Cell D Bu E2*	297·2 P68′F31′ *7′ f 213′ 797t FPT 96t*	43·1 FK	23·5 *5 B Hpt Cem APT 37t*	Barcelona Spanish	T.3Cy.20″,33″ & 54″–36″ (*s*) 180lb 206NHP 3SB, *6cf*, GS91, HS3414 N.E. Marine Eng. Co Ld. Sld.	26 ″ 7 s 6 ″ 6½ 20 ″ 3	
				~~NO LATER SURVEY REPORTED~~												
Sunk in port by aircraft 4,38																
82656 EGKT	**Sac 7°** (*ex* Salvador) 1 *Dk*		835 712 445				1918	Astilleros de Gijon Gijon	Soc. Anon. Cros	201·7 P30′B44′	28·9	13·9	Barcelona Spanish *WB*	T.3Cy.12″,20″ & 32″–24″ *E built 15, fitted 18* 50NHP Dunsmuir & Jackson, Gls.		V
82657 EGKU	**Sac 8°** (*ex* Valmurian, *ex* Capita Revuelta) 1 *Dk*		910 712 675				1918	Astilleros de Gijon Gijon	Soc. Anon. Cros	201·7 B44′F30′	29·8	14·1	Barcelona Spanish *WB*	T.3Cy.12″,20″ & 32″–24″ 50NHP Alexander Hermanos, S.en C. Barcelona		V
82658 EAQJ	**Sac 9°** (*ex* Teresa Pamies–32, *ex* Acuario, *ex* King David) *ss* Msl. 2nd No.3–7,22 *ss* Bbo. No.1–26 1 *Dk (Irn) 2 tw B & deep framing*		2554 2327 1595	✠ ~~——~~ 12,32	Bcl	*t*		1895 10mo	Short Bros. Sunderland	Soc. Anon. Cros *Cell*	304·1 P27′B68′F31′ *D Ba & u E 118′ f 118t*	44·1 FK	20·6 *5 B H Cem 67t A P T 61*	Barcelona Spanish	T.3Cy.23″,38″ & 61½″–39″ 242NHP 2SB, *6cf*, GS117, HS3520 Blair & Co. Ld. Stockton	23 ″ 2	
82659 217328 WGOI	**Saccarappa** *Fitted for oil fuel* Sub.Sig. 2 *Dks & Web frames*		4965 4664 2952			...	1918	American International S.B. Corp. Hog Island Pa	South Atlantic S.S. Co. of Delaware	390·0 P39′B122′F43′	54·2 FK	27·6	Savannah Utd. States *WB*	DR Geared Steam Turbine 600NHP General Electric Co Schenectady, N.Y.	32 ″ 0	R †
82660 144729 GKZJ	**Sacramento Valley** (*ex* Skegness) *Fitted for oil fuel* D.F. 1 *Dk & Shelter dk*		4573 4318 2842				1924	Workman, Clark & Co. Ld Belfast	Reardon Smith Line Ld. (Sir W. R. Smith & Sons Ld. *Mgrs.*)	401·6 F41′	54·3	25·3	Bideford British *WB*	T.3Cy.26″,42″ & 71″–48″ 349NHP Wrkman, Clark & Co. Ld. Bel		C

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Registered Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L. R. date of first appearance in Register Book.
82661 70 ITLG	**Sacro Cuore** (*ex*Fucsia-34, *ex*Gwynwood) *Well deck* 1 *Dk & Web frames*	1097 891 610			...		1899	W. Dobson & Co. Newcastle	Gennaro Montella (Lauro & Montella, *Mgrs.*)	220·8 | 35·0 | 13·9 212·5 P18′Q44′B46′F24′ FK WB	Torre del Greco Italian	T.3Cy.18½″,30″&49″–33″ NB15 148NHP N.E.Marine Co.Ld.Nwc.	16 ″ 5	I †
82662 TCCO	**Sadan** (*ex*Akin-37, *ex*Panzo S., *ex*Danubian, *ss*Hpl.No.3–1,03 *ex*Muntenia, *ex*Proteus, *ss*Syd.No.2–12 *ex*Gladys) 1 *Dk (Irn) & Web frames & pt Awng dk (Irn)*	2302 1729 1504	✠ 1,20 ✠	Sws	*s*		1890 12mo	S.P. Austin & Son Sunderland	Sadikoglu Kardesler *Cell D Ba* 110′*u E & B*	285·0 | 39·6 | 18·8 P31′Q72′ 25·8 *pt Awng dk* 182′ BK 9″ 42′*f* 86′ 176*t A PT* 30*t*	Istanbul Turkish	T.3Cy.21½″,36″&59″–39″ NDB01 218NHP 2SB,*6rf*,GS106,HS3288 G. Clark, Ld. Sunderland	21 ″ 3	V †
82663 TCCX	**Sadikzade** Ⓟ (*ex*Yelkendji Zade Rifat, *ex*Greifswald, *ex*Stettin, *ex*Polbain, *ex*Paklat, *ex*Maria Rickmers) 1 *Dk & Spar dk*	1657 1448 1018					1902	Rickmers Akt.Ges. Bremerhaven	Denizbank-Denizyollari Idaresi	253·0 | 37·4 | 19·6 P&B160′F26′ WB	Istanbul Turkish	T.3Cy.18 5/16″,30 11/16″&49 3/16″– 18½″ 135NHP Ottensener Maschf. Altona		
82664 UPCT	**Sadko** (*ex*Lintrose) 2 *Dks (Stl) & Shelter dk (Stl–ws)*	1613 1426 506	✠ 7,19 ✠	Bel	*c*		1913 3mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	U.S.S.R. *Cell D Ba* 45′	255·0 | 37·4 | 22·7 F36′ FK *u E* 18′ *f* 93′ 157*t FP*	Archangel Russian	T.3Cy.26″,42½″&70″–42″ 587NHP 4SB,*12cf*,GS248,HS9920 Swan, Hunter & Wigham Richardson, Ld. Nwc.	24 ″ 11	
82665 LETH	**Sado** (*ex*Pan) 1 *Dk*	925 669 535					1917	Jarlsö Værft Tönsberg	D/S A/S Havlyn (Hartvig Larsen, *Mgr.*)	200·4 | 31·9 | 12·9 Q60*t* B82*t* H53*t* F19*t* WB	Haugesnd Norwegian	T.3Cy.15″,25″&41″–26″ 86NHP Trondhjems M. Værksted		N
82666 4976 SGED	**Saga** (*ex*Fro, *ex*Felicia, *ex*Doretea, *ex*Kattegat) 1 *Dk*	*1077* *930* *591*					1909	Fredrkstad Mek. Værks. Fredrikstad	Rederi A/B Ægir (Gunnar Lindqvist, *Mgr.*)	226·4 | 35·1 | 14·3 P18′B57′H58*t* F18′ WB	Stockholm Swedish	T.3Cy.16½″,26″&44″–30″ 106NHP Fredrikstad M.V. Frdstad.		N
82667 OUKS	— (*ex*Scotscraig) *ss*Gls.2nd No.3–3,29 *Well deck* *ss*Cpn.No.1–42–37 1 *Dk (Stl) & deep framing*	919 674 540	✠ 100A1 9,38 ~~10,36~~ BS9,38	Els Cpn ✠ LMC 10,37	*l* OG 9,36		1904 7mo	Grngem'th & Greenock Dockyard Co Greenock *Lloyd's SA & CP*	Det Forenede Dampskibs Selsk. *WB = Cell D*	200·1 | 32·5 | 13·1 210·2 (O.L.) Q69′B58′F22′ FK *Ba* 44′ *u E & B* 31′ *f* 86′	Aarhus Danish	T.3Cy.15½″,26″&43″–30″ (*s*) 180lb *85lb* 119NHP 1SB,*3cf*,GS63,HS1954 D. Rowan & Co. Glasgow	15 ″ 3 s ″10½ 14 ″ 6	
82668 HPHC	~~"Astrid"~~ *see No. S7034 in Supplement* ~~(ex Ulven-35, ex Oddborg, ex Ringfond)~~ Wireless 1 *Dk 2 tr B*	626 495 355					1901	J. Hauge Stord, near Bergen	Saga Corporation (E.S. Erickson, *Mgr.*)	170·7 | 28·1 | 15·8 Q35*t* B61*t* H6*t* F20*t*	Panama Panamanian	T.3Cy.12¾″.20″&32″–26″ 52NHP Stavanger Stöberi & Dok		
82669 26447 JGTB	**Saga Maru** 1 *Dk*	2150 1929 1240			...		1919	Teikoku S.S. Co. Ld. Toba, Ise Province	Sanbo Syosen K.K.	275·0 | 41·0 | 24·0 P19′B64′F30′ FK	Funaka Japanese	T.3Cy.20″,33″&55″–39″ 258NHP Kobe Steel Works, Ld. Kobe	24 ″ 0	C †
82670 164623 MLLQ	**Sagacity** *Oil Eng.* 1 *Dk* *Mchy Aft* *Cruiser Stern*	490 321 249	✠ 100A1 9,38 ~~5,36~~ ✠ LMC (M) 9,38	Grk	*y*	OG ~~5,37~~ 9,38	1936 5mo	G. Brown & Co. Greenock *Lloyd's SA & CP*	F.T. Everard & Sons, Ld.	153·2 | 27·7 | 9·6 Q96′F17′ FK *FPT* 61*t*	London British *3 BH Asp* *APT* 50*t*	Oil Engines 2S.C.SA 5Cy.12⅜″–15¾″ ~~140NH~~ 72RHP	10 ″ 8 s 3 ″ 7 10 ″ 8	
82671 216584 KTUO	**Sagadahoc** *ss*Bal.No.3–8,30 *ss*Bal.No.1–35 1 *Dk (Stl) & Shelter dk (Stl) & Web frames* *Longitudinal framing*	6275 5824 3969	✠ 100A1 *Shelter dk* *with freeboard* 9,37 ✠ LMC 3,39 *Fitted for oil fuel* 1,18	Bal	*a* †	CL ~~(1,38)~~ 9,38 *F. P. a*	1918 7mo	Texas S.S. Co. Bath, Me.	Argonaut Line, Inc.	420·5 | 54·2 | 31·4 P42′B130′F39′ *on Shelter dk* FK *Cell D B* 361′ 1192*t* *D Ta* 32′ 1075*t FPT*	New York Utd. States *8 BH Cem* 114*t A PT* 63*t*	T.3Cy.24½″,44″&74″–51″ (*r*) 190lb 555NHP 3SB,*9cf*,HS8118 FD H.G. Trout Co. Buffalo, N.Y	33 ″ 10 s 7 ″ 3¾ 26 ″ 8	
82672 148845 GLDZ	**Sagaing** Ⓟ *Fitted for oil fuel* D.F. E.S.D. 2 *Dks*	7968 6461 4961					1925	W. Denny & Bros. Ld. Dumbarton	British & Burmese S.N.Co.Ld. (P. Henderson & Co. *Mgrs.*)	454·6 | 61·2 | 31·0 P56′B180′F45′ WB	Glasgow British	T.3Cy.30″,49½″&82″–60″ 521NHP W. Denny & Bros. Ld. Dmb.		C BT till ~~4-36~~ 5,39
82673 122218	**Sagamo** Ⓟ Twin Sc 2 *Dks*	744 611 420					1906	Canadian S.B.Co. Toronto	Muskoka Lakes Nav. & Hotel Co. Ld.	152·0 | 29·0 | 9·7	Toronto British	T.6Cy.10″,16″&26″–16″ 69RHP Canadian SB Co Ld. Toronto		
82674 161814 GYJN	**Saganaga** D.F. E.S.D. *Cruiser Stern* 1 *Dk*	5452 4966 3327					1935	D & W Hendersn & Co. Ld. Glasgow	South Georgia Co. Ld. (Chr. Salvesen & Co. *Mgrs.*)	407·5 | 55·6 | 28·0 P20′B113′F42′	Leith British	T.3Cy.21½″,37″&62″–45″ 256NHP D & W. Hendersn & Co Ld Gls		C
82675 22953 JLOB	**Sagawa Maru** 1 *Dk*	1186 970 676					1918	Seikichi Ono Osaka	Shimatani Kisen K.K.	220·0 | 32·0 | 18·0	Yesumi Japanese WB	T.3Cy.14½″,24″&40″–30″ 88NHP Seikichi Ono, Osaka		
82676 217919 WJDJ	**Sage Brush** (*ex*West Cherow) *Fitted for oil fuel* Sub.Sig. D.F. 2 *Dks*	5565 5241 3475			...		1919	Northwest Steel Co. Portland, Or.	Shepard S.S. Co.	409·8 | 54·2 | 27·7 P44′B115′F47′ FK	Prtlnd. Me. Utd. States WB	DR Geared Steam Turbine 579NHP General Electric Co. Schenectady, N.Y.	30 ″ 2	R †
82677 119195 MCDB	**Sagenite** 3 Mst *ss*Lth.2nd No.3–7,32 *ss*Gls.No.1–35 *Well deck* 1 *Dk (Irn)* *Mchy. Aft* *Cargo battens not fitted*	712 518 288	✠ 100A1 ~~10,36~~ 9,36 ~~82′28~~ ✠ LMC MS11,35 BS~~10,36~~	Gls A & R Dkn	*k*	CL ~~11,36~~ 5,38	1905 1mo	J. Shearer & Sons, Ld. Glasgow *Lloyd's SA & CP*	Wm. Robertson	194·7 | 30·2 | 11·2 Q98′B11′F35′ BK 7½″ *WB = Cell D B* 122′	Glasgow British	T.3Cy.17 5/16″,27½″&44″–33″ 160lb (*s*) 99RHP 1SB,*3cf*,GS55,HS1954 Ross & Duncan, Glasgow	13 ″ 6 s 4 ″ 7½ 13 ″ 6	
82678 217585 KJAY	**Saginaw** (*ex*Aetna–37, *ex*Coperas) GyC. 1 *Dk*	2153 1753 1280			...		1919	Manitowoc S.B.Co. Manitowoc, Wis.	Saginaw Dock & Terminal Co.	250·5 | 43·7 | 20·1 P27′B64′F26′ FK	Wilmgton, Del. Utd. States WB	T.3Cy.20″,33″&54″–40″ 269NHP Manitowoc S.B.Co. Manitowoc, Wis.	23 ″ 0	
82679 1938	**Sagoland** *ss*Yka.2nd No.3–1,38 1 *Dk (Stl) & Shelter dk (Stl)*	*5334* *4991* *3299*	✠ 100A1 *Shelter dk* *with freeboard* 8,39 ~~1,38~~ ✠ LMC 1,38 BS3,39	Yka HKg	*a* † CL 1,38		1913 6mo	Earle's Co. Ld. Hull	Madrigal & Co.	430·2 | 54·2 | 26·2 *WB = Cell* 187′ 1350*t D Ta* 36′ 13 *D Ba* 146′ *u E* 29′ *f*	Manila, P.I Utd. States *7 BH Cem* 68*t A PT* 113*t*	T.3Cy.28¾″,45½″&76″–54″ 180lb (*s*) 534NHP 3SB,*9cf*,GS189,HS7395 FD Earle's Co. Ld. Hull	28 ″ 11 s 3 ″ 10½ 25 ″ 3	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre de Pavillon.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NEP=Force en chevaux d'après les formules de la Société. REP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. R. Offres.
82680 LDLC	**Sagona** (*ex*Lion) *Mchy.Aft*	TwinSc *Oil Eng.* *ss*Rot.No.2–38 1 *Dk*(*Stl*)*& Web frames* *Cruiser Stern* *Longitudinal framing–bracketless system*	7554 7107 4471	✠100A1 12,389.37 Bat Rot ~~LMC CS6.38~~ 3,38 ~~TPDR 8,37~~ *carrying Petroleum in bulk*	Bat Rot	*c*†	CL ~~8.37~~ 12,38	1929 1 Imo *Lloyd's*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	A/S Sagona(H.E. Hansen-Tangen) *Cell DBuE80'220t DT*	451·8 468·5(O.L.) P97'B35'F57' *f*35'488t *FPT* 238t	59·2 FK	34·1 14 *BHpt Cem* *APT*171t	Xiansand Norwegian	Oil Engines 4S.C.SA 12Cy.24½"–43.5/16" 712NHP 2DB*180lb* N.V.Werkspoor,Ams.	34 " 1 s 8 " 5½ 25 " 10½	
82681 132682 VOLX	— *ss*NFL.2ndNo.3–5,37 Wireless	1 *Dk*(*Stl*)*& Shelter dk*	808 701 420	✠100A1 *Shelter dk with freeboard* 3,38 ~~LMC5.37~~ ~~BS4.38~~	NFL	*j*	CL 3,36	1912 2mo *Lloyd's*	DundeeS.B Co.Ld. Dundee	Government of Newfoundland (Newfoundland Railway—Steam-shipDept.)	175·0 184·0(O.L.) *Cell D Ba*32'*u E*15'*f*	28·3 FK	20·3 4 *BHCem* 64'105t *FPT*	SJhns NFL British	T.3Cy.16",27"&44"–30" (*s*) 180lb 98RHP 2SB,*4pf*,GS74,HS2493 MacColl&Pollock,Ld Sld. 30t *APT*8t	21 " 0 s 7 "10 13 " 7	
82682 118087 VPJL	**Sagres** Ⓟ (*ex*ZuishoMaru, *ex*Maharani,*ex*Maharaja) 2 *Dks*(*UStl–teaks*) *& deep framing*		2333 1935 1448	✠ 2,08	Cal	*l*		1904 3mo	C.Connell &Co.Ld. Glasgow	KinHongS.S.Co. Ld.(Williamson &Co. *Mgrs.*) *Cell D Ba*82'*u E&*	300·0 P79'B93'F44' *B*40'*f*124'436t *FPT*	40·6 FK	22·4 5 *BHCem* 45t *APT*16t	HongKong British *WB*	T.3Cy.22½",38"&62"–42" 277NHP 2SB,*6cf*,GS121,HS4272 Dunsmuir&Jackson,LdGls	24 " 8	C †
82683 214722 WNFE	**Sagua** (*ex*Cuyamapa-35,*ex*Sagua, *ex*Van der Duyn) D.F. 2 *Dks*(*Stl*)*& Awng dk* *Ref.Mchy.* (*Stl*–ws) *Rudder electrically welded*	*ss*Bal.No.3–5,35	3298 2838 2005	✠100A1 *Awng dk with freeboard* 1,392.38 ~~LMC MS5.35~~ 1,39 *Fitted for oil fuel* 6,23	Bos Thl	*u*	CL 2,38 *F.P. above*	1914 7mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	UnitedFruitS.S. Corp.(UnitedFruit Co. *Mgrs.*) *Cell D Ba*80'*u E&*	331·1 F43'*on Awng dk* B56'*f*144'607t *FPT*	45·2 FK	25·6 5 *BHCem* 38t *APT*26t	NewYork Utd. States	T.3Cy.23",38"&63"–39" (*s*) 180lb 440NHP 3SB,*9cf*,GS174,HS7308 FD N.E.MarineEngCoLdNwc.	28 " 0 s 7 "4½ 21 " 1	
82684 130526 VGXJ	**Saguenay** Ⓟ	TwinSc 2 *Dks*	2777 1931 1864			…		1911	Fairfield Co.Ld. Glasgow	CanadaSteamship Lines,Ld.	275·3	40·0 FK	14·9 *WB*	Montreal British	T.8Cy.(2)16½"(2)25½"&(4) 29½"–24" 354NHP Fairfield Co.Ld.Glasgow	15 " 10	
82685 EAPT	**Sagunto** Ⓟ Wireless	Iron *ss*Msl.No.3–6,89 *ss*Msl.No.1–94 1 *Dk2tr B*	956 — 539	✠ 2,94	Msl			1875 8mo	J Readhead &Co. S.Shields	Cia.Trasmediterranea	205·6 P126'F80'	29·0 BK8"	16·9 *WB*=*APT*	Valencia Spanish	C.2Cy.28"&50"–33" NB02 NDB91 120NHP J.Readhead&Co.S.Shields		
82686 217692 KEPR	**Sahale** D.F.	*Fitted for oil fuel* 2 *Dks*& *Web frames*	5023 4740 3086			…		1919	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39'B122'F43'	54·2 FK	27·6 *WB*	N.Orleans Utd.States	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
82687	**Sahalin Neft** (*ex*Commercial Orleanian–38,*ex*CityofAlbany, *ex*LakeElmhurst) Sub.Sig. D.F.	*Fitted for oil fuel* 2 *Dks*	2674 2349 1658					1919	Gt.Lakes Eng.Works Ecorse,Mich.	U.S.S.R.	253·4 P25'B65'F26'	43·8	26·0	Russian *WB*	T.3Cy.21",35"&59"–42" 225NHP Gt.LakesEng.Wks.Detroit		R
82688 153563 VPDF	**Sai On**	TwinSc 2 *Dks*& *Shade dk*	1950 1288 1194					1924	Taikoo Dkyd.&Eng. Co.of HKgLd HongKong	TungOnS.S.Co.Ld.	225·0	42·1	8·5	HongKong British	T.6Cy.13",21"&35"–24" 120NHP TaikooDkyd.&Eng.Co.of H.Kg.Ld.HongKong		
82689	— (*ex*Cormorant–34) *Mchy.Aft* *Well deck* 1 *Dk*		445 322 185			…		1898	J.McArthur&Co. Paisley *Completed by* Shali	Chin Seng marWorks,Ld.Cal	146·0 Q84'F19'	27·0 FK	10·2 *WB*	Bangkok Siamese	T.3Cy.11",18"&31"–24" 47NHP McKie&Baxter,Glasgow	11 " 0	
82690 43465 JSJL	**Saigon Maru** Ⓟ D.F.	*Oil Eng.* 2 *Dks*	5356 — 3956					1937	Mitsubishi Jukogyo K.K Kobe	OsakaSyosenK.K.	376·3 F44'	55·8	32·8 *WB*	Osaka Japanese	Oil Engines 4S.C.SA 16Cy.17½"–24½" & hydraulic coupling SR geared to 1 sc. shaft 488NHP MitsubishiJukogyoK.K. Kobe		
82691 171 JPGC	**Saiho Maru** (*ex*SaikohMaru, *ex*Tullamore, *ex*Ardgroom)	*ss*Drn.No.3–10,30 *ss*Drn.No.1–34 2 *Dks*(*Stl*)	4639 4189 2884	✠ … 1,38	Kob	*y*		1918 10mo	Russell& Co. PortGlasgow	DairenKisenK.K.	385·0 P34'B111'F47' *CellDB*341'961	52·0 FK	26·5 6 *BHCem* *APT*27t	Dairen Japanese	T.3Cy.26",43"&70"–48" 489NHP 3SB,*9cf*,GS170,HS7345 Rankin&Blackmre,LdGrk	29 " 0	
82692 24961 JIVD	**Saiko Maru** (*ex*SaikohMaru–38, *ex*HeijinMaru–34) 1 *Dk*(*Stl*)*& Shelter dk*(*Stl*)*& Web frames* *Longitudinal framing*	*ss*Kob.No.3–10,31	4365 3677 2719	✠ … 11,35	Yka	*w*		1919 5mo *Lloyd's*	OsakaIron Works,Ld. Osaka	YamashitaKisen K.K. 1120t *DT*	345·0 P30'B98'F34' *on Shelter dk* *a*32'690t	49·8 FK	28·2 *FPT*115t *APT*29t	Kobe Japanese	T.3Cy.24½",41"&67"–48" 391NHP 2SB,*6cf*,GS128,HS5407 OsakaIronWorksLdOsaka	28 " 2	C †
82693 43085 JKEL	**Saikyo Maru** *Mchy.Aft*	1 *Dk*	1293 — 709					1936	Osaka Zosensho K.K. Osaka	HinodeKisenK.K.	217·8 P78'F25'	35·8	18·5	Tokyo Japanese	T.3Cy.17 1/16",29 1/16"&49 3/16"–35 7/16" 144NHP TsurukichiKimura,Osaka		
82694 801 OFBA	**Saimaa** (*ex*Erland–37) *Oil Eng.* D.F. 1 *Dk*(*Stl*)*& Shelter dk*(*Stl*) *Cruiser Stern*	*ss*Got.No.3–6,35	1991 — ~~1991~~ 20.5 — 99	✠100A1 *Shelter dk with freeboard* ~~3,37~~ 12,38 ~~MC CS6.~~ 12,38 ~~8,38~~	Got Hfs	*s*	OG ~~6.36~~ 8,38	1922 9mo *Lloyd's*	Eriksbergs M.V.Aktieb. Gothenburg *Inter*	FinskaÅngfartygs Aktiebolaget *mediate BH in fore* *Cell DB*254'5	300·0 *hold dispensed with* 30t *FPT*29t *APT*31t	43·2 FK	16·3 3 *BHtoSh dk* 3 „ „ *U* „	Helsingfrs Finnish *pt Cem*	Oil Engines 4S.C.SA 6Cy.24½"–51 9/16" 355NHP DB*100lb* Aktieb.Götaverken,Got.	19 " 0 s " 6¾ 18 " 7	
82695	**Sainam** 2 *Dks*	Pad	588 280 367					1900	G.Fenwick &Co.Ld. HongKong	SaiHingS.S.Co.	147·0	31·0	7·2	Canton Chinese	2Cy.18"&38"–72" 102NHP G.Fenwick&Co.Ld.H.Kg.		
82696 135535 MFBV	**St. Abb's Head** (*ex*Fastnet, 3Mst *ex*Monaleen,*ex*Allerton) *Well deck* *Mchy.Aft* 1 *Dk*		616 412 257			…		1914	J.Fullerton &Co. Paisley	A.F.Henry&MacGregor,Ld.	174·8 Q96'B9'F82'	28·1 BK6"	10·4 *WB*	Leith British	T.3Cy.14",24"&40"–27" 90RHP Ross&Duncan,Glasgow	13 " 0	C †
82697 142619 GMCW	**Saint Agnes** (*ex*CapeSt.Agnes–37, *ex*Titan,*ex*War Briton)	*ss*Msl.No.3–12,29 *ss*Ams.No.2–37 1 *Dk*(*Stl*)	5183 4777 3240	✠100A1 ~~11.37~~ 9,38 ~~LMC3.37~~ ~~S5.38~~ 2,38	PNl	*y*	CL 2,37	1918 8mo *Lloyd's*	Greenock& Grngemouth Dkyd.Co.Ld. Greenock	TheSaintLine,Ld. *Cell DB*345'1122t	400·0 P50'B113'F39' *DTa*28'1170t *FPT*	52·3 FK	28·5 8 *BHpt Cem* 28t *APT*150t	London British	T.3Cy.25½",44"&73"–48" (*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD J.G.Kincaid&Co.Ld.Grk.	31 " 0 s 5 "11⅜ 25 " 3	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Last Class. Cert.
82698 144208 MKCF	**Saint Aidan** *ss* Irv. No. 3-6, 38 *ss* Irv. No. 1-38 *Mchy. Aft* *Well deck* 1 *Dk (Stl)*	362 247 138	✠ 100 A1 ~~4.38~~ 12.38 BS~~7.37~~ 8.38	Irv Gls LMC MS 4.38	*f*	CL 4.38	1920 7mo	Scott & Sons Bowling *Lloyd's SA & CP*	J. & A. Gardner & Co. Ltd.	141·5 | 23·8 | 10·1 *25·2* 146·5 (O.L.) BK 7′ Q 81′ B 8′ F 24′ *FPT*			Glasgow British	C. 2 Cy. 16½″ & 34″–24″ (*s*) 130 lb 47 RHP 1 SB, *2pf*, GS 43, HS 1360 Fisher's, Ld. Paisley	11 ″ 0 *s* 3 ″ 4½ 11 ″ 3	
82699 FPAA	**Saint Ambroise** *Fitted for oil fuel* 2 *Dks*	3075 2818 1825	…				1920	W. Gray & Co. (1918) Ld. W Hartlepool	Société Navale de l'Ouest	310·0 | 46·5 | 23·7 P 23′ F 32′ *Ba* 23′ *Bf* 23′ FK			Havre French *WB*	T. 3 Cy. 25″, 41″ & 68″–45″ 414 NHP Cen. Mar. Eng. Wrks, W Hpl	26 ″ 3	V †
82700 162679 GPQW D.F.	**St. Andrew** (P) Twin Sc *ss* Cff. No. 1-36 1 *Dk & Shelter dk (pt Stl–teak s)* 3rd dk clear of E & B space *Cruiser Stern*	2702 1660 1116	✠ 100 A1 *with freeboard* 2,39 ~~2,48~~ ~~BS2.38~~ *For Irish Channel Service* *Fitted for oil fuel*	Cff Bkn BS2,39 LMC 1,38 2,32	*v*	OG ~~1.36~~ 2,39 *F.P. above*	1932 2mo	Cammell Laird & Co. Ltd. Birkenhead *Lloyd's SA & CP*	Fishguard & Rosslare Railways & Harbours Co. *Cell D Bulk 28′ f 66′*	327·2 | 46·7 | 17·7 F 39′ 145 *t MT* 6′ 55 *t FPT*			London British *Coll to Sh dk*	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 4 Water Tube Boilers 230 lb HS 18120 1590 NHP FD Cammell Laird & Co. Ltd. Bkn	18 ″ 9 *s* 4 ″ 5¾ 14 ″ 8	BT till 2,39
82701 164072 MLJL	**Saint Angus** *Oil Eng.* *Mchy Aft* 1 *Dk* *Cruiser Stern*	331 261 195	✠ 100 A1 9.38 ~~9.37~~ LLM (M) 9.38	Irv Bwg MC 4.36	*f*	CL ~~6.37~~ 8,38	1936 4mo	Scott & Sons Bowling *Lloyd's SA & CP*	J. & A. Gardner & Co. Ltd.	145·0 | 23·8 | 10·5 25·1 151·1 (O.L.) Q 88′ *Bo* N Q 7′ F 23′			Glasgow British	Oil Engines 2 S.C.SA 4 Cy. 13⅜″–22 7/16″ 125 NHP 3 *BH Cem* British Auxiliaries Ld. Gls.	11 ″ 5 *s* 3 ″ 6¾ 11 ″ 4½	
82702 140652 GCBV	**Saint Anselm** (*ex* Saint Andrew–36) *ss* Cal. No. 3-8.31 *ss* Cal. No. 1-35 1 *Dk (Stl)* & *Shelter dk (Stl)*	5614 5448 3534	✠ 100 A1 *Shelter dk* *with freeboard* ~~7.37~~ MS 10.35	PNl Cal LMC BS ~~8.37~~ 7.38	*y*	CL ~~2.36~~ 8,38	1919 9mo	N th mbl nd S.B. Co. Ltd. Newcastle *Lloyd's SA & CP*	The Saint Line, Ld.	399·6 | 53·0 | 32·8 F 39′ *on Shelter dk* *Cell D B* 351′ 1290 *t*			Liverpool British *pt Cem* *Coll BH to Sh dk* *FPT* 60 *t APT* 90 *t*	T. 3 Cy. 27″, 44″ & 73″–48″ (*s*) 180 lb 517 NHP 3 SB, *9cf*, GS 190, HS 7668 FD N.E. Marine Eng Co Ld. Nwc	35 ″ 5 *s* 9 ″ 4¾ 26 ″ 3	
82703 164364	**Saint Anthony** (P) Twin Sc *Oil Eng.* 1 *Dk*	452 334 169	✠ A 1 *with freeboard* ~~1.38~~ *For Coasting Service Bombay & Marmagao*	Bom LMC 2.36	*i*	OG P 8.38 S ~~N~~ 8.38	1936 2mo	Henry Robb, Ld. Leith *Lloyd's SA & CP*	Indian Co-operative Navigation & Trading Co. Ld.	183·2 | 32·2 | 8·1 *Shade dk* *FPT* 12 *t*			Bombay British 8 *BH Cem* *APT* 15 *t*	Oil Engines 2S.C.SA 12 Cy. 9 1/16″–16 5/16″ 204 NHP Atlas-Diesel A/B, Skm.	9 ″ 9 *s* 3 ″ 7 6 ″ 4¾	
82704 141931 MJVG	**Saint Barchan** 3 Mst *ss* Bwg. No. 3-5, 32 *ss* Irv No. 1-36 *Mchy. Aft* 1 *Dk (Stl)*	356 247 141	✠ 100 A1 ~~10.36~~ LMC MS 10.36	Irv BS 4.38	*f*	CL ~~0.36~~ 1,39	1919 10mo	Scott & Sons Bowling *Lloyd's SA & CP*	J. & A. Gardner & Co. Ltd.	141·6 | 23·8 | 10·1 *25·0* BK 7′ Q 81′ B 8′ F 24′ *FPT*			Glasgow British 3 *BH Cem* 3 1 *t APT* 12 *t*	C. 2 Cy. 16″ & 34″–24″ (*s*) 130 lb 47 RHP 1 SB, *2pf*, GS 42, HS 1388 Fishers, Ld. Paisley	11 ″ 0 *s* 3 ″ 4½ 11 ″ 3	
82705 FPAD	**Saint Basile** *Fitted for oil fuel* 1 *Dk*	2778 2511 1671	…				1920	Livingstne & Cooper, Ld. Hessle	Société Navale de l'Ouest	323·8 | 44·1 | 22·6 P 28′ B 85′ F 35′ FK			Havre French *WB*	T. 3 Cy. 20½″, 33″ & 54″–39″ 234 NHP G.T. Grey & Co. Ld. S. Shl.	25 ″ 6	V †
82706 164110 MMDW	**Saint Bedan** *Oil Eng.* 1 *Dk* Wireless *Cruiser Stern* *Mchy. Aft*	452 313 245	✠ 100 A1 ~~8.37~~ ~~8.37~~ 9.38 LMC 3.37	Lth	*g*	CL ~~8.38~~ N 9.38	1937 3mo	Scott & Sons Bowling *Lloyd's SA & CP* *Cell D Bf* 48′	J. & A. Gardner & Co. Ltd.	156·8 | 25·6 | 14·0 *26·9* 163·0 (O.L.) Q 86′ B 7′ F 19′ 64 *t FPT* 34 *t APT* 2 8 *t*			Glasgow British 3 *BH Cem*	Oil Engines 2S.C.SA 4 Cy. 13⅜″–22 7/16″ ~~125 NHP~~ 65 RHP British Auxiliaries, Ld. Gls.	11 ″ 6 *s* 3 ″ 8½ 11 ″ 4½	
82707 146998 GKVR D.F. E.S.D.	**St. Briac** (P) Twin Sc *Cruiser Stern* 2 *Dks*	2312 1163 938					1924	W. Denny & Bros. Ld. Dumbarton	Southern Railway	316·0 | 41·1 | 13·9 P 58′ B & F 245′			S'thamptn British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts W. Denny & Bros. Dmb.		BT till 4,38 6,38
82708 TUDV	**Saint-Brieuc** 1 *Dk*	461 — 135					1904	Dela Brosse & Fouché Nantes	Soc. de Nav. "France-Jersey" (Vte. Le Gualès de Mézaubran, *Mgr.*)	180·0 | 24·8 | 11·9 P 52′ H–F 29′			St. Brieuc French *WB*	T. 3 Cy. 15⅝″, 24 13/16″ & 40 5/16″–26″ 83 NHP De la Brosse & Fouché, Nts.		V
82709 FPAE	**Saint Camille** *Fitted for oil fuel* 2 *Dks*	3274 2818 1835	…				1920	W. Gray & Co. (1918) Ld. W Hartlepool	Société Navale de l'Ouest	310·2 | 46·5 | 23·7 P 23′ *Ba* 23′ *Bf* 23′ F 32′ FK			Havre French *WB*	T. 3 Cy. 25″, 41″ & 68″–45″ 414 NHP Cen. Mar. E. Wrks Ld. W Hpl	26 ″ 3	V †
82710 FNEF D.F.	**Saint-Clair** *ss* Nts. No. 1-33 2 *Dks (Stl)*	3824 3455 2208	✠ … 4.35	Nts	*v*		1929 8mo	Swan, Hunter & Wigham Richardson, Ld. Sunderlnd	Cie. Générale d'Armements Maritimes	347·5 | 48·3 | 25·6 P 25′ B 106′ F 32′ FK			Nantes French 6 *B Hpt Cem*	T. 3 Cy. 22½″, 37″ & 60″–42″ & 1 LP Turbine with D R gearing & hydraulic coupling 434 NHP 3 SB, *9cf*, GS 160, HS 5920 Swan, Hunter & Wigham Richardson, Ld. Nwc.	28 ″ 0	V †
82711 165247 MMFX E.S.D.	**St. Clair** (P) Wireless D.F. 2 *Dks* *Cruiser Stern*	1637 922 798	✠ 100 A1 ~~11.37~~ 1,39 LMC 1.37	Abn	*q*	CL 1,39	1937 4mo	Hall, Russell & Co. Ltd. Aberdeen *Lloyd's SA & CP*	N. of Scotland & Orkney & Shetland Stm Nav. Co. Ltd. *Cell D Ba* [illegible] *E* 66′ *f* 90′ 283 *t FPT* 13 *t*	253·4 | 38·1 | 15·4 266·0 (O.L.) P & B 173′ F 63′ BK 8′ *Ba* 23′ *Bf* 23′			Aberdeen British 8 *BH Cem* *APT* 7 *t*	T. 3 Cy. 20″, 35″ & 59″–39″ (*r*) 225 lb 348 NHP 2 SB, *6cf*, GS 132, HS 5088 FD Hall, Russell & Co. Ld. Abn.	16 ″ 6 *s* 3 ″ 0½ 14 ″ 6½	BT till 4,38
82712 162142 GZCV E.S.D. D.F.	**St. Clears** 1 *Dk & Shelter dk* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	4312 3825 2604	✠ 100 A1 *with freeboard* 2,39 ~~2,48~~ LMC 9.36 *Fitted for oil fuel* 9.36	Lon Ant		CL *F.P. above*	1936 9mo	J L Thompson & Sons, Ld. Sunderland *Lloyd's SA & CP*	South American Saint Line, Ld. (B. & S. Shipping [illegible] Mgrs.)	399·0 | 56·0 | 22·3 FK (*Coll to Sh dk* 5 ″ 2nd ″)			Newport British 6 *B Hpt Cem* (*Coll to Sh dk* 5 ″ 2nd ″)	C. 4 Cy. (2) 10½″ & (2) 19½″-13″ SR geared & LP Turbine D R geared to Sc. Shaft 304 NHP 230 lb (*s*) FD 2 SB (Spt), *6cf*, GS 76, HS 3730 White's Mar Eng Co Ld Nwc.	25 ″ 4 *s* 2 ″ 2½ 23 ″ 4	
82713 148954 MPCQ *Well deck* *Mchy. Aft*	**St. Clement** (P) *ss* Abn. No. 2-36 1 *Dk (Stl–ws)*	450 324 179	✠ 100 A1 ~~8.37~~ BS ~~8.37~~ 8.38 LMC 8.36	Abn	*g*	CL ~~8.36~~ 8,38	1928 6mo	Hall, Russell & Co. Ld. Aberdeen *Lloyd's SA & CP*	N. of Scotland & Orkney & Shetland Stm. Nav. Co. Ltd. *Cell D B* 75′ 102 *t FPT* 39 *t*	156·3 | 25·6 | 9·8 162·7 (O.L.) Q 85′ B 14′ F 25′ FK			Aberdeen British 3 *BH Cem* *APT* 27 *t*	T. 3 Cy. 12″, 20″ & 34″–24″ (*r*) 180 lb 63 RHP 1 SB, *3cf*, GS 50, HS 1510 Hall, Russell & Co. Ld. Abn.	12 ″ 0 *s* 3 ″ 10½ 11 ″ 1	FT till 6,38
82714 133045	**Saint Columba** (P) Trp Sc (*ex* Queen Alexandra–36) 1 *Dk & Promenade dk*	827 557 346					1912	W. Denny & Bros. Dumbarton	David MacBrayne, Ld.	270·3 | 32·1 | 11·0			Glasgow British *WB*	3 Steam Turbines Denny & Co. Dumbarton		FT till 11,38
82715 140451 MKKT	**Saint Conan** 3 Mst (*ex* Princetown–35) *ss* Npt. No. 3-5, 30 *ss* Irv. No. 2-38 *ss* Irv. No. 1-36 *Mchy. Aft* *Well deck* 1 *Dk (Stl)*	719 494 272	✠ 100 A1 ~~8.36~~ 7.37 3,39 LMC MS ~~1.35~~ BS ~~2.~~	Bwg Irv		CL 7,37	1917 8mo	J. P. Rennoldson & Sns Ld. S. Shields *Lloyd's SA & CP*	J. & A. Gardner & Co. Ld.	188·5 | 28·7 | 11·1 195·8 (O.L.) Q 109′ B 11′ F 32′ FK *Cell D Bf* 106′ 165 *t FPT*			Glasgow British 3 *BH Cem* 91 *t APT* 49 *t*	T. 3 Cy. 15′, 25½″ & 41″–30″ (*s*) 180 lb 85 RHP 1 SB, *3cf*, GS 60, HS 1590 J P Rennoldson & Sns Ld S Shl	13 ″ 9 *s* 4 ″ 5 13 ″ 5½	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à la cote d'Entretien.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Tirant d'eau correspondant. pds. pc.	15 Inscrites ou cotés ici ou cet dans la L.R. Durée Cert. Bof Trade
82716	**Saint Cyrille**		3075					1920	W.Gray& Co.(1918)Ld. W Hartlepool	Société Navale de l'Ouest	310·1	46·5	23·7	Havre French	T.3Cy.25″,41″&68″–45″	26 ″ 3	V
FPAG	*Fitted for oil fuel*		2812								Ba23′ B84′ Bf23′				414 NHP		†
	2 *Dks*		1825								F32′ FK			*WB*	Cen.Mar.E.Wks.Ld.WHpl		
82717	**St. David** Ⓟ	**TwinSc**	2702	✠100A1	Cff	*x*	OG	1932	Cammell Laird&Co.Ld. Birkenhead	Fishguard&Rosslare Railways& Harbours Co.	327·2	46·7	17·7	London British	4 Steam Turbines SR	18 ″ 9	BT
162088	*ss* Cff.No.1–36		1660	*with freeboard*				3mo				49·2		11 *BHpt Cem*	geared to 2 Sc. Shafts (*s*)	s 4 ″5⅝	till
GPYD	1 *Dk & Shelter dk (pt Stl-teak s)*		1116	3,39 ~~3,38~~	BS3,39		3,38	*Lloyd's SA&CP*			338·5(O.L.)			*Coll to Sh dk*	4 Water Tube Boilers 230lb	14 ″ 8	
	D.F. 3rd *dk clear of E & B space Cruiser Stern*			~~LR5,36~~	✠LMC3,36						F39′			10 ,, *2nd ,,*	HS18120 FD 1590 NHP		
				For Irish Channel Service										29′0 *APT* 38′0	Cammell Laird&Co.Ld.Bkn		
				Fitted for oil fuel 3,32			*F.P. above*			*Cell D Bu E* 28′ *f* 66′	145*t MT* 6·55*t FPT*					
82718	**St. Denis** Ⓟ (*ex* Munich)	**TrpSc**	2435					1908	J.Brown &Co.Ld. Clydebank	London&North Eastern Rly.	331·0	43·2	17·8	Harwich British	3 Steam Turbines	18 ″ 9	BT
123938			1503								P63′ B& F254′				1325 NHP		till
GRNT	Sub.Sig.	2 *Dks*	1025										BK6″	*WB*	J.Brown&Co.Ld.Clydebnk		
82719	**Saint Didier**		2778					1920	Livingstne &Cooper,Ld. Hessle,Hull	Société Navale de l'Ouest	323·8	44·1	22·6	Havre French	T.3Cy.20½″,33″&54″–39″	25 ″ 6	V
	Fitted for oil fuel		2511								P28′ B85′ F35′				234 NHP		†
FPAH	1 *Dk*		1670										FK	*WB*	G.T.Grey&Co.Ld.S.Shl.		
82720	**Saint Domingue** Ⓟ (*ex* Pologne, *ex* Oregon, *ex* Rawson)		3109					1911	Sir J Laing &Sons,Ld. Sunderland	Cie. Générale Transatlantique	324·9	44·0	22·3	Havre French	T.3Cy.25″,41″&68″–45″	25 ″ 0	V
FNTU	Sub.Sig.	2 *Dks*	1665								P35′ B148′ F40′		FK	*WB*	455 NHP Richardsons,Westgarth& Co.Ld.Mdb.		†
82721	**Saint Dunstan**		5661	✠100A1	PNl	*y*	CL	1919	Nthmblnd S.B.Co.Ld. Newcastle	The Saint Line,Ld.	400·0	53·0	32·8	Liverpool British	T.3Cy.27″,44″&73″–48″ (*s*)	35 ″ 5	
140635	*ss* Cal.No.3–8,31		5496	*Shelter dk*	Bom		~~9,36~~	7mo			413·5(O.L.)			*pt Cem*	180lb 597 NHP	s 9 ″4½	
GNYT	*ss* Cal.No.1–36		3566	*with freeboard*			10,38	*Lloyd's SA&CP*			F39′ *on Shelter dk*		FK	6 *BHto U dk*	3SB,*12cf*,GS220,HS9525 FD	26 ″ 3	
	1 *Dk (Stl) & Shelter dk (Stl)*			~~10,36 11,37~~	✠LMC MS3,36 BS12,37								*Cell DB* 351	*Coll B Hto Sh dk* 128′0 *APT* 90′	N.E.Marine Eng.Co Ld Nwc		
														FPT 16′0*t*			
82722	**Saint Enoch**	**3Mst**	362	✠100A1	Bwg	*f*	CL	1918	Scott& Sons Bowling	J.&A.Gardner& Co.Ld.	141·8	23·8	10·1	Glasgow British	C.2Cy.16″&34″–24″ (*s*)	11 ″ 0	
141891	*ss* Bwg.No.3–12,31		247	~~9,37~~ 12,38			12,36	11mo			147·4(O.L.)			3 *BHCem*	130lb 47 RHP	s 3 ″4¼	
MJKY	*ss* Bwg.No.1–36		138	~~RS12,36~~	✠LMC11, BS12,38			*Lloyd's SA&CP*			Q81′ B8′ F24′ BK7″			*APT* 12*t*	1SB,*2pf*,GS43,HS1360	11 ″ 3	
	Mchy. Aft *Well deck* 1 *Dk (Stl)*			~~12,37~~							*FPT* 31*t*				Fishers,Ld.Paisley		
	Cargo battens not fitted																
82723	**Saint-Enogat** (*ex* War Clarion)		2245					1918	Forth S.& E Co.Ld. Alloa	Soc.Maritime Nationale	285·5	41·9	19·1	Havre French	T.3Cy.25″,41″&68″–45″	21 ″ 3	V
	1 *Dk*		1761								P28′ Q69′ B64′ F32′				411 NHP		†
FOMT	*Well deck* D.F.		1271										FE	*WB*	D.Rowan&Co.Ld.Glasgow		
82724	**Saint Eunan**		436	✠100A1	Ayr	*f*	CL	1937	Ailsa S.B. Co.Ld. Troon	T.Heiton&Co.Ld.	143·6	24·1	11·0	Troon British	Oil Engines 2S.C.SA	12 ″ 0	
115054		*Oil Eng*	295	~~5,36 1,38~~	~~—~~			11mo			144·2(O.L.)			3 *BHCem*	4Cy.13⅜″–22⅞″ 64 RHP	s 3 ″6½	
	Mchy. Aft	1 *Dk*	190	5,39	✠LMC11,3			*Lloyd's SA&CP*		*Cell D Bu*	P33′ Q56′ F21′		FK	*APT* 17*t*		11 ″ 9½	
	Cargo battens not fitted			✠LMC(M)5,38							*E & a* 32′ 24*t FPT* 50*t*				British Auxiliaries,Ld.Gls.		
82725	**St. Fergus**		390	✠100A1	Abn	*f*	CL	1913	Hawthorns &Co.Ld. Leith	N.of Scotland& Orkney& Shetland S.N.Co.Ld.	150·0	24·1	10·0	Aberdeen British	T.3Cy.13″,21″&34″–24″ (*s*)	11 ″ 0	
137189	*ss* Abn.2nd No.3–12,37		288	~~12,36 12,37~~	Lth		12,37	8mo			156·0(O.L.)			3 *BHCem*	180lb 58 RHP	s 3 ″6½	
MFZY	*Well deck* 1 *Dk (Stl)*		144					*Lloyd's SA&CP*			Q85′ B14′ F22′ BK7″			*APT* 40*t*	1SB,*3pf*,GS52,HS1569	11 ″ 5	
	Mchy. Aft *Cargo battens not fitted*			~~RS11,36~~							*WB = FPT* 46*t*				Hawthorns&Co.Ld.Leith		
82726	**Saint Fintan**	*ss* Ayr.No.1–38	495	✠100A1	Ayr	*g*	CL	1921	Ailsa S.B. Co.Ld. Ayr	T.Heiton&Co.Ld.	143·4	26·1	11·7	Dublin British	C.2Cy.18″&36″–27″ (*s*)	12 ″ 10	
144973	*ss* Dub.No.3–6,34		332	~~7,36 12,36~~ 11,38			~~9,36~~	9mo			[illegible]			3 *BHCem*	130lb 54 RHP	s 4 ″3	
EIFC	*Mchy. Aft* *Well deck* 1 *Dk (Stl)*		192	~~RS11,37~~	[illegible]		6,38	*Lloyd's SA&CP*			Q89′ F23′ Bon Q10′ BK7″			*APT* 4*t*	1SB,*3pf*,GS56,HS1897	13 ″ 3	
	Cargo battens not fitted										*FPT* 43*t*				Ailsa S.B.&E.Co.Ld.Troon		
82727	**Saint Firmin**		4356					1920	W.Gray& Co.(1918)Ld. W Hartlepool	Société Navale de l'Ouest	351·1	52·5	26·7	Havre French	T.3Cy.26″,42″&70″–48″	29 ″ 4	V
	Fitted for oil fuel		4021								P30′ Ba22′ B103′				515 NHP		†
FPAI	2 *Dks*		2661								Bf22′ F36′		FK	*WB*	Cen.Mar.Eng.Wrks.WHpl		
82728	**Saint Georges** (*ex* El Zagazig–34, *ex* Zagazig)	**IronTwinSc**	329					1888	Lobnitz& Co.Ld. Renfrew	Aristoti D. Costlásse	134·3	25·0	10·6	Beyrout French			
			310														
			152														
82729	**Saint Germain**	**4Mst**	1044					1924	A.B.Karls-hamns Skpsv. Karlshamn	The Saint Line,Ld.	213·7	35·2	14·5	London British	Oil Engines 2S.C.DA	16 ″ 6	V
135618	(*ex* Edouard Giraud–35, *ex* Epoca–32)	*Oil Eng.* 1 *Dk*	870								P20′ B47′ F26′				4Cy.15″–18¾″ 316 NHP		†
MKVM	Wireless		592										FK	*WB*	*Emade* 30–*fitted* 37 Richardsons,Westgarth& Co.Ld.Hpl.		
82730	**St. Glen** (*ex* City of Swansea–37, *ex* Katuna)	*ss* Bkn.2nd No.3–10,33	4647	✠100A1	Cff	*z*	CL	1907	Armstrong Whitworth &Co.Ld. Newcastle	South American Saint Line,Ld. (B.&S.Shipping Co.Ld.,*Mgrs.*)	400·0	52·1	27·0	Newport, Mon. British	T.3Cy.27″,44½″&75″–48″ (*s*)	29 ″ 9	
123809	2 *Dks (Stl) & deep framing & Shelter dk (Stl)*		4411	*Shelter dk*	Ant		~~12,36~~	4mo						6 *BHCem*	180lb 478 NHP	s 3 ″8¼	
GCPM	*ss* Ant.No.1–39		2912	*with freeboard*				*Lloyd's SA&CP*		*Cell D Ba*	123′ *n E & B* 63′ *f* 151′		FK	3SB(Spt),*9cf*,GS175, HS6504 FD	3SB(Spt),*9cf*,GS175, HS6504 FD	26 ″ 2¾	
				4,39 ~~9,37~~	MC3,39						97*t APT* 29′0				Wilsnd Slpwy.Co.Ld.Nwc.		
				~~MS16,35~~													
82731	**St. Helena**		4313	✠100A1	Bry		CL	1936	J.L Thomp-son&Sons,Ld Sunderland	St. Quentin Shipping Co.Ld. (B.&S.Shipping Co.Ld.,*Mgrs.*)	399·0	56·0	22·3	Newport British	C.4Cy.(2)10½″&(2)19″–13″	25 ″ 4	
162140			3825	*with freeboard*	Ant			7mo						6 *BHpt Cem*	S R geared&LP Turbine D R	s 2 ″2½	
GYWL	E.S.D. D.F. 1 *Dk & Shelter dk*		2605	2,39 ~~2,38~~	✠LMC7,36			*Lloyd's SA&CP*					FK	*Coll to Sh dk*	geared to Sc. Shaft (*s*)	23 ″ 4	
	Cruiser Stern													5 ,, *2nd ,,*	230lb FD 304 NHP		
	Longitudinal framing at bottom & at decks														2SB(Spt),*6cf*,GS76, HS3730		
				Fitted for oil fuel 7,36			*F.P. above*			*Cell D B*	339′ 1006*t FPT* 137′			*APT* 100′	White's Mar Eng Co Ld Nwc		
				For Irish Channel service													
82732	**St. Helier** Ⓟ	**TwinSc**	1952	✠100A1	Cff	*t*	OG	1925	J.Brown& Co.Ld. Glasgow	Great Western Railway	282·2	40·0	16·3	Wymouth British	4 Steam Turbines SR geared	17 ″ 0	BT
148612	*ss* Cff.No.3–6,31 *ss* Npt.No.2–33		1116	*with freeboard*			N5,37	*Lloyd's SA&CP*			291·5(O.L.)			11 *BHCem*	to 2 Sc. Shafts	s 3 ″10	till
GLBT	D.F. 1 *Dk & Shelter dk*		810	6,35	BS5,38						F40′		FK	230lb (*r*) 819 NHP	230lb (*r*) 819 NHP	13 ″ 3¼	
	E.S.D. (*pt Stl-teak s*) *3rd dk clear of E & B*			~~RS5,37~~	~~LMC 5,36~~									*Coll to Sh dk*	4SB,*12cf*,HS9300 FD		
	Cruiser Stern			*For Channel service*	—		*Weymouth & Channel Islands*							10 ,, *2nd ,,*	J.Brown&Co.Ld.Glasgow		
				Fitted for oil fuel 6,25			*F.P. above*			*Cell D Bu E*	24′ 36*t DT's f* 16′ 39*t*			16′ 107*t*			
82733	**St. Heliers** Ⓟ		930					1919	Ferguson Bros.(Port Glasgow) Ld. Port Glasgow	Canadian Government (Dept. of Marine)	190·3	29·1	16·4	Sorel, P.Q. British	T.3Cy.18¾″,28½″&48¾″–28″		
143436			650								F28′ len 30′				123 NHP		
CGSV	Wireless	1 *Dk*	507												Ferguson Bros.(Pt.Gl.)Ld.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	3 Registered Tonnage Gross. / Under deck. / Net.	4 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	5 Port of Survey. Year Assigned or last period. Equipment Letter.	6 Date when full shaft last seen.	7 Built. When	7 Built. By Whom / Where	8 Owners.	9 Register Dimensions. Deck Erections, &c. Length.	9 Register Dimensions. Deck Erections, &c. Breadth.	9 Register Dimensions. Deck Erections, &c. Depth.	10 Port of Registry. Flag.	11 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	12 Moulded depth. Freeboard & midships / Corresponding draught ft. in.	13 Registers in which classed. If not in L.R. Letters till last track.
82734 231530 WHEI	**Saint John** (P) Twin Sc GyC. D.F. E.S.D. *Fitted for oil fuel* *Cruiser Stern* 4 *Dks*	6185 — 3020				1932	NewportNews S.B.&D.D.Co. NewportNews	Eastern S.S. Lines, Inc.	387·4	61·2	27·0	Boston Utd. States *WB*	S Rgeared Steam Turbines NewportNews SB & DD Co.		R
82735 141970	**Saint Joseph** (*ex* Bellambi) *ss* Syd. 2nd No. 3–8,31 *Mchy. Aft* 1 *Dk* (*Irn*) *& deep framing*	1162 905 705	✝ ... Syd 11,32			1908 8mo	Clyde S.B. & E.Co. Ltd. Pt. Glasgow	Moller Line, Ld. (Moller's Ld. *Mgrs.*) *Cell D Bu E & B 46′*	244·0 Q129′ *f* 167′	31·4 B13′ 334 *t*	14·6 F25′ *FPT* 29 *t*	Vila British 5 *B H Cem* *APT* 11 *t*	T.3Cy. 18″,30 & 48″–33″ 161 NHP 2SB. 4 *cf*, GS 86, HS 2720 Clyde S.B. & E.Co Ltd. P.Gl.	17 ″ 0	V †
Not "Josephine Moller," *see No. 67305 in Supplement*															
82736 148585 GLBV	**St. Julien** (P) Twin Sc *ss* Cff No. 3–2,37 1 *Dk & Shelter dk* (*pt Stl–teak s*) *3rd dk clear of E & F* D.F. E.S.D. *Cruiser Stern*	1952 1116 811	✝ 100 A1 Cff *with freeboard* Fal ~~4,38~~ ~~4,38~~ BS4,39 ~~BS4,38~~ ✝LMC 2,37 *For Channel Service* *Weymouth & Channel Islands* *Fitted for oil fuel* 5,25		OG ~~N3,36~~ 4,39	1925 5mo	J. Brown & Co. Ld. Glasgow *Lloyd's* *SA & CP*	Great Western Railway *Cell D B*	282·2 291·5 (O.L.) F40′ *f* 324 *t*	40·0 36 *t*	16·3 *D T s f* 16′	4 Steam Turbines S R geared to 2 Sc. Shafts (*r*) 11 *B H Cem* (*Coll to Sh dk* 10 ,, 2*nd* ,, 39 *t* & 16′ 107 *t* *APT* 11 *t*	Wymouth British 2301b 819 NHP 4 SB, 12 *cf*, HS 9300 FD J. Brown & Co. Ld. Glasgow	17 ″ 0 s 3 ″ 10½ 13 ″ 3½	BT till 4,39
82737 160256 MPLK	**Saint Kearan** *ss* Bwg. No. 2–37 Wireless D.F. 1 *Dk* (*Stl*) *Mchy. Aft* *Well deck* *Cargo battens not fitted*	691 455 318	✝ 100 A1 Bwg 12,37 ✝LMC ~~BS10,37~~ MS12,37 ~~D 14,38~~ 4,39		CL 12,37	1929 7mo	Scott & Sons Bowling *Lloyd's* *SA & CP*	J. & A. Gardner & Co. Ld. *Cell D B*	185·4 191·7 (O.L.) Q104′ *f* 110′	28·6 B9′ 174 *t*	10·6 F28′ *FPT* 47 *t*	Glasgow British 180lb (*s*) 93 RHP 1 SB, 3 *cf*, GS 59, HS 2102 *APT* 29 *t*	T.3Cy. 15″,25½″ & 41″–30″ 3 *B H Cem* Aitchison, Blair & Co. Ld. Clydebank	13 ″ 0 s 4 ″ 5½ 12 ″ 7½	
82738 146415 EIGV	**Saint Kenneth** *ss* Ayr. No. 3–9,36 *Well deck* 1 *Dk* (*Stl*) *Mchy. Aft* *Cargo battens not fitted*	681 459 287	✝ 100 A1 Bry *j* ~~9,36 7,37~~ ~~Dub 37~~ ~~7,37~~ ✝LMC ~~8,38~~ MS9,36 ~~BS5,38~~ 4,39		CL ~~7,37~~ ~~8,38~~ 4,39	1924 6mo	Scott & Sons Bowling *Lloyd's* *SA & CP*	T. Heiton & Co. Ld. *Cell D B*	185·5 192·0 (O.L.) Q105′ *f* 110′	28·6 B10′ 174 *t*	10·7 F29′ BK 7″ *FPT* 48 *t*	Dublin British 3 *B H Cem* *APT* 16 *t*	T.3Cy. 15″,25½″ & 41″–30″ (*s*) 180lb 85 RHP 1 SB, *3cf*, GS 60, HS 2018 Aitchison & Blair, Glasgow	13 ″ 0 s 4 ″ 5 13 ″ 2	
82739 TVXR	**Saint Laurent du Maroni** (*ex* Kolda–38, *ex* New Verdun–35, *ex* Verdun, *ex* Braken, *ex* Thor II) 1 *Dk*	344 223 160				1907	Marstal S.B. & Reptværft Marstal	Cie Générale Trans Atlantique	127·6 P63′ F21′	23·9	10·3	Bordeaux French *WB*	C 2Cy. 20½″ & 41″–21″ Marstal S.B. & Reptværf. Marstal 72 RHP		V
82740 153438 VGSL	**St. Lawrence** (P) Twin Sc *Fitted for oil fuel* *Cruiser Stern* 2 *Dks*	6328 — 3650				1927	Davie S.B. & Repg. Co Ltd Lauzon, Q.	Canada Steamship Lines, Ld.	329·8	68·1	17·9	Montreal British *WB*	T 8Cy. (2) 22″, (2) 36″ & (4) 40″ –36″ 384 NHP Richardsons, Westgarth & Co. Ld. Hpl.		C
82741 150265 GKGX	**St. Lindsay** (*ex* Canadian Highlander–38) ~~*Mchy. Mchy.*~~ *ss* Mtl. No. 3–6,38 *ss* Mtl. No. 1–37 D.F. 2 *Dks* (*Stl*)	5370 4874 3260	✝ 100 A1 Lon *y* 1,38 B ~~5,38~~ ✝LMC ~~5,37~~ ~~LMC 8,37~~ *Fitted for oil fuel* 1,21		CL 2,37 *F.P. a*	1921 1mo	Wallace S.B. & D.D.Co. Ltd. N. Vancouver B.C. *Lloyd's* *SA & CP* *Mgrs.*) *Cell B*	St. Quentin Ship-pingCo. Ltd. (B. & S. ShippingCo. Ltd. *Mgrs.*) *B* 329′ 920 *t*	400·0 P49′ B113′ F41′	52·4	28·8 FK *FPT* 146 *t*	Newport Mon. British 5 *B H Cem* *APT* 123 *t*	T.3Cy. 27″,44″ & 73″–48″ (*s*) 180lb 540 NHP 3 SB, *9cf*, GS 198, HS 8199 FD Wallace S.B. & D.D.Co Ltd. N. Vancouver	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
82742 DIFG	**St. Louis** (P) Twin Sc *Ref. Mchy.* Sub. Sig D.F. *Oil Eng.* GyC. E.S.D. *Cruiser Stern* 5 *Dks*	16732 7258 9637				1929	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	543·8 B370′ F52′	72·4	42·1	Hamburg German *WB*	Oil Engines 2S.C.DA 24Cy. 19 3/16″–26″ 3060 NHP Bremer Vulkan, Vegesack		G
82743 FPAJ	**Saint Louis** 2 *Dks*	5202 4290 3277				1913	Atel. & Ch. de France Dunkirk	Soc. Navale de l'Ouest	352·5 P30′ B102′ F35′	52·5	28·4	Havre French *WB*	T.3Cy. 26″,42″ & 70″–48″ 340 NHP Atel. & Ch. de France, Dnk.		V
82744 144819 GFYK	**St. Magnus** (P) *ss* Abn. No. 3–5,37 2 *Dks* (*U Stl–ws*) *Well deck* Wireless *Cruiser Stern*	1530 970 859	✝ 100 A1 Abn *p* 5,38 BS5, ~~5,38~~ ✝LMC 5,37		CL 5,37	1924 7mo	Hall, Russell & Co. Ld. Aberdeen *Lloyd's* *SA & CP*	N. of Scotland & Orkney & Shetland Stm. Nav. Co. Ltd. *Cell D*	240·6 P & B158′ F69′ *Ba & u E* 73′	36·2 FK & BK 2½″ *f* 82′ 177 *t*	16·9 *FPT* 18 *t*	Aberdeen British 5 *B H Cem*	T.3Cy. 20″,33½″ & 56″–36″ (*r*) 200lb 250 NHP 2SB. 6 *cf*, GS 132, HS 4302 Hall, Russell & Co. Ld. Abn.	18 ″ 0 s 1 ″ 10½ 16 ″ 9½	BT till 5,38 5,39
82745 FNYF	**Saint-Malô** (*ex* Commandant Mages–38, *ex* War Wolf) D.F. 2 *Dks* & *Awng dk*	5779 5469 4298	...			1917	Kawasaki Dckyd. Co. Ltd Kobe	Cie. France-Navigation S.A.	385·3	51·2	33·5 FK	Dunkirk French *WB*	T.3Cy. 26″,43½″ & 72″–48″ 440 NHP Kawasaki Dckyd Co Ld Kob	36 ″ 0	V †
82746 162141 GYWQ	**St. Margaret** D.F. E.S.D. 1 *Dk* & *Shelter dk* *Cruiser Stern* *Rudder electrically welded* *Longitudinal framing at bottom & at decks*	4312 3825 2604	✝ 100 A1 Ant *with freeboard* ~~4,37~~ 12,38 ✝LM C 8,36 *Fitted for oil fuel* 8,36		CL *F.P. a*	1936 8mo	J. L. Thompson & Sons, Ld. Sunderland *Lloyd's* *SA & CP*	St. Quentin Ship-pingCo. Ltd. (B. & S. Shipping Co. Ld. *Mgrs.*) *Cell D B*	399·0 339′ 1006 *t*	56·0	22·3 FK *FPT* 137 *t*	Newport British 6 *B Hpt Cem* (*Coll to Sh dk* 5 ,, 2nd ,,) *APT* 100 *t*	C.4Cy. (2) 10½″ & (2) 19″–13″ S R geared & L.P. Turbine D R geared to Sc. Shaft (*s*) 230lb FD 304 NHP 2SB (Spt), 6 *cf*, GS 76, HS 3730 White's Mar Eng Co Ld. Nwc	25 ″ 4 s 2 ″ 2½ 23 ″ 4	
82747 145440 VPLG	**St. Mary** *ss* N. Os. No. 3–7,34 *Ref. Mchy.* 1 *Dk* (*Stl–ws*) & *Shelter dk* (*Stl–ws*) 2nd *dk in hold*	2141 1896 1194	✝ 100 A1 NNs *r* *Shelter dk* *with freeboard* 3,38 ✝LMC MS7,34 ~~BS8,37~~ 9,37 ~~✝Lloyd's RMC 8,37~~ 8 or temp. 50° F. *Fitted for oil fuel* 4,21		CL 8,37 *F.P. a*	1921 4mo	Swan, Hunter & Wigham Richardson. Ld. Sundrlnd *Lloyd's* *SA & CP*	Llanrumney, Ld. (Standard Fruit & S.S. Co. *Mgrs.*) *Cell D B*	270·2 196′ 357 *t*	38·8 *D*	22·6 Coll *B* 11 to Sh dk 3 ,, ,, *U* ,, *Ta* 16′ 140 *t* *APT* 28 *t*	Kingstn Ja British *pt Cem* 190lb *125lb* (*s*) 305 NHP 2SB, 6 *cf*, GS 137, HS 5250 FD Swan, Hunter & Wigham Richardson, Ld. Nwc.	24 ″ 11 s 5 ″ 3½ 20 ″ 1½	
82748 147326 GLPD	**St. Merriel** (*ex* Hopetor–37, *ex* Prunus–32, *ex* City of Stockholm) D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern*	4980 4675 3099	✝ 100 A1 Rot *a* † *with freeboard* Ant ~~2,38~~ ~~2,38~~ ✝LMC 8,37 NE & B 9,2 BS10,38 *Fitted for oil fuel* 9,27		CL 7,37 *F.P. a*	1925 8mo	Barclay, Curle & Co. Ld. Glasgow *Lloyd's* *SA & CP*	South American Saint Line, Ltd. (B. & S. Shipping Co. Ld. *Mgrs.*) 1 *Intermediate B H* *in fore hold* *Cell D B*	411·8 F40′ 354′ 1234 *t* *D T*	55·4	26·3 FK *dispensed with* *a* 26′ 1049 *t* *FPT* 141 *t*	Newport Mn British 6 *B Hpt Cem* (*Coll to Sh dk* 5 ,, 2nd ,,) *APT* 58 *t*	T.3Cy. 25½″, 42″ & 70″–48″ (*s*) 200lb FD 504 NHP 3 SB (Spt) 9 *cf*, GS 180, HS 7410 Swan, Hunter & Wigham Richardson, Ld. Nwc.	29 ″ 0 s 3 ″ 7½ 25 ″ 7½	
82749 144968 EIDW	**Saint Mungo** *ss* Bkn. No. 3–1,32 *ss* Ayr No. 1–36 *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck* *Cargo battens not fitted*	448 313 173	✝ 100 A1 Ayr *g* ~~3,38~~ ~~2,38~~ BS ~~2,37~~ MC 4, 12,38		CL ~~2,38~~ 3,39	1920 9mo	Ailsa S.B. Co. Ld. Troon *Lloyd's* *SA & CP*	T. Heiton & Co. Ld.	155·0 Q86′ B7′ F27′	23·1 BK 7½″ *FPT* 55 *t*	10·8	Dublin British 3 *B H Cem* *APT* 5 *t*	C.2Cy. 18″ & 36″–27″ (*s*) 130lb 54 RHP 1 SB, 3 *pf*, GS 56, HS 1897 Ailsa S.B. Co. Ld. Troon	12 ″ 0 s 3 ″ 11 12 ″ 3	
82750 FNNR	**Saint Nazaire** *Fitted for oil fuel* D.F. 1 *Dk*	2910 2538 1774	...			1919	Forth S.B. & E.Co. Ld. Alloa	Cie Delmas Vieljeux	324·5 P28′ B85′ F33′	44·3	23·1 FK	La Rochlle French *WB*	T.3Cy. 20½″, 33″ & 54″–39″ 234 NHP G.T. Grey & Co. Ld. S. Shl.	25 ″ 5	V †

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel: Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant aux Limites d'Entretien.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où cote si en est dans le L.R. Durée Cert. Ref Trade
82751 104608 GBTP	**St. Ninian** (P) *ss*Abn.3rdNo.3–3,32 *Well deck* *ss*Abn.No.1–37 Wireless 2 *Dks* (*UStl*–ws)		702 548 285	✝100A1 Abn *l* ~~5,08 5,27~~ 10,38 ~~BS8,37~~ ✝LMC5 36 2,39			~~5,08~~ ~~5,13~~ 10,38	1895 3mo *Lloyd's*	Ramage& Ferguson,Ld Leith	N.of Scotland& Orkney&Shetland Stm.Nav.Co.Ld. *FPT* 14*t*	205·0 | 28·6 | 14·9 215·5 (O.L.) P&B 136′ F53′ *APT* 26*t* BK 6½″	Aberdeen British 4 *BHCem*	T.3Cy.19″,30″&50″–36″ (*s*) 180lb 174 NHP 2SB,*6cf*,GS99,HS2959 Ramage&Fergusn,Ld.Lth.	15 ″ 10 s 1 ″ 5½ 15 ″ 3	BT till 12.38
82752 FPAM	**St. Octave** 2 *Dks*		5099 4278 3169					1922	Atel.&Ch. de France Dunkirk	Soc.Navale de l'Ouest *WB*	352·8 | 52·6 | 28·6 P29′ B100′ F34′			Havre French	T.3Cy.23¾″,42″&70″–48″ 339 NHP Atel.&Ch.de France	·	V
82753 FOMU	**Saint Palais** (*ex*WarPibroch) *Well deck* D.F. 1 *Dk*		2257 1761 1268	…				1918 *Lloyd's*	ForthS.B. &E.Co.Ld. Alloa	Soc.Maritime Nationale FK	285·5 | 41·9 | 19·1 P28′ Q69′ B64′ F32′			Havre French *WB*	T.3Cy.25″,41″&68″–45″ 411 NHP D.Rowan&Co.Ld.Glasgow	21 ″ 2	V †
82754 161385 GCRW	**St. Patrick** (P) TwinSc *ss*Clf.No.2–37 *ss*Bkn.No.1–33 D.F. *Cruiser Stern* 1 *Dk* & *Shelter dk* (*pt Stl–teak* s) *3rd dk clear of E & I*		1922 1107 792	✝100A1 Clf OG *with freeboard* ~~12,37~~ 12,38 BS12,38 ~~IC12,37~~ IC12,38 *For Channel service* — *Irish* *Channel Service* *Weymouth & Channel Islands & Irish ports* *Fitted for oil fuel* 3,30 *F.P. above* 150° F.		~~11,37~~ 12,37 12,38 *ice Cell D Bu E* 20′	1930 3mo *Lloyd's*	A.Stephen &Sons,Ld. Glasgow	Fishguard&Rosslare Railways& HarboursCo. FK	281·3 | 41·1 | 16·3 F40′ (11 *B Hpt Cem* *Coll to Sh dk* 10 „ 2*nd* „) *tunnel* 41*t* *D* 33*t Tanks at sides of*	London British *Cem*	1SteamTurbinesSRgeared to2Sc.Shafts (*s*) 230lb FD 887 NHP 4SB,*12cf*,GS234,HS10044 A.Stephen&Sons,Ld.Gls. *T's f* 18′47*t*	17 ″ 0 s 3 ″ 4¾ 13 ″ 11½	BT till ~~10.38~~ 12.39
82755 FPAP	**Saint Prosper** *Fitted for oil fuel* 2 *Dks*		4330 4014 2612	…				1920 *Lloyd's*	W.Gray& Co.(1918)Ld. W Hartlepool	Soc.Navale de l'Ouest *WB*	351·2 | 52·5 | 26·7 P30′ B103′ Ba22′ B/f22′ F36′ FK			Havre French	T.3Cy.26″,42″&70″–48″ 515 NHP Cen.Mar.Eng.Wks.W.Hpl	29 ″ 4	V †
82756 ~~132071~~ ~~(1915)~~ GVLN	**St. Quentin** (*ex*Bainsizza, *ex*Penrhys, *ss*Npt.No.3–6,30 *ex*Lady Plymouth) ~~*ss*Npt.No.1–33~~ *ss*Kob.No.2–37 1 *Dk* (*Stl*) ~~(*cargo battens not fitted*~~		3528 3324 2210	✝100A1 Kob *w* 11,38 ~~12,37~~ ~~IC~~ MC12,37 BS11,38		CL 6,37 10,38		1915 3mo *Lloyd's*	Campbeltn S.B.Co. Campbelt'wn	~~Triton S.S.Co.Ld.~~ ~~(B.&S.Shipping Co.Ld.Mgrs.)~~ *Intermediate Bulkhead in after Cell D Ba* 111′ *u E &*	349·0 | 49·9 | 23·6 P29′ B102′ F36′ FK *hold dispensed with* 5 *B Honly* *B36′ f153′ 995t A P T* 85*t*	Japanese *Cem*	T.3Cy.24″,40″&65″–45″ (*s*) 180lb 327 NHP 3SB,*9cf*,GS163,HS5305 Rankin&Blackmre.LdGrk	26 ″ 1 s 4 ″ 3⅝ 21 ″ 11	
82757 114185 GCDS	**St. Rognvald** (P) *ss*Abn.2ndNo.3–4,26 *ss*Abn.No.2–36 *Well deck* Wireless 2 *Dks* (*UStl*–ws)		1069 701 528	✝100A1 Abn *n* 6,37 ~~BS6,37~~ ✝LMC6~~,34~~ 6,38		CL 6,37		1901 5mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen	N.of Scotland& Orkney&Shetland Stm.Nav.Co.Ld. *WB* = *Cell D Ba* 56′ *f* 77′	230·1 | 31·2 | 15·5 240·5 (O.L.) P152′ F65′ BK 7″ 88*t* *F P T* 13*t*	Aberdeen British 4 *BHCem*	T.3Cy.22″,36″&59″–36″ (*a*) 190lb *100lb* 225 NHP 2SB,*6cf*,GS110,HS3870 Hall,Russell&Co.Ld.Abn.	16 ″ 3 s 1 ″ 7½ 15 ″ 6½	BT till ~~6.38~~ 5.39
82758 165918 MMNQ	**Saint Ronaig** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*		509 341 268	✝100A1 Bwg ~~4,39 12,37~~ ✝LMC11,37	Irv	~~OB~~ ~~O.S.~~ N4,39		1937 11mo *Lloyd's*	N V Schpsw "DeMerwede" v/h van Vliet&Co. Hardinxveld	J.&A.Gardner& Co.Ld. *Cell D B* 99′ 99*t* *F P T* 35*t*	166·5 | 27·2 | 9·4 172·0 (O.L.) Q92′ B7′ F22′ FK 3 *B H Cem* *A P T* 35*t*	Glasgow British	Oil Engines 2S.C.SA 4Cy.13⅜″–22 7/16″ ~~195 NHP~~ 65 RHP Atlas-DieselA/B,Skm.	11 ″ 6 s 3 ″ 9⅜ 11 ″ 4½	
82759 162145 MMPD	**St. Rosario** E.S.D. D.F. 1 *Dk* & *Shelter dk* *Cruiser Stern* *Rudder electrically welded* *Longitudinal framing at bottom & at decks*		4312 3808 2602	✝100A1 Sld *with freeboard* Ant 7,38 ~~12,37~~ ✝LMC12,37 *Fitted for oil fuel* 12,37 *F.P. above* 150° F.		CL		1937 12mo *Lloyd's*	J.L.Thompson&Sons,Ld Sunderland	South American Saint Line Ld. (B.&S.Shipping Co.Ld.Mgrs.) *Cell D B* 339′ 1006*t*	397·4 | 56·0 | 22·3 414·2 (O.L.) FK *F P T* 137*t* *A P T* 100*t*	Newport, Mon. British 6 *B Hpt Cem* (*Coll to Sh dk* 5 „ 2*nd*„)	C.4Cy.(2)10⅛″&(2)20⅝″–13″ SR geared & LP turbine DR geared to sc. shaft 306 NHP 230lb (*s*) FD 2SB(Spt),*6cf*,GS78,HS3750 White'sMarEngCo.LdNwc	25 ″ 4 s 2 ″ 2½ 23 ″ 4	
82760 162343 GPCR	**St. Seiriol** (P) TwinSc *Fitted for oil fuel* Wireless 2 *Dks*		1586 1349 657					1931	Fairfield Co.Ld. Glasgow	Liverpool&North Wales S.S.Co.Ld.	269·7 | 37·1 | 19·4 B188′ *WB*	Liverpool British	4SteamTurbinesSRgeared to 2 Sc Shafts FairfieldCo.Ld.Glasgow		BT till 10.38
82761 164287 MLKL	**St. Silio** (P) TwinSc *Oil Eng.* Wireless *Cruiser Stern* 2 *Dks*		314 281 122					1936 *Lloyd's*	Fairfield Co.Ld. Glasgow	Liverpool&North Wales S.S.Co.Ld.	149·2 | 27·1 | 10·0	Liverpool British	Oil Engines 2S.C.SA 12Cy.10½″–13½″ 232 NHP Crossley Bros.Ld.Stockprt.		BT till 10.38
82762 318 OHBO	**Saint Stephen** *ss*Got.2ndNo.3–8,37 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*		4746 4131 2889	✝100A1 Got *x* 9,38 ~~9,37~~ ✝LMC8,37 BS9,38		CL 10,36		1911 4mo *Lloyd's*	W.Hamilton&Co.Ld. Port Glasgow	J.A.Zachariassen &Co. *WB* = *Cell D Ba* 108′ *u E & B* 39′ *f* 174′	376·0 | 52·2 | 25·5 P31′ B105′ F40′ FK 6 *B H Cem* *A P T* 76*t*	Nystad Finnish *WB*	T.3Cy.25″,41 3/16″&68″–48″ 180lb (*r*) 367 NHP 3SB,*9cf*,GS165,HS5934 D.Rowan&Co.Glasgow	28 ″ 0 s 5 ″ 2¼ 23 ″ 0	
82763 162280 GQTS	**St. Sunniva** (P) ~~*ss*Abn.No.2–35~~ ~~*ss*Abn.No.1–36~~ 2 *Dks* (*Weather dk Stl*–ws) Wireless *3rd dk clear of mchy. space*		1368 761 663	✝100A1 Abn *p* *with freeboard* 4,39 ~~4,38~~ MC4,39 ~~MS5,36~~		CL ~~4,37~~ 4,39		1931 5mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen	N.of Scotland& Orkney&Shetland Stm.Nav.Co.Ld. *Cell D Ba* & *u E* 56′ *f* 70′ 139*t*	252·6 | 35·2 | 15·5 37·0 267·5 (O.L.) BK 8″ 7 *B H Cem* (*Coll to W dk* 6 „ 2*nd*„)	Aberdeen British	T.3Cy.20″,33½″&56″–36″ (*r*) 200lb 255 NHP 2SB,*6cf*,GS135,HS4440 Hall,Russell&Co.Ld.Abn.	23 ″ 10 s 7 ″ 7 17 ″ 2½	BT till 10.38
82764 147367 GMPQ	**St. Tudno** (P) TwinSc *Fitted for oil fuel* 3 *Dks*		2326 1998 943					1926 *Lloyd's*	Fairfield Co.Ld. Glasgow	Liverpool&North Wales S.S.Co.Ld.	318·4 | 44·1 | 20·5	Liverpool British *WB*	4 SteamTurbinesSRgeared to 2 Sc. Shafts FairfieldCo.Ld.Glasgow		BT till 9.39
82765 165381 GZKS	**St. Usk** (*ex*NailseaBelle–37, *ex*Hellenic–36) *ss*Got.2ndNo.3–11,31 D.F. *ss*Bkn.No.1–36 2 *Dks* (*Stl*) & *deep framing* & *Shelter dk* (*Stl*)		5472 5268 3506	✝100A1 Shl *y* *Shelter dk* *with freeboard* 8,38 ~~8,37~~ IC MS1,36 ~~1,37~~ 5,38		CL ~~8,37~~ 8,38		1909 2mo *Lloyd's*	Hawthorn, Leslie&Co Ld Newcastle	Triton S.S.Co.Ld. (B.&S.Shipping Co.Ld.*Mgrs.*) *Cell D Ba*	380·2 | 52·0 | 33·2 25·7 FK 119′ *u E & B* 64′ *f* 150′	Newport British	T.3Cy.27 1/16″,46″&76″–48″ 180lb (*s*) 492 NIP 2SB(FD)&1Aux.SB,*10cf*, GS184,HS7949 Hwthrn,Leslie&C.Ld.Nwc	36 ″ 0 s 9 ″ 9 26 ″ 4½	
82766 171147 MBZC	**Saint Vincent de Paul** (*ex*Merwestroom, *ss*Syd.No.3–5,32 *ex*Falcon) 1 *Dk* (*Stl*) Wireless		1339 1107 801	✝ … 11,38	Syd			1919 11mo	Jonker& Stans Hendrik Ido Ambacht	C.W.Gordon, W.M.Reeves& G.E.Marden (Herlofson,Gordon &Reeves, *Mgrs.*)	236·5 | 36·5 | 15·4 P20′ B58′ F24′ FK *Cell D B* 195′ 339*t*	Shanghai British	T.3Cy.17½″29½″&46″–36″ 177 NIP 4 *BHCem* 2SB,*4cf*,GS89,HS3232 NV Machinefabriek Bolnes	18 ″ 0	V †
82767 ~~115[illegible]~~ ~~GHKS~~	**St. Winifred** (*ex*Manchester ~~Hero–37~~ *ss*Mch.No 3–3,28 *ss*Mch.No.2–36 D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		5775 5532 3664	~~✝100A1~~ Npt *y* *Shelter dk* *with freeboard* 5,38 ~~✝LMC~~		CL 8,36		1916 1mo *Lloyd's*	N thmbInd S.B.Co.Ld. Newcastle	~~Barry Shipping Co. Ld.~~ ~~(B.&S.Shipping Co.Ld. Mgrs.)~~ *Cell D B a* 140′	400·0 | 53·0 | 32·3 411·8 (O.L.) F on *Shelter dk* 37′ FK *u E & B* 45′ *f* 166′ 1303*t*	Italian 6 *B H Cem* *A P T* 112*t*	T.3Cy.27″,45″&74″–48″ (*s*) 180lb 532 NHP 3SB,*9cf*,GS181,HS7906 FD Blair&Co.Ld.Stockton	34 ″ 11 ~~s 9 ″ 23~~ ~~26 ″ 11~~	
82768 TWCT	**Sainte Bernadette** (*ex*LouieRose–36) *ss*Bkn.No.3–4,28 *Well deck* *ss*Alg.No.2–36 *Mchy. Aft* 1 *Dk* (*Stl*)		*1596* *1243* *955*	✝100A1 Msl *p* 10,38 ~~9,38~~ ~~✝NB5 35~~ ✝LMC7,36 ~~BS8,37~~ 10,38 *Carrying Wine in portable tanks*		CL 10,36		1924 7mo *Lloyd's*	J.Fullerton&Co. Paisley	G.Montefiore&V. d'Anchald(G. Montefiore, *Mgr.*) *Cell D B f* 169′ 420*t* *F P T*	250·5 | 37·1 | 16·4 Q156′ Bon Q13′ F23′ FK 101*t* *A P T* 62*t*	Tunis French 4 *B H Cem*	T.3Cy.19″,31″&50″–36″ (*s*) 180lb 226 NIP 2SB,*6cf*,GS135,HS4366 Ross&Duncan,Glasgow	18 ″ 6 s 5 ″ ~~4½~~ 17 ″ 3	

Deleted: "Aircraft 6,38"

Now "Capo Vita," see No. 2[illegible]

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Allowed now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Letter(s) of Traffic Area
82769 / FNEP	**Sainte Marguerite II**	*Fitted for oil fuel* 1 *Dk*	1854 — 1115					1921	Dublin Dkyd.Co.Ld. Dublin	Soc.deNav.à Vap.Daher	265·0 42·1 17·9 P22′B71′F29′			Marseilles French *WB*	T.3Cy.20½″,34″&56″–36″ 188NHP Rankin&BlackmoreLdGrk		V
82770 / FNEQ	**Sainte Maxime** (*ex*Parnassos)	D.F. 2 *Dks*	4051 — 3043					1911	Akt.Ges. "Weser" Bremen	Cie.Générale d'Armements Maritimes	337·7 48·2 20·4 HF32′			Nantes French *WB*	T3Cy.23⅝″,38⅜″&62″–41 1/16″ 248NHP A.G."Weser,"Bremen		V
82771 / TUXY	**Sainte-Thérèse** (*ex*Taza–33,*ex*Chile)	TwinSc 1 *Dk*	755 — 410					1904	Grngem'th &Greenock Dockyard Co. Grngemouth	Vve.G.Goussard	205·0 33·7 10·5 B55′F22′			Fort-de-France French *WB*	T.6Cy.11″,18″&30″–22″ 84NHP Muir&Houston,Ld.Glas.		
82772 / 165162 / MMNN	**Saintfield** Wireless *Mchy.Aft*	3Mst 1 *Dk* *Cruiser Stern*	867 597 451	✠100A1 10-35 11-37	Abn Dcl	*k*	CL	1937 11mo	J.Lewis& Sons,Ld. Aberdeen	JohnKelly,Ld.(W. Clint,*Mgr.*) *Lloyd's SA&CP*	197·7 30·7 12·1 *32·0* 205·0(O.L.) Q112′B11′F30′ FK *CellDB137′192t FPT97t APTs26t*			Belfast British *3BHptCem ptAsp*	T.3Cy.14½″,25″&41″–30″ 200lb (*s*) 131NHP 1SB,*3pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 ″ 3 s4 ″ 5¾ 13 ″ 11½	
82773 / 41672 / JIKK	**Saipan Maru** (P) D.F. *Ref.Mchy.*	2 *Dks*	5533 4783 3140					1936	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki	NipponYusenK.K.	382·0 53·8 33·3 F39′			Tokyo Japanese *WB*	T.3Cy.25½″,41½″&69″–51″& LPTurbine with DRgearing & hydraulic Coupling MitsubishiJukogyoK.K.	640NHP	C
82774 / 10747 / JSWB	**Saishu Maru** (P) (*ex*Rossija, *ex*Wiltshire) 1 *Dk(Stl)&Web frame*	*ss*Kob.No.2–07	2083 1870 1460	✠ 7,07	Kob	*s*		1897 9mo	J.Priest-man&Co. Sunderland	TaiyoKisenK.K.	290·0 42·3 20·4 P27′B56′F28′ FK *WB=DBa98′*			Fuchu Japanese *5BHCem f102′601t*	T.3Cy.22″,36″&59″–39″ 220NHP 2SB.*6pf*,GS89,HS3350 W.Allan&Co.Ld.Sld.	21 ″ 7	
82775 / 1 / JPQC	**Saitsu Maru** (P) Wireless 1 *Dk(Stl)&Shelter dk(Teak)*		1037 681 610	✠ 12.11	Kob	*m*		1911 12mo	OsakaIron Works Osaka	DairenKisenK.K. *WB=Cell DBa62′*	225·9 32·8 16·1 B54′F24′*on Shltr dk* FK *uE 19′87t FPT80t*			Dairen Japanese *4BHCem APT55t*	T.3Cy.13½″,23″&38″–30″ 116NHP 2SB,*4cf*,GS66,HS2169 OsakaIronWorks,Osaka	17 ″ 0	
82776 / TCCZ	**Sakarya** (P) (*ex*Africshore,*ex*Lome, *ex*Helene Woermann,*ex*Montevideo) 2 *Dks(Stl U–ws)*	*ss*H.Kg.2ndNo.3–5,17	2612 — 1646	5,23	Cal			1888	Blohm& Voss Hamburg	SadikogluAslan Kaptan *CellD B256′370t FPT150t*	334·3 40·2 22·1 P93′B76′F52′ FK			Istanbul Turkish *5BHCem APT40t*	T.3Cy.26″,40″&66″–42″ 293NHP 2DB,*8cf*,GS150,HS4550 Blohm&Voss,Hamburg	24 ″ 9	
82777 / 28554 / JHLA	**Sakaye Maru** (*ex*Bravore, *ex*Stromness, *ex*Poldhu) 1 *Dk(pt Irn&pt Stl) deep framing&Web frames*	*ss*Kob.2nd No.3–5,26 *ss*Kob.No.2–33	2876 2564 1768	✠ … 1,35	Kob	*u*		1902 1mo	J.Blumer &Co. Sunderland	KawasakiKisen K.K. *CellD Ba114′*	319·7 46·1 21·0 P28′B72′F32′ FK *uE&B32′f122′ 698t*			Kobe Japanese *5BHCem APT79t*	T.3Cy.23″,38″&62″–42″ 263NHP 2SB,*6pf*,GS112,HS4118 J.Dickinson&Sons,Ld.Sld.	23 ″ 6	
82778 / UOFY	**Sakhalin** (P) Sub.Sig. *Cruiser Stern*	2 *Dks*	3554 2993 1964					1930	BalticS.B. &E.Works Leningrad	U.S.S.R.	314·7 46·1 26·1 P42′B95′F36′			Vladvostk Russian *WB*	T.3Cy.22 7/16″,37″&59 1/16″–39 3/8″ 219NHP BalticS.B.&E.Works,Len.		
82779 / 23344 / JLCE	**Sakishima Maru**	1 *Dk*	1224 — 709					1918	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K.	220·0 33·6 18·5 P23′B44′F24′			Osaka Japanese *WB*	T.3Cy.13½″,23″&38″–30″ 79NHP OsakaIronWrks,Ld.Osaka		
82780 / UOAQ	**Sakko** Sub.Sig	1 *Dk*	2363 2023 1278			…		1928	BalticS.B. &E.Works Leningrad	U.S.S.R	284·8 43·2 20·5 P18′B71′F32′ FK			Leningrad Russian *WB*	T3Cy17½″29⅛″&48 7/16″–35 7/16″ 193NHP BalticS.B.&E.Works,Len.	22 ″ 8	
82781 / 973 / JEGG	**Sakurajima Maru** (P) Wireless		1281 — 856					1918	HaradaCo. Osaka	ChosenYusenK.K.	224·9 31·5 19·0			Jinsen Japanese			
82782 / 219800 / KJXJ	**Salaam** … *Fitted for oil fuel* Sub.Sig. 2 *Dks&Web frames*		5990 4971 3709			…		1920	Merchant S.B.Corp. Harriman,Pa.	UnitedStates Maritime Commission	400·7 54·2 30·4 P36′B124′F44′ FK			Philadlphia Utd.States *WB*	2SteamTurbinesDRgeared to1Sc.Shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	645NHP	32 ″ 10 R †
82783 / PHHF	**Salabangka** *ss*Nwc.No.3–37 *ss*Ams.No.3–7,33 2 *Dks(Stl)&Shelter dk(Stl)*		6586 6152 4104	✠100A1 *Shelter dk with freeboard* 3,[illegible] 2,35 [illegible]7	Ams	*a*†	CL [illegible]	1920 11mo	W.Hamil-ton&Co.Ld. PortGlasgow *Lloyd's SA&CP*	Stoomv.Maats. "Nederland" *CellD B368′1116*	420·7 54·7 33·4 P41′F41′ *on Shelter dk* FK *MT37′1140t DTa37′1395t FPT 118t APT15t*			Amstrdam Dutch *ptCem 5 BH to S dk 3 „ „ U „*	T.3Cy.28″,44½″&77″–54″ (*s*) 1801b FD 823NHP 1SB(Spt),*12cf*,GS262, HS13988 D.Rowan&Co.Ld.Glasgow	36 ″ 0 s8 ×10½ 27 ″ 5	
82784 / 165910 / GZRN	**Salacia** *Oil Eng.* *Ref.Mchy.* D.F. E.S.D. 2 *Dks&Shelter dk* *4th dk in Nos.2&3 holds* *Cruiser Stern*		5495 4994 3286	✠100A1 *with freeboard* [illegible]	Gls		CL	1937 8mo	Harland& Wolff,Ld. Glasgow *Lloyd's SA&CP*	DonaldsonLine Ld. (DonaldsonBros. Ld. *Mgrs.*) *CellDB366′1304t DTa27′777t FPT82t APT180t*	430·6 57·2 28·1 447·9(O.L.) F31′ FK *(Coll to Sh dk 6 „ 2nd „)*			Glasgow British *7BHptCem*	Oil Engines 2S.C.DA 5Cy.24 7/16″–55½″ 1025NHP 2DB*120lb* Harland&Wolff,Ld.Gls.	30 ″ 9 s3 ″10 27 ″ 1	
82785 / 57 / SUDE	**Salam** (*ex*Curler–34,*ex*Killowen) Cargo battens not fitted	*ss*Nwc.No.3–3,28 *ss*Suz.No.2–36 1 *Dk(Stl)*	627 490 264	100A1 12.36	Suz		CL 11,36	1918	Smith's Dock Co.Ld Middlesbro' *Lloyd's SA&CP*	Soc.Misr de Navi-gationMaritime	172·2 30·0 15·7 B50′ FK *CellD Bu E26′20t*			Alexndria Egyptian *5BHCem FPT17t*	T.3Cy.16″,26″&44″–26″ (*s*) 200lb 116NHP NDB17*fitted*35 *100lb* 1SB,*3cf*,GS51,HS1850 N.E.MarineEng.Co.Ld.Sld	16 ″ 6 s1 ″ 7½ 15 ″ 0	
82786 / 144193 / VQWN	**Salamaua** (*ex*Milverton–34, *ex*Glentara) *Ref.Mchy.* D.F. 2 *Dks(Stl)&Shelter dk(Stl)*	TwinSc *Oil Eng* *ss*Rot.No.1–37 *ss*Shl.No.3–7,34	6676 6095 4059	✠100A1 *Shelter dk with freeboard* 4,281″,2⅜ [illegible] 14,53	Rot Ant	*z*	CL 5,37	1920 4mo	Harland& Wolff,Ld. Glasgow *Lloyd's SA&CP*	W.R.Carpenter Overseas Ship-ping,Ld. *CellD B348′1039t FPT11 6t APT123t*	406·0 54·2 32·9 P43′B81′F48′ *on Shelter dk* FK			Suva,Fiji British *ptCem 7BHtoSh dk*	Oil Engines 4S.C.SA 12Cy.26⅜″–39⅜″ 810NHP DB*100lb* Harland&Wolff,Ld.Gls.	35 ″ 5 s 8 ″ 9 27 ″ 10	
82787 / LCUQ	**Salamis** (*ex*Oddvar–37) 1 *Dk*		1945 1684 1133					1928	Trndhjms Mek.Værks. Trondheim	SalamisA/S (I.M.Skaugen)	265·8 42·2 17·9 P26′B72′F30′			Oslo Norwegian *WB*	T.3Cy.20½″,33″&56″–36″ 188NHP TrondhjemsMVTrndheim		N

New "Karl-Erik," see No. 83629 in Supplement

1 Numéro d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant au n° Lettre d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Registres ou coté.
82788 PHHL	**Salawati** *Oil Eng.* *ss* Ams. No. 3-5, 31 *ss* Ams. No. 1-36 D.F. 2 *Dks (Stl)* & *Shelter dk (Stl)*		6588 6131 4087 4090	✠100A1 *Shelter dk* *with freeboard* 6.87 12,35 1.36 *Carrying vegetable oil in deep tanks*	Vcr Ams	*a*†	CL 6,87 12,35	1920 9mo	Lithgows, Ld. Port Glasgow *Lloyd's SA & CP*	Stoomv. Maats. "Nederland" *Cell DB 368' 1116t*	420·8 420·9 P41' F41' *on Shelter dk* FK *MT 37' 1432t DTa 37' 1308t*	54·7 38·5 *FPT 118t APT 15t*	33·4 *FPT 15t APT 45t*	Amstrdam Dutch *Cem* 5 *BH to Shdk* 3 „ „ *U* „	Oil Engines 2S.C.SA. 8Cy. 26½"-47½" 1000 NHP NE 25 *refitted* 31 *142lb* 2 NDB 20 *refitted* 31 Sulzer Bros. Winterthur 15t *APT* 45t	36 " 0 s 8·10½ 27 " 5	
82789 PHHQ	**Saleier** *ss* Sba. No. 3-11, 32 *ss* Ams. No. 1-37 2 *Dks (Stl)* & *Shelter dk (Stl)*		6563 6128 4081	✠100A1 *Shelter dk* *with freeboard* 12,35 1,38	Ams	*a*†	CL 10,37	1920 12mo	Lithgows, Ld. Port Glasgow *Lloyd's SA & CP*	Stoomv. Maats. "Nederland" *Cell DB 368' 1116t DTa 37' 1395t*	419·9 P41' F41' *on Shelter dk* FK *MT* [illegible] *FPT 118t APT 15t*	54·8	33·5	Amstrdam Dutch *pt Cem* 6 *BH to S dk* 3 „ „ *U* „	T.3Cy. 28", 46" & 77"-54" (*s*) 180lb 822 NHP 4SB, *12cf*, GS 266, HS 13988 FD D. Rowan & Co. Ld. Glasgow	36 " 0 s 8·10½ 27 " 5	
82790 147154 MLXN	**Salerno** *ss* Hul. No. 3-4, 37 1 *Dk (Stl)* *Well deck* *Cruiser Stern*		870 688 362	✠100A1 *Shelter dk* 9,38 1,38 1,39	Bgn Hul	*m*	OG 1,38	1924 7mo	Earle's Co. Ld. Hull *Lloyd's SA & CP*	Ellerman's Wilson Line, Ld. *Cell DB 365' 1402t FPT 110t*	215·7 P & B 128' F 53' *Ba & u E 51' 66t FPT 24t*	32·8	13·9 *APT 22t*	Hull British 5 *BH Cem* 2 *BH to Sh dk* 5 „ „ *U* „ *APT 78t*	T.3Cy. 14½", 24½" & 43"-30" (*s*) 225lb 160 NHP 2SB, *4cf*, GS 85, HS 2910 Earle's Co. Ld. Hull	14 " 10 s " 4½ 14 " 7½	
82791 PHHV	**Salland** *ss* Ams. No. 3-12, 31 *ss* Ams No. 1-36 2 *Dks (Stl)* & *Shelter dk (Stl)* *Ref. Mchy.* *Cruiser Stern*		6447 5896 3972	✠100A1 *Shelter dk* *with freeboard* 9,38 10,37 1,38 5,39 *Carrying oil fuel F.P. above 150° F. in fore peak tank* *Fitted for oil fuel 6,20 F.P. above 150° F.*	Ham	*c*†	CL 12,36	1920 6mo	Barclay, Curle & Co. Ld. Glasgow *Lloyd's SA & CP*	N.V. tot Voortzetting van den Koninklijken Hollandschen Lloyd *Cell DB*	449·2 464·0 (O.L.) P 35' F 43' *on Shelter dk* FK *Ba & u E 51' 66t FPT 24t APT 22t*	58·2	29·2	Amstrdam Dutch *pt Cem* 2 *BH to Sh dk* 5 „ „ *U* „ *APT 78t*	2 Steam Turbines DR geared to 1 Sc. Shaft 210lb 874 NHP 4SB, *16cf*, GS 286, HS 11672 FD Barclay, Curle & Co. Ld. Gls.	32 " 0 s 4" 11½ 27 " 8½	
82792 OFCE	**Sally** (*ex* Oswal-37, *ex* Norrköping, *ex* Edmond-Gustave, *ex* Greylands) *ex* Got. 3rd No. 3-10, 34 1 *Dk (Irn)* 2 *tr B & Web frame*		2533 — 1462	✠ ... 4,38	Skm	*l*		1896 3mo	W. Gray & Co. Ld. W Hartlepool	Rederi A/B Sally (A. Johansson, *Mgr.*) *Cell D Ba & u E 128' f 126'*	314·0 P 27' B 70' F 31' FK *Cell DB 384t APT 40t*	44·0	20·8	Mariehmn Finnish *BH Cem*	T.3Cy. 23", 36½" & 62"-39" 244 NHP 2SB, *4rf*, *2cf*, GS 83, HS 3720 Cen. Mar. Eng. Wrks. W Hpl	23 " 3	
82793 OXXA	**Sally Mærsk** 3 Mst D.F. *ss* Abg. No. 3-4, 35 *Oil Eng.* 1 *Dk (Stl)* & *Shelter dk (Stl)*		3252 3036 1985	✠100A1 *Shelter dk* *with freeboard* 7,38 10,37 5,39	Abg Rot	*u*	CL 2,37 7,38	1923 4mo	Odense Staalskibswft Odense *Lloyd's SA & CP*	Akties. Dampskibs. af 1912 (A.P. Møller, Copenhagen, *Mgr.*) *Cell DB 290' 731t*	332·1 F 30' *on Shelter dk* FK *Collision BH to S dk* 4 „ „ *U* „ *FPT 51t APT 59t*	44·2	26·2	Aalborg Danish *pt Cem*	Oil Engines 4S.C.SA 6Cy. 24½/16"-51½/16" 355 NHP DB-*50lb* A/S Burmeister & Wain, Cpn	28 " 11 s 6" 10½ 22 " 3	
82794 147141 MLVG	**Salmo** *ss* Hul. No. 3-2, 36 *Well deck* 1 *Dk (Stl)* 2 *tr Bin No. 1 hold* *Ref. Mchy.* *Cruiser Stern*		1269 1063 621	✠100A1 *Shelter dk* 10,36 2,39	Hul	*p*	OG 10,36	1924 4mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA & CP*	Ellerman's Wilson Line, Ld. *Cell DB 203' 333t*	237·7 P 151' F 51' FK *APT 64t*	35·3	15·8	Hull British 5 *BHpt Cem*	T.3Cy. 15½", 26" & 45"-33" (*s*) 225lb FD 214 NHP 2SB, *4cf*, GS 83, HS 3328 Wilsnd Slpwy. Co. Ld. Nwc.	17 " 9 s " 9½ 17 " 1½	
82795 139231 GKFT	**Salmonpool** *ss* Shl. No. 3-5, 36 D.F. 1 *Dk (Stl)*		4803 4513 3028	✠100A1 2,38 5,39 8,38	Bry Shl	*y*	CL 7,37	1924 3mo	Irvines S.B. & D.D. Co. Ld. W Hartlepool *Lloyd's SA & CP*	Pool Shpg. Co. Ld. (Sir R. Ropner & Co. Ld. *Mgrs.*) *Cell DB*	390·1 P 30' B 221' F 41' FK *344' 1097t FPT 120t*	55·5	26·2	W Hartlepl British 6 *BH Cem* *APT 146t*	T.3Cy. 25½", 40" & 72"-48" (*s*) 180lb *100lb* 451 NHP 3SB (Spt) *9cf*, GS 186, HS 7800 N.E. Marine Eng Co Ld. Nwc	28 " 9 s 4 " 5½ 24 " 6	
82796 612 SZJN	**Salomea** Twin Sc 3 Mst (*ex* Evanghelos Nomikos-37, *ex* Loukia, *ex* Ville de Nice, *ex* Princyp)		751 — 396					1897	Stabilmnto Tecnico Trieste	D. Matsoukis	210·0	31·0	11·0	Piræus Greek *WB*	C.4Cy. 13" & 28"-20" 58 NHP Stabilimento Tecnico, Tri.		
82797 LCWS	**Salonica** 1 *Dk*		2694 2493 1607					1912	Wood Skinner & Co. Ld. Newcastle	A/S Venborg (Brummenæs & Torgersen, *Mgrs.*)	324·0 P 27' B 205' F 29'	46·5	19·8	Haugesnd Norwegian *WB*	T.3Cy. 28", 37½" & 61½"-39" 236 NHP N.E. Marine Eng. Co Ld Nwc		N
82798 LCZH	**Salt** (*ex* Rondo-38, *ex* Strand-35, *ex* Panaghis Vergottis, *ex* Lake Weston) 1 *Dk*		1854 1630 1079					1918	Detroit S.B. Co. Wyandotte	Rederi A/S Salt (Thv. Johnson, Jr.)	251·2 P 66t H 94t F 24t FK	43·8	18·3	Kragerö Norwegian *WB*	T.3Cy. 20", 33" & 54"-40" 274 NHP Detroit S.B. Co. Detroit	20 " 0	N
82799 LEHA	**Salta** (*ex* Salerno) Twin Sc *Oil Eng.* 2 *Dks*		3907 3460 2348					1920	J & K Smit's Scheepsw. Kinderdijk	A/S J. Ludvig Mowinckels Rederi (Den Norske Syd-Amerika Linje)	375·8 P 107t H 81 5t F 25t	51·5	22·4	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy. 22 3/16"-39⅜" 563 NHP Werkspoor, Amsterdam		N
82800 LETJ	**Salten** (P) 1 *Dk* & *Awng dk*		350 322 197					1908	Akers Mek. Værks. Oslo	A/S Saltens Dampskibsselskab	139·0 H 28t	21·6	15·7	Bodö Norwegian	T.3Cy. 11", 18" & 29"-21" 38 NHP Akers Mek. Værks. Oslo		
82801 148739 GKCZ	**Saltersgate** (*ex* Overstone) *ss* Nwc. No. 3-12, 36 D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)*		3940 3609 2387	✠100A1 *with freeboard* CE 10,35 11,37 MS 1,36	Nwc LMC BS 7,37	*y*	CL N 11,37	1924 2mo	Nthmblnd S.B. Co. Ld. Newcastle *Lloyd's SA & CP*	Turnbull Scott Shipping Co. Ld. (Turnbull, Scott & Co. *Mgrs.*) *Cell DB 336' 1150t*	380·3 F 28' FK *FPT 80t APT 130t*	51·9	23·4	London British 6 *BHpt Cem* *Coll to Shdk* 5 „ 2nd „	T.3Cy. 25", 41" & 68"-48" (*s*) 180lb 381 NHP 3SB. *9cf*, GS 150, HS 6330 N.E. Marine Eng Co Ld. Nwc	26 " 0 s 2 " 6½ 23 " 8	
82802 7214 SGEO	**Saltsjön** (P) *Cruiser Stern*		314 141 208					1925	Eriksbergs M.V. Aktieb. Gothenburg	Vaxholms Nya Angfartygs A/B (OF Ekebohm *Mgr*)	121·4 B 64' H 60t	22·9	8·6	Vaxholm Swedish	C.2Cy. 15" & 29½"-22 1/16" 33 NHP Eriksberg's M.V.A/B Got.		
82803 161014 GMTZ	**Saltwick** *ss* Cff. No. 2-37 D.F. 1 *Dk (Stl)*		3775 3407 2261	✠100A1 10,35 12,37	Cff LMC	*w*	CL 12,37	1929 11mo	Sir J. Laing & Sons, Ld. Sunderland *Lloyd's SA & CP*	Rowland & Marwood's S.S. Co. Ld. (Headlam & Son, *Mgrs.*)	360·5 P 32' B 219' F 37' FK *Cell DB 320' 928t*	49·9	23·1	Whitby British 6 *BH Cem* *APT 135t*	T.3Cy. 25", 42" & 68"-45' (*s*) 180lb *180lb* 341 NHP 2SB, *3cf*, GS 150, HS 5304 G. Clark, Ld. Sunderland	25 " 5 s 3 " 1½ 22 " 6½	
82804 139025 GJZT	**Saluta** (*ex* Southern King-36, *ex* Moora, *ex* Lothringen) *Well deck* D.F. *ss* Sfj. 2nd No. 3-11, 34 2 *Dks (Stl-Uteaks) deep framing aft & lower dk (Stl) forward*		6261 4858 3266	✠100A1 5,37 *Carrying White oil or oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 7,31 F.P. above 150° F.*	Fal	*z*	CL 4,36	1906 3mo	Akt. Ges. "Weser" Bremen A & CP	South Georgia Co. Ld. (Chr. Salvesen & Co. *Mgrs.*)	409·6 P & B 389' F 42' FK *Cell DB a 125' u E & B 52' f*	52·7	27·8	London British 7 *BH Cem*	Q.4Cy. 24", 34⅜", 50" & 72⅜"-53 5/32"(*s*) 220lb *220lb* 530 NHP 9SB, *9cf*, GS 168, HS 7104 FD A.G. "Weser," Bremen 178' 1160t *FPT 69t APT 38t*	30 " 9 s 4 " 6½ 26 " 6½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Dated if L.of Tradelcers.
82805 129041 GQRC	**Salvador** ss Crs. 2nd No. 3–12,33 ss Crs. No. 1–37 Wireless 1 Dk (Teak) 2nd dk (Stl) in forehold	1128 957 650	✠100A1 Crs 1,39 MC MS8,37 Fitted for oil fuel 11,17	n	CL 3,37 F.P. above	1909 9mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle Lloyd's SA&CP	Pacific Steam Nav. Co. WB = Cell DB a40' u E15' f94' 50° F.	215·0 F26' FK	33·5	19·4	London British 4 BH Cem 160 t APT10 t	T.3Cy.17",28"&46"–33" (r) 180lb 174 NH 2SB,6cf,GS107,HS3268 Swan, Hunter & Wigham Richardson Ld. Nwc.	21 " 6 s 3 " 4½ 18 " 6½	
82806 150 ICGL	**Salvatore** (ex Erling–33, ex Ashington, ex Newbrundoc, ex Donald E. McKay, ex Canadian Engineer) D.F. 1 Dk	2252 — 1805	...				1921	Collngwd. S.B.Co.Ld. Toronto	M. Scuderi	260·9 P25' B64' F28'	43·7 FK	22·3 WB	Catania Italian	T.3Cy.20",33"&54"–40" 310 NHP John Inglis Co. Ld. Toronto	24 " 3	CI †
82807 132045 EIKX	**Salvestria** (ex Cardiganshire) D.F. Fitted for oil fuel 2 Dks Carrying Whale Oil in bulk	Twin Sc 11938 10769 8597	...				1913	Workman, Clark & Co. Ld. Belfast	South Georgia Co. Ld. (Chr. Salvesen & Co. Mgrs.)	500·3 P107' B180' F88'	62·4 42·6 FK	34·6 WB	Dublin British	T.6Cy.24",40½"&68"–48" 977 NHP Workman, Clark & Co. Ld.	37 " 7	C †
Dismantled 82808 207299 WJBH	**Salvor** (ex Telegraph, ex Robert C. Clowry) Wireless (Cable Vessel) 1 Dk	Wood Twin Sc 532 — 235					1910	A.C. Brown & Sons Ttnvlle, N.Y.	Suboceanic Salvage Corp.	132·3	33·3	15·1	New York Utd. States	C.4Cy 14"&30"–22" 70 NHP A. Miller & Bro. Jersey City		
82809 122394	— (P) (ex Leebro) 1 Dk	Wood Sp 323 267 198					1908	W. Turpel Victoria, B.C.	Mrs. I.S. Galt	123·5	28·8	11·1	Vict'ria BC British	C.2Cy.10"&24"–16" 22 RHP Ross & Duncan, Glasgow		
82810 148299 GNTC	**Salvus** ss Cff. No. 2–36 D.F. 1 Dk (Stl) & Shelter dk (Stl)	4815 440' 2948	✠100A1 Cff with freeboard Yka 12,38 LMC12,36 BS6,38	z	CL 11,36	1928 5mo	Nthmblnd S.B.Co. (1927) Ld. Newcastle Lloyd's SA&CP	Tempus Shipping Co. Ld. (W.H. Seager & Co. Ld. Mgrs.) Cell DB348' 1358 t	399·0 F36' FK	54·5	25·2	Cardiff British 6 BH Cem (Coll to Sh dk 5 " 2nd ")	T.3Cy.26",42"&71"–48" (r) 180lb 432 NHP 3SB (Spt) 9cf, GS175, HS7395 N.E. Marine Eng. Co Ld Nwc	27 " 7 s 2 " 11½ 24 " 9½	
82811 165926 GFFN	**Salween** (P) Ref. Mchy. D.F. Cruiser Stern 2 Dks	7063 5913 4355					1937	Wm Denny & Bros, Ld. Dumbarton	British & Burmese S.N.Co. Ld. (P. Henderson & Co. Mgrs.)	444·9 P32' B46' F23'	59·2	30·4	Glasgow British WB	3 steam turbines SR geared to 1 screw shaft 583 NHP Wm. Denny & Bros. Ld. Dmb		BT till 10,38
82812 LJKA	**Sama** Ref. Mchy. D.F. Twin Sc Oil Eng. 2 Dks Cruiser Stern	1799 1335 810					1937	Akt. Lindholmens varv. Gothenburg Completed by	A/S Sama (Chr. Gundersen & Co. Mgrs.) Götaverken A/B	306·7 F33' Gothenburg	40·4	15·6	Oslo Norwegian WB	Oil Engines 2S.C.SA 8Cy.19½"–35½" 541 NHP Götaverken A/B, Got.		N
82813 EGLE	— (ex Josefita, ex Hermia, ex Rouen) Iron ss Bbo. 3rd No. 3–3,10 ss Cdz. No. 2–18 1 Dk (Irn) 2 tr b	736 649 525	✠ 3,18 LMC 37 Cdz	l			1876 6mo	J. Laing Sunderland	Soc. Metalúrgica Duro Felguera	203·8 Q26' F20'	29·5 FK	15·5 5 BH Cem DBa60' f40'	Gijon Spanish NDB87	C.2Cy.26"&47"–36" 110 NHP 1SB,3pf,GS49 R. & W. Hawthorn, Nwc.	16 " 5	
82814 YNAE	— (ex Louis Geraci, ex Harjumaa) Wireless 4 Mst Oil Eng. 1 Dk	567 451 371					1922	Petrovski S.B.Co. Reval	[illegible] Shipping Co.	166·6	28·7	12·1	Bluefields Nicaraguan	Oil Engines 2S.C.SA 6Cy.16"–20" 180 NHP Fairbanks, Morse & Co. Beloit, Wis.		G
82815 KZBF	**Samal** (ex Pompey, ex Harlech) Well deck Wireless 1 Dk (Irn) & Web frames	1303 — 610	✠ 1,98				1897 4mo	S.P. Austin & Son Ld. Sunderland	Cia. Maritima (Fernandez Hermanos, Inc. Mgrs.)	237·1	34·8	14·4	Manila P.I. Utd. States	T.3Cy.19¾",31"&51"–33" 161 NHP J. Dickinson & Sons Ld. Sld.		
82816 149662 GNKR	**Samala** Ref. Mchy. D.F. E.S.D. Sub.Sig. 4 Dks	5390 4678 3301					1928	Cammell Laird & Co. Ld. Birkenhead	Elders & Fyffes, Ld.	400·4 P43' B157' F43'	51·4	30·4 WB	Liverpool British	T.3Cy.27½",46½"&78"–54" 447 NHP Cammell Laird, Birkenhead		C
82817 26208 JSOD	**Samarang Maru** (P) ss Kob. No. 3–10,32 ss Yka. No. 1–35 2 Dks (Stl–U ws)	4013 3468 2497	✠100A1 Osa 11,38 Yka LMC10,37 BS11,38	w	OG 10,37	1920 3mo	Mitsubishi Zosen Kaisha, Ld. Kobe A&CP	Nanyo Kaiun K.K.	345·0 P33' B74' F41' Cell DB316'	50·0 FK	26·8	Kobe Tokyo Japanese 6 BH Cem 775 t APT26 t	T.3Cy.23",38"&64"–48" (s) 200lb 246 NHP 2SB,6cf,GS109,HS2197 FD Mitsubishi Zosen Kaisha Ld	29 " 1 s 5 " 7½ 24 " 0	
82818 145923 GJCF	**Samaria** (P) 2 Dks (Stl) & Shelter dk (Stl–pt ws) & Sub.Sig. Shade dk (Stl–ws) 3rd dk (Stl) Ref. Mchy. in forward & after holds D.F. E.S.D. GyC. ss Liv No. 1–39	Twin Sc 19597 14184 11661	✠100A1 Liv Shelter dk with freeboard BS2,39 LMC1,37 loyd's RM 1,39 Fitted for oil fuel 4,22	n†	CL 1,36 P3,38 F.P. above	1921 8mo	Cammell Laird & Co. Ld Birkenhead Lloyd's SA&CP	Cunard White Star, Ld. Cell DB512' 26238 t	601·5 B284' on Shade dk FK DT f46' 1648 t Tanks at sides	73·7	40·7 pt Cem 1) BH to Sh dk es of tunnels	Liverpool British	6 Steam Turbines DR geared to 2 Sc. Shafts (r) 220lb HS29164 2527 NHP 3DB&3SB,36cf,GS746 FD Cammell Laird & Co Ld. Bkn 48'367 t FPT122 t APT86 t	45 " 0 s 12·9½ 32 " 8	PT till 11,38 3,39
82819 143770 GCDV	**Sambre** ss Lon. No. 3–8,82 ss Mdb. No. 1–37 Sub.Sig. 2 Dks (Stl)	5260 4810 3218	✠100A1 Mdb 7,37 BS16,37 LMC12, 1,38	y	CL 7,36 11,38	1919 11mo	Short Bros. Ld. Sunderland Lloyd's SA&CP	Royal Mail Lines, Ld. Cell DB	400·0 412·3 (O.L.) P49' B113' F40' 340' 1067 t FPT125 t	52·4 FK	28·5 7 BHpt Cem APT198 t	London British	T.3Cy.27",44"&73"–48" (s) 180lb 517 NHP 3SB,9cf,GS189,HS7656 FD G. Clark, Ld. Sunderland	31 " 0 s 6 " 0¼ 25 " 3	
82820 ONZC	— (ex Witte Zee) 1 Dk	727 524 316					1917	A. Van Duijvendijk Papendrecht	Cie Nationale Belge de Transp. Mar. (Armement Deppe, Mgrs.)	180·8	28·3	12·4 WB	Antwerp Belgian	T.3Cy.15",25"&40"–27" 83 NHP Verschure & Co Amsterdam		V
82821 PHHZ	— Mchy. Aft	349 281 225					1929	N V Schpsw Gebr. Pot Bolnes	Wm. H. Müller & Co. N.V.	144·7 P36' B7' F13'	24·5	10·2	Rotterdam Dutch WB	Oil Engines 4S.C.SA 6Cy.11"–19¼" 70 NHP Motorenfabr. "Deutz" A.G Köln-Deutz		G
82822 148590 MNJX	**Sambur** ss Sou. No. 3–5,37 1 Dk (Stl–ws) 2nd dk in holds Cruiser Stern	Twin Sc 776 701 311	✠100A1 Drt with freeboard Cff 2,37 8,36 BS2,39 LMC5,37 For Channel service Weymouth & Channel Islands Fitted for oil fuel 5,25		OG 3,36 2,39 F.P. above	1925 5mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle Lloyd's SA&CP	Great Western Railway DT a 40 t DT f45 t F PT 47 t	201·2 210·0 (O.L.) P20' B72' F69' FK&BK2	33·7	15·3 APT47 t	Weymouth British 5 BH Cem	T.6Cy.14½",23"&38"–27" (r) 186lb 226 NHP 2SB,6cf,HS3464 FD Swan, Hunter & Wigham Richardson, Ld. Nwc.	15 " 11 s 3 " 8½ 12 " 8	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Fovers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté. si ce n'est dans le L. H. Durée Cert. B. of Trade.
82823 DABZ	**Samland** (*ex*Patrino,*ex*Uhl, *ex*Weesturs,*ex*Pomona) 1 *Dk*		771 608 453			...		1896	Rijkee & Co Rotterdam	Preussen linie Arlt &Co. K.G. (Ivers& Arlt, *Mgrs.*)	200·4 | 30·1 | 13·4 Q66′B46′F23′			Konigsbrg German *WB*	T.3Cy 15″,25″&40″–36″ NB08 96NHP Maats.deMaas,Rotterdam		V
82824 LETL	**Samlanes** (*ex*Hansa,*ex*Praecis) 1 *Dk*		842 612 500			...		1908	Nüscke& Co.A.G. Stettin	A/SD/S "Jonstein" (HansStoraas, *Mgr.*)	202·9 | 30·4 | 12·4 Q68*t*B83*t*F25*t* H32*t*			Bergen Norwegian *WB*	T.3Cy.13⅜″,21⅝″&35½″–23⅝″ DresdnerMasch. 62NHP &Schiffsw.Uebigau,A.G.		G
82825 LCYA	**Samnanger** 1 *Dk*		4276 3923 2618			...		1918	Canadian Vickers,Ld Montreal	Westfal-Larsen &Co.A/S	380·7 | 49·2 | 26·8 P44′B102′F42′ FK			Bergen Norwegian *WB*	T.3Cy.25″,41″&67″–45″ 333NHP Canadian Vickers,Ld.Mtl.	30 ″ 1	N †
82826 KTUI	**Samoa** (*ex*LakePepin) *Fitted for oil fuel* 1 *Dk*		1997 1634 1172			...		1918	McDougall -DuluthCo Duluth,Minn	WheelerLogging Co.	251·0 | 43·6 | 18·1 P27′B64′F35′ FK			Portlnd,Or Utd. States *WB*	T.3Cy.20″,33″&54″–40″ 274NHP McDougall-DuluthCo.	20 ″ 3	R †
82827 RAQZ	**Samoied** (*ex*LakeFestina) *Fitted for oil fuel* 1 *Dk2tr B*		2560 2203 1587			...		1919	Toledo S.B.Co. Toledo,O.	U.S.S.R.	250·9 | 43·6 | 25·8 P25′B64′F28′ FK			Odessa Russian *WB*	T.3Cy.22″,36″&59″–42″ 315NHP ToledoS.B.Co.Toledo	28 ″ 2	
82828 DHUN	**Samos** (*ex*Saar,*ex*OttoZelck)		2576 1976 1513			...		1922	Akt.Ges. "Neptun" Rostock	DeutscheLevante-LinieHamburg A.G.	311·1 | 46·1 | 19·7 P&B252′F32′			Hamburg German *WB*	T.3Cy.21½″,35 1/16″&57⅛″–37½″ 200NHP A.G."Neptun,"Rostock		G
82829 11 SVDL	— Ⓟ Iron (*ex*Elefteria,*ex*Oldham) Wireless 1 *Dk&Awng dk*		1208 — 645			...		1889	Earle'sCo. Ld. Hull	D.InglessiFilsS.A. Nav.deSamos	240·0 | 30·0 | 14·6			Samos Greek *WB*	T.3Cy.22″,35″&57″–42″ NB28 210NHP Earle'sCo.Ld.Hull	28 ″ 2	
82830 FOOK	**Sampiero Corso** Ⓟ TwinSc *Fitted for oil fuel* D.F. 2 *Dks* *Cruiser Stern*		3823 2759 1657					1936	Ch.&Atel. deProvence S.A. Port deBouc	Cie.deNav. Fraissinet	329·7 | 47·9 | 25·4 P33′F73′			Marseilles French *WB*	2 DR geared Steam Turbines Forg.&Ch.delaMédit.S.A. LeHavre		V
82831 OUKV	**Samsö** 1 *Dk*		1494 1198 881					1930	Helsingörs Jernsk&Msk. Elsinore	A/S D/S Heimdal (M.Carl, *Mgr.*)	253·4 | 38·1 | 15·2 P17′Q81′B96′F29′			Elsinore Danish	C.4Cy.(2)14¾″&(2)31½″–31½″ 93NHP HelsingörsJernsk.&Mskb.		V
82832 TCCV	**Samsun** (*ex*Gabriella,*ex*Rhône) Wireless 2 *Dks&Spar dk*		1396 — 879					1889	Wigham Rchrdsn& Co. Newcastle	Mustafa ve Ahmed veVehbiAldikaçti	251·5 | 32·2 | 17·0 B38′ 24·0			Istanbul Turkish *WB*	T.3Cy.25″,38½″&65″–42″ NB01 274NHP WighmRchardsn&Co.Nwc		
82833 LDJG	**Samuel Bakke** TwinSc *Oil Eng.* *ss*Got.No.2–37 1 *Dk(Stl)&Shelter dk(Stl)* *Ref.Mchy* 3rd *dk(Stl)inNo.1 hold* D.F. *Platform dk in insulated hold*		4719 4216 2886	✠100A1 *with freeboard* [illegible] Lloyd'sRMC3,38 for temp. 30° F.	Got	*z*	CL 8,37	1929 7mo	AB Göta-verken Gothenburg *Lloyd's A&CP*	SkibsA/S Samuel Bakke(Knut Knutsen,O.A.S.) *Cell D B323′1562*	390·8 | 54·7 | 25·5 407 6(O.L.) F35′ FK *FPT99t APT111t*			Haugesnd Norwegian 6 *BH* (*Coll to Sh dk* 5 ,, *2nd,,*)	Oil Engines 4S.C.SA 12Cy.23¾″–47½″ 622NHP DB*85lb* A/B Götaverken,Got.	28 ″ 6 s 3 ″0½ 25 ″ 7½	
82834 116841	**Samuel F. B. Morse** *Mchy.Aft* GyC. 1 *Dk2tr B*		4477 — 3376					1898	F.W. Wheeler&Co W.Bay City	PittsburghS.S.Co.	456·0 | 50·0 | 24·0			D'luth Min Utd. States *WB*	Q.4Cy.17″,25″,38½″&60″–42″ NB29 E*rebl*t03 233NHP AmericanS.B.Co.		
82835 220955 KDMS	**Samuel L. Fuller** *ss*Mob.No.3–5,33 *ss*NOs.No.1–37 *Mchy.Aft* 2 *Dks(Stl)&Web frames* Sub.Sig. *Longitudinal framing*		6950 6466 4312	✠100A1 [illegible] LMC4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,21	NOs	*b*†	CL 3,39 *F.P.above* 150° F.	1921 1mo	SunS.B. Co. Chester,Pa. A&CP	SinclairNav.Co. *Cell D BuE&B59′f41′408t*	430·2 | 59·2 | 32·8 P133′B36′F40′ FK *FPT222t AP T57t*			New York Utd. States 16 *BHpt Cem* (12 *to U dk* 4 ,, *2nd,,*)	T.3Cy.27″,45½″&76″–51″ (*r*) 190lb 612NHP 8SB,*9cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s 6 ″ 10 26 ″ 8	
82836 225409 WPBG	**Samuel Mather** *ss*Clv.No.1–33 *Mchy.Aft* 1 *Dk(Stl)&Web frames* *Longitudinal framing at bottom&at deck* GyC. D.F. *Cargo battens not fitted*		8152 7771 6442	✠100A– *For Service on the Great Lakes* 4,35 LMC MS5,33 BS[illegible]	Clv			1926 4mo	American S.B Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co. *Mgrs.*) *Cell D Bu E&B56′ 242t Cell DB*	596·9 | 60·0 | 32·0 F48′ FK *& side tanks in way of holds471′7934t*			Wilmgton (Del.) Utd. States 3 *BH* *FPT471t A*	T.3Cy.24½″,41″&65″–42″ (*s*) 3 Water Tube Boilers 200lb HS6675 FD 436NHP AmericanS.B.Co. *PT68t*	32 ″ 0	
82837 116495 WBDC	**Samuel Mitchell** 3Mst *Mchy.Aft* (*Self-Unloader*) D.F. 2 *Dks*		2248 — 1362					1892	GlobeIron WorksCo. Cleveland,O.	HuronTransptn. Co.	293·3 | 40·4 | 20·1 H—F32′ *WL*			Alpena, Mich. Utd. States	T.3Cy.20″,32″&52″–42″ 175NHP GlobeIrn Wks Co.Clevelnd		R
82838 221721 KDVO	**Samuel Q. Brown** *ss*Bal.No.3–4,33 *ss*NYk.No.1–37 *Mchy.Aft* 2 *Dks(Stl)&Web frames* D.F. *Longitudinal framing*		6625 6058 4117	✠100A1 [illegible] LMC MS6,37 BS[illegible] *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,21	NYk	*a*†	CL 10,38 *F.P. above* 150° F.	1921 11mo	Merchant S.B.Corp. Chester,Pa. A&CP	TideWater AssociatedOilCo. *Cell D Bu E&B60′ DTf43′750t*	424·4 | 58·2 | 32·9 439·6(O.L.) P128′B25′F41′ FK 236*t* *FPT228t APT178t*			Wilmgton (Del.) Utd. States 16 *BHpt Cem* (9 ,, *toU dk* 7 ,, *2nd,,*)	T.3Cy.27′,45″&75″–51″ (*r*) 210lb 584NHP 3SB,*9cf*,GS185,HS8331 FD NewYorkSBCo.Camdn NJ	33 ″ 0 s6 ″ 7½ 26 ″ 7	
82839 1 HSZC	**Samui** TwinSc *Oil Eng.* 1 *Dk* *Mchy.Aft* *Longitudinal framing at bottom, deck & trunk top*		1458 1232 740	✠100A1 7,36 LMC7,36 *Carrying Petroleum in bulk*	Hak	*p*	CL	1936 7mo	Hakodate DockCo.Ld Hakodate *Lloyd's A&CP*	Government of Siam *Cell D Bu E46′f36′71t FPT72t APT68t*	240·0 | 39·0 | 16·3 P75′F31′ *Trunk*118′ FK			Bangkok Siamese 11 *BH*	Oil Engines 4S.C.SA 12Cy.16 5/16″–25 5/16″ 318NHP DB*120lb* KobeSteelWorks,Ld.Kobe	16 ″ 4 s1 ″ 10½ 14 ″ 7	
82840 164464 GYKK	**San Adolfo** *Mchy.Aft* *Oil Engs.* D.F. 1 *Dk* 2nd *dk clear of cargo tanks* *Cruiser Stern* *Longitudinal framing at bottom & at deck*		7365 6651 4370	✠100A1 9,38 [illegible] LMC5,35 *Carrying Petroleum in bulk*	Gal		CL 4,38	1935 5mo	Furness S.B.Co.Ld Haverton Hill-on-Tees *Lloyd's A&CP*	EagleOil& ShippingCo.Ld. *Cell D Bu E64′157t*	446·0 | 60·3 | 32·0 464·5(O.L.) P95′B45′F34′ FK *DTf26′286t FPT134t APT83t*			London British 15 *BHpt Cem* 2 DB*180lb*	Oil Engines 4S.C.SA 8Cy.25 1/16″–55⅛″ 502NHP Hwthrn,Leslie&CoLd.Nwc	32 ″ 0 s 6 ″ 0½ 26 ″ 2½	
82841 163569 GYCY	**San Alberto** *Mchy.Aft* *Cruiser Stern* *Oil Eng.* D.F. 1 *Dk*, 2nd *dk clear of cargo tanks* *Longitudinal framing at bottom & at deck*		7397 6649 4371	✠100A1 8,38 [illegible] LMC2,35 *Carrying Petroleum in bulk*	Nwc		CL 11,37	1935 2mo	Lithgows Ld. Port Glasgow *Lloyd's A&CP*	EagleOil& ShippingCo.Ld. *Cell D Bu E69′159t*	446·0 | 60·2 | 32·0 P95′B45′F32′ FK *DTf26′288t FPT*			London British 15 *BH* 24 *tAPT80t*	Oil Engines 4S.C.SA 8Cy.25 1/16″–55⅛″ 503NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	32 ″ 0 s 6 ″ 0½ 26 ″ 2½	
82842 163582 GYGN	**San Alvaro** *Mchy.Aft* *Oil Eng.* D.F. *Cruiser Stern* 1 *Dk*, 2nd *dk clear of cargo tanks* *Longitudinal framing at bottom & at deck*		7385 6668 4412	✠100A1 7,38 [illegible] LMC3,35 *Carrying Petroleum in bulk*	Bkn		CL N1,38	1935 3mo	Swan, Hunter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	EagleOil& ShippingCo.Ld. *Cell D Bu E64′159t*	446·0 | 60·3 | 32·0 465·0(O.L.) P95′B45′F31′ FK *DTf26′286t*			London British 15 *BH*	Oil Engines 4S.C.SA 8Cy 25 1/16″–55⅛″ 502NHP 2DB*180lb* Hwthrn,Leslie&CoLdNwc. *FPT134t APT81t*	32 ″ 0 s 6 ″ 0½ 26 ″ 2½	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Big, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Register Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; HHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of ✠ or Prefix Part
82843 163566 GYCZ	**San Amado** *Mchy. Aft* *Oil Eng.* D.F. 1 *Dk*, 2nd dk clear of cargo tanks *Cruiser Stern* *Longitudinal framing at bottom & at deck*	7316 6604 4392	✠100A1 9,38 ~~1,38~~ ✠LMC2,[illegible] *Carrying Petroleum in bulk*	Nwc Bkn	CL 1,38	1935 2mo *Lloyd's*	Blythsw'd S.B.Co.Ld. Glasgow *sA&CP*	EagleOil& ShippingCo.Ld. *Cell D Bu E64'16*	446·1 | 60·2 | 32·0 P95'B45'F32' FK 1t *DT f* 26'303t *FPT*	London British 15 *BH* 134t *APT* 54t	Oil Engines 4S.C.SA 8Cy.25 1/16"–55 1/8" 503NHP 2DB *180lb* J G.Kincaid&Co.Ld.Grk.	32 " 0 s 6 " 1 1/2 26 " 1 3/4	
82844 164444 GYJP	**San Ambrosio** *Mchy. Aft* *Oil Eng.* D.F. 1 *Dk*, 2nd dk clear of cargo tanks *Cruiser Stern* *Longitudinal framing at bottom & at deck*	7410 6669 4404	✠100A1 2,80~~4,38~~ D BS2,39 ✠LMC4,35 *Carrying Petroleum in bulk*	Nwc	CL 2,39	1935 4mo *Lloyd's*	Hawthorn, Leslie&Co.Ld Newcastle *sA&CP*	EagleOil& ShippingCo.Ld.	446·0 | 60·4 | 32·0 464·7(O.L.) P95'B45'F31' FK *Cell D Bu E* 64'159t *DTf*	London British 15 *BH* 2DB *180lb* Hwthrn,Leslie&CoLdNwc. 26'286t *FPT* 134t *APT* 79t	Oil Engines 4S.C.SA 8Cy.25 1/16"–55 1/2" 502NHP 2DB *180lb* 26 " 2 1/2	32 " 0 s 6 " 0 1/4 26 " 2 1/2	.
82845 LQWV	**San Andres** *Oil Eng.* 1 *Dk*	1975 1638 1106				1921	J.&K. Smit'sSchps Kinderdijk	D/S A/S Spanskelinjen (Fred.Olsen &Co.&Ole R.Thoresen, *Mgrs.*)	302·0 | 42·2 | 20·3 P75t H242t F15t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.26 3/8"–47 1/4" 403NHP Werkspoor,Amsterdam		N
82846 217152 WDIO	**San Angelo** (*ex* Willanglo, *ex* Westmead) *Fitted for oil fuel* 2 *Dks*	5605 5112 3521			…	1918	Ames S.B. &D.D.Co. Seattle, Wash	Pacific-Atlantic S.S.Co.(States S.S. Co. *Mgrs.*)	409·5 | 54·2 | 27·4 P44'B115'F47' FK	Portlnd,Or Utd.States *WB*	T.3Cy.26",43"&73"–48" 543NHP Ames S.B.&D.D.Co.Seattle	30 " 2	R †
82847 219624 KUDG	**San Anselmo** (*ex* Oran, *ex* West Jester) *Fitted for oil fuel* 2 *Dks*	5758 5291 3571				1920	Ames S.B. &D.D.Co. Seattle, Wash	Pacific-Atlantic S.S.Co.(States S.S. Co. *Mgrs.*)	409·8 | 54·2 | 29·2 P44'B119'F47'	Portlnd,Or Utd.States *WB*	T.3Cy.28",43"&73"–48" 369NHP Ames S.B.&D.D.Co.Seattle		R
82848 FNTE	**San Antonio** *Ref. Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. 2 *Dks* & *Shelter dk*	6013 5046 2796				1930	Harland& Wolff,Ld Belfast	Cie.Générale Transatlantique	431·5 | 57·3 | 26·7	Havre French *WB*	T.4Cy.31",50",(2)60"–60" 557NHP Harland&Wolff,Ld.Bel.		V
82849 219593 KUCM	— (*ex* Lakelkatan) Sub.Sig. *Fitted for oil fuel* 1 *Dk* 2 *tr* B	2689 2329 1667			…	1920	Manitowoc S.B.Co. Manitowoc	SouthernS.SCo.	253·5 | 43·9 | 25·9 P25'B65'F26' FK	Phildlphia Utd.States *WB*	T.3Cy.21",35"&59"–42" 326NHP NordbergMfgCo.M'lw'kee	28 " 5	R †
82850 PHIF	— ~~Ann~~ 3 Mst Sr *Oil Eng.* *ss* Rot. 2nd No. 3-7,36 1 *Dk* (*Stl*) (~~Also Sailing Ship Register~~)	410 327 214	✠100A1 7,38 ~~5,38~~ 2,39 Fal Rot LMC[illegible]	Fal Rot	*k* 1,38	1909 10mo &CP	Naam Venn Scheeps.v. J.Smit,Czn. Alblass'rdam	N V Hammersteins Reederijbedrijf	165·0 | 27·3 | 9·6 Q27'RFD21' FK *WB = Cell DB* 96'	Rottrdam Dutch 3 *BHCem* 121t *FPT* 44t	Oil Engines 4S.C.SA 6Cy.11 1/16"–19 1/16" 71NHP NE35 *fitted* 1,38 Humboldt-Deutzmotoren A.G.Koln-Deutz	12 " 4 s 1 " 3 12 " 5 1/4	V
82851	—	389 283 224				1929	N.V.Industrieele Maats. De Noord Alblasserdam	Cia.Anon. Venezolana de Nav.	148·7 | 25·3 | 9·0 P41'F17'	Pto.Cabllo Venezuelan *WB*	Oil Engines 4S.C.SA 4Cy.11"–17 3/4" 47NHP Motorenfb."Deutz" A.G. Köln-Deutz		
82852 163590 GYJQ	**San Arcadio** *Mchy. Aft* *Cruiser Stern* *Oil Eng.* D.F. 1 *Dk*, 2nd dk clear of cargo tanks *Longitudinal framing at bottom & at deck*	7419 6676 4402	✠100A1 9,38 ~~10,37~~ ✠LMC4,35 *Carrying Petroleum in bulk*	Fal Shl	CL 9,38	1935 4mo *Lloyd's*	Harland& Wolff,Ld. Glasgow *sA&CP*	EagleOil&ShippingCo.Ld. *Cell D Bu E* 69'16	446·0 | 60·2 | 32·0 P95'B44'F32' FK 1t *DT f* 26'289t *FPT*	London British 15 *BHpt Cem* 133t *APT* 66t	Oil Engines 4S.C.SA 8Cy.25 3/16"–55 1/2" 502NHP 2DB *180lb* Harland&Wolff,Ld.Gls.	32 " 0 s 8 " 0 3/4 26 " 1 3/4	
82853 HPCI	**San Benito** *Fitted for oil fuel* E.S.D. 2 *Dks* *Ref. Mchy.* *Cruiser Stern*	3724 3122 2086				1921	Workman, Clark &Co.Ld Belfast	Balboa Shipping Co.Inc.(United Fruit Co. *Mgrs.*)	325·3 | 46·3 | 29·2 P36'B102'F40'	Panama Pnamanian *WB*	Turbo-Electric Motor British Thomson Houston Co.Bel.		C
82854 219422 KUKJ	**San Bernardino** (*ex* Oriole, *ex* West Jappa) *Fitted for oil fuel* 2 *Dks*	5751 5218 3555				1920	Ames S.B. &D.D.Co. Seattle, Wash	Pacific-Atlantic S.S.Co.(States S.S. Co. *Mgrs.*)	410·5 | 54·2 | 29·2 P44'B119'F47'	Portlnd,Or Utd.States *WB*	T.3Cy.26",43"&73"–48" 369NHP Ames S.B.&D.D.Co.Seattle		R
82855 HPCB	**San Blas** (P) Sub.Sig. E.S.D. *Fitted for oil fuel* *Ref. Mchy.* *Cruiser Stern* 2 *Dks*	3628 3118 2142				1920	Workman, Clark &Co.Ld Belfast	Balboa Shipping Co.Inc.(United Fruit Co. *Mgrs.*)	325·0 | 46·3 | 29·2 P37'B103'F40'	Panama Pnamanian	T.3Cy.24 1/2",41 1/2"&69"–48" 330NHP Wrkman,Clark&Co.Ld Bel		C
82856 HPCA	**San Bruno** *Fitted for oil fuel* *Ref. Mchy.* 2 *Dks* & 2 *pt dks* E.S.D. *Cruiser Stern*	3627 3118 1957				1920	Workman, Clark&Co.Ld Belfast	Balboa Shipping Co.Inc.(United Fruit Co. *Mgrs.*)	325·0 | 46·3 | 29·2 P36'B103'F40'	Panama Pnamanian	T.3Cy.24 1/2",41 1/2"&69"–48" 330NHP Wrkman,Clark&Co.Ld.Bel.		C
82857 165406 GZGW	**San Calisto** *Oil Eng.* 1 *Dk* 2nd dk clear of cargo tanks *Mchy. Aft* D.F. *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8010 7238 4807	✠100A1 ~~7,38~~ 12,37 ~~9,38~~ ~~11,38~~ Shl ✠LMC2,37 *Carrying Petroleum in bulk*	Nwc	CL	1937 2mo *Lloyd's*	Lithgows Ld. Port Glasgow *sA&CP*	EagleOil& ShippingCo.Ld. *Cell D Bu E* 66'161	462·8 | 61·2 | 33·1 478·6(O.L.) P97'B46'F48' FK t *DT f* 22'215t *FPT*	London British 15 *BHpt Cem* 149t *APT* 96t	Oil Engines 4S.C.SA 8Cy.25 3/16"–55 1/2" 503NHP 2DB *180lb* J.G.Kincaid&Co.Ld.Grk.	33 " 3 s 6 " 5 1/4 27 " 0 1/4	
82858 149871 GNCJ	**San Carlos** Twin Sc *ss* Cco.No.2–35 *Mchy. Aft*	2395 1743 1242	✠100A1 ~~with freeboard~~ Aru 10,38 BS5,38 ✠LMC7,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,27 *F.P. above* 150° F.	Cco	*t* SN 10,38	1927 7mo *Lloyd's*	Harland& Wolff,Ld. Belfast *sA&CP*	LagoShippingCo. Ld.(F.J.Wolfe, *Mgr.*) *Wing tanks*	305·7 | 50·2 | 14·3 P67'F34' FK *Trunk* 204' *f* 286t *a* 356t *FPT* 60t *APT* 75t	London British *BHpt Cem* 2SB,*6cf*,GS98,HS3702 Harland&Wolff,Ld.Bel.	T.6Cy.13 1/2",23 1/2"&36"–27" 1801b (*s*) 196NHP	15 " 0 s 1 " 10 1/4 13 " 3 1/4	
82859 165364 GZBJ	**San Casimiro** D.F. E.S.D. *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk*, 2nd dk clear of cargo tanks *Longitudinal framing at bottom & at deck*	8046 7201 4731	✠100A1 ~~9,38~~ 11,38 Nwc ✠ MC12,[illegible] *Carrying Petroleum in bulk*	Fal Nwc	CL	1936 12mo *Lloyd's*	Blythsw'd S.B.Co.Ld. Glasgow *sA&CP*	EagleOil& ShippingCo.Ld. *Cell D Bu E* 69'164t	465·0 | 59·2 | 33·8 483·0(O.L.) P90'B41'F66' FK 15 *BH* 10t *APT* 89t	London British DB *180lb* J.G.Kincaid&Co.Ld.Grk.	Oil Engines 4S.C.SA 8Cy.25 1/16"–55 1/2" 503NHP	34 " 0 s 6 " 7 3/4 27 " 7	
82860 149989 GNMJ	**San Casto** Twin Sc *ss* Cco.No.2–35 *Mchy. Aft* 1 *Dk* (*Stl*) & *Web frames* *Longitudinal framing*	2446 ~~1723~~ 11,38 ~~8,38~~ BS11,38 ~~BS10,38~~ ✠LMC6.35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,28 *F.P. above* 150° F.	✠100A1 Cco	*t* CL S10,38 P8,38	1928 2mo *Lloyd's*	J.L.Thompson&Sons,Ld Sunderland *sA&CP*	EagleOil& ShippingCo.Ld. *Wing tanks*	305·6 | 51·2 | 15·0 P83'F38' FK *Trunk* 184' *a* 30'265t *FPT* 98t *APT* 72t	London British 8 *BHpt Cem* 2SB,*6cf*,HS4209 MacColl&Pollock,Ld.Sld.	T.6Cy.13 1/2",23"&37"–27" (*s*) 1801b 217NHP	15 " 0 s 1 " 6 3/4 13 " 7 1/2	
82861 165480 GZRP	**San Cipriano** *Oil Eng.* D.F. 1 *Dk*, 2nd dk clear of cargo tanks *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	7966 7201 4767	✠100A1 ~~9,38~~ ~~1,38~~ 9,39 Fal [illegible] *Carrying Petroleum in bulk*	Bkn	✓† CL	1937 6mo *Lloyd's*	Blythsw'd S.B.Co.Ld. Glasgow *sA&CP*	EagleOil& ShippingCo.Ld. *Cell D Bu E* 69'164t	464·9 | 59·1 | 33·9 482·5(O.L.) P94'B43'F48' FK t *DT f* 25'292t *FPT* 140t *APT* 87t	London British 15 *BH* J.G.Kincaid&Co.Ld.Grk.	Oil Engines 4S.C.SA 8Cy.25 1/16"–55 1/2" 503NHP 2DB *180lb*	34 " 0 s 6 " 8 1/4 27 " 6 1/4	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Grément. etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant (après) Lettre d'Equilibrement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures. &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	(Signature of owner, etc. to certificate) I.L.M. Durée Cert. Roof Trials
82862 165436 GZMR	**San Cirilo** *Oil Eng.* D.F. 1 *Dk* 2nd dk clear of cargo tanks *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8012 7238 4807	✠100A1 Bkn Fal ~~2,38~~ 10,37 1,39 ~~Fal~~ ~~✠LMC 37~~ *Carrying Petroleum in bulk*			CL	1937 4mo	Lithgows Ld. Port Glasgow *Lloyd's s.A & CP*	EagleOil& ShippingCo.Ld. *Cell D Bu E66'16t D Tf 22'215t FPT 149t APT 96t*	462·8|61·2|33·1 478·7 (o.l.) P97'B46'F48' FK *1t DT f 22'215t FPT 149t APT 96t*	London British	Oil Engines 4S.C.SA 8Cy.25 3/16"–55 1/2" 503NHP 2DB *180lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 3 s 6 ″ 5 1/4 27 ″ 0 1/2	
82863 160358 GNMK	**San Claudio** Twin Sc *ss* Cco. No. 2–36 *Mchy. Aft* 1 *Dk (Stl) & Web frames* *Longitudinal framing*	2712 1840 1402	✠100A1 Cco *l* ~~5—2,38~~ 11,37 ~~BS11,37~~ ~~✠LMC 10~~ 11,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,28			CL 85.58 F 11,38	1928 2mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's s.A & CP* *above 150° F.*	EagleOil& ShippingCo.Ld. *Cell D Bu B 43'202t D Tf 50'512t FPT 243t APT 70t*	304·9|51·2|15·1 P83'F39' FK *Trunk 183'* *FPT 93t APT 80t*	London British	T.6Cy.14″,23″&38″–24″ (s) 180lb 226NHP 2SB, *6cf*, GS 4480 HS Shields Eng.Co.Ld.N.Shl.	15 ″ 0 s 1 ″ 5 1/4 13 ″ 8 1/2	
82864 219320 KORB	**San Clemente** (*ex* West Mingo) *Fitted for oil fuel* 2 *Dks*	5493 — 3428					1919	Ls Angeles S.B.& DD.Co San Pedro, Cal	Pacific-Atlantic S.S.Co. (States S.S. Co. *Mgrs*.)	410·0|54·4|27·2 P43'B115'F47' *WB*	Portlnd, Or Utd. States	T.3Cy 29 1/2″,47″&78″–48″ Los Angeles S.B. &D.D.Co San Pedro, Cal. 422NHP		R
82865 44005 JWTL	**San Clemente Maru** *Carrying Petroleum in bulk* *Oil Eng.* *Mchy. Aft* 2 *Dks*	7335 6780 5285					1937	Mitsubishi Jukogyo K.K Nagasaki	Mitsubishi Shoji K.K.	431·8|57·4|35·7 P102'B34'F43'	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 6Cy.28 3/8"–49 7/8" 839NHP Mitsubishi Jukogyo K.K.		
82866 164722 GZBG	**San Conrado** *Oil Eng.* D.F. 1 *Dk*, 2nd dk clear of cargo tanks *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	7982 7201 4787	✠100A1 Bkn *c†* ~~8,38~~ 12,37 1,39 ~~Fal~~ Sbl ✠LMC 10,36 *Carrying Petroleum in bulk*			CL	1936 10mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd's s.A & CP*	EagleOil& ShippingCo.Ld. *Cell D Bu E69'164t D Tf 25'292t FPT 140t APT 87t*	465·0|59·2|33·8 484·0 (o.l.) P94'B43'F32' FK *Tf 25'292t FPT 140t APT 87t*	London British	Oil Engines 4S.C.SA 8Cy.25 7/8"–55 1/8" 503NHP 2DB *180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 10 27 ″ 4 1/2	
82867 142290 MKBL	**San Dario** (*ex* Teakol) Twin Sc *ss* Shl. No. 3–4, 36 Wireless *ss* Bkn No. 2–38 *Mchy. Aft* 1 *Dk (Stl) & Web frames* *Longitudinal framing*	1137 880 584	✠100A1 Bkn *n* *with freeboard* 3,39 ~~4,38~~ ✠LMC 38 ~~✠NE&B11,~~ BS3,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,22			CL 3,38 F.P. *above* 150° F.	1918 1mo	Short Bros. Ld. Sunderland *Lloyd's s.A & CP*	EagleOil& ShippingCo.Ld. *Middle line bulkhead not oil-tight* *Cell D Bu E34'55t D Tf 21'189t FPT 85t APT 71t*	210·0|34·8|16·6 220·0 (o.l.) P70 F57' FK *12 B Hpt Cem* *D Tf 21'189t FPT 85t APT 71t*	London British	T.6Cy.9 1/2″,15 1/2″&26″–18″ (s) 180lb 85NHP 2SB, *4pf*, GS 61, HS 1628 Ailsa S.B.Co.Ld. Troon	16 ″ 6 s 1 ″ 3 1/4 15 ″ 3 1/2	
82868 166623 GKKW	**San Demetrio** *Oil Eng* D.F. 1 *Dk*, 2nd dk clear of cargo tanks *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	~~9000~~ 8073 ~~7264~~ 4815	✠100A1 Gls 12,38 ~~(Class Contemplated)~~ *Carrying Petroleum in bulk* ~~✠LMC 12,38~~			CL	1938 12mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd's s.A & CP*	EagleOil& ShippingCo.Ld. *Cell D Bu E71t D Tf 22'256t FPT 179t APT 96t*	463·2|61·2|33·1 479·3 (o.l.) P97'B44'F47' FK *17 Hpt Cem* *D Tf 22'256t FPT 179t APT 96t*	London British	Oil Engines 4S.C.SA 8Cy.25 7/8"–55 1/8" 502NHP 2DB *150lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 3 s 6 ″ 5 1/4 27 ″ 0 1/2	
82869 219607 KLHA	**San Diegan** Twin Sc (*ex* Mazatlan–37) *Oil Eng.* *Mchy. Aft* 2 *Dks* *Carrying Petroleum in bulk*	987 — 589					1920	L'ng Beach S.B.Co. Long Beach, Cal.	Star&Crescent Boat Co.	164·3|34·1|17·8	San Diego Utd. States	Oil Engines 4S.C.SA 12Cy.12 1/8"–18" 196NHP Winton Eng. Wks. San Francisco, Cal.		R
82870 FNTL	**San Diego** *Ref. Mchy.* *Fitted for oil fuel* Sub. Sig. D.F. 2 *Dks* & *Shelter dk*	6013 5059 2796					1930	Harland& Wolff, Ld. Belfast	Cie. Générale Transatlantique	431·5|57·3|26·7 *WB*	Havre French	T.4Cy.31″,50″,&(2)60″–60″ 557NHP Harland&Wolff, Ld. Bel		V
82871 216794 KJSQ	— **Wood** *Fitted for oil fuel*	1487 — 835					1918	Mathews' S.B.Co. Hoquiam, Wash	Reitz S.S.Co.	237·3|44·7|16·8	S. Francisco Utd. States	T.3Cy.14″,22″&40″–30″ 88NHP Llewellyn Iron Works, Los Angeles		
82872 33300 JQJB	**San Diego Maru** *Oil Eng.* *Mchy. Aft* 2 *Dks* *Carrying Petroleum in bulk*	7269 6829 5000					1928	Mitsubishi Zosen Kaisha, Ld. Nagasaki	Mitsubishi Shoji Kaisha, Ld.	430·0|57·0|34·5 P114'B33'F17'	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 6Cy.28 3/8"–41 3/8" 582NHP Mitsubishi Zosen Kaisha, Ld. Nagasaki		C
82873 EGMB	**San Eduardo** (*ex* Hercules) Iron Sc	300 — 124					1917	.....	A.T. Vega	151·7|19·7|11·5	Gijon Spanish	T.3Cy.12″,18″&31″–28″ 51NHP A.G Weser, Bremen		
82874 146560 GFWJ	**San Fabian** *ss* Bkn. No. 3–3,35 *Mchy. Aft* 1 *Dk (Stl) & Shelter dk (Stl) &* D.F. *Web frames* *Longitudinal framing*	13031 12555 8216	✠100A1 Bkn *h†* *Shelter dk* Fal *with freeboard* 3,39 ~~4,38~~ BS3,39 ~~BS4,38~~ ✠LMC 4,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,22			CL ~~4,36~~ 3,39 F.P. *above* 150° F.	1922 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's s.A & CP*	EagleOil& ShippingCo.Ld. *Cell D Bu B 43'202t D Tf 50'512t FPT 243t APT 70t*	530·5|69·4|42·2 552·0 (o.l.) B39' *on Shelter dk* FK *DT f 50'512t FPT 243t APT 70t*	London British	3 Steam Turbines DR geared to 1 Sc. Shaft (r) 220lb 978NHP 5SB (Spt), *15cf*, GS 300, HS 12475 FD Wllsnd Slipway Co Ld. Nwc	42 ″ 3 s 10 ″ 3 1/4 32 ″ 2 1/4	
82875 218196 KEDR	**San Felipe** (*ex* Willwello, *ex* Western Glen) *Fitted for oil fuel* 2 *Dks*	5918 5195 3680					1919	Ames S.B. &D.D.Co. Seattle, Wash	Pacific-Atlantic S.S.Co. (States S.S. Co. *Mgrs*.)	409·8|54·2|29·2 P44'B119'F47' *WB*	Portlnd, Or Utd. States	T.3Cy 28 1/4,48″&80″–48″ 639NHP Ames S.B.&D.D.Co. Seattle	31 ″ 11	R †
82876 145252 GFJZ	**San Felix** *ss* Fal. No. 3–5,34 *ss* Shl. No. 1–38 *Mchy. Aft* 1 *Dk (Stl) & Shelter dk* D.F. *(Stl) & Web frames* *Longitudinal framing*	13037 12550 8207	✠100A1 Shl *h†* *Shelter dk* Bkn *with freeboard* 2,39 ~~4,38~~ BS2,39 ✠LMC 4,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21			CL ~~4,38~~ N 2,39 F.P. *above* 150° F.	1921 7mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's s.A & CP*	EagleOil& ShippingCo.Ld. *Cell D Bu B 43'202t D Tf 50'512t FPT 243t APT 70t*	530·4|69·4|42·2 557·0 (o.l.) F39' *Shelter dk* FK *15 B Hto S dk* *8 „ „ U „* *Tf 50'512t FPT 243t APT 70t*	London British	3 Steam Turbines DR geared to 1 Sc. Shaft (r) 220lb 978NHP 5SB (Spt), *15cf*, GS 300, HS 12229 FD Wllsnd Slpwy. Co. Ld. Nwc.	42 ″ 3 s 10 ″ 3 1/4 32 ″ 2 1/4	
82877 143425 GQXV	**San Fernando** *ss* Nwc. No. 3–3,32 *ss* Bkn. No. 1–36 *Mchy. Aft* 1 *Dk (Stl) & Shelter dk (Stl) &* D.F. *Web frames* *Longitudinal framing*	13056 12563 8335	✠100A1 Sbl *h†* *Shelter dk* Fal *with freeboard* 11,38 ~~4,38~~ ✠LMC ~~BS4,38~~ ~~LS~~ 11,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,19			CL N 1,38 F.P. *above* 150° F.	1919 10mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's s.A & CP*	EagleOil& ShippingCo.Ld. *Cell D Bu E & B 88' 202t D T f 50' 512t FPT 243t APT 70t*	530·4|69·4|42·2 F25' FK *15 B Hto S dk* *8 „ „ U „*	London British	3 Steam Turbines DR geared to 1 Sc. Shaft (r) 220lb 958NHP 5SB (Spt), *15cf*, HS 12180 FD Wllsnd Slpwy. Co. Ld. Nwc.	42 ″ 3 s 10 ″ 3 1/4 32 ″ 3 1/2	
82878 143056 GQXT	**San Florentino** *ss* Bkn. No. 3–2,32 *ss* Fal. No. 1–36 *Mchy. Aft* 1 *Dk (Stl) & Web frames &* D.F. *Shelter dk (Stl)* *Longitudinal framing*	12842 12353 8107	✠100A1 Bkn *h†* *Shelter dk* Fal *with freeboard* ~~12,37~~ ~~✠LMC~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,19			CL ~~4,37~~ F.P. *above* 150° F.	1919 4mo	Swan, Hunter& Wigham Richardson, Ld Newcastle *Lloyd's s.A & CP*	EagleOil& ShippingCo.Ld. *Cell D Bu B 39' 178t D T f 52' 358t FPT 190t APT 54t*	530·4|68·6|42·0 553·0 (o.l.) F28' FK *14 B Hto S dk* *8 „ „ U „*	London British	3 Steam Turbines DR geared to 1 Sc. Shaft (r) 220lb 958NHP 5SB (Spt), *15cf*, HS 12229 FD Wllsnd Slpwy. Co. Ld. Nwc.	42 ″ 3 s 10 ″ 3 32 ″ 3	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross / Under deck. / Net	5 Particulars of Classification. Character. / † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when last shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers to which classed, if not in L.R. Date of R. of Class.
82879 FNTI	**San Francisco** *Ref. Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. 2 *Dks* & *Shelter dk*	6013 5046 2796					1930	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	**Havre** French *WB*	T.4Cy.31″,50″&(2)60″–60″ 557NHP Harland&Wolff,Ld.Bel.		V
82880 5701 SGCN	— *Oil Eng.* *ss*Mmo.No.3–7,28 *ss*Lkr.No.2–36 D.F. 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*)	**TwinSc3Mst** 3704 3333 2214	✝100A1 *Shelter dk* *with freeboard* 4,97 ✝LMC(M)6,38 DB85,33 ✝LMC3,38	Lkr	*x*	OG ~~P10,33~~ S3,37 P6,38 S6,99	1915 6mo *Lloyd's*	Akt.Burmeistr& Wain Copenhagen *S.A&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *Cell D Ba*69′ *uE*	362·0 376·3(O.L.) 37′ *f* 212′ 113*8t* *FPT*	51·2	22·6 FK 7 *t APT* 58*t*	**Stockholm** Swedish *pt Cem* 6 *B Hpt Asp* DB–80*lb* Akt.Burmeistr&Wain,Cpn	Oil Engines 4S.C.SA 12Cy.21½″–28¾″ 528NHP DB–80*lb* Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 2 ″ 4½ 23 ″ 4	
82881 (*ex*)Dr.Kemmerich)	— **TwinSc** 1 *Dk*	322 — 162					1912	Stocks& Kolbe Kiel	Cia.Uruguaya deNav.Lda.	182·2 B25′ F24′	30·4	8·3 *WB*	**Bns.Aires** Argentine	T.6Cy 10¼″,15¾″ &25⅝″–15½″ Christensen& Meyer,Harburg 53NHP		
82882 24755 JIYD	**San Francisco Maru** *ss*Kob.No.3–1,31 *ss*Nag.No.1–34 2 *Dks*(*Stl*) & *Awng dk*(*Stl*)	5831 5586 4227	✝100A1 *Awng dk* *with freeboard* ~~[illegible]~~ 10,38 7,38 ~~[illegible]~~ C16,33 *Fitted for oil fuel* 1,23	Nag ~~Kob~~ Sea	*y*	OG ~~9,35~~ 7,38 *F.P.*	1919 3mo *above*	Kawasaki Dkyd.Co.Ld. Kobe A&CP	YamashitaKisen K.K. *Collision B Hto Awng dk* *Cell DB* 334′ 111*8t* *FPT*	385·0 385·0 126*t* *APT* 98*t*	51·0	36·0 FK 150° F.	**Kobe** Japanese *pt Cem* 5 *B Hto U dk* Kawasaki Dkyd Co Ld Kobe	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,*Scf*, HS154,HS5741 FD	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
82883 129462	**San Francisco Xavier** Ⓟ *gs*Bom.2ndNo.3–10,38 ~~*ss*Bom.No.2–0,31~~ ~~*ss*Bom.No.1–35~~ 1 *Dk*(*Teak*) & *Shade dk*(*Teak*)	339 267 152	✝ A1 1,38 ~~1,67~~ ~~3337~~ ✝LM *Rivers Coasts*	Bom 10,38 *ervice*	*g* *Bombay* & *Goa*	CL 7,37	1910 1mo *Lloyd's*	Greenock& Grngemouth DockyardCo. Greenock *S.A&CP*	IndianCo-operativeNav.&Tradng Co.Ld.	170·0 F36′	26·1	9·0 FK	**Bombay** British 5 *B HCem*	T.3Cy.14″,22″&36″–21″ (*s*) 180lb 66RHP 1SB,3*cf*,GS60,HS2120 Muir&Houston,Ld.Gls.	9 ″ 6 s 2 ″ 5 7 ″ 4	
82884 219474 WACF	**San Gabriel** (*ex*Georgian, *ex*Clarksburg) *ss*Pld.No.3–2,32 D.F. 2 *Dks*(*Stl*) *Fitted for oil fuel*	4943 — 3082	✝ ... 5,35 ✠	Pld	*y*		1920 1mo	Downey S.B.Corp. Arlington, StatenIsland	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*) *Cell DB* 306′ 11	386·8 P37′ B109′ F38′ 04*t* *MT* 27′ 668*t* *FPT*	52·2	27·4 FK 108*t* *APT* 48*t*	**Portlnd,Or** Utd States 7 *B Hpt Cem* Downey S.B.Corp.Arlngtn	T.3Cy.24″,40″&70″–48″ 502NHP 3SB,9*cf*,GS189,HS7500	30 ″ 0	
82885 146148 GFPK	**San Gaspar** *ss*Bkn.No.1–39 *ss*Fal.No.3–6,34 *Mchy. Aft* 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) D.F. & *Web frames* *Longitudinal framing*	12910 12450 8152	✝100A1 *Shelter dk* *with freeboard* ~~1,37~~ 3,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,21	Bkn Fal M 5,38 BS5,38	*h*† ~~C~~	CL ~~4·47~~ ~~N2,36~~ ~~3,38~~ *F.P.*	1921 11mo *Lloyd's*	Palmers' Co.Ld. Newcastle *S.A&CP*	EagleOil&ShippingCo.Ld. *Cell D Bu* B38′ 115*t* *DT* 75	530·2 552·5(O.L.) F40 *on Shelter dk* 4′407*t* *FPT* 203*t* *APT* 40*t*	68·5	42·1 FK	**London** British 22 *B Hpt Cem* (15 *to Sh dk* 7 ,, *U* ,,) Palmers'Co.Ld.Newcastle	3 Steam Turbines DR geared to 1 Sc. Shaft 200lb (*s*) FD 913NHP 3SB(Spt),15*cf*,GS302, HS11595	42 ″ 3 s 10 ″ 2½ 32 ″ 3½	
82886 146518 GFWK	**San Gerardo** *ss*Fal.No.1–38 *ss*Bkn.No.3–11,38 *Mchy. Aft* 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) & *Web frames* D.F. *Longitudinal framing*	12915 12450 8150	✝100A1 *Shelter dk* *with freeboard* 7,38 10,37 7,38 ~~BS10,37~~ C11,33 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,22	Bkn Fal	*h*† ~~N12,36~~	CL ~~4,38~~ *F.P.*	1922 2mo *Lloyd's*	Palmers' Co.Ld. Newcastle *S.A&CP*	EagleOil&ShippingCo.Ld. *Cell D Bu* B38′ 143*t* *DTf* 54′ 407*t* *FPT* 203*t* *APT* 40*t*	530·2 552·5(O.L.) F40′ *on Shelter dk* *above* 150° F.	68·5	42·1 FK	**London** British 22 *B Hpt Cem* (15 *to Sh dk* 7 ,, *U* ,,) Palmers'Co.Ld.Newcastle	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb FD 913NHP 3SB(Spt),15*cf*,GS302, HS11595	42 ″ 3 s 10 ″ 2½ 32 ″ 4	
82887 HPCC	**San Gil** *Fitted for oil fuel* E.S.D. *Ref. Mchy.* *Cruiser Stern* 2 *Dks* & 2 *pt Dks*	3627 3118 1957					1920	Workman, Clark&Co. Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	325·0 P36′ B103′	46·3	29·2 BK7″	**Panama** Panamanian *WB*	T.3Cy.24½″,41½″&69″–48″ 330NH Wrkman,Clark&Co.Ld Bel		C
82888 159 ITRR	**San Giorgio** Ⓟ *Fitted for oil fuel* 1 *Dk*	364 292 140					1914	Stabilmnto Tecnico Trieste	"Istria-Trieste" Soc.Anon.diNav	168·7 F30′	23·8	11·5 BK7″	**Trieste** Italian *WB*	T.3Cy.15½″,25″&41″–24″ 134NHP Stabilimento Tecnico,Tri.	12 ″ 6	I †
82889 997 ITRX	— (*ex*Sailing Vessel,*ex*Gabbiano) *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*)	**WoodAuxSr** 326 303 282					1919	Soc.Construzione e Nav.Velieri Viareggio	A.Finocchiaro	132·7	28·1	13·6	**Genoa** Italian	Oil Engines 2S.C.SA 4Cy.12⅝″–14″ 112NHP Emade18*fitted*33 "Densil"A.S.Motorenfabriken,Aalborg		I
82890 2182 IBZL	**San Giovanni Battista** Ⓟ (*ex*Ingoma–37) *ss*Bkn.2ndNo.3–9,32 2 *Dks*(*Stl*) & 3rd *dk*(*Stl*) in No.1 hold	5623 4507 3523	✝ —— 10,37 ✠	Lon	*z*		1913 7mo	D&W Hendersn&Co.Ld. Glasgow	Cia.Ligure di Navigazione *Cell D Ba*102′ *uE* & B67′ *f* 163′ 96	415·4 400·6 P34 B160′ F50′ 6*t* *DTa* 26′ 615*t* *FPT*	52·2	28·5 FK 63*t* *APT* 22*t*	**Genoa** Italian 8 *B HCem* 2DB&1SB.15*cf*,GS316, D&W Hendersn.&CoLdGls	T.3Cy.26½″,46″&76″–54″ 616NHP	31 ″ 0	I †
82891 935 ICGB	**San Giuseppe** (*ex*WarTrefoil) *ss*Gen.No.3–12,30 *ss*Gen.No.1–35 1 *Dk*(*Stl*) *Cargo battens not fitted*	5074 4665 2998	✝100A1 3,38 BS12,37 ✝LMC11,34	Rot	*y*	CL 7,36	1917 10mo *Lloyd's*	Harland& Wolff,Ld Belfast *S.A&CP*	Soc.Anon.per l'Industria ed il Commercio Marittimo "NovaGenuensis" *Cell D B*	413·2 P49′ B113′ F38′ 345′ 110*6t* *FPT* 118*t*	52·3	28·4 FK *APT* 185*t*	**Genoa** Italian 7 *B Hpt Cem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD Harland&Wolff,Ld.Bel.	31 ″ 0 s 6 ″ 1½ 25 ″ 3	
82892 292 ICGD	**San Giusto** Ⓟ *Oil Eng.* Wireless 1 *Dk*	**TwinSc** 861 567 382					1929	Odero-Terni LaSpezia	"Istria-Trieste" Soc.Anon.diNav.	224·5 215·7 F96′	30·6	11·8 13·5 BK8	**Trieste** Italian *WB*	Oil Engines 2S.C.SA 8Cy.15¾″–19½″ 350NHP Soc.Anon.Fiat-Stab. GrandiMotori,Turin	15 ″ 4	I †
82893 149864 VRVK	**San Gorg** (*ex*Mersdon–35, *ex*Kilmeredon) 1 *Dk*	615 491 258					1919	Smith's Dk Co.Ld. South Bank on Tees	FrancisColeiro	170·0	30·0	15·7	**Malta** British	T.3Cy.16″,26″&44″–26″ 99NHP Smith'sDockCo.Ld.		C
82894 XNAY	**San Hsing** (*ex*KwangTah–33, *ex*Fushun) 3 *Dks*	2474 2166 1538					1883	W.B. Thompson Glasgow	SanHsingS.S.Co.	280·0 B76′ F30′	40·0	17·9 25·4	**Shanghai** Chinese *WB*	C.2Cy.36″&72″–48″ NB99 299NHP W.B.Thompson,Dundee		
82895 200468 KJXS	**San Jacinto** Ⓟ *Fitted for oil fuel* 3 *Dks*	**TwinSc** 6069 — 3870					1903	Delaware RiverCo. Chester,Pa.	Agwilines,Inc. (NewYork&Porto RicoS.S.Co. *Mgrs.*)	380·0	53·0	24·7	**NewYork** Utd.States	T.6Cy.23″.39″&66″–42″ NE&B22 564NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
82896	**San Jorge** *Fitted for oil fuel* D.F. E.S.D. GyC. 1 *Dk*. *Mchy. Aft* *Cruiser Stern* *Ref. Mchy* *Longitudinal framing* *Carrying Petroleum in bulk*	10000 ~~6000~~ 6000 10006 8709 5831					1938	Blohm& Voss,K.a.A. Hamburg	Argentine Government (Yacimientos Petroliferos Fiscales)	529·5 P146′ B66′ F44′ 528 7|61·9|	62·0	34·9 35·0	**Bns.Aires** Argentine *WB*	T.3Cy.36¼″,59 7/16″&98 7/16″–59 7/16″ HS14208 1016NHP Gutehoffnungshütte Sterkrade		

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. *Ex-nom, s'il y a lieu.* Visites Périodiques.	3 Matériaux, Gréement, etc. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Exigibles en vue si n'est dans le L. R. Durée Cert. Ro Trade.
82897	**San José**		6013					1930	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	Havre French *WB*	T.4Cy.31″,50″&(2)60″–60″ 557NHP Harland&Wolff,Ld.Belfast		V
	Sub.Sig.	*Fitted for oil fuel*	5046														
FNTM	*Ref.Mchy.* D.F.	2 *Dks&Shelter dk*	2976														
82898	— Ⓟ		3358					1904	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	330·0	44·6	31·6	New York Utd.States *WB*	T.3Cy.25″,41″&68″–48″ 320NHP Wrkman,Clark&Co.Ld Bel		C
212635	*Ref.Mchy.*	*Fitted for oil fuel*	1345														
KDAJ	Sub.Sig. D.F.	3 *Dks&Shelter dk&tr.Bs*	1938														
82899	—		1995					1920	WoodSkinner&Co.Ld. Newcastle	A/S Bonheur (Fred.Olsen&Co. *Mgrs.*)	302·6	42·2	17·9	Oslo Norwegian *WB*	T.3Cy.22½″,36″&60″–39″ 225NHP N.E.MarineEngCoLd.Nwc		N
			1622								P81*t*	H173*t*	F17*t*				
LCWY	D.F.	1 *Dk*	1006														
82900	**San Juan** Ⓟ		3512	✝100A1 *Spar dk*	NYk	*u*	CL 8,86	1900 1mo	Harlan& Hollingsworth Co. Wlmgtn,Del. A&CP	Agwilines Inc. (NewYork&Porto RicoS.S.Co.*Mgrs.*)	317·0	42·0	20·1	New York Utd.States	T.3Cy.24″,38″&62″–42″ (*r*) 180lb *180lb* NDB19 352NHP 2SB.6*cf*,GS104,HS5230 FD Harlan&HollingsworthCo. 68*t* Wilmington,Del.		
116935	*ss*N.Yk.3rdNo.3–7,36		3051									27·8					
WFCD	*Ref.Mchy.*	1 *Dk&Spar dk(Stl–wld) & Web frames*	2194	~~B9,37~~ 9,38 ✝~~B2,19~~ ✝LMC M57 ~~B6,37~~ T 9,37 Lloyd's RMC5,35 9,38 for temp. 18° F. *Fitted for oil fuel* 2,19			10,38 *F.P.*			*CellDBa86′uE6*	P49′B116′F33′	FK *B60′f124′548tFPT128tAPT*		6 *BHCem* 68*t*	2SB.6*cf*,GS104,HS5230 FD Harlan&HollingsworthCo. Wilmington,Del.		
82901	—		389					1929	N.V.Industrieele Maats. De Noord A/blasserdam	Cia.Anon. Venezolana de Nav.	148·7	25·3	9·0	Pto.Cabllo Venezuelan *WB*	Oil Engines 4S.C.SA 4Cy.11″–17¾″ 47NHP Motorenfb.″Deutz″A.G. Köln-Deutz		
		Oil Eng.	283								P41′F17′						
		1 *Dk*	224														
82902	**San Juan II** (*ex*Sta.Ursula–35, *ex*Gadir–34)		552	✝100A– 3,36	LaP		CL 3,36	1919 3mo	Echevarrieta&Larringaga Cadiz	A.RodriguezLopez	163·0	25·5	10·3	Santa Cruz Teneriffe	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 180lb 81NHP 1SB,3*pf*,GS50,HS1420 ShieldsEng.&D.D.Co.Ld. N.Shl.	12″10	
	*ss*LaP.No.3–7,31		372								164·5	26·2	FK				
EEOS	*ss*LaP.No.1–36		277	~~B6,37~~ ✝LMC12,34 ✝NE&B made09 refitted12,34 ~~B9,38~~							Q94′B11′F25′			Spanish			
	Mchy.Aft	1 *Dk(Stl)*								*CellDBf92*	136*t*	*FPT*43*t*		3 *BH APT*7*t*			
	Well deck	*Cargo battens not fitted*															
82903	**San Lucas** (*ex*EasternKnight)		6517				...	1919	OsakaIron Works,Ld. Osaka	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*)	415·1	55·7	32·0	Portlnd,Or Utd.States *WB*	T.3Cy.27″,45″&75″–51″ 553NHP OsakaIronWrks,Ld.Osaka	34″8	R
219648		*Fitted for oil fuel*	—								P45′B148′F45′*on Shelter dk*		FK				†
KUFB		1 *Dk&Shelter dk&Web frames Longitudinal framing*	4094														
82904	**San Luigi** (*ex*Balcraig–32, *ex*Vancouver)		4356	✝ ... 10,34	Gls	*x*		1905 10mo	Barclay, Curle&Co.Ld Glasgow	Soc.Anon.Marittima"SanPietro"	387·6	50·0	19·1	Genoa Italian	T.3Cy.25″,41″&68″–48″ 416NHP	29″8	I
1755	*ex*Vancouver)	*ss*Gls.2ndNo.3–6,30	4132								376·0		27·1				†
ICFZ		1 *Dk(Stl)&Spar dk(Stl) & deep framing*	2691							*CellDBa124′uE2*	P34′B111′F43′	FK		6 *BHCem*	2SB,6*cf*,GS129,HS5882		
											4′*f*165′889*tDTa*30′			726*tAPT*75*t*	Barclay,Curle&Co.Ld.Gls.		
82905	**San Luis** (*ex*Aux.Sc.Caterina–36, *ex*Luisa Verderame)		607					1920	Wortelboer &Co. Westerbroek	L.&A.Garcia (L.Garcia,*Mgr.*)	167·3	28·6	12·4	Puerto Cortes Honduran *WB*	Oil Engines 4S.C.SA 6Cy.12½″–16″ 91NHP NE36 Atlas-ImperialDiesel Eng.Co.Oakland,Cal.		R
			597								P42′F33′						
HRDB		*Oil Eng.*	479														
	Wireless	1 *Dk*															
	Mchy.Aft																
82906	**San Luis Maru**		7269					1928	Mitsubishi ZosenKaisha. Ld. Nagasaki	MitsubishiShoji KaishaLd.	430·1	57·0	34·5	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 6Cy.23⅝″–41½″ 582NHP MitsubishiZosenKaishaLd		C
33977	*Carrying Petroleum in bulk*	*Oil Eng.*	6829								P99′B33′F44′						
JRDB	*Mchy.Aft*	2 *Dks*	5001														
82907	**San Marco** (*ex*WarSummit)		3076					1919	WoodSkinner&Co.Ld. Newcastle	Soc.Anon.Cooperativa di Nav. "Garibaldi"	340·1	46·7	23·2	Genoa Italian *WB*	T.3Cy.25″,41″&68″–45″ 310NHP N.E.MarineEngCoLdNwc		I
1648			2819								331·3						
ICGE	D.F.	1 *Dk*	1832								P33′B100′F29′						
82908	**San Marcos** (*ex*Myrtle,*ex*West Jena)		5758					1919	AmesS.B. &D.D.Co. Seattle,Wash	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*)	410·5	54·2	29·2	Portlnd,Or Utd.States *WB*	T.3Cy.26″,43″&73″–48″ 369NHP AmesS.B.&D.D.Co.Seattle		R
219423		*Fitted for oil fuel*	5291								P44′B119′F47′						
KOTG		2 *Dks*	3560														
82909	**San Martin**	TwinSc	544					1884	Napier, Shanks&Bell Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	240·0	34·2	10·6	Bns.Aires Argentine	Oil Engines 2S.C.SA 4Cy16½″-18⅛″NE21 192NHP O.&G.BolindersCo.Skm.		
		Oil Eng.	—														
			334														
82910	**San Mateo**		5947					1931	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	Havre French *WB*	T.4Cy.31″,50″&(2)60″–60″ Harland&Wolff,Ld.Belfast		V
	Sub.Sig	*Fitted for oil fuel*	5046														
FNTX	D.F.	3 *Dks*	2780														
82911	—		3289					1915	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*)	315·2	44·2	28·8	New York Utd.States *WB*	T.3Cy.23½″,39½″&66″–48″ 302NHP Wrkman,Clark&Co.Ld.Bel		C
213201		*Fitted for oil fuel*	2849								P33′B75′F39′						
KDBE	D.F. *Ref.Mchy.*	2 *Dks&2pt dks*	1878														
82912	**San Matias** (*ex*AstraIII–37)		5518	✝ ... 6,37	BAs	*y*		1928 2mo	Cant.Nav. Triestino Monfalcone	Argentine Government(Yacimientos Petroliferos Fiscales) *CellDBuE& B83′394tDT*	396·4	55·2	29·8	Bns.Aires Argentine	T.3Cy.27½″,46″&77″–54″ 631NHP 14 *BHpt Cem* 4 *to 2nd dk*	30″0	
	*ss*B.As.No.2–36		4869								P105′B38′F41′		FK				
LOFD	*Mchy.Aft*	2 *Dks(Stl)&Web frames Bracketless system Longitudinal framing Fitted for oil fuel*	3146								*f*36′207*t FPT*131*t APT*112*t*				3SB,9*cf*, ,HS9615 D.Rowan&Co.Ld.Glasgow		
	Carrying Petroleum in bulk																
82913	**San Melito**		12286	✝100A1 *Shelter dk*	Bkn	*g*†	CL 10,36	1914 4mo	Palmers' Co.Ld. Newcastle *Lloyd's SA&CP*	EagleOil& ShippingCo.Ld.	530·0	66·5	33·5	London British	Q.4Cy.28½″,41″,58″&84″–54″ 2201b (*r*) 793NHP 4SB,16*cf*, ,HS11392 FD Palmers'Co.Ld.Newcastle	33″6 s 12″7½ 29″1	
136669		*ss*Bkn.No.3–1,27	9576								553·3(O.L.)		FK	20 *BHCem* (11 *to U dk* 9 ,, *2nd* ,,)			
GQXM		*ss*Shl.No.2–35	7880	*with freeboard* ~~1,88~~ 11,38 ~~B8,37~~ T 11,38 ~~B8,37~~ ✝LMC5,35 *Carrying Petroleum in bulk* *Fitted for low flash oil fuel*	Shl		11,38 4,14			*WB = CellDBuB42′176tDT f*60′548							
	Mchy.Aft	*Longitudinal framing*													*tFPT*242*tAPT*32*t*		
	D.F.	2 *Dks(Stl)&Shelter dk(Stl) & Web frames*															
		Tonnage opening closed 1917															
82914	**San Miguel**		2380					1920	J&KSmit's Scheepsw. Krimpen a/d Lik	D/S A/S Spanskelinjen(Fred.Olsen &Co.&O.R. Thoresen,*Mgrs.*)	286·2	39·8	24·2	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.22″–39⅝″ 280NHP Werkspoor,Amsterdam		N
		Oil Eng.	2136								H178*t*						
LCXD	*Mchy.Aft*	2 *Dks*	1417														
82915																	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Register'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Form Assigned. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	8 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Register in which classed, if not in L.R. Date of Trade Cert
82916 / CSAI	**San Miguel** ss Ham. No. 1–35 1 *Dk (Stl) & Shelter dk (Stl) Cruiser Stern*	2112 1694 1205	✠100A1 *with freeboard* 1,~~3~~,~~3~~,~~8~~6 BS~~5~~,38 ✠LMC2,35 12,38	Ham	*t*	CL ~~8,35~~ 11,38	1931 2mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld. Sunderland *sA&CP* *Rebuilt 14 by*	Cia. de Nav. Carregadores Acoreanos *Cell D Ba & u E 101′ f 124′ 50*	291·6 302·2 (O.L.) P19′F29′	42·0	17·7 FK	Ponta Delgada Portuguese	T. 3Cy. 20½″, 34″ & 56″–39″ (*s*) 200lb FD 263 NHP 5B (Spt) *6cf*, GS101, HS3642 Swan, Hunter & Wigham Richardson, Ld. Nwc.	19 ″ 11 s ″ 8½ 19 ″ 4½	
82917 / CSAI	**San Nam Hoi** Ⓟ Twin Sc (*ex* Nam Hoi, *ex* Tai On) 1 *Dk, Shade dk & Promenade dk*	1053 — 720					1891	Kwong Hip Loong Hong Kong *Rebuilt 14 by*	Sing Hing Steamship Co. Kwong Fab, Hong Kong	172·3 H6*t*	35·1	10·1	Canton Chinese	C. 4Cy. 14½″, & 30″–18½″ NB01 57 NHP Kwang Hep Laung, H. Kg.		
82918 / 148763 / GMQK	**San Nicolas** Twin Sc ss Cco. No. 2–34 1 *Dk (Stl) Mchy. Aft*	2391 1743 1239	✠100A1 ~~with freeboard~~ 3,38 MS11,34 *Carrying Petroleum in bulk Fitted for oil fuel* 5,26	Cco	*t*	CL ~~12,38~~ 12,38 s12,38 *F.P. above*	1926 5mo *Lloyd's*	Harland & Wolff, Ld. Belfast *sA&CP*	Lago Shipping Co. Ld. (F. J. Wolfe, *Mgr.*) *Wing tanks f 286t wing* 150° F.	305·7 P67′F34′ *Trunk 204′ tanks a 356t*	50·2	14·3 FK *FPT 6t APT 75t*	London British *7 B Hpt Cem*	T. 6Cy. 13½″, 23½″ & 36″–27″ 180lb (*s*) 196 NHP 2SB, *6cf*, GS98, HS3702 Harland & Wolff Ld. Bel.	15 ″ 0 s 1 ″ 10½ 13 ″ 4	
82919 / ICGD	**San Ning** Twin Sc 1 *Dk & Promenade dk*	776 *281* *582*					1916	Kwong Fook Cheong Hong Kong	Hoi Tung Co.	162·7	28·0	8·6	Canton Chinese	C. 4Cy. 11″ & 22″–15″ E & B *made* 13 38 NHP Tin Hing Eng. Co. H. Kg.		
82920 / HPCD	**San Pablo** Sub. Sig. *Ref. Mchy.* 2 *Dks*	3305 2920 1833					1915	Workman, Clark & Co. Ld Belfast	Balboa Shipping Co. Inc. (United Fruit Co. *Mgrs.*)	315·2 P33′B75′F39′	44·2	28·8	Panama Panamanian *WB*	T. 3Cy. 23½″, 39½″ & 66″–48″ 302 NHP Wrkman, Clark & Co. Ld. Bel		C
82921 / FNUJ	**San Pedro** *Fitted for oil fuel* D.F. Sub. Sig. 2 *Dks & Shelter dk*	5947 5046 2730					1931	Harland & Wolff, Ld. Belfast	Compagnie Générale Trans-atlantique	431·5	57·3	26·7	Havre French *WB*	T. 4Cy. 31″, 50″ & (2) 60″–60″ & LP Turbine Harland & Wolff, Ld. Bel.		V
82922 / 32899 / JPVB	**San Pedro Maru** *Mchy. Aft* Oil Eng. *Carrying Petroleum in bulk* 2 *Dks*	7269 6829 5000					1927	Mitsubishi Zosen Kaisha, Ld. Nagasaki	Mitsubishi Shoji Kaisha, Ld.	430·0 P99′B33′F44′	57·0	34·5	Tokyo Japanese	Oil Engines 2S.C.SA 6Cy. 23⅝″–41⅜″ 593 NHP Mitsubishi Zosen Kaisha Ld		C
82923 / 968 / ICGI	**San Pietro** (*ex* Primola, *ex* War Cowslip) D.F. 1 *Dk*	5199 4817 3109					1918	Harland & Wolff, Ld Glasgow	Soc. Anon. E.V. Parodi	413·7 400·9 P49′B113′F39′	52·4	28·2 FK	Genoa Italian *WB*	T. 3Cy. 27″, 44″ & 73″–48″ 518 NHP Harland & Wolff, Ld. Gls.	31 ″ 0	I †
82924 / ~~147610~~ / ~~GJVB~~ / XCSG	**San Quirino** ss Fal. No. 3–6, 36 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing*	5843 5226 3577	✠100A1 ~~7,37~~ MS6,36 BS~~H~~,36 ✠LMC *Carrying Petroleum in bulk Fitted for oil fuel* 7,23	Bkn Shl	*z*	CL 6,37 *F.P. above*	1923 7mo *Lloyd's*	Armstrong Whitworth & Co. Ld. Newcastle *sA&CP*	~~Eagle Oil & Shipping Co. Ltd.~~ Cia. Argentina de Nav. Mihanovich Ltda. *Cell D B u B 26′57t A P T 30t* 150° F.	407·2 423·7 (O.L.) P105′B37′F60′	52·2	31·4 FK	Argentine 15 *B Hpt Cem* (10 *to U dk* 5 ″ 2*nd* ″)	T. 4Cy. 31″, 50″ & (2) 60″–60″ & LP Turbine Harland & Wolff, Ld. Bel.	31 ″ 6 s 5 • 3½ 26 ″ 5	V
82925 / 219443 / KOTR	**San Rafael** (*ex* West Montop) *Fitted for oil fuel* 2 *Dks*	5402 — 3351					1919	Ls Angeles S.B. & D.D. Co San Pedro, Cal	Pacific-Atlantic S.S. Co. (States S.S. Co. *Mgrs.*)	410·0 P4′W115′F47′	54·4	27·2	Portlnd, Or Utd. States *WB*	T. 3Cy. 28½″, 47″ & 78″–48″ Los Angeles S.B 422 NHP & D.D. Co. San Pedro, Cal.		R
82926 / 41262 / JWWJ	**San Ramon Maru** *Oil Eng.* *Mchy. Aft* *Carrying Petroleum in bulk* D.F. 1 *Dk 2tr Js*	7309 — 5436					1935	Mitsubishi Jukogyo K.K Nagasaki	Mitsubishi Shoji Kaisha, Ld.	431·5 P95′B32′F43′	57·4	35·8	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 5Cy. 28⅜″–49⅞″ 699 NHP Mitsubishi Jukogyo K.K. Nag.		C
82927 / XCSG	**San Ricardo** ~~ss Mob. No. 2–34~~ *Mchy. Aft* ss Mob. No. 2–34 D.F. 2 *Dks (Stl) & Web frames* *Longitudinal framing*	6439 3995	✠100A1 6,37 BS6,37 ✠LMC5,34 *Carrying Petroleum in bulk Fitted for oil fuel* 9,16	Mob	*z*	CL N6,37 *F.P.*	1913 6mo *Lloyd's above*	Armstrong Whitworth & Co. Ld. Newcastle *sA&CP*	Cia. Naviera San Ricardo S.A. (R. J. E. Dodds, *Mgr.*) *Cell D Ba 43′70t D T f 33′4* 150° F.	420·1 432·5 (O.L.) P103′B26′F43′	54·7	32·6 FK *05t FPT 36t APT 55t*	Tampico Mexican 17 *BH* (9 *to U dk* 8 ″ 2*nd* ″)	Q. 4Cy. 24″, 35″, 50½″ & 73″–51″ 220lb (*r*) 554 NHP 3SB, *9cf*, GS187, HS7740 FD Wllsnd Slpwy. Co. Ld. Nwc.	32 ″ 8 s 6 • 11½ 26 ″ 1	
82928 / 146632 / GCJZ	**San Roberto** ss Bkn. No. 3–7, 35 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing*	5890 5226 3611	✠100A1 5,38 ~~1,38~~ ✠LMC MS7,35 ~~L~~1,35 *Carrying Petroleum in bulk Fitted for oil fuel* 9,22	Bkn Grk	*z*	CL 3,37 *F.P. above*	1922 9mo *Lloyd's above*	Armstrong Whitworth & Co. Ld. Newcastle *sA&CP*	Eagle Oil & Shipping Co. Ld. *Cell D Bu B 38′57t D T f 38′71t A P T 30t* 150° F.	407·1 423·5 (O.L.) P105′B37′F60′	52·2	31·4 FK	London British 15 *B Hpt Cem* (10 *to U dk* 5 ″ 2*nd* ″)	T. 3Cy. 27″, 45″ & 75″–48″ (*r*) 180lb 538 NHP 3SB, *9cf*, GS186, HS7896 FD Wllsnd Slpwy. Co. Ld. Nwc.	31 ″ 6 s 5 ″ 4½ 26 ″ 4¾	
82929 / 147603 / GKDS	**San Salvador** ss Shl. No. 3–7, 36 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing*	5805 5228 3547	✠100A1 3,38 BS5,37 ✠LMC7,36 *Carrying Petroleum in bulk Fitted for oil fuel* 3, 24	Bkn	*z*	CL 6,36 *F.P. above*	1924 3mo *Lloyd's above*	Armstrong Whitworth & Co. Ld. Newcastle *sA&CP*	Eagle Oil & Shipping Co. Ld. *Cell D Bu B 26′57t A P T 30t* 150° F.	407·4 P105′B37′F60′	52·2	31·4 FK	London British 15 *B Hpt Cem* (10 *to U dk* 5 ″ 2*nd* ″)	T. 3Cy. 27″, 45″ & 75″–48″ (*r*) 180lb 538 NHP 3SB, *9cf*, GS186, HS7896 FD Wllsnd Slpwy. Co. Ld. Nwc.	31 ″ 6 s 5 ″ 3½ 26 ″ 6	
82930 / 218893 / KOBK	**San Simeon** (*ex* West Katan) *Fitted for oil fuel* 2 *Dks*	5561 — 3487					1919	Long Beach S.B. Co. Long Beach, Cal.	Pacific-Atlantic S.S. Co. (States S.S. Co. *Mgrs.*)	410·5 P60′B114′F47′	54·3	27·2	Portlnd, Or Utd. States *WB*	T. 3Cy. 24½″, 41½″ & 72″–48″ 359 NHP Llewellyn Iron Works, Los Angeles		R
82931 / 145221 / GDYT	**San Tiburcio** ss Fal. No. 3–4, 33 ss Avn. No. 1–37 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing*	5995 5494 3618	✠100A1 11,~~38~~ BS11,33 ✠LMC3,37 *Carrying Petroleum in bulk Fitted for oil fuel* 3,21	Fal Lon	*z*	CL N1,38 *F.P. above*	1921 3mo *Lloyd's above*	Standard S.B. Corp. Shooter's Island, N.Y. *A&CP* 50° F	Eagle Oil & Shipping Co. Ld. *Cell D Bu E & B 68′ 153t D T f 32′ 392t*	413·0 428·2 (O.L.) P126′B35′F45′	53·4	31·1 FK *FPT 105t APT 31t*	London British 16 *BH Cem* (12 *to U dk* 4 ″ 2*nd* ″)	T. 3Cy. 27″, 45″ & 74″–48″ (*s*) 180lb 544 NHP 3SB, *9cf*, GS201, HS8160 FD Sun S.B. Co. Chester, Pa.	31 ″ 0 s 5 ″ 9½ 25 ″ 5½	
82932 / 135267 / GQXD	**San Tirso** ss Bkn No. 3–5, 25 ss Fal. No. 2–33 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing*	6236 5772 3951	✠100A1 ~~5,38~~ ~~spec.~~ ~~BS6,37~~ ~~✠LMC7,36~~ *Carrying Petroleum in bulk Fitted for low flash oil fuel* 10,13	Lon	*a†*	CL 11,35 *F.P. above*	1913 9mo *Lloyd's above*	Swan, Hunter & Wigham Richardson, Ld Newcastle *sA&CP*	Anglo-Saxon Petroleum Co. Ld. *WB = Cell D Bu B 24′75t D T f 12′454t P P T 46t A P T 39t* 150° F.	420·6 P102′B26′F48′	54·6	32·4 FK	London British 17 *BH Cem* (10 *to U dk* 7 ″ 2*nd* ″)	Q. 4Cy. 24″, 35″, 50½″ & 73″–51″ 220lb (*r*) 554 NHP 3SB, *9cf*, GS187, HS7740 FD Wllsnd Slpwy. Co. Ld. Nwc.	32 ″ 8 ~~6 • 0~~ ~~26 ″ 11~~	
82933 / 145223 / GFKL	**San Ubaldo** ss Bkn. No. 3–6, 33 ss Shl. No. 1–37 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F. *Longitudinal framing*	5999 5475 3684	✠100A1 ~~5,37~~ ~~Bkn~~ Fal 4,39 ✠LMC5,37 *Carrying Petroleum in bulk Fitted for oil fuel* 4,21	Shl		CL 5,37 *F.P. above*	1921 4mo *Lloyd's above*	Standard S.B. Corp. Shooter's Island, N.Y. *A&CP* 50° F.	Eagle Oil & Shipping Co. Ld. *Cell D Bu E & B 68′ 153t D T f 32′ 392t*	412·0 P126′B35′F45′	53·4	31·0 FK *FPT 105t APT 31t*	London British 16 *B Hpt Cem* (12 *to U dk* 4 ″ 2*nd* ″)	T. 3Cy. 27″, 45″ & 74″–48″ (*s*) 180lb 544 NHP 3SB, *9cf*, GS201, HS8160 FD Sun S.B. Co. Chester, Pa.	31 ″ 0 s 5 ″ 9½ 25 ″ 5½	
82934 / 135301 / GQXF	**San Valerio** ss Hfx. No. 3–9, 26 ss Bkn. No. 2–34 *Mchy. Aft* 2 *Dks (Stl) & Web frames* *Longitudinal framing*	6433 5946 4054	✠100A1 4,36 BS4,38 ✠LMC11,34 *Carrying Petroleum in bulk Fitted for oil fuel* 2,13	Lon	*a†*	CL 11,34 *F.P. above*	1913 12mo *Lloyd's above*	Palmers' Co. Ld. Newcastle *sA&CP*	Anglo-Saxon Petroleum Co. Ld. *WB = Cell D Bu E & B 74′184t D T f 39′445t F P T 110t A P T 28t* 150° F.	420·0 P102′B25′F42′	54·6	32·4 FK	London British 17 *B H Cem* (10 *to U dk* 7 ″ 2*nd* ″)	Q. 4Cy. 24″, 35″, 50½″ & 73″–51″ 220lb (*r*) 554 NHP 3SB, *9cf*, GS171, HS7734 FD Palmers' Co. Ld. Newcastle	32 ″ 8 s 6 • 0½ 26 ″ 10½	

Now "Juncal," *see No. 83667 in Supplement*

Now "18 de Marzo," *see No. 37~~83~~,~~92~~6 in Supplement*

Now "Los Pozos," *see No. 83939 in Supplement*

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après Lettre d'Attribution.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. RP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté, si on l'est dans le L.R. Durée. Fort. Bot. Trade.
82935	**San-Vicente**		394					1929	N.V. Industrie le Maats. De Noord Alblasserdam	Cia Anon. Venezolana de Nav.	149·0 | 25·2 | 9·2 P41′F19′			Pto Cabello Venezuelan *WB*	Oil Engines 4S.C.SA 4Cy.11″–18″ 38NHP Motorenfabr. "Deutz" A.G. Köln-Deutz		
		Oil Eng.	291														
	Mchy. Aft *Cruiser Stern*	1 *Dk*	231														
82935*	**San Vincente** (*ex* West Keats)		5597					1919	Long Beach S.B. Co. Long Beach, Cal.	Pacific-Atlantic S.S. Co. (States S.S. Co. *Mgrs.*)	410·5 | 54·2 | 27·2 P46′B112′F46′			Portlnd, Or Utd. States *WB*	T.3Cy.25″,41½″&72″–48″ 359NHP Llewellyn Iron Works, Los Angeles		R
219938		*Fitted for oil fuel*	—														
KUQK		2 *Dks*	3496														
82936	**San-Yō Maru** (P)	**Twin Sc**	8360	✝100A1	Kob	*d*†	CL	1930	Mitsu Bishi Dkyd Co. Ld Nagasaki	Osaka Syosen K.K.	446·0 | 60·5 | 40·7 F40′ FK			Osaka Japanese	Oil Engines 2S.C.SA 12Cy.26¾″–47½″ 8 *BHpt Cem* *Coll to W dk* 7 „ 2nd „) 1495NHP Mitsu Bishi Dkyd Co Ld Nag	40 ″ 9 s 13 ″ 0½ 28 ″ 2	
36117	(*ex* Sanyo Maru–38)	*Oil Eng.*	7812	*with freeboard*			P1,37										
JJLC		*ss* Kob. No. 3–1,36	5048	3,39 ~~1,89~~			s2,39			*Lloyd's* *A4 CP*					DB *100lb*		
	Ref. Mchy. GyC.	3 *Dks* (Stl)		✝LMC CS1,45							*Cell DB* 378′1295*t* *Tanks in way of tunnels* 978*t M*			*Coll to W dk* 7 „ 2nd „)			
		Cruiser Stern		DBS ~~1,50~~ 1,50 1,57											MitsuBishi Dkyd Co Ld Nag		
				✝LMC1,57 ~~1,50~~													
				Fitted for carrying oil			10,30*F*										
				P. above 150° F. *in deep tanks*													
82937	**San Zeferino**		6430	✝	Bkn	*a*†		1914	Palmers' Co. Ld. Newcastle	~~Offical Depots~~ ~~Gibraltar Bd.~~ Shell Co. of Gibraltar Ld.	420·1 | 54·6 | 32·4 435·8 (O.L.) P102′B25′F42″ FK			London British	T.3Cy.27″,44″&78″–48″ 519NHP 3SB, *9cf*, GS181, HS7712 Palmers' Co. Ld. Newcastle	32 ″ 8	
136653		*ss* Lon. No. 3–5,26	5946	8.37													
GQXN		*ss* Mch. No. 2–34	4052	✝LNE6,18 ✝LNB(p)8,16 ✝LNB(s)6,18													
		2 *Dks* (Stl) & *Web frames*															
	Mchy. Aft	*Longitudinal framing*															
	D.F.			*Carrying Petroleum in bulk*							*WB* = *Cell D Bu E & B* 74′			184*t DT f* 39′	145*t FPT* 110*t APT* 28*t*		
		NOW A DEPOT SHIP		*Fitted for low flash oil*											*fuel*		
82938	**San Zotico** (*ex* War Kookri)		5582	✝100A1	Bkn	*z*	CL	1919	Swan, Hunter & Wigham Richardson, Ld Newcastle	Eagle Oil & Shipping Co. Ld.	400·2 | 52·3 | 28·4 410·5 (O.L.) P49′B121′F39′ FK			London British	T.3Cy.27″,44″&78″–48″ (*s*) 517NHP 3SB, *9cf*, GS189, HS7668 FD Swan, Hunter & Wigham Richardson. Ld. Nwc.	31 ″ 0 s 4 ″ 10½ 26 ″ 4½	
143326		*ss* Fal. No. 3–3,32	4701	12,38 ~~1,38~~			7,36	7mo									
GBRY		*ss* Grk. No. 1–36	3370	BS ~~6,37~~ 7,38 ✝LMC 7,36										11 *BHpt Cem*			
		1 *Dk* (Stl) & *Web frames*								*Lloyd's* *A4 CP*							
	D.F.	*Longitudinal framing*															
				Fitted for oil fuel 7,			19				*Cell D Ba E & B* 65′264*t DT*			*a* 35′197*t DT*	*a* 35′197*t DT*		
				Carrying oil fuel in bulk			*F.P. above* 150° F.								*f* 50′278*t FPT* 95*t APT* 72*t*		
82939	**Sanandrea** (*ex* Hyrcania–32)		5077	✝ ...	Gen	*y*		1908	Armstrong Whitworth & Co. Ld. Newcastle	"Polena" Societa di Navigazione	387·0 | 50·7 | 30·4 P95′B25′F42′ FK			Genoa Italian	T.3Cy.26″,44″&72″–48″ 443NHP 3SB, *12cf*, GS208, HS7569 N.E. Marine Eng Co Ld. Nwc	31 ″ 10	I †
1690		*ss* Lon. No. 3–3,21	1697	5.31				10mo									
IBYP	*Mchy. Aft*	*ss* Shl. No. 2–29	3107											15 *BHpt Cem* (9 *to U dk* 6 „ *M* „)			
	D.F.	2 *Dks* (Stl) & *Web frames*															
		Fitted for oil fuel									*Cell D Bu B* 40′96*t*			*DT f* 38′335*t FPT* 53*t APT* 106*t*			
		Carrying Petroleum in bulk															
82940	**Sanct Svithun** (P)		1376					1927	International S.B. & E. Co. Ld. Danzig	Det Stavangerske Dampskibsselskab	225·9 | 35·2 | 21·3 H241*t*			Stavanger Norwegian *WB*	C.4Cy.(2)16½″&(2)35 7/16″–35 7/16″ 149NHP International S.B. & E. Co. Ld. Danzig		N
			661														
LDTS	Wireless	3 *Dks*	778														
82941	**Sanda**		1028					1911	Caledon S. B. & E. Co. Ld. Dundee	Clyde Shppg. Co. Ld	250·2 | 35·2 | 16·6 P&B159′F48′			Glasgow British *WB*	T.3Cy.20″,33″&53″–39″ 175NHP Caledon S.B. & E. Co. Ld. Dun		C
132992			927														
MDQV		2 *Dks*	487														
82942	**Sandanger**		9432					1938	J. L. Thompson & Sons, Ld Sunderland	Westfal-Larsen & Co. A/S	~~405·3 | 68·4 | 36·1~~ P102′F37′ 136·2 488·6 | 68·3 |			Bergen Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.28⅜″–49⅜″ 980NHP Wallsend Slpwy. & E. Co. Ld		
		Oil Eng.	8796														
LJYW	*Mchy. Aft*	E.S.D. *Longitudinal framing*	5684														
	D.F.	*Cruiser Stern* 1 *Dk*															
		Carrying Petroleum in bulk															
82943	**Sandar**	**Twin Sc**	7624	✝100A1	Fal	*b*†	CL	1928	Akt. Burmeistr & Wain Copenhagen	Viriks Rederi A/S (H. Virik, *Mgr.*)	451·9 | 59·2 | 33·9 P100′B32′F42′ FK			Sandefjord Norwegian	Oil Engines 4S.C.SA 12Cy.23½″–43 5/8″ 624NHP 2 DB *180lb* Akt. Burmeistr & Wain, Cpn	34 ″ 0 s 8 ″ 6 25 ″ 8½	
70388		*Oil Eng.*	~~7038~~ ~~2,38~~ ~~2,38~~ 12,38	Ant			7,37	12mo						16 *BHpt Cem* (11 *to U dk* 5 „ 2nd „)			
LCWB		*ss* Sfj. No. 2–36	4549	DBS ~~7,37~~ 9,38 ✝LMC 12,36													
	Mchy. Aft	2 *Dks* (Stl) & *Web frames*								*Lloyd's* *A4 CP*	*Cell D Bu E* 70′324*t* 518*t*	*DT f* 45′ *FPT* 92*t APT* 144*t*					
	D.F.	*Cruiser Stern*		*Carrying Petroleum in bulk*													
		Longitudinal framing–bracketless system															
82944	—		*1135*					1907	Bergens Mek. Værks. Bergen	Rederi A/B Norrström (Ivan Jeansson, *Mgr.*)	228·0 | 35·3 | 15·7 P27′B69′H92*t* F26′			Stockholm Swedish *WB*	T.3Cy.16½″26″&44″–30″ 106NHP Bergens Mek Værks Bergen	16 ″ 10	N
7365	(*ex* Bærö, *ex* Thorsa)		*986*														
SGEU		1 *Dk*	*629*														
82945	**Sande**	**Wood**	578					1921	Svelvik Skibsverft Svelvik	A/S Nord & Ostersjöfart (Ivar W. Isaksen)	157·2 | 31·6 | 14·6 P70*t* F28*t*			Skien Norwegian	Oil Engines 2S.C.SA 4Cy.16½″–18½″ 192NHP J & CG Bolinder's Co Ld Skin		N
		Oil Eng.	465														
LHEQ	*Mchy. Aft*	1 *Dk*	383														
82946	**Sandefjord** (*ex* Herbjörn–37)	**Twin Sc**	8038	✝100A1	Got	*b*†	CL	1929	A. B. Gota-verken Gothenburg	Viriks Rederi A/S (H. Virik, *Mgr.*)	441·1 | 59·2 | 35·4 459·5 (O.L.) P96′F37′ FK			Sandfjord Norwegian	Oil Engines 4S.C.SA 14Cy.21⅝″–39⅜″ 634NHP 2 DB *150lb*	35 ″ 0 ~~s 8 ″ 4~~ ~~15 ″ 10~~ s 8 ″ 1 27 ″ 1½	
		Oil Eng.	7242	~~7,36~~ ~~12,37~~ 8,39	Gen	Rot	P11,37	2mo						10 *BHpt Cem*			
LDIF	*Mchy. Aft*	*ss* Got. No. 2–37	4767	DBS ~~12,37~~ ✝LMC 12,37			sN			*Lloyd's* *A4 CP*	*Cell D Bu E* 65′278*t D*	*Tf* 29′468*t FPT* 113*t APT* 24*7t*					
	D.F.	1 *Dk* (Stl)		5,39			11,37										
				Carrying Petroleum in bulk											Akt. Götaverken, Got.		
82947	**Sandenburgh** (P)		944					1915	Maats. Fyenoord Rotterdam	Wm. H. Müller & Co. N.V.	231·5 | 33·2 | 13·8 P&B178′F30′			Rottrdam Dutch *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP Maats. Fyenoord, Rot.		V
	(*ex* Batavier I–37)		808														
PHIH	Wireless	2 *Dks*	531														
82948	**Sandhamn** (*ex* Fernglen–34)	**Twin Sc**	4470					1929	Akers Mek. Værks Oslo	Rederi A/B Jamaica (Sven Salén, *Mgr.*)	385·3 | 54·8 | 24·0 P121*t* H269*t* F26*t*			Stockholm Swedish *WB*	Oil Engines 4S.C.SA 12Cy. Akers Mek. Værks. Oslo		N
7978		*Oil Eng.*	3979														
SEVA		2 *Dks*	2577														
82949	**Sandhill**	3 **Mst**	586	✝100A1	Bly	*k*	CL	1938	J. Koster Hzn. Schpsw. "Gideon" Groningen	Tyne-Tees Steam Shipping Co. Ld.	189·6 | 31·6 | 10·9 195·9 (O.L.) FE			Newcastle British	Oil Engines 4S.C.SA 6Cy.15¾″–26″ 144NHP	13 ″ 6 s ″ 2 13 ″ 5⅜	
165759		*Oil Eng.*	465	*with freeboard*	Nwc		~~3,38~~ 11,38	2mo						3 *BHpt Cem* (*Coll to Sh dk* 2 „ 2nd *dk*)			
GKGP		1 *Dk* & *Shelter dk*	276	11,38 ~~8,38~~ ✝LMC 2,38						*Lloyd's* *A4 CP*	*Cell D B* 114′291*t*	*FPT* 65*t APT* 30*t*			Humboldt-Deutzmotoren, A.G. Köln-Deutz		
	Mchy. Aft	*Cruiser Stern*															
		Rudder electrically welded															
82950	**Sandholm** (*ex* Jolly Marie)		363	✝100A1	Brs	*e*	CL	1920	J. & D. Morris, Ld. Newcastle	Holms Sand & Gravel Co. Ld. (T.R. Brown & Sons, Ld. *Mgrs.*)	135·2 | 23·6 | 10·2 Q44′B8′F18′ FK			Bristol British	C.2Cy.17″&34″–24″ (*s*) 130lb 62NHP 1SB, *2pf*, GS36, HS1180 G.T. Grey & Co. Ld. S. Shields	11 ″ 0 s ″ 9½ 10 ″ 4	
145026		*ss* Brs. No. 3–8,33	267	8,38 ~~1,37~~			1,37	9mo						5 *BHCem*			
MKGB		*ss* Brs. No. 1–37	133	✝LMC 3,37			8,38			*Lloyd's* *A4 CP*							
	Mchy. Aft	1 *Dk* (Stl)		BS 6,38													
	Well deck			*For service in the Bristol Channel, limiting port sawards Swansea & carrying sand in bulk*								*FPT* 35*t*	*APT* 12*t*				
82951	**Sandnæs** (P)		578					1914	Stavanger Stöberi & Dok Stavanger	Sandnæs Damp-skibs Aktieselsk.	167·1 | 27·1 | 11·7 P158*t* H92*t* F47*t*			Sandnes Norwegian *WB*	T.3Cy.17″,27″&46″–28″ 112NHP Stavanger Stöberi & Dok		
			272														
LETQ		2 *Dks*	284														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Boiler or Tube Cert.
82952 SEDO	**Sando** (*ex* Frans Suell-35, *ex* Ittersum)	*ss* Osc. 3rd No. 3-3,39 ~~ss 4 mo. 2nd No. 3-3,37~~ ~~ss 4 mo. No. 3-34~~ 1 *Dk (Stl) & deep framing*	*1334* 1192 776	✠100A1 Osc 3,39 ~~4,38~~ BS5,37 ~~4,38~~	*p* ✠LMC ~~11,34~~ MS3,39	CL 5,37	1902 9mo	Russell&Co. Pt. Glasgow *Lloyd's SA&CP*	Rederi A/B Rex (K.M. Källström, *Mgr.*)	245·5 | 36·2 | 16·2 252·9 (O.L.) P20' B64' F29' FK *Cell D Ba 66' u E 20' f 108'*	Stockholm Swedish *4 B/I Cem* *872t A P T 68t*	T.3Cy. 18½", 30" & 50"–33" (*s*) 160lb NDB21 *85lb* 144 NHP 1SB, *3pf*, GS59, HS2166 D. Rowan & Co. Glasgow	18 " 6 s 2 " 2½ 16 " 5½	
82953 MBWG	**Sandown** (P) 162807	*Cruiser Stern* Pad 2 *Dks*	684 423 280					1934	W. Denny & Bros. Ld. Dumbarton	Southern Rly. Co.	216·0 | 29·1 | 10·0 B28'			Portsmth British	T.3Cy. 16", 25½" & 41"–63" 133 NHP W. Denny & Bros. Ld. Dmb.		BT till ~~6,30~~ 6,39
82954 GFBW	**Sandown Castle** 146167	*ss* Fal. No. 1-38 *ss* Bkn. No. 3-8,38 Sub. Sig. 2 *Dks (Stl) & Shelter dk (Stl) & Web frames* *Longitudinal framing* *Cargo battens not fitted in Shelter 'tween decks*	7607 7033 4707	✠100A1 *Shelter dk with freeboard* 4,39 ~~4,27~~ BS8,37	N Yk *bt* Hut ~~LMC~~ MS1,38 *Fitted for oil fuel* 10,21	CL 12,36 *F.P. o*	1921 4 mo	Short Bros. Ld. Sunderland *Lloyd's SA&CP*	Union-Castle Mail S.S. Co. Ld.	425·5 | 56·3 | 36·4 445·0 (O.L.) B130' F45' *on Shelter dk* *Cell D B 357' 1225t D*	London British *pt Cem* *Collision B/H to Sh dk* 6 " " *U* " *Ta 35'* 1009t	3 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 220lb 642 NHP 3SB, *9cf*, GS169, HS7860 N.E. Marine Eng Co Ld. Nwc *above 150° F.* *FPT 108t APT 116t*	38 " 7 s 8 " 3½ 30 " 6	
82955 ITZB	**Sandrina** (*ex* Curonia-32, *ex* Pengam, 480 *ex* Kildwick)	*Fitted for oil fuel* 1 *Dk*	793 663 408	...			1918	Cochrane & Sons, Ld. Selby	A. Lauro	220·0 | 30·0 | 15·6 213·5 B45' F27' len 20 FK *WB*	Naples Italian	T.3Cy. 16", 26" & 44"–26' 213 NHP C.D. Holmes & Co. Ld. Hull	16 " 5	I †
82956 GKSW	**Sandsend** 137089	*ss* Cff. No. 3-6,37 D.F. 1 *Dk (Stl)*	3612 3213 2193	✠100A1 Cff ~~7,38~~ ~~LMC~~ MC 6,37	*v*	CL 6,37	1925 6 mo	W. Pickersgill & Sons, Ld. Sunderland *Lloyd's SA&CP*	Rowland & Marwood's S.S. Co. Ld. (Headlam & Son, *Mgrs.*) *Cell D*	348·0 | 50·0 | 22·9 361·5 (O.L.) P33' B105' F30' FK *B308' 893t F P T 60t*	Whitby British *6 B/I Cem* *1 P T 133t*	T.3Cy. 24", 40" & 66"–45" (*s*) 180lb *180lb* 315 NHP 2SB, *6cf*, GS133, HS4834 G. Clark, Ld. Sunderland	24 " 11 s 4 " 1½ 21 " 0	
82957 LCWW	**Sandviken** (P)	*ss* H. Kg. No. 3-1,38 *Upper dk (pt Stl-teaks)* 2 *nd dk (Stl)*	*2916* *3666* 1775	✠100A1 H Kg *with freeboard* 2,39 ~~1,38~~ ~~LMC~~ 1,38	*t*	CL 1,38	1926 2 mo	W. Hamilton & Co. Ld. Pt. Glasgow *Lloyd's SA&CP*	Wallem & Co. A/S (H.J. Wallem, *Mgr*)	295·0 | 45·7 | 26·0 305·0 (O.L.) B72' F31' FK *Cell D B 250' 502t F*	Bergen Norwegian *Cem* 4 *B/H to 2nd dk* " " *U* " *P T 88t A P T 105t* 1	T.3Cy. 20½", 34" & ~~56½~~ 55½"–36" (*s*) 180lb 244 NHP 2SB, *6cf*, GS132, HS4302 Rankin & Blackmore Ld Grk	28 " 3 s 9 " 8½ 18 " 8½	
82958 KJXW	**Sandwich** (*ex* Lake Falun) 219414	*Fitted for oil fuel* Sub. Sig. 1 *Dk 2 tr B*	2606 2237 1612	...			1920	Detroit S.B. Co. Wyandotte	Eastern S.S. Lines, Inc.	251·0 | 43·6 | 26·1 P25' B64' F23' FK *WB*	Portsmth, N.H. Utd. States	T.3Cy. 21", 35" & 59"–42' 352 NHP Detroit S.B. Co. Detroit	28 " 2	R †
82959 116264	**Sandy Hook** (P)	Iron Twin Sc 1 *Dk & Hurr. dk*	1519 — 1033				1889	Harlan & Hollingsworth Co. Wlmgtn. Del.	Central Railroad Co. of New Jersey	260·5 | 37·1 | 14·3	New York Utd. States	T.6Cy. 22", 36" & 55"–28" NB05 320 NHP Harlan & Hollingsworth Co.		
82960 MPWS	**Sanfry** 161046 *Mchy. Aft* *Well deck*	*ss* Goo. No. 1-35 1 *Dk (Stl)* *Cargo battens not fitted*	946 633 481	✠100A1 Goo 3,38 BS7,37	*l* ✠LMC 1,35	OG 3,36	1930 8 mo	Goole S.B. & Repg Co. (1927) Ld. Goole *Lloyd's SA&CP*	J. Hargreaves & Sons (Leeds) Ld.	205·5 | 32·2 | 11·8 Q121' B13' F25' FK *Cell D B 126' 256t F P T 77t A P T 33t*	Goole British *3 B/I Cem*	T.3Cy. 17", 28" & 46"–33" (*s*) 180lb 148 NHP 2SB, *4cf*, GS78, HS2500 Earle's S.B. & E. Co. Ld. Hull	14 " 0 s 4 " 8½ 13 " 8	
82961 IBNM	**Sangigi** (*ex* Fiumana, *ex* Fiume) 1762	*ss* Rot. No. 3-4,32 1 *Dk (pt St–pt Irn)*	3666 2957 2316	✠ ... 3,34 ✠	Tri		1911 4 mo	Richardsn, Duck & Co. Stockton	"Peninsulare" Soc. Italiana di Cabotaggio *Cell D B a 110' u E a*	342·5 | 48·3 | 22·0 331·0 P25' B127' F31' FK *B54' f 128' 842t F P T*	Genoa Italian *5 B/H Cem* *8t. A P T 84t*	T.3Cy. 24", 40" & 65"–42' 296 NHP 2SB, *6cf*, GS121, HS4546 Blair & Co. Ld. Stockton	24 " 7	I †
82962 ICGC	**Sangro** 1338 *Mchy. Aft* D.F.	*Fitted for oil fuel* 2 *Dks* *Carrying Petroleum in bulk*	6466 — 3795				1925	Cantieri ed Officine Meridionali Baia	"Italia" Soc. Anon. di Nav.	397·0 | 52·5 | 27·7 P321' F22' *WB*	Genoa Italian	2 Steam Turbines DR geared to 1 Sc. Shaft Franco Tosi, Legnano		CI
82963 LCWX	**Sangstad** *Oil Eng.* D.F. *Cruiser Stern*	2 *Dks*	4297 3846 2448				1925	Deutsche Werft Hamburg	Skibs A/S Sangstad (A.F. Klaveness & Co. A/S, *Mgrs.*)	382·7 | 53·4 | 24·4 F38' *WB*	Oslo Norwegian	Oil Engines 4S.C.SA 6Cy. 29½"–47½" 492 NHP Allgemeine Elek Ges Berlin		N
82964 JSLB	**Sanjin Maru** 25306	1 *Dk*	2500 2036 1510				1919	Mitsui Bussan Kaisha Uno	Sugaya Shoji Goshi Kaisya	284·5 | 42·5 | 23·0 P37' B70' F34' *WB*	Kobe Japanese	T3Cy. 21", 34 2/16" & 56 1/16"–33 3/8" 162 NHP J.F. Ahrens, Ottensen		C
82965 JSKB	**Sanka Maru** 24069		2495 — 1508				1918	Mitsui Bussan Kaisha Uno	Oguri Kisen K.K.	284·5 | 42·5 | 23·0	Kobe Japanese	T.3Cy. 21", 34 2/16" & 56 1/16"–33 3/8" 162 NHP Hase Tekkosha, Osaka		C
82966 JTPL	**Sanko Maru** 42972	*Cruiser Stern*	4958 — 3006				1937	Osaka Iron Works, Ld. Innoshima	Sato Kisen K.K.	369·8 | 54·1 | 29·2	Kobe Japanese	2 DR geared steam turbines 433 NHP Ishikawajima S.B. & E. Co. Ld. Yka.		
82967 JECI	— 24536 *Mchy. Aft*	1 *Dk*	633 544 322				1919	Mitsui Bussan Kaisha, Ld. Uno	Mitsui Bussan K.K.	160·5 | 29·0 | 14·7 F28'	Kobe Japanese	C.2Cy. 18⅛" & 36½"–24½" 54 NHP Farnham Boyd & Co. Shi.		
82968 OXYH	**Sankt Ibb** (P) Wireless	Twin Sc *Oil Eng.* 1 *Dk* *Cruiser Stern*	626 329 322				1935	Frdrkshvn Værft og Flydk. Fredrikshavn	Dampskibsselskabet Oresund A/S (M.N. Suenson, *Mgr.*)	165·7 | 30·0 | 10·1	Copnhagn Danish *WB*	Oil Engines 2S.C SA 14Cy. 9 1/32"–16 5/16" 235 NHP Atlas-Diesel A/B, Skm.		G
82969 DRBE	**Sankt Jürgen** *Ref. Mchy.* *Mchy. Aft*	1 *Dk*	640 513 343				1924	Nrddtsche Union Werke Boitzenburg	Sartori & Berger	173·1 | 29·4 | 13·1 Q52' B66' F22' *WB*	Kiel German	T.3Cy. 13⅞", 21⅛" & 35"–23⅝" Waggon-u. 60 NHP Maschinenbau A.G. Görlitz		G
82970 DRBI	**Sankt Lorenz** *Ref. Mchy.* *Mchy. Aft*	1 *Dk*	641 513 343				1924	Nrddtsche Union Werke Boitzenburg	Arthur Sommer	173·1 | 29·4 | 13·0 Q52' B66' F22' *WB*	Lübeck German	T.3Cy. 13⅞", 21⅛" & 35"–23⅝" Waggon-u. 60 NHP Maschinenbau A.G. Görlitz		G
82971 ICFV	**Sannio** (P) 2056 Sub. Sig	4 Mst (*ex* General-Mitre-35, *ex* Artus) 2 *Dks & Awng dk*	9834 7389 5772				1921	Bremer Vulkan Vegesack	Lloyd Triestino Soc. Anon. di Nav.	485·9 | 58·3 | 40·3 468·8	Genoa Italian *WB*	T3Cy 32 3/16", 52 3/16" & 86 3/16"–55 1/16" & LP Turbine 556 NHP Bremer Vulkan, Vegesack		GI
82972 JOTH	**Sanogawa Maru No. 2** (P) 36098	(*ex* Sanogawa Maru, *ex* War Vessel) 1 *Dk*	590 523 359				1903	Howaldtswerke A.G. Kiel	Hakatawan Unyu K.K.	155·0 | 28·7 | 16·4	Nishinomiya Japanese	T.3Cy. Howaldtswerke A.G. Kiel		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretenu.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	13 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	14 Registres où coté, si ce n'est dans le L. R. Durée Cert. Hull Trade.
82973	**Sansei Maru** (P)		3267	✠ ...	Drn	*v*		1931	Mitsui	Dairen	336·2	48·5	24·0	Dairen	Oil Engines 4S.C.SA	24 ″ 0	
412	*Oil Eng.*		2724	5,35				6mo	Bussan	Kisen K.K.	P33′B80′F31′			Japanese	6Cy.21⅝″–39⅜″ 271NHP		
JKTA	1 *Dk (Stl)* 2 na *dk (Stl)* except in foremost & aftermost holds		1872	✠					Kaisha, Ld. Tama				FK	*6 B Hpt Cem*	Mitsui Bussan Kaisha, Ld. Tama		
										Cell D B 228′679*t*				*63t A P T* 102*t*			
										Tanks in way of tunnel 207*t F P T*							
82974	— (P)		2386					1936	Uraga	Yamashita Kisen	284·9	42·9	21·4	Kobe	C.4Cy.(2)11⅞″ & (2)20½″–13¾″ SR geared & LP turbine		C
42616			1830						Dock Co. Ld.	K.K.	Q146′F30′			Japanese	DR geared to screw shaft 400NHP		
JGML	E.S.D. 1 *Dk*		1262						Uraga					*WB*	Uraga Dock Co. Ld. Uraga		
	Mchy. Aft *Cruiser Stern*																
82975	**Sansui Maru** (P)		812					1934	Mitsubishi Jukogyo K.K. Kobe	Setsuyo Syosen K.K.	190·0	31·0	15·0	Osaka	Oil Engines 4S.C.SA		
39276	*Oil Eng.*		—								F38′			Japanese	6Cy.16¾″–24⅞″ 164NHP		
JXFH	1 *Dk*		455												Mitsubishi Jukogyo K.K. Kobe		
	Cruiser Stern																
82976	**Sant' Antioco** (*ex* San Diego–36,		5048	...	SFo	*x*		1919	Bethlehem	Azienda Carboni	393·7	52·3	27·0	Trieste	T.3Cy.24″,41″&68″–48″	29 ″ 6	I
388	*ex* Orient) *ss* Pld. No. 3–9,31		4348	5,35				11mo	S.B. Corp. Ld. Sparrow's Pt. Md.	Italiani (Carlo Martinolich & Figlio, *Mgrs.*)	376·4			Italian	486NHP		†
ICGV	2 *Dks (Stl)* & *Web frames*		3024								P54′B94′F39′		FK	*6 B H Cem*	3SB, *9cf*, HS7237		
	Longitudinal framing														Bethlehem S.B. Corp. Ld.		
	Fitted for oil fuel									*Cell D B* 336′1133*t*	*MT* 21′328*t F P T* 11			*6t A P T* 206*t*			
82977	**Sant' Antonio** 3 Mst		375					1919	Kaldnæs Mek. Værks. Tönsberg	Augusto Checchi	153·5	28·6	11·3	Viareggio	Oil Engines 2S.C.SA		I
690	(*ex* Advance–33, *ex* Aux *M.* Nobel) *Oil Eng.*		335								Q26*t*			Italian	2Cy.16½″–18⅛″ 97NHP		
ITZI	*Mchy. Aft* 1 *Dk*		285											*WB*	J & C G Bolinders Co Ld. Skm		
82978	**Santa Ana Martir** (*ex* Amir–34)		549	✠ 100A1	LaP	*h*	CL	1919	Echevarrieta y Larrinaga Cadiz	A. Rodriguez Lopez	164·0	26·2	10·3	Santa Cruz Teneriffe	T.3Cy.12½″,21″&35″–27″ (*s*)	12 ″ 10	
	Mchy. Aft *ss* La. P. No. 3–11,31		372	2,37				8mo							40lb ~~50lb~~ 180lb 86NHP		
EAOR	*ss* La P. No. 1–36		316	BS~~5,37~~ 7,38 ✠ LMC 1,36			7,38				Q94′B11′F25′ BK7′			Spanish	1SB, *3pf*, GS49, HS1550		
	Well deck 1 *Dk (Stl)*														3 *B H Cem* J. Abernethy & Co. Ld. Abn.		
	Cargo battens not fitted									*Lloyd's A & CP*	*Cell D B* 92′136*t F P T*			*43t A P T* 7*t*			
82979	**Santa Barbara** (P) Twin Sc		7858	✠ 100A1 NYk *e* †			CL ~~12,35~~	1928	Furness SB Co. Ld. Haverton Hill-on-Tees	Grace Line, Inc.	466·0	64·0	25·4	New York	Oil Engines 2S.C.SA	28 ″ 6	
227968	*Oil Eng.*		5201	*with freeboard*			~~12,35~~	8mo						Utd. States	16Cy.26½″–41½″ 1994NHP	s 3 ″ 6¾	
WPBT	*ss* N. Yk. No. 2–36		3636	~~8,38~~ 10,37 ~~7,38~~			83,39				B250′F54′		FK	*pt Cem*	2 DB *120lb*	25 ″ 2	
	D.F. GyC. 1 *Dk (Stl)* & *Shelter dk (Stl)*			3,39 ✠ LMC CS10,37										9 *B H to S dk*	Sulzer Bros. Winterthur		
	Ref. Mchy. 3rd *dk (Stl)* in			DBS~~11,38~~ 8,38 3,39			F 7,38			*Lloyd's A & CP*							
	Cruiser Stern *Nos. 1,2,3 & 5 holds*			✠ Lloyd's RMC ~~11,37~~ 8,38						*Duct keel*	*fwd of mchy. space*			*tunnels* 429*t*	*F P T* 79*t A P T* 111*t*		
	Platform deck for fruit cargoes in No. 4 hold			2,39						*Cell D B* 349′11	85*t Tanks in way of*						
				Nos. 4 & 5 holds for temp. 32° F.														
82980	— Wood		695					1900	W. F. Stone San Francisco	J. R. Hanify Co.	183·5	37·5	13·5	S. Frncisco	T.3Cy.13″,22″&36″–24″		
117003	*Fitted for oil fuel*		612											Utd. States	Fulton Iron Works, 64NHP		
WEFZ	*Mchy. Aft* 1 *Dk*		527												San Francisco, Cal.		
82981	**Santa Catharina** (*ex* San Jorge–34,		2881	✠ ~~——~~	BAs	*v*		1907	Irvine's SB & D.D. Co. Ld. W Hartlepool	Cia. Argentina de Nav. Mihanovich, Lda.	324·7	45·9	30·7	Bns. Aires	T.3Cy.24″,40″&66″–45″	33 ″ 2	V
36416	*ex* Sapele, *ex* Abonema) *ss* Rot. No. 3–10,20		—	10,33				7mo					FK	Argentine	312NHP		†
LOGF	*Fitted for oil fuel* *ss* Bmn. No. 2–29		1680	✠							*Cell D Ba* 96′*u E* 26′*f* 142′			*6 B H Cem*	2SB, *6rf*, GS121, HS4740		
	2 *Dks (Stl)* & *Web frames* &													*563t A P T* 27*t*	Richardsons, Westgarth & Co. Ld. Sld.		
	Shelter dk (pt Trn & pt Stl)																
82982	**Santa Clara** (P) Twin Sc		8183	✠ 100A1	Boa		CL ~~12,37~~	1930	New York S.B. Co. Camden, N.J.	Grace Line, Inc.	483·3	63·9	25·5	New York	2 Steam Turbines connected to electric motors & screw shafts, HS28800 (*s*) 2660NHP	28 ″ 8	
229337	*ss* N. Yk. No. 1–34		5449	*with freeboard*	BS4,38		PN 3,38	3mo					34·4	Utd. States		s 3 ″ 10½	
WMDB	*Ref. Mchy.* 2 *Dks (Stl)* 3rd *dk (Stl)*		3788	3,38 ✠ LMC			SN 3,38				B231′F53′		FK	9 *B H pt Cem*		25 ″ 0	
	D.F. E.S.D. *except in way of No. 4*			MS4,34 ~~BS4,37~~						*Lloyd's A & CP*				(8 to *W dk*)	6 Water Tube Boilers (Spt)		
	GyC. *Cruiser Stern* *hold & mchy space*			Lloyd's RMC ~~3,38~~ 3,38						*Cell D B* 359 1230*t*	*tanks in way of tunnels* 581*t F P T*			1 „ *2nd* „)	300lb FD		
	Platform deck for fruit cargoes in No. 4 hold			3,39										81*t A P T* 119*t*	General Electric Co. Schenectady, N.Y.		
				Nos. 4 & 5 holds for temp. 32° F.													
				Fitted for oil fuel 3,30 *F.P. above* 150° F.													
82983	**Santa Clara Valley** (*ex* East Lynn)		4665					1928	W. Doxford & Sons, Ld. Sunderland	Reardon Smith Line Ld. (Sir W. R. Smith & Sons, Ld. *Mgrs.*)	401·1	54·3	24·1	Bideford	Oil Engines 2S.C.SA		C
148836	*Oil Eng.*		4357								Fon *Shelter dk* 41′			British	4Cy.22″–85″ 597NHP		
GLTB	D.F. 1 *Dk* & *Shelter dk*		2845											*WB*	W. Doxford & Sons, Ld. Sld.		
82984	**Santa Cruz**		*3934*			...		1921	Fairfield Co. Ld. Glasgow	Argentine Government (Yacimientos Petroliferos Fiscales)	351·2	47·0	28·2	Bns. Aires	T.3Cy.23½″,38″&62″–42″	28 ″ 3	
	Fitted for oil fuel		*3545*								P81′B32′F46′			Argentine	347NHP		
LOEH	*Mchy. Aft* Carrying Petroleum in bulk		*2390*										FK	*WB*	Fairfield Co. Ld. Glasgow		
	Cruiser Stern 2 *Dks* & *Web frames*																
	Longitudinal framing																
82985	—		~~3500~~					1938	Deutsche Werft A G Bet Finkenwrder Hamburg	Oldenbrg-Portug. Dmpfsch. Rhed.	~~377·3~~	~~54·5~~	~~23·9~~	Oldenburg	2 steam turbines D R geared to 1 screw shaft 918NHP		G
			3662								F89′		8 23 8	German	HS3229		
DNQB	D.F. E.S.D. 3 *Dks*		3119								279′ 7			*WB*	Allgemeine Elec Ges. Berlin		
	Ref. Mchy. *Cruiser Stern*		2023														
82986	**Santa Elena** (P) Twin Sc		9135					1933	Federal S.B. & D.D. Co Kearny, N.J.	Grace Line, Inc.	484·4	72·2	25·8	S. Frncisco	2 DR Geared Steam Turbines		R
232171	*Fitted for oil fuel*		—								B&F418′			Utd. States	General Electric Co. Schenectady, N.Y.		
WLEA	*Ref. Mchy.* D.F. 2 *Dks* & *Awng dk*		3839											*WB*			
	E.S.D. GyC. *Cruiser Stern*																
82987	— Iron		317							Pedro Cristiansen	148·1	19·6	10·3	Guayaquil	Oil Engines 4S.C.SA		
Sunk 2,37	(*ex* Annie Edith–36) *Oil Eng.*		—											Ecuadorian	6Cy.7½″–12⅝″ 36NHP		
	Mchy. Aft 1 *Dk*		221											*WB*	*E made* 22 *fitted* 26		
															Humboldt-Deutzmotoren, A.G. Köln-Deutz		
82988	**Santa Elena Martir** K		372	✠ ~~——~~	LaP		CL	1909	Smith's Dock Co. Ld. North Shields	A. Rodriguez Lopez	145·4	24·2	10·4	Santa Cruz Teneriffe	C.2Cy.17″&36″–30″ (*s*)	11 ″ 7	
			264	~~8,38~~				8mo							130lb	82NHP	~~1 ″ 1~~	
EADF	*ex* Quaysider) *Mchy. Aft* 1 *Dk*		147	~~BS4,37~~ ✠ LMC 11,35							Q58′F17′		FK	Spanish	1SB, *3pf*, GS47, HS1560	~~10 ″ 6~~	
										Lloyd's A & CP			*FPT* 61*t*	*3 B H Asp*	Shields Eng. Co. Ld. N. Shl.		
82989	**Santa Eulalia**		2559			...		1920	Toledo, O. S.B. Co. Toledo	A. Benato & C. Pestalozza	251·0	43·6	25·8	Genoa	T.3Cy.22⅝″,36″&59″–42″	28 ″ 2	I
Now "Polcevera," see No. 89585	*Fitted for oil fuel*		—								P25′B64′F23′		FK	Italian	315NHP		†
ICFB	1 *D (2 tr B)*		1586											*WB*	Toledo S.B. Co. Toledo, O.		
82990	**Santa Eulalia Virgen**		394					1920	Gebr. Fikkers Martenshoek	A. Rodriguez Lopez	137·9	24·7	12·1	Santa Cruz Teneriffe	T 3Cy.10½″,16½″&26½″–20″		C
	(*ex* Colon–34)		301								P51′F23′		*WB*	Spanish	32NHP		
EEHU	*Mchy. Aft* 1 *Dk*		195												Machfab. Overijn, Leiden		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships — Corresponding draught. *ft. in.*	15 Register in which classed. If not in L. R. Dates of Transfers.
82991	**Santa Fé** (*ex*Steigerwald–37)		4627					1921	Deutsche Werft.A.G Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	414·4	50·4	26·9	Hamburg German *WB*	T.3Cy.26$\frac{3}{16}$",43$\frac{3}{8}$"&70$\frac{1}{16}$"–47$\frac{5}{16}$"&LPturbine 438NHP GuteHoffnungshütte,Sterkrade		G
DHWF	D.F. Sub.Sig. 2*Dks*		4139 2754								P&B247′F50′ len33						
	Ref.Mchy.																
82992	**Santa Inez** Ⓟ TwinSc		4576	✠100A1 NYk *y*		CL		1929	Akt.Burmeistr&Wain Copenhagen	GraceLine,Inc.	370·0	53·2	20·0	New York Utd. States	Oil Engines 4S.C.SA 12Cy.24$\frac{1}{2}$"–51$\frac{3}{16}$" 708NHP 2DB*100lb* 1DB *Upr.80lb* Akt.Burmeistr&Wain,Cpn	23 " 6 s 1 " 8½ 21 " 10½	
228403	*Oil Eng.*		2860	*with freeboard*			8,37	3mo									
WIDA	*ss*N.Ns.No.2–37		2622	[illegible]							P37′F43′	FK					
	Ref.Mchy. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*) in Nos 1&2 holds			[illegible]				*Lloyd's*	*sA&CP*	*Cell DB* 294′ 751*t* *in way of*	*tanks* *tunnels* 76*t*	*FPT* 82*t*	*APT* 203*t*		7 *B Hpt Cem* 2 „ *to 2nd dk*		
	D.F. *Cruiser Stern*			[illegible]													
				Nos. 1 & 2 upper [illegible] for temp. 32° F.													
82993			1832					1908	MoranCo. Seattle,Wash	PacificOcean Products,Ld.	240·4	41·0	16·5	S.Frncisco Utd. States *WB*	T.3Cy.17",28"&47½"–36" 135NH MoranCo.Seattle,Wash.		
205096	(*ex*Falcon) *Fitted for oil fuel*		—														
WEDU	Wireless *Mchy.Aft* 1*Dk*		1044														
82994	**Santa Irene** (*ex*SantaIria, *ex*Angeln,*ex*AgnesKölln,*ex*B.W.F.)		520					1921	Gebr. Fikkers Martenshoek	Compania Industrial Portugueza	169·2	24·7	10·3	Lisbon Portuguese *WB*	T.3Cy.11",17½"&29$\frac{1}{16}$"–17½" N.V.Machfb."Dok" 36NH v/hNolden&Bulder,Delfzijl		G
CSAY	Wireless *Mchy.Aft* 1*Dk*		363 339								Q42′P43′F20′ len23						
82995	**Santa Isabel** Ⓟ (*ex*Venezuela)		5641	✠100A1 NYk *y*		CL		1915	Nederl. Schps.Maats Amsterdam	~~GraceLine,Inc.~~	380·0	48·7	32·5	New York Utd. States	T.3Cy.28",43$\frac{5}{16}$"&74"–51$\frac{3}{16}$" 1801b (*s*) 607NHP 4SB,*12cf*,GS238,HS9470 RHP 6*B H Cem* 654*t* *FPT* 88*t* NedFb.v.Wrk&Spoor,Ams	35 " 3 s 10·6½ 24 " 11½	
214325	*ss*S.Fo.No.3–5,27		4746	*Awng dk*			7,33	6mo									
WNCS	*ss*N.Yk.No.2–36		3444	*with freeboard*							P&B FK						
	D.F. 2*Dks*(*Stl*)& *Awng dk*(*Stl*–teak s)			5,36 [illegible] Fitted for oil fuel 9,16			*F.P.*	*Lloyd's*	*sA&CP*	*Cell DBa* 91′ *u E* 36′ *f* 152 above 160° F.	6 *B H Cem* 654*t*	*FPT* 88*t*	*APT* 203*t*				
82996	—		2647	✠100A1 Bal *s*		CL		1920	Toledo S.B.Co. Toledo,O.	SantaS.S.Corp.	251·0	43·6	25·8	New York Utd. States	T.3Cy.22",36"&59"–42" (*s*) 1801b 315NH 2SB,*6cf*,GS105,HS4640 RHP 4 *B Hpt Cem* 654*t* *FPT* 96*t* ToledoS.B.Co.Toledo,O.	28 " 2 s 3 " 10⅜ 24 " 5½	
220419	*ss*N.Yk.No.2–27		2223	1,31			7,30	8mo									
KDBV	1*Dk*(*Stl*)2*tr b*		1542	BS1 31 [illegible]LMC11 Fitted for oil fuel 8,20			*F.P. a*	A&CP		*Cell DB* 204′ 444*t* above 150° F.	P25′B64′F23′ *DTa* 12′87*t*	FK *FPT* 69*t*	*APT* 95*t*				
82997	**Santa Lucia** Ⓟ TwinSc		9135					1933	Federal S.B.&D.D.Co Kearny,N.J.	GraceLine,Inc.	484·4	72·2	25·8	New York Utd. States *WB*	2 DR geared Steam Turbines GeneralElectricCo. Schenectady,N.Y.		R
232101	*Fitted for oil fuel*		—								B&F418′						
WKER	*Ref.Mchy.* 2*Dks*& *Awning dk*		3839														
	D.F. GyC. E.S.D. *Cruiser Stern*																
82998	— Ⓟ		452					1912	Cant.Nav. Riuniti Ancona	Soc.Partenopea Anon.diNav.	179·2	26·0	12·7	Naples Italian	T3Cy.15$\frac{3}{4}$",24$\frac{7}{16}$"&37$\frac{3}{8}$"–19$\frac{11}{16}$" 62NHP Cant.Nav.Riuniti,Ancona		I
87			346														
IUAW	1*Dk*		142														
82999	—		379					1937	Gebr. Niestern&Co. Delfzijl	G.S.vanDijk	141·4	24·8	11·0	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11$\frac{1}{4}$"–16$\frac{9}{16}$" 74NHP Mtrn.WerkeMannheimAG		V
	D.F. *Oil Eng.*		311								P34′F20′						
PHII	*Mchy.Aft* *Cruiser Stern* 1*Dk*		172														
83000	**Santa Maria**		8432	✠100A1 LAn *c* †		CL		1922	R.Duncan &Co.Ld. PortGlasgow	UnionOilCo.of California	460·0	60·3	35·5	Ls.Angeles Utd. States	T.3Cy.28",47½"&80"–54" (*s*) 2001b 701NHP 4SB,*12cf*,HS10326 RHP 17 *B Hpt Cem* (11 *to U dk* 6 „ *2nd* „) J.G.Kincaid&Co.Ld.Grk.	35 " 6 s 7 " 0½ 28 " 8½	
223849	*ss*S.Fo.No.3–4,29		7763	[illegible] 2,39 S Fo			10,37	4mo									
KFTI	*ss*L.An.No 2–37		5203	[illegible] 2,39 [illegible] MC5,37			1,—				P122′B35′F41′	FK					
	Mchy.Aft 2*Dks*(*Stl*)& *Web frames*			*Carrying Petroleum in bulk*				*Lloyd's*	*sA&CP*	*Cell DBu E&B* 89′ 231*t*							
	D.F. *Longitudinal framing*			*Fitted for oil fuel* 4,22			*F.P. a*	above 150° F.		*DT* f36′ 420*t*	*FPT* 118*t*	*APT* 50*t*			6 „ *2nd* „)		
83001	— Ⓟ TwinSc		7857	✠100A1 NYk †		CL		1928	Furness S.B.Co.Ld Haverton Hill-on-Tees	GraceLine,Inc.	466·0	64·0	25·4	New York Utd. States	Oil Engines 2S.C.SA 16Cy.26½"–47½" 1994NHP 2DB*120lb*	28 " 6 s 3 " 6½ 25 " 1½	
227495	*Oil Eng.*		5201	*with freeboard*			4mo								*pt Cem* 9 *B Hto Sh dk*		
WPBW	*ss*N.Yk No.2–36		3638	[illegible] DBS4,39			[illegible]				B250′F54′	FK					
	1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd Dk*(*Stl*) in Nos.1,2,3&5 holds			[illegible]				*Lloyd's*	*sA&CP*	*Duct keel fwd. of mchy. space* *Cell DB* 349′ 1185*t* *Tanks in way of tunnels*							
	Ref.Mchy. *Cruiser Stern*			[illegible]													
	D.F. GyC. *Platform deck for fruit cargoes in No.4 hold*			1,39													
				Nos. 4 & 5 holds for temp. 32° F.													
83002	— Ⓟ		3539	✠ [illegible] Liv *u*				1914	Earle'sCo. Ld. Hull	Cia.Ligure di Navigazione	323·8	42·4	21·7	Genoa Italian	T3Cy.20½",35¾"&60"–42" 343NHP 3SB,*6cf*,GS110,HS4875 Earle'sCo.Ld.Hull	26 " 9	I †
2120	(*ex*Malatian–37) *ss*Liv.No.3–8,26		—	[illegible] 12,36				1m			P&B216′F74′	FK					
ICID	*Well deck* *ss*Liv.No.1–30		2206	✠							*Cell DBa* 93′ *u E&B* 53′ *f* 140′ 662*t*				*6 B H Cem*		
	1*Dk*(*Stl*)&2*nd dk*(*Stl*) in Nos.1&2 holds *Cruiser Stern*																
83003	— AuxBkn		490					1923	G.Schuldt Stralsund	F.Fresone	155·4	30·1	13·6	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"–11$\frac{13}{16}$" 82NHP MotorenwerkeMannheim A.G.Mannheim		
	(*ex*Tacoma,*ex*GustavStein) *Oil Eng.*		—														
	1*Dk*		367														
	(*See Sailing Ship Register*)																
83004	— Aux3MstSr		390					1917	The Pusey &JonesCo. Wilmgtn.Del.	O.Pucinelli fuF.	136·4	28·2	13·0	Viareggio Italian *WB*	Oil Engines 2S.C.SA 2Cy.15$\frac{3}{4}$"–16½" 87NHP I V Svensson's MtrfbkSkm.	15 " 0	I †
614	(*ex*Maria–32,*ex*PuseyjonesNo.2) *Oil Eng.*		32[illegible]								129·1						
IUBU	*Mchy.Aft* 1*Dk*& *Web frames*		264								P31′F26′	FK					
	(*See Sailing Ship Register*)																
83005	**Santa Marta** Ⓟ		4736					1909	Workman, Clark&Co. Ld Belfast	UnitedFruitS.S. Corp. (United FruitCo. *Mgrs.*)	378·8	50·3	29·1	New York Utd. States *WB*	T.3Cy.27",45"&75"–54" 413NHP Wrkman,Clark&CoLd.Bel		C
212651	Sub.Sig. *Fitted for oil fuel*		3903								B160′F44′						
KDBI	D.F. E.S.D. *Ref.Mchy.* 2*Dks*&2*pt Dk*		2718														
83006	**Santa Monica** Wood		497					1902	W.F.Stone S.Francisco	Hobbs,Wall&Co.	166·0	34·0	12·0	S.Frncisco Utd. States	C.2Cy.14"&32"–24" 42NHP Fulton I.Wrks.S.Fo.		
117115	*Fitted for oil fuel*		452														
KJXZ	*Mchy.Aft* 1*Dk*		318														
83007	**Santa Paula** Ⓟ TwinSc		9135					1932	Federal S.B.&D.D.Co Kearny,N.J.	~~Panama Mail S.S. Co.Inc.~~ Grace Line,Inc.	484·4	72·2	25·8	S.Frncisco Utd. States *WB*	2 DR geared Steam Turbines GeneralElectricCo. Schenectady,N.Y.		R
232005	*Fitted for oil fuel*		—								B&F418′						
WKBK	*Ref.Mchy.* 2*Dks*& *Awning dk*		3839														
	D.F. GyC. E.S.D. *Cruiser Stern*																
83008	**Santa Rita** Ⓟ TwinSc		4576	✠100A1 NYk *y*		CL		1929	Akt.Burmeistr&Wain Copenhagen	GraceLine,Inc.	370·5	53·1	23·5	New York Utd. States	Oil Engines 4S.C.SA 12Cy 24$\frac{13}{16}$"–51$\frac{3}{16}$" 709NHP 2DB*100lb* 1DB(*upper*)*80lb* Akt.Burmeistr&Wain,Cpn	23 " 6 s 1 " 8½ 21 " 10½	
228577	*Oil Eng.*		2860	*with freeboard*			8,37	5mo									
WIDG	*ss*N.Yk.No.2–37 ~~S.N.Yk.No.1~~		2622	[illegible]							P37′F43′	FK					
	Ref.Mchy. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd Dk*(*Stl*) in No.1&2 holds			[illegible]				*Lloyd's*	*sA&CP*	*Cell DB* 293′ 751*t* *Tanks in way of tunnels* 76*t*	*FPT* 82*t*	*APT* 203*t*					
	D.F. *Cruiser Stern*			[illegible] [illegible] lloyd'sRMC [illegible]													
				Nos. 1 & 2 upper and lower [illegible] for temp. 32° F.													

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Materiaux. Gréement. etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termo assigné dans le Lloyd's Register d'Enrolement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. SHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où coté, si ce n'est dans le L. Dernière Cote Rot. Trade.
83009	**Santa Rosa** (P) TwinSc	9135					1932	Federal S.B.&D.D.Co Kearny,N.J.	~~Panama Mail S.S. Co. Inc.~~ (Grace Line,Inc.	484·4 | 72·2 | 25·8 B&F418′			S.Frncisco Utd. States WB	2 DR geared Steam Turbines GeneralElectricCo. Schenectady,N Y.		R
231932	*Fitted for oil fuel*	—														
WMDA	*Ref Mchy.* 2 *Dks& Awning dk*	3839														
	D.F. GyC. E.S.D. *Cruiser Stern*															
83010	**Santa Rosa de Lima** (*ex*Guanche–34,*ex*Sotileza)	446					1920	Corcho Hijos Santander	A.Rodriguez Lopez	148·8 | 25·6 | 9·9 P58′F24′ WB			Santa Cruz Teneriffe Spanish	C.2Cy.12″&27″–20″ 27NHP Wm.Sisson&Co.Ld.Glr.		
EEQE	1 *Dk*	307														
83011	**Santacruzcement** (*ex*Pacific	279														
219871	Cedar–34,*ex*Eastern *Fitted for oil fuel*	4782				...	1920	Mitsubishi Zosen Kaisha Ld. Kobe	SantaCruzPort-landCementCo.	399·8 | 54·7 | 27·7 P39′B121′F40′ FK			S.Frncisco Utd. States WB	T.3Cy.26½″,44½″&75″–48″ 494NHP Mitsubishi Zosen Kaisha, Ld.Kobe	30 ″ 0	R †
KJTX	Victor) *(Self-Unloader)*	2891														
	D.F. E.S.D. 1 *Dk*															
83012	**Santagata** (*ex*Taurus–35)	4299	...	Osl	*x*		1905	TyneI.S.B. Co.Ld. Newcastle	A.Lauro	367·3 | 50·1 | 20·0 355·0 27·9 P28′B100′F35′ FK			Naples Italian	T.3Cy.25″,42″&68″–45″ 344NHP 2SB,*6rf*,GS124,HS5400 Blair&Co.Ld.Stockton	30 ″ 6	I †
439	*ssStv.2ndNo.3–11,32*	4042	1,36				4mo									
ICGK	1 *Dk(Stl)&Spar dk(pt Irn&pt Stl)*	2742							*Cell D Ba*116′ *u E*26′ *f*152′							
	D.F. *&deep framing*															
83013	**Santamarina Salina** (P)	762					1928	Cant.Nav. Riuniti Palermo	"Eolia"Soc.Anon. diNavigazione	201·4 | 30·0 | 15·8 B77′F31′			Messina Italian	T.3Cy.15⅝″,25⅝″&41⅜″ –28⅜″ 91NHP Cant.Nav.Riuniti,Ancona		I
22		556														
ICGO	Wireless 2 *Dks*	351														
83014	**Santarem** (P) (*ex*Eisenach)	6757					1908	Bremer Vulkan Vegesack	LloydBrasileiro	419·6 | 54·5 | 27·8 P&B286′F68′ WB			R.Janeiro Brazilian	Q.4Cy.24″,34½″,50⅜″&72⅝″–53⅞″ 387NHP Bremer Vulkan, Vegesack		VI
		5020														
PUCE	Sub.Sig 2 *Dks*	4212														
83015	**Santarosa** (*ex*Baron Wemyss–37)	3027					1924	Dunlop Bremner&Co. Ld Pt Glasgow	A.T.Rosasco	344·0 | 48·1 | 21·9 332·2 P29′B97′F33′ WB			Genoa Italian	T.3Cy.21½″,35½″&60″–39″ 225NHP D.Rowan&Sons,Glasgow		CI
2130		2719														
ICIS	D.F. 1 *Dk*	1820														
83016	**Santen Maru**	1210					1918	Mitsui Bussan Kaisha,Ld. Uno	MitsuiBussan Kaisha,Ld.	225·7 | 33·5 | 18·5			Kobe Japanese WB	T.3Cy.14⅛″,24″&40″–30″ 88NHP ImaiSeisakusho,Osaka		
22574		1017														
JBWC	Wireless 1 *Dk*	691														
83017	**Santhia** (P) TwinSc	7754	✠100A1	Cal	*c* †	CL	1925	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishIndiaS.N. Co.Ld.	436·1 | 57·8 | 33·5			London British	T.6Cy.20¾″,35½″&60″–45″ 215lb (*s*) 801NHP 5SB,*15cf*,GS318,HS12125	36 ″ 6	
148549	*ssCal.No.3–1,37*	6719	*withfreeboard*			81.38	2mo		*Cell DB*373′ 1432*t*	P44′B144′F49′ FK			7 *BHCem*	FD	*s* 9″10⅜	
GKYV	D.F. 2 *Dks(Stl)Weather dk*-teak s	4841	1,39 ~~1,38~~	✠LMC		PN1,39			*Tank between tunnels* 37′54*t*				*APT*165*t*	Swan,Hunter&Wigham Richardson,Ld.Nwc.	27 ″ 0¾	
	E.S.D. *Ref.Mchy.* 3*rd dk(Stl)in holds*		M88,36	BS~~1,36~~ 1,39					*Lloyd's A&CP*							
83018	**Santiago de Cuba** (*ex*Caridad Sala,*ex*Yadkin, *ex*Clara Mennig) *Fitted for oil fuel* 1 *Dk*	1685					1908	Akt.Ges. "Neptun" Rostock	EmpresaNaviera deCubaS.A.	261·4 | 40·1 | 17·3 P27′B65′F26′ WB			Havana Cuban	T.3Cy.17½″,30½″&48″–33″ 132NHP A.G."Neptun,"Rostock		
		1501														
		1005														
83019	**Santiago Lopez** (*ex*Oceanic) *ss*Bcl.No.3–5,16	2319	✠	Bcl	*l*		1903	Irvine'sSB &D.D.Co.Ld. WHartlepool	CiadeNav."Vasco Asturiana"	300·0 | 44·3 | 18·1 P21′B182′F33′ FK			Gijon Spanish	T.3Cy.22″,35″&59″–39″ 223NHP 2SB,*6cf*,GS85,HS3431 Richardsons,Westgarth& Co.Ld.Hpl.	20 ″ 6	
		1650	7,21				5mo									
EGPO	1 *Dk(pt Irn&pt Stl) &deep framing*	1470							*WB = Cell D Ba* 96′	*u E&B*34′ *f*126′668*t*			*APT*70*t*			
83020	**Santirso**	847					1920	Astilleros deGijon Gijon	Cia.Naviera GijonesaS.A.	201·7 | 29·8 | 13·9 Q136′B44′F30′			Gijon Spanish WB	T.3Cy.14″,23″&38″–27″ 75NHP Falleros de Zorrosa,Bilbao		
		682														
EGPP	1 *Dk*	621														
83021	**Santo Amaro** (P) TwinSc	*317*					1914	Murdoch & Murray,Ld. PortGlasgow	Cia.deNav. Bahiana	135·0 | 25·1 | 9·6			Bahia Brazilian	C.4Cy.12″&24″–18″ 40NHP J.G.Kincaid&Co.Ld. Grk.		
		231														
	1 *Dk*	*165*														
83022	**Santo Maru** (P)	3267	✠ ...	Drn	*p*		1931	Mitsui Bussan Kaisha,Ld. Tama	DairenKisenK.K.	336·2 | 48·5 | 24·0 P33′B80′F31′ FK			Dairen Japanese	Oil Engines 4S.C.SA 6Cy.21½″–39½″ 271NHP Mitsui Bussan Kaisha,Ld.	24 ″ 0	
411	*Oil Eng.*	2724	5,35				5mo									
JKQA	1 *Dk(Stl)2nd dk(Stl)except in foremost&aftermost holds*	1872							*Cell D B*228′679*t T*	*anks in way of tunnel* 207*t F P T* 6			3*t A P T* 102*t*	Tama		
83023	— (P)	1890	✠	Kob	*r*		1899	Hall,Russell&Co. Aberdeen	OsakiTakeichiro	260·3 | 37·2 | 17·3 B62′F46′ 24·7 FK			Nishino-miya Japanese	T.3Cy.22″,35″&58″–39″ 257NHP 2SB,*6rf*,GS94,HS3600 Hall,Russell&Co.Abn.	25 ″ 8	
8760	(*ex*Diamante) *ss*H.Kg.No.1–03	1730	12,06				1mo						4 *BHCem*			
JJUC	1 *Dk(Stl–ws)&Spar dk (Stl–teak s)&Web frames*	1116							*Cell D B*	*a*58′ *f*64′249*t F P T*			60*t A P T* 31*t*			
83024	**Santore**	7117	✠100A1	Bal	*c*†	CL	1918	Bethlehem SteelCorp Ld Sparro'PtMd.	OreS.S.Corp.	449·1 | 57·2 | 34·3 P106′F39′ FK			New York Utd. States	T.3Cy.27½″46⅛″&76″–48″ 200lb (*s*) FD 559NHP 3SB,*9cf*,GS557,HS7931 BethlehemStl.Co.Sparr'Pt.	37 ″ 0	
216009	*ssBal.No.3–11,30*	6365	~~3,29~~ 3,38 4,39			4,36	3mo									
WQCC	*ssBal.No.2–38* ~~*ssBal.No.1–34*~~	4498	BS~~6,37~~ 6,38	✠LMC~~4,36~~ MS3,36		4,39			*2 Intermediate Bk*	*hds dispensed with*			5 *BHonly*			
	Mchy. Aft 1 *Dk(Stl)&Web frames Longitudinal framing*		*Fitted for oil fuel* 8,19			*F.P. above* 1	A&OP		*Cell D Bu E&B*58′*f*	320′1622*t Side tanks*			*Nos.*1,2&3*P*	*S*1950*t F P T* 395*t A P T* 213*t*		
83025	**Santorini** (*ex*Phenarete–34, Iron	708	✠ —	Pir	*j*		1884	PearceBrs. Dundee	AntoniosG. Chalaris	180·1 | 27·2 | 12·2 18·6			Piræus Greek	C.2Cy.20″&40″–30″ DB*refitted*21	19 ″ 10	
449	*ex*Nikolaos, *ssPir.3rdNo.3–3,21*	679	2,34				2mo									
SZMK	*ex*Gargano, *ssPir.No.3–10,26*	443							*DBa*37′52*t F P T* 64*t*	BK7½″			4 *BHCem*	1SB,*2pf*,GS38 73NHP Pearce Bros. Dundee		
	*ex*Irene) *ssPir.No.1–21* 1 *Dk(Irn)&Awng dk(Stl)*															
83026	**Santos** (P) (*ex*Rapot–38)	5943					1923	Frd.Krupp Akt.Ges. Kiel	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	393·5 | 54·3 | 31·4 P26′B138′F40′ WB			Bremen German	T.3Cy.28½″,47″&75¾″–51″ 410NHP Frd.KruppA.G.Kiel		G
		5428														
DOAT	D.F. Sub.Sig 2 *Dks*	3669														
83027	— (P)	4855					1898	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	375·6 | 46·6 | 27·4 P&B259′F48′ WB			R.Janeiro Brazilian	Q.4Cy.21⅜″32″46½″&66″–51″ 311NHP Reiherst. Maschinenf. Ham		C
	Fitted for oil fuel	3838														
PUCF	2 *Dks*	3114														
83028	— TwinSc	*3840*	✠100A1	Got	*x*	OG	1925	Kockums M.V.Aktieb Malmö	RederiA/B Nordstjernan (A.A.Johnson, *Mgr.*)	364·9 | 51·5 | 22·8 367·0(o.L.) FK			Stockholm Swedish	Oil Engines 4S.C.SA 12Cy.22 1/16″–39½″ 564NHP DB*100lb*	25 ″ 6	
7197	*Oil Eng.*	*3392*	*Shelter dk* ~~Lkr~~			~~*3,36*~~	5mo						*Coll ,, to Sh dk*		*s* 2 ″ 4¼	
SERA	D.F. *ssLkr.No.3–4,36*	*2311*	*withfreeboard*			~~*P11,37*~~			*Lloyd's A&CP*	*Cell D B*319′			6 *BHptCem*	Kockums M.V.Akt.Malmö	23 ″ 4¼	
	2 *Dks(Stl)&Shelter dk(Stl)*		~~3,36~~ 3,39			~~*3,36*~~							*APT*60*t*			
			DBS~~2,37~~ 5,38	✠LMC4,36		8,39				1114*t Tanks at sides of tunnels*			180*t F P T* 75*t*			
				✠LMC(M)~~4,38~~												

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7a Date when bull shaft last seen.	8 Built. When	9 Built. By Whom — Where	Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Distinguishing letters.
83029 31173 JCIB	**Santos Maru** (P) TwinSc *Oil Eng.* *ss*Kob.No.3–4,37 3*Dks*(*Stl–Weather dk–ws*) *Ref.Mchy.* GyC.	7267 6038 4363	✠100A1 Kob *with freeboard* 10,38 ✠LMC CS4,37 DBS~~38,37~~ 10,38 ~~38,376,38~~ ✠Lloyd's RMC ~~12,37~~ 2,39 ~~10,38 6,40~~	*b*†	CL ~~37,36~~ 1,37 36,38	1925 12mo	Mitsubishi Zosen Ld. Nagasaki *Lloyd's SA&CP*	Osaka Kaisha *Cell DB* of tunnels *Tanks at sides*	430·7 B63′F47′ 719*t*	55·7 FK	36·0 *FPT* 46*t*	**Osaka** Japanese 117*t APT*	Oil Engines 2S.C.SA 12Cy.23⅝″–41¾″ 1164NHP DB *100lb* Sulzer Bros. Winterthur	36 ″ 0 s 11 ″ 2½ 25 ″ 2¾	
83030 22920 JBXC	**Santyo Maru** (*ex*Sancho Maru–38) Wireless 1*Dk*	1215 1017 712					1918	Mitsui Bussan Uno	Mitsui Bussan Kaisha, Ld.	225·7	33·5	18·5	**Kobe** Japanese	T.3Cy.15½″26″&42½″–32″ 101NHP Hatsudoki Seizo, Osaka		
83031 38942 JVHI	**Sanwa Maru** *Oil Eng.* *Mchy.Aft*	547 — 401					1934	Sanoyasu Dock Goshi Kaisha Osaka	Asahigumi Kaisoten K.K.	155·0	28·6	13·6	**Amagasaki** Japanese	Oil Engines 2S.C.SA 4Cy.15½″–16½″ 166NHP Kishii Iron Works, Katsuura Wakayama-ken		
83032 13089 JLJB	**Sanyo Maru** (P) (*ex*Jacob Diederichsen) Wireless 1*Dk*&*Spar dk*	970 897 697					1892	Howaldts-werke Kiel	Onishi Shoten Goshi Kaisha	212·0 B28′	29·4	17·6 *WB*	**Otaru** Japanese	T.3Cy.16⅛⅛″,27⅛⅛″&43⅝″ –24⅛⅛″ 93NHP Howaldtswerke, Kiel		
83033 29418 JCKE	— (P) TwinSc 1*Dk*	545 321 214					1928	Mitsubishi Co. Kobe	Government of Japan (Railways)	140·0	30·2	12·5	**Tokyo** Japanese	Geared Steam Turbines Parsons Marine Steam Turbine Co. Ld.		
83034 9 JLDQ	**Sanzan Maru** 1*Dk*	417 — 210					1910	..... Osaka	Minamimanshu Tetsudo K.K.	160·0	30·0	11·5	**Dairen** Japanese	O.		
83035 DOCG	**Sao Paulo** (*ex*Alrich–38, *ex*Glücksburg) Sub.Sig. D.F. 2*Dks*	4977 4753 3027					1921	F.Schichau Danzig	Hamburg-Süd-Amerik Dampfschifffahrts Ges.	361·7 Q135*t* B38′H40*t* F22′	51·4	31·7 *WB*	**Bremen** German	T3Cy26½″,43⅜⅝″&70⅛⅝″–47½″ NE25 347NHP Gutehoffnungshütte, Sterkrade		G
83036	**São Paulo** (*ex*Urd–37) 1*Dk*	727 477 385					1907	Göteborgs M.V.Aktieb. Gothenburg	Cia.de Nav.Norte-Sul	183·1 Q109′B13′F35′ 117′166*t*	28·4 FK	11·0 *FPT* 46*t* *APT* 3*t*	**R.Janeiro** Brazilian *Cell DB*	T.3Cy.14⅜⅛″,22½″&37⅞⅝″– 23⅝″ 68NHP Göteborgs M.V.Aktieb. Got		V
83037	**São Pedro** (*ex*Devonbrook–37, *ex*Devon Coast–34, *ss*Nwc.2nd No.3–2,35 *ex*Graceful) Wireless 1*Dk*(*Stl*) *Mchy.Aft* Well deck *Cargo battens not fitted*	782 570 392	✠100A1 Nwc Rio ~~8,38 11,36~~ BS~~3,37~~ 7,38 ✠LMC 2,35	*k*	CL 11,36	1909 9mo	W.Harkess &Son, Ld. Middlesboro' *Lloyd's SA&CP*	Cia.de Nav.Norte-Sul	195·0 Q109′B13′F35′ 3*BH Cem* 46*t* *APT* 3*t*	30·0 FK	11·7 *FPT* 46*t*	**R.Janeiro** Brazilian *Cell DB*	T.3Cy.16″,27″&44″–30″ (*r*) 180lb 129NHP 2SB,4*pf*,GS70,HS2190 Richardsons, Westgarth & Co.Ld. Mdb.	13 ″ 10 s 4 ″ 0½ 13 ″ 4½	
83038 PHIK	**Saparoea** *Oil Eng.* D.F. *Ref.Mchy.* 3*Dks*	6668 — 4120					1920	Rotterdam Droogd Maat. Rotterdam	N.V.Stoomv. Maats. "Nederland"	420·3 P42′F43′	54·7	33·5 *Wb*	**Amstrdam** Dutch	Oil Engines 2S.C.SA 8Cy.27″–47″ 1015NHP *E made* 25 *refitted* 31 Sulzer Bros. Winterthur		V
83039	**Sapataya** (*ex Motorship* Sapaday) Wooc 1*Dk*	369 — 210					1922	H.E.Phya Sukhum Banij, Ld.	Sawad Sukhum Naya Vinit, Bangkok	147·6	25·4	14·4	**Bangkok** Siamese	T.3Cy.9½″,15½″&26″–18″ *E made* 25 29NHP McKie & Baxter, Ld. Psy.		
83040 OOBC	**Saphir** TwinSc	633 528 389					1897	Soc.J. Cockerill Hoboken	Soc.Anon.John Cockerill	213·4 Q64′H8′F30′	27·9	13·2	**Antwerp** Belgian	T.6Cy.16½″,24½″&37½″–25½″ NB13 139NHP Soc.John Cockerill, Seraing		V
83041 217546 KESG	**Sapinero** *Fitted for oil fuel* 2*Dks*&*Web frames*	5106 4740 3097				...	1919	American International S.B.Corpn. Hog Island Pa	Tampa Interocean S.S.Co.	390·0 P39′B122′F43′	54·8 FK	27·6	**N.Orleans** Utd. States *WB*	DR geared Steam Turbine General Electric Co. Schenectady, N.Y.	32 ″ 0	R †
83042 147391 MLGX	**Sapper** *ss*Mch.No.3–1,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1036 850 495	✠100A1 Mch *Shelter dk* *with freeboard* 10,37 MS~~2,35~~ ✠LMC BS4,38	*o*	CL 1,36	1923 1mo	W.Dobson &Co. Newcastle *Lloyd's SA&CP*	~~Fisher, Renwick~~ ~~Manchester-London~~ ~~Steamers, Ld.~~ Coast Lines, Ld. *Cell DB*	230·6 a58′*u*E19′*f*100′204*t*	35·0 FK	14·9 *APT* 17*t*	Liverpool ~~Manchestr~~ British 5*BH Cem*	T.3Cy.18″,30″&49″–33″ (*s*) 180lb 193NHP 2SB,6*cf*,GS97,HS3570 N.E.Marine Eng Co Ld. Nwc	17 ″ 0 s ″ 2½ 16 ″ 11½	
83043 Sunk 1940	**Sapphire** Collision 4,39 *Oil Eng.* 1*Dk* *Cruiser Stern*	933 662 501	✠100A1 Trn Lev ~~1,38~~ ✠LMC ~~9,35~~	*d*	CL ~~1,38~~ 11,38	1935 9mo	Ailsa S.B. Co.Ld. Troon *Lloyd's SA&CP*	Wm.Robertson *Cell DB*	200·2 P53′Q77′F28′ 129′220*t*	32·6 FK	12·4 *FPT* 78*t* *APT* 32*t* *pt Asp*	**Glasgow** British 3*BH pt Cem*	Oil Engines 2S.C.SA 5Cy.13⅜″–22⅞⅞″ 81NHP Atlas Diesel A/B, Skm.	15 ″ 0 s 4 ″ 4½ 14 ″ 9	
83044 29805 JPJB	**Sapporo Maru No. 11** (P) (*ex*Skegness, *ex*Polurrian) 1*Dk deep framing*&*Web frames*	2820 2578 2092				...	1900	J.Blumer &Co. Sunderland	Inukami Keigoro	319·7 P28′B72′F32′	46·1 FK	21·0 *WB*	**Tokyo** Japanese	T.3Cy.23″,38″&62″–42″ 263NHP NDB06 *refitted* 19 J.Dickinson&Sons, Ld. Sld.	23 ″ 6	C †
83045 30500 JADA	**Sapporo Maru No. 12** (*ex*Ingeborg Larssen, *ex*Ida Zelck, *ex*Portland) 1*Dk*&*deep framing*, *Web frames*	2865 2610 1747				...	1908	J.Blumer& Co. Sunderland	Inukami Keigoro	320·0 P28′B90′F32′	46·0 FK	21·2 *WB*	**Tokyo** Japanese	T.3Cy.23″,38″&62″–42″ 258NHP J.Dickinson&Sons, Ld. Sld.	23 ″ 9	C †
83046	**Sara Primo** Wood Aux Sr (*ex*Quattro Venti–36, *ex*Four Winds, *ex Yacht* Crusader A, *ex*Four Winds, *ex*Eric) *Oil Eng* (*See Sailing Ship Register*)	635 532 456					1898	Hall Bros. Port Blakeley Washington	Salomon Grégoire	188·6	37·8	13·2	French	Oil Engines 2S.C.SA 8Cy.10½″–12½″ 155NHP Fairbanks Morse & Co. Beloit, Wis.		I
83047																

Now "Avon Coast," see No. 87098 in Supplement

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après le Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Coarse Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Crenz sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres ou côté si on est dans le L.R. Durse.Cert.R.of Trade
83048	**Saracen**		1926					1929	Swan, Hunter & Wigham Richardson, Ld Newcastle	Inland Lines, Ld. (K.A.Scott, *Mgr.*)	252·8	43·4	17·8	Montreal British *WB*	T.3Cy.15″,25″&40″–33″ 81RHP Wilsnd Slpwy.Co.Ld.Nwc.		C
161523			1627														
	Mchy.Aft	1 *Dk*	1146														
83049	**Saraceno** (*ex* Sarajevo)		655	✠ ...	Tri			1899	D.Tripcovich & Ci. Soc.Anon.di Nav. Rimorchi e Salvataggi		192·9	28·9	10·3	Trieste Italian 4 *BH Cem*	T.3Cy.13″,20½″&34½″–20½″ 78NHP 1SB,2*cf*,GS42,HS1410 Stabilimento Tecnico,Tri.	13 ″ 0	I †
123	*ss* Tri.2nd No.3–2,25		494	9,33				9mo	Tecnico Trieste		Q104′B16′F27′			FK			
IUDQ	*ss* Tri.No.1–29	1 *Dk(Stl)*	389							*Cell D B*	a 30′ *f* 77′ 129*t FPT*			24*t A P T* 16*t*			
83050	**Sarajevo** Ⓟ		479	✠ 100 A1	Spt	*g*	CL	1938	Jadranska Brodogradilista A. D. Split	Jadranska Plovidba d.d.	163·0	25·4	11·4	Split Yugoslav 5 *BH Cem*	T.3Cy.15″,25″&40″–27″ 210lb (*s*) FD 170NHP 1SB,3*cf*,GS60,HS2833 McKie & Baxter, Ld.Psy.	12 ″ 0	
	withfreeboard		314					4mo			170·7 (O.L.)						
YTQU		1 *Dk*	272	1.38 ~~1.38~~ ✠LMC 4,38						*Cell D B f* 23′24*t*	B48′F34′ BK6¾″					s2 ″2½	
								Lloyd's SA&CP		*tunnel* 16′	*Tanks at sides of* 13*t D T f* 9′14*t FPT*			3*t A P T* 2*t*		10 ″6½	
83051	**Saranac**		12074	✠ 100 A1	Nwc	*g* †	CL	1918	Palmers' Co.Ld. Newcastle	Anglo-American Oil Co.Ld. (F.J.Wolfe, *Mgr.*)	530·5	66·3	41·8	Newcastle British	Q.4Cy.28½″,41″,58″&84″–54″ 220lb (*s*) FD 793NHP 2*3 BHpt Cem* 4SB(Spt),*16cf*,GS296, HS11392 Palmers' Co.Ld. Newcastle	42 ″ 1	
140714	*ss* Nwc.No.3–3,31		~~9024~~	*Shelter dk*			~~7,30~~	5mo						FK		s12 ″2½	
GQDY	*ss* Nwc.No.1–35		~~7341~~	*withfreeboard*			11,38									30 ″ 2	
	Sub.Sig.	2 *Dks(Stl)* & *Shelter dk(Stl)*	12049	~~5,38~~ 11,38	BS5,38			*Lloyd's SA&CP*	*Cell D Bu E & B* 91′358*t*	*DTf* 49′910*t FPT* 20 *3t A P T* 141*t*							
	Mchy.Aft	& *Web frames*	9024	~~BS6,37~~	✠LMC 1,35				*Mid ship portion (cargo*	*tanks) renewed* 1931							
	D.F.	*Longitudinal framing*	7374	*Carrying Petroleum in bulk*													
	Tonnage opening closed 1918			*Fitted for oil fuel* 5,18			*F.P. above*	10° F.									
83052	**Sarandi** (*ex* Curityba, *ex* Maria Manuela)	*Fitted for oil fuel* 1 *Dk*	810 — 470					1901	Napier & Miller, Ld. Glasgow	Cia. Uruguaya de Nav. Lda.	220·2	33·1	10·7	Bns. Aires Argentine *WB*	T.3Cy.17″,28″&45″–33″ 116NHP Dunsmuir & Jackson, Gls.		
											P35′B42′F52′						
83053	**Sarastone**	*ss* Npt.No.2–37	2473	✠ 100 A1	Npt	*t*	CL	1929	Burntisland S.B.Co.Ld. Burntisland	S.&R.Steamships, Ld. (Stone & Rolfe, Ld. *Mgrs.*)	300·0	44·8	20·4	Llanelly British	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 224NHP 2SB,6*cf*,GS100,HS3926 N.E.Marine Eng.Co.Ld.Sld	22 ″ 7	
145576	~~*ss* Npt.No.1–34~~		2196	~~3,37~~ 12,38	~~BS5,37~~		~~7,37~~	8mo								s 3 ″5½	
GTDX		1 *Dk(Stl)*	1490	~~✠LMC 1,37~~			12,38	*Lloyd's SA&CP*	*Inter mediate B H in fwd*	*hold dispensed with*	P19′B58′F24′			FK		19 ″ 4	
		Cargo battens not fitted		~~14ct.1,44~~	~~14ct.1,44~~			*Cell*	*D B* 259′749*t side ta*	*nks in ER* 107*t FPT*				4 *B H pt Cem* 10*5t A P T* 94*t*			
83054	**Saratov** Ⓟ		3559					1931	Baltic S.B. & Eng.Wks. Leningrad	U.S.S.R.	314·7	46·1	26·1	Vladvostk Russian	T.3Cy.22 7/16″,37″&59 1/16″–39 3/8″ 220NHP Baltic S.B.&Eng.Wks.Len.		
		2 *Dks*	2993 1982								P42′B95′F36′						
83055	**Sarcoxie**		5116			...		1919	American International S.B.Corp. Hog Island Pa	United States Maritime Commission	390·0	54·2	27·6	Phildlphia Unt.States *WB*	D R geared Steam Turbine 600NHP General Electric Co. Schenectady,N.Y.	32 ″ 0	R †
217887		*Fitted for oil fuel*	4740								P39′B122′F43′			FK			
WLAA	Sub.Sig.	2 *Dks* & *Web frames*	3108														
83056	**Sard**	3 Mst	410	✠ 100 A1	Ayr	*g*	CL	1909	Ailsa S.B. Co.Ld. Ayr	Wm.Robertson	142·3	26·1	11·3	Glasgow British 3 *BH Cem*	C.2Cy.18″&40″–27″ (*s*) 130lb 91RHP 1SB,3*pf*,GS51,HS1565 Muir & Houston,Ld.Gls.	12 ″ 3	
128259	*ss* Ayr.2nd No.3–5,34		298	1,~~3,36~~	Trn		2,38	4mo								s 4 ″2½	
MCYB	*ss* Ayr.No.1–38		155	✠LMC 2,38				*Lloyd's SA&CP*			Q78′B10′F26′ BK7″					12 ″ 7½	
	Well deck	1 *Dk(Stl)*		BS5,39							*WB=FPT* 36*t*						
	Mchy.Aft	*Cargo battens not fitted*															
83057	**Sardegna** Ⓟ	Twin Sc	11452					1923	Bremer Vulkan Vegesack	Lloyd Triestino Soc.Anon.di Nav.	511·7	61·8	34·3	Genoa Italian *WB*	T.6Cy.28⅜″,46⅜″&75⅜″–51½″ 818NHP Bremer Vulkan, Vegesack		I
2052	(*ex* Sierra Ventana–35)	*Corrugated sides*	—								490·5 66·0						
ICGR	Sub.Sig. D.F. GyC.	4 *Dks*	6737								P&B 380′F79′						
83058	**Sardinia**		1975					1921	J.& K.Smit's Scheepswerven, Kinderdijk	A/S D/S Spanskelinjen (Fred. Olsen & Co. & Ole R. Thoresen, *Mgrs.*)	302·0	42·2	17·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.26⅜″–47½″ 403NHP Werkspoor, Amsterdam		N
		Oil Eng.	1638								P75*t* H243*t* F15*t*						
LCXE		2 *Dks*	1106														
83059	**Sardinian Prince**		3491	✠ 100 A1	Bal	*x*	CL	1922	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Rio Cape Line, Ld. (Furness, Withy & Co.Ld. *Mgrs.*)	363·3	52·2	22·0	London British *Cem*	T.3Cy.26″,43″&73″–48″ (*s*) 180lb 538NHP 3SB,9*cf*,GS195,HS8151 FD Richardsons, Westgarth & Co.Ld. Mdb.	24 ″ 9	
145959	(*ex* Appomattox)	*ss* Drt.No.3–1,36	2911	*Shelter dk*			~~1,36~~	3mo								s 2 ″3½	
GFXT		1 *Dk(Stl)* & *Shelter dk(Stl)*	1871	*withfreeboard*			9,38				F68′ on *Shelter dk*			FK		22 ″ 8	
		Cruiser Stern		~~7,36~~ 10,37 9,38				*Lloyd's SA&CP*		*Duct keel in boiler*	*space & forward* 153′	*Collision*		*B H to Sh dk*			
				BS1,38	✠LMC 1,36					*aft*				6 ″ ″ *U* ″			
				Carrying oil fuel F. P. above										*A P T* 43*t*			
				Fitted for oil fuel 3,22			*F.P. ab*	50° F. ove 1									
83060	**Sardinien** (*ex* Helmstrath–37)		4292	✠ ...	Lon	*y*		1928	J.L.Thompson & Sons, Ld Sunderland	Rob.M.Sloman, Jr.	384·7	52·5	24·0	Hamburg German 6 *BH Cem*	T.3Cy.25″,41″&68″–48″ 370NHP 3SB,9*cf*,GS162,HS6000 J.Dickinson & Sons,Ld.Sld.	26 ″ 3	G †
	ss Shl.No.2–36		3948	11,37				8mo			399·5 (O.L.)						
DJUW		1 *Dk(Stl)*	2552							*Cell D B* 338′1126*t FPT*	P27′B243′F35′	FK		97*t A P T* 173*t*			
83061	**Sardis**		970	✠ 100 A1	Lon	*n*	CL	1928	Ardrossan Dkyd.Ld Ardrossan	Moss Hutchison Line, Ld.	220·8	34·3	13·6	Glasgow British 3 *BH Cem*	T.3Cy.16″,27″&44″–33″ (*s*) 180lb 97RHP 2SB,4*cf*,GS77,HS2677 J.G.Kincaid & Co.Ld.Grk.	14 ″ 11	
160199	*ss* Lon.No.2–37		736	*withfreeboard*	Swg		1,37	3mo								s ″ 2	
MNZJ	*Mchy.Aft* Wireless	2 *Dks(Stl)*	435	1,~~2,37~~				*Lloyd's SA&CP*			F25′	FK		(2 *to Wthr dk*		14 ″10½	
				BS1,~~38~~ 1,39	✠LMC 1,37					*Cell D B u E* 24′*f* 28′92*t*				1 ″ 2*nd* ″)			
											FPT 78*t A P T* 17*t*			5 ″ 2*nd* ″)			
83062	**Sargasse** (*ex* Gouverneur General Piquet–34, *ex* Etienne de Flacourt, *ex* Yalta, *ex* Cöln)	1 *Dk* & *Shelter dk*	1439 1189 638					1914	G.Seebeck Akt.Ges. Weser-münde-G.	P.G.Cottaropoulos & P.Canallas (P.G. Cottaropoulos, *Mgr.*)	268·9	38·5	14·5	Marseilles French *WB*	T.3Cy.22¾″,36⅜″&59″–39⅜″ 190NHP G.Seebeck Akt.Ges.Wsm.		V
FPDA	Wireless D.F.										B72′F36′						
	Now "**La Marsa**" *See Supplement*																
83063	**Särimner** (*ex* Inland–34)		2294					1909	W.Doxford & Sons, Ld. Sunderland	Rederi A/B Suecia	290·1	43·6	18·7	Stockholm Swedish *WB*	T.3Cy.22½″,37″&60″–39″ 225NHP W.Doxford & Sons,Ld.Sld.		V
5047			1885								P35′B81′H109*t*						
SKQA	*Turret deck*	1 *Dk*	1399								F33′						
83064	**Sarita** (*ex* Melania)		5824	✠ 100 A1	Rot	*z*	CL	1914	Craig, Taylor & Co.Ld. Stockton	A/S Ugland's Rederi (J.M. Ugland, *Mgr.*)	412·0	53·3	31·1	Grimstad Norwegian 16 *BH Cem*	T.3Cy.27″,45″&74″–48″ (*s*) 180lb 515NHP 3SB,9*cf*,GS173,HS7503 FD N.E.Marine Eng.Co.Ld.Sld.	31 ″ 0	
	ss Shl.No.3–7.27		5361	~~4,38~~ 4,38	BS7,38		4,38	5mo								s 6 ″7½	
LDOY	*Mchy.Aft*	*ss* Rot.No.2–36	3437	~~BS6,37~~	✠LMC 3,36			*Lloyd's SA&CP*		*Cell D B u E & B* 80′	P109′B26′F47′	FK		(11 *to U dk*		24 ″ 7	
		2 *Dks(Stl)* & *Web frames*		*Carrying Petroleum in bulk*				*above* 1	50° F.	*DTf* 32′300*t*	206*t*			5 ″ 2*nd* ″)			
		Longitudinal framing		*Fitted for oil fuel* 1,21			*F.P. a*				*FPT* 105*t A P T* 140*t*						
83065	**Sark** (*ex* Chark, *ex* Bafra, *ex* Danaë)		1173					1894	Rijkee & Co Rotterdam	Faik Nadir Zeren ve Ortaklari	239·5	31·0	19·1	Zonguldak Turkish *WB*	T.3Cy.17½″,28″&45″–36″ 121NHP Kon.Nederlandsche Stoomv.Maats.Fyenoord		
TCDC		2 *Dks*	693								H55′F27′						

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c:	3	4 Regist'd Tonnage. Gross. Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Year Assigned or Equipment Letter.	7	7a Date when tail shaft last Surv.
83066 PHIQ	**Sarkani** (*ex*Sint Jansland–36) "Ottoland," *see No. 83476 in Supp. vol.* *ss*Ant.No.2–37		2202 1612 1194	✠100A1 ~~6,33~~ ~~NBTL 34~~ BS3,37	Rot ~~MC~~ ~~M S11,37~~	*r*	OG 10,37
	Well deck D.F. *Mchy. Aft*	1 *Dk*(*Stl*) *Cargo battens not fitted*					
83067 OHRR	**Sarmatia** *ss*Kel.2ndNo.3–6,27 *ss*Got.No.2–36		2417 2131 1361	✠100A1 ~~4,33 3,38~~ ~~BS4,37~~ ~~BS6,38~~ 4,38	Sws Rox ~~LMC4,36~~	*s*	CL 3,38
	1 *Dk*(*Irn*)&*deep framing*						
83068 MLRF	**Sarnia** *ss*Shl.No.3–10,35	3 Mast	711 ~~490~~ 328	✠100A1 ~~4,33 3,38 4,39~~ ~~BS3,37~~ 9,38	Shl ~~MC~~	*j*	CL ~~9,37~~ ~~11,38~~ 4,39
	Mchy. Aft *ss*Shl.No.1–39 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted*						
83069 VGBD	**Sarniadoc** *Mchy. Aft*	1 *Dk*	1940 1634 1160				C
83070 134011	**Sarnian** (*ex*Chili)		2656 2496 1710				R
	Mchy. Aft	1 *Dk*&*Spar dk*					
83071 134515 CYBT	**Sarnolite** *Mchy. Aft*	1 *Dk*&*Web frames* *Fitted for oil fuel* *Carrying Petroleum in bulk*	2060 1530 1549				...
83072 189 SVOL	**Saronikos** (*ex*Maid of Andros, *ex*LuiseHorn) *Well deck*	*ss*Pir.2ndNo.3–3,34 *ss*Rot.No.1–37 1 *Dk*(*Stl*)	*3548* *3245* *2175*	✠100A1 ~~11,33 3,38~~ ~~MS4,37~~ ✠LMC ~~BS11,37~~	Ant	*w*	CL 11,37
83073 147214 GDRC	**Sarpedon** (P) D.F. *Ref. Mchy.*	TwinSc 3 *Dks*	11321 8575 6917				BT till ~~9,38~~ ~~1938~~ 6,39
83074 LCXF	**Sarpen**	1 *Dk*	1864 1647 1100				N
83075 LETW	**Sarpfoss** (*ex*Sarpfos–38)	1 *Dk*	1493 1340 873				N
83076 144389 GCDW	**Sarthe** D.F, Sub.Sig.	*ss*Lon.No.3–9,32 *ss*Shl.No.1–37 2 *Dks*(*Stl*)	5271 4809 3243	✠100A1 ~~8,37 3,39~~ BS11,38	Shl Lon ✠LMC ~~37~~	*y*	CL ~~7,37~~ 3,39
83077 116579	**Saskadoc** (*ex*Uranus,*ex*William E.Reis)		4611 4367 2876				R
	Mchy. Aft	1 *Dk*2*trB*					
83078 153436 CYKG	**Saskatoon** *Mchy. Aft*	2 *Dks*	2412 2230 1456				C
83079 218089 KIDC	**Satartia** Sub.Sig.	*Fitted for oil fuel* 2 *Dks*&*Web frames*	4994 4740 3021				... R †
83080 148517 MNCV	**Satellite** *Cruiser Stern* Sub.Sig. Wireless	TwinSc 1 *Dk*	491 426 207				
83081 40201 JGBJ	**Satsuki Maru** *Mchy. Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern*	354 — 258				
83082 33167 JAJC	**Satsuma Maru** (*ex*Sunwood, *ex*Reindeer, *ex*WarBeach)	*ss*Sng.No.2–27 1 *Dk*(*Stl*)	*3089* *2834* *1828*	✠ ~~—~~ 9,31 ✠	Kob	*u*	C †
83083 81743	**Saturn** (*ex*WalterScranton) *Mchy. Aft* GyC.	1 *Dk*2*trB*	4426 — 3061				R
83084 368 ESEF	— (*ex*Frigg,*ex*Amerika)	1 *Dk*	403 335 251				V
83085 275 ICGZ	**Saturnia** (P) *Oil Eng* *ss*Tri.No.3–8.36 4 *Dks*(*Stl*)&*Shade dk*(*Stl–teaks*) *Ref. Mchy.* 5*th dk*(*Stl*)*in No.1 hold* D.F. (*Topside–special* GyC. Sub.Sig. *quality steel*)	TwinSc	24470 15353 14540	✠100A1 *with freeboard* ~~5,39~~ ~~NBT 3,38~~ ~~BS2,36~~ ✠Lloyd's RMC ~~DBS6,38~~ ~~7,38~~	Ven ✠LMC 8,36		CL P(N) 4,38 84,38
83086 PHIU	**Saturnus**	2 *Dks*	2741 2127 1731				V

8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Build Cert.
1916 8mo	Schpw.v. JanSmit,Czn. Alblasserdm A&CP	N.V.Stoomschip Willem vanDrielSr (Ned.Bevrachting-skantoorN.V. *Mgrs*) *CellDB f* 190'514*t*	272·0 *MT* 12' 288*t*	40·0	18·2 *FPT*	Amstrdam Dutch 142*tAPT*78*t*	T.3Cy.20″,32″&52″–39″ (*s*) 180lb 212NHP 2SB,6*cf*,GS101,HS3710 Maats.deSchelde,Flushing	20 ″ 7 s 6 ″5½ 18 ″ 9¾	
1901 3mo	W.Gray& Co.Ld. W Hartlepool A&CP	O.Y.Sarmatia(Sep-pinen&Kemppi O/Y) *WB* = *CellDB*	303·0 P27'B75'F31' *a&uE*120' *f*124'621*t*	43·2 FK	19·8 5*BHCem* *APT*40*t*	Koivisto Finnish 160lb 221NHP 2SB,6*pf*,GS84,HS3383 Cen.Mar.Eng.Wrks.WHpl	T.3Cy.22″,35″&59″–39″ (*s*) 180lb 221NHP 2SB,6*pf*,GS84,HS3383 Cen.Mar.Eng.Wrks.WHpl	22 ″ 3 s3 ″ 6 18 ″ 11	
1923 10mo	C.Rennold son&Co. SouthShields *Lloyd's* A&CP	C.Dorey&Sons,Ld. *CellDB f* 103'155*t*	180·4 Q105'B11'F24'	28·0 FK	12·1 3*BHCem* 63*tAPT*37*t*	London British 82RHP	T.3Cy.14″,23″&38½″–27″ (*s*) 180lb 2SB,4*cf*,GS69,HS1958 Baggesen&Co.Dundee	14 ″ 6 s4 ″ 5½ 14 ″ 2½	
1929	Barclay, Curle&Co.Ld. Glasgow	PatersonSteam-ships,Ld.	252·7 Q100'F35'	43·3 *WB*	17·8	Ft William Ont. British	T.3Cy.15″,25″&40″–33″ 93RHP Barclay,Curle&Co.Ld.Gls.		C
1895	Cleveland S.B.Co. Cleveland,O.	NorthlandS.S.Co. Ld.	331·8 H—F40'	41·5 *WB*	22·0	Pt.Arthur Ont. British	T.3Cy.20″,33″&54″–40″ NB00 184NHP ClevelandS.B.Co.Clevelnd		R
1916	Collingw'd S.B.Co.Ld. Collingwood, Ont.	ImperialOil ShippingCo.Ld. (H.J.Rahlves, *Mgr.*)	250·0 P63'F43'	43·1 FK	16·6 *WB*	Sarnia British	T.3Cy.16″,26″&44″–36″ 96RHP CollingwoodS.B.Co.Ld.	18 ″ 2 s1 ″7½ 16 ″ 9	
1912 5mo	Craig,Tay-lor&Co.Ld. Stockton *Intermediate BH* *Lloyd's* A&CP	M.A.Embiricos *in fore hold & after* *Cell DB a*114' *u*E21'	360·7 P&B288'F39'	50·0 FK	21·4 *hold dispensed with* *f* 155' 924*t* *FPT* 93*t*	Andros Greek *Cem* 4*BH only* *APT*116*t*	T.3Cy.25½″,41″&68″–45″ 180lb 376NHP 2SB,6*cf*,GS119,HS5084 FD Richardsons,Westgarth& Co.Ld.Mdb.	23 ″ 11 s 2 ″ 8½ 21 ″ 5	
1923	Cammell, Laird&Co.Ld. Birkenhead	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	499·0 P57'B201'F62'	62·3	34·9	Liverpool British *WB*	4Steam Turbines SR Geared to 2 Sc.Shafts Cammell,Laird&Co.LdBkn		BT till ~~9,38~~ ~~1938~~ 6,39 N
1912	Fredrkstad Mek.Værks. Fredrikstad	Dampsk.A/S Truls (M.Thorvik, *Mgr.*)	265·0 P57*t*H94*t*F8*t*	42·1	17·9	Oslo Norwegian *WB*	T.3Cy.21″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad.		
1919	Nylands Værksted Oslo	SkibsA/S Thor ThoresensLinje (Thor Thoresen A/S, *Mgrs.*)	254·8 P22'Q,B&F212'	39·2	16·5	Oslo Norwegian *WB*	T.3Cy.19″,31″&51½″–33″ 152NHP NylandsVærksted,Oslo		N
1920 2mo	W.Gray& Co.(1918)Ld W Hartlepool *Lloyd's* A&CP	RoyalMailLines, Ld. *CellDB*	400·0 412·7(o.l.) P49'B115'F40' 344'1048*t* *FPT* 129*t*	52·3 FK	28·5 7*BHCem* *APT*61*t*	London British	T.3Cy.27′,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s 6 ″0½ 25 ″ 3	
1900	American S.B.Co. Cleveland,O.	PatersonSteam-ships,Ld.	422·6	50·2 *WB*	24·1	Fort Wil-liam,Ont. British	T.3Cy.21″,33½″&57″–42″ 211NHP AmericanSB.Co.Cleveland		R
1927	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	250·3	42·9 *WB*	24·3	Montreal British	T.3Cy.18″,30″&50″–36″ Richardsons, Westgarth&Co.Ld.Hpl.	150NHP	C
1919	American International S.B.Corp. HogIslandPa.	UnitedStates Maritime Commission	390·0 P39'B122'F43'	54·2 FK	27·6 *WB*	Phildlphia Utd. States	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
1924	J.I.Thorny-croft&Co.Ld. Southampton	Corporation of the Trinity House	160·0 B42'	27·7	12·1	London British	T.6Cy.11″,18″&29″–21″ 38NHP J.I.Thornycroft&CoLdSou.		
1935	Urabe Zosen Tekkosho Osaka	TowaKisenK.K.	129·9 B12'F23'	26·0	12·0	Kobe Japanese	Oil Engines 2S.C.SA 4Cy.16 9/16″–18½″ 189NHP NipponHatsudokiK.K. Kobe		
1918 8mo	TyneI.S.B. Co.Ld. Newcastle	UtsunomiyaKai-sotenK.K. *CellDB*	331·4 P33'B100'F29' *B*284'724*t* *FPT*110	46·8 FK	23·1 7*BHptCem* *APT*123*t*	Takasago Japanese	T.3Cy.25″,41″&68″–45″ 431NHP 3SB,9*cf*,GS155,HS6420 N.E.MarineEngCoLd.Nwc	25 ″ 6	C †
1901	American S.B.Co. Cleveland	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0	50·0 *WB*	28·0	Wilmgton (Del.) Utd.States	T.3Cy.20″,33″&57″–42″ 211NHP AmericanS.B.Co.Clevelnd		R
1889	Bergsunds Mek.Værks Stockholm	J.Rang	140·8 Q49'B35'H10*t*F12'	24·5	10·3	Tallinn Estonian *WB*	T.3Cy.10¾″,17″&28½″–23½ 39NHP BergsundsM.V.Stockholm		V
1927 9mo	Cant.Nav. Triestino Monfalcone *Lloyd's* A&CP *Cell DB*	"Italia" Soc.Anon.di Nav. *Duct keel fwd* 493'2135*t* *Tanks in* 581*t DTf* 25'206*t*	630·1 601·2 B356' *of Mchy space* *way of tunnels* *FPT*161*t* *APT*167*t*	79·8 42·6	29·5 FK	Trieste Italian 10*BHptCem* (*Coll to Sh dk* 7 ,, *U* ,, 2 ,, 2*nd*,,)	Oil Engines 2S.C.DA 20Cy.29½″–47½″ 6256NHP 2DB100*lb* NDB'38(*upper*)-100*lb* Cant Riuniti dell'Adriatico	46 ″ 6 s17 ″11 29 ″ 0½	
1909	Maats. Fyenoord Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	328·0 Q105'B85'F40'	44·2	18·8	Amstrdam Dutch *WB*	T.3Cy.21½″,33″&57″–39″ 203NHP Maats.Fyenoord,Rot.		V

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6	7	7a	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Double. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Tirant d'eau Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.
83087	**Saturnus**		955					1930	Bergens Mek. Værks. Bergen	Det Bergenske Dampsksisk.	192·2	30·1	20·5	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.15⅝"–28⅜" 172NHP	
		Oil Eng	921								H27*t*			*WB*	A/B Atlas Diesel, Skm.	
LHFH		2 *Dks*	510													
83038	—		*658*					1917	Eriksbergs M.V. Aktieb Gothenburg	O.F. Ahlmark & Co. Eftr. A/B	181·0	28·9	11·6	Karlstad Swedish	T.3Cy.14⅝",22⅞"&36⅝"–24" 80NHP	
5937			*507*								P53' H55*t* F21'			*WB*	Eriksberg M.V. Aktieb Got.	
SGFK	*Mchy. Aft* *Cruiser Stern*	1 *Dk*	*337*													
83089	**Saucon** (*ex* J. Leonard Replogle,		6996					1906	W. Bay City S.B. Co. West Bay City Mich	Bethlehem Steel Corp. (Bethlehem Transptn. Corp. *Mgrs.*)	549·0	56·0	26·6	Wilmgton (Del.) Utd. States	T.3Cy.24",39"&65"–42" 274NHP	
203184	*ex* Charles Weston)		—											*WB*	Detroit S.B. Co. Detroit	
WQCO	*Mchy. Aft* GyC.	1 *Dk*	5511													
83090	**Saudades** (*ex* Peniche, *ex* Phoenicia)		4758	100A1	Ham		CL	1913	Flensburgr Schiffsb. Ges. Flensburg	Soc. Geral de Commercio, Industria e Transportes, Ltda.	364·3	51·1	22·0 / 30·0	Lisbon Portuguese	T.3Cy.25",41⅝"&67½"–48" 185lb (*s*) 406NHP	24 " 5 / 1 " 11½
	ss Lis. No. 3–10, 26		4510	*Shelter dk*			8,37									
CSBM	*ss* Lis. No. 2–34		2972	*with freeboard*			10,38				B30'		FK	6 *B H Cem*	3SB, *9cf*, GS156, HS5600	22 " 8
		1 *Dk* (*Stl*) &		3,37		12,38				*Cell D B330' 1023t P*	*PT36t. APT44t*			*Coal to Sh dk*	Flensburger Schiffsb. Ges.	
		Shelter dk (*Stl*–teak s)		[illegible]		[illegible]								5 " " *U* "		
83091	**Saude** Ⓟ (*ex* Stavanger)		325					1897	Stavanger Stöberi & Dok Stavanger	Det Stavangerske Dampskibsselskab	130·4	21·7	9·6	Stavanger Norwegian	T.3Cy.13½",22"&34"–25" 58NHP	
			301								H24*t*		16·8	*WB*	Laxevaags Msk. & Jrns. Bgn.	
LETY		1 *Dk* & *Awng dk*	185													
83092	**Sauerland** Ⓟ		7037					1929	F. Schichau Danzig	Hamburg-Amerik Packetf. Akt. Ges. (Ham.-Amr. Linie)	462·8	61·1	25·9	Hamburg German	Oil Engines 2S.C.SA 11Cy.26⅜"–47½" 1374NHP	G
		Oil Eng.	5999								P26'			*WB*	F. Schichau, Elbing	
DIEZ	D.F E.S.D. Sub.Sig	2 *Dks*	4194													
83093	**Saugor**		6303	✠100A1	Cal	*a*†	CL	1928	Harland & Wolff, Ld. Greenock	James Nourse, Ld.	424·0	56·0	28·8	London British	T.3Cy.26",44"&74"–51" (*s*) 180lb 569NHP	31 " 4 / 6 " 2½
160398			5740	10,38 ~~4,38~~			9,36	3 mo						*Cem*	3SB, *9cf*, GS190, HS8604 FD	25 " 3½
GMQB		*ss* Cal. No. 2–36	3935	BS1,38	✠d	MC9,					P45' B140' F34'		FK	6 *B H to Udk*	Harland & Wolff, Ld. Belfast	
		2 *Dks* (*Stl*)						*Lloyd's A&CP*		*Intermediate 'tween*	*dk*			1 " " 2nd "		
				Carrying oil fuel F. P.			*above*	150° F.		*B Hin after*	*hold dispensed with*			*APT28t*		
								Cell D		*Baş u E164' f 184'*	1224*t D Ta38' 1154t*					
83094	**Saule** (*ex* Bors, *ex* Gyda)		1207				…	1890	Wood, Skinner & Co Newcastle	"Jura" Shipping Co. Ld. (Fr. Karklins, *Mgr.*)	229·7	33·0	15·5	Ventspils Latvian	T.3Cy.17",28"&46"–30" 116NHP	18 " 0 N †
87			940								Q73' B65' F25'		FK	*WB*	N.E. Marine Eng. Co. Nwc.	
YLDZ	*Well deck*	1 *Dk* 2 *tr B*	722													
83095	**Saumur**		2955				…	1920	Forth S.B. & E. Co. Ld. Alloa	Cie Delmas Vieljeux	324·4	44·3	23·1	La Rochlle French	T.3Cy.20½",33"&54"–39" 234NHP	25 " 6 V †
			2533								P28' B85' F35'		FK	*WB*	G.T. Grey & Co. Ld. S. Shl.	
FNNP	D.F.	1 *Dk*	1807													
83096	**Saurel** Ⓟ	Twin Sc	1176	✠ …	Mtl			1929	Canadian Vickers, Ld Montreal	Canadian Government (Department of Marine)	200·0	42·0	19·3	Ottawa British	T.6Cy.20½",32"&52"–30" 492NHP	21 " 0
156503		(*Icebreaker*)	1034	5,33				12 mo			F40'		FK	8 *B H Cem*	3SB, *9cf*, GS198, HS7809	
CG–K		1 *Dk*, 2nd *dk* (*Stl*) clear of	418											(4 " to 2nd *dk*)	Canadian Vickers, Ld. Mtl.	
	Wireless	machinery space								*Cell D B117' 192t D*	*Ta23'6t DT f 20'1*			2 *t F P T64t A*		
	Fitted for oil fuel	*Cruiser Stern*												*P T50t*		
83097	**Saustan** (*ex* Vallejo–37)		*5586*	✠100A1	Nwc	*z*	CL	1928	R. Duncan & Co. Ld. Port Glasgow	Cia. Arrendataria del Monopolio de Petroleos, S.A.	407·0	54·2	30·1	Valencia Spanish	T.3Cy.25",43½"&74"–48" (*s*) 210lb 567NHP	30 " 0 ~~5 " 0~~
	ss Fal. No. 2–35		—	~~1,37~~			~~11,35~~	5 mo						16 *B H pt Cem*	3SB, *9cf*, GS172, HS8202 FD	~~36 " 3½~~
	D.F.	2 *Dks* (*Stl*) & *Web frames*	3375	[illegible]	[illegible]	MC11,	35 10,38	*Lloyd's A&CP*			P122' B35' F41'		FK	(11 *to U dk*	Rankin & Blackmore Ld Grk	8 5 " 0
	Mchy. Aft	*Longitudinal framing*		*Carrying Petroleum in bulk*				*above* 150° F.		*Cell D Bu E & B*	76'170*t A P T* 195*t*			5 " 2nd "		25 " 2½
	~~Not to be classed Oy. in Cl.~~		~~1604~~	*Fitted for oil fuel* 5,28			*F. P. a*									
83098	**Sauternes**		1047					1922	Atel. & Ch. de la Seine Marit. Le Trait. S/I.	Worms & Co.	215·9	30·5	12·5	Havre French	T.3Cy.18",30"&50"–33" 144NHP	V
			—								P126' F57'			*WB*	Atel. & Ch. de la Seine Marit.	
TUNI	*Mchy. Aft*	1 *Dk*	414													
83099	**Sava** (*ex* Nereide)		3403	✠100A1	Spt	*u*	CL	1910	Cant. Nav. Triestino Monfalcone	Brodarsko Akcionarsko Drustvo "Oceania"	330·2	46·3	21·2	Susak Yugoslav	T.3Cy.23",38"&62"–42" (*s*) 180lb *80lb* 282NHP	23 " 6 s 2 " 7
	ss Tri. 2nd No. 3–3,35		2570	6,38 ~~4,37~~	Rot		~~9,35~~	6 mo						6 *B H Cem*	2SB, *6cf*, GS126, HS4506	21 " 1½
YTEA		1 *Dk* (*pt Irn pt Stl*) & *deep framing*	2069		MC		N6,38	*Lloyd's A&CP*		*Cell D Ba*	P33' B161' F40'		FK	*APT30t*	D. Rowan & Co. Glasgow	
				MS3,35	[illegible]	7,38					104*t u E22' f 142' 767t*					
83100	**Savarona**	Twin Sc	4646	✠100A1	Ham	*x*	CL	1931	Blohm & Voss, K.a.A. Hamburg	Turkish Govt. (Denizbank)	364·7	52·8	28·5	Istanbul Turkish	6 Steam Turbines SR geared to 2 Sc. Shafts (*s*) BS19300 1802NHP	32 " 4 s 12 " 1
	(*Yacht*)		3503	*with freeboard*	Sou		7,36	7 mo			408·5 (O.L.)			11 *B H pt Asp*		20 " 5½
	ss Ham. No. 1–30		1501	4,38 ~~9,36~~	[illegible]	MC10,	36	*Lloyd's A&CP*		*Cell D B*	B&F263'		FK	4 Water Tube Boilers (Spt)		
	D.F. GyC.	3 *Dks* (*Stl*–*Weather dk*				BS5,				*a23' u E & B118' 435t*	*DT f 36'53t F P T29t*			4000lb WTD 6200lb FD		
	Sub.Sig.	teak s) & *Web frames*		*Fitted for oil fuel* 7,31			*F. P. a*	*above* 150° F.						*A P T151t*	Blohm & Voss, K.a.A. Ham.	
83101	**Save** (*ex* Granja, *ex* Picador)		782	✠	Lon	*l*		1912	Schiffsb Ges Unterweser Weser-münde-L.	Cia. Nacional de Navegação	205·3	32·4	11·7	Loanda Portuguese	T.3Cy.15",24⅝"&40⅝"–24⅞" 120NHP	13 " 9
	ss Lis. No 2–21		630	6,24				11 mo			P19 B&F161'		FK	4 *B H Cem*	2SB, *4cf*, GS70, HS2271	
CSBS	Wireless	1 *Dk* (*Stl*)	426												Ottenser Maschf. Altona	
83102	**Savoia**		5490	✠100A1	Tri	*y*	CL	1922	Stabilimnto Tecnico Trieste	Lloyd Triestino Soc. Anon. di Nav.	404·2	54·0	29·6	Trieste Italian	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 2000lb FD 600NHP	22 " 0 ~~6 " 11½~~
115	*ss* Tri. No. 3–12, 34		5021	*Shelter dk*			~~6,36~~	A&CP						7 *B Hpt Cem*	3SB (Spt) *9cf*, GS190, HS7668	25 " 5
ICHB	*Ref. Mchy*	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	3417	*with freeboard*			11,38			*Cell D B338'*	1234*t DTa40' 880t*			(6 *to Sh dk*	Franco Tosi, Legnano	
	D.F.			~~4,38~~ 11,38	BS						*FPT125t APT214t*			1 " " *U* ")		
				[illegible]	[illegible]	M	11,38									
				[illegible]	[illegible]	[illegible]										
83103	**Savona**	Sc	2120					1934	H.C. Stülcken Sohn Hamburg	Rob. M. Sloman, Jr.	305·6	43·6	16·2	Hamburg German	T.3Cy.19¼",31½"&50⅜"–35⅞"& LP turbine 246NHP	G
			1626								B&F272'			*WB*	H.C. Stülcken Sohn, Ham.	
DJNM	D.F. E.S.D. Sub.Sig.	1 *Dk*	1051								*U pper* F39'					
83104	**Savonia** (*ex* Egholm, *ex* San Massimo,		1820	✠100A1	Lkr	*r*	CL	1890	C.S. Swan & Hunter Newcastle	Rederi A/B Suomi (G.B. Thorden, *Mgr.*)	265·6	37·0	17·4	Helsingfrs Finnish	T.3Cy.20",33"&54"–39" 160lb 185NHP	19 " 9 ~~18 " 1~~
585	*ex* Iwan Asbeleff, *ex* Arundo)	*ss* Lkr 3rd No. 3 4,38	—	*pt Awng dk*	Els		8,36	6 mo			274·0 (O.L.)			4 *B Hpt Asp*	2SB, *6cf*, GS108, HS2822	19 " 4
OHBM	*ex* Arundo)	*ss* Lkr. No. 1–38	997	*with freeboard*				*Lloyd's A&CP*			P26' Q72' B112' F31'		FK	*pt Cem*	Alley & M'Lellan. Glasgow	
		1 *Dk* (*Irn*) & *Web frames*		5,~~2,38~~	[illegible]	LMC					*Cell D Ba222' 446t*			1 *P T44t*		
		& *pt Awng dk* (*Irn*)		[illegible]	[illegible]	[illegible]										
		Hatch covers & Webs suspended		6,38												
		with in 'tween decks														
		Cargo battens not fitted														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. Ship. / Engines.	8 By Whom. Where.	9 Owners	10 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	11 Port of Registry. Flag.	12 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	13 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	14 Registers in which classed. If not in L. R.: Dates of Rel. or Trade Cert.
83105 / PKEX	**Sawahloento**	1 *Dk (Stl)*	3085 / 2775 / 1830	✝ Sng 9.23 ✝		*u*		1921 / 6mo	Gebr. Pot / Bolnes	Koninkl. Paketv. Maats. *Cell D*	325·3 / P30' B70' F33' FK *B273' 797t FPT80t*	47·6	22·0	Batavia Dutch	T 3Cy 28⅜" 38⅜" & 62⅛" – 41⅝" 282 NHP 2SB. *6cf*, GS 100, HS 3876 *APT120t*	24 " 3	V †
83106 / 220420 / KDBW	**Sawokla** (P) Sub. Sig. GyC.	*Oil Eng.* 2 *Dks* *Longitudinal framing*	5882 / — / 3667					1920	Oscar Daniels Co Tampa, Fla.	United States Maritime Commission	401·9 P34' B118' F88'	54·2	31·3 *WB*	Tampa Fla. Utd. States	Oil Engines 2S.C.SA 6Cy. 30" – 52" 938 NHP NE27 Busch-Sulzer Diesel Eng Co St. Louis, Mo.		R
83107 / 5323 / SGFM	**Saxaren** (P) (*ex* Gustavsberg VII.)	1 *Dk*	*313* / *151* / *193*					1912	Oskrshmns M.V. Aktieb. Oskarshamn	Waxholms Nya Angf. A/B (O.F. Ekebohm, *Mgr.*)	112·4 B77' H55t	23·3	9·4 *WB*	Stockholm Swedish	C.2Cy. 16¼" & 32½" – 23⅝" 48 NHP Oskarshamns M.V. Aktieb.		
83108 / 7819 / SGHD	**Saxen** (*ex* Rolf-33, *ex* Liesel Halm)	1 *Dk*	*1000* / *859* / *531*					1921	F. Schichau Elbing	O.F. Ahlmark & Co. Eftf. A/B	221·9 P14' B59' F29'	33·6	13·7 *WB*	Karlstad Swedish	T.3Cy. 15", 24½" & 38⅜" – 25½" 75 NHP F. Schichau, Elbing		G
83109 / 166365 / GKGD	**Saxon Queen** Wireless D.F. E.S.D. *Mchy. Aft* *Cruiser Stern*	*Oil Eng.* 1 *Dk* *Rudder electrically welded*	482 / 350 / 264	✝100A1 Rot Drt 8,383 ✝LMC 3,38		*g*		1938	N.V. Boele's Schpsw & Mch Bolnes *Lloyd's SA&CP*	British Channel Islands Shipping Co. Ltd. *Cell D B107' 127t*	162·2 27·7 169·5 (O.L.) Q44' F21' FK *FPT48t APT11t*	26·4	9·8	London British	Oil Engines 4S.C.SA 8Cy. 11" – 17½" 94 NHP *6 B Hpt Cem*	11 " 10 s 1 " 2 10 " 9¼	
83110 / DOGE	**Sayn** (*ex* Gunborg, *ex* Miles Coverdale) *ss* Rot. No. 3–11, 29 *ss* Ham. No. 2–38 ~~*ss* Kel. No. 1–34~~ 1 *Dk (Irn)* ✝ *deep framing*	*ss* 1 *Dk (Irn)* ✝ *deep framing*	2321 / 2106 / 1341	✝100A1 Rot 9,379,38 ~~BS12,37~~ ✝LMC ~~4,38~~ 6,38		*s*	CL ~~10,36~~	1898 / 12mo	W. Gray & Co. Ltd. W Hartlepool A&CP	Fried. Krupp. A.G. (Fried. Krupp's Reederei en Transportbedrijf N.V. *Mgrs.*) *Cell D Ba&u E120' f*	302·0 P27' B69' F29' FK *f 124' 643t APT40t*	43·0	19·9	Bremen German	T.3Cy. 22 ⅞", 35" & 59" – 39" (*s*) 1601b *1000* NDB 13 223 NHP 2SB, *4cf*, *2rf*, GS 82, HS 3445 Gen. Mar. Eng. Wrks W Hpl		
83111 / 39691 / JWNI	**Sazanami Maru** *Mchy Aft* *Cruiser Stern*	*Oil Eng.* 1 *Dk*	531 / 430 / 386					1934	Sano-gawaga Yasutaro Osaka	Sanko Kaiun K.K.	155·0 F22'	28·5	13·5 *WB*	Amagasaki Japanese	Oil Engines 2S.C.DA 8Cy. 15½" – 16½" 655 NHP K. Kishi, Katsuura		
83112 / 146132 / GFKZ	**Scalaria** *ss* H.Kg. No. 3–7, 33 *ss* H.Kg. No. 1–37 *Mchy. Aft* 2 *Dks (Stl)* ✝ *Web frames* E.S.D. *Longitudinal framing*		5683 / 5263 / 3435	✝100A1 Sng 12,38 2,38 ...B7,33 ✝LMC BS2,37 MS11,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,21		*z*	CL 5,36	1921	Swan, Hunter & Wigham Richardson, Ld Newcastle	Anglo-Saxon Petroleum Co. Ltd. *Lloyd's SA&CP* *Cell D B ~~u~~ E & B78' 21 above 150° F.*	411·5 426·0 (O.L.) P109' B26' F45' FK *7t D71 32'316t FPT 81t APT136t*	53·4	31·0	London British (12 to *U* dk 4 " 2nd ")	T.3Cy 24½", 42½" & 74" – 48" (*s*) 2201b 555 NHP 16 *B Hpt Cem* 3SB, *9cf*, HS 7758 FD Wallsend Slpway & E. Co Ld	31 " 0 s 5 " 9 25 " 5¾	
83113 / OXOA	**Scandia** (*ex* F.D. Asche) *ss* N.Ns. No. 3–2, 30 *ss* Shl. No. 2–38 ~~*ss* Shl. No. 1–33~~ D.F. *Mchy. Aft* 2 *Dks (Stl)* *Shelter dk (Stl)* ✝ *Web frames* *Longitudinal framing*		8571 / 6532 / 6524	✝100A1 Shl *Shelter dk* *with freeboard* ~~5,38 3,37~~ 4,39 ~~BS3,37~~ ✝L *Carrying Petroleum in bulk* *Fitted for oil fuel* 12, 18		*x*†	CL ~~13,36~~ 4,38 5, *F.P. a*	1918	Nwprt Nws Dry Dk Co. Ltd. Nwprt News A&CP	Det Danske Petroleums A/S (C. Holm, *Mgr.*) *Cell D Ba 17' u E& B69' f 50' 452t* *above 150° F.*	464·2 *E on Shelter dk 48'* FK *FPT173t APT100t*	60·2	36·9	Nyborg Danish (3 to *Sh dk* 11 " *U* " 4 " 2nd ")	Q.4Cy. 24 ⅛", 35", 51' & 75' – 51" 2201b *150lb* (*s*) 533 NHP 3SB (Spt), *9cf*. GS 177. HS 7035 FD Newport News SB & DD. Co.	37 " 2 s 9 " 8½ 27 " 8	
83114 / OYXB	— (*ex* Activ–34, *ex* Skinfaxe, *ex* Rask)	*Stm. Eng.* 1 *Dk*	1709 / 1346 / 1014					1918	Akt. Burmeistr & Wain Copenhagen	A/S Dampskslsk. D.F.K. (De Forenede Kulimportører A/S. *Mgrs.*)	255·0 Q68' B56' F32'	37·2	17·6 *WB*	Copnhagn Danish	3Cy. 25" – 36" Akt Burmeistr & Wain, Cpn		V
83115 / 8214 / SKVN	**Scandinavia** D.F. *Strengthened for Navigation in Ice* *Cruiser Stern* *Rudder electrically welded*	*Oil Eng.* 1 *Dk* ✝ *Shelter dk*	*1641* / *1212* / *723*	✝100A1 Got Skm *with freeboard* 9,33 ✝LMC 11,3		*s*	CL	1937 / 11mo	Eriksbergs M.V. Aktieb. Gothenburg *Lloyd's SA&CP*	Rederiaktieb. Svenska Lloyd (K.R. Bökman, *Mgr.*) *Cell D B240' 481t*	284·2 296·0 (O.L.) FK *FPT23t APT33t*	41·2	15·3 (*Coll to Sh dk* 3 " 2nd ")	Gothenburg Swedish *1 B II*	Oil Engines 2S.C SA 7Cy. 19½" – 35 ⅞" 473 NHP DB *601b* Götaverken A/B, Got.	18 " 0 s " 2 17 " 11¼	
83116 / OHGS	**Scandinavic** (*ex* H. Pontoppidan–32, *ex* Olympic) *ss* Abg. 2nd No. 3–1, 29 *ss* Cpn. No. 3–11, 32 *ss* Got. No. 1–37 1 *Dk (pt Irn & pt Stl)* ✝ *deep framing*		2320 / — / 1348	✝100A1 Got Osc LMC MS 9,36 BS2,37 5,38		*t*	CL ~~5,37~~ 8,38	1903 / 8mo	Irvine's S.B. & D.D. Co. Ltd. W Hartlepool *Lloyd's SA&CP*	A/B Britannia S.S. Co. Ltd. (A/B Nielsen & Thorden O/Y, *Mgrs.*) *Cell D Ba 96' u E& B*	300·3 P21' B182' F34' FK *34' f 126' 668t*	45·1	18·1 *5 B H Cem*	Helsingfrs Finnish	T.3Cy. 22", 35" & 59" – 39" (*s*) 1601b 223 NHP 2SB, *6cf*, GS 85, HS 3431 Richardsons, Westgarth & Co. Ld. Hpl. *APT70t*	20 " 6 s 1 " 11 18 " 9¼	
83117 / 4121 / SETA	**Scania** (*ex* Saltburn, *ex* Norman) *ss* Hpl. 3rd No. 3–5, 37 1 *Dk (Stl)* ✝ *deep framing* *Cargo battens not fitted*		*1980* / *1675* / *1171*	✝100A1 Hpl ~~6,38 5,37~~ 1,39 ~~Skm~~ Hbg ~~4,36~~ ✝LMC 5,37 BS ~~6,38~~ 4,39		*r*	CL 1,39	1901 / 8mo	Osbourne, Graham & Co Sunderland *Lloyd's SA&CP*	Rederi A/B Arild (J.A. Thore, *Mgr.*) *Cell D Ba 86'*	275·0 P29' B66' F30' FK *4 B H Cem* *A P T45t*	40·2	17·8 (*Coll to Sh dk* 3 " 2nd ")	Arild Swedish	T.3Cy. 20", 32½" & 53" – 36" (*s*) 1601b 180 NHP 2SB, *4pf*, GS 61, HS 2865 N.E. Marine Eng. Co Ld. Sld.	20 " 2 s 2 " 7½ 17 " 9	
83118 / 7961 / SKVA	— D.F. *Cruiser Stern* *Strengthened for Navigation in Ice* *Rudder electrically welded*	*ss* Skm. No. 1–38 *Oil Eng.* 1 *Dk* ✝ *Shelter dk*	*1629* / *1204* / *742*	✝100A1 Cpn *with freeboard* ~~Skm~~ Bal ~~3,36~~ ~~Skm~~ ✝ 3,39 ✝L ~~C~~ CS 10, DBS 6,38 8,37		*s*	CL 12,36	1934 / 7mo	Kockums M.V. Aktieb Malmö *Lloyd's SA&CP*	Rederiaktieb. Svenska Lloyd (K. R. Bökman, *Mgr.*) *Cell D B240' 446t*	284·3 *F P T23t A P T27t* FK	41·3	15·1 (*Coll to Sh dk* 3 " 2nd ")	Gothenburg Swedish *A B Hpt Cem*	Oil Engines 4S.C.SA 7Cy. 23⅝" – 43 ⅝" 377 NHP DB *401b* Kockums M.V. Akt. Malmö	18 " 0 s " 2 17 " 11¼	
83119 / 219116 / KOJR	**Scanmail** (P) (*ex* Chickasaw–32) *Ref. Mchy.* Sub. Sig. E.S.D. D.F. GyC.	*Fitted for oil fuel* 2 *Dks*	5152 / — / 3156					1919	American International S.B. Corp. Hog Island Pa	American Scantic Line (Moore-McCormack Lines Inc. *Mgrs.*)	390·0 P39' B121' F43' FK	54·2	28·0 *WB*	New York Utd. States	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
83120 / 218905 / KOBP	**Scanpenn** (P) (*ex* Bird City–32) *Ref. Mchy.* Sub. Sig. E.S.D. D.F. GyC.	*Fitted for oil fuel* 2 *Dks* ✝ *Web frames*	5152 / — / 3155				...	1919	American International S.B. Corp. Hog Island Pa	American Scantic Line (Moore-McCormack Lines Inc. *Mgrs.*)	390·0 P39' B122 F43' FK	54·2	28·0 *WB*	New York Utd. States	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.	32 " 0	R †
83121 / 217501 / KEKL	**Scanstates** (P) (*ex* Saguache–32) *Ref. Mchy.* Sub. Sig. E.S.D. D.F. GyC.	*Fitted for oil fuel* 2 *Dks* ✝ *Web frames*	5163 / — / 3164				...	1919	American International S.B. Corp. Hog Island Pa	American Scantic Line (Moore-McCormack Lines Inc. *Mgrs.*)	390·0 P39' B122' F43' FK	54·2	28·0 *WB*	New York Utd. States	DR Geared Steam Turbine 600 NHP General Electric Co. Schenectady, N.Y.	32 " 0	R †
83122 / 217886 / WJIU	**Scanyork** (P) (*ex* Schenectady–32) *Ref. Mchy.* Sub Sig. E.S.D. D.F. GyC.	*Fitted for oil fuel* 2 *Dks* ✝ *Web frames*	5163 / — / 3162				...	1919	American International S.B. Corp. Hog Island Pa	American Scantic Line (Moore-McCormack Lines Inc. *Mgrs.*)	390·0 P39' B122' F43' FK	54·2	28·0 *WB*	New York Utd. States	DR Geared Steam Turbine 600 NHP General Electric Co. Schenectady, N.Y.	32 " 0	R †
83123 / 118480 / MCBF	**Scarbrough** Pad	1 *Dk*	468 / 347 / 318					1904	Lytham S.B. & E. Co. Ld. Lytham	United Africa Co. Ld.	200·4	32·0	6·7	London British	C.4Cy. 11" & 24" – 18" 46 RHP Lytham S.B. & E. Co. Ld. Lyt		

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Turne assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite à la cambre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	Marques
83124	**Scarpanto** Ⓟ (*ex*Calitea–33,		498			...		1908	Howaldts-	SocietàFiumana	171·8	24·1	12·6	Fiume	T3Cy.44½″,22½″&36⅜″–23⅝″	13 ″ 3	
38	*ex*Cherso–32,*ex*Cetinje,*ex*Brasso)		307						werke	diNavigazione	160·9			Italian	85NHP		
IUFD		1 *Dk*	245						Kiel		P32′B38′F32′ BK7′			*WB*	Howaldtswerke,Kiel		
83125	**Scebeli**		3025					1937	Akt.Burmeistr& Wain Copenhagen	SkibsA/S Thorsholm(A/S ThorDahl,*Mgrs.*)	324·3	45·8	26·1	Sandefjord Norwegian	Oil Engines 2S.C.SA 9Cy.19½″–35½″ 606NHP		
		Oil Eng.	2617											*WB*	Akt.Burmeistr& Wain,Cpn		
LJJT	*Ref.Mchy.*	1 *Dk*& *Shelter dk*	1763														
	D.F.	*Cruiser Stern*															
83126	**Scharnhorst** Ⓟ	**TwinSc**	18184					1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	625·6	74·1	41·0	Bremen German	2SteamTurbines connect'd to Elec. Motors & Sc. Shafts		
		Fitted for oil fuel	13618								B251′F51′			*WB*	AlgemeineElec Ges. Berlin		
DOQO	*Ref.Mchy.* Sub.Sig.	3 *Dks*	10712														
	D.F. E.S.D. Gy.C.	*Cruiser Stern*															
83127	**Scheer** (*ex*St.LawrenceRiver,		8298			...		1915	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·9	62·3	32·7	Hamburg German	Q.4Cy.26¾″,38⅝″,56¾″&82½″–59″ 742NHP	35 ″ 6	
	*ex*Kronenfels)		7679								P61′B139′F57′			*WB*	FlensburgerSchiffsb.Ges.		
DHUQ	Sub.Sig. D.F.	2 *Dks*	5123					1938	N.V.E.J. Smit&Zoon Scheepsw. Westerbroek	~~W.H.Müller&Co. N.V.~~ ViandaS.S. Co.Ltd.	~~(475·0)36·4)(13·2)~~ P&B96′F22′ 169·8|29·1		11·2	London British	Oil Engines 4S.C.SA 6Cy.14½″–22½″ 123NHP		
83128	**Scheldt**		497											*WB*	Humboldt-Deutzmotoren, A.G Köln-Deutz		
166489		*Oil Eng.*	408														
MMVN	*Mchy Aft*	1 *Dk*	248														
		Cruiser Stern															
83128*	**Schenectady Socony**	**TwinSc**	1199					1924	SunS.B.& D.D.Co. Chester,Pa. *Rebuilt*1936	Socony-Vacuum OilCo.Inc.	252·9	40·1	12·8	NewYork Utd.States	Oil Engines 4S.C.SA 12Cy.13″–18″ 197NHP		R
223675		*Oil Eng.*	—											*WB*	McIntosh&SeymourCorp. Auburn,N.Y.		
KLHY		*Carrying Petroleum in bulk*	753														
	Mchy.Aft	1 *Dk*															
	Newsmiddle body electrically welded 1936																
83129	**Schiaffino**	**2TwinMsts**	3236			...		1920	Eltring- hamsLd.Wil- lingtonQuay	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaf- fino&Cie.*Mgrs.*)	330·5	47·9	22·7	Algiers French	T.3Cy.24″,39″&65″–42″ 289NHP	24 ″ 10	V
	(*ex*Flore)	*Fitted for oil fuel*	2977								P38′B116′F40′			*WB*	Eltringhams,Ld.		†
FODD	D.F.	2 *Dks*	2052														
83130	**Schiaffino frères** (*ex*Procida)		3314					1910	Akt.Ges. "Neptun" Rostock	Soc.Algérienne de Nav.pour l'Afrique du Nord(ChSchiaf- fino&Cie.*Mgrs.*)	317·0	48·2	23·9	Algiers French	T.3Cy.20½″,35 7/16″&55½″–37⅜″ 191NHP		V
		Fitted for oil fuel	—								P27′H–F31′			*WB*	A.G."Neptun,"Rostock		
FNWU		2 *Dks*	2031														
83131	**Schie**		1967	✠100A1	Rot	*r*	CL	1922	A.Vuijk& Zonen Capelle/Ysel	N.V.Houtvaart (Vinke&Co. *Mgrs.*)	281·5	40·3	19·2	Rottrdam Dutch	T.3Cy.21″,34½″&57″–36″ (*s*) 190lb 236NHP	21 ″ 4	
		*ss*Rot.No.3–3,35	1766	7,38 ~~4,87~~			~~83,36~~	5mo		A&CP	P24′B72′F27′ FK			*4 BHCem*	2SB,*6cf*,GS110,HS3886	s 3 ″ 0½	
PHJK		1 *Dk*(*Stl*)	1152	BS9,38 ✠LMC MS3.35						*CellD*	B244′ 575*t* *FPT*81*t*			*APT*41*t*	ArnhemscheStooms,Maats	18 ″ 6	
83132	**Schieland**		2249	✠100A1	Rot	*r*	OG	1916	A.F.Smul- ders Schiedam	Scheepvaart en SteenkolenMaats.	272·7	40·2	18·2	Rottrdam Dutch	T.3Cy.20″,32′&52″–39″ (*s*) 180lb 212NHP	20 ″ 10	
		*ss*Rot.No.3–4,25	1674	~~4,38~~ 3,80			3,38	10mo		A&CP	P69′Q84′F27′ FK			*5 BHCem*	2SB,*6cf*,GS102,HS3710	s 6 ″ 6½	
PHJU		*ss*Rot.No.2–38	1202	✠NB6. ~~✠~~ MC3						*CellDBf* 192′540*t*	*MT*12′285*t* *FPT*131			*tAPT*70*t*	A.F.Smulders,Schiedam	18 ″ 8¾	
	Mchy.Aft	1 *Dk*(*Stl*)															
	Well deck	*Cargo battens not fitted*															
83133	**Schiffbek**		2158	✠100A1	Ham	*s*	CL	1930	Lübecker Maschb Ges. Lübeck	Knöhr&Burchard Nfl.	281·8	44·2	16·9	Hamburg German	C.4Cy.(2)16 2/16″&(2)35 7/16″– 35 7/16″ 199lb (*s*) FD 216NHP	19 ″ 0	
		*ss*Ham.No.2–38	1661	~~4,38~~ 5,38			5,38	9mo			295·4(O.L.)			*4 BHptCem*	2SB(Spt),*4cf*,GS72,HS3120		
DHUR	*Well deck*	1 *Dk*(*Stl*)	1260	✠LMC5 38						*Lloyd'sA&CP*	P15′Q81′B126′F32′			*ptAsp*	A.Borsig,G m.b.H.Berlin		
		Cruiser Stern									FK						
		Strengthened for Navigation in Ice								*CellDB*244′573*t* *F*	*PT*37*t* *APT*61*t*						
83134	**Schleswig-Holstein**		2369					1921	Schiffsw.v. H.Kock Lübeck	Flensburger Dampfercompagnie HaraldSchuldt&Co	295·6	42·6	19·8	Hamburg German	T3Cy.20 7/16″,33½″&52⅝″–35⅞″		G
	(*ex*Hansburg–38,*ex*Yalta,*ex*Horncap)		2058								P14′Q39′B180′F31′			*WB*	Ottensener 164NHP		
DHKK	Sub.Sig.	1 *Dk*	1432												Mch.G.m.b.H.Altona		
83134*	**Schodack**		5041			...		1919	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0	54·2	27·6	Phildlphia Utd.States	DR Geared Steam Turbine 600NHP	32 ″ 0	R
217800		*Fitted for oil fuel*	4740								P39′B122′F43′			*WB*	GeneralElectricCo. Schenectady,N.Y.		†
KEVT	Sub.Sig.	2 *Dks*& *Web frames*	3116								FK						
83135	**Schoharie**		4971			...		1919	American International S.B.Corp. HogIslandPa	SouthAtlanticS.S. Co. of Delaware	390·0	54·2	27·6	Savannah Utd.States	DR Geared Steam Turbine 600NHP	32 ″ 0	R
217799		*Fitted for oil fuel*	4740								P39′B122′F43′			*WB*	GeneralElectricCo. Schenectady,N.Y.		†
KEVV	Sub.Sig.	2 *Dks*& *Web frames*	3070								FK						
83136	**Schokland**		1113	✠100A1	Rot	*n*	OG	1915	A.Vuijk& Zonen Capelle a/d Ysel	Scheepvaart& SteenkolenMaats.	225·3	33·2	14·2	Rottrdam Dutch	T.3Cy.17½″,29″&46″–36″ (*s*) 180lb 155NHP	15 ″ 0	
		*ss*Rot.No.3–5,27	775	~~12,37~~			~~8,36~~	12mo			Q72′B54′F22′	FK		*4 BHCem*	2SB,*4cf*,GS78,HS2620	s ″ 11⅜	
PHKA		*ss*Rot.No.2–36	624	~~B~~ ✠LMC9 35						*Lloyd'sA&CP*					Maats.Fyenoord,Rot.	14 ″ 1½	
	Well deck	1 *Dk*(*Stl*)		1,39							*WB*=*CellDB* a58′*u*E19′*f*9				8′326*t* *FPT*25*t* *APT*18*t*		
		Cargo battens not fitted															
83137	**Scholar**		3940	✠100A1	Mch	*w*	CL	1922	C.Connell &Co.Ld. Glasgow	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*)	364·9	46·9	27·7	Liverpool British	T.3Cy.23″,38½″&64″–48″ (*s*) 215lb 390NHP	29 ″ 9	
145931		*ss*Gls.No.3–1,35	3658	9,38 ~~10,37~~	Gls		~~5,36~~	6mo			377·4(O.L.)			*6 BHCem*	3SB,*9cf*,GS179,HS6678	s 5 ″ 1½	
GJLV		2 *Dks*(*Stl*)	2473	✠MC			9,38			*Lloyd'sA&CP*	P36′B109′F44′ FK			*42tAPT*18*t*	Dunsmuir&JacksonLd.Gls	24 ″ 10	
				MS1.35						*Cell DB*315′754*t* *FPT*							
							10,38										
83138	**Schönfels** (*ex*CelticPrince)		8559			...		1918	Short Bros. Ld. Sunderland	DeutscheDampfs. Ges.Hansa	449·3	57·2	39·2	Bremen German	Q.4Cy.25½″,36½″,52½″&76″– 54″ 668NHP	40 ″ 9	G
Now "Bahia Blanca," see No. 87260 in Supp.			8197											*WB*	Blair&Co.Ld.Stockton		†
DOHC	Sub.Sig.	2 *Dks*& *Shelter dk*	5313								FK						
83139	**Schors** (*ex*Commercial		2689			...		1920	Manitowoc S.B.Co. Manitowoc	U.S.S.R.	253·5	43·9	25·9	Russian	T.3Cy.21″,35″&59″–42″ 326NHP	28 ″ 5	R
	Floridian–37,	*Fitted for oil fuel*	2329								P25′B65′F26′			*WB*	NordbergMfg.Co. Milwaukee,Wis		†
	*ex*Osceola,*ex*LakeHaresti)	1 *Dk*2*trB*	1667								FK						
	D.F.																
83140	**Schouten**		1805					1912	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3	40·2	17·0	Batavia Dutch	T.3Cy.19″,31½″&51½″–39″ 165NHP		V
		Fitted for oil fuel	—								P&B184′F31′			*WB*	Maats.Fyenoord,Rot.		
PKRM		2 *Dks*	986														
83141	**Schürbek**		2448	✠100A1	Ham	*t*	CL	1930	Flensburgr Schiffsb.Ges. Flensburg	Knöhr&Burchard Nfl.	307·0	45·5	19·7	Hamburg German	C.4Cy.(2)18½″&(2)39⅜″– 39⅜″ 199lb (*s*) FD 272NHP	21 ″ 9	
		*ss*Ham.No.2–37	2231	11,37			5,35	6mo			322·2(O.L.)			*5 BHptCem*	2SB(Spt),*4cf*,GS73,HS3879		
DHUU	*CruiserStern*	1 *Dk*(*Stl*)	1435	~~BS11,37~~ ✠LM 12,38						*Lloyd'sA&CP*	P&B260′F34′ FK			*ptAsp*	A.Borsig,G.m.b.H.Berlin		
		Strengthened for Navigation in Ice								*CellDB*264′695*t* *F*	*PT*31*t* *APT*120*t*						
83142	**Schuylkill**		8965	✠100A1	Fal	*d*†	OG	1928	SirJ.Laing &Sons,Ld. Sunderland	Anglo-American OilCo.Ld.(F.J. Wolfe,*Mgr.*)	476·0	63·8	35·0	Sundrland British	Oil Engines 2S.C.SA 4Cy.24⅝″–97⅝″ 733NHP	34 ″ 9	
148358		*Oil Eng.*	8210	~~7,36~~10,38	Nwc		12,37	5mo			P102′B33′F49′ FK			18 *BHptCem*	2DB ~~150lb~~ 150*lb*	s 6 ″ 8¾	
GNSL		*ss*Bel.No.2–36	5339	✠LMC CS4 37						*CellDBuE*64′				(11 *to U dk*		28 ″ 3½	
	Mchy.Aft	2 *Dks*(*Stl*)& *Web frames*		DBS~~5,37~~10,33 ~~1,38~~10,38						172*tDTf*34′434*t*	*FPT*256*tAPT*39*t*			7 ,, 2nd ,,)	W.Doxford&Sons,Ld.Sld.		
	D.F.	*Longitudinal framing*		*Carrying Petroleum in bulk*													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey.	6 Date of last Survey.	7 Port of Survey. / Years Assigned now expired. Equipment Letters.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Receivers in which classed, if not in L.R. Date of entry in Part I.
83143 DOEZ	**Schwaben** (P) *Ref. Mchy.* Sub.Sig. D.F E.S.D. 2 *Dks*	7773 7110 4803	✠100A1				1926	Bremer Vulkan Vegesack	Norddeutscher Lloyd	491·5 | 63·9 | 29·0 P26'B&F456'			Bremen German *WB*	T.3Cy.31⅛",48⅞"&80⅜"–55⅛" &1 low pressureTurbine NE28 862NHP J.C.TecklenborgA.G.Wsm		G
83144 DOFW	**Schwabenland** (*ex*Schwarzenfels–34) *Oil Eng.* (*Aeroplane Service Ship*) Sub.Sig. D.F. GyC. E.S.D. 2 *Dks* *Cruiser Stern*	TwinSc 8631 7283 5121					1925	Deutsche WerkeA.G. Kiel	DeutscheLuft-hansaA.G.	468·2 | 60·4 | 32·6 P114'B125'F91'			Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.29½"–47¼" 1011NHP DeutscheWerkeA.G.Kiel		G
83145 DOGU	**Schwalbe** Sub.Sig. Wireless D.F 1 *Dk*	842 708 461					1920	Atlas WerkeA.G. Bremen	ArgoReederei RichardAdler& Co.	217·0 | 32·8 | 13·1 P&B112'F31'			Bremen German *WB*	T3Cy18$\frac{7}{16}$",29½"&45$\frac{7}{16}$"–29½" 113NHP AtlasWerkeA.G.Bremen		G
83146 DOBL	**Schwan** Now "Pinguin," sc. No.8952 as Supplement Sub.Sig. Wireless D.F 2 *Dks*	983 707 572					1907	Akt.Ges. "Neptun" Rostock	ArgoReederei RichardAdler& Co.	240·8 | 33·9 | 11·7 P29'B69'F25' 18·7			Bremen German *WB*	T 3Cy.19$\frac{5}{16}$",32¼"&52"–35$\frac{7}{16}$" 161NHP A.G."Neptun,"Rostock		G
83147 DOQZ	**Schwanheim** *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern*	5339 4648 3152					1935	Bremer Vulkan Vegesack	Unterweser ReedereiA.G.	423·8 | 55·8 | 25·0 P20'B24'F23'			Bremen German *WB*	Oil Engines 2S.C.SA 7Cy.25$\frac{9}{16}$"–47¼" 793NHP Bremer Vulkan, Vegesack		G
83148 DHUW	**Schwarzes Meer** (*ex*Cynthiana) D.F. E.S.D. *ss*Ham.No.3–4,35 *Mchy.Aft* 1 *Dk*(*Stl*)*& Web frames* *ss*Ham.No.1–39	3371 2,39 5,38 2811 1882 2934 1868	✠100A1 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,23	Ham	CL 7,37 *F.P. above* 1		1923 9mo *Lloyd's SA&CP* 150° F.	Monmouth S.B.Co.Ld. Chepstow	JohnT.Essberger *CellDBuE37'*	330·3 | 46·8 | 23·1 344·3(O.L.) P98'F29' FK *f42'85t FPT104t APT47t*			Hamburg German 12 *BHpt Cem*	T.3Cy.23½",38"&62"–42"& L.P.TurbinewithDRgear-ing&hydraulic coupling 180lb (*s*) 382NHP 2SB,*6cf*,GS125,HS4952 FD FairfieldCo.Ld.Glasgow	25 " 6 s 3 " 1½ 22 " 7	
83149 DSPF	**Schwerin** (P) *Fitted for oil fuel* (*Ferry*) D.F. GyC. Sub.Sig. 2 *Dks* *Cruiser Stern*	TwinSc 3133 2314 1107					1926	F.Schichau Elbing	DeutscheReich-bahnGes.Reichs-bahnDirektion Schwerin	334·0 | 59·1 | 19·8 H162'F91'			Warne-münde German *WB*	T.6Cy.20½",33$\frac{15}{16}$"&38$\frac{5}{8}$"–35$\frac{5}{8}$" 178NHP F.Schichau,Elbing		G
83150 26 ICHD	**Scilla** (P) (*Ferry*) *Oil Eng.* 2 *Dks*	TwinSc 2807 2284 972					1931	Cant. Fedl. perCostru-zioniNavale PietraLigure	ItalianState Railways	365·5 | 56·7 | 17·5			Messina Italian	Oil Engines 2S.C.SA connected to Electric Motors&Sc.Shafts 24Cy.17$\frac{1}{16}$"–17$\frac{1}{16}$" 1325NHP Soc.An"Fiat"S.G.M.Turin		I
83151 2019 IUFG	**Scillin** (*ex*ScillinSecondo–37,*ex* GiulianaPagan–35,*ex*NicoleLeBorgne–34,*ex*Memling,*ex*H.M.Pellatt) *Mchy.Aft* 2 *Dks*	1579 — 952					1903	Russell& Co. Pt.Glasgow	"Aurora"Soc. Anon.diNav.	248·0 | 36·8 | 21·7 240·1			Genoa Italian *WB*	T.3Cy.21",35"&57"–36" 196NHP D.Rowan&Co.Glasgow		I
83152 79115 GMDX	**Scillonian** (P) *ss*Pnz.No.3–11,38 Wireless E.S.D. 1 *Dk*(*pt Stl–ws*)	429 325 179	✠100A1 BS11.37	Pnz	*i* CL 11,37 11.38		1926 1mo *Lloyd's SA&CP*	AilsaS.B. Co.Ld. Troon	Isles of ScillyS.S. Co.Ld.(R.W.Ward. *Mgr.*) *Cell*	170·7 | 28·7 | 10·8 F56' FK&BK13' *DBf9'10t FPT13t*			Scilly British *4BHCem APT20t*	T.3Cy.13½",21"&35"–26" (*s*) 180lb 62RHP 1SB,*3cf*,GS64,HS2171 AilsaS.B.Co.Ld.Troon	12 " 0 s 2 " 6½ 9 " 11	BT till 11,37 3,39
83153 1984 IUFH	**Scio** (*ex*Mallock–34) *Oil Eng.* 1 *Dk*	611 495 347					1919	Smiths DockCo.Ld. Middlesbro'	TitoCampanella Soc.diNav.	177·1 | 30·0 | 15·6 170·0 B36'F21'			Genoa Italian *WB*	Oil Engines NE35		I
83154 PHKO	**Scopas** *ss*Rot.No.2–29 *Mchy.Aft* *Longitudinal framing* 2 *Dks*(*Stl*)*& Web frames* (*Now used as fuel oil storage hulk*)	5789 5293 3381	✠100A1 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21	Rot	*z* CL 6,35 *F.P. above* 1		1921 7mo *Lloyd's SA&CP* 150° F. A&CP	South-Western S.B.Co. SanPedro,Cal	Nederl.Indische Tankstoomboot Maats. *CellDBuE&B81*	412·0 | 53·3 | 31·0 P110'B33'F57' FK *232t DTf32'328t FPT98t APT103t*			The Hague Dutch *15 BII pt Asy* (11 *to U dk* 4 „ *2nd* „)	T.3Cy.27",45"&74"–48" (*s*) 180lb *120lb* 556NHP 3SB,*9cf*, HS8451 FD Hooven,Owens&Rent-schlerCo.Hamilton,O.	31 " 0	
83155 137083 GFZN	**Scoresby** *ss*Cff.No.1–39 *ss*Shl.No.3–12,34 1 *Dk*(*Stl*)	3843 3488 2310	✠100A1 LMC 3,39	Cff	*w* CL N5,37		1923 1mo *Lloyd's SA&CP*	R.Thomp-son&Sons,Ld Sunderland	Rowland&Mar-wood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*) *Cell*	360·1 | 50·0 | 22·9 371·6(O.L.) P33'B217'F36" FK *DB306'927t FPT15*			Whitby British *6 BHCem 3t APT158t*	T.3Cy.25",42"&68"–45" (*s*) 180lb *180lb* 340NHP 2SB,*3cf*,GS128,HS5276 N.E MarineEng.Co.Ld.Sld	25 " 5 s 3 " 1½ 22 " 6½	
83156 144978 EIBF	**Scotia** (P) Sub.Sig. *Upper dk Shelter dk&2nd dk at ends*	TwinSc 3454 1814 1397		...			1921	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	380·5 | 45·2 | 26·2 BK7'			Dublin British *WB*	4 SteamTurbinesSRgeared to 2 Sc. Shafts 2717NHP W.Denny&Bros.Ld.Dmb.	27 " 6	
83157 219120 KOJX	— (*ex*Lake Galewood–34) D.F. *Fitted for oil fuel* 1 *Dk2trB*	2689 2329 1667		...			1919	Manitowoc S.B.Co. Manitowoc	P.L.Transpn.Co.	253·5 | 43·9 | 25·9 P25'B65'F26' FK			S.Frncisco Utd.States *WB*	T.3Cy.21",35"&59"–42" 326NHP Nordberg Mfg. CoM'lw'kee	28 " 5	R †
83158 OYRA	— *ss*Cpn.No.3–4,35 1 *Dk*(*Stl*) *Cargo battens not fitted*	2400 1877 1400	✠100A1 6,38 BS1.37 6,38 *Completed by*	Cpn	*s* CL 4,37 LMC4.55		1924 1mo *Lloyd's SA&CP*	A/S Köge VærftSkibs-&Mask. Kjöge	A/S Dampskibssel-skabetD.F.K.(De forenedeKulim-portorer A/S. *Mgrs*) *Inter-mediate BH in fore* A/S Kjöbenha	290·8 | 43·2 | 19·3 P27'B58'F26' FK *hold dispensed with* vns Flydedok.&Skibs.Cpn.			Copnhagn Danish *pt Cem* *4 BHonly* *Cell 1*	T.3Cy.22$\frac{1}{16}$",35$\frac{7}{16}$"&61"–39$\frac{3}{8}$" 185lb (*s*) 277NHP 2SB,*6cf*,GS132,HS4550 Gebr.Sachsenberg,Rosslau *B252'984t FPT55t APT60t*	21 " 9 s 2 " 7½ 19 " 4	
83159 5964 SFDN	— *ss*Stn.No.3–5,36 D.F. *ss*Sbg.No.1–35 1 *Dk*(*Stl*)	1839 1621 1087	✠100A1 7,37 BS6.37 5,38	Rio	OG 7.37 LMC 4.55		1918 3mo	Lindhol-mens V.Akt Gothenburg AP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *Cell DB223'470t*	262·0 | 42·7 | 18·1 P24'B106'F26' FK *APT41t*			Gothenbrg Swedish *4 BII Cem*	T.3Cy.19¼",32"&52"–36" (*s*) 185lb FD 200NHP 2SB(Spt),*4cf*,GS62,HS2700 LindholmensV.Akt.Got.	20 " 6 s 1 " 8½ 18 " 11½	
83160 139161 GXCW	**Scotol** *ss*Lon.No.3–10,29 *ss*Pts.No.2–37 1 *Dk*(*Stl*)*& Web frames 2nd dk*(*Stl*) *Mchy.Aft* *in forehold*	1177 863 565	✠100A1 4,38 BS4.39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,16	Pts	*n* OG 2,37 LMC4.37 *F.P. above* 1		1916 11mo *Lloyd's SA&CP* 150° F.	TyneIron S.B.Co.Ld. Newcastle	TheAdmiralty *Middle line Bulkhe* *Cell DBuE&B48'6*	210·0 | 34·8 | 15·6 221·0(O.L.) P44'F40' FK *ad not oil-tight* *3t DTf30'253t FPT*			London British *13 BHpt Cem* *36t APT30t*	T.3Cy.16",26"&43"–27" (*s*) 180lb 141NHP 2SB,*4cf*,HS2155 FD J.Dickinson&Sons,Ld. Sld.	16 " 6 s 1 " 6 15 " 1	
83161 157850 VSPF	**Scott Harley** (*ex*Singaradja–35) 1 *Dk*	620 487 314					1913	Wilton's E. &SlipwayCo. Rotterdam	SoonBeeS.S.Co. (Singapore)Ld. (HeapEng.Moh S.S.Co.Ld. *Mgrs.*)	185·2 | 31·1 | 10·8 P21'F24'			Singapore British *WB*	C.2Cy.14½"&29"–23½" 41RHP Wilton'sE.&SlpwyCo.Rot.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total — Sous le Pont: — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite	7 Terminaison Machinerie. Lettre Distinctive.	7a Date de la dernière visite de flotte possédée.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Registres spéciaux
83162	**Scott Misener**		1938					1928	Swan, Hunter & Wigham Richardson, Ld. Newcastle	SarniaSteamships, Ld. (R.S.Misener, *Mgr.*)	252·9	42·4	17·8	Sarnia Ont British	T.3Cy.15″,25″&40″–33″		
149475			1637								Q100'F35'				92 NHP		
	Mchy Aft	1 *Dk*	1150											*WB*	Swan, Hunter & Wigham-Richardson, Ld. Nwc.		
83163	**Scottish American**		6999					1920	Sir J. Laing & Sons, Ld. Sunderland	Tankers Ld.	425·0	57·0	33·1	London British	T.3Cy.27″,45″&74″–54″		
144695		*Fitted for oil fuel*	6366								P101'B27'F44'				402 NHP		
GDSM	*Mchy. Aft*	2 *Dks*	4389											*WB*	G. Clark, Ld. Sunderland		
	D.F.	*Carrying Petroleum in bulk Longitudinal framing*															
83164	**Scottish Chief**		7006	✠100A1	Nwc	*b*†	OG	1928	Armstrong Whitworth & Co. Ld. Newcastle	Tankers Ld.	441·0	57·0	33·8	London British	Q4Cy24½″,34½″,50″&74″–54″	33 ″ 11	
160413		*ss* Fal No.2–36	6614	~~7,000~~ 9,374,39	Fal		~~5,36~~	5mo							2501b (*s*) 766 NHP	s 8 ″ 6	
GMVD	D.F.	*Mchy. Aft* 2 *Dks (Stl) & Web frames Longitudinal framing*	4256	~~BS3,37~~ ✠LMC5,36 BS~~3,38~~4,39			5,38			*Cell D Bu E & B 74' 240t DT f 42'378t*	P106'B30'F54' FK			16 *B Hpt Cem* (11 *to U dk* 5 „ 2*nd* „)	4 W.T. Blrs. HS11587 FD Armstrong Whitworth & Co. Ld. Nwc.	27 ″ 8	
				Carrying Petroleum in bulk Fitted for oil fuel 5,28			*F.P. a*	*Lloyd's SA & CP*			*above* 150° F.						
83165	**Scottish Heather**		7005	✠100A1	Fal	*b*†	~~2,36~~	1928	Armstrong Whitworth & Co Ld. Newcastle	Tankers, Ld.	442·0	57·0	33·8	London British	Q4Cy24½″,34½″,50″&74″–54″	33 ″ 11	
160471		*ss* Fal. No.2–36	6614	~~7,000~~ ~~7,385~~,39 Exc.			9,38	5mo							2501b (*s*) 766 NHP	s 8 ″ 6½	
GCJR	D.F.	*Mchy. Aft* 2 *Dks (Stl) & Web frames Longitudinal framing*	4256	BS1,38 ✠LMC3,36 5,39						*Cell D Bu E & B 74' 240t DT f 42'378t*	P107'B30'F54' FK			16 *B Hpt Cem* (11 *to U dk* 5 „ 2*nd* „)	4 W.T. Blrs. HS11587 FD Armstrong Whitworth & Co. Ld. Nwc	27 ″ 7⅜	
				Carrying Petroleum in bulk Fitted for oil fuel 5,28			*F.P. a*	*Lloyd's SA & CP*			*bove* 150° F.						
83166	**Scottish Maiden**	Twin Sc	6993	✠100A1	Msl	*a*†	OG	1921	Vickers, Ld. Barrow	Tankers, Ld.	425·3	57·0	33·2	London British	Oil Engines 4S.C.SA	33 ″ 0	
146198		*Oil Eng.*	6206	3,38			S10,37	12mo			441·3(O.L.)				12Cy.24⅜″–39″	s 5 ″ 11	
GFQW		*ss* Bkn. No.3–3,37	4036	DBS3,38 ✠LMC3,37			P2,37				P109'B34'F50' FK			16 *B H*	676 NHP	27 ″ 4	
	D.F.	*Mchy. Aft* 2 *Dks (Stl) & Web frames Longitudinal framing*		*Carrying Petroleum in bulk*				*Lloyd's SA & CP*		*Cell D Bu E 62' 281t DT f 31'333t*				(11 *to U dk* 5 „ 2*nd* „) *pt Cem pt Asp*	2 Water Tube DB–*120lb* Vickers, Ld. Barrow		
83167	**Scottish Minstrel**	Twin Sc	6998	✠100A1	Nwc	*a*†	OG	1922	Vickers, Ld. Barrow	Tankers, Ld.	425·3	57·0	33·2	London British	Oil Engines 4S.C.SA	33 ″ 0	
146531		*Oil Eng*	6206	3,38			N5,37	3mo			444·7(O.L.)				12Cy.24½″–39″ 698 NHP	s 5 ″ 11	
GFQX		*ss* Bkn. No.3–6,37	4026	DBS4,38 ✠MC6,37							P109'B34'F50' FK			16 *B Hpt Asp*	2 Water Tube DB–*120lb*	27 ″ 4	
	D.F.	*Mchy. Aft* 2 *Dks (Stl) & Web frames Longitudinal framing*		*Carrying Petroleum in bulk*				*Lloyd's SA & CP*		*Cell D Bu E 62' 281t DT f 31'333t*				(11 *to U dk* 5 „ 2*nd* „)	Vickers, Ld. Barrow		
83168	**Scottish Musician**	Twin Sc	6998	✠100A1	Fal	*a*†	OG	1922	Vickers, Ld. Barrow	Tankers, Ld.	425·3	57·0	33·2	London British	Oil Engines 4S.C.SA	33 ″ 0	
146597		*Oil Eng.*	6206	~~7,37~~ 6,38	Mch		~~10,36~~	7mo			444·7(O.L.)				12Cy.24½″–39″ 698 NHP	s 5 10½	
GFQY		*ss* Shl. No.3–4,36	4019	~~DBS3,37~~ ✠LMC4			6,38				P109'B34'F50' FK			16 *B H pt Asp*	2 Water Tube DB–*120lb*	27 ″ 4½	
	D.F.	*Mchy. Aft* 2 *Dks (Stl) & Web frames Longitudinal framing*		*Carrying Petroleum in bulk* DBS5,38				*Lloyd's SA & CP*		*Cell D Bu E 62' 281t DT f 31'333t*				(11 *to U dk* 5 „ 2*nd* „)	Vickers, Ld. Barrow		
83169	**Scottish Prince**		4917	100A1				1938	Blythsw'd S.B.Co. Ld. Glasgow	Rio Cape Line, Ld. (Furness, Withy & Co. Ld. *Mgrs.*)	417·8	56·0	24·5	London British	Oil Engines 2S.C.SA	27 ″ 6	
166460		*Oil Eng.*	4515	*with freeboard*							F39'				3Cy.20½″–81⅛″	s 3 n 0½	
GLLS	D.F.		2924													24 ″ 7⅜	
For full particulars see No. 89963 in Miscellaneous Section				(*Class Contemplated.*)											Barclay, Curle & Co. Ld. Gls.		
83170	**Scottish Standard**	Twin Sc	6999	✠100A1	Lis	*a*†	OG	1921	Vickers, Ld. Barrow	Tankers, Ld.	425·3	57·0	33·2	London British	Oil Engines 4S.C.SA	33 ″ 0	
146137		*Oil Eng.*	6206	4,38 ~~10,37~~	Shl		~~3,37~~	10mo			441·1(O.L.)				12Cy.24½″–39″	s 5 ″ 11	
GFQV		*ss.* Bkn. No.3–4,37	4044	~~DBS2,37~~ ✠LMC4,38			4,38				P109'B34'F50' FK			16 *B Hpt Asp*	698 NHP	27 ″ 4	
	D.F.	*Mchy. Aft* 2 *Dks (Stl) & Web frames Longitudinal framing*		*Carrying Petroleum in bulk* DBS5,38				*Lloyd's SA & CP*		*Cell D Bu E 62' 281t DT f 31'333t*				(11 *to U dk* 5 „ 2*nd* „)	2 Water Tube DB–*120lb* Vickers, Ld. Barrow		
83171	**Scottsburg**		7771				...	1919	New York S.B.Corp. Camden, N.J.	~~Lykes Bros.~~ ~~Ripley S.S. Co. Inc.~~ Lykes Bros Steamship Co., Inc.	419·4	56·5	30·2	Galveston Utd. States	Q.4Cy.24″,36″,51″&75″–51″	41 ″ 4	R
219222	Sub.Sig.	*Fitted for oil fuel*	7243								B77'For'dB27'				577 NHP		†
KOMM		2 *Dks & Shelter dk, 3rd dk in No.1 hold*	4829								FK			*WB*	New York SB Co Camdn NJ		
83172	**Scythia** Ⓟ	Twin Sc	19761	✠100A1	Liv	*n*†	CL	1920	Vickers, Ld. Barrow	Cunard White Star, Ld.	600·7	73·8	40·7	Liverpool British	6 Steam Turbines DR geared to 2 Sc. Shafts (*r*)	45 ″ 0	BT till 2,39
143730		*ss* Liv. No.3–1,33	14258	*Shelter dk*			~~2,36~~	12mo						*pt Cem*	2201b 2528 NHP	s 12 n 9½	
GDYP		*ss* Liv. No.1–38.	~~11,937~~	*with freeboard*			3,39				B284' *on Shade dk*			10 *B Hto S dk*	3 DB & 3 SB, *36cf*, GS 769,	32 ″ 8	
	SubSig.	2 *Dks (Stl) & Shelter dk (Stl-Ref. Mchy.*	11763	~~7,000~~ 7,12N 3,39 BS2,39				*Lloyd's SA & CP*		*Cell B522'2559t DT f 47' 1630t Tanks at sides of tunnels 48'374' F*	FK				HS29163 FD		
		pt ws) & Shade dk (Stl–ws) 3rd dk (Stl) in forwards & after holds		~~7,000~~ ~~7,12N~~ ✠MC1,37 Lloyd's RMC~~2,39~~ 2,39							*P T 127t A P T 70t*				Vickers, Ld. Barrow		
	D.F.	E.S.D. GyC.		*Fitted for oil fuel* 3,21			*F.P. a*				*bove* 150° F.						
83173	**Sea Cloud**	Twin Sc 4 Mst Bk	2323	✠100A1	Stn		CL	1931	Frd. Krupp Germaniawft. A.G. Kiel	Joseph E. Davies	281·8	49·2	24·5	New York Utd. States	Oil Engines connected to Elec. Motors & Sc. Shafts	28 ″ 0	
232881	(*ex* Hussar–35)	(*Yacht*) *Oil Eng.*	2051	~~4,000~~ 5,37 5,39 ~~Inc.~~ Sou			~~6,37~~	9mo			Q25'F39' BK 10'			9 *B Hpt Cem*	4S.C.SA 579 NHP		
WCEQ		Annual Survey Jck. 1,39 ~~ex Hul. No.1–35~~	1187	DBS~~1,36~~ ✠LMC~~—~~			11,38			*Cell D B 124'268t T anks between tunnel*				9 *B Hto Sh dk* 115t *pt Asp*	24 Cy. 15⅜″–22 1/16″ DB *175lb*		
	ss Jck. No.2–39	~~Annual Survey Bal. 11,36~~		~~4,390,39~~ ~~(~~				*Lloyd's SA & CP*		*DT a 25'91' DT s f 29'141t F P T*				22t *A P T 50t*	Frd. Krupp Germaniawft A G		
		2 *Dks (Stl–U Teak) 3rd dk (Stl) clear of mchy space*															
83174	**Sea Glory**		1964	✠100A1	Shl	*s*	CL	1919	Swan, Hunter & Wigham Richardson, Ld Sunderlnd	Dover Nav. Co. Ld.	290·0	42·5	25·6	Dover British	T.3Cy.20½″,34″&56″–42″ (*s*)	21 ″ 2	
137752		*ss* Sld. No.3–11,31	1644	*Shelter dk*	Cff		11,37	2mo						*pt Cem*	1801b 318 NHP	s 1 ″ 1	
GQWZ		*ss* Cff. No.1–37	978	*with freeboard* BS5,38							FK			*B Hto Sh dk*	3 SB. *6cf*, GS 126, HS 5000 FD	20 ″ 3⅜	
		1 *Dk (Stl) & Shelter dk (Stl)*		~~5,38~~ 11,37 ✠LMC1,37 9,38				*Lloyd's SA & CP*		*Collision Cell D B 248'50' t F P T 31t A P T 39t*				5 „ „ *U* „	Swan, Hunter & Wigham Richardson, Ld. Nwc		
83175	**Sea Rambler**	*ss* Cff. No.2–38	2327	✠100A1	Shl	*s*	CL	1930	Swan, Hunter & Wigham Richardson, Ld. Sunderlnd	Dover Nav. Co. Ld.	294·1	43·1	18·8	Dover British	T.3Cy.20″,38″&54″–36″ (*s*)	20 ″ 10	
149165		~~ex Bkn. No.1–34~~	1979	~~2,36~~ 12,38	Cff		~~1,37~~	8mo			P27'B69'F23' FK			5 *B Hpt Cem*	1801b 217 NHP	s 3 ″ 0½	
GTNS		1 *Dk (Stl)*	1374	BS1,38 ✠LMC~~4,34~~ ~~BS2,38~~			11,38			*Cell D B 248' 607t F P T 72t*				*A P T 74t*	2 SB, *6cf*, GS 82, HS 3730	18 ″ 0	
								Lloyd's SA & CP							N.E. Marine Eng. Co. Ld. Sld		
83176	**Sea Thrush** (*ex* Exilona–37,		5447				...	1920	Merchant S.B.Corp. Harriman, Pa	Shepard S.S.Co.	400·7	54·2	30·4	Prtlnd, Me. Utd. States	2 steam turbines DR geared to 1 sc. shaft	32 ″ 10	R
219447	*ex* Delanson)	*Fitted for oil fuel*									P36'B124'F44'				645 NHP		†
KOTX		2 *Dks & Web frames*	3350								FK			*WB*	Westinghouse Electric & Mfg. Co. Essington, Pa.		
83177	**Sea Valour**	*ss* Shl. No.2–38	1950	100A1	Shl	*r*	CL	1930	S.P. Austin & Son, Ld. Sunderland	Dover Nav. Co. Ld.	276·0	42·2	18·6	Dover British	T.3Cy.20½″,34″&56″–39″ (*s*)	20 ″ 9	
149167		~~ex Nwc. No.1–35~~	1725	10,38 ~~10,37~~			~~4,37~~	10mo						*pt Cem*	1801b 224 NHP	s 2 ″ 0½	
GMOS		1 *Dk (Stl)*	1124	~~BS10,37~~ ~~(MC—~~ 10,38			8,38			*Cell D Ba & u E 108'*	P26'B68'F27' FK			4 *B H Cem*	2 SB, *6cf*, GS 111, HS 3614	18 ″ 1⅜	
								Lloyd's SA & CP			*f 108'477t F P T 107t*			*A P T 55t*	G. Clark, Ld. Sunderland		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Late Name if any. / Special Surveys.	3 Material, Rig, &c. / No. of Decks, &c.	4 Regist. Tonnage — Gross / Under deck. / Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey	6 Port of Survey	7 Time Allowed for Repairs under Special Survey	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Where.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. — Flag.	13 Engines. No & Dia of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. — Freeboard amidships / Corresponding draught. ft. in.	15 Registers to which classed, if not in L.R. Distinctive Mark of Vessel.
83178 149166 GTQC	**Sea Venture** *ssNwc.No.1-35* *1 Dk(Stl)*		2327 1979 1375	✝100A1 1,38 BS6 38	Nwc	s	CL 7,37	1930 9mo	Swan,Hunter&WighamRichardson,LdSunderland *Lloyd'sSA&CP*	DoverNav.Co.Ld.	294·1|43·1|18·8 P27'B69'F23' FK *CellDB248'607t FPT*	Dover British *6 BHpt Cem*	T.3Cy.20½",33"&54"–36" (s) 180lb 206NHP 2SB(Spt).*4cf*,GS77,HS3410 *72t APT74t* N.E MarineEngCo.Ld.Sld	20 " 10 ≈ 3 " 0½ 18 " 0	
83179 141938 GDCF	**Seabank Spray** (*ex*SevenSeas Spray–27,*ex*Baron Elibank–34, *ex*Glassford) D.F. *1 Dk(Stl)* *CruiserStern* *Cargo battens not fitted*	*ssGmh.No.3–9,32* *ssShl.No.1–37*	2465 2238 1452	✝100A1 ~~Spar 11,37~~ 2,39 MBS6,38	Sws Msl ✝LMC3,37	*l*	CL 2,37	1919 12mo	Ardrossan D.D.&S.B. Co.Ld. Ardrossan *Lloyd'sSA&CP*	~~VeronicaS.S.Co. Ltd.~~ A.J.Pope MorningwellS.S. Co.Ld. *CellD*	303·3|43·0|20·7 313·4(O.L.) P33'B80'F32' FK *B260' 644t FPT68t*	Cardiff British *6 BHCem* *APT172t*	T.3Cy.22",36⅛"&59"–39"(s) 180lb NDB35–*100lb* 265NHP 2SB,*6cf*,GS124,HS4500 McKie&Baxter,Glasgow	23 " 1 ≈ 3 " 4½ 19 " 11	
83180 115348	**Seaboard** (*ex*Tredgar) Iron&Steel *Oil Eng.* *1 Dk* *Carrying Petroleum in bulk*		514 — 390					1874 1935	Harlan& Hollingsworth Co. Wlmgtn,Del.	NorthAtlantic TradingCo.	184·5|28·7|12·2	Warwick, R.I. Utd.States	Oil Engines 4S.C.SA 6Cy.14⅛"–17½" 117NHP Worthington NE35 Pump&MachineCorp.		
83181 166259 GPPZ	**Seaforth** *Ref.Mchy.* *Oil Eng.* *Cruiser Stern* *2 Dks & Shelter dk*		4199 3258 2359					~~1928~~ 1939	CaledonS. B.&E.Co.Ld. Dundee	ElderDempsterLines,Ld.	~~270ft~~ 52·7 21·3 P36'F18' 378 0| *WB*	Liverpool British	Oil Engines 2S.C.SA 4Cy.22⅜"–35⅞" 598NHP Wm.Doxford&Sons,Ld.Sld.		
83182	**Seal** (*Hopper Barge*) *Mchy.Aft* *1 Dk*		644 608 257			...		1927	Ferguson Bros.(Port Glasgow)Ld. PortGlasgow	Government of Queensland (Harbours& MarineDept.)	170·0|35·2|13·3 FK *WB*	Brisbane British	T.3Cy.16",26"&42"–27" 133NHP FergusonBros.(Port Glasgow),Ld.Pt.Gls.	14 " 0	
83183 136738 ~~MRHR~~ VQZK	**Seamew** *Mchy.Aft* *ssLon.No.2–35* *1 Dk(Stl) & Shelter dk (ptStl—ws)*		1332 982 656 5,36 BS1,38	✝100A1 *Shelter dk* *withfreeboard* MC10,	Lon	*p*	CL 5,36	1915 1mo	AilsaS.B. Co.Ld. Ayr *Lloyd'sSA&CP*	VeranoS.S.Co. (F.V.Anditaw) *WB=Cell*	250·0|37·5|14·2 FK *DBf163'262t FPT*	Gibraltar British *1 BHCem* *20t APT20t*	T.3Cy.22",35"&59"–39" (s) 180lb 266NHP 2SB,*6cf*,GS126,HS4516 AilsaS.B.Co.Ld.Troon	16 " 6 s " 2 16 " 6	
Now "Caverock," *see No. 87549 in Supplement*																	
83184 140642 GCKR	**Seapharer** (*ex*LancasterCastle–36) D.F. *1 Dk(Stl) & Shelter dk(Stl)*	*ssAnt.No.3–9,32* *ssAnt.No.1–36*	5625 5448 3529 3,38	✝100A1 *Shelter dk* *withfreeboard*	Shl	*y*	CL 6,36	1919 8mo	Nthmblnd S.B.Co.Ld Newcastle *Lloyd'sSA&CP*	Seafarers Steamships,Ld.	399·6|53·0|32·8 F on Shelter FK *dk 39'* *Cell* *CellDB351'1290t FPT60t APT90t*	London British *ptCem* *BH to S dk*	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD N.E.MarineEngCo.Ld.Nwc	35 " 5 s 9 " 4½ 26 " 3	
Now "Eleni Stathatos," *see No. 87916 in Supplement*																	
83185 231916 WKEC	**Seatrain Havana** *Fitted for oil fuel* *Mchy.Aft* *CruiserStern* *2 Dks* D.F. E.S.D. *Longitudinal framing* GyC. *(Carrying loaded railway cars)*		8061 7900 4927					1932	SunS.B.& Dry Dock Co. Chester,Pa.	SeatrainLines,Inc.	470·0|63·7|33·2 P33'B218'F168'	New York Utd.States *WB*	1 Steam Turbine DeLavalSteam TurbineCo.Trenton,N.J.		R
83186 231460 WHEA	**Seatrain New Orleans** (*ex*Seatrain) *Mchy.Aft* *2 Dks(Stl) & Web frames* *Cruiser Stern*	*ssNNs.No.2–38*	7633 7143 4741 7,38 BS2,39	✝100A1 *withfreeboard* ~~5,38~~ MC1 *Carrying loaded railway cars* *Fitted for oil fuel*	NNs 2NOs 11,38	*dt*	CL ~~1,38~~ 7,38 *F.P. a*	1928 11mo	Swan,Hunter&WighamRichardson,Ld Newcastle *Lloyd'sSA&CP* *above 150° F.*	SeatrainLines,Inc.	452·8|62·2|32·5 470·1(O.L.) len38 *P & after superstructure216'* *Fwd superstructure aF180'* FK *4 Inter mediate BH omitted* *CellDB372'2160t DT f37'283t FPT5151t*	*N.Orleans* Utd.States *ptCem* *3BH to Udk* *APT145t*	T.3Cy.29½",46"&77"–54" (s) 180lb (Spt.) 577NHP 3SB,*9cf*, BS8262 FD Wllsnd Slpwy.Co.Ld.Nwc	37 " 6 ≈ 12 " 1½ 25 " 8½	
83187 231905 WKEB	**Seatrain New York** *Fitted for oil fuel* *Mchy.Aft* *CruiserStern* *2 Dks* D.F. E.S.D. *Longitudinal framing* GyC. *(Carrying loaded railway cars)*		8061 7900 4927					1932	SunS.B.& Dry Dock Co. Chester,Pa.	SeatrainLines,Inc.	470·0|63·7|33·2 P33'B218'F168'	New York Utd.States *WB*	1 Steam Turbine DeLavalSteam TurbineCo.Trenton,N.J.		R
83188 DIFA	**Seattle** Ⓟ *Ref.Mchy.* *2 Dks* Sub.Sig. D.F. E.S.D.	*Oil Eng.*	7369 5998 4355					1928	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	461·6|61·6|27·7 P44'B&F109' *Upper F37'*	Hamburg German *WB*	Oil Engines 2S.C.DA 7Cy.27½"–47½" 1845NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
83189 12143 JSTD	**Seattle Maru** Ⓟ Twin Sc *ssKob.No.3–2,21* *ssOsa.No.2–29* *2 Dks(Stl) & deep framing* *Lower dk(Stl) in No.1 hold*		5774 5125 3541	✝ ... 6,33	Osa			1909 7mo	Kawasaki DockydCoLd Kobe	OsakaSyosenK.K. *WB=CellDBa*	419·7|49·5|30·0 P26'B158'F42' *127'uB&B63'* FK *f167'1175t FPT*	Osaka Japanese *7 BHCem* *106t APT126t*	T.6Cy.19½",32½"&55"–46" 544NHP 2SB,*9cf*,GS181,HS7498 KawasakiDkydCoLd Kobe	32 " 6	
83190 218733 KISD	**Seattle Spirit** *Fitted for oil fuel* Sub.Sig. *2 Dks*		5627 5250 3493					1919	J.F.Duthie &Co. Seattle,Wsh.	United States Maritime Commission	409·5 54·2 27·6 P44'B115'F47'	Seattle Utd.States	T.3Cy.24½",41½"&72"–48" Hooven,Owens 359NHP RentschlerCo.Hamilton,O.		R
83191 136148 MGZD	**Seaville** (*ex*Crosshands) 3 Mst *Mchy.Aft* *ssApl.No.1–35* *Well deck* *1 Dk(Stl)* *Cargo battens not fitted*	*ssBel.No.3–6,30*	716 499 324	✝100A1 4,38 BS10,37 ✝LMC9,55 11,38	Liv	*j*	CL 10,37	1918 2mo	A.Jeffrey &Co.Ld. Alloa *Lloyd'sSA&CP*	J.S.Monks,Ld.	190·9 29·2|11·3 *30·8* Q105'B8'F33' BK7½' *CellDBf114'164t FPT40t*	Liverpool British *5 BHCem* *Al' T10t*	T.3Cy.16",26½"&44"–30" (s) 180lb 121NHP 1SB,*3cf*,GS62,HS1960 A.Jeffrey&Co.Ld.Alloa	13 " 7 ≈ 4 " 2½ 13 " 9½	
83192 FODA	**Sebaä** (*ex*Tellus) 2 Dks		1525 1262 924					1904	Nederl. Schps.Maats. Amsterdam	L.Bérengier& Giannoni	251·5|34·6|18·5 Q78'F32'	Marseilles French *WB*	T.3Cy.19⅛",30⅜"&51"–35" 154NHP NedFb.v.Wrk&Spoor,Ams		V
83193 EGPS	**Sebastian** (*ex*Daybeam) *ssBbo.No.3–5,33* *1 Dk(Stl)* *Cargo battens not fitted* **Now sailing as "Itxas-Alde"**		*3024* *2310* *1836* ~~BS12,36~~ ✝LMC5,~~37~~ No later survey reported	✝100A1 10,34	Bbo	*u*	CL 1,38	1920 3mo	J.Blumer& Co.Ld. Sunderland *Lloyd'sSA&CP*	Marques del Real Socorro *Cell D*	325·7|45·3|22·6 331·3| 46·8 P33'B98'F28' FK *B276'679t FPP105t*	Bilbao Spanish *6 BHCem* *APT42t*	T.3Cy.25",41"&68"–45" (s) 180lb 358NHP 3SB,*9cf*,GS162,HS5814 N.E.MarineEngCo.Ld.Sld.	25 " 6 ≈ 3 " 11½ 21 " 9	
...nkin port ...ed at ...	**Sebastian Martin** Iron ex-Yoseinaru EESU Osorio–36.*ex* Bilbaino,*ex*Santa Eugenia,*ex*ElyRise)	*ssNpt.2nd No.3–7,99* *ssTrn.No.1–03* *1 Dk(Irn) 2 trB* *Well deck*	1062 — 701	✝ 11,08 LNB7,98 ✝	Cff	*n*		1877 12mo	ShortBros. Sunderland	DesiderioMartin Vicente	229·3|31·5|17·8 Q88'B42'F28' BK8" *DBa67'f86'230t*	Gijon Spanish *5 BHCem* *APT10t*	C.2Cy.24½"&50"–36" NDB89 111NHP 2SB,*4pf*,GS60,HS1700 G.Clark,Sunderland	19 " 0	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expiré. Lettre d'Entretenement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	1 Registres où coté. a ici si c'est dans la L.
83195	**Sebastiano Bianchi** (*ex*Surgens-34, *ex*Abessinia-33)	*Fitted for oil fuel*	1546 / 1373 / 929					1920	Bremer Vulkan Vegesack	"Aurora"Soc. Anon.diNav.	247·3 | 35·9 | 19·5 B38'F31'			Genoa Italian *WB*	T.3Cy16⅝",26¾"&44"–28⅝" 130NHP Bremer Vulkan, Vegesack		I
1923 IUFJ		2*Dks*															
83196	**Sebat** (*ex*JollyGeorge,*ex*Balboa)		1328	✝ —	Ist	*o*		1894	Wood, Skinner&Co Newcastle	Barzilay& Benjamin	239·0 | 33·2 | 12·5 B11' | | 20·3 BK8'			Istanbul Turkish	T.3Cy.19",31"&51"–33" 171NHP	22 " 8	
9377		*ss*Sld.2ndNo.3–1,21	1282	4,33				11mo									
TCCS		*ss*Opl.No.2–28	817							*Cell D Ba57'*	*u E v B33' f95' 256t.A I' T35t*				2SB,*6cf*,GS86,HS2900 N.E.MarineEngCo.Ld.Sld.		
		1*Dk(Stl)&Spardk(Irn)&Web frames*															
83197	**Sebu**		1894					1920	Limhamns Skeppsv.A.B. Limhamn	Oldenburg-Portug.Dampfsch. Rhed.	242·1 | 38·0 | 23·6			Oldenburg German *WB*	T.3Cy.18",29½"&48"–31½" 129NHP LimhamnsSkeppsv.A.B.		G
DNAR		2*Dks*	1765 / 1119														
83198	**Secil**		427	✝100A1	Rot	*f*	CL	1938	DeHaan& Oerlemans Heusden	"Secil"Cià.Geral deCal c Cimento	143·7 | 25·7 | 9·4 152·0(O.L.)			Setubal Portuguese	Oil Engines 4S.C.SA 7Cy.11¼"–16⅛" 86NHP	11 " 3	
		Oil Eng.	277	4,39				4mo			P42'Q41'F16' FK				1*BHCem*	8 " 11	
	Mchy.Aft	1*Dk*	206					*Lloyd's*	*SA&CP*	*Cell D B90'75t F Pt25t*					1*APT20t*	11 " 2½	
		Cruiser Stern													Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		
83199	**Securitas** (*ex*AnsaldoQuarto)		5366					1918	G.Ansaldo &Co. SestriP'nente	Soc AnonIndustria Armamento	393·2 | 51·7 | 28·2 P134'B30'F36'			Genoa Italian *WB*	2SteamTurbinesSRgeared to 1 Sc. Shaft G.Ansaldo&Co.Smprdrna		CI
865			4565														
IBRB	D.F. *Mchy.Aft*	2*Dks*	3015														
83200	**Sedgepool**		5556	✝100A1	Shl	*z*	CL	1918	Ropner& Sons,Ld. Stockton	PoolShippingCo. Ltd.(SirR.Ropner &Co.Ltd.*Mgrs.*)	415·0 | 55·5 | 26·9 433·8(O.L.)			W.Hartlpl British	T.3Cy.27⅞",46"&75"–51" (*s*) 180lb 504NHP	29 " 6	
139224		*ss*Shl.No.3–4,30	5130	9,38	Npt		3,38	2mo			P50'B243'F40' FK			7*BHCem*	3SB(Spt),*9cf*,GS201, HS8714	4 " 7½	
GQSY		*ss*Shl.No.2–38	3408					*Lloyd's*	*SA&CP*	*Cell D Ba146'u E27*	*f172 1469t F PT16*			*8tAPT216t*	Blair&Co.Ld.Stockton	25 " 0⅝	
	D.F.	1*Dk(Stl)*															
	Cargo battens not fitted in enclosed Bridge																
83201	**Sedulity**		490	✝100A1	Grk	*g*	OG	1936	G.Brown &Co. Greenock	F.T.Everard& Sons,Ld.	153·2 | 27·7 | 9·6 Q96'F17' FK			London British	Oil Engines 2S.C.SA 5Cy.12⅝"–15¾" 72BHP	10 " 8	
164663		*Oil Eng.*	321	9,38	Goc		9,38	7mo						3*BHAsp*		8 " 7	
MLMZ		1*Dk*	249					*Lloyd's*	*SA&CP*		*FPT61t*			*APT50t*	Newbury Diesel Co.Ld. Newbury	10 " 8	
	Mchy.Aft	*Cruiser Stern*															
83202	**Seeandbee** Ⓟ	**Pad**	6381					1912	Detroit S.B.Co. Wyandotte	Cleveland& BuffaloTransitCo.	484·5 | 58·1 | 24·0			Wilmgton (Del.)	C.3Cy.66"&(2)96"–108" 1596NHP		
211085			—														
WTCT	D.F. GyC.		3434								*WB*			Utd.States	DetroitS.B.Co.Detroit		
83203	**Sefak** (*ex*Chafak,*ex*Aurore, *ex*Agordat,*ex*Abbas)	**TwinSc** *Oil Eng.*	330					1888	Lobnitz& Co. Renfrew	MustafaFaik Abdusef	131·2 | 25·0 | 10·2			Istanbul Turkish	Oil Engines 2S.C.SA 6Cy.7⅞"–11⅛" *made33fitted34* MtrnWerkeMannheimAG. Oil Engines 4S.C.SA 6Cy.8¼"–11⅛" 109NHP *made22fitted34* MtrnWerkeMannheimAG.		I
TCDD		1*Dk*	289 / 198														
Now "Yürük," *see No. 93754 in Supplement*																	
83204	**Segovia**		1387					1922	WoodSkinner&Co.Ld. Newcastle	D/S A/S Spanskelinjen (F. Olsen&Co.&O.R. Thoresen,*Mgrs.*)	260·5 | 37·7 | 14·8 P64*t*H148*t*			Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.22 1/16"–39½" 282NHP N.E.MarineEng.CoLdNwc		N
		Oil Eng.	1090														
LCXH	Wireless D.F.	1*Dk*	719														
83205	**Segundo** (*ex*SudUruguayo, *ex*Segundo)	**TwinSc** *Oil Eng.*	4414					1925	Akt.Burmeistr&Wain Copenhagen	A/S IvaransRederi (S.Holter-Sörensen,*Mgr.*)	368·5 | 53·7 | 24·9 P116*t*H239*t*F11*t*			Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.19⅛"–35 7/16" 450NHP Akt.Burmeistr&Wain,Cpn		N
3990																	
LCX1	D.F.	1*Dk*	2668														
83206	**Seian Maru**		3712					1938	Tamas S.B. Co.Ld. Tama	DairenKisenK.K.	~~347·8~~ | 50·2 | 24·4 P34'B82'F31' 350·7			Japanese	Oil Engines 4S.C.SA 10Cy.21⅝"–39⅜" 453NHP TamasS.B.Co.Ltd.Tama		
703		*Oil Eng.*	—														
JQOG	D.F.	2*Dks*	2084														
83207	—	(*ex*ChungTai–38,	1900	✝100A1	Osa	*r*	CL	1911	Ramage& Ferguson,Ld. Leith	SakamotoShoji K.K.	272·1 | 41·2 | 17·9			Osaka Japanese	T.3Cy.21",34"&56"–36" (*s*) 180lb 264NHP	19 " 11	
44045	*ex*Kanna–37)	~~*ss*Auk.No.3–1,28~~	1651	~~3,39~~ 2,38			2,38	6mo			P22'B78'F26'			6*BHCem*	2SB,*6cf*,GS126,HS4897	s 2 " 8	
JZOL	*ss*Osa.No 3–3,39	~~*ss*Osa.No.2–37~~	~~1659~~					*Lloyd's*	*SA&CP*		FK&BK1½"				Ramage&Ferguson,Ld.Lth.	17 " 6	
		1*Dk(Stl)*								*Cell D Ba69'u E8*	*B39'f108'458t F PT55t A PT125t*						
		~~*Cargo battens not fitted*~~															
83208	**Seikai Maru**		3180	✝	Osa	*t*	CL	1920	OsakaIron Works Innoshima	OsakaSyosenK.K.	305·0 | 43·7 | 24·9			Osaka Japanese	T.3Cy.22¼",37"&61"–42" (*s*) 180lb 288NHP	27 " 3	
27464		*ss*Kob.No.3–5,32	2715	8,38			7,37	11mo						*Cem*	2SB,*6cf*,GS90,HS3824	~~4 " 4~~	
JSWD		*ss*Osa.No.1–37	1958						A&CP		P19'B82'F32' FK			*bBH to U dk*	OsakaIron Works	~~26 " 5~~	
		2*Dks(Stl)&Web frames*								*Cell D B255'510t D Ta25'511t*	*FPT76t APT20t*			1 „ „ 2*nd*„			
		Longitudinal framing															
83209	**Seikan Maru No. 1** Ⓟ	**TwinSc** (*Train Ferry*)	2326					1926	Yokohama DockCo.Ld. Yokohama	Govt.of Japan (Dept.ofRailways)	356·0 | 52·0 | 20·0 B104'F31'			Tokyo Japanese *WB*	2SteamTurbinesDRgeared to 2 Sc Shafts 367NHP BrownBoverieCo.Baden, Switzerland		
31868			2079														
JZAB	D.F.	2*Dks*	762														
83210	**Seikan Maru No. 2** Ⓟ	**TwinSc** (*Train Ferry*)	2493					1930	Kawasaki Dkyd.Co.Ld. Kobe	Govt.of Japan (Dept.ofRailways)	360·0 | 52·0 | 20·0 F58'			Tokyo Japanese *WB*	2SteamTurbinesDRgeared to 2 Sc. Shafts KawasakiDkydCoLdKobe		
36220			2140														
JZJB	D.F.	1*Dk*	853														
		Cruiser Stern															
83211	**Seiko Maru**	**Wood**	371					1917	Fukushima Matsujiro Matsuye	TakeGorokichi	141·6 | 23·1 | 12·6			Sano Japanese	T.3Cy.9½",15"&24½"–19" Ishibashi 22NHP Tekkosho,Matsuye		
20758	(*ex*OkiMaruNo.8)		265														
JLKE		1*Dk*	258														
83212	**Seikyo Maru** Ⓟ		2606					1934	Uraga DockCo.Ld. Uraga	ChosenYusen K.K.	295·0 | 45·0 | 24·0 P28'B75'F33'			Jinsen Japanese *WB*	T.3Cy.17",27"&44"–39"& LP Turbine with DR gearing 180NHP UragaDockCo.Ld.		
		1*Dk&pt2nd dk*	2260														
		Cruiser Stern	1500														
83213	— Ⓟ		2565				...	1921	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K.	284·5 | 42·5 | 23·0 P41'B100'F34' FK			Osaka Japanese *WB*	T.3Cy.21",35"&58"–39" 288NHP OsakaIron Wrks.Ld.Osaka	23 " 0	
28068			2009														
JFKA		2*Dks*	1578														
83214	**Seine**		1358					1899	W.Dobson &Co. Newcastle	Det.Forenede Dampskibssels-kabA/S	237·0 | 34·3 | 16·0 Q88'H58'F26'			Copnhagn Danish *WB*	T.3Cy.19½",32½"&54"–36" 175NHP N.E.MarineEngCoLdNwc		V
OYBH		1*Dk&Awng dk*	1031 / 838														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Bot of Trade Cert.
83215	**Seirstad**	*Oil Eng*	9916 / 9191 / 5969					1937	Deutsche Werft A.G. Bet Finkenwrder Hamburg	Universal Shipping Co. A/S (A.F. Klaveness & Co. A/S. *Mgrs.*)	492·9	66·1	36·4	Oslo Norwegian	Oil Engines 2 S.C.D.A. 6 Cy. 24"–43$\frac{1}{16}$" 1201 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		N
LJRG	D.F. E.S.D.	1 *Dk*									P113'	F71		*W B*			
	Mchy. Aft	*Cruiser Stern*															
		Carrying Petroleum in bulk															
83216	**Seiryu Maru**		1900 / 1602 / 1158				...	1926	Osaka Iron Works, Ltd. Innoshima	Kita Nippon Kisen K.K.	255·0	39·0	22·7	Nishinomiya Japanese	T. 3 Cy. 18", 30" & 50"–36" 211 NHP Osaka Iron Works, Ltd.	22 " 9	
31352											P17'	B65'	F28'	FK			
JOYB		2 *Dks & Web frames*												*WB*			
		Longitudinal framing															
83217	**Seishin Maru** (P)		1325 / 1129 / 749					1920	Harada Zosensho Osaka	Chosen Yusen K.K.	232·5	31·5	21·2	Fusan Japanese	T. 3 Cy. 15¾", 27" & 45"–33" 115 NHP Harada Zosensho, Osaka		
880											P26'	B69'	F33'				
JTUB	Wireless	2 *Dks*															
83218	**Seisho Maru** (*ex* Antonio		5464 / 5082 / 3991				...	1919	S. Western S.B. Co. San Pedro, Cal	Ogumasho ten Gomei Kaisha	410·4	54·0	29·7	Tarumi Japanese	T. 3 Cy. 24½", 41⅝" & 72"–48" 551 NHP Llewellyn Iron Works, Cal.	29 " 9	C †
33570	Tripcovich,	*Fitted for oil fuel*									P43'	B115'	F47'	FK			
JCGC	*ex* Exmoor, *ex* West Caruth)	2 *Dks*												*WB*			
83219	**Seishu Maru**		1224 / 1032 / 650					1918	Asano S. B. Co. Ltd. Tsurumi	Hinode Kisen K.K.	217·0	34·0	21·0	Tokyo Japanese	T. 3 Cy. 16½", 27½" & 45"–30" 111 NHP Tokyo Kikai Seisakujo, Tok		
24633											Q65'	F33'					
JEAI	Wireless	1 *Dk*															
83220	**Seistan** (P) (*ex* Innamincka)		2455 / 1736 / 1571				...	1890	Napier, Shanks & Bell Glasgow	Douglas S.S. Co. Ltd.	305·0	40·0	19·8	Hong Kong British	T. 3 Cy. 19", 32" & 50"–36" NE & B23 285 NHP Worthington Pump & Mach Corp. Buffalo, N.Y.	22 " 8	V †
89430											P162'	B84'	F75'	FK			
VPBM	*Well deck*	1 *Dk & Web frames*												*WB*			
83221	**Seitai Maru** (*ex* Tai Yang–38,		3405 / — / 2011	✠100A1 2,38 ~~2,38~~ ✠LMC ~~2,38~~ 2,39	Osa	*u*	~~1,37~~ 2,39	1918 / 11mo	Sir R Dixon & Co. Ltd. Middlesbro'	Sakamoto Shoji K.K.	331·3	46·8	23·2	Osaka Japanese	T. 3 Cy. 25", 41" & 68"–45" (*s*) 1801b 434 NHP 3SB, *9cf*, GS 155, HS 6420 FD Richardsons, Westgarth & Co. Ltd. Mdb.	25 " 6	
44349	*ex* Kong Ho–37,	*ss* Wln. No. 3–7,80									P33'	B98'	F29'	FK			
JZNL	*ex* Kaitoke–35,	*ss* ~~Osa. No. 1–35~~															
	ex Cape Colony,	*ss* Osa. No. 2–39 1 *Dk (Stl)*						*Lloyd's*	*sA&CP*	*Cell D*	*B284' 736t F PT 112t*			*7 B Hpt Cem APT 112t*			
	ex War Palace)	*Cargo battens not fitted*															
83222	**Seiwa Maru**		1317 / 1165 / 936					1917	Matsuda Kisen K.K. Osaka	Taiyo Kisen K.K.	227·0	35·0	19·0	Tarumi Japanese	T. 3 Cy. 16", 26" & 42"–36" 97 NHP Yoshida Iron Works, Osaka		
22005											P21'	B53'	F24'				
JQHE		1 *Dk*												*WB*			
83223	**Seiwa Maru No. 2**		590 / 559 / 320					1899	Osaka Iron Works Osaka	Taiyo Kisen K.K.	169·0	30·0	14·1	Fuchu Japanese	T. 3 Cy. 14", 22" & 37"–27" 71 NHP Osaka Iron Works, Osaka		
4403	(*ex* Inushima Maru No. 4–33)													*WB*			
JNJE		1 *Dk*															
83224	**Seizan Maru** (*ex* Raymond		2018 / 1777 / 1187				...	1918	Pt. Arthur S.B. Co. Ltd. Pt Arthur Ont	Aoki Yotetsu Shoten K.K.	251·0	43·8	20·7	Sasebo Japanese	T. 3 Cy. 20½", 34" & 56"–40" 265 NHP Port Arthur S.B. Co. Ltd.	23 " 0	
34386	Poincaré, *ex* War Karma)										P25'	B64'	F28'	FK			
JWPB		1 *Dk*												*WB*			
83225	—		955 / 787 / 549					1918	Namura Gennosuke Osaka	Yamamoto Kisen K.K.	190·0	31·0	18·5	Fuchu Japanese			
22270	(*ex* Shinshu Maru No. 2–32)																
JQTE		1 *Dk*															
83226	**Seizan Maru No. 2**		1898 / — / 1064					1937	Matsuo Zosensho Nagasaki	Aoki Shoji K.K.	271·7	40·0	20·3	Kobe Japanese	T. 3 Cy. 18", 29½" & 50"–39" 156 NHP Matsuo Zosensho, Nag.		
42961											P80'	F25'					
JTFL	*Mchy. Aft*	1 *Dk*												*WB*			
83227	**Sejrö**		1489 / 1198 / 880	✠100A1 ~~1,38~~ 10.38 ✠LMC 4,38	Els NYk	*q*	OG ~~4,38~~ 10,38	1929 / 9mo	Helsingörs Jernsk & Msk Elsinore	A/S D/S "Heimdal" (M. Carl, *Mgr.*)	253·4	38·1	15·2	Elsinore Danish	T. 3 Cy. 18½", 30" & 50"–33" (*s*) 2001b 155 NHP 2SB (Spt) *4cf*, GS 112, HS 2252 Helsingörs Jernsk. & Mskb.	17 " 6 s " 11½ 16 " 8	
	ss Els. No 2–38							*Lloyd's*	*sA&CP*		P17'	Q81'	B97'	F30'	FK		
OUKY	*Well deck*	1 *Dk (Stl)*								*Cell DB 215' 411t F PT 32t A PTs 86t*							
83228	**Sekiho Maru** (*ex* Canadian		5402 / 4906 / 3276	✠ ... 1,38 ✠	Nag	*y*		1920 / 7mo	J. Coughlan & Sons, Ltd. Vancouver, B.C.	Dairen Kisen K.K.	400·1	52·4	28·8	Dairen Japanese	T. 3 Cy. 27", 44" & 73"–48" 520 NHP 3SB, *9cf*, GS 198, HS 7743 J. G. Kincaid & Co. Ltd. Grk.	31 " 0	
477	Inventor–33)	*ss* Drn. No 3–9,33									P49'	B113'	F40'	FK			
JPFG		2 *Dks (Stl)*								*Cell I*	*B334' 1026t F PT 14*			*9t A PT 131t*	*6 B H Cem*		
83229	**Sekino Maru**		998 / 834 / 716					1918	Takemoto Chukichi Osaka	Ogino Kaisho K.K.	195·5	31·5	18·0	Fushiki Japanese	T. 3 Cy. 13½", 22½" & 37½"–28" 75 NHP Yamase Tekkosho, Osaka		
22229																	
JBNC	Wireless	1 *Dk*															
83230	**Sekiyo Maru** (P)	**Wood**	629 / 487 / 378					1916	Fukushima Matsijuro Matsaye	Kawasaki Keijiro	168·3	26·6	16·0	Kochi Japanese	T. 3 Cy. 12⅝", 20⅛" & 32$\frac{1}{16}$"–23" 45 NHP MacColl & Pollock, Sld.		
16613																	
JPQE		1 *Dk*															
83231	**Sekko Maru** (P)		3183 / 2757 / 2013	✠ ~~8,38~~ ✠ ~~LMC 8,38~~	Osa	*t*	CL 8,36	1917 / 4mo	Osaka Iron Works, Ltd. Osaka A&CP	Osaka Syosen K.K.	305·0	43·7	27·2	Osaka Japanese	T. 3 Cy. 22", 37" & 61"–42" (*s*) 1801b 288 NHP 2SB. *6cf*, GS 90, HS 3824 FD Osaka Iron Wks. Ld. Osaka	27 " 3 ~~4 " 4½~~ ~~23 " 2~~	
19904	(*ex* Sekkow Maru–38)	*ss* Osa. No. 3–5,29									P19'	B82'	F32'	FK			
JHEB		*ss* Osa. No. 2–38								*Cell D B 255' ...*				*5 B H Cem 518t A PT 20t*			
		2 *Dks (Stl) & Web frames*															
		Longitudinal framing															
83232	**Sekstant** (*ex* Nordstrand)		1626 / 1186 / 956					1919	Bergens Mek. Værks Bergen	D/S A/S Sekstant (William Hansen)	244·3	37·7	15·7	Bergen Norwegian	T. 3 Cy. 18", 29" & 49"–33" 138 NHP Bergens Mek Værks Bergen		N
LCXK		1 *Dk*									P33t	Q106t	B154t				
											H182t	F33t		*WB*			
83233	**Selby**	*ss* Goo. No. 1–39	1039 / 852 / 541	✠100A1 1,39 ~~2,37~~ ~~LS 2,37~~ ✠LMC ~~7,38~~ 1,39	Goo	*n*	OG 10,37	1922 / 10mo	J. Duthie Torry S.B. Co. Aberdeen	Wilsons & N.E. Rly. Shipping Co. Ltd. (The Associated Humber Lines)	228·1	34·2	13·8	Hull British	T. 3 Cy. 14½", 24½" & 43"–30" (*s*) 2251b 152 NHP 2SB, *4cf*, GS 81, HS 2670 Amos & Smith, Ld. Hull	16 " 0 s " 7 15 " 7	
146505		*ss* Hul. No. 3–11,34									P&B143'	F52'	FK				
MLFT	*Well deck*	1 *Dk (Stl)*						*Lloyd's*	*sA&CP*	*Cell I*	*B195' 272t A PT 39t*			*5 B H pt Cem pt Asp*			
		Cruiser Stern															
83234	**Selene**	**Twin Sc**	3738 / 3339 / 2274	✠100A1 ~~9,37~~ 7,38 ~~LS 9,37~~ 7,38 ✠LMC 12,38	Rot Tkn	*v*	CL S5,36 P 12,36	1914 / 6mo	Caledon S. B. & E. Co. Ltd. Dundee	N.V. Petroleum Maats. "La Corona"	344·3	46·1	25·5	The Hague Dutch	Oil Engines 4 S.C.S.A. 12 Cy. 20½"–35$\frac{7}{16}$" 488 NHP DB *120lb* Ned. Fab. & Werk. Ams.	27 " 7 s 4 " 11½ 22 " 9¾	
		Oil Eng.															
PHLC	*Mchy. Aft*	*ss* Rot. 2nd. No. 3–5,33						*Lloyd's*	*sA&CP*	*WB = Cell D B u E 44' 56t F PT 70t A*	P73'	F34'	FK	14 *B H Cem* (11 *to U dk* 3 " , 2nd " *only*)			
	D.F.	*ss* Ams. No. 1–36									*PT 37t D T f 32' 234t*						
		2 *Dks (Stl) & Web frames*															
		Carrying Petroleum in bulk															

Faunus, *see No. 88073 in Supplement*

1 Numéro d'Ordre — Numéro Officiel — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné pour la prochaine époque d'Entretien.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Noms des Constructeurs des machines.	14 Vitesse sur Quille Mesurée. Nœuds. Tirant d'eau correspondant pds. ps	15 Registre spécial de L.R. Date de la dernière Visite.
83235 UPAL	**Selenga** (*ex* Neath Abbey–34, *ex* Bellas)	ss Cff. No. 3–3,31 1 *Dk(Stl)*	2492 2248 1458	✠ 10.33	Lon	*t*		1919 10mo	E. Finch & Co. (1916) Ltd. Chepstow	U.S.S.R. *Cell D*	303·0 | 43·0 | 20·7 P33 B80 F33′ FK *B260′ 671t FPT 70t*			Leningrad Russian *6 B Hpt Cem APT 183t*	T. 3 Cy. 22″, 36″ & 59″–39″ 253 NHP 2 SB, *6cf*, GS 120, HS 4104 McKie & Baxter, Glasgow	23 ″ 0	
83236 TFEB	**Selfoss** (*ex* Villemoes) Wireless *Mchy. Aft*	1 *Dk*	775 627 428					1914 H/F	Porsgrund Mek. Værks. Porsgrunn	Eimskipafelag Islands	202·1 | 32·1 | 12·4 P61′ F24′ *WB*			Reykjavik Icelandic	T. 3 Cy. 14″, 23″ & 38″–27″ 75 NHP Porsgrund M.V. Porsgrunn		N
83237 LDNG	**Selje** D.F.	1 *Dk* & *Shelter dk* *Longitudinal framing*	6698 6210 3891					1930	Palmers' Co. Ld. Newcastle	Skibs A/S Selje (A/S Rederiet Odfjell)	448·3 | 59·2 | 27·7 P164′ H189′ F40′			Bergen Norwegian *WB*	T. 3 Cy. 28½″, 47″ & 78″–51″ 409 NHP Palmers' Co. Ld. Newcastle		N
83238 CYKJ	**Selkirk** 152859	2 *Dks*	2384 1300 1449					1926	Davie S.B. & Repg. Co. Ld. Lauzon, Que.	Canada S.S. Lines, Ld.	250·2 | 42·8 | 14·7 F35′			Montreal British *Wb*	T. 3 Cy. 18″, 30″ & 50″–36″ Richardsons, Westgarth & Co. Ld. Hpl 150 NHP		C
83239 MLGG	**Sellinge** (*ex* Ensign–37, 139461 *ex* Wrotham–35, *ex* Ensign–33, *ex* Uskmouth) *Well deck*	ss Shl. No. 3–4,29 1 *Dk(Stl)* *Cargo battens not fitted*	2327 1789 1261	✠ 100 A1 11,363,38	Cff	*s*	CL 12,37	1916 7mo	J. Priestman & Co. Sunderland *Lloyd's*	Constants (South Wales) Ld. (M. Constant, *Mgr.*)	290·0 | 40·7 | 19·2 301·0 (O.L.) P24′ Q90 B59′ F29′ FK *D Bf 112′ 385t DTa 90′*			London British *5 BHCem*	T. 3 Cy. 21 1/16″, 35″ & 57″–39″ (*s*) 180 lb 218 NHP 2 SB, *6pf*, GS 90, HS 3340 N.E. Marine Eng. Co. Ld. Slc	20 ″ 6 s 2 • 1½ 18 ″ 7	
83240 DAVH	**Selma** (*ex* Hamlet) Wireless Sub. Sig.	1 *Dk*	1414 1067 817					1924	Howaldts-werke Kiel	Franz L. Nimtz *WB*	245·2 | 37·2 | 14·5 P16′ Q76′ B97′ F31′			Stettin German	T. 3 Cy. 16½″, 27 5/16″ & 43 5/16″–29½″ 102 NHP Howaldtswerke, Kiel		G
83241 OZOH	— Wireless E.S.D.	1 *Dk* & *Shelter dk* *Cruiser Stern*	1392 1055 742					1937	Fredrkstad Mek. Vrks. A/S Fredrikstad	J. Lauritzen *WB*	265·0 | 42·1 | 13·9			Esbjerg Danish	C. 4 Cy. (2) 13⅜″ & (2) 32 1/16″–30½″ HS 1508 130 NHP Fredrikstad M.V. A/S Fredrikstad		N
83242 OYQK	**Selma B.** (*ex* Nuorla–36, *ex* Nautilus) *Mchy. Aft*	1 *Dk*	355 256 159					1918	Gebrs. van der Windt Vlaardingen	Börge Bentzen *WB*	132·4 | 23·3 | 10·3 P32′ B8′ F16′			Copnhagn Danish	T. 3 Cy. 11⅛″, 18 3/16″ & 30 3/16″–22″ H. Versteig, Neder Hardingsveld 45 NHP		V
83243 KDRJ	**Selma City** 221193 GyC.	*Fitted for oil fuel* 2 *Dks* 3 *trB*	5586 5081 3450					1921	Chickasaw S.B. & Car Co. Chickasaw, Ala.	Isthmian S.S. Co.	424·2 | 56·2 | 26·5 P58′ B & F350′			New York Utd. States *WB* *Turbines by* *Red. Gears by*	2 Steam Turbines DR geared to 1 Sc. Shaft Federal S.B. Co. Kearny, NJ Falk Co. Milwaukee, Wis.		R
83244 LJCM	**Selvik** (*ex* Britte–36, *ex* Hiram II.)	1 *Dk*	1557 1368 892					1920	Akers Mek. Værks Oslo	Skibs. A/S Selvik (Einar Wahlström *Mgr.*)	255·6 | 39·8 | 17·8 P22′ B64′ F25′			Oslo Norwegian *WB*	T. 3 Cy. 19″, 31″ & 53″–36″ 506 NHP Akers Mek. Værks. Oslo		N
83245 GKQJ	**Selvistan** 148070 D.F.	ss Shl. No. 3–7,37 1 *Dk(Stl)*	5136 4750 3190	✠ 100 A1 7.38 7.35 8.39 Bs 10.38	Shl Bry	*y*	CL ~~11.46~~ 7.38	1924 5mo	Short Bros. Ld. Sunderland *Lloyd's*	Hindustan Steam Shipping Co. Ld. (Common Bros. Ld. *Mgrs.*) *Cell DB*	390·0 | 53·5 | 28·6 P33′ B113′ F41′ FK 342 152t *FPT 128t*			Newcastle British *6 BHCem APT 167t*	T. 3 Cy. 25″, 41″ & 68″–48″ (*s*) 180 lb *150 lb* 363 NHP 2 SB, *8cf*, GS 148, HS 5806 J. Dickinson & Sons, Ld. Sld.	31 ″ 6 s 6 • 1½ 25 ″ 7½	
83246 PHLH	**Sembilan** D.F.	3 *Dks*	6566 6067 4044					1922	Maats. Fyenoord Rotterdam	N.V. Stoomv. Maats. "Nederland"	419·8 | 54·7 | 33·6 P41′ B85′ F40′			Amstrdam Dutch	T. 3 Cy. 28½″, 46″ & 77″–54″ 436 NHP Maats. Fyenoord, Rot.		V
83247 2084 ICKZ	**Semien** (P) (*ex* Fortunstar–36, *ex* Tuscanstar, *ex* Brodliffe, *ex* Morayshire) D.F.	ss Bkn. 2nd No. 3–12,23 ss Gen. No. 1–29 *Fitted for oil fuel* 2 *Dks(Stl)* & *deep framing* & *Shelter dk*	~~5500~~ ~~5144~~ ~~3447~~ 6942 4313	✠ 8.35	Gen	*a*†		1898 12mo	R. & W. Hawthorn, Leslie & Co. Ld. Newcastle	Ignazio Messina & C. *Cell D Bu 105′ u E 30′ f*	421·4 | 54·0 | 29·1 420·0 28·6 P50′ B & F355′ FK 208′ 1068t *FPT 130t* *APT 25t*			Genoa Italian *7 BHCem*	T. 3 Cy. 29½″, 46 1/16″ & 76 1/16″–54″ 430 NHP 3 SB, 9*cf*, GS 178, HS 6415 Hwthrn, Leslie & Co Ld Nwc.	32 ″ 0	I †
83248 164612 GYST	**Seminole** D.F. E.S.D. GyC. 1 *Dk* 2nd *dk clear of cargo tanks* *Cruiser Stern* *Longitudinal framing* *Mchy. Aft* *Rudder electrically welded*	*Oil Eng.*	10389 9592 5922	✠ 100 A1 ~~9.37~~ 1,39 ~~11.41~~ *Carrying Petroleum in bulk*	Bel	*ft*	CL ~~1,39~~ 1,39	1936 4mo	Blohm & Voss, K.a.A. Hamburg *Lloyd's*	British Mexican Petroleum Co. Ld. F.J. Wolfe, *Mgr.*) *Cell D Bu E 86′ 184t DT*	490·4 | 69·9 | 36·9 P107′ B39′ F35′ FK *f 16′ 540t FPT 370t* *APT 214t*			London British *16 BHpt Cem pt Asp*	Oil Engines 2 S.C.SA 8 Cy. 25⅝″–49½″ 912 NHP 3 DB *200 lb* Fr. Krupp Germaniawft AG	37 ″ 0 s 7 ″ 4½ 29 ″ 11½	
83249 224918 WNCX	— (P) *Ref. Mchy.* D.F.	*Fitted for oil fuel* 1 *Dk* & 2nd *dk in holds* & *Promenade dks*	5896 — 3514			…		1925	Nwprt News S.B. & DD. Co. Newprt News	Cherokee-Semi-nole S.S. Corp. (Clyde-Mallory Lines *Mgrs.*)	387·5 | 54·3 | 20·0 P & B322′ F53′ FK			New York Utd. States *WB*	2 Steam Turbines SR geared to 1 Sc. Shaft 981 NH Newport News SB. & DD. Co.	23 ″ 6	R †
83250 219690 KUGP	— Sub. Sig. GyC.	*Oil Eng.* 2 *Dks* *Longitudinal framing*	5867 — 3660					1920	O. Daniels Co. Tampa, Fla.	United States Maritime Commission	402·0 | 54·0 | 33·7 P34′ B118′ F38′			Tampa, Fla Utd. States	Oil Engines 2 S.C.DA 4 Cy. 27½″–47½″ 1053 NHP NE26 Hooven, Owens, Rentschler Co. Hamilton, O.		R
83251 PHLM	**Semiramis** D.F.	ss H.Kg. No. 3–10,33 ss Sng. No. 1–37 *Mchy. Aft* 2 *Dks(Stl)* & *Web frames* *Longitudinal framing*	5792 5293 3379	✠ … 11.38 *Carrying Petroleum in bulk (only homogeneous cargoes each side of pump room) For River & Estuary Services only Fitted for oil fuel* 9.21	Sng	*z*	CL 9,37 F.P. above 150°F.	1921 9mo	S. Western S.B. Co. San Pedro, Cal. A&CP	Nederl. Indische Tankstoomboot Maats. *Cell D Bu E & B 81′ 23*	412·0 | 53·3 | 31·0 427·9 (O.L.) P110′ B33′ F57′ FK *2t DT f 32′ 328t FPT*			The Hague Dutch 15 *B Hpt Cem pt Asp* (4 to *U dk* 11 „ 2nd „) *98t APT 103t*	T. 3 Cy. 27″, 45″ & 74″–48″ (*s*) 180 lb *120 lb* 556 NHP 3 SB, 9*cf*, HS 8451 FD Hooven, Owens, Rentschler Co. Hamilton, O	31 ″ 0 ~~5 ″ 7½~~ 24 ~~7½~~	
83252 CSAW	**Sena** (*ex* Marienburg, *ex* Mary, *ex* Duisburg) Wireless	Twin Sc 1 *Dk*	1221 1025 680					1922	Deutsche Werft Hamburg	Cia. Colonial de Navegaçao	243·3 | 36·0 | 14·1 B48′ F34′			Loanda Portuguese	T. 6 Cy. 11″, 16 9/16″ & 27⅞″–18 5/16″ NE27 65 NHP Union Giesserei, Königsbrg		G
83253 PKNX	**Senang**	ss Sng. No. 3–9,26 ss Sng. No. 2–34 1 *Dk(Stl–teaks)*	1196 ~~994~~ ~~739~~ 1207 994 672	✠ 100 A1 8.37	Sng	*p*	CL ~~7.38~~ 9,38	1914 9mo	Hong K'ng & Whampoa Dock Co. Ld. Hong Kong *Lloyd's*	Tiong Hwa Leon Tjoen & Co. Ld. *Cell D Ba 65′*	235·0 | 38·0 | 14·5 P20′ B121′ F28′ FK *u E 15 f 94′ 339t FPT*			Pal'mbang Dutch *4 BHCem*	T. 3 Cy. 18 3/16″, 29″ & 48″–36″ (*s*) 180 lb 162 NHP 2 SB, 6*cf*, GS 116, HS 2648 Hong Kong & Whampoa Dock Co. Ld. Hong Kong	16 ″ 6 s 2 ″ 2¾ 14 ″ 7½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter	7* Date when last draft. last scan.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. Flag.	13 gines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Entered in Book with Class & Signal letters, or Date of Transfer, &c.
83254 PHLP	**Senang** (*ex*Fivel-34,*ex*Nordstern, *ex*Schleswig,*ex*LucieHeins, *ex*Yara)	*Oil Eng.* *Mchy. Aft* 1 *Dk*	313 258 213					1921	Ver. Elbe& Norderwerft Hamburg	N.V.M.S.Fivel (E.Wagenborg's Scheepv.-en Expeditb.N.V. *Mgrs.*)	135·8 | 25·9 | 9·1 P22' F15'	Delfzijl Dutch	Oil Engines 2S.C.SA 4Cy.11⅜"–17" 90NHP *Emade24fitted*— GrossMtrnwrk.Hamburg-MannheimA.G.Hamburg		G
83255 LDBW	**Senator** *Mchy. Aft* D.F.	TwinSc *Oil Eng.* 1 *Dk(Stl)* *Cruiser Stern*	6589 5971 4002	✠ ... 6,30 *Carrying Petroleum in bulk*	Fal	c	CL 12,38	1934 3mo *Lloyd*	Götaverken A/B Gothenburg *s.&C.P.*	Soc.Française de Transports Pétroliers S.A. *Cell D Bu*	408·5 | 55·2 | 33·9 P90' F42' FK £90'200*t DTf* 23'24	French	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 2DB*150lb* 543NHP 10*BHpt Cem* 8*tAPT* 415*t* Götaverken A/B,Got.	33 " 7	
83256 137537 GQNM	— ss Gls. No.3-8,29 ss Liv. No. 1-31	TwinSc *Oil Eng.* 1 *Dk(Stl)* *Cruiser Stern*	3670 3468 2335	✠100A1 11,36 MS11,34	Liv	w	CL 2,36	1917 2mo *Lloyd*	C.Connell & Co. Ltd. Glasgow *s.&C.P.*	Kyle Shipping Co. Ltd. (Monroe Bros, *Mgrs.*) *Cell*	352·9 | 47·7 | 26·9 365 4(O.L.) P31 B104' F38' FK *DB* 303' 804*t FPT*	Liverpool British 215lb (*s*) 367NHP 6*BHCem* 47*tAPT* 13*t*	T.3Cy.22½",37⅞"&62½"–48" 3SB.9*cf*,GS172,HS6258 Dunsmuir&JacksonLdGls	29 " 4 s 5 "2⅜ 24 " 5	
83257 DIVO	— (*ex*Lighter) *Mchy. Aft* *Carrying Petroleum in bulk*	TwinSc *Oil Eng.* 1 *Dk*	845 789 685					1902	Christof Ruthof Kassel a Rh.	Waried Tankschiff Rhed. G.m.b.H.	187·6 | 32·2 | 15·2 I'28' F24'	Hamburg German	Oil Engines 4S.C.SA 12Cy.11"–17¾" 140NHP *Emade&fitted*34 Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
83258 225952	— (*ex*FishHawk)	Iron 1 *Dk*	460 — 256					1879	The Pusey & Jones Co. Wilmgtn, Del	Chesapeake&Delaware Steamboat Co.	156·5 | 27·0 | 10·9	Wilmgton (Del.) Utd. States	C.2Cy.12"&26"–18" 24NHP		
83259 EAHS	**Sendeja** (*ex*Pedrosa-33)	*2 Dks*	2647 — *1640*					1921	W. Harkess & Son,Ld. Middlesbro'	J.A.Mutiozabal	304·8 | 42·3 | 23·2 P27 B80' F33'	Bilbao Spanish *WB*	T.3Cy.22½",37"&61"–42" Richardsons, Westgarth&Co.Ld.Mdb. 241NHP		C
83260 YTFM	**Senga** (*ex*Lasta-36,*ex*Naana-35, *ex*Manchurian *ss*Ant.No.3-7,35 Prince-33,*ex*Ardgair)	*2 Dks(Stl)*	*5140* *4748* *3280*	✠100A1 3,39 4,28 BS12,37 1,39	Rot	z	CL 4,38	1913 5mo *Lloyd*	R. Duncan & Co. Ltd. Pt.Glasgow *s.&C.P.*	Atlantska Plovidba D.D. *'Tween* *Cell D Ba* 131'	405·0 | 53·0 | 27·2 418·3 (O.L.) P41' B121' F35' FK *dk B H in after hold dispensed with* "*E*23' *f* 176' 1103*t* *DTa* 36' 988*t*	Susak Yugoslav *Cem* 5*BH to Udk only* 4*PT* 36*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 475NHP 2SB,8*cf*,GS156,HS6697 FD J.G.Kincaid&Co.Ld.Grk.	29 " 9 5 " 9¼ 24 " 2	
83261 CSHI	**Senhora Da Sude** (*ex*Sailing Ship Helga-35)	Wood Aux *Oil Eng.* 4MstSr 1 *Dk* (*See Sailing Ship Register*)	356 328 272					1920	Fanó Skibsværft Nordby, F.	Tavares, Mascarénhas, Neves&Vaz,Lda.	137·6 | 30·7 | 12·7	Aveiro Portuguese	Oil Engines 2Cy.15⅝"–16⅛" *Emade&fitted*35 Denmark		V
83262 9 IUGK	**Senio** (*ex*Pluton,*ex*Activity) *Well deck*	Iron *ss*Brs.2ndNo.3–5,98 *ss*Ron.No.1-02 1 *Dk(Irn)* 2 *trB*	1067 849 631	✠ 7,07	Dnk	n		1879 6mo	J. Laing Sunderland	Rag.Antonio Gulmanelli	225·5 | 31·8 | 16·2 Q82' B42' F23' BK8' *WB*= *DBa*53' *f*31'	Ravenna Italian NB17 144NHP 4*BHCem* *FPTAPT*	C.2Cy.24½"&55"–36" J.Dickinson,Sunderland	17 " 6	I †
83263 32487 JKNB	**Senkai Maru** (P)	*2 Dks*	2095 1685 1522					1926	Mitsui Bussan Kaisha Ld. Tama Dkyd	Shimatani Kisen Kaisha,Ld.	275·0 | 40·7 | 21·0 P24' B87' F36'	Kobe Japanese *WB*	T.3Cy.18",30"&50"–36" 150NHP Mitsui Bussan Kaisha,Ld.		
83264 40758 JYRJ	**Senko Maru** (P) (*ex*Senkwo Maru-38) D.F.	*2 Dks* *Cruiser Stern*	4472 3960 2618					1935	Yokohama Dock Co.Ld. Yokohama	Kinkai Yusen K.K.	364·2 | 50·8 | 32·5 F38'	Tokyo Japanese *WB*	2 DR geared Steam Turbines Ishikawajima S.B.&E Co. Ld.Tokyo		
83265 FOQL	**Senneville** (*ex*Capitaine Baudouin) D.F.	1 *Dk*	4578 3960 2549					1922	Ch.& Atel. de la Gironde Harfleur	Soc.Navale Caennaise G.Lamy& Cie. *Mgrs.*)	362·9 | 49·2 | 24·4 Q&B225' F31'	Caen French *WB*	T.3Cy.24",39"&65"–44" 279NHP Schneider&Co.Havre		V
83266 332 JPXC	**Sensan Maru** *Oil Engs*	*ss*Drn.No.2–36 1 *Dk(Stl)*	2776 2308 1588	✠ ... 1,38	Nag	u		1929 7mo	Mitsui Bussan Kaisha Ld. Tama Dkyd.	Dairen Kisen K.K. *Cell D* 1225 *tSg*? *Tanks in way*	326·5 | 46·5 | 21·5 P27' B63' F28' FK *of tunnel* 173*t FPT*	Dairen Japanese 5*BHpt Cem* 51*tAPT* 35*t*	Oil Engines 4S.C.SA 5Cy.21⅝"–39⅜" 271NHP Burmeister&Wain,Cpn.	21 " 6	
83267 LCSA	**Senta** (*ex*Ottawa-35,*ex*Craigisla) *ss*Osl.No.1–35 *Spar dk & deep framing* *Cargo battens not fitted*		2468 2319 1543	✠100A1 *Spar dk* *with freeboard* 2,38 BS12,37 ✠ MC7,35	Mdb	l	CL 2,38	1906 3mo *Lloyd*	A. Rodger & Co. Port Glasgow *s.&C.P.*	Aktieselskapet Senta Olie L. Lekke *Cell D Ba* 1118 *t* 13[illegible]	313·6 | 43·8 | 13·8 20·7 P29 B82' F30' FK *DBa* 1118 *t* E 1136	Oslo Norwegian 5*BHCem* 623*tAPT* 67*t*	T.3Cy.21⅜",35"&57"–39" (*s*) 180lb 248NHP 2SB,6*cf*,GS116,HS4220 A.Rodger&Co.Glasgow	23 " 3 s 3 "8¼ 19 " 9	
83268 7376 SDAI	— (*ex*Acacia-36,*ex*Sallingsund, *ex*Danery,*ex*Roma)	1 *Dk*	*1497* *1282* *865*					1905	Schpw.v. Jan Smit,Czn. Alblasserdm	Reederij A/B Frede (H.Sclander, *Mgr*)	251·3 | 37·8 | 16·3 P14' Q76' B108' F28'	Stockholm Swedish *WB*	T.3Cy.20½",33"&54"–36" 175NHP Maats.deSchelde,Flushing		V
83269	**Sentinel II** (*ex*Sentinel)	*ss*G'ib.No.3-9,19 *ss*B As.No.2-28 *Well deck*	518 — 295	✠	BAs	h		1906 6mo	Bow, McLachlan & Co. Ld. Paisley	Borzone, Boggiano y Cia. *Cell D Ba* 31*t*, *E*	156·7 | 25·9 | 9·7 P7' Q37' B54' F25' FK *f* B30' *f*59' 147*t FP*	Bns.Aires Argentine 4*BHCem* T28*tAPT* 6*t*	T.3Cy.13½",22"&37"–24" 83NHP 1SB,2*cf*,GS38,HS1417 Bow,McLachln&CoLd.Psy.	12 " 0	
83270 147403 MLZN	**Sentry** *Mchy. Aft* 1 *Dk(Stl)* & *Shelter dk(Stl)*	*ss*Mch.No.3-3,37	1014 863 478	✠100A1 *with freeboard* 9,38 MS11,36	Mch	o	CL 3,37	1924 8mo *Lloyd*	Tyne I.S.B. Co.Ld. Newcastle *s.&C.P.*	Fisher Renwick Manchester-London Steamers, Ld. *Cell D Baku E* 7' *f* 100'209*t APT* 18*t*	230·5 | 35·0 | 15·0 FK *Coll*	Manchestr British 5*BHCem* *BH to Sh dk* 4 " " 2nd "	T.3Cy.18",30"&49"–33" (*s*) 180lb 193NHP 2SB,6*cf*,GS97,HS3560 NE.MarineEng.CoLd.Nwc	17 " 0 s " 2 17 " 0	
83271 11091 JLYE	**Sen-un Maru**	*2 Dks*	367 325 216					1907	I. Amagasaki Osaka	Amagasaki Kisenbu Gomei Kaisha	146·4 | 20·4 | 15·5	Osaka Japanese	T.3Cy.11¾",19¼"&31½"–24" 49NHP		
83272 44008 JWSL	**Senyo Maru**	1 *Dk* *Cruiser Stern*	2904 2570 1671					1937	Mitsubishi Jukogyo K.K. Yokohama	Toyo Kisen K.K.	305·4 | 45·3 | 26·2 P24' B79' F29'	Tokyo Japanese *WB*	T.3Cy.20 13/16",34 7/16"&57 1/16"–43 1/16" 202NHP Mitsubishi Jukogyo K.K. Yka		
83273 41587 JASK	**Senyu Maru No. 3** *Mchy. Aft*	*Oil Eng.*	327 — 245					1936	Urabe Zosen Tekkosho Osaka	Kure Kokumotsu Oroshishogyo Kumiai	120·0 | 23·5 | 12·5	Kure Japanese	Oil Engines 2S.C.SA 4Cy.15"–20" 158NHP Nippon Hatsudoki K.K. Kobe		

Discontinued

Now "Kyleglen," *see No. 83784 in Supplement*

Now "Siremalm," *see No. 90051 in Supplement*

Now "Medway Coast," *see No. 83134 in Supplement*

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant exprimé Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (France-Bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registries out of, s. on list dans le L. R. Insured Cert. Ref. Trade
83274 42884 JOHL	**Senyu Maru No. 5** *Oil Eng.* 1 *Dk*		370 — 241					1937	Urabe Zosen Tekkosho Osaka	Kure Oroshishogyo Kumiai	125·0	24·5	13·0	Kure Japanese	Oil Engines NipponHatsudokiK.K. Kobe		
83275 23838 JDFC	**Senzan Maru** Wireless 1 *Dk*		1144 973 650					1918	Chitose K.K.K. Osaka	OgawaGomei Kaisha	224·5	33·0	18·7	Fuchu Japanese	T.3Cy.14″,23¼″&39″–28′ Takahashi 80NHP Tekkosho,Osaka		
83276 164735 GZDS	**Sepia** D.F. E.S.D. *Oil Eng.* *Mchy. Aft* 1 *Dk*,2nd dk clear of *Cruiser Stern* cargo tanks *Longitudinal framing at bottom & at deck*		6214 5496 3620	✠100A1 ~~6,32~~ ~~2,32~~2,39 ✠LMC1[illegible],3 *Carrying Petroleum in bulk*	HKg	*a*†	CL	1936 10mo	Swan,Hunter&Wigham Richardson, LdNewcastle	Anglo-Saxon PetroleumCo.Ld. *Cell D Bu E* 61′132*t* *Lloyd's A&CP*	430·3 446·3(O.L.) P87′B37′F48′ FK *DT f* 25′261*t FPT* 1	54·5	30·7	London British 16 *B II* 06*t APT* 59*t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$″–55$\frac{1}{2}$″ 377NHP DB *180lb* Hwthrn,Leslie&Co Ld Nwc	31 ″ 0 s 5 ″6¾ 25 ″ 7⅝	
83277 165616 MMPG	**Sequacity** *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* *Cargo battens not fitted*		870 550 455	✠100A1 11,38~~12,07~~ ✠LMC[illegible]	Goo	*k*	OG	1937 12mo	GooleS.B. &RepgCo.Ld. Goole	F.T.Everard& Sons,Ld. *Cell D B*	196·2 202·7(O.L.) P50′Q120′F20′ FK 127′194*t FPT* 69*t AP*	30·2	11·3	London British 3 *B H Cem* *T* 67*t*	Oil Engines 2S.C.SA 7Cy.9$\frac{1}{16}$″–16$\frac{5}{16}$″ 61RHP British Auxiliaries,Ld.Gls.	13 ″ 6 s 4 ″10⅝ 13 ″ 2	
83278 YTEB	**Serafin Topić** (*ex* Wien–33, *ex* Trevilley–32) ~~*ss* Bkr. No.3–11,36~~ **D.F.** ~~*ss* Bk. No.3–35~~ *ss* Spt.2nd No.3–5,38 1 *Dk*(*pt Irn pt Stl*)		*4259* *4015* *2724*	✠100A1 9,38 ~~9,47~~ ~~[illegible]~~ ✠[illegible] M[illegible] ~~Passr~~	Rot	*x*	CL N9,37	1913 4mo	J Readhead &Sons,Ld. SouthShields	SlobodnaPlovidba TopićD.D.(Ant. Topić, *Mgr.*) *Cell D Ba* *Lloyd's A&CP*	369·9 P33′B226′F34′ FK 119′*u E* 23′*f* 163′98*t*	51·1	26·1	Susak Yugoslav 6 *B H Cem* *APT* 62*t*	T.3Cy.26″,42″&69″–48″ (*r*) 180lb 385NHP NDB 34*r* *fitted* 430–180*lb* 2SB.6*cf*,GS132,HS6330 J.Readhead&Sons,Ld.SShl	27 ″ 8 s 3 ″10 24 ″ 1⅜	
83279 EAKT	**Serantes** (*ex* Kayeson) *ss* Bkn.No.3–4,28 *ss* Bbo.No.2–36 1 *Dk*(*Stl*)		*3559* *3199* *2099*	100A1 5,31~~5,36~~ LMC MS3.36 MS9,[illegible]	Off	*w*	CL 8,35 1,39	1922 2mo	J.&A.van derSchuyt Papendrecht	Cia.Naviera Vascongada *Cell D*	361·1 P34′B219′F36′ FK *B* 310′894*t FPT* 78*t*	50·3	21·7	Bilbao Spanish 6 *B H Asp* *APT* 113*t*	T3Cy.25$\frac{9}{16}$″,41¼″&66$\frac{15}{16}$″–45″ 180lb (*s*) 416NHP 3SB,9*cf*,GS145,HS6168 FD J.&A.van derSchuyt	24 ″ 6 s 2 ″9⅝ 21 ″ 11	
83280 140621 GRCB	**Serbino** *ss* Liv.No.3–6,32 *ss* Nwc.No.1–36 *Well deck* 2 *Dks*(*Stl*) *Cruiser Stern*		4099 3145 2647	✠100A1 1,35~~2,38~~ BS~~3,38~~ 3,39 ✠LMC4[illegible]7	Ant Dnk	*v*	CL 1,36	1919 5mo	Ramage& Ferguson,Ld. Leith	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *Cell D B* 299′737*t* *Lloyd's A&CP*	342·4 P&B262′F39′ FK	46·0	24·8	Liverpool British 6 *B H Cem* *APT* 12*t*	T.3Cy.21″,36″&62″–42″ (*s*) 220lb *112lb* 388NHP 2SB,8*cf*,GS136,HS5640 FD Ramage&Fergusn,Ld.Lth.	27 ″ 3 s 3 ″2½ 23 ″ 3	
83281 142315 GVZZ	**Serbol** *ss* Bermuda No.3–3,30 ~~*ss* Gib. No.2–38~~ 2 *Dks*(*Stl*) & *Web frames* *Longitudinal framing* *Cruiser Stern*		2669 2223 1103	✠100A1 6,38 ~~7,37~~ 8,38 ~~[illegible]~~ ✠LMC[illegible] *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,18	Gib		CL ~~7,46~~ 8,38 *F.P. above* 150° F.	1918 1mo	CaledonS. B.&E.Co.Ld. Dundee	TheAdmiralty *Cell D Bu E* & *B* 68′1	319·8 P46′B107′F39′ FK 45*t DT f* 24′90*t FPT*	41·5	23·1	London British 16 *B Hpt Cem* (10 *to U dk* 6 „ 2nd„) 54*t APT* 38*t*	T.3Cy.26½″,43½″&74½″–45″ 200lb (*s*) 578NHP 3SB,9*cf*,HS8739 FD Caledon SB.&E.Co.Ld.Dun	25 ″ 6 s 3 ″3½ 22 ″ 5½	
83282 471 ICIR	**Serdica** (*ex* Serdika–35, *ex* Alexandria–35) *Fitted for oil fuel* *Ref. Mchy.* Sub.Sig. 2 *Dks*		1533 1367 903					1926	Bremer Vulcan Vegesack	A.Lauro	247·5 237·8 B38′F31′	35·9	19·5	Naples Italian *WB*	T.3Cy16$\frac{5}{16}$″,26¾″&44″–28$\frac{5}{16}$″ 103NHP BremerVulkan,Vegesack		I
83283 1286 ICHJ	**Serenitas** (*ex* Sierra Roja) **D.F.** 2 *Dks*		5171 4772 3113			…		1918	Sunderlnd S.B.Co.Ld. Sunderland	Soc.Anon per l'Industria ed il Com.Marit."Nova Genuensis"	409·4 400·0 P49′B112′F39′ FK	52·3	28·5	Genoa Italian *WB*	T.3Cy.27″,44″&73″–48″ 320NHP CammellLaird&Co.Ld.Liv.	31 ″ 0	Cl †
83284 165499 MMKP	**Serenity** *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern*		487 316 244	✠100A1 6,37 ✠LMC6[illegible]7	Grk	*g*	OG	1937 6mo	G.Brown &Co. (Marine)Ld. Greenock	F.T.Everard& Sons,Ld.	157·8 164·6(O.L.) Q98′F17′ FK	27·7	9·5	London British 3 *B Hpt Asp* *pt Cem* *FPT* 81*t*	Oil Engines 2S.C.SA 5Cy.12⅝″–16¾″ 139NHP NewburyDieselCo.Ld. Newbury	10 ″ 8 s 3 ″7 10 ″ 8½	
83285 UOBM	**Sergei Kirov** (*ex* Hebburn) 3 Mst 1 *Dk*		4146 3805 2364			…		1925	BlythS.B. &D.DCo.Ld. Blyth	U.S.S.R.	370·2 P26′B92′F36′ FK	51·2	24·9	Vladvostk Russian *WB*	T.3Cy.24″,39″&65″–45″ 351NHP N.E.MarineEngCoLd.Nwc	26 ″ 9	
83286 UOEP	**Sergei Lazo** Ⓟ (*ex* HuaShan, *ex* South Africa) 1 *Dk*&*Shelter dk*		2975 2764 1773			…		1909	ClydeS.B. &E.Co.Ld. Port Glasgow	U.S.S.R.	295·6 B102′ FK	42·0	27·2	Vladvostk Russian *WB*	T.3Cy.22″,35″&59″–39″ 250NHP ClydeS.B.&E Co.Ld.P.Gl.	20 ″ 0	
Should be "Tiryo Maru," see No. 90239 in S[illegible] 83287	**Sergikiroff** D.F. E.S.D. *Cruiser Stern*		1850 (1660 *tons*) 900	100A1 (*Class Contemplated*)				1938	Matsuo Zosen-sho Nagasaki	U.S.S.R.	254·3 P23′B73′F34′	42·0	23·0	Vladvostk Russian	T.3Cy 18¾″,31⅞″&52¾″–39″ MatsuoZosen-sho,Nag.		
83288 UOVQ	**Sergo** (*ex* Soyuz Gornorabotchikh S.S.S.R.–34) **Twin Sc** *Oil Eng.* *Mchy. Aft* *Carrying oil in bulk* *Longitudinal framing* 2 *Dks*		7596 6725 4077					1930	StatesS.B. Yd."Marti" Nicolaieff	U.S.S.R.	446·1 P98′B56′F58′	56·1	32·4	Tuapse Russian *WB*	Oil Engines 2S.C.SA 8Cy.23⅝″–41$\frac{13}{16}$″ 776NHP Gebr.SulzerA.G Ldwgshfn		G
83289 UOYJ	**Sergo Ordjonikidze** (*ex* Sikhali) 1 *Dk*		1668 1187 574					1932	Sevastopol Marine Wks. Sevastopol	U.S.S.R.	236·8 P36′B69′F23′	35·6	15·2	Vladvostk Russian	C.4Cy.(2)12$\frac{3}{8}$″&(2)26$\frac{3}{4}$″–26$\frac{3}{4}$″ 62NHP Sevastopol Marine Wks.		
83290 135957 GNYQ	**Seringa** (*ex* Falls City) **D.F.** E.S.D. 1 *Dk*		4729 4471 2889					1913	Ropner& Sons,Ld. Stockton	South Georgia Co. Ld.(Chr.Salvesen &Co. *Mgrs*)	378·5 P37′B125′F38′	51·5	27·5	Bideford British *WB*	T.3Cy.26″,42″&70″–48″ 339NH Blair&Co.Ld.Stockton		C
83291 PHLU	**Serooskerk** (*ex* Gemma) *ss* Rot.No.3–10,33 **D.F.** 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) Sub.Sig *Cruiser Stern* *ss* Rot.No.1–37		8456 8049 5293	✠100A1 *Shelter dk* *with freeboard* 10,36 ~~2,37~~ ~~12S12.37~~ ✠LMC[illegible] *Fitted for oil fuel* 2,22 BS10,38	Rot	*c*†	CL 2,37 *F.P. above* 150° F.	1922 2mo	New Waterway S.B.Co. Schiedam	N.V.Vereenigde Nederl.Scheepv. Maats.(Directie en Agentuur Maats. Holland Oost Azie Lijn N.V. *Mgrs.*)	485·6 503·0(O.L.) len33 FK *Intermediate B H dispensed with* *Cell D B* 383′1412*t* *DTa* 33′665*t FPT* 50*t*	60·4 37·0	27·8	The Hague Dutch *pt Cem* 2 *B H to S dk* 5 „ „ *U* „ *APT* 163*t*	2SteamTurbines DRgeared to 1 Screw Shaft (*s*) 180lb 1000NHP 4SB(Spt),16*cf*,GS822, HS13400 FD BritishThomson-Houston Co.Ld.Rugby	39 ″ 6 s 10 ″ 5 29 ″ 5	
83292 UOUW	**Serp** **Twin Sc** *Oil Eng.* Wireless 1 *Dk* *Mchy. Aft*		949 758 472					1928	Odessa State S.B.Yard André Marti Odessa	U.S.S.R.	232·0 P55′F25′	33·9	11·8	Vladvostk Russian *WB*	Oil Engines 4S.C.SA 12Cy.13$\frac{1}{16}$″–19$\frac{5}{16}$″ 214NHP State Engine Works, Kolominska		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Now Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R. Date of Trade Cert.
83293	**Serula** (*ex*Holmia)		1600	✠100A1 *Shelter dk*	Mch	*r*	OG	1918	Aktieb.	British& ContinentalS.S.Co. Ltd.	276·0|41·2|16·0	Liverpool	T.3Cy.22″,35½″&58½″–36″	18 ″ 0	
149591		*ss*Bkn.No.3-6,30	1315	*with freeboard*			~~4,35~~	6mo	Finnboda Varf		284·3(O.L.)	British	185lb *100lb* (*s*) 270NHP	s 0 ″ 4	
MNQT		*ss*Mch.No.1-35	785	6,37	BS7,3		6,38		Stockholm		FK	4*BHCem*	2SB(Spt),*6cf*,GS98,	17 ″10	
		1*Dk*(*Stl*)&*Shelter dk*(*Stl*)			LMC4,~~[illegible]~~			*Lloyd's*A&CP		*CellD*	B237′ 473*t* FPT44*t*	APT20*t*	HS3800 FD		
83294	**Servus** (*ex*Ransel-37)		319					1933	Gebr.	J.F.DeGroot	143·5|23·6| 8·6	Zwartsluis	BergsundsM.V.Aktb.Skm. Oil Engines 2S.C.SA		V
		Oil Eng.	227						Niestern&Co.		P30′F16″	Dutch	4Cy.9 7/16″–14 3/16″ 62NHP		
PHLV	*Mchy.Aft*	1*Dk*	204						Delfzijl		len36	*WB*	AppingedammerBrons Motorenfb.N.V		
		Cruiser Stern													
83295	**Sesostris** Ⓟ		3987					1923	Reiherst'g Schiffsw. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	365·3|50·3|23·8 P&B247′F50″	Hamburg German *WB*	T.4Cy21½″,32 3/16″,47½″&70 5/16″–49½″ 344NHP		G
			3418										Reiherst.Maschinenf.Ham		
DHVR	D.F.	2*Dks*	2415												
83296	—		2962	✠ ...	Shl	*v*		1915	J.Blumer& Co. Sunderland	A.Klat	340·0|47·7|20·5	Alexndria Egyptian	T.3Cy.25″,42″&68″–45″ 363NHP	23 ″ 6	C
	68		2753	7,36				3mo			FK	*Cem*	2SB,*6cf*,GS139,HS5967		†
SUCN	*ex*Arranmead,*ex* Arranmoor)	*ss*Npt.No.3–6,27 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1842							*Intermediate B H ins after hold dispensed with*		5*B H only* *CellDBa*114	J.Dickinson&Sons,Ld.Sld. *u* E25′ *f* 139′784*t* APT59*t*		
83297	—		2013			...		1918	Detroit S.B.Co. Wyandotte, Mich.	Hanseatische ReedereiEmil Offen&Co.	251·0|43·8|18·0 P23′B64′F24″ FK	Hamburg German *WB*	T.3Cy.20″,33″&54″–40″ 274NHP DetroitS.B.Co.Detroit	20 ″ 0	C †
		(*ex*Valentine, *ex*VirginiaLimited,*ex*LakeArthur)	1632												
DJNR		1*Dk*	1187												
83298	**Sessa**		1700					1936	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	292·0|41·7|16·4	Esbjerg Danish *WB*	C.3Cy.(2)15¾″&39⅜″–37⅜″ & LP Turbine with reduction gear & chain drive HS3340 234NHP HelsingörsJernsk.&Mskb.		G
			1463												
	D.F.	2*Dks*	973												
		Cruiser Stern													
83299	**Sesshu Maru**		406					1927	Harada Zosen K.K. Osaka	SetsuyoSyosen K.K.	131·8|22·5|14·8	Sumoto Japanese	T.3Cy.		
31574			304												
JOIH		2*Dks*	240												
83300	**Sevastopol** Ⓟ	Twin Sc	1339	✠	Sld	*o*		1896	J.Laing Sunderland	U.S.S.R.	236·7|34·3|16·6 P&B151′F37″ 16·4 FK	Odessa Russian	T.6Cy.14½″,23″&38″–27″ 182NHP	18 ″ 6	
			863	4,02				8mo				*7BHCem*	2SB,*6rf*,GS112,HS3234		
UOJE		1*Dk*(*Stl*)&*Spar dk*	789							*CellDBa*60′*u*E&B 29′*f*60′ 141*t* MT17′		229*t* APT14*t*	G.Clark(Lim.),Sld.		
	Wireless														
83301	**Seven Seas Sun** (*ex*Porthkerry–36)		2480	✠100A1 ~~2,38~~ 2,39	Ams	*t*	CL ~~10,37~~	1924	Burntisland S.B.Co.Ld.	GoodHopeShippng Co.Ld.(Walter Vaughan(Cardiff) Ld.*Mgrs.*)	298·5|44·0|21·2 308·4(O.L.) P23′B76′F27″ FK	Cardiff British	T.3Cy.22″,36″&60″–39″ (*s*) 180lb *100lb* 259NHP	23 ″ 6 s 3 ″5⅜	
145742		*ss*Lth.No.3–8,36	2275		Cff		5,39	3mo	Burntisland		*CellD* B250′ 663*t* FPT122*t*	5*BHCem*	2SB,*6cf*,GS115,HS4200	20 ″ 2½	
GCZR		1*Dk*(*Stl*)	1506	MS8,36	LMC			*Lloyd's*A&CP				APT94*t*	D.Rowan&Co.Ld.Glasgow		
		Cargo battens not fitted		MBS~~7,37~~ 7,36	DBS~~[illegible]~~ 5,39										
83302	**Sever** Ⓟ		3554					1930	BalticS.B. &E.Works Leningrad	U.S.S.R.	314·7|46·1|26·1 P43′B95′F37″	Vladvostk Russian *WB*	T.3Cy.22 7/16″,37″&59 1/16″–39⅜″ 219NHP BalticS.B.&E.Works,Len.		
			2993												
UOFW	Sub.Sig.	*Cruiser Stern* 2*Dks*	1963												
83303	**Severance** (*ex*MarinaQuezada,		4993					1909	Ropner& Son,Ld. Stockton	DiamondS.S. Transp.Corp.	366·0|53·0|24·9 P27′F34″	Boston Utd.States *WB*	T.3Cy.26″,42½″&69½″–45″ 371NHP Blair&Co.Ld.Stockton		
215795	*ex*Gladstone)		4521												
KXOE	D.F.	*Trunk deck* 2*Dks*	3653												
83304	**Severn Leigh** (*ex*QueenOlga–37,		5242	✠100A1 1,39 ~~1,37~~	HKg Hal	*y*	CL N6,36	1919	Caird&Co. Ld. Greenock	KelstonS.S.Co.Ld. (MarkWhitwill Shipping)Ld. *Mgrs.*)	400·0|52·3|28·5 412·0(O.L.) P50′B113′F39″ FK	Bristol British	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP	31 ″ 0 s5 ″ 11⅛	
142767	*ex*Bembridge,	*ss*Gls.No.3–4,32	4770									7*BHptCem*	3SB,*9cf*,GS190,HS7668 FD	25 ″ 3½	
GKRF	*ex*WarAnchusa)	*ss*Gls.No.1–36	3161	BS~~1,37~~ 11,38				*Lloyd's*A&CP		*CellD* B340′1051*t* FPT128*t*		APT220*t*	Caird&CoLd. Greenock		
	D.F. E.S.D,	1*Dk*(*Stl*)													
83305	**Severoles** (*ex*Terne)		1757					1922	OuseS.B. Co.Ld. Goole	DetBergenske Dampskslsk.	255·7|40·1|16·1 P49*t*Q122*t*H97*t* F11*t*	Bergen Norwegian *WB*	T.3Cy.19½″,31″&53″–36″ 169NHP Earle'sCo.Ld.Hull		N
			1342												
LDRD		1*Dk*	1020												
83306	**Severonia** (*ex*Severin–38,		1652	✠~~100A1~~	Got	*q*	CL ~~3,37~~	1896	Napier& Sons,Ld. Glasgow	N.Lopato	260·0|37·2|18·3 270·0(O.L.) B60′F22′ FK	Kuressare Estonian	T.3Cy.19″,30¾″&50″–36″ (*s*) 160lb *100lb* NDB13 156NHP	20 ″ 6 ~~s8 ″ 4½~~	
Wrecked 39	*ex*St.Vincent)	*ss*Got.3rdNo.3–4,35	1481	~~4,37~~ 4,38			3,38	4mo				4*BHCem*	1SB,*3cf*,GS67,HS2435	~~17 ″ 4~~	
GSTB		1*Dk*(*Irn*)&*deep framing*	923	BS~~4,37~~	[illegible]			A&CP		*CellD* B	n78′*u*E&B36′*f*106′	357*t* APT85*t*	Dunsmuir&Jackson,Gls.		
		Cargo battens not fitted													
83307	**Sevilla**		7022			...		1900	J.Priest-man&Co. Sunderland	PolarWhalingCo. Ltd.	397·0|52·2 28·0 Bon *Shelter dk* 102′ 35·7 FK	Stanley F.I. British *WB*	T.3Cy.27″,43″&72″–48″ 436NHP T.Richardsn&Sns.Ld.Hpl.	30 ″10	C †
146549	D.F.	*Carrying Whale Oil in bulk*	6414												
VPNF		2*Dks*&*Web frames*&*Shelter dk*	4267												
83308	—		1995					1922	Schiffsw(v. J.&Sch.) A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	256·1|38·4|15·4 P&B207′Q22′F31″	Oldenburg German *WB*	T.3Cy.22 1/16″,35″&56½″–33½″ 182NHP OttensenerG.m.b.H.Altona		G
			1234												
DNAM	Sub.Sig.		1229												
83309	—		1383					1921	WoodSkin ner&Co.Ld. Newcastle	D/S A/S Spanskelinjen (Fred.Olsen&Co.& ORThoresen *Mgrs.*)	260·5|37·7 14·8 P66*t*H142*t*F5*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.22 1/10″–39⅜″ 282NHP N.E.MarineEng.CoLdNwc		N
		Oil Eng.	1090												
LCXN	Wireless	1*Dk*	715												
83310	—		415					1900	N.V.Wrf. "Conrad" Haarlem	Direccion de las Obras del Puerto deSevilla	150·9|26·2|13·1	Seville Spanish	T.3Cy.11⅞″,17⅛″&25⅝″–21⅝″ 31NHP Gebr.Stork&Co.Hengelo		
EGQI	*Mchy.Aft*	1*Dk*													
83311	**Sevim** (*ex*Melia,*ex*Urpeth)		1164			...		1889	S.P.Austin &Sons Sunderland	AbdiVehbi	225·0|33·2|14·2 P25′Q52′B44′F28′ FK	Istanbul Turkish *WB*	T.3Cy.18½″,30″&49″–33″ 136NHP N.E.MarineEng.Co.Ld.Sld.	16 ″ 9	
			—												
TCCR	*Well deck*	1*Dk*&*Web frames*	728												
83312	**Sèvre**		3689					1920	Napier& Miller,Ld. Glasgow	Cie.Générale Transatlantique	365·0|49·0|27·0 P&B219′F36″	Nantes French *WB*	T.3Cy.26″,42½″&69″–48″ 330NHP Dunsmuir&Jackson,Ld.		V
			—												
FOME	D.F.	2*Dks*	2326												
83313	**Sevzaples**		3974					1932	StatesS.B. Yd"Marti" Leningrad	U.S.S.R.	347·6|51·6|24·9 P29′B35′F30″	Odessa Russian	Oil Engines 2S.C.SA 4Cy.26¾″–47 3/16″ 497NHP RussianDieselWorks,Len.		
		Oil Eng.	3527												
UNLG		1*Dk*	2256												

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts	3 Tonnage Officiel: Total. Sous le Pont. Net	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant (Ind. Latin) Pavillement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mois.	9 Par qui — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Inscriptions ou note si le n'est dans le L.R. Dans le Cert. Etat Trade
83314 216101 WJCW	**Sewall's Point** *ss*Bos.No.3-4,30 *ss*Bos.No.1-34 1 *Dk(Stl)& Web frames* D.F. *Cargo battens not fitted*	5432 4795 3373	✠100A1 10.37 11,36	Bal *y*	CL 6.36 6.38	1918 4mo	New York S.B.Corp. Camden,N.J. A&CP	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) *Cell*	368·6|55·2|30·5 P27'B72'F31' FK *DB320'1832t FPT2*	Boston Utd.States *7 BH Cem* *20t APT201t*	T.3Cy.25⅝",41½"&70"-46" 1951b (*r*) 462NHP 3SB,*9cf*,GS155,HS6624 FD NYorkSBCorpCamdenNJ	34 ″ 5 s 7 ″ 10 27 ″ 0	
83315 TCCU	**Seyyar** Ⓟ (*ex*Huseynlye-33, *ex*Sheffield) **Iron** 1 *Dk2trB*	719 — 381				1877	J.Elder&C. Glasgow	Denizbank- Denizyollari Idaresi	201·0|27·1|15·1 P49'B52'F34' BK7½"	Istanbul Turkish	T.3Cy.17½",28"&45½"-30" *Tpd*89 NB12 113NHP Earle'sCo.Ld.Hull	15 ″ 9	
83316 HPEA	**Shabonee** (*ex*Laurel-34) *Oil Eng.* *ss*Sng.No.2-38 ~~*ss*Sng.No.1-38~~ *Mchy.Aft* 2 *Dks(Stl)& Web frames* *Cruiser Stern* *Longitudinal framing*	9716 8799 5284	✠100A1 11,38 Sng 1,38 ~~4LMC CS~~ DBS2,38 *Carrying Petroleum in bulk*	SFo *et*	CL 8.37	1930 8mo	Blythsw'd S.B.Co.Ltd. Glasgow *Lloyd's SA&CP*	MaritimeTrading Ld.(Leitch,Hough &Co.A/S,*Mgrs.*) *Cell D Bu ET*	482·3|65·6|35·6 500·0(O.L.) P99'B32'F39' FK 2'238*t DTf* 11'446*t FPT224t APT97t*	Panama Panamanian 16 *BH* (15 *to U dk* 1 „ 2*nd* „)	Oil Engines 2S C.SA 7Cy.26½"-49½" 848NHP 2DB*150lb* AtlasDieselCo.Ld.Skto.	35 ″ 8 s 7 ″ 5½ 28 ″ 0½	
83317 148043 GCMF	**Shaftesbury** (*ex*Crown of Galicia-35, *ss*Shl.No.3-12,36 *ex*Hopeland) 1 *Dk(Stl)*	4284 4008 2663	✠100A1 7,38 ~~6,37~~ ~~MC12,36~~	Shl *x* Npt	CL 8.37	1923 11mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's SA&CP*	AlexanderShip- pingCo.Ld.(Cap- per,Alexander& Co.*Mgrs.*) *Cell D B*	370·6|53·0|25·2 P30'B227'F41' FK 314'886*t MT*27'960*t*	Glasgow British 6 *BH Cem* *APT*195*t*	T.3Cy.24",40"&65"-45" (*s*) 180lb 364NHP 3SB,*9cf*,GS186,HS6381 Barclay,Curle&Co.Ld.Gls.	27 ″ 6 s 3 ″ 7½ 24 ″ 0½	
83318 149747 GLFT	**Shakespear** *ss*Shl.No.3-12,38 ~~*ss*Shl.No.2-38~~ 2 *Dks(Stl)*	5029 4771 3154	✠100A1 ~~Lloyd's 11,37~~ 12,38 ~~Pilot~~ ~~11,36~~ 12,38	Bry *z*	CL ~~11,36~~ ~~9,36~~ 12,38	1926 11mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd's SA&CP*	ShakespearShip- pingCo.Ld.(Glover Bros.(London)Ld. *Mgrs.*) *Cell D*	407·0 53·5 26·7 418·7(O.L.) P29'B241'F43' FK B351'1240*t* *APT*197*t*	London British 6 *BH Cem* 3SB,*9cf*,GS172,HS8001 FD D.Rowan&Co.Ld.Glasgow	T.3Cy.27",14"&73"-48" (*s*) 180lb 531NHP 3SB,*9cf*,GS172,HS8001 FD D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 4 ″ 5½ 24 ″ 9½	
83319 UPAS	**Shakhter** (*ex*Pytheas *ex*Kenmare, *ss*Rot.2ndNo.3-12,26 *ex*Kinross, *ss*Pir.No.1-31 *ex*Kingfield) 1 *Dk(pt Irn& pt Stl)2trB & Web frames*	3028 2885 1930	✠ 6,31	Pir *u*		1902 5mo	Richardsn. Duck&Co. Stockton	U.S.S.R.	325·0|47·0|22·4 P27'B164'F31' FK *Cell D Ba*	Odessa Russian 5 *BH Cem* 740*t APT*95*t*	T.3Cy.23",38"&62½"-42" NDB18 256NHP 2SB,*6cf*,GS109,HS3900 Blair&Co.Ld.Stockton	24 ″ 10	
83320 137694 GLXF	**Shan Tung** 2 *Dks*	2549 2246 1568				1915	TaikooDk- yd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	310·2|41·1|22·1 P10'B72'F37'	London British *WB*	T.3Cy.22",35"&56"-39" 196NHP TaikooDkyd.&Eng.Co.Ld. HongKong		
83321	**Shang-Ho** (*ex*CapeVerde-35, *ex*Balfour,*ex*Bedwyn, *ss*Shl.No.3-3,31 *ex*Montezuma) *ss*Kob.No.1-35 2 *Dks(Stl)* *Cargo battens not fitted in 'tween dks* *Now* **"Kizan Maru"** *see Supplement*	5112 4833 3129	✠100A1 5,37 BS5,37 MC6,35	Kob *z*	CL 5,37	1918 5mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd's SA&CP*	V.K.Song *Cell D Ba*	405·3|53·0|27·4 P43'B126'F46' FK 30 *uE24'f*184'1233*t*	Tsingtao Chinese 6 *BH Cem* *APT*25*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 538NHP 3SB,*9cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk	30 ″ 0 s 5 ″ 7½ 24 ″ 8	
83322 29136 JAYA	**Shanghai Maru** Ⓟ **TwinSc** *ss*Kob.No.3-12,34 2 *Dks(Stl pt-ws)& Awng dk* D.F. (*Stl*-teak s) *ss*Kob.No.1-38	5259 4220 ~~3214~~ 2195	✠100A1 *Awng dk* *with freeboard* ~~12,38~~ 12,38	Kob *z*	CL ~~12,36~~ ~~12,37~~ 12.38	1923 1mo	W.Denny &Bros,Ld. Dumbarton *Lloyd's SA&CP*	NipponYusenK.K. *Cell DB302'285t*	395·0|54·2|29·0 F56'*on Awng dk* FK *FPT23t APT45t*	Tokyo Japanese *Cem* *BH to A dk* 7 „ „ *U* „	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 200lb FD 1852NHP 10SB,*30cf*,GS680,HS28600 W.Denny&Bros.Ld.Dmb.	32 ″ 0 s11 ″ 6½ 20 ″ 9	
83323 25450 JNMD	— *ss*Kob.No.3-5,34 1 *Dk(Stl)& Awng dk(Stl)*	4104 3613 2524	✠ 7,38 *Awng dk* *with freeboard*	Osa *v*	OG N5,35	1919 5mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's SA&CP*	YamashitaKisen K.K. *Cell DB294'778*	345·0|48·0|30·0 P29'B74'F41' FK *on Awng dk* *t FPT62t APT31t*	Kobe Japanese *Cem* 6 *BH to A dk*	T.3Cy.23½",39"&65"-48" (*s*) 200lb 356NHP 2SB,*6cf*,GS121,HS4610 FD KawasakiDkyd Co.Ld.Kobe	30 ″ 0 ~~s 6 ″ 1½~~ ~~24 ″ 9~~	
83324 14799 MNBC	**Shanklin** Ⓟ **Pad** 1 *Dk*	393 315 181				1924	J I Thorny- croft&Co.Ld. Southampton	SouthernRailway	190·0|26·1| 8·7	Portsmth British	C.2Cy.27"&51"-54" 160NHP D.&W.Henderson,Ld.Gls.		BT till 1,38
83325 7552 SEJN	**Shantung** Ⓟ **TwinSc** *Oil Eng.* *ss*Got.No.2-38 ~~*ss*Got.No.1-38~~ 1 *Dk(Stl)& Shelter dk(Stl)* D.F. 3*rd dk(Stl) in frwd hold*	6527 5586 3982	✠100A1 *with freeboard* ~~Lloyd's 6,37~~ 1,39 *Carrying vegetable oil in No 5 DB tank & in tanks in way of tunnels*	Got *et*	CL ~~7,36~~ ~~8,37~~	1929 8mo	A/B Göta- verken Gothenburg *Lloyd's SA&CP*	Aktieb.Svenska OstasiatiskaKomp. (G.Borin,*Mgr*) *Cell D B369'1385t*	437·0|57·0|28·5 455·8(O.L.) FK *tanks in way of tunnels 689t APT59t*	Gothenbrg Swedish 7 *BHpt Cem* (*Cell to Shaft* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.24⅛"-66½" 700NHP DB*85lb* A/B Götaverken,Got.	31 ″ 6 s 4 ″ 2½ 27 ″ 5½	
83326 FOYR	**Shapur** (*ex*SaintJerome) *ss*Msl.No.3-6,35 *Mchy.Aft* 2 *Dks(Stl)*	4121 3630 2261	✠ ... 5,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,22 *F.P. to bore* 150° F.	Msl *w*	CL 7,37	1922 4mo	W.Beard- more&Co.Ld Glasgow *Lloyd's SA&CP*	~~Association~~ ~~Pétrolière~~ *Cell D Bu E23'* *68t DTf* 35'394*t*	350·2|49·3|27·4 363·1(O.L.) P83'B40'F57' FK *t FPT54t APT40t*	Havre French 14 *BHpt Cem* (9 *to U dk* 5 „ 2*nd* „)	T.3Cy.28⅜",36"&58"-42"(*r*) 180lb 349NHP 2SB,*6cf*,HS5548 FD W.Beardmore&Co.Ld.Gls.	27 ″ 0 ~~s 4 ″ 1½~~ ~~23 ″ 1½~~	
83327 218617 KIRK	**Sharon** *Oil Eng.* *Mchy.Aft* 2 *Dks& Web frames* GyC. *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	4762 4423 2927	...			1919	Pusey& JonesCo. Gloucester, N.J.	TheAtlantic RefiningCo.	364·9|51·0|29·5 P95'B34'F31' FK	Phildlphia Utd.States *WB*	Oil Engines connected to Elec. Motor & Sc. Shaft 4S.C.SA 18Cy.17½"-22" NE27 Ingersoll-RandCo.N.Y.	31 ″ 3	R †
83328 128691 MMVR	**Shasi** **TwinSc** 1 *Dk*	1327 742 790				1910	TaikooDk- yd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	235·0|40·1|10·0	London British	T.6Cy.9",14"&23"-15" 54RHP TaikooDkyd.&Eng.Co. of HongKong,Ld.		
83329 127629	**Shasta** (*ex*C.W.Watson) *Mchy.Aft* 1 *Dk2trB*	3698 — 2825				1902	American S.B.Co. Lorain,O.	NationalS.S.Co. (G.A.Tomlinson, *Mgr.*)	380·0|50·0|28·0	D'luth,Min Utd.States *WB*	T.3Cy.22",35"&58"-40" 213NHP AmericanSB.Co.Cleveland		R
83330 UOVH	**Shaturstroi** (*ex*PugetSound) 2 *Dks& Web frames* *Longitudinal framing*	4905 4430 2821	...			1918	Todd D.D. &Const.Corp. Tacoma,Wsh	U.S.S.R.	381·5|53·3|26·6 P39'B122'F42' FK	Vladvostk Russian *WB*	T.3Cy.24",40"&70"-48" 472NHP SeattleConst.&D.D.Co. Seattle	29 ″ 4	
83331 226696 WOBG	**Shawnee** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* 2 *Dks3rd dk in holds* D.F. E.S.D. *Cruiser Stern*	6209 4619 3405	...			1927	NwprtNws S.B.&D.D.Co NewprtNews	NewYork&Miami S.S.Corp.(Clyde- MalloryLines, *Mgrs.*)	394·7|62·2|19·4 B&F385' 27·7 FK	NewYork Utd.States *WB*	4SteamTurbinesSRgeared to 2 Sc.Shafts 2246NHP NewportNws.S.B.&DD.Co	30 ″ 6	R †

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Registered Tonnage. Gross. / Under deck. / Net.	5 6 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned or expired Equipment Letter	7 Date when tail shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dis. of Cylinders.—Stroke / Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces / Engine Maker's Name.	14 Moulded depth. / Freeboard (amidships) / Corresponding draught. ft. in.	15 Register Book Letters classed, if not in L.R.
83332 / **Shchors** (*ex*Galgewater-35, *ex*Vechtdijk) / 3403 / 2280	*ss*Rot.No.3-5,34 1 *Dk(Stl)*&*Shelter dk(Stl)*	3770	✠ ... 11,36	Rot	*w*		1921 / 3mo	Werf Gusto Firma A.F. Smulders Schiedam	U.S.S.R. *Cell DB310'93t*	359·4 / FK	50·3 / *Coll*	22·0 / *BH to Sh dk*	Odessa Russian	T.3Cy.25",41"&67"–45" (*s*) 180lb 340NHP 3SB,9*cf*,GS168,HS5418 WerfGustoFirma A.F.Smulders,Schiedam	24 " 6	
83333 / **Sheaf Crest** / 148097 / GKSN	*Arch deck* *ss*Shl.No.3-9,37 1 *Dk(Stl)* D.F. E.S.D. *Cruiser Stern* *Cargo battens not fitted*	2730 / 2438 / ~~1617~~ / 1609	✠100A1 Shl 3,36	Shl	*t*	CL 9,37	1924 / 10mo	BlythS.B. &D.D.Co.Ltd. Blyth	Sheaf StmShippng Co.Ld (W.A.Souter &Co.Ld. *Mgrs.*) *Lloyd's SA&CP* *Cell DB252'765t MDT at sides of tunnel 87t FPT48t*	320·2 / P21'F26' / *Tanks 156t*	42·9 / FK	24·3 / *APT99t*	Newcastle British 5 *BHptCem*	T.3Cy.23½",38"&64"–42" (*s*) 180lb 305NHP 2SB(Spt)6*cf*,GS120,HS4930 N.E.MarineEngCoLd.Nwc	26 " 9 s 7 " 7½ 19 " 3½	
83334 / **Sheaf Crown** / 161538 / GCSX	*ss*Hpl.No.2-38 D.F. E.S.D. 1 *Dk(Stl)*&*Shelter dk(Stl)*	4368 / 4467 / 2895	✠100A1 Hpl *with freeboard* MC5, BS4,39 *Fitted for oil fuel* 9,29	Hpl	*z*	CL 4,39 *F.P. above*	1929 / 9mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's SA&CP*	Sheaf StmShippng Co.Ld (W.A.Souter &Co.Ld. *Mgrs.*) *Cell DB359' 1374t way of tunnel 64t*	405·4 / F38' / *Tanks in FPT199t APT202t*	54·5 / FK	25·4 / (*Coll to Sh dk* 5 „ 2nd „)	Newcastle British 6 *BHCem*	Q4Cy20",28½"–41½"&61"–18" 260lb *120lb* (*s*) 382NHP 2SB(Spt),6*cf*,GS108, HS5006 Cen.Mar.EWks.Ld.W Hpl.	27 " 10 s 3 " 1½ 24 " 11½	
83335 / **Sheaf Field** / 118042 / GDKS	*ss*Hpl.No.3-9,36 D.F. E.S.D. 1 *Dk(Stl) Arch dk* *Cruiser Stern* *Cargo battens not fitted*	2719 / 2431 / 1682	✠100A1 Nwc *with freeboard*	Nwc	*t*	CL 4,38	1923 / 11mo	BlythS.B. &D.D.Co.Ld Blyth *Lloyd's SA&CP*	Sheaf StmShippng Co.Ld (W.A.Souter &Co.Ld. *Mgrs.*) *Cell DB275' 791t FPT48t*	320·3 / P21'F26' / *APT99t*	42·9 / FK	24·3	Newcastle British 5 *BHCem*	T.3Cy.23½",38"&64"–42" (*s*) 180lb 323NHP 2SB(Spt)8*cf*,GS126,HS5464 N.E.MarineEngCoLd.Nwc	26 " 10 s 3 " 1½ 24 " 11½	
83336 / **Sheaf Holme** / 161533 / GTFL	*ss*Sld.No.2-38 *Oil Eng.* D.F. E.S.D. 1 *Dk(Stl)*&*Shelter dk(Stl)*	4914 / 4368 / 2933	✠100A1 Dub *with freeboard* CSH,38 DBS,39 2,38	Dub	*z*	CL 10,37	1929 / 8mo	W.Pickers-gill&Sons, Ld. Sunderland *Lloyd's SA&CP*	Sheaf StmShippng Co Ld (W.A.Souter &Co.Ld. *Mgrs.*) *Cell DB338'1248t MT23'871t*	406·5 / 422·0 (O.L.) F38' / *FPT112t APT171t*	54·5 / FK	24·7 (/ *Coll to Sh dk* 6 „ 2nd „)	Newcastle British 7 *BHptCem* 2 DB *120lb*	Oil Engines 2S.C.SA 3Cy.22 1/16"–35" 447NHP W.Doxford&Sons,Ld.Sld.	27 " 10 s 3 " 1½ 24 " 11½	
83337 / **Sheaf Water** / 148115 / GJXP	*ss*Nwc.No.3-1,38 *Arch deck* 1 *Dk(Stl)* D.F. E.S.D. *Cruiser Stern* *Cargo battens not fitted*	2730 / 2438 / 1617	✠100A1 Nwc *with freeboard* BS4,39	Nwc	*t*	CL ~~5,36~~ 1,39	1925 / 1mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd's SA&CP*	Sheaf StmShippng Co.Ld (W.A.Souter &Co.Ld. *Mgrs.*) *Cell DB252'765t*	320·2 / P21'F26' / *DT's a 87t Side tan*	42·9 / FK	24·3 / *ks in E Room*	Newcastle British 5 *BHptCem*	T.3Cy.23½",38"&64"–42" (*s*) 180lb 323NHP 2SB,8*cf*,GS125,HS5464 N.E.MarineEngCoLd.Nwc	26 " 9 s 7 " 7⅜ 19 " 3	
83338 / **Sheherazade** / 148365 / GYSJ	*Oil Eng.* *Mchy.Aft* *Cruiser Stern* 1 *Dk* D.F. *Carrying Petroleum in bulk* *Longitudinal framing–bracketless system*	13467 / 12167 / 7015					1935	Atel.&Ch. de la Seine Maritime Worms et Cie LeTrait,S.I.	Cie. Auxiliaire de Navigation	549·0 / P131'B36'F40'	71·9	39·6	Havre French	Oil Engines 4S.C.SA 12Cy.26½"–71" 815NHP Schneider&Co.LeCreusot		V
83339 / **Shekatika** / 164365 / GYSJ	1 *Dk* D.F. E.S.D. *Cruiser Stern*	5458 / 4971 / 3333					1936	CaledonS. B.&E.Co.Ld Dundee	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	407·0 / P28'B116'F42'	55·7	28·0	Leith British *WB*	T.3Cy.21¼",36"&62"–45" 256NHP D.Rowan&Co.Ld Gls.		C
83340 / **Sheksna** (*ex*Berit-33,*ex*Calispell) / UOBZ	Sub.Sig. 1 *Dk*	2242 / 2018 / 1292			...		1918	ToledoS.B. Co. Toledo,O.	U.S.S.R.	251·2 / P62'H109t B64t F22t	43·8 / FK	22·5	Leningrad Russian *WB*	T.3Cy.20½",33"&54"–40" 260NHP ToledoS.B.Co.Toledo,O.	24 " 2	
83341 / **Shelbrit 1** (*ex*BritishPluck-36) / 143990 / GJNC	*Oil Eng.* *Mchy.Aft* *ss*Sws.No.2-36 1 *Dk(Stl)*&*Web frames* Wireless D.F. *Longitudinal framing*	1025 / 748 / 514	✠100A1 Sld *Carrying Petroleum in bulk*	Sld	*n*	CL ~~3,36~~ 2,39	1928 / 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's SA&CP*	British Tanker Co. Ld. (Shell-Mex& B.P.Ld. *Mgrs.*)	230·0 / P79' *Trunk* 104'F38' / *Cell DBuE22t*	32·7 / FK	13·8 / 12 *BHptCem* *APT31t*	Swansea British	Oil Engines 2S.C.SA 6Cy.16⅞"–28⅜" 286NHP NDB29 *125lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	13 " 9 s 1 " 0½ 12 " 10½	
83342 / **Shelbrit 2** (*ex*Thriftie-36, *ex*BritishThrift-35) / 143092 / MPDX	*Oil Eng.* *ss*Sld.No.2-37 *Mchy.Aft* 1 *Dk(Stl)*&*Web frames* Wireless *Longitudinal framing*	695 / 313 / 247	✠100A1 Sld BS4,39 *Carrying Petroleum in bulk*	Sld	*j*	~~4,37~~ 3,39	1928 / 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's SA&CP*	British Tanker Co. Ld (Shell-Mex& B.P.Ld. *Mgrs.*)	185·8 / 194·0 (O.L.) Q65'F32' / *Trunk 78'* / *Cell DBuE9'*	31·6 / FK	11·2 / 9 *BHptCem* 24t *APT92t*	Swansea British	Oil Engines 2S.C.SA 4Cy.16½"–28⅜" 191NHP NDB35–*125lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	11 " 3 s " 8½ 10 " 8	
83343 / **Shelbrit 3** / 163445 / GWQV	(*ex*Shelbrit-37) *ss*Bkn No.1-38 *Oil Eng.* *Mchy.Aft* Wireless 1 *Dk(Stl)* *Longitudinal framing at bottom & at deck*	460 / 367 / 193	✠100A1 Bkn *Carrying Petroleum in bulk*	Bkn	*q*	CL 4,37	1934 / 3mo	G.Brown &Co. Greenock *Lloyd's SA&CP*	Shell-Mex&B.P. Ld.	157·4 / P40'F24' / *FPT30t*	27·1 / FK	12·0 / 7 *BHptCem* *APT24t*	London British *TJ* 17t	Oil Engines 2S.C.SA 8Cy.11½"–13½" 186NHP H.Widdop&Co.Ld.Kghley	12 " 0 s 1 " 2½ 10 " 11½	
83344 / **Shelbrit 4** (*ex*ShellMex8-36) / 160497 / MPCN	*Oil Eng.* *Mchy.Aft* *ss*Sou.No.2-37 1 *Dk(Stl)*	349 / 238 / 149	✠100A1 Bkn *Carrying Petroleum in bulk*	Bkn	*e*	CL ~~1,37~~ 0,39	1928 / 6mo	C.Hill& Sons,Ld. Bristol *Lloyd's SA&CP*	Shell-Mex&B.P. Ld.	136·0 / P42'F23'	24·0 / FK	10·0 / 9 *BH* *APT11t*	London British	Oil Engines 2S.C.SA 4Cy.16½"–18¾" 192NHP NDB37–*120lb* N.V.Krom.Mot.Fab.Ams.	10 " 6 s " 11 9 " 8½	
83345 / **Shell** / —	*Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk* 1 *Dk*	336 / 151					1929	H.teVeld-huis Papendrecht	Cie.Fluviale et Maritime de Transport de Pétroles (Soc.Anon.des Pétroles Jupiter, *Mgrs.*)	179·8 / P40'F24' / *FPT30t*	25·9 / FK	10·8 / 7 *BHptCem* *TJ* 17t	Rouen French *WB*	C.2Cy.12 1/16"&24"–17⅜" 20NHP ThH.J.Koopman,Drdrecht		V
83346 / **Shell IX** (*ex*Trigonia) / 148097 / GKSN	*ss*H.Kg.No.3-10,10 *ss*Sng.No.2-18 *Mchy.Aft* 1 *Dk(Stl)*&*Web frames* *Fitted for oil fuel* *Carrying Petroleum in bulk*	1739 / 1322 / 1056	✠ ... 6,21	Sng	*p*		1898 / 8mo	Armstrong Whitworth &Co.Ld. Newcastle	Companhia "Shell"	242·0 / P35'F37' / ptND07	40·2 / FK	17·3 / *FPT101t*	Lisbon Portuguese 9 *BHCem* *APT39t*	C.2Cy.30"&63"–39" NDB03 217NHP 2SB,6*pf*,GS123,HS3734 Wilsnd.Slpwy.Co.Ld.Nwc.	17 " 4	
83347 / **Shell Dezassete** (*ex*Sultan van Koetei) / 148115 / GJXP	*ss*Sng.2ndNo.3-5,30 *Mchy.Aft* 1 *Dk(pt Irn&pt Stl)* &*Web frames&Trunk dk(Stl)* *Fitted for oil fuel* *Carrying Petroleum in bulk*	1995 / 1543 / 1206	✠ ... 5,34	Lis			1904 / 12mo	Nederl. Schps.Maats. Amsterdam	Companhia "Shell" *Cell DBuE8'B46'70t FPT103t*	241·0 / P68'F43'	41·9 / FK	18·7 / 11 *BHCem* *APT37t*	Lisbon Portuguese	T.3Cy.20 1/32",32⅜"&55⅛"–35⅝" 248NHP NB18,*refitted*22 2SB,6*cf*,GS102,HS3650 N.V.Werkspoor,Ams.	19 " 11	
83348 / **Shell Mex 4** / 146194 / MKWC	*ss*Bkn.No.1-38 *ss*Son.No.3-1,34 1 *Dk(Stl)*&*Web frames*	423 / 369 / 227	✠100A1 Bkn *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,21 BS4,39	Bkn	*f*	CL 4,37 *F.P. above*	1921 / 12mo	Abdela& Mitchell,Ld Queensferry *Lloyd's SA&CP*	Eagle Oil& Shipping Co.Ld.	140·5 / 147·8 (O.L.) F16'	27·6 / FK	10·9 / *APT15t*	London British *S B Hpt Cem*	C.2Cy.15½"&32"–24" (*s*) 180lb 58RHP 1SB,2*cf*,HS1135 Abdela&Mitchell,Ld. Brimscombe	11 " 6 s 1 " 4⅜ 10 " 8	

1 Numero l'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. / Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite à terre pour petite réfection.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou coté si c'est ailleurs que dans le L. R. Durée Cert. I.—Ot. Trade.
83349	**Shell Mex 5**	423	✠100A1	Bkn	*f*	CL	1921	Abdela&	EagleOil&	140·5|27·6|10·9			London	C.2Cy.15½"&32"-24" (*s*)	11 " 6	
145296	*ss*Bkn.No.1-38	369	6,33 6,37			2,36	8mo	Mitchell,Ld	ShippingCo.Ld.	117·3(o.l.)			British	130lb 58NHP	s 1 " 4½	
MKRQ	*ss*Bkn.No.3-12,38	227	BS6,37 ✠LMC12			6,38		Queensferry		F16′		FK		8 *B Hpt Cem*	10 " 3	
	Mchy.Aft 1 *Dk(Stl)&Web frames*		*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*						1SB,*2cf*,HS1135 *APT15t*		
														Abdela&Mitchell,Ld. Brimscombe		
83350	**Shell Spirit I**	~~400~~	~~✠A1~~	Rot		OG	1938	L.Smit&	UnionLighterage	157·5|32·1| 8·7			London	Oil Engines 4S.C.SA	10 " 3	
167161	1 *Dk* *Oil Eng.*	~~440~~	12,38 ✠LMC12,38				12mo	Zoon	Co.Ld.	*33·2*			British	8Cy.11"-~~17½~~17½" 94NHP	s 1 " 9	
	Deck&trunk electrically welded	347	*~~Class Cruiser~~ petroleum*					Kinderdijk		162·0(o.l.)		FK			8 " 7½	
	Mchy.Aft	~~231~~	*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*		*Trunk 90′*						
			For coasting service Ipswich to Dover						8 *BHC*	*and engine bulkhead*				Humboldt-Deutzmotoren A.G.Köln-Deutz		
			Carrying Petroleum in bulk							*FPT22t APT26t*			*non-oil tight*			
83351	**Shell Spirit 2**	~~400~~	~~✠ A1~~	Rot		OG	~~1939~~	L.Smit&	UnionLighterage	157·5|32·1| 8·9			London	Oil Engines 4S.C.SA	10 "	
167162	1 *Dk* *Oil Eng.*	~~440~~	1,39				1mo	Zoon	Co.Ld.	*33·2*			British	8Cy.11"-~~17½~~17½" 94NHP	8½ " 8	
	Deck&trunk electrically welded	347	*Carrying Petroleum in bulk*					Kinderdijk		162·0(o.l.)		FK			8 " 7½	
	Mchy.Aft	~~234~~	*For Coasting service Ipswich to Dover*				*Lloyd's*	*SA&CP*	*FPT22t AI T26t*	*Trunk 90′ Centre l*				8 *BH*		
			✠LMC 39											*ne bulkhead*		
														non-oil tight		
83352	**Shelon** (*ex*Bossi-33,*ex*Goree)	2251				...	1918	Detroit	U.S.S.R.	251·2|43·8|22·3			Leningrad	T.3Cy.20",33"&54"-40"	24 " 2	
		2008						S.B.Co.		P62*t* H104*t* F24*t*		FK	Russian	267NHP		
UOCA	Sub.Sig. 1 *Dk*	1271						Wyandotte, Mch.					*WB*	Detroit S.B.Co.Detroit		
83353	**Shelspra** (*ex*Mariquita-34) **TwinSc**	1951	✠100A1	Rou	*r*	CL	1923	Rotterdam	Soc.Anon.	279·9|46·5|13·9			Algiers	T.6Cy.12¾",20½"&33½"-24⅞"	14 " 0	
	*ss*Rou.No.3-3,35	1397	5,39 3,38	Hav		N4,39	6mo	Droogd.Maat	Française des				French	180lb (*s*) 222NHP	s 1 " 6½	
FNFO	*Mchy.Aft* *ss*Hav.No.1-39 1 *Dk(Stl)*	813	~~BS3,38~~	LMC				Rotterdam	PétrolesShell	Q74′ *Trunk* 182′				9 *B Hpt Asp*	s 1 " 6½	
	D.F. *Longitudinal framing at bottom&at dk*		*Carrying Petroleum in bulk or*					A&CP		F23′		FK		2SB,*4cf*,HS3832	12 " 7	
			Carrying Asphalt only & limited to centre tanks											Rotterdam Droogd.Maat.Rot.		
			Fitted for oil fuel 6,23 F.P. above 150° F.													
83354	**Shelter Bay** (*ex*NewYorkNews-33)	1670					1922	N of Ireland	Quebec&Ontario	250·2|43·0|16·8			Montreal	T.3Cy.16",27"&44"-30"		C
146581		1477						S.B.Co.Ld.	TransportationCo.				British	106NHP		
CYJC	*Mchy.Aft* 1 *Dk*	970						Londonderry	Ld.	F40′			*WB*	J.G.Kincaid&Co.Ld.Grk.		
83354*	**Shelton Weed**	1745					1925	Earle'sCo.	UpperLakes&St.	253·0|43·2|17·8			St.C'thrns	T.3Cy.17",28"&46"-33"		C
148453		1596						Ld.	LawrenceTrans-				Ont.	122NHP		
	Mchy.Aft 1 *Dk*	1123						Hull	portationCo.Ld. (G.C.Leitch, *Mgr.*)	F35′			British *WB*	Earle'sCo.Ld.Hull		
83355	**Shenandoah**	6414	✠100A1	NYk	*a†*	CL	1919	Texas	TheTexasCompany	416·8|56·1|31·1			Wilmgton (Del.)	T.3Cy.26¾",44"&74"-51" (*s*)	32 " 10	
217920	*ss*Mob.No.3-2,30	6126	4,38 11,38			12,36	6mo	SteamshipCo.					200lb HS9969 FD 556NHP	s 6 " 3½	
KIBD	*Mchy.Aft* *ss*N.Yk.No.2-38	3974	~~BS4,38~~ LMC					Bath,Me.		P107′B35′F33′		FK	Utd.States	3 Water Tube Boilers ~~Stl~~	26 " 9	
	D.F. 2 *Dks(Stl)&Web frames*							A&CP					16 *B HCem*	H.G.TroutCo.Buffalo N.Y.		
	Longitudinal framing		*Carrying Petroleum in bulk*						*Cell D Bu E&*	*B64′209t FPT229t*			*APT130t*			
			Fitted for oil fuel 6,19 F.P. above 150° F.													
83356	**Shenango**	8047					1909	Gt.Lakes	ShenangoFurnace	580·8|58·2|33·0			Pttsbrg,Pa	T.3Cy.24",38"&65"-42"		R
206329		—						Eng.Works	Co.	F52′			Utd.States	274NHP		
WJDB	*Mchy.Aft* GyC. D.F. 1 *Dk*	6498						Ecorse,Mich.					*WB*	Gt.LakesEng.Works,Det.		
83357	**Sheng Ho** (*ex*Malakuta-35)	7205	✠100A1	Kob	*c†*	CL	1914	C.Connell	FanShienHo	470·2|58·0|32·1			Tsingtao	T.3Cy.26½",45"&75"-54" (*s*)	34 " 11	
	*ss*Mdb.No.3-12,27	6767	9,37			8,36	9mo	&Co.Ld.					Chinese	200lb HS12300 648NHP	s 7 " 10½	
	*ss*Kob.No.2-36	4516	BS6,37 ✠LMC					Glasgow		P46′B124′F43′		FK		2D&1AuxSB,*15cf*,GS264	27 " 3	
	2 *Dks(Stl)&3rd dk(Stl)in No.1 hold*						*Lloyd's*	*SA&CP*	*Cell D Bu&u E188′*	*f 178′1352t FPT79t*			*APT54t*	D.Rowan&Co.Glasgow		
Now Seiwa Maru, *see* A.V. 83353 *in Supplement*	*Fitted for oil fuel 7,18 F.P. above 150° F.*															
	Carrying oil fuel F.P. above 150° F. in Nos. 1,2&7								*D B Tanks*							
83358	**Sheng Hwa** (*ex*Mitwo-37,	5492	✠100A1	Kob	*y*	CL	1920	J.Coughlan	SkibsA/STHule	400·0|52·4|28·8			Oslo	T.3Cy.27",44"&73"-48" (*s*)	31 " 0	
	*ex*Prospector-35, *ss*Mtl.No.3-11,33	4894	6,38 4,37			2,36	6mo	&Sons,Ld.	(T.B.Torgersen,				[illegible]	180lb 520NHP	s 5 " 11	
LJWA	*ex*CanadianProspector-34) 2 *Dks(Stl)*	3380	~~BS6,38~~ ✠LMC			6,38		Vancouver.	*Mgr.*)	P49′B113′F40′		FK		6 *B HCem*	25 " 3⅜	
	*ss*Osa.No.1-38						*Lloyd's*	*SA&CP* B.C.	*Cell D*	*B334′1026t FPT14*			*9t APT31t*	D.Rowan&Co.Ld.Gls.		
83359	**Sheng Lee** (*ex*Goviken-33,	3087	✠100A1	HKg	*t*	CL	1907	Mackie&	ChingKeeSteam	301·0|42·2|18·6			Chefoo	T.3Cy.22",36"&59"-39" (*s*)	30 " 5	
	*ex*Junee) *ss*Syd.2ndNo.3-2,32	1912	*Shelter dk*			2,38	2mo	Thomson	Nav.Co.Ld.	28·1			Chinese	180lb 276NHP	s 9 " 6	
XNBR	*ss*Nag.No.1-36	1764	*with freeboard*					Glasgow		F20′ *f* 132′637*t FPT*		FK		6 *B HCem*	21 " 2½	
	2 *Dks*		3,38				*Lloyd's*	*SA&CP*	*Cell D Ba 84′u*	*E20′ f 132′637t FPT*			*83t APT125t*	2SB,*6cf*,GS123,HS4800		
	Cargo battens not fitted		~~BS3,38~~ ✠LMC											D.Rowan&Co.Glasgow		
83360	**Shengking**	3000					1931	Scotts'S.B.	ChinaNav.Co.Ld.	304·0|46·2|23·1			London	2SRgearedSteamTurbines		
162669		2197						&Eng.Co.Ld.					British			
GDLW	D.F. 2 *Dks*	1492						Greenock		P52′F42′			*WB*	Scotts'S.B.&E.Co.Ld.Grk.		
83361	**Shepperton Ferry** Ⓟ **TwinSc**	2839	✠ ...	Nwc			1935	Swan,Hun-	SouthernRailway	346·8|60·7|18·2			London	4SteamTurbinesSRgeared	20 " 0	BT till ~~7.38~~ 7.39
163583	(*Train Ferry*)	2014	11,35				3mo	ter&Wigham					British	to 2Sc.Shafts 948NHP		
GYJJ	E.S.D. 1 *Dk & 2nd dk at ends*	1044	✠					Richardson,		B&F319′		FK		4 Water Tube Boilers		
	Cruiser Stern							Ld.Newcastle					*8 B Hpt Cem*	GS248,HS9416 FD		
							Cell		*D Bu E34′58t DTf*				*pt Asp*	ParsonsMarineSteam		
									18′180t *Wing tanks*	*abreast ER44′376*			*APT63t*	TurbineCo.Ld.Nwc		
83362	**Sherbrooke** (*ex*EdwardL.Strong)	2052					1922	Frazer,	CanadaSteamship	251·6|42·1|18·1			Montreal	T.3Cy.19",32"&56"-36"		C
150823		1707						Brace,Ld.	Lines,Ld.				British	188NHP		
CYMJ	*Mchy.Aft* 1 *Dk*	1225						Three Rivers, P.Q.		Q93′F33′			*WB*	WorthingtonPump& Mchy.Corp.Ampere,N.J.		
83363	**Sheridan**	4665	✠100A1	NYk	*y*	CL	1918	A.McMil-	Lamport&Holt	385·6|52·2|27·2			Liverpool	T.3Cy.26",43"&70"-48" (*s*)	29 " 8	
140554	*ss*Liv.No.3-3,30	4330	2,38 3,38			2,38	1mo	lan&Son	Line,Ld.				British	180lb 407NHP	s 5 " 4½	
GPSN	*ss*N.Yk.No.2-38 *ss*N.Yk.No.1-34	2876	~~BS3,38~~ LMC					Dumbarton		P86′B118′F46′		FK		3SB,*9cf*,GS178,HS6800	24 " 7	
	D.F. 2 *Dks(Stl)*		~~Mchy 3,38~~ ~~Hull 3,38~~				*Lloyd's*	*SA&CP*	*Cell D*	*B335′87t FPT75t*			*APT75t*	Rankin&Gaskmre.Ld.Grk		
83364	**Sheringham**	1088				...	1926	Earle'sS.B.	London&North	256·0|36·1|16·3			Harwich	T.3Cy.22",35"&60"-39"	17 " 2	
145409	1 *Dk* 2nd dk in Nos.1,2&3 holds	950						&E.Co.Ld.	EasternRailway	P54′B93′F59′			British	379NHP		
GMJC	*Cruiser Stern*	429						Hull				FK	*WB*	Earle'sS.B.&E.Co.Ld.Hull		
83365	**Sherwood** (*ex*Seaton-32)	1530	✠100A1	Bly	*p*	CL	1924	Craig,Tay-	W.France,Fen-	248·0|36·7|15·8			London	T.3Cy.17½",29"&48"-33" (*s*)	18 " 1	
147701	*ss*Shl No 3-9,37	1168	~~1,38~~ 8,38			~~6,36~~	8mo	lor&Co.Ld.	wick&Co.Ld.				British	180lb 163NHP	s 4 " 9½	
GPWB	Wireless D.F. 1 *Dk(Stl)*	898	~~BS2,38~~ ✠LMC			~~6,38~~		Stockton		Q187 F28′		FK		2SB,*4cf*,GS70,HS2792	17 " 0½	
	Well deck *Cargo battens not fitted*						*Lloyd's*	*SA&CP*	*Cell D B*	*210′ 479t FPT104t*			*APT97t*	N.E.MarineEng.Co.Ld.Sld		
83366	**Shestoy Krabolov** (*ex*Benlawers)	3949	✠ —	Kob	*w*		1905	Bartram&	U.S.S.R.	378·0|46·1|18·3			Vladvostk	T.3Cy.24",39½"&70"-48"	28 " 6	
	*ss*Liv.No.3-5,19	3544	10,30				7mo	Sons		P35′B104′F38′ 26·1			Russian	NDB27 489NHP		
	*ss*Lth.No.2-27	2521	~~N1o.,19~~ ✠					Sunderland				FK	6 *B HCem*	2SB,*8cf*,GS168,HS5500		
	1 *Dk(Stl)&Spar dk(pt Irn&pt Stl)*						*Cell*		*D Ba 120′u E&B42′*	*154′868t A PT55t*			5 „ *toSpar dk*	J.G.Kincaid&Co.Ld.Grk.		
	&deep framing												1 „ „ *Main*„			

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or Re-assigned. Distinguishing Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Entered British Register or Transferred to B. Dates of Builder's & Trade Certs.
83367 145557 GDJL	**Shetland** (*ex*Kara) *ss*Gls.No.3-5,37 D.F. 1 *Dk*(*Stl*)2*nd dk*(*Stl*) *m E&B & forward holds*		1846 1642 1114	✝100A1 3,38	Lth	*r*	CL 4,37	1921 11mo	Ramage& Ferguson,Ld Leith *Lloyd's*1A&CP	Leith,Hull&Hamburg Stm.Pkt.Co. Ld.(J.Currie&Co. *Mgrs.*) *Cell D*	260·2|40·2|20·3 272·2(O.L.) P24'B91'F35' FK *B215 393t FPT50t*	Leith British *4BHpt Cem APT50t*	T.3Cy.19″,30″&52″-36″ (*s*) 190lb 187NHP 2SB,*6cf*,GS104,HS2966 Ramage&Fergusn,Ld.Lth.	22 ″ 6 s 2 ″ 8 20 ″ 0	
83368 218833 KIZP	**Shickshinny** *Fitted for oil fuel* Sub.Sig. 2 *Dks & Web frames* *Ref.Mchy.*		5103 4573 3127					1919	American International S.B.Corp. HogIslandPa	SouthAtlanticS.S. Co.ofDelaware	390·0|54·2|27·6 P39'B122'F43' FK	SavannhG. Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
83369 10302 JLTE	**Shiga Maru** Ⓟ 2 *Dks*		742 668 431					1906	Osaka Iron Works Osaka	SetsuyoSyosen K.K.	185·0|27·1|17·8 B35'	Osaka Japanese	T.3Cy.14½″,24½″&39″–30″ 83NHP OsakaIronWorks,Osaka		
83370 21525	**Shigenobugawa Maru** Wood Aux3MstSr *OilEng.* 1 *Dk*		496 431 382					1918	Ishisaki Senkyo Zosensho Shinhama	FujiwaraKyutaro	137·6|30·0|15·1	Mitsu-hama Japanese	Oil Engine 2S.C.SA 4Cy.14″–16″ 138NHP YamotoTake,Osaka		
83371 UPAT	**Shilka** (*ex*Alblasserdam-34) 1 *Dk*		1388 1182 802					1916	L.Smit& Zoon Kinderdijk	U.S.S.R.	239·1|36·1|16·7 P23'B62'F24'	Leningrad Russian *WB*	T.3Cy.17⅛″,29″&46″–36″ 127NHP L.Smit&Zoon,Kinderdijk		
83372 30924 JFGJ	**Shimonoseki Maru** Ⓟ TwinSc 1 *Dk*		527 312 243					1925	Fujinagata Zosensho Osaka	Government of Japan(Department ofRailways)	125·0|33·0|12·0	Tokyo Japanese	T.6Cy.		
83373 26740 JTHB	**Shin-i-Maru** *ss*Osa.No.1-38 *ss*Kob.No.3-8,31 2 *Dks*(*Stl*)		3812 3460 2316	✝100A1 8,38 ~~8,36~~	Osa	*w*	~~8,36~~ 8,38	1920 1mo	Yokohama Dock Co. Yokohama A&CP	KishimotoKisen K.K. *Cell D*	345·0|50·0|29·1 P33'B77'F41' FK *B316' 793t FPT56t*	Kobe Japanese *6BHCem APT29t*	T.3Cy.23″,38″&64″–48″ (*s*) 200lb 343NHP 2SB,*6cf*,GS106,HS4414 FD YokohamaDockCo.Yka.	29 ″ 1 s 5 ″ 3¾ 23 ″ 11	
83374 4394 JIFF	— 1 *Dk*	Ⓟ	548 — 316					1899	.....	Tsurumaru Hirotaro	148·5|28·0|15·5	Fukuoka Japanese			
83375 31157 JSND	**Shin Tohoku Maru** Ⓟ 2 *Dks & deep framing*		305 245 174					1925	Yendo Hidekichi Osaka	SanrikuKisenK.K.	125·5|22·0|13·0 B43'	Shiokama Japanese	T.3Cy.		
83376 141592 VGBS	**Shinai** (*ex*CanadianBeaver-34) 2 *Dks*		2410 2039 1451					1920	Colling-woodS.B.Co. Kingston,Ont	G.L.Shaw	251·0|43·6|23·6 P24'B64'F23' *WB*	Vancouver B.C. British	T.3Cy.18″,30″&50″–36″ Collingwood 150NHP S.B.Co.Collingwood,Ont		C
83377 6487 JSND	**Shinano Maru** Ⓟ TwinSc 2 *Dks & deep framing*		6146 5395 3889					1900	D.&W.Henderson&Co. Glasgow	TaiheiyoGyogyo K.K.	445·3|49·5|30·4 P51'B120'F58' FK	Tokyo Japanese *WB*	T.6Cy.20″,33½″&56″–48″ 580NHP D.&W.Henderson&Co.Gls.	33 ″ 6	
83378 114780 VPKK	**Shinfu** (*ex*Rajah of Sarawak-32) *ss*Drn.No.3-10,37 *ss*Sng.2ndNo.3-5,25 Wireless ~~*ss*Kob.No.2-38~~ 1 *Dk*(*Stl-ws*) *& Web frames & Shade dk*(*Teak*)		1452 897 892	✝100A1 *Shade dk* ~~6,36~~ BS10,38	Drn Shi ✝LMC10,37	*n*	CL 10,37	1901 10mo	Ramage& Ferguson,Ld. Leith *Lloyd's*1A&CP	G.L.Shaw	230·0|34·1|14·8 FK	Singapore British *4BHCem APT6t*	T.3Cy.19″,31″&50″–36″ (*s*) 170lb *160lb* NDB17 175NHP 2SB,*4cf*,GS90,HS2931 Ramage&Fergusn,Ld.Lth.	15″10 s1 ″ 6¼ 14 ″ 5½	
83379 23633 JOUB	**Shinfuku Maru** *ss*Osa.No.1-22 1 *Dk*(*Stl*)		2204 1889 1298	3,38	Osa	*r*		1918 9mo	Fujinagata Dkyd.Co.Ld. Osaka *Cell DB*	Kuribayashi SyosenK.K. *a86′u E20′f112′458t*	272·0|40·0|24·1 P16'B60'F34' FK *FPT102t APT34t*	Tokyo Japanese *Cem*	T3Cy18½″30½″&51½″–36″ 189NHP 2SB,*6cf*,GS100,HS3135 FujinagataDkyd.Co.Ld.	24 ″ 2	C †
83380 579	**Shing-Cheong** IronTwinSc		847 —					1915	Kwong Tack Cheong Hong Kong	VongKuan	168·6|30·0| 9·1 P45'	Macau Portuguese	C.4Cy.14″&28″–18″ Kwong Tack Cheong,Hong Kong 55NHP		
83381 1758 Now "Seizan Maru."	**Shing Ho** (*ex*Barunga-35,*ex*Cape Premier,*ex*WarFaith) *ss*Syd.No.3-11,32 *ss*Kob.No.1-37 1 *Dk*(*Stl*) *Cargo battens not fitted*		4351 3929 2680	✝100A1 7,37	Kob	*x*	CL 1,37	1918 10mo	Canadian Vickers,Ld. Montreal *Lloyd's*A4CP	V.K.Song *cell DB*	380·0|49·2|26·7 P30'B102'F41' FK *316'1367t FPT102t*	Tsingtao Chinese *6BHCem APT136t*	T.3Cy.27″,44″&78″–48″ (*s*) 180lb 474NHP 3SB,*9cf*,GS174,HS6660 FD Canadian Vickers,Ld.Mtl.	30 ″ 1 s 5 ″11½ 24 ″ 5	
83382 879	**Shingishu Maru** Ⓟ (*ex*Koun Maru No.3) 1 *Dk*		708 652 387					1915	Harada Zosensho Osaka	ChosenYusenK.K.	177·0|25·5|18·5 B44'	Jinsen Japanese	T.3Cy.10¾″,21½″&36½″–24″ 64NHP HaradaZosensho,Osaka		
83383 19790 JSVD	**Shingo Maru** Ⓟ *ss*Kob.No.3-12,29 *ss*Kob.No.2-36 2 *Dks*(*Stl*)		4740 4034 3423	✝100A1 12,39 ~~2,37~~ ✝LMC	Kob Tam	*x*	CL 8,37 12,38	1917 5mo	Uraga Dock Co.Ld Uraga A&CP	Kuribayashi SyosenK.K. *Cell DB*	360·0|51·0|28·4 P33'B91'F33' FK *291'934t FPT143t APT53t*	Muroran Japanese *6BHCem*	T.3Cy.24½″,40½″&67″–48″ 180lb (*s*) 378NHP 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 5 s 5 ″ 5¾ 23 ″ 2	
83384 JDWB	**Shingu Maru** Ⓟ (*ex*Priam) 2 *Dks*		2741 1666					1890	Scott&Co. Greenock	NipponGodoKosen K.K.	344·7|37·7|26·3	Fuchu Japanese	C.2Cy.26¾″&62½″–60″ 248NHP Scott&Co.Greenock		
83385 118439 VPGJ	**Shinhwa** (*ex*TexacoXI-35, *ex*Kuching-32) *ss*Sng.2ndNo.3-6,28 *ss*Shi.No.2-37 1 *Dk*(*Stl-ws*) *& Web frames & Shade dk*(*Teak*) BS5,38		1460 898 884	✝100A1 *Shade dk* 5,38 ~~4,37~~ ✝LMC4,37	Drn Shi	*n*	CL ~~4,37~~ 5,38	1904 5mo	Ramage& Ferguson,Ld. Leith *Lloyd's*1A&CP	G.L.Shaw	230·0|34·2|15·0 FK *FPT65t*	HongKong British *4BHCem APT30t*	T.3Cy.18″,30″&49″–33″ (*s*) 170lb *85lb* 159NHP 2SB,*4cf*,GS84,HS2639 Ramage&Fergusn,Ld.Lth.	23 ″ 4 s 8 ″ 5½ 15 ″ 2½	
83386															
83387															

Note "Sin-i Maru," *see No. 90034 in Supplement*

Note "Sintohoku Maru," *see No. 92332 in Supplement*

Now "Singo Maru," *see No. 90035 in Supplement*

Now "Shingu Maru," *see No. 90031 in Supplement*

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equipement.	7a D de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres ou Cotés, si ce n'est pas à la Durée Cert. R. of Trade
83388	**Shinko Maru** Ⓟ	6480					1935	Yokohama	ShinkoSyosenK.K.	436·2	58·2	31·9	Tokyo	Oil Engines 2S.C.DA		C
40512	*Oil Eng.*	—						Dock Co. Ltd.		P36′	B168′	F38′	Japanese	6Cy 23⅝″–43 5/16″ 1165NHP		
JYNJ	D.F. *Cruiser Stern* 2 *Dks*	4880						Yokohama					*WB*	YokohamaDockCoLd.Yka		
83389	**Shinko Maru No. 2** Wood Aux Sr	353					1918	Makino	SakamotoMatsuzo	123·4	26·6	13·2	Osaka	C.2Cy.10⅝″&23½″–15″		
23577		304						Minosuke					Japanese	18NHP		
JNVI	1 *Dk*	238						Osaka						IsonoTekkosho,Fukuoka		
83390	**Shinkuang** (*ex* Wester-35,	2441					1920	Colling-	G.L.Shaw	250·8	43·6	23·4	Shanghai	T.3Cy.18″,30″&50″–36″		C
141590	*ex* Canadian *Fitted for oil fuel*	2042						woodS.B.Co.		P24′	B64′	F23′	British	Collingwood 150NHP		
GYLF	Farmer-34) 1 *Dk*	1461						Collngwd Ont					*WB*	S.B.Co.Collingwood,Ont.		
83391	**Shinkyo Maru** (*ex* Bradavon-33,	5139				...	1918	Richardsn,	DairenKisenK.K.	400·1	52·4	28·5	Dairén	T.3Cy.27″,44″&73″–48″	31 ″ 0	
472	*ex* War Vulture)	—						Duck&Co.Ld.		P49′	B113′	F40′	Japanese	518NHP		
JPCG	2 *Dks*	3127						Stockton				FK	*WB*	Blair&Co.Ld.Stockton		
83392	— Ⓟ	2672					1932	Uraga	ChosenYusenK.K.	298·2	44·9	23·6	Jinsen	T.3Cy.17″,27″&44″–39″&		
1558		—						Dock Co.Ld.		P29′	B75′	F30′	Japanese	LPturbine with DR		
JERG	*Cruiser Stern* 1 *Dk*	1554						Uraga					*WB*	gearing 171NHP		
														UrugaDockCo.Ld.Uruga		
83393	**Shinmei Maru** Ⓟ	2578	✠		Kob	*s*	1902	Ramage&	Kuribayashi	290·0	40·2	18·7	Tokyo	T.3Cy.23″,37″&61″–42″	20 ″ 0	
9656	(*ex* Takeshima Maru-34, *ss* Yka.No.1-05	2495	3,07				3mo	Ferguson,Ld.	SyosenK.K.				Japanese	276NHP		
JPFB	*ex* Giang Bee) 1 *Dk*(*Stl*–teak s)2*trB*	1533	✠					Leith				FK		2SB,8*cf*,GS156,HS4550		
	&Shade dk(*pt Stl*–teak s)											*FPT*		92*t APT* 19*t*		
83394	**Shinnoh Maru** (*ex* Birma Maru,	4888				...	1912	Swan,Hun-	ShiozakiYokichi	390·0	50·5	27·9	Amaga-	T.3Cy.26″,42½″&70″–48″	30 ″ 5	C
29804	*ex* Birma)	4450						ter&Wigham		P39′	B111′	F42′	saki	411NHP		†
JSGA	2 *Dks*	3582						Richardson,				FK	Japanese			
								LdNewcastle					*WB*	WllsndSlpwy.Co.Ld.Nwc		
83395	**Shinrei Maru** (*ex* YeishoMaru)	987					1918	Miyauchi	MiyakoKisenK.K.	190·0	31·0	18·5	Shinag'wa	T.3Cy.13″,21⅝″&36″–27″		
24471		848						Zosensho		P19′	B47′	F28′	Japanese	67NHP		
JBAE	Wireless 1 *Dk*	562						Osaka						HasegawaJikichi,Osaka		
83396	**Shinryu Maru**	4936					1937	OsakaIron	NaigaiKisenK.K.	365·8	54·1	29·2	Kobe	2DRgearedSteamTurbines		
Now "Shinryu Maru," *see No. 90023 in Supplement*		—						Works,Ld.					Japanese	433NHP		
JTBL	2 *Dks* *Cruiser Stern*	2937						Innoshima					*WB*	IshikawajimaS.B.&E.Co. Ld.Tokyo		
83397	**Shinsei Maru**	313					1934	Fujinagata	GomeiKaisha	130·0	24·0	12·0	Osaka	Oil Engines 2S.C.SA		
39571	*Oil Eng.*	—						S.B.Co.	TaishinShoten	P16′	Q16′		Japanese	4Cy.16¾″–18½″ 197NHP		
JXJH	*Mchy.Aft* *Cruiser Stern* 1 *Dk*	163						Osaka					*WB*	NipponHatsudokiK.Kobe		
83398	**Shinsei Maru No. 1** (*ex* Washing-	5864	✠ ...		Osa	*y*	1919	Kawasaki	HaraShojiK.K.	385·0	51·0	36·0	Fuchu	T.3Cy.26″,43½″&72″–48″	36 ″ 0	C
24749	ton Maru-33) *ss* Nag.No.3–8,31	5586	9,37				3mo	Dkyd.Co.Ld.					Japanese	440NHP		†
JIUD	*ss* Osa.No.1–35	4264	*Awng dk*					Kobe				FK	*Cem*	2SB&1AuxSB,8*cf*,GS154,		
	2 *Dks*(*Stl*)*&Awng dk*(*Stl*)		✠										*Coll*	HS5741		
									Cell D B 334′ 1118*t*			*FPT* 126*t APT* 93*t*	5 ,, ,, *U* ,,	KawasakiDkydCoLdKobe		
83399	**Shinsei Maru No. 3**	1257					1918	HaraShoji	HaraShojiK.K.	220·0	33·5	18·5	Fuchu	T.3Cy.15″,25″&41⅝″–28″		
25527		1030						Osaka					Japanese	92NHP		
JIYC	Wireless 1 *Dk*	853											*WB*	FujiSeiko,Kawasaki		
83400	**Shinsei Maru No. 5** (*ex* Lake	2599				...	1919	Manitowoc	HaraShojiK.K.	253·5	43·9	25·9	Fuchu	T.3Cy.21″,35″&59″–42″	28 ″ 5	C
31547	Onawa) *Fitted for oil fuel*	2354						S.B.Co.		P25′	B65′	F25′	Japanese	326NHP		†
JGXB	1 *Dk*2*trB*	1506						Manitowoc				FK	*WB*	NordbergMfg.Co.M'lw'ke.		
83401	**Shinsei Maru No. 17** (*ex* Confucius,	2556				...	1919	Toledo	HaraShojiK.K.	251·0	43·5	28·2	Fuchu	T.3Cy.22″,36″&59″–42″	28 ″ 2	C
33225	*ex* Lake Fielding) *Fitted for oil fuel*	2280						S.B.Co.		P25′	B64′	F23′	Japanese	315NHP		†
JCCC	1 *Dk*2*trB*	1479						Toledo,O.				FK	*WB*	ToledoS.B.Co.Toledo		
83402	**Shinsho Maru**	4837					1936	Mitsui	KuribayashiSyosenK.K.	373·1	50·0	29·0	Tokyo	T.3Cy.23⅝″,39⅜″&68½″–47½″		C
41966		—						Bussan		P28′	B117′	F33′	Japanese	322NHP		
JIOK	D.F. 2 *Dks* *Cruiser Stern*	2871						Kaisha,Ld.					*WB*	MitsuiBussanKaisha,Ld.		
								Tama						Tama		
83403	**Shinshu Maru**	4180					1933	Mitsubishi	AzumaKisenK.K.	360·0	50·0	29·0	Kobe	Oil Engines 4S.C.SA		C
38581	*Oil Eng.*	—						ZosenKaisha,		P28′	B79′	F37′	Japanese	8Cy. 17 1/16″–16 5/16″ 246NHP		
JUUI	2 *Dks*	2490						Ld.					*WB*	MitsubishiZosenKaisha,		
Now "Sinsyu Maru," *see No. 90024 in Supplement*								Kobe						Ld.Kob.		
83404	**Shinsoku Maru**	3203				...	1916	OsakaIron	KonanKisenK.K.	305·0	43·9	27·3	Kobe	T.3Cy,22″,37″&61″–42″	27 ″ 3	C
18927	(*ex* Kosoku Maru-36)	2757						Works,Ld.		P19′	B82′	F32′	Japanese	288NHP		†
JIOD	2 *Dks*&*Web frames*	2005						Osaka				FK	*WB*	OsakaIronWrks.Ld.Osaka		
	Longitudinal framing															
83405	**Shinto Maru** Ⓟ	2246			Kob	*r*	1919	Fujinagata	KuribayashiSyosenK.K.	271·9	38·2	24·2	Tokyo	T.3Cy.18½″ 31½″&51½″–36″	24 ″ 2	C
24743	*ss* Osa.No.1–23	1897	11,28				8mo	Zosensho		B60′	F33′		Japanese	189NHP		†
JATE	1 *Dk*(*Stl*)*&2nd dk*(*Stl*)	1531						Osaka				FK		2SB,6*cf*,GS99,HS3135		
	in forward hold								*Cell D B* a 72′ *u E* 34′			*f* 112′ 456*t FPT* 99*t*		FujinagataZosensho,Osa.		
83406	— (*ex* Hsinking-36,	1215										*APT* 39*t*				
41689	*ex* Liang Hsing-34, *ex* Nanao Maru-29)	1016					1919	Osaka	SawayamaKisen	220·0	33·5	18·5	Kobe	T.3Cy.13½″,23″&38″–30″		
JHXJ	1 *Dk*	834						Tekkosho	K.K.	P23′	B44′	F30′	Japanese	79NHP		
83407	**Shintoku Maru** Aux Twin Sc	2518				...		Osaka					*WB*	OsakaTekkosho,Osaka		
29796	4 Mst Bkn	2169					1924	Mitsubishi	Govt. of Japan	280·0	44·0	26·5	Kobe	T.6Cy.12″,20″&33″–24″	26 ″ 6	
JOYA	*Mchy.Aft* Gy.C 2 *Dks*	1175						ZosenKaisha	(Dept. of	P107′	F44′		Japanese	165NHP		
83408	**Shinton Maru**	1576						Ld. Kobe	Education)			BK 10″	*WB*	MitsubishiZosenKaishaLd		
266		1379					1927	Manchuria	DairenKisenK.K.	249·0	37·5	21·0	Dairen	T.3Cy.		
JPEC	Wireless 1 *Dk*	884						Dock K.K.					Japanese			
83409	**Shinye Maru**	408						Port Arthur								
10147		276					1906	T. Hyogo-	Amagasaki	143·0	19·2	13·2	Osaka	C.4Cy.11⅜″&22″–15″		
JKIE	2 *Dks*	251						dani	KisenbuGomei				Japanese	31NHP		
83410	**Shinyei Maru** Ⓟ	968						Osaka	Kaisha							
21521		—					1917	.....	KagitomiShosaku	196·0	31·5	8·0	Tokyo			
JIWB	Wireless 1 *Dk*	567											Japanese			

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Awarded. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Port of Trade Cert.
83411 JRHB	**Shinyei Maru No. 3** (ex Shinyei Maru No. 3, see No. 90029 in Supplement) Wireless	1 Dk	958 — 550					1918	Nitta K.K.K. Osaka	KyoritsuKisen K.K.	196·0	31·5	18·0	Kobe Japanese WB	T.3Cy.13⅝",22½"&37½"-28" 75NHP HinomaruTekkosho,Osaka		
83412 24270 JTUH	**Shinyo Maru No. 1** (exShinyoMaru-34, exKirishimaMaruNo.6) Wireless	1 Dk	1289 1080 710					1919	Matsuda Co. Osaka	OkadaShinkichiro	221·0 P28'	32·7 B52'	20·5 F24'	Fuchu Japanese WB	T.3Cy.16",26 5/16"&42"-30" 97NHP MatsudaCo.Osaka		
83413 24162 JKTG	**Shinyo Maru No. 2** (exSenyoMaru-33,ex YatakeMaru)	1 Dk	1065 — 599					1918	Ishikawa Ayaji Osaka	OkadaShinkichiro	210·0	32·0	18·5	Fuchu Japanese	T.3Cy.13½",22½"&37⅜"-28" Nakagawa 74NHP Tekkosho,Osaka		
83414 33184 JAZC	**Shinyo Maru No. 3** (exJohshoMaru-33,exHengTai, exCarmen)	1 Dk	1899 1651 1105				...	1917	American S.B.Co. Cleveland,O.	OkadaShinkichiro	251·0 P30'	43·5 B64'	20·0 F19' FK	Fuchu Japanese WB	T.3Cy.20",33"&54"-40" 272NHP AmericanS.B.Co.Clevelnd	20 " 2	
83415 42288 JFWF	**Shinyo Maru No. 5** Wireless	1 Dk	1498 — 834					1937	Mukaishima Dock-yard Co.Ld. Mukaishima	OkadaKaiunK.K.	340·0	35·0	19·0	Sakai Japanese WB	T.3Cy.15¼",26¾"&44"-32" 110NHP MukaijimaSenkyoK.K.		
83416 155927 GBPD	**Shinyu** (exShin-yuMaru,exTerrier)	1 Dk 2tr B & pt A wng dk	1615 1160 1015					1894	J.Blumer & Co. Sunderland	G.L.Shaw	255·2 Q102' pt A wng dk 158'	35·5 FK	15·6	Shanghai British	T.3Cy.19⅜",31½"&51½"-33" 153NHP G.Clark,Ld.Sunderland	18 " 1	
83417 22320 JNQD	**Shinyu Maru** (exHiyeizanMaru-33) ssTamaNo.1-38 ssKob.No.3-4,33 Now "Shinyu Maru," see No. 90018 in Supplement	2 Dks(Stl)	4622 3927 3307	✠100A1 Kob 4.38 4,37 ✠LMC4,37 4,38	Tama	x	7,37	1919 2mo	Uraga Dock Co.Ld Uraga A&CP	Kuribayashi SyosenK.K.	360·0 P21'B91'F35' Cell D B 291'9 19t F P T 114t A P T 46t	51·2 FK	25·4	Tokyo Japanese 6 B H Cem	T.3Cy.24½",40½"&67"-48" 1801b (s) 377NHP 3SB,9cf,GS180,HS6381 UragaDockCo.Ld.Uraga	28 " 4 s 5 " 5¾ 23 " 1	
83418 24640 JPYB	**Shinzui Maru** (P)	2 Dks	2964 — 1831					1918	Yokohama Dock Co.Ld. Yokohama	Kuribayashi SyosenK.K.	310·0 P25'B98'F33'	43·0	26·0	Tokyo Japanese WB	T.3Cy.22",37"&61"-42" 241NHP YokohamaDockCoLdYka		C
83419 10437 JKCB	**Shiokubi Maru** (exWyefield) ssYka.No.2-07 Spar dk(Stl)2tr B & deep framing		3734 3078 2679	✠ 7,07 ✠	Yka	v		1898 6mo	W.Hamilton & Co. Pt.Glasgow	NipponSeitetsu K.K.	329·8 P31'B118'F39' 26·4 WB= Cell D Ba & u	45·4 FK	16·2	Yawata Japanese 6 B H Cem	T.3Cy.24",40"&65"-42" 301NHP 2SB,6rf,GS141,HS4691 D.Rowan&Son,Glasgow E 114' f 144' 72 7t A P T 177t	26 " 6	
83420 15997 JSKD	**Shiragi Maru** (P) TwinSc	2 Dks	3035 2664 1434					1912	Kawasaki Dkyd.Co.Ld. Kobe	Government of Japan (Dept. of Railways)	320·0	43·0	30·0	Tokyo Japanese WB	T.6Cy.19",32"&53"-36" 337NHP Kawasaki DkydCoLdKobe		
83421 148742 GMDB	**Shirak** ssShl.No.3-12,36 Mchy.Aft D.F.	2 Dks(Stl) & Web frames Longitudinal framing	6023 5521 3675	✠100A1 Fal ~~12,37~~ 1,39 BS~~12,37~~ 1,39 ✠LMC12,36 Carrying Petroleum in bulk Fitted for oil fuel 3,26 F.P. above 150° F.		z	CL 12,37	1926 3mo	Armstrong Whitworth & Co.Ld. Newcastle Lloyd's SA & CP	BalticTradingCo. Ld. Cell D B u B 40'64t D T f 38'338t F P T 66t A P T 59t	412·0 P108'B28'F46' Tanks at sides of tunnels 16'79t F P T 150t	53·4 FK	31·6	London British 17 B H pt Cem (9 to U dk 8 „ 2nd „)	T.3Cy.27",45"&75"-48" (s) 1801b 120lb 533NHP 3SB,9cf,GS189,HS7773 FD WllsndSlpwy.Co.Ld.Nwc.	31 " 6 s 5 " 5½ 26 " 3½	
83422 148687 GLQW	**Shirala** (P) TwinSc Ref.Mchy. D.F.	ssCal.No.3-12,36 2 Dks(Stl Wthr dk-teaks) 3rd dk(Stl) in holds	7841 6747 4872	✠100A1 Cal ~~12,37~~ with freeboard 12,38 ~~12,37~~ ✠LMC MS10,36 BS7,36 12,36		z †	CL ~~12,37~~ 12,38	1925 10mo	Hawthorn Leslie&Co.Ld Newcastle Lloyd's SA & CP	BritishIndiaStm. Nav.Co.Ld. Cell D B 373'1220t Tanks at sides of tunnels 16'79t F P T 150t	437·2 P44'B144'F49'	57·8 FK	33·5	London British 7 B H Cem A P T 150t	T6Cy.20¾",35½"&60"-45" (s) 2151b 802NHP 5SB,15cf,GS316,HS12150 FD HawthornLeslie&Co.Ld.	36 " 6 s 9 " 10¾ 27 " 1	
83423 148440	**Shirley G. Taylor** Mchy.Aft	1 Dk	1746 1596 1124					1925	Earle's Co. Ld. Hull	Upper Lakes & St. Lawrence Transportation Co.Ld. (G.C.Leitch, Mgr.)	253·0 F35'	43·2	17·8	StC'thrnes Ont. British WB	T 3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld Hull		C
83424 148714 GMDC	**Shirvan** ssShl.No.3-12,36 Mchy.Aft	2 Dks(Stl) & Web frames Longitudinal framing	6017 5521 3671	✠100A1 Fal ~~12,37~~ 1,39 ~~BS12,37~~ 1,39 ✠LMC12, Carrying Petroleum in bulk Fitted for oil fuel 1,2,5 F.P.		z	CL ~~12,38~~ 1,39	1925 12mo	Armstrong Whitworth & Co.Ld. Newcastle Lloyd's SA & CP	BalticTradingCo. Ld. Cell D B u B 40'64t D T f 38'338t F P T 66t A P T 59t	411·8 427'6 (O.L.) P108'B28'F46'	53·4 FK	31·6	London British 17 B H pt Cem (9 to U dk 8 „ 2nd „)	T.3Cy.27",45"&75"-48" (s) 1801b 120lb 552NHP 3SB,9cf,GS162,HS8238 FD N.E.Mar.Eng.Co.Ld.Nwc.	31 " 6 s 5 " 5½ 26 " 3½	
83425 22210 JKVB	**Shisen Maru**	1 Dk	2201 1891 1292					1918	Ishikawajima S.B.Co Tokio	OsakaSyosenK.K.	268·0 P13'B58'F27'	40·7	23·5	Osaka Japanese WB	T.3Cy.19",31½"&52"-39" 169NHP IshikawajimaS.B.CoTokyo		
83426 21147 JLIE	**Shiwoya Maru** (exKasugaMaru, exDaikiMaru)	1 Dk	744 637 423					1917	Aizawa Iwakichi Osaka	UyedaGoshi Kaisha	181·7	27·3	14·9	Nishinomiya Japanese	T.3Cy.12⅛",19½"&32½"-24" 57NHP AizawaIwakichi,Osaka		
83427 163020 GZKY	**Shoal Fisher** Mchy.Aft Wireless	Oil Eng. Cruiser Stern 1 Dk Rudder electrically welded	698 508 453	✠100A1 Npt 11,34,38 Brw ✠LM 37		j	OG 4,38	1937 2mo	Vickers-Armstrongs, Ld. Barrow Lloyd's SA & CP	JamesFisher & Sons,Ld. Cell D B 143' 217t F P T 83t	185·0 31·3 192·2 (O.L.) Q120'F24'	30·3 FK	11·3	Barrow British 3 B H Cem A P T 57t	Oil Engines 2S.C.SA 4Cy.13⅜"-22 7/16" 125NHP BritishAuxiliaries,Ld.Gls	13 " 8 s 3 " 10½ 13 " 5½	
83428 JYOL	**Shoan Maru** (ex Shoan Maru, see No. 90036 in Supplement)	D.F. 2 Dks Cruiser Stern	5620 3336					1937	Tama Zosensho K.K. Tama	MatsuokaKisen K.K.	406·8 P33'B118'F35'	55·1	30·8	Sedo Japanese WB	T.3Cy.23⅝",36⅝"&66 1/16"-47½"&exhaust turbine driving steam compressor 306NHP TamaZosenshoK.K.Tama		
83429	**Shoei Maru** Now "Syoei Maru," see No. 90033 in Supplement	D.F. Cruiser Stern	5600 5056 3350					1937	Tama Zosensho K.K. Tama	MatsuokaKisen K.K.	403·5	55·1	31·0	Sedo Japanese WB	T.3Cy.23⅝",36⅝"&66 1/16"-47½"&exhaust turbine driving steam compressor 306NHP TamaZosenshoK.K.Tama		
83430 — 42617 JHCL		Ref.Mchy. 2 Dks Cruiser Stern	3588 — 2127					1936	Harima S.B.&Eng. Co.Ld. Harima	YamatoKisenK.K.	335·0 P29'B83'F34'	48·0	26·0	Kobe Japanese	T.3Cy.22 9/16",37"&61"-42½" 242NHP KobeSteel Works,Ld.Kobe		C

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de sortie porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pas.*	
83431	**Shoei Maru**		1986					1936	Hakodate Dock Co. Ltd. Hakodate	Shimatani Kisen K.K.	272·3	40·0	20·9	Kobe Japanese	T.3Cy.20″,33″&55″–39⅜″ 171NHP		
42947			1605								P26′B76′F37′							
JPIJ		2 *Dks*	1169											*WB*	Hakodate Dock Co. Ltd.			
83432	**Shofuku Maru** Ⓟ		1772					1918	Kawasaki Dockyard Co. Kobe	Kawasaki Kisen K.K.	249·0	37·5	21·0	Kobe Japanese	T.3Cy.18″,28″&46″–36″ 127NHP		
23611			1418								P14′B63′F33′							
JPPA		2 *Dks*	1062											*WB*	Kawasaki Dock Co. Kobe			
83433	—	**Wood**	680					1916	Sora Jierza Osaka	Nakasaki Kunji	180·7	30·0	13·5	Sakai Japanese	T.3Cy.11½″,19½″&31½″–22″ 46NHP		
19244	(*ex* Bansei Maru No.3)		470												Ohara Gisuke, Osaka			
JLLE		1 *Dk*	397															
83434	**Shofuku Maru No. 2**		729					1937	Tsurumi Seitetsu Zosen K.K. Osaka	Shofuku Kisen K.K.	183·4	29·0	16·0	Osaka Japanese	Steam Engines		
44017			—															
JSWL		1 *Dk*	396															
83435	**Shogen Maru** (*ex* Pencisely,		3362				...	1910	J Readhead & Sons, Ld. South Shields	Sakai Shoten K.K.	321·4	48·0	21·5	Kobe Japanese	T.3Cy.23½″,39″&64″–42″ 308NHP	23 ″ 10	C †
28543	*ex* Usworth)		2812								P27′B92′F33′			FK				
JDTA		1 *Dk*	2058											*WB*	J. Readhead & Sns, Ld. S. Shl.			
83436	**Shohei Maru**		7256	✠100A1 *with freeboard* 9,37	Kob Tuma	*b* †	CL 5,37	1931	Mitsui Bussan Kaisha, Ld. Tama	Shimatani Kisen K.K.	437·0	58·0	35·0	Kobe Japanese *pt Cem*	Oil Engines 4S.C.SA 6Cy.29⅜″–59⅛″ 489NHP DB *100lb*	35 ″ 0	
36558	*Oil Eng.*		6365	4,38 ~~5,37~~				3mo			P37′B165′F33′ FK				Mitsui Bussan Kaisha, Ld.	s 8 ″ 8¾	
JJTC	*ss* Kob. No.3–5,37	2 *Dks* (*Stl*)	4413	~~✠LMC CS5,37~~						1 *Intermediate*	*'tween dk B H*					26 ″ 5½	
Now Syohei Maru," *see No. 90094 in Supplement*				~~DBS5,37~~ BS9,37	38	4,36		*Lloyd's SA&CP*		*hold dispensed with*	6 *B H to W dk*							
				Carrying cargo oil			*F.P*	*above* 150′	*F. in deep tanks*		1 ,, ,, 2nd dk							
										Cell DB	376′ 1301*t*	*MT* 33′ 75*t*		2 *FPT* 100*t*	*APT* 150*t*			
83437	— Ⓟ		1092					1903	Kawasaki Dkyd. Co. Ltd. Kobe	Matsuura Kisen K.K.	212·0	31·5	20·0	Jinsen Japanese	T.3Cy.17⅞″,28¼″&46 3/16″–33″ 123NHP		
36056	(*ex* Heijo Maru–35)		927								B48′							
JJDC	Wireless	2 *Dks*	627											*WB*	Kawasaki Dockyard Co. Ltd.			
83438	**Shoho Maru** Ⓟ	**Twin Sc**	3460					1923	Uraga Dock K.K. Uraga	Government of Japan (Dept. of Railways)	350·0	52·0	22·0	Tokyo Japanese	SR geared Steam Turbines		
20881		(*Ferry*)	2363															
JONA	D.F.	2 *Dks*	1269												Metro-Vickers Elec. Co Ltd.			
83439	—		1936					1937	Mitsui Bussan Kaisha, Ld. Tama	Shimatani Kisen K.K.	274·5	40·0	21·0	Kobe Japanese	3Cy.18½″,31½″&54 3/16″–37″ 179NHP		
42944			1620								P22′B80′F25′							
JNVL	D.F.	2 *Dks*	1101											*WB*	Mitsui Bussan Kaisha, Ld. Tama			
83440	**Shoju Maru** Ⓟ		2024					1920	Mitsu Bishi Zosen Kaisha Ld. Kobe	Kawasaki Kisen K.K.	250·0	37·8	27·8	Toku-shima Japanese	T.3Cy.17″,28½″&48″–36″ 138NHP		
26211	(*ex* Kyodo Maru No.26–36)		1850											*WB*	Mitsu Bishi Zosen Kaisha Ld			
JSUB		2 *Dks*	1211															
83441	**Shokei Maru** Ⓟ	**Twin Sc**	3620					1923	Mitsubishi Zosen Kaisha, Ld. Kobe	Government of Japan (Dept. of Railways)	360·0	46·0	28·0	Tokyo Japanese	4 Steam Turbines SR geared to 2 Sc. Shafts		
29053		(*Ferry*)	2943								F52′							
JKJA	*Cruiser Stern*	2 *Dks*	1380											*WB*	Mitsubishi Zosen Kaisha, Ld			
83442	**Shokiku Maru** (*ex* Hakata Maru		466					1913	Osaka Iron Works Habu	Tsumaru Hirotaro	113·9	21·2	10·8	Wkamatsu Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP		
16026	No.10)		—												Osaka Iron Works, Habu			
JCCG		1 *Dk*	258															
83443	**Shoko** (*ex* Chang Kwang–37,		*3607*	✠100A1 *Shelter dk*	Osa	*x*	CL 9,37	1905	Armstrong Whitworth & Co. Ld. Newcastle	Ding Yao Dung (T. Akai, *Mgr.*)	350·0	52·0	23·4	Chefoo Chinese	T.3Cy.25″,41″&67″–45″ (*s*) 180lb 3SB,*9cf*,GS154,HS5355	26 ″ 0	
	ex Apikia–36, *ex* Koranna)	*ss* Pir. 2nd No.3–5,30 *ss* Pir. No.1–35	*3411* *2261*	*with freeboard* 9,37				2mo					FK	6 *B H Cem*	N.E. Marine Eng. Co Ld Nwc	337NHP s 2 ″ 6¾ 23 ″ 8¼		
		1 *Dk* (*Stl*) & *deep framings*																
Now Nittoku Maru," *see No. 89332 in Supplement*				BS9,37	✠LMC 9,35			*Lloyd's SA&CP*		*Cell D Ba 10*	*S u E & B 42′ f*				156′ 955*t* *F P T* 105*t* *A P T* 108*t*			
83444	**Shoko Maru** (*ex* Chamblee)		2209				...	1919	McDougall-Duluth Co. Duluth, Minn	Showa Kisen K.K. (Nisshin Kaiun Shokai Ld. *Mgrs.*)	251·0	43·5	22·2	Takasago Japanese	T.3Cy.20″,33″&54″–40″ 262NHP	24 ″ 2	C †
33172			1986								P25′B64′F23′			FK				
JAMC		1 *Dk*	1321											*WB*	McDougall-Duluth Co.			
83445	**Shokwa Maru**		4467					1935	Mitsubishi Jukogyo K.K. Nagasaki	Osaka Syosen K.K.	357·0	49·2	32·8	Osaka Japanese	2 DR Geared Steam Turbines 500NHP		
Now Shoka Maru, *see No. 90037 in Supplement*			4033								B79′F38′			*WB*	Mitsubishi Jukogyo K.K. Nag.			
JZLH		2 *Dks*	2582															
83446	**Shokyu Maru** (*ex* Ishikari Maru,		4486				...	1907	R. Duncan & Co. Ltd. Port Glasgow	Towa Kisen K.K.	376·0	52·3	17·6	Tarumi Japanese	T.3Cy.25″,41″&68″–48″ 366NHP	28 ″ 0	C †
29832	*ex* Australrange, *ex* Strathdee)		4088								P29′B92′F44′		25·4 FK		D Rowan & Co. Glasgow			
JPZA	1 *Dk* & *Spar dk* & *deep framing*		2789											*WB*				
83447	—		417					1912	S. Nagata Osaka	Matsuda Goichi	118·8	21·2	10·9	Hakodate Japanese	T.3Cy.11¾″,19½″&32⅝″–22″ 53NHP		
15214	(*ex* Ginzan Maru–32, *ex* Shinsho Maru)		—												S. Nagata, Osaka			
		1 *Dk*	246															
83448	**Shooters Island**		4755				...	1919	Standard S.B. Corp. Shooter's Island, N.Y.	G.E. Marden (Wheelock & Co. Ld. *Mgrs.*)	377·0	52·2	26·8	~~British~~	T.3Cy.24½″,41½″&72″–48″ 488NHP	29 ″ 0	
Now Kenzan Maru," *see No. 85790 in Supplement*			4280								P25′B106′F34′		FK	*WB*	Hooven, Owens, Rentschler Co. Hamilton, O.			
		2 *Dks*	2901															
83449	**Shosei Maru** Ⓟ		998					1929	Amagasaki Zosensho Osaka	Amagasaki Kisenbu Gomei Kaisha	210·0	30·5	18·7	Osaka Japanese	T.3Cy.		
34502			875															
JNIH		1 *Dk*	607															
83450	— Ⓟ		771					1928	Ohara Matsunosuke Osaka	Shinto Kozan K.K.	180·5	27·5	7·3	Fuchu Japanese	T.3Cy.		
33610			630															
JJNC	Wireless	1 *Dk*	439															
83451	**Shoten Maru** (*ex* Misaki Maru No.3)		1152					1918	Hakodate Dock Co Hakodate	Hamaguchi Kisen K.K.	215·0	31·5	18·5	Fuchu Japanese	T.3Cy.14½″,24½″&40″–30″ Hakodate 88NHP		
Now Syoten Maru, *see No. 90030 in Supplement*			988											*WB*	Dock Co. Hakodate			
JJSC	Wireless	1 *Dk*	799															
83452	**Shotoku Maru**		1146					1918	Harada Zosensho Osaka	Iwata Shoten Goshi Kaisha	208·0	31·5	19·0	Fuchu Japanese	T.3Cy.14½″,24″&39 1/16″–27″ 79NHP		
22590	(*ex* Bansei Maru No.3–36)		939											*WB*	Harada Zosensho, Osaka			
JLEE	Wireless	1 *Dk*	635															
83453	**Showa Maru** Ⓟ (*ex* Romagne)		2211				...	1920	American S.B Co. Cleveland, O.	Konan Kisen K.K.	251·0	43·7	22·2	Kobe Japanese	T.3Cy.20″,33″&54″–40″ 267NHP	24 ″ 2	C †
132630			1962								P27′B64′F26′		FK	*WB*	American S.B. Co. Clv. O.			
JSTB		1 *Dk*	1300															

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Freeboard assigned in Lbr. Load Bl. of Table Cert.
83454 / 33569 / JCDC	**Shoyei Maru** (*ex*GeneralLukin, *ex*Oakwin, *ex*WarOasis)	1 *Dk*	3083 / 2843 / 1859			...		1919	W.Gray& Co.Ld. W Hartlepool	TowaKisenK.K.	331·9 / P33'	46·5 / B100'	25·5 / F29' FK	Tarumi Japanese *WB*	T.3Cy.25″,41″&68″–45″ 358NHP Cen.Mar.Eng.Wks.W.Hpl.	25 ″ 6	C †
83455 / 33333 / JQKB	**Shoyo Maru** *ssYka.No.1–38* *ssYka.No.3–7,34* *Mchy.Aft* 2 *Dks(Stl)*		7499 / 6923 / 4509	✠100A1 6,38 ~~1,37~~	Yka LMC 6 38	*b*†	CL ~~1,37~~ 5,38	1928	Yokohama DockCo.Ld. Yokohama *Lloyd's*	NipponTankerKK. *CellDBuE&B73' 300tDTf43'550t*	430·6 / P110'B33'F38'	57·7 /	34·5 FK	Tokyo Japanese 13*BHpt Cem* (9 *to U dk* 4 „ *2nd* „)	T.3Cy.27″,45″&75 1/16″–54″ 200lb (*s*) 582NHP 3SB,*9cf*,GS185,HS8295 FD YokohamaDockCoLd.Yka	34 ″ 6 s 6 ″9½ 28 ″ 0½	
83456 / 21874 / JLDE	**Shoyu Maru** (*ex*JogusanMaru–36) Wireless	1 *Dk*	1258 / 1053 / 865	~~M33,35~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,28			*F.P. above*	1917	Tobo Zosensho Toba	SanyoKisenK.K.	229·1 / P25'B94'F33'	33·0 /	18·0 FK *WB*	Nishino-miya Japanese	T.3Cy.15½″,26 1/16″&42½″–32″ 101NHP TanakaTekkosho,Osaka		
83457 / 2696 / JHVG	**Shozan Maru** (*ex*EasternKing Maru–38, *ex*EasternKing–37, *ex*YoneMaru) Sawing	2 *Dks*	2995 / 1614			...		1918	Harima Dckyd.Co. Harima	KokuKisenK.K.	305·0 / P25'B94'F33'	43·7 /	27·2 FK *WB*	Kobe Japanese	T.3Cy.22″,37″&61″–42″ 290NHP KobeSteelWorks,Kobe	27 ″ 3	
83458 / 148275 / GKRQ	**Shrewsbury** (*ex*Southborough–33) *ssShl.No.3–12,37* D.F.	1 *Dk(Stl)&Shelter dk(Stl)*	4542 / 4206 / 2754	✠100A1 *withfreeboard* 2,39 ~~2,37~~ BS ~~7~~ 10,38	Shl Rot LMC MS12,37	*z*	CL 11,37	1924	Richardsn, Duck&Co.Ld. Stockton *Lloyd's*	AlexanderShppng Co.Ld.(Capper, Alexander&Co. *Mgrs.*) *CellDBa&uE163'f174'1206t*	399·5 / F37'	53·0 / (*Coll to Sh dk* 5 „ *2nd* „)	24·9 FK *FPT110t APT123t*	London British 6*BHpt Cem* 180lb 417NHP 3SB,*9cf*,GS160,HS7080 Blair&Co.Ld.Stockton	27 ″ 6 s 3 ″0¾ 24 ″ 8	
83459 / 151400 / VTDJ	**Shrivati** (*ex*Mubarek) *Oil Eng.* *ssBom.No.3–4,35* *Mchy.Aft* 1 *Dk(Stl–ws)* *Cargo battens not fitted*		387 / 285 / 250	✠100A1 2,39 ~~2,38~~ ✠LMC 4 35 ✠LMC(M) 2 38	Bom	*e*	CL ~~2,38~~ 2,39	1921	London& Montrose S.B. &R.Co.Ld. Montrose *Lloyd's*	~~Sivarajiy Habibi~~ ~~& Co. Ltd.~~ Malabar S.S.Co.Ld. 1 *sA&CP* *CellDBa&uE163'f174'1206t*	132·7 / P41'F19'	25·1 /	11·5 FK	Bombay British 3*BHCem FPT33t*	Oil Engines 2S.C.SA 4Cy.18¼″–15″ 124NHP W.Beardmore&Co.Ld.Gls.	12 ″ 6 s 1 ″ 0 11 ″ 10	
83460 / 149601 / GMTN	**Shropshire** Ⓟ TwinSc4Mst *Oil Eng.* *ssBkn.No.2–35* Sub.Sig 3 *Dks(Stl–Uws)* D.F. *Cruiser Stern*		10549 / 7735 / 6606	✠100A1 4,38 ✠LMC CS4 35 DBS ~~7,37~~ 7,38 ~~6,36~~ 7,	Bkn	*e*†	CL ~~11,35~~ ~~11,35~~ 2,39	1926	Fairfield Co.Ld. Glasgow *Lloyd's*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellDB405'1724t FPT*	483·6 / P51'B265'F78'	60·3 /	31·8 FK	Liverpool British 8*BHptCem* 54t*APT113t*	Oil Engines 2S.C.SA 16Cy.28″–39″ 2196NHP DB*120lb* FairfieldCo.Ld.Glasgow	36 ″ 3 s 6 ″10¾ 29 ″ 8½	BT till 4,39
83461 / 147724 / MQKP	**Shu Kwang** *ssShi.No.3–2,37* 1 *Dk(Stl)&Web frames* *Cruiser Stern*	TwinSc	788 / 458 / 341	✠ A– *For Service on the Yangtsze River* 1,~~2,38~~ BS ~~2,36~~ 1,3 9 MS 2,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,24	Shi		OG 1,38 *F.P. above*	1924	Yarrow& Co.(1922) Ld. Glasgow	AsiaticPetroleum Co.(NorthChina) Ld.	198·7 / *Shade dk* 182'	32·9 /	8·9 FK *CellDBuE14'*	Shanghai British 9*BHptCem* 13t*FPT10t*	T8Cy.(2)18″,(2)26″&(4)30″ –18″ 250lb 220lb at Eng. (*s*) 397NHP 2 W T Boilers HS6990 FD Yarrow&Co.(1922)Ld.Gls.	10 ″ 6	
83462 / 101741 / VPCM	**Shun Chih** Ⓟ (*ex*ShunTsze, *ex*Melusia, *ex*Sydney) *ssMel.No.3–8,14* *ssSyd.No.2–23* *Ref.Mchy.* 1 *Dk(Stl–ws)* *&deep framing*		1881 / 1559 / 1173	✠ 11,27 ✠	Syd	*r*		1902 / 4mo	CaledonS. B.&E.Co.Ld. Dundee	SingHingS.S.Co. Ld. *CellDBa76'uE22'f116'*	280·2 / P45'B97'F35'	38·2 /	19·6 FK	Hong Kong British 4*BHCem* 403t*APT35t*	T.3Cy.22″,35″&59″–36″ 249NHP 2SB,*6cf*,GS135,HS4141 CaledonSB.&E.Co.Ld.Dun	22 ″ 0	
83463 / 3915 / 2696	**Shun Foong** (*ex*Glenluss–32, *ex*Bosporus, *ex*Ursula Rickmers) *ssGls.No.3–1,21* *ssNwc.No.2–29* 2 *Dks(Stl)&Web frames*		4275 / 3915 / 2696	~~9,33~~ 9,33	Rot	*x*		1911	Rickmers Akt.Ges. Weser-münde-G.	ChungWeiS.S.Co. *CellDB321'833t D*	368·0 / *Ta*28'	47·7 / 696t *FPT57t*	27·5 FK *APT38t*	Shanghai Chinese 6*BHAsp*	T.3Cy.23½″,38½″&63″–48 3/16″ 325NHP 3SB,*9cf*,GS167,HS5595 Bremer Vulkan,Vegesack	30 ″ 0	
83464 / 1423 / XNCJ	**Shun Lee** (*ex*HengTa, *ex*Kamor) Wireless	1 *Dk&Spar dk&deep framing*	1532 / 1423 / 970			...		1902	Fevigs Jernskibsbyg. Fevig	ChingKeeS.N.Co. Ld.	245·0 / P20'B66'F35'	36·0 /	12·7 19·7 FK *WB*	Chefoo Chinese	T.3Cy.17½″,27″&47″–36″ Richardsons, Westgarth&Co.Ld.Mdb. 150NHP	22 ″ 5	C †
83465 / 1416 / XNFU	**Shun Yuan** (*ex*KeelungMaru–32) *ssKob.No.3–1,10* *ssNag.No.1–14* 1 *Dk(Stl)&Spar dk&deep framing*		1628 / 1416 / 958	✠ 2,14 ✠	Nag	*q*		1896 / 12mo	J.L.Thomp-son&Sons,Ld. Sunderland	YungYuanS.S.Co. *CellDBa72'uE&B36'f100'259t FPT*	252·0 / P20'B66'F35'	35·0 / 20·7	13·7 FK	Tsingtao Chinese 4*BHCem* 31t*APT11t*	T.3Cy.21½″,36″&59″–39″ 241NHP 2SB,*6cf*,GS100,HS3800 J.Dickinson&Sons,Ld.Sld.	23 ″ 0	
83466 / 164116 / MMGC	**Shuna** Wireless E.S.D. *Cruiser Stern*	3 Mst 1 *Dk*	1575 / 1346 / 913					1937	Burntislnd S.B.Co.Ld. Burntisland	ScottishNav.Co. Ld.(Glen&Co. ~~Mgrs.~~ Ld. *Mgrs.*)	265·0 / P17'Q40'B110'F29'	40·5 /	16·3 *WB*	Glasgow British	T.3Cy.15″,25½″&44″–33″ 111NHP D.Rowan&Co.Ld.Gls.		C
83467 / 26171 / JSQD	**Shunko Maru** *ssKob.No.3–7,31* *ssOsa.No.1–35* 2 *Dks(Stl)&Shelter dk(Stl)*		6781 / 6507 / 5015	✠100A1 *Shelter dk* *withfreeboard* 5,37 ✠LMC 5 37	Kob	*a*†	CL N7,36	1919 / 11mo	Teikoku S.S.Co. O Harima A&CP	OsakaSyosenK.K. *CellDB371'1172t*	425·0 /	53·6 /	37·5 FK *Collision*	Osaka Japanese *Cem;* *BHto Sh dk* 6 „ „ *U* „	T.3Cy.27½″,45″&75″–51″ (*s*) 200lb 575NHP 2SB&1AuxSB,*11cf*,GS194, HS8270 FD KobeSteelWorks.Ld.Kobe	37 ″ 6 s 9 ″1½ 28 ″ 7	
83468 / 14423 / JGJL	*Cruiser Stern*	2 *Dks*	4027 / 3380 / 2360					1936	Kawasaki Dkyd.Co.Ld. Kobe	YamamotoShoji K.K.	352·0 / P34'B80'F30'	50·0 /	27·5	Osaka Japanese *WB*	2 Steam Turbines DR geared KawasakiDkydCoLdKobe		C
83469 / 33564 / JEGB	**Shunsei Maru** (*ex*BaronPolwarth)	2 *Dks*	4910 / 4580 / 3069					1911	Napier& Miller,Ld. Glasgow	YamamotoShoji K.K.	400·2 / P40'B117'F45'	52·3 /	27·4 *WB*	Fuchu Japanese	T.3Cy.27″,44″&73″–48″ 369NHP Dunsmuir&JacksonLd.Gls		C
83470 / 1110	**Shunsen Maru** (*ex*YoshiMaru)		971 / 807 / 557					1920	Namura Gennosuke Osaka	ChosenYusenK.K.	193·7 / P15'B49'F28'	31·0 /	18·5 *WB*	Jinsen Japanese	T.3Cy.13⅝″,23⅜″&39⅜″–28″ 84NHP NamuraGennosuke,Osaka		
83471 / 223 / JPGA	**Shunsho Maru** (*ex*Chupra) *Fitted for oil fuel* 2 *Dks(Stl)&deep framing*		6169 / 5844 / 3915	✠ 5,06 ✠	Gls	*a*†		1906 / 5mo	Barclay, Curle&Co.Ld. Glasgow	ShunwaKisen K.K. *CellDBa117'uE&B93'f147'1111t*	430·6 / P40'B85'F44'	54·3 /	32·0 FK	Dairen Japanese 7*BHCem* *APT75t*	T.3Cy.38″,53½″&86″–60″ HS12194 784NHP 4S&1AuxSB,*14cf*,GS299,FD Barclay,Curle&Co.Ld.Gls.	34 ″ 10	C †
83472 / 30497 / JOBB	**Shuntai Maru** (*ex*NorthAmerican) *Fitted for oil fuel* 1 *Dk*		2253 / 1857 / 1325			...		1920	Canadian AllisChal-mers,Ld. Brdgbrg,Ont.	YamamotoShoji K.K.	252·0 / P27'B64'F24'	43·6 /	20·5 *WB*	Fuchu Japanese	T.3Cy.20″,33″&54″–40″ 274NHP CanadianAllisChalmersLd	23 ″ 0	C †

Now "Syoyo Maru," *see No. 90095 in Supplement*

Now "Syozan Maru," *No. 90053 in Supplement*

Now "Syunko Maru," *see No. 89958 in Supplement*

Now "Syunko Maru," *see No. 90039 in Supplement*

Now "Syunsei Maru," *see No. 90073 in Supplement*

Now "Syuntai Maru," *see No. 90072 in Supplement*

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Ex-nom, s'il y a lieu.	3 Matériaux, Gréement, etc. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pd.*	15 Registres où coté, et en cet dans le L. R. Duplex Corr. Marit. agée.
83473	**Shunten Maru**		5623	✠ ...	Yka			1928	Mitsubishi	YamamotoShoji	405·0	55·0	32·0	Fuchu	Oil Engines 2S.C.SA	32 " 0	C
33588		*Oil Eng.*	5210	8,33				8mo	ZosenKaisha.	K.K.	P39'B110'F40'			Japanese	6Cy.23⅜"–41⅜" 582NHP		†
JCAC	D.F.	2 *Dks(Stl)*	4137	✠					Ld. Nagasaki				FK	*ptCem*	DB *100lb*		
Note: "Shunten Maru," see No. 90352 in Supplement										*Intermediate'tween B Hin after*	*dk*			4 *BH to U dk*	MitsubishiZosenKaishaLd		
										Cell	*hold dispensed with a14' 100t & f'28'784t*			2 " " 2nd "			
										DB347' 1215t DTs				*t Side tanks*	*uEIR251t FPT162t APT95t*		
83474	**Shuntien**		3059					1934	Taikoo	ChinaNav.Co.Ld.	303·7	46·1	23·1	London	2 Steam Turbines SR		
154092			2194						D.&E.Co.of		P52'F42'			British	geared to 1 Sc. Shaft		
GWSC	D.F.	2 *Dks*	1570						H.Kg.Ld.					*WB*	TaikooD.&E.Co.		
									HongKong						ofH.Kg.Ld.H.Kg.		
83475	**Shunyo Maru No. 2**	**Wood**	604					1918	Fukuya	TabuchiShoten	170·7	28·1	15·5	Osaka	C.2Cy.17"&35"–22"		
22578			503						Seiichi	K.K.				Japanese	48NHP		
JLFE		1 *Dk*	330						Osaka						ImadaTekkosho,Osaka		
83476	**Shunzan Maru No. 2**		608					1934	Mihara	YamamotoShoji	162·9	28·5	15·0	Osaka	Oil Engines 4.S.C.SA		
39888		*Oil Eng.*	—						Zosen	K.K.				Japanese	6Cy.		
JXRH		1 *Dk*	460						Tekkosho						HanshinTekkoshoK.K.		
									K.K.Osaka						Kobe		
83477	**Shuri Maru** (P)		1857					1928	Uraga	OsakaSyosenK.K.	260·0	39·0	23·0	Osaka	C.2Cy.		
34127			1569						Dock K.K.					Japanese			
JRGB		2 *Dks*	1076						Uraga								
83478	**Shwedagon**		3391	✠100A1	Cal	/	~~1,38~~	1912	Armstrong	Indo-Burmah	300·4	44·1	31·3	Rangoon	T.3Cy.19",31"&51"–36" (r)	31 " 0	
129306		*ss*Cal.2ndNo.3–4,37	3270	1,39 ~~1,38~~			1,39	5mo	Whitworth	PetroleumCo.Ld.				British	180lb *120lb* 199NHP	6 " 1½	
VWCD	*Mchy.Aft*	2 *Dks(Stl)&Webframes*	1999	~~BS1,38~~	✠LMC3,37				&Co.Ld.				FK	*Cem*	2SB,4*cf*,GS101,HS3470	25 " 1	
		Longitudinal framing		1,39					Newcastle					8 *BH to U dk*	Wilsnd Slpwy.Co.Ld.Nwc.		
				Carrying Petroleum in bulk				*Lloyd's SA&CP*	*WB*	*= CellDB uB38'39t*	*FPT115t APT44t*			3 " " 2nd "			
				Fitted for oil fuel 5, 12			*F.P. a*	*bove* 1	50° F.								
83479	**Si Kiang** (P)		7014					1914	J.C.Teck-	Cie.desMes-	473·9	59·0	28·3	Dunkirk	T.2Cy.32⅜",52⅝"&78⅞"–		V
	(*ex*Meiningen)		6277						lenborgA.G.	sageriesMaritimes	H112'			French	55½"&LP turbine		
FNYQ	D.F.	*Fitted for oil fuel*	3848						Weser-					*WB*	JC.TecklenborgA.G.Wsm		
									münde-G								
83480	**Siak**		1150					1930	Trndhjms	D/S A/S Skuld	226·5	36·5	15·7	Tönsberg	T.3Cy.17",27½"&45"–30"		N
			986						Mek.Værks.	(NilsBull,*Mgr.*)	P44*t*H71*t*			Norwegian	111NHP		
LEUG		1 *Dk*	641						Trondheim					*WB*	TrndhjmsM.V.Trondheim		
83481	**Siam**	**TwinSc4Mst**	6637	✠100A1	Cpn	*a*†	CL	1913	Akt.Bur-	A/S DetÖstasia-	410·0	55·2	27·5	Copnhagn	Oil Engines 4S.C.SA	38 " 6	
		Oil Eng.	4859	*Shelter dk*			~~S12,36~~	4mo	meistr&Wain	tiskeKompagni	427·1(O.L.)			Danish	16Cy.23½"–31½" 842NHP	11 " 1	
OZMB		*ss*Cpn.No.3–2,36	4223	*withfreeboard*			P7,37		Copenhagen	*WB=CellDBa*			FK	7 *BH*	~~DT5,6t~~ NDB38–*83t*	28 " 1	
		2 *Dks(Stl)&*		~~8,39 7,37 1,38~~			S4,39	*Lloyd's A&CP*		126'*uE&B*	46'*f*140'1275*t FPT*			97*t APT73t*	Akt Burmeistr&Wain,Cpn		
	D.F.	*Shelter dk(Stl–ws)*		8,39	✠LMC CS12,36												
				~~LMCS3,37~~	5,37												
83482	**Siamese Prince**	**TwinSc**	8456	✠100A1	HKg	*d*†	CL	1929	Blythsw'd	PrinceLine,Ld.	441·5	60·3	29·2	London	Oil Engines 2S C.SA	42 " 4	
161297		*Oil Eng.*	7913	*withfreeboard*			P9,36	9mo	S.B.Co.Ld.	(Furness,Withy&	458·0(O.L.)	59·2		British	8Cy.23⅜"–70⅜" 1350NHP	s 13 " 3½	
GCML		*ss*HKg.No.2–37 ~~ssN.Yk.No.1–33~~	5253	10,~~37,37~~	10,38		s8,37		Glasgow	Co.Ld.*Mgrs.*)	F44'		FK	*ptCem*	2DB *125lb*	29 " 3	
		3 *Dks*		✠LMC CS~~				*Lloyd's A&CP*		*Duct keel fwd.*	*of mchy. space*			*pensed with*	Richardsons,Westgarth&		
	D.F.	*Cruiser Stern*		DBS~~5,36,38~~	~~3,38~~ 1,38			*Upper't*		*ween dk bulkheads*	*except Coll BH dis*			*'lsH to 2nddk*	Co Ld.W.Hpl.		
		Tonnage opening closed 37		*Carrying oil F.P.above* 150°				*F.or L*		*peak tanks Coll*	*BH to Weather dk* 7			4 *PT166t*			
								atex in deep &		*CellDB368'1477tMT*	*s* 73'2519*t FPT108t*						
83483	**Siang Yang Maru**	**TwinSc**	3302					1907	Kawasaki	NisshinKisenK.K.	310·0	44·0	14·0	Tokyo	T.6Cy.17",28"&46"–33"		
11042			1517						Dockyard Co.		B248'F46'			Japanese	243NHP		
JBOE		2 *Dks*	1983						Ld.Kobe					*WB*	KawasakiDkydCoLdKobe		
		(SUNK TO BLOCK WHANGPOO RIVER 8,37)															
83484	**Siangtan**	**TwinSc**	1195					1905	Farnham,	ChinaNav.Co.Ld.	220·0	40·0	9·5	London	T.6Cy.9",14"&23"–15"		
120142			677						Boyd &Co.Ld					British	54RHP		
MMVQ		2 *Dks*	729						Shanghai						Yarrow&Co.Ld.London		
83485	**Siangwo**	**TwinScTwinMst**	2595	A1	Shi		OG	1926	HongKong	Indo-ChinaSteam	275·0	46·1	10·4	HongKong	T.6Cy.13½",22"&35"–18"	11 " 0	
153996		*ss*Shi.No.3–7,37	1130	5,38 ~~7,37~~	HK		~~3,37~~		&Whampoa	Nav.Co.Ld.	285·9(O.L.)		FR	British	2SB 200lb FD		
VPCG		2 *Dks*	1515	~~BS5,38~~	LMC7,37		5,38		DockCo.Ld.					4 *BH*	HongKong&Whampoa		
				For Service between HongKong & Canton					HongKong	*Lloyd's A&CP*			*FPT*	83*t APT78t*	DockCo.Ld.HongKong		
83486	**Siantar**	*ss*Rot.No.1–38	8667	✠100A1	Cal		OG	1921	Wear Ship-	Rotterdamsche	471·3	57·4	30·2	Rottrdam	2 Oil Engines 2S.C.DA SR	41 " 0	
		Oil Eng.	8248	*Shelter dk*	Rot		8,37	10mo	yard of W.	Lloyd(W.Ruys&			38·5	Dutch	geared&hydraulic coupling	s 12 " 0	
PHLY		*ss*Rot.No.3–6,34	5563	*withfreeboard*					Gray&Co.	Zonen,*Mgrs.*)	F52'*on Shelter dk*			8 *BIIpt Cem*	12Cy.20⅞"–29½" 1835NHP	29 " 6	
		3 *Dks*		5,38 6	~~MC CS5,38~~				(1918),Ld.		len34 FK *Coll*			*BH to W dk*	2DB *225lb*		
	D.F.	*Cruiser Stern*		~~5,38~~	1,37				Sunderland	*CellDB390'1250t*				7 " " 2nd "	NDB(WTB)34 *225lb*		
		Tonnage opening closed '38		~~5,39~~						*DTa27'1110tMT*	*T24' 980t FPT155t*			*APT60t*	KonMaats"DeSchelde"Fls		
				Carrying oil F.P. a bo ve 150°				*Lloyd's A&CP*									
								F.in f'r'd deep tanks									
83487	**Siaoe**		1573					1921	N.V.	Koninkl.Paketv.	250·1	40·3	17·7	Batavia	T.3Cy.16½",27⅛"&45½"–36"		V
		Fitted for oil fuel	1402						Scheepswerf	Maats.	P29'F30'			Dutch	121NHP		
PKFZ		1 *Dk*	870						"Dordrecht"					*WB*	N.V.Alblasserdamsche		
									Dordrecht						Mach.Fab.Alblasserdam		
83488	**Siauliai** (*ex*Ebba–37)		939					1920	A.G.	Akc.B-véLietuvos	224·3	33·0	14·1	Klaipeda	T.3Cy.12¾",21"&34"–21⅝"		G
			813						Nüscke&Co	BaltijosLloydas	P17'B63'F23'			Lithuanian	110NHP		
HBVN		1 *Dk*	547						Stettin	(BaltijosTrans-				*WB*	AtlasWerke,Bremen		
										portoBendrové							
										S.A.A.*Mgrs.*)							
83489	**Sibajak** (P)	**TwinSc**	12226					1927	Kon.Maats	Rotterdamsche	506·7	62·9	35·2	Rottrdam	Oil Engines 2S.C.SA		V
		Oil Eng.	—						deSchelde	Lloyd(W.Ruys&	P143'F94'			Dutch	16Cy.30"–52¾" 2495NHP		
PHMD	D.F. GyC.	3 *Dks*	7368						Flushing	Zonen,*Mgrs.*)				*WB*	Maats.deSchelde,Flushing		
	Sub.Sig.	*Cruiser Stern*															
83490	**Sibazono Maru** (P)		1829	✠	Nag	*r*		1903	MitsuBishi	KinkaiYusenK.K.	256·0	36·5	14·3	Tokyo	T.3Cy.21",35&58"–36"	23 " 10	
8757	(*ex*ShibazonoMaru–38,	*ss*Nag.No.1–07	1579	1,07				3mo	Dkyd&EWks		P27'B81'F40'		23·7	Japanese	HS4174 248NHP		
JKCD	*ex*ChefooMaru)		1090	✠					Nagasaki				FK	5 *BHCem*	2SB&1Aux.SB,8*cf*,GS122,		
		1 *Dk&Spar dk(Stl–teak s)*								*CellDBa59'uE&B*	*54'f94'361t FPT140t*			*APT26t*	MitsuBishiD.&E.WksNag		
		&deep framing															

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter	7* Date when last shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Registered Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Register in which classed, if not in L.R. Date of Build. Boiler Cert.
83491 PKHV	**Siberg** *Oil Eng.* 2 *Dks*	1871 1416 1128					1915	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Paketv. Maats.	278·2 P34′	41·2 F30′	16·9	Batavia Dutch *WB*	Oil Engines 4S.C.SA 6Cy.22″–39″ 280NHP Werkspoor,Amsterdam		V
83492 34428 JDPC	**Siberia Maru** (P) (*ex*SeikoMaru-35, *ex*Mallina) 1 *Dk*(*Stl*) *deep framing* & *Web frames, Middle dk*(*Stl*) & *deep framing in Nos.1 & 4 holds*	3099 2777 1629	✠ 4,10	Syd	*v*		1909 4mo	Harland& Wolff,Ld. Belfast	KitaNipponKisen K.K. *Cell D Ba84′ uE & E*	350·5 P37′ B112′ F45′ 74′ *f*142′ 570*t* *FPT*	44·3 FK	23·3	Kobe Japanese *6 BH Cem* 48*t APT* 86*t*	Q.4Cy24½″,35″,50″&75″–54″ 643NHP 3SB,*12cf*,GS226,HS9690 Harland&Wolff,Ld.Bel.	26 ″ 1	
83493 PKFJ	**Siberoet** 1 *Dk*	1799 1542 1011					1927	A.F.Smulders Schiedam	Koninkl.Paketv. Maats.	267·5 P30′ B68′ F36′	42·2	17·7	Batavia Dutch *WB*	C.4Cy.(2)16½″&(2)35″–35″ 145NHP Gebr.Stork&Co.Hengelo		V
83494 PKHV	**Sibigo** (*ex*KianGwan) 1 *Dk*	*1594* *1279* *941*				…	1926	Wilton's E. &SlipwayCo. Schiedam	Koninkl.Paketv. Maats.	264·9 P20′ B73′ F25′	37·3 FK	16·5	Batavia Dutch *WB*	T.3Cy.19″,32″&51″–36″ 202NHP Wilton'sE.&SlpwyCo.Rot.	18 ″ 6	V †
83495 67 IUHG	**Sibilla** (*ex*Ilex-34,*ex*Nina) *Well deck* 1 *Dk* & *Web frames*	1077 870 614				…	1900	W.Dobson &Greco Newcastle	GennaroMontella (Lauro&Montella, *Mgrs.*)	222·4 212·4 P18′ Q44′ B46′ F24′	35·0 14·0 FK	14·4	Torre del Greco Italian *WB*	T.3Cy.18½″,30″&49″–33″ NB07 148NHP N.E.MarineCo.Ld.Nwc.	16 ″ 5	I †
83496 UOAW	**Sibir** (P) *Oil Eng.* *Ref.Mchy* 2 *Dks* & 3*rd dk* Sub.Sig. *in fwd.holds* *Cruiser Stern* *Strengthened for Navigation in Ice*	3767 2934 2164				…	1929	Severney S.B.Yard Leningrad	U.S.S.R.	332·5 Q37′ B100′ F41′	48·0 FK	25·6	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝″–33¾″ 692NHP Russian Diesel Works.Len.	27 ″ 9	
83497 PKFG	**Sibolga** 1 *Dk*	1370 1170 785					1919	N V Boele's Scheepsw Slikkerveer	Koninkl.Paketv. Maats.	237·9 P22′ B60′ F23′	36·0	16·7	Batavia Dutch *WB*	T.3Cy.18″,30″&48″–36″ 138NHP N.V.Boele'sSchpswBolnes		V
83498 216082 WECZ	**Siboney** (P) **TwinSc** *Fitted for oil fuel* D.F. E.S.D. 3 *Dks* & *Ref.Mchy.* *Shelter dk*	6938 5679 3420				…	1918	W Cramp& SonsS&EBCo Philadelphia	NewYork andCuba MailS.S.Co.	423·0 B& F on *Shelter dk* 316′	60·0 32·0 FK	15·7	NewYork Utd.States *WB*	4 steam turbines SR geared to 2 sc. shafts 1908NHP Wm.Cramp&Sons, S.&E.B.Co.Phl.	35 ″ 0	R †
83499 134276	**Sicamous** (P) **SternPad** *Mchy.Aft*	1787 — 994					1914	Western DrydockCo. Okanagan Landing,B.C.	CanadianPacific RailwayCo.	200·5	40·0	8·0	Victoria, B.C. British	H.C.4Cy.(2)16⅝″&(2)35⅜″–96″ 101NHP WesternDrydockCo.		
83500 2048 IGGS	**Sicilia** (P) (*ex*Coblenz-35) **TwinSc** Sub.Sig. *Corrugated sides* D.F. 3 *Dks*	9646 — 5635					1923	Akt.Ges. "Weser" Bremen	LloydTriestino Soc.Anon.diNav.	479·7 458·8 B142′ F44′	57·6 62·3	31·2 30·8 W B	Genoa Italian	2 steam turbines DR geared to 2 sc. shafts A.G."Weser,"Bremen		I
83501 7968 SKXA	— *Oil Eng.* *Cruiser Stern* 1 *Dk* & *Shelter dk* D.F. *Strengthened for Navigation in Ice* *Rudder electrically welded*	*1633* *1206* *739*	✠100A1 *with freeboard* 2,38 DBS8,38	Got ✠LMC8	*s* 34	CL 2,37	1934 8mo	Kockums M.V.Aktieb. Malmö *Lloyd's A & CP*	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *Cell DB240′ 446t*	284·2 293·5 (O.L.) F25′ *FPT* 23*t* *APT* 27*t*	41·1 FK (	15·1	Gothenburg Swedish *1 BHpt Cem* *Coll to Sh dk* 3 ,, *2nd* ,,	Oil Engines 4S.C.SA 7Cy.23⅝″–43 1/16″ DB *40lb* 377NHP KockumsM.V.Akt.Malmö	18 ″ 0 s ″ 2 17 ″ 11¼	
83502 145963 GFXZ	**Sicilian Prince** (*ex*Castilian Prince, *ex*Alleghany) *ss*Mch.No.3–10,34 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) *Cruiser Stern* *ss*Ant.No.1–38	3489 2909 1808	✠100A1 *Shelter dk* *with freeboard* 8,38 9,37 MS6,345,3	Ant Mch ✠LMC BS~~e 37~~10,	*x* 38	CL 9,37 F.P. a above	1922 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A & CP* above 150° F. Fitted for oil fuel 8,22 Carrying oil fuel F.	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel in boiler* *Cell DB294′ 1155t* *DTa22′ 643t*	363·3 F68′ *on Shelter dk* *space & forward 143′* *Collision* *FPT* 45*t* *APT* 43*t*	52·1 FK	22·0	London British *Cem* *BH to Sh dk* 6 ,, ,, *C* ,,	T.3Cy.26″,48″&73″–48″ (*s*) 1801b 547NHP 3SB,*9cf*,GS188,HS8365 FD Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 9 2 ″ 3½ 22 ″ 8	
83503 485 ICHL	**Siculo** (*ex*Manon-34,*ex*Vaucluse-34, *ex*Rea,*ex*Sorrento, *ss*Nts.2ndNo.3–9,36 *ex*Skjalm) 1 *Dk*(*Stl*) & *Awng dk*(*Irn*)	1481 1302 856	… 6,34	Dnk			1906 7mo	Framnes Mek.Værks Sandefjord	A.Lauro *Cell*	242·2 232·0 F24′ *on Awng dk* FK *DB* a58′ *uE* 19′ *f* 94′ 2	35·2	19·6	Naples Italian *1 BH* 67*t APT* 15*t*	T.3Cy.18″,29″&48″–33″ 156NHP 2SB,*4cf*,GS96,HS2604 AkersMek.Værks.Oslo	22 ″ 1	I †
83504 PKHW	**Sidajoe**	1788 1545 1001					1928	Rijkee& Co. Rotterdam	Koninkl.Paketv. Maats.	267·6	42·2 W B	17·6	Batavia Dutch	C.4Cy.16 1/16″&35 1/16″–35 7/16″ 126NHP Maats.Fyenoord,Rot.		V
83505 1509 IBKK	**Sidamo** (*ex*Eudora-37,*ex*Lagos, *ex*Kurt Woermann) 2 *Dks* 3 *tr* I	2384 2100 1434					1895	Blohm& Voss Hamburg	ServizioItalo-PortogheseSoc. Anon.diNav.	304·2 H—F35′	38·2	23·6	Genoa Italian *WB*	T.3Cy.19″,30″&50″–39½″ 157NHP Blohm&Voss,Hamburg		I
83506 FNBB	**Sidi-Aïssa** *Fitted for oil fuel* 2 *Dks*	2586 2288 1426					1927	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Soc.Gén.deTransp. Mar.àVap.	330·4 P&B196′ F96′	43·0	24·4	Marseilles French *WB*	T.3Cy.21″,34″&56″–39″ 196NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
83507 FNBH	**Sidi-Bel-Abbès** (P) **TwinSc** *Fitted for oil fuel* 2 *Dks* *Ref.Mchy.* *Cruiser Stern*	4392 2776 2168					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	Soc.Gén.deTransp. Mar.àVap.	368·0 P&B259′	50·2	23·2	Marseilles French *WB*	6 steam turbines SR geared to 2 sc. shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
83508 FNBX	**Sidi-Brahim** (P) *Fitted for oil fuel* *Ref.Mchy.* 2 *Dks*	2439 1737 923					1910	Swan,Hunter&Wigham Richardson, Ld Newcastle	Soc.Gén.deTransp. Mar.àVap.	325·6 P59′ B37′ F33′	40·5	21·0	Marseilles French *WB*	T.4Cy.27″,43″&(2)50″–42″ 324NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
83509 FNHY	**Sidi-Mabrouk** (P) (*ex*Phrygie–38) *Fitted for oil fuel* *Ref.Mchy.* D.F. 2 *Dks* 3 *tr* E	3883 3224 2374					1906	Gourlay Bros.&Co. (Dundee)Ld. Dundee	Soc.Gén.deTransp. Mar.àVap.	357·9 P51′ B126′ F56′	44·1	26·0	Marseilles French *WB*	T.3Cy.26″,41½″&68″–45″ 310NHP Gourlay Bros.&Co. (Dundee)Ld.Dun.		V
83510 FNBL	**Sidi-Okba** (P) *Ref.Mchy.* *Fitted for oil fuel* 2 *Dks*	2824 2259 1558					1929	Atel.&Ch. deBretagne Nantes	Soc.Gén.deTransp. Mar.àVap.	330·5 P57′ B94′ F98′	43·1	23·6	Marseilles French *WB*	2 steam turbines DR geared to 1 sc. shaft Atel.&Ch.deBretagne,Nts.		V

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expirée. Lettre d'Equipement.	7a Date de la dernière visite à l'hélice porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pd.*
83511 220166 KUVD	**Sidney M. Hauptman** (*ex*Argus) *Fitted for oil fuel* 1 *Dk & Shelter dk & Web frames Longitudinal framing*		6027 — 3782			...		1920	G M Standifer Const Corp Vancouver, Wash.	McCormick Steamship Co.	401·4 P34′ B114′ *on Shelter dk*	53·2 F38′	31·9 FK	S. Francisco Utd. States *WB*	T.3Cy.24½″,41½″&72⅝″–48″ 363NHP Llewellyn Iron Works, Los Angeles, Cal.	34 ″ 7
83512 DAKS	**Siegfried** 1 *Dk*		563 410 329					1901	Oderwerke Akt.Ges. Stettin	Rud.Christ.Gribel	172·3 Q50′ B41′	26·6 F15′	11·1	Stettin German *WB*	T.3Cy.18½″,21½″&35½″–25″ 63NHP Oderwerke Akt Ges. Stettin	
83513 2109 IBUW	**Siena** *ss* Bbo. No. 3–1,34 D.F. 1 *Dk (Stl)* *Cargo battens not fitted* See also "ARTXANDA-MENDI."		3222 2806 1858	✠ ... 7,38 ~~Mar.'34~~	Gen ✠LMC ~~B'32,37~~	*u*	CL 7,35	1921 4mo *Lloyd's*	Cia Euskalduna de Const Bilbao *Cell D Ba*	Soc. Anon. Cooperativa di Nav. "Garibaldi" 110′ *u* E18′ *f* 139′ 640*t*	335·0 P39′ B74′ F28′ FK	46·6	22·0	Genoa Italian *A P T 98t*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb 338NHP 2SB, *Gcf*, GS135, HS5620 Blair & Co. Ld. Stockton	24 ″ 2 ~~24 ″ 0~~ ~~20 ″ 11~~
83514 203757 WIFJ	**Sierra** (*Self-Unloader*) *Mchy. Aft* 1 *Dk*		4846 — 4287					1906	Toledo S.B. Co. Toledo	Sierra Steamship Co. (G. A. Tomlinson, *Mgr.*)	438·7	52·0	23·9 *WB*	Wilmgton (Del.) Utd. States	(2 4Cy.16½″,24″,35″&50″–42″ 163NHP Toledo S.B. Co.	F
83515 214391 WKCM	— **Wood Twin Sc** *Oil Eng.* Wireless 1 *Dk 2 tr B*		1510 — 1199					1916	Mathews S.B. Co. Hoquiam	Northwestern Livestock Corp.	210·6	42·5	14·8	Juneau Utd. States	Oil Engines 2S.C.SA 8Cy.16½″–18⅛″ 388NHP J & CG Bolinders Co Ld Skm	
83516 DOBJ	**Sierra Cordoba** (P) **Twin Sc** D.F. *Corrugated sides* Sub. Sig. Gyc. 4 *Dks*		11492 8270 6486					1923	Bremer Vulkan Vegesack	Deutsche Arbeitsfront G. m. b. H. (Norddeutscher Lloyd, *Mgrs.*)	490·5 66·3 P&B380′ F79′	61·8	34·3 *WB*	Bremen German	T.6Cy.28⅜″,46⅞″&75⅛″–51½″ 818NHP Bremer Vulkan, Vegesack	G
83517 5557 SGHM	**Sif** 1 *Dk*		1365 1033 747					1913	Dundee S.B. Co. Ld Dundee	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	235·1 P17′ Q63′ B63′ F29′	36·2 H75*t*	15·0 *WB*	Stockholm Swedish	T.3Cy.18″,28¼″&48″–33″ 132NHP Shields Eng. Co. Ld. N. Shl.	V
83518 712 SVOB	**Sifnos** (*ex*Cap D'Antifer–32, *ex*Labor) 1 *Dk*		2290 — 1073			...		1917	Detroit S.B. Co. Wyandotte	Themistocles F. Stafilopatis	247·9 P27′ B65′ F28′	43·7 FK	17·7 *WB*	Piræus Greek	T.3Cy.20″,33″&54″–40″ 274NHP Detroit S.B. Co. Detroit	20 ″ 2 V †
83519 677 SZML	— (P) (*ex*Constantinos Togias–33, *ex*Iela, *ex*Yacht, *ex*Mira) Wireless		315 — 158			...		1891	D J. Dunlop & Co. Pt. Glasgow	Hellenic Coast Lines Co. Ld.	154·0	21·6	12·3	Piræus Greek	T.3Cy.14″,22″&36″–24″ 75NHP D. J. Dunlop & Co. Pt. Gls.	
83520 LJRV	**Sig** (*ex*Seabank–37, *ex*Joyce Llewellyn–37) *ss* Nwc. No. 3–11,36 *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted*		1342 1105 792	✠100A1 ~~9,38~~ ~~11,37~~ 2,39 MS11,36	Nwc Bgn ✠LMC BS~~8,37~~	*o*	CL ~~11,37~~ N~~,39~~	1924 6mo *Lloyd's*	J. Lewis & Sons, Ld. Aberdeen *s A & CP*	A/S D/S Ask (A. Kjerland, *Mgr.*) *Cell D B* 192′ 381*t* *F P T* 40*t* *A P T* 36*t*	234·6 P16′ Q67′ B58′ F23′ FK	35·6	16·5	Bergen Norwegian *4 B H Cem*	T.3Cy.18¼″,28½″&48½″–33″ 180lb (*s*) 178NHP 2SB, *6pf*, GS104, HS3236 J. Lewis & Sons. Ld. Abn.	18 ″ 7 s 1 ″ 5½ 17 ″ 4
83521 OHVG	**Siggy** (*ex*Carl–35, *ex*Artensis–34, *ex*Gustav Fischer) 1 *Dk*		1792 — 1006					1921	Nüscke & Co. A. G. Stettin	Reder i A/B Carl (Albert F. Krause)	267·5 P57*t* H84*t* F21*t*	42·2	17·9 *WB*	Brandö Finnish	T3Cy.20 7/16″,32½″&51⅜″–35½″ Görlitzer 155NHP Maschinenbau A. G. Görlitz	N
83522 PKRO	**Sigli** *Fitted for oil fuel*		1579 1102 873					1920	N.V. Scheepswerf "Dordrecht" Dordrecht	Koninkl. Paketv. Maats.	250·0 P25′ F31′	40·0	17·6 *WB*	Batavia Dutch	T.3Cy.16½″,27″&45″–36″ 121NHP Alblasserdamsche Machine Fabriek, Alblasserdam	V
83523 165568 MMMC	**Signality** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*		487 316 244	✠100A1 9,37	Grk ✠LMC 9,37	*g*	OG	1937 9mo *Lloyd's*	G. Brown & Co. (Marine) Ld. Greenock *s A & CP*	F.T. Everard & Sons, Ld. *F P T* 81*t* *A P T* 47*t*	157·8 164·6 (O.L.) Q98′ F17′	27·7 FK	9·5	London British *3 B Hpt Cem pt Asp*	Oil Engines 2S.C.SA 5Cy.12⅜″–16¾″ 71RHP Newbury Diesel Co. Ld. Newbury	10 ″ 8½ s 3 ″ 7 10 ″ 8½
83524 2662 SGHO	**Signe** (*ex*Glau, *ex*Edith, *ex*Storra Lee) **Iron Bn** *ss* Bly. 3rd No. 3–11,20 *Well deck* 1 *Dk (Irn) 2 tr B*		*1566* *1305* *936*	✠ 1,26	Hbg ✠	*q*		1882 6mo	W. Gray & Co. W Hartlepool	Reder i A/B Signe (Aug. Andersson)	257·5 Q103′ B66′ H28*t* F28′ pt ND07	35·8 BK9′	18·9 *D Ba*	Hlsngborg Swedish *4 B H Cem*	C.2Cy.29½″&60″–39″ NDB00 170NHP 2SB, *6pf*, GS79, HS2702 Blair & Co. Ld. Stockton	20 ″ 3 V †
83525 OULA	— 1 *Dk*		1191 913 696					1919	A/S Kjöbnhavns Flydedok & Skibsverft	Dampskslsk. Torm A/S (A. Schmiegelow & A. Kampen, *Mgrs.*)	235·4 P13′ Q69′ B98′ F29′	36·2	13·7 *WB*	Copnhagn Danish	T.3Cy.15″,24″&40″–27″ 83NHP A/S Kjöbenhavns Flydedok og Skibsværft. Copenhagen	C
83526 5390 SGHU	**Signfred** (*ex*Carriden) *ss* Lth. No. 2–12 *Well deck* 1 *Dk (Stl-ptws)*		*666* *451* *327*	✠ 11,15	Osl ✠	*i*		1903 8mo	G. Brown & Co. Greenock	Verkebäcks Ångf. Aktieb. (Ruben Olsson, *Mgr.*) *WB = Cell D Ba* 42′	180·6 P11′ Q45′ B44′ F23′ FK *u* E13′ *f* 77′ 146*t*	29·2	11·1 *F P T* 39*t* *A P T* 10*t*	Verkebäck Swedish *4 B H Cem*	T.3Cy.15″,25″&40″–27″ 99NHP 1SB, *3cf*, GS47, HS1660 Muir & Houston, Ld. Gls.	13 ″ 4 V †
83527 8018 OHYD	**Sigrid** (*ex*Lucy–35, *ex*Trinity) ~~Damaged by Stranding 12-6-37 Broken up~~ *ss* Dtz. 2nd No. 3–3,31 *ss* Got. No. 1–36 1 *Dk (pt Irn & pt Stl)* & *deep framing*		3726 — 2235	~~✠100A1~~ ~~(mf)10,38~~	Got ~~Mdb~~ ~~SMC~~	*r*	CL 9,37	1906 7mo *Lloyd's*	W. Gray & Co. Ld. W Hartlepool *Cell D Ba*	Reder i A/B Trader (K. Hansen, *Mgr.*)	362·2 347·0 P27′ B94′ F31′	50·8 50·0 FK	25·5 25·0 *A P T* 106*t*	Helsingfrs Finnish *6 B H Cem*	T.3Cy.25½″,40½″&67″–45″ (*s*) 180lb *90lb* 334NHP 2SB, *8rf*, GS129, HS5240 Cen. Mar. Eng. Wrks. W Hpl	25 ″ 6 s 4 ″ 5 21 ″ 4
83528 890 ESCT	— (*ex*Boomberg–33) *ss* Tln. 2nd No. 3–4,35 1 *Dk (Stl)* & *deep framing*		1809 1556 1079	✠100A1 ~~8,38~~ ~~1,38~~ ~~Mar.'35~~	Gmh Tln ~~MS1,35~~	*r*	CL ~~7,38~~ ~~3,39~~	1910 3mo *Lloyd's*	A. Vuijk & Zonen Capelle a/d Ysel *s A & CP*	Käsmu Laeva-Omanikud (O. Tiedemann, *Mgr.*) *Cell D Ba* 80′ *u* E16′ *f* 120′ 522*t*	271·0 P18′ B66′ F27′ FK	39·1	17·4 *A P T* 76*t*	Käsmu Estonian *4 B H Cem*	T.3Cy.20″,33″&54″–36″ (*s*) 160lb 190NHP 2SB, *6pf*, GS99, HS3078 G. T. Grey, South Shields	19 ″ 10 s 2 ″ 8½ 17 ″ 3
83529 OHCB	— *Oil Eng.* *ss* Hfs. No. 2–37 Wireless 1 *Dk (Stl)* & *Web frames* *Mchy. Aft* *Cruiser Stern* *Strengthened for Navigation in Ice*		~~1224~~ 944 463	✠100A1 6,38 ~~7,37~~ ~~LMC CS7,37~~ ~~DBS'~~ ~~7,38~~	Hfs	*n*	CL 9,36	1928 11mo *Lloyd's*	Ardrossan Dckyd. Ld. Ardrossan *s A & CP*	A/B Oljetransport O Y *Cell D Bu* E44′ 68*t* *F P T* 36*t*	205·8 Q71′ F45′ *Trunk* 91′ FK	36·7	14·1 *A P T* 13*t*	Helsingfrs Finnish 10 *B Hpt Cem*	Oil Engines 4S.C.SA 6Cy.18⅛–35 7/16″ DB *150lb* 189NHP Hwthrn, Leslie & C. Ld. Nwc.	15 ″ 0 s ″ 9½ 14 ″ 4½
83530 OULB	— 1 *Dk*		1207 999 732	*Carrying Petroleum in bulk*			...	1917	Kjöbnhvns Flydk. & Skbs Copenhagen	D/S A/S Progress (M. Nielsen & Sön, *Mgrs.*)	239·9 P27′ B54′ F25′	35·7 FK	14·5 *WB*	Copnhagn Danish	T.3Cy.15″,24″&40″–27″ 98NHP Kjbnhavns Flydk. & Skbsv.	17 ″ 3 V †

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year & period now assigned. Mark in each Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
83531	**Sigrid**		1091					1900	Fevigs Jrn-skibsbyggeri Fevig	Rederi. A/B Allan (Harry Persson)	230·3	34·0	13·4	Landskrna Swedish *WB*	T.3Cy.16½",27"&44"–30" SirC.Furness, 106NHP Westgarth&Co.Ld.Mdb.		V
7079	(*ex* Magnar, *ex* Ekstrand, *ex* Dagfred)		854								Q126*t*	B58'H8*t*	F32*t*				
SGHD		1 *Dk*	648														
83532	—		1024					1920	N.V. Hol-landsB.Co. Hendrik-Ido-Ambacht	A/S Djerv (Bachke &Co. *Mgrs.*)	216·3	34·5	13·1	Trndheim Norwegian *WB*	T.3Cy.15",25"&40"–27" 83NHP Machinefabrik, Kinderdijk		N
	(*ex* Nystrand)		814								P25*t*	Q59*t*	H62*t* F34*t*				
LEUL		1 *Dk*	579														
83533	**Sigrid Matthiessen** (*ex* Gulli,		974					1903	Laxevaags Msk.&Jrnskb	Rederi A/B Jamaica (Sven Salén, *Mgr.*)	215·4	32·7	12·7	Stockholm Swedish *WB*	T.3Cy.16",25½"&43"–30" 101NHP Laxevaags Msk.&Jrns. Bgn		V
7404	*ex* Vera)		746						Bergen		Q115*t*	B51*t*	H29*t* F32*t*				
SFVA	Wireless	1 *Dk*	567														
83534	**Sigrun** (*ex* Vagn)		1337	✠100A1 Els Aug	*p*	CL		1904	Sunderlnd S.B.Co.Ltd. Sunderland	Det Forenede DampskibsSelsk.	240·0	36·5	16·8	Middelfart Danish	T.3Cy.18",29"&48"–33" (*s*) 160lb *100lb* 141NHP	19 " 0 s 2 " 4	
		ss Cpn.2nd No.3-1,29	1191	3,38 2,88			1,38	5mo			P19'B64'F27' FK						
OULC		*ss* Els.No.2-38	799	LMC			3,39	*Lloyd's SA&CP*		*WB = Cell D Ba*	*&u E86'f 98'339t FP*			*1 B H Cem*	1SB,*3pf*,GS62,HS2255	16 " 10	
		1 *Dk (Stl) &deep framing*		1 [illegible]							*T59t A P T6t*				N.E. Marine Eng. Co. Ld. Sld		
83535	**Sigulda** (*ex* General Shobelew,		1999					1900	Bonn& Mees Rotterdam	Seeberg Bros.	269·0	39·0	19·0	Riga Latvian *WB*	T.3Cy.21",35"&57"–39" 203NHP Blair&Co.Ld.Stockton		V
104	*ex* Texel)		1668								Q108'						
YLAS		1 *Dk &pt Awng dk*	1260								*pt Awng dk* 156'						
83536	**Sigurd Hund** (*ex* Sulitjelma-35,		549					1925	N.V. Schpsw v/h J.Th. Wil-mink&Co. Groningen	A/S Nordlands-linjen (O. Jacobsen, *Mgr.*)	159·3	27·2	11·4	Harstad Norwegian *WB*	T3Cy.12⅜"-19⅞"&33⅛"-19⅞" 48NHP N.V. Machfbr. Fulton, Hgz.		N
	ex Trene)		388								P63*t*	Q35*t*	H5*t* F27*t*				
LEZM		1 *Dk*	294														
83537	**Sigurd Jarl** (P)		924					1894	Akers Mek. Verksted Oslo	Det Nordenfjeldske Dampskibsselskab	198·4	29·1	14.9 22·1	Trndheim Norwegian *WB*	T.3Cy.20",32"&52"–30" NB08 148NHP Akers Mek. Verksted, Oslo		
	E.S.D.		510								H80*t*						
LEUN	Wireless	1 *Dk &Awng dk 3tr B*	524														
83538	**Sigurds Faulbaums**		3256	✠100A1 Shl Lic	*u*	CL 4·07		1913	J. Blumer& Co. Sunderland	Max Faulbaum Steamship Line (James Siering& Co. *Mgrs.*)	331·0	47·7	22·5	Riga Latvian	T.3Cy.24",39"&65"–42" (*s*) 180lb 303NHP 2SB,*6cf*,GS130,HS4736 J.Dickinson&Sons,Ld Sld	24 " 6 s 3 " 8½ 21 " 0	
209	(*ex* Nordeflinge-37, *ex* ~~ss Rest No.8-7,38~~		2992	1,38 2,38			3,39	4mo			P26'B95'F33' FK			*5 B H Cem*			
YLGA	Anglet, *ex* Dingle Bank) ~~ss Lic No.2-38~~		2011			39		*Lloyd's SA&CP*		*Cell D Ba*	12'*u E&B* 42'*f* 132'8			46*t A P T* 168*t*	J.Dickinson&Sons,Ld Sld		
	ss Lic.2nd No.3-1,39	1 *Dk (pt Irn pt Stl)*															
	Cargo battens not fitted																
83539	**Sigyn**		1981		...			1897	Campbel-town S.B.Co. Campbeltwn	Rederi A/B Sigyn (H. Lundgren)	280·2	40·5	19·0	Hlsingborg Swedish *WB*	T.3Cy.21 1/16",33¼"&53"–36" 174NHP Hutson&Son, Glasgow	21 " 8	V †
3132			1773								P29'B54'F31' FK						
SJEA		1 *Dk &deep framing*	1129														
83540	**Siirto** (*ex* Ferm, *ex* Alcides,		843					1921	D.W. Kre-mer Sohn Elmshorn	A/B Svenska Ostasiatiska Kompaniet (G. Borin, *Mgr.*)	193·1	31·0	12·3	Gothenbrg Swedish *WB*	T.3Cy.14½",23½"&37⅝"–25½" 72NHP Steen&Kaufmnn, Elmshrn.		V
7394	*ex* Wilhelm Biesterfeld)		605								Q63*t*	H65*t* F33*t*					
SGIO	Wireless D.F.	1 *Dk*	420														
83541	**Sikisan Maru** (*ex* Shikisan Maru-38,		4725	✠100A1 Kob Tama	*z*	CL 8·6,37		1925	D&W Hen-derson&Co Ld Glasgow	Mitsui Bussan Kaisha, Ld.	400·2	53·3	26·2	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.29½"–59 1/16" 489NHP	26 " 3 s 3 " 0½ 23 " 6¾	
34426	*ex* Thistleros)	*Oil Eng.*	4163	*with freeboard*				3mo			F37' FK			*7 B II pt Cem*	*DB100lb*		
JCKC	[illegible] No.3-6,37 ~~ss Kob No.2-38~~		2708	6,38 9,38				*Lloyd's SA&CP*		*Cell D B* 331'1146*t D T f* 38'1172*t*	*FP T* 254*t A P T* 283*t*			*BH to Sh dk* 6 " " *2nd* "	Harland& Wolff, Ld. Gls.		
	D.F.	1 *Dk (Stl) &Shelter dk (Stl)*															
83542	**Sil**		2522	✠100A1 Msl Pty	*s*	CL 11,34		1928	Cia Euskal-duna de Const Bilbao	Miguel M. de Pinillos	290·0	42·2	21·0	Cadiz Spanish	Oil Engines 2S.C.SA 5Cy.23⅝"–41⅛" 487NHP	23 " 3 ~~s 3 " 5~~ ~~17 " 11~~ s 5 " 3½	
		Oil Eng.	1849	*with freeboard*			7,37	8mo			304·6 (O.L.)			*5 B H*	*DB100lb*	18 " 0¾	
EAJC		~~ss Msl No.1-38~~	1375	9,38				*Lloyd's SA&CP*			B98'F35' FK			*A P T* 16*t*	Gebr. Sulzer A.G. Ludwigshafn		
	Ref. Mchy.	2 *Dks (U dk–Stl)*		DB [illegible]						*Cell D B* 248'347*t*							
83543	**Sildra**		7313					1927	F. Schichau Danzig	A/R Seljan (Wilh.& Paul Jebsen, *Mgrs.*)	441·6	57·4	34·2	Bergen Norwegian	Oil Engines 2S.C.SA 6Cy.23¾"–41¾" 540NHP F. Schichau, Elbing		C
		Oil Eng.	6761								P372*t*	H180*t*					
LCXP	D.F.	2 *Dks*	4307														
	Mchy. Aft	*Carrying Petroleum in bulk*															
83544	**Sileno** (P) (*ex* Orvieto-35, *ex* Orsova)		3567	✠		Sld	*w*	1907	R. Craggs &Sons, Ld. Middlesbro'	Biagio Borriello (Lauro&Montella, *Mgrs.*)	370·7	49·5	23·6	Torre del Greco Italian	T.3Cy.23½",39"&66"–45" 322NHP	25 " 10	I †
75		*ss* Sba.No.3-2,29	3324					10mo			350·0	49·7	23·4		3SB,*9cf*,GS122,HS5034		
ICAA		*ss* Shl.No.2-29	2236								P31'B101'F35' FK			*5 B H Cem*	N.E. Marine Eng Co Ld. Nwc		
	D.F.	1 *Dk (Stl) &deep framing*								*Cell D Ba* 119'*u E&B*	12'*f* 141'1034*t FP T*			*88t A P T* 99*t*			
83545	**Silesia** (*ex* Nell-36, *ex* Sprightly-34)		1839	✠100A1 Got	*q*	CL 12,36		1923	J. Crown& Sons, Ld. Sunderland	Rederi A/B Sylvia (Alb. Billner, *Mgr.*)	267·9	37·8	17·6	Gothenbrg Swedish	T.3Cy.20½",33"&54"–39" (*s*) 180lb 200NHP	19 " 9 s 1 " 10½ 18 " 1	
8124		*ss* Abg.No.3-10,34	1466	1,38				4mo			Q106'B55'F30' FK			*4 B H Cem*	2SB,*4cf*,GS83,HS3115		
SJXN		*ss* Got.No.1-38	1026	1,39				*Lloyd's SA&CP*		*Cell D*	*B206'384t FP T* 86*t*			*A P T* 173*t*	J.Dickinson&Sons,Ld.Sld.		
	Well deck	1 *Dk (Stl)* *Cargo battens not fitted*															
83546	**Siletz**		5757					1919	Columbia River SB Corp Portland, Or.	United States Maritime Commission	110·0	54·2	27·6	Portlnd, Or Utd. States *WB*	DR geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
218972		*Fitted for oil fuel*	5248								P44'B115'F46'						
		2 *Dks*	3560														
83547	**Silindoeng** (*ex* Adriaan Stoop)		1793		...			1924	Maats. Fyenoord Rotterdam	N.V. Koninkl. Paketv. Maats.	250·3	40·7	16·3	Batavia Dutch *WB*	T.3Cy.17½",29"&46"–39" 220NHP Maats. Fyenoord, Rot.	18 " 3	V †
			1315								P18 Q134'Bon Q50'						
PKFS	*Well deck*	1 *Dk*	947								F20' FK						
		Cruiser Stern															
83548	**Silja**		1259					1919	P. Th. Stuhrs Ma-skin&Skibs. A/S Aalborg	Rederi A/S Kragerö (K. Sandaas, *Mgr.*)	238·7	36·3	13·6	Kragerö Norwegian *WB*	T.3Cy.15",24"&40"–27" 83NHP A/S Frichs, Aarhus		N
			956								P34*t* Q91*t*	P37*t* H70*t*					
LEUO		1 *Dk*	716														
83549	**Siljestad**		4301					1927	Akt. Bur-meistr& Wain Copenhagen	Skibs A/S Siljestad (A.F. Klaveness& Co. A/S)	376·5	53·8	28⅝·6	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29½"–59 1/16" 489NHP Akt. Burmeistr& Wain, Cpn		N
		Oil Eng.	3827								P62*t* B87*t* H249*t*						
LCXO		1 *Dk &Shelter dk*	2510								F28*t*						
83550	**Silkeborg**		1[illegible]					1915	Fredrkstad Mek. Værks. Fredrikstad	A/S D/S Danebrog (C.K. Hansen, *Mgr.*)	265·0	42·2	17·6	Copnhagn Danish *WB*	T.3Cy.20½",33"&56"–36" 188NHP Fredrikstad M.V. Frdstad.		N
			1600								P22'B71'F29'						
OZWC		1 *Dk*	1101														

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cons., si ce n'est dans le L. R. Durée Cert. Ro/Tonnage
83551 145485 GDKR	**Silksworth** ss Kob. No. 3–8,35 D.F. 1 Dk (Stl) & Shelter dk (Stl)		4921 4569 2961	✝100A1 Shelter dk with freeboard	Kob	z	CL 7,35 8,38	1922 4mo	Richardsn, Duck&Co.Ld Stockton Lloyd's SA&CP	Foreign Investments, Ld. 1264t DTa 30' 1116t FPT 106t APT 145t	415·2 | 53·3 | 25·6 FK Collision Bhd to Sh dk 6 „ „ U „		Shanghai British Cem Blair&Co.Ld.Stockton	T.3Cy.28″,46″&75″–51″ (s) 180lb 587NHP 3SB,9cf,GS189,HS8925 FD	28 ″ 3 s 3 ″ 1¾ 25 ″ 4½	
83552 123 IUIS	**Silva** (ex Smaragd, ex Hanchen, ex Dovre) Well deck	Iron 1 Dk 2 tr B	488 376 266					1889	E. Finch& Co.Ld. Chepstow	A. Alfino&Figli	167·6 | 25·0 | 12·5 160·0 Q74′B16′F26′			Catania Italian WB	T.3Cy.12″,20″&32″–24″ 70NHP E.Scott&Co.Newcastle	13 ″ 6	I †
83553 CSBN	**Silva Gouveia** (ex Max Weidtman, ex Taunus) Sub.Sig. Wireless	ss Lis No.3–8,38 1 Dk	893 695 511	100A–	Lis		CL 8,38	1922	Schiffsw(v. J.&Sch.)A.G. Hamburg	Soc.Geral de Com. Ind.&Transp.Lda.	209·5 | 31·9 | 12·9 FK			Lisbon Portuguese	T.3Cy.16⅛″,26½″&43⅝″–27½″ 170lb (s) 120NHP 2SB(Spt)dcf,GS96,HS1056	15 ″ 3 s ″ 10⅛ 14 ″ 6½	(1)
83554 114186	**Silver City** Mchy. Aft Well deck	ss Bel.2nd No.3–10,26 1 Dk	313 227 125	✝ NFL		e		1901 5mo	Ardrossan D.D.&S.B.Co. Ld Ardrossan	Job Bros.&Co.Ld.	134·8 | 23·1 | 10·0 Q70′B14′F20′ FK WB=FPT			SJhnsNFL British 3BHCem 31t APT 4t	Dre-dener Maschfb.A.G.Uebigau O.2Cy.18⅛″&36″–27″ 55RHP 1SB,3pf,GS48,HS1204 Ardrossan D.D.&S.B.Co.Ld	10 ″ 9	
83555 218615 KIRG	**Silver Sword** (ex New Britain–34) Fitted for oil fuel	1 Dk	4937 — 3122					1919	Downey S.B.Co. Arlingt'n N.J	Sword S.S.Line, Inc.	386·8 | 52·2 | 27·4			New York Utd. States	T.3Cy.24″,40″&70″–48″ Downey S.B.Co. 338NHP Arlington, N.J.		R
83556 216304 KFKI	**Silverado** Mchy. Aft	Fitted for oil fuel 2 Dks	2298 — 1359					1918	L'ng Beach S.B.Co. Long Beach, Cal.	Silverado S.S.Co.	245·6 | 42·0 | 24·1			S.Frncisco Utd. States WB	T.3Cy.19″,35″&46″–26″ Emade06refitted18 108NHP Watt&Hinds, New York		R
83557 149720 GMST	**Silverash** Oil Eng. ss Vcr. No.2–34 D.F. 1 Dk (Stl) & Shelter dk (Stl) Ref. Mchy. 3rd dk (Stl) in holds Cruiser Stern		5311 4828 3111	✝100A1 withfreeboard 10,37 for temp. 20° F. Carrying oil fuel or Kerosene in forward & after peak tanks & F.P. above 150° F. in deep tanks	NOs	b†	CL 10,38	1926 9mo	J.L Thompson&Sons,Ld. Sunderland Lloyd's SA&CP	Silver Line, Ld. (Stanley&John Thompson, Ld. Mgrs.) 1416t DT s53′2238t FPT 244t APT 328t	425·6 | 58·3 | 24·7 F46′ FK			London British 8BHpt Cem (Coll to Shdk 7 „ 2nd „) Cell DB361′	Oil Engines 2S.C.SA 4Cy.26¾″–107″ 882NHP DB(upr) DB120lb W.Doxford&Sons,Ld.Sld.	29 ″ 0 s 3 ″ 5 25 ″ 9⅜	
83558 148621 GLMD	**Silveray** Oil Eng. ss N.Os No.3–12,37 D.F. 1 Dk (Stl) & Shelter dk (Stl) Cruiser Stern		4535 4012 2626	✝100A1 withfreeboard Carrying oil fuel or Kerosene in forward & after peak tanks & F.P. above 150° F. in deep tanks	Bom	a†	CL 2,36	1925 7mo	J.L Thompson&Sons,Ld. Sunderland Lloyd's SA&CP	Silver Line, Ld. (Stanley&John Thompson, Ld. Mgrs.) Cell DB343 1253t DTa 26′956t DTf 31′ 1146t	395·7 | 57·0 | 23·4 P27′B173′F42′ FK			London British 8BHpt Cem (Coll to Shdk 7 „ 2nd „) FPT 251t APT 246t	Oil Engines 2S.C.SA 3Cy.22½″–91⅛″ 480NHP DB120lb W.Doxford&Sons,Ld.Sld.	25 ″ 10 s 2 ″ 4½ 23 ″ 8¾	
83559 149744 GMSX	**Silverbeech** Oil Eng. ss Vcr. No.2–34 D.F. 1 Dk (Stl) & Shelter dk (Stl) Ref. Mchy. 3rd dk (Stl) in holds Cruiser Stern		5311 4837 3096	✝100A1 withfreeboard Carrying oil fuel or Kerosene forward & after peak tanks & F.P. above 150° F. in deep tanks	NOs	b†	CL 3,38	1926 11mo	Sir J. Laing &Sons,Ld. Sunderland Lloyd's SA&CP	Silver Line, Ld. (Stanley&John Thompson, Ld. Mgrs.) Cell DB361′ 1416t DT s53′ 2238t FPT 244t APT 328t	425·6 | 58·3 | 24·7 443·0(O.L.). F46′ FK			London British 8BHpt Cem (Coll to Shdk 7 „ 2nd „) for temp. 20° F.	Oil Engines 2S.C.SA 4Cy.26¾″–107″ 882NHP DB(upr) DB120lb W.Doxford&Sons,Ld.Sld.	29 ″ 0 s 3 ″ 5 25 ″ 9⅜	
83560 149851 GMVJ	**Silverbelle** Oil Eng. ss Cal. No.2–35 D.F. 1 Dk (Stl) & Shelter dk (Stl) Ref. Mchy. 3rd dk (Stl) in holds Cruiser Stern		5302 4828 3091	✝100A1 withfreeboard 11,37 for temp. 20° F. Carrying oil fuel or Kerosene forward & after peak tanks & F.P. above 150° F. in deep tanks	Cal	b†	CL 11,37	1927 7mo	J.L Thompson&Sons,Ld. Sunderland Lloyd's SA&CP	Silver Line, Ld. (Stanley&John Thompson, Ld. Mgrs.) Cell DB361′ 1416t DT s53′ 2238t FPT 244t APT 328t	425·6 | 58·3 | 24·7 F46′ FK			London British 8BHpt Cem (Coll to Shdk 7 „ 2nd „) NDB38–10lb	Oil Engines 2S.C.SA 4Cy.26¾″–107″ 882NHP DB120lb W.Doxford&Sons,Ld.Sld.	29 ″ 0 s 3 ″ 5 25 ″ 9⅜	
83561 147694 GKFP	**Silvercedar** Oil Eng. ss N.Os. No.3–8,36 D.F. 1 Dk (Stl) & Shelter dk (Stl) Cruiser Stern		4354 4070 2637	✝100A1 withfreeboard Carrying oil fuel F.P. above 150° F. forward & after peak tanks Cell DB	NYk	y	CL 1,39	1924 7mo	W. Doxford &SonsLd. Sunderland Lloyd's SA&CP	Silver Line, Ld. (Stanley&John Thompson, Ld. Mgrs.) 322′ 1011t DT f 26′9 76t FPT 140t APT 220t	375·0 | 52·6 | 25·7 F30′ FK			London British 7BHpt Cem (Coll to Shdk 6 „ 2nd „) 2DB100lb	Oil Engines 2S.C.SA 3Cy.21¼″–85″ 417NHP W.Doxford&Sons,Ld.Sld.	28 ″ 3 s 3 ″ 0½ 25 ″ 5	
83562 147648 GKFN	**Silverelm** Oil Eng ss NYk. No.3–8,35 D.F. 1 Dk (Stl) & Shelter dk (Stl) Cruiser Stern		4351 4070 2637	✝100A1 withfreeboard Carrying oil fuel F.P. above 150° F. in fore & after peak tanks	Ddn	y	CL 8,38 6,38	1924 5mo	W. Doxford &Sons,Ld. Sunderland Lloyd's SA&CP	Silver Line, Ld. (Stanley&John Thompson, Ld. Mgrs.) Cell DB322′ 971t DTf 25′ 976t FPT 140t APT 220t	375·0 | 52·6 | 25·7 F30′ FK Duct keel f 127′ Coll BH to Sh dk 6 „ „ 2nd „			London British 7BHpt Cem BH to Sh dk 6 „ „ 2nd „ 2DB100lb	Oil Engines 2S.C.SA 3Cy.21¼″–85″ 417NHP W.Doxford&Sons,Ld.Sld.	28 ″ 3 s 3 ″ 0½ 25 ″ 4½	
83563 137436 MFXC	**Silverfield** Mchy. Aft Well deck	3 Mst ss Liv. No.3–8,27 ss Liv. No.2–36 1 Dk (Stl)	426 306 161	✝100A1	Liv	g	CL 10,38	1915 3mo	Lytham S. B.&E.Co.Ld. Lytham Lloyd's SA&CP	Zillah Shipping& Carrying Co. Ld. (W.A.Savage, Ld. Mgrs.) Q85′B9′F23′ BK 6½″ WB=DT f 16′ 33t	142·5 | 26·0 | 11·5			Liverpool British 4BHCem APT 6t	T.3Cy.14″,22″&38″–24″ (s) 180lb 8SRHP 7SB,8cf,GS45,HS1444 Lytham S.B.&E Co.Ld.Lyt	12 ″ 6 s 3 ″ 11 12 ″ 11	
83564 147675 GKTC	**Silverfir** Oil Eng. ss N.Os. No.3–8,35 D.F. 1 Dk (Stl) & Shelter dk (Stl) Cruiser Stern		4347 4070 2636	✝100A1 withfreeboard Fitted for carrying oil fuel 2,30 F.P. above 150° F. in fore & after peak tanks	Phl	y	CL 3,36 NS.38	1924 6mo	W. Doxford &Sons,Ld. Sunderland Lloyd's SA&CP	Silver Line, Ld. (Stanley&John Thompson, Ld. Mgrs.) 391.2(O.L.) Cell DB322′ 971t DTf 25′ 976t FPT 140t APT 220t	375·0 | 52·6 | 25·7 F30′ FK Duct keel f 127′ Coll BH to Sh dk 6 „ „ 2nd „			London British 7BHpt Cem BH to Sh dk 6 „ „ 2nd „ 2DB100lb	Oil Engines 2S.C.SA 3Cy.21¼″–85″ 417NHP W.Doxford&Sons,Ld.Sld.	28 ″ 3 s 3 ″ 0½ 25 ″ 4½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated B. of Trade Cert.
83565 149850 GMVK	**Silverguava** *Oil Eng.* **D.F.** *ss* Cal. No. 2–35 *Ref. Mchy.* 1 *Dk (Stl)* & *Shelter dk (Stl)* *3rd dk (Stl) in holds* *Cruiser Stern*		5294 4828 3088	✠100A1 SFo Cal *b*† *with freeboard* ~~7,88 11,37~~ 1,35 ✠LMC CS5,36 DBS9,~~37~~ 8,38 9,36 ✠Lloyd's RMC ~~1,38~~ ,38~~,38~~ for temp. 20° F. *Carrying oil fuel or Kerosene in forward & after peak tanks & deep tanks*			CL ~~5,36~~ 8,38 *F.P. above 150° F.*	1927 6mo *Lloyd's*	Sir. J Laing &Sons, Ld. Sunderland *A&CP*	SilverLine, Ld. (Stanley&John Thompson, Ld. *Mgrs.*) *Cell D B361'1416t D T s53'2238t F P T244t A P T328t*	425·6 F46′	58·3 FK *Coll*	24·7 *BH to Sh dk* 7 „ „2nd „	London British	Oil Engines 2S.C.SA 4Cy.26¾″–107″ 882NHP *8 B Hpt Cem* DB(*upr*) DB*120lb* W. Doxford&Sons, Ld. Sld.	29 ″ 0 *s* 3 ″ 5 25 ″ 9½	
83566 147710 GKDV	**Silverlarch** *Oil Eng.* **D.F.** *ss* Sld. No. 3–7, 5 *2 Dks (Stl) & Shelter dk (Stl)* *Cruiser Stern*		5064 4629 3189	✠100A1 NYk Rot *a*† *with freeboard* 7,38 ~~10,37~~ ✠LMC 3,36 ✠NE 3,36 DBS ~~4,37~~ 7, *Carrying oil in after peak t* *F.P. a* *tank &* *above 150° deep tanks*			CL N3,36	1924 8mo *Lloyd's*	Swan, Hunter&Wigham Richardson, Ld. Newcastle *A&CP Cell D*	SilverLine, Ld. (Stanley&John Thompson, Ld. *Mgrs.*) *B350'1203t D T s* 9'1256t *M T* 42'1080t *F P T* 129t *A P T* 290t	401·0 415·0 (O.L.) P29′F40′ *Collision* *D T s* 60′1844t	55·3 FK *BH to Sh dk*	26·3 6 „ „2nd „ 2 „ „3rd „	London British	Oil Engines 2S.C.DA 4Cy.27½″–47¼″ 1052NHP 2 DB*120lb* DB(*upr*)36 *120lb* Richardsons, Westgarth& Co. Ld. Hpl.	28 ″ 7 *s* 3 ″ 0½ 25 ″ 9½	
83567 ~~141119~~ ~~GMWC~~	**Silverlight** (*ex* Engineer Avdakoff) *ss* Cff. 2nd No. 3–8, 31 *ss* Cff. No. 1–36 *1 Dk (Stl) & deep framing* *Cargo battens not fitted*		1885 1680 1154	✠100A1 Shl *r* ~~11,37~~ 10,36 BS8,37 LMC 10,38			CL ~~5,36~~ ~~Nil~~	1904 3mo	Osbourne, Graham&Co Sunderland *Lloyd's A&CP*	~~Shamrock Shpg. Co. Ld. Sunderland~~ *Cell D Ba90′*	275·1 P29′B68′F30′ *n E & B 34′ f 108′488t*	40·1 FK	18·1	Estonian	T. 3 Cy. 20½″, 33″ & 54″–36″ (*s*) 180lb ~~85lb~~ 195NHP 2SB, *4pf*, GS80, HS3080 G. Clark, Ld. Sunderland	20 ″ 6 *s* 2 ″ 8½ 17 ″ 11½	
New "Cathrine," see Alt. Class in Supplement																	
83568 149925 GNDP	**Silvermaple** *Oil Eng.* **D.F.** *ss* Cal. No. 2–35 *Ref. Mchy.* 1 *Dk (Stl)* & *Shelter dk (Stl)* *3rd dk (Stl) in holds* *Cruiser Stern*		5313 4828 3100	✠100A1 Sng Cal *b*† *with freeboard* ~~11,37~~ 3,39 ✠LMC CS7,36 DBS~~11,37~~ 10,35 ✠Lloyd's RMC for temp. 20° F. *Carrying oil fuel or Kerosene in forward & after peak tanks & deep tanks*			CL ~~5,37~~ N3,38 *F.P. above 150° F.*	1927 11mo *Lloyd's*	Sir. J. Laing &Sons, Ld. Sunderland *A&CP*	SilverLine, Ld. (Stanley&John Thompson, Ld. *Mgrs.*) *Cell D B361'1416t D T s* 53′ 2238t *F P T* 244t *A P T* 328t	425·6 F46′	58·3 FK (*Coll to Sh dk* 7 „ 2nd „)	24·7	London British	Oil Engines 2S.C.SA 4Cy.26¾″–107″ 882NHP *8 B Hpt Cem* DB*120lb* W. Doxford&Sons, Ld. Sld.	29 ″ 0 *s* 3 ″ 5 25 ″ 9½	
83569 161341 GSFN	**Silverpalm** Twin Sc *Oil Eng.* *ss* Cal. No. 2–38 ~~ss. F. o. No. 1–39~~ *Ref. Mchy.* 1 *Dk (Stl)* & *Shelter dk (Stl)* **D.F.** 3rd *dk (Stl) in fore holds* *Cruiser Stern*		6373 5527 3385	✠100A1 Cal *c*† *with freeboard* ~~3,38~~ ~~9,37~~ 3,39 ✠LMC CS3,38 DBS~~3,38~~ 3,39 4,37 ✠Lloyd's RMC 3,38 for temp. 20° F. *Carrying oil fuel or Kerosene in forward & after peak tanks & deep tanks*			CL ~~9,37~~ *F.P. above 150° F.*	1929 12mo *Lloyd's*	J L Thompson&Sons, Ld. Sunderland *A&CP Cell D B382′*	SilverLine, Ld. (Stanley&John Thompson, Ld. *Mgrs.*) 1528t *M T s* 48′2231t *F P T* 259t *A P T* 421t *Tanks in way of*	450·9 F44′	61·3 FK (*Coll to Sh dk* 7 „ 2nd „) *tunnels* 531t	25·3	London British	Oil Engines 2S.C.SA 8Cy.23⅝″–70⅞″ 1387NHP *8 B Hpt Cem* DB(*upr*) *100lb* DB*150lb* Richardsons, Westgarth& Co. Ld. Hpl.	30 ″ 0 *s* 3 ″ 9½ 26 ″ 5½	
83570 147671 GKFZ	**Silverpine** *Oil Eng.* **D.F.** *ss* Sld. No. 3–10, 35 *2 Dks (Stl) & Shelter dk (Stl)* *Cruiser Stern*		5066 4629 3191	✠100A1 Rot *a*† *with freeboard* ~~6,38~~ 12,37 NO ✠NE 5,36 LMC 5,36 DBS~~6,37~~ 3, *Fitted for carrying oil fuel*			CL N5,36 11,31 *F.P. above 150° F. in*	1924 6mo *Lloyd's*	Swan, Hunter& Wigham Richardson, Ld. Newcastle *A&CP Cell D B345′*	SilverLine, Ld. (Stanley&John Thompson, Ld. *Mgrs.*) 1143t *M T* 42′ 1038t *F P T* 129t *A P T* 263t *ore & after peak tanks*	401·0 P29′F40′ *Collision*	55·3 FK *BH to Sh dk*	26·3 7 *BHpt Cem* 5 „ „2nd „ 1 „ „3rd „	London British	Oil Engines 2S.C.DA 4Cy.27½″–47¼″ 1052NHP 2 DB*120lb* NDB(*upr*)36 *120lb* Richardsons, Westgarth& Co. Ld. Hpl.	28 ″ 7 *s* 3 ″ 0½ 25 ″ 9½	
83571 162478 GSFQ	**Silversandal** Twin Sc *Oil Eng.* *ss* HKg. No. 2–38 ~~ss. H. Kg. No. 1–39~~ *Ref. Mchy.* 1 *Dk (Stl)* & *Shelter dk (Stl)* **D.F.** 3rd *Dk (Stl) in fore holds* *Cruiser Stern*		6770 5910 3693	✠100A1 HKg *d*† *with freeboard* 7,38 ~~9,37~~ 12,38 LMC CS~~6,37~~ DBS~~4,37~~ 2,38 ~~3,37~~ 3,37 ✠Lloyd's IC ~~3,37~~ ~~10,37~~ 3,39 for temp. ~~10~~° F. *Carrying oil fuel or Kerosene in forward & after peak tanks & deep tanks*			CL P1,36 S11,36 *F.P. above 150° F.*	1930 9mo *Lloyd's*	Harland& Wolff, Ld. Belfast *A&CP*	SilverLine, Ld. (Stanley&John Thompson, Ld. *Mgrs.*) *Cell D B375′1348t M T s* 48′2325t *tanks*	456·3 475·0 (O.L.) F46′	62·0 FK (*Coll to Sh dk* 7 „ 2nd „) *in way of tunnels* 492t	25·6 *F P T* 209t *A P T* 472t	London British	Oil Engines 4S.C.SA 12Cy.29½″–59 1/16″ 979NHP *8 B Hpt Cem* DB(*upr*) *100lb* DB*150lb* Harland& Wolff, Ld. Bel.	30 ″ 6 *s* 4 ″ 0½ 26 ″ 8½	
83572 161486 GSFR	**Silverteak** Twin Sc *Oil Eng.* *ss* HKg. No. 2–38 ~~ss. H. Kg. No. 1–39~~ *Ref. Mchy.* 1 *Dk (Stl)* & *Shelter dk (Stl)* **D.F.** 3rd *dk (Stl) in fore holds* *Cruiser Stern*		6770 5910 3693	✠100A1 HKg *d*† *with freeboard* 1,~~38~~ 11,3 ✠LM DBS~~6,37~~ 4,38 ✠Lloyd's RM ~~4,38~~ 2,39 for temp. 20° F. *Carrying oil fuel or Kerosene in forward & after peak tanks & deep tanks*			CL 1,38 *F.P. above 150° F.*	1930 9mo *Lloyd's*	Harland& Wolff, Ld. Belfast *A&CP*	SilverLine, Ld. (Stanley&John Thompson, Ld. *Mgrs.*) *Cell D B375′1348t M T s* 48′2325t *Tanks in way of t*	456·3 475·0 (O.L.) F46′	62·0 FK (*Coll to Sh dk* 7 „ 2nd „) *unnels* 492t *F P T* 209t *A P T* 472t	25·6	London British	Oil Engines 4S.C.SA 12Cy.29½″–59 1/16″ 979NHP *8 B Hpt Cem* DB(*upr*) *100lb* DB*150lb* Harland& Wolff, Ld. Bel.	30 ″ 6 *s* 4 ″ 0½ 26 ″ 8½	
83573 147244 MLTW	**Silverthorn** (*ex* Deux Frères) *ss* Goo. 2nd No. 3–10, 31 *ss* Bwg. No. 1–36 *Mchy. Aft* *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted*		436 309 168	✠100A1 Bwg *g* 10,36 LMC MS9,36 L 9,3			OG 5,36	1908 6mo	Wood Skinner&Co. Ld. Newcastle *A&CP*	S. William Coe& Co. Ld. (W. J. Ireland, *Mgr.*) *D*	150·0 P&B69′F20′ *Bu Bkr* 5′7t *F P T* 28t	25·1 BK 7′ *D T* 7′27t	11·2	London British	T. 3 Cy. 14″, 23⅛″ & 39″–27″ (*s*) 180lb 97RHP 1SB, *3cf*, GS50, HS1675 N.E. Marine Eng. Co Ld Nwc	12 ″ 3 *s* ″ 9½ 12 ″ 0½	
83574 161455 GSFT	**Silverwalnut** Twin Sc *Oil Eng.* *ss* H Kg. No. 2–38 ~~ss. H. Kg. No. 1–39~~ *Ref. Mchy.* 1 *Dk (Stl)* & *Shelter dk (Stl)* **D.F.** 3rd *Dk (Stl) in fore holds* *Cruiser Stern*		6770 5910 3693	✠100A1 HKg *d*† *with freeboard* 2,~~38~~ 7,37 LMC CS DBS ,38 ✠Lloyd's RMC for temp. 20° F. *Carrying oil fuel or Kerosene in forward & after peak tanks & deep tanks*			CL ~~F3,36~~ S7,37 ~~12,39~~ *F.P. above 150° F. in*	1930 7mo *Lloyd's*	Harland& Wolff, Ld. Belfast *A&CP*	SilverLine, Ld. (Stanley&John Thompson, Ld. *Mgrs.*) *Cell D B375′1348t M T s* 48′2325t *Tanks in way of t*	456·3 475·0 (O.L.) F46′	62·0 FK (*Coll to Sh dk* 7 „ 2nd „) *unnels* 492t *F P T* 209t *A P T* 472t	25·6	London British	Oil Engines 4S.C.SA 12Cy. 29⅛″–59 1/16″ 979NHP *8 B Hpt Cem* DB(*upr*) *100lb* DB*150lb* Harland& Wolff, Ld. Bel.	30 ″ 6 *s* 4 ″ 0½ 26 ″ 8½	

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite. Terme assigné au certif. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Noms du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où coté si ce n'est dans le L.R. Lauréa Cert. Board of Trade
83575	**Silverwillow**	TwinSc	6373	✠100A1		Cal	c†	1930	J.L.Thomp-	SilverLineLd.	450·9	61·3	25·3	London	Oil Engines 2S.C.SA	30 ″ 0	
161424	*Oil Eng.*		5527	*with freeboard*			CL	6mo	son&Sons,Ld.	(Stanley&John				British	8Cy.23⅝″–70⅞″ 1387NHP	s 3 ″ 9½	
GQVY	*ss*Cal.No.1–35		3385	1,38			1,39		Sunderland	Thompson,Ld.	F44′		FK	8*BH pt Cem*	DB(*upr*)*100lb* DB*150lb*	26 ″ 5½	
	Ref.Mchy. 1*Dk(Stl)&Shelter dk(Stl)*			✠LM	CS9,55			*Lloyd's*A&CP		Mgrs.)				*Coll to Sh dk*	Richardsons,Westgarth&		
	D.F. 3*rd dk(Stl) in fore holds*			DBS7 7,38	7,37					*CellDB*382′1528*t*	*MTs*48′2231*t*			7 „ 2nd „)	Co.Ld.Hpl.		
	Cruiser Stern			loyd'sRM						*tanks*	*in way of tunnels* 531*t FPT*259*t*			*APT*421*t*			
					1,39												
				For temp. 20° F.													
				Carrying oil fuel or Kerosene forward & after peak tanks &				*F.P.above* 150° F. *in deep tanks*									
83576	**Silveryew**	TwinSc	6373	✠100A1		HKg	c†	1930	J.L.Thomp-	SilverLine,Ld.	450·9	61·3	25·3	London	Oil Engines 2S.C.SA	30 ″ 0	
161370	*Oil Eng.*		5527	*with freeboard*			CL	2mo	son&Sons,Ld.	(Stanley&John	470·0(O.L.)			British	8Cy.23⅝″–70⅞″ 1387NHP	s 3 ″ 9½	
GQSX	*ss*Hfx.No.3–7,35		3385	2,39 3,38	,38		P10,37		Sunderland	Thompson,Ld.	F44′		FK	8*BHpt Cem*	DB(*Upper*)*100lb* DB*150lb*	26 ″ 5½	
	Ref.Mchy. 1*Dk(Stl)&Shelter Dk(Stl)*			[illegible]				*Lloyd's*A&CP		Mgrs.)				*Coll to Sh dk*	Richardsons,Westgarth&		
	D.F. 3*rd Dk(Stl)in forehold*			✠Lloyd'sR	C 1,38					*CellDB*382′1528*t*	*MTs*48′2231*t tanks*			7 „ 2nd „)	Co.Ld.Mdb.		
	Cruiser Stern				4, 21,38					*in way of tunn*	*els*531*t FPT*259*t A*			*PT*421*t*			
				for temp. 20° F.													
				Carrying oil fuel or Kerosene forward & after peak tanks &				*F.P.above* 150° F. *in deep tanks*									
83577	**Silvia**		992					1938	Lübecker	ReedereiA.Kirsten	229·9	34·4	11·9	Hamburg	C.4Cy.14″&29½″–31½″		
			464						Maschb.Ges.					German	160NHP		
	Ref.Mchy. 1*Dk*		703						Lübeck					*WB*	Christiansen&Meyer,		
	Cruiser Stern														Harburg		
83578	**Silvia Tripcovich**		2365	✠100A1		Pla	*s*	1925	Cant.Nav.	D.Tripcovich&Ci.	303·5	41·7	20·6	Trieste	T.3Cy.20¼″,34⅝″&55½″–36″	22 ″ 9	
245			1944	1,39			CL	10mo	Triestino	Soc.Anon.diNav.				Italian	200lb (*s*) 279NHP	s 3 ″ 0	
ICHR	*ss*Tri.No.3–10,37		1412				1,37		Monfalcone	Rimorchi e	P27′B97′F31′		FK	5*BHCem*	1SB&1AuxSB,5*cf*,GS97,	19 ″10⅜	
	2*Dks(Stl)*				MC			*Lloyd's*A&CP		Salvataggi	*CellDB*251′548*t*			*APT*10*t*	HS4137 FD		
				MS8,37	S10,										StabilimentoTecnico,Tri.		
					10,												
83579	**Silvio**	*ss*Hul 2nd No.3–3,38	1293	✠100A1		Hul	*q*	1913	Dundee	Ellerman'sWilson	260·7	36·2	15·4	Hull	T.3Cy.18″,30″&50″–36″ (*s*)	17 ″ 6	
133467			1102	9,38			OG	11mo	S.B.Co.Ld.	Line,Ld.				British	180lb 196NHP	s ″11½	
MDZP	*Well deck*		648	9,38	MC		9,37		Dundee		P&B196′F32′		FK	5*BHCem*	2SB,6*pf*,GS95,HS5496	16 ″ 8½	
	Cruiser Stern 1*Dk(Stl)*			MS7,34	5,38	2,39		*Lloyd's*A&CP		*CellDBa*63′*uE&B*	38′*f* 111′342*t FPT*			11*tAPT*40*t*	Amos&Smith,Ld.Hull		
83580	**Sima** (*ex*Tannenfels–35)		3048					1923	Schiffs.-u.	U.S.S.R.	337·7	48·2	21·1	Petrpvlsk	T.3Cy.23⅝″,38⅞″&62″–		G
			2681						Dckbauwerft		F36′			Russian	41 1/16″ 246NHP		
UPKO	Sub.Sig.	2*Dks*	1788						Flender A.G.					*WB*	G.SeebeckA.G.		
									Lübeck						Wesermünde-G.		
83581	**Sima Maru** (*ex*ShimaMaru–38)		1987				...	1920	TeikokuSS	SettuSyosenK.K.	270·0	39·0	23·9	Fuchu	T.3Cy.18⅝″,30″&49″–39″	23 ″ 11	C
26719			1802						Co.Ld.	(OsakaSyosen	P16′B65′F30′		FK	Japanese	249NHP		†
JSBA	1*Dk2nd dk in No.1hold*		1149						Toba	K.K.*Mgrs.*)				*WB*	KobeSteelWorks,Kobe		
83582	**Simaloer**		6533					1920	Nederl.	N.V.Stoomv.	420·0	54·7	33·3	Amstrdam	T.3Cy.28″,46″&67″–54″		V
	Fitted for oil fuel								Schps.Maats.	Maats.Nederland	P55′B28′F40′			Dutch	335NHP		
PHMN	D.F. 3*Dks*		4039						Amsterdam					*WB*	Werkspoor,Amsterdam		
83583	**Simcoe** (*ex*Glencorrie)		1783					1923	Swan,Hun-	CanadaSteamship	250·3	42·5	17·9	Montreal	T.3Cy.16″,27″&44″–30″	20 ″ 6	C
145511			1562						ter&Wigham	Lines,Ld.	F39′			British	106NHP		
CYMK	*Mchy.Aft* 1*Dk*		1034						Richardson,					*WB*	MacColl&Pollock,Sld.		
									Ld.Newcastle								
83584	**Simcolite**		1919	✠ ...		Mdb		1930	Furness	ImperialOilShip-	250·0	43·1	17·9	Montreal	T.3Cy.17″,28″&46″–36″	18 ″ 0	
155282			1465	8,36				4mo	S.B.Co.Ld.	pingCo.Ld.(H.J.	F41′P62′*Trunk*147′		FK	British	158NHP	s1 ″ 11½	
VGQD	D.F. *Mchy.Aft* 1*Dk(Stl)*		1085	✠					Haverton-	Rahlves,*Mgr.*)	*Middle line B H not oil-tight*			11*BHpt Cem*	1SB,4*cf*,GS ,HS2718	10 ″ 2¾	
	Fitted for oil fuel								Hill-on-Tees		*CellDBuE*24′68				N.E.MarineEng.CoLdNwc		
	Carrying Petroleum in bulk										*tFPT*133*t APT*48*t*						
	Longitudinal framing at bottom & at deck																
83585	**Simferopol** (P)		2696					1912	NevskyS.B	U.S.S.R.	286·0	40·6	26·9	Vladvostk	T.3Cy.20⅜″,32⅝″&52⅝″–40″		
			1746						&Mch.Works		B95′			Russian	176NHP		
UOCH	3*Dks*		1493						Leningrad						NevskyS.B.&Mch.Works		
83586	**Simla** (*ex*Glastonbury)		6031	✠100A1		Osl		1917	SirJ.Laing	Wilh.Wilhelmsen	405·3	53·5	33·5	Tönsberg	T.3Cy.28″,46″&75″–51″ (*s*)	36 ″ 0	
	*ss*Osl.No.3–12,28		4158	*Shelter dk*			CL	6mo	&Sons,Ld.					Norwegian	180lb 559NHP	s 0 ″ 1	
LEWA	*ss*Osl.No.2–37		3810	*with freeboard*			9,37		Sunderland				FK	6*BHCem*	3SB,9*cf*,GS195,HS8214 FD	27 ″ 1¾	
	2*Dks(Stl)&Shelter dk(Stl)*			9,37	MC			*Lloyd's*A&CP			*CellDB*355′1050*t*			*APT*63*t*	J.Dickinson&Sons,Ld.Sld.		
				BS4,37	S9,3												
				Fitted for oil fuel 6 20			*F.P. above* 150° F										
83587	**Simnia**		6197	✠100A1		Sba	*a*†	1936	Harland&	Anglo-Saxon	430·3	54·7	30·6	London	Oil Engines 4S.C.SA	31 ″ 0	
164617	*Oil Eng.*		5505	1,39 4,38		Shl	CL	5mo	Wolff,Ld.	PetroleumCo.Ld.				British	6Cy.25 1/16″–55⅛″ 378NHP	s 5 ″ 7½	
GYVC	D.F. 1*Dk 2nd dk clear of cargo tanks*		3605		MC5,36				Glasgow		P91′B41′F48′		FK	16*BH*	DB*180lb*	25 ″ 7	
	E.S.D. *Mchy.Aft* *Cruiser Stern*			*Carrying Petroleum in bulk*				*Lloyd's*A&CP							Harland&Wolff,Ld.Gls.		
	Longitudinal framing at bottom & at deck									*CellDB*	*uE*66′134*t DTf* 25′2			65*t FPT*104*t*	*APT*60*t*		
83588	**Simon Bolivar** (P)		7906	✠100A1		Ham		1927	Rotterdam	Koninkl.Nederl.	419·9	59·1	27·7	Amsterdm	Q.4Cy.28¾″,40½″,58½″&	31 ″ 6	
			5344	*with freeboard*			CL	3mo	Droogd.Maat	Stoomb.Maats.	438·5(O.L.)	35·7		Dutch	84⅝″–55⅛″ 2251b (*r*) 856NHP	s 5 ″ 2½	
PHMS	2*Dks(Stl)*3*rd dk(Stl)in No.1 hold*		4786	12,37	1,39	BS4,	1,38		Rotterdam		P&B329′F74′		FK	7*BHCem*	4SB(Spt),12*cf*,GS270,	26 ″ 5½	
	D.F. *& platform dk in No.2hold*		8309		LMC1,		N1,39	*Lloyd's*A&CP			*CellDB*349′1065*t FPT*			116*t APT*55*t*	HS12512 FD		
	Cruiser Stern			*Fitted for oil fuel* 3,27			*F.P. above* 150° F.								RotterdamDroogd.Maats.		
	Rudder electrically welded																
83589	**Simon J. Murphy**		4241					1900	Detroit	PittsburghS.S.Co.	435·5	51·5	28·0	Duluth,	T.3Cy.22″,35″&58″–42″		
116987			—						S.B.Co.					Min.	NB20 218NHP		
	Mchy.Aft GyC. 1*Dk2trB*		3064						Wyandotte					*WB*	Utd.States		
83589*	**Simon von Utrecht** (*ex*Wilhelm		4949					1921	Deutsche	Hanseatische	407·6	54·4	24·8	Bremen	DetroitS.B.Co.Detroit		
	Hemsoth)		4644						Werke A.G.	ReedereiEmil	P43′B26′F36′			German	2SteamTurbinesDRgeared		G
DHVS	1*Dk&Shelter dk*		2956						Kiel	Offen&Co.				*WB*	to 1 Sc. Shaft		
83590	**Simonburn**		5213	✠100A1		Nwc	*y*	1925	ShortBros.	Northumbrian	390·0	53·5	28·6	Newcastle	DeutscheWerke A.G.Kiel		
148140			4756	3,38		Dry	CL	10mo	Ld.	ShippingCo.Ld.				British	T.3Cy.25″,41¾″&68″–48″ (*s*)	31 ″ 6	
GLXR	D.F. 1*Dk(Stl)*		3242	12,38	LMC		3,38		Sunderland	(CommonBros.Ld.	P33′B105′F37′		FK	6*BHCem*	180lb ~~150lb 140lb~~ 363NHP	s 6 ″ 1½	
	Cargo battens not fitted			BS4,38	MS3,			*Lloyd's*A&CP		*Mgrs.*) *CellDB*	342′1524*t FPT*128*t*			*APT*206*t*	2SB(Spt)8*cf*,GS148,HS5806	25 ″ 7¾	
															J.Dickinson&Sons,Ld.Sld.		
83591	**Sin-ai Maru** (*ex*Shin-aiMaru–38)		3794	✠100A1		Kob	*w*	1921	Fujinagata	KishimotoKisen	345·0	50·0	29·0	Kobe	T.3Cy.23″,38″&64″–48″ (*s*)	29 ″ 1	
27478	*ss*Yka.No.3–10,32		3442	3,38		Osa	2,36	3mo	Dockyard	K.K.				Japanese	200lb 342NHP	s 5 ″ 2¾	
JTGB	*ss*Osa.No.1–37		2305		LMC		2,39		Osaka		P33′B73′F40′		FK	6*BHCem*	2SB,6*cf*,GS107,HS4396 FD	24 ″ 0	
	2*Dks(Stl)*							A&CP		*CellDB*294′78	*tFPT*53*t APT*26*t*				Fujinagata Dkyd.Osaka		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now Hull. Equipment Letter.	7a Date when tail shaft last tested.	8 Built. When. — Ship. Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught.	15 Assigned to vessels classed, if not in L.R. Date of first Trade Cert.
83592 PKGE	**Sinabang**	1 *Dk*	1799 1542 1010					1927	A.F. Smulders Schiedam	Koninkl.Paketv. Maats.	267·5 P30'B68'F36'	42·2	17·7	Batavia Dutch *WB*	C.4Cy.(2)16½"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 150NHP Gebr.Stork,Hengelo		V
83593 FOHK	**Sinaia** (P) *CruiserStern* D.F.	TwinSc *Fitted for oil fuel* 3 *Dks*	8567 — 5072					1922	Barclay, Curle&Co.Ld. Glasgow	Cie.Générale de Nav.àVap.Cyp, Fabre(Fabre Line)	439·7 P43'B250'F47'	56·1	34·3	Marseilles French *WB*	T.6Cy.21½",37"&64"-48" 568NHP Barclay,Curle&Co.Ld.Gls.		V
83594 WCEW	**Sinaloa** (*ex*WilliamF.Rapprich, 11724 *ex*Sinaloa) *Mchy.Aft*	(*Self-Unloader*) 1 *Dk2tr b*	4539 — 3503					1903	WestBay CityS.B.Co. W.BayCity, Mich	LeathemD.Smith S.S.Co.	416·0 F48'	50·0	24·0	Detroit, Mich. Utd.States *WB*	T.3Cy.20",33½&55"-42" 196NHP DetroitS.B.Co.Detroit		R
Transferred to No. 68219																	
83595 HRCU	—	*Fitted for oil fuel* 2 *Dks*	1648 1418 811					1915	R.Thompson&Sons,Ld Sunderland	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	265·0 P14*t*B64'H73*t*F48*t*	38·5	20·2 *WB*	Puerto Cortes Honduran	T.3Cy 20",33"&54"-36" NB19*refitted*36 175NHP N.E.MarineEng.CoLd.Sld.		R
83596 22308 JKZE	**Sin-an Maru** (*ex*Shin-anMaru-38) Wireless	1 *Dk*	1278 1113 714					1918	Ishikawajima S.B.&E Co.Ld.Tokio	SettuSyosenK.K. (OsakaSyosen K.K. *Mgrs.*)	230·0 P28'B53'F24	33·0	19·6	Fuchu Japanese *WB*	T.3Cy.15",24½"&40"-30" 88NHP IshikawajimaS.B.&E.Co.		
83597 164732 MMBK	**Sincerity** *Oil Eng.* *Mchy.Aft*	1 *Dk* *Cruiser Stern*	634 421 334	✠100A1 10,36	Grk	*i*	OG	1936 10mo	G.Brown &Co. Greenock	F.T.Everard& Sons,Ld.	175·0 Q113'F13' *Lloyd's*	27·9 FK *A&CP*	9·8	London British	Oil Engines 2S.C.SA 6Cy.12⅝"-15¾" ~~467~~NHP 3*BHptCem ptAsp* 86RHP Newbury DieselCo.Ld. Newbury	12 " 0 s 3 " 9 12 " 0	
											*Cell DB*109'147*t J'PT*79*t APT*57*t*						
83598 CSBX	**Sines** (*ex*Glenfinlas-32) *ss*Shl.2ndNo.3–4,31 *ss*Lis.No.1–36 1 *Dk(Stl)*&*deep framing* *Cargo battens not fitted*		3172 2977 2006	✠100A1 ~~10,37~~ LMC MS5,35	Bry	*r*	CL 8,36	1906 2mo	A.Rodger &Co. PortGlasgow	Soc.Transportes Carvoeiros,Lda. (Fde.MelloRego, *Mgr.*)	321·2 B118'F30' *Lloyd's*	47·7 FK *A&CP*	23·0	Lisbon Portuguese 6*BHCem*	T.3Cy.24",40"&65"-42" (*s*) 1601b 278NHP NDB07*refitted*30–*130lb* 2SB,6*cf*,GS112,HS4240	25 " 7 s3 "10 21 "11½	
				BS1,37 12,37							*Cell DBa§uE*124'*f*138' *APT*77*t*			798*t*	A.Rodger&Co.Glasgow		
83599 Now "Indragiri," *see No. 83527 in Supplement* BKFD	**Singapore**	1 *Dk*	585 484 289					1912	Nederl. Schps.Maats. Amsterdam	SoonBeeS.S.Co. (Singapore) Ltd. (HeapEngMoh S.S.Co.Ld. *Mgrs.*)	185·0 P27'B58'F26'	31·0	10·7 *WB*	British	C.2Cy.15"&30"-24" 37NHP Wilton'sEng.Co.Rot.		V
83600 25441 JSPD	**Singapore Maru** *ss*Kob.No.3–7,36 2 *Dks(Stl)*& *Awng dk(Stl)*		5859 5586 4260	✠100A1 *Awng dk with freeboard* 3,39 ~~10,37~~	Kob Tama	*y*	OG 10,37	1919 5mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KobeSanbashiK.K. *Cell DB*334'1118*t FPT Collision BIltoAwng dk*	385·0 *DB*334'1118*t FPT* 126*t APT*93*t*	51·0 FK	36·0	Hashidate Japanese *Cem* 5*BHtoU dk*	T.3Cy.26",43½"&72"-48" (*s*) 2001b HS5636 FD 437NHP 2SB&1AuxSB,6*cf*,GS154 KawasakiDkydCoLdKobe	36 " 0 s 9 "1½ 27 " 1	
83601 PKNY	**Singkel**	1 *Dk*	615 487 285					1913	Wilton's E.&SlpwyCo. Rotterdam	N.V.LianHwa SteamshipCo.	185·3 P20'F24'	31·1	10·9 *WB*	Djambi Dutch	C.2Cy.14$\frac{9}{16}$"&29⅜"-23⅝" 41NHP Wilton'sE.&SlpwyCo.Rot.		V
83602 PHMX	**Singkep**	3 *Dks*	6607 4575 4070					1922	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats.Nederland	420·0 P57'B29'F41'	54·7	33·4 *WB*	Amstrdam Dutch	DR gearedSteamTurbines NedFb.v.Wrk&Spoor,Ams		V
83603 8075 SKYI	**Singoalla** (*ex*Slesvig-36, *ex*Rödfaxe)	1 *Dk*	*1414* *1155* *819*					1913	Helsingörs Jernsk.&Msk. Elsinore	RederiA/B Runa (HelgeW.Winck, *Mgr.*)	249·5 P17'Q76'B96'F29'	38·1	15·0 *WB*	Hlsngborg Swedish	T.3Cy.18",30"&50"-36" 150NHP Helsingörs,Jernsk.&Mskb.		G
83604 161563 VWCS	**Singu** *ss*Cal.No.1–36 2 *Dks(Stl)*& *Web frames* D.F. *Longitudinal framing* *Mchy.Aft* *Cruiser Stern*		4927 4437 2740	✠100A1 ~~5,38~~ 7,37 3,39 ~~BS7,37~~ LMC9, BS ~~5,38~~ 3,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,31	Cal	*y*	CL ~~7,37~~ ~~10,38~~ 3,39 *F.P. a*	1931 12mo	Swan,Hunter&Wigham Richardson, LdNewcastle	BurmahOilCo.Ld. *Cell DBuE§B72'194tDTf*27'279*t*	381·5 P106'B11'F55' *Lloyd's* *above* 150° F.	55·3 FK *A&CP*	29·4 *FPT*154*t APT*121*t*	Rangoon British 13*BHptCem ptAsp* (10 *to U dk* 3 „ 2nd„)	T.3Cy.26½",45½"&76"-51" 2251b (*s*) 677NHP 3SB(Spt),12*cf*,HS10095 FD WallsendSlpwy&E.Co.Ld.	29 " 3 s 5 "3⅜ 24 "1½	
83605 136790 GLKC	**Sinkiang** (P)	2 *Dks*	2646 2270 1616					1915	Scotts'S.B. &E.Co.Ld. Greenock	China.Nav.Co.Ld.	310·2 B72'F37'	41·2	22·4 *WB*	London British	T.3Cy.22",35"&56"-39" 196NHP Scotts'S.B.&E.Co.Grk.		
83606 160574 GSQR	**Sinnington Court** *ss*Bry.No.2–37 D.F 2 *Dks(Stl)*		6910 6575 4335	✠100A1 *withfreeboard* ~~5,38~~ 5,37 4,39 BS ~~5,38~~ C12,	Ant Rot	*n*†	CL ~~8,36~~ 4,39	1928 9mo	Armstrong Whitworth &Co.Ld. Newcastle	CourtLine,Ld. (Haldin&Philipps Ld. *Mgrs.*) *Lloyd's*	420·1 F41' *Cell D Ba§uE*168'*f*	56·5 FK *A&CP*	33·8 *l BH dispensed with* 182'1500*t FPT*113*t*	London British 7*BHCem* (*Coll to W dk* 6 „2nd„) *APT*148*t*	T.3Cy.27",45"&75"-51" (*r*) 1801b 574NHP 3SB,9*cf*,GS190,HS8601 FD J.G.Kincaid&Co.Ld.Grk.	36 " 4 s 9 " 6 27 " 1	
83607 TCDA	**Sinop** (*ex*MaindyPriory,*ex*Cedartree) *Well deck*	1 *Dk*	1742 — 1028					1913	J.Crown& Sons,Ld. Sunderland	TürkSilepcilik LimitedSirketi	258·0 P18'Q127' F27'	36·7 Bon Q10' FK	16·9	Istanbul Turkish *WB*	T.3Cy.19",31"&51"-36" 197NHP N.E.MarineEng.Co.Ld.Sld	19 " 2	I †
83608 22301 JACC	**Sinryu Maru** (*ex*ShinryuMaru-38)	2 *Dks*	3182 2676 1958					1918	Ishikawajima SB&ECo Ld.Tokyo	KinkaiYusenK.K.	305·0 P30'B92'F25'	43·9 FK	27·3 *WB*	Tokyo Japanese	T.3Cy.22",37"&61"-42" 279NHP IshikawajimaSB&ECo.Ld	27 " 3	
83609 19787 JEFD	**Sinsei Maru** (*ex*Shinsei-Maru-38) *ss*Yka.No.3–5,28 *ss*Kob.No.2–37 (*Crab Canning Factory*'39) 2 *Dks(Stl)*		4740 4029 3403	✠ ~~5,38~~ 1,39	Kob Smk	*x*	CL ~~9,36~~ 7,38	1917 4mo	Uraga DockCo.Ld. Uraga A&CP	NipponSuisanK.K. *Cell DB*291'93*t*	360·0 P33'B91'F33' 4*t FPT*143*t APT*53*t*	51·0 FK	28·4	Kobe Japanese 6*BHCem*	T.3Cy.24½",40½"&67"-48" 1801b (*s*) 378NHP 3SB,9*cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 " 5 ~~s 5 " 5½~~ ~~28 " 2~~	
83610 PHNC	**Sint Annaland** *Well deck* D.F. *Mchy.Aft* *Cargo battens not fitted*	*ss*Rot.No.3–7,29 *ss*Rot.No.2–38 1 *Dk(Stl)*	2248 1671 1206	✠100A1 1,39 ~~1,38~~ B4.34	Rot	*r*	OG 2,37	1916 8mo	A.F.Smulders Schiedam A&CP	Scheepvaart en SteenkolenMaats. *Cell DBf*192'540*t*	272·9 P69'Q84'F27' *MT*12'285*t FPT*13*t*	40·2 FK	18·2 5*BHCem* 1*t APT*70*t*	Rottrdam Dutch	T.3Cy.20",32"&52"-39" (*s*) 1801b 212NHP 2SB,6*cf*,GS102,HS3710 A.F.Smulders,Schiedam	20 "10 s 6 "6½ 18 "8½	
83611 PHNM	**Sint Philipsland** *Well deck* D.F.	*ss*Rot.No.3–6,29 *ss*Rot.No.2–38 1 *Dk(Stl)* *Cargo battens not fitted*	2275 1754 1424	✠100A1 2,39 ~~1,38~~ MC1,38 BS2,39	Rot		OG 3,37	1916 9mo	Wrf.voorh Rijkee&Co. Rotterdam A&CP	Scheepvaart en SteenkolenMaats.	294·8 Q110'B53'F30' *Cell DB*254'640*t*	43·0 FK	17·7 5*BHCem* *APT*80*t*	Rottrdam Dutch	T.3Cy.21½",38"&57"-39" (*s*) 1801b 240NHP 2SB,6*cf*,GS113,HS4000 Maats.Fyenoord,Rot.	20 " 0 s 2 "1½ 18 " 1	
83612 20809 JLHE	**Sinten Maru** (P) (*ex*Shinten Maru-38) Wireless	1 *Dk*	1255 1073 735					1917	Yokohama DockCo.Ld. Yokohama	SettuSyosenK.K. (OsakaSyosen K.K. *Mgrs.*)	222·5 P24'B36'F24'	33·5	19·5	Fuchu Japanese *WB*	T.3Cy.15½',25½"&42"-30" 97NHP YokohamaDockCoLdYka		

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant expiré.	7 Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où coté si ce n'est dans le L. R. Durée. Cer. Elect. Trade
83613 7165 JDHD	**Sinyo Maru** (*ex*ShinyoMaru–38, *ex*ShinpoMaru) (*Crab Canning Factory 39*)	*ss*Yka.No.3–4,30 *ss*Osa.No.1–34 2*Dks*(*Stl*)	4737 4034 3397	✠ [illegible]	Kob	*x*	8,36	1918 3mo	Uraga Dock Co.Ld. Uraga A&GP	NipponSuisanK.K. *Cell DB*291′934*t*	360·0 P33′B91′F33′ FK	51·0 *FPT*143*t*	28·3 *APT*53*t*	Kobe Japanese	T.3Cy.24½″,40½″&67″–48″ 180lb (*s*) 378NHP 6*BHCem* 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 7 ~~5 ″ 0~~ ~~28 ″ 2~~	
83614 ~~7156~~ JHRL	—	*Cruiser Stern*	4100 2112					1938	Harima S.B.&Eng. Co.Ld. Harima	SinyoKisenK.K.	~~360·0~~	~~50·0~~	29·0	Kobe Japanese	2 steam turbines DR geared to 1 screw shaft 467NHP		
83615 47636 JKAL	**Sinyubari Maru** D.F.	2*Dks* *Cruiser Stern*	5354 — 3227					1936	Mitsui Bussan Kaisha,Ld. Tama *WB*	KyoritsuKisen K.K.	391·5 P31′B135′F30′	53·8	29·8	Tokyo Japanese	T3Cy.23⅝″,36⅝″&66⅛″–47½″ & exhaust turbine driving steam compressor 407NHP MitsuiBussanKaishaLd. Tama		C
83616 161516	**Sioux** *Mchy.Aft*	1*Dk*	1940 1634 1160					1929	Barclay, Curle&Co.Ld. Glasgow *WB*	St.Lawrence Steamships,Ld.	252·7 Q100′F35′	43·3	17·8	Montreal British	T.3Cy.15′,25′&40″–33″ 81RHP Barclay,Curle&Co.Ld.Gls.		C
83617 YTNX	**Sipan** (P) *Rudder partially electrically welded*	*ss*Spt.No.2–39 ~~*ss*Spt.No.1–39~~ 1*Dk*(*Teak*)	335 248 154	✠100A1 *For Service in the Adriatic* 4,39 ~~[illegible]~~ MS11,38 ~~[illegible]~~	Spt	*g*	CL 5,37	1931 4mo	F.Schichau G.m.b.H. Elbing *Lloyd's*A&CP	Dubrovacka Plovidba A.D.	149·8 B21′F36′	27·0 BK6⅜″ *Cell DBa*11′14*t*	10·3	Dubrovnik Yugoslav	C.4Cy.(2)12⅜″&(2)27⅞″–27⅞″ 206lb (*s*) 155NHP 5*BHptCem* 1SB(Spt),*3cf*,GS61, HS2530 FD FSchichauG.m.b.H.Elbing	11 ″ 0	
83618 PKGI	**Sipirok**	1*Dk*	1787 ~~1545~~ 1002					1928	Rijkee& Co. Rotterdam *WB*	N.V.Koninkl. Paketv.Maats.	267·6 P43′B79′F36′	42·2	17·6	Batavia Dutch	C.4Cy.(2)16½″&(2)35 7/16″ –35 7/16″ 124NHP Maats.Fyenoord,Rot.		V
83619 PKHT	**Sipora** (*ex*ThayGwan)	1*Dk*	*1594* *1279* *941*			…		1926	Wilton's E. &SlipwayCo Schiedam	N.V.Koninkl. Paketv.Maats. *WB*	264·9 P20′B73′F25′ FK	37·3	16·5	Batavia Dutch	T.3Cy.19″,32″&51″–36″ 202NHP Wilton's E&Slpwy.Co.Rot	18 ″ 6	V †
83620 PUAR	**Siqueira Campos** (P) TwinSc (*ex*CantuariaGuimarães,*ex*Curvello, *ex*GertrudWoermann) Sub.Sig.	2*Dks*(*Stl*) *Web frames*	6456 4948 3967			…		1907	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	415·6 P&B272′F59′	50·7 FK	28·6	R.Janeiro Brazilian *WB*	T.6Cy.22″,39½″&63¾″–42″ NB11 790NHP Reiherst.Maschinenf.Ham	31 ″ 6	V †
83621 149900 MNWR	**Sir David** *Mchy.Aft Well deck*	*ss*Sld.No.2–36 1*Dk*(*Stl*) *Cargo battens not fitted*	1275 969 697	✠100A1 ~~7,38~~ ~~[illegible]~~ LMC7,38 7,38	Sld	*n*	CL 8,37 7,38	1927 9mo	J.Read-head&Sons, Ld. S.Shields *Lloyd's*A&CP	GasLight&Coke Co.(Stephenson Clarke&AssociatedCompaniesLd. *Mgrs.*)	225·1 Q127′B16′F24′ 323*t* *MT*7′118*t*	36·0 FK *Cell DBuE*20′*f*140′ *FPT*	15·2 150*t* *APT*22*t*	London British 5*BHCem*	T.3Cy.18″,30″&49″–33″ (*s*) 180lb *100lb* 158NHP 1SB,*4cf*,GS73,HS2550 N.E.MarineEngCo.Ld.Sld.	17 ″ 1 ~~5 ″ 1½~~ 15 ″ 7	
83622 5148 SFPN	**Sir Ernest Cassel** (*ex*Ernest, *ex*SirErnestCassel) *Mchy.Aft* D.F.	1*Dk* *Cruiser Stern*	7739 *7170* *3312*					1910	Hawthorn, Leslie&Co.Ld Newcastle *WB*	Trafikaktieb. Grängesberg-Oxelösund(M.Waldenström,*Mgr.*)	454·4 P92′F43′	60·3	32·3	Stockholm Swedish	T.3Cy.27″,45″&74″–54″ 402NHP N.E.MarineEng.CoLdNwc		C
83623 124571 MCTV	**Sir Francis Drake** (P) TwinScSp *ss*Ply.No.3–12,19 *ss*Ply.No.1–23 1*Dk*(*ptStl–ws*)&*Promenade dk*(*Teak*)		478 465 169	✠ 4,26 ✠	Ply			1908 4mo	Cammell Laird&Co.Ld. Birkenhead *WB*=	Gt.WesternRly.Co	145·8	38·6 FK *DTf*10′47*t*	14·1 *APT*20*t*	Plymouth British 6*BHptAsp ptCem*	T.6Cy.15″,23″&38″–24″ 228NHP 2SB,*6cf*,GS115,HS4510 CammellLaird&CoLd.Bkn	14 ″ 6	BT till 2.39
83624 136336 GRŸK	**Sir Harvey Adamson** (P) TwinSc *ss*Cal.2ndNo.3–10,38 Wireless	1*Dk*(*Teak*)&*Shade dk* (*Stl*-teak s)	1030 637 528	✠100A1 *Shade dk* ~~10,38~~ 9,37 ~~BS9,37~~ LMC10,38 10,38	Cal	*n*	CL ~~9,37~~ ~~9,37~~ 10,38	1914 11mo	A.&J. Inglis,Ld. Glasgow *Lloyd's*A&CP	BritishIndiaStm. Nav.Co.Ld. *WB*=	219·7 F25′*on Shade dk* FK *FPT*37*t*	35·1 *APT*32*t*	11·3	Glasgow British 4*BHptCem ptAsp*	T.6Cy.11½″,20″&31″–22″ (*s*) 215lb 155NHP 2SB,*4cf*,GS73,HS2390 A.&J.Inglis,Ld.Glasgow	12 ″ 8 ~~5 ″ 5½~~ 11 ″ 7	
83625 LCXQ	**Sir James Clark Ross** TwinSc *Oil Eng.* *ss*Sfj.No.2–38 3*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	*Strengthened for Navigation in Ice*	14362 10425 8127	✠100A1 *withfreeboard* 9,38 ~~9,37~~ DBS9,38 ~~[illegible]~~ MC8,38 FrBS9,38 ~~[illegible]~~ *Whaling Service*	Sfj	*f*†	CL 9,37	1930 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's*A&CP	Hvalfanger A/S Rosshavet(Johan Rasmussen&M. Konow,*Mgrs.*) *Cell DBuE*80′377*t* *DTs*	537·9 P138′F107′	74·3 FK	34·4	Sandefjord Norwegian 18*BHptCem* (3 *to Wh dk* 15 „ *2nd* „) 8Pr.B–*43lb* 2Pr.B–*64lb* 2Pr.B–*57lb* 20Pr.B–*60lb*	Oil Engines 4S.C.SA 12Cy.24⅛″–51 3/16″ 709NHP 4DB*185lb* DB(*a*)*made*15 *refitted*32–*180lb* DB(*s*)*made*23 *refitted*36–*180lb* Akt.Burmeistr&Wain,Cpn	48 ″ 9 ~~15 ″ 5½~~ 33 ″ 10½	
83626 161262	**Sir John Hawkins** (P) TwinSc *ss*Sou.No.2–37 1*Dk*(*Stl–ws*)2*nd dk in forward holds*		930 679 359	✠100A1 *withfreeboard* 4,39 ~~8,38~~ ~~BS8,38~~	Ply Sou BS4,39 LMC3,37		CL ~~5,36~~	1929 7mo	Earle'sCo. Ld. Hull *Lloyd's*A&CP	Gt.WesternRly.Co *MT*6′40*t*	172·5	43·1 FK *DTf*17′45*t*	14·6	Plymouth British 6*BHCem*	T.6Cy.16½″,27″&46″ 30″ (*s*) 185lb 261NHP 2SB,*6cf*,GS132,HS4100 Earle'sCo.Ld.Hull	15 ″ 9 ~~4 ″ 9½~~ 11 ″ 3¼	BT till 3.39
83627 LDGR	**Sir Karl Knudsen** TwinSc "Charlotte Schliemann" *Oil Eng.* *ss*Rot.No.2–37 2*Dks*(*Stl*)&*Web frames*	*Longitudinal framing*	7747 7079 4581	✠100A1 ~~12,37~~ ~~[illegible]~~ ~~[illegible]~~ MC CS6,37 DBS6,37 6,37	Fal Sba	*b*†	CL 6,37	1928 12mo	A/S Nakskov Nakskov *Lloyd's*A&CP	SkibsA/S Golden West(A.F.Klaveness&CoA/S.*Mgs*) *Cell DBuL*74′282*t* *DTf*	450·5 P102′B34′F52′ 36′462*t*	59·2 FK *FPT*103*t*	34·7 *APT*118*t*	Oslo Norwegian 16*BHptCem* (11 *to U dk* 5 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.23½″–43 5/16″ 624NHP 2DB(P&S) *185lb* Akt.Burmeistr&Wain,Cpn.	34 ″ 4	
83628 LCXR	**Sir Osborn Holmden** TwinSc *Oil Eng.* *ss*Yka.No.2–36 2*Dks*(*Stl*)&*Web frames*	*Longitudinal framing-bracketless system*	9153 8502 5527	✠100A1 ~~12,38~~ 5,37 ~~[illegible]~~ LMC CS4,37 DBS6,37 6,38	Yka Grk	*d*†	CL 4,37	1928 5mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's*A&CP	D/S A/S International(A.F. Klaveness&Co.A/S *Mgrs.*) *Cell DBuE*	471·8 P101′B29′F44′ 65′303*t* *DTf*	64·4 FK 43′653*t*	35·0 *APT*143*t*	Oslo Norwegian 16*BHptCem* 4 „ *to 2nd dk* 3DB*180lb*	Oil Engines 4S.C.SA 12Cy.23½″–47½″ 622NHP Akt.Burmeistr&Wain,Cpn.	35 ″ 0	
83629 162909 MBFL	**Sir Richard Grenville** (P) TwinSc *ss*Ply.No.1–34 1*Dk*(*Stl–ws*)2*nd dk in forward holds*		896 666 335	✠100A1 *withfreeboard* ~~11,38~~ ~~11,37~~ ~~[illegible]~~ MC11,38 *Fitted for oil fuel* 7,31	Ply BS1,39	*l*	CL ~~7,36~~ ~~11,37~~ 11,38 *F.P. a*	1931 7mo	Earle'sS.B. &E.Co.Ld. Hull *Lloyd's*A&CP	Gt WesternRly.Co. *Cell DB f* 62′	172·5 69*t* *DTs f*	42·7 28′119*t*	14·7 FK	Plymouth British 6*BHCem* 1 „ *to 2nd dk*	T.3Cy.16½″,27″&46″–24″ (*s*) 185lb 288NHP 2SB,*6cf*,HS4200 FD Earle'sS.B &E.Co.Ld.Hull	15 ″ 9 ~~4 ″ 3~~ 11 ″ 9¼	BT till H.39

Now

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or Last Period. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Letters and numbers within brackets refer to Notes at end of Section.
83630 163408 MBKP	**Sir Russell** *ss* Nwc. No. 1–38 *Mchy. Aft* 1 *Dk(St.)* *Well deck* *Cargo battens not fitted* Wireless		1543 1156 841	✝100A1 9,38 ~~9,37~~	Nwc ~~L.MC~~		CL ~~9,37~~ 8,38	1933 11 mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA & CP*	Stephenson Clarke & Associated Companies, Ld. *Cell DB 207'46*	243·8 | 36·6 | 16·1 Q 145' F 27' FK *2t MT 192t FPT 85t*			London British *WB*	T. 3 Cy. 19", 31" & 51"–36" *(s)* 180 lb 174 NHP 2 SB, *6cf*, GS 101, HS 2750 Swan, Hunter & Wigham Richardson, Ld. Nwc.	18 " 0 s 5 " 5½ 16 " 10½	
83631 158636 VGXF	**Sir Thomas Shaughnessy** 1 *Dk*		5846 5559 3894					1906	Detroit S.B. Co. Wyandotte, Mich.	Mohawk Nav. Co. Ld. (R. A. Campbell *Mgr.*)	486·7 | 52·2 | 26·3			Montreal British *WB*	T. 3 Cy. 22½", 36" & 60"–42" 233 NHP Detroit S.B. Co. Detroit		R
83632 124572 MCVB	**Sir Walter Raleigh** Ⓟ Twin ScSp *ss* Ply 2nd No. 3–4,31 1 *Dk (pt St–ws)* & *Promenade dk (Teak)*		478 464 169	✝ ... 4,36 *Tender*	Ply			1908 5 mo	Cammell Laird & Co. Ld. Birkenhead	Great Western Rly. *WB=*	145·9 | 38·6 | 14·1 FK *DTf 10'47t APT 20t*			Plymouth British *WB*	T. 6 Cy. 15", 23" & 38"–24" 228 NHP 6 *BHpt Asp pt Cem* 2 SB, *6cf*, GS 115, HS 4510 Cammell Laird & Co Ld Bkn.	14 " 6	BT till ~~4,38~~ 4,39
83633 116736 WPJJ	**Sir William Fairbairn** *Mchy. Aft* GyC. 1 *Dk 2 tr B*		3807 — 2760					1896	Detroit Dry Dock Co. Wyandotte	Buckeye S.S. Co. (J. T. Hutchinson, *Mgr.*)	424·6 | 45·8 | 23·9 *WB*			Wilmgton Del. Utd. States	T. 3 Cy. 24", 38" & 64"–42" NB 16 266 NHP Dry Dock E. Works, Detroit		R
83634	**Sir William Matthews** Twin Sc (*Hop per Dredger*) 1 *Dk*		1375 1360 629	...				1921	Fleming & Ferguson, Ld. Paisley	Government of Ceylon	230·1 | 44·2 | 17·1 F 24' FK			Colombo British	T. 6 Cy. 16", 25½" & 43"–24" 220 NHP Fleming & Fergusn Ld. Psy	17 " 6	
83635 32629 JSQB	**Siraha Maru** (*ex* Shiraha Maru–38, *ex* Vasconia, *ex* Valverda) ~~*ss* Kob. No. 3–6,31~~ *ss* Kob. No. 2–38 2 *Dks (St.)* *Cargo battens not fitted in 'tween dks & DT*		5693 5344 3553	✝100A1 7,38 ~~6,37~~ *Deep tank adapted for carrying oil fuel 2,27*	Kob	*at*	CL ~~1,36~~ 7,38	1918 8 mo	Russell & Co. Port Glasgow *Lloyd's SA & CP*	Tatuuma Kisen K.K. 1 *Intermediate BH* & 1 *'tween d* *Cell DB 360'1181t DT*	423·3 | 56·0 | 28·7 P 38' B 123' F 43' FK *k B H dispensed with* *a 36' 1109t APT 31t*			Nishinomiya Japanese *Cem*	T. 3 Cy. 27", 45" & 74"–51" *(s)* 180 lb 574 NHP 3 SB, *9cf*, GS 198, HS 8742 FD Rankin & Gaunmre, Ld Grk	31 " 4	
83636 148712 GLQX	**Sirdhana** Ⓟ Twin Sc *ss* Cal. No. 3–11,37 D.F. 2 *Dks (Stl–Wthr dk–teak s)* *Ref. Mchy.* 3rd *dk (Stl) in holds*		7745 6719 4835	✝100A1 *with freeboard* 11,38 ~~11,37~~	Cal	*at*	CL ~~11,38~~ FK ~~11,38~~	1925 12 mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA & CP*	British India Stm. Nav. Co. Ld. *Cell DB 373'1432t* *Tank 'tween tw*	436·1 | 57·8 | 33·5 P 44' B 144' F 49' FK *nels 37'54t FPT 108*			London British *t APT 165t*	T. 6 Cy. 20½", 35½" & 60"–45" 215 lb *(s)* FD 801 NHP 7 *BHCem* 5 SB, *15cf*, GS 318, HS 12125 Swan, Hunter & Wigham Richardson, Ld. Nwc.	36 " 6 s 9–10½ 27 " 0½	
83637 *For full particulars see No. 89966 in Supplement* GMGQ	**Sire** E.S.D. *Cruiser Stern*		~~5670~~ ~~5664~~ 5130 3367	100A1 (*Class Contem plated*)				1938	J. L. Thompson & Sons, Ld Sunderland	Sire S.S. Co, Ld. (Muir Young Ld. *Mgrs.*)	409·3 | 57·6 | 29·1			London British	T. 3 Cy. 22", 37½" & 63"–45" GeorgeClark (1936) Ld. Sld.	31 " 7 s 8 " 9½ 25 " 0	
83638 LCFK	**Sirehei** (*ex* Bratsberg–35) 1 *Dk 2 tr B*		3888 3620 2461					1907	J. L. Thompson & Sons, Ld. Sunderland	A/S Helgöy (A. I. Langfeldt & Co. *Mgrs.*)	346·1 | 49·6 | 25·4 H 150 *t* 120 *t*			Xiansand Norwegian *WB*	T. 3 Cy. 25", 42" & 68"–48" 320 NHP J. Dickinson & Sons, Ld. Sld.	27 " 11	N
83639 55 IUJK	**Sirena** (*ex* Sila, *ex* Marietta Constanzo, *ex* Rapid) Iron *Well deck* 1 *Dk 2 tr B*		974 812 605	...				1883	Palmers' Co. Ld. Newcastle	Gennaro Montella (Lauro & Montella, *Mgrs.*)	225·4 | 31·7 | 15·0 220·0 | 15·5 Q 88' B 44' F 22' FK			Torre del Greco Italian *WB*	C. 2 Cy. 28½" & 52"–33" NB 06 121 NHP Palmers' Co. Ld. Newcastle	16 " 6	I †
83640 LCOH	**Sirenes** (*ex* Hesperos) 1 *Dk & Shelter dk*		4341 4036 2722					1913	W. Doxford & Sons, Ld. Sunderland	A/S Odderö (A. I. Langfelt & Co. *Mgrs.*)	389·8 | 54·1 | 24·6 P 102' H 124'			Xiansand Norwegian *WB*	T. 3 Cy. 26", 42" & 70"–48" 339 NHP W. Doxford & Sons, Ld. Sld.		N
83641 YPBP	**Siretul** (*ex* Baharistan) *ss* Rot. 2nd No. 3–6,37 1 *Dk (pt Irn pt Stl)*		~~3638~~ ~~3424~~ ~~2305~~	✝100A1 10,38 ~~9,37~~ BS 9,38	Rot Lon	*w* *y*	CL ~~N 9,37~~ ~~L.MC 9,37~~	1912 9 mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's SA & CP*	A. Vlasov *WB = Cell DB*	360·0 | 51·0 | 22·7 P 25' B 22' F 35' FK *aya E 142'f 58'994t*			Braila Roumanian *WB*	T. 3 Cy. 25", 40½" & 67"–45" *(s)* 160 lb 382 NHP 6 *BH Com* 2 NB (main) 22 *fitted* 37 2 SB & 1 Aux. B. *9cf*, GS 198, HS 6943 Gen. Mar. Eng. Wrks. WHpl	25 " 1	
83642 164367 GYTQ	**Sirikishna** D.F. E.S.D. *Cruiser Stern* 1 *Dk*		5458 4971 3333					1936	Caledon S. B. & E. Co. Ld. Dundee	The South Georgia Co. Ld. (Chr. Salvesen & Co. *Mgrs.*)	407·0 | 55·7 | 28·0 P 26' B 115' F 41'			Leith British *WB*	T. 3 Cy. 21½", 36" & 62"–45" 256 NHP D. Rowan & Co. Ld. Gls.		C
83643 105[illegible] ICHT	**Sirio** D.F. *Mchy. Aft* 2 *Dks*		5222 — 3121					1921	Cant. Nav. Riuniti Palermo	Soc. Ligure di Armamento	394·5 | 51·6 | 27·2			Genoa Italian *WB*	T. 3 Cy. 26", 42½" & 69⅝"–48" 335 NHP Cant. Nav. Riuniti, Ancona		CI
83644 143433 GBRD	**Siris** D.F. *ss* Npt. No. 3–7,32 Sub.Sig. *ss* Ham. No. 1–37 2 *Dks (Stl)*		5242 4782 3266	✝100A1 8,38 ~~8,37~~ BS 8,[illegible]	Ham Lon	*y*	CL ~~N 9,37~~ ~~L.MC 9,37~~	1919 10 mo	Harland & Wolff, Ld. Greenock *Lloyd's SA & CP*	Royal Mail Lines, Ld. *Cell DB*	400·3 | 52·3 | 28·5 413 o.a. L. P 50' B 113 F 39' FK 340' 1051t *FPT 128t*			London British *7 B Hpt Cem* *APT 220t*	T. 3 Cy. 27", 44" & 73"–48" *(s)* 180 lb 517 NHP 3 SB, *9cf*, GS 190, HS 7668 FD Harland & Wolff, Ld. Gls.	31 " 0 s 5 " 11 25 " 4½	
83645	**Sirius** (4202 tons gross) *For particulars see* "Badalona"																
83646 OHCL	**Sirius** *ss* Hfs. No. 2–38 D.F. 2 *Dks (Stl)* *Strengthened for Navigation in Ice*		2197 1991 1241	✝100A1 *with freeboard* 5,38 ~~4,38~~	Hfs Rot	*r* *y*	CL 6,37 ~~L.MC 4,38~~	1929 5 mo	Helsingörs Jrnsk & Msk Helsingör *Lloyd's SA & CP*	Finska Ångf. Aktieb *Cell DB 228'413t*	273·0 | 40·2 | 24·7 FK *FPT 33t APT 21t*			Helsingfrs Finnish *4 B H Cem* *Coll „ to W dk*	T. 3 Cy. 20", 32" & 53"–36" *(s)* 200 lb 230 NHP 2 SB, *6cf*, GS 190, HS 4003 Helsingörs Jernsk. & Mskb.	27 " 6 s 8 " 2½ 19 " 4½	
83647 7122 SGTN	— (*ex* Frederiksborg, *ex* Deddington) 1 *Dk*		1833 1578 1108	...				1889	J. Priestman Sunderland	Rederi A/B Iris (S. Abrahamsen, *Mgr.*)	280·5 | 39·2 | 18·8 P 25' Q 86' B 112' F 27' FK			Stockholm Swedish *WB*	T. 3 Cy. 21", 35" & 57½"–39" 207 NHP G. Clark, Sunderland	20 " 1	V †
83648 DOJC	— Wireless Sub.Sig 1 *Dk*		998 797 590					1921	Atlas Wrke A.G. Bremen	Dampfsch. Ges. Neptun	223·1 | 33·1 | 13·8 P 15' Q 65' F 29'			Bremen German *WB*	T 3 Cy. 18 11/16", 29½" & 48⅝"–29½" 129 NHP Atlas Werke A.G. Bremen		G
83649 LEUS	— Iron 1 *Dk & Awng dk*		944 566 534	✝ 4,85	Ham	*m*		1885 2 mo	Flensburger Schiffsb. Flensburg	Det Bergenske Dampskibsselskab	207·5 | 28·8 | 12·8 H 8*t* 20·1 len 08			Bergen Norwegian *WB*	T. 3 Cy. 17½", 29" & 48"–33" NE & B 08 132 NHP Laxevaag Msk & Jrns. Bgn.		
83650 6151 SGJM	— 1 *Dk*		825 661 456					1919	Larvik Slip & Verks. Akt. Larvik	O. F. Ahlmark & Co. Eftr. A/B	196·0 | 32·0 | 12·6			Karlstad Swedish *WB*	T. 3 Cy. 14", 23" & 38"–27" 75 NHP Larvik Slip & Verks. Akt.		V
83651	**Sirogane Maru** Ⓟ *Oil Eng.* *Cruiser Stern*		900					1938	Mitsubishi Jukogyo K.K Kobe	Setsuyo Syosen K.K.	185·3 | 31·3 | 14·8			Osaka Japanese	Oil Engines 4S.C.SA 8 Cy. 16½"–24 7/8" 218 NHP Mitsubishi Jukogyo K.K. Kobe		

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres au côté bl. Rivets. k. Durée (Cert. Hull) nacle.
83652 PHNR	**Sirrah** 1 *Dk*	3531 3263 2140					1917	Rotterdam Droogd.Maat Rotterdam	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	361·4 P24'B214'F34'	49·9	22·1	Rottordam Dutch *WB*	T.3Cy.25",41"&68"–45" 310NHP RotterdamDroogd.Maats.		V
83653 144197 GDNQ	**Sirsa** *ssCal.No.3–6,32* *ssCal.No.1–36* 2*Dks*(*Stl–Uteak s*)	5445 4817 3387	✝100A1 Cal 7,38 7,27 MC MS6,36 S2,37 2,36		*z*	CL 7.37	1920 4mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's SA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·1 P49'B113'F33' FK 344'1060*t* *FPT*130*t*	52·4	28·5	Glasgow British *8BHCem* *APT*34*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD Hwthrn,Leslie&CoLd.Nwc	31 " 0 s 5 " 11½ 25 " 3½	
83654 545 SGJU	**Sirvall** (*ex*Broxvik,*ex*Ibis, *ex*Louise) *ssOsc.4thNo.3–3,26* *ssOsc.No.1–39* *ssOsc.No.3–9,35* 1*Dk*(*Irn*)*&Web frames* *Well deck* *Cargo battens not fitted*	**Iron** 1469 1155 869	✝100A1 Shl 4,39 6,07 7,00 Osc BS2,36 3,37 LMC4,39		*q*	OG 8,35 7,38	1882 9mo	R.Dixon& Co. Middlesbro' A&CP	J.W.Nilsson (Kommanditbolaget Österberg&Co. *Mgrs.*)	260·4 Q99'B62'H35*t*F31' BK9' *DBa*74' *f*42'*fu*	35·2	17·4	Oscrshmn Swedish *4BHCem*	C.2Cy.30⅛"&62"–39" 80lb *70lb* 188NHP 1DB,*4pf*,GS67,HS3107 Blair&Co.Ld.Stockton	18 " 6 sl " 10½ 17 " 5	
83655 Wireless	**Sishan** (*ex*Thane) *ssShl.2ndNo.3–5,09* *ssNag.No 1–14* 1*Dk*(*Stl*)*&Spar dk*(*Stl–ws*)*3tr B*	1363 1278 846	✝ 7,19 Nag		*p*		1883 11mo	A.Stephen &Sons Dundee	U.S.S.R. *DBa*48'*f*	264·4 BK8' 101'*fu* E15'208*t* *FP*	33·2	21·5	Vladvostk Russian *5BHCem* *T*30*t* *APT*9*t*	C.2Cy.27"&54"–42" 160NHP 2SB,*6cf*,GS90,HS2624 Pearce Bros. Dundee	23 " 3	
83656 KJYK	**Siskiyou** Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	884 783 523					1912	Matthews S.B.Co. Hoquiam	G.Abeling	204·1 F36' FK	41·5	14·2	S.Frncisco Utd. States	T.3Cy.13½",23"&40"–30" 88NHP United Eng. Wks. S.Frisco		
83657 208 ICHV	**Sistiana** Ⓟ (*ex*Salvore) *ss.Nap.No.3–1,27* *ssTri.No.2–35* *Ref.Mchy.* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) D.F.	5827 5062 3681	✝100A1 Tri *Shelter dk* *with freeboard* 8,36 4,38 BS3,39 MS4,36 LMC3,38 Lloyd'sRMC 18,36 4,37		*y*	CL 8,36	1924 5mo	Stabilimnto Tecnico Trieste *Lloyd's SA&CP*	LloydTriestino Soc.Anon.diNav. *CellDB*338'1309*t* *DTa*33'852*t*	405·6 B128' *on Shelter dk* F36' FK *FPT*102*t* *APT*201*t*	54·0	29·6	Venice Italian *Cem* 6*BHtoSh dk* 1 " " *U* "	T.3Cy.27",42"&68"–48" (*s*) 180lb 465NHP 3SB(Spt),*9cf*,GS158, HS7023 FD Stabilimento Tecnico,Tri.	32 " 0 s 6 " 7½ 25 " 7	
83658 165407 GZLF	**Sitala** *Oil Eng.* 1*Dk*,2*nd dk clear of* *Mchy.Aft* *Cruiser Stern* *cargo tanks* *Longitudinal framing at bottom & at deck* D.F. E.S.D.	6218 5505 3602	✝100A1 Sng 9,27 1,39 *Carrying Petroleum in bulk*		*a*†	CL	1937 3mo	Harland& Wolff,Ld. Glasgow *Lloyd's SA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*66'134*t*	430·3 P91'B41'F48' FK *DT f*25'265*t* *FPT*104*t* *APT*60*t*	54·7	30·6	London British 16*BH* *DB180lb*	Oil Engines 4S.C.SA 6Cy.25⅝"–55½" 378NHP Harland&Wolff,Ld.Gls.	31 " 0 s 5 " 7 25 " 7½	
83659 143441 GBQX	**Sithonia** (*ex*Radnorshire) *ssShl.No.3–11,31* *ssCff.No.1–36* D.F. 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	6723 6361 4133	✝100A1 NYk *Shelter dk* Gls *with freeboard* 12,38 MS11,35 BS3,11,38		*a*†	CL	1919 9mo	J.L.Thompson&Sons,Ld. Sunderland *Lloyd's SA&CP*	H.M.Thomson *CellDB*365'1364*t*	412·5 428·7(G.L.) F36'*on Shelter dk* FK *FPT*154*t* *APT*228*t*	55·5	34·4	London British *ptCem* 6*BHtoSh dk* 1 " " *U* "	T.3Cy.27",44"&73"–48" (*s*) 180lb 597NHP 3SB,*12cf*,GS220,HS9525 FD J.Dickinson&Sons,Ld.Sld.	37 " 0 s 8 " 9½ 28 " 6	
83660 PHNW	**Sitoebondo** D.F. 2*Dks*	7649 6684 4388					1916	Bonn& Mees Rotterdam	Rotterdamsche Lloyd(W.Ruys& Zonen, *Mgrs.*)	444·0 445	54·0	37·0	Rottrdam Dutch *WB*	SRGeared Steam Turbines Maats.deSchelde,Flushing		V
83661 LEUU	**Sitona** (*ex*Imacos) 1*Dk*	1143 980 673					1920	A/SMoss Værft Moss	A/S Sitona(K. Andersen&Co. A/S)	226·4 P41*t*H75*t*	36·6	15·9	Frdrikstd Norwegian *WB*	T.3Cy.16",25"&42"–30" 97NHP A/S Moss Værft.Moss		N
83662 130125 MLKR	**Siva** (*ex*Slotholm) 1*Dk*	1304 1129 788					1921	Stavanger Stöberi&Dok Stavanger	SouthGeorgiaCo. Ld.(J.T.Salvesen &Co. *Mgrs.*)	243·0 P21'B60'F24'	37·3	16·0	Grngemth British *WB*	T.3Cy.17½",28½"&48"–33" 132NHP Stavanger Stöberi&Dok		N
83663 DJWN	**Sivas** (*ex*GeorgeM.Livanos–38) *ssAnt.No.2–36* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	3832 3537 2283	✝ ... 7,38 Bkn *with freeboard*		*y*	CL 5,37½	1928 5mo	R.Thompson&Sons,Ld Sunderland *Lloyd's SA&CP*	DeutscheLevante-LinieHamburgA.G. (DeutscheLevante-LinieG.m.b.H., *Mgrs.*) *CellDBa&fu*E140'*f*175'1095*t*	3[illegible] F34' FK *FPT*118*t* *APT*117*t*	52·0 [illegible] 22·4 (		Hamburg German 6*BHCem* *Coll to Sh dk* 5 " 2*nd* "	T.3Cy.25½, 42"&70"–48" (*s*) 180lb 402NHP 3SB,*9cf*,GS167,HS5746 Richardsons,Westgarth& Co.Ld.Sld.	24 " 11 [illegible]	
83664 345 IUJR	**Sivigliano** (*ex*Strijpe–33,*ex*Dalbek, *ex*Erika) 1*Dk* Sub.Sig. Wireless	1270 768					1921	Schiffsw.(v J.&Sch.)A.G. Hamburg	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	254·8 243·6 Q97'B90'F25' len23	32·0	13·2	Trieste Italian *WB*	T.3Cy.16½",27"&43⅝"–33⅞" 108NHP Gall&Seitz,Hamburg		G1
83665 212585 KDAQ	**Sixaola** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks*&2*pt dks* D.F. E.S.D.	4693 3894 2480					1911	Workman, Clark&Co. Ld Belfast	UnitedFruitS.S. Corporation (UnitedFruitCo. *Mgrs.*)	378·8 B160'F44'	50·3	29·1	NewYork Utd. States *WB*	T.3Cy.27",45"&75"–54" 413NHP Wrkman,Clark&Co.Ld Bel		C
83666 7840 SJEN	**Sixten** (*ex*Sydhavet–32,*ex*Böklund, *ex*Svartfond,*ex*Petra) 1*Dk*	2085 1889 1223			...		1912	Sunderlnd S.B.Co.Ld Sunderland	RederiA/BSigyn (HansLundgren, *Mgr.*)	287·1 P27'B76'F29' FK	42·1	19·1	Hlsngborg Swedish *WB*	T.3Cy 22",36"&59"–39" 232NHP N.E.Marine Eng.Co.Ld.Sld	28 " 6	V †
83667 DJVC	**Sizilien** (*ex*Harpagus–37) *ssHul.No.1–34* D.F. 1*Dk*(*Stl*)	4647 4277 2789	✝ ... 12,37 Rot		*y*		1930 7mo	J.Readhead &Sons,Ld. SouthShields	Rob.M.Sloman,Jr. *CellDBa&fu*E15	393·7 P36'B245'F32' FK 2'*f*177'1160*t* *FPT*102*t* *APT*220*t*	54·2	24·8	Hamburg German 6*BHCem*	T.3Cy.24¾",41"&68"–45" 436NHP 2SB(Spt)&1Aux.B,*9cf*, gs176,hs7743 J.Readhead&Sons,Ld.	27 " 2	G †
83668 OXLS	**Sjælland** Ⓟ TwinSc (*Ferry*) *OilEng.* D.F. Sub.Sig. *Cruiser Stern*	2593 2027 1319					1933	Helsingörs Jernsk&Msk. Elsinore	DeDanskeStats-baner	336·3	56·6	17·6	Korsör Danish *WB*	Oil Engines 4S.C.SA 16Cy.17⅛"–33⅞" 484NHP Akt.Burmeistr&Wain,Cpn		V
83669 LECX	**Sjöbris** (*ex*Hjort–36) 1*Dk*	1220 1008 699					1926	Trndhjms Mek.Værks. Trondheim	A/S Sjöfart (T.S.Bendixen)	232·3 P15*t*H65*t*	36·5	15·7	Lillesand Norwegian *WB*	T.3Cy.17",27"&46"–30" 116NHP TrondhjemsM V.Trndheim		N
83670 LEUW	**Sjofna** (*ex*Kongsaa,*ex*Phoenix) 1*Dk*	619 459 256					1918	Wed.Duijvendijk Gouderak	D/S A/SVivi (ClemethDann, *Mgr.*)	171·8 Q50*t* B38*t*H16*t*F21*t*	28·3	12·0	Oslo Norwegian *WB*	T.3Cy.13",20½"&35"–21" VanderKuij& VanderRee,Rotterdam 56NHP		V
83671 OULD	**Skaane** (*ex*Rota) 1*Dk*	1254 948 724					1918	PThStuhrs Maskin-Skibs Aalborg	DetDansk-Franske Dampskibs.(A.N. Petersen, *Mgr.*) & F.H[illegible] Petersen *Mgr.*)	237·0 P15'Q71'B94'F29'	36·0	15·9	Copnhagn Danish *WB*	T.3Cy.15",24"&40"–27" 83NHP Akties.Frichs.Aarhus		V

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Year when now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Remarks in which classed, if not in L. R. Date of Last Draught.
83672 OUIG	**Skagen** (*ex*Lexa-Mærsk-37, *ex*Lexa-32, *ex*Lexa Mærsk, *ex*Nykjöbing) 1 *Dk*	900 670 490					1911	Kjöbnhvns Flydk&Skbs. Copenhagen	Dampskibsslsk. DracoA/S (R.Fischer Nielsen, *Mgr.*)	218·2 P17	32·5 Q56	12·0 B88 F30	Aalborg Danish *WB*	T.3Cy 14″,22½″&37″-24″ 67NHP Kjbnhavns Flydk&Skbs.		C
83673 LEVF	— (P) "Canal Moralega," *see No. 87554 in Supplement* Wireless D.F. 1 *Dk & Awng dk*	785 690 361					1912	Trndhjms Mek. Værks. Trondheim	A/S Christian-sandsDmpskselsk. (LeifRosenkilde, *Mgr.*)	180·0 H74	29·4	20·2	Xlansand Norwegian *WB*	T.3Cy.17½″,28″&47″-30″ 121NHP Trndhjems M. V Trondheim		N
83674 LJCR	**Skagerak** *Oil Eng.* D.F. *Cruiser Stern* 1 *Dk & Shelter Dk*	4244 3633 2315					1936	Akt. Burmeistr & Wain Copenhagen	A/S Skagerak (OlafDitlev-Simonsen, Jr. *Mgr.*)	387·4 F33′	55·3	22·9	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.17⅛″-47¼″ 536NHP Akt. Burmeistr & Wain, Cpn		N
83675 OULE	— 1 *Dk*	1283 833 754					1921	F. Schichau Elbing	D/S A/S Progress (M. Nielsen & Sön)	224·3	33·6	13·5	Copnhagn Danish *WB*	T.3Cy.15″,24⅝″&38⅛″-25½″ 75NHP F. Schichau, Elbing		G
83676 5866 SGUA	**Skagern** *ss*Mmo. No. 3–5, 29 *ss*Got. No. 2–38 ~~*ss*Got. No. 1–33~~ D.F. 1 *Dk (Stl) & Shelter dk (Stl)*	5842 5582 3605	✠100A– *Shelter dk with freeboard* 7,38 ~~7,37~~ ~~M14,33~~	Gen Got ~~S6,38~~ ✠LMC ~~BS5,37~~	og 7,36		1917 1mo	Göteborgs Nya V Aktieb Gothenburg	Rederiakt. Transatlantic (G. Carlsson, *Mgr.*) *Cell D B* 340′ 998*t D T*	406·2 FK *a* 30′ 1020*t F P T* 54*t*	53·7	31·6	Gothenbrg Swedish 185 ~~176~~lb 6 *B H Cem A P T* 36*t*	T.3Cy.28″,42⅜″&72½″-48″ (*s*) 430NHP 3SB(Spt), 9*cf*, GS137, HS5664 FD Göteborgs Nya Værks. Got.	34 ″ 1 s 9 ″ 4 24 ″ 11½	
83677 DIFE	**Skagerrak** *Oil Eng.* *ss*Ham. No. 2–37 *Mchy. Aft* 2 *Dks (Stl) & Web frames* D.F E.S.D. *Longitudinal framing*	6044 5573 3400	✠100A1 Ham 7,38 ~~7,37~~ ~~LMC CS1,37~~ DBS ~~1,38~~ ~~1,37~~ 1,38 *Carrying Petroleum in bulk*	c	cl. ~~10,34~~ 7,38		1928 11mo	F. Schichau Danzig *Lloyd's* ✠ *CP*	John T. Essberger *Cell D B* 63′ 190*t D T f* 25′ 150*t*	411·8 P109′ *F P T* 105*t*	55·2 B30′ *A P T* 175*t*	32·6 F39′ FK	Hamburg German 18 *B H Cem* (11 *to U dk* 7 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.26¾″-47½″ 747NHP 2WT DB 200*lb* 1 DB 100*lb* F. Schichau, Elbing	32 ″ 6	
83678 7566 SGKE	**Skagul** (*ex*Havtor) 1 *Dk*	1022 875 562					1925	F. Schichau Elbing	Stockholms Rederi A/B Svea Eman. Högberg. *Mgr.*)	227·9 P114′ B65′ F31′	33·5	14·1	Stockholm Swedish *WB*	T.3Cy.15″,24⅜″&38½″-25½″ 75NHP F. Schichau, Elbing		V
83679 UOIK	**Skala** (*ex*Maine-32) *ss*Lon. No. 3–9, 32 1 *Dk (Stl) & Shelter dk (Stl) & 2nd dk (Stl) in forward holds & after main hold Straight frames & bevelled bilge Cruiser Stern*	6600 6224 4073	✠ 9,32 ✠	Lon	a†		1920 3mo	Harland & Wolff, Ld. Belfast	U.S.S.R. *Cell D B* 343′ 1571*t*	412·6 F40′ *on Shelter dk* FK *D f a* 23′ 858*t F P T* 91*t*	55·8	38·1	Vladvostk Russian *Cem* 6 *B H to Sh dk* 2 „ „ *U* „ *A P T* 126*t*	T.3Cy.27″,44″&73″-48″ 517NHP 3SB, 9*cf*, GS190, HS7668 Harland & Wolff, Ld. Bel.	38 ″ 0	
83680 LJFB	**Skaraas** *Oil Eng.* D.F. *Cruiser Stern* 1 *Dk* *Mchy. Aft* *Rudder electrically welded*	9826 9029 5941	✠100A1 Got 12,38 ~~9,38~~ ✠LMC 7,36 ✠LMC (M) 3,38 *Carrying Petroleum in bulk*	e†	cl. 12,38		1936 7mo	Götaverken A/B Gothenburg *Lloyd's* ✠ *CP*	Skibs A/S Nanset (IverBugge, *Mgr.*) *Cell D Bu E* 87′ 373*t*	488·2 506·7 (O.L.) P95′ F59′ *D T f* 22′ 345*t F P T* 62*t*	64·5 FK	37·5 *A P T* 390*t*	Larvik Norwegian 11 *B H pt Cem* 2 DB 150*lb* Götaverken A/B, Got.	Oil Engines 2S.C.DA 8Cy.17⅛″-47¼″ 861NHP	37 ″ 0 s 8 ″ 9½ 28 ″ 5⅜	
83681 5638 SGKI	**Skaraborg** 1 *Dk*	1093 896 595					1914	Oskarshamns M.V. Aktieb. Oskarshamn	Stockholms Rederi-aktiebSvea (Eman. Högberg. *Mgr.*)	221·6 P24′ B58 F25′	36·0 H142*t*	13·8	Stockholm Swedish *WB*	T.3Cy.17½″,29″&48″-30″ 126NHP Oskarshamns M. V. Aktieb.		V
83682 LEVM	**Skarv** (*ex*Frank-32) *Mchy. Aft* 1 *Dk*	852 625 472					1923	Porsgrund Mek. Værks Porsgrunn	Otters Rederi A/S (R. Otter. *Mgr.*)	202·2 P49*t* Q69*t* B20*t* H40*t* F6*t*	32·2	12·3	Oslo Norwegian *WB*	T.3Cy.14″,23″&38″-27″ 75NHP Porsgrund M V Porsgrunn		N
83683 97 YLBD	**Skauts** (*ex*Pendennis) *ss*Lie. 3rd No. 3–1,33 *ss*Lie. No. 1–38 1 *Dk (Irn) & Web frames* *Cargo battens not fitted*	2136 1956 1298	✠100A1 Lie 3,38 ~~S3,39~~ ✠LMC 3,38	s	cl. 2,37		1897 4mo	W. Gray & Co. Ltd. W Hartlepool A&CP	M. Sandbergs & Co. *Cell D Ba & u E* 110′ *f* 120′	290·0 299·6 (O.L.) P25′ B69′ F29′	42·2 FK	19·1 5 *B H Cem* 607*t A P T* 54*t*	Riga Latvian	T.3Cy.21½″,35″&58″-39″ (*s*) 160lb NDB 09 218NHP 2SB. 6*rf*, GS73, HS3380 Cen. Mar. Eng. Wrks. W Hpl	21 ″ 9 s 3 ″ 4½ 18 ″ 6	
83684 161365 GSKN	**Skeldergate** *ss*Cdf. No. 2–38 ~~*ss*Cdf. No. 1–33~~ D.F. 1 *Dk (Stl)*	4251 3927 2634	✠100A1 Cff 11,38 ~~1,38~~ BS1,38 ✠LMC 1, ~~MS12,36~~ MS1,38	x	cl. ~~1,38~~ 11,38		1930 2mo	Burntisland S.B. Co. Ltd. Burntisland *Lloyd's* ✠ *CP*	Redgate S.S. Co. Ltd. (Turnbull, Scott & Co. *Mgrs.*) *Cell D B*	372·0 383 2 (O.L.) P48′ B226′ F32′ 317′ 1116*t F P T* 95*t*	52·4 FK	25·2 6 *B H pt Cem A P T* 141*t*	London British	T.3Cy 23″,39″&65″-45″ (*s*) 200lb HS5851 354NHP 2SB, 1 Aux SB, 8*cf*, GS157 D. Rowan & Co. Ltd. Gls.	27 ″ 6 s 3 ″ 4½ 24 ″ 4½	
83685 113139 MCWP	**Skelwith Force** 3 Mst *ss*Bkn. 2nd No. 3–9, 38 *ss*Liv. No. 1–37 *Well deck* *Mchy. Aft* 1 *Dk (Stl)*	592 389 246	✠100A1 Liv 11,37 ✠LMC BS ~~6,37~~ ~~7,38~~ MS11,37	h	cl. N10,37		1908 9mo	R. William-son & Son Workington *Lloyd's* ✠ *CP*	West Coast Shppng Co. Ltd. (W. S. Kennaugh & Co.)	164·8 Q95′ B11′ F23′ *D B f* 91′ 120*t*	26·6	11·0 *F P T* 38*t*	Whitehvn British 3 *B H Cem*	T.3Cy.14½″,22½″&37″-27″ (*s*) 160lb 90RHP 1SB, 3*pf*, GS53, HS1657 Ross & Duncan, Glasgow	13 ″ 2 s 4 ″ 7⅜ 12 ″ 10½	
83686 144264 MKSC	**Skerries** *Ref. Mchy.* 2 *Dks & Shade dk*	1258 1067 517					1921	Caledon S. B. & E. Co. Ltd. Dundee	Clyde Shppg. Co. Ltd	270·0 P38′ B131′ F73	36·2	16·7	Glasgow British *WB*	T.3Cy 21″,34″&56″-39″ 196NHP Caledon S. B. & E. Co. Ltd. Dun		C
83687 LCXX	**Skiensfjord** *Fitted for oil fuel* *Ref. Mchy.* D.F. 3 *Dks*	5922 4159 3603					1922	Napier & Miller, Ld Glasgow	Den Norske Amerikalinje A/S	395·8 H225′ F25′	53·2	25·1	Oslo Norwegian *WB*	T.3Cy.27½″,43″&72″-51″ 370NHP D. Rowan & Co. Ld. Glasgow		N
83688 129746 MDGB	**Skipjack** *ss*Shl. 2nd No. 3–10, 36 1 *Dk (Irn)* *Well deck* *Cargo battens not fitted*	1167 905 670	✠100A1 Shl ~~3,38~~ ~~3,39~~ BS10,37 ✠LMC 10,3 10,38	m	cl. ~~1,38~~ 10,38		1910 4mo	J. Crown & Sons, Ld. Sunderland *Lloyd's* ✠ *CP*	Hill Steam Ship-ping Co. Ld. (Witherington & Everett, *Mgrs.*)	222·5 Q77′ B48′ F23′ *WB = Cell D Ba* 58′	33·2 FK	14·5 4 *B H Cem* *u E* 17′ *f* 92′ 2 69*t F P T* 39*t A P T* 94*t*	Newcastle British 180lb *90lb* 4 *B H Cem* N.E. Marine Eng. Co. Ld. Sld	T.3Cy.18″,29½″&48″-38″ (*s*) 148NHP 1SB, 3*pf*, GS54, HS2346	16 ″ 6 s 1 ″ 3 15 ″ 4¼	
83689 87990	**Skirmisher** (P) Twin Sc	582 490 238					1884	J. & G. Thomson Clydebank	Cunard White Star, Ld.	165·0 B98′	32·2	15·0	Liverpool British	C.4Cy.21″&42″-32½″ NB07 168NHP J. & G. Thomson, Clydebank		BT till 3,39
83690 6087 SGKM	**Skirner** 1 *Dk*	1321 1023 683					1918	Aktieb. Oresundsv. Landskrona	Stockholms Rederiaktieb. Svea (Eman. Högberg. *Mgr.*)	232·0 P20′ B60′ F22′	37·2	15·0	Stockholm Swedish *WB*	T.3Cy.18½″,30″&48″-30″ 126NHP Motala V. Nya Akt. Motala		V
83691 LEVX	**Skjærvö** (P) 1 *Dk & Spar dk*	331 311 192					1905	Trndhjms Mek. Værks. Trondheim	Troms Fylkes Dampskibsselskab	138·1 H20*t*	22·1	15·8	Tromsö Norwegian *WB*	T.3Cy.12″,19½″&32″-21″ 47NHP Trondhjems M V. Trndheim		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretenement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Réparties ou cotées au C.+ et dans le Bar. Trade Durée Cert. Boat
83692	**Skjelbred**		5096					1937	Akt.Burmeistr&Wain Copenhagen	SkjelbredsRederi A/S(O.A.T. Skjelbred,*Mgr.*)	424·7	56·4	26·3	Xiansand Norwegian *WB*	Oil Engines 2S.C.DA ×Cy.17⅛"–47¼" 860NHP Akt.Burmeistr&Wain,Cpn		N
		Oil Eng.	4608														
LJPV	D.F. *Cruiser Stern* 1*Dk&Shelter dk*		3050														
83693	**Skjerstad** Ⓟ (*ex*Teutonia)		593					1904	Lindholmens V.A. Gothenburg	DetNordlandske Dampskibsselskap A/S(J.Sannes, *Mgr.*)	155·3	26·0	17·8	Bodö Norwegian	T.3Cy.13¼",22"&36½"–22½" 63NHP		
			569								H23*t*						
LEVW		2*Dks*	327												Lindholmens V.A.Got.		
83694	**Skjold**		1345	✝100A1	Cpn	*p*	CL	1904	Sunderlnd S.B.Co.Ld. Sunderland	DetForenede Dampskibsselskab	240·0	36·5	16·8	Middelfart Danish	T.3Cy.18",29"&48"–33" (*s*) 160lb *100lb* 141NHP 1SB,3*pf*,GS62,HS2255 N.E.MarineEng.CoLd.Sld.	19 " 0 s 2 " 4 16 " 10	
	*ss*Cpn.2ndNo.3–6,32		1191	~~9,00 10,37~~			7,36	6mo			249·0(O.L.)						
OULG	*ss*Cpn.No.1–37		792	BS9,38	✝LMC9,37			*Lloyd's*	*A&CP*	*WB=CellDBa&u*	P19'B64'F27' FK E86'*f*98'339*t FPT*			59*t APT*6*t*			
	1*Dk(Stl)*2*ndDk(Stl)in holds & deep framing*																
83695	**Skjoldheim** (*ex*Emperor of Halifax, *ex*CanadianSignaller)		2267					1919	TheCollingwood S.B.Co.Ld. Collingwd,Ont	SkibsA/S"Skjoldheim"(E.Gerrard &H.I.Ramsland)	251·2	43·6	23·6	Xiansand Norwegian *WB*	T.3Cy.18",30"&50"–36" 150NHP CollingwoodS.B.Co.Ld. Collingwood		C
			2042								P55*t*H97*t*F25*t*						
LDMK		1*Dk*	1819														
83696	**Sklyanski**		2105					1932	Sevastopol Marine Works. Sevastopol	U.S.S.R.	270·4	39·8	22·5	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.18½"–32¼" 358NHP KomintenrWorks. Kharkov		
		Oil Eng.	1819								P31'B62'F28'						
UOWS		2*Dks*	1052														
83697	**Skodsborg**		1450					1919	Helsingörs Jernsk.&Msk Elsinore	A S Dampskibsselsk.Dannebrog (C.K.Hansen, *Mgr*)	251·3	37·2	16·0	Copnhagn Danish *WB*	T.3Cy.18",30"&50"–36" 150NHP HelsingörsJernsk.&Mskb.		V
			1199								P28'Q69'B98'F33'						
OULI		1*Dk*	850														
83698	**Skogheim**		2669					1919	A/S Sörlandets Skibsbyg Fevig	A/STheologos(N. Rögenæs, *Mgr.*)	300·4	47·1	20·9	Haugesnd Norwegian *WB*	T.3Cy.22",36"&60"–39" 225NHP FredrikstadM.V.Frdstad.		N
			2413								P60*t*B68'F33'						
LFVA		1*Dk*	1631														
83699	**Skotaas**	TwinSc	8190	✝100A1	Cff	*c*†	CL	1931	CaledonS. B.&E.Co.Ld. Dundee	Skibs.A/SNanset (IverBugge, *Mgr.*)	451·1	59·2	35·9	Larvik Norwegian	Oil Engines 4S.C.SA 14Cy.21⅛"–39⅜" 633NHP 2DR*150lb*Asp	35 " 6	
		Oil Eng.	7529	9,38 ~~2,00~~	Sba		1,37	4mo						10*BHptAsp*			
LDSK	*Mchy.Aft* D.F.	*ss*Got.No.1–35	4894	DB8,38	✝LMC5,35			*Lloyd's*	*A&CP*	*CellDBuE*70'279*t D*	P96'F37' FK			*Tf*29'470*t FPT*114*t*	Gotaverken A/B,Got.		
		1*Dk(Stl)*			✝LMC(M)7,37									*APT*248*t*			
		Carrying Petroleum in bulk															
83700	**Skotfoss** (*ex*Skotfos–37)		1465					1917	Nylands Værksted Oslo	SkibsA/S Thor ThoresensLinje (ThorThoresen A/S, *Mgrs.*)	254·4	39·2	16·5	Oslo Norwegian *WB*	T.3Cy.19",31½"&51½"–33" 153NHP NylandsVærksted,Oslo		N
			1330								P20'B&F212'						
LEWB		1*Dk*	880														
83701	**Skramstad**		4300					1925	Deutsche Werft A.G. Hamburg	SkibsA/S Skramstad(A.F. Klaveness&CoA/S)	382·7	53·4	24·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29½"–47¼" 492NHP AllgemeineElekGes.Berlin		N
		Oil Eng.	3846								P112*t*H314*t*F24*t*						
LCYC	D.F. *Cruiser Stern*	2*Dks*	2455														
83702	**Skrim** (*ex*Dagali–35,*ex*Textil, *ex*Viken)	4Mst	1902			…		1917	Lindholmens M.V. Gothenburg	RederiA/S Skrim (EinarLange)	265·2	42·8	18·3	Oslo Norwegian *WB*	T.3Cy.20½",33"&55"–36" 211NHP LindholmensM.V.Got.	20 " 6	N †
		1*Dk*	1651								P57*t*H85*t*F35*t* FK						
LCGR			1128														
83703	**Skrunda** (*ex*Ertshandel,*ex*Fusilier, *ex*Lynchburg)		2414	✝100A1	Lie	*t*	~~3,36~~	1918	ThePusey &JonesCo. Wlmgtn,Del.	SeebergBros.	298·9	44·0	19·7	Riga Latvian	1DR geared steam turbine 200lb (*s*) 307NHP	22 " 3 s 3 " 4½ 19 " 1	
121	*ss*Lie.No.3–6,33		2097	~~6,36 5,27~~ 4,39	Rot		2,38	11mo			313·5(O.L.)			5*BHCem*	2SB,4*cf*,GS84,HS4258 FD		
YLBP	*ss*Lie.No.1–37	1*Dk(Stl)*	1467	~~DB 8,37~~ 8,38	✝LMC ~~4,37~~			*A&CP*		*CellDB*	P29'B75'F29' FK 254'702*t FPT*106*t*			*APT*137*t*	DeLavalSteamTurbineCo. Trenton,N.J.		
	Cargo battens not fitted in Nos. 1 *& 3 holds*																
83704	**Skude** (*ex*Tromöy,*ex*Claus Clausen,*ex*Solnut)	Wood	481					1921	Ottesen Sagvaag Ryfylke	A/S Skude(T. Gjestsen&Ole Melhus, *Mgrs.*)	142·2	28·0	14·4	Skudesneshavn Norwegian	T.3Cy.10",16⅜"&26½"–18" *Emade*01, *Bmade*08, W.White&Son,Cowes 30NHP		N
			360								Q45*t*B25*t*H24*t*F20*t*						
LEWD		1*Dk*	268														
83705	**Skuld**		*1121*					1930	Verein.Sthl Nordseewrke Emden	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	215·7	34·9	18·1	Stockholm Swedish *WB*	T.3Cy.17⅞",29½"&46"–31½" 119NHP A.Borsig,G.m.b.H.Berlin		G
7660			787								P14'Q55'B61'F30'						
SGLE		1*Dk*	*596*														
83706	**Skulda**		1105			…		1910	Bergens Mek.Værks. Bergen	SkibsA/S William HansensRederiI (W.Hansen)	229·0	35·1	15·8	Bergen Norwegian *WB*	T.3Cy.16½",26"&44"–30" 122NHP BergensMekVærksBergen	16 " 10	N †
			987								H50*t*F30*t* FK						
LEWI		1*Dk&deep framing*	644														
83707	**Skum** (*ex*Eikland)		1304	✝100A1	Osl	*o*	CL	1916	Jonker& Stans HendrikIdo Ambacht	Skibsaktieselskap etNordstjernen (L.S.&Jac.O.Lyngaas, *Mgrs.*)	237·7	36·4	15·9	Tonsberg Norwegian	T.3Cy.17⅞",28⅝"&46⅝"–36" 180lb (*s*) 163NHP	18 " 0 s 2 " 1½ 16 " 0½	
	*ss*Osl.No.3–4,29		1146	~~2,39~~			~~1,37~~	4mo						2SB,4*cf*,GS80,HS2836			
LEWJ	*ss*Osl.No.2–38	1*Dk(Stl)*	767	DS2,38	✝LMC2,37		8,38		A&CP		P20'B59'F24' FK *CellDB*111'342*t*			*APT*39*t*	Alblasserdam.Msch.Fab.		
	Cargo battens not fitted																
83708	**Skvortsov Stepanov**		2152					1931	StatesS.B. Yd."61 Kommunar" Nicolaieff	U.S.S.R.	270·3	39·8	22·7	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.18½"–32¼" 357NHP StatesEng.Wks. "Komintern,"Kharkoff		
		Oil Eng.	1865								P31'B62'F28'						
UOXE		2*Dks*	1075														
83709	**Skyros** Ⓟ	Iron	639			…		1882	Ramage& Ferguson Leith	HellenicCoast LinesCo.Ld.	170·2	27·7	14·7	Piræus Greek	C.2Cy.23"&46"–24" NB02 NDB10 77NHP M.Paul&Co.Dumbarton	17 " 0	
602	(*ex*Kronos–33,*ex*Rover,*ex*Yacht,		—								*Shade dk*39'						
SZMM	*ex*Uarda,*ex*Semillante,*ex*Rover, *ex*Miranda,*ex*Rover)	Wireless	355								DkHouse *added*88						
83710	**Skytteren**	TwinSc4Mst	12358					1901	Harland& Wolff,Ld. Belfast	Hvalfangstslsk FinnhvalA/S (YngvarHvistendahl, *Mgr.*)	550·0	63·3	39·9	Oslo Norwegian *WB*	Q.8Cy.22",31½",46"&67"–51" 641NHP Harland&Wolff,Ld.Bel.		N
	(*ex*Suevic)	*Fitted for oil fuel*	9045								P652*t*H265*t*F122*t*						
LDIB		3*Dks*	7276								pt rebuilt07						
	D.F. GyC.	(*Whale oil factory*)															
83711	**Slamat** Ⓟ	TwinSc	11636					1924	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen, *Mgrs.*)	510·1	62·0	35·2	Rottrdam Dutch *WB*	DR geared steam turbines Kon.Maats. deSchelde,Flushing		V
	Sub.Sig.	*Fitted for oil fuel*	8252								P&B382'F80'						
PHOB	D.F. *Cruiser Stern*	3*Dks*	6935														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Now expired. Equipment Letter.	7* Date when last examined.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
83712	**Slask** ss Dnz. No. 1–36	1386	✠100A1	Dnz	*o*	CL	1932	Nakskov	"Zegluga Polska"	232·5	35·8	17·9	Gdynia	C.4Cy.(2)16⅞"(2)35⅞"–	20 ″ 4	
		1090	*with freeboard*			5/35	1mo	Skibs. A/S	Spolka Akcyjna				Polish	35⅞" 206lb (*s*) FD 218 NHP	s 4 ″ 6½	
SPAM	Wireless	734	7,38 4/37			6,38		Nakskov		P28′B60′F23′ FK				2SB(Spt),*4cf*,GS75,HS3122	15 ″ 10½	
	1 *Dk*(*Stl*) 2nd *dk*(*Stl*) in *Cruiser Stern* Nos. 1 & 2 holds		BS6,38 2,39	✠LMC5,36			*Lloyd's*	*SA&CP*						A. Borsig, Berlin-Tegel		
	Strengthened for Navigation in Ice						*Cell D B* 196′ 33		2 *t Tank in way of t*	*tunnels* 27 *t FPT* 21 *t*			*APT* 33 *t*			
83713	**Slateford** 3 Mst	355	✠100A1	Dun	*e*	CL	1903	R. William-	J. M. Piggins	136·5	24·0	9·9	Montrose	C.2Cy. 19″ &36⅜″–24″ (*s*)	10 ″ 9	
119067	*Mchy. Aft* ss Bel. 2nd No. 3–11,26	231	11,37 10,38				11mo	son & Son		142·0 (O.L.)			British	125lb 17″ 54 RHP	s 4 ″ 3	
MGMY	*Well deck* ss Dun. No. 2–35	141		✠LMC		9,38		Workington		Q78′B9′F25′ FK				3 *BHCem* 1SB,*2pf*,GS40,HS1300	10 ″ 8	
	Cargo battens not fitted 1 *Dk*(*Stl*)		MS6,35	BS3,36 10,38			*Lloyd's*	*SA&CP*				WB	= *FPT* 31 *t*	Ross & Duncan, Glasgow		
83714	**Slava** (*ex* Wynacre, *ex* Tafna)	*4512*	✠100A1	Rot	*x*	CL	1911	W. Doxford	Atlantska Plovidba	369·5	50·0	26·3	Susak	T.3Cy.24″,41″&68″–45″ (*r*)	28 ″ 9	
	ss Rot. 2nd No. 3–1,37	*4137*	5/37 4,37			3,37	10mo	& Sons, Ltd.	d.d.				Yugoslav	180lb 404 NHP	s 5 ″ 4½	
YTEC	1 *Dk*(*pt Irn pt Stl*)	*2741*		✠LMC12,				Sunderland		P32′B115′F32′ FK				3 *BHCem* 3SB,*9cf*,GS169,HS7176	23 ″ 7	
			BS6,38				*Lloyd*	*SA&CP*	*Cell D Ba* 100′ *u E&B* 4	3 *f* 174′ 90 *t FPT* 17			6 *t APT* 2 25 *t*	W. Doxford & Sons, Ld. Sld.		
83715	**Slavol**	2623	✠100A1	Bom		CL	1917	Greenock &	The Admiralty	320·1	41·6	23·0	London	T.3Cy.26″,42½″&70″–45″ (*s*)	25 ″ 6	
142303	ss Cbo. No. 3–9,30	2205	1,39			1/35	10mo	Grngemouth		342·5 (O.L.)			British	200lb 541 NHP	s 3 ″ 4	
GXCB	ss Bom. No. 2–36 ss Cbo. No. 1–34	1023	BS4,39	✠LMC5,38		4,38		Dkyd. Co. Ld		P46′B107′F39′ FK				16 *BHpt Cem* 3SB,*9cf*,HS8400 FD	22 ″ 4½	
	2 *Dks*(*Stl*) & *Web frames* *Longitudinal framing* *Cruiser Stern*		*For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,18			*F.P. a*		Greenock					(10 ,, *to Udk* 6 ,, ,, 2nd ,,) 50 *t APT* 36 *t*	Richardsons, Westgarth & Co. Ld. Hpl.		
							Lloyd's	*SA&CP*								
							above 1	50° F.	*Ce*	*ll D Bu E&B* 68′ 141			*t DT f* 24′ 93 *t FPT*			
83716	**Sleipner** Ⓟ (*ex* Trondhjem)	1066					1915	Helsingörs	Det Forenede	231·2	35·1	21·1	Copnhagn	T.3Cy.18″,30″&50″–36″		V
		735						Jernsk. & Msk.	Dampskibs Selsk.				Danish	150 NHP		
OXUA	Wireless D.F. 1 *Dk & Awng dk*	567						Elsinore						WB Helsingörs Jernsk. & Mskb.		
83717	**Slemdal** Twin Sc	7374	✠100A1	Fal	*b* †	CL	1931	Odense	A/S Moltzau's	424·7	60·2	34·1	Oslo	Oil Engines 4S.C.SA	34 ″ 0	
	Oil Eng.	6856	11,37 3,39			4,37	8mo	Staalskibsvft	Tankrederi	445·5 (O.L.)			Norwegian	14Cy.21⅛"–39⅜" 633 NHP		
LDTF	ss Fal. No. 1–35	4352	MC CS7,35					ved A P Möller	(Moltzau &	P100′B37′F37′ FK				11 *BH* 2 DB *150lb*		
	Mchy. Aft 1 *Dk*(*Stl*) 2nd *dk*(*Stl*)		DBS11, 4,37					Odense	Christensen, *Mgrs.*)	)				Akt. Burmeistr & Wain, Cpn		
	D.F. *in mchy. space Web frames* *Longitudinal framing*		*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*Cell D Bu E* 66′ 259 *t D*	*T f* 33′ 399 *t FPT* 176			*t APT* 145 *t*			
83718	**Slemish** ss Rou. No. 1–37	1536	✠100A1	Npt	*p*	OG	1909	Ramage &	Shamrock Shippg.	250·4	36·2	17·2	Belfast	T.3Cy.16½",30"&49"–33" (*s*)	18 ″ 3	
124677	ss Rou. 2nd No. 3–12,33	1143	2,38 11,35 1,39	BS11	Cdf	11,35	7mo	Ferguson, Ld.	Co. Ld.				British	180lb 178 NHP	s 1 ″ 5½	
MCZL	*Well deck* 1 *Dk*(*Stl*) & *deep framing* *Cargo battens not fitted*	682				1,39		Leith		P20′Q75′B52′F27′ FK				2SB,*6cf*,GS107,HS3149	17 ″ 0	
			MS8,37 11,37	BS8,38 2,39			*Lloyd's*	*SA&CP*					*5 BHCem*	Ramage & Fergusn, Ld. Ltb.		
								WB	*Cell D Bu E* 21′ *f* 92′	210 *t DT a* 295 *t FPT*			43 *t APT* 35 *t*			
83719	**Slemmestad**	4258					1928	Akt. Bur-	Skibs A/S Siljestad	376·5	53·8	23·6	Oslo	Oil Engines 4S.C.SA		N
	Oil Eng.	3827						meistr & Wain	(A. F. Klaveness &	P62 *t* B87 *t* H249 *t*			Norwegian	6Cy.29⅝"–59" 490 NHP		
LCBB	D.F. 2 *Dks*	2490						Copenhagen	Co. A/S, *Mgrs.*)	F28 *t*				WB Akt. Burmeistr & Wain, Cpn		
83720	**Sliedrecht**	5133	✠100A1	Rot	*y*	CL	1924	Rotterdam	N.V. Maats Motorschip "Sliedrecht"	402·1	53·2	27·9	Rottrdam	Oil Engines 4S.C.SA	28 ″ 0	
	Oil Eng.	4557	8,38 11,37			1,37	9mo	Droogd. Maat					Dutch	6Cy.29½"–59" 489 NHP	s 5 ″ 9	
PHOG	ss Rot. No. 3–4,36	2935	C[illegible]C CS4,36			8,38		Rotterdam	(N.V. Phs. van Ommeren's Scheepv. Bedrijf, *Mgrs.*)	P99′F33′ FK				2 DB *120lb*	22 ″ 5	
	Mchy. Aft 2 *Dks*(*Stl*) *Longitudinal framing at bottom and at decks*		D[illegible]C,38 37				*Lloyd's*	*SA&CP*		len 31			16 *BHpt Cem*	1 NDB 28(*aft*) *142lb*		
	D.F.		*Carrying Petroleum in bulk*							*Cell D Bu E* 64′ 141 *t FPT*				Harland & Wolff, Ld. Gls		
													155 *t APT* 90 *t*			
83721	**Slieve Bawn** Twin Sc	1447					1936	W. Denny	London, Midland &	299·7	45·1	15·8	Dublin	4 Steam Turbines SR geared		
159329	E.S.D.	1259						Bros. Ld.	Scottish Rly.	P89′B78′F91′			British	to 2 Sc. Shafts 467 NHP		
EIBL	Wireless *Cruiser Stern* 2 *Dks*	543						Dumbarton					WB	W. Denny & Bros. Ld. Dmb.		
83722	**Slieve Bearnagh** Twin Sc	1450					1936	W. Denny	London Midland &	299·7	45·1	15·8	Lancaster	4 Steam Turbines SR geared		
165011	Wireless	1261						& Bros. Ld.	Scottish Rly.	P68′B116′F70′			British	to 2 Sc. Shafts 467 NHP		
MLNL	E.S.D. *Cruiser Stern* 2 *Dks*	540						Dumbarton					WB	W. Denny & Bros. Ld. Dmb.		
83723	**Slieve Bloom** Twin Sc	1297					1930	W. Denny	London Midland &	300·2	44·7	14·8	Dublin	4 Steam Turbines SR geared		
156202		1167						& Bros. Ld.	Scottish Rly.	P91′B79′F91′			British	to 2 Sc. Shafts		
EIJN	*Cruiser Stern* 2 *Dks*	492						Dumbarton					WB	W. Denny & Bros. Ld. Dmb.		
83724	**Slieve Donard** Ⓟ Twin Sc	1116				...	1922	Vickers Ld.	London Midland &	299·9	39·1	14·2	Dublin	T.8Cy.19",29½",&(2)33"–30"	15 ″ 0	
144977	Wireless Sub. Sig.	1009						Barrow	Scottish Rly.	P91′B79′F92′			British	420 NHP		
EIBJ	2 *Dks*	432								FK&BK2′			WB	Vickers, Ld. Barrow		
83725	**Slieve League** Twin Sc	1342					1935	W. Denny	London Midland &	299·7	44·7	14·8	Dublin	4 Steam Turbines SR geared		
159302	*Fitted for oil fuel*	1164						& Bros. Ld.	Scottish Rly.	P97′B78′F112′			British	to 2 Sc. Shafts		
EIKS	Wireless *Cruiser Stern* 2 *Dks*	518						Dumbarton					WB	W. Denny & Bros. Ld. Dmb.		
83726	**Slieve More** Ⓟ Twin Sc	1409					1932	W. Denny	London Midland &	299·7	44·7	14·8	Dublin	4 Steam Turbines SR geared		BT till 10,38
156208		1164						& Bros. Ld.	Scottish Rly.	B72′			British	to 2 Sc. Shafts		
EIBS	Wireless *Cruiser Stern* 2 *Dks*	536						Dumbarton					WB	W. Denny & Bros. Ld. Dmb.		
83727	**Sloet van de Beele**	2977					1914	Maats.	Koninkl. Paketv.	325·5	44·1	22·7	Batavia	T.3Cy.22",36½"&60"–42"		V
		2367						Fyenoord	Maats.				Dutch	233 NHP		
PKGT	3 *Dks*	1809						Rotterdam					WB	Maats. Fyenoord, Rot.		
83728	**Sloga** (*ex* Brynymor, *ex* Pensilva)	*4316*	✠100A1	Rot	*x*	CL	1913	W. Gray &	Atlantska Plovidba	365·2	50·8	26·0	Susak	T.3Cy.25⅞",41"&68"–48" (*s*)	28 ″ 4	
	ss Rot. 2nd No. 3–12,38 ss Cdf. No. 3–9,36	*4028*	12,38 11,37			N 12,38	5mo	Co. Ld.	d.d.				Yugoslav	180lb *100lb* NDB 29 371 NHP	s 5 ″ 4½	
YTED	ss Rot. No. 4–36	*2714*		✠LMC7	38			W Hartlepool		P27′B166′F36′ FK				2SB,*8cf*,GS147,HS6039	23 ″ 3	
	1 *Dk*(*Stl*)		36,38	BS5,37			*Lloyd's*	*SA&CP*	*Cell D Ba & u* 115′	*f* 159′ 966 *t FPT* 110 *t*			*APT* 109 *t*	Cen. Mar. Eng. Wrks. W Hpl		
83729	**Småland**	833					1924	Västerviks	Smaland Motor-	195·7	31·0	14·4	Kingstn Ja	Oil Engines 2S.C.SA		V
140039	*Oil Eng.*	659						Nya Varvs-	ship Co. Ld. (J. S.	P60′F30′			British	4Cy.15¾"–28⅜" 172 NHP		
	Mchy. Aft 1 *Dk*	409						aktiebolag	Webster & Sons,				WB	Aktieb. Atlas Diesel Skm.		
	Cruiser Stern							Västervik	*Mgrs.*)							
83730	**Smaragd** (*ex* Catherine Cuneo)	1181					1911	Fredrkstad	A/S Trygg	225·0	33·6	20·0	Haugesnd	T.3Cy.18½",30"&19"–33"		N
Abandoned at Sea 12.38		1048						Mek. Værks.	(Trygve Skog-	H93 *t*			Norwegian	138 NHP		
LEWN	Wireless 1 *Dk & Spar dk*	679						Fredrikstad	land, *Mgr.*)				WB	Fredrikstad M.V. Frdstad.		
83731	**Smeaton** Ⓟ Iron Twin Sc Sp	369					1883	W. Allsup	W. T. McCalla	125·2	35·1	11·1	Belfast	C.4Cy.17"&34"–24"		BT till 2,39
86510		310						& Sons					British	NB96 98 RHP		
MQNB		200						Preston						W. Allsup & Sons, Preston		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné à la classification après Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Registres ou cotés.
83732 UPLE	**Smidovich** (*ex*Noord-35) *ss*Rot.No.3-5,30 *ss*Rot.No.1-35 1 *Dk(Stl)*	2485 2311 1523	✠ 3,35	Rot	*s*		1918 1mo	N.V.Werf deNoord Alblasserdam	U.S.S.R.	286·2 P22′B74′F25′ FK *CellDB248′*	45·2	21·8 *574t APT73t*	Archangel Russian	T.3Cy.22½″,37″&62″–39″ 260NHP 2SB,*6cf*,GS128,HS4000 Wilton's Eng.Co.Rot.	23 ″ 11	
83733 OXLV	**Smiril** (P) Wireless 1 *Dk*	300 235 125					1932	Frdrkshvn Værft og Flydk. Fredrikshavn	Færöenes Amtskommune (Edv.Mortensen, *Mgr.*)	116·7 B40′F23′	24·1	11·9	Thorshavn Faroe Isles Danish *WB*	T.3Cy.12½″,19″&31″–18″ 41NHP Helsingörs Jerusk.&Mskb.		G
83734 204190	**Smith Thompson**	4786 — 4227					1907	Toledo S.B. Co. Toledo,O.	Great Lakes S.S.Co Inc.	438·7	52·0	23·9	Oswego NY Utd. States *WB*	Q.4Cy.16½″,24″,35″&50″–42″ 162NHP Toledo S.B.Co.Toledo		I
83735 6655 SGJW	**Smöjen** (*ex*Siva-34) *Mchy.Aft* GyC. 1 *Dk* *ss*Got.No.3-1,34 *ss*Osc.No.1-38	476 342 207	✠ 100A1 3,38	Osc	*g*	OG 3,38	1921 9mo *Lloyd's SA&CP*	Aktieb. Lödöse Varf Lödöse	A/B Bungenäs Kalkbrott (E. Lilljequist, *Mgr.*) *CellDB53*	145·8 (O.L.) P41′F25′ FK *85t DTa5′ 15t FPT*	28·0 148·8	12·3 *40t APT14t*	Malmo Swedish *WB*	C.2Cy.12″&27″–18″ (*s*) 125lb 32NHP 1SB,*2cf*,GS27,HS583 Aktieb. Lödöse Varf Lödöse	13 ″ 3 s 1 ″ 1½ 12 ″ 3	
83736 UOHX	**Smolensk** (P) Sub.Sig. *CruiserStern* 2 *Dks* *Mchy.Aft* *CruiserStern* 1 *Dk(Stl)*	3559 2993 1982					1931	Baltic S.B. &Eng.Wks. Leningrad	U.S.S.R.	314·7 P42′B95′F36′	46·1	26·1	Vladvostk Russian	T.3Cy.22⅞″,37″&59½″–39½″ 220NHP Baltic S.B.&Eng.Wks.Len		
83737 UNJL	**Smolni** (P) Sub.Sig. 2 *Dks&3rd dk in forehelds* *Ref.Mchy.* *Cruiser Stern* *Oil Eng.*	3767 2934 2164			…		1929	Severney S.B.Yard Leningrad	U.S.S.R.	332·5 Q37′B100′F11′ FK	48·0	25·6	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝″–38⅜″ 692NHP Russian Diesel Works,Len.	27 ″ 9	
83738 OHBN	**Smut** (*ex*Harbury) *Well deck* D.F. *ss*Osl.3rdNo.3-1,33 *ss*Got.No.1-37 1 *Dk(Irn)&Web frames* *Cargo battens not fitted*	1703 1387 982	✠ 100A1 10,37 ✠LMC10,37 BS10,38	Got	*r*	CL N2,36	1896 8mo *CellDBa76′uE&B*	S.P.Austin &Son Sunderland A&CP	A/B Trætramp (K.Hansen, *Mgr.*)	268·2 276·6(O.L.) P27′Q74′B48′F27′ FK 40′ *f* 108′510t *FPT*	37·7	17·0 *37t APT64t*	Helsingfrs Finnish *4BHCem*	T.3Cy.20½″,33″&54″–39″ (*s*) 160lb 194NHP 2SB,*6pf*,GS84,HS3156 G.Clark,Ld.Sunderland	19 ″ 9 s 2 ″ 0½ 17 ″ 11	
83739 DODJ	**Smyrna** (*ex*Heidelberg) 2 *Dks*	1663 1413 907					1912	Bremer Vulkan Vegesack	Atlas Levante-Linie A.G.	260·5 B69′F33′	37·1	19·5 *37t APT64t*	Bremen German *WB*	T.3Cy.23⅜″,38½″&61½″–41 5/16″ 246NHP Bremer Vulkan, Vegesack		G
83740 OFAC	**Snabb** (*ex*MariChandris-36, *ex*FrankDelmas-33, *ex*Tregarthen) 1 *Dk2trB*	2317 — 1363			…		1904	J Readhead &Sons SouthShields	Rederi A/B Snabb (Algot Johansson)	289·0 P29′B78′F32′ FK	43·5	18·6 *WB*	Mariehmn Finnish	T.3Cy.22″,36″&60″–39″ 239NHP J. Readhead&Sons,S.Shl.	21 ″ 5	V †
83741 UOES	**Snabjenets Pervi** Twin Sc (*ex*Shinsei Maru No.11,*ex*Shinsei Maru No.8) 2 *Dks*	890 740 402					1905	..... Japan	U.S.S.R.	162·2	32·1	21·1	Vladvostk Russian	T.6Cy.10¼″,16½″&26⅜″–16½″ NB32 58NHP ,Japan		
83742 UOGS	**Snabjenets Vtoroi** (*ex*Bendoran) 1 *Dk Spar dk&deep framing*	4067 3416 2254			…		1908	Bartram& Sons Sunderland	U.S.S.R.	371·2 P35′B109′F36′ FK	47·8	26·6 *WB*	Vladvostk Russian	T.3Cy.25″,42″&68″–48″ 353NHP N.E.Marine Eng.Co.Ld.Sld	28 ″ 6	
83743 121331 GPMK	**Snaefell** (P) (*ex*Viper) Trp Sc *ss*Brw.2ndNo.3-5,27 D.F. *ss*Brw.No.2-36 2 *Dks(M-pt Stl)&Web frames&Awng dk(pt Stl)*	1713 1186 723	✠ A1 *Awng dk with freeboard* 6,38 ~~6,37~~ MS6,35 ~~MC~~ ~~MS6,37~~ 6, 8 *For Channel purposes—Scotland&Ireland*	Brw	*s*	P&C 4,37 CL 84,37	1906 5mo *Lloyd's SA&CP*	Fairfield Co.Ld. Glasgow	Isle of Man Steam Packet Co.Ld.	315·0 23·2 BK6″	39·6	15·7 *6 BHCem*	Douglas IM British	3 Steam Turbines (*s*) 165lb 1217NHP 4DB,*24cf*,GS504,HS16020 Fairfield Co.Ld.Glasgow	24 ″ 1 s 10 ″ 6½ 14 ″ 3	BT till 12,38
83744 TFCM	**Snæfell** (*ex*Kongshaug-35, *ex*Thyra) Wireless 1 *Dk*	751 563 435					1901	Stavanger Stöberi&Dok Stavanger	Utgerdarfjelag Kea h.f.	193·6 Q99t B47t H10′F31′	30·3	11·2 *WB*	Akureyri Icelandic	T.3Cy.14″,23½″&38″–27″ 75NHP Stavanger Stöberi&Dok		N
83745 LCLT	**Snar** (*ex*Grong-33,*ex*Fageraas) *Fitted for oil fuel* 1 *Dk*	3176 2910 1957					1920 3mo	Eltring-hams,Ld. Willington Quay	D/S A/S Snar (Kr.HöghHervig)	330·6 P31′B96′F33′	48·0	22·5 *WB*	Haugesnd Norwegian	T.3Cy.24″,39″&65″–42″ 274NHP Eltringhams,Ld. Willington Quay		N
83746 137088 GKSV	**Sneaton** *ss*Cff.No 3–4,37 D.F. 1 *Dk(Stl)*	3677 3238 ~~2181~~ 2171	✠ 100A1 6,38 ~~4,37~~ ✠LMC4,37 BS7,38	Cff Sws	*v*	CL 4,37	1925 3mo *Lloyd's SA&CP*	R.Thomp-son&Sons Ld Sunderland	Rowland&Marwood's S.S.Co.Ld. (Headlam&Son, *Mgrs.*) *CellDB294′861t FPT165t*	348·0 P34′B105′F30′ FK	50·0	22·6 *6 BHCem APT154t*	Whitby British	T.3Cy.24″,40″&66″–45″ (*s*) 180lb *180lb* 314NHP 2SB,*6cf*,GS133,HS4785 J.Dickenson&Sons,Ld.Sld	24 ″ 11 s 4 ″ 1⅝ 20 ″ 11	
83747 LCYE	**Snefjeld** (*ex*Ottoland,*ex*Maasstad) 1 *Dk&deep framing*	1643 1507 1001			…		1901	Naamlooze Vennootschp Scheepswerf Alblasserdm	Dampsk A/S Storfjeld (H.Grieg Martens)	270·0 P12′B70′F30′ FK	37·6	18·4 *WB*	Bergen Norwegian	T.3Cy.20″,33″&54½″–36″ 182NHP Blair&Co.Ld.Stockton	20 ″ 7	N †
83748 LCYF	**Sneland I** (*ex*Ingeborg) Sub.Sig. 1 *Dk*	1791 1564 1054					1922	Nüscke& Co.A.G. Stettin	D/S A/S Vestland (Richard Amlie& Co.A/S, *Mgrs.*)	268·0 P56t H86t F25t	42·3	18·0 *WB*	Haugesnd Norwegian	T.3Cy.20 7/16″,32¼″&55½″–35⅝″ Waggon-u. 155NHP Maschinenbau A.G.Gorlitz		N
83749 LCYK	**Snestad** D.F. *Oil Eng.* 2 *Dks*	4114 3717 2453					1926	Kockums M.V.Aktieb Malmö	Skibs A/S Snestad (A.F.Klaveness& Co.A/S, *Mgrs.*)	377·6 P108t H264t F25t	54·0	22·9 *WB*	Oslo Norwegian	Oil Engines 4S.C.SA 6Cy.27 7/16″–55⅛″ 439NHP Kockums M.V.Akt.Malmö		N
83750 128966 MDFL	**Sneyd** (*ex*Crestville-36, *ex*Horsham–32, *ex*Glanoventa) 3 Mast *ss*Apl.2ndNo.3–8,36 *Mchy.Aft* *Well deck* 1 *Dk(Stl)* *Cargo battens not fitted*	401 279 156	✠ 100A1 8,36 BS6,37 ~~✠LMC~~ 4C8,36 6,38	Ap	*f*	CL 6,36	1910 2mo *Lloyd's SA&CP*	R.William-son&Son Workington	Osborn&Wallis, Ld.	141·6 Q81′B9′F20′ FK	24·3	11·0 *3 BHCem FPT30t*	Bristol British	C.2Cy.17½″&38″–27″ (*s*) 130lb 87RHP 1SB,*3pf*,GS45,HS1656 Ross&Duncan,Glasgow	12 ″ 0 s 4 ″ 8½ 11 ″ 8	
83751 2179 IBQU	**Snia Amba** (*ex*SantaTecla–37) *ss*N.Os.No.3–2,36 2 *Dks(Stl)*	2532 2190 ~~1534~~	✠ 100A1 12,38 ~~BS1,38~~ ~~✠LMC~~ 2,36 *Fitted for oil fuel* 7,18 ~~LS1,38~~	Bal	*l*	CL ~~1,36~~ 12,38 *F.P. above*	1918 7mo *Soc.Italo-Baltica diNav.eCommercio ("LaCostiera" Soc.An.diNav. Cell Mgrs.)*	New York S.B.Corp. Camden,N.J.	Soc.Italo-Baltica diNav.eCommercio ("LaCostiera" Soc.An.diNav. Cell Mgrs.)	209·3 309·9(O.L.) P35′B78′F28′ FK *DB264′652t FPT89t*	40·0	22·9 *6 BHCem APT106t*	Genoa Italian	T.3Cy.19½″,31½″&54½″–36″ 200lb (*r*) 262NHP 2SB,*4cf*,GS84,HS3860 NYork SB Corp Camden NJ	26 ″ 0	
83752 2132 ICIE	**Sniafiocco** (*ex*Dora–37, *ex*Dora Weems, *ex*LakeGalera) D.F. 1 *Dk(Stl)* 2*nd dk(Stl) in holds*	2333 1973 1409	✠ 100A1 3,39 ~~10,37~~ ~~t~~ LMC MS4,37 ~~BS4,38~~ 3,39	Nap ~~ion~~	*r*	CL ~~10,35~~ N6,38	1918 10mo	Buffalo Dry Dock Co. Buffalo,N.Y. A&CP	Soc.Italo-Baltica diNav.eCommercio ("LaCostiera" Soc.An.diNav. *Mgrs.*) *CellDB208′538t FPT*	261·0 P25′B64′F23′ FK	43·5	22·4 *4 BHCem 59t APT93t*	Genoa Italian	T.3Cy.19½″,30⅜″&56½″–36″ 180lb (*s*) 330NHP 2SB,*6cf*,GS115,HS5467 FD Worthington Pump& Mchy.Corp.Buffalo	24 ″ 2	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Longitudinal Strength is maintained. Numeral Letter.	7a Date when tail shaft last seen	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registered in which classed. If not in L. R. Date of B. of T. trade Cert.
83753 / 7531 / SGLW	**Snöfrid** (*ex*Sigdal) / 1 *Dk*	982 / 675 / 555					1920	Pusnæs Stöberi & M.V. Arendal	Rederi A/B Östersjön (Axel Christensen, *Mgr.*)	206·6 | 33·1 | 12·0 / Q78' B41' H171*t* F21' / *WB*			Trelleborg Swedish	T.3Cy.15",25"&40"-30" 115NHP / PusnæsStöberi&M.V.		N
83754 / 140819 / MKST	**Snow Queen** (*ex*MaryNickerson) / *ss*Bkn.No.3-7,33 / *ss*Bel.No.1-37 / *Mchy.Aft* 1 *Dk(Stl)&Web frames*	311 / 219 / 111	✠100A1 Bel *e* CL / 2,30 Bkn / 4,39 / BS10,38				1921 / 4mo	I.J.Abdela & Mitchell,Ld Chester / *Lloyd's*	Larne S.S.Co.Ld.	130·0 | 23·1 | 9·7 / Q45' B7' F16' FK / *FPT45t*			Belfast British 130lb 40RHP / 3*BHCem* *APT15t*	C.2Cy.15"&31½"-24" (*s*) / 1SB,2*cf*,GS39,HS1226 / A.Dodman&Co Kings Lynn	10 " 6 / s " 9 / 9 " 10½	
83755 / 144244 / MKPD	**Snowcrete** (*ex*LowlandFirth) / *ss*Lth.No.3-12,33 / *Mchy.Aft* *Well deck* *ss*Grk No.1-28 / *Cargo battens not fitted* 1 *Dk(Stl)*	351 / 235 / 139	✠100A1 Goo *e* CL / 1,39 Grk. yr / BS12,37 ✠LMC / 1,39				1921 / 3mo	Hepples (1919) Ld. SouthShields / *Lloyd's*	J.Kennedy&Sons	135·0 | 23·3 | 9·7 / 141·8(O.L.) / 24·0 BK7" / Q46' B9' F23'			Glasgow British 130lb 65RHP / 3*BHCem* *FPT45t*	C.2Cy.17"&34"-24" (*s*) / 1SB,2*pf*,GS35,HS1120 / Hepples(1919)Ld.S.Shl.	10 " 6 / s " 6½ / 10 " 7	
83756 / LEWT	**Snyg** (*ex*Groenlo,*ex*Kinheim) / 1 *Dk*	1326 / 1165 / 757					1918	Verschure & Co. Amsterdam	D/S A/S Snyg (Kr.Högh-Hervig)	238·4 | 36·7 | 15·8 / P23' B56' F20' / *WB*			Haugesnd Norwegian 127NHP	T.3Cy.17½",29"&46"-36" / Verschure&Co.Amsterdam		N
83757 / 164319 / GZFY	**Sobo** / *Oil Eng.* / *Cruiser Stern* 3 *Dks*	4124 / 3254 / 2321					1937	Scotts' S.B. & Eng.Co.Ld. Greenock	Elder Dempster Lines,Ld.	379·0 | 52·7 | 21·3 / P36' F48' / *WB*			Liverpool British	Oil Engines 2S.C.SA 4Cy.22 1/16"-85 1/16" 598NHP / W.Doxford&Sons,Ld.Shd.		C
83758 / OZKA	**Söborg** / *ss*Els.No.3-12,36 / 1 *Dk(Stl)*	1993 / 1764 / 1195	✠100A1 Abg *r* OG / 4,38 12,38 Nyt / ✠LMC / MS12,36 BS7,37 9,38			1,38 / 12,38	1924 / 6mo	W.Gray& Co.Ld. W Hartlepool / *Lloyd's*	A/S D/S Dannebrog (C.K.Hansen, *Mgr.*)	280·0 | 40·0 | 19·2 / 290·6(O.L.) / P23' B83' F28' FK / *Cell D B240'515t*			Copnhagn Danish 180lb 194NHP	T.3Cy.20",31½"&53"-36" (*s*) / 2SB,4*cf*,GS79,HS2134 / Cen.Mar.Eng.Wrks.W Hpl	21 " 4 / s 2" 11⅜ / 18 " 6	
83759 / YTNH	**Sóca** (P) (*ex*Maros) / *ss*Ssk.3rdNo.3-12,36 / 1 *Dk(Stl)*	545 / 392 / 304	A1 Spt *i* / *with freeboard* Ssk / 4,39 12,37 / BS12,38 C6,36			3,37 / 4,39	1907	M.U. Martinolich Lussinpiccolo / *Lloyd's*	Jadranska Plovidba D.D.	177·1 | 26·9 | 12·7 / 185·8(O.L.) / P41' B47' F38' FK / *FPT*			Susak Yugoslav 160lb (*s*) 90NHP / 4*BHCem* 23*t* *APT27t*	T.3Cy.14⅛",23¼"&36½"-24" / 1SB,3*pf*,GS56,HS1740 / Plenty&Son,Ld.Newbury	13 " 9 / s 1 " 4 / 12 " 6½	
83760 / FOTY	**Socombel** / V.No.2-37 / *ss*Msl.No.1-38 / 1 *Dk(Stl)* 2nd *dk(Stl)* *in way of cargo tanks,Web frames* / *Mchy.Aft* *Cruiser Stern* / D.F. *Longitudinal framing*	1646 / 1347 / 811	✠100A1 StN *p* CL / 1,39 / ✠LMC			8,37 / 7,38	1930 / 1mo	Rotterdam Droogd.Maat (New Waterway S.B.Co.) Schiedam	Soc.Anon. Française Socombel-Transports / *Cell D Bu E& B*	234·3 | 40·1 | 19·1 / P61' B24' F18' FK / 44*f* 14' 65*t* *FPT58t*			Marseilles French 180lb 234NHP / 9*BHCem* *APT30t*	T.3Cy.17½",28"&47"-36" (*s*) / 2SB,4*cf*,HS3875 FD / Rotterdam Droogd.Maats.	19 " 6 / s 2 " 5⅜ / 17 " 1⅜	
			Carrying Petroleum in bulk / *Fitted for oil fuel* 1,30 *F.P. above* 150° F.													
83761 / 159450 / VPJN	**Socony** / *Mchy.Aft* 2 *Dks* / D.F. E.S.D. GyC. *Cruiser Stern* / *Longitudinal framing-bracketless system* / *Part electrically welded* / *Rudder electrically welded*	4404 / 3976 / 2507	✠100A1 Gal *w* CL / 9,37 / BS1,37 MC3,36			12,36	1936 / 3mo	Bremer Vulkan Vegesack / *Lloyd's*	Standard Transportation Co.Ld.	349·7 | 52·3 | 29·6 / P82' B28' F32' FK / *Cell D Bu E& B63'* 189*t*			Hong Kong British 14 *B II pt A sp* (11 *to U dk* 3 " 2nd ") *APT66t*	C.4Cy.(2)20 1/16"&(2)43 5/16"-43 5/16" 220lb (*s*) 425NHP / 2SB,6*cf*,HS6158 FD / Bremer Vulkan, Vegesack	29 " 8 / ~~5 " 5~~ / ~~24 " 1~~ / 24 " 11⅜	
			Carrying Petroleum in bulk / *Fitted for oil fuel* 3,36 *F.P. above* 150° F.													
83762 / 233715 / WLFO	**Socony-Vacuum** / *Mchy.Aft* 2 *Dks* / D.F. E.S.D. GyC. *Cruiser Stern* / *Longitudinal framing-bracketless system*	9511 / 8829 / 5894	✠100A1 LAn *et* CL / 2,39 NYk / BS2,39 ✠LMC 3,35			3,38	1935 / 3mo	New York S.B.Co Camden,N.J. / *Lloyd's*	Socony-Vacuum Oil Co.Inc.	484·0 | 66·0 | 36·8 / P103' B34' F49' FK / *Cell D Bu E7 V198t* *Tf22'705t* *FPT449t*			New York Utd. States 17 *B II* (13 *to U dk* 4 " 2nd ") *APT63t*	2 Steam Turbines D R geared to 1 Sc. Shaft 1101NHP 450lb HS11164 FD / 3 Water Tube Boilers (2 Spt) / De Laval Steam Turbine Co. Trenton, N.J	37 " 0	
			Carrying Petroleum in bulk / *Fitted for oil fuel* 3,35 *F.P. above* 150° F.													
83763 / PHOM	**Socrates** / *Oil Eng.* / *Ref. Mchy.* 2 *Dks&Shelter dk* / D.F. E.S.D. *Cruiser Stern*	~~3000~~ / 3169 / 2510 / 1823	✠100A1 Rot *w* OG / *with freeboard* Ham / 2,39 7,38 / *(Class Contemplated)* / ✠ MC7,38				1938 / 7mo	N.V.C. Van der Giessen& Zonen's Schps Krimpen / *Lloyd's*	Koninkl. Nederl. Stoomb. Maats.	~~3500~~ 6 / 49·5 | 20·2 / 374·5(O.L.) FK / (*Cell D B285'772t* *FPT*			Amstrdam Dutch 6 *B II* (6 *to U dk* 2 " 2nd ") *APT29t*	Oil Engines 2S.C.SA 7Cy.27 1/16"-47" 925NHP DB *f1Hb* / Gbr.Stork&Co N V Hengelo	23 " 6 / s1 " 5½ / 22 " 1½	
83764 / 166564 / MMWX	**Sodality** / *Oil Eng.*	829 / 585 / 461	100A1 / *(Class Contemplated)*				1938	R.William-son&Son,Ld Workington	F.T.Everard& Sons,Ld.	~~1400~~ 3130·2 | 12·4 / 188·4 | 30·3 / Q116' B11' F23'			London British	Oil Engines 2S.C.SA 7Cy.12 3/16"-16½" 99RHP / Newbury Diesel Co.Ld. Newbury	14 " 7 / 8 " 9⅜ / 14 " 4½	
83765 / DHVW	**Söderhamn** / 1 *Dk&pt Awng dk*	1499 / 980 / 945					1899	Helsingörs Maskbyggeri Elsinore	H.M.Gebrckens	240·8 | 34·1 | 15·1 / Q80' / *pt Awng dk* 164' / *WB*			Hamburg German	T.3Cy.17",27½"&47"-33" NB24 127NHP / HelsingörsJernsk.&Mskb.		G
83766 / 147225 / MLNZ	**Sodium** / *ss*Bkn.No.3-5,35 / *Well deck* *Mchy.Aft* 1 *Dk(Stl)* / Wireless *Cargo battens not fitted*	608 / 443 / 287	✠100A1 Bkn *i* OG / 1,38 ✠LMC / MS5,35 BS7,37			4,38	1923 / 6mo	C.Rennold-son&Co.Ld. South Shields / *Lloyd's*	I.C.I.(Alkali),Ld.	180·2 | 28·2 | 10·7 / Q52' B9' F27' FK BK1¼" / *Cell D B f103'165t FPT*			Liverpool British	T.3Cy.15",25"&40"-27" (*s*) / 1SB,3*cf*,GS64,HS1983 / MacColl&Pollock,Ld.Sld.	12 " 9 / 180lb 87RHP / s 1 " 3 / 11 " 8	
83767 / 2769 / SGUD	**Södra Sverige** (P) Iron / 2 *Dks&Shelter dk*	733 / 102 / 441					1871	Bergsunds Mek.Verkst. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	184·1 | 25·1 | 13·0 / H55*t* 20·4			Stockholm Swedish	C.2Cy.24"&48"-27" 100NHP / BergsundsMek.Vks.Skm.		V
83768 / PHOQ	**Soekaboemi** / *Fitted for oil fuel* / D.F. 3 *Dks*	7051 / 6677 / 4457					1923	Bonn& Mees Rotterdam	Rotterdamsche Lloyd (Wm.Ruys& Zonen, *Mgrs.*)	445·8 | 54·3 | 34·2 / B70' F58'			Rottrdam Dutch *WB*	2 Steam Turbines D R geared to 1 Sc. Shaft / Gebr.Stork&Co.Hengelo		V
83769 / PHOW	**Soemba** 2 Twin Msts / D.F. 3 *Dks*	6718 / 4650 / 4121					1923	N.V.Werf Conrad Zaandam	N.V.Stoomv. Maats.Nederland	423·9 | 54·7 | 33·5 / P40' B29' F40' / *WB*			Amstrdam Dutch	D R geared Steam Turbines / Gebr.Stork&Co.Hengelo		V
83770 / PKRW	**Soerabaya** (*ex*ZeelichterNo.1) / *Mchy.Aft* 1 *Dk*	580 / 485 / 342					1918	H.Bernard Nzn.Scheeps. Het Jacht Nieuwendam	Koninkl.Paketv. Maats.	170·0 | 31·0 | 11·8 / *WB*			Batavia Dutch	C.2Cy.11 13/16"&23 5/16"-15 3/16" 18NHP / N.V.Werf Hubertina, Haarlem		V
83771 / PHPG	**Soesterberg** / *ss*Rot.No.2-36 / 1 *Dk(Stl)*	~~1891~~ / ~~1704~~ / ~~1184~~ / 1890 / 1701 / 1119	✠100A1 Ams *r* CL / 1,39 12,37 Rot / BS7,37 ✠LMC 7,35 / 6,38			~~4,36~~ / 1,39	1927 / 4mo	Antwerp Eng.Co. Hoboken / *Lloyd's*	N.V.Stoom.Maats. "Hillegersberg" (Vinke&Co. *Mgrs.*) / *Cell D Ba& u E108'*	~~278·4~~ | 40·2 | 18·4 / 278·5] / P22' B60' F30' FK / *f113' 555t FPT*			Amstrdam Dutch 4 *B H Cem* *APT68t*	T.3Cy.20',33'&54"-36" (*s*) / 180lb 214NHP / 2SB,6*cf*,GS93,HS3632 / N.E.Marine Eng.Co.Ld.Sld	20 " 7 / s 3 " 0½ / 17 " 8⅜	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Restrictions
83772 165598 GDDP	**Sofala** Wireless	**TwinSc** *OilEng.* 1 *Dk & Shelter dk Mchy. Aft*	1031 699 491	✠100A1 *with freeboard* 4,39 ~~10,37~~	Lth Mba ✠LMC10,3		CL	1937 10mo	Henry Robb, Ld. Leith	BritishIndiaSteam NavigationCo.Ld. *Lloyd's* *s A4 CP*	231·7 | 37·2 | 11·6 244·7 (O.L.) F30′ FK			London British	Oil Engines 2S.C.SA 10Cy.13⅜″–22⅞″ 312NHP 4 *B Hpt Cem Coll to Sh dk* 3 „ *2nd* „	14 ″ 0 s ″ 2 13 ″ 11	
83773 DJNA	**Sofia** Sub.Sig. **D.F.**	*OilEng.* 2 *Dks* *Cruiser Stern*	2969 2425 1659					1934	Deutsche Werft A.G. Reihstgwrft Hamburg	DeutscheLevante-LinieHamburg A.G.	353·1 | 50·2 | 18·5 P32′B31′			Hamburg German *WB*	2 Oil Engines 2S.C.SA each 6Cy.29,7⅞″–27,9⅛″ SRgeared to 1 Sc.Shaft 879NHP Blohm& Voss,K.a.A.Ham.		
83774 930 SYYJ	— (*ex* Oaxaca–38, *ex* Pelargonium) *Well deck* Wireless	*Fitted for oil fuel* 1 *Dk 2nd dk in Nos. 1 & 3 holds*	1722 — 787				...	1918	W. Hamilton & Co. Ld Port Glasgow	John Toyias S.S. Co.	254·7 | 35·1 | 17·3 P&B166′F58′ FK			Piræus Greek *WB*	T.4Cy.21″,35″&(2)39″–30″ 326NHP J.G.Kincaid&Co.Ld.Grk.	18 ″ 0	
83775 LJVD	**Sofie Bakke** D.F. *Ref. Mchy. Cruiser Stern*	*OilEng.* 1 *Dk & Shelter dk, 3rd dk forward of mchy.space, Sparred dk in No. 3 hold*	5461 4729 3268	✠100A1 *with freeboard* C ~~3,39~~ ✠Lloyd's 12,38 for temp. 33° F	Got *b* ~~3,58~~		CL	1938 3mo	A/B Götaverken Gothenburg *Lloyd's* *s A4 CP*	SkibsA/S Hilda Knudsen (Knut Knutsen, O.A.S. *Mgr.*) *Cell D B304′ 1228t D Tf 16′ 6″ 7t D*	435·9 | 58·8 | 26·0 453·2 (O.L.) F38′ FK			Haugesnd Norwegian *7 B H Coll to Sh dk* 6 „ *2nd* „ *Ta 47′ 349t F P T 52t A P T 146t*	Oil Engines 2S.C.DA 6Cy.24,7⅞″–55½″ 1236NHP A/B Götaverken,Got.	28 ″ 6 s 3 ″ 2 25 ″ 6½	
83776 UNYP	**Sofiya Perovskaya** (*ex* Orkan, *ex* Rescue) Wireless *Well deck*	1 *Dk*	731 526 382				...	1900	J.P. Rennoldson & Sns South Shields	U.S.S.R. *WB*	189·3 | 30·2 | 11·1 Q92′B14′F23′ FK			Archangel Russian	T.3Cy.15½″,25″&41″–27″ NB32 90NHP J.P.Rennoldsn&Sns,S.Shl.	13 ″ 6	
83777 LEWU	**Sogn** Ⓟ	**Iron** 1 *Dk 2 tr B*	384 230 219					1875	C.S.Swan & Co. Newcastle	Fylkesbaatane i Sogn og Fjordane (T Torgersen *Mgr*)	158·2 | 22·0 | 11·4 P75t H41t F39t			Bergen Norwegian *WB*	O.2Cy.21½″&40″–24″ 65NHP Thompson&Co.Nwc.		
83778 145504 MJYP	**Sojourner** *ss* Nwc.No.3–12,35 *Mchy. Aft* *Well deck*	1 *Dk (Stl)* *Cargo battens not fitted*	435 289 197	✠100A1 1,39 ~~1,38~~ BS4.38 ✠L ~~4,12,38~~	Bly *f*		CL 2,38	1920 6mo	Camper & Nicholson, Ld Gosport *Lloyd's* *s A4 CP*	M.Taylor	142·0 | 25·1 | 11·5 Q79′B9′F22′ FK			Methil British *3 B H Cem F P T 70t*	O.2Cy.18″&38″–27″ (*s*) 130lb 82NHP 1SB,*3pf*,GS50,HS1486 Aitchison,BlairLdClydebk	12 ″ 7 s 4 ″ 4½ 12 ″ 3½	
83779 7660 JNPE	**Soko Maru**	**WoodAux** *OilEng.* 1 *Dk*	328 275 206						.....	Iwamoto Zenji	158·7 | 27·8 | 13·6			Nishino-miya Japanese	Oil Engines 2S.C.SA 2Cy.15½″–16″ 85NHP Nishitani Bros. Kobe		
83780 YTEL	**Sokol** (*ex* Nile–33) *ss* Lth.No.3–6,33	*ss* Rot.No.1–38 2 *Dks (Stl)*	5696 5378 3618	✠100A1 ~~3,38~~ 12,36 ~~11,3~~ BS10,36 12,37	Rot *a* ~~M~~		CL ~~2,38~~ N11,38	1919 11mo	Lithgows, Ld. Port Glasgow *Lloyd's* *s A4 CP*	Jugoslavenska Plovidba D.D. *1 Intermediate B H & 1 'tween d Cell D B360′ 1181t D*	423·5 | 56·0 | 28·7 437·6 (O.L.) P38′B123′F43′ FK *& B H dispensed with Ta 36′ 1109t A P T 31t*			Susak Yugoslav *Cem 5 B H to U dk* 1 „ „ *2nd* „	T.3Cy.27″,45″&75″–48″ (*s*) 180lb 548NHP 3SB.*9cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk. *only*	31 ″ 4 s 6 ″ 1¼ 25 ″ 5	
Now "Rio Grande," see No. 8984 in Supplement				BS10,36 12,37	~~M~~												
83781 692 SZKI	**Sokratis** Ⓟ (*ex* Aristone–38 *ex* Leonia–37, *ex* Kimon–37, *ex* Numidia) Wireless	**TwinSc** 1 *Dk & Awng dk*	1134 — 449					1904	Cie. Franc. de Nav. & de Const. Nav. Nantes	S.Theofanides & Co.Ld. (A.Davaris, *Mgr.*)	260·7 | 28·5 | 16·2 H— 22·9			Piræus Greek	T.6Cy.19¹⁵⁄₁₆″–31½″ &51¾″–31½″ NB11 305NHP Cie.Franc.de Nav.& de Const Nav.Lyons		
83781* 210133 KJYW	**Sol Duc** Ⓟ	*Fitted for oil fuel* 2 *Dks*	1085 — 667					1912	Seattle Construction & Dry Dock Co. Seattle, Wash	Puget Sound Nav. Co. (A.M.Peabody, *Mgr.*)	189·0 | 31·5 | 22·6			Seattle, Wash. Utd. States	T.3Cy.17″,28″&47½″–36″ 136NHP Seattle Construction& Dry Dock Co. Seattle, Wash		
83782 LEWV	**Solaas**	1 *Dk*	1368 1138 785				...	1917	Frdrkshvn Skibs & Flydk Fredrikshavn	John Wilsons Rederi A/S (John Wilson & Sön, *Mgrs.*)	234·5 | 37·1 | 16·0 P12′B50′F14′ FK			Arendal Norwegian *WB*	T.3Cy.16⅛″,25⅛″&42¼″–29½″ 120NHP Kockums M.V. Akt. Malmö	18 ″ 0	N †
83783 221122 KDQJ	**Solana** *ss* SFo.No.3-3,3[illegible] D.F. *Mchy. Aft*	2 *Dks (Stl) & Web frames* *Longitudinal framing*	6703 6125 4203	✠100A1 E,39 ~~4,38~~ BS3,39 *Carrying Petroleum in Fitted for oil fuel* 3,21	SFo ~~4,38~~ ✠LMC3,		CL ~~3,36~~ 2,39 *bulk* *F.P. above*	1921 3mo	New York S.B.Corp. Camden, N.J. A&CP 150° F.	Tide Water Associated Oil Co. *Cell D B uE & B65′ 272t*	419·5 | 56·5 | 33·3 435·8 (O.L.) P101′B36′F34′ FK *F P T 294t A P T 46t*			S.Frncisco Utd. States (9 „ *to U dk* 5 „ *2nd* „)	T.3Cy.27″,45″&75″–51′ (*r*) 195lb 601NHP 3SB,*9cf*,GS190,HS8952 FD New York S.B.Corp.	33 ″ 4	
83784 211618 KJYV	**Solano**	**Wood** *Fitted for oil fuel* 1 *Dk*	943 801 525					1913	A. Petersen Raymond, Wash.	Dispatch Stevedoring & Contracting Co.	198·2 | 42·7 | 14·7			S.Frncisco Utd. States	T.3Cy.13½″,22″&36″–24″ 63NHP United Eng.Wrks.Alameda		
83785 164704 GYXV	**Solarium** *Mchy Aft* D.F. E.S.D. *Longitudinal framing at bottom & at deck*	*OilEng.* 1 *Dk, 2nd dk clear of cargo tanks* *Cruiser Stern*	6239 5543 3651	✠100A1 ~~8,38~~ 5,39 *Carrying Petroleum in*	Shl *a* ~~M~~		CL *bulk*	1936 9mo	Cantieri Riuniti Dell' Adriatico Monfalcone *Lloyd's* *s A4 CP*	Anglo-Saxon Petroleum Co.Ld. *Cell D B uE 61′ 87t*	429·5 | 54·5 | 30·8 P87′B38′F48′ FK *D T f 25′ 259t F P T 106t A P T 56t*			London British *16 B H*	Oil Engines 4S.C.SA 6Cy.25,9⅛″–55½″ 377NHP DR *180lb* N.V.Werkspoor,Ams.	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
83786 146592 GFLC	**Solen** *ss* Sng.No.2–31 *Mchy. Aft*	2 *Dks (Stl) & Web frames* *Longitudinal framing* *(Now used as fuel oil storage hulk)*	5693 5263 3385	✠ ~~7,38~~ ~~BS7,37~~ *Carrying Petroleum in Fitted for oil fuel* 7, 22	HKg *z* ~~✠LMC9,36~~		CL 4,37 *bulk* *F.P. above*	1922 7mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's* *s A4 CP*	Anglo-Saxon Petroleum Co.Ld. *Cell D B uE & B78′ 217t*	411·5 | 53·4 | 31·0 P109′B26′F45′ FK *D T f 32′ 316t F P T 8 1t A P T 136t*			London British *16 B H Pt Cem* (12 *to U dk* 4 „ *2nd* „)	T.3Cy.24½″,42½″&74″–48″ 220lb (*r*) 548NHP 3SB,*9cf*,GS184,HS7617 FD Wilsnd Slpwy.Co.Ld.Nwc.	31 ″ 0 ~~5 ″ 0~~ ~~4 ″ 10~~	
83787 97301	**Solent Queen** Ⓟ	**IronPadSk**	324 285 184					1889	Barclay, Curle & Co. Ld Glasgow	Sou.I.of Wight & S.of Eng.Royal Mail Stm Pkt Co.Ld	215·6 | 21·1 | 8·2			S'thamptn British	C.D.2Cy.29″&58″–60″ NB02 217NHP Barclay,Curle&Co.Ld.Gls.		BT till 12,38
83788 LDPA	**Solferino**	2 *Dks*	2580 2411 1632					1918	Nylands Verks. Oslo	D/S A/S Spanskelinjen (Fred. Olsen & Co. & O.R. Thoresen, *Mgrs.*)	300·0 | 40·0 | 24·0 H166t			Oslo Norwegian *WB*	T.3Cy.21½″,34½″&60″–39″ 225NHP Nylands Verks.Oslo		N
83789 LDMD	**Solglimt** (*ex* Stockholm, *ex* Potsdam) D.F. Sub.Sig.	**TwinSc** *ss* Osl.3rdNo.3–9,35 4 *Dks (Stl–Uwss) & Web frames* Gy C.	12246 9522 7000	100A1 9,38 ~~8,37~~ A ~~M~~ BS ~~7,37~~ 7,36 M ~~9,35~~ Pr.BS ~~7,37~~ 7,38 *Carrying whale oil in bulk Fitted for oil fuel* 3 22	Osl		P8,38 CL 88,38 *F.P. above*	1900 5mo	Blohm & Voss Hamburg *Lloyd's* *s A4 CP*	A/S Odd (A'S Thor Dahl, *Mgrs.*) *Cell D B460′ 1476t*	550·1 | 62·1 | 34·6 F20′ FK&BK3″			Sandefjord Norwegian *16 B H Pt Asp Pt Cem*	T.6Cy.27,7⅛″,46½″&80″–55½″ 206lb (*s*) 1115NHP 32Pr B *60lb* 8Pr.B.*43lb* 3D&2SB *24cf* GS507 HS17313 Blohm&Voss,Hamburg	38 ″ 0 s 7 ″ 0 31 ″ 10	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Register'd Tonnage — Gross. / Under deck. / Net	5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L.R. Dates of Build Certs.
83790 LCYN	**Solhavn** (*ex*Kapland) 1 *Dk*	1630 1192 943	†100A1	Yka	*c*	CL	1918	Bergens Mek. Værks Bergen	D/S A/S John Knudsen (Christian Haaland, *Mgr.*)	244·7	37·9	15·6	Haugesnd Norwegian *WB*	T.3Cy.18″,29″&49″–33″ 138NHP Bergens Mek Værks Bergen		N
83791 LEPX	**Solheim** Twin Sc *ss*Osl.No.1-38 *Oil Eng.* 1 *Dk* D.F. *Cruiser Stern*	8070 7352 4752	†100A1 12,38 ~~10,37~~ DBS12,38 *Carrying Petroleum in bulk*	Yka Osl	*c*† 12|38	CL 10,37	1934 4mo	Nakskov Skibs. A/S Nakskov *Lloyd's SA&CP*	Hvalfangerselsk. Norge (Chr. Nielsen&Co. *Mgrs.*) *Cell D Bu E* 77′340*t*	461·0 P106′ *Tf* 31′478*t*	59·7 B34′ *F* 40′ *FPT* 218*t*	34·5 FK *APT* 78*t*	Larvik Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼″–47½″ 625NHP 2DB170*lb* Akt. Burmeistr&Wain, Cpn	34 ″ 0 s 6 ″ 10 27 ″ 5¼	
83792 LCKV	**Soli** (*ex*Silver Shell) *ss*Rot.No.3-9,28 *ss*H.Kg.No.2-37 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	5834 5310 3474	†100A1 3,38 BS9,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12, 15	Sng LMC 8,37	*z*	CL 8,37 *F.P.a*	1915 12mo	Harlan& Hollingsworth Cor. Wlmgtn, Del. A&CP	Victor Jenssens Rederi A/S (Victor Jenssen, *Mgr.*) *Cell D Bu E* 99*t* *DT* 32′337*t*	411·6 426·0 (O.L.) P110′ B26′ F40′ *FPT* 114*t* *APT* 106*t*	53·4 FK *above* 150° F.	31·0	Oslo Norwegian	T.3Cy.27″,45″&74″–48″ (*s*) 180lb 550NHP 16 *BHpt Cem* (12 *to U dk* 4 „ 2*nd* „)	31 ″ 0 s 6 ″ 7½ 24 ″ 7	
83793 LEWZ	**Solitaire** Twin Sc *ss*N.Yk.No.1-37 *Oil Eng.* *Mchy. Aft* *ss*Cpn.No 3-11,33 D.F. 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	3160 2795 1844	†100A1 ~~10,37~~ 2,39 LMC CS5,38 DBS2,39 2,39 *Carrying Petroleum in bulk*	N Yk	*u*	PN 2,39 SN 4,38	1920 4mo	Texas S.S. Co. Bath, Me. A&CP	The Texas Co. (Norway) A/S (H.C. Mathieson, *Mgr.*) *Cell D Bu E* 37′ 96*t*	315·4 P77′ *FPT* 54*t*	43·7 B25′ *F* 30′ *APT* 95*t*	27·4 FK	Oslo Norwegian (9 *to U dk* 3 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.16″–24″ 298NHP NDB16 *refitted* 33 *80lb* McIntosh&Seymour Corp. Auburn, N.Y.	27 ″ 11 s4 ″10½ 23 ″ 2½	
83794 LBXB	**Sollund** (*ex*Agnella) 1 *Dk*	941 715 557					1908	Akers Mek. Værks Oslo	D/S A/S John Knudsen (Christian Haaland, *Mgr.*)	221·6 Q111*t* *F*24*t*	32·2 B56*t*	11·9 H14*t*	Haugesnd Norwegian *WB*	T.3Cy.17″,29″&47″–33″ 127NHP Akers Mek. Værks. Oslo		N
83795 LCLO	**Solna** (*ex*Granlund, *ex*Corbis, *ex*War Ranee) *ss*Sng.No.3-9,30 *ss*H.Kg.No.1-35 1 *Dk* (*Stl*) 2 *tr B&S* *Web frames* *Longitudinal framing*	5550 4708 3398	†100A1 8,37 ~~9,37~~ 7,38 LMC 4,35 *Carrying oil fuel in bulk* *Fitted for oil fuel* 6, 18	Rot	*z*	CL 8,37 *F.P.* *F.P.a*	1918 6mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA&CP*	A/S Senita (H. Rich Aass, *Mgr.*) *Cell D Bu E* & *B*	400·0 415·0 (O.L.) P49′ B121′ F40′ *Middle line Bulkhead* 9′240*t* *f* 50′65*t* *FPT* *above* 150° F.	52·3 FK *above* 150° F.	28·4	Oslo Norwegian 11 *BHpt Cem* *not oil-tight* 95*t* *APT* 80*t*	T.3Cy.27″,44′&73″–48″ (*s*) 180lb 517NHP 11 *BHpt Cem* 3SB, 9*cf*, GS190, HS7668 FD Swan, Hunter&Wigham Richardson, Ld. Nwc.	31 ″ 0 s 5 ″ 7½ 25 ″ 7½	
83796 FOYK	**Solon** *ss*Ant.No.3-9,37 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	4550 4222 2730	†100A1 *with freeboard* 8,38 ~~9,37~~ MS6,37 LMC BS ~~6,36~~	Ant	*z*	CL 9,37	1925 10mo	Wear Shipyard of W. Gray&Co. Ld. Sunderland *Lloyd's SA&CP*	Cie. de Nav. d'Orbigny *Cell D B* 353′ 1001*t* *FPT*	400·3 F35′ 108*t* *APT* 155*t*	53·2 FK (	25·1 5 „ 2nd „)	La Rochlle French 6 *BHCem* *Coll to Sh dk*	T.3Cy.26″,43″&71″–48″ (*s*) 180lb 439NHP 2SB, 9*cf*, GS184, HS7590 Cen. Mar. Eng. Wrks. W Hpl	27 ″ 6 s3 ″ 11½ 24 ″ 9½	
83797 LJXU	**Solör** D.F. *Mchy Aft* *Oil Eng* 1 *Dk* *Butts of shell & upper dk plating* *Cruiser Stern* *electrically welded*	8262 7562 4953	†100A1 1,39 ~~7,38~~ MC7,38 (*Class Contem plated*) *Carrying Petroleum in bulk*	Rot	*c*†	CL 1,39	1938 7mo	Eriksbergs M.V. Aktieb. Gothenburg *Lloyd's SA&CP*	S. Ugelstads Rederi A/S (S. Ugelstad, *Mgr.*) *Cell D Bu E* 68′ 170*t* *DT* *f* 23′ 97*t*	469·2 486·3 (O.L.) P92′ B28′ F41′	61·1 FK	34·5	Oslo Norwegian 12 *BHpt Cem*	Oil Engines 2S.C.DA 6Cy.17½″–47½″ 644NHP 2DB *142lb* Eriksberg M. V. Aktieb Got.	34 ″ 0 s7 ″ 5 26 ″ 9½	
83798 UNAH	**Solovki** (P) (*ex*Michail Archangel) Wireless 2 *Dks*	371 314 275					1887	Lindholmens V.A. Gothenburg	U.S.S.R.	143·5	23·0	9·5	Archangel Russian	C.2Cy.24″&44″–24″ NB06 79NHP Lindholmens, Got.		
83799 LDLV	**Solöy** *Oil Eng.* D.F. 1 *Dk* & *Shelter dk*	4402 3970 2624					1929	Kockums M.V. Aktieb Malmö	Erling H. Samuelsens Rederi A/S (E.H. Samuelsen, *Mgr.*)	381·9 P110*t*	54·0 H30*t*	24·7 F18*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27 9/16″–55⅛″ 436NHP Kockums M.V. Akt. Malmö		N
83800 LEXC	**Solskin** *ss*Osl.No.3-2,39 ~~*ss*Osl.No.2-34~~ 1 *Dk* (*Stl*) *Cargo battens not fitted*	372 294 190	†100A1 2,39 ~~2,38~~ BS ~~2,38~~ 2,39 LMC ~~5,34~~ 2,38	Osl	*e*	OG ~~2,38~~ 1,39	1926 10mo	P. Larsson Thorskog	A/S Solskin (O.C.B. Fischer, *Mgr.*)	130·4 P39′ *Cell D B* 43′ 48*t* *FPT*	23·6 F24′ 23*t* *APT* 19*t*	11·5 FK	Oslo Norwegian 3 *BHCem*	C.2Cy.15 9/16″&24 5/8″–17½″ (*s*) 120lb 33NHP 1SB, 2*cf*, GS30, HS690 P. Larsson, Thorskog	13 ″ 8	
83801 LCYO	**Solstad** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Carrying Petroleum in bulk*	5952 5081 3435					1927	Odense Staalskibs Odense	Skibs. A/S Solstad (A.F. Klaveness& Co. A/S.)	391·0 P374*t*	53·7 H43*3t*	31·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29½″–59½″ 489NHP Akt Burmeister&Wain Cpn		N
83802 SGMO	— (*ex*Gatwick) *Well deck* D.F. *ss*Got.No.3-1,37 1 *Dk* (*Stl*) *Cargo battens not fitted*	*1408* *1007* *785*	†100A1 0,~~38~~ 3,38 LMC MS1,37 BS ~~11,37~~ 11,38	Got Skm	*o*	CL 5,37	1924 11mo	J. Lewis& Sons, Ld Aberdeen *Lloyd's SA&CP*	Aktiebolaget P. Janson&Co. (H. Blom, *Mgr.*) *Cell D D Tat sides of tunnel* 27′ 112*t* *FPT* 67*t*	232·2 Q181′ *F* 21′ *B* 165′ 358*t*	35·6 FK *APT* 60*t*	15·3	Nrrköping Swedish 4 *BHCem*	T.3Cy.16½″,27″&44½″–33″ (*s*) 180lb 155NHP 2SB, 4*cf*, GS77, HS2808 J. Lewis&Sons, Ld. Abn.	17 ″ 3 s 4 ″8¾ 16 ″ 7½	
83803 LDHK	**Solsten** *Oil Eng* *ss*Rot.No.2-38 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	5379 4627 3196	†100A1 1,39 2,38 DBS ~~1,37~~ 8,38 LMC 3,38 *Carrying Petroleum in bulk*	Bom	*y*	CL 2,38	1929 5mo	Barclay, Curle&Co. Ld Glasgow *Lloyd's SA&CP*	Tönsberg Tank A/S (Rafen&Loennechen, *Mgrs.*) *Cell D Bu E* 6 1′171*t* *DT* *f* 32′626*t*	388·1 P82′ *Trunk between* P&B *FPT* 144*t* *APT* 23*t*	52·7 B27′ F56′ FK	29·4 14 *BHpt Cem* (9 *to U dk* 5 „ 2*nd* „)	Tönsberg Norwegian	Oil Engines 2S.C.SA 3Cy.22⅜″–91⅛″ 482NHP 2DB *120lb* Barclay, Curle&Co. Ld. Gls.	29 ″ 3	
83804 OHWP	**Sölve** Iron 1 *Dk*	515 410 264					1884	Göteborgs Mek. Værks Gothenburg	A/B East Sea (J.A. Nilsson, *Mgr.*)	149·9 B37′ H12*t*	24·6 F19′	15·4	Åbo Finnish	C.2Cy.13½″&32″–20″ *Ealt* 01 NB01 38NHP Göteborgs Mek. Vrks., Got.		
83805 SFHD	**Solveig** (*ex* Larus–36, 1936-43 Much) *Mchy. Aft* 1 *Dk*	*805* *588* *406*					1904	Hlsingbrgs Varfs Aktieb. Helsingborg	Rederi A/B C.Å. Blidberg&Co. (C.A. Blidberg, *Mgr.*)	196·0 P59′ H67*t*	32·0 F20′	12·3	Gothenbrg Swedish *WB*	T.3Cy.18″,20¾″&33½″–21″ E&B *made* 02 51NHP Kjbnhavns Flyd. k. &Skbsv.		V
83806 LCYP	**Solviken** (P) (*ex*Toula, *ex*Aleut, *ex*St Lucia, *ex*Aleut) 1 *Dk* (*Stl*) & *Awng dk* (*pt Stl*–teak s)	2398 2115 1435	†100A1 *Awng dk* *with freeboard* ~~11,37~~ BS ~~7,38~~ ~~BS7,37~~ LMC 5,35	Ant Shi	*s*	CL 11,37	1910 5mo	Akt. Burmeistr& Wain Copenhagen *Lloyd's SA&CP*	Wallem&Co. A/S (H.J. Wallem, *Mgr.*) *Cell D Ba* 84′ *u*	281·0 292·0 (O.L.) P11′ B78′ F34′ *on Awng dk* *E* 18′ *f* 117′ 457*t* *FPT*	41·3 FK 4 *BHCem*	23·1 *27tAPT* 26*t*	Bergen Norwegian	T.3Cy.19⅞″,33¼″&55″–36″ (*s*) 180lb 214NHP 2SB, *Gcf*, GS96, HS3540 Akt. Burmeistr&Wain, Cpn	25 ″ 6 s 6 ″ 8 19 ″ 2½	
83807 GFCD	**Somali** *Fitted for oil fuel* *Ref. Mchy.* D.F. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern*	6809 6119 3522	† 10,31 ~~loyd's R~~ ~~C4,38~~ ~~9,38~~ L 4,38	Rot	*d*†		1930 12mo	Harland& Wolff, Ld. Glasgow	P. &O. Steam Nav. Co. *Cell D B* 389′ 136*t*	459·0 F36′ *MT* *s* 19′ 262*t* *FPT*	60·7 FK 91*t* *APT* 55*t*	29·7 (6 „ 2nd „)	Glasgow British 7 *BHpt Cem* *Coll to Sh dk* 5SB, 20*cf*, HS17630 J. G. Kincaid&Co. Ld. Grk	Q.4Cy.30½″,44″,63½″&91″–60″ &LP Turbine with DR gearing & hydraulic coupling 1384NHP	32 ″ 3	

Now "Reat," see No. 89812 in Supplement

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	Observations sub. cotæ.
83808	**Somalia** (P)	(*ex*Rosignano,*ex*War Bagpipe)	2699					1918	Blyth S.B. & D.D.Co.Ld. Blyth	Lloyd Triestino Soc.Anon.di Nav.	285·0 | 42·0 | 19·0			Naples Italian	T.3Cy.25″,41″&68″–45″ 416NHP	21 ″ 2	
398		*Fitted for oil fuel*	1713								P28′Q75 B66′F32′						
ICIA	D.F.	*Well deck* 1 *Dk*	1606										FK	*WB*	N.E.Marine Eng.Co.Ld.Sld		
83809	**Somedono Maru**		5155	✠100A1 Nag			OG	1917	Mitsu Bishi Dkyd&EWks Nagasaki	Tatuuma Kisen K.K.	100·0 | 54·5 | 30·0			Nishino-miya Japanese	T.3Cy.27½″,44½″&75″–48″	30 ″ 0	
19874		*ss*Kob.No.3–9,28	4826	6,38 ~~1,35~~	Smk		~~8,37~~	1 mo			413·7(O.L.)				2001b (*s*) 495NHP	s 5 ″ 6½	
JYND		*ss*Smk.No.2–37 ~~*ss*Kob.No.1–33~~ 2 *Dks*(*Stl*)	3175	~~PS6,38~~	✠LMC5,37		6,38	*Lloyd's A&CP*		*Cell DB350t107 tFPT130t APT87t*	P39′B121′F40′ FK			6 *BHCem*	3SB,9*cf*,GS163,HS6591 FD Mitsu Bishi D.&E.Wks.Nag	24 ″ 8	
83810	**Somersby**		5170					1930	W.Gray & Co.Ld. W Hartlepool	Ropner Shipping Co.Ld.	421·2 | 54·2 | 27·2			W.Hartlpl British	T.3Cy.26″,43½″&73″–48″ 369NHP		C
160769			4881								P62′B240′F43′						
GTQP	D.F.	1 *Dk*	3170											*WB*	Cen.Mar.E Wrks.Ld W Hpl		
83811	**Somerset**		8790					1918	Earle's Co. Ld. Hull	Federal Steam Nav.Co.Ld.	460·6 | 62·8 | 34·6			London British	3 Steam Turbines DR geared to 1 Sc. Shaft		C
142696		*Fitted for oil fuel*	5160	~~Lloyd's RMC 12.37~~							B270′F51′				Earle's Co.Ld.Hull		
GPDF	*Ref.Mchy.* D.F.	3 *Dks* *Cruiser Stern*	5464	11,38 ~~1,35~~										*WB*			
83812	—		3648					1911	New York S.B.Co. Camden,N.J.		309·1 | 46·2 | 19·3			Baltimore	T 3Cy.28″,45″&75″–48″		
203381		(*ex*Veramar,*ex*City of	2062								F64′ 30·0			U.td. States	390NHP		
WFCO		Rome,*ex*Suwannee)	2300											*WB*	New York SB Co Camden NJ		
	D.F.	3 *Dks*															
83813	**Somerset Coast**		1097	✠100A1 Lon		*p*	CL	1920	Harland & Wolff,Ld. Glasgow	Coast Lines,Ld.	240·0 | 36·2 | 16·2			Liverpool British	T.3Cy.18″,30″&50″–36″ (*s*)	15 ″ 8	
143620		*ss*Lth.No.3–11,35	839	8,38 ~~7,36~~			~~9,35~~	3 mo							180lb 203NHP	s ″ 2	
MLDN	*Mchy.Aft*	1 *Dk* & *Shelter dk*	506	BS ~~11,37~~ 11,38	✠LMC11,37		8,38	*Lloyd's A&CP*	*Cell DBf159′311t FPT*		50t APT8t *Coll*			5 *BHCem*	2SB,6*cf*,GS102,HS3702	15 ″ 8	
	Wireless D.F. E.S.D.													*to Sh dk*	A.&J.Inglis,Ld.Glasgow		
83814	**Somersetshire** (P)	Twin Sc	9659	✠100A1 Sou		*c* †	CL	1921	Harland & Wolff,Ld. Belfast	Bibby Line,Ld. (Bibby Bros.&Co. *Mgrs.*)	450·3 | 57·3 | 33·7			Liverpool British	Oil Engines 4S.C.SA	36 ″ 7	BT till ~~6,38~~
145844		*Oil Eng.*	8694	8,38 ~~8,37~~			8,37	6 mo			468·8(O.L.)				12Cy.29½″–45½″	s 14 ″ 2½	6,39
GDZF		*ss*Drt.No.3–8,33 *ss*Drt.No.1–37	5932	DB ~~S8,37~~ 8,38	✠LMC8,~~37~~ 8,38			*Lloyd's A&CP*		*Cell DBa121′ uE30′f212′131*			FK	7 *BHpt Cem*	DB *100lb* 987NHP Harland & Wolff Ld.Gls.	22 ″ 8½	
	D.F.	3 *Dks*(*Stl*–ws) & *Shade dk*									*8t DTf32′560t FPT*			*85t APT40t*			
	Cruiser Stern	*platform dk in No.1 hold*															
83815	**Somerville**	Twin Sc	4265					1929	Akt.Burmeistr & Wain Copenhagen	Skibs A/S Skogstad (A.F.Klaveness & Co.A/S, *Mgrs.*)	381·4 | 53·8 | 23·7			Oslo Norwegian	Oil Engines 4S.C.SA		N
		Oil Eng.	3851								P140t H154t F21t			*WB*	12Cy.23½″–43½″ 626NHP		
LDHQ	D.F.	1 *Dk* & *Shelter dk*	2523												Burmeister & Wain,Cpn.		
83816	**Somme**		5265	✠100A1 Lon		*y*	CL	1919	Short Bros. Ld. Sunderland	Royal Mail Lines, Ld.	400·0 | 52·4 | 28·5			London British	T.3Cy.27″,44″&73″–48″ (*s*)	31 ″ 0	
143394		*ss*Lon.No.3–7,32	4810	~~1,33~~ ~~1,37~~ 4,39	Dry		~~14,37~~ 4,39	8 mo			413·7(O.L.)				180lb 517NHP	s 6 ″ 0½	
GBQV	D.F. Sub.Sig.	*ss*Shl.No.1–36 2 *Dks*(*Stl*)	3230	BS ~~1,37~~ 8,38	✠LMC7,38			*Lloyd's A&CP*		*Cell DB*	P49′B113′F40′ FK			7 *BHpt Cem*	3SB,9*cf*,GS189,HS7668 FD	25 ″ 3	
											340′1067t *FPT* 135t			*APT*198t	N.E.Marine Eng.Co.Ld.Sld		
83817	**Sommerstad**		5923					1926	Akt.Lindholmen-Motala Gothenburg	Skibs A/S Sommerstad (A.F.Klaveness & Co.A/S)	381·0 | 55·2 | 32·3			Oslo Norwegian	Oil Engines 2S.C.SA		N
		Oil Eng	5091								P377t H381t F74t			*WB*	6Cy.23⅝″–47½″ 580NHP		
LCYQ	D.F.	*Cruiser Stern* 1 *Dk*	3381												Akt.Atlas Diesel,Skm.		
	Mchy.Aft	*Carrying Petroleum in bulk*															
83818	**Sonavati** (P)		1638	✠100A1 Bom		*r*	OG	1936	Harland & Wolff,Ld. Glasgow	Bombay Steam Navigation Co.Ld.	255·1 | 42·2 | 20·7			Bombay British	Oil Engines 2S.C.SA	24 ″ 3	
140728		*Oil Eng.*	1504	3,39 ~~1,38~~			~~1,38~~	2 mo			266·3(O.L.)				8Cy.19¹¹⁄₁₆″–35⅞″ 538NHP	s 3 ″ 7½	
VWJF		2 *Dks* *Cruiser Stern*	968		✠LMC4,37		3,39	*Lloyd's A&CP*		*Cell DBuE*	F33′ FK			5 *BHCem*		20 ″ 9	
											6f150′283t FPT25t			*APT88t*	Harland & Wolff,Ld.Bel.		
83819	**Sönderjylland** (P)		403					1904	Akt.Burmeistr & Wain Copenhagen	Det Forenede Dampskibs Selsk.	164·8 | 25·8 | 10·5			Aabenraa Danish	T.3Cy.13″,21″&37″–24″		V
			296								P&B105′F37′				67NHP		
OXLE	Wireless	1 *Dk*	196											*WB*	Akt.Burmeistr & Wain,Cpn		
83820	**Soneck**		~~1000~~ 2191					1938	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G	Deutsche Dampfs. Ges.“Hansa”	305·2 | 44·8 | 16·7 F29′			Bremen German	T.3Cy 22½″,36⅝″&59½″–30⅝″&LPturbine with DR gearing&hydraulic coupling 867 ~~3000~~ NHP Deutsche Schiff.-u Mschb. A.G.Seebeck,Wsm.		G
DOUJ	D.F. E.S.D.	2 *Dks* *Cruiser Stern*	1651											*WB*			
			~~1040~~														
83821	**Song-Giang**	Twin Sc	1065					1922	Soc.Anon. des Anciens Etab.Henri Satre,Arles	Cie.Cotière de l'Annam	216·5 | 34·2 |			Haiphong French	T.6Cy.12″,20″&31½″–16½″ 81NHP		V
	(*ex*Dessinateur)		—												Soc.des Moteurs Chaléassière,St.Etienne		
FPDG		1 *Dk*	589														
	Wireless																
83822	**Songdal** (*ex*Mongolia,	4 Mst	1868	✠100A1 Meh			OG	1917	Lindholmens M.V. Gothenburg	S/A Songdal (Joh.Gerrard,Jr.)	265·3 | 42·7 | 18·4			Xiansand Norwegian	T.3Cy.20½″,33″&55″–36″ (*s*)	20 ″ 6	
	*ex*Anten)	*ss*Osl.No.3–3,30	1657	4,39 ~~1,38~~	Osl		~~6,36~~	3 mo							185lb 214NHP	s 2 ″ 7½	
LCYS		*ss*Osl.No.2–39 ~~*ss*Osl.No.1–35~~	1111		✠LMC9,~~32~~		3,39				P24′B65′F28′ FK			4 *BHCem*	2SB,6*cf*,GS110,HS3500	18 ″ 0½	
	Cargo battens not fitted	1 *Dk*(*Stl*)		~~Mch10,34~~	~~B?4,37~~ 3,39						*Cell DB224′471t*			*APT41t*	Lindholmens M.V.Got.		
83823	**Sonia** (*ex*Delson,*ex*Nidarnes)		1188	✠100A1 StJ		*q*	CL	1926	Swan,Hunter & Wigham Richardson, Ld.Newcastle	Sonia Shipping Co. Ld.(F.K.Warren)	248·1 | 37·2 | 14·7			Montreal British	T.3Cy.15′,25′&40″–27″ (*s*)	16 ″ 8	
154442		*ss*St.J.No.3–4,38	1016	*with freeboard*			9,37	10 mo					FK	4 *BHpt Cem*	180lb 82NHP	s ″ 2½	
		1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	654	4,39 ~~1,38~~	✠LMC			*Lloyd's A&CP*		*Cell DB208′402t FPT76t APT39t*			(	*Coll to Sh dk*	2SB,4*pt*,GS74,HS2081	16 ″ 7	
				MS10,37	BS ~~4,38~~ 4,39									3 „2nd„)	MacColl & Pollock,Ld.Sld.		
83824	**Sonja**		2061	✠100A1 Ham		*s*	CL	1930	Antwerp Eng.Co.Ld Hoboken	A/S D/S Dania (Chr.Andresen, *Mgr.*)	295·3 | 43·7 | 17·9			Esbjerg Danish	T.3Cy.21½″,35″&57″–39″ (*s*)	20 ″ 4	
		*ss*Bcl.No.1–35	1852	4,38			11,36	9 mo							180lb 242NHP	s 1 ″ 9	
OYQE	D.F.	1 *Dk*(*Stl*)	1206	BS2,38	✠LMC3,35			*Lloyd's A&CP*		*Intermediate bulkhead in forward hold dispensed with*	P27′B165′F34′ FK			4 *BHCem*	2SB(Spt)6*cf*,GS105,HS4044	18 ″ 7½	
										Cell DB243′675t FPT				*59t APT101t*	N.E.Marine Eng.Co.Ld.Sld		
83825	—		*1828*	100A1 Skm		*r*	OG	1923	Hlsingbrgs Varfs Aktieb. Helsingborg	A.B.Transmarin (S.Redig, *Mgr.*)	277·6 | 40·2 | 17·1			Hlsingborg Swedish	T3Cy.19¼″,31½″&51⅜″–35⅞″	19 ″ 8	
6961		*ss*Hbg.No.3–3,35	*1571*	~~Bpbr 5,37~~ 4,39	~~Gbg Gbt~~		~~8,35~~	3 mo			283·5(O.L.)				185lb (*s*) 206NHP	s 2 ″ 7½	
SMWA		1 *Dk*(*Stl*)	*1038*	~~1,37~~	~~LMC3,36~~		5,38	*Lloyd's A&CP*		*Cell DB234′528t FPT*	P19′B67′F26′ FK			4 *BHCem*	2SB,4*cf*,GS138,HS2906 FD	17 ″ 2	
		Cargo battens not fitted			4,39		N7,38							*15t APT45t*	Bergsunds M.V.Aktb.Skm.		
83826	—	Wood Aux 4 Mst Sr	352					1924	Skibsværftet Lilleö A/S Korsör	Ivar Hermansson	136·4 | 30·7 | 12·7			Skärhamn Swedish	Oil Engines 2S.C.SA		V
8181		(*ex*Sailing Vessel *Oil Eng.*	310								Q22′				2Cy.15¾″–18½″ 87NHP		
SLCM	Jean Dunois–37.*ex*Runehöj)	1 *Dk*	255												*Emaded fitted* 37 A/B Jönköpings Motorfbk.		
	(*See Sailing Ship Register*)																
83827	**Sonja Mærsk** (*ex*Thekla,*ex*Baldur)		1909					1921	Nüscke & Co.A.G. Stettin	A/S Dampskslsk.af 1912(A.P.Moller, Copenhagen, *Mgr.*)	266·8 | 42·2 | 17·6			Aalborg Danish	T.3Cy.20⅜″,32⅝″&51½″–35″		V
			1635								P30′B63′F31′			*WB*	Görlitzer 157NHP Maschf.A.G.Görlitz		
OZHD	D.F.	1 *Dk*	1136														

Broken up

Now “Canelos,” *see No. 87534 in Supplement*

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed if more than L.R. Distinguishing Mark.
83828 LJAO	**Sönnavind** *Oil Eng.* D.F. *Cruiser Stern* 1 *Dk & Shelter Dk*	4965 4403 2994					1935	Bremer Vulkan Vegesack	A/S Borgestad	414·3 | 55·7 | 25·0	Porsgrunn Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"–43¼" 968NHP Bremer Vulkan, Vegesack		N
83829 DHVX	**Sonnenfelde** Sub.Sig. 1 *Dk*	865 690 491					1922	Howaldtswerke Kiel	D.Fuhrmann, Nissle & Günther Nflg, Reed, m.b.H.	194·6 | 32·9 | 13·9 P12'Q43'B53'F21'	Hamburg German *WB*	T.3Cy.14⅝",23¼"&38⅞"–25⅝" 73NHP Howaldtswerke, Kiel		G
83830 DOHY	**Sonnenfels** (*ex* Gothic Prince) "Bahia Camarones," *see Fleet Supplement* Sub.Sig. 2 *Dks & Shelter dk*	8552 5299				...	1918	Palmers' Co.Ld. Newcastle	Deutsche Dampfs. Ges. "Hansa"	448·1 | 57·2 | 39·2 FK	Bremen German *WB*	Q.4Cy.25½",36½",52½"&76"–54" 667NHP Palmers' Co.Ld. Newcastle	40 " 9	G †
83831 117266	**Sonoma** (*ex* David S. Troxel, *ex* Sonoma) *Mchy. Aft* 1 *Dk 2 tr B*	4471 — 3448					1908	West Bay City S.B.Co. W.Bay City	Nicholson Universal S.S.Co.	416·0 | 50·0 | 24·0 F44'	Wilmgton (Del.) Utd. States *WB*	T.3Cy.20",33½"&55"–42" 196NHP Detroit S.B.Co. Detroit		R
83832 117158 KGAP	**Sonora** D.F. *Mchy. Aft* 1 *Dk 2 tr B*	3611 — 2858					1902	Superior S.B.Co. W Superior	Nicholson Universal S.S.Co.	353·2 | 48·0 | 24·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.20",33"&54"–40" 185NHP Superior S.B.Co.		R
83833 XCSQ	— (*ex* Admiral Peary–34, *ex* Moonlite) *Mchy. Aft* Twin Sc. *Oil Eng.* *ss* S.Fo.No.3–10,28 *ss* S.Fo.No.1–33 1 *Dk (pt Stl)* 2nd dk in hold only	2220 1762 1062	✠ — 5,37 ✠ ANE19 *refitted 24*	LAn	*u*		1916 8mo	Toledo S.B. Co. Toledo, O.	Cia. Naviera Sonora S.A. (Keene Line, *Mgrs.*) *Cell*	252·0 | 43·7 | 21·2 P49'F41' FK *DBf* 176'245*t FPT*	Mazatlan Mexican *3 BHCem* 135*t APT* 14*t*	Oil Engines 4S.C.SA 12Cy.16¼"–24" 308NHP McIntosh & Seymour Corpn Auburn, N.Y.	23 " 6	
83834 FOKA	**Sontay** (P) (*ex* Bayern–36) 4 Mst Sub.Sig. *Fitted for oil fuel* D.F. 2 *Dks*	8917 7360 5485					1921	Bremer Vulkan Vegesack	Union Maritime Méditerranéenne (Cie. des Messageries Maritimes, *Mgrs.*)	468·8 | 58·2 | 32·6 P55'B221'F71'	Dunkirk French *WB*	T3Cy32⅝",52⅝"&86⅜"–55⅛" &LP Turbine 770NHP Bremer Vulkan, Vegesack		GV
83835 151419 GLXN	**Soochow** (P) 2 *Dks*	2604 2276 1594					1920	Taikoo Dckyd & Eng Co. of HKg. Ld Hong Kong	China Nav. Co. Ld.	310·3 | 41·2 | 22·4 P15'B74'F37'	London British *WB*	T.3Cy.22",35"&56"–39" 195NHP Taikoo Dkyd. & Eng. Co. of H.Kg. Ld.		
83836 153117	**Soodoc** (*ex* Moses Taylor) *Mchy. 1 ft* 1 *Dk 2 tr B*	4575 4364 3188					1902	American S.B.Co. Lorain, O.	Paterson Steamships, Ld.	423·4 | 50·2 | 23·9 *WB*	Ft. William Ont. British	T.3Cy.22",35"&58"–40" 213NHP American SB Co. Cleveland O		R
83837 OULM	**Sophie** 1 *Dk*	945 833 524					1920	F. Schichau Elbing	D/S A/S Progress (M. Nielsen & Sön, *Mgrs.*)	224·3 | 33·6 | 13·5 P14'B59'F29'	Copnhagn Danish *WB*	T.3Cy.15",20½"&32⅜"–21" 92NHP F. Schichau, Elbing.		G
83838 153803 VTDK	**Sophie Marie** *ss* Bom No 3–10,27 *ss* Bom. No.2–35 *Well deck* 1 *Dk (Stl–teak s)*	1138 815 677	100A1 Bom 6.38 ~~14.36~~ BS9.37 L1.38	Bom	*m*	CL 1.37 LMC10.35	1923	Schiffb. Ges Unterweser m.b.H. Weser -münde-L.	~~Thoban Dewji, Padamsi Shivji & Meghji Gopalji~~ The Thoban Dewji & Meghji Gopalji *Cell*	216·0 | 34·5 | 13·5 228·0 (o.L.) P14'Q45'B64'F29' FK *DB* 178'308*t FPT* 41*t APT* 24*t*	Bombay British *1 BHCem*	T.3Cy.17⅞",27½"&45¼"–27½" 200lb (*s*) 142NHP 2SB(Spt), *4cf*, 6s72, 8s2410 A. Borsig G.m.b.H. Berlin	15 " 8 s 1 " 0 14 " 9	
83839 DHVY	**Sophie Rickmers** Sub.Sig. 2 *Dks*	7033 6407 4433					1920	Nordd. WrftG.m.b.H Weser-münde-G.	Rickmers Rhed. A.G.	441·4 | 57·6 | 30·9 P60'B140'F49'	Hamburg German *WB*	T.3Cy.29⅞",48⅜"&77⅛"–55⅛" 450NHP Bremer Vulkan, Vegesack		G
83840 JFQC	**Sorachi Maru** "Sorati Maru," *see No. 90825 in Supplement* 1 *Dk*	4107 2919 2487					1930	Mitsui Bussan Kaisha Ld Tama Dkyd.	Kyoritsu Kisen K.K.	351·5 | 49·0 | 27·7 P31'B95'F34'	Akashi Japanese *WB*	T.3Cy.22",37"&61"–42" 241NHP Mitsui Bussan Kaisha, Ld.		C
83841 149460	**Soreldoc** *Mchy. Aft* 1 *Dk*	1926 1637 1147					1928	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Paterson Steamships, Ld.	253·0 | 13·3 | 17·8 Q100'F35'	Ft William British *WB*	T3Cy.15",25"&40"–33" 92NHP Swan, Hunter & Wigham Richardson, Ld. Nwc.		C
83842 LHNW	**Sörfjorden** *Mchy. Aft* *Oil Eng.* 1 *Dk*	395 311 342					1914	Larvik Slip & Verksted Larvik	Odda Smelteverk A/S	126·0 | 26·3 | 15·0	Odda Norwegian *WB*	Oil Engines 2S.C.SA 2Cy.15"–16⅛" 79NHP J.&C.G.Bolinders M.V. Aktieb. Skm.		
83843 Dismantled	**Soriano** (*ex* Evansville–37, *ex* Lake Tahoe, *ex* S.N A.4) Sub.Sig. 2 *Dks*	3543 3247 2186				...	1917	Gt. Lakes Eng Works Ecorse, Mich.	General Construction Corp.	372·2 | 43·9 | 24·9 P30'B81'F35' FK	M.Video Uruguayan *WB*	T.3Cy.24½",41"&69"–42" 443NHP Gt. Lakes Eng. Works. Det.	28 " 0	R †
83844 UNIQ	**Soroka** *Well deck* 1 *Dk*	1718 1270 1002				...	1926	Atel.&Ch. de la Seine Maritime Le Trait (S.I.)	U.S.S.R.	250·8 | 39·0 | 16·1 P17'Q74'B56'F27' FK	Archangel Russian *WB*	T.3Cy.18",30"&50"–33" 167NHP Atel.&Ch. de la Seine Marit.	18 " 0	
83845 LFAS	**Söröy** (P) (*ex* Sörö) 2 *Dks*	506 472 281					1910	Trndhjms Mek. Værks Trondheim	Finmark Fylkes-rederi	156·3 | 25·0 | 17·9 H33*t*	Hmmerfst Norwegian *WB*	T.3Cy.13¾",23"&38"–22" 68NHP Trndhjems M.V. Trndheim		
83846 133386 GRDB	**Sorrento** "Sorriam," *see No. 89103 in Supplement* *Cruiser Stern* 1 *Dk*	1903 1736 1124					1912	Earle's Co. Ld. Hull	Ellerman's Wilson Line, Ld.	300·0 | 44·7 | 17·8	Hull British *WB*	T.3Cy.22",35"&59"–39" 217NHP Earle's Co. Ld. Hull		C
83847 KZSG	**Sorsogon** (P) Iron (*ex* Antonio Maclod, *ex* Loch Garry) Wireless 1 *Dk & Awng dk 2 tr B*	1236 [illegible] 812				...	1880	Gourlay Bros. & Co. Dundee	Manila S.S.Co.Inc. (Elizalde & Co. Inc. *Mgrs.*)	210·3 | 29·7 | 15·7 FK	Manila Utd. States *WB*	C.2Cy.23"&44"–42" NB09 100NHP Gourlay Bros. & Co. Dundee	16 " 11	
83848 LEXG	**Sortland** (*ex* Ferm, *ex* Hollandia II, *ex* Falkaas) 1 *Dk*	759 565 422					1918	N.V. Werf Zeeland Hansweert	A/S Vesteraalens Dampsksl sk.	179·0 | 30·2 | 12·5 Q68*t* B58*t* F24*t* H34*t* *WB*	Stokmark-næs Norwegian	T.3Cy.15½",25½"&47½"–27" 117NHP Schippers & v. Dongen		N

1 Numero d'Ordre. / Numero Official. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. / Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite à flot avec hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. / pds. ps.	
83849	**Sörvangen**		2400	✠100A1	NOs	*s*	CL	1929	Intrntionl	Skibs A/S Karaibien (Görrissen & Co. A/S, *Mgrs.*)	291·2 | 45·7 | 18·5			Oslo	C.4Cy.(2)16½"&(2)35 7/16"–35 7/16" 1851b (*s*) 215NHP	20 " 6	
1999		*ss* N.Os.No.2–38	1363	~~5·38~~ 2,38 3,38			10,37	5mo	S.B.&E.Co.Ltd Danzig					Norwegian	4 *BHptCem*	s 2 " 8½	
LDEQ		1 *Dk(Stl)*		✠LMC2,38				*Lloyd's A&CP*		P28'B80'F32' FK				4 *BHptCem*	2SB,*6cf*,GS77,HS3380 FD	17 " 11½	
	Cargo battens not fitted			*Fitted for oil fuel* 5,38 *b*				150 *F.*		*hold dispensed with*					InternationalS.B.&ECoLtd		
										Cell D B246'6 10t FPT				61t *APT63t*			
83850	**Sörvard**	TwinSc	3673					1925	Akt. Burmeistr & Wain	KlostersRederi A/S (L.Kloster, *Mgr.*)	368·0 | 51·5 | 21·7			Oslo	Oil Engines 4S.C.SA	32 " 0	
		Oil Eng.	3338						Copenhagen		F26*t* P98*t* H210*t*			Norwegian	12Cy.21⅝"–39⅜" 543NHP		
LCZR		1 *Dk & Shelter dk*	2158											*WB*	Akt. Burmeistr & Wain, Cpn		
83851	**Soshu Maru**		1219					1918	AsanoS.B. Co.Ld. Tsurumi	HinodeKisenK.K.	217·0 | 34·0 | 18·5			Tokyo	T.3Cy.16½",27½"&45½"–30"		
22302			1032								Q58'F31'			Japanese	125NHP		
JCYE	*Mchy. Aft*	1 *Dk*	673											*WB*	OsakaIronWrks, LdOsaka		
83852	**Sosnovets** (P) (*ex* Sever, *ex* VelikaiaKniaginiaXenia)	TwinSc	811	✠ 1,01	Nwc	*k*		1895	W. Dobson & Co. Newcastle	U.S.S.R.	199·8 | 28·0 | 19·0			Archangel Russian	T.6Cy.12½",20"&33"–24" NB32 122NHP	21 " 6	
UNAI	Wireless	1 *Dk(pt Stl) & Awng dk*	784 412					9mo			FK			4 *BHCem*	2SB,*4pf*,GS70,HS2060		
										Cell D Ba&u E61' f62'				99t *APT15t*	N.E.MarineE.Co.Ltd.Nwc.		
83853	**Sosua**		1215					1912	Sörlandets Skibsbyggeri Fevig	AlbertoCanepa (C.Bramosio, *Mgr.*)	225·0 | 33·6 | 20·0			Callao Peruvian	T.3Cy.18½",30"&49"–33" 138NHP		
		2 *Dks*	732											*WB*	FredrikstadM.V.Frdstad.		
83854	**Sotchi** (*ex* Panayotis, *ex* Vera, *ex* Vassillisa Olga, *ex* Ernesta Foscola, *ex* Moldova, *ex* Ernesta Foscola, *ex* Paris Lambrinidi, *ex* Olga)	IronBg	1231			...		1870	J. Laing Sunderland	U.S.S.R.	251·2 | 32·2 | 17·2			Odessa Russian	C.2Cy.31"&58"–30" NB08 140NHP		
41		1 *Dk 2 tr B*	1038 696								P258*t* F32*t* FK			*WB*	Thompson, Boyd & Co. Nwc.		
	Well deck																
83855	**Soto Maru**		588					1910	..... Osaka	HakatawanChikko K.K.	179·8 | 35·1 | 12·6			Shimonoseki Japanese			
20643			408														
83856	**Soton**		1373					1919	Soc. Española de Const. Metalicas Gijon	Soc. Metalurgica Duro-Felguera	218·8 | 32·5 | 20·5			Gijon Spanish	T.3Cy.14",23"&38"–27" 75NHP		G
Sunk in port by Aircraft 8,37			1255											*WB*	Soc. Española de Const. Metalicas, Gijon		
EGQS		1 *Dk*	833														
83857	**Soudan**		6677	✠	Rot	*dt*		1931	Barclay, Curle & Co. Ltd Glasgow	P. & O. Stm. Nav. Co.	459·0 | 60·7 | 29·8			Glasgow British	Q4Cy30½",44",63½"&91"–57" 7 *BHptCem* 1320NHP	32 " 3	
161939		*Fitted for oil fuel*	6040	1,35				1mo			F34' FK			7 *BHptCem*	5SB,*20cf*,GS385,HS16420		
GLTZ	D.F.	2 *Dks (Stl) & Shelter dk (Stl)*	3477	~~✠Lloyd's R~~										(*Coll to Sh dk* 6 " *2nd*,,)	Barclay, Curle & Co. Ld. Gls.		
	Ref. Mchy	*Cruiser Stern*		4,39						*Cell D B396' 1387t M*	*Ts19' 250t FPT72t*			*APT49t*			
83858	**Souliotis** (*ex* Woodfield–33)		4299	✠100A1	Bly	*y*	CL	1917	Nthmblnd S.B.Co.Ltd. Newcastle	~~G. Malamos~~ Hellenic Shipping Co. (~~Nav. Co. S.A.~~ "Triton" S.A.)	400·0 | 53·0 | 24·3			Andros Greek	T.3Cy.25½",45"&74"–48"(*s*) 180lb *100lb* 465NHP	26 " 11	
211		*ss* Shl.No.3–2,30	—	*Shelter dk*	Bry		3,38	2mo			F37' *on Shelter dk* FK			6 *BHCem*	3SB,*9cf*,GS186,HS7906	s 2 " 10	
SVRI		*ss* Bly.No.2–38	2081	*with freeboard* 4,39 ~~4,38~~				*Lloyd's A&CP*							Blair & Co. Ld. Stockton	24 " 4½	
		1 *Dk (Stl) & Shelter dk (Stl)*		✠LMC4,38						*Cell D B351' 1300t*				*APT110t*			
83859	**Sound Fisher** (*ex* Mavis, ~~*ex* Ness~~ *ex* Independance)		548	✠100A1	Bly	*g*	CL	1919	Ardrossan D.D.&S.B. Co.Ld. Ardrossan	~~James Fisher & Sons, Ld.~~ Empresa Internacional de Transports, Ltda	154·8 | 26·1 | 10·9			R. Janeiro Brazilian	C.2Cy.18"&38"–27" (*s*) 130lb 59RHP	12 " 3	
~~Mallaig~~		*ss* Lan.No.3–2,31	359	~~5,38 12,97~~	Lad		N4,37	2mo			161·0 (O.L.) len37			3 *BHCem*	1SB,*3cf*,GS59,HS1786	s 4 " 5	
		ss Lan.No.1–34	274	BS11,36	✠LMC11,34						Q83'B10'F27' BK7'			*APT26t*	Aitchison, Blair & Co Ld Gls.	12 " 8	
	Mchy. Aft	1 *Dk (Stl)*		4,38				*Lloyd's A&CP*			*FPT51t*						
	Well deck	*Cargo battens not fitted*															
83860	**Sound of Jura**	Aux4MstBkn	1113	✠	Cff	*r*		1896	Russell & Co. Pt. Glasgow	DunswartIron & SteelWorksLd.	210·3 | 35·6 | 19·5			CapeTown British	T.3Cy.9½",15½"&26"–18" NE&B16 42RHP	21 " 0	
Broken up		*ss* Lon.No.2–05	1028	5,10				2mo			P32'F26' BK8"			1 *BHCem*	J. Abernethy & Co. Ld. Abn.		
105977														*MT40'480t*			
ZSMR	Wireless	1 *Dk 2 tr B*	931														
	(*See Sailing Ship Register*)																
83861	**Sourabaya** (*ex* Carmarthenshire)		10107			...		1915	Workman, Clark & Co. Ld Belfast	SouthGeorgiaCo. Ld. (Chr. Salvesen & Co. *Mgrs.*)	470·2 | 58·3 | 32·2			Dublin British	Q1Cy27½",39½",57"&82"–54" 735NHP	35 " 0	C
136347		*Fitted for oil fuel*	9036								39·8			*WB*	Wrkman, Clark & Co. Ld Bel		†
VPSM	D.F.	2 *Dks*	7194								P99'B171'F79' FK						
		Carrying Whale Oil in bulk															
83862	**South Africa**	TwinSc	9234	✠100A1	Bom	†	CL	1930	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Skibs A/S Nornega (Leif Höegh & Co. A/S, *Mgrs.*)	484·1 | 65·4 | 36·8			Oslo Norwegian	Oil Engines 2S.C.SA	36 " 9	
		Oil Eng.	8800	11,37			~~P&S 2,38~~	5mo						18 *BH*	8Cy.26½"–41½" 1000NHP		
LDNV		*ss* Osl.No.1–34	5593		✠LMC CS11,		~~84,37~~ 7,38				P114'B31'F50' FK			(13 *to U dk* 5 " *2nd* ")	2 DB *120lb*		
		2 *Dks (Stl) & Web frames*		DBS4,37	11,373,35			*Lloyd's A&CP*		*Cell D Bu E70'* 311*t DT f45'592t*	*FPT227t APT257t*				Wilsnd Slpwy. Co. Ld. Nwc.		
	Mchy. Aft	*Longitudinal framing*															
		Progressive Survey of oil tanks		*Carrying Petroleum in bulk*													
83863	**South America**	TwinSc	6246	✠100A1	N Yk	*z*	CL	1931	A/S Nakskov Skibs Nakskov	The Texas Co. (Norway) A/S (H.C. Mathiesen, *Mgr.*)	400·3 | 55·2 | 32·2			Oslo Norwegian	Oil Engines 4S.C.SA	32 " 0	
	(*ex* Borneo–33, *ex* Henrik Ameln)	*Oil Eng.*	5474	~~5,38~~ 9,36 5,39	Cph		N5,38	4mo			P91'B22'F50' FK			10 *BHptCem*	2 DB *170lb* 543NHP		
LDSM	D.F.	*Mchy. Aft* 1 *Dk (Stl)*	3646	✠LMC CS5,38				*Lloyd's A&CP*		*Trunk in wells*					Akt. Burmeistr & Wain, Cpn		
		ss NYk No.1–36 *Cruiser Stern*		DBS3,38 3,39						*Cell D Bu E65'233t*	*DTf27'473t FPT1*			17t *APT38t*			
		Special Surveys to date from 1,33		*Carrying petroleum in bulk*													
83864	**South American** (P)		2662					1914	Gt. Lakes Eng. Works Ecorse, Mich.	Chicago, Duluth & Georgian Bay Transit Co.	291·0 | 47·0 | 18·0			Erie, Pa. Utd. States	Q4Cy.21½"30⅜"44½"&64"–36" 246NHP		R
212244		*Fitted for oil fuel*	—												Gt. Lakes Eng Wrks. Detroit		
WGCW	D.F.	*Mchy. Aft* GyC.	1427														
83865	**South Coaster** (*ex* Martin–37, *ex* Cowea, *ex* Oostvoorne)		513					1916	Joh. Berg Delfzijl	British Isles Coasters, Ld.	159·4 | 25·7 | 11·9			Cardiff British	T 3Cy 12⅜"19 9/16"&31½"–12 7/16" 46RHP		
162122			390								P58'F22'			*WB*	Joh. Berg, Delfzijl		
MMLB	*Mchy. Aft*	1 *Dk*	260														
83866	**South Wales**		5619	✠100A1	Cff	*b* †	CL	1929	Bartram & Sons, Ld. Sunderland	West Wales S.S. Co. Ld. (Gibbs & Co. Ld. *Mgrs.*)	431·1 | 58·2 | 26·2			Cardiff British	T.3Cy.25",41⅜"&72½"–48" 220lb *120lb* (*s*) 513NHP	28 " 8	
148314		*ss* Cff.No.2–38	5261	*with freeboard*			~~3,39~~	12mo			446·3 (O.L.)			7 *BHCem*	3SB,*9cf*,GS178,HS7035 FD	s 3 " 0	
GPCJ	D.F.	1 *Dk (Stl) & Shelter dk (Stl)*	3428	~~8,38~~ ~~4,38~~	✠LMC4,38		2,39	*Lloyd's A&CP*		*Cell D Ba&u E185'*	F34' FK			(*Coll to Sh dk* 6 " *2nd*,,)	J. Dickinson & Sons, Ld. Sld.	25 " 4½	
				BS3,39						*DTa23' 921t*	*f185'1235t*						
											FPT153t APT148t						
83867	**Southern Cross** (P)	TwinSc	13789			...		1920	New York S.B.Corp. Camden, N.J	~~Munson S.S. Line~~ United States Maritime Commission	516·5 | 72·2 | 27·8			New York Utd. States	4 Steam Turbines DRgeared to 2 Sc. Shafts	41 " 0	R
221574		*Fitted for oil fuel*	12595								B222' *on Shelter dk* FK			*WB*	3105NHP		†
KDTZ		*Cruiser Stern* 2 *Dks & Shelter dk*	7977												Westinghouse Electric & Mfg. Co. Pittsburgh, Pa.		
	Ref. Mchy.	*3rd dk in holds & Web frames*															
	D.F. GyC. E.S.D.	*Longitudinal framing*															

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / For Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned. Built. Repaired. Letter.	7a Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Build-Cert.
83868 135314 VPRS	**Southern Empress** (*ex*San Jeronimo) *Mchy. Aft* 2 *Dks*(*Stl*)*&Shelter dk*(*Stl*)*&* D.F. *Web frames* *Longitudinal framing* *Tonnage opening closed* 1917	*ss*Fal.No.3–9,26 *ss*Bkn.No.2–34	12398 9543 7644	✠100A1 *with freeboard* *Whaling Service* 9,38 ~~8,97~~ 9,— Pr.BS 6,38 MC8,34 NB(rc) *Carrying oil* / *fuel* / *bulk F.* *Fitted for oil* / *fuel* 2,14 / *F. P. a*	Bkn Ams	*g*†	CL ~~7,36~~ ~~8,33~~	1914 2mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's*A&CP	Southern Whaling &Sealing Co.Ld. (N.C.Watt, *Mgr.*) *Cell D Bu B*	525·5 / 66·5 / 33·9 539·2 (O.L.) 41′182*t DT f*54′619	FK *t FPT*302*t APT*50*t*	Stanley, Fl British *WB*	Q.4Cy.28½″,41″,58″&84″–54″ 220lb 925NHP 52PrB–*80lb* 2PrB–*50lb* 1PrB–*45lb* 1PrB–*40lb* FD 1SB(*r*)1SB(*s*)*30cf* HS14333 W.Doxford&Sons,Ld.Sld.	41 ″ 6 s 12 ″ 2½ 29 ″ 6¾	
83869 125439 VGQP	**Southern Lady** Ⓟ (*ex*Farnorth–37, *ex*Hethpool, *ex*Richard Welford) 1 *Dk*		1712 908 975					1908	Palmers' Co.Ld. Newcastle	Fraser S.S.Line, Ld.	255·7 / 35·5 / 14·4 P&B170′F32′			Halifax NS British *WB*	T.3Cy.25″,41″&66″–45″ 292NHP Palmers'Co Ld Newcastle		C
83870 161277 GTCW	**Southern Prince** Ⓟ Twin Sc *Oil Eng.* *ss*N.Yk.No.2–37 *Ref. Mchy.* 3 *Dks*(*Stl–Weather dk ptws*) D.F. GyC. *Cruiser Stern*		10917 9379 6501	✠100A1 *with freeboard* 9,38 ~~12,37~~ LMC CS12,37 DBS ~~8,37~~ 9,38 12,37 NB(rc) MC ~~12,37~~ 12,37 *Carrying vegetable oil in deep tanks*	NYk		CL ~~10,36~~ ~~8,36~~ P9,38	1929 8mo	Lithgows, Ld. Port Glasgow *Lloyd's*A&CP	Prince Line, Ld. (Furness, Withy& Co.Ld. *Mgrs.*) *Duct keel fwd.* *Cell D B* 417′ 1739*t*	496·2 / 64·9 / 35·4 F47′ *of mchy. space* *Tanks in way of M* 738′ 3577	FK *Tanks in way of*	London British 9*B Hpt Cem* (6 *to W dk* 3 ,, 2*nd* ,,) *funnels* 224*t*	Oil Engines 4S.C.DA 16Cy.26¾″–55½″ 2200NHP 2 DB *120lb* J.G.Kincaid&Co.Ld.Grk. *FPT*120*t APT*213*t*	41 ″ 0 s 15 ″ 0⅜ 26 ″ 6	
83871 139006 ~~7,31~~ MMXG	**Southern Princess** (*ex*San Patricio) *Mchy. Aft* D.F. 2 *Dks*(*Stl*)*&Shelter dk*(*Stl*)*&* E.S.D. GyC. *Web frames* *Longitudinal framing* *Tonnage opening closed* 1917	*ss*Shl.No.3–4.28 *ss*Sfj.No.2–36	12156 9182 7603	✠100A1 *with freeboard* *Whaling Service* ~~9,38~~ ~~8,97~~ LMC Pr.BS 9,38 BS~~10,—~~ 9,38 NB(rc)6.29 *refitted* 8,— *Carrying oil fuel in bulk F.P.* *Fitted for oil fuel* 5, 15 *F.P. a*	Bkn Ams	*g*†	CL ~~8,36~~ 8,33	1915 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP	Southern Whaling &Sealing Co.Ld. (N.C.Watt, *Mgr.*) *Cell D Bu B* 45′ 122*t DT f*59′718*t F*	530·0 / 66·6 / 41·4 334 *above* 150°F. *above* 150°F.	FK *PT*180*t APT*40*t*	London ~~Dunedin,~~ ~~N.Z.~~ British 20 *B HCem* (10 *to U dk* 10 ,, 2*nd* ,, *only*)	Oil Engines 2S.C.SA 1Cy.23¾″–91⅝″ 690NHP 2 *wTDB 225lb & 200lb upr* SunSB&DD.Co.ChesterPa	41 ″ 6 s 12 ″ 6 29 ″ 2¾	
83872 230605 WCES	**Southern Sun** *Oil Eng.* *ss*Phl.No.1–36 *Mchy. Aft* 2 *Dks*(*Stl*)*&Web frames* GyC. *Cruiser Stern* *Longitudinal framing–bracketless system* *Special Surveys to date from* 2,32		8893 8361 5398	✠100A1 ~~10,37~~ 11,38 ~~11,32~~ DDS1,39 ~~11,32~~ LMC10,36 *Carrying Petroleum in bulk*	Phl	*e*†	CL ~~8,37~~ 11,38	1931 4mo	Sun S.B.& Dry Dock Co Chester, Pa.	Motor Tankship Corporation *Cell D Bu E* 76′ 379*t DT f* 20′692	480·5 / 66·0 / 36·8 F18′ *Aft* B77′ B38′ *t FPT*186*t APT*84*t*	FK	Phildlphia Utd. States 17 *B Hpt Cem* (11 *to U dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 1Cy.23¾″–91⅝″ 690NHP 2 *wTDB 225lb & 200lb upr* SunSB&DD.Co.ChesterPa	37 ″ 0	
83873 217885 KJJX	**Southerner** (*ex*Exton–36, *ex*Sangamon) *Ref. Mchy.* D.F. *Fitted for oil fuel* 2 *Dks&Web frames*		5083 4740 3113	...				1919	American International S.B.Corp. Hog Island Pa.	American Scantic Line (Moore–McCormack Lines Inc. *Mgrs.*)	390·0 / 54·2 / 27·6 P39′ B122′ F43′	FK	New York Utd. States *WB*	DR geared Steam Turbine 386NHP General Electric Co. Schenectady, N.Y.	32 ″ 0	R †
83874 218283 KJYD	**Southfolk** (*ex*Scantic–36) *Ref. Mchy.* *Fitted for oil fuel* 2 *Dks&Shelter dk* Sub.Sig. D.F. *Web frames*		4925 — 3084	...				1919	American International S.B.Corp. Hog Island Pa.	American Scantic Line (Moore–McCormack Lines Inc. *Mgrs.*)	390·0 / 54·2 / 27·6	FK	New York Utd. States *WB*	DR geared Steam Turbine 600NHP General Electric Co. Schenectady, N.Y.	32 ″ 0	R †
83875 149746 GMTR	**Southgate** *ss*Npt.No.2–35 D.F. 1 *Dk*(*Stl*)*&Shelter dk*(*Stl*)		4862 4544 2971	✠100A1 *with freeboard* ~~2,38~~ LMC MS12,35 BS~~8,37~~ 10,3	Nwc Npt	*z*	CL ~~8,36~~ N 10,38	1926	J.Readhead &Sons,Ld. South Shields	Turnbull, Scott Shipping Co.Ld. (Turnbull, Scott& Co. *Mgrs.*) *Cell D B*	400·0 / 55·2 / 25·7 352′ 1244*t APT*155*t*	FK (	London British 6 *B Hpt Cem* *Coll to Sh dk* 5 ,, 2*nd*,,	T.3Cy.27″,44″&73″–48″ (*r*) 180lb 456NHP 3SB,9*cf*,GS190,HS7824 J.Readhead&SonsLd S.Shl	28 ″ 3 s 3 ″ 2½ 25 ″ 3	
83876 141544	**Southholm** (*ex*E.D.Kingsley) *Fitted for oil fuel* 1 *Dk* *Fitted for carrying fish oil*		1029 727 541	...				1919	Canadian Car&Fo'ndry Co.Ld. Fort William, Ont.	Frank Waterhouse &Co.of Canada, Ld.	200·0 / 32·0 / 14·5 P&B109′ F29′	FK	Vancouver British *WB*	T.3Cy.17″,25″&43″–30″ 92RHP Murray Iron Works Co. Burlington, Indiana	17 ″ 0	
83877 218643 KJJO	**Southland** (*ex*Excellency–36, *ex*Liberty Land) *Ref. Mchy.* *Fitted for oil fuel* 2 *Dks&Web frames*		5052 4740 3093	...				1919	American International S.B.Corp Hog Island Pa.	American Scantic Line (Moore–McCormack Lines Inc. *Mgrs.*)	390·0 / 54·2 / 27·6 P39′ B122′ F43′	FK	New York Utd. States *WB*	DR geared Steam Turbine 600NHP General Electric Co. Schenectady, N.Y.	32 ″ 0	R †
83878 205896 KJYX	— Ⓟ 2 *Dks*		2081 — 1215					1908	Nwprt Nws S.B.&D.D.Co. Newprt News	Norfolk & Washington Steamboat Co.	291·2 / 51·0 / 16·1		Washngtn, D.C. Utd. States	T.4Cy.26″,42″&(2)50″–42″ 324NHP Newport News SB&DD.Co.		
83879 220958 KDES	**Southlure** (*ex*Carplaka–36) *Fitted for oil fuel* D.F. E.S.D. GyC. 2 *Dks&Shelter dk* Sub.Sig. *Ref. Mchy.*		4986 — 3093					1920	American International S.B.Corp. Hog Island Pa.	American Scantic Lin (Moore–McCormack Lines Inc. *Mgrs.*)	390·0 / 54·2 / 27·8		New York Utd. States *WB*	DR geared steam turbine General Electric Co. Schenectady, N.Y.		R
83880 133650 MFGJ	**Southport** (*ex*Yewhill–37, *ex*Sportsman) *Mchy. Aft* *ss*Lth.No.3–6,26 *ss*Irv.No.2–35 *Well deck* 1 *Dk*(*Stl*) *Cargo battens not fitted*		572 401 250	✠100A1 12,36 BS~~8,37~~ 7,33 LMC6,35	Mdb	*i*	CL 11,36	1914 6mo	Ardrossan DD&SBCo.Ld Ardrossan	A.Chester	175·5 / 27·0 / 10·4 27·2 Q101′ B11′ F22′ BK 7½′		Glasgow British 3 *B H Asp*	T 3Cy.13½″,22″&36″–24″ (*r*) 180lb 82RHP 1SB,3*cf*,GS53,HS1520 Lidgerwood,Ld.Glasgow	12 ″ 6 s 3 ″ 8 12 ″ 11½	
83881 160926 MPWB	**Southsea** Ⓟ Pad *Cruiser Stern* Wireless 1 *Dk&Promenade Dk*		825 544 438					1930	Fairfield Co.Ld. Glasgow	Southern Railway	244·0 / 30·1 / 10·5		Portsmth British	C.2Cy.30½″&59″–54″ 213NHP Fairfield Co.Ld.Glasgow		BT till 3.39
83882 137260 MGKQ	**Southwick** Ctr *ss*Nwc.No.3–9,29 *ss*Hpl.No.2–37 ~~*ss*Mdb.No.1–37~~ *Mchy. Aft* 1 *Dk*(*Stl*) *Cargo battens not fitted*		443 317 218	✠100A1 ~~1,37~~ 9,38 ~~BS4,37~~ LMC4,33 12,37	Hpl Nwc	*g*	CL ~~12,37~~ 9,38	1917 2mo	Swan, Hunter& Wigham Richardson Ld.Sundrlnd.	A.Chester	150·0 / 26·1 / 10·7 Q56′ F24′	FK	Sundrland British 3 *B H Cem* *FPT*69*t*	T.3Cy.11″,17½″&28″–21″ (*s*) 165lb 60RHP 1SB,2*pf*,GS33,HS1135 Day,Summers&Co.Ld. Sou	11 ″ 8 s ″ 11 10 ″ 10	
83883 164831 MMCY	**Southwood** *Mchy. Aft* 1 *Dk* *Cruiser Stern*		1149 777 652	✠100A1 *with freeboard* 3,38 LMC1,37	Shl	*n*	CL	1937 1mo	Burntisland S.B.Co.Ld. Burntisland	Joseph Constantine Steamship Line, Ld.	217·4 / 34·0 / 13·6 226·2 (O.L.) Q150′ F27′ *Cell D B* 144′ 350*t*	FK *FPT*90*t APT*69*t*	Middlsbro' British 3 *B Hpt Cem* *pt Asp*	T.3Cy.13″,21″&36″–27″ (*s*) 200lb *125lb* 101NHP 1SB(Spt),3*cf*,GS40,HS1871 N.E.Marine Eng.Co Ld.Sld.	16 ″ 6 s 5 ″ 11½ ~~15 ″ 8~~ 15 ″ 2¾	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Force assignée maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	
83884	**Sovac**		6724	✠100A1	Odn	*a*†	CL	1938	Odense	**StandardTransportationCo.Ld.**	422·6	60·4	32·8	London	C.4Cy.(2)22$\frac{1}{16}$"&(2)47$\frac{1}{4}$"	33 " 0
166345	**D.F. E.S.D. GyC.**		6215	1,20 ~~1,38~~	Mob			1mo	Staalskibsvft		433·5(O.L.)			British	–47$\frac{1}{4}$" 228lb (*s*) 540NHP	s 6 " 0
GDDV	*Mchy.Aft*	*2Dks*	3950	✠LMC1,36					vedAPMöller		P83'B35'F44'		FK	11*BHptCem*	3SB(Spt),*9cf*,HS8256 FD	27 " 3½
	Longitudinal framing-bracketless system								Odense *Cell*	*DBu E&B82'253t*	*DT f28'762t FPT2*			25t*APT43t*	Rheinmetall-BorsigA.G.	
		Cruiser Stern		*Carrying Petroleum in bulk*				*Lloyd's*	*s4/CP*						BerlinTegel	
				Fitted for oil fuel 1,38			*bulk*	*above* 150° F.								
							F.P.a									
83885	**Sovet** Ⓟ (*ex*Imperatriza Alexandra,*ex*Wologda)		2763			...		1903	Caledon SB &E.Co.Ld. Dundee	**U.S.S.R.**	292·3	40·5	26·2	Vladvostk Russian	T3Cy22$\frac{1}{16}$"36¼"&62$\frac{3}{4}$"–45$\frac{1}{16}$" 382NHP	28 " 3
			2390								F35'B110'		FK			
UNYF	*Ref.Mchy.*	*2Dks3rdDk*	1385											*WB*	CaledonS.B.&E.CoLd.Dun	
	Sub.Sig.	*in fwd. holds*														
83886	**Sovetskaya Neft**	**TwinSc**	8228			...		1929	Chant.Nav Français Caen	**U.S.S.R.**	457·5	57·0	36·0	Tuapse Russian	Oil Engines 2S.C.SA 8Cy.23$\frac{5}{8}$"–41$\frac{1}{4}$" 776NHP Atel.&Ch.de la Loire,Nts.	36 " 0
	(*ex*Baku–34,*ex*Sovetskaia	*OilEng.*	7479								P128'B39'F39'		FK			
UOVC	Neft–34) *Mchy.Aft*	*2Dks*	4184													
	GyC. Sub.Sig.	*Cruiser Stern*														
	Carrying Petroleum in bulk															
	Longitudinal framing at bottom & at decks															
83887	**Sovetskaya Rossia**	**TwinSc**	426					1880	C.Mitchell &Co. Newcastle	**U.S.S.R.**	185·0	28·1	9·6	Rostoff Russian	C.4Cy.12½"&22"–18" *Bmade14,fitted*— 34NHP R.&W.Hawthorn,Nwc.	
	(*ex*Sophia,*ex*Omsk)		394													
UOKL		*1Dk*	291													
83888	**Sovetski Krim**	**TwinSc**	968					1929	S.B.Works "Marti," Nicolaieff	**U.S.S.R.**	230·3	34·2	12·1	Mariupol Russian	T.6Cy.12$\frac{5}{16}$",19½"&31⅞"–21⅝" 95NHP S.B.Works"Marti," Nicolaieff	
			—								P31'F31'					
UOUC		*1Dk*	485													
83889	**Soya II**		442					1935	Eriksbergs M.V.Aktieb. Gothenburg	**RederiA/B Soya (O.Wallenius, *Mgr.*)**	153·2	25·6	12·7	Stockholm Swedish	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{4}$"–16½" 86NHP A/B JönköpingsMotorfabrick,Jönköping	V
8011		*OilEng.*	324								P47'F18'					
SKVW	*Mchy.Aft*	*CruiserStern 1Dk*	286													
	Carrying Petroleum in bulk															
83890	**Soya IV**		652					1936	Eriksbergs M.V.Aktieb Gothenburg	**RederiA/B Soya (O.Wallenius, *Mgr.*)**	177·0	29·6	14·7	Stockholm Swedish	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{8}$"–22$\frac{7}{16}$" 125NHP Atlas-DieselA/B,Skm.	V
8101	*Carrying Petroleum in bulk*	*OilEng.*	494								P41'F16'					
SKZR	*Mchy.Aft*	*CruiserStern 1Dk*	351											*WB*		
83891	**Soya Maru** Ⓟ	**TwinSc**	3593					1932	Yokohama DockCo.Ld. Yokohama	**Govt.ofJapan (Dept.ofRailways)**	309·7	46·3	29·8	Tokyo Japanese	T.6Cy.20$\frac{1}{16}$",34$\frac{1}{16}$"&43$\frac{1}{16}$"–43$\frac{5}{16}$" 153NHP	
37758		(*Icebreaker*)	2825								F58'					
JAWE		*CruiserStern 2Dks*	1589											*WB*	YokohamaDockCoLd.Yka	
83892	— Ⓟ		692					1915	Ono Seikichi Osaka	**FujiyamaKaiun K.K.**	164·7	26·0	18·0	Otaru Japanese	T.3Cy.11",19"&32"–22" 48NHP OnoSeikichi,Osaka	
18389			601													
JDGG	Wireless	*1Dk*	401													
83893	**Soyo Maru**		6081	✠100A1	Kob	*a*†	CL	1931	AsanoS.B. Co.Ld. Tsurumi	**ToyoKisenK.K.**	415·0	56·0	31·8	Yokohama Japanese	Oil Engines 2S.C.SA 6Cy.26$\frac{3}{4}$"–47½" 747NHP DB*100lb*	31 " 10
36351		*OilEng.*	5456	7,38 ~~7,37~~	Tama		~~1,35~~				P34'B118'F39'		FK			s 6 " 8
JGCC		*ssKob.No.1–36*	3681		MC CS7,36		1,38	*Lloyd's*	*s4/CP*	1 *'tween dk BH*	*fwd dispensed with*			6*BH to U dk*	KobeSteelWorks,Kobe	25 " 3¼
		2Dks(Stl)		OB ~~4,37~~,38	7,37					*CellDB356'*	1163t			2 " "2nd "		
				Adapted for carrying oil			1,31	*F.P.a*		*deep tank aft*	*DTa41'1120t FPTs1*			90t*APT74t*		
83894	**Soyuz Vodnikov S.S.S.R.**		7661					1932	StatesS.B. Yd."Marti" Nicolaieff	**U.S.S.R.**	446·0	56·1	32·7	Tuapse Russian	Oil Engines 2S.C.SA 8Cy.23$\frac{5}{8}$"–41¼" 772NHP	
Now "Kremlin," see No. 83736 in Supp.		**Twinsc**	6784								P98'B42'F58'					
UOWD	*Mchy.Aft*	*OilEng.*	4111											*WB*	AndréMarti,Nicolaieff	
	Sub.Sig.	*CarryingPetroleum in bulk*														
	Longitudinal framing	*2Dks*														
83895	**Soyuzpushnina**	**Wood**	563					1918	IPJörgensen Thurö	**U.S.S.R.**	149·2	33·1	13·7	Vladvostk Russian	Oil Engines 4S.C.SA 6Cy.13"–19$\frac{5}{16}$" 98NHP H.Christoffersen,Heleby	
	(*ex*Karise–34,*ex*Svendborg-	*OilEng.*	451								B40'Q40'F15'					
UOYE	sund) *Mchy.Aft*	*1Dk*	308													
83896	**Spaarndam** Ⓟ		8857	✠100A1	Rot	*c*†	CL	1922	New Waterway S.B.Co. Schiedam	**Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)**	450·3	58·2	37·2	Rottrdam Dutch	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 215lb 880NHP	40 " 0
		ssRot.No.3–10,35	7886	*Shelter dk*			~~0,35~~									s10" 5½
PHPW	Sub.Sig.	*2Dks(Stl)*,*Shelter dk*	5406	*with freeboard*			N7,38	7mo			B81'F50'	*on Shelter*		*ptCem*		30 " 2
	D.F.	(*Stl*-ws)		~~7,38~~ ~~10,37~~	BS8,~~37~~							*dk*	FK	8*BHtoSh dk*	4SB(Spt),*12cf*,GS247, HS11308	
				~~BS7,37~~	✠LMC10,35			*Lloyd's*	*s4/CP*	*CellDB367'*				4t*DTa30'682t FPT*		
				Fitted for oil fuel 7,22			*F.P.a*	*above* 150° F.		1544t*MT27'71*				172t*APT86t*	J.Brown&Co.Ld.Clydebnk	
83897	**Spahi** (*ex*Marie–36)		1058					1920	Nüscke& Co.A/G Stettin	**Cie.Nouvelle de Nav.Busck**	225·9	32·8	13·9	Marseilles French	T.3Cy.15⅞",25½"&41¾"–25⅝" 110NHP	V
			805								P34'B62'F23'			*WB*	AtlasWerkeA/G,Bremen	
TTBD		*1Dk*	611													
83898	**Spanker**		1875	✠100A1	Shl	*q*	CL	1917	J.Crown &Sons,Ld. Sunderland	**Witherington& Everett**	268·0	37·9	17·6	Newcastle British	T.3Cy.20½",33"&54"–39"(*s*) 180lb *100lb* 199NHP	19 " 9
133600		*ssShl.No.2–39 ssNwc.No.3–3,30*	1489	1,~~35~~,~~37~~			~~6,37~~	5mo								s1 " 11
GDYB		~~*ssShl.No.1–35*~~	1104	~~BS4,30~~	✠LMC ~~6,35~~		~~6,39~~				P24'Q82'B51'F30'		FK	4*BHCem*	2SB,*4pf*,GS80,HS3092	18 " 0
	Well deck	*1Dk(Stl)*			4,39			*Lloyd's*	*s4/CP*						N.E.MarineEng.Co.Ld.Sld	
		Cargo battens not fitted								*CellDBa&uE102'f*	104'383t *FPT* 105t			*APT100t*		
83899	**Spar**		3616	✠100A1	Rot	*x*	CL	1924	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	**N.V.Hudig& Pieters' Algemeene Scheep.Maats.**	361·0	50·3	22·1	Rottrdam Dutch	T.3Cy 23½",37½"&63"–42"(*s*) 180lb 322NHP	24 " 6
		ssRot.No.3–3,37	3329	*with freeboard*			~~N2,30~~	4mo			375·1(O.L.)		FK			s1 "11½
PHQB	D.F.	*1Dk(Stl)&Shelter dk(Stl)*	2162	~~3,36~~ 4,39			4,39							(*Coll* 6*BHCem*	3SB,*9cf*,GS154,HS5565	22 " 8
				BS~~3,38~~ 4,39	✠LMC3,37			*Lloyd's*	*s4/CP*	*CellDB303' 909t*	*FPT98t APT128t*			*BH to Sh dk* 5 " " 2nd ")	RotterdamDroogd.Maats.	
83900	**Sparire** *For particulars see* **"Cabo Espartel"**															
83901	**Sparta** (*ex*FrankW.Hart)		3942					1902	American S.B.Co. Lorain,O.	**NationalS.S.Co. (G.A.Tomlinson, *Mgr.*)**	380·0	50·0	28·0	D'luth,Min Utd.States	T.3Cy.22",35"&58"–40" 213NHP	R
121219			—											*WB*	AmericanSB.Co.Clevland	
	Mchy.Aft	*1Dk2trB*	3108													
83902	—		1724					1927	J.Frerichs &Co.A/G Einswarden	**Atlas-Levante-LinieA.G.**	275·5	42·2	15·5	Bremen German	T.3Cy23⅝",38$\frac{3}{16}$"&62"–41$\frac{1}{16}$" 247NHP	G
	(*ex*Star–36)	**D.F.**	1392								P14'F254'					
DOBZ	Sub.Sig.	*CruiserStern 2Dks*	750											*WB*	A.G."Neptun,"Rostock	
83903	— (*ex*YunMow–38, *ex*Fowning–37,*ex*Foo Ping–36,*ex*Davao–34,*ex*LesFils dePaul Doumer)	*1Dk*	1202					1922	At.Mar.de Haïphong Haïphong	~~**G.Stamatilatos**~~ G.Stamatelatos	226·5	32·8	16·5	Piræus Greek	T.3Cy.16½",27"&43"–31½" 104NHP	
			—								P18'B51'F26'			*WB*	At.&Ch.deBretagneNantes	
			654													

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of H. of Trade cert.
83904 112654 MDDM	**Sparta** (ex Petone, ex Gresham) *Well deck* 1 *Dk(Stl)*	708 503 388	✠100A1 8,38 BS9,37 6,38	Goo	*j*	06 12,36	1900 1mo	Taylor& Mitchell Greenock	Bennett S.S.Co.Ld. *Lloyd's SA&CP*	185·4 Q61' B48' F26' BK7½" *CellDBa48'uE*	29·2	11·8 *15'f68'145t*	Goole British	T.3Cy.15",25"&40"-27" (s) 160lb 82RHP 1SB,3pf,Gs56,Hs1490 4BHCem McKie&Baxter,Glasgow	14 ″ 0 s ″ 8¾ 13 ″ 11½	
83905 UNYG	**Spartak** (ex Gerda Vith, ex Margarete Gelpcke) 1 *Dk*	1983 1541 1128					1909	Akt.Ges. "Neptun" Rostock	U.S.S.R.	267·8 P12' Q89' B107' F31' *WB*	42·0	16·6	Leningrad Russian	T.3Cy.18⅝",29⅝"&50"-35⅝" 149NHP A.G."Neptun,"Rostock		
83906 2010 ICIB	**Spartivento** (ex Aboukir, ex Saint Michael) D.F. 1 *Dk(Stl)& Spar dk(Stl)& deep framing*	3694 3481 2311	✠ ... 3,37 *Spar dk*	Gen	*x*		1907 4mo	W.Pickers-gill&Sons Sunderland	M.Querci *CellDBa 118'uEq B44' f*	372·0 361·0 P29' B198' F41' FK 146'831t *DTf*	49·0 47·4	25·1 17·2 28'651t *APT43t*	Genoa Italian NDB29 6BHCem	T.3Cy.24",40"&67"-45" 343NHP 2SB,6cf,Gs114,Hs4401 G.Clark,Ld.Sunderland	27 ″ 8	I †
83907 666 IUKX	**Sparviero** (ex Altair, ex Rask, ex Hjalmar Sörensen) *Mchy.Aft* 1 *Dk* *(See Sailing Ship Register)*	498 436 284					1915	P.Ph. Sturh'sMsk& Skbs Aalborg	Francesco Bertacca	186·0 P22' B18' F19'	33·1	10·9	Viareggio Italian *WB*	Oil Engines 2S.C.SA 4Cy.16½"-18⅛" 192NHP J&CG Bolinders Co Ld.Skm		I
83908 DOFH	**Specht** (ex Grandon, ex Talita) *Mchy.Aft* 1 *Dk*	753 535 355					1918	W.C.Boele &Zonen Slikkerveer	Argo Reederei Richard Adler&Co.	181·3 Q105' B11' F20'	28·2	12·5	Bremen German *WB*	T.3Cy.15",25"&40½"-24" Machinefabriek 79NHP "DeBiesbosch,"Dordrecht		G
83909 148049 GDZC	**Speedfast** ss Shl.No.3–1,37 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted*	1898 1489 1102	✠100A1 3,38 9,37 MS1,37	Bly Shl MC BS8,37 9,38	*q*	CL 1,37	1924 2mo	J.Crown& Sons,Ld. Sunderland	Hill Steam Shipping Co.Ld.(Withering-ton&Everett, *Mgrs.*) *Lloyd's SA&CP* *Cell*	268·0 Q106' B55' F30' FK *DB* 206' 384t *FPT*	37·9	17·6 *86t APT173t*	Newcastle British 4BHCem	T.3Cy.20½",33"&54"-39" (s) 180lb 200NHP 2SB,4cf,Gs83,Hs3115 J.Dickinson&Sons,Ld.Sld.	19 ″ 9 s 1″10½ 18 ″ 1	
83910 PKRX	**Speelman** 1 *Dk*	1030 712 538					1926	Wilton's E. &Slpwy Co Rotterdam	Koninkl.Paketv. Maats.	230·1 P35' B80' F29' *WB*	38·2	10·4	Batavia Dutch	C.4Cy.12 1/16"&27 5/16"-27 9/16" 80NHP Gebr.Stork&Co.Hengelo		V
83911 218003 KIDR	**Spencer Kellogg** (ex Romulus) *Longitudinal framing* *Fitted for oil fuel* 2 *Dks* *Mchy.Aft* *Carrying Petroleum in bulk*	5307 — 3213					1919	Bethlehem S.B.Corp.Ld. Wilmington, Del.	Kellogg S.S.Corp.	391·0 P98' B33' F43 *WB*	51·3	28·8	New York Utd.States	T.3Cy.27",45"&75"-48" 390NHP Bethlehem S.B.Corp.Ld. Wilmington,Del.		R
83912	**Sperantza** (ex Tala, ex Chrissi) *Carrying oil in bulk*	403 — 222					1904	Stabil. Tecnico Triestino Trieste	G.Tagliabue fu Angelo	180·0 H-	25·0	10·4	Naples Italian	C.4Cy.14"&28"-24" 64NHP Lobnitz&Co.Renfrew		
83913 DOCD	**Sperber** (ex Bonn) Wireless D.F. 1 *Dk*	889 708 448					1922	Atlas-Werke A.G. Bremen	Argo Reederei Richard Adler&Co.	216·0 P125' F31' *WB*	32·7	13·0	Bremen German	T.3Cy.18⅛",29½"&45⅝"-29½" 112NHP Atlas-Werke A.G.Bremen		G
83914 LCUX	**Spero** (ex Pacifico-34, ex Taigi Maru) 2 *Dks*	3619 3309 2200					1919	Asaki S.B. Co.Ld. Osaka	Skibs A/S Marva (Simonsen& Astrup, *Mgrs.*)	330·5 P17' B72' F39' *WB*	46·2	27·8	Oslo Norwegian	T.3Cy.24",39"&64"-42" 265NHP Osaka Hatsudoki K K Osaka		V
83915 144935 GDWZ	— *ss* Nwc.No.3–12,36 *Well deck* 1 *Dk(Stl)* **D.F.** *Cargo battens not fitted*	1960 1359 981	✠100A1 5,39 3,38 BS1,39 1,39	Nwc LMC12,36	*r*	CL 3,38	1920 11mo	Murdoch & Murray,Ld. Port Glasgow	Pelton S.S.Co.Ld. *Lloyd's SA&CP* *Cell D B192'4390t*	269·9 P24' Q188' F26' FK *DTa27'98t FPT68t*	40·2	17·4 *APT70t*	Newcastle British 4BHCem	T.3Cy 22",40"&65"-45" (s) 180lb 300NHP 2SB,6cf,Gs123,Hs4550 J.G.Kincaid&Co.Ld.Grk.	19 ″ 8 s 5 ″10 19 ″ 0½	
83916 146509 GJND	— Ⓟ Wireless **D.F.** *Ref.Mchy.* *Cruiser Stern* 1 *Dk*	1589 1194 817					1922	Dundee Shipbuilding Co Ld. Dundee	Ellerman's Wilson Line,Ld.	257·0 P *WB*	37·0	17·0	Hull British	T.3Cy.17¾",30½"&53"-36" 169NHP Earle's Co.Ld.Hull		C BT till 4,39 3,39
83917 LEXL	**Spes** 1 *Dk*	1124 976 656					1918	Trndhjms Mek.Værks. Trondheim	A/S Songvaar (T.Isaksen, *Mgr.*)	226·1 P16' B16' F27' *WB*	36·5	15·7	Xiansand Norwegian	T.3Cy.17",27½"&46"-30" 116NHP Trondhjems M.V.Trondhm		N
83918 148902 GLQF	**Speybank** Twin Sc *Oil Eng.* *ss* Fal.No.2–34 1 *Dk(Stl)& Shelter dk (Stl-ws)*	5154 4768 3118	✠100A1 *with freeboard* 4,38 BS6,37	Ant LMC5,38 LMC(M)5,38 *Carrying vegetable oil in deep tank*	*a†*	CL SN4,38 P4,38	1926 4mo	Harland& Wolff,Ld. Glasgow	Bank Line Ld.(A. Weir&Co. *Mgrs.*) *Lloyd's SA&CP* *Cell D B357' 1121t Tanks 'tween 251t DTf32' 1067t*	420·3 FK *Tanks 'tween tunnels*	53·9	26·5 *FPT106t APT132t*	Glasgow British 7BHpt Cem	Oil Engines 4S.C.SA 12Cy.24½"-37½" 717NHP DB110lb *Coll to Sh dk* " *2nd* "	29 ″ 2 s 3 ″ 7½ 25 ″ 8½	
83919 DHWA	**Spezia** **D.F.** 2 *Dks*	1825 1573 1044					1924	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	287·1 P&B210' F30'	41·3	16·7	Hamburg German *WB*	T.3Cy.21¼",34⅝"&56"-37½" 192NHP A.G."Neptun,"Rostock		G
83920 143515 MKFG	**Sphene** (ex River Tawe) *ss* Trn.No.3–2,32 *ss* Trn.No.1–36 *Mchy.Aft* *Well deck* 1 *Dk(Stl)* *Cargo battens not fitted*	815 583 413	✠100A1 4,39 BS6,37	Irv Bwg Bly LMC7,36	*k*	CL 4,39	1920 8mo	London& Montrose S.&R.Co.Ld. Montrose	Wm.Robertson *Lloyd's SA&CP* *Cell*	189·4 195·2(O.L.) Q109' B11' F24' FK *DB f119'171t FPT*	30·3	12·6 *55t APT76t*	Glasgow British 3BHCem	T.3Cy.14½",24"&40"-27" (s) 180lb 79RHP 1SB,3cf,Gs63,Hs2101 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s 4 ″2½ 14 ″ 2½	
83921 FOBJ	**Sphinx** Ⓟ **D.F.** *Ref.Mchy.* *Fitted for oil fuel* 7 *Dks*	11375 8957 6724					1914	Atel.&Ch. de la Loire St.Nazaire	Soc.des Services Contractuels des Messageries Marit	478·0 B266 *WB*	60·7	40·6	Marseilles French	T.6Cy.28",46"&76"-53" 840NHP Atel &Ch.de la Loire,Nts.		V
83922 DDRT	**Spica** (ex Schwennau) Sub.Sig. 1 *Dk*	1385 1150 869					1904	Act.Ges. "Neptun" Rostock	Erik Larsen (Erich Ahrens, *Mgr.*)	256·5 P14' Q69' B110' F29' *WB*	35·9	15·2	Rostock German	T3Cy.17⅛",26⅜"&44⅜"-33⅛" 115NHP A.G."Neptun,"Rostock		G
83923 LDUX	— (ex Falkeid-35, ex Christoffer Ellingsen) Wireless 1 *Dk*	500 378 213					1915	Akers Mek.Værks. Oslo	Det Bergenske Dampsksisk.	166·4 Q35t B60t H6t F17t *WB*	25·2	12·9	Bergen Norwegian	T.3Cy.14",24"&37"-27" 71NHP Akers Mek.Værks.Oslo		N
83924 151 YLBU	**Spidola** (ex Brookvale, ex Arvonian) 1 *Dk& deep framing*	2833 2588 1754			...		1905	Richardsn, Duck&Co. Stockton	P Danneberg	331·3 P30' B170' F29' FK *WB*	47·6	22·6	Riga Latvian	T.3Cy.23½",39"&64"-42" 276NHP Blair&Co.Ld.Stockton	22 ″ 6	C †

1 Numero d'Ordre. / Numero Official. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equilibrement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Registres de cons
83925 205 OTSA	**Spidoleïne** Twin Sc *Oil Eng.* *ss* Ant. No. 2–36 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. GyC. *Longitudinal framing*		6196 5421 3285	✠100A1 Ant z 3,38 1,39 DBS 4,38 C CS 11,36 2,36 4,39 *Carrying Petroleum in bulk*			CL 8,37 4,39	1928 2mo	Atel.&Ch. de France Dunkirk *Lloyd's*	BelgianGulfOil Co.Soc.Anon. *Cell D Bu E* 56′ 152*t D* *Tf* 48′ 475*t FPT* 118*t*	403·1 | 52·5 | 32·3 P92′ B32′ F40′ FK *C*	Antwerp Belgian *WB*	Oil Engines 2S.C SA 8Cy. 23⅝″–41½″ 779 NHP 2 DB *180lb* 6 „ *to 2nd dk* 1 *PT* 63*t* Cie. de Cons. Mécanique Procédés Sulzer, St. Denis	32 ″ 0 s 6 ″ 1½ 26 ″ 1	
83926 LCYU	**Spinanger** *Carrying Petroleum in bulk* *Oil Eng.* D.F. *Mchy. Aft* 2 *Dks*		7429 6750 4422					1927	F. Schichau Danzig	Westfal-Larsen &Co. A/S P 416′ H 221′ F 15*t*	441·6 | 57·4 | 34·2 *WB*	Bergen Norwegian	Oil Engines 2S.C SA 6Cy. 26½⅛″–47⅛″ 750 NHP F. Schichau, Elbing		
83927 LCON	**Spind** (*ex* Homledal–35, *ex* Haslemere) 1 *Dk*		2129 1900 1279					1917	S.P. Austin &Son, Ld. Sunderland	A/S Salvesen (Jac. Salvesen, *Mgr.*) P 27′ B 76′ F 32′	285·0 | 43·4 | 18·9 *WB*	Farsund Norwegian	T.3Cy. 21″, 35″ &57″–39″ Richardsons, Westgarth&Co. Ld. Sld		N
83928 165917 MMMX	**Spinel** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*		650 452 332	✠100A1 Lth i 4,38 MC10,			oa	1937 10mo	Henry Robb, Ld. Leith *Lloyd's*	Wm. Robertson *Cell D*	178·0 | 28·7 | 11·4 185·0 (O.L.) P 45′ Q 60′ F 27′ FK B 114′ 154*t FPT* 85*t*	Glasgow British *APT* 24*t*	Oil Engines 2S.C SA 7Cy. 9½⅜″–16½⅝″ 611 RHP 3 *B Hpt Cem* British Auxiliaries, Ld. Gls.	13 ″ 6 s 4 ″ 0½ 13 ″ 0½	
83929 146611 GFLB	**Spirila** *ss* Sng. No. 2–30 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing* (*Now used as fuel oil storage hulk*)		5695 5263 3357	✠ 7,38 Bkn z LMC 6 30			CL 6,37	1922 8mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's*	Anglo-Saxon Petroleum Co. Ld. *Cell D Bu E* & *B* 7′ 821	411·5 | 53·4 | 31·0 P 109′ B 26′ F 45′ FK 16 *B Hpt Cem* 12 „ *to U dk* 4 „ „ *2nd* „ 7*t DT* 32′ 316*t FPT* 31*t APT* 136*t*	London British	T.3Cy. 24½″, 42½″ &74″–48″ 220 lb (*s*) 548 NHP 3SB, *9cf*, GS 184, HS 7617 FD Wllsnd Slpwy. Co. Ld. Nwc.	31 ″ 0 ~~s 5 ″ 0~~ ~~26 ″ 5½~~	
83930 YTNK	**Split** Ⓟ (*ex* Split D.) *ss* Spt. 2nd No. 3–4,35 1 *Dk* (*Stl*–ws) & *Shade dk* (*pt Stl*–teak s)		896 833 503	✠100A1 Spt l *with freeboard* 4,38 BS 11,38 LMC 4,35			CL 4,38	1909 5mo	Cant. Nav. Triestino Monfalcone *Lloyd's*	Jadranska Plovidba D.D. *Cell D Ba* 31′ *u*	197·5 | 30·6 | 21·3 FK *E* 15′ *f* 56′ 94*t FPT* 23*t*	Split Yugoslav	T.3Cy. 17½″, 29″ &48″–30″ (*s*) 180 lb 81 NHP 2SB, *4cf*, GS 68, HS 2606 FD D. Rowan&Co. Glasgow	14 ″ 0 s 1 ″ 5 12–10½	
83931 149880 GMZQ	**Spondilus** *Oil Eng.* *ss* Sng. No. 2–35 *Mchy. Aft* *Cruiser Stern* D.F. E.S.D. 1 *Dk* (*Stl*) *Longitudinal framing at bottom & at deck*		7402 6758 4277	✠100A1 Sng 9,38 Rot MC 7 *Carrying Petroleum in bulk*			CL 8,35 9,38	1927 9mo	Maats. Fyenoord Rotterdam *Lloyd's*	Anglo-Saxon Petroleum Co. Ld. *Cell D Bu E* 69′ 285*t DT*	440·4 | 59·5 | 32·7 P 99′ B 40′ F 62′ FK *f* 32′ 284*t FPT* 162*t*	London British	Oil Engines 4S.C SA 6Cy. 32½″–59½⅛″ 600 NHP 2 DB *180lb* Werkspoor, Amsterdam	32 ″ 9 s 6 ″ 3½ 26 ″ 8½	
83932 487 IRAW	**Sportivo** (*ex* Nereide–37, *ex* Maras, *ex* Shantung) *ss* Sng. No. 3–5,12 *ss* Ams. No. 2–20 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*		1598 — 936	✠ Rot q 6,25				1900 2mo	Rickmers Akt. Ges. Bremerhaven	A. Lauro *Cell D Ba* 68′ *u*	259·1 | 37·2 | 19·2 B 64′ F 27′ FK *E* 34′ *f* 86′ 322*t FPT*	Naples Italian	T3Cy 18⅞⅝″ 30⅞⅝″ &49½⅜″–31½″ 180 NHP 2SB, *6pf*, GS 91, HS 3208 Bremer Vulkan, Vegesack	22 ″ 0	I †
83933 119 YLBO	**Sports** (*ex* Gladstone, *ex* Margarita Calafati, *ex* Jean) *ss* Syr. No. 3–10,27 *ss* Rga. No. 2–37 *Spar dk* (*Stl*) 2 *tr B & deep framing* *Cargo battens not fitted*		3283 2687 1549	✠100A1 Lie u *Spar dk* 2,38 4,37 BS 7,38 LMC 4,37 2,39			5,36 1,39	1909 8mo	NwprtNws S.B.&D.D.Co Newprt News	M. Sandbergs&Co. *Cell D Ba* 90′ *u*	311·0 | 46·1 | 21·8 P 36′ B 94′ F 33′ FK *E* 24′ *f* 136′ 538*t FPT*	Riga Latvian	T.3Cy. 22″, 37″ &60″–42″ (*s*) 180 lb 271 NHP 2SB, *6cf*, GS 149, HS 4400 NewportNewsSB&DD.Co.	24 ″ 6 s 3 ″ 9¾ 20 ″ 10	
83934 FOYS	**Spramex** (*ex* Shellphalte, *ex* Leonor) *Mchy. Aft* 1 *Dk* (*Stl*) D.F. *Longitudinal framing at bottom & at deck*	Twin Sc	2560 1785 956	✠100A1 Hav l 2,39 4,38 LaR BS 12,37 C 11,36 *Carrying Petroleum in bulk* BS 5,39 *Carrying Asphalt only, & limited to Centre Tanks* *Fitted for oil fuel* 11,28 *F.P. above* 150° F.			CL PN 3,39 83,39	1928 11mo	Cant. Nav. Triestino Monfalcone *Lloyd's*	Soc Anon Française des Pétroles Shell	302·5 | 49·6 | 15·0 316·0 (O.L.) Q 89′ F 29′ FK *Trunk* 187′ *FPT* 107*t APT* 84*t*	Algiers French	T6Cy. 12¾″, 20½″ &33⅜″–24⅞⅛″ 180 lb (*s*) 236 NHP 2SB, *4cf*, HS 4168 FD Rotterdam Droogd. Maats.	15 ″ 0 s 1 ″ 10⅜ 13 ″ 2½	
83935 162284 MKCC	**Spray** *ss* Abn. No. 1–37 *Well deck* 1 *Dk* (*Stl*) *Mchy. Aft* *Cargo battens not fitted*		960 648 464	✠100A1 Abn l 7,38 7,37 *Lloyd's*			CL 7,37	1932 11mo	Hall, Russell&Co. Ld. Aberdeen *Lloyd's*	Ellis&McHardy, Ld. *Cell D B* 147′ 244*t DT f* 8′ 76*t FPT*	206·3 | 32·2 | 12·6 214·2 (O.L.) Q 132′ B 17′ F 20′ FK 50*t APT* 35*t*	Aberdeen British	T.3Cy. 16½″, 27½″ &46″–33″ 200 lb (*r*) 169 NHP 2SB, *4cf*, GS 82, HS 3000 Hall, Russell&Co. Ld Abn.	51 ″ 0 s 4 ″ 0½ 14 ″ 9½	
83936 143692 MKJB	**Sprayville** (*ex* Pickmere) 3 Msts *ss* Bwg. No. 3–3,34 *Mchy. Aft* *ss* Liv. No. 1–38 1 *Dk* (*Stl*) *Well deck* *Cargo battens not fitted*		466 321 192	✠100A1 Bwg 3,04 11,38 Liv 11,38			CL 7,37	1920 11mo	Cochrane &Sons, Ld. Selby *Lloyd's*	John S. Monks, Ld.	152·0 | 25·2 | 10·8 Q 86′ B 9′ F 25′ FK *FPT* 48*t*	Liverpool British	T.3Cy. 18″, 28″ &37″–24″ (*s*) 180 lb 85 RHP 1SB, *3pf*, GS 46, HS 1470 C.D. Holmes&Co. Ld. Hull	12 ″ 0 s 3 ″ 8½ 11 ″ 10½	
83937 DOCF	**Spree** (*ex* Agira–36) Sub. Sig. 2 *Dks* *Cruiser Stern*		2867 2553 1691					1929	Deutsche Sch-u. Mschb. A.G. Weser Bremen	Norddeutscher Lloyd	295·4 | 46·1 | 23·4 B 44′ F 29′	Bremen German *WB*	T3Cy 19⅝″, 31½″ &50⅜″–35⅜″ & LP Turbine with DR gearing & hydraulic coupling 315 NHP Deutsche Schiff.-u. Mschb. A.G. Weser, Bmn		G
83938 148908 GLQJ	**Springbank** Twin Sc *Oil Eng.* *ss* Fal. No. 2–34 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*–w s)		5155 4768 3116	✠100A1 Mch a† *with freeboard* Cal 6,38 2,37 DBS 2,38 MC 7,34 L C (M) 4,36 *Carrying vegetable oil in deep tank*			CL P 4,35 ~~2,37~~ 5,38	1926 5mo	Harland& Wolff, Ld. Glasgow *Lloyd's*	Bank Line, Ld. (A. Weir&Co. *Mgrs.*) *Cell D B* 357′ 1121*t* *tanks between tun DT f* 32′ 1067*t F*	420·3 | 53·9 | 26·5 433·9 (O.L.) Q 132′ B 17′ F 20′ FK nels 115′ 251*t* *PT* 106*t APT* 132*t*	Glasgow British	Oil Engines 4S.C SA 12Cy. 24⅛⅜″–37⅛⅜″ 717 NHP DB *1101b* *Coll to Sh dk* 6 „ *2nd* „)	29 ″ 2 s 3 ″ 7⅞ 25 ″ 8	
83939 165564 MMLT	**Springdale** *Mchy. Aft* 1 *Dk* *Cruiser Stern*		1579 1398 896	✠100A1 Bry q 9,38 8,38 11,38 Nwc Mdn MC 9,37 *Fitted for oil fuel* 9,37 *F.P. above* 150° F.			CL 11,38	1937 9mo	Short Bros. Ld. Sunderland *Lloyd's*	Springwell Shipping Co. Ld.	251·4 | 40·3 | 17·9 259·9 (O.L.) P 83′ F 20′ FK *Cell D B* 208′ 430*t FPT*	London British	T.3Cy. 16″, 25″ &45″–33″ (*s*) 220 lb 169 NHP 2SB (Spt), *4cf*, HS 2360 FD N.E. Marine Eng Co Ld. Nwc	20 ″ 2 s 2 ″ 8½ 17 ″ 7½	
83940 220127	**Springfield** *Fitted for oil fuel* 2 *Dks*		5641 4985 3504					1920	Atlantic Corp. Portsmouth, N.H.	United States Maritime Commission	410·5 | 54·2 | 27·0 P 60′ B 114′ F 47′	Portsmth, N.H. Utd. States *WB*	T.3Cy. 24½″, 41½″ &72″–48″ 359 NHP Atlantic Corp. Portsmouth, N.H.		
83941 PHQN	**Springfontein** Ⓟ *ss* Ams. No. 3–6,34 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) ~~*Cargo battens not fitted in*~~ D.F. ~~*Shelter 'tween dks*~~		6406 5371 4043	✠100A1 Ham a† *Shelter dk* *with freeboard* 1,38 BS 6,37 8,38 LMC 6,34			CL ~~1,38~~ N 8,38	1921 12mo	Lithgows, Ld. Pt. Glasgow *Lloyd's*	N.V. Vereenigde Nederl. Scheepv. Maats. (Directie en Agentuur Maats Holland Afrika Lijn, N.V. *Mgrs.*)	423·3 | 56·0 | 28·7 *Intermediate* FK *'tween dk B Hin after hold dispensed with* *Cell D B* 360′ 1181*t D* 5 „ „ *U* „ 1 „ „ *2nd* „ *T a* 36′ 1109*t*	Amstrdam Dutch	T.3Cy. 27″, 45″ &74″–51″ (*s*) 180 lb 565 NHP 3SB, *9cf*, GS 193, HS 8533 FD Rankin&Blackmre, Ld. Grk *only* *APT* 31*t*	31 ″ 4 s 5 ″ 0½ 26 ″ 6½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned new or expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L.R. Date of Withdrawal.
83942 165530 MMLJ b	**Springtide** D.F. 1 *Dk* *Mchy. Aft* *Cruiser Stern*	1579 1398 ~~676~~ 893	✠100A1 Nwc 11.37 3.39 Swc ~~3.46~~ *Fitted for oil fuel* 7.37		*q*	CL *F.P. above*	1937 7mo *Lloyd's*	Short Bros. Ld. Sunderland *SA&CP*	Springwell Shipping Co. Ld. 150° F.	251·4 | 40·3 | 17·9 259·9 (O.L.) P83 F20′ FK *Cell D B208′ 430t F P T*			London British *WB*	T.3Cy.16″,25″&45″–33″ 220lb (*s*) 169 NHP 2SB (Spt), *4cf*, GS2360 HS2360 FD *5 B H* 159t *A P T* 87t N.E. Marine Eng. Co Ld Nwc	20 ″ 2 s 2 ″ 8½ 17 ″ 7½	
83943 LEXR	**Spröit** (*ex* Braatt II) *Mchy. Aft* 1 *Dk*	588 483 293					1918	Rosenberg Mek. Verks. Stavanger	Skibs A/S Sjofna (C. A. Olsen, *Mgr.*)	170·5 | 28·1 | 12·4 F24 *t* P45 *t* H18 *t*			Oslo Norwegian *WB*	T.3Cy.12″,20″&33″–24″ 53 NHP Bergens Mek. Verk. Bergen		N
83944 150845 VCQK	**Sprucebay** (*ex* Soutier) Twin Sc *Mchy. Aft* 1 *Dk*	1238 821 646					1920	Atel. & Ch. Mar. du Sud-Ouest Bordeaux	Tree Line Nav. Co. Ld. (J. D. Calvin, *Mgr.*)	218·8 | 34·3 | 12·3 P75′ F29′			Montreal British *WB*	T.6Cy.12½″,19″&31½″–17½″ 83 NHP Soc. Marseillaise de Const. Mécaniques, Marseilles		V
83945 LCKL	**Spurt** (*ex* Craincreek) Sub.Sig. 1 *Dk*	2061 1811 1219					1918	Gt. Lakes Eng. Works Ecorse, Mich.	Skibs A/S Lunde-gaard (Lunde-gaard & Sönner, *Mgrs.*)	254·2 | 43·7 | 20·2 P69 *t* F35 *t* H103 *t*			Farsund Norwegian *WB*	T3Cy.21″,35″&59″–42″ 226 NHP Gt. Lakes Eng. Works. Det		N
83946 106 SVEX	**Spyros** (*ex* Balgowan–34, *ex* Admiral Codrington) *ss* Gls. No. 3–2,34 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *ss* Nap. No. 1–38 *Cargo battens not fitted except in No. 1 hold*	6629 6329 4139	✠100A1 *Shelter dk with freeboard* 10.38 0.56 ~~BS10.37~~ KLM		Rot *z*	CL ~~1.36~~ 3.38	1918 2mo *Lloyd's*	W. Doxford & Sons, Ld. Sunderland *SA&CP*	Aegeon S.S. Co. Ld. 1 *Intermediate in forehold* *Cell D B358′ 1151t*	420·0 | 54·0 | 34·4 26·4 *Bulkhead* FK *dispensed with* *Cell B H to Sh dk* *F P T109t A P T128t*			Argostoli Greek *WB*	T.3Cy 27″,44½″&75″–54″ (*s*) 180lb 567 NHP 3SB, *9cf*, GS222, HS8313 FD Richardsons, Westgarth & Co. Ld. Hpl.	37 ″ 0 s 8 ″ 11½ 28 ″ 4	
83947	**Sraat Soenda** Twin Sc *Oil Eng.* D.F. 1 *Dk* & *Shelter dk*	6800					1938	N.V.C. Van der Giessen & Zonen's Schps Krimpen	Koninkl. Paketv. Maats.	450·0 | 62·0 | 31·2 F46′			Batavia Dutch *WB*	Oil Engines 4S.C.SA 16Cy.28⅜″–55½″ 1240 NHP Werkspoor N.V. Amst.		
uld be "Sraat Soenda," *see No. 83999 in Supplement*																
83948 YTNL	**Srbin** Ⓟ (*ex* Sparta) *ss* Ssk. No. 3–4,37 1 *Dk* & *Shade dk*	982 ---- 602	✠100A1 *Shade dk with freeboard* 3.38 2.38 ~~12.37~~ BS3,38 KLMC 4,37		Ssk *m*	CL 1,38	1913 8mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen *SA&CP*	Jadranska Plovidba D.D.	215·7 | 30·6 | 14·0 227·5 (O.L.) BK7″ *Cell D Ba41′ uE*			Susak Yugoslav 4 *B H Cem*	T.3Cy.17½″,29″&47″–33″ (*r*) 180lb *100lb* 193 NHP 2SB, *4cf*, GS68, HS3000 FD Hall, Russell & Co. Ld. Abn.	15 ″ 0 s 1 ″ 0½ 14 ″ 9½	
83949 YTEF	**Srebreno** (*ex* Leopoldina) *ss* Tri. 2nd No. 3–11,27 *ss* Nap. No. 1–31 1 *Dk* (*pt Irn & pt Stl*) 2 *tr B & deep framing*	3304 3127 2070	✠ ---- 3.36		Spt *v*		1901 10mo	J. Read-head & Sons South Shields	Dubrovacka Plovidba A.D.	331·0 | 47·1 | 25·0 P41′ B93′ F33′ FK *Cell D Ba110′ u E20′ f 136′*			Dubrovnik Yugoslav 5 *B H Cem*	T.3Cy.24″,40″&64″–42″ NDB23 278 NHP 2SB, *6rf*, GS116, HS4366 737 *t A P T* 36 *t* J. Readhead & Sons, S. Shl.	26 ″ 6	V †
83950 PHQS	**Stad Amsterdam** D.F. 1 *Dk*	3780 3477 2322					1920	N V Schpw. Dordrecht Dordrecht	N.V. Stoomb. Mij. "Stad Amsterdam" (Halcyon-Lijn, N.V. *Mgrs.*)	341·9 | 50·0 | 25·5 P28′ B102′ F36′			Rottrdam Dutch *WB*	T.3Cy.24½″,41″&66½″–45½″ 300 NHP Thyssen & Co. A.G. Mülheim		G
83951 PHQX	**Stad Arnhem** D.F. Sub.Sig. 1 *Dk*	3819 3477 2376					1920	N V Schpw. Dordrecht Dordrecht	N.V. Arnhemsche Scheepsv. Maats. (Halcyon-Lijn, N.V. *Mgrs.*)	340·0 | 49·7 | 27·7 P28′ B102′ F36′			Rottrdam Dutch *WB*	T.3Cy.24½″,40 2/16″&66 2/16″–45 5/16″ 301 NHP Thyssen & Co. A.G. Mülheim		G
83952 PHRC	**Stad Dordrecht** D.F. Sub.Sig. 1 *Dk*	3781 3477 2321					1920	N V Schpw. Dordrecht Dordrecht	N.V. Stoomb. Mij. "Stad Dordrecht" (Halcyon-Lijn, N.V. *Mgrs.*)	341·9 | 50·0 | 25·5 P29′ B102′ F36′			Rottrdam Dutch *WB*	T.3Cy.24½″,40 2/16″&66 2/16″–45 5/16″ 301 NHP Thyssen & Co. A.G. Mülheim		G
83953 PHRG	**Stad Haarlem** *ss* ~~Rot. No. 2 37~~ *ss* ~~Rot. No. 1 38~~ D.F. 1 *Dk* (*Stl*)	4518 4187 2738	✠100A1 ~~3.36~~ 10.38		Rot *y*	CL ~~7.37~~ N12,38	1929 5mo *Lloyd's*	Lithgows, Ld. Port Glasgow *SA&CP*	Halcyon-Lijn, N.V. *Cell D B329′ 954t Po*	384·7 | 52·0 | 26·1 P29′ B238 F44′ FK *op T205t F P T 116t*			Rottrdam Dutch 6 *B H pt Cem* *A P T140′*	T.3Cy.25″,42″&70″–18″ 200lb (*s*) 477 NHP 3SB, *9cf*, GS138, HS6789 FD Rankin & Blackmre, Ld. Grk	28 ″ 6 s 4 ″ 0 24 ″ 8½	
83954 PHRK	**Stad Maassluis** (*ex* King Bleddyn –37, *ex* Glenspey, *ex* War Music) *ss* Mch. No. 3–5,31 *ss* Shl. No. 1–35 D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern* *Cargo battens not fitted in 'tween decks* *Straight frames & bevelled bilge*	6541 6230 3864	✠100A1 *Shelter dk with freeboard* 2.38 ~~3.38~~ MS11,35 LMC ~~BS3,38~~ 2.39		Ams *a* †	CL 3,38	1918 12mo *Lloyd's*	Harland & Wolff, Ld. Belfast *SA&CP*	Halcyon Lijn, N.V. *Hatch covers dispensed* *Cell D B343′ 1571t*	412·4 | 55·8 | 34·4 425·6 (O.L.) FK *with in 'tween decks* *t D T a23′ 858t F P T 91t A P T126t*			Rottrdam Dutch *pt Cem* 6 *B H to Sh dk* 2 ″ ″ *U* ″	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517 NHP 3SB, *9cf*, GS190, HS7668 FD Harland & Wolff, Ld. Bel.	38 ″ 0 s 10 ″ 0½ 28 ″ 3	
83955 PHRN	**Stad Schiedam** (*ex* Wimborne–36) *ss* Rot. 2nd No. 3–7,36 D.F. 1 *Dk* (*pt Irn pt Stl*)	5918 5296 3539	✠100A1 8.38 ~~7.37~~ 8,38		Rot *z*	CL ~~6.36~~ N7,38	1911 12mo *Lloyd's*	Craig, Taylor & Co. Ld. Stockton *SA&CP*	Halcyon Lijn N.V.	415·0 | 55·5 | 26·6 P45′ B241′ F39′ *Cell D Ba 132′ uE*			Rottrdam Dutch 7 *B H Cem* *f B 46′ f 184*	T.3Cy.28″,46″&75″–48″ (*s*) 180lb 470 NHP 3SB, *9cf*, GS197, HS7891 Blair & Co. Ld. Stockton 1598 *t F P T 154 A P T 203t*	28 ″ 7 s 4 ″ 3 24 ″ 7	
83956 PHRR	**Stad Vlaardingen** *ss* Rot. No. 3–6,37 D.F. 2 *Dks* (*Stl*) 3 *rd dk* (*Stl*) *in No. 1 hold* *Hatch covers dispensed with in 'tween decks*	8501 8012 5253	✠100A1 ~~1.38~~ 1,38 NFL BS1,38 ~~12.38~~ KLMC1,38		Rot *d* †	CL ~~11.38~~ 11,38	1925 5mo *Lloyd's*	Flensburger Schiffsb. Ges. Flensburg *SA&CP*	Halcyon-Lijn N.V. *Cell D B A412′*	470·0 | 59·3 | 35·4 490·0 (O.L.) F73′ FK *1870t D T a19′200t*			Rottrdam Dutch 8 *B H pt Cem* *pt Asp* *D T f41′ 1353t f T T 176t*	T.3Cy.31⅛″,50 1/16″&84⅛″–53⅛″ 185lb (*s*) 699 NHP 4SB (Spt), *12cf*, GS212, HS10010 FD Flensburger Schiffsb. Ges. *A P T142t*	38 ″ 1 s 9 ″ 10⅜ 28 ″ 4½	
83957 PHSE	**Stad Zaandam** Sub.Sig. D.F. 1 *Dk* *T*	2058 1544 1085					1919	J. Meyer's Scheepsb. Mij. Zalt-Bommel	N.V. Stoomb. Mij. "Stad Zalt-Bommel" (Halcyon Lijn N.V. *Mgrs.*)	280·9 | 41·4 | 19·3 P18′ B69′ F32′			Rottrdam Dutch *WB*	T.3Cy.21⅜″,32 5/16″&53½″–36½″ 170 NHP Thyssen & Co. A.G. Mülheim		G
ew "Björkhaug," *see No. 87318 in Supplement*																
83958 PHSL	**Stad Zwolle** Sub.Sig. 1 *Dk*	2117 1794 1218					1920	J. Meyer's Scheepsb. Mij. Zalt-Bommel	N.V. Stoomb. Mij. "Stad Zalt-Bommel" (Halcyon Lijn N.V. *Mgrs.*)	281·0 | 41·4 | 19·3			Rottrdam Dutch *WB*	T.3Cy.19 7/16″,32 5/16″&53 5/16″–36½″ 170 NHP Thyssen & Co. A.G. Mülheim		G
83959 154474 VGJN	**Stadacona** D.F. GyC. *Mchy. Aft* 1 *Dk* *Longitudinal framing at bottom & at decks*	9181 8730 6711					1929	Midland S.B. Co. Ld. Midland, Ont	Canada S.S. Lines, Ld.	582·0 | 60·2 | 28·3 F44′			Montreal British *WB*	T.3Cy.24½″,41½″&72″–48″ Emade18 359 NHP Hooven, Owens, Rentschler Co. Hamilton, O.		C

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de la barre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres. —Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pd.*
83960	**Stadion II**		629					1914	Nylands Værksted Oslo	A/S Stadion (J.B.Stang)	176·4 | 29·7 | 14·1 P33*t* H43*t* F6*t*	Oslo Norwegian	T.3Cy.13½",21"&36"–27" 67NHP	
LEXT		1 *Dk*	318								*WB*		Nylands Værksted, Oslo	
83961	**Stadt Emden** (*ex* Adeline Hugo Stinnes 3, *ex* Kronprins Gustaf)		5180 4231					1901	Howaldts-werke Kiel	Kauffahrtei Seereed. Adolf Wiards & Co.	406·2 | 52·5 | 23·1 P28' F38'	Hamburg German	T.3Cy.26½",42",&69"–48" 312NHP	
DGCS	Sub.Sig.	1 *Dk & Trunk dk*	3261								*WB*		Howaldtswerke, Kiel	
83962	**Stadt Rüstringen** Ⓟ	Twin Sc	400 289					1927	J. Frerichs & Co. A.G. Einswarden	Jade-seebäderdienst A.G.	165·0 | 26·4 | 9·8 B25' F44'	Rüstringn German	T6Cy.10⅞"17 5/16"&30 5/16"–23⅝" 45NHP	
DNDN		1 *Dk*	148								*WB*		Frerichswerk, Osterholz	
83963	**Staffordshire** Ⓟ	Twin Sc 4 Mst	10693	✠100A1	Bkn	*ft*	CL	1929	Fairfield	Bibby Line, Ld. (Bibby Bros. & Co. *Mgrs.*)	483·6 | 62·2 | 32·0 P51' B265' F78' FK	Liverpool British	Oil Engines 2S.C.SA 16Cy 28"–39" 2196NHP	36 " 6
161082		*Oil Eng.*	7719	2,39 ~~3,38~~			P4,37				*DB 420'1659t FPT*		*DB 120lb*	s 7 " 23
GSRZ		*ss* Bkn. No.2–37	6669	~~✠LMC CS7,37~~			~~87,37~~				*Cell*		8 *BHpt Cem*	29 " 7¼
	Ref. Mchy. D.F.	3 *Dks* (*Stl–U* ws) *Cruiser Stern*		DBS5, ~~6~~			SN2,39	*Lloyd's*	*SA&CP*				11 *APT* 85*t*	
													Fairfield S.B & E.Co.Ld. Gls	
83964	**Stagen**		2539 2293					1919	Gebr. Pot Bolnes	Koninkl. Paketv. Maats.	300·0 | 46·3 | 20·6 B80' F28'	Batavia Dutch	T.3Cy.21⅛",35⅜"&57⅛"–41⅛" N.V. Burgerhouts 218NHP	
PKEY		1 *Dk*	1510								*WB*		Mch.&Schpw. Rot.	
83965	**Staghound**	3 Mst	468	✠100A1	Bkn	*h*	CL	1894	Ailsa S.B. Co. Troon	Kyle Shipping Co. Ld. (Monroe Bros. *Mgrs.*)	170·0 | 25·6 | 11·6 Q93' B10' F27' BK7'	Glasgow British	C.2Cy.21"&42"–30" (*s*) 110lb 69RHP	12 " 7
99969	*Well deck*	*ss* Bkn. 4th No.3–1,37	360	1,37			1,37	4 mo			*WB = DB* f10' 18*t FPT*		3 *BHCem*	s 4 . 2½
MQPJ	*Mchy. Aft*	1 *Dk* (*Irn*)	184	~~✠NB8,09~~ ✠LMC MS1,37	BS~~7,37~~ 7,38				A&CP				18*t APT* 10*t*	12 " 9
													1SB.3*pf*; GS63, HS1376 Muir & Houston, Glasgow	
83966	**Stagpool** (*ex* Iron Chief–35)		4560	✠100A1	Shl	*r*	CL	1930	W. Doxford & Sons, Ld. Sunderland	Pool Shipping Co. Ld. (Sir R. Ropner & Co. Ld. *Mgrs.*)	370·3 | 52·9 | 25·9 P30' B110' F36' FK	W.Hartlpl British	T.3Cy.25½",40"&71'–48" (*s*) 180lb FD 479NHP	28 " 3
161992		*ss* Bry. No.2–38 ~~Shd. No.1–35~~	4152	~~7,33 7,38~~ 1,39	Bry. Cff		6,36	6 mo			169'1060*t FPT* 173*t*		6 *BHCem*	s 5 " 3½
MBBS	D.F.	1 *Dk* (*Stl*)	2677	~~BS5,36~~ 4,39	~~✠LMC 6,~~ MS7,38			*Lloyd's*	*SA&CP*	*Cell DBa&uE* 126'*f*			*APT* 165*t*	23 " 1½
													3SB(Spt) 9*cf*, GS166, HS7002 G.Clark, Ld. Sunderland	
83967	**Stahleck**		1663 1042					1923	Act.Ges. "Weser" Bremen	Deutsche Dampfs. Ges. "Hansa"	241·3 | 36·3 | 15·2 P12' B157' F26'	Bremen German	T.3Cy.19¾",31½"&53⅛"–35½" 165NHP	
DOOQ	Sub.Sig.	2 *Dks*	907								*WB*		A.G. "Weser," Bremen	
83968	**Stakesby**		3900	✠100A1	Cff	*x*	CL	1930	W. Pickers-gill & Sons, Ld. Sunderland	Rowland & Marwood's S.S. Co. Ld. (Headlam & Son, *Mgrs.*)	365·6 | 51·0 | 23·5 P33' B220' F37' FK	Whitby British	C.4Cy.(2)18⅝"(2)39⅜"–39⅜" 210lb *180lb* (*s*) 277NHP	25 " 6
161017		*ss* Cff. No.2–38	3480	~~3,38~~ 11,38	Ltk		3,38	6 mo			*Cell DB* 316'905*t*		6 *BHCem*	s 3 " 1½
GPWM		1 *Dk* (*Stl*)	2389	~~✠LMC~~ 3,38				*Lloyd's*	*SA&CP*				2SB(Spt) 6*cf*, GS113, HS4880	22 " 7½
				BS1,39									*APT* 135*t* J. Dickinson & Sons, Ld. Sld.	
83969	**Stal**	*ss* Abg. No.1–38	2242	✠100A1	Ant	*l*	OG	1921	A/S Baltica Værftet Copenhagen	D/S A/S Myren (Holm & Wonsild, *Mgrs.*)	301·9 | 44·2 | 19·3 313·8 (O.L.) F32' on *Shelter dk* FK	Copnhagn Danish	1 DR geared Steam Turbine 200lb FD (*s*) 221NHP	21 " 11
		ss Abg. No.3–1,34	1967	*Shelter dk*	~~Abg~~ Tri		4,37	10 mo					2SB(Spt), 4*cf*, GS61, HS2740	s 1 " 3¾
OXTA		1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	1311	*with freeboard* ~~6,38 4,37~~ 1,39				A&CP		*Cell DB* 262'641*t*	*pt Cem* 1 *BHto Sh dk* 3 " " *U* " *FPT* 51*t APT* 65*t*		Svenska Turbinfabriks, A/B Ljungström, Finspong	20 " 10
				~~BS9,37~~	~~✠LMC~~ 1,34 5,36				*Interm*	*ediate BH in fore hold dispensed with*				
83970	**Stalheim**		1298					1936	Fredrkstad Mek Vrks A/S Fredrikstad	A/S Standard (J.B.Stang, *Mgr.*)	251·1 | 42·3 | 14·0 P59*t* H126*t* F15*t*	Oslo Norwegian	C.4Cy.(2)13¾"&(2)32 5/16"–30½" 96NHP	
LJFQ	Wireless	1 *Dk* & *Shelter dk* *Cruiser Stern*	1027 719								*WB*		Fredrikstad M.V. A/S Fredrikstad	
83971	**Stalingrad** Ⓟ		3559					1931	Baltic S.B. & Eng. Wks. Leningrad	U.S.S.R.	314·7 | 46·1 | 26·1 P42' B95' F36'	Vladvostk Russian	T.3Cy.22 7/16",37"&59¾"–39⅜" 220NHP	
UOHW	Sub.Sig. *Cruiser Stern*	2 *Dks*	2993 1982										Baltic S.B. & Eng. Wrks. Len	
83972	**Stamatios G. Embiricos**		*3941*	✠100A1	Bry	*y*	CL	1936	Short Bros. Ld. Sunderland	S.G. Embiricos	400·0 | 53·0 | 23·1 414·5 (O.L.) FK	Andros Greek	T.3Cy.22",36½"&63"–42" 220lb *120lb* (*s*) 330NHP	25 " 9
234			*3537*	*with freeboard*	Rot		3,39	4 mo					6 *BHCem*	s 2 " 5¼
SVIY		1 *Dk* & *Shelter dk*	2327	3,39 ~~3,37~~	~~✠LMC~~ 4,36			*Lloyd's*	*SA&CP*		(*Coll to Sh dk*		2SB, 6*cf*, GS124, HS5306	23 " 6¼
	D.F.	*Cruiser Stern*		*Fitted for oil*	*fuel* 4,36		*F.P. a*	*above* 1	50° F.	*Cell DB* 327'1246*t*	5 " 2*nd* ") *FPT* 237*t APT* 255*t*		N.E. Marine Eng. Co Ld. Sld.	
83973	**Stamira** Ⓟ (*ex* Stamura–37)	Twin Sc	1463					1929	Cant. Nav. Riuniti Ancona	Società Fiumana di Navigazione	247·5 | 35·6 | 22·2	Ancona Italian	T.3Cy.15⅝"25½"&41 7/16"–28½" 91NHP	
49		*Cruiser Stern*	1196								*WB*		Cant. Nav. Riuniti Ancona	
ICIH	Wireless	2 *Dks*	701											
83974	**Stamos** (*ex* Reading–34)		*3801*	✠100A1	Hul	*x*	CL	1914	Nthmblnd S.B. Co. Ld. Newcastle	S.&D. Fafalios	374·9 | 51·3 | 23·7 388·4 (O.L.) FK	Chios Greek	T.3Cy.25",41"&69"–48" (*s*) 180lb 367NHP	26 " 1
120		*ss* Bry. No.3–4,27	*3627*	*Shelter dk*	Ant		~~10,36~~	11 mo					6 *BHCem*	s 2 " 7
SVRJ		*ss* Rot. No.2–35	*2396*	*with freeboard*			2,39	*Lloyd's*	*SA&CP*	*Cell DBa&uE* 150' *f* 162'1056*t*			3SB, 9*cf*, GS156, HS5796	23 " 9½
		1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		2,39 ~~10,37~~	✠LMC								*APT* 145*t* N.E. Marine Eng Co Ld. Nwc	
				MS11,35	B~~ ~~7,38									
83975	**Stampalia** Ⓟ (*ex* Kong Sigurd)		1228					1907	Fredrkstad Mek. Værks. Fredrikstad	"Adriatica" Soc. Anon. di Nav.	232·6 | 32·6 | 19·7 P57*t* H59*t* F18*t*	Venice Italian	T.3Cy.17½",29"&48"–33" 132NHP	
195			1083								*WB*		Fredrikstad M.V Frdstad.	
ICIG	Wireless	1 *Dk* & *Spar dk*	714											
83976	**Stanasfalt**		2468	✠100A1	Rou		CL	1929	Palmers' Co. Ld. Newcastle	~~Soc. Auxiliaire de Transports~~ Société Française des Pétroles	290·4 | 49·2 | 20·0 F31' FK	Rouen French	T.3Cy.14½",24"&39½"–27" 180lb (*s*) 230NHP	19 " 6
1585		*ss* Bdx. No.2–37	2226	*with freeboard*			N9,36	4 mo					*BH Cem*	s 7 " 10
FNNQ	*Mchy. Aft*	1 *Dk* (*Stl*) & *Web frames* *Longitudinal framing at bottom & at deck* *Rudder Electrically Welded*	1436	~~2,38~~ 12,38 MS5,37 ~~✠LMC~~ ~~✠NB (p) 1,37~~ ~~BS2,38~~ 12,38				*Lloyd's*	*SA&CP*	*Cell DBuE* & *B* 47' 67*t FPT* 115 *Fitted for oil fuel in bulk F.P. ab. ne 150' F. in cylind*			2SB (Spt), 6*cf*, HS4415 FD Palmers' Co. Ld. Newcastle *APT* 15*t*	11 " 10
				Fitted for oil	*fuel* 4,29		*F.P. a*	*above* 1	50° F.		*rical tanks*			
83977	**Stanbridge** (*ex* Ch.N.Kahan–37, ~~1939~~ *ex* Limicana, *ex* Beechleaf)		5863 5432	✠100A1	Shl	*y*	CL ~~11,37~~	1917	Richardsn, Duck & Co Ld, Stockton	Europäische Tanklager-und Transport A G	380·0 | 50·9 | 32·4 P98' B27' F49' FK	Hamburg German	T.3Cy.26",42"&70"–48" (*s*) 180lb 395NHP	35 " 4
~~GRBW~~		*ss* Kel. No.3–9,29	3449	*Shelter dk* *with freeboard*	Msl		12,38	3 mo					15 *BHpt Cem*	s 6·10½
		ss Shl. No.2–37		~~12,38 11,37~~	BS12,38			*Lloyd's*	*SA&CP*	*Cell DBuE&B* 79' 239*t D*	*Tf* 36'465*t FPT* 136		3SB, 9*cf*, HS6435	28 " 8
		1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) & *Web frames*		~~12,38 11,37~~	~~✠LMC~~ 1,37								*APT* 102*t* Blair & Co. Ld. Stockton	
	Mchy. Aft			*Carrying Petroleum in bulk*										
				Fitted for oil	*fuel* 3,17		*F.P. a*	*above* 1	50° F.					
83978	**Stanbrook** (*ex* Polyfloisvios–37,	*ss* Mch. 2nd No.3–1,37	1383	✠100A1	Msl	*o*	CL	1909	Tyne I.S.B. Co. Ld. Newcastle	Stanhope S.S. Co. Ld. (J.A. Billmeir & Co. Ld. *Mgrs.*)	230·1 | 34·0 | 21·8 238·1 (O.L.) FK	London British	T.3Cy.18",30"&49"–33" (*s*) 180lb *100lb* NDB 30 163NHP	24 " 0
124287	(*ex* Stanbrook–37,		1275	*Awng dk*			4,37	9 mo					1SB, 4*cf*, GS78, HS2700	s 5 " 1
MMST	*ex* Lancer–37)	1 *Dk* (*Stl*) & *Awng dk*	858	*with freeboard*				*Lloyd's*	*SA&CP*	*Cell DBa&uE* 77'*f* 100'	5 *BHCem* 209*t APT* 14*t*		N.E. Marine Eng. Co Ld Nwc	19 " 0½
	Wireless	(*Irn*) & *deep framing*		9,37	✠LMC 1,37									
				BS6,38										

Now "Eurofield," see No. 87956 in Supplement

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned now expired. Date next Special Survey.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Transfer.
83979 Burnt at Sea 12.38	**Stanburgh** (*ex*Dunstanburgh-38, *ex*Greif)	*ss*Nwc.No.3–12,38	1095 824 476	~~100A1~~ *with freeboard* 3.36	Nwc	*n*	OG	1912	Stettiner Oderwerke Stettin	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	236·2 P&B143'F26'	32·5	13·7	London British	T.3Cy.21⅛",35⅛"&57½"– 39⅜" 185lb FD 258NHP 2SB(Spt).*4cf*,GS78,HS3522	16 " 0 s 1 " 3	
MKTZ	*Well deck* Wireless	1*Dk*(*Stl*) *Cargo battens not fitted*	476				2.38	*Lloyd's*	*sA&CP*	*Cell DB202'236t FPT*				18t *APT* 28t	StettinerOderwerke		
83980	**Stanburn** (*ex*Hebburn-38)		2881	✠100A1 12,38	Lon	*u*	CL	1924	WoodSkinner&Co.Ld Newcastle	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	333·8 P27'B70'F27'	44·6	21·6	London British	T.3Cy.23",38½"&65"–42" (*s*) 200lb ~~100lb~~ 359NHP	24 " 0 s 4 " 1½	
148075 GKLX	D.F. E.S.D.	*ss*Nwc.No.3–8,37 1*Dk*(*Stl*) *Cargo battens not fitted*	1685	~~BS 8,38~~ LMC MS8,37			8,37	7mo *Lloyd's*		*Cell D B272'788t FPT* 122t				5*BHpt Cem* *APT* 230t	2SB,*8cf*,GS168,HS6120 N.E.MarineEngCoLd.Nwc	20 " 1	
83981	**Stancor** (*ex*Alburn,*ex*Algardi, *ex*Cherrybrook)	*ss*Hpl.2ndNo.3–1,29 *ss*Nwc.No.2–37	798 583 416	✠100A1 11,38	Nwc Cff	*k*	OG ~~11,37~~	1904 8mo	W.Harkess &Son,Ld. Middlesbro'	StanhopeS.S.Co. Ld.(J.A.Billmeir &Co.Ld.*Mgrs.*)	190·0 198·8(O.L.) Q97'B17'F21'	30·0	13·0	London British	T.3Cy.16½",27"&44"–30"(*r*) 160lb *100lb* NDB27 109NHP 1SB,*3pf*,GS57,HS1680 Richardsons,Westgarth&	15 " 0 s 4 " 3½ 14 " 4½	
MMYX	*Well deck*	1*Dk*(*Stl*)&deep framing *Cargo battens not fitted*		✠LMC6,37 BS11,38			11,38	*Lloyd's*	*sA&CP*	*DBa40' CellD BuE15' DBuB16'f*				4*BHCem* 83'190t *FPT* 23t *APT* 19t	Co.Ld.Mdb.		
83982 Nowrecreated 12.38	**Stancroft** (*ex*Neoptolemos–38, *ex*Stancroft-37, *ex*Greenbatt–37)	*ss*Nwc 2ndNo.3–12,34 Wireless 1*Dk*(*Stl*) *Cargo battens not fitted*	1407 1118 ~~644~~ 865	✠100A1 9,38 ~~10,37~~ ~~BS10,37~~	Msl Mtl	*o*	CL ~~3,36~~ ~~BS~~	1908 11mo *Lloyd's*	J.Priestman&Co. Sunderland	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *Cell D Ba70'uE&*	240·0 Q129'B10'F21' *B32'f 96'372t FPT*	36·0	15·8	London British	T.3Cy.19",31"&51"–36" (*s*) 180lb *100lb* NDB31 180NHP 1SB,*4cf*,GS74,HS2938 N.E.MarineEng.Co.Ld.Sld	17 " 8 s 5 " 2⅜ 15 " 11⅜	
83983	**Standard** (*ex*Jupiter)	*ss*N.Yk.No.3–5,27 *ss*N.Yk No 2–34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* D.F. GyC. *Longitudinal framing*	9724 9418 6138	✠100A1 *Shelter dk* *withfreeboard* ~~11,38~~ NB2,16 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,15	NYt MC10,3 LS4,37	*g*†	CL 4,38 *F.P. above* 150° F.	1914 3mo	Howaldtswerke Kiel A&CP	StandardOilCo. ofNewJersey *WB=CellD B uE&B95'422t D*	523·8 FK	68·7	34·6	Wilmgton (Del.) Utd. States	Q.4Cy.27⅜"40"57"&81½"–57" 203lb (*s*) 646NHP 3SB(Spt),*12cf*,GS219, HS8700 Howaldtswerke,Kiel	34 " 7 s 5 " 5½ 29 " 4½	
83984	—	1*Dk*	1264 1098 727					1930	Smith's DockCo.Ld Middlesbro'	A/S Standard (J.B.Stang,*Mgr.*)	242·9 P46*t* H70*t*	37·0	16·0	Oslo Norwegian *WB*	T.3Cy.17½",28½"&47"–33" 127NHP Smith'sDockCo.Ld.Mdb.		N
83985	**Standard Arrow**	*ss*N.Yk.No.3–5,28 *ss*N.Yk.No.2–37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	7794 7385 4801	✠100A1 *Shelter dk* *withfreeboard* 1,38 ~~8,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,16	NYk Mob BS7,38 LMC8,37	*d*†	CL 5,36 *F.P. above* 150° F.	1916 8mo	NewYork S.B.Co. Camden,N.J. A&CP *Cell D*	Socony-Vacuum OilCo.Inc. *B a23'uE&B76'463t DTf* 40'441	467·6 485·8(O.L.)	62·7	32·0	NewYork Utd. States	Q4Cy.24½",35",51"&75"–51" 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYorkSB.Co.Cmdn,NJ *tFPT* 229t *APT* 131t	32 " 0 s 4 " 2 28 " 0½	
83986	**Standard Portland Cement** (*ex*CliffordF.Moll–38)	1*Dk*	5141 — 3894					1909	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland&Cornelius,*Mgrs.*)	444·0	56·2	29·0	Buffalo NY Utd. States *WB*	T.3Cy.22½",36"&60"–42" 233NHP GreatLakesEng.Works		R
83987	**Standard Service**	*Oil Eng.* *Carrying Petroleum in bulk* 1*Dk*	1271 — 765					1923	Bethlehem S.B.Corp.Ld. SanFrancisco	StandardOilCo. of California	210·0 P65'F28'	40·1	16·1	S.Frncisco Utd. States	Oil Engines connected to Electric Motor & Sc. shaft 12Cy.13"–19½" 197NHP PacificDiesel Eng.Co.S.Fo. GenElecCo Schnectady NY		R
83988	**Standella**	*Oil Eng.* 1*Dk* 2*nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	6197 5505 3605	✠100A1 ~~12,37~~ LMC4 *Carrying Petroleum in bulk*	Nwc	*a*†	CL	1936 4mo *Lloyd's*	Harland& Wolff,Ld. Glasgow *Cell D Bu E61'131t D*	Anglo-Saxon PetroleumCo.Ld. *Tf* 25'265t *FPT* 104t	430·3 P91'B41'F48'	54·7	30·6	London British *WB*	Oil Engines 4S.C.SA 6Cy.25 1/16"–55½" 378NHP 16*BH* DB 180*lb* *APT* 60t	31 " 0 s 5 " 7½ 25 " 7	
83989	**Stanfield** (*ex*Trinidadian–37, 3Mst *ex*Augusta, *ex*Cadagua)	*Fitted for oil fuel* 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk*	2432 2256 1765					1892	Armstrong Mitchell&Co. Ld.Newcastle	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	295·0 H22'F36'	39·0	25·4	London British *WB*	T.3Cy.22",36"&59"–39" 217NHP Wllsnd.Slpwy.Co.Ld.Nwc		V
83990	**Stanforth** (*ex*Foreland–37, *ex*Dirksland)	*ss*Rot.No.3–9,27 *ss*Rot.No.2–36 1*Dk*(*Stl*) *Cargo battens not fitted*	1817 1384 1042	✠100A1 10,38 ~~12,37~~ BS~~,37~~ 10,38	Shl Hul LMC9,36	*q*	OG 8,37	1915 8mo *Lloyd's*	JanSmit Czn. Alblasserdm *sA&CP*	StanhopeS.S.Co. Ld. (J.A.Billmeir& Co.Ld.*Mgrs.*) *Cell DBf* 92'447t *DT*	262·2 P69'Q78'F25' *amids* 10'221t	38·2 *FPT*	17·4	London British 5*BHCem* 65t *APT* 42t	T.3Cy.19",32"&52"–39" (*s*) 180lb 203NHP 2SB,*6cf*,GS101,HS3450 Maats.deSchelde,Flushing	19 " 9 s 6 " 1½ 18 " 1	
83991	**Stangate** (*ex*Drakedene–37, *ex*Emsworth Manor–36,*ex*Elvet)	*ss*Ant.2ndNo.3–4,37 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1289 980 678	✠100A1 ~~7,37~~ 11,37 2,39 Ant.Gms BS~~4,37~~ 7,38 LMC2,36	Sws	*o*	OG 7,37	1912 4mo *Lloyd's*	W.Dobson &Co. Newcastle *sA&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir &Co.Ld.*Mgrs.*) *Cell D Ba69'uE&*	240·0 219·1(O.L.) Q127'B13'F25' *B35'f 100'294t FPT*	33·5	15·4	London British 4*BHCem* 40t *APT* 66t	T.3Cy.19",31"&51"–36" (*s*) 180lb 201NHP 2SB,*6pf*,GS84,HS3524 N.E.MarineEngCoLd Nwc	17 " 3 s 4 " 11½ 15 " 11	
83992 Damaged by stranding 2,39	**Stangrove** (*ex*Skinningrove–36, *ex*Hallsham, *ex*Skinningrove)	*ss*Sld.3rdNo.3–8,32 *ss*Mdb.No.1–36 1*Dk*(*Irn*) *Well deck* *Cargo battens not fitted*	516 369 217	~~✠100A1~~ 11,37 NB23 *refitted* 34	Bry	*g*	OG 10,36	1895 7mo *Lloyd's*	J.L.Thompson&Sons,Ld Sunderland A&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	155·0 27·7 P16'Q84'F19' *DBa38'46t FPT*	26·8	11·7	London British 4*BHCem* 81t *APT* 22t	T.3Cy.13",21"&34"–24" (*s*) 160lb 60RH 1SB,*2pf*,GS36,HS1092 J.Dickinson,Sunderland	12 " 3 ~~8 " 8~~ ~~11 " 11~~	
83993	**Stanhall** (*ex*Kepwickhall–38)	*ss*Hpl.No.1–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4831 4383 2810	✠100A1 *with freeboard* ~~3,38~~ MC7,36 DS6,39	Mch Bel Cff	*z*	CL ~~10,37~~ ~~7,38~~ 3,39	1932 8mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool *sA&CP* *Cell DB* 358'	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *1143t DTa* 28' 1076t	410·7 423·6(O.L.) F35' *FPT* 170t *APT* 152t	54·8	24·9	London British 7*BHCem* *Coll to Sh dk* 6 „ 2*nd*„)	Q.4Cy.18¼",25½",41½"&61"– 18" 260lb (*s*) 467NHP 3SB(Spt),*9cf*,GS144, HS6811 Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl	27 " 7 s 3 " 0½ 24 " 9¾	
83994	**Stanholme** (*ex*Goleta–36)	*ss*Gms No.3–11,38 1*Dk*(*Stl*) *Cargo battens not fitted*	2473 2270 1485	✠100A1 4,39 ~~3,37~~ MC~~7~~	Nwc Shl	*t*	CL ~~6,36~~ 11,38	1927 3mo *Lloyd's*	BurntislndS.B.Co.Ld. Burntisland *sA&CP*	StanhopeS.S.Co. Ld. (J.A.Billmeir& Co.Ld.*Mgrs.*) *Cell D Ba&uE*	298·5 P23'B79'F26' 110'*f* 104'688t *FPT*	43·9	21·2	London British 5*BHpt Cem* 83t *APT* 116t	T.3Cy.22",36"&60"–39" (*s*) 180lb *120lb* 259NHP 2SB,*6cf*,GS115,HS4200 D.Rowan&Co.Ld.Glasgow	23 " 6 s 3 " 5½ 20 " 3	
83995	**Stanhope** (*ex*Corwen–37, *ex*WarDagger)	*ss*Nwc.No.3–5,32 *ss*Ant.No.1–37 E.S.D. *Well deck* 1*Dk*(*Stl*) Sub.Sig. *Cargo battens not fitted*	2337 1755 1332	✠100A1 4,39 ~~3,38~~ LMC10,37 BS2,39	Bry Lon	*s*	CL 9,37	1919 2mo *Lloyd's*	CaledonS. B.&E Co.Ld. Dundee *sA&CP* *Cell*	StanhopeS.S.Co. Ld. (J.A.Billmeir& Co.Ld.*Mgrs.*) *DB228'586t FPT*	285·0 P28'Q77'B56'F32' 100*t APT* 209*t* FK	42·0	18·9	London British 6*BHpt Cem*	T.3Cy.22",36"&59"–39" (*s*) 180lb 266NHP 2SB,*6cf*,GS124,HS4500 CaledonSB.&E.Co.Ld.Dun	21 " 2 s 3 " 1¼ 19 " 3	
83996 Not yet Traded, see Appendix to Supplement	**Stanislav Kossior** (*ex*Germanic)	2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	6320 5975 3912	✠ 10,31	Nwc	*a*†		1931 10mo	Swan,Hunter&Wigham Richardson. Ld Newcastle	U.S.S.R. *Cell D Bu E75'296t DT f* 38'571t	420·5 P108'B28'F38'	57·3	32·3	Tuapse Russian	Oil Engines 2S.C.SA 4Cy.23⅜"–91 1/16" 687NHP (1) *to U dk* 4 „ 2*nd*„) Barclay,Curle&Co.Ld.Gls.	32 " 4	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Nct.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de 3e Visite.	7 Terme assigné maximum d'Age de l'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*
83997	**Stanja**		1845 / 1615 / 1104					1915	Nylands Værksted Oslo	A/S Standard (J.B.Stang, *Mgr.*)	265·2 | 42·1 | 18·7 P53*t* B72′ H82*t* F29′			Oslo Norwegian *W/A*	T.3Cy.20½″,38″&56″–36″ 188NHP Nylands Værksted, Oslo	20 ″ 0
LCYV		1*Dk*														
83998	**Stanland** (*ex*Borderland–38)		1753 / 1576	✠100A1 1,38	Gls	*q*	CL 5,36	1912	Barclay, Curle&Co.Ld Glasgow *Lloyd's SA&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *Cell D Ba58′ u*	260·1 | 36·0 | 22·2 271·0(O.L.) B73′F33′ FK&BK1½″ *E22′ f 116′ 257 t F P T*			London British *4 B H Cem* *48 t A P T 25 t*	T.3Cy.19½″,34″&55″–42″ 180lb (*r*) 246NHP 2SB&1AuxSB,*8cf*,GS131, HS4252 Barclay,Curle&Co.Ld.Gls.	24 ″ 6 s 3 ″ 8
135430		*ss*Lth.No.3–3,26	863	BS6,37 6,38	LMC5,34											21 ″ 1
GPQR	D.F.	*ss*Liv.No.2–34 2*Dks*(*Stl*)														
83999	**Stanleigh** (*ex*Prekla–37,		1802	100A1 10,37	Ant	*q*	CL 9,37	1912	G.Seebeck Akt.Ges. Weser- münde-G.	StanhopeS.S.Co. Ld. (J.A.Billmeir& Co.Ld.*Mgrs.*) *Cell D B224′ 404 t T*	259·7 | 38·1 | 17·9 P69′F25′ FK *tank on deck* 16′30*t F P T 162 t A T*			London British *4 B H Cem* *Midship* *38 t*	T.3Cy.17⅞″,28⅝″&44½″–35½″ 213lb (*s*) 186NHP 2SB,*4cf*,GS58,HS2776 FD G.Seebeck A.G. Wesermünde-G.	20 ″ 4 s 2 ″ 5½
144604	*ex*Corpath–34,*ex*Ernst	*ss*Pir.No.3–5,34	1471													18 ″ 1
GZZL	HugoStinnes11) *Mchy.Aft* 1*Dk*	*Cantilever framed topside tanks* *Cargo battens not fitted*	956	BS12,38	LMC10,37											
84000	**Stanley**		6463 / 5980 / 4712					1919	Skinner& Eddy Corp. Seattle, Wash.	UnitedStates Maritime Commission	401·7 | 54·8 | 32·1 P34′F43′			Seattle Utd. States *W/*	T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.	1
218768		*Fitted for oil fuel*														
KISJ	Sub.Sig.	2*Dks* *Longitudinal framing*														
84001	— Ⓟ		459 / 418 / 307	✠ —— 2,32	Bgk	*e*		1904	Helsingörs Jernsk&Msk Elsinore	T.S.Hsu	141·5 | 24·6 | 16·8 FK *Cell D B*			Swatow Chinese *4 B H Cem* *a&u E32′ 30 t*	T.3Cy.12½″,19″&31″–18″ 60NHP 1SB,*2cf*,GS27,HS1152 HelsingörsJernsk.&Mskb.	10 ″ 6
	(*ex*Chutatutch–32,	*ss*Bgk.No.3–6,17						6mo								
	*ex*Christiansted)	*ss*Bgk.No.2–24 1*Dk&AwngDk* *Fitted for oil fuel*														
84002	**Stanley A. Griffiths**		3237 / 3005 / 1976					1920	Mobile S.B.Co. Mobile, Ala.	GriffithsS.S.Co.	324·0 | 46·2 | 25·0 P30′B90′F35′			Wilmington (Del.) Utd. States *W/*	T.3Cy.22″,37½″&60″–42″ 233NHP Ellicott Machine Corp. Baltimore,Md	R
220019	(*ex*Chincha–37,	*Fitted for oil fuel*														
KUSF	*ex*NosaKing–35, *ex*Capital of Nebraska)	2*Dks*														
	D.F.	*Longitudinal framing*														
84003	**Stanley Force**		586 / 392 / 243	✠100A1 8,39 G LMC9,37	Bkn	*h*	CL 9,37 8,38	1920	R.William- son&Son Workington	WestCoastShip- pingCo.Ld.(W.S. Kennaugh&Co. *Mgrs.*)	165·9 | 26·7 | 11·0 171·4(O.L.) Q100′B9′F21′ FK *Cell D B/* 97′123*t*			Whitehvn British *3 B H pt Cem* *F P T 38 t*	T.3Cy.13″,21½″&35″–27″ (*s*) 180lb 62RHP 1SB,*3pf*,GS51,HS1605 W.Beardmore&Co.Ld.Gls	13 ″ 2 s 4 ″ 5½ 13 ″ 0½
134944		*ss*Bkn.No.3–2,33						3mo								
MJWZ		*ss*Bkn.No.1–37						*Lloyd's SA&CP*								
	Well deck	1*Dk*(*Stl*)		BS12,38												
	Mchy.Aft	*Cargo battens not fitted*														
84004	**Stanmount** (*ex*Bratton–37,		4468 / 3902 / 2783					1914	W.Gray& Co.Ld. W Hartlepool	StanhopeS.S.Co. Ld. (J.A.Billmeir& Co.Ld.*Mgrs.*)	365·0 | 50·7 | 26·7 P97′B20′F36′			London British *W B*	T.3Cy.25″,41″&68″–48″ 320NHP Cen.Mar.Eng.Wrks.W Hpl	C
136686	*ex*Wyneric–37,	*Fitted for oil fuel*														
GRFJ	*ex*RicardoA.Mestres)	D.F. 1*Dk*														
	Mchy.Aft	*Fitted with cylindrical tanks in holds for carrying Petroleum*														
84005	**Stanray** (*ex*Hansa–37)		880 / 750 / 516	~~100A1~~ 5,37 ~~2,38~~ ~~M36,38~~	Sou ~~Mdb~~ ~~M36,38~~	*l*	OG 8,37	1904	Act.Ges. "Neptun" Rostock *Lloyd's SA&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *Cell D Ba51′ u E*	215·0 | 30·6 | 14·1 224·1(O.L.) B53′F20′ FK *B36′ f 87′ 270 t F P T*			London British *4 B H Cem* *15 t A P T 9 t*	T.3Cy.16⅝″,25⅝″&41½″– 28½″ 170lb (*s*) 98RHP 2SB,*4cf*,GS61,HS2138 A.G."Neptun," Rostock	16 ″ 4 s 1 ″ 11½ 14 ″ 6½
Broken up								8mo								
118477		*ss*Sou.2ndNo.3–6,29														
GLJN	Wireless Sub.Sig.	*ss*Sou.No.1–34 1*Dk*(*Stl*) *deep framing*	516	~~M36,38~~	~~LMC~~ ~~M36,38~~											
84006	**Stanthorpe** (*ex*Kambole–37,		*4524* / 4376 / 2870	✠100A1 1,38 BS1,38	Msl ✠LMC6,34	*x*	CL 1,38	1915	J.Priest- man&Co. Sunderland *Lloyd's SA&CP*	O.E.Bertin *Cell D Ba125′ n E26′*	380·0 | 50·0 | 26·7 P32′B98′F37′ FK *f 167′ 1063 t F P T 84 t*			French *6 B H Cem* *A P T 12 l t*	T.3Cy.25″,37½″&69″–48″ 180lb (*s*) 381NHP 3SB,*9cf*,GS165,HS6190 Richardsons,Westgarth& Co.Ld.Sld.	29 ″ 3 s 5 ″ 8½ 23 ″ 9
	ex Malvern Range)	*ss*Liv.No.3–6,27														
Now "Yolande Berlin," see No. 9071 in Supplement		*ss*Ant.No.2–34														
		2*Dks*(*Stl*)														
84007	**Stanville** (*ex*Stanmore–37,		538 / 377 / 218					1918	D.Boot Alphen a/d Rijn	JohnS.Monks,Ld.	164·9 | 25·5 | 10·8 Q98′B11′F23′			Liverpool British	T.3Cy.14″,22″&31″–24″ 79RHP N.V.Machinefabriek "Delftshaven" Rotterdam	V
143962	*ex*Wooler–34,*ex*JollyKate,*ex*Marsdiep)															
MJTG	*Mchy.Aft*	1*Dk*														
84008	**Stanwell** (*ex*Stockwell–38)		5767 / 5361 / 3680	✠100A1 ~~2,38~~ 1,39 ~~M36,38~~ *Fitted for oil fuel* 6,18	Gls ~~Mdb~~ ~~M36,38~~	*a†*	CL ~~9,37~~ 7,~~37~~ 8,39 *F.P. abo*	1914	Sir J. Laing &Sons,Ld. Sunderland *Lloyd's SA&CP Interme*	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *diate B Hin No.2* *Cell D Ba124′ u E*	425·0 | 53·9 | 30·4 P35′B122′F46′ FK *hold dispensed with B46′ f 181′ 1143 t F P*			London British *Cem* *6 B H only* *T90t A P T 50 t*	Q4Cy25½″,36″52½″&76″–54″ 220lb ~~180lb~~ (*s*) 664NHP 3SB,*12cf*,GS214,HS9657 FD N.E.MarineEng.CoLdNwc	33 ″ 0 s 6 ″ 11½ 26 ″ 3
133565		*ss*Gls.2ndNo.3–2,34														
GDFX	D.F.	2*Dks*(*Stl*) *ss*Mdb.No.1–38														
84009	**Stanwold** (*ex*Easingwold–37,		1019 / 793 / 603					1909	Osbourne, Graham&Co. Sunderland	StanhopeS.S.Co. Ld. (J.A.Billmeir& Co.Ld.*Mgrs.*)	210·5 | 33·2 | 13·6 Q108′B10′F20′			London British *W B*	T.3Cy.16″,27″&44″–30″ Richardsons, Westgarth&Co.Ld.Sld. 106NHP	C
160885	*ex*Pervyse,*ex*AlfredKrelinger)															
MPSV	Wireless	1*Dk*														
84010	**Stanwood** (*ex*Hesione–37,		4158 / 3757 / 2499	100A1 *Shelter dk* *with freeboard* ~~2,39~~ ~~M37,38~~ ~~M36,38~~	Grk Mdb Cff LMC10,36		OG ~~3,38~~ 4,39	1915	Reiherst'g Schiffsw. Hamburg *Cell D Ba103′*	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *u E39 f 158′ 1068 t D*	361·6 | 51·2 | 25·6 *Fon Shltr dk39′* FK *Collision* *Ta34′741 t A P T 41 t*			London British *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.24⅜″,40⅛″&66½″–47½″ 200lb (*s*) 410NHP 2SB(Spt),*6cf*,GS130, HS5758 Reiherst.Maschinenf.Ham.	28 ″ 2 s 3 ″ 0 25 ″ 4½
GBCQ	D.F.	*ss*Mdb.No.1–38 2*Dks*(*Stl*) *Shelter dk*(*Stl*)														
84011	—	**Wood**	1129					1916	Kruse& Banks N.Bend.Or.	StanwoodS.S.Co. (W.R.Chamberlin &Co.*Mgrs.*)	206·0 | 42·0 | 16·5			S. Frncisco Utd. States	T.3Cy.13½″,23″&40″–30″ Main I.Wks. 88NHP San Francisco,Cal.	
214500		*Fitted for oil fuel*	—													
KJZA		1*Dk*	627													
84012	**Star** Ⓟ		1550					1938	Howaldts- werkeA.G. Kiel	ArgoReederei R.Adler&Co.	245·2 | 38·5 | 12·4 B70′F33′			Bremen German *W/*	C.2Cy.17⅛″&35⅛″–35⅞″& LPturbine withDRgearing &hydraulic coupling Deutsche Sch.u-Mschb. Bremen 222NHP	
	"Reiher," *see No. 89814 in Supplement*															
	Wireless D.F. E.S.D.	2*Dks*														
	Ref.Mchy.	*Cruiser Stern*														
84013	— (*ex*Troldfos)		1531 / 1349 / 852	✠100A1 ~~2,38~~ 11,37 1,39 ~~M36,37~~	Osl Cff LMC ~~5,37~~ 6,~~38~~	*g*	CL ~~11,37~~ 5,38	1922	Ardrossan D.D.Co.Ld Ardrossan *Lloyd's SA&CP*	A/S Standard (J.B.Stang, *Mgr.*) *Cell D B215′ 453 t F P T*	255·5 | 39·4 | 16·6 P22′B&F212′ FK			Oslo Norwegian *4 B H Cem* *12 t A P T 35 t*	T.3Cy.19″,32″&52″–36″ (*s*) 180lb 203NHP 2SB,*6cf*,GS105,HS3518 J.G.Kincaid&Co.Ld.Grk	18 ″ 8
LEXY		1*Dk*(*Stl*)														
84014	**Star of Alexandria**		*4329* / *4017* / *2719*	✠100A1 5,38 ~~6,37~~ MS6,35	Avn Alx LMC BS5,~~37~~ 5,38	*x*	CL ~~6,36~~ 5,38	1928 1mo	Swan,Hun- ter&Wigham Richardson, Ld Sunderlnd *Lloyd's SA&CP*	AlexandriaNav.Co. S.A.E. *Cell D Ba*	378·0 | 52·5 | 25·8 P37′B227′F30′ FK *u E148′ f 164′ 1071 t*			Alexndria Egyptian *6 B H pt Cem* *A P T 12 l t*	T.3Cy.23″,39″&66″–45″ (*s*) 200lb 359NHP 3SB(Spt)*9cf*,GS171,HS5844 Swan,Hunter&Wigham Richardson,Ld.Nwc.	27 ″ 9 s 3 ″ 9½ 24 ″ 1½
69	(*ex*Toftwood–36)	*ss*Mdb.No.2–35														
SUCT	D.F.	1*Dk*(*Stl*)														
84015	**Star of Cairo** (*ex*GoldenSea–37)		~~4553~~ ~~T2,38~~ 10,38 ~~10,37~~ ~~8870~~ 4579 4288 2891	✠100A1 ~~BS6,37~~ 9,38 *Fitted for oil fuel*	Npt Nwc LMC4,35 5,24	*z*	CL 10,37 *F.P. a*	1924 5mo	W. Hamil- ton&Co.Ld Pt.Glasgow *Lloyd's SA&CP*	AlexandriaNav.Co. S.A.E. *Cell D B332′ 985 t D*	387·6 | 52·0 | 26·5 P33′B114′F44′ FK *T f 28′ 746 t A P T 17 t*			Alexndria Egyptian *pt Cem* *6 B H to U dk* 1 ,, ,, *2nd* ,,	T.3Cy.26″,38″&70″–48″& exhaust turbine driving steam compressor 180lb (*s*) 382NHP 3SB,*9cf*,GS177,HS6081 D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 5 ″ 3½ 23 ″ 11
73		*ss*Hak.No.3–4,35														
SUBP	D.F.	2*Dks*(*Stl*)														

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned or Period of Equipment. Letter.	7* Date when tail shaft last drawn.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught.	15 In Service 1938 LLOYD'S REGISTER classification Date of Last Docking
84016	**Star of Egypt** (*ex*General Smuts-34, *ex*Phœbus)	4365 4079	✝100A1 ~~Dec'37~~ 11,38	Npt	*y*	CL 3,38	1921 3mo	Palmers' Co.Ld. Newcastle	AlexandriaNav.Co. S.A.E.	386·7 | 52·8 | 26·5	Alexndria Egyptian	T.3Cy.26″,43″&71″–48″ (*s*) 180lb 453NHP	28 ″ 6 s 5 ″ 5½
59 SUBD	*ss*Mil.No.3–1,34 D.F. 2*Dks*(*Stl*) *ss*Alx.No.1-38	4079 2677	~~3,38~~ ~~3,38~~ ✝LMC1,38							P36′Ba21′B113′ Bf21′F42′ FK	6*BIIptCem*	3SB,9*cf*,GS220,HS8007 Palmers'Co.Ld.Newcastle	23 ″ 4
			Fitted for oil fuel 3,21			*F.P. a*			*CellD*	B327′ 848*t FPT*97*t*	*APT*20*t*		
84017	**Star of Hollywood** (P) (*ex*City of Panama-34, *ex*La Playa-33, *ex*Playa Ensenada-32, *ex*Chiapas, *ex*Mistletoe)	1488 — 864					1918	Greenock& Grngemouth Dckyd.Co.Ld Grngemouth	MartinS.Lewis,Jr.	254·6 | 35·2 | 17·2 P&B167′F29′ FK	L.Angeles Utd.States	T.4Cy.22½″,36″&(2)41″–27″ NDB21 228NHP	18 ″ 0
232927 WBFW	*Fitted for oil fuel* 1*Dk*2*nd dk in Nos.1&3 holds*										*WB*	Dunsmuir&JacksonLdGls.	
84018 SUBO	**Star of Ramleh** (*ex*Alness-33) D.F. 2*Dks*	3694 — 2220					1920	RopnerS.B. &Repg.Co. (Stn.)Ld. Stockton	AlexandriaNav.Co. S.A.E.	346·7 | 51·0 | 24·1	Alexndria Egyptian *WB*	T.3Cy.25″,41″&67″–45″ 301NHP Blair&Co.Ld.Stockton	C
84019 SUCS	**Star of Suez** (*ex*Marthara-38) *ss*Shl.No.3–2,38 D.F. 2*Dks*(*Stl*)	4999 4683 3105	✝100A1 ~~2,38~~ 11,38 ✝LMC2,38	Shl Npt	*y*	CL 10,36	1926 1mo	D&W Hendersn&Co.Ld. Glasgow	AlexandriaNav.Co. S.A.E.	403·0 | 52·2 | 27·3 415·3(O.L.) P45′B125′F46′ FK	Alexandria Egyptian	T.3Cy.25″,41″&68″–51″ (*s*) 180lb FD 449NHP	29 ″ 10 s 5 ″ 8
							Lloyd's	*sA&CP*	*Cell DB*343′ 1111*t FPT*		6*BIICem*	3SB(Spt)9*cf*,GS150,HS6531	24 ″ 5½
84020 162115 GZFB	**Starcross** D.F. 1*Dk*&*Shelter dk* *Cruiser Stern* *Longitudinal framing at decks*	4662 4278 2748	✝100A1 *withfreeboard* ~~1,38~~ 2,39 ✝LMC1	Cff Nwc	*a*†	CL ~~1,38~~ 2,39	1936 11mo	J.L Thompson&Sons,Ld. Sunderland	ExmouthS.S.Co. Ld.(AnningBros. *Mgrs.*)	411·0 | 57·7 | 24·4 FK	Cardiff British	T.3Cy.21″,35½″&60″–39″(*s*) 220lb *220lb* 298NHP	27 ″ 6 s 8 ″ 8½
							Lloyd's	*sA&CP*	*CellDB*325′1024*t*	*FPT*224*t APT*184*t*	6*BHCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	2SB,*6cf*,GS98,HS3910 FD Richardsons,Westgarth& Co.Ld.Hpl	25 ″ 0½
84021 LEYC	**Stargard** 1*Dk*	1113 977 657					1915	Trndhjms Mek.Værks. Trondheim	A/S Standard (J.B.Stang, *Mgr.*)	226·5 | 36·5 | 15·7 P12′B52′H57*t*F26′	Oslo Norwegian *WB*	T.3Cy.17″,27½″&46″–30″ 116NHP TrondhjemsMVTrndheim	N
84022 UPAM	**Stari Bolshevik** *Oil Eng.* 1*Dk*	3974 3256 2256					1933	Severney S.B.Yard Leningrad	U.S.S.R.	347·6 | 51·6 | 24·9 P29′B53′F30′	Odessa Russian *WB*	Oil Engines 2S.C.SA 1Cy 26¾″–47⅞″ 497NH RussianDiesel Works,Len.	
84023 7698 SEBN	**Starke** (P) (*Ferry&Icebreaker*) GyC. 2*Dks* Sub.Sig. *Cruiser Stern*	TwinSc 2459 2232 706					1930	Deutsche Werke Kiel A.G. Kiel	SvenskaStatens Järnvägar (E.vonFriesen)	305·5 | 52·1 | 23·3 F89′	Trelleborg Swedish *WB*	T.6Cy.24 7/16″,39″&63¾″–35¾″ 487NHP Akt.Lindholmen-Motala	G
84024 162483 MPWY	**Starling** *ss*Lon.No.2–39 ~~*ss*Lon.No.1–38~~ *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1320 954 628	✝100A1 *withfreeboard* 4,39 ~~4,87~~ ✝Lloyd'sRMC	Lon	*q*	CL ~~1,37~~ 1,39	1930	AilsaS.B. Co.Ld. Troon	GeneralStm.Nav. Co.Ld.	246·0 | 40·2 | 12·8 B62′ FK	London British	T.3Cy 18″,29″&48″–36″ (*s*) 200lb 201NHP	14 ″ 9 s ″ 2
							Lloyd's	*sA&CP*			5*BHCem* (*Coll to Sh dk* 4 ,, *2nd* ,,)	2SB.*6cf*,GS118,HS3650 AilsaS.B.Co.Ld.Troon	14 ″ 8½
									*CellDB*202′335*t FPT* 42*t APT*11*t*				
84025 145609 CYML	**Starmount** (*ex*Pabjune) *Mchy.Aft* 1*Dk*	1859 1643 1122					1923	Dunlop, Bremner&Co Ld. Pt.Gls.	CanadaSteamship Lines,Ld.	252·0 | 43·1 | 17·3 F37′	Montreal British *WB*	T.3Cy.16″,26½″&44″–33″ 96RHP Dunlop,Bremner&Co.Ld.	C
84025* 210542 WDDR	**Starr** (P) *Fitted for oil fuel* Wireless 2*Dks*	525 — 309					1912	J.F.Duthie &Co. Seattle,Wash	AlaskaS.S.Co.Inc.	131·1 | 25·8 | 19·7 P40′	NewYork Utd.States	T.3Cy.12½″,21″&36″–27″ 67NHP Washington I.Wks.Seattle	
84026 166[illegible] GNXC	**Starstone** D.F. E.S.D. 1*Dk*&*Shelter dk* *Cruiser Stern*	5702 5276 3441	✝100A1 *withfreeboard* ~~2,38~~ ✝LMC7,38 (*Class Cont. in print*)	Shl	*b*‖	CL 1,39	1938 8mo	Wm.Doxford&SonsLd Sunderland	~~A.Vlasov~~ Iva S.S. Co.Ld.(Navigation&Coal Trade Co.Ld. *Mgrs.*)	~~122·3~~ | ~~57·5~~ | ~~26·5~~ 431·9 | | 26·7 447·7(O.L.) FK	London British	T.3Cy.24″,39″&69″–48″ 2200lb (S) FD 4[illegible]NHP	29 ″ 1 s 3 ″ 4½ 25″ 11½
							Lloyd's	*sA&CP*	*CellDB*373′1362*t MT*160*t FPT*		7*BIIptCem* (*1to2nd dk*) *APT*191*t*	3SB(Spt)9*cf*,GS151,HS6585 Richardsons,Westgarth& Co.Ld.Hpl.	
84027 7854 SDRA	**Start** (*ex*Cranstone-33, *ex*Spette) 1*Dk*	1765 1329 991					1922	OuseS.B. Co.Ld. Hook,near Goole	RederiA/B Thetis (R.Hellberg, *Mgr.*)	262·5 | 40·0 | 16·0 P28′Q82′B57′F21′	Gothenbrg Swedish *WB*	T.3Cy.19½″,31″&53″–36″ 169NHP Hwthrn,Leslie&CoLd.Nwc	C
84028 — LEYD	1*Dk*	1168 990 682					1923	A/S.Skiens Verksteder Skien	A/S Start (A.T.Simonsen)	226·4 | 36·6 | 15·7 P45*t*H66*t*Q31*t*	Oslo Norwegian *WB*	T.3Cy.16″,25″&42″–30″ 97NHP SkiensVerk.A/S,Skien	N
84029 142834 GBJR	**Start Point** (*ex*Bretwalda-35) *ss*Cff.No.3–3,32 D.F. *ss*Shi.No.1–36 2*Dks*(*Stl*)	5293 4844 3274	✝100A1 1,39 ~~2,38~~ ✝LMC MS10.36 S7~~3~~9,	Cbo Rot	*y*	CL N7,37	1919 6mo	Sunderlnd S.B.Co.Ld. Sunderland	CerealTrade& ShippingCo.Ld.	400·0 | 52·4 | 28·4 P49′B113′F39′ FK	Newcastle British	T.3Cy.27½″,44″&73″–48″ (*s*) 180lb 517NHP	31 ″ 0 s 6 ″ 0½
							Lloyd's	*sA&CP*	*CellDB*	344′ 1128*t FPT* 118*t*	7*BHCem* *APT*209*t*	3SB,9*cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	25 ″ 3
84030 161518	**Starwell** *Mchy.Aft* 1*Dk*	1938 1638 1158					1929	Swan,Hunter&Wigham Richardson, Ld.Sld.	SarniaSteamships Ld. (R.Scott Misener, *Mgr.*)	252·8 | 43·4 | 17·8 Q100′F35′	Montreal British *WB*	T.3Cy.15″,25″&40″–33″ 81RHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	C
84031 DHWD	**Stassfurt** *Ref.Mchy.* 2*Dks* D.F. GyC. Sub.Sig.	7395 6519 4312					1930	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	476·6 | 63·1 | 28·4 B&F428′ *Upper*F39′	Hamburg German *WB*	4SteamTurbinesSRgeared to 1 Sc.Shaft NB37 E*made*23*refitted*30 Blohm&Voss,K.a.A.Ham.	G
84032 222636 KJZB	**State of Maryland** (P) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	1784 1477 669					1922	ThePusey &JonesCo. Wlmgtn,Del.	BaltimoreSteam PacketCo.	320·0 | 56·6 | 16·9	Baltimore Utd.States	T.4Cy.24½″,40″&(2)47″–42″ 290NHP Pusey&JonesCo.Wlmngtn	R
84033 222715 KJZC	**State of Virginia** (P) 1*Dk*	1783 — 674					1923	ThePusey &JonesCo. Wlmgtn,Del.	BaltimoreSteam PacketCo.	320·0 | 56·6 | 16·9	Baltimore Utd.States	T.4Cy.24½″,40″&(2)47″–42″ 246NHP Pusey&JonesCo.Wlmngtn	R
84034 PHSN	**Statendam** (P) TwinSc *ss*Rot.No.2–37 ~~*ss*Rot.No.1–36~~ *Ref.Mchy.* 4*Dks*(*Stl–Weather dk* ws) 5*th dk*(*Stl*) *in holds*&*th dk* GyC. (*Stl*) *in No.1 hold* D.F. Sub.Sig. *Cruiser Stern*	28291 22088 16920	✝100A1 *withfreeboard* ~~6,39~~ MS8,~~38~~ ✝Lloyd'sRMC ~~5,38~~ 5,39 *Fitted for oil fuel* 4,29 BS12,38	Rot	*r*†	CL ~~11,37~~ 12,38 *Completed by*	1929 4mo	Harland& Wolff,Ld Belfast	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	674·2 | 81·3 | 49·4 670·4 FK&BK2½ B323′	Rottrdam Dutch	6 SteamTurbinesSRgeared to 2 Sc.Shafts (*s*) 4644NHP 430lb *100lb* FD HS42960 6 Water Tube Boilers(Spt) Harland&Wolff,Ld.	53 ″ 9 s 20 ″ 11½ 33 ″ 3½
							Lloyd's	*sA&CP*	*CellDB*581′3233*t DTa*48′	961*t DTf*56′	11*BHCem* (*Coll to W dk* 10,,*2nd*,,)	1590*t FPT*203*t APT*124*t*	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. BHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Restrictions
84035 147474 GJQD	**Statesman** (*ex*BritishPrince–35, *ex*LondonShipper) *ss*Gls.No.3–11,35 2 *Dks*(*Stl*)& *Shelter dk*(*Stl*) D.F. GyC. *Cruiser Stern*		7939 7368 4947	✠100A1 *Shelter dk* *withfreeboard* ~~9,34~~ ~~11~~ MS11,35 *Fitted for oil fuel* *Fitted for carrying oil*	Mdb Gls Mc 8,23 *F. P. abve* 150° F. 1,29 *F. P. abve* 150° F. *in after deep tank.*	*c*† CL 2,35 5,38 3 *F. P. abve* 150° F.		1923 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's*A&CP	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *Duct keel in Boiler* *Cell DB*366′ 1568*t*	450·4|58·0|38·3 468·0(O.L.) F42′ *on Shelter dk* *space&forward*154′6 „ „ *U* „ *DTf*33′967*t DTa*33′ 797*t FPT*6	Liverpool British *ptCem* *nBHtoSh dk* 6 „ 2*nd* „)	2SteamTurbinesSRgeared to 1 Sc. Shaft 1901b (*s*) 1004NHP 4SB,*16cf*,GS325,HS13168FD Richardsons,Westgarth& Co.Ld Mdb.	41 ″ 0 s11 ″ 1½ 30 ″ 2	
84036 165381 GZKG	**Statira** *Oil Eng.* 1 *Dk*& *Shelter dk* *Cruiser Stern*		4852 4421 2920	✠100A1 *withfreeboard* ~~11,37~~ 2,39	Lon MC1,37	CL 7,38		1937 1mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's*A&CP	ChellewSteamship ManagementCo. Ld.(F.C.Perman, *Mgr.*) *Cell DB*350′1176*t*	423·4|54·2|26·1 439·2(O.L.) FK *MT*1233*t APT*177*t*	London British 7*BHptCem* *Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.20½″–81⅞″ 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
84037 LDRG	**Statsraad Lehmkuhl** (*ex*Grossherzog Friedrich August) *Oil Eng.* *Mchy.Aft* 2 *Dks*& *Shelter dk* (*See Sailing Ship Register*)	**AuxBk**	1701 864 764					1914	J.C.Tecklenborg A.G. Weser-münde-G.	BergensSkoleskibs Styre	258·2|41·5|21·4 P236*t*H95*t* 13·9	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.15¾″–21⅞″ 174NHP J.C.TecklenborgA.G.Wsm		
84038 LEYI	**Stavanger I** Ⓟ 1 *Dk*		718 349 351					1914	Trndhjms Mek.Værks. Trondheim	DetStavangerske Dampskibsselskab	193·6|28·0|12·5 P&B109′F55′	Stavanger Norwegian *WB*	T.8Cy.17½″,28″&47″–30″ 121NHP Trondhjems M V.Trndheim		N
84039 LEYJ	**Stavangeren** Wireless 1 *Dk*		1002 896 606					1908	Stavanger Stöberi&Dok Stavanger	A/S D/S Stavangeren (K.Olsen)	230·5|33·1|15·3 P7*t*H44*t*F29*t*	Stavanger Norwegian *WB*	T.8Cy.17″,28⅜″&47″–33″ 127NHP StavangerStöberi&Dok		N
84040 LFSA	**Stavangerfjord** Ⓟ **TwinSc** *ss*N.Yk.No.3–1,30 *ss*Osl No.1–35 2 *Dks*(*Stl*)& *Shelter dk* (*Stl*–ws)3*rd dk in Nos.*1,2&3*holds* D.F. E.S.D. GyC. *Cruiser Stern*		13156 9814 7793	✠100A1 *Shelter dk* *withfreeboard* 6,37 BS1,38′ *Fitted for oil fuel* 3,2	Osl MC3,[illegible] *F. P. abve* 150° F.	CL 3,38		1918 2mo	Cammell Laird&Co.Ld Birkenhead *Lloyd's*A&CP	DenNorske AmerikaLinje A/S *Cell DB*480′	532·5|64·2|29·3 P21′B&F464′ *onShelter dk* FK 1580*t DTa*80*t FPT*1	Stavanger Norwegian 10*BHCem* 79*t APT*197*t*	Q.8Cy26½″37½″53″&76″–54″ &LP turbines withDR gearing&hydraulic coup-lings 220lb (*r*) 1973NHP 8SB,*32cf*,GS630,HS24640FD Cammell Laird&CoLdBkn.	32 ″ 6 s 5 ″ 5½ 27 ″ 3	
84041 SVUM	**Stavropol** Ⓟ (*ex*Kotik) 1 *Dk*& *Spar dk*		1210 1047 686					1907	Nüscke& Co.A.G. Stettin	U.S.S.R.	197·9|32·9|20·5 F31′B66′	Vladvostk Russian *WB*	T.8Cy.17″,26″&43″–28″ 98NHP Schiffsw.Uebigau, Dresden		
84042 SVUM	**Stavros** (*ex*KingstonHill–37, *ex*Ashleigh–36) 1 *Dk*& *Shelter dk*		*4853* *4491* *2893*					1925	Furness S.B.Co.Ld. Haverton-Hill-on-Tees	KassosSteamNav. Co.Ld. (Pneumaticos, Rethymnis, Yannaghas, *Mgrs*)	410·5|53·6|25·6 F32′	Syra Greek *WB*	T.8Cy.27″,45″&75″–51″ 402NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
84043 739 SVNI	**Stavros Coumantaros** (*ex*Vostalia–33) ~~*ss*Rot.No.3–10,35~~ ~~1~~*ss*Pir.2ndNo.3–10,38 ~~*ss*Rot.No.2–32~~ 2 *Dks*(*Stl*)		*5528* *5198* *3511*	✠100A1 10,38 ~~8,36~~ ~~[illegible]~~ MC~~[illegible]~~ 10,38	Pir	*a*† CL 11,36		1912 5mo	Russell& Co. PortGlasgow *Lloyd's*A&CP	Coumantaros Bros.(Th.&N. Coumantaros,Ld. *Mgrs.*) 1 *intermed* *Cell DBa*135′ *u*	423·4|56·0|27·9 P43′B123′F42′ FK *ite BH & 2 'tween E*24′ *f*186′ 1213*t D* *dk BH's omitted Ta*36′1089*t APT*26*t*	Piræus Greek *Cem* 1*BHtoUdk* 2 „ 2*nd* „	T.8Cy.27″,45″&74″–51″ (*s*) 1801b *80lb* 538NHP 3SB,*9cf*,GS171,HS7875FD J.G.Kincaid&Co.Ld.Grk. *only*	30 ″ 6 s5 ″ 11½ 24 ″ 10	
84044 OZHE	**Steady** (*ex*Th.Stauning–34) **Wood** Wireless D.F. (*Fish Carrier*) *Oil Eng.* *Ref.Mchy. Mchy.Aft* 1 *Dk*		397 328 217					1931	J.Ring-Andersen Svendborg	RederiA/S Gunbjörn(A.M.Andreasson,*Mgr.*)	132·9|28·0|14·5	Vaag, Faroe Is. Danish	Oil Engines 4S.C.SA 6Cy.11⅛″–18⅛″ 81NHP A/S Frichs,Aarhus.		V
84045 YPBE	**Steaua Romana** (*ex*EmilGeorg vonStauss,*ex*Olex) *ss*Shl.No.3–7,26 Sub.Sig. *ss*Gen.No.2–34 *Mchy.Aft* 2 *Dks*(*Stl*)& *Web frames* D.F. E.S.D. *Longitudinal framing*		*5311* *4538* *3229*	100A1 8,37 ~~BS8,37~~ 9,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,2	Gen LMC9,34 *F. P. abve* 150° F	*y* CL 8,37		1914	Nordsee-werke Emden *Lloyd's*AP	SteauaRomana Soc.Anon. *Cell DBuE&B* 232*t DTf*40′46	391·9|53·0|29·2 406·8(O.L.) P119′B31′F38′ FK 2*tFPT*211*t APT*71*t*	Constntza Roumanian 16*BHptCem* (13 *to U dk* 3 „ 2*nd* „)	T.3Cy.24″,39⅜″&66⅛″–47½″ 2001b *120lb* (*s*) 382NHP 2SB(Spt),*6cf*, „ HS5360FD Bremer Vulkan,Vegesack.	29 ″ 7	
84046 219514 KOXZ	**Steel Age** *ss*N.Os.No.3–6,32 *ss*Bal.No.1–35 GyC. 1 *Dk*(*Stl*)& *Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*		6188 5705 3821	✠100A1 *Shelter dk* *withfreeboard* 9,38 ~~11,37~~ LMC MS7,35 *Fitted for oil fuel* 2,2	Bal ~~8,36~~ 9,38 0 *F. P. abve* 150° F.	*z* CL		1920 2mo	Federal S.B.Co. Kearny,N.J. A&CP	IsthmianS.S.Co. *Cell DB*	395·5|55·0|31·4 P45′B110′F18′*on Shelter dk* FK 331′1512*t FPT*187*t APT*175*t*	New York Utd. States *ptCem* 6*BHtoSh dk* HS7836FD	2 Steam Turbines DR (*s*) geared to1Sc.Shaft 210lb 3SB(Spt),*9cf*, 596NHP Midwest Eng.Co. Indianapolis,Ind.	34 ″ 11 s 7 ″ 11 27 ″ 2½	
84047 225935 KFZW	**Steel Chemist** *Oil Eng.* *Mchy.Aft* GyC. D.F. 1 *Dk*		1694 1489 974					1926	Federal S.B.&D.D.Co Kearny,N.J.	UnitedStatesSteel ProductsCo.	250·0|42·7|20·0 F40′	New York Utd. States *WB*	Oil Engines 2S.C.DA 4Cy.16″–24″ 358NHP Worthington Pump& Machy.Corp.Buffalo,N.Y.		R
84048 225508 KFZX	**Steel Electrician** *Oil Eng.* *Mchy.Aft* GyC. D.F. 1 *Dk*		1694 1560 974					1926	Federal S.B.&D.D.Co Kearny,N.J.	UnitedStatesSteel ProductsCo.	250·3|42·9|17·2 F40′	New York Utd. States *WB*	3 Oil Engines connected to Elec.Mot.&ScShft 4S.C.SA 12Cy.15″–22″ 263NHP Diesels-New London Ship &Eng.Co.N.Lndn,Conn.		R
84049 220495 KDCX	**Steel Engineer** *Fitted for oil fuel* GyC. 2 *Dks*		5687 — 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2|56·2|26·5 P41′B&F350′	New York Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft W&A FletcherHobokenNJ		R
84050 220553 KDDN	**Steel Exporter** *Fitted for oil fuel* GyC. 2 *Dks*		5687 — 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2|56·2|26·5 P41′B&F350′	New York Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
84051 220776 KDJL	**Steel Inventor** *Fitted for oil fuel* GyC. 2 *Dks*		5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2|56·2|26·5 P41′B&F349′	New York Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co		R
84052 220179 KUVK	**Steel Mariner** *Fitted for oil fuel* GyC. 2 *Dks*		5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2|56·2|26·5 P42′B&F350′	New York Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft W&A FletcherHobokenNJ		R
84053 221857 KDWL	**Steel Navigator** *Fitted for oil fuel* GyC. 2 *Dks*		5719 5081 3471					1921	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2|56·2|26·5 P41′B350′	New York Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When, — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. N.H.P.=Horse power by Society's formulæ; B.H.P.=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84054 92830 KJZD	**Steel Pier** Ⓟ (*ex*Miami-32)	**TwinSc** 2 *Dks & Promenade dk*	1775 — 1065					1897	W.Cramp &SonsCo. Philadelphia	CapeCodS.S.Co.	239·2 40·1 21·8			Boston Utd. States	T.6Cy.18″,27″&42″–24″ 172NHP W.Cramp&SonsCo.Phl.		
84055 220652 KDGL	**Steel Ranger** *Fitted for oil fuel* GyC.	 2 *Dks*	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 56·2 26·5 P41′B&F319′			New York Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
84056 221785 KDVW	**Steel Scientist** *Fitted for oil fuel* GyC.	 2 *Dks*	5683 — 3405					1921	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 56·2 26·5 P41′B350′			New York Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
84057 221707 KDVN	**Steel Seafarer** *Fitted for oil fuel* GyC.	 2 *Dks*	5719 5081 3471					1921	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 56·2 26·5 P42′B&F351′			New York Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc Shaft FederalS.B.Co.		R
84058 220180 KUVL	**Steel Trader** *Fitted for oil fuel* GyC.	 2 *Dks*	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 56·2 26·5 P42′B&F350′			New York Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft W&A FletcherHobokenNJ		R
84059 222539 KFCI	**Steel Traveler** *Fitted for oil fuel* GyC.	 3 *Dks*	7056 5081 4381					1922	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 56·2 26·5			New York Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
84060 219662 KUFN	**Steel Voyager** *ss*Bal.No.3-2,32 *ss*Bal.No.1-35 1 *Dk(Stl)* & *Shelter dk(Stl)* & GyC. *Web frames* *Longitudinal framing*		6198 — 3798	✠100A1 *Shelter dk* *with freeboard* ~~7·—~~ ~~8,37~~ 20[illegible] [illegible] *Fitted for oil fuel* 2,20	NNs Bal ~~1,38~~ 1,39 ~~1,38~~ 38	*z*	CL *F.P. above* 150° F.	1920 2mo	Federal S.B.Co. Kearny,N.J. A&CP	IsthmianS.S.Co. *CellDH*	395·5 55·0 31·4 P45′B110′F38′ *on Shelter dk* 331′1512*t* *FPT*187*t*			New York Utd. States *ptCem* FK 6*BHtoSh dk* *APT*175*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 210lb 596NHP 3SB(Spt),*9cf*,HS7836 FD Midwest EngineCo. Indianapolis,Ind.	34 ″ 11 s7 ″ 11 27 ″ 2½	
84061 220380 KDBJ	**Steel Worker** *Fitted for oil fuel* GyC.	 2 *Dks*	5687 — 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 56·2 26·5 P41′B&F350′			New York Utd. States	2 Steam Turbines DR geared to 1Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
84062 219513 KOXX	**Steelmaker** *ss*N.Os.No.3-1,32 *ss*Bal.No.1-35 1 *Dk(Stl)* & *Shelter dk(Stl)* & GyC. *Web frames* *Longitudinal framing*		6173 5705 3809	✠100A1 *Shelter dk* *with freeboard* ~~9,3[illegible]~~ 2,99 ~~M[illegible]~~ *Fitted for oil fuel* 1,20	Mob ~~Hu[illegible]~~ ~~1,37~~ 4,37	*z*	CL *F.P. above* 150° F.	1920 1mo	Federal S.B.Co. Kearny,N.J. A&CP	IsthmianS.S.Co. *CellDB*	395·5 55·0 31·4 P45′B110′F38′ *on Shelter dk* 331′1512*t* *FPT*187*t*			New York Utd. States *ptCem* FK 6*BHtoSh dk* *APT*175*t*	2 Steam Turbines DR (*s*) geared to 1Sc.Shaft 210lb 3SB(Spt),*9ef*, HS7836 FD Midwest EngineCo. Indianapolis,Ind.	34 ″ 11 s7 ″ 11 27 ″ 2½	
84063 222992 KFNO	**Steelmotor** *OilEng.* *Mchy.Aft* 1 *Dk* D.F. GyC.		1695 1488 973					1923	Federal S.B.Co. Kearny,N.J.	UnitedStatesSteel ProductsCo.	250·3 42·9 17·2 F40′			New York Utd. States *WB*	Oil Engines 4S.C.SA 6Cy.22″–32″ 283NHP McIntosh&Seymour, Auburn,N.Y.		R
84064 222537 KFCG	**Steelore** *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing*	**TwinSc**	8215 7058 4172					1922	Bethlehem S.B.Corp.Ld Sparrow'sPt.	OreS.S.Corp.	550·7 72·2 43·9 P139′B82′F50′			New York Utd. States *WB*	SR Geared SteamTurbines BethlehemS.B.Corp.Ld. ForeRiver,Mass.		R
84065 204393 WCDS	**Steelton** (*ex*HerbertK.Oakes, *ex*Milinokett) *Mchy.Aft* D.F. 1 *Dk*		6215 — 4947					1907	Gt.Lakes Eng.Works Ecorse,Mich.	BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*)	504·0 52·2 31·0 *WB*			Wilmgton (Del.) Utd. States	T.3Cy.23″,37″&63″–42″ 257NHP GreatLakesEng.Wks.Det.		R
84066 223082 KFNW	**Steelvendor** *OilEng.* *Mchy.Aft* 1 *Dk* D.F. GyC.		1695 1488 973					1923	Federal S.B.Co. Kearny,N.J.	UnitedStatesSteel ProductsCo.	250·3 42·9 17·2 F40′			New York Utd. States *WB*	Oil Engines 4S.C.SA 6Cy.22″–32″ 283NHP McIntosh&SeymourCorp. Auburn,N.Yk.		R
84067 164687 MLRL	**Steersman** *OilEng.* *Mchy.Aft* 1 *Dk* Wireless *CruiserStern*		334 257 153	✠100A1 ~~7-3-10.37~~ 3,39 ✠LMC8 36 *Carrying Petroleum in bulk*	Hul	*e*	OG	1936 8mo	N.V.Indus-trieeleMaats. "DeNoord" Alblasserdam *Lloyd's SA&CP*	C.Rowbotham& Sons	143·3 23·7 9·3 P37′F23′ FK *FPT*54*t*.*APT*17*t*			London British 8*BH*	Oil Engines 4S.C.SA 6Cy.11″–17⅛″ 70NHP's	9 ″ 8 ″ 7½ 9 ″ 1½	
84068 39 IULY	**Stefano** (*ex*Euxène,*ex*AxelBusck, *ex*Montjoie,*ex*Alma)	 1 *Dk*	992 869 524					1899	Laxevaags Msk.&JrnskbBergen	AntonioPerna fu Stefano	225·0 32·2 13·1 Q121′B56*t*H20*t* F34′ *WB*			Torre del Greco Italian	T.3Cy.15¾″,25½″&42″–30″ 97NHP LaxevaagsMsk&Jrns.Bgn		I
84069 4776 SGOD	**Stegeborg** *Mchy.Aft*	 1 *Dk*	667 499 365					1907	Lindhol-mens V.A. Gothenburg	StockholmsRederi-aktieb.Svea(Eman Högberg,*Mgr.*)	177·8 30·0 12·3 P62′H80*t*F24′			Stockholm Swedish *WB*	T.3Cy.14½″,24″&40″–27″ 83NHP Lindholmens V.A.Got.		
84070 LIUH	**Stein** (*ex*Lett-34,*ex*Dernes) *Mchy.Aft*	3Mst 1 *Dk*	882 638 496					1924	N.V.J. Drewes&Co. Groningen	A/S Inger(Jacob KjödeA/S.*Mgrs.*)	189·7 31·5 13·4 B24*t*Q97*t*F27*t*H80*t*			Bergen Norwegian *WB*	T.3Cy.15″,25″&40″–27″ NB20 83NHP N.V.Veendammer, Mchfb.Veendam		N
84071 1666 DJQN	**Steinbek** D.F. *CruiserStern* 1 *Dk* *Strengthened for Navigation in Ice*		2185 3,39 ~~1,80~~ 1274	✠100A1 ✠LMC3 36	Rot	*s*	CL 3,39	1936 3mo	Lübecker Maschb.Ges Lübeck *Lloyd's SA&CP*	Knöhr&Burchard Nfl.	281·8 44·1 16·8 P15′Q81′B126′F32′ FK *CellDB*244′57*t* *FPT*37*t* *APT*61*t*			Hamburg German 4*BHptCem* *ptAsp*	C.4Cy.(2)16⅜″&(2)35⅞″–35⅞″ 214lb (*s*) 221NHP 2SB(Spt),*4cf*,GS72, HS3144 FD A.BorsigG.m.b.H.Berlin	19 ″ 0	
84072 DHWG	**Steinburg** (*ex*MaxLorch) 1 *Dk*		1319 1041 721					1923	Nüscke& Co.A.G. Stettin	RobertBornhofen	242·1 37·1 14·0 Q75′B105′F33′			Hamburg German *WB*	T.3Cy17⅝″,27⅝″&45½″–27⅝″ 109NHP A.BorsigG.m.b.H.Berlin		G
84073 DHWJ	**Steinhöft** 1 *Dk*		878 696 514					1910	Stettiner Oderwerke Stettin	H.M.Gehrckens	211·2 32·6 12·6 P14′Q65′B98′F21′			Hamburg German *WB*	T.3Cy.15⅞″25½″&41⅜″–29½″ 93NHP StettinerOderwerke		G
84074 LCYY	**Steinstad** 1 *Dk*		2476 2246 1480					1912	R.Thomp-son&Sons,Ld Sunderland	A/S D/S Steinstad (A.F.Klaveness& Co.A/S)	300·5 44·5 19·9 P24′B74′F30′			Oslo Norwegian *WB*	T.3Cy.21½″,36″&59″–39″ 217NHP N.E.MarineEng.Co.Ld.Sld		N

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement. etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au millésime du navire. Tirant d'eau correspondant *pds. pc.*	15 Inscriptions où cela a été donné par le Bureau Central Lloyd Trade
84075	**Stella** (*ex*Cipro-37,*ex*Portsea-33,		4272					1923	J.Priest-man&Co.	BiagioBorriello	378·0	51·6	25·2	Torre del	T.3Cy.25″,41″&69″–48″		CI
80	*ex*BarbaraMarie)		4006						Sunderland	(Lauro&Montella,	365·0			Greco	330NHP		
IBHH	D.F.	1*Dk&Shelter dk*	2587							*Mgrs.*)			*WB*	Italian	G.Clark,Ld.Sunderland		
84076	—	**TwinMst**	2818					1909	W.Hamil-ton&Co.Ld.	Koninkl.Nederl.	327·0	44·2	18·5	Amstrdam	T.3Cy.21″,35″&57″–39″		V
		2*Dks*	2215						Pt.Glasgow	Stoom.Maats.N.V.	Q110′B86′F41′			Dutch	203NHP		
PHSR		*Longitudinal framing*	1792										*WB*		D.Rowan&Co.Glasgow		
84077	—		1394					1933	Helsingörs	J.Lauritzen	262·2	39·7	15·4	Esbjerg	C.4Cy.(2)14¾″&(2)31½″–31½″&LP Turbine 192NHP		G
			1217						Jernsk&Msk.		P18′B150′F34′			Danish	nhs2520		
OXIH	Wireless D.F.	1*Dk*	788						Elsinore				*WB*		HelsingörsJernsk.&Mskb.		
		CruiserStern															
84078	—		1189				...	1905	Framnes	RederiA/BStella	206·6	32·7	14·7	Gothenbrg	T.3Cy.15½″,25″&42″–30″	22 ″ 3	V
7547	(*ex*Bjerka,*ex*Hellik)		1087						Mek.Værks.	(EjnarSjöqvist)	B75*t*H17*t*		21·3	Swedish	NDB14 109NHP		†
SGOE		1*Dk&Spar dk*	720						Sandefjord				FK *WB*		AkersMek.Værks.Oslo		
84079	—		655					1920	Wft.Nobis-krugG.m.b.H.	LübeckLinieA.G.	180·4	29·6	10·8	Lübeck	T.3Cy.14½″,22½″&37⅞″–23⅝″		G
Now "Inga," see No. 89825 in Supplement			482						Rendsburg		Q50′B48′F21′			German	Ottensener 68NHP		
DDTB	Sub.Sig.	1*Dk*	333										*WB*		Msch.G.m.b.H.Altona		
84080	—		479					1895	Act.Ges.	Dampfschifffahrts	150·3	24·0	16·3	Bremen	C.2Cy.17 1/16″&30¾″–20½″		G
			472						"Weser"	Ges.Neptun	Q38′B&F112′			German	36NHP		
DOOP		1*Dk*	294						Bremen				*WB*		A.G."Weser,"Bremen		
84081	**Stella Lykes** (*ex*LakeFlagstaff)		2609				...	1919	McDougall	~~LykesBros.~~ ~~S.S.Co.Inc~~	251·0	43·7	25·8	Galveston	T.3Cy.21″,35″&59″–42″	28 ″ 2	R
218831	*Fitted for oil fuel*		2261						DuluthCo.	Lykes	P25′B64′F20′			Utd.States	352NHP		†
KIZM		1*Dk2trB*	1610						Duluth,Minn	Br.s.Steamship			FK *WB*		MorganEng.Co.Alliance,O		
84082	**Stella Polaris** Ⓟ **TwinSc**		5020	✠100A1	Bgn	*x*	CL	1927	A/B Göta-	Co.,Inc.	389·3	50·7	26·0	Bergen	Oil Engines 4S.C.SA	30 ″ 1	
	OilEng.		2262	*with freeboard*			~~10,35~~		verken	DetBergenske				Norwegian	16Cy.21⅝″–39⅜″ 723NHP	s 12 ″ 5¾	
LCYZ	D.F. E.S.D.	*ss*Bgn.No.2–35	2647	~~9,36~~ ~~11,37~~			11,38	2mo	Gothenburg	Dampskibsselskab	B247′F50′		FK		2DB*100lb*	17 ″ 11½	
		3*Dks*(*Stl–Weather dk–*ws)		~~11,38~~ LMC(M)12,35				*Lloyd's*							A/B Götaverken,Got.		
				11,38 ~~LMC~~ (M)11,37						*CellDB*	281′1017*t DTf*49′4				8*t FPT*33*t APT*74*t*		
		SpecialTouri st Service															
84083	**Stelling**		2136	✠100A1	Shl	*s*	CL	1924	Smith's	SharpS.S.Co.Ld.	280·0	41·6	20·1	Newcastle	T.3Cy.20½″,33″&54″–39″ (*s*)	22 ″ 3	
148082		*ss*Shl.No.3–10,36	1853	9,37			9,36	8mo	DockCo.Ld.	(Sharp&Co. *Mgrs*)				British	180lb 231NHP	s 3 ″ 3	
GKVD	D.F.	1*Dk*(*Stl*)	1237	BS9,37 ✠LMC10,36					Middlesbro'		P27′B49′F25′		FK		2SB,*6cf*,GS105,HS4023	19 ″ 5	
		Cargo battens not fitted						*Lloyd's*		*CellD*	B234′644*t FPT*160*t*				*ABHCem*		
															*APT*117*t*		
84084	**Stelvio**	**TwinSc**	6963	✠100A1	Gen		CL	1926	Cant.del	NavigazioneAlta	441·3	56·1	32·7	Genoa	Oil Engines 4S.C.SA	33 ″ 0	
1379		*OilEng.*	6173	~~10,03~~ ~~12,33~~	Pal		FN12,38	6mo	Tirreno	ItaliaSoc.Anon.	422·9			Italian	12Cy.22 1/16″–39⅜″ 564NHP	s 13 ″ 0¾	
ICIM		*ss*Gen.No.3–10,38 ~~ss Gen. No. 3–38~~	4028	~~10,33~~ ~~12,38~~	✠LMC~~9,38~~		8N		Genoa				FK		1DB*170lb*&NDB19	27 ″ 1	
	Mchy.Aft	2*Dks*(*Stl*)*&Web frames*		10,38			10,38	*Lloyd's*		*CellDBuE73′*	P94′B25′F35′			17*BHpt'Cem*	*fitted31–100lb*		
	D.F.	*Longitudinal framing*		*Carrying Petroleum in bulk*						239*t DTf*31′310*t*	*FPT*179*t APT*76*t*			(13 *to U dk* 4 ,, 2*nd*,,)	Cant.OfficineSavoia,Gen.		
84085	**Sten** (*ex*ReneeMarthe)		1464	✠100A1	Bgn	*o*	10,37	1910	Osbourne,	A/S Thv.Halvorsen	248·2	34·9	14·7	Bergen	T.3Cy.18″,30′&49″–36″ (*s*)	17 ″ 0	
		*ss*Bgn.2ndNo.3–7,36	1067	~~1,270,37~~ 1,38				9mo	Graham&Co	(Thv.Halvorsen,	258·4(O.L.)			Norwegian	180lb 177NHP	s 1 ″ 3	
LEYO		1*Dk*(*Stl*)	753	BS~~8,37~~ ✠LMC7,~~36~~					Sunderland	*Mgr.*)	P22′Q67′B56′F21′		FK		2SB,*4pf*,GS73,HS2998	16 ″ 0	
	Wireless	*Cargo battens not fitted*						*Lloyd's*							N.E.MarineEng.Co.Ld.Sld		
										CellD	*Ba*75′*uE&*				*B*29′*f*102′392*t FPT*		
84086	**Sten Sture**		898					1923	Larvik Slip	Rederi.A/BEruths	195·8	31·8	12·5	Trälleborg	48*t APT*121*t*		N
7046			643						&Verkstad	(StureEruths,	Q56′B50′F25′			Swedish	T.3Cy.14″,23″&38″–27″		
SGOI		1*Dk*	533						Larvik	*Mgr.*)			*WB*		75NHP		
84087	**Stensaas**		1359				...	1918	Frdrkshvn	JohnWilsons	234·2	37·2	16·0	Arendal	LarvikSlip&VærkstedA/S		
			1130						Skibs&Flydk	RederiA/S(John	P12′B50′F14′			Norwegian	T3Cy.16⅛″,25 9/16″&42¾″–29½″	18 ″ 0	N
LEYQ		1*Dk*	780						Fredrikshavn	Wilson&Söns,			FK		120NHP		†
										Mgrs.)			*WB*		KockumsM.V.Akt.Malmö		
84088	**Stensby**		3953	✠100A1	Abo	*w*	CL	1926	Eriksbergs	A/S Motortramp	350·2	50·8	25·4	Kallehave	Oil Engines 4S.C.SA	28 ″ 0	
	OilEng.		~~3,30~~ ~~3,37~~	3,38	~~Ge~~	~~Cpn~~	~~N11,34~~	9mo	M.V.Aktieb.	(A.Reimann, *Mgr*)	366·0(O.L.)			Danish	6Cy.24½″–51⅜″ 355NHP	s 4 ″10	
OZZB	D.F.	*ss*Cpn.No.3–3,39 ~~ss Cpn. No. 3–38~~	3627	✠LMC CS3,39			9,38		Gothenburg		P31′B120′F35′		FK		DB*80lb*	23 ″ 3½	
		1*Dk*(*Stl*)	2394	~~LMC~~ 3,39				*Lloyd's*		*IntrmdteBHinafte*	*r hold dispensd with*			5*BHpt Cem*	EriksbergM.V.Aktieb.Got		
										Cell	*DB*296′1050*t FPT*			52*t APT*137*t*			
84089	**Stentor** Ⓟ		6148					1926	CaledonS.	ChinaMutualS.N.	430·8	55·8	29·1	Liverpool	Oil Engines 2S.C.DA		BT till ~~1,38~~ 1,39
149613		*OilEng.*	5261						B.&E.Co.Ld.	Co.Ld. (A.Holt	P51′B241′F50′			British	6Cy.24 1/16″–55⅛″ 1230NHP		
GDLF	D.F.	2*Dks*	~~8801~~						Dundee	&Co.*Mgrs.*)			*WB*		NE31		
			3826												Akt.Burmeistr&Wain,Cpn		
84090	**Stepan Khalturin** (*ex*Senta–35,		2498					1921	ForthS.B.	U.S.S.R.	295·7	43·6	20·6	Archangel	T.3Cy.20½″,38″&54″–39″		
	*ex*Svane–34,*ex*Gefion)		2199						&Eng.Co.Ld.		P28′B90′F34			Russian	182NHP		
UPMA		1*Dk*	1406						Alloa				*WB*		Earle'sCo.Ld.Hull		
84091	**Stepan Makarov** **TrpSc**		2156	✠	Nwc	*s*		1916	Swan,Hun-ter&Wigham	U.S.S.R.	236·0	56·0	27·7	Odessa	T6Cy.21½″,35½″&58″–36″(aft)	30 ″ 4	
	(*ex*KniazPojársky) (*Icebreaker*)		2031	7,21				12mo	Richardson,				FK	Russian	T3Cy.18½″,30½″&50″–36″(frd)		
UNYX		1*Dk*(*Stl*)*&Awng dk*(*Stl–* teak s)2*nd dk*(*Stl*)	110	✠					Ld Newcastle						904NHP		
	CruiserStern	2 *Screws aft & 1 forward*								*CellDB*147′361*t*	*Side*			5*BHCem*	6SB,*18cf*,GS352,HS14478		
										*trimmingtanks f*51′	355*t a*55′ 286*t FPT*			94*t APT*97*t*	Swan,Hunter&Wigham Richardson,Ld.Nwc.		
84092	**Stephen R. Jones**		4387				...	1915	NwprtNws	KoppersCoalCo.	354·2	49·0	27·4	Boston	T.3Cy.24″,37¼″&66″–45″	30 ″ 0	R
213740			3899						S.B.&D.D.Co.	(MysticS.S.Co.	P94′B19′F31′			Utd.States	365NHP		†
WJCX	D.F. *Mchy.Aft*	1*Dk*	3112						Newprt News	*Mgrs.*)			FK *WB*		NewportNewsSB&DD.Co.		
84093	**Stepney**		808	✠100A1	Lon	*k*	CL	1916	R.William-son&Son	CommercialGas	186·3	29·4	12·4	Glasgow	T.3Cy.14″,22½″&37″–24″ (*s*)	14 ″ 7	
137820		*ss*Nwc.No.3–7,28	551	~~2,38~~ ~~2,38~~	Shl		2,38	8mo	Workington	Co.				British	180lb 99RHP	s 4 ″10½	
MGFJ		*ss*Shl.No.2–37	375	BS9,38 ✠LMC8,37							Q116′B9′F25′		FK		2SB,*4pf*,GS63,HS1900	14 ″ 4	
	Mchy.Aft	1*Dk*(*Stl*)						*Lloyd's*			*DBf*112′162*t*			8*BHCem*	W.Beardmore&Co.Ld.Gls.		
		Cargo battens not fitted												*FPT*40*t*			
84094	**Stern**		1599					1922	Stettiner	Rud.Christ.Gribel	230·9	36·4	14·6	Stettin	T.3Cy.16 5/16″&27⅝″&43 13/16″–31½″		G
			1006						Oderwerke		P&B180′F26			German	104NHP		
DAQE		1*Dk*	905						Stettin				*WB*		StettinerOderwerkeA.G.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey. Year Assigned now specified. Equipment Letter.	7	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L.R. Dated from Trade Cert.
84095 145495 GJCW	**Stesso** *ss Nwc. No. 3–11,35* D.F.	2 Dks	2290 2012 1292	✝100A1 ~~3,36~~ ~~4,38~~ 3,39 BS2,39 ✝LMC11,35 3,39	Sld Shl	*t*	CL ~~4,37~~ 3,39	1922 8mo	S.P.Austin &Son,Ld. Sunderland	PeltonS.S.Co.Ld. *Cell D B228′ 601t T Tunnel 22′73t S*	308·0 320·0(o.l.) P25′B64′F29′	43·0	19·7 FK	Newcastle British *5 B H Cem*	T.3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* 266NHP 2SB,*6cf*,GS124,HS4500 Richardsons,Westgarth& Co.Ld.Sld.	22 ″ 0 s 3 ″ 4½ 18 ″ 10	
84096 DAXU	**Stettin** Ⓟ 1 *Dk*	TwinSc	375 308 141					1927	Klawitter werftGmbH. Danzig	Swinemünder Dampfschiffahrts A.G.	175·5 F17′	25·7	10·8	Swnemnde German *WB*	T.6Cy.16½″,24⅝″&38½″–21½″ 68NHP KlawitterWerft.G.m.b.H.		G
84097 7694 SFCA	**Stig Gorthon** (*ex* Elva Seed) *ss Hbg. No 3–4,37* D.F. 1 *Dk (Stl) & Web frames* *Corrugated sides* *Cargo battens not fitted*		*2241* *1938* *1320*	✝100A1 ~~3,38~~ ~~4,374~~,39 ✝LMC BS~~2,37~~ ~~3,38~~ 4,37 2,39	Hbg Lkr	*s*	CL ~~4,39~~ 4,39	1924 6mo	NwWaterwayS.B.Co. Schiedam	RederiA/BGefion (Joh.Gorthon, *Mgr.*) *Intermediate B Hin Cell D*	290·8 304·1(o.l.) P26′B74′F28′ *forehold dispensed B246′ 559t F P T53t*	44·9	19·4 FK *A P T94t*	Hlsngborg Swedish *4 B H Cem with*	T.3Cy.22½″,37″&62″–39″ (*s*) 180lb 281NHP 2SB,*6cf*,GS119,HS4640 New WaterwaysS.B.Co.	21 ″ 6 s 3 ″ 0½ 18 ″ 6¾	
84098 LCZD	**Stigstad** *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* D.F. *Carrying Petroleum in bulk*		5964 5128 3471					1927	Kockums M.V.Aktieb. Malmö	SkibsA/S Solstad (A.F.Klaveness& Co.A/S, *Mgrs.*)	386·3 P254′H462t	55·2	32·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27½″–55⅛″ 436NHP KockumsM.V.Akt.Malmö		N
84099 DHWM	**Stillesee** (*ex* Stettin) 1 *Dk*		1408 1098 797					1926	Nüscke& Co.A.G. Stettin	W.Schuchmann	244·0 Q79′B65′F31′	37·0	15·0	Hamburg German *WB*	T3Cy17⅛″,26¾″&43⅝″–27$^{9}/_{16}$″ Christiansen 99NHP &Meyer,Harburg		G
84100 Not "Keyholt," *see No. 88312 in Supplement*	**Stillwater** *Mchy. Aft* 1 *Dk*		1796 1639 1134					1928	Smith's Dock Co.Ld. Middlesbro'	CanadianLake Carriers,Ld.	253·0 F37′	43·4	18·4	Montreal British *WB*	T.3Cy.16″,26″&44″–33″ 95RHP Smith'sDockCo.Ld.Mdb.		C
84101 Not "Stina," *see No. 90278 in Supplement*	**Stina** (*ex* Lisa, *ex* Bolderau, *ex* Lisa) 1 *Dk & Spar dk*		*1596* *1433* *983*					1898	Howaldts-werke Kiel	Rederi A/B Bergohl(C.A. Berglund, *Mgr.*)	243·8 B36′H57′t F21′	36·3	20·2	Gothenbrg Swedish *WB*	T.3Cy.16$^{15}/_{16}$″,27$^{9}/_{16}$″&42$^{15}/_{16}$″–24⅛″ 91NHP Howaldtswerke,Kiel		
84102 164570 GYPX	**Stirling Castle** Ⓟ *Oil Eng.* 3 *Dks, 4th dk, except in Nos. A & 7 holds* *Ref. Mchy.* *5th dk in Nos. 3, 5 & 6 holds* Sub.Sig. *Cruiser Stern* D.F. E.S.D. GyC.	TwinSc	25550 18722 15687	✝100A1 *with freeboard* ~~3,38~~ ~~3,38~~ 3,39 DBS3,37 ✝LMC1,36	Sou		CL	1936 1mo	Harland& Wolff,Ld. Belfast	Union-Castle MailS.S.Co.Ld. *Cell D B575′ 3021t Tanks*	696·0 P228′B274′F107′ *joined by Shade dk between tunnels* FK	82·5	41·4 19′	London British *11 B Hpt Cem*	Oil Engines 2S C.DA 20Cy.26″–59$^{1}/_{16}$″ 4650NHP 2DB*100lb* Harland&Wolff,Ld.Bel.	48 ″ 0 s 16 ″ 3 32 ″ 0¼	BT till 3,39
84103 160210 GBYS	**Stirlingshire** (*ex* Clan Macdonald) *Oil Eng.* *Ref. Mchy.* 2 *Dks* D.F. E.S.D. GyC. *Cruiser Stern*		6022 5471 3558					1928	Greenock Dkyd.Co.Ld. Greenock	ScottishShireLine. Ld.(Turnbull, Martin&Co.Ld. *Mgrs.*)	434·2	57·7	28·8	Glasgow British *WB*	Oil Engines 4S.C.DA 8Cy.26¾″–55½″ 1100NHP J.G.Kincaid&Co.Ld.Grk.		C
84104 LJHO	**Stirlingville** (*ex* Stirling-36) *Oil Eng.* D.F. 1 *Dk & Shelter dk* *Cruiser Stern*		4995 *4995 with freeboard* 3083	✝100A1 4,39 ~~2,38~~ ✝LMC10,3 ✝LMC(M)12,37	Ant		CL 2,38	1935 10mo	W.Doxford &Sons,Ld. Sunderland	D/S A/S "International" (A.F. Klaveness&Co.A/S *Mgrs.*) *Cell D B346′ 1171t*	412·2 FK (	54·2	26·1 *M T123 6t A P T191t*	Oslo Norwegian 7 *B Hpt Cem* *Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½″–81⅞″ 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4½ 25 ″ 6½	
84105 OXBE	**Stjerneborg** *Oil Eng.* *ss Bel. No. 2–36* D.F. 1 *Dk (Stl) & Shelter dk (Stl)*	TwinSc	4551 4132 2785	✝100A1 *with freeboard* Kob ~~3,38~~ ~~3,38~~ ✝LMC CS2,37 DBS~~3,38~~ ~~5,39~~ ~~,38~~	SFo	*y*	CL s11,36 P3,38	1929 4mo	Akt.Burmeistr& Wain Copenhagen	A/S D/S Dannebrog (C.K.Hansen, *Mgr.*) *Cell D B333′ 1108t*	380·0 FK (	53·9	25·3 *M T 28′ 1060t F P T97t A P T119t*	Copnhagn Danish 7 *B H* *Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 0 25 ″ 2½	
84106 140412 MGYD	**Stock Force** (*ex* Camrose, *ex* Ryckett) *Mchy. Aft* 1 *Dk*		983 730 499					1917	W. Harkess &Son,Ld. Middlesbro'	WestCoastShppng Co.Ld.(W.S.Kennaugh&Co. *Mgrs.*)	203·0 Q113′B13′F34′	33·1	13·1	Whitehvn British *WB*	T.3Cy.17″,28″&46″–33″ 122NHP Richardsons,Westgarth& Co.Ld.Mdb		C
84107 GyC.	**Stockholm** Ⓟ *Oil Eng.* D.F. E.S.D. *Cruiser Stern* *Ref. Mchy.*	TrpSc	28000	100A1 (*Class Contem plated*)				1938	Cantieri Riuniti Dell' Adriatico Monfalcone	A/B Svenska AmerikaLinien (A.Jonsson, *Mgr.*)	638·5 B& F585′	83·2	38·8	Gothenburg Swedish	Oil Engines 2S.C.SA 30Cy.28⅜″–49$^{3}/_{16}$″ Cant.RiunitiDell'Adriatico		
84108	— Wireless D.F. 1 *Dk*		1596 1212 927					1930	Frdkshvns Værft& Flydedok A/S Frederikshvn	DampskslskPacific (L.R.Schmith, *Mgr.*)	253·5 P16′Q74′B104′F32′	39·1	15·5	Copnhagn Danish *WB*	C.4Cy.(2)14¾″&(2)31½″–31½″ 93NHP Helsingörs Jernsk.&Mskb.Elsinore		C
84109	— **Iron** *Well deck* 1 *Dk*		618 443 340			...		1885	Reiherst'g Schiffsw. Hamburg	H.M.Gehrckens	180·4 Q56′B50′F25′	27·1	13·6	Hamburg German *WB*	C.2Cy.25″&47″–33″ NB12 106NHP Reiherst.Maschinenf.Ham		G †
84110 132111 GRNL	**Stockport** Ⓟ *ss Gms. 2nd No 3–2,36* D.F. 1 *Dk (Stl–ws) & pt deep framing* *Lower dk in Nos. 1 & 3 holds*		1683 1098 918	✝100A1 1,39 ~~2,38~~ BS~~3,38~~ ✝LMC2,36 2,39	Gms	*q*	CL 1,37	1911 7mo	Earle'sCo. Ld. Hull	London&North EasternRailway *WB = DB*	265·0 P41′B115′F33′ *a54′u E21′ f111′ 295t*	36·0	17·4 BK9″ *A P T33t*	Grimsby British 5 *B H Cem*	T.3Cy.22″,35′&60″–42″ 180lb ~~100lb~~ 309NHP 2SB,*6cf*,GS144,HS5540 Earle'sCo.Ld.Hull	18 ″ 6 s 1 ″ 6½ 18 ″ 0	BT till 2,39
84111 128792 VJWX	**Stockrington** Wireless 1 *Dk*		973 774 496					1922	Rennie, Ritchie& New-port SB Co Ld Wivenhoe	J.&A.Brown & Abermain Seaham Collieries Ld.	207·5	33·6	13·5	Newcastle, N.S.W. British *WB*	T.3Cy.16½″,27″&44″–30″ 106NHP Plenty&Son,Ld.Newbury	41¼	C
84112 145486 MKYS	**Stokesley** (*ex* Wynding-37) *ss Hpl. No. 3–6,35* *Mchy. Aft* *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted*		1149 866 666	✝100A1 8,38 ~~11,37~~ BS11,37 ✝LMC6,35	Goo Cff	*n*	OG ~~10,37~~ 8,38	1922 4mo	Verschure &Co. Amsterdam	FrancesDuncan S.S.Co.Ld.(J.T. Duncan&Co.Ld. *Mgrs.*) *Cell D Bu*	231·0 Q138′B131′F23′ FK *819′ f156′397t F P T*	34·2	13·2	Cardiff British *4 B H Cem*	T.3Cy.15½″,25½″~~,41½″~~–36″ 120NHP 1SB,*3cf*,GS69,HS2010 Verschure&Co.Amsterdam	16 ″ 0 s 4 ″ 7½ 14 ″ 11½	
84113 PHTD	**Stolwijk** (*ex* Kongsgaard) *ss Rot. No. 3–8,32* Sub.Sig. *ss Rot. No. 1–36* D.F. 1 *Dk (Stl)*		2489 2259 1512	✝100A1 1,38 ~~3,37~~ ~~BS1,37~~ ✝LMC C3,36 DBS~~3,38~~ 1,39 MBS~~5,38~~ 1,39	Rot	*s*	OG ~~2,36~~ 5,38	1920 1mo	N.V.Werf deNord Alblasserdm	N.V.StoomMaats. "Wijklijn" (Erhardt& Dekkers, *Mgrs.*)	285·8 P22′B74′F25′ FK *Cell D B248′ 605t*	45·2	21·7	Rottrdam Dutch *4 B H Cem*	T3Cy.22½″,35½″&57⅛″–41⅜″ 176lb *100lb* (*s*) 263NHP 2SB(Spt)*6cf*,GS127,HS4488 Machfab.Kinderdijk	23 ″ 11 s 3 ″ 7 20 ″ 6½	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où ce n'est dans le L.R. Durée, Cert. B. of Trade
84114 DOFO	**Stolzenfels** (*ex*EasternPrince, *ex*Altenfels) Sub.Sig. 2*Dks*	7512 7035 4708			...		1915	J.C.Tecklenborg A.G. Wesermünde-G.	DeutscheDampfs. Ges."Hansa"	168·5|58·5|32·4 P67'B138'F58' FK	Bremen German *WB*	T.3Cy.$31\frac{1}{2}$",$50\frac{3}{4}$"&$82\frac{3}{4}$"-55" & 1 low pressure Turbine 692NHP J.C.TecklenborgA.G.Wsm	34 " 9	G †
84115 149970 GNLW	**Stonegate** ssCff.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	5044 4706 3107	✠100A1 *withfreeboard* 5,35 ~~11,37~~ ✠LMC MS12.35 CS~~4.37~~ 5,38	Nag Cff	*a*†	CL 12,36	1928 1mo *Lloyd's A&CP*	W Doxford &Sons,Ld. Sunderland	TurnbullScott ShippingCo.Ld. (Turnbull,Scott& Co.*Mgrs.*) *Cell DBa*119' *E*31'*f*187'1250*t DTa*23'890*t FPT*	410·0|55·5|26·0 424·0(O.L.) F38' FK	London British 7*BHCem* (1 *to Sh dk* 6 ,, 2*nd* ,,) 143*t APT*80*t*	T.3Cy.27",45"&75"-51" (*s*) 180lb *100lb* 602NHP 3SB,*12cf*,GS222,HS9261 FD J.Dickinson&Sons,Ld.Sld.	28 " 4 s 3 " $3\frac{1}{2}$ 25 " 3	
84116 139259 GSMY	**Stonepool** ssShl.No.2-36 D.F. 1*Dk*(*Stl*)	4803 4552 2976	✠100A1 ~~6,37~~ 10,38 ✠LMC MS7.36 BS~~6.37~~ 10,38	Shl Npt	*z*	CL ~~N10,35~~ 10,38	1928 7mo *Lloyd's A&CP*	Smith's DockCo.Ld. Middlesbro'	PoolShippingCo. Ld.(SirR.Ropner &Co.Ld.*Mgrs.*) *Cell DB*352'1398*t FPT*168*t*	405·0|53·5|26·4 P30'B229'F41' FK	W.Hartlpl British 6*BHCem* *APT*159*t*	T.3Cy.$25\frac{1}{2}$",40"&71"-48" (*s*) 180lb HS7651 507NHP 3SB(Spt),*9cf*,GS169, FD Smith'sDockCo.Ld.Mdb.	29 " 5 s4 " 9 24 " $11\frac{1}{2}$	
84117 DHWO	**Stör** Sub.Sig. *Mchy.Aft* 1*Dk*	665 535 348					1921	Stocks& Kolbe Kiel	Bugsier,Reed.u. BergungsA.G.	176·0|31·3|12·3 P&B115'F23'	Brmrhven German *WB*	T.3Cy.$12\frac{5}{8}$",$19\frac{11}{16}$"&$32\frac{5}{16}$"-$22\frac{7}{16}$" 49NHP CaesarWollheim,Breslau		G
84118 LDLN	**Storaas** TwinSc *OilEng.* ssGot.No.2-38 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cruiser Stern*	7886 7217 4719	✠100A1 ~~4,38~~ 11,38 ✠LMC CS4,38 DBS~~9.37~~ 11,38 9.37 *CarryingPetroleum in bulk*	Got Bom	*b*†	CL 4,38	1929 12mo *Lloyd's A&CP*	A/BGötaverken Gothenburg	A/S Nanset(Iver Bugge,*Mgr.*) *Cell DBuE*65'278*t DT*	441·2|59·2|35·3 P96'F37' FK *f*29'468*t FPT*113*t*	Larvik Norwegian 10*BHptCem* *APT*247*t*	Oil Engines 4S.C.SA 14Cy.$21\frac{5}{8}$"-$39\frac{3}{8}$" 634NHP 2DB*150lb* A/BGötaverken,Got.	35 " 0	
84119 LCKX	**Storanger** TwinSc D.F. *OilEng.* *Mchy.Aft* 2*Dks* *Longitudinal framing at bottom & at decks* *Carrying Petroleum in bulk*	9223 8613 5514					1930	R.Duncan &Co.Ld. PortGlasgow	Westfal-Larsen &Co.A/S	473·6|64·5|36·6 P117'B30'F42'	Bergen Norwegian	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 710NHP J.G.Kincaid&Co.Ld.Grk.		N
84120 LEYT	**Stord** Ⓟ 2*Dks*	465 422 267					1913	Laxevaags Msk.&Jrnskb Bergen	Hardanger Sunnhordlandske Dampskibsselskap	155·8|23·8|16·4 P107*t*H20*t*F45*t* len31	Bergen Norwegian *WB*	T.3Cy.$13\frac{1}{2}$",22"&35"-25" 61NHP LaxevaagsMsk&Jrnskb.		
84121 OZJB	**Store Nordiske** ssShi.No.1-39 (*CableSteamer*) ssShi.No.3-2,35 1*Dk*(*Stl-ws*)&*Awng dk* (*Stl-teaks*)3*rd dk*(*Stl*) Wireless *aft over Tunnel*	1456 1370 667	✠100A1 *Awng dk* *withfreeboard* 3,39 ~~1,38~~ ✠LMC 3,39 ~~MS2,34~~ ~~BS1,~~ *Fitted for oil fuel* 11,22 *F.P. above* 150° F.	Shi	*p*	OG N7,37	1922 11mo A&CP	Akt.Nakskovskibs. Nakskov	A/S DetStore NordiskeTelegraf Selskab *Cell DB*167'222*t*	244·9|35·2|21·3 264·0(O.L.) FK&BK$1\frac{1}{2}$" *Collision BH to A dk* *FPT*21*t APT*29*t*	Copnhagn Danish *Cem* 5 ,, ,, *U* ,,	T.3Cy$17\frac{13}{16}$"$28\frac{1}{2}$"&$47\frac{3}{16}$"-$31\frac{1}{2}$" 185lb *100lb* (*s*) 207NHP 2SB(Spt),*4cf*,GS77, HS3314 FD OttensenerEisenwerk A.G.Altona	23 " 6 s7 " $3\frac{1}{2}$ 16 " 8	
84122 LEYY	**Storesund** (*ex*Are,*ex*Sunpulp) Iron 1*Dk*	563 412 294					1890	Nylands Værksted Oslo	D/S A/SVaröy (KnutKnutsen, O.A.S.*Mgr.*)	173·0|26·7|12·6 Q44*t*B82*t*H12*t*F27*t*	Haugesnd Norwegian *WB*	T.3Cy.13",$21\frac{3}{4}$"&$34\frac{3}{4}$"-24" 59NHP NylandsVærksted,Oslo		N
84123 LCZE	**Storfjeld** (*ex*Dordrecht) 1*Dk*	2198 2034 1357					1899	Schpw.v. JanSmit,Czn Alblasserdm	D/S A/S Storfjeld (H.GriegMartens)	293·0|42·8|19·9 P32'B71'F34'	Bergen Norwegian *WB*	T.3Cy.$21\frac{1}{2}$",$35\frac{1}{2}$"&58"-39" 210NHP N.E.MarineEngCoLd Nwc		N
84124 5957 SGOW	**Storfors** *Mchy.Aft* 1*Dk*	545 408 273					1918	Göteborgs M.V.Aktieb. Gothenburg	UddeholmsAktieb. (FritiofOlsson)	164·4|27·3|10·9 P49'H49*t*F23'	Uddeholm Swedish *WB*	T.3Cy.$13\frac{3}{8}$",$22\frac{1}{4}$"&$37\frac{3}{8}$"-$23\frac{5}{8}$" 68NHP GöteborgsMV.Aktieb.Got		V
84125 165408 MMDX	**Stork** *OilEng.* 1*Dk*&*Shelter dk* *CruiserStern*	787 567 344	✠100A1 *withfreeboard* 8,37 ✠LMC3,37 ✠LMC(M)5,38	Lon	*n*	OG	1937 3mo *Lloyd's A&CP*	AilsaS.B. Co.Ld. Troon	GeneralStm.Nav. Co.Ld. *Cell DB*168'214*t FPT*26*t APT*36*t*	214·3|35·6|11·5 36·1 222·8(O.L.) FK B48'	London British 5*BHptCem* (*Coll to Sh dk* 4 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 7Cy.$13\frac{3}{8}$"-$22\frac{7}{16}$" 218NHP BritishAuxiliaries,Ld.Gls.	14 " 0 s " 2 13 " $11\frac{1}{2}$	
84126 144927 ZMKF	**Storm** ~~(*ex*RiverWear)~~ (*ex*Steamer-38,*ex*RiverWear) *OilEng.* *Mchy.Aft* *Well deck* 1*Dk*	756 508 439			...		1920	J.S.White &Co.Ld. Cowes	CanterburySteam ShippingCo.Ld.	180·6|29·4|11·5 Q111'B11'F24' FK	Lyttltn NZ British *WB*	Oil Engines 2S.C.SA 7Cy.[illegible]"-17" 240NHP NDB38 NHB38 FairbanksMorse&CoBeloit	13 " 6 Vis	
84127	— (*ex*Clifford-38,*ex*Storm-38, *ex*Carmen-37,*ex*Isly-35,*ex*Bauermeister, *ex*Majfrid,*ex*Ruth) 1*Dk*2*trB*	350 276 215					1889	MotalaCo. Gothenburg	EntrepriseJ. Negri&Fils	132·5|23·3|9·2 Q46'B35'H12*t*	Panama Pnamanian *WB*	T.3Cy.$11\frac{1}{4}$",$18\frac{1}{4}$"&$29\frac{1}{4}$"-$19\frac{1}{2}$" 38NHP MotalaCo.Motala		
84128 DHWP	**Stormarn** (*ex*Aladdin,*ex*Rigel) 1*Dk*	1459 1181 847					1919	Akt.Burmeistr&Wain Copenhagen	RobertBornhofen	254·5|38·2|15·4 P27*t*Q75*t*B250*t* H79*t*F37*t*	Hamburg German *WB*	T.3Cy.$18\frac{1}{4}$",30"&50"-36" 150NHP Akt.Burmeistr&Wain,Cpn		G
84129 111176 MDCM	**Stormont** (*ex*Saltees) 2*Dks*	1031 941 421					1899	CaledonSB &Eng.Co.Ld. Dundee	Belfast,Mersey& ManchesterS.S.Co. Ld.(W.M.May, *Mgr.*)	250·0|35·1|16·3 P&B160'F50'	Belfast British *WB*	T.3Cy.25",40"&65"-48" 293NHP CaledonSB.&E.Co.Ld.Dun		C
84130 145454 GFZL	**Stornest** (*ex*Stornes) *Fitted for oil fuel* 2*Dks*	4255 3987 2543					1921	J.Priestman&Co.Ld Sunderland	CliffsideShipping Co.Ld.(J.Morrison &Son,*Mgrs.*)	365·0|51·5|25·2 P89*t*H154*t*F29*t*	Newcastle British *WB*	T.3Cy.25",41"&69"-48" 330NHP G.Clark,Ld.Sunderland		N
84131 5680 SGCK	**Storö** (*ex*Rita-34,*ex*Wilhelmina, *ex*Daggry) 1*Dk*&*pt Awngdk*	1196 777 698					1898	Framnæs Mek.Værks. Sandefjord	RederiA/B Norrland(Odmark& Andersson,*Mgrs.*)	216·6|33·7|12·2 Q55' *Awngdk*164'	Härnösand Swedish *WB*	T 3Cy.$16\frac{1}{2}$",27"&44"-30" 106NHP Akers.Mek.Værks.Oslo		N
84132 LCZF	**Storstad** TwinSc *OilEng.* *Mchy.Aft* *CarryingPetroleum in bulk* D.F. *CruiserStern* 2*Dks*	8998 8269 5217					1926	Blythsw'd S.B.Co.Ld. Glasgow	SkibsA/S Sommerstad(A.F.Klaveness&Co.A/S)	470·0|62·2|35·3 P418*t*H267*t*F41'	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 709NHP J.G.Kincaid&Co.Ld.Grk.		N
84133 LCZG	**Storsten** *OilEng.* ssRot.No.3-10,38 ~~ssNwc.No.3-34~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5343 4597 3114	✠100A1 10,38 ~~2,38~~ ✠LMC CS10,38 DBS~~.~~10,38 ~~6.37~~9,38 ✠NE5,[illegible] *CarryingPetroleum in bulk*	Rot	*y*	CL ~~9,35~~ 9,38	1926 7mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld Glasgow	TönsbergRederi A/S (Rafen& Loennechen,*Mgrs*) *Cell DBuE*61'208*t DTf*46'589*t*	388·1|52·7|29·0 P85'B27'F62' FK *FPT*56*t APT*27*t*	Tönsberg Norwegian 14*BHptCem* (10 *to U dk* 4 ,, 2*nd*,,)	Oil Engines 2S.C.SA 3Cy.$22\frac{7}{8}$"-$91\frac{3}{8}$" 482NHP NDB30 (*s*) *100lb* DB*120lb* Barclay,Curle&Co.Ld.Gls.	29 " 2	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke / Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register / Particulars of Boilers & Furnaces / Engine Maker's Name.	14 Moulded depth. / Freeboard amidships. / Corresponding draught.	15 Registers in which Classed if not in Lt. Date of Transfer.
84134	**Storviken**		4836	✠100A1 8,38 1,88	Sws Bry	*y*	CL ~~11,36~~ 8,38	1917 7mo	SeattleConstruction& DryDockCo. Seattle,Wash A&CP	Wallem&Co. A/S (H.J.Wallem, *Mgr.*) *Cell D*	380·0 394·9(O.L.) P40′B100′F41′ FK *B325′960t FPT115t*	53·2 *d dispensed with 5 B*	27·0 *H only APT264t*	Bergen Norwegian *Cem*	T.3Cy.24″,40″&70″-48″ (*s*) 190lb 472NHP 3SB,9*cf*,GS169,HS6831 FD SeattleCons,&D.Dk.Co.	29 ″ 4 s 5 ″ 9 23 ″ 9	V
		ssH.Kg.No.3-8,30	4383														
LDGB		*ssH.Kg.No.1-36*	2957														
		2*Dks*(*Stl*)															
84135	**Strabo**		383					1937	N.V.C.Van derGiessen& Zonen'sScheps Krimpen	West-Indische Scheepv.Maats.	175·8 P12′B&F156′	30·0	8·2 *WB*	Willemstd Dutch	Oil Engines 2S.C.SA 8Cy.10½″-18½″ 162NHP Gbr.Stork&CoNVHengelo		V
		Oil Eng.	289														
PJCH	*Mchy.Aft* Wireless	1*Dk&Shelterdk* *Cruiser Stern*	158														
84136	**Strabon**		4572	✠100A1	Ant	*z*	CL	1928 7mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*	Cie.deNav. d'Orbigny *Cell*	400·0 F35′ *FPT108t*	53·0 *B353′1001t*	25·1 FK *APT155t*	LaRochlle French *6 BHCem Coll to Sh dk* 5 ,, 2nd,,)	T.3Cy 26″,43″&71″-48″ (*s*) 180lb 439NHP 3SB,9*cf*,GS184,HS7590 Cen.Mar.Eng.Wrks.WHpl	27 ″ 6 s2 ″ 11½ 24 ″ 9¼	
		ssAnt.No.2-36	4220	*with freeboard*			~~9,34~~										
FNKX	D.F.	1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	2728	~~5,38 2,27~~			4,38										
84137	**Straide**	K	326	✠100A1	Bel	*e*	CL	1917 3mo	A.Jeffrey& Co.Ld. Alloa *Lloyd's*	Howdens,Ld.	131·7 24·0 Q47′B9′F26′ FK	23·1	9·6 *FPT35t*	Belfast British *3BHCem*	O.2Cy.16⅛″&36″-24″ (*s*) 135lb 58RHP 1SB,3*pf*,GS44,HS1300 A.Jeffrey&Co.Ld.Alloa	10 ″ 6 s ″ 6¼ 10 ″ 1	
136360		*ssBel.No.3-8,29*	231	~~11,38 2,37~~			3,37						*APT9t*				
MGLK	*Mchy.Aft* *Well deck*	1*Dk*(*pt Stl*) *Cargo battens not fitted*	113	11,38													
84138	**Strait Fisher** (*ex*Dragoon-34)		573	✠100A1 5,39 12,87	Brw	*h*	CL ~~2,36~~ 5,39	1917 12mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's*	JamesFisher& Sons,Ld. *Cell D*	164·9 Q94′B11′F23′ FK *Bf 92′ 118t*	27·0	11·2 *FPT44t APT15t*	Barrow British *3BHCem*	T.3Cy.14″,24″&39″-27″ (*s*) 180lb 99RHP 1SB,3*pf*,GS54,HS1741 J.Lewis&Sons,Ld.Abn.	13 ″ 3 s 8 ″ 8⅜ 13 ″ 2¾	
140552	*Mchy.Aft*	*ssLiv.No.3-5,30*	393														
MGYR	*Well deck ssLan.No.2-3ssBrw.No.1-36* *Cargo battens not fitted*	1*Dk*(*Stl*)	258														
84139	**Strasbourgeois** (*ex*Ankara-36, *ex*Vegö)		2895					1929	R.Thompson&Sons,Ld. Sunderland	Cie.desBateaux à Vapeur du Nord (Soc.Anon deGérance et d'Armement,*Mgrs.*)	330·5 P99′H147′F17′	48·9	20·5 *t*	Dunkirk French *WB*	T.3Cy.25″,40½″&66-45″ 292NHP G.Clark,Ld.Sunderland		V
			2611														
FNDK	D.F.	1*Dk&Shelter dk*	1706														
84140	**Strâssa**	TwinSc	5602	✠100A1	Ant	*y*	OG	1921 11mo	Akt.Götaverken Gothenburg *Lloyd's*	Trafikakt.Grängesberg-Oxelösund (M.Waldenström, *Mgr.*) *Cell D*	393·7 F40′*on Shelterdk* *Collision* 651*t*	53·4	30·9 *nBHtoS dk* 6 ,, ,, *U* ,,	Stockholm Swedish *pt Cem*	Oil Engines 4S.C.SA 12Cy.23⅛″-35⅞″ DB-*100lb* 629NHP Akt.Götaverken	34 ″ 1 s 8 ″ 0 26 ″ 3¼	
6694		*ssGot.No.1-39 Oil Eng.*	5283	*Shelter dk*			8,37										
SKJA	D.F.	*ssMmo.No.3-6,34* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *Cruiser Stern*	2825	*with freeboard* ~~8,37 4,~~													
84141	**Strassburg**	TwinSc	943					1911	Gebr.Sachsenberg A.G. Deutz	Schiffahrt-u. Assekuranz-Ges.E.Russ&Co.	216·5 Q73′B43′F25′	32·9	10·7	Hamburg German *WB*	C.4Cy.12⅝″&24″-17⅞″ 40NHP GbrSachsenbrgAG.Rsslau		G
			722														
DHWQ		1*Dk*	545														
84142	— (P)		898					1920	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	201·9 P28′Q46′B53′F25′	30·6	12·1	Stettin German *WB*	T.3Cy.13⅝″,21 7/16″&35⅝″-25⅝″ 62NHP StettinerOderwerke,A.G.		G
			592														
DAQB	Wireless D.F. *Ref.Mchy.*	1*Dk*	528														
84143	**Strategist**		6255	✠100A1	PGl	*a*†	CL	1937 11mo	Lithgows Ld. PortGlasgow *Lloyd's*	CharenteS.S.Co. Ld. (T&J Harrison, *Mgrs.*) *Cell D*	137·3 452·3(O.L.) P45′B141′F43′ FK *B365′ 1269t D*	56·0	29·4 *Ta32′ 858t FPT95t*	Liverpool British *8 BHCem* 1,,,*to 2nd dk*) *APT70t*	T.3Cy.28″,46″&81″-54″ (*r*) 215lb *120lb* 582NHP 2DB(Spt)*12cf*,GS272, HS9062 D.Rowan&Co.Ld.Gls.	32 ″ 0 s 6 ″ 5⅜ 25 ″ 8½	
164346		2*Dks*	5809	9,38 ~~11,37~~	Liv												
GCCF		*Cruiser Stern*	3788		LMC11.37												
84144	**Strathaird** (P)	TwinSc	~~22284~~	✠	Lon	*p*†		1932 1mo	Vickers-Armstrongs, Ld. Barrow *Lloyd's*	P.&O.Stm.Nav.Co. *Duck keel forward Cell D*	638·7 B347′F75′*Upper Bridge*304′ FK *B507′2572t*	80·2 *of machinery space DTs a27′818t*	33·1 *Tank in way of tunnels 132t FPT115t*	London British *11 BHpt Cem Coll,,,to W dk* *APT198t*	2SteamTurbines connect'd to Elec.Motors&Sc.Shafts 4WTB&2AuxWTB HS56000 6315NHP VickersArmstrngsLd.Brw BritishThomson-Houston Co.Ld.Rugby	37 ″ 6	BT till ~~6/39~~ 6,39
162670			~~12673~~	7,35													
GRSX	*Ref.Mchy.* D.F. E.S.D. GyC.	3*Dks*(*Stl–Weather dk* teak s)*4th dk*(*Stl*)*in holds* *Cruiser Stern* *Fitted for oil fuel*	~~19000~~ 12675 13242	~~2,25~~													
84145	**Strathallan** (P)	TwinSc	23722	✠100A1	Brw		CL	1938 3mo	Vickers-Armstrongs Ld. Barrow *Lloyd's*	P.&O.Stm.Nav.Co. *Duck keel fwd. of Cell D*	639·5 664·5(O.L.) *Lower* B&F540′ B&F480′ *Upr* B316′ *Upr* F81′ FK *B504′2228t*	82·2	33·6 *Tanks in way of tunnels 96′515t Wing tanks in engine room 63′642t DTs*	London British *11 BHpt Cem* 2 ,,,*to 2nd dk* *APT195t*	6 steam turbines SR geared to 2 screw shafts 4501b (*s*) 4912NHP 4WTB(Spt)&2AuxWTB (Spt),HS37030 FD VickersArmstrngsLd.Brw. *f44′ 194t FPT113t*	38 ″ 0 s 8 ″ 1 30 ″ 2	BT till ~~3/39~~ 3,39
166371		*with freeboard* Lon	13103														
GFFX	D.F. E.S.D. GyC. *Ref.Mchy.*	2*Dks*,3*rd dk in holds* *Cruiser Stern*	~~14236~~ 14134	5,59 ~~LMC3.38~~ ~~Lloyd's RMC~~ ~~FS,38~~													
				Fitted for oil fuel 3,38			*F.P. above* 15° F.										
84146	**Stratheden** (P)	TwinSc	23722	✠100A1	Brw		CL	1937 12mo	Vickers-Armstrong, Ld. Barrow *Lloyd's*	P.&O.Stm.Nav.Co. *Duck keel for Cell D*	639·5 664·5(O.L.) *Lower* B&F540′ B&F480′ *Upr* B316′ *Upr* F81′ FK *B504′2218t*	82·2 *ward of mchy. space Tanks in way of tunnels 96′515t Wing tanks in engine room 63′642t DTs*	33·6	London British *11 BHpt Cem* (2,,,*to 2nd dk*) *APT195t*	6 steam turbines SR geared to 2 screw shafts 4501b (*s*) 4912NHP 4WTB(Spt)&2AuxWTB (Spt),HS37030 FD VickersArmstrngsLd.Brw. *f44′ 194t FPT113t*	38 ″ 0 s 8 ″ 1 30 ″ 2	BT till ~~1/39~~ 12,38
165614		*with freeboard* Lon	13103														
GDQT	D.F. E.S.D. GyC. *Ref.Mchy.*	2*Dks*,3*rd dk in holds* *Cruiser Stern*	~~14234~~ 14124	4,39 ~~12,38~~ ~~LMC12.37~~ ~~Lloyd's RMC~~ ~~7,37~~ 7,2													
				Fitted for oil fuel 12,37			*F.P. above* 150° F.										
				~~BS5,38~~													
84147	**Strathmore** (P)	TwinSc	23428	✠100A1	Lon		CL	1935 9mo	Vickers-Armstrongs, Ld. Barrow *Lloyd's*	P.&O.Stm.Nav.Co. *Duck keel forw Cell D*	640·3 B&F493′ *Upr* B312′ *Upr* F81′ FK *B504′2209t*	82·2 *ard of mchy. space Tanks in way of tunnels 96′515t Wing tanks in engine room 63′633t DTs f 44′ 194t*	33·7	London British *11 BHpt Cem* 2 ,, *to* 3rd *dk* *APT195t*	6steam turbines SR geared to 2 screw shafts 4501b (*s*) 4912NHP 4WTB(Spt)&2AuxWTB (Spt),HS37030 FD VickersArmstrngsLd Brw. *FPT113t APT195t*	38 ″ 0 s 8 ″ 1 30 ″ 2	BT till ~~7/38~~
164521		*with freeboard*	13151														
GYMS	D.F. E.S.D. GyC. *Ref.Mchy.*	3*Dks*,4*th dk in holds* *Cruiser Stern*	~~14110~~ 13993	~~spec 11,393~~ ~~BSL,37~~ ~~Lloyd's~~	~~MC9.35~~												
				Fitted for oil fuel 9,35			*F.P. above* 150° F										
84148	**Strathnaver** (P)	TwinSc	22283	✠	Lon	*p*†		1931 9mo	Vickers-Armstrongs, Ld. Barrow	P.&O.Stm.Nav.Co. *Duck keel forward Cell D*	638·7 B347′F75′ *Upper Bridge*304′ FK *B507′2572t*	80·2 *of machinery space DTs a27′818t Tank tunnels 132t FPT115t*	33·1	London British *11 BHpt Cem Coll,,,to W dk* *APT198t*	2SteamTurbines connect'd toElec.Motors&Sc.Shafts 6315NHP HS56000 4 Water Tube Boilers 2Aux.WaterTubeBoilers VickersArmstrngsLd Brw. BritishThomson-Houston Co.Ld.Rugby	37 ″ 6	BT till ~~5/39~~ 5,39
162619			12675	6,35													
GRPZ	*Ref.Mchy.* D.F. E.S.D. GyC.	3*Dks*(*Stl–Weather dk* teak s) 4*th dk*(*Stl*)*in holds* *Cruiser Stern* *Fitted for oil fuel*	~~18861~~ 18265	~~Lloyd's RMC~~ ~~6,38~~ 2,39													

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné à maintenir et exprimé. Lettre d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Dunde.Cert.Bof Trade.
84149	**Strauss**		1756					1927	G.Seebeck A.G. Weser-münde-G.	Argo Rederei Richard Adler & Co.	276·8	42·1	14·8	Bremen German *WB*	T.3Cy.21½″,34½″&55⅞″–37⅜″ & 1 low pressure Turbine 264NHP G.Seebeck A.G. Wesermünde-G.		G
DOAR	D.F. Sub.Sig.	1 *Dk* *Cruiser Stern*	1406 886							P14′F257′							
84150	**Stream Fisher** (*ex*Ortona–32)	*ss*Apl.No.3–10,31	483 335	✠100A1 1,29 10,37	Brw	*g*	CL 2,37	1919 1mo	R.Cock & Sons,Ld. Appledore *Lloyd's SA&CP*	~~James Fisher & Sons,Ltd.~~ Empreza Internacional de Transportes,Ltda.	150·0	25·7	12·0	Brazilian	T.3Cy.13″,22″&34″–22½″(*s*) 180lb 72RHP	12 ″ 9 s 3 ″ 11½	
~~148850~~ ~~M4LV~~	*Mchy Aft*	*ss*Lan.No.1–35	191	✠LMC MS9,35 BS~~10,37~~ 1,39							157·1(O.L.) Q83′B9′F24′ FK				1SB,*2cf*,GS38,HS1271 *FPT31t*	12 ″ 5½	
	Well deck	1 *Dk(Stl)* *Cargo battens not fitted*													Plenty & Son,Ld. Newbury		
84151	**Streefkerk**	*ss*Rot No.1–38 *ss*Rot.No.3–10,34	6185 5656	✠100A1 12,38 ~~11,87~~	Rot	*at*	CL ~~1,37~~ 12,33	1921 11 mo	Rotterdam-sche Droogdk. Mij. A&CP	Vereenigde Neder-landsche Scheepv. Maats. (Directie en Agentuur Maats. Holland Britsch Indie Lijn,N.V. *Mgrs.*)	421·0	55·4	28·9	The Hague Dutch	T.3Cy.26½″,43″&73″–48″ (*s*) 180lb 538NHP	31 ″ 6 s 5 ″ 2½	
PHTS		2 *Dks*(*Stl-U* teak s) *Cruiser Stern*	3823	12,38 ✠LMC MS10,34 BS8,57⅜ *Fitted for oil fuel*							P49′B256′F36′ FK *Cell DB* 338′1143*t*				3SB,*9cf*,GS168,HS8151 FD Rotterdamsch. Droogd. Mij *MT* 18′ 780*t* *FPT* 137*t* *APT* 64*t*	26 ″ 6	
84152	**Strengnäs Express** Ⓟ		325					1908	Lindholmens V.A. Gothenburg	Rederi A/B Mälartrafik (G.Thorslund, *Mgr.*)	121·3	22·9	9·7	Stockholm Swedish	T.3Cy.14½″,22″&36½″–22½″ 63NHP Lindholmens V.A.Got.		
4882 SGPD		1 *Dk* 2 *tr B*	140 210								Q7′B58′H59*t*						
84153	**Streonshalh**	*ss*Avn.No.2–36	3895 3476	✠100A1 ~~6,22~~ 7,37 4,39	Cff Lth Bly	*w*	CL N10,36	1928 7mo	W.Pickers-gill & Sons,Ld. Sunderland *Lloyd's SA&CP*	Rowland & Marwood S.S.Co.Ld. (Headlam & Son, *Mgrs.*)	349·4	50·1	23·8	Whitby British	T.3Cy.24″,40″&66″–45″ (*s*) 180lb *180lb* 315NHP	25 ″ 10 s 4 ″ 3½	
137090 GSNL	D.F.	1 *Dk(Stl)*	2370	✠LMC MS10.36 BS ,9							P33′B105′F35′ FK *Cell DB* 308′858*t*				2SB,*6cf*,GS135,HS4834 *APT* 166*t* G.Clark,Ld Sunderland	21 ″ 8½	
84154	**Strinda**	*Oil Eng.*	10973 10114					1937	Deutsche Werft A.G Bet Finkenwrder Hamburg	A/S J.Ludwig Mowinckels Rederi	508·9	69·2	36·5	Bergen Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.23⅜″–43⅛″ 1360NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		N
LJIQ	*Mchy.Aft* *Cruiser Stern* 1 *Dk* D.F. E.S.D. *Carrying Petroleum in bulk pt Longitudinal framing*		6578								P114′B29′F68′						
84155	**Strix**	Twin Sc *Oil Eng.*	6219 5546					1930	Götaverken A/B Gothenburg	Skibs-A/S Dieseltank (Stephansen & Torgersen, *Mgrs.*)	408·3	55·3	32·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 540NHP Götaverken A/B,Got.		N
LCPH	*Mchy Aft* *Cruiser Stern* 1 *Dk* D.F. *Carrying Petroleum in bulk*		3719								P218*t*H352*t*F68*t*						
84156	**Strombo** (*ex*Laxerto–35, *ex*Carpena–35,*ex*Capena)	Twin Sc *Oil Eng.*	5232 4526					1923	Cant.Offic. Savoia Cornigliano Ligure	"Polena" Società di Navigazione	393·2	51·8	28·5	Genoa Italian	Oil Engines 2S.C.SA 8Cy.28⅜″–37″ 779NHP Cant.Offic.Savoia		I
2122 IBIF	*Mchy.Aft* D.F.	2 *Dks* *Carrying Petroleum in bulk*	2612								P101′B30′F34′						
84157	**Stromboli**		1376 864					1902	Fredrkstad Mek.Værks. Fredrikstad	D/S A/S Spans-kelinjen (Fred. Olsen & Co. & O.R. Thoresen, *Mgrs.*)	230·9	33·3	15·2	Oslo Norwegian *WB*	T.3Cy.15″,26″&43″–30″ 101NHP Fredrikstad M.V.Frdstad.		N
LEZG	Wireless	1 *Dk*	810								P31*t*B51*t*H14*t* F393*t*						
84158	**Strombus**	(*Whale Oil Factory*)	6549 5787	✠100A1 10,37	Rot	*z*	CL 10,36	1900 1mo	Armstrong Whitworth & Co.Ld. Newcastle A&CP	A/S Sevilla (Onesimus Andersen, *Mgr.*) *WB = DBu Tanks at*	410·0	52·1	32·2	Tonsberg Norwegian	T.3Cy.26½″,46″&77″–48″ (*s*) 180lb 654NHP	34 ″ 0 s 6 ″ 10½	
LCPN		*ss*Osl.3rdNo.3–10,34 *ss*Nwc.No.3–11,36	3917	~~✠B3.21~~ ✠MC11.36 (✠NB(FP) *made 16ri fitted* 36 ~~Pr.BS10.37~~ BS10.37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,00			*F.P. above* 150° F.				P100′B20′F56′ FK *B37′112t FPT 219t sides of boiler room & in boiler room'twe en decks 276t*				14 *B.H Cem* *APT 62t* 22Pr.B*60lb* 7Pr.B*45lb* 4SB,*13cf*, HS10381 FD N.E.Marine Co.Ld.Nwc.	27 ″ 5	
	Mchy.Aft D.F.	2 *Dks*(Stl) & *Web frames*															
84159	**Stronsa Firth**	*ss*Abn.No.3–10,37	491 319	✠100A1 ~~10,37~~ 10,3	Abn Bly	*g*	CL ~~9,37~~ 10,38	1925 9mo	J.Lewis & Sons,Ld. Aberdeen *Lloyd's SA&CP*	Firth Shipping Co. Ld. (~~C.T.Gillies-Black,Ld.,Mgrs.~~) *Cell DB* 95′114*t* *FPT* 53*t* *APT* 14*t*	160·3	25·1	9·7	Aberdeen British	T.3Cy.12½″,21″&34″–24″ (*s*) 180lb 66RHP	11 ″ 9 s 3 ″ 5	
144827 MNRB	*Mchy.Aft* Wireless *Well deck*	1 *Dk(Stl)* *Cargo battens not fitted*	222	✠LMC10 37							166·0(O.L.) Q92′B11′F24′ FK				1SB,*3pf*,GS52,HS1618 3 *B.H Cem* 33*t* *APT* 14*t* J.Lewis & Sons,Ld.Abn.	11 ″ 8	
84160	**Strymon** (*ex*Cairndhu–35)	*ss*Lth.No.3–9,31 *ss*Nwc.No.1–35	5250 4789 3218	✠100A1 ~~1,35~~ 9,37 4,39 BS~~8,37~~ 10,38	Rot Mch Bry ✠LMC3,38	*y*	CL ~~8,36~~ 7,38	1919 3mo	Palmers' Co.Ld. Newcastle *Lloyd's SA&CP*	Livanos Maritime Co.Ld. (N.G. Livanos, *Mgr.*) *Cell DB*	399·3	52·2	28·5	Chios Greek	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP	31 ″ 0 s 5 ″ 11¾	
123 SVEG	D.F.	1 *Dk(Stl)*									P49′B113′F39′ FK 344′1112*t* *FPT 122t*				3SB,*9cf*,GS190,HS7668 FD *APT 174t* Palmers' Co.Ld.Newcastle	25 ″ 3	
84161	**Stubbenhuk**		934 759					1925	Flender, A.G. Lübeck	H.M.Gehrckens	223·7	33·4	12·0	Hamburg German *WB*	T.3Cy.16 7/16″,26⅜″43 5/16″–29½″ Lübecker 102NHP Maschb.Ges.Lübeck		G
DHWT	Wireless D.F.	1 *Dk*	465								P172′F21′						
84162	**Sturdee Rose**	*ss*Bly.No.3–5,35	873 592	✠100A1 4,38	Bly		CL 11,36	1922 10mo	Hansen SB & S.Rep.Co Ld Bideford *Lloyd's SA&CP*	Richard Hughes & Co.(Liverpool) Ld. *Cell D*	190·0	30·1	12·5	Liverpool British	T.3Cy.15″,25′&41′–27′ (*s*) 180lb 84RHP	14 ″ 6 s 4 ″ 6½	
145983 MLDS	*Mchy.Aft* *Well deck*	1 *Dk(Stl)* *Cargo battens not fitted*	443	BS1.3 ✠LMC5.35							Q120′B0nQ14′F26′ FK *Bf* 126′239*t* *FPT 53t*				3 *B.H Cem* *APT 30t* 2SB,*4cf*,GS66,HS2166 Lytham SB.&E.Co.Ld. Lyt.	14 ″ 1½	
84163	**Stureborg** (*ex*Ran–33, *ex*Mulgrave)	Iron *ss*Mmo.2ndNo.3–11,07 *ss*Gms.No.1–12	*1584* *1333* *920*	✠ 7,16 ✠	Lon	*q*		1883 11mo	J L Thomp-son & Sons Sunderland	Rederi A/B Sture-borg (J.Leonard) *DBa7*	260·0	36·0	18·6	Landskrna Swedish	C.2Cy.29½″&60″–39″ NDB05 180NHP	19 ″ 8	V †
3881 SGAI	*Well deck*	1 *Dk(Irn)* 2 *tr B*									Q100′B58′F26′ FK 6′*f* 58′268*t* *FPT 33t*				2SB,*6cf*,GS96,HS3066 *APT 26t* J.Dickinson,Sunderland		
84164	**Stureholm**	Twin Sc *Oil Eng.*	*4575* *4103*	✠100A1 *Shelter dk with freeboard* 5,33 ~~9,37~~ 5,39 ✠LMC	Skm Got	*y*	OG ~~6,37~~ 5,33 4,39	1919 9mo	Aktieb. Götaverken Gothenburg AP *Cell DB* 333′ 10	Aktieb.Svenska Amerika Mexiko Linien (E.Carlson, *Mgr.*) *08t side tanks (aft)*	408·7	54·0	23·4	Gothenbrg Swedish	Oil Engines 4S.C.SA 12Cy.28¾″–35 7/16″ 629NHP *Cem* DB *100lb*	26 ″ 1 s 2 ″ 9	
6172 SILA		*ss*Skm.No.3–4,32 *ss*Got.No.1–36	2702	DBS8.~~40~~,38 CS4.36 6.37			4,39				— .. FK *Collision*				*n B H to Sh dk* 6 ,, ,, *U* ,, Akt.Burmeister & Wain, Copenhagen	23 ″ 6½	
	D.F. *Cruiser Stern*	1 *Dk(Stl)* & *Shelter dk(Stl)* 2nd *dk(Stl) in forehold*									42′224*t* *APT 44t*						
84165	**Sturla** (*ex*F.G.Reinhold, *ex*Halfdan, *ex*Highlands)	Iron *ss*Got.2ndNo.3–2,09 *ss*Nwc.No.2–19	1195 864 723	✠ 6,22 ✠NB5.13 ✠	Nwc	*n*		1884 1mo	A.Hall & Co. Aberdeen	Ignazio Messina & C.	228·5	33·1	16·2	Genoa Italian	C.2Cy.28″&54″–36″ NDB07 142NHP	17 ″ 0	I †
1565 IUOY	*Well deck* Sub.Sig.	1 *Dk(Irn)* 2 *tr B*									Q90′B57′F24′ BK8′ *DBa*				1SB,*3cf*,GS90,HS2465 71′*f* 82′329*t* Blaikie Bros. Aberdeen		
84166	**Sturmfels**		6288 5812					1920	Act.Ges. "Weser" Bremen	Deutsche Dmpfs-fahrts Ges. Hansa	431·5	56·2	30·3	Bremen German	T.3Cy.28½″,47½″&76⅜″–53⅜″ &LP.Turbine 608NHP A.G."Weser" Bremen		G
DOKM	Sub.Sig.	2 *Dks*	3834								P78′B133′F56′						

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or Equipment Letter.	7* Date when tail shaft last tested.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of transfer of Trade Cert.
84167 DHWU	**Sturzsee** (*ex* Otto Fischer, *ex* Westerbroek) *Mchy. Aft* 1 *Dk*		708 537 338					1921	Wortelboer &Co. Westerbroek	W. Schuchmann	179·9 | 28·7 | 12·6 Q85'B8' *WB*			Bremer-haven German	T.3Cy 15", 23½" & 39⅝"–23⅝" 75 NHP E.J. Smit & Zoon, Hoogezand		G
84168 DOAK	**Stuttgart** (P) Twin Sc E.S.D. D.F. GyC. Sub.Sig. 4 *Dks*		13387 11292 7796					1923	Vulcan-Werke A.G. Stettin	Die Deutsche Arbeitsfront (Norddeutscher Lloyd, *Mgr.*)	527·0 | 65·0 | 34·7 B372'F117' *WB*			Bremen German	T 6Cy. 31½", 51½" & 59 1/10"–55 1/10" 517 NHP Vulcan-Werke A.G. Stettin		G
84169 PHUI	**Stuyvesant** (P) D.F. 2 *Dks*		4249 3052 2541					1918	Nederl. Schps. Maats. Amsterdam	Koninkl. Nederl. Stoomb Maats. N.V.	342·0 | 47·6 | 24·3 P28'B143'F60' *WB*			Amstrdam Dutch	T.3Cy. 25", 39" & 67"–47½" 309 NHP Werkspoor, Amsterdam		V
84170 344 SVAU	**Styliani** (*ex* Patra–37, *ex* Orion–32, *ex* Hillcrag) *ss* Pir. 2nd No. 3–4,22 1 *Dk (Stl) & Spar dk (Irn) & deep framing*		*3256* *3029* *2081*	✠ 6,27	Ven	*r*		1896 8mo	R. Thompson & Sons Sunderland	Aristides Pittas & C. Scrivanos *Cell D Ba*	328·1 | 47·1 | 15·9 P29'B70'F35' 23·3 FK 106'*u* E22'*f* 130'714*t* *APT* 50*t*	Piræus Greek	T.3Cy. 24", 39" & 64"–42" NDB18 275 NHP 2SB, *6pf*, Gs100, Hs4274 G. Clark, Ld. Sunderland	25 ″ 10	G †
84171 821 SZGB	**Stylianos** (P) Aux Sr (*ex* Hermes–36, *ex* Kawala–35, *ex* Kawala, *ex* Arcturus) *ss* Alx. 2nd No. 3–7,21 *Yacht* 2 *Dks* (*See Sailing Ship Register*)		405 — 254	✠ *Yacht* 5,27	Alx			1895 10mo	Ramage & Ferguson, Ld. Leith	C. & L. Tsoupas	148·0 | 27·1 | 15·6 BK	Piræus Greek	T. Cy. 13", 21" & 34"–24" NB08 57 NHP 1SB, *6rf*, Gs120, Hs1602 Ramage & Ferguson, Ld. Lth.		
84172 920 SVYH	**Stylianos Chandris** (*ex* Oaksprings–38, *ex* E.A. Morse) *ss* N.Yk. No. 3–2,38 1 *Dk & Shelter dk* *Longitudinal framing*		6059 5550 3743	✠ 100 A1 *Shelter dk with freeboard* 2,38	N Yk	*z*	CL 12,37	1919 12mo *Lloyd's* above	Virginia S.B. Corp. Alexandria, Va.	J.D. Chandris *Cell D B* 319'1360*t*	402·6 | 53·2 | 32·0 417·0 (O.L.) P34'F38' *on Shlt'r dk* *MT* 30'587*t FPT* 73*t*	Piræus Greek *Cem* FK *APT* 46*t*	T.3Cy. 25", 41½" & 72"–48" 190 lb 359 NHP 3SB, *9cf*, Gs185, Hs8331 Ingersoll Rand Co. Phillipsburg, N.J	34 ″ 6 s 8 ″ 2½ 26 ″ 5⅜	
84173 TCDJ	**Suat** (*ex* Vefa–34, *ex* Fasano, *ex* S. Antonio, *ex* Balham, *ex* Collivaud) *ss* Sws. 3rd No. 3–8,19 1 *Dk (Stl) 2tr B* in fore & after holds & *Web frames* *Well deck*		1439 1109 844	*Fitted for oil fuel* 12,19 F.P. 10,23 ~~NB 2.17~~	Mes	*o*		1886 8mo	Bute S.B. Eng. & Dry Dock Co. Ltd Cardiff	Sadikoglu Nazim	240·9 | 33·1 | 18·0 Q86'B50'F26' ND01 FK *DBa* 67'*f*	Istanbul Turkish	C. 2Cy. 29" & 56"–36" 173 NHP 2SB, *6cf*, Gs98, Hs3336 Palmer's Co. Ld. Newcastle	19 ″ 2	
84174 165417 MMDZ	**Suavity** *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern*		634 421 334	✠ 100 A1 ~~3,30 3,37~~ ✠ LMC 3,37 ✠ LMC (M.) 4,39	Grk Yar	*i*	OG	1937 3mo	G. Brown & Co. (Marine) Ld. Greenock	F.T. Everard & Sons, Ld.	175·0 | 27·9 | 9·8 182·6 (O.L.) Q113'F13' FK *DBa* 67'*f*	London British	Oil Engines 2 S.C.S.A. 6Cy 12⅝"–15⅝" ~~167 NHP~~ 86 RHP Newbury Diesel Co. Ld. Newbury	12 ″ 0 s 3 ″ 9 12 ″ 0	
84175 161244 GSZT	**Subadar** *ss* Cal. No. 2–38 ~~Cal. No. 1–38~~ 2 *Dks (Stl)*		5424 5024 3397	✠ 100 A1 8,38 ~~8,37~~ ✠ LMC 11,37 BS 1,39	Cal	*z*	CL 2,36 8,38	1929 6mo *Lloyd's*	Lithgows Ld. Port Glasgow	Asiatic Stm. Nav. Co. Ld. *Cell D B* 34	405·0 | 54·0 | 28·8 P40'B121'F41' *Intermediate 'tween dk BH in after hold dispensed with* FK 8'1186*t* *DTa* 35'981*t* *FPT* 118*t* *APT* 31*t*	London British *ptCem* FD *BH to U dk*	T.3Cy. 24½", 42" & 70"–48" (*s*) 210 lb *110 lb* 446 NHP 2SB, *8pf*, Gs308, Hs5972 D. Rowan & Co. Ld. Glasgow	31 ″ 3 s 6 ″ 1 25 ″ 5¾	
Broken up 84176 KJZJ	**Sucarseco** (*ex* Italia) *ss* N.Yk. No. 1–26 1 *Dk (Stl) 2tr B in fore & after holds & Web frames* *Fitted for oil fuel*		3253 3005 1977	✠ 2,27	N Yk	*v*		1920 6mo	Submarine Boat Corp. Newark, N.J.	~~Portland California S.S. Co.~~ *Cell D B* 251'827*t* *D*	324·0 | 46·2 | 25·0 P30'B90'F35' FK *Tf* 20'394*t* *FPT* 111*t*	New York Utd. States *6 B Hpt Cem* FD *APT* 69*t*	1 DR Geared Steam Turbine HS5800 386 NHP 2 Water Tube Boilers Westinghouse Electric & Mfg. Co. Essington, Pa.	28 ″ 6	R †
84177 YQSS	**Suceava** (P) (*ex* Albert Vögler–33) Sub.Sig. 2 *Dks*		6876 6083 5704					1923	Marine-werft Wilhelmshvn	Roumanian State Maritime Service	409·8 | 53·9 | 23·7 H133'F19'	Constntza Roumanian	T.3Cy. 25¼", 41" & 66⅛"–49½" & L.P. Turbine 308 NHP Marinewerft, Wilhelmshvn		V
Sunk 6.38 84178 UOFL	**Suchan** (P) Sub.Sig. *Cruiser Stern* 2 *Dks*		3554 2993 1963					1930	Baltic S.B. & E. Works Leningrad	U.S.S.R.	314·7 | 46·1 | 26·1 P42'B95'F36' *WB*	Vladvostk Russian	T.3Cy. 22 7/16", 37" & 59 1/16"–39⅜" 219 NHP Baltic S.B. & E. Works, Len		
84179 *ss* Mob. No. 3–3,38 ~~ss Co. No. 2.~~ *Mchy. Aft*	**Sucre** Twin Sc 1 *Dk (Stl) & Web frames* *Longitudinal framing*		*2646* *1889* *1509*	✠ 100 A1 1,39 BS 1,39 ✠ LMC 3,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,26 F.P.	Cco Mob	*t*	CL 1,39	1926 6mo *Lloyd's* above	Palmers Co. Ld. Newcastle	Mene Grande Oil Co. C.A. *Cell D Bu E&S*	305·0 | 50·2 | 16·3 316·5 (O.L.) P69'B22'F33' FK *Trunk dk* 181' *B42'107t FPT* 194*t* 50° F.	Maracaibo Venezuelan *11 B Hpt Cem* *APT* 85*t*	T.6Cy. 18½", 28" & 37"–27" (*s*) 180 lb 210 NHP 2SB, *6cf*, Hs4009 MacColl & Pollock, Ld. Sld.	16 ″ 6 s 2 ″ 0½ 14 ″ 8	
Broken up 22H25 KJZK	**Sucubaco** *ss* N.Yk. No. 1–26 1 *Dk (Stl) 2tr B in fore & afterholds & Web frames* *Fitted for oil fuel*		3285 3005 1997	✠ 4,27	N Yk			1921 5mo	Submarine Boat Corp. Newark, N.J.	~~Portland California S.S. Co.~~ *Cell D B* 251'827*t* *D*	324·0 | 46·2 | 25·0 P30'B90'F35' FK *Tf* 20'394*t* *FPT* 111*t*	New York Utd. States *6 B Hpt Cem* *APT* 69*t*	1 DR Geared Steam Turbine HS5800 386 NHP 2 Water Tube Boilers Westinghouse Electric & Mfg. Co. Essington, Pa.	28 ″ 6	R †
84181 EAGC	**Sud** (*ex* M. Arnus, *ex* Josefa Raich, *ex* M. Arnus, *ex* Temiya *ss* Yka. No. 3–12,06 Maru, *ex* Saint Jerome) *ss* Yka. No. 2–14 1 *Dk (Stl) 2tr B & Web frames & pt Awng dk (pt Stl pt Irn)*		2949 — 2290	✠ 9,20	Bel	*t*		1894 9mo	Furness, Withy & Co. Ld. W. Hartlepool	Domingo Mumbrú *Cell D Ba* 106	314·0 | 39·9 | 21·3 Q131' *pt Awng dk* 183' FK *uE & B* 50'*f* 112'492*t*	Barcelona Spanish *6 B HCem* *1 PT* 30*t*	T.3Cy. 23½", 37½" & 61½"–39" 240 NHP 2SB, *6cf*, Gs90, Hs3664 T. Richardson & Sons, Hpl.	23 ″ 10	G †
84182 YTEG	— *ss* Tri. 3rd No. 3–4,37 1 *Dk (pt Irn & pt Stl) 2tr B & deep framing & Dk rule*		2545 2364 1603	✠ 100 A1 4,38 ✠ LMC 1,37 BS 5, 37	Rot	*t*	CL 1,38	1901 12mo *Lloyd's*	A. Rodger & Co. Pt. Glasgow	Brodarsko Akcionarsko Drustvo "Oceania" *WB = Cell D Ba*	314·4 | 44·0 | 20·8 P29'B94'F30' FK *uE* 120'*f* 136'633*t*	Susak Yugoslav *5 B HCem* *APT* 86*t*	T.3Cy. 22½", 37" & 61"–42" (*s*) 160 lb 249 NHP 2SB, *6cf*, Gs105, Hs3866 A. Rodger & Co. Glasgow	23 ″ 3 s 3 ″ 5½ 20 ″ 0½	
84183 LOHA	— (*ex* Martinhoe) *ss* B.As. No. 3–9,36 *Well deck* 1 *Dk (Stl)* *Longitudinal framing in double bottom & at deck* Wireless		1162 — 446	✠ 100 A1 ~~7,38 7,36~~ MS 4,36	BAs	*p*	~~1,36~~ CL 7,38	1924 4mo	Furness SB Co. Ld. Haverton Hill-on-Tees *Lloyd's*	Cia. Argentina de Nav. Mihanovich, Ltda. *Cell D B* 175'457*t* *D T at sides of tunnels*	245·4 | 38·6 | 15·5 Q188'F24' FK 34'190*t* *FPT* 55*t* *APT* 46*t*	Bns. Aires Argentine *4 B Hpt Cem*	T.3Cy. 17", 27½" & 45"–33" (*s*) 180 lb 156 NHP 2SB, *4cf*, Gs79, Hs2806 Ross & Duncan, Govan	17 ″ 6 s 5 ″ 6 16 ″ 6¼	
84184 89 SUDO	**Sudani** (*ex* Rijn–35, *ex* Jolly Angela–34) *Mchy. Aft* 1 *Dk*		511 374 279					1919	J. Berg Delfzijl	Mustafa Abul Ela	160·2 | 25·5 | 12·0 P49'F21' *WB*	Alexandria Egyptian	T3Cy 12 9/16", 19⅞" & 31 7/16"-21⅝" 56 RHP J. Berg, Delfzijl		V
84185 220626 KJZL	**Sudawsonco** *ss* N.Yk. No. 1–26 1 *Dk (Stl) 2tr B in fore & after holds & Web frames* *Fitted for oil fuel*		3253 3005 1977	✠ 4,28	N Yk	*v*		1920 10mo	Submarine Boat Corp. Newark, N.J.	~~Portland California S.S. Co.~~ *Cell D B* 251'827*t* *D*	324·0 | 46·2 | 25·0 P30'B90'F35' FK *Tf* 20'394*t* *FPT* 111*t*	New York Utd. States *6 B Hpt Cem* *APT* 69*t*	1 DR Geared Steam Turbine HS5800 386 NHP 2 Water Tube Boilers FD Westinghouse Electric & Mfg. Co. Essington, Pa.	28 ″ 6	R †

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15 Registres ou tenus à jour au bureau de L. Durée du Cert. de Classe.
84186	**Suddhadib**		1311	✠100A1	Bgk	*n*	CL	1918	Hong K'ng	SiamSteamNav.	223·4	35·6	17·8	Bangkok	T.3Cy.17″,27″&44″–30″ (*s*)	20 ″ 0	
296			1153	*Awng dk*			~~10,37~~	4mo	&Whampoa	Co.				Siamese	190lb 136NHP	s 4 ″ 11	
HSAF		ssBgk.No.3–3,30	808	*withfreeboard*			10,38		DockCo.Ld.				FK		4*B*Hpt*Cem*	15 ″ 5	
		~~ssB.K.No.2–38~~		10,38 ~~10,37~~		BS10,38			HongKong						2SB,4*cf*,GS89,HS2822		
		1*Dk*(*Stl*)*&Awng dk*(*Teak*)		~~10,37~~		LMC ~~10,37~~	10,37		*Lloyd's*A&CP	*Cell DB*180′237*t FPT*18*t*					*APT*18*t*		
		Cargo battens not fitted in Awng 'tween decks		*Fitted for oil fuel* 4 18			*F.P. above*		150° F.						HongKong&Whampoa DockCo.Ld.		
84187	**Suderholm** (*ex*Key West)		4908	✠100A1	Stv	*y*	CL	1917	SeattleCon-	D/S A/S KeyWest	381·4	53·2	27·1	Haugesnd	T.3Cy.24⅝″,40″&70⅛″–48″	29 ″ 4	
		ssMmo.No.3–10,80	4462	11,37				6mo	struction&	(K.Knutsen,				Norwegian	190lb (*s*) 472NHP	s 5 ″ 9	
LDER		ssStv.No.1–34	2895	~~BS11,37~~ 11,38		LMC11,38		A&CP	Dry DockCo	O.A.S. *Mgr.*)	P40′B100′F41′		FK	*Cem*	3SB,9*cf*,GS169,HS6881	FD 23 ″ 9	
		2*Dks*(*Stl*)							Seattle,Wash		*One 'tween dk BH*			5 *BH to Uds*	SeattleConstruction&		
		&Web frames		*Fitted for oil fuel* 6 17			*F.P. over*		150° F.	*in after hold dispensed with*				7 ,, ,, 2nd ,,	Dry DockCo.Seattle,Wash.		
				Carrying oil in bulk			*F.P. above*			*Cell D*	*B*325′960*t FPT*115*t*			*APT*264*t*			
84188	**Suderöy** (*ex*Balto,*ex*Kim)		7562					1913	Armstrong	Hvalfangst A/S	445·5	57·5	33·1	Haugesnd	T.3Cy.27″,45″&75″–48″		N
		(*Whale oil factory*)	7197						Whitworth	Suderöy(Knut				Norwegian	390NHP		
LHIA		1*Dk*&*Shelter dk*	5238						&Co.Ld.	Knutsen,O.A.S.	P119′H569*t*F31*t*			*WB*	N.E.MarineEng.CoLdNwc		
	D.F.	*Longitudinal framing*							Newcastle	*Mgr.*)							
		Fitted for oil fuel															
84189	**Sudin** (*ex*Cambria,*ex*Götha)		811					1895	Act.Ges.	Government of	186·2	27·9	12·4	Reykjavik	T.3Cy.16″,26″&42″–29″		V
			495						"Neptun"	Iceland				Icelandic	95NHP		
TFRA	Wireless	1*Dk*2*tr*13	469						Rostock	(Skipautgerd	P113′H29*t*F17′			*WB*	A.G."Neptun,"Rostock		
										Rikisin)							
84190	**Sudkom**	TwinSc	926					1929	Sevastopol	U.S.S.R.	229·6	33·9	11·8	Sevastopol	Oil Engines 4S.C.SA		
	Wireless	*Oil Eng.*	753						Marine Wks.		P55′F25′			Russian	12Cy.13⅝″–19⅛″ 214NHP		
UOVS	*Mchy.Aft*	1*Dk*	468						Sevastopol					*WB*	StateEngWksKolominska		
84191	**Südmeer** (*ex*Sydis–37,	TwinSc4Mst	8133			...		1902	Wigham	Deutsche	487·3	56·1	27·6	Hamburg	T.6Cy.24″,40½″&67″–48″	39 ″ 0	N
	*ex*Torodd–34,	(*Whale oil factory*)	5863						Richrdsn&Co	Ölmühlen-	H410*t*		35·6	German	846NHP		†
DJUL	*ex*Colonia)	2*Dks*&*Spar dk*&*D.F.*	4355						Ld.Newcastle	RohstoffeG.m.b.H.			FK&BK2″	*WB*	WghmRchrdsn&C.Ld Nwc		
	D.F.	*Fitted for oil fuel deep framing*								(Hamburger							
										Walfang-Kontor							
										G.m.b.H.*Mgrs.*)							
84192	**Südsee** (*ex*Sampan,*ex*Calgarth,		1761	✠	Gms	*r*		1898	S.P.Austin	W.Schuchmann	267·2	37·7	17·1	Brmrhavn	T.3Cy.21½″,35″&57½″–39″	19 ″ 9	G
	*ex*Harrington)	ssCff.No.3–8,10	1125	9,23				5mo	&Son,Ld.		P27′Q74′B50′F29′		FK	German	214NHP		†
DQNP		ssLiv.No.2–19	1040	✠					Sunderland					4*BHCem*	2SB,6*pf*,GS98,HS3340		
	Well deck	1*Dk*(*Irn*)*&Web frames*								*Cell DBa*76′*u E&B*34′*f*108′510*t FPT*				37*t APT*53*t*	G.Clark,Ld.Sunderland		
84193	**Suecia** Ⓟ		*4216*	✠100A1	Got	*x*	CL	1929	Swan,Hun-	Rederiaktieb.	373·5	50·1	28·6	Gothenbrg	3SteamTurbinesSRgeared	32 ″ 0	
7545		*ssGot.No.2–37*	*3258*	*withfreeboard*			~~5,37~~	6mo	ter&Wigham	SvenskaLloyd	360·2	50·2	29·1	Swedish	to1Sc.Shaft 220lb 1043NHP	s 12 ″1½	
SENT	*Ref.Mchy.*	2*Dks*(*Stl–Weather dk* ws)	*2422*	~~4,38~~ 5,39		LMC6,37	10,38		Richardson	(K.R.Bökman,	376·3(O.L.)		FK		4SB(Spt),12*cf*,GS258,	FD 20 ″ 4	
	D.F.	3rd *dk*(*Stl*)*in Nos* 2,3*&*4 *holds*							Ld.Newcastle	*Mgr.*)	F67′		*C*	*oll ,, to W dk*	HS11788		
		Strengthened for Navigation in Ice						*Lloyd's*A&CP		*Cell DB*301′464*t*					Parson'sMarineSteam		
	E.S.D.			T. 1,38				above	150° F.	*tanks in way of*				*APT*54*t*	TurbineCo.Ld.Nwc.		
				Fitted for oil fuel 6 17			*F.P. above*			*tunnel* 42*t FPT*28*t*							
84194	—	TwinSc3Mst	*3730*	✠100A1	Mmo	*x*	OG	1912	Akt.Bur-	Rederiaktieb.	359·4	51·6	22·2	Stockholm	Oil Engines 4S.C.SA	25 ″ 6	
5393		*Oil Eng.*	*3353*	*Shelter dk*	Lkr		11,36	12mo	meistr&Wain	Nordstjernan				Swedish	16Cy.19⅛″–26″ 612NHP	s 2 ″4½	
SGTA	D.F.	ssGot.2ndNo.3–8,37	*2220*	*withfreeboard*					Copenhagen	(A.A.Johnson,			FK	6*BHAsp*	NDB30 *100lb*	23 ″ 4	
		2*Dks*(*Stl*)*&Shelter dk*(*Stl*)		~~5,38~~ 5,39		DBS9,38		*Lloyd's*A&CP		*Mgr.*)					Akt.Burmeistr&Wain,Cpn		
				~~7~~		LMC8 7				*Cell DBa*69′*u E*	37′*f*212′1138*t FPT*			74*t APT*53*t*			
84195	**Suevia**	Wood	353					1918	Froncoso&	J.R.Curbera	140·7	25·9	11·0	Vigo	C.2Cy.13″&26″–17½″		
			—						Santodo-					Spanish	24NHP		
EQQU		1*Dk*	226						mingo						Froncoso&Santodomingo,		
									Vigo						Vigo		
84196	**Suez Maru**		4646	✠100A1	Kob	*x*	CL	1919	Uraga	Kuribayashi	360·0	51·2	26·1	Okadamu-	T.3Cy.24½″,40½″&67″–48″	28 ″ 5	
25090		*ssKob.No.3–5,32*	3927	~~5,38~~			~~3,38~~	8mo	DockCo.Ld.	SyosenK.K.				raOshima	180lb (*s*) 377NHP	s 5 ″ 7	
JSCD		*ssKob.No.1–36*	3330			LMC	2,39		Uraga		P21′B91′F35′		FK	Japanese	3SB,9*cf*,GS180,HS6381	23 ″ 2	
		2*Dks*(*Stl*)				~~3,39~~		A&CP						6*BHCem*	UragaDockCo.Ld.Uraga		
										Cell DB	291′919*t FPT*114*t*			*APT*46*t*			
84197	**Suffolk**		4607					1911	NewYork	CoastwiseTrans-	365·7	50·1	28·1	Prt Ind.Me.	T.3Cy.24½″,38½″&67″–45″		R
209076			—						S.B.Co.	portationCorpora-	P79′B17′F34′			Utd.States	301NHP		
KGGN	*Mchy.Aft*	1*Dk*	2895						Camden,N.J.	tion				*WB*	NB21*refitted*30		
															NewYorkSBCo.Camdn NJ		
84198	**Suffolk Coast**		870	✠100A1	Bkn	*k*	CL	1917	W.Harkess	~~CoastLines,Ld.~~	198·0	30·7	12·5	Liverpool	T.3Cy.16″,27″&44″–30″ (*s*)	14 ″ 5	
146Y1		*ssBkn.No.3–7,29*	622	6,38 ~~7,37~~	Liv		7,37	5mo	&Son,Ld.	KyleShipping				British	180lb *100lb* 97RHP	s 4 ″ 3	
MGRW		E.S.D. *ssLiv.No.2*	419	~~S7,37~~		LMC ~~7,37~~			Middlesbro'	Co.Ld.(Monroe	Q111′B13′F25′		FK	3*BHCem*	1SB,3*pf*,GS59,HS2060	13 ″11½	
		ssLiv.No.1–32		~~5~~			7,37	*Lloyd's*A&CP		Bros.,*Mgrs.*)	f118′166*t FPT*103*t*			*APT*31*t*	McColl&Pollock,Ld.Sld.		
		Well deck Mchy.Aft 1*Dk*(*Stl*)								*Cell DB*							
		Wireless *Cargo battens not fitted*															
84199	**Sugi Maru**		443					1935	Ohara	UwajimaUnyu	149·0	26·5	14·0	Uwajima	Oil Engines		
40423		*Oil Eng.*	—						Zosen	K.K.				Japanese			
JIWH		1*Dk*	253						Tekkosho								
									K.K.								
									Osaka								
84200	**Sui Kong** (*ex*JennyMoller–32,		2316	✠ ...	Shi	*s*		1897	A.Stephen	ZuiKongS.S.Co.Ld	290·0	42·7	19·3	Shanghai	T.3Cy.19½″,32″&53″–42″	21 ″10	
	*ex*Amur,	*ssShi.2ndNo.3–4,24*	—	12,34					&Sons		B66′F38′		FK	Chinese	199NHP		
	*ex*Nordnæs,	*ssShi.No.3–2,31*	1386						Glasgow					5*BHCem*	2SB,4*cf*,GS90,HS3070		
	*ex*Vizcaina)	1*Dk*(*Irn*)*&deep framing*								*Cell DB*	*a*80′*u E&B*36′*f*116′			561*t APT*99*t*	A.Stephen&Sons,Glasgow		
84201	**Sui Sang** Ⓟ		3577	✠100A1	HKg	*u*	CL	1923	HongK'ng	Indo-ChinaSteam	310·0	46·1	30·4	HongKong	T.3Cy.23″,38″&68″–45″ (*s*)	32 ″ 9	
152437		*ssH.Kg.No.3–4,36*	3315	*withfreeboard*			~~4,36~~	11mo	&Whampoa	Nav.Co.Ld.	324·5(O.L.)		22·7	British	190lb *100lb* 414NHP	~~s 10 ″ 6~~	
VPGK		3*Dks*	2209	6,38 ~~5,37~~		LMC ~~5,38~~	5,38		DockCo.Ld.				FK	5*BHCem*	2SB,6*cf*,GS132,HS6364	FD ~~32 ″ 10~~	
				~~BS5,38~~ 5,38					HongKong	*Cell D*	*B*265′443*t FPT*46*t*			*APT*54*t*	HongKong&Whampoa	s10 ″ 4	
								*Lloyd's*A&CP							DockCo.Ld.H.Kg.	22 ″ 9½	
84202	**Sui-Tai** Ⓟ	TwinSc	1816					1899	S.C.Farn-	HongKong,Canton	238·0	30·1	11·9	Hong Kong	T.6Cy.11″,18″&30″–21″		
120398			688						ham&Co.Ld.	&MacaoStm.Boat				British	96RHP		
VPFY		1*Dk Shade dk*&*Promenade dk*	1343						Shanghai	Co.Ld.					S.C.Farnham&Co.Ld.Shi.		
84203	**Sui-Wo**	TwinScSk	2672	A1	Shi		OG	1896	Lon.&Gls.	Indo-ChinaSteam	290·0	43·1	11·8	Hong Kong	T.6Cy.14″,23″&37″–30″	13 ″ 6	
105883		*ssShi.No.3–6,37*	1106	1,~~36~~,37		LMC6	6,37		Co.(Lim.)	Nav.Co.Ld.	~~B233′F13′~~			British	160lb *65lb* 221NHP		
		~~2*Dks*~~ 1*Dk*	1931						Glasgow		301 0(O.L.)		FK	*Asp*	2SB,6*cf*,GS103,HS3510	FD	
				For Service on the Yangtsze River							*Awning dk*				Lon.&Gls.Co.(Lim.)Gls.		
				~~B~~s10,38							*Promenade dk*						

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years when built. Date when now equipment. Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Fl. of Trade Cert.
Sunk 10.38																	
84204 JDDC	**Suisho Maru** (P) (*ex* Kirishima Maru No. 10–34)	Wireless 1 *Dk*	998 861 667					1918	.....	Hashiya K.K.	204·5	32·5	17·5	Hakodate Japanese *WB*	T. 3 Cy. 13½", 22" & 37"–27" *B made 08 refitted 18* 71 NH Matsuda Co. Osaka		
84205 GLXK	**Suiyang**	2 *Dks*	2590 2276 1594					1917	Taikoo Dckyrd & Eng Co. of HKg Ld Hong Kong	China Nav. Co. Ld.	310·3	41·2	22·4	London British *WB*	T. 3 Cy. 22", 35" & 56"–39" 196 NH Taikoo D & E Co. of HKg. Ld		
84206 JBRE	**Suiyang Maru** Twin Sc (*ex* Kinling)	3 *Dks*	3078 1372 2417					1904	Hong K'ng & Whampoa Dock Co. Ld. Hong Kong	Nisshin Kisen K.K.	310·0	46·2	14·2	Tokyo Japanese	T. 6 Cy. 14½", 24" & 39"–30" 170 NH Hong Kong & Whampoa Dock Co. Ld. Hong Kong		
	(SUNK TO BLOCK WHANGPOO RIVER, 8.37)																
84207 GMDN	**Suiza** (*ex* Domingo C.) Twin Sc D.F. E.S.D. *Ref. Mchy.* Sub. Sig.	1 *Dk* 4 *Dks*	480 — 274 4678 3300					1905	Soc. Esercizio Bacini Genoa	F. Fresone	205·0	33·0	10·0	Bns. Aires Argentine	T. 6 Cy. 10", 15 3/16" & 25¾"–17 7/16" 55 NH Soc. Esercizio Bacini Genoa		
84208 UPCW	**Sukhona** (*ex* Lady Brenda–34, *ex* Maindy Dene) *ss* Bly. No. 3–8, 33	1 *Dk (Stl)*	3124 2871 1819	✠ 7,34	Bkn	*u*		1918 4 mo	Craig, Taylor & Co. Ld. Stockton	U.S.S.R. *Cell L*	325·1 P31' B94' F31'	48·1	22·2 FK	Leningrad Russian	T. 3 Cy. 24", 39" & 64"–42" 294 NH 2 SB, *6cf*, GS 110, HS 4500 *B H Cem* 5 *A P T* 110 t N.E. Marine Eng. Co Ld. Sld.	24 " 3	
84209 JCGB	**Suki Maru** *ss* Kob. No. 3–8, 25	2 *Dks (Stl)* & *Web frames* *Longitudinal framing*	3162 2738 1990	✠	Kob	*l*		1916 3 mo	Osaka Iron Works, Ld. Innoshima	Daifuku Kisen K.K. *Cell*	305·0 P19' B82' F32' *D B* 255' 519 t *F P T*	43·7	27·2 FK *B H Cem* 76 t *A P T* 65 t	Fuchu Japanese	T. 3 Cy. 22", 37" & 61"–42" 288 NH 2 SB, *6cf*, GS 90, HS 3824 Osaka Iron Works Ld Osaka	27 " 3	C †
84210 GMDN	**Sulaco** D.F. E.S.D. *Ref. Mchy.* Sub. Sig.	4 *Dks*	5389 4678 3300					1926	Cammell Laird & Co. Ld. Birkenhead	Elders & Fyffes, Ld.	400·5 P48' B157' F43'	51·4	30·4	Liverpool British *WB*	T. 3 Cy. 27½", 46½" & 78"–54" 447 NH Cammell Laird & Co. Ld. Bkn		C
84211 GMVR	**Sulairia** *ss* Gls. No. 2–37 D.F. E.S.D. *Ref. Mchy.*	2 *Dks (Stl)* & *Shelter dk (Stl)* 4 *th dk (Stl)* in Nos. 1, 2 & 3 holds	5802 5321 3580	✠ 100 A1 *with freeboard* 12,37 [illegible] S.M. 10,42, 5,37 5,38 1,38 3,42 *Fitted for oil fuel* 10,29	Gls	*b* †	CL. 12,37 3,39 *F.P. above*	1929 10 mo	Lithgows, Ld. Port Glasgow *Lloyd's*	Donaldson Line, Ld. (Donaldson Bros. & Black, Ld *Mgrs.*) *Cell DB* 362'	425·0 F38' *Intermediate 'tween dk B H in after 1181 t D T a* 27' 622	56·0	28·7 FK *Cell hold dispensed with 4 F P T* 97 t *A P T* 32 t	Glasgow British *pt Cem* *B H to Sh dk*	Q. 4 Cy. 25½", 36½", 52½" & 75"–51" 2201b (*s*) 708 NHP 4 SB, *12cf*, GS 248, HS 10924 FD D. Rowan & Co. Ld. Glasgow	31 " 3 s 4 " 1½ 27 " 5	
84212 TCDB	**Sule** (*ex* Choulé, *ex* Milhail Arhangel, *ex* Fani, *ex* Carib Prince)	1 *Dk & Spar dk & deep framing*	1953 1817 1258					1893	Short Bros. Sunderland	Barzilay & Benjamin	282·0 P22' B77' F29'	37·7	14·9 22·4 FK	Istanbul Turkish *WB*	T. 3 Cy. 22", 36" & 59"–39" 219 NHP Blair & Co. Ld. Stockton	24 " 8	V †
84213 ESCQ	**Sulev** (*ex* Borinage, *ex* Clara Blumenfeld) Sub. Sig.	1 *Dk 2 tr B*	2233 572 1935 1257					1908	Bremer Vulkan Vegesack	Tallinna Laevauhisus A.S. (Tallinn Shipping Co. Ld.)	306·5 P25' B82' F28	42·2	18·7	Tallinn Estonian *WB*	T3Cy 22⅞", 37⅛" & 61 7/16"–41⅜" 243 NHP Bremer Vulkan, Vegesack		G
84214 121208	**Sullivan Brothers** (*ex* Otto M. Reiss–34, *ex* Frederick B. Wells) *Mchy. Aft*	1 *Dk 2 tr B*	4378 — 3367					1901	Chicago S.B. Co. Chicago	Gartland S.S. Co. (D. Sullivan & Co. *Mgrs.*)	437·5	50·2	24·5	Wilmgton (Del.) Utd. States *WB*	Q. 4 Cy. 15", 23¾", 36½" & 56"–40" 198 NHP Chicago S.B. Co.		R
84215 IBQZ	**Sulmona** (*ex* Monkton) *ss* Bbo. No. 3–6.32 *See also* "Indauchu"	1 *Dk (Stl)*	3354 2886 2023	✠	Rot	*u*		1920 1 mo	Ropner S.B. & Repairg Co. (Stockton) Ld Stockton	Soc. Anon. Cooperativa di Nav. "Garibaldi" *Cell D*	342·5 331·2 P33' B98' F29' *B 276' 728 t F P T* 111 t	46·7 23·2 FK	25·4 *fwd of mchy. space* 433' 1677 t *F P T* 127 t	Genoa Italian *A P T* 85 t	T. 3 Cy. 25", 41" & 68"–45" 378 NHP 3 SB, *9cf*, GS 155, HS 6420 Blair & Co. Ld. Stockton	25 " 6	I †
84216 GJQF	**Sultan Star** Twin Sc *Ref. Mchy.* D.F.	3 *Dks (Stl)* 4 *th dk (Stl)* in Nos. 1, 2, 3, 4 & 5 holds *Cruiser Stern*	12306 9671 7684	✠ 100 A1 11.38 B84,38 Lloyd's 4.39 No. 2 shelter 'tween dks. No. 6 upper *Fitted for oil fuel* 2,30	Mdb	*g* †	CL. 12,38 *F.P. above*	1930 2 mo	Cammell Laird & Co. Ld. Birkenhead *Lloyd's*	Frederick Leyland & Co. Ld. *Cell D*	486·1 506·1 (O.L.) B & F 414' *Duct keel fwd of mchy. space* 433' 1677 t *F P T* 127 t	70·2 FK	36·4 *B H pt Cem* *A P T* 85 t	London British	6 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 2301b HS 20199 FD 1870 NHP 3 DB, *24cf*, GS 450 Cammell Laird & Co Ld. Bkn	39 " 9 s 8 " 1 31 " 10½	
84217 KGAH	**Sultana** *Mchy. Aft* D.F.	1 *Dk 2 tr B*	3613 — 2876					1902	Superior S.B. Co. W. Superior, Wis.	Nicholson Universal S.S. Co.	362·0 F44'	48·0	24·0	Wilmgton (Del.) Utd. States *WB*	T. 3 Cy. 20", 33" & 54"–40" 184 NHP Superior S.B. Co.		R
84218 YTQS	**Šumadija** (P)	1 *Dk*	479 314 272	✠ 100 A1 *with freeboard* 2,39 MC 3.38	Spt	*g*	CL	1938 3 mo	Jadranska Brodogradilista A.D Split *Lloyd's*	Jadranska Plovidba d.d. *Cell D B f* 23'24 t Tanks at sides of tunnel 16	163·0 B 18' F 34' 13 t *D T* 9·14 t *F P T* 3 t	25·3 BK 6¾"	11·4 5 *B H Cem* *A P T* 2 t	Split Yugoslav	T 3 Cy. 15", 25" & 40"–27" (*s*) 210 lb 170 NHP 1 SB, *3cf*, GS 60, HS 2833 FD McKie & Baxter, Ld. Psy.	12 " 0 s 2 " 2½ 10 " 6½	
84219 220532 KJZP	**Sumanco** Broken up *ss* N.Yk. No. 1–26	1 *Dk (Stl)* 2 *tr B in fore & after holds & Web frames* *Fitted for oil fuel*	3253 3005 1977	✠ 12,26	NYk	*n*		1920 9 mo	Submarine Boat Corp. Newark, N.J.	~~Portland Californian S.S. Co.~~ *Cell D B* 251' 827 t *D*	324·0 P30' B90 F35' *Tf* 20' 294 t *F P T* 111 t	46·2 FK *1 P T* 69 t	25·0 6 *B H pt Cem*	New York Utd. States	1 D R Geared Steam Turbine HS 5800 386 NHP 2 Water Tube Boilers FD Westinghouse Electric & Mfg. Co. Essington, Pa.	28 " 6	R †
84220 ICIN	**Sumatra** *Oil Eng.* *ss* Tri. No. 2–36 D.F.	2 *Dks (Stl)* 3 *rd dk (Stl)* in Nos. 1, 2 & 3 holds	6141 5807 3651	✠ 100 A1 *with freeboard* [illegible] 3,39 M.C. C.S. 1.38 D.B.S. 3.39, 39 5,37 10,38	Tri	*z*	CL. 10,37	1927 11 mo	Stabilmento Tecnico Triestino San Rocco *Lloyd's*	Lloyd Triestino Soc. Anon. di Nav. *Cell D B* 341' 1153 t *D T*	425·6 404·8 a 33' 1037 t *F P T* 208 t	54·2 FK *C*	32·5 8 *B H pt Cem* *oil to W dk* *A P T* 12 t	Venice Italian	Oil Engines 4 S.C.S.A. 6 Cy. 29½"–59 1/16" 489 NHP DB *106 lb* Stabilimento Tecnico, Tri.	35 " 1 s 11 " 1½ 24 " 3½	
84221 5647 SGDA	— *ss* Got. 2nd No. 2–10.38 ~~*ss* Got. No. 2–10.38~~ ~~*ss* Got. No. 1–38~~ D.F.	2 *Dks (Stl)* & *Shelter dk (Stl–ws)* *Cruiser Stern*	*5412* *4964* *3268*	✠ 100 A1 *Shelter dk* *with freeboard* 3,39 3,38 [illegible] 10,38	Got	*a* †	CL. 6,37 3,39	1914 9 mo	Earle's Co. Ld. Hull *Lloyd's*	A/B Svenska Ostasiatiska Komp (G. Borin, *Mgr.*)	425·0 442·8 (O.L.) *W B = Cell D B a* 12 *t E* 27' *f* 212' 1088 t	53·8 FK	26·7 7 *B H Cem* *A P T* 37 t	Gothenbrg Swedish	T. 3 Cy. 27", 45" & 75"–51" (*s*) 180 lb 512 NHP 3 SB (Spt), *9cf*, GS 189, HS 7149 FD Earle's Co. Ld. Hull	29 " 6 s 3 " 9½ 26 " 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si le n'est dans le L. R. Date à Cert. Refit à
84222	**Sumatra**		4118					1897	Cleveland S.B.Co. Cleveland,O.	SumatraS.S.Co. (G.A.Tomlinson, *Mgr.*)	405·4	48·0	24·4	Wilmgton (Del.)	Q4Cy.17½″,26″,39″&60″–40″ NB25 228NHP		R
136623	(*ex*EmpireCity) (*Self-Unloader*)												*WB*				
WIFL	*Mchy.Aft* D.F. 1*Dk*2*trB*		3269											Utd.States	Cleveland S.B.Co. Cleveld.		
84223	—		984					1894	Rickmers Akt.Ges. Weser-münde-G	AsiaticPetroleum Co.(S.China)Ld.	200·0	30·6	20·9	HongKong British	T.8Cy.17⅜″,28″&44″–27⅝″ NB26*fitted*27 104NHP		
107024	(*ex*Sumatra-3,*ex*Sumatra,*ex*Sabine		949										*WB*		H.Pauksch,Landsberg		
VPBV	Rickmers) 2*Dks*		604														
84224	—		342					1938	NVSchpsw "Vooruit-gang" Foxhol	W.J.Kramer	135·0	24·1	8·0	Groningen Dutch	Oil Engines 4S.C.SA 6Cy.11¼″–16⅛″ 74NHP		
	OilEng.		200								P40′Q39′F20′						
PHUR	*Mchy.Aft*		165										*WB*		Mtrn WerkeMannheimAG		
	CruiserStern																
84225	**Sumatra Maru**		5863	✠100A1 *Awng dk*	Kob	*y*	OG	1917	Kawasaki DockydCoLd Kobe	OsakaSyosenK.K.	385·1	51·0	36·0	Osaka Japanese	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 440NHP	36 ″ 0 s 9 ″ 3½	
21403	*ss*Osa.No.3–5,29		5586	*Awng dk*	Osa		5,36	12mo					FK		6*BHCem* GS154,HS5741 FD	27 ″ 1	
JCUD	*ss*Kob.No.2–37		4272	*with freeboard*							6′B*Hpt*′				2SB(Spt)&1AuxSB,*8cf*,		
	2*Dks*(*Stl*)*&Awng dk*(*Stl*)			9,36~~6,37~~	✠LMC~~1.37~~ 9,38			*Lloyd's*	*SA&CP*	*CellDB*	334′ 1118*t*	*FPT*126*t*	*APT*93*t*		KawasakiDkydCoLdKobe		
84226	**Sumaura Maru** IronBn		2113	✠	Nwc			1883	E.Withy& Co. W Hartlepool	KitadaFukutaro	285·0	36·1	24·1	Susami Japanese	C.2Cy.36″&67″–36″ NDB96 224NHP	25 ″ 3	
9159	(*ex*Ranmoor) *ss*Nwc.No.3–9,96		1999	5,04	✠			7mo			P28′B72′F32′		BK9½″		1DB,*6pf*,GS90		
	*ss*Bly.No.1–01		1256										*WB*=*DBo*				
	2*Dks*(1*Irn*)*&Web frames*																
84227	**Sümer** (*ex*Nicolaos-33, Iron		*1221*	✠ ——	Pir	*o*		1880	J.L.Thomp-son&Sons Sunderland	MüezzinZade AhmetBehçet	240·3	33·5	17·2	Izmir Turkish	C.2Cy.29″&55″–36″ NDB18 145NHP	18 ″ 6	
266	*ex*Larpool) *ss*Pir.4thNo.3–5,31		*1000*	4,34				8mo			Q88′B46′F26′		BK8½″		2SB,*4pf*,GS60,HS2526		
	Well deck 1*Dk*(1*rn*–*ws*)2*trB*		*768*		✠					*DBa*	65′*f*54′258*t*	*FPT*	38*t*	*APT*15*t*	J.Dickinson,Sunderland		
84228	**Sumida Maru** (*ex*Brunswick,		2022			…		1919	Manitowoc S.B.Co. Manitowoc	FukuyoKisenK.K.	250·5	43·7	20·1	Kobe Japanese	T.3Cy.20″,33″&54″–40″ 269NHP	23 ″ 0	C
32637	*ex*Python)		1769								P27′B64′F26′		FK				†
JTNB	1*Dk*		1188										*WB*		ManitowocS.B.Co.		
84229	**Suminoye Maru** Wood		436					1918	Takemori Vuki Otaru	TanakaYogoro	158·0	25·7	14·7	Otaru Japanese	C.2Cy.14″&32″–20″ 38NHP		
19981			349														
	1*Dk*		244														
84230	**Sumire Maru** (P) TwinSc		1730					1928	Mitsubishi ZosenKaisha, Ld. Kobe	OsakaSyosenK.K.	243·0	38·0	19·5	Osaka Japanese	Oil Engines 4S.C.SA 8Cy.16¾″–24⅞″ 218NHP		
34131	*OilEng.*		1078										*WB*		MitsubishiZosenKaisha,Ld		
JNGH	*CruiserStern* 2*Dks*		816														
84231	**Sumiyoshi Maru** (P)		1922					1936	AsanoS.B. Co.Ld. Tsurumi	HinodeKisenK.K.	271·6	40·0	20·3	Tokyo Japanese	T.3Cy.18″,29½″&50″–39″ 156NHP		
	1*Dk*		1549								P86′F29′						
JJAK	*Mchy.Aft*		1365										*WB*		AsanoS.B.Co.Ld.Tsurumi		
84232	—		481					1935	Kasado Dk.K.K. Suitake Minami	KobeSanbashiK.K.	161·5	28·5	13·0	Kobe Japanese	Oil Engines		
	OilEng.		—														
40194																	
JFWJ	1*Dk*		331														
84233	**Summerleaf**		6141			…		1920	Merchant S.B.Corp. Chester,Pa.	Douglas&Ramsey	400·7	54·2	30·1		2 Steam Turbines DR	32 ″ 9	R
Broken up	*Fitted for oil fuel*		5117								P36′B126′F43′		FK	British	gearedto 1 ScShaft587NHP		†
	Sub.Sig. 2*Dks*		3796										*WB*		WestinghouseElectric& Mfg.Co.Essington,Pa.		
84234	**Sun**		9002	✠100A1	Phl	*e*†	CL	1928	SunS.B.& D.D.Co. Chester,Pa.	SunOilCo.	480·6	66·0	36·8	Philadlphia	Oil Engines 2S.C.SA	37 ″ 0	
227816	*OilEng.*		8388	10,~~33~~,32			1,37	7mo						Utd.States	4Cy 23⅝″–91⅛″ 690NHP		
WSBY	*Mchy.Aft* *ss*Phl.No.2–37		5472	1DB~~8,37~~ 7,38	✠LMC5,36						P79′F44′		FK		Water Tube DB*200lb*		
	GyC. 2*Dks*(*Stl*)*&Web frames*							*Lloyd's*	*SA&CP*	*CellDBuE*67′*f*40′	425*t*			18*BHptCem* (11 *to U dk*	MitsubishiZosenKaisha,Ld		
	Longitudinal framing			*Carrying Petroleum in bulk*						*DTf*10′598*t*	*FPT*186*t*	*APT*84*t*		7 „ 2*nd*„)	SunSB&DDCo.Chester,Pa		
84235	**Sunbeam**		6664	✠100A1	Phl	*b*1	CL	1919	SunS.B. Co. Chester,Pa.	~~SunOilCo.~~ R.Arciti	429·3	59·2	31·4	Panama Panamanian	T.3Cy.27″,45½″&76″–51″ (*r*) 1901b 612NHP	33 ″ 3 s 6 ″ 10½	
~~Phl~~			6112	~~7,38~~ 8,38 ~~1.38~~			~~1,37~~	10mo			P133′B36′F40′		FK		3SB,*9cf*,GS207,HS9198 FD	26 ″ 8	
~~KODC~~	*ss*Phl.No.1–35		4148	4,39	✠LMC		11,38										
	Mchy.Aft 2*Dks*(*Stl*)*&Web frames*			MS10,35	BS~~4,37~~ 4,38					*CellDBuE&B*60′				17*BHptCem* (13 *to U dk*	SunS.B.Co.Chester,Pa.		
HPKK	*Longitudinal framing*			*Carrying Petroleum in bulk*						259*t* *DTf*40′552*t*	*FPT*222*t*	*APT*57*t*		4 „ 2*nd*„)			
				Fitted for oil fuel 10,19 *F.P. above* 150° F.													
84236	**Sund**		517	100A1 2,39	Ham	*g*	OG	1927	Lübecker Flenderwrke A.G. Lübeck	JohnT.Essberger	161·1	27·5	10·5	Hamburg German	T3Cy.10½″,15¾″&25⅛″-15¾″ 185lb (*s*) 54NHP	11 ″ 3	
	*ss*Ham.No.3–11,30		422	~~6,38~~10,37			N~~10,37~~				170·5(O.L.)				1SB,*2cf*,GS37,HS1184		
DHXA	*ss*Ham.No.2–39 ~~*ss*Ham.No.1–36~~		221	~~BS8,38~~	LMC~~,38~~		~~10,37~~				P31′F25′		FK		Christiansen&Meyer,		
	Mchy.Aft 1*Dk*(*Stl*)*&Web frames*			~~MS8,35~~	~~BS10,37~~		2,39			*CellD*	*BuE*16′15*t*	*FPT*58*t*	*APT*42*t*		Harburg		
	Wireless *Cruiser Stern*			*Carrying Petroleum in bulk*													
84237	**Sundance**		5035					1919	American International S.B.Corp. HogIslandPa	SouthAtlanticS.S. Co.ofDelaware	390·0	54·2	27·8	SavannhG Utd.States	DRGearedSteamTurbine		R
219323	*Fitted for oil fuel*										P39′B121′F43′						
KORD	2*Dks*		3115										*WB*		GeneralElectricCo. Schenectady,N.Y.		
	Sub.Sig.																
84238	**Sunelseco**		3250	✠	NYk	*v*		1920	Submarine BoatCorp. Newark,N.J.	PortlandCalifornia S.S.Co.	324·0	46·2	25·0	NewYork Utd.States	1DRGearedSteamTurbine HS5800 386NHP	28 ″ 6	R
Broken up								7mo			P30′B90′F35′		FK		2 Water Tube Boilers FD		†
220012	*ss*N.Yk.No.2–28		3005	11,29											WestinghouseElectric&		
KJZR	1*Dk*(*Stl*)2*trBin fore&*		2014		✠					*CellDB*251′82	7*t* *DTf*20′394*t*	*FPT*	111*t*	*APT*69*t*	Mfg.Co.Essington,Pa		
	after holds&Web frames																
	Fitted for oil fuel																
84239	**Sunetta**		7987	✠100A1	Rot	*c*†	CL	1935	NVRotter-damDroogd. Maats. Rotterdam	N.V.Petroleum Mij."LaCorona"	463·0	59·3	33·8	TheHague Dutch	Oil Engines 4S.C.SA	34 ″ 0	
	OilEng.		7238					2mo							8Cy.25⅝″–55½″ 502NHP	s 6 ″ 9	
PHUW	D.F. 1*Dk*,2*nd dk clear of cargo tanks*		4764	8,~~38~~,36	✠LMC2,35		12,37				P93′B47′F48′		FK		DB*180lb*	27 ″ 5½	
	Mchy.Aft *CruiserStern*			*Carrying Petroleum in bulk*						*C'ell*DBuE64′ 157*t*	*DTf*25′ 264*t*	*FPT*	35*t*	*APT*83*t*	Gebr.Stork&Co.Hengelo		
	Longitudinal framing at bottom & at deck																
84240	**Sunewarkco**		3253	✠	NYk			1920	Submarine BoatCorp. Newark,N.J.	~~PortlandCalifornia~~ ~~S.S.Co.~~	324·0	46·2	25·0	NewYork Utd.States	1DRGearedSteamTurbine HS5800 386NHP	28 ″ 6	R
220994	*ss*N.Yk.No.2–28		3005	4,29				12mo			P30′B90′F35′		FK		2 Water Tube Boilers FD		†
KJZS	1*Dk*(*Stl*)2*nd trBin fore&afterholds&Webframes*		1977		✠					*CellDB*251′82	7*t* *DTf*20′394*t*	*FPT*	111*t*	*APT*69*t*	WestinghouseElectric& Mfg.Co.Essington,Pa.		
	Fitted for oil fuel																

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert.
84241 CSBR	**Sunflower** Wireless *Mchy. Aft* *ss*Lis.No.3–10,37 1 *Dk (Stl) Web frames*	1085 814 528	✝100A1 ~~5,36 14,~~ 6,33 BS11,38 LMC10,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,25	Lis	*m*	CL 10,37	1925 1mo *Lloyd's* above 1	Philip& Son,Ld. Dartmouth *s A&CP* 50° F.	Empresa deNav. Luso-Marroquina, Ltda. *Cell D Bu E&S B34' 61t F P T35 t A P T107t*	200·0 37·0 14·1 *Trunk dk 88'* FK Q80'F31'			Lisbon Portuguese	T.3Cy.15",25'&40'–27" (*s*) 180lb 130 NHP *8 B Hpt Cem* 2SB,4*cf*,HS2548 Philip&Son,Ld.Dartmouth	15 ″ 0 s 1 ″ 4 13 ″ 10	
84242 XNFK	**Sung Peng** (*ex* Calulu–33, *ex* Osnabrück) 2 *Dks & deep framing*	~~4399~~ ~~3955~~ ~~2674~~				…	1907	Flensburger Schiffsb.Ges. Flensburg		390·3 51·0 25·2 P & B315' F50' FK			Shanghai Chinese *WB*	T.3Cy.27¾",46¼"&76"–48" 473 NHP FlensburgerSchiffsb.Ges.	27 ″ 9	
84243 XNFK	**Sungpu** (*ex* Hupeh) 2 *Dks*	1975 — 1206					1901	Scott&Co. Greenock	SanPehStm.Nav. Co.Ld.	275·2 38·2 21·5 B70' F30'			Shanghai Chinese *WB*	T.3Cy.19",31"&53"–39" 175 NHP Scott&Co.Greenock		
84244 28098 JECD	**Sungshan Maru** Ⓟ *ss*Shi.No.3–7,33 2 *Dks (Stl–Uws)*	2530 1968 1503	✝ … 6,34	Shi	*s*		1921 2mo	Uraga Dock Co.Ld. Uraga	NisshinKisenK.K.	284·5 42·6 20·4 P37' B100' F36' FK			Tokyo Japanese	T.3Cy.21",35"&58"–39" 303 NHP 4 *B H Cem* 2SB,6*cf*,GS99,HS4307 Uraga Dock Co.Ld.Uraga	23 ″ 0	
	~~(SUNK TO BLOCK WHANGPOO RIVER 8,37)~~								*Cell D B229'580t Ta 18'208t F P T39' A P T15t*							
84245 FOYN	**Sunik** *ss*Shl.No.3–10,28 *ss*Shl.No.2–37 D.F. 2 *Dks (Stl) & Web frames* *Mchy. Aft* *Longitudinal framing*	5009 4527 2752	✝100A1 ~~8,36 2,38~~ 4,39 GE Bal BS8,38 LMC2,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,15	Bkn	*x*	CL 4,37	1915 2mo *Lloyd's* above 150° F.	Armstrong Whitworth &Co.Ld. Newcastle *s A&CP*	Soc.Anon.LesPétroles d'Outre-Mer *WB = Cell D B u B24' 35t D T f36'3 16t F P T73t A P T39t*	385·0 50·3 30·3 P88' B28' F41' FK			Dunkirk French	T.3Cy.25½",42"&70"–48" (*s*) 180lb 425 NHP 16 *B H Pt Cem* (9 *to U dk* 7 ,, *2nd* ,,) 2SB,6*cf*,GS126,HS5862 FD N.E.MarineEngCoLd Nwc	30 ″ 3 s 5 ″ 5 25 ″ 1	
84246 14332	**Sunion** (*ex* Admiral Hastings) *ss*Pir.No.3–10,32 *ss*Rot.No.1–36 1 *Dk (Stl)* *Cargo battens not fitted*	3110 2867 1902	~~✝100A1~~ 12,37 ~~✝LMC~~ ~~MS11,36 BS5,37~~	Sws	*u*	CL 10,36	1919 7mo *Lloyd's*	W.Gray& Co.(1918)Ld. W Hartlepool *s A&CP*	African&Continental S.S.Co.Ld. *Cell D B284'748t F P T 105t A P T45t*	331·1 46·8 23·2 341·9 (O.L.) P33' B100' F29' FK			London British	T.3Cy.25",41"&68"–45" (*s*) 180lb 358 NHP 7 *B H Pt Cem* 3SB,9*cf*,GS153,HS5829 FD Cen.Mar.Eng.Wrks.W Hpl	25 ″ 6 ~~s 8 ″ 11½~~ ~~21 ″ 6~~	
84247 226018 KLIC	**Sunoco** Twin Sc *Oil Eng.* *Mchy. Aft* *Carrying Petroleum in bulk* 1 *Dk*	1213 — 738					1926	Sun S.B.& D.D.Co. Chester,Pa.	SunOilCo.	246·2 40·1 14·6			Philadlphia Utd. States	Oil Engines 4S.C.SA 12Cy.11½"–16" 154 NHP BessemerGasEngineCo. GroveCity,Pa.		R
84248 227073 WQBH	**Sunoil** *Oil Eng.* *ss*Phl.No.2–35 *Mchy. Aft* 2 *Dks (Stl) & Web frames* GyC. *Longitudinal framing*	9005 8388 5469	✝100A1 9,38 ~~1,38~~ DBS10,37 LMC9,35 8,38 *Carrying Petroleum in bulk*	Phl	*e*†	CL 5,37	1927 11mo *Lloyd's*	Sun S.B.& D.D.Co. Chester,Pa. *s A&CP*	SunOilCo. *Cell D B u E67' f40' 425t D T f 10'598t F P T 186t A P T84t*	180·6 66·0 36·8 P79' F44' FK			Philadlphia Utd. States	Oil Engines 2S.C.SA 4Cy.23⅜"–91⅜" 688 NHP 18 *B H Pt Cem* DB *220lb* DB (*f*) *200lb* (11 *to U dk* 7 ,, *2nd* ,,) SunS.B.&D.D.Co.	37 ″ 0	
84249 HPHJ	**Sunstone** (*ex* Inverleith–37) *ss*Rot.No.3–5,37 1 *Dk (Stl) & Shelter dk (Stl)* *Straight frames & bevelled bilge* *Cruiser Stern*	6704 6241 4098	✝100A1 *Shelter dk with freeboard* 9,37 LMC5,37 *Fitted for oil fuel* 3,2	Ant	*a*†	CL 9,37	1921 2mo *Lloyd's* above 160° F.	Harland& Wolff,Ld. Belfast *s A&CP*	CampdenHillS.S. Co.Ld. (Navigation &CoalTradeCo.Ld. *Mgrs.*) *(Cell B H to Shelter dk 6 Cell D B324'1482t F P T 87t A P T126t*	412·6 55·8 34·4 F40' *on Shelter dk* FK			Panama Pnamanian	T.3Cy.27",44"&73"–48" (*s*) 180lb 531 NHP 7 *B H Cem* 4SB,12*cf*,GS251,HS9992 Harland&Wolff,Ld.Bel.	38 ″ 0 s 10 ″ 0¾ 28 ″ 2¼	
Now "Castelverde," see No. 87535 in Supplement																
84250 161310 MPQD	**Suntrap** *ss*Nwc.No.2–38 *ss*~~Shl.No.1–37~~ *Mchy. Aft* 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted*	939 744 487	✝100A1 9,38 ~~8,37~~ ~~BS8,37~~ LMC ~~9,34~~ 10,38	Nwc	*m*	CL ~~8,37~~ 9,38	1929 10mo *Lloyd's*	Hawthorn, Leslie&Co.Ld Newcastle *s A&CP*	GasLight&CokeCo (StephensonClarke &Associated Companies,Ld. *Mgrs.*) *Cell D Bu E19' f 135' 257t M T 128t F P T 95t A P T18t*	217·5 32·0 13·5 Q106' B17' F25' FK			London British	T.3Cy.16",27"&44"–30" (*s*) 180lb *100lb* 115 NHP 4 *B H Cem* 1SB,3*cf*,GS55,HS1786 G.Clark,Ld.Sunderland	15 ″ 6 s 1 ″ 11¾ 13 ″ 10¾	
84251 577 OHCW D.F.	**Suomen Neito** *ss*Hfs.No.3–7,33 Wireless *Well deck* *ss*Hfs.No.1–37 1 *Dk (Stl)*	1175 835 731	✝100A1 6,33 ~~8,37~~ LMC BS9,~~35~~,3 HS9,37	Hfs	*n*	CL 8,37	1921 11mo *Lloyd's*	Sandvikns Skeppd&M.V Helsingfors *s CP*	Finska Ångfartygs Aktiebolaget *Cell D B 186'380t F P T 35t A P T43t*	217·6 33·5 13·7 229·4 (O.L.) Q69' B60' F19' FK			Helsingfrs Finnish	T.3Cy.15 5/16"24⅜"&39⅜"–29½" 180lb (*s*) 128 NHP 4 *B H Cem* 2SB,4*cf*,GS78,HS2475 SandvikensSkeppd.&M.V.	16 ″ 10 s 1 ″ 8½ 15 ″ 4	
84252 576 OHGM	**Suomen Poika** D.F. *ss*Hfs.No.3–6,33 *ss*Hfs.No.1–37 Wireless *Well deck* 1 *Dk (Stl)*	1175 840 747	✝100A1 6,35 ~~8,37~~ LMC8,37 BS5,38	Hfs	*n*	8,37	1921 11mo *Lloyd's*	Sandvikns Skeppd&M.V Helsingfors *s CP*	Finska Ångfartygs Aktiebolaget *Cell D B 186'380t F P T 35t A P T43t*	217·5 33·5 13·6 Q69' B60' F19' FK			Helsingfrs Finnish	T.3Cy.15 5/16",24½"&39⅜"–29½" 180lb (*s*) 128 NHP 4 *B H Cem* 2SB,4*cf*,GS78,HS2475 SandvikensSkeppd.&M.V.	16 ″ 10 s 1 ″ 8½ 15 ″ 4	
84253 1040 OHCJ	**Suomi** Ⓟ (*ex* Helgoland, *ex* Hans Herbert, *ex* Hela) Wireless 2 *Dks*	659 — 236					1910	J.W.Klawitter Danzig	Finska Ångfartygs Aktiebolaget	195·5 25·2 9·8 B&F166' len21			Helsingfrs Finnish *WB*	T.6Cy.13",20 1/16"&31½"–15⅜" NB14 79 NHP J.W.Klawitter,Danzig		
84254 1101 ICIP	**Superga** *ss*Rot.No.2–30 *Fitted for oil fuel* *Mchy. Aft* 1 *Dk (Stl) & Shelter dk (Stl)* D.F. *& Web frames* *Carrying Petroleum in bulk*	6154 5753 3389	✝ … 7,34	Gen	*y*		1923 1mo	Soc.Esercizio Bacini Riva Trigoso	Nav.Alta Italia Soc.Anon. *Cell D Bu E& B78'240t D T s f56' 560t F P T 260t A P T165t*	397·4 51·7 34·1 P79' B28' F34' FK			Genoa Italian	T.3Cy.26",42½"&69⅛"–48 1/16" 456 NHP 15 *B H Pt Cem* (7 *to S dk* 8 ,, *U* ,,) 2SB,6*cf*,GS132,HS6608 Soc.Esercizio Bacini. Riva Trigoso	37 ″ 0	I †
84255 154471	**Superior** (*ex* Parks Foster) *Mchy Aft* 2 *Dks*	1774 1612 1054					1889	Globe Iron Works Co. Cleveland,O.	Northwest Steamships Ld (A.A. Hudson, *Mgr.*)	255·5 38·2 19·7 F34'			Midland, Ont. British *WB*	T.3Cy.17⅛",28⅜"&47"–33" *Emade 20 fitted 30* 127 NHP Canadian NB31 Ingersoll-RandCo.Qbc.		R
84256 YTFO	**Supetar** (*ex* Maria N.Roussos–35, *ex* Caterino) 1 *Dk*	~~3748~~ ~~3470~~ ~~2373~~					1909	W.Gray& Co.Ld. W Hartlepool	FranoPetrinovic	346·4 50·8 23·1 P27' B96' F32'			Split Yugoslav *WB*	T.3Cy.25",40"&65"–42" 274 NHP Cen.Mar.Eng.Wrks.W Hpl		C
84257 220248 KJZU	**Suportco** *ss*N.Yk.No.2–28 1 *Dk (Stl) 2 tr B in fore & after holds & Web frames*	3285 3005 1997	✝ 8,28	NYk	*r*	CL 11,26	1920 7mo	Submarine BoatCorp. Newark,N.J.	~~Portland California S.S.Co.~~ *Cell D B 251'827t D T f 20'394t F P T*	324·0 46·2 25·0 P30' B90' F35' FK			New York Utd. States	1DR Geared Steam Turbine 2000lb us5800 386 NHP 6 *B H Pt Cem* 2 Water Tube Boilers FD 11 *t A P T69t* Westinghouse Electric& Mfg.Co. Essington,Pa.	28 ″ 6	R †
84258 154134	**Supplier II** Twin Sc (*ex* Pendrecht–33) *Oil Eng.* *ss*Rot.No.3–11,29 *ss*Mob.No.2–38 *Mchy. Aft* 1 *Dk (Stl) & Web frames* *Longitudinal framing*	1589 1166 955	*Fitted for oil fuel* 7,20 ✝100A1 2,38 ~~YNE1,36~~ LMC2,38 *Carrying Petroleum in bulk*	Mob	*o*	F. P. above OG 1,38	1916 12mo	Werf. Conrad Haarlem A&CF	Trinidad Leaseholds,Ld.	242·1 33·6 18·1 252·7 (O.L.) P39' F39' FK			Trinidad, B.W.I. British 11 *B H* *A P T23t*	150° F. Oil Engines 4S.C.SA 12Cy.14 3/16"–22½" 235 NHP DeutzerMotorenFabrik A.G.Deutz,nearCologne	18 ″ 6 s 1 ″ 5½ 17 ″ 2¾	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Inscrites ou coté, si ce n'est dans le L.R. Durée Cert. Bof Trade.
84259	**Supreme**	TwinSc	890					1931	Bethlehem S.B.Corp.Ld. Sparrow's Pt Md.	GulfOil Corporation	219·0 P43′	37·0	13·7	Phildlphia Utd. States	Oil Engines 4S.C.SA 12Cy.12½″–18″ 182NHP ElectricBoatCo.Groton, Conn.		
230554		*Oil Eng.*	—														
KLIF		*Carrying oil in bulk* 1 *Dk*	520														
84260	**Sur** Ⓟ	TwinSc	600					1938	Atlas-WerkeA.G. Bremen	IzmirLiman Isletmesi	155·8	26·2	8·7	Izmir Turkish	Oil Engines 4S.C.SA 12Cy.11″–16⅜″ 142NHP Fr.KruppGermaniawftAG Kiel		
		Oil Eng.	—														
		CruiserStern 2 *Dks*	400														
84261	**Sura** (*ex*Goldbek-35)		1432					1923	F.Schichau Elbing	U.S.S.R.	237·5 Q76′B108′F32′	37·7	15·9	Leningrad Russian	T.3Cy.16½″,27⅝″&42½″–27⅝″ 95NHP		G
			1159											*WB*	F.Schichau,Elbing		
UPIF	Wireless Sub.Sig.	1 *Dk*	808														
84262	**Surabaya Maru** Ⓟ		4391	✠100A1	Kob	*w*	CL	1919	OsakaIron Works.Ld. Osaka	OsakaSyosenK.K.	345·0 P30′B99′F34′	49·8	28·1	Osaka Japanese	T.3Cy.24½″,41″&67″–48″ (*s*) 180lb 390NHP 2SB,6*cf*,GS126,HS5400 FD	28 *ft* 2 *in* s 4 *m* 8½ 23 *ft* 8	
24476	*ss*Osa.No.3-10,31		3677	*Shelter dk*	Osa		~~1,06~~	1mo			*on Shelter dk*	FK	*Cem*				
JHQD	*ss*Osa.No.2-38 ~~*ss*Osa.No.1-34~~		2728	*with freeboard*			12,38		A&CP		*Collision BH to Shelter dk*		*BH to U dk*		OsakaIron WorksLdOsaka		
	1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) & *Web frames* *Longitudinal framing*			~~12,38~~ 1,09	LMC~~12,37~~ 12,38						*Cell DB* 296′ 1136*t* *FPT* 116*t* *APT* 29*t*						
84263	**Surada**		5427	✠100A1	Bom	*z*	CL	1920	Hawthorn, Leslie&Co.Ld Newcastle	BritishIndiaStm. Nav.Co.Ld.	400·1 412·8(O.L.) P49′B113′F38′	52·4	28·5	Glasgow British	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD	31 *ft* 0 *in* s 5 *m* 10⅜ 25 *ft* 4½	
144213	*ss*Cal.No.3–1,32		4817	~~5,99~~ ~~7,07~~ 6,06	Cal		~~8,85~~ 6,38	7mo	Leslie&Co.Ld Newcastle			FK	8 *BH Cem*				
GDNR	*ss*Cal.No.1–36		3382	~~[illegible]~~	LMC5,36						*Cell DB* 344′ 1060*t* *FPT* 130*t*		*APT* 34*t*		Hwthrn Leslie&CoLd.Nwc		
	2 *Dks*(*Stl–U* teak s)			~~[illegible]~~				*Lloyd's*	*SA&CP*								
84264	**Surcouf** (*ex*BeauBassin, *ex*Eemstroom)	*ss*Stn.2ndNo.3–10,27	1129	10,27	Stn			1899	Carmichael Maclean&Co. Greenock	G.Pellegrini	233·9 Q75′B66′F36′	33·1	17·0	Diego-Suarez French	T.3Cy.20″,33″&55″–36″ 217NHP 2SB,6*cf*,GS116,HS3970	17 *ft* 0 *in*	V †
FPDD	1 *Dk*(*Irn*) & *Web frames*	*Platform deck in*	858									FK	5 *BH Cem*		Muir&Houston,Ld.Gls.		
	Well deck	*Nos.1 & 2 holds*	532								*Cell D Ba & u*		*E* 63′ *f* 95′ 187*t* *FPT* 25*t* *APT* 9*t*				
	Wireless																
84265	**Surewater**		1739					1927	Cowpen DD&SBCoLd Blyth	CanadianLake Carriers,Ld.	252·0 F36′	42·5	18·0	Montreal British	T.3Cy.16″,27″&44″–33″ 97RHP		C
147756			1578											*WB*	Blair&Co.(1926)Ld.Stk.		
	Mchy.Aft	1 *Dk*	1044														
84266	**Surf** Ⓟ		390					1898	Ramage& Ferguson,Ld. Leith	MargareeS.S.CoLd (W.N.McDonald, *Mgr.*)	171·7	24·7	13·4	London British	T.3Cy.15″,24″&39″–27″ 80NHP		
109591			304												Ramage& FergusonLd.Lth		
		1 *Dk*	160														
84267	**Surigao** Ⓟ		790	✠100A1	HK	*j*	CL	1938	HongK'ng & Whampoa DockCo.Ld. HongKong	LaNaviera Filipina,Inc.	174·0 180·9(O.L.) F21′	29·8	10·2	Cebu P.I. Utd.States	Oil Engines 2S.C.SA 6Cy.13⅜″–22⅞″ 188NHP	12 *ft* 7 *in* s 1 *m* 6⅜ 11 *ft* 1½	
183437		*Oil Eng.*	433	10,38	LMC10,38			10mo			*Promenade dk*	FK	*BH Cem*				
	Wireless	1 *Dk*	491	*(Class Continuplated)*							*Cell D B* 287′ 901*t* *FPT*		*APT* 27*t*				
		Cruiser Stern		*For Philippine Coasting Service* *Philippine Islands*				*Lloyd's*	*SA&CP*						Atlas-DieselA/B,Skm.		
84268	**Surinam**	TwinSc	3046	✠100A1	Cco	*u*	CL	1929	Harland& Wolff,Ld. Belfast	StandardOilCo, ofVenezuela	325·0 P69′F36′	55·2	15·3	Maracaibo Venezuelan	T.6Cy.14½″,24″&38½″–27″ 180lb (*s*) 228NHP	16 *ft* 0 *in* s 2 *m* 1½	
	*ss*Cco No.2–37		2229	10,38 ~~1,08~~	Aru		~~15,27~~ ~~15,36~~	5mo			*Trunk* 220′	FK	7 *BHpt Cem*		2SB,6*cf*,GS ,HS4360		
	Mchy.Aft	1 *Dk*(*Stl*)	1631	~~[illegible]~~	LMC						*Side tanks a* 72′ *f* 104′ 1824*t* *FPT*		83*t* *APT* 75*t*		Harland& Wolff,Ld.Bel.		
				MS5,37	BS1,38		9,38	*Lloyd's*	*SA&CP*								
				Carrying Petroleum in bulk													
				Fitted for oil fuel	5,29		*F.P. above* 150° F										
84269	**Suroit**		700					1938	Jos.Boel& FilsS.A. Tamise	CiternaMaritime S.A.	203·3 P54′Q34′F31′	27·5	12·0	French	Oil Engines 4S.C.SA 6Cy11″–16″ 71NHP Soc.d'Elec&Mec(Thomson -Houston&Carels)Ghent		
		Oil Eng.															
	Wireless	*Cruiser Stern* 1 *Dk*															
		Longitudinal framing															
	Mchy.Aft	*Carrying Petroleum in bulk*															
84270	**Surrey**		8581	✠100A1	Lon	*dt*	CL	1919	Palmers' Co.Ld. Newcastle	FederalSteam NavigationCo.Ld.	460·4 480·1(O.L.) B275′F49′	62·8	34·9	London British	2SteamTurbinesSRgeared to 1 Sc. Shaft 180lb (*s*) 1084NHP	37 *ft* 9 *in* s 7 *m* 9½ 30 *ft* 2	
143352	*ss*Liv.No.3–10,30		8220	*Shelter dk*	Gla		6,37	7mo			*on Shelter dk*	FK	*Cem*				
GCBJ	*ss*Fal.No.1–35		~~5884~~	*with freeboard*							*Collision BH to Shelter dk*		6 *BH to U dk*		4SB,16*cf*,GS320,HS13752 FD		
	2 *Dks*(*Stl*) & *Shelter dk*(*Stl*)		5346	~~5,08~~ ~~1,08~~	BS4,38			*Lloyd's*	*SA&CP*		*Cell D B* 382′ 1403*t* *D*		*Ta* 23′ 170*t* *FPT* 128*t*		Palmers'Co.Ld.Newcastle		
	Ref.Mchy. D.F.	*Cruiser Stern*		~~[illegible]~~	LMC1,35								*APT* 82*t*				
				Lloyd'sRMC ~~4,39~~ 3,38													
				3,39													
				Fitted for oil fuel	10,24		*F.P. above* 150° F.										
84271	**Surreybrook** (*ex*Ayresome-35, *ex*Boekelo)	*ss*Shl.No.3–12,28	862	✠100A1	Msl	*j*	CL	1916	N.V. Burgerhouts Mschfb.Schp. Rotterdam	~~ReinhamS.S.Co. Ld.(L.H.Vaizey, *Mngr.*)~~ Anglo-Iberian S.S.Co.Ld	180·0 RQD108′B13′F20′	30·0	12·2	London British	T.3Cy.15⅞″,25⅝″&41⅜″–27⅝″ 180lb (*s*) 108NHP	14 *ft* 0 *in* s 4 *m* 11 13 *ft* 8½	
142362	*ex*Boekelo)	*ss*Shl.No.2–37	566	1,39 ~~1,08~~	Sws		7,37	4mo				FK	3 *BH Cem*		NV.BurgerhoutsMch.Shp.		
MNTK	Wireless	1 *Dk*(*Stl*)	378	~~[illegible]~~	LMC8,37						*Cell DB* 112′ 146*t* *FPT*		59*t* *APT* 41*t*				
	Mchy.Aft	*Cargo battens not fitted*		BS11,38				*Lloyd's*	*SA&CP*								
	Well deck																
84272	**Surville**	*ss*Nts.No.1–39	2318	✠100A1	Rot	*s*	CL	1919	Jos.T.Eltringham & Co.Ld.Willington Quay	Cie.Nantaise des Chargeurs de l'Ouest	290·2 P23′B74′F28′	44·0	20·8	Nantes French	T.3Cy21″34½″&57″–39″ (*s*) 180lb 1001*b* 245NHP 2SB,6*cf*,GS126,HS4104	23 *ft* 0 *in* s 3 *m* 3½ 19 *ft* 11	
	*ss*StN.No.3–8,34		2130	5,39 ~~3,38~~	Nts		~~2,37~~	9mo			*Cell D B* 283′ *u* E18 *f* 128′ 600*t*	FK	5 *BH Cem*		Jos.T.Eltringham&Co.Ld.		
FOLG	D.F.	1 *Dk*(*Stl*)	1449	~~BS9,37~~ 8,36	LMC~~9,34~~		5,39						*APT* 35*t*				
		Cargo battens not fitted						*Lloyd's*	*SA&CP*								
84273	**Sus** Ⓟ	TwinSc	~~1500~~ 1415					1938	Frd.Krupp Germaniawft A.G. Kiel	Denizbank-Denizyollari Idaresi	249·1 ~~[illegible]~~ [30·2]	~~36·1~~	13·0	Istanbul Turkish	4 steam turbines SRgeared to 2 screw shafts 695NHP HS6457		G
TCLV	Wireless D.F. E.S.D.	2 *Dks*	701											*WB*	Fr.KruppGermaniawftAG		
	Sub.Sig.	*Cruiser Stern*	514														
84274	**Susak** (*ex*Hazelwood-37)		3889	✠100A1	Shl	*x*	CL	1927	J.Readhead &Sons,Ld. South Shields	Brodarsko Akcionarsko Drustvo "Oceania"	388·8 P29′B229′F44′ len34	52·5	22·1	Susak Yugoslav	T.3Cy.21½″,37″&61½″–45″ 200lb ~~120lb~~ (*r*) 334NHP 2SB(Spt),6*cf*,GS115, HS4564	24 *ft* 3 *in* s 2 *m* 10 21 *ft* 7½	
	*ss*Shl.No.2–35		—	~~10,37~~ 12,38	Tri		11,36	8mo				FK	6 *BH Cem*			FD	
YTTC	D.F.	1 *Dk*(*Stl*)	2335	~~[illegible]~~	LMC			*Lloyd's*	*SA&CP*		*Cell D Ba & u*		145′ *f* 161′ 900*t* *FPT*		J.Readhead&Sons,Ld.		
				MS10,35	~~BS[illegible]~~								80*t* *APT* 135*t*				
					5,35												
84275	— Ⓟ (*ex*Fiume)		369	A–	Ssk		~~4,37~~	1888	Howaldts-werke Kiel	Jadranska Plovidba d.d.	157·7 166·2(O.L.) P29′B35 F33′	23·0	11·1	Susak Yugoslav	T.3Cy.14⅛″,22½″&36⅜″–24″ 160lb (*s*) 82NHP 4 *BH Cem*	13 *ft* 3 *in* s 1 *m* 3½ 12 6⅜	
	*ss*Fiu.2ndNo.3–10,24		286	*with freeboard*	MS11,36		10,38					BK6½″					
YTNO	*ss*Spt.No.3–5,30		189	11,38 ~~1,37~~	LMC~~[illegible]~~						*Cell D Ba & u*		57′ 26*t*				
	*ss*Ssk No.2–38 ~~*ss*Spt.No.1–35~~			~~[illegible]~~ NBI 08	BS4,												
	1 *Dk*(*pt Stl*)			*For Coasting Service in the Adriatic*													
84276	**Susan Mærsk**		2355					1923	Odense Staalskibsvft Odense	A/S Dampskslsk. af1912(A.P.Möller Copenhagen, *Mgr.*)	299·8 P20′B87′F31′	42·4	19·9	Aalborg Danish	T.3Cy.21¼″,33⅞″&55½″–39⅜″ 191NHP		V
			2024											*WB*	A.Borsig,G.m.b.H.Berlin		
OYNA	D.F.	1 *Dk*	1411														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned nor expired. Equipment Latter	7a Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Distrct Bd of Trade Cert.
84277 217019 WQIO	**Susan V. Luckenbach** (*ex*Neponset) D.F. GyC.	*Fitted for oil fuel* 2 *Dks* & *Shelter dk*	5781 — 3622				…	1918	SunS.B. Co. Chester, Pa.	LuckenbachS.S.Co. Inc.	434·3	57·7	27·1 35·3 FK	NewYork Utd. States *WB*	T.3Cy.27″,45½″&76″–51″ &L.P.Turbine 696NHP SunS.B.Co.Chester,Pa.	38 ″ 0	R †
84278 215293 WCDM	**Susana** (*ex*Stanley Dollar–36, *ex* Warszawa, *ex* Erny)	*ss*S.Fo.No.3–3,27 *ss*S.Fo.No.2–34 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*-ws) 2nd *dk*(*Stl*) *in Nos.*1,2,4 & 5 *holds*	5929 5429 3742	✠100A1 Yka *Shelter dk* *with freeboard* 2,38 ✠LMC2,38	s	CL 2,38		1914 4mo *Lloyd's*	Cant.Nav. Triestino Monfalcone	Madrigal&Co. *Cell D Ba* 146′ *u*	401·4 B152′ F34′ *on Shelter dk* *E & B* 44′ *f* 160′ 1443*t*	51·8 *s A4 CP*	22·9 FK	Manila, P.I Utd. States 8 *B H Cem A P T* 14*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 520NHP 3SB,9*cf*,GS177,HS7719 FD J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 7 ″ 1 27 ″ 2	
84279 PJAA	— *Mchy. Aft*	(*ex*SanCamilo–36) **TwinSc** *ss*Cco.No.2–36 1 *Dk*(*Stl*) & *Web frames* *Longitudinal framing*	2450 1723 1250	✠100A1 Cco ~~8,38 1,38 3,39~~ ~~2,38,39~~ ✠LMC ~~MS11,34 B87,37~~ *Carrying Petl in steam in bulk* *Fitted for oil fuel* 12, 27	*l*	CL ~~$2,39$~~ ~~P7,37~~ *F P. above* 150° F.		1927 12mo *Lloyd's*	JL Thompson&Sons,Ld. Sunderland	N.V.Curacaosche Scheepv.Maats. *Wing tanks a* 60′ 53	305·6 P83′ *Trunk* 184′ F38′ 1 *tf* 30′ 259*t* *F P T* 98*t*	51·2 FK *A P T* 72*t*	15·0	Willemstd Dutch	T.6Cy.13½″,23″&37″–27″ (*s*) 180lb 217NHP 2SB,6*cf*,HS4209 MacColl&Pollock,Ld.Sld.	15 ″ 0 s 1 ″ 7 13 ″ 7½	
84280 LEZQ	**Susanna** (*ex*Berit, *ex*Guy) *Well deck*	1 *Dk*	810 629 429				…	1918	E.J.Smit& Zoon Hoogezand	D/S A/S Kristine (J.Kyvik& S.Fresvig, *Mgrs.*)	193·4 Q65*t* H44*t* F24*t*	32·3	12·5 FK	Haugesnd Norwegian *WB*	T.3Cy.15″,23½″&39½″–28½″ 106NHP E.J.Smit&Zoon Hoogezand	14 ″ 6	N †
84281 22Oct38 KJZW	**Suspearco** *ss*N.Yk.No.1 26 1 *Dk*(*Stl*) 2 *tr B in fore & after holds* & *Web frames* *Fitted for oil fuel*		3218 3005 1984	✠ 1,27	SFo	*t*		1921 3mo	Submarine BoatCorp. Newark, N.J.	~~Portland~~ ~~California S.S.Co.~~ *Cell D B* 251′ 827*t* *D*	324·0 P30′ B90′ F35′ *Tf* 20′ 394*t* *F P T* 111*t*	46·2 FK *A P T* 69*t*	25·0	NewYork Utd. States 6 *B H pt Cem*	1 DR Geared Steam Turbine HS5800 386NHP 2 Water Tube Boilers Westinghouse Electric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
84282 165389 MMBF	**Sussex** **TwinSc** *Oil Eng* D.F. E.S.D. 2 *Dks* & *Shelter dk* *Ref. Mchy.* 4*th dk in forward holds* *Cruiser Stern*		11063 10026 6516	✠100A1 Liv *with freeboard* ~~7,39 10,38~~ ✠LMC2,37 ~~Lloyd's~~ ~~LMC2,38~~ 7,3… 5,39 ~~2,38~~		CL		1937 2mo *Lloyd's*	John Brown&Co. Ld. Clydebank	P.&O.Stm.Nav.Co. *Duct keel forward of Cell D B* 437′ 1834*t* *of tunnels* 939*t*	532·2 *machinery space* (*Coll to Sh dk* 7 ,, 2*nd* ,, *Tanks at sides* 1 ,, 3*rd* ,, *F P T* 93*t* *A P T* 150*t*	70·4 FK	34·6	London British 9 *B H* 2 *D B* 120*lb*	Oil Engines 2S.C.SA 10Cy.28⅜″–88⅛″ 2528NHP John Brown&Co.Ld. Clydebank	39 ″ 0 s 6 ″ 8 32 ″ 6⅜	
84283 165762 GLLG	**Sutherland** D.F. 1 *Dk* & *Shelter dk* *Cruiser Stern*		5083 4614 2953	✠100A1 Shl *with freeboard* ~~7,38~~ Npt ~~7,38~~ ✠LMC5,38 11,38	*a*†	CL 11,38		1938 5mo *Lloyd's*	J.Read-head&SonsLd South Shields	B.J.Sutherland &Co.Ld. *Cell D B* 311′ 1343*t* *F*	423·7 439·2 (O.L.) F31′ *F P T* 128*t* *A P T* 218*t*	56·7 FK	24·8	Newcastle British 7 *B H pt Cem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	T.3Cy.25″,42″&71″–48″ 220lb (*s*) 524NHP 2SB(spt)&1 Aux SB,9*cf*, GS167,HS7444 FD J.Readhead&SonsLd.S.Shl	27 ″ 10 s 3 ″ 0½ 25 ″ 0	
84284 216043 KJVX	— *Fitted for oil fuel* 2 *Dks*		4716 — 2958				…	1918	Seattle Const.&Dry Dock Co. Seattle	AlaskaS.S.Co.Inc.	380·0 P40′ B100′ F41′	53·2 FK	27·0	NewYork Utd. States *WB*	T.3Cy.24″,40″&70″–48″ 472NHP SeattleConst.&D.D.Co.	29 ″ 4	R †
84285 144423 MJWR	— (*ex*Matama) D.F. Wireless 2 *Dks*		1330 1093 525					1920	Ramage& Ferguson,Ld Leith	LeithHull&Hamburg Stm.Packet Co.Ld.(J.Currie& Co. *Mgrs.*)	270·6	38·1	23·9	London British *WB*	T.3Cy.21″,34″&56″–39″ 196NHP Ramage&Fergusn,Ld.Lth		C
84286 618 ESAS	**Suur Töll** (*ex*Väinemöinen, *ex* Volymits, *ex* Zar Michail Teodorowitsch) **TrpSc** (*Icebreaker*) GyC. 2 *Dks* 3 *tr B*		2417 2371 —					1914	Vulcan-Werke A.G Stettin	EstonianGovernment	245·6	56·4	24·7	Tallinn Estonian *WB*	T.9Cy.20″,32⅞″&53½″–39½″ 533NHP Vulcan-Werke,A.G.		
84287 17307 JSUD	**Suwa Maru** (P) **TwinSc** *ss*Yka.No.3–2,26 *ss*Yka.No.2–34 2 *Dks*(*Stl–Uws*) & 3*rd dk*(*Stl*) *in Nos.*1,3 & 4 *holds*		10672 8971 6637	✠100A1 Yka 2,38 ~~[illegible]~~	*y*†	CL ~~$2,38$~~ ~~7,38~~ 11,38		1914 9mo *Lloyd's*	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K. *W B* = *Cell D Ba* 157′ *u E & B* 92′ *f*	516·0 P99′ B191′ F56′ 193′ 2056*t* *F P T* 148*t*	62·6 FK *A P T* 57*t*	34·9	Tokyo Japanese 8 *B H Cem*	T.6Cy.28″,47″&79″–51″ (*s*) 200lb FD 1337NHP 7SB,2*Icf*,GS443,HS19742 MitsuBishiD.&E.Wks.Nag	37 ″ 6 s 8 ″ 11½ 29 ″ 0	
84288 219496 KLAA	**Suwied** *Fitted for oil fuel* 1 *Dk* 2 *tr B in fore & after holds* & *Web frames*		3249 3003 1988				…	1919	Submarine BoatCorp. Newark, N.J.	SuwiedS.S.Co. (AmericanRange Lines,Inc. *Mgrs.*)	324·0 P30′ B90′ F35′	46·2 FK	25·0	Wilmgton (Del.) Utd. States *WB*	DR geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
84289 214 OOHB	**Suzon** (*ex*Portwood) *ss*Sws.2nd No.3–12,36 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted*		2239 1766 1235	✠100A1 Bdx 3,38 ~~[illegible]~~	*r*	0G 3,38		1913 5mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland	M.Goossens *Cell D Ba* 45′ *u E & B* 41′ *f* 100′ 480*t*	280·0 Q116′ B53′ F29′ *D Ta* 45′ 300*t* *F P T*	40·5 FK 103*t* *A P T* 97*t*	18·5	Antwerp Belgian 1 *B H Cem*	T.3Cy.22″,36½″&59″–39″ (*s*) 180lb 232NHP 2SB,3*pf*,3*cf*,GS98,HS3513 Bever,Dorling&Co. Bradford	20 ″ 9 s 1 ″ 11½ 18 ″ 11½	
84290 22520 JSEA	**Suzuya Maru** (P) (*ex*Hokkai Maru No.1) Wireless 2 *Dks*		897 748 497					1922	Mitsui Bussan Kaisha,Ld. Tama Dkyd.	KitaNipponKisen K.K.	190·0 F32′	31·5	18·2	Otaru Japanese	T.3Cy.14½″,24″&40″–30″ 88NHP ImaiSeisakusho,Osaka		
84291 OXYP	**Sværdfisken** **WoodAux4MstSr** (*ex*Avaste, *ex*Munkebjerg) *Oil Eng.* *Mchy. Aft* 1 *Dk* (*See Sailing Ship Register*)		365 324 279					1920	Skibsværft Lilleö A/S Korsör	GrönlandsStyrelse	135·3	30·8	13·0	Copnhagn Danish	Oil Engines 2S.C.SA 3Cy.14⅜″–15⅞″ 107NHP TuxhumA/S,Copenhagen		V
84292 597 IUPK	**Svam I** **Aux3MstSr** (*ex*Puseyjones No.4) *Oil Eng.* *Mchy. Aft* 1 *Dk* & *Web frames* (*See Sailing Ship Register*)		388 329 192				…	1917	The Pusey &Jones Co. Wilmgtn,Del.	L.G.Tomei	128·5 P31′ F26′	28·0 FK	12·0	Viareggio Italian *WB*	Oil Engines 2S.C.SA 2Cy.15½″–16½″ 88NHP J.V.Svensson's Motorfabrik,Skm.	15 ″ 0	I †
84293 598 IUPQ	**Svam II** **Aux3MstSr** *Oil Eng.* *Mchy. Aft* 1 *Dk* (*See Sailing Ship Register*)		337 — 224					1920	J.Th.Wilmink&Co. Groningen	PiaMalnverni nei Tomei	132·6 P26′	26·3	11·5	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.15½″–17¾″ 87NHP D.Goedkoop,Jr.Amsterdm		I
84294 LJCS	**Svanefjell** Wireless D.F. *Cruiser Stern* 1 *Dk* & *Shelter dk*		1371 1100 748					1936	Fredrkstad Mek. Verks. Fredrikstad	A/S Falkefjell (Olsen&Ugelstad, *Mgrs.*)	250·8	42·3	13·7	Oslo Norwegian *WB*	C.4Cy.(2)13″&(2)30⅝″–28¾″ 82NHP FredrikstadM.V.Frdstad		N

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Crem sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps.
84295	**Svaneholm**	2865	✠100A1	Bal	*n*	CL	1930	Eriksbergs	A/B Svenska	334·2|46·9|20·2	Gothenburg	Oil Engines 4S.C.SA	22 ″ 11
7679	*Oil Eng.*	*2467*	*with freeboard*	Hfs		5,36	10mo	M.V.Aktieb	Amerika Mexico		Swedish	8Cy.24½″–51.⅜″ 473NHP	s 1 ″ 5½
SIGN	*ss* Lkr. No. 1–35	*1548*	8,38 ~~1,80~~					Gothenburg	Linien (E.Carlson,	FK	*7 B Hpt Cem*	DB *80lb*	21 ″ 8
	D.F. 1 *Dk (Stl) & Shelter dk (Stl)*		~~DBS 2,37~~ ✠LMC CS 4,35 5,38 9,37				*Lloyd's SA & CP*		*Mgr.*) *Cell D*	*B289'877t APT 109t*	*Coll to Sh dk* 6 ,, *2nd* ,,	Eriksbergs MV Aktieb. Got
	Strengthened for Navigation in Ice											
84296	**Svanen** Ⓟ	668					1912	Lindholmens V.A.	Hallands Ångbåts A/B (Harry Trapp,	176·3|28·0|12·5	Gothenburg	T.8Cy.16″,26½″&44″–30″
5283		*425*						Gothenburg	*Mgr.*)	P89′F20′	Swedish	106NHP
SGRD	1 *Dk*	*317*								*WB*		Lindholmens V.A. Got.
84297	— **Wood Aux 4 Mst Sr**	343					1919	Öxenbjerg Skibsværft Svendborg	Andreas Bråse	133·5|30·7|12·8 Q31′H9*t*	Klädesholmen Swedish	Oil Engines 2S.C.SA 2Cy. *Emade & fitted* 35 A/B Jönköpings Motorfbk.
6660	(*ex* Sailing Vessel–35) *Oil Eng.*	*310*										
SKQD	1 *Dk*	*276*										
	(See Sailing Ship Register)											
84298	**Svanetija** Ⓟ **Twin Sc**	4000					1937	Helsingörs Jernsk & Msk Elsinore	U.S.S.R.	315·0|47·5|27·9	Odessa Russian	Oil Engines 2S.C.SA 12Cy.19½″–35.⅞″ 812NHP
	D.F. E.S.D. *Oil Eng.*	—								*WB*		Akt. Burmeistr & Wain, Cpn
	Sub.Sig. *Cruiser Stern* 4 *Dks*	2400										
84299	**Svangen** (*ex* Tiro)	*998*					1918	Hölens Verksted Larvik	Rederi A/B Ferlef (And. Smith, *Mgr.*)	210·7|34·2|14·0 P24′B58′H72*t*F7′	Stockholm Swedish	T.3Cy.15½″,25″&42″–30″ 97NHP
7424		*844*										
SGRE	1 *Dk*	*550*								*WB*		Moss Vært, Moss
84300	**Svanhild**	2147					1919	Nylands Værksted Oslo	Det Forenede Dampsksls.	289·7|44·2|18·9 P25′B144′F32′	Elsinore Danish	T.3Cy.21½″,34½″&60″–39″ 225NHP
		1909										
OZZC	D.F. 1 *Dk*	1284								*WB*		Nylands Værksted, Oslo
84301	**Svanholm**	1321					1922	Helsingörs Jernsk & Msk. Elsinore	Det Forenede Dampsksls.	249·5|38·1|15·0	Aalborg Danish	T 3Cy.18″,30″&50″–36″ 150NHP
		1160										
OULY	1 *Dk & Shelter dk*	764								*WB*		Helsingörs Jernsk. & Msk.
84302	— **Iron**	696					1917	Wortelboer & Co. Delfzijl	D/S A/S Svanholm (T. Matland)	179·7|28·6|12·3 Q79*t*B18*t*H14*t*F22*t*	Haugesund Norwegian	T.3Cy.14½″,23½″&38½″–26″ 75NHP
		526										
LEZT	*Mchy. Aft* 1 *Dk* Wireless	322								*WB*		N.V. Machinefabriek v/h H.J. Koopman, Dordrecht
84303	**Svartön** (*ex* Cedargrove)	*2475*	✠100A1	Mdb	*t*	CL	1906	R. Thompson & Sons, Ld	Trafikaktiebolaget Grängesberg-Oxelösund (M. Waldenström, *Mgr.*)	296·1|44·5|19·7 ~~2,00 0~~ 310·0 (O.L.)	Stockholm Swedish	T.3Cy.21½″,36″&59″–39″ (*s*) 1801b *100lb* 229NHP
5333	*ss* Got. 2nd No. 3–4,31	*2197*	1,39 ~~3,00~~	Got		8,35	9mo	Sunderland		FK	*5 B H Cem*	2SB, *6pf*, GS 106, HS 3432
SGWN	*ss* Got. No. ~~1–35~~ 2–39	*1380*	~~BS 8,37~~ 6,38 ✠LMC 5,~~35~~ MS 2,39			1,39	*Lloyd's SA & CP*		*WB* = *Cell D B a* 90′*u E & B* 36′*f* 124′	P25′B74′F31′ 688*t APT* 58*t*		G. Clark, Ld. Sunderland
	D.F. 1 *Dk (pt Irn & pt Stl) & deep framing*											
	Cargo battens not fitted											
84304	**Svava** (*ex* Bjorn)	1193	✠100A1	Cpn	*o*	OG	1904	Kjöbnhvns Flydk. & Skbs. Copenhagen	Det Forenede Dampsksls.	233·4|34·4|16·4 P22′B60′F26′	Middelfart Danish	T.3Cy.18″,29″&48″–33″ (*s*) 165lb 131NHP
	ss Cpn. 2nd No. 3–4,30	*1017*	~~3,38~~ 6,37			6,37	2mo			FK	*4 B H Cem*	2SB, *4cf*, GS 48, HS 1912
OULZ	*ss* Cpn. No. ~~1–35~~ 2–37	697	~~BS 6,37~~ ✠LMC 2,~~35~~ 6,38				*Lloyd's SA & CP*		*Cell D B a* 40′*u E & B* 63′*f* 94′ 349*t FPT* 30*t* *WB* =	63′*f* 94′ 349*t FPT* 30*t* *APT* 15*t*		Kjbnhavns Flydk. & Skbsv.
	1 *Dk (Stl) & deep framing*											
84305	**Svea**	770					1900	Howaldtswerke Kiel	Stockholms RederiA/B Svea (Eman. Högberg, *Mgr.*)	175·8|30·3|13·8 B57′H89*t*F36′	Stockholm Swedish	T.3Cy 14⅝″ 22¼″ & 36½″–19½″ 60NHP
3639		*536*										
SGRI	1 *Dk & deep framing*	*374*								*WB*		Howaldtswerke, Kiel
84306	— **Wood 3 Mst**	618					1906	H.D. Bendixsen Fairhavn, Cal	Francis A. Wilson	174·0|38·2|13·3	S. Frncisco Utd. States	T.3Cy.13″,21″&34″–24″ Fulton Iron Works, 57NHP San Francisco
203192	*Fitted for oil fuel*	—										
KLAB	*Mchy. Aft* 1 *Dk*	370										
84307	**Sveaborg** **Twin Sc**	*9070*	✠100A1	Yka	*dt*	CL	1931	Blohm & Voss K.a.A. Hamburg	Stockholms RederiA/B Svea (Eman. Högberg, *Mgr.*)	480·5|64·4|35·5	Stockholm Swedish	Oil Engines 4S.C.SA 12Cy.24½″–51.⅜″ 2DB *150lb* 709NHP
7700	*Oil Eng.*	*8339*	~~12,37~~ 11,38			P6,37	2mo					
SINT	*ss* S.Fo.No.1–38	*5258*	~~DBS~~ ✠LMC 4,36			S12,37	*Lloyd's SA & CP*		*Cell D B u E* 67′286*t* *DT f* 38′426*t*	P105′B30′F47′ FK *FPT* 205*t APT* 83*t*		Götaverken A/B, Got.
	Mchy. Aft 2 *Dks (Stl) &*		*Carrying Petroleum in bulk*						*Mgr.*)		*17 B Hpt Cem* (10 *to U dk* 7 ,, *2nd* ,,)	
	D.F. *Web frames*		~~DBS 6,38~~									
	Longitudinal framing											
	Special Surveys to date from 6,31											
84308	**Svealand** **Twin Sc**	*15300*	✠100A1	Got	*jt*	CL	1925	Deutsche Werft A.G. Hamburg	Ångf. Aktieb. Tirfing (T.E.J.: son Broström, *Mgr.*)	561·3|72·2|44·1	Gothenburg Swedish	Oil Engines 4S.C.SA
7185	*Mchy. Aft* *Oil Eng.*	*14224*	10,~~34~~ 4,38	Bal		~~14,36~~ PS	4mo			P117′F51′ FK	*11 B H Asp*	16Cy.29½″–47½″ 1313NHP
SEWA	*ss* Bal.No.3–9,37	*3291*	~~DBS 4,37~~ ✠LMC CS 12,37 10,38 ~~9,37~~ 4,38			12,37 S10,38	*Lloyd's SA & CP*		*Cell D B u E* 91′380*t D* 729*t APT* 290*t DTs*	*Tf* 27′1173*t FPT* *at sides & u bottom*	1 ,, *to 2nd dk of holds* 330′	DB *114lb* Algemeine Elec. Ges. Berlin
	1 *Dk (Stl) & Web frames*											
	Longitudinal framing											
84309	**Svein II** Ⓟ (*ex* Halden–33)	320					1890	Fredrkstds Mek. Værkstd Fredrikstad	Skibs. A/S Horten (S. Nilsen, *Mgr.*)	128·7|21·9|9·9 P87*t*H29*t*F30*t* 16·7	Horten Norwegian	T.3Cy.14″,22″&37″–20″ 61NHP
		291								*WB*		Fredrikstad M.V.
LEZY	1 *Dk & Awng dk*	178										
84310	**Svein Jarl**	1908					1919	Trndhjms Mek. Værks. Trondheim	Det Nordenfjeldske Dampskibsselskab	265·0|42·1|17·8 P27′B72′F30′	Trndheim Norwegian	T.3Cy.20½″,33″&56″–36″ 188NHP
		1683								*WB*		Trondhjems M.V. Trondhm
LCZO	1 *Dk*	1115										
84311	**Sven** (*ex* Vikfred, *ex* R.F.Berg, *ex* Thea)	*361*					1888	G. Howaldt Kiel	Rederi A/B Egon (S.M.Stjerna, *Mgr.*)	142·9|23·0|11·0 B30′H24*t*F15′	Malmö Swedish	C2Cy.15″&27″–15″ NB06 24NHP
3285		*290*										
SGRW	1 *Dk*	*199*								*WB*		Geb. Howaldt, Kiel
84312	**Svenborg** **Wood Aux 4 Mst Sr**	346					1921	Odense Skibs. Odense	G. Andersson	142·5|30·3|13·4	Mariehmn Finnish	Oil Engines 2S.C.SA 2Cy.13″–13⅜″ 63NHP *Emade & fitted* 34 J&CG Bolinders M.V. Skm
800	(*ex* Sailing Vessel–34) *Oil Eng.*	*311*										
OHRL	1 *Dk*	267										
	(See Sailing Ship Register)											
84313	**Svend Foyn** **Twin Sc**	~~14596~~	✠100A1	Got	*jt*	CL	1931	Furness S.B.Co.Ld. Haverton Hill-on-Tees	St. Helier Ship-owners, Ld.	538·1|74·3|33·3 47·8	London British	Q.8Cy.20½″,29½″,42½″&62″–45″ 265lb (*s*) 997NHP
162742	*ss* Osl.No.1–35	~~10272~~	*with freeboard*			~~01,35~~	8mo			P120′F108′ FK	18 *B Hpt Cem* (4 *to W dk* 14 ,, *2nd* ,,)	26 Pr. *B60lb* 10 Pr. *B43lb* FD
GTYS	*Mchy. Aft* *Cruiser Stern* 2 *Dks (Stl)*	~~8029~~	9,38 ~~10,37~~	✠LMC 7,		P8,36	*Lloyd's SA & CP*					5SB, *20cf*, HS 14800
	Longitudinal framing at bottom & at deck of Inner Tanks & above 2nd deck	14795	Pr. ~~BS 7,38~~	3S 10,37		S9,38			*Cell D B u E & B* 92′ 553*t DTs f* 44′924*t* *tanks in mchy space*			Richardsons, Westgarth & Co. Ld. Hpl.
	Strengthened for Navigation in Ice	10872	*Whaling Service* 7,38									
	D.F.	7951	*Carrying Petroleum in bulk*									
			Fitted for oil fuel 8,31			*F.P. above*				90 440*t FPT*	8408*t APT* 493*t*	
						150° F.						
84314	**Svend Pii**	1809					1923	A/S Aalborg Skibsv. Aalborg	Dampskibsselskab Vendila (Svendsen & Christensen)	276·8|42·1|17·8 P18′B169′F33′	Copnhagn Danish	T.3Cy.20″,31½″&53″–36″ 169NHP
		1623								*WB*		A/S Frichs, Aarhus
OXAD	1 *Dk*	1074										

No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. † for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Particulars of Classification
84315	**Svenör**	7616	✠100A1	Rot	*c* †	CL	1931	Swan, Hunter & Wigham Richardson, Ld Newcastle	S.Ugelstad's Rederi A/S (S.Ugelstad, *Mgr.*)	460·5	59·5	34·1	Oslo Norwegian	Oil Engines 2S.C.SA 6Cy.31″–43″ 1010NHP 2DB *120lb*	34 ″ 0	
LDCD	*ss*Got.No.2-38	4569	2,39 LMC			NS8,38	2mo		*Cell D Bu E35′327t*	P109′B30′F60′ FK			Norwegian	16 *B Hpt Cem*		
	Mchy.Aft 2 *Dks(Stl)* & *Web frames*		DBS 2,39						*DT f41′523t*				(10 *to U dk*	Swan, Hunter & Wigham		
	D.F. *Longitudinal framing*		*Carrying Petroleum in bulk*				*Lloyd's* *sA&CP*			*FPT 199t APT 146t*			6 ,, *2nd* ,,)	Richardson, Ld. Nwc.		
84316	**Svenske**	*508*					1903	Lindholmens V.A. Gothenburg	Rederi A/B Söderö (W.Grosche, *Mgr.*)	158·6	26·3	13·4	Öregrund Swedish	C.2Cy.15″&33″–21″ 42NHP		V
4111		*375*								P52′H36*t*F22′			*WB*	Lindholmens V.A.Got.		
SGTD	*Mchy.Aft* 1 *Dk*	*260*														
84317	**Sverdlovsk** (P)	3559					1931	Baltic S.B. & Eng. Wks. Leningrad	U.S.S.R.	314·7	46·1	26·1	Vladvostk Russian	T.3Cy.22 7/16″,37″&59½″–39″ 220NHP		
		2993								P42′B95′F36′				Baltic S.B.&Eng.Wrks.Len		
UOHV	Sub.Sig. 2 *Dks*	1982														
84318	**Sverige** (P)	811					1929	Frdrkshvn Skibs.&Flydk Fredrikshavn	Dampskslsk.A/S Oresund (M. Suenson, *Mgr.*)	206·4	34·1	13·6	Copnhagn Danish	T.3Cy.18½″,30″&50″–33″ 120NHP		V
		518								B48′F35′			*WB*	Helsingörs Jernsk.& Mskb. Helsingör		
OXHE	Wireless 1 *Dk*	423														
84319	**Sverker**	*477*	✠100A1	Svb	*g*	OG	1916	P.Larsson	Rederiakt. Simrishamn (O.Modén, *Mgr.*)	151·6	26·6	11·7	Simrishmn Swedish	C.2Cy.16″&30″–22″ (*s*)	14 ″ 0	
5785	*ss*Mmo.No.3-7,28	*383*	6,39			4,36	4mo	Thorskog		156·5(O.L.)				120lb *80lb* 46NHP	s 1 ″ 3	
SGTE	*ss*Svb.No.2-37	*254*	LMC			4,39	*Lloyd's* *sA&CP*			P44′F16′ FK				3 *B HCem*	12 ″ 10	
	Mchy.Aft 1 *Dk(Stl)*		MS5,37	BS10,37		4,38			*Cell D B/93′106t F P T*					1SB.*2cf*, GS23, HS871		
														24*t APT 25t*	P.Larsson, Thorskog	
84320	**Sverre Nergaard** (*ex*Elisabet, 7013 *ex*Mount Vernon)	*1030*					1900	Bergens Mek. Verk. Bergen	Rederi A/B Westindia, (SvenSalén, *Mgr.*)	227·7	31·9	15·0	Stockholm Swedish	T.3Cy.19″,30″&50″–33″ NB13 143NHP		V
		787								Q75*t*B103*t*H53*t*						
SEZA	Wireless 1 *Dk*	*568*								F25*t*			*WB*	Bergens M.V.Bergen		
84321	**Sverre Sigurdssön** (*ex*Borzoli)	1081					1923	N.Odero fu A. Sestri Pnente	Det Nordenfjeldske Dampskibsslsk.	198·8	32·1	19·7	Trondheim Norwegian	T.3Cy.15⅛″,24⅝″&39⅜″&25⅜″ 72NHP		N
		939								B98*t*H18*t*F23*t*			*WB*	N.Odero fu A.Sestri Pnente		
LFAD	2 *Dks*	616														
84322	**Sveti Duje** (*ex*MonteMaggiore, *ex*Chlumecky)	3624	✠100A1	Spt	*w*	CL	1902	Russell & Co. Pt.Glasgow	M.Feric	339·2	46·0	17·9 25·7	Split Yugoslav	T.3Cy.24″,40″&65″–45″ (*s*)	28 ″ 5	
	*ex*Chlumecky) *ss*Spt.3rdNo.3-11,36	3324	*Spar dk*	Std		8,35	6mo							180lb NDB13 306NHP	s 5 ″ 4½	
YTEH	1 *Dk(Stl)* & *Spar dk(Stl)* & *deep framing*	2204	7,35 9,37 10,38			7,38	*Lloyd's* *sA&CP*		*Cell D Ba*	P20′B76′F36′ FK				2SB,*6cf*, GS132, HS4700	23 ″ 4	
	Hatch covers dispensed with in 'tween decks		BS	LMC1						110′*u E* & *B40′f142′*				6 *B HCem* 805*t APT 56t*	J.G.Kincaid & Co. Grk.	
84323	**Sveti Vlaho**	*5965*	✠100A1	Bry	*a* †	CL	1928	Lithgows Ld. Port Glasgow	Dubrovacka Plovidba A.D.	423·5	56·0	28·8	Dubrovnik Yugoslav	T.3Cy.27 7/16″,45 1/16″&74″–51″	31 ″ 4	
	*ss*Spt.No.2-36	*5538*	12,38	Rot		4,38	1mo							180lb (*s*) 560NHP	s 6 ″ 2½	
YTEK	2 *Dks(Stl)*	*3787*	BS	LMC4	36		*Lloyd's* *sA&CP*		1 *Intermediate B H* & *1′Tween dk*	P38′B123′F41′ FK			*pt Cem*	3SB,*9cf*, GS193, HS8406 FD	25 ″ 5	
									Cell D Ba	*B H dispensed with* *u E 162′ f 186′ 1241t*			4 *B H to U dk*	Rankin & Blackmore Ld Grk		
													2 ,, ,, 2nd ,,			
										D Ta 36′ 1114t				*t APT 52t*		
84324	**Svetlaya**	328	✠100A1	Kob	*d*	CL	1937	Mukaishima Dockyard Co. Ltd. Mukaishima	U.S.S.R.	128·0	22·0	12·0	Vladvostk Russian	Oil Engines 4S.C.SA 6Cy.11⅝″–17 1/16″ 79NHP DB *100lb*	12 ″ 0	
	Oil Eng.	237	3,37				4mo			135·0(O.L.)						
	Mchy.Aft 1 *Dk*	138	LMC4	37						P51′F11′ FK			1 *B H Cem*			
	Cruiser Stern									*FPT 43t*			*A P T 13t*	Hanshin Iron Works, Ld. Kobe		
	Strengthened for navigation in ice						*Lloyd's* *sA&CP*									
84325	**Sveve**	6313	✠100A1	Rot	*a* †	CL	1930	Swan, Hunter & Wigham Richardson, Ld Newcastle	A/R Atlantic (W.&P.Jebsen, *Mgrs.*)	420·6	57·5	32·3	Bergen Norwegian	Oil Engines 2S.C.SA 6Cy.31″–43″ 1010NHP	32 ″ 4	
	Oil Eng.	5	Bar Bkn			5,37	11mo							2 DB *120lb*	s 6 ″ 1	
LDRW	*ss*Bgn.No.2-38	3741								P108′B28′F38′ FK			(11 *to U dk*	Swan, Hunter & Wigham	26 ″ 5	
	Mchy.Aft 2 *Dks(Stl)* & *Web frames*		LMC	38	LMC10,38		*Lloyd's* *sA&CP*		*Cell D Bu E75′296t*	*D T f38′571t*			4 ,, 2nd ,,)	Richardson, Ld. Nwc.		
	D.F. *Longitudinal framing*		*Carrying Petroleum in bulk*							*F P T 97t A P T 116t*						
84326	**Svint** (*ex*Skagatind-36, *ex*Hovland)	1174					1925	Skiens Verksted A/S Skien	Skibs A/S Sjofna (C.A.Olsen, *Mgr.*)	226·4	36·6	15·7	Oslo Norwegian	T.3Cy.16″,25″&42″–30″ 97NHP		N
		984								P34*t*B54*t*F21′			*WB*	Skiens Verksted A/S, Skien		
LEVE	1 *Dk*	697														
84327	**Svinta**	1267					1916	N.V.Werf De Noord Alblasserdm	A/S D/S Svinta (William Hansen)	236·9	36·3	16·2	Bergen Norwegian	T.3Cy.17½″,29″&46″–36″ 127NHP		N
		1123								P31′B65 H73*t*F23′			*WB*	Alblasserdam Msch.Fab.		
LFAF	*Ref.Mchy* 1 *Dk*	764														
84328	**Svir** (P) (*ex*Patria-35) Twin Sc	9686					1919	Kon. Maats de Schelde Flushing	U.S.S.R.	480·7	57·3	34·9	Leningrad Russian	S Rgeared Steam Turbines		
	Sub.Sig. D.F. *Fitted for oil fuel*	7317								P&B364′F84′			*WB*	Maats. de Schelde, Flushing		
	Cruiser Stern 3 *Dks*	5908														
84329	—	2329					1922	J.Frerichs & Co. Einswarden	U.S.S.R.	296·2	42·8	19·6	Leningrad Russian	2 Steam Turbines DR geared to 1 Sc.Shaft		
	(*ex*Ivo-32)	2011								P&B282′F37′			*WB*	Frd.Kruppa A.G. Kiel		
UOBS	Sub.Sig. 1 *Dk*	1350														
84330	**Svirstroi** (*ex*Aledo)	4769	✠	N Yk	*x*		1919	Standard S.B.Corp. Shooter's Isld	U.S.S.R.	377·0	52·0	26·8	Vladvostk Russian	T.3Cy.24″,40″&70″–48″ 478NHP	29 ″ 0	
		4268	8,20				4mo			P25′B106′F34′ FK			7 *B H Cem*	3SB,*9cf*, GS182, HS6960 FD		
UOBE	2 *Dks(Stl)*	2971	✠						*Cell D B 322′985t*	*M T 29′678t F P T 88t*			*A P T 50t*	Standard S.B.Corp.		
84331	**Svithiod** (*ex*S.V.Harkness)	6550	✠100A1	Ham	*a* †	CL	1917	Skinner & Eddy Corp. Seattle, Wash	Panama Transport Co.	426·3	57·2	31·7	Panama Pnamanian	Oil Engines 2S.C.SA	31 ″ 6	
	Oil Eng.	—	3,37 2,38	Bmn		2,38	5mo			441·8(O.L.)			16 *B Hpt Cem*	6Cy.25 7/16″–51 7/16″ 680NHP	s 5 ″ 8½	
HPFH	*ss*Kel.No.3-8,29	3944	NE5,25	LMC2,39						P104′B41′F37′				DB(*upper*)17–*185lb*	26 ″ 1	
	*ss*Ham.No.2-38		DBS2,38 3,39											NDB25–*70lb*		
	Mchy.Aft 2 *Dks(Stl)* & *Web frames*									Ien34 FK				NDB(W.T.)34 *185lb*		
	Sub.Sig. *Longitudinal framing*								*Midship portion (cargo tanks) renewed* 1934					Frd.Kruppa A.G. Kiel		
	E.S.D. GyC.		*Carrying Petroleum in bulk*						*Cell D Ba*	*12′u E* & *B63′188t D T f36′457t F P T 199t*			*A P T 97t*			
84332	**Sviyaga** (*ex*Curslack-35)	1433					1923	F.Schichau Elbing	U.S.S.R.	237·4	37·5	15·9	Leningrad Russian	T.3Cy.16 3/16″,27 5/8″&42 3/16″–27⅝″ 96NHP		
		1155								Q77′B108′F32′			*WB*	F.Schichau, Elbing		
UPIL	Sub.Sig. 1 *Dk*	800														
84333	**Swaerdecroon**	1692					1908	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·5	40·3	18·0	Batavia Dutch	T.3Cy.19″,31½″&51½″–39″ 165NHP		V
		1329								P33′B73′F30′			*WB*	Maats. Fyenoord, Rot.		
PKRY	1 *Dk*	902														
84334	**Swainby**	4935	✠100A1	Shl	*y*	CL	1917	Ropner & Sons, Ld. Stockton	Ropner Shipping Co. Ld.	390·0	55·6	26·2	Stockton British	T.3Cy 26½″,46″&75″–48″ (*s*)	28 ″ 9	
135603	*ss*Shl.No.3-9,29	1697	6,38 2,38 1,39			5,37	4mo							180lb HS7293 450NHP	s 4 ″ 6½	
GQVL	*ss*Shl.No.2-37	3040		LMC		6,38	*Lloyd's* *sA&CP*		*Cell D Ba 127′u E*	P30′B219′F40′ FK			6 *B H Cem*	3SB(Spt.),*9cf*, GS194,	24 ″ 4½	
	D.F. 1 *Dk(pt Irn pt Stl)*		BS5,37	MS9,37						*27′f174′1165t F P T*			*94t A P T 185t*	Blair & Co. Ld. Stockton		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux Gréement etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté. Si n'est dans le L. R. Durée Cert. P. of Tr.
84335	**Swartenhondt**	5084					1922	Nederl. Schps. Maats. Amsterdam	Koninkl. Paketv. Maats.	383·6	49·4	26·7	Batavia Dutch *WB*	T.3Cy.28½",47"&77"–54" 436NHP Werkspoor, Amsterdam		V
	Fitted for oil fuel	3915								F52′						
PKFH	D.F. 3*Dks*	3058														
84336	**Sweden** (*ex*L.C.Smith)	4702					1902	W.BayCity S.B.Co. W.BayCity, Mich.	GreatLakesS.S.Co. Inc.	414·0	50·0	29·0	Oswego NY Utd. States *WB*	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
141793		—														
	Mchy. Aft 1*Dk 2tr B*	3418														
84337	— **Wood**	454					1920	Uddeholms Aktieb Skoghall	GustafErikson	146·5	30·0	12·1	Mariehmn Finnish	Oil Engines 2S.C.SA 4Cy.16¾"–16⅝" 175NHP J&CG Bolinders Co Ld Skm		V
843	(*ex*Skoghallsverken) *Oil Eng.*	363								P40′F17′H27*t*						
OHSL	*Mchy Aft Cruiser Stern* 1*Dk*	217														
84338	**Swedru**	4124					1937	Scotts' S.B. & Eng.Co.Ld. Greenock	Elder, Dempster Lines, Ld.	379·0	52·7	21·3	Liverpool British	Oil Engines 2S.C.SA 4Cy.22⅛"–85⅛" 598NHP Wm.Doxford&Sons,Ld Sld		C
164321	*Oil Eng.*	3254								P36′F48′						
GZLV	*Cruiser Stern* 3*Dks*	2321														
84339	**Swift**	936	✠100A1	Lon	*n*	CL	1930	Workman, Clark (1928) Ld. Belfast *Lloyd's SA&CP*	General Stm. Nav. Co. Ltd.	216·2	35·1	12·1	London British	T.3Cy.17½",29"&48"–33" (*s*) 200lb 189NHP 2SB,6*cf*,GS102,HS3400 Workman,Clark(1928) Ld.	14 ″ 0 s ″ 2 13 ″ 11½	
162503	*ss* Lon.No.1–35	723	*with freeboard*			9,35	11mo			B61′ FK						
MPXN	1*Dk(Stl)&Shelter Dk(Stl)*	408	7,38 ~~9,35~~ ✠LMC MS ~~,35~~ ~~11,37~~ 11,38			7,38			*Cell D B182′28 4t F P T31t A P T19t*							
84340	**Swiftarrow**	8207	✠100A1	Gal	*c*†	CL	1921	Northwest Bridge&Irn Co Portland, Or. A&CP	Swiftarrow S.S. Co. (C.D.Mallory&Co. Inc. *Mgrs.*)	464·6	60·2	27·7	Wilmgton (Del.) Utd. States	T.3Cy.26½",46"&78"–51" (*s*) 210lb 662NHP 3SB,9*cf*,HS9690 FD Hooven,Owens,Rentschler Co.,Hamilton,O.	36 ″ 4 s 9 ″ 11½ 26 ″ 8	
221041	*Shelter dk*	7779				3,38	2mo			34·8						
KDOS	*ss* Mob.No.3–12,35	5092	*with freeboard* ~~3,38~~ 3,38 BS9,38 ~~MS6,37~~ ✠LMC 12,35			NS,38			*Cell D Bu E&B71′230t D T f50′ tanks a 30t*	FK 444*t* 'tween dk *F P T183t A P T31t*						
KDOS	*Mchy. Aft* 2*Dks(Stl)&Shelter dk (Stl)&Web frames*		*Carrying Petroleum in bulk*													
	Longitudinal framing		*Fitted for oil fuel* 2,21 *F.P. above* 150° F.													
84341	**Swiftlight**	8207	✠100A1	Mob	*c*†	CL	1921	Northwest Bridge& Iron Co. Portland, Or. A&CP	Swiftlight S.S. Co. (C.D.Mallory&Co. Inc. *Mgrs.*)	464·6	60·2	27·7	Wilmgton (Del.) Utd. States	T.3Cy.27½",46"&78"–51" (*s*) 210lb 662NHP 3SB,9*cf*,HS9690 FD Hooven,Owens,Rentschler Co. Hamilton,O.	36 ″ 5 s 9 ″ 11½ 26 ″ 9	
221268	*ss* N.Ns.No.3–11,38	7779	*Shelter dk*			~~7,36~~	5mo			482·1 (O.L.)		34·8				
KDSA	*ss* Mob.No.1–37	5092	*with freeboard* ~~7,38~~ ~~1,08~~ 2,39 BS7,38 ✠LMC 7,37			~~7,38~~ 2,39			*Cell D Bu E&B71′ 230t D T f50′ 444t tween dk tanks a 30t*	FK *F P T183t A P T31t*						
	2*Dks(Stl)&Shelter dk(Stl)*		*Carrying Petroleum in bulk*													
	Mchy. Aft &*Web frames*		*Fitted for oil fuel* 5,21 *F.P. above* 150° F.													
	Longitudinal framing															
84342	**Swiftpool**	5205	✠100A1	Cff	*z*	CL	1929	W.Gray& Co.Ld. W Hartlepool *Lloyd's SA&CP*	Pool Shipping Co. Ld. (Sir R. Ropner &Co.Ld. *Mgrs.*) *Cell D Ba&u E173′f80′1*	421·2	54·2	27·1	W.Hartlpl British	T.3Cy.26",40"&73"–48" (*s*) 180lb 528NHP 3SB(Spt.),9*cf*,HS7908 FD Cen.Mar.E Wrks.Ld W Hpl	30 ″ 1 s 5 ″ 0½ 25 ″ 3½	
160761	*ss* Shl.No.2–37	4928	4,39 ~~4,28~~ ~~1,..~~ Shl Sws ~~8,37~~			~~8,37~~	8mo			434·0 (O.L.)						
GTFQ	D.F. 1*Dk(Stl)*	3228	✠LMC MS1,37 BS8,~~37~~ 8,38			4,39				P30′B240′F43′ FK 413*t F P T175t A P T*						
84343	**Swiftscout**	8207	✠100A1	Mob	*c*†	CL	1921	Northwest Bridge&Irn Co Portland, Or. A&CP	Swiftscout S.S. Co. (C.D.Mallory&Co. Inc. *Mgrs.*)	464·6	60·2	27·7	Wilmgton (Del.) Utd. States	T.3Cy.27"46"&78"–51" (*s*) 210lb 662NHP 3SB,9*cf*,HS9690 FD Hooven,Owens,Rentschler Co.,Hamilton,O.	36 ″ 4 s 9 ″ 9½ 26 ″ 9½	
221134	*ss* Mob.No.3–3,34	7779	*Shelter dk*			~~1,37~~	3mo			481·7 (O.L.)		34·8				
KDQV	2*Dks(Stl)&Shelter dk*	5092	*with freeboard* BS3,39 ~~8,38~~ ~~1,08~~ 1,38 ~~BS1,38~~ ✠LMC 3,~~38~~			10,38			*Cell D Bu E&B71′230t D T f50′ tank a 30t*	FK 444*t* 'tween dk *F P T183t A P T31t*						
	Mchy. Aft &*Web frames*		*Carrying Petroleum in bulk*													
	Longitudinal framing		*Fitted for oil fuel* 3,21 *F.P. above* 150° F.													
84344	**Swiftsure**	8207	✠100A1	Gal	*c*†	CL	1921	Northwest Bridge&Iron Co. Portland, Or. A&CP	Swiftsure S.S. Co. (C.D.Mallory&Co. Inc. *Mgrs.*)	464·6	60·2	27·7	Wilmgton (Del.) Utd. States	T.3Cy.27½",46"&78"–51" (*s*) 210lb 630NHP 3SB,9*cf*,HS8919 FD Hooven,Owens,Rentschler Co.,Hamilton,O.	36 ″ 4 s 9 ″ 9½ 26 ″ 8	
220990	*ss* Mob.No.3–2,35	7779	*Shelter dk*	NYk		7,37	1mo			34·8						
KDNG	2*Dks(Stl)&Shelter dk(Stl)*	5092	*with freeboard* 8,38 ~~1,08~~ BS8,38 ~~MS7,38~~ ✠LMC 2,~~38~~ NB made 20 fitted 7,38						*Cell D Bu E&B71′ 230t D T f50′ 444t tween dk tank a 30t*	FK *F P T183t A P T31t*						
	Mchy. Aft &*Web frames*		*Carrying Petroleum in bulk*													
	Longitudinal framing		*Fitted for oil fuel* 1,21 *F.P. above* 150° F.													
84345	**Swiftwater**	1739					1927	Cowpen Dry Dock& S.B.Co.Ld. Blyth	Canadian Lake Carriers, Ld.	252·0	42·6	18·0	Montreal British *WB*	T.3Cy.16",27"&44"–33" 97RHP Blair&Co.(1926) Ld.Stk.		C
147749		1578														
	Mchy. Aft 1*Dk*,	1044														
Now "Keydon," see No. 83813 in Vol. II.																
84346	**Swinburne**	4659	✠100A1	NYk	*y*	CL	1917	A.McMillan&Son,Ld. Dumbarton *Lloyd's SA&CP*	Lamport&Holt Line, Ld. *Cell D*	385·5	52·2	27·2	Liverpool British	T.3Cy.26",43"&70"–48" (*s*) 180lb 407NHP 3SB,9*cf*,GS178,HS6800 Rankin&Blackmore Ld Grk	29 ″ 8 s 5 ″ 4½ 24 ″ 7	
140534	*ss* Liv.No.2–38 *ss* N.Yk.No.3–5,29	4330	7,~~35~~,~~37~~ Liv 7,38			5,37	9mo			P36′B118′F46′ FK						
GPSL	D.F. ~~*ss* N.Yk.No.1–80~~	~~2882~~	✠LMC ~~6,29~~							B335′875*t F P T75t*						
	2*Dks(Stl)*	2923	~~MS1,37~~ BS11,36													
84347	**Switzerland** (*ex*Marie Ferdinand,	1291					1922	Akt.Ges. "Neptun" Rostock	Leith, Hull&Hamburg Stm. Packet Co.Ld. (J.Currie& Co. *Mgrs.*)	237·6	36·5	14·4	Leith British *WB*	T.3Cy.18",29"&48"–31½" 130NHP A.G. "Neptun," Rostock		G
160660	*ex* Elsa Zelck)	1027								P16′Q55′B110′F29′						
MPKW	D.F. E.S.D. Wireless 1*Dk*	738														
84348	**Swynfleet** (*ex*Belge)	1168	✠100A1	Goo	*o*	CL	1914	Osbourne, Graham&Co Sunderland *Lloyd's SA&CP*	Ouse S.S.Co.Ld. (A.W.Atkinson, *Mgr.*) *Cell D Ba75′*	240·3	36·5	14·3	Goole British	T.3Cy.17",28"&46"–33" (*s*) 180lb *70lb* 148NHP 1SB,3*cf*,GS62,HS2500 N.E.Marine Eng.Co.Ld.Sld	15 ″ 4 s 2 ″ 1 13 ″ 5	
136734	*ss* Goo.No.3–1,28	960	1,39 ~~1,36~~ ~~...~~ MC			~~2,36~~	12mo			P16′B58′F23′ FK						
MFRB	*ss* Goo.No.2–36	689	MS2,36 ~~1,38~~ ~~2,36~~ DB S5,38			1,39			*u E15′f 96′345t F P T*	40*t A P T45t*						
	1*Dk(Stl)*															
	Cargo battens not fitted															
84349	**Syasstroi** (*ex*Masuda)	4907				...	1918	Todd D.D. &Const.Corp. Tacoma, Wsh.	U.S.S.R.	380·6	53·1	27·0	Vladvostk Russian *WB*	T.3Cy.24",40"&70"–48" 472NHP Seattle Const.&D.D.Co. Seattle	29 ″ 4	
		4394								P39′B102′F42′ FK						
UOVG	2*Dks&Web frames*	2958														
	Longitudinal framing															
84350	**Sydfold**	2433	✠	Rot			1918	P.Smit,Jr. Rotterdam *Intermediate*	Dampsk.A/S Fold (John K.Haaland &Co.A/S, *Mgrs.*) *bulkhead in forehold dispensed with, 4 Cell D B239′546t F P T*	287·1	45·2	20·6	Haugesnd Norwegian	T.3Cy.24",39⅜"&63"–39⅜" 300NHP 2SB&1 Aux SB,8*cf*,GS144, HS5051 P.Smit,Jr. Rotterdam	23 ″ 1	N †
		2209	6,18				4mo			P12′B66′F31′ FK						
LDGL	1*Dk(Stl)*	1430	✠													
84351	**Sydhav**	7587	✠100A1	Fal	*c*†	CL	1929	Swan, Hunter&Wigham Richardson, Ld. Newcastle *Lloyd's SA&CP*	Skibs A/S Sydhav. (T.Lodding) *Cell D Bu E82′258t DT f38′461t*	450·8	61·0	33·2	Oslo Norwegian	Oil Engines 2S.C.SA 6Cy.31"–48" 1010NHP 2DB *120lb* Wilsnd Slpwy.Co.Ld.Nwc.	33 ″ 3	
	Oil Eng.	7099	5,88			~~8,35~~	3mo			464·8 (O.L.)						
LDIG	*ss* Fal.No.2–37	4557	✠LMC CS10,37 ~~BS...~~ ~~12,38~~ ~~4,37~~ 12,38			12,38				P106′B30′F56′ FK						
	Mchy. Aft 2*Dks(Stl)&Web frames*		*Carrying Petroleum in bulk*													
	D.F. *Longitudinal framing*															

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey. Years Assigned now expired.	7 Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed. If not in L.R. Date of Ch. of Trade Cert.
84352 5653 SGEA	**Sydic** ss Got. No. 3-2,27 D.F. 1 Dk (Stl) & Shelter dk (Stl)	4272 3874 2626	✝100A1 *Shelter dk with freeboard* 3,38 MS11,35	Shl LMC BS5,37	*y*	CL N10,35	1914 10mo	J.L.Thompson & Sons, Ld. Sunderland *Lloyd's*	Rederi A/B Transatlantic (G. Carlsson, *Mgr.*) *s A&CP* *Cell D Ba* 134' *u E & B* 45' *f* 164' 1176 *t FPT*	385·0 | 53·7 | 23·6 FK	Gothenbrg Swedish	T.3Cy. 27", 45" & 74"–48" (*s*) 180 lb 465 NHP 3SB (Spt) 9*cf*, GS 197, HS 7906 Blair & Co. Ld. Stockton	26 " 1 s 2 " 6½ 23 " 9½	
84353 7019 SIPA	**Sydland** ss Bkn. No. 3-8,33 ss Rot. No. 1-37 1 Dk (Stl) & Shelter dk (Stl) D.F. 2nd dk (Stl) in No. 1 hold	5134 4692 3032	✝100A1 *Shelter dk with freeboard* 1,33 10,37 BS 4,35, 38 MS 10,37 *Fitted for oil fuel* 3,20	Rot HKg LMC *F.P. above*	*z*	CL 4,37	1920 8mo	W. Doxford & Sons, Ld. Sunderland *Lloyd's*	Ångf. Aktieb. Tirfing (T.E.J. Son Broström, *Mgr.*) *s A&CP* *Intermediate BH in for hold dispensed with* 150° F. *Cell D*	431·1 | 54·1 | 26·3 434·9 (O.L.) FK *Collision n BH to S dk* 5 " " *U* " 360' 1168 *t FPT* 105 *t APT* 127 *t*	Gothenbrg Swedish *Cem*	T.3Cy. 27", 44½" & 75"–54" (*s*) 180 lb 577 NHP 3SB, *9cf*, GS 189, HS 8547 FD G Clark, Ld. Sunderland	29 " 0 s 3 " 7⅜ 25 " 7½	
84354 4636 *ex*Dyfed, *ex*Den of Ruthven)	**Sydney** (*ex*Polymnia-37, *ex*Kintyre, *ex*Sydney, *ex*Rio Negro-32, *ex*Kintyre-32, *ex*Den of Ruthven) ss Yka. No. 3-12,32 ss Rot. No. 1-37 1 Dk (Stl) & Spar dk (Stl) & deep framing	4937 4636 3116	✝~~100A1~~ *Spar dk* 10,37 ~~12,37~~	Rot LMC ~~BS10,37~~	*y*	CL N10,37	1907 6mo	C. Connell & Co. Ld. Glasgow *Lloyd's*	~~A. Booth~~ *s A&CP* *Cell D Ba* 130' *v*	400·0 | 52·0 | 19·3 27·8 P41' B112' F44' FK *E & B* 46' *f* 172' 1032 *t*	~~Horse~~ French 6 *BH Cem* *APT* 37 *t*	T.3Cy. 27½", 44" & 71½"–48" 180 lb (*s*) 470 NHP 2SB, *8cf*, GS 147, HS 6556 D. Rowan & Co. Glasgow	30 " 6 s 5 " 11 24 " 10	
84355 35190 JDZC	**Sydney Maru** *Oil Eng.* ss Kob. No. 2-39 ~~ss Yka. No. 1-34~~ *Ref. Mchy.* 3 *Dks* (Stl)	5425 4955 3223	✝100A1 *with freeboard* 1,35 ~~10,37~~ LMC CS1,39 DBS 1,39 1,39 Lloyd's RMC 1,39	Yka Kob	*y*	CL ~~11,35~~ 1,39	1929 11mo	Yokohama Dock Co. Ld. Yokohama *Lloyd's*	Osaka Syosen K.K. *Cell D B* 317' 805 *t*	380·0 | 54·5 | 34·2 B 23' F 43' FK *Coll to W dk* 5 " *2nd* " *FPT* 47 *t APT* 71 *t*	Osaka Japanese 6 *BH*	Oil Engines 4S.C.SA 6Cy. 29½"–59" 489 NHP DB *100 lb* Akt. Burmeister & Wain Cpn	34 " 3 s 2 " 8 24 " 2⅜	
84356 25475 JNPD	— ss Yka. No. 3-2,32 ss Osa. No. 1-37 1 Dk (Stl) & Awng dk (Stl)	4105 3613 2518	✝100A1 *Awng dk with freeboard* 2,34 ~~4,36~~ LMC 4,38 2,39	Kob Sink	*v*	OG ~~4,38~~ N2,39	1919 7mo	Kawasaki Dkyd. Co. Ld. Kobe *Lloyd's*	Kokusai Kisen K.K. *Cell D B* 294' 778 *t*	345·0 | 48·0 | 30·0 P29' B74' F41' *on Awng dk* FK *FPT* 62 *t APT* 81 *t*	Kobe Japanese *Cem* 6 *BH to A dk*	T.3Cy. 23½", 39" & 65"–48" (*s*) 200 lb 356 NHP 2SB, *6cf*, GS 121, HS 4610 FD Kawasaki Dkyd Co Ld Kobe	30 " 0 s 6 " 1½ 24 " 2	
84357 163221 MKSM	**Sydney Star** TwinSc *Oil Eng.* 1 *Dk & Shelter dk, 3rd dk except in No. 1 hold* *Ref. Mchy.* 4th dk forward of mchy. space D.F. E.S.D. GyC. *Cruiser Stern*	11095 8857 6810	✝100A1 *with freeboard* 3,39 ~~2,00~~ Lloyd's RMC 3,39	Liv yd MC3,		CL 3,39	1936 3mo	Harland & Wolff, Ld. Belfast *Lloyd's*	Frederick Leyland & Co. Ld. *Duct keel for ard of mchy. space* *Cell D B* 369' 2295 *t*	524·2 | 70·4 | 32·3 542·8 (O.L.) P 64' B 193' F 72' FK *Coll to Sh dk* 7 " *2nd* " *FPT* 95 *t APT* 157 *t*	Belfast British 8 *BHpt Cem*	Oil Engines 2S.C.DA 12Cy. 24⅞"–55½" 2 DB *100 lb* 2463 NHP Harland & Wolff, Ld. Bel.	35 " 0 s 5 " 7½ 29 " 7	
84358 LDIA	**Sygna** *Mchy. Aft* *Spar dk & deep framing* *Cantilever framed, topside tanks*	3881 3574 2464			…		1907	Sir Raylton Dixon & Co Ld Middlesbro'	A S J.L. Mowinckels Rederi	360·1 | 52·1 | 25·7 P & B 215' F 29' FK *WB*	Bergen Norwegian	T.3Cy. 26", 42" & 70"–48" 431 NHP N.E. Marine Eng. Co. Ld. Sld	28 " 4	N †
84359 DHXB	**Sylt** (*ex*Laura) ss Ant. No. 1-12 1 *Dk* (*pt Irn* & *pt Stl*) & *deep framing*	842 694 479	✝ 5,20	Cpn	*l*		1908 9mo	Kjöbnhvns Flydk. & Skbs. Copenhagen	Reederei Wendenhof G.m.b.H. *Cell D Bu* &	209·3 | 30·7 | 13·4 P 30' B 59' F 21' FK *u E 68' f 88' 237 t FPT*	Wismar German 1 *BH Cem* *39 t APT* 26 *t*	T.3Cy. 14", 23" & 37"–24" 79 NHP 2SB, *4cf*, GS 40, HS 1300 Kjbnhavns Flydk. & Skbsv.	15 " 6	G †
84360 148136 D.F. GLKV	**Sylvafield** *Oil Eng.* ss Shl. No. 2-34 *Mchy. Aft* 2 *Dks* (Stl) & *Web frames* *Longitudinal framing*	5709 5101 3392	✝100A1 9,37 LMC CS 9,37 DBS 9,37 9,37 *Carrying Petroleum in bulk*	Shl	*y*	CL 9,37	1925 10mo	Sir J. Laing & Sons, Ld. Sunderland *Lloyd's*	Northern Petroleum Tank S.S. Co. Ld. (Hunting & Son, Ld. *Mgrs.*) *s A&CP* *Cell D Bu E* 366' 151 *t DT f* 27' 326 *t*	395·0 | 52·0 | 32·0 P 88' B 34' F 39' FK *FPT* 198 *t APT* 156 *t*	Newcastle British 16 *BHpt Cem* (12 *to U dk* 4 " *2nd* " *FPT* 198 *t APT* 156 *t*)	Oil Engines 2S.C.SA 4Cy. 22⅛"–91½" 640 NHP 2 DB *120 lb* W. Doxford & Sons, Ld. Sld.	31 " 9 s 5 " 7½ 26 " 4⅝	
84361 215840 WSCX	**Sylvan Arrow** ss N. Yk. No. 3-1,30 D.F. ss Mob. No. 2-37 *Mchy. Aft* 2 *Dks* (Stl) & *Shelter dk* (Stl) & *Web frames* *Longitudinal framing*	7797 7153 4858	✝100A1 *Shelter dk with freeboard* 6,38 ~~8,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,18	Mob NYk J.M.C 8,37	*n*†	CL ~~6,36~~ 6,38 *F.P. above*	1918 1mo	New York S.B. Corp. Camden, N.J. A&CP	Socony-Vacuum Oil Co. Inc. *Cell D Ba* 23' *u E & B* 6' 463 *t DT f* 150° F.	467·6 | 62·7 | 32·0 485·7 (O.L.) FK *Cell D Ba* 23' *u E & B* 6' 463 *t DT f*	New York Utd. States 16 *BHpt Cem* (10 *to U dk* 6 " *2nd* " *FPT* 229 *t APT* 131 *t*)	Q.4Cy. 24", 35", 51" & 75"–51" 220 lb (*r*) 568 NHP 3SB, *9cf*, GS 177, HS 7804 FD New York S.B. Corp. 10' 440 *t FPT* 229 *t APT* 131 *t*	32 " 0 s 4 " 2 28 " 0⅝	
84362 201840	**Sylvania** (*ex*D.M.Philbin, *ex*Sylvania) *Mchy. Aft* 1 *Dk*	6272 — 4826					1905	West Bay City S.B. Co. West Bay City	Duluth S.S. Co. (G.A. Tomlinson, *Mgr.*) *WB*	504·0 | 54·0 | 26·7	Duluth, Minn. Utd States	T.3Cy. 22½", 36" & 60"–42" 233 NHP Detroit S.B. Co. Detroit		R
84363 3721 SGTK	**Sylvia** (*ex*Najaden, *ex*Merchant Prince) *Well deck* 1 *Dk* (*Irn*) *Cargo battens not fitted*	1524 1261 863	✝100A1 3,39 ~~7,38~~ LMC 3,38 BS 4,39	Got	*q*	OG 3,38	1883 10mo	H.S. Edwards, Son & Craig, Newcastle *Lloyd's*	Rederi A/B "Sylvia" (Alb. Billner) *s A&CP* *Cell D Ba* 88'	260·0 | 36·2 | 18·7 267·1 (O.L.) BK 9½' P 30' Q 72' B 66' F 32' *f* 16' *u E & B* 6' 302 *t FPT* 65 *t APT* 20 *t*	Gothenbrg Swedish 4 *BH Cem*	C.2Cy. 32" & 60"–39" 80 lb *60 lb* NDB 98 179 NHP 2SB, *6pf*, GS 95, HS 3011 N.E. Marine Eng. Co. Nwc. 36' 302 *t FPT* 65 *t APT* 20 *t*	19 " 8 s 1 " 7½ 18 " 10⅜	
84364 166480 MNTM	**Sylvia Beale** *Mchy. Aft* *Cruiser Stern*	1040 739 522	100A1 (*Class Contemplated*)				1938	S.P. Austin & Son, Ld. Sunderland	Stephenson Clarke & Associated Companies, Ld.	211·3 | 34·2 | 13·4 Q 120' B 11' F 22'	London British	T.3Cy. 14½", 24" & 41"–30" N.E. Marine Eng. Co Ld. Sld	15 " 4 s 4 " 7½ 14 " 7	
For full particulars see No. 89967 in Supplement														
84365 147330 GLPN	**Sylvia de Larrinaga**	5218 4851 3206					1925	F. Schichau Danzig	Larrinaga S.S. Co. Ld.	387·5 | 52·7 | 29·8 P 29' B 36' *WB*	Liverpool British	T.3Cy. 26", 44" & 74"–48" 379 NHP F. Schichau, Elbing		C
84366 7159 JBQD	**Syogen Maru** (*ex*Shyogen Maru-38, *ex*Kofuku Maru) ss Kob. No. 3-2,28 ss Nag. No. 2-37 ~~ss Nag. No. 1-36~~ 2 *Dks* (Stl)	4739 4034 3385	✝ … 6,39 ~~LMC 6,37~~ 7,38	Nag Kob	*s*	CL ~~6,36~~ 6,38	1917 9mo	Uraga Dock Co. Ld. Uraga A&CP	Ishihara Sangyo Kaiun K.K. *Cell D*	360·0 | 51·0 | 28·5 P 33' B 91' F 33' FK *B* 291' 934 *t FPT* 143 *t*	Fuchu Japanese 6 *BH Cem* *APT* 53 *t*	T.3Cy. 24½", 40½" & 67"–48" 180 lb (*s*) 378 NHP 3SB, *9cf*, GS 180, HS 6382 Uraga Dock Co. Ld. Uraga	28 " 4 ~~s 5 " 5~~ ~~28 " 4~~	
84367 23645 JKIC	**Syoho Maru** (*ex*Shoho Maru-38) Wireless 1 *Dk*	1321 1140 905					1918	Fujima Kaichiro Osaka	Kinkai Yusen K.K.	220·0 | 32·5 | 21·0	Tokyo Japanese *WB*	T.3Cy. 14⅜", 27" & 70"–30" 88 NHP Shinoo Seizo, Osaka		
84367* 44143 JCKM	**Syoka Maru** (*ex*Tung Lung-38, *ex*Othander-35, *ex*Choctaw) ss N. Yk. No. 3-8,29 ss Osl. No 1-35 1 *Dk* (*Stl*)	1933 — 1150	✝ … 3,38	Kob	*r*		1917 9mo	Chicago S.B. Co. Chicago	Towa Kisen K.K. *Cell D Ba* & *u E* 10	251·0 | 43·6 | 18·2 P 25' B 64' F 26' FK 6 *f* 102' 528 *t FPT* 67 *t*	Kobe Japanese 4 *BH Cem* *APT* 77 *t*	T.3Cy. 20", 33" & 54"–40" (*s*) 274 NHP 2SB, *6cf*, GS 126, HS 5246 American S.B. Co. Lorain, O.	20 " 4	
84368 44597 JLHM	**Syokei Maru** D.F. 1 *Dk* *Cruiser Stern*	2500 2056 1471					1938	Kumagai-Gumi Iron Works Osaka	Towa Kisen K.K.	280·0 | 43·0 | 23·0 P 34' B 94' F 37'	Kobe Japanese	T.3Cy. 21", 35" & 58"–39" 212 NHP Osaka Kikai Kosakysho, Kobe		
84369	**Syôtoku Maru** Sub.Sig. D.F. 2 *Dks*	1980 1600 1168					1938	Hakodate Dock Co. Ld. Hakodate	Shimatani Kisen K.K.	270·6 | 40·0 | 20·9 P 25' B 78' F 27' *WB*	Kobe Japanese	T.3Cy. 20", 33" & 57"–39" 203 NHP Hakodate Dock Co. Ld. Hak.		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant ex. prid. Lettre d'Equipement.	7* Date de la dernière visite à l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Inscription ou note, si n'est dans le L. R. Builder's, Lloyd's, Bur. of Trade
84370	**Syozin Maru** (*ex*ShyojinMaru-38,	4739	✠ 5,39	Kob	*t*	CL	1918	Uraga	IshiharaSangyo	360·0	51·0	28·4	Fuchu	T.3Cy.24½″,40½″&67″–48″	28 ″ 5	
22293	*ex*KoyeiMaru)	4034				~~M1,35~~	6mo	DockCo.Ld.	KaiunK.K.				Japanese	1801b (*s*) 378NHP	~~5 ″ 7½~~	
JEKD	*ss*Kob No.3-3,28	3366				5,38		Uraga		P33′B91′F33′ FK			6*BHCem*	3SB,*9cf*,GS180,HS6382	~~28 ″ 2~~	
	*ss*Kob.No.2-37							A&CP		*Cell DB291′ 934t FPT1*			*43t APT53t*	UragaDockCo.Ld.Uraga		
	2*Dks*(*Stl*)															
84371	**Syrian Prince**	1990	✠100A1	Mch	*t*	CL	1936	Furness	PrinceLine,Ld.	296·5	44·2	16·4	London	T.3Cy.19″,31″&55″–36″ (*s*)	19 ″ 1	
165353		1432	*with freeboard*			N3,37	12mo	S.B.Co.Ld.	(Furness,Withy&				British	220lb 315NHP	~~8 ″ 4½~~	
GZGZ	*Ref. Mchy.* 1*Dk*§ *Shelter dk*	1003	10,38 ~~8,05~~	✠LMC11.				Haverton	Co.Ld. *Mgrs.*)	B90′F23′ FK			5*BHptCem*	2SB(Spt),*6cf*,GS121, FD	18 ″ 10½	
	D.F. *Cruiser Stern*			✠Lloyd's RMC3.38 ~~8,38~~				Hill-on-Tees					*ptAsp*	HS4830		
				3,39			*Lloyd's A&CP*		*Cell DB234′486t*	*FPT72t APT58t*			*Coll to Sh dk*	Richardsons,Westgarth&		
													4 ,, 2*nd* ,,	Co.Ld.Hpl.		
84372	**Syrie** (*ex*SaintThomas-37)	2460					1909	Atel.&Ch.	Cie.Nav.Afrique	288·8	38·9	16·6	Havre	T.3Cy.19″,30½″&51″–36″		V
		2214						deFrance	duNord(Comptoir	B31′F32′		24·2	French	156NHP		
FPAQ	2*Dks*§ *Awng dk*	1340						Dunkirk	MaritimeFranco-Belge,*Mgrs.*)				*WB*	Atel.&Ch.deFrance,Dnk.		
84373	**Syros**	6191				...	1920	GeorgeA.	~~LykesBros.~~	395·3	55·1	31·4	Galveston,	T.3Cy.21½″,41⅝″&72″–48″		R
220583		5630						FullerCo.	~~RipleyS.S.Co.Inc.~~	P45′B110′F38′			Tex.	359NHP		†
KDEC	Sub.Sig. 1*Dk*§ *Shelter dk*	3805						Wilmington,	LykesBros.Steam-	*on Shelter dk* FK			Utd. States	BadenhausenCo.		
	Longitudinal framing							N.C.	ShipCo.,Inc.				*WB*	Philadelphia		
84374	— Ⓟ	1003				...	1885	Harland	HellenicCoast	243·9	31·9	15·3	Piræus	C.2Cy.35″&70″–45″	16 ″ 3	
291	(*ex*Adriaticos-33,*ex*Caloric)	726						&Wolff	LinesCo.Ld.	P42′B92′F37′			Greek	274NHP		
SVDQ	Wireless 2*Dks*	412						Belfast				BK8″	*WB*	Harland&Wolff,Belfast		
84375	**Sysla** TwinSc	6367					1932	Götaver-	WaagesTankrederi	408·3	55·3	32·3	Oslo	Oil Engines 4S.C.SA		N
	Oil Eng.	5552						kenA/B	II A/S(J.Stenersen	P209*t*H400*t*F41*t*			Norwegian	12Cy.21⅝″–39⅜″ 542NHP		
LDEE	D.F. *Cruiser Stern* 1*Dk*	3873						Gothenburg	*Mgr.*)				*WB*	GotaverkenA/B,Got.		
	Mchy.Aft *Carrying Petroleum in bulk*															
84376	**Sze Woo** (*ex*StadtratFischer,	1531					1903	Schömer&	KungChiS.S.Co.	232·2	35·8	15·1	Shanghai	T.3Cy.16½″,27″&44⅛″–31½″		
	*ex*Comet)	1106						Jensen		P15′Q51′B109′F27′			Chinese	109NHP		
XNBJ	Wireless 1*Dk*	918						Tönning					*WB*	Schömer&Jensen,Tönning		
84377	**Szechuen** Ⓟ	2604					1920	Taikoo	ChinaNav.Co.Ld.	310·3	41·2	22·4	London	T.3Cy.22″,35″&56″–39″		
151411		2276						Dkyrd&Eng.		P15′B74′F37′			British	196NHP		
GLXM	2*Dks*	1594						Co.ofH.Kg.					*WB*	TaikooDockyd&Eng.Co.		
								Ld.						ofHongKong,Ld.		
								HongKong								
84378	**Szeged** TwinSc	594					1936	A.Ganz	KöniglichUngari-	184·8	27·9	12·6	Budapest	Oil Engines 4S.C.SA		V
	Oil Eng.	497						&Co.	scheDonau-See-				Hungarian	12Cy.6⅛⅜″–9 7/16″ 52NHP		
HAAT	*Mchy.Aft* 1*Dk*	308						Budapest	schiffahrts,A.G.				*WB*	&ElectricMotors		
														A.Ganz&Co.,Budapest.		
84379	**Szent Gellért** (*ex*Munrio-37)	~~2379~~	✠100A1	Rot	*t*	CL	1916	Bethlehem	MagyarHajózási	333·5	48·2	25·1	Budapest	T.3Cy.24½″,41″&68″–48″(*s*)	27 ″ 6	
	*ss*N.Yk.No.3–6,29	—	~~5,38 1,38~~	Sws		~~10,37~~	10mo	SteelCo.	RészvényTársaság				Hungarian	200lb 449NHP	~~5 ″ 0¾~~	
	*ss*Rot.No.2–38	~~2100~~	11,38	✠LMC		5,39		Sparrow's Pt.	(F.Brózik,*Mgr.*)	P37′B101′F38′ FK			5*BHCem*	2SB,*8cf*,GS143,HS6397 FD	22 ″ 8	
	1*Dk*(*Stl*)§*Web frames*	3842	BS1~~0,37~~	✠MS1.38				A&CP		*Cell DB278′ 830t FPT86t*			*APT219t*	BethlehemStl.CoSprw'sPt		
	Longitudinal framing	*8189*	*Fitted for oil fuel* 10,16			*F.P. above* 150° F.										
		2916														

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Nostel Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Allowed now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NEP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Patent R. of Trade Cert
84380	**T. 9**		1435	✝100A1 Yka *p*		CL		1937	Mitsubishi	U.S.S.R.	236·2	36·1	20·3	Vladvostk	Oil Engines 4S.C.SA	20 " 4	
	Wireless	*Oil Eng.*	1196	3,37				3mo	Jukogyo K.K		246·1(O.L.)			Russian	6Cy.17⅜"–23⅝" 185NHP		
	Mchy.Aft *CruiserStern* 2*Dks*		860	✝LMC3,37					Yokohama		P69'F24'		FK	12*BH*	DB*120lb*		
	Longitudinal framing at bottom&at decks			*Carrying Petroleum in bulk*				*Lloyd'sA&CP*						*APTs60t*	MitsubishiJukogyoK.K. Yka.		
	Strengthened for navigation in ice																
84381	**T. 21**		1435	✝100A1 Yka *p*		CL		1937	Mitsubishi	U.S.S.R.	236·2	36·1	20·3	Vladvostk	Oil Engines 4S.C.SA	20 " 4	
	Wireless	*Oil Eng.*	1196	3,37				3mo	Jukogyo K.K		246·1(O.L.)			Russian	6Cy.17⅜"–23⅝" 185NHP		
	Mchy.Aft *CruiserStern* 2*Dks*		860	✝LMC3,37					Yokohama		P69'F24'		FK	12*BH*	DB*120lb*		
	Longitudinal framing at bottom&at decks			*Carrying Petroleum in bulk*				*Lloyd'sA&CP*						*APTs60t*	MitsubishiJukogyoK.K. Yka.		
	Strengthened for navigation in ice																
84382	**T. C. McCobb**		7452	100A1 Gal		CL		1936	Federal	StandardOilCo.	435·0	66·8	34·2	Wilmgton	2SteamTurbinesDRgeared	34 " 6	
234680			6872	~~Lmc 11,37~~ 11,38 NYk				4mo	S.B.&D.D.Co	of NewJersey				(Del.)	to 1 Sc.Shaft (*s*) 593NHP		
WOGU	D.F. GyC. Sub.Sig. 1*Dk*		4621	~~BS4,37~~ 4,38 LMC4,36					Kearny,N.J.		P85'B33'F36'		FK	Utd.States	2WTB(Spt) 450lb FD		
	Mchy.Aft E.S.D. *Cruiser Stern*			*Carrying Petroleum in bulk*										13*BH*	HS3660		
	Longitudinal framing-bracketless system			*Fitted for oil fuel* 4,36			*F.P. a*			*bore* 150° F.					Allis-ChalmersMfg.Co. Milwaukee,Wis.		
	Part electrically welded "Arcform"										*CellDB54'116t*				*DTf31'687t*	*FPT155t APT247t*	
84383	**T. J. Conway**		481					1930	Federal	DieselTanker	155·4	28·1	12·0	NewYork	Oil Engines		
229755		*Oil Eng.*	—						S.B.&D.D.Co	T.J.Conway,Inc.				Utd.States	6Cy.		
KLIH	*Mchy.Aft* 1*Dk*		326						Kearny,N.J.						FairbanksMorseCo.Ld. Beloit,Wis.		
	Carrying Petroleum in bulk																
84384	**T. J. Williams**	*ssM...No.1-38*	8212	✝100A1 NYk *r* †		CL		1921	Oscar	StandardOilCo.	465·4	60·2	36·0	Wilmgton	Q.4Cy.24½",35",51"&75"–51"	36 " 3	
221618		*ssN.Yk.No.3–12,33*	7886	*Shelter dk* Mch				9mo	DanielsCo.	of NewJersey				(Del.)	220lb (*s*) 595NHP	s 8 " 10½	
KDUR	GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)		5108	*withfreeboard* 11,38 ~~11,38~~ ✝LMC 11,38			11,38		Tampa,Fla.				FK	Utd.States	3SB,*9cf*,HS8418 FD	27 " 8	
	Mchy.Aft &*Web frames*							A&CP	*CellB*	*in way of oil bunker* 17'*uE&F*B71'328*t*				17*BHpt Cem*	VulcanIronWorks,		
	D.F. *Longitudinal framing*			~~Carrying Petroleum in bulk~~						*DTf50'694t*	*FPT 177t APT 260t*			(3 to *Sh dk*	JerseyCity,N.J.		
				Fitted for oil fuel 9,21			*F.P. a*			*bove* 150° F.				10 " *U* "			
														4 " 2*nd* ")			
84385	**T. P. Tilling**	*ssBkn.No.1–38*	461	✝100A1 Ayr /		CL		1920	J.Crichton	JohnS.Monks,Ld.	142·3	25·2	11·4	Liverpool	T.3Cy.14",22"&38"–24" (*s*)	12 " 6	
143645		*ssBwg No.3–9,38*	319	~~5,38 4,37~~ 1,39 Bkn			4,37	6mo	&Co.Ld.		148·8(O.L.)			British	180lb 88NHP	s 3 " 4½	
MKRY	*Mchy.Aft* 1*Dk*(*Stl*)		173	~~BS4,37~~					Saltney		Q87'B9'F22'		FK	4*BHCem*	1SB,*3pf*,GS48,HS1490	12 " 2½	
	Well deck			✝LM				*Lloyd'sA&CP*							LythamS.B.&Eng.Co. Lytham		
											DTf14'45t FPT140t				*APT39t*		
84386	**T. W. Robinson**		7726					1925	American	BradleyTransptn.	566·0	60·0	32·0	Duluth,	Steam Turbine connected		R
224836		(*Self-Unloader*)	—						S.B.Co.	Co.				Min.	to Electric Motor&Sc.Sh.		
WDDB	*Mchy.Aft* GyC. 1*Dk*		6118						Lorain,O.					Utd.States	GeneralElec- 500NHP		
	D.F.													*WB*	tricCo.SchenectadyN.Y.		
84387	**Ta Ching**	TwinSc	1405					1920	Kiangnan	TaDahS.S.Co.Ld.	201·2	38·1	11·3	Shanghai	T.		
			—						Dk&EngWks					Chinese			
			861						Shanghai								
84388	**Ta Dah** (P)	TwinSc	1673					1935	TaChung	TaDahS.S.Co.Ld.	238·0	38·0	12·3	Shanghai	T.6Cy.13",21½"&35"–24"		
			—						HuaS.B.&					Chinese	120NHP		
		3*Dks*	961						Eng.Wks.						ShanghaiDck.&E.Co.Ld.		
									Shanghai								
84389	**Ta Ho**		1001					1905		TaDahS.S.Co.Ld.	188·8	28·6	10·7	Shanghai	C.		
			—						Shanghai					Chinese			
			604														
84390	**Ta Yu** (*ex*TaChie)	TwinSc	1440					1921	Yangtsze	TaDahS.S.Co.Ld.	215·0	35·0	12·0	Shanghai	T.		
			—						PooDockCo.					Chinese			
			861						Shanghai								
84391	**Taara** (*ex*Fleetwing–36)		1402	✝ ... Shl *o*				1907	S.P.Austin	J.Adamson&	240·0	36·0	15·5	Parnu	T.3Cy.19",31"&51"–36"	17 " 9	V
1130		*ssNwc.2ndNo.3–2,32*	1192	11,36				5mo	&Son,Ld.	others				Estonian	170NHP		†
ESVU		1*Dk*(*Stl*)&*deep framing*	832						Sunderland		P24'Q59'B50'F27'		FK	4*BHCem*	1SB,*4pf*,GS66,HS2746		
	Well deck														N.E.MarineEng.CoLd.Sld.		
										CellDBa65'uE	*17'f104'351t FPT*			*61tAPT73t*			
84392	**Taarnholm**		1420	✝100A1 Els *q*		CL		1905	WoodSkin-	DetForenede	252·0	38·2	16·2	Aalborg	T.3Cy.19",31"&51"–33" (*s*)	18 " 6	
		ssCpn.2ndNo.3–9,32	1281	~~10,37~~ 10,38 Cpn			10,37	12mo	ner&Co.Ld.	DampskibsSelskab	261·5(O.L.)			Danish	170lb 168NHP	s 1 " 3½	
OUMD		*ssEls.No.1–37*	828	✝LMC10,37					Newcastle		P&B198'F24'		FK	1*BHCem*	2SB,*4cf*,GS66,HS2714	17 " 4	
		1*Dk*(*Stl*)&*deep framing*		~~BS9,37~~				A&CP	*WB*	*= CellDBa70'uE&*	*B30'f111'413tFPT*			*68tAPT61t*	N.E.MarineEng.CoLdNwc		
84393	**Taat** (*ex*Otis–33,*ex*Marie)	Iron	1334	✝100A1 Off *p*		OG		1880	Palmers'	A.Jurgenthal&	249·4	33·1	17·4	Haapsalu	C.2Cy.28"&54"–36"	18 " 6	
904	*ssTln.No.1-38* *ssTln.4thNo.3–5,33*		1155	5,38 3,37 Tln				12mo	Co.	others(A.Jurgen-	258·6(O.L.)			Estonian	75lb *100lb* NDB23 120NHP	s 2 " 0½	
ESEI	*Well deck* 1*Dk*(*Irn*)2*tr B*		794	✝LMC5,38					Newcastle	thal,*Mgr.*)	Q100'B48'H35*t*			3*BHCem*	1SB,*4pf*,GS60,HS1708	17 " 4	
	Cargo battens not fitted			~~BS6,37~~				*Lloyd'sA&CP*			F28' BK8½"			3*BHCem*	Palmers'Co.(Lim.),Nwc.		
										DBa74'	*f36'&uE&B36'284t*			*APT1ot*			
84394	**Tabarca** (*ex*Candia,*ex*Falkental,		616	...				1919	G.Brown&	TitoCampanella	175·3	30·1	15·6	Genoa	Oil Engines 2S.C.SA	16 " 6	I
1558	*ex*Humus,*ex*Lucker,	*Oil Eng.*	505						Co.	Soc.diNav.	B52'		FK	Italian	3Cy.13⅜"–21½" 94NHP		†
IUPW	*ex*Kilbeggan)	1*Dk*	349						Greenock					*WB*	NE29		
															SulzerBros.Winterthur		
84395	**Tabaristan** (*ex*Frankenfels)		6251	✝100A1 Sws *a*†		CL		1914	Akt.Ges.	StrickLine(1923)	422·4	56·2	29·7	London	T.3Cy28¾"46⅞"&75⅛"–53⅛"	32 " 6	
133041		*ssNpt.No.3–3,38*	5455	~~3689,37~~ 2,39 Ams Lbu			1,37	1mo	"Weser"	Ld.(F.C.Strick&	440·4(O.L.)			British	192lb *121lb* (*s*) 520NHP	s 6 " 6⅜	
GLTV		*ssAvn.No.1–37*	3990	~~BS5,38~~ ✝LMC5,37					Bremen	Co.Ld.*Mgrs.*)	P60'B126'F54'		FK	*Cem*	3SB(Spt),*9cf*,GS148,	26 " 2	
	D.F.	2*Dks*(*StlU–teaks*)						*Lloyd'sA&CP*		1*BH in forward*	*hold dispensed with*			6*BHonly*	HS6950 FD		
				Fitted for oil fuel 9,25			*F.P.a*	*bove* 150° F.		*CellDBa* 139'*uE23'f*	*189'1187tFT'T48tA*			*PT56t 'twee*	A.G."Weser,"Bremen		
															*n dk tanks f*36'494*t a*36'470*t*		
84396	**Tabarka** (*ex*Pollux)		2624					1909	Wrf.voorh.	UnionMaritime	327·5	44·2	18·6	Rouen	T.3Cy.21",33"&56¾"–39½"		V
			2230						Rijkee&Co.	S.A.(Soc.Anon.	Q106'B88'F40'			French	202NHP		
FOWC		2*Dks*	1639						Rotterdam	deGérance et				*WB*	NedFb.vWrk.&Spoor,Ams		
										d'Armement,*Mgs.*)							

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement. etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terre-pleins maintenance exprès. Lettre d'Enfoncement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si on n'est dans le L.R. Duns.Corr. Rof Trade
84397 XCTA	**Tabasco** (P) Wireless	*Fitted for oil fuel* 1 *Dk(Stl)&deep framing*	1298 — 1019	✝ 1,07	Dmb	*n*		1901 8mo	A.McMillan&Son,Ld. Dumbarton	MexicanGovernment(operated by TransportesMaritimos,S.C.O.P.)	230·4|33·5|14·8 P58′F45′ *Cell DB56′73t FPT*	FK		Vera Cruz Mexican	T.3Cy.17″,28″&45″–33″ 128NHP 2SB,*4cf*,GS72,HS2094 4 *BHCem* 43t *APT55t* Muir&Houston,Ld.Gls.	15 ″ 8	
84398 7956 8KTD	**Taberg** (*ex*Bretagne-34,*ex*Hermia) 1 *Dk*		*1392* *1202* *743*					1920	Limhamns Skepps.A/B Limhamn	Ångf.A/B Halfdan (J.E.Manne,*Mgr.*)	239·9|38·1|16·7 P53′H89′F34′*t*			Gothenburg Swedish *WB*	T.3Cy.18″,29½″&48″–31½″ 130NHP LimhamnsSkepps.A/B		N
84399 PHWC	**Tabian** (P) *Oil Eng.* *ss*Sba.No.2-38 — Ame.No.1-39 D.F. 3 *Dks(Stl–U* teak s) 4*th dk(Stl)in No.1 hold*		8151 7366 4895	✝100A1 Sba ~~11,37~~ 12,38 ~~4,~~ 12,38 *Carrying oil F.P. above 150° Fitted for carrying oil*	*d*†	CL 6,37 F. *in fwd deep tanks* 11,30 *F.P. above 150° F. in deep tank aft*		1930 11mo *Lloyd's*	Nederl. Schps.Maats. Amsterdam *A4CP*	Stoomv.Maats. Nederland *Cell DB392′1628t DTa32′1062t*	469·0|62·2|32·6 P10′B160′F57′ FK *DTs/f16′1372t FPT107t APT53t*			Amstrdam Dutch *8 BHpt Cem pt Asp* 1 „ *to 2nd dk*	Oil Engines 2S.C.SA 8Cy.32 1/16″–56 1/16″ DB71*lb* 1450NHP NDB34(*upper*)71*lb* SulzerBros.Winterthur	36 ″ 5 s 7 ″ 7 29 ″ 0	
84400 PHWE	**Tabinta** (P) *Oil Eng.* D.F. *ss*Sba.No.2-38 — Ame.No.1-39 3 *Dks(Stl–U* teak s) 4*th dk(Stl)in No.1 hold*		8156 7366 4898	✝100A1 Ams ~~11,38~~ ~~3,39~~ *Carrying vegetable oil in fore Fitted for carrying oil*	*d*†	CL ~~8,35~~ 11,33 8,30 *F.*		1930 8mo *Lloyd's*	Nederl. Schps.Maats. Amsterdam *A4CP*	Stoomv.Maats. Nederland *Cell DB392′1628t 1&3holds DTs/f in Nos.1&3 holds 65′&56′2060t DTa32′1062t*	469·0|62·2|32·6 P40′B160′F57′ FK			Amstrdam Dutch *8 BHpt Cem pt Asp* 1 „ *to 2nd dk*	Oil Engines 2S.C.SA 8Cy.32 1/16″–56 1/16″ 1450NHP DB(*Lower*)142*lb* NDB(*Upper*)35 100*lb* Werkspoor,Amsterdam *FPT107t APT53t*	36 ″ 5 s 7 ″ 7 29 ″ 0	
84401 LJFA	**Tabor** D.F. GyC. *Oil Eng.* 1 *Dk&Shelter dk*		4768 3997 2875					1936	A/SAkers Mek.Værks. Oslo	Wilh.Wilhelmsen	408·6|55·8|25·2			Tonsberg Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.17 1/16″–47¼″ 748NHP A/SAkers.Mek.Værks.Osl		N
84402 LJUZ	**Taborfjell** Wireless D.F. *Fitted for oil fuel* 1 *Dk&Shelterdk Cruiser Stern*		1339 1104 742					1937	Nylands Verksted Oslo	A/SRudolf Olsen&Ugelstad, *Mgrs.*)	250·9|41·3|14·8			Oslo Norwegian *WB*	C.2Cy.16¾″&33 7/16″–33 7/16″& LPturbine withDRgearing &hydraulic coupling 107NHP NylandsVerksted,Oslo		
84403 DOPU	**Tac** *Oil Eng.* 1 *Dk*		328 275 222					1929	Schiffsw. Unterelbe A.G. Wewelsfleth	Norddeutscher Lloyd	131·3|24·6|11·0 P28′			Bremen German	Oil Engines 4S.C.SA 6Cy.9½″–15¾″ 56NHP Mot.WerkeMannheimA.G Mannheim		G
84404 7070 JABE	**Tachang Maru** (P) TwinSc 1 *Dk*		2421 1171 1368					1901	MitsuBishi Dkyd&EWks Nagasaki	NisshinKisenK.K.	282·1|39·4|12·4 F34′			Tokyo Japanese *WB*	T.6Cy.16″,26″&43″–30″ 202NHP MitsuBishiD.&E.Wks.Nag		
84405 8369 JAIE	**Tachi Maru** (P) TwinScSp 1 *Dk*		1891 968 1072					1901	OsakaIron Works Osaka	NisshinKisenK.K.	278·0|39·4| 9·6			Tokyo Japanese	T.6Cy.13′,21½′&35½″–24″ 122NHP OsakaIronWorks,Osaka		
Now	84406 27806 JAGA *Mchy.Aft* **Tatibana Maru,"** *see No. 90241 at Supp.*	2 *Dks(Stl)&Web frames Longitudinal framing*	6515 5679 3847	✝100A1 Kob 8,37 *Carrying Petroleum in bulk Fitted for oil fuel 6,21*	*a*†	CL N8,37 A&CP *above* F.P. *a*		1921 6mo	KobeSteel Works Harima Dockyard 50° F.	AsahiSekiyuK.K. *Cell DBuE&B81′1 55t DTf41′375t aft10′46t FPT116t APT26t*	420·0|54·0|32·9 P117′B36′F35′ FK			Tokyo Japanese 16 *BHpt Cem* (11 „ *to U dk* 5 „ 2nd„)	T.3Cy.27″,45″&75″–51″ (*s*) 200lb 560NHP 3SB,9*cf*,GS192,HS7956 FD KobeSteelWorks,Kobe	33 ″ 0 s 6 ″ 8 25 ″ 7½	
84407 40508 JWRJ	— (P) *Oil Eng.* *Cruiser Stern* 2 *Dks*	TwinSc	1772 — 966					1935	Mitsubishi Jukogyo K.K Kobe	TokiowanKisen K.K.	249·3|40·0|18·0 F59′			Tokyo Japanese *WB*	Oil Engines 4S.C.SA 16Cy.16¾″–24 7/16″ 435NHP MitsubishiJukogyoK.K.		
84408 29428 JEPI	— 2 *Dks*		392 312 233					1923	OsakaIron Works Osaka	KagoshimaSyosen K.K.	145·0|24·0|13·5 F20′			Shimoda Japanese	T.3Cy.		
84409 220798 KDKI	**Tachirá** (*ex*ElizabethR.,*ex*Antonio) *Ref.Mchy.*	*Fitted for oil fuel* 1 *Dk*	2325 1969 1389		...			1920	McDougall DuluthSB.Co Duluth,Minn.	GraceLine,Inc.	251·0|43·7|22·2 P25′B64′F21′ FK			Wilmgton (Del.) Utd.States *WB*	T.3Cy.19″,32¼″&54″–40″ 262NHP McDougallDuluthS.B.Co.	24 ″ 3	R †
84410 LOGF	**Tacito** *Mchy.Aft*	*ss*B.As.No.3-5,37 2 *Dks(Stl)&Web frames Cruiser Stern Longitudinal framing*	4783 — 2174	✝100A1 BAs 6,38 ~~6,37~~ *Carrying Petroleum in bulk Fitted for oil fuel 12,24*	*a*†	CL ~~2,36~~ 6,38 *F.P. a*		1924 12mo *Lloyd's*	Nthmblnd S.B.Co.Ld. Newcastle *A4CP*	Cia.Gen.deCombustibles *Cell DBuE&B 87′250t DTf38′620t FPT162t*	430·0|57·0|33·1 441·7(O.L.) F104′B32′F49′ FK *above 150° F.*			Bns.Aires Argentine *18 BHpt Cem* (7 „ *2nd dk*) *APT74t*	T.3Cy.27″,45″&75″–54″ (*s*) 180lb 626NHP 3SB,*12cf*,HS9672 FD Wilsnd.Slpwy.Co Ld Nwc.	33 ″ 6 s 7 ″ 10½ 26 ″ 1	
84411 DHXD	**Tacoma** (P) *Ref.Mchy.* Sub.Sig. D.F. E.S.D.	*Fitted for oil fuel* 2 *Dks*	8268 6883 5013					1930	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·7|63·0|29·5 P35′B&F386′ FonB40′			Hamburg German *WB*	4 Steam Turbines SR geared to 1 Sc. Shaft *Emade22* Blohm&Voss,Hamburg		G
84412 OXCD	— *Oil Eng.* *ss*Fal.No.2-35 2 *Dks* ~~*Dk(Stl)&Shelter dk(Aft)*~~ *Tonnage opening closed '39*	TwinSc	5009 5511 3637	✝100A1 Syd *with freeboard* ~~3,38~~	*y*	CL ~~8,37~~ 3,39		1926 10mo *Lloyd's*	A/S Nakskov Skibsvft. Nakskov *A4CP*	Dampskslsk.Orient A/S. *Tween dk bhds.except Cell BH dispensed with Cell DB334′1018t Tanks between*	379·8|53·3|33·4 394·3(O.L.) 25·3 F39′ FK			Copnhagn Danish *6 BHvt Cem* (*Cell BHto W dk* 5 „ *2nd „*) *tunnels 90t*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 541NHP DB120*lb* Akt.Burmeistr&Wain,Cpn *FPT116t APT123t*	36 ″ 0 s 9 ″ 6½ 26 ″ 8½	
Broken up 84413 111198 KLAI	— 2 *Dks*	(P)	836 — 458					1913	Seattle Const&DDCo Seattle	PugetSoundNav. Co. (A.M.Peabody, *Mgr.*)	209·4|30·0|17·6			Seattle Utd.States	T.4Cy.23″,36″&(2)42″–30″ 193NHP SeattleConstruc.&D.D.Co.		
84414 148840 GPWJ	**Tacoma City** D.F.	*Fitted for oil fuel* 1 *Dk&Shelter dk*	4738 4424 2871					1929	W.Gray& Co.Ld. WHartlepool	ReardonSmithLine Ld.(Sir W.R.Smith &Sons,Ld. *Mgrs.*)	400·4|54·2|25·6 F41′			Bideford British *WB*	T.3Cy.25″,42″&70″–48″ 339NHP W.Gray&Co.Ld.W.Hpl.		C

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck. / Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. now expired. Equipment Letter.	7* Date when fall shaft last seen.
84415	**Tacoma Maru** (P) Twin Sc *ex* Osa. 2nd No. 3–3,32	5772 5125	✠ ... 6,33	Osa		
11760 JTAD	*2 Dks (Stl) & deep framing & Lower dk (Stl) in No. 1 hold*	3546	✠			
84416	**Tacoma Star** Twin Sc	7924	100A1	Nwc	*c*†	CL
141910 (*ex* Wangaratta) GBQP *Ref. Mchy.*	*ss* Nwc. No. 3–12,35 *2 Dks (Stl) & Shelter dk (Stl)*	7577 4962	*Shelter dk with freeboard*	Lav		~~12,35~~ ~~37,36~~
D.F.	*Cruiser Stern*		8,38 ~~8,37~~ MS7,35	LMC BS ~~8,36~~ 8,38		8,38
			Lloyd's RMC ~~8,36~~ 8,36			
84417	**Tactician**	5996	✠ 100A1	Liv	*a*†	CL
149683 GSMF	*ss* Liv. No. 2–37 *2 Dks (Stl)*	5575 3754	10,38 ~~10,37~~	Mdb ✠ LMC BS ~~3,37~~ 6,38 MS7,37		12,36
84418	**Tadorna**	1947				
149677		1692				
GNTR	*2 Dks*	984				
84419	**Tadoussac** (P) Twin Sc	7013	✠ 100A1	Qbc		CL
153447 VGTL	*ss* Qbc. No. 2–37 *1 Dk (Stl) 2nd dk in holds*	2478 4141	*with freeboard* 6,37	MC 5,37 BS 10,37		6,37
			For Service between Montreal Fitted for oil fuel 5,28			*F.P. above* 150° F.
84420	**Tafelberg** Twin Sc	13640	✠ 100A1	Sfj	*i*†	CL
154114 ZSDM	*ss* Sfj. No. 2–38 ~~Nkl. No. 1–37~~ *Mchy. Aft 2 Dks (Stl) 3rd dk (Stl) in cargo*	10339 9196	*with freeboard* *Whaling Service* 9,38			8,37
D.F.	*tanks & fore hold & Web frames*		9,38 ~~9,37~~	✠ LMC ~~8,37~~		
	Cruiser Stern Longitudinal framing		P.B.S. 9,38	~~13,37~~		
	Strengthened for Navigation in Ice		*Carrying Petroleum in bulk Fitted for oil fuel* 7,30			*F.P. above* 150° F.
84421	**Tafna**	4413	✠ 100A1	Fal	*x*	CL
144000 GDRV	*ss* Mdb. No. 2–38 D.F. *1 Dk (Stl)*	4098 2738	2,39 ~~1,36~~	Mdb ✠ LMC 4,38		10,37
84422	**Tagila** (*ex* Frithjof, *ex* Hildegard, *ex* Phecda)	2682 2440				
DGAU	*1 Dk*	1665				
84423	**Tagliamento**	5448	✠ 100A1	Tri	*y*	CL
118 ICJA	*ss* Tri. No. 3–2,35 *1 Dk (Stl) & Shelter dk (Stl)*	4982 3368	*Shelter dk with freeboard*	Mfl		~~8,37~~ 2,39
	Ref. Mchy		8,38 ~~2,36~~	BS 3,39		
D.F.			~~BS 2,36~~	✠ LMC 2,35		
			~~✠ Lloyd's RMC 2,36~~ 8,38	IC ~~2,36~~ 8,38		3,39
			Carrying vegetable oil in deep tank			
84424	**Tah Wah**	1071				
		—				
		643				
84425	**Tahchee** ~~*ss* Rot. 2nd No. 3–1,39~~	6508	✠ 100A1	Fal	*a*†	CL
136066	~~*ss* Rot. No. 2–1,39~~	5816	1,39 ~~3,38~~	Rot 1,39		~~6,36~~
VPBJ	~~*ss* Yka. No. 2–35~~	4055	~~12,38~~	✠ LMC ~~3,36~~		3,39
	Mchy. Aft 2 Dks (Stl) & Web frames		*Carrying Petroleum in bulk Fitted for oil fuel* 9,14			*F.P.*
	D.F. *Longitudinal framing*					
84426	**Tahoe** Wood 3 Mst	735				
204686	*Fitted for oil fuel*	—				
KLAJ	*Mchy. Aft 1 Dk*	436				
84427	**Tai Hing** (P) Twin Sc	1068				
154005		417				
VPGD	Wireless *2 Dks*	633				
84428	**Tai Lee** (P) (*ex* Mita Maru)	1832				
		1541				
XNDB	*1 Dk*	1045				
84429	— Twin Sc	1423				
133248		563				
VPBS	*1 Dk Shade dk & Promenade dk*	869				
84430	**Tai Ming** (P) Twin Sc	649				
133241		256				
	3 Dks	403				
84431	**Tai Ping** Twin Sc	7019	✠ 100A1	Yka	*d*†	CL
	Oil Eng.	5939	*with freeboard*	Osl		~~11,36~~
LDIY	*ss* Kol. No. 2–37 ~~*ss* N. Yk. No. 1–36~~	3868	7,38 ~~11,36~~	3,39		7,38
	Ref. Mchy. 1 Dk (Stl) & Shelter dk (Stl)			LMC CS ~~8,38~~		
	3rd dk (Stl) in Nos. 1, 2 & 4 holds		DBS ~~12,36~~ 10,38 ~~8,36~~ 6,			
D.F.			✠ Lloyd's RMC ~~12,37~~ 12,38			
			Fitted for carrying oil			6,29 *F.P. above* 150° F. *in deep tank*

8 9 Built. When. — Ship. — Engines.	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of Port Regd. &c.
1909	Kawasaki	Osaka Syosen K.K.	419·7	49·5	29·9	Osaka	T. 6 Cy. 19½", 32½" & 55"–46"	32 ″ 6	
6mo	Dkyd. Co. Ltd.		P 26' B 158' F 42'		FK	Japanese	544 NHP		
	Kobe					7 *B.H. Cem*	3 SB, *9cf*, GS 181, HS 7498		
							Kawasaki Dkyd Co. Ltd Kobe		
			Cell D B a 127 *u E & B* 6			3' *f* 167' 1175 *t*	*F P T* 106 *t A P T* 26 *t*		
1919	Workman,	Frederick Leyland & Co. Ltd.	450·0	58·5	37·1	London	T. 6 Cy. 26½", 44" & 73"–48" (*s*)	40 ″ 0	
	Clark & Co. Ltd					British	200 lb FD 1138 NHP	s 11 ″ 0½	
	Belfast		P 31' F 43' *on Shelter dk*		FK	*pt Cem*	3 DB, *24cf*, GS 440, HS 17079	29 ″ 3	
Lloyd's	*s A & CP*		392' 1495 *t*	*F P T* 120 *t*		8 *B H to Sh dk*	Wrkman, Clark & Co. Ltd. Bel		
			Cell D b			*A P T* 70 *t*			
1928	Cammell	Charente S.S. Co. Ltd	420·3	54·6	30·4	Liverpool	T. 3 Cy. 27", 46" & 77"–54" (*r*)	32 ″ 7	
7mo	Laird & Co. Ltd	(T. & J. Harrison,	434·7 (O.L.)			British	210 lb *120 lb* 524 NHP	s 6 ″ 4	
	Birkenhead	*Mgrs.*)	P 37' B 137' F 44'		FK	8 *B H Cem*	2 DB (Spt), *12cf*, GS 215	26 ″ 5¾	
Lloyd's	*s A & CP*					1 „ *to 2nd dk*	HS 8208		
		Cell D B 362' 1146 *t*	*D T a* 32' 901 *t*			62 *t A P T* 24 *t*	Cammell Laird & Co Ld.		
1928	Burntisland	British & Continental S.S. Co. Ltd.	291·7	43·2	19·1	Liverpool	T. 3 Cy. 21", 36" & 59"–39"		C
	S.B. Co. Ltd.					British	217 NHP		
	Burntisland					*W B*	D & W. Hendersn & Co Ld Gls		
1928	Davie S.B.	Canada Steamship	350·0	70·1	18·8	Montreal	T 8 Cy 24"38" & (2) 44"–36" (*s*)	21 ″ 0	
5mo	& Rpg. Co. Ltd.	Lines, Ltd.				British	190 lb *100 lb* 790 NHP	s 5 ″ 8½	
	Lauzon, P.Q.				FK	8 *B H Cem*	6 SB, *18cf*, GS 330, HS 12656 FD	15 ″ 6	
Lloyd's	*s A & CP*		*Cell D B* 273' 519 *t*	*F P T*		125 *t A P T* 67 *t*	Richardsons, Westgarth &		
& Saguenay							Co. Ld. Hpl.		
above	150° F.								
1930	Armstrong	Kerguelen Sealing	508·3	72·5	35·7	Cape Town	T. 6 Cy. 24½", 42" & 70"–48"	51 ″ 6	
7mo	Whitworth	& Whaling Co. Ltd.				British	200 lb (*s*) 1079 NHP	s 16 ″ 10	
	& Co. (Ship-	(Irvin & Johnson			FK	16 *B H pt Cem*	8 SB, *19cf*, HS 16420 FD	35 ″ 1½	
	builders) Ld.	(South Africa) Ld.					45 Pr B–60 lb		
	Newcastle	*Mgrs.*)					Armstrong Whitworth &		
Lloyd's	*s A & CP*	*Cell D u E & B* 101'					Co. (Engineers) Ld. Nwc.		
above	150° F.	436 *t D T s f*	56' 1255 *t*	*F P T* 372 *t A*		*P T* 140 *t*	*Ta nks above aft peak* 385 *t*		
1930	J. Readhead	La Tunisienne	370·3	52·3	25·9	Swansea	T. 3 Cy. 24½", 41" & 66"–45" (*r*)	28 ″ 3	
4mo	& Sons, Ld.	Steam Nav. Co. Ltd.				British	180 lb *120 lb* 341 NHP	s 5 ″ 3¾	
	South Shields	(F. C. Strick & Co.	P 28' B 104' F 36'		FK	6 *B H Cem*	2 SB, *6cf*, GS 109, HS 4460 FD	23 ″ 1½	
Lloyd's	*s A & CP*	Ld. *Mgrs.*)					J. Readhead & Sons, Ld.		
		Cell D B a & u E 144	*f* 160' 1075 *t*	*F P T* 135 *t*		*A P T* 115 *t*			
1906	Bonn &	Emder Dampfer-	305·7	44·7	21·4	Emden	T. 3 Cy. 22", 37" & 62½"–39"		G
	Mees	kompagnie A.G.	P 34' B 66' F 30'			German	240 NHP		
	Rotterdam	(Wilh. Nübel, *Mgr*)				*W B*	Maats. de Schelde, Flushing		
1922	Cant. San	Lloyd Triestino	404·2	54·0	29·0	Trieste	T. 3 Cy. 27", 42" & 68"–48" (*s*)	32 ″ 0	
11mo	Rocco S.A.	Soc. Anon. di Nav.				Italian	180 lb FD 465 NHP	s 6 ″ 11½	
	Trieste		B 125' *on Shelter dk*		FK	*Cem*	3 SB (Spt) *9cf*, GS 158, HS 7023	25 ″ 3	
	A & CP					2 *B H to S dk*	Stabilimento Tecnico		
	Cell D B 338'	1339 *t D T a* 35' 980 *t*	*F P T* 114 *t A P T* 244 *t*			5 „ „ *U* „	Triestino, Tri.		
1928	.....	Kung Mow S.S. Co.	196·0	29·1	18·2	Shanghai	T. 3 Cy.		
	Shanghai					Chinese			
1914	Sir R Dixon	Standard Trans-	420·5	54·4	32·6	Hong Kong	Q. 4 Cy. 24", 35", 50½" & 73"–51"	32 ″ 8	
9mo	& Co. Ld.	portation Co. Ltd.				British	220 lb (*s*) 526 NHP	s 6 ″ 1	
	Middlesbro'		P 118' B 28' F 47'		FK	17 *B H pt Cem*	3 SB, *9cf*, GS 170, HS 7125	26 ″ 9½	
Lloyd's	*s A & CP*	*W B = Cell D Bu E*	*s* B 80' 279 *t*	*D T f* 45'		(11 *to Up dk*	N.E. Marine Eng. Co Ld. Nwc		
above	150° F.	577 *t F P T* 120 *t*	*A P T* 210 *t*			6 „ *2nd*, „)			
1907	Bendixsen	Oakland Scavenger	179·0	38·2	13·3	S. Frncisco	C. 2 Cy. 14" & 32"–24"		
	S.B. Co.	Co.				Utd. States	42 NHP		
	Fairhaven						United Eng. Wrks. S. Frisco		
1927	Kwong Tak	Sang Wo Co. Ld.	178·0	32·1	10·1	Hong Kong	T. 6 Cy. 12½", 20" & 31½"–22"		
	Cheong S.B.					British	96 NHP		
	Eng & Dock						Wm. McNeil & Co. Ld. Gls.		
	Co. Ld.								
	Hong Kong								
1919	Kisugawa	Ching-Kee S.N. Co.	260·0	37·8	19·8	Chefoo	T. 3 Cy. 17½", 29" & 48"–36"		
	S.B. Yard	Ld.				Chinese	138 NHP		
	Osaka					*W B*	Mihara Co. Osaka		
1914	Hong K'ng	Sze Yap S.S. Co. Ld.	208·9	38·1	11·3	Hong Kong	T. 6 Cy. 15", 24" & 39"–26"		
	& Whampoa					British	155 NHP		
	Dock Co. Ld					*W B*	Hong Kong & Whampoa		
	Hong Kong						Dock Co. Ld. Hong Kong		
1913	Kwong	Sang Wo Co. Ld.	164·0	27·1	8·7	Hong Kong	C. 2 Cy. 13" & 26"–16"		
	Tak Cheong					British	56 RHP		
	Hong Kong						Kwong Tak Cheong, H. Kg.		
1929	Kockums	Wilh. Wilhelmsen	461·9	60·6	28·9	Tönsberg	Oil Engines 4 S.C.SA	31 ″ 7	
6mo	M.V. Aktieb.					Norwegian	16 Cy. 27⅞"–55½" 1169 NHP	s 4 ″ 1½	
	Malmö		P 44' F 40'		FK	7 *B H pt Cem*	DB *135 lb*	27 ″ 7½	
Lloyd's	*s A & CP*					*Coll to Sh dk*	Kockums M.V. Akt. Malmö		
		Cell D B 361' 1319 *t*				6 „ *2nd*, „)			
		Tanks in way of tunnels				180 *t D T f* 33'	1592 *t F P T* 134 *t A P T* 135 *t*		

1 Numero d'Ordre. / Numero Officiel. / Signaux.	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord en milieu du navire. Tirant d'eau correspondant. *pds. pd.*	15 Registres ou note si ce n'est dans le L. R Diarée. Cons. Hull Mach.
84432	**Tai Ping** (*ex*TungFoong,*ex*Corio, *ex*FrancesHolland)	1*Dk*§*deep framing*	2309 — 1406			…		1898	W.Pickersgill&Sons Sunderland	ChungWeiS.S.Co.	286·0|43·2|18·7 P23′B56′F27′ FK			Shanghai Chinese *WB*	T.3Cy.21″,35″&57½″–39″ 210NHP G.Clark,Ld.Sunderland	21 ″ 0	
84433	**Tai Ping Yang** (P) **TwinSc** *OilEng.*		7025 5986 3806	✠100A1 *withfreeboard* 7,38~~12,37~~	Osl NYk	*dt*	CL 10,36	1929 8mo	Deutsche WerkeA.G. Kiel	Wilh.Wilhelmsen	461·4|60·6|29·0 P44′F41′ FK			Tönsberg Norwegian	Oil Engines 4S.C.SA 16Cy.29½″–47¼″ 1352NHP DB*135lb*	31 ″ 7 s 4 ″ 1½ 27 ″ 7¾	
LJPS	ss Osl.No.2–37	1*Dk*(*Stl*)§*Shelter dk*(*Stl*) 3*rd dk*(*Stl*) *Ref.Mchy.* *in Nos.* 1, 2 & 4 holds		~~[illegible]~~				*Lloyd'sA&CP*	*Cell*	*DB*352′ 1279*t tanks* 422*tDTf*34′1610*tFPT*133*tAPT*160*t*	*s in way of tunnels* (*Coll to Sh dk* 6 „ *2nd* „)			7*BHptCem pt Asp*	7*BHptCem pt Asp* Deutsche WerkeA.G Kiel		
		Fitted for carrying oil		1 ~~,54~~			8,29 *F.*	*P. above* 150° F. *in deep tank*									
84434	**Tai Poo Sek** (*ex*FookHong–35, *ex*LindsayMoller,*ex*Manapouri)	3*Dks pt Shade dk*	*1960* *1565* *1219*			…		1881	W.Denny &Bros. Dumbarton	ShunCheong SteamshipCo.	285·2|36·3|23·7 P56′B44′F44′ FK *WB*			Kwang Chow Wan French	Q.4Cy20½″,30″,41″&60″–48″ NB99 276NHP *Qpd.*99Denny&Co.Dmb.		
84434*	**Tai Sang** (P)		3500 ~~3600~~ 9999 3550 2,77 1949	✠100A1 *withfreeboard* 10,38 (*Class Contem[illegible]* ✠ [illegible]	LK		CL	1938 1mo	Hong K'ng &Whampoa Dock Co.Ld. Hong Kong	Indo-China Steam Nav.Co.Ld.	314·9|48·1|25·2 128·0(O.L.) P31′B85′F39′ FK			Hong Kong British	T.4Cy.21½″,34½″&(2)44″–12″&exhaust turbine driving steam compressor 2200lb (*s*) 549NHP 3SB,9*cf*,GS165,HS7710 FD	27 ″ 0 ~~[illegible]~~ 9½ 18 ″ 6	
159495 VBBW	D.F. E.S.D.	2*Dks* *Cruiser Stern*						*Lloyd'sA&CP*		*Cell DB*265′512*t*	*PT*130*tAPT*65*t*			6*BHCem*	Hong Kong&Whampoa Dock Co.Ld.Hong Kong		
84435	**Tai Seun Hong** (P) (*ex*Borneo–36, *ex*Nipsic,*ex*Borneo)	1*Dk*2*trB*	2251 1878 1348					1902	Schiffsw.v. Henry Koch Lübeck	KwongLeeS.S.Co. Ld.	297·6|39·5|20·0 295·0 P41′B75′F47′ *WB*			Fort Bayard French	T.3Cy.21⅝″,36¾″&53″–35½″ 167NHP Ottenser Maschf.Altona		V
84436	**Tai Shan** (P) **TwinSc** *OilEng.*		6962 5943 3779	✠100A1 *withfreeboard* ~~[illegible]~~ 12,37 3,36	Mmo NYk	*dt*	CL 8,36 ~~10,37~~ 10,38	1929 10mo	Kockums M.V.Aktieb. Malmö	Wilh.Wilhelmsen	461·9|60·6|28·9 P44′F40′ FK			Tönsberg Norwegian	Oil Engines 4S.C.SA 16Cy.27.9/16″–55½″ 1169NHP DB*135lb*	31 ″ 7 s 4 ″ 13 27 ″ 7½	
LJPF	ss Mmo.No.2–37	1*Dk*(*Stl*)§*Shelter dk*(*Stl*) 3*rd dk*(*Stl*) *in Nos.*1,2&4*holds*		~~[illegible]~~ 12,38 3,36 ~~[illegible]~~ 37 2,38 ~~[illegible]~~ 5,38 ~~[illegible]~~				*Lloyd'sA&CP*		*Cell DB*361′1319*t tanks*	(*Coll BH to Sh dk* 6 „ „ *2nd* „) *s in way of tunnels*			7*BHptCem* 480*tDTf*33′	*BH to Sh dk* Kockums M.V.Akt.Malmö 1592*tFPT*134*tAPT*135*t*		
		Fitted for carrying oil					10,29 *F.*	*P. above* 150° F. *in deep tank*									
84437	**Tai Shun**	2*Dks*	1962 — 1216					1896	C.Connell &Co. Glasgow	China Merchants' Stm Nav.Co.Ld.	265·0|40·1|21·2 F32′			Shanghai Chinese *WB*	T.3Cy.19″,31″&51″–36″ 156NHP D.Rowan&Son,Glasgow		
Sunk to block Yangtsze Kiang River 8,37																	
XNAZ																	
84438	**Tai-Yang** **TwinSc** *OilEng.*		7084 5986 3903	✠100A1 *withfreeboard* ~~[illegible]~~ 11,36	Got BKg	*dt*	CL 3,36	1929 3mo	Deutsche WerkeA.G. Kiel	Wilh.Wilhelmsen	461·4|60·6|29·0 481·0(O.L.) P44′F41′ FK			Tönsberg Norwegian	Oil Engines 4S.C.SA 16Cy.29½″–47¼″ 1352NHP DB*135lb*	31 ″ 7 s 4 ″ 11½ 27 ″ 7¾	
LCAO	ss Got.No.2–38	1*Dk*(*Stl*)§*Shelter dk*(*Stl*) 3*rd dk*(*Stl*) *in Nos.* 1, 2 §4 holds		✠1 MC GS9,37 DBS~~[illegible]~~ 9,38 3,38 ✠Lloyd's RMC~~[illegible]~~ 3,38 3,39				*Cell DB*352′1279*t tunnels* 422*tDT*			*Tanks in way of* f′34′1610*tFPT*133*t*			7*BHptCem pt Asp* (*Coll BH to Sh dk* 6 „ „ *2nd* „)	Deutsche WerkeA.G.Kiel		
	D.F. *Ref.Mchy.*										*APT*160*t*						
		Fitted for carrying oil					3,29 *F.*	*P. above* 150° F. *in deep tank*									
84439	**Tai Yin** **TwinSc** *OilEng.*		7077 5986 3891	✠100A1 *withfreeboard* ~~[illegible]~~ 12,36 11,38 8 [illegible]	Kob Bal NYk	*dt*	CL 8,37	1929 6mo	Deutsche WerkeA.G. Kiel	Wilh.Wilhelmsen	461·4|60·6|29·0 P44′F41′ FK			Tönsberg Norwegian	Oil Engines 4S.C.SA 16Cy.29½″–47¼″ 1352NHP DB*135lb*	31 ″ 7 s 4 ″ 1½ 27 ″ 7¾	
LDIM	ss Bal.No.2–37 ~~ss N.Yk.No.1–38~~	1*Dk*(*Stl*)§*Shelter dk*(*Stl*) 3*rd dk*(*Stl*) *in Nos.* 1,2§4 *holds*		[illegible] 6,38 ✠Lloyd's RMC[illegible] 4,39				*Lloyd'sA&CP*		*Cell DB*352′1279*t Tanks*	(*Coll to Sh dk* 6 „ *2nd* „) *s in way of tunnels*			7*BHptCem pt Asp*	Deutsche WerkeA.G.Kiel		
	D.F. *Ref.Mchy*										422*tDTf*34′				1610 *FPT*133*tAPT*160*t*		
		Fitted for carrying oil					6,29 *F.*	*P. above* 150° F. *in deep tank*									
84440	**Taian Maru** (P)		5655 5155 4326	✠100A1 5,38 ~~[illegible]~~ 3,37	Kob	*z*	CL 5,37	1916 12mo	Skinner& Eddy Corpn. Seattle,Wash A&CP	Shimomura Kisen K.K. (Taiyo Kaiun K.K. *Mgrs.*)	409·6|54·0|27·1 P44′B115′F47′ FK			Hasidate ~~Hachidate~~ Japanese	1 Steam Turbine DR geared to 1 Sc. Shaft 190lb (*s*) 477NHP 3SB,9*cf*,GS207,HS7509 General Electric Co. Schenectady,N.Y.	29 ″ 9	
31556 JITB	(*ex*HannaNielsen ss Osa.No.3–9,26 ss Kob.No.2–34	2*Dks*(*Stl*)		✠LMC ~~[illegible]~~ 5,38				1*BH in forehold* § *A&CP*		*Cell DB*	1*BH in after hold dispensed with* 356′1198*t FPT*120*t*			5*BH only pt Cem*	*APT*140*t*		
		Fitted for oil fuel					12,16 *F.P. above* 150° F.										
84441	— (*ex*TaAn–38,*ex*Canadian Leader–36)		5411 4340 3848	✠100A1 4,38	Yka	*y*	CL 8,36	1921 5mo	Canadian Vickers,Ld. Montreal A&CP	Amakasu Shoten ~~K.K.~~ Senpakubu K.K.	400·3|52·4|28·5 P49′B120′F41′ FK			Yokohama Japanese	T.3Cy.27″,44″&73″–48″ (*s*) 1801b 520NHP 3SB,9*cf*,GS198,HS7800 FD	31 ″ 2 s 5 ″ 11½ 25 ″ 4½	
44208 JJQK	ss Mtl.No.3–10,32 ss Osa.No.1–37	2*Dks*(*Stl*)		✠LMC						*Cell DB*	333′1025′ *FPT*149′ *APT*133*t*			6*BHptCem*	Canadian Vickers,Ld.Mtl.		
84442	—	1*Dk*	3651 2991 2428					1936	Mitsubishi Jukogyo K.K Kobe	Dairen Kisen K.K.	345·0|50·0|23·6 P30′B84′F33′			Dairen Japanese	T.3Cy.21⅝″,33 7/16″&55⅞″–39⅜″& L.P. Turbine with D.R. gearing&hydraulic coupling 323NHP Mitsubishi Jukogyo K.K. Kobe		
583 JQBG																	
84443	— (P)	1*Dk*§*Awng dk*	3158 2638 1897			…		1917	Kawasaki Dkyd.Co.Ld. Kobe	Nippon Yusen K.K.	315·0|45·0|26·0 P16′B78′F29′ FK			Tokyo Japanese *WB*	T.3Cy.22″,36″&61″–42″ 285NHP Kawasaki Dkyd Co Ld Kobe	26 ″ 0	
19300 JAFA																	
84444	**Taibun Maru** (*ex*EtnaMaru)		6581 6111 4099	✠100A1 *Shelter dk* *withfreeboard* 3,39 ~~1,37~~	Kob ✠LMC ~~[illegible]~~ 3,39	*a*†	CL 1,38	1920 5mo	Osaka Iron-works,Ld. Osaka A&CP	Shimomura Kisen K.K. (Taiyo Kaiun, K.K. *Mgrs.*)	415·0|55·5|34·6 P32′B148′F45′*on Shelter dk* FK			Hasidate Japanese	T.3Cy.27½″,45″&75″–51″ (*s*) 1801b 552NHP 3SB,9*cf*,GS185,HS8084 FD	34 ″ 8 s 7 ″ 4½ 27 ″ 7	
26758 JEND	ss Kob.No.3–1,33	1*Dk*(*Stl*)§*Shelter dk*(*Stl*)§ §Kob.No.1–37 *Web frames* *Longitudinal framing*						*Cell DB*368′		1444*tDTa*34′1145*t*	*Cem* 3*BHtoSh dk* 4 „ „ *U* „			3*BHtoSh dk*	Osaka Iron works Ld. Osaka		
84445	**Taichu Maru** (P)	1*Dk*§*Awng dk*	3213 2111 1510			…		1897	Sir J. Laing Sunderland	Osaka Syosen K.K.	330·0|44·0|16·9 P36′B150′F37′ 24·7 FK			Osaka Japanese *WB*	T.3Cy.28½″,47½″&79″–48″ 589NHP J.Dickinson&Sons,Ld.,Sld.	27 ″ 7	
Now Taichu Maru, see No. 90249 in Supplement		§*Web frames*															
84446	**Taiei Maru**		2925 2451 2093	✠ 4,20	Yka	*l*		1912 8mo	Kawasaki Dkyd.Co.Ld. Kobe	Kinkai Yusen K.K.	298·1|43·6|23·0 P19′B67′F37′ FK			Tokyo Japanese	T.3Cy.17½″,28″&46″–36″ 149NHP	25 ″ 2	C †
15270 JPSB	(*ex*TaiyeiMaru–38) ss Yka.No.3–3,15 ss Yka.No.1–19	1*Dk*(*Stl*)§ *2nd dk*(*Stl*) *except in No.2 hold*						*WB*=*Cell DB* ~~[illegible]~~ *a84′uE&I*			39′*f*168′538*t FPT*			5*BHCem* 75*tAPT*36*t*	2SB,4*cf*,GS82,HS2447 Kawasaki Dkyd Co Ld Kobe		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. / Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of last alteration.
84447 76 SUDL	**Taif** Ⓟ	1 *Dk & Shelter dk* *Fitted for oil fuel*	*1590* *1033* *748*			...		1928	A.Stephen &Sons,Ld. Glasgow	PharaonicMail Line,S.A.E.	236·6 B80′	39·4 F26′	16·0 FK	Alexndria Egyptian *WB*	T.3Cy.17½″,29″&47″–30″ 181NHP A.Stephen&Sons,Ld.Gls.	18 ″ 4	V †
84448 29825 JZFB	**Taifuku Maru** Ⓟ	1 *Dk 2 tr B*	678 536 391					1924	Namura Shipyard Osaka	JinoKisenK.K.	175·0 P23′	26·5 B43′	16·5 F22′ *WB*	Nishino-miya Japanese	T.3Cy.13¾″,21½″&36″–27½″ *Emade—fitted*24 63NHP		
84449 UOIZ	**Taiganos** (*ex*Okhta,*ex*Carronpark –33,*ex*EllenStub) *ss*Rot.No.2–29, 1 *Dk(Stl)*		*2630* *2370* *1584*	✠ —		Grk	*l*	1920 11mo	Ferguson Bros.(Port Glasgow) Ld. Port Glasgow	U.S.S.R. *Cell D*	300·5 P29′ *B251′726t FPT124t*	43·6 B85′F34′	21·6 FK	Vladvostk Russian	T.3Cy.21″,34″&57″–36″ 234NHP 2SB,*6cf*,GS121,HS3876 FergusonBros.(Port Glasgow),Ld.	24 ″ 3	
84450 31555 JJSB	**Taigen Maru** (*ex*LuiseNielsen) *ss*Kob.No.3–9,29 *ss*Kob.No.1–33 2 *Dks(Stl)*		5660 5155 **4326**	✠100A1 1,37 LMC2, E12, 18 *ref fitted* 2,35 *Fitted for oil fuel* 3,37	Kob	*z*	CL 2,36 *F.P. a*	1917 A&CP	Skinner& Eddy Corp. Seattle,Wash	ShimomuraKisen K.K.(TaiyoKaiun K.K. *Mgrs.*) 1 *B II in fore hold & 1 B Hin after hold dispensed with*	409·6 P44′ *B115′ F47′* *1 B Hin after hold dispensed with*	54·0 FK	27·1 Hashidate Japanese *Cem*	1 DR Geared Steam Turbine 2101b (r) 507NHP 3SB,*9cf*,GS195,HS8055 GeneralElectricCo. Schenectady,N.J.	29 ″ 9	
84451 1749 ICJC	**Taigete** (*ex*ElLobo) *Mchy.Aft* D.F.	*Fitted for oil fuel* 2 *Dks & Web frames* *Carrying Petroleum in bulk*	4672 4260 2783			...		1908	Armstrong Whitworth &Co.Ld. Newcastle	CisterneItaliane Soliani& Saltamerenda	398·0 385·2 P105′ *B28′ F47′*	51·0 FK	27·0 Genoa Italian *WB*	T.3Cy.26″,43″&72″–48″ 440NHP Wllsnd Slpwy.Co.Ld.Nwc.	28 ″ 6	I †
84452 33574 JCJC	**Taihei Maru** Ⓟ *Oil Eng.* *ss*Kob.No.2–36 2 *Dks(Stl)*		6285 5263 3838	✠100A1 10,38 10,37 LMC CS10,36 10,37	Kob		CL 10,37	1928 9mo *Lloyd's*	MitsuiBus-sanKaisha Tama	DaidoKaiunK.K. *Intermediate 'tween deck BH in fwd* *Cell DB*	413·4 P39′ *B129′ F37′* *354′1240t tanks in*	55·5 FK	32·0 Kobe Japanese *pt Cem*	Oil Engines 4S C.SA 8Cy.24⅛″–51⅛″ 473NHP DB *100lb* 6 *BH to U dk* 1 „ „ 2nd „ 6t *MTs* 36′92	32 ″ 0	
84453 20801	—	**Aux4MstBkn** *Oil Eng.* 1 *Dk*	602 551 466					1917	Ichikawa Sentaro Ominato	HiroiChojuro	144·0	35·0	17·3 Tokyo Japanese	Oil Engines 2S.C.SA 2Cy.16½″–19½″ 96NHP Ikegai Tekkosho,Tokyo		
84454 35656 JIQC	**Taihoku Maru** Ⓟ (*ex*ChiefSkidegate, *ex*EstherDollar, *ex*Parisian,*ex*Bethania)	*Fitted for oil fuel* 2 *Dks & Web frames* *Shelter dk*	8252 7582 6095			...		1899	A.Stephen &Sons Glasgow	ShinkoSuisanK.K.	483·6 P75′	57·0 B&F388′	32·7 FK	Kobe Japanese *WB*	T.3Cy.30″,50″&83″–60″ 690NHP A.Stephen&Sons,Glasgow	36 ″ 0	
84455 22525 JDJG	— Ⓟ Wireless	2 *Dks*	1296 — 686					1923	Osaka Iron Works,Ld. Osaka	FujiyamaKaiun K.K.	225·0 P25′	34·1 B63′	20·0 F25′	Osaka Japanese *WB*	T.3Cy.18″,30″&50″–36″ 150NHP OsakaIron WorksLd.		
84456	**Taihosan Maru**		1600					1937	Tama Zosenjo,Ld. Tama	MitsuiBussan Kaisha,Ld.	262·4 P25′	38·1 B65′	20·0 F25′	Kobe Japanese *WB*	T.3Cy.15¾″,24 7/16″&44⅛″–31½″&exhaust turbine driving steam compressor 110NHP TamaZosenjo,Ld.Tama		
84457 34112 JCMC	**Taijin Maru** Ⓟ **TwinSc** (*ex*Hallfried) *Oil Eng.* *ss*Kob.No.3–11,28 *ss*Kob.No.2–36		5155 4885 3642	100A1 *with freeboard* 6,37 LM CS6.37 6,37	Kob	*y*	CL 6,36	1922	Wrf.voorh. Rijkee&Co. Rotterdam	ShimomuraKisen K.K.(TaiyoKaiun K.K. *Mgrs.*) *Cell DB 319′1016t*	375·0 H272*t*	51·2 FK	34·1 Fuchu Japanese 6 *BH* (3 to 2nd dk)	Oil Engines 4S.C.SA 12Cy.22 1/16″–39⅜″ 563NHP DB *100lb* Werkspoor,Amsterdam nels 85t *FPT* 48t *APT*90t	s 8 ″ 9½ 25 ″ 10¼	
New	**"Taizin Maru,"** *2 Dks (Ab. Weather Deck pt.w.s.)*		*1600*														
		Cruiser Stern															
84458 32638 JTPB	— (*ex*Tune,*ex*Gijonès) *ss*Kob.No.3–4,27 *ss*Kob.No.1–31 1 *Dk(Stl)*		1924 1682 1140	✠ ... 10,35	Osa	*r*		1916 8mo	American S.B.Co. Cleveland,O.	MoriheiKisen K.K. *Cell D Ba & u E104′ f96′ 505t FPT67t*	251·2 P28′ *B64′ F27′*	43·6 FK	18·2 Amagasaki Japanese 4 *BH Cem*	T.3Cy.20″,33″&54″–40″ 274NHP 2SB,*6cf*,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20 ″ 2	C †
84459 32977 JEED	**Taikai Maru** (*ex*TomiuraMaru) *ss*Kob.No.3–6,32 *ss*Kob.No.1–36 2 *Dks(Stl)*		3813 3468 2340	✠100A1 10,37 11,38 LM 10,38	Kob	*w*	CL 10,37	1917 12mo *Lloyd's*	Mitsubishi ZosenKaisha, Ld. Nagasaki	MeijiKaiunK.K. *Cell DB 294′772t*	345·0 P33′ *B74′ F40′* *Cell DB 294′772t*	50·0 FK	29·0 Tarumi Japanese 5 *BH Cem*	T.3Cy.23″,38″&64″–48″ (s) 2001b 339NHP 2SB,*6cf*,GS109,HS4333 YD MitsubishiZosenKaishaLd	29 ″ 1 s 5 ″ 4½ 23 ″ 11	
84460 34139 JDEC	— (*ex*Sunpath) 1 *Dk* *Cruiser Stern*		2478 2239 1432					1919	Forth S.B. &Eng.Co.Ld Alloa	ShirasakaKisen Kaisha,Ld. (K.Sakama, *Mgr.*)	303·3	42·7	23·0 Fuchu Japanese *WB*	T.3Cy.22″,36″&59″–39″ B(1) *made*17 *fitd*.23 217NHP Douglas&GrantLdKkcldy		C
84461 2281 JEVG	**Taiko Maru** *Cruiser Stern* 1 *Dk*		2984 — 1708					1937	Mitsubishi Jukogyo K.K Yokohama	ChosenYusenK.K.	305·4 P24′ *B80′ F29′*	45·3	26·2 Jinsen Japanese *WB*	T.3Cy.20 1/16″,34 7/16″&57 1/16″–43 5/16″ 214NHP MitsubishiJukogyoK.K.		
84462	— *Mchy.Aft* 1 *Dk*		1898 1537 1064					1937	Matsuo Zosen-sho Nagasaki	AratаShokaiK.K.	270·0 P86′ *F29′*	40·0	20·3 Otaru Japanese *WB*	T.3Cy.18″,30″&50″–36″ 150NHP MatsuoZosen-shoNagasaki		
84463 30142 JOBA	— *Ref.Mchy.* *Mchy.Aft* 1 *Dk*	*Fitted for oil fuel*	1807 1209 1172					1924	Yokohama DockCo.Ld. Yokohama	NichiroGyogyo K.K.	250·5 P&B86′ *F37′*	39·0	18·5 Shinagawa Japanese *WB*	T.3Cy.17″,28½″&48″–30″ 126NHP YokohamaDockCo.LdYka		C
84464 1246 JUNH	**Taiko Maru No. 1** **Iron** 2 *Dks*		493 — 292					18 9T	Kobe Iron Works Osaka	Amagasaki Kisenbu GomeiKaisha	174·0	22·8	17·5 Osaka Japanese	C.2Cy.18 15/16″&36¼″–24″ NB96 54NHP KobeIronWorks,Osaka		
84465 25105 JTKD	**Taikwa Maru** Ⓟ 2 *Dks*		2205 1811 1283					1921	Uraga Dock Co. Uraga	OsakaSyosenK.K.	280·0 P26′ *B69′ F29′*	43·2	21·0 Osaka Japanese *WB*	T.3Cy.18″,29½″&50″–39″ K.K.Uchida 156NHP Zosensho,Yokohama		C
84466 31337 JCYB	**Taikyu Maru** Ⓟ (*ex*TimesMaru, *ex*Times) *ss*N.Yk.No.3–10,18 *ss*Kob.No.2–25 1 *Dk(pt Irn & pt Stl) & deep framing*		2105 1966 1304	✠ 1,28	Kob	*s*		1906 5mo	J.Priest-man&Co. Sunderland	TaikyuKisenK.K. *Cell* *Intermediate bulkhead in fore*	290·0 *D Ba 92′ u E20′ f 120′* *hold dispensed with*	42·2 FK	20·4 Kobe Japanese *Cem* 600t *APT*50t 1 *B Honly*	T.3Cy.22½″,37″&61″–39″ 256NHP 2SB,*6pf*,GS112,HS3984 J.Dickinson&Sons,Ld.Sld	21 ″ 7	C †
Wrecked 12.38	84467 **Taillefer** (*ex*Overwaard, *ex*Oostwarden) *Mchy.Aft* 1 *Dk*		787 — 471					1918	N V Scheep. My.Farsum Delfzyl	Cie.Nantaise de Nav.àVap.	194·7 Q105′ *B12′ F23′*	32·2	13·1 Nantes French *WB*	T.3Cy.14⅝″,23⅝″&38⅜″–26½″ 77NHP Alblasserdam.Msch.Fab.		V

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Tirant d'eau assigné pour le franc-bord d'hiver.	7 Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Exp. pres. ou vol. si ces cert. lui sont accordés. Durée Cert. Rad. Trads
84468 / 41971 / JJBK	**Taimei Maru**	1 *Dk*	2883 — 1456					1936	Mitsubishi Jukogyo K.K Yokohama	KinkaiYusenK.K.	326·2 P18′	44·2 B66′	24·0 F28′	Tokyo Japanese *WB*	T.3Cy.23″,38″&64″–48″ 284NHP MitsubishiJukogyoK.K. Yokohama		
84469 / 22230 / JQRE	—	1 *Dk*	984 827 577					1918	Osaka Zosensho, Osaka	KawasakiKisen K.K.	190·0	31·0	18·5 *WB*	Higashi-tomita Japanese	T.3Cy.13″,22$\frac{7}{16}$″&36$\frac{7}{16}$″–27″ 67NHP SettsuTekkosho,Osaka		
84470 / 1728 / JTND	**Tainan Maru** (P)	1 *Dk*& *Spar dk*& *Web frames*	3175 2505 1482				…	1897	J.L.Thompson&Sons,Ld Sunderland	OsakaSyosenK.K.	330·0 P38′B152′F47′	43·0	21·1 25·5 FK *WB*	Osaka Japanese	T.3Cy.28½″,47½″&79″–48″ 589NHP J.Dickinson&Sons,Ld.,Sld.	28 ″ 3	
84471 / 124507 / GMJK	**Tainui** (P) **TwinSc** *ss*Lon.2ndNo.3–1,33 *ss*Nwc.No.1–37 *Ref.Mchy.* 2 *Dks*(*Stl*-*Mws Lpt ws*)& *deep* D.F. E.S.D. *framing*& *Awng dk*(*Stl*–ws)		9965 9014 6298	✠100A1 *Awng dk* ~~12,37~~ 11,38 ~~B*12,37~~ B*11,38 ~~C*12,37~~ C*11,38 (Lloyd's R ~~M C1,~~ 11	Nwc ~~bunk~~	*et*	CL 7,37	1908 10mo	Workman, Clark&Co.Ld Belfast *Lloyd's A&CP*	ShawSavill& AlbionCo.Ld. *WB*= *Cell DB*	477·8 F49′ FK&BK1⅜″ 90′ *uE*& *B*86′ *f*241′14	61·1	31·0 39·3 *90t*	S'thamptn British *Cem* *8 BHCem*	T.6Cy.26″,41½″&70″–48″ (*s*) 2051b 1080NHP 6SB,*24cf*,GS400 HS16308 FD Wrkman,Clark&Co.Ld Bel	42 ″ 6 ~~s12 ″ 0½~~ 31 ″ 1	BT till ~~11.36~~
84472 / 153598 / VPFQ	**Taiping** (P) ~~*ss*H.Kg.No.3–1,38~~ ~~*ss*11-Kg.No.2–34~~ *Ref.Mchy.* 2 *Dks*(*Stl*–*U dk* teaks)		4324 2946 2582	✠100A1 1,39 B*11,38 ~~C*11,38~~ (Lloyd's R ~~M 10,37~~ 10,38 *Fitted for oil*	HKg *fuel* 1,26	*w* *F.P. a*	CL 5,36	1926 1mo *above* 1	Hong Kong &Whampoa Dock Co.Ld. HongKong *Lloyd's A&CP* 50′ F.	Australian-OrientalLine,Ld. *Cell DB*297′596*t*	352·3 367·9(O.L.) P&B225′F87′ FK *Tanks at sides of tu*	48·2	23·7 *nnel 74t FP*	HongKong British *7 BHCem* 1 ,, *to 2nd dk* *T55t APT84t*	T.3Cy.27″,46″&77″–48″ (*s*) 2001b 638NHP 3SB,*9cf*,GS216,HS9633 FD HongKong&Whampoa Dock Co.Ld.HongKong	26 ″ 0 ~~s 8 ″ 1~~ ~~28 ″ 6½~~ s2 ″ 9½ 23 ″ 7	
84473 / 326 / JPWC	**Tairai Maru** (*ex*IchiyoMaru, *ex*Itiyo-Maru) *ss*Osa.No.2–34 1 *Dk*(*Stl*)& *Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*		4274 3677 2659	✠ … 1,38 *Shelter dk*	Kob	*w*		1925 10mo	Osaka Iron Works,Ld. Osaka	DairenKisenK.K.	345·0 P30′B99′F38′*on Shelter dk* *Cell DB*	49·8 FK	28·1 *6 BHtoSh dk* 280′ 1085*t FPT*112*t*	Dairen Japanese *Cem* *APT29t*	2 Turbo Electric Motors SR geared to 1 Sc. Shaft 562NHP 3SB(Spt)9*cf*,GS148,HS6479 SvenskaTrbfab.Akt. Ljungström,Stockholm	28 ″ 2	
84474 / 147635 / GKJB	**Tairea** (P) **TwinSc** *ss*Bom.No.3–1,36 3 *Dks*(*Weather dk Stl*–teaks,2*nd dk Stl*–ws, 3*rd dk Stl*) *Ref.Mchy.* D.F.		7933 5881 3756	✠100A1 *with freeboard* 4,39 ~~B*11,38~~ BS9,38 ~~C*11,38~~ MC9,35 *Fitted for oil*	Bom ~~PN5,37~~ ~~S6,37~~ S11,38 *fuel* 5,24	*dt* *F.P. a*	CL PN5,37 S11,38	1924 5mo *above* 1	Barclay, Curle&Co.Ld. Glasgow *Lloyd's A&CP* 50′ F.	BritishIndiaStm. Nav.Co.Ld. *Cell DB*3	450·7 465·9(O.L.) B207′F48′ *Collision* 86′1239*t FPT*108*t*	60·2 FK *BH to W dk* *APT*139*t*	29·6 *A DT*	London British *8 BHCem* *BH to W dk* *APT*139*t DT*	T.8Cy.25″,42½″&(2)51″–51″ 2151b (*s*) FD 1376NHP 7SB,*28cf*,GS526,HS21882 Barclay,Curle&Co.Ld.Gls. *between Tunnels*36′78*t*	33 ″ 0 s 6 ″ 2½ 27 ″ 3	
84475 / 143569 / GCZN	**Tairoa** **TwinSc** *ss*Lon.No.3–11,32 2 *Dks*(*Stl*)& *Shelter dk*(*Stl*) E.S.D.		7983 7418 5021	✠100A1 *Shelter dk* *with freeboard* ~~1,38~~ 0,36 1,39 ~~B*10,37~~ BS1,39 ~~C*10,37~~ MC7,32 (Lloyd's R ~~C1,38~~ 1,39	Gls Nwc	*et*	CL 9,36	1920 7mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	Norfolk&North AmericanSteam ShippingCo.Ld. (ShawSavill& AlbionCo.Ld. *Mgrs.*)	478·0 494·0(O.L.) B181′F51′*on Shelter dk* *Cell DB*415′1514*t*	63·2 FK *Coll BH to Sh dk* 8 ,, ,, *U*	31·2 *APT*42*t*	S'thamptn British *Cem*	Q8Cy.22$\frac{3}{4}$″,31½″,45″&65″–48″ 2201b (*s*) 1011NHP 2DB(Spt)&2SB(Spt),*18cf*, GS356,HS15442 FD N.E.MarineEng.Co Ld.Nwc	34 ″ 4 s 5 ″ 6 29 ″ 0½	
84476 / 33189 / JBIC	**Tairyu Maru** (*ex*Waihora) *Ref.Mchy.* 2 *Dks*		4995 4379 3849					1907	Swan, Hunter&Wigham Richardson, Ld Newcastle	Kuribayashi SyosenK.K.	384·1 P35′B102′F40′	51·5	29·2 *WB*	Tokyo Japanese	T.3Cy.26″,42½″&70″–48″ 339NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
84477 / 22316 / JSBB	—	1 *Dk*	2206 — 1318					1919	UchidaS.B. &E.Co.Ld. Yokohama	TaishoKisenK.K.	270·0 P16′B65′F28′	39·0	23·9 *WB*	Kobe Japanese	T.3Cy.19″,31½″&52″–39″ 168NHP UchidaS.B.&E.Co.Ld.Yka.	23 ″ 11	C
84478 / 33 / JLLG	**Taisan Maru** (P)		419 — 218					1912	.....	Minamimanshu TetsudoK.K.	160·0	30·0	11·0	Dairen Japanese			
84479 / 31362 / JFVB	**Taisei Maru** (P) (*ex*Yorkhill, *ex*Tresillian) *ss*Shl.No.3–9,12 *ss*Liv.No.2–19 1 *Dk*(*pt Iron*& *pt Stl*)2 *tr Bs*& *deep framing*		3601 3375 2622	✠ 4,26	Shl	*v*		1899 8mo	J.Readhead &Sons SouthShields	NaigaiKisenK.K. *Cell DBa*	341·0 P29′B84′F32′ 114′ *uE*20′ *f*140′840*t*	46·7 FK	26·0 *APT*35*t*	Amagasaki Japanese	T3Cy.24″,40″&65″–45″ NDB22 293NHP 2SB,*6rf*,GS104,HS4557 J.Readhead&Sons,S.Shl.	27 ″ 4	C †
84480 / 29848 / JKUB	— (P) (*ex*VilledeBerne,*ex*BoscombeChine, *ex*Hieronymi) 1 *Dk*& *deep framing*		2515 2158 1856				…	1904	W.Dobson &Co. Newcastle	MoriheiKisenK.K.	300·5 P27′B82′F31′	45·0 FK *WB*	19·6	Amagasaki Japanese	T.3Cy.22″,36″&60″–39″ 253NHP N.E.MarineEngCoLtd.Nwc	22 ″ 1	C †
84481 / 8966 / JTMD	— **AuxTwinSc** **4MstBk** GyC. 2 *Dks*(*UStl*–teaks)		2423 2028 1380	✠ 5,04	Kob	*w*		1904 5mo	Kawasaki Dkyd Co.Ld. Kobe	Govt.ofJapan (DeptofEducation)	277·4 P70′F36′ *WB*= *Cell D*	42·9 BK10″ *BuE*& *B*44′ *f*100′3	24·1 15*t DT anks a*	Tokyo Japanese *4 BHCem*	T.6Cy.13″,21″&33″–27″ 150NHP 2SB,*4cf*,GS79,HS2683 KawasakiDkydCoLdKobe *f*18′355*t FPT*77*t APT*17*t*	26 ″ 9	
84482 / 29242 / JEHB	— (P) (*ex*LaenSamud,*ex*EdwinReith, *ex*LandratScheiff') 1 *Dk*& *Spar dk*		1824 1461 1110					1906	Schiffsw.v. Henry Koch Lübeck	ShimataniKisen K.K.	265·7 P31′B75′F39′	37·7	18·3 *WB*	Fuchu Japanese	T.3Cy.20½″,33½″&53¾″–33½″ 164NHP OttensenerMasch.Altona		
84483 / 153598 / VPFN	**Taishan** (P) **TwinSc** 2 *Dks*& *Shade dk*		3174 2218 1904					1925	Taikoo Dkyd.&Eng. Co.Ld. HongKong	HongKong,Canton &MacaoStm.Boat Co.Ld.	290·0	54·1	11·8 *WB*	HongKong British	T.4Cy.19″,30″&(2)35″–27″ 128NHP TaikooDkyd.&Eng.Co.Ld.		
84484 / 15821 / JBRC	**Taisho Maru** (P) (*ex*Aska) Wireless 1 *Dk*& *Shade dk*		797 626 408	✠ 10,89	Cly	*i*		1889 10mo	AilsaS.B. Co. Troon	OgawaGomei Kaisha	195·5	28·3 BK7½″	19·0 *5 BHCem*	Seido Japanese	T.3Cy.16″,26″&42″–30″ 97NHP 1DB,*4cf*,GS78 Dunsmuir&Jackson,Gls	12 ″ 3	
84485 / 21138 / JQBE	**Taisho Maru No. 1** (P) **Wood** 2 *Dks*		605 577 373					1917	ToyoHogei Osaka	NipponHogeiK.K.	172·8	25·2	17·9	Nishino-miya Japanese	T.3Cy.12″,19″&32″–22″ 48NHP OnoZosensho,Osaka		
84486 / 23909 / JEBI	**Taishu Maru** (P) Wireless 1 *Dk*		1220 1034 649					1918	AsanoS.B. Co.Ld. Tsurumi	HinodeKisenK.K.	217·0 Q65′F33′	34·0	21·0	Shinagawa Japanese	T.3Cy.16½″,27½″&45″–30″ 111NHP TokyoKikaiSeisakuJoTok		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned for exposed Equipment Letter.	Date when last classed.
84487 37490 JUIH	**Taishu Maru** (P)	*Oil Eng.* 2 *Dks* *Cruiser Stern*	516 387 303				
84488 24067 JDMA	**Taisin Maru** (*ex* Taishin Maru-38)	1 *Dk*	1723 1278 1007				
84489 23658 JSJB	**Taisoku Maru**	1 *Dk*	2473 2057 1731				
84490 40879 JZIH	**Taito Maru**	2 *Dks*	4467 4033 2582				
84491 21035 JFTD	— (P)	*ss* Kob. No. 3–3,30 1 *Dk* (*Stl*) & 2nd *dk* (*Stl*) *in forehold*	2727 2372 1896	✠ ... 4,34	Kob		
84492 13689 JZMB	**Taiun Maru No. 2**	Wireless 1 *Dk*	998 929 615				
84493 15845	**Taiun Maru No. 6**	Sp 1 *Dk*	585 519 415				
84494 18656 JPUE	**Taiun Maru No. 9**	1 *Dk*	999 913 700				
84495 LDKA	**Taiwan**	TwinSc *Oil Eng.* *ss* Got. No. 3–10,36 D.F. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern*	5500 499+ 3389	✠ 100A1 *with freeboard* ~~12,37~~ 11,38 MC CS10,36 OBS — 7.37 5.38	Osl	*b*†	CL ~~12,37~~ P11,38 s12,37
84496 31357 JEEB	**Taiyei Maru**	1 *Dk*	3221 2740 1980				
84497 22309 JLRB	—	1 *Dk*	2209 1872 1335				
84498 28445 JAHA	**Taiyo Maru** (P) (*ex* Cap Finisterre) *Ref. Mchy.* D.F.	TwinSc *Fitted for oil fuel* 3 *Dks* & *Shelter dk*	14457 8982 8523				
84499 44587 JCWM	— (*ex* Chang Fu-38, *ex* Phaethon-37, *ex* Greleden, *ex* Atherstone)	*ss* Shl. No. 3–8,25 *ss* Bry. No. 2–34 1 *Dk* (*Stl*)	4168 — 3106	✠ — 5,38	Lgn	*x*	
84500 154038 GPJB	**Taiyuan** (P)	2 *Dks*	2994 2511 2100				
84501 29719 JYWA	**Taizan Maru** (P) (*ex* Bangala)	*Oil Eng.* *Ref. Mchy.* 3 *Dks* (1 *Stl*-ws & *UStl*-teaks)	3930 3141 2379	✠ 11,02	Gls	*y*	
84502 23072 JARB	**Taizyun Maru** (*ex* Taijun Maru-38)	Wireless 1 *Dk*	1274 1048 868				
84503 PHWG	**Tajandoen** (P)	*Oil Eng.* *ss* Ams. No. 1–35 D.F. 3 *Dks* (*Stl*–*UTeaks*) 4*th dk* (*Stl*) *in No. 1 hold*	8159 7366 4894	✠ 100A1 ~~12,37~~ 12,38 MC CS10,35 OBS — 8,38 1,38 *Fitted for carrying oil*	Ams	*d*†	CL 12,37 10,31
84504 40035 JFPJ	**Taka Maru** (P)	*Oil Eng.* *Mchy. Aft* *Cruiser Stern*	318 — 207				
84505 43364 JWAL	**Takachiho Maru**	*Oil Eng.* 1 *Dk*	343 — 161				
Broken up 84506 ~~15621~~ ~~GHMG~~	**Takada** (P)	TwinSc *ss* Cal. No. 3–8,30 *ss* Cal. No. 1–34 D.F. 2 *Dks* (*Stl*-*U* ws) & *Shelter dk* (*Stl*-teak s)	6949 5432 4223	✠ ~~100A1~~ *Shelter dk* *with freeboard* 4,38	Bom	*c*†	CL SN4,38 P4.38
84507 33627 JBTC	**Takamisan Maru**	*Oil Eng.* *Mchy. Aft*	1992 1651 1099	✠ 100A1 1,38 ~~12,37~~ LMC CS15 OBS — 1,38 ~~12,37~~	Tama	*r*	CL 12,37

8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L.R. Date of cl. or Trade (ers.
1932	Amagasaki S.B.Co. Osaka	Amagasaki Kisenbu Gomei Kaisha	160·0 F25′	25·0	15·0	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.13¾″–20½″ 110NHP Mitsui Zosen Kaisha, Ltd. Kob.		
1918	Mitsubishi Zosensho, Kobe	Tatuuma Kisen K.K.	250·0	37·7	20·5	Kobe Japanese	T.3Cy.17″,28½″&48″–36″ NB18*fitted*22 138NHP Morita Tekkosho, Osaka		
1918	Asaki S.B. Co. Osaka	Kai Midori	281·0	41·0	24·5	Kobe Japanese *WB*	T.3Cy.19½″,31″&54″–36″ 175NHP Hirotami Tekkosho, Osaka		C
1935	Mitsubishi Jukogyo K.K Nagasaki	Osaka Syosen K.K.	357·0 B79′F38′	49·2	32·8	Osaka Japanese *WB*	2 DR Geared Steam Turbines 500NHP Mitsubishi Jukogyo K.K. Nag.		
1917 9mo	Harima Dyk.Co.Ld. Aioi, Harima	Taito Kisen K.K. *Cell D*	284·0 P16′B56′F27′ *B230′671t FPT139t*	44·8	24·0 FK	Hashidate Japanese *4 BH Cem APT44t*	T.3Cy.22″,37″&61″–42″ 281NHP 2SB,*6cf*,GS93,HS3680 Kobe Steel Works, Ltd. Kobe	24 ″ 0	C †
1911	Osaka Iron Works Osaka	Hakodate Kaiun K.K.	216·4	29·2	19·1	Hakodate Japanese	T.3Cy.13″,21½″&36″–27″ 67NHP Osaka Iron Works, Osaka		
1913	Osaka Iron Works Osaka	Nagai Unyu Goshi Kaisha *WB*	167·5	26·4	14·8	Nishino-miya Japanese	T.3Cy.11⅞″,19 1/16″&32″–22″ E&B *made*11 48NHP Harada Shoko Goshi Kaisha		
1915	Aizawa Iwakichi Osaka	Hayashi Kisen K.K. *WB*	210·0	30·0	20·0	Nishino-miya Japanese	T.3Cy.13⅛″,21 1/16″&36½″–27″ 67NHP Osaka Iron Works, Osaka		
1924 7mo	Deutsche Werft A.G. Hamburg *Lloyd's A&CP*	Wilh. Wilhelmsen *Cell D B363′1196t DTa 'tween tunnels*	426·8 F43′	55·2	27·6 FK	Tönsberg Norwegian *7 B Hpt Cem BH to Sh dk* 6 „ „ 2nd „ 89′ 185t *DTa 'tween tunnels*	Oil Engines 4S.C.SA 12Cy.24 1/16″–37 1/16″ NDB28–*100lb* 717NHP Algemeine Elec. Ges. Berlin	30 ″ 6 s 4 ″ 2½ 26 ″ 5¾	
1926	Mitsui Bussan S.B. Dept. Tama	Kuribayashi Syosen K.K.	325·7 P32′B77′F34′	46·7	24·8	Tokyo Japanese	T.3Cy.22″,37″&61″–42″ 241NHP Mitsui Bussan S.B. Dept.		C
1918	Uchida S.B.&E.Co.Ld Yokohama	Towa Kisen K.K.	270·0 P16′B65′F28′	39·0	23·1	Kobe Japanese *WB*	T.3Cy.19″,31½″&52″–39″ 169NHP Uchida S.B.&E.Co.Ld. Yka		
1911	Blohm & Voss Hamburg	Nippon Yusen K.K.	560·0 H—B231′	65·3	31·2	Kobe Japanese *WB*	Q8Cy.29 1/16″,43 9/32″,62¼″&89″ –55½″ 1180NHP Blohm & Voss, Hamburg		C
1913 7mo	Craig, Taylor & Co. Ld. Stockton *Cell*	Kaoru Kikyo *DBa127′ u E& B40′*	370·0 P52′B&F289′ *f152′1152t FPT98t*	51·4	24·1 FK	Kobe Japanese *6 BH Cem APT207t*	T.3Cy.26″,42½″&69½″–45″ 371NHP 2SB,*6cf*,GS123,HS5983 Blair & Co. Ld. Stockton	26 ″ 6	
1929	Taikoo D.&E.Co. of H.Kg. Ld. Hong Kong	China Nav. Co. Ld.	312·0 P41′Q43′B95′	45·2	22·7	London British *WB*	T.3Cy.20½″,33″&53″–39″ 175NHP Taikoo D.&E.Co. of H.Kg. Ld. H.Kg.		
1902 11mo	A.&J. Inglis Glasgow	Osaka Syosen K.K. *Cell D Ba78′ u E& B88′ f138′591t DTf18′412t FPT 54t APT27t*	373·0 P74′B130′F88	45·2	26·5 FK	Osaka Japanese *6 BH Cem*	T.3Cy.33″,55′&88′–54′ 899NHP 5SB,*15cf*,GS325,HS14200 FD A.&J. Inglis, Glasgow	29 ″ 3	
1918	Uchida S.B.&E.Co.Ld Yokohama	Hatiuma Kisen K.K.	228·0 P15′B54′F27′	33·0	18·7	Fuchu Japanese *WB*	T.3Cy.14½″,24½″&40″–30″ 88NHP Uchida S.B.&E.Co.Ld. Yka		
1931 10mo	Nederl. Schps. Maats Amsterdam *Lloyd's A&CP F.P.above 150° F. in deep tank*	Stoomv. Maats. Nederland *Cell D B392′ 1062t*	469·0 P40′B160′F57′ *162′8t DTa32′ t FPT107t APT52t*	62·2	32·6 FK	Amstrdam Dutch *8 B Hpt Cem pt Asp* 1 „ to 2nd *dk*	Oil Engines 2S.C.DA 8Cy.27 9/16″–47½″ 2122NHP DB*71lb* Sulzer Bros. Winterthur	36 ″ 5 s 7 ″ 7 29 ″ 0	
1935	Urabe Zosen Tekkosho Osaka	Kimura Ken Shoten	119·9 P40′	23·0	11·5	Seidomura Japanese	Oil Engines 2S.C.SA 4Cy.14″–15¼″ 138NHP Kobe Hatsudoki K.K. Kobe		
1937	Harada Zosen K.K. Osaka	Tokaisha K.K.	130·2	23·0	13·0	Tokyo Japanese	Oil Engines		
1914 3mo	A. Stephen &Sons, Ld. Glasgow *Lloyd's A&CP*	~~British India Stm. Nav. Co. Ld~~ *WB=Cell D B a140′ u E& B*	430·1 P46′B169′F45′ *on Shelter dk 95′ f153′1089t FPT*	58·2	28·6 FK	Belgian *7 B H Cem* 106t *APT81t*	T.6Cy.21″,35″&58″–48″ (*s*) 2001b 843NHP 4SB&1AuxSB,*19cf*, GS332,HS13659 A. Stephen&Sons, Ld. Gls.	31 ″ 0 s 4 ″ 1½ 27 ″ 4½	
1928 6mo	Mitsui Bussan Kaisha, Ld. Tama *Lloyd's A&CP*	Mitsui Bussan Kaisha *Cell D B213′471t FPT*	275·5 P64′B28′F34′	40·7	21·0 FK	Kobe Japanese *4 B Hpt Cem* 104t *APT36t*	Oil Engines 4S.C.SA 6Cy.19 1/16″–35 7/16″ 224NHP DB*80lb* Mitsui Bussan Kaisha Tama	21 ″ 0 s 3 ″ 0 18 ″ 2	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettres d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Rad. Trade.
84508	**Takao Maru** Ⓟ		4282	✠ [illegible]	Osa	*w*	CL	1927	Uraga	OsakaSyosenK.K.	355·6	48·5	32·5	Osaka	2SteamTurbinesDRgeared	32 ″ 6	
32733		*ss*Osa.No.2–3[illegible]	3857	*withfreeboard*			9.37	5mo	DockCo.					Japanese	to 1 Sc. Shaft 200lb (*s*)	~~8 ″ 7~~	
JPOB	2 *Dks*(*Stl–Wthr dk* ws)*3rd dk*(*Stl*)		2517	~~[illegible]~~					Uraga						4SB(Spt),*12cf*, 732NHP	~~26 ″ 3~~	
	*in Nos.*1,3&4*holds*							*Lloyd's*	*SA&CP*		B30′F37′ FK			*Coll B/to W dk*	GS231, HS9080 FD		
										Cell D	*B297′ 711t FPT37t*			*APT18t*	Mitsubishi ZosenKaisha,Ld.Nag.		
84509	— Ⓟ		3204	✠100A1	Kob	*u*	CL	1920	J.Priest-	KawasakiKisen	331·3	46·8	23·2	Kobe	T.3Cy.25″,41″&68″–45″ (*s*)	25 ″ 6	
31361	(*ex*Muristan)	*ss*Kob.No.3–10,29	2817	11,38 ~~12,36~~			~~11,37~~	1mo	man&Co.	K.K.				Japanese	180lb 358NHP		
JFZB		*ss*K[illegible]	1941	~~[illegible]~~	LMC[illegible]		11,38		Sunderland		P33′B98′F28′ FK			5 *BHCem*	3SB,*9cf*,GS156,HS5826		
		1 *Dk*(*Stl*),§2*nd dk*						*Lloyd's*	*SA&CP*	*Cell D B278′749t*	*FPT113t APT122t*				G.Clark,Ld.Sunderland		
		(*Stl*)*in Nos.*1,2&4*holds*															
84510	**Takaoka Maru**	TwinSc	7007	✠100A1	Kob	*b*†	CL	1920	Yokohama	NipponYusenK.K.	445·0	58·0	34·0	Tokyo	T.6Cy.20″,33½″&56″–48″ (*s*)	34 ″ 0	
27708		*ss*Osa.No.3–5,32	6443	1,39 ~~11,37~~	Osa		P11,37	12mo	DockCo.		461·0(O.L.)			Japanese	200lb 632NHP	~~8 ″ 7~~ 8½	
JNKD		*ss*Kob.No.1–36	4327	BS~~H,37~~ [illegible]	LMC10,35		s12,36		Yokohama		P35′B138′F35′ FK			7 *BHCem*	1SB,*12cf*,GS225,HS9200 FD	26 ″ 8	
		2 *Dks*(*Stl*)		1,39				*Lloyd's*	*SA&CP*	*Cell D B392′ 1356t*					YokohamaDockCo.		
				Fitted for oil fuel 4,23			*F.P. a*	*above* 1	50° F.	*DTa42′ 1337t*	*DTf30′1040t FPT*			*78t APT58t*			
84511	**Takaosan Maru**		2076	✠100A1	Kob	*r*	CL	1911	J.Priest-	MitsuiBussan	275·0	42·0	18·1	Tokyo	T.3Cy.21″,35″&57″–39″ (*s*)	20 ″ 6	
14161		*ss*Kob.2ndNo.3–12,35	1703	2,39 ~~1,08~~			12,36	5mo	man&Co.	Kaisha,Ld.				Japanese	180lb 240NHP	~~8 ″ 10¾~~	
JDMB	*Cantilever framed*		~~1115~~	~~[illegible]~~					Sunderland		P73′B16′F28′ FK			4 *BHCem*	2SB,*6cf*,GS120,HS3968	17 ″ 10	
	Mchy.Aft *Topside tanks*	1 *Dk*(*Stl*)	1114					*Lloyd's*	*SA&CP*	*Cell D Bu E&B43′f196′529t*					Blair&Co.Ld.Stockton		
										FPT64t	*APT30t Topside tanks* 155′350t						
84512	**Takasago Maru** Ⓟ	TwinSc	9315					1936	Mitsubishi	OsakaSyosenK.K.	462·6	60·7	38·1	Osaka	4DRgeared steam turbines		
43182			6850						JukogyoK.K		F36′			Japanese	1416NHP		
JJUL	D.F. *Ref.Mchy.*	3 *Dks*	4493						Nagasaki					*WB*	MitsubishiJukogyoK.K. Nag.		
		Cruiser Stern															
84513	**Takashima Maru**		494					1930	Harima	IinoKisenK.K.	150·0	27·0	14·7	Tokyo	T.3Cy.11″,19″&32″–21″		
35925			389						SB.&E.CoLd.					Japanese	*Emade*18 45NHP		
JNNH		1 *Dk*	247						Harima						MeijiKosakusho,Kobe		
84514	**Takatiho Maru** Ⓟ	TwinSc	8154	✠ ~~12,38~~	Kob		CL	1934	Mitsubishi	OsakaSyosenK.K.	453·3	59·0	37·0	Osaka	4 steam turbines DRgeared	37 ″ 0	
38759	(*ex*TakachihoMaru–38)	*ss*Kob.No.1–38	6442	*withfreeboard*			12,36	1mo	ZosenKaisha					Japanese	to 2 Sc. shafts 1430NHP	~~18 ″ 8½~~	
JWIH	*Ref.Mchy.*	3 *Dks*(*Stl–Weather dk–*ws)	4321	~~[illegible]~~					Ld.		F48′ FK			7 *BHCem*	(*s*) 225lb HS17591 FD	~~24 ″ 6~~	
	Orlop dk(*Stl*)*in Nos.*1&2*holds*)								Nagasaki						7SB(Spt),*21cf*,GS448,		
		Cruiser Stern						*Lloyd's*	*SA&CP*	*Cell D B378′1117t*					MitsubishiZosenKaisha Ld.Nag.		
										'tween dk tanks in E.P92t	*FPT49t*			*APT130t*			
84515	**Takatori Maru No. 1** (*ex*Takatori		879					1928	IinoShoji	IinoKisenK.K.	195·0	31·0	16·5	Tokyo	T.3Cy.		
34134	Maru)		732						K.K.					Japanese			
JNHH	*Carrying oil in bulk*	1 *Dk*	501						Osaka								
84516	**Takatori Maru No. 2**		521					1931	Harima	IinoKisenK.K.	170·4	29·0	12·5	Tokyo	Oil Engines 4S.C.SA.		
36828		*Oil Eng.*	378						S.B.&Eng.		P61′F16′			Japanese	6Cy.14[illegible]″–22[illegible]″ 117NHP		
JAVE	*Mchy.Aft*	1 *Dk*	214						Co.Ld						KobeSteelWorks,Kobe		
	Carrying Petroleum in bulk								Harima								
84517	**Take Maru**		1264					1929	Tatsugi	TaiheiyoGyogyo	228·0	31·0	19·0	Shimono-	T.3Cy.		
34393			992						Zosensho	K.K.				seki			
JPCF		1 *Dk*	699						Wakamatsu					Japanese			
84518	**Taketoyo Maru**	TwinSc	6965	✠100A1	Kob	*b*†	CL	1920	Yokohama	NipponYusenK.K.	445·0	58·0	34·0	Tokyo	T.6Cy.20″,33½″&56″–48″ (*s*)	34 ″ 0	
27697		*ss*Kob.No.3–7,32	6443	8,38 ~~8,37~~			P8,37	10mo	DockCo.					Japanese	200lb 632NHP	~~8 ″ 7~~ 6½	
JTUD		*ss*Kob.No.1–36	4288	~~[illegible]~~	LMC8,37		~~s1,37~~		Yokohama		P35′B138′F35′ FK			7 *BHCem*	1SB,*12cf*,GS225,HS9200 FD	26 ″ 8	
		2 *Dks*(*Stl*)		BS8,38			s8,38	*Lloyd's*	*SA&CP*	*Cell D B389′1351t*					YokohamaDockCo.Ltd.		
				Fitted for oil fuel 4,23			*F.P. a*	*above* 1	50° F.	*DTa42′1320t*	*DTs/f45′1487t FPT*			*71t APT56t*			
84519	**Taki Maru**		1235					1916	OsakaIron	IinoKisenK.K.	220·0	33·5	18·5	Tokyo	T.3Cy.13½″,23″&88″–30″		
19784			1012						Works,Ld.		P23′B44′F24′			Japanese	79NHP		
JHJC	Wireless	1 *Dk*	701						Osaka		*WB*				OsakaIronWorksLd.Osaka		
84520	—	**Wood**	484					1918	Mizuno	NakagawaAkira	152·0	26·0	14·4	Hakodate	C.2Cy.16¼″&33″–22″		
23260			374						Tsunekichi					Japanese	43NHP		
			356						Onomichi						WadaHazukichi,Osaka		
84521	**Takis** (*ex*Longhirst)		1698	✠ ~~——~~	Pir	*q*		1904	S.P.Austin	UranieAntippas	268·2	37·8	17·0	Argostoli	T.3Cy.20½″,33″&54″–39″	19 ″ 9	G
93		*ss*Pir.2ndNo.3–6,32	1376	*7,37*				12mo	&Son,Ld.	(P.S.Antippas,				Greek	196NHP		†
SVCY	*Well deck*	1 *Dk*(*Iru*)*&deep framing*	1042	✠					Sunderland	*Mgr.*)	P27′Q74′B50′F32′ FK			4 *BHCem*	2SB,*6pf*,GS92,HS3160		
										Cell D Ba82′uEq	*B32′f112′519t FPT*			*51t APT110t*	Richardsons,Westgarth& Co.Ld.Sld.		
84522	**Takliwa** Ⓟ	TwinSc	7936	✠100A1	Bom	*d*†	CL	1924	Barclay,	BritishIndiaStm.	450·7	60·2	29·6	London	T.8Cy.25″,42½″&(2)51″–51″	33 ″ 0	
147685		*ss*Bom.No.3–2,36	5879	*withfreeboard*			~~P8,35~~	7mo	Curle&Co.Ld	Nav.Co.Ld.				British	215lb (*s*) 1376NHP	~~8 ″ 6~~ 2½	
GKLB	D.F.	3 *Dks*(*Weather dk Stl–*teak s	3742	~~[illegible]~~	BS3,8		FS6,38		Glasgow		B207′F48′ FK			8 *BHCem*	7SB,*28cf*,GS526,HS21882 FD	27 ″ 3	
	Ref.Mchy.	2*nd dk Stl–*ws3*rd dk Stl*)		~~[illegible]~~	LMC5,36		6,38	*Lloyd's*	*SA&CP*	*Collisio n BHtoW dk*					Barclay,Curle&Co.Ld.Gls.		
				Fitted for oil fuel 7,24			*F.P. a*	*above* 1	50° F.	*Cell D B3*	*86′1239t DT'tween t*	*unnels36′78t*		*FPT108t APT139t*			
84523	**Takoradian**		5452	✠100A1	Liv	*b*†	CL	1937	Deutsche	Elmina,Ld.	423·6	56·7	23·7	Freetown,	2 Oil Engines SR geared	26 ″ 2	
157533		*Oil Eng.*	4388	*withfreeboard*	Hawa Bmn			7mo	Sch-u-Mschb.	(UnitedAfricaCo.	438·9(O.L.)			S.Leone	to 1 sc. shaft 2S.C.SA	~~8 ″ 2~~ 4	
~~MMKV~~	D.F.	1 *Dk&Shelter dk*	3106	~~[illegible]~~	LMC7,37				A.G.Seebeck	Ld.*Mgrs.*)	F45′ FK			British	12Cy.16[illegible]″–22[illegible]″ 577NHP	24 ″ 0½	
VPTM		*pt 3rd dk in No.*2 *hold*		10,38 DB8(TB)7,38					Wesrmünd-G					7 *BHpt Asp*	DB*100lb* 2DB(WTB)*100lb*		
		Cruiser Stern						*Lloyd's*	*SA&CP*		(			*Coll to Sh dk*	Deutsche-Schiff.-uMschb.		
				Carrying vegetable oil			*in deep*	*tank*	*Cell D B349*	*1404t MT's23′845t*	*FPT206t APT165t*			6 ,,2*nd*,,)	A.G.Weser,Bmn.		
84524	**Taksang** Ⓟ		3471	✠100A1	HKg		CL	1935	Lithgows	Indo-ChinaSteam	314·7	48·1	25·2	HongKong	T.4Cy.21½″,34½″&(2)44″–	27 ″ 0	
159440			2813	*withfreeboard*			~~8,37~~	7mo	Ld.	Nav.Co.Ld.	325·0(O.L.)			British	42″ & exhaust Turbine driv-	~~8 ″ 9½~~	
VPJF	D.F.	2 *Dks*	1894	9,38 ~~9,37~~	LMC7,38		9,38		PortGlasgow		B85′F37′ FK			6 *BHCem*	ing steam compressor	18 ″ 6	
		Cruiser Stern						*Lloyd's*	*SA&CP*	*Cell D B265′558t*	*FPT*			*31t APT68t*	220lb (*s*) 530 ~~507~~NHP		
															3SB,*9cf*,GS165,HS7710 FD		
															D.Rowan&Co.Ld.Gls.		
84525	**Takstaas** (*ex*Stokke,*ex*Standford)		1830					1916	Akties.Sör-	MörlandsRederi	265·0	42·1	17·9	Arendal	T.3Cy.20½″,33″&56″–36″		N
			1630						landetsSkbs.	A/S(A.J.Mörland,				Norwegian	188NHP		
LCZT		1 *Dk*	1106						Fevig	*Mgr.*)	P57t H77t			*WB*	FredrikstadM.V.Frdstad.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / Now expires / Equipment Letter	7* Date when tail shaft last exam.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Letter of Distinction.
84526	**Takuen Maru**	3275				...	1920	Submarine BoatCorp. Newark,N.J.	Okada-gumiK.K.	324·0	46·2	25·0	Osaka Japanese	DR geared steam turbine 3861NHP WB Westinghouse Electric& Mfg.Co.Essington,Pa	28 " 6	R †
4 43 J2H	(*ex*Fort Armstrong-38)	1910								P30'B90'F35'		FK				
	Fitted for oil fuel 1 *Dk 2 tr B in fore & after holds & Web frames*															
84527	**Takusei Maru** (*ex*Tashmoo-38)	3498				...	1919	Submarine BoatCorp. Newark,N.J.	Okada-gumiK.K.	324·0	46·2	25·0	Osaka Japanese	DR geared steam turbine 3861NHP WB Westinghouse Electric& Mfg.Co.Essington,Pa.	28 " 6	R †
41 71 JZHL	*Fitted for oil fuel* 1 *Dk 2 tr B in fore & after holds & Web frames*	2073								P30'B90'F35'		FK				
84528	**Takuzan Maru** (*ex*Buffalo Bridge-38)	3279				...	1919	Submarine BoatCorp. Newark,N.J.	Okada-gumiK.K.	324·0	46·2	25·0	Osaka Japanese	DR geared steam turbine 3861NHP WB Westinghouse Electric& Mfg.Co Essington,Pa.	28 " 6	R †
	Fitted for oil fuel 1 *Dk 2 tr B in fore & after holds & Web frames*	3005								P30'B90'F35'		FK				
Should be "Kosei Maru," see 1938-39		2026				*vement*										
84529	**Talabot**	6798	✠100A1	Syd		CL	1936	Götaverken A/B Gothenburg	Wilh.Wilhelmsen	479·1	62·3	28·9	Tønsberg Norwegian	Oil Engines 2S.C.DA 7Cy.24⅞"–55½" 1436NHP	31 " 7	R
	Oil Eng.	5992	*with freeboard*	Osl		12,38	3mo			P42'F48'		FK	7 *BH* DB *100lb*	s 4 " 1⅜		
LJCP	D.F. E.S.D. 1 *Dk & Shelter dk*	4178	12,~~35~~ ~~11,37~~	✠LMC	3,36		*Lloyd's*	*SA&CP*					*Coll to Sh dk* 6 ,, *2nd* ,,)	27 " 7½		
	GyC. 3 *rd dk except in after holds Cruiser Stern Rudder electrically welded*		*Carrying oil in deep tank & tanks*	*F.P. above* *in way of*		150° *f tunnel*	*F. in* *Cell DB*		339'1609t	*MT* 30'1456t *Tanks in way of tunnel*		442t *FPT* 77t		*APT* 163t		
84530	**Talacre** K	301	✠100A1	Bkn	*d*	3,38	1917	Crabtree& Co.Ld. Gt Yarmouth	Point of Ayr Collieries,Ld.	130·5	23·2	9·5	Liverpool British	C.2Cy.16"&33"–22" (*s*) 130lb 45RHP	10 " 6	
140525	*ss* Bkn.No.3–3,30	211	3,38				8mo			137·7(O.L.)			1 *BHCem*	1SB,*2pf*,GS35,HS1261	s " 8½	
MGWD	*Mchy.Aft* *ss* Bkn.No.2–38	117		✠LMC	4,38		*Lloyd's*	*SA&CP*		Q48'B9'F16'		FK	*FPT* 45t *APT* 30t	Crabtree&Co.Ld.Gt.Yar.	9 " 11	
	1 *Dk (Stl)* *Cargo battens not fitted*															
84531	**Talamanca** (P) TwinSc	6963					1931	Nwprt Nws S.B.&D.D.Co Nwprt News	United Mail S.S.Co. (United Fruit Co. *Mgrs.*)	415·4	60·2	24·0	New York Utd. States	2 Steam Turbines connect'd to Elec.Motor&Sc.Shafts General Electric Co. Schenectady,N.Y.		R
231349	*Fitted for oil fuel*	—								P36'B&F348'			*WB*			
KDCC	D.F. E.S.D. 4 *Dks*	3182														
	Ref.Mchy. GyC.															
84532	**Talamba** (P) TwinSc	8018	✠100A1	H Kg	*d*†	CL	1924	Hawthorn, Leslie&Co.Ld Newcastle	British India Stm. Nav.Co.Ld.	450·8	60·3	29·7	London British	T.8Cy.25",42½"&(2)51"–51" 215lb (*s*) 1376NHP	33 " 0	
147734	*ss* H.Kg.No.3–3,38	5979	*with freeboard*	Cal		N3,38	10mo			466·2(O.L.)			10 *BHptCem*	s 5 " 9⅜		
GKNM	D.F. 3 *Dks (Stl–Weather dk* teaks)	3844	1,39 ~~9,38~~	✠LMC	3,38		*Lloyd's*	*SA&CP*		B207'F49'		FK	7SB,*28cf*,HS21882	27 " 8		
	Ref.Mchy.		BS1,39						*Collision*				*BH to W dk*	Hwthrn,Leslie&Co.Ld.Nwc		
			Fitted for oil fuel	10,24	*F.P. a*		*above*	150° F.	*Cell D*	B386'1244t	*FPT*	946t	*APT* 110t			
84533	**Talang Akar**	2046	✠100A1	Sng	*s*	CL	1926	Furness S.B.Co.Ld. Haverton Hill-on-Tees	N.V.Nederlandsche Koloniale Tank-vaart Maats.	280·0	47·1	16·2	The Hague Dutch	T.3Cy.19",30"&49"–36" (*s*) 180lb 230NHP	16 " 6	
	ss Sng.No.3-9,38 ~~*ss* Bkt.No.2–31~~	1569	9,38 ~~11,37~~			11,37	10mo			P68'B22'F40'		FK	11 *BHptCem*	2SB,*4cf*, ,,HS3649	s 2 " 2	
PHWI	*Mchy.Aft* 1 *Dk (Stl) & Web frames Longitudinal framing*	1108	~~BS11,37~~	✠LMC	~~9,34~~ 9,38		*Lloyd's*	*SA&CP*	*Cell DB*	*u E & B* 43'112t	*FPT*		165t *APT* 53t	Richardsons,Westgarth& Co.Ld.Hpl	14 " 6½	
			Carrying Petroleum in bulk													
			Fitted for oil fuel	10,26	*F.P. a*		*above*	150° F.								
84534	**Talaralite**	2631	✠100A1	St J	*r*	CL	1918	The Collingwood S.B.Co. Ld Collingwood	Imperial Oil Shipping Co.Ld.(H.J. Rahlves, *Mgr.*)	250·0	43·8	23·5	Montreal British	T.3Cy.18",30"&50"–36" (*r*) 180lb *125lb* 211NHP	25 " 0	
137907	*ss* St.J.No.2-37 *ss* Hfx.No.3–5,30	2063	4,38	Hfx		N3,37	4mo			P73'F35'		FK	10 *BHptCem*	2SB,*6cf*,GS110,HS3910	s 2 " 7½	
VGTC	*Mchy.Aft* ~~sail'd No.1 hold~~ D.F. 1 *Dk (Stl) & Web frames*	1394	BS4,38	✠LMC	12,37		A&CP		*Cell DB*	*u E & B* 44'97t	*FPT*		146t *APT* 78t	Collingwood S.B.Co.Ld.	22 " 7⅜	
			Carrying Petroleum in bulk													
			Fitted for oil fuel	8,18	*F.P. a*		*above*	150° F.								
84535	**Talas** (*ex*Fina-32,*ex*Hocking, *ex*Grönland,*ex*Ameland,	2480	✠	Rot	*l*		1895	W.Gray& Co.Ld. W Hartlepool	Parobrodarsko Drustvo Grgic s.o.j.	304·0	44·0	20·7	Vranjic Yugoslav	T.3Cy.23",36½"&62"–39" 239NHP	23 " 2	V †
	ss Rot.No.2–03	2322	11,06				5mo			P27'B68'F31'		FK	5 *BHCem*	2SB,*6rf*,GS79,HS3580		
YTEN	*ex*Parklands) 1 *Dk (Irn) 2 tr B & Web frames*	1554							*Cell D*	*Ba* 102'*u* E22'*f*	120'		65t *APT* 59t	Cen.Mar.Eng.Wrks.W Hpl		
84536	**Talisman** TwinSc	6701	✠100A1	Syd		CL	1937	Kockums M.V.Aktieb. Malmö	Wilh.Wilhelmsen	479·1	62·3	28·8	Tönsberg Norwegian	Oil Engines 2S.C.DA 14Cy.23⅝"–43⅛" 2722NHP	31 " 7	
	Oil Eng.	5891	*with freeboard*				10mo			498·0(O.L.)			7 *BHptCem*	s 4 " 0½		
LJPK	D.F. E.S.D. 1 *Dk & Shelter dk*	4056	7,38 ~~2,38~~	✠LMC	10,37					P42'F44'		FK	*pt Asp*	DB *100lb*	27 " 7⅜	
	GyC. 3 *rd dk except in after holds Cruiser Stern Part electrically welded including butts of shell & deck plating Rudder electrically welded*		*Carrying car go oil in deep tank & tanks*	*F.P. abo* *in way of*			*Lloyd's*	*SA&CP*					*Coll to Sh dk* 6 ,, *2nd* ,,	Kockums M.V.Akt.Malmö		
							re	150° F.	*Cell D Bu E*	*& f* 276'1117t	*MT*	30' 1442t	*APT* 191t			
							tunnel s			*Tanks in way of tunnels*		1122t *FPT*	75t			
84537	— (P) Pad	544					1935	A&J.Inglis Ld. Glasgow	London&North Eastern Rly.	215·5	27·5	8·7	Glasgow British	Oil Engines 4S.C.SA & electric drive 32Cy.10"–12" 312NHP		BT till ~~4,34~~ 4,39
164056	*Oil Eng.*	327												English Electric Co.Ld. Stafford		
	1 *Dk*	211														
84538	**Talisse** (P) 3Mst	8169	✠100A1	Sba	*d*†	CL	1930	Caledon S.B.&E.Co.Ld Dundee	Stoomv.Maats. Nederland	468·8	62·3	32·6	Amstrdam Dutch	Oil Engines 2S.C.SA 8Cy.32 5/16"–56⅛" 1450NHP	36 " 6	
1413	*ss* Sba.No.2–38 *Oil Eng.*	7380	~~5,38 12,37~~ 1,38		11,38	N9,37	7mo			P40'B160'F57'		FK	8 *BHptCem*	NDB34(*Upr*) *100lb* DB *145lb*	s 7 " ~~7~~ 7½	
PHWK	D.F. E.S.D. ~~Pilot No.1 dk~~ 3 *Dks (Stl–U* teaks) *4th dk (Stl) in No.1 hold*	4931	~~DBS12,37~~ 11,38	✠LMC	CS~~7,38~~ 12,37		*Lloyd's*	*SA&CP*	*Cell DB*	393' 1675t			1,, *to 2nd dk*) *DT a* 32' 1124t *FPT*	Sulzer Bros. Winterthur	29 " 1¼	
			Fitted for carrying oil			6,30				*DT s f* (*in Nos.1 & 3 holds*)			115t *APT* 51t			
			Carrying oil	*F.P. above*		150° F.	*F.P. above*	150° F. *in*	*deep tank aft*	*tanks (in Nos.1 & 3 holds)*			65t *& 56*			
							in f	*ward deep tanks*					2060t			
84539	**Talleyrand** TwinSc	6732	✠100A1	Got	*d*†	CL	1927	Deutsche Werke A.G. Kiel	Wilh.Wilhelmsen	461·4	60·6	29·0	Tönsberg Norwegian	Oil Engines 4S.C.SA 16Cy.29½"–47¼" 1352NHP	31 " 7	
	Oil Eng.	5975	*with freeboard*	Ham ~~Osl~~		~~6,38~~	10mo			P44'F42'		FK	*3B Hpt Cem*	NDB38 ~~DB60lb~~ *100lb*	s 4 " 1½	
LCZV	*ss* Kel.No.2–35	4038	~~7,38 2,37~~ 1,38		CS7,35	1,39	*Lloyd's*	*SA&CP*	*Cell DB*	344' 1192t			*pt Asp*	DeutscheWerke A.G.Kiel	27 " 7⅜	
	D.F. 1 *Dk (Stl) & Shelter dk (Stl)* 3 *rd Dk (Stl) except in after hold Rudder electrically welded*		~~BS 2,37~~		~~2,37~~ 7,38					*Tanks in way of tunnel* 133t *APT* 160t *MT* 25'1171t			*Coll to Sh dk* 7 ~~6~~,,2nd,,)			
			Carrying wet dbl bottom tanks & tanks in way of tunnel													
84540	**Talma** (P)	10000	✠100A1	Cal	*d*†	CL	1923	Hawthorn Leslie&Co.Ld Newcastle	British India Stm. Nav.Co.Ld.	451·0	59·3	36·8	Glasgow British	Q.4Cy.29",41½",59"&85"–54" 215lb (*s*) 900NHP	40 " 0	
147875	*ss* Cal No.3–2,35	8060	*with freeboard*			~~11,38~~	9mo			P48'B213'F43'		FK	8 *BHptCem*	s 13 " 4½		
GJXN	D.F. 3 *Dks (Stl–weather* teaks)	6154	11,38 ~~11,37~~			11,38	*Lloyd's*	*SA&CP*	*Cell D*	*B* 393'1536t	*DT a*	50' 746t	*Tanks at sides*	4SB,*16cf*,GS330,HS13792	27 " 1¼	
	Ref.Mchy. *Cruiser Stern*		BS~~11,37~~ 11,38	✠LMC	2,35								*of tunnel* 87t *FPT* 155t *APT* 48t	Hwthrn,Leslie&C.Ld.Nwc.		
84541	**Talodi** (P)	*1585*				...	1928	A.Stephen &Sons,Ld. Glasgow	Pharaonic Mail Line,S.A.E.	236·6	39·4	16·0	Alexndria Egyptian	T.3Cy.17½",29"&47"–30" 181NHP	18 " 4	V †
78	*Fitted for oil fuel*	*1033*								B80'F26'		FK	*WB*	A.Stephen&Sons,Ld.Gls.		
SUBH	Wireless D.F. 1 *Dk & Shelter dk*	*743*														
84542	**Taltal** (P) (*ex*Pladda) Iron	1196				...	1889	W B Thmpson&Co.Ld. Dundee	Soc.Anon. Maritima Chilena	243·0	33·7	15·9	Valparaiso Chilian	T.3Cy.23",38"&61"–48" NB13 258NHP	16 " 11	C †
916		900								P144'F50'			*WB*	W B Thompsn&Co.Ld.Dun		
CBTT	Wireless *Well deck* 2 *Dks*	617														

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant et Expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où existe le C. de C. de la Soc. Lettre Cert. Bat. Tonn.
84543	**Talthybius** Ⓟ	TwinSc	10254					1912	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs*)	506·0	60·3	39·5	Liverpool	T.6Cy.23″,38½″&65″–48″		
131411			9577											British	586NHP		
GPZN	D.F.	3*Dks*	6492								F75′			*WB*	Scotts'SB&EngCo.Ld.Grk		
84544	**Talune**	*ss*Syd.No.2–3[illegible]	2742	✠100A1	Syd	*u*	CL	1930	Blythsw'd S.B.Co.Ld. Glasgow	UnionS.S.Co.of NewZealand,Ld.	315·7	45·5	19·9	Hobart	T3Cy 23½″,40½″&66″–45″(*s*)	22 ″ 3	
153895		~~*ss*Syd.No.1–44~~	2166	1,39 ~~2,38~~			6,37	2mo						British	200lb 432NHP	s 2 ″ 6	
VJNQ		1 *Dk*(*Stl*)&2nd *dk*(*Stl*) *in forward hold*	1493	~~1,39~~	MS5,38			*Lloyd's A&CP*		*Duct keel forward* *Cell DB258′598t*	P&B165′F50′ *of machinery space*	FK		5*B Hpt Cem*	2SB,*8cf*, ,HS6345 FD D&W Hendersn&CoLdGls.	19 ″ 11½	
				Fitted for oil fuel 2,30			*F.P. a*	*above* 1	50° F.	*way of*	*Tanks in tunnel* 277*t*	*FPT* 78*t*	*APT* 53*t*				
84545	**Talvaldis** (*ex*Westerham,		534	✠100A1	Rga	*h*	OG	1912	GooleS.B. &RepgCoLd. Goole	Stahl&Co.(D. Thomsons, *Mgr.*)	165·0	26·1	12·6	Riga	T.3Cy.13″,21″&35″–24″ (*s*)	13 ″ 5	
94	(*ex*TeignI)	*ss*Rga-2ndNo.3–4,38	435	6,38 ~~4,38~~	Lte		6,37	6mo			175·4(O.L.)			Latvian	180lb *100lb* 61NHP	s ″ 6½	
YLEB	*Well deck*	1 *Dk*(*Stl*)	252	✠LMC				*Lloyd's A&CP*			Q81′B14′F23′	FK		1*B HCem*	1SB,*3pf*,GS40.HS1373	13 ″ 0	
		Cargo battens not fitted		MS7,37	BS4,38					*DBa28′f14′55t*	*FPT* 37*t*	*APT* 16*t*		Earle'sCo.Ld.Hull			
84546	**Tama Maru** Ⓟ		3054	✠	Yka	*u*		1918	MatsuoIrn Wks.&Dkyd. Nagasaki	KinkaiYusenK.K.	311·0	44·2	27·0	Tokyo	T.3Cy.22″,37″&61″–42″	27 ″ 0	
22013		*ss*Kob.No.1–24	2608	8,27				3mo			P21′B78′F41′			Japanese	262NHP		
JFID		1 *Dk*(*Stl*)2nd *dk*(*Stl,except in No.2hold*)	1844									FK		5*B HCem*	2SB,*6cf*,GS114,HS4033		
										CellDB264′622t	*FPT* 82*t*			*APT* 78*t*	MatsuoIronWorks&Dkyd		
84546*	—	Ⓟ	801					1924	KobeSteel Works HarimaDkyd	KitaKyushu SyosenK.K.	200·4	31·0	17·0	Fukuoka	T.3Cy.15½″,26″&42½″–32″		
29695			638								F27′			Japanese	102NHP		
JXVB	Wireless	1 *Dk*	416											*WB*	KobeSteelWorks		
84547	**Tamagawa Maru**		6441					1938	Mitsubishi JukogyoK.K Yokohama	~~ToyoKisenK.K.~~ ToyoKaiunK.K.	436·4	58·3	32·0	Tokyo	Oil Engines 2S.C.DA		
		Oil Eng.	5757								P36′B168′F39			Japanese	6Cy.23⅝″–43⅞″ 1167NHP		
	D.F.	2 *Dks*	4832											*WB*	MitsubishiJukogyoK.K. Yka.		
		Cruiser Stern															
84548	**Tamaha**		6496	✠100A1	Fal	*a*†	CL	1914	SirR Dixon &Co.Ld. Middlesbro'	StandardTrans-portationCo.Ld.	420·5	54·4	32·6	HongKong	Q.4Cy.24″,35″,50½″&73″–51″	32 ″ 8	
136063		*ss*Ams.2ndNo.3–1,39 ~~*ss*1.Fo.No.8–6,20~~	5816	1,39 ~~4,37~~	Aus1		1,39 ~~12,36~~	6mo						British	220lb (*s*) 526NHP	s 6 ″ 1	
VPCD	*Mchy.Aft*	~~*ss*Yka.No.2–34~~	4047	~~(1940.37~~				*Lloyd's A&CP*		*WB = CellDBuL &DTf* 45′577*t*	P118′B28′F47′ *&B80′279t*	FK		17*B Hpt Cem*	3SB.9*cf*,HS7125 FD	26 ″ 9½	
	D.F.	2 *Dks*(*Stl*)&*Web frames* *Longitudinal framing*		*Carrying Petroleum in bulk* *Fitted for oil fuel* 6,14			*F.P.*	*above*	150° F.		*FPT* 120*t* *APT* 210*t*			11 *to Upr dk* 6 ,, *2nd* ,,	N.E.MarineEngCoLd.Nwc		
84549	**Tamahime Maru** (*ex*WarSpray)		3081					1918	R.Thomp-son&Sons,Ld Sunderland	HamaneShoten K.K.	331·3	46·8	23·2	Tarumi	T.3Cy.25″,41″&68″–45″	25 ″ 6	C
34436			2834								P38′B98′F28′			Japanese	429NHP		†
JDWC		1 *Dk*	1846									FK		*WB*	J.Dickinson&Sons,Ld.Sld.		
84550	**Tamahine** Ⓟ	TwinSc	1989	✠100A1	Wln	*r*	CL	1925	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle	UnionSS.Co.ofNew Zealand,Ld.	262·9	40·2	22·2	Wellingtn	T.8Cy.18″,29″&(4)33″–27″	24 ″ 3	
151506		*ss*Wln.No.3–9,37	1561	*withfreeboard*	BS3,38		9,37	10mo			274·7(O.L.)			British	190lb (*s*) 440NHP	s 11 ″ 0	
ZMBC		2 *Dks*(*Stl–Wthr dk pt* teak s)	803	*For service be tween Wellington & Lyttelton,N.Z.*				*Lloyd's A&CP*		*CellDB195′201t*	*Tanks*	FK		6*B Hpt Cem* *Coll BH to W dk*	2SB,*8cf*,HS7400 FD Swan,Hunter&Wigham	13 ″ 7½	
				8,38 ~~9,37~~	MC9,37												
				Fitted for oil fuel 10,25			*F.P. a*	*above* 1	50° F.		*between tunnels* 28′			*FPT* 18*t* *APT* 75*t*	T50t Richardson,Ld.Nwc.		
84551	**Tamahoko Maru**(*ex*YoneMaru-32)		6780	✠100A1	Kob	*a*†	CL	1919	Harima Dckyd.Co.Ld Harima A&OP	KaiyoKisenK.K. (YamashitaKisen K.K.*Mgrs.*)	425·0	53·6	37·5	Kobe	T.3Cy.27″,45″&75″–51″ (*s*)	37 ″ 6	
24730		*ss*Kob.No.3–8,37	6567	*Shelter dk*	Smk		8,37	3mo				FK		Japanese	190lb 555NHP	s 9 ″ 1½	
JIWD		2 *Dks*(*Stl*)&*Shelter dk*(*Stl*)	5056	*withfreeboard* 12,38 ~~8,37~~	BS12,38 ✠LMC8,37									*Cem* *Coll BH to Sh dk*	3SB.9*cf*,GS192,HS7974 FD KobeSteelWorks,Kobe	28 ″ 7	
										CellDB372′1142t	*FPT* 148*t* *APT* 74*t*			6 ,, ,, *U* ,,			
84552	**Tamakawa Maru**	Wood	686					1918	Tokio Zosensho Tokyo	HaradaYohei	178·6	29·1	17·3	Kobe	C.2Cy.18½″&37″–20″		
23791			579											Japanese	51NHP		
JFII		1 *Dk*	404												TsukishimaKikai,Tokyo		
84553	**Tamara**	TwinSc	6390	✠100A1	Got	*c*†	CL	1931	Götaver-kenA/B Gothenburg	A/B Svenska Ostasiatiska Komp. (G.Borin, *Mgr.*)	437·1	57·0	28·5	Gothenbrg	Oil Engines 4S.C.SA	31 ″ 6	
7774		*Oil Eng.*	5564	*withfreeboard*			~~9,36~~	9mo			455·9(O.L.)			Swedish	12Cy.24½⅜″–66½⅜″	s 4 ″ 2½	
SIUN		*ss*Got.No.1–35	3834	~~8,38~~ ~~2,38~~ 2,39			~~P8,37~~ ~~2,38~~	*Lloyd's A&CP*				FK		8*B Hpt Cem*	DB85*lb* 700NHP	27 ″ 6	
		1 *Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)		LM	GS3,36		2,39			*CellDB* 368′1369*t*	*Tanks in way of*			*Coll to Sh dk*	GotaverkenA/B,Got.		
	D.F.	3rd *dk*(*Stl*) *except in mchy.space&aftermost hold*		DBS ~~—~~ 5,38						*tunnels* 93*t*	*MT* 28′892*t* *APT* 69*t*			6 ,, 2nd ,, 1 ,, 3rd ,,)			
				Carrying vegetable oil in deep tank & in bottom tanks, after peak													
84554	—		3747					1936	Ch.&Atel. deProvence S.A. Port deBouc	Cie.deNav. Fraissinet	330·8	48·0	22·0	Marseilles	T.3Cy.20⅞″,32⅜″&53½⅜″– 39⅜″ & LP Turbine with DR gearing & hydraulic coupling 410NHP Ch.&Atel.deProvence,Msl.		V
		Fitted for oil fuel	3453								30·3			French			
FOOF	*Ref.Mchy.*	4 *Dks*	2149											*WB*			
	D.F.	*Cruiser Stern*															
84555	**Tamare**	TwinSc	3046	✠100A1	Cco	*u*	CL	1929	Harland& Wolff,Ld Belfast	~~LagoShippingCo. Ltd.(F.J.Wolfe, *Mgr.*)~~ Cia. de Petroleo "Lago"	325·0	55·2	15·3	Maracaibo	T.6Cy.14½″,24″&38″–27″ (*s*)	16 ″ 0	
~~161934~~		~~*ss*Cco.No.1–34~~	2229	~~3,38~~ 3,39	Aru		3,39	5mo						Venezuelan	180lb 228NHP	s 2 ″ 1½	
~~GSZP~~	*Mchy.Aft*	1 *Dk*(*Stl*)	1631	~~1,38~~	MC7,37			*Lloyd's A&CP*			P69′F36′	FK		7*B Hpt Cem*	2SB,*6cf*,HS4360	14 ″ 0½	
				Carrying Petroleum in bulk *Fitted for oil fuel* 5,29			*F.P. a*	*above* 1	50° F.		*Trunk dk* 220′ *Side tanks a* 72′*f*			*APT* 75*t*	Harland&Wolff,Ld.Bel.		
84556	**Tamaroa** Ⓟ	TwinSc	12405	✠100A1	Lon	*y*†	CL	1922	Harland& Wolff,Ld. Belfast	ShawSavill& AlbionCo.Ld.	500·4	63·2	39·6	S'thamptn	4 Steam Turbines DR	42 ″ 9	BT till ~~1.40~~ 7,39
144805	(*ex*Sophocles)	*ss*Gls.No.3–8,34	10194	*Shelter dk*			~~8,36~~	2mo						British	geared to 2 Sc. Shafts (*s*)	s 10–4½	
GFWX		2 *Dks*(*Stl*)&*Shelter dk*	7336	*withfreeboard*			~~P8,36~~				P34′B226′F87′*on*			*Cem*	2151b 1334NHP	32 ″ 10	
	Ref.Mchy.	(*Stl*–ws)		8,38 ~~9,37~~	BS5,39		7,38	*Lloyd's A&CP*			*Sheltr dk* FK&BK2″			9*B Hto Sh dk*	4DB(Spt)&1SB(Spt),*27cf*,		
	D.F. E.S.D.	*Cruiser Stern*		~~BS2,39~~	M					*CellDB425′1822t*	*Tanks at sides of*			1 ,, ,, *U* ,,	GS569,HS24268		
				✠Lloyd'sR.						*Tunnels* 14′40*t*	*FPT* 175*t* *APT* 158*t*				Harland&Wolff,Ld.Bel.		
				6, ~~1,39~~													
				Fitted for oil fuel 9,26			*F.P. a*	*above* 1	50° F.								
84557	~~Tamatsu Maru~~		4646	✠100A1	Kob	*x*	CL	1919	Uraga DockCo.Ld. Uraga A&OP	ShimataniKisen K.K.	360·0	51·2	28·5	Kobe	T.3Cy24½″,40½″&67″–48″(*s*)	28 ″ 5	
25085	Tamatu Maru	*ss*Kob.No.3–12,32	3927	2,39 ~~1,38~~	Smk		1,38	5mo			P21′B91′F35′	FK		Japanese	180lb 377NHP	s 5 ″ 5½	
JTPD	(*ex*Tamatsu Maru-33)	*ss*Kob.No.1–36	3352							*CellDB* 291′919*t*	*FPT* 114*t*	*APT* 46*t*		6*B HCem*	3SB,*9cf*,GS180,HS6381	23 ″ 3	
		2 *Dks*(*Stl*)					2,39								Uraga Dock Co.Ld.Uraga		
84558	**Tamaye Maru** Ⓟ		937					1917	Nitta Nakataro, Osaka	Amagasaki KisenbuGomei Kaisha	190·0	31·0	18·5	Osaka	T.3Cy.13″,22″&36″–27″		
21139			787											Japanese	68NHP		
JQCE		1 *Dk*	537											*WB*	YoshidaTekkosho,Osaka		
84559	**Tambahú** (*ex*Presidente Quintana-33)		1731					1905	Howaldts-werke Kiel	Cia.Carbonifera Rio-Grandense	240·0	36·0	20·8	R.Janeiro	T.3Cy.17½″,27½″&45½″–27½″		
			1410								B75′F33′			Brazilian	107NHP		
PUMF		1 *Dk*&*Spar dk*	1063											*WB*	Howaldtswerke,Kiel		
84560	**Tambar**	TwinSc	456					1912	Greenock& Grangem'th DckyrdCo.Ld Grangem'th	W.Holyman& Sons,Proprietary, Ld.	145·2	30·1	8·7	SydnyNSW	O.4Cy.14″&30″–18″		
131522			287								P60′F25′			British	73RHP		
VJXC	Wireless	1 *Dk*	200												D.Rowan&Co.Glasgow		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard and Ships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R.: Date of Build of Class.
84561	**Tambua**		3566	✠100A1	Mdb	*x*	CL	1938	CaledonS.	ColonialSugar	361'8 | 50'2 | 21'5	Sydney	T.3Cy.21½",36"&62"–42"	24 " 5	
171213		*with freecboard*	3043		Syd			7mo	B.&E.Co.Ltd.	RefiningCoLtd.	357 (o.L.)	British	220lb (*s*) FD 358NHP	s1 " 9½	
VLKZ	E.S.D.	1 *Dk & Shelter dk*	1951	12,387 ~~12,38~~	✠LMC7,38			*Lloyd's*	*A&CP*	*Cell BHto Sh dk 6 Aft to 2nd dk*	377'6 | F36'	FK	7 *BHCem*	2SB(Spt 16*cf*,GS90,HS4978	22 " 8½	
		Mchy. Aft	*Cruiser Stern*	*Carrying molasses in cant & frames side tanks & deep*						*Cell DB301'853t side tanks 246'30'72t deep*	*Tanks in way of tunnel 441t FPT*		*7 BHCem*		
84562	**Tamerlane**		6778	✠100A1	Got		CL	1936	Kockums	Wilh.Wilhelmsen	479'1 | 62'3 | 29'0	Tönsberg	Oil Engines 2S.C.DA	31 " 7	
5981		*Oil Eng.*	*with freeboard*	~~Syd~~	Bel		3,39	5mo	M.V.Aktieb.		498'7 (o.L.)	Norwegian	8Cy.28¾"–47½" 2240NHP	s4 " 1½	
LJDR		1 *Dk & Shelter dk*	4140	~~0,37~~ 3,39	✠LMC5,36			*Lloyd's*	*A&CP*	*Cell DB341'1598t MT36'1154t*	P42'F39'	FK	*7 BH DB100lb*	4SB,*12cf*,GS207,HS7443	27 " 7½	
	D.F. GyC.	*3rd Dk except in after holds*		*Carrying oil F.P. above 150° F in deep tanks & tanks in way of tunnel*						*Tanks in way of tunnel 441t FPT*	FK&BK2"		*Coll to Sh dk 6 " 2nd " APT165t*	KockumsM.V.Akt.Malmö	
		Rudder electrically welded	*Cruiser Stern*												
84563	**Tamesis** (*ex* Oranian–34)		3942	✠100A1	Clf	*x*	CL	1914	Napier&	L.A.Embiricos	365'2 | 47'8 | 27'0	Andros	T.3Cy.25½"42½"&72"–48"(*s*)	29 " 6	
226		*ss* Liv.No.3–3,27	*3682*	12,37			12,37	4mo	Miller,Ld.		380'0 (o.L.)	Greek	200lb 449NHP	s4 " 9½	
SVRB		*ss* Pir.No.2–36	*2448*	BS8,37 ✠LMC7,36					Glasgow		P38'B140'F67'		*7 BH Cem*	3SB,*9cf*,GS207,HS7443	24 " 11½
w "Pagasitikos,"		*No.* 89501 2 *Dks* (*Stl*) *& Shelter dk* (*Stl*)		11,36				*Lloyd's*	*A&CP*			FK&BK2"		Dunsmuir&JacksonLd.Gls	
										Cell DBa96'uE&B58'f158'772t FPT			*10t APT40t*		
84564	**Tamon Maru** (*ex* Kaikyu Maru–33) Twin Sc		8134	✠100A1	Tama	*c* †	CL	1919	AsanoS.B.	HatiumaKisen	445'0 | 58'0 | 40'0	Hutyu	T.6Cy.22",36½"&61"–48"(*s*)	40 " 1	
24965		*ss* Kob.No.3–3,33	7732	*Shelter dk*			2,36	5mo	Co.Ld.	K.K.(Yamashita		Japanese	200lb 703NHP	s9 "11½	
JKKD		*ss* Yka.No.1–37	5046	*with freeboard*					Tsurumi	KisenK.K.*Mgrs.*)			*Cem*	8SB,*12cf*,GS233,HS9835 FD	
		2 *Dks* (*Stl*) *& Shelter dk* (*Stl*)		4,38				*Lloyd's*	*A&CP*	*Cell DB392 1362t FPT84t APT34t*	FK		3 *BHto Sh dk*	KubotaIronWorks,Osaka	30 " 4
													3 " " *U* "		
84565	**Tamon Maru No. 1** (P)		3018					1917	Matsuo	HatiumaKisen	311'0 | 44'2 | 27'0	Nagasaki	T.3Cy.22",37"&61"–42"	27 " 0	C
20911	(*ex* ToyoMaru No.2–37)		2608						Iron Works	K.K.	P21'B78'F41'	Japanese	262NHP		†
JBDA		1 *Dk & 2nd dk in Nos.1 & 3 holds*	1828						& Dockyard		FK	*WB*	Matsuo I.Wks.&Dkyd.Nag		
									Nagasaki						
84565*	**Tampa**		5959					1920	Oscar	UnitedStates	401'9 | 54'2 | 31'3	Tampa,Fla	Oil Engines 2S.C.DA		R
219575		*Oil Eng.*	—						Daniels Co.	Maritime	P34'B120'F38'	Utd. States	4Cy28"–40" NE27 1095NHP		
KOVX	Sub.Sig.	2 *Dks*	3703						Tampa,Fla.	Commission		*WB*	Worthington Pump&		
	GyC.	*Longitudinal framing*											Mchy.Corp.Buffalo,N.Y.		
84566	—		4694	✠100A1	Osl	*x*	CL	1923	Deutsche	Wilh.Wilhelmsen	357'6 | 51'2 | 30'7	Tönsberg	Oil Engines 4S.C.SA	33 " 2	
4318		*Oil Eng.*	*with freeboard*				9,36	9mo	Werft A.G.			Norwegian	6Cy.29½"–47½" 493NHP	s7 " 8½	
LEFC	D.F.	*ss* Got.No.3–5,35	2846	6,38 ~~9,36~~	LM ,35				Hamburg		FG0'	FK	6 *BH ptCem* DB115*lb*	25 " 7½	
		2 *Dks* (*Stl*)		DBS9,~~376~~,				*Lloyd's*	*A&CP*	*Cell DB294'833t MT24' 776t FPT134t*			*APT16t*	A.E.G.Turbinenfabrik.	
		Cruiser Stern		*Fitted for carrying oil*			9,23	*F.P. above 150° F. in deep tank*						Berlin	
84567	**Tampico** (*ex* British Peer,		4958					1908	Armstrong	"Navigazione e	399'0 | 51'0 | 27'6	Genoa	T.3Cy.26½",44"&72"–48"	30 " 2	I
1614	*ex* Carpathian)	*Fitted for oil fuel*	4649						Whitworth	Commercio"Soc.	385'0	Italian	425NHP		†
ICJD		2 *Dks & Web frames*	3056						& Co.Ld.	Anon.Italiana	P30'B83'F36'	FK	*WB*	WllsndSlpwy.Co.Ld.Nwc.	
	D.F.	*Carrying Petroleum in bulk*							Newcastle						
84568	—		1894					1900	Craig S.B.	NicholsonTransit	247'0 | 42'0 | 22'0	Detroit,	T.3Cy.19",30"&52"–40"		
145840		(*Self-Unloader*)	—						Co.	Co.		Mich.	171NHP		
KLAM	*Mchy. Aft*	GyC. 1 *Dk & Spar dk*	1180						Toledo,O.		*WB*	Utd. States	DetroitS.B.Co.Detroit		
84569	**Tamworth**		1332	✠100A1	Bly	*o*	CL	1924	S.P.Austin	DalglieshStm.	235'0 | 35'7 | 14'7	Newcastle	T.3Cy.18",30"&49"–33" (*s*)	16 " 9	
148080		*ss* Bly.No.3–6,37	994	9,38 ~~1,36~~			6,37	7mo	&Son,Ld.	Shppg.Co.Ld.		British	180lb 173NHP	s5 " 0½	
MLYP	Wireless	1 *Dk* (*Stl*)	711		~~6~~,37				Sunderland	(R.S.Dalgliesh,Ld.	Q143'F28'	FK	*7 BH Cem*	2SB,*4cf*,GS83,HS2995	15 " 9½
	Well deck	*Cargo battens not fitted*		BS9,38				*Lloyd's*	*A&CP*	*Mgrs.*)				J.Dickinson&Sons,Ld.Sld.	
	Mchy. Aft									*Cell DBuE20'f149'358t MT9'155t FPT95t*			*APT55t*		
84570	**Tan** (*ex* Célimène–35)		2298					1921	Soc.Anon.	YelkenciLutfi	288'1 | 42'5 | 20'2	Istanbul	T.3Cy.18",29 5/16"&49½"–37⅝"		V
		Fitted for oil fuel	—						des Anciens		P22'B79'F34'	Turkish	149NHP		
TCCH		1 *Dk*	1380						Ch.Dubigeon			*WB*	Atel.&Ch.de la Loire,Nts.		
									Nantes						
84571	**Tana**	*ss* Osl.No.1–38	5535	✠100A1	Ham	*y*	CL	1921	Palmers'	Wilh.Wilhelmsen	380'4 | 52'2 | 33'6	Tönsberg	2 Steam Turbines DR (*s*)	36 " 1	
5305		*ss* Osl.No.3–8,34	*Shelter dk*		Osl		~~11,35~~ 7,38	9mo	Co.Ld.		396'0 (o.L.)	Norwegian	geared to 1 Sc. Shaft	s9 " 6½	
LCZW		2 *Dks* (*Stl*) *& Shelter dk* (*Stl*)	3448	*with freeboard*				*Lloyd's*	*A&CP*		F31'*on Shelter dk*	FK	*pt Cem*	200lb 549NHP	26 " 9½
		Cruiser Stern		7,38 ~~11,37~~										3SB,*9cf*,GS180,HS7503 FD	
				(NE9,28	MC				Newcastle					Parson's Marine Steam	
				MS ~~7~~,	S11,~~37~~1,38									Turbine Co.Ld.Nwc.	
				Carrying oil fuel F.P. above 150° F. in DT						*Cell DB325'876t MT32'778t*			*Coll BHto Sh dk*		
				Fitted for oil fuel 11,21 F.P. above 150° F.									5 " " *U* " *APT105t*		
84572	**Tanafjord**		5922					1921	Napier&	A/S Den Norske	395'8 | 53'2 | 33'1	Oslo	T.3Cy.27½",43"&72"–51"		N
	Ref. Mchy.	*Fitted for oil fuel*	4159						Miller,Ld.	Amerikalinje	H251t	Norwegian	370NHP		
LCZX		3 *Dks*	3599						Glasgow			*WB*	D.Rowan&Co.Ld.Glasgow		
84573	**Tanahorn** (P)		336					1910	Nylands	Finmarks	136'3 | 21'9 | 15'7	Vardö	T.3Cy.12",19"&33"–21"		
			312						Værkstad	Fylkesrederi	H15t	Norwegian	50NHP		
LDDH		1 *Dk & Awng dk*	180						Oslo			*WB*	Nylands Værksted,Oslo		
84574	**Tanais** (*ex* Holywood–35)		*1545*	✠100A1	Pir	*p*	OG	1907	J.Blumer	S.Synodinos	244'4 | 38'0 | 15'8	Piræus	T.3Cy.20",33"&54"–36" (*s*)	17 " 11	
831		*ss* Sld.2nd No.3–4,31	*1222*	3,37			1,38	1mo	&Co.	(Synodinos Bros.		Greek	190lb 214NHP	s1 " 5	
SVAK		*ss* Pir.No.1–36	*965*	BS6,~~32~~	✠LMC7,36				Sunderland	*Mgrs.*)	P20'Q76'B50'F24'	FK	*6 BH Cem*	2SB,*6pf*,GS94,HS3534	16 " 7
	Well deck	1 *Dk* (*Stl*) *& deep framing*		~~5,38~~				*Lloyd's*	*A&CP*					N.E.Marine Eng.Co.Ld.Sld	
		Cargo battens not fitted								*Cell DBa14'uE&B53'f133'696'100t FPT*			*71t APT44t*		
84575	**Tanamo** (*ex* Lempira–34, *ex* Tanamo,		3211	✠100A1	NOs	*u*	CL	1914	Swan,Hun-	UnitedFruitS.S.	331'2 | 45'2 | 25'6	New York	T.3Cy.23",38"&63"–39" (*s*)	28 " 0	
214666	*ex* Van Hogendorp)	*ss* N.Yk.No.3–9,30	2838	*Awng dk*			2,38	5mo	ter&Wigham	Corp.(United Fruit		Utd. States	180lb 435NHP	s7 " 4½	
WFFA		*ss* N.Yk.No.1–35	1952	*with freeboard*					Richardson,	Co.*Mgrs.*)	F43'*on Awng dk* FK		5 *BHCem*	3SB,*9cf*,GS175,HS7210 FD	21 " 1
		2 *Dks* (*Stl*) *&*		2,38					Ld.Newcastle	*Cell Dbaso uE&B56'f144'607t FPT*			*38t APT26t*	Swan,Hunter&Wigham	
	Ref. Mchy.	*Awng dk* (*Stl*–ws)		MS10,34	S3,~~38~~1,38			*Lloyd's*	*A&CP*					Richardson,Ld.Nwc.	
	D.F.	*Rudder electrically welded*		*Fitted for oil fuel* 4,23				*above 150° F.*							
84576	**Tanana** (*ex* Delrosa)		3474					1920	Hanlon	AlaskaS.S.Co.Inc.	320'7 | 46'0 | 24'4	New York	T.3Cy.24",39"&65"–42"	26 " 9	R
220114		*Fitted for oil fuel*	2991						D.D.&S.B.Co		P26'B77'F32'	Utd. States	AllisChalmers 397NHP		†
KUTG		2 *Dks*	2064						Oakland,Cal.		FK	*WB*	Mfg.Co.Milwaukee,Wis.		
84577	**Tancred**	Twin Sc	6094	✠100A1	Osl	*c*†	CL	1925	Deutsche	Wilh.Wilhelmsen	442'6 | 58'2 | 27'6	Tönsberg	Oil Engines 4S.C.SA	30 " 6	
5437		*Oil Eng.*	*with freeboard*				P6,37	7mo	Werft A.G.			Norwegian	12Cy.29½"–47½" 988NHP	s4 "8½	
LCZZ		*ss* Osl No.3–6,37	3722	~~11,37~~			S4,38		Hamburg		P42'F46'	FK	7 *BH ptCem*	26 " 4½	
		1 *Dk* (*Stl*) *& Shelter dk* (*Stl*)			LMC CS11,37			*Lloyd's*	*A&CP*				*pt Asp*	Algemeine Elec. Ges. Berlin	
		3rd dk (*Stl*)		5,38	8,~~36~~					*Cell DB374'1 282t Tanks at sides & between*			*Coll BHto Sh dk*		
		except in after hold		*Carrying vegetable oil in deep*						*tunnel 382' MDT30'935t FPT149t APT125t*			6 " " 2nd "		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terre-neuvier maintenant ou primé. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Jauge. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. fw.*
84578 / 136289 / GKZC	**Tanda** Ⓟ (*ex*Madras, *ex*Tanda) **TwinSc** ~~*ss*Yka.No.1–84~~ *ss*HKg.2ndNo.3-5,38 *Ref.Mchy.* 2*Dks*(*Stl–U* ws)*&* *Shelter dk*(*Stl*–teak s)		7174 5444 4384	✠100A1 *Shelter dk with freeboard*	Yka	*c*†	CL PN6,36 s6,36	1914 ômo	A.Stephen &Sons,Ld. Glasgow *Lloyd's SA&CP*	Eastern&AustralianS.S.Co.Ltd.	430·5|58·2|28·6 446·0(O.L.) P46'B169'F45' *on Shelter dk* FK *Cell DBa140'uE6'B 95' f153'1089t FPT*	Glasgow British *7 BHCem* 106*t APT81t*	T.6Cy.21",35"&58"–48" (*s*) 200lb HS13659 FD 843NHP 4SB&1AuxSB,*19cf*,GS332 A.Stephen&Sons,Ld.Gls.	31 *m* 0 *s* 4 *m* 1½ 27 *m* 4¼
84579 / 137816 / GRZL	**Tanfield** *ss*Cal.No.3-9,28 *ss*Bom.No.2-36 1*Dk*(*Stl*)		4538 4235 2776	✠100A1 6,356	Cal	*y*	CL 6,37	1916 6mo	Nthmblnd S.B.Co.Ltd. Newcastle *Lloyd's SA&CP*	BritishIndiaStm. Nav.Co.Ltd.	385·2|52·9|26·2 P26'B91'F31' FK *Cell DB275'1081t DTa61'440t*	Glasgow British *6 BHCem*	T.3Cy.27",45"&74"–48" (*s*) 180lb 465NHP 3SB,*9cf*,GS189,HS7908 Richardsons,Westgarth& Co.Ltd.Sld.	28 *m* 9 *s* 5 *m* 6½ 23 *m* 5
84580 / 33105 / JBFE	**Tang Yang Maru** Ⓟ **TwinSc** 1*Dk*		1573 726 1081					1927	Shanghai Dock& Eng. Co.Shanghai	NisshinKisenK.K.	235·0|40·0|10·0 F29'	Tokyo Japanese	T.6Cy	
84581 / DHXE	**Tanganjika** Ⓟ D.F. GyC. Sub.Sig. 2*Dks&* *Shelter dk*		8540 7343 5004					1922	Blohm& Voss Hamburg	Woermann-Linie A.G.	449·1|58·3|26·8	Hamburg German *WB*	4 Steam Turbines SR geared to 1 Sc. Shaft Blohm&Voss,Hamburg	
84582 / DNAS	**Tanger** 1*Dk&* *Shelter dk*		1742 1531 987			...		1923	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Oldenburg-PortugiesischeDmpf. Rhed.	270·0|41·2|17·6 FK	Oldenburg German *WB*	T.3Cy.20½",38½"&53½"–39" 249NHP Machinefab.Bolnes,Bolnes	20 *m* 8
84583	**Tango** (*ex*Regina,*ex*Solheim) *Fitted for oil fuel* 1*Dk*		683 603 385					1901	Nylands Værksted Oslo	Ego-Aguirre& Dammert	181·2|30·1|14·2 P5'B53'F23'	Callao Peruvian *WB*	T.3Cy.14½",24"&39"–27" 79NHP NylandsVærksted,Oslo	
84584 / 9330 / JTGD	**Tango Maru** Ⓟ **TwinSc** *ss*Kob.2ndNo.3–2,29 *ss*Kob.No.3–6,36 2*Dks*(*StlU–*teak s)*&deep framing* D.F. *lower dk*(*Stl*)*in No.1hold*		6893 5756 4238	✠100A1 1,38	Yka	*c*†	CL P3,37 &N3,37	1905 4mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd's SA&CP*	NipponYusenK.K. *WB = Cell DBa f180 1376t*	456·4|50·2|30·4 P49 B172 F56' FK *120 uE6'B83' DTa28'535t FPT*	Tokyo Japanese *7 BHCem* 114*t APT28t*	T.6Cy.28⅛",28½"(2)38⅛", 63½"&63½"–48" 200lb (*s*) 789NHP 5SB,*15cf*,GS289,HS11405 FD MitsuBishiD&E.Wks.Nag	33 *m* 6 *s* 7 *m* 4½ 26 *m* 7
84585 / 21397 / JQEE	**Tango Maru No. 2** **Wood** (*ex*HeianMaruNo.9) 1*Dk*		409 316 239					1917	Takahashi Yeitaro Osaka	KawasakiShoji GoshiK.	143·4|23·8|12·7	Tarumi Japanese	C.2Cy.13¾"&29½"–18" 31NHP FrejiokiTekkosho,Osaka	
84586 / 31676 / JFWB	**Tangshan Maru** Ⓟ 2*Dks* *Longitudinal framing*		2089 1707 1284					1926	Osaka Iron Works,Ld. Osaka	NisshinKisenK.K.	280·0|41·0|21·0 P23'B79'F30'	Tokyo Japanese *WB*	T.3Cy.18",30"&50"–36" 150NHP OsakaIronWorksLdOsaka	
84587 / 1441 / PHWN	**Tanimbar** Ⓟ *Oil Eng* ~~*ss*Sba.No.2–38~~ D.F. 3*Dks*(*Stl–U* teak s) *4th dk*(*Stl*) *in No.1 hold*		*8169* *7380* ~~8,600~~ *4906*	✠100A1 ~~2,38~~ 1,39 ~~P.38~~ *Carrying oil Fitted for carrying*	Sba	*d*† *F.P.a*	CL ~~10,36~~ 8,38 *bove 150 oil* 9,30*F.*	1930 9mo	CaledonSB &E.Co.Ld. Dundee *Lloyd's SA&CP*	Stoomv.Maats. Nederland *Cell DB393'1675t DTa f56t 1372t*	468·7|62·2|32·5 P40'B160'F60' FK *DTa32'1124t DTs f56t 1372t FPT115t APT51t*	Amstrdam Dutch *8 BHpt Cem (1 to 2nd dk)*	Oil Engines 2S.C.SA 8Cy.32⅝"–56⅛" 1450NHP DB*145lb* NDB34(*Upr*)*100lb* SulzerBros.Winterthur	36 *m* 5 *s* 7 *m* 7 29 *m* 0¾
84588 / OZRH	**Tanja** Wireless 1*Dk&* *Shelter dk* *Cruiser Stern*		1392 1055 741					1937	Fredrkstad Mek Vrks A/S Fredrikstad	J.Lauritzen	265·0|42·1|13·9	Esbjerg Danish *WB*	C.4Cy.(2)13¾"&(2)32⅝"–~~30½"~~30½" HS1508 ~~130~~ NHP FredrikstadM.V.A/S Fredrikstad	N
84589 / DAYH	**Tannenberg** Ⓟ **TwinSc** *Fitted for oil fuel* Sub.Sig. *CruiserStern* 3*Dks* D.F. E.S.D. GyC.		5504 3412 2668					1935	Stettiner Oderwrke A.G Stettin	GermanGovernment(Reichsverkehrsministerium) (Hamburg-AmerikaLinie,*Mgrs.*)	398·0|51·0|27·3 B310'	Stettin German *WB*	2 Steam Turbines 2000NHP FSchichauG m.b.H.Elbing	G
84590 / 7760 / DOUD	**Tannenfels** Sub.Sig. *Oil Eng.* D.F. E.S.D. 2*Dks* *CruiserStern*		~~7760~~ 7540 7102 4833					1938	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G	DeutscheDampfs. Ges."Hansa"	~~470·0|57.0|38.6~~ P65'B207'F38' 489·4|61·4|31·2	Bremen German *WB*	2 Oil Engines 2S.C.DA 12Cy.20⅞"–29½"SRgeared to 1 sc. shaft 1850NHP DeutscheSchiff.-u-Mschb. A.G.Weser,Bmn.	
84591 / 31178 / JOHH	**Tanshu Maru** Ⓟ *CruiserStern* 1*Dk*		328 198 158					1926	Osaka Iron Works Ld. Osaka	SetsuyoSyosen K.K.	140·0|22·0|11·0 F21'	Sumoto Japanese	T.3Cy.12",20"&33"–21" 50NHP OsakaIronWorks,Ld.	
84592 / 6826 / SGUE	**Tanto** (*ex*Lisbeth,*ex*Ytteröy) 1*Dk*		913 632 526					1918	Larvik Slip& Verks. Larvik	SvenskaSockerfabriksA/B(C.F. Tranchell,*Mgr.*)	197·5|32·2|12·5 P57'Q28'B53'	Malmö Swedish *WB*	T.3Cy.14",23½"&38"–27" 77NHP BergensMekVærksBergen	N
84593 / PHWQ	**Tapanoeli** D.F. 3*Dks*		7034 6670 4456					1924	N.V.Schps. "DeMaas" Slikkerveer	Rotterdamsche Lloyd(Wm.Ruys& Zonen,*Mgrs.*)	446·0|54·3|34·4 B68'F55'	Rottrdam Dutch *WB*	2SteamTurbinesDRgeared toISc.Shaft 626NHP Kon.Maats"DeSchelde," Flushing	V
84594 / PUQP	**Taquary** **TwinSc** *ss*Rio.No.3–8,21 *ss*Rio.No.1–25 1*Dk*(*Stl*)		*1943* *1599* *1176*	✠ ~~8,38~~	Rio	*r*		1912 4mo	Mackie& Thomson,Ld. Glasgow	Cia.Commercio e Navegação	276·7|45·2|15·4 P27'B61'F22' FK *WB = Cell DBa86'uE 14'f114'569t*	R.Janeiro Brazilian *6 BHCem*	T.6Cy.15",25"&40"–27" 210NHP 2SB,*8cf*,GS105,HS3600 Muir&Houston,Ld.Gls. *FPT126t APT127t*	17 *m* 6
84595 / PUMD	**Taquy** (*ex*Itaquy–34,*ex*Almagro–33) *ss*Npt.No.3–3,38 *ss*Rio.No.1–36 2*Dks*(*Stl*)		*2464* *2227* ~~3,86~~ *1438*	✠100A1 2,38	Rio	*l*	CL ~~8,36~~ 10,38	1920 6mo	A.&J. Inglis,Ld. Glasgow *Lloyd's SA&CP*	Cia.Carbonifera Rio-Grandense	303·4|43·0|20·7 P33'B81'F32' FK *Cell DB260'661t FPT*	R.Janeiro Brazilian *6 BHp Cem* *69t APT180t*	T.3Cy.~~30~~29",36"&59"–39" (*s*) 180lb 22½" 265NHP 2SB,*6cf*,GS124,HS4500 A.&J.Inglis,Ld.Glasgow	23 *m* 0
84596 / PHWR	**Tara** *ss*Ant.No.2–37 1*Dk*(*Stl*)*&* *Shelter dk*(*Stl*)		4760 4460 2930	✠100A1 *with freeboard* ~~11,30~~	Aut	*z*	CL ~~10,36~~ 11,38	1929 6mo	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam *Lloyd's SA&CP*	N.V.Maats. Vrachtvaart *Cell DB352'1172t*	406·0|54·1|25·2 F41' FK (*Coll to Sh dk* 5 „ *2nd* „) *FPT148t APT201t*	Rottrdam Dutch *6 BHCem*	T.3Cy.25¾",39⅜"&67"–44½" 2000lb (*s*) 397NHP 3SB(Spt)*9cf*,GS194,HS6780 N.V.Mch.&Scheepwerf vanP.Smit,Jr.Rot.	27 *m* 9 *s* 3 *m* 2½ 24 *m* 8

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey. Years when re-surveyed now required. Equipment Letter.	7 Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Compasses adjusted in 1938. If not in L.R. Letter. Date of Previous Adjustment.
84597 PHWO	**Tarakan** (P)	*Oil Eng.* *ss* Ams. No. 1–35 D.F. 3 *Dks* (*Stl–U* teak s) *4th dk* (*Stl*) *in No. 1 hold*	8183 7380 4917	✠100A1 Ams *d*† 8,38 C CS7,35 DBS 8,38 7,36 DBS (*lower*) 6,37 *Fitted for carrying oil* *Carrying oil*		CL 1,38 12,30 *F.P. above* 150° F.	1930 12mo	Maats. Fyenoord Rotterdam *Lloyd's* *sA&CP*	N.V. Stoom. Maats. Nederland *Cell D B* 392′ 162 *t*	469·0 | 62·3 | 32·6 P 40′ B 160′ F 57′ FK 8 *t DT a* 32′ 1062 *t* *DT s* 56′ 1372 *t FPT*	Amstrdam Dutch *8 B Hpt Cem* *1 to 2nd dk* 107 *t A P T* 53 *t*	Oil Engines 2S.C.SA 8Cy. 32 5/16″–56 1/16″ 1450 NHP DB *70lb* NDB 31 (*upper*) 71 *ll* Maats. Fyenoord, Rot.	36 ″ 5 s 7 ″ 7 28 ″ 11 3/4	
84598 149304 GNRF	**Taranaki** Twin Sc *Oil Eng.* *ss* Gls. No. 2–37 *Ref. Mchy.* 2 *Dks* (*Stl*) *&* *Shelter dk* (*Stl*) D.F. E.S.D.		8448 7458 5140	✠100A1 Nwc *f*† *with freeboard* Gls 3,39 ,38 LMC5 Lloyd's R		CL P3,37 S9,38	1928 5mo	Fairfield SB.&E.Co.Ltd Glasgow *Lloyd's* *sA&CP*	Shaw Savill & Albion Co. Ltd. *Cell D B* 498′ 1592 *t*	483·0 | 64·2 | 30·8 499·4 (o.L.) B 173′ F 61′ FK *FPT* 119 *t A P T* 75 *t*	S'thamptn British *8 B Hpt Cem* *Coll to Sh dk* 7 „ 2nd „	Oil Engines 2S.C.SA 12Cy. 31″–43″ 2020 NHP 2 DB *100lb* Fairfield SB.&E.Co.Ltd. Gls.	34 ″ 4 s 5 ″ 4 1/2 29 ″ 2 1/2	
84599 LCKP	**Taranger** Twin Sc *Oil Eng.* D.F. *Ref. Mchy* 2 *Dks*		4873 4309 2984				1930	Akt. Burmeistr & Wain Copenhagen	Westfal Larsen & Co. A/S	398·1 | 54·8 | 26·1 P 74 *t* H 393 *t* F 34 *t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy. 23 1/2″–43 5/16″ 624 NHP Akt. Burmeistr & Wain, Cpn		N
84600 CBTA	**Tarapacà** (P) (*ex* Presidente Mitre, *ex* Argentina) 2 *Dks* & *Web frames*		3841 3103 2189				1894	Reiherst'g Schiffsw. Hamburg	Cia. Chilena de Nav. Interoceanica (H.R. Samsing, *Mgr.*)	343·0 | 42·4 | 26·1 P & B 212′ F 41′	Valparaiso Chilian	T.3Cy. 23″, 37 1/2″ & 63″–42″ 257 NHP Reiherst. Maschinenf. Ham		N
84601 162493 MPXC	**Taraqqi** Twin Sc *ss* Abadan. No. 1–35 *Mchy. Aft* 1 *Dk* (*Stl*)		388 266 134	✠100A1 Abd *f* *with freeboard* 2,38 BS12,38 LMC12,34 *Fitted for oil fuel* 10,30 *Carrying oil*		OG 2,36 *F.P. above* 150° F.	1930 10mo	G. Brown & Co. Greenock *Lloyd's* *sA&CP*	Petroleum S.S. Co. Ltd. (British Tanker Co. Ltd. *Mgrs.*) *Cell D*	140·6 | 29·1 | 7·8 Q 60′ B 11′ F 21′ FK *Bu E* 7′ 11 *t FPT* 53 *t*	London British *4 B Hpt Asp* *A P T* 62 *t*	C.4Cy. 11″ & 22″–14″ (*s*) 140 lb 63 NHP 1SB, 3 *cf*, HS 1415 McKie & Baxter, Ld. Gls.	8 ″ 6 s 2 ″ 2 6 ″ 5	
84602 TCEO	**Tari** (P) (*ex* Tadla-34, *ex* Frankenwald) 2 *Dks*		4026 — 2429				1908	Furness, Withy & Co. Ltd W. Hartlepool	Denizbank-Denizyollari Idaresi	353·2 | 45·1 | 25·6 P 40′ B 115′ F 72′	Istanbul Turkish *WB*	T.3Cy. 25 1/2″, 43″ & 72″–48″ Richardsons, 359 NH Westgarth & Co. Ltd. Hpl		
84603 LJGH	**Tarifa** Twin Sc *Oil Eng.* D.F. E.S.D. 1 *Dk* & *Shelter dk*, 3rd *dk* Gy.C. *Cruiser Stern* *except in after holds* *Rudder electrically welded*		7229 6426 4426	✠100A1 Got *with freeboard* 2,38 1C11,3 DBS WTB 2,		CL	1936 11mo	F Schichau G.m.b.H. Danzig *Lloyd's* *sA&CP*	Wilh. Wilhelmsen	493·6 | 63·3 | 29·0 517·9 (o.L.) P 42′ F 26′ FK *Coll B H to Sh dk* 6 „ „ 2nd „	Tönsberg Norwegian *pt Cem*	Oil Engines 2S.C.SA 16Cy. 25 7/8″–47 1/2″ 1827 NHP DB *100lb* DB (WT) 100 lb F Schichau G.m.b.H. Elbing	31 ″ 7 s 4 ″ 1 1/2 27 ″ 7 1/2	
84604	**Tarkhankout** (*ex* Parisot, *ex* Julia, *ex* Z.M. Chrissoveloni, *ex* Circassian) *Well deck* 1 *Dk* (*Irn*) 2 *tr*	Iron 5th Survey, Npt. 8, 90 1 *Dk* (*Irn*) 2 *tr*	1296 1054 725	✠ Bla 9,92		Lv	1872 2mo	R. Thomp-son, Jr. Sunderland	U.S.S.R.	245·5 | 32·3 | 14·2 P 203 *t* F 18 *t*	Odessa Russian *4 B H C Cem* *D Ba & f*	C.2Cy. 29″ & 55″–33″ 145 NHP *B made—, re fitted* 13 N.E. Marine Co. Ld. Sld.	*nels* 290 *t FPT* 82 *t A P T* 273 *t*	in way of tun
84605 LDBW	**Tarn** Twin Sc *Oil Eng.* *ss* Osl. No. 1–37 1 *Dk* (*Stl*) *&* *Shelter dk* (*Stl*) D.F. 3 *rd dk* (*Stl*) *except in after holds* E.S.D. Gy.C.		6850 6013 4209	✠100A1 Osl *e*† *with freeboard* Got Ham LMC CS6,37 BS6,3 1,37 *Carrying fuel oil F.P. above*		CL 5.37 12.38 50° F. *in deep tank*	1933 9mo	N.V. Nederl. Schps. Maats. Amsterdam *Lloyd's* *sA&CP*	Wilh. Wilhelmsen	479·1 | 61·1 | 29·0 498·4 (o.L.) P 48′ F 46′ FK *Cell D B* 365 *t* 1345 *t* *Tanks in way of tun*	Tönsberg Norwegian *7 B Hpt Cem* (*Coll to Sh dk* 6 „ 2nd „) *nels* 515 *t MT*	Oil Engines 2S.C.DA 12Cy. 23 3/8″–43 5/16″ 2330 NHP DB *100lb* Gebr. Stork & Co. N.V. Hengelo 28′ 1318 *t FPT* 176 *t A P T* 145 *t*	31 ″ 7 s 4 ″ 2 27 ″ 7	
84606 5721 SHAM	**Tärnan** 1 *Dk*		541 412 200				1915	Lindhol-mens M.V. Gothenburg	Hallands Ångbåts A/B (Harry Trapp, *Mgr.*)	170·0 | 30·0 | 11·3 P 105′ H 67 *t* F 24′	Gothenbrg Swedish *WB*	T.3Cy. 14 1/2″, 24″ & 40″–27″ 83 NHP Lindholmens V.A. Got.		V
84607 165348 GZFN	**Taron** *Oil Eng.* D.F. 1 *Dk* 2nd *dk clear of cargo tanks* E.S.D. *Mchy. Aft* *Cruiser Stern* *Rudder electrically welded* *Longitudinal framing at bottom & at deck*		8054 7224 4756	✠100A1 Rot *c*† LMC5,36 *Carrying Petroleum in bulk*		CL	1936 5mo	Deutsche Werft A.G. Bet Finkenwrder Hamburg *Lloyd's* *sA&CP*	Anglo-Saxon Petroleum Co. Ld. *Cell D Bu E* 61′ 15 *t*	465·0 | 59·4 | 33·8 P 94′ B 48′ F 48′ FK *Bu T T* 25′ 272 *t FPT* 139 *t A P T* 85 *t*	London British *17 B Hpt Cem* DB *180lb*	Oil Engines 4S.C.SA 8Cy. 25 7/16″–55 1/2″ 502 NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg	34 ″ 0 s 6 ″ 8 27 ″ 6 1/2	
84608 LIUA	**Taronga** *ss* Osl. No. 1–38 *Oil Eng.* GyC. D.F. 1 *Dk* & *Shelter dk*, 3rd *dk except in after hold* *Rudder electrically welded*		7003 6177 4245	✠100A1 Syd Osl *e*† *with freeboard* 5.38 LMC CS5, DBS 5,38 4,37 *Carrying oil fuel F.P. above*		CL 1.37 50° F. *in deep tank*	1934 5mo	Odense Staalskibsvft ved A.P. Møller Odense *Lloyd's* *sA&CP*	Wilh. Wilhelmsen	484·0 | 61·3 | 29·0 P 42′ F 51′ FK *Cell D B* 318′ 1630 *t* *of tunnel* 416 *t* *Tanks at side* *T* 30′ 1438 *t FPT* 206 *t A P T* 49 *t*	Tönsberg Norwegian *7 B Hpt Cem* (*Coll to Sh dk* 6 „ „ 2nd „)	Oil Engines 2S.C.DA 7Cy. 24 7/16″–55 1/8″ 1435 NHP DB *100lb* Akt. Burmeistr & Wain, Cpn	31 ″ 7 s 4 ″ 2 1/2 27 ″ 7 1/2	
84609 153958 VLDF	**Taroona** (P) Twin Sc *Ref. Mchy.* D.F. E.S.D. 3 *Dks* *Cruiser Stern* *Topsides–Special Quality Steel* *Rudder electrically welded*		4286 2782 1849	✠100A1 Mel *w* *with freeboard* BS5,38 MC1,35 *Fitted for oil fuel* 1.35		CL 7.37 *F.P. above* 150 F.	1935 1mo	A. Stephen & Sons, Ld. Glasgow *Lloyd's* *sA&CP*	Tasmanian Steamers Pro-prietary, Ld. *Cell D B* 227′ 433 *t* *D Ta* 13′ 48 *t* *D Tf* 20′ 177 *t FPT* 186 *t A P T* 26 *t*	338·2 | 50·1 | 23·8 354·6 (o.L.) B & F 323′ FK & BK 1 1/2	Melbourne British *8 B Hpt Cem* (*Coll to W dk* 7 „ 2nd „)	6 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 430 lb HS 13845 1578 NHP 3 Water Tube Boilers (Spt) FD A. Stephen & Sons, Ld. Gls.	26 ″ 3 s 11 ″ 4 1/2 15 ″ 1 1/2	
84610 82928 VQMF	**Tarpon** Twin Sc 1 *Dk*		412 283 173	...			1929	Ferguson Bros. (Port Glasgow Ld Port Glasgow	Government of British Guiana	150·0 | 30·2 | 8·9 P 12′ B 32′ F 27′ FK	Georget'n British *WB*	C.4Cy. 11 1/2″ & 24″–18″ 66 RHP Ferguson Bros. (Port Glasgow), Ld. Pt. Gls.	9 ″ 6	
84611 28020 JOVH	**Tarumi Maru** 2 *Dks*		727 574 409				1921	Murao Zosensho Osaka	Sanbo Syosen K.K.	176·5 | 28·5 | 15·5 B 46′ F 30′	Tarumi Japanese *WB*	T.3Cy. 13″, 22 3/8″ & 36 1/16″–27″ 68 NHP Takao Tekkosho, Kobe		
84612	**Tarushima Maru** *Cruiser Stern*		4950				1937	Osaka Iron Works, Ld. Osaka	Hamane Shoten K.K.	365·8 | 54·1 | 29·2	Kobe Japanese	1 DR geared steam turbine		
84613 1764 IASY	**Tarvisio** *Carrying oil in bulk* D.F. 1 *Dk* *Fitted for oil fuel*		5484 — 3207				1927	Royal Dockyard Castellam-mare di Stabia	Italian Navy (Operated by Soc. Anon. Cooperativa di Nav. Garibaldi)	370·7 | 59·1 | 27·4	Genoa Italian *WB*	Steam Turbine Ansaldo S.A. Sampierdarena		I

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total / Sous le Pont. / Net	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenance après Lettre d'Environnement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres. — Course — Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Bracoard au milieu du navire. Tirant d'eau correspondant. pds. pe.
84614	**Tasajera**	Twin Sc	3952	✠100A1	Nwc	w	CL	1938	Furness	Lago Shipping	355·9 | 60·2 | 16·7	London	T.6Cy.16″,26″&43″–27″	17 ″ 6
166399			2955	2,39 3,38	Aru		S12,38	3mo	S.B.Co.Ld.	Co.Ld.(F.J.Wolfe,	365·2(O.L.)	British	180lb (s) 318NHP	s 4 ″ 1½
GKGT	*Mchy.Aft* 1 *Dk*		1812	✠LMC3,38	Yka				Haverton Hill-on-Tees	*Mgr.*)	P73′F43′ *Trunk* 236′ FK	8 *B Hpt Cem*	2SB,6*cf*,us5130 FD	13 ″ 6½
	Cruiser Stern			*Carrying Petroleum in bulk*				*Lloyd's*			*B u E* 12′23*t F P T* 164	*pt.Asp*	N.E.Marine Eng.Co Ld Nwc	
	Rudder electrically welded			*Fitted for oil fuel* 3,38			*F.P. a*	*above* 1	50°F.	*Cell D*	*A P T* 141*t*			
84615	**Tascalusa**		6499	✠100A1	Ams	a†	CL	1913	Sir Raylton	Standard Trans-	420·5 | 54·4 | 32·6	Hong Kong	Q.4Cy.24″,35″,50½″&78″–51″	32 ″ 8
136062	~~Ams.2nd No.3 12,38 S.B.Fo.No.3 1,36~~		5816	12,38 ~~,37~~	~~MSB,38~~		~~8,37~~	12mo	Dixon&Co Ld	portation Co.Ld.		British	220lb (s) 526NHP	s 6 ″ 1
VPBK	~~ashing No.3 3,36~~ *Mchy.Aft*		4052	BS12,38			11,38		Middlesbro'		P118′B26′F47′ K	17 *B Hpt Cem*	3SB,9*cf*,GS170,HS7125 FD	26 ″ 9½
	D.F. 2 *Dks*(*Stl*) *o W eb frames*			*Carrying Petroleum in bulk*				*Lloyd's*		*WB*=*Cell D Bu E & DT f* 15′577*t*	80′279*t*	(11 *to U dk*	N.E.Marine Eng.Co Ld Nwc	
	Longitudinal framing			*Fitted for oil fuel* 12,13			*F.P. a*	*above* 1	50° F.		*F P T* 120*t A P T* 210*t*	6 „ 2*nd* „)		
84616	**Tashkent** (*ex* Holger–32)		5552	✠	Bmn	a†		1906	Swan, Hunter & Wigham Richardson, Ld. Newcastle	U.S.S.R.	424·5 | 53·2 | 29·2	Odessa	T.3Cy,28″,46″&77″–54″	32 ″ 0
	ss Bhn.No.1–11		5242	12,15				5mo			P37′B181′F44′ FK	Russian	556NHP	
UOXC	Sub.Sig. 2 *Dks*(*Stl*) *& deep framing*		3391							*Cell D Ba* 150′ *u E*	23′ *f* 181′ 1049*t F P T*	8 *B H Cem*	3SB,9*cf*,GS191,HS7785 FD	
												8 *3t A P T* 25*t*	Wllsnd Slpwy.Co.Ld.Nwc	
84617	**Tasis** (*ex* Manchester Civilian–33)		4706					1913	Irvine's SB & D.D.Co.Ld. W Hartlepool	Myrtoon Steamship Co.Ld.	385·0 | 52·0 | 27·0	Argostoli	T 3Cy.25″,40″&68″–48″	(
102			4380								P36′B119′F36′	Greek	Richardsons 320NHP	
SVEY	D.F. 1 *Dk*		2927									*W B*	Westgarth&Co.Ld.Hpl.	
84618	**Tasman**		4992					1921	Earle's Co. Ld. Hull	Koninkl.Paketv. Maats.	392·0 | 49·2 | 26·0	Batavia	T.3Cy.29¼″,48½″&80″–54″	V
	Ref.Mchy. *Fitted for oil fuel*		——								*Shade dk* 257′F43′	Dutch	470NHP	
PKED	D.F. 2 *Dks*		3072									*W b*	Earle's Co.Ld.Hull	
84619	**Tasmania**	Twin Sc	4460	✠100A1	HKg	z	CL	1935	Nakskov Skibs.A/S Nakskov	A/S D/S Orient	390·8 | 56·4 | 24·9	Copnhagn	Oil Engines 2S.C.SA	27 ″ 6
	Oil Eng		3951	*with freeboard*	Yka		8,38	10mo			415·0(O.L.)	Danish	10Cy.19¾⅛″–35.⅞″	s 2 ″ 11
OYCH	D.F. 1 *Dk & Shelter dk*		2684	8,38 ~~8,37~~	LMC10,35						P24′F43′ FK	6 *B H*	DB *100lb* 673NHP	24 ″ 8½
	Cruiser Stern			DB89,38				*Lloyd's*		*Cell D B* 366′	1282*t D T s a* 10′254*t*	(*Coll to Sh dk*	Akt.Burmeistr&Wain.Cpn	
											Tank at sides of	5 „ 2*nd* „)		
												A P T 136*t*		
84620	**Tasmania Maru**		4106	✠100A1	Kob	v	OG	1919	Kawasaki Dkyd.Co.Ld. Kobe	~~Kokusai Kisen K.K.~~ Okada-gumi K.K.	345·0 | 48·0 | 30·0	~~Kobe~~ Osaka	T.3Cy.23½″,39″&65″–48″ (s)	30 ″ 0
26167		*ss* Osa.No.3–10,32	3613	*Awng dk*	Osa		~~11,35~~	11mo				Japanese	200lb 356NHP	s 6 ″ 1½
JNSD		*ss* Kob.No.1–37	2520	*with freeboard*			11,33				P29′B74′F41′ *on*		2SB,6*cf*,GS121,HS4610 FD	24 ″ 2
		1 *Dk*(*Stl*) &		~~10,37~~	LMC10,37			*Lloyd's*			*Awng dk* FK		Kawasaki Dykd Co Ld. Kobe	
		Awng dk (*Stl*)		11,38	11,38					*Cell D B* 294′ 778*t*	*F P T* 62*t A P T* 31*t*	(*Cem*		
												6 *B H to Awd k*		
84621	**Tasso**		1586	✠100A1	Nwc	s	CL	1938	Swan, Hunter & Wigham Richardson, Ld Newcastle	Ellerman's Wilson Line, Ld.	283·9 | 40·2 | 15·8	Hull	T.3Cy 19¼″,33″&54″–36″	17 ″ 6
165697			1220	*with freeboard*	Hul			2mo			295·2(O.L.)	British	& LP turbine with DR	s ″ 8
GDGX	Wireless D.F. 1 *Dk & Shelter dk*		768	8,38 ~~2,00~~	WC2,							5 *B H pt Cem*	gearing & hydraulic coupling 210lb (s) FD 335NHP	17 ″ 0
	Cruiser Stern							*Lloyd's*		*Cell D B* 236′ 363*t*	*F P T* 14*t A P T* 37*t*	*pt Asp*	2SB(Spt) 6*cf*,GS115,HS4043	
	Strengthened for navigation in ice											(*Coll to Sh dk*	Swan, Hunter & Wigham-Richardson, Ld. Nwc	
												4 „ 2*nd*,,)		
84622	**Tassos** (*ex* Nicolaos–35, *ex* Roma)		*3634*	✠100A1	Bry	w	CL	1901	J L Thompson&Sons, Ld. Sunderland	E.A.Karavias (P.M.Nomikos, Ld. *Mgrs.*)	342·0 | 49·5 | 25·0	Piræus	T.3Cy.24½″,40″&66″–45″ (s)	27 ″ 6
812		*ss* Hul.2nd No.3–3,26	*3439*	11,36			5,36	8mo				Greek	160lb 299NHP	s 4 ″ 11
SVFX		*ss* Pir.No.2–25	*2365*	~~S6,37~~	MC4,						P29′B100′F32′ FK	6 *B H Cem*	3SB,9*pf*,GS135,HS4580	22 ″ 10
				6,38						*Cell D*	*B a* 104′ *u E* 23′ *f* 150′	8 3 2 *A P T* 55*t*	J.Dickinson&Sons,Ld.Sld.	
											A&CP			
Now	**Salaminia,"** *see No.* 90004 *in* (*ptn*) *2nd Hl*													
	Deep framing & *W eb frames*													
84623	— Ⓟ (*ex* Oriental, *ex* Yacht)		333	✠	Grk			1891	A.&J. Inglis Glasgow	Epirotiki S.S.Nav. Co.George Potamianos	165·4 | 22·1 | 13·1	Piræus	T.3Cy.13½″,22½″&36″–27″	
377		*ss* Gls.No.3–5,04	—	8,06				6mo				Greek	1SB,3*cf*,GS46 67NHP	
SZMS	Wireless 1 *Dk*		164									5 *B H Cem*	A.&J.Inglis,Glasgow	
84624	**Tategami Maru** Ⓟ		2485	✠	Nag	s		1898	Mitsu Bishi Dockyard& Engine Wrks Nagasaki	Kaburagi Hidetane	300·0 | 40·0 | 18·9	Jinsen	T.3Cy.24″,38″&64″–42″	21 ″ 2
872		*ss* Nag.No.2–07	1788	2,07				12mo			P35′Q105′F37′	Japanese	296NHP	
JCLB	2 *Dks*(*UStl*) *& pt Awng dk*		1500	✠							BK 10″	6 *B H Cem*	2DB,*12cf*,GS172,HS4901	
										WB=*Cell D B a* 88′	*u E & B* 44′ *f* 92′ 401*t*	*A P T* 67*t*	Mitsu Bishi D.&E.Wks.Nag	
84625	~~**Tateishi Maru**~~		3801	✠100A1	Tama	w	CL	1922	Yokohama Dock Co.Ld Yokohama	Ukon Shoji K.K.	345·0 | 50·0 | 29·0	Kobe	T.3Cy.23″,38″&64″–48″ (s)	29 ″ 1
28502	**Tateisi Maru**	*ss* Yka.No.3–7,35	3444	7,38 ~~12,37~~	Yka		7,36	9mo				Japanese	200lb 351NHP	s 5 ″3½
JDIA	(*ex* Tateishi Maru–38)	2 *Dks*(*Stl*)	2351	✠LMC4							P33′B74′F40′ FK	6 *B H Cem*	2SB,6*cf*,GS115,HS4604 FD	24 ″ 1
				7,38						*Cell D B* 316′ 793*t*	*F P T* 56*t A P T* 29*t*		Yokohama Dock Co.Ld. Yka	
											A&CP			
84626	**Tatekawa Maru**		10090					1935	Kawasaki Dkyd.Co.Ld. Kobe	Kawasaki Kisen K.K.	~~499·3 | 64·9 |~~ 37·1	Kobe	Oil Engines 2S.C.DA	(
40704	*Carrying Petroleum in bulk* *Oil Eng.*		8891								P159′B39′F36′	Japanese	8Cy.27.⅛″–47½″ 2115NHP	
JGFJ	D.F. GyC. *Mchy.Aft* 1 *Dk*		5901								505 3 65 0	*W B*	Kawasaki Dkyd Co Ld Kobe	
	Cruiser Stern													
	Longitudinal framing													
84627	**Tateyama Maru** Ⓟ		3787					1937	Mitsui Bussan Kaisha, Ld. Tama	Baba Shoji K.K.	340·4 | 48·2 | 26·2	Tokyo	T.3Cy.20⅛″,35⅞″&61″–41¾″	(
43365			——								P29′B92′F31′	Japanese		
JKVL	2 *Dks*		2261									*W B*	Mitsui Bussan Kaisha, Ld. Tama	
84628	– Ⓟ		1991					1937	Hakodate Dock Co.Ld. Hakodate	Kita Nippon Kisen K.K.	272·3 | 40·0 | 21·0	Otaru	C.4Cy.(2)11⅜″&(2)20⅝″–	
41740			1605								P29′B80′F30′	Japanese	13¾″ & LP turbine with DR	
JPKJ	2 *Dks*		1147									*W B*	gearing & hydraulic coupling	
													Uraga Dock Co.Ld. Uraga	
84629	**Tatra**		4766	✠100A1	Cpn		CL	1937	F Schichau G.m.b.H. Danzig	Wilh. Wilhelmsen	412·0 | 55·5 | 25·6	Tönsberg	Oil Engines 2S.C.SA	28 ″ 0
	O.F. E.S.D.	*Oil Eng.*	4070	*with freeboard*				2mo			428·9(O.L.)	Norwegian	8Cy.25.⅝″–47½″ 913NHP	s 2 ″ 8
LJIR	GyC. *Cruiser Stern* 1 *Dk & Shelter dk*		2804	2,38	MC2,37						P44′F32′ FK	7 *B H pt Cem*	DB *100lb* DB(WT) *100lb*	25 ″ 5½
	Part electrically welded including butts of keel & deck *Rudder electrically welded*			BS(WTB) 2,39				*Lloyd's*		(*Coll B H to Shelter dk* 6 *B H to*		2nd dk)		
				Carrying cargo oil			*F P. abo*	*ve* 150	*F. in midship*	*deep tank* *Cell D*	*B* 285′ 1117*t Tanks*		F Schichau G.m.b.H. Elbing	
											in way of tunnel 246*t M*			
												T26′966*t F P*	*T* 67*t A P T* 181*t*	
84630	**Tatti**		579					1891	Act.Ges. "Neptun" Rostock	Mathies Reed.K.G.	194·1 | 24·6 | 10·4	Hamburg	C.2Cy.22½″&36½″–23½″	G
			345								Q118′B21′F21′	German	NB23 54NHP	
DHXG	1 *Dk*		354								len 96	*W B*	A.G. "Neptun," Rostock	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Gross / Under deck.	5 Particulars of Classification. Character. For Special Survey. Date of last survey.	6 Port of Survey. Years Assigned non expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When, Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse-power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated List Position
84631 33180 JAUC	**Tatuha Maru** (*ex*TatsuhaMaru-38, *ex*Corby Castle, *ex*Virgilia)	*ss*Kob.No.3-7,31 *ss*Kob.No.1-35 2 *Dks*(*Stl*) *Cargo battens not fitted in 'tween dks & Deep Tank*	5734 5383 3607	✠100A1 12,36 *Carrying oil fuel F.P.* *Fitted for oil fuel* 7,29	Kob	*d*† CL 11,35 1,38 above *F.P. a*	1918 11mo *Lloyd's* 50° F. above 1	Russell& Co. PortGlasgow *SA&CP*	TatuumaKisen K.K. 1 *intermediate BH & 1 'tween dk* *CellDB344' 1165*t DTa36'11*	423·3|56·0|28·7 P38'B123'F43' FK *BH dispensed with in DB&DT* 09*t FPT35t APT31t*	Nisino-miya Japanese *Cem* 5 *BH to U dk* 1 „ „ *2nd* „ *only*	T.3Cy 27½",44"&73"–48" (*s*) 180lb 550NHP 3SB,*9cf*,GS190,HS8428 FD 2 steam turbines DR geared to 1 screw shaft 750NHP MitsubishiJukogyoK.K. Kobe	31 ″ 4	
84632 44591 JCTM	**Tatuho Maru** *Cruiser Stern*		6250 6395 3792				1938	Mitsubishi JukogyoK.K Kobe	TatuumaKisen K.K.	411·0|56·1|30·7			Nishino-miya Japanese			
84633 158023 MMVS	**Tatung** Ⓟ (*ex*I.Fung-36) TwinSc *Oil Eng.* 1 *Dk*		1560 1360 1101				1928	NewE.& S.B.Wks.Ld. Shanghai	ChinaNav.Co.Ld.	270·1|40·0|14·7			London British *WB*	Oil Engines 4S.C.SA 12Cy.14⅜"–23½" 240NHP Motorenfbr."Deutz"A.G. Köln-Deutz		
84634 18486 JPUD	**Tatuno Maru** (*ex*TatsunoMaru-38) TwinSc *ss*Osa.No.3-8,27 *ss*Kob.No.2-36 2 *Dks*(*Stl*)		6960 6447 4265	✠100A1 6,38 ~~6,37~~ BS6,37 6,38 *Fitted for oil fuel* 12,23	Kob ✠LMC6,36	*b*† CL P6,36 s6,37 *F.P. a*	1916 5mo *Lloyd's* above 1	Kawasaki Dkyd.Co.Ld. Kobe *SA&CP* 50° F.	NipponYusenK.K. *CellDB375'1192t DTa42'1312t*	445·0|58·0|34·0 P35'B138'F37' FK *DTf30' 1128t FPT*	Tokyo Japanese 7 *BHCem*	T.6Cy.21",33½"&56"–48" (*s*) 200lb 628NHP 4SB(Spt.),*12cf*,GS220, HS9108 FD	34 ″ 0 s 7 ″ 9 26 ″ 5	
84635 35362 JFYC	**Tatuta Maru** Ⓟ (*ex*TatsutaMaru-38) QuadSc *Oil Eng.* *Refr.Mchy.* ~~Oil Eng. No.1-4~~ D.F. 3 *Dks*(*Stl-weather dk pt teaks*) GyC. 4*th dk*(*Stl*) *in Nos.*1, 2 & 3 *holds* *ss*Yka.No.2-39 *Cruiser Stern*		16975 11576 10017	✠100A1 *with freeboard* 2,~~36~~ 3,38 ~~12,36~~ 8,~~36~~ *Fitted for carrying oil* 3,30	Yka	*l*† CL *pf*3,38 *sf*3,38 P&N 3,38 S&N 3,38 *F.P. above* 150° F. *in f*	1930 3mo *Lloyd's*	Mitsubishi Zosen Kaisha Ld. Nagasaki *SA&CP*	NipponYusenK.K. *CellDB389'2019t Tanks in way of*	560·0|72·0|42·5 583 6(O.L.) B&F483' FK *Promenade340' tunnels938t DTf11'* *forward deep tanks*	Tokyo Japanese 10 *BHpt Cem*	Oil Engines 2S.C.SA 32Cy.26¾"–39⅜" 4008NHP 2 DB *120lb* MitsubishiZosen KaishaLd *tAPT275t*	42 ″ 6 s 14 ″ 2 28 ″ 6	
84636 33640 JCEC	**Tatutasan Maru** (*ex*Tatsutasan Maru-38) *Mchy.Aft* 1 *Dk*(*Stl*)	*ss*Kob.No.2-37 *Oil Eng.* ~~*ss*Kob.No.1-38~~	1992 1650 1098	✠100A1 ~~3,36~~ Tama	Kob	*r* CL 3,36 5,38	1928 7mo *Lloyd's*	Mitsui Bus-san Kaisha Tama *SA&CP*	MitsuiBussan KaishaLd. *CellDB213'471t FPT*	275·5|40·7|21·0 P64'B28'F34' FK *104t APT36t*	Kobe Japanese *AB Hpt Cem*	Oil Engines 4S.C.SA 6Cy.19¼'–35 7/16" 224NHP DB *80lb* MitsuiBussanKaishaTama	21 ″ 0 s 3 ″ 0½ 18 ″ 2	
84637	**Tatuwa Maru** *Cruiser Stern*		6250				1937	Mitsubishi JukogyoK.K Kobe	TatuumaKisen K.K.	411·0|56·0|30·7	Nishino-miya Japanese		2 steam turbines DR geared to 1 screw shaft 750NHP MitsubishiJukogyoK.K. Kobe		
84638 PUCJ	**Taubaté** (*ex*Franken) *ss*Rio.No 3–1,18 2 *Dks*(*Stl–U pt teaks*) Sub.Sig. *lower dk*(*Stl*) *forehold s. Web frames after holds*		5099 4872 3228	✠ 11,23	Dnk	*a*†	1905 10mo	Bremer Vulkan Vegesack	LloydBrasileiro *CellD Ba123'uE&B*	109·6|52·7|27·9 P&B331 F37' FK *78'f156'1172t FPT*	R.Janeiro Brazilian 6 *BHCem* *18t APT13t*	Q.4Cy.24",34⅛",50⅜"&72⅝"–53½" 528NHP 3SB,*9cf*,GS165,HS7104 Bremer Vulkan, Vegesack	30 ″ 9	V †
84639 DOCE	**Taube** (*ex*Hornland,*ex*Tertia) Wireless Sub.Sig. 1 *Dk*		964 851 584				1922	F.Schichau Elbing	ArgoReederei RichardAdler&Co.	229·6|33·6|13·8 P14'B65'F31'	Bremen German *WB*	T.3Cy.15¾",27⅝"&42⅜"–27⅝" 96NHP F.Schichau,Elbing		G
84640 9166 OFAE	**Tauri** (*ex*Norden-36) *ss*Skm.No.1-38 *ss*Cpn.2ndNo.3–7,34 1 *Dk*(*Stl*),*f deep framing* & *Shelter dk*(*Jrn*)		2517 — 1491	✠100A1 *Shelter dk* *with freeboard* 4,38 ~~12,36~~ BS12,36	Rot Osc ✠LMC BS1,38 HS4,38	*u* CL 12,36	1909 11mo *Lloyd's*	J.L.Thomp-son&Sons Ld Sunderland *SA&CP*	RederiA/B Tauri (PaulKähre) *Cell DBa104'uE&B*	318·5|47·2|19·5 FK *30'f136'772t FPT*	Mariehmn Finnish *5 BHCem* *18t APT84t*	T.3Cy.23",38"&62"–42" (*s*) 180lb ~~160lb~~ 285NHP 2SB,*6cf*,GS130,HS4601 J.Dickinson&Sons,Ld.Sld.	21 ″ 9 s 1 ″ 8½ 20 ″ 7½	
84641 LJCC	**Taurus** *Oil Eng.* GyC. 1 *Dk&Shelter dk*		4767 3997 2879				1935	A/S Akers Mek. Værks. Oslo	Wilh.Wilhelmsen	408·6|55·3|25·2 P41'F32'	Tönsberg Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.17⅛"–47¼" 748NHP A/S Akers Mek. Værks. Oslo		N
84642 200377	— (*ex*PerryG.Walker) GyC. 1 *Dk2trB*		4470 — 3143				1903	Chicago S.B.Co. Chicago	InterlakeS.S.Co. (Pickands,Mather &Co.,*Mgrs.*)	416·0|50·3|24·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–40" 218NHP ChicagoS.B.Co.Chicago		R
84643 OFCF	— (*ex*Laly-37, *ex*Randulf Hansen) 1 *Dk*		1529 1343 861			...	1923	Randolph A/S Skibs. Fevig	Finska AngfartygsA/B	252·8|38·2|18·1 P33'B63'F24' FK	Helsingfrs Finnish *WB*	T.3Cy.19",31"&52"–36" 190NHP McKie&Baxter,Glasgow	20 ″ 2	N †
84644	— (*ex*VisayasII, *ex*Josefina.*ex*Kokiri, *ex*Lauderdale) *Well deck*	*ss*Wln.No 1–15 1 *Dk*(*Stl*)	1251 1015 688	✠ 2,15	Wln	*o*	1911 3mo	Campbel-townSBCo. Campb'ltown	Madrigal&Co. *CellDBa56'uE&B33'*	229·3|35·8|15·6 Q79'B58'F28' FK *f102'395t APT85t*	Manila Utd.States 4 *BHCem*	T.3Cy.18",27½"&45"–33" 135NHP 2SB,*4cf*,GS71,HS2200 D.Rowan&Co.Glasgow	17 ″ 7	
84645 DDRG	— (*ex*Alfred,*ex*AlfredMenzell)		1158 963 698				1895	Flensburg Schiffsb.Ges. Flensburg	Vöge&Dücker	238·9|34·3|14·2 Q71'H113'F26'	Flensburg German *WB*	T.3Cy.16",26"&43"–33" 106NHP FlensburgerSchiffsb.Ges.		G
84646	**Tausend** *For particulars see*		"Ca	bo Huerta s"											
84647 207 YLFX	**Tautmila** (*ex*MountParnassus–36, *ex*Headcliffe–32)	*ss*Shl.No.3–11,27 *ss*Ams.No.2–36 1 *Dk*(*pt Jrn pt Stl*) *Cargo battens not fitted*	3724 3501 2325	✠100A1 1,37 MS10,36	Hul ✠MC S2,38 12,38	*v* CL 1,37	1915 6mo *Lloyd's*	J.Readhead &Sons,Ld. SouthShields *SA&CP*	LatvianShipping Co.	347·4|49·2|25·2 P32'B93'F33' FK *CellDBa110'u E23'f151'796t*	Riga Latvian 6 *BHCem* *APT124t*	T.3Cy.24½",41"&66"–45"(*s*) 180lb 324NHP 2SB,*6cf*,GS120,HS5100 J.Readhead&Sons,Ld.SSh	26 ″ 8 s 4 ″ 8½ 22 ″ 3	
84648 LCYW	**Tautra** (*ex*St.Joseph–37,*ex*S.B.Lund) *Well deck* D.F.	*ss*Osl.No.3–10,32 *ss*Osl.No.1–36 1 *Dk*(*Stl*)	1749 1319 1019	✠100A1 3,38 BS3,38	Osl ✠LMC1,37	*q* CL ~~12,36~~ 12,38	1920 7mo *Lloyd's*	Osbourne, Graham& Co.Ld. Sunderland *SA&CP*	Skibs.A/S Tautra (KarlTorkildsen, *Mgr.*) *CellD*	258·0|39·7|16·3 P23'Q76'B62'F23' FK *B222'460t FPT25t*	Trondheim Norwegian 4 *BHCem* *APT55t*	T.3Cy.19½",32"&53"–36"(*s*) 180lb 197NHP 2SB,*6cf*,GS150,HS3222 G.Clark,Ld.Sunderland	18 ″ 6 s 1 ″ 6 17 ″ 2½	
84649 TCDF	**Tavil** (*ex*TavilZade–37, *ex*Turk–34, *ex*Thessaloniki, *ex*Stamiatos, *ex*Salonique,*ex*Tenedos) Iron	*ss*Ant.2ndNo.3–6,99 *ss*Pir.No.2–08 2 *Dks3trB*	1248 1130 768	✠ 7,11	Pir		1873 11mo	Lon.&Gls. Co. Glasgow	MustafaTaviloglu veKardesleri Kolektif Sirketi	237·0|32·3|22·7	Istanbul Turkish	C.2Cy.31"&54"–33" 162NHP Lon.&Glas.Co.Glasgow	24 ″ 0	

1 Numero d'Ordre / Numero Officiel / Signaux	2, 3 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel: Total / Sous le Pont / Net	5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit: Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs	11 Longueur	Largeur	Creux	12 Port d'Armement. Pavillon	13 Machines	14 Creux au Quille / Tirant d'eau correspondant pds. ps.	15
84650 PHWS	**Tawali** Ⓟ *OilEng.* ssAms.No.1-35 3*Dks*(*Stl-U* teak s) D.F. 4*th dk*(*Stl*)*in No.* 1 *hold*	8174 7366 ~~6086~~ 4836	✠100A1 ~~11,37~~ ✠ DBS~~6,37~~ 9,36 *Carrying Oil F.P. above 150°F in forward deep tanks 1372t* *Fitted for carrying oil F.P. above 150° F. in deep tank aft*	Ams	*d*†	CL N6,37 c150°F 1,31 F.	1931 1mo *Lloyd's*A&CP	NVNederl. Schps. Maats. Amsterdam	NV.Stoomv.Maats. Nederland *Cell DB*392' 1628*t DTa*	469·0 P40'B160'F57' FK 32'1062*t DTs f*56' *FPT*107*t APT*53*t*	62·3	32·6	Amstrdam Dutch 8*BHptCem* *pt Asp* 1 ,, *to* 2*nd dk*	Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$"-56$\frac{1}{16}$" 1450NHP DB(*Lower*)71*lb* NDB(*Upper*)35-71*lb* WerkspoorN.V.Ams	36 ″ 5 s7 ″ 7 29 ″ 0	
84651 247 SVPH	**Taxiarchis** (*ex*Grelcaldy,*ex*Caldy) ssPir.2ndNo.3-11,38 ~~ssAnt.No.3-7,26~~ ~~ssPir.No.2-34~~ 1*Dk*(*ptIrn ptStl*)	4221 4001 2619	✠100A1 ~~Pir 1,37~~ ✠LMC12,39	Ams ~~Pir~~	*x*	CL ~~6,37~~ 11,38	1913 9mo *Lloyd's*A&CP	Richardsn. Duck&Co.Ld. Stockton	LemosBros.& TheseusS.S.Co.Ld. *Cell DBa* 123' *u E*27' *f*	380·0 P34'B240'F37' FK 173' 1151*t APT*102*t*	51·0	24·8	Syra Greek 6*BHCem* *FPT*136*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 394NHP 3SB,9*cf*,GS178,HS6435 Blair&Co.Ld.Stockton	27 ″ 3 s3 ″ 7½ 23 ″ 10½	
84652 PHWU	**Tayari** Ⓟ *OilEng.* Wireless *Mchy.Aft* 1*Dk* *CruiserStern*	1001 784 462	✠100A1 *with freeboard* 5,38 ~~10,37~~ ✠LMC9, ✠LMC(M)9,	Mom- basa	*l*	N6,37	1935 9mo *Lloyd's*A&CP	NV Indus- trieele Maats DeNoord Alblasserdam	N.V.Vereenigde Nederlandsche Scheep.Maats. (Directie en Argen- tuur Maats Holland AfrikaLijnN.V. *Mgrs.*) *Cell D*	204·4 *After*B44'F35' FK B134'233*t FPT*149*t*	33·6	13·5	TheHague Dutch 1*BHptCem* *pt Asp* *APT*17*t*	Oil Engines 4S.C.SA 6Cy.13¾"-26¾" 110NHP MachinefabriekGebr.Stork &Co.N.V.Hengelo	15 ″ 3 s 4 ″ 5¼ 11 ″ 0¾	
84653 161866 GBVK	**Taybank** TwinSc *OilEng.* ssShi.No.1-34 1*Dk*(*Stl*)& *Shelter dk*(*Stl-ws*) *Ref.Mchy.*	5627 4979 3431	✠100A1 *with freeboard* 8,38 ~~...~~ ~~DBS8,37~~ ✠Lloyd's RMC for temp. 20° F. *Carrying vegetable oil in deep tanks & in tanks between tunnels*	Shi DBS8,38 ✠MC1,35 ✠MC(M)	*b*†	CL 4,36	1930 8mo *Lloyd's*A&CP	Workman, Clark (1928) Ld. Belfast	BankLine,Ld(A. Weir&Co. *Mgrs.*)	426·7 FK *Cell DB*356' 1190*t* *Tanks in way of tunnels* 263*t MT*	57·4	25·7	Belfast British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 10Cy.26¾"-47¼" 1246NHP DB120*lb* Workman,Clark(1928)Ld. *s*60' 2389*t FPT*95*t APT*152*t*	29 ″ 9 s 3 ″ 7½ 26 ″ 4	
84654 241 SVSX	**Taygetos** (*ex*Westhope-35) ssSld.No.3-10,30 ssBly.No.1-35 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	4295 — 2620	✠100A1 *Shelter dk* *with freeboard* 2,38 ~~BS1,38~~ ✠LMC~~6,35~~ 3,39	Bry	*y*	CL ~~N1,36~~ 2,39	1918 4mo *Lloyd's*A&CP	W.Pickers- gill&Sons,Ld Sunderland	J.A.Coulouthros& N.N.Embiricos *Cell DBa*134' *u E*	405·0 *F on Shltr dk*34' FK 26' *f* 176' 1165*t FPT*	52·3	31·9	Andros Greek 6*BHCem* 79*t APT*106*t*	T.3Cy.26",43"&72"-48" (*s*) 180lb 452NHP 3SB,9*cf*,GS174,HS7810 Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 6 s 2 ″ 10½ 23 ″ 10½	
84655 TUXX	**Tayo II** 1*Dk*	358 324 99					1915	WoodSkin- ner&Co.Ld. Newcastle	"Calédonickel" Soc.Anon.	150·0 Q20'B35'F30'	25·3	10·5	Nouméa French *WB*	T.3Cy.16",26"&43"-27" 96NHP N.E.MarineEng.CoLdNwc		V
84656 TCDG	**Tayyar** Ⓟ (*ex*Albatross) Iron ssLiv.3rdNo.3-6,15 ssCpl.No.2-23 1*Dk*	409 318 174	1,29 ✠NBH	Cpl	*g*		1878 4mo	Ramage& Ferguson Leith	Denizbank- Denizyollari Idaresi	170·0 P43'F35' BK7"	22·4	12·2	Istanbul Turkish 4*BHCem*	C.2Cy.25"&44"-30" 85NHP 1SB,3*pf*,GS84,HS1538 Hawthorns&Co.Leith	12 ″ 10	
84657 18483 JPJD	**Tazima Maru** TwinSc (*ex*TajimaMaru-38) ssYka.No.3-12,26 D.F. ssYka.No.2-34 2*Dks*(*Stl*)	6995 6447 4273	✠100A1 ~~...~~ 11,38 ✠LMC 3,39	Yka	*b*†	CL 6,37	1916 4mo *Lloyd's*A&CP	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusenK.K. *Cell DB*367' 1154*t*	445·0 P35'B138'F37' FK *DTa*42' 1312*t FPT*	58·0	34·0	Tokyo Japanese 7*BHCem* 55*t APT*60*t*	T.6Cy.21",33½"&56"-48" (*s*) 200lb HS9108 628NHP 4SB(Spt),12*cf*,GS220 FD KawasakiDkydCoLdKobe	34 ″ 0 s 7 ″ 9 26 ″ 5	
84658 UOXB	**Tbilisi** (*ex*Tiflis-37,*ex*Pfalz-33, *ex*Ramses) D.F. Sub.Sig. 2*Dks*& *Shelter dk*	7169 6593 4577					1912	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	470·5 B66'F50' 36·6	60·8	28·3	Odessa Russian *WB*	T.3Cy.31⅛",50¾"&84"-53⅞" 516NHP FlensburgerSchiffsb.Ges.		
84659	**Tchekam** (*ex*PooTye, 3Mst *ex*Chiat-Yek,*ex*RobertPoizat,*ex*Teuton, *ex*Guienne) *Welldeck Mchy.Aft* 2*Dks*	1299 — 806			...		1890	S.McKnght &Co. Ayr	YuenWahChiu	230·0 P&B147'F26' BK8"	31·1	16·5	Panama Panamanian *WB*	T.3Cy.20¾",33"&54"-36" NB08 202NHP D.Rowan&Co.Glasgow	17 ″ 5	
84660	**Tchoukcha** (*ex*LakeFandon) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*2*trB*	2606 2237 1612			...		1920	Detroit S.B.Co. Wyandotte	U.S.S.R.	250·9 P25'B64'F23' FK	44·6	26·1	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	
84661	**Tczew** (*ex*Jung) *Mchy.Aft* 1*Dk*	762 516 347					1924	N.V.Schps. v/hH.H. Bodewes Millingen	"ZeglugaPolska" SpolkaAkcyjna	181·5 Q117'B13'F24'	28·2	12·7	Gdynia Polish *WB*	T.3Cy.14$\frac{1}{16}$",24"&40$\frac{3}{16}$"-24" 79NHP N.V.Overschiesche Motorenfabr.Overschie		V
84662 154462 VCQM	**Teakbay** *Mchy.Aft* 1*Dk*	1895 1705 1184					1929	Smith's DockCo.Ld. Middlesbro'	TreeLineNav.Co. Ld.(J.D.Calvin, *Mgr.*)	253·0 F31'	44·1	18·5	Montreal British *WB*	T.3Cy.15",25"&40"-33" 95RHP Smith'sDockCo.Ld.		C
84663 149878 GFVL	**Teakwood** ssShl.No.2-35 *Mchy Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	6014 5613 3708	✠100A1 10,38 ~~...~~ BS~~6,37~~ ✠LMC3,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,27 *F.P. above* 150° F.	Shl	*z*	CL 9,37	1927 8mo *Lloyd's*A&CP	Armstrong Whitworth &Co.Ld. Newcastle	Molasses&General TransportCo.Ld. (J.I.Jacobs&Co. Ld.*Mgrs.*) *Cell DBuE&B*79'	415·1 P108'B28'F42' FK 171*t DT f*37'	54·8	31·4	London British 17*BHptCem* (8,, *to* 2*nd dk*) 555*t FPT*176*t APT*49*t*	T.3Cy.27",45"&75"-48" (*s*) 180lb 515NHP 3SB,9*cf*,GS185,HS7353 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 6 s 5 ″ 6¾ 26 ″ 2	
84664 ~~146160~~ ~~MKVW~~	**Teal** ssLon.No.1-38 ssLon.No.3-2,34 *Mchy.Aft* 1*Dk*(*Stl*)& *Shelter dk* Wireless,, (*Stl-ws*) *Now* "Penestin," *see No.* 89590 *in Supplement*	1336 982 612	✠100A1 *Shelter dk* *with freeboard* 2,39 ~~2,37~~ ✠LMC 12,38 ~~MS2,37~~	Lon	*p*	CL 2,37	1921 10mo *Lloyd's*A&CP	Bow,Mc- Lachlan& Co.Ld. Paisley	Cie.Nantaise des Chargeurs de l'Ouest *Cell DB*161' 255*t*	250·2 FK *FPT*20*t APT*18*t*	37·2	14·0	French 4*BHCem* (2 *to Sh dk* 2 ,, 2*nd* ,,)	T.3Cy.22",35"&57"-39" (*s*) 180lb 273NHP 2SB,6*cf*,GS126,HS4939 Bow,McLachln&CoLdPsy.	16 ″ 6 s ″ 2 16 ″ 5½	
84665 87 ILJD	**Tealia** (*ex*Dreher-38, *ex*CaterinaDani-36,*ex*Quartz, *ex*B.A.H.W.No.10) 1*Dk*(*Stl*) *Mchy.Aft*	638 486 338	✠ 12,11 ✠	Npt	*i*		1911 12mo	C.H.Wal- ker&Co.Ld. Sudbrook	B.&P.Donvio& G.Valentin *FPT*46*t MT*6' 66*t*	177·0 171·0 Q62'F24' FK *B on Quarter dk* 17'	30·1	11·4	Fiume Italian 4*BHCem*	T.3Cy.13",22"&34"-22½" 75NHP 1SB,3*pf*,GS50,HS1405 Plenty&Son,Ld.Newbury	12 ″ 3	I †
84666 148475 MNJR	**Teano** ssHul.No.3-10,37 *Well deck* 1*Dk*(*Stl*) *CruiserStern*	762 603 299	✠100A1 10,38 ~~10,37~~ BS1,39 ✠LMC	Hul	*l*	OG 10,37	1925 7mo *Lloyd's*A&CP	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld. *Cell DBa&*	195·1 P&B120'F19' FK *u E*45' *f*36' 112*t FPT*	31·1	13·2	Hull British 4*BHCem* 27*t APT*25*t*	T.3Cy.13¾",23½"&41"-30"(*s*) 225lb 137NHP 2SB,4*cf*,GS74,HS2400 Earle'sCo.Ld.Hull	14 ″ 3 s ″ 7¼ 13 ″ 9¼	
84667 231865 WJEZ	**Teapa** TwinSc (*ex U.S.N.*Putnam) *OilEng.* Wireless 1*Dk*2*trB* *CruiserStern*	1184 1080 704					1919	ForeRiver S.B.Co. Quincy, Mass.	CeibaNav.Corp. (StandardFruit& S.S.Co.*Mgrs.*)	314·4	31·7	20·7	N.Orleans Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.16"-24" NE31 297NHP Rathbun-JonesEng.Co. Toledo,Ohio		R

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years Assigned or Expired. Equipment Letter	7A Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of L.R. Class
84668 2000 ICJL	**Tebro** (*ex*Levenbridge–34) *ss*Hpl.No.3–1,30 D.F. *ss*Shl.No.1–34 1 *Dk*(*Stl*) *Cargo battens not fitted*		4310 4021 2615	✝100A1 Ant Rot Lgn LMC 1-51,39		*x*	CL 10,37	1928 3mo	Furness S.B.Co.Ltd. Haverton Hill-on-Tees *Lloyd's SA&CP*	"Ave"Soc.Anon. diNav. *CellDBa*	374·3 360·5 P28′B105′F35′ FK 96′*uE23′f161′1020t*	Genoa Italian *APT132t*	T.3Cy.25½″,42″&69″–48″ (*s*) 180lb *100lb* 377NHP 2SB,8*cf*,GS152,HS6058 Richardsons,Westgarth& Co.Ld.Mdb.	30 ″ 0 s 6 ″ 1½ 24 ″ 1½	
84669 LDPF	**Teddy** (*ex*Thorsholm–36) *Oil Eng.* D.F. *ss*Sfj.No.1–34 *Mchy.Aft* 2 *Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Progressive Survey of oil tanks*		6748 6368 4046	✝100A1 Fal 2,38 LMC CS3 10,3 *Carrying Petroleum in bulk*		*b*†	CL N4,37	1930 10mo	Sir J. Laing &Sons,Ld. Sunderland *Lloyd's SA&CP*	SkibsA/SGolden West(A.F.Klaveness&Co.A/S, *Mgrs.*) *CellDBuE65′476t DT353′428t*	435·3 P102′B32′F44′ FK	Oslo Norwegian 16 *BHptCem* (10 *to U dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 4Cy.23⅜″–91⅛″ 687NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 4	
84670 OYIG	— (*ex*Haneström III–34,*ex*Dana–33, *ex*Snöfrid,*ex*Klippan) *Mchy.Aft* 1 *Dk*		557 408 293					1907	Göteborgs M.V.Aktieb. Gothenborg	Dampskslsk. "Trio" A/S (Hans Svenningsen, *Mgr*)	162·5 P69′H30′F24′	Copnhagn Danish *WB*	T3Cy14⅜″,22½″&37 7/16″–23⅜″ 68NHP Göteborgs MV.Aktieb.Got.		V
84671 132280 ZMBQ	**Tees** Ⓟ *Well deck* *Ref.Mchy.* Wireless *ss*Lyt.No.3–6,24 *ss*Lyt.No.2–32 1 *Dk*(*Stl*)		546 381 247	✝ ... 12,36	Lyt	*h*		1911 11mo	Goole S.B. &Repg.CoLd. Goole	WestlandShipping Co.Ld.(J.S. Robertson, *Mgr.*) *D*	165·2 27·7 Q85′B14′F24 FK *Ba32′f14′59t FPT*	Lyttltn,NZ British 4 *BHCem* 37t *APT16t*	T.3Cy.13″,21″&35″–24″ 78RHP 1SB,*3pf*,GS46,HS1386 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 5	
84672 165901 GZSL	**Teesbank** *Oil Eng.* D.F. E.S.D. 1 *Dk*&*Shelter dk* *3rd dk in No. 1 hold* *Cruiser Stern*		5136 4697 3038	✝100A1 Liv *with freeboard* Cat A 3,39 LMC6,37 *Carrying car go oil in after peak tank* *Carrying latex in fore peak tank*		*a*†	CL	1937 6mo	Wm.Doxford&SonsLd Sunderland *Lloyd's SA&CP*	InverTransport& TradingCo.Ld. (A.Weir&Co. *Mgrs.*)	423·2 438·6(O.L.) FK *CellDB347′1311t*	Glasgow British 8 *BH* *Coll to Shdk* 7 „ 2*nd*„) *DTa29′1132t*	Oil Engines 2S.C.SA 4Cy.23⅜″–91⅛″ 687NHP 2DB*120lb* Wm.Doxford&Sons,Ld Sld *FPT150t APT190t*	28 ″ 7½ s 3 ″ 3⅜ 25 ″ 6½	
84673 136075 MFXP	**Teeswood** *Well deck* *Mchy.Aft* *ss*Shl.2ndNo.3–4,38 1 *Dk*(*pt Stl&pt Irn*) *Cargo battens not fitted*		864 621 416	✝100A1 Shl 2,39 LMC 1,39		*k*	CL 7,36 2,39	1915 7mo	W. Harkess &Son,Ld. Middlesbro' *Lloyd's SA&CP*	DonkingS.S.Co.Ld. (T.H.Donking& Sons,Ld. *Mgrs.*) *WB=CellDBf*	198·0 Q111′B13′F25′ FK 118′166t *FPT* 103t	Middlsbro' British 3 *BHCem* *APT31t*	F.3Cy.16″,27″&44″–30″ (*s*) 180lb *80lb* 122NHP 1SB,*3pf*,GS60,HS2262 Blair&Co.Ld.Stockton	14 ″ 5 s 4 ″ 3 13 ″ 11½	
84674 PKOI	**Tegelberg** Ⓟ TrpSc *Oil Eng* D.F. E.S.D. 4 *Dks* *Ref.Mchy.* *Cruiser Stern*		14150 10236 8674					1937	N.V.Nederl. Schps.Maats Amsterdam	N.V.Koninklijke Paketvaart Maats.	537·3	Batavia Dutch *WB*	Oil Engines 2S.C.SA 24Cy.25 9/16″–47¼″ 2700NHP N.V.Werkspoor,Ams.		
84675 HRBB	**Tegucigalpa** (*ex*Ingeli) Bn *ss*N.Os.3rdNo.3–6,37 1 *Dk*(*Stl*)&*Spar dk*(*Stl-ws*) &*Web frames*		2928 2702 1864	✝100A1 *Spar dk* 6,38 BS10,38 NB6,14 LMC6,37 *Fitted for oil fuel* 1,20	NOs	*u*	CL 5,37	1897 10mo	Hall,Russell&Co. Aberdeen A&CP *Lloyd's SA&CP*	StandardNav.Corp (StandardFruit& S.S.Co. *Mgrs.*) *WB=CellDBa*	330·1 26·0 B104′F35′ FK	Ceiba Honduran 5 *BHCem* 86′*f*124′408t	T3Cy25½″42½″&69½″–45″(*s*) 185lb *100lb* NDB15 362NHP 2SB,*8cf*,GS163,HS5715 Hall,Russell&Co.Abn.	27 ″ 1 s 5 ″ 2⅜ 22 ″ 4	
84676	**Teh Chun** (*ex*Tatsutagawa Maru–33) 2 *Dks*	Sp	407 382 244					1894	Kawasaki Dkyd.Co.Ld. Kobe	HoYinAn	164·7	Tsingtao Chinese	T.3Cy.13½″,22″&36″–24″ NB06 64NHP KawasakiDkydCoLd.Kobe		
84677	**Teh Hsing** (*ex*Pao-Ching) TwinSc E.S.D.		1625 — 1270					1888 9/06	S.C.Farnham&Co. Shanghai	HoongOnS.N.Co. Ld.	238·0 H72t F43t *Saloon dk* 438t *Promenade dk* 372t	Shanghai Chinese	C.4Cy.16″&32″–18″ 72NHP S.C.Farnham&Co. Shanghai		
84678 23332 JLNE	**Teikai Maru** Wireless		1241 1084 738					1918	.....	HongoShoten GoshiKaisha	225·0	Yesumi Japanese			
84679 137418 GQBC	**Teiresias** Ⓟ D.F. 2 *Dks*		7405 6304 4656					1914	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	455·3 P53′B162′F60′	Liverpool British *WB*	T.3Cy.31″,51½″&86″–60″ 572NHP N.E.MarineEng.CoLd Nwc		BT till 1-38 2,39
84680	**Teishu Maru** 2 *Dks* *Cruiser Stern*		2600 2260 1470					1937	Uraga DockCo.Ld Uraga	ChosenYusenK.K.	295·0 P40′B75′F29′	Zinsen Japanese *WB*	C.4Cy.(2)11⅞″&(2)20½″–13¾″SRgeared&LPturbine DR geared to screw shaft HS3014 223NHP UragaDockCo.Ld.Uraga		
84681 36910 JGHC	**Teiyo Maru** TwinSc *ss*Yka.No.1–36 *Oil Eng.* 2 *Dks*(*Stl*) *Mchy.Aft* *Cruiser Stern*		9850 9074 5722	✝100A1 Nag *with freeboard* Yka 5,37 1,39 DB LMC4,35 *Carrying Petroleum in bulk*			CL 5,37	1931 5mo	Yokohama DockCo.Ld Yokohama *Lloyd's SA&CP*	NipponTanker K.K. *CellDBuE70′ 301t*	492·2 511·5(O.L.) P166′B43′F43′ FK 365t *DTf*50′ *FPT127t APT226t*	Tokyo Japanese 16 *BH* (11 *to W dk* 5 „ 2*nd* „)	Oil Engines 2S.C.DA 12Cy.28¾″–35 7/16″ 2DB*180lb* 2340NHP DB(*centre*) *120lb* YokohamaDockCo.Ld Yka	39 ″ 3 s 10 ″ 10 28 ″ 8¼	
84682 LFAV	**Tejo** (*ex*Triumf) 1 *Dk*		967 728 496					1916	J.Meyer's S.B.Co. Zalt-Bommel	E.B.AabysRederi A/S(E.B.Aaby)	211·6 Q66′B46′F28′	Oslo Norwegian *WB*	T.3Cy.15 7/16″,25½″&46 5/16″–27½″ 110NHP BurgerhoutsMachFab.Rot		N
84683 220027 KUSK	**Tejon** (*ex*City of Reno) *Fitted for oil fuel* *Mchy.Aft* 2 *Dks*&*Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*		7034 — 4376			...		1920	MooreS.B. Co. Oakland,Cal.	Socony-Vacuum OilCo.Inc.	425·8 P106′B40′F41′ FK	New York Utd.States *WB*	T.3Cy.25″,41½″&72″–48″ 579NHP Llewellyn Iron Works, Los Angeles,Cal.	33 ″ 0	R †
84684 OUME	**Tekla** 1 *Dk*		1469 1160 861					1920	Helsingörs Jernsk&Msk. Elsinore	DampskslskTorm A/S(A.Schmiegelow&A.Kampen, *Mgrs.*) *CellDB385′ 404t aft26′106t*	249·5 P17′Q76′B96′F31	Copnhagn Danish *WB*	T.3Cy.18″,30″&50″–36″ 158NHP HelsingörsJernsk&Mskb.		C
84685 145994 GJFQ	**Tekoa** *ss*Gls No.1–38 *ss*Npt.No.3–6,34 *Ref.Mchy.* 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Cruiser Stern*		8689 8182 5442 5434	✝100A1 Liv *Shelter dk* Npt *with freeboard* MS10,37 3,39 LMC BS 9,36 Lloyd's R LMC 3,39 6,38 *Fitted for oil fuel* 1,24		*d*†	CL 8,36	1922 3mo	Earle's Co. Ld. Hull *Lloyd's SA&CP*	NewZealand ShippingCo.Ld. *CellDB385′ 404t aft26′106t*	460·6 483·0(O.L.) B270′F54′ *on Shelter dk* FK *FW tank* *FPT95t APT29t*	Plymouth British *pt Asp pt Cem* 2 *BHto S dk* 5 „ „ *U* „	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 190lb FD 1230NHP 5SB,*20cf*,GS390,HS17375 Earle's Co.Ld.Hull	37 ″ 9 s 7 ″ 10 29 ″ 2	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou avec lesquels ce navire est dans le L.R. Durée Cert. Bot. Trad.
84686	**Tel-Aviv** (P) (*ex*Hohenstein-35, *ex*Colonia, *ex*Polynesia)		6197					1904	Reiherst'g Schiffsw. Hamburg	ShowaKogyoGoshi Kaisha	410·8 | 50·9 | 28·4			Osaka Japanese	Q.4Cy.24⅛″,34½″,50⅜″&72⅜″–54″ 392NHP		C
	D.F. Sub.Sig.	2 *Dks & Web frames*	4738								P&B250′F63′			*WB*	Reiherst. Maschinenf. Ham.		
84687	**Tela** (P)		3901					1927	Workman, Clark & Co. Ltd. Belfast	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	342·0 | 48·0 | 28·2			Tela Honduran	T.4Cy.27″,45″&(2)55″–45″ 406NHP		C
	Ref. Mchy.	*Fitted for oil fuel*	3252								P35′B115′F42′			*WB*	Wrkman, Clark & Co. Ltd Bel		
HRAM	D.F.	2 *Dks 4 tr.b.*	1877														
84688	—		3777	✝100A1	Ant	*w*	CL	1911	W. Gray & Co. Ld. West Hartlepool	N.V.MaatsVrachtvaart	350·2 | 50·1 | 28·6			Rottrdam Dutch	T.3Cy.25″,40½″&67″–45″ (*s*) 180lb 336NHP	25 ″ 11	
	(*ex*Hollinside,	*ss*Rot.2nd No.3–8,36	3478	2,37 ~~1,37~~	BS8,37		2,39	9mo						6 *BHCem*	2SB.6*cf*, GS132, HS5303	s 4 ″ 7½	
PHWT	*ex*Robert Coverdale)	1 *Dk (Stl)*	2343		11.3			*Lloyd's*	*SA&CP*	*Cell D Ba*	P23′B101′F34′ FK 113′*u*E25′*f*154′92*t*			*APT175t*	Cen. Mar. Eng. Wrks. W Hpl	21 ″ 6	
		Cargo battens not fitted															
84689	**Telamon** (P)		2078					1928	Akt. Ges. "Neptun" Rostock	Koninkl. Nederl. Stoomb. Maats. N.V.	285·7 | 44·7 | 17·7 B70′			Amstrdam Dutch	T.3Cy.19″,31½″&51⅝″–35⅝″ 156NHP		V
PHWV	*Cruiser Stern*	2 *Dks*	1741											*WB*	A.G "Neptun," Rostock		
			1166														
84690	**Telde**		2726					1927	A. Stephen & Sons, Ld. Glasgow	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	300·3 | 44·2 | 22·2 B93′F32′			Tela Honduran	T.3Cy.20½″,35″&59″–42″ 225NHP		C
	Ref. Mchy.	*Fitted for oil fuel*	2157											*WB*	A. Stephen & Sons, Ld. Gls.		
HRAX	D.F. Sub.Sig.	4 *Dks*	1603														
84691	**Telena**		7406	✝100A1	Sba		CL	1927	New Waterway S.B. Co. Schiedam	Anglo-Saxon PetroleumCo.Ld.	440·4 | 59·5 | 32·7			London British	Oil Engines 4S.C.SA 6Cy.32½″–59½″ 602NHP	32 ″ 9	
149779			6761	6,38 ~~10,37~~			4,36	3mo						Dutch	2DB *180lb*	s 6 ″ 3½	
GMWP		*Oil Eng.*	4279	~~10 Bs 7~~	✝LMC 4	36		*Lloyd's*	*SA&CP*	*Cell D Bu*	P99′B34′F58′ FK *Tf*32′284*t*			15 *B Hpt Cem*	2DB, *16cf*, GS246, HS11800	26 ″ 8	
		*ss*Sng.No.2–35		7,32						E69′285*t D*	*FPT*162*t*			*APT67t*	Rankin & Blackmore Ld Grk		
	Mchy. Aft	1 *Dk (Stl)*													Werkspoor, Amsterdam		
	D.F. E.S.D.	*Cruiser Stern*		*Carrying Petroleum in bulk*													
	Longitudinal framing at bottom & at deck																
84692	**Telesfora De Larrinaga**		5780	✝100A1	Off	*b†*	CL	1920	R. Duncan & Co. Ld. Port Glasgow	LarrinagaS.S.Co. Ld.	449·9 | 57·9 | 26·6			Liverpool British	T.3Cy.26¼″,44″&73″–48″ (*r*) 200lb *140lb* 609NHP	29 ″ 2	
143634		*ss*Mch.No.3–4,33	5325	*Shelter dk*	PN1		10,35	5mo						*Cem*	2DB, *16cf*, GS246, HS11800	s 4 ″ 0½	
GCZQ		*ss*Cff.No.1–38	3537	*with freeboard*				*Lloyd's*	*SA&CP*	*Cell D B* 389′1452*t*	P55′ on Shelter dk FK Collision			*BH to Sh dk*	Rankin & Blackmore Ld Grk	25 ″ 5	
		2 *Dks (Stl) & Shelter dk (Stl)*		6,38 2,38	✝LMC 3					*DTa*40′1156*t*	*FP*193*t APT*60*t*			6 ,, ,, *U* ,,			
		Cruiser Stern			BS2,38												
84693	**Teli** (*ex*Chikugogawa Maru–33)		697					1890	Mitsu Bishi Dkyd & E Wks Nagasaki	ChekiangS.N.Co.	176·0 | 26·9 | 17·9			Shanghai Chinese	T.3Cy.15″,23″&39″–30″ NB02 83NHP		
		2 *Dks*	—												Mitsu Bishi D. & E. Wks. Nag		
			405														
84693*	**Tell**		1335					1938	Kaldnes Mek. Verks Tönsberg	Cie. de Nav. Mixte (Cie. Touache)	242·7 | 41·9 | 16·3			Marseilles French	C.2Cy.15¾″&31½″–30″&LP turbine with D R gearing & hydraulic coupling 45NHP		
	Wireless	2 *Dks*												*WB*	Kaldnes M.V. Tönsberg		
		Cruiser Stern															
84694	**Tellaro** (*ex*Gabriello–32, *ex*Gabriello		2234					1920	Soc. Esercizio Bacini Riva Trigosa	Ing. G. B. Bibolini	263·2 | 39·4 | 19·6			Spezia Italian	T.3Cy.18″,29″&47″–35″ Soc. Esercizio 130NHP		I
34	Carnazza, *ex*Deiva)		1626											*WB*	Bacini, Riva Trigosa		
ICJJ		2 *Dks*	1316														
84695	**Tellus**		935					1925	Trosvik Mek. Verks Brevik	Det Bergenske Dampskibsselskap	192·5 | 30·2 | 20·4 B48′			Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.15½″–28″ 172NHP		N
		Oil Eng.	907											*WB*	A/B Atlas Diesel, Skm.		
LHOL		2 *Dks*	518														
84696	**Telma** (*ex*Cecilia Sanne–35,	Iron	1865	✝100A1	Abg	*r*	CL	1883	Short Bros. Sunderland A&CP	ÅboShippingA/B (Pehr. A. Collin, *Mgr.*)	275·0 | 38·6 | 20·5 BK9½″			Åbo Finnish	C.2Cy.33″&67″–36″ 75lb *80lb* NDB06 224NHP	22 ″ 1	
	*ex*Fragaria, *ex*Freja, *ss*Got.4th No.3–8,32			2,37	Abo By		1,36	8mo						5 *BH Cem*	1DB, *6pf*, GS93	s 2 ″ 2½	
OHXF	*ex*Harrogate) D.F. *ss*Abg.No.1–37		1091		✝LMC 3	37	3,38				P28′Q78′B70′F29′			*APT20t*	T. Richardson & Sons, Hpl.	20 ″ 8	
	Well deck	1 *Dk (pt Irn) & Web frames*		BS5,38							*DBa*82′*f*58′33*t*						
84697	**Telnes**		1694					1936	Rosenbrgs Mek Verk A/S Stavanger	D/S A/S Nor (Kr. Jebsen, Jr. *Mgr.*)	260·8 | 41·2 | 17·4 P20′B52′F21′			Bergen Norwegian	C.2Cy.15¾″&31½″–31½″ & LP turbine with D R gearing & hydraulic coupling 145NHP		N
			1459											*WB*	Bergens Mek. Værks A/S, Bgn.		
LJGX	Wireless D.F.	1 *Dk*	976														
		Cruiser Stern															
84698	**Tembien** (P) (*ex*Mouni–36,		5584	...	Hul			1914	Rickmers Werft Bremerhaven	IgnazioMessina & C.	417·0 | 53·2 | 27·5 P50′B134′F35′ FK			Genoa Italian	T.3Cy.28⅛″,45½″&74″–53″ 500NHP	30 ″ 0	I
1847	*ex*Milluna–33,	*ss*Nwc.No.3–1,21	4675	8,33						*Cell B*	*B*357′1163*t FPT*146*t*			6 *BH Cem*	3SB, *9cf*, GS147, HS6681		†
IBUX	*ex*Franziska, *ex*Mabel, *ex*Mabel Rickmers)	*ss*Syd.No.2–29 2 *Dks (Stl)*	3232											*APT8t*	A.G. "Weser," Bremen		
84699	**Temeraire**	Twin Sc	6465	✝100A1	Syd	*c†*	CL	1927	Ch. & Atel. de St. Nazaire St. Nazaire	Wilh. Wilhelmsen	452·8 | 60·2 | 28·0 P44′F46′ FK			Tönsberg Norwegian	Oil Engines 4S.C.SA 16Cy.29⅛″–51 1/16″ 1312NHP	30 ″ 7	
		Oil Eng.	5734	*with freeboard*	Got		4,36	12mo						7 *BH*	DB *114lb*	s 4 ″ 1	
LDAF	D.F.	*ss*Got.No.2–35	3926	5,38 ~~11,37~~				*Lloyd's*	*SA&CP*					*Coll to Sh dk*	Ch. & Atel. de St. Nazaire	26 ″ 7½	
		1 *Dk (Stl) & Shelter dk (Stl)*			LMC CS4	36								6 ,, 2nd ,,			
		3rd *Dk (Stl) except in after holds*		DBS4,38	10.37					*Cell D B* 390′1346*t*	*FPT*146*t APT*197*t*			*DT*29′968*t*			
				Carrying Vegetable Oil in deep tank													
84700	**Tempei Maru** (*ex*Taiho Maru)		6095	✝ ...	Kob	*z*		1918	Osaka Iron Works, Ld Osaka	Hakuyo Kisen K.K.	407·2 | 50·8 | 32·5 P40′B137′F47′ FK			Fuchu Japanese	T.3Cy.27″,45″&75″–51″ 553NHP	32 ″ 7	C
24473		*ss*Kob.No.3–6,31	5171	7,35				12mo						7 *BH Cem*	3SB. *9cf*, GS190, HS8100		†
JHVD		2 *Dks (Stl)*	4453		✝					*Cell D B* 360′981*t FPT*				106*t APT*26*t*	Osaka Iron Works, Ld.		
84701	**Templar**	Twin Sc	6728	✝100A1	Got	*d†*	CL	1929	Deutsche Werke A.G Kiel	Wilh. Wilhelmsen	461·4 | 60·6 | 29·0 481·8 (O.L.) P44′F41′ FK			Tönsberg Norwegian	Oil Engines 4S.C.SA 16Cy.29½″–47½″ 1352NHP	31 ″ 7	
		Oil Eng.	5971	*with freeboard*	~~Sbd~~		7,37	3mo						7 *B Hpt Cem*	DB *100lb*	s 4 ″ 1½	
LDIN	D.F. GyC.	*ss*Got.No.2–37	4117	~~9,38~~ ~~4,38~~ 12,38				*Lloyd's*	*SA&CP*					*pt Asp*	Deutsche Werke A.G Kiel	27 ″ 7¾	
		1 *Dk (Stl) & Shelter dk (Stl)*			✝LMC CS1	38								*Coll to Sh dk*			
		3rd *dk (Stl) except in after holds*		DBS6,38	6.37					*Cell D B* 352′1297*t*	*Tanks in way* (			6 ,, 2nd ,,			
										of tunnels 446*t*	*FPT*133*t APT*160*t*						
84702	**Temple Bar**		4291	~~✝100A1~~	Bry	*y*	CL	1928	W. Hamilton & Co. (1928) Ld. Pt Glasgow	Temple S.S.Co.Ld. (Lambert Bros. Ld. *Mgrs.*)	390·0 | 52·0 | 24·6 F31′ FK			London British	T.3Cy.25″,42″&70′–48″ (*s*) 200lb 436NHP	27 ″ 2	
Wrecked	4,39		4006	*with freeboard*	~~Shl~~	N Ns	~~10,37~~	4mo						6 *B Hpt Cem*	3SB, *9cf*, GS186, HS7335	s 2 ″ 11½	
GNQJ	D.F.	1 *Dk (Stl) & Shelter dk (Stl)*	2570	~~1,38~~ 5,38 2,39			1,39	*Lloyd's*	*SA&CP*	*Cell D B* 332′1066*t*	*FPT*156*t APT*171*t*			*Coll to Sh dk*	J. G. Kincaid & Co. Ld. Grk.	24 ″ 5½	
				~~5,38~~	~~✝LMC 3~~	~~32~~								5 ,, 2nd ,,			
				5,38													
84703	**Temple Mead**		4427	✝100A1	Yka	*y*	CL	1928	W. Pickersgill & Sons, Ld Sunderland	Temple S.S.Co.Ld. (Lambert Bros. Ld. *Mgrs.*)	391·2 | 53·0 | 24·8 F33′ FK			London British	T.3Cy.25″,42″&70″–48″ (*s*) 200lb 445NHP	27 ″ 2	
160394		*ss*Shl.No.2–36	4079	*with freeboard*	Bot Shl		10,37	3mo						6 *B Hpt Cem*	3SB, *9cf*, GS184, HS7575	s 2 ″ 11½	
GNQL	D.F.	1 *Dk (Stl) & Shelter dk (Stl)*	2620	~~2,37~~ ~~4,37~~	✝LMC			*Lloyd's*	*SA&CP*					*Coll to Sh dk*	N.E. Marine Eng. Co. Ld. Sld	24 ″ 5⅝	
				MS2,36						*Cell D B* 341′1149*t*	*FPT*121*t APT*175*t*			5 ,, 2nd ,,			
84704	**Temple Moat**		4427	✝100A1	Bry	*y*	CL	1928	W. Pickersgill & Sons, Ld Sunderland	Temple S.S.Co.Ld. (Lambert Bros. Ld. *Mgrs.*)	391·2 | 53·0 | 24·8 F33′ FK			London British	T.3Cy.25″,42″&70″–48″ (*s*) 200lb 445NHP	27 ″ 2	
160481		*ss*Shl.No.2–37	4079	*with freeboard*	Shl		2,38	5mo						6 *B Hpt Cem*	3SB, *9cf*, GS182, HS7575	s 2 ″ 11½	
GNQM	D.F.	1 *Dk (Stl) & Shelter dk (Stl)*	2620	7,38 2,38	✝LMC			*Lloyd's*	*SA&CP*					*Coll to Sh dk*	N.E. Marine Eng. Co. Ld. Sld	24 ″ 5⅝	
				MS5,36						*Cell D B* 341′1149*t*	*FPT*121*t APT*175*t*			5 ,, 2nd ,,			
					~~5,38~~												

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Now expired. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Snip's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Exit or Alteration
84705 160509 GNQP	**Temple Pier**	*ss*Shl.No 2–37 1 *Dk(Stl)*, § *Shelter dk(Stl)* D.F.	4312 4030 2580	✠100A1 *withfreeboard* 3,39 ~~4,00~~ MS3,37	Shl	*y*	CL ~~12,34~~ 5,38	1928 6mo	W.Hamilton&Co. (1928)Ld. PortGlasgow *Lloyd's SA&CP*	TempleS.S.Co.Ld. (LambertBros.Ld. *Mgrs.*) *Cell DB* 332′1055*t*	390·0 402·7(O.L.) F31′ FK (*Coll to Sh dk* 5 „ 2nd „ *FPT* 153*t APT* 171*t*	53·0	24·7	London British 6 *BHpt Cem* *Coll to Sh dk*	T.3Cy.25″,42″&70″–48″ (*s*) 200lb 436NHP 3SB,9*cf*,GS186,HS7335 J.G Kincaid&Co.Ld.Grk.	27 „ 2 s 2 „ 10½ 24 „ 6	
84706 164107 GZLB	**Temple Yard** (*ex*Darleny–37) 1 *Dk*§ *Shelter dk* D.F. *Cruiser Stern*		5205 4818 3126	✠100A1 *withfreeboard* 5,38 ✠LMC1.37	Hul	*a*†	CL	1937 1mo	Wm.Hamilton&Co.Ld. PortGlasgow *Lloyd's SA&CP*	TempleS.S.Co.Ld. (LambertBros.Ld. *Mgrs.*) 1 *IntermediateBH* *Cell DB*	432·0 F33′ FK *dispensed with Coll* 368′ 1207*t FPT* 127*t*	56·2	25·6	London British *pt Cem* *BH to Sh dk* 5 „ „ 2nd „ *APT* 206*t*	T.3Cy.22″,36″&65″–48″& exhaust turbine driving steam compressor (*s*) 220lb 455NHP 2SB(FD)&1AuxSB,8*cf*, GS139,HS6140 D.Rowan&Co.Ld.Gls.	28 „ 2 s 3 „ 4½ 25 „ 0½	
84707 LFAX	**Tempo** (*ex*Borgvold–32, *ex*Tempo,*ex*Ingvar) *Mchy. Aft*	*ss*Osl.2ndNo.3–10,27 *ss*Osl.No.2–37 1 *Dk(Stl)*	629 503 339	✠100A1 2,38 BS3,37 7,36 ✠LMC10.38	Lon	*i*	OG N1,37	1903 5mo	P.Larsson Thorskog *Lloyd's SA&CP*	~~Tempo Rederi A/S~~ ~~Rj. Isaksen, *Mgr.*~~ ~~A. Chr. Ø.~~ (E.Rolfsen, *Mgr.*) *Cell D*	178·7 P49′Q5′H18*t*F17′ FK *Bf* 116′151*t FP* 72*t*	29·5	12·2	Oslo Norwegian 3 *BH Cem* 1 *PT* 23*t*	C.2Cy.16″&30″–22″ (*s*) 120lb 46NHP 1SB,2*cf*,GS22,HS871 P.Larsson,Thorskog	14 „ 4	
84708 218056 KMVQ	**Ten** (*ex*LakeGiltedge–35) *Fitted for oil fuel* 1 *Dk 2tr B*		2664 2283 1654			…		1919	Detroit S.B.Co. Wyandotte	Terminals& Transpn.Corp. (Minnesota-Atlantic Transit Co. *Mgs*)	251·0 P25′B64′F23′	43·6	26·1 FK	D'luth Min. Utd. States *WB*	T.3Cy.21½″,35″&59″–42″ 352NHP Detroit S.B.Co.Detroit	28 „ 2	R †
84709 1233 IURM	**Tenace** (*ex*ArturoSerena, *ex*ArthurSerena,*ex*PanaghisDracatos, *ex*City of Hamburg) *Well deck*	Iron 2 *Dks*	1142 866 644			…		1881	J.Laing Sunderland	IgnazioMessina& C.	239·8 P134′F26′ BK6½′	32·6	14·3	Genoa Italian *WB*	C.2Cy.29¾″&57″–33″ NDB98 161NHP T.Richardson&Sons,Hpl.	17 „ 6	I †
84710 24 IURO	**Tenacia Gennari** (*ex*Mado–34, *ex*Mercator,*ex*Moordrecht) *Well deck*	1 *Dk*	996 782 576			…		1910	Rotterdam Droogd.Maat Rotterdam	UbaldoGennari fu Torquato	220·7 212·4 Q64′B51′F19′	33·2	15·7 13·7 FK	Rimini Italian *WB*	T.3Cy.15″,25″&41″–33″ 115NHP Rotterdam Droogd.Maats.	15 „ 9	I †
84711 DHXL	**Tenerife** *Fitted for oil fuel* Sub.Sig.	2 *Dks*	4996 4740 3097					1922	F Schichau Danzig	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	361·8 F45′	51·4	31·6	Hamburg German *WB*	T.3Cy.25⅝″,48⅝″&70⅛″–47″ 345NHP F.Schichau,Elbing		G
84712 DNAJ	— (*ex*HermannBurmester) Sub.Sig	2 *Dks*	2436 2144 1487					1921	Nordd. Werft G.m b.H.Weser-münde-G.	Oldenburg-Portug. Dampfsh.Reed. A.G.	278·4 P18′H39′B39′F36′	40·5	23·7	Oldenburg German *WB*	T.3Cy.22½″,37″&57½″–35½″ &1LP Turbine 254NHP Bremer Vulkan, Vegesack		G†
84713 LDAG	**Teneriffa** *Oil Eng.* *ss*Osl.No.3–4,34 2 *Dks(Stl)*§ *Shelter dk(Stl)*	Twin Sc 3 Mst	5655 5195 3496	✠100A1 *Shelter dk* *withfreeboard* 6,37 ✠LMC CS4[illegible] DBS~~9,37~~ 10,38 ~~11,39~~ 9,37	Got	*a*†	CL ~~5,36~~ P7,38 SN7,38	1922 5mo	Akt.Burmeistr& Wain Copenhagen *Lloyd's SA&CP* *Cell DB* 377	Wilh.Wilhelmsen 1250*t DT f* 33′980*t*	425·5 444·3(O.L.) FPT 90*t*	55·2 35·8 FK *Collision* *BH to Sh dk* 6 „ „ *U* „ *APT* 82*t*	27·9	Tönsberg Norwegian *pt Cem* DB–*100lb* Akt.Burmeistr& Wain,Cpn	Oil Engines 4S.C.SA 12Cy.24⅛″–37⅛″ 717NHP	30 „ 6 s 4 „ 0½ 26 „ 8½	
84714 32971 JCND	**Tenkai Maru** (P)	2 *Dks*	3200 2702 1945			…		1917	Mitsubishi Dkyd&EWks Nagasaki	ShimataniKisen K.K.	305·0 P25′B94′F33′	43·7	27·2 FK	Tarumi Japanese *WB*	T.3Cy.19½″,32″&54″–48″ 261NHP Mitsubishi D.&E.Wks.Nag	27 „ 3	
84715 22572 JIMC	**Tenko Maru** Wireless		1274 1113 718					1918	Ishikawajima S B Co Ld Ishikawajima	AsahiSyosenK.K.	230·0 P28′B53′F25′	33·0	19·6	Kobe Japanese *WB*	T.3Cy.15″,24½″&40″–30″ 88NHP Ishikawajima S.B.Co.Ld.		
84716 218812 KISG	**Tennessean** (*ex*GoldenStar–37, *ex*Elkridge) *Fitted for oil fuel* 2 *Dks* *Longitudinal framing*		6379 5976 4017					1919	Skinner& Eddy Corp. Seattle, Wash	American-HawaiianS.S.Co.	402·6 P48′F42	54·8	32·1	New York Utd. States *WB*	T.Cy.24½″,41½″&72″–48″ 359NHP Hooven,Owens,Rentschler Co.Hamilton,O		R
84717 LDAH	**Tennessee** *Oil Eng.* *ss*Rot.No.3–8,34 2 *Dks(Stl)*§ *Shelter dk(Stl)* *ss*Osl.No.1–38	Twin Sc	5667 5195 3492	✠100A1 *Shelter dk* *withfreeboard* 5,38 ~~7,37~~ DBS — ~~10,37~~ 10,38	Nag Osl	*a*†	CL ~~2,36~~ PO,38 SN5,38	1922 9mo	Akt.Burmeistr& Wain Copenhagen A&CP *Cell DB* 377	Wilh.Wilhelmsen 1250*t MT* 33′1030*t*	425·5 35·8 FK *Collision* *FPT* 90*t APT* 82*t*	55·2	27·9	Tönsberg Norwegian *pt Cem* *BH to Sh dk* 6 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.24⅛″–37⅛″ DB–*100lb* 717NHP Akt.Burmeistr& Wain,Cpn	30 „ 6 s 4 „ 0½ 26 „ 8½	
84718 OXPC	— (*ex*Fredensbro) *Well deck*	*ss*Kel.No.3–9,27 *ss*Cpn.No.2–36 1 *Dk(Stl)*	2342 2059 1368	✠100A1 3,37 ~~4,37~~ NE3.27 ✠LMC6[illegible] B63,39	Gal	*l*	OG 6,36 5,38	1921 2mo	A/S Baltica Værftet Copenhagen *Lloyd's SA&CP*	DetForenede DampskibsSelsk *Inter* *mediate BH in fore*	302·0 P&B236′F30′ FK *hold dispensed with* *Cell DB* 260′668*t FPT* 59*t APT* 91*t*	44·2	20·3	Copnhagn Danish *Cem* 4 *BH only*	T.3Cy.20″,32″&53″–36″ (*s*) 200lb 212NHP 2SB(Spt),4*cf*,HS2800 FD A/S Helsingors Jernskibs Og.Mask Els.	22 „ 11 s 2 „ 2 20 „ 11½	
84719 36416 JUDH	**Tenniyo Maru** *Oil Eng.* 2 *Dks*		495 323 249					1930	Mitsubishi Zosen Kaisha Ld. Kobe	SetsuyoSyosenKK.	160·0	27·0	12·7	Osaka Japanese	Oil Engines		
84720 1135 CBFL	**Teno** (P) (*ex*Flora–36, *ex*Chile) 2 *Dks*§ *Shade dk*	Twin Sc	3225 2300 1703					1896	Caird&Co. Ld. Greenock	Cia.Sud Americana de Vapores	350·3 *Promenade dk* 318′ *Shade dk* 153′	43·1	19·4	Valparaiso Chilian *WB*	T.3Cy.19¾″,32″&52″–36″ 324NHP Caird&Co.Ld.Greenock	22 „ 6	
84721 42623 JGZL	**Tenryu Maru** 2 *Dks* *Cruiser Stern*		4861 — 2912					1936	Osaka Iron Works,Ld Osaka	NaigaiKisen K.K.	365·8	54·1	29·2	Kobe Japanese *WB*	2 Steam Turbines D R geared to 1 screw shaft 433NHP Ishikawajima S.B.&E.Co. Ld. Tokyo		C
84722 1696 JTAH	**Tenryugawa Maru** (P) 2 *Dks*	Twin Sc	541 — 329					1897	Osaka Iron Works Osaka	IshimaruKaiun GoshiKaisha	176·8	24·6	16·3	Osaka Japanese	T.6Cy.12″,18½″&31″–22″ 90NHP Osaka Iron Works,Osaka		
84723 323 JPTC	**Tensan Maru** *Oil Eng.* *ss*Kob.No.1–33 1 *Dk(Stl)*		2776 2308 1588	✠ … 1,38 ✠	Kob	*u*		1929 5mo	Mitsui Bussan Kaisha Ld Tama Dkyd.	DairenKisenK.K. *Cell DB* 235′646*t* *Tanks in way*	326·5 P27′B63′F28′ FK *of tunnel* 173*t FPT*	46·5	21·5	Dairen Japanese 5 *BHpt Cem* 5 1*t APT* 35*t*	Oil Engines 4S.C.SA 6Cy.21⅝″–29⅝″ 271NHP Akt.Burmeistr& Wain,Cpn	21 „ 6	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equilibrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-Bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres au nom de la Cie. est dans le L.R. Durée Cert. Bof Trade
84724	**Tensho Maru** Ⓟ		3035	✠	Kob	*t*		1910	BlythS.B.	SugayaK.K.	314·0 45·7 21·1			Kobe	T.3Cy.23″,38″&62″–42″	23 ″ 4	C
28536	(*ex*MelroseAbbey,	*ss*Kob.No.3–4,23	2580	4,24				11mo	&D.D.Co.Ld.		P29′B90′F35′			Japanese	272NHP		†
JCYA	*ex*Syndic)	1 *Dk*(*Stl*)	1831						Blyth				FK		5 *BHCem*		
										*CellDBa*100′*uE&f*	*B*40′*f*128′700*t FPT*				92*t APT*110*t*		
84725	— Ⓟ		601					1926	Namura	Amagasaki	173·9 26·0 15·2			Osaka	T.3Cy.		
31557			470						Gemrosuke	KisenbuGomei				Japanese			
JTZH		2 *Dks*	367						Osaka	Kaisha							
84726	**Tento** (*ex*America–36) **TwinSc3Mst**		4917	✠100A1	Osl	*x*	CL	1921	Akers	~~F.B.Aaby Rederi~~	362·0 51·6 22·7			Oslo	Oil Engines 4S.C.SA	34 ″ 0	
	1 *Dk&f. lwning dk ss*Osl.No.3–10,33		3314	*Aung dk*		C	12,37	9mo	Mek.Værks.	~~A/S(F.B.Aaby~~	376·8(o.l.) 31·2			Norwegian	12Cy.21¼″–28⅜″ 528NHP	s 8 ″ 5	
LCBV	3*rd dk in Nos.* 1 & 3 *holds* *Oil Eng.*		3062	*with freeboard*					Oslo	F.B.Aaby's		FK		*Cem*	DB*80lb*	25 ″ 10½	
	~~2 *Dks*(*part*) *Aung dk*(*Stl*)~~			~~to 362,36~~				*Lloyd's SA&CP*		RederiA/S,		*Collisio*		*nBH to A dk*	AkersMek.Værks.Oslo		
	~~Sf.No.1–37~~							*CellDB*312′		1070*t MT*40′800*t*	*PT*93*t APT*40*t*			5 ,, ,, *U* ,,			
84727	**Tentyo Maru** (*ex*Tencho Maru–38,		2608	✠ ...	Kob	*s*		1919	Dominion	Tatuuma Kisen	251·0 43·7 26·0			Nishino-	T.3Cy.20⅞″,33⅛″&55″–40″	28 ″ 3	
28551	*ex*LeQuesnoy)	*ss*Kob.No.3–2,30	2226	4,36				5mo	S.B.Co.	K.K.	P25′B68′F20′			miya	253NHP		
JHGA		*ss*Kob.No.1–33	1561						Toronto			FK		Japanese	2SB,6*cf*,GS126,HS4534		
		1 *Dk*(*Stl*)						*CellDBa*75′						4 *BHCem*	JohnInglisCo.Ld.Toronto		
84728	**Tenyo Maru** Ⓟ		6843	✠100A1	Kob	*h*†	CL	1935	Mitsubishi	ToyoKisenK.K.	435·0 58·5 32·8			Tokyo	Oil Engines 2S.C.SA	32 ″ 9	
40121		*Oil Eng.*	6068	9,38 ~~7,37~~	Tama		6,36	3mo	Jukogyo K.K					Japanese	6Cy.28⅜″–49⅞″ 839NHP		
JWHJ	**D.F.**		4867	~~[illegible]~~					Nagasaki		P30′B157′F41′			*ptCem*	DB*120lb*		
		2 *Dks*		~~6,36~~				*Lloyd's SA&CP*		*'Tween dk BHabo*	*ve*	FK		6 *BHto U dk*	MitsubishiJukogyoK.K.		
				Carrying cargo oil		*F.P. abo*		*ve*150° *F.in DTs*		*after deep tan*	*kBHdispensed with*			1 ,, ,, 2*nd*,,			
								*CellDB*366′1382*t DT*			*a*36′1127*t FPTs* 259			*tAPTs*224*t*			
84729	**Tenyu Maru** (*ex*Ethelstan)		3738	✠	Kob	*w*		1905	R.Stephen-	DairenSugaya	340·1 47·1 20·0			Dairen	T.3Cy.25″,41″&67″–45″	29 ″ 10	C
180		*ss*Bkn.No.3–12,17	3555	11,26				8mo	son&Co.Ld.	KeiteiShokai	P26′B93′F33′	27·3		Japanese	340NHP		†
JISA		*ss*Nag.No.1–22	2301						Newcastle			FK		6 *BHCem*	2SB,6*cf*,GS128,HS5620		
		Spar dk(*Stl*) 2*tr B&deep framing*								*CellDBa* 110′	*u E&f*B42′*f*138′739*t*			*APT*181*t*	Blair&Co.Ld.Stockton		
84730	— Ⓟ		1119					1902	Bergens	TosaDomeiKisen	199·3 32·1 14·7			Kochi	T.3Cy.19″,30″&50″–33″		
27835	(*ex*Beatrice)		965						Mek.Værks.	K.K.	H101*t*	19·6		Japanese	144NHP		
JTSE		1 *Dk&Spar dk*	688						Bergen				*WB*		BergensMekVærksBergen		
84731	— Ⓟ		735					1904	S.Ono	KitaNipponKisen	180·1 27·2 20·0			Nishino-	T.3Cy.14″,23″&37″–26″		
9284			698						Osaka	K.K.	B33′F20′			miya	70NHP		
JOPB	Wireless	2 *Dks*	399											Japanese	S.Ono,Osaka		
84732	**Tenzan Maru** (*ex*Sunfield)		*3126*			...		1920	Burntislnd	KinkaiYusenK.K.	331·6 46·7 24·8			Tokyo	T.3Cy.25″,41″&68″–45″	27 ″ 0	
29666			*2869*						S.B.Co.Ld.		P32′B99′F29′			Japanese	Douglas&Grant, 433NHP		
JOEB		1 *Dk*	*1882*						Burntisland				*WB*		Ld.Kirkcaldy		
84733	**Teodolinda** (*ex*OuedMellah–35)		361					1924	Philip&	MarittimaPetroli	145·0 30·0 8·5			Genoa	C.2Cy.13½″&28″–20″		IV
2034		*Fitted for oil fuel*	298						Son	Soc.Anon.				Italian	29NHP		
IUSA	*Mchy.Aft*	1 *Dk*	190						Dartmouth				*WB*		Philip&Son,Dartmouth		
		Carrying Petroleum in bulk															
84734	**Tercero** (*ex*SudCubano,	**TwinSc**	4415					1925	Akt.Bur-	Skibs-A/S "Igadi"	368·5 53·7 24·9			Oslo	Oil Engines 4S.C.SA		N
	*ex*Tercero)	*Oil Eng.*	3990						meistr&Wain	(S.Holter-Sör-	P116*t*H239*t*F11*t*			Norwegian	12Cy.19¼″–35⅞″ 449NHP		
LDAI		1 *Dk*	2668						Copenhagen	ensen, *Mgr.*)			*WB*		Akt.Burmeistr&Wain,Cpn		
84735	**Terek** (*ex*Sirehav–33,*ex*Sagn–33,		2189			...		1918	Staten	U.S.S.R.	264·0 42·0 21·8			Odessa	T.3Cy.18″,30″&51″–36″	24 ″ 0	C
	*ex*MarinersHarbor)		1923						Isld.SB.Co.		P65*t*H145*t*F8*t*			Russian	160NHP		†
UOYC		1 *Dk*	1299						StatenIsland,				*WB*		StatenIslandS.B.Co.		
									N.Y.								
84736	**Teresa**		6131	✠100A1	Ven	*z*	CL	1922	Cant.Nav.	"Italia"Soc.Anon.	417·7 54·2 30·2			Trieste	T.3Cy 26⅜″,42⅛″&70½″–48½″	32 ″ 10	
105		*ss*Tri.No.3–10,35	5022	~~4,37~~ 10,38	Pla		9,37	6mo	Triestino	di Nav.				Italian	180lb (*s*) FD 483NHP	s 7 ″ 8⅜	
ICJN	**D.F.**	2 *Dks*(*Stl*) *&Web frames*	3719		MC				Trieste		P36′B124′F44′	FK		6 *BHCem*	3SB(Spt) *9cf*,GS148,HS7221	25 ″ 4	
		Ref.Mchy.		MS9,34	S9 ~~37~~		38	A&CP							VeremigteMaschfSmichov		
				~~Lloyd's RMC 38~~			10,39			*CellDB*342′1248*t M*	*Tf*27′816*t FPT*107*t*			*APT*135*t*			
				3,39													
				Fitted for oil	6,	22	*F.P. above* 150° F.										
84737	— **Iron**		903	✠	Lth	*m*		1883	W Doxford	ZacariasLecum-	211·3 30·1 15·5			Bilbao	C.2Cy.25″&48″–33″	16 ″ 4	
	(*ex*Arosa,*ex*Jern,	*ss*Mdb.No.2–91	—	4,97				11mo	&Sons	berri	Q76*t*B85*t* H13*t*F31*t*			Spanish	NB99 110NHP		
EAKK	*ex*Newbigging,*ex*Glanrheidol)		505						Sunderland			BK8″		4 *BHCem*	1SB,3*pf*,GS52		
	Well deck	1 *Dk*(*Irn*) 2*tr B*								*WB* = *DBa*62′ *f*57′ 219*t*				*APT*27*t*	W.Doxford&Sons,Sld.		
84738	— **3Mst**		*452*			...		1906	AilsaS.B.	LuisTroncoso&	152·0 24·9 10·0			Valparaiso	C.2Cy.18″&39″–27″	12 ″ 6	
	(*ex*Falkland–35,*ex*Wheatsheaf)		*287*						Co.Ld.	Cia.Ltda.	(Q88′B24′F24′			Chilian	NB24*refitted*26 97RHP		
CBTP	Wireless *Mchy.Aft*	1 *Dk*	*158*						Ayr			BK7″	*WB*		Muir&Houston,Ld.Gls.		
	Well deck																
84739	**Teresa Odero** **TwinSc**		8196	✠ ...	Gen			1927	Cant.Nav.	"Tigullia"Soc.	456·0 57·9 37·0			Genoa	Oil Engines 4S.C.SA	39 ″ 8	I
1436		*Oil Eng.*	7678	4,34				1mo	Odero	Anon.diNav.	F42′		FK	Italian	12Cy.22½″–39⅜″ 564NHP		†
ICJM		*ss*Spz.No.1–30	5166						Genoa	*'Tween dk BHs*				*ptCem*	Cant. OfficineSavoia,Genoa		
	D.F.	2 *Dks*(*Stl*)								*except Coll B Hd*	*ispensed with Coll*			*BH to U dk*			
		Carrying oil fuel												11 ,, ,, 2*nd* ,,			
										*CellDBa u E&f*355*t D*	*Ta*18′360*t FPT*201*t*			*APT*195*t*			
84740	**Teresa Schiaffino**		5189					1919	A.Stephen	Soc.Anon. diNav.	412·4 52·3 28·5			Genoa	T.3Cy.27″,44″&73″–48″		CI
1981	(*ex*Beachcliffe–34,*ex*Melpo)		4764						&Sons,Ld.	"AssuntaDe	400·1			Italian	369NHP		
IBDN	**D.F.**	1 *Dk*	3119						Glasgow	Gregori"			*WB*		J G.Kincaid&Co.Ld.Grk.		
84741	**Tergestea**		5890	✠100A1	Gen	*y*	CL	1926	Cant.Nav.	Soc.Anon.diNav.	416·7 53·1 24·7			Trieste	Oil Engines 4S.C.SA	27 ″ 10	
259		*Oil Eng.*	4431	4 ~~3,36~~	Tri		8,37	9mo	Triestino	G.L.Premuda				Italian	6Cy.29½″–59½″ 489NHP	s 3 ″ 7½	
ICJP		*ss*Tri.No.3–4,39 ~~Tri.No.3–36~~	3708						Monfalcone	*CellDB*334′1116′	P34′B261′F44′	FK		8 *BHpt Cem*	DB*100lb*	24 ″ 5	
	D.F.	2 *Dks*(*Stl*)		~~DBS8,36~~ 10,39				*Lloyd's SA&CP*		*DTa*52′1000*t*	*FPT*94*t APT*86*t*			(1 *to* 2*nd dk*	StabilimentoTecnico,Tri		
84742	**Terje Viken** **TwinSc**		20638	✠100A1	Bhn	*o*†	CL	1936	Deutsche	UnitedWhalers,	607·3 80·2 40·4			London	T6Cy.22⅛″,36½″&58½″–39⅜″	55 ″ 0	
164705		(*WhaleOilFactory*)	14387	*Whaling Service*		Apls		9mo	Sch-u-Mschb.	Ld.(H.Krogh-				British	&2LP Turbines with DR	s 17 ″ 0½	
GYZD	*Mchy.Aft*	2 *Dks*	13931	9,38 ~~9,37~~					A.G.Weser,	Hansen&N.R.	P16′B18′F134′	FK		19 *BHpt Cem*	gearing&hydraulic	38 ″ 6	
	D.F.	*Cruiser Stern*							Bremen	Bugge, *Mgrs.*)				16 ,, *2nd dk*	coupling (*s*) 1248NHP		
		Longitudinal framing						*Lloyd's SA&CP*		*CellDBuE*59′*f*115′	1480*t*				250lb 28PrB–*60lb* FD		
		Strengthened for Navigation in Ice		*Carrying Petroleum in bulk*						*'Tween dk tanks aft*	947*t FPT*528*t*			*APT*204*t*	6SB(4Spt),24*cf*,HS18000		
		Platform deck in forward hold		*Fitted for oil fuel*	9,36		*F.P. above* 150° F.								DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Last Classification.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L.R. Date of Trade Cert.
84743 152013 VJXD	**Terka** Ⓟ (*ex*SirDudley deChair)	1 *Dk* *Mchy Aft*	420 309 161			...		1925	Govt. Dkyd Newcastle, N.S.W.	The Adelaide SteamshipCo.Ld.	147·0 P20′	26·6	9·2 FK	Melbourne British *WB*	T.3Cy 14″,23″&39″–21″ 81RHP Govt.Dckyd.Nwc N.S.W.	11 ″ 0	
84744 165469 MMJM	**Terlings** D.F.	1 *Dk* *Cruiser Stern*	2318 2114 1406	✠100A1 ~~5,38~~ ~~4,38~~ 1,39 ✠LMC6 37	Hul ~~Lon~~ Bry	*s* CL		1937 6mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	Lambert Brothers, Ld.	283·5 (O.L.) 295·5 P21′B83′F36′ *Cell DB223′4*	44·4	21·6 FK *74t A PT58t*	London British *4 BH Cem*	T.3Cy.18″,29″&51″–33″(*s*) 200lb 179NHP 2SB(Spt)*6cf*,GS182,HS2850 Rankin&BlackmoreLdGrk	23 ″ 9 s 3 ″ 4¼ 20 ″ 7	
84745 UPIQ	**Ternei** (*ex*Messina-35) Wireless	1 *Dk*	1470 1270 825					1921	F.Schichau Danzig	U.S.S.R.	253·7 P&B197′F27′	38·2	16·6	Vladvostk Russian *WB*	T.3Cy.19½″,31⅝″&51 9/16″–29 9/16″ 143NHP F.Schichau,Elbing		G
84746 162708 GTXQ	**Terneuzen** *ss*Rot.No.3–10,33 *ss*Ams.No.1–38	1 *Dk(Stl)* *Cargo battens not fitted*	2472 ~~2248~~ 1543	✠100A1 3,38 ✠LMC3 38	Ams	*s* CL 2,38		1922 3mo	G.Brown& Co. Greenock *Lloyd's A&CP*	~~A.H.Smith~~ Sea& LandSecurities Ld (A.H.Smith,*Mgr*) *Intermediate BH in fore hold dispensed with Cell DB248′ 638t FPT90t*	290·2 P25′B88′F35′	44·1	20·9 FK *APT72t*	London British *Cem*	T 3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* 258NHP 2SB,*6cf*,GS121,HS4272 J.G.Kincaid&Co Ld.Grk.	23 ″ 0 s 3 ″ 1¾ 20 ″ 0	
84747 CSIM	**Terra Nova** WoodAux3MstSr (*ex*Sailing Vessel Porto-35) (*See Sailing Ship Register*)	*Oil Eng.* 1 *Dk2trB*	415 366 311					1921	Ch.Navals Franco-Portugais Villa d'Conde	Armadores do Norte,Lda.(C.C. Da Rocha,.*Mgr.*)	149·8	31·5	14·1	Lisbon Portuguese	Oil Engines 2S.C.SA 6Cy.7 1/16″–11 13/16″ 52NHP NE35 Atlas-DieselA/B,Skm.		V
84748 103336	**Terrebonne** Ⓟ IronPad	1 *Dk*	657 180 354					18 71/95	W.C.White *Rebuilt* Rich. &Ont.Nav.Co Sorel	Terrebonne Ltd.	151·1	24·1	6·8	Montreal British	1Cy.28″–96″ 28RHP A.Cautin,Montreal		
84749 36214 JRYB	**Terukuni Maru** Ⓟ TwinSc *ss*Yka.No.2–38 ~~*ss*Yka.No.1–34~~ D.F. GyC.	*Oil Eng.* 2 *Dks* (*Stl-weather dk* ws) *Ref.Mchy.* 3*rd dk* (*Stl*) *in Nos.*1, 3&4 *&fore end of No.*5 *hold*	11930 8372 7156	✠100A1 *with freeboard* ~~5,38~~ 12,38 LMC CS2 12 DB 12,38 Lloyd's RMC	Yka	*g*† CL 5,37		1930 6mo	Mitsubishi Zosen Kaisha Ld. Nagasaki *Lloyd's A&CP*	NipponYusenK.K. *Cell DB432′1808t*	507·0 P&B373′F73′ *Tanks in way of tunnels 501t DT*	64·0	37·0 FK *8 BHpt Cem*	Tokyo Japanese	Oil Engines 2S.C.SA 20Cy.26¾″–47¼″ 2492NHP 2DB *100lb* MitsubishiZosenKaisha,Ld *a*13′381*t FPT100t APT160t*	37 ″ 0 s 8 ″ 5½ 28 ″ 8	
84750 30841 JBDB	— (*ex*Eastern) *Ref.Mchy.*	Ⓟ *ss*Kob.2ndNo.3–11,23 1 *Dk(Stl)&Spar dk(pt Stl* teak *s)3trB* *lower dk forehold*	*3589* *2958* *2272*	✠ 2,25 ✠	Syd	*w*		1899 4mo	R.Napier& Sons,Ld. Glasgow	HaradaKisenK.K. *Cell DBa72′*	352·0 P69′B128′F40′ *uEqB68′ f138′520t*	42·2	19·8 FK *6 BHCem FPT38t*	Kobe Japanese	T.3Cy.27 11/16″,45″&73″–48″ 469NHP 2DB,*12cf*,GS181,HS6464 R.Napier&Sons,Ld.Gls.	30 ″ 2	
84751 42936 JHHL	**Terushima Maru** 2 *Dks* *Cruiser Stern*		3110 — 1825					1937	Harima S.B.&Eng. Co.Ld. Harima	IinoKisenK.K.	323·4 P33′B95′F36′	46·0	25·0	Kobe Japanese	2 DR geared steam turbines KawasakiDkydCoLd Kobe		C
84752 OHST	**Tervsund** (*ex*GooleTrader,*ex*Ouse) 1 *Dk*		808 601 390			...		1884	W.Dobson &Co. Newcastle	PargasKalkbergs A/B	220·8 P29′B51′F28′	30·4	13·8 BK7″ *WB*	Pargas Finnish	C.2Cy.28″&58″–33″ NB96 NDB02 163NHP R.&W.Hawthorn,Nwc.	14 ″ 7	
84753 939 ICJT	**Teseo** D.F.	*Fitted for oil fuel* 2 *Dks*	4966 — 2095					1920	Cantieri Navali Riuniti Palermo	Soc.Ligure di Armamento	394·2	51·8	35·1	Genoa Italian *WB*	T.3Cy.26″,42½″&69 7/16″–48″ 337NHP Cantieri Navali Riuniti, Ancona		CI
84754 93227 MQRF	**Test** (*ex*NumberTwelve) 3Mst *ss*Bkn.4thNo.3–10,35 *Mchy.Aft* *Well deck*	1 *Dk(Irn)*	530 381 209	✠100A1 3,37 NB5,94 ~~3S 10,37~~ 11,38 ✠LMC10 3	Bkn	*h* CL 3,37		1890 3mo	Murray Bros. Dumbarton A&CP	KyleShippingCo. Ld.(MonroeBros. *Mgrs.*) *WB*	175·0 182·3(O.L.) Q95′B9′F32′ *= DBa43′ f51′127t*	26·5	10·1 BK7½″ *FPT36t*	London British *3 BHCem*	T.3Cy.16¼″,24″&40″–33″(*s*) 180lb 80RHP 1SB,*2pf*,GS45,HS1607 M.Paul&Co.Dumbarton	12 ″ 10 s 3 ″ 8½ 12 ″ 4	
84755 165919 GDDZ	**Testbank** E.S.D.	1 *Dk&Shelter dk* *Cruiser Stern*	5083 4614 2981	✠100A1 *with freeboard* Cal ~~5,37~~ ~~11,37~~ 3,39 ✠LMC11 37	Shl	*a*† CL		1937 11mo	J.Read-head&SonsLd SouthShields *Lloyd's A&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *Cell DB341′1343t P*	423·7 439·2(O.L.) F31′ *PT128t A PT218t*	56·7	24·8 FK *(Coll to Sh dk 6 ,, 2nd ,,)*	Glasgow British *7 BHpt Cem*	T.3Cy.25″,42″&71″–48″ 220lb (*s*) 524NHP 2SB(Spt)&1AuxSB,*9cf*, GS167,HS7444 FD J.Readhead&SonsLd.S.Shl	27 ″ 10 s 3 ″ 0¼ 25 ″ 0¼	
84756 147364 GMPN	**Tetela** *Ref.Mchy.* Sub.Sig. D.F. E.S.D.	4 *Dks*	5389 4678 3302					1926	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·4 P48′B157′F43′	51·4	30·4	Liverpool British *WB*	T.3Cy.27½″,46½″&78″–54″ 447NHP CammellLaird&Co.Ld.		C
84757 SVUE	**Teti** (*ex*Ripa-36,*ex*Auldmuir) *ss*Grk.2ndNo.3–8,27 *ss*Cff.No.1–31	1 *Dk(Stl)2trB&deep framing*	*2747* *2536* *1760*	✠ ~~5,38~~ ~~11,37~~ 11,36 ✠	Bry	*u*		1903 4mo	Russell& Co. Pt.Glasgow	Mme.K.G.Sigalas (G.SigalasSons, *Mgrs.*) *Cell DBa94′f140′626t*	314·5 P30′B97′F33′	47·2	20·8 FK *5 BHCem APT112t*	Piræus Greek	T.3Cy.22½″,37″&62″–42″ 250NHP 2SB,*6cf*,GS115,HS3580 J.G.Kincaid&Co.Grk.	23 ″ 3	G †
84758 23 IUVT	— (*ex*Amazzone-34,*ex*Amazone-34, *ex*Borg,*ex*H.A.Hansen, *ex*Albert Zelck.*ex*Ionian) *Well deck*	1 *Dk(Stl)*	834 593 469	✠ 11,07 ✠	Sou	*k*		1901 2mo	Grngem'th &Greenock DockyardCo Greenock	Fratelli Montanari	192·6 181·2 H64′t F19′ *Cell DBa31′f73′146t*	31·2 Q59′	13·7 B53 FK *4 BHCem APT9t*	Rimini Italian	T.3Cy.13 7/16″,25″&40″–30″ 88NHP 1SB,*3cf*,GS55,HS1701 W.V.V.Lidgerwood,Gls.	14 ″ 8	I †
84759 886 SVDO	**Teti Nomicos** (*ex*LakisNomikos-38, *ex*Eleni-37,*ex*Monastir,*ex*Kythnos) 1 *Dk*		1882 1758 1069					1901	Schiffsw.v. Henry Koch Lübeck	LoucasNomicos	281·0 P&B231′F36′	40·4	18·1 *WB*	Piræus Greek	T.3Cy.21″,35½″&55″–35½″ 180NHP J.F.Ahrens,Ottensen		G
84760 30068 JTYB	**Tetsuzan Maru**		2018 1680 1240					1919	Hashimoto Shipyard Karimoshina	HashimotoKisen K.K.	285·0	38·0	22·0	Onomichi Japanese	T.3Cy.18″,30″&49″–39″ 150NHP KobeSteelWorks,Kobe		
84761 120918 GPZL	**Teucer** Ⓟ TwinSc D.F.	3 *Dks*	9079 8650 5762					1906	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	486·0	58·3	39·5	Liverpool British *WB*	T.6Cy.28″,38½″&65″–48″ 585NHP N.E.MarineEng.CoLdNwc		BT till ~~6.34~~ 6.39

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel: Total / Sous le Pont: Net	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Temps assigné raccourci pour Lettre de Supplément	7* Date de la dernière visite à flot ou à sec pour hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Enfoncement au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Observations au sujet de la Classification.
84762	**Tevere** Ⓟ (*ex*Gablonz) TwinSc		8289	✠100A1	Nap	*c* †	CL	1912	Cantiere	LloydTriestino	469·4	56·3	29·6	Naples	Q.8Cy.26″,37″,53″&76″–51″	39 ″ 11	
481	*ss*Tri.2ndNo.3–6,37		6953	*Awng dk*			5,35	11mo	SanRocco	Soc.Anon di Nav.				Italian	215lb (*r*) 1290NHP	s 4 ″ 3	
ICJU	*Ref.Mchy.*	2*Dks*(*Stl–Uws*)&*Awng dk*	4265	*withfreeboard*					Trieste				FK	*Cem*	8SB,*24cf*,GS474,HS18880FD	27 ″ 7¾	
	D.F.	(*Stl*–teak s)3*rd dk*(*Stl*)		2,39 3,38				*Lloyd'sA&CP*					*Collision*	*nBHtoAdk*		
		*inNos.*1,2,3&5*holds*												7 ,, ,, *U* ,,			
								CellDBa85′uE&B162′f143′114						61t*APT57t*			
				Fitted for oil fuel 5,23			*F.P. a*	*bore* 1 50° F.									
84763	**Teviotbank**		5087	✠100A1	Shl	*a* †	CL	1938	J.Read-	BankLine,Ld.	423·7	56·7	24·8	Glasgow	T.3Cy.25″,42″&71″–48″ (*s*)	27 ″ 10	
165927			4614	*withfreeboard*		Lon		2mo	head&SonsLd	(A.Weir&Co.	439·2(O.L.)			British	220lb 524NHP	s 3 ″ 0½	
GDGZ	E.S.D.	1*Dk*&*Shelter dk*	2981	~~Trin 2,38~~					SouthShields	*Mgrs.*)	F31′		FK	7*BHptCem*	2SB(Spt),1AuxSB,*9cf*,	25 ″ 6½	
		Cruiser Stern		2,39				*Lloyd'sA&CP*	*Cell*	*DB341′1343tFPT*	128t*APT218t*			*Coll to Sh dk*	GS167,HS7444 FD		
														6 ,, 2*nd*,,	J.Readhead&Sons,Ld.S.Shl		
84764	**Tewkesbury** (*ex*Glocliffe–32)		4601	✠100A1	Cff	*z*	CL	1927	Craig,Tay-	AlexanderShip-	400·8	53·5	25·1	London	T.3Cy.25½″,42″&70″–48″ (*s*)	27 ″ 6	
148295		*ss*Shl.No.2–37	4264	*withfreeboard*	Nff		8,36	11mo	lor&Co.Ld	pingCo.Ld(Capper,	425·0(O.L.)			British	180lb 417NHP	s 3 ″ 1½	
GNJS		1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2810	9,37 12,38			12,38		Stockton	Alexander&Co.	F32′		FK	6*BHptCem*	3SB,*9cf*,GS160,HS7080	21 ″ 8	
								Lloyd'sA&CP		*Mgrs.*)				*Coll to Sh dk*	Blair&Co.(1926),Ld.Stk.		
										CellDB344′1312t	*FPT121tAPT146t*			5 ,,2*nd*,,)			
84765	**Texada** (*ex*ElCicuta,*ex*Lake		2477			...		1917	Gt.Lakes	KingsleyCo.	253·0	43·5	25·6	S.Frncisco	T.3Cy.21″,34½″&57″–42″	27 ″ 6	
215815	Dunmore)	*Fitted for oil fuel*	2004						Eng.Works	ofCalifornia	P115′F26′		FK	Utd.States	284NHP		
KDIY	*Mchy.Aft*	Sub.Sig. 1*Dk Topside tanks*	1440						Ecorse,Mich.					*WB*	Gt.LakesEng.Wks.Detroit		
84766	**Texan**	TwinSc	7005	✠ ...	SFo			1902	NewYork	American-	471·0	57·2	31·8	NewYork	Q.8Cy.19″,28½″,41″&60″–42″	35 ″ 0	R
145944		*ss*S.Fo.2ndNo.3–7,26	6643	4,34				10mo	S.B.Co.	HawaiianS.S.Co.			FK	Utd.States	615NHP		†
WACU		*ss*S.Fo.No.2–34	4427						Camden,N.J.					7*BHAsp*	3SB,*12cf*,GS216,HS8184		
		2*Dks*(*Stl*)&*deep framing, lower dk*													NewYorkS.B.Co.Camden,		
	D.F.	*fore hold*(*Stl*)&*Shelter dk*(*Stl*)						*CellDB*	*a* 115′*uE&B52′f*	197′ 1490t *DT f* 26′	942t *Tanks*			*dles of tunnel*	N.J.		
		Fitted for oil fuel								*between* (41′)&*atsi*					(28′)222t*FPT138tAPT77t*		
84767	— Ⓟ	Iron	2557					1886	W.Cramp	Jas.A.Wilson	264·0	43·0	18·8	NewYork	T.3Cy.21″,34″&56″–36″		R
126391	(*ex*WesternWave–32,	*Fitted for oil fuel*	—						&Sons					Utd.States	188NHP		
WLCM	*ex*Tampa,*ex*Cherokee)	2*Dks*&	1967						Philadelphia					*WB*	W.Cramp&Sons,Phl.		
		Shelter dk															
84768	**Texas**		6363	✠100A1	NYk	*a* †	CL	1916	ForeRiver	TheTexas	416·8	56·1	31·1	Wilmgton	T.3Cy.26½″,44⅞″&74′–51′	32 ″ 9	
213878		*ss*N.Yk.No.3–5,28	6664	1,38 4,38			8,37	2mo	S.B.Corp.	Company				(Del.)	190lb (*r*) 549NHP	s 6 ″ 4½	
WBCH		*ss*N.Yk.No.2–36	3946				10,38		Quincy,Mass.		P107·B35′F33′		FK	Utd.States	3SB,*9cf*,GS191,HS7979 FD	26 ″ 7½	
	Mchy.Aft	2*Dks*(*Stl*)&*Web frames*		*Carrying Petroleum in bulk*					A&CP								
	D.F.	*Longitudinal framing*		*Fitted for oil fuel* 2,16			*F.P. a*	*DBu E&B 60′209t*			*FPT229tAPT130t*			*WB*	16*BHCem*	ForeRiverSB.Corp.Quincy	
								bore 1 50° F.									
84769	—		5638					1919	Columbia	StatesSteamship	410·0	54·2	27·5	Portlnd Or	DR geared Steam Turbine		R
218675	(*ex*WestHarts)	*Fitted for oil fuel*	5248						RiverSBCorp	Co.	P43′B114′F47′			Utd.States	GeneralElectricTurbineCo		
KEFZ		2*Dks*	3533						Portland,Or.					*WB*	Schenectady,N.Y.		
84770	**Texas Banker** (*ex*Lake		2606			...		1919	Detroit	NewtexS.S.Corp.	251·0	43·6	26·1	NewYork	T.3Cy.20″,35″&59″–42″	28 ″ 2	R
218914	Inglenook–32)	*Fitted for oil fuel*	2237						S.B.Co.		P25′B64′F23′			Utd.States	352NHP		†
KOBT	*Ref.Mchy.*	1*Dk2trB*	1612						Wyandotte				FK	*WB*	DetroitS.B.Co:Detroit		
84771	**Texas Ranger** (*ex*Lake		2689			...		1919	Manitowoc	NewtexS.S.Corp.	253·5	43·9	25·9	NewYork	T.3Cy.21″,35″&59″–42″	28 ″ 5	R
219121	Gaither–32)	*Fitted for oil fuel*	2329						S.B.Co.		P25′B65′F26′			Utd.States	326NHP		†
KOJZ	*Ref.Mchy.*	1*Dk2trB*	1667						Manitowoc				FK	*WB*	NordbergMfg.Co.M'lw'kee		
84772	**Texas Sun**		9900	✠100A1	Phl		CL	1937	SunS.B.&	SunOilCompany	515·6	66·0	36·8	Philadlphia	Oil Engines 2S.C.SA	37 ″ 0	
235950		*OilEng.*	—	~~Lmm 1,38~~ 12,38			~~8,36~~	4mo	DryDockCo.		535·2(O.L.)			Utd.States	6Cy.25 5/16″–79⅛″ 1182NHP		
WOTC	D.F. E.S.D. GyC.	1*Dk*	6033	~~Lmm 1,38~~ ✠LMC 1,37			5,38				P88′B35′F57′		FK	11*BH*	DB(WT)*245lb*		
	Longitudinal framing–bracketless system			*Carrying Petroleum in bulk*				*Lloyd'sA&CP*		*CellDBuE58′167t*	*DTf24′771tFPT34*			5t*APT165t*	DB(WT–*Upr.*)*200lb*		
	Mchy.Aft	*CruiserStern*		DBS2,39											SunSB&DD.Co.Chester Pa		
84773	**Texas Trader** (*ex*Lake		2674					1919	Gt.Lakes	NewtexS.S.Corp.	253·4	43·8	26·0	NewYork	T.3Cy.21″,35″&59″–42″		R
219019	Ellithorpe–32)	*Fitted for oil fuel*	—						Eng.Works		P25′B65′F26′			Utd.States	225NHP		
KOFM	*Ref.Mchy.*	1*Dk2trB*	1658						Ecorse,Mich.					*WB*	Gt.LakesEng.Wks.Detroit		
84774	**Texelstroom**		1617					1918	Maats.	N.V.Hollandsche	273·6	40·2	16·8	Amstrdam	T.3Cy.19¾″,31″&52″–36″		V
			1281						Fyenoord	Stoomb.Maats.				Dutch	162NHP		
PHYG		1*Dk*	968						Rotterdam					*WB*	Maats.Fyenoord,Rot.		
84775	**Texmar** (*ex*EdgarBowling,		5505					1919	South	CalmarS.S.Corp.	410·5	54·3	27·2	NewYork	T.3Cy.24½″,41½″&72″–48″		R
218027	*ex*WestCavanal)	*Fitted for oil fuel*	—						Western		P46′B112′F46′			Utd.States	359NHP		
KIFD	D.F.	2*Dks*	3439						S.B.Co.					*WB*	LlewellynIronWorks,		
									SanPedro Cal						LosAngeles		
84776	**Thala**		4399	✠100A1	Mdb	*x*	CL	1928	J.Readhead	Cory&Strick	370·0	52·3	25·9	London	T.3Cy.24½″,41″&66″–45″ (*r*)	28 ″ 3	
160623		*ss*Rot.No.2–37	4076	~~Lmm 1,37~~ 14,38	Hpt		~~4,37~~	12mo	&Sons,Ld.	(Steamers)Ld.				British	180lb *120lb* 341NHP	s 5 ″ 3⅜	
GSVD		1*Dk*(*Stl*)	2736	5,39	LMC		3,39		SouthShields	(F.C.Strick&Co.	P28′B104′F36′		FK	6*BHCem*	2SB,*6cf*,GS109,HS4460 FD	23 ″ 1½	
					MS12,36	BS1,38	1,39	*Lloyd'sA&CP*		Ld.*Mgrs.*)					J.Readhead&SonsLd.SShl		
	D.F.	*Cargo battens not fitted*								*CellD*	*Ba&uE144′f160′10*			7*5t FPT135t*	*APT115t*		
84777	**Thalatta**	TwinSc3Mst	5671	✠100A1	Osl	*a* †	CL	1922	Akt.Bur-	Wilh.Wilhelmsen	425·5	55·2	27·9	Tönsberg	Oil Engines 4S.C.SA	30 ″ 6	
		OilEng.	5195	*Shelter dk*			P2,38	7mo	meistr&Wain					Norwegian	12Cy 24⅛/8″&37⅛/8″	s 4 ″ 0½	
LDAL		*ss*Osl.No.3–7,29	3492	*withfreeboard*			S2,38		Copenhagen				FK	*ptCem*	DB*1001b* 717NHP	26 ″ 8½	
		*ss*Osl.No.2–37 ~~*ss*Osl.No.1–36~~		2,39 ~~2,37~~		2,39		*Lloyd'sA&CP*			*Collision*			*nBHtoShdk*	Akt.Burmeistr&Wain,Cpn		
	D.F.	2*Dks*(*Stl*)&*Shelter dk*(*Stl*)			LMC CS5					*CellDB377′*	1250t*DTf33′1000t*	*FPT90tAPT82t*		6 ,, ,, *U* ,,			
					DBS1,37	1,38	3,37										
84778	**Thalia**	TwinSc	8329	✠100A1	Ham		CL	1926	Howaldts-	PanamaTransport	470·1	63·2	35·3	Panama	Oil Engines 2S.C.SA	35 ″ 6	
		OilEng.	—	*Shelter dk*			S2,37	4mo	werke	Co.	488·0(O.L.)			Pnamanian	8Cy.23⅝″–41⅓″ 776NHP	s 8 ″ 6	
HPFR		*ss*Bmn.No 2–34	5075	*withfreeboard*			P12,37		Kiel		B34′F39′		FK	18*BHptCem*	DB*701b*	27 ″ 4	
	Mchy Aft	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)		12,37				*Lloyd'sA&CP*						*ptAsp*	2 Water Tube DB*2001b*		
	Sub.Sig.	&*Web frames*		✠LMC CS7,34										13*BHtoUdk*	SulzerBros.Ld.Winterthur		
	E.S.D. D.F.	*Longitudinal framing*		DBS12,37 4,36				*CellDBa&uE*		93′287t*DTf36′275t*	*FPT182tAPT79t*						
				Carrying Petroleum in bulk													
84779	—		5875	✠ ~~Lmm~~	Ham	*y*		1917	Kawasaki	XilasBros&	385·3	51·2	25·5	Syra	T.3Cy.26″,43½″&72″–48″ (*s*)	28 ″ 0	C
263	(*ex*Jebba–33,	*ss*Hul.No.2–26	—					9mo	Dckyd.Co.Ld	A.Constantinidis				Greek	440NHP		†
SVNR	*ex*WarLion)	2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	4278	✠					Kobe				FK	6*BHCem*	2SB&1AuxSB,*8cf*,GS154,		
										CellDB33	4′1118t *FPT126t*	*APT93t*		6*BHCem*	HS5741		
															KawasakiDkydCoLdKobe		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Year Assigned or last Period Retained	7a Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard (midships) / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of last Trade Cert.
84780 DORT	**Thalia** TwinSc *Mchy. Aft* *Oil Eng.* Wireless D.F. *Cruiser Stern* 1 *Dk*	1122 587	✠100A1 *Awng dk*	Yka Osa	*y*		1936	Nordsee-werke Emden G.m.b.H. Emden	Dampfschifffahrts Ges. "Neptun"	235·0 P114'	34·7 F22'	13·1	Bremen German *WB*	2 SR geared Oil Engines 4S.C.SA 12Cy.11⅝"–16⅞" 158 NHP Fr.Krupp Germaniawft A.G		G
84781 JTED	**Thames Maru** *ss* Kob. No. 3-5,32 *ss* Yka. No. 1-37 2 *Dks (Stl) & Awng dk (Stl)*	5871 5590 4254	✠100A1 *Awng dk* *with freeboard* 3,39~~2,38~~	Yka Osa	*y*	OG 2,38	1920 8mo	Kawasaki Dkyd. Co. Ltd. Kobe	Kawasaki Kisen K.K. *Cell D B334' 1118t*	385·0 P114' F K	51·0 F22' *Collision*	36·0 *F P T 1261 A P T 931t*	Kobe Japanese *Cem* *B H to Aw dk* 5 " " *U* "	T.3Cy.26", 43½" & 72"–48" (s) 200lb 440 NHP 2SB(Spt) & 1 Aux SB, 8*cf*, 6s154, Hs5636 F D Kawasaki Dkyd. Co. Ltd Kob	36 " 0 s 9 " 3½ 27 " 1	
84782 SVEM	**Thassos** (*ex* Banyei Maru No. 11) Wireless 1 *Dk*	1565 528 1312 915					1919	Nitta Co. Osaka	Th. L. Teryazos	240·0	36·0	21·0	Piræus Greek *WB*	T.3Cy.16", 27" & 45"–32" 109 NHP Tanaka Engine Works		I
84783 KJHB	**The Angeles** *Fitted for oil fuel* 2 *Dks*	5481 — 3420					1920	Los Angeles S.B. & D.D. Co. L. Angeles Cal	United States Maritime Commission	410·0 P43' B114' F46'	54·4	27·2	Ls Angeles Cal. Utd. States *WB*	T.3Cy.28½", 47" & 78"–48" 422 NHP Los Angeles S.B. & D. Co. San Pedro, Cal.		R
Name "Mosaagul," see No. 89101 in Supplement																
84784 MNWG	**The Baron** *ss* P.Gl. No. 2–36 1 *Dk (Stl)* *Mchy. Aft* *Well deck* *Cargo battens not fitted*	820 562 388	✠100A1 10,38 ~~8,37~~ BS~~8,37~~ 1~~0,38~~	Shl Bwg C7,36	*k*	CL ~~8,37~~ 10,38	1927 8mo	Ailsa S.B. Co. Ld. Troon *Lloyd's S.A & C P*	J. Hay & Sons, Ld. *Cell*	190·2 Q109' B9' F25' *D B f 117' 177t F P T*	30·1 F K	12·1 *58t A P T 30t*	Glasgow British *3 B H Cem*	T.3Cy.15", 25" & 42"–30" (s) 200lb 87 RHP 1SB, 3*cf*, Gs60, Hs2160 Ailsa S.B. Co. Ld. Troon	14 " 2 s 4 " 7½ 13 " 8	
84785 MPFY	**The Countess** *ss* Shl. No. 2–37 1 *Dk (Stl)* *Mchy. Aft* *Well deck* *Cargo battens not fitted*	824 561 405	✠100A1 6,38~~4,37~~ BS6,38	Shl PGl LMC~~4~~,37	*k*	CL 11,35	1928 10mo	Ailsa S.B. Co. Ld. Troon *Lloyd's S.A & C P*	J. Hay & Sons, Ld. *Cell*	195·1 Q111' B11' F30' *D B 123' 174t F P T*	30·3 F K	12·1 *56t A P T 22t*	Glasgow British 200 Ailsa S.B. Co. Ld. Troon	T.3Cy.14", 23½" & 39"–30" (s) ~~165~~lb 75 RHP 1SB, 3*cf*, Gs57, Hs2021 Ailsa S.B. Co. Ld. Troon	14 " 2 s 4 " 7½ 13 " 8½	
84786 MLVK	**The Duchess** *ss* P.Gl. No. 3–6,36 1 *Dk (Stl)* *Mchy. Aft* *Well deck* *Cargo battens not fitted*	798 551 355	✠100A1 2,39~~1,38~~ BS~~1,38~~ 2,39	PGl Shl LMC6,36	*k*	CL ~~1,38~~ 2,39	1924 3mo	C. Rennold-son & Co. South Shields *Lloyd's S.A & C P*	J. Hay & Sons, Ld. *Cell D*	190·0 *30·8* Q105' B9' F30' *B B116' 188t F P T 62t*	29·7 BK8"	12·1 *A P T 40t*	Glasgow British *3 B H pt Cem*	T.3Cy.16", 27" & 44"–30" (s) 180lb 137 NHP 2SB, 4*pf*, Gs75, Hs2404 W. Beardmore & Co. Ld. Coatbridge	13 " 11 s 4 " 6⅜ 14 " 0⅝	
84787 MNVR	**The Duke** *ss* Shl. No. 2–35 1 *Dk (Stl)* *Mchy. Aft* *Well deck*	820 562 387	✠100A1 1,~~38~~ 3,38 BS~~3,38~~ 4,39	Mdb Hul LMC9,~~38~~	*k*	CL ~~3,38~~ 1,39	1927 7mo	Ailsa S.B. Co. Ld. Troon *Lloyd's S.A & C P*	J. Hay & Sons, Ld. *Cell*	190·2 Q109' B9' F25' *D B f 117' 177t F P T*	30·1 F K	12·1 *58t A P T 30t*	Glasgow British *3 B H Cem*	T.3Cy.15", 25" & 42"–30" (s) 200lb 87 RHP 1SB, 3*cf*, Gs60, Hs2160 Ailsa S.B. Co. Ld. Troon	14 " 2 s 4 " 7½ 13 " 8	
84788 MLMK	**The Earl** 1 *Dk* *Mchy. Aft*	926 623 481	✠100A1 ~~4,37~~12,38 PGl Shl LMC6,36	Trn	*l*	CL	1936 6mo	Ailsa S.B. Co. Ld. Troon *Lloyd's S.A & C P*	J. Hay & Sons, Ld. *Cell D B 132' 204t*	202·2 209·3 (O.L.) Q114' B9' F31' *F P T 65t A P T 29t*	32·2 F K	12·4	Glasgow British *3 B H Cem*	T.3Cy.13½", 22½" & 38"–30" 215lb (s) 71 RHP 1SB, 3*cf*, Gs59, Hs1930 Ailsa S.B. Co. Ld. Trn.	14 " 6 s 4 " 7 13 " 0¼	
84789 MPRS	**The Emperor** *ss* PGl. No. 2–38 ~~*ss* Bwg. No. 1–91~~ 1 *Dk (Stl)* *Mchy. Aft* *Well deck* *Cargo battens not fitted*	824 561 405	✠100A1 6,38 ~~4,37~~ ~~BS6,37~~ LMC7,~~34~~ 8,38	PGl	*k*	CL 6,37	1930 2mo	Ailsa S.B. Co. Ld. Troon *Lloyd's S.A & C P*	J. Hay & Sons, Ld. *Cell D*	195·1 203·0 (O.L.) Q111' B11' F30' *B 123' 174t F P T 56t*	30·3 F K	12·1 *A P T 22t*	Glasgow British *3 B H Cem*	T.3Cy.14", 23½" & 39"–30" (s) 200lb 76 RHP 1SB, 3*cf*, Gs57, Hs2021 Ailsa S.B. Co. Ld. Troon	14 " 2 s 4 " 7½ 13 " 8½	
84790 WADS	**The Harvester** 1 *Dk & Web frames* *Mchy. Aft* *Longitudinal framing* D.F. GyC.	7188 — 5690					1911	American S.B. Co. Lorain, Ohio	International Harvester Co.	525·0 F48'	58·0 F K	31·0	D'luth Min Utd. States *WB*	T.3Cy.23½", 38" & 63"–42" 388 NHP American S.B. Co. Clevelnd	31 " 0	R †
84791 WCFV	**The International** (*ex* William H. Warner–34) *Mchy. Aft* D.F. GyC. 1 *Dk*	7984 — 6277					1923	American S.B. Co. Lorain, Ohio	International Harvester Co.	586·3	60·2	28·0	D'luth Min Utd. States *WB*	T.3Cy.24½", 41" & 65"–42" 274 NHP American S.B. Co. Lorain, O.		R
84792 EIGC	**The Lady Belle** *ss* Apl. 3rd No. 3–6,37 1 *Dk (Stl)* *Mchy. Aft* *Well deck* *Cargo battens not fitted*	331 217 131	✠100A1 4,39~~2,37~~ BS~~7,38~~ LMC6,37	Cff Npt	*e*	CL 4,37	1900 5mo	J. Fullerton & Co. Paisley A & C P	A. Moloney & Sons, Ld.	140·4 141·3 (O.L.) Q75' B10' F24' *W B = F P T 43t*	24·1 F K	9·9	Waterford British *3 B H Cem*	C.2Cy 18¾" & 40"–27" (s) 120lb 83 RHP 1SB, 3*pf*, Gs53, Hs1447 Ross & Duncan, Glasgow	10 " 8 s 3 " 11 10 " 9	
84793 VRXP	**The Lady Clifford** TwinSc (*Hopper Dredger*) *Cruiser Stern* 1 *Dk & Web frames*	2062 1905 799					1921	Lobnitz & Co. Ld. Renfrew	Government of Nigeria	283·9 P19' F37'	45·1 F K	18·2	Lagos British *WB*	T.6Cy.18", 28" & 48"–27" 385 NHP Lobnitz & Co. Ld. Renfrew	19 " 0	
84794 MLST	**The Marchioness** *ss* Shl. No. 3–11,36 *Mchy. Aft* *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted*	799 551 356	✠100A1 4,38 BS11,37	Shl LMC10,35	*k*	CL 4,38	1924 1mo	C. Rennold-son & Co. South Shields *Lloyd's S.A & C P*	J. Hay & Sons, Ld. *Cell D*	190·1 Q105' B9' F30' *B B116' 188t F P T 62t*	29·7 BK8"	12·1 *3 B H pt Cem* *A P T 40t*	Glasgow British	T.3Cy.16", 27" & 44"–30" (s) 180lb 137 NHP 2SB, 4*pf*, Gs74, Hs2404 W. Beardmore & Co. Ld. Coatbridge	13 " 11 s 4 " 6½ 14 " 1	
84795 MNCS	**The Marquis** *ss* Grk. No. 3–8,36 *Mchy. Aft* *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted*	795 551 354	✠100A1 ~~12,37~~ 1,39 BS~~12,37~~ 1,39	Shl LMC6,36	*k*	CL ~~12,37~~ 1,39	1924 11mo	C. Rennold-son & Co. South Shields *Lloyd's S.A & C P*	J. Hay & Sons, Ld. *Cell D B f 116' 188t F P T*	190·0 Q105' B9' F30'	29·7 BK8"	12·1 *3 B H pt Cem* *62t A P T 40t*	Glasgow British	T.3Cy.16", 27" & 44"–30" (s) 180lb 137 NHP 2SB, 4*pf*, Gs75, Hs2404 W. Beardmore & Co. Ld. Coatbridge	13 " 11 s 4 " 6½ 14 " 1	
84796 MPQT	**The Monarch** ~~*ss* Trn. No 2–38~~ ~~*ss* Bwg. No. 1–91~~ 1 *Dk (Stl)* *Mchy. Aft* *Well deck* *Cargo battens not fitted*	824 561 405	✠100A1 ~~7,37~~ 5,38 ~~Trn~~ Shl LMC~~4~~,~~34~~ 5,39	Nwc	*k*	CL 11,36	1930 1mo	Ailsa S.B. Co. Ld. Troon *Lloyd's S.A & C P*	J. Hay & Sons, Ld. *Cell D B 123' 174t*	195·1 202·3 (O.L.) Q111' B11' F30' *F P T*	30·3 F K	12·1 *56t A P T 22t*	Glasgow British *3 B H Cem*	T.3Cy.14", 23½" & 39"–30" (s) 200lb 76 RHP 1SB, 3*cf*, Gs57, Hs2021 Ailsa S.B. Co. Ld. Troon	14 " 2 s 4 " 7½ 13 " 8½	
84797 MLLD	**The President** 1 *Dk* *Mchy. Aft*	926 623 481	✠100A1 3,36 ~~4,38~~ LMC5,36	Nwc Trn	*l*	CL 4,38	1936 5mo	Ailsa S.B. Co. Ld. Troon *Lloyd's S.A & C P*	J. Hay & Sons, Ld. *Cell D*	202·2 Q114 B9' F31' *B 132' 204t F P T 65t*	32·2 F K	12·4 *A P T 29t*	Glasgow British *3 B H Cem*	T.3Cy.13½", 22½" & 38"–30" 215lb (s) 71 RHP 1SB, 3*cf*, Gs59 Hs1930 Ailsa S.B. Co. Ld. Trn.	14 " 6 s 4 " 7 14 " 0¼	
84798 MQDS	**The Sultan** *ss* Trn. No. 1–36 1 *Dk (Stl)* *Mchy. Aft* *Well deck* *Cargo battens not fitted*	824 561 405	✠100A1 7,38~~7,37~~ BS~~7,37~~ 7,38 LMC4,~~38~~	Nwc Shl	*k*	CL ~~7,37~~ 7,38	1932 1mo	Ailsa S.B. Co. Ld. Troon *Lloyd's S.A & C P*	J. Hay & Sons, Ld. *Cell D B 123' 174t F P T*	195·1 Q111' B11' F30'	30·3 F K	12·1 *6t A P T 22t*	Glasgow British *3 B H Cem*	T.3Cy.14", 23½" & 39"–30" (s) 200lb 75 RHP 1SB, 3*cf*, Gs57, Hs2021 Ailsa S.B. Co. Ld. Troon	14 " 2 s 4 " 7½ 13 " 8¼	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registre ou cote si ce n'est dans le U.K. Autres Cert. Reçus Trade
84799	**The Viceroy**		824	✠100A1	PGl	*k*	CL	1929	AilsaS.B.	J.Hay&Sons,Ld.	195·1	30·3	12·1	Glasgow	T.3Cy.14″,23½″&39″–30″ (*s*)	14 ″ 2	
160243	*ss*P.Gl.No.2–37		561	4,39 ~~12,37~~			12,37	4mo	Co.Ld.		203·3(O.L.)			British	200lb 76RHP	s4 ″ 7½	
MPJW	*Mchy.Aft* *Well deck* 1*Dk*(*Stl*)		405		✠LMC5 37				Troon		Q111′B11′F30′ FK			3*BHCem*	1SB,3*cf*,GS57,HS2021	13 ″ 8½	
	Cargo battens not fitted			BS9,36 4,39				*Lloyd's SA&CP*		*CellD*	*B123′174t FPT56t*			*APT22t*	AilsaS.B.Co.Ld.Troon		
84800	**Theano**		1059					1920	NV Boele's	N.V.Maats."Zeevaart"(Hudig&	231·9	36·2	13·2	Rottrdam	T.3Cy.18″,30″&48″–36″		V
	Sub.Sig.		787						Scheepswerven en Machinefabriek	Veder,*Mgrs.*)				Dutch	138NHP		
PHYV	E.S.D. 2*Dks*		368						Slikkerveer					*WB*	N.V.Boele'sScheepswerven en Machinefabriek, Bolnes		
84801	**Thedens**		2071					1927	N.V.Schps	Koninkl.Paketv.	300·3	46·2	14·6	Batavia	C4Cy(2)18⅝″&(2)39¼″–39½″		V
			1570						"DeMaas"	Maats.				Dutch	193NHP		
PKFN	2*Dks*		1181						Slikkerveer					*WB*	Maats.Fyenoord,Rot.		
84802	**Thedol 2** (*ex*Petrolina–36,	**TwinSc**	657					1910	Howaldts-	T.N.Epiphaniades	188·0	31·2	10·5	Piræus	T.3Cy.9½″,14¾″&24⅜″–13⅝″		
639	*ex*Wilno,	*Carrying Petroleum in bulk*	—						werke		Q46′			Greek	44NHP		
SZMB	*ex*Société)	*Mchy.Aft* 1*Dk*	269						Kiel						Howaldtswerke,Kiel		
84803	**Theems** (*ex*Jolly Bruce,		553					1920	Gebroeders	WalfordLines,Ld.	159·2	27·0	11·2	London	T3Cy 12¼″19⅛″&31½″–22⅛″		C
149764	*ex*Aleksander)		389						VanDiepen	(LeopoldWalford				British	47RHP		
MKCM	1*Dk*		286						Waterhuizen	ShippingLd.*Mgrs*)				*WB*	CasarWollheim,Breslau		
84804	**Thelma**		8297					1937	Götaver-	TönnevoldsRederi	465·1	59·4	35·9	Grimstad	Oil Engines 4S.C.SA		N
	OilEng.		7571						kenA/B	A/S(O.T.Tönne-	P103′F59′			Norwegian	8Cy 29½″–59-⅛″ 653NHP		
LJSJ	*Mchy.Aft* *CruiserStern* 1*Dk*		5032						Gothenburg	vold&Co.A/S,				*WB*	GotaverkenA/B,Got.		
	Carrying Petroleum in bulk									*Mgrs.*)							
84805	—		1593					1935	Burntislnd	ClydesdaleShip-	265·0	40·5	16·3	Glasgow	T.3Cy.15″,25½″&44″–33″		C
164053	Wireless		1357						S.B.Co.Ld.	ownersCo.Ld.	P15′Q43′B111′F30′			British	111NHP		
MBKK	E.S.D. 1*Dk*		933						Burntisland	(Glen&Co Ld.*Mgrs*)				*WB*	D.Rowan&Co.Ld.Gls.		
84806	—		374	✠100A1	Liv	*f*	CL	1903	AilsaS.B.	ZillahShipping&	143·3	25·0	11·6	Liverpool	C.2Cy.18″&40″–27″ (*s*)	12 ″ 8	
118065		*ss*Liv.2ndNo.3–11,29	291	7,333,36			N3,36	12mo	Co.Ld.	CarryingCo.Ld.				British	130lb 91RHP	s ″10	
MGMW		*ss*Liv.No.~~1–34~~2–38	139	BS2,38	✠LMC ~~11,37~~				Ayr	(W.A.Savage,Ld.	Q46′B10′F25′ BK7″			3*BHCem*	1SB,3*pf*,GS54,HS1641	12 ″ 5	
	Well deck 1*Dk*(*Stl–pt* teaks)			4,39	MS7,3			*Lloyd's SA&CP*		*Mgrs.*)	*WB=FPTanks*			60*tAPT8t*	Ross&Duncan,Glasgow		
84807	**Themis** (*ex*Temis,*ex*Carl)		724					1907	Göteborgs	RederiA/B Themis	183·1	28·4	11·0	Stockholm	T3Cy.14⅜″,22¼″&37⅞″–23⅝″		V
4761			477						M.V.Aktieb.	(W.Grosche, *Mgr.*)	Q94′B37′H25*t*F22′			Swedish	68NHP		
SGVE	1*Dk*		383						Gothenburg					*WB*	GöteborgsMV.Aktieb.Got		
84808	—		706					1919	Bergsunds	Skibs-A/S Themis	187·9	30·4	12·8	Fredrikstd	T.3Cy.13″,21¼″&35⅝″–23⅝″		V
			592						Mek.Verk-	(O.M.Olsen)				Norwegian	58NHP		
LFBG	*Mchy.Aft* 1*Dk*		386						stadsA/B						BergsundsMek.Verkstads A/B,Skm.		
									Stockholm								
84809	—		467					1891	G.Evers	Dampfschifffahrts	159·1	23·9	11·0	Bremen	C.2Cy.17¾″&32¾″–22″		G
			338						Lübeck	Ges.Neptun	Q40′B39′F21′			German	Masch. NB07 42NHP		
DOLC	1*Dk*		274											*WB*	BuckauA.G.Magdeburg		
84810	**Themisto**		4707					1928	Rotterdam	N.V.Maats.Zee-	400·5	55·3	25·1	Rottrdam	C.4Cy.(2)22″&(2)47½″–47½″		V
			4292						Droogd.Maat	vaart(Hudig&	F33′			Dutch	256NHP		
PHZA	D.F. E.S.D. 1*Dk*(*Shelter dk*		2824						Schiedam	Veder,*Mgrs.*)					RotterdamDroogd.Maats		
84811	**Themistocles** (P)	**TwinSc**	11231	✠100A1	Gls	*g*†	CL	1911	Harland&	Norfolk&North	500·6	62·3	39·4	S'thamptn	Q.8Cy.23″,34″,48″&69″–51″	42 ″ 8	BT
129349	*ss*Gls.2ndNo.3–4,35		9574	*Awng dk*			~~12,36~~	1mo	Wolff,Ld.	AmericanSteam	520·0(O.L.)			British	215lb (*s*) HS19858 1075NHP	s11 ″ 8	till
GMLN	D.F. E.S.D. 2*Dks*(*Stl*)&*Awng dk*(*Stl–pt*ws)		6974	*with freeboard*			20,36		Belfast	ShippingCo.Ld.	P47′B245′*on Awgdk*			10*BHptCem*	3DB(Spt).&2SB(Spt),*24cf*,	31 ″ 6	13,30
	3rd dk in No.3 hold& after holds			~~7,38~~ 3,39	BS9,38		89,38	*Lloyd's SA&CP*		(ShawSavill&	F64′ FK&BK2″				GS496,		
	Ref.Mchy. (*Stl in after holds*)			~~[illegible]~~	✠LMC5 ~~74~~		P2,39			AlbionCo.Ld.					Harland&Wolff,LdBelfast		
				✠Lloyd'sRMC4 ~~[illegible]~~						*Mgrs.*)	*Cell DBa113′uE&*			B96′*f*214′16	88*tFPT155tAPT105t*		
					2,39												
84812	**Themoni** (*ex*Burnhope–33)		3859	✠	Salon-	*x*		1929	Nthmblnd		370·3	51·8	22·6		Q.4Cy.20″,28″,40″&58″–42″	24 ″ 8	
Now "Malantic," *see No.* 39032	Salonica No.2–37		3505	4,37	ica			2mo	S.B.Co.						327NHP	s 2″11½	
	1*Dk*(*Stl*)		2383	✠					(1927),Ld.		P35′B230′F36′ FK			6*BHCem*	2SB(Spt)&1AuxSB,8*cf*,	21″11½	
	(*DAMAGED BY FIRE 7,37*)								Newcastle						GS143,HS5766		
										CellD	*B324′1064tFPT77t*			*APT109t*	N.E.MarineEng.CoLdNwc		
84813	**Theodor** (*ex*Byna)		1939	100A1	Mmo		OG	1919	J.&A.v.d.	RederiA/B	268·8	42·2	18·2	Råå	T.3Cy.17½″,29″&46″–36″ (*s*)	20 ″ 6	
7399	*ss*Got.No.1–38		1664	~~2,34~~ 2,34	2,38 Grot	Hbg	10,37		Schuyts	A.Th.Jonasson	280·0(O.L.)			Swedish	180lb 200NHP	s2 ″ 9½	
SFLA	1*Dk*(*Stl*)		1083	BS11,36	LMC ~~3,38~~				Papendrecht	(M.Jonasson *Mgr*)	P35′B57′F12′ FK			4*BHCem*	2SB,4*cf*,GS78,HS3144	17 ″ 11	
				12,37	MS5,38					*CellDBa79′uE17′*	*f*100′419*t FPT48t*			*APT71t*	J.&A.Van der Schuyt		
84814	**Theodor Nette** (P) (*ex*Soria,		2619					1912	NevskySB.	U.S.S.R.	286·1	40·7	26·6	Vladvostk	T.3Cy.20⅜″,32⅝″&52⅜″–40″		
	*ex*Tver)		1735						&Mch.Works		B95′			Russian	176NHP		
	3*Dks*		1500						Leningrad						NevskyS.B.&Mch.Works		
84815	**Theodora** (*ex*MikraAsia–34)	**TwinSc**	1054					1917	Governmt.	TheodoraE.Pappa,	240·6	33·3	13·2	Piræus	T.6Cy.11″,19″&29″–21″		
481	*Fitted for oil fuel*		957						Dockyard	G.E.Pappas				Greek	38NHP		
SZJS	*Carrying Petroleum in bulk*		709						Nicolaieff	&S.N.Bistis(G.					Govt.Dkyd.Nicolaieff		
										Pappas&S.Eleftheriades,*Mgrs.*)							
84816	**Theodore H.Wickwire**		5141					1908	Gt.Lakes	AmericanS.S.Co.	444·0	56·2	29·0	BuffaloNY	T.3Cy.22½″,36″&63″–42″		R
206045	D.F. GyC.		—						Eng.Works	(Boland&Cornelius,*Mgrs.*)	F49′			Utd.States	257NHP		
KDZC	*Mchy.Aft* 1*Dk*		3894						Ecorse					*WB*	MarineBlr.Wks.Toledo,O.		
84817	**Theodore Roosevelt** (P)		1955					1906	ToledoS.B.	ChicagoRoosevelt	276·0	40·0	26·0	Duluth,	T.4Cy.30″,48″&(2)56″–40″		
202941			—						Co.	S.S.Co.				Min.	198NHP		
KGFV	2*Dks*		1330						Toledo.O.					Utd.States	ToledoS.B.Co.		
84818	**Theodoros T.** (*ex*Eskbridge–34)		3409	✠100A1	Rot	*e*	CL	1912	W.Pickers-	Th.L.Teryazos	331·0	48·2	23·2	Piræus	T.3Cy.24″,39″&65″–45″ (*s*)	25 ″ 8	
770	*ss*Pir.No.1–38 *ss*Pir.2ndNo.3–7,34		3196	8,38 ~~9,37~~	Pir		~~12,34~~	4mo	gill&Sons,Ld.					Greek	180lb ~~190S~~ 313NHP	s4 ″ 1½	
SVRA	1*Dk*(*Stl*)&*Web frames*		2107	BS8,36	✠LMC ~~[illegible]~~		8,38		Sunderland		P29′B90′F33′ FK			5*BHCem*	2SB,6*cf*,GS121,HS1890	21 ″ 9	
	Longitudinal framing			DS2,38 5,39	MS8,38			*Lloyd's SA&CP*		*CellDBa99′uE&B*	39′*f*153′947*t FPT*			66*tAPT170t*	Richardsons,Westgarth& Co.Ld.Sld.		
	Cargo battens not fitted																
84819	**Theodosia** (P)	**TwinSc**	859					1898	Stabilmnto	U.S.S.R.	235·8	32·5	12·1	Odessa	T.6Cy.13″,20½″&34½″–20½″		
	(*ex*Wozroschdenie,*ex*Grand Duke		607						Tecnico		P56*t*B38*t*F59*t*			Russian	NB17 108NHP		
UOJP	NicolasNicolaievitch, 1*Dk*		507						Trieste						StabilimentoTecnico,Tri.		
	*ex*Woroschdenie) Wireless																

1 No. in Book. Official No. Code Letters	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Additional now expired. Equipment Letter.	7* Date when tail shaft last tech.	8 Built. When. Ship. Engines	8 Built. By Whom. Where.	9 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Register in which class, if not in L.R. Letter of Intradecert.
84820 134 SVVJ	**Theofano Livanos** D.F. E.S.D.	1 *Dk & Shelter dk Cruiser Stern*	*4815* *4379* 2851	✝100A1 *with freeboard* 10,38	Ams Rot LMC7,37	*d*†	CL	1937 7mo *Lloyd's*	W.Gray & Co.Ld. W Hartlepool *SA&CP*	Theofano Maritime Co.Ld.(N.G. Livanos, *Mgr.*) *Cell DB*	419·2 431·1(O.L.) F35′ 365′ 1200*t*	56·7 FK	25·3 *FPT* 217*t*	Chios Greek	T.3Cy.22½″,39″&65″–45″ 2251b (*s*) 460NHP 2SB(Spt&FD)&1AuxSB, *Coll to Sh dk* 9*cf*, GS146, HS7115 6 „ 2*nd*„) Cen.Mar.E.Wks. *APT* 200*t* (W.Gray&Co.Ld.) W.Hpl.	27 ″ 10 *s* 2 ″ 11½ 25 ″ 1½	
84821 196 SVQE	**Theomitor** (*ex* Dailwen, *ex* Haigtown, *ex* Dailwen, *ex* Mozart) *ss* Bel.2nd No.3–1,37 1 *Dk (Stl)*		*4427* *4129* 2750	✝100A1 9,38 ~~4,38~~ BS~~4,37~~ 8,38	Rot Cff LMC2,36	*x*	CL ~~1,38~~ 8,38	1910 3mo *Lloyd's*	Bartram & Sons Sunderland *SA&CP*	M.S.Polemis (Goulandris Bros. *Mgrs.*) *Cell DBa* 131′ *u* E21′ *f*	375·0 P33′ B113′ F38′ 164′ 1183*t*	52·0 FK *FPT* 106*t*	25·5 6 *BHCem* *APT* 145*t*	Andros Greek	T.3Cy.25½″,42″&71″–48″ (*r*) 180lb 404NHP 3SB,9*pf*, GS166, HS6568 J.Dickinson&Sons,Ld.Sld.	27 ″ 11 *s* 5 ″ 0¼ 23 ″ 1	
84822 FOBK	**Theophile Gautier** (P) Twin Sc *Oil Eng.* 2 *Dks* 3*rd dk in holds* D.F. *Ref. Mchy.* *Cruiser Stern*		8194 7023 4707			…		1926	Ch.& Atel. de France Dunkirk	Soc.des Services Contractuels des Messageries Maritimes	426·7 B267′ F49′	56·3 FK	22·5 *WB*	Marseilles French	Oil Engines 2S.C.SA 12Cy.23⅝″–41⅜″ 1164NHP Cie.de Const.Mec.St.Denis	34 ″ 11	V †
84823 201 SVQV	**Theoskepasti** (*ex* Portreath–32, *ex* Amicus) *ss* Pir.2nd No.3–5,36 1 *Dk (Stl)* *Cargo battens not fitted*		*3726* *3412* 2329	✝100A1 4,38 BS~~6,37~~ 8,38	Cff LMC5,36	*w*	CL 10,37	1911 3mo *Lloyd's*	Craig, Taylor&Co.Ld. Stockton *SA&CP*	B.G.Mavros& S.N.Mendrinos *Cell DBa* 117′ *u*	355·0 367·6(O.L.) P36′ B108′ F36′ *E24′ f* 152′ 978*t*	50·0 FK *FPT* 77*t*	23·3 6 *BHCem* *APT* 125*t*	Andros Greek	T.3Cy.25″,42″&68″–45″ (*r*) 180lb ~~Howth~~ NDB20 340NHP 2SB,8*pf*, GS125, HS5308 N.E.MarineEng.Co.Ld.Sld	25 ″ 8 *s* 4 ″ 5½ 21 ″ 5	
84824 118745 GKNB	**Therese Moller** (*ex* Maid of Lemnos, *ex* Newton Hall, *ex* Matra, *ex* Drumgeith) 1 *Dk, Spar dk & deep framing*		3930 3623 2476			…		1905	J.Priestman&Co. Sunderland	Moller Line,Ld. (Mollers' Ld. *Mgrs.*)	355·0 P31′ B98′ F35′	48·0 26·2 FK	17·7 *WB*	Shanghai British	T.3Cy.25″,42″&68″–48″ 371NHP Wilsnd Slipwy.Co.Ld.Nwc	29 ″ 0	
84825 DHXN	**Theresia L.-M. Russ** Sub.Sig. 1 *Dk* *Cruiser Stern*		1694 1382 993					1927	Akt.Ges. "Neptun" Rostock	Schiffahrt-und Assekuranz-Ges.E.Russ&Co.	257·7 P15′ Q80′ B106′ F31′	41·8	16·3 *WB*	Hamburg German	T3Cy19$\frac{5}{16}$″31½″&51$\frac{3}{16}$″–35$\frac{7}{16}$″ 156NHP A.G."Neptun," Rostock		G
84826 PUXE	**Therezina M.** (*ex* Fratellanza, *ex* Canadier, *ex* Auchendale) *ss* Hul No.2–14 1 *Dk (Stl)* & *Spar dk (Stl)* & *deep framing*		3874 3645 2461	✝ 5,20 ✝	Sws	*w*		1906 4mo	Russell& Co. Port Glasgow	Soc.Paulista de Nav.Matarazzo Lda. *Cell DBa* 120′ *u*	359·7 P30′ B90′ F40′ *E&B38′ f* 154′ 1010*t*	49·3 FK 25·4 *FPT* 40*t*	17·5 6 *BHCem* *APT*	Santos Brazilian	T.3Cy.25½″,41″&68″–48″ 355NHP 2SB,8*cf*, GS150, HS5588 J.G.Kincaid&Co.Greenock	28 ″ 0	
84827 880 SVYA	**Thermaïkos** (*ex* Ronsard–36, *ex* Capitaine Joseph Plisson) 2 *Dks*		4518 — 2722					1923	Ch.& Atel. de Gironde Harfleur	Andrew M.& Pericles M. Embiricos *WB*	362·9 P283′ F44′	49·2	24·4	Piræus Greek	T.3Cy.25½″,42″&70½″–48″ 340NHP Etablissem.Schneider,Hav.		V
84828 220640 KUNP	**Thermo** (*ex* Freeport Sulphur No.6) *Fitted for oil fuel* *Mchy. Aft* *Carrying Oil in bulk* *Longitudinal framing* 2 *Dks*		4487 — 2649					1920	Federal S.B.Corp. Kearny,N.J.	Paco Tankers,Inc. (Pennsylvania Shipping Co. *Mgrs.*)	355·0 P108′ B36′ F34′	52·6	28·0	Wilmington (Del.) Utd. States	T.3Cy.23″,39″&66″–42″ 282NHP Federal S.B.Corp.		R
84829 139142 GXKX	**Thermol** *ss* Gib.No.3–11,35 *Mchy. Aft* 2 *Dks (Stl)* & *Web frames* *Longitudinal framing*		1902 1638 1018	✝100A1 ~~8,37~~ 8 MC11, *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,16 *F.P. above* 150° F.	Gib *Cell DB u E&B* 61′ 87*t*		CL ~~9,38~~ *F.P.*	1916 8mo *Lloyd's*	Greenock& Grngemouth Dkyd.Co.Ld. Greenock *SA&CP*	The Admiralty *Cell DB u E&B* 61′ 87*t*	270·2 P96′ B26′ F59′ *DT f* 34′ 167*t*	38·6 FK *FPT*	23·1 14 *BHpt Cem* (10 „ *to U dk* 4 „ „ 2*nd*„) 44*t* *APT* 45*t*	London British	T.3Cy.20″,33″&53″–36″ (*s*) 180lb *180lb* 245NHP 2SB,6*cf*, HS4646 J.G.Kincaid&Co Ld.Grk.	23 ″ 4 *s* 2 ″ 6 21 ″ 0	
84830 LDOB	**Thermopylæ** Twin Sc *Oil Eng.* *ss* tl 4 No.3 36 *ss* Gl.No.1–31 D.F. 1 *Dk (Stl)* & *Shelter dk (Stl)* 3*rd dk (Stl) except in after holds*		6655 5970 4088	✝100A1 *with freeboard* 6,38 ~~7,37~~ 7,38 M CS~~6,37~~ D ~~6,37~~ 6,38	Osl Got	*d*†	CL 7,36	1930 6mo *Lloyd's*	Akt.Burmeistr& Wain Copenhagen *SA&CP*	Wilh.Wilhelmsen *Cell DB* 318′ 1228*t* *Tanks in way of tunnels* 246*t* *DTs*	461·4 481·3(O.L.) P46′ F41′ *a* 71′ 521*t*	60·6 FK *FPT* 129*t*	29·0 7 *BH* (*Coll to Sh dk* 6 „ 2*nd* „) *APT* 94*t*	Tönsberg Norwegian	Oil Engines 4S.C.SA 12Cy.29⅜″–59$\frac{1}{16}$″ DB 120*lb* 979NHP Akt.Burmeistr& Wain,Cpn	31 ″ 7 *s* 4 ″ 1 27 ″ 8	
84831 FNBM	**Thésée** (*ex* Harlyn–33, *ex* Elizabeth Ann Slater) *Mchy. Aft* *Well deck* *ss* Rou No.3–1,34 1 *Dk (Stl)* & *Web frames* *Cargo battens not fitted* *ss* Rot. No.1–38		2088 1638 1189	✝100A1 8,38 ~~8,37~~ ~~8,36~~ MC~~7,37~~ 8,38	Rot	*r*	CL 8,37	1921 8mo *Lloyd's*	Ferguson Bros.(Port Glasgow)Ld. Port Glasgow *SA&CP*	Société Navale Caennaise(G.Lamy &Cie. *Mgrs.*) *Cell D*	274·2 Q165′ F30′ B225′ 659*t*	41·0 FK *FPT* 112*t*	17·4 4 *BH Cem* *APT* 45*t*	Caen French	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 213NHP 2SB,6*cf*, GS105, HS3600 Ferguson Bros.(Port Glasgow)Ld.P.Gl.	20 ″ 6 *s* 6 ″ 1½ 18 ″ 11	
84832 127933 GQBF	**Theseus** (P) D.F. 2 *Dks*		6527 5564 4152					1908	Workman, Clark&Co.Ld Belfast	Ocean S.S.Co.Ld. (A.Holt&Co. *Mgrs*)	443·0 P50′ B162′ F54′	52·9	32·0 *WL*	Liverpool British	T.3Cy.30″,50″&83″–60″ 532NHP Wrkman Clark&Co Ld.Bel.		BT till 1939 2,39
84833 PHZD	— *Fitted for oil fuel* 2 *Dks*		1306 794 745					1920	De Haan& Oerlemans Heusden	Koninkl.Nederl. Stoomb.Maats. N.V.	215·0	31·4	22·6 *WB*	Amstrdam Dutch	T.3Cy.15′,25″&46″–27″ 83NHP C.A.Kuypers,Rotterdam		V
84834 DOHO	— Sub.Sig. Wireless 1 *Dk & deep framing*		956 785 548			…		1900	Dundee Shipbuilders Co Ld. Dundee	Dampfisch.Ges. Neptun	215·0 Q77′ B50′ F23′	33·0 FK	13·9 *WB*	Bremen German	T.3Cy.17″,28⅛″&47″–30″ NB26 135NHP Cooper&Greig,Dundee	16 ″ 0	G †
84835 DHXO	**Thessalia** (*ex* Mexico, *ex* Orissa, *ex* Freifeld) 1 *Dk & Shelter dk*		2875 2645 1685					1921	Schiffs.-u Dekbauwerft Flender Lübeck	Deutsche Levante-Linie Hamburg A.G	337·7 P17′ B101′ F33′	48·5 FK	19·9 *WB*	Hamburg German	T.3Cy.24″,38⅝″&63″–43$\frac{3}{16}$″ 262NHP G.Seebeck A.G. Wesermünde-G.		G
84836 241 SVNJ	**Thetis** D.F. *ss* Syr.No.2–38 ~~*ss* Hul.No.1–38~~ 1 *Dk (Stl)* & *Shelter dk (Stl)*		*4123* *3832* *2462*	✝100A1 *with freeboard* ~~4,38~~ 8,37 9,38 ~~BS10,36~~ MC~~10,36~~	Nwc Syr. Rot	*y*	CL ~~2,36~~ 9,38	1930 6mo *Lloyd's*	W.Gray& Co.Ld. Sunderland *SA&CP*	Nereus Steam Nav. Co.Ld.(E.E. Hadjilias, *Mgr.*) *Cell D Ba* & *u E* 155′	390·7 F35′ *f* 172′ 1137*t*	53·7 FK *FPT* 139*t*	23·3 6 *BH Cem* (*Coll to Sh dk* 5 „ 2*nd* „) *APT* 189*t*	Syra Greek	T.3Cy.24½″,41″&68″–48″ (*s*) 200lb 435NHP 3SB,9*cf*, GS173, HS7590 W.Gray&Co.Ld.W.Hpl.	25 ″ 8 *s* 2 ″ 5½ 23 ″ 5½	
84837 DDUC	— (*ex* Genua, *ex* Lissabon) 2 *Dks*		2788 2561 1705					1909	Akt.Ges. "Neptun" Rostock	A.Hansen	291·6 P28′ F28′	43·9	24·1 *WB*	Flensburg German	T3Cy.20½″,35$\frac{7}{16}$″&55$\frac{7}{8}$″–37$\frac{3}{8}$″ 190NHP A.G."Neptun," Rostock		G
84838 112 SVBO	**Thetis A.** (*ex* Nagos–34, *ex* Indian Transport) *ss* Hul.No.3–8,22 *ss* Bry.No.2–31 1 *Dk (Stl)*		*4111* *3949* *2653*	✝ — 10,35	Rot	*x*		1910 5mo	Nthmblnd S.B.Co.Ld. Newcastle	G.F.Andreadis *Cell D Ba*	365·0 P24′ B91′ F32′ 119′ *u E&B* 43′ *f* 159′	51·4 FK 6 *BH Cem* 927*t* *APT* 48*t*	25·9	Chios Greek	T.3Cy.25″,40″&67″–45″ 335NHP 3SB,9*cf*, GS140, HS5295 Richardsons, Westgarth& Co.Ld.Sld.	28 ″ 4	G †

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Lettre distinctif expire. Lettre d'Entretenu.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotation n'est dans le L. R. Durée Cert. Surf. Tests
84839	**Thielbek** (*ex*Siegmund)	1883 / 1644					1927	Ostsee Werft A.G. Stettin	Knöhr&Burchard Nfl.	266·9 / P20′	41·1 / B57′	18·6 / F28′	Hamburg German *WB*	C.4Cy.(2)16½″&(2)35 7/16″–35 7/16″ 124NHP Ostsee Werft A.G. Stettin		G
DHXP	1 *Dk*	1084														
84840	**Thirasia Nomikos** (*ex*Chios–37, *ex*Salonica, *ex*Bengtsholm, *ex*G.E. Broms *ex*H.C.Andersen, *ex*Dunmore, *ex*Propel, *ex*Dunmore)	1356 / 1029 / 786	✠ —— 11.37	Pir	*o*		1888 / 11mo	S.M'Knght & Co. Ayr	Petros M.Nomikos, Ld.	245·0 / Q85′B73′F33′ BK9′ *Cell DB197′*	34·1 / *ex Pir.3rd No.3–4,29* / *ex Shl.No.1–34*	15·7 / 1 *Dk(Irn)2tr B* / *Well deck* / *Inner bottom plating Irn*	Piræus Greek NDR01 136NHP	T.3Cy.18 7/16″,30″&48″–36″ 1SB,*2rf&2pf*,GS62,HS2007 220t *APT17t* Hutson&Corbett, Glasgow	18 ″ 0	
SZND																
84841	**Thirlby**	4887 / 4614 / 3038	✠100A1 Cff 8,33 1,33 3,30 Bay Shl ✠LMC MS1,36 1 S7,37 8,3		*z*	CL 11,37	1928 / 2mo	W.Gray& Co.Ld. Sunderland	RopnerShipping Co.Ld.	405·1 / P30′B229′F41′ FK *Lloyd'sA&CP*	53·5 / *Cell DB359′1402t FPT188*	26·5 / *Ta 1901t APT1901t*	W.Hartlpl British 6 *BHCem*	T.3Cy.25½″,40″&71″–48″ (*s*) 180lb HS7614 505NHP 3SB(Spt),*9cf*,GS172, FD Cen.Mar.Eng.Wrks.W Hpl	29 ″ 5 / 4 ″ 9	
139251																
GNRV	D.F. 1 *Dk(Stl)*	3038														
84842	**13 de Diciembre** (P) / *Fitted for oil fuel*	9503 / 8258 / 5512					1935	Deutsche Werft AG Betr Finkenwrder Hamburg	Argentine Government (Yacimientos Petroliféros Fiscales)	500·8 / P121′B60′F39′	60·8	33·5	Bns.Aires Argentine	T3Cy.32 5/16″,52 3/8″&86 3/8″–55½″ HS12271 833NHP Gutehoffnungshütte, Oberhausen		G
LOEQ	*Mchy.Aft* E.S.D. GyC. 1 *Dk* / *Carrying Petroleum in bulk* / *Longitudinal framing at bottom & at deck*															
84843	**Thisbe** / *ss*Rot.No.3–4,38 / ~~*sstkrt.No.3–B,37*~~	1782 / 1293	✠100A1 Rot 1.38		*q*	CL 2,37	1925 / 4mo	Blyth S.B. & D.D.Co.Ld. Blyth	Société Navale Cænnaise (G.Lamy &Cie. *Mgrs.*)	260·1 / 272·0(O.L.) / Q100′P on Q22′B54′ F24′ FK	37·7	16·4	Caen French 4 *BHptCem*	T.3Cy.21″,34″&56″–36″ (*s*) 190lb 244NHP 2SB,*6cf*,GS105,HS4224 N.E.Marine Eng.Co Ld.Sld.	18 ″ 7 / s 1 ″ 7 / 17 ″ 2	
FOPV	1 *Dk(Stl)* *Well dk* / *Cargo battens not fitted*	876					*Lloyd'sA&CP*		*Cell DB180′381t Ta*				*APT110t*			
84844	**Thistlebrae**	4747 / 4169 / 2790	✠100A1 Cff Shl *with freeboard* 11,38 1,38 BS1,— ✠LMC3,37 11,36		*z*	CL 1,38 11,38	1928 / 11mo	J.L.Thompson&Sons,Ld. Sunderland	Albyn Line,Ld. (Allan,Black&Co. *Mgrs.*)	403·2 / 420·0(O.L.) / F38′ FK	55·8	23·1	Sundrland British 6 *BHptCem*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 2SB& 430NHP 1 Aux.SB,*8cf*,GS170,HS7491 Richardsons,Westgarth& Co.Ld.Sld.	26 ″ 6 / s 2 ″ 8 / 24 ″ 0½	
14836							*Lloyd'sA&CP*		*Cell DB353′1640t FPT201t APT218t*				*Coll to Sh dk* 5 ,, 2*nd*,,)			
GSVB	D.F. 1 *Dk(Stl)&Shelter dk(Stl)*															
84845	**Thistleford**	4764 / 4177 / 2793	✠100A1 NSW Pkn *with freeboard* 9,38 BS1,38 ✠LMC1,37		*z*	CL 1,37 9,38	1928 / 8mo	Sir J.Laing &Sons,Ld. Sunderland	Albyn Line,Ld. (Allan,Black&Co. *Mgrs.*)	403·2 / F38′ FK	55·8	23·1	Sundrland British 6 *BHptCem*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 430NHP 2SB&1 Aux SB,*8cf*,GS170, Richardsons, Westgarth& Co.Ld.Sld.	26 ″ 6 / s 2 ″ 8 / 24 ″ 0½	
148359							*Lloyd'sA&CP*		*Cell DB364′1662t FPT197t APT224t*				*Coll to Sh dk* 5 ,, 2*nd* ,,)			
GSPT	D.F 1 *Dk(Stl)&Shelter dk(Stl)*															
84846	**Thistlegarth**	4747 / 4174 / 2808	✠100A1 NYk NSW *with freeboard* 8,38 12,38 ✠LMC2,38 D 2,38		*z*	CL 3,38 12,38	1929 / 9mo	Sir J.Laing &Sons,Ld. Sunderland	Albyn Line,Ld. (Allan,Black&Co. *Mgrs.*)	405·8 / 421·0(O.L.) / F38′ FK	56·0	23·1	Sundrland British 6 *BHptCem*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb HS7491 430NHP 2SB&1 Aux SB,*8cf*,GS170, Richardsons,Westgarth& Co.Ld.Sld.	26 ″ 6 / s 2 ″ 7¾ / 24 ″ 1	
GTCQ	D.F. 1 *Dk(Stl)&Shelter dk(Stl)*						*Lloyd'sA&CP*		*Cell DB358′1624t FPT158t APT222t*				*Coll to Sh dk* 5 ,, 2*nd*,,)			
84847	**Thistleglen**	4748 / 4171 / 2802	✠100A1 Shl *with freeboard* 8,38 12,38 ✠LMC2,38 D 2,38		*z*	CL 2,38	1929 / 8mo	Sir J.Laing &Sons,Ld. Sunderland	Albyn Line,Ld. (Allan,Black&Co. *Mgrs.*)	405·8 / 421·0(O.L.) / F38′ FK	56·0	23·1	Sundrland British 6 *BHptCem*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb HS7490 430NHP 2SB&1 Aux SB,*8cf*,GS170 Richardsons,Westgarth& Co.Ld.Sld.	26 ″ 6 / s 2 ″ 7¾ / 24 ″ 1	
160312							*Lloyd'sA&CP*		*Cell DB358′1624t FPT158t APT222t*				*Coll to Sh dk* 5 ,, 2*nd* ,,)			
GTCP	D.F. 1 *Dk(Stl)&Shelter dk(Stl)*															
84848	**Thixendale** / ~~*1067oil*~~ *OilEng.* / ~~*Mstr31*~~ 1 *Dk*	1092 / 777 / 792					1938	A.Vuijk& Zonen Capelle a/d Ysel	~~Yorkshire Dale Steamship Co.Ld. Atkinson& Prickett Ld. *Mgrs.*~~	214·6 / Q163′F16′	35·1	13·2	Portuguese *WB*	Oil Engines 4S.C.SA 6Cy.15¾″–26″ 144NHP Humboldt-Deutzmotoren A.G.Köln-Deutz		
	Mchy.Aft *Cruiser Stern*															
84849	**Thjelvar** (P) Iron / 1977	453 / 214					1876	Bergsunds Mek.Vrks. Bergsund	Angl.Aktieb.Gotland (Carl E. Ekman, *Mgr.*)	149·6 / P45′H107t F30′	24·8	11·5	Visby Swedish	C.2Cy.20″&38″–25½″ NE96 NB06 60NHP W.Lindbergs Aktieb.Skm.		
SGVK	1 *Dk&Shelter dk*	327														
84850	**Thode Fagelund** / *ss*Osl.No.3–9,32	5757 / 5641	✠100A1 Shl *Shelter dk* Osl NYk		*y*	CL 8,37	1920 / 10mo	Sir J.Laing &Sons,Ld. Sunderland	Wilh.Wilhelmsen	395·0 / F30′ *on Shelter dk* FK	53·3	24·6 / 32·6	Tönsberg Norwegian *pt Cem*	T.3Cy.27″,44″&73″–48″& LP Turbine with DR gearing&hydraulic coupling 150lb (*s*) 606NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	35 ″ 0 / s 9 ″ 4 / 25 ″ 11	
LDAO	*ss*Shl.No.1–37 / 3 *Dks* / *Cruiser Stern*	3604	*with freeboard* 8,38 12,38 B8,37 MC MS12,36 ,37 *Carrying oil fuel F.P. above 150° F.* *in D.T.* *Fitted for oil fuel 10,20 F.P. above 150° F.*				*Cell DB342′877t MT27′6*						2 *BHto W dk* 4 ,, ,, 2*nd*,, 18t *APT82t*			
84851	**Thomas** (*ex*Luna–37)	475 / 354					1892	Akt.Ges. "Weser" Bremen	Breyer&Co.	158·9 / Q40′B39′F23′	23·8	11·9	Hamburg German *WB*	C.2Cy.19¾″&31½″–21⅝″ NB09 38NHP A.G."Weser," Bremen		G
DOGF	1 *Dk*	353														
84852	**Thomas Britt** (*ex*G.N.Wilson, *ex*Edwin L.Booth, *ex*David M.Whitney)	4626 / —					1901	Detroit S.B.Co. Wyandotte, Mich.	Columbia Transportation Co.(John T.Kelly, *Mgr.*)	412·9	51·5	28·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22″,35″&58″–42″ 218NHP Detroit S.B.Co.Detroit		R
157601																
KDUX	1 *Dk 2tr B* / *Mchy.Aft*	3584														
84853	**Thomas F. Cole**	7268 / —					1907	Gt.Lakes Eng.Works Ecorse,Mich.	Pittsburgh Steamship Co.	580·0	58·2	33·0	Duluth Utd.States *WB*	T.3Cy.24″,37″&65″–42″ 274NHP Gt.Lakes Eng.Wks.Detroit		R
203891																
	GyC. *Mchy.Aft* 1 *Dk*	5484														
84854	**Thomas H. Wheeler**	6950 / —					1921	Moore S.B. Co. Oakland,Cal.	Standard Oil Co. of New Jersey	425·8 / P106′B40′F41′	57·0	33·1	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27½″,46″&78″–51″ 434NHP Hooven,Owens,Rentschler Co.Hamilton,O		R
221040	GyC. *Fitted for oil fuel*															
KDOR	D.F. *Longitudinal framing* 2 *Dks* / *Mchy.Aft* *Carrying Petroleum in bulk*	4284														
84855	**Thomas Holt** / *ss*Liv.No.2–38	3585 / 3108	✠100A1 Liv *with freeboard*			CL 3,36	1929 / 8mo	Cammell Laird&Co.Ld. Birkenhead	J.Holt&Co. (Liverpool) Ld.	330·5 / P15′B126′F32′ FK	47·1	25·3	Liverpool British 6 *BHCem*	T3Cy22 1/2″&36 1/2″&62″–42″ (*s*) 180lb HS6666 401NHP 2SB(Spt),1AuxSB*9cf*, GS173 FD Cammell Laird&Co Ld.Bkn	27 ″ 6 / s 7 ″ 5½ / 20 ″ 4½	
161105							*Lloyd'sA&CP*		*Cell DB282′647t FPT56t APT20t*							
GTCY	2 *Dks(Stl–Weather dk* teak s) / D.F. ~~*Cruiser Stern*~~	2191														
84856	**Thomas Lynch**	7240 / —					1907	Chicago S.B.Co. Chicago	Pittsburgh Steamship Co.	580·0	58·0	27·5	Duluth Utd.States *WB*	T.3Cy.24″,39″&65″–42″ 274NHP American SB.Co.Cleveland		R
204212																
	GyC. *Mchy.Aft* 1 *Dk*	5460														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Int. = Int'l Tonnage Cert.
84857 162653 MQCW	**Thomas M.** *Oil Eng.* *ss* Gms. No. 1–36 *Mchy. Aft* 1 *Dk* (*Stl*) & *Web frames* *Bottom plating not cemented in hold* *Cruiser Stern*	310 249 151	✠100A1 ~~4,36~~ 4,39 ✠LMC 4,36 ✠LMC (M) 4,38	Lon	*d*	OG 3,38	1931 11mo	J. Koster Hzn. Schpsw "DeGideon" Groningen *Lloyd's SA & CP*	T. J. Metcalf	130·3 | 25·4 | 9·1 Q34′ B6′			London British *3 B Hpt Cem*	Oil Engines 4S.C.SA 4Cy. 11″–17½″ 47 NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz *APT 12t*	9 ″ 9 s ″ 10¾ 8 ″ 11½	
84858 221483 KDTO	**Thomas P. Beal** *Fitted for oil fuel* D.F. 1 *Dk*	6032 5374 3748					1921	Bath Iron Works Bath, Me.	Koppers Coal Co. (Mystic S.S. Co. *Mgrs.*)	394·1 | 55·1 | 31·0 P42′ B117′ F37′			Boston Utd. States *WB*	SR Geared Steam Turbine Bath Iron Works, Bath, Me.		R
84859 225122 *ex* Begna) KFYE	**Thomas Tracy** (*ex* Condor, Sub. Sig. 1 *Dk* (*Stl*) *Topside tanks* *Mchy. Aft*	2443 2218 1474	✠ 11,22 ✠	Cpn	*s*		1916 11mo	Gt. Lakes Eng. Works Ashtabula, O.	M. & J. Tracy, Inc. *Cell D*	254·3 | 44·0 | 24·9 P121′ F25′ *B209′ 595t Topside*			New York Utd. States *4 BHCem*	T. 3Cy. 21″, 34½″ & 57″–42″ 284 NHP 2SB, *6cf*, GS 104, HS 4160 FD *tanks 382t F P T 180t* *A P T 50t*	27 ″ 6	R †
84860 229753 WOYU	**Thomas W. Lamont** *Mchy. Aft* GyC. 1 *Dk*	7964 — 6345					1930	Toledo S.B. Co. Toledo, Ohio	Pittsburgh Steamship Co.	587·9 | 60·2 | 27·9			Duluth Utd. States *WB*	T. 3Cy. 24½″, 41″ & 63″–42″ 257 NHP Toledo S.B. Co. Toledo, Ohio		R
84861 208561	**Thomas Walters** *Mchy. Aft* 1 *Dk*	7518 — 5787					1911	American S.B. Co. Lorain, O.	Interstate S.S. Co.	580·0 | 58·0 | 32·0 F44′			Duluth Utd. States *WB*	T. 3Cy. 24″, 39″ & 65″–42″ 274 NHP American S.B. Co Cleveland		R
84862 139625 (*ex* Portgwarra-32, GQTB *ex* Anglesea) D.F.	**Thomas Walton** *ss* Cff. No. 3-11,29 ~~*ss* Shl. No. 1–32~~ *ss* Shl. No. 2-38 1 *Dk* (*Stl*)	4460 4218 2822	✠100A1 ~~6,38 2,87~~ ~~DBS 3,38~~ ✠LMC	Nwc	*y*	CL ~~3,35~~ 5,38	1917 11mo	W. Gray & Co. Ltd. W Hartlepool *Lloyd's SA & CP*	Coronation S.S. Co. Ltd. (F.S. Dawson, Ltd. *Mgrs.*) *Cell D B 336′ 1078t*	380·3 | 52·0 | 26·0 P30′ B240′ F36′ FK			Newcastle British *6 B H Cem* *A P T 83t*	T. 3Cy. 25″, 41″ & 68″–48″ (*s*) 180 lb HS 7866 434 NHP 2SB & 1 Aux SB, *10cf*, GS 192, Cen. Mar. Eng Wrks. W. Hpl	28 ″ 6 s 4 ″ 0 24 ″ 9½	
84863 DHXQ	**Thor** Sub Sig. 1 *Dk*	2526 2234 1466					1922	Deutsche Werft Hamburg	Seereederei "Frigga" A.G.	291·8 | 44·3 | 22·7 P33′ B54′ F25′			Hamburg German	T. 3Cy. 20½″, 33½″ & 52″–35½″ NE 24 162 NHP Ottensener Eisenw. A.G. Altona		G
84864 OXTS	— (*Icebreaker*) Wireless D.F.	502 412 200					1890	Lindholmens V.A. Gothenburg	Den Danske Stat (Ministeriet for Handel, Industri og Søpart)	140·0 | 33·3 | 14·7			Copenhagn Danish	C. 2Cy. 30″ & 58″–32″ 158 NHP Lindholmens V.A., Got.		
84865 PHZG	— *Oil Eng.* D.F. 1 *Dk* *Mchy. Aft* *Cruiser Stern*	326 225 153					1937	NV Schpsw "Foxhol" Foxhol	D. Schothorst	133·7 | 24·3 | 8·7 P36′ F18			Zuidbroek Dutch *WB*	Oil Engines 4S.C.SA 6Cy. 11¾″–16 ⅝″ 74 NHP Mtrn Werke Mannheim A.G		V
84866 LOBH	**Thordis** *Oil Eng.* *ss* Fal. No. 1–36 *Mchy. Aft* D.F. 1 *Dk* (*Stl*) *Special Surveys to date from 2,32*	8210 7534 4865	✠100A1 9,38 ~~3,08~~ ✠LMC CS 10,3 DBS 3,38 5,35 *Carrying Petroleum in bulk*	Bat Got	*c*†	CL 3,38	1931 9mo	Caledon S.B. & E. Co. Ltd Dundee *Lloyd's SA & CP*	Tönnevolds Rederi A/S (O.T. Tönnevold & Co. A/S, *Mgrs.*) *Cell D Bu E 70′ 279t D*	451·1 | 59·2 | 35·9 P96′ F37′ FK			Grimstad Norwegian *10 B Hpt Asp*	Oil Engines 4S.C.SA 14Cy. 21⅝″–39⅜″ 633 NHP 2 DB *150lb* Gotaverken A/B, Got. *Tf 29′ 470t F P T 114* *A P T 248t*	35 ″ 6 s 9 ″ 8¾ 25 ″ 11½	C
84867 125442	**Thordoc** (*ex* J. A. McKee) *Mchy. Aft* 1 *Dk*	2158 1942 1375					1908	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Paterson Steamships, Ld.	248·0 | 43·1 | 22·5 F36′			Ft. William Ont. British *WB*	T. 3Cy. 20½″, 33″ & 54″–36″ 175 NHP N.E. Marine Eng Co Ld Nwc		
84868 LFBN	**Thore Hafte** (*ex* Dragset, *ex* Sarp,) 1 *Dk*	626 489 354					1896	Akers Mek. Værks Oslo	D/S A/S Liv (Brummenæs & Torgersen, *Mgrs.*)	175·6 | 27·6 | 13·9 Q42t B53t H9t F17t			Haugesnd Norwegian *WB*	T. 3Cy. 12″ 20″ & 32″–27″ 53 NHP Akers Mek. Værks Oslo		N
84869 LIZK	**Thorhild** *Oil Eng.* *Mchy. Aft* 1 *Dk* D.F. *Cruiser Stern*	*10316* *9518* *6243*	✠100A1 ~~7,35~~ ~~11,37~~ 2,39 MC 8 *Carrying Petroleum in bulk*	LAn	*e*†	CL ~~8,38~~ 7,34	1935 8mo	Gotaverken A/B Gothenburg *Lloyd's SA & CP*	Tönnevolds Tankrederi A/S (O.T. Tönnevold & Co. A/S *Mgrs.*) *Cell D Bu E 70′ 301t*	493·1 | 64·5 | 38·7 P95′ B37′ F71′ FK *D Tf 33′ 573t F P T 160t*			Grimstad Norwegian *11 B Hpt Cem*	Oil Engines 4S.C.SA 12Cy. 24½″–47½″ 711 NHP 2 DB *150lb* Gotaverken A/B, Got *A P T 311t*	38 ″ 2 s 8 ″ 8½ 29 ″ 8½	
84870 115967 (*ex* Highland Enterprise) GRWS	**Thorland** (*ex* Northland, *ss* Shl. 2nd No. 3–10,26 *ss* Gms. No. 2–35 *Ref. Mchy* 2 *Dks* (*Stl*) & *deep framing* & D.F. *Shelter dk* (*Stl*)	5208 3672 3360	✠100A1 *Shelter dk* *with freeboard* 4,37 MS 4,34 ✠LMC BS 4,37 Lloyd's RMC 4,37	Sfj	*y*	CL 3,35	1903 3mo	Russell & Co. Pt. Glasgow *Lloyd's SA & CP*	Thorland, Ld. *Cell D Ba 110′ uE &*	385·0 | 51·0 | 24·0 FK B46′ *f* 160′ 904t F P T			London British *6 B H Cem* 88t *A P T 25t*	T. 3Cy. 28″, 45″ & 75″–54″ (*s*) 180 lb 546 NHP 3SB, *9cf*, GS 168, HS 7830 FD Rankin & Blackmore, Grk.	34 ″ 8 s 10 ″ 3 24 ″ 7½	
84871 160294 MBWT	**Thorn** *ss* Bwg. No. 1–38 *Mchy. Aft* 1 *Dk* *Cargo battens not fitted*	347 254 121	for frozen fish ✠100A1 ~~6,38~~ ~~7,36~~ ✠LMC ~~6,34~~ 5,38	Bwg	*f*	CL ~~6,35~~ 5,38	1934 6mo	Scott & Sons Bowling *Lloyd's SA & CP*	Newry & Kilkeel S.S. Co. Ltd. (J. Fisher & Sons, Ld. *Mgrs.*)	142·8 | 23·6 | 10·5 148·3 (O.L.) Q81′ B7′ F20′ BK 6′			Newry British *3 B H Cem* *A P T 39t*	T. 3Cy. 11¼″, 20″ & 32″–24″ (*s*) 205 lb 62 RHP 1SB, *3cf*, GS 51, HS 1489 Aitchison, Blair Ld. Clydebank	11 ″ 5 s 3 ″ 6½ 11 ″ 8½	
84872 160745 MBSB	**Thornaby** *ss* Mdb. No. 1–39 1 *Dk* *Cruiser Stern*	1174 808 504	✠100A1 ~~4,36~~ ~~7,37~~ ✠LMC 5,36 4,39	Mdb	*n*	CL 4,39	1935 6mo	Hawthorn, Leslie & Co. Ltd Newcastle *Lloyd's SA & CP*	The Tyne-Tees Stm Shipping Co. Ltd. *Cell D Bu E 19′ f 12* *Tanks in way of*	226·6 | 33·1 | 14·3 P & B 113′ F22′ 5′ 220t FK *tunnel 37′ 138t F P T 34t* *A P T 24t*			Middlsbro' British *1 B Hpt Cem*	T. 3Cy. 16″, 26″ & 44″–30″ (*s*) 200 lb 148 NHP 2SB, *4cf*, GS 67, HS 2632 N.E. Marine Eng. Co. Ld. Sld	16 ″ 6 s 1 ″ 6½ 15 ″ 3½	
84873 809 OHCD	**Thornbury** (*ex* Elwine Köppen) *ss* Cff. 2nd No. 3–2,30 ~~*ss* Hfs. No. 1–34~~ *Well deck* 1 *Dk* (*Stl*) & *deep framing* *Cargo battens not fitted*	2163 1683 1216	✠100A1 ~~6,38~~ ~~8,37~~ Sbg ✠LMC MS ~~4,34~~ 4,38 BS ~~11,37~~ 11,38	Shl	*r*	OG 8,37	1905 4mo	Stettiner Oderwerke Stettin *Lloyd's SA & CP*	Angfartygs A/B Alfa (A. Karlsson, *Mgr.*) *Cell D Ba 78 uE &*	277·5 | 41·2 | 18·0 P14′ Q76′ B66′ F34′ FK *B42′ f 110′ 435t F P T*			Mariehmn Finnish *4 B H Cem* 93t *A P T 45t*	T. 3Cy. 18″, 29″ & 47″–36″ (*s*) 170 lb 158 NHP 2SB, *4cf*, GS 82, HS 2669 Stettiner Oderwerke	20 ″ 6 s 2 ″ 4 18 ″ 4	
84874 161544 GLPT	**Thornlea** *ss* Bkn. No. 2–38 D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	4261 3945 2548	✠100A1 *with freeboard* ~~7,— 1,08~~ 3,39 ✠LMC 1,38 BS 3,39	Bkn	*x*	CL 4,37	1929 11mo	Sir J Priestman & Co. Sunderland *Lloyd's SA & CP*	Cliffside Shipping Co. Ld. (J. Morrison & Son, *Mgrs.*) *Cell D B 315′ 994t*	367·5 | 51·5 | 25·1 380·3 (O.L.) F38′ FK *F P T 134t* *A P T 24 7t*			Newcastle British *6 B H Cem* (*Coll to Sh dk* 5 „ 2nd „)	T. 3Cy. 25″, 41″ & 69″–48″ (*s*) 180 lb 380 NHP 3SB, *9cf*, GS 156, HS 6147 N.E. Marine Eng. Co. Ld. Sld	27 ″ 6 s 2 ″ 10 24 ″ 10½	
84875 LCJO	**Thorodd** (*ex* Fleurus-35) Wireless 1 *Dk*	422 330 158	...				1919	Foundat'n Co. Savannah, Ga	A/S Thorodd (R. J. Falkevig)	140·4 | 25·1 | 13·4 Q12t H38t F18t BK 7′			Aalesund Norwegian *WB*	T. 3Cy. 12¾″, 21½″ & 35″–24″ Goldie & McCulloch Co. Ld. Galt. Ont 89 NHP	14 ″ 8	V †

1 Numero d'Ordre. / Numero Official. / Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant eu égard à l'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps.	15 Registres où coté.
84876 146589 CYJD	**Thorold** (*ex*ChicagoTribune–33) *Mchy.Aft* 1*Dk*	1689 1497 987					1922	Swan,Hunter&WighamRichardson,Ld Newcastle	QuebecOntario TransportationCo. Ld.	250·0 F39′	43·1	16·9	Montreal British *WB*	T.3Cy.16″,26½″&44″–30″ 106NHP NEMarineEng.CoLd.Nwc		C
84877 LDAU	**Thoröy** (*ex*Vellöy,*ex*Kremlin, 3Mst *ex*Snowflake) *ss*Osl.3rdNo.3-4,31 *ss*Sfj.~~3rd~~No.1–36 *Mchy.Aft* 1*Dk(Stl)&Spar dk(Irn) &Web frames*	2671 2389 1518	✠100A1 *Spar dk* 10,38 ~~11,37~~ *Carrying Petroleum in bulk*	Sfj	*t*	CL ~~11,30~~ 10,38	1893 12mo	Armstrong Mitchell&Co. Ld Newcastle A&CP	A/S Bryde&Dahls Hvalfangerselskap A SThorDahl, *Mgrs.*) *Cell*	293·8 P79′B22′F33′ *DB30′92t APT25t*	39·4 26·7 FK	19·8	Sandefjord Norwegian 7*BHCem DTf22′201t*	T.3Cy.23″,37″&60″–42″ (*s*) 160lb NDB10 247NHP 2SB,6*rf*,GS104,HS3920 Wilsnd.Slpwy.Co.Ld.Nwc.	27 ″ 10 s 4 ″ 8¾ 23 ″ 8¾	
84878 165484	**Thorpebay** (*ex*Mary–37, *ex*LakeMonroe) *ss*N.Yk.No.3–8,30 *ss*N.Yk.No.1–34 1*Dk(Stl)* Sub.Sig. *Cargo battens not fitted*	2182 1797 1376	✠100A1 7,36 ~~MC~~ MS6,34 *Fitted for oil fuel*	Jck	*r*	CL ~~10,25~~ 12,38 10,22	1918 8mo	Manitowoc S.B.Co. Manitowoc, Wis A&CP	Westcliff Shipping Co.Ld.(G.O.Till, *Mgr.*) *Cell*	251·5 P25′B64′F26′ *DB 212′637t FPT above 1|50° F.*	43·7 FK	20·4	London British 6*BHCem* 54*tAPT51t*	T.3Cy.20½″,35″&59″–42″ (*s*) 190lb 307NHP 2SB,6*cf*,GS138,HS5486 NordbergMfg.Co.Milwkee	28 ″ 1 s 3 ″ 0 20 ″ 3½	
~~84879~~ 124289 GJYM	**Thorpehall** (*ex*Bazan–36, *ex*Oakmere) Wireless 1*Dk(Stl)&Shelter dk(pt Stl)*	1251 1108 744	✠~~100A1~~ *Shelter dk with freeboard* 11,37 ~~LMC~~ ~~MS7,36~~	Hul	*p*	CL 11,37	1910 7mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's*	WestcliffShipping Co.Ld.(G.O.Till, *Mgr.*) *CellDB*	245·0 254·5(O.L.) *a61′uE17′f115′283t*	36·0 FK	15·9	London British 4*BHCem*	T.3Cy.18½″,31″&52″–36″ (*s*) 180lb 170NHP 1SB,4*cf*,GS50,HS2646 N.E.MarineEng.Co.Ld.Sld	18 ″ 3 ~~s 4~~ ~~20 ″ 1~~	
84880 132070 GBTR	**Thorpehaven** (*ex*EssexJudge–38, *ex*AlbertoFusco, *ex*Bainsizza, *ex*Antium,*ex* Daghestan) D.F. 1*Dk(Stl)&Web frames Longitudinal framing Cargo battens not fitted*	3688 3398 2283	✠~~100A1~~ 12,37	Mdb	*w*	CL 12,36	1912 8mo	ShortBros. Ld. Sunderland *Lloyd's*	ThamesideShipping Co.Ld.(G.O. Till,*Mgr.*) *Cell DBa110′uE&B*	346·5 P28′B101′F32′ *40′f148′1116t FPT*	50·8 FK	23·3	London British 6*BHCem* 93*tAPT185t*	T.3Cy.24½,40″&66″–45″ (*s*) 180lb 316NHP 2SB,8*pf*,GS142,HS4859 J.Dickenson&Sons,Ld.Sld.	25 ″ 8 ~~s 4 ″~~ ~~21 ″ 6~~	
84881 135099 GRFZ	**Thorpeness** (*ex*Benrinnes–37) 1*Dk(Stl)*	4798 4309 3071	✠~~100A1~~ 14,38 ~~MS7,36~~	Msl	*y*	CL 3,38	1914 7mo	Bartram& Sons,Ld. Sunderland *Lloyd's*	WestcliffShipping Co.Ld.(G.O.Till, *Mgr.*) *CellDBa142′uE&B23′958t APT23t DTa856t*	405·0 P37′B113′F41′	51·5 FK	26·9	London British 6*BHptCem* 3SB(Spt),9*cf*,GS200, HS7152 N.E.MarineEng.Co.Ld.Sld	T.3Cy.26″,43½″&72″–48″(*s*) 190lb *120lb* 435NHP 3SB(Spt),9*cf*,GS200, HS7152 N.E.MarineEng.Co.Ld.Sld	29 ″ 1 ~~s 5 ″ 4~~ ~~29 ″ 11~~	
84882 LCTJ	**Thorshammer** (*ex*SanNazario) *Fitted for oil fuel* 2*Dks&Shelter dk&Web frames Mchy.Aft Longitudinal framing* D.F. *(Whale oil factory)*	12215 9622 7414				…	1914	W.Doxford &Sons,Ld. Sunderland	A/S Bryde&Dahls Hvalfangerselskap (A/SThorDahl, *Mgrs.*)	526·0 H328*t*	66·5 FK	41·5	Sandefjord Norwegian *WB*	Q.4Cy.28½″,41″,58″&84″–54″ 795NHP W.Doxford&Sons,Ld.Sld.	41 ″ 6	N †
84883 LDPO	**Thorshavn** *OilEng.* *Mchy.Aft* *ss*Mtl.No.1–34 D.F. 2*Dks(Stl)&Web frames Longitudinal framing*	6869 6368 4126	✠100A1 4,38 ~~LMC~~ DBS11,37 *Carrying Petroleum in bulk*	Ams	*b*†	CL 3,38 CS4,35 4,37	1930 11mo	Sir J.Laing &Sons,Ld. Sunderland *Lloyd's*	A/S Bryde&Dahls Hvalfangerselskap (A/S ThorDahl, *Mgrs.*) *CellDBuE65′476t DTf33′428t*	435·7 P102′B32′F44′ *FPT263t APT103t*	57·2 FK	33·4	Sandefjord Norwegian 16*BHptCem* (10 *to U dk* 6 ,, *2nd.*,)	Oil Engines 2S.C.SA 4Cy.23⅝″–91⅛″ 687NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 4	
84884 LJBL	**Thorsheimer** *OilEng.* *Mchy.Aft* 1*Dk2nd dk in mchy. space CruiserStern Rudder electrically welded* D.F.	9955 9190 5897	✠100A1 5,38 ~~5,37~~ DBS(WT) ~~5,37~~ *Carrying Petroleum in bulk*	Ham Not	*e*†	CL 5,38 MC11,35	1935 11mo	Deutsche WerftAG Bet Finkenwrder Hamburg *Lloyd's*	A/S Bryde&Dahls Hvalfangerselskap (A/S ThorDahl, *Mgrs.*) *CellDBuE75′227t*	492·9 510·7(O.L.) P114′F69′ *DTf43′748t FPT164t APT258t*	66·1 FK	36·4	Sandefjord Norwegian 12*BHptCem ptAsp*	Oil Engines 2S.C.DA 6Cy.23⅝″–43⅛″ 1163NHP 2DB*170lb* DB(WT)*170lb* MaschinenfbrkAugsburg-NürnbergA.G.Augsburg	35 ″ 11 s 7 ″ 10 28 ″ 4½	
84885 LJLY	**Thorsholm** *Mchy.Aft* *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	9937 9191 5882					1937	Deutsche WerftAG Bet Finkenwrder Hamburg	SkibsA/STHorsholm(A/SThor Dahl,*Mgrs.*)	492·9 P113′F69	66·1	36·4	Sandefjord Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝″–43⅛″ 1167NHP MaschinenfbrkAugsburg-NürnbergA.G.Augsburg		N
84886 LJBM	**Thorshov** *OilEng.* *Mchy.Aft* 1*Dk2nd dk in CruiserStern machinery space* D.F. E.S.D. *Rudder electrically welded*	9955 9190 5900	✠100A1 3,39 ~~4,38~~ ~~LMC~~ DBS(WT) ~~4,37~~ *Carrying Petroleum in bulk*	Liv LAn	*e*†	CL 4,38 LMC11,35	1935 11mo	Bremer Vulkan Vegesack *Lloyd's*	A/S Bryde&Dahls Hvalfangerselskap (A/S ThorDahl, *Mgrs.*) *CellDBuE75′215tD*	492·9 P113′F69′ *Tf43′748t FPT164t APT258t*	66·1 FK	36·4	Sandefjord Norwegian 12*BHptCem*	Oil Engines 2S.C.DA 6Cy.23⅝″–43⅛″ 1167NHP 2DB*170lb* 1DB(WT)*170lb* Bremer Vulkan, Vegesack	35 ″ 11 s 7 ″ 10 28 ″ 4½	
84887 LIPG	**Thorshövdi** *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	9944 9191 5889					1937	Deutsche WerftAG Bet Finkenwrder Hamburg	A/SOdd (A/S ThorDahl, *Mgr.*)	492·9 P113 F74′	66·1	36·4	Sandefjrd Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝″–43⅛″ 1167NHP MaschinenfbrkAugsburg-NürnbergA.G.Augsberg		N
84888 LJVY	**Thorstrand** *OilEng* 1*Dk&Shelter dk* *CruiserStern*	~~3090~~ 3041 2612 1755					1938	Framnæs Mek.Værks A/S Sandefjord	SkibsA/S Thorsholm(A/SThor Dahl,*Mgrs.*)	321·6	46·2	26·1	Sandefjord Norwegian *WB*	Oil Engines 2S.O.SA 7Cy.25⅞″–41⅛″ 775NHP SulzerBros.Ld.Winterthur		
84889 737 SVKL	**Thraki** (P) (*ex*Corvin–33) *ss*Ven.No 3–1,26 *Well deck* Wireless 1*Dk(Stl)*	1532 — 939	✠ 8,33	Tri	*p*		1913 9mo	W.Dobson &Co. Newcastle	Hellenic Mediterranean LinesCo. Ld. *Cell DBa70′ u E&*	240·0 P&B154′F30′ *B28′ f98′309t FPT*	36·1 FK	14·4	Piræus Greek 4*BHCem* 39*tAPT38t*	T.3Cy.19″,31″&52″–36″ 212NHP 2SB,6*cf*,GS96,HS3776 N.E.MarineEng.CoLdNwc	16 ″ 7	I †
84890 734 SZJU	— (*ex*PorteurNo.411) TwinSc	982 — 560					1917	Chant.Nav deNicolaieff Nicolaieff	Th.L.Teryazos	198·3	34·5	12·7	Piræus Greek *WB*	T.6Cy.11″,19 7/16″&29½″–15¾″ 67NHP		
84891 101 SWES	**Thrasyvoulos** (*ex*Forfar, *ex*Thessalia) *ss*Syr.2nd~~No.3~~ -11.38 *ss*~~Pir.No.2–35~~ 1*Dk(pt Irn pt Stl)&Web frames Longitudinal framing*	*3693* *3435* *2340* ~~MS11,38~~	✠100A1 1,39 ~~40,~~ ~~Sur~~ ~~LMC~~ ~~MBS3,~~	Off Nplt	*w*	CL ~~10,36~~ 1,39	1912 9mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd's*	Th.L.Boyazides& Co. *CellD*	348·5 P30′B102′F38′ *Ba111′uE23′f155′8*	50·1 FK	23·5	Andros Greek 6*BHCem* 61*tAPT95t*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb ~~90lb~~ 307NHP 2SB,8*pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 10 s 4 ″ 6½ 21 ″ 6	
84892 PUAM	**3 de Outubro** (*ex*Borborema) 1*Dk*	*1811* *1673* *1082*					1907	Craig,Taylor&Co.Ld. Stockton	LloydBrasileiro	275·0 F28′	44·8	16·5	R.Janeiro Brazilian *WB*	T.6Cy.14″,22″&37″–24″ 134NHP Blair&Co.Ld.Stockton		
84893 162281 MQCR	**Thrift** *ssAbu.No.1–35* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	648 431 273	✠100A1 ~~LMC~~ 7,35	Abn	*i*	CL 8,37 MC8,35	1931 9mo	Hall,Russell&Co.Ld. Aberdeen	NorthernCooperativeSociety Ld. *Cell*	176·5 182·6(O.L.) Q101′B11′F26′ *DB 95′144t FPT*	27·7 FK	11·2	Aberdeen British 3*BHCem* 40*tAPT20t*	T.3Cy.14½″,24″&40″–30″ (*r*) 190lb 93RHP 1SB,3*cf*,GS67,HS2125 Hall,Russell&Co.Ld.Abn.	13 ″ 4 s 3 ″ 8½ 13 ″ 2½	

Sunk by aircraft 5,38

Sunk by aircraft 6,38

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Allowed nor expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Register in which class of B.O.T. Trade Cert.
84894 / 7681 / SIFN	**Thule** (*ex* C.G. Thulin-35) — *ss* N.Yk. No. 1-35 — D.F. — 1 *Dk (Stl)* & *Shelter dk (Stl)* — *Cruiser Stern* — *Cargo battens not fitted* — *Strengthened for Navigation in Ice*	1779 / *1581* / 995	✠100A1 *with freeboard* NYk — ~~10,37~~ BS6,37 8,38 — ~~LMC1,37~~	Rio	*s*	OG 5,36	1930 10mo	Fredrkstad Mek. Værks. Fredrikstad	Stockholms Rederiaktieb Svea (Eman. Högberg, *Mgr.*)	269·2 | 42·1 | 17·6	Stockholm Swedish	C.4Cy. (2) 13¾" & (2) 32⅝"–30½" 220lb (*s*) 173NHP 2SB (Spt), *4cf*, GS58, HS2456	20 " 0 s " 8½ 19 " 4½	
84895 / 131060 / CYMN	**Thunder Bay** — *Mchy. Aft* — 1 *Dk*	1870 / 1738 / 1109					1895	American S.B.Co. Cleveland, O.	*Rebuilt* 1921 *by* Davie S.B. & Rpg Co. Lauzon, P.Q.	247·0 | 40·1 | 19·9	Montreal British	T.3Cy. 16", 25" & 42"–32" NB02 88RHP Frontier Iron Works, Detroit, Mich.		
84896 / 207766 / KDUL	**Thunder Bay Quarries** (*ex* Theodore H. Wickwire, Jr.) — (*Self-Unloader*) — 1 *Dk*	6612 / — / 5385					1910	Gt. Lakes Eng. Works St. Clair, Mich	American S.S.Co. (Boland & Cornelius, *Mgrs.*)	504·0 | 56·0 | 26·0 F48′	Buffalo NY Utd. States *WB*	T.3Cy. 23", 37" & 63½"–42" Great Lakes Eng. Works, St. Clair 258NHP		R
Now "United States" *q.v.*																
84897 / 161100 / GSWT	**Thurland Castle** — Twin Sc — *Oil Eng.* — *ss* HKg. No. 2-37 — D.F. — 1 *Dk (Stl)* & *Shelter dk (Stl)* — *3rd dk (Stl) except in aftermost hold* — *Longitudinal framing at bottom & at decks*	6372 / 5728 / 3808	✠100A1 HKg *d*† *with freeboard* ~~5,36~~ ~~12,37~~ 5,39 — MC CS3,38 — ~~DBS7,34~~ 5,38 — ~~see 12.37~~ — *Fitted for carrying oil fuel* 6,29 *F.P. above* 15·0° F. *in deep tanks*			CL ~~4,36~~ F5,38 S5,39	1929 6mo	Cammell Laird & Co. Ltd. Birkenhead	Lancashire Shppg. Co. Ltd. (J. Chambers & Co. *Mgrs.*)	464·6 | 60·3 | 25·8 480·8 (O.L.) F42′	Liverpool British 7 *B Hpt Cem* *Coll to Sh dk* 6 " 2nd " *tunnels* 93*t*	Oil Engines 4S.C.SA 12Cy. 28¾"–59⅛" 953NHP 2DR *125lb* N.E. Marine Eng Co Ld. Nwc	31 " 6 s 4 " 3½ 27 " 4½	
84898 / 144022 / GBVZ	**Thurso** — *ss* Hul. No. 3-3,32 — *ss* Liv. No. 1-36 — 1 *Dk (Stl)* — *Cruiser Stern*	2436 / 2258 / 1451	✠100A1 Hul *t* — ~~5,39~~ ~~4,36~~ — BS6,37 6,38 — ✠LMC7,36			CL 4,38	1919 11mo	S.P. Austin & Son, Ld. Sunderland	Ellerman's Wilson Line, Ld.	303·2 | 43·0 | 20·8 313·5 (O.L.) P&B233′ F32′ FK	Hull British 5 *B H pt Cem* *APT* 180*t*	T.3Cy. 22", 36" & 59"–39" (*s*) 180lb 266NHP 2SB, *6cf*, GS124, HS4500 Richardsons, Westgarth & Co. Ld. Sld.	23 " 0 s 2 " 3½ 20 " 11	
84899 / 142666 / GNFQ	**Thurston** (*ex* Vera Kathleen, *ex* War Sky) — *ss* Hpl. No. 3-1,32 — *ss* Hpl. No. 1-37 — 1 *Dk (Stl)*	3072 / 2837 / 1839	✠100A1 ~~2,36~~ ~~11,37~~ 5,39 — BS11,37 3,39 — ✠LMC2,37	Hpl	*u*	CL 11,37	1918 10mo	J. Blumer & Co. Sunderland	Murrell S.S. Co. Ld. (J.E. Murrell & Sons, *Mgrs.*)	331·3 | 46·8 | 23·2 342·2 (O.L.) P33′ B98′ F28′ FK	W. Hartlpl British 7 *B H Cem* *APT* 122*t*	T.3Cy. 25", 41" & 68"–45" (*s*) 180lb 429NHP 3SB, *9cf*, GS153, HS6304 J. Dickinson & Sons, Ld. Sld.	25 " 6 s 3 " 11½ 21 " 9	
84900 / 7230 / SEIA	**Thyra** — *ss* Skm. No. 3-9,37 — *Cargo battens not fitted* — D.F. — *Strengthened for Navigation in Ice* — 1 *Dk (Stl)*	1796 / *1584* / *1033*	✠100A1 7,38 ~~9,37~~ — ✠LMC — BS6,37 7,38 MS9,37	Skm	*r*	OG 9,37	1925 10mo	Fredrkstad Mek. Værks. Fredrikstad	A/B Transmarin (S. Redig, *Mgr.*)	268·8 | 42·1 | 17·5 P20′ B106′ F23′ FK	Hlsngborg Swedish 4 *B H Cem* *APT* 80*t*	T3Cy. 18½", 29½" & 50"–36" (*s*) 180lb 187NHP 2SB, *6cf*, GS60, HS2568 Fredrikstad M.V. Frdstad.	20 " 0 s 2 " 4 17 " 9½	
84901 / — / LDAV	— (*ex* Canadian Miner) — 1 *Dk*	1655 / 1450 / 943					1920	Nova Scotia Steel & Coal Co. Ld. New Glasgow N.S.	Skibs A/S William Hansen's Rederi (W. Hansen)	270·0 | 38·2 | 17·9 P28′ B65′ F27′ FK	Bergen Norwegian *WB*	T.3Cy. 17½", 28¾" & 47"–33" 166NHP Robb Engineering Works, Amherst, N.S.	20 " 6	N †
84902 / — / OXZA	— *Ref. Mchy.* Wireless — 1 *Dk*	1088 / 868 / 560					1923	Frdkshavn Værft & Flydedok A/S Frederikshvn	Det Forenede Dampskibs Selsk.	236·2 | 35·7 | 14·2	Odense Danish *WB*	DR geared Steam Turbine Akt. Atlas Maskinfbk. Cpn.		V
84903 / — / OUMJ	— — 1 *Dk*	836 / 711 / 493					1912	Kjöbnhvns Flydk. & Skbs. Copenhagen	D/S A/S "Progress" (M. Nielsen & Søn *Mgs*)	211·6 | 31·5 | 13·2 P28′ B60′ F22′ FK	Copnhagn Danish *WB*	T.3Cy 14", 22½" & 37"–24" 79NHP Kjbnhavns Flydk. & Skbsv.	15 " 6	V †
84904 / OYWH	**Thyra S.** — *Oil Eng.* — D.F. — 2 *Dks* — *Cruiser Stern*	1738 / 1478 / 972					1936	A/S Nakskov Skibsvarft Nakskov	Dampskibssels-kabet Torm A/S (A. Schmiegelow & A. Kampen)	305·5 | 42·7 | 16·6	Copnhagen Danish *WB*	Oil Engines 2S.C.SA 6Cy. 19⅛"–35⅞" 405NHP Akt. Burmeistr & Wain, Cpn		C
84905 / OPTA	**Thysville** (P) — Twin Sc — *ss* Ant. No. 3-1,35 — *Ref. Mchy.* — 2 *Dks* (*Stl–Uwe*) & *Shelter dk* (*Stl*–teaks) — D.F.	8351 / 6427 / 4869	✠100A1 *Shelter dk* *with freeboard* ~~4,37~~ 10,38 — BS10,38 — ~~BS9,37~~ — LM — lloyd's RM — 3,39 — centre aft chamber for temp. 30° F.	Ant	*c*†	CL ~~11,36~~ 9,38	1922 6mo	Soc. Anon. Jhn. Cockerill Hoboken	Cie. Maritime Belge (Lloyd Royal) Soc. Anon. (Agence Maritime Internationale, *Mgrs.*)	439·1 | 57·0 | 34·1 459·0 (O.L.) P55′ F89′ *on Shelter dk* FK 1312 *Tanks at side*	Antwerp Belgian *Cem* 7 *B Hto Sh dk*	Q.8Cy. 23", 33", 47" & 67"–48" 215lb (*s*) 964NHP 6SB (Spt), *18cf*, GS345, HS14100 Soc. An. J. Cockerill, Seraing	37 " 0 s 11 " 11 25 " 7	
84906 / 160401 / GNSR	**Tia Juana** — Twin Sc — *ss* Cco. No. 2-36 — *Mchy. Aft* — 1 *Dk (Stl)*	2395 / 1743 / 1244	✠100A1 ~~8,36~~ ~~12,37~~ 1,39 — BS8,36 — ✠LMC — MS9,36 — *Carrying Petroleum in bulk* — *Fitted for oil fuel* 4,28 *F.P. above* 1 50° F.	Gal	*l*	CL P4,39 ~~11,37~~ S5,38	1928 4mo	Harland & Wolff, Ld. Belfast	Lago Shipping Co. Ld. (F.J. Wolfe, *Mgr.*)	305·7 | 50·2 | 14·3 P67′ F34′ FK *Trunk* 204′ *Wing tanks* 286*t* *wing tanks* 356*t*	London British 7 *B Hpt Cem* *Trunk* 204′ *g tanks* 356*t* *FPT* 60*t* *APT* 75*t*	T.6Cy. 13⅞", 23½" & 36"–27" 180lb (*s*) 196NHP 2SB, *6cf*, GS98, HS3702 Harland & Wolff, Ld. Gls.	15 " 0 s 1 " 10½ 13 " 3½	
84907 / — / PUQR	**Tibagy** (*ex* Nadia) — *ss* Rio. No. 3-2,15 — 1 *Dk (Wood)* & *deep framing*	2422 / 2241 / 1552	✠ 4,21 ✠	Rio	*s*		1901 12mo	Grngem'th & Grk Dkd Co. Greenock	Cia. Commercio e Navegação *Cell D*	300·1 | 44·6 | 20·0 P25′ B60′ F27′ FK	R. Janeiro Brazilian 5 *B H Cem* *APT* 112*t*	T.3Cy. 22", 37" & 59"–39" 228NHP 2SB, *6cf*, GS115, HS3450 Greenock Foundry Co. Grk.	22 " 1	
84908 / FOGL	**Tiberiade** (*ex* Jacques Schiaffino, *ex* Roi Léopold) — *Fitted for oil fuel* — D.F. — 1 *Dk* & *deep framing* & *Shelter dk*	2696 / 2556 / 1681					1909	W. Dobson & Co. Newcastle	Soc. de Nav. a Vap. Daher	301·3 | 41·4 | 21·2 FK	Marseilles French *WB*	T.3Cy. 22", 37" & 61"–42" 278NHP N.E. Marine Eng Co Ld Nwc		V †
84909 / PHZO	**Tiberius** — *Cruiser Stern* — 2 *Dks*	1712 / 1351 / 944					1930	Akt. Ges. "Neptun" Rostock	Koninkl. Nederl. Stoomb. Maats. N.V.	263·4 | 42·6 | 17·0	Amstrdam Dutch *WB*	T.3Cy. 18⅛", 29⅞" & 49⅞"–33½" 140NHP A.G. "Neptun," Rostock		V
84910 / 142861 / GKVC	**Tiberton** — *ss* Nwc. No. 3-7,32 — *ss* Nwc. No. 1-36 — 1 *Dk (Stl)*	5225 / 4796 / 3190	✠100A1 9,38 ~~9,38~~ — BS11,37 9,38 — ✠LMC8,36	Cff	*y*	CL 7,37	1920 3mo	Richards'n Duck & Co. Ld Stockton	R. Chapman & Son *Cell D B*	400·1 | 52·4 | 28·4 414·4 (O.L.) P49′ B113′ F40′ FK 336′ 1058*t* *FPT* 168*t*	Newcastle British 7 *B H Cem* *APT* 279*t*	T.3Cy. 26", 44" & 73"–48" (*s*) 180lb NDU36–*100*7 397NHP 2SB (Spt) *6cf*, GS137, HS6066 Blair & Co. Ld. Stockton	31 " 0 s 0 " 0 25 " 3½	
84911 / DOPT	**Tic** — *Oil Eng.* — 1 *Dk*	322 / 272 / 225					1929	Schiffsw. Unterelbe A.G. Wewelsfleth	Norddeutscher Lloyd	131·3 | 24·6 | 11·0	Bremen German	Oil Engines 4S.C.SA 6Cy. 9½"–15¾" 56NHP Mot. Werke Mannheim A.G. Mannheim		G

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant aux Lettres d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote. si de 1re Cl. R. Dure. Cert. Bef. Trials
84912 IATO	**Ticino** (*ex* Hans Leonhardt-36, 2079 *ex* Vulcan) Wireless	*Oil Eng.* 1 *Dk*	1470 976 761					1924	Akt.Ges. "Vulcan" Hamburg	Italian Navy (operated by Soc. Anon. Cooperativa di Nav. Garibaldi)	243·3 | 36·1 | 14·9 230·8 P21′Q55′B102′F23′			Genoa Italian *WB*	Oil Engines 4S.C.SA 12 Cy. 13¾″–13¾″ 222 NHP *Emade* 18 A.G. "Vulcan," Hamburg		I
84913 KGRE	**Tide Water** 230116 *Mchy. Aft* D.F. GyC. 2 *Dks* *Longitudinal framing* *Carrying Petroleum in bulk*	*Oil Eng.*	8886 8234 5412					1930	Sun S.B. & D.D.Co. Chester, Pa.	Tide Water Associated Oil Co.	480·6 | 66·0 | 36·8 P78′B34′F48′			Wilmgton (Del.) Utd. States *WB*	Oil Engines 2S.C.SA 4 Cy. 23⅝″–91⅛″ 690 NHP Sun S.B & D.D.Co. Chester, Pa.		R
84914 KGRF	**Tide Water Associated** 230171 *Mchy. Aft* *Longitudinal framing* 2 *Dks* D.F. GyC. *Carrying Petroleum in bulk*	*Oil Eng.*	8906 — 5403					1930	Sun S.B. & D.D.Co. Chester, Pa.	Tide Water Associated Oil Co.	480·6 | 66·0 | 36·8 P77′B34′F48′			Wilmgton (Del.) Utd. States *WB*	Oil Engines 2S.C.SA 4 Cy. 23⅜″–91⅛″ 690 NHP Sun S.B & D.D.Co. Chester, Pa.		R
84915 PKGY	**Tidore** *Mchy. Aft*	*Oil Eng.* 1 *Dk* & *Shelter dk*	872 625 526					1929	NV Burger hout's M.&S. Rotterdam	Koninkl. Paketv. Maats.	188·9 | 34·2 | 12·7 B49′F34′			Batavia Dutch	Oil Engines 4S.C.SA 8 Cy. 14 1/16″–22⅛″ 164 NHP Motorenfabr. "Deutz" A.G. Köln-Deutz		V
84916 GZYD	**Tielbank** 165911 E.S.D.	1 *Dk* & *Shelter dk* *Cruiser Stern*	5083 4614 2987	✠ 100A1 *with freeboard* 3,38	Liv Hul ✠ LMC 8 37	*a*†	CL	1937 8mo	J.Read-head & Sons Ld South Shields *Lloyd's SA & CP*	Bank Line, Ld. (A.Weir & Co. *Mgrs.*) *Cell DB 341′ 1343t FP*	423·7 | 56·7 | 24·8 439·3 (O.L.) F31′ FK *T 128t APT 218t*			Glasgow British 7 *B Hpt Cem* *Coll to Sh dk* 6 „ 2nd „)	T.3Cy. 25″, 42″ & 71″–48″ (*s*) 220 lb 524 NHP 2SB (Spt) & 1 Aux SB, FD *9cf*, GS 167, HS 7444 J.Readhead & Sons Ld. S.Shl	27 „ 10 s 3 „ 0½ 25 „ 0½	
84917 KSGL	**Tien Kwang** Twin Sc 148559 *ss* Shi. No. 3-3,37 1 *Dk* (*Stl*) & *Web frames* *Cruiser Stern*		787 458 341	✠ A– Shi *For Service on the Yangtsze River* 1,39 ~~3,38~~ B & M S 3.37 ~~BS 2.38~~ 1,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,25			OG ~~3,36~~ P 1,38 S 1,39	1925 2mo	Yarrow & Co. (1922) Ld. Glasgow	Asiatic Petroleum Co. (North China) Ld.	198·5 | 32·9 | 8·9 *Shade dk* 182′ FK *Cell DB*			Shanghai British 9 *BH* *FPT* 10*t*	T.8Cy. 18″, 26″ & (2) 30″–18″ 250 lb 220 lb at Eng. (*s*) HS 6990 397 NHP 2 Water Tube Boilers FD Yarrow & Co. (1922) Ld Gls	10 „ 5	
84918	**Tien Lee** (*ex* Sokndal-34, *ex* M.H. Kongshavn, *ex* Taikai Maru) 1 *Dk*		2184 — 1322					1919	Uchida S.B. & E.Co.Ld Yokohama	Ching Kee S.N. Co. Ld.	270·0 | 39·1 | 21·6 P41*t* H89*t* F41*t*			Chefoo Chinese *WB*	T.3Cy. 19″, 31½″ & 52″–39″ 168 NHP Uchida S.B & E.Co.Ld Yka		N
Sunk to dock Yard (St. River	**Tienhsing** (*ex* Lienhsing-36, *ex* Path, *ex* Taksang)		1599 —	✠ 3,92	Gls	*q*		1892 2mo	Lon. & Gls. I.S.B. & E. Co. Ld. Glasgow	Shaw Hsing S.S.Co. Ld. *Cell DB a* 52′ 48*t* *FPT* 83*t*	250·0 | 36·1 | 15·3 B64′F35′ 22·5 *pt Shade dk* 43′ FK *APT* 30*t* *MT* 10′ 130*t*			New-chwang Chinese 4 *BHCem*	T.3Cy. 18½″, 30″ & 48″–36″ NB14 166 NHP 1SB, *3cf*, GS 56, HS 2319 Lon. & Gls. Co. (Lim.), Gls.		
84920 JUGB	**Tientsin Maru** Ⓟ 259	*Cruiser Stern* 1 *Dk*	2317 1656 1352					1927	Mitsubishi Zosen Kaisha Ld. Kobe	Dairen Kisen K.K.	275·0 | 42·5 | 21·0 P42′F32′ *Promenade dk* 115′			Dairen Japanese *WB*	T.3Cy. 20½″, 33½″ & 55 1/16″–39⅜″ 197 NHP Mitsubishi Zosen Kaisha Ld		
84921 PUMT	**Tiété** (*ex* Norte-34, *ex* Iberier, *ex* Lake Felicity) 1 *Dk*		1696 1576 967			...		1918	Detroit S.B. Co. Wyandotte, Mich.	Cia. Carbonifera Rio Grandense	251·0 | 43·8 | 18·5 P25′B64′F23′ FK			R. Janeiro Brazilian *WB*	T.3Cy. 20″, 33″ & 54″–40″ 274 NHP Detroit S.B. Co. Detroit	20 „ 0	
84922 WSCY	**Tiger** 215248 *ss* N.Yk.No.3-2,30 *ss* N.Yk.No.1-34 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) D.F. & *Web frames* *Longitudinal framing*		5992 5728 3708	✠ 100A1 *Shelter dk* *with freeboard* 7,37 *Fitted for oil fuel* 6,17 *Carrying oil fuel in bulk*	Mob ✠ LMC 7 37	*a*† *F.P. a* *above* 1 *F.P.*	CL 10,36 *above* 1	1917 6mo	Union Iron Works Co. San Francisco A&CP	Socony-Vacuum Oil Co. Inc. *Cell D Bu E & B* 48′	410·0 | 56·0 | 29·0 FK 207*t* *DT in way of tunnel* 223*t* *FPT* 80*t* *APT* 200*t*			New York Utd. States 13 *B Hpt Asp*	T.3Cy. 27″, 47″ & 78″–48″ (*s*) 220 lb 594 NHP 3SB, *9cf*, GS 165, HS 8130 FD Union Iron Works Co. S.Fo.	32 „ 0 s 3 „ 5½ 28 „ 8½	
84923 LDAW	—		3941 3565 2324	✠ 100A1 3,38 ~~3,36~~ ~~BS 1.39~~ ~~LMC 8 33~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21	Mdb BS 1.39 ✠ LMC 8 33	*v* *F.P. a* *above* 1	CL 3,37	1921 7mo	Fairfield Co.Ld. Glasgow *Lloyd's SA & CP*	A/S Vestland-ke Petroleum s Comp agni (A/S Ostland-ske Petroleums Compagni, *Mgrs.*) *Cell D Bu E & B* 60′ *APT* 96*t* *F*	351·0 | 47·0 | 28·2 P80′F29′ FK *f* 30′ 190*t* *FPT* 40*t* *W tank in AP* 8′ 32*t*			Bergen Norwegian 14 *B Hpt Cem* (8 *to U dk* 6 „ 2nd „)	T.3Cy. 23½″, 38″ & 62″–42′ (*s*) 180 lb 347 NHP 2SB (Spt), *6cf*, GS 127, HS 5112 FD Fairfield Co.Ld. Glasgow	28 „ 3	
84924 IUVZ	**Tigrai** (*ex* Salvagno P.–36, 2068 *ex* Helium, *ex* Sénateur Reymond, *ex* Commandant Jean-Nicolas) 1 *Dk*	3 Mst	1302 1116 738					1918	Kibi S.B. Co.Ld. Osaka	Elia Bibolini	229·0 | 32·5 | 18·9 B52′F24′			Genoa Italian *WB*	T.3Cy. 14½″, 24″ & 40″–30″ 88 NHP Settsu Tekkosho, Osaka		I
84925 LDAX	**Tigre** *ss* Osl.No.3-4,38 ~~*ss* Osl.No.2-37~~ *Ref. Mchy* 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) D.F. 3rd *dk* (*Stl*) *except in aftermost hold*	Twin Sc *Oil Eng.*	5498 4711 3070	✠ 100A1 *with freeboard* 3,39 ~~4,38~~ 8,37 4,37	Osl	*a*†	CL ~~4,38~~ 3,39	1926 5mo	Ch. & Atel. de St. Nazaire Rouen *Lloyd's SA & CP* *Tanks in*	Wilh. Wilhelmsen *Cell D B* 360′ 1134*t* *way of tunnels* 291*t*	418·0 | 54·5 | 27·5 432·6 (O.L.) P41′F38′ FK *FPT* 112*t* *APT* 130*t*			Tönsberg Norwegian 7 *B HCem* (4 *to Sh dk* 3 „ 2nd „)	Oil Engines 4S.C.SA 12 Cy. 24 1/16″–43 5/16″ 714 NHP DB *114lb* Ch. & Atel. de St. Nazaire	30 „ 2 s 3 „ 10½ 26 „ 5½	
84926 JHZD	**Tihuku Maru** (*ex* Chifuku Maru-38) 24087 *ss* Kob.No.3-5,31 *ss* Kob.No.1-36 2 *Dks* (*Stl*) & *Awng dk* (*Stl*)		5857 5586 4259	✠ 100A1 *Awng dk* *with freeboard* 1,38 ~~2,36~~ ~~L.M.C.~~	Kob	*y*	CL ~~4,36~~ 1,39 ~~4,35~~	1919 1mo	Kawasaki Dkyd Co.Ld. Kobe A&CP	Kaiyo Kisen K.K. (Yamashita Kisen K.K. *Mgrs.*) *Collision B H to Awn dk* *Cell D*	385·0 | 51·0 | 36·0 FK *B* 334′ 1118*t* *FPT* 126*t* *APT* 93*t*			Hachinohe Japanese *Cem* 5 *B Hto U dk*	T.3Cy. 26′, 43⅜″ & 72″–48′ (*s*) 200 lb 436 NHP 2SB & 1 Aux SB, *8cf*, GS 154, HS 5636 FD Kawasaki Dkyd Co.Ld. Kob	36 „ 0 s 9 „ 1⅜ 27 „ 1½	
84927 OHON	**Tiira** 712	Wood Aux 4 Mst Sr *Motor* 1 *Dk* (*See Sailing Ship Register*)	435 397 358					1921	Johan Wendelin Brahestad	A.J. Westerholm	150·4 | 30·7 | 14·0			Åbo Finnish	Motor 2Cy. 12 5/16″–14 13/16″ *Emade* 19, *fitted* 21 Björneborgs M V Björnebrg		
84928 ESRK	**Tiiu** (*ex* Colinton-36, *ex* Elisabeth) 1083 *ss* Gmh.2nd No.3-4,32 *ss* Tln.No.1-37 1 *Dk* (*Stl*) & *deep framing* *Cargo battens not fitted*		1865 1629 1123	✠ 100A1 ~~3,37~~ 1,39 ~~Dpt~~ ✠ LMC 4 37 BS 5,38	Tln	*r*	~~4,36~~ ~~4,32~~ N 4,39	1907 5mo	Craig, Taylor & Co. Ld. Stockton *Lloyd's SA & CP*	R. Nelberg & others *Cell D Ba* 90′ *u*	280·0 | 38·3 | 18·2 P26′B75′F28′ FK *E* 16′ *f* 116′ 434*t* *FPT* 79*t* *APT* 40*t*			Tallinn Estonian 4 *B HCem*	T.3Cy. 19″, 31⅝″ & 51″–33″ (*s*) 180 lb 167 NHP 2SB, *4cf*, GS 66, HS 2654 N.E. Marine Eng. Co Ld. Sld.	20 „ 7 s 2 „ 11½ 17 „ 10	
84929 TUNU	**Tijditt** (*ex* Artemis, *ex* Tyne Abbey, *ex* Alexander, *ex* Skåne) *Mchy. Aft*	3 Mst 1 *Dk*	327 280 148					1897	J. Thormählen & Co. Elmshorn	Mme. Bazire	124·9 | 24·8 | 11·0 H36′F19′			Algiers French *WB*	C.2Cy. 11″ & 22″–13″ Ottensener 15 NHP Maschinenfb. Altona		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; BHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L.R. Dates of Build or Trade Dept.
84930 DOCJ	**Tijuca** (*ex*Ludwigshafen-38) Sub.Sig. D.F. *Fitted for oil fuel* 1 *Dk & Shelter dk 2 tr B*	5918 5428 3628					1923	Frd.Krupp Act.Ges. Kiel	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	393·5 | 54·3 | 23·3 P26′B138′F46′ 31·4			Bremen German *WB*	T.3Cy.27⅞″,42⅝″&76″–51½″ 414NHP Frd.KruppA.G.Kiel		G
84931 LDAY	— **TwinSc** *ss*Osl.No.3-3,38 *Oil Eng.* ~~*ss*Sub.No.2-38~~ 1 *Dk(Stl) & Shelter dk(Stl) 3rd dk(Stl)* D.F. *except in aftermost hold*	5498 4711 3082	✠100A1 *with freeboard* 3,38 ~~MC 5,38~~ ~~DBS 2,38~~ ~~5,37~~ 5,38	Osl	a† CL 2,38		1926 3mo	Ch.&Atel. deSt.Nazaire (Penhoet) Gd.Quevilly *Cell DB360′1134t tunnels 291t*	Wilh.Wilhelmsen	418·0 | 54·5 | 27·5 P41′F38′ FK *Tanks in way of FPT112t APT130t*			Tönsberg Norwegian *Lloyd's AS CP*	Oil Engines 4S.C.SA 12Cy.24⅜″–43⅝″ 714NHP 7 *BHCem* DB *1141b* (4 *to Sh dk* 3 „ 2nd „) ASBurmeister&Wain,Cpn.	30 ″ 2 s 3″10½ 26 ″ 5½	
84932 LOGH	— **IronAuxBk** (*ex*Sailing Vessel) Wireless *Oil Eng.* *Mchy.Aft* 1 *Dk 2 tr B* *(See Sailing Ship Register)*	924 — 735			...		1866	E.Gouin Nantes	Cia.Argentina de Pesca S.A.	178·0 | 34·5 | 21·6 P42′F30′			Bns.Aires Argentine	Oil Engines 2S.C.SA 91NHP 4Cy.11⅞″–16⅛″ NE *fitted* 24 A/BAtlasDieselMotorSkn		N †
84933 11045 JCUA	**Tikugo Maru** (P) (*ex*ChikugoMaru-38) 1 *Dk(Stl) & Spar dk(Stl*-teak s) *& deep framing*	2462 2156 1356	✠ 6,08 ✠	Yka			1907 6mo	D&W Hendersn&Co.Ld. Glasgow *WB = Cell DBa92′uE&*	NipponYusenK.K.	310·0 | 40·0 | 16·5 P33′B90′F39′ 26·5 FK *B52′f114′500t FPT 34t APT24t*			Tokyo Japanese	T.3Cy.25″,41″&68″–48″ 386NHP 2SB,*6cf*,GS124,HS5130 D&W.Hendersn&CoLdGls	26 ″ 6	
84934 10837 JDKD	**Tikuzen Maru** (P) (*ex*ChikuzenMaru-38) 1 *Dk(Stl) & Spar dk(Stl) & deep framing*	2449 2159 1442	✠ 8,07 ✠	Yka	u		1907 4mo	D&W Hendersn&Co.Ld. Glasgow *WB = Cell DBa92′uE&*	KinkaiYusenK.K.	310·3 | 40·2 | 16·5 P33′B90′F39′ 24·0 FK *B52′f114′500t FPT 34t APT24t*			Tokyo Japanese	T.3Cy.25″,41″&68″–48″ 386NHP 2SB,*6cf*,GS124,HS5130 D&W.Hendersn&CoLdGls	26 ″ 6	
84935 14967 GNKS	**Tilapa** *Ref.Mchy.* Sub.Sig. E.S.D. D.F. 4 *Dks*	5392 4678 3302					1928	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·4 | 51·4 | 30·4 P43′B157′F43′			Liverpool British *WB*	T.3Cy.27½″,46½″&78″–54″ 447NHP CammellLaird&CoLd.Bkn		C
84936 147894 GKLP	**Tilawa** (P) *ss*Cal.No.3–11,35 3 *Dks(Stl-weather* teak s) *Ref.Mchy* D.F. *CruiserStern*	10006 8060 6153	✠100A1 *with freeboard* 12,38 ~~12,37~~ BS ~~11,38~~ 12,38 ✠ LMC11	Cal	d† CL 12,37		1924 5mo	Hawthorn, Leslie&Co.Ld Newcastle *Cell DB393′1536t Tanks at sides of*	BritishIndiaStm. Nav.Co.Ld.	451·0 | 59·3 | 36·8 P48′B213′F43′ FK *Tunnel87t FPT155t APT48t*			Glasgow British	Q 4Cy.29″,41½″,59″&85″–54″ 215lb (*s*) FD 900NHP 4SB,*16cf*,GS330,HS18792 Hwthrn,Leslie&CoLdNwc	40 ″ 0 s 13″4½ 27 ″ 1½	
84937 OFAB	**Tilda** (*ex*Margarita-36) *ss*Lth.3rdNo.3–8,35 1 *Dk(pt Irn&pt Stl) & Web frames*	2768 2548 1730	✠100A1 3,39 2,38 ~~[illegible]~~ ✠ L ~~3,38~~ 4,39	Rot Got	CL ~~2,38~~ 2,38 ~~4,38~~ 2,39		1903 1mo	J.Blumer &Co. Sunderland *Cell DB*	RederiA/B Turret (K.Hansen, *Mgr.*)	314·0 | 46·5 | 20·7 326·0(O.L.) P28′B96′F32′ FK *5 BHCem a104′uE&B42′f122 718t APT99t*			Helsingfrs Finnish	T.3Cy ~~29½~~ 29⅝″,39″&64″–42″ (*s*) 160lb *130lb* NDB24 279NHP 2SB,*6pf*,GS110,HS4392 G.Clark,Ld.Sunderland	23 ″ 0 s 8 ″4½ 19 ″ 10	
84938 16 SVJL	**Tilemachos** *ss*Lgn.2ndNo.3–9,37 ~~*ss*Blo.No.3–4,24~~ ~~*ss*Pir.No.2–39~~ 1 *Dk(Stl)* *Cargo battens not fitted*	3658 3288 2145	✠100A1 ~~11,37~~ 11,38 BS11,38	Sws Rot ✠ LMC9	w CL 8,37		1911 5mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's AS CP*	G.C.Dracoulis *WB = Cell DBa 120′uE&B43′*	356·3 | 50·7 | 21·7 P31′B188′F35′ FK *f151′1258t FPT96t APT240t*			Ithaca Greek	T.3Cy.25″,40½″&67″–45″ (*s*) 180lb *65lb* 324NHP 2SB,*6cf*,GS129,HS4945 Cen.Mar.Eng.Wrks.WHpl	24 ″ 3 s 3 ″3½ 21 ″ 2	
84939 7653 SHXN	**Tilia Gorthon** *ss*Hbg.No.1–34 1 *Dk(Stl) & Shelter dk(Stl)* *Cargo battens not fitted* *Strengthened for Navigation in Ice*	1776 1590 1010	✠100A1 *with freeboard* 6,38 ~~8,37~~ MS6.35 ✠ LMC BS ~~6,38~~ 6,38	Lkr	r CL ~~8,37~~ 5,38		1930 6mo	Fredrkstad Mek.Værks Fredrikstad *Lloyd's AS CP* *Cell DB212′545t*	RederiA/BActiv (Joh.Gorthon, *Mgr.*)	269·1 | 42·2 | 17·6 278·9(O.L.) FK *FPT35t APT80t*			Hlsngborg Swedish *Coll to Sh dk* 3 „ 2nd „)	T.3Cy.18½″,29½″&50″–36″ 190lb (*s*) 188NHP 4 *BHCem* 2SB,*6cf*,GS60,HS2545 FD Fredrikstad M.V.Frdstad.	20 ″ 0 s ″ 8½ 19 ″ 4½	
84940 166381	**Till** *Oil Eng.* *Mchy.Aft* 1 *Dk* *Cruiser Stern* *Rudder electrically welded*	367 295 162	✠100A1 3,38 ✠ LMC3	Gro	e OG 3,38		1938 3mo	J.Koster Hzn.Schpsw. "Gideon" Groningen *Lloyd's AS CP*	FreeTradeWharf Co.Ld. *Cell*	130·3 | 23·9 | 11·7 132·6(O.L.) Q41′F16′ FK *DB73′ 97t FPT73t APT25t*			London British	Oil Engines 4S.C.SA 6Cy.11″–17⅛″ 71NHP 3 *BHpt Cem pt Asp* Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 ″ 11 s 1 ″1½ 12 ″ 11½	
Wrecked 4-38 84941	**Tille** (*ex*Stavstein,*ex*Disa, ~~*ex*Sailing Vessel,*ex*Dennis Crouan)~~ **AuxBk** *Oil Eng.* 1 *Dk* *Mchy.Aft* (*See Sailing Ship Register*)	495 395 330					1893	A.Dubigeon Nantes	"Tille" Compania NavieraSoc.Anon. (H.W.Stock, *Mgr.*)	150·5 | 28·2 | 14·6 P47′F25′			Callao Peruvian	Oil Engines 2S.C.SA 2Cy.16½″–18 $\frac{9}{16}$″ 96NHP NE *fitted* 18 J&CG BolindersCoLdSkm		
84942 219655 KUFD	**Tillie Lykes** (*ex*LakeFlorian) *Fitted for oil fuel* 1 *Dk 2 tr B*	2572 — 1633			...		1920	McDougall DuluthCo. Duluth,Minn.	~~LykesBros.-Ripley S.S.Co.Inc.~~ Lykes Bros Steamship Co,Inc.	251·0 | 43·7 | 25·8 P25′B64′F20′ FK			Galveston Utd.States *WB*	T.3Cy.21″,35″&59″–42″ 352NHP McDougallDuluthCo.	28 ″ 2	R †
84943 DHXT	**Tilly L.-M. Russ** Sub.Sig. *Cruiser Stern* 1 *Dk*	1600 1282 942					1926	Flensburgr Schiffsb.Ges Flensburg	Schiffahrt-u.Asse-kuranz Ges.E.Russ &Co.	263·2 | 41·9 | 15·4 P16 Q8′ B108′ F35′			Hamburg German *WB*	T.3Cy17$\frac{11}{16}$″,29⅜″&48$\frac{13}{16}$″–37⅜″ 141NHP FlensburgerSchiffsb.Ges.		G
84944 160599 GSQT	**Tilsington Court** *ss*Bry.No.2–36 2 *Dks(Stl)*	6910 6575 4335	✠100A1 *with freeboard* ~~7,38~~ ~~8,37~~ 1,39 BS ~~8,37~~ 8,38 ✠ LMC10	Lon	a† CL ~~10,36~~ 9,38		1928 10mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's AS CP*	CourtLine,Ld. (Haldin&Philipps Ld. *Mgrs.*) *U'tween dk B Hexcept Co Cell DBa & uE168′ f*	420·1 | 56·5 | 33·8 435·0(O.L.) F41′ FK *Coll B H dispensed with 182′1499t FPT113t*			London British *Cem Coll B H to Wdk* 6 „ „ 2nd „ *APT148t*	T.3Cy.27″,45″&75″–51″ (*r*) 180lb 574NHP 3SB,*9cf*,GS190,HS8601 FD J.G.Kincaid&Co.Ld.Grk.	36 ″ 4 s 9 ″ 6 27 ″ 1	
84945 DABI	**Tilsit** Wireless D.F. E.S.D. *Mchy.Aft* 1 *Dk*	950 714 416					1925	Union-Giesserei Königsberg *WB*	Kohlen-Import-u. Poseidon Schiffahrts-A.G.	215·3 | 34·2 | 12·6 P&B167′F22′			Königsbrg German	T.3Cy.18½″,29$\frac{15}{16}$″&47$\frac{3}{16}$″–29½″ 120NHP Union-Giesserei,Königsbg		G
84946 416 ICJZ	**Timavo** (P) *ss*Gen.No.3–12,32 *ss*Tri.No.1–37 *Ref.Mchy.* 2 *Dks(Stl) & Shelter dk(Stl)* D.F.	7549 6695 4731	✠100A1 *Shelter dk* *with freeboard* ~~8,37~~ 8,38 ~~7,39~~ ~~8,37~~ ✠ Lloyd's RMC ~~[illegible]~~ 1,38 *Fitted for oil fuel* 6.30	Tri	b† CL ~~6,35~~ 9,38 ~~F. P.~~		1920 8mo	Cantiere SanRocco, S.A. Trieste A&CP	LloydTriestino Soc.Anon.diNav. *Cell DB398′1630t*	464·2 | 57·4 | 22·0 450·0 32·0 B108′ *on Shelter dk* *A P T63t* FK			Trieste Italian *Cem Coll B H to Sh dk* 6 „ „ *C* „	T.3Cy.32″,51½″&83″–54″ (*s*) 180lb HS9851 681NHP 4SB(Spt),*12cf*,GS239 FD StabilimentoTecnico Triestino,Trieste	35 ″ 0 s 8 ″ 9 26 ″ 8	
84947 218018 ~~TJHN~~ KEFT	**Timber Rush** (*ex*Explorer-33, *ex*City of Eureka) *Fitted for oil fuel* 2 *Dks*	5542 5144 3446					above 1919	150°F. Columbia River S.B. Corp. Portland,Or.	ShepardS.S.Co.	410·4 | 54·2 | 30·1 P44′B115′F46′			Prtlnd,Me. Utd.States *WB*	DR GearedSteamTurbine DeLaval SteamTurbineCo. Trenton,N.J.		R

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenu. Etat actuel de l'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté si ce n'est dans le L. R. Durée Cert. R. of Trade.
84948	**Time**		3322	✠100A1	Syd	*v*	CL	1913	J.Priest-man&Co.	AustralianSteam-shipsProprietary,	340·0	48·3	21·8	Melbourne	Q.4Cy.24″,34″,48″&69″–45″	24 ″ 3	
132442	*ss*Syd.2ndNo.3–8,37 ~~*ss*Syd.No.3–8,25~~		2849	~~2,38 2,47~~ 10,38			7,35	1mo	Sunderland	Ld. (*Man.Agents,*	352·2(O.L.)			British	215lb (*s*) 442NHP	s 4 ″ 2½	
VJKQ	~~*ss*Syd.No.3–8,30~~		1752	~~3mo.~~ ✠LMC			~~4.35~~ 10,38		*Lloyd's SA&CP*	HowardSmithLd.)	P25′B82′F31′ FK			6*BHCem*	3SB,*9cf*,GS190,HS7619	20 ″ 3	
	2 Dks(UStl&2nd dk Irn)			~~B59,35~~ 3,37					*WB = CellDBo*	112′*uE&B63′f*118	747*t Topside tanks*		243*t FPT* 99*t*	*APT* 112*t*	Richardsons,Westgarth& Co.Ld.Hpl.		
	Cantilever framed																
	Topside tanks amidships																
	Cargo battens not fitted																
84949	**Timgad** Ⓟ	**TwinSc**	5232					1911	Ch.&Atel.	Cie.Générale	402·3	51·4	28·7	Marseilles	T.8Cy.27⅝″,45⅝″&(2)55⅝″		V
Broken up		*Fitted for oil fuel*	—						deProvence	Transatlantique	P43′B220′F58′			French	–51⅜″ 868NHP		
FNUK	D.F.	6*Dks*	2127						PortdeBouc					*WB*	Ch.&Atel.deProvence,Msl.		
84950	**Timlat** (*ex*Ijora–35,		2699	✠ ~~——~~	Shl	*t*		1921	C.Hill&	U.S.S.R.	310·0	44·0	21·5	Vladvostk	T.3Cy.21″,34″&56″–36″	23 ″ 10	
	*ex*Mountpark–33)	*ss*Shl.No.2–29	*2386*	12,33	✠			3mo	Sons,Ld.		P28′B86′F32′			Russian	242NHP		
UOJA		1*Dk(Stl)*	*1617*						Bristol				FK	5*BHCem*	2SB,*6cf*,GS122,HS1260		
											CellDB263′ 612t FPT			90*t APT* 90*t*	Richardsons,Westgarth& Co.Ld.Hpl.		
84951	**Timok** (*ex*Emmy L–D.–33,		3117	✠100A1	Rot	*u*	CL	1924	Wilton's	Brodarsko	325·0	47·0	21·8	Susak	T.3Cy.22⅝″,37″&62″–39″ (*s*)	24 ″ 2	
	*ex*Oisterwijk)	*ss*Trl.No.3–1,37	2847	4,39 ~~4,38~~	Spt		4,38	10mo	E.&Slpwy.Co	Akcionarsko				Yugoslav	180lb 280NHP	s 2 ″ 9½	
YTEQ		1*Dk(Stl)*	1869	BS ~~10,37~~ 12,38	✠LMC	1,37			Rotterdam	Drustvo"Oceania"	P24′B206′F29′ FK			5*BHCem*	3SB,*6cf*,GS129,HS4575	21 ″ 6⅜	
								Lloyd's	*SA&CP*		*CellDB278′662t*			*APT* 130*t*	Wilton'sE.&SlpwyCo.Rot.		
84952	**Tin Sang** (*ex*TinTing–34,		398					1904	Kwong	FookOnS.S.Co.Ld.	130·0	24·1	8·6	HongKong	C.2Cy.14″&28″–20″		
116035	*ex*YeeOn–33,*ex*SanUi–33)		211						HipLoong					British	33RHP		
VPGG			267						HongKong						London&Glas.Co.Ld.Gls.		
84953	**Tin Seng** (*ex*GouverneurGénéral		1086					1890	Nederl.	NamLeeCo.	235·0	32·8	16·4	Canton	T.3Cy.21″,34″&55″–45″		
	MauriceLongII–32,*ex*SaintPierre								Stoom.Maats					Chinese	203NHP		
	desLacs,*ex*Ream,	2*Dks&Awning dk*							Rotterdam					*WB*	Nedrl.Stombt.Maats.Rot.		
	*ex*VanDiemen)		779														
84954	**Tin Yat** (*ex*WoPing) Ⓟ		942					—	Kwong	FookOn S.S.Co.Ld.	180·9	30·1	11·1	HongKong	T.3Cy. ~~15¾″~~,26″&41″–30½″		
154033			372					*reblt*	CheungHing					British	15½′ 88RHP		
VPJY		2*Dks*	579					1929	HongKong								
84955	**Tina** (*ex*Asta,	**Aux4MstSr**	389					1916	RingAndr-sensStaalskb.	Ing.L.Ghirardi	139·4	29·8	11·0	Genoa	Oil Engines 2S.C.SA		I
1037	*ex*Rugsö)	*OilEng.*	349						Svendborg		Q32′H49*t*			Italian	4Cy.12″–16⅛″ 101NHP		
IUWP		1*Dk*	279											*WB*	H.Christoffersens Maskin-fabrik,Holbey		
	(*See Sailing Ship Register*)																
84956	**Tina Primo** (*ex*Valsole–36,*ex*		4853					1911	Bremer	Soc.Anon.Giuseppe	417·0	53·5	27·6	Genoa	T.3Cy.29½″,48⅝″&80¾″–53⅛″		CI
2067	Argentina–35,*ex*EliasG.Culucundis,		—						Vulkan	BozzoArmamenti				Italian	473NHP		
ICOA	*ex*Tenterden,*ex*EliasG.	3*Dks*	3000						Vegesack	e Trasporti	399·2						
	Culucundis,*ex*Artigas,*ex*Wiegand)	D.F.								Marittimi				*WB*	Bremer Vulkan, Vegesack		
										(A.Lauro,*Mgr.*)							
84957	**Tinana**		808	✠100A1	Bsb	*l*	10,37	1901	Caledon	JohnBurke,Ld.	210·0	31·0	13·2	Brisbane	T.3Cy.16½″,28″&45″–33″(*r*)	15 ″ 6	
110988		*ss*Bsb.2ndNo.3–4,33	686	~~7,38 11,37~~ 7,39	Syd			2mo	SB.&E.Co.Ld		219·5(O.L.)			British	160lb *80lb* 130NHP	s 2 ″ 3	
VJXK		*ss*Bsb.No.1–37	472		✠LMC	11,37			Dundee		P19′F35′ FK			4*BHCem*	1SB,*3cf*,GS66,HS2153	13 ″ 7	
	Mchy.Aft 1*Dk(Stl*–teak s)*&Web frames*			BS11,38						*WB=CellDB f*138′186*t FPT*				21*t APT* 13*t*	CaledonSB.&E.Co.Ld.Dun		
	Ref.Mchy.	*Cargo battens not fitted*															
	Wireless																
84958	**Tindefjell**		1337					1936	Nylands	A/SFalkefjell	250·9	41·3	14·8	Oslo	C.2Cy.16¾″&33⅞″-33⅞″ &		N
		1*Dk&Shelter dk*	1104						Verksted	(Olsen&Ugelstad,	P59*t*H145*t*F15*t*			Norwegian	LP turbine withDRgearing		
LJFO	Wireless D.F.	*Cruiser Stern*	740						Oslo	*Mgrs.*)				*WB*	& hydraulic coupling		
															107NHP		
															Nylands Verksted,Oslo		
84959	**Tinge** (*ex*Ottinge–37,		*1744*	✠100A1	Ams	*q*	CL	1918	WoodSkin-	"Socdeco"Soc.	260·4	37·7	16·4	Panama	T.3Cy.20″,33″&54″–36″ (*s*)	18 ″ 7	
	*ex*LordRhondda)	*ss*Cff.No.3–9,30	*1323*	4,38			N4,38	3mo	ner&Co.Ld.	Anon.				Pnamanian	180lb 207NHP	s 5 ″ 7	
HPGZ	*Well deck*	*ss*Cff.No.1–35	*1029*	BS4,38	✠LMC	10,35			Newcastle		Q153′F29′				2SB,*6pf*,GS94,HS3412	17 ″ 2	
	Cargo battens not fitted	1*Dk(Stl)*						*Lloyd's*	*SA&CP*		BonRQD52′ FK			4*BHCem*	J.Dickinson&Sons,Ld.Sld.		
										CellD	*B212′422t FPT* 92*t*			*APT* 101*t*			
84960	**Tingsang**	*ss*HKg No.1–38	2256	✠100A1	Shi	*s*	CL	1922	Dunlop,	Indo-ChinaStm.	285·0	42·6	20·0	Hong Kong	T.3Cy.21″,34′&57″–42′ (*s*)	22 ″ 3	
146517		*ss*Shi.No.3–5,34	1861	7,38 ~~3,37~~	HKg		~~2,37~~	2mo	Bremner&	Nav.Co.Ld.	299·0(O.L.)			British	180lb *100lb* 298NHP	~~s 2 ″ 10½~~	
VPDQ	D.F.	2*Dks(Stl–U* teak s)	1232	~~BS3,37~~	✠LMC	~~5,34~~ 7,38	6,38		Co.Ld.		P33′B101′F32′ FK			4*BHCem*	2SB,*6cf*,GS105,HS4435 FD	~~10 ″ 11½~~	
									PortGlasgow		*CellDB237′489t D*			*APT* 46*t*	Dunlop,Bremner&Co.Ld.	s2 ″ 8¾	
								Lloyd's	*SA&CP*		*Ta20′278t FPT* 33*t*					19 ″ 11	
84961	**Tinhow** Ⓟ (*ex*Hughli,*ex*Valencia)		5232	100A1	HKg		CL	1913	Akt.Ges.	BankLine,Ld.(A.	365·5	50·9	29·7	Glasgow	T.3Cy.28½″,46⅝″&76¾″–48″	32 ″ 6	
143225	*ss*HKg.No.1–38	*ss*H.Kg.No 3–4,34	4589	7,38 ~~4,37~~			~~4,36~~		" Neptun "	Weir&Co.*Mgrs.*)	381·0(O.L.)			British	190lb (*s*) FD 516NHP	s 6 ″ 9½	
GBRT	D.F.	2*Dks(Stl–Uws)*	3164	~~BS4,37~~	LMC	~~4,38~~ N7,38			Rostock		B104′ FK			6*BHCem*	3SB(Spt)*9cf*,GS148,HS7025	26 ″ 3	
		3rd dk in No.1hold				7,38		*Lloyd's*	*SA&CP*		*CellDB312′898t FPT*			55*t APT* 40*t*	A.G."Neptun,"Rostock		
84962	**Tinombo**		872					1930	NV Burger	Koninkl.Paketv.	188·9	34·2	12·6	Batavia	Oil Engines 4S.C.SA		V
		OilEng.	625						houtsM.&S.	Maats.				Dutch	8Cy.14 $\frac{5}{16}$″–22 $\frac{13}{16}$″ 164NHP		
PKGZ	*Mchy.Aft*	1*Dk&Shelter dk*	526						Rotterdam						Motorenfabr."Deutz"A.G.		
															Köln-Deutz		
84963	**Tinos** (*ex*Rio de Janeiro)		2826					1914	J.Blumer	DeutscheLevante-Linie Hamburg A.G.	332·5	48·7	19·7	Hamburg	T.3Cy.24″,40″&66″–42″		G
			2386						&Co.		P85*t*H153*t*F39*t*			German	282NHP		
DHXU		1*Dk*	1479						Sunderland					*WB*	N.E.MarineEng.Co.Ld.Sld		
84964	**Tioga**		715	✠100A1	Bel	*j*	CL	1912	Greenock&	Anglo-American	179·9	31·1	12·8	London	T.3Cy.14′,23″&37″–24″ (*s*)	13 ″ 6	
132668		*ss*Bel.2ndNo.3–8,37	551	~~3,37~~ 4,39	Bkn		~~6,36~~	2mo	Grangemo'th	OilCo.Ld.				British	180lb 110NHP	s 1 ″ 1½	
MDRF			288	~~BS3,37~~	✠LMC	8,37	9,38		Dkyrd Co.Ld.,	(F.J.Wolfe,*Mgr.*)	P65′B15′F28′ FK			9*BHCem*	1SB,*3cf*,GS57,HS2200	12 ″ 7	
	Mchy.Aft	1*Dk(pt Stl)&Web frames*							Grangemo'th	*WB=CellDBa53*	*66t DTf* 11′35*t FP*			*T8t APT* 7*t*	Richardsons,Westgarth& Co.Ld.Mdb.		
				Carrying Petroleum in bulk				*Lloyd's*	*SA&CP*								
84965	**Tionesta** Ⓟ		4329					1903	DetroitS.B.	GreatLakes	340·0	45·2	28·0	Erie,Pa.	Q.4Cy.22″,31½″,45″&65″–42″		
145958			—						Co.Wyan-	TransitCorpora-				Utd. States	274NHP		
WADL	*Mchy.Aft*	2*Dks&Hurricanedk*	2652						dotte,Mich.	tion				*WB*	DetroitS.B.Co.Detroit		

Now Ronwyn, *see No. 8932 in Supplement*

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned or now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
84966 LDCB	**Tiradentes** *Ref. Mchy.*	TwinSc ss Rot. No. 1–39 *Oil Eng.* ss Osl. No. 3–8, 34 2 *Dks (Stl) & Shelter dk (Stl)*	4960 4466 2913	100A1 *Shelter dk with freeboard* 12,38 LMC C 12,38 Lloyd's RMC 12,37 3,39	Rot	NYk *z*	CL P7,37 SN7,37 SN3,39	1922 9mo	Deutsche Werft A.G. Hamburg	Wilh. Wilhelmsen	401·2 | 54·2 | 26·9 F41′ *on Shelter dk* *Cell D B* 346′13 *16t Tanks between*	FK *pt Cem Collision* *tunnels* 223*t F P T* 82*t A P T* 225*t*	BH to Sh dk 6 „ „ U „	Tönsberg Norwegian	Oil Engines 4S.C.SA 12Cy.24⅛″–37⅛″ 717NHP NDB27 ~~600lb~~ 660lb Algemeine Elec. Ges. Berlin	30 ″ 4 s 4 ″ 0 26 ″ 6½	
84967 424 JUWV	**Tirana** (*ex* Mariu, *ex* Carlin, *ex* Fridius, *ex* Vivien) 1 *Dk*	TwinSc *Oil Eng.*	438 371 343					1921	A/S Marstal Skibs Marstal	Adolfo Calzi & Soci.	145·5 | 30·0 | 10·5 141·0	*WB*		Trieste Italian	Oil Engines 8Cy.12½″–16″ Brödr. Houmöllero Maskinfbrk, Fredrikshavn		I
Now "Erminia," see No. 87936 in Supplement																	
84968	**Tirhan** (P) D.F. E.S.D. 3 *Dks* *Cruiser Stern*	TwinSc	~~3000~~ 2990 2198 1629					1938	Neptun-werft Rostock G.m.b.H. Rostock	Denizbank-Denizyollari Idaresi	~~306·7 | 49·5~~ | 21·7 L 123′ F 71′ 305·5 | 43·7	*WL*		Istanbul Turkish	T 6Cy.16⅛″, 26″ & 41 5/16″–27 5/16″ & LP turbines with D R gearing & hydraulic coupling Neptunwerft Rostock G.m.b.H. Rostock		
84969 DHXV	**Tirpitz** D.F. Sub. Sig. 2 *Dks*	4 Mast	7970 7467 4974					1921	Flensburger Schiffsb. Ges. Flensburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	471·2 | 58·2 | 32·2 P74′ B102′ F43	*WB*		Hamburg German	T. 3Cy. 32 7/16″, 52⅝″ & 86 13/16″–55 3/16″ 558NHP		G
84970 LJUS GyC.	**Tirranna** D.F. E.S.D. 1 *Dk & Shelter dk, 3rd dk except in after holds* *Cruiser Stern* *Rudder electrically welded*	TwinSc *Oil Eng.*	7230 6429 4410	100A1 *with freeboard* 3,38 3,38 LMC 3,38 *Carrying fuel oil in midship deep tank*	Dnz	*f*†	CL *P. above* 150° F.	1938 3mo *Lloyd's SA & CP*	F Schichau G.m.b.H. Danzig *Cell D B* 349′	Wilh. Wilhelmsen *One intermediate* 1512*t M T* 30′ 1431*t* *in way of tunnels*	493·6 | 63·3 | 29·0 517·7 (O.L.) P42′ F39′ *tanks* *F P T* 82*t A P T* 273*t*	FK *Coll BH dispensed with* *pt Cem* *BH to Sh dk* 6 „ „ 2nd „	Tönsberg Norwegian	Oil Engines 2S.C.SA 16Cy.25 9/16″–47½″ 1819NHP 1 DB *100lb* 1 DB (WT) *100lb* F Schichau G.m.b.H. Elbing	31 ″ 7 s 4 ″ 1½ 27 ″ 7½	
84971 136149 MJBC	**Tirydail** *Mchy. Aft* *Well deck*	ss Lon. No. 3–1, 31 ss Lon. No. 1–36 1 *Dk (Stl)*	650 474 363	100A1 5,36 BS ~~6,37~~ LMC 5,36 3,39	Lon	*i*	OG N5,36	1918 3mo *Lloyd's SA & CP*	C H Walker & Co. Sudbrook	F.T. Everard & Sons, Ld. *Cell D B*	176·0 | 27·6 | 11·8 Q107′ F22′ 112′ 162*t F P T* 35*t*	FK *Coll BH Cem* 3 *BH Cem* *A P T* 12*t*		London British	T. 3Cy. 13″, 23″ & 34″–22½″ 180lb 60RHP 1SB, 3*pf*, GS 49, HS 1496 Plenty & Son, Ld. Newbury	13 ″ 9 s 4 ″ 4 13 ″ 2	
84972 6050 SHQA D.F.	**Tisnaren** *Oil Eng.* ss Got. No. 3–5, 38 ~~ss Got. No. 3–4, 36~~ ~~ss Got. No. 3–34~~ 1 *Dk (Stl) Shelter dk (Stl)* 2nd *dk (Stl) in Nos. 1, 2, 3 & 4 holds* *Cruiser Stern*	TwinSc	5747 5136 3469	100A1 *Shelter dk with freeboard* ~~1,36~~ ~~1,37~~ 12,38 5,38 LMC CS. DBS 9,37 ~~10,36~~ 1,36 4,37 8,38	Got	*a*†	OG ~~4,36~~ 12,38	1918 12mo	Aktieb. Rederiaktieb. Transatlantic (G. Carlsson, *Mgr.*) Götaverken Gothenburg		436·8 | 56·2 | 26·9 441·7 (O.L.) F36′ *on Shelter dk* *Collision BH to Shltr dk* *Cell D B* 372′ 1188*t F P T*	FK 6 *BH to U dk* 89*t A P T* 31*t*	Gothenburg Swedish	Oil Engines 4S.C.SA 12Cy.29½″–43 5/16″ 988NHP DB *80lb* Aktieb. Götaverken, Got.	30 ″ 0 s 3 ″ 11¾ 26 ″ 3	
84973 HAAU	**Tisza** *Oil Eng.* 1 *Dk*	TwinSc	961 864 518					1937	Ganz & Co. Ld. Budapest	Königl.-ungar. Donau-Seeschiffahrts A.G.	229·6 | 32·8 | 15·4 B29′ F31′			Budapest Hungarian	Oil Engines 4S.C. 16Cy.8½″–12 5/16″ Ganz & Co. Ld. Budapest		V
84974 124015 GPZM	**Titan** (P) D.F. 3 *Dks*	TwinSc	9035 8594 5737					1906	D & W Hendersn & Co. Ld. Glasgow	Ocean S.S. Co. Ld. (A. Holt & Co. *Mgrs*)	485·8 | 58·3 | 39·3	*WB*		Liverpool British	T. 6Cy. 28″, 38½″ & 65″–48″ 585NHP D & W. Hendersn & Co Ld Gls		BT till ~~10,36~~ 5,39
84975 — 157571	— 1 *Dk*	TwinSc	574 530 241					1928	Irrawaddy Flotilla Co. Ld Rangoon	Rangoon Port Commissioners	168·0 | 30·0 | 16·1			Rangoon British	T. 6Cy. 18″, 20½″ & 34½″–22″ 112NHP W. Simons & Co Ld. Renfrew		
84976 LJKV	**Titania** D.F. E.S.D. 1 *Dk & Shelter dk* Gy.C 3rd *dk except in after holds* *Part electrically welded including* *Cruiser Stern butts of shell & deck plating* *Rudder electrically welded*	TwinSc *Oil Eng.*	6704 5891 4081	100A1 *with freeboard* 4,38 LMC 5,37 *Carrying cargo oil in deep tank & tanks*	Got		CL *F. in P. above* way of	1937 5mo *Lloyd's SA & CP*	Kockums M. V. Aktieb Malmö	Wilh. Wilhelmsen *Cell D B* 276′	479·1 | 62·3 | 28·8 498·0 (O.L.) P42′ F14′ 1117*t M T* 30 1442*t* *Tanks in way of tunnels* 1122*t F P T* 75*t*	FK 7 *BH pt Cem* *Coll to Sh dk* 6 „ 2nd „ *A P T* 191*t*	Tönsberg Norwegian	Oil Engines 2S.C.DA 14Cy.23⅝″–43 5/16″ DB *100lb* 2722NHP Kockums M. V. Akt Malmö	31 ″ 7 s 4 ″ 0½ 27 ″ 7½	
84977 886 ICKD	— (*ex* Tirso, *ex* Etna, *ex* War Hound) D.F. 2 *Dks*		5397 4842 3249					1918	Bartram & Sons. Ld. Sunderland	Soc. Anon. Cooperativa di Nav. "Garibaldi"	400·3 | 52·3 | 28·5 P49′ B113′ F39′	*WB*		Genoa Italian	T. 3Cy. 27″, 44″ & 73″–48″ 369NHP A. & J. Inglis, Ld. Glasgow		CI
84978 3125 SGWI	— 1 *Dk & Awng dk*		*750* *428* *440*					1897	Oskarshmns M. V. Aktieb. Oskarshamn	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	178·0 | 28·1 | 10·9 H43*t* 17·8			Stockholm Swedish	T. 3Cy. 14½″, 23¾″ & 39½″–27½″ 81NHP Göteborgs M V. Aktieb. Got		V
84979 LJKJ	**Titanian** (*ex* Iossifoglu) D.F. 1 *Dk (Stl) & Shelter dk (Stl)*	*Oil Eng.* ss Nwc. No. 3–4, 37	4880 4441 3013	100A1 *with freeboard* ~~3,37~~ 12,38 DBS ~~3,37~~ LMC 3,37 1,39 LMC (M) 1,39	Nwc	*z*	CL ~~3,37~~ 11,38	1924 5mo *Lloyd's SA & CP*	Swan, Hunter & Wigham Richardson, Ld. Newcastle	A/S Rederiet Titanian (Hilmar Reksten, *Mgr.*) *Cell D B* 353′ 1200*t D T*	400·6 | 53·5 | 25·7 413·3 (O.L.) F44′ *f* 23′ 897*t F P T* 113*t*	FK 7 *BH pt Cem* *Coll to Sh dk* 6 „ 2nd „ *A P T* 88*t*	Bergen Norwegian	Oil Engines 2S.C.SA 6Cy.22½″–45″ 526NHP 2 NDB 392 ~~19 at 120lb~~ Swan, Hunter & Wigham Richardson, Ld Nwc.	28 ″ 2 s 3 ″ 2½ 25 ″ 2½	
84980 93996 ZMBR	**Titoki** *Well deck* Wireless 1 *Dk (Stl)*	TwinSc	625 433 247	✠ 2,22 ✠	PGl	*i*		1922 2mo	W Hamiltn & Co. Ld. Port Glasgow	Anchor Shipping & Foundry Co. Ld.	170·6 | 30·1 | 10·8 Q94′ F24′ *Cell D B* 138′ 144*t F P T*	FK 4 *BH Cem* 29*t A P T* 21*t*		Nelson, NZ British	T. 6Cy. 11″, 17″ & 28″–21″ 86RHP 2SB, 4*cf*, GS 65, HS 2116 Ross & Duncan, Glasgow	12 ″ 9	
84981 28115 JCEA	**Titose Maru** (P) (*ex* Chitose Maru–38) 1 *Dk & Shelter dk 2 tr B*		2669 2152 1520					1921	Yokohama Dock Co. Yokohama	Kinkai Yusen K.K.	300·0 | 43·0 | 25·0 P40′ B98′ F42′	*WB*		Tokyo Japanese	T. 3Cy. 23″, 38″ & 64″–48″ 284NHP Yokohama Dock Co. Yka.		
84982 PHZS	**Titus** *Cruiser Stern* 2 *Dks*		1712 1351 943					1930	Akt. Ges. "Neptun" Rostock	Koninkl. Nederl. Stoomb. Maats. N.V.	262·1 | 42·7 | 17·0	*WB*		Amstrdam Dutch	T. 3Cy. 18⅛″, 29 15/16″ & 49 3/16″–33 7/16″ 140NHP A. G. "Neptun," Rostock		V
84983 212565 KDCD	**Tivives** *Fitted for oil fuel* D.F. 2 *Dks & 2 pt dks* *Ref. Mchy.* Sub. Sig.		4596 3894 2590					1911	Workman, Clark & Co. Ld Belfast	United Fruit S.S. Corporation (United Fruit Co. *Mgrs.*)	378·8 | 50·3 | 29·1 B160′ F42′	*WB*		New York Utd. States	T. 3Cy. 27″, 45″ & 75″–54″ 412NHP Wrkman, Clark & Co. Ld Bel		C

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné actuellement après Lettre d'Autrement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
84984 17 ICKG	**Tiziano** (*ex*LedererSándor)		1333 1026 799	✠ ... 9,34	Fiu	*p*		1903 8mo	Grngemt'h &Greenock Dockyard Co. Greenock	"Tirrenia"Soc. Anon diNav.	267·4 | 36·2 | 22·3 255·0 | 36·1 | 14·3 FK			Fiume Italian	T.3Cy.18½",32"&54"–36" 208NHP 2SB,*6cf*,GS108,HS3380 D.Rowan&Co.Glasgow	16 " 6
	*ss*Fiu.2ndNo.3–7,30 1*Dk*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)			✠						*CellDBa* 67'*uE&* B52'*f* 88'382*t A*						
84985 OYZD	**Tjaldur** Ⓟ (*ex*Baltannic, *ex*St.Thomas) D.F.		1130 912 657	✠100A1 *Awng dk withfreeboard* 8,33 3,38 BS3,39 BS3,38 ✠LMC4 37	Cpn	*n*	CL 3,37 3,39	1916 10mo	Kjöbnhvns Flydk.&Skbs. Copenhagen *Lloyd's*A&CP	P/fSkipafelagid Föroyar	220·3 | 32·7 | 17·3 F46'*on Awng dk* B79' FK *CellD* B179' 187*t FPT*31*t*			Thorshavn Danish	T.3Cy.17",27"&45"–30" (*s*) 200lb 166NHP 2SB,*6cf*,GS90,HS3080 KjbnhvnsFlydk.&Skbsv.	19 " 9 s 6 " 5½ 13 " 5½
	ssCpn.No.3–5,28 ssCpn.No.2–37 1*Dk*(*Stl*)&*Awng dk*(*Stl*–ws)															
84986 OUMM	— (*ex*Vega) 1*Dk*		584 502 289	...				1898	Murdoch & Murray Pt.Glasgow	DetForenede DampskibsSelsk.	199·1 | 30·0 | 11·8 P48'B80'F51' FK			Esbjerg Danish *WB*	T.3Cy.18",29"&47"–33" 160NHP Rankin&Blackmore,Grk.	12 " 7
84987 PKIR	**Tjibadak**		7803 6744 4801	✠100A1 ~~10,38~~ 10,38 ✠LMC MS3,37 BS9,37 7,38	Sba		CL 5,36 1,39	1929 5mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *Lloyd's*A&CP	Java-China-Japan Lijn	433·2 | 56·2 | 34·0 F55' FK			Batavia Dutch *pt Cem pt Asp* 6 *BH to U dk*	2 steam turbines DR geared to 1 sc. shaft 256lb (*s*) 928NHP 4 W.T.Boilers(Spt) FD HS11744	37 " 0 s 9 " 4 28 " 1
	ssSba.No.3–2,30 3*Dks*(*Stl–Upper dk* teaks) E.S.D. 4*th dk in No.*1 *hold*									*'Tween dk BH at deep tank bulk*	*after head dispensed with* *CellD* B343'1077*t* *DTa*23'856*t*			2 " " 2nd " *DTa*23'856*t*	Maats.deSchelde,Flushing *FPT*184*t APT*43*t*	
84988 PKIT	**Tjibesar**		10836 10308 6780	✠100A1 *Shelter dk withfreeboard* ~~10,38~~ 8,37 ~~MS2,36~~ ✠LMC ~~BS3,38~~ 3,38	Yka Sba	*f*†	CL 8,37 N5,38	1922 10mo	Lithgows Ld. PortGlasgow *Lloyd's*A&CP	Java-China-Japan Lijn	500·1 | 63·7 | 39·2 F42'*on Shelter dk* FK			Batavia Dutch *Cem*	2 steam turbines DR geared to 1 sc. shaft (*s*) 2201b 1140NHP 6SB,*18cf*,HS15336 FD	42 " 0 s 10 " 11½ 31 " 4
	ssSba.No.3–2,30 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)									*CellD* B437'2245*t* *DTa*31'1671*t*	*Collision* *FPT*269*t APT*48*t*			7 " " *U* "	D.Rowan&Co.Ld.Glasgow	
84989 PKIN	**Tjikandi**		7970 7472 4887	✠100A1 *Shelter dk withfreeboard* 5,39 ~~9,37~~ ✠LMC ~~3,38~~ MS9,37	Sba	*b*†	CL ~~9,37~~ 3,39	1921 10mo	R.Duncan &Co.Ld. Pt.Glasgow *Lloyd's*A&CP	Java-China-Japan Lijn	448·7 | 57·9 | 34·9 F45'*on Shelter dk* FK			Batavia Dutch *pt Cem*	2 steam turbines DR geared to 1 sc. shaft (*s*) 2201b 935NHP 5SB,*15cf*,GS285,HS12780	37 " 4 s 9 " 6½ 28 " 1
	ssSba.No.3–10,33 ssSba.No.1–37 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)									*CellD* B392' 1304*t DTa*34'1455*t*	*Collision* *FPT*120*t APT*25*t*			*B H to Sh dk* 7 " " *U* "	D.Rowan&Co.Ld.Glasgow	
84990 PKIL	**Tjikarang** 2TwinMsts		9505 8856 6064	✠100A1 *Shelter dk withfreeboard* 5,38 ~~10,37~~ ✠LMC MS9,34	Sba	*e*†	CL ~~8,35~~ 8,38	1922 1mo	Nederl. Schps.Maats Amsterdam *Lloyd's*A&CP	Java-China-Japan Lijn	483·5 | 60·3 | 37·5 F60'*on Shelter dk* FK			Batavia Dutch *Cem*	T3Cy33½",52¾"&87⅛"–59½" 1911b (*s*) 1030NHP 6 WaterTubeBoilers FD HS16638	40 " 6 s 10 " 2¾ 30 " 6
	*ss*Sba.No.3–9,34 2*Dks*(*Stl*)& *Shelter dk* (*Stl*-teaks)*3rd trB in holds*									*CellD* B423'1510*t* *DTa*25'940*t*	*MT*28'1140*t* *FPT*137*t APT*40*t*			5 *B H to Sh dk* 3 " " *U* "	Werkspoor,Amsterdam	
84991 PKIA	**Tjikembang** 2TwinMsts		8013 7135 5028	✠100A1 2,38 ~~BS3,37~~ ~~✠LMC 4,38~~ ~~2,35~~	Sba	*e*†	OG 3,37	1914 7mo	Kon.Maats deSchelde Flushing *Lloyd's*A&CP	~~Java-China-Japan~~ ~~Lijn~~	493·6 | 58·3 | 31·2 P65'B303'F60' FK			Batavia Dutch *8 BH Cem*	T.3Cy.33",54"&90"–60" (*r*) 180lb 918NHP 6SB,*18cf*,GS324,HS13931 FD Maats.deSchelde,Flushing	34 " 0 s 6 " 9½ 27 " 6
	*ss*Sba.No.3–4,26 *ss*Sba.No.2–34 3*Dks*(*UStl*-teaks)*2nd dk*(*Stl*)									*WB* = *CellD Ba* 162'*uE*	36'*f* 181'1287*t DTa*			27'1312*t DT*	*f*24'1251*t FPT*125*t APT*26*t*	
84992 PKIJ	**Tjileboet** 2TwinMsts		5760 4877 3635	✠100A1 11,38 ~~11,38~~ ✠LMC MS10,35 ~~BS3,37~~ 3,38	Sba	*a*†	CL ~~10,36~~ 11,38	1918 2mo	Maats. Fyenoord Rotterdam A&CP *Lloyd's*	Java-China-Japan Lijn	420·3 | 54·3 | 27·5 P58'B252'F55' w fore end 1928 FK			Batavia Dutch *8 BH Cem*	T.3Cy.28½",47"&77"–48" (*r*) 180lb 544NHP 3SB,*9cf*,GS183,HS7809 FD Maats.Fyenoord,Rot.	30 " 2 s 4 " 11 25 " 6
	*ss*H.Kg.No.3–2,28 *ss*Sba.No.2–35 2*Dks*(*Stl U*-teaks)*3rd trB in Nos.*1&3*holds*									*CellD* B358'1105*t*	*DTa*23'914*t FPT*			82*t APT*13*t*		
84993 PKIC	**Tjimanoek**		5628 4971 3511	✠100A1 ~~10,37~~ 4,39 BS~~4,37~~ ✠LMC6,36 4,32	Sba	*a*†	OG ~~5,35~~ 8,38	1911 6mo	Maats. Fyenoord Rotterdam *Lloyd's*A&CP	Java-China-Japan Lijn	420·0 | 54·2 | 27·5 P58'B250'F54'			Batavia Dutch *7 BH Cem*	T.3Cy.28½",47"&77"–48" (*r*) 180lb 547NHP 3SB,*9cf*,GS181,HS7860 FD Maats.Fyenoord.Rot.	30 " 0 s 4 " 11½ 25 " 3
	*ss*Sba.2ndNo.3–5,36 2*Dks*(*Stl–U* teaks)& *Web frames* *Longitudinal framing*									*WB* = *CellD Ba* *f* 180'1123*t D*	111'*uE&* B48' FK *Ta* 23'913*t FPT*83*t* *APT*19*t*					
84994 PKOA	**Tjinegara**		9227 7411 5783	✠100A1 *withfreeboard* 7,38 ~~12,37~~ ✠LMC CS11,35 ~~BS4,37~~ 4,37	Sba		CL 7,37	1931 1mo	Nederl. Schps. Maats. Amsterdam *Lloyd's*A&CP	Java-China-Japan Lijn	440·6 | 62·2 | 34·4 P109'B133'F53' FK			Batavia Dutch *pt Cem pt Asp* 6 *BH to W dk*	Oil Engines 2S.C.SA 8Cy.29½"–52¾" 1250NHP Werkspoor,Amsterdam	38 " 5 s 9 " 10½ 29 " 0
	OilEng. *ss*Sba.No.1–35 D.F. 3*Dks*(*Stl-Weather dk* teaks) 4*th dk in No.*1 *hold*									*'Tween dk bulkhead after deep tank* *CellD* B363'1341*t*	*ds above the BH dispensed with* *tDTa*35'900*t FPT*1			1 " " 3rd " 48*t APT*78*t*		
84995 PKOB	**Tjisadane**		9228 7411 5780	✠100A1 *withfreeboard* ~~4,38~~ 11,38 ✠LMC CS2,36 1,37 ~~11,36~~	Sba		CL 1,37	1931 7mo	Nederl. Schps.Maats Amsterdam *Lloyd's*A&CP	Java-China-Japan Lijn	440·6 | 62·2 | 34·4 P109'B133'F53'			Batavia Dutch *pt Cem pt Asp* 6 *BH to W dk*	Oil Engines 2S.C.SA 8Cy.29½"–52¾" 1250NHP Werkspoor,Amsterdam	38 " 5 s 9 " 11 29 " 0
	OilEng. *ss*Sba.No.1–35 3*Dks*(*Stl–Weather dk* teaks) D.F. 4*th dk in No.*1 *hold*									*'Tween deck BHs a after deep tank* *CellD* B363' 1341*t DTa*35'900*t*	*above the FK BH dispensed with* *FPT*148*t APT*78*t*			1 " " 3rd "		
84996 PKIU	**Tjisalak** 2TwinMasts		5787 4945 3614	✠100A1 5,38 ~~7,35~~ ✠LMC BS~~4,37~~ MS7,37	Sba	*a*†	OG 11,36	1917 3mo	Nederl. Schps.Maats. Amsterdam *Lloyd's*A&CP	Java-China-Japan Lijn	419·9 | 54·2 | 27·3 P58'B249'F54' FK			Batavia Dutch *7 BH pt Asp pt Cem*	T.3Cy.27⅝",45¼"&74"–51⅛" 180lb (*r*) 536NHP 3SB,*9cf*,GS186,HS7842 FD Werkspoor,Amsterdam	30 " 0 s 4 " 1⅜ 25 " 3
	*ss*Sba.No.3–7,29 *ss*Sba.No.2–37 2*Dks*(*Stl U*-teaks) 3*trB in Nos.*1,3&4*holds*									*CellD* B358'1090*t*	*DTa* 24'902*t FPT*1			04*t APT*25*t*		
84997 PKIO	**Tjisaroea**		7089 6418 4394	✠100A1 *withfreeboard* ~~5,38~~ ~~10,37~~ ~~BS2,~~ ~~BS2,37~~ ✠LMC~~,~~	Sba		CL 1,37	1926 1mo	Nederl. Schps. Maats. Amsterdam *Lloyd's*A&CP	Java-China-Japan Lijn	420·5 | 55·3 | 34·2 F54' FK			Batavia Dutch *8 BH Cem* (*5 to Wr dk* 3 " *2nd* ")	2 steam turbines DR geared to 1 sc. shaft (*s*) 220lb 4 WaterTubeBlrs (Spt) FD GS ,HS11092 769NHP Werkspoor,Amsterdam	37 " 0 s 9 " 1½ 28 " 1
	*ss*Sba.No.3–10,37 ~~*ss*Sba.No.2–34~~ 3*Dks*(*Stl–Wthr dk* teaks) 4*th dk in Nos.* 1 & 2 *holds*									*CellD* B349'1127*t* *DTa*23'870*t*	*FPT*160*t APT*43*t*					
84998 PKTD	**Tjisondari** 2TwinMasts		8039 7139 5019	✠100A1 ~~2,38~~ 12,38 Rot ✠LMC MS5,35 BS~~2,37~~ 12,37	Sba	*e*†	OG 9,36	1915 4mo	Kon.Maats deSchelde Flushing *Lloyd's*A&CP	~~Java-China-Japan~~ ~~Lijn~~	494·0 | 58·4 | 31·2 P65'B303'F60' FK			~~Batavia~~ Dutch *8 BH Cem*	T.3Cy.33",54"&90"–60" (*r*) 180lb 918NHP 6SB,*18cf*,GS324,HS13932 FD Maats.deSchelde,Flushing	34 " 0 s 6 " 9½ 27 " 6
	*ss*Sba.No.3–3,27 *ss*Sba.No.2–35 3*Dks*(*UStl*-teaks) *2nd dk*(*Stl*)									*WB* = *CellD Ba* 162'*uE*	36'*f* 181'1287*t DTa*			27'1312*t DT*	*f*24'1251*t FPT*125*t APT*26*t*	
84999 3146 SGWM	**Tjust** Ⓟ 1*Dk&Shelter dk*		336 — 227					1898	Göteborgs M.V.Aktieb Gothenburg	TjustsNyaÅngf. Aktieb. (John Salmonsson,*Mgr.*)	119·5 | 22·4 | 9·6 B71'H37*t*F15' 16·3			Vestervik Swedish	C.2Cy.15½"&32⅝"–17⅜" 38NHP GöteborgsM.V.Gothenbrg	

To be Broken up

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Int. of Fl. of Trade Cert.
85000 FODC	**Tlemcen** (*ex* Edouard Shaki) D.F. 1 *Dk* 2nd dk in holds only	4425 3608 2772				...	1912	Atel.&Ch. de France Dunkirk	Les Cargos Algériens	361·9 P39′	48·8 B122′	24·9 F43′ FK	Rouen French *WB*	T.3Cy.24″,40″&66″-45″ 383NHP Atel.&Ch.de France, Dnk.	27 ″ 10	V †
85001 39204 JVUI	**Tōa Maru** *Oil Eng.* *Mchy. Aft* 1 *Dk* & 2nd dk clear of oil tanks *Cruiser Stern* *Longitudinal framing in oil tanks*	10052 9038 5823	✠ ... 11,38	Kob	*f* †	CL N5,37	1934 6mo	Kawasaki Dkyd.Co.Ld. Kobe	Iino Shoji K.K. *Cell D Bu E* 100′ 462*t* *DT f* 50′ 499*t*	500·0 P162′ *FPT* 220*t*	65·0 B37′ F36′ FK *APT* 98*t*	37·0	Nakamai-zuru Japanese 12 *B H pt Cem*	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$″–47½″ 2115NHP 3DB*f*8*Sb* Kawasaki Dkyd Co Ld Kobe	37 ″ 1	
			Carrying Petroleum in bulk				*Lloyd's* A&CP									
85002 14941 0	**Toas** *ss* NYk No.3–5,28 *ss* Cco No.2–35 *Mchy. Aft* 1 *Dk (Stl)* & *Web frames* *Longitudinal framing*	2034 1580 1139	✠ 100A1 5,38 6,37 BS6,37	Cco NYk LMC7½	*s*	CL 7,35 5,38 *bulk* *F.P. above*	1926 5mo	Palmers' Co.Ld. Newcastle	Mene Grande Oil Co. C.A. *Cell D Bu E*	280·4 P69′ *FB* 43′	47·3 B22′ F31′ FK 93*t* *FPT* 176*t*	16·2 *APT* 63*t*	Maracaibo Venezuelan 10 *B H pt Cem*	T.3Cy.19¼″,30″&49″–36″ (*s*) 180lb 192NHP 2SB,*4cf*,HS3452 MacColl&Pollock,Ld.Sld.	16 ″ 6 *s* 2 ″ 1½ 14 ″ 6	
			Carrying Petroleum in bulk *Fitted for oil fuel*				*Lloyd's* A&CP									
85003 PKHM	**Toba** *Oil Eng.* *Mchy. Aft* 1 *Dk* & *Shade dk*	983 629 684					1930	N.V.C.Van der Giessen& Zonen's Schps Krimpen	Koninkl.Paketv. Maats.	203·3 B49′ F36′	34·2	11·6	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.14$\frac{3}{16}$″–18⅛″ 247NHP SulzerBros.Winterthur		V
85004 19284 JPFD	**Toba Maru** Twin Sc *ss* Osa.No.3–9,29 *ss* Kob.No 2–38 ~~*ss* Kob.No.1–38~~ 2 *Dks* (*Stl*)	6995 6447 4283	✠ 100A1 9,38 8,37 BS8,37	Yka Kob LMC9,38	*b* †	CL 9,38 9,38	1916 8mo	Kawasaki Dkyd.Co.Ld. Kobe	Nippon Yusen K.K. *Cell D B* 375′ 1192*t*	445·0 P34′ *B* 138′ F37′ FK *DT a* 42′ 1312*t* *FPT*	58·0	34·0	Tokyo Japanese 7 *B H Cem* 55*t* *APT* 60*t*	T.6Cy.21,$\frac{2}{16}$″,33$\frac{5}{16}$″&56″–48″ 200lb (*s*) 628NHP 4SB(Spt),*12cf*,GS220, HS9108 FD Kawasaki Dkyd Co Ld Kobe	34 ″ 0 *s* 7 ″ 9 26 ″ 5	
							Lloyd's A&CP									
85005 191 YLDM	**Tobago** (*ex* Latava–37, *ex* Sundmar–33, *ex* Erica, *ex* Vinga) 1 *Dk*	774 568 430					1900	Lindhol-mens V.A. Gothenburg	G.H.Tiemert (G.H.Tiemert&Co. *Mgrs.*)	191·0 (94′	30·6 B18′ H39′	12·3 F21′	Liepaja Latvian *WB*	T.3Cy.14½″,24″&40″–27″ 93NHP Lindholmens V.A.Got.		V
85006 VSJB	— Twin Sc 1 *Dk* (*Teak*) *Cruiser Stern* *Fitted for oil fuel*	537 347 218	✠ ... 3,35	Sou			1930 12mo	J.I.Thorny-croft&Co.Ld. Southampton	Government of Trinidad *Cell D Bf* 53′ 55*t*	150·5 F29′ FK	29·1 B110′ F29′ FK *FPT* 71*t*	11·3 *APT* 25*t*	Pt of Spain British 5 *B H pt Cem* *pt Asp*	C.4Cy.10½″&21″–15″ 69NHP 1SB,*2cf*,GS35,HS1309 J.I.Thornycroft&Co.Ld. Sou.	12 ″ 0	
85007 PKHI	**Tobelo** *Oil Eng.* *Mchy. Aft* 1 *Dk* & *Shade dk*	983 629 684					1929	N.V.C.Van der Giessen& Zonen's Schps Krimpen	Koninkl.Paketv. Maats.	203·3 B49′ F36′	34·2	11·6	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.14$\frac{3}{16}$″–18⅛″ 247NHP SulzerBros.Winterthur		V
85008 PKGV	**Toboali** *Oil Eng.* *Mchy. Aft* 1 *Dk*	984 629 662					1929	Werf Gusto Firma A.F. Smulders Schiedam	Koninkl.Paketv. Maats.	203·2 B49′ F37′	34·1 *WB*	11·5	Batavia Dutch	Oil Engines 4S.C.SA 8Cy.13$\frac{3}{16}$″–21⅝″ 143NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
85009 UOYW	**Tobol** (*ex* Manordilo–34, *ex* Anni, *ex* Rostock) *ss* Gms.No.3–6,23 *ss* Brs.No.2–31 *Well deck* 1 *Dk* (*Stl*) *Cantilever framed topside tanks*	2758 1952 1539	... 8,35	Sws	*t*		1911	Flensburger Schiffsb.Ges. Flensburg	U.S.S.R. *Intermediate BH in fore* *Cell D* 256′ 670*t* *Topside T*	297·6 Q123′ *hold dispensed with* *anks* 202′ 332*t*	43·7 B110′ F29′ FK *FPT*	18·6 *APT* 60*t*	Leningrad Russian *Cem* 4 *B H only* 75*t*	T.3Cy.21½″,35½″&58$\frac{7}{16}$″–37$\frac{3}{16}$″ 287NHP 2SB,*6cf*,GS100,HS4009 FlensburgerSchiffsb.Ges.	20 ″ 9	
85010 UOHZ	**Tobolsk** Ⓟ 3 *Dks*	2663 2575 1533					1912	Nevsky S.B. &Mch. Works Leningrad	U.S.S.R.	286·1 B95′	40·7 *WB*	26·6	Vladvostk Russian	T.3Cy.20″,32″&52″–39″ 169NHP Nevsky S.B.&Mch.Works		
85011 279 ICJF	**Todaro** (*ex* Lotte Leonhardt–35, *ex* Jules Cambon, *ex* Bayway, *ex* Mohawk) *ss* Rou.No.3–1,26 *ss* Phl.No.2–34 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	5162 4515 3042	✠ ... 4,36	Ham	*y*		1913 3mo	Howaldts-werke Kiel	Compagnia Italiana Marittima *Cell D Bu E* & *B* 74′ 2 *DT f* 31′ 480*t*	398·8 385′8 P115′ 21*t*	52·4 B22′ F37′ FK *FPT* 169*t*	28·5 *APT* 66*t*	Venice Italian 13 *B H Cem* 10 *to Upr dk* 3 ,, *2nd* ,,)	Q4Cy19½″,28″,41″&59″–41⅜″ 320NHP 2SB,*6cf*,GS100,HS4512 FD Howaldtswerke,Kiel	28 ″ 8	I †
85012	**Toerist** (*ex* Save, *ex* Heerenveen) 1 *Dk*	316 — 179					1912	..... Amsterdam	E.Wagenborg	171·6	22·5	8·5	Delfzijl Dutch	T.3Cy.10½″,16½″&27″–20″ 33NHP Verschure&Co.Amsterdam		
85013 24076 JDDD	**Tofuku Maru** *ss* Nag.No.3–1,32 *ss* Kob.No.1–36 2 *Dks* (*Stl*) & *Awng dk* (*Stl*)	5857 5586 4259	✠ 100A1 *Awng dk* *with freeboard* 11,37	Kob LMC11,37	*y*	OG 6,36	1919 1mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	Daiko Syosen K.K.	385·0	51·0	36·0 FK	Moto Japanese *Cem* 5 *B H to U dk* 126*t*	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 436NHP 2SB&1 Aux SB,*8cf*,GS154, HS5636 FD Kawasaki Dkyd Co Ld Kobe	36 ″ 0 *s* 9 ″ 1½ 27 ″ 1	
							Collision BH to Awng dk *Cell D B* 334′ 1118*t*									
Now "Tohuku Maru," *see No. 90243 in Supplement*																
85014 PJGX	**Togian** *Oil Eng.* *Mchy. Aft* 1 *Dk* & *Shade dk*	979 — 673					1930	N.V. Werf. Gusto Schiedam	Koninkl.Paketv. Maats.	203·2 B49′ F36′	34·1 *WB*	11·5	Batavia Dutch	Oil Engines 4S.C.SA 8Cy.13$\frac{3}{16}$″–19$\frac{11}{16}$″ 144NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
85015 DJXJ	**Togo** *Oil Eng.* 2 *Dks* *Cruiser Stern*	~~5000~~ 5042 3966 2844					1938	Bremer Vulkan Vegesack	Hamburg-Bremer Afrika Linie (Woermann Linie A.G. Deutsche Ost-Afrika Linie)	~~415·0~~ 418·2 F34′	~~58·4~~ 58·7	~~34·4~~ 21·8	Hamburg German	Oil Engines 2S.C.DA 8Cy.25⅝″–43⅜″ 1556NHP Bremer Vulkan, Vegesack		G
85016 29072 JEHI	**Togo Maru** Ⓟ 1 *Dk*	303 256 174					1923	Yendo Hidekichi Osaka	Kanemori Syosen K.K.	125·5	22·0	13·0	Tokyo Japanese	T.3Cy.10″,16½″&27½″–20″ 34NHP		
85017 148071 MLXD	**Togston** *ss* Shl.No.3–1,37 *Well deck* 1 *Dk* (*Stl*) Wireless *Cargo battens not fitted*	1547 1140 898	✠ 100A1 4,38 LMC MS1,37 BS7,37 12, 3	Shl	*p*	CL 1,37	1924 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Broomhill Steamships,Ld. *Cell D B* 175′ 451*t* *DT at sides of tun*	245·4 Q183′	38·6 F24′ FK	15·5	Newcastle British 4 *B H pt Cem*	T.3Cy.17½″,29″&48″–33″ (*s*) 180lb 166NHP 2SB,*4cf*,GS80,HS2870 N.E.Marine Eng Co Ld.Nwc	17 ″ 6 *s* 5 ″ 5½ 16 ″ 5½	
			Lloyd's A&CP							*nel* 34′ 192*t*	*FPT* 59*t*	*APT* 85*t*				

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. *Ex-nom, s'il y a lieu.* Visites Périodiques.	3 Matériaux, Gréement, etc. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à l'Intervalle d'Inspection.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. RP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres ob coté. si ce n'est dans le L. R. Durée. Cert. Hull Trade.
85018	**Tohiti**	*Oil Eng.*	982					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3 B49′F36′	34·1	11·6	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.14 7/8″–18 1/8″ 247NHP SulzerBros.Winterthur		V
PKHE	*Mchy.Aft*	1 *Dk & Shade dk*	684														
85019	**Toho Maru**		9987					1936	Kawasaki Dkyd.Co.Ld. Kobe	IinoShojiK.K.	500·0 P162′B39′F37′	65·0	37·0	Naka-maizura Japanese	Oil Engines 2S.C.DA 8Cy.27 7/8″–47 1/4″ 2115NHP KawasakiDkydCoLdKobe		C
42593	*Carrying Petroleum in bulk*	*Oil Eng.*	—														
JGYL	*Mchy Aft* *CruiserStern*	1 *Dk*	5885														
	D.F. GyC.	*Longitudinal framing*															
85020	—		4717	✠ …	Kob	*y*		1918	Russell& Co. PortGlasgow	DairenKisenK.K.	385·0 P34′B111′F47′ FK *CellDB334′1029t*	52·0	26·5	Dairen Japanese	T.3Cy.26″,43″&72″–48″ 500NHP 6*BHCem* *APT20t* 3SB,9*cf*,gs162,hs7878 Rankin&BlackmoreLdGrk	29 ″ 0	
175	(*ex*TohkohMaru,	*ss*Drn.No.3–7,30	4266	1,38				1mo									
JPYC	*ex*Ernemore,	*ss*Kob.No.1–34	2930														
	*ex*Ardgay)	2 *Dks(Stl)*															
85021	—		4000					1937	Kawasaki Dkyd.Co.Ld. Kobe	TohoKisenK.K.	352·0	50·0	27·0	Japanese	2DRgeared steam turbines 500NHP KawasakiDkydCoLdKobe		
		Cruiser Stern															
85022	**Tokai Maru** (P)	**TwinSc**	8360	✠100A1	Kob	*d*†	CL	1930	Mitsubishi ZosenKaisha Ld. Nagasaki	OsakaSyosenK.K.	446·0 F40′ FK	60·5	40·7	Osaka Japanese	Oil Engines 2S.C.SA 12Cy.26 3/4″–47 1/2″ 1495NHP 8*BHptCem* DB*100lb*	40 ″ 9	
36099		*Oil Eng.*	7812	*with freeboard*			7,36	8mo								s 13″0 1/2	
JJJC		*ss*Kob.No.3–7,36	5048	7,38 ~~7,36~~										(*Coll to Wdk* 7 ,, 2*nd* ,,)		28 ″ 2	
	Ref.Mchy	3 *Dks(Stl)*							*Lloyd'sA&CP*	*CellDB373′1295t*				*nnels978t*	Mitsubishi ZosenKaisha Ld. *Ts36′1185t FPT96t APT89t*		
	GyC.	*CruiserStern*		11,33						*Tanks in way of tu*							
				Fitted for carrying	*oil*	8,30 *F.*		*P. abo*	*ve 150° F. in d*	*eep tanks*							
85023	—		3099			…		1905	Grngem'th &Greenock DockyardCo. Greenock	TaitoKisenGoshi Kaisha	330·6 P27′B96′F34′ FK	48·0	22·0	Fuchu Japanese	T.3Cy.23 5/8″,40″&65″–42″ 283NHP WB J.G.Kincaid&Co.Greenock	24 ″ 5	C †
29817	(*ex*Alstern,		2877														
JPSA	*ex*Belos.*ex*Gretavale)	1 *Dk & deep framing*	2280														
85024	**Tokihime Maru**		741					1935	Mukaijima DockCo. Onomichi	HamaneKisenK.K.	180·0	30·0	15·0	Kobe Japanese	T.3Cy.13 1/2″,22″&36″–27″ 67NHP WB YokohamaDockCoLd.Yka		
41051			—														
JGTJ			371														
85025	**Tokiwa Maru**	**TwinSc**	6972	✠100A1	Kob	*b*†	CL	1916	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K.	445·0 P35′B138′F35′ FK *DTa42′ 1248t*	58·0	34·0	Tokyo Japanese	4SteamTurbinesSRgeared to 2 Sc.Shafts 816NHP 200lb (*s*) hs8903 FD 4SB(Spt),12*cf*,gs225, MitsuBishiD.&E.WksNag	34 ″ 0 s 7 ″ 8 1/2 26 ″ 8	
19285		*ss*Osa.No.3–9,27	6469	~~1,38~~ 12,33	Osa		~~11,38~~ P1,38	7mo									
JYWD		*ss*Kob.No.2–35	4281					*Lloyd*	*'sA&CP*	*CellDB386′1332t*							
		2 *Dks(Stl)*		12,33			12,38										
85026	—		1197					1918	Ono Seikichi Osaka	ShimataniKisen K.K.	220·1	32·0	18·0	Kobe Japanese	T.3Cy.14 1/2″,24 3/8″&40″–30″ 88NHP OnoSeikichi,Osaka		
22962			970							*WB*							
JLQB	Wireless	1 *Dk*	706														
85027	**Tokiwa Maru No. 1** (P)		885					1923	Yokohama DockCo.Ld Yokohama	FujiyamaKaiun K.K.	190·0 Q128′F29′	31·0	16·0	Otaru Japanese	T.3Cy.15″,25″&42″–30″ 97NHP WB YokohamaDckCo.Ld.Yka.		
29320			666														
JOCA	Wireless	1 *Dk*	524														
85028	**Tokiwasan Maru**		1600					1937	Tama Zosenjo,Ld. Tama	MitsuiBussan Kaisha,Ld.	262·4 P25′B65′F25′	38·1	20·0	Kobe Japanese	T.3Cy.15 1/2″,24 7/16″&44 1/2″–31 1/2″&exhaust turbine driving steam compressor 110NHP TamaZosenjo,Ld.Tama		
										WB							
85029	**Toko Maru** (*ex*KiaLee,*ex*HwahTing,		4168					1908	Rickmers Akt.Ges. Bremerhaven	DairenKisenK.K.	367·2 B91′F44′	47·5	30·0	Dairen Japanese	T.3Cy.23 1/4″,38 9/16″&62″–43 1/4″ 253NHP WB OttenserMasch.Ottensen		
240	*ex*DeikeRickmers)		3866														
JGCB		2 *Dks*	3082														
85030	**Tokuho Maru No. 10**		353					1935	Ishihara Masaichi Shimonoseki	Motoyama Shokai K.K.	125·0	24·0	11·5	Ube Japanese	Oil Engines		
40301			—														
JCEK			250														
85031	**Tokuju Maru** (P)	**TwinSc**	3619					1922	Mitsubishi ZosenKaisha. Ld. Kobe	Government of Japan(Dept. of Railways)	360·0 F52′	46·0	28·0	Tokyo Japanese	4SteamTurbinesSRgeared to 2 Sc. Shafts MitsubishiZosenKaisha,Ld		
29041		*CruiserStern*	2943														
JFBD		2 *Dks4trB*	1380							*WB*							
85032	**Tokushima Maru** (P)		407					1934	Mitsubishi Jukogyo Kaisha,Ld. Kobe	SetsuyoSyosen K.K.	150·9 F31′	25·6	11·5	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.15 3/4″–24 7/16″ 144NHP MitsubishiJukogyo Kaisha,Ld.Kobe		
39915		*Oil Eng.*	—							*WB*							
JYEH		2 *Dks*	215														
85033	**Tokusima Maru** (P)		5976			…		1913	Russell& Co. PortGlasgow	NipponYusenK.K.	423·0 P38′B123′F47′ FK	56·0	28·7	Tokyo Japanese	T.3Cy.27″,44″&78″–48″ 555NHP WB Rankin&Blackmore,Grk.	31 ″ 4	C †
16519	(*ex*TokushimaMaru–88)		5454														
JTQD		2 *Dks*	3703														
85034	**Tokyo Maru**		6486	✠100A1	Tama		CL	1936	Mitsui Bussan Kaisha,Ld. Tama	SettuSyosenK.K. (OsakaSyosen K.K.*Mgrs.*)	424·7 F39′ FK	57·4	36·1	Osaka Japanese	Oil Engines 2S.C.DA 6Cy.24 7/8″–55 1/2″ 1231NHP 8*BH* DB*100lb*	36 ″ 1 s 10 ″ 10 1/2 25 ″ 4 1/2	
41929		*Oil Eng.*	5831	*with freeboard*			11,38	8mo									
JPVK	D.F. *Ref.Mchy.*	2 *Dks,3rd dk except*	3864	11,38 ~~11,38~~		DBS11,38				*CellDB327′939t*							
	CruiserStern	*in aftermost hold*		DBS11,38		MCS 11,38				*Tanks in way*							
				Lloyd'sR		CS 11,38		*Lloyd'sA&CP*		*of tunnel 83t FPT*							
				3,39													
85035	—		900					1937	Matsuo Zosen-sho Nagasaki	NarumiyaKisen K.K.	196·8 P57′F22′	30·0	16·0	Tokyo Japanese	Oil Engines 4S.C.SA 6Cy.16 9/16″–24 7/8″ 164NHP HanshinIronWorks,Kobe		
		Oil Eng.	670							*WB*							
	Wireless	*Cruiser Stern* 1 *Dk*	500														
	Mchy.Aft	*Carrying Petroleum in bulk*															
85036	**Tolchester** (P)	**IronPad**	1098					1878	Harlan& Hollings-worthCo. Wlmgtn,Del.	TolchesterLines	250·0	38·0	12·5	Baltimore Utd.States	1Cy.66″–144″ 402NHP		
115633	(*ex*Bombay–33,*ex*St.Johns)																
		1 *Dk*	667														
85037	**Toledo**		4563	✠100A1	NYk	*x*	OG	1926	Odense Staalskibs. Odense	Wilh.Wilhelmsen	376·2 P32′B107′F36′ FK	52·5	27·1	Tönsberg Norwegian	Oil Engines 4S.C.SA 6Cy.29 1/4″–59 1/16″ 493NHP 7*BHptCem* DB*90lb*	29 ″ 5 s 5 ″ 4 3/4 24 ″ 2 1/4	
		Oil Eng.	4116	2,39 ~~2,39~~		~~7,36~~	4,30	7mo						1 ,, *to2nd dk*			
LDCE	D.F.	*ss*Got.No 3 7,38 *ss*Gal.No.2 2,39	2790			LMC CS8	7,36	*Lloyd'sA&CP*		*1062t Tanks at sides of tunnel 120t DTf*				30′820t FPT 57t APT 33t	Akt.Burmeistr&Wain,Cpn		
		2 *Dks(Stl)*		BS5 ~~7,36~~ 4,39		1,37	2,39	*CellDB332′*									
				Carrying oil fuel F. P. above				150° *F. in forward deep tank*									

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7* Date when last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke / Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register / Particulars of Boilers & Furnaces / Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Intrd.into Trade Cert.
85038 / 152004	**Tolga** (*ex*SirT.HughBell, *ex*Dorlonco) *Mchy.Aft* 1*Dk*	418 316 160				...	1925	N.S.W. Govt.Dkyd. Newcastle, N.S.W.	TheAdelaideS.S. Co.Ld.	147·0 F20′	26·6	9·2 FK	Melbourne British *WB*	T.3Cy.14″,23″&39″–21″ 84RHP N.S.W.Govt.Dkyd.	11 ″ 0	
85039 / 6709 / SKCA	**Tolken** *ss*Got.No.3–7,35 D.F. 1*Dk*(*Stl*)&*Shelter dk* (*Stl–pt*ws) *ss*Got.No.1–35	4471 4039 2722	✠100A1 *Shelter dk with freeboard* ~~6,35~~ 6,39 ~~BS6,37.~~ BS6,38 *Fitted for oil fuel*	Got Shl ~~✠LMC~~ ✠LMC	*y*	OG ~~7,35~~ 8,38 *F.P. a*	1922	Akt.Lindholmen-Motala Gothenburg	Rederi A/B Transatlantic (G.Carlsson, *Mgr.*)	377·8 F38′ *Lloyd'sA&CP above* 1	54·1 *on Shelter dk* FK 50° F.	24·4 *Collision* 5 ,, ,, *U* ,, *CellDB*	Gothenburg Swedish *ptCem BHtoSh dk* 261′1145*tAPT*86*t*	T.3Cy.27″,~~44″~~41½″–72″–48″ 185lb (*s*) 450NHP 3SB(Spt),*9cf*,GS144, HS6150 FD Akt.Lindholmen-Motala	27 ″ 0 s 2″11½ 24 ″ 2½	
85040 / LHPK	**Tolla** Wood Aux 3 Mst Sr (*ex*TollaII–34,*ex*Tolla) *Oil Eng.* 1*Dk* (*See Sailing Ship Register*)	324 268 218					1919	Havstad Baat&Træskibsbyggeri Arendal	G.Seberg	125·7 Q24*t*	27·3 H19*t*	12·5	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.16½″–18$\frac{9}{16}$″ 192NHP *Emade*19*re fitted*37 J.&C.G.Bolinders,Skm.		N
85041 / 228203 / WHDR	**Toloa** (P) Twin Sc *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks*&2*pt dks*	6494 5134 3616					1917	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo. *Mgrs.*)	425·4 P38′B243′F50′	54·3	29·9	New York Utd. States *WB*	T.6Cy.23½″,39½″&67″–48″ 622NHP Wrkman,Clark&Co.LdBel		C
85042 / 220353	**Tolosa** *Fitted for oil fuel* 2*Dks*	5527 4985 3965					1920	Atlantic Corp. Portsmouth, N.H.	UnitedStates Maritime Commission	410·5 P44′B115′F47′	54·2	27·0	Portsmth, N.H. Utd.States *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP AtlanticCorp. Portsmouth,N.H.		R
85043 — LDNM	1*Dk*	1974 1734 1177					1930	Smith's DockCo.Ld. Middlesbro'	Dampskintsk. Garonne (Fearnley &Eger, *Mgrs.*)	270·7 P58*t*	43·0 H89*t*	18·7	Oslo Norwegian *WB*	T.3Cy.20½″,33″&54″–39″ 182NHP Smith'sDockCo.Ld.Mdb.		N
85044 / 129260 / MDNQ	**Tolsta Head** (*ex*Seaford–35) *ss*Lth.2ndNo.3–2,37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	673 458 349	✠100A1 5.39~~,37~~ BS~~5,38~~ 5,39	Lth ✠LMC2,37	*i*	CL ~~1,37~~ 4,39	1911	W.Dobson & Co. Newcastle	A.F.Henry& MacGregor,Ld. *CellDB*	164·5 394·3(O.L.) Q94′B9′F23 *wE22′f95′168t FPT*	30·0 FK	12·1 *81tAPT20t*	Leith British 3*BHCem*	T.3Cy.15½″,25″&41″–30″ (*s*) 180lb ~~200~~ 113NHP 1SB,*3pf*,GS51,HS1910 N.E.MarineEng.CoLdNwc	14 ″ 0 s 4 ″ 6 13 ″ 8	
85045 / 162370 / GWDC	**Toltén** (*ex*Glenearn–35,*ex*Toltén–33) *Oil Eng.* *ss*Mdb.No.1–34 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. 3*rd Dk*(*Stl*)*except in after hold*	5348 4697 ~~3226~~ 3237	✠100A1 *with freeboard* 3,38 LMC CS5.34 BS3~~,38~~ 1,39 3,38 Lloyd's RMC	Bkn	*a*†	CL 1,38	1930	Lithgows Ld. Port Glasgow	Trinder,Anderson &Co. *CellDB*362′1349*t*	421·3 437·8(O.L.) F37′	56·0 FK	25·5 *FPT*195*tAPT*149*t*	Liverpool British 7*BHptCem* *Coll to Sh dk* 6 ,, 2*nd*,,)	Oil Engines 4S.C.SA 8Cy.29½″–59$\frac{1}{16}$″ 652NHP DB*100tb* J.G.Kincaid&Co.Ld.Grk.	28 ″ 0 s 3 ″ 2½ 25 ″ 0½	
85046 / 162501 / MPXG	**Tolworth** ~~*ss*Shl.No.2–38~~ ~~*ss*Shl.No.1–34~~ Wireless *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1351 1062 719	✠100A1 *with freeboard* ~~7,36~~ 1,38 2,39 ~~BS6,37~~ ✠LMC~~ ~~	Shl	*o*	CL ~~1,38~~ ~~2,38~~ 2,39	1930	Burntislnd S.B.Co.Ld. Burntisland	Wandsworth& DistrictGasCo. *CellDBu*	226·0 Q128′B15′F22′ *E18′f142′551t FPT*	36·4 FK	16·5 *162tAPT8t*	London British 4*BHptCem*	T.3Cy.17″,28″&46″–33″ (*s*) 180lb 156NHP 1SB,*4cf*,GS73,HS2730 N.E.MarineEng.Co.Ld.Sld	18 ″ 6 s 6 ″ 11½ 15 ″ 8½	
85047 / EAJH	**Tom** (*ex*Cramond) *ss*Bbo.No.3–4,31 *ss*Bbo.No.1–35 1*Dk*(*Stl*) *Cargo battens not fitted*	3056 2830 1860	✠100A1 ~~8,37~~ 10.38 ✠LMC MS8,35 S~~8,37~~ 10,38	Bbo	*u*	CL ~~7,37~~ 10.38	1919	J.Blumer & Co. Sunderland	Cia.NavieraBachi (HijosdeAstigarraga, *Mgrs.*) *CellDB*276′734*t FPT*	331·3 P33′B98′F28′ 105*tAPT*42*t*	46·8 FK	23·2	Bilbao Spanish 7*BHptCem*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 429NHP 3SB,*9cf*,GS159,HS6304 FD J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 8 ″ 11½ 21 ″ 9	
85048 — 7420 SFQA	(*ex*Thermidor,*ex*Francillon, *ex*Zuiderdiep) 1*Dk*	*2109* *1811* *1181*					1919	Burgherout'sM.&S. Rotterdam	A/B Arafart (A.R.Appelqvist, *Mgr.*) *Cell DB*338′1085*t DT*′*f*	292·0 P36′B68′H92*t* 5*BH to Udk after pk tanks*	43·1 F24′ *ter pk&Int.Bk.forward*	17·4 *Cell DB*276′734*t FPT*105*t APT*42*t*	Stockholm Swedish *WB*	T.3Cy.19½″,32½″&52″–35½″ 161NHP Burgherout'sMachf.Rot		V
85049 / FOOB	**Tombouctou** (*ex*Kepwickhall, *ex*BallygallyHead) *ss*Msl.No.3–10,30 *ss*Msl.No.2–38 ~~*ss*Msl.No.1–34~~ 2*Dks*(*Stl*) ~~*Cargo battens not fitted*~~	5302 — 3253	✠100A1 3,30 ~~5,38~~ ~~11,38~~ BS1,38 ✠LMC~~ ~~ MS~~11~~,38 *Carrying vegetable oil in for*	Msl	*y*	CL N10,37	1919	Workman, Clark&Co.Ld Belfast	Cie. deNavigation Fraissinet *Cell DB*338′1085*t DT*′*f*	400·4 P49′B113′F39′ *Lloyd'sA&CP*	52·4 FK	28·4 *forward and after dee*	Marseilles French *ptCem* *ard to2nd dk* 32′1227*t DT*′	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Workman,Clark&CoLdBel *a*28′730*tFPT*115*tAPT*45*t*	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
85050 / 23328	**Tomifuku Maru** Wood 1*Dk*	409 295 211					1918	Uno Shozen Uno	DeguchiIkutaro	150·2	24·7	13·2	Nishinomiya Japanese	C.2Cy.15″&31½″–20″ 37NHP KuboTekkosho,Osaka		
85051 / 20126 / JDEG	**Tomioka Maru** (P) 1*Dk*	970 800 581					1917	Bingo DockCo Mitsunosho	FujiyamaKaiun K.K.	202·0	31·0	18·5	Otaru Japanese			
85052 / YTEO	**Tomislav** *ss*Rot.No.2–36 D.F. 2*Dks*(*Stl*)	5411 ~~4444~~ ~~8049~~ 5337 ~~4~~ 3277	✠100A1 6,38 ~~7,37~~ Ams ✠LMC MS9,38 BS1,38	Sws	*y*	CL ~~9,35~~ 6,38	1928	R.Duncan & Co.Ld. Port Glasgow	Jugoslavenski Lloyd.a.d. *Intermediate in after Cell DB*342′1050*t DT*a35′965*t*	403·0 P38′B133′F37′ *'tween dk BH hold dispensed with*	52·4 FK	27·5 1 ,, ,,2*nd*,, *APT*205*t*	Dubrovnik Yugoslav *ptCem* 5*BHtoUdk*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 512NHP 3SB,*9cf*,GS177,HS7529 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 10 s 5 ″ 6½ 24 ″ 6½	
85053 / 44019 / JSSL	**Tomitu Maru** (*ex*Tomitsu Maru–38) 1*Dk*	2933 — 1677					1937	Mitsubishi Jukogyo K.K. Kobe	SettuSyosen K.K. (Osaka Syosen K.K. *Mgrs.*)	305·2	45·3	26·2	Osaka Japanese	2DRgeared steam turbines 233NHP MitsubishiJukogyoK.K. Kobe		
85054 / 22242 / JFSD	**Tomiura Maru** 2*Dks*	3821 3468 2345				...	1918	Mitsubishi Zosen Kaisha Ld. Nagasaki	KinkaiYusenK.K.	345·0 P33′B77′F40′	50·0 FK	29·0	Tokyo Japanese *WB*	T.3Cy.23″,38″&64″–48″ 342NHP MitsubishiZosenKaishaLd	29 ″ 1	C †
85055 / LFCC	**Tommeliten** *Well deck* 1*Dk*	434 374 228					1916	J.Th.Wilmink Groningen	A/SD/STommeliten (TomasMaaren)	143·2 Q50′B37′F14′	24·1	11·8	Bergen Norwegian *WB*	T.3Cy.11⅜″,17$\frac{7}{10}$″&29$\frac{9}{10}$″–19$\frac{7}{10}$″ 38NHP MachineFab.Fulton,Hgz.		N
85056 / PKHL	**Tomohon** *Oil Eng.* *Mchy.Aft* 1*Dk*&*Shade dk*	983 629 684					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3 B49′F36′	34·2	11·6	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.14$\frac{3}{16}$″–18¼″ 247NHP Sulzer Bros. Winterthur		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques, Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant et précédemment à l'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté, si non enclasse le L.R. Divers. Cert. Bof Trade
85057	**Tomori**		983					1929	N.V.C.Van der Giessen & Zonen's Schps Krimpen	Koninkl.Paketv. Maats.	203·3	34·1	11·6	Batavia Dutch	Oil Engine 2S.C.SA 7Cy.14⅜"–18⅛" 247NHP SulzerBros.Winterthur		V
		Oil Eng.	629								P49′						
PKHD	*Mchy.Aft* 2 *Dks*		684														
85058	**Tomsk** Ⓟ		2693					1913	Nevsky S.B. & Mch.Works Leningrad	U.S.S.R.	286·0	40·6	26·9	Vladvostk Russian	T.3Cy.20",32"&52"–39" 169NHP NevskyS.B.&Mch.Works		
98			1762														
UNOY			1511														
85059	—		1229					1911	Akt.Burmeister & Wain Copenhagen	Det Forenede Dampskibs Selsk.	252·4	37·2	15·1	Copnhagn Danish	3Cy.		V
			1055								P157′F27′						
OUMN	Wireless D.F. 1 *Dk*		709											*WB*	Akt.Burmeistr&Wain,Cpn		
85060	**Tomyris**		435					1922	Chant. Nav Français Caen	Association Pétrolière	150·7	25·7	12·3	St. Nazaire French	T.3Cy.9½",15½"&26"–18" 29NHP		V
		Fitted for oil fuel	—								P18′						
TVSC	*Mchy.Aft* 1 *Dk*		210											*WB*	Cooper&Greig,Dundee		
	Carrying Petroleum in bulk																
	Longitudinal framing in bottom & at decks																
85061	**Ton S.**		466	✠100A1	Rot	*g*	[illegible]	1937	NV Boele's Schpsw&Mch Bolnes	N.V.Zeevaart Maats "Ton" (Rotterdamsche Kustvaart Centrale, N.V. *Mgrs.*)	160·4	26·4	10·0	Rottrdam Dutch	Oil Engines 4S.C.SA 8Cy.11"–17⅛" 94NHP	11 " 10	
		Oil Eng.	351	8,98 ~~7,97~~				7mo			168·9 (O.L.)					s 1 " 2	
PIAB	*Mchy.Aft* 1 *Dk*		252					*Lloyd's*	*SA&CP*		Q44′F21′ FK			*WB*	*Hpt Cem*	10 " 8¾	
	Cargo battens not fitted *Cruiser Stern*									*Cell DB* 107′127*t* *FPT* 78*t* *APT* 11*t*					Humboldt-Deutzmotoren, A.G.Köln-Deutz		
	Rudder electrically welded																
85062	**Tonan Maru** Twin Sc		9866					1906	Denny & Bros. Dumbarton	Nippon Suisan K.K.	460·4	60·2	31·2 40·2	Tokyo Japanese	T.6Cy.24½",41½"&69"–48" 943NHP		
39660	(*ex* Antarctic Maru–35, *ex* Antarctic–34,		6841								P160*t* H461*t*.			*WB*	Denny&Co.Dumbarton		
JRQJ	*ex* Opawa) D.F. 2 *Dks* & *Shelter dk*		5988														
	(*Whale oil factory*)																
85063	—		4370	✠ ...	Drn	*w*		1921	Osaka Iron Works Innoshima	Dairen Kisen K.K.	345·0	49·8	25·8	Dairen Japanese	T.3Cy.24",41"&67"–48" 390NHP	28 " 2	
27527	(*ex* Yeikoku Maru) *ss* Drn.No.3–7,34		3677	5,35				5mo			P30′B99′F34′ *on Shelter dk* FK			*pt Cempt Asp*	2SB,6*cf*,GS126,HS5400		
JPPC	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		2733											*BH to Sh dk*	OsakaIrnWrks,Innoshima		
	& *Web frames*										*Collision* 5 " " *U* "						
	Longitudinal framing									*Cell DB* 294′1120*t* *DTa* 32′690*t*				*FPT* 114*t* *APT* 29*t*			
85064	**Tonan Maru No. 2** Twin Sc		19425					1937	Osaka Iron Works,Ld. Osaka	Nippon Suisan K.K.	537·6	74·0	56·8	Tokyo Japanese	T.6Cy.22 7/16",37"&61"–45½" 500NHP		
43650	*Mchy.Aft* (*Whale Oil Factory*)		—												OsakaIronWorks,Ld.		
JWQL	*Ref.Mchy.* *Cruiser Stern*		13402														
85065	**Tonan Maru No. 3** Twin Sc		19625					1938	Osaka Iron Works,Ld. Osaka	Nippon Suisan K.K.	534·8	74·9	56·8	Tokyo Japanese	T.3Cy.22 7/16",37"&61"–45½" & LP turbines with DR gearing & hydraulic coupling 500NHP OsakaIronWorks,Ld.Osa.		
	(*Whale oil factory*) *Fitted for oil fuel*																
	Ref.Mchy. *Mchy.Aft*																
85065*	**Tonbridge** Twin Sc		683					1924	D&W Henderson & Co.Ld. Glasgow	Southern Railway	220·4	33·6	14·1	London British	T.6Cy.15",25"&41"–24" 166NHP		
147690	*Cruiser Stern*		625								B90′F37′			*WB*	D.&W.Henderson&Co.Ld.		
MLYV	1 *Dk*		267														
85066	**Tone Maru**		4070	✠100A1	Kob	*w*	CL	1920	Mitsui Bussan Kaisha	Tamai Syosen K.K.	345·0	50·0	26·6	Kobe Japanese	T.3Cy.23",38"&64"–48" (*s*) 2001b 350NHP	29 " 0	
27128	*ss* Kob.No.3–5,33		3504	1,39 ~~1,38~~	Tama		~~1,38~~	7mo	Tama Dckyd.	*Cell DB* 283′ 780*t* *DTf* 33′87	P33′B74′F40′ FK			6 *BHCem*	2SB,6*cf*,GS110,HS4558 FD	s 5 "4½	
JTFD	*ss* Kob.No.1–36		2514	~~LMC 1,30~~			1,39	A&CP			5*t* *DTa* 33′813*t* *FPT* 56*t* *APT* 26*t*				MitsuiBussanKaisha	23 " 11	
	2 *Dks* (*Stl*)			*Carrying Molasses in deep tanks*													
85067	**Tonegawa Maru** Ⓟ (*ex* Ceylon)		4996	✠100A1	Kob	*y*	CL	1913	A.McMillan&Son,Ld. Dumbarton	Matsuoka Kisen K.K.	400·8	52·1	27·3	Fuchu Japanese	T.3Cy.27",44"&73"–48" (*s*) 1801b 458NHP	30 " 0	
33215	*ss* Sba.No.3–7,25		4575	6,36			6,~~36~~	8mo			P35′B129′F56′ FK			3 *BHCem*	3SB,9*cf*,GS181,HS7860		
JBKC	*ss* Kob.No.2–32		3565	~~LMC~~			10,38	*Lloyd's*	*SA&CP*	*Cell DBa* 117′*uEg*	B42′*f* 188′955*t* *FPT* 82*t* *APT* 45*t*				D.Rowan&Co.Glasgow		
	2 *Dks* (*Stl*)			~~DS10.33~~													
85068	— Ⓟ Twin Sc		574					1897	Osaka Iron Works Osaka	Setsuyo Syosen K.K.	176·8	24·6	16·4	Osaka Japanese	T.6Cy.12",18½"&31"–22" 90NHP		
1710			554												OsakaIronWorks,Osaka		
JTBH	2 *Dks*		336														
85069	**Toneline**		811					1928	Chantiers Generaux Cette	Toneline Transport Co.Ld. ~~(H.Boerselman)~~ (C.R.Osborn, *Mgr*)	197·8	29·0	13·7	London British	Oil Engines 4S.C.SA 6Cy.15"–15" 135NHP		V
155982	*Carrying Petroleum in bulk*	*Oil Eng.*	653											*WB*	Motorenfabriek "Deutz" A.G.Köln-Deutz		
MDDJ	*Cruiser Stern*	1 *Dk*	415														
85070	**Tong Lee** (*ex* Dagny)		1469					1902	Nylands Værksted Oslo	Ching-Kee S.N.Co. Ld.	231·5	35·1	20·4	Chefoo Chinese	T.3Cy.16½",27"&44"–32" NB33 109NHP		
			1306											*WB*	NylandsVærksted,Oslo		
XNDC	Wireless 1 *Dk* & *Spar dk*		886														
85071	**Tongariro** *ss* Gls.No.3–2,37		8719	✠100A1	Npt	*d*†	CL	1925	W.Hamilton&Co.Ld. Port Glasgow	New Zealand Shipping Co.Ld.	460·5	62·7	35·2	Plymouth British	2 Steam Turbines SR geared to 1 Sc. Shaft 1801b (*s*) 1194NHP 5SB(4Spt),20*cf*,GS385, HS16940	37 " 9	
146002	~~*ex* Ion No.2–36~~		8179	*Shelter dk*	Lon		7,36	2mo			480·7 (O.L.)					s 6 "9½	
GLPZ	*Ref.Mchy.* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)		~~6472~~	*with freeboard*				*Lloyd's*	*SA&CP*		B&F424′ FK			8 *BHpt Cem*		31 " 2½	
	D.F. *Cruiser Stern*		6408	3,38 ~~7,06~~										(2 *to Sh dk*			
				~~LMC 1.37~~						*Cell DB* 378′1429*t*	*FPT* 121*t* *APT* 42*t*			6 " *U* ")			
				~~MS10.35~~ ~~7.35~~ 5.3.9											D.Rowan&Co.Ld.Glasgow		
				~~Lloyd's RMC 3,32~~													
				3,39													
				Fitted for oil fuel 2,25			*F.P. above*										
85072	**Tongass** Ⓟ (*ex* Wapama–38) Wood		951				150° F.	1915	St. Helens S.B.Co. St.Helens,Or.	Alaska Transpn. Co.	204·8	40·2	14·3	Juneau Utd. States	T.3Cy.13½",23"&40"–30" Moore&Scott 88NHP Iron Works,Oakland,Cal.		
213092	*Fitted for oil fuel*		—														
WCDV	Wireless *Mchy.Aft* 1 *Dk*		584														
85073	**Tonis Chandris** (*ex* Efxinos,		3161					1904	Akt.Ges. "Neptun" Rostock	John D.Chandris	302·6	45·3	18·9 25·8	Piræus Greek	T.3Cy.29⅝",35 7/16"&55½"–37⅝" 192NHP		G
659	*ex* Karl Leonhardt, *ex* Hornburg)		—											*WB*	A.G."Neptun," Rostock		
SYES	1 *Dk* & *Spar dk*		2359														
85074	**Tonjer**		3268					1920	Smith's Dock Co.Ld. Middlesbro'	Skibs.A/S Corona (H.M.Wrangell & Co.A/S, *Mgrs.*)	334·2	48·0	22·7	Haugesnd Norwegian	T.6Cy.24",39"&65"–42" 274NHP		N
			2966								P84*t* H147*t*			*WB*	Smith'sDockCo.Ld.Mdb.		
LDCG	1 *Dk*		1948														
85075	**Tönsbergfjord** Twin Sc		3156					1930	Götaverken A/B Gothenburg	A/S Den Norske Amerikalinje	349·0	50·2	20·6	Oslo Norwegian	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 720NHP Götaverken A/B.Got.		N
		Oil Eng.	2750								P98*t* H294*t* F13*t*			*WB*			
LDND	D.F. *Cruiser Stern* 1 *Dk* & *Shelter dk*		1830														
85076	**Tönu** (*ex* Roslagen–35,	Iron	*1431*	✠ ~~-----~~	Hbg	*o*		1884	J.L.Thompson&Sons Sunderland	G.Roosvee & others	245·2	35·0	17·6	Tallinn Estonian	C.2Cy.31"&57"–36" NDB01 162NHP	18 " 8	V
1047	*ex* Probus, *ss* Hbg.3rd No.3–4,23		*1186*	5,32				10mo			P23′Q69′B59′F27′ FK			4 *BHCem*	1DB,4*pf*,GS80,HS2811		†
ESUT	*ex* Tudor Prince) *ss* Hbg.No.1–28		*834*							*D Ba* 69′*f* 54′238*t*					J.Dickinson,Sunderland		
	Well deck 1 *Dk* (*Iron Qws*) & *Web frames*																

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard Amidships. Corresponding draught. ft. in.	15 Registered in U.K. Dates of Build Transfers.
85077 ESXK	**Toomas** (*ex*Oresund-37, *ex*Craigslands) Iron *ss*Osc.2ndNo.3–7,08 *ss*Cpn.No.2–16 *Well deck* 1 *Dk*(*Irn*)2*tr B*	1373 1070 808	✠ 10,21	StN	*o*		1883 12mo	Irvine&Co. W Hartlepool	Olga Inkapool, Robt.Nelberg& others(Anton Truberg, *Mgr.*)	245·2 Q90′B63′F65′	33·3 BK8½ *Cell*	15·9	Tallinn Estonian NDB01 1DB,*4cf*,GS68 *DB*201′321*t*	C.2Cy.30″&57″–33″ 156NHP 1*BHCem* T.Richardson&Sons,Hpl.	18 ″ 11	V †
85078 VPGM	**Toorak** (*ex*Voco-34) 3Mst *ss*Yka.No.2–35 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* D.F. GyC. *Longitudinal framing*	8627 7957 5205	✠100A1 10,38 4,38 MS11,35 *Carrying Petroleum in bulk Fitted for oil fuel*	Bat Yka	*d*†	CL 8,37 10, 6 12,2 7 *F.P.*	1927 12mo	Lithgows, Ld. Port Glasgow	Standard Transportation Co.Ld. *Lloyd's SA&CP*	460·0 P118′B43′F42′ 5′*f*35′318*t FPT*190*t* *above* 150° F.	62·8 FK *Cell DBuE&B*	36·4	Hong Kong British 18*BHptCem* *APT*130*t*	T.3Cy.26½″,46″&79″–54″ (*s*) 2201b 666NHP 3SB,*9cf*,HS9300 FD D.Rowan&Co.Ld.Glasgow	36 ″ 6 s 7 ″ 5½ 29 ″ 3½	CL
85079 152014	**Toorie** (*ex*SirArthurDorman) *Mchy.Aft* 1 *Dk*	414 309 159			...		1925	Govt.Dkyd. Newcastle, N.S.W.	The Adelaide SteamshipCo.Ld.	147·0 F20′	26·6 FK	9·2 *WB*	Melbourne British	T.3Cy.14″,23″&39″–21″ 84RHP Govt.Dckyd.Nwc.N.S.W	11 ″ 0	
85080 EPDF	**Tooya** (*ex*Principio, *ex*Zaragoza,*ex*Appollo, *ex*Principio,*ex*Erna David) Twin Sc *Oil Eng.* 1 *Dk*	597 525 344					1920	Flensburgr Schiffsb.Ges. Flensburg	Emmanuel Rougier	190·8 P11′H46′	24·1	15·7 *WB*	Papeete French	Oil Engines 2S.C.SA 12Cy.13¾″–12″ 401NHP *Emade*18 Vulcan Werke,Hamburg		C
85081 220421 KDBB	**Topa Topa** (P) D.F. *Fitted for oil fuel* Sub.Sig. *Ref.Mchy.* 2 *Dks*	5356 — 3330					1920	Ls.Angeles S.B.&D.D.Co. S.Pedro.Cal.	Waterman S.S. Corp.	410·0 P43′B115′F47′	54·4	27·2	Mobile Utd.States	T.3Cy.28½″,47½″&78″–48″ Los Angeles 421NHP S.B.&D.D.Co.S.Pedro,Cal.		R
85082 144036 MJVP	**Topaz** (*ex*Collooney) *ss*Grk.No.3–11,32 *ss*Bwg.No.1–37 *Mchy.Aft* *Well deck* 1 *Dk*(*Stl*)	577 394 265	✠100A1 2,38 2,39 MC MS3,37	Trn Lon	*h*	CL 2,38 2,	1920 1 mo	J.Lewis& Sons,Ld. Aberdeen	Wm.Robertson *Cell B*	164·8 171·0(O.L.) Q94′B11′F23′ 3 *BHCem* *APT*19*t*	27·0 FK	11·1	Glasgow British 180lb 82RHP 1SB,*3pf*,GS54,HS1894 J.Lewis&Sons,Ld.Abn.		13 ″ 3 s 3 ″ 8¼ 13 ″ 3¼	
85083 LDCH	**Topdalsfjord** *Fitted for oil fuel* D.F. 2 *Dks*	4271 3753 2574					1921	Canadian Vickers,Ld. Montreal	A/S DenNorske Amerikalinje	365·3 P146*t*H302*t*F47*t*	49·7	26·5 *WB*	Oslo Norwegian	T.3Cy.27″,43″&70″–48″ 339NHP Canadian Vickers,Ld.Mtl.		N
85084 LDCI	**Topeka** Twin Sc *Oil Eng.* *ss*Osl.No.3–5.37 D.F. 2 *Dks*(*Stl*)	4991 4509 3030	✠100A1 *with freeboard* 3,38 MC CS6,37 BS 3,38 1,37 *Fitted for carrying oil*	Osl	*x*	CL 3,38 3,25 *F.P.*	1925 3mo	Deutsche Werke A.G. Kiel	Wilh.Wilhelmsen *Cell DB*301′880*t D* *way of tunnels* 196*t* *above* 150°F. *in deep tank*	366·3 P32′F62′ *Tf*24′725*t Tanks in FPT*102*t APT*69*t*	51·2 FK	31·4	Tonsberg Norwegian 7*BHptCem* *pt Asp* (1 *to*2*nd dk*)	Oil Engines 4S.C.SA 12Cy.21⅝″–35.7/8″ *DB*100*lb* 545NHP Deutsche Werke A.G. Kiel	34 ″ 0 s 10 ″ 1½ 23 ″ 0½	
85085 211469 WICV	**Topila** 3Mst *Fitted for oil fuel* 2 *Dks* *Mchy.Aft* *Longitudinal framing* D.F. *Carrying Petroleum in bulk*	5125 — 3146					1913	Nwprt Nws S.B.&D.D.Co. Newprt News	Richfield Oil Corp.	371·5	59·1	28·1 *WB*	Ls Angeles Utd.States	T.3Cy.24½″,41½″&72″–48″ 259NHP Newport News SB&DD Co.		R
85086 5230 SGWR	**Tor** 1 *Dk*	1052 826 575					1911	Helsingörs Jernsk&Msk. Elsinore	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	222·7 P17′Q59′B104′ H92*t*F27′	35·1	13·0 *WB*	Stockholm Swedish	T.3Cy.16½″,26½″&44″–80″ 106NHP Helsingörs Jernsk&Mskb.		V
85087 354 OHKO	— (*ex*Friesland)	306 280 164					1890	Stettiner A. G.(v.M.&H.) Stettin	O/Y Rauma Wood, Ld.	132·5 Q53′B23′F14′	21·2	10·9 *WB*	Rauma Finnish	2Cy.17″&31″–22″ 38NHP Stettiner A.G.(v.M.&H.)		
85088 LJSP	**Tora** (*ex*Dorrit-37) 1 *Dk*	846 722 493					1918	Schffb.Ges. "Unterweser" m.b.H. Weser münde-L.	Skibs A/S Hauges Rederi (A.Hauge)	212·9 P30′B63′F21′	31·4	13·2 *WB*	Arendal Norwegian	T.3Cy.14⅜″,21⅞″&35¾″–23⅝″ Christiansen & Meyer,Harburg		GN
85089 LIWX	**Tora Elise** (*ex*Binbrook-34,*ex*Spind) *Mchy.Aft* 1 *Dk*	721 517 345					1919	v.d.Kuy& v.d.Ree's Scheepsw. Maasdijk	Skibs A/S Hauges Rederi II (A.Hauge, *Mgr.*)	180·6 Q99*t* B13*t*H144*t*	28·1	12·4 F22*t*	Arendal Norwegian	T.3Cy.15″,24″&40″–24″ 78NHP N.V.v.d.Kuy&v.d.Ree		N
85090 10373 JFAI	**Tora Maru** Twin Sc *Carrying Oil in bulk* *Mchy.Aft* 1 *Dk*	501 — 344					1907	Osaka Iron Works Osaka	Sanoyasu Zosensho K.K.	184·4	27·1	11·3	Osaka Japanese	T.6Cy.8″,13″&23″–12″ 37NHP Osaka Iron Works,Osaka		
85091 42343 JHBL	**Tora Maru No. 1** Twin Sc *Oil Eng* Wireless 1 *Dk* *Mchy.Aft*	428 308 263					1936	Harima S.B.&Eng. Co.Ld. Harima	Shiohara Kaiun Shokai Gomei Kaisha	150·0 P63′F23′	28·0	11·0 *WB*	Tokyo Japanese	Oil Engines 4S.C.SA 12Cy.10 1/16″–15⅜″ 118NHP Ito Iron Wks.Shimizu City		
85092 PKHG	**Toradja** *Oil Eng.* 1 *Dk&Shade dk* *Mchy.Aft*	981 629 674					1930	N.V.Werf Gusto Schiedam	Koninkl.Paketv. Maats.	203·2 B49′F36′	34·1	11·5	Batavia Dutch	Oil Engines 4S.C.SA 8Cy.13 3/16″–19 1/16″ 143NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
85093 LJJC	**Torafire** (*ex*OuedElAbid–37, *ex*ElAbid,*ex*Bergpolder) Wireless 1 *Dk*	823 660 478					1920	J.Koster Hzn. Groningen	Skibs A/S Hauges Rederi IV (A.Hauge, *Mgr.*)	198·7 Q66′B55′F18′	30·9	12·7 *WB*	Arendal Norwegian	T.3Cy.15″,25″&39½″–26½″ 80NHP L.Straatmann,Dordrecht		V
85094 28884 JKGA	**Torai Maru** (*ex*HimuroMaru) *Ref.Mchy.* 1 *Dk* Wireless	640 507 352					1922	Yokohama Dock Co. Yokohama	Nichiro Gyogyo K.K.	175·0 P21′B62′F28′	28·0	15·5 *WB*	Yokohama Japanese	T.3Cy.13″,21″&36¾″–27″ 70NHP Yokohama Dock Co.Yka.		
85095 LDIW	**Toran** (Notanda) *ss*Osl.No.3–8,30 D.F. *ss*Osl.No.2–38 1 *Dk*(*Stl*)	3318 2995 2058	✠100A1 7,37 11,38 B3311,37	Bgn Osl	*v*	CL 2,36 11,38 MC6,34 11,38	1918 3mo	R.Thompson&Sons,Ld Sunderland	A/S Chr.Christensens Rederi (Chr. Christensen) *Lloyd's SA&CP*	340·7 P29′B98′F33′ *Cell DB*285′733*t*	48·5 FK	21·9 6 *BHCem* 1 *PT*57*t*	Oslo Norwegian	T.3Cy.24″,40″&65″–42″ (*r*) 1801b 307NHP 2SB,*6cf*,GS124,HS4874 Blair&Co.Ld.Stockton	24 ″ 4	
85096 OHXN	**Toras** (*ex*Ziva–38,*ex*Anvall–35, *ex*Niobe,*ex*Kingscote) Iron *Well deck* 1 *Dk*2*tr B*	965 767 487			...		1883	R.Thompson&Sons Sunderland	Helsingin Kalastus o/y(Yrjö Hurstinen, *Mgr.*)	220·2 Q75′B48′F25′	32·1 BK10″	15·5	Helsingfrs Finnish	C.2Cy.28⅝″&54″–36″ 142NHP R.&W.Hawthorn,Nwc.	16 ″ 5	V
85096* LJAP	**Toratre** (*ex*Nicolas-Toussaint-35) 1 *Dk*	1016 804 547					1920	N.V.Holland S.B.Co. Hendrik-Ido-Ambacht	Skibs A/S Hauges Rederi III (A.Hauge, *Mgr.*)	216·5 P13′Q57′F26′	34·6	13·4 *WB*	Arendal Norwegian	T.3Cy.15″,25″&38″–27″ 75NHP Verschure&Co.Ams.		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres ou cotes
85097 LDNK	**Torborg** (*ex*Henry Deutsch de la Meurthe) *Mchy. Aft*	*ss*Rot.No.3–3,34 2 *Dks*(*Stl*)& *Web frames* *Longitudinal framing*	*6042* *6884* *3564*	✠100A1 1,38 BS~~3,37~~ 1,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,21	Fal ✠ MC3,34	*z*	CL 3,37	1921 5mo	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md. A&CP	M.Mosvold *Cell D B63' 185t DT f32'322t*	412·0|53·2|30·9 427·0(O.L.) P125'B32'F43' FK	Farsund Norwegian	T.3Cy.27",45"&74"–48" (*s*) 180lb 552NHP 3SB,*9cf*,GS193,HS8358 FD 11 *B Hpt Cem* *pt Asp* (11 *to U dk* 5 „ 2*nd* „) *FPT98t APT102t*	31 " 0 s 6 " 10 24 " 7 Bethlehem S. B. Corp. Ld.	
85098 LJOU	**Torborg I** (*ex*Torborg–37, *ex*Kauko,*ex*Torborg) 1 *Dk*	**Wood** *Oil Eng.*	443 346 288					1921	Nystads Slip&M.V. Nystad	Torgersen& Maaren A/S	142·7|28·3|11·4 P42'F22'	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy 15¾"–17¾" 175NHP Skandia Verken, Lysekil		V
85099 LFCG	**Torbrand** (*ex*Merle) 1 *Dk*		308 247 114					1918	Forg.&Ch. de la Médit. La Seyne	D/S A/S Svanholm (T. Matland, *Mgr.*)	133·3|24·0|11·0 len 20 Q11*t* H22*t* F25*t*	Haugesnd Norwegian	C.2Cy.18"&36"–24" 53NHP Forg.&Ch. de la Médit. Msl.		V
85100 ICKN	**Torcello** (*ex*Gustav Schindler–35, *ex*Astrakhan) *Mchy. Aft* D.F. 2 *Dks* *Carrying Petroleum in bulk*	*Fitted for oil fuel*	3336 3216 2012					1892	Palmers' Co.Ld. Newcastle	Società Italiana Petroliere d'Oriente (Agenzia Marittima Italiana, Cap. G. Folcini, *Mgrs.*)	338·8|42·1|28·7 328·5 P20'F30' *WB*	Rhodes Italian	T.3Cy.24",40"&64"–42" NB16 265NHP Palmers' Co. Ld. Newcastle		I
144647 MKBZ	(*ex*Stahlhof) *Well deck*	*ss*Liv.2nd No.3–1,34 1 *Dk*(*Stl*)	1479 1037 875	100A1 11,36 MS1,34 LMC BS11,37	Liv		OG 9,35	1911	Stettiner Oderwerke Stettin	Ellerman's Wilson Line Ld. *Cell DB190' 321t FPT 68t APT49t*	231·7|36·4|14·7 Q75'B101'F29' FK	Hull British	T3Cy16⅝",27½"&43⅛"–31½" 185lb (*s*) 105NHP 4 *B H Asp* 2SB(Spt).*4cf*,GS66,HS2453 Stettiner Oderwerke	17 " 7 s " 8½ 17 " 0½	
Now "Lutine," *see No. 88923 in Supplement*																	
85102 MPQJ	**Torchbearer** *Mchy. Aft* *Well deck*	*ss*Sld.No.2–38 ~~*ss*Sld.No.1–34~~ 1 *Dk*(*Stl*) *Cargo battens not fitted*	1267 970 684	✠100A1 9,38 6,37 ~~B38,39~~ ✠LMC8,34 8,38	Sld	*n*	CL 6,37	1929 11mo	J.Crown& Sons,Ld. Sunderland *Lloyd's SA&CP*	Gas Light&Coke Co (Stephenson Clarke &Associated Companies,Ld. *Mgrs.*) *Cell D B u E20' f139'3*	225·0|36·0|15·3 Q127'B16'F21' FK	London British	T.3Cy.18",30"&49"–33" (*s*) 180lb *100lb* 156NHP 5 *B H Cem* 1SB,*4cf*,GS75,HS2490 G. Clark, Ld. Sunderland	17 " 3 s 5 " 2 15 " 8½	
85103 GYTL	**Tordene** D.F. 1 *Dk* *Cruiser Stern*		4271 3905 2614	✠100A1 3,39 ~~1,38~~ Cll ✠LMC5,38	Ant	*y*	CL	1936 5mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's SA&CP*	Tordene Shipping Co.Ld.(Dene Shipmanagement Co.Ld.) *Cell DB*	385·5|53·2|24·6 P51'B237'F35' FK	London British	T.3Cy.21",33½"&58"–42" 200lb (*s*) 289NHP 6 *B H Cem* 2SB(Spt)*6cf*,GS109,HS4964 Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl.	26 " 10 s 3 " 2¾ 23 " 10½	
85104 LFCH	**Tordenskjold** Ⓟ 1 *Dk*& *Awngdk*		921 891 550					1906	Trndhjms Mek.Værks. Trondheim	Det Nordenfjeldske Dampskibsselskab	196·1|29·7|15·7	Trndheim Norwegian *WB*	T.3Cy.16½",26½"&45½"–30" 113NHP Trondhjems M V. Trndheim		N
85105 LFCI	— *Well deck* 1 *Dk*	**Iron**	576 431 340			...		1889	Bergens Mek.Værks. Bergen	A/S D/S Tordenskjold (Rasmus F. Olsen)	169·4|26·3|12·8 Q41'B51'F24' BK7" *WB*	Bergen Norwegian	T.3Cy.14",22½"&37"–24" NB16 78NHP Bergens M.V. Bergen	13 " 8	N †
85106 LFBO	**Tore Hund** (*ex*Bergelien) *Mchy. Aft* 1 *Dk*		428 327 226					1920	Hölens Verksted A/S Larvik	A/S Nordlandslinjen (O. Jacobsen, *Mgr.*)	144·9|26·3|12·1 P66*t* F20*t*	Harstad Norwegian *WB*	T.3Cy.9½",15½"&26"–18" Speedwell Iron- works, Coatbridge 27NHP		N
85107 LFCK	**Tore Jarl** 1 *Dk*		1514 1319 886					1920	Fredrkstad Mek. Værks. Fredrikstad	Det Nordenfjeldske Dampskibsselskab	243·0|39·3|17·3 P28'B67'F29' *WB*	Trndheim Norwegian	T.3Cy.18",29½"&49"–33" 138NHP Fredrikstad M.V.Frdstad		N
85108 LFCL	**Torfinn Jarl** 1 *Dk*		1481 1293 861					1922	Fredrkstad Mek. Værks Fredrikstad	Det Nordenfjeldske Dampskibsselskab	243·1|39·3|17·2 P69*t* H42*t* *WB*	Trndheim Norwegian	T.3Cy.18",29"&49"–33" 138NHP Fredrikstad M.V.Frdstad		N
85109 SGXU	**Torfrid** (*ex*Laboremus) 1 *Dk*		*630* *476* *321*					1903	Framnes Mek. Værks Sandefjord	Rederiaktieb. Ostersjön (A. Christensen, *Mgr.*)	169·5|28·1|11·5 Q58'B39'H47*t*F17' *WB*	Trelleborg Swedish	C.2Cy.13⅞"&29⅛"–23⅝" 34NHP Porsgrund M.V. Porsgrunn		V
85110 LHPW	**Torgeir I** (*ex*Regia, *ex*Lardal,*ex*Slemdal) Wireless 1 *Dk*	**Comp3Mst** *Oil Eng.*	427 330 253					1919	Larvik Slip & Verks A/S Larvik	D/S A/S Borgundöy (L. Hauge, *Mgr.*)	145·4|26·9|12·0 P65*t* H6*t* F6*t*	Haugesnd Norwegian	Oil Engines 2S.C.SA 4Cy.16⅛"–18⅛" 192NHP J&C G Bolinders Co Ld. Skm		N
85111 SGXW	**Torkel** (*ex*Yukon) ~~*ss*Osc.2nd No.3–5,37~~ *Well deck* 1 *Dk*(*Stl*)& *deep framing* *Cargo battens not fitted*	*ss*Osc.3rd No.3–1,39 ~~*ss*Osc.No.3–35~~	*1236* *963* 572	✠100A1 ~~3,37~~ 1,39 ~~E3,37~~ ✠LMC4,38 5,39 MS1,39	Osc	*n*	CL ~~3,38~~ 12,38	1903 6mo	Mackie& Thomson Glasgow *Lloyd's SA&CP*	Rederi A/B Tellus (A. Wingren, *Mgr.*) *Cell D B a73' u E17'*	232·1|34·1|13·6 241·6(O.L.) P18'Q67'B56'F28' FK *f100' 367t FPT48t*	Oscrshmn Swedish *APT44t*	T.3Cy.19",30"&50"–33" (*s*) 180lb 177NHP 4 *B H Cem* D. Rowan&Co. Glasgow	15 " 10 s 1 • 0½ 15 " 0½	
85112 SFJN	**Torne** *Mchy. Aft* D.F. 1 *Dk*		3792 3368 1963					1913	Lindholmens V.A. Gothenburg	Trafikaktiebolag. Grängesberg-Oxelösund (M. Waldenström, *Mgr.*)	359·5|50·2|23·7 Q66*t* B83*t* H46*t* F29*t* *WB*	Stockholm Swedish	T.3Cy.24½",40"&66"–45" 292NHP Lindholmens V.A.Got.		C
Now "Tormes," *see No. 90228 in Supplement*																	
85112*	**Tornes** 2 *Dks* Wireless *Cruiser Stern*		1300					1938	Xiansands Mek. Værks. A/S Xiansand	Oluf S. Knudsen		Norwegian	T.3Cy.17¼",26"&46"–33½" 4 exhaust turbine driving 2-stream compressor 122NHP Akt. Lindholmens Varv Got		
85113 ESAY	**Torni** (*ex*Claudegallus,*ex*War Isis) *ss*Tln.No.3–5,31 *ss*Tln.No.1–36 1 *Dk*(*Stl*) *Cargo battens not fitted*		2044 1825 1209	✠100A1 7 ~~4,38~~ 4,39 Npt Cpn ✠ MC MS5,35 S~~4,38~~ 4,39	Msl	*r*	CL 3,38	1918 5mo	Pt. Arthur S.B.Co.Ld. Port Arthur, Ont. A&CP	Tallinna Laevaühisus, A.S. (Tallinn Shipping Co. Ld.) *Cell D B210' 628t F*	251·0|43·8|21·6 P27'B78'F27' FK *P T80t A P T105t*	Tallinn Estonian	T.3Cy.20⅜",33½"&54"–40" (*s*) 190lb 256NHP 4 *B H Cem* 2SB,*6cf*,GS126,HS4626 Pt. Arthur S.B.Co.Ld. Pt. A.	23 " 0 s 3 " 0½ 20 " 2	
85114 GZFP	**Tornus** D.F. 1 *Dk* 2nd dk clear of cargo tanks E.S.D. *Rudder electrically welded* *Longitudinal framing at bottom & at deck* *Mchy. Aft* *Cruiser Stern*	*Oil Eng.*	8054 7224 4756	✠100A1 3,38 ~~2,37~~ ✠LMC9,36 *Carrying Petroleum in bulk*	Cff	*c*†	CL	1936 9mo	Bremer Vulkan Vegesack *Lloyd's SA&CP*	Anglo-Saxon Petroleum Co. Ld. *Cell D B u E64' 141t DT*	465·0|59·4|33·8 483·3(O.L.) P92'B47'F48' FK *f25' 272t FPT139t*	London British *APT85t*	Oil Engines 4S.C.SA 8Cy.25⅝"–55⅛" 502NHP 17 *B Hpt Cem* DB *180lb* Bremer Vulkan, Vegesack	34 " 0 s 6 " 8¾ 27 " 6½	
85115 LDCO	**Torny** (*ex*Marshall) Sub.Sig. 1 *Dk*		2424 2148 1389			...		1919	The Pusey &Jones Co. Wlmgtn, Del.	A/S Nesjar (Eilert Lund)	300·7|44·3|19·6 P29'B75'F29' FK	Bergen Norwegian *WB*	T.3Cy.22",36"&59"–39" NE26 292NHP Bever Dorling&Co. Bradford	22 " 3	N †
85116 SEHD	**Torö** (*ex*Fryken–36) *ss*Mmo.No.3–5,37 1 *Dk*(*Stl*)		*1467* *1280* *819*	✠100A1 ~~5,38~~ 6,37 1,39 ~~M~~ MS5,37 ~~S11,37~~ 12,38	Mmo	*q*	OG ~~6,37~~ 9,38 ~~5,38~~ 1,39	1924 8mo *Lloyd's SA&CP*	Kockums M.V.Aktieb. Malmö	Rederi A/B Rex (K.M. Källström, *Mgr.*) *Cell D B214' 403t*	254·3|38·3|16·5 P20'B70'F26' FK *FPT48t APT78t*	Stockholm Swedish	T.3Cy.18½",29½"&48"–33½" 185lb (Spt) (*s*) 156NHP 4 *B H Cem* 2SB,*4cf*,GS70,HS2546 Kockums M V.Akt.Malmö	18 " 10 s 3 " 4½ 16 " 7½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net	5 Particulars of Classification. Character.	6 ✠ for Special Survey. Date of last Survey.	7 Port of Survey. Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Register in which classed, if not in L.R. Date of ✠ of Trade Cert.
85117 / — / LOHS	**Toro** (*ex*Diana)	Wireless *Mchy. Aft* Sub.Sig. / 1 *Dk* *Fitted for oil fuel*	1228 — 555					1922	Werft Nobiskrug G.m.b.H. Rendsburg	Cia. Argentina de Nav. Mihanovich Ltda.	250·0 P&B59′F8′	37·5	12·8	Bns. Aires Argentine *WB*	T.3Cy.17¾″,28½″&45½″–29½″ 110NHP OttensenerMaschf.Altona		G
85118 / 149431	**Torondoc**	*Mchy. Aft* / 1 *Dk*	1927 1638 1151					1927	Swan, Hunter & Wigham Richardson, Ld Newcastle	PatersonSteamships, Ltd.	252·9	43·4	17·8	Ft William Ont. British *WB*	T.3Cy.15″,25″&40″–33″ 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
85119 / LDCP	**Toronto** / *OilEng.* *ssGot.No.2–36* / D.F. / 2 *Dks(Stl)*	TwinSc 4282 2883	5018	✠100A1 2,37 *withfreeboard* *Carrying oil*	Osl MC CS4 36 DBS 1,38 7,37 *F.P. a bo*	*y*	CL 3,36 *ve* 150°	1928 1mo *Lloyd's F. in*	C.de Normandie Rouen *forward deep*	Wilh.Wilhelmsen *Cell DB tank*	381·8 333′798t *Tanks in way of tu*	52·2	27·7 FK *nnels* 198t *T*	Tönsberg Norwegian *7 B Hpt Cem* 1 „ *to 2nd dk*	Oil Engines 4S.C.SA 12Cy.24½–43½″ 714NHP DB114/b Ch.&Atel.deSt.Nazaire *Tf* 31′877t *FPT* 61t *APT* 74t	30 „ 0 s 5 „ 4 24 „ 10	
85120 / 107412 / VGTD	— P / 3 *Dks*	Pad	2779 1742 1652					1899	Bertram E. Works Co. Ld. Toronto, Ont.	Canada Steamship Lines, Ld.	269·4	36·0	13·8	Toronto British	T.3Cy.28″,44″&72″–72″ 440NHP BertramEng.Wrks.Co.Ld.		
85121 / 147837 / GMCF	**Toronto City** (*ex*Kyrenia–37, *ex*Nigerian–35) / D.F.	*ssBrs.No.3–3,37* / 1 *Dk & Shelter dk*	2176 1486	✠100A1 *withfreeboard* 12,38 MS3,37	Brs LMC BS 1,38	*u*	CL ~~2,37~~ 12,38	1925 10mo *Lloyd's*	Barclay, Curle & Co. Ld. Glasgow *A&CP*	BristolCityLine of Steamships, Ld. (C. Hill&Sons, *Mgrs.*) *Cell DB* 86′*u* E21′ *f* 136′543t *FPT*	321·8 F30 *62t APT* 24t	46·2	19·7 FK *Coll „ to Sh dk*	Bristol British *6 B Hpt Cem*	T.3Cy.20¾″,34½″&58″–42″ 1801b (*s*) 279NHP 2SB&1Aux.SB,8*cf*,GS155, HS4869 Barclay,Curle&Co.Ld.Gls.	21 „ 6 s 1 „ 2½ 20 „ 5½	
85122 / — / UOVA	**Toros** / (*Icebreaker*) / 2 *Dks*	Wireless	1396 1382 —					1916 *Comp*	Becker & Co. Tallinn *leted* 1930 *by* S.	U.S.S.R. B.&E.W. André M	198·2 arti, Leningrad	46·6	25·2	Odessa Russian *WB*	T.3Cy.26″,42½″&70″–42″ *B made* 29 318NHP Becker&Co.Reval		
85123 / 22 / IUYX	**Torquato Gennari** (*ex*Hvitra, *ex*Mineral, *ex*Fredsholm, *ex*England) / *Well deck*	1 *Dk & Webframes*	1012 727 599				…	1890	W. Dobson & Co. Newcastle	U. Gennari fuT.	238·9 Q70′B95′F25′ len97 FK	29·2	12·6	Rimini Italian *WB*	T.3Cy.15″,25″&41″–30″ 98NHP Alley&M'Lellan,Glasgow	15 „ 4	I †
85124 / 130188 / MFGS	**Torquay** / *ssAbn.No.3–8,26* / *Well deck* / *ssBly.No.2–34* / 1 *Dk(Stl)* / *Cargo battens not fitted*		870 605 435	✠100A1 8,38 ~~4,38~~ B7,15 BS ~~8,37~~ 8,32	Abn Bly MC 8,34	*k*	CL 8,37	1914 8mo *Lloyd's*	J. Crown & Sons, Ld. Sunderland *A&CP*	J.&A.Davidson, Ld. *Cell DB* a*u* E59 *f* 84′196t *FPT*	200·0 206·0(O.L.) P21′Q44′B48′F21′ FK 49t *APT* 41t	30·0	12·2	Drtmouth British *4 BHCem*	T.3Cy.17″,28″&46″–30″ (*s*) 180lb 140NHP 2SB,4*pf*,GS58,HS2350 N.E.MarineEng.Co.Ld.Sld	14 „ 3 s „ 10¾ 13 „ 6¼	
85125 / 165160 / GZPW	**Torr Head** / D.F. E.S.D. / *Cruiser Stern*	1 *Dk & Shelter dk*	5021 4432 3046					1937	Harland & Wolff, Ld. Belfast	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld *Mgrs.*)	407·3 P25′F32′	58·9	24·8	Belfast British *WB*	T.3Cy.22″,37″&61″–45″& LP turbine with chain drive Harland&Wolff,Ld.Bel.		C
85126 / — / EAPY	**Torras y Bages** (*ex*Velasquez) / *ssBcl.2ndNo.3–3,27* / *Carrying Petroleum in bulk* / *Mchy. Aft* *Fitted for oil fuel* / D.F. 2 *Dks* / *Longitudinal framing*	Wireless 1 *Dk(Stl) & Spar dk(pt Stl & pt Irn) & deep framing*	1344 1300 754	✠ ~~——~~ 8,32	Bcl	*p*		1902 1mo	Clyde SB.& E.Co.Ld. Pt.Glasgow	Cia. Trasmediterranea *Cell DB*	238·0 P37′B63′F54′ FK *a*52′*u* E&B35′ *f* 105′	35·7 19·6	12·2	Barcelona Spanish *4 BHCem* 311t *APT* 11t	T.3Cy.19″,31″&51″–33″ 170NHP NB *made* 21, *fitted* 3,27 NDB *made* 16, *refitted* 27 1SB,3*cf*,GS70,HS2736 ClydeS.B.&E.Co.Ld.P.Gls	21 „ 10	
85127 / 215233 / WICW	**Torres** / *Carrying Petroleum in bulk* / *Mchy. Aft* *Fitted for oil fuel* / D.F. 2 *Dks* / *Longitudinal framing*		4943 — 2955					1917	NwprtNws S.B.&D.D.Co NewprtNews	RichfieldOilCorp.	371·5 B27′F34′	59·1	26·8	Ls. Angeles Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ 360NHP NewportNewsSB&DD.Co.		R
85128 / — / LFCP	**Torridal** / *ssShl.No.1–35* / 1 *Dk(Stl)* / *Cargo battens not fitted*		1381 1208 780	✠100A1 4,38 BS ~~4,37~~ LMC 8,36	Ldn	*p*	OG 4,38	1930 6mo *Lloyd's*	Langesnds Mek. Verks Langesund *A&CP*	IngvaldBjörneboes RederiA/S (I.Björneboe *Mgr.*) *Cell DB a&u E*	249·1 261·5(O.L.) P22′B56′F26′ FK 100′ *f* 94′340t *FPT*	38·1	15·2	Xiansand Norwegian *4 BHCem* 50t *APT* 80t	C.4Cy.(2)14¾″&(2)31½″– 31½″ 205lb (*s*) FD 152NHP 2SB(Spt),4*cf*,GS50,HS2097 TrondhjemsMVTrondheim	17 „ 3 s 1 „ 11 15 „ 6	
85129 / 7954 / SKRW	**Torsa** / *ssOsc.No.1–38* / 1 *Dk(Stl) & Shelter dk(Stl)* / *Cargo battens not fitted* / *Strengthened for Navigation in Ice*		*1511* *1310* *811*	✠100A1 *withfreeboard* ~~6,38~~ ~~4,38~~ 3,39 MS ~~4,36~~ LMC 4,38	Osc Got	*r*	OG ~~6,36~~ 3,39	1934 5mo *Lloyd's*	Nya Varvsaktb. Öresund Landskrona *A&CP*	A/B Transmarin (S.Redig, *Mgr.*) *Cell DB* 219′580t *F*	259·1 ~~262·8~~ 275·2(O.L.) FK *PT* 35t *APT* 70t	40·4	16·0	Hlsngborg Swedish *4 BHCem* (*Coll to Sh dk* 3 „ *2nd* „)	T.3Cy.18½″,29½″&48⅞″– 33½″ 185lb (*s*) 172NHP 2SB,4*cf*,GS60,HS2379 FD Nya Varvsaktieb Oresund	19 „ 2 s 0 „ 6½ 18 „ 9	
85130 / 7381 / SEZD	**Torsten** (*ex*Ingvall–36, *ex*Rondane, *ex*Southwood) / *Well deck*	Iron 1 *Dk 2 tr B*	*1204* *966* *694*				…	1880	Richardsn-Duck & Co. Stockton	Rederi A/B Tellus (A.Wingren, *Mgr.*) *Cell DB* 294′833t *M*	240·0 Q79′B63′F28′ ptND04 *P. ab*	35·0 BK8½″ *ove* 150° *F. inde*	16·0 *ep tank*	Oscarshmn Swedish *WB*	C.2Cy.27⅝″&55⅛″–36″ NB97 145NHP Blair&Co.Ld.Stockton	16 „ 11	V †
85131 / — / LEFD	**Tortugas** / *ssOsl.No.1–38* / *Oil Eng* / D.F. / *ssOsl.No.1–11.34* / 2 *Dks(Stl)* / *Cruiser Stern*		4697 4318 2852	✠100A1 *withfreeboard* 9,38 ~~11,37~~ DBS ~~6,37~~ 5,37 *Fitted for carrying oil*	Osl CS ~~5,36~~	*x*	CL ~~4,36~~ 9,38 11,23 *F.*	1923 11mo	Deutsche Werft A.G. Hamburg	Wilh.Wilhelmsen *Cell DB* 294′833t *M*	357·6 F60′ 724′ *P. ab*	51·2 FK 776t *FPT* 134t *ove* 150° *F. inde* *ep tank*	30·7 *APT* 16t	Tönsberg Norwegian *6 BHpt Cem*	Oil Engines 4S.C.SA 6Cy.29⅛″–47¼″ DB115/b 493NHP A.E.G.Turbinefabk Berlin	33 „ 2 s 7 „ 8¾ 25 „ 7	
85132 / 146267 / GDCZ	**Tortuguero** / *Ref. Mchy.* Sub.Sig. / D.F. E.S.D. 2 *Dks*		5285 4557 3275					1921	A. Stephen & Sons, Ld. Glasgow	Elders&Fyffes, Ld.	400·1 P42′B155′F41′	51·2	30·1	Glasgow British *WB*	T.3Cy.27½,46⅛″&78″–54″ 447NHP A.Stephen&Sons,Ld.Gls.		C
85133 / — / SPAA	**Torun** (*ex*Brumaire) / *ssGdy.No.3–1,35* / *Well deck* / 1 *Dk(Stl)* / *Cargo battens not fitted*		2018 1576 1122	✠100A1 3,34 ~~4,00~~ LMC MS4,35 BS ~~4,38~~ 1,39	Dnz	*r*	~~N5,37~~ 3,39	1926 2mo	Chant. Nav Français Caen *Cell DB a&u E*	"ZeglugaPolska" Spolka Akcyjna 66 *f* 107′405t *deepto*	269·1 P22′Q87′B50′F23′ FK *nks aft* 34′205t *FPT*	39·7	17·5 *77t APT* 22t	Gdynia Polish *4 BHCem*	T.3Cy.18¾″,20⅛″&49⅜″–(*s*) 37½″ 185lb 189NHP 2SB,4*cf*,GS95,HS3247 Etab.Nat.d'Indret,Indret	19 „ 10 s 1 „ 11½ 18 „ 1	
85134 / — / LDRJ	**Torungen** / 1 *Dk* / *Cruiser Stern*		1948 1196 1142					1931	Trndhjms Mek. Værks. Trondheim	SkibsA/S Remonstrant (Bertrand Jacobsen, *Mgr.*)	276·3 P66t H10 1t	43·1	18·1	Arendal Norwegian *WB*	T.3Cy.20½″,33″&56″–36″ 188NHP TrondhjemsMVTrondheim		N
85135 / — / LJNU	**Torvang** (*ex*Hagar–37, *ex*Julia, *ex*Calcium) / *Wood* / *Oil Eng.*		*412* *304* *242*					1918	Norrköpings VrfsA/B Norrköping	Johannes Taranger	141·9 P47′F21′H14t	28·1	11·1	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 3Cy.17⅞″–18½″ 165NHP J.V.SvenssonsMtrfbkSkm.		V

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme servant maintenant expres. Lettre d'Enregistrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NB^r=Force en chevaux d'après les formules de la Société. RH^r=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote. Lloyd's Reg. Bur. Veritas Dunod. Corp. Bur. Trade
85136 LDCR	**Torvanger** (*ex*GrandeGaard) Sub.Sig. *Fitted for oil fuel* 1 *Dk*&*Shelter dk*	6568 6260 4122			...		1920	W.Doxford &Sons,Ld. Sunderland	Westfal-Larsen& Co.A/S	420·1 H197*t*	54·0	34·4 FK	Bergen Norwegian *WB*	T.3Cy.27″,44½″&75″–54″ 582NH^P W.Doxford&Sons,Ld.Sld.	37 ″ 0	N †
85137 124624 MCYV	**Toryisland** (*ex*Shotton) *ss*Sld.2ndNo.3–2,36 *Mchy.Aft* *Well deck* 1 *Dk*(*Stl*) *Cargo battens not fitted*	300 223 110	✠100A1 3,38 2,99	Sld	*e*	CL N3,38	1909 5mo *Lloyd's SA&CP*	Cochrane &Sons Selby	SirJamesLaing& Sons,Ld.	135·0 Q48′B11′F23′	23·1	9·3 BK7½″	Belfast British *3BHCem FPT40t*	C.2Cy.17″&36″–24″ (*s*) 130lb 62RH^P 1SB,*3pf*,GS51,HS1352 C.D.Holmes&Co.Ld.Hull	10 ″ 6 8 ″ 7 10 ″ 7	
85138 13176 JBHC	**Toryu Maru** (*ex*MisumiMaru, *ex*Hilary,*ex*RedSea) 1 *Dk*&*Spar dk3tr B*	1986 1837 1427			...		1889	W B Thmpson&Co.Ld Dundee	YamamotoShoten GoshiKaisha	275·0 B64′F36′	37·2	15·8 22·8 BK9½″ *WB*	Kobe Japanese	T.3Cy.21″,33″&54″–42″ 182NH^P W.B.Thompson&Co.Ld.	25 ″ 2	
85139 PIAF	**Tosari** *Oil Eng.* D.F. 3 *Dks*	7025 6084 4454					1919	Bonn& Mees Rotterdam	Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*)	445·8 F42′	54·3	34·2	Rotterdam Dutch *WB*	Oil Engines 2S.C.SA 8Cy.29$\frac{5}{16}$″–52½″ 1246NH^P NE31 Kon.Maats.″DeSchelde″ Flushing		V
85140 PKHB	— *Oil Eng.* 1 *Dk*&*Shade dk*	981 629 673					1930	N.V.Werf ″Gusto″v/h F.Smulders Schiedam	Koninkl.Paketv. Maats.	203·3	34·2	11·6	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.13$\frac{9}{16}$″–22$\frac{7}{16}$″ 142NH^P Maschfbk.Augsburg, Nürnberg,Augsburg		V
85141 LDCS	**Tosca** *Oil Eng.* 3 *Dks*	5128 4751 3129					1920	Nederl. Schpsbouw My Amstrdm	SkibsA/S Pacific (KnutKnutsen O.A.S. *Mgr.*)	375·0 B57′H245*t*F39′	51·2	25·5	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.22$\frac{1}{16}$″–39½″ 564NH^P Werkspoor,Amsterdam		N
85142 1925 IUZE	— 3Mst *ss*Hul.No.3–5,20 *ss*Sou.No.2–28 *Well deck* *Mchy.Aft* 1 *Dk*(*Stl*)	474 316 192	✠ — 12,35	Son	*g*		1908 6mo	AilsaS.B. Co.Ld. Ayr	G.B.Figari, AntonioMaggiolo& Co.(GioBatta Figari,*Mgr.*)	162·2 155·4 Q86′B11′F23′ BK7″ *WB*=*FPT*48*t*	25·6	11·4 *3BHCem APT36t*	Genoa Italian	C.2Cy.18″&40″–27″ 64NH^P 1SB,*3pf*,GS53,HS1631 AilsaS.B.Co.Ld.Troon	12 ″ 3	I †
85143 2049 ICJE	**Toscana** (P) (*ex*Saarbrücken–35) Sub.Sig. D.F. *Corrugated sides* 3 *Dks*	9442 — 5487					1923	Akt.Ges. ″Weser″ Bremen	LloydTriestino Soc.Anon.diNav.	479·7 458·7 B142′F44′	57·6 62·3	31·2 30·8 *WB*	Genoa Italian	T.6Cy.24$\frac{3}{8}$″,40$\frac{9}{16}$″&66$\frac{3}{8}$″–47½″ 600NH^P A.G.″Weser,″Bremen		I
85144 29890 JKMB	**Tosei Maru** (*ex*TohseiMaru-38) *Fitted for oil fuel* 2 *Dks*	5484 5008 3352					1926	Uraga DockCo. Uraga	YamashitaKisen K.K.	400·0 P28′B124′F39′	53·0	32·0 *WB*	Kobe Japanese	2 Steam Turbines DR geared to 1 Sc.Shaft Westinghouse ElectricMfg.Co.		C
85145 24975 JEBD	— (*ex*TokohMaru–38,*ex*Heinan Maru–34) 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	4364 3677 2719	✠ ... 2,36	Yka	*w*	CL 1,35	1919 8mo *Cell D B* 294′	OsakaIron Works.Ld. Osaka	KiharaSyosen K.K. 1120*t DTa* 32′ 690*t*	345·0 P30′B98′F34′*on Shelter dk* *Collision B'H to Sh dk* 5 ″ ″ *U* ″ *FPT*115*t APT*29*t*	49·8 FK	28·2 *Cem*	Tokyo Japanese	T.3Cy.24″,41″&67″–48″ 382NH^P 2SB,*6cf*,GS124,HS5186 FD OsakaIronWrks,Ld.Osaka	28 ″ 2	C †
85146 44036 JZHL	— (*ex*TungSheng–38,*ex*Bornite–37,*ex* CanadianRover) *Fitted for oil fuel* 2 *Dks*	2433 — 1423					1920	TheColl-ingwood S.B.Co.Ld. Collingwood	OkadaGumiK.K.	251·0 P24′B64′F23′	43·6 *WB*	23·6	Osaka Japanese	T.3Cy.18″,30″&50″–36″ 150NH^P CollingwoodS.B.Co.Ld		C
85147	— *Oil Eng.* *Mchy.Aft* *Cruiser Stern*	443					1935	Ohara Zosen Tekkosho Osaka	ShintoKosanK.K.	149·0	26·6	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.13″–19$\frac{5}{16}$″ 98NH^P HanshinTekkosho,Kobe		
85148 43065 JKRL	**Tosho Maru** 1 *Dk*	1290 — 707					1937	Namura Zosensho K.K. Osaka	KwonanKisenK.K. (HinodeKisenK.K. *Mgrs.*)	219·3	35·8	18·5	Tokyo Japanese	Steam		
85149 23579 JHIB	— (*ex*DaitokuMaruNo.3) Wireless	1236 — 822					1918	.....	KitaKyushu SyosenK.K.	225·0	33·0	18·7	Fukuoka Japanese	T.3Cy. YoshidaIron Works		
85150 31729 JHPB	**Toshu Maru** (*ex*GiuseppeSoncino, *ex*Emma,*ex*WarHorus) 1 *Dk*	2115 1772 1218			...		1918	Pt.Arthur S.B.Co.Ld. PtArthurOnt	AbeShokaiK.K.	251·0 P25′B64′F28′	43·8 FK	20·7 *WB*	Kobe Japanese	T.3Cy.20½″,34″&56″–40″ 265NH^P Pt.ArthurS.B.Co.Ld.	23 ″ 0	
85151	**Tosno** (*ex*Brabant–34, *ex*Dotterel, *ex*Poland) *ss*Mch.No.3–7,24 *ss*Ant.No.1–29 2 *Dks*(*Stl*)	1754 1562 810	✠ — 11.34	Ant	*g*		1911 8mo *Cell D B a* 58′*t*	Barclay, Curle&Co.Ld. Glasgow	U.S.S.R.	260·0 B73′F33′ *E*22′*f*116′257*t FPT*48*t APT*25*t*	36·0 FK&BK1½″	22·2 *4BHCem*	Leningrad Russian	T.3Cy.19½″,34″&55″–42″ HS4252 246NH^P 2SB&1AuxSB,*8cf*,GS131, Barclay,Curle&Co.Ld.Gls.	24 ″ 6	
85152 42202 JMMK	**Toso Maru No. 2** *Oil Eng.*	371 262					1936	Ishihara Masaichi Shimonoseki	Hamada Sanzaimon	130·0	24·0	12·0	Ube Japanese	Oil Engines		
85153 22427 JHTA	**Totai Maru** *Longitudinal framing* 2 *Dks*&*Web frames*	3194 2757 1997			...		1918	Osaka Iron Works Innoshima	KawasakiKisen K.K.	305·0 P19′B82′F32′	43·7 FK	27·2 *WB*	Kobe Japanese	T.3Cy.22″,37″&61″–42″ 288NH^P OsakaIronWks.Ld.Osaka	27 ″ 3	C †
85154 148394 ZMDL	**Totara** (*ex*MargaretBirch) *ss*Wln.No.3–8,37 *Mchy.Aft* *Well deck* 1 *Dk*(*Stl*) Wireless	426 290 148	✠100A1 8,38 8,37	Wln	*f*	8,37 —	1925 1mo *Lloyd's SA&CP*	Warren's New Holland Shipyard,Ld. New Holland	AnchorShipping& FoundryCo.Ld.	135·4 141·0(O.L.) Q70′BonQ11′F31′	25·1 *26·3* BK7″	11·0 *3BHCem FPT70t*	Nelson,N.Z. British *APT35t*	C.2Cy.17″&34″–24″ (*s*) 130lb 55RH^P 1SB,*2pf*,GS38,HS1430 Crabtree&Co.Ld.Gt.Yar.	12 ″ 0 3 ″ 4½ 12 ″ 2¾	
85155 13897 JBOD	**Toten Maru** (*ex*NagatoMaru–34, *ex*HudsonMaru,*ex*Hudson) 1 *Dk*&*Spar dk*&*deep framing*	3823 3171 2387			...		1900	Sunderlnd S.B.Co.Ld. Sunderland	NipponGodoKosen K.K.	356·0 P39′B92′F42′	45·2 26·7 FK	18·7 *WB*	Habu Japanese	T.3Cy.24″,40″&64″–42″ 288NH^P N.E.MarineEng.Co.Ld.Sld	29 ″ 4	C †
85156 29 IUZP	**Totonno** (*ex*FrancescoImparato, *ex*Achille-Bayart,*ex*Curaçao) 2 *Dks*	674 — 395					1899	Rijkee&Co. Rotterdam	UmbertoD'Amato	203·8 197·8 F15′	33·0	10·6 *WB*	Torre del Greco Italian	C.2Cy.21″&39″–24″ NB17 62NH^P Maats deMaas,Rotterdam		I
85157 16520 JPQD	**Tottori Maru** 2 *Dks*	5973 5443 3708			...		1913	Russell& Co. PortGlasgow	NipponYusenK.K.	423·4 P38′B123′F47′	56·0 FK	28·7 *WB*	Tokyo Japanese	T.3Cy.27″,44″&73″–48″ 556NH^P J.G.Kincaid&Co.Ld.Grk.	31 ″ 4	C †

1 Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in Lt. R. Patent Fleet Trade Cert.
85158	**Touareg** (P)	5135					1924	Ch.&Atel. de Provence Port de Bouc	Cie.de Navigation Fraissinet	390·3	50·2	25·7	Marseilles French *WB*	T.3Cy.29½",46"&75"–45" Ch.&At.de Provence, Marseilles 376NH		V
FOOP	D.F. *Fitted for oil fuel* *Mchy.Aft* *Ref.Mchy.* 2 *Dks*	3949 3128								P43'B128'F53'						
85159	**Toulouse** TwinSc	7027	✠100A1 Osl *dt*		CL		1934	Deutsche Werke Kiel A.G. Kiel	Wilh.Wilhelmsen	469·0	60·7	28·9	Tönsberg Norwegian	Oil Engines 4S.C.SA 16Cy.29½"–55⅛" 1345NH	31 " 7	
	*ss*Csl.No.1–37 *Oil Eng*	6217	*with freeboard* Got		9.36		1 mo						7 *BHpt Cem*	DB *100lb* DB(WT) *100lb*	~~4 3~~	
LGRI	GyC. 1 *Dk(Stl)&Shelter dk(Stl)*	4309	8,38 ~~8,97~~ DBS(lower)4,39							P54'F41' FK			*pt Asp*	DeutscheWerkeKielA.G.	~~25 " 0~~	
	D.F. *3rd dk(Stl)except in after holds* *Rudder electrically welded*						*Lloyd's*	*sA&CP*					(*Coll to Sh dk* 6 " *2nd* ")		24 " 0½	
										Cell DB304'1410t *Tanks in way of tun*			*nels632t MT*	25'1159t *FPT105t APT133t*	27 " 8½	
85160	**Touraine** TwinSc	5811	✠100A1 Osl *bt*		CL		1925	Odense Staalskibsvft Odense	Wilh.Wilhelmsen	435·9	56·2	27·8	Tönsberg Norwegian	Oil Engines 4S.C.SA 16Cy.24½"–43⅝" 951NH	30 " 6	
	Oil Eng.	5224	*with freeboard*		1,38		8 mo						7 *BHCem*	DB *100lb*	~~4 " 0~~	
LDCT	*ss*Osl.No.3–2,38 1 *Dk(Stl)&Shelter Lk(Stl)*	3579	2,38 ✠LMC CS2,38				*Lloyd's*	*sA&CP*		P32'F46' FK			(*Coll&.1ftP*	Akt.Burmeistr&Wain,Cpn	26 " 7	
	3rd Dk(Stl)except in No.5hold		DB ~~4,77~~,38 7,37						*Cell DB387*	*Tanks*			5 " *2nd* ")			
	Carrying vegetable oil in deep						*tank*		1352t *DTf30'874t Tanks*	*between*			*nels 199t DT*	*f30'840t FPT116t APT128t*		
85161	**Tourcoing** TwinSc	5798	✠100A1 Rot *bt*		CL	~~3,38~~	1924	Odense Staalskibsvft Odense	Wilh.Wilhelmsen	435·9	56·2	27·8	Tönsberg Norwegian	Oil Engines 4S.C.SA 16Cy.24½"–43⅝" 951NH	30 " 6	
	Oil Eng.	5224	*with freeboard* Cpn			5,39	10 mo			457 7(o.l.)			7 *BHCem*	DB *100lb*	~~4 " 0~~	
LDCU	*ss*Osl.No.3–8,36	3578	1,39 ~~2,88~~			~~FN2,38~~	*Lloyd's*	*sA&CP*		P32'F46' FK			(*Coll&.1ftP*	Akt.Burmeistr&Wain,Cpn	26 " 7	
	D.F. 1 *Dk(Stl)&Shelter Dk(Stl)*		✠LMC CS7,37						*Cell DB387'*	*Tanks*			5 " *2nd* ")			
	3rd Dk(Stl)except in No.5hold		DB ~~4,77~~,38 2,38				*tank*		1352t *DTf30'874t Tanks*	*between tunnels&at sides of tunne*			*ls 199t FPT116t APT128t*			
	Carrying vegetable oil in deep															
85162	**Tourliani** (*ex*Marne–36)	2486					1918	Atel.&Ch. de Bretagne Nantes	J.M.Assimomitis	290·0	43·3	20·2	Syra Greek	DR GearedSteamTurbine		V
286		—								B57'F25'			*WB*			
SVSY	1 *Dk*	1395												Atel.&Ch.deBretagne,Nts		
85163	**Tourmaline** 3Mst	835	✠100A1 Irv *k*		CL		1898	J.Shearer &Son Glasgow	Wm.Robertson	200·0	30·1	12·1	Glasgow British	T.3Cy.16½",26"&42"–33" (*s* 160lb 90RH	14 " 5	
108705	*ss*Gls.3rdNo.3–5,35	612	3,36		N3.36		2 mo							1SB,*3cf*,GS55,HS1954	~~4 " 7~~	
MQZL	*Well deck* 1 *Dk(Stl)*	357	B4,28 ✠LMC							Q107'B11'F36'			3 *BHCem*	Muir&Houston,Ld.Gls.	14 " 5½	
	Mchy.Aft		MS5.35 BS12,37							BK7½'			186t *FPT26t*			
	Now "Bawtry," see No. 87278 in Supplement									*WB=Cell DBf123'*						
85164	**Tourny** (*ex*Argentinier, *ex*LongIsland)	2769	✠100A1 Msl *l*			3,38	1920	The Pusey &JonesCo. Wlmgtn,Del.	Etabl.Maurel& Prom	300·0	44·1	22·9	Bordeaux French	T.3Cy.19¾",31½"&54½"–36" 200lb (*r*) 305NH	25 " 0	
	*ss*Rot.No.3–7,32	2443	2,39 ~~3,86~~				2 mo						6 *BHCem*	2SB,*6cf*,GS118,HS4842 F1	~~3 " 11½~~	
FOXV	*ss*Msl.No.1–35 2 *Dks(Stl)*	1595	~~1,—~~ MC8							P37'B76'F29' FK			*APT99t*	Pusey&JonesCo.Wlmngtn	21 " 3	
			~~3,3~~						*Cell DB244'644'*	*DTa12'43t FPT64*						
85165	**Tours**	4158	...				1920	Forth S.B. &Eng.Co.Ld Alloa	Cie.Delmas Vieljeux	364·4	52·8	24·3	LaRochlle French	T.3Cy.23½",38"&64"–42" 347NH	26 " 8	V
		3661								P18'Q128'B68'						†
FNNS	*Well deck* 1 *Dk*	2561								FK			*WB*	SirW.G.Armstrong, Whitworth&Co.Ld.Nwc		
85166	**Toussika** (*ex*BromptonManorMaru,	1828	✠100A1 Gtz *r*		CL		1903	Campbel- townS.B.Co Campbeltwn	Mediterranean S.S. Co.Ld.	272·2	40·0	20·5	London British	T.3Cy.22",36"&59"–39" (*s* 165lb 264NH	21 " 8	
117706	*ex*Brompton *ss*Gtz.2ndNo.3–12,28	1714	7,38 ~~7,34~~ Msl		4.37		6 mo						4 *BHCem*	2SB,*6cf*,GS138,HS4470	s 2 " 10	
GPYT	Manor,*ex*Horse- ~~ssGtz.No.1–34~~	1161	✠LMC				*Lloyd's*	*sA&CP*		P29'B60'F32' FK			*APT65t*	D.Rowan&Co.Glasgow	19 " 1	
	ferry,*ex*Hero) 1 *Dk(Stl)2tr B forehold,* *ss*Msl.No.2–38 *deep framing aft*		MS~~12,32~~ BS~~4,37~~4, 7,38			38			*Cell DBa66'f114'*	340t					
85167	**Tovarishch Krasin**	2414	...				1927	Baltic S.B. &Eng.Wrks. Leningrad	U.S.S.R.	276·7	43·0	20·5	Vladvostk Russian	T.3Cy.17⅛",29¾"&48⅞"– 35⅞" 192NH	22 " 8	
		1925								P14'B68'F24'			*WB*	BalticS.B.&EngWrks.Len		
UNZF	Sub.Sig. 1 *Dk*	1349								FK						
85168	**Tovarishch Stalin**	2274	...				1927	Baltic S.B. &Eng.Wrks Leningrad	U.S.S.R.	276·7	43·0	20·5	Leningrad Russian	T.3Cy.17⅛",29¾"&48⅞"– 35⅞" 192NH	22 " 8	
		1925								P14'B68'F24'			*WB*	BalticS.B.&EngWrks.Len		
UNGU	Sub.Sig 1 *Dk*	1260								FK						
85169	**Tove**	1191					1919	Kjöbnhvns Flydk.&Skbs. Copenhagen	Dampskslsk.Torm A/S (A. Schmiege- low&A.Kampen, *Mgrs.*)	235·4	36·2	13·7	Copnhagn Danish	T.3Cy.15",24"&40"–27" 122NH		C
	~~Stella Maris~~	~~1925~~								P13'Q69'B98'F29'			*WB*	KjbnhavnsFlydk.&Skbsv.		
OUMP	1 *Dk*	696														
	Now "Marconi," see No. 83147 in Supplement															
85170	**Tovelil** (*ex*MonicaSeed)	2225	✠100A1 Cpn *s*		CL		1925	New Water -wayS.B.Co. Schiedam	A/S D/S Dania (Chr.Andresen, *Mgr.*)	291·9	45·0	19·4	Esbjerg Danish	T.3Cy.21",34½"&57"–39" (*s* 180lb 250NH	21 " 6	
	*ss*Cpn.No.3–3,38	1999	3,38 ~~3,38~~ Ant		1,37		3 mo						5 *BHCem*	2SB,*6cf*,GS122,HS4234	s 3 " 0	
OXAE	D.F. 1 *Dk(Stl)&Web frames* *Corrugated sides*	1325	✠LMC3,38				*Lloyd's*	*sA&CP*	*Cell DB246'559t*	P26'B74'F28' FK			*APT94t*	NewWaterwayS.B.Co.	18 " 6½	
85171	**Towa**	5419	✠100A1 Ant *z*		CL		1930	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	N.V.Maats. Vrachtvaart	420·3	55·2	26·5	Rottrdam Dutch	T.3Cy.27⅜",42½"&72⅛"– 51⅜" 180lb (*s*) 500NH	29 " 0	
	*ss*Ant.No.2–38	5029	7,38 ~~11,37~~		~~11,36~~		5 mo						7 *BHCem*	3SB(Spt),*9cf*,GS171, HS7104	s 4 " 9½	
PIAG	1 *Dk(Stl)2nd dk(Stl)* *in Nos.1&4 holds*	3315	~~MS8,37~~ ✠LMC~~7,34~~ 7,38		7,38		*Lloyd's*	*sA&CP*	*Cell D Ba&u E156'f*	P36'B250'F33' FK			*APT84t*	N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	24 " 4	
										182'1188t *FPT150*						
85172	**Toward** (P)	1571					1923	A.Stephen &Sons,Ld. Glasgow	ClydeShipping Co. Ld.	270·2	37·2	17·2	Glasgow British	T.3Cy.21",34"&56"–39" 196NH		C
147862		1164								P&B177'F43'			*WB*	A.Stephen&Sons,Ld.Gls.		BT
GJVX	Wireless 1 *Dk*	688														1911 10.38
85173	**Tower Field** (*ex*Roxburgh–37)	4241	✠100A1 Ams *x*		CL		1935	Burntisind S.B.Co.Ld. Burntisland	Tower S.S.Co.Ld. (Counties Ship Management Co. Ld. *Mgrs.*)	372·0	52·4	25·2	London British	T.3Cy.22½",37"&63"–45" (*s* 210lb 335NH	27 " 6	
161579		3927	7,38 ~~7,—~~ HKg		7,38		3 mo						6 *BHCem*	3SB(Spt)*6cf*,GS117,HS5445	s 3 " 4	
GYFP	D.F. 1 *Dk*	2637	✠LMC3,35				*Lloyd's*	*sA&CP*	*Cell DB317'1116t*	P48'B226'F31' FK			*APT141t*	N.E.MarineEngCoLdNwc	24 " 5	
85174	**Town of Hull** (P) Pad	1402					1896	Harlan& Hollings- worthCo. Wlmgtn.Del *Rebuilt36*	Nantasket-Boston SteamboatCo.	226·0	35·0	14·3	Boston Utd.States	C.2Cy.28"&56"–102" 261NH		
116712	(*ex*EmpireState–37.*ex*Shinnecock–33)	— 768												Harlan&HollingsworthCo. Wilmington.Del.		
85175	**Towneley**	2883	✠100A1 Ant *u*		CL		1923	Wood Skin- ner&Co.Ld Newcastle	Burnett S.S.Co.Ld.	334·3	44·6	21·6	Newcastle British	T.3Cy.24",40"&65"–42" (*s* 180lb *100lb* 337NH	24 " 0	
145532	*ss*Shl.No.3–6,36	2592	1,39 ~~2,37~~ Shl		11,37		7 mo						5 *BHpt Cem*	2SB,*8cf*,GS154,HS5732	s 4 " 1½	
GJPY	D.F. 1 *Dk(Stl)* *Cargo battens not fitted*	1703	✠LMC MS6,36 BS~~8,37~~ 1,39				*Lloyd's*	*sA&CP*	*Cell DB276'793t*	P27'B70'F25' FK			*APT230t*	N.E.MarineEng.CoLdNwc	20 " 1	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu* Visites Périodiques.	3 Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme-assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Cran sur Quille. France-Bordeaux milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Les lettres ou cote ci-en est dans le L. R. Durée Port. Bon Trade.
85176 18180 JTXD	**Toyama Maru** Ⓟ *ex*Kob.No.3–11,33 *ss*Kob.No.1–37	**TwinSc** 2 *Dks*(*Stl*)	7090 6574 4386	✠100A1 ~~12.38 12,38~~	Kob	*b*†	CL 12,36	1915 6mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd's sA&CP* *WB* = *Cell*	OnoShojiGomei Kaisha *D Ba* 135′ *u E&B* 69′	445·0 | 58·0 | 34·0 P35′ B138′ F35′ FK *f* 188′ 1348 *t D Ta* 42′ 1	Tokyo Japanese	4 SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 200lb 922NHP 7 *B Hpt Cem* *pt Asp* 4SB,*12cf*,GS225,HS9507 FD 184 *t A P T* 60 *t* MitsuBishiD.&E.Wks Nag	34 ″ 0 *s* 7 ″6½ 26 ″ 8	
85177 26271 JLKB	— Wireless	Ⓟ 1 *Dk*	913 761 539					1919	Ono Seikichi Osaka	ShimataniKisen K.K. *WB*	185·0 | 30·0 | 18·0 P18′ B43′ F30′	Kobe Japanese	T.3Cy.17″,23″&37½″–26″ 70NHP OnoSeikichi,Osaka		
85178 43205 JNWL	**Toyei Maru** 2 *Dks*		4004 2318					1937	Kawasaki Dkyd.Co.Ld. Kobe	YamamotoKisen K.K. *WB*	353·6 | 50·0 | 27·6 P31′ B103′ F31′	Osaka Japanese	2 steam turbines DR geared to 1 screw shaft KawasakiDkydCoLd Kobe		C
85179 31176 JEFB	— (*ex*Moira) 1 *Dk*(*Stl*) & *Spar dk*(*Stl*) & *Web frames*		2324 2107 1399	✠ 6,01		Dmb		1901 6mo	W. Denny & Bros. Dumbarton	OginoKaisho K.K. *Cell D Ba* 98′ *u E&B* 40 *f* 127′ 451 *t F P T* 61 *t A P T* 21 *t*	301·0 | 42·2 | 13·2 B64′ F43′ 21·1 FK	Fushiki Japanese	T.3Cy.20″,32″&51″–42″ 224NHP 6 *B H Cem* 2SB,*4cf*,GS74,HS3290 Denny&Co.Dumbarton	23 ″ 6	C †
85180 22886 JFLI	— **Wood** 1 *Dk*		626 580 377					1918	Tokio Zosensho Tokyo	TokyoSyosenK.K.	175·9 | 28·9 | 17·2	Shinagawa Japanese	C.2Cy.18½″&37″–20″ 51NHP Tsukishima Kikao,Tokyo		
85181 42940 JHFL	**Toyo Maru** Ⓟ D.F. 1 *Dk* *Cruiser Stern*		4163 — 2462					1937	Harima S.B.&Eng. Co.Ld. Harima	SawayamaKisen K.K.	360·0 | 50·0 | 29·0 P31′ B107′ F36′	Kobe Japanese	2 DR geared steam turbines 450NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
85182 44780 JLRM	— **TwinSc** (*Cable Vessel*)		3719 — 1820					1937	Kawasaki Dkyd.Co.Ld. Kobe	Govt. of Japan (Department of Communications)	335·4 | 46·2 | 28·7	Japanese	2 DR geared steam turbines 500NHP KawasakiDkyd CoLdKobe		
85183 42622 JNCL	— *Oil Eng.*		334 — 228					1936	Sanoyasu Dock Goshi Kaisha Osaka	MaruiKisenK.K.	136·0 | 23·5 | 13·0	Japanese	Oil Engines 4S.C.SA 5Cy.11⅝″–17⅛″ 65NHP HanshinIron Works,Kob.		
85184 29186 JKYB	**Toyo Maru No. 1** (*ex*Kjellbergen, *ex*SachiMaru) 1 *Dk*(*Stl*)		2227 1888 1543	9,25		Nag	*r*	1918 8mo	Fujinagata Dockyard Osaka	SawayamaKisen K.K. *Cell D Ba* 86′ *u*	272·0 | 40·0 | 24·1 P16′ B60′ F34′ FK *E* 20′ *f* 112′ 455 *t F P T* 102 *t A P T* 34 *t*	Nagasaki Japanese	T.3Cy.18½″,30½″&51½″–36″ 189NHP 2SB,*4cf*,GS100,HS3135 FujinagataDockyrd.Osaka	24 ″ 2	C †
85185 42989 JHLL	**Toyo Maru No. 2** D.F. *Ref.Mchy.* 2 *Dks* *Cruiser Stern*		4163 — 2471					1937	Harima S.B.&Eng. Co.Ld. Harima	SawayamaKisen K.K. *WB*	363·6 | 50·0 | 29·0 P46′ B107′ F38′	Kobe Japanese	2 steam turbines DR geared to 1 sc. shaft Tokyo 383NHP IshikawajimaZosenjo		
85186 31084 JUBF	**Toyo Maru No. 3** Ⓟ Wireless 1 *Dk*		985 851 569					1925	KobeSteel Works,Ld. Harima	SawayamaKisen K.K. *WB*	210·0 | 32·0 | 17·2 P32′ B51′ F21′	Nagasaki Japanese	T.3Cy.15½″,26″&42½″–32″ 102NHP KobeSteel Works,Ld.		
85187 32623 JBMC	**Toyo Maru No. 5** (*ex*Tento) 1 *Dk*		2193 1797 1336					1918	PolsonIron Works Co.Ld. Toronto	SawayamaKisen K.K. *WB*	251·4 | 43·5 | 21·0 P65 *t* H91 *t* F23 *t*	Nagasaki Japanese	T.3Cy.20½″,33″&54″–36″ 175NHP PolsonI.W.Co.Ld.Toronto		C
85188 33262	**Toyo Maru No. 8** (*ex*ToyoMaruNo.6,*ex*C.H.Lawrence,Jr, *ex*LakeWashburn) 1 *Dk*		2191 1798 1297				...	1918	GlobeS.B. Co. Superior,Wis	SawayamaKisen K.K. *WB*	251·0 | 43·7 | 21·5 P25′ B64′ F25′ FK	Nagasaki Japanese	T.3Cy.20″,33″&54″–40″ 274NHP Filer&StowellCo.M'lw'kee	21 ″ 6	C †
85189 29068 JICB	**Toyohara Maru** Ⓟ Wireless 1 *Dk*		799 671 456					1923	OsakaIron Works Osaka	KitaNipponKisen K.K.	185·0 | 31·0 | 17·9 B50′ F28′	Amino Japanese	T.3Cy.12½″,21″&35″–24″ 60NHP		
85190 18162 JPTD	**Toyohasi Maru** (*ex*Toyohashi Maru–38) *ss*Osa No.3–2,27 *ss*Yka.No.2–35 2 *Dks*(*Stl*)	**TwinSc**	7031 6513 4343	✠100A1 ~~6,38 8,25~~ 2,39 ~~LMC2,35~~ 2,39	Yka	*b*†	CL 8,37	1915 3mo	Kawasaki Dkyd Co.Ld. Kobe *Lloyd's sA&CP*	NipponYusenK.K. *Cell D B* 379′	445·0 | 58·0 | 34·0 P34′ B138′ F37′ FK 1470 *t D Ta* 42′ 1226 *t*	Tokyo Japanese	T.6Cy.21″,33½″&56″–48″ (*s*) 200lb HS9108 628NHP 7 *B H Cem* *A P T* 42 *t* 1SB(Spt),*12cf*,GS220, FD KawasakiDkydCo.Ld.Kobe	34 ″ 0 *s* 7 ″10 26 ″ 4	
85191 JPBA	**Toyohiko Maru** (*ex*Upada) 2 *Dks*(*Stl–Uteak s*) *str B* & *Web frames*		5449 ~~4486~~ 4008	✠ ~~4,99~~		Gls	*z*	1899 5mo	A.&J. Inglis Glasgow	NipponSodaK.K. *Cell D Ba* 123′ *u E&B* 43′ *f* 195′ 1208 *t M*	410·0 | 50·7 | 28·8 B95′ F62′ FK *T* 30′ 922 *t F P T* 184 *t A P T* 112 *t*	Tokyo Japanese	T.3Cy.26½″,42″&66½″–51″ 387NHP 6 *B H Cem* 2SB,*6cf*,GS123,HS1500 A.&J.Inglis,Glasgow	32 ″ 0	C †
85192 33320	**Toyohiko Maru No. 2** (*ex*Jalavecra,*ex*Frankinver,*ex*Inveran)		4342 4101 2306				...	1906	Russell& Co. PortGlasgow	NipponSodaK.K.	385·0 | 49·8 | 18·4 P36′ B108′ F14′ 26·4 FK	Tokyo Japanese	T.3Cy.26″,42″&70″–48″ 410NHP Rankin&Blackmore,Grk.	29 ″ 0	C †
85193 33202 JAOC	**Toyokawa Maru** (*ex*Seattle, *ex*Bangor, *ex*Seattle, *ex*Bangor) *ss*Kob.2ndNo.3–4,32 *ss*Kob.No.1–36 2 *Dks*(*Stl*) *Cargo battens not fitted*		5124 4737 3707	100A1 1,39 ~~1,38~~ LMC~~1,38~~ 1,39	Kob Tama	*y*	CL 5,36 1,39	1911 *Lloyd's*	WoodSkinner&Co.Ld. Newcastle *sA&CP*	MatsuokaKisen K.K. *Cell D*	385·0 | 54·0 | 27·8 P34′ B108′ F31′ FK *B* 320′ 1104 *t F P T* 80 *t A P T* 110 *t*	Fuchu Japanese	T.3Cy.26½″,45″&74″–48″ 180lb (*s*) 516NHP 6 *B H Cem* 1SB,*9cf*,GS165,HS7503 FD N.E.MarineEngCoLd Nwc	30 ″ 3	
85194 17759 JYOD	**Toyooka Maru** D.F. *ss*Kob.No.3–9,26 *ss*Yka.No.2–34 2 *Dks*(*Stl*)	**TwinSc**	7098 6574 4388	✠100A1 10,37 ~~BS12,37~~ [illegible] MC10,35 12,38	Kob	*b*†	CL s10,36 p10,37	1915 3mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd's sA&CP*	NipponYusenK.K. *Cell D Ba* 135′ *u E&B* 69′ *f* 188′ 1348 *t D Ts*	445·0 | 58·0 | 34·0 P35′ B138′ F35′ FK 42′ 1255 *t A P T* 60 *t*	Tokyo Japanese	4SteamTurbinesSRgeared to2Sc.Shafts200lb 922NHP 7 *B Hpt Cem* *pt Asp* 4SB,*12cf*,GS225,HS9507 FD MitsuBishiD.&E.Wks.Nag	34 ″ 0 *s* 7 ″ 6½ 26 ″ 8	
85195 24660 JORB	**Toyosaki Maru** 1 *Dk*		2203 1862 1308					1919	UchidaS.B &E.Co.Ld. Yokohama	KitaNipponKisen Kaisha	270·0 | 39·0 | 23·9 P16′ B65′ F28′	Yokohama Japanese *WB*	T.3Cy.19″,31½″&52″–39″ 169NHP UchidaS.B.&E.Co.Ld.Yka	23 ″ 11	
85196 43474 JSRL	**Toyotu Maru** (*ex*ToyotsuMaru–38)		2931 — 1667					1937	Mitsubishi JukogyoK.K Kobe	~~SettuSyosenK.K.~~ ~~OsakaSyosenK.K.~~ ~~Mgrs.~~ SettuSyosenK.K. (OsakaSyosen K.K. *Mgrs.*)	305·2 | 45·3 | 26·2	Osaka Japanese	1 steam turbine MitsubishiJukogyoK.K. Kobe		

Now "Nisso Maru No. 1," *see No. 39315 in Supplement*

Now "Nisso Maru No. 2," *see No. 39316 in Supplement*

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or last expired. Equipment letter.	7a Date when last shaft last tested.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of last Class Cert.
85197 16510 JONB	**Toyoura Maru** (P) ss Nag. No. 2-21 1 Dk (Stl)	2510 2300 1486	✠ 12,23	Kob	t		1913 8mo	Napier & Miller, Ld. Glasgow	Kinkai Yusen K.K. WB = Cell D Ba 84' u E 6	302·3 | 46·3 | 20·4 P 23' B 86' F 35' FK B 42' f 134' 654t F P T 73t A P T 54t	Tokyo Japanese	T. 3Cy. 23", 37" & 61"–42" 278 NHP 2 SB, 6cf, Gs 126, Hs 4500 J. G. Kincaid & Co. Ld. Grk.	22 " 9	
85198 23552 JFYB	**Toyu Maru** (P) Wireless 1 Dk	1254 1039 735					1918	Osaka Iron Works Osaka	Iino Kisen K.K.	225·0 | 33·0 | 18·7	Tsuruga Japanese WB	T. 3Cy. 15¾", 26" & 42½"–30" 97 NHP Yoshida Tomegoro, Osaka		
85199 Ref. Mchy.	**Tozan Maru.** Twin Sc Oil Eng. 3 Dks Cruiser Stern	6500 3800					1938	Mitsubishi Jukogyo K.K. Nagasaki	Settsu Syosen K.K. (Osaka Syosen K.K. Mgrs.)	459·3 | 62·3 | 41·0 F 38'	Osaka Japanese WB	Oil Engines 2S.C.SA 14Cy. 28⅜"–49⅛" 1960 NHP Mitsubishi Jukogyo K.K. Nag.		
85200 225335 KNUJ	**Trade Wind** Wood Aux Tw Sc (ex Sailing Vessel Margaret F. Sterling–37, ex Vancouver) Mchy. Aft Salted (See Sailing Ship Register)	1055 — 875	✠ 12,26 DB 11,19				1919 10mo	Cholberg Shipyard Victoria, B.C.	South Seas Commercial Corp.	199·0 | 40·0 | 16·7 P 26' F 46'	Seattle Utd. States	Oil Engines 4S.C.SA 12Cy. 6½"–8½" 49 NHP NE 37 Winton Eng. Corp. Clevelnd	19 " 4	
85201 LJUI	**Trafalgar** Oil Eng. 1 Dk & Sh dk, 3rd dk except in way of after Cruiser Stern holds GyC. Rudder electrically welded	5542 4807 3301	✠ 100A1 Ams with freeboard Got 6,38 ~~2,38~~ ✠ LMC 2,38 Carrying fuel oil F.P. above 150'			CL	1938 2mo	NV Nederl. Schps. Maats. Amsterdam Lloyd's SA & CP	Wilh. Wilhelmsen F. in deep tanks Cell D B 307' 1116t	438·0 | 57·3 | 25·6 455·0 (o.l.) P 50' F 37' FK Tanks in way of tunnel 397t M	Tönsberg Norwegian	Oil Engines 2S.C.DA 8Cy. 24"–45½" 1606 NHP 2 DB–100 lb Gbr. Stork & Co N V Hengelo	29 " 0 s 3 " 3½ 25 " 10½	
85202 147883 GKCM	— ss Bkn. No. 3–2,37 D.F. 2 Dks (Stl)	4530 4307 2875	✠ 100A1 Bry 4,38 ~~3,38~~ ✠ LMC MS 2,37 BS ~~7,37~~ 10,38		y	CL 3,38	1924 2mo	Lithgows, Ld. Pt. Glasgow Lloyd's SA & CP	Glasgow Ship-owners Co. Ld. (Glen & Co. Ld. Mgrs) 'Tween dk BH in after hold dispensed with Cell D B 331' 1031t D T a 30'	385·0 | 52·0 | 26·8 P 34' B 113' F 44' FK 780t A P T 20'	Glasgow British	T. 3Cy. 26", 42" & 70"–48" (s) 180 lb 488 NHP 3 SB, 9cf, Gs 170, Hs 7345 FD Rankin & Blackmore Ld Grk only	29 " 3 s 5 " 7½ 23 " 11	
85203 145233 GPFX	**Train Ferry No. 1** Twin Sc (Train Ferry) Fitted for oil fuel 1 Dk & Web frames	2683 2494 1085				...	1917	Armstrong Whitworth & Co. Ld. Newcastle	London & North Eastern Railway	350·6 | 58·7 | 15·5 F 26' FK	London British WB	T. 6Cy. 18", 29" & 47"–27" 403 NHP Wlsnd Slpwy. Co. Ld. Nwc.	17 " 0	
85204 145207 GPFY	**Train Ferry No. 2** Twin Sc (Train Ferry) Fitted for oil fuel 1 Dk & Web frames	2678 2494 1106				...	1917	Armstrong Whitworth & Co. Ld. Newcastle	London & North Eastern Railway	350·5 | 58·7 | 15·5 F 26' FK	London British WB	T. 6Cy. 18", 29" & 47"–27" 403 NHP Wlsnd Slpwy. Co. Ld. Nwc.	17 " 0	
85205 145234 GPFZ	**Train Ferry No. 3** Twin Sc Fitted for oil fuel (Train Ferry) 1 Dk & Web frames	2672 2493 1139				...	1917	Fairfield Co. Ld. Glasgow	London & North Eastern Railway	350·6 | 58·6 | 15·5 F 26' FK	London British WB	T. 6Cy. 18", 29" & 47"–27" 410 NHP Fairfield Co. Ld. Glasgow	17 " 0	
85206 LFDF	**Trajan** (ex Doris, ex Yaque) 1 Dk	1347 1201 773				...	1915	Gt. Lakes Eng. Works Ecorse, Mich.	Skibs A/S Trajan (H. Reksten, Mgr.)	246·9 | 38·4 | 16·0 H 98t F 32t FK	Bergen Norwegian WB	T. 3Cy. 17", 28½" & 45"–36" 200 NHP Gt. Lakes Eng Wrks Detroit	18 " 0	N †
85207 PIAJ	**Trajanus** (P) Cruiser Stern 1 Dk & Shelter dk	1712 1351 943					1930	Akt. Ges. "Neptun" Rostock	Koninkl. Nederl. Stoomb. Maats. N.V.	262·1 | 42·7 | 16·9	Amstrdam Dutch WB	T. 3Cy. 18¾", 29½", & 49⅞"–33 7/16" 137 NHP A.G. "Neptun," Rostock		V
85208 TCLT	**Trak** (P) Wireless Sub. Sig. 2 Dks D.F. E.S.D. Cruiser Stern	1414 761 514					1938	Frd. Krupp Germaniawft A.G. Kiel	Denizbank-Denizyollari Idaresi	249·1 | 36·1 | 13·0 WB	Istanbul Turkish	4steam turbines SR geared to 2 screw shafts 695 NHP Hs 6457 Fr. Krupp Germaniawft A.G		G
85209 UOJT	**Transbalt** (P) (ex Riga, ex Belgravia) Ref. Mchy. 3 Dks & Shelter dk	Twin Sc 11439 — 6677					1899	Blohm & Voss Hamburg	U.S.S.R.	501·1 | 62·2 | 15·3 B 110'	Odessa Russian	Q. 8Cy. 21¼", 31½", 46" & 66½"–48" NB 15 612 NHP Blohm & Voss, Hamburg		
85210 223068 KLBH	**Transford II** Twin Sc (ex Aqnidaban) ss N.Yk. No. 3–6,34 Mchy. Aft 1 Dk (Stl)	1704 1445 1016	✠ 100A– Clv 11,37 BS 9,37 ✠ LMC 6,34 Carrying Petroleum in bulk For coastwise service between Portland, Me. & Galveston, Texas Fitted for oil fuel 6,34 F.P. above 150' F.			P 9,37 CL SN 9,37	1920 12mo	Bethlehem S.B. Corp. Elizabethport N.J.	Transford Corporation	245·0 | 40·1 | 17·8 255·2 (o.l.) F 32' FK F P T 45t A P T 26t	New York Utd. States 12 B H pt Cem	T. 6Cy. 11", 18" & 29"–20" 200 lb Hs 8220 400 NHP 2 Water Tube Boilers H.G. Trout Co. Buffalo, N.Y.	18 " 7 s 3 " 9½ 14 " 11½	
85211 D.F. E.S.D. GyC. Ref. Mchy. Cruiser Stern	**Transilvania** (P) Twin Sc Oil Eng. 3 Dks	6672 — 3918					1938	Akt. Burmeistr & Wain Copenhagen	Roumanian State Maritime Service	405·0 | 57·7 | 30·2 P & B 335'	Constntza Roumanian WB	Oil Engines 2S.C.SA 24Cy. 24⅞"–45½" 2490 NHP Akt. Burmeistr & Wain, Cpn		
85212 143449 GCYJ	**Transit** (ex Molton–38) ss Cff. No. 3–6,35 1 Dk (Stl) Cargo battens not fitted	3091 2864 1873	✠ 100A1 Bry 5,38 BS 10,37 ✠ LMC 6,35		n	CL 9,36	1919 10mo	Ropner S.B. & Repairing Co. (Stockt'n) Ld. Stockton Lloyd's SA & CP	Continental Transit Co. Ld. Cell D B 276'	331·5 | 46·7 | 23·2 P 33' B 98' F 29' FK 728t F P T 111t A P T 139'	London British 5 B H Cem	T. 3Cy. 25", 41" & 68"–45" (s) 180 lb 359 NHP 3 SB, 9cf, Gs 153, Hs 5829 Blair & Co. Ld. Stockton	25 " 6 s 3 " 11½ 21 " 9	
85213 158633	**Transiter** Twin Sc Carrying Petroleum in bulk Oil Eng. Mchy. Aft 1 Dk Cruiser Stern	1082 956 925					1935	Horton Steel Wks. Ld Ontario	~~Transit Tankers & Terminals Ld.~~ Motor Tankers, Ld	201·5 | 34·3 | 15·4 len. 37 | 34·3 | 15·3 201·8	Montreal British WB	Oil Engines 2S.C.SA 8Cy. 9 1/16"–16½" 134 NHP Emade 32&36 Atlas-Diesel A/B, Skm.		C
85214 150833	**Translake** Twin Sc 3 Mst (ex Poplarbay–37, ex Biessard, ex Peintre) 1 Dk	1263 840 664					1921	Soc Anciens Etab. Henri Satre, Arles	~~Transit Tankers & Terminals Ld.~~ Tankers, Ld.	219·4 | 34·3 | 12·7 P 66' F 30'	Montreal British WB	T. 6Cy. 12½", 19" & 31"–17" 99 RHP La Chaliassière, St. Etienne		C
85215 1369 928	**Transoil** Mchy. Aft Oil Eng ss B.As. No. 1–34 1 Dk (Stl) & web frames, wing cofferdam Longitudinal framing at bottom & at deck	1572 1369 928	✠ 100A1 MVo 4,37 ✠ LMC 3,34 Carrying Petroleum in bulk For service on Rivers Plate &			2,38	1930 2mo	Cant. Nav. Triestino Monfalcone Lloyd's SA & CP	Cia. Transportadora de Petroleos S.A.	255·8 | 40·1 | 16·3 F 26' FK B u E 24' 33t F P T 92t A P T 12t	Bns. Aires Argentine 7 B H pt Cem	Oil Engines 2S.C.SA 4Cy. 15¾"–19¼" 175 NHP Fiat. Stab. Grandi Motori, Turin	16 " 6 s 2 " 9 13 " 10½	

Should be "Tozan Maru," see No. 90247 in Engineering Supplement

Now "Essolene," see No. 37926 in Supplement

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu.	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné pour la prochaine visite d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où codé si ce n'est dans le L. R. Durée Cert. Bo'ftrade.
85216	**Transoil**	TwinSc	1571					1936	Ingalls Iron Wks. Co. Chickasaw, Ala.	American Tankers Corp.	250·2	43·1	16·6	Wilmgton (Del.) Utd. States	Oil Engines 4S.C.SA		R
234569	*Mchy. Aft* *Cruiser Stern* *Oil Eng.*		—							P36′F20′					12Cy.14½″–18″ 246NHP		
WOIE	*Electrically welded* 1 *Dk*		1234												National Superior Co. Springfield, Ohio		
	Carrying Petroleum in bulk																
	Longitudinal framing-bracketless system																
85217	**Transport** (*ex* Alkimos–37, *ex* Le Merlier–34, *ex* Député René		2140					1921	Chant. Nav Français Caen	Fridtjof Kristiansen's Rederi A/S (Fridtjof Kristiansen, *Mgr.*)	269·4	39·7	19·5	Oslo Norwegian	T.3Cy.18⅝″,29½″&49⅞″–37½″ 190NHP		G †
			1698							P31′B57′F24′ FK				*WB*			
LJKD	Reille Soult) 1 *Dk*		1242												Schneider & Cie. Havre		
85218	**Transportation**		4015					1910	New York S.B.Co. Camden, N.J.	Coastwise Transportation Corporation	359·0	49·2	25·9	Prtlnd, Me. Utd. States	T.3Cy.24½″,38½″&64″–45″ 274NHP		R
207270	Sub.Sig.		3552							P77′B17′F34′				*WB*	New York SB Co. Camdn NJ		
KEJX	*Mchy. Aft* 1 *Dk*		2444														
85219	**Transporter**		1561	✠100A1	Cpn	*p*	0G	1911	Blyth S.B. Co. Ltd. Blyth	Rederi A/S "Transporter"	245·6	36·9	16·7	Odense Danish	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 224NHP	18′ 10	
	ss Cpn. 2nd No. 3–3,37		1196	7-30 1,08 1,39			1,38	10mo								s 1 ″ 6	
OXFE	*Well deck* *Mchy. Aft* 1 *Dk* (*pt Stl*)		926					*Lloyd's*		P21′Q118′B14′F30′ FK				4 *BH Cem*	2SB, 6*pf*, GS100, HS3918	17 ″ 8	
	Wireless D.F. *Cargo battens not fitted*									*Cell D Ba* 84′*f* 73′339*t* *FPT* 94*t*				*APT* 20*t*	N.E. Marine Eng. Co. Ld. Sld		
85220	**Transriver**	TwinSc	1238					1920	Soc. Anon. de Travaux Dyle & Bacalan Bordeaux	Transcoal, Ld. (Transit Tankers & Terminals, Ld. *Mgrs.*)	218·1	34·1	12·3	Montreal British	T.6Cy.12″,19″&30″–12″ 94RHP		C
150834	(*ex* Maplebay–37, *ex* Sotteville,		819							P75′F29′				*WB*	Atel. & Ch. de la Loire, St. N.		BT till 12,36
	ex Gréeur) 1 *Dk*		654														
	Mchy. Aft																
85221	**Transylvania** (P)	TwinSc	16923					1925	Fairfield Co. Ld. Glasgow	Anchor Line Ld.	552·4	70·3	38·8	Glasgow British	6 Steam Turbines D R geared to 2 Sc. Shafts		C
148874	*Ref. Mchy.* *Fitted for oil fuel*		12115							B&F578′				*WB*			BT till 12,36
GLKZ	Sub.Sig. 3 *Dks*		10035												Fairfield Co. Ld. Glasgow		
	D.F. E.S.D. GyC. *Cruiser Stern*																
85222	**Trapani**		1855					1926	Akt. Ges. "Neptun" Rostock	Rob. M. Sloman, jr.	287·5	41·2	16·7	Hamburg German	T.3Cy.21¼″,34⅝″&55⅝″–37½″ 191NHP		G
			1573							P&B236′F35′				*WB*	A.G. "Neptun," Rostock		
DHXZ	D.F. 2 *Dks*		1040														
85223	**Traunstein** (*ex* Siptah, *ex* Shahristan)		2860					1906	Clyde S.B. & E.Co.Ld. Port Glasgow	Red Star Linie G.m.b.H.	330·2	43·2	14·4	Hamburg German	T.3Cy.23¾″,40″&65″–42″ 354NHP	24 ″ 9	C †
			2607							P25′B84′F34′ 22·4 FK				*WB*	Clyde S.B. & E.Co.Ld. P.Gl.		
DHYA	D.F. 1 *Dk & Spar dk & deep framing*		1763														
85224	**Trautenfels**		6418					1921	Flensburger Schiffsb.Ges. Flensburg	Deutsche Dmpfsch. Ges. "Hansa"	430·5	56·5	30·5	Bremen German	T.3Cy.29⅞″,47½″&76⅜″–53½″ & L.P. turbine 608NHP		G
			5914							P69′B133′F55′				*WB*	Flensburger Schiffsb.Ges.		
DOIR	Sub.Sig. 2 *Dks*		3924														
85225	**Trave** (P) 4Mst		7956					1927	Akt. Ges. "Vulcan" Stettin	Norddeutscher Lloyd	471·8	60·2	31·8	Bremen German	Oil Engines 2S.C.DA 6Cy.27⅞″–47½″ 1585NHP		G
Now "Regensburg." *see No. 89807 in Oil Eng.*			5294							P23′Q, B&F139′				*WB*	Maschfbk. Augsburg-Nürnberg, Augsburg		
DOAL	*Ref. Mchy.* Sub.Sig. 3 *Dks*		4890														
	D.F. E.S.D.																
85226	**Traveller**		3963	✠100A1	Liv	*w*	CL	1922	C. Connell & Co. Ld. Glasgow	Charente S.S. Co Ld (T. & J. Harrison, *Mgrs.*)	365·0	46·9	27·7	Liverpool British	T.3Cy.23″,38½″&64″–48″ (*s*) 215lb 390NHP	29 ″ 9	
145916	*ss* Liv. No. 3–3,35		3669	9,38 12,37			N9,35	3mo		378′0(O.L.)						s 5 ″ 1½	
GJKM	2 *Dks* (*Stl*)		2499							P36′B109′F44′ FK				6 *BH Cem*	3SB, 9*cf*, GS179, HS6678	24 ″ 10	
								Lloyd's		*Cell D* B315′ 754*t* *FPT* 42*t*				*APT* 18*t*	Dunsmuir & Jackson, Ld Gls		
85227	**Travemünde** (*ex* Luise Leonhardt,		1756					1907	Reiherst'g Schiffsw. Hamburg	Lübeck-Linie A.G.	275·9	39·7	17·5	Lübeck German	T.3Cy.17½″,29⅝″&48½″–35½″ 141NHP		G
	ex Phœnix, *ex* Marie Maschmann)		1578							P&B218′F25′				*WB*	Reiherst. Maschinenf. Ham		
DRCG	1 *Dk*		1056														
85228	**Traviata** (*ex* Bolivier–32)		5123	✠ ...	Gen	*y*		1920	Bartram & Sons, Ld. Sunderland	I.N.S.A.-Industrie Navali Soc. Anon.	413·0	52·3	28·5	Genoa Italian	T.3Cy.27½″,45″&75″–48″ 476NHP	31 ″ 0	I †
1796	*ss* Gen. No. 3–6,33		1787	9,25				3mo		400·2							
ICKQ	D.F. 2 *Dks* (*Stl*)		3171							P36′B117′F39′ FK				7 *BH Cem*	3SB, 9*cf*, GS204, HS8055		
										Cell D Ba 119′*uE* 5′*f* 176′ 1050*t* *FPT* 35*t*				*APT* 220*t*	J. Dickinson & Sons, Ld. Sld		
85229	**Traz-os-Montes**	TwinSc	362				...	1924	J. Crichton & Co. Ld. Saltney	Cia. Caminhos de Ferro Portugueses	155·4	25·1	9·5	Lisbon Portuguese	C.4Cy.12½″&26″–18″ 91NHP	10 ″ 0	
			245														
	1 *Dk*		160														
85230	**Trebartha** *ss* Cff. No. 1–38		4597	✠100A1	Cff	*y*	CL	1920	J Readhead & Sons, Ld. South Shields	Hain S.S. Co. Ld.	400·1	52·1	25·9	St. Ives British	T.3Cy.27″,44″&73″–48″ (*r*) 180lb *90lb* 425NHP	28 ″ 6	
142579	*ss* Cff. No 3–12,33		4327	*Shelter dk*	NYk		5,86	12mo		413·3(O.L.)				*Cem*	3SB, 9*cf*, GS190, HS6876	s 3 ″ 3½	
GDWP	D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		2817	*with freeboard*			, 3			FK				*BH to Sdk*	J. Readhead & Sons, Ld. S Shl	25 ″ 5½	
				7 7,05 3,39				*Lloyd's*		*Collision*				5 „ „ *U*			
										Cell D B352′ 1219*t* *FPT* 76*t* *APT* 156*t*							
85231	**Trecarrell**		5271	✠100A1	Bry	*y*	CL	1919	D & W Henderson & Co Ld Glasgow	Hain S.S. Co. Ld.	400·1	52·3	28·4	St. Ives British	T.3Cy.27½″,44″&73″–48″ 180lb (*s*) 517NHP	31 ″ 0	
142572	*ss* Cff. No 3–4,32		4796	12,37 1,39	Cff		12,37	8mo						*7 BH*		s 5 ″ 11½	
GFBR	*ss* Cff. No. 1–37		3173							P49′B113′F38′ FK					3SB. 9*cf*, GS190, HS7668 FD	25 ″ 4	
	D.F. 1 *Dk* (*Stl*)							*Lloyd's*		*Cell D B* 344′ 1035*t* *FPT* 125*t*				*APT* 210*t*	D & W Hendersn & Co Ld Gls.		
85232	**Trece de Diciembre (13 de Diciembre)** *see No. 84842 in Letter* **T.**																
85233	**Tred Avon** (P) Wood		676					1884	W.E. Woodall & Co Baltimore	Stoney Creek Improvement Co.	151·2	33·3	8·4	Baltimore Utd. States	C.2Cy.20″&34″–26″ 49NHP		
145390			—														
	2 *Dks*		598														
85234	**Tredinnick**		4589	✠100A1	Cff	*y*	CL	1921	J Readhead & Sons, Ld. South Shields	Hain S.S. Co. Ld.	400·1	52·1	25·9	St. Ives British	T.3Cy.27¼″,44″&73″–48″ (*r*) 180lb *90lb* 425NHP	28 ″ 6	
142580	*ss* Fal. No. 3–9,34		4327	*Shelter dk*			12,86	2mo		413·5(O.L.)				*Cem*	3SB, 9*cf*, GS190, HS6876	s 3 ″ 3½	
GDWQ	D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		2812	*with freeboard*			3,39			FK				*BH to Sdk*	J. Readhead & Sons Ld. S. Shl	25 ″ 5½	
				4,35 11,27 3,38				*Lloyd's*		*Collision*				5 „ „ *U* „			
										Cell D B352′ 1219*t* *FPT* 76*t* *APT* 156*t*							
85235	**Trefusis** (*ex* War Aconite)		5299	100A1	Cff	*y*	CL	1918	W. Doxford & Sons, Ld. Sunderland	Hain S.S. Co. Ld.	400·3	52·4	28·5	St. Ives British	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP	31 ″ 0	
142634	*ss* Fal. No. 3–11,34		4796	3,38			1,37			413·0(O.L.)						s 6 ″ 0	
GPJZ	D.F. 1 *Dk* (*Stl*)		3187				2,99			P49′B113′F39′ FK				7 *BH Cem*	3SB. 9*cf*, GS190, HS7668 FD	25 ″ 3½	
				3,39				*Lloyd's*		*Cell D B* 345′ 1098*t* *FPT* 133*t*				*APT* 204*t*	Harland & Wolff, Ld. Gls.		
85236	**Tregantle**		4324	✠100A1	Cff	*y*	CL	1918	J Readhead & Sons, Ld. South Shields	~~Hain S.S. Co. Ld.~~	400·2	52·1	25·2		T.3Cy.27″,44″&73″–48″ (*r*) 180lb 425NHP	26 ″ 10	
~~142663~~	*ss* Fal. No. 3–10,34		4080	*Shelter dk*			9,37	10mo		413·3(O.L.)				Greek		s 2 ″ 10½	
~~GPJH~~	D.F. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		2711	*with freeboard*				*Lloyd's*		*Collision*				*Cem*	3SB, 9*cf*, GS190, HS6876	24 ″ 2½	
	Cargo battens not fitted in Shelter 'tween dks			9,37						*Cell D Ba* 131′*uE* 23′*f* 175′ 977*t*				5 *BH to U dk* *APT* 143*t*	J. Readhead & Sons Ld. S. Shl		
Now "Annitsa," *see No. 87075 in Supplement*				BS12,37 ✠LMC10 34													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	6 Regist'd Tonnage. Gross. / Under deck. / Net.	7 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	Port of Survey.	Years Class (good now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Ice Class in the Baltic. Ice Class in the Winter Load Line Certificate.
85237 164706 GZCD	**Tregarthen** D.F. 1 *Dk & Shelter dk Cruiser Stern*	5201 4644 3067	†100A1 *with freeboard* ~~1,36~~ 2,39	Sws	*a*†	CL 12,37	1936 9mo	Lithgows Ld. Port Glasgow	HainS.S.Co.Ld.	432·3 | 56·2 | 24·8 447·7 (o.L.) F34′ FK *Cell DB* 370′ 1521*t* *FPT* 110*t* *APT* 177*t*	London British *Lloyd's*	T.3Cy.22½″,36″&65″–48″& exhaust turbine driving steam compressor (*r*) 2301b 469NHP 2SB(Spt)&1AuxSB,*8cf*, GS142, HS6032 FD D.Rowan&Co.Ld.Gls.	27 ″ 9 s 3 ″ 2½ 24 ″ 9½	
Wrecked 9.38	85238 **Trégastel** (*ex* Ville de Mostaganem-37, *ex* Haut-Brion-32) FNEB Wireless 1 *Dk 2 tr B*	966 811 538					1901	W.Dobson &Co. Newcastle	Cie. France-Navigation S.A.	209·8 | 29·8 | 15·4 P18′ B54′ F28′ *WB*	Havre French	C.2Cy.24″&48″–27″ 100NHP WillsndSlpwy.Co.Ld.Nwc.		V
85239 142570 GCDX	**Tregenna** *ss* Cff. No.3–6,32 *ss* Cff. No.1–37 D.F. 2 *Dks (Stl)*	5242 4808 3201	†100A1 ~~Cff~~ 4,39 BS9,38	Cff Bry	*y*	CL ~~2,37~~ 4,39	1919 7mo	W.Gray& Co.(1918)Ld. W Hartlepool	HainS.S.Co.Ld.	400·1 | 52·3 | 28·4 412·7 (o.L.) P49′ B113′ F39′ FK *Cell DB* 344′ 1048*t* *FPT* 129*t* *APT* 161*t*	St.Ives British *Lloyd's*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*, GS190, HS7668 FD CenMarEngWksLd.WHpl	31 ″ 0 s 5 ″ 11½ 25 ″ 4	
85240 882 SVYB	**Tregothnan** 1 *Dk 2 tr B & deep framing & Dk rule*	3075 — 1983					1903	J Readhead &Sons S.Shields	BasileSapovalos	323·0 | 47·1 | 23·7 P31′ B92′ F32′ *WB*	Piræus Greek	T.3Cy.24″,40″&64″–42″ NDB21 281NHP J.Readhead&Sons,S.Shl.	25 ″ 0	
85241 149988 GLRN	**Trehata** (*ex* Nohata-36) *ss* Cff. No.2–37 D.F. 1 *Dk (Stl) & Shelter dk (Stl)*	4817 4476 2862	†100A1 *with freeboard* ~~1,98~~ 2,39 MS2,37	Bry ~~Shl~~ ~~LMC~~	*z*	CL ~~1,97~~ 2,39	1928 1mo	W.Gray& Co.Ld. Sunderland	HainS.S.Co.Ld.	413·2 | 54·2 | 25·1 F35′ FK *Cell DB* 363′ 1166*t* *FPT* 187*t* *APT* 181*t*	London British *Lloyd's*	T.3Cy.26″,43½″&73″–48″ (*s*) 200lb *100lb* 494NHP 3SB,*9cf*, GS178, HS8550 Cen.Mar.Eng Wrks.WHpl	27 ″ 7 s 3 ″ 1½ 24 ″ 8½	
85242 148554 GKMR	**Treherbert** (*ex* Gardépee) *ss* Bry. No.3–12,37 1 *Dk (Stl) & Shelter dk (Stl)* D.F.	4517 4182 2774	†100A1 *Shelter dk* *with freeboard* ~~12,37~~ LMC MS12,37 BS3,38	Bry Shl	*y*	CL N5,36	1925 2mo	Nthmblnd S.B.Co.Ld Newcastle	Pontypridd S.S.Co. Ld.(Morel,Ld. *Mgrs.*)	399·7 | 52·9 | 24·8 F36′ *on Shelter dk* FK *Cell DB* 351′ 1296*t* *FPT* 186*t* *APT* 127*t*	London British *Lloyd's*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 427NHP 3SB(Spt)*9cf*, GS189, HS7380 N.E.MarineEng.CoLdNwc	27 ″ 5 s 2 ″ 11½ 24 ″ 8	
85243 142575 GCMV	**Trekieve** *ss* Cff. No.3–8,32 *ss* Shl. No.1–37 D.F. 2 *Dks (Stl)*	5244 4817 3192	†100A1 ~~2,38~~ MC BS11,37	Bry Cff	*y*	CL 9,37	1919 11mo	J Readhead &Sons,Ld. SouthShields	HainS.S.Co.Ld.	400·0 | 52·4 | 28·5 P49′ B117′ F39′ FK *Cell DB* 345′ 1085*t* *FPT* 130*t* *APT* 205*t*	St.Ives British *Lloyd's*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 513NHP 3SB,*9cf*, GS190, HS7563 FD J.Readhead&SonsLd.S.Shl	31 ″ 0 s 5 ″ 11½ 25 ″ 4	
Now "Agioi Victores," *see No. 87071 in Supplement*	85244 **Trelawny** *ss* Cff. No.2–37 GNFS D.F. 1 *Dk (Stl) & Shelter dk (Stl)*	4689 4379 2848	†100A1 *with freeboard* ~~6,38~~ 12,38 BS4,37 ~~6,38~~ 6,38	Cff ~~Bry~~	*z*	CL N3,37	1927 9mo	Hawthorn, Leslie&Co.Ld Newcastle	HainS.S.Co.Ld.	406·0 | 54·7 | 25·2 419·5 (o.L.) F31′ FK *Cell DB* 353′ 1199*t* *FPT* 110*t* *APT* 166*t*	London British *Lloyd's*	T.3Cy.26″,43½″&73″–48″ (*s*) 200lb *100lb* 470NHP 3SB,*9cf*, GS216, HS7830 Hwthrn,Leslie&C.Ld Nwc	27 ″ 8 s 3 ″ 1½ 24 ″ 9	
Now "Sagitta," *see No. 89934 in Supplement*	85245 **Trelissick** *ss* Cff. No.3–7,32 GPJX *ss* Cff. No.1–37 D.F. 1 *Dk (Stl)*	5265 4817 3190	†100A1 ~~12,38~~ BS8,37 7,38	Cff Sws	*y*	CL 6,37	1919 6mo	Harland& Wolff,Ld. Glasgow	HainS.S.Co.Ld.	400·9 | 52·3 | 28·5 413·6 (o.L.) P49′ B113′ F39′ FK *Cell DB* 342′ 1059*t* *FPT* 127*t* *APT* 218*t*	St.Ives British *Lloyd's*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*, GS190, HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
Now "Tremoda," *see No. 89931 in Supplement*	85246 **Treloske** *ss* Fal. No.3–9,34 GPJS D.F. 1 *Dk (Stl) & Shelter dk (Stl)*	4344 4101 2710	†100A1 *Shelter dk* *with freeboard* ~~12,37~~ BS12,37	Cff ~~Shl~~ ~~LMC~~	*y*	CL ~~12,37~~ 5,38	1918 12mo	J Readhead &Sons,Ld. South Shields	HainS.S.Co.Ld.	400·2 | 52·1 | 25·2 413·7 (o.L.) *Cell DB a* 131′ *a E* 23′ *f* 175′ 997*t* *APT* 143*t*	St.Ives British *Lloyd's*	T.3Cy.27″,44″&73″–48″ (*r*) 180lb 425NHP 3SB,*9cf*, GS190, HS6876 J.Readhead&SonsLd.SShl	26 ″ 10 s 2 ″ 10½ 24 ″ 3½	
Now "Tremorvah," *see No. 89312 in Supplement*	85247 **Tremeadow** *ss* Cff. No.3–7,32 GPJT *ss* Bry. No.1–37 ~~D.F.~~ 1 *Dk (Stl)*	5269 4768 3187	†100A1 ~~5,38~~ ~~9,37~~ ~~Cff~~ 9,37 LMC MS8,36 ~~BS2,37~~ 5,38	Shl	*y*	CL 9,37	1919 3mo	D&W Hendersn&Co.Ld Glasgow	HainS.S.Co.Ld.	400·4 | 52·2 | 28·4 P49′ B113′ F39′ FK *Cell DB* 345′ 1035*t* *FPT* 125*t* *APT* 210*t*	St.Ives British *Lloyd's*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*, GS190, HS7668 FD D&W Hendersn&CoLdGls.	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
85248 142582 GFDV	**Treminnard** (*ex* Min-36) *ss* Cff. No.3–2,35 D.F. 1 *Dk (Stl) & Shelter dk (Stl)*	4694 4402 2879	†100A1 *Shelter dk* *with freeboard* ~~1,39~~ 12,37 MS2,35	Cff ~~Bry~~ ~~LMC~~	*z*	CL ~~11,35~~ 4,39	1922 7mo	John Read-head&Sons. Ld. SouthShields	HainS.S.Co.Ld.	400·4 | 53·1 | 26·3 *Collision B Hto Shd dk* *Cell BD* 352′ 1177*t* *FPT* 166*t* *APT* 148*t*	St.Ives British *Lloyd's*	T.3Cy.27″,44″&73″–48″ (*r*) 180lb *100lb* 457NHP 3SB,*9cf*, GS190, HS7824 John Readhead&Sons,Ld.	28 ″ 10 s 3 ″ 3½ 25 ″ 10	
85249 149980 GLRB	**Tremoda** (*ex* Nimoda-37) *ss* Cff. No.2–37 D.F. 1 *Dk (Stl) & Shelter dk (Stl)*	4736 4410 2858	†100A1 *with freeboard* 6,38 ~~7,38~~ LMC MS1,37 ~~BS8,37~~ MBS6,38 DBS1,39	Bry	*a*†	CL 12,36	1928 1mo	Harland& Wolff,Ld. Greenock	HainS.S.Co.Ld.	409·0 | 55·8 | 25·0 F on *Shelter dk* 34′ FK *Cell DB* 360′ 1204*t* *FPT* 160*t* *APT* 150*t*	London British *Lloyd's*	T.3Cy.27″,44″&73″–48″ (*s*) 200lb *100lb* 495NHP 3SB,*9cf*, GS190, HS8550 Harland&Wolff,Ld.Bel.	27 ″ 9 s 3 ″ 2½ 24 ″ 8½	
Now "Tremorvo," *see No. 89312 in Supplement*	85250 **Tremorvah** ~~Trevo~~ ~~GDFP~~ *ss* Cff. No.1–36 ~~D.F.~~ 1 *Dk (Stl)*	5243 4768 3170	†100A1 12,37 MC MS8,35 BS12,37	Cff	*y*	CL N10,36	1919 4mo	D&W Hen-dersn&Co.Ld. Glasgow	~~HainS.S.Co.Ld.~~	400·0 | 52·3 | 28·4 412·8 (o.L.) P49′ B113′ F37′ FK *Cell DB* 344′ 1035*t* *FPT* 125*t* *APT* 210*t*	Italian British *Lloyd's*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*, GS190, HS7668 FD D&W Hendersn&CoLdGls.	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
85251 147798	**Trenora** (*ex* Clearwater) 1 *Dk*	1796 1639 1134					1928	Smith's Dock Co.Ld. Middlesbro'	Canadian Lake Carriers,Ld.	253·0 | 43·4 | 18·4 *WB*	Montreal British	T.3Cy.16″,26″&44′–33″ 95RHP Smith'sDockCo Ld.Mdb.		C
85252 148168 GTDC	**Trentbank** *ss* Cal. No.2–38 1 *Dk (Stl) & Shelter dk (Stl–ws)* D.F.	5060 4628 3003	†100A1 *with freeboard* ~~1,38~~ LMC MS~~1,37~~ B~~2,38~~ 4,39 *Carrying Vegetable oil in deep tank above* 150° F. *Fitted for oil fuel* 1,1,29 *F.P.*	Cal	*a*†	CL 3,38	1929 11mo	Workman, Clark(1928) Ld.Belfast	BankLine,Ld. (A.Weir&Co. *Mgrs.*)	421·8 | 56·8 | 26·7 FK *Cell DB* 366′ 1176*t* *DT a* 27′ 1105*t* *FPT* 156*t* *APT* 79*t*	Belfast British *Lloyd's*	Q.4Cy.22″,32″,46¾″&68″–48″ 2601b (*s*) 565NHP 3SB(Spt),*12cf*, GS214, HS8112 FD Workman,Clark(1928) Ld.	29 ″ 3 s 3 ″ 9½ 25 ″ 8	
85253 139335 GRDC	**Trentino** *Cruiser Stern* 2 *Dks*	3078 2883 1845					1919	Dundee S.B.Co.Ld. Dundee	Ellerman's Wilson Line,Ld.	310·0 | 44·7 | 26·8 *WB*	Hull British	T.3Cy.21′,35′&59″–39″ 217NHP Earle'sCo.Ld.Hull		C
85254 2070 IVAZ	— (*ex* Orient, *ex* Elmwin, *ex* Loughbrow) *Well deck*	Iron 671 535 390	† 2.29 ~~NB8.98~~ †	Spt	*j*		1883 2mo	Hodgson& Soulsby Blyth	Francesco Pittaluga fu Giacomo	193·1 | 30·3 | 12·3 190·3 (299′ B18′ F22′ BK 7½″) *DB a* 148′ *f* 75′ *& a E & B* 35	Genoa Italian	C.2Cy.23″&46″–33″ NDB18 97NHP 1SB,*3pf*, GS147, HS1570 WighamRichdsn&Co.Nwc	14 ″ 5	I †

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Force auxiliaire maintenant exprimée. Lettres d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pds.*	15 Registres où coté. Si on n'est dans le L.R. Durcs. Cert. Bur. Trade
85255	**Trentwood**		791	✠100A1	Gms	*k*	CL	1912	W. Harkess	Donking S.S Co. Ld.	195·0	30·0	11·7	Middlsbro'	T.3Cy.16″,27″&44″–30″ (*s*)	13 ″ 10
128818		*ss* Bly. 2nd No. 3–3,35	562	5,38 ~~8,37~~	Shl		~~5,36~~	6mo	&Son, Ld.	(T.H. Donking &				British	180lb ~~200~~ 131 NHP	s 4 ″ 0½
MDSP	*Mchy. Aft*		369	BS8,37 ✠LMC3,35			4,38	*Lloyd's*	Middlesbro'	Sons, Ld. *Mgrs.*)	Q109′B13′F24′	FK		3 *BH Cem*	1SB, *3pf*, GS60, HS2262	13 ″ 4½
	Well deck	1 *Dk (pt Irn pt Stl)*		8,38				*A&CP*							Blair & Co. Ld. Stockton	
		Cargo battens not fitted									*WB = Cell D B f*				117′158*t FPT* 79*t APT* 24*t*	
85256	**Trepca**	*ss* Rot. No 2–38	5042	~~✠100A1~~	Rot	*z*	CL	1930	Ayrshire	Jugoslavenski	407·0	53·6	25·7	Dubrovnik	T.3Cy.25½″,43″&72″–48″ (*s*)	28 ″ 0
		~~*ss* Dkn. No. 1–34~~	4668	5,39 ~~12,37~~ ~~23,38~~			12,37	7mo	Dkyd. Co. Ld.	Lloyd a.d.				Yugoslav	200lb 470 NHP	s 3 ″ 10½
YTER	D.F.	1 *Dk (Stl)*	*3126*	~~BS12,37~~ ✠LMC7,~~34~~ 12,37				*Lloyd's*	Irvine		P26′B270′F37′	FK		6 *BH Cem*	2SB (FD) & 1 Aux B, *9cf*, GS173, HS6695	24 ″ 4
								A&CP		*Cell D B* 350′	1155*t DTa* 29′		1100*t*	*APT* 245*t*	Rankin & Blackmore Ld Grk	
85257	**Tres**		946					1917	Porsgrund	M.S. Pedersens	202·0	32·0	12·7	Tönsberg	T.3Cy.14″,23′&38″–27″	N
			627						Mek. Værks.	Rederi A/S (Rafen	P119*t*	Q70*t*	H63*t*	Norwegian	75 NHP	
LFDH	*Mchy. Aft*	1 *Dk*	459						Porsgrunn	& Loennechen, *Mgrs.*)				*WB*	Porsgrund M.V. Porsgrunn	
85258	**Tres de Outubro (3 de Outubro)**			*See No.* 84892		*in*	*letter*	**T.**								
85259	**Tresillian**	*ss* Cff. No. 3–~~7,38~~	4743	✠100A1	Bry	*z*	CL	1925	W. Gray &	Hain S.S. Co. Ld.	400·0	53·0	26·4	London	T.3Cy.27″,44′&73″–48″ (*s*)	28 ″ 11
148685		~~on Npt. No. 2–34~~	4442	*withfreeboard*	~~Cff~~		11,36	10mo	Co. Ld.		412·5 (O.L.)			British	180lb *100lb* 467 NHP	s 3 ″ 4
GLNP	D.F.	1 *Dk (Stl)* & *Shelter dk (Stl)*	2873	~~3,08~~ 8,37 4,38	Cff		~~11,36~~ 4,39	*Lloyd's*	W Hartlepool			FK		6 *BH Cem*	3SB, *9cf*, GS194, HS8118	25 ″ 10
				BS~~10,36~~ ✠LMC~~2,34~~				*A&CP*						*Coll to Sh dk*	Cen. Mar. Eng. Wrks. W Hpl.	
				12,38 1,38	MC7,38					*Cell D B* 353′ 1072*t*	*FPT* 127*t APT* 184*t*			5 ,, 2nd ,,)		
85260	**Treti Krabolov** (*ex* Shinzan Maru,		5183	✠	Brs	*x*		1900	Sir Raylton	U.S.S.R.	375·0	48·0	25·7	Vladvostk	T.3Cy.25″,41′&69″–48″	28 ″ 5
	ex Monmouth)	*ss* Liv. No. 3–8,13	3867	4,23				7mo	Dixon & Co Ld		B130′			Russian	363 NHP	
UOEQ		*ss* Cff. No. 1–17	2929	✠					Middlesbro'			FK		6 *BH Cem*	3SB, *9cf*, GS174, HS5676	
		2 *Dks (Stl)* & *deep framing* & *Shelter dk (Stl)*													Sir C. Furness, Westgarth &	
										Cell D Ba 138′ *u E* &	*B42′ f* 150′ 448*t DTa*			30′660*t FPT*	135*t APT* 40*t* Co. Ld. Mdb.	
85261	**Treuenfels**		8457					1928	Deutsche-	Deutsche Dampfs.	490·3	62·2	32·3	Bremen	T.3Cy.34½″,52¾″&86¾″–55½″	G
			7779						Schiff und	Ges. "Hansa"	P66′B285′F39′			German	& 1 low pressure turbine	
DOOS	Sub. Sig.	2 *Dks*	5196						Maschin-					*WB*	785 NHP	
	E.S.D.	*Cruiser Stern*							enbau A/G						J.C. Tecklenborg A.G.	
									Weser-						Wesermünde-G.	
									münde-G.							
85262	**Trevalgan**		5299	✠100A1	Bkr	*a*†	CL	1937	Lithgows	Hain S.S. Co. Ld.	432·3	56·2	24·8	London	Oil Engines 2S.C.SA	27 ″ 9
165560		*Oil Eng.*	4654	*withfreeboard*	~~Lmv~~			8mo	Ld.		448·4 (O.L.)			British	3Cy.22 1/16″–85 1/16″ 449 NHP	s 3 ″ 2¼
GBGN	D.F.	1 *Dk* & *Shelter dk*	3120	~~5,36~~ 3,38	SW4				Port Glasgow		F34′	FK		7 *BH pt Cem*	2 DB *120lb*	24 ″ 9
		Cruiser Stern		4,39 ~~12,38~~ ✠LMC				*Lloyd's*		*Cell D B* 357′ 1513*t*	*MT* 26′ 1008*t*			*Coll to Sh dk*	Barclay, Curle & Co. Ld. Gls.	
								A&CP						6 ,, ,, 2nd ,,)		
								Wing tanks in mchy.		*space* 13′ 246*t*	*FPT* 110*t APT* 185*t*					
85263	**Trevanion**		5299	✠100A1	Cff	*a*†	CL	1937	Lithgows	Hain S.S. Co. Ld.	432·3	56·2	24·8	London	Oil Engines 2S.C.SA	27 ″ 9
165602		*Oil Eng.*	4654	*withfreeboard*	~~Boa~~ Lmv			11mo	Ld.		448·5 (O.L.)			British	3Cy.22 1/16″–85 1/16″ 449 NHP	s 3 ″ 2¼
GCGT	D.F.	1 *Dk* & *Shelter dk*	3120	~~3,38~~ 3,38					Port Glasgow		F34′	FK		7 *BH pt Cem*	2 DB *120lb*	24 ″ 9
		Cruiser Stern		1,39 ✠LMC11				*Lloyd's*						*Coll to Sh dk*	Barclay, Curle & Co. Ld. Gls.	
								A&CP						6 ,, 2nd ,,)		
										Cell D B 357′ 15	13*t MT* 26′ 1008*t* H	*ing tanks in mchy.*		*space* 13′ 246*t*	*FPT* 110*t APT* 185*t*	
85264	**Trevarrack**		5270	✠100A1	Bry	*y*	CL	1919	D & W Hen-	Hain S.S. Co. Ld.	400·0	52·3	28·4	St. Ives	T.3Cy.27″,44″&73″–48″ (*s*)	31 ″ 0
142568		*ss* Cff. No. 3–4,32	4795	~~5,38~~ ~~3,38~~ 3,39			~~4,37~~	6mo	dersn & Co. Ld.		413·0 (O.L.)			British	180lb 517 NHP	s 5 ″ 11½
GFCW	D.F.	*ss* Cff. No. 1–37	3181				3,39		Glasgow		P49′B113′F38′	FK		7 *BH pt Cem*	3SB, *9cf*, GS190, HS7668 FD	25 ″ 4
		1 *Dk (Stl)*		✠LMC				*Lloyd's*		*Cell D B*	314′ 1035*t FPT* 125*t*			*APT* 210*t*	D & W Hendersn & Co Ld Gls	
				MS10,36 ~~12,36~~ 9,37				*A&CP*								
85265	**Treverbyn**		5281	✠100A1	Bry	*y*	CL	1920	Harland &	Hain S.S. Co. Ld.	400·7	52·3	28·5	St. Ives	T.3Cy.27′,44′&73″–48″ (*s*)	31 ″ 0
142576		*ss* Npt. No. 3–5,32	4811	~~4,38~~ 2,38	Cff		~~7,37~~	1mo	Wolff, Ld.		413·5 (O.L.)			British	180lb 517 NHP	s 6 ″ 0
GCBP	D.F.	*ss* Cff. No. 1–37	~~6191~~	~~BS12,38~~			12,38		Glasgow		P49′B113′F39′	FK		7 *BH Cem*	3SB, *9cf*, GS190, HS7668 FD	25 ″ 3½
		1 *Dk (Stl)*	3196	MS9,36 ~~BS12,37~~ ✠LMC				*Lloyd's*		*Cell D B*	342′ 1059*t FPT* 127*t*			*APT* 218*t*	Harland & Wolff, Ld. Gls.	
								A&CP								
85266	**Trevisa**		1813				...	1915	N. of Irelnd	Canadian Lake	250·0	42·5	17·4	Montreal	T.3Cy.16″,26″&44″–33″	20 ″ 0	R
133573			1618						S.B. Co. Ld.	Carriers Ld.	F39′			British	153 NHP		†
	Mchy. Aft	1 *Dk* & *Web frames*	1095						Londonderry			FK		*WB*	Kincaid & Co. Ld. Grk.	
85267	**Trevorian**		4599	✠100A1	Cff	*y*	CL	1920	J Readhead	Hain S.S. Co. Ld.	400·3	52·1	25·9	St. Ives	T.3Cy.27¼′,44′&73″–48″ (*r*)	28 ″ 6
142578		*ss* Fal. No. 3–8,34	4327	*Shelter dk*	Bry		~~2,37~~	10mo	& Sons, Ld.		413·6 (O.L.)			British	180lb *90lb* 425 NHP	s 3 ″ 3½
GDWR	D.F.	1 *Dk (Stl)* & *Shelter dk (Stl)*	2818	*withfreeboard*			2,39	*Lloyd's*	South Shields			FK		*Cem*	3SB, *9cf*, GS190, HS6876	25 ″ 5½
				7,38	DBS2,39			*A&CP*					*Collision*	*B Hto Sh dk*	J. Readhead & Sons Ld. S. Shl	
				MBS10,38 ✠LMC8,34						*Cell D B* 352′ 121	9*t FPT* 76*t APT* 156*t*			5 ,, ,, *U* ,,		
85268	**Trewellard**		5201	✠100A1	Bry	*a*†	CL	1936	Lithgows	Hain S.S. Co. Ld.	432·3	56·2	24·8	London	T.3Cy.22½″,36″&65″–48″ &	27 ″ 9
164680			4644	*withfreeboard*				7mo	Ld.					British	exhaust turbine driving	s 3 ″ 2½
GYXT	D.F.	1 *Dk* & *Shelter dk*	3067	~~11,38~~ ~~3,00~~	✠LMC7,36				Port Glasgow		F34′	FK		7 *BH Cem*	steam compressor 469 NHP	24 ″ 9½
		Cruiser Stern						*Lloyd's*						*Coll to Sh dk*	2SB (Spt) & 1 Aux. SB, 230lb	
								A&CP						6 ,, 2nd ,,)		
										Cell D B	370′ 1521*t FPT* 110*t*			*APT* 177*t*	D. Rowan & Co. Ld. Gls.	
85269	**Treworlas**		4692	✠100A1	Bry	*z*	CL	1922	J Readhead	Hain S.S. Co. Ld.	400·4	53·1	26·3	St. Ives	T.3Cy. 26½ 44′&73″–48″ (*r*)	28 ″ 10
147041			4408	*Shelter dk*				11mo	& Sons, Ld.					British	180lb *100lb* 457 NHP	s 3 ″ 3½
GCLY	D.F.	*ss* Cff. No. 3–12,35	2867	*withfreeboard*			11,37		South Shields			FK		*Cem*	3SB, *9cf*, GS190, HS7824	25 ″ 10
		1 *Dk (Stl)* & *Shelter dk (Stl)*		~~8,38~~ ~~11,37~~				*Lloyd's*					*Collision*	*B H to S dk*	J. Readhead & Sons Ld. S. Shl	
				5,39	✠LMC			*A&CP*		*Cell D B* 352′ 1177*t*	*FPT* 66*t APT* 148*t*			5 ,, ,, *U* ,,		
				MS3,35	BS~~11,37~~ 12,38											
85270	**Triadic**		6378	100A1				1938	Lithgows	British Phosphate	442·3	60·0	25·0	London	Oil Engines 4S.C.SA	29 ″ 4
166448		*Oil Eng.*	5322	*withfreeboard*					Ld.	Commissioners				British	~~8~~Cy.29⅛″–59 1/16″	s 3 ″ 9½
	E.S.D.		3500						Port Glasgow	(A.H. Gaze, *Mgr.*)	Pon *Shelter dk* 26′					25 ″ 9
For full particulars see No. 90205 in Supplement		*Cruiser Stern*		(*Class Contem plated*)							Fon *Shelter dk* 43				J. G. Kincaid & Co. Ld. Grk.	
85271	**Trianon**	Twin Sc	5805	✠100A1	Cpn	*b*†	CL	1926	Odense	Wilh. Wilhelmsen	435·9	56·2	27·8	Tönsberg	Oil Engines 4S.C.SA	30 ″ 6
		Oil Eng.	5224	*withfreeboard*	~~Swa~~		6,36	2mo	Staalskibs-		456·3 (O.L.)			Norwegian	16Cy.24½″–43 1/16″	s 4 ″ 0½
LDCV		*ss* Osl. No. 3–12,37	3579	~~8,38~~ ~~8,38~~ 3,39					værft		P32′F46′	FK		7 *BH Cem*	DB *100lb* 951 NHP	26 ″ 7
		1 *Dk (Stl)* & *Shelter dk (Stl)*		✠LMC CS3,38					Odense					*AP to Sh dk*	Akt. Burmeistr & Wain, Cpn	
	D.F.	3rd *dk (Stl)* except in No. 5 hold		~~OBS10,36~~ 5,38 12,37				*Lloyd's*		*Cell D B* 387′ 1352*t*				5 ,, 2nd ,,)		
				Carrying vegetable oil in deep				*tank*		*Tanks between tunnels and at sides of tunnels* 199*t FP*				*T* 116*t APT* 128*t DTf* 30′ 840*t*		
								A&CP								

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross — Under deck. — Net	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers to which classed. If not in L.R. state Port of Registry.
85272 GYGL	**Triaster** (P)	Oil Eng. 1 Dk & Shelter dk	6032 4975 3564	✠100A1 *with freeboard* 11,38 DBS3,38 ✠LMC3,35	Syd M.I	*a*† CL	1935 3mo	Lithgows Ld. PortGlasgow	BritishPhosphate Commissioners (A.H.Gaze,C.B.E. *Mgr.*)	423·2 58·2 25·7 437·6(O.L.) P27'F52' FK	London British 7 *B Hpt Cem* *Coll to Sh dk* 6 „ 2nd „	Oil Engines 4S.C.SA 8Cy.29⅜"–59 1/16" 653NHP DB *100lb* J.G.Kincaid&Co.Ld.Grk.	29 " 0 s 4 " 6½ 24 " 7½	
	D.F. E.S.D.	*Ref.Mchy.* Cruiser Stern *Cargo battens not fitted*		*Lloyd's SA&CP* *Cell D Bu E* ✠ *f* 223'1220*t Tanks in way of tunnel*						*ks in way* 109'1225*t FPT* 257*t APT* 183*t*				
85273 GCCR	**Tribesman**	2 *Dks* Cruiser Stern	6242 5809 3777	✠100A1 8,389 ~~8,37~~ ✠LMC9,37	PGl Liv	*a*† CL	1937 9mo	Lithgows Ld. PortGlasgow	CharenteS.S.CoLd. (T.&J.Harrison, *Mgrs.*)	437·3 56·0 29·4 452·3(O.L.) P45'B114'F43 FK	Liverpool British 8 *B HCem* (1,,to2nd dk	T.3Cy.28",46"&81"–54" (*r*) 215lb *120lb* 582NHP 2DB(Spt),*12cf*,GS272, HS9062 D.Rowan&Co.Ld.Gls.	32 " 0 s 6 " 5⅜ 25 " 8½	
				Lloyd's SA&CP						*Cell D B* 365'1269*t DT a* 32'858*t FPT* 95*t APT* 70*t*				
85274 LDUB	**Tricolor**	Twin Sc Oil Eng. ss Osl. No.1–37 1 *Dk (Stl)* & Shelter dk (Stl)	6850 6013 4208	✠100A1 Osl *with freeboard* 12,38 ~~12,37~~ LMC CS9, BS6,3 5,36	*e*† CL ~~10,37~~ s 12,38		1933 5mo	NV Nederl. Schps. Maats. Amsterdam	Wilh.Wilhelmsen	479·1 61·1 29·0 P48'F46' FK	Tönsberg Norwegian 7 *B Hpt Cem* *Coll to Sh dk* 6 „ 2nd „	Oil Engines 2S.C.DA 12Cy.23⅝"–43 5/16" 2330NHP DB *100lb* Gebr.Stork&Co.N V. Hengelo	31 " 7 s 4 " 2 27 " 7	
	GyC.	3rd dk (Stl) except in after holds		*Lloyd's SA&CP* *Carrying fuel oil F.P. above* 150° F.						*Cell D B* 365'1345*t Tanks in way of tunnels* 515*t MT*		28'1318*t FPT* 176*t APT* 145*t*		
85275 GZFQ	**Tricula**	Oil Eng. 1 *Dk*, 2nd dk clear of cargo tanks	6221 5483 3616	✠100A1 8,38 ~~11,37~~ Sba Sng ✠LMC8,	*a*† CL		1936 8mo	Howaldts-werke A.G. Kiel	Anglo-Saxon PetroleumCo.Ld.	430·1 54·5 30·7 446·4(O.L.) P89'B41'F48' FK	London British 16 *B Hpt Ce n pt Asp*	Oil Engines 4S.C.SA 6Cy.25 7/8"–55⅛" 377NHP DB *180lb* Howaldtswerke A.G.Kiel	31 " 0 s 5 " 7½ 25 " 7	
	Mchy. Aft D.F. E.S.D.	Rudder electrically welded *Longitudinal framing at bottom & at deck* Cruiser Stern		*Carrying Petroleum in bulk*						*Cell D Bu E* 61'134*t D Tf* 25'255*t FPT* 102*t APT* 60*t*				
85276 GPKD	**Trident**	ss Shl. No.3–8,30 ~~ss Shl. No.1–31~~ ss Shl. No.2–38 1 *Dk (Stl)*	4317 3982 2689	✠100A1 ~~12,37~~ 12,38 Shl CTn ~~BS8,37~~ ✠LMC3,~~37~~ 5,38	*r* CL ~~6,37~~ 5,38		1917 9mo	Sunderlnd S.B.Co.Ld. Sunderland	QuaysideShipping Co.Ld.(Connell& GraceLd. *Mgrs.*)	375·0 51·1 25·3 386·5(O.L.) P29'B106'F38' FK	Newcastle British 6 *B HCem*	T.3Cy.25",42"&69"–48" (*r*) 180lb ~~200lb~~ *160lb* 371NHP 2SB,*6cf*,GS141,HS5892 N.E.MarineEng.Co.Ld.Sld	27 " 9 s 5 " 0½ 23 " 0	
	D.F.			*Lloyd's SA&CP* *Cell D B* 328'1051*t FPT* 83*t*						*APT* 148*t*				
85277 GJJZ	**Trienza**	Oil Eng. 1 *Dk* & Shelter dk	6378 5322 3502	✠100A1 *with freeboard* ~~5,37~~ ~~2,38~~ 8,39 ~~10,38~~ PGl Mel	CL		1938 2mo	Lithgows Ld. PortGlasgow	BritishPhosphate Commissioners (A.H.Gaze,C.B.E. *Mgr.*)	442·3 60·0 25·0 457·5(O.L.) P27'F43' FK	London British 7 *B Hpt Cem* *Coll to Sh dk* 6 „ 2nd „	Oil Engines 4S.C.SA 8Cy.29⅛"–59 3/16" 653NHP 2DB *150lb* J.G.Kincaid&Co.Ld.Grk.	29 " 4 s 3 " 9½ 25 " 9	
	E.S.D.	*Cargo battens not fitted* Cruiser Stern *Sparring omitted on oiltight bulkhead No. 2 hold*		*Lloyd's SA&CP* *Cell D B* 252'1356*t DT f* 16'708*t Tanks in way of tunnel*						*DT f* 16'708*t Tanks* 142'1789*t FPT* 244*t APT* 147*t*				
85278 DOKL	**Trifels**	Sub.Sig. 2 *Dks*	6198 5701 3771				1922	J.C.Teck-lenborg A.G Weser-münde-G.	DeutscheDmpfs-fahrts.Ges.Hansa	430·3 56·5 30·2 P60'B136'F57'	Bremen German *WB*	T.3Cy.29⅜",47½"&76½"–53⅛" &LPturbine 608NHP J.C.TecklenborgA.G.Wsm		G
85279 YTET	**Triglav**	ss Rot. No.2–38 ~~ss Rot. No.1–37~~ 1 *Dk (Stl)*	6363 5800 3853	✠100A1 5,38 ~~7,37~~ Rot	*a*† CL ~~4,38~~ 3,39		1929 8mo	W.Doxford & Sons, Ld. Sunderland	Jugoslavenski Lloyd a.d.	425·0 58·2 28·6 P35'B275'F34' FK	Dubrovnik Yugoslav 8 *B Hpt Cem* *pt Asp*	T.3Cy.27⅛",45"&75"–51" (*s*) 200lb 573NHP 3SB,*9cf*,GS184,HS8230 FD J.Dickinson&Sons,Ld Sld.	31 " 2 s 4 " 11½ 26 " 5½	
				Lloyd's SA&CP *Cell D Ba & u E* 150' *f* 196'1273*t DT a* 29'1334*t*						*f* 196'1273*t FPT* 133*t APT* 198*t*				
85280 GNRL	**Trigonia** (*ex* Marinula, *ex* Santa Margherita) *Mchy. Aft* D.F. E.S.D.	Twin Sc Oil Eng. ss Ams. No.3–5,28 ss Rot. No.2–86 2 *Dks (Stl)* & *Web frames* *Longitudinal framing*	7496 8784 4042	100A1 7,38 12,37 *Carrying Petroleum in bulk*	Rot CL ~~7,38~~ ~~6,37~~		1916 Barrow *Lloyd's SA&CP*	Vickers, Ld	Anglo-Saxon PetroleumCo.Ld.	440·0 54·3 36·4 P120'F97' FK	London British 19 *B Hpt Cem* (14 *to U dk* 5 „ 2nd „	Oil Engines 4S.C.SA 12Cy.26¾"–47½" 807NHP 2NDB21–*180lb* Werkspoor,Ams.	36 " 6 s 7 " 4½ 29 " 4½	
										Middle line BH in forward Cell D Bu E 66'148*t DT f* 27'35*t D Ta* 16'153*t FPT* 78*t APT* 76*t*				
85281 KOQF	**Trimountain** *Mchy. Aft*	*Fitted for oil fuel* 2 *Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	6389 — 3934				1919	Bethlehem S.B.Corp.Ld. Quincy, Mass.	TrimountainS.S. Corp.(B.L.Ship-pingCo.Inc. *Mgrs.*)	416·9 56·2 31·0 P101'B37'F33'	Wilmgton (Del.) Utd. States *WB*	T.3Cy.26 9/16",44"&74"–51" 391NHP BethlehemS.B.Corp.Ld. Quincy,Mass.		R
85282 GLCF	**Tringa**	ss Mch. No.3–11,37 1 *Dk (Stl)* & *Shelter dk (Stl)*	1930 1680 972	✠100A1 *with freeboard* ~~5,38~~ ~~11,37~~ Mch Bkn ✠LMC11,3	*l* CL 11,37		1925 4mo	C.Van der Giessen& Zonen'sSchps Krimpen	British&Conti-nentalS.S.Co.Ld.	290·5 43·1 19·1 FK	Liverpool British 6 *B HCem* (*Coll to Sh dk* 5 „ 2nd „	T.3Cy.21¾",35½"&57⅛"–41½" 200lb (*s*) 335NHP 3SB,*6cf*,GS114,HS5130 FD BurgerhoutEng.Wks.Rot.	21 " 3 s " 11½ 20 " 5¾	
										Cell D Ba 78' *u E* 20' *f* 124'417*t*				
										Lloyd's SA&CP		*FPT* 34*t APT* 16*t*		
85283	**Trinidad** (P) (*ex* Leeuwarden)	Twin Sc *Fitted for oil fuel* 2 *Dks* Cruiser Stern	991 — 572				1908	N.V. Werf. v/h.Rijkee &Co. Rotterdam	Cia. Anon. Venezolana de Nav.	214·2 40·2 9·1	La Guayra Venezuelan	C.4Cy.15¾"&31½"–14 3/16" 62NHP N.V.Alblasserdamsche Mchfbrk.Alblasserdam		V
85284 VSJC	— Wireless	Twin Sc *Fitted for oil fuel* 1 *Dk* Cruiser Stern	606 482 244	✠ ... 3,35	PGl		1931 3mo	Ferguson Bros.(Port Glasgow) Ld PortGlasgow	TrinidadGovern-ment	175·4 32·1 11·7 P24'B&F121' FK	Trinidad British 5 *B Hpt Cem* *pt Asp*	C.4Cy.12½"&26"–20" 100NHP 1SB *3cf*,GS46,HS1788 FergusonBros.(Port Glasgow)Ld.P.Gls.	12 " 6	
										Cell D Bu E 19'29*t FPT* 17*t APT* 40*t*				
										Lloyd's SA&CP				
85285 OFCA	**Trio** (*ex* Bothnia, *ex* Niord, *ex* YvesConseil, *ex* Golconda) *Well deck*	Iron ss Mmo.4th No.3–6,32 ss Osc. No.1–36 1 *Dk* & *pt Stl* & *pt Irn*) *Cargo battens not fitted*	1451 1193 848	✠100A1 ~~10,37~~ ~~Brs~~ NB10,07 ✠LMC MS2,36 ~~BS3,36~~ ~~Bs 3,36~~ ~~10,37~~	Skm *p* ~~06~~ 2,39		1884 12mo	W.Pickers-gill&Sons Sunderland A&CP	TrioS.S.Co.Ld. (C.S.Bergström, *Mgr.*)	262·2 35·4 15·4 260·0 Q102'B48'F32' FK pt N D07	Helsingfrs Finnish 4 *B H Cem*	C.2Cy.30"&~~30~~34"–39" (*s*) 85lb ~~90lb~~ 56½" 165NHP NDB10 *fitted* 13 2SB,*6pf*,GS90,HS2458 G.Clark,Sunderland	18 " 6 s 1 "10½ 16 " 10	
										DBa 76' *f* 101' 338*t APT* 11*t*				
85286 OUMS	— (*ex* Südwest–33, *ex* Erika Treess, *ex* Esther, *ex* Ablasserwaard) *Mchy. Aft*	1 *Dk*	493 391 250				1918	Gebr. van Diepen Waterhuizen	Dampskslsk. Trio A/S (Hans Svenningsen)	155·6 26·3 12·3 P50'F23'	Copnhagn Danish *WB*	T3Cy 11⅝"–18 1/16"&31½"–17 7/16" 45NHP N.V.Machinefabriek Fulton,Hoogezand		V
85287 GMNS	**Triona**	ss Mel. No.1–35 1 *Dk (Stl)* & *Shelter dk (Stl)* & *Web frames* *Cargo battens not fitted*	4413 3708 2590	✠100A1 *with freeboard* ~~3,38~~ 11,38 BS6,38 ~~BS6,37~~ MC3,35 *Fitted for oil fuel* 3,31	Mel *n* CL 12,36 *F.P. above* 150° F		1931 3mo	Harland& Wolff,Ld. Glasgow	BritishPhosphate Commissioners (A.H.Gaze,C.B.E. *Mgr.*)	389·5 54·1 24·5 401·0(O.L.) P32'F39' FK	London British 6 *B Hpt Cem* *Coll to Sh dk* 5 „ 2nd „	T.3Cy.25",42"&70"–48" (*s*) 200lb 534NHP 3SB,*9cf*,GS207,HS8106 FD J.G.Kincaid&Co.Ld.Grk.	27 " 0 s 2 " 9 24 " 5	
				Lloyd's SA&CP *Cell D Bu E & B* 44 *at sides of tunnel* 1178*t FPT* 111*t*						*f* 150'1049*t DT s a*		*APT* 63*t*		

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expiré. Lettre d'Boutonnement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Thames Port Rnl Trade
85288 7725 SGZD	**Trione** ssGot.No.1–36 *CruiserStern* 1 *Dk*(*Stl*) *Strengthened for Navigation in Ice* *Rudder electrically welded*	1599 1381 863	✠100A1 Got 1,39 ~~2,36~~ ~~B8[illegible]~~ ✠LMC1,36 1,39		*r*	CL 12.36	1931 3mo	Akt.Lindholmen-Motala Gothenburg *Lloyd's SA&CP*	Rederiaktieb. Unda (PerWallér, *Mgr.*)	268·0|40·3|16·1 278·2(O.L.) P26′B162′F23′ FK *CellDB215′524t*	Gothenburg Swedish *APT96t*	T3Cy17⅝″,28¾″&45½″–31½″ 200lb (*s*) FD 139NHP 2SB(Spt),*4cf*,GS48,HS1787 Akt.Lindholmen-Motala	18 ″ 10 s 1 ″ 3 17 ″ 8½	
85289 1621 IAST	**Tripoli** Wireless	1166 — 664					1921	N.Odero &Co. Foce,Genoa	ItalianNavy (OperatedbySoc. Anon.Coop.diNav. Garibaldi)	208·0|32·0|19·5	Genoa Italian	T.3Cy.15½″,24¾″&39⅝–25⅝″ 78NHP N.Odero&Co.Genoa		I
85290 429 IVBC	**Tripolino** (*ex*HighlandCoast–38, *ex*PrincessMelita) 1 *Dk*	1071 890 ~~444~~					1912	Ramage& Ferguson,Ld Leith	D.Tripcovich&Ci. Soc.Anon diNav. Rimorchi e Salvataggi	249·9|34·1|16·0 240·0 P&B148′F58′ *WB*	Trieste Italian	T.3Cy.20″,33″&54″–36″ 175NHP Ramage&Fergusn,Ld.Lth.		C
85291 404 ICKV	**Tripolitania** Ⓟ (*ex*Marzocco, *ex*WarTank) D.F. *Well deck* *Fitted for oil fuel* 1 *Dk*	2722 1771 1544	...				1918	Swan,Hunter&Wigham Richardson, LdSunderlnd	LloydTriestino Soc.Anon.diNav.	301·1|42·1|19·1 285·0 P25′Q71′B66′F32′ FK	Naples Italian *WB*	T.3Cy.25″,41″&68″–45″ 417NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 ″ 2	I †
85292 218311 KIMC	**Tripp** Sub.Sig. *Fitted for oil fuel* 2 *Dks*	5703 5230 3513	...				1919	North-west Steel Co. Portland,Or.	~~Lykes Bros. S.S. Co. Inc.~~ Ripley S.S Co.Inc. Lykes Bros.Steamship Co.,Inc.	409·8|54·2|27·7 P44′B115′F47′ FK	Galveston, Tex. Utd.States *WB*	DR gearedSteamTurbine 579NHP General Electric Co. Schenectady,N.Y.	30 ″ 2	R †
85293 209001 KLBJ	**Tristan** (*ex*Penobscot,*ex*Lairg, *ex*P L.M.2, *ex*Penobscot) *Mchy.Aft* 1 *Dk*(*Stl*) D.F. GyC. (*Self-Unloader*)	2294 — 1666	Cff 11.27 ✠NB12,21		*s*		1911	Gt.Lakes Eng.Works	BuckeyeS.S.Co. (J.T.Hutchinson. *Mgr.*)	253·0|43·7|24·7 F25′ FK *CellDB204′634t T*	Wilmingtn (Del.) Utd.States *5BHAsp opside tanks*	T.3Cy.21″,34½″&57″–42″ 291NHP 2SB,*6cf*,GS103,HS4320 Gt.LakesEng.Works,Det. 157′902t*FPT*137t*APT*35t	27 ″ 6	R †
85294 PIAU	**Trito** E.S.D. Sub.Sig.	1057 787 373					1921	N.V.Boele's Schp.&Mch. Slikkerveer	N.V.Maats"Zeevaart"(Hudig& Veder,*Mgrs.*)	231·9|36·2|13·3 P25′F23′ *WB*	Rottrdam Dutch	T.3Cy.18″,30″&48″–36″ 138NHP NVBoele'sSch&MchBolnes		V
85295 LCKZ	**Triton** TwinSc *OilEng.* ssOsl.No.2–38 ~~ssOsl.No.1–44~~ D.F. 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) 3rd *dk*(*Stl*)*except in after holds*	6607 5909 4045	✠100A1 Mmo *dt* *withfreeboard* ~~NYk~~ Osl ~~1,38 6,37~~ 10,36 10,38 ✠LMC CS8,38 DBS6,37 4 — 10,36 *Carrying cargo oil in deep tank&tanks in* F.P. *above* 150 *way of tunnels* F.		CL ~~10,36~~ S6,37 P9,38	1930 6mo *Lloyd's*	Kockums M.V.Aktieb Malmö *SA&CP*	Wilh.Wilhelmsen *CellDB362′1320t* *Tanks in way of tunnels* 495t *F*	461·9|60·6|28·9 P44′F40′ FK (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Tönsberg Norwegian 7*BH* NDB37–*100lb*	Oil Engines 4S.C.SA 16Cy.27⅛″–55⅛″ 1169NHP KockumsM.V.Akt.Malmo *PT*134t*APT*135t	31 ″ 7 s 4 ″ 1⅝ 27 ″ 7½	
85296 44 SVFS	— (*ex*QueenAlexandra, *ex*Elfland) ssShl.No.3–6,27 ssPir.No.2–36 1 *Dk*(*Stl*)	4211 4013 2670	✠100A1 Ant 10.37 ~~BS10,37~~ ✠LMC6,36 4,39		*x*	CL 10,37	1914 5mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's SA&CP*	George D.Gratsos Co.Ld. *CellDBal*	370·0|50·9|26·2 P22′B100′F35′ FK 17′*uE&B43′f*166′11	Ithaca Greek 6*BHCem* 20t*APT*140t	T.3Cy.25″,41″&69″–48″ (*s*) 180lb 371NHP 3SB,*9cf*,GS150,HS5895 N.E.MarineEng.CoLdNwc	28 ″ 9 s 5 ″ 4¾ 23 ″ 6	
85297 PIAY	— Ⓟ *Cruiser Stern* 2 *Dks*	2078 1741 1166					1928	Akt.Ges. "Neptun" Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	285·7|44·7|17·7 B70′	Amstrdam Dutch *WB*	T.3Cy.19″,31½″&51½″–35½″ 155NHP A.G."Neptun,"Rostock		V
85298 LOGV	— Ⓟ Pad *Fitted for oil fuel* 4 *Dks*	2000 — 984					1894	Scotswood S.B.Co.Ld. Newcastle	Cia.Argentina de Nav.Mihanovich, Ltda.	292·0|36·0|29·5	Bns.Aires Argentine	T.3Cy.30″,49″&75″–84″ 515NHP A.&J.Inglis,Glasgow		
85299 7206 SLGA	— (*ex*Patria–36,*ex*PhyllisSeed, *ex*Westmore,*ex*Portinglis) 1 *Dk*	*1869* *1696* *1101*					1908	Irvine'sSB &D.D.Co.Ld. W Hartlepool	RederiA/B Amfitrite(Fänges &Påhlssons Rederier,*Mgrs.*)	279·2|40·1|18·2 P25′B66′F29′ *WB*	Hlsngborg Swedish	T.3Cy.20½″,33″&54″–36″ 175NHP McColl&Pollock,Ld.Sld.		V
85300 DOKY	— Sub.Sig. D.F. 1 *Dk*	1620 1042 883					1920	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges."Neptun"	241·3|36·3|15·2 P11′Q70′B&F158′	Bremen German *WB*	T.3Cy19 7/16″,31½″&53½″–35⅝″ 168NHP A.G."Weser,"Bremen		G
85301 14 IVDB	**Triton Maris** (*ex*Triton, *ex*IuliaMantaca,*ex*GibelHamam, *ex*Southford,*ex*Melrose Abbey,*ex*FranzHorn) 1 *Dk*	1457 1058 895					1898	Akt.Ges. "Neptun" Rostock	Marittima RavennateSoc. Anon.	246·9|35·3|14·9 Q72′B112′F24′ *WB*	Ravenna Italian	T.3Cy.16⅜″,25½″&41⅜″–32½″ 99NHP A.G."Neptun," Rostock		I
85302 217457 KEND	**Triumph** *OilEng* Sub.Sig. 1 *Dk*&*Shelter dk*&*Web frames* GyC. *Longitudinal framing*	7573 7295 4825	...				1919	Bethlehem S.B.Corp. Alameda,Cal.	~~United States Maritime Commission~~ National Bulk Carriers,Inc	456·1|56·0|35·4 len29 FK	New York Utd.States *WB*	4 Oil Engines connected to Elec. Motor & Sc. Shaft 32Cy.20″–24″ 4S.C.SA NE29 1250NHP McIntosh&SeymourCorp. Auburn,N.Y.	38 ″ 0	R †

Now "Panamassachusetts," *see No.* 89578 *in Supplement*

85303 149833 GMZR	**Trocas** *OilEng.* *Mchy Aft* ssAms.No.2–35 D.F. E.S.D. *Cruiser Stern* 1 *Dk*(*Stl*) *Longitudinal framing at bottom* & *at deck*	7406 6761 4277	✠100A1 Sng ~~6,38 10,37~~ 1,39 ~~4 Hrs~~ DBS ~~—~~ ✠LMC8,35 1,39 *Carrying Petroleum in bulk*		CL ~~N5,35~~ 6,38	1927 6mo *Lloyd's*	Rotterdam Droogd.Maat Rotterdam *SA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE69′285*	440·4|59·5|32·7 456·6(O.L.) P99′B34′F58′ FK *DTf*32′284t*FPT*1	London British 15*BHpt Cem* 62t*APT*76t	Oil Engines 4S.C.SA 6Cy.32½″–59 3/16″ 602NHP 2DB*180lb* N.E.MarineEng.CoLdNwc	32 ″ 9 s 6 ″ 3⅜ 26 ″ 7½	
85304 145865 GDZB	**Troilus** Ⓟ 2 *Dks*&*lower dk* D.F. *in No.1 hold*	7422 6327 4658					1921	Scotts' S.B. &Eng.Co.Ld. Greenock	ChinaMutualS.N. Co.Ld.(A.Holt&Co *Mgrs.*)	459·1|56·2|32·5 P54′B165′F62′	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&Eng.Co Ld.		
85305 TUNP	**Trois-Ilets** (*ex*Orontes) 1 *Dk*	338 292 180					1920	Schiffs-u Dckbauwerft Flender Lübeck	Cie.Générale Transatlantique	139·0|22·5|11·8 B34′F20′	Fort de France French *WB*	C.2Cy.14¾″&22⅝″–15⅜″ 17NHP G.Seebeck A.G. Wesermünde-G.		V
85306 149462	**Troisdoc** *Mchy.Aft* 1 *Dk*	1925 1635 1146					1928	Swan,Hunter&Wigham Richardson, LdNewcastle	PatersonSteamships,Ld.	253·0|43·3|17·8 Q100′F35′	Ft.William British *WB*	T.3Cy.15″,25″&40″–33″ 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Date when last seen.	8 Built. When	By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; HP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of withdrawal from class.
85307 LDRM	**Troja** Oil Eng. ssOsl.No.2–36, ~~ssOsl.No.1–36~~ D.F. 1 Dk(Stl)&Shelter dk(Stl) 3rd Dk(Stl) except in after holds	6650 5970 4084	✠100A1 with freeboard	Osl	CL 7.36	1930 12mo	Akt.Burmeistr&Wain Copenhagen Lloyd's SA&CP	Wilh.Wilhelmsen	461·4|60·6|29·0 P46'F41' FK Cell D B318 1228t Tanks in way of tunnels 2	Tonsberg Norwegian 7BH	Oil Engines 4S.C.SA 16Cy.24½"–51⅛" 946NHP DB120lb Coll to Sh dk 6 „ 2nd „ 39' DTsa71 521tFPT129tAPT94t Akt.Burmeistr&Wain,Cpn	31 " 7 s 4 " 1 27 " 8	
85308 DHYB	— D.F. Sub.Sig 1 Dk Shelter dk	2390 2125 1375				1922	Howaldts-werke Kiel	Hamburg-Amerik Packetf.Act.Ges.	309·3|44·1|20·0 F39'	Hamburg German WB	T.3Cy.22",37⅜"&60¼"–39⅜" 228NHP Howaldtswerke,Kiel		G
85309 206129	**Trojan** (P) 3 Dks	**Pad** 2572 1309 1739				1909	T.S.Marvel S.B.Co. Newburg,NY	Hudson River Nav. Corp.	317·2|42·5|12·5	New York Utd. States	B 1Cy.70"–144" 452NHP W&A.Fletcher Co.Hoboken		
85310 148498 GKMW	**Trojan Star** (ex Trojanstar, ex La Pérouse) 2 Dks(Stl)&Shelter dk(Stl–ws) Ref.Mchy. D.F.	**TwinSc4Mast** ssNwc.No.3–4,29 ~~ssShl.No.1–34~~ ssLon.No.2–38	9037 8320 5620 ✠100A1 Shelter dk with freeboard ~~3,38~~ 2,39 Fitted for oil fuel 1 2,24 F.P. above 150° F.	Bkn Gls d†	CL 9.36	1916 11mo	Atel.&Ch. de France Dunkirk Lloyd's SA&CP	Blue Star Line Ld.	473·8|60·0|36·6 495·0(o.l.) Bon Shelter dk 189' F48' FK Cell DB388' 1502t FPT	London British 7BH Cem	T.6Cy.24",38½"&64½"–45" &L.P.turbines with DR gearing & hydraulic couplings 200lb (r) 1129NHP 5SB,20cf,GS333,HS15850 FD Atel.Ch.de France,Dnk.	39 " 5 s 9 " 1½ 30 " 7	
85311 LFDN	**Trolla** (ex Ringaas) 1 Dk	1598 1189 938				1923	Laxevaags Msk.&Jrnskl. Bergen	Skibs A/S Trolla (Karl Torkildsen H80t	245·9|37·9|15·7 P62tQ109tB124t	Tr'ndheim Norwegian WB	T.3Cy.18½",29"&49"–43" 138NHP Laxevaags Msk.&Jrns.Bgn		N
85312 6823 SLJA	**Trolleholm** Oil Eng. ssGot.No.3–4,35 D.F. 1 Dk(Stl)&Shelter dk(Stl) Cruiser Stern	**TwinSc** 5047 4706 3124 ✠100A1 Shelter dk with freeboard 3,38	Mmo x	OG 12.37	1922 5mo	Kockums M.V.Aktieb. Malmö Lloyd's SA&CP	Aktieb.Svenska Amerika Mexiko Linien (E.Carlson. Mgr.)	377·9|51·3|30·6 381·3(o.l.) B79'F38' on Shelter dk FK Collision BH to Sh dk 5 „ „ U „ Cell DB323 1134t FPT76tAPT61t	Gothenbrg Swedish pt Cem	Oil Engines 4S.C.SA 12Cy.21½"–28½" 528NHP DB100lb Akt.Burmeistr&Wain,Cpn	34 " 1 s 9 " 6 24 " 9½	
85313 LJOX	**Troma** Oil Eng. D.F. E.S.D. 1 Dk&Shelter dk Cruiser Stern	5029 4627 3051 ✠100A1 with freeboard 12,38 ~~3,80~~ ~~LMC~~ Carrying vegetable oil in deep tank	Bkn Rot	CL	1937 8mo	Wm.Dox-ford&Sons Ld Sunderland Lloyd's SA&CP	A/S J.Ludwig Mowinckels Rederi	425·4|54·4|26·2 439·2(o.l.) FK Cell DB346 1174t MT	Bergen Norwegian 7BHpt Cem (Coll to Sh dk 6 „2nd „)	Oil Engines 2S.C.SA 3Cy.20½"–81½" 388NHP 2DB120lb Swan,Hunter&Wigham Richardson,Ld.Nwc. 11 1236t APT177t	28 " 3 s 3 " 4½ 25 " 6	
85314 LFDQ	**Tromösund** (P) 2 Dks	732 617 392				1928	Nylands Verksted Oslo	A S Arendals Dampskslsk.	172·9|28·9|18·9	Arendal Norwegian WB	C.4Cy.(2)12½",&(2)27⅜"–27⅜" 67NHP Nylands Verksted,Oslo		N
85315 PIBH	**Trompenberg** ssAms.No.3–3,32 ssRot.No.1–36 1 Dk(Stl) Cargo battens not fitted	1995 1774 1173 ✠100A1 ~~2,38~~ 1,39	Rot r	OG S12.36	1919 7mo	A.Vuijk& Zonen Capelle a/d Ysel	N.V.Stoomb Maats "Hillegersberg" (Vinke&Co. Mgrs.) A&CP	~~280·5|40·1|19·0~~ 281·3|40·3 P23 B74 F24' FK Cell DB244'543t FPT 81t APT41t	Amstrdam Dutch 4BH Cem	T.3Cy.20",33⅛"&53⅛"–36" 180lb (s) 204NHP 2SB,6cf,GS98,HS3424 Alblasserdam Msch.Fab.	21 " 4 s 3 " 0½ 18 " 6	
85316 LCXZ	**Trondanger** Oil Eng. Ref.Mchy. D.F. 1 Dk&Shelter dk	6826 6013 4229				1932	NV Nederl. Schps. Maats. Amsterdam	Westfal-Larsen& Co.A S	464·4|61·2|27·4 P97'F22t	Bergen Norwegian WB	Oil Engines 2S.C.DA 7Cy.27½"–47½" 1842NHP Stork Gebroeders&Co. Hengelo		N
85317 LFDS	**Trondenes** (P) (ex Trondenæs–36) 1 Dk&Awng dk	321 292 181				1900	Trndhjms Mek.Værks Trondheim	A/S Troms Fylkes Dampskibsselskab	137·8|21·2|15·6 H29t	Tromsö Norwegian	T.3Cy.11½",18½"&30"–20" NB10 40NHP Trndhjems M.V.Trndheim		
85318 OXPB	**Trondhjem** (P) Wireless D.F. 2 Dks	1399 1272 826				1923	Helsingörs Jernsk.&Msk Elsinore	Det Forenede Dampskibs Selsk.	231·1 35·2 21·1	Copnhagn Danish WB	T.3Cy.18",30"&50"–36" 150NHP Helsingörs Jernsk.&Mskb.		V
85319 LFDT	— (ex Multedo) 2 Dks	1147 996 653				1923	N.Odero fu A.&Co. Sestri Pnente	A/S Nordenfjeldske Dampskslsk.	198·7 34·0 19·6 B103'F23'H18'	Tr'ndheim Norwegian WB	T.3Cy.15½",24⅞"&39¾"–25⅝" 79NHP N.Odero fu A,Sestri Pnente		N
85320 LDCX	**Trondhjemsfjord** Fitted for oil fuel 3 Dks	6753 4851 4147				1922	Napier& Miller,Ld. Glasgow	A/S Den Norske Amerikalinje	421·7|55·8|26·5 F40 344	Oslo Norwegian WB	2 Steam Turbines DR geared to 1 Sc. Shaft Cammell Laird&Co.Ld. Birkenhead		N
85321 145738 GKBQ	**Trongate** (ex Snowdon) ssNwc.No.3–2,36 1 Dk(Stl)&Shelter dk(Stl)	3979 3632 2414 ✠100A1 with freeboard ~~3,37~~ LMC MS12,36 BS~~4,37~~ 3,38	Phl y	CL 1.37	1924 1mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd's SA&CP	Redgate S.S.Co.Ld. (Turnbull,Scott& Co. Mgrs. Cell D B336 1150t FPT180t	380·3|51·9|23·4 F28' FK	London British 6BH pt Cem 5 „ to 2nd dk APT130t	T.3Cy.25",41"&68"–48" (s) 180lb 381NHP 3SB,9cf,GS150,HS6330 N.E.Marine Eng Co.Ld Nwc	26 " 0 s 2 " 6½ 23 " 7½	
85322 141680 VGCZ	**Trontolite** Oil Eng. Mchy.Aft D.F. ssMtl.No.3–6,29 ssSt.J.No 1–34 2 Dks(Stl)&Web frames Longitudinal framing	7115 6271 3586 ✠100A1 1.37 25,25 Carrying Petroleum in bulk	Hfx n†	CL 3.37	1918 2mo	Skinner& Eddy Corp. Seattle,Wash A&CP	Imperial Oil Ship-ping Co.Ld.(H.J. Rahlves, Mgr.) Cell D Bu E&B63' a Bunker 12'18	428·0|57·0|31·5 P98 B41 F37 FK St DT 736 157t FPT	Montreal British 18BH	Oil Engines 2S.C.SA 6Cy.25 9/16"–51 5/8" 680NHP DB190lb Fried Krupp Germania Wft. Kiel 199t APT66t	31 " 7 s 5 " 8½ 26 " 1½	
85323 LJLG	**Tropic Sea** (ex Indien–38) Oil Eng ssCpn.No.3–10,32 1 Dk(Stl)&Awng dk(Stl) ssRot.No.1–38	**TwinSc3Mst** 5781 5473 3560 ✠100A1 Awng dk with freeboard ~~1,37~~ 1,39	Ven y Rot NO	CL ~~1.36~~ 3.38	1920 10mo	A/S Nak-skov Skibs. Nakskov Lloyd's SA&CP	Skibs A/S Tropic (Alf.Jakhelln, Mgr.) Cell D B342'1140t between tunnels 68'	390·8|53·3|34·3 F36' on Awning dk FK Collision BH to Aw dk 4 „ „ U „ FPT70tAPT110t	Oslo Norwegian pt Cem	Oil Engines 4S.C.SA 12Cy.24⅛"–37⅛" 717NHP DB100lb Akt.Burmeistr&Wain,Cpn.	36 " 6 s 9 " 7½ 27 " 2	
85324 LJMM	**Tropic Star** (ex Ashburton–37, ex Yomah) Oil Eng. D.F. 2 Dks	5088 4770 3164			1926	W.Denny &Bros.Ld. Dumbarton	Skibs A/S La Plata (Alf.Jakhelln, Mgr.)	400·4|52·3|28·4 P67'B116'F39'	Oslo Norwegian WB	Oil Engines 2S.C.SA 6Cy.23⅝"–41½" 582NHP W.Denny&Bros.Dmb.		C

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom. s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Si renouvellement maintenant à Lloyd's Register	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Remarques où cote ✠ si n'est dans le L. R. Durée. Cert. R. of Trade.
85325	**Tropical** (*ex*Effie Gray)	**Iron 3 Mst**	*388*	✠	Lon	*f*		1891	Murdoch & Murray	Cia. Naviera de Cuba S.A.	141·8	25·0	10·9	Havana	T.3Cy.13½",21½"&34"–27"	12 " 1	
		*ss*Ham.3rdNo.3–7,22	*267*	8,27				11mo	Port Glasgow		Q72'B9'F24'			Cuban	60NHP		
	Mchy.Aft	*ss*Hul.No.1–26	*155*										BK7'		3BHCem		
		1 *Dk*(*1rn*)											*FPT45t APT4t*		1SB,3*pf*,GS38,HS1216		
															Muir&Houston,Glasgow		
85326	**Trottiera** (*ex*Tankschindler,		6205			...		1901	Armstrong Whitworth & Co.Ld. Newcastle	Compagnia Italiana Marittima	436·9	52·0	32·3	Venice	T.3Cy.27½",46"&77"–48"	34 " 0	I
240	*ex*British Earl,	*Fitted for oil fuel*	5859								420 3		32·7	Italian	NB21 511NHP		†
ICKR	*ex*Pinna)	2 *Dks & Web frames*	3659								P100'B20'F56'						
	Mchy.Aft	*Carrying Petroleum in bulk*											FK	*WB*	N.E.Marine Eng Co Ld. Nwc		
	D.F.																
85327	**Troubadour**	*ss*N.Yk.No.1–37	5808	✠100A1	N Yk	*y*	CL	1920	J L Thompson & Sons Ld. Sunderland	Wilh. Wilhelmsen	395·1	53·3	24·7	Tönsberg	T.3Cy.27",44"&73"–48" (*s*)	35 " 0	
		*ss*N.Yk.No.3–7,33	—	*Shelter dk*				11mo					32·7	Norwegian	&L.P.turbine with D.R.	s 9 " 4	
LDCY		3 *Dks Cruiser Stern*	3668	*with freeboard*							F31'*on Shelter dk*			*Cem*	gearing&hydraulic coup-	25 " 11	
				1,39 8,37	✠LMC		1,39	*Lloyd's*	*A1 CP*				FK	*2BH to W dk*	ling 180lb 597NHP		
				MS7,42	BS8,37	8,38								4 " " *2nd* "	3SB,*9cf*,GS190,HS7668	FD	
				Carrying oil fuel F.P. above						*Cell DB*	*B342'882t APT82t*				Palmers'Co.Ld. Newcastle		
				Fitted for oil fuel 11,20			*F.P. above*	150°F		*and D Bu B & De epTank*	*MT27"618t*						
								above 150° F.									
85328	**Troutpool**	*ss*Shl.No.3–4,39	4886	✠100A1	Shl	*y*	CL	1927	W.Gray & Co.Ld. W Hartlepool	The Pool Shipping Co.Ld.(Sir R. Ropner&Co.Ld. *Mgrs.*)	390·0	55·0	26·4	W.Hartlpl	T.3Cy.~~35½~~",40"&71"–48" (*s*)	28 " 9	
139243			4624	11,33 2,38	1,39 Bry		2,38	5mo			P30'B220'F40'	FK		British	180lb 25⅝" 439NHP	s 4 " 5¾	
GNCF	**D.F.**	1 *Dk*(*Stl*)	3023		✠LMC			*Lloyd's*	*A1 CP*	*Cell DB*	345'1041*t FPT180t*			6BHCem	3SB(Spt)*9cf*,GS190,HS7614	24 " 6½	
											APT179t				Cen.Mar.Eng.Wrks.W Hpl		
85329	**Troy Socony**	**Twin Sc**	943					1923	Sun S.B.& D.D.Co. Chester,Pa.	Socony-Vacuum Oil Co.Inc.	253·9	37·6	13·0	New York	Oil Engines 4S.C.SA		
222945		*Oil Eng.*	—											Utd. States	12Cy.12½"–18" 183NHP		
KLIQ		*Carrying Petroleum in bulk*	601											*WB*	McIntosh&Seymour, Auburn,N.Y.		
	Mchy.Aft	1 *Dk*															
85330	**Troyburg** (*ex*Achaia,		2288					1923	J.Frerichs & Co.A.G. Einswarden	Flensburger Dampfercompagnie Harald Schuldt & Co.	296·2	42·8	19·6	Hamburg	T.3Cy.21⅝",35⅝"&55⅞"–35⅝"		G
	*ex*Hanna Kimme)		2011								Q36'B179'F36'			German	180NHP		
DHYC	Sub.Sig.	1 *Dk*	1368											*WB*	J.Frerichs&Co.		
															A G.Osterholz		
85331	**Trsat** (*ex*Allie)		*1369*					1919	Forth S.B. & E.Co.Ld. (Jeffrey's) Alloa	Kvarner Brodarsko D.D.	235·6	36·2	15·4	Bakar	T.3Cy.18",30"&50"–33"		C
			1045								Q130'B16'F31'			Yugoslav	144NHP		
YTEU	*Mchy.Aft*	1 *Dk*	*738*											*WB*	Forth S.B.&E.Co.Ld. (Jeffrey's) Alloa		
85332	**Trude Schünemann**		1260			...		1906	W. Harkess & Son,Ld. Middlesbro'	Otto Schünemann (E.Haubuss Schiffahrtsges m.b.H. *Mgrs.*)	229·1	35·6	14·9	Stettin	T.3Cy.17½",29"&48"–33"	17 " 2	G
	(*ex*Taarnborg)		967								Q82'B59'F31'			German	130NHP		†
DATA	*Well deck*	1 *Dk & deep framing*	781									FK		*WB*	MacColl&Pollock,Ld.Sld.		
85333	**Trujenik Morya** (*ex*Eros)		452					1892	P.Larsson Thorskog	U.S.S.R.	148·9	24·4	13·4	Odessa	C.2Cy.18"&30"–22"		
			341								Q44'F18'			Russian	NB05 35NHP		
UOJW		1 *Dk*	242												Thorskog M.V.Thorskog		
85334	**Truro**	*ss*Hul.No.1–39	974	✠100A1	Hul	*n*	OG	1922	J.Duthie Torry S.B.Co. Aberdeen	Ellerman's Wilson Line,Ld.	228·0	34·2	13·8	Hull	T.3Cy.14½",24¾"&41"–30"	16 " 0	
146434		*ss*Hul.No.3–8,34	841	1,~~30~~ 2,38			~~1,38~~ 12,38	3mo			P&B143'F52'	FK		British	200lb (*s*) 128NHP	s " 7	
MKYC	*Well deck*	1 *Dk*(*Stl*)	548	10,38	✠LMC			*Lloyd's*	*A1 CP*	*Cell DB*	*B195'272t APT29t*			5BHpt Cem	2SB,4*pf*,GS70,HS2280	15 " 7½	
		Cruiser Stern		MS9,34	BS12,~~38~~ 12,38									*pt Asp*	Earle's Co.Ld.Hull		
85335	**Truth** (*ex*Ariadne Christine)		3655	✠100A1	Sfj	*w*	CL	1910	J L Thompson & Sons,Ld. Sunderland	A/S Skjelbreds Rederi (O.A.T. Skjelbred, *Mgr.*)	356·0	50·5	21·8	Xiansand	T.3Cy.25",41"&67"–45" (*s*)	24 " 3	
		*ss*Stv.2nd No.3–2,33	3252	5,38 11,25	4,39 Rot		~~1,37~~	5mo			P27'B206'F33'	FK		Norwegian	180lb *85lb* NDB27 337NHP		
LDCZ		1 *Dk*(*pt Irn pt Stl*)	2227		✠LMC		~~11,37~~ 5,38	*Lloyd's*	*A1 CP*	*Cell DB a*	125' *a E & B*			6BHCem	2SB,*6cf*,GS126,HS5337		
		*ss*Rot.No.1–38					8,39				*f*147'1007*t FPT*			62*t APT66t*	Blair&Co.Ld.Stockton		
85336	**Truvor** (*ex*Sleipner)		1151					1895	Act.S. Burm'str&Wains Mas.og Skibs. Copenhagen	U.S.S.R.	171·5	40·2	26·0	Leningrad	T.3Cy.25~~½~~",40½"&63½"–		
		(*Icebreaker*)	1088											Russian	36⅝" 246NHP		
UNZQ		1 *Dk & Awng dk*	—											*WB*	NE&B17		
	Wireless														Becker&Co.,Reval		
85337	**Truxton**	**Twin Sc**	433					1903	Navy Yard Norfolk,Va.	Seaboard S.S.Corp. (Standard Fruit& S.S.Co. *Mgrs.*)	264·5	23·0	14·0	Bluefields	Oil Engines 2S.C.SA		
Burnt 9,38	(*ex U.S.Navy Vessel*)	*Oil Eng.*	—											Nicaraguan	12Cy.10"–13"NE29 211NHP		
YNAB	Wireless	1 *Dk 2 tr B*	374												Atlas Imperial Diesel Eng. Co.Oakland		
85338	**Tseang Tah**	**Twin Sc**	769					1915	Kiangnan D.&E.Wks. Shanghai	China Import& Export Lumber Co. Ld.	204·3	35·1	11·8	Shanghai	T.6Cy.10",16"&26"–18"		
135865			694											British	68RHP		
MMZN		1 *Dk*	475												Kiangnan D.&E.Wks.Shi.		
85339	**Tseng Yuan** (*ex*Hsing Hwa–37,		1424					1896	Howaldtswerke Kiel	Yung Yuan S.S.Co.	238·5	32·4	20·7	Chefoo	T.3Cy.17⅛",27⅝"&43⅜"–24⅞"		
	*ex*Kiyo Maru–34, *ex*Else)		1277								B51'F27'			Chinese	94NHP		
		1 *Dk & Spar dk 3 tr B*	1058											*WB*	Howaldtswerke,Kiel		
85340	**Tsenglee**		961					1918	Osaka Iron Works Osaka	Ching-Kee S.N.Co. Ld.	190·0	31·0	18·5	Chefoo	T.3Cy.		
			—											Chinese			
XNCZ	Wireless		548														
85341	**Tsinan** (P)		2994					1930	Taikoo D.&E Co.of H.Kg.Ld. Hong Kong	China Nav.Co.Ld.	312·0	45·2	22·7	London	T.3Cy.20½",33"&53"–29"		
154042			2511								P41'Q43'B94'			British	149NHP		
GPKL		2 *Dks*	2100											*WB*	Taikoo D.&E.Co. of H.Kg.Ld. H.Kg.		
85342	**Tsing Fat** (*ex*Shiratori Maru–35)		329					1921	Ohara Matsunosuke Osaka	Hop Hing Hong (Far East Shipping Co.Ld. *Mgrs.*)	120·0	22·5	14·2	Canton	T.3Cy.10½",17"&28½"–20"		
			283								B14'			Chinese	36NHP		
		2 *Dks*	198												Taisho Tekkosho,Osaka		
85343	**Tsingtao Maru** (P)	**Twin Sc**	4017					1930	Mitsubishi Zosen Kaisha Kobe	Dairen Kisen K.K.	360·0	46·0	28·5	Dairen	4 Steam Turbines SR		
398	(*ex*Choshun Maru–34)		3027								B36'F42'			Japanese	geared to 2 Sc. Shafts		
JPLC	*Cruiser Stern*	2 *Dks*	2182											*WB*	Mitsubishi Zosen Kaisha Ld.		
85344	**Tsiolkovsky**		2847					1935	NV Nederl. Schps.Maats Amsterdam	U.S.S.R.	285·1	49·0	20·5	Leningrad	Oil Engines 2S.C.SA		
	(*ex* Waleri i Meshlauk–38)	*Oil Eng.*	2003								P69'F28'			Russian	6Cy.21¼"–35~~½~~" 472NHP		
	D.F. E.S.D. GyC.	1 *Dk*	1367											*WB*	Machinefabriek Gebr Stork &Co.N.V.Hengelo		
	Mchy.Aft	*Cruiser Stern*															

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material. Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or Re-plced Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trial Cert.
85345 30468 JYNA	**Tsugaru Maru** (P) *Cruiser Stern* D.F. CyC.	TwinSc (*Ferry*) 2 *Dks*	3484 2291 1273					1924	Mitsubishi Zosen K.K. Nagasaki	Japanese Government (Railway Dept.)	350·0	52·0	22·0	Tokyo Japanese *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Mitsubishi Zosen Kaisha, Ld		
85346 11858 JGPF	**Tsukinada Maru** (P) (*ex* Uwajima Maru No. 12–36)	Sp 2 *Dks*	534 — 307					1908	S. Ono Osaka	Tosa Syosen K.K.	155·1	22·8	16·0	Yawata Japanese	T.3Cy. 13½", 21½" & 34½"–20" 52 NHP S. Ono, Osaka		
85347 31186 JIFB	**Tsukushi Maru**	1 *Dk*	1858 1705 1117	...				1925	Osaka Iron Works, Ld. Osaka	Kaijima Tanko K.K.	275·0 B60′ F28′	41·0	20·5 FK	Shimonoseki Japanese *WB*	T.3Cy. 18", 30" & 50"–36" 211 NHP Osaka Iron Works, Ld. Osa.	20 " 6	
85348 32524 JOJB	**Tsukushi Maru No. 2**	1 *Dk*	2418 2084 1423	...				1926	Uraga Dock Co. Ld. Uraga	Kaijima Tanko K.K.	300·4 P19′ B68′ F28′	43·5	22·2 FK	Shimonoseki Japanese *WB*	T.3Cy. 19", 31½" & 52"–39" 264 NHP Uraga Dock Co. Ld. Uraga	22 " 3	
85349 32550	**Tsukushi Maru No. 3** *Mchy. Aft*	1 *Dk*	999 840 537					1927	Kobe Steel Works, Ld. Harima Dkyd.	Kaijima Tanko K.K.	225·3 P66′ B15′ F22′	33·5	16·7	Shimonoseki Japanese	T.3Cy. 14½", 24½" & 40"–30" 88 NHP Kobe Stl Works, Ld. Harima		
85350 18490 JPAD	**Tsuruga Maru** *ss* Yka. No. 3–9, 35	TwinSc 2 *Dks (Stl)*	6988 6468 4284	✠ 100A1 Nag 12,37 BS12,37 ✠ LMC 3,35		CL	12,37	1916 6mo	Mitsu Bishi Dkyd & E Wks Nagasaki	Nippon Yusen K.K. *Lloyd's*	445·0 462·6 (o.l.) P35′ B138′ F35′ FK *Cell D B392′ 13388 t*	58·0	34·0 *7 BH Cem DT sa* 42′ 1355 *t FPT* 58 *t APT* 62 *t*	Tokyo Japanese	T.6Cy. 20½", 33½" & 56"–48" 2000 lb (s) 620 NHP 4 SB (Spt), *12cf*, GS225, HS8903 FD Mitsu Bishi D. & E. Wks. Nag	34 " 0 s 7 " 6 26 " 8	
Now "Turuga Maru" ... 90235 in Supplement																	
85351 27909 JOVA	**Tsurugisan Maru** (*ex* Brookway, *ex* Marshal Plumer, *ex* Campus. *ex* Norfolk Range) *Spar dk 2 tr B & deep framing*		3108 2861 1886	...				1905	Irvine's S.B. & D.D. Co. Ld. W Hartlepool	Awanokuni Kyodo Kisen K.K.	325·0 P33′ B100′ F32′	47·1	13·8 22·6 FK	Komatsushima Japanese *WB*	T.3Cy. 24 7/16", 38" & 64"–42" 275 NHP Richardsons, Westgarth & Co. Ld. Hpl.	10 " 24	C †
85352 28724 JRVE	**Tsuruha Maru** (P)	2 *Dks*	361 287 191					1922	Harada Zosen K.K. Osaka	Setsuyo Syosen K.K.	130·0	22·5	14·5	Osaka Japanese	T.3Cy. 11½", 19" & 32"–22" 48 NHP		
85353 17757 JMAD	**Tsushima Maru** *ss* Yka. No. 3–4, 26 *ss* Yka. No. 2–34	TwinSc	6754 6284 4200	✠ 100A1 Yka *b* † 9,37 BS9,37 ✠ LMC 1,34		CL	34,36 P10,36	1914 10mo	Russell & Co. Pt. Glasgow *Lloyd's*	Nippon Yusen K.K. *Cell D B366*	444·4 P35′ B138′ F39′ FK 1376 *t DT sa* 39′ 1239 *t*	58·2	31·3 *7 BH Cem APT* 36 *t*	Tokyo Japanese	T.6Cy. 20", 33½" & 56"–48" (s) 2000 lb 619 NHP 4 SB, *12cf*, GS217, HS8892 FD D. Rowan & Co. Glasgow	34 " 0 s 7 " 4½ 26 " 11	
Now "Tusima Maru," see No. 90230 in Supplement																	
85354 19288 JYMD	**Tsuyama Maru** *ss* Yka. No. 3–11, 28 *ss* Kob. No. 2–36 D.F.	TwinSc 2 *Dks (Stl)*	6963 6469 4280	✠ 100A1 Kob *b* † 9,37 BS9,37 ✠ LMC 10,36 *Fitted for oil fuel* 9,23 *Adapted for carrying oil fuel* 11,28		CL PN4,38 SN 10,35 *F.P. above* 150° F. *F.P. above* 150° F. *in D & E deep tanks*		1916 10mo	Mitsu Bishi Dkyd & E Wks Nagasaki *Lloyd's*	Nippon Yusen K.K. *Cell D B392′ 13388 t*	445·0 P35′ B138′ F35′ FK *DT sa* 42′ 1361 *t DT s f* 1500 *t*	58·0	34·0 *7 BH Cem FPT* 58 *t APT* 62 *t*	Tokyo Japanese	T.6Cy. 20½", 33½" & 56"–48" 2000 lb (s) 620 NHP 4 SB (Spt), *12cf*, GS225, HS8903 FD Mitsu Bishi D. & E. Wks. Nag	34 " 0 s 7 " 6½ 26 " 8	
Now "Tuyama Maru," see No. 90242 in Supplement																	
85355 UOWT	**Tsyurupa** *Oil Eng.*	2 *Dks*	2081 1819 1064					1932	S.B.Y. "61 Kommunar" Nicolaieff	U.S.S.R.	270·4 P31′ B62′ F28′	39·8	22·5 *WB*	Odessa Russian	Oil Engines 2S.C.SA 6Cy. 18½"–32½" 358 NHP Komintern Wks. Kharkov		
85356 DOGZ	**Tübingen** (*ex* Delaware) *ss* Kel. No. 3–10, 29 *ss* Bmn. No. 1–33 *1 Dk (Stl) & Shelter dk (Stl) Straight frames, bevelled bilge aft* D.F. Sub.Sig. *Cruiser Stern Fitted for oil fuel*		5453 5161 3287	✠ ... Bmn 3,36				1920 12mo	Furness S.B. Co. Ld Haverton Hill on Tees	Hamburg-Bremer Afrika-Linie G.m.b.H. (Woermann-Linie A.G. Deutsche Ost Afrika-Linie *Mgrs*) *Cell D B352′ 1432 t*	401·5 F79′ len & new fore end 29	52·2	31·0 FK *FPT* 140 *t APT* 142 *t*	Bremen German *7 B Hpt Cem* (4 *to Sh dk* 3 " 2 *nd* ")	T.3Cy. 26", 41 7/16" & 73"–48" 538 NHP 3SB, *9cf*, GS192, HS8166 Richardsons, Westgarth & Co. Ld. Sld.	33 " 6	G †
85357 118410 VPCC	**Tuck-Wo** *ss* Shi. No. 3–7, 37 *1 Dk & Shelter dk* (*DAMAGED BY AIRCRAFT 12,37*)	TwinSc	3770 1673 2355	7,37 Shi *For Service on the Yangtsze River*				1904	Lon. & Gls. Co. Ld. Glasgow	Indo-China Steam Nav. Co Ld.	330·0 F49′	46·1	14·2	Hong Kong British	T.8Cy. (2) 17" (2) 28" (4) 31"–33" 2SB London & Glas. Co. Ld. Gls.		
85358 DHFX	**Tucuman** (*ex* Eifel–37, *ex* Doris, *ex* Comino, *ex* Ardgorm) *ss* Ham. No. 3–8, 30 D.F. Sub.Sig.	2 *Dks (Stl)*	4621 4307 2895	✠ ... Ham *y* 6,34				1918 6mo	Russell & Co. Port Glasgow	Hamburg-Süd-Amerik. Dampfschiff. Ges.	384·1 P34′ B111′ F47′ FK *Cell D B334′ 10299 t*	51·8	26·3 *6 B H Cem APT* 20 *t*	Hamburg German	T.3Cy. 26", 43" & 70"–48" 488 NHP 3SB, *9cf*, GS170, HS7345 Rankin & Blackmre, Ld. Grk	29 " 0	G †
85359 148899 GMPL	**Tucurinca** *Ref. Mchy.* Sub.Sig. D.F. E.S.D.	2 *Dks & 2 pt dks*	5412 4662 3334					1926	A. Stephen & Sons, Ld. Glasgow	Elders & Fyffes, Ld.	401·0 P42′ B155′ F41′	51·2	30·1	Glasgow British *WB*	T.3Cy. 27½", 46½" & 78"–54" 447 NHP A. Stephen & Sons, Ld. Gls.		C
85360 LDNB	**Tudor** *Oil Eng.* *ss* Sfj. No. 2, 38 *1 Dk (Stl) & Shelter dk (Stl) 3rd dk (Stl) except in after holds* D.F.	TwinSc	6607 5909 4045	✠ 100A1 Sfj *d* † *with freeboard* 8,38 ... MC CS4,38 DBS ... 5,36	Got	CL PN4,38 ... 83,39		1930 4mo	Kockums M.V. Aktieb Malmö *Lloyd's*	Wilh. Wilhelmsen *Cell D B362′ 1320 t*	461·9 P44′ F40′ FK	60·6	28·9 (*Coll to Sh dk* 6 " 2 *nd* ") *Tanks in way of tunnels* 495 *t*	Tönsberg Norwegian *7 B H*	Oil Engines 4S.C.SA 16Cy. 27 5/8"–55½" 1169 NHP DB *100 lb* Kockums M.V. Akt. Malmö *FPT* 134 *t APT* 135	31 " 7 s 4 " 1½ 27 " 7½	
85361 143407 GCFB	**Tudor Star** (*ex* Empire Star–35, *ex* Empirestar) *ss* Nwc. No. 3–8, 32 *ss* Nwc. No. 1–37 *2 Dks (Stl) & Shelter dk (Stl) Ref. Mchy.* 3rd *Dk (Stl) in Nos. 1 & 2 holds*		7199 5356 4524	✠ 100A1 Nwc *a* † *Shelter dk* Liv *with freeboard* 7,38 ... LMC MS8,38 BS4,37 Lloyd's RMC ... *Fitted for oil fuel* 2,20 *F.P. above* 150° F.		CL 8,37 6,38		1919 12mo	Lithgows Ld. Port Glasgow *Lloyd's*	Union Cold Storage Co. Ld. (Blue Star Line, Ld. *Mgrs.*) *Cell D B360′ 1259 t*	423·4 28·7 FK *Collision & 2 other bulkheads to Shelter dk*	56·0	36·5 *London British Cem PT* 31 *t 3 B H to Up dk*	London British *Cem PT* 31 *t*	T.3Cy. 25½", 44½" & 74"–51" 2000 lb (r) FD 696 NHP 4 SB, *16cf*, GS253, HS11170 J.G. Kincaid & Co. Ld. Grk.	39 " 1 s 10 " 10 28 " 4½	
85362 LDDB	**Tugela** *ss* Osl. No. 1–38 *ss* Osl. No. 3–4, 34 *2 Dks (Stl) & Shelter dk (Stl) Cruiser Stern*		5559 5305 3462	✠ 100A1 Phl *y* *Shelter dk* Osl *with freeboard* 8,38 ... LMC 8,38 BS6 ... *Carrying oil fuel F. P. above* 150° F. *in DT* *Fitted for oil fuel* 8,21 *F.P. above* 150° F.		CL 7,38 8,38		1921 8mo	Palmers' Co. Ld. Newcastle *Lloyd's*	Wilh. Wilhelmsen *Cell D B325′ 876 t M*	380·4 F31′ *on Shelter dk* FK	52·2	33·6 *Collision B H to Sh dk* 5 " " *U* "	Tönsberg Norwegian *pt Cem*	T.3Cy. 27 7/16", 44" & 73"–48" LP. turbine with D.R. gearing & hydraulic coupling 1800 lb (s) 595 NHP 3SB. *9cf*, GS190, HS7668 FD Palmers' Co. Ld. Newcastle	36 " 0 s 9 " 6½ 26 " 9½	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement. etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretenue.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté. si on l'est dans le L.R. Durée Cert. B. of Trade
85363	**Tukuba Maru** (P)	3172					1923	Yokohama DockCo. Yokohama	NipponYusenK.K.	315·0	46·0	27·0	Tokyo Japanese	T.3Cy.23″,38″&64″–48″ 284NHP		C
29441	(*ex*TsukubaMaru–38)	2774														
JIWA	*2 Dks*	1931							*WB*	P23′B80′F36′				YokohamaDockCo.Yka.		
85364	**Tula**	1251					1911	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	254·4	37·2	15·1	Copnhagn Danish	T.3Cy.19½″,32″&52″–36″ 162NHP		V
		1081														
OUMT	*1 Dk aft, 2 Dks in fore hold*	718							*WB*	P158′F26′				HelsingörsJernskb.&Mskb		
85365	**Tulsa**	5083				...	1919	American International S.B.Corp. HogIslandPa	SouthAtlanticS.S. Co. of Delaware	390·0	54·2	27·6	Savannh,G Utd. States	DR geared Steam Turbine 600NHP	32 ″ 0	R
218796	*Fitted for oil fuel*	4573								P39′B122′F43′						†
KJXR	*Ref.Mchy.* *2 Dks & Web frames*	3113							FK *WB*					GeneralElectricCo. Schenectady,N.Y.		
	Sub.Sig.															
85366	**Tulsagas**	7110				...	1921	Baltimore D.D.&S.B.Co. Baltimore, Md.	TideWater AssociatedOilCo.	431·0	59·2	33·4	S.Frncisco Utd. States	T.3Cy.24½″,41½″&72″–48″ 536NHP	33 ″ 3	R
221262	*Fitted for oil fuel*	6518								P105′B37′F38′						†
KDRZ	*Mchy. Aft* *2 Dks & Web frames*	4376							FK *WB*					NE21*refitted*25 LlewellynIronWorks,LAn		
	D.F. *Longitudinal framing*															
	Carrying Petroleum in bulk															
85367	**Tuna** (P)	662	✠100A1 *Shelter dk*	Adn	*k*	CL	1907	Ramage& Ferguson,Ld Leith	Cowasjee,Dinshaw &Bros.	190·0	30·1	11·9	Bombay British	T.3Cy.16″,26½″&42″–27″(*s*) 180lb *90lb* 90RHP	12 ″ 8	
125616	*ss* Adn.2nd No.3–4,33	481	*with freeboard*	DBS3,38		3,35	9mo							1SB,*3cf*,GS64,HS1896	s ″ 7¾	
VTCB	1 *Dk & Shelter dk*	260	2,39 10,36	MC		3,38			FK	P97′			7*BH*	DB-55*lb*	12 ″ 4	
	ss Adn.No.1–39		MS 15				*Lloyd's* *SA&CP*	*WB = Cell D B*	*a*26′ *f*75′ 111*t* *FPT*				36*t APT* 10*t*	Ramage&Fergusn,Ld.Lth.		
85368	**Tunaholm**	2699	✠100A1	Got	2	CL	1938	A/B Götaverken	A/B Svenska Amerika Mexiko Linien (E. Carlson, *Mgr.*)	409·9	53·2	20·6	Gothenbrg Swedish	Oil Engines 2S.C.DA 8Cy.17⅛″–47¼″ 861NHP	25 ″ 0	
8279	*Oil Eng.*	3537	*with freeboard*				7mo			428·5 (O.L.)				DB-55*lb*	21 ″ 11½	
SDKT	D.F. E.S.D. ~~Cyl.~~ 1 *Dk & Shelter dk*	2851	12,38 ~~3.2~~	LMC 7,38				Gothenburg		F97′		FK	7*BH*		23 ″ 3½	
	Cruiser Stern	2006	~~Class Contem. plated~~				*Lloyd's* *SA&CP*		(*Coll E Hto Shelt dk & Hto 2nd dk*) *Cell D B*324′1276*t APT* 75*t*				A/B Götaverken, Got.			
	Strengthened for navigation in Ice															
85369	**Tunehiko Maru** (*ex*FengHo–38,	3973					1900	Maryland SteelCo. Sparrows Pnt	IsizakiHikogoro	331·5	47·0	25·0	Osaka Japanese	T.3Cy.21″,35″&56″–42″ 203NHP		
44039	*ex*Hyades–35) *Fitted for oil fuel*	3329								P40′B75′F35′						
JZCL	*2 Dks*	3072							*WB*					MarylandStl.Co.Baltimore		
85370	**Tunets** (*ex*Catania–35)	1455					1922	F.Schichau Elbing	U.S.S.R.	253·2	38·1	16·5	Vladvostk Russian	T3Cy.19$\frac{7}{16}$″,31$\frac{9}{16}$″&51½″–29½″ 141NHP		G
		1264								P12′B188′F28′						
UPIS	1 *Dk*	815							*WB*					F.Schichau,Elbing		
85371	**Tung Cheng** (*ex*KatieMoller–32,	1966	✠	Ddn	*r*		1902	Craig, Taylor&Co. Stockton	TientsinNav.CoLd.	269·4	40·8	19·4	Shanghai Chinese	T.3Cy.20″,33″&54″–39″ 189NHP	20 ″ 6	
	*ex*Shanghai,*ex*Karori, *ss*Syd.No.2–11	1688	3,13				2mo			P27′B68′F27′		FK	4*BH Asp*	2SB,*6pf*,GS82,HS2940		
XNFY	*ex*Minas) 1 *Dk (Stl) & Web frames*	1201							*Cell D B*a82′*a*	*E*20*f*100′416*t FPT*			143*t APT* 92*t*	N.E.MarineEng.Co.Ld.Sld		
85372	**Tung Lee** (*ex*Chingshun,*ex*Waipori	2260	✠	Ddn	*r*		1901	Campbel-townS.B.Co. Campbeltwn	TientsinNav.CoLd.	282·1	40·0	20·4	Shanghai Chinese	T.3Cy.21″,33″&53″–36″ 174NHP	21 ″ 8	
	Maru,*ex*Waipori) *ss*Auk.No.3–1,13	—	3,14				3mo			P29′B56′F32′		FK	4*BH Cem*	2SB,*6cf*,GS110,HS2650		
XNFC	1 *Dk (Stl) & deep framing*	1371							*Cell D Ba*76′*f*116′				366*t APT* 89*t*	J.G.Kincaid&Co.Greenock		
85373	**Tung On** (P) Twin Sc	1950					1924	Taikoo Dckyd&Eng. Co.of H.Kg Ld HongKong	TungOnS.S.Co.Ld.	225·0	42·1	8·5	Hong Kong British	T.6Cy.13″,21″&35″–24″ 120NHP		
153558		1288												TaikooDockyard&Eng.Co. of H.Kg.Ld.HongKong		
VPDC	*2 Dks & Shade dk*	1194														
85374	— Twin Sc	463					1906	Hong K'ng & Whampoa Dock Co. Ld. HongKong	ChinSeng	150·0	29·0	11·0	Bangkok Siamese	T.6Cy.8½″,13½″&23½″–15″ 43NHP		
313	(*ex*ThonThale,*ex*Menam)	—												HongKong&Whampoa DockCo.Ld.		
HSAO		271														
85375	**Tung Song** Twin Sc	549					1928	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	StraitsS.S.Co.Ld.	183·8	29·1	10·1	Singapore British	T.6Cy.9″,15″&25″–16½″ 47RHP		
132317	*Fitted for oil fuel*	388								len.36				TaikooDockyard&Eng.Co. of H.Kg.Ld.HongKong		
VPKL	Wireless 1 *Dk & Shelter dk*	245														
85376	**Tung Tai** (*ex*KoChow–37)	559					1915	Kwong TakCheong HongKong	ChowShunOn	150·4	25·0	9·6	Canton Chinese	C.2Cy.17″&36″–22″ 51NHP		
		—												KwongTakCheongH.Kg.		
	1 *Dk & Shade dk*	339														
85377	**Tung Wah** (*ex*Prominent)	1176					1906	Nylands Værksted Oslo	ChinaMerchants' Stm.Nav.Co.Ld.	225·0	33·7	19·0	Shanghai Chinese	T.3Cy.16½″,27″&44″–32″ 109NHP		
Sunk to block Yangtsze Kiang River 8,37		1079								H84*t*				NylandsVærksted,Oslo		
XNAW	Wireless 1 *Dk & Spar dk*	746							*WB*							
85378	**Tung Wo** Twin Sc	1337	A1	Shi		OG	1914	Shanghai D.&EngCoLd Shanghai	Indo-ChinaSteam Nav.Co.Ld.	235·0	40·1	9·3	Shanghai British	T.6Cy.9″,14½″&25″–15″ 1801b GS13 326NHP ~~30RHP~~	10 ″ 0	
135821	*Carrying cargo oil F.P. above 150°F. in deep tanks* *ss* Shi.No 3–4,38	1258	4,38	LMC 4,38		4,38	*Lloyd's* *SA&CP*		*MTs*220*t APT* 60*t* FK				5*BH*	1SB,*3cf* HS1801		FD
	1 *Dk & Shade dk*	961	*For service on the Yangtsze River*											Shanghai D.&Eng.Co.Ld.		
85379	**Tung Woo** (*ex*Fjeldstrand,	1233					1919	Kyushu ZozenSho Wakamatsu	National IndustrialBank of China	225·0	33·2	17·9	Shanghai Chinese	T.3Cy.16″,26″&42″–30″ 97NHP		
	*ex*England,*ex*Naokata Maru)	—								P35*t*B92*t*H11*t*F28*t*				Hasegawa Iron Works,Osaka		
	1 *Dk & Awng dk*	873							*WB*							
85380	**Tungenes**	560					1922	Danziger Werft Danzig	DetStavangerske Dampskibsselskap	155·1	24·2	17·5	Stavanger Norwegian	T.3Cy.12⅝″,20½″&32½″–22½″ 50NHP		G
		538														
LFFE	*Ref. Mchy.* *2 Dks*	313							*WB*					DanzigerWerft.Danzig		
85381	**Tunghai** (*ex*TaChi,*ex*Tung Wood	355					1904	Kwok Achong HongKong	TunghaiS.S.Co. Ld.	127·4	21·2	7·7	Ningpo Chinese	C.2Cy.13½″&27″–17½″ 25NHP		
	Ning)	—												TingHingEng.Co.H.Kg.		
	1 *Dk & Shade dk*	185														
85382	**Tungsha** Twin Sc	5506	✠100A1	Osl	*b*†	CL	1924	Deutsche Werft A.G. Hamburg	Wilh.Wilhelmsen	426·8	55·2	27·8	Tönsberg Norwegian	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–37$\frac{13}{16}$″ DB*115lb* 715NHP	30 ″ 6	
	Oil Eng.	4994	*with freeboard*			1,38	8mo						7*BH pt Cem*		s 4 ″ 2½	
LDDC	*ss* Osl.No.3–11.36	3391	4,39 ~~4,36~~				*Lloyd's* *SA&CP*	*Cell D B*363′1196*t* *DT a'tw*	*DTf*36′1100*t* *een tunnels* 89′185*t*	F43′		FK	*Coll to Sh dk* 6 ,, *2nd* ,,		26 ″ 5¾	
	2 *Dks (Stl) & Shelter dk (Stl)*			LMC CS11.36						*FPT*95*t APT*49*t*				AlgemeineElectric.Ges Turbinenfabrik,Berlin		
	Cruiser Stern		BS4.3	3,35		4,38										
85383	**Tungus** (*ex*LakeElva)	2607					1920	Gt.Lakes Eng.Works Ashtabula,O.	U.S.S.R.	253·6	43·6	25·7	Vladvostk Russian	T.3Cy.21″,35″&59″–42″ 226NHP		
	Fitted for oil fuel	2233								P32′B65′F24′						
UOEU	1 *Dk*	1519							*WB*					GreatLakesEng.Works.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed. If not in L.R.
85384 OYJH	**Tunis** P Wireless D.F.	*Oil Eng.* 1 *Dk & Shelter dk* *Ref. Mchy.* *Cruiser Stern*	1641 1208 925					1936	Helsingörs Jernsk & Msk Elsinore	DetForenede DampskibsSelsk.	271·7 | 40·4 | 16·6			Copnhagn Danish *WB*	Oil Engines 2S.C.SA 5Cy.19½"–35⅞" 338NHP Akt. Burmeistr & Wain, Cpn.		V
85385 143988 GNCZ	**Tunisia** D.F.	4337 4084 2693 *ss* Mdb. No. 2–35 1 *Dk (Stl)*	✠100A1 Mdb *a* 7-35 2,39 10,37 10 ,38			CL	1927 6mo	J Readhead & Sons, Ld. South Shields	LaTunisienneS.N. Co.Ld. (F.C.Strick & Co.Ld. *Mgrs.*) *Cell DB 8u E 144' f*	370·2 | 52·3 | 25·9 P28'B104'F36' FK 160' 1075t *FPT* 136t *APT* 115t	Swansea British 6 *BHCem*	T.3Cy.24⅝",41"&66"–45" 180lb *120lb* (r) 341NHP 2SB,*6cf*,GS109,HS4460 FD J. Readhead & Sons, Ld.	28 " 3 s 5 " 3¾ 23 " 1½	
85386 8273 BLFN	— Wireless	1349 1048 *with freeboard* 640 *Class Cont. in force* 1 *Dk & Shelter dk* *Cruiser Stern*	✠100A1 Osl *r* 16,38 38			CL	1938 6mo	Langes'nds Mek Verk A/S Langesund *Lloyd's SA & CP*	RederiA/B Svenska Lloyd (K.R. Bökman, *Mgr.*)	250·0 | 41·6 | 14·6 254·1 | F24' 261·7 (O.L.) FK *Cell B 'H to Shltr dk 3 'H to 2nd dk)* *Cell DB 199'365t FPT 20t APT 57t*	Gothenbrg Swedish *4 BHCem*	C.2Cy.16½",&33½"–33⅞" & LP turbine with DR gearing & hydraulic coupling 2281lb (s) FD 169NHP 2SB(Spt) *6cf*,GS60,HS2755 Langesunds Mek. Verk. A/S	17 " 4 s " 2 17 " 8½	
85387 TWCG	**Tunisien** (*ex* Cap Griz Nez–33, *ex* Siegen, *ex* Paul Horn) 1 *Dk & deep framing* *Carrying Wine in Portable tanks*	1126 838 687					1904	Schömer & Jensen Tönning	Soc. Tunisienne d'Arm. et d'Affrètements	222·4 | 33·5 | 13·6 P12'Q53'B60'F29'	Tunis Tunisian *WB*	T 3Cy.17⅜",21½"&35½"–25" 64NHP Schömer & Jensen, Tönning		V
85388 290 IVDN	**Tunisino** (*ex* Melita, *ex* Blus, *ex* Sieglinde) *Mchy Aft* 1 *Dk*	997 773 567					1922	Ostseewft. Schff & Masch A.G. Stettin	D. Tripcovich & Ci. Soc. Anon. di Nav. Rimorchi e Salvataggi	238·4 | 34·1 | 11·7 P110t Q61t H89t F21t	Trieste Italian *WB*	T 6Cy 16⅛"22⅜"&42⅛"–29½" Steen & Kaufmann, Elmshorn 98NHP		I
85389 LFEF	**Tunni** (*ex* Bratholm–32, *ex* Louise Tiemann, *ex* Duivendrecht) 1 *Dk*	1281 1105 724					1919	NV Schpsw Baanhoek Sliedrecht	A/S Joachim (J.M. Johannesen, *Mgr.*)	237·4 | 36·6 | 15·9 P23'B60'F24' FK	Farsund Norwegian *WB*	T.3Cy.17½",29"&47"–36" 175NHP J & Av. d Schuyt Papendrcht	18 " 0	N †
85390	**Tupa** (*ex* Braga Sobrinho, *ex* Tupá) Twin Sc 1 *Dk & Promenade dk*	302 225 206					1899	Murdoch & Murray Port Glasgow	Higson Brooks & Cia.	140·2 | 30·2 | 7·7 F16' FK	Para Brazilian	C.4Cy.12"&24"–18" 41NHP J.G. Kincaid & Co. Greenock	8 " 0	
85391 70 YLAN	**Turaida** (*ex* Harald Becker, *ex* Maceo, *ex* Kydonia, *ex* Baltique) 1 *Dk & pt Awng dk*	2388 1677 1476					1900	Akt. Ges. "Neptun" Rostock	Seeberg Bros.	291·3 | 41·2 | 16·4 P22'H96' *pt Awng dk* 178'	Riga Latvian *WB*	T.3Cy.20½",35½"&55½"–35½" 182NHP A.G. "Neptun," Rostock		G
85392 145998 GJVD	**Turakina** *ss* Npt. No. 3–7,35 2 *Dks (Stl) & Shelter dk (Stl)* *Ref. Mchy.* D.F. *Cruiser Stern*	8706 8179 5423	✠100A1 Liv *dt* *Shelter dk* Npt *with freeboard* 5,39 1,38 Lloyd's RMC 4,39 *Fitted for oil fuel* 9,23 *F.P. above* 150° F.			CL 10,37	1923 9mo	W. Hamilton & Co. Ld Port Glasgow *Lloyd's SA & CP*	New Zealand Shipping Co. Ld. *Cell DB 378' 14290*	460·5 | 62·7 | 35·2 480·7 (O.L.) B275'F49' *on Shelter dk* *Collision* FK	Plymouth British *pt Cem* *BH to Sh dk* 6 " " *U* "	2 Steam Turbines SR geared to 1 Sc. Shaft (s) 1180lb FD 1194NHP 5SB(4Spt),*20cf*,GS385, HS16940 D. Rowan & Co. Ld. Glasgow	37 " 9 s 7 " 11 30 " 0½	
85393 135129 GQFP	**Turbo** *ss* H.Kg.2nd No. 3–11,37 E.S.D. 2 *Dks (1 Stl Upt Irn pt Stl)* *Mchy. Aft* *& Web frames*	4782 4345 2878	✠100A1 HKg *x* 11,37 4,39 LMC 11,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,12 *F.P. above* 150° F.			CL 10,37	1912 8mo	Sir J. Laing & Sons, Ld. Sunderland *Lloyd's SA & CP* *W B = DB u E & B 72*	Anglo-Saxon Petroleum Co. Ld.	374·2 | 50·7 | 27·5 P93'B26'F40' FK 147t *FPT* 186t *APT* 71t *DTf* 283t	London British 14 *BHCem*	T.3Cy.26",44"&72"–48" (s) 180lb *120lb* 443NHP 3SB,*9cf*,GS204,HS7545 J. Dickinson & Sons, Ld. Sld.	29 " 3 s 5 " 1½ 24 " 4½	
85394 OYGH	**Tureby** D.F.	4372 3935 2646	✠100A1 NYk *x* 10,38 2,38			CL	1936 1mo	Akt. Burmeistr & Wain Copenhagen *Lloyd's SA & CP*	A/S Motor Tramp (A. Reimann, *Mgr.*) *Intermediate* *Cell DB 317' 1068t FPT 74t APT 95t*	363·6 | 56·4 | 24·9 P33'B160'F37' FK 5 *BH* *BH in after hold dispensed with*	Kallehave Danish 5 *BHptCem*	Oil Engines 2S.C.SA 8Cy.19¾"–35⅞" 538NHP DB *made 31 fitted 36* *100lb* Akt. Burmeistr & Wain, Cpn	27 " 3	
85395 EALP	**Turia** *Ref. Mchy.* D.F. *Oil Eng.* *ss* Val. No. 1–35 2 *Dks (Weather dk–Stl)*	2610 1855 1433	✠100A1 Msl *s* *with freeboard* 6,36			CL 5,34	1931 7mo	Cia Euskal-duna Bilbao *Lloyd's SA & CP*	M.M. de Pinillos	290·0 | 42·0 | 23·2 B98'F35' FK *Cell DB 248' 347t*	Cadiz Spanish 5 *BHptCem* *APT 16t*	Oil Engines 2S.C.SA 5Cy.23⅜"–41½" 487NHP Gebr. Sulzer AG Ldwgshfn	23 " 3 s 5 " 18 " 1	
85396 LCVB	**Turicum** *Mchy. Aft* D.F. Twin Sc *Oil Eng.* *ss* Ams. No. 2–37 1 *Dk (Stl) & Web frames* *Cruiser Stern* *Longitudinal framing–bracketless system*	7824 7237 4666	NO LATER SURVEY REPORTED ✠100A1 Fal *c†* 1,39 Rot MC CS 11,37 *Carrying Petroleum in bulk*			CL 10,37	1928 10mo	N.V.C. Van der Giessen & Zonen's Schps Krimpen *Lloyd's SA & CP*	Skibs A/S Avanti (Tschudi & Eitzen, *Mgrs.*) *Cell DBu E 80' 220t DT*	451·8 | 59·2 | 34·1 P97'B35'F57 FK *f 35' 488t FPT 238t APT 171t*	Oslo Norwegian 14 *BHptCem*	Oil Engines 4S.C.SA 12Cy.26⅜"–47½" 806NHP 2DB *180lb* Werkspoor, Amsterdam	34 " 2	
85397 152 IVDU	**Turiddu** (*ex* Triestino–35, *ex* Eugenio, *ex* Player) *Mchy. Aft* *Well deck* 3 Mst *ss* Lon. No. 3–2,12 *ss* Tri. No. 2–21 1 *Dk (Stl)*	541 382 245	✠ Tri *h* 3,25				1899 2mo	Irvine S.B. & E.Co.Ld. Irvine	Matteo Scuderi *Cell DB f 92' 140t FPT 55t APT 10t*	184·5 | 28·0 | 10·1 172·0 Q92'B13'F25' BK 7"	Catania Italian 3 *BHCem* NB0 *fitted* 21	C.2Cy.19"&42"–24" 91NHP 1SB,*3cf*,GS64,HS1779 Campbell & Calderw'd, Psy.	12 " 9	I †
85398 TCCI	**Türkân** (*ex* Marti–37, *ex* Intepe–32, *ex* Peleus, *ex* Soglasie, *ex* G.M.B.) *Mchy. Aft* 3 Mst 1 *Dk 2 tr B*	604 485 341					1878	R. Dixon & Co. Middlesbro'	Bayan Meliha Sidika	175·4 | 25·7 | 14·6 P61'F25' FK *WB*	Istanbul Turkish	C.2Cy.25"&48"–30" 105NHP T. Richardson & Sons, Hpl.	15 " 4	
85399 832 SVER	**Turkia** (*ex* Livorno–35) 1 *Dk & Shelter dk*	1911 1672 1079					1910	Earle's Co. Ld. Hull	Hellenic Lines, Ld. (P.G. Callimanopulos, *Mgr.*)	300·2 | 42·5 | 17·6 *WB*	Piræus Greek	T.3Cy.22",35"&59"–39" 217NHP Amos & Smith, Ld. Hull		C
85400 UOVI	**Turkmen** (*ex* Lake Ferrona) *Fitted for oil fuel* Sub.Sig. 1 *Dk 2 tr B*	2599 2213 1616					1919	American S.B.Co. Cleveland	U.S.S.R.	250·9 | 43·6 | 26·1 P25'B64'F23' FK *WB*	Odessa Russian	T.3Cy.21",35"&59"–42" 352NHP American SB Co Clevelnd, O	28 " 2	
85401 UPIX	**Turksib** (*ex* Hardenberg–35) *ss* Rot. No. 3–10,34 1 *Dk (Stl)* *Fitted for oil fuel*	3160 2867 1876	✠ Rot *r* 4,35				1922 1mo	A. Vuijk & Zonen Capelle a'd Ysel	U.S.S.R. *Cell DB 279' 815t FPT 52t*	325·9 | 48·4 | 23·0 P28'B207'F25' FK	Leningrad Russian 5 *BHCem* *APT 86t*	2 Steam Turbines DR geared to 1 Sc. Shaft 356NHP 3SB,*6cf*,GS132,HS5418 FD Maats de Schelde, Flushing	25 " 3	
85402 157710 VPRL	**Turquino** (*ex* Comanche–33) Twin Sc Wireless 2 *Dks*	476 369 324					1896	Iowa Iron Wks. Dubuque, Iowa	Munroe Transportation Co. Ld.	158·7 | 27·2 | 13·3	Nassau, NP British	T.6Cy.10¾",16½"&26½"–24" 69NHP Iowa Iron Works, Dubuque	14 " 6 s 4 " 3½ 10 " 7	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3 Tonnage Officiel. Total — Sous le Pont. — Net.	4 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	5 Port de Visite.	6 Terme assigné maintenant expiré. Lettre d'Enfoncement.	7 Liste de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Renseignements cotés, si connus, dans le Lloyd's Register of Yachts. Dupré. Cert. R. of Trade.
85403	**Turquoise** Twin Sc	810					1933	Soc. Anon. Jhn. Cockerill Hoboken	Soc. Anon. John Cockerill	178·4 | 35·6 | 15·5 Q53 B46' F23			Antwerp Belgian *WB*	Oil Engines 4S.C.SA 16Cy.13"–23⅝" 260 NHP		V
OOLC	*Oil Eng.* *Cruiser Stern* 1 *Dk*	614 448														
85404	—	570	✠100A1 Bwg *h*			CL.	1924	AilsaS.B. Co.Ltd. Troon	Wm.Robertson	165·2 | 26·6 | 11·4 182 2(O.L.) Q94'B9'F27' BK7'			Glasgow British	T.3Cy.13½",21"&35"–26" (*s*) 180 lb 88 RHP	12 " 6 s 4 " 0½	
147938	*ss* Ayr. No. 3–3,36	392	~~7,37~~													
MNCL	*Well deck* *Mchy. Aft* 1 *Dk* (*Stl*)	235	BS~~3,38~~ 1,39 ✠LMC 3,36			2,39		*Lloyd's* *A4 CP*		*3 BH Cem* *FP T60t APT6t*				1SB,*3cf*,Gs50,Hs1627 Ails aS.B.Co.Ltd.Troon	12 " 10½	
	Cargo battens not fitted															
85405	**Turret Court** 3 Mst	1879					1896	W. Doxford &Sons,Ld. Sunderland	Sincennes McNaughton Tugs,Ld.	253·0 | 44·0 | 19·7 F26*t*			Montreal British *WB*	T.3Cy.20",34"&57"–39" 203 NHP W.Doxford&Sons,Ld.Sld.		
106608		1805														
	Turret deck 1 *Dk*	1197														
85406	**Turrialba** (P)	4538					1909	Workman, Clark&Co.Ld Belfast	United Fruit S.S. Corporation (United Fruit Co. *Mgrs.*)	378·8 | 50·3 | 29·1 B154'F45'			New York Utd. States *WB*	T.3Cy.27",45"&75"–54" 413 NHP Wrkman,Clark&Co.Ld Bel		C
212603	*Fitted for oil fuel*	3899														
KDAU	*Ref. Mchy.* Sub. Sig. 2 *Dks* & 2 *pt dks* D.F. E.S.D.	2503														
85407	**Turul** (*ex* Warta–35, *ex* P.L.M.5)	2478	✠100A1 HKg *s*			CL.	1916	Gt. Lakes Eng. Works Ecorse, Mich.	Soc Anon. Maritime et Commerciale	253·0 | 43·5 | 25·6 F25' FK			Budapest Hungarian	T.3Cy.21⅛",34½"&57"–42" 175 lb (*s*) 284 NHP	27 " 7 s 3 " 9	
122	*ss* Gen. No. 3–4,35	2477	8,38 ~~8,38~~			2,38	10 mo									
HAAR	*Mchy. Aft* 1 *Dk* (*Stl*) *Topside tanks*	1509	✠NR 1,26 ✠LMC 4,35 BS~~9,37~~ 3,38				A&CP	*Cell D*	*B209'595t Topside tanks*	*382t FPT 180t APT 50t*				4 *BH Cem* 2SB,*6cf*,Gs104,Hs4198 Gt. Lakes Eng. Wks. Detroit	24 " 0¾	
	Cargo battens not fitted															
85408	**Turusima Maru** (P)	4646	✠ ... Kob *x*			~~2,38~~ 11,38	1919	Uraga Dock Co. Uraga	Uwajima Unyu K.K. (Yamashita Kisen K.K. *Mgrs.*)	360·0 | 51·2 | 26·1 P21'B91'F35' FK			Uwashima Japanese	T.3Cy.24½",40½"&67"–48" (*s*) 180 lb 377 NHP	28 " 5 ~~5 " 5½~~	
25089	(*ex* Tsurushima Maru–38)	3927	~~9,39~~				7 mo								~~23 " 3~~	
JTVD	*ss* Yka. No. 3–11,31 *ss* Osa. No. 1–35 2 *Dks* (*Stl*)	3351	~~4,38 8,38~~				A&CP	*Cell DB*	291'919*t FPT 114t*	*APT 46t*				6 *BH Cem* 3SB,*9cf*,Gs180,Hs6381 Uraga Dock Co. Uraga		
85409	**Tuscaloosa City**	5687					1920	Chickasaw S.B.&Car Co. Chickasaw	Isthmian S.S. Co.	424·2 | 56·2 | 26·5 P58'B&F350'			New York Utd. States *WB*	2 Steam Turbines D R geared to 1 Sc. Shaft W.&A.Fletcher Co. Hoboken, N.J.		R
220885	*Fitted for oil fuel*	5082														
KDLO	GyC. 2 *Dks* 3 *tr B*	3450														
85410	**Tuscan Star** Twin Sc	11449	✠100A1 Liv *f*†			CL.	1930	Palmers' Co.Ld. Newcastle	Frederick Leyland &Co.Ld.	471·0 | 68·3 | 35·1 489·2(O.L.) B285'F71' FK			London British	Oil Engines 2S.C.SA 16Cy.26⅜"–47½" 2 DB *100 lb* 1994 NHP	39 " 9 s 10 " 0½	
161395	*Oil Eng.*	8968	4,38 ~~5,38~~ Gls 12,38			9,36	4 mo								30 " 0	
GKND	*ss* Lon. No. 2–37	7075	✠LMC CS ~~1,38~~				*Lloyd's*	*A4 CP*	*Duct keel*	*fwd of mchy. space*				9 *BHpt Cem*		
	Ref. Mchy. 3 *Dks* (*Stl*) 4 *tn dk* (*Stl*)		DBS ~~6,37~~ 8,38 9,~~37~~ 2,37						*Cell DB* 398'1950*t*	*Tanks in way of tunnels 488t F*				Sulzer Bros. Winterthur *PT 98t APT 129t*		
	D.F. *except in mchy. space* *Cruiser Stern*		✠Lloyd's RMC ~~12,37~~ 4,39 ~~12,38~~ ~~0,38~~ ~~6,38~~													
85411	**Tuscania** (P) Twin Sc	16991					1922	Fairfield Co.Ld. Glasgow	~~Anchor Line Ld.~~	552·3 | 70·3 | 38·6 B&F469' *on Shelter dk*			~~Glasgow~~ ~~British~~ Greek *WB*	6 Steam Turbines DR geared to 2 Sc. Shafts Fairfield Co.Ld. Glasgow		C
~~110605~~	*Fitted for oil fuel*	12201														
~~(3) Lt~~	*Ref. Mchy.* Sub. Sig. 3 *Dks*	10016														
Nouvelle	D.F. E.S.D. ~~Ref. GyC.~~ 39349 *Cruiser Stern*															3.39
85412	—	6904	✠ ... Gen *a*†				1914	Sir J. Laing &Sons,Ld. Sunderland	Ditta L. Pittaluga Vapori	425·0 | 57·0 | 33·1 P101'B28'F45' FK			Genoa Italian	T.3Cy.27",45"&74"–54" 555 NHP	33 " 0	I
1624	(*ex* Caloric) *ss* Rot. No. 3–11,26	6367	3,35				9 mo							15 *BHpt Cem* (9 to *Upr dk*		†
ICLD	*Mchy. Aft* *ss* Gen. No. 1–32	4129												4SB,*12cf*,Gs196,Hs8150 G.Clark,Ld.Sunderland		
	D.F. 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*								*Cell IA*	*Bu E&B 55'142t IA*	*T f 38'511t APT 53t*			6 „ 2nd „)		
85413	**Tustem**	6906					1921	Moore S.B. Co. Oakland, Cal.	Atlantic Refining Co.	425·0 | 57·2 | 33·1			Philidlphia Utd. States	T.3Cy.27¾",46"&78"–51" 432 NHP Hooven,Owens,Rentschler Co. Hamilton,O.		R
221543	*Fitted for oil fuel*	—														
KDTW	*Mchy. Aft* GyC. 2 *Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	4271														
85414	**Tutoya** (*ex* Uno, *ex* Mitcham) Twin Sc	1125				...	1913	W. Dobson &Co. Newcastle	Lloyd Brasileiro	220·4 | 35·0 | 13·6 P34'Q93'B16'F23' FK			R. Janeiro Brazilian *WB*	T.6Cy.13½",22"&37"–27" 187 NHP MacColl&Pollock,Ld.Sld.	15 " 10	
	Well deck	837														
PUCV	*Mchy. Aft* Wireless 1 *Dk*	564														
85415	**Tuva**	4652	✠100A1 Ant *y*			CL.	1935	N.V. Mchf. &Scheepswrf. van P.Smit,Jr Rotterdam	N.V. Maatschappij Vrachtvaart	375·6 | 53·2 | 26·3 390·4(O.L.) P33'B217'F36' FK			Rottrdam Dutch	Oil Engines 4S.C.SA 6Cy.29⅛"–59 1/16" 490 NHP DB *80 lb*	29 " 3 s 4 " 4 25 " 0½	
	Oil Eng.	4274	~~8,36~~ ~~6,37~~ 12,38			8,38			*Cell Db*	353'1180*t FPT 95t*				6 *BH* *APT 122t*		
PIBN	*ss* Ant. No. 1–38 2 *Dks*	2747	DB~~8,36~~ 6,37 ~~MC CS 3,39~~				*Lloyd's*	*A4 CP*		*Tanks in way of tunnel 69'265t*				N.V.Mch &Scheepswerf van P.Smit.jr.Rot.		
85416	**Tuxpam** (*ex* Honduras–34)	1255					1915	Fredrikstad Mek. Værks. Fredrikstad	Weinberger S.S.Co. Inc.	235·0 | 33·6 | 19·9			Bluefields Nicaraguan *WB*	T.3Cy.20½",33"&56"–36" 188 NHP Fredrikstad M.V.Frdstad.		N
	Fitted for oil fuel 2 *Dks*	1086 704														
85417	**Tweed** (*ex* Quercus)	2697	✠100A1 Rot *u*			CL.	1926	Dunlop, Bremner& Co.Ld. Port Glasgow	Transitus Shipping Ld. (A.C. Lensen, *Mgr.*)	314·1 | 47·2 | 21·5 P29'B93'F31' FK			London British	T.3Cy.22",36"&59"–39" (*s*) 180 lb 250 NHP	23 " 5 s 3 " 5½	
148761	*ss* Rot. No. 3–12,38 ~~collier No. 2 24~~	2539	12,38 ~~1,37~~			12,36	5 mo								20 " 1½	
	1 *Dk* (*Stl*)	1672	~~Db 5,38~~ ✠LMC ~~5,34~~ 12,38			12,38		*Lloyd's*	*Cell D Bag'u E108'*	*f 140'631t APT 76t*				5 *BHpt Cem* 2SB,*6cf*,Gs117,Hs4062 D. Rowan&Co.Ld.Glasgow		
								A4 CP								
85418	**Tweedbank** Twin Sc	5627	✠100A1 Shi *b*†			CL.	1930	Workman, Clark (1928) Ld. Belfast	Bank Line, Ld. (A. Weir&Co. *Mgrs.*)	426·7 | 57·4 | 25·7 440·0(O.L.) FK			Belfast British	Oil Engines 2S.C.SA 10Cy.26⅜"–47½" DB *120 lb* 1246 NHP	29 " 9 s 3 " 7½ 26 " 4½	
161869	*Oil Eng.*	4979	*with freeboard* Bal			s6,36	9 mo							7 *BHpt Cem* (*Coll to Sh dk*		
GBYC	*ss* Bal. No. 1–34	3412	8,38 ~~7,37~~ DBS 10,38			p12,36								6 „ 2nd „)		
	Ref. Mchy. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*–ws)		~~DB 8,37~~ ~~MC 7,35~~ ✠LC(M)7,37 ✠Lloyd's RMC 3,~~38~~ for temp. 20° F. *Carrying vegetable oil in deep tanks & in tanks between tunnels*						*Cell D B365'1293t*	*Tanks in way of tunnels 263t MT 60'2389t FPT 95t APT 152t*				Workman, Clark (1928) Ld.		
85419	**12 de Octubre**	6123				...	1921	Hawthorn Leslie&Co Ld Newcastle	Argentine Govt. (Yacimientos Petroliferos Fiscales)	420·5 | 54·6 | 32·4 P99'B30' FK			Bns. Aires Argentine *WB*	T.3Cy.27",45"&74"–48" 536 NHP Hwthrn Leslie&Co Ld. Nwc	32 " 8	
	Fitted for oil fuel	5750														
LOED	*Mchy. Aft* 2 *Dks* & *Web frames* *Carrying Petroleum in bulk* *Longitudinal framing*	3826														
85420	**Twenty-eighth October** (XXVIII Ottobre) *see letter* X															
85421	**Twenty-first April** (XXI Aprile)		*see letter* X													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	6 Particulars of Classification. Character. / ✠ for Special Survey. / Date of last Survey.	Port of Survey.	Years Assigned / now expired.	Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated B. of Transfer.
85422	**Twenty-fourth May** (XXIV Maggio) *See letter* X																
85423	**Twenty-third March** (XXIII Marzo) *see letter* X																
85424	**Twickenham Ferry** (P) TwinSc (*Train Ferry*)	2839 / 2014	✠ ... Sou / 10,35					1934 / 7mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Angleterre Lorraine Alsace Soc. Anon. de Nav.	346·8 | 60·7 | 18·2 / 62·3			Dunkirk / French	4 Steam Turbines SR geared to 2 Sc. Shafts 948 NHP / 4 W.T.B. GS248, HS9416 / Parsons Marine Steam Turbine Co. Ld. Nwc.	20 " 0	V †
FOSA	E.S.D. 1 *Dk* ‡ 2nd dk at ends *Cruiser Stern*	1044	✠							*Cell D Bu E* 34'5 8*t*	*DT f* 18'180*t*			*8 B Hpt Cem*	*pt Asp*		
85425	**Tyalgum** TwinSc	544						1925	Lithgows Ld.	North Coast Steam Nav. Co. Ld. (E.S.	160·0 | 34·7 | 8·5			Sydny NSW	T.6Cy. 10½", 16" & 26"–16"		C
152016	Wireless	383							Port Glasgow	Crauford, *Mgr.*)	F80'			British	70 RH		
VLCR	*Ref. Mchy.* *Mchy. Aft* 1 *Dk*	198												*WB*	D. Rowan & Co. Ld Glasgow		
85426	**Tydol** TwinSc	1257						1927	Sun S.B. & D.D Co. Chester, Pa.	Tide Water Associated Oil Co.	252·8 | 40·1 | 13·6			Wilmgton (Del.)	Oil Engines 4S.C.SA		R
226463	*Mchy. Aft* *Oil Eng.*	—									P43'			Utd. States	12 Cy. 14"–18" 230 NHP		
KLIR	1 *Dk*	768													Winton Eng. Works, Clv.		
85427	*Carrying Petroleum in bulk* **Tydol No. 2** (*ex* Tidewater)	1783						1929	The Pusey & Jones Co. Wlmgtn, Del.	Tide Water Associated Oil Co.	252·1 | 44·2 | 18·5			Wilmgton (Del.)	2 Oil Engines connected to Electric Motor & Sc. Shaft		R
228720	*Oil Eng.*	—									P59' F39'			Utd. States	4S.C.SA.		
WJDN	*Mchy. Aft* 1 *Dk*	1055													12 Cy. 17"–24" 336 NHP		
	D.F. *Carrying Petroleum in bulk*														Morris De la Vergne Inc. Philadelphia		
85428	**Tymeric**	5228	100A1 Cal *y*			CL	1919	Hawthorn Leslie & Co. Ld. Newcastle	Bank Line, Ld. (A. Weir & Co. *Mgrs.*)	400·1 | 52·3 | 28·5 / 413·1 (O.L.)			Glasgow	T.3Cy. 27", 44" & 73"–48" (*s*)	31 " 0	
141903	*ss* H.Kg.No.3–4,32	4780	11,38 ~~2,39~~ Shl			~~10,36~~	5mo						British	180 lb 517 NHP	s 5 " 11½	
GBJX	*ss* H.Kg.No 1–37	3178	✠ LMC 8,37			11,38					P49' B113' F39' FK			7 *B H Cem*	3SB, 9*cf*, GS190, HS7668 FD	25 " 4	
	2 *Dks* (*Stl*)		B68, 38												Palmers' Co. Ld. Newcastle		
			Carrying oil fuel F. P. above 150° F.			1 *F.P. a*		*Lloyd's SA&CP*						*Cell D B* 345' 940*t*	*FPT* 119*t APT* 173*t*		
			Fitted for oil fuel 5,19					*in DB above* 150° F.									
85429	**Tynan** 3 Mst	432	✠ 100A1 Bel *f*			CL	1919	J. Fullerton & Co. Paisley	John Kelly, Ld. (W. Clint, *Mgr.*)	142·0 | 25·1 | 11·4			Belfast	C.2Cy. 18" & 38"–27" (*s*)	12 " 7	
142490	*ss* Bel.No.3–4,31	285	12,38 ~~7,37~~			~~1,36~~	7mo						British	130 lb 59 RH	s 4 " 3½	
MKJN	*ss* Bel.No.1–36	169	✠ LMC			12,38					Q79' B9' F22' FK			3 *B H Cem*	1SB, 3*cf*, GS59, HS1786	12 " 4½	
	Mchy. Aft *Well deck* 1 *Dk* (*Stl*)		MS5,36 BS1~~1,37~~ 10,38					*Lloyd's SA&CP*						*FPT* 40*t*	Fishers, Ld. Paisley		
85430	**Tyndall**	1314	✠ 100A1 Shl *o*			CL	1932	S.P. Austin & Son, Ld. Sunderland	London Power Co. Ld. (Stephenson Clarke & Associated Companies Ld. *Mgrs.*)	227·0 | 36·4 | 15·4			London	T.3Cy. 17", 28" & 46"–33" (*s*)	17 " 5	
162766	*ss* Shl.No.1–37	996	~~7,37~~ 11,38 Fly			~~7,37~~ 7,38	9mo				Q138' B15' F21' FK			British 5 *B Hpt Cem*	200 lb *100 lb* 142 NHP	s 4 " 11	
MJZM	*Mchy. Aft* 1 *Dk* (*Stl*)	731	✠ LMC 7,37					*Lloyd's SA&CP*							1SB, 3*cf*, GS61, HS2240	16 " 1¼	
	Wireless *Well deck*		B83, 37												J. Dickinson & Sons, Ld. Sld.		
	Cargo battens not fitted									*Cell D Bu E* 23' *f* 151'3	68*t DT f* 107*t FPT* 1			42*t APT* 28*t*			
85431	**Tyndareus** (P) TwinSc	11361					1916	Scotts' S.B. & Eng. Co. Ld. Greenock	Ocean S.S. Co. Ld. (A. Holt & Co. *Mgrs.*)	507·0 | 63·2 | 41·6			Liverpool	T.6Cy. 22½", 38" & 65"–54'		
137527		10516								F75'			British	622 NHP		
GMKX	D.F. 3 *Dks*	7186											*WB*	Scotts' S.B. & Eng Co Ld Grk			
85432	**Tynebank**	4651	✠ 100A1 Shl *z*			CL	1934	J Readhead & Sons, Ld. South Shields	Bank Line, Ld. (A. Weir & Co. *Mgrs.*)	412·9 | 54·0 | 24·0 / 427·7 (O.L.)			Glasgow	T 3Cy. 25", 42" & 71"–48" (*s*)	27 " 1	
164039		4244	*with freeboard* Shi			~~11,37~~	11mo						British	220 lb 524 NHP	s 2 " 11	
GWWQ	1 *Dk* & *Shelter dk*	2732	12,38 ~~11,37~~ ✠ LMC 11,38			4,38		*Lloyd's SA&CP*			F32' FK			7 *B Hpt Cem* (*Coll to Sh dk*	2SB (Spt) & 1 Aux SB, 9*cf*, GS167, HS7444 FD	24 " 4½	
										Cell D B 358'1333*t*	*FPT* 101*t APT* 162*t*			6 " " 2nd " "	J. Readhead & Sons, Ld. S Shl		
85433	**Tynefield**	5856	✠ 100A1 Bkn *z*			CL	1926	Sir J. Laing & Sons, Ld. Sunderland	Hunting S.S. Co. Ld. (Hunting & Son, Ld. *Mgrs.*)	395·0 | 54·5 | 32·0			Newcastle	Oil Engines 2S.C.SA	31 " 9	
149405	*Oil Eng.*	5267	4,38 ~~10,37~~ Shl 4,38			4,37	1mo						British	4 Cy. 22½"–91½" 640 NHP	s 5 " 6¾	
GLZW	*ss* Shl.No.3–5,38 ~~*ss* Bkn.No.2–37~~	3475	~~LMC 37~~					*Lloyd's SA&CP*			P86' B34' F39' FK			16 *B Hpt Cem* (12 *to U dk*	2 DB *120 lb*	26 " 6½	
	Mchy. Aft 2 *Dks* (*Stl*) & *Web frames*		BS4,37 ~~No. 2–37~~ 8,38 1,39							*Cell D B* " *E* 61'	148*t DT f* 27'322*t*			4 " 2nd "	W. Doxford & Sons, Ld. Sld.		
	D.F. *Longitudinal framing*		*Carrying Petroleum in bulk*								*FPT* 160*t APT* 155*t*						
85434	**Tynehome** (*ex* Kilclief)	628	✠ 100A1 Sld			CL	1919	Cook, Welton & Gemmell Ld. Beverley	Home Line, Ld. (Common Bros. Ld. *Mgrs.*)	175·4 | 30·0 | 15·7			Newcastle	T.3Cy. 16", 26" & 44"–26" (*s*)	16 " 6	
142870	*ss* Sld.No.3–12,32	490	12,38 ~~12,37~~			12,37	1mo				B52' FK			British 5 *B H*	200 lb 133 NHP	s 1 " 6½	
MJYV	*ss* Sld.No.1,37	262	BS ~~12,37~~ ✠ LMC 1,37												1SB, 3*cf*, GS51, HS1832 FD	15 " 0¾	
	1 *Dk* (*Stl*)		12,38								*FPT* 20*t APT* 15*t*				Amos & Smith, Ld. Hull		
	Cargo battens not fitted																
85435	**Tynwald** (P) TwinSc	2376	✠ A1 Bkn			OG	1937	Vickers-Armstrongs Ld. Barrow	Isle of Man Steam Packet Co. Ld.	314·6 | 46·1 | 17·1 / 328·9 (O.L.)			Douglas IM	4 steam turbines SR geared to 2 screw shafts 1379 NHP	18 " 0	BT till 5,38 5,39
165281		1567	*with freeboard* ~~Bkn~~				6mo						British	3 WTB 250 lb (*s*)	s 5 " 7½	
GZRL	D.F. E.S.D. 2 *Dks* & *Shelter dk*	932	1,38 ~~9,37~~ ✠ LMC 6,37					*Lloyd's SA&CP*			*Promenade dk* BK9"			10 *B H Cem*	HS13560 FD	13 " 5	
	Cruiser Stern		*For Irish Channel service*												Vickers Armstrongs Ld Brw		
			BS3,38 ~~3,39~~ 9,38					*above* 150° F.		*Cell D Bu E* 82 *f* 78' 159*t Ce*				*ntre DT f* 10	33*t FPT* 55*t APTs* 135*t*		
			Fitted for oil fuel 6,37			*F.P. a*											
85436	**Tyōan Maru** (P) (*ex* Choan Maru–38)	2632	✠ ... Kob *l*			CL	1927	Kobe Steel Works Harima	Osaka Syosen K.K.	284·8 | 45·5 | 23·0			Osaka	Oil Engines 2S.C.SA	23 " 0	
31572	*Oil Eng.*	1899	10,38			4,36	4mo						Japanese	6 Cy. 23⅝"–41¾" 582 NHP		
JTCB	*Ref. Mchy.* *ss* Kob.No.3–11,37	1388	LMC ~~GS11,38~~					*Lloyd's SA&CP*			P29' B100' F37' FK			4 *B Hpt Cem*	DB *100 lb*		
	Mchy. Aft 2 *Dks* (*Stl–Uws*)		1~~,37~~							*Cell D B* 232'464*t Side ta*				*nks in ER* 73*t*	Kobe Steel Works, Kobe		
															FPT 24*t APT* 14*t*		
85437	**Tyokai Maru** (*ex* Chokai Maru–38)	1285					1919	Ishikawajima S.B. & E. Co Ld. Tokyo	Setta Syosen K.K. (Osaka Syosen K.K. *Mgrs.*)	230·0 | 33·0 | 19·5			Fuchu	T.3Cy. 15", 24½" & 40"–30"		
25351		1112								P25' B51' F24'			Japanese	88 NHP		
JLSE	Wireless 1 *Dk*	719											*WB*	Ishikawajima S.B. & E. Co Ld			
85438	**Tyokai Maru No. 2** (*ex* Chokai	1288					1919	Ishikawajima S.B. & E. Co Ld. Tokyo	Setta Syosen K.K. (Osaka Syosen K.K. *Mgrs.*)	230·0 | 33·0 | 19·5			Fuchu	T.3Cy. 15", 24½" & 40"–30"		
25356	Maru No.2–38)	1112								P25' B51' F24'			Japanese	88 NHP		
JMJE	Wireless 1 *Dk*	720											*WB*	Ishikawajima S.B. & E. Co Ld			
85439	**Tyōkō Maru** (*ex* Chokoh Maru–38, *ex* Seine Maru)	6783	✠ 100A1 Yka *a* †			CL	1920	Teikoku S.S. Co. Harima	Yamashita Kisen K.K.	425·0 | 53·6 | 24·9			Kobe	T.3Cy. 28", 47" & 79"–51" (*s*)	37 " 6	
26820		6475	*Shelter dk* Kob			3,37	8mo						Japanese	200 lb ~~*100 lb*~~ 584 NHP	s 9 " 1½	
JALA	*ss* Kob.No.3–9,31	4987	*with freeboard* BS8,38					A&CP			FK			*pt Cem*	3SB, 9*cf*, GS192, HS7956 FD	28 " 7	
	ss Yka.No.1–35		8,38 ~~3,37~~ ✠ LMC 3,37							*Cell D B* 336'1153*t*				*Collision B H to Sdk*	Kobe Steel Works, Ld. Kobe		
	2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)									*E Ta* 39'936*t*	*FPT* 153*t APT* 72*t*			6 " " *U* "			
			Fitted for oil fuel 8,38			*F.P. a*		*above* 150° F.									
85440	— (P)	2629	✠ ... Osa *l*			CL	1927	Osaka Iron Works, Ld. Osaka	Osaka Syosen K.K.	284·5 | 45·6 | 23·0			Osaka	Oil Engines 2S.C.SA	23 " 0	
32737	(*ex* Choko Maru–38) *Oil Eng.*	1905	12,38			2,37	6mo						Japanese	6 Cy. 23⅝"–41¾" 582 NHP	~~8 " 11~~	
JTWB	*Ref. Mchy.* *ss* Osa.No.3–1,38	1357	~~LMC GS1,38~~					*Lloyd's SA&CP*		*Cell D B* 234' 378*t Side*	*FPT* 24*t APT* 12*t*			4 *B Hpt Cem*	DB *100 lb*	~~9 " 0½~~	
	2 *Dks* (*Stl–Uws*)		1~~,38~~								*tanks in ER* 75*t*				Kobe Steel Works, Ld. Kobe		

1 Numero d'Ordre — Numero Officiel — Signaux	2 Nom du Navire. Matériaux, Gréement, etc — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	3 Tonnage Officiel — Sous le Pont — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après levée d'Equipement.	7m Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course—Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où cote. Si en cl. sur Lr. Bureau Cert. Brit. Trade
85441	**Tyōzyō Maru** (P)	2611	✠ 1,39 ...	Osa	/	CL	1927	Mitsubishi	OsakaSyosenK.K.	284·5	45·5	23·0	Osaka	Oil Engines 2S.C.SA	23 ″ 0	
3156S	(*ex*ChojoMaru-38)	1898				2.36	3mo	ZosenKaisha,					Japanese	6Cy.23⅝″–41¾″		
JTBB	*Ref.Mchy.*	1373						Ld. Nagasaki		P29′B100′F36′		FK		DB*100lb* 582NHP		
	ssOsa.No.3–2,38									*ks in ER98t FPT2*						
	2 Dks (Stl–Weather dk ws)						*Lloyd's*	*SA&CP Cell D*	*B234′ 138t wing tanks*					*5t APT 14t*		
85442	**Tyr**	4265					1926	A/B Götaverken	D/S A/S Björn (ThorvaldHansen, *Mgr.*)	357·0	51·3	25·4	Oslo	Oil Engines 4S.C.SA		N
	Oil Eng.	3735						Gothenburg		P123*t* H202*t* F37*t*			Norwegian	6Cy.24½″–51⅜″ 355NHP		
LDDD	1 *Dk*	2501											*WB*	A/B Götaverken,Got.		
	Cruiser Stern															
85443	— **TwinSc**	1347					1901	O.A Brodin	Rederiaktieb.Disa (E.Brodin, *Mgr.*)	226·5	42·2	16·0	Stockholm	O.4Cy.20½″&32″–21½″		V
Now "Hansö," see No. 83359 in Supplement		1163						Gefle		B52′F24′			Swedish	94NHP		
SHAE	1 *Dk*	696											*WB*	JönköpingsM.V.Jönköpg.		
85444	—	754					1890	Lindholmens V.A. Gothenburg	DetForenede DampskibsSelsk.	176·6	26·9	12·4 / 19·5	Esbjerg	T.3Cy.15″,24″&40″–26″		V
		452											Danish	NB02 82NHP		
OUMW	*Ref.Mchy.* 1 *Dk & Awng dk*	456											*WB*	MotalaM.V.Aktieb.Got.		
85445	— (P)	529					1893	Helsingörs Skibsbyggeri Elsinore	DenDanskeStat (Ministeriet for Handel,Industri og Söfart)	136·0	35·3	14·8	Copnhagn	C.2Cy.30½″&57″–33″		
	(*Icebreaker*)	424								Q40′B60′F20′			Danish	156NHP		
OXYS	Wireless D.F. 1 *Dk*	208												HelsingörsMaskinbyggeri		
85446	**Tyra Bratt**	*1301*	✠100A1	Got	*o*	OG	1923	Kockums M.V.Aktieb. Malmö	Angf.Aktieb. Ostersjön (A.Bratt &Co. *Mgrs.*)	232·4	37·6	16·2	Gothenbrg	T.3Cy.18½″,29½″&48″–33½″	18 ″ 7	
6962	*ssGot.No.3–9,36*	*1130*	2,38 ~~11,37~~			11,37	3mo			245 0 (o.L.)			Swedish	185lb (*s*) FD 158NHP	s 2 ″ 2½	
SHAK	1 *Dk (Stl)*	740	~~RS6,38~~ 12,38		LMC9,36					P17′B63′F25′		FK		2SB(Spt),*4cf*,gs56,ns2067	16 ″ 7	
										Cell D B196′364t F P T				*4 B Hpt Cem*		
										44t A P T59t				Kockums M.V.Akt.Malmö		
85447	**Tyrifjord** (*ex*Ramfos)	3080					1920	WoodSkinner&Co.Ld. Newcastle	DenNorske AmerikalinjeA S	331·7	46·7	23·1	Oslo	T.3Cy.25″,41″&68″–45″		N
	Fitted for oil fuel	2820								P94*t* H160*t*			Norwegian	310NHP		
LCFA	D.F. 1 *Dk*	1881											*WB*	N.E.MarineEng.CoLdNwc		
85448	**Tzar Ferdinand**	1994	✠ ...	Varna	*r*		1913	Flli. Orlando&Co. Leghorn	Soc.Commerciale Bulgare deNav.à Vap.	262·1	37·9	20·3	Varna	T3Cy22 9/16″,36 7/16″&60⅝″–39⅜″	22 ″ 2	V
	ssCpl.No.3–8,26	1466	6,35				10mo			P56′B105′F34′		FK	Bulgarian	293NHP		†
LZDB	*ssIst.No.1–31*	1209												2SB,*6cf*,gs164,hs5210		
	2 Dks (Upt Stl)								*WB = Cell D Ba 59′ u E23′ f 80′ 282t F P T*					*5 B H Cem 42t A P T39t*		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross — Under deck — Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of last Cert.
85449 925 ESEN	**Ubari** (*ex*LudvigPeyron-33)	*ss*Osc.2ndNo.3-5,24 *ss*Skm No.1-28 1*Dk(Stl)&Web frames*	1401 1236 812	✝ —— 6.38 ✝	Skm	*p*		1899 3mo	Carmichael Maclean&Co. Greenock	Th.Wompa	236·6|36·0|17·9 P9′B66′F30′ FK *CellDBa68′uE18′f90′*			Tallinn Estonian	T.3Cy.18″,30″&48″–33″ 151NHP 2SB,*4pf*,GS66,HS2560 *330tAPT21t* Muir&Houston,Ld.Gls.	20 ″ 4	V †
85450 DHYE	**Ubena** Ⓟ Sub Sig. *Fitted for oil fuel* D.F. E.S.D. GyC. *Ref.Mchy.* 3*Dks*		9523 6098 5573					1928	Blohm& Voss Hamburg	DeutscheOst-AfrikaLinie	468·7|60·3|29·7 len34			Hamburg German *WB*	4SteamTurbinesSRgeared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
85451 PUCM	**Uca** (*ex*Westfalia) Wireless 1*Dk*		1334 1041 735					1924	Nüscke& Co. Stettin	LloydBrasileiro	242·1|37·0|14·0 Q75′B107′F31′ *WB*			R.Janeiro Brazilian	T.3Cy.17$\frac{5}{16}$″,27$\frac{5}{8}$″&46″–27$\frac{5}{8}$″ 112NHP A.Borsig,G.m.b.H.Berlin		
85452 DHYE	**Ucayali** (*ex*Neti-37, *ex*T.A.D.Jones-37, *ex*C.A.Snider, *ex*Olean) *ss*N.Yk.No.3–12,28 *ss*Tri.No.2–37 D.F. 1*Dk(Stl)2trB*		2768 2524 1700	✝100A1 11,37 ✝LMC7,37 *Fitted for oil fuel*	Rot	*t*	CL N11,37	1917 7mo	Harlan& Hollings-worthCor. Wlmgtn,Del. A&OP	PeruvianGovern-ment(Cia.Peruana deVapores y Dique delCallao,*Mgrs.*) *Intermediate BH forwo* 50° F.	299·2|45·2|24·3 P24′B96′F29′ FK *in 'tween dk rd dispensed with*			Callao Peruvian *Cem* 4*BHto U dk* 1 ,, ,, 2nd ,, *CellDB220*	T.3Cy.21½″,35″&58″–42″ (*s*) 180lb 271NHP 2SB,*6cf*,GS135,HS4664 Harlan&HollingsworthCo *only* 547t*FPT74t APT108t*	26 ″ 6 s 4 ″ 3½ 22 ″ 5½	
85453 DHYF	**Uckermark** *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig 3*Dks*		7021 5931 3535					1930	Blohm& Voss, Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	463·5|61·1|27·0 P34′B&F418′ *UpperF44′*			Hamburg German *WB*	4SRgearedSteamTurbines Emade27*fitted*30 Blohm& Voss,Hamburg		G
85454 UPLD	**Udarnik** (*ex*Georgii-35,*ex*Antonios Yannoulatos) *ss*Got.No.3–1,33 1*Dk(Stl)*		3110 2668 1862	✝ 4,35 ✝	Rot	*u*		1920 12mo	R.Duncan &Co.Ld. PortGlasgow	U.S.S.R.	330·2|48·0|22·4 P23′B96′F38′ FK *CellDB283′854t*			Leningrad Russian *5BHCem APT68t*	T.3Cy.24″,40″&65″–45″ 391NHP 2SB,*6cf*,GS126,HS4786 ClydeS.B.&Eng.Co.P.Gls.	24 ″ 8	
85455 7975 SMCA	**Uddeholm** *Oil Eng.* D.F. 1*Dk&Shelter dk* *Strengthened for Navigation in Ice*		*3628* *3087* *2016*	✝100A1 *withfreeboard* 4,38 ✝LMC10,31	Hfs	*y*	CL 6,37	1934 10mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd's SA&CP*	Aktieb.Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) *CellDB317′*	367·2|52·2|22·5 371·0 FK (1057t*APT51t*			Gothenbrg Swedish *7BH Coll to Sh dk* 6 ,, 2nd,,)	Oil Engines 2S.C.DA 6Cy.17$\frac{1}{16}$″–47½″ 644NHP DB*80lb* EriksbergM.V.Aktieb.Got	25 ″ 6 s 2 ″ 1½ 23 ″ 6½	
85456 7507 SHAU	— (*ex*Kalö) 1*Dk*		*1036* *870* 538					1925	F.Schichau Elbing	Uddeholms Aktiebolag (F.Olsson, *Mgr.*)	230·4|33·6|14·0 P18′B65′H73*t*F25′ *WB*			Uddeholm Swedish	T.3Cy.15″,24$\frac{3}{8}$″&38$\frac{3}{8}$″–25½″ 75NHP F.Schichau,Elbing		G
85457 EAJK	**Udondo** (*ex*Guadiaro,*ex*BlackPrince, *ex*Provan) *ss*Bbo.2ndNo.3–3,29 1*Dk(Stl)&Spar dk(Stl)&* Sub.Sig. *deep framing*		*3925* *3648* *2560*	✝ —— 7,35 *Spar dk* ✝	Cff	*w*		1903 1mo	Russell& Co. Pt.Glasgow	Perez y Echevarrieta *Intermediate'tween BH in after CellDBa112′u*	345·2|49·9|17·9 P20′B202′F37′ 25·9 FK *dk hold dispensed with E&B40′f146′899t*			Bilbao Spanish 6*BHCem* (5 *to Spr dk* 1 ,, *Main* ,,) *APT71t*	T.3Cy.25″,41″&67″–45″ NDB20 340NHP 2SB,*8pf*,GS142,HS5438 Rankin&Blackmore.Grk.	28 ″ 5	G †
Now "Gante," see No. 88204 in Supplement																	
85458 UOIN	**Uellen** (*ex*Nürnberg-32,*ex*Kosmo, *ex*Nordmark) Sub.Sig. 2*Dks&Shelter dk*		5135 4737 3106			...		1913	W.Dox-ford&Sns,Ld. Sunderland	U.S.S.R.	419·9|54·1|26·4 B82′ FK			Vladvostk Russian *WB*	T.3Cy.27″,44½″&75″–54″ 577NHP W.Doxford&Sons,Ld.Sld	29 ″ 0	
85459 DJVR	**Uerdingen** Twin Sc *Oil Eng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *Cruiser Stern*		1273 983 660					1937	Lübecker Flender-Werke A.G. LübeckSiems	Schiffahrt-u. Assekuranz-Ges. E.Russ&Co.	243·3|36·3|14·3 Q123′F28′			Hamburg German *WB*	2Oil Engines 4S.C.SA 12Cy.14$\frac{3}{8}$″–19$\frac{1}{16}$″ 241NHP Fr.KruppGermaniawftA.G		G
85460 UOYS	**Ufa** (*ex*Aquila-34,*ex*Toulouse) 1*Dk*		1892 1653 1101			...		1917	Superior S.B.Co. W.Superior	U.S.S.R.	251·1|43·6|18·3 P62*t*H81*t*F25*t* FK			Leningrad Russian *WB*	T.3Cy.20″,33″&54″–40″ 274NHP DetroitS.B.Co.Detroit	20 ″ 3	
85461 OXFD	**Uffe** *ss*Cpn.2ndNo.3–4,30 D.F. *ss*Cpn.No ~~1–35~~ 2–39 1*Dk(Irn)&part2nddk(Stl)in holds*		1889 1690 1165	✝100A1 5,39 ~~2,38~~ BS ~~5,38~~ 12,38	Els Cpn ~~T.38~~ ✝LMC5,35 MS5,39	*r*	OG 4,39	1906 5mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's SA&CP*	DetForenede DampskibsSelskab *WB - CellDBa*	280·3|40·0|18·3 289·2(O.L.) P19′B74′F29′ FK *88′uE20′f118′541t*			Middelfart Danish *4BHCem APT28t*	T.3Cy.21″,33″&56″–36″ (*s*) 180lb 200NHP 2SB,*4cf*,GS70,HS3030 Cen.Mar.Eng.Wrks.W Hpl	20 ″ 6 s 2 ″ 11½ 17 ″ 8	
85462 GPKX	**Uffington Court** 161308 *ss*Shl.No.2–37 D.F. 1*Dk(Stl)&Shelter dk(Stl)*		4976 4622 3000	✝100A1 *withfreeboard* 5,38 ✝LMC9,37 BS1,39	Shl	*a*†	CL 5,38	1929 10mo	W.Pickers-gill&Sons,Ld. Sunderland *Lloyd's SA&CP*	CourtLine,Ld. Haldin&Philipps, Ld. *Mgrs.*) *CellDBa&uE158′f180′1217t*	405·6|55·5|25·8 F39′ FK (*FPT127t APT204t*			London British *6BHCem Coll to Sh dk* 5 ,,2nd,,)	T.3Cy.26″,43″&72″–48″ (*r*) 180lb 437NHP 3SB(Spt)*9cf*,GS182,HS7401 N.E.MarineEng.Co.Ld.Sld	28 ″ 3 s 3 ″ 3½ 25 ″ 2½	
85463 29722 JYTA	**Uga Maru** (*ex*Australbrook, *ex*Strathesk) 2*Dks*		4433 4047 3326					1909	Greenock& Gr'ngemouth Dockyard Co. Greenock	MatsuokaKisen K.K.	375·5|52·2|25·5 P36′B100′F39′			Fuchu Japanese *WB*	T.3Cy.25″,41$\frac{1}{8}$″&68″–48″ 320NHP J.G.Kincaid&Co.Greenock		C
85464 160181 GNLB	**Uganda** *ss*Gls.No.2–35 D.F. 1*Dk(Stl)*		4966 4617 3110	✝100A1 ~~T.38 2,37~~ ~~Bxa~~ ~~Cff~~ 5,39 ✝LMC MS8,35 BS6,39 ~~T.38~~	Rot	*y*	CL ~~8,37~~ N9,38	1927 11mo	D&W Hen-derson&Co Ld Glasgow *Lloyd's SA&CP*	SS."Livingstonia" Co.Ld.(Maclay& McIntyre,Ld. *Mgrs.*) *Cell*	402·5|52·2|27·3 P45′B125′F47′ FK *DB345′1179t FPT*			Glasgow British *6BHptCem 81tAPT209t*	T.3Cy.25″,38½″&68″–51″ (*s*) &exhaust turbine driving steam compressor 180lb 505NHP 3SB,*9cf*,GS150,HS6205 FD D&W Hendersn&CoLd.Gls	29 ″ 10 s 5 ″ 8 24 ″ 5½	
85465 16 ICLH	**Ugo Bassi** (*ex*Duna) *ss*Fiu.2ndNo.3–8,26 *ss*Fiu No.2–35 D.F. 1*Dk(Stl)&Spar dk(Irn)* *&deep framing*		2900 2630 1695	✝100A1 *Spar dk* 10,37 MS10,37 ✝LMC11,34	Tri	*u*	CL 10,37	1902 8mo	W.Dobson &Co. Newcastle *Lloyd's SA&CP*	"Tirrenia" Soc. Anon.diNav.	337·6|45·0|14·4 22·0 P40′B110′F35′ FK *CellDB a&uE138′f*			Fiume Italian 6*BHCem*	T3Cy.21½″,37½″&68″–42″ (*r*) 200lb 2NDB25 294NHP 2SB,*6cf*,GS116,HS4630 *90lb* N.E.MarineEng.CoLdNwc 132′567t*FPT38t APT15t*	24 ″ 9 s 3 ″ 10½ 21 ″ 0½	
85466 DOKS	**Uhenfels** Sub.Sig. 2*Dks* E.S.D. *Cruiser Stern*		7603 6728 4570					1931	Deutsche Sch-u-Mschb. A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	503·9|62·2|27·7 P67′B&F421′ *UpperF32′*			Bremen German *WB*	T.3Cy.30$\frac{3}{4}$″,49$\frac{3}{4}$″&78$\frac{3}{4}$″–55$\frac{1}{2}$″ & LP turbine withDRgear-ing&hydraulic coupling 672NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn		G
85467 ESXG	**Uhti** (*ex*Whitworth-36) *Mchy.Aft* 1*Dk*		1428 1066 762	...				1919	W.Harkess &Son,Ld. Middlesbro'	P.Rass	235·4|36·2|15·5 Q138′B16′F30′			Tallinn Estonian *WB*	T.3Cy.18″,30″&50″–33″ Richardsons, 144NHP Westgarth&Co.Ld.Mdb.		C

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite. Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de Classe Arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	
85468	**Uki**	TwinSc	545					1923	Lithgows, Ld. Pt.Glasgow	NorthCoastSteam Nav.Co.Ltd.(E.S. Crauford, *Mgr.*)	152·9	34·6	8·5	SydnyNSW British *WB*	T.6Cy.10½",16"&26"-16" 70RHP		
15020	Wireless		374								F30′				D.Rowan&Co.Glasgow		
VLCS	*Ref.Mchy. Mchy.Aft*	1 *Dk*	217														
85469	**Ukishima Maru** (P)		4730					1936	Mitsui Bussan Kaishi,Ld. Tama	OsakaSyosenK.K.	355·7	51·5	32·0	Osaka Japanese *WB*	Oil Engines 2S.C.DA 7Cy.17⅛"-47¼" 748NHP		
42602		*Oil Eng.*	3780								F14′				MitsuiBussanKaisha,Ld. Tama		
LJDL	D.F.	2 *Dks*	2810														
Now "Ukisima Maru," see No. 90407 in Supplement																	
85470	**Ukraina** (P)	TwinSc	4727					1928	BalticS.B. &Eng.Works Leningrad	U.S.S.R.	353·5	51·0	25·3	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.25⅝"-38½" 1374NHP Emade30 Russian Diesel Works,Len.		
	Ref.Mchy.	*Oil Eng.*	3101								B&F269′						
UOVN	Sub.Sig. *Cruiser Stern*	2 *Dks*	2566														
85471	**Ulé**	TwinSc	3046	✠100A1	Aru	*u*	CL	1929	Harland& Wolff,Ld. Belfast	StandardOilCo. of Venezuela	325·0	55·2	15·3	Maracaibo Venezuelan	T.6Cy.14½",24"&38½"-27"	16 *n* 0	
	*ss*Aru.No.2-37 ~~*ss*Ceo.No.1-33~~		2229	2,39	✠LMC		P2,39	5mo			P69′F36′			7 *BHpt Cem*	1801b (*s*) 228NHP	s2 *n* 1⅛	
	Mchy.Aft	1 *Dk*(*Stl*)	1631	MS9,37	BS2,39		sN2,39				*Trunk*220′	FK		*APT75t*	2SB,6*cf*,GS ,HS4860	14 *n* 0¼	
				Carrying Petroleum in			*bulk*	*Lloyd's*			72′*f*104′1824*t FPT*				Harland&Wolff,Ld.Bel		
				Fitted for oil fuel 6,29			*F.P. a*	*above* 1	50° F.	*Side tanks a*							
85472	**Ulea**	3Mst	1574					1936	Burntislnd S.B.Co.Ld. Burntisland	ScottishNavCo. Ld.(Glen&Co,Ld. *Mgrs.*)	265·0	40·5	16·3	Glasgow British *WB*	T.3Cy.15",25½"&44"-33" 111NHP		C
164073	Wireless		1346								P17′Q40′B110′F29				D.Rowan&Co.Ld.Gls.		
MLGM	E.S.D. *Cruiser Stern*	1 *Dk*	912														
85473	**Uleå** (*ex*Gaunless-37,*ex*Boreas-33)		1383					1925	SirJ Priest-man&Co. Sunderland	O/YFinskaInsjö A/B(Fred.Nichols &Son, *Mgrs.*)	244·1	36·8	16·2	Helsingfrs Finnish *WB*	T.3Cy.17½",29"&48"-33" 132NHP	18 *n* 3	N
			1202								P24′B54′F20′				N.E.MarineEng.CoLd Sld.		
OFAF		1 *Dk*	729														
85474	**Ulefoss** (*ex*Beira-37,*ex*Dago-35)		1607					1924	Akers Mek.Værks Oslo	Skibs. A/S Thor Thoresens Linje (ThorThoresen A/S *Mgrs.*)	256·9	40·0	17·3	Oslo Norwegian *WB*	T.3Cy.19",31"&58"-36" 168NHP		N
Now "Panevezys," see No. 89583 in Supplement											P56′H78*t*F16*t*						
LCGW		1 *Dk*	982												AkersMek.Værks.Oslo		
85475	**Ülgen** (P) (*ex*Bandirma-38, *ex*Medway)		929				...	1886	C.Connell &Co. Glasgow	Denizbank-Denizyollari Idaresi	225·0	32·1	14·2	Istanbul Turkish *WB*	C.2Cy.28"&56"-48" NB01 181NHP	16 *n* 7	
			735								P&B134′F29′						
TCAS	*Well deck* Wireless	2 *Dks*	483												J.&J.Thomson,Glasgow		
85476	**Ulia** (*ex*Yandiola,*ex*Swanley)		2434	✠ —	Bbo	*s*		1896	Richardsn, Duck&Co. Stockton	Cia.Nav."Bidasoa" (A.Candina, *Mgr.*)	300·0	43·0	20·3	Bilbao Spanish	T.3Cy.22½",37"&61"-42" NDB16 246NHP	22 *n* 9	G
	*ss*Bbo.2ndNo.3-3,21		2207	12,34	✠			2mo			P31′B58′F35′	FK		5 *BHCem*	2SB,6*cf*,GS102,HS3778		†
EAJV	*ss*Bbo.No.2-29		1428							*Cell D Ba*	104′*u*E24′*f*116′550*t*			*APT81t*	Blair&Co.Ld.Stockton		
	1 *Dk*(*Iron 12tr Bkd*) *eb frames*																
85477	**Ulisse** (*ex*Luciano-37,*ex*Dan-36, *ex*Harriet,*ex*CedarSpring)		2226					1918	M'Dougall-Duluth Co. Duluth,Minn	Soc.Anon.Sbarchi, Imbarchi e Trasporti	260·9	43·7	22·1	Rome Italian *WB*	T.3Cy.20",33"&54"-40" 184NHP		I
170			1988								251·2						
IBQG	Sub.Sig.	1 *Dk*	1306								P62*t*H119*t*F23*t*				M'Dougall-DuluthCo.		
85478	**Ulla** (*ex*Alcor)		*1847*					1920	Fredrkstad Mek.Værks. Fredrikstad	A/B Transmarin (S.Redig, *Mgr.*)	264·5	42·1	17·8	Hisingborg Swedish *WB*	T.3Cy.18⅝",29½"&50"-36" 150NHP		N
6412			*1601*								P30′B71′F29′						
SDJN		1 *Dk*	*1072*												FredrikstadM.V.Frdstad.		
85479	—		1575					1930	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	253·5	39·1	15·4	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½"-31½"&L.P.turbine HS2350 184NHP		G
			1213								P24′Q72′B80′F32′				HelsingörsJernsk.&Mskb.		
OZQE	Wireless D.F. *Ref.Mchy.*	1 *Dk*	916														
85480	**Ullapool**		4891	✠100A1	Bry	*z*	CL	1927	W.Gray& Co.Ld. W Hartlepool	PoolShippingCoLd (SirR.Ropner&Co. Ld. *Mgrs.*)	405·1	53·5	26·5	W.Hartlpl British	T.3Cy.25½",40"&71"-48" (*s*)	29 *n* 5	
139248	*ss*Brs.No.2-36		4620	~~G 2,38 L 2,39~~			9,36	12mo			417·7(O.L.)			6 *BHCem*	1801b HS7614 505NHP	s 4 *n* 9	
GNML	D.F.	1 *Dk*(*Stl*)	3042		✠LMC						P30′B229′F41′	FK		*APT190t*	3SB(Spt),9*cf*,GS172 FD	24 *n* 11½	
				MS5,36	BS5,37		6,38	*Lloyd's*		*Cell D B*	359′1402*t FPT*188*t*				Cen.Mar.Eng.Wrks.WHpl		
85481	**Ullensvang** (P)		516					1907	Trndhjms Mek.Værks. Trondheim	HardangerSunn-hordlandske Dampskibsselsk.	159·9	23·7	19·0	Bergen Norwegian *WB*	T.3Cy.15",25"&41"-26" NB08 86NHP		
			268								H31*t*				TrondhjemsMVTrondheim		
LFEL		3 *Dks*	294														
85482	**Ulm** (*launched as* Rapide)		3071	✠100A1	Dnz	*u*	CL	1938	Internatnl S.B.&E.CoLd. Danzig	Norddeutscher Lloyd	321·4	45·7	26·6	Bremen German	Oil Engines 2S.C.DA 6Cy.23⅜"-35⅞" 1170NHP	28 *n* 10	
	Oil Eng.		2717	*withfreeboard*				4mo			336·4(O.L.)			5 *BHpt Cem*		s 7 *n* 10½	
DOTU	E.S.D. 2 *Dks, sparred third dk in frd.*		1769	4,38	✠LMC4,38						F43′	FK				21 *n* 1½	
	D.F. *Ref.Mchy. holds for fruit cargo*			~~✠Lloyd's RMC4,38~~				*Lloyd's*		*Cell D B*267′548*t*	*tanks at sides*			*APT61t*	Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		
	Cargo battens not fitted			1,39						*of*	*tunnel* 402*t FPT*20(						
	Cruiser Stern			for temp. 32° F.													
85483	**Ulmarra**		924					1923	Lithgows, Ld. Pt.Glasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford, *Mgr.*)	200·0	33·1	12·4	SydnyNSW British *WB*	T.3Cy.17",28⅜"&47"-30" 121NHP		C
150197	Wireless		601								Q97′B24′F32′				D.Rowan&Co.Ld.Glasgow		
VJXQ	*Ref.Mchy.*	1 *Dk*	439														
85484	**Ulmus** (*ex*RákócziFerenc-33, *ex*Ulmus)		2733	~~✠100A1~~	Shl	*u*	CL	1926	Dunlop, Bremner& Co.Ld. PortGlasgow	Wilson&Harrison Steamships,Ld.	314·1	47·2	21·5	Cardiff British	T.3Cy.22",36"&59"-39" (*s*)	23 *n* 5	
	*ss*Shl.No.3-2,38		2538	~~2,38~~			4,37	5mo			P29′B93′F31′	FK		5 *BHCem*	1801b 260NHP	~~8 n 5½~~	
MBFN		1 *Dk*(*Stl*)	1666		✠LMC					*Cell*	*D Bacu E*108′*f*140′			631*t APT76t*	2SB,6*cf*,GS117,HS4062	~~20 n 4½~~	
	Cargo battens not fitted			~~MS5,37~~	~~MS3,38~~			*Lloyd's*			*Poop Tank*14′80′				D.Rowan&Co.Ld.Glasgow		
85485	**Ulooloo**	3Mst	3236	✠100A1	Syd	*n*	CL	1924	W.Beard-more&Co.Ld. Glasgow	TheAdelaide SteamshipCo.Ld.	332·0	46·6	23·0	Melbourne British	T.3Cy.25",41"&68"-45" (*s*)	25 *n* 6	
152002	*ss*Syd.No.3-4,36		2825	~~5,38~~ 5,37			4,36	11mo			343·5(O.L.)			6 *BHCem*	1801b 443NHP	s 3 *n* 11½	
VJKT	*Mchy.Aft*	1 *Dk*(*Stl*)	1928	BS5,37	✠LMC4,36						P108′B21′F34′	FK		*APT189t*	2SB,8*cf*,GS161,HS6636 FD	21 *n* 8¼	
	Cargo battens not fitted			5,38				*Lloyd's*		*Cell D*	B281′877*t FPT*157*t*				W.Beardmore&Co.Ld Gls.		
85486	**Ulrik Holm**		1502					1905	Schpw.v. JanSmitCzn. Alblasserdm	D/■ A/S Progress(M. Nielsen&Sön.*Mgs*)	251·4	37·8	16·3	Copnhagn Danish *WB*	T.3Cy.19",31"&51"-33" 149NHP		G
			1240								P14′Q76′B108′ 19·4				Maats.deSchelde,Flushing		
OUMY		1 *Dk*	930								F28′						
85487	**Ulsnes** (*ex*Jelö)		784					1907	Akers Mek.Værks. Oslo	DetStavangerske Dampskibsselskap	197·7	28·4	14·1	Stavanger Norwegian *WB*	T.3Cy.14",24"&37"-27" 71NHP		N
			547								P182*t*H41*t*				AkersMek.Værks.Oslo		
LFEN		1 *Dk*	458														
85488	**Ulsnis**		951					1936	Werft Nobiskrug G.m.b.H. Rendsburg	Zerssen&Co.	211·0	32·3	14·1	Rendsburg German *WB*	C 4Cy.(2)11⅞"&(2)24⅜"-24⅜" 97NHP		G
			784								P25′B46′F22′				Christiansen&Meyer, Harburg		
DDHB	Sub.Sig	1 *Dk*	498														
	D.F. *Cruiser Stern*																

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years Assigned now expired. Equipment letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers to be altered if not in L.R. Date of Last Survey.
85489 144200 MJYL	**Ulster Castle** (*ex* Lady Kildare-32, *ex* Setter) *ss* Liv. No. 3-3-33 Wireless D.F. E.S.D. *ss* Bkn. No. 1-38 2 *Dks* (*Stl-Uws*)	1217 90[illegible] 512	✠100A1 2,38 2,39 ✠LMC BS7,37 6,38 MS2,38	Bkn	*o*	CL 7,35 2,39	1920 4mo	W. Beardmore & Co. Ltd Glasgow *Lloyd's*	Belfast S.S. Co. Ltd.	245·0 | 34·1 | 15·6 P71' B72' F38' Ta 10' 27t DT f4' 12t			Belfast British 7 B Hpt Cem	T.3Cy. 23½", 36" & 58"-42" (*s*) 175lb *70lb* 265 NH 2SB, *6cf*, GS123, HS1424 W. Beardmore & Co. Ltd. Gls	16 " 0 1 " 9½ 15 " 6½	
85490 146318 MLDY	**Ulster Coast** (*ex* Scottish Coast-38, *ex* Lurcher) *ss* Liv. No. 3-7-35 Wireless D.F. E.S.D. 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	774 611 333	✠100A1 *Shelter dk with freeboard* BS11,38 ✠LMC7,	Liv	*l*	CL 7,35 10,38	1922 11mo	A. & J. Inglis Ltd. Glasgow *Lloyd's*	Belfast S.S. Co. Ltd. *Cell D Bu E21' f 126'2*	200·5 | 31·1 | 12·3 FK *Collision*			Belfast British *Cem* 6 *B H to S dk*	T.3Cy. 16", 26" & 42"-30" (*s*) 180lb 123 NH 2SB (Spt), *4cf*, GS71, HS2145 A. & J. Inglis, Ld. Glasgow	14 " 10 8 " 0 2 14 " 9½	
85491 147272 MLZG	**Ulster Hero** (*ex* Logic-35, *ex* Dorset Coast) *ss* Bkn. No. 3-1-37 *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck*	483 336 183	✠100A1 1,38 LMC BS1,38 4,39	Bkn	*g*	CL 2,36 8,39	1924 8mo	James Towers S.B Co. Ltd. Bristol *Lloyd's*	Belfast S.S. Co. Ltd.	150·6 | 25·4 | 11·1 157·0 (O.L.) Q86' B9' F22' FK *FPT*			Belfast British 3 *B H* Cem 15t *APT* 22t	T.3Cy. 14", 23" & 38"-27" (*s*) 180lb *100lb* 72 RH 2SB. *3cf*, GS58, HS1938 J. G. Kincaid & Co. Ld. Grk.	12 " 0 4 " 4 11 " 9	
85492 148163 GBXS	**Ulster Monarch** (P) Twin Sc *Oil Eng.* *ss* Bel No. 2-38 D.F. 1 *Dk* (*Stl-pt* ws) 2nd *dk in* E.S.D. *Cruiser Stern* Nos. 1 & 2 *holds*	3791 1841 1825	✠100A1 *with freeboard* 10,36 1,39 LMC CS2,38 DBS 1,39 2,38	Liv Bel	*v*	OG 1,38 P10,36 S1,39	1929 6mo	Harland & Wolff, Ld. Belfast *Lloyd's*	Belfast S.S. Co. Ltd. *Cell D Ba & u E118' Tank in way of*	346·0 | 46·2 | 15·2 P51' B184' F46' *f* 82' 356t FK *2 funnels* 63t *FPT* 42t *APT* 37t			Belfast British 7 *B H pt Cem* DB *80lb*	Oil Engines 4S.C.SA 20Cy. 24½"-38½" 1193 NHP Harland & Wolff, Ld. Bel.	19 " 0 4 " 1½ 15 " 1½	BT till 1,39
85493 161858 GLFM	**Ulster Prince** (P) Twin Sc *Oil Eng.* *ss* Liv. No. 2-38 1 *Dk* (*Stl-pt* ws) 2nd *dk in Nos.* 1 & 2 *holds* D.F. E.S.D. *Cruiser Stern*	3791 1841 1825	✠100A1 *with freeboard* 11,37 10,38 LMC CS3,38 DBS 3,39 12,37	Liv	*v*	OG 11,36	1930 3mo	Harland & Wolff, Ld. Belfast *Lloyd's*	Belfast S.S. Co. Ltd. *Cell D Ba & u k 118' Tank in way*	346·0 | 46·2 | 15·2 P51' B184' F46' *f* 82' 356t FK *of tunnels* 63t *FPT* 42t *APT* 37t			Belfast British 7 *B H pt Cem* DB *80lb*	Oil Engines 4S.C.SA 20Cy. 24½"-38½" 1193 NHP Harland & Wolff, Ld. Bel.	19 " 0 4 " 1½ 15 " 1½	BT till 11,38 10,39
85494 161857 GMWX	**Ulster Queen** (P) Twin Sc E.S.D. *Oil Eng.* *ss* Liv. No. 1-35 1 *Dk* (*Stl-pt* ws) 2nd *dk in Nos.* 1 & 2 *holds* D.F. *Cruiser Stern*	3791 1841 1825	✠100A1 *with freeboard* 8,37 LMC CS4, DBS 2,39 3,38	Liv	*v*	OG P8,37 S2,37	1930 2mo	Harland & Wolff, Ld. Belfast *Lloyd's*	Belfast S.S. Co. Ltd. *Cell D Ba & u E118' Tank in way of*	346·0 | 46·2 | 15·2 P51' B184' F46' FK *2 funnels* 63t *FPT* 42t *APT* 37t			Belfast British 7 *B H pt Cem* DB *80lb*	Oil Engines 4S.C.SA 20Cy. 24½"-38½" 1193 NHP Harland & Wolff, Ld. Bel.	19 " 0 4 " 1½ 15 " 1½	BT till 2,39
85495 118188 MCKF	**Ulster Star** (*ex* Dynamic, *ex* Lismore, *ex* Broom, *ex* James Crombie) *ss* Mch. 2nd No. 3-9.30 *ss* Ard. No. 2-39 1 *Dk* & *lower dk forward*	576 460 231	✠100A1 1,39 Ard 22 LMC MS8,38 BS1,38 4,39 12,	Mch	*k*	2,37 1,39	1904 10mo	Ramage & Ferguson, Ld Leith *Lloyd's*	Belfast S.S. Co. Ltd. *Cell D Ba* 33' 18t *FPT*	186·4 | 28·1 | 13·8 196·2 (O.L.) P29' B75 F61' FK *1 B H Cem* 17t *APT* 25t			Belfast British 1 *B H Cem* 17t *APT* 25t	T.3Cy. 17", 27" & 45"-33" (*s*) 180lb *100lb* 132 NH 1SB, *3cf*, GS63, HS2130 Ramage & Ferguson, Ld. Leith	14 " 6 1 " 6½ 13 " 3½	
85496 228198 WHDQ	**Ulua** (P) Twin Sc *Fitted for oil fuel* *Ref. Mchy.* Sub. Sig. 2 *Dks* & 2 *pl dks* D.F. E.S.D. GyC.	6494 5134 3616					1917	Workman, Clark & Co. Ld Belfast	United Fruit S.S. Corp. (United Fruit Co. *Mgrs.*)	125·4 | 54·3 | 29·9 P38' B200' F49' *WB*			New York Utd. States	T.6Cy. 23½", 39½" & 67"-48" 622 NHP Workman Clark & Co Ld Bel		C
85497 LFDW	**Ulv** (*ex* Trudvang-36) 1 *Dk*	938 655 589					1920	Larvik S. & Værksted Larvik	D/S A/S Ulv (O. Kvilhaug)	197·8 | 32·4 | 12·6 P34t Q38t B116t H51t F6t *WB*			Haugesnd Norwegian	T.3Cy. 14", 23½" & 38"-27" 75 NHP Larvik S. & Værksted Larvik		N
85498 135321	**Ulva** (*ex* Poznan, *ex* Carronpark) *ss* Hfx. 2nd No. 3-2,38 *Well deck* 1 *Dk* (*Stl*)	1401 1179 840	✠100A1 2,38 12,38 Ant LMC2, BS12,38	Hfx	*n*	CL 1,38 12,38	1912 12mo	Mackay Bros. Alloa *Lloyd's*	~~Ulva Shipping Co. Ltd.~~ ~~F. K. Warren~~ Blane Steamships, Ltd. *Cell D Ba* 61	241·0 | 36·0 | 16·7 Q91' B58' F29' FK *e* E17 *f* 36' 319t *FPT* 64t *APT* 36t			London British 4 *B H Cem*	T.3Cy. 18", 27½" & 48"-33" (*s*) 180lb 153 NH 1SB, *3cf*, GS66, HS2484 MacColl & Pollock, Ld. Sld.	18 10 1 " 7½ 17 " 5	
85499 135509 QQPZ	**Ulysses** (P) Twin Sc *Ref. Mchy.* D.F. 3 *Dks*	14647 8988 9142					1913	Workman, Clark & Co. Ld Belfast	China Mutual Stm. Nav. Co. Ld. (A. Holt & Co. *Mgrs*)	563·2 | 68·4 | 40·2 P74' B231' F69'			Liverpool British *WB*	T.6Cy. 26", 44" & 74"-51" 782 NHP Wrkman, Clark & Co Ld. Bel		BT till [illegible] 12,39
85500 213028 WHCT	— Twin Sc *Fitted for oil fuel* *Mchy. Aft* 1 *Dk* & *Web frames* *Longitudinal framing* GyC. *Superstructure dk.* (*Whale oil factory*)	12395 6801	...				1915	Maryland Steel Co. of Baltimore County Sparro'Pt Md	Western Operating Corp.	514·7 | 65·2 | 37·0 P168' F354' FK			New York Utd. States *WB*	T.6Cy. 27½", 46" & 76"-48" 1283 NHP Maryland Stl. Co. Sparr'Pt.	39 " 6	R †
85501 PICJ	— 4 Mst *Fitted for oil fuel* *Cruiser Stern* 2 *Dks*	2666 2325 1545					1918	A. Vuijk & Zonen, Capelle a/d Yse	Koninkl. Nederl. Stoomb. Maats. N.V.	346·2 | 48·2 | 18·4			Amstrdam Dutch *B*	T.3Cy. 23", 37" & 61"-45" 250 NHP Werkspoor, Amsterdam		V
85502	**Umba** (P) (*ex* Keret) 1 *Dk* (*Stl*) & *Awng dk*	841 725 472	✠ 6,10	Nwc	*k*		1910 6mo	W. Dobson & Co. Newcastle	U.S.S.R. *Cell D Ba* 57' *u B* 20' *f* 73'	195·5 | 30·0 | 17·5 FK			Archangel Russian 1 *B H Cem* 162t *APT* 22t	T.3Cy. 16", 26" & 43"-30" 133 NHP 2SB, *4cf*, GS73, HS2358 N.E. Marine Eng Co Ld. Nwc	19 " 0	
85503 149912 GNFV	**Umberleigh** *ss* Bry. No. 3-3,39 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	4950 4553 2019	✠100A1 *with freeboard* 2,39 LMC MS[illegible] 3,39 BS7,37 3,38	Bry	*z*	CL 3,39	1927 10mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's*	Tatem Steam Nav. Co. Ld. (W. J. Tatem Ld. *Mgrs.*) *Cell D B* 346' 1131t	400·0 | 54·2 | 25·7 F34' FK *FPT* 220t *APT* 215t			London British 7 *B H Cem* *Coll to Shelt* 6 " *2nd* "	T.3Cy. 25", 42" & 70"-48" (*s*) 200lb 501 NHP 3SB, *9cf*, GS171, HS7359 Cen. Mar. Eng. Wrks. W Hpl	28 " 3 3 " 2½ 25 " 3	
85504 2037 ICLO	**Umbria** (*ex* Bahia Blanca-35) *ss* B. As. No. 3-9.22 *ss* Ham. No. 2-30 3 *Dks* (*Stl U-ws*)	10075 8628 6219	... 8,35 NB3,30	Ham			1912	Reiherst'g Schiffsw. Hamburg	Lloyd Triestino Soc. Anon. di Nav.	508·3 | 59·3 | 35·6 492·0 B130' F113' 1 *B H dispensed with*			Genoa Italian *pt Cem t Ash* *B Honly*	T.6Cy. 24⅞", 40½" & 66½"-47½ 848 NHP 5SB, *15cf*, GS288, HS12110 Reiherst. Maschinenf. Ham	38 " 6	1 †
85505 25477 JPND	**Ume Maru** (*ex* Portsaid Maru-33) *ss* Nag. No. 3-6,32 2 *Dks* (*Stl*) & *Awng dk* (*Stl*)	5860 5586 4260	✠ ... 8,37 *Awng dk*	Nag	*y*	OG 9,36	1919 8mo	Kawasaki Dkyd. Co. Ld Kobe *Cell D B* 334' 11181	Tochiki Shoji K.K.	385·0 | 51·0 | 36·0 FK *Collision*			Kobe Japanese *Cem* *B H to Awg dk* 5 " " "	T.3Cy. 26", 43½" & 72"-48" 437 NHP 2SB (Spt) & 1 Aux SB, *8cf*, GS154, HS5636 Kawasaki Dkyd Co Ld Kobe	36 " 0	
85506 37487 JUGH	— *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* & *pt dk*	415 367 232					1932	Osaka Iron Works, Ld. Osaka	Uwajima Unyu K.K.	145·0 | 26·0 | 14·0 F17'			Osaka Japanese	Oil Engines 4S.C.SA 6Cy 14⅜"-19½" 121 NHP Yokohama Dock Co Ld. Yka		
85507 DJTD	**Umealv** (*ex* Hansa-37, *ex* Nordfold) 1 *Dk*	1293 1137 746					1917	N.V. Schps. "Juliana" Papendrecht	Aug. Bolten, Wm. Miller's Nachfolger	235·8 | 36·4 | 15·9 P25' B63' F25'			Hamburg German *WB*	T.3Cy. 17½", 29" & 46"-36" 127 NHP J. & A. van der Schuyt, Pap.		V

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. / Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite à hélice porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Longueur où calc. si elle n'est dans l. 2.
85508 166461 GKGW	**Umgeni** Ⓟ *Ref.Mchy.* D.F.	TwinSc *Cruiser Stern*	8180 6654 5082	100A1 *with freeboard* (*Class Contemplated*)				1938	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Bullard,King&Co. Ltd.	451·4|61·2|32·1 P45'B192'F32'	London British	T.6Cy.22½",38"&63"–39"&2 LP turbines with DR gearing & hydraulic couplings Swan,Hunter&Wigham Richardson,Ld.Nwc.	35 " 6 s10 "2¼ 25 " 6	
For full particulars see No. 93401 in Supplement															
85509 Broken up 1943 GCRN	**Umkuzi** Ⓟ (*ex*Cluny Castle) *Ref.Mchy.* D.F.	TwinSc *ss*Nwc.2ndNo.3–3,30 *ss*Mdb.No.1–34 2 *Dks*(1 *Stl*–ws&*UStl*–teaks) &*deep framing*	5175 4680 3208	~~100A1~~ 12,37 ~~[illegible]~~	Mdb	*z*	CL P6,36 S8,37	1903 9mo *Lloyd's*	Barclay, Curle&Co.Ld Glasgow	~~Bullard,King&Co. Ltd~~ *Cell DB*	419·1|50·2|28·2 P61'B115'F52' FK&BK2" *a*96'*u*E27'*f*179'809*t*	London British 7*BHCem*	T.6Cy.19",31"&52"–48" (*s*) 180lb 548NHP 4SB,*12cf*,GS242,HS10420 Barclay,Curle&Co.Ld.Gls.	31 " 1 s 6 " 8⅜ 24 " 8⅜	BT till 11,38
85510 129142 GSDF	**Umona** Ⓟ *ss*Mdb.2ndNo 3–9,36 D.F. 2 *Dks*(*Stl*)		3767 3240 2371	✠100A1 ~~5,36~~ 5,36 BS4,37 7,38	Mdb	*w*	CL N1,37 MC4,36	1910 10mo *Lloyd's*	Sir J. Laing &Sons,Ld. Sunderland	Bullard,King&Co. Ltd. *WB* = *Cell D*	356·0|44·5|26·0 P36'B128'F37' FK *Ba*104'*u*E22'*f*141'	London British 6*BHCem* 566*t APT*23*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 497NHP 3SB,*9cf*,GS173,HS7180 FD G.Clark,Ld.Sunderland	28 " 6 s 5 " 2 23 " 9	BT till ~~4,38~~
85511 164664 GYWB	**Umtali** Ⓟ *Ref.Mchy.* D.F.	TwinSc 2 *Dks*,3rd *dk in Nos.* 1 *&* 3 *holds* *Cruiser Stern*	~~8158~~ ~~6647~~ ~~5064~~ 8162 6648 5083	✠100A1 *with freeboard* ~~8,38~~ ~~4,38~~ MC7,36	Mdb		CL	1936 7mo *Lloyd's*	Swan,Hunter&Wigham Richardson, LdNewcastle	Bullard,King&Co. Ltd. *Cell DB*370'940*t*	451·4|61·2|32·1 468·0(O.L.) P45'B192'F32' FK *FPT*80*t APT*242*t*	London British 6*BHptCem ptAsp*	T.6Cy.22½",38"&63"–39"&2 LP turbines with DR gearing & hydraulic coupling 225lb (*s*) 1124NHP 4SB(Spt),*16cf*,GS347, HS14184 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	35 " 6 s 10"2½ 25 " 6	BT till ~~6,38~~
85512 164550 GYND	**Umtata** Ⓟ *Ref.Mchy.* D.F.	TwinSc 2 *Dks*,3rd *dk in No.* 1 *hold* *platform dk in No.* 3 *hold* *Cruiser Stern*	8137 ~~6448~~ ~~5061~~ 8141 6643 5060	✠100A1 *with freeboard* ~~8,38~~ 12,37 10,38	Mdb	MC11,35	CL 11,38	1935 11mo *Lloyd's*	Swan,Hunter&Wigham Richardson, LdNewcastle	Bullard,King&Co. Ltd. *Cell DB*370'940*t*	451·4|61·2|32·1 P45'B192'F32' FK *FPT*80*t APT*242*t*	London British 6*BHptCem ptAsp*	T.6Cy.22½",38"&63"–39"&2 LP turbines with DR gearing&hydraulic coupling 225lb (*s*) 1124NHP 4SB(Spt),*16cf*,GS347, HS14184 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	35 " 6 s 10"2½ 25 " 6	BT till ~~6,38~~ 11,38
85513 118342 GCRT	**Umvoti** Ⓟ (*ex*Comrie Castle) *Ref.Mchy.* D.F.	TwinSc *ss*Nwc.2ndNo.3–7,29 *ss*Mdb.No.1–33 2 *Dks*(1 *Stl*–ws&*UStl*–teaks) &*deep framing*	5183 4690 3217	✠100A1 ~~7,36~~ ~~5,37~~ 5,38 ~~12,37~~ MC7 10,38	Mdb	*z*	CL ~~6,34~~ 6,38	1903 11mo *Lloyd's*	Barclay, Curle&CoLd. Glasgow	Bullard,King&Co. Ltd. *Cell DBa*	419·3|50·2|28·3 P61'B115'F52' FK&BK2" 96'*u*E27'*f*179'809*t*	London British 7*BHCem* *APT*50*t*	T.6Cy.19",31"&52"–48" (*s*) 180lb 548NHP 4SB,*12cf*,GS242,HS10420 Barclay,Curle&Co.Ld.Gls.	31 " 1 s 6 " 8⅜ 24 " 8⅜	BT till ~~4,38~~ 6,39
85514 136725 GSDJ	**Umvuma** Ⓟ D.F.	*ss*Nwc.No.3–10,27 *ss*Mdb.No.2–37 2 *Dks*(*Stl*)	4419 3857 2785	✠100A1 ~~6,36~~ ~~3,39~~ ~~11,38~~ ~~5,38~~ BS4,37 6,38	Mdb	*x*	CL ~~8,36~~ MC4,36 6,38	1914 12mo *Lloyd's*	Sir J. Laing &Sons,Ld. Sunderland	Bullard,King&Co. Ltd. *WB* = *Cell DB*	365·0|49·2|28·1 P37'B130'F40' FK *a*104'*u*E&B43'*f*164'	London British 6*BHCem* 687*t APT*87*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 504NHP 3SB,*9cf*,GS180,HS7374 FD G.Clark,Ld.Sunderland	30 " 6 s 5 " 6 25 " 5½	BT till ~~6,38~~ 6,39
85515 YTEY	**Una** (*ex*ZigaKopajtić,*ex*MexicanLady, *ex*Luque) 1 *Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*) &*deep framing*	*ss*Ssk.2ndNo 3–4,37	1397 1299 868	✠100A1 *Spar dk* *with freeboard* ~~1,38~~ MC4,37	Ssk Spt	*q*	CL 4,37	1904 8mo *Lloyd's*	Sir Raylton Dixon&Co Ld Middlesbro'	Brodarsko Akcionarsko Drustvo "Oceania" *Cell DBa*61'	238·0|35·7|12·2 248·3(O.L.) 19·8 P41'B66'F51' FK *u*E&B31'*f*106'322*t*	Susak Yugoslav 4*BHCem* *APT*11*t*	T.3Cy.19 7/16",35 5/16"&53"–38" 175lb (*r*) 165NHP ~~NDR28 Nbor28–100lb~~ 4SB,*4cf*,GS71,HS2479 N.E.MarineEngCoLd Nwc	21 " 10 s 2 " 7½ 19 " 4⅜	
85516 149825 GSYX	**Unacana** (*ex*Hopsborg) *Oil Eng.* *ss*Vcr.No.2–35 *Mchy.Aft* Wireless 1 *Dk*(*Stl*)	TwinSc	944 783 485	100A1 ~~3,39~~ ~~3,38~~ ~~11,38~~ ~~DB5,38~~ CS3,38 DBS~~4,38~~ ~~5,38~~ 10,36 ~~NE3,38~~ NE3,31 *Carrying Petroleum in bulk*	Vcr	*m*	OG ~~[illegible]~~ ~~2,37~~ P11,38 ~~8,38~~ 8,39	1927 9mo *Lloyd's*	Otto Andersen&Co(London)Ld. Wivenhoe	Santa Maria S.S. Co.Ld. *Cell DBa*	207·5|33·6|13·9 214·0(O.L.) P78'F29' FK *Trunk in well* *u*E45'*f*8'69*t FPT*5*t APT*15*t*	London British 9*BHptCem*	Oil Engines 4S.C.SA 12Cy.13"–18" ~~198NHP~~ DB*100lb* 34RHP WesternEnterpriseEng. Co.L.An.	15 " 9 s 1 " 0½ 14 " 9½	
85517 EAJL	**Unbe-Mendi** *ss*Bbo.No.3–12,35 1 *Dk*(*ptStl&ptIrn*)		4313 3979 2664	✠100A1 2,39 ~~10,37~~ MC MS12,35 ~~BS3,38~~ 2,39	Bbo	*w*	CL ~~12,37~~ 2,39	1914 10mo *Lloyd's*	Cia Euskaldunade Const Bilbao	Cia.Nav.Sota y Aznar *WB* = *Cell DBa*	365·0|50·2|25·2 P29'B100'F38' FK *u*E26'*f*159'934*t*	Bilbao Spanish 6*BHCem* *APT*15*2t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 382NHP 3SB,*9cf*,GS156,HS6062 Cen.Mar.Eng.Wrks.WHpl	27 " 10 s 5 " 3½ 22 " 8	
Now Cat B, see No. 87510 in Supplement															
85518 SMGA	**Unden** D.F. 1 *Dk*&*Shelter dk*		*4252* *3946* 2558					1920	J. Priestman&Co. Sunderland	Rederiaktieb. Transatlantic (G.Carlsson *Mgr.*)	365·9|51·6|25·2	Gothenbrg Swedish *WB*	T.3Cy.25",41"&69"–48" 330NHP G.Clark,Ld.Sunderland		N
85519 160348 VOLB	**Ungava** (*ex*Palatka,*ex*LakeButler) *ss*Gmh.No.3–2,28 *ss*NFL.No.2,36 1 *Dk*(*Stl*) *Strengthened for Navigation in Ice*		1914 1650 1115	✠100A1 6,38 6,37 BS3,38 MS11,36 MC	NFL	*r*	CL N5,37	1918 2mo	Detroit S.B.Co. Wyandotte A&OP	Ungava S.S.Co.Ld. (JobBrothers&Co. Ld.*Mgrs.*) *Cell DB*208'532*t*	261·3|43·6|18·3 272·0(O.L.) P25'B46'F34' FK len28 *FPT*57*t APT*69*t*	SJhns NFL British 6*BHCem*	T.3Cy.20",33"&54"–40" (*s*) 180lb 274NHP 2SB,*6cf*,GS126,HS5246 DetroitS.B.Co.Detroit	20 " 1 s 2 " 4⅜ 17 " 10⅜	
85520 219940 KUQP	**Unicoi** Ⓟ Sub.Sig. GyC. 2 *Dks* *Longitudinal framing*	*Oil Eng.*	5873 — 3667					1920	Oscar Daniels Co. Tampa,Fla.	United States Maritime Commission	401·9|54·2|31·3 P34'B120'F38'	Tampa,Fla Utd. States *WB*	Oil Engines 2S.C.DA 4Cy.28"–40" NE27 1096NHP Worthington Pump&Mchy Corp.Buffalo,N.Y.		R
85521 1618 ICLP	**Unio** (*ex*Twingone) *Mchy.Aft* 1 *Dk*&*Spar dk*&*Web frames* *Carrying Petroleum in bulk*	3Mst *Fitted for oil fuel*	1797 1649 986			…		1902	Armstrong Whitworth &Co.Ld. Newcastle	"Natta" Soc.Italiana pel Petrolio ed Affini	262·9|36·5|23·8 250·0 16·8 P22'B28'F25' FK	Genoa Italian *WB*	T.3Cy.20",33"&54"–36' 198NHP Wilsnd Slpwy.&Eng.Co. Ld.Nwc.	24 " 10	I †
85522 LEDT	**Union** (*ex*Högoy–36, *ex*Union–32) 1 *Dk2trB*		607 483 323					1893	Nylands Værks Oslo	A/S Union(Dagfinn Næsheim)	162·1|26·9|15·6 Q29'*t*B49'*t*H13'*t*F11'*t*	Haugesnd Norwegian *WB*	T.3Cy.11⅞",17½"&30"–27" 47NHP Nylands Værks,Oslo		N
85523 — PICK	*Mchy.Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern*	315 200 152					1938	NV Schpsw Delfzijl v/h Gebr.Sander Delfzijl	K.Pronk	126·7|24·0| 8·3 P32'Q10'F19'	Groningen Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9 7/16"–14 7/16" 62NH AppingedammerBrons Motorenfb.N.V		
85524 LDDF	**Unita** 1 *Dk*		3586 3383 2844					1906	W. Dobson &Co. Newcastle	Skibs A/S Corona (H.M.Wrangell&Co.A/S,*Mgrs.*)	338·1|48·0|25·5 H80*t*F48*t*	Haugesnd Norwegian *WB*	T.3Cy.25",41"&68"–45" 139NHP N.E.MarineEng.CoLd Nwc	28 " 0	N

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Registered Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Year Assigned. Date of last Survey.	7* Date when tail shaft last bush.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of fl.-deck cert.
85525 DOTC	**Unitas**	Twin Sc 3 *Dks* GyC. *Mchy. Aft* D.F. E.S.D. *Longitudinal framing Cruiser Stern Fitted for oil fuel (Whale oil factory)*	21846 18256 11841					1937	Deutsche Sch-u-Mschb. A.G. Weser Bremen	Jürgens Van den Bergh Margarine Verkaufs Union G.m.b.H.	602·5 P152′	80·2	49·1	Bremen German	T 6 Cy. 22½″, 36½ & 58½″–39½″ & L.P. Turbines with DR gearing & hydraulic coupling 681 NHP Deutsche Schiff.-u Mschb. A.G. Seebeck, Wsm		G
85526 KFBX	**United States Gypsum** (ex Stephen M. Clement) *Mchy. Aft* D.F. GyC. 1 *Dk*		5821 — 4487					1905	American S.B.Co. Lorain, O.	American S.S.Co. (Boland & Cornelius, *Mgrs.*)	480·0	52·0	30·0	Buffalo NY Utd. States *WB*	T. 3 Cy. 22½″, 36″ & 60″–42″ 233 NHP American S.B.Co Cleveland		R
85527 ZSGR	**Uniwaleco** (ex Fraternitas–37, ex Sir James Clark Ross, ex Mahronda) 2 *Dks (Stl) w deep framing Superstructure deck*	ss Nwc. 2nd No. 3–7,30 ss Got. No. 3–10,36 D.F.	9755 7391 6106	+100A1 *with freeboard* Pr. BS3,39	PNI St.	39	CL 6,86 2,89	1905 8mo	Harland & Wolff, Ld. Belfast	Union Whaling Co. Ld. (A.E. Larsen, *Mgr.*) *Cell D Ba 139′ u E*	470·3 484·0 (O.L.) *f* 180′	58·4 FK & BK 3	31·3 2016	Durban British *Lloyd's SA & CP*	Q. 4 Cy. 26½″, 39½″, 56″ & 78½″ –54″ 215 lb (*s*) 658 NHP 2 D & 2 SB *18 cf* GS 332 HS 11604 NDB 29 16 Pr. B–60*lb* 9 Pr. B–43*lb* Harland & Wolff, Ld. Bel.	35 ″ 5 –6 ″ 3½ 2 9 ″ 5	
				Carrying Whale oil in bulk Fitted for oil fuel 8,29 F.P. above 150° F. Carrying oil fuel in bulk F.P. above 150° F. in tanks abaft cofferdam													
85528 UPIG	**Unja** (ex Reinbek–35) Wireless Sub.Sig. 1 *Dk*		1432 1154 810					1922	F. Schichau Elbing	U.S.S.R.	237·5 Q77′ B109′ F32′	37·5	15·8	Leningrad Russian *WB*	T 3 Cy 16⅛″, 27⅝″ & 42⅛″–27⅝″ 96 NHP F. Schichau, Elbing		G
85529 JKKC	**Unkai Maru No. 1** *Mchy. Aft* 1 *Dk*		2225 — 1223					1932	Mitsui Bussan Kaisha, Ld. Tama	Nakamura Kisen K.K.	275·0 P80′ B35′ F28′	40·7	23·0	Kinoye Japanese *WB*	T. 3 Cy. 19″, 32″ & 53″–36″ 168 NHP Mitsui Bussan Kaisha, Ld. Tama		
85530 JDNB	**Unkai Maru No. 2** 1 *Dk*		1709 1410 973					1920	Hakodate Dkyd. Co. Hakodate	Naka i K.K.	242·0 P12′ B64′ F30′	36·0	21·5	Kinoye Japanese *WB*	T. 3 Cy. 18″, 29″ & 49″–33″ 138 NHP Hakodate Dkyd. Co. Hak.		
85531 JJPC	**Unkai Maru No. 3** Ⓟ (ex Kwazan Maru) 2 *Dks*		3015 — 1978					1919	Yokohama Dock Co. Ld. Yokohama	Nakamura Kisen K.K.	310·0 P25′ B98′ F33′	43·0	26·0	Yokohama Japanese *WB*	T. 3 Cy. 22″, 37″ & 61″–42″ 241 NHP Kobe Steel Works, Kobe		
85532 JDGB	**Unkai Maru No. 5** (ex Nichiyo Maru, ex Margherita) 1 *Dk & Spar dk & deep framing*		3282 3047 2503			…		1900	Russell & Co. Pt. Glasgow	Sato Kuni Kisen K.K.	330·5 P20′ B74′ F33′ … FK	48·1 23·5	15·9	Kinoye Japanese *WB*	T. 3 Cy. 24″, 40¼″ & 65″–42″ 290 NHP J.G. Kincaid & Co. Greenock	26 ″ 1	
85533 JGPB	**Unkai Maru No. 6** (ex Venus) 1 *Dk & deep framing*		3220 2902 1949			…		1905	W. Gray & Co. Ld. W Hartlepool	Nakamura Kisen K.K.	331·0 P27′ B100′ F36′ FK	49·2	21·8	Kinoye Japanese *WB*	T. 3 Cy. 24″, 39″ & 64″–42″ 288 NHP Blair & Co. Ld. Stockton	24 ″ 3	C †
85534 JGYB	**Unkai Maru No. 7** (ex Yasokawa Maru–34, ex Daishin Maru No. 3–32) 1 *Dk*		2181 1854 1265					1919	Osaka Yogyo K.K. Shekizu	Nakamura Kisen K.K.	268·7 P16′ B64′ F34′	40·0	23·2	Kobe Japanese *WB*	T. 3 Cy. 20″, 33½″ & 57½″–39″ 205 NHP Hatsudoki Seizo K.K. Osaka		
85535 JOCH	**Unkai Maru No. 8** (ex Kiku Maru–33) 1 *Dk*		1293 1053 924					1924	Aizawa Zosen Tekko K.K. Osaka	Nakamura Kisen K.K.	218·0	32·0	19·0	Kobe Japanese	T. 3 Cy.		
85536 29465	**Unkai Maru No. 13** 1 *Dk*		745 625 391					1924	Ujina Zosensho Hiroshima	Nakamura Kisen K.K.	180·0	30·2	14·5	Kinoye Japanese	T. 3 Cy.		
85537 23589 JEAB	**Unkai Maru No. 15** (ex Taisho Maru) Wireless 2 *Dks*		1209 — 656					1918	Matsuo Irn Wks. & Dckyd Nagasaki	Nakamura Kisen K.K.	200·0 P20′ B53′ F25′	33·0	20·0	Kinoye Japanese *WB*	T. 3 Cy. 14½″, 24½″ & 40″–30″ 88 NHP Matsuo Irn. Wrks & Dckyd.		
85538 DJSH	**Unkas** *Mchy. Aft* 1 *Dk* *Oil Eng. Carrying Petroleum in bulk Cruiser Stern Longitudinal framing*		499 372 293					1936	D. W. Kremer Sohn Elmshorn	Hansa-Tank Reederei G.m.b.H. (Atlantic Rhederei F. & W. Joch, *Mgrs.*)	165·8 P48′ F34	29·2	10·8	Hamburg German *WB*	Oil Engines 4S.C.SA 6 Cy. 11⅝″–16⅝″ 79 NHP Krupp Motorenbau A G Kiel		G
85539 24468 JACB	**Unten Maru** Wireless 1 *Dk*		1025 866 578					1918	Ohara Oisuke Osaka	Settsu Syosen K.K. (Osaka Syosen K.K. *Mgrs.*)	200·0	31·0	18·5	Fuchu Japanese	T. 3 Cy. 13″, 22″ & 36″–26″ 66 NHP Ohara Zosensho, Osaka		
85540 29460 JTQA	**Unyo Maru** (ex Australford, ex Strathavon) 1 *Dk & Spar dk & deep framing*		4643 4133 3518			…		1907	Grngem'th & Greenock Dockyard Co. Greenock	Inui Kisen K.K.	376·1 P29′ B92′ F41′ … FK	52·2 25·5	17·4	Kobe Japanese *WB*	T. 3 Cy. 25′, 41″ & 68″–48″ 353 NHP J.G. Kincaid & Co. Ld. Grk.	28 ″ 0	C †
85541 42581 JHEL	**Unyo Maru No. 1** 2 *Dks* *Cruiser Stern*		2040 — 1135					1936	Harima S.B. & Eng. Co. Ld. Harima	Sankyu Unyu K.K.	275·0 P28′ B90′ F24′	40·0	21·0	Moji Japanese *WB*	T. 3 Cy. 20½″, 33½″ & 56½″–39″ 201 NHP Harima SB & EW ks. Harima		
85542 42971 JTQL	**Unyo Maru No. 2** 1 *Dk*		2827 — 1616					1937	Mitsui Bussan Kaisha, Ld. Tama	Nakamura Kisen K.K.	309·9 P25′ B72′ F27′	44·9	23·6	Kobe Japanese	T. 3 Cy. 20½″, 35⅞″ & 61″–41½″ 240 NHP Mitsui Bussan Kaisha, Ld. Tama		
85543 25009 JIKB	**Unyo Maru No. 3** Ⓟ (ex Kibi Maru No. 15, ex Toko Maru) 2 *Dks*		2846 — 1756					1918	Yokohama Dock Co. Yokohama	Sankyu Unyu K.K.	310·0 P25′ B98′ F33′	43·0	26·0	Kinoye Japanese *WB*	T. 3 Cy. 22″, 37″ & 61″–42″ 241 NHP Yokohama Dock Co. Yka.		C
85544 35023 JIEC	**Unyo Maru No. 5** *Mchy. Aft* 1 *Dk*		2053 1671 1133					1929	Mitsui Bussan Kaisha Ld Tama Dkyd. Tama	Sankyu Unyu K.K.	276·0 P73′ B30′ F24′	40·7	21·2	Kinoye Japanese *WB*	T. 3 Cy. 18″, 30″ & 50″–36″ 150 NHP Mitsui Bussan Kaisha, Ld. Tama Dkyd		
85545 33186 JBEC	**Unyo Maru No. 6** (ex Tsukumo Maru–32, ex Joh. Ludw. Mowinckel, ex Spennymoor) 1 *Dk & deep framing*		2753 2559 1980			…		1905	J. Blumer & Co Sunderland	Tomoye Gumi K.K.	314·0 P28′ B90′ F32′	46·2 FK	23·0	Kinoye Japanese *WB*	T. 3 Cy. 23″, 38″ & 62″–42″ 257 NHP J. Dickinson & Sons, Ld. Sld.	23 ″ 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de cloison porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après le Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Croix sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Registres où coté.
85546	**Upminster**		1013	✠100A1	Shl	*m*	CL	1934	Burntislnd	HudsonSteamship	217·0	34·0	11·8	London	T.3Cy.13½",23"&38"–27"(*s*)	14 " 3	
163538			715	*withfreeboard*			7,37	11mo	S.B.Co.Ld.	Co.Ld.				British	220lb 112NHP	s 4 " 4½	
MBYV	*Mchy. Aft*	1 *Dk*	576	7,[illegible]					Burntisland		Q154'F23'		FK	3 *BH Cem*	1SB,3*cf*,GS60,HS1980	13 " 6	
	Cargo battens not fitted							*Lloyd's*	*sA&CP*	*Cell DB147'347t FPT*				89t *APT26t*	N.E.MarineEngCoLdNwc		
85547	**Upo-Mendi**		4193					1911	Cia. Euscal-duna Bilbao	Cia.Nav.Sota y Aznar	350·2	50·2	28·4	Bilbao Spanish	T.3Cy.25",41"&67"–45" 301NHP		
EAJM	*Turret deck*	1 *Dk*	2563								P31'B117'F32'			*WB*	Blair&Co.Ld.Stockton		
85548	**Upshur** (*ex*LakeGetaway)		2637			...		1920	Chicago S.B.Co. Chicago,Ill.	Merchnts&Miners Transptn.Co.	251·0	43·6	26·1	Baltimore Utd. States	T.3Cy.21",35"&59"–42" 352NHP	28 " 4	R
219204		*Fitted for oil fuel*	2257								P25'B64'F26'		FK				†
KOLZ	D.F. Sub.Sig.	3 *Dks*	1619											*WB*	AmericanS.B.CoCleveland		
85549	**Upwey Grange**	TwinSc	9130	✠100A1	Rot	*c*†	CL	1925	Fairfield Co.Ld. Glasgow	HoulderLine,Ld (HoulderBrothers &Co.Ld. *Mgrs.*)	431·0	62·5	35·3	London British	Oil Engines 2S.C.SA	38 " 3	
148703		*Oil Eng.*	7375	*Shelter dk*	Lon		5,37	11mo			451·2(O.L.)			8 *BH pt Cem*	12Cy.28"–39" 1648NHP	s 9 " 1½	
GLSF	*ss*Lon.No.3-9,38 ~~*ss*Lon.No.2-34~~		5812	*withfreeboard*				*Lloyd's*	*sA&CP*		B250'F82'		FK	*hy.space*	2DR*180lb*	29 " 9	
	Ref. Mchy. 2 *Dks*(*Stl*) *Shelter dk*(*Stl–ws*)			[illegible]						*Cell DB 366'1617t DT*	*Duct keel frwd. of mc f19' 325t Tanks at*			179' *sides of tunn*	FairfieldCo.Ld.Glasgow *els 326t FPT89t APT113t*		
	D.F.	3rd *dk*(*Stl*) *in holds*		[illegible]													
		Cruiser Stern		[illegible]													
85550	**Urado Maru** Ⓟ	TwinSc	1336					1921	Osaka Iron Works,Ld. Innoshima	TosaSyosenK.K.	215·0	37·0	20·0	Osaka Japanese	T.6Cy.14¼",23⅝"&39"–30" 167NHP		
28084			975								P&B150'F41'			*WB*	OsakaIronWorks,Ld.		
JJVH	*Cruiser Stern*	2 *Dks*	646														
85551	**Urajio Maru** Ⓟ (*ex*Serbistan)		3110					1919	SirRaylton Dixon&CoLd Middlesbro'	KawasakiKisen K.K.	331·0	46·5	25·5	Kobe Japanese	T.3Cy.23",41"&68"–45" 310NHP		
31731			2835								P33'B98'F29'			*WB*	Richardsons,Westgarth& Co.Ld.Mdb		
JHHB		1 *Dk*	1880														
85552	**Urajiwo Maru** Ⓟ (*ex*Progress)		897					1890	Schlesingr Davis&Co. Newcastle	GomeiKaisya TaishinShoten	196·0	30·5	15·6	Hakodate Japanese	T.3Cy.16¼",26½"&43$\frac{3}{16}$"–30" 103NHP		
9424			685								Q64'B47'F25'			*WB*	N.E.MarineEng.CoLdNwc		
JNXA	Wireless	1 *Dk*	531														
85553	**Urakawa Maru** Ⓟ		347					1915	Namuro Gennosuke Osaka	ChishimaKisen K.K.	130·0	22·5	15·0	Hakodate Japanese	T.3Cy.10⅝",15⅛"&25"–19" 28NHP		
18708			309														
		2 *Dks*	205														
85554	**Ural Maru** Ⓟ	TwinSc	6374	✠[illegible] 10,38	Kob		CL	1929	Mitsubishi	OsakaSyosenK.K.	405·2	55·0	33·0	Osaka	4 Steam Turbines DR	33 " 0	
34488		*ss*Kob.No.1–33	5112	*withfreeboard*			10,37	3mo	ZosenKaisha, Ld. Nagasaki					Japanese	geared to 2 Sc Shafts (*s*)	~~s 10 " 4~~	
JDBC		2 *Dks*(*Stl–weather dk* ws)	3761	[illegible]							F43'		FK	6 *BH Cem*	22500lb HS12565 1158NHP	~~33 " 01~~	
	Ref. Mchy.	3rd *dk*(*Stl*) *except in after hold–pt No.3 hold*		[illegible]				*Lloyd's*	*sA&CP*	*Cell DB346'918t Wing ta*		*Coll*		*to Wthr dk*	5SB(Spt),*15cf*,GS320 FD		
														19t *APT117t*	MitsubishiZosenKaisha,Ld		
85555	**Ural Masch**		2980					1936	Akt.Bur-meistr&Wain Copenhagen	U.S.S.R.	325·2	48·1	21·3	Leningrad Russian	T.3Cy.22$\frac{7}{16}$",36$\frac{7}{16}$"&61"–39" 231NHP		
	D.F.										P34'B97'F40'			*WB*	HelsingörsJernsk.&Mskb.		
	E.S.D. *Cruiser Stern*	1 *Dk*															
85556	**Uralles** (*ex*Dore)		1975	✠ [illegible]	Sld	*r*		1927	Sir J. Laing &Sons,Ld. Sunderland	U.S.S.R.	273·3	38·7	18·3	Odessa Russian	T.3Cy.20",33"&54"–39" 199NHP	20 " 3	
			1627	3,32				1mo			P21'Q128'B12'F21'		FK	1 *BH Cem*	2SB.6*cf*,GS94,HS3096		
UNMQ	*Well deck*	1 *Dk*(*Stl*)	1141							*Cell DB182'390t*				90t *APT66t*	G.Clark,Ld.Sunderland		
										Tank at sides of	*tunnel 39'212t FPT*						
85557	**Urania** Ⓟ (*ex*Genova–33, *ex*Hungaria)	TwinSc	7099	✠100A1	Nap	*a*†	CL	1916	Cantiere SanRoccoSA Trieste	LloydTriestino Soc.Anon.diNav.	411·1	53·1	24·8	Trieste Italian	T.6Cy.25½",40½"&66"–48"	28 " 6	
336		*ss*Gen.No.3–7,29	5442	*Shelter dk*	Tri		s1,37	9mo			400·0			*Cem*	1801b (*r*) 853NHP	s 2 " 11½	
IBTN		*ss*Tri.No.2–37	4166	*withfreeboard*			P6,37	*Lloyd's*	*sA&CP*		B190'F83'*on*		FK	*BH to Sh dk*	5SB(Spt),*15cf*,GS314,	26 " 0	
	Ref. Mchy.	2 *Dks*(*Stl–Uws*)		[illegible]							*Shelter dk*		*Coll*	6 " " *U* "	HS12735 FD		
	D.F.	*& Shelter dk*(*Stl–ws*)		[illegible]						*Cell DB345'*	1013t *DT f19' 494t*			*APT96t*	StabilimentoTecnico,Tri.		
				Fitted for oil fuel 9,	24	*F.P.a*		*bove* 150° F.									
85558	—		1953	100A1	Hul		OG	1902	Akt.Ges. "Neptun" Rostock	P.S.Antippas	281·7	40·5	18·4	Panama Panamanian	T.3Cy20⅞"35$\frac{7}{16}$"&55⅛"–35$\frac{7}{16}$"	21 " 1	
	(*ex*NarvarchosSachtouris–37,		1755	12,37			12,37								175lb (*s*) 208NHP	s 1 " 10½	
~~SWQD~~	*ex*Maid of Hydra, *ss*Hul.3rdNo.3–12,37		1207	[illegible]							P25'B166'F31'		FK	6 *BH Cem*	2SB,4*cf*,GS76,HS3426	19 " 5½	
HPIV	*ex*NarvarchosG.Sachtouris,	D.F.		[illegible]				*Lloyd's*	*sA&CP*		*Cell DB220'*			469t	A.G."Neptun,"Rostock		
	*ex*LordBroughton,*ex*Patmos)	1 *Dk*(*Stl*)															
85559	—		1327			...		1905	Akt.Ges. "Neptun" Rostock	"Orion"Schiffahrts Ges.m.b.H.	244·0	36·1	14·9	Rostock German	T.3Cy.16½",25⅝"&41¾"–31½" 98NHP	17 " 8	G
	(*ex*GeorgZelck,*ex*Parklands,		1097								P15'Q64'B110'F31'		FK	*WB*	A.G."Neptun,"Rostock		†
DMAP	*ex*MarieGlaeser)	1 *Dk*	798														
	Well deck																
85560	—		628	✠100A1	Skm	*i*	OG	1899	Lindhol-mens V.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	165·7	29·1	11·0	Stockholm Swedish	T.3Cy.13½",22½"&36"–27"(*s*)	13 " 4	
3529	(*ex*Erik)	*ss*Skm.3rdNo,3–7,37	421	4,38			4,38	7mo			Q85'B10'F21'		FK	4 *BH Cem*	170lb *90lb* 81NHP	s " 5 4	
SHBG			334	[illegible]					A&CP						1SB,*3rf*,GS45,HS1408	12 " 11½	
	Well deck	1 *Dk*(*Stl*)		[illegible]						*WB = Cell D*	*Ba37'u E& B33'f73'*			173t *APT91t*	N.E.MarineEng.CoLdNwc		
85561	**Uranienborg**		3300					1922	Kjöbnhvns Flydk.&Skbs. Copenhagen	A/S D/S Dannebrog (C.K.Hansen, *Mgr.*)	346·8	50·2	22·0	Copnhagn Danish	DR Geared Steam Turbine		V
		Fitted for oil fuel	2952											*WB*	SvenskaTrbfrk.Akt. Ljungström,Finspong		
OXGD	D.F.	1 *Dk& Shelter dk*	1998														
		Cruiser Stern															
85562	**Urano**	TwinSc	5512					1923	Deutsche Werke A.G. Kiel	ItalianNavy(oper-atedbySoc.Anon. Cooperativa diNav. "Garibaldi")	414·9	54·2	28·5	Genoa Italian	Oil Engines 4S.C.SA		I
		Oil Eng.	4893								398·3				12Cy.21⅛"–35$\frac{7}{16}$" 543NHP		
IAUC	*Carrying Petroleum in bulk*	2 *Dks*	3197												DeutscheWerke,Kiel		
85563	**Uranus** (*ex*Croxdale–34)		1327	✠ [illegible]	Tln	*o*		1906	J.Crown& Sons,Ld. Sunderland	J.Rang	230·0	36·0	14·7	Tallinn Estonian	T.3Cy.17½",29"&47"–33" 147NHP	16 " 10	V
50[illegible]		*ss*Gms.No.3–8,28	1104	5,34				10mo			P17'Q65'B48'F26'		FK	4 *BH Cem*	1SB,*3rf*,GS61,HS2405		†
ESDH	*Well deck*	1 *Dk*(*pt Irn& pt Stl*) *& deep framing*	805	[illegible]						*Cell DBa61' u E19' f96'*				321t *APT34t*	N.E.MarineEng.Co.Ld.Sld		
85564	—		935					1925	Trosvik Mek.Verks. Brevik	DetBergenske Dampskibsselskap	192·5	30·2	20·4	Bergen Norwegian	Oil Engines 2S.C.SA		N
		Oil Eng.	907								B48'H20t			*WB*	4Cy.15¾"–28⅜" 172NHP		
LHRO		1 *Dk& Shelter dk*	527												A/B AtlasDiesel,Skm.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when full shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formula; BHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Register in which last entered. Date of Deletion.
85565 39753 JFCH	**Urara Maru** (P)	*Oil Eng.* 2 *Dks*	408 — 215					1935	Mitsubishi Jukogyo Kaisha, Ld. Kobe	Awanokuni Kyodo Kisen K.K.	150·9 | 25·6 | 11·5 F31′	Toku-shima Japanese *WB*	Oil Engines 4S.C.SA 6 Cy. 15¾″–24 7/16″ 144 NHP Mitsubishi Jukogyo Kaisha, Ld. Kobe		
85566	**Urbi** *For particulars see* "Duero"														
85567 139343 GBWP	**Urbino**	2 *Dks*	5198 4817 3212					1918	Earle's Co. Ld. Hull	Ellerman's Wilson Line, Ld.	400·4 | 52·2 | 28·5 P49′ B113′ F39′	Hull British *WB*	T. 3 Cy. 27″, 44″ & 73″–48″ 369 NHP Earle's Co. Ld. Hull		C
85568 7485 SHBK	**Urd** (*ex* Mars) Sub. Sig.	1 *Dk*	*1008* *731* *541*					1922	Stettiner Oderwerke A.G. Stettin	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	208·8 | 33·9 | 13·1 P19′ Q53′ B55′ H82 *t* F18′	Stockholm Swedish *WB*	T. 3 Cy. 15½″, 25½″ & 41⅜″–29½″ 93 NHP Stettiner Oderwerke A.G.		V
85569 EAJN	**Urdaneta** Twin Sc *ss* N.Yk. No. 2–36 *Mchy. Aft* 1 *Dk* (*Stl*) & *Web frames* *Longitudinal framing* *Cargo battens not fitted* 1 *Dk* (*Stl*) Now registered as Italian and sailing as "COSENZA," which see.	2647 *1890* *1513* 2180	✠ 100 A1 8,38 ~~4,35~~ BS 8,38 ✠ LMC 6,36 *Carrying Petroleum in Bulk* *Fitted for oil fuel* 8,27 ~~MS8,35~~ ✠ LMC6,34	Mob Aru	*l* CL 10,34	CL P11,37 SNS,38 *bulk* *F.P. a*	1927 8mo	Palmers' Co. Ld. Newcastle *Lloyd's SA&CP* *bove* 150° F.	Mene Grande Oil Co. C.A. *Cell D Bu E*	305·4 | 50·2 | 16·3 316·5 (O.L.) P69′ B22′ F33′ FK *Trunk* 181′ *B42′ 107 t FPT 194 t* *Cell D Bu E*	Maracaibo Venezuelan 11 *B Hpt Cem* *4 PT 85 t*	T. 6 Cy. 13¾″, 23″ & 37″–27″ (*s*) 1801b 210 NHP 2SB, 6*cf*, HS 4009 MacColl & Pollock, Ld. Sld.	16 ″ 6 *s* 2 ″ 0½ 14 ″ 8	
85570 EAJN	**Uribitarte** *ss* Bbo. No. 3–6, 34 *Cargo battens not fitted* 1 *Dk* (*Stl*) Now registered as Italian and sailing as "COSENZA," which see.	3456 3212 2130	✠ 7,38 ~~MS8,35~~ ✠ ~~LMC6,34~~	Mdb	*v*	CL 10,34		1922 3mo	Burntisland S.B. Co. Ld. Burntisland *Lloyd's SA&CP*	A. Menchaca *Cell D Ba*	331·6 | 48·7 | 25·1 P32 B98′ F30 FK *96′ uE 19′ f 145′ 872 t*	Bilbao Spanish *5 B H Cem*	T. 3 Cy. 24, 40″ & 65″–42″ (*s*) 1801b 311 NHP 3SB, 9*cf*, GS 135, HS 4983 Cooper & Greig, Ld. Dundee	27 ″ 3 ~~5 ″ 2~~ 22 ″ 2½	
85571 UOAX	**Uritski** Sub. Sig.	1 *Dk*	2336 2023 1283					1929	Baltic S.B. & E. Works Leningrad	U.S.S.R.	284·8 | 43·1 | 20·5 P21′ Q128′ F21′ FK	Vladvostk Russian *WB*	T. 3 Cy. 17 7/16″, 29 1/16″ & 48 7/16″–35 7/16″ 193 NHP Baltic S.B. & E. Works, Len	22 ″ 7	
85572 EAJO	**Urkiola-Mendi** (*ex* Azalea) *ss* Bbo. 2nd No. 3–8, 26 *ss* Bbo. No. 1–32 *Spar dk* (*pt Stl & pt Irn*) 2 *tr B & deep framing* *Now* "Argentona," *see No.* 87018 *in Supplement*	3552 3333 2289	✠ 100 A1 *Spar dk* *with freeboard* 7,34 BS 8,35 ✠ LMC 6,32 NO LATER SURVEY	Mdb	*v*	CL 6,32 REPORTED		1902 7mo	Irvine's S.B. & D.D. Co. Ld. W Hartlepool A&OP	Cia. Nav. Sotay Aznar *WB* = *Cell D B a* 112′ *u E*	340·0 | 47·3 | 16·0 24·8 P27′ B202′ F31′ FK *24′ f 141′ 785 t*	Bilbao Spanish 6 *B H Cem* *4 PT 91 t*	T. 3 Cy. 25″, 39″ & 65″–42″ (*s*) 1801b 286 NHP 2SB, 6*cf*, GS 100, HS 4477 Richardsons, Westgarth & Co. Ld. Hpl.	27 ″ 3 *s* 3 ″ 7 23 ″ 10¾	
85573 148525 GKXS	**Urla** *ss* Bry. No. 1–34 *ss* Shl. No. 3–3, 35 D.F. E.S.D. 1 *Dk* (*Stl*)	5198 4771 3169	✠ 100 A1 ~~2,~~ ~~4,30~~ ~~2,39~~ BS 12,37 ✠ LMC 4,35 ~~MS2,39~~	Bry	*u* CL 1,35	CL ~~1,~~ 1,35		1924 12mo	Ardrossan DD & SB Co Ld. Ardrossan *Lloyd's SA&CP*	Bowring S.S. Co. Ld. (C.T. Bowring & Co. Ld. *Mgrs.*) *Cell D B*	391·1 | 53·3 | 28·1 P37′ B120′ F42′ FK 337 1147 *t FPT 106 t* *4 PT 98 t*	London British 6 *B H Cem* 3SB (2Spt), 9*cf*, GS 189,	T. 3 Cy. 26″, 42″ & 70″–48″ (*s*) 1801b ns 7254 421 NHP J. G. Kincaid & Co. Ld. Grk.	30 ″ 9 *s* 5 ″ 8½ 25 ″ 3½	
85574 PICP	**Urmajo** *Mchy. Aft* D.F. 1 *Dk* *Cruiser Stern*	*Oil Eng.*	309 220 142					1937	Gebr. Niestern & Co. Delfzijl	H.K.v.d. Meer	127·5 | 24·1 | 8·9 P36′ Q12′ F20′	Rotterdam Dutch *WB*	Oil Engines 4S.C.SA 4 Cy. 11″–17 11/16″ 47 NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz		V
85575 EAJQ	**Urola** (*ex* Mercedes, *ex* Storfond) *ss* Bcl. 2nd No. 3–11, 23 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*	3675 3291 2878	✠ 4,29 ✠	Gen	*w*			1898 10mo	Russell & Co. Pt. Glasgow	Cia. Naviera Bidasoa S.A. *Cell D Ba* 110′	316·4 | 45·6 | 24·9 P30′ B72′ F36′ FK *u E & B 36′ f 142′ 792 t*	Bilbao Spanish 6 *B H Cem* *4 PT 56 t*	T. 3 Cy. 24½″, 39″ & 65″–45″ NDB 12 301 NHP 2SB. *Grf*. GS 118, HS 4520 Rankin & Blackmore. Grk.	28 ″ 5	
85576 6983 SHBO	**Ursa** 1 *Dk*		*1497* *1282* *850*					1923	Jörlsö Værft. Tönsberg	A/B Transmarin (S. Redig, *Mgr.*)	243·0 | 39·3 | 17·3 P30′ B66′ F29′ *WB*	Hlsngborg Swedish *WB*	T. 3 Cy. 18″, 29½″ & 49″–33″ 138 NHP Fredrikstad M.V. Frdstad.		N
85577 LFET	— 1 *Dk* 2 *tr B*		958 737 552					1911	Bergens Mek. Værks Bergen	Det Bergenske Dampskibsselskab	214·3 | 32·2 | 12·8 Q110 *t* B50 *t* H12 *t* F28 *t*	Bergen Norwegian *WB*	T. 3 Cy. 16½″, 26″ & 44″–30″ 106 NHP Bergens Mek Værks Bergen		N
85578 DHYI	**Ursula Rickmers** (*ex* Wheatmore, *ex* Thistlemore) *ss* Ham. No. 2–38 D.F. 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) 3 *rd dk beams in No. 1 hold* Sub. Sig. *Cargo battens not fitted in Shelter 'tween dks*	5050 4711 3106	✠ 100 A1 *Shelter dk* *with freeboard* 10,38 ~~7,37~~ ✠ LMC MS ~~8,334~~ BS ~~7,37~~ 10, *Fitted for oil fuel* 6,21	Ham	*a* †	CL ~~1,~~ N 1,35		1917 10mo	Irvine's S.B. & D.D. Co. Ld. W Hartlepool *Lloyd's SA&CP*	Rickmers Rhederei A.G. *Fon Shelter dk* 34′ *Cell D B* 351′	418·7 | 53·4 | 27·7 FK 1156 *t D Ta* 35	Hamburg German 7 *B H Cem* *bove* 150° F.	T. 3 Cy. 29″, 49″ & 80″–54″ (*s*) 1801b 686 NHP 3SB, 12*cf*, GS 246 HS 10410 FD Blair & Co. Ld. Stockton 904 *t PPT* 102 *t A PT* 108 *t*	30 ″ 6 *s* 3 ″ 8½ 27 ″ 1	
85579 7689 SHBR	**Ursus** (*ex* Käthe Christophersen, *ex* Irmgard Horn) 1 *Dk*		*1499* *1360* *855*					1902	Akt. Ges. "Neptun" Rostock	Rederi A/B Ursus ~~Kurt W. Benson~~ (Thure Engström)	260·6 | 37·2 | 17·1 P25′ B165′ F30′	Gothenbrg Swedish *WB*	T. 3 Cy. 17⅞″, 30½″ & 48″–33 1/16″ 136 NHP A.G. "Neptun," Rostock		G
85580 NPUC	**Uru** (*ex* Anneliese, *ex* Pearlmead, *ex* Pearlmoor) *Turret deck* 1 *Dk* 2 *tr B*		4097 3449 2594					1905	W. Doxford & Sons, Ld. Sunderland	Lloyd Brasileiro	348·6 | 50·7 | 24·1 P28′ F41′	R. Janeiro Brazilian *WB*	T. 3 Cy. 26, 42″ & 68″–45′ 310 NHP W. Doxford & Sons, Ld. Sld.		
85581 87 OAPB	**Urubamba** Twin Sc *Fitted for oil fuel* 2 *Dks* & *Aung dk*		4744 3769 2673					1910	Ch. & Atel. de Provence Port de Bouc	Cia. Peruana de Vapores y Dique del Callao	381·2 | 45·9 | 21·2	Callao Peruvian	T. 6 Cy. 20″, 33″ & 55″–40″ 383 NHP Ch. & Atel. de Provence, Msl.		V
85582 EAFG	**Uruguay** (P) Trp Sc (*ex* Infanta Isabel, *ex* De Borbon) Sub. Sig. 3 *Dks* (*Stl–U teaks*) & D.F. *Shade dk* (*Stl–teaks*)		10348 7225 5740	✠ ~~100 A1~~ *Shade dk* 2,32 ~~BS4,32~~ ✠ ~~LMC1,99~~ ~~NO LATER SURVEY~~	Msl	*et*	CL P1,31 C2,32 ~~S2,32~~ REPORTED	1913 3mo	W. Denny & Bros. Dumbarton *Lloyd's SA&CP*	Cia. Trasatlántica *Cell D Ba* 122′ *u E & B* 123′	481·9 | 61·3 | 32·7 FK&BK1′ *f 188′ 1087 t FPT 90 t*	Barcelona Spanish 8 *B H Cem* *4 PT 65 t*	T. 3 Cy. 28″, 43″ & 66″–45″ & 1 L.P. Turbine 200 lb (*r*) 3 DB & 2SB, 24*cf*, 1570 NHP GS 540, HS 22816 FD Denny & Co. Dumbarton	35 ″ 9 ~~11 ″ 4~~ ~~25 ″ 0~~	
85583 DHYK	— (*ex* Optima, *ex* Einfeld) Sub. Sig. D.F. 1 *Dk* & *Shelter dk*		5846 5391 3525					1921	Frd. Krupp Akt. Ges. Kiel	Hamburg-Südamerik Dampfschifff Ges.	393·2 | 54·3 | 31·3 P38′ B14′ F42′ *WB*	Hamburg German	T. 3 Cy. 28¾″, 46¾″ & 75¾″–47½″ 394 NHP Frd. Krupp A.G. Kiel		G
85584 8048 SJLA	— *Ref. Mchy.* *Oil Eng.* D.F. E.S.D. 2 *Dks* & *Shelter dk*	Twin Sc	*5294* *4171* *2901*	✠ 100 A1 *with freeboard* ~~4,395,38~~ LMC 11 ✠ Lloyd's SRMC 4,39 ~~1,~~ No. 3 lower hold & N dks. for temp. 31° F DB 33,39	Mmo	*at* †	OG P10,36 ~~S1,35~~	1935 11mo	Götaverken A/B Gothenburg *Lloyd's SA&CP*	Rederiaktieb. Nordstjernan (A.A. Johnson. *Mgr.*) *Cell D B* 307′ 1486 *t* *Tanks in way of tunnel*	420·7 | 55·9 | 23·9 110·0 (O.L.) F80′ FK (*Coll to Sh dk* 6 ,, 2nd.,) *s* 309 *t FPT* 76 *t A PT* 52 *t*	Stockholm Swedish 7 *B H* DB 85 *lb* Götaverken A/B, Got.	Oil Engines 4S.C.SA 16 Cy. 24 13/16″–51 7/16″ 945 NHP lower 'tween	28 ″ 0 *s* 2 ″ 10¾ 25 ″ 3½	

Reported sunk in port

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expiré. Lettre d'Equipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	Registres ou Cote.
85585	**Uruguay**		3425	✠100A1	BAs	*u*	CL	1921	N.V.Schps	Cia.Argentina de	359·4	50·2	30·0	Bns.Aires	T.8Cy.23⅞",38⅜"&63"–41"	32 *n* 6	
LOIO	(*ex*Star of Alexandria-36,*ss*Osl.No.3–4,34 *ex*Anjer–34)	1*Dk*(*Stl*)*& Shelter dk*(*Stl*)	— 1866	*Shelter dk with freeboard* 3,37	B85,38		6,37	9mo *Lloyd*	"DeMaas" Slikkerveer *'sA&CP*	Nav.Mihanovich, Ltda. *Cell*	FK *DB*304'972*t FPT*28			Argentine 6*BHCem* *APT*122*t*	185lb (*s*) 388NHP 3SB,*9cf*,GS147,HS5943 FD Gebr.Stork&Co.Hengelo	s 8 *n* 8½ 24 *n* 0½	
				~~BM6,37~~ ✠LMC5,34 *Fitted for oil fuel* 9,21			*F.P. above*										
85586	— Ⓟ	**TwinSc** *Oil Eng.*	929 718	✠100A1	Bal	*z*	CL	1926	Deutsche Werft Hamburg	LloydBrasileiro	236·5	37·8	10·0	R.Janeiro Brazilian	Oil Engines 4S.C.SA 16Cy.11⅞"–16½" 204NHP Maschfbk.Augsburg-Nürnberg,Augsburg	28 *n* 9	
PUCO		1*Dk*	513								B65'F24'						
	Wireless	*Cruiser Stern*															
85587	**Uruguayo**	**TwinSc4Mst**	4639	✠100A1	Bal	*z*	CL	1928	Akt.Burmeistr&Wain	IvaransRederiA/S	381·8	53·8	25·1	Oslo	Oil Engines 4S.C.SA	28 *n* 9	
Now "Montevideo," see No. 8914	(*ex*Staralfa-38)	*Oil Eng.*	4119	*with freeboard*			10,37	6mo	(S.Holter-Sörensen,*Mgr.*)	Copenhagen				Norwegian	12Cy.21⅝"–59,⅛" 534NHP	s 2*n*11½	
LCAB		*ss*Bnl.No.2–37	2771	4,38			8,12,38	*Lloyd*	*'sA&CP*		FK			6*BHCem* DB*100lb*	25 *n* 11		
		1*Dk*(*Stl*)*& Shelter dk*(*Stl*)		✠LMC CS4,36						*Cell DB*334'1062*t*	*FPT*112*t APT*156*t*			(*Coll to Sh dk* 5 „*2nd*„)	Akt.Burmeistr&Wain,Cpn		
		3rd *dk*(*Stl*) *in No.1 hold*		DBS11,37	12,35	6,37											
85588	**Urumea** (*ex*SanSalvador,		3250	✠100A1	Bbo	*u*	CL	1913	J.Blumer &Co. Sunderland	Cia.Naviera Guipuzcoana	331·3	47·7	22·5	Bilbao Spanish	T.3Cy.24",40"&65"–42" (*r*) 180lb *70lb* 299NHP	24 *n* 6 s 3 *n* 8	
EAIQ	*ex*Fairhaven)	*ss*Bbo.No.3–4,32 *ss*Bbo.No.1–36	2947 1976	10,38 ~~9,06~~ ✠LMC			3,38	6mo *Lloyd*	*'sA&CP*	*Cell DBa*108'*u*	P27'B94'F30' *E & B*43'*f*137'856*t*	FK		5*BHCem* *APT*184*t*	2SB,*6cf*,GS118,HS4640 N.E.MarineEng.Co.Ld.Sld	21 *n* 1	
		1*Dk*(*pt Irn pt Stl*)		MS6.36	BS~~7,33~~3,33												
85589	**Urundi**		5791 5199					1920	Blohm& Voss Hamburg	DeutscheOst-AfrikaLinie	418·6	56·2	28·2	Hamburg German *WB*	SR geared SteamTurbines Blohm&Voss,Hamburg		G
DHYL	Sub.Sig. D.F.	2*Dks*	3569								P&B332'F57'						
85590	**Usa Maru** Ⓟ		819					1915	S.Nagata Osaka	OsakaSyosenK.K.	179·5	30·5	18·5	Osaka Japanese	T.3Cy.14¾",25"&42"–30" 97NHP		
19008			688								B36'F29'						
JFBA	Wireless	2*Dks*	464											*WB*	S.Nagata,Osaka		
85591	**Usambara** Ⓟ		8690					1922	Blohm& Voss Hamburg	DeutscheOst-AfrikaLinie	433·5	58·2	37·4	Hamburg German *WB*	4SteamTurbinesSR geared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
	Sub.Sig.	*Fitted for oil fuel*	5867														
DHYM	D.F. *Ref.Mchy.*	2*Dks*&*Shelter dk3trB*	5104														
85592	**Usaramo** Ⓟ		7775					1920	Blohm& Voss Hamburg	DeutscheOst-AfrikaLinie	418·6	56·2	36·0	Hamburg German *WB*	4SRgearedSteamTurbines Blohm&Voss,Hamburg		G
	Sub.Sig.		6772								H—						
DHYN	D.F.	2*Dks*&*Shelter dk*	4490														
85593	**Usedom**	**TwinSc**	1783					1916	Howaldts-werke Kiel	JohnT.Essberger	255·3	38·5	18·4	Hamburg German *WB*	T.6Cy.14⅝",23½"&38½"–19⅞" 128NHP Howaldtswerke,Kiel		G
Now "Inga Essberger," see No. 76402		*Fitted for oil fuel*	1450								Q99'F46'						
DOPE	*Mchy.Aft*	1*Dk*	941														
	Carrying Petroleum in bulk																
85594	**Uskmouth**		2483	✠100A1	Shl	*t*	CL	1928	Burntislnd S.B.Co.Ld. Burntisland	UsksideS.S.Co.Ld. (R.W.Jones&Co. *Mgrs.*)	300·0	43·9	21·3	Newport British	T.3Cy.22",36"&60"–39" (*s*) 180lb *120lb* 259NHP	23 *n* 6 s 3 *n* 5½	
145651		*ss*Sws.No.2–37	2281	~~2,38~~ 11,3	Sld		~~3,38~~ 11,38	9mo			310·0(O.L.)						
GMWQ		1*Dk*(*Stl*)	1493	MS2.37 ✠LMC				*Lloyd*	*'sA&CP*	*Cell DBa*&*uE*110'	P23'B79'F26' *f*130'676*t FPT*82*t*	FK		5*BHCem* *APT*118*t*	2SB,*6cf*,GS115,HS4200 D.Rowan&Co.Ld.Glasgow	20 *n* 2½	
		Cargo battens not fitted		DBS~~4,33~~3,36 MBS6,37													
85595	**Usko** (*ex*Nivaa-35,*ex*Floreal,		1841	✠100A1	Rot	*r*	CL	1918	American S.B.Co. Cleveland,O. A&CP	Laevaühing "Meero" (J.Pruun,*Mgr.*)	251·0	43·5	20·0	Tallinn Estonian	T.3Cy.~~20~~",33"&54"–40" (*s*) 180lb 20⅝" 272NHP	20 *n* 2 s 2 *n* 7½	
~~Sou~~	*ex*LakeOtisco)	*ss*Hfs.No.3–6,33	1566	7,36			N8,37	2mo									
~~OHBQ~~		1*Dk*(*Stl*)	1020	BS~~4,37~~ ✠LMC6,33						*Cell DB*218'538*t FPT*	P25'B64'F23'	FK		4*BHCem* 56*t APT*69*t*	2SB,*6cf*,GS126,HS5246 AmericanSBCoClevelndO.	17 *n* 9	
				7,38													
85596	**Uskport**		2462	✠100A1	Shl	*t*	CL	1925	Burntislnd S.B.Co.Ld. Burntisland	UskportS.S.Co.Ld. (R.W.Jones&Co.)	298·5	44·0	21·2	Newport British	T.3Cy.22",36"&60"–39" (*s*) 180lb *70lb* 259NHP	23 *n* 6 s 3 *n* 5½	
145649		*ss*Shl.No 3–11,37	2264	9,38 ~~11,37~~	Hpl		~~9,38~~ 6,39	4mo									
GBSF		1*Dk*(*Stl*)	1490	✠LMC				*Lloyd*	*'sA&CP*		P23'B79'F26'	FK		5*BHptCem*	2SB,*6cf*,GS115,HS4200 D.Rowan&Co.Ld.Glasgow	20 *n* 2½	
		Cargo battens not fitted		BS~~4,37~~4,38 MS11,37						*Cell DBa*89'*u E*18'*f*125'66				3*t FPT*122*t* *APT*94*t*			
85597	**Uskside**		2706	✠100A1	Cff	*t*	CL	1937	Burntislnd S.B.Co.Ld. Burntisland	UsksideS.S.Co.Ld. (R.W.Jones&Co. *Mgrs.*)	314·0	45·2	21·7	Newport British	T.3Cy.17½",28"&50"–33" (*s*) 220lb *100lb* 213NHP	23 *n* 10 s 3 *n* 6½	
162143		1*Dk*	2411	6,38 ~~9,37~~				1mo			P28'B62'F33	FK		5*BHCem*	2SB(Spt),*4cf*,GS65, HS3010	20 *n* 5¾	
GZJX	D.F.		1563	✠LMC1,37				*Lloyd*	*'sA&CP*	*Cell DB*257'658*t*	*FPT*103*t APT*196*t*				D.Rowan&Co.Ld.Gls.		
		Cargo battens not fitted															
		Cruiser Stern															
85598	**Üsküdar** (*ex*Velizade,*ex*Aikaterini		2541	✠ ~~—~~	Ist	*t*		1892	SirR.Dixon &Co. Middlesbro'	KalkavanZade Riza veMahdumu IsmailVapur Sirketi	299·5	40·1	20·5	Istanbul Turkish	T.3Cy23",37½"&61½"–39" NDB17 244NHP	22*n*10	I †
	M.Goulandris,	*ss*Cff.2ndNo.3–12,18	2068	3,31				9mo			P27'Q84'	FK		6*BHCem*	2SB,*6cf*,GS91,HS3788		
TCDH	*ex*Pendarves)	*ss*Bla.No.2–27	1466	✠						*Cell*				*DB*234'513*t*	T.Richardson&Sons,Hpl.		
		1*Dk*(*pt Stl pt Irn*)*& Web frames*&*pt Awng dk*(*Irn*)															
85599	**Uskvalley**		2480	✠	Cff	*t*		1929	Burntislnd S.B.Co.Ld. Burntisland		300·0	43·9	21·3		T.3Cy.22",36"&60"–39" 269NHP	23 *n* 6	
Now trading as "Archangelsk," see No. 8708		*ss*Shl.No.1–34	2281	9,35				10mo			P23'B79'F26'	FK		5*BHptCem*	2SB,*6cf*,GS116,HS4200		
For particulars see No. 8708 in Supp.		1*Dk*(*Stl*)	1487	✠						*Cell DBa*&*uE*10'*f*130'676*t FPT*8				2*t APT*118*t*	D.Rowan&Co.Ld.Glasgow		
		(STRANDED 10,35—REFLOATED)															
85600	**Ussukuma** Ⓟ		7834					1920	Blohm& Voss Hamburg	DeutscheOst-AfrikaLinie	418·6	56·2	36·0	Hamburg German *WB*	4SRGearedSteam Turbines Blohm&Voss,Hamburg		G
	Sub.Sig.		—								H193'						
DHYC	D.F.	2*Dks*&*Shelter dk*	4561														
85601	**Ussuri** (*ex*BaronSempill–34,		*2498*	✠ ...	Gls	*t*		1919	C.Hill& Sons Bristol	U.S.S.R.	303·0	43·0	20·8	Leningrad Russian	T.3Cy.22",36"&59"–39" 268NHP	23 *n* 0	
	*ex*WarPlum)	*ss*Gmh.No.3–4,31	*2255*	1,35				1mo			P33'B80'F33'	FK		6*BHptCem*	2SB,*6cf*,GS113,HS4604		
UPCD		1*Dk*(*Stl*)	*1447*	✠NB7,27 ✠						*Cell DB*252'670*t FPT*70				*APT*180*t*	W.Simons&Co.Ld.Renfrew		
		Cruiser Stern		...													
85602	**Ussuri Maru** Ⓟ	**TwinSc**	6386	✠ 1,39	Kob	*a*†	CL	1932	Mitsubishi Zosen Kaisha Ld. Nagasaki	OsakaSyosenK.K.	406·6	55·0	33·0	Osaka Japanese	4 Steam Turbines DR geared to 2 Sc. Shafts (*s* ~~2 *n* 7~~	33 *n* 0	
37063		*ss*Kob.No.3–3,38	5110	*with freeboard*			3,38	3mo						6*BHCem*	225lb HS12565 1157NHP	~~33 *n* 0~~	
JKGC	*Ref.Mchy.*	2*Dks*(*Stl–Wthr dk* ws)	3784	✠				*Lloyd*	*'sA&CP*	*Cell DB*341'869*t*	F45'	FK		*Coll „ to Wdk*	5SB(Spt),*15cf*,GS320,	FD	
	Cruiser Stern	*3rd dk*(*Stl*) *except in after hold*&*pt No.3 hold*								*Wing tanks*	*in ER*8'64*t FPT*52*t*			*APT*121*t*	MitsubishiZosenKaishaLd.		
85603	**Ustica** Ⓟ		403					1911	Mackie& Thomson,Ld Glasgow	LaMeridionaleSoc. Anon.diNavig.	153·0	24·1	10·7	Trapani Italian	T.3Cy.13",22"&36"–24" 64NHP		CI
18			—											*WB*	W.V.V.Lidgerwood,Gls.		
IVHR		1*Dk*	198														
85604	**Utacarbon**		6878					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	UnionOilCo.of California	~~135·0~~ 56·0,32·0			Ls.Angeles Utd.States	T.3Cy.27⅛",47"&78"–48" 422NHP		R
219817		*Fitted for oil fuel*	—								P106'B50'F44[33·8			*WB*	BethlehemS.B.Corp.Ld. Alameda,Cal.		
KUMC	*Mchy.Aft*	2*Dks*	4283								135·0 2,35·0 1]						
	D.F.	*Longitudinal framing*															
		Carrying oil in bulk															

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register to which classed, if not in L.R. Date of ✠ trial cert.
85605 219416 KOTD	**Utahan** (*ex*GoldenPeak-37, *ex*Crosskeys) *Ref. Mchy.* *Fitted for oil fuel* 2 *Dks* 3 *tr* I	7031 6617 4381	✠				1919	Skinner & Eddy Corp. Seattle, Wash.	American-HawaiianS.S.Co.	410·5 | 54·2 | 35·1 P27′B61′F19′			New York Utd. States *WB*	T.3Cy.25″,42″&72½″–48″ 364 NHP SeattleMachineWorks, Seattle		R
85606 LYKB	**Utena** (*ex*Barfrost-37, *ex*Meathside) *ss*Osl.No.3–10,33 *Well deck* *Mchy.Aft* 1 *Dk*(*Stl*) Wireless *Ref.Mchy.* *ss*Lic.No.1–35	542 205	✠100A1 Lic *h* 8,35 ~~8,36~~ ~~B39,37~~ ✠LMC10,37 ~~8,86~~ 8,38 ✠Lloyd's RMC 2,39		CL		1920 9mo	W. Simons & Co. Ld. Renfrew *Lloyd's SA&CP*	Akc. B-vé Lietuvos Baltijos Lloydas ~~Baltijos Transporto Bendrovės s.a.~~ *Mgrs.*) *Cell D*	167·5 | 26·7 | 10·4 P91′B9′F32′ BK 7½′ *Bf* 90′134 *t FPT* 47 *t*		Smetonii Lithuanian *3 BHCem* *APT* 23 *t*	T.3Cy.14″,24″&40″–30″ (*s*) 180 lb 89 NHP 1SB, *3cf*, GS 61, HS 2009 W. Simons & Co. Ld. Rnf.	12 ″ 8 s 4 ″ 3⅜ 13 ″ 0½	
85607 200954	**Utica** *Mchy.Aft* 2 *Dks*	3533 — 2658					1904	Detroit S.B. Co. Wyandotte.	Great Lakes Transit Corporation	325·0 | 44·2 | 20·9 *WB*			Buffalo NY Utd. States	Q.4Cy.19″,27½″,40″&58″–42″ 218 NHP Detroit S.B. Co. Detroit		
85608 44149 JCIM	**Utide Maru** (*ex*Willandra-38, *ex*TowerAbbey-35, *ex*Bata-34) *ss*Drt.No.3-2,34 2 *Dks*(*Stl*)	5275 — 3173	✠ ... HKg *y* 5,38 ✠				1919 10mo	J. Brown & Co. Ld. Glasgow	Taihei Kisen K.K. (Yamashita Kisen K.K. *Mgrs.*) *Cell DB*	400·8 | 52·3 | 28·5 P40′B113′F49′ FK 345′1134 *t FPT* 118 *t*			Kobe Japanese *7 BHpt Cem* *APT* 176 *t*	T.3Cy.27″,44″&73″–48″ 517 NHP 3SB, *9cf*, GS 190, HS 7668 Harland & Wolff, Ld. Gls.	31 ″ 0	
85609 845 IBQB	**Utilitas** (*ex*AnsaldoTerzo) *Fitted for oil fuel* *Carrying oil in bulk* D.F. *Mchy.Aft* 1 *Dk*	5342 4571 3026					1918	G. Ansaldo & Co. Sestri P'nente	Soc. Anon. Industria Armamento	393·2 | 51·6 | 28·4 P134′B30′F36′ *WB*			Genoa Italian	2 Steam Turbines SR geared to 1 Sc. Shaft G. Ansaldo & Co. Smprdrna		CI
85610 7347 SHBU	**Utklippan** (*ex*Trostan, *ex*Jersey) Iron *ss*Osc.4th No.3–3,36 *Well deck* 1 *Dk*(*Stl*) & *Web frames 2 tr B*	1599 1298 858	✠100A1 Sbg *q* 3,38 ✠NB3.11 BS3.38 ✠LMC3.36			3,38	1883 3mo	Palmers' Co. Newcastle *Lloyd's SA&CP*	~~John Carlhom &~~ ~~J. P. I. Carlhom~~ ~~(J. P. I. Carlhom~~ ~~*Mgrs.*)~~ Torsten Carlhom)	260·0 | 36·2 | 17·0 Q94′B60′F31′ FK *Cell DB* 220′365 *t*			Stockholm Swedish	C.2Cy.24½″&50″–39″ (*s*) 120 lb 99 NHP 2SB, *4pf*, GS 82, HS 2720 Palmers' Co. Ld. Newcastle	19 ″ 0 s 1 ″ 8½ 17 ″ 6	
85611 7266 SHBW	**Utö** (*ex*RiverTeign, *ex*Holmpark) *ss*Osc.2nd No.3–3,38 *Well deck* 1 *Dk*(*Stl*) *Cargo battens not fitted*	*1444* *1192* *842*	✠100A1 Osc *p* 3,38 ✠LMC BS6,37 3,38 MS3,38		CL	3,38	1914 2mo	Greenock & Grngemouth Dkyd. Co. Ld. Grngemouth *Lloyd's SA&CP*	Rederi A/B Rex (K.M. Källström, *Mgr.*)	250·1 | 37·2 | 16·5 P17′Q70′B65′F26′ FK *Cell D*			Stockholm Swedish	T.3Cy.18″,30″&50″–36″ (*r*) 180 lb 172 NHP 2SB, *6cf*, GS 94, HS 2766 Cooper & Greig, Dundee	18 ″ 7 s 1 ″ 6½ 17 ″ 3	
85612 LGLA	**Utsire** (*ex*EliasKræmmer, *ex*Capto) 2 *Dks*(*Stl*) *Fitted for oil fuel*	4441 4111 2786	✠ NNs *x* 3,22 ✠				1917 1mo	Moore & Scott Iron Works Oakland, Cal.	D/S A/S Aslaug (John K. Haaland & Co. A/S, *Mgrs.*)	376·1 | 52·3 | 25·5 P107 *t* H180 *t* 1061 *t D.T.* 721′347 *t*			Haugesnd Norwegian	*Cell DB* 283′ FK *DTa* 30′230 *t FPT* 96 *t* *6 BHpt Asp* *APT* 132 *t*	28 ″ 0	N †
85613 13140 JGQF	**Uwajima Maru No. 13** (P) Sp 2 *Dks*	471 402 271					1910	S. Ono Osaka	Uwajima Unyu K.K.	163·5 | 22·3 | 15·6			Yawata Japanese	T.3Cy.13¼″,21¼″&34½″–24″ 58 NHP S. Ono, Osaka		
85614 14877 JGRF	**Uwajima Maru No. 14** (P) Sp 2 *Dks*	343 285 198					1912	S. Ono Osaka	Uwajima Unyu K.K.	148·7 | 20·4 | 12·9			Yawata Japanese	T.3Cy.12″,19″&32″–22″ 48 NHP S. Ono, Osaka		
85615 16689 JGSF	**Uwajima Maru No. 15** (P) Sp 2 *Dks*	824 678 493					1913	S. Ono Osaka	Uwajima Unyu K.K.	187·7 | 27·3 | 17·5			Yawata Japanese *WB*	T.3Cy.14½″,24″&40″–30″ 88 NHP S. Ono, Osaka		
85616 28725 JGTF	**Uwajima Maru No. 18** (P) 2 *Dks*	885 683 519					1922	Harada Zosen K.K. Osaka	Uwajima Unyu K.K.	182·0 | 30·0 | 18·5			Osaka Japanese	T.3Cy.15½″,26″&44″–30″ 107 NHP		
85617 9121 JJYE	**Uwajima Maru No. 21** (P) (*ex*GishuMaru-33) 2 *Dks*	739 655 444					1904	Osaka Iron Works Osaka	Uwajima Unyu K.K.	183·6 | 27·3 | 18·2 B42′			Osaka Japanese *WB*	T.3Cy.14½″,24½″&39″–30″ 83 NHP Osaka Iron Works, Osaka		
85618 9128 JJZE	**Uwajima Maru No. 22** (P) (*ex*AntoMaru-33) 2 *Dks*	731 680 428					1904	Osaka Iron Works Osaka	Uwajima Unyu K.K.	183·6 | 27·3 | 18·2			Osaka Japanese *WB*	T.3Cy.14½″,24½″&39″–30″ 83 NHP Osaka Iron Works, Osaka		
85619 40407 JISH	**Uwajima Maru No. 23** (P) *Oil Eng.*	347 — 185					1935	Yendo Iron Works Osaka	Uwajima Unyu K.K.	145·0 | 22·0 | 13·5			Uwajima Japanese	Oil Engines 2S.C.SA 5Cy.16 5/8″–18½″ 240 NHP Nippon Hatsudoki K.K. Kobe		
85620 10343 JLVE	**Uwajima Maru No. 25** (P) (*ex*BeppuMaru-36) 2 *Dks*	709 663 400					1907	Osaka Iron Works Osaka	Uwajima Unyu K.K.	180·0 | 26·3 | 18·1			Osaka Japanese	T.3Cy13½″,21½″&36 5/8″–27″ 68 NHP Osaka Iron Works, Osaka		
85621 38732 JBTI	**Uyo Maru** *Oil Eng.* ~~*ss*Kob.No.1–37~~ 2 *Dks*(*Stl*)	7503 ~~3069~~ ~~6498~~ 5489	✠100A1 Tama *bT* ~~9,38~~ ~~8,37~~ ✠LMC ~~DB8,37~~ 9,38 ~~DB8,37~~ 9,38 8,37 9,38 *Carrying cargo oil F. P. abv*		CL	~~8,37~~ 9,38	1933 10mo	Mitsubishi Zosen Kaisha Ld. Nagasaki *Lloyd's SA&CP*	Toyo Kaiun K.K.	436·4 | 58·5 | 32·8 P30′B157′F41′ FK *'Tween dk B H above after Deep Tank* *Cell DB* 3683 *t FPT* 2590 *t AP* 150′ *F. in D.T.*			Tokyo Japanese	Oil Engines 2S.C.SA 6Cy.28⅜″–49 3/16″ 839 NHP *pt Cem* *DB 120 lb* *6 BH to Udk* Mitsubishi Zosen Kaisha Ld. " " " 2nd " *Ts* 224 *t DTa* 36′1131 *t*	32 ″ 10 s 6 ″ 6½ 26 ″ 5½	
85622	**Uzbekistan** E.S.D.	3400					1937	Atel. & Ch. de la Loire St. Nazaire	U.S.S.R.	328·1 | 47·9 | 22·9			Russian	T.3Cy. & LP turbine with DR gearing & hydraulic coupling Rheinmetall-Borsig A.G. Berlin-Tegel		
85623																

**** Additional Ships are inserted in the Supplement at the end of the Register.

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. Navire. Mach. / Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Espaces où sont situés et dans le Lth Durcs Cert. Ref Trad.
85624 UOBI	**V. Maiakovsky** (*ex*BelaKhun–37)	*Oil Eng.* Sub.Sig. 2 *Dks*	3972 3537 2261			1929 Severney S.B.Yard Leningrad	U.S.S.R.	346·0 48·7 27·2 P31′B52′F34	Leningrad Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾″–35⅞″ 500NHP Russian Diesel Works, Len.		
85625 EAQA	**V. Puchol** (P) (*ex*MarcoPolo) Wireless	Twin Sc *Oil Eng.* 2 *Dks*	1551 — 637			1896 N.Odero fu A. Sestri Pnente	Cia.Trasmediterranea	277·2 36·9 19·8	Valencia Spanish	Oil Engines 4S.C.SA 20Cy.20¼″–20¼″ 856NHP *Emade— fitted25* Maschinenfbrk Augsburg-Nürnberg A.G. Augsburg		V
85626 LFFB	**Vaagan** (*ex*Skaupsjönut, *ex*BokeröenII) *Mchy.Aft* 1 *Dk*		687 571 366			1921 Bokeröens Skibsbyggeri Svelvik	A/S Vesteraalens Dampskibsselskap	181·2 31·1 12·9 P60*t*H7*t*F27*t* *WB*	Stokmarknæs Norwegian	T.3Cy.13½″,22″&37½″–28″ 75NHP Akers Mek. Verk. Oslo		N
85627 8102 SJQN	**Vaalaren** *Oil Eng.* 1 *Dk* & *Shelter dk*, 3rd dk in No.3 hold *Ref.Mchy.* Cruiser Stern *Strengthened for navigation in ice*	Twin Sc	3406 2651 1851	✠100A1 Got *x* *with freeboard* 12,38 ~~2,27~~ ✠LMC9,36 ~~Lloyd's R~~ ~~5,39~~ for temp. 30° F.	CL	1936 Eriksbergs M.V.Aktieb. Gothenberg *Lloyd's*	Rederi A/B Transatlantic (G. Carlsson, *Mgr.*)	367·9 51·7 20·3 380·7 (O.L.) FK *Cell DB* 305′	Gothenburg Swedish *7 BH (Coll to Sh dk 6 „ 2nd „) 46 t APT* 134	Oil Engines 2S.C.SA 12Cy.19¼⅛″–35⅞″ 810NHP Eriksberg M.V.Aktieb. Got	25 ″ 6 s 1 ″ 11 23 ″ 9¼	
85628 160618 GSRM	**Vaclite** *ss*Fal.No.2–37 *Mchy.Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. GyC. *Longitudinal framing–bracketless system*		5026 4617 2918	✠100A1 Fal NYk 4,39 BS9,38 ✠LMC7,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,28	CL 11,36 *F.P. a*	1928 Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's* above 1	Standard Transportation Co.Ld. *Cell DB u E & B* 58′151′	386·0 52·2 29·7 P101′B32′F35′ FK *DT f* 48′701*t FPT*	London British 15 *B H pt Cem* 134 *t APT* 89	T.3Cy.27″,45″&74″–48″ (*s*) 180lb (*s*) 511NHP 3SB,*9cf*, HS7895 FD Armstrong, Whitworth &Co.Ld.Nwc.	30 ″ 0 s 4 ″ 11½ 25 ″ 2½	
85629 220165 KUTS	**Vacuum** *ss*Bal.No.3–6,33 *ss*NYk.No.1–37 *Mchy.Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. GyC. *Longitudinal framing*		7020 6444 4329	✠100A1 NYk *a*† 2,39 ~~3,38~~ ~~BS2,39~~ ✠LMC9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,20	CL 3,38 *F.P. a*	1920 Moore S.B. Co. Oakland, Cal. A&GP 5mo *Lloyd's* above 1	Socony-Vacuum Oil Co. Inc. *Cell DB u E & B* 61′143*t DT f* 35′948*t*	425·8 57·0 31·2 438·4 (O.L.) P106′B50′F41′ FK *APT* 122*t*	New York Utd. States 16 *B H pt Asp* (9 *to U dk* 7 „ 2*nd* „) 50° F.	T.3Cy.27½⅛″,46″&78″–51″ (*s*) 220lb 680NHP 3SB,*9cf*, HS9900 FD Hooven, Owens, Rentschler Co. Hamilton, O.	33 ″ 0 s 5 ″ 11 27 ″ 4	
85630 OPVA	**Væ Victis** ‖Bdx.No.1–37 *ss*Bdx.No.3–8,33 *Well deck* 1 *Dk* (*Stl*) *Cargo battens not fitted*		1829 1499 1038	✠100A1 Bdx *q* 11,37 ~~1,38~~ ✠LMC MS5,~~38~~ 11,37 BS5,~~37~~ 5,38	10,37	1920 J.Crown & Sons, Ld. Sunderland *Lloyd's*	M.Goossens *Cell DB*	268·0 37·9 17·6 277·5 (O.L.) P24′Q82′B51′F30′ FK 223′ 426*t FPT* 105*t*	Antwerp Belgian *3 BH Cem APT* 100*t*	T.3Cy.20½″,33″&54″–39″ 180lb (*s*) 199NHP 2SB,*4pf*, GS80, HS3086 NE. Marine Eng. Co. Ld. Sld	19 ′ 9 s 1 ′ 11 18 ″ 0	
85631 OUNI	**Væring** (*ex*Electra–32) Sub.Sig. 1 *Dk*		1154 937 701			1893 Flensburg Schiffsb.Ges. Flensburg	Aabenraa Rederi A/S (P.F.Cleemann, *Mgr.*)	229·1 34·3 13·7 Q71′B57′F27′ *WB*	Aabenraa Danish	T.3Cy.16″,26″&43″–33″ NB15 106NHP Flensburger Schiffsb.Ges.		G
85632 LDRE	**Vaga** 1 *Dk*		1615 1204 944			1924 Laxevaags Msk.&Jrnskb Bergen	Det Bergenske Dampsksisk.	246·2 37·9 15·6 P65*t*Q109*t*B124*t* H77*t*	Bergen Norwegian *WB*	T.3Cy.18⅝″,29″&49″–33″ 133NHP Laxevaags Msk&Jrns.Bgn		N
85633 891 ESEO	**Vahur** (*ex*HendrikConscience–32, *ex*Rose, *ex*Genbert, *ss*Bry.2nd No.3–11,19 *ex*Rose) *Well deck* *ss*Ant.No.2–29 1 *Dk* (*Irn*) & *Web frames*		893 775 498	✠ ~~—~~ 11,32 Ant *l* ✠NB8,15 ✠		1894 Wood, Skinner&Co. Newcastle 5mo	M.Utow *Cell DB* 167′245*t FPT*	200·4 32·7 12·7 P17′Q82′B9′F25′ FK 1 *B H Cem* 35*t APT* 22*t*	Tallinn Estonian ~~93NHP~~	T.3Cy.14½″,26″&43″–30″ NDB02 *fitted*07 1SB,*3pf*, GS49, HS1835 N.E. Marine Eng Co Ld. Nwc	15 ″ 0	V †
85634 TUHZ	**Val de la Haye** (*ex*Herbert, *ex*Pietje) 1 *Dk*		385 311 181			1923 Schiffs-u. Dockbauwrft Flender A.G. Lübeck	Soc.de Navigation Côtière (Eugène Huret, *Mgr.*)	142·1 24·1 10·9 P43′F30′ *WB*	Rouen French	C.2Cy.14¾″&24¾″–15¾″ 20NHP G.Seebeck A.G. Wesermünde-G.		V
85635 299 HSAG	**Valaya** *ss*Bgk.No.3–3,30 *ss*Bgk.No.2–38 *ss*H.Kg.No.1–~~33~~ 1 *Dk* (*Stl*) & *Awng dk* (*Teak*) *Cargo battens not fitted in Awng 'tween dks*		1311 1153 803	✠100A1 Bgk *n* *Awng dk* *with freeboard* ~~10,37~~ 11,38 BS10,37 ✠LMC12,~~33~~ *Fitted for oil fuel* 6,18	CL ~~11,06~~ 4,38 *F.P. a*	1918 Hong K'ng & Whampoa Dock Co.Ld. Hong Kong 6mo *Lloyd's* above 1	Siam Steam Nav. Co.Ld. *Collision BH to Awng dk Cell DB* 180′237*t FPT*	223·4 35·6 17·8 F31′ FK 50° F.	Bangkok Siamese *pt Cem 3 B H to U dk* 18 *t APT* 18*t*	T.3Cy.17″,27″&44″–30″ (*s*) 190lb 136NHP 2SB,*4cf*, GS88, HS2822 Hong Kong & Whampoa Dock Co.Ld. Hong Kong	20 ″ 0 s 4 ″ 11 15 ″ 5	
85636 745 OHVI	**Valborg** (*ex*Sailing Vessel, *ex*Cyntia. *Salted ex*Washington) (*See Sailing Ship Register*)	Wood Aux 4 Mst Sr *Oil Eng.* 1 *Dk* 2 *tr B* SS Lon. 27	965 — 472	✠ Lon 12 12,27 ✠DB9,19		1919 Cholberg Shipyard Victoria, B.C. 8mo	G.Erikson	210·7 39·5 16·4 P26′F46′	Marlehmn Finnish	Oil Engines 2S.C.SA 8Cy.14⅛″–15¾″ 284NHP *Emade17, refitted33* Skandia Pacific Oil Eng.Co. Oakland, Cal.	19 ″ 8	V †
85637 OUNA	— *ss*Cpn.No.3–8,28 *ss*Svb.No.2–37 *Well deck* 1 *Dk* (*Stl*)		847 703 495	✠100A1 Svb *m* 5,38 ~~4,37~~ Cpn BS4,38 ✠LMC4,37	06 3,37	1914 Antwerp Eng.Co.Ld. Hoboken 6mo *Lloyd's*	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*) *sA4CP WB* = *Cell DB a* 47′ *u E*	210·3 31·8 13·3 P29′B62′F26′ FK 21′*f* 99′273*t FPT* 17*t*	Copnhagn Danish 4 *B H Cem APT* 10*t*	T.3Cy.13″,21″&35″–27″ (*s*) 180lb 81NHP 2SB,*4cf*, GS44, HS1410 MacColl&Pollock, Ld. Sld.	15 ″ 7 s 1 ″ 6½ 14 ″ 3	
85638 1677 IBCD	**Valdarno** (*ex*Attività, *ex*WarColumn) D.F. *ss*Gen.No.3–5,29 *ss*Mfl.No.1–34 2 *Dks* (*Stl*)		5696 5100 3465	✠ ... Gen *z* 6,36 ✠ ~~LN 15~~ *refitted*6,29		1919 J Coughlan & Sons Vancouver, B.C. 7mo	"Corrado" Soc. Anon. di Nav. *Intermediate BH in fore hold dispensed with Cell DB*	421·2 51·7 27·2 410·6 54·1 27·5 P44′B115′F47′ FK 268′1274*t FPT* 131*t*	Genoa Italian *pt Cem 6 B H only APT* 85*t*	T.3Cy.26″,43½″&73″–48″ 480NHP 3SB,*9cf*, GS189, HS8325 Stabilimento Tecnico, Tri.	29 ″ 9	I †
85639 OYIS	**Valdemar** (P) (*Ferry*) 1 *Dk* 2 *tr B*	Twin Sc	348 331 140			1886 Burmeister & Wain Copenhagen	De Danske Statsbaner	140·0 31·6 12·0	Fredericia Danish *WB*	C.4Cy.21½″&37″–18″ 97NHP Burmeister & Wain, Cpn.		
85640 1165 ICLU	**Valdirosa** (*ex*Eggesford) D.F. 1 *Dk*		4434 4114 2773		...	1914 R.Thompson&Sons, Ld. Sunderland	I.N.S.A. (Industrie Navali Soc. Anon.)	385·0 52·0 24·0 P35′B240′F37′ FK	Genoa Italian *WB*	T.3Cy.25″,41″&68″–45″ 348NHP N.E. Marine Eng. Co. Ld. Sld.	26 ″ 6	I †
85641 196 YLFO	**Valdona** (*ex*Mortlake–33, *ex*Antiope, *ex*Cragside) *ss*Shl.2nd No.3–9,28 *ss*Shl.No.3–11,30 1 *Dk* (*Irn*) & *deep framing* 3 *Dk rule*		3042 2878 1903	✠ ~~—~~ 1,36 Bly *v* ✠NE1,19 ✠		1904 Bartram& Sons Sunderland 2mo	J.Freyman, J. Zalcmanis&K. Jansons (Latvian Shipping Co. *Mgrs*) *Cell DB a* 104′ *u E & B*	339·0 48·1 22·0 P30′B189′F33′ FK 48′*f* 139′904*t FPT* 5	Riga Latvian 6 *B H Cem APT* 44*t*	T.3Cy.24″,38″&64″–42″ 296NHP 2SB,*6rf*, GS106, HS4667 J.G.Kincaid&Co.Ld.Grk.	24 ″ 6	C †

1 No. in Book. Official No. Code Letters	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Registered Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or last Special Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=Power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Notes.
85642 DHYP	**Valencia** Sub.Sig.	2 *Dks*	3096 2785 1808					1922	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,Jr.	338·0 | 49·3 | 21·0 F34′	Hamburg German *WB*	T 3Cy.27⅞″,38⅛″&62″–41½″ 248NHP A.G."Neptun,"Rostock		G
85643 7240 SGXN	— Wireless	*ssShg.No.3–8,38* ~~*ssShg.No.2–35*~~ 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)	*1593* *1241* *792*	✠100A1 Skm *Shelter dk* ~~Shg~~ Gbt *with freeboard* 9,39 ~~10,37~~ MC ~~5,43,39~~ ~~5,38~~	*r*	OG 5,37		1925 12mo *Lloyd's*	NyaVarvs-Aktb Öresund Landskrona *sA4CP*	Rederiaktieb. SvenskaLloyd (K.R.Bökman. *Mgr.*) *Cell D*	283·1 | 41·1 | 22·9 15·5 FK *B*233′466*t FPT*143*t*	Gothenburg Swedish *BH Cem* *BH to Sh dk* *APT*18*t*	T.3Cy.20⅞″,33⅛″&54″–36″ 185lb ~~100lb~~ (*s*) 222NH 2SB(Spt),*6cf*,GS84,HS3800 NyaVarvsaktb.Öresund	18 ″ 0 s ″ 2⅜ 17 ″ 10½	
85644 PKFL	**Valentijn**	2 *Dks*	2071 1570 1181					1927	N.V. Schps "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	300·3 | 46·2 | 14·6	Batavia Dutch *WB*	C4Cy(2)18¾″&(2)39½″–39½″ 160NHP Maats.Fyenoord,Rot.		V
85645 EAJR	**Valentin Ruiz Senen** (*ex*Margari, *ex*Maria, *ex*Agenoria)	*ssBbo.2ndNo.3–11,27* *ssBbo.No.1–31* 1 *Dk*(*pt Irn&pt Stl*) *Shelter dk*(*pt Irn&pt Stl*) *3tr B&W Web frames* 3 *Dk rule*	3827 2803 2919	✠ … 2,36	Bbo	*v*		1902 1mo	R.Craggs& Sons Middlesbro'	Soc.Metalurgica Duro-Felguera *Cell D Ba*	330·2 | 46·0 | 22·2 F42′ FK *Collision* 102′*u E*&*B*40′*f* 14*t*	Gijon Spanish *Cem* 4 „ „ *U* „	T.3Cy.24″,38″&64″–42″ 279NHP 2SB,*6cf*,GS129,HS4398 Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 4	G †
85646 EAJR D.F.	**Valentine** (*ex*ChinaImporter–38, ~~*ex*~~*ex*Mineric–33)	*ssKob.2ndNo.3–6,34* 2 *Dks*(*Stl*)&*deep framing* *ssKob.No.1–33* &*Shelter dk*(*Stl–wa*) *Cargo battens not fitted*	*4713* *4279* *2977*	✠100A1 *Shelter dk* *with freeboard* 2,39 ~~2,37~~ 2,39 ~~BS12,37~~ ✠LMC6,38	Kob	*z*	CL ~~3,36~~ 2,39	1909 11mo *Lloyd's*	Russell& Co. Pt.Glasgow *sA4CP* *Cell D Ba*	J.Scarlatides (HellasShipping Co. *Mgrs.*) 134′ *u E*24′ *f* 1	405·0 | 52·0 | 25·7 FK 73′1146*t APT*25*t*	~~Piraeus~~ Greek *Cem* 1 *BH to Mdk* 5 „ „ *U* „	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 479NHP 2SB,*8cf*,GS136,HS6764 FD Rankin&Blackmore,Grk. *only*	28 ″ 5 s 3 ″ 3 25 ″ 4½	
85647 1940 ICMF	**Valentino Coda** (*ex*Bellailsa–34) D.F.	*ssCff.No.2–35* 2 *Dks*(*Stl*)	4486 4244 2866	✠ … 5,36	Pal	*y*		1924 10mo	Lithgows Ld. PortGlasgow *Cell D B*	"Corrado"Soc. Anon.diNav. *Intermedia in after* 332′1012*t D*	397·5 | 52·0 | 26·6 385·0 P33′B112′F44′ *te 'tween dk hold* FK *Ta*30′760*t APT*16*t*	Genoa Italian *Cem* 5 *BH to U dk* 1 „ „ *2nd* „	T.3Cy.26,″42″&70″–48″ 437NHP 2SB,*8cf*,GS147,HS6152 J.G.Kincaid&Co.Ld.Grk.	29 ″ 0	I †
85648 DJUA	**Valeria**	1 *Dk* *Cruiser Stern*	1450 1260 802						Lübecker Maschb.Ges. Lübeck	ReedereiA.Kirsten	268·9 | 39·4 | 14·6 P&B227′F29′	Hamburg German *WB*	C.4Cy.(2)15⅞″&(2)33⅞″–33⅞″ HS2906 200NHP LübeckerMaschb.Ges.		G
85649 UOQW	**Valerian Kuibishev** (*ex*Surahany–35,*ex* Surakhanneft–34, *ex*Elbrus–33) **TwinSc** *Oil Eng.* 2 *Dks*&*Web frames* *Mchy.Aft* *Carrying Petroleum in bulk*		4629 4153 2511	…				1914	TyneI.S.B. Co Ld. Newcastle	U.S.S.R.	374·4 | 51·2 | 27·4 P102′B33′F43′ FK	Tuapse Russian *WB*	Oil Engines 4S.C.SA 12Cy.22⅛″–33–⅞″ 605NHP NE33 KolomskieStateEng.Wks.	29 ″ 0	
85650	**Valeska** (*ex*SailingVessel, *ex*JoseGinebra) **WoodBg** *Oil Eng.* 1 *Dk*2*tr B*		369 290 241					1878 1918	F.J.Nicolai Brake	AsgeirPetursson	124·0 | 28·0 | 13·3 Q54′H27*t*	Akureyri Icelandic	Oil Engines 2S.C.SA 138NHP 4Cy.14″–15¾″ NE*fitted*18 LysekilsM.V.Lysekil		
85651 2097 IAGV	**Valgiuba** (*ex*Ascensione–35, *ex*Mediterraneo) D.F.	*ssGen.No.3–4,23* *ssPla.No.1–27* 1 *Dk*(*Stl*)	4496 4073 2711	✠ ~~—~~ 7,37	Gen	*x*		1911 1mo	W.Doxford &Sons,Ld. Sunderland *Cell D Ba*	ItalianNavy (operated bySoc. An.Cooperativa diNav.Garibaldi) 100′*u* 26′*f*	379·9 | 50·0 | 26·5 369·5 P32′B115′F32′ FK *174′ 846t FPT 176t*	Genoa Italian *BH Cem* *APT*225*t*	T.3Cy.25″,41″&68″–45″ 395NHP 2SB(FD)&1AuxSB,*8cf*, GS140,HS5833 W.Doxford&Sons,Ld.Sld	28 ″ 9	I †
85652 3389 SHCM	**Valkyrian** (*ex*Lynton) **Iron** *Well deck*	1 *Dk*2*tr B*	*1230* *956* *705*	…				1881	J.Read-head&Co. South Shields	K.A.Andersson	240·4 | 33·2 | 17·0 Q90′B50′F20′ BK8½″	Karlskrna Swedish *WB*	C.2Cy.27″&54″–36″ 132NHP J.Readhead&Co.S.Shields	18 ″ 0	V †
85653 164046 GYGF	**Valldemosa** *Mchy.Aft* D.F.	2 *Dks* *Longitudinal framing*	7222 6619 4369	✠100A1 Rot 12,38 ~~1,98~~ ✠LMC2,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,35		CL N1,38 *F.P. u*		1935 2mo *Lloyd's*	R.Duncan &Co.Ld. PortGlasgow *sA4CP* *Cell D*	Valldemosa S.S.Co. Ld.(Gow,Harrison &Co.) *Bu E&B* 88′228*t D* bore 150″ F.	446·0 | 59·5 | 32·3 P133′B39′F50′ FK *Tf*20′256*t APT*252*t*	Glasgow British 2201b FD *B Hpt Cem* (11 *to U dk* 6 „ *2nd* „)	T.3Cy.25″,43½″&74″–48″ (*s*) 676NHP 3SB,*12cf*,GS198,HS10452 Rankin& BlackmoreLdGrk	32 ″ 0	
85654 149427 VGFL	**Valley Camp** *Mchy.Aft* D.F.	(*Self-Unloader*) 1 *Dk*	2351 2199 1327					1927	Swan,Hunter &Wigham Richardson, Ld Newcastle	ValleyCampCoal Co.ofCanada,Ld.	252·2 | 43·3 | 23·6 F36′	S Cathrnes Ont. British *WB*	T.3Cy.17″,25″&43″–30″ 101NHP C.&G.CooperCo. Mt.Vernon,Ohio		C
85655 5890 SGWA	**Valparaiso** *Oil Eng* *ssMmo.No.3–9,29* *ssMmo.No.2–3*~~*ssMmo.No.1–34*~~ D.F.	**TwinSc3Mst** 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*)	*8759* *5375* *2259*	✠100A1 Mmo *Shelter dk* ~~Lbn~~ *with freeboard* 6,38 ~~8,37~~ 1,39 5,36 ~~✠LMC6,34~~ ~~MO(M)10,35~~		*x*	OG ~~12,36~~ P5,37 S10,38	1917 4mo *Lloyd's*	Akt.Burmeistr& Wain Copenhagen *sA4CP* *Cell D*	Rederiaktieb. Nordstjernan(A.A. Johnson,*Mgr.*) *B*323′1148*t FPT*75*t*	364·5 | 51·4 | 22·1 FK	Stockholm Swedish 6 *BH* *APT*60*t*	Oil Engines 4S.C.SA 12Cy.23½″–35⅛″ 629NHP DB *100lb* AktBurmeistr& Wain,Cpn	25 ″ 6 s 2 ″ 4 23 ″ 4½	
85656 907 ICMQ	**Valsavoia** (*ex*RosolinoOrlando) *Mchy.Aft* D.F.	2 *Dks*	5733 4596 3500					1919	Società Esercizio Bacini RivaTrigoso	I.N.S.A.(Industrie NavaliSoc.Anon.)	385·9 | 51·5 | 27·4 P16′B252′F36′	Genoa Italian *WB*	T.3Cy.26″,42½″&69⅞″–48″ 336NHP Società Esercizio Bacini, RivaTrigoso		I
85657 1134 ICMU	**Valverde** (*ex*Quantock) D.F.	1 *Dk*	4463 4163 2721					1910	W.Doxford &Sons,Ld. Sunderland	I.N.S.A.(Industrie NavaliSoc.Anon.)	378·9 | 50·1 | 26·1 365·0 P36′B117′F35′	Genoa Italian *WB*	T.3Cy.25″,42″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		I
85658 227064 WFAT	**Vamar** (*ex*EleanorBoling–33, *ex*Kilmarnock,*ex*EleanorBoling, *ex*Chelsea,*ex*Kilmarnock) Wireless D.F.	1 *Dk*	598 491 246					1919	Smith's Dock Co.Ld. Middlesbro'	VamarS.S.Co.	170·0 | 30·0 | 15·7	Wilmgton Del. Utd. States *WB*	T.3Cy.16″,26″&44″–26″ 99NHP Smith'sDockCo.Ld.Mdb.		C
85659 PKEI	**Van Cloon** *Fitted for oil fuel* 2 *Dks*3*tr B*		4519 3876 2863					1911	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	383·6 | 48·6 | 26·8 F40′ *Shade dk* 250′	Batavia Dutch	T.3Cy.28½″,47″&77″–54″ 436NHP NedFb.v.Wrk&Spoor,Ams		V
85660 PKGC	**Van den Bosch** *Fitted for oil fuel* 2 *Dks*&*Shade dk*		2354 1917 1430					1902	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	317·0 | 41·3 | 19·4 P67′F74′	Batavia Dutch *WB*	T.3Cy.23″,37″&62″–42″ 249NHP NedFb.v.Wrk&Spoor,Ams		V

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques	3 Matériaux, Gréement, etc. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds pc.	15 Imprimés en noir si ce n'est dans le L. R. Durée Cert. Ref. Freds.
85661	**Van der Hagen**		3033					1909	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·3 F40′	44·1	22·9	Batavia Dutch	T.3Cy.22″,36½″&40″–42″ 104NHP		V
			2516														
PKFD		2 *Dks*	1912												*WB* Maats.Fyenoord,Rot.		
85662	**Van der Lijn**		2464					1928	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	290·9 P45′F53′	43·2	19·2	Batavia Dutch	C.4Cy.(2)16$\frac{9}{16}$″&(2)35$\frac{7}{16}$″–35$\frac{9}{16}$″ 124NHP		V
			1811														
PKGL		1 *Dk*	1431												*WB* Werkspoor,Amsterdam		
85663	**Van Diemen**		1030					1926	Wilton's E. &SlipwayCo. Rotterdam	Koninkl.Paketv. Maats.	230·1 P35′B80′F29′	38·2	10·7	Batavia Dutch	C.4Cy.(2)12$\frac{3}{4}$″&(2)27$\frac{9}{16}$″–27$\frac{9}{16}$″ 67NHP		V
			712														
PKSL		1 *Dk*	537												*WB* Gebr.Stork&Co.Hengelo		
85664	**Van Goens**		1032					1926	Wilton'sE. &Slipway Co. Schiedam	Koninkl.Paketv. Maats.	230·1 P35′B80′F29′	38·2	10·4	Batavia Dutch	C.4Cy.12$\frac{13}{16}$″&27$\frac{9}{16}$″–27$\frac{9}{16}$″ 80NHP		V
			712														
PKSM		1 *Dk*	539												*WB* Gebr.Stork&Co.Hengelo		
85665	**Van Heemskerk**		2996					1909	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	325·5 F40′	43·8	25·0	Batavia Dutch	T.3Cy.22″,36″&60″–42″ 233NHP		V
			2855														
PKEL		3 *Dks*	1896												*WB* NedFb.v.Wrk&Spoor,Ams		
85666	**Van Heutsz**	Twin Sc	4552					1926	Kon.Maats deSchelde Flushing	Koninkl.Paketv. Maats.	390·3 P17′B85′F64′	52·2	24·2	Batavia Dutch	Oil Engines 2S.C.SA 12Cy.23$\frac{5}{8}$″–41$\frac{1}{4}$″ 1164NHP		V
		Oil Eng.	3773														
PKRH	D.F.	2 *Dks&Awng dk*	2678												*WB* Maats.deSchelde,Flushing		
85667	**Van Imhoff**		2980					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5	44·1	22·7	Batavia Dutch	T.3Cy.22″,36½″&60″–42″ 233NHP		V
			2367														
PKFC		3 *Dks*	1809												*WB* Maats.Fyenoord,Rot.		
85668	**Van Lansberge**		1937					1913	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	278·4 P42′B90′F35′	41·2	16·8	Batavia Dutch	T.3Cy.19″,31½″&51½″–39″ 166NHP		V
		Fitted for oil fuel	1374														
PKSO		2 *Dks*	1085												*WB* Maats.Fyenoord,Rot.		
85669	**Van Linschoten**		3004					1909	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	328·5 F40′ *Shade dk* 219′	43·9	22·6	Batavia Dutch	T.3Cy.22″,36″&60″–42″ 233NHP		V
			2490														
PKSQ		2 *Dks3trB*	1886												*WB* NedFb.v.Wrk&Spoor,Ams		
85670	**Van Neck**		3027					1912	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	326·0 B219′F41′	44·0	22·7	Batavia Dutch	T.3Cy.22″,36½″&60″–42″ 233NHP		V
		Fitted for oil fuel	2500														
PKFA		2 *Dks*	1909												*WB* NedFb.v.Wrk&Spoor,Ams		
85671	**Van Outhoorn**		2069					1927	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	300·3 P36′B94′F47′	46·2	14·6	Batavia Dutch	C.4Cy.(2)18$\frac{5}{8}$″&(2)39$\frac{1}{4}$″–39$\frac{1}{4}$″ 193NHP		V
			1570														
PKFM		1 *Dk&Shade dk*	1180												*WB* Maats.Fyenoord,Rot.		
85672	**Van Overstraten**		4482					1911	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	383·2 B120′F40′ *pt Shelter dk* 250′	48·3	27·3	Batavia Dutch	T.3Cy.28½″,47″&77″–54″ 436NHP		V
			3827														
PKEI		2 *Dks&Shelter dk*	2837												*WB* Maats.Fyenoord,Rot.		
85673	**Van Rees**		3000					1913	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Paketv. Maats.	325·6	43·1	22·7	Batavia Dutch	T.3Cy.22″,36½″&60″–42″ 233NHP		V
			2437														
PKGU		3 *Dks*	1758												*WB* Maats.Fyenoord,Rot.		
85674	**Van Rensselaer** Ⓟ		4241					1920	Nederl. Schps. Maats. Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	342·0 P43′B143′F62′	47·7	24·3	Amstrdam Dutch	T.3Cy.25″,42″&68″–51″ 330NHP		V
		Fitted for oil fuel	3031														
PIDQ	D.F.	2 *Dks*	2543												*WB* NedFb.v.Wrk&Spoor,Ams		
85675	**Van Riebeeck**		2263					1902	Nederl. Schps. Maats Amsterdam	Koninkl.Paketv. Maats.	316·9 P63′F63′	41·7	19·4	Batavia Dutch	T.3Cy.23″,37″&62″–42″ 249NHP		V
		Fitted for oil fuel	1916														
PKSR		2 *Dks&Shade dk*	1350												*WB* NedFb.v.Wrk&Spoor,Ams		
85676	**Van Spilbergen**		3237					1908	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5 P40′B104′F40′	44·0	22·8	Batavia Dutch	T.3Cy.22″,36½″&60″–42″ 233NHP		V
			2518														
PKGB		2 *Dks*	2033												*WB* Maats.Fyenoord,Rot.		
85677	**Van Swoll**		2147					1930	Rotterdam Droogd.Maat Rotterdam	Koninkl.Paketv. Maats.	300·6 P43′B108′F47′	46·2	14·7	Batavia Dutch	C.4Cy.(2)22$\frac{1}{16}$″&(2)47$\frac{1}{4}$″–47$\frac{1}{4}$″ 256NHP		V
			1563														
PKHQ		2 *Dks*	1285												*WB* Rotterdam Droogd.Maats.		
85678	**Van Waerwijck**		3040					1909	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·3 P&B219′F40′	44·0	22·8	Batavia Dutch	T.3Cy.22″,36½″&60″–42″ 233NHP		V
			2516														
PKHU		2 *Dks&ptAwng dk*	1906												*WB* Maats.Fyenoord,Rot.		
85679	**Vanadis** (*ex* Warrior–37, ~~*ex* Vanadis~~) (*Yacht*)	Twin Sc *Oil Eng.*	*1451* *1437*	✠100A1 5,38 ~~2,27~~	Gen Mid H	*o* T	~~5,38~~ CL	1924 3mo	Frd.Krupp Germaniawerft A.G. Kiel	W.W.Woods	223·3 F46′	34·7	26·4 FK	Panama Panamanian	Oil Engines 4S.C.SA 12Cy.18$\frac{1}{8}$″–24$\frac{13}{16}$″ 384NHP	28 ″ 6	
~~VHVM~~	Wireless D.F.	*ss* N.Yk.No.3–3,36	749	DBS ~~4,37~~	✠LMC 5,36		P2,36								*4BH Cem* DB *142lb*		
	Annual Survey, Mst.5,38	~~A.S.Gen.9,37~~		5,38											Frd.KruppGermaniawerft A.G.Kiel		
HPJB		2 *Dks* (*Stl–U* teak s)		~~LC~~	~~MV~~	~~38~~		*Lloyd's SA&CP*			*DT a* 108*t FP* 78*t*				*APT* 12*t*		
85680	**Vancolite**	Twin Sc *Oil Eng*	11404 10800	✠100A1 1,39 1,38	Hfx St.J	*g* †	CL 12,37	1928 5mo	A.Stephen &Sons,Ld. Glasgow	Imperial Oil Shipping Co.Ld.(H.J. Rahlves, *Mgr.*)	510·2 B34′F40′	68·2	38·0 FK	Montreal British	Oil Engines 2S.C.SA 8Cy.26$\frac{3}{8}$″–43$\frac{5}{16}$″ 1000NHP	38 ″ 0	
160203		*ss* Hav.No.2–36	6253	~~DBS 4,38~~ 1,39	✠LMC CS1 4,37	56		*Lloyd's SA&CP*						19 *BH* (14 *to U dk* 5 ,, 2*nd* ,,)	2 Water Tube DB *250lb* 2ND DB 32 *100lb*	8 ″ 9½ 29 ″ 6¾	
VGLQ	*Mchy. Aft*	2 *Dks* (*Stl*) *& Web frames*		*Carrying Petroleum*		*in*	*bulk*	*Cell D Bu E* 97′	415. *DT f* 36′ 388*t*		*FPT* 319*t APT* 149*t*				A.Stephen&Sons,Ld.Gls.		
	Longitudinal framing–bracketless system																
	D.F. GyC.																
85681	**Vancouver** Ⓟ		8269					1930	Deutsche Werft, Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·7 P36′B&F432′ *Upper* F45′	63·0	29·5	Hamburg German	4SRgearedSteamTurbines *E made* 22 *refitted* 30		G
	Ref.Mchy.	*Fitted for oil fuel*	6883														
DHYQ	D.F. E.S.D. Sub.Sig.	2 *Dks*	5018												*WB* Blohm&Voss,Hamburg		
85682	—		5729	✠100A1	Rot	*z*	CL	1928	Greenock	Vancouver S.S.Co. Ld. (Gow,Harrison &Co.)	410·3 P118′B38′F52′	54·5	30·1 FK	Glasgow British	T.3Cy.25″,43½″&74″–48″ (*s*) 210lb 565NHP	30 ″ 0	
160207		*ss* Nwc.No.2–36	5157	9,38 ~~2,38~~	Fal		4,36	6mo	Dkyd.Co.Ld. Greenock						3SB,9*cf*,GS 172,HS 8172 FD		
GSNF	*Mchy. Aft*	2 *Dks* (*Stl*) *& Web frames*	3432	~~DBS 4,38~~	✠LMC 1,36			*Lloyd's SA&CP*						16 *BHpt Cem* (11 *to U dk* 5 ,, 2*nd* ,,)	J.G.Kincaid&Co.Ld.Grk.		
	D.F.	*Longitudinal framing*		*Carrying Petroleum*		*in*	*bulk*	*above* 150° F.		*Cell D Bu E&*	*B* 72′ 180*t APT* 199*t*						
				Fitted for oil fuel 6,28			*F.P. a*										
85683	**Vancouver City**		4955					1930	W.Doxford &Sons,Ld. Sunderland	Reardon Smith Line,Ld.(Sir W.R. Smith&Sons.Ld. *Mgrs.*)	415·6 F41′ *on Shelter dk*	55·0	24·5	Bideford British	Oil Engines 2S.C.SA 4Cy.23$\frac{5}{8}$″–91$\frac{5}{8}$″ 687NHP		C
161615		*Oil Eng.*	4626												*WB* W.Doxford&Sons,Ld.Sld.		
GPVR	D.F.	1 *Dk&Shelter dk* *Cruiser Stern*	3005														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last dried.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. if not in L.R. Date of R. of Trade Cert.
85684 / 153115	**Vandoc** (*ex*Argus, *ex*HendrickS.Holden)	*Mchy.Aft* 1*Dk2trB*	4488 / 4286 / 2539					1898	GlobeIron WorksCo. ClevelandO.	PatersonSteamships,Ld.	416·4	50·2	23·9 *WB*	Ft William Ont. British	Q.4Cy.20¼",30½",44"&63½"–42" 261NHP GlobeIron WorksCo.		R
85685 / 145876 / GFNC	**Vandyck** (P)	TwinSc *Fitted for oil fuel* *Ref.Mchy.* 4*Dks* D.F. E.S.D. *CruiserStern*	3241 / 10485 / 7951					1921	Workman, Clark&Co.Ld Belfast	Lamport&Holt Line,Ld.	510·6 B255'F58'	64·3	39·3 *WB*	Liverpool British	4SteamTurbinesDRgeared to 2 Sc. Shafts Wrkman,Clark&Co.Ld Bel		C BT till 12,38
85686 / 145128 / GDVW	**Vanellus**	*ssBkn.No.3–5,34* 1*Dk(Stl)&Shelter dk(Stl)*	1886 / 1631 / 915	✠100A1 *Shelter dk withfreeboard* 6,38 ~~7,38~~ BS2,38 ✠LMC5,34	Mch	*s*	CL 10,36	1921 1mo	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd *Lloyd'sA&CP*	British&ContinentalS.S.Co.Ld. *CellDB224' 437tMT20'140t*	290·0 FK *Collision*	42·5 *FPT31tAPT39t*	18·8	Liverpool British	T.3Cy.20½",34"&56"–42"(*s*) 180lb 318NHP 3SB,6*cf*,GS126,HS5000 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 " 2 s " 11½ 20 " 5	
85687 / LFFF	**Vang** (*ex*Benedicte,*ex*Dagbjörg)	1*Dk*	678 / 505 / 363					1901	Akers Mek. Værks. Oslo	VangsRederiA/S (S.Lyngholm, *Mgr.*)	177·2 Q44*t*B66*t*H28*t*F19*t*	29·6 *WB*	14·0	Haugesnd Norwegian	T.3Cy.12",20"&32"–27" 53NHP AkersMek. Værks.Oslo		N
85688 / 201544 / KLBT	**Vanguard**	Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	358 / — / 228					1904	J.W Dickie Alameda,Cal.	C.H.Higgins	137·5	32·5	10·8	S.Frncisco Utd.States	T.3Cy.11",18½"&32"–24" FultonI.Wks. 50NHP SanFrancisco,Cal.		
85689 / LDMR	**Vanja**	TwinSc *Oil Eng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk*	6198 / 5545 / 3668					1929	Götaverken A/B, Gothenburg	SkibsA/S Sydheim (HalfdanDitlev-Simonsen&Co. *Mgrs.*)	408·3 P220*t*H356*t*F74*t*	55·3	32·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP GötaverkenA/B,Got.		N
85690 / 138 / IKBK	**Vanna Galleano** (*ex*Sailing Vessel Ape–37)	WoodAuxBkn *Oil Eng.* 1*Dk2trB* *(See Sailing Ship Register)*	418 / 385 / 316					1919	Ing.M. Casabona Viareggio	Agostino FrancescoGalleano	142·3	30·4	14·8	Savona Italian	Oil Engines 4S.C.SA 4Cy.9 7/16"–14 3/16" 35NHP *Emade&fitted37* Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
85691 / UOAS	**Vanzetti**	Sub.Sig. 1*Dk*	2363 / 2023 / 1278				...	1928	BalticS.B. &Eng.Works Leningrad	U.S.S.R.	284·8 P18'B71'F32' FK	43·1 *WB*	20·6	Leningrad Russian	T.3Cy.17½",29½"&48 7/16"–35 7/16" 191NHP BalticS.B.&Eng.Wks.Len	22 " 5	
85692 / GNLP	**Vaquillona** (*ex*Campeiro,*ex*Bia)	*ssB.As.No.3–1,15* *Mchy.Aft* 1*Dk(Stl)*	590 / — / 214	✠ 8.21 ✠	BAs	*k*		1902 7mo	GooleS.B. &Repg.Co.Ld Goole	Cia.Argentina de Nav.Mihanovich, Ltda. *WB=Cell*	200·0 P59'F23' FK	32·2 *DB165'261t FPT*	12·5 *51tAPT40t*	Bns.Aires Argentine	T.3Cy.15",25"&41"–27" 104NHP 1SB,*3pf*,GS54,HS1750 MacColl&Pollock,Sld.	14 " 8	
85693 / 149958 / GNLP	**Varand**	*ssShl.No.2–36* *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6023 / 5521 / 3682	✠100A1 ~~7,38~~ ~~10,37~~ 2,39 BS2,39 ~~HS12,37~~ ✠LMC12,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,27	Fal	*z*	CL ~~11,36~~ 2,39	1927 12mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP* above 150° F.	BalticTradingCo. Ld. *CellDBuB40'64t*	412·0 P108'B28'F46' FK *DTf38'338t FPT 66tAPT59t*	53·4	31·6	London British	T.3Cy 27",45"&75"–48"(*s*) 180lb *120lb* 552NHP 3SB,*9cf*,GS162,HS8238 FD N.E.MarineEng.CoLdNwc	31 " 6 s5 " 5½ 26 " 3⅜	
85694 / LDDJ	**Varanger**	TwinSc *Mchy.Aft* *Oil Eng.* D.F. 2*Dks* *Longitudinal framing at bottom&at decks* *Carrying Petroleum in bulk*	9305 / 8510 / 5505				...	1925	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	470·1 P110'B28'F41' FK	60·2 *WB*	38·5	Bergen Norwegian	Oil Engines 4S.C.SA 12Cy.26⅜"–47¼" 806NHP Werkspoor,Amsterdam	38 " 5	N †
85695 / LCPJ	**Varangfjell** (*ex*Jotunfjell–34, *ex*MorrisAdler)	*Mchy.Aft* 1*Dk* D.F. *Cantilever framed topside tanks*	2842 / 2492 / 1509				...	1915	Gt.Lakes Eng.Works Ashtabula,O.	A/S Luksefjell (Olsen&Ugelstad. *Mgrs.*)	282·8 P137*t*F109*t* len34 FK	43·6 *WL*	25·2	Oslo Norwegian	T.3Cy.21",34½"&57"–42" 284NHP Gt.LakesEngWrksDetroit	27 " 6	N †
85696 / LJIL	**Varangmalm** (*ex*Hadjipateras–36, *ex*Oued Beht–34,*ex*ZwarteZee)	1*Dk*	3618 / 3318 / 2205					1919	A.Vuijk& Zonen Capelle a/d Ysel	A/S Malmfart (Reinh.Mithassel, *Mgr.*)	360·6 P22'B101'F25'	48·3 *WB*	22·6	Oslo Norwegian	T.3Cy.24½",40"&67"–45" 301NHP Maats.Fyenoord,Rot.		V
85697 / LFFG	**Vard** (*ex*Woerden)	3Mst *Mchy.Aft* 1*Dk*	681 / 529 / 363					1917	W.C.Boele &Zonen Slikkerveer	EgilNæsheimA/S	181·3 Q64*t*H27*t*	28·2 *WB*	12·4	Haugesnd Norwegian	T.3Cy.14⅜",23⅝"&38⅜"–26½" 77NHP AlblasserdamMsch.Fab.		N
85698 / LDSR	**Vardaas**	TwinSc *ssSyd.No.1–36* *Oil Eng.* *Mchy.Aft* 1*Dk(Stl)*2nd *dk(Stl)*in D.F. *way of Mchy.space* *Rudder electrically welded* *CruiserStern*	8176 / 7704 / 4869	✠100A1 ~~7,38~~ ~~8,37~~ 10,38 ✠LMC CS7,36 DBS~~6,38~~ 7,37 1,38 *Carrying Petroleum in bulk*	HKg'c† Sbu Rot		CL 6,36 9,38	1931 4mo	Deutsche WerkeA.G. Kiel *Lloyd'sA&CP*	Agdesidens Rederi A/S(A.J.Mörland. *Mgr.*)	459·2 P97'B27'F37' FK *CellDBuL*	59·5	35·2 *61'208t DTf*	Arendal Norwegian	Oil Engines 4S.C.SA 16Cy.21⅜"–35 7/16" 725NHP 4DB*14tb* DeutscheWerkeA.G.Kiel *38'333tFPT237tAPT196t*	34 " 10	
85699 / YTOF	**Vardar** (P) (*ex*Vértes)	*ssSsk.No.1–3* *ssSpt.2ndNo.3–12,34* 1*Dk(Stl)*	550 / 395 / 305	A– *withfreeboard* ~~3,38~~ ~~10,36~~ 12,38 BS12,3. ~~HS11,37~~ ✠LMC12,38 *For service in the Adriatic*	Ssk		~~12,36~~ 11,38	1908	M.U.Martinolich Lussinpiccolo	Jadranska Plovidba d.d.	177·5 187·5(O.L.) P41'B47'F41' FK *FPT38*	26·2	12·9 *5BHptCem tAPT32t*	Susak Yugoslav	T.3Cy.14½",23"&36"–24"(*s*) 160lb 90NHP 1SB,3*pf*,GS57,HS1753 Plenty&Son,Newbury	13 " 9 s 1 "2⅜ 12 " 8¼	
85700 / LJWF	**Vardö**	*Oil Eng.* *Mchy.Aft* 1*Dk&Shelterdk* D.F. *CruiserStern*	860 / 670 / 419					1938	MossVærft &DokkA/S Moss	Vesteraalens Dampskibsselskab	~~7'11"~~ 7'11" 3/4	34·7	13·8	Stokmarknes Norwegian *WB*	Oil Engines 4S.C.SA 7Cy.14⅜"–21⅝" 141NHP & hydraulic coupling SR geared to sc. shaft Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		
85701 / LEPH	**Varegg** (*ex*OttoSinding–38)	1*Dk*	948 / 738 / 572					1910	Laxevaags Msk.&Jrnskb Bergen	EgilNæsheimA/S	214·3 Q109*t*B51*t*F29*t*	32·2	12·8	Haugesund Norwegian *WB*	T.3Cy.16",25½"&43"–30" 101NHP LaxevaagsMsk.&Jrns.Bgn		N
85702 / 136296 / GRYB	**Varela** (P)	TwinSc *ssBom.No.3–7,28* *ssBom.No.2–36* 2*Dks(Stl–Uws)&* *Ref.Mchy.* *Shade dk(Stl–teaks)*	4651 / 3576 / 1926	✠100A1 *Shade dk* 6,38 ~~6,37~~ BS6,37 6,38 ✠LMC6,36	Bom	*y*	CL SNG6,36 P6,37	1914 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP* *WB=CellDBa96'uEa*	BritishIndiaStm. Nav.Co.Ld.	390·1 403·8(O.L.) F32'*onShade dk* FK *B98'f142'768tFPT*	53·3	24·0 *55tAPT41t*	Glasgow British	T.6Cy.20¾",35"&60"–45"(*s*) 215lb 6SB,*18cf*,GS388,HS16280FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	26 " 6 s 4 " 1½ 22 " 10½	

1 Numéro d'Ordre / Numéro officiel / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equilibrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. Navire. — Machines.	Par qui. — Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et si coté dans le L. R. Durée Cert. Bd of Trade
85703	**Varild** (*ex*Gaula)	1085 / 808 / 633					1910	Bergens Mek. Værks. Bergen	EgilNæsheimA/S	223·9 | 33·2 | 15·2 / Q88*t* B113*t* H27*t* F28*t*	Haugesnd Norwegian *WB*	T.3Cy.17″,26½″&46″-30″ 116NHP / Bergens Mek Værks Bergen		N
LFFL	1 *Dk*													
85704	**Väring** (*ex*Elna)	*1307*	✠ Hbg		*o*		1898	SirRaylton Dixon&Co Ld Middlesbro'	FörnyadeRederi A/B Commercial (H.Johnsson, *Mgr.*)	240·0 | 35·4 | 16·9 / P22′B64′F30′ FK / *CellDB198′343t APT50t*	Högsarås Swedish	T.3Cy.18½″,29″&48″-33″ NDB16 135NHP / 1SB.*4pf*,GS62,HS2092 / G.Clark,Ld.Sunderland	19 ″ 2	V †
6960	*ss*Hbg.2nd No.3-12,24	*1146*	1.30 ✠								4 *BH Cem*			
SHJU	1 *Dk*(*pt Irn&pt Stl*)&*deep framing*	*777*												
85705	**Varlaam Avanesov** Twin Sc	*6557*					1932	Götaverken A/B Gothenburg	U.S.S.R.	407·0 | 55·0 | 33·7 / P91′F41′	Tuapse Russian *WB*	Oil Engines 4S.C.SA 12Cy.21⅛″-39⅜″ 542NHP / GötaverkenA/B,Got.		
(*ex*Eidsvold)	*Oil Eng.*	*5964*												
UOWU	*Mchy.Aft* 1 *Dk*	*3976*												
	Carrying Petroleum in bulk Cruiser Stern													
85706	**Värmdö** (*ex*Storvik-34,*ex*Primula,	*2956*	✠ 100A1 Lkr		*u*	CL	1901	A.Rodger &Co. Pt.Glasgow	RederiA/B Rex (K.M.Kallström, *Mgr.*)	318·6 | 46·1 | 21·3 / 330·7(O.L.) / P29′B88′F32′ FK / *CellDB*	Stockholm Swedish	T.3Cy.22½″,37″&61″-42″ (*s*) 160lb *80lb* NDB13 254NHP / 2SB,*6pf*,GS108,HS4010 / Clyde S.B.&E.Co.Ld.P.Gl.	23 ″ 9 / s 3 ″ 7¾ / 20 ″ 4	
6343	*ex*Arciduchessa *ss*Gms.2nd No.3-8,29	*2666*	7.38 8.38 12.38 Ams Hbg			11.37	3mo				6 *BH Cem*			
SGUN	Maria Teresa) *ss*Osc.No.2-36	*1747*	MS5.36 LMC / BS12.37 DBS3.38 / MBS12.38			7.38					*APT111t*			
	1 *Dk*(*Stl*)&*deep framing* 3 *Dk rule*													
	Cargo battens not fitted													
85707	**Varna**	2141 / 1653 / 1083					1937	Neptun-werft Rostock G.m.b.H. Rostock	Soc.Commerciale Bulgare de Nav. à Vap.	303·0 | 43·6 | 16·3 / P24′F272′	Varna Bulgarian	C.4Cy.(2)16½″&(2)35⅞″-35⅞″&LP turbine with DR gearing & hydraulic coupling 306NHP / Neptunwerft Rostock G.m.b.H.Rostock		G
LZDG	E.S.D. 1 *Dk*													
	Cruiser Stern													
85708	—	1514 / 1272					1924	R. Duncan &Co.Ld. Port Glasgow	Clydesdale Shipowners Co.Ld. (Glen&Co Ld. *Mgrs.*)	250·0 | 37·2 | 16·8 / P15′Q84′B62′F28′	Glasgow British *WB*	T.3Cy.18′,30″&49″-33″ 138NHP / D.Rowan&Co.Ld.Glasgow		C
147902														
MLXJ	Wireless 1 *Dk*	912												
85709	**Varöy** (*ex*Hegre,*ex*Lars Lea,*ex*Follo,	1531	✠ Bkn		*q*		1892	J.Blumer &Co Sunderland	D/S A/S Föina (Knut Knutsen, O.A.S. *Mgr.*)	249·9 | 33·5 | 13·8 / B90*t* H6*t* F32*t* 21·5 BK 8″ / *CellDB201′265t*	Haugesnd Norwegian	T.3Cy.20″,32″&52″-39″ NDB12 185NHP / 2SB,*6pf*,GS95,HS3004 / G.Clark,Ld.Sunderland	23 ″ 9	V †
*ex*Ciscar, *ss*Ham.2nd No.3-6,14	1388	1.28 ✠				3mo					4 *BH Cem*			
LFFN	*ex*Lissabon) *ss*Mch.No 2-23	890									*APT22t*			
	1 *Dk*(*Stl*)&													
	Wireless *Spar dk*(*Irn*)3 *tr B*													
85710	**Varsova** (P) Twin Sc	4701	✠ 100A1 Bom		*y*	CL	1914	Swan, Hunter & Wigham Richardson, Ld Newcastle	British India Stm. Nav.Co.Ld.	390·2 | 53·3 | 24·0 / 403·9(O.L.) / F32′ *on Shade dk* FK	Glasgow British	T.6Cy.20¾″,35″&60″-45″ (*s*) 215lb 987NHP / 6SB,*18cf*,GS388 HS16280 FD	26 ″ 6 / s 4 ″ 1½ / 22 ″ 10½	
136312	*ss*Bom.No.3-8,28	3576	*Shade dk*		PN 7,37		8mo				7 *BH Cem*			
GRYL	*ss*Bom.No.2-36	1955	8.38 7.37 / BS8.37 LMC 8,36 / 8,38			7,37					*APT41t*			
	2 *Dks*(*Stl–Uws*)&*Shade dk*													
	Ref. Mchy. (*Stl*–teak s)								*Lloyd's SA&CP*	*W B = Cell D Ba 96′ u E&B98′*	*f142′763t FPT55t*			
85711	**Varvara** (*ex*Mary II-35,	1354	✠ 100A1 Pir		*o*	CL	1910	J.Crown& Sons,Ld. Sunderland	A.N.Zoiopoulos	239·3 | 36·0 | 15·6 / Q131′B13′F24′ FK	Piræus Greek	T.3Cy.19″,31″&51″-36″ (*s*) 180lb 186NHP / 2SB,*4cf*,GS68,HS3092	17 ″ 9 / s 5 ″ 4	
766	*ex*Yainville-34, *ss*Pir.2nd No.3-4,36	1123	1.38			4,36	7mo				5 *BH Cem*			
SZKY	*ex*Solent) 1 *Dk*(*Stl*)	799	BS7.37 LMC4,36 / 12,33								100*t APT32t*	N.E.MarineEng.Co.Ld Sld.	16 ″ 4	
	Well deck Wireless *Mchy.Aft*								*Lloyd's SA&CP*	*Cell D Ba f23′ f 165′3*	*86t MT8′ 122t FPT*			
85712	**Vasa** (P) Iron	562 / 297					1871	W.Lindbergs.Aktieb. Stockholm	PärnuLaevaA/S	172·7 | 24·8 | 10·5	Parnu Estonian *WB*	C.2Cy.20½″&41″-24″ NB10 69NHP / A/B Bergsunds M.V.Skm.		N
241														
ESAW	Wireless 1 *Dk*	418												
85713	**Vasaholm**	*4217*	✠ 100A1 Skm		*y*	CL	1930	A/B Götaverken Gothenburg	A/B Svenska Amerika Mexiko Linien (E.Carlson, *Mgr.*)	390·5 | 52·6 | 23·5 / FK	Gothenbrg Swedish	Oil Engines 4S.C.SA 6Cy.29½″-59 1/16″ 489NHP / DB *85lb*	26 ″ 3 / s 2 ″ 5⅜ / 23 ″ 11½	
7588		*3652*	*Shade dk*	Got		2,36	1mo				7 *BH pt Cem*			
SHFN	*ss*Got No.2-38 *ss*Gbg No.1-24	*2475*	7.38 H.37 5,39 / 9,38			5,39					*Coll to Shdk*	A/B Götaverken,Got.		
	D.F. 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)		MC CS9,37						*Lloyd's SA&CP*	*Cell DB333′ 1468t APT78t*	6 ,, 2nd ,,			
	3rd *dk*(*Stl*) in No.1 hold		DB 4,37 10,37 / 7,38											
	Strengthened for Navigation in Ice													
85714	**Vasaland**	*2709*	✠ 100A1 Got		*w*	CL	1934	Eriksbergs M.V.Aktieb. Gothenburg	Ångf.A/B Tirfing (T.E.J. :son Broström, *Mgr.*) (Svenska Orient Linien)	339·4 | 48·6 | 19·5 / 364·5(O.L.) / FK	Gothenbrg Swedish	Oil Engines 2S.C.DA 6Cy.17½″-47½″ 644NHP / DB *80lb*	22 ″ 6 / s 1 ″ 2½ / 21 ″ 6	
7970	*Oil Eng.*	*2199*	*with freeboard* N.V.Lk			10,37	8mo				7 *BH*			
SKWA	D.F. 1 *Dk*&*Shelter dk*	*1405*	8,38 DBS8,38 / LMC8,34						*Lloyd's SA&CP*	*Cell DB2 87′768t DTf21′302t*	*Coll to Sh dk* 6 ,, 2nd ,,	Eriksberg M.V.Aktieb.Got		
	Strengthened for Navigation in Ice		*Carrying oil in deep tanks &in*	*fuel F.P. above 1*					*or vegetable 50° F.*		*APT50t*			
				oil in deep tanks &in	*wing DB*				*in ER*					
85715	**Vasco** (*ex*Garbi-30,*ex*Vasco-37)	1193	✠ 100A1 Off		*n*	CL	1926	R.Duncan &Co.Ld. Port Glasgow	M.M.De Pinillos	221·3 | 34·5 | 15·6 / Q63′B63′F28′ FK	Cadiz Spanish	T.3Cy.16″,27″&44″-30″ (*s*) 180lb *160lb* 137NHP	17 ″ 6 / s 1 ″ 6¼ / 16 ″ 3	
	*ss*Val.No.2-34	983	8,36			5,37	6mo				4 *BH pt Cem*			
EGRV	*Well deck* 1 *Dk*(*Stl*)	719	LMC / MS9,34 BS1,35 / 7,38						*Lloyd's SA&CP*	*Cell D B180′274t APT22t*	*pt Asp*	D.Rowan&Co.Ld.Glasgow	8′ · 83 / 16 ″ 4½	
	Cargo battens not fitted													
	~~Now sailing as "GARBI"~~													
85716	**Vasili Fomin** Twin Sc	1062					1929	S.B.&Eng. Wks. "Marti" Nicolaieff	U.S.S.R.	229·9 | 33·9 | 12·4 / P19′B24′F23′	Odessa Russian *WB*	T.6Cy.11″,19 7/10″&29 1/10″-15¾″ 67NHP / S.B.&Eng Wks. "Marti" Nicolaieff		
	1 *Dk*	996												
UOLH	Wireless	482												
85717	**Vasna** (P) Twin Sc	4820	✠ 100A1 Bom			CL	1917	A.Stephen &Sons,Ld. Glasgow	British India Stm. Nav.Co.Ld.	390·1 | 53·3 | 24·2 / 404·3(O.L.) / F52′ *on Shade dk* FK	Glasgow British	T.6Cy.20¾″,35″&60″-45″ (*s*) 215lb 969NHP / 6SB,*18cf*, HS15907 FD	26 ″ 6 / s 4 ″ 0¼ / 22 ″ 10½	
137850	*ss*Bom.No.3-8,29	3580	*Shade dk*		~~7,36~~		6mo				6 *BH pt Cem*			
GRZK	*ss*Bom.No.2-37	2026	7.38 7.37 / LMC7,37 / S7,38		P7,38							A.Stephen&Sons,Ld.Gls.		
	2 *Dks*(*Stl–Uws*)&*Web frames*								*Lloyd's SA&CP*	*Cell D B335′792t*	*FPT35t APT75t*			
	Ref. Mchy. &*Shade dk*(*Stl*–teak s)		*Fitted for oil fuel* 6.17		*F.P. above* 1				*50° F.*					
85718	**Vassiliki** (*ex*Bena-38,*ex*Jaron-37,*ex*	*2089*		Alg			1905	Howaldts-werke Kiel	G.M.Mavroleon	261·5 | 38·3 | 24·3 / F33′ *on Shelter dk* BK 7⅞″ / *Collision B ll to Shdk*	Piræus Greek *Cem*	T.3Cy.20½″,32 7/16″&51 9/16″-35 7/16″ 192NHP / 2SB,*4cf*,GS100,HS3240 / Howaldtswerke,Kiel	26 ″ 9	G †
Broken up	Nikolina Matkovic-37, *ss*Shl.No.3-7,20	*1971*	9,33											
	*ex*Antoine Schiaffino-32, *ss*Alg.No.2-29	*1245*								*Cell D B220′554t APT15t*	3 ,, ,, *U*			
	*ex*Mogador,*ex*Gibraltar)													
	1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)													
85719	**Vassilios A. Polemis**	*3429*	✠ 100A1 Hul		*v*	CL	1907	Chant. Nav Anversois Hoboken	J.G.Goumas	347·2 | 48·3 | 23·0 / 360·0(O.L.) / P31′B180′F31′ FK	Andros Greek	T.3Cy.24″,40″&66″-45″ (*s*) 180lb 320NHP / 3SB,*9cf*,GS129,HS4986	25 ″ 7 / s 3 ″ 2½ / 22 ″ 6½	
147	(*ex*Oehr ngen) *ss*Pir.2nd No.3-8,33	*3202*	6.37			4,36	9mo				6 *BH Cem*			
SWGI	1 *Dk*(*Stl*) 2 *tr B deep framing&*	*2106*	LMC / MS4,33 BS6,37						*Lloyd's SA&CP*	*Cell D Ba 108′ u E&B42′ f152′788t FPT*	*108t APT81t*	N.E.MarineEng.Co.Ld.Sld		
	Web frames 3 *Dk rule*													
	Cargo battens not fitted													
85720														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey / Date of last Survey.	6 Port of Survey.	7 Years Assigned / Now expired. / Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse-power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L.R. Distinct Bot. Prefix/Suf.
85721	**Vassilios Destounis**		*3299*	✠100A1	Rot	*w*	CL	1912	Earle'sCo.	P.E.Panas	352·0|49·6|22·0	Argostoli	T.3Cy.24″,39″&66″–45″ (*s*)	24 ″ 8	
107	(*ex*Northborough–33,	*ss*Shd.No.3–1,95	*3144*	9·37 10-36			9,36	10mo	Ld.			Greek	180lb 307NHP	s 3 ″ 1½	
SVNY	*ex*Ardenhall,	*ss*Pir.No.2–34	*2058*	BS9— ✠LMC10,35					Hull		P30'B189'F37' FK		3SB,*6cf*,GS125,HS4590	21 ″ 4	
	*ex*Bathampton,	1 *Dk(pt Irn&pt Stl)*		10,38 MS12,37				*Lloyd's*SA&CP		*CellDBa108'w*	*E22'f156'844t FPT*		*65t APT105t*	Earle'sCo.Ld.Hull	
	*ex*Withernsea)														
85722	**Vassilios T.** (*ex*EasternTemple–38)		*3673*					1920	NittaShip-yard	E.M.Tricoglu	315·9|45·8|26·3	Andros	T.3Cy.24″,41″&67″–48″	21 ″ 10	V
Wrecked 3,39		*Fitted for oil fuel*	*3108*						Osaka		P22'B82'F38'	Greek	400NHP		
	D.F.	1 *Dk2trB&Web frames*	*2236*								FK	*WB*	TanakaEng.Works,Osaka		
85723	**Vassos** (*ex*EmanuelNobel–35)		*4733*					1912	Nederl.	J.D.Chandris	375·0|51·0|29·0	Piræus	T.3Cy.26″,43″&72″–48″		V
5852		*Carrying Petroleum in bulk*	*4255*	*Special*					Schps.Maats		P88'B33'F40'	Greek	NE&B20 359NHP		
SVIR	*Mchy.Aft*	2 *Dks*	*2529*						Amsterdam			*WB*	WallsendSlipway&E.Co.		
85724	**Vatan** (P) (*ex*Port deCette,		3490					1892	Blohm&	Denizbank-Denizyollari Idaresi	352·4|42·2|26·0	Istanbul	T.3Cy.25⅝″,40″&66″–42½″		I
	*ex*Baysarnia,*ex*Sarnia,*ex*Gerda)		—						Voss		P54'B101'F44'	Turkish	283NHP		
TCDI		3 *Dks*	1985						Hamburg			*WB*	Blohm&Voss,Hamburg		
85725	**Vathy of Samos** (*ex*Dougga–37,		1570					1912	Schiffsw.v.	D.InglessiFilsS.A.	241·4|36·1|16·0	Piræus	T3Cy.18⅛″,28¾″&47½″–33⅞″		V
875	*ex*Undine,*ex*Zanzibar)		—						HenryKoch	Nav.deSamos	P&B190'F35'	Greek	129NHP		
SVSJ	Wireless	1 *Dk*	936						Lübeck			*WB*	OttensenerMasch.Fab.Alt.		
85726	**Vav**	TwinSc	6415					1931	Eriksbergs	SkibsA/S Östheim (HalfdanDitlev-Simonsen&Co. *Mgrs.*)	408·6|55·3|32·4	Oslo	Oil Engines 4S.C.SA		N
	Carrying Petroleum in bulk	*Oil Eng.*	5555						M.V.Aktieb		P217*t*H602*t*F74*t*	Norwegian	12Cy.21⅞″–392″ 543NHP		
LCGJ	*Mchy.Aft*	1 *Dk*	3844						Gothenburg			*WL*	EriksbergM.V.Aktieb.Got		
	D.F.	*Cruiser Stern*													
85727	**Vatslav Vorovski** (*ex*Maskinonge)		*4793*	✠	Rot	*x*		1912	ShortBros.	U.S.S.R.	361·5|52·0|27·8	Vladvostk	T.3Cy.26″,44″&73″–48″	30 ″ 9	
		*ss*Ham.No.3–4,23	*4515*	12,26				3mo	Ld.		P29'B89'F35'	Russian	484NHP		
UNXW		1 *Dk(Stl)&Web frames*	*2672*						Sunderland		FK	*CB*	3SB,*9cf*,GS154,HS6888 FD		
	Sub.Sig.	*Longitudinal framing*											N.E.MarineEng.Co.Ld.Sld.		
										CellDBa117'nE	*f&B46'f159'1223t*	*Topside tanks*	275'871*t FPT*160*t APT*223*t*		
85728	**Vayian Kuturie**	TwinSc	7596					1934	StatesS.B.	U.S.S.R.	409·1|54·6|32·2		Oil Engines 2S.C.SA		
	(*ex*Sakhalin–38)	*Oil Eng.*	6726						Yd"A.Marti"		P106'B29'F30'	Russian	8Cy.23⅝″–41½″ 776NHP		
UOWG	*Longitudinal framing*	1 *Dk*	4077						Nicolaieff						
	Mchy.Aft	*Carrying Petroleum in bulk*													
85729	**Vecht** (*ex*Graakallen)		1965	✠100A1	Rot	*r*	06	1917	A.Vuijk&	N.V."Houtvaart" (Vinke&Co. *Mgrs*)	281·3|40·2|19·2	Rottrdam	T.3Cy.21″,34½″&57″–36″ (*r*)	21 ″ 4	
	*ss*Rot.No.3–4,30		1764	2,39 1,38			6,37	3mo	Zonen			Dutch	190lb 225NHP	s 3 ″ 0½	
PIDV	*ss*Rot.No.2–36	*ss*Rot.No.1–36	1158	✠LMC					Capelle a/d		P23'B72'F24' FK		2SB,*6cf*,GS104,HS3560	18 ″ 6	
		1 *Dk(Stl)*		MS4,36 2,38 BS10,37 1,0,38					A&CP Ysel	*CellD*	*B244'538t FPT81t*	*APT41t*	ArnhemscheStoomsleep		
85730	**Vechtstroom** (*ex*EnergieII)		845					1918	N.V.Haar-lemsche Scheeps.My. Haarlem	N.V.Hollandsche Stoomb.Maats.	201·5|30·2|13·6	Amstrdam	T3Cy15¾″,25½″&41⅝″–27½″		V
			620								Q121'B11'F20'	Dutch	89NHP		
PIEG	*Mchy.Aft*	1 *Dk*	442									*WB*	BurgerhoutsMachf.Rot.		
85731	**Vedas**		641					1901	Thames Eng.Works Greenwich	J.E.McQueen	183·5|34·1|14·0	Amherst-burg,Ont. British	T.3Cy.16⅛″,26½″&42″–24″		
Broken up 15107			522										91RHP		
VGZF		1 *Dk&pt dk*	834										ThamesEngineWorks		
85732	**Veedol**		1224					1920	StatenIs-landS.B.Co. StatenIsland, N.Y.	TideWater AssociatedOilCo.	220·0|37·6|15·8	Wilmgton (Del.) Utd.States	T.3Cy.15¼″,24″&48″–20″		R
220672		*Fitted for oil fuel*	—								P63'F24'		103NHP		
KLBU	Wireless	*Mchy.Aft* 1 *Dk*	698									*WB*	StatenIslandS.B.Co.		
	D.F.	*Carrying Petroleum in bulk*													
85733	**Veedol No. 2**		1818					1930	ThePusey &JonesCo. Wlmgtn,Del.	TideWater AssociatedOilCo.	252·1|44·2|18·5	Wilmgton (Del.) Utd.States	2 Oil Engines connected to Electric Motor & Sc. Shaft.		R
229673		*Oil Eng.*	—								P60'B28'F39'		4S.C.SA 338NHP		
KGNE	*Mchy.Aft*	1 *Dk*	1055										12Cy.17″–24″		
	D.F.	*Carrying Petroleum in bulk*											I.P.Morris&DeLa Vergne,Inc.Phl.		
85734	**Veendam** (P)	TwinSc	15450	✠100A1	Rot	*j*†	CL	1923	Harland&	Nederl.-Amerik.	550·2|67·3|41·1	Rottrdam	4SteamTurbinesSRgeared	45 ″ 2	
		*ss*Rot.No.3–1,32	12159	*Awng dk*			7,37	3mo	Wolff,Ld.	Stoomv.Maats.		Dutch	to 2 Sc. Shafts (*s*)	s 13 ″ 2	
PIEP		*ss*Rot.No.1–36	9202	*with freeboa*			ON 187		Glasgow	(Holland-Amerika Lijn)	P76'B&F391' FK		215lb HS27774 1915NHP	32 ″ 5	
		2 *Dks(Stl)&Awng dk(Stl-pt ws)&Shade dk(Stl)* 3rd *dk(Stl)* in		2,39 7,38	M(		PN 4,36	*Lloyd's*SA&CP		*CellDB465'2254t*	*em Awng dk*		9 Water Tube Boilers FD		
	Sub.Sig.	*Nos.1,2&3 holds*		MS11,36	MS4—		14,39			*of tunn*	*Tanks at sides*		Harland&Wolff,Ld.Bel.		
	D.F.	*Cruiser Stern*		*Fitted for oil fuel* 3,38	BS5,39		*F.P. a*				*els 8'140t FPT190t*	*APT245t*			
85735	**Veenenburgh** (P)		433					1927	J.Koster	Wm.H.Müller&Co. N.V.	148·3|23·9|11·7	Rottrdam	Oil Engines 4S.C.SA		V
	(*ex*Batavier VII–37)	*Oil Eng.*	328						Hzn.		P43'F20'	Dutch	6Cy.11¼″–16⅛″ 74NHP		
PIET	Wireless	1 *Dk*	217						Groningen				MaschinenfbrkAugsburg-NürnbergA.G.Augsburg		
	Mchy.Aft	*Cruiser Stern*													
85736	**Veerhaven**	*ss*Ant.No.2–38	5291	✠100A1	Ant	*a*†	CL	1930	W.Gray&	N.V.Gebr.van Uden'sScheepv.en AgentuurMaats.	421·3|54·3|27·2	Rottrdam	Q.4Cy.20″,28½″,41½″&61″	29 ″ 8	
		*ss*Rot.No.1–31	4934	7,38 6,37			8,37	2mo	Co.Ld.			Dutch	–48″ 260lb (*s*) 457NHP	s 4 ″ 8¾	
PIEX		1 *Dk(Stl)*	3262	NB8,36 ✠LMC					Sunderland		P32'B268'F36' FK		3SB(Spt),*9cf*,GS158, FD	25 ″ 2½	
				MS5,36 6,38				*Lloyd's*SA&CP		*CellDB*	*373'1246t FPT117t*	*APT157t*	HS6589		
													Cen.Mar.E Wrks.Ld W Hpl		
85737	**Vega** (P)	TwinSc	7287					1938	Cantieri	DetBergenske DampskibsSelskab	424·6|58·3|28·5	Bergen	Oil Engines 2S.C.SA		
		Oil Eng.	4689						RiunitiDell' Adriatico Trieste		F179'	Norwegian	20Cy.25⅝″–47¼″ 2270NHP		
LJVJ	D.F. E.S.D.	3 *Dks*	4184									*WB*	Cant.RiunitiDell'Adriatico		
		Cruiser Stern													
85738	— (*ex*PendennisWhite)		4382					1905	American S.B.Corp. Cleveland,O.	InterlakeS.S.Co. (Pickands,Mather &Co. *Mgrs.*)	416·0|50·0|28·0	Wilmgton (Del.) Utd.States	T.3Cy.21″,32″&57″–43½″		R
202865			—								F48'	*WB*	1B*made*00 211NHP		
	D.F. GyC.	*Mchy.Aft* 1 *Dk*	3205										AmericanSB.Co.Cleveland		
85739	—		1294					1897	Flensburger Schiffsb.Ges. Flensburg	Rederi A/B Falkvik (T.Carlsson, *Mgr.*)	243·7|35·9|14·2	Sölvesborg Swedish	T.3Cy.18″,29″&48″–33″		V
7541	(*ex*Nordland)		1047								P14'Q70'		131NHP		
SHDO		1 *Dk&Awng dk*	749										FlensburgerSchiffsb.Ges.		
85740	—		*1073*					1913	Lindhol-mens V.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	226·4|35·1|14·4	Stockholm Swedish	T.3Cy.14½″,24″&40″–27″		V
5447			*901*								B60'H104*t*F28'	*WB*	83NHP		
SHDR		1 *Dk*	*623*										LindholmensV.A.Got.		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si on en est dans le L. R. Durée Cert. Kor. Tr. sale.
85741	**Vega**		974	✠100A1	Abo	*l*	OG	1906	Fevigs	FinskaÅngfAktieb	192·0	31·1	12·3	Holsingfrs	T.3Cy.16″,26″&44″–30″ (*r*)	21 ″ 9	
269		*ss*Hfs.2ndNo.3–2,32	582	*withfreeboard*	Hul		6,37	8mo	Jernskibsbyg					Finnish	180lb *100lb* 128NHP	s 7 ″ 2½	
OHGN		*ss*Hfs.No.1–36	535	4,39 ~~6,37~~	~~Abo~~		4,39		Fevig				FK	4*BHCem*	1SB,*3pf*,GS60,HS2142	14″10½	
	Wireless	2*Dks*(2nd *dk–Stl*)						*Lloyd's*A&CP		*WB*—*Cell*	*DBa*28′*uE*18′*f*35′			100*tAPT*18*t*	Richardsons,Westgarth& Co.Ld.Mdb.		
	D.F.																
85742	—		406					1892	Nüscke &Co. Stettin	J.Rang	154·9	23·3	12·0	Tallinn	C.2Cy.17¾″&30¾″–19¾″		V
588	(*ex*Grane,*ex*Göthe,*ex*Herma,		350								Q58′B24′H13*t*F17′			Estonian	DeutscheElbschifff.35NHP		
ESER	*ex*WilhelmLüdke)	1*Dk*	217												Ges.“Kette,”Uebigau		
85743	**Vegesack** (*ex*Manzanares–36)		4061					1911	A.Stephen &Sons,Ld. Glasgow	(“Union”Handels- u.Schiff.G.m.b.H. *Mgrs.*)	375·5	48·2	29·3	Bremen	T.3Cy.27″,45″&75″–54″		C
			3668								F45′			German	413NHP		
DORC	D.F. Sub.Sig.	4*Dks*	2488											*WB*	A.Stephen&Sons,Ld.Gls.		
	Ref.Mchy.																
85744	**Vela**		1180					1930	Bergens Mek.Værks. Bergen	DetBergenske Dampskibsselskab	223·9	34·2	14·1	Bergen	T.3Cy.17¾″,29″&49″–33″		N
			826								Q77*t*B89*t*H74*t*F31*t*			Norwegian	138NHP		
LDLJ	Wircless D.F.	1*Dk*	605											*WB*	BergensMek Værks Bergen		
85745	**Velebit** (*ex*Atlantica–33,*ex*Gróf Khuen Héderváry)		*4153*	✠100A1	Rot	*x*	CL	1911	Armstrong Whitworth &Co.Ld. Newcastle	Jugoslavenska Oceanska Plovidba d.d.	378·2	52·3	23·9	Split	T.3Cy.26″,42″&68″–48″ (*s*)	26 ″ 4	
		*ss*Rot.2ndNo.3–9,34	*3929*	1,39 ~~1,38~~			N1,38	4mo						Yugoslav	180lb *125lb* 391NHP	s3″10½	
YTEZ		*ss*Rot.No.1–39 1*Dk*(*Stl*)	*2578*	~~1931,39~~	✠LMC	~~38~~	11,38				P23′B201′F34′	FK		6*BHCem*	2SB,*8cf*,GS155,HS6624	22 ″ 8	
		Cargo battens not fitted				1,39		*Lloyd's*A&CP		*Cell*DBa132′*u*E§	*B*78′*f*161′98*7t FPT*			131*tAPT*95*t*	Blair&Co.Ld.Stockton		
85746	**Velho** Ⓟ (*ex*GonçaloVelho,		1098	✠100A1	Adn	*m*	OG	1905	Smith's Dock Co.Ld. North Shields	Cowasjee,Dinshaw &Bros.	210·0	32·2	11·8	London	T.3Cy.17″,28½″&46″–30″ (*s*)	21″ 0	
160399	*ex*Chellah,	*ss*Adn.2ndNo.3–5,31	1021	*Awng dk*			8,36	11mo					18·9	British	180lb NDB36 *100lb* 99NHP	s7 ″ 5⅜	
GRCL	*ex*Independencia)	*ss*Shl.No.1–36	589	*withfreeboard*			3,39						FK	*Cem*	1SB,*3cf*,GS54,HS1989	13″10½	
	Wireless	1*Dk*(*Stl*)		~~11,37~~ 12,37 3,39		MBS~~37~~	38	*Lloyd's*CP					4*BH*	*to Awning dk*	MacColl&Pollock,Ld.Sld.		
		&*Awng dk*(*Teak*)		~~1933,37~~	✠LMC	8	36				*After Peak*	,,		,, ,, *2nd* ,,			
										*Cell*DBa40 *u*E§	*B*33′*f*90 190*t FPT*			46*tAPT*14*t*			
85747	**Veli Ragnar** (*ex*TorgnyLagman–38,		2158	✠100A1	Mdb	*s*	CL	1914	Craig,Taylor&Co.Ld. Stockton	LovisaRederiA/B (A/B R.Nordström &Co.O/Y.,*Mgrs.*)	288·3	44·0	18·9	Lovisa	T.3Cy.21″,35″&57″–39″ (*s*)	21 ″ 4	
	*ex*Banchory)	*ss*Nwc.No.3–11,27	——	1,38			3,36	12mo			298·9(O.L.)			Finnish	180lb ~~190lb~~ 214NHP	s 3 ″ 0½	
OFCJ		*ss*Got.No.2–35	1237		✠LMC						P27′B72′F30′	FK		5*BHCem*	2SB,*6cf*,GS78,HS3232	18 ″ 7½	
		1*Dk*(*Stl*)		MS2,35	BS~~4,37~~3,3~~6~~			*Lloyd's*A&CP		*Cell*DBa90′*u*E§	*B*32′*f*120 605*t FPT*			84*tAPT*89*t*	N.E.MarineEng.Co.Ld.Sld		
		Cargo battens not fitted															
85748	**Velma**	TwinSc	9720	✠100A1	LAn	*e*†	CL	1930	Götaverken A/B Gothenburg	SkibsA/S Nordheim (Halfdan Ditlev-Simonsen& Co.*Mgrs.*)	475·6	64·2	37·8	Oslo	Oil Engines 4S.C.SA	37 ″ 3	
		OilEng	8987	6,33~~,38~~			S4,37	8mo						Norwegian	16Cy.21⅝″–39⅜″ 724NHP	s 8 ″ 7½	
LDPL		*ss*L.An.No.1,34	5861		✠LMC	CS11,3	P3,38				P103′B35′F39′	FK		10*BHpt Cem*	2DB*180lb*	28 ″ 10½	
	Mchy.Aft	1*Dk*(*Stl*)		DBS~~5,37~~5,38		4,36		*Lloyd's*A&CP		*Cell*DBuE71′30*t*	*DTf*33′622*t FPT*1			96*tAPT*310*t*	Götaverken A/B,Got.		
	D.F.	*Cruiser Stern*		*Carrying Petroleum in bulk*													
85749	**Velma Lykes** (*ex*Southseas,		2572				...	1920	McDougall Duluth Co. Duluth,Minn.	~~Lykes Bros.Ripley S.S.Co.Inc.~~ Lykes Bros Steamship Co.,Inc.	251·0	43·7	26·2	Houston, Tex.	T.3Cy.21¼″,35 7/16″&59″–42″	28 ″ 2	R
219657	*ex*LakeFlournoy)	*Fitted for oil fuel*	——								P25′B64′F20′	FK		Utd.States	352NHP		†
KUFG		1*Dk*2*trB*	1636											*WB*	McDougallDuluthCo.		
85750	**Veloce** (*ex*Media–35)		5464					1911	A.Stephen &Sons,Ld. Glasgow	A.Lauro	424·4	53·2	30·0	Naples	T.3Cy.28″,46″&77″–51″		I
443		*Fitted for oil fuel*	5022								410·1			Italian	424NHP		
ICMJ	D.F.	2*Dks*	3362								P45′B138′F37′			*WB*	A.Stephen&Sons,Ld.Gls.		
85751	**Velox** (*ex*Sveajarl–36,	TwinSc	3831	✠100A1	Ant	*x*	OG	1922	Kockums M.V.Aktieb. Malmö	SkibsA/S Velox (C.H.Sörensen& Sönner,*Mgrs.*)	367·8	51·6	22·7	Arendal	Oil Engines 4S.C.SA	25 ″ 6	
	*ex*Arator)	*OilEng*	3439	*Shelter dk*	Osl		~~10,36~~	2mo						Norwegian	12Cy.21¼″–28¾″ 528NHP	s 2″ 4½	
LJEZ		*ss*Got.No.3–4,38	2281	*withfreeboard*			~~37,36~~				F38′*on Shelter*	FK		*pt Cem*	DB*100lb*	23 ″ 4	
		*ss*Got.No.1–36		7,38	✠LMC	CS12,37	7,38	*Lloyd's*A&CP			*dk Collision*			*BH to Sh dk*	Akt.Burmeistr&Wain,Cpn		
	D.F.	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)		DBS2,39		12,37				*Cell*D*B*323′1134	*tFPT*76*tAPT*61*t*			5 ,, ,, *U dk*			
		Cruiser Stern		*Carrying oil fuel F.P. above* 150						*No.3 hold*							
85752	**Velta** (*ex*Fairmead)		2347	✠100A1	Lie		2,37	1890	T.Turnbull &Son Whitby	P.Danneberg	289·6	38·3	19·3	Riga	T.3Cy.22″,36″&59″–39″ (*s*)	22 ″ 2	
		*ss*Lie.3rdNo.3–3,35	1776	3,37				4mo						Latvian	160lb 219NHP	s 1 ″ 8½	
YLAA	*Well deck*	1*Dk*(*Stl*)2*trB*	1382		✠LMC						P28′Q76′B124′F32′			*Cem*	2SB,*6cf*,GS84,HS3300	20 ″ 8	
		Cargo battens not fitted		MS3,35	BS~~4,37~~			*Lloyd's*A&CP			ptND2	FK		12′*f*114′504*t*	Blair&Co.Ld.Stockton		
					3,33					*WB*—*Cell*	*DBa*96′*u*E§ *B*			*ed with* 4 *BH*			
										Intermediate BH	*in forehold dispens*						
85753	**Ven-Koh** (*ex*City of Vancouver–36)		~~5768~~	✠100A1	Kob	*z*	CL	1920	J.Coughlan &Sons,Ld. Vancouver, B.C.	SkibsA/SThule (T.B.Torgersen, *Mgr.*	410·5	54·1	27·5	Oslo	T.3Cy.27″,44″&73″–48″ (*s*)	29 ″ 9	
		*ss*Vcr.No.3–6,33	~~5787~~	~~7,38 6,37~~			N7,36	10mo						Norwegian	180lb	s 5 ″ 9⅜	
LJVM		2*Dks*(*Stl*)	~~3681~~								P44′B115′F47′	FK		*pt Cem*	520NHP	24 ″ 2	
		Cargo battens not fitted	5752	BS~~6,37~~	✠LMC	7,36		A&CP		*Intermediate BH*	*in forehold&after*			5*BHonly*	3SB,*9cf*,GS199,HS7743 FD		
		*ss*Kob.No.1–37		7,38							*holds dispensed with*				FairfieldS.B.&E.Co.Ld.Gls		
			5304														
			3602	*Fitted for oil fuel*		10,20	*F.P. a*	*bove* 150°F.		*Cell*DB361′1287*t* DT	f25′550*t FPT*131*t A*			*PT*87*t*			
85754	**Vencedor** (*ex*ExmouthII)	3Mst	357	100A1	Vcr		~~5,36~~	1913	Rennie, Forrestt S.B.Co.Ld. Wivenhoe	E.W.Hamber	146·3	27·1	13·3	Vancouver	C.2Cy.12″&24″–16″ (*r*)	14 ″ 7	
135254		*ss*Vcr.2ndNo.3–5,38 *ss*~~Lon.No.3 12,26~~	305	*withfreeboard*			5,38							British	140lb 24RHP	s 2″10½	
VGYD	Wireless	*ss*~~Vcr.No.2 34~~	218	5,36 ~~6,37~~								BOX KEEL42″		5*BHCem*	1SB,*2pf*,GS29,HS796	15 ″ 6	
		2*Dks*(*Upper dk–Teak*)			LMC										A.G.Mumford,Ld.Colchstr		
				Adapted for oil fuel		9,28	*F.P. above*	150° F.									
85755	**Vendémiaire**		9228				...	1929	Deutsche Wrft.A.G. Hamburg	Cie.Nationale de Nav.	468·1	61·8	36·4	Havre	C.4Cy.(2)22 3/16″&(2)47¼″–	36 ″ 0	V
		Fitted for oil fuel	8215								P108′F40′	FK		French	47¼″ 545NHP		†
FPBG	*Mchy.Aft*	1*Dk*	6449											*WB*	DeutscheWerft,Hamburg		
	D.F.	*Carrying Petroleum in bulk*															
85756	**Vendia**		1150	✠100A1	Els	*n*	CL	1924	Howaldtswerke Kiel	A/S Dampskibsselskabet D.F.K.(De forenede Kulimportører A/S, *Mgrs.*)	226·0	36·1	10·6	Copnhagn	T.3Cy.14½″,24″&39¾″–25 5/16″	13 ″ 6	
	Wireless	*ss*Abg.No.3–4,37	686	3,39 ~~4,38~~			~~N3,37~~	10mo			235·5(O.L.)			Danish	185lb (*s*) 113NHP	s 4 ″ 4½	
OZXA	*Mchy.Aft*	1*Dk*(*Stl*)	627	~~1889~~	✠LMC	3,37	3,39	*Lloyd's*CP		*Cell*DB	P68′Q94′F29′	FK		4*BHCem*	2SB,*4cf*,GS58,HS2112	13 ″ 3	
	Well deck	*Cargo battens not fitted*		4,39							182′524*t MT uDk*15′			48*t FPT*50*t*	Howaldtswerke,Kiel		
														*APT*27*t*			
85757	**Vendôme**		4192				...	1920	Tyne Iron S.B.Co.Ld. Newcastle	Cie.Delmas Vieljeux	364·1	52·8	24·5	La Rochlle	T.3Cy.23½″,38″&64″–42″	26 ″ 8	V
			3646								P18′Q128′B68′F29′			French	347NHP		†
FNNT	*Well deck*	1*Dk*	2534								FK			*WB*	Armstrong,Whitworth& Co.Ld.Nwc.		
85758																	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey. Years Assigned now Expired.	7 Equipment Letter.	7* Date when hull shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed. If not in L.R. Date of Build Cert.
85759	**Venern** (*ex*Chloris-35, *ex*Eider)	4Mst *ss*Sbg.No.3-4,36	*1171* *966* *596*	100A1 Sbg LMC MS1.36 BS... 10,38	Gls Sbg	oo	5,37	1921	Werft Nobiskrug G.m.b H. Rendsburg	Hugo Silvén	249·7 | 37·5 | 12·5 P&B193'F30' FK	Säffle Swedish	T.3Cy.17¾",28⅝"&45⅞"–29⅛" 185lb (*s*) 143NHP 2SB(Spt),*4cf*,GS78,HS2476 Ottensener Mch.G.m.b.H. Altona	15 " 0 s " 5½ 14 " 9¼	
SKWI	*Mchy.Aft* *Well deck* Sub.Sig.	1*Dk*(*Stl*)								*Intermediate B Hin C*	*hold dispensed with* *Cell D B 201'427t F P T*	*18t A P T 32t*			
85760	**Venersborg**	1065	*1065*	✠100A1 Skm *n*		oo		1914	Trndhjms 11mo Mek.Værks Trondheim	Stockholms Rederiaktiebolaget Svea (Eman. Högberg, *Mgr.*)	226·2 | 35·0 | 13·5 P28'B67'H118t F12 FK	Stockholm Swedish	T.3Cy.17",27½"&46"–30" (*s*) 180lb 139NHP 2SB,*4cf*,GS72,HS2312 Trondhjems M V. Trondhm	15 " 10 s 1 " 6½ 14 " 6	
5650	*ss*Lkr.2ndNo.3-3,39		868	~~Lmc 6.37 3,39~~			6,36								
SHDW		1*Dk*(*Stl*)	577	~~MC~~ 5,39			5,39			*Lloyd's* *W B = Cell D B a 67'*	*s A & C P* *u E 13'f 90'268t F P T*		*32t A P T 35t*		
85761	**Venetia**	2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5728 5163 3432	✠100A1 Ftn *z* ~~MC2,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,27		CL	8,36 4,39 *F.P. above*	1927	R.Duncan 8mo &Co.Ld. Port Glasgow	Venetia S.S.Co.Ld. (Gow,Harrison& Co. *Mgrs.*)	410·1 | 54·5 | 30·1 424·0(O.L.) P121'B38'F42' FK	Glasgow British	T.3Cy.25",43½"&74"–48" (*s*) 210lb 567NHP 3SB,*9cf*,GS190,HS8202 FD	30 " 0	
148939	*ss*Rot.No.2-36														
GMNX	*Mchy.Aft* D.F.	2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*						*Lloyd's*	*s A & C P*	*Cell D Bu E&*	*B76'170t A P T 204t*	16*B H pt Cem* (5,,to2nd*dk*)	Rankin& Blackmore Ld Grk		
85762	**Venezia**	*Oil Eng.*	~~1700~~ *1673*	✠100A1 Got *s*		CL		1938	Akt.Lind- 6mo holmens Varv Gothenburg	Rederi A/B Svenska Lloyd (K.R.Bökman, *Mgr.*)	287·3 | 42·2 | 16·7 296·5(O.L.)	Gothenburg Swedish	Oil Engines 2S.C.SA 6Cy.19¹⁵⁄₁₆"–39⅜" DB 1500/1000 BHP	19 " 6 s " 4½ 15 " 2	
8272			*with freeboard*												
SLGN	Wireless D.F.	1*Dk* & *Shelter dk* *Cruiser Stern*	*1950* *788*	~~3,36,38~~ ~~MC6,3~~ *(Class Contemplated)*				*Lloyd's*	*s A & C P*	*(Cell B H to Shltr dk 8 H to 2nd dk)* *Cell D B 231'471t F P T*	*18t* *2,5t A P T 29t*				
		Strengthened for Navigation in Ice											Sulzer Bros.Ld. Winterthur		
85763	**Venezuela** (P)	TwinSc	6355	~~100A1~~ Ham		oo		1906	Reiherst'g Schiffsw. Hamburg	~~Koninkl.Nederl. Stoomb.Maats.~~	411·4 | 50·7 | 28·8 428·0(O.L.)	Amstrdam Dutch	T6Cy21⅛",37⅜"&60⅝"–42½" 200lb (*s*) 730NHP 5SB(Spt),*15cf*,GS262, HS11000	31 " 7 s 5 " 9⅜ 26 " 3	N †
Broken up															
PIFA	Abbey,*ex*Adolph Woermann)	2*Dks*(*Stl*–Uteak s)& *Web frames*	4839 3847	9,36		PX2,36 SS4,37		*Lloyd's*	*s A & C P*		428·0(O.L.) P&B263 F60' FK *Cell D B 384'*	7*B H Cem* 108t	Reiherst. Maschinenf. Ham.		
	Well deck D.F.			*Fitted for oil fuel* 8,21			*F.P. a*	*above* 150° F.							
85764	**Veni** (*ex*Tonbridge)	*ss*Bgn.2ndNo.3-4,25	3006 2724	✠ Stv *u* 5,30				1901	W.Pickers- 7mo gill&Sons Sunderland	D/S A/S Veni (P.Smedvig)	324·1 | 47·1 | 21·7 P21'B96'F35' FK	Stavanger Norwegian	T.3Cy.22",38½"&64"–42" 277NHP 2SB,*8pf*,GS123,HS4147 J.Dickinson&Sons Ld.Sld.	24 " 1	N †
LFNA		1*Dk*(*Stl*)2*tr B*&*deep framing*	1798							*Cell D Ba*	*104'u E 20'f 128'709t*	*A P T 39t*			
85765	**Venice Maru**	*ss*Yka.No.1-38	6571	✠100A1 Kob *z*		oo		1921	Kawasaki 7mo Dkyd.Co.Ld Kobe	Kawasaki Kisen K K.	405·0 | 53·0 | 37·0 F33'on *Awng dk* FK	Kobe Japanese	T.3Cy.28",46½"&78"–54" 200lb (*s*) 578NHP 3SB(Spt),*9cf*,GS190, HS7800	37 " 0 s 9 " 3½ 28 " 0	
28027	*ss*Kob.No.3-5,33		6157	*Awng dk* Yka			2,38								
JANA		2*Dks*(*Stl*)&*Awng dk*(*Stl*)	4013	*with freeboard* 2,39 ~~8,37~~ Tama 2,39 ~~MC~~				*Lloyd's*	*s A & C P*	*Cell D B 342'*	*Collision B H to Au dk*				
				Fitted for oil fuel 7,21			*F.P. a*	*above* 150° F.		*1234 D T a 35'807t*	*F P T 104t A P T 36t*	5 " " *U* "	Kawasaki Dkyd Co Ld Kobe		
85766	**Venta** (*ex*Willowmore,*ex*Cundall)	1*Dk*	1886 1709 1152					1908	Nthmblnd S.B.Co.Ld. Newcastle	Latvian Govt. (Valsts Kugu Parvalde, *Mgrs.*)	276·0 | 40·5 | 18·6 P24'B60'F29'	Riga Latvian	T.3Cy.20½",33"&54"–36" 175NHP Richardsons, Westgarth& Co.Ld.Sld		C
89															
YLBG															
85766*	—	(*ex*Augusta L.-38,*ex*Lieutenant Robert Mory,*ex*Edith Cavell,*ex*Tropeiro) 1*Dk*&*deep framing*	1266 1037 672				…	1908	Dundee S.B.Co.Ld. Dundee	"Sandélis" Akc. B-vé	235·3 | 37·1 | 14·4 Q74'B70'F31' FK	Klaipeda Lithuania *W B*	T.3Cy.17",28"&46"–30" 141HP N.E.Marine Eng.Co Ld Sld.	15 " 6	N †
	Well deck														
85767	**Venture** (P)	TwinSc	1011	✠100A1 Vcr *k*		CL		1910	Napier& 3mo Miller,Ld. Glasgow	Union Steamships Ld.	180·4 | 32·0 | 17·0 B121' FK	Vancouver British	T.6Cy.12",19"&33"–27" (*s*) 180lb 171NHP 2SB,*6cf*,GS108,HS3300 Miller& Macfie,Ld.Gls.	19 " 0 ~~s 7 " 8~~ ~~12 " 8~~ s 7 " 0½ 12 " 4	
129475	*ss*Vcr.2ndNo.3-1,34		743	*Awng dk*			10,37				ND20				
VGYF	Wireless	1*Dk*(*Stl*)&*Awng dk*	580	*with freeboard* ~~3,38 4,38~~ 10,38 ~~BS10,38~~ ~~MC1,37~~				*Lloyd's*	*s A & C P*	*W B = Cell D Bu E 18' f 79'*	*112t D T a 17*	*4B H Cem* *16t F P T 9t A P T 60t*			
				Fitted for oil fuel 4,12			*F.P. above*	150° F.							
85768	**Venus** (P)	TwinSc *Oil Eng.*	5407 4156					1931	Helsingörs Jernsk& Msk. Elsinore	Det Bergenske Dampskibsselskab	398·5 | 54·2 | 26·6 H1120t	Bergen Norwegian *W B*	Oil Engines 4S.C.SA 20Cy.24½"–42½" 1190NHP Akt.Burmeistr&Wain,Cpn		
LDSV	D.F. 1*Dk*&*Shelter dk* &*pt3rd*&*4th dks*		2867												
	E.S.D. *Ref.Mchy.* *Cruiser Stern*														
85769	—	(*Self-Unloader*)	3719 —					1901	American S.B.Co. Lorain,O.	Interlake S.S.Co. (Pickands,Mather &Co. *Mgrs.*)	346·0 | 48·0 | 28·0	Wilmgton (Del.) Utd. States *W B*	T.3Cy.22",35"&58"–42" 218NHP American S.B.Co. Lorain,O		
161876															
WPBI	*Mchy.Aft* D.F. GyC.	1*Dk2tr B*	2766												
85770	—		2456 2212 1460	✠100A1 Cpn *l* ~~3,39 8,37~~ ~~BS12,38~~ ~~LMC8,37~~		CL 8,37 2,39		1920	Wood Skin- 6mo ner&Co.Ld Newcastle	A/S D/S "Orion" (C.P.Jensen, *Mgr.*)	303·0 | 43·0 | 20·8 314·6(O.L.) P33'B81'F32' FK	Copnhagn Danish	T.3Cy.22",36"&59"–39" (*s*) 180lb 265NHP 2SB,*6cf*,GS124,HS4500 N.E.Marine Eng Co Ld. Nwc	23 " 0 ~~s 3 " 4½~~ 19 " 10	
OXID	*ss*Abg.No.3-7,33														
	*ss*Cpn.No.1-37	1*Dk*(*Stl*)						*Lloyd's*	*s A & C P*	*Cell D B 240'649t F P T 77 0t*		*5B H Cem* *A P T 87t*			
				Fitted for oil fuel 6,20			*F.P. above*	150° F.							
85771	—	2*Dks*	1855 1474 1154					1907	Rotterdam Droogd.Maat Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	270·2 | 38·2 | 18·8 Q87'B147'F34'	Amstrdam Dutch *W B*	T.3Cy.19",30"&51"–36" 156NHP Rotterdam Droogd.Maats.		V
PIFF															
85772	— (P) Iron	(*ex*Loch Maree)	1050 632				…	1880	Gourlay Bros.&Co. Dundee	Manila S.S.Co.Inc. (Elizalde&Co. Inc. *Mgrs.*)	210·0 | 29·8 | 15·7 P116'F31' FK	Manila Utd. States *W B*	C.2Cy.28"&44"–42" 99NHP Gourlay Bros&Co.Dundee	16 " 11	
KZAV	*Well deck* Wireless	1*Dk2tr B*	554												
85773	—		603 592 361					1897	Helsingörs Jernsk&Msk. Elsinore	Dampfschiffahrts Ges.Neptun	169·0 | 26·0 | 16·5	Bremen German *W B*	T.3Cy.12½",21"&34½"–24" 58NHP Helsingörs Jrnsk.&Msk b.		G
DOOX															
85774	— Wood Aux 3Mst Sr		351					1919	A/S Nak- skov Skibs- værft Nakskov	Jacob Linkrus	135·6 | 30·3 | 12·8	Tallinn Estonian	Oil Engines 2S C.SA 4Cy.13¹⁄₁₆"–13¾" 120NHP *Emade* 24 J.&C.G.Bolinders M V. A/B		V
941	(*ex*St.Peters-34,*ex*Vega-33, *ex*Ilmatar,*ex*Ludvig Theisen) *Oil Eng.*		321 261												
ESTB		(*See Sailing Ship Register*)													
85775	—	(*ex*Caninde,*ex*Itajahy,*ex*Lucania, *ex*Franklin,*ex*Pampa, *ex*L'Italia) 1*Dk*	346 314 207					1890	E.Cravero &Co. Genoa	Rodolpho Sousa& Cia.	157·6 | 27·2 | 10·9	R.Janeiro Brazilian	C.2Cy.15¾"&31½"–19¾" *B made 06 refitted 30* 37NHP E.Cravero&Co.Genoa		V
PUTJ															
85776	**Vera**	TwinSc *Oil Eng.*	6485 5560 3881					1934	Eriksbergs M.V.Aktieb. Gothenburg	Skibs A/S Vaarheim (H.Ditlev-Simonsen&Co. *Mgrs.*)	408·6 | 55·3 | 32·4 P202t H534t F73t	Oslo Norwegian *W B*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 561NHP Eriksberg M.V.Aktieb. Got		N
LITS	*Mchy.Aft* *Cruiser Stern*	1*Dk* *Carrying Petroleum in bulk*													

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 / 6 / 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terre-plein ou matériaux explos. Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 / 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Registres spéciaux
85777	**Vera** *ssHbg 3rdNo.3-2,39*	*1341*	✠100A1	Hbg	*p*	OG	1904	Soc.Anon.	KederiA/B Sirius	240·3	37·2	16·6	Hlsngborg	T.3Cy.18⅝",29½"&49½"–	19 ″ 2	
7025	(*ex*Bryssel) *ssHbg.2ndNo.3-5,27*	*1202*	(~~11,37~~ 2,39	~~Hbg~~		2,36	8mo	LeVulcain	(O.Hillerström,	254·7(O.L.)			Swedish	33⅞" 185lb (*s*) 167NHP	s 1 ″ 6¼	
SHED	~~*ssHbg.No.3-35*~~	*763*						Belge	*Mgr.*)	P15 B146 F29′		FK	4BHCem	2SB,*4cf*,GS82,HS2796	17 ″ 9	
	1*Dk*(*Stl*)&deep framing							Hoboken						LeVulcainBelge,Hoboken		
	Cargo battens not fitted						*Lloyd's*A&CP						*Cell DBa*34′	*uE&B*32′*f*96′274*tAPT*20*t*		
85778	— Comp	446					1918	A/BÖsters-	Gustaf Erikson	149·5	28·6	11·0	Mariehmn	Oil Engines 2S.C.SA		V
	Oil Eng.	350						jövarfvet		P40′H20′F18			Finnish	4Cy.12½"–18½" 109NHP		
OHSM	1*Dk*	204						Norrköping						A/BAtlasDiesel,Skm.		
85779	**Vera Radcliffe**	5587	✠100A1	Mel	*z*	CL	1925	Craig,Tay-	AnthonyRadcliffe	415·5	55·5	26·6	London	T.3Cy.26½",46"&75"–48" (*s*)	28 ″ 7	
148529		5113	~~8,38~~ 8,~~66~~	Off		~~3,38~~	1mo	lor&Co.Ld.	S.S.Co.Ld.&Ethel	431·7(O.L.)			British	180lb *180lb* 471NHP	s 3 ″ 8½	
GDJB	D.F. 1*Dk*(*Stl*)	3417				NS,~~38~~		Stockton	RadcliffeS.S.Co.	P45′B&F827′		FK	7BHCem	3SB(Spt) *9cf*,GS197,HS7917	25 ″ 2	
							*Lloyd's*A&CP		Ltd.(EvanThomas					Blair&Co.Ld.Stockton		
						12,38			Radcliffe&Co.							
									Mgrs.) *Cell DB*	362′1581*t FPT*113			*tAPT*147*t*			
85780	**Verace** (*ex*Giuseppina-34,*ex*Iberia)	1219	✠	Rot	*n*		1884	L.Smit&	IgnazioMessina	257·5	33·0	15·2	Genoa	C.2Cy.27⅜"&52"–33"	18 ″ 9	I
1944	*ssRot.3rdNo.3-9,22*	1038	1,28				6mo	Zoon	&C.	B60′F26′			Italian	151NHP		†
IVJI	1*Dk*(*Iru*)2*trB*	750						Kinderdijk		len87 ptND02 BK8"			4BHCem	2SB,*6cf*,GS90,HS2940		
										DBa 63′*f*88′&*u*			*E&B*40′285*t*	KonMaats.deSchld.Flshng		
85781	**Veragua** Ⓟ TwinSc	6982					1932	Bethlehem	UnitedMailS.S.Co.	415·7	60·3	24·1	NewYork	2SteamTurbines connect'd		R
231755	*Fitted for oil fuel*	4073						S.B.Corp.Ld.	(UnitedFruitCo.	P41′B&F343′			Utd.States	toElec.Motors&Sc.Shafts		
KDCT	*Ref.Mchy.* 4*Dks*	3178						Quincy,Mass.	*Mgrs.*)					GeneralElectric 1783NHP		
	D.F. E.S.D. GyC.													Co.Schenectady,N.Y.		
85782	**Verbania** (*ex*KiaOra-35) TwinSc	6640	✠ ...	Gen	*c*†		1907	Workman,	A.Lauro	463·4	56·3	30·5	Naples	T.6Cy.22",37"&63"–48"	33 ″ 6	I
479	*ssLon.2ndNo.3-5,34*	6031	10,36				11mo	Clark&Co.Ld		448·3 5665			Italian	810NHP		†
ICLZ	2*Dks*(*Stl-Uptws*)&deep	4190						Belfast		FK&BK1½"			7BHCem	5SB,*15cf*,GS289,HS11755		
	D.F. *framing&Shelter dk*(*Stl-ws*)								*CellDBa*95′	*uE&B*80′*f* 191 1365			*tAPT*54*t*	WrkmanClark&Co.Ld Bel		
85783	**Verbormilia** (*ex*Danubio,	3275			...		1907	W.Gray	VerbormiliaS.S.	331·0	48·3	22·0	London	T.3Cy.24",40"&65"–42"	24 ″ 6	V
162697	*ex*GrófSerényiBela)	2960						&Co.Ld.	Co.Ld. (W.G.	P25′B124′F30′			British	292NHP		†
GJVP	1*Dk2trB*&*deep framing*	2063						W Hartlepool	Walton,*Mgr.*)			FK	*WB*	Cen.Mar.Eng.Wrks.WHpl		
85784	**Verdandi** (*ex*Manhem) Iron	*447*	✠	Got	*g*		1883	MotalaCo.	H.Johansson's	141·1	24·3	13·8	Mariehmn	C.2Cy.16"&29"–20½"	14 ″ 6	
836	*ssGot.3rdNo.3-8,20*	*346*	10,33				11mo	Gothenburg	Arvingar	Q44′B34′F22′			Finnish	NDB04 41NHP		
OHKS	*ssGot.No.2-29*	*242*										BK7	4BHCem	1SB,*2cf*,GS32,HS770		
	Well deck 1*Dk2trB*												*MT*17′90*t*	MotalaCo.Gothenburg		
85785	**Verdi** Ⓟ	2423	✠100A1	Fiu	*s*	CL	1928	Cant.Nav.	"Tirrenia"	294·0	40·2	21·1	Fiume	Oil Engines 2S.C.SA	23 ″ 4	
56	*Oil Eng.*	1830	9,~~28~~ 3,38	~~Mel~~	Tri	N10,37	10mo	Triestino	Soc.Anon.diNav.	288·3			Italian	4Cy.23¾"–37⅜" 391NHP	s 3 ″ 1½	
ICNG	*ssTri.No.2-36*	1423						Monfalcone					6BHptCem	DB*100lb*	20 ″ 5½	
	2*Dks*(*Stl*)						*Lloyd's*A&CP			P29′B84′F36′		FK	*ptAsp*	"Fiat"Stab.GrandiMotori,		
			2,39						*CellDB*213′398*t*	*FPT*58*tAPT*57*t*				Turin		
85786	**Verdun**	324					1916	Soc.des	Transp.Maritimes	130·9	25·0	10·8	Haïphong	C.2Cy.9⅝"&20"–14⅝"		
		—						AteliersMarit	&Fluv.de l'Indo-	P38′F80′			French	Soc.des 16NHP		
TVKM	1*Dk*	174						Haïphong	Chine					Atel.Marit.Haïphong		
85787	**Vermar** (*ex*Circinus)	5568	✠100A1	Bal	*z*	CL	1919	Columbia	CalmarS.S.Corp.	410·0	54·2	27·5	NewYork	T.3Cy.24¾",41½"&72"–48"	30 ″ 2	
219268	*ssBal.No.3-2,32*	5144	~~8,37~~ 3,39			8,37	12mo	RiverSBCorp					Utd.States	210lb (*r*) 562NHP	s 6 ″ 5	
KOPK	D.F. *ssBal.No.1-36*	3428	~~L.32,38~~					PortlandOr.		P44′B115′F47′		FK	*ptCem*	3SB,*9cf*,GS190,HS8324 FD	24 ″ 0	
	2*Dks*(*Stl*)		MS7,35					A&CP					5*BH to Udk*	LlewellynIron Works,		
			Fitted for oil fuel 12,19			*F.P. a*			*Intermediate BH*	*in after hold dispensed with*			1 „ „ 2nd„	LosAngeles,Cal.		
							*Lloyd's*A&CP		*CellDB*355′1139*t*	*MT*29′745*t FT*113			2*tAPT*148*t*			
85788	**Vermont** (*ex*PacificHemlock-37,	5670					1919	J.F.Duthie	CaliforniaEastern	409·7	54·2	27·7	Portlnd,Or	T.3Cy.24½",41½"&72"–48"		R
217727	*ex*WestHelix) *Fitted for oil fuel*	—						&Co.	Line,Inc.(Pacific-	P41′B115′F47′			Utd.States	Llewellyn Iron 359NHP		
KJTZ	2*Dks*	3524						Seattle,Wash	AtlanticS.S.Co.				*WB*	Works,LosAngeles		
									Mgrs.)							
85789	— (*ex*Easterly)	5186					1919	Bartram&	Cie.Générale	399·6	52·3	28·3	Havre	T.3Cy.27",44"&78"–48"		V
		—						Sons,Ld.	Transatlantique	P48′B112′F39′			French	369NHP		
FNUP	2*Dks*	3200						Sunderland					*WB*	N.E.Mar.Eng.Co.Ld.Sld.		
85790	— (*ex*Mohawk-38)	2783					1896	Delaware	CentralVermont	265·0	43·0	16·8	Portland,	T.3Cy.21",34"&56"–42"		
92698		—						RiverCo.	TransportationCo.				Me.	NB00 203NHP		
WRCE	1*Dk2trB*	2150						Chester,Pa.					Utd.States	Del.Riv.I.S.B.&E.Works		
85791	**Verna**	*1451*	✠100A1	Lkr	*p*	OG	1932	Helsing-	Aktiebolaget	247·1	38·1	15·3	Hlsngborg	T.3Cy.17⅜",29½"&46½"–	17 ″ 6	
7837	*ssHbg.No.1-36*	*1116*	5,38~~4,37~~			4,37	7mo	borgsVarfs.	Verna(S.Redig,				Swedish	27⅝" 200lb 145NHP	s *n*8¼	
SHGK	*Well deck* 1*Dk*(*Stl*)	*801*		LMC3,36				Aktiebolaget	*Mgr.*)	P19′Q79′B100′F23′			4BHCem	2SB,*4cf*,GS68,HS2337	16 ″ 11½	
	Cargo battens not fitted		~~8,38~~,38					Helsingborg		*Trunk in after well*				HelsingborgsVarfs.A/B.		
	Strengthened for Navigation in Ice						*Lloyd's*A&CP			FK						
									*CellDB*213′437*t FPT*28*t*				*APT*54*t*			
85792	—	*512*	✠100A1	Got	*g*	OG	1914	Aktieb.	RederiA/BEvald	131·4	28·2	10·1	Gothenbrg	C.2Cy.12"&27"–15" (*s*)	18 ″ 9	
5579	*ssGot.2ndNo.3-3,3*~~*ssGot.No.3-7,26*~~	*281*	*Shelter dk*			N9,37	5mo	LödöseVarf	(K.Assmundson,	142·9(O.L.)			Swedish	125lb 32NHP	s 5 ″ 5½	
SHEK	*Mchy.Aft* ~~*ssGot.No.3-34,*~~	*348*	*withfreeboard*					Lödöse	*Mgr.*)			FK	3*BH*Cem	1SB,*2cf*,GS27,HS583	13 ″ 5½	
	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)		~~5,36~~ 4,~~37~~				*Lloyd's*A&CP		*WB* = *Cell DB*	*uE*13′*f*83′110*tFPT*			19*tAPT*7*t*	Akt.LödöseVarf,Lödöse		
			~~Shelter dk~~	~~Got~~												
85793	**Verna H.** (*ex*Elvi-32,*ex*Barbara,	918					1900	Fredrkstad	WernerHacklin	209·4	32·6	13·4	Pori	T.3Cy.14½",24"&39"–27"	15 ″ 9	V
408	*ex*Torridal,*ex*Barbara,*ex*Oddgeir,	772						Mek.Værks.		Q59′B105′H54′			Finnish	79NHP		
OHKT	*ex*Frank) *Well deck* 1*Dk*	502						Fredrikstad		F38′				FredrikstadM.V.Frdstad.		
85794	**Vernon City**	4748					1929	W.Gray&	ReardonSmithLine	400·5	54·3	25·6	Bideford	T.3Cy.25",42"&70"–48"		C
161612	*Fitted for oil fuel*	4432						Co.Ld.	Ld.(Sir W.R.Smith	F41′			British	339NHP		
GJPK	D.F. 1*Dk*&*Shelter dk*	2875						Sunderland	&Sons,Ld.*Mgrs.*)				*WB*	W.Gray&Co.Ld.W.Hpl.		
85795	**Verona**	5880					1907	American	InterlakeS.S.	480·0	52·0	30·0	Wilmgton	T.3Cy.22½",36"&60"–42"		R
204684		—						S.B.Co.	Co.(Pickands,				(Del.)	233NHP		
WMTK	GyC. *Mchy.Aft* 1*Dk*	4515						Lorain,O.	Mather&Co.*Mgrs*)			*WB*	Utd.States	AmericanSBCo.Cleveland		
85796	**Veronica**	*1316*					1918	Limhamn's	RederiA/B Activ	238·0	37·6	16·2	Hlsngborg	T.3Cy.17½",29½"&48"–31½"		V
6018		*1148*						Skeppsv.A/B.	(Joh.Gorthon,	P29′B60′F28′			Swedish	129NHP		
SHEM	1*Dk*	724						Limhamn	*Mgr.*)			*WB*		LimhamnsSkppsv.A/B.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Late Name if any. / Special Surveys.	3 Material, Rig, &c. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers to which classed, if not in L.R. Date of L.R. Cert.
85797	**Versailles** (P)	**TwinSc**	2156					1919	Forg.&Ch. de la Mediterranée Havre	Chemins de Fer de l'État Français (Southern Railway *Mgrs.*)	298·1	36·1	22·4	Dieppe French *WB*	2 Steam Turbines SR Geared to 2 Sc. Shafts Forges & Ch. de la Mediterranée, Havre		V
	Fitted for oil fuel		1730														
FOYW	D.F.	2 *Dks*	695														
85798	**Vertunno** (*ex* Santarosa–37,		3159	✠ ...	Gen	*r*		1905	Grngem'th	Soc. Anon. Sbarchi,	345·0	48·1	22·0	Rome	T. 3 Cy. 24″, 40″ & 65″–42″	24 ″ 5	I
167	*ex* Loughborough,	*ss* Gen. 2nd No. 3–3,27	2899	4,36				6mo	& Greenock	Imbarchie	330·5			Italian	286 NHP		†
ICGP	*ex* Kyleakin)	*ss* Gen. No. 1–31	2000						Dockyard Co.	Trasporti	P 27′ B 96′ F 31′			5 *BHCem*	NDB *made* 20 *refitted* 25		
	D.F.	1 *Dk* (*Stl*) & *deep framing*							Greenock				FK		2 SB, 6 *cf*, GS 99, HS 4468		
										Cell D Ba 98′	*u E & B* 40′ *f* 142′ 898 *t*			*APT* 77 *t*	D. Rowan & Co. Glasgow		
85799	**Vesco**		331					1926	Harstads Mek. Værks. Harstad	A/S Vestlandske Petroleum Compagni	136·2	25·3	10·5	Bergen Norwegian *WB*	Oil Engines 2 S.C.SA 4 Cy. 15″–16½″ 159 NHP J. & C. G. Bolinders Co Ld. Skm.		N
	Mchy. Aft	*Oil Eng.*	253								B 54 *t* H 15 *t*						
LHUK	*Carrying Petroleum in bulk*	1 *Dk*	150														
85800	**Vesla**		1107					1913	Bergens Mek. Værks. Bergen	Skibs A/S William Hansens Rederi II (W. Hansen)	226·3	36·5	15·8	Bergen Norwegian *WB*	T. 3 Cy. 17″, 26½″ & 46″–30″ 116 NHP Bergens Mek Værks Bergen		N
			982								P 18′ B 51′ H 48 *t* F 30′						
LFFT		1 *Dk*	663														
85801	**Vesle-Hei** (*ex* Kjörrefjord–38,	3 Mst	714			...		1916	N V Schpsw de Merwede Hardinxveld	Skibs-A/S Hei (Kristen Heistein)	180·5	28·1	12·1	Xiansand Norwegian *WB*	T 3 Cy. 15″, 25″ & 40″–27″ 110 NHP Verschure & Co. Amsterdam	14 ″ 6	N
	ex Kong Frode–35, *ex* Porto)		501								Q 102 *t* B 18 *t* F 12 *t*						†
LEGS	*Mchy. Aft* *Well deck*	1 *Dk*	326								H 22 *t*		FK				
85802	**Vesta** (P)		3351					1923	Cant. Nav. Riuniti Palermo	"Adriatica" Soc. Anon. di Nav.	309·4	44·5	27·0	Trieste Italian *WB*	T. 3 Cy. 22 7/16″. 36⅜″ & 61¼″–39⅜″ NE & B 25 240 NHP Soc. Vickers-Terni, Spezia		I
235	*Fitted for oil fuel*		2918								B 84′ F 35′						
ICNH	D.F.	2 *Dks*	1934														
85803	—		1854					1907	Rotterdam Droogd. Maat Rotterdam	Koninkl. Nederl. Stoomb. Maats. N.V.	270·3	38·1	18·8	Amstrdam Dutch *WB*	T. 3 Cy. 19″, 30″ & 51″–36″ 156 NHP Rotterdam Droodg. Maats.		V
			1472								Q 87′ B 147′ F 34′						
PIFX		2 *Dks*	1154														
85804	—		1620					1920	Akt. Ges. "Weser" Bremen	Dampfschiffahrts Ges. Neptun	240·1	36·1	15·3	Bremen German *WB*	T. 3 Cy 19 1/16″, 31½″ & 53½″–35⅜″ 168 NHP A.G. "Weser," Bremen		G
			1043								P 23′ Q 71′						
DOHW	Sub.Sig.	1 *Dk*	883														
85805	—		1310					1920	Kjöbnhvns Flydk. & Skbs. Copenhagen	Det Bergenske Dampskibselskab	241·4	36·3	16·3	Bergen Norwegian *WB*	T. 3 Cy. 16½″, 27″ & 44″–30″ Kjbnhavns Flydk. 128 NHP & Skbsv. Copenhagen		V
	(*ex* Skinfaxe)		1110								P 101 *t* H 68 *t* F 32 *t*						
LFFV	Wireless	1 *Dk*	789														
85806	—		1015	✠ 100 A1	Hfs	*m*	CL	1889	Tyne I.S.B. Co. (Lim.) Newcastle	Finska Ångf Aktieb	210·5	31·2	15·3	Helsingfrs Finnish	T. 3 Cy. 17⅞″, 28″ & 46″–30″ (*s*) 150 lb *100 lb* NDB 20 1SB, *3pf*, GS 57, HS 1753 *APT* 15 *t* NE Marine E.C. (Lim.) Nwc	16 ″ 1 s 1 ″ 0½ 15 ″ 2	
9	*ss* Hfs. 4th No. 3–5,38 ~~*ex* Hfs. 3rd No. 8–5,26~~		796	~~5,38 6,37~~ 3,39	Abo		7,37	5mo			Q 78′ B 61′ F 23′		FK	4 *BHCem*			
OHGO	Wireless D.F.	~~*ss* Abo. No. 2–34~~	590	✠ NB 4.20	✠ LMC 5,34				A&CP	*WB = DBa* 64′	*f* 49′ *u E & B* 35′ 291 *t*						
	Well deck	1 *Dk* (*Irn*) & *Web frames*		~~BS9,37~~	5,38												
85807	—	Wood Aux 3 Mst Sr	369					1918	E. H. Eriksson Haraldby, Åland	J. Mäesalu	135·8	33·3	12·5	Pärnu Estonian	Oil Engines 2 S.C.SA 2 Cy. 14⅝″–15″ 75 NHP *E made & fitted* 20 A/B J. V. Svenson, Mtf Skm		
1062	(*ex* Westa, *ex* Sunbeam,	*Oil Eng.*	312								P 27′ Q 22 *t* H 44 *t*						
ESUY	*ex Sailing Vessel* Harelda)	1 *Dk*	277														
	(*See Sailing Ship Register*)																
85808	**Vestal**	**TwinSc**	576			...		1898	R. Stephenson & Co. Ld Newcastle	~~Corporation of the Trinity House~~	193·5	28·3	15·2	~~London~~ British Dutch	T. 6 Cy. 14″, 23″ & 37″–24″ 169 NHP R. Stephenson & Co. Ld. Nwc	16 ″ 0	
Broken up	Wireless D.F.		532								B 60′		BK 7½″				
MCHR	Sub.Sig.	2 *Dks*	211														
85809	**Vestanvik** (*ex* Carl)		*1213*	✠ 100 A1	Osc	*o*	OG	1906	Wood Skinner & Co. Ld. Newcastle	Rederi A/B Vestanvik ~~(T.K.W. Benson)~~ (Thure Engström)	236·0	35·6	14·3	Gothenbrg Swedish	T. 3 Cy. 18″, 29″ & 50″–33″ (*s*) 180 lb *120 lb* 1SB, *4pf*, GS 68, HS 2398	16 ″ 6 s 1 ″ 2 15 ″ 5½	
4563		*ss* Skm. 2nd No. 3–4,33	*970*	~~5,38~~ 12,38			5,37	4mo			P 14′ Q 74′ B 62′ F 24′		FK	4 *BHCem*			
SHER		*ss* Osc. No 1–37	*715*	✠ LMC				*Lloyd's*	*s A4 CP*	*Cell D Ba* 69′ *u E & B* 33′ *f* 94′ 371 *t* *FPT* 57 *t*				*APT* 19 *t*	J. Dickinson & Sons, Ld. Sld.		
	Well deck	1 *Dk* (*Stl*) & *deep framing*		M 85.37	BS ~~8,37~~ 9,38												
	Cargo battens not fitted																
85810	**Vesteraalen** (P)	**Iron**	682					1891	Akers Mek. Værks. Oslo	Vesteraalens Dampskibsselskab	165·8	27·1	13·1	Stokmarknes Norwegian	T. 3 Cy. 15″, 25″ & 40″–24″ 78 NHP Akers Mek. Vrk. Oslo		N
			597								H 16 *t*		20·2 *WL*				
LFFX		1 *Dk* & *Awng dk* 3 *tr B*	389														
85810*	**Vesterbotten** (P)	**Iron**	*611*					1876	W. Crichton Åbo	Stockholms Rederiaktieb. Svea (Eman. Hogberg, *Mgr.*)	166·9	25·6	12·0	Stockholm Swedish *WB*	T. 3 Cy. 14½″, 22⅝″ & 37½″–27½″ NE & B 32 73 NHP Bergsunds M V. Aktb. Skm.		
3471	(*ex* Borgholm–34, *ex* Nya Vesterbotten,		*312*								H 54 *t* F 45′						
SDLM	*ex* Nya Söderhamn, *ex* Finland)	1 *Dk* & *pt Shelter dk*	*445*														
85811	**Vestfold**	**TwinSc**	14547	✠ 100 A1	Got	*i*†	CL	1931	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Vestfold Corporation	538·1	74·3	33·3	Panama Panamanian	Q 8 Cy 20½″ 29½″ 42½″ & 62″–45″ 265 lb (*s*) 997 NHP	48 ″ 9 s 15 ″ 4	
	ss Sfj. No. 1–35		9942	*with freeboard*	Sfj		4,37	7mo			554·1 (o.L.)			18 *BHpt Cem*	21 Pr. B–*60 lb* 10 Pr. B.–*43 lb*	33 ″ 8½	
HPEL	*Mchy. Aft* *Cruiser Stern*	2 *Dks* (*Stl*)	8277	~~9,38 4,37~~	✠ LMC 10.39						P 120′ F 108′		FK	(4 *to W dk*	5 SB (4 Spt), *20 cf*, US 14800 FD		
	Longitudinal framing at bottom & at deck of inner tanks & above 2nd deck			Pr. BS 9,38	BS ~~10,37~~ 9,38			*Lloyd's*	*s A6 CP*	*Cell D Bu E & B* 92′ 553 *t* *D*				14 ,, 2nd ,,	Richardsons, Westgarth & Co. Ld. Hpl.		
	Strengthened for Navigation in Ice			*Whaling Service*						*Side tanks*				*Ts f* 44′ 924 *t*			
				Carrying Petroleum in bulk										*n mchy. spac*	*e* 90′ 440 *t* *FPT* 408 *t*. *APT* 493 *t*		
				Fitted for oil fuel 7,31			*F.P. a*							*bove* 1 50° F.			
85812	**Vestfoss** (*ex* Vestfos–37)		1388					1909	Nylands Værksted Oslo	Skibs A/S Thor Thoresens Linje (Thor Thoresen, A S, *Mgrs.*)	254·0	38·0	16·4	Oslo Norwegian *WB*	T. 3 Cy. 19″, 31″ & 51½″–33″ 152 NHP Nylands Værksted, Oslo		N
			1254								P 44 *t* H 65 *t* F 6 *t*						
LFGB		1 *Dk*	826														
85813	**Vestkyst I.**		370					1923	Husö Værft. Husö	Skibs A/S Kysten (F. J. Röstand & B. Pedersen, *Mgrs.*)	137·3	25·3	11·0	Arendal Norwegian *WB*	T. 3 Cy. 9½″, 14½″ & 24½″–18″ 25 NHP Bergens Mek. Verks Bergen		N
			287								P 52 *t* F 14 *t*						
LFGD	*Mchy. Aft*	1 *Dk*	187														
85814	**Vestland**		1934	✠ ——	Bgn	*r*		1916	Detroit S.B.Co. Wyandotte	Dampsk. A/S Vestland (Rich. Amlie & Co. A/S, *Mgrs.*)	251·0	43·8	18·2	Haugesnd Norwegian	T. 3 Cy. 20″, 33″ & 54″–40″ 274 NHP	20 ″ 2	N
	ss H. Kg. No. 3–8,28		1700	11,37				8mo			P 28′ B 65′ F 27′		FK	1 *BHCem*	2 SB, 6 *cf*, GS 126, HS 5246		†
LDDK		1 *Dk* (*Stl*)	1139							*Cell D B* 212′ 545 *t* *FP T*				68 *t* *APT* 77 *t*	Detroit S. B. Co. Detroit		
85815	**Vestmanröd** (*ex* Snenut)		691					1919	Wortelboer & Co. Delfzyl	Skibs A/S Vestmanröd (O.G. Gjessens Eftf.)	180·0	28·8	12·5	Skudesneshavn Norwegian	T. 3 Cy. 14⅜″, 23⅜″ & 38⅜″–26½″ 77 NHP Mch. Koopman, Dordrecht		N
			522								Q 81 *t* B 19 *t* H 15 *t* F 22 *t*						
LFGK	*Mchy. Aft*	1 *Dk*	343										*WL*				
85816	**Vestra** (*ex* Risör–36, *ex* Ornefjell,		1422			...		1904	N.V. Schpw v. J. Smit, Czn. Alblasserdam	A/S Vestra (Rich. Jansen)	244·8	37·2	16·4	Haugesnd Norwegian	T. 3 Cy. 19″ 31″ & 51–33″ 163 NHP Maats. de Schelde, Flushing	18 ″ 6	N
	ex Hufterö, *ex* Norma)		1174								P 41 *t* Q 94 *t* H 5 *t* F 36 *t*		FK	*WB*			†
LERT	*Well deck*	1 *Dk*	855														
85817	**Vestri** (P)		499					1910	Helsingörs Jernsk & Msk Elsinore	Det Stavangerske Dampskslsk.	160·0	26·7	15·3	Stavanger Norwegian	T. 3 Cy. 12½″, 19″ & 31″–18″ 40 NHP Helsingörs Jernsk. & Mskb.		
			472								P 105′ F 24′			*WB*			
LFGF	*Ref. Mchy.*	1 *Dk* & *Awng dk*	265														

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu.	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant sûreté. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Fovers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où navire est classé: L. H. Bur. Ver. Bo. Fl. Rad.
85818 LDQX	**Vestvangen**	ssMob.No.1–35 1Dk(Stl) Cargo battens not fitted	2420 1993 1394	✠100A1 10,3~~8,28~~ ~~B84,28~~ 1,38 Fitted for oil fuel	N.Os	s	OG ~~9,38~~ ~~10,38~~ 11,38 10,30	1930 10mo Lloyd's above	Intrnationl S.B.&E.CoLd Danzig 150° F.	SkibsA/S Karaibien(Görrissen& Co.A/S,Mgrs.) Intermediate	291·2|45·7|18·5 P28'B84'F33' FK CellDB248'623t	Oslo Norwegian	C.4Cy.(2)16⅞"&(2)35⅞"–35⅞" 206lb (s) 229NHP 1BHptCem 2SB,6cf,GS72,HS3380 FD spensed with IPT61t APT 78t Wing tanks in Bridge42t	20 ″ 6 s 2″ 8½ 17 ″ 11½	
85819 LDDL	**Vestvard**	OilEng. 2Dks	4319 3865 2441					1925	Akt.Ges. "Neptun" Rostock	Klosters Rederi A/S (Lauritz Kloster, Mgr.) WB	386·0|53·0|23·5 P109tH266tF25t	Oslo Norwegian	Oil Engines 4S.C.SA 6Cy.27¾"–55⅞" 440NHP Mchfbk.Augsburg-Nürnberg,Augsburg		N
85820 711 ICNJ	**Vesuvio** D.F. 1Dk		5430 4578 3391					1914	Soc.Fiat SanGiorgio Spezia	Soc.Anon.per l'Industria ed il Commercio Marittimo "Nova Genuensis" WB	394·9|51·7|27·5 P30'B200'F35'	Genoa Italian	T.3Cy.26",42½"&69⅞"–48" 337NHP Cant.Nav.Riuniti,Ancona		CI
85821 7107 SHFE	**Vesuvius** (exBruckhausen, exWobun) ssLkr.3rdNo 3–10,35 1Dk(Stl) ~~deep framing~~ Cargo battens not fitted		*1580* *1441* *933*	✠100A1 ~~4,39~~ ~~B84,39~~	Lkr	q	CL 5,37	1902 6mo Lloyd's	Grngem'th &Greenock Dockyard Co Greenock	Rederi A/B Wega (I.Wettin, Mgr.) CellDB	257·5|37·1|18·2 266·6(O.L.) B38'F27' FK a68'uE&B36'f108'	Hlsngborg Swedish	T.3Cy.19",31"&51"–36" (s) 160lb 80lb 183NHP 1BHCem 2SB,6pf,GS92,HS3161 399tAPT25t Dunsmuir&Jackson,Gls.	20 ″ 4 s 2″ 11½ 17 ″ 7	
85822 UOYL	**Vetluga** (exDrechtstroom–34, exHelder) 2Dks		1717 1358 949					1918	A.Vuijk& Zonen Capelle a/d Ysel	U.S.S.R. WB	270·7|41·7|19·0 B173'	Leningrad Russian	T.3Cy.20",31"&51"–35½" 155NHP Werkspoor,Amsterdam		
85823 DANX	**Viadra** 1Dk		947 725 578					1899	Oderwerke A.G. Grabow	Rud.Christ.Gribel	206·3|32·0|14·1 Q63'B51'F29'	Stettin German	T.3Cy.14½",22¾"&38"–28" 76NHP OderwerkeA.G.Grabow WB		G
85824 OUNE	**Vibeke Mærsk** 1Dk		953 681 514					1925	F.Schichau Elbing	Dampfkslskb. af1912 (A.P.Möller, Copenhagen, Mgr.)	221·0|32·2|14·2 P25'B94'F28'	Aarhus Danish	T.3Cy.15",24¾"&38½"–25½" 75NHP F.Schichau,Elbing WB		V
85825 OXJD	**Viborg** ssCpn.No.3–5,31 ssEls.No.1–35 1Dk(Stl)		2028 1794 ~~1160~~ 1191	✠100A1 5,38 ~~B84,38~~	Els	s	OG 4,38	1919 3mo Lloyd's	NVSchpw. v.J.Smit Czn Alblasserdm	A/S D/S "Dannebrog"(C.K Hansen, Mgr.) CellD	283·4|42·1|18·3 295·0(O.L.) P22'B166'F35' FK B239' 604t FPT82	Copnhagn Danish	T.3Cy.20½",32"&52"–39" (s) 180lb 140lb NDB20 208NHP 4BHCem 2SB(Spt).6cf,GS84,HS3450 tAPT84t Kon.My."deSchelde," Fls.	20 ″ 9 s 1″ 7½ 19 ″ 3½	
85826 LIYB	**Vibran** (P) D.F. 1Dk,2nd dk for fruit cargo Ref.Mchy. 3rd dk in forward holds Cruiser Stern sparred for fruit cargo	OilEng.	2993 2619 1759	✠100A1 withfreeboard ~~Cem~~ Scu ~~3,38 11,97~~ 12,38 ~~B84,38~~ ~~Lloyd's~~ ~~5,38~~ 12,38	Fal	u	CL 5,38	1935 3mo Lloyd's	Helsingörs Jernsk&Msk Elsinore	SkibsA/S Ogeka (Knut Knutsen, O.A.S. Mgr.) CellDB262'536t	322·5|45·8|26·7 F44' FK Tanks at sides of tunnel79'450tFPT	Haugesnd Norwegian	Oil Engines 2S.C.S 9Cy.19¾"–35⅞" 606NHP DB70lb 5BHptCem (Coll to W dk 4 „2nd„) 19tAPT87t Akt.Burmeistr&Wain,Cpn	28″10 s 8″9½ 20 ″ 3	
85827 EGSE	**Vicente** (exVinaroz,exParis, exEdith) Well deck	ssBcl.No.3–12,19 1Dk(Stl)	534 376 299	✠ 2,23	Bcl	h		1899 2mo	W.Harkess &Son Middlesbro'	Soc.Anon.Ferrer Peset	158·1|26·5|12·3 Q82'B14'F20' FK DBa32'35tFPT	Valencia Spanish	T.3Cy.13",21⅜"&33"–24" 62NHP 1SB,2rf,GS40,HS1033 55tAPT18t Whyte&Mair,Dundee	13 ″ 0	V †
85828 EAQC	**Vicente La Roda** (P) (exUna) Well deck Wireless	1Dk2trB	1508 — 915			...		1899	J.Scott& Co. Kinghorn	Cia.Trasmediterranea BK8"	237·2|34·2|16·6 P&B144'F57' WB	Valencia Spanish	T.3Cy.20",32"&54"–39" 274NHP J.Scott&Co.Kinghorn	17 ″ 9	V †
85829 160238 GLVX	**Viceroy of India** (P) TwinSc Fitted for oil fuel Ref.Mchy. 3Dks(Stl–Wthr dk teaks) 4th & 5th dks(Stl) in fwd. holds & pt after holds D.F. E.S.D. Cruiser Stern		19627 14069 10027	✠ 7,32	Lon			1929 3mo	A.Stephen &Sons,Ld. Glasgow	Peninsular& OrientalStm.Nav. Co.	586·1|76·2|41·5 B354'F82' FK CellDB 524'3039t FPT170t APT138t Motors by British Thom	Glasgow British	2 Stm. Turbines connected toElec.Mots.&Sc.Shafts 3565NHP 11BHptCem (1 to W thr dk 10 „ 2nd„) 6 Water Tube Boilers HS32500 A.Stephen&Sons,Ld.Gls. son-HoustonCo.Ld.Rugby	45 ″ 6	BT till ~~6,38~~ 6,39
85830 653 OHBS	**Vicia** (exSigrid,exCarham) 1Dk&deep framing		2660 — 1836					1896	Furness, Withy&CoLd W Hartlepool	A/B Transport (KristianHansen, Mgr.)	314·3|43·1|20·4 P41'B77'H98tF30' WB	Helsngfors Finnish	T.3Cy.22",36½"&60"–42" 233NHP W.Allan&Co.Ld.Sld.		V
85831 LDDM	**Victo** (exSkogstad) 1Dk2trBdeep framing & Web frames		3655 3474 2357			...		1906	R.Thompson&Sons,Ld. Sunderland	E.B.AabysRederi A/S(E.B.Aaby)	346·5|50·8|22·9 P23'B92'F30' FK WB	Oslo Norwegian	T.3Cy.25",41"&67"–45" 318NHP J.Dickinson&Sons,Ld.Sld.	25 ″ 6	N †
85832 160197 VGLK	**Victolite** D.F. GyC. Mchy.Aft 2Dks(Stl)& Web frames Longitudinal framing–bracketless system	TwinSc OilEng. ssNNsNo.2–36	11410 10800 6250	✠100A1 ~~12,37~~ 10,3~~8~~ ~~Lloyd's~~ ~~CS5,37~~ ~~DB8,12,37~~ ~~10,37~~ ~~2,36~~ 12 Carrying Petroleum in bulk	St.J	g†	CL ~~2,36~~ ~~2,30~~	1928 3mo Lloyd's	A.Stephen &Sons,Ld. Glasgow	ImperialOilShippingCo.Ld.(H.J. Rahlves, Mgr.) CellDBuE97'415t DTf36'388tFPT	510·2|68·2|38·0 B34'F40' FK 319tAPT149t	Montreal British	Oil Engines 2S.C.SA 8Cy.26¾"–51⅜" 995NHP 2DB100lb 19BH (14 to U dk 5 „ 2nd„) 2 Water Tube DB 250lb Frd.KruppA.G.Kiel	38 ″ 1 s 8″ 9½ 29 ″ 7	
85833 DHYR	**Victor** (exChristineSell) 1Dk		777 578 469					1904	Nüscke& Co. Stettin	Reed.JohannesIck G.m.b.H.(Arthur Sommer, Mgr.)	202·7|30·4|12·5 Q69'B46'F24' WB	Hamburg German	T.3Cy.13⅝",21¾"&35⅝"–23⅝" 62NHP Ver.Elbesch Ges.Ueb.		G
85834 124200 MCQX	— Well deck Mchy.Aft	ssLiv.2ndNo.3–9,32 ssBkn.No.1–36 1Dk(Irn)	435 287 165	✠100A1 2,30 ~~1,88~~ ~~B84,38~~ ~~MS7,36~~	Bkn	g	CL ~~12,35~~ 2,30	1907 7mo Lloyd's	J.Shearer &Sons,Ld. Glasgow	SouthWales&LiverpoolS.S.Co.Ld. (R.Gilchrist&Co. Mgrs.) WB=C	150·0|25·1| 9·3 Q83'B8'F22' BK7' CellDBf84'97tFPT	Aberdeen British	C.2Cy.16"&41"–30" (s) 130lb 68NHP 3BHCem 1SB,3pf,GS56,HS1771 13tAPT78t Hutson&Sons,Ld.Glasgow	11 ″ 9 s 3 ″ 9 12 ″ 1	
85835 EAJT	**Victor de Chavarri** ssBbo.No.2–8,38 ~~ssBbo.No.2, 8,22~~ 1Dk(Stl) Mchy.Aft Longitudinal framing in DB Cargo battens not fitted		3308 2673 1997	✠100A1 8,3~~8~~ ~~11,36~~ ~~B84,38~~	Val	u	CL ~~10,36~~ 6,38	1919 6mo Lloyd's	Soc. Española de Cons.Nav. Bilbao	AltosHornos de VizcayaSoc.An. CellD	314·0|48·1|22·1 P88'F44' FK B267'801tFPT268t	Bilbao Spanish	T.3Cy.22",35'&58"–39" (s) 190lb 100lb 304NHP 5BHCem APT88t 2 Water Tube Boilers HS5528 Swan,Hunter&Wigham RichardsonLd.Nwc.	24 ″ 4 s 4 ″ 5½ 20 ″ 2	

Sunk in port by aircraft 7,38

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. for Special Survey. Date of last Survey.	Port of Survey.	Years As'signed. now exclud.	Equipment Letter	7* Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of withdrawal.
85836	**Victor Ross**	Twin Sc	11188	✠100A1	Ham			CL	1933	Bremer Vulkan Vegesack	Panama Transport Co.	521·4	70·3	38·6	Panama	Oil Engines 2S.C.DA	38 ″ 9	
		ss Ham.No.1–37 Oil Eng.	—	1,39 ~~7,38~~				7,36	1mo			542·0 (o.l.)			Panamanian	8Cy.23⅝″–35 7/16″ 1560 NHP	s 8 ″ 6½	
HPFB		1 Dk (Stl) 2nd dk (Stl) clear	6913	~~LMC CS6,37~~								aft B55′ B40′ F39′			16 B Hpt Cem	2 DB (a) 200lb 2 DB (f) 100lb	30 ″ 5½	
		of cargo tanks 3rd dk (Stl) aft of		DB86,37 3,38								FK			pt Asp	Bremer Vulkan, Vegesack		
	D.F. E.S.D.	cargo tanks Web frames		Carrying Petroleum in bulk					Lloyd's	s A&CP		Cell D Bu E78′			118t DT's f	53′ 2307t F PT 295t A PT 249t		
	GyC.	Rudder electrically welded																
	Cruiser Stern	Longitudinal framing																
85837	**Victor Schœlcher**	Twin Sc	4300						1938	Forg. & Ch. de la Méditt SA La Seyne	Soc. Gén. de Transp. Mar. à Vap.	342·7	51·8	33·1	Marseilles French	Oil Engines 2S.C SA		
		Oil Eng.										F47′				8Cy.20½″–35 7/16″ 584 NHP		
	Ref. Mchy.	4 Dks	2400												WB	Soc. Gén. de Const. Méc.		
		Cruiser Stern														La Seine		
85838	**Victoria** (P)	Quad Sc	13098	✠100A1	Gen	h†		CL	1931	Cantieri Riuniti Dell'Adriatico Trieste	Lloyd Triestino Soc. Anon. di Nav.	540·6	69·9	30·9	Genoa Italian	Oil Engines 2S.C.SA	34 ″ 3½	
1863		Oil Eng.	7261	with freeboard				P/N	7mo			(o.l.)			8 B Hpt Cem	32Cy.26¾″–39⅜″ 4025 NHP	s 10 ″ 8½	
ICNK		ss Gen.No.1–35	7145	~~7,38 1,28 3,38~~				7,38				511·8 | 68·9 | 29·6				2 DB 100lb	23 ″ 10	
	D.F. E.S.D. GyC.	2 Dks (Stl) 3rd dk (Stl)		4,39 ✠LMC CS2,36				S/N				B&F488′	FK			Cant Riuniti Dell'Adriatico		
	Ref. Mchy	fwd. & aft of Mchy. space		DBS ~~7,38~~ 7,38 ~~8,38~~ 7,37				7,38	Lloyd's	s A&CP		Upper bridge 324′				Trieste		
		Cruiser Stern		✠Lloyd's RMC1,38 ~~2,38~~				8,39 P/N			Cell L	anks aft 9′ 130t F PT			82t A PT 56t			
								2,39										
85839	—	(ex Ekaterini Nicolaou–38,	6600	✠~~100A1~~	Ams	z		CL	1917	W. Doxford & Sons, Ld. Sunderland	~~A.G. Pappadakis~~ ~~Georgios Nicolaou~~ ~~Hellas Ld. Mgrs~~	420·0	54·0	26·4	~~Piraeus~~	T.3Cy.27″,45″&74″–54″ (s)	37 ″ 0	
86	~~Zeal Owning Co. Ltd.~~	~~(ex General Grivas–38)~~	4868	*Shelter dk*				1,38	11mo			434·5 (o.l.)		34·4	~~Greek~~	180lb 572 NHP	s 8 ″ 11½	
~~SWHW~~		ss Rot.No.1–34	4148	with freeboard									FK			3SB,9cf,GS190,HS8556 FD	28 ″ 4	
		1 Dk (Stl) & Shelter dk (Stl)		3,38 ✠~~—~~					Lloyd's	s A&CP						N.E. Marine Eng. Co Ld Nwc		
		Tonnage opening closed 37		~~1,38~~						1 Interme	diate BH in fore	hold dispensed with			6 B H only	Cell D B358′ 115t A PT 128t		
85840	—		4202	✠100A1	Dnz	x		CL	1914	J. Readhead & Sons, Ld. South Shields	Ch. N. Pateras & Co.	370·2	51·6	25·0	Piræus	T.3Cy.26″,42″&69″–48″ (r)	26 ″ 8	
719	(ex Sylva–37,	ss Cff.No.3–7,27	3907	Shelter dk	Shl			~~1,38~~	7mo				FK		Greek	180lb 90lb 386 NHP	s 2 ″ 9½	
SVGB	ex Trewellard–33)	ss Sld.No.2–36	2667	with freeboard				8,38							6 B H Cem	2SB,6cf,GS132,HS6329	24 ″ 1½	
		1 Dk (Stl) & Shelter dk (Stl)		8,38 ~~2,38~~ ✠~~—~~	BS5,38				Lloyd's	s A&CP	Cell D	Ba117′ u E23′ f163			978t A PT 59t	J. Readhead & Sns. Ld. S. Shl		
				~~LS3,37~~	✠LMC1,38													
85841	— (P)	Iron	3914						1870	W. Denny & Bros. Dumbarton	Alaska S.S. Co. Inc.	360·5	40·4	34·3	New York Utd. States	T.3Cy.31″,50″&76″–54″		
161826	(ex Parthia)	Fitted for oil fuel	—													NE&B 85 424 NHP		
WCCY	D.F.	4 Dks	2355													J. Elder & Co., Glasgow		
85842	— (P)	Trp Sc	1641						1907	W. Denny & Bros. Dumbarton	Isle of Man Steam Packet Co. Ld	311·0	40·1	15·8	Douglas IM British	3 Turbines		PT till 12,38
123m11			1163												WB	800 RHP		
GNTF	D.F.	2 Dks & Shade dk	684													Denny & Co. Dumbarton		
85843	—		743						1911	Akt. Ges. "Weser" Bremen	Dampfschifffahrts Ges. Neptun	196·8	28·2	12·9	Bremen German	T.3Cy.13″,21 1/16″&34 7/16″–23⅝″		G
			580									Q50′ B45′ F22′			WB	58 NHP		
DOIG		1 Dk	412									len 36				A.G. "Weser," Bremen		
85844	— (P)		690						1914	Stettiner Oderwerke Stettin	Rud. Christ. Gribel	188·0	29·0	11·6	Stettin German	T.3Cy.14⅜″,22⅝″&33½″–27⅜″		G
			494									Q55′ B57′ F18′				76 NHP		
DANV	Wireless	1 Dk	390												WB	Stettiner Oderwerke		
85845	—	Twin Sc	596						1917	..... Buffalo, N.Y.	Buffalo Gravel Corp.	122·0	36·0	11·0	Buffalo NY Utd. States	C.4Cy.(2)10″&(2)20″–16″		
166615	(ex Barge Accommodation)		—													E fitted— 27 NHP		
	Mchy. Aft	1 Dk	405													B made 08 refitted—		
85846	**Victoria City**		4739						1929	W. Gray & Co. Ld. W Hartlepool	Reardon Smith Line Ld. (Sir W.R. Smith & Sons, Ld. Mgrs.)	400·4	54·2	25·6	Bideford British	Q4Cy20″,28½″,41½″&61″–48″		C
161614		Fitted for oil fuel	4429									F41′				258 NHP		
GBNY	D.F.	1 Dk & Shelter dk	2876												WB	Con. Mar. E Wrks. Ld W Hpl		
85847	**Victoria-Marie** (ex Africana–33)		1432	100A1	Bom	o		CL	1927	M. Martinolich Lussinpiccolo	Thoban Devji, Padamsi Shivji & Meghji Gopalji	227·0	38·2	16·9	Bombay British	T.3Cy.15¼″,24½″&39⅜″–25⅝″	19 ″ 5	
156047		ss Bom.No.3–7,33	1120	~~6,38 11,37~~ 2,38				10,36							Bombay	180lb (s) HS3192 150 NHP	s 2 ″ 2½	
VTDN		ss Bom.No.1–37	882		LMC8,36							Q28′ B56′ F33′	FK		1 S B & I Aux SB, 5cf, GS100,	1 S B & I Aux SB, 5cf, GS100,	17 ″ 4½	
		1 Dk (Stl) & Web frames		BS12,38								Cell D B168′ 300t			F PT 34t	E & B made 20 refitted 27		
		Longitudinal framing														N. Odero fu A. Sestri Ponente.		
		Cargo battens not fitted																
85848	**Victoria Maru**		5876	✠100A1	Yka	y		OG	1921	Kawasaki Dkyd. Co. Ld Kobe	Oginuno Sotaro	385·0	51·0	36·0	Hashidate Japanese	T.3Cy.26½″43⅜″&72″–48″ (s)	36 ″ 0	
26865		ss Nag.No.3–7,33	5599	Awng dk	Smk			~~8,35~~ 7,38	2mo				FK		p t Cem	200lb 440 NHP	s 9 ″ 1½	
JISD		ss Yka.No.1–37	4257	with freeboard				~~8,37~~					A&CP		B H to Aw dk	2SB (Spt) & 1 Aux SB, 8cf,	27 ″ 1	
		2 Dks (Stl) & Awng dk (Stl)		7,38 ~~7,37~~ ✠LMC7,36											Collision	GS154, HS5636 FD		
				Fitted for oil fuel 2,21				F.P. a			Cell D B327′ 1126t	above 150° F.			F PT 127t A PT 94t	5 „ „ U „		
																Kawasaki Dkyd Co Ld Kobe		
85849	**Victory**		4527						1895	Chicago S.B. Co. Chicago	Interlake S.S. Co. (Pickands, Mather & Co. Mgrs.)	450·0	48·3	22·5	Wilmgton (Del.)	T.3Cy.28″,38″&68″–40″		R
161758			—									len 05				251 NHP		
	Mchy. Aft	GyC. 1 Dk 2 tr B	3707										WB		Utd. States	Cleveland S.B. Co Cleveland		
85850	**Vid** (ex Istina–35)	ss Spt.No.1–36	3547	100A1	Tri	x		CL	1910	W. Doxford & Sons, Ld. Sunderland	Brodarsko Akcionarsko Drustvo "Oceania"	360·5	50·3	21·5	Susak Yugoslav	T.3Cy.26″,42″&68″–42″ (s)	24 ″ 0	
		ss Spt.2nd No.3–3,34	3259	6,38 ~~10,36~~	Spt			~~4,35~~ 6,38								160lb 346 NHP	s 3 ″ 2	
YTBM		1 Dk (Stl)	2244	~~disbanded~~	LMC~~—~~							P26′ B232′ F33′	FK		6 B H Cem	2SB,6cf,GS129,HS5755	21 ″ 0½	
					~~36~~				Lloyd	s A&CP	Cell D Ba & u E	129′ f163′ 854t A PT			20t	W. Doxford & Sons, Ld. Sld.		
85851	**Vidar**		2104	✠100A1	Skm	s		OG	1907	Murdoch & Murray Pt. Glasgow	Stockholms Rederiaktiebolaget Svea	285·3	42·1	19·6	Stockholm Swedish	T.3Cy.21″,35″&57″–39″ (s)	22 ″ 0	
4786		ss Skm.2nd No.3–7,33	1893	7,37				7,37	9mo						Cem	180lb 230 NHP	s 2 ″ 11½	
SLCA		ss Skm.No.1–37	1215		✠LMC6,36							P27′ Q7′ B74′ F35′	FK			2SB,6cf,GS107,HS3705	19 ″ 2	
		1 Dk (Stl.) & deep framing		BS8,38					Lloyd	s A&CP	(Eman. Högberg, Mgr.)					D. Rowan & Co. Glasgow		
85852	—		1353						1915	Akt. Burmeistr & Wain Copenhagen	Det Forenede Dampskibs Selsk.	252·7	37·0	16·9	Esbjerg Danish	T.3Cy.22″,36″&60″–42″		V
	Wireless	D.F.	1102									P169′ F28′				233 NHP		
OXLD	Ref. Mchy.	2 Dks	713												WB	Akt. Burmeistr & Wain, Cpn		
85853	—	Wood Aux Twin Sc 3 Mast Sr	351						1919	A. Viika Ahlainen	O.J. Engman	131·2	32·5	12·3	Mariehmn Finnish	2 Motors		
708	(ex Aunikki)	Motor	—													4 Cy.11″&13″		
OHOT		1 Dk	238													Björneborgs Mek. Verkstad, Björneborg		
		(See Sailing Ship Register)																
85854	**Vidovdan** (ex Braunfels)		~~5581~~	✠100A1	Ant	a†		CL	1906	Swan, Hunter & Wigham Richardson, Ld Newcastle	Jugoslavenski Lloyd a.d.	421·9	55·3	20·3	Dubrovnik Yugoslav	Q.4Cy.24″,34″,51″&74″–54″	31 ″ 2	
		ss Spt.2nd No.3–11,33	~~4282~~	Spar dk	Cff			2,38	8mo			435·7 (o.l.) 28·5			6 B H only	213lb (r) 500 NHP	s 8 ″ 4½	
YTFA		ss Ant. No.1–38	~~3548~~ 5586	1,39 ~~2,38~~								P60′ B123′ F51′	FK & BK 2½′		Cem	3SB,9cf,GS159,HS6372 FD	~~25 ″ 11~~	
		1 Dk (Stl) & Spar dk	5282	~~BS6,37~~											F PT 80t	Swan, Hunter & Wigham	25 ″ 2	
		(Stl–pt teaks) & Web frames	3559	8,38					Lloyd	s A&CP	Cell D Ba 13	8′ u E25 f183′ 1100t				Richardson, Ld. Nwc		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu.	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Tonnage assigné maximum après Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille à Francs-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Dernières visites ont été faites dans le L. R. Durée Cert. Rot. Trade.
85855	**Vienna** (P)	TwinSc	4227	✠100A1	Gms	*w*	OG	1929	J. Brown&	London&North	350·8	50·1	26·0	Harwich	4 Steam Turbines SR (*r*)	27 " 0	BT till
161034		*ssIps.No.2–37*	3028	*withfreeboard*	3		6,37	7mo	Co Ld.	EasternRailway				British	geared to 2 Sc. Shafts	s12 " 2½	
G1BR	E.S.D.	2 *Dks(ptStl)*	1985	6,36 6,873,39					Clydebank		*Promenade dk*		F K	8 *BHptCem*	215lb FD 1520NHP	15 " 3	5,99
	Sub.Sig.	*3rd dk forward of Mchy.space*		BS5,37 ✠LMC			5,37	*Lloyd's*	*sA&CP*		F268′			*ptAsp*	5SB,*20cf*,GS430,HS15033		
		Cruiser Stern		*For service between Harwich & the Hook of Holland*						*Cell D Bu E42′55t*	*MT12′120t*				J. Brown&Co Ld. Clydebnk		
										DTs f48′57t D	*Ts a22′42t*			*APT42t*			
85856	**Vienti** (*ex*Bris–36, *ex*Bruse–33)	4Mst	1715					1911	Nylands	Laiva O/Y Ansio	264·5	40·0	17·6	Åbo	T.3Cy.19″,31″&51½″–33″		N
OHZA	E.S.D.	1 *Dk*	—						Værksted	(Meritoimi O/Y,	P51*t*	H87*t*	F7*t*	Finnish	153NHP		
			966						Oslo	*Mgrs.*)				*WB*	Nylands Værksted, Oslo		
85857	**Viera y Clavijo** (P)		862	✠100A1	LaP	*m*	CL	1912	CaledonS.	Cia. Trasmediter-	210·2	30·0	9·9	LasPalmas	T.3Cy.16½″,27″&44″–28″ (*s*)	12 " 3	
		ssLa.P.No.3–5,24	703	*Shelter dk*			3,35	2mo	B.&E.Co.Ld.	ránea			F K	Spanish	180lb 139NHP	s " 6½	
EAQY		*ssLa.P.No.2–32*	501	*withfreeboard*					Dundee					5 *BHCem*	2SB,*4cf*,GS74,HS2547	12 " 0	
	Wireless	1 *Dk & Shelter dk (Teak)*		8,32						*WB = Cell D Ba 29′*	*uE18′f95′101t*			15*t APT10t*	Caledon SB.&E.Co.Ld. Dun		
				BS12,35 ✠LMC				*Lloyd's*	*sA&CP*								
				NO LATER SURVEY			REPORTED										
85858	**Vigdis**		6094	✠100A1	BAs	*z*	CL	1930	J.L.Thomp-	Skibs A/S Vigrid	413·1	56·2	31·8	Sandefjord ~~Tønsberg~~	Oil Engines 2S.C.SA	31 " 9	
		Oil Eng.	5668	~~6,38 6,37~~			6,36	10mo	son&Sons,Ld	~~Passagieren der~~				Norwegian	4Cy.22 7/16″–85″ 598NHP		
LDQU		*ssOsl.No.1–34*	3624						Sunderland	Lippe, *Mgrs.*)	P100′	B32′	F37′ F K	15 *BHptCem*	2DB*150lb*		
		2 *Dks(Stl) & Web frames*		DBS~~7,36~~				*Lloyd's*	*sA&CP*	(A.Jahre, *Mgr.*)				(10 " *to U dk*	W Doxford&Sons,Ld.Sld.		
	Mchy.Aft D.F.	*Longitudinal framing*		*Carrying Petroleum in bulk*						*Cell D Bu E*	*tF P T87t A P T114t*			5 " *2nd* ")			
85859	**Vigeo** (*ex*Ionopolis–37, *ex*Glenluce–36)	TwinSc	~~6755~~	✠100A1	Rot	*z*	CL	1920	Harland&	Skibs. A/S Vigrid	405·9	~~54·2~~	32·9	Tönsberg	Oil Engines 4S.C.SA	35 " 5	
		Oil Eng.	~~6666~~	*Shelter dk*	Osl		1,37	1mo	Wolff,Ld.	(Bruun & von der		54·3		Norwegian	12Cy.26⅜″–39⅜″ 810NHP	s 8 " 9	
LJKL		*ssOsl.No.3–11,38* ~~Gls.No.2 10,35~~	~~4150~~	*withfreeboard*					Glasgow	Lippe, *Mgrs.*)	P43′	B81′	F48′ *on*	*ptCem*	DB*100lb*	27 " 0	
	Ref.Mchy.	*ssHul.No.1 35*	6383	11,38 ~~11,37~~			6,38	*Lloyd's*	*sA&CP*		*Shelter dk*		F K	7 *BHtoSh dk*	Harland&Wolff,Ld.Gls.		
		1 *Dk & Shelter dk*	6103	✠LMC CS						*Cell D B348′ 1039t D*	*Ta46′706t*	*FPT116t*		*APT123t*			
Now "Korshamn," *see No. 83922 in Supp.*			~~4057~~	DBS ~~11,38~~			~~6,38~~							Oslo			
85860	**Vigilant** (*ex*Talisman–37)	TwinSc	4765	✠100A1	NYk	*z*	CL	1923	Deutsche	Skibs A/S Gdynia	400·6	54·2	26·3	~~Tönsberg~~	Oil Engines 4S.C.SA	28 " 10	
		Oil Eng.	4263	*Shelter dk*	Grly	NOs	~~6,39~~	4mo	Werft A.G.	(O.Ringdal, *Mgr*)	416·0 (O.L.)			Norwegian	12Cy.24½″–37½″ 717NHP	s 3 " 5½	
LCZU	*Ref.Mchy.*	*ssN.Yk.No.3–11,35*	2833	*withfreeboard*			~~11,35~~		Hamburg		F38′ *on Shelter dk*	F K	(*Coll to Sh dk*	7 *BHptCem*	DB*100lb*	25 " 7½	
		2 *Dks(Stl) & Shelter dk(Stl)*		5,37 6,39				*A&CP*						6 " *U* ")	Algemeine Elec. Ges. Berlin		
		Cruiser Stern		✠LMC CS5,38						*Cell D B338′ 1052t D*	*Ta between tunnels*			81*t APT88t*			
				DBS 2,39 5,39						*186t DT's a attunn*	*elsides 18′106t FPT*						
				✠Lloyd's RMC 1,38					90′								
85861	**Vigo** (P)		7358					1922	Howaldts-	Hamburg-Süd-	413·3	~~55·1~~	36·1	Hamburg	T.3Cy.28½,″45⅝″&74″–55½″		G
		Fitted for oil fuel	5031						werke	amerik. Dampf-	F92′ *on Shelter dk*			German	& 1 low pressure Turbine		
DHYS	Sub.Sig.	2 *Dks & Shelter dk*	~~4443~~						Kiel	schifffahrts Ges.	[60·0]	-			585NHP		
	D.F.	*Corrugated sides*												*WB*	Howaldtswerke, Kiel		
85862	—		710					1920	Kalund-	D/S A/S Vigo (Nils	187·5	29·7	12·5	Oslo	T3Cy.12⅝″,20⅛″&33⅜″–19 11/16″		V
	(*ex*Irisen–37, *ex*Iris–34,		559						borgs	Bech)	Q62′	B60′	H82*t* F21′	Norwegian	51NHP		
LITX	*ex*Borghild)	1 *Dk*	388						Skibsværft					*WB*	A/S Smith, Mygind&		
									Kalundborg						Hüttemeier, Cpn.		
85863	**Vigor**		~~6650~~	✠100A1	Pal	*z*	CL	1923	Ansaldo	Soc. Marit per Tra-	418·3	54·8	30·9	Genoa	Q.4Cy.21″,29½″,43″&62″–45″	31 " 3	
1116		*ssMfl.No.3–12,35*	~~5750~~	3,38 ~~6,37~~			5,37	3mo	SanGiorgio	sporto di Petrolio e	P105′	B30′	F36′ F K	Italian	230lb *120lb* (*s*) 399NHP	s 6 " 6½	
ICNM		2 *Dks(Stl) & Web frames*	~~3937~~	NB3,29 ✠LMC					Spezia	Derivati "La				17 *BHptCem*	3SB,*9cf*,GS136,HS5679 FD	25 " 1	
	Mchy.Aft	*Longitudinal framing*	6511	BS~~3,37~~4,						Columbia" *Cell*	*D Bu E& B58′200t*			14 *to U dk*	Mackie& Baxter, Glasgow		
	D.F	Sub.Sig	5941	*Carrying Petroleum in bulk*				A&CP		*D B E& B58′200t*	(			3 " *2nd* ")			
			5993	*Fitted for oil fuel* 3,23			*F.P. above*			*DT f29′365t FPT*	*290t APT290t*						
85864	**Vigör**		1518				150° F.	1935	Langes'nds	S. Ugelstads Rederi	248·3	38·6	17·2	Oslo	C.2Cy.14½″&29½″–30″		N
		Cruiser Stern	1297						Mek Verk A/S	A/S (S. Ugelstad,	P&B161′	F24′		Norwegian	& 1 LP turbine		
LIYP	Wireless	*Mchy.Aft* 1 *Dk*	850						Langesund	*Mgr.*)				*WB*	Langesunds Mek. Verks.		
85865	**Vigrid** (*ex*Titania–37)	TwinSc	4765	✠100A1	Sfj	*z*	CL	1923	Deutsche	Skibs A/S Gdynia	400·6	54·2	26·3	Oslo	Oil Engines 4S.C.SA	28 " 10	
		Oil Eng.	4263	*Shelter dk*			5,38	2mo	Werft, A.G.	(O.Ringdal, *Mgr*)				Norwegian	12Cy.24½″–37½″	s 3 " 5½	
LDCC		*ssGot.No.3–6,35*	2834	*withfreeboard*					Hamburg		F38′ *on Shelter dk*	F K	(	7 *BHptCem*	DB*100lb* 717NHP	25 " 7½	
	Ref.Mchy.	2 *Dks(Stl) & Shelter dk(Stl)*		5,38				*A&CP*						*Coll to Sh dk*	Algemeine Elec. Ges.		
		Cruiser Stern		✠LMC CS2,36						*Cell D B*	*338′ 1052t D Ta*	*between tunnels*	*90′186t*	6 " *U* ")	Turbinenfabrik, Berlin		
				DBS ~~2,37~~ 1,39							*DT's a at tunnel si*	*des 18′106t*	*FPT81t*	*APT88t*			
				✠Lloyd's RMC 4,38													
85866	**Vigsnes**		1599					1930	Bergens	A/S Kr. Jebsens	244·8	37·7	15·7	Bergen	T.3Cy.17¼″,29″&49″–33″		N
			1170						Mek. Værks.	Rederi (Kr. Jebsen,	Q103*t*	P73*t*	B101*t*	Norwegian	138NHP		
LFGM		1 *Dk*	937						Bergen	jnr. *Mgr.*)			H102*t*	*WB*	Bergens Mek Værks Bergen		
85867	**Vihor** (*ex*Drugi Dalmatinski–37, *ex*Palmanova, *ex*Venezia, *ex*Norna)		1180					1889	S.&H.Mor-	Parobrodarsko	224·0	33·2	14·5	Vranjic	T.3Cy.16½″,27″&42″–33″	17 " 3	V
			862						ton&Co.	Drustvo Grgic s.o.j.	P27′	Q42′	B61′ F32′	Yugoslav	NB10 108NHP		†
YTAP	*Well deck*	1 *Dk & Web frames*	711						Leith				F K	WB	S.&H.Morton&Co. Leith		
85868	**Viiu** (*ex*Flamma–36)		1908	✠100A1	Npt	*r*	CL	1917	WoodSkin-	A. Inkapöö&	270·6	38·2	18·0	Tallinn	T.3Cy.20½″,33″&54″–39″ (*s*)	20 " 6	
1135		*ssShl.No.3–6,36*	1483	11,37			11,37	6mo	ner&Co.Ld.	others				Estonian	180lb 202NHP	s 6 " 0½	
ESRS		*ssShl.No.1–34*	1118	BS~~11,37~~ ✠LMC5,38					Newcastle		Q163′	Bon Q11′	F29′	4 *BHCem*	2SB,*6cf*,GS112,HS3178	18 " 3¾	
	Mchy.Aft	1 *Dk(Stl)*		11,38				*Lloyd*	*sA&CP*				F K		Geo.T.Grey&Co.Ld.S.Shl.		
	Well deck	*Cargo battens not fitted*								*Cell D B222′595t*	*FPT*		*91t APT56t*				
85869	**Viking** (P) (*ex*Vindex, *ex*Viking)	TrpSc	1957	✠ A1	Brw		CL	1905	Armstrong	Isle of Man Steam	350·4	42·0	16·1	Douglas IM	3 Steam Turbines (*s*)	17 " 3	BT till
118604		*ssBrw.2nd No.3–5,3*	1418	*Shelter dk*			P4,36	6mo	Whitworth	Packet Co. Ld.				British	1601b 1446NHP	s 5 " 7½	12,3
GPMD	D.F.	*ssBrw.No.1–37*	827	*withfreeboard*			C3,37		& Co. Ld.		*Promenade dk*	230′		9 *BHAsp*	4DB,*24cf* GS610 HS19712 FD	12 " 0	
		2 *Dks & Shelter dk(ptStl–ws*		6,38 ~~4,37~~ ✠LMC5			S3,37		Newcastle				F K	*APT36t*	Parsons Marine Steam		
				8,38				*Lloyd*	*sA&CP*						Turbine Co. Ld. Nwc.		
		Irish Channel Service		~~4,38~~													
85870	—		*1336*					1902	Irvine's SB	Rederi A/B	230·5	36·1	14·8	Stockholm	T.3Cy.19″,31″&51″–36″	17 " 2	V
4209	*ex*Johannes Mærsk, *ex*Grovehurst)		*1028*						& D.D.Co.Ld.	Mercurius	P22′	Q65′	B52′ F25′	Swedish	160NHP		†
SHGO	*Well deck*	1 *Dk & Web frame*	*809*						W Hartlepool	(H. Selander, *Mgr*)			F K	*WB*	Richardsons, Westgarth& Co. Ld. Hpl.		
85871	—		1153					1893	Flensburger	Aabenraa Rederi	231·3	34·3	13·7	Aabenraa	T.3Cy.16″,26″&43″–33″		G
	*ex*Taygeta)		949						Schiffsb. Ges.	A/S (P.F. Clee-	Q71′	B57′	F27′	Danish	106NHP		
OUNF	Sub.Sig.		695						Flensburg	mann, *Mgr.*)				*WB*	Flensburger Schiffsb. Ges.		

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Register in which classed if not in L.R. Date of Build Cert.
85872 114813 GQDL	**Viking** (*Cable Vessel*) Wireless 1 *Dk*		929 775 463					1901	Armstrong Whitworth & Co.Ld. Newcastle	Amazon Telegraph Co.Ld.	207·0	36·0	13·7	London British *W/L*	T.3Cy.14″,22½″&36″–27″ 164NHP Wllsnd Slpwy.Co.Ld.Nwc.		C
85873 145113 GDLT	**Viking Star** (*ex* Vikingstar, *ex* Lusiada) *Ref.Mchy.* *ss* Nwc.No 3–5,38 *ss* Shl.No.1–37 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*)		6445 6213 3928	100A1 *Shelter dk with freeboard* 3,39 ~~4,38~~ BS~~1,38~~ 1,39 MC Lloyd's RMC ~~1,38~~ 3,39 ~~3,38~~ 1,39 *Fitted for oil fuel* 3,|20	Nwc	*z*	CL 3,37	1920 3mo	Napier & Miller,Ld. Glasgow *Lloyd's SA&CP*	Blue Star Line,Ld. *Cell DB*	400·3 345′	52·3 1040*t*	28·5 36·6 FK *FPT* 125*t*	London British *pt Cem Collision BH to Sh dk* 5 „ „ *U* „ *APT* 206*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Dunsmuir&Jackson,Ld Gls *F.P. above* 150° F.	38 ″ 11 s 11 ″ 10½ 27 ″ 4½	
85874 HPEC	**Vikingen** Twin Sc *Vikinger* No. 93607 *ss* Got.No.2–37 2 *Dks*(*Stl*) & 3rd *Dk*(*Stl*) in *Mchy.Aft* *Nos.*1,2,3,4,5 & 9 *tanks* & *fore* D.F. *holds* & *Web frames* *Cruiser Stern* *Longitudinal framing* *Strengthened for Navigation in Ice*		14526 3951 10816	✠100A1 *with freeboard* 8,38 ~~8,37~~ MS 5.37 ~~3,37~~ 1,38 ~~Br.BS 1,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,|29 Rot Sfj *Whaling Service* BS 8,38 MC Br.BS 1,38 *F.P. above* 150° F.		*h*†	CL 8,37	1929 9mo	Swan,Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA&CP*	Viking Corporation (Johan Rasmussen & Co. *Mgrs.*) *Tanks above after peak* 683′ *Cell DB Bu E&S* B96′487′ *DT* f48′775*t FPT* 3	493·0	71·1	50·0 FK	Panama Pnamanian 16 *BHpt Cem* (12 *to* 2 *nd dk* 2 „ 3 *rd* „) 16*t APT* 123*t*	T6Cy22½″,36½″&61″–39″ (*s*) 210lb 2 DB *100lb* 773NHP 4SB(Spt),*16cf*,GS „ FD HS11810 28Pr.B.–*60lb* 4Pr.B.–*43lb* 8Pr.B.–*25lb* Swan,Hunter & Wigham Richardson,Ld.Nwc	51 ″ 0 s 15 ″ 11 35 ″ 3¾	
85875 LFGQ	— Ⓟ *2 Dks*		493 258 286					1900	Trondhjems M.V. Trondheim	Hardanger Sunnhordlandske Dampskibsselskap	149·7 H34*t*	23·2	11·9 18·9	Bergen Norwegian	T.3Cy.15″,25″&41″–26″ NB37 86NHP Trondhjems M.V Trndheim		
85876 7850 SJGN	**Vikingland** *ss* Got.No.1–37 *Oil Eng.* *Ref.Mchy.* 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*) D.F. *Strengthened for Navigation in Ice*		2626 2158 1386	✠100A1 *with freeboard* 4,39 ~~4,38~~ MC CS 4,38 DBS 1,38 ~~5,34~~ *Carrying vegetable oil or molasses in deep tanks* & *vegetable oil in wing D B tanks*	Got	*v*	CL ~~4,36~~ 4,39	1932 12mo	Eriksbergs M.V. Aktieb. Gothenburg *Lloyd's SA&CP*	Angf.A/B Tirfing (T.E.J.: son Broström, *Mgr.*) (Svenska Orient Linien) *Cell DB*	332·3 355·6(O.L.) 283′	46·6 717*t*	19·9 FK *MT* 21′570*t*	Gothenbrg Swedish *7 BHpt Cem* (*Coll to Sh dk* 6 „ 2 *nd*„) *APT* 143*t*	Oil Engines 2S.C.DA 6Cy.17½″–47½″ 641NHP DB *80lb* Eriksbergs M.V.Aktiebg Got	22 ″ 6 s 1 ″ 0¾ 21 ″ 7½	
85877 LDDO	**Vilja** *Oil Eng* 1 *Dk* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. *Cruiser Stern*		6672 5696 3907					1928	Kockums M.V.Aktieb. Malmö	Skibs A/S Nordheim (H.Ditlev-Simonsen & Co. *Mgrs.*)	411·2 P418*t*	56·2 H559*t*	32·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$″–55$\frac{1}{8}$″ 438NHP Kockums M.V.Akt.Malmö		N
85878 6 IVLC	**Villa** Ⓟ Twin Sc (*Ferry*) 1 *Dk*		932 758 281					1909	Flli. Orlando & Co Leghorn	Italian State Railways	264·5	33·8	13·1	Messina Italian	T.6Cy.16″,26½″&41½″–23½″ NB28 167NHP Flli.Orlando & Co.Leghorn		I
85879 EARQ	**Villa de Madrid** Ⓟ Twin Sc *Oil Eng* *Ref.Mchy.* 2 *Dks* & *Shade dk*		6942 5576 3977					1931	Frd.Krupp Germaniawf A.G. Kiel	Cia.Trasmediterránea	400·7 P340′	55·9 F42′	31·3 *WB*	Barcelona Spanish	Oil Engines 4S.C.SA 18Cy.23¾″–41½″ 1024NHP Frd Krupp Germaniawf A G		V
85880	**Villa Encarnacion** (*ex* Estreito) *Mchy.Aft* 1 *Dk*		419 — 252					1895	Bremer Vulkan Vegesack	Cia.Argentina de Nav.Mihanovich, Ltda.	184·6 Q49′	26·0 B16′	9·3 F15′	Bns.Aires Argentine *WB*	C.2Cy.14$\frac{13}{16}$″&27$\frac{9}{16}$″–21⅝″ 29NH Bremer Vulkan, Vegesack		
85881 CSBT	**Villa Franca** (*ex* Esposende, *ex* Arkadia) 1 *Dk* & *Spar dk*		2045 1678 1245					1906	C.Seebeck Akt.Ges. Bremerhaven	Cia.de Nav. "Carregadores Açoreanos"	263·4 P22′	37·5 B65′	21·8 F22′	Lisbon Portuguese *WB*	T.3Cy.19$\frac{5}{16}$″,32¼″&52″–42½″ 174NHP G.Seebeck A.G. Bremerhvn		V
85882 EGTB	**Villamanrique** (*ex* San Isidoro) *ss* Cff.No.3–8.15 *Well deck* *ss* Bbo.No.2–24 1 *Dk*(*Stl*) 2 *tr* *b*		*1537* *1218* *974*	✠ 2,28 ✠	Bbo	*p*		1902 11mo	Grngem'th & Greenock Dockyard Co. Grngemouth	A.Suardiaz Valdes *Cell DB*	244·1 Q87′ *a* 56′	35·8 B62′ *u E&S* B36′	16·7 F26′ *f* 102′ FK	S.Sebast'n Spanish *4 BHCem* 475*t APT* 40*t*	T.3Cy.18″,30″&50″–33″ NDB20 165NHP 2SB,*6cf*,GS74,HS2656 Cooper&Greig,Dundee	18 ″ 8	V † N
85883 LDKD	**Villanger** *Ref. Mchy.* D.F. *Oil Eng* 1 *Dk* & *Shelter dk*	Twin Sc	4884 4372 3005					1929	Armstrong Whitworth & Co.Ld. Newcastle	Westfal Larsen & Co.A/S	398·0 P70*t*	54·7 H366*t*	26·1 F22*t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¾″–43$\frac{5}{16}$″ 624NHP J.G.Kincaid&Co.Ld.Grk.		
85884 1758 ICNO	**Villarperosa** (*ex* Valsugana, *ex* Piombino I) *Mchy.Aft* D.F. *Oil Eng* 2 *Dks*		6255 5922 3621					1921	Soc.Anon. Ilva Piombino	Soc.Commerciale di Nav.	396·7	51·8	34·8	Genoa Italian *WB*	Oil Engines 2S.C.SA NE27 4Cy.29½″–49$\frac{5}{16}$″ 606NHP Fiat S.G.M. Turin		I
85885 FOOR	**Ville d'Ajaccio** Ⓟ *Fitted for oil fuel* D.F. 2 *Dks*		2444 1657 1146					1929	Ch.& Atel. de Provence Marseilles	Cie.de Navigation Fraissinet	269·0 P&B187′	41·1 F43′	22·7	Marseilles French *WB*	T.3Cy.24⅝″,39⅜″&64$\frac{5}{16}$″–39$\frac{3}{8}$″ 262NHP Ch.& Atel.de Provence, Msl.		V
85886 FNSL	**Ville d'Alger** Ⓟ Twin Sc *Fitted for oil fuel* *Ref.Mchy* 3 *Dks* & *tr E* D.F. *Cruiser Stern*		10172 7028 3811					1935	Ch.& Atel. de St. Nazaire (Penhöet) S.A. St. Nazaire	Cie.Générale Transatlantique	461·9 F383′	63·2	30·3 38·6	Marseilles French *WB*	6 Steam Turbines SR geared to 2 Sc.Shafts 3000NHP Ch.& Atel.de St. Nazaire		V
85887 FOBL	**Ville d'Amiens** Ⓟ D.F. 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*–ws)		6975 6223 4216	✠ 12,25 ✠	Syd	*a*†		1924 11mo	N of Ireland S.B.Co.Ld. Londonderry	Soc.des Services Contractuels des Messag.Mar. *Cell DB* 351′ 1160*t FPT*	410·0 F37′ *on Shelter dk* 95*t APT* 120*t*	53·7	38·2 FK *Coll*	Dunkirk French *7 BHCem* *BH to Sh dk*	T.3Cy.27″,46″&77″–51″ &L.P.Turbine FD 4SB,*12cf*,GS264,HS11364 J.G.Kincaid&Co.Ld.Grk.	38 ″ 3	V †
85888 FNSQ	**Ville d'Oran** Ⓟ Twin Sc *Fitted for oil fuel* *Ref.Mchy.* D.F. 4 *Dks*		10172 7028 3811					1936	Soc.Provençale de Cnst.Nav. La Ciotat	French Government (Ministère de la Marine Marchande)	461·9 P18′	63·2 F380′	38·6	Marseilles French *WB*	6 Steam Turbines SR geared to 2 Sc Shafts 3333NHP Ch.& Atel.de St. Nazaire		V
85889 FNQR	— Ⓟ *ss* St.N.2nd No.3–7, *ss* ~~Hav.No.3–10.24~~ *ss* ~~Hav.No.2–23.~~ 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) & *Web frames*		4861 4331 3005	✠100A1 *Shelter dk with freeboard* ~~10,36~~ 1,39 7,38 MC ~~1,38~~	Hav	*w*	CL 4,36	1912 4mo	Forg.& Ch. de la Médit. Havre A&CP	Nouvelle Cie. Havraise Péninsulaire de Nav. *WB* = *Cell D*	351·5 P38′ *m*	46·6 B104′ *Ba* 104′	24·9 F34′ FK *u E* 25′ *f* 148′ *Shelter dk*	Havre French *3 BHCem* 642*t APT* 26*t*	T.3Cy.24½″,40″&66″–45″ (*s*) 185lb *100lb* 331NHP 3SB,*6cf*,GS102,HS4178 FD Forg.& Ch.de la Médit.Hav	35 ″ 10 s 9 ″ 10½ 26 ″ 2	
85890 FNKQ	**Ville de Bastia** (*ex* Spaarne) Wireless *2 Dks*		1336 — 783					1920	N.V. Haarlem Schps. My Haarlem	Cie.Française des Extraits Tinctoriaux et Tannants	223·4	34·6	20·0	Havre French	T.3Cy.17½″,29″&46″–36″ 127NHP Maats.Fyenoord,Rot.		V

Note "Vikinger," No. 93607 ~~ss Got.No.2–37~~

Reported sunk in port

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total / Sous le Pont. / Net	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assigné maintenant ou ayant. Lettre d'Enfoncement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres vis-à-vis, si ce n'est dans le L. R. Durée Cert. Hull Trade.
85891	**Ville de Beyrouth** (*ex*Chenab)		*3549*	✠100A1	Rot	*c*	CL	1911	Cammell	Soc.Orientale de	350·2|44·2|27·6	Beyrouth	T.3Cy.24½",40"&68"-45" (*s*)	30 " 0	
	*ss*Alx.2ndNo.3-10,36		*3316*	*Shelter dk*			11,37	8mo	Laird&Co.Ld	Nav.Khedivial		French	200lb *100lb* 426NHP	s11 "4½	
FPDC	1*Dk*(*Stl*-ws)&*Shelter dk*		*2157*	*withfreeboard*					Birkenhead	MailS.S.&Graving	P41'F45' FK	6*BHCem*	2SB,*6cf*,GS125,HS5994 FD	19 " 0½	
	(*Stl*-ws)*lowerdk in forehold*			8,37 ✠ MC10,36				*Lloyd's*A&CP		DockCo.Ld.*Mgrs.*	*onShelter dk*		D.Rowan&Co.Glasgow		
	"Al Rawdah," *see No.87073 in Supplement*			BS1, [illegible]						*CellDBa100'nE&B*	*201'f126'603tFPT*	18t*APT44t*			
85892	**Ville de Bougie** (*ex*York-37)		*1132*					1907	CaledonS.	Soc.Algérienne de	255·7|36·2|14·8	Algiers	T.3Cy.23½",38"&62"-39"		V
	Fitted for oil fuel		*879*						B.&E.Co.Ld	Nav.pour l'Afrique		French	240NHP		
FPAB	1*Dk*		*451*						Dundee	duNord(Ch.Schiaf-	P&B170'F28'	*WB*	CaledonSB.&E.Co.Ld.Dun		
										fino&Cie.*Mgrs.*)					
85893	**Ville de Djidjelli** (*ex*Hull-37)		*1132*					1907	CaledonS.	Soc.Algérienne de	255·7|36·2|14·8	Algiers	T.3Cy.23½",38"&62"-39"		V
	Fitted for oil fuel		*879*						B.&E.Co.Ld	Nav.pour l'Afrique		French	240NHP		
	1*Dk*		*451*						Dundee	duNord(Ch.Schiaf-	P&B172'F29'	*WB*	CaledonSB.&E.Co.Ld.Dun		
FPAU										fino&Cie.*Mgrs.*)					
85894	**Ville de Majunga** Ⓟ		4972					1931	Atel.&Ch.	NouvelleCie.Hav-	392·9|53·5|24·8	Havre	T.3Cy.26½",44"&73"-48½"		V
			4140						de la Seine	raisePéninsulaire		French	870NHP		
FNQL	*Ref.Mchy. Mchy.Aft* 2*Dks&Shelter dk*		2923						Maritime	de Nav.	F44'	*WB*	Atel.&Ch.de la Seine		
									Worms et Cie				Maritime,Worms et Cie		
									LeTrait,S.I.						
85895	**Ville de Metz** Ⓟ		7007	✠100A1	Hav	*a*†	CL	1920	N.of Irelnd	NouvelleCie.Hav-	411·0|53·8|35·6	Havre	T.3Cy.27",46"&77"-51" (*s*)	38 " 2	
	*ss*Hav.No.3-6,33		6362	*Shelter dk*			4,38	7mo	S.B.Co Ld	raisePéninsulaire	427·7(O.L.)	French	200lb 710NHP	s10"7¾	
FNQN	*ss*Hav·No.1-38		4402	*withfreeboard*					Londonderry	de Nav.	F37'*onShelter dk*	*Cem*	4SB,*12cf*,GS247,HS11044 FD	27 " 9	
	D.F. 2*Dks*(*Stl*)&*Shelter dk*			10,38 ~~4,38~~ ✠ LMC				*Lloyd's*A&CP			*Collision*	*nBHtoShdk*	J.G.Kincaid&Co.Ld.Grk.		
	(*Stl*-ws)			MS3,37 BS1 19,38							FK	6 " " *U* "			
				Fitted for oil fuel 7,20 *F.P. above* 150°F;						*CellDb*	355'1180t *FPT*95t	*APT*120t			
85896	**Ville de Reims** Ⓟ		4617	✠100A1	Hav	*x*	CL	1918	W.Hamil-	NouvelleCie.Hav-	376·0|52·2|25·5	Havre	T.3Cy.25",41"&68"-48" (*s*)	28 " 0	
	*ss*Hav.No.3-9,30		4124	8,38 ~~2,38~~			~~2,35~~	5mo	ton&Co.Ld	raisePéninsulaire		French	180lb *100lb* 489NHP	s 4 " 1	
FNQP	*ss*Hav.No.1-34		2874	BS2,38 ✠ LMC 7,34			8,38		PortGlasgow	de Nav.	P27'B217'F35' FK	7*BHCem*	3SB,*9cf*,GS185,HS7602 FD	24 " 1	
	2*Dks*(*Stl*)							*Lloyd's*CP		*CellD*	B332'1061t*FPT*81t	4*PT*43t	Barclay,Curle&Co.Ld.Gls.		
85897	**Ville de Rouen** Ⓟ		5083	100A1	Hav	*x*	5,37	1919	N.of Irelnd	NouvelleCie.Hav-	370·4|51·2|25·7	Havre	T.3Cy.25",41"&68"-48" (*s*)	28 " 2	
	*ss*Hav.No.3-2,32		3921	*Shelter dk*				10mo	S.B.Co.Ld.	raisePéninsulaire	384·5(O.L.)	French	180lb 462NHP	s 3 " 3¾	
FNQQ	*ss*Hav.No.1-36		3144	*withfreeboard*					Londonderry	de Nav.	FK	*Cem*	3SB,*9cf*,GS160,HS6972 FD	25 " 0½	
	2*Dks*(*Stl*)&*Shelter*			~~9,37~~ 12,38				*Lloyd's*A&CP			*Collision*	*nBHtoSdk*	Kincaid&Co.Greenock		
	dk(*Stl*-ws)			[illegible] MC						*CellDB*357'908t	*FPT*70t *APT*112t	6 " " *U* "			
85898	**Ville de Strasbourg** Ⓟ		7138	✠	Hav	*a*†		1920	N.of Irelnd	Soc.desServices	410·0|53·5|38·2	Dunkirk	T.3Cy.27",46"&77"-51"	38 " 3	V
			6366	9,24				10mo	S.B.Co.Ld.	Contractuels des	F37'*onShelter dk*	French	710NHP		†
FOBM	D.F. 2*Dks*(*Stl*)&*Shelter*		4380	✠					Londonderry	Messag.Mar.	FK	*Cem*	4SB,*12cf*,GS247,HS11044		
	dk(*Stl*-ws)										*Collision*	*nBHtoSdk*	J.G.Kincaid&Co.Ld.Grk.		
	Fitted for oil fuel									*CellDB*355'1180t	*FPT*95t *APT*120t	6 " " *U* "			
85899	**Ville de Tamatave** Ⓟ		4993					1931	Atel.&Ch.	NouvelleCie.Hav-	392·9|53·5|24·8	Havre	T.3Cy.26½",44"&73"-48½"		V
			4140						de la Seine	raisePéninsulaire		French	370NHP		
FNQT	*Ref.Mchy* 2*Dks&Shelter dk*		2938						Maritime	deNav.	F44	*WB*	Atel.&Ch.de la Seine		
									Worms et Cie				Maritime,LeTrait		
									LeTrait,S.I.						
85900	**Ville-de-Ténès** (*ex*Cartenée,		390				...	1909	J.Crown&	Soc.Algérienne de	142·1|23·6| 9·8	Algiers	C.2Cy.18"&38"-27"	10"10	V
	*ex*FalmouthCastle,*ex*Braeside)		272						Sons,Ld.	Nav.pour l'Afrique		French	59NHP		†
TUTD	*Mchy.Aft Well deck* 1*Dk*		152						Sunderland	duNord(Ch.Schiaf-	Q78'B7'F22'	*WB*	MacColl&Pollock,Ld.Sld.		
										fino&Cie.*Mgrs.*)	FK				
85901	**Ville de Tipaza** (*ex*Michel&Renée)		331					1917	Atel.&Ch.	Soc.Algérienne de	140·4|24·0|10·5	Algiers	Oil Engines 2S.C.		V
	OilEng.		267						de Bretagne	Nav.pour l'Afrique		French	6Cy.9½"-14½"		
TUWR	1*Dk*		170						Nantes	duNord(Ch.Schiaf-	P47'B11'F23'	*WB*	NE36		
										fino&Cie.*Mgrs.*)			SulzerBros.Winterthur		
85902	**Ville de Toulon** TwinSc		672					1905	Howaldts-	A.Dunin-Slepsc	210·0|33·8|10·3		T.6Cy.11½"18½"&29½"-15¾"		
	(*ex*Elpidifor)		587						werke		Q53'	Polish	69NHP		
	1*Dk*		394						Kiel			*WB*	Howaldtswerke,Kiel		
85903	**Ville de Verdun** Ⓟ		7007	✠	Syd	*a*†		1921	N.of Irelnd	Soc.desServices	410·0|53·5|38·2	Havre	T.3Cy.27",46"&77"-51"	38 " 3	V
			6366	3,25				5mo	S.B.Co.Ld.	Contractuels des	35·6	French	710NHP		†
FOBN	D.F. 2*Dks*(*Stl*)&*Shelter dk*		4402	✠					Londonderry	Messag.Mar.	F37'*onShelter dk*	*Cem*	4SB,*12cf*,GS247,HS11044		
	(*Stl*-ws)										FK		J.G.Kincaid&Co.Ld.Grk.		
											Collision	*nBHtoSdk*			
										*CellDB*355'1180t	*FPT*95t *APT*120t	6 " " *U* "			
85904	**Ville du Havre** Ⓟ		5083	100A1	Hav	*x*	1,37	1919	N.of Irelnd	NouvelleCie.	370·4|51·2|25·7	Havre	T.3Cy.25",41"&68"-48" (*s*)	28 " 2	
	*ss*Hav.No.3-5,37		3921	*Shelter dk*				6mo	S.B.Co.Ld.	HavraisePénin-	384·3(O.L.)	French	180lb 462NHP	s 3 " 6½	
FNQS	2*Dks*(*Stl*)&*Shelter dk*		3144	*withfreeboard*					Londonderry	sulaire de Nav.	P32'B217'F34' FK	*Cem*	3SB,*9cf*,GS161,HS6972 FD	24 " 10	
	(*Stl*-ws)			12,38 ~~10,38~~ LMC				*Lloyd's*A&CP			*Collision*	*nBHtoSdk*			
				BS1,~~375~~,38 MS5,37						*CellDB*317'1018t	*FPT*61t *APT*107t	6 " " *U* "	J.G.Kincaid&Co.Ld.Grk.		
85905	**Villiers** (*ex*Barmbek)		2548				...	1923	Schiffsw(v.	Cie.desAffrêteurs	329·1|45·5|18·1	Rouen	T.3Cy.22⅛",37"&60"-39⅜"	20 " 6	V
			2158						J.&Sch.)A.G	Français(Heuzey		French	317NHP		†
FNJS	*Well deck* 1*Dk*		1488						Hamburg	&Chastellain,	P19'Q46'B200'F38'	*WB*	HannoverscheMch.Fab.		
										Mgrs.)	FK		Hannover		
85906	**Vilma** (*ex*Capitol,*ex*Grovemont,		1314				...	1906	J.Crown&	D/S A/S Vilma	230·1|36·0|14·7	Bergen	T.3Cy.17½",29"&47"-33"	16"10	N
	*ex*Tudhoe)		1010						Sons,Ld.	(K.S.Nordgreen)		Norwegian	144NHP		†
LFGW	*Well deck* 1*Dk&deep framing*		795						Sunderland		P17'Q65'B48'F26' FK	*WB*	J.Dickinson&Sons,Ld.Sld.		
85907	**Vim** (*ex*Barbara-32,*ex*Recto)		1114					1913	Bergens	A/S VictorMullers	226·3|36·5|15·8	Bergen	T.3Cy.17",26½"&46"-30"		N
			983						Mek.Værks	Rederi	P21t*H*52t*F*30t	Norwegian	115NHP		
LFGX	D.F. 1*Dk*		670						Bergen			*WB*	BergensMekVærksBergen		
85908	**Vimeira**		5728	✠100A1	Rot	*z*	CL	1927	R.Duncan	VimeiraS.S.Co.Ld.	410·1|54·5|30·1	Glasgow	T.3Cy.25",43½"&74"-48" (*s*)	30 " 0	
160180	*ss*Rot.No.2-36		5163	9,38 ~~5,38~~	Fal		3,36	11mo	&Co.Ld.	(Gow,Harrison&	423·8(O.L.)	British	210lb 567NHP		
GBKF	*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*		3432	BS[illegible] ✠ MC5,36					PortGlasgow	Co.*Mgrs.*)	P118'B38'F42' FK	16*BHptCem*	3SB,*9cf*,GS190,HS8202 FD		
	D.F. *Longitudinal framing*			*Carrying Petroleum in bulk*				*Lloyd's*A&CP				5,,*to2nd dk*	Rankin&BlackmoreLdGrk		
				Fitted for oil fuel 11,27 *F.P. above* 150° F.						*CellDBuE&B*76'170t		*APT*204t			

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✝ for Special Survey	6 Port of Survey.	7 Date of last Survey. Years Assigned now expired. Equipment Letters.	7* Date when tail shaft last dealt.
85909	**Viminale** Ⓟ TwinSc	8657	✝100A1 Gen			CL
1743	*ssGen.No.3-10,38 Oil Eng.*	6733	*Shelter dk*			~~7,36~~
ICNQ	D.F. GyC. ~~Action No.3 &c.~~	5355	*withfreeboard*			~~6,38~~
	1 *Dk(Stl)&Shelter dk(Stl)*		2,39 ~~7,37~~ 1,39			1,38
	2nd dk(Stl)in forward holds		✝LMC CSH ~~4~~			
			DBS2,38 10,38 4,376, ~~3~~			
85910	**Vina**	1021	✝100A1 Gmh			OG
90912	*ssGmh 3rdNo.3–4,33*	755	~~2,38~~ 2,38 3,39			2,38
MQNZ	*ssGmh.No.1–37*	610	BS~~5,38~~ ✝LMC4|37			
	Well deck 1 *Dk(Irn)&Web frames*		~~5,39~~			
	Cargo battens not fitted					
85911	**Viña del Mar** 3Mst	2533	✝100A1 Vpo			CL
	(*ex*Champerico–34, *ss*Vpo.2ndNo.3–5,35	1683	12,37			
CBVM	*ex*Andorinha)	1411	BS~~6,37~~ ✝LMC5|35			11,35
	Well deck 2 *Dks(UStl–ws)*		~~7,38~~			
85912	**Vincent**	6210	...			
218850	*Fitted for oil fuel*	5705				
KJZS	Sub.Sig. 1 *Dk&Shelter dk&Web frames*	3857				
	Longitudinal framing					
85913	**Vincenzia** (*ex*Rollon–36,*ex*Portici)	1881				
874		—				
SVSK	1 *Dk*	1071				
85914	**Vindeggen**	3124				
		2841				
LDDP	1 *Dk*	1868				
85915	**Vinemoor**	4359	✝100A1 Shl			CL
147728	*Oil Eng.*	4070	*withfreeboard* Cal Fal			8.37
GCQL	*ssShl.No.3–8,37*	2639	~~7,36~~ ~~8,36~~ 2,39			
	1 *Dk(Stl)&Shelter dk(Stl)*		DBS~~7,37~~ ✝LMC8|37			
	Cruiser Stern		7,38 ✝LMC(M)10,38			
85916	**Vineta** (*ex*Masuren,*ex*Frieda,	513				
	*ex*FranzLansert)	396				
DAVG	*Ref.Mchy.* 1 *Dk*	299				
85917	**Vinga**	7321				
	Carrying Petroleum in bulk Oil Eng.	6745				
LDDQ	*Mchy.Aft* 2 *Dks*	4339				
	D.F. *Longitudinal framing*					
85918	—	1974	✝100A1 Got			CL
8162	(*ex*Aydon–37) *ssShl.No.3–11,38*	1469	4,39 ~~4,38~~			1.38
SKFN	*ssGot.No.1–37*	1027	✝LMC			
	Sub.St 1 *Dk(Stl)*		MS2.37 GS~~1,37~~			
	Well d ck *Cargo battens not fitted*		4,39			
85919	**Vingaland**	2734	✝100A1 Got			CL
8032	*Oil Eng.*	2200	*withfreeboard*			2,39
SEDN	*Ref.Mchy.* 1 *Dk&Shelter dk*	1525	2,39~~5,38~~ ✝LMC			
	D.F.					
	Strengthened for Navigation in Ice		*Carrying oil fuel in deep tank*		*F.P. above 150° F. in wing DB tanks in Engine Room*	
85920	**Vingaren** TwinSc	3154	✝100A1 Got			CL
8114	*Oil Eng.*	2646	*withfreeboard* Hfs			P4,39
SJUN	D.F. E.S.D. 1 *Dk&Shelter dk*	1686	~~H,37~~ ✝LMC			
	Cruiser Stern		12,38			
	Strengthened for Navigation in ice					
85921	**Vinland** TwinSc	4436				
	Oil Eng	3990				
LDDR	1 *Dk&2nd dk in Nos.1&2holds*	2664				
85922	**Vinmount** (*ex*Vulcan)	1799				
138859		1646				
CYMP	*Mchy.Aft* 1 *Dk2trB*	1024				
85923	**Vinni**	5181				
	Oil Eng.	4503				
LJMB	D.F. 1 *Dk&Shelter dk*	3059				
	Cruiser Stern					
85924	**Vinte e Oito de Maio**	1113	✝100A1 Dakar			CL
	(*ex*Westpolder–34) *ssDakarNo.2–38*	—	*withfreeboard*			~~6,37~~
CTBX	*Ref.Mchy.* 1 *Dk(Stl)*	650	12,38~~1,38~~ LMC			12,38
	Wireless					
85925	**Viola**	1595				
		1212				
OZJE	Wircless D.F. 1 *Dk*	934				
85926	—	991				
	(*ex*Este–35,*ex*Viola)	804				
DHGW	Wireless 1 *Dk*	484				

8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught.	15 Registers in which classed, if not in L.R. Part of ft. of Freeboard.
1925	Cant.San	LloydTriestino	452·5	57·2	31·5	Genoa	Oil Engines 4S.C.SA	35 ″ 0	
10mo	Rocco(S.A.)	Soc.Anon.diNav.	467·9(O.L.)			Italian	12Cy.29½″–47½″ 984NHP	s 7″11½	
	Trieste		B185′F74′		FK	*ptCem*	DB*100lb*	27 ″ 3½	
	Lloyd'sA&CP					9*BHtoSh dk*	StabilimentoTecnico,Tri.		
		*CellDB*393′1510*t*	*DTf*13′295*tFPT*1			72*tAPT*91*t*			
1894	Ramage&	J.T.Salvesen&Co.	215·8	32·0	14·0	Grngemth	T.3Cy.15⅞″,24″&39″–30″(*s*)	16 ″ 3	
3mo	Ferguson.Ld.		226·5(O.L.)			British	160lb *100lb* NDB13 99RHP	s ″11½	
	Leith		P27′Q38′B58′F30′		FK	5*BH Cem*	1SB,*3pf*,GS55,HS1715	15 ″6½	
	A&CP						Ramage&Ferguson,LdLth		
		WB=Cell	*DB*174′ 215*t FPT*			19*tAPT*37*t*			
1911	CaledonS.	RafaelTorres y	290·1	41·7	17·0	Valparaiso	T.3Cy.24″,39″&64″–42″ (*s*)	20 ″ 0	
5mo	B.&E.Co.Ld.	Cia.Soc.Anon.				Chilean	180lb 321NHP		
	Dundee	Comercial	P&B197′F45′		BK10″		3SB,*9cf*,GS162,HS5412		
		Intermediate bulkhead in fore	*hold dispensed with*		*CellA*	*Cem*	CaledonSB.&E.Co.Ld.Dun		
	Lloyd'sA&CP					4*BH only*			
						*Ba*34′*uE*24′			
						f 142′400*tFPT*46*tAPT*37*t*			
1919	Federal	UnitedStates	395·5	55·0	31·4	NewarkNJ	2 Steam Turbines DR	34 ″ 11	R
	S.B.Co.	Maritime	P45′B110′F38′on			Utd.States	geared to1Sc.Shaft619NHP		†
	Kearny,N.J.	Commission	*Shelter dk*		FK	*WB*	MidWestEng.Co.		
							Indianapolis,Ind.		
1911	Akt.Ges.	A.G.Pappadakis	287·3	41·1	16·8	Piræus	T.3Cy.22 1/16″,35 7/16″&55⅝″–		V
	"Neptun"		P&B226′F20′			Greek	37 7/16″ 192NHP		
	Rostock					*WB*	A.G."Neptun,"Rostock		
1921	Armstrong	A/S Vindeggen	330·8	46·8	23·3	Oslo	T.3Cy.23½″,39″&65″–45″		N
	Whitworth&	(Chr.Östberg)	P97*t*H150*t*			Norwegian	283NHP		
	Co.Ld.					*WB*	Armstrong,Whitworth,		
	Newcastle						&Co.Ld.		
1924	W.Doxford	MoorLine,Ld.	375·0	52·6	25·7	London	Oil Engines 2S.C.SA	28 ″ 3	
9mo	&Sons,Ld.	(RuncimanShip-	390·8(O.L.)			British	3Cy.21¾″–85″ 417NHP	s 3 ″0½	
	Sunderland	pingCo.Ld.*Mgrs.*)	F30′		FK	7*BHptCem*	2DB*120lb*	25 ″ 5	
	Lloyd'sA&CP	*CellDB*322′1011*t*			*Cell*	*BH to Sh dk*	W.Doxford&Sons,Ld.Sld.		
		*DTf*26′976*tF*				6 ,, ,,2nd ,,			
			*PT*140*tAPT*220*t*						
1899	Nüscke&	Rud.Christ.Gribel	168·4	25·7	12·5	Stettin	C.2Cy.17¾″&30¾″–19¾″		G
	Co.		Q56′B48′F21′			German	NB23 35NHP		
	Grabow					*WB*	"Kette"Deutsche		
							Elbsch.Ges.Uebigau		
1927	F.Schichau	A/S J.Ludwig	441·6	57·4	34·2	Bergen	Oil Engines 2S.C.SA		N
	Danzig	MowinckelsRederi	P393*t*H182*t*			Norwegian	6Cy.26½″–47 5/16″ 752NHP		
						WB	F.Schichau,Elbing		
1923	BlythS.B.	RederiA/B Bifrost	268·1	40·4	17·2	Gothenbrg	T.3Cy.22″,36″&60″–39″ (*s*)	19 ″ 5	
1mo	&D.D.Co.Ld.	(J.R.Trapp,*Mgr.*)	275 0(O.L.)			Swedish	180lb 272NHP	s 5″10½	
	Blyth		P23′Q114′B14′F75′		FK	4*BH Cem*	2SB,*6cf*,GS114,HS4630	17 ″ 8	
	Lloyd'sA&CP						N.E.MarineEngCo.LdNwc		
		*CellDBa*74′*uE&B*36′	*f*112′499*tFPT*122*t*			*APT*87*t*			
1935	Eriksbergs	Angf.A/B Tirfing	339·1	48·6	19·6	Gothenbrg	Oil Engines 2S.C.DA	22 ″ 6	
8mo	M.V.Aktieb.	(SvenskaOrient	364·5(O.L.)			Swedish	6Cy.17 1/16″–47½″ 644NHP	s 1 ″2½	
	Gothenburg	Linien)(T.E.J.:son			FK	7*BH*	DB*80lb*	21 ″ 6	
	Lloyd'sA&CP	Broström,*Mgr.*)			*Coll*	*Coll to Sh dk*	EriksbergM.V.Aktieb.Got		
	or vegetable oil	*oil*				6 ,, *2nd* ,,			
	Engine Room	*CellDB*	287′768*tDTf*21′302			*APT*50*t*			
1936	Eriksbergs	RederiA/B Trans-	368·0	51·7	20·3	Gothenbrg	Oil Engines 2S.C.SA	25 ″ 6	
11mo	M.V.Aktieb.	atlantic(G.	380·7(O.L.)			Swedish	12Cy.19 1/16″–35 7/16″ 810NHP	s1 ″ 11	
	Gothenburg	Carlsson,*Mgr.*)			FK	7*BH*		23 ″ 9¼	
	Lloyd'sA&CP *Cell*	*DB*304′1091*t Tank*	*s at*			*Coll to Sh dk*	EriksbergM.V.Aktieb.Got		
		sides of tunnels 65*t*	*FPT*46*tAPT*134*t*			6 ,, *2nd* ,,			
1924	Akt.Bur-	D/S A/S John	368·5	53·7	24·9	Haugesnd	Oil Engines 4S.C.SA		N
	meistr& Wain	Bakke(KnutKnut-	P116*t*H244*t*			Norwegian	12Cy.19 1/16″–35 7/16 452NHP		
	Copenhagen	senO.A.S.,*Mgr.*)				*WB*	Akt.Burmeistr&Wain,Cpn		
1889	GlobeIron		243·0	38·0	21·0	Montreal	C.2Cy.27″&50″–36″		
	WorksCo.					British	108NHP		
	Cleveland,O.					*WB*	GlobeIrnWrks.Clevelnd,O		
Rebuilt 1920, *by* Collingwoo		dS B.Co.Ld Collin	gwood,Ont.						
1937	Götaver-	A/S Eidsiva&	425·6	56·8	21·6	Oslo	Oil Engines 2S.C DA		N
	kenA/B	SkibsA/SNordheim	P128*t*H391*tF*15*t*			Norwegian	8Cy.17 1/16″–47½″ 856NHP		
	Gothenburg	(SverreDitlev-				*WB*	GotaverkenA/B,Got.		
		Simonsen&Co.							
		Mgrs.)							
1929	J.Meyer's	Government of the	210·4	32·2	13·0	StVincent	T.3Cy.16½″,26⅜″&42⅜″–29½″	15 ″ 0	
1mo	S.B.Co.	CapeVerdeIslands				G.C.V.I.	192lb (*s*) 145NHP	s 7 ″6⅜	
	ZaltBommel		Q66′B&F144′		FK	Portuguese	2SB,*4cf*,GS70,HS2675	15 ″ 0½	
	Lloyd'sA&CP	*CellDB*169′2	201*t FPT*22*tAPT*8*t*			4*BH Cem*	Steen&Kaufman,Elmshrn		
1929	Helsingörs	Dampskslsk.Torm	253·5	39·1	15·4	Copnhagn	C.4Cy.(2)14⅜″&(2)31½″–		C
	Jernsk&Msk	A/S(A.Schmiege-	P17′Q74′B112′F34′			Danish	31½′ HS2350 144NHP		
	Elsinore	low&A.Kampen)				*WB*	HelsingörsJernsk.&Mskb.		
1921	Reiherst'g	A.Kirsten	222·3	34·6	13·1	Hamburg	T3Cy.16 1/16″,27⅜″&43 3/10″–		G
	Schiffsw		P&B180′F31′			German	33½″ 109NHP		
	Hamburg					*WB*	Reiherst.Maschinenf.Ham.		

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-noms, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.L.B.of Trade.
85927 OHEY	**Viola** Ⓟ (*ex*Fredrik Wilhelm) Wireless	1 *Dk&Shade dk*	324 — 163					1893	W.Rosenlew&Co. Björneborg	Finska Ångt. Aktiebolaget	135·0 23·0 9·4 *Hurricane dk92′*			Helsingfrs Finnish *WB*	C.2Cy.21″&38″–22″ NB28 56NHP W.Rosenlew&Co.		
85928 195 SVQM	**Violando N. Goulandris** (*ex*Walcheren)	1 *Dk*	3598 3263 2180					1919	Rotterdam Droogd.Maat Rotterdam	Goulandris Bros.	361·4 49·8 22·0 P24′B21′F24′			Andros Greek *WB*	T.3Cy.25″,41″&68″–45″ 310NHP RotterdamDroogd.Maats.		V
85929	**Vircov** *For particulars see* "Ciaño"																
85930 EGSA	**Virgen de la Cinta No. 6** (*ex* Verge del Carme–34, *ex*Santander, *ex*Dimecres,*ex*Euxkera, *ex*SantaFlorentina)	*ssShl.No.3–6,14 ssMsl.No.2–24 1 Dk(Stl)2tr F Well deck*	1536 — 939	✠ 8,27	Bel	*p*		1901 11mo	Grngem'th &Greenock DockyardCo. Grngemouth *Lloyd's SA&CP*	Naviera Candina S.L.(Manuel de la Corte Gutierrez, *Mgr.*) *Cell DBa56′*	244·4 35·8 17·4 Q87′B62′F27′ FK *uE&B36′f102′375t*			Huelva Spanish *4 BHCem* *APT40t*	T.3Cy.18″,30″&50″–33″ NDB19 151NHP 1SB,*3cf*,GS61,HS2251 Cooper&Greig,Dundee	18 ″ 8	
85931 160179 GDYV	**Virgilia** D.F. *Mchy.Aft*	*ssRot.No.2–36 2 Dks(Stl)&Web frames Longitudinal framing*	5723 5157 3415	✠100A1 1,38 ~~Dec.'36~~ *Carrying Petroleum in bulk Fitted for oil fuel* 10,27	Rot BS2,39 ~~BS3,38~~ ✠LMC12 *F.P. above* 150° F.	*z* ✠	CL 4,36 *bulk* *a*	1927 10mo	Greenock DockyardCo. Ld. Greenock *Lloyd's SA&CP*	Virgilia S.S.Co.Ld. (Gow,Harrison& Co.) *Cell DBu E&B72′*	410·3 54·5 30·1 415·3(O.L.) P118′B38′F52′ FK 180t *APT199t*			Glasgow British 16 *BHpt Cem* (11 *to U dk* 5 ,, *2nd* ,,)	T.3Cy.25″,43½″&74″–48″ (*s*) 210lb 565NHP 3SB,*9cf*,GS172,HS8172 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0	
85932 1534 ICNS	**Virgilio** Ⓟ **TwinSc** *Oil Eng.* *ssGen.No.2–36* 3 *Dks(Stl)&Shade dk(Stl*–teak s) *4th dk(Stl)in No.3hold* D.F. *Cruiser Stern*		11718 9464 6750	✠100A1 *with freeboard* 3,39 ✠LMC CS5,37 DBS3,39 5,37 ✠Lloyd'sR [illegible] 12,38 "F" dk. chambers for [illegible]	Gen	*f†*	CL 6,36 5,39	1928 4mo	Cantieri ed Officine Meridionali Baia *Lloyd's SA&CP*	"Italia"Soc.Anon. di Nav. *Cell DB*	506·1 61·8 32·4 (O.L.) 481·6 FK 404′1586t *DTa161t*			Genoa Italian *9 BHpt Cem* *Tanks in way of tunnels 500t FT*	Oil Engines 4S.C.SA 16Cy.29⅛″–51⅛″ 1312NHP 2 DB *100lb* Stabilimento Tecnico,Tri. *T119t APT137t*	36 ″ 1 s 9 ″ 1⅝ 27 ″ 1½	
85933 227983 WSBW	**Virginia** Ⓟ **TwinSc** *Fitted for oil fuel* Sub.Sig. *Ref.Mchy.* 5 *Dks* D.F. GyC. *Cruiser Stern*		18298 — 9781					1928	NwprtNws S.B.&D.D.Co NewprtNews	~~American Line S.S. Corp.~~ United States Maritime Commission	586·4 80·3 20·5 B315′F57′ 52·0			New York Utd. States *WB*	Two Steam Turbines connected to Electric Motors & Sc.Shaft 2833NHP General Electric Co. Schenectady,N.Y.		R
Now Brazil, see No. 87280 in Supplement																	
85934 215371 WKCY	— *ssN.Yk.No.3–7,29 ssN.Yk.No.2–36* *Mchy.Aft* 2 *Dks(Stl)&Web frames* D.F. *Longitudinal framing*		6390 6664 3964	✠100A1 ~~3,38~~ ~~3,28~~ 3,39 ~~BS3,38~~ ✠LMC12,36 *Carrying Petroleum in bulk Fitted for oil fuel* 7,17	NYk	*at*	CL 3,38 *F.P. above* 150° F.	1917 7mo	ForeRiver S.B.Corp. Quincy,Mass A&CP *Cell DBu*	The Texas Co. *E&B60′209t FPT22*	416·8 56·1 31·1 P107′B35′F33′ FK			Wilmgton (Del.) Utd. States 16 *BHCem* *APT130t*	T.3Cy.26⅜″,44″&71½″–51″ 190lb (*r*) 549NHP 3SB,*9cf*,HS7979 FD ForeRiverS.B.Cor.Quincy	32 ″ 9 s 6 ″ 4½ 26 ″ 7½	
85935 OZQB	— (*ex*Pacific) D.F. *Fitted for oil fuel* 2 *Dks*		4088 3685 2506					1920	Kjöbnhvns Flydk&Skbs. Copenhagen	Det Forenede Dampskibs Selsk	378·0 52·2 24·5 H104′F32′			Copnhagn Danish *WB*	DRGearedSteamTurbine Sven.Trbfab.Akt. Ljungström,Finspång		G
85936 5540 SIHA	— (*ex*Gustavsholm, *ex*Oscar Trapp, *ex*Marina)	*ssHbg.2ndNo.3–2,33 ssHbg.No.1–38* 1 *Dk(pt Irn&pt Stl) &deep framing* *Cargo battens not fitted*	*2811* *2661* 1702	✠100A1 4,38 ~~DBS3,37~~ ~~3,31~~ ~~1,35~~ ~~M3,37~~ ~~3,33~~	Hbg	*u*	CL N2,38	1907 4mo	R.Stephenson&Co.Ld. Newcastle *Lloyd's SA&CP*	Rederi A/B Virginia(N.M. Thore) *Cell DBa102′ uE20′f138′*	318·0 46·6 20·8 328 7(O.L.) P30′B94′F30′ FK 740t *APT95t*			Jonstorp Swedish 4 *BHCem*	T.3Cy.23″,38″&62″–42″ (*s*) 160lb *90lb* 262NHP 2SB,*6pf*,GS115,HS4140 Richardsons,Westgarth& Co.Ld.Sld.	23 ″ 3 s 3 ″ 7½ 19 ″ 10	
85937 725 SVGJ	— (*ex*Cap Fedhala–32,*ex*Koffiehandel, *ex*Sicilier,*ex*Lakeside)	1 *Dk*	2041 — 1138			...		1917	Superior S.B.Co. Superior,Wis.	A.G.Pappadakis	251·0 43·8 18·2 P28′B64′F27′ FK *WB*			Piræus Greek	T.3Cy 20″,33″&54″–40″ 274NHP DetroitS.B.Co.Detroit	20 ″ 3	V †
85938 HRBK	— (*ex*Minadora, *ex*Rousslane)	*ssN.Os.3rdNo.3–5,37* 1 *Dk(Stl)&Spar dk &Web frames*	1636 1461 940	✠100A1 *Spar dk with freeboard* 3,38 ~~DBS3,37~~ ✠LMC5 *Fitted for oil fuel* 5,24	NOs	*r*	CL 4,37 *F.P. above* 150° F.	1904 12mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd's SA&CP*	Seaboard S.S.Corp. (Standard Fruit& S.S.Co.*Mgrs.*) *Cell DBa63′ uE&B*	265·0 36·0 13·8 21·3 P55′B66′F50′ FK 5 *BHCem* 60′f90′325t			Ceiba Honduran	T3Cy22½″,35½&57½″–43½″ 170lb (*s*) 278NHP 3SB,*9cf*,GS159,HS4962 SocAn.J.Cockerill,Seraing	23 ″ 6 s 5 ″ 9½ 18 ″ 1	
85939 3930 WOKC	— Ⓟ (*ex*Berkeley)	1 *Dk*	1075 — 648					1902	W.R.Trigg Co. Richmond Va	Muskegon Dock & Fuel Co.	201·2 39·0 16·2			Grand Havn.Mich Utd.States	T.3Cy.18″,29″&48″–30″ 126NHP W.R.TriggCo.		
85940 161909	— Ⓟ		635 — 354					1902	W.R.Trigg Co.Richmond Va	Chesapeake&Ohio Rly.Co.	191·0 32·0 12·0			Newport News,Va. Utd.States	T.3Cy.17″,27″&43″–24″ NB10 91NHP W.R.TriggCo.		
85941 228015	**Virginia Lee** Ⓟ **TwinSc**	2 *Dks*	2158 1217 1189					1928	Bethlehem S.B.Corp Ld Quincy,Mass	New York,Philadelphia&Norfolk Railroad Co.	291·0 50·1 16·5			Cape Charles Utd.States	T8Cy(2)18″,(2)30″&(4)34″ –27″ 240NHP BethlehemS.B.Corp.Ld.		
85942 208 SVNB	**Virginia S.**(*ex*Pasubio,*ex*Penrhydd, *ex*Trojan, *ex*Inchborva)	*ssPir.2ndNo.3–8,30 ssSyr.No.1–34* 2 *Dks(Stl)* *& deep framing*	3885 3706 2428	✠100A1 8,37 ~~Sept.'36~~ ✠LMC	Lth	*x*	CL 8,35	1905 3mo	W.Pickersgill&Sons Sunderland *Lloyd's SA&CP*	Z.A.Samothrakis *Cell DBa122′ uE&B44′f*	392·0 47·4 23·5 375·0 47·5 25·7 P31′B208′F39′ FK 156′972t *DT*			Syra Greek 6 *BHCem*	T.3Cy.25″,42″&71′–48″ 180lb *150lb* NDB25 423NHP 2SB,*6rf*,GS122,HS5720 FD G.Clark,Ld.Sunderland a28 583t *FTT104t APT* 4st	28 ″ 6 s 4 ″ 2½ 24 ″ 6½	
85943 23C365 KGOJ	**Virginia Sinclair** Sub.Sig. *Mchy.Aft* *Longitudinal framing-bracketless system* D.F. E.S.D. GyC.	*ssMob.No.1–34* 1 *Dk(Stl)&Web frames* *Rudder electrically welded*	6151 5525 3796	✠100A1 10,38 ~~Mch.'37~~ ✠LMC MS8,51 ~~DBS3,37~~ ~~3,38~~ *Carrying Petroleum in bulk Fitted for oil fuel* 12,30	NOs	*a†*	CL 10,36 *F.P. above* 150° F.	1930 12mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. *Lloyd's SA&CP* *Cell DBu E&B70′172t*	Sinclair Nav.Co.	416·5 57·1 31·9 P91′B36′F35′ FK *DT f31′221t FPT2*			New York Utd.States 15 *BHpt Cem*	2 Steam Turbines D Rgeared to 1 Sc Shaft (*s*) 996NHP 3WTB(Spt) 400lb HS10116 FD DeLaval Steam Turbine Co. Trenton,N.J	32 ″ 0	
85944 93369 WAOV	**Virginian** (*ex*Maine) **TwinSc4Mst** D.F.	*ssN.Yk.2ndNo.3–7,28 ssSea.No.1–33* 3 *Dks(Stl)&Shelter dk(Stl)* *Fitted for oil fuel*	7935 7543 5028	✠ ... 1,35	Sea	*f†*		1903 7mo	Maryland Steel Co. Sparro'Pt Md A&CP	American-Hawaiian S.S.Co. *Cell DBa138′u*	492·0 58·3 31·9 FK&BK3′ *E&B80′f190′1524t*			New York Utd.States 8 *BHpt Asp*	T.6Cy.25″,42½″&72″–48″ 935NHP 2D&2SB *18cf* GS322 HS12702 MarylandStl.Co.Sparr'.Pt. 5t *APT67t*	35 ″ 6	R †

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Date expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of withdrawal.
85945	**Virgo** (*ex*Adriatico-36,*ex*Adriatic,		2959	✠100A1	Lkr	*u*	CL	1902	W.Gray&	RederiA/B Iris	335·6	47·0	22·5	Mariehmn	T.3Cy.24″,38″&64″–42″ (*s*)	24 ″ 10	
	*ex*Trumf, *ss*Gms.2ndNo.3–2,2*e*		7,38 8,37				11,35	2mo	Co.Ld.	(E.Erikson,*Mgr.*)	325·0			Finnish	160lb NDB17 *100lb* 257NH	s 4 ″ 3	
	*ex*Newlands) *ss*Bbo.No.3–1,31		1787	I.S.[illegible] ✠					WHartlepool		P27′B88′F30′ FK			5*BHCem*	2SB,*6cf*,GS98,HS3738	20 ″ 9½	
	*ss*Bbo.No.1–35			12,37				*Lloyd's SA&CP*		*CellDB*	*aft u* E130′*f* 136′732			*APT53t*	Cen.Mar.Eng.Wrks.WHpl		
	1 *Dk*(*Irn*)2*trB&deep framing*																
	Cargo battens not fitted 3*Dk rule*																
85946	—		1082	✠100A1	Hfs	*m*	CL	1906	Fevigs	FinskaÅngfAktieb	204·9	32·2	12·7	Helsingfrs	T.3Cy.17″,27″&47″–33″ (*r*)	22 ″ 0	
267			1028	*Awng dk*			7,35	5mo	Jernskibsbyg				19·8	Finnish	180lb 151NHP	s 5 ″ 4¾	
OHDG	*ss*Hfs.2ndNo.3–8,31		625	*withfreeboard*			7,38		Fevig				BK7½′	1*BHCem*	2SB,*4pf*,GS80,HS2520	17 ″ 5½	
	Wireless D.F. *ss*Hfs.No.1–35			7,38 6,37 ✠LMC				*Lloyd's SA&CP*		*WB = Cell*	*aft DB u E&B* 46′*f* 44			127*tAPT26t*	Richardsons,Westgarth& Co.Ld.Mdb		
	1 *Dk*(*Stl*)*&Awng dk*			MS6,35 BS6,37 7,3[illegible]													
85947	**Virtus** (*ex*Sissie,*ex* Aux3MstSr		377					1919	J.Smit&	B.&G.Apollonio	141·5	26·1	12·3	Trieste	Oil Engines 4S.C.SA		I
75	RaymondeNaval,*ex*Slotermeer, *Oil Eng.*		326						Zoon		133·4			Italian	2Cy.15¾″–17⅞″ 49NHP		
IVOI	*ex*Zwollerkarspel, 1 *Dk*		279						Foxhol		P26′Q12′				D.Goedkoop,Jr.Ams.		
	*ex*NavisI V.) *Mchy.Aft*																
	(*See Sailing Ship Register*)																
85948	**Virumaa** 4Mst		604					1922	Peter	TallinnaLaevau-	166·6	28·7	12·1	Tallinn	Oil Engines 4S.C.SA		G
546	*Oil Eng.*		483						Wharf	hisüsA.S.(The)				Estonian	6Cy.12¾″–16½″ 96NHP		
ESFO	1 *Dk*		325						Tallinn	TallinnShipping Co.Ld.					Gebr.Körting,Hannover		
85949	**Viru-õli** (*ex*Minisadam)		300					1915	Beckeri	EstonianGovern-	113·4	28·5	10·7	Tallinn	Oil Engines		
861	*Oil Eng.*		287						Lehas	ment				Estonian	2Cy.		
ESFP			157						Tallinn						J.&C.G.Bolinders, M.V.A/B,Skm.		
	Carrying Petroleum in bulk																
85950	**Vis** (*ex*Renteria-34)		1772					1921	Dunlop,	Brodarsko	260·4	41·2	18·5	Susak	T.3Cy.20½″,33″&56″–39″		N
	Fitted for oil fuel		—						Bremner&Co.	Akcionarsko	P28′B151′F25′			Yugoslav	182NHP		
YTFS	1 *Dk*		1017						Ld.	Drustvo "Oceania"				*WB*	Dunlop,Bremner&Co.Ld.		
									PortGlasgow								
85951	**Visby** Ⓟ		799					1924	Oskrshmns	Ång.A/B Gotland	171·2	30·5	13·7	Visby	T.3Cy.17⅜″,29″&48″–30″		V
7106			367						M.V.Aktieb.	(C.E.Ekman,				Swedish	126NHP		
SGZN	Wireless *CruiserStern* 2 *Dks*		461						Oskarshamn	*Mgr.*)				*WB*	OskarshamnsM.V.Aktieb.		
85952	**Viscol**		1163	✠100A1	Gib	*n*	OG	1916	Craig,Tay-	TheAdmiralty	210·0	34·7	16·5	London	T.3Cy.15″,25″&40″–27″ (*s*)	16 ″ 6	
139143			850	1,39 12,37			10,36	8mo	lor&Co.Ld.					British	180lb 82RHP	s 1 ″ 6½	
GXFF	*Mchy.Aft* *ss*Gib.No.3–8,28		595	3S4,37 ✠LMC10,36					Stockton		P45′F40′ FK			13*BHptCem*	2SB,*4cf*,HS2160 FD	15 ″ 0¾	
	*ss*Gib.No.2–36							*Lloyd's SA&CP*		*Middle line Bulkhd*				7*BHCem*	McKie&Baxter,Glasgow		
	1 *Dk*(*Stl*)*& Web frames*									*aft DB u E&B* 36′62*t*				32*tAPT25t*			
	Longitudinal framing			*Carrying Petroleum in bulk*						*Ce*	*DT f* 21′162*t FPT*						
				Fitted for oil fuel 8,16			*F.P. above*										
85953	**Vishera** (*ex*Badacsony-33,		2200					1919	GlobeS.B.	U.S.S.R.	251·0	43·5	22·2	Leningrad	T.3Cy.20″,33″&54″–40″	24 ″ 0	
	*ex*Attacca,*ex*Copalgrove)		1980						Co.		P25′B64′F23′			Russian	184NHP		
UOBX	Sub.Sig. 1 *Dk*		1284						Superior, Wis					*WB*	NationalIron Works,Duluth,Min.		
85954	**Visten** (*ex*Alsen,*ex*LottyGabriele,		993					1921	F.Schichau	O.F.Ahlmark&Co.	223·4	33·6	13·7	Karlstad	T.3Cy.15″,24½″&38⅜″–25½″		G
7735	*ex*MarthaHalm)		852						Elbing	Eftf.A/B	P14′B59′F29′			Swedish	75NHP		
SHJO	1 *Dk*		529											*WB*	F.Schichau,Elbing		
85955	**Vistula** TwinSc		8537					1920	Howaldts-	StandardOilCo.	498·8	64·1	31·7	Wilmgton	Oil Engines 2S.C.SA		R
232943	*Oil Eng.*		7892						werke	ofNewJersey	B45′			(Del.)	8Cy.25½″–51⅜″ 910NHP		
WCFR	*MchyAft* GyC. 2 *Dks*3*trB*		5237						Kiel					Utd.States	NE26		
	D.F. *Carrying Petroleum in bulk*														Fried.KruppGermania- werftA.G Kiel		
	Longitudinal framing																
85956	— Ⓟ		1337					1930	Akt.Bur-	DetForenede	243·3	35·8	11·6	Frdrkshvn	Oil Engines 4S.C.SA		V
	Oil Eng.		—						meistr&Wain	DampskibsSelsk.				Danish	6Cy.19¹¹⁄₁₆″–35⅞″ 225NHP		
OYJE	Wireless D.F. *CruiserStern* 2 *Dks*		806						Copenhagen					*WB*	Akt.Burmeistr&Wain,Cpn		
85957	—		1018					1919	DeHaan&	Rederi-A/BSylvia	214·0	34·8	13·1	Gothenbrg	T.3Cy.15¾″,25⅝&41⅜″–27⅞″		C
7557	(*ex*Bara,*ex*Netta,*ex*Markersdal)		799						Oerlemans	(Alb.Billner,*Mgr.*)	P12′Q51′B57′F25′			Swedish	90NHP		
SDHR	1 *Dk*		526						Heusden					*WB*	Burgerhout,Rotterdam		
85958	**Vita** Ⓟ TwinSc		4691	✠100A1	Bom	*y*	CL	1914	Swan,Hun-	BritishIndiaStm.	390·2	53·3	24·0	Glasgow	T.6Cy.20⅜″,35″&60⅜″–45″	26 ″ 6	
136321	*ss*Bom.No.2–38 *ss*Bom.No.3–7,30		3576	*Shade dk*			10,36	10mo	ter&Wigham	Nav.Co.Ld.				British	215lb (*s*) FD 987NHP	s 4 ″ 1½	
GRYT	*Ref.Mchy.* sellow.No.1–34		1955	9,35 8,37			8S,36		Richardson,	*WB = Cell*	F32′*on Shade dk* FK			6SB,*18cf*,GS388,HS16280		22 ″ 10½	
	2 *Dks*(*Stl U*-ws)*& Shade dk*(*Stl*-teak s)			BS[illegible] ✠LMC[illegible] 9,38 MS5,36					Ld.Newcastle						Swan,Hunter&Wigham Richardson,Ld.Nwc.		
								Lloyd's SA&CP		*DBo96′u E&B*	*BoS f* 142′763*t FPT*			55*tAPT41t*			
85959	**Vitegra** (*ex*Jersbek-35)		1398					1923	F.Schichau	U.S.S.R.	237·5	37·5	16·0	Leningrad	T.3Cy16¹⁵⁄₁₆″,27⅛″&42⅜″–27⅝″		G
			1155						Elbing		Q77′B97′F26′			Russian	95NHP		
UPIH	Sub.Sig. 1 *Dk*		783											*WB*	F.Schichau,Elbing		
85960	**Vito**		5181					1937	Götaver-	SkibsA/S"Vito"	425·0	56·8	21·6	Oslo	Oil Engines 2S.C.DA		N
	Oil Eng.		4503						kenA/B	(OlafDitlev-	F38′			Norwegian	8Cy.17½″–47½″ 856NHP		
LJIU	D.F. *CruiserStern* 1 *Dk*(*Shelter dk*)		3058						Gothenburg	Simonsen,Jr.*Mgr*)				*WB*	GotaverkenA/B,Got		
85961	**Vittoria Beraldo**		668			...		1907	Scott&	MatteoBeraldo	186·9	28·1	11·1	Genoa	Oil Engines 4S.C.SA	13 ″ 3	I
	1950 (*ex Steamer* PaolaeVirginia-37, *Oil Eng*		467						Sons		180·0			Italian	6Cy.12⅜″–17½″ 87NHP		†
Now "Nerino,"	1907 (*ex* Scoff-34). 93117 *Sunk*		392						Bowling		Q114′B13′F27′ FK			*WB*	NE37		
	Well deck *Mchy.Aft*														MtrnWerke MannheimA G		
85962	**Vittorio** (*ex*Thetis-32, 3Mst		659	✠ ...	Tri			1896	Mackie&	C.Midolo&Co.	179·3	27·0	10·9	Trieste	T.3Cy.17¼″,27¼″&43″–33″	13 ″ 0	
324	*ex*Countess) *ss*Trn.2ndNo.3–6,21		444	8,33				6mo	Thomson		178·0			Italian	NDB18 111NHP		
IVRC	*Mchy.Aft* *ss*Rou.No.2–29		278	✠					Glasgow		Q63′B63′F23′ FK			3*BHCem*	1SB,*3cf*,GS57,HS1730		
	Well deck 1 *Dk*(*Stl*)									*Cell DBf*	91′120*t FPT*			18*tAPT12t*	Muir& Houston,Ld.Gls.		
85963	**Vittorio Emmanuele III**		4855			...		1918	Seattle	G.E.Marden	380·0	53·2	27·0		T.3Cy.24″,40″&70″–48″	29 ″ 4	R
Now "Vitorlock,"	*see No. 90504 in Supplement*		3566						Const&DDCo		P40′B100′F41′				472NHP		†
	Sub.Sig. 2 *Dks*		3601						Seattle,Wsh.		FK			British	SeattleConst.&D.D.Co.		
														WB			
85964	**Vittorio Veneto** (*ex*WarJoy)		4595	✠100A1	Gen	*x*	CL	1918	Canadian	Soc.Anon.diNav.	391·4	49·3	26·9	Genoa	T.3Cy.27″,44½″&73″–48″ (*s*)	30 ″ 2	
906	*ss*Gen.No.3–7,31		3952	8,38 1,38 3,38 Rust			7,37	12mo	Vickers,Ld.	LaCamogliese				Italian	180lb 474NHP	s 5 ″ 11⅝	
ICNU	*ss*Gen.No.1–35		2776	12,38 ✠BAC8,35			8,38		Montreal		P43′B105′F41′ FK			3SB,*9cf*,GS174,HS6660 FD		24 ″ 6	
	D.F. 1 *Dk*(*Stl*)			10,38				*Lloyd's SA&CP*		*CellDB*	316′1367*t FPT*102*t*			*APT136t*	Canadian Vickers,Ld.Mtl.		
	Cargo battens not fitted																

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres ou cet. dans le Lt. Durd. Cert. Surv.
85965	**Vitus Bering** (*ex*Mazatec–38, *ex*Maya) *ss*Avn.No.2–37 2 *Dks* (*Stl-weather dk* teak s)	5383 4708 3085	✠100A1 *with freeboard* SFo 2,38 ~~2,38~~ 2,39	Avn	*z*	CL 3,36 2,39	1929 4mo	Barclay, Curle&Co.Ld. Glasgow	Dampskslsk. "Gloria" A/S. (P.A.Jensen, *Mgr.*)	388·8|53·2|31·2 P29'F40' FK	Copnhagn Danish	T.4Cy.30½",51"&(2)62"–48" 200lb (*s*) 947NHP 5SB.20*cf*,GS385HS15235 FD	33 " 6 s10 " 4 23 " 7½	
OYUV	*Ref.Mchy.* 3*rd & 4th dks* (*Stl*) *in holds*		BS~~2,34~~ 2,39	LMC3,37			*Lloyd's*	*A&CP Interm Cell DB333'*	*above* 150°F.	*hold dispensed with Coll BH to W dk 4 „ „ 2nd,.* 690*t APT36t*			*pt Cem* Barclay,Curle&Co.Ld.Gls.		
			Fitted for oil fuel 4,29			*F.P. n*									
85966	**Viva** *For full particulars see No. 90502 in Suppl*	3798	100A1 *with freeboard*				1938	Fredrkstad Mek Vrks A/S Fredrikstad	A/S Viva (C.H.Sörensen& Sönner, *Mgrs.*)	365·2|57·3|20·2	Arendal Norwegian	C.4Cy.(2)16¾"&(2)39½"– 36⅜"	23 " 6 s 1 " 4½ 22 " 3		
LJWJ	D.F. E.S.D.	2194	(*Class Contemplated*)												
	Cruiser Stern												Fredrikstad M.V.A/S Fredrikstad		
85967	**Vivi** **TwinSc** *Oil Eng.*	6546 5620					1932	A/S Akers Mek.Værks. Oslo	A/S Vestheim (Halfdan Ditlev-Simonsen&Co. *Mgrs.*)	407·4|56·2|32·4 P238*t*H55*t*F58*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅛"–39⅜" 544NHP			N
LCWN	*Mchy.Aft* *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk*	3853										A/S Akers Mek.Værks.Oslo			
85968	**Vizcaya** (*ex*Chusan)	1249 914					1890	Blohm& Voss Hamburg	Manila S.S.Co.Inc. (Elizalde&Co.Inc. *Mgrs.*)	217·0|29·6|17·5 H77'	Manila P.I. Utd. States *WB*	T.3Cy.15",24"&39"–33" 87NHP Blohm& Voss, Hamburg			
KZAT	Wireless 1 *Dk* & *Spar dk*	719													
85969	**Vizma** (*ex*Blairbeg,*ex*Moerdijk, *ex*Northcliffe) *ss*Kel.2ndNo.3–5,33	2875 2692	✠100A1 11,37	Rou	*u*	CL N4,37	1905 11mo	J.Blumer& Co. Sunderland	A.Friedenbergs& Partners (Chr. Jensen (Riga), *Mgr.*)	317·3|46·5|20·9 327·3 (O.L.)	Riga Latvian	T.3Cy.23",38"&62"–42" (*s*) 160lb 260NHP	23 " 3 s 3 " 6½		
YLCL	*ss*Rot.No.1–37 1 *Dk* (*pt Irn & pt Stl*) & *deep framing* & *Dk rule* *Cargo battens not fitted*	1788	~~BS6,32~~	LMC5,37			*Lloyd's*	*A&CP*		P30'B92'F30' FK		5 *BH Cem* 2SB,6*pf*,GS112,HS4068 J.Dickinson&Sons,Ld.Sld	20 " 0		
									Cell DBa110' uE22'f128'	674*t APT70t*					
85970	**Vladimir Rusanov** (*ex*Bonaventure,*ex*Vladimir Rousanov, *ex*Bonaventure) 1 *Dk* &	1383 943			...		1909	Napier& Miller,Ld. Glasgow	U.S.S.R.	238·7|35·9|16·9 P&B145'F26' FK	Archangel Russian *WB*	T.3Cy.22½",37"&61"–42" 350NHP D.Rowan&Co.Glasgow	19 " 0		
UNAC	*Well deck* Wireless *deep framing*	467													
85971	**Vliestroom** *ss*Ams.2ndNo.3–12,36	655 482 289	✠100A1 ~~11,36~~ ~~12,37~~ 1,39 BS~~11,37~~ 11,38	Ams	*i*	CL N12,36	1912 3mo	Van Vliet& Co. Hardinxveld A&CP	N.V.Hollandsche Stoomb.Maats.	173·2|28·2|12·5 Q89'B15'F24' FK *DBa31'32t FPT*	Amstrdam Dutch	T.3Cy.15",25"&40"–27" (*s*) 180lb *100lb* 104NHP	13 " 5 s 4 " 4½ 13 " 1½		
PIHK	*Well deck* 1 *Dk* (*Stl*) *Cargo battens not fitted*			LMC1,38					*WB*			1SB,3*pf*,GS54,HS1800 Earle's Co.Ld.Hull			
85972	**Voco** (*ex*Mobiloil–36)	5090	✠100A1	NYk	*y*	CL	1925	Greenock Dkyd.Co.Ld Greenock	Standard Transportation Co.Ltd.	394·3|53·3|28·6 P100'B39'F37' FK	London British	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP	28 " 9 s 4 " 11½		
148653	*ss*Rot.No.3–7,37	4623	~~B5,0~~ ~~4,38~~	BS3,39		1,37	8mo					15 *B Ipt Cem* 2 *Longl.BH*	24 " 0¼		
GLNF	1 *Dk* (*Stl*) 2*nd dk* (*Stl*) *in Nos.3,* *Mchy.Aft* 4,5 & 6 *tanks* & *Web frames*	2961	~~BS5,36~~	LMC1,38			*Lloyd's*	*A&CP*				3SB,9*cf*,HS7656 FD Rankin&Blackmore,Ld.			
D.F.	GyC. *Longitudinal framing*		*Carrying Petroleum in bulk* *Fitted for oil fuel* 8,25			*F.P. a*	*above*	150° F.	*Cell DBuE & B60'*	141*t DTf*48'770*t FT*		2 *Longl.BH* *T* 195*t APT* 90*t*	Greenock		
85973	**Vogesen** (*ex*Manchester Port) *ss*Kel.2ndNo.3–3,29	4240 3978 2676	✠100A1 *Spar dk* 12,36 ~~3,38~~ BS~~4,37~~ 7,38	Nag Rot CL MS7,37	*x*	~~6,37~~ ~~12,38~~ 12,38	1904 1mo	Furness, Withy&Co Ld W Hartlepool	H. Vogemann	359·7|47·9|27·8 P30'B92'F34' FK	Hamburg German	T.3Cy.26",42"&72"–48" (*s*) 180lb 400NHP	30 " 10		
DHYV	*ss*Ant.No.2–37 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *Web frames*						*Lloyd's*	*A&CP*		*Cell DBa118' uE* & *B42' f150'*		3SB,9*cf*,GS153,HS6340 Richardsons, Westgarth& 823*t APT36t* Co.Ld.Sld.			
85974	**Vogtland** (P) **TwinSc** *Oil Eng.*	6608 5880					1924	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·0|58·1|27·2	Hamburg German	5 Oil Engines 4S.C.SA 40Cy.13¾"–19⅛" 738NHP	45 " 1 s 13 " 2 32 " 5		G
DIFK	D.F. GyC. Sub.Sig. 3 *Dks*	3734									*WB*	& Electric Drive NE37 Fahrzeug-u Motorenw. G.m.b.H. vorm. Linke-Hofman, Breslau			
85975	**Voikov** (*ex*Browton,*ex*Hitteröy, *ex*L.O.Stensland, *ex*Arcotes, *ex*Manchester) 1 *Dk* (*Irn*) &	2052 1726 1246	✠ 4,25	Cff	*r*	CL	1890 8mo	W.Gray& Co.Ld. W Hartlepool	U.S.S.R.	275·0|37·2|20·0 P27'Q86'B106'F28' BK9½" *DBa88'f102'477t*	Odessa Russian *WB*	T.3Cy.21½",34"&57"–39" 207NHP 2SB,6*rf*,GS82,HS3180 Cen.Mar.Eng.Wrks.W Hpl	21 " 10		
UNHW	*ss*Bbo.2ndNo.3–9,15 *ss*Shl.No.2–25														
	Well deck *Web frames*														
85976	**Vojvoda Putnik** (*ex*Blossom Heath,*ex*Kerry Range) *ss*Rot.No 3–2,29 *ss*Rot.No2.–37 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) 3*rB* *Cargo battens not fitted in Shelter 'tween dks*	5876 4329 3737	✠100A1 *Shelter dk* *with freeboard* 1,39 ~~1,38~~ MS3,37	Rot Ant LMC BS~~7,37~~ 9,38	*z*	CL ~~1,37~~ 1,39	1916 2mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's*	Jugoslavenski Lloyd a.d.	400·0|52·0|35·4 F36' *on Shelter dk* FK *Cell DBa140' uE* 28'*f*171' 1143*t FPT*	Split Yugoslav 6 *BH Cem* 62*t APT115t*	T.3Cy.26",43"&73"–48" (*s*) 180lb 535NHP 3SB,9*cf*,GS180,HS8050 FD Richardsons, Westgarth& Co.Ld.Sld.	38 " 0 s 9 - 9¼ 28 " 5		
85977	**Volendam** (P) **TwinSc** *ss*Rot.No.3–11,31 *ss*Rot.No.1–36 2 *Dks* (*Stl*) & *Awng dk* (*Stl–ptws*) & *Shade dk* (*Stl*) 3*rd dk* (*Stl*)	15434 12156 9197	✠100A1 *Awng dk* *with freeboard* ~~6,39~~ ~~10,38~~ MS1,36	Rot Ant LMC BS~~7,37~~ 6,38	*j†*	CL 5,37	1922 10mo	Harland& Wolff,Ld. Glasgow *Lloyd's*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	550·2|67·3|32·6 FK *Cell DB465'* 2254*t Tanks at sides*	Rottrdam Dutch *pt Cem* 9 *BIlto Awdk* *of tunnels* 8"	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 215lb HS27774 1913NHP 9 Water Tube Boilers FD Harland& Wolff,Ld.Belfast 140*t FPT*190*t APT*245*t*	45 " 1 s 13 " 2 32 " 5		
D.F.	Sub.Sig. *Cruiser Stern*														
			Fitted for oil fuel 10,2			2 *F.P.*	*above*	150° F.							
85978	**Volga** *Oil Eng.*	3113 2705					1931	States S.B. Yd. "Marti" Leningrad	U.S.S.R.	326·2|48·6|22·6 P21'B90'F29'	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"–39⅜" 587NHP M.A.N.Augsburg			
UOVW	*Ref.Mchy.* 2 *Dks*	1778													
85979	**Volgo-Don** **TwinSc**	956 —					1917	Naval Wks. Nicolaieff	U.S.S.R.	230·3|34·0|12·1 F25'	Rost'v/Don Russian	T.6Cy.11",19⅝"&29½"–15½" NB26 68NHP			
	1 *Dk*	414					*Completed* 1929 *at*	Odessa				,Nicolaieff			
85980	**Volgoles** *Oil Eng.*	3946 3527					1932	States S.B. Yd. "Marti" Leningrad	U.S.S.R.	347·6|51·6|24·9 P29'B53'F30'	Odessa Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"–47½" 497NHP Russian Diesel Works, Len.			
UNLD	1 *Dk*	2196													
85981	**Volharding** **Iron&Steel Sp** (*ex*Athelrill–33, *ex*Hopper No.46, *ex*No.46) 1 *Dk* (*Stl*)	393 379 165	— 3,31	Dem			1895	Executors of the late T.A.Walker Sudbrook	deBruin	160·0|26·0|10·6 B18' FK	Paramribo Dutch 6 *BH*	C.2Cy.18"&36"–22" 51NHP 1SB,2*pf*.GS40,HS1100 Plenty&Son,Newbury	11 " 6		
	Mchy.Aft *Carrying Molasses in bulk*														
85982	**Volkhov** (*ex*Immo–32)	2290 2021					1923	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	296·3|42·9|19·6 P&B243'F36'	Leningrad Russian *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft Frd.Krupp,A.G.Kiel			
UOBQ	Sub Sig. 1 *Dk*	1315													

1 Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now applied. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of P. of Trade Cert.
85983 UOVF	**Volkhovstroi** (*ex*Galesburg)	2 *Dks*	4943 / 4286 / 2982			...		1918	Standard S.B.Corp. Shooter's Island,N.Y.	U.S.S.R.	377·0 P25′	52·0 B106′	26·8 F34′ FK	Vladvostk Russian *WB*	T.3Cy.24″,40″&70″–48″ 478NHP Standard S.B.Corp.	29 ″ 0	
85984 5055 SFON	**Vollrath Tham** (*ex Steamer*) D.F. *Mchy.Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern*	5787 / 5283 / 2630					1909	Hawthorn, Leslie&Co.Ld Newcastle	Trafikaktiebolaget Grängesberg Oxelösund(M.Waldenström, *Mgr.*)	387·1 P86′	56·5 H155′	30·9 F46′	Stockholm Swedish	Oil Engines 4S.C.SA 6Cy.29½″–59$\frac{1}{16}$″ 489NHP *Emaded fitted* 25 A/B Götaverken,Got.		C
85985 165701 GFFK	**Volo** Wireless D.F. 1 *Dk* & *Shelter dk* *Strengthened for navigation in ice* *Cruiser Stern*		1587 / 1220 / 768	✠100A1 *with freeboard* Lo~~10,38~~ 4,38 ✠LMC1	Nwc	*s*	CL	1938 4mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's SA&CP*	Ellerman's Wilson Line,Ld. *Cell D B236′ 363t*	283·9 295·2(O.L.) *FPT 14t A P T 37t*	40·2 FK	15·8 5 *BH* *pt Cem pt Asp* *Coll to Sh dk* 4 „ 2*nd* „)	Hull British	T.3Cy.19½″,33″&54″–36″& LP turbine with DR gearing & hydraulic coupling 2101b (*s*) FD 335NHP 2SB(Spt),*6cf*,GS115,HS4043 Swan,Hunter&Wigham Richardson,Ld.Nwc.	17 ″ 6 s ″ 8 17 ″ 0	
85986 UOAY	**Volodarsky** Sub.Sig.	1 *Dk*	2336 / 2023 / 1282			...		1929	Baltic S.B. &Eng.Wks Leningrad	U.S.S.R.	284·8 P18′	45·1 B71′	20·5 F32′ FK	Leningrad Russian *WB*	T.3Cy.17$\frac{11}{16}$″,29$\frac{3}{8}$″&48$\frac{7}{16}$″–35$\frac{7}{16}$″ 193NHP Baltic S.B.&Eng.Works	22 ″ 7	
85987 UNJS	**Vologda** (P) Wireless *Cruiser Stern* 2 *Dks*		1480 / 1202 / 785					1930	Klawitter werft GmbH. Danzig	U.S.S.R.	228·3 B88′	34·9 F24′	18·2	Archangel Russian *WB*	C.4Cy.(2)16½″&(2)35$\frac{7}{16}$″–35$\frac{7}{16}$″ 124NHP A.Borsig,Berlin-Tegel		
85988 239 ICNX	**Volpi** *Oil Eng.* *ss* Tri.No.1–35 D.F. 2 *Dks*(*Stl*) 3*rd dk*(*Stl*) *in No.1 hold*		5292 / — / 3061	✠100A1 *with freeboard* ~~7,38~~ 12,97 4,39 LMC GS10,3 ~~DBS 11,82~~ 2,36 *Fitted for carrying oil* 8,31 *F.*	Tri	*a*†	~~3,37~~ 4,39	1931 8mo	Cantieri Riuniti Dell' Adriatico Monfalcone *Lloyd's SA&CP* *P. above* 150° F.	Lloyd Triestino Soc.Anon.di Nav. *Cell D B340′* *in dep tank*	440·6 423·1 F35′ 1159*t* 1155*t*	56·2 22·5 FK *D T a 41′* *F P T 33t A P T 107t*	33·3 8 *BH* *Coll to W dk* 7 „ 2*nd* „)	Venice Italian	Oil Engines 2S.C.SA 8Cy.29½″–49.$\frac{3}{16}$″ 1219NHP DB *100lb* Soc An "Fiat" S.G.M. Turin	27 ″ 2 s 3 ″ 1½ 24 ″ 2½	
85989 124318 GQJC	**Volsella** (*ex*Veraston) *ss* Sng.2nd No.3–3,29 *ss* H.Kg.No.2–37 1 *Dk*(*Irn*) & *deep framing* *Cargo battens not fitted*		2103 / 1697 / 1260	✠100A1 3,39 ~~4,98~~ LMC 9.37 ~~DS3,39~~ *Fitted for oil fuel* 9,20 *F.P. a*	Sng	*r*	4,38	1906 10mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's SA&CP* *above* 150° F.	Anglo-Saxon Petroleum Co.Ld. *Cell D B a&u E 104′ f 122′*	281·0 291·5(O.L.) P21′ B74′ F30′ 530*t*	40·0 FK *A P T 30t*	18·2 4 *BH Cem* 649*t*	London British	T.3Cy.20″,31½″&53″–36″ (*s*) 160lb 167NHP 2SB,*4pf*,GS65,HS2495 Cen.Mar.Eng.Wrks.W Hpl	20 ″ 7 s 2 ″ 9½ 17 ″ 11½	
85990 147238 GFND	**Voltaire** (P) Twin Sc *Fitted for oil fuel* *Ref.Mchy.* 4 *Dks* D.F. Sub.Sig. *Cruiser Stern*		13245 / 10485 / 7925					1923	Workman, Clark&Co.Ld Belfast	Lamport&Holt Line,Ld.	510·5 B249′	64·3 F58′	39·3	Liverpool British *WB*	Q.8Cy.26½″,37″,53″&74″–54″ 806NHP Wrkman,Clark&Co.Ld.Bel		C BT till 3,39
85991 135597 GSLM	**Volturno** (*ex*Bosforo,*ex*Falernian) *ss* Msl.No.3–4,28 *ss* Bkn.No.2–36 1 *Dk*(*Stl*) & 2*nd dk*(*Stl*) *in Nos.1 & 2 holds* *Well deck* *Cruiser Stern*		3424 / 2349 / 2101 / 2164	✠100A1 ~~2,38~~ 1,38 LMC MS8.36 ~~BS8,37~~ 5,36	Liv	*u*	CL ~~1,86~~ 11,38	1914 7mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd's SA&CP*	Ellerman Lines Ld. (Ellerman&Papayanni Lines,Ld. *Mgrs.*) *Cell D b*	318·0 P&B205′ a98′	42·4 F40′ FK *u E & B53′ f 130′*	21·6 6 *BH Cem* 649*t*	London British	T3Cy20½″,35½″&60″–42″ (*s*) 215lb FD 215NHP 3SB,*6cf*,GS115,HS4896 Richardsons,Westgarth& Co.Ld.Mdb.	26 ″ 9 s 3 ″ 4 23 ″ 7½	
85992 216762 WFAO	**Volunteer** *Fitted for oil fuel* Sub.Sig. 2 *Dks* & *Shelter dk* & *Web frames* *Longitudinal framing*		7717 / 7598 / 5839			...		1918	Bethlehem S.B.Corp.Ld Alameda,Cal.	~~Lykes Bros.~~ ~~Ripley S.S.Co.Inc.~~ Lykes Bros.Steamship Co.,Inc.	410·0	56·0	29·0 38·0 FK	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 562NHP General Electric Co. Schenectady,N.Y.	41 ″ 0	R †
85993 219846 KUMV	**Volusia** (*ex*Lake Glaucus) *Fitted for oil fuel* Sub.Sig. D.F. 3 *Dks*		2686 / — / 1665					1920	Globe S.B.Co. Superior,Wis	Merchnts&Miners Transptn.Co.	255·4 P29′ B64′	43·8 F23′	26·9	Baltimore Utd.States *WB*	T.3Cy.20″,35″&54″–40″ 184NHP Nordby Mfg.Co.Milwaukee		R
85994 OHCU	**Von Döbeln** (P) Iron 1 *Dk*		666 / 377 / 414					1876	W.Lindbergs Aktieb Stockholm	Finska Ångf. Aktieb.	177·2	26·0	12·3	Helsingfrs Finnish	C.2Cy.16$\frac{1}{2}$″&28$\frac{1}{2}$″–20$\frac{1}{2}$″ 30NHP *Cmp*88 Bergsunds M V.Skm		
85995	**Voo Yang** (*ex*TingOu,*ex*YinTung, *ex*Owego) *Mchy.Aft* 2 *Dks*		3047 / — / 1917					1888	Union Dry Dock Co. Buffalo,N.Y.	Chi Ping S.S.Co.Ld.	325·7 B77′	41·2 F31′	14·6	Shanghai Chinese *WB*	T.3Cy.24″,38″&63″ NB12 289NHP Quintard Iron Works,N.Y.		
85996 164049 GYJC	**Voreda** *Mchy.Aft* 2 *Dks* D.F. *Longitudinal framing*		7216 / 6600 / 4373	✠100A1 1,39 ~~12,07~~ LMC 3.~~5~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,35	Rot		CL 12,37	1935 3mo	Greenock Dockyard Co.Ld. Greenock *Lloyd's SA&CP* *above* 150° F. *Cell D*	Voreda Steamship Co.Ld.(Gow,Harrison&Co. *Mgrs.*) *Bu Ea y B88′ 209t D*	447·7 P131′ B39′ *T f 20′ 273t*	59·5 F51′ FK *A P T 255t*	32·2 17 *B II pt Cem* *pt Asp* (11 *to U dk* 6 „ 2*nd* „)	Glasgow British	T.3Cy.25″,43½″&74″–48″ (*s*) 220lb 681NHP 3SB,*12cf*,GS236,HS10596FD J.G.Kincaid&Co.Ld.Grk.	32 ″ 0	
85997 LFHH	**Voringen** (P) Iron&Steel 1 *Dk*		510 / 477 / 296					1891	Laxevaags skibsbyggeri Bergen	Hardanger Sunnhordlandske Dampskibsselskap	166·4 P122*t*	23·6 H19*t*	12·0 F40*t*	Bergen Norwegian	T.3Cy.15½″,25″&41″–27″ NB09 87NHP G.Clark,Sunderland		
85998 UNJU	**Voronej** (P) Wireless 2 *Dks* *Cruiser Stern*		1420 / 1142 / 742					1930	Cant. Riuniti dell' Adriatico Monfalcone	U.S.S.R.	234·3 B85′	35·0 F25′	18·3	Archangel Russian *WB*	C.4Cy.(2)14$\frac{7}{16}$″&(2)31½″–31½″ 93NHP Stabilimento Tecnico,Tri.		
85999 UOXS	**Voroshilov** (*ex*Brazilian Prince–33,*ex*Tramore) Sub.Sig. 1 *Dk*(*Stl*) 2*nd dk*(*Stl*) *in forward holds* *Well deck* *Cruiser Stern*	Twin Sc *Oil Eng.* *ss* Hpl.No.2–33	3908 / 3298 / 2041	✠ 2,33 ✠	Hpl	*x*		1924 3mo	Furness, S.B.Co.Ld. Haverton Hill-on-Tees *Cell D*	U.S.S.R. *Duct B270′ 1164t D T a be*	364·0 P&B225′ *keel amidships* 140′ *tween tunnels* 39′ 88*t*	52·2 F88′ FK	24·1 6 *B H pt Asp* *D T f 29′ 590t*	Odessa Russian	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$″–38$\frac{3}{8}$″ 695NHP Richardsons,Westgarth& *F P T 80t A P T 67t* Co.Ld	26 ″ 11	
86000 DOPD	**Vorwärts** (P) (*Tender*) Wireless 1 *Dk*	Twin Sc	726 / 547 / 304					1906	Bremer Vulkan Vegesack	Leth&Co.	206·0 B44′	41·3 H—	12·1	Bremen German *WB*	T6Cy.13$\frac{3}{8}$″,21$\frac{5}{8}$″&35$\frac{7}{16}$″–19$\frac{11}{16}$″ 112NHP Bremer Vulkan,Vegesack		G
86001 UNGQ	**Vostok** (*ex*Loos,*ex*Darwin) 1 *Dk deep framing* & *Web frames*		2787 / 2623 / 1797			...		1901	J.Blumer& Co. Sunderland	U.S.S.R.	319·6 P28′	46·1 B91′	21·2 F31′ FK	Odessa Russian *WB*	T.3Cy.23″,38″&62″–42″ DB *made* 14 262NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 9	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel: Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. R. of Trade.
86002	**Vranjic** (*ex* Waypark–32, *ex* Brixton)		1541	✠100A1	Spt	*p*	CL	1918	Dublin	I.L.Bulic	240·3	36·3	18·4	Vranjic	T.3Cy.18″,30″&50″–33″ (*s*)	20 ″ 6	
	ss Hul. No.3–12,30		1284	3,38			~~11,35~~	11mo	Dkyd.Co.Ld.					Yugoslav	180lb 197NHP	s 2 ″ 5	
YTPE	*ss* Spt. No.1–35		837	BS3.38	✠LMC2,38		3,39		Dublin		Q94′B52′F23′		FK	4 *BHCem*	2SB,*6cf*,GS97,HS2886 FD	18 ″ 3	
	Well deck	1 *Dk*(*Stl*)						*Lloyd's* *SA&CP*		*Cell DB* 171′310*t*	*DTa* 29′ 131*t* *FPT*			80*t* *APT* 38*t*	J.G.Kincaid&Co.Ld.Grk.		
	Cargo battens not fitted																
86003	**Vredenburg**		6419					1921	Flensburgr Schiffsb.Ges Flensburg	N.V.Scheepv.& Transp.Mij. "Atlantica"(Halcyon-LijnN.V. *Mgrs.*)	453·9	59·9	27·7	Rottrdam	T.3Cy.28¾″,46½″&76″–48″		G
			5835								H59′&21′			Dutch	400NHP		
PIKD	D.F.	2 *Dks*	3517												FlensburgerSchiffsb.Ges.		
86004	**Vsevolod Sibirtsev** (*ex* Kangean)		6687	✠ ——	Osa	*a*†		1912	Nthmblnd S.B.Co.Ld. Newcastle	U.S.S.R.	431·3	55·5	26·9 / 34·7	Vladvostk Russian	T.3Cy27½″,46½″&80″–54″	37 ″ 3	
	ss Ams. No.3–3,24		5006	12,32				4mo							nrs10450 719NHP		
UOIC	*ss* Ams. No.1–28		4048	✠						*Cell DBa* 110′*u* *E&B* 91			FK	8 *BHCem*	2DB&2AuxSB,*18cf*,GS255		
	2 *Dks*(*Stl*) & *Shelter dk*(*Stl*–teaks)										*f* 170′ 1225*t* *DTa* 24′			975*t* *FPT* 60*t*	N.E.MarineEng CoLdNwc		
86005	**Vtoraya Pyatiletka** (*ex* Lesbel)	*Oil Eng.*	3374					1933	Severney S.B.Yard Leningrad	U.S.S.R.	347·6	51·6	24·9	Odessa Russian	Oil Engines 2S.C.SA		
			3527								P29′B53′F30′			*WB*	4Cy.26¾″–47$\frac{2}{16}$″ 497NHP		
UOYH		1 *Dk*	2256												Russian Diesel Wks.Len.		
86006	**Vtoroi Krabolov** (*ex* Tangistan, *ex* Benclcuch)		4159			...		1901	Ramage& Ferguson,Ld. Leith	U.S.S.R.	384·2	46·2	26·1	Vladvostk Russian	T.3Cy.25$\frac{7}{16}$″,41″&67″–45″	28 ″ 9	
			3601								P43′B100′F44′		FK		324NHP		
UOEM		2 *Dks*	2679											*WB*	Ramage&Fergusn,Ld.Lth.		
86007	**Vulcain**		4362			...		1911	Atel.&Ch. deFrance Dunkirk	LesCargosAlgériensSoc.Anon.	361·9	48·8	25·0	Rouen French	T.3Cy.24″,40″&66″–45′	27 ″ 10	V
			3648								P39′B122′F43′		FK		383NHP		†
FODJ	D.F.	1 *Dk* & 2nd *dk in holds only*	2724											*WB*	Atel.&Ch.deFrance,Dnk.		
86008	**Vulcan**		594					1904	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	179·8	27·2	11·9	Bremen German	T.3Cy.13″,20$\frac{7}{16}$″&33$\frac{1}{16}$″–21$\frac{5}{8}$″		G
			463								Q58′B43′F22′				51NHP		
DOLA		1 *Dk*	347											*WB*	A.G."Weser,"Bremen		
86009	**Vulcania** Ⓟ	TwinSc	24469	✠100A1	Tri		CL	1928	Cant.Nav. Triestino Monfalcone	"Italia" Soc.Anon. di Nav.	631·4	79·8	24·4	Trieste Italian	Oil Engines 2S.C.DA	46 ″ 6	
288		*Oil Eng.*	15352	*with freeboard*	BS7,38		4,38	12mo			601·2		42·6 / FK		20Cy 29½″–49$\frac{3}{16}$″ 6074NHP	s17 ″ 11	
ICOF		*ss* Tri. No.3–12,35	14697	3,39 ~~4,80~~	~~L~~MC12,35						B356′		(*Coll to Sh dk*	10 *BHptCem*	2DB&2NDB(*waste heat*)35 *100lb*	29 ″ 0½	
		4 *Dks*(*Stl*) & *Shade dk*(*Stl*–ws)		~~NE12,35~~	~~DBS 4,35~~			*Lloyd's* *SA&CP*		*Duct keel*	*fwd. of mchy. space*		7 ,, *U* ,,	7 ,, *U* ,,	Soc.An"Fiat"S.G.M.Turin		
	Ref. Mchy.	*bth dk*(*Stl*) *in No. 1 hold*		~~Lloyd's~~	~~RMC 4,38~~								2 ,, 2*nd* ,,	2 ,, 2*nd* ,,			
	Sub.Sig.	*Topsides—special*			1,39					*Cell DB* 493′2135*t*	*tanks in way of tunn*		els 581*t* *DTf*	els 581*t* *DTf*	25′206*t* *FPT* 161*t* *APT* 161*t*		
	D.F. GyC.	*quality steel*															
86010	**Vulcanus**		1819					1907	Nederl. Schps.Maats Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	286·7	40·2	18·6	Amstrdam Dutch	T.3Cy.20⅞″,32⅜″&55″–35⅜″		V
			1639								P17′B127′F35′			180NHP			
PIKU		2 *Dks*	1128											*WB*	NedFb.v.Wrk&Spoor,Ams		
86011	**Vulkan**	3 Mst	989					1927	Union Giesserei Königsberg	ErnstKomrowski Reed.	217·7	33·9	11·9	Hamburg German	Oil Engines 4S.C.SA		G
		Oil Eng.	739								Q74′B54′F24′				6Cy.18$\frac{1}{16}$″–29$\frac{1}{16}$″ 190NHP		
DIFM			514											*WB*	Motorenfb."Deutz"A.G. Köln-Deutz		
86012	**Vyatka** Ⓟ		1420					1930	Cant. Riuniti dell' Adriatico Monfalcone	U.S.S.R.	234·2	35·0	18·3	Archangel Russian	C.4Cy.(2)14$\frac{1}{16}$″&(2)31½″–31½″		
			1142								B86′F25′				93NHP		
UNJT	Wireless	*CruiserStern* 2 *Dks*	742											*WB*	StabilimentoTecnico,Tri.		
86013	**Vyner Brooke**	TwinSc	1670	✠100A1	Sng	*q*	CL	1928	Ramage& Ferguson,Ld. Leith	SarawakS.S.Co. Ld.	240·7	41·3	16·1	Kuching Sarawak	T.6Cy.16″,27″&44″–30″ (*s*)	17 ″ 7	
	ss Sng. No.2–36		1133	~~6,38~~ 6,35	~~12,38~~		~~5,35~~ 6,38	2mo			P48′B76′F58′		FK	6 *BHCem*	180lb *100lb* 297NHP	s1 ″ 8¾	
VSBJ		1 *Dk*(*Stl*–teaks)	713	~~BS4,37~~ 5,38	~~LMC4,37~~			*Lloyd's* *SA&CP*		*Cell DBu E* 19′ 44*t* *FPT*				71*t* *APT* 70*t*	2SB,*6cf*,GS121,HS4390 FD	16 ″ 2¾	
				Fitted for oil fuel			*F.P. a*	*above* 150° F.							Ramage&Fergusn,Ld.Lth.		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Explanation Letter	7a Date when tail shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register in which classed if not in L.R. Letter of Alteration
86014 / 159439 / VPJD	**W. B. Walker** D.F. GyC. *Oil Eng* / *Mchy.Aft Cruiser Stern 2 Dks* / *Longitudinal framing–bracketless system* / *Rudder electrically welded*	10468 / 9621 / 6127	✠100A1 SFo *f*† / [illegible] / *Carrying Petroleum in bulk*			CL 6,38	1935 6mo	Frd.Krupp Germaniawft A.G. Kiel	OrientalTankers, Ld. / *Lloyd's 1A*✠*CP*	490·2 / P107′B34′F51′ FK / *CellDBu E85,184t DTf30,990t FPT323t APTs240t*	68·2	37·0	HongKong British / 16 *BH* (12 *to U dk* 4 „ *2nd* „)	Oil Engines 2S.C.SA 8Cy.25⅝″–49½″ 912NHP 3DB *200lb* / Fr.KruppGermaniawftAG Kiel	37 ″ 0 / s 7 ″ 3¼ / 30 ″ 0	
86015 / 215152 / WPCG	**W. C. Fairbanks** (*ex* Harold Walker-35) / *ss* N.Os.No.3–1,29 / *Mchy.Aft* *ss* Mob.No.2–36 / D.F. 2 *Dks*(*Stl*)*&Web frames* / *Longitudinal framing*	6353 / 6056 / 3925	✠100A1 Gal *b*† / 3,39 ~~2,38~~ Mob / BS ~~3,39~~ LMC10, / *Carrying Petroleum in bulk* / *Fitted for oil fuel* 6,17			CL ~~10,36~~ 8,39 F.P. *above*	1917 6mo	W Cramp& SonsS&EBCo Philadelphia / *CellDB61′ 235t DTf45 629t*	PureOilCo.	430·0 / P103′B36′F49′ FK / *FPT246t APT49t*	58·2	33·3	Baltimore Utd. States / 15 *BHptCem* (8 *to U dk* 7 „ *2nd* „)	T.3Cy.27″,45½″&76″–51″ (*r*) 190lb 565NHP 3SB,*9cf*,GS185,HS8095 FD / WCramp&SnsS&EBC.Phl	33 ″ 4 / s 6 ″ 7½ / 26 ″ 11½	
86016 / Sub.Sig. / DDRW	**W. C. Frohne** / *Well deck* 1 *Dk*	373 / 266 / 189					1906	Stettiner Oderwerke Stettin	Flensburg-StettinerDampfschifffahrtGes. / *WB*	144·5 / Q56′B18′F16	22·8	11·1	Flensburg German	T.3Cy.11″,18″&28″–20″ 35NHP / StettinerOderwerke		G
86017 / 205012	**W. C. Richardson** (*ex* Wainwright) / *Mchy.Aft* 1 *Dk*	4937 / — / 3714					1908	Detroit S.B.Co. Detroit, Mich.	ColumbiaTransportationCo. (John T.Kelly, *Mgr.*) / *WB*	420·0	52·2	29·0	Wilmgton (Del.) Utd. States	T.3Cy.22″,35″&58″–42″ 218NHP / DetroitS.B.Co.DetroitMch		R
86018 / 215284 / WSCB	**W.C.Teagle** Twin Sc 3 Mst / *ss* N.Yk.No.3–9,28 / *ss* N.Yk.No.2–37 ~~*Col No.1–24*~~ / 2 *Dks*(*Stl*)*&Shelter dk*(*Stl*) / *Mchy.Aft* *&Web frames* / *Longitudinal framing* / D.F. GyC.	9552 / 7844 / 5920	✠100A1 NYk *f*† / *Shelter dk* / *with freeboard* / [illegible] / *Carrying Petroleum in bulk* / *Fitted for oil fuel* 7,17			CL ~~9,38~~ 8,37 F.P. *above*	1917 7mo	Bethlehem SteelCo. Sparro'PtMd	StandardOilCo. of NewJersey / *CellDBa17′uE&B DTf54′745t*	499·1 / 68′275t / *FPT244t APT108t*	68·2	35·9	Wilmgton (Del.) Utd. States / 19 *BHptCem* (15 *to U dk* 4 „ *2nd* „)	T.6Cy.20½″,35″&60″–42″ (*s*) 200lb 652NHP 3SB,*12cf*,GS220,HS9228 FD / BethlehemStl.Co.Sparr'Pt	38 ″ 3 / s 10·0½ / 28 ″ 6	
86019 / 221648 / WICU	**W. D. Anderson** (*ex* Tamiahua–36) / *Fitted for oil fuel* / 2 *Dks*&*Shelter dk* / *Mchy.Aft* *Carrying Petroleum in bulk* / GyC. *Longitudinal framing*	10227 / — / 6552					1921	Moore S.B. Co. Oakland, Cal.	AtlanticRefining Co. / *WB*	500·0	71·2	31·2	Phildlphia Utd. States	Q.4Cy27½″,40″,59″&86″–54″ 544NHP / Hooven,Owens,RentschlerCo.Hamilton,O.		R
86020 / 96635 / KDXS	**W. D. Calverley, Jr.** (*ex* Harold B.Nye) D.F. GyC. *Mchy.Aft* 1 *Dk2trB*	3851 / — / 2735					1902	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*) / *WB*	380·0	50·0	28·0	Wilmgton (Del.) Utd. States	T.3Cy.22″,35″&58″–40″ 213NHP / AmericanSB.Co.Cleveland		R
86021 / 81535	**W. D. Rees** / GyC. *Mchy.Aft* 1 *Dk2trB*	3760 / — / 2992					1896	Cleveland S.B.Co. Cleveland	CargoCarriers,Inc / *WB*	396·4	45·0	23·5	Wilmgton (Del.) Utd. States	T.3Cy.23″,38″&63″–40″ NB01 251NHP / Cleveland SB.Co.Clevelnd		R
86022 / 203561 / WSBV	**W. E. Fitzgerald** (*Self-Unloader*) / *Mchy.Aft* D.F. 1 *Dk*	4940 / — / 3701					1906	Detroit S.B.Co. Wyandotte	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*) / *WB*	420·0	52·2	29·0	Wilmgton (Del.) Utd. States	T.3Cy.22″,35″&58″–42″ 218NHP / DetroitS.B.Co.Detroit		
86023 / 219834 / KUMN	**W. E. Hutton** (*ex* Portola Plumas) / *Fitted for oil fuel* / 2 *Dks* / *Mchy.Aft* *Carrying Petroleum in bulk* / D.F. *Longitudinal framing*	7076 / — / 4359					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal	PureOilCo. / *WB*	435·0 / P123′B50′F33′	56·0	32·0	Baltimore Utd. States	T.3Cy.27″,47″&78″–48″ 422NHP / BethlehemS.B.Corp.Ld. S.Fo.		R
86024 / 203555	**W. E. Ogilvie** / *ss* Hna.No.1–38 / *ss* Hna.No.3–8,34 / *Mchy.Aft* 1 *Dk*(*Stl*)*&Web frames* / *Longitudinal framing*	1336 / 995 / 785	✠100A1 Hna *o* / 8,35 ~~L.38~~ 8,36 / [illegible] YkLMC8 / *Self-propelled Barge* / *Carrying Petroleum in bulk* / *Fitted for oil fuel* 8,21			9,36 CL N7,38 F.P. *above*	1921 3mo	ToddShip-yardsCorp Brooklyn NY	SinclairCubaNav. Co. / *CellDB15′28t*	210·0 / P51′F41′ FK / *FPT41t APT28t*	43·8	13·7	Havana Cuban / 9 *BHptCem*	T.3Cy.16″,25″&42″–30″ (*r*) 180lb 156NHP 2SB,*4cf*,HS2476 FD / ToddShipyardsCorp.N.Y.	14 ″ 0	
86025 / 219600 / KUCQ	**W. F. Burdell** (*ex* City of Alameda) / *Fitted for oil fuel* / 2 *Dks* / *Mchy.Aft* *Carrying oil in bulk* / *Longitudinal framing*	7044 / — / 4351					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal	PureOilCo. / *WB*	435·0 / P123′B50′F33′	56·0	32·0	Baltimore Utd. States	T.3Cy.27″,47″&78″–48″ 421NHP / BethlehemS.B.Corp.Ld. S.Fo.		R
86026 / 213555 / WBDM	**W. F. White** *Mchy.Aft* (*Self-Unloader*) / D.F. GyC. 1 *Dk*	7180 / — / 5548					1915	American S.B.Co. Lorain,Ohio	Bradley Transptn.Co. / *WB*	530·0 / F52′	60·0	32·0	Fairport,O Utd. States	T.3Cy.25½″,41″&67″–42″ 291NHP / AmericanS.B.Co Lorain,O.		R
86027 / 203342 / KFJT	**W. G. Pollock** *Mchy.Aft* D.F. 1 *Dk*	4872 / — / 3585					1906	American S.B.Co. Cleveland	MidlandS.S.Line, Inc. / *WB*	420·0	52·0	28·0	Wilmgton (Del.) Utd. States	T.3Cy.22″,35″&58″–42″ 218NHP / AmericanS.B.Co.Clevelnd		R
86028 / 236952 / WPRU	**W. H. Berg** D.F. E.S.D. GyC. *Fitted for oil fuel* / *Mchy.Aft* *Cruiser Stern* 1 *Dk* / *Longitudinal framing–bracketless system* / *Carrying Petroleum in bulk*	8298 / — / 4934					1937	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of California	444·1 / P92′B35′F42′	65·3	35·1	S.Frncisco Utd. States	2 steam turbines DR geared to 1 sc. shaft 600NHP / WestinghouseElec.&Mfg. Co.Phl		R
86029 / 220951 / KDMP	**W. H. Libby** / *ss* N.Yk.No.1–38 / *ss* N.Yk.No.3–6,38 / 2 *Dks*(*Stl*)*&Shelter dk*(*Stl*) / *Mchy.Aft* *&Web frames* / D.F. GyC. *Longitudinal framing*	7992 / — / 5030	✠100A1 Gal *f*† / *Shelter dk* Bal / *with freeboard* / 4,39 ~~3,37~~ / [illegible] MC / MS ~~3,37~~ 3,38 BS8,39 / *Carrying Petroleum in bulk* / *Fitted for oil fuel* 1,21			CL ~~3,37~~ 2,38 F.P. *above*	1921 1mo	G M Standi-ferCnst.Corp. Vancouver, Wash.	StandardOilCo. of NewJersey / *CellDBu E&B tu* / *bunker 86′280t DTf 50′335t* / *cen dk tanks a 9′67t*	462·4 / FK / *FPT179t APT103t*	60·2	36·5	Wilmgton (Del.) Utd. States / 18 *BHptCem* (3 *to S dk* 11 „ *U* „ 4 „ *2nd* „)	Q.4Cy.24⅞″,35″,51″&75″–51″ 220lb (*s*) 552NHP 3SB,*9cf*,HS7434 FD / Hooven,Owens,RentschlerCo.Hamilton,O.	37 ″ 3 / s 10·3½ / 27 ″ 3	
86030 / 206419 / WMIO	**W. H. McGean** (*ex* Stadacona) D.F. GyC. *Mchy.Aft* 1 *Dk*	6014 / — / 4654					1909	Gt.Lakes Eng.Works Ecorse,Mich	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*) / *WB*	479·0 / F44′	56·0	31·0	Wilmgton (Del.) Utd. States	T.3Cy.22½″,36″&61″–42″ 241NH / Gt.Lakes Eng.Wks.Detroit		R
86031 / 139235 / GLDY	**W. Hendrik** (*ex* Mary Walton–37, *ex* Tynebridge–34) D.F. / *ss* Bkn.No.3–6,37 / 1 *Dk*(*Stl*) / *Cargo battens not fitted*	4360 / 4056 / 2711	✠100A1 Bkn *x* / 8,38 ~~6,37~~ Npt / [illegible] LMC6,37 / BS8,38 MbS3,39			CL 2,36	1925 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	EuxineShipping Co.Ld. / *CellDBa* / *Lloyd's 1A*✠*CP*	360·5 / 377·3(O.L.) / P28′B105′F35′ FK / 96′*uE*23′*f*161′1020	52·2	27·6	Newcastle British / 6 *BHptCem*	T.3Cy.25½″,42″&69″–48″ (*s*) 180lb *100lb* 376NHP 2SB,*8cf*,GS152,HS6058 / Richardsons,Westgarth&Co.Ld.Mdb.	30 ″ 0 / s 6 ″ 1½ / 24 ″ 1½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance spéciale. Date de la dernière visite.	6 Port de Visite.	7 Terme assigné maintenant à cpté. Lettre d'équipement.	7* Iwb de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté. R = en cas dans le L. R. Durée. Cert. Ro. of Trade.
86032 93133	**W. J. Conners** (*ex* Mauch Chunk)	4625 — 3609					1901	Union Dry Dock Co. Buffalo, N.Y.	Great Lakes Transit Corp.	381·7 | 50·5 | 15·5 28·9	Buffalo NY Utd. States *WB*	Q 4 Cy 20½", 30", 48½" & 65" – 42" 257 NHP Detroit S B Co. Detroit, Mich.		
86033 216877 WSEE	**W. L. Steed** *ss* N.Yk. No 3–9,30 *ss* Bal. No. 1–34 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing*	6182 6002 3799	✠100A1 NYk *a*† CL 5,38 12,27 2,39 LMC 4 34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9, 18 *F.P. above* 150° F.				1918 N 12,36 9 mo A&CP	Bethlehem S.B. Corp. Quincy, Mass.	Standard Oil Co. of New Jersey	416·8 | 56·1 | 31·1 P 107' B 35' F 33' FK *Cell D Bu E & B* 2 50' 200 *t DT f* 33' 420 *t FPT* 229 *t APT* 130 *t*	Wilmgton (Del.) Utd. States 16 *B Hpt Cem* (12 *to Udk* 4 „ 2*nd*„)	T. 3 Cy. 26½", 44" & 74" – 51" (*s*) 190 lb 525 NHP 3 SB, 9*cf*, HS 7125 FD Bethlehem S.B. Corp.	32 " 9 s 6 " 5⅝ 26 " 5½	
86034 216508 KMIU	**W. M. Burton** *ss* N.Ns. No. 3–1,31 *ss* N.Ns. No. 2–38 *ss* Bal. No. 1–34 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* GyC. *Longitudinal framing*	7094 6382 4476	✠100A1 NNs *b*† CL 9,38 1,38 2,38 11, [illegible] [illegible] 2,38 MNS 11 BS 11 3,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6, 18 *F.P. above* 150° F.				1918 6 mo	Bethlehem S.B. Corp. Alameda, Cal.	Atlantic Refining Co.	435·0 | 56·0 | 32·0 P 122' B 50' F 42' FK *Cell D Bu E & B* 57' 179 *t DT* 56' 1038 *t* A&CP	Philadlphia Utd. States 15 *B Hpt Asp* (11 *to U dk* 4 „ 2*nd* „)	DR geared Steam Turbine 2501b HS 9750 (*s*) 672 NHP 3 Water Tube Boilers (Spt) DeLaval Stm. Turbine Co. Trenton, N.J.	33 " 6 s 6 " 6½ 27 " 2½	
86035 216249 KJOK	**W. M. Irish** *ss* N.Ns. No. 2–38 *ss* N.Ns. No. 3–7,30 *ss* Bal. No. 1–34 *Mchy. Aft* GyC. 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	7123 6410 4496	✠100A1 NNs *b*† CL 2,38 12,38 Bal 6,35 NNS 21 LMC 3,38 11,38 12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4, 18 *F.P. above* 150° F.				1918 4 mo	Bethlehem S.B. Corp. Alameda, Cal.	Atlantic Refining Co.	435·0 | 56·0 | 32·0 P 122' B 50' F 42' FK *Cell D Bu E & B* 57' 179 *t DT f* 56' 1038 *t* A&CP	Philadlphia Utd. States 15 *B Hpt Asp* (11 *to U dk* 4 „ 2*nd* „)	DR geared Steam Turbine 2501b (*s*) 763 NHP HS 9750 FD 3 Water Tube Boilers (Spt) DeLaval Stm. Turbine Co. Trenton, N.J.	33 " 6 s 6 " 6½ 27 " 2½	
86036 215841 WADY	**W. M. Tupper** Ⓟ *Fitted for oil fuel* 2 *Dks*	1756 — 1092					1917	Merrill-Stevens Co. Jacksonville	Santa Ana S.S. Co. (W. Langley, *Pres.*)	217·6 | 38·0 | 25·0 *WB*	Seattle Utd. States	T. 3 Cy. 16¼", 24½" & 41½" – 30" Kingsford Foundry 93 NHP & Machine Works		R
86037 210768 WBDV	**W. R. Chamberlin, Jr.** (*ex* Stanley Dollar, *ex* Adeline Smith) *Fitted for oil fuel* 1 *Dk* *Mchy. Aft*	2264 — 1300					1912	Nwprt Nws S.B. & D.D. Co. Newprt News	W.R. Chamberlin & Co.	288·8 | 44·6 | 19·0 P 53' F 31'	S. Frncisco Utd. States *WB*	T. 3 Cy. 22", 37" & 60" – 42" 233 NHP Newport News S.B. & D.D. Co.		
86038 220194 KUVX	**W. R. Keever** (*ex* Exanthia–34, *ex* Half Moon) *Fitted for oil fuel* 2 *Dks*	5350 — 3357					1920	Newburgh Shipyard, Inc. Newburgh, N.Y.	Union Sulphur Co. Inc.	400·5 | 54·2 | 30·4 P 36' B 124' F 33'	New York Utd. States *WB*	T. 3 Cy. 24½", 42⅛" & 72" – 48" 359 NHP Westinghouse Electric & Mfg. Co. Pittsburg, Pa.		R
86039 8228 SKZN	**W. R. Lundgren** *Oil Eng.* D.F. E.S.D. 1 *Dk* *Mchy. Aft* *Cruiser Stern* *Part electrically welded including butts of shell, deck & longitudinal bulkhead plating*	*8408* 7577 4802	✠100A1 Got *c*† CL 5,38 1,38 11,38 Bal LMC 1,38 *Carrying Petroleum in bulk*				1938 1 mo	Götaverken A/B Gothenburg	Rederiaktieb. Tankoil (Rolf Sörman, *Mgr.*) *Lloyd's A & CP*	477·5 | 59·1 | 35·9 483·7 (o.L.) P 101' F 60' B 33' FK *Cell D B* 77' 221 *t DT*	Gothenbrg Swedish 9 *B Hpt Cem*	Oil Engines 4 S.C.SA 8 Cy. 29½" – 59 1/16" 2 DB 150 *lb* Götaverken A/B, Got.	35 " 6 s 7 " 10½ 27 " 10½	
86040 230308 KGWI	**W. S. Farish** D.F. *Fitted for oil fuel* E.S.D. GyC. 2 *Dks* *Mchy. Aft* *Carrying Petroleum in bulk*	11787 11387 7362					1930	Federal S.B. & D.D. Co Kearny, N.J.	Standard Oil Co. of New Jersey	525·0 | 74·3 | 40·5 B 36' F 40'	Wilmgton (Del.) Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft DeLaval Steam Turbine Co. Trenton, N.J.		R
86041 220073 KDMR	**W. S. Miller** D.F. *Fitted for oil fuel* GyC. *Longitudinal framing* 2 *Dks* *Mchy. Aft* *Carrying Petroleum in bulk*	6984 6642 4311					1920	Bethlehem S.B. Corp. Ld Alameda, Cal.	Standard Oil Co. of California	435·0 | 56·0 | 32·0 P 112' B 54' F 42'	S. Frncisco Utd. States *WB*	T. 3 Cy. 27", 47" & 78" – 48" 422 NHP Bethlehem S.B. Corp. Ld. Alameda, Cal.		R
86042 221884 KDWP	**W. S. Rheem** Twin Sc *Mchy. Aft* *Fitted for oil fuel* GyC. 3 *Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	10872 — 7764					1921	Bethlehem S.B. Corp. Ld Alameda, Cal.	Standard Oil Co. of California	500·0 | 68·2 | 30·0	S. Frncisco Utd. States *WB*	T. 6 Cy. 24", 39" & 65" – 42" 548 NHP Bethlehem S.B. Corp. Ld.		R
86043 206558	**W. W. Atterbury** (*ex* Conemaugh) *Mchy. Aft* 2 *Dks*	4060 — 3129					1909	Detroit S.B. Co. Wyandotte	Gt. Lakes Transit Corp.	350·0 | 46·0 | 31·0	Buffalo NY Utd. States *WB*	Q. 4 Cy. 19", 27½", 40" & 58" – 42" 218 NHP Detroit S.B. Co. Detroit		
86044 216033 WCDO	**W. W. Bruce** (*ex* Sabine Sun) *ss* Phl. No. 3–7,29 *ss* Bal. No. 2–37 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing*	6728 6112 4083	✠100A1 Bal *b*† CL 11,37 1,38 LMC IS 11,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3, 18 *F.P. above* 150° F.				1918 10,36 3 mo A&CP	Sun S.B. Co. Chester, Pa.	Continental SS. Co.	429·3 | 59·2 | 31·4 P 133' B 36' F 40' FK *Cell D Bu E & B* 60' 259 *t DT* 40' 552 *t* *FPT* 222 *t APT* 57 *t*	Wilmgton (Del.) Utd. States 17 *B Hpt Cem* (13 *to U dk* 4 „ 2*nd*„)	T 3 Cy. 27", 46 7/16" & 76" – 51" (*s*) 190 lb 532 NHP 3 SB, 9*cf*, HS 7331 FD Sun S.B. Co. Chester, Pa.	33 " 3	
86045 203582	**W. W. Holloway** (*ex* C. Russell Hubbard–37, *ex* Henry A. Hawgood) *Mchy. Aft* 1 *Dk* GyC.	6839 — 5389					1906	American S.B. Co. Cleveland, O.	Columbia Transportation Co. (John T. Kelly, *Mgr.*)	532·0 | 56·0 | 31·0 *WB*	Wilmgton (Del.) Utd. States	T. 3 Cy. 23½", 38" & 63" – 42" 257 NHP American S.B. Co. Cleveland		R
86046 221360 KDSS	**W. W. Mills** (*ex* Puente) *ss* Mob. No. 3–2,34 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing* *ss* Gal. No. 1–38	6817 6058 4245	✠100A1 Mob *a*† CL 6,38 11,37 Gal 11,37 2 S 11,38 MCI 1,37 M 2,38 H 11,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6, 21 *F.P. above* 150° F.				1921 6 mo A&CP	Merchant S.B. Corp. Chester, Pa.	Pure Oil Co.	424·4 | 58·2 | 32·9 440·4 (o.L.) P 128' B 25' F 41' FK *Cell D Bu E & B* 60' 236 *t DT f* 43' 750 *t* *FPT* 228 *t APT* 178 *t*	Baltimore Utd. States 16 *B Hpt Cem* (9 *to U dk* 7 „ 2*nd* „)	T. 3 Cy. 27½", 45" & 75" – 51" (*r*) 210 lb 584 NHP 3 SB, 9*cf*, GS 185, HS 8331 FD New York S B Co Camden NJ	33 " 0 s 6 " 8½ 26 " 6½	
86047	**Wa Sun** 1 *Dk* & *Shade dk*	388 160 245					1914	Kwong Tak Cheong Hong Kong	Pak Hang & Co.	136·5 | 21·8 | 8·0	Hong Kong British	C. 2 Cy. 13½" & 27" – 16" 30 RHP Kwong Tak Cheong, H. Kg.		
86048 PILQ	**Waalhaven** 1 *Dk*	3551 3263 2170					1916	Rotterdam Droogd. Maat Rotterdam	N.V. Maats. S.S. "Waalhaven" (N.V. Gebr. van Uden's Scheepv. & Agent. Mij. *Mgrs.*)	361·4 | 49·9 | 22·1 P 24' B 214' F 34'	Rottrdam Dutch *WB*	T. 3 Cy. 25", 41" & 67" – 45" 301 NHP Rotterdam Droogd. Maats.		V
86049 218222 WBCU	**Waban** *Fitted for oil fuel* Sub. Sig. 1 *Dk* 2 *tr B* & *Shelter dk* *Longitudinal framing*	6038 5509 3742					1919	G M Standifer Cnst. Corp. Vancouver, Wash.	~~Lykes Bros.~~— ~~Ripley S.S. Co. Inc.~~ Lykes Bros. Steamship Co., Inc	401·4 | 53·2 | 32·0 P 34' F 38'	Galveston, Tex. Utd. States *WB*	T. 3 Cy. 25", 40" & 72" – 48" 359 NHP Hoover, Owens, Rentschler Co. Hamilton, O.		R

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Date expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Hull Cert.
86050 DOCS	**Wachtel** (*ex* Hornsriff) Wireless 1 *Dk*		992 877 554					1923	F. Schichau Elbing	Argo Reederei Richard Adler & Co.	229·5 | 33·6 | 14·2 P14′ B65′ F30′	Bremen German *WB*	T. 3 Cy. 15″, 26⅝″ & 38½″–25½″ 74 NHP F. Schichau, Elbing		G
86051 DOHG	**Wachtfels** E.S.D. Sub. Sig. *Cruiser Stern* 2 *Dks*		8467 7771 5208					1928	J. C. Tecklenburg A.G. Weser-münde-G	Deutsche Dampfs. Ges. "Hansa"	490·7 | 62·2 | 32·3 P65′ B283′ F34′	Bremen German *WB*	T. 3 Cy. 34½″ 52¾″ & 86⅝″–55½″ & LP Turbine 785 NHP J. C. Tecklenburg A.G. Wsm		G
86052 220878 KDLM	**Wacosta** Sub. Sig. *Fitted for oil fuel* 2 *Dks & Web frames*		5432 4971 3335			…		1920	Merchant S.B. Corp. Harriman, Pa.	Waterman S.S. Corp.	400·7 | 54·2 | 30·2 P36′ B124′ F44′ FK	Mobile Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 645 NHP Westinghouse Electric & Mfg. Co. E. Pittsburg, Pa.	32″ 10	R †
86053 DHYZ	**Wadai** (P) *Ref. Mchy.* D.F. Sub. Sig. *Fitted for oil fuel* 2 *Dks*		4696 3396 2763					1922	Reiherst'g Schiffsw. Hamburg	Woermann Linie A.G.	361·2 | 50·3 | 23·7 P & B 240′ F 49′	Hamburg German *WB*	Q. 4 Cy. 21⅝″, 32⅜″, 47″ & 69″–49½″ NB31 335 NHP Reiherst. Maschinenf. Ham		G
86054 DHZB	**Wagogo** (*ex* St. Andrews, *ex* Sofia) Sub. Sig. 1 *Dk & Shelter dk*		3118 2761 1854			…		1914	Akt.Ges. "Neptun" Rostock	Woermann Linie A.G.	338·1 | 48·1 | 21·0 F33′ *on Shelter dk* FK	Hamburg German *WB*	T. 3 Cy. 23⅝″, 38⅛″ & 62″–41⅞″ 308 NHP A.G. "Neptun," Rostock	23 ″ 9	G †
86055 102577 VCQR	**Wahcondah** *Mchy. Aft* 1 *Dk & Awng dk 2 tr B*		1575 1492 976					1903	Russell & Co. Pt. Glasgow	Abitibi Power & Paper Co. Ld. (*in liq.*)	230·4 | 37·1 | 21·8	Toronto British *WB*	T. 3 Cy. 18″, 28″ & 47″–33″ 127 NHP J. G. Kincaid & Co. Greenock		C
86056 DHZD	**Wahehe** (P) *Ref. Mchy.* D.F. Sub. Sig. *Fitted for oil fuel* 2 *Dks*		4709 3396 2771					1922	Reiherst'g Schiffsw. Hamburg	Woermann Linie A.G.	361·2 | 50·3 | 23·7 P & B 240′ F 49′	Hamburg German *WB*	Q. 4 Cy. 21⅝″, 32⅜″, 47″ & 69″–49½″ NB31 336 NHP Reiherst. Maschinenf. Ham		G
86057 127813 GFYN	**Wahine** (P) Trp Sc ss Wln. 2nd No. 3–12,36 2 *Dks & Awng dk* (*Stl*–teak s) & *Promenade dk* (*Stl*–teak s)		4436 3189 1798	✠100A1 *Awng dk with freeboard* 9,38 ~~8,37~~ ~~8,37~~ B (c.s. wt) *Fitted for oil fuel*	Wln BS8,38 ✠LMC12 ✠LMC12,36 12,36	*x*	CL ~~11·36~~ C&S 8,36 P8,38	1913 5mo	W. Denny & Bros. Dumbarton *Lloyd's*	Union S.S. Co. of New Zealand, Ld.	375·0 | 52·2 | 25·6 52·9 BK 9″ *Cell D B a 67′ u E & B 125′ f 104′*	London British 6 *B H Cem*	3 Steam Turbines (*s*) 200 lb HS 20173 1461 NHP 6 Water Tube Boilers FD Denny & Co. Dumbarton 325 *t F P T 35 t A P T 61 t*	27 ″ 6 s 11·0½ 17 ″ 5	
86058 227590 KLCG	**Waialeale** (P) Twin Sc 4 *Dks* *Cruiser Stern*		3092 — 1765					1928	Bethlehem S.B. Corp. Ld. San Francisco	Inter-Island Steam Nav. Co. Ld.	309·5 | 48·0 | 27·6 F34′	Honolulu Utd. States *WB*	2 DR geared Steam Turbines Westinghouse Electric & Mfg. Co. S. Philadelphia		R
86059 142915 ZMDQ	**Waiana** *Oil Eng.* 2 *Dks* *Cruiser Stern* *Rudder Electrically welded*		3363 2960 1910	✠100A1 6,38 ~~3,87~~ ✠LMC3,37	Gls Auk	*u*	CL	1937 3mo	A. Stephen & Sons, Ld. Glasgow *Lloyd's*	Union S.S. Co. of New Zealand, Ld.	322·3 | 48·2 | 24·3 336 0 (O.L.) P30′ B72′ F33′ FK *Cell D B 264′ 577 t F P T 108 t*	Dunedin British 5 *B H Asp* *A P T 116 t*	Oil Engines 2S.C.SA 6Cy. 23½″–40⅛″ 584 NHP DB 50 *lb* A. Stephen & Sons, Ld. Gls.	26 ″ 6 s 4 ″ 4½ 22 ″ 4½	
86060 143151 ZMFB	**Waikouaiti** (*ex* Irmgard) ss Wln. No. 3–2,27 *Ref. Mchy.* ss Ddn. No. 2–36 Sub. Sig. *Well deck* 2 *Dks* (*Stl U*–ws)		3926 3450 2379	✠100A1 3,38 BS3,38 ✠LMC4,36	Ddn ✠LMC	*w*	CL 9,37	1914 12mo	Akt.Ges. "Neptun" Rostock *Lloyd*	Union S.S. Co. of New Zealand, Ld.	362·4 | 50·1 | 23·6 377·0 (O.L.) P & B 234′ F 45′ FK *Cell D B 303′ 940 t F P T 80 t*	Wellingt'n British 7 *B H Asp* *A P T 8 t*	T. 3 Cy. 25″, 41″ & 69″–47″ 2001b HS 6393 (*s*) 452 NHP 3SB (Spt). 9*cf*, GS 150 FD A.G. "Neptun," Rostock	26 ″ 2 s 3 ″ 6 22 ″ 10	
86061 131795 GMRX	**Waimana** Twin Sc (*ex* Herminius–32. *ex* Waimana) E.S.D. *Ref. Mchy* ss Gls. 2nd No. 3–5,37 2 *Dks* (*Stl*) *Shelter dk* (*Stl*–ptws		7870 7318 4948	✠100A1 *Shelter dk with freeboard* 7,38 ~~5,38~~ MS5,37 ✠Lloyd's RMC5,38	Gls Syd ✠LMC BS4,38	*e* †	CL ~~P11,38~~ s11,37 P7,38	1911 11mo	Workman, Clark & Co. Ld. Belfast *Lloyd's*	Norfolk & North American Steam Shipping Co. Ld. (Shaw Savill & Albion Co. Ld. *Mgrs.*)	477·6 | 63·1 | 31·3 494·0 (O.L.) B 181′ F 48′ *on Shelter dk* FK & BK 2″ *Cell D B a 181′ u E & B 100′ f 183′ 1625 t*	S'thamptn British *9 B H Cem*	T. 6 Cy. 23½″, 39″ & 66½″–48″ (*s*) 2051b FD 943 NHP 5SB, 20*cf*, GS 350, HS 14000 Wrkman, Clark & Co. Ld. Bel	34 ″ 4 s 5 ″ 6½ 29 ″ 0¾	
86062 166817 GPGW	**Waimarama** Twin Sc 2 *Dks & Shelter dk* (*Lt dk on Nos 2 & 3 holds*) D.F. E.S.D. GyC. *Oil Eng.* *Ref. Mchy.* *Cruiser Stern*		11032 8825 6672	✠100A1 *with freeboard* 2,38 ~~4,38~~ *Class Cont. applied.* ✠Lloyd's RMC ~~10,38~~ 4,39 *Cell*	Bel Lon ✠LMC10,38	*t* †	CL	1938 10mo	Harland & Wolff, Ld. Belfast *Lloyd's*	Shaw, Savill & Albion Co. Ld.	516·9 | 70·4 | 32·3 535·5 (O.L.) P 64′ F 196′ 166′ FK *Duct keel for u and e of mchy space.* (*Cell B H to Shelter dk 7′ to 2nd dk*) *Cell B H to 2nd dk 16′ F P T* *Tanks at centre & sides of tunnels*	S'thamptn British *9 B H Cem*	Oil Engines 2S.C.DA 12Cy. 24 ⅞″–55½″ 2463 NHP 2 DB 160 *lb* Harland & Wolff, Ld. Bel.	35 ″ 0 s 5 ″ 7½ 29 ″ 7¾	
86063 151519 ZMGV	**Waimarino** ss Auk. No 2–38 ~~ss Auk. No. 1–34~~ *Mchy. Aft* 2 *Dks* (*Stl*)		3067 2704 1752	✠100A1 ~~6,38~~ 4,37 4,39 BS4,39 ~~MS6,34~~ *Fitted for oil fuel*	Auk ✠LMC4,39 ~~BS3,37~~ 4,30	*u*	CL ~~1,36~~ 4,39 *F.P. above*	1930 4mo	Ardrossan Dkyd, Ld. Ardrossan *Lloyd's*	Union S.S. Co. of New Zealand. *Cell D*	320·5 | 46·8 | 23·2 P 78′ B 33′ F 28′ FK *Duct keel fwd of Mchy space 86′* *B 267′ 789 t F P T 107 t*	Wellingt'n British 5 *B Hpt Cem* *pt Asp* *A P T 137 t*	T. 3 Cy. 24″, 41″ & 68″–45″ (*s*) 2001b 507 NHP 2SB, 8*cf*, GS HS 7834 FD J. G. Kincaid & Co. Ld. Grk.	25 ″ 6 s 4 ″ 3 21 ″ 5½	
86064 93993 ZMBY	**Waimea** Twin Sc *Well deck* 1 *Dk*		454 315 207	✠ 2,09 ✠	Gls	*f*		1909 2mo	Mackie & Thomson, Ld. Glasgow	Anchor Shipping & Foundry Co. Ld.	150·6 | 26·0 | 9·9 Q 76′ B 14′ F 25′ FK *W B = D T a 14′ 36 t F P T 20 t*	Nelson, NZ British 4 *B H Cem*	T. 6 Cy. 11″, 17″ & 28″–21″ 100 RHP 1SB, 3*cf*, GS 59, HS 1859 Ross & Duncan, Glasgow	10 ″ 9	
86065 151518 ZMGT	**Wainui** ss Ddn. No. 2–39 ~~ss Ddn. No. 1–35~~ 2 *Dks* (*Stl*)		1633 1356 822	✠100A1 1,39 ~~12,37~~ ~~BS12,37~~ *Fitted for oil fuel*	Ddn ✠LMC1 ~~1,34~~ 1,39 2,30	*p*	CL ~~12,35~~ 1,39 *F.P. above*	1930 2mo	Hawthorn, Leslie & Co. Ld. Newcastle *Lloyd's*	Union S.S. Co. of New Zealand. *Cell D B 192′ 337 t*	242·0 | 38·2 | 19·0 P 27′ B 70′ F 27′ FK *F P T 22 t A P T 42 t*	Wellingt'n British 4 *B Hpt Cem* *pt Asp*	T. 3 Cy. 18½″, 31″ & 53″–36″ (*s*) 2001b 290 NHP 2SB, 6*cf*, HS 4572 FD Hwthrn, Leslie & Co. Ld.	21 ″ 0 s 2 ″ 6½ 18 ″ 8½	
86066 144637 GDKM	**Waiotapu** (*ex* Stolberg) ss Syd. No. 3–11,25 *Ref. Mchy.* ss Auk. No. 2–36 *Well deck* 2 *Dks* (*Stl*) 3*rd dk in No. 1 hold*		6035 5565 3736	✠100A1 8,37 BS3,37 ✠LMC4,36 *Carrying oil fuel F. P. above*	Syd	*b* †	CL 3,37	1913 1mo	Flensburger Schiffsb. Ges Flensburg *Lloyd's*	Union S.S. Co. of New Zealand, Ld. *Cell D B a 155′ u*	451·0 | 58·2 | 27·0 467·0 (O.L.) P & B 375′ F 35′ FK *E & B 72′ f 173′ 1615 t*	London British 8 *B H Cem*	T. 3 Cy. 30⅝″, 50⅜″ & 84″–54″ 185lb (*s*) FD 750 NHP 4SB, 12*cf*, GS 264, HS 11219 Flensburger Schiffsb. Ges.	29 ″ 6 s 4 ″ 3½ 25 ″ 5¾	
86067 151504 ZMBD	**Waipahi** (P) ss Wln. No. 3–5,37 2 *Dks* (*Stl*–*Weather dk* ptws)		1783 1621 1019	✠100A1 *with freeboard* 4,38 ~~5,37~~ ✠LMC5,37 2S 4,39 *Fitted for oil fuel*	Wln Ddn	*p*	CL N4,36 4,27 *F.P. above*	1925 7mo	Nthmblnd S.B. Co. Ld. Newcastle *Lloyd's*	Union S.S. Co. of New Zealand, Ld. *Cell D B 198′ 400 t*	240·3 | 37·5 | 22·0 250·0 (O.L.) F 24′ FK *F P T 72 t A P T 26 t*	Wellingt'n British 4 *B Hpt Cem*	T. 3 Cy. 18½″, 31″ & 52″–36″ (*s*) 1901b 223 NHP 2SB. 6*cf*, GS 121, HS 4000 G. T. Grey & Co. Ld S. Shl.	24 ″ 0 s 7 ″ 2½ 16 ″ 11½	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant à la cote d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille France — Millimètres / Anglais — Pouces et Quarts. Tirant d'eau correspondant. pds.	pc.	15 Burnings to Ord. to be distinguished by Lt. Purple Cust. Boo Trade.
86068 163657 GWXQ	**Waipawa** *Ref. Mchy.* GyC. D.F. E.S.D.	TwinSc *Oil Eng.* 2 *Dks & Shelter dk* 4 *th dk in No. 3 hold* *Cruiser Stern*	10301 8818 6538	✠100A1 *with freeboard* 9,87 D 4,66	Lon	*i*†	CL 11,38	1934 10mo	Harland& Wolff,Ld Belfast *Lloyd's RegCP*	ShawSavill& AlbionCo.Ld. *Cell DB431'2438t*	516·2 535·5(O.L.) B196'F65' *FPT122t APT171t*	70·4 FK	32·4	S'thamptn British *8 BHpt Cem Coll to Sh dk* 7 „ 2nd„	Oil Engines 4S.C.SA 29Cy.29½"–59½" 1631NHP 2DB *100lb* Harland& Wolff,Ld.Bel.	35 " 0 s 5 " 7½ 29 " 7	
86069 151510 ZMCP	**Waipiata** *ss* Auk.No.3-11,38 *Mchy. Aft*		2826 2539 1603	✠100A1 ~~10,37~~ 11,38 ~~B8810,37~~ LMC 11,33 *Fitted for oil fuel* 11,36	Ddn	*u*	CL 11,37 *F.P. above* 150° F.	1926 8mo	Napier& Miller,Ld. Glasgow *Lloyd's RegCP*	UnionS.S.Co.of NewZealand,Ld. *Cell DBu E&B49'f215'762t*	315·6 P93'B26'F29' *FPT130t APT135t*	45·1 FK	22·8	Wellingt'n British *5 BHCem*	T.3Cy.24",41"&68"–45" (*s*) 200lb 417NHP 2SB.*6cf*,GS132.HS5800 FD J.G.Kincaid&Co.Ld.Grk.	25 " 4 s 4 " 1½ 21 " 4½	
86070 163660 GWWJ	**Wairangi** *Ref. Mchy.* GyC. D.F. E.S.D.	TwinSc *Oil Eng.* 2 *Dks & Shelter dk* 4 *th dk in No. 3 hold* *Cruiser Stern*	10796 8817 6532	✠100A1 *with freeboard* 12,36 D 4,36	Lon	*i*†	CL 3,38	1935 2mo	Harland& Wolff,Ld. Glasgow *Lloyd's RegCP*	ShawSavill& AlbionCo.Ld. *Duct keel in way of No. 3 hold* *Cell DB431'2413t*	516·3 535·3(O.L.) B196'F65' *FPT122t APT171t*	70·4 FK	32·4	S'thamptn British *8 BHpt Cem Coll to Sh dk* 7 „ 2nd„	Oil Engines 4S.C.SA 20Cy.29⅝"–59 1/16" 1631NHP 2DB *100lb* Harland& Wolff,Ld.Gls.	35 " 0 s 5 " 7½ 29 " 7¾	
86071 133274	**Wairua** (P) *2 Dks*	WoodTwinScCtr	352 266 220					1913	G.T.Niccol Auckland	KaiparaS.S.Co.Ld.	139·5	23·0	12·7	AuklndNZ British	T.6Cy.8½",13½"&21½"–16" 4 RIP Ross& Duncan,Glasgow		
86072 132928 GNXR	**Wairuna** (*ex* Polescar,*ex* Gibraltar, *ex* Schneefels) *Ref. Mchy.*	*ss* Syd.No.3-6,26 *ss* Syd.No.2-35 2 *Dks (Stl–U teak s)*	5832 5478 3642	✠100A1 3,38 LMC MS4.35 BS10,37 *Carrying oil fuel F. P. above* 150° F. *in DB*	Mel	*a*†	CL 3,38	1914 1mo	Flensburgr Schiffsb.Ges. Flensburg *Lloyd's RegCP*	UnionS.S.Co.of NewZealand,Ld. 1 *BH in fore hold dispensed with* *Cell DBa140'u E&B23'f18*	420·0 437·7(O.L.) P60'B126'F54' *7' 1348t FPT60t AP T52t*	56·2 FK	29·6	London British *Cem 6 BHonly*	T.3Cy.28¼"–47½"&78"–54" (*s*) 185lb FD 530NHP 3SB(Spt)*9cf*,GS148.HS6956 FlensburgerSchiffsb.Ges.	32 " 4 s 6 " 4½ 26 " 1½	
86073 142913 ZMLR	**Waitaki** *Ref. Mchy.*	*ss* Wln.No.1-38 2 *Dks* *Rudder electrically welded*	2212 1823 1098	✠100A1 1,38 ~~11,37~~ *Fitted for oil fuel* 4,34	Syd Wln		CL 4,37 *F.P. above* 150° F.	1934 4mo	A.Stephen &Sons,Ld. Glasgow *Lloyd's RegCP*	UnionS.S.Co.of NewZealand,Ld. *Cell DB431'2438t*	270·5 281·3(O.L.) P27'B95'F25 *FPT122t APT171t*	42·7 FK	20·8	Dunedin British *1 BHpt Cem Coll to Sh dk* 7 „ 2nd„	T.3Cy.21",31"&56"–39" (*s*) 200lb 352NHP 2SB,*6cf*,GS124.HS5706 FD A.Stephen&Sons,Ld.Gls.	23 " 0 2 " 10½ 20 " 3½	
86074 163655 GWTZ	**Waiwera** *Ref. Mchy.* D.F. E.S.D. GyC.	TwinSc *Oil Eng.* 2 *Dks & Shelter dk* 4 *th dk in No. 3 hold* *Cruiser Stern*	10800 8818 6537	✠100A1 *with freeboard* 11,37 D 3,38	Lon	*i*†	CL 11,37	1934 8mo	Harland& Wolff,Ld. Belfast *Lloyd's RegCP*	ShawSavill& AlbionCo.Ld. *Cell DB431'2438t*	516·2 535·5(O.L.) B196'F65' *FPT122t APT171t*	70·4 FK	32·4	S'thamptn British *8 BHpt Cem Coll to Sh dk* 7 „ 2nd„	Oil Engines 4S.C.SA 20Cy.29⅝"–59 1/16" 2DB *100lb* 1631NHP Harland& Wolff,Ld.Bel.	35 " 0 s 5 " 7½ 29 " 7	
86075 32645 JUAB	**Waka Maru** (*ex* Emperor of Fredericton,*ex* Canadian Sower) 1 *Dk*		2028 1797 1162					1919	Pt.Arthur S.B.Co. Port Arthur, Ont.	TowaKisenK.K.	251·3 P26'B64'F25'	43·9 FK	20·3	Amagasaki Japanese *WB*	T.3Cy.20",33"&54"–40" 257NHP PortArthurS.B.Co	23 " 0	C †
86076 DHZF	**Wakama** (*ex* Odin) Sub.Sig. 1 *Dk & Shelter dk*		3771 3279 2287					1921	Nordsee- werke Emden	Woermann-Linie A.G.	369·7 H25'F37'	50·8	21·8	Hamburg German *WB*	T.3Cy.24",38⅝"&63"–43 5/16" F.Wilhelms- Hütte,Müllheim,a/d Ruhr 262NHP		G
86077 7833 JOTB	**Wakamatu Maru** (*ex* Wakamatsu Maru–38) 1 *Dk 2 tr B & W b frames*		2723 2539 1659					1902	MitsuBishi Dkyd&EWks Nagasaki	KinkaiYusenK.K.	326·0 P16'F31'	41·3 FK	22·2	Tokyo Japanese *WB*	Q.4Cy.20½",29",42"&60"–45" 278NHP MitsuBishi D&E.Wks.Nag	25 " 1	
86078 42609 JJXL	**Wakamiya Maru** *Oil Eng* *Mchy. Aft*		500 — 410					1937	YendoIron Works,Osaka	IwaiKenzo				Japanese	Oil Engines 4S.C.SA 6Cy.11⅜"–17 5/16" 79NHP Hanshin Iron Works, Kobe		
86079 1334 JAGC	**Wakanoura Maru** Iron (*ex* Ching-Wo) *ss* Kob.No.3–4,98 *ss* Yka.No.2–06 2 *Dks (Irn–Uws) 3 tr B*		2401 2205 1495	✠ 1,07	Kob	*u*		1885 3mo	R.Dixon& Co. Middlesbro'	NipponGodoKosen K.K.	320·0 P24'B60'F41' *WB = DBa88'&u*	38·0 BK10"	25·7	Fuchu Japanese *6 BHCem E&B46'236t*	T.3Cy.26",42"&66"–42' 282NHP 2DB.*8f*,GS160 T.Richardson&Sons,Hpl.	27 " 0	
86080 44790 JMDM	**Wakatake Maru** *Mchy. Aft* 1 *Dk*		1920 — 1076					1938	Kawanami KogyoK.K. Nagasaki	KawanamiKogyo K.K.	270·0 P87'F29'	39·4	20·3	Nagasaki Japanese *WB*	T.3Cy.18",30"&50"–36" 150NHP KawanamiKogyoK.K.Nag.		
86081 2969 SHCE	**Walborg** (*ex* Solvik,*ex* Gunhild) *ss* Got.3rdNo.3–5,35 *Well deck* 1 *Dk (pt Irn & pt Stl) 2 tr b* *Cargo battens not fitted*		1483 1182 872	✠100A1 1,38 7,38	Got	*p*	OG 5,35	1896 11mo	R.Craggs& Sons Mid'lesbro' *A&CP*	V.H.Andersson *Cell DBa&v*	255·0 Q94'B68'F28' *£100'f94'303t FPT*	37·0 FK	15·4	Oscrshmn Swedish *5 BHCem* *22t APT25t*	T.3Cy.19",31½"&52"–36" (*s*) 160lb 173NHP 2SB.*6cf*,GS90,HS2760 Sir C.Furness, Westgarth& Co Ld. Mdb.	17 " 9 s 1 " 7 16 " 4	
86082 Wrecked 11.38 PIMB	[*ex* Korsborg–37, *ex* Inga–33) 1 *Dk*		1258 805 744					1918	Oskrshmns M.V.Aktieb Oskarshamn	N.V.Reed. "Baltica"	226·4 Q61'B112'F28'	32·9	13·1	Amstrdam Dutch *WB*	T.3Cy.16½",24"&35½"–25½" E&B *made* 11, *refitted* 18 64NHP G.Seebeck A.G.Bremerhvn		V
86083 Broken up	**Walden** *Fitted for oil fuel* 2 *Dks & Web frames*		5511 5166 3397					1919	Newburgh Shpyds.Inc. Newburgh, N.Y.		400·5 P36'B124'F44'	54·2 FK	30·0	British *WB*	2 Steam Turbines DR geared to 1 ScShaft 645NHP Westinghouse Electric& Mfg.Co. E.Pittsburgh,Pa.	32 " 10	
86084 DIEO	**Waldtraut Horn** (P) (*ex* Presidente Gomez–36) D.F. 2 *Dks*	*Oil Eng*	3995 3333 2397					1928	F.Schichau Elbing	H.C.Horn	314·0 F37'	48·7	27·7	Hamburg German *WB*	Oil Engines 2S.C.SA 5Cy.26¾"–47½" 622NHP F.Schichau,Elbing		G
86085 28527 JAWA	**Wales Maru** *ss* Kob.No.3-12,33 *ss* Kob.No.1–37 2 *Dks (Stl) & Awng dk (Stl)*		6586 6157 4038	✠100A1 *Awng dk* *with freeboard* 11,37 *Fitted for oil fuel* 12,21	Kob Osa	*z*	OG 11,37 *F.P. above* 150° F.	1921 12mo	Kawasaki Dkyd.Co.Ld. Kobe *A&CP*	Kawasaki KisenK.K. *Cell DB342'1234t*	405·0 F33'*on Awng dk* *DTa35'808t FPT104t APT36t*	53·0 FK *Coll BH to A dk* 5 „ „ *U* „	37·0	Kobe Japanese *pt Cem*	T.3Cy.28",46½"&78"–54" (*s*) 200lb HS7800 578NHP 3SB(Spt),*9cf*,GS190, FD KawasakiDockyardCo.Ld.	37 " 0 s 9 " 3½ 28 " 0	
86086 DONH	**Walküre** (*ex* Lisa–36, *ex* Gonzenheim–33,*ex* Cornish Point, *ex* Bland Hall) D.F. 1 *Dk & Shelter dk*		4251 4000 2642					1914	W Doxford &Sons,Ld. Sunderland	H.Vogemann	388·4	51·9	23·5	Hamburg German *WB*	T.3Cy.25",42½"&70"–48" 339NHP W.Doxford&Sons,Ld.Sld.		G

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letters.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registry in which classed at L.R. Date of 1st "Passed Cert."
86087 236820 WPKQ	**Wallace E. Pratt**	1 *Dk*, 2*nd dk clear of cargo tanks* D.F. E.S.D. GyC. *Cruiser Stern* *Longitudinal framing–bracketless system* *Mchy Aft* *pt electrically welded*	7991 — 4774	100A1 ~~7,38 3,38~~ ~~BS5,36 11,38~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,37	Phl ~~N.Yk~~ Cal LMC10,37		CL *F.P. above*	1937 10mo	Sun S.B.& Dry Dock Co. Chester, Pa.	Standard Oil Co. of New Jersey *Cell D Bu E*	444·1 462·3 (o.L.) 150°F.	65·3 P93′ B35′ F40′ 69′102*t D Tf* 26′738*t*	35·1 FK *FPT* 351*t A PT* 152*t*	Wilmgton (Del.) Utd. States 14 *BH*	2 steam turbines D R geared to 1 screw shaft 852 NHP 175lb *(s)* 2 W T B (Spt), HS7192 FD Westinghouse Elec.& Mfg. Co. Phl	35 ″ 0	
86088 162336 MPYV	**Wallace Rose** ~~ssBly. No. 1–39~~ 1 *Dk (Stl)* *Well deck* *Mchy. Aft*	*ssBly. No. 2–39* ~~ssBly. No. 1–39~~ *Cargo battens not fitted*	632 428 277	✠100A1 3,38 ~~MS5,36~~	Bly LMC ~~7,35~~ 3,39	*i*	CL ~~5,38~~ 3,39	1931 1mo	NV Schpsw "de Merwede" v/h van Vliet & Co. Hardinxveld *Lloyd's*	Richard Hughes & Co. (Liverpool), Ld. *Cell DB* 105′1	175·3 Q101′ B11′ F25′ 44*t FPT* 54*t APT* 4*t*	27·1 FK	11·1	Liverpool British 3 *BH Cem*	T.3 Cy. 13″, 21½″ & 35″–27″ *(s)* 180lb 88 RHP 1 SB, *3cf*, GS54, HS1615 D & W. Hendersn & Co Ld Gls	13 ″ 0 s 3 ″ 10½ 12 ″ 9	
86089 136403 VJZX	**Wallarah** 3 Mst *ssSyd. No. 3–2,27* *ssSyd. No. 2–36* *Well deck* *Mchy. Aft* Wireless 1 *Dk (Ira)* *Cargo battens not fitted*		815 580 375	✠100A1 5,37 BS ~~7,37~~ 7,38	Syd LMC11,	*k*	CL 8,36	1914 12mo	Clyde SB.& Eng. Co. Ld. Pt. Glasgow *Lloyd's*	Wallarah Coal Co. Ltd. *W B = Cell D Bu E & B*	196·5 31·4 205·7 (o.L.) Q103′ B11′ F37 FK & BK 1½″ 40′ *f* 114′ 210*t FPT*	29·7	12·5	Sydny NSW British 3 *BH Cem* 72*t APT* 9*t*	T.3 Cy. 16″, 26″ & 43″–33″ *(s)* 180lb 93 RHP 2 SB, *4cf*, GS77, HS2514 Clyde S.B.& E.Co. Ld. P. Gl.	14 ″ 9 s 4 ″ 5 14 ″ 3¼	
86090 217694 KEPV	**Wallingford** *Fitted for oil fuel* *Mchy. Aft* 1 *Dk*		2256 — 1229					1919	Long Beach S.B. Co. Long Beach, Cal.	Wallingford S.S. Co.	244·0	12·0	26·0	S. Frncisco Utd. States	T.3 Cy 18,″ 30″ & 44½″–30″ 105 NHP Union Iron Works, S. Fo.		R
86091 6179 SHCR	**Wallonia** *ssGot. No. 3–5,31* *ssGot. No. 1–35* 1 *Dk (Stl)*		1435 1135 811	✠100A1 10,38 ~~11,37~~ LMC MS5,34 ~~BS5,37~~ 8,38	Got	*p*	OG 11,37	1919 10mo	Kockums M.V. Aktieb. Malmö A&CP	Förnyade Angf. Aktieb. Götha (F. Sternhagen, *Mgr.*) *Cell*	231·7 245·5 (o.L.) P17 *DB* 196′ 364*t*	37·7 P17′ B63′ F25′ FK *FPT* 44*t APT* 59*t*	16·4	Gothenbrg Swedish 4 *BH Cem*	T3Cy. 18½″, 28½″ & 48½″–31½ 185lb *(s)* 160 NHP 2 SB, *4cf*, GS86, HS2114 FD Kockums M.V. Akt Malmö	18 ″ 7 s 1 ″ 7½ 17 ″ 2	
86092 127996 MDBK	**Wallroy** (*ex* Whiterock–36, *ex* Balniel III) *Mchy. Aft* Wireless	*ssBel. No. 3–1,22* *ssBel. No. 2–29* 1 *Dk (Stl)*	628 438 253	✠ ~~———~~ 2,35	Bel	*j*		1909 8mo	Dublin Dockyard Co. Dublin *Cell*	J. Campbell *DB f* 103′ 179*t*	185·0 Q101′ B7′ F30′ BK 6″	27·8	11·3 FPT 55*t APT* 3*t*	Irvine British 3 *BH Cem*	C.2 Cy. 19½″ & 46″–30″ 83 RHP 1 SB, *4cf*, GS68, HS2465 McColl & Co. Ld. Belfast	13 ″ 8	C †
86093 161605 GZYL	**Wallsend** D.F. 1 *Dk* *Cruiser Stern*		3157 2713 1839	✠100A1 6,38 ~~6,37~~ LMC6,37	Shl		CL 6,38	1937 6mo	Sir J. Laing &Sons, Ld. Sunderland *Lloyd's*	Burnett S.S. Co. Ld. *Cell D*	343·3 356·9 (o.L.) P35′ B78′ F28′ *B* 287′ 979*t*	48·0 FK *FPT* 89*t* *WB = FPT* 45*t*	20·9	Newcastle British 6 *BH Cem* *APT* 215*t*	T.3 Cy. 20″, 34″ & 57″–39″ *(s)* 220lb FD 275 NHP 2 SB (Spt). *6cf*, GS85, HS3686 George Clark (1936), Ld. Sld	24 ″ 0 s 3 ″ 10 20 ″ 4½	
86094 OHWS	**Walma** (*ex* Aina–34, *ex* Lennart, *ex* Driva) *ssHfs. 2nd No. 3–5,35* *Well deck* 1 *Dk (Stl)* & *deep framing* *Cargo battens not fitted*		1361 — 791	✠100A1 4,38 ~~BS6,37~~ 4,38	Abo LMC5,35	*o*	CL 6,37	1908 1mo	Campbeltwn S.B. Co. Campbeltwn *Lloyd's*	A/B Baltic Lloyd Line, Ld. (H. Janhonen, *Mgr.*) *Cell D*	229·4 Q79′ B58′ F28′ *B* 54′ *a E & B* 33′ *f* 102	35·0 FK	16·0	Helsingfrs Finnish 4 *BH Cem* 315*t APT* 95*t*	T3Cy. 16⅝″, 27½″ & 45″–33″ *(s)* 180lb *100ll* 131 NHP 1 SB (Spt), *3cf*, GS65, HS2096 Hutson & Sons, Ld. Gls	18 ″ 3 s 1 ″ 7½ 16 ″ 10	
86095 165337 GZDF	**Walmer Castle** *Oil Eng.* Wireless D.F. 1 *Dk* & Shelter dk *Cruiser Stern*		906 681 350	✠100A1 *with freeboard* ~~6,38 8,37~~ 4,39	Sou MC11,	*p*	CL 4,39	1936 11mo	Harland & Wolff, Ld. Belfast *Lloyd's*	Union-Castle Mail S.S. Co. Ld. *Cell DB* 177 25	236·2 40·3 B56′ F31 *4t FPT* 12*t APT* 17*t*	39·3 FK (	12·5	London British 6 *BH Cem* *Coll to Sh dk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 8 Cy. 19¼″–35⅞″ 539 NHP Harland & Wolff, Ld. Bel.	14 ″ 6 s ″ 2 14 ″ 5	
86096 127473 MDFW	**Walnut** 3 Mst *ssBwg. 2nd No. 3–6,34* *Well deck* *ssBel. No. 1–38* 1 *Dk (Ira)* *Mchy. Aft* *Cargo battens not fitted*		340 247 125	✠100A1 6,38 ~~6,34~~ ~~Hull 6,37~~	Bwg Bel MC ~~6,34~~ 6,38	*f*	CL ~~6,36~~ 1,38	1910 3mo	J Fullerton &Co. Paisley *Lloyd's*	Frontier Town S.S. Co. Ld. (J. Fisher & Sons, Ld. *Mgrs.*)	142·6 Q80′ B7′ F25′	25·6 BK 6″ *WB = FPT* 45*t*	10·4	Newry British 3 *BH Cem* *Coll to Shdk* 9 ,, *2nd*,, *E & B spaces*	C.2 Cy. 15½″ & 34″–24″ *(s)* 130lb 84⅝″ 50 RHP 1 SB, *2pf*, GS39, HS1280 Fishers, Ld. Paisley	11 ″ 4 s 4 ″ 0 11 ″ 6½	
86097 216218 KJIE	**Walter A. Luckenbach** Twin Sc *ssBos. No. 3–7,30* ~~ssSch. No. 2–37~~ ~~ssSch. No. 1–38~~ GyC. 2 *Dks (Stl)* & *Shelter dk (Stl)* D.F. *Cruiser Stern*		6006 5177 3757	✠100A1 *Shelter dk* *with freeboard* 7,38 ~~7,38~~ ~~MSS 6,38~~ *Fitted for oil fuel* 6	Sea Bos MS7,3 MC S1 ~~,38~~ 11 38	*bt*	CL 12,37 F.P. above 150° F.	1918 6mo	Seattle Const & DD Co Seattle, Wsh. *Cell D B*	Luckenbach S.S. Co. Inc. 84′1626*t* Sidetanks 84′376*t*	446·5 37·7 *in No. 5 & 6 holds, tween dk tanks in*	56·1 FK	28·0	New York Utd. States 10 *B Hpt Cem* *(Coll to Shdk* 9 ,, *2nd*,, *E & B spaces*	4 Steam Turbines SR geared to 2 Sc. Shafts *(s)* 1200 NHP 1 W T B (Spt) 225lb FD HS16500 Seattle Const. & D. D. Co. 36′285*t FPT* 225*t APT* 445*t*	31 ″ 2 s 4 ″ 5½ 27 ″ 0½	
86098 147790	**Walter B. Reynolds** 1 *Dk*		1905 1613 1123					1927	Smith's Dock Co. Ld Middlesbro'	Hall Corporation of Canada	252·6	43·4	17·8	Montreal British *WB*	T.3 Cy. 15″, 25″ & 40″–33″ 138 NHP Smith's Dock Co. Ld.		C
86099 215621 WNCK	**Walter D. Munson** *ssMob. No. 3–10,35* 2 *Dks (Stl)* & *Web frames* *Longitudinal framing*		3703 3508 2238	✠100A1 2,38 BS2,38 4,39	N Yk LMC10,3	*w*	CL 5,37	1917 10mo	Bethlehem Steel Co. Sparro' Pt Md A&CP	~~Munson S.S. Co.~~ Munson Line, Inc. *Cell D*	368·2 P52′ B10*s* 6′ F41′ *tween dk BH in after* *B* 311′ 834*t*	48·3 FK *hold dispensed with* *FPT* 63*t*	24·7	Wilmgtn (Del.) Utd. States *Cem* *BH to U dk* 1 ,, ,, *2nd* ,, *APT* 21*t*	T.3 Cy. 24″, 41″ & 68″–48″ *(s)* 200lb 486 NHP 3 SB, *9cf*, GS169, HS7237 FD Bethlehem Stl. Co. Sparr' Pt *only*	27 ″ 4	
86100 213479 WJCY	**Walter D. Noyes** *Mchy. Aft* D.F. 1 *Dk*		4387 3933 3114					1915	Nwprt News S.B.& D.D. Co. Newprt. News	Koppers Coal Co. (Mystic S.S. Co. *Mgrs.*)	354·2 P94′ B19′ F31′	49·0 FK *WB*	27·4	Boston Utd. States	T.3 Cy. 23″, 37 7/16″ & 66″–45″ 365 NHP Newport News SB & D.D. Co.	30 ″ 0	R †
86101 221083 KDPL	**Walter Jennings** Twin Sc *ssN. Yk. No 3–7,33* 2 *Dks (Stl)* & *Shelter dk* (*Stl*) & *Web frames* *Longitudinal framing* *ssGd. No. 1–37*		9564 7827 5978	✠100A1 *Shelter dk* *with freeboard* 1,39 ~~2,37~~ ~~MS7,35~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,21	N Yk LMC ~~9,37~~ ~~BS9,37~~ *F.P. above* 150° F.	*ft*	CL ~~2,39~~ 51,39 PN1,34 38	1921 3mo	Federal S.B. Co. Kearny, N.J. A&CP *Cell D Bu E & B*	Standard Oil Co. of New Jersey 68′ 199*t D Tf* 54′ 646	499·2 *t FPT* 25*t A PT* 142*t*	68·1 FK	38·9	Wilmgton (Del.) Utd. States *pt. Isp pt Cem* 19 *BH* (4 *to Sh dk* 11 ,, *U* ,, 4 ,, *2nd* ,,)	T.3 Cy. 20½″, 35″ & 60″–42″ *(s)* 210lb 676 NHP 3 SB, *12cf*, HS9618 FD Federal S.B. Co. Kearny	38 ″ 10 s 10 ″ 3 28 ″ 11	
86102 DHZG	**Walter L.–M. Russ** *Cruiser Stern* Wireless Sub. Sig. 1 *Dk*		1538 1235 890					1927	Akt. Ges. "Neptun" Rostock	Ernst. Russ	246·9 P15′ Q73′ B61′ F28′	40·1	15·5	Hamburg German *WB*	T3Cy 19 5/16″, 31½ & 51 7/16″–35 7/16″ 156 NHP A.G. "Neptun," Rostock		G
86103 DOTF	**Walter Rau** Twin Sc D.F. E.S.D. (*Whale oil Factory*) GyC. *Fitted for oil fuel* 2 *Dks* *Ref. Mchy.* *Mchy. Aft* *Cruiser Stern* *Carrying Petroleum in bulk*		13752 10395 7145					1937	Deutsche Werft A.G Bet Finkenwrdr Hamburg	Walter Rau Neusser Ölwerke A.G.	549·8 P118′ upr B36′ lwr B39′ F118′	74·4	33·5	Bremen German *WB*	C 8Cy. 22 5/16″ & 47½″–47½″ 2131lb 1079 NHP HS16792 Deutsche Werft A.G. Bet. Reiherstiegwerft, Ham.		G

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enlèvement.	7* Date de la dernière visite de l'arbre porte-hélice.
For particulars see "Cabo Villano," No. 71516 in Lloyd's Register							
86104	**Waltraud** (*ex*Contra-38, *ex*Cabo Villano-36)	*ss*Bbo.No.3–6,32 *ss*HamNo.1–38	4127 2711	✠100A1 *withfreeboard* 2,38 BS12,37 ✠LMC11,36	Rot	*v*	CL 11,36
DJSD	2 *Dks(Stl)* 3rd *dk(Stl)* in holds & Web Longitudinal framing	frames		*Fitted for oil fuel* 8,20			*F.P. a*
	~~See also "CABO VILLANO"~~						
86105	**Wameru** (*ex*Porthia, *ex*Polaria)		4076 3633 2523				...
DHZI	1 *Dk* & Shelter *dk* 2nd *dk* in forehold						
86106	**Wan Hsiang** (*ex*HaiFoong, *ex*Tungus)		1883 — 1162				...
XNBV	1 *Dk* & Spar *dk* & deep framing						
86107	**Wan Shun** (*ex*Maniema-37, *ex*Algerier)	*ss*Ant.No.3–5,34	*3080 2843*	✠100A1 2,37	Drn	*u*	CL 1,37
D.F.	2 *Dks(Stl)*		1807	✠LMC1,37			
	Now "Kenkoku Maru" *see No. 88771 in Supplement*						
86108	**Wan-Tsai** (*ex*BalguerieStuttenberg-37, *ex*Jeanne Schiaffino, *ex*Sarneio, *ex*Elbe)	1 *Dk*	1092 — 651				
	Wireless						
86109	**Wanaka**		2259 1784 1113	✠100A1 ~~3,—~~ 2,38 12,38 ✠LMC2,38	Gls Syd	*s*	CL
171226	*Oil Eng.*						
VLKF	1 *Dk*, 2nd *dk fwd. of mchy. space*						
	Cruiser Stern						
	Rudder electrically welded						
86110	**Wanda** (*ex*Skanderborg-33)		1902 1697 1049	✠100A1 6,37 2,39 ✠LMC MS~~11,34~~ BS~~—~~,38	Hfs	*r*	OG ~~10,34~~ 5,38
OHHQ	D.F.	*ss*Hfs.3rdNo.3–11,34					
	1 *Dk(Stl)* & deep framing						
86111	**Wandana** (P)		974 543 531				...
122745	*Ref. Mchy.*						
VJPT	*Well deck* Wireless	1 *Dk*					
86112	**Wanderer**		5079 4720 3152	✠100A1 ~~3,28~~ 0,38 ✠LMC BS~~8,37~~ 10,38 MS4,38	Liv	*y*	CL ~~8,35~~ 10,38
147294		*ss*Liv.No 3–4,38					
GLBM		2 *Dks(Stl)*					
86113	**Wandia** (*ex*ClaraKunstmann, *ex*Heelsum)	*ss*Hbg.3rdNo.3–4,36	*1371* 1251 798	✠100A1 ~~4,39 4,98~~ NB8,15 ✠LMC4,36 BS~~4,38~~ 4,39	Hbg	*p*	CL 5,37
7262							
SHCU	1 *Dk(Stl)* & deep framing						
	Cargo battens not fitted						
86114	**Wandle**		1482 1158 796	✠100A1 *withfreeboard* 2,39 ~~4,38~~ ✠LMC BS~~5,37~~, MS7,36	Shl	*p*	CL ~~4,38~~ 2,39
163297	*Well deck*	*ss*Shl.No.1–36					
MKBB	*Mchy. Aft*	1 *Dk(Stl)*					
	Wireless	*Cargo battens not fitted*					
86115	**Wandrahm**		1228 1074 683				
DHZK	Wireless D.F.	1 *Dk*					
86116	**Wandsbek**		2388 2053 1360	✠100A1 1,39 ~~3,38~~ ~~Class Continued—plated~~ ✠LMC1,38	Moss Ham	*u*	CL
DJXF	E.S.D.	1 *Dk*					
		Cruiser Stern					
86117	**Wanganella** (P)	Twin Sc	9576 6766 5625	✠100A1 *withfreeboard* ~~6,38,38~~ 12,38 ✠LMC CS7,37 DBS~~1,—~~ 7,37 12,38	Syd	*e*†	CL ~~7,37~~ ~~11,38~~ 8,38 P12,38
153940	*Oil Eng.*						
VJPQ	*ss*Syd.No.1–37						
	2 *Dks(Stl-Weather dk* ws)						
	Ref. Mchy. 3rd *dk(Stl)* in holds						
	Cruiser Stern						
86118	**Wangoni** (P)		7848 — 4526				
	Sub.Sig.	*Fitted for oil fuel*					
DHZM	D.F.	2 *Dks* & Shelter *dk*					
86119	**Wanhsien**	Twin Sc	868 556 473				
152081							
VPDP		1 *Dk*					
86120	**Wanja** (*ex*EstherElina, *ex*Aldebaran)		*2618 2364 1554*				
6180							
SDGA		1 *Dk*					
86121	**Wanks** (*ex*CayoMambi, *ex*BargeP.D.8)	*Fitted for oil fuel*	642 — 409				
HRBQ	*Mchy. Aft*	1 *Dk*					
86122	**Wanliu** (P)	Twin Sc	781 368 451				
158022	(*ex*I.Ping-35)						
		1 *Dk*					
86123	**Wannon** (*ex*Gale-35, *ex*Rawlinson, *ex*Boschpolder)		567 394 287				
144616							
VLDR	Wireless	1 *Dk*					

8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NPP=Force en chevaux d'après les formules de la Société. RPP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*
1920	Echevarrieta y Larrinaga Cadiz	~~R.M.Sloman, Jr.~~	330·4	47·9	31·0	Hamburg German	T.3Cy.25″,41″&68″–45″ (*s*) 180lb *100lb* 417NHP	33 ″ 5
8mo			341·3(O.L.)				2SB,*3cf*,GS147,HS6050 FD	s 7 ″ 10
			FK				J.G.Kincaid&Co.Ld.Grk.	25 ″ 9
		Cell D	*B284′ 870t FPT63t*			*WB*	*APT175t*	
	Lloyd's SA&CP							
	above 150°F.							
1919	Flensburger Schiffsb.Ges. Flensburg	Woermann-Linie A.G.	383·4	52·9	20·7	Hamburg German	T.3Cy.28¾″.46½″&76″–48″ 527NHP	24 ″ 9
			FK					
						WB	FlensburgerSchiffsb.Ges.	
1903	Sunderlnd S.B.Co.Ld. Sunderland	SanPehS.N.Co.Ld.	260·0	36·6	12·4	Shanghai Chinese	T 3Cy.19″,31″&51″–36″ 170NHP	22 ″ 2
			P24′B69′F27′		19·9			
					FK	*WB*	N.E.MarineEng.Co Ld.Sld	
1920	Lloyd Royal Belge (Gt. Britain) Ld. Glasgow	HsuYiNien	331·0	46·7	23·2	Chefoo Chinese	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 359NHP	25 ″ 6
1mo			P38′B100′F28′		FK	6 *BH Cem*		s 4 ″ 0
	Lloyd's SA&CP							21 ″ 9
						Cell DB278′	D.Rowan&Co.Ld.Gls.	
							735t FPT106t APT42t	
1910	Schiffsw. v. Henry Koch Lübeck	DingYaoDung (Fujii&Co. *Mgrs.*)	224·2	35·7	12·5	Chefoo Chinese	C.2Cy.19¼″&36″–25⅝″ 55NHP	V
			P11′Q62′B53′F29′			*WB*	OttensenerMsch.Fab.Alt.	
1938	A.Stephen &Sons,Ld. Glasgow	UnionS.S.Co.of NewZealand,Ld.	277·6	45·2	18·3	SydnyNSW British	Oil Engines 2S.C.SA 6Cy.23⅝″–40⅛″ 583NHP	21 ″ 6
2mo			287·7(O.L.)					s 2 ″ 0½
			P&B154′F37′		FK	4 *BH Asp*		19 ″ 7½
	Lloyd's SA&CP	*Cell D*	*B224′ 418t FPT43t*			*APT28t*	SulzerBros,Ld.Winterthur	
1897	Helsingörs Jernsk&Msk. Elsinore	A/B BalticLloyd Line,Ld.(H.Janhonen, *Mgr.*)	279·6	40·5	18·0	Helsingfrs Finnish	T.3Cy.20″,31″&53″–36″ (*s*) 175lb 187NHP	20 ″ 7
4mo			Q16′B68′F34′		FK	4 *BH Cem*	2SB,*4rf*,GS68,HS2984	s 3 ″ 1½
	A&CP	*Cell D Ba 88′ uE &*	*B36′f110′530t FPT*			*46t APT34t*	HelsingörsJernsk.&Mskb.	17 ″ 8
1913	Mackie& Thomson,Ld. Glasgow	JohnBurke,Ld.	205·7	32·6	11·8	Brisbane British	T.3Cy.17″,28″&45″–33″ 156NHP	12 ″ 6
			Q85′B45′F26′			*Cem*		
					FK&BK1½″	7 *BH to Udk*		
						1 „ „2nd„		
						WB	Muir&Houston,Ld.Gls.	
1925	C.Connell &Co.Ld. Glasgow	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*)	395·5	52·5	28·0	Liverpool British	T.3Cy.26″,43″&73″–48″ (*r*) 200lb *120lb* 464NHP	30 ″ 6
2mo			409·2(O.L.)			*Cem*		s 5 ″ 10½
			P38′B128′F40		FK	7 *BH to Udk*	2DB(Spt),*12cf*,GS210, HS7706	24 ″ 10½
	Lloyd's SA&CP	*Cell D*	*B334′1122t DT a30′762t*			1 „ „2nd„		
						WB	D.Rowan&Co.Ld.Glasgow	
						FPT70t APT26t		
1899	Nederl. Scheepsbouw Maats. Amsterdam	RederiA/BWandia (A.J.Falkland, *Mgr.*)	239·6	37·0	17·4	Hlsngborg Swedish	T.3Cy.18⅜″,29⅜″&47½″–36″ 160lb (*s*) 156NHP	20 ″ 0
5mo			247·4(O.L.)					s 2 ″ 6½
			B58′F31′		FK	4 *BH Cem*	2SB,*4pf*,GS77,HS2700	17 ″ 7½
	A&CP	*Cell D Ba*	*68′u E 18′f100′375t*			*APT56t*	NedFab.v Werk.&Spr.Ams	
1932	Burntislnd S.B.Co.Ld Burntisland	Wandsworth& DistrictGasCo.	236·0	38·0	16·5	London British	T.3Cy.16½″,27½″&46″–33″ 200lb (*s*) 164NHP	18 ″ 6
10mo			242·7(O.L.)					s 11 ″ 7½
			Q136′B15′F23′		FK	4 *BH pt Cem*	1SB,*4cf*,GS66,HS2850	16 ″ 0½
	Lloyd's SA&CP	*Cell D Bu E 18′f 152′*	*628t MT70t FPT77t*			*APT99t*	N.E.MarineEng.CoLd.Sld.	
1927	Stettiner Oderwerke Stettin	H.M.Gehrckens	239·5	37·8	14·4	Hamburg German	T.3Cy.17¹¹⁄₁₆″,28⅝″&45½″–33⅞″ 120NHP	G
			P&B187′F26′			*WB*	StettinerOderwerke	
1938	Moss Værft &Dokk,A/S Moss	Knöhr&Burchard, Nfl.	301·6	47·8	18·4	Hamburg German	C.3Cy.(2)15¾″,39⅜″–31½″& LP turbine with SR gearing &chain drive 227lb (*s*) 220NHP	20 ″ 5
9mo			317·0(O.L.)					
			P24′F25′B183′		FK	4 *BH Asp*		
	Lloyd's SA&CP	*One*	*nterm. diate LH Mas*			*censed with*	2SB(Spt)4cf.GS68,HS3245 FD	
		Cell L	*B248′654t FPT40t*			*APT91t*	MossVærft&Dokk,A/S	
1932	Harland& Wolff,Ld. Belfast	HuddartParker, Ld.	461·2	63·9	29·1	Melbourne British	Oil Engines 4S.C.SA 16Cy.29⅜″–59½″ 1305NHP	34 ″ 7
11mo			474·0(O.L.)					s 10 ″ 5
			P38′B276′F53′		FK	7 *BH pt Cem*	DB *100lb*	24 ″ 6½
	Lloyd's SA&CP	*Cell*	*DB375′ 1311t FPT*			*53t APT201t*	Harland&Wolff,Ld.Gls.	
1920	Blohm& Voss Hamburg	WoermannLinie A.G.	418·6	56·2	36·0	Hamburg German	4SR Geared Steam Turbines	G
						WB	Blohm&Voss,Hamburg	
1922	Yarrow& Co.Ld. Glasgow	TaikooChinese Nav.Co.Ld.	203·9	33·0	9·9	HongKong British	T.6Cy.18″,26″&39½″–17⅝″ 130NHP	
						WB	Yarrow&Co.Ld.Glasgow	
1919	Fredrkstad Mek.Værks. Fredrikstad	A/B Transmarin (S.Redig. *Mgr.*)	300·6	47·2	20·8	Hlsngborg Swedish	T.3Cy.22″,35½″&58½″–39″ NE26 212NHP	N
			P80t H92t				A/B Lindholmen Motala, Got.	
1919	N.of Irelnd S.B.Co.Ld. Londonderry	StandardNavCorp. (StandardFruit& S.S.Co. *Mgrs.*)	180·0	31·2	13·0	Ceiba Honduran	T.3Cy.13″,23″&37″–26″ 70NHP	C
			P16′B48′F28′			*WB*	Cooper&Greig,Ld.Dundee	
Rebuilt 1921	*by* Franco-Belge de Réparations		s Nav.Antwerp					
1924	Kiangnan Dk&Eng Wks Shanghai	TaikooChinese Nav.Co.Ld.	148·3	29·0	7·3	HongKong British	T.6Cy.11⅞″,17½″&27⅜″–16″ 62NHP	
							KiangnanDk.&Eng.Wks.	
1919	N.V.Werf Voorhuit Enkhuizen	Belfast&Koroit SteamNav.Co.Ld.	167·4	26·6	11·0	Melbourne British	T.3Cy.13⅜″,21⅞″&35⅞″–24⅝″ DeMan& TeVeldhuys,Dordrecht 61NHP	C
			27·9					
		WB	Q58′B41′F24′					

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 for Special Survey. Date of last Survey.	7 Port of Survey. Years Assigned now expired. Equipment Letter.	7a Date when last classed.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register in which classed if not in L.R. Date of first Cert.
86124 160578 GSLY	**Wanstead** *ss*Shl.No.2–36 D.F. E.S.D.		5423 4393 1 *Dk(Stl)*	✝100A1 Shl ~~5,36~~ 4,39 ~~M41~~			CL ~~9,37~~ 4,39	1928 10mo	CaledonS.B. B.&E.Co.Ld. Dundee	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld. *Mgrs.*)	405·8 | 54·2 | 27·9 420·5(O.L.) P36′B126′F39′ FK 186′1242*t FPT*126*t* *Lloyd's S.&C.P. Cell D Ba & u E*156′ *f*	London British 6 *B.H Asp* *A P T*280*t*	T.3Cy.25½″,42″&70″–48″ (*s*) 185lb 448NHP 3SB(Spt)*9cf*,GS187,HS7926 N.E.MarineEngCo.Ld.Nwc	30 ″ 4 ~~5 ″ 9½~~ 24 ″ 8	
86125 153672 VRBP	**Wantung** (*ex*AliceDollar) TwinSc 2 *Dks & Shade dk*		1061 709 558					1921	Kiangnan Dk.& E.Wrks. Shanghai	TaikooChinese Nav.Co.Ld.	197·6 | 31·0 | 9·5	HongKong British *W B*	T.6Cy.15″,22″&34″–18″ 98NHP KiangnanDk.& Eng.Wrks.		
86126 OGZZ	**Wappu** (*ex*Gower–33) *ss*Cff.No.1–35 Wireless D.F. 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted*		1513 — 867	✝100A1 Abg ~~5,36~~ ~~5,37~~ Iis ~~4,39~~		*p*	CL 5,37	1930 10mo	GooleS.B. &Repg.Co. (1927)Ld. Goole	O/Y "Wappu" (AnttiWihuri)	250·3 | 38·0 | 14·7 260·2(O.L.) Q151′ B*ss*Q56′F24′ FK *Lloyd's S.&C.P.* *Cell D Ba & u E*84′ *f* 102′391*t FPT*61*t A P T*84*t*	Helsingfrs Finnish 4 *B H Cem* 2SB.4*cf*,GS77,HS2940 N.E.MarineEng.Co.Ld.Sld	T.3Cy.18″,30″&49″–33″ (*s*) 180lb 171NHP 15 ″ 7	17 ″ 0 ~~4 ″ 9½~~	
86127 144440 GCVR	**War Afridi** *ss*Ply.No.3–3,33 *ss*Nwc.No.1–37 D.F. 1 *Dk(Stl)*2*tr B & Web frames* *Longitudinal framing*		5570 4696 3330	✝100A1 Nwc 5,38 BS5,38 ~~LMC5,38~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,20 *F.P.*		*z*	CL N3,37	1920 1mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd's S.&C.P.* *above* 150° F.	TheAdmiralty	400·3 | 52·2 | 28·4 P50′B121′F39′ FK *Cell D Bu E & B*68′264*t f*50′	London British 15 *B Hpt Cem* Rankin&Blackmre,Ld.Grk 65*t FPT*95*t A P T*80*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD 25 ″ 7	31 ″ 0 ~~5 ″ 7½~~	
86128 142737 GLDK	**War Bahadur** *ss*Lth.No.3–10,35 ~~D.F.~~ 1 *Dk(Stl)*2*tr B & Web frames* *Longitudinal framing*		5559 4702 3492	✝100A1 Lth 5,37 ~~Iis 5,37~~ ~~LMC5,37~~ *Carrying oil fuel in bulk F.P.* *Fitted for oil fuel* 12,18 *F.P. above* 150° F.		*z*	CL 4,37	1918 12mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's S.&C.P.* *above* 150° F.	TheAdmiralty	400·0 | 52·4 | 28·4 409·8(O.L.) P49′B121′F39′ FK *Middle line Bulkhead* *Cell D Bu E & B*59′240*t*	London British 11 *B Hpt Cem* *not oil-tight* N.E.MarineEngCo.Ld.Nwc	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD N.E.MarineEngCo.Ld.Nwc	31 ″ 0 ~~5 ″ 7½~~ ~~25 ″ 7~~	
86129 Now Hokki Maru,	**War Begum** (*ex*Thelma–37, *ex*Herborg,*ex*Conus, *ex*WarBegum) *ss*Yka.No.3–1,31 *ss*Shi.No.1–35		5578 4716 3428	✝100A1 Sng 7,37 BS9,37 ~~LMC5,37~~ *Carrying oil fuel in bulk F.P.* *Fitted for oil fuel* 7,19 *F.P. above* 150° F.		*z*	CL 9,37	1919 8mo	Palmers'Co Ld Newcastle *Lloyd's S.&C.P.* *above* 150° F.	KitagawaSangyo KaiunK.K. *Cell D Bu E & B*59′ *f*50′313*t FPT*99*t*	400·0 | 52·3 | 28·4 P50′B121′F39′ FK *A P T*68*t*	Japanese 11 *B Hpt Cem* Palmers' Co.Ld.Newcastle	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD	31 ″ 0 ~~5 ″ 7½~~ 25 ″ 7	
86130 144311 GCVD	**War Bharata** *ss*H.Kg.No 1–38 *ss*Lth.No.3–5,34 D.F. 1 *Dk(Stl)* & 2*nd dk(Stl)* in fore *hold & Web frames* *Longitudinal framing*		5604 4713 3404	✝100A1 Sld ~~9,38~~ ~~7,37~~ HKg 9,38 ~~Iis 7,37~~ ~~LMC5,38~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,20 *F.P. above* 150° F.		*z*	CL ~~7,86~~ 5,38	1920 3mo	Palmers' Co.Ld. Newcastle *Lloyd's S.&C.P.* *above* 150° F.	TheAdmiralty *Cell D Bu E & B*65′282*t DT*6	400·2 | 52·3 | 28·4 P50′B121′F39′ FK *Middle line Bulkhead* 25′ 130*t DTf*	London British 16 *B H* *not oil-tight* Palmers' Co.Ld.Newcastle 40′223*t FPT*99*t A P T*69*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD	31 ″ 0 ~~5 ″ 7½~~ 25 ″ 7	
86131 144353 GCVS	**War Brahmin** *ss*Lon.No.3–5,38 *ss*Shl.No.1–37 D.F. 1 *Dk(Stl)* 2*tr B & Web frames* *Longitudinal framing*		5567 4696 3325	✝100A1 Shl 11,38 ~~10,37~~ BS10,38 ~~MC10,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,20 *F.P. above* 150° F.		*z*	CL 10,36	1920 2mo	Lithgows, Ld. PortGlasgow *Lloyd's S.&C.P.* *above* 150° F.	TheAdmiralty *Cell D Bu E & B*72′ 250*t f*50′65*t FPT*95*t*	400·3 | 52·2 | 28·4 P50′B121′F39′ FK *Middle line Bulkhead* *A P T*75*t*	London British 15 *B H Cem* *not oil-tight* D.Rowan&Co.Ld.Glasgow	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD	31 ″ 0 ~~5 ″ 7½~~ 25 ″ 7	
86132 143379 GLDR	**War Diwan** *ss*Fal.No.3–5,39 ~~*ss*Pts.No.3–2,39~~ D.F. 1 *Dk(Stl)* 2*tr B & Web frames* *Longitudinal framing*		5551 4696 3430	✝100A1 Mlt ~~2,36~~ ~~3,39~~ Fal ~~BS2,36~~ ~~LMC2,38~~ *Carrying oil fuel in bulk F.P.* *Fitted for oil fuel* 8,19 *F.P. above* 150° F.		*z*	CL ~~12,37~~ 4,39	1919 8mo	Lithgows, Ld. PortGlasgow *Lloyd's S.&C.P.* *above* 150° F.	TheAdmiralty *Middle line Bulkhead* *Cell D Bu E & B*72′250*t f*50	400·3 | 52·2 | 28·4 P50′B121′F39′ FK	London British 11 *B Hpt Cem* *not oil-tight* D. Rowan&Co.Ld.Glasgow 65*t FPT*95*t A P T*75*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD	31 ″ 0 ~~5 ″ 7½~~ 25 ″ 7	
86133 143458 GCZK	**War Hindoo** *ss*Ply.No.3–7,32 *ss*Nwc.No.1–36 D.F. 1 *Dk(Stl)* 2*tr B & Web frames* *Longitudinal framing*		5565 4696 3337	✝100A1 Nwc ~~5,36~~ ~~10,37~~ ~~2,38~~ BS12,38 ~~LMC11,38~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,19 *F.P. above* 150° F.		*z*	CL ~~12,37~~ 5,39	1919 10mo	W.Hamilton&Co.Ld Pt.Glasgow *Lloyd's S.&C.P.*	TheAdmiralty *Cell D Bu E & B*64′132*t f*50′64*t*	400·3 | 52·2 | 28·4 P50′B121′F39′ FK	London British 15 *B H Cem* 3SB,*9cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 25 ″ 7	31 ″ 0 ~~5 ″ 7½~~	
86134 143823 GCTD	**War Krishna** *ss*Ply.No.3–2,32 *ss*Sld.No.1–36 *Mchy. Aft* 1 *Dk(Stl)* & 2*nd dk(Stl)* D.F. *in fore hold & Web frames* *Longitudinal framing*		5760 4697 3504	✝100A1 Sld ~~5,36~~ ~~12,37~~ Shl ~~LMC~~ ~~MS12,36~~ ~~BS~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,19 *F.P. above* 150° F.		*z*	CL ~~11,36~~	1919 11mo	Swan, Hunter&Wigham Richardson, Ld Newcastle *Lloyd's S.&C.P.*	TheAdmiralty *Cell D Bu E* 40′100*t*	400·0 | 52·3 | 30·8 408·2(O.L.) P126′B31′F39′ FK *D Tf* 45′242*t FPT*95*t A P T*72*t*	London British 13 *B Hpt Cem* 3SB,*9cf*,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 25 ″ 7	31 ″ 0 ~~5 ″ 7½~~	
86135 144350 GLDJ	**War Mehtar** *ss*Ply.No.3–10,32 *ss*Shl.No.1–37 D.F. 1 *Dk(Stl)* 2*tr B & Web frames* *Longitudinal framing*		5502 4701 3407	✝100A1 Sld ~~1,36~~ ~~4,38~~ Nwc ~~4,39~~ ~~MC4,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,20 *F.P. above* 150° F.		*z*	CL 4,38	1920 3mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's S.&C.P.*	TheAdmiralty *Cell D Bu E & B*66 *f*39′ 321*t F P T*89*t A P T*82*t*	400·2 | 52·4 | 28·4 P49′B121′F40′ FK	London British 16 *B Hpt Cem* 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 25 ″ 7	31 ″ 0 ~~5 ″ 7½~~	
86136 143383 GLDQ	**War Nawab** *ss*Pts.No.3–1,32 *ss*Fal.No.1–36 D.F. 1 *Dk(Stl)* 2*tr B & Web frames* *Longitudinal framing*		5586 4715 3427	✝100A1 Sld 9,37 ~~Iis 9,37~~ *Carrying oil fuel in bulk F.P.* *Fitted for oil fuel* 8,19 *F.P. above* 150° F.		*z*	CL N9,37	1919 8mo	Palmers' Co.Ld. Newcastle *Lloyd's S.&C.P.*	TheAdmiralty *Middle line Bulkhead* *Cell D Bu E & B*59 *f*50′337*t FPT*99*t*	400·0 | 52·3 | 28·4 P50′B121′F39′ FK	London British 11 *B Hpt Cem* *not oil-tight* Palmers' Co.Ld.Newcastle	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD *A P T*68*t*	31 ″ 0 ~~5 ″ 7½~~ 25 ″ 7	
86137 142691 GLDP	**War Nizam** *ss*Lon.No.3–12,30 ~~*ss*Ply.No.1–34~~ *ss*Lth.No.2–39 D.F. 1 *Dk(Stl)* 2*tr B & Web frames* *Longitudinal framing*		5605 4716 3450	✝100A1 Alx ~~1,36~~ ~~12,37~~ 3,39 ~~Iis~~ Lth ~~BS12,37~~ ~~LMC~~ 10,38 ~~MS3,39~~ *Carrying oil fuel in bulk F.P.* *Fitted for oil fuel* 10,18 *F.P. above* 150° F.		*z*	CL ~~2,36~~ 10,38	1918 10mo	Palmers' Co.Ld. Newcastle *Lloyd's S.&C.P.*	TheAdmiralty *Middle line Bulkhead* *Cell D Bu E & B*59 *f*50′317*t FPT*99*t*	400·0 | 52·3 | 28·4 (O.L.) P50′B121′F39 FK	London British 11 *B Hpt Cem* *not oil-tight* Palmers' Co.Ld.Newcastle	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD *A P T*68*t*	31 ″ 0 ~~5 ″ 7½~~ 25 ″ 7	
86138 143217 GBCM	**War Pathan** *ss*Lon.No.3–1,32 *ss*Fal.No.1–36 D.F. 1 *Dk(Stl)* 2*tr B & Web frames* *Longitudinal framing*		5581 4702 3408	✝100A1 Cff ~~5,38~~ ~~5,37~~ Shl ~~B 5,37~~ ~~LMC7,36~~ 5,38 *Carrying oil fuel in bulk F.P.* *Fitted for oil fuel* 5,19 *F.P. above* 150° F.		*z*	CL ~~7,36~~ 6,38	1919 5mo	Sir J.Laing &Sons,Ld Sunderland *Lloyd's S.&C.P.*	TheAdmiralty *Middle line Bulkhead* *Cell D Bu E & B*55′274*t f*50′67*t FPT* 100*t A P T*80*t*	400·0 | 52·4 | 28·5 410·1(O.L.) P50′B121′F45′ FK	London British 11 *B Hpt Cem* *not oil-tight* 3SB,*9cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 25 ″ 7	31 ″ 0 ~~5 ″ 7½~~	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré Lettre d'Enjoignement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. Navire. Mach.	Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. fts.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Roy. Trade
86139	**War Pindari**	5559	✠100A1	Nwc	z	CL	1920	Lithgows,	TheAdmiralty	400·0|52·2|28·4			London	T.3Cy 27″,44″&73″–48″ (s)	31 ″ 0	
144388	*ss*Lth.No.3–10,35	4690	~~11,341 1,167~~	~~Lth~~	~~Stl~~	~~10,35~~	3mo	Ld.					British	180lb 517NHP	s 5 ″7½	
GDMQ	D.F. 1 *Dk(Stl)2tr B&W b frames*	3313	~~11,38~~	~~Lth~~	~~Stl~~	11,38		PortGlasgow		P50′B121′F39′ FK			15 *BHpt Cem*	3SB,*9cf*,GS190,HS7668 FD	25 ″ 7	
	Longitudinal framing		*Carrying Petroleum in bulk*				*Lloyd*	*SA&CP*	*Middle line Bulkhead*				*not oil-tight*	D.Rowan&Co.Ld.Glasgow		
			Fitted for oil fuel 3,20			*F.P. above*	1 50° F.		*Cell D Bu E&B*	72′250*t*f50′6*t*v *FPT*			15*t APT*75*t*			
86140	**War Sepoy**	5575	✠100A1	Gls	z	CL	1919	W.Gray&	TheAdmiralty	400·0|52·3|28·4			London	T.3Cy.27″,44″&73″–48″ (s)	31 ″ 0	
142773	*ss*Ply.No 3–1,32	4714	~~6,35 5,47~~ 3,38	~~Gls~~	~~Stl~~	~~5,38~~	2mo	Co.Ld.					British	180lb 517NHP	s 5 ″7½	
GLDN	*ss*Shl.No.1–36	3503	~~3,47~~	~~Lth~~	MC5,38	3,39		W Hartlepool		P49′B121′F39′ FK			11 *BHpt Cem*	3SB,*9cf*,GS190,HS7668 FD	25 ″ 7	
	D.F. 1 *Dk(Stl)2tr B&W b frames*		~~L.S.L. 3,39~~				*Lloyd*	*SA&CP*	*Middle line Bulkhead*				*not oil-tight*	Cen.Mar.Eng.Wrks.W Hpl		
	Longitudinal framing		*Carrying oil fuel in bulk*			*F.P.*	above 1	50° F.	*Cell D Bu E&B65′*	262*t*f50′65*t*						
			Fitted for oil fuel 2,19			*F.P. a*										
86141	**War Sirdar**	5542	✠100A1	Nwc	z	CL	1920	Sir J. Laing	TheAdmiralty	400·0|52·4|28·4			London	T.3Cy.27″,44″&73″–48″ (s)	31 ″ 0	
144364	*ss*Pts.No.3–1,33	4701	7,38~~8,36~~	~~BS7,36~~		~~8,35~~	2mo	&Sons,Ld.					British	180lb 517NH	s 5 ″7½	
GCVW	*ss*Nwc.No.1–36	3424	~~BS7,37~~	✠LMC8,38		7,38		Sunderland		P49′B121′F45′ FK			16 *BHpt Cem*	3SB,*9cf*,GS189,HS7656 FD	25 ″ 7	
	D.F. 1 *Dk(Stl),& W b frames*		*Carrying Petroleum in bulk*				*Lloyd*	*SA&CP*						Geo.Clark,Ld.Sunderland		
	Longitudinal framing		*Fitted for oil fuel* 2,20			*F.P. a*	above 1	50° F.	*Cell D Bu E&B65′*	262*t*f52*t DTf* 10 207			*t D Ta*25′114*t*	*FPT*100*t APT*80*t*		
86142	**War Sudra**	5627	✠100A1	Gls	z	CL	1920	Palmers'	TheAdmiralty	400·2|52·4|28·4			London	T.3Cy.27″,44″&73″–48″ (s)	31 ″ 0	
144527	*ss*Pts.No.3–12,32	4718	9,38~~9,37~~	Gls		~~9,36~~	5mo	Co.Ld.		409·7(O.L.)			British	180lb 517NH	s 5 ″7½	
GCVF	*ss*Fal.No.1–36	3413	BS9,38	✠LMC		8,38		Newcastle		P50′B121′F39′ FK			16 *BHpt Cem*	3SB,*9cf*,GS190,HS7668 FD	25 ″ 7	
	D.F. 1 *Dk(Stl)2tr B&W b frames*		MS10,36	~~BS7,37~~			*Lloyd*	*SA&CP*	*Middle line Bulkhead*				*not oil-tight*	Palmers' Co.Ld.Nwc.		
	Longitudinal framing		*Carrying Petroleum in bulk*													
			Fitted for oil fuel 5,20			*F.P. a*	above 1	50°F.	*Cell D Bu E&B65′*	*f*41′324*t FPT*99*t*			*APT*68*t*			
86143	**Ward** (P)	6167					1921	Doullut&	UnitedStates	395·5|55·0|31·4			N.Orleans	OilEngines 2S.C.SA		R
221111	*Oil Eng.*	—						Williams	Maritime	P60′B109′F37′			Utd. States	6Cy.30″–52″ NE29 941NHP		
KDQB	Sub.Sig. GyC. 2 *Dks*	3835						S.B.Co.Inc	Commission				*W b*	Busch-SulzerBros.Diesel		
	Longitudinal framing							NewOrleans						Eng.Co.		
86144	**Wareatea** Iron	475				...	1883	H.M'Intyre&	W.Holyman&Sons	170·2|26·1|11·4			Melbourne	C.2Cy.20″&40″–30″		
84486		363						Co.	Proprietary,Ld.	Q84′F20′ FK			British	NB20 79RH		
VJYJ	Wireless 1 *Dk 2tr B*	272						Paisley					*W b*	Fleming&Ferguson,Psy.		
86145	**Warfield**	6070	✠100A1	Mdb	z	CL	1917	Russell&	BritishIndiaStm.	415·0|52·7|33·9			Glasgow	T.3Cy.26″,44″&72½″–48″ (r)	36 ″ 6	
137840	*ss*Ant.No3–9,29	5870	*Shelter dk*	~~Mdb~~		9,37	4mo	Co.	Nav.Co.Ld.				British	200lb *90lb* 498NH	s 8 ″7½	
GRZN	*ss*Fal.No.2–37	3794	*with freeboard*					Pt.Glasgow				FK	7 *BHCem*	2DB,*12cf*,GS202,HS8706	28 ″1	
	1 *Dk(Stl)& Shelter dk(Stl)& 2nd dk in No.1 hold*		3,39~~2,38~~	✠LMC			*Lloyd*	*SA&CP*	*Cell D B359′*	1200*t DTf* 27′969*t*			*APT*71*t*	Dunsmuir&JacksonLd Gls		
			MS9,37	~~BS12,37~~		1,38										
86146	**Warialda** (*ex* War Mansion)	3135	✠100A1	Cal	*u*	CL	1918	Armstrong	BritishIndiaStm.	331·0|46·8|23·1			London	T.3Cy.25″,41″&68″–45″ (s)	25 ″ 6	
142587	*ss*Cal.No 3–9,30	2866	~~6,38 6,37~~ 9,38			~~9,35~~	7mo	Whitworth	Nav.Co.Ld.				British	180lb 430NH	s 8 ″11½	
GSBC	*ss*Cal.No.2–38 ~~*ss*Cal.No.1–01~~	1859		✠LMC	8,38	8,38		&Co.Ld.		P33′B98′F29′ FK			8 *BHpt Cem*	3SB,*9cf*,GS155,HS6324 FD	21 ″ 9	
	1 *Dk(Stl)*		~~M6,37~~	~~BS8,37~~				Newcastle	*Cell L*	*B284′714t FPT*103*t*			*APT*131*t*	N.E.Marine Eng Co Ld.Nwc		
	Cargo battens not fitted						*Lloyd*	*SA&CP*								
86147	**Warina** (*ex* War Loch)	3120	✠100A1	Cal	*u*	CL	1918	Craig,Tay-	BritishIndiaStm.	331·1|46·8|23·2			London	T.3Cy.25″,41″&68″–45″ (s)	25 ″ 6	
142433	*ss*Cal.No.3–4,30	2869	2,39~~2,38~~			N6,36	5mo	lor&Co.Ld	Nav.Co.Ld.				British	180lb 430NH	s 8 ″11½	
GSBJ	*ss*Cal.No.2–38	1874		✠LMC				Stockton		P33′B98′F29′ FK			7 *BHpt Cem*	3SB,*9cf*,GS153,HS6304 FD	21 ″ 9	
	Cargo battens not fitted 1 *Dk(Stl)*		~~BS7,37~~,38	MS2,38			*Lloyd*	*SA&CP*	*Cell D*	B280 687*t FPT*109*t*			*APT*112*t*	N.E.Marine Eng.Co.Ld.Sld		
86148	**Warita**	305				...	1919	I.J.Abdela	J.Summers&Sons,	127·0|23·6|10·4			Chester	Oil Engines 2S.C.SA	11 ″ 6	
137097	*Oil Eng.*	241						&Mitchell,Ld	Ld.	Q33′F18′			British	6Cy.10½″–13½″ 116NH		
MLFK	*Mchy.Aft.* 1 *Dk*	140						Queen'sFerry				FK	*W b*	*Emade*35		
														Crossley Bros Ld.Openshaw		
86149	**Warjo**	768	✠100A1	Got		OG	1927	Helsingörs	Stockholms	186·5|31·6|12·0			Stockholm	T.3Cy.16½″,27″&44″–30″ (s)	14 ″ 3	
7389	*ss*Skn.No.2–36	499	*with freeboard*			~~6,36~~	10mo	Jernsk&Msk	Rederiaktieb.Svea				Swedish	200lb 150NHP	s ″ 2	
SFMA	1 *Dk(Stl)2nd dk in after hold*	289	~~6,37~~ 12,38			5,38		Elsinore	Eman.Högberg,	P16′Q40′B&F111′			4 *BHCem*	2SB(Spt),*Acf*,GS63,HS2692	14 ″ 2	
	Wireless D.F. *Cruiser Stern*		~~BS8,37~~	✠LMC6,36			*Lloyd*	*SA&CP*	*Mgr.*)	len35 FK				Helsingörs Jernsk.& Msk b		
			~~10,38~~						*Cell D B*142′164*t FPT*	42*t APT*23*t*						
86150	**Warkworth**	4941	✠100A1	Bly	*y*	CL	1924	Blyths-	DalglieshSteam	401·4|53·2|26·9			Newcastle	T.3Cy.26″,42″&71″–48″ (r)	29 ″ 7	
148105	*ss*Bly.No.3–9,37	4547	6,38~~9,37~~	Bry		9,37	11mo	woodSBCoLd	ShippingCo.Ld.				British	180lb 425NH	s 5 ″8½	
GBFS	D.F. 1 *Dk(Stl)*	3039		✠MC				Glasgow	(R.S.Dalgliesh,Ld.	P36′B118′F35′ FK			6 *BH Cem*	3SB,*9cf*,GS190,HS7167	24 ″ 2	
			BS~~10,36~~	MS9,37			*Lloyd*	*SA&CP*	*Mgrs.*)					J.G.Kincaid&Co.Ld.Grk.		
			6,38						*Cell D Ba&u E*158′*f*	181′1408*t FPT*100*t*			*APT*130*t*			
86151	**Warlaby**	4876	✠100A1	Bry	*y*	CL	1927	W.Gray&	RopnerShipping	390·1|55·0|26·5			W.Hartlpl	T.3Cy.25½″,40″&71″–48″ (s)	28 ″ 9	
139241	~~*ss*Shl.No.3–1,39 *ss*Hpl.No.1–03~~	4626	~~Cal 12,37~~ 1,38	Shl		~~12,37~~	2mo	Co.Ld.	Co.Ld.	402·3(O.L.)			British	180lb *150lb* 439NH	s 4 ″5½	
GMXS	D.F. 1 *Dk(Stl)*	3013	~~BS10,37~~	✠LMC		12,38		W Hartlepool		P80′B220′F40′ FK			6 *BH Cem*	3SB(Spt)9*cf*,GS190,HS7614	24 ″ 6½	
				~~4,36~~			*Lloyd*	*SA&CP*	*Cell D B*	345′1041*t FPT*180*t*			*APT*179*t*	Cen Mar.E.Wrks.Ld.W Hpl		
				L.39												
86152	**Warmond** (*ex* Lodewyk–36, *ex* Goote–36, *ex* Grane)	1096				...	1921	John Cran	N.V.Europeesche	235·2|34·0|15·2			Amstrdam	T.3Cy.17½″,28½″&47½″–28″		G
PIMH	1 *Dk*	897						&Somerville,	VrachtvaartMij.	P25′B63′F25′			Dutch	120NHP		
		489						Ld. Leith	(Nederlandsch				*W b*	John Cran&Somerville.Ld.		
									Bevrachtingskan-							
									toor N.V. *Mgrs.*)							
Now "Vestra," see No. 90518 in Supplement																
Broken	**Warora** (*ex* War Cuirass)	2334	~~✠100A1~~	Cal	*s*	CL	1918	Osbourne,	~~BritishIndiaStm.~~	285·0|42·0|19·1				T.3Cy.25″,41″&68″–45″ (s)	21 ″ 2	
~~1,11~~	~~2,38 2,37~~	1774				~~6,36~~	3mo	Graham&Co.	~~Nav.Co.Ld.~~				Italian	180lb 420NH	~~2 ″ 11~~	
~~6,38~~	*Well deck*	1336	*ss*Cal.No.2–37	~~Mdb~~		6,38		Ld.Sunderlnd		PonQ25′Q97′B65′			7 *BHpt Cem*	2SB,*8cf*,GS150,HS6106 FD	~~10 ″ 3~~	
			1 *Dk(Stl)*	~~MS8,37~~	~~BS12,37~~		*Lloyd*	*SA&CP*		F32′ FK				MacColl&Pollock.Ld Sld.		
	Cargo battens not fitted								*Cell D*	B226′573*t FPT*108*t*			*APT*229*t*			
86154	**Warrawee** (P)	423				...	1909	J.Reid&	CoastSteamships,	155·7|27·1|10·1			P.Adelaide	C.2Cy.18″&40″–27″	10 ″ 8	
122726		254						Co.Ld.	Ld.	P&B65′F25′			British	64RH		
	1 *Dk*	165						Glasgow				FK&BK7′	*W b*	Muir&Houston,Ld.Gls.		
86155	**Warrian** (*ex* Frank–37)	1057					1929	Porsgrund	UnitedAfricaCo.	210·2|34·2|15·5			Liverpool	C.4Cy.(2)12¾″&(2)27½″–		N
164331		832						Mek.Værks	Ld.	H115*t*P52*t*			British	27¼″ 66NH		
MMKX	*Mchy.Aft Cruiser Stern* 1 *Dk*	570						Porsgrunn					*W b*	PorsgrundM V Porsgrunn		
86156	**Warrior** (*ex* John Jay–37)	7551				...	1920	Pusey&	WatermanS.S.	439·6|60·2|33·7			Mobile	T.3Cy.29¼″,52½″&82½″–52″	36 ″ 8	R
220211	*Fitted for oil fuel*	—						Jones Co.	Corp.	P41′B134′F46′*on*			Utd.States	492NHP		†
KJOD	1 *Dk& Shelter dk forward Web frames*	4766						Gloucester		*Shelter dk*		FK	*W b*	*Emade*93*refitted*32		
	Longitudinal framing							City						Newport News SB&DD.Co		
86157	**Warszawa** (P) (*ex* Smolensk)	2487					1916	W.Doxford	PolishBritishS.S.	286·7|40·6|26·0			Gdynia	T.3Cy.22″,36′&60″–42″		V
		2256						&Sons,Ld.	Co.Ld.				Polish	233NHP		
SPBS	*2 Dks& Awng dk*	1534						Sunderland					*W b*	W.Doxford&Sons,Ld.Sld.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when last shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard and ship's Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. [passed, if affiliated ert
86153 DAOJ	**Wartburg** Ⓟ	883 589 523					1920	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	201·4 P28'	30·4 Q46'	12·2 B53' F25'	Stettin German WB	T.3Cy.13⅝",21⅝"&35⅝"–25⅝" 63NHP Stettiner Oderwerke		G
86159 DOHZ	**Wartenfels** Sub.Sig. 2 *Dks*	6181 5701 3766					1921	J.C.Tecklenborg A.G. Wesermünde-G.	Deutsche Dmpfs-fahrts.Ges.Hansa	430·3 P79'	56·4 B135'	30·3 F55'	Bremen German WB	T.3Cy.29½",47½"&76⅜"–53⅜" &L.P.turbine 608NHP J.C.Tecklenborg A.G, Wsm		G
86160 8016 SDJG	**Warun** *Oil Eng.* Wireless D.F. 1 *Dk & Shelter dk* *Strengthened for Navigation in Ice* *Cruiser Stern*	842 595 293	✠100A1 *with freeboard* 5,38~~12,37~~	Got *n* ✠LMC5 35			OG 5,37	1935 5mo	Nya Varvs-aktb. Öresund Landskrona	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	216·1 220·8(O.L.) *Lloyd's*	35·6 FK	12·1 *Shelter dk* 42'(*Coll to Sh dk* 3 „2nd „)	Stockholm Swedish *1 B Hpt Cem* DB *30lb*	Oil Engines 2S.C.SA 5Cy.20½"–27½" 367NHP Kockums M.V. Akt. Malmö	15 " 3 s " 2 15 " 2½	
86161 220986 KESX	**Warwick** *Fitted for oil fuel* *Mchy. Aft* *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	4469 3946 2628	...					1921	Baltimore D.D.&S.B. Co. Baltimore	Union Oil Co. of California	340·1 P92'	49·2 B35'	28·7 F31'	Ls.Angeles Cal. Utd. States	DR Geared Steam Turbine NB37 Westinghouse Electric & Mfg.Co. E.Pittsburgh, Pa.	28 " 7	R †
86162 162527 GTSY	**Warwick Castle** Ⓟ Twin Sc *Oil Eng.* *Ref. Mchy.* 4 *Dks* D.F. E.S.D. *Cruiser Stern*	20107 14986 12245						1930	Harland & Wolff, Ld. Belfast	Union-Castle Mail S.S.Co.Ld.	651·5	75·5	37·4	London British WB	Oil Engines 2S.C.DA 20Cy.24¾"–55⅛" 4100NHP NE38 Harland & Wolff, Ld. Bel.		BT 1911 9,39
86163 5498 SHDE	**Wasaborg** 1 *Dk*	1274 1072 708						1913	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	227·6 P23'	36·6 B58'	16·0 H13⅜	Stockholm Swedish WB	T.3Cy.17½",29"&48"–30" 126NHP Oskarshamns M.V.Aktieb.		V
86164 DHZO	**Wasgenwald** *Fitted for oil fuel* *Cruiser Stern* 2 *Dks* Sub.Sig. D.F.	4990 4478 2956						1923	Deutsche Werft A.G. Hamburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	399·6 P&B257'	54·0 F60'	27·4	Hamburg German WB	T.3Cy.26 5/16"43⅜"&70½"–47 5/16" 345NHP Gutehoffnungshütte, Sterkrade		G
86165 23628 JCUC	**Washin Maru** 1 *Dk*	1861 — 1086						1918	Mitsubishi Zosen Kaisha Ld. Nagasaki	Morihei Kisen K.K.	250·0 P&B132'	37·7 F32'	20·5	Amagasaki Japanese WB	T.3Cy.17",28½"&48"–36" 138NHP Mitsubishi Zosen Kaisha Ld		
86166 232210 WLEE	**Washington** Ⓟ Twin Sc *Fitted for oil fuel* *Ref. Mchy.* 4 *Dks* GyC. E.S.D. D.F.	24289 — 13869						1933	New York S.B.Co. Camden, N.J.	United States Lines Co.	668·4 B&F584'	86·3	33·3	New York Utd. States WB	6 Steam Turbines SR geared to 2 Sc. Shafts New York S.B.Co. Camden, N.J.		R
86167 — FNQK	— Ⓟ Twin Sc *Oil Engs.* *Mchy.* 3 *Dks* D.F.	7706 5139 4591						1929	Bremer Vulkan Vegesack	Cie. Générale Transatlantique	473·4 F12'	61·2	27·5	Havre French WB	Oil Engines 2S.C.DA 10Cy.23⅝"–35⅜" 976NHP Bremer Vulkan, Vegesack		V
86168 220437 KDCB	— (*ex* Helen Olmsted, *ex* Cape Ann, *ex* Sapulpa) *ss* N.Yk.No.3–8,32 *ss* N.Yk.No.1–36 2 *Dks* (*Stl*) & *Web frames* *Mchy. Aft* *Longitudinal framing* D.F.	7030 — 4352	✠100A1 ~~3,34,38~~ 4,39 ~~10,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,20 BS9,38	N.Os *a*† NYk LMC7 36			CL 9,37 F.P. above	1920 6mo	Moore S.B. Co. Oakland, Cal	The Texas Co.	~~425·8~~ 425 P106' *Bu E & B* 61'	~~57·0~~ 57·2 143 *t D* F43'	33·1 P40' F41' *A P T* 28 *t*	Wilmgton (Del.) Utd.States 16 *B Hpt Asp* (9 *to U dk* 7 „2nd „)	T.3Cy.24½",41½"&72½"–48" 210lb 579NHP 3SB,9*cf*,HS8745 FD Llewellyn Iron Works, Los Angeles, Cal.	33 " 0 s 6 " 1⅜ 27 " 1	
86169 218614 KIRF	— (*ex* West Cayote) *Fitted for oil fuel* 2 *Dks*	5564 — 3472						1919	S.Western S.B.Co. San Pedro, Cal	States Steamship Co.	410·5 P43'	54·3 B114'	27·2 F46' *Wh*	Portlnd, Or Utd. States	T.3Cy.24½",41½"&72"–48" Llewellyn Iron Works, Los Angeles, Cal. 359NHP		R
86170 LOGJ	— Ⓟ Pad (*ex* Viena) *Fitted for oil fuel* 2 *Dks*	1675 — 659						1906	A&J Inglis Ld. Glasgow	Cia. Argentina de Nav. Mihanovich Ltda.	320·0 *Shade dk* 270'	40·2	20·1	Bns.Aires Argentine	T.3Cy.31",52"&78"–84" 558NHP A.&J.Inglis, Ld. Glasgow		
86171 LITB	**Washington Express** Twin Sc *ss* Osl.No.1–37 *Oil Eng.* *Ref. Mchy.* 2 *Dks* (*Stl–Weather dk* ws) 3rd *dk in forward holds* D.F. *Cruiser Stern*	3643 2956 2165	✠100A1 *with freeboard* 3,35 ~~3,39~~ ~~10,36~~ ✠LMC CS9 37 ~~10,38~~ ~~11,34~~ ✠Lloyd's RM ~~2,38~~ 1,39 ~~11,37~~ for temp. 33° F	Gls *v*			CL ~~7,37~~ 3,39	1933 9mo	Götaverken A/B Gothenburg	Skibs.A/S Seattle (Biorn Björnstad & Co. *Mgrs*)	338·4 334·4 352·0(O.L.) F164' *Lloyd's* 158'427 *t D T s* a695 *t*	47·2 FK *Cell D Bu E & f*	27·1 (*Coll to W dk* 4 „2nd „) *F P T* 35 *t A P T* 60 *t*	Oslo Norwegian 5 *B Hpt Cem*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP Götaverken A/B, Got.	30 " 6 s 9 " 7½ 21 " 3	
86172 219684 KUGB	**Washingtonian** (*ex* Willzipo–37, *ex* Eastern Mariner) *Fitted for oil fuel* D.F. 1 *Dk & Shelter dk & Web frames* *Longitudinal framing*	6617 6071 4161	...					1919	Osaka Iron Works, Ld. Osaka	American-Hawaiian S.S.Co.	415·1 P45' B148' F46 *on Shelter dk*	55·7 FK	32·0	New York Utd. States WB	T.3Cy.27",45"&75"–51" 553NHP Osaka Iron Wrks, Ld. Osaka	34 " 8	R †
86173 113907 MJSC	**Waterbuck** (*ex* Neilson, *ex* T.C.C. Hopper No.2) *ss* Gls.No.3–5,20 *Mchy. Aft* 1 *Dk* (*Iron*)	875 671 504	✠ 3,28 ✠N B (P) 5.	PNl *k*				1903 8mo	Ropner & Son Stockton	Sena Sugar Estates Ld. *Cell D Bf* 69' 264 *t*	180·1 B52' F31'	33·1 FK *F P T* 22 *t*	14·3	London British 4 *B H Cem*	T.6Cy.10",16½"&27"–22" 117NHP 2SB,3*cf*&2*pf*,GS77,HS2454 Blair & Co. Ld. Stockton	15 " 0	
86174 132872 MDVB	**Watergate** (*ex* Wheatlands) 3 Mst *ss* Bkn.2nd No.3–10,36 *Well deck* *Cargo battens not fitted* *Mchy. Aft* 1 *Dk* (*Stl*)	499 313 190	✠100A1 10,36 BS6,38	Bkn *h* ✠LMC10			OG ~~10,36~~ 11,38	1912 9mo	Dublin Dk-yard Co. Dublin	Coppack Bros. & Co. *Lloyd's*	162·4 Q95' *Cell D Bf*	25·7 B12' F28' 91' 99 *t F P T* 33 *t*	9·7 BK7 *A P T* 22 *t*	Chester British 3 *B H Cem*	C.2Cy.20"&42"–27" (*s*) 130lb 97RH 1SB,3*nf*,GS55,HS1830 Muir & Houston, Ld. Gls	12 " 0 s 4 " 0½ 12 " 5	
86175 PIMU	**Waterland** *ss* Ams.No.3–5,34 *Ref. Mchy.* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern* *ss* Ham.No.1–38	6847 6297 4165	✠100A1 *Shelter dk* *with freeboard* ~~10,36~~ ~~2,38~~ 1,39 ~~1&S5,37~~ ✠Lloyd's RM ~~1,38~~ *Fitted for oil fuel* 5,22	Ham *c*† BS4,38			CL 4,38 *F.P. above* 1 50° F.	1922 5mo	Barclay, Curle & Co. Ld Glasgow	N.V. tot Voortzetting van den Koninklijken Hollandschen Lloyd *Lloyd's*	460·7 *Cell D B* 105' 1,539	60·2 FK *F P T* 79 *t A P T* 38 *t*	27·8 *Collision B Hto Sh dk*	Amstrdam Dutch *Cem*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 220lb 1039NHP 6SB(Spt),15*cf*,GS311 HS13105 FD Barclay, Curle & Co. Ld. Gls	30 " 6 s 4 " 5⅜ 26 " 2½	

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Tirant d'eau maximum auquel le navire a le droit de naviguer.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres. — Course Pression des Chaudières. NB = Force en chevaux d'après les formules de la Société. SHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registre de cette classe ne s'est dans le L. R. Directe. Cert. Roy Trade
86176	**Waterland**		1107	✠100A1	Rot	*n*	OG	1915	Wrf.voorh.	Shipping&Coal	225·2	33·1	14·1	London	T.3Cy.16½",29"&46"-36" (*s*)	15 " 0	
142350	(*ex*Gaasterland)	*ss*Rot.No.3-4,28	769	5.26 6.37	Bly		6.37	5mo	Rijkee&Co.	Co.Ld.				British	180lb 164NHP	s 1 " 0½	
MJMJ		*ss*Rot.No.2-37	631	✠NB3	✠LMC		5,38		Rotterdam		Q72'B55'F22'		FK	4 *BH Cem*	2SB,*4cf*,GS82,HS2892	14 " 1	
	Well deck	1 *Dk(Stl)*													Maats,Fyenoord,Rot.		
	Cargo battens not fitted								A&CP	*Cell D Ba58'uE*	19'*f*98'291*t FPT*21*t*			*APT*20*t*			
86177	**Waterloo** (*ex*Glenburnie)		1905					1923	Barclay	CanadaSteamship	252·5	42·5	18·0	Montreal	T.3Cy.16",27"&44"-33"		C
145521			1579						Curle&Co.Ld.	Lines,Ld.	Q100'F36'			British	97RHP		
CYMQ	*Mchy.Aft*	1 *Dk*	1143						Glasgow					*WB*	J.G.Kincaid&Co Ld.Grk		
86178	**Waterton**		2115	✠100A1	Tto		CL	1928	Armstrong	McKellarSteam-	253·0	43·7	19·3	Newcastle	T.3Cy.17",28"&46"-36" (*s*)	21 " 6	
149472		*ss*Mtl.No.2-37 ~~Tto.Nov1-32~~	1747	*with freeboard*			6,37	5mo	Whitworth	ships,Ld.(R.Scott				British	200lb 190NHP	~~s 7 0~~	
MPBW	*Mchy Aft*	1 *Dk(Stl)*	1286	6,37 6.38	Bry3,38		1.6,36		&Co.Ld.	Misener,*Mgr.*)	P70'F37'		FK	2SB,*4cf*,GS74,HS2762	FD	~~11 0~~	
	Cargo battens not fitted			~~1.6.36~~	✠LMC				Newcastle	3 *WT BH also Inte*	*rmediate*			Armstrng Whitwth&Co.Ld		~~wl~~	
				For Service on the Great Lakes & River St. Lawrence, also to St.John's,NF L& Nova Scotia from 1st April to 30th November				*Lloyd's* SA&CP	*BH Cell DB*	*in holds lower part* 228'667*t FPT*140*t*			*watertight APT*15*t*		~~14 0~~ ~~F4 7½~~ 1 " 0½	
86179	**Watertown**		6372					1919	Bethlehem	CitiesServiceOil	~~416'956'2~~	~~31'0~~		New York	T.3Cy.26½",44"&74"-51'		R
218436		*Fitted for oil fuel*	—						S.B.Corp.Ld	Co.	P91'B39'F33	52·7		Utd.States	391NHP		
KING	*Mchy.Aft*	2 *Dks*	3950						Quincy,Mass.		416 8/56 1/4			*WB*	BethlehemS.B.Corp.Ld. Quincy,Mass		
	Carrying Petroleum in bulk																
	D.F. GyC.	*Longitudinal framing*															
86180	**Watkins F. Nisbet**		1747					1923	Cammell	UpperLakes&St.	253·0	43·2	17·8	SCathrnes	T.3Cy.16",27"&44"-33"		C
147230			1593						Laird&Co.Ld.	LawrenceTrans-				Ont.	97RHP		
	Mchy.Aft	1 *Dk*	1265						Birkenhead	portationCo.Ld.				British	Cammell Laird&Co.Ld.		
										(G.C.Leitch,*Mgr.*)				*WB*			
86181	**Watsonville** (*ex*Callabasas)		2220					1918	Albina Eng	~~Hammond Lumber~~	289·0	44·1	19·2	S.Frncisco	T.3Cy.22",37½"&60"-42"		R
217394		*Fitted for oil fuel*	—						&Machine	Co. Hammond				Utd States	233NHP		
WPUJ		1 *Dk*	1330						Works	ShippingCo.Ld.				*WB*	EllicottMachineCorp.		
									Portland,Or.								
86182	**Watuka**		1621	✠100A1	Hfx	*p*	OG	1918	NovaScotia	WasisS.S.Co.Ld.	248·7	35·1	17·3	Pictou,NS	T.3Cy.~~17~~",28"&46"-33" (*s*)	20 " 0	
138653		*ss*Hfx.No.2-39 *ss*Hfx.No.3-4,37	1275	~~12.28 1.29~~ 3,39			N3,38	12mo	Steel&Coal	(DominionShip-				British	185lb 17½" 150NHP	s 2 " 1	
VGWC	*Well deck*	~~Hfx.Nov1-37~~	1023	~~3.34 3.38~~	✠LMC4,35				Co.Ld. New	pingCo.Ld. *Mgrs.*)	Q91'B56'F26'		FK	4 *BH Cem*	2SB,*4cf*,GS77,HS2566	18 " 1½	
	D.F.	1 *Dk(Stl)*					3,39		Glasgow,N.S		*Cell DB*211'432*t*			*APT*33*t*	NovaScotiaStl&CoalCoLd		
								Lloyd's SA&CP									
86183	**Watussi** (P)		9521					1928	Blohm&	WoermannLinie	468·7	60·3	29·7	Hamburg	1SteamTurbinesSRgeared		G
	Ref.Mchy. Sub.Sig.	*Fitted for oil fuel*	6098						Voss	A.G.	len34			German	to 1 Sc.Shaft		
DHZP	D.F. E.S.D. GyC.	3 *Dks*	5571						Hamburg					*WB*	Blohm& Voss,Hamburg		
86184	**Waubic** (P)	**TwinSc**	469					1909	Collingw'd	J.E.McQueen	134·1	25·0	9·5	Collingwd	Oil Engines 2S.C.SA		
122556		*Oil Engs.*	369						S.B.Co.Ld.					Ont.	12Cy.10"-12½" 210NHP		
		3 *Dks*	264						CollngwdOnt					British	Fairbanks-Morse&CoBeloit		
86185	**Waukau**		6126				...	1919	Merchant	UnitedStates	400·7	54·2	30·4	Phildlphia	2 Steam Turbines DR	32 " 10	
218019		*Fitted for oil fuel*	5090						S.B.Corp.	Maritime	P36'B124'F44'			Utd.States	geared to 1 Sc.Shaft		
		2 *Dks & Web frames*	3796						Harriman,Pa.	Commission			FK	*WB*	645NHP		
															WestinghouseElectric& Mfg.Co.Essington,Pa		
86186	**Waukegan**		6209				...	1919	Federal	UnitedStates	395·5	55·0	31·4	NewarkNJ	DR Geared Steam Turbine	34 " 11	R
218004		*Fitted for oil fuel*	5894						S.B.Co.	Maritime	P45'B110'			Utd.States	619NHP		†
KIDX	Sub.Sig.	1 *Dk & Shelter dk & Web frames*	3836						Kearny,N.J.	Commission	F38'on *Shltr dk*		FK	*WB*	GeneralElectricCo. Schenectady,N.Y.		
		Longitudinal framing															
86187	**Wauketa** (P)		543					1909	ToledoS.B.	SteamerWauketa	175·0	38·4	14·5	New York	T.3Cy.17½",27½"&43"-30"		
206077			—						Co.					Utd.States	101NHP		
		3 *Dks*	267						Toledo						ToledoS.B.Co.Toledo		
86188	**Waunta** (*ex*CayoCristo,		642					1919	N.of Irelnd.	StandardNav.Corp	180·0	31·2	13·0	Ceiba	T.3Cy.13",23"&37"-26"		C
	*ex*BargeP.D.10)	*Fitted for oil fuel*	—						S.B.Co.Ld.	(StandardFruit&	P16'B48'F28'			Honduran	70NHP		
	Mchy.Aft	1 *Dk*	409						Londonderry	S.S.Co.*Mgrs.*)				*WB*	Cooper&Greig,Ld.Dundee		
Now "Lima," see No. 88945 in Supplement							*Rebuilt*	1921	*by* Franco-Be	lge de Réparations	s Nav.Antwerp						
86189	**Wave** (*ex*Japanese	**TwinSc**	*6734*	✠100A1	PNl	*d*†	CL	1926	Deutsche	ButlerWang's	441·6	60·3	29·2	Tonsberg	Oil Engines 4S.C.SA	32 " 3	
	Prince-37)	*Oil Engs.*	*5800*	*with freeboard*			7,36	5mo	WerftA.G.	RederiA/S(W.				Norwegian	16Cy.29½"-47½" 1313NHP	s 4 " 6½	
LJLJ	Sub.Sig. D.F.	*ss*Drt.No.2-34	*3656*	1,38					Hamburg	ButlerWang, *Mgr*)	F42'		FK	8 *BH pt Cem*	DB*100lb* DB*43lb*	27 " 10½	
		2 *Dks(Stl)* & *Shelter dk(Stl)*			✠LMC CS2,37				*Lloyd's* SA&CP	*keel forward of m*	*achinery space* 159'			*pt Asp*	AlgemeineElec.Ges.Berlin		
		Cruiser Stern		DBS2,37	2,37				*Duct*	*Cell D B*367	1386*t MTs*42' (*Coll*			*BH to Sh dk*			
Now "Indian Prince," see No. 88515 in Supplement				*Carrying oil*	*F.P. above* 150'					1466*t*	*FPT*130*t APT*156*t*			7 " " *2nd* "			
				Carrying vegetable oil or Latex						*F.or Latex in deep tanks in fo'e & after peak tanks*							
86190	**Waverley** (P)	**PadSk**	537					1899	A&J Inglis	London&North-	235·0	26·1	8·4	Glasgow	C.D.2Cy.37"&67"-66"		BT till 4,38
111205			354						Glasgow	EasternRly.				British	NB20 804NHP		4,39
		1 *Dk*	208												A.&J.Inglis,Glasgow		
86191	— (P)	**Pad**	466					1907	J.Brown&	P.&A.Campbell,	225·6	26·6	8·7	Bristol	C.D.2Cy.25½"&54"-54"		BT till 10,38
123180	(*ex*Barry)		310						Co.Ld.	Ld.	*Promenade dk*			British	178NHP		
GMFW	Wireless D.F.	1 *Dk*	180						Clydebank						J.Brown&Co.Ld.Clydebnk		
86192	**Wawa**		*1650*	✠100A1	NOs	*q*	OG	1925	Swan,Hun-	StandardNav.Corp	255·2	38·2	18·9	Ceiba	T.3Cy.19",32"&54"-36" (*s*)	21 " 0	
		*ss*N.Os.No.3-3,37	*1384*	*with freeboard*			6,37	4mo	ter&Wigham	(StandardFruit&				Honduran	195lb 263NHP	s 3 " 10	
HRBW	*Mchy.Aft*	1 *Dk(Stl-wg)*	*1023*	4,39 ~~12,37~~	✠LMC3,37				Richardson,	S.S.Co.*Mgrs.*)	P70'F35'		FK	3 *BH pt Cem*	2SB,*6cf*,HS3932	17 " 6½	
									LdNewcastle	*Intermediate BH in*	*hold dispensed with*				FD		
				~~3.38~~	4,39			*Lloyd's* SA&CP		*Cell D Bu E*18'	*f*150'328	*t DT f* 10'134*t FPT*			Swan,Hunter&Wigham Richardson,Ld.Nwc.		
				Fitted for oil fuel	4,25	*F.P. above* 150'											
86193	**Wayfarer**		5068	✠100A1	Liv	*y*	CL	1925	C.Connell	CharenteS.S.Co.Ld	395·5	52·5	28·0	Liverpool	T.3Cy.26",43"&73"-48" (*r*)	30 " 6	
147324		*ss*Liv.No 3-3,38	4720	2,39 ~~3,38~~			N6,37	8mo	&Co Ld.	(T.&J.Harrison,	409·0(O.L.)			British	200lb *120lb* 464NHP	5 " 10½	
GLNT		2 *Dks(Stl)*	3157		✠LMC				Glasgow	*Mgrs.*)	P38'B128'F40'		FK	*Cem*	2DB(Spt).*12cf*.GS210,	24 " 10½	
				~~B.S.3,37~~	~~L.S.3,38~~			*Lloyd's* SA&CP		*Cell D B*384'			7 *BH to Udk*	HS7706		
										1122*t DTa*30'7	62*t FPT*76*t APT*26*t*			1 " " " *2nd* "	D.Rowan&Co Ld.Glasgow		
86194	**Waynegate**		4260	✠100A1	Bry		CL	1931	Burntisln'd	TurnbullScott	372·0	52·4	25·2	London	T.3Cy.23",39"&65"-45" (*s*)	27 " 6	
162526		*ss*Cff.No.1-34	3927	~~4,38~~ 12,38			5,37	1mo	S.B.Co.Ld.	ShippingCo.Ld.	383·5(O.L.)		FK	British	200lb HS5851 354NHP	s 3 " 4½	
GKMP		1 *Dk(Stl)*	2642		✠LMC				Burntisland	(TurnbullScott&	P48'B226'F32'			6 *BH pt Cem*	2SB&1AuxB,*8cf*,GS146	24 " 4½	
				M.S.3,34	L.S.3,38			*Lloyd's* SA&CP		Co.*Mgrs.*) *Cell D*	*B*315'1116*t FPT*95*t*			*APT*141*t*	D.Rowan&Co.Ld.Glasgow		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed Lloyd's Reg. Yacht Reg. Inland Reg. Trade Cert.
86195 148048 GCZV	**Waziristan** *ss*Nwc.No.3–7,36 D.F. 1 *Dk(Stl)*	5135 4750 3191	✠100A1 7,38 ~~7,37~~ ~~[illegible]~~ ✠MC8 ~~[illegible]~~ 7,38	Shl	*y*	CL 9,37 N7,38	1924 1mo	Short Bros. Ltd. Sunderland	Hindustan Stm. Shppng. Co. Ltd. (Common Bros. Ltd. *Mgrs.*)	390·0 53·5 28·6 P33′B113′F41′ FK *Cell D B* 342′1524*t F P T* 128*t*	Newcastle British 6 *B Hpt Cem p.t Asp A P T* 167*t*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb *150lb* 363NHP 2SB,*8cf*,GS148,HS5806 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 1½ 25 ″ 7¾	
86196 129777 VJKY	**Wear** *ss*Mel.2nd No.3–1,36 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted*	1892 1489 1086	✠100A1 3,39 ~~3,36~~ Mel BS2,39 ✠LMC1,36 3,39		*q*	CL 1,38	1911 9mo	J.Crown& Sons,Ld. Sunderland	James Paterson& Co. Proprietary Ld.	268·0 37·9 17·6 277·5(O.L.) P24′Q82′B51′F31′ FK *B* 102′*f* 104′383*t F T* 105*t A P T*	Melbourne British 4 *B H Cem*	T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 205NHP 2SB,*6pf*,GS94,HS3279 G.Clark,Ld.Sunderland 100*t*	19 ″ 9 s 1 ″ 11 18 ″ 0	
86197 162112 GYYL	**Wearpool** *Oil Eng.* Wireless D.F. 1 *Dk& Shelter dk* *Cruiser Stern*	4982 4627 ~~3056~~ 2,39	✠100A1 *with freeboard* Ant ~~[illegible]~~ LMC8,~~[illegible]~~ Gls		*a*†	CL	1936 8mo	W.Doxford &Sons,Ld. Sunderland	Poole Shipping Co. Ld.(Sir R.Ropner& Co.Ld. *Mgrs.*)	423·5 54·2 26·1 P35′B119′F30′ FK *Cell D B* 347′1174*t M T* 1236*t F P T* 1340*t A P T* 194*t*	Cardiff British 7 *B H pt Cem Coll to Sh dk* 6 „ 2nd „)	Oil Engines 2S.C.SA 3Cy.20½″–81½″ 388NHP 2DB *120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
86198 160727 GPDM	**Wearwood** *ss*Shl.No.2–38 ~~*ss*Shl.No.1–38~~ D.F. E.S.D. GyC. 1 *Dk(Stl)*	4597 4156 2851	✠100A1 ~~5,38~~ 12,37 4,39 Shl Swa ~~7,35~~ LMC5,38 N5,38 MS12,32 ~~[illegible]~~		*y*	CL	1930 1mo	NthmbInd S.B.Co. (1927)Ld. Newcastle	Joseph Constantine S.S.Line,Ld.	382·6 52·0 26·6 395·4(O.L.) P35′B119′F30′ FK *Cell D B* 3332′1056*t F P T* 966*t*	Middlsbro' British 6 *B H Cem A P T* 140*t*	T.3Cy.24″,39″&66″–45″ (*s*) 200lb 432NHP 2SB(Spt)(FD)&1AuxSB, *Scf*,GS152,HS6619 N.E.MarineEngCoLd.Nwc	29 ″ 0 s 5 ″ 4½ 23 ″ 10¼	
86199 120766 VLFJ	**Weeroona** Ⓟ Pad Wireless 1 *Dk& Promenade dk*	1412 969 623	...				1910	A.&J. Inglis,Ld. Glasgow	Bay Steamers,Ld.	310·6 36·2 12·0 FK	Melbourne British	C.3Cy.39″&(2)56″–66″ 517NHP A.&J.Inglis,Ld.Glasgow	12 ″ 7	
86200 344 YMCK	**Weichsel** (*ex*Queen Alexandra) Sub.Sig. 1 *Dk*	1021 837 602					1906	Helsingörs Jernsk& Msk Elsinore	Hamburg-Danzig Linie,G.m.b.H.	225·7 34·9 12·7 P11′Q59′B105′F27′ *W B*	Danzig	T.3Cy.16½″,26½″&44″–30″ 106NHP Helsingörs Jernsk.&Mskb.		G
86201 148873 GLPS	**Weirbank** Twin Sc *Oil Eng.* *ss*Ful.No.3–2,39 ~~*ss*Bry.No.2–34~~ 1 *Dk(Stl)& Shelter dk(Stl–ws)*	5150 4764 3118	✠100A1 *with freeboard* Ful 2,39 ~~5,37~~ DBS8,38 PN1,38 ~~[illegible]~~ LMC2,39 84,38 ~~[illegible]~~ *Carrying vegetable oil in deep tank*	Ant	*a*†	CL ~~7,36~~	1925 9mo	Harland& Wolff,Ld. Glasgow	Bank Line,Ld.(A. Weir&Co. *Mgrs.*)	420·1 53·9 26·5 FK (*Coll* *Cell D B* 357′11 21*t Tanks between tunnels* 115′ 251*t D T f* 32′1067*t F P T* 106*t A P T* 132*t*	Glasgow British 7 *B H pt Cem DB 110lb BH to Sh dk* 6 „ „ 2nd„,) 6 *A P T* 132*t*	Oil Engines 4S.C.SA 12Cy.24⅛″–37⅛″ 717NHP Harland& Wolff,Ld.Gls.	29 ″ 2 s 3 ″ 7¾ 25 ″ 8	
86202 DOOZ	**Weissenfels** Twin Sc *Oil Eng.* Sub.Sig *Cruiser Stern* 2 *Dks* E.S.D.	7861 7264 4852					1925	J.C.Teck-lenborg A.G. Weser-münde G.	Deutsche Dampfs. Ges. "Hansa"	468·4 60·4 32·3 P133′B143′F90′ *W B*	Bremen German	Oil Engines 4S.C.SA 12Cy.27½″–55½″ 873NHP J.C.Tecklenborg A.G.Wsm		G
86203 DQOA	**Weissesee** (*ex*Bulla,*ex*Hessen) 2 *Dks*	5066 4821 3164	...				1905	J.C.Teck-lenborg A.G Weser-münde-G.	W.Schuchmann	409·4 52·7 29·0 P&B336′F46′ FK *W B*	Brmrhavn German	Q4Cy.24 1/16″,34⅝″,50″&72½″–53½″ 594NHP J.C.Tecklenborg A.G.Wsm	30 ″ 9	G †
86204 161383 GPQS	**Welcombe** *ss*N.Yk.No.3–4,36 1 *Dk(Stl)& Shelter dk(Stl)*	5122 4686 3120	✠100A1 *with freeboard* Bry Rot ~~8,38~~ 12,38 BS~~7,37~~ 12,38 ✠LMC4,36		*a*†	CL ~~7,36~~ 12,38	1930 3mo	W.Gray& Co.Ld. W Hartlepool	Pyman Bros.Ld.	421·8 55·0 25·5 FK (*Cell D B* 3369′1309*t F P T* 165*t A P T* 84*t*	London British 7 *B H Cem Coll to Sh dk* 6 „ 2nd„)	Q4Cy20″,28½″,41½″&61″–48″ 260lb *180lb* (*s*) 421NHP 2SB,*Scf*,GS133,HS5834 FD Cen.Mar.E.Wrks.Ld W Hpl	28 ″ 0 s 3 ″ 2½ 25 ″ 0½	
86205 614 OHBX	**Wellamo** Ⓟ *ss*Hfs.No.2–35 Sub.Sig. 2 *Dks*(*Stl-weather dk* ws) *Strengthened for Navigation in Ice* D.F.	1996 — 988	✠100A1 *with freeboard* Hfs Abo ~~5,38~~ 11,37 1,38 BS~~5,37~~ 11,38 ✠LMC~~[illegible]~~ 55 5,38		*r*	CL ~~10,37~~ 11,38	1927 6mo	Akt. Burmeistr & Wain Copenhagen	Finska Angf Aktieb	250·5 39·8 22·4 F24′ FK *Duct keel* 127½′ *Cell D B* 210′ 246*t F P T* 176*t A P T* 34*t*	Helsingfrs Finnish 5 *B H Cem* (*Coll to W dk* 4 „ 2nd „)	T.3Cy.22½″,36½″&61″–39″ 200lb FD (*s*) 364NHP 2SB,*6cf*,GS63,HS5502 Akt.Burmeistr.&WainCpn	24 ″ 9 s 8 ″ 0 17 ″ 1	
86206 OHSO	— (*ex*Sailing Vessel) 1 *Dk* (*See Sailing Ship Register*)	Wood Aux 3 Mst Sr *Oil Eng.* 337 253 202					1919	Nystad Varv. Nystad	Gustaf Erikson	139·4 28·6 12·2	Mariehmn Finnish	Oil Engines 3Cy.12¾″–13¾″ *Emade—.fitted* 34		V
86207 149435	**Wellandoc** *Mchy. Aft* 1 *Dk*	1926 1638 1151					1927	Swan, Hunter& Wigham Richardson, Ld Sunderlnd	Paterson Steamships,Ld.	252·8 43·4 17·8 Q100′F35′	Ft William Ont. British *W B*	T.3Cy.15″,25″&40″–33″ 92NHP MacColl&Pollock,Ld.Sld.		C
86208 203928 KLCM	**Wellesley** Wood *Fitted for oil fuel* *Mchy. Aft* 1 *Dk*	770 — 432					1907	E.Henck-endorff Prosper,Or.	J.R.Hanify Co.	186·3 38·0 13·8	S.Frncisco Utd. States	C.2Cy.14″&32″–24″ 42NHP United Eng.Wrks,S.Frisco.		
86209 148056 GDRW	**Wellfield** Twin Sc *Oil Eng.* *ss*Shl.No.3–8,36 *Mchy. Aft* 2 *Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing* *Cruiser Stern*	6054 4951 3584	✠100A1 ~~12,37~~ 11,38 BS~~12,37~~ 11,38 ✠LMC8,36 *Carrying Petroleum in bulk*	Shl	*y*	CL ~~10,36~~ 11,38	1924 3mo	Tyne Iron S.B.Co.Ld. Newcastle	Field Tank S.S.Co. Ld.(Hunting& Son,Ld. *Mgrs.*)	409·8 51·4 30·1 P92′B37′F40′ FK len32 *Cell D B* 4*t* £27′46*t F P T* 140*t A P T* 64*t*	Newcastle British 16 *B H pt Cem* 10 „ *to U dk*	Oil Engines 4S.C.SA 12Cy.22½″–39⅞″ 2DB *120lb* 563NHP N.E.Mar.Eng.Co.Ld Nwc.	30 ″ 6 s 4 ″ 7½ 26 ″ 1½	
86210 116555 WBEQ	**Wellhart** (*ex*Hall,*ex*Selwyn Eddy) *Mchy. Aft* 1 *Dk& Spar dk*	2846 — 2164					1898	Detroit S.B.&D.D.Co Wyandotte, Mich.	Wellhart S.S.Co. Inc.(H.N.Hartwell &Sons,Inc. *Mgrs.*)	343·0 42·2 21·6 F36	Boston Utd. States	T.3Cy.22″,35″&56″–44″ 208NHP Detroit S.B.&D.D.Co.Det.		R
86211 161366 GMJB	**Wellington Court** *ss*Cff No.2–38 *ss*Shl No.1–33 D.F. 1 *Dk(Stl)& Shelter dk(Stl)*	4979 4622 3003	✠100A1 *with freeboard* Mob Cff 9,38 ~~4,37~~ BS~~8,37~~ ✠LMC~~[illegible]~~ 3,38		*a*†	CL ~~1,37~~ 9,38	1930 2mo	W.Pickers-gill&Sons,Ld. Sunderland	Court Line,Ld. (Haldin& Philipps, Ld. *Mgrs.*)	405·6 55·5 25·8 422·3(O.L.) F39′ FK (*Cell D B a & u E* 158′ *f* 180′1217*t F P T* 127*t A P T* 20*4t*	London British 6 *B H Cem Coll to Sh dk* 5 „ 2nd „)	T.3Cy.26″,43″&72″–48″ (*s*) 180lb 437NHP 3SB(Spt)9*cf*,GS182, HS7401 N.E.MarineEng.Co.Ld.Sld	28 ″ 3 s 3 ″ 3¾ 25 ″ 2¼	
86212 *For full particulars see No. 90602 in Supplement*	**Wellpark** D.F. E.S.D.	4648 2728	100A1 *with freeboard* (*Class Contemplated*)				1938	C.Connell &Co Ld. Glasgow	Denholm Line Steamers Ld. (J.&J.Denholm& Co.Ld. *Mgrs.*)	407·4 54·7 24·5 F32′	Greenock British	T.3Cy.22″,38″&65″–45″ Rankin&Blackmore Ld Grk		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux; Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant inspiré. Lettre d'équivalence.	7a Dᵗᵉ de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Contre Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille. Franc-bord au milieu du navire. Tirant d'eau corres-pondant. *pds. pc.*	15 Registre au lieu d'origine du navire. Dans le Cert. R. of Trade
86213	**Welsh City**		6303					1922	RopnerS.B. & Repg.Co (Stk)Ld. Stockton	~~ReardonSmith Line,Ld.(Sir W.B. Smith&Sons,Ld. Mgrs.)~~	411·7 | 54·5 | 33·6			~~Bideford~~ British Greek *WB*	T.3Cy.28″,46″&75″–51″ 402NHP Blair&Co.Ld.Stockton		C
~~3a4780~~		*Fitted for oil fuel*	5966														
GDWD	D.F.	2 *Dks*	3997														
New	"Maria Stathatos," *see No. 89089*																
86214	**Welsh Coast**		646	✠100A1	Ard	*m*	OG	1938	Ardrossan Dockyard Ld. Ardrossan	CoastLines,Ld.	200·6 | 33·1 | 11·1			Liverpool British	Oil Engines 4S.C.SA 6Cy.19¼″–35⅞″ 224NHP	13 ″ 8	
164349		*Oil Eng.*	499	*with freeboard*	Mch			1mo			349					s ″ 2	
GDGY	Wireless D.F.	1 *Dk & Shelter dk*	234	8,38 ~~1,38~~	✠LMC1,38			*Lloyd's*	*SA&CP*		209·6(O.L.) FK					13 ″ 7½	
	Mchy. Aft E.S.D.	*Cruiser Stern*								*Cell DB154′2*	F23′				*Coll to Sh dk* 2 ″ 2nd ″	J.G.Kincaid&Co.Ld.Grk.	
86215	**Welsh Rose** (*ex*Brookside)		581	✠100A1	Shl	*i*	CL	1922	GooleS.B. &RepgCo.Ld. Goole	RichardHughes &Co.(Liverpool) Ld.	175·2 | 27·0 | 10·8			Liverpool British	T.3Cy.13″,21½″&35″–27″ (*s*) 135lb 85RHP	13 ″ 0	
144860		ssBly.No.3–11,35	1110	~~1,27~~ 10,38 Bly			~~1,37~~ 10,38	10mo			Q99′B11′F24′ FK				3 *BHCem*	3·10½	
MLDV	*Mchy. Aft*	1 *Dk(Stl)*	252	~~1,38~~ 4,38	✠LMC11,			*Lloyd's*	*SA&CP*	*Cell D*	*Bf*105′118;*FPT*43*t*				1SB,3*pf*,GS47,HS1530	12 ″ 9½	
	Well deck	*Cargo battens not fitted*									*APT*25*t*				W.Beardmore&Co.Ld Gls.		
86216	**Welsh Trader**		4974	✠100A1	Sld	*a*†	CL	1938	J.L.Thomp-son&Sons,Ld. Sunderland	TraderNavigation Co.Ld.	425·4 | 58·4 | 23·8			London British	T 3Cy.22″,36½″&63″–42″ 2201b (*s*) 373NHP	26 ″ 10	
166372			4551	*with freeboard*	Swa			3mo			442·0(O.L.)				7 *BHCem*	s 3 ″ 0½	
GDGC	D.F. E.S.D.	*Cruiser Stern* 1 *Dk & Sh dk*	2802	~~8,38~~ 2,39	✠LMC3,38			*Lloyd's*	*SA&CP*		F38′ FK				2SB(Spt&FD)&1AuxSB,	24 ″ 0	
	GyC.	*Rudder electrically welded*								*Cell DB296′1026t*					*Coll to Sh dk* 6 ″ 2nd ″	&*cf*,GS119,HS5495	
		Longitudinal framing at decks								*Tanks in way*	*of tunnel498t FPT*				54t *APT*160t	N.E.MarineEng.CoLdNwc	
		Locked steel ~~inter-changeable~~ hatches															
86217	**Weltevreden**	**TwinSc**	9245	✠100A1	Rot		OG	1937	N.V.Mch. &Scheepswrf. van P.Smit,Jr Rotterdam	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	483·4 | 62·8 | 37·9			Rottrdam Dutch	Oil Engines 2S.C.SA 16Cy.25⅝″–49½″ 1824NHP	40 ″ 8	
		Oil Eng.	8500	9,38 ~~9,97~~	Sba			6mo			513·2 28·8				2DB*100lb*	s 10 ″ 1½	
PINS	D.F. E.S.D.	3 *Dks*	~~5548~~		MC6,37						F109′ FK			*pt Cem*	Fr.KruppGermaniawftAG	30 ″ 8	
	Ref.Mchy.	*Cruiser Stern*	8529	*Lloyd's* RM				*Lloyd's*	*SA&CP*	*'Tween dk bulkhds except Coll*	*B Hdispensed with DB*285′1318*t*;*MTs*7			*Coll B Hto Udk* 7 ″ ″ 2nd ″	Kiel		
		Rudder electrically welded			11,38						2′3488*t DTy*				63′417*t DTa*64′945*t*		
				after chambers for						*Tanks in way*	*of tunnels*				760*t FPTs*390*t APT*125*t*		
				Carrying cargo oil			*F.P.above*										
86218	**Wen Yuan** (*ex*Kawatiri–36,		3127	✠100A1	Osa	*u*	CL	1919	J.Priest-man&Co. Sunderland	SungWenKuei (KawasakiKisen K.K. *Mgrs.*)	331·3 | 46·8 | 23·2			Tsingtao Chinese	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 429NHP	25 ″ 6	
	*ex*Shahristan)	*ssKob.2ndNo.3–6,36*	2850	6,37			6,37	7mo			P38′B98′F28′ FK			5 *BHCem*	3SB,9*cf*,GS156,HS6321	s 8 ″ 11½	
Now	"Seikai Maru," *see No. 89357*				✠LMC6,			*Lloyd's*	*SA&CP*	*Cell D*	*B*278′749*t FPT*113*t*				*APT*122*t*	G.Clark,Ld.Sunderland	21 ″ 9
		Cargo battens not fitted															
86219	**Wenchow**	**TwinSc**	3113					1923	Taikoo Dkyd.&E Co. of HongKong Ld. HongKong	ChinaNavigation Co.Ld.	320·0 | 46·1 | 23·7			London British	T.6Cy.15″,24½″&40″–30″ 175NHP		
152422			2892												*WB*	TaikooDockyard&Eng. Co.Ld.		
MCMY		2 *Dks*	1887														
86220	**Wendover**		5487	✠100A1	Shl	*z*	CL	1928	CaledonS. B.&E.Co.Ld. Dundee	BritainS.S.Co.Ld. (Watts,Watts& Co.Ld. *Mgrs.*)	405·8 | 54·2 | 27·9			London British	T.3Cy.25½″,42″&70″–48″ (*s*) 185lb HS7926 448NHP	30 ″ 4	
166605		*ssShl.No2.–37*	4993	1,38 ~~3,38~~ 4,38	~~HCs~~		3,38	11mo			P36′B126′F39′ FK			6 *BHCem*	3SB(Spt),9*cf*,GS187	s 5 ″ 9½	
GSLZ	D.F. E.S.D.	1 *Dk(Stl)*	3317	BS ~~3,38~~ 4,39	✠LMC2,37			*Lloyd's*	*SA&CP*	*Cell DBa&uE*156′*f*	186 1242*t FPT*126*t*				*APT*280	N.E.MarineEng CoLdNwc	24 ″ 8
86221	**Wentworth**		5212	✠100A1	Nwc	*y*	CL	1919	Richardsn, Duck&Co.Ld Stockton	DalglieshStm. Shppg.Co.Ld.(R.S. Dalgliesh,Ld. *Mgs*)	400·6 | 52·4 | 28·4			Newcastle British	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP	31 ″ 0	
142836		*ssShl.No 3–11,32*	~~4792~~	~~1,30,37~~ 1,39			~~9,37~~	7mo			413·0(O.L.)				6 *BHCem*	s5 ″ 11⅜	
GBCN	D.F.	*ssNwc.No.1–37*	3210		LMC		10,38	*Lloyd's*	*SA&CP*	*Cell DBa*117′*uE*2	P49′B113′F40′ FK				3SB,9*cf*,GS190,HS7668 FD	25 ″ 3½	
		1 *Dk(Stl)*		BS~~2,37~~3,38	MS9,37						2′*f*180′988*t FPT*13				2t *APT*213*t*	Blair&Co.Ld.Stockton	
86222	**Werdenfels**		6318					1921	Act.Ges. "Weser" Bremen	DeutscheDmpfs-fahrts.Ges.Hansa	431·6 | 56·4 | 30·3			Bremen German	T.3Cy.29¾″,47⅝″&76⅞″–54″&L.P.turbine 608NHP		G
			5812								P64′B135′F52′				*WB*	A.G."Weser," Bremen	
DOPA	Sub.Sig.	2 *Dks*	3852														
86223	**Werna**		*903*	✠100A1	Got	*o*	OG	1937	Öresunds-varvet Aktiebolag Landskrona	Stockholms Rederiaktieb.Svea (E.Högberg, *Mgr.*)	224·6 | 35·6 | 12·0			Stockholm Swedish	2 Oil Engines 2S.C.SA 8Cy.13⅜″–22⅝″ with electro-magneticslip coupling & SR gearing DB*80lb* 250NHP Atlas-DieselA/B,Skm.	15 ″ 3	
8178		*Oil Eng.*	*623*	*with freeboard*			5,38	6mo			231·6(O.L.)					s ″ 2	
SKIN	Wireless	1 *Dk & Shelter dk*	*345*	~~12,37~~	✠LMC6,37						FK				4 *BHpt Cem*	15 ″ 2½	
		Strengthened for navigation in ice		11,38							B *on Shelter dk*42′				*Coll to Sh dk* 3 ″ 2nd ″		
		Cruiser Stern						*Lloyd's*	*SA&CP*	*Cell D*	*B*170′ 242*t FPT*54*t*				*APT*49*t*		
86224	**Werner**		875					1909	Stettiner Oderwerke Stettin	MathiesReed,K.G.	211·2 | 30·8 | 12·8			Hamburg German	T3Cy15$\frac{7}{16}$″,25½″&41$\frac{7}{16}$″–29½″ 93NHP		G
			662								P14′Q41′B80′F22′				*WB*	StettinerOderwerke	
DHZQ		1 *Dk*	479														
86225	—		563					1895	F.Schichau Danzig	WernerPeters	179·2 | 27·6 | 11·9			Hamburg German	T.3Cy.12⅝″,20½″&31½″–19⅜″ 44NHP		
Wrecked 12/38	(*ex*Hsuan–36,*ex*HansRudolf		419								Q59′B39′F20′				*WB*	F.Schichau,Elbing	
DHLC	Reichel,*ex*ElbingII)	1 *Dk*	340														
86226	**Werner Vinnen**		2342					1922	Frd.Krupp Act.Ges. Kiel	Chr.J.W.Vinnen (F.A.Vinnen&Co. *Mgrs.*)	305·5 | 44·3 | 18·9			Bremen German	Oil Engines 4S.C.SA 6Cy.18⅛″–30½″ 190NHP NE37 Frd.KruppA.G.Kiel		G
	Sub.Sig.	*Oil Eng.*	1935								Q83′F55′				*WB*		
DOHL	*Mchy. Aft*	2 *Dks*	1320								len37 FK						
86227	**Weser** Ⓟ (*ex*YakimaStar–34,	**TwinSc**	9179				...	1929	Deutsche Werke Kiel	Norddeutscher Lloyd	487·3 | 60·6 | 39·6			Bremen German	Oil Engines 2S.C.DA 14Cy.23⅝″–43$\frac{5}{16}$″ 2720NHP NE34 Maschf.Augsburg-Nürnberg A.G.,Augsburg		G
	*ex*Sud Americano)	*Oil Eng.*	8630					6mo			B31′F52′ 27·3						†
DCHE		2 *Dks*	5694								len34 FK				*WB*		
	Ref.Mchy.	*Cruiser Stern*															
	D.F. E.S.D.																
86228	—		999					1910	Schiffsw.v. H.Koch A.G. Lübeck	Bugsier,Reed.& BergungsA.G.	224·2 | 35·6 | 12·5			Brmrhavn German	C.2Cy.19$\frac{3}{16}$″&36″–25½″ 55NHP		G
	(*ex*Charles,*ex*Weser)		802													Ottensener Maschf.Altona	
DQOE		1 *Dk*	571														
86229	—		373					1927	Atlas-Werke A.G. Bremen	WeserSeelotsenges	144·2 | 26·7 | 11·8			Brmrhavn German	T.3Cy.14$\frac{3}{16}$″,22$\frac{7}{16}$″&87½″–21⅝″ 143NHP		G
	Wireless D.F. GyC.	1 *Dk*	317								B20′F27′				*WB*	Atlas-WerkeA.G Bremen	
DSLA	*Mchy.Aft* Sub.Sig.	*Cruiser Stern*	95														
86230	**Wesermünde** (*ex*Chirripo–36)		5356					1920	Workman Clark&Co.Ld Belfast	("Union"Handels-u.Schiff.G.m.b.H. *Mgrs.*)	399·4 | 51·3 | 30·0			Bremen German	T.3Cy.27½″,46½″&78″–54″ 447NHP		C
	Ref.Mchy.		4676								P42′B155′F41′				*WB*	Wrkman,Clark&Co.Ld.Bel	
DORD	Sub.Sig. D.F.	2 *Dks&2pt dks*	3231														
86231	**West** (*ex*Energie–37)	**TwinSc**	985					1920	F.Schichau Elbing	Schulte&Bruns	221·2 | 33·5 | 13·6			Emden German	T.6Cy.11½″,19$\frac{7}{16}$″&31½″–17$\frac{7}{16}$″ 83NHP		G
			804								Q66′B53′F23′				*WB*	F.Schichau,Elbing	
DGWD		1 *Dk*	534														
86232	**West Amargosa**		5462					1919	LsAngeles SB.&D.D.Co. SanPedro,Cal	UnitedStates Maritime Commission	410·0 | 54·4 | 27·2			LsAngeles Utd. States	T.3Cy.28¾″,47″&78″–48″ LosAngelesS.B. &D.D.Co. SanFedro,Cal.		R
217631		*Fitted for oil fuel*	—								P43′B115′F47′				*WB*		
KLCP	Sub.Sig.	2 *Dks*	3411														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in	15 Register in which classed, if not in L.R. Date of R. of Trade Cert.
86233 218806 KIVV	West Cactus	Fitted for oil fuel 2 Dks	5581 — 3520					1919	Western Pipe & Steel Co. San Francisco	PacificArgentine BrazilLine, Inc.	410·5 P60'	54·0 B114'	27·1 F46'	S. Frncisco Utd. States WB	T.3Cy. 25", 40⅜" & 72"–48" Joshua 359 NHP Hendy Co. San Francisco		R
86234 218978 KODF	West Caddoa	Fitted for oil fuel Sub. Sig. 2 Dks	5641 — 3522					1919	Western Pipe & Steel Co. San Francisco	UnitedStates Maritime Commission	410·5 P46'	54·0 B112'	27·2 F46'	S. Frncisco Utd. States WB	T.3Cy. 24½", 41½" & 72"–48" Joshua 359 NHP Hendy Co. San Francisco		R
86235 218241 KILT	West Calumb Now "Macmacrey," see No. 89114 in Supplement	Fitted for oil fuel Sub. Sig. 2 Dks	5946 — 3744					1919	L. Angeles S.B. & D.D. Co. L. Angeles, Cal.	UnitedStates Maritime Commission	410·0 P48'	54·4 B114'	27·2 F46'	L. Angeles Cal. Utd. States WB	T.3Cy. 28½", 47" & 78"–48" Los Angeles S.B. & D.D. Co. San Pedro, Cal. 422 NHP		R
86236 220081 KUST	West Camak Now "Antonio Botelli," see No. 87032 in Supplement	Fitted for oil fuel Sub. Sig. 2 Dks	5647 — 3513					1920	Western Pipe & Steel Co. S. Frncisco	~~LykesBros.~~ ~~Ripley S.S. Co. Inc.~~ Lykes Bros. Steamship Co., Inc.	410·5 P46'	54·0 B112'	27·1 F46'	Corpus Christie Tx Utd. States WB	T.3Cy. 24", 41½" & 72"–48" Joshua 359 NHP Hendy Co. San Francisco		R
86237 220385 KDBL	West Camargo	Fitted for oil fuel Ref. Mchy. 2 Dks	5804 — 3665					1920	Western Pipe & Steel Co. S. Frncisco	Pacific Argentine BrazilLine, Inc.	410·5 P46'	54·2 B112'	27·2 F46'	S. Frncisco Utd. States WB	T.3Cy. 24½", 41½" & 72"–48" Joshua 359 NHP Hendy Co. San Francisco		R
86238 219682 KUFR	West Campgaw	Fitted for oil fuel Sub. Sig. 2 Dks	5565 5094 3451					1920	J. F. Duthie & Co. Seattle, Wash	UnitedStates Maritime Commission	410·3 P44'	54·2 B115'	27·7 F47'	New York Utd. States WB	T.3Cy. 24½", 41½" & 72"–48" 359 NHP Hooven, Owens & Rentschler Co. Hamilton, O.		R
86239 217238 WXEO	West Cape	2 Dks	5661 5112 3576				...	1919	Ames S.B. & D.D. Co. Seattle, Wash	McCormick S.S. Co.	409·5 P44'	54·2 B115'	27·4 F47' FK	S. Frncisco Utd. States WB	T.3Cy. 26", 43⅞" & 73"–48" 543 NHP Ames S.B. & D.D. Co. Seattle	30 " 2	R †
86240 218322 KILZ	West Cawthon	Fitted for oil fuel 2 Dks	5611 — 3488					1919	S. Western S.B. Co. San Pedro, Cal	American South African Line Inc.	410·5 P46'	54·3 B112'	27·2 F46'	New York Utd. States WB	T.3Cy. 24½", 41⅜" & 72"–48" Llewellyn Iron Works, Los Angeles 359 NHP		R
86241 218096 WCCB	West Celeron	Fitted for oil fuel Sub. Sig. 2 Dks	5763 5241 3554				...	1919	Northwest Steel Co. Portland, Or.	UnitedStates Maritime Commission	409·8 P44'	54·2 B115'	27·7 F47' FK	Portlnd Or Utd. States WB	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y. 583 NHP	30 " 2	R †
86242 218097 KEZR	West Celina	Fitted for oil fuel Sub. Sig. 2 Dks	6187 5138 3838				...	1919	Northwest Steel Co. Portland, Or.	UnitedStates Maritime Commission	409·8 P44'	54·2 B115'	27·2 F47' FK	Portlnd Or Utd. States WB	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y. 583 NHP	30 " 2	R †
86243 218581 KIPJ	West Chatala	Fitted for oil fuel Sub. Sig. 2 Dks	6187 5139 3838				...	1919	Northwest Steel Co. Portland, Or CP	~~LykesBros.~~ ~~Ripley S.S. Co. Inc.~~ Lykes Bros. Steamship Co., Inc.	409·8 P44'	54·2 B115	27·7 F47' FK	Houston, Tex. Utd. States WB	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y. 579 NHP	30 " 2	R †
86244 218797 KIXB	West Cheswald	Fitted for oil fuel Sub. Sig. 2 Dks	5711 5139 3518				...	1919	Northwest Steel Co. Portland, Or.	UnitedStates Maritime Commission	409·8 P44'	54·2 B115'	27·7 F47' FK	Portlnd Or Utd. States WB	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y. 579 NHP	30 " 2	R †
86245 218323 KIMG	West Chetac	Fitted for oil fuel Sub. Sig. 2 Dks	5627 — 3505					1919	S. Western S.B. Co. LAngelesCal	UnitedStates Maritime Commission	410·5 P46'	54·3 B112'	27·2 F46'	New York Utd. States WB	T.3Cy. 24½", 41½" & 72"–48" Llewellyn Iron Works Ld. Los Angeles 359 NHP		R
86246 166333	West Coaster	Oil Eng. Mchy. Aft 1 Dk Cruiser Stern Rudder electrically welded	361 252 156	✠100A1 1,38	Ams ✠LMC1,38	c		1938 1mo	N.V. E.J. Smit & Zoon's Schpsw. Westerbroek	British Isles Coasters, Ld.	143·3 148·7 (O.L.) P37'	25·4 F24'	8·4 FK	London British 3 B Hpt Cem	Oil Engines 4S.C.SA 6Cy. 11"–17⅛" 71 NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	9 " 8 s " 8⅜ 9 " 0⅜	
								Lloyd's A & CP		*Cell D B82·8*	*5 t F P T 12 t A P T s 22:*						
86247 217341 KEKD	West Cobalt	Fitted for oil fuel Sub. Sig. 2 Dks	6055 — 4488				...	1918	Columbia River S.B. Corp Portland, Or.	~~LykesBros.~~ ~~Ripley S.S. Co. Inc.~~ Lykes Bros. Steamship Co., Inc.	410·0 P44'	54·2 B115'	27·6 F47' FK	Galveston Tex. Utd. States WB	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y. 579 NH	30 " 2	R †
86248 216549 KNAE	West Cohas	Fitted for oil fuel Sub. Sig. 2 Dks	5647 5173 3465					1918	Skinner & Eddy Corp Seattle, Wash	~~LykesBros.~~ ~~Ripley S.S. Co. Inc.~~ Lykes Bros. Steamship Co., Inc.	409·6 P43'	54·2 B115'	27·1 F47'	N. Orleans Utd. States WB	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
86249 217524	West Compo	Fitted for oil fuel 2 Dks	5700 5241 3517				...	1919	Northwest Steel Co. Portland, Or.	UnitedStates Maritime Commission	409·8 P44'	54·2 B115'	27·7 F47' FK	Portlnd Or Utd. States WB	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y. 583 NHP	30 " 2	
86250 217533 KEVD	West Corum	Fitted for oil fuel 2 Dks	5795 5144 3589				...	1919	Columbia River S.B. Corp Portland, Or.	UnitedStates Maritime Commission	410·0 P44'	54·2 B115'	27·6 F47' FK	N. Orleans Utd. States WB	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y. 579 NHP	30 " 2	R †
86251 217382	West Cressey	Fitted for oil fuel 2 Dks	5596 5173 3497					1918	Skinner & Eddy Corp. Seattle, Wash	UnitedStates Maritime Commission	409·6 P43'	54·2 B115'	27·1 F47'	Seattle Utd. States WB	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		
86252 220967 KDIK	West Cusseta Sub. Sig. GyC. E.S.D.	Oil Eng. 2 Dks	5428 — 3374					1920	L. Angeles S.B. & D.D. Co. S. Pedro, Cal.	UnitedStates Maritime Commission	410·0 P43'	54·2 B115'	27·2 F47	L. Angeles Cal. Utd. States WB	Oil Engines 4S.C.SA 6Cy. 32"–60" NE26 990 NHP McIntosh & Seymour Corp. Auburn, N.Y.		R
86253 216342	West Durfee	Fitted for oil fuel 2 Dks	5527 5173 4113					1918	Skinner & Eddy Corp. Seattle, Wash	UnitedStates Maritime Commission	409·6 P43'	54·2 B115'	27·1 F47'	Seattle Utd. States WB	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		
86254 216620 KQIU	West Ekonk	Fitted for oil fuel 2 Dks	5630 5173 3455					1918	Skinner & Eddy Corp. Seattle, Wash	~~LykesBros.~~ ~~Ripley S.S. Co. Inc.~~ Lykes Bros. Steamship Co., Inc.	409·6 P43'	54·2 B115'	27·1 F47'	Houston, Tex. Utd. States WB	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant et Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille à Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Enregistrement spécial. Date de la dernière visite. Cert. Ice Class.
86255	**West Elcasco**		5766					1918	Skinner& Eddy Corp Seattle, Wash	United States Maritime Commission	409·6	54·2	27·1	Seattle Utd. States *WB*	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
217128		*Fitted for oil fuel*	5169								P48'	B115'	F47'				
WJOA	Sub.Sig.	*2 Dks*	4113														
86256	**West Gambo**		5579					1918	Skinner& Eddy Corp Seattle, Wash	~~Lykes Bros.~~ ~~Ripley S.S. Co. Inc.~~ Lykes Bros. Steamship Co. Inc.	409·6	54·2	27·1	N. Orleans Utd. States *WB*	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
216664		*Fitted for oil fuel*	5173								P43'	B115'	F47'				
KQUU	Sub.Sig.	*2 Dks*	4171														
86257	**West Gotomska**		5728					1918	Skinner& Eddy Corp. Seattle, Wash	United States Maritime Commission	409·6	54·2	27·1	Seattle Utd. States *WB*	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
216737		*Fitted for oil fuel*	5073								P43'	B115'	F47'				
		2 Dks	4123														
86258	**West Grama**		5326					1918	Ls. Angeles S.B.&D.D.Co S. Pedro, Cal.	United States Maritime Commission	410·0	54·4	27·2	Ls Angeles Cal. Utd. States *WB*	Oil Engines 4S.C.DA 4Cy. 32"-52" NE27 794NHP McIntosh&Seymour Corp. Auburn, N.Y.		R
217220	GyC.	*Oil Eng.*	—														
WGIA	Sub.Sig. E.S.D.	*2 Dks*	3306														
86259	**West Harcuvar Maru** (*ex* West Harcuvar-37)	*Fitted for oil fuel*	5696 5248					1919	Columbia River SB Corp Portland, Or.	Taminosuke Miyachi	410·0	54·2	27·6	Kobe Japanese *WB*	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		
	Sub.Sig.	*2 Dks*	3533								P44'	B115'	F46'				
	Now **"Anzan Maru,"** *See Supplement.*																
86260	**West Hardaway**		5702					1919	Columbia River SB Corp Portland, Or.	United States Maritime Commission	410·0	54·2	27·6	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
217708		*Fitted for oil fuel*	5248								P44'	B115'	F46'				
KEDX	Sub.Sig.	*2 Dks*	3532														
86261	**West Harshaw**		5756					1919	Columbia River SB Corp Portland, Or.	~~Lykes Bros.~~ ~~Ripley S.S. Co. Inc.~~ Lykes Bros. Steamship Co. Inc.	410·0	54·2	27·6	N. Orleans Utd. States *WB*	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
218532		*Fitted for oil fuel*	5248								P43'	B114'	F47'				
KEFX	Sub.Sig.	*2 Dks*	3560														
86262	**West Hartley**		5757					1919	Columbia River SB Corp Portland, Or.	United States Maritime Commission	410·0	54·2	27·6	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine De Laval Steam Turbine Co Trenton, N.J.		
218877		*Fitted for oil fuel*	5248								P43'	B114'	F47'				
		2 Dks	3560														
86263	**West Hematite**		5621					1919	J.F. Duthie &Co. Seattle, Wash	United States Maritime Commission	409·7	54·2	27·7	Seattle Utd. States *WB*	T.3Cy. 24½", 41½"&72"–48" Llewellyn Iron Works, Los Angeles 359NHP		R
218111		*Fitted for oil fuel*	5300								P44'	B115'	F47'				
KLCS	Sub.Sig.	*2 Dks*	3491														
86264	**West Hobomac**		5755					1918	Skinner& Eddy Corp. Seattle, Wash	~~Lykes Bros.~~ ~~Ripley S.S. Co. Inc.~~ Lykes Bros. Steamship Co. Inc.	409·6	54·2	27·1	N. Orleans Utd. States *WB*	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
216786		*Fitted for oil fuel*	—								P44	B115'	F47'				
WFAI	Sub Sig.	*2 Dks*	4375														
86265	**West Honaker**		5428					1920	Ls. Angeles S.B.&D.D.Co San Pedro, Cal	United States Maritime Commission	410·0	54·2	27·2	Ls Angeles Cal. Utd. States *WB*	Oil Engine 4S.C.SA 6Cy. 32"–60" NE26 990NHP McIntosh&Seymour Corp. Auburn, N.Y.		R
220842	GyC.	*Oil Eng.*	—								P43'	B115'	F47'				
KFDX	Sub.Sig. E.S.D.	*2 Dks*	3374														
86266	**West Humhaw**		5527					1918	Skinner& Eddy Corp Seattle, Wash	American West African Line, Inc. (Barber S.S. Lines Inc. *Mgrs.*)	409·6	54·2	27·1	New York Utd. States *WB*	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
216925	GyC.	*Fitted for oil fuel*	5160								P43'	B115'	F47'				
WZAE	Sub.Sig. E.S.D.	*2 Dks*	3385														
86267	**West Imboden**		5751				...	1919	Columbia River SB Corp Portland, Or.	United States Maritime Commission	410·0	54·2	27·7	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine 579NHP General Electric Co. Schenectady, N.Y.	30 " 2	R †
217617		*Fitted for oil fuel*	5248								P44'	B115'	F47' FK				
KECX	Sub.Sig. D.F.	*2 Dks*	3570														
86268	**West Ira**		5681					1919	Ames S.B. &D.D.Co. Seattle, Wash	Pacific Argentine Brazil Line, Inc.	410·5	54·2	29·2	S. Frncisco Utd. States *WB*	T.3Cy. 26", 43"&73"–48" 369NHP Ames S.B.&D.D.Co. Seattle		R
219060		*Fitted for oil fuel*	5291								P44'	B119'	F47'				
KOGL	*Ref.Mchy.*	*2 Dks*	3537														
86269	**West Irmo**		5775					1919	Ames S.B. &D.D.Co. Seattle, Wash	American West African Line, Inc. (Barber S.S. Lines Inc. *Mgrs.*)	409·8	54·2	29·2	New York Utd. States *WB*	T.3Cy. 24½", 41½"&72"–48 359NHP O'Neil Iron Works, Inc.		R
218025		*Fitted for oil fuel*	5218								P44'	B119'	F47'				
KIFB	Sub.Sig.	*2 Dks*	3585														
86270	**West Isleta**		5680					1919	Ames S.B. &D.D.Co. Seattle, Wash	American South African Line, Inc.	409·8	54·2	29·2	New York Utd. States *WB*	T.3Cy. 24", 43"&73"–48" 369NHP Ames S.B.&D.D.Co. Seattle		R
218638		*Fitted for oil fuel*	5176								P44'	B119'	F47'				
KICQ		*2 Dks*	3508														
86271	**West Ivis**		5666					1919	Ames S.B. &D.D.Co. Seattle, Wash	Pacific Argentine Brazil Line, Inc.	410·5	54·2	29·2	S. Frncisco Utd. States *WB*	T.3Cy. 26", 43"&73"–48" 369NHP Ames S.B.&D.D.Co. Seattle		R
219305		*Fitted for oil fuel*	5218								P44'	B119'	F47'				
KOQQ	*Ref.Mchy.*	*2 Dks*	3537														
86272	**West Jaffrey**		5663				...	1919	Northwest Steel Co. Portland, Or.	United States Maritime Commission	409·8	54·2	27·7	Portlnd Or Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 605NHP Fletcher Turbine Co. Jersey City, N.Y.	30 " 2	R †
218965		*Fitted for oil fuel*	5139								P44'	B115'	F47' FK				
KLCT	Sub.Sig.	*2 Dks*	3487														
86273	**West Kebar**		5620					1920	Long Beach S.B.Co. Long Beach, Cal	American West African Line, Inc. (Barber S.S. Lines, Inc. *Mgrs.*)	410·5	54·2	27·2	New York Utd. States *WL*	T.3Cy. 24½", 41½"&72"–48" 359NHP Llewellyn Iron Works, Los Angeles		R
220316		*Fitted for oil fuel*	—								P46'	B112'	F46'				
KDAN	Sub.Sig.	*2 Dks*	3516														
86274	**West Kedron**		5620					1920	Long Beach S.B.Co. Long Beach, Cal	United States Maritime Commission	410·5	54·2	27·2	New York Utd. States *WL*	T.3Cy. 24½", 41½"&72"–48" 359NHP Llewellyn Iron Works, Los Angeles		R
220317		*Fitted for oil fuel*	—								P46'	B112'	F46'				
KDAP	Sub.Sig.	*2 Dks*	3516														
86275	**West Keene**		5600					1919	Long Beach S.B.Co. Long Beach, Cal.	United States Maritime Commission	410·5	54·3	27·2	Ls Angeles Cal. Utd. States *WB*	T.3Cy. 24½", 41½"&72"–48" 359NHP Llewellyn Iron Works, Los Angeles		R
218674		*Fitted for oil fuel*	—								P46'	B112'	F46'				
KISK	Sub.Sig.	*2 Dks*	3503														
86276	**West Kyska**		5552				...	1918	Northwest Steel Co. Portland, Or.	Waterman S.S. Corp.	409·8	54·2	27·7	Mobile Utd. States *WB*	DR Geared Steam Turbine 576NHP General Electric Co. Schenectady, N.Y.	30 " 2	R †
217224		*Fitted for oil fuel*	5241								P47'	B115'	F44' FK				
WJOU	Sub.Sig.	*2 Dks*	3364														

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Date now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed. If not in L.R. Date of Transfer.
86277	**West Lashaway**		5637					1918	Skinner& Eddy Corp. Seattle, Wash	American West African Line, Inc. (Barber S.S. Lines Inc. *Mgrs.*)	409·6	54·2	27·1	New York Utd. States	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
217002		*Fitted for oil fuel*	5173								P43'B115'F47'			*WB*			
WREA	Sub.Sig.	2 *Dks*	3458														
86278	**West Loquassuck**		5644					1918	Skinner& Eddy Corp. Seattle, Wash	United States Maritime Commission	409·6	54·2	27·1	Seattle Utd. States	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		
217070		*Fitted for oil fuel*	5033								P43'B115'F47'			*WB*			
		2 *Dks*	3468														
86279	**West Madaket** (P)		5565					1918	Skinner& Eddy Corp Seattle, Wash	Waterman S.S. Corp.	409·6	54·2	27·1	Mobile Utd. States	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
217176		*Fitted for oil fuel*	5033								P43'B115'F47'			*WB*			
WJOO	Sub.Sig.	2 *Dks*	3483														
86280	**West Maximus**		5551					1919	Skinner& Eddy Corp. Seattle, Wash	United States Maritime Commission	409·6	54·2	27·1	Seattle Utd. States	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
217861		*Fitted for oil fuel*	5106								P43'B115'F47'			*WB*			
KEDQ	Sub.Sig.	2 *Dks*	4006														
86281	**West Modus**		5690				...	1919	Northwest Steel Co. Portland, Or.	United States Maritime Commission	409·8	54·2	27·7	Portlnd Or Utd. States	DR Geared Steam Turbine 583 NHP General Electric Co. Schenectady, N.Y.	30 " 2	R †
217525		*Fitted for oil fuel*	5241								P44'B115'F47'			*WB*			
KENK	Sub.Sig.	2 *Dks*	3510											FK			
86282	**West Neris**		5588					1919	S. Western S.B.Co. San Pedro, Cal	United States Maritime Commission	410·5	54·3	27·2	N. Orleans Utd. States	T.3Cy.24½",41½"&72"-48" Llewellyn Iron Works, Los Angeles, Cal. 359 NHP		R
219434		*Fitted for oil fuel*	—								P46'B112'F46'			*WB*			
KOTK		2 *Dks*	3483														
86283	**West Nilus** (P)		5495					1920	S. Western S.B.Co. San Pedro, Cal	Pacific Argentine Brazil Line, Inc.	410·5	54·3	27·2	S. Frncisco Utd. States	T.3Cy.24½",41½"&72"-48" Llewellyn Iron Works, Los Angeles, Cal. 359 NHP		R
219658		*Fitted for oil fuel*	—								P46'B112'F46'			*WB*			
KUFJ		2 *Dks*	3458														
86284	**West Nohno**		5769				...	1919	Northwest Steel Co. Portland, Or.	United States Maritime Commission	409·8	54·2	27·7	New York Utd. States	DR Geared Steam Turbine 583 NHP General Electric Co. Schenectady, N.Y.	30 " 2	R †
217936		*Fitted for oil fuel*	5241								P44'B115'F47'			*WB*			
KEXG	Sub.Sig.	2 *Dks*	3564											FK			
86285	**West Nosska Maru**		5563				...	1919	Columbia River SB Corp Portland, Or.	Taminosuke Miyachi	410·0	54·2	27·7	Kobe Japanese	DR Geared Steam Turbine 579 NHP General Electric Co. Schenectady, N.Y.	30 " 2	
	(*ex* West Nosska-37)	*Fitted for oil fuel*	5237								P44'B115'F47'			*WB*			
		2 *Dks*	3438											FK			
t "Tazan Maru," *see No. 90245 in Supplement*																	
86286	**West Notus**		5496					1920	S. Western S.B.Co. San Pedro, Cal	Pacific Argentine Brazil Line, Inc.	410·5	54·3	27·2	S. Frncisco Utd. States	T.3Cy.24½",41½"&72"-48" Llewellyn Iron Works, Los Angeles, Cal. 359 NHP		R
220315		*Fitted for oil fuel*	—								P46'B112'F46'			*WB*			
KDAM		2 *Dks*	3460														
86287	**West Planter** (*ex* Texas		2609				...	1919	McDougall -Duluth Co. Duluth Minn	Silverado S.S. Co. and Wallingford S.S. Co.	251·0	43·7	25·8	S. Frncisco Utd. States	T.3Cy.21",35"&59"-42" 352 NHP McDougall Duluth Co.	28 " 2	R †
219068	Planter-35, *ex* Lake	*Fitted for oil fuel*	2261								P25'B64'F20'			FK			
KOGS	Flatonia-32)	1 *Dk 2 tr B*	1610											*WB*			
86288	**West Pocasset**		5707				...	1919	Northwest Steel Co. Portland, Or.	United States Maritime Commission	409·8	54·2	27·7	Portlnd Or Utd. States	2 Steam Turbines DR geared to 1 Sc. Shaft 605 NHP Midwest Eng. Co. Indianapolis	30 " 2	R †
218963		*Fitted for oil fuel*	5139								P44'B115'F47'			*WB*			
KLCV	Sub.Sig.	2 *Dks*	3516											FK			
86289	**West Point** (*ex* Elmpark-37)		4999	✠100A1	Ams	*z*	CL	1920	Greenock	Cereal Trade & Shipping Co. Ld.	409·2	53·5	27·9	London British	T.3Cy.27¼",45"&75"-48" (*s*) 1801b	30 " 6	
143753		*ss* Rot. No. 3-6,33	4672	*Shelter dk*	Cal		~~9,37~~ 10,33	5mo	Dkyd. Co. Ld. Greenock						561 NHP	3 - 8½	
GDMF	E.S.D.	*ss* Bry. No. 1-37	3120	*with freeboard* 10,33 ~~10,37~~ ✠LMC3,37				*Lloyd's SA&CP*			F38'*on Shelter*	FK	*p Cem pt Asp Coil B H to Shdk*		SSB,9*cf*,G8190,HS8451	FP	26 - 11½
	D.F.	2 *Dks (Stl) & Shelter dk (Stl)*		BS6,38									6 " " *U* "		J.G. Kincaid & Co. Ld. Grk.		
		Longitudinal framing in D B & at decks											6 *H A P T* 20*t*				
		Cargo battens not fitted in Shelter										*Cell D B* 347	1123*t F P T*				
	Cruiser Stern	*'tween decks*															
86290	**West Quechee**		5711				...	1919	Columbia River SB Corp Portland, Or.	~~Lykes Bros.~~ ~~Ripley S.S. Co. Inc.~~	410·0	54·3	27·7	N. Orleans Utd. States	DR Geared Steam Turbine 579 NHP General Electric Co. Schenectady, N.Y.	30 " 2	R †
218010		*Fitted for oil fuel*	5248								P44'B115'F47'			*WB*			
KEDT	Sub.Sig.	2 *Dks*	3539											FK			
86291	**West Raritans**		5703				...	1919	Northwest Steel Co. Portland, Or.	United States Maritime Commission	409·8	54·2	27·7	Portlnd Or Utd. States	2 Steam Turbines DR geared to 1 Sc. Shaft 605 NHP Vulcan Iron Works, Jersey City, N.J.	30 " 2	R †
218798		*Fitted for oil fuel*	5139								P44'B115'F47'			*WB*			
		2 *Dks*	3513											FK			
86292	**West Saginaw**		6187				...	1919	Northwest Steel Co. Portland, Or.	United States Maritime Commission	409·8	54·2	27·7	Portlnd Or Utd. States	2 Steam Turbines DR geared to 1 Sc. Shaft 605 NHP Midwest Eng. Co. Indianapolis	30 " 2	R †
218984		*Fitted for oil fuel*	5139								P44'B115'F47'			*WB*			
KLDA	Sub.Sig.	2 *Dks*	~~3507~~ 3837											FK			
86293	**West Segovia**		5701				...	1919	Northwest Steel Co. Portland, Or.	United States Maritime Commission	409·8	54·2	27·7	N. Orleans Utd. States	DR Geared Steam Turbine 579 NHP General Electric Co. Schenectady, N.Y.	30 " 2	R †
218582		*Fitted for oil fuel*	5139								P44'B115'F47'			*WB*			
KIPK		2 *Dks*	3513											FK			
86294	**West Selene**		5940					1919	Ls. Angeles S.B.&D.D.Co San Pedro, Cal	United States Maritime Commission	410·0	54·4	27·2	Ls Angeles Cal. Utd. States	T.3Cy.28½",47"&78"-48" Los Angeles S.B. &D.D.Co. San Pedro, Cal. 422 NHP		R
West	Patent 10,	*See No. 89113 in Supplement*	Fitted for Oil Fuel								P43'B115'F47'			*WB*			
KIXZ	Sub.Sig.	2 *Dks*	3729											FK			
86295	**West Shipper** (*ex* Texas		2592				...	1920	Chicago S.B.Co Chicago, Ill.	Silverado S.S. Co. and Wallingford S.S. Co.	251·0	43·6	26·1	S. Frncisco Utd. States	T.3Cy.21",35"&59"-42" 352 NHP American S.B.Co. Lorain, O.	28 " 3	R †
219601	Shipper-35, *ex* Lake	*Fitted for oil fuel*	2243								P25'B64'F26'			FK			
KUCR	Giddings-32)	1 *Dk 2 tr B*	1613											*WB*			
86296	**West Shore**	**Twin Sc**	675					1910	Buffalo D.D.Co. Buffalo, N.Y.	P.M. Fuel, Inc.	168·0	36·0	15·0	Cleveland, Ohio Utd. States	S.2Cy.18"-20" 22 NHP American S.B.Co. Clvelnd. O		
207808		(*Self-Unloader*) 1 *Dk*	— 294														
86297	**West Tacook**		6176				...	1919	Northwest Steel Co. Portland, Or.	~~Lykes Bros.~~ ~~Ripley S.S. Co. Inc.~~	409·8	54·2	27·7	N. Orleans Utd. States	DR Geared Steam Turbine 579 NHP General Electric Co. Schenectady, N.Y.	30 " 2	R †
217738		*Fitted for oil fuel*	5139								P44'B115'F47'			*WB*			
KECR	Sub.Sig.	2 *Dks*	3841											FK			
86298																	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à la Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cette classe est publiée: L. R. Bureau Central, L. R. Filiale.
86299 219847 KUMX	**West Texas** (*ex*LakeFlag) Fitted for oil fuel Sub.Sig. 1 *Dk*	2686 — 1665					1920	GlobeS.B. Co. Superior,Wis	SouthernS.S.Co.	253·4 P24′B64′F23′	43·8	26·9	Philadlphia Utd. States *WB*	T.3Cy.19″,32″&56″–36″ 188NHP NordbergMfg.Co M'l'w'kee		R
86300 217961 KEXK	**West Totant** Fitted for oil fuel Sub.Sig. 2 *Dks*	5628 5248 3486				…	1919	Columbia RiverSBCorp. Portland,Or.	UnitedStates Maritime Commission	410·0 P44′B115′F47′ FK	54·2	27·7	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
Broken up 86301	**West View** 2 *Dks*	5769 5241 3509				…	1918	Northwest SteelCo. Portland,Or.		409·5 P47′B115′F44′ FK	54·2	27·7	British *WB*	DR Geared Steam Turbine 676NHP DeLavalSteamTurbineCo. Trenton,N.J.	30 ″ 2	
86302 PIOL	**West Vlaanderen** *Mchy.Aft* Oil Eng. *Cruiser Stern* 1 *Dk*	346 266 205					1927	Scheepsw. Gebr.Pot. Bolnes	N.V.West Vlaanderen (T.denHartigh, *Mgr.*)	147·9 P47′F20′	25·2	8·7	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11″–17¾″ 47NHP Motorenfbr.“Deutz”A.G. Köln-Deutz		V
86303 148283 GJQP	**West Wales** *ss*Cff.No.3–9,37 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	4353 4081 2627	✠100A1 *with freeboard* 4,38 BS8,38	Npt — Cff	*z*	CL 9,37	1925 3mo *Lloyd*	W.Dobson &Co. Newcastle	WestWalesS.S.Co. Ld.(Gibbs&Co.) *CellDB348′1059t FPT118t* *sA&CP*	400·0 412.0(OL) *APT 198t*	53·0 FK (*Coll*	25·3 *BH to Sh dk* 5,, ,, 2*nd* ,,)	Cardiff British 6 *BHCem*	T.3Cy.25½″,45″&75″–48″ (*s*) 180lb 490NHP 3SB,*12cf*,GS228,HS8460 N.E.MarineEng.CoLdNwc	27 ″ 10 s3 ″ 2¾ 24 ″ 9½	
86304 217431 WSUE	**West Wauna** *Fitted for oil fuel* Sub.Sig. 2 *Dks*	5735 5241 3541				…	1918	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44′B115′F47′ FK	54·2	27·7	PortlndOr Utd.States *WB*	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
86305 217225 WKUU	**West Zeda** *Fitted for oil fuel* Sub.Sig. 2 *Dks*	5658 5241 3488				…	1918	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P47 B115′F44′ FK	54·2	27·7	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine 576NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
86306 160313 GKYX	**Westavon** *ss*Shl.No.2–38 1 *Dk*(*Stl*) *Cargo battens not fitted*	2842 2464 1525	✠100A1 4,38 ✠LMC4,38	Shl	*t*	CL 9,37	1929 9mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland	WestwickS.S.Co. Ld.(JamesWestoll Ld. *Mgrs.*) *CellDB258′760t wing tanks in mchy. space* *sA&CP*	312·0 P24′B66′F27′	45·2 FK *5 BHCem*	21·0	Sundrland British	T.3Cy.22½″,37″&61″–42″ (*s*) 180lb 277NHP 2SB,*6cf*,GS126,HS4488 G.Clark,Ld.Sunderland 207t *FPT*158t *APT*145t	23 ″ 3 s3 ″ 8¾ 19 ″ 8½	
86307 160315 GNVR	**Westburn** ~~*ss*Shl.No.1–38~~ 1 *Dk*(*Stl*) *Cargo battens not fitted*	2842 ~~2464~~ 1625	✠100A1 ~~BS8,37~~ 5,39 BS5,39 ✠LMC~~4,38~~	Shl	*t*	CL ~~10,38~~ 5,38	1929 11mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland	WestwickS.S.Co. Ld.(JamesWestoll Ld. *Mgrs.*) *CellDB258′760t tanks in mchy. space* *sA&CP*	312·0 P24′B66′F27′ *Wing* 207t	45·2 FK	21·0 *FPT*158t *APT*145t	Sundrland British *5 BHCem*	T.3Cy.22½″,37″&61″–42″ (*s*) 180lb 277NHP 2SB,*6cf*,GS126,HS4488 G.Clark,Ld.Sunderland	23 ″ 3 s3 ″ 8¾ 19 ″ 8½	
86308 149978 GNMW	**Westbury** *ss*Shl.No.2–37 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	4712 4454 2921	✠100A1 *with freeboard* 4,38 BS4,38 ✠LMC1,37	Cff	*z*	CL 4,38	1928 1mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland	AlexanderShipprg Co.Ld.(Capper, Alexander&Co. *Mgrs.*) *CellDBa&uk* 149′*f*180′1259t *DT* *sA&CP*	405·0 417·0(OL) a21′773t *APT*136t	54·3 FK	25·3	London British 6 *BHCem* (*Coll to S dk* 5,, 2*nd* ,,)	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 493NHP 3SB,*9cf*,GS160,HS7107 D.Rowan&Co.Ld Gls.	27 ″ 10 s3 ″ 2½ 24 ″ 10	
86309 215041	**Westchester** (P) (*ex*Poughkeepsie–37) 2 *Dks*	1566 773 948					1917	Tampa Shpbldg & RepairCo. Tampa,Fla.	Steamer Westchester,Inc.	206·8	47·0	14·2	NewYork Utd.States *WB*	T.3Cy.18″,29″&47″–30″ 121NHP TampaS.B.&RepairCo. Tampa,Fla.		
Broken up 86310	— (P) 3 *Dks*	529 191 363					1904	..... Philadelphia	EasternCanada CoastalSteam-ships,Ld.	130·8	27·0	6·5	Montreal British	C.4Cy.11⅝″&22 1/16″–16″ 41RHP Neafie&Levy,Philadelphia		
86311 160708	**Westcliffe Hall** *Mchy.Aft* 1 *Dk*	1900 1701 1204					1928	Smith's DockCo.Ld. Middlesbro'	HallCorporation ofCanada	253·0 F35′	44·1	18·5	Montreal British *WB*	T.3Cy.15″,25″&40″–33″ 81RHP Smith'sDockCo.Ld.Mdb.		C
86312 135160 GFQR	**Westcove** (*ex*Corcove,*ex*Cove) *ss*Sld.No.3–8,35 1 *Dk*(*Stl*)	2734 2427 1597	✠100A1 ~~2,37~~ 3,38 ~~BS~~ ✠LMC8,~~38~~ 10,38	Shl	*t*	CL 7,36	1912 11mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland	WestwickS.S.Co. Ld.(JamesWestoll, Ld. *Mgrs.*) *Cell DBa100′uE&* *FPT170t APT145t* *sA&CP*	312·5 P23′B60′F28′ *B42′f*112 800t *DTanksin ER*	45·3 FK	20·8 P12′	Sundrland British *5 BHCem* 80ts 14′105t	T.3Cy.22½″,37″&61″–42″ (*s*) 180lb 264NHP 2SB,*8pf*,GS125,HS4082 G.Clark,Ld.Sunderland	23 ″ 1 s3 ″ 9⅜ 19 ″ 6	
86313 131398 MDQS	**Westdale** *ss*Bkn.2ndNo.3–7,36 *Mchy.Aft* *Well deck* 1 *Dk*(*pt.Stl*)	424 284 183	✠100A1 7.36 BS~~3,37~~ 9,38 ✠LMC7,36	Bkn	*f*	CL 7,36	1911 11mo *Lloyd*	JT Eltring-ham&Co.Ld. SouthShields	OvertonS.S.Co.Ld. (R.R.Clark, *Mgr.*) *sA&CP*	143·5 Q81′B9′F25′ *WB= FPT*	24·4 FK	10·5 24t *APT*28t	Liverpool British 3 *BHCem*	C.2Cy.17″&36″–24″ (*s*) 130lb 70RHP 1SB,*3cf*,GS46,HS1408 Baird Bros.NorthShields	11 ″ 9 s3 ″ 8½ 11 ″ 8	
86314 216525	**Western Chief** 2 *Dks*	5759 5139 3505				…	1918	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P47′B115′F44′ FK	54·2	27·7	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine 508NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	
86315 216372	**Western City** *Fitted for oil fuel* 2 *Dks*	5828 5076 3571				…	1918	Columbia RiverSBCorp. Portland,Or.	UnitedStates Maritime Commission	410·0 P44′B115′F47′ FK	54·2	27·6	Seattle Utd.States *WB*	DR Geared Steam Turbine KerrTurbineCo. 551NHP Wellsville,N.Y.	30 ″ 2	
86316 143050 GTXZ	**Western Coast** (*ex*Limoges, *ex*WarLeven) Wireless D.F. E.S.D. 1 *Dk*	1390 1109 552					1919	CaledonS. B.&E.Co.Ld. Dundee	CoastLines,Ld.	270·6	38·1	16·2	Liverpool British *WB*	T.3Cy.21″,34″&56″–39″ 196NHP CaledonS.B.&E.Co.Ld.		C
86317 215908	**Western Hero** *Fitted for oil fuel* 2 *Dks*	5611 5076 3439					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6 P44′B115′F47′	54·1	27·1	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
Broken up 86318	**Western King** 2 *Dks*	5659 5115 4204				…	1918	J.F.Duthie &Co. Seattle,Wash		409·5 P44′B115′F47′ FK	54·2	27·6	British *WB*	DR Geared Steam Turbine 508NHP DeLavalSteamTurbineCo. Trenton,N.J.	30 ″ 3	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 9 Built. When	By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed. If one in Lit. Distinguishing Flag Cert.
86319 216754	**Western Maid**	2 Dks	5760 5139 3503			...		1918	Northwest SteelCo. Portland,Or.	**United States Maritime Commission**	409·8 54·2 27·7 P47'B115'F44' FK	**Portlnd Or** Utd. States WB	DR GearedSteamTurbine DeLavalSteam TurbineCo.Trenton,N.J. 594NHP	30 " 2	R †
86320 216446	**Western Ocean**	2 Dks	5760 5139 3504			...		1918	Northwest SteelCo. Portland,Or.	**United States Maritime Commission**	409·8 54·2 27·7 P47'B115'F44' FK	**Portlnd Or** Utd. States WB	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y. 579NHP	30 " 2	
86321 216976	**Western Plains**	2 Dks& Web frames Longitudinal framing	5688 5148 3468			...		1918	Columbia RiverSBCorp Portland,Or.	**United States Maritime Commission**	409·8 54·2 27·7 P41'B121'F44' FK	**Portlnd Or** Utd. States WB	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y. 576NHP	30 " 2	
86322 161305 GTCX	**Western Prince** (P) TwinSc Oil Eng. ssNYk.No.2-37 3 Dks(Stl—Weather dk pt ws) D.F GyC. Ref.Mchy. Cruiser Stern		10926 9388 6499	✠100A1 NYk withfreeboard 8,38 DBS9,37 0,38 ✠Lloyd'sRM Carrying vegetable oil in deep tanks		CL 12,37 88,38 7 12,38		1929	Napier& Miller,Ld. Glasgow Lloyd's SA&CP	**PrinceLineLd.** (Furness,Withy& Co.Ld. Mgrs.) Duct keel fwd. Cell DB416 of mchy.space 1804t Tanks in way of tunnels 374t	496·2 64·8 35·4 F47' FK (6 " " to W dk 3 " " 2nd ") MT 36'1006t	**London** British WB	Oil Engines 4S.C.DA 16Cy.26⅜"–55⅛" 2200NHP 2DB120lb J.G.Kincaid&Co.Ld.Grk.	41 " 0 s 15"0⅜ 26 " 6	
86323 216224 KGDK	**Western Queen** Fitted for oil fuel Sub.Sig. 2 Dks		5853 5169 4434			...		1918	Skinner& Eddy Corp. Seattle,Wash	**LykesBros.— RipleyS.S.Co.Inc.** LykesBros.Steam shipCo.,Inc.	409·6 54·2 27·1 P44'B115'F47' FK	**HoustnTex** Utd. States WB	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y. 508NHP	29 " 9	R †
Broken up 86324	**Western Scout** 2 Dks		5760 5138 3503			...		1918	Northwest SteelCo. Portland,Or.		409·8 54·2 27·7 P47'B115'F44' FK	British WB	DR GearedSteamTurbine DeLavalSteam TurbineCo.Trenton,N.J. 676NHP	30 " 2	
86325 81811 WTCA	**Western States** (P) Pad D.F. GyC.		3077 — 1566					1902	Detroit S.B.Co. Wyandotte	**Detroit and ClevelandNav.Co.**	350·0 44·0 19·9	**Detroit, Mich.** Utd. States	C.3Cy.52"&(2)72"–84" DetroitS.B.Co.,Detroit 792NHP		
86326 229687 KGOG	**Western Sun** ssPhl.No.2-38 Mchy.Aft GyC. 2 Dks(Stl)& Web frames Longitudinal framing—bracketless system	Oil Eng.	9100 8521 5523	✠100A1 Phl 4,3 C CS11,38 DB 4,39 12,37 Carrying Petroleum in bulk		CL 12,37		1930 5mo	SunS.B.& D.D.Co. Chester,Pa. Lloyd's SA&CP	**MotorTankship Corporation** Cell D Bu E76' f40'488t	480·6 66·0 36·8 P79'F48' FK	**Phildlphia** Utd. States	Oil Engines 2S.C.SA 4Cy.23⅝"–91 1/16" 690NHP 2 Water Tube B(Upper 17 B Hpt Cem 200lb)(lower 217lb) 13 " " Ldk 4 " " 2nd dk) FPT 186t APT 84t SunSB&DDCo.Chester,Pa.	37 " 0	
86327 219567 KUBM	**Western Sword** (ex Biboco-33, ex St.Anthony) Fitted for oil fuel 1 Dk Longitudinal framing		4794 4271 3023					1920	ToddD.D. &Const.Co. Tacoma	**SwordS.S.Line Inc.**	379·1 53·1 27·1 P39'B102'F42'	**NewYork** Utd. States WB	T.3Cy.24",40"&70"–48" ToddDryDock& ConstructionCorp. 339NHP		R
86328 216373	**Western Wave** Fitted for oil fuel 2 Dks		5832 5125 3557			...		1918	Northwest SteelCo. Portland,Or.	**United States Maritime Commission**	409·8 54·2 27·7 P47'B115'F44' FK	**Portlnd Or** Utd. States WB	DR GearedSteamTurbine DeLavalSteam TurbineCo.Trenton,N.J. 579NHP	30 " 2	
86329 222083 KDYI	**Western World** (P) TwinSc (ex Nutmeg State) Fitted for oil fuel Ref.Mchy. D.F. GyC. 4 Dks E.S.D. Longitudinal framing Cruiser Stern		13712 — 8054					1922	Bethlehem S.B.Corp.Ld Sparrow's Point,Md.	**MunceS.S.Line** Commission	517·0 72·2 41·0 B229'	**NewYork** Utd. States WB	4SteamTurbinesSRgeared to 2 Sc. Shafts BethlehemS.B Corp.Ld. Quincy,Mass		R
86330 DJNW	**Westernland** (P) TrpSc (ex Regina) Sub.Sig. Cruiser Stern Ref.Mchy D.F. GyC. 4 Dks		16231 12841 9646					1918	Harland& Wolff,Ld. Glasgow	**RedStarLinie G.m.b.H.**	574·4 67·8 40·9 P54'B313'F92'	**Hamburg** German WB	T.8Cy.(2)28",(2)44"& (4)49½"–54"&1L.P.Turbine Harland&Wolff,Ld.Bel.		G
86331 1319 SHEU	**Westernorrland** (P) Iron 1 Dk&Shelterdk		545 273 396					1867	W.Lind- bergs Aktieb. Stockholm	**StockholmRederi- aktieb.Svea (Eman.Högberg, Mgr.)**	148·6 24·4 11·8 H59' 18·9	**Stockholm** Swedish	C.2Cy.20"&41"–24" NB99 69NHP W.LindbergsAktieb.,Skm.		
86332 PINW	**Westerschelde** Oil Eng. Mchy.Aft Cruiser Stern		342 205 170					1937	Scheeps. deHaan& Oerlemans Heusden	**G.Joosse**	126·6 24·2 10·0 P37'Q31'F17	**Flushing** Dutch WB	Oil Engines 4S.C.SA 6Cy.11"–17⅛" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
86333 DODB	**Westfalen** ssBhn.No.1-09 (Aeroplane Service Ship) 2 Dks(Stl—Upt teaks) deep framing aft D.F. Sub.Sig. (lower dk(Stl) forward		5367 4849 3200	✠ Bmn 12,15 ✠				1906 1mo	J.C.Teck- lenborgA.G. Weser- münde-G.	**Deutsche Lufthansa A.G.** Cell D Ba 119'uE	409·4 52·8 28·0 P&B327'F46 FK 29 f 173'1057t FPT 7 BHCem 157t APT 55t	**Bremen** German	Q.4Cy.24⅝",34⅜",50"&72⅛" –53½" 386NHP NB(1)24 J.C.TecklenborgA.G.Wsm	30 " 9	G †
86333* DFVS	— (P) Pad 1 Dk		354 290 152					1907	J.L.Meyer Papenburg	**Act.Ges."Ems"**	187·8 23·6 8·9	**Emden** German	C.2Cy.23⅝"&47 3/16"–54⅛" 136NHP J.L.Meyer,Papenburg		G
86334 PIOC	**Westland** (ex Nansenville-38) Oil Eng Ref.Mchy. 1 Dk&Shelter dk D.F. Cruiser Stern		5888 5224 3548					1931	Kockums M.V.Aktieb Malmö	**N.V.totVoort- zetting v.d. Koninklijken HollandscheLloyd Scheepvaart en SteenkolenMaats.** Cell	431·6 59·7 25·5 P113'H49½'F26' FK 27t APT 59t	**Amstrdam** Dutch WB	Oil Engines 2S.C.DA 6Cy.27 9/16"–47⅜" 1592NHP KockumsM.V.Akt.Malmö		N
86335 — PIOA	— ssRot.No.3-3,39 1 Dk(Stl)		1259 1004 510	✠100A1 Rot 3,39 ✠LMC 3,39 BS1,38		OG 10,38 3,39		1926 8mo	Schpw.v. JanSmit,Czn. Alblasserdm Lloyd's SA&CP	Cell D B204'306t FPT	250·2 36·2 16·0 P46'B115'F32' FK 4 BHCem 27t APT 59t	**Rottrdam** Dutch	T.3Cy.22½",37"&62"–39" (s) 1801b 304NHP 2SB.6cf,Gs104,Hs4228 FD Maats.deSchelde,Flushing	18 " 0 s 11½ 17 " 2	
86336 PIOB	— Mchy.Aft Well deck	Oil Eng. 1 Dk Cruiser Stern	426 280 263					1931	N V Schpsw Gebr.Pot Bolnes	**N.V.Motorschip Westland(T. den Hartigh, Mgr.)**	152·1 25·6 9·0 P42'Q54'F17'	**Rottrdam** Dutch WB	Oil Engines 4S.C.SA 6Cy.11"–19⅛" 70NHP Motorenfbr." Deutz"A.G. Köln-Deutz		V
86337 148494 GKSF	**Westmoor** Oil Eng. ssBly.No.3–10.37 1 Dk(Stl)& Shelter dk(Stl) Cruiser Stern		4359 4070 2689	✠100A1 Bly with freeboard Mcl Bkn DBS10,37 ✠LMC10, 11.38		CL 3,37		1924 10mo	W.Doxford &Sons,Ld. Sunderland Lloyd's SA&CP	**MoorLine,Ld.** (RuncimanShip- pingCo.Ld. Mgrs.) Cell DB 2'1011t DT f 26'976 32	375·0 52·6 25·7 F30' FK Cell B Hto Shdk 6 " " 2nd "	**London** British 7 BHpt Cem 2DB120lb	Oil Engines 2S.C.SA 3Cy.21¼"–86" 417NHP W.Doxford&Sons,Ld.	28 " 3 s 3 "0½ 25 " 6	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Entretien.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Decare. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Registres ou ross.
86338 140292 GLJP	**Westmoreland** *ss*Liv.No.2–38 *Ref.Mchy.* D.F.	**TwinSc** *ss*Liv.No.3–10,29 ~~*ss*Liv.No.1–24~~ 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*–ws)	9001 8407 5664	✠100A1 *Shelter dk* *withfreeboard* ~~3,38 3,37~~ ~~4858,34~~ ~~Lloyd'sR~~	Lon ~~Pet~~ ~~B55,19~~ ~~LMC 3,38~~ ~~H,~~	*dt* ~~1,37~~ ~~11,38~~	CL ~~3,35~~ 11,38	1917 5mo	D&WHen-dersn&Co.Ld. Glasgow	FederalS.N.Co.Ld.	473·0 60·7 36·7 494·5(O.L.) B186'F43' *on Shelter dk* FK *Lloyd's*A&CP *Cell D* B400'1573*t* *FPT*95*t*	London British	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) ~~1200lb~~ 918NHP 5SB,*20cf*,GS357HS15592FD WllandSlpwy.Co Ld.Nwc.	39 ″ 5 9 ″ 1½ 30 ″ 7	
86339 ~~Brocklebank~~ ~~Brocklebank~~ ~~K.T.C.S.~~	~~Brocklebank~~ Sub.Sig.	~~Brocklebank~~ *Fitted for oil fuel* 1 *Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6207 ~~5882~~ 3835					1919 ~~Brocklebank~~	Federal S.B.Co. Kearny,N.J.	~~LykesBros.~~ ~~RipleyS.S.Co.Inc.~~ ~~Brocklebank~~	395·5 55·0 31·4 P44'B110'F38' *on Shelter dk* FK	~~Galveston~~ ~~Utd. States~~ Italian *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft 645NHP MidWestEng.Co. Indianapolis,Ind.	34 ″ 11	I †
86340 138z32 VGWD	**Westmount** D.F. *Mchy.Aft* 1 *Dk*		7392 7008 5635					1917	Collingw'd S.B.Co.Ld. Collingwood	CanadaS.S.Lines, Ld.	536·0 58·3 26·7 F47	Montreal British *WB*	T.3Cy.24″,40″&66½″–42″ 283NHP CollingwoodS.B.Co.Ld.		I
86341 143s70 MKFT	**Weston** **3Mst** *ss*Bkn.No.3–6,36 *ss*Bkn.No.1–37 *Mchy.Aft* *Well deck* 1 *Dk*(*Stl*)		485 340 210	✠100A1 ~~12,37~~ 12,38 ~~LMC 12,37~~	Bkn		CL 11,37	1920 9mo	Cochrane& Sons,Ld. Selby	OvertonS.S.Co.Ld. (R.R.Clark,*Mgr.*)	152·0 25·2 10·8 158·0(O.L.) Q86'B9'F25' FK *Lloyd's*A&CP *FPT*48*t*	Liverpool British *GBH Com* *APT*21*t*	T.3Cy.13″,23″&37″–24″ (*s*) 180lb 85RHP 1SB,*3cf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s 3 ″ 8½ 11 ″ 10½	
86342 127547 KLDC	**Weston M. Carroll** (*ex*Gabino, *ex*Serpentine,*ex*CharlesS.Neff) *Mchy.Aft* 1 *Dk*		1069 — 871					1901	JenksS.B. Co. Port Huron,Mich.	BuffaloGravel Corporation	200·0 38·0 11·6 *WB*	Buffalo Utd. States	C.2Cy.22″&44″–20″ 72NHP JenksS.B.Co.Pt.Huron		
86343 PIOD	**Westplein** 2 *Dks*		4570 4096 2780					1920	Deutsche Werft.A.G. Hamburg	N.V.Scheepv. Maats."Millin-gen"(G.A.Spliet-hoff,*Mgr.*)	391·5 50·3 26·9 P87'B110'F49 *WB*	Rottrdam Dutch	T.3Cy.27$\frac{9}{16}$″,43$\frac{15}{16}$″&69$\frac{7}{16}$″–47½″ 332NHP GuteHoffnungshütte, Sterkrade		G
86344 217127 KLCX	**Westpool** Sub.Sig. 2 *Dks*&*Web frames* *Longitudinal framing*		5724 5131 3519					1918	J.F.Duthie &Co. Seattle,Wash.	UnitedStates Maritime Commission	409·5 54·2 27·6 P41'B121'F43' FK *WB*	Seattle Utd.States	T.3Cy.24½″,41½″&72″–48″ 601NHP LlewellynIronWorks, LosAngeles	30 ″ 2	R †
86345 216902 KLCZ	**Westport** Sub.Sig. 2 *Dks*		5665 5082 3529					1918	AmesS.B. &D.D.Co. Seattle,Wash.	UnitedStates Maritime Commission	409·5 54·2 27·4 P44'B115'F44' FK *WB*	Seattle Utd.States	T.3Cy.26″,43″&73″–48″ 543NHP AmesS.B.&D.D.Co.Seattle	30 ″ 2	R †
86346 153935 VJNG	**Westralia** Ⓟ **TwinSc** *Oil Eng.* *ss*Syd.No.2–36 *Ref.Mchy.* 2 *Dks*(*Stl*,*Wthr dk teaks*) D.F. 3*rd dk*(*Stl*)*in Nos.*1,2,3&4*holds* *Cruiser Stern*		8108 5718 4717	✠100A1 *withfreeboard* ~~7,38 11,37~~12,38 ~~DBS11,37~~ 12,38	Syd	*c* †	CL ~~38,35~~ ~~P3,35~~ ~~S0,38~~ P12,38	1929 8mo	Harland& Wolff,Ld. Glasgow	HuddartParker, Ld.	431·1 60·2 28·0 448·0(O.L.) P38'B249'F95' FK *Lloyd's*A&CP *Cell D* B338'1127*t* *FPT*46*t*	Melbourne British *pt Com* 7*BH to W dk* *APT*52*t*	Oil Engines 4S.C.SA 16Cy.29½″–59$\frac{1}{16}$″ 1804NHP DB*100lb* Harland&Wolff,Ld.Gls.	33 ″ 7 s 8 ″ 10½ 25 ″ 0½	
86347 OZGH	— *Ref.Mchy.* 1 *Dk*&*Shelter dk* D.F. *Cruiser Stern*	**TwinSc** *Oil Eng.*	4568 3939 2745	✠100A1 *withfreeboard* Cpn ~~10,38 5,38~~ ~~Lloyd'sR~~ ~~LMC3,38~~	Hul	*z*	CL	1937 2mo	Nakskov Skibs.A/S Nakskov	A/S D/S Orient *Cell DB*366'1282*t* *tunnels*108*t*	390·8 56·4 24·9 415·3(O.L.) P24'F43' FK *Lloyd's*A&CP	Copnhagn Danish 6*BH* *Coll to Sh dk* 5 ,, 2*nd* ,, ,, *Tanks at sides of* (*FPT*71*t* *APT*136*t*	Oil Engines 2S.C.SA 10Cy.19$\frac{13}{16}$″–35$\frac{7}{16}$″ 676NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27 ″ 6 s 3 ″ 11 24 ″ 9¼	
86348 DOFQ	**Westsee** (*ex*Ehrenfels–33, *ex*BaronCawdor,*ex*Neumark) Sub.Sig. 2 *Dks*		5911 5186 3680					1914	Akt.Ges. "Weser" Bremen	W.Schuchmann	421·6 56·2 29·6 P59'B125'F54' *WB*	Brmrhavn German	T3Cy.28½″,46⅛&75⅝″–53⅜″ 420NHP A.G."Weser,"Bremen		G
86349 148556 MNDX	**Westward** Ⓟ **AuxTwinSc4MstSr** (*ex*Danefolk) *Oil Eng.* *ss*Sou.No.3–4,36 *Mchy.Aft* 2 *Dks*(*Stl*–*Upt* ws) (*See Sailing Ship Register & Yacht Register*)		2001 1510 1176	✠100A1 3,38 DBS4,38	Lon	*t*	OG 1,38	1920 9mo	A SRödby Havns Jernskibs. Rödby Havn	H.K.Hales	250·6 40·2 22·0 P&B172'F42' BK? *Cell DBuE*32'*a*38'*f*76'1	London British *GBHptCom* 88*t MT*58'820*t FPT*	Oil Engines 4S.C.SA 8Cy.11$\frac{13}{16}$″–16½″ 56BHP NDB25 *100lb* A/S Holeby Dieselmotor Fbk.Holeby	23 ″ 8 6 ″ 5½ 18 ″ 0	BT till 1,39
86350 102485 GTXF	**Westward Ho** Ⓟ **PadSk** 1 *Dk* Wireless		460 354 175					1894	S.Mc- Knight&Co. Ayr	P.&A.CampbellLd	225·0 26·1 9·5 Q13' *Promenade dk*212'	Bristol British	C.2Cy.36″&64″–66″ NB12 277NHP Hutson&Son,Glasgow		BT till 10,38
86351 ~~New~~	**Westward Ho Maru** (*ex*WestwardHo–37) *Fitted for oil fuel* 2 *Dks* "Izan Maru," *see No. 83563 in Supplement*		5648 5595 3561					1918	Columbia RiverS.B.Co. Portland,Or.		410·0 54·2 27·5 P47'B115'F44' FK	Japanese *WB*	DR Geared Steam Turbine NE20 551NHP KerrTurbineCo. Wellsville,N.Y.	30 ″ 2	
86352 164826 MKKQ	**Westwood** *Mchy.Aft* 1 *Dk* *Cruiser Stern*		1040 703 595	✠100A1 *withfreeboard* Cpn ~~7,38 4,38~~ 1,39	Shl	*m*	CL 4,38	1935 8mo	BurntislndS.B.Co.Ld. Burntisland	JosephConstantine S.S.Line,Ld.	199·9 33·3 13·6 Q114'F26' FK *Lloyd's*A&CP *Cell D* *By*132'307*t* *FPT*82*t*	Middlsbro' British *GBHCom* *APT*48*t*	T.3Cy.13″,21″&36″–27″ (*s*) 200lb *125lb* 98NHP 1SB(Spt),*3cf*,GS41,HS1772 N.E.MarineEng.CoLd.Sld	16 ″ 6 s 5 ″ 11⅜ 15 ″ 2	
86353 153437 CYKL	**Weyburn** *Mchy.Aft* 2 *Dks*		2408 2226 1453					1927	Midland S.B.Co.Ld. Midland,Ont.	CanadaS.S.Lines, Ld.	250·1 42·9 24·3 F34' *WB*	Montreal British	T.3Cy.18″,30″&50″–36″ Richardsons, Westgarth&Co.Ld.Hpl.	150NHP	C
86354 151420 MCMT	**Whangpu** **TwinSc** 2 *Dks*		3204 2706 1975					1920	Taikoo Dkyd&E.Co. of H.Kg.Ld. HongKong	ChinaNavigation Co.Ld.	320·0 46·5 22·3 *WB*	London British	T.6Cy.14½″,24″&39½″–30″ 172NHP TaikooDckyd.&Eng.Co.Ld		
86355 145737 MLSN	**Wheatcrop** *ss*Bkn.No.3–3,36 *Mchy.Aft* 1 *Dk*(*Stl*) *Well deck*		523 321 199	✠100A1 ~~3,38~~ ~~LMC~~ ~~MSL1,35~~ 1,39	Bkn	*h*	OG 3,38	1924 1mo	HansenS.B &ShipRepg Co.Ld. Bideford	Spillers,Ld.	162·0 25·6 9·9 Q96'B12'F23' BK? *Cell DB*91'99*t* *FPT*33*t* *Lloyd's*A&CP	Cardiff British *BHCom* *APT*22*t*	C.2Cy.20″&42″–30″ (*s*) 180lb 108NHP 1SB,*3pf*,GS61,HS2005 W.Beardmore&Co.Ld. Coatbridge	12 ″ 0 s 4 ″ 2 12 ″ 5½	
86356 142503 MNCZ	**Whin** **3Mst** *ss*Bel.No.3–7,32 *ss*Bel.No.1–36 *Mchy.Aft* 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted*		466 321 192	✠100A1 1,38 ~~2,38 1,38~~ ~~LMC~~ ~~MSL1,35~~	Bel		CL 3,38	1920 10mo	Cochrane &Sons,Ld. Selby	R.Neill&Sons,Ld.	152·0 25·2 10·8 26·2 Q86'B9'F25' FK *Lloyd's*A&CP *FPT*	Belfast British	T.3Cy.13½″,23″&37″–24″ (*s*) 180lb 85RHP 1SB,*3cf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s 3 ″ 8½ 11 ″ 10½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Yrs Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	8 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft.	14 in.	15 Register in which classed if not in L.R. Dated if not in Trade Cer.
86357 160930 MPVX	**Whippingham** (P) Pad Wireless *CruiserStern* 1 *Dk*	825 544 438	✠100A1	Bry	*z*	1930	Fairfield Co.Ld. Glasgow	SouthernRailway	244·0	30·1	10·5	Portsmth British	C.2Cy.30½"&59"–54" 196NH FairfieldCo.Ld.Glasgow		BT till ~~1/36~~ 5/39
86358 YNAC	**Whipple** TwinSc (*ex*U.S.Navy Vessel) *OilEng.* Wireless 1 *Dk2trB*	433 — 374				1903	Navy Yard Norfolk,Va.	BahamasShipping Co.	264·5	23·0	14·0	Bluefields Nicaraguan	Oil Engines 2S.C.SA 12Cy.10"–13"NE29 211NH AtlasImperialDieselEng. Co.Oakland		
86359 119454 GJZR	**White Crest** *ss*Hul.No.2–36 D.F. 1 *Dk(Stl)&Shelterdk(Stl)*	4365 1105 2647	✠100A1 *withfreeboard* 8 12,37 MS3,36	Bry Cff ✠LMC BS11,38	*z*	CL ~~2,36~~ 8,38	1928 W.Dobson 3mo &Co. Newcastle *Lloyd's*	HallBros.S.S.Co. Ld.(HallBros. *Mgrs.*) *CellDB348'1188*	400·4 411·8(o.l.) F39' FK *FPT120t APT198t*	53·0	25·3	Newcastle British *6BHCem* (*Coll to Shdk* 5 „ *2nd* „)	T.3Cy.25½",12"&70"–48" (*s*) 180lb 410NHP 3SB(Spt)*9cf*,GS178,HS6900 N.E.MarineEngCoLd.Nwc	27 " 10 s 3 " 3 24 " 10	
86360 231126 WFFU	**White Flash** *OilEng.* *Carrying oil in bulk* *Mchy.Aft* 1 *Dk* *Electrically welded*	616 536 366				1931	SunS.B.& DryDockCo Chester,Pa.	AtlanticRefining Co.	194·5 P36'F25'	34·1	11·3	Phildlphia Utd. States	OilEngine connctd to Elec. Motor & Sc. Shaft 33NHP 6Cy.7½"–10" 4S.C.SA Cooper,BessemerCorp. GroveCity,Pa.		
86361 145077 GDTB	**Whitemantle** *ss*Shl.No.3–9,38 *ss*Shl.No.1–37 *Well deck* 1 *Dk(Stl)* *Cargo battens not fitted*	1692 1306 993	✠100A1 9,38 ~~1,00~~ BS9,38	Shl MC9,37	*q*	CL ~~8,38~~ 9,38	1920 WoodSkinner&Co.Ld. Newcastle 11mo *Lloyd's*	GasLight&Coke Co.(Stephenson, Clarke&AssociatedCompanies,Ld. *Mgrs.*) *CellDB212'448t FPT*	260·1 Q153'BonRQD52' F19' FK Q74'B8'F21' *FPT*	37·7	16·4	London British *4BHCem*	T.3Cy.20",33"&54"–36" (*s*) 180lb 208NHP 2SB,*6cf*,GS99,HS3440 N.E.MarineEngCoLd.Nwc	18 " 7 s 5 " 7 17 " 2	
Broke Up 11345 MNSF	**Whitethorn** (*ex*Eastoft–36, 3Mst Paasinge, *ss*Cpn.2ndNo.3–7,25 (*ex*County Clare) *ss*Lan.No.2–34 *Mchy.Aft* *Well deck* 1 *Dk(Stl)*	306 210 123	~~✠100A1~~ 11,35 ~~MC~~	Bel	*e*	OG 11,35	1900 Ardrossan DD&SBCoLd. Ardrossan 9mo A&CP	~~ThorsLine,Ld.~~ ~~(W.J.Ireland, *Mgrs.*)~~	135·0 *24·5* Q74'B8'F21' *FPT*	23·1	9·5 FK	Goole British *3BHCem* *28tAPT4t*	C.2Cy.18"&86"–27" 110lb 54RHP 1SB.*3pf*,GS49,HS1107 Shanks,Anderson&Co.Gls.	10 " 9 s 3 " 0½ 10 " 5	
86363 147119 MLTY	**Whitetoft** (*ex*Weltondale–36) Wireless *ss*Goo.No.3–10,36 *Mchy.Aft* 1 *Dk(Stl)* *Well deck* *Cargo battens not fitted*	383 619 442	✠100A1 ~~11,38~~	Goo	*k*	OG ~~10,36~~ 11,38	1924 Cochrane 2mo &Sons,Ld. Selby *Lloyd's*	"Toft"S.S.Co.Ld. (T.H.Donking& Sons,Ld. *Mgrs.*) *CellDBf122'188tFPT60t APT38t*	195·6 Q117'B11'F26' FK	31·1	12·6	Middlsbro' British *3BHCem*	T.3Cy.16",27"&44"–30" (*s*) 180lb ~~200~~ 98RHP 1SB,*3pf*,GS62,HS2040 Amos&Smith,Ld.Hull	14 " 6 s 4 " 0½ 14 " 0½	
86364 14969 GSPR	**Whitford Point** (*ex*Benholm–37) *ss*Liv.No.2–37 D.F. 2 *Dks(Stl)*	5026 4758 3162	✠100A1 3,38 3,00	Liv	*z*	CL ~~3,38~~ 11,38	1928 R.Duncan 9mo &Co.Ld. PortGlasgow *Lloyd's*	GowanShippingCo. Ld. *Intermediate 'tween B Hin after Cell DB351'1237tDT*	407·0 P29'B249'F38' n dk FK *hold dispensed with a35'950tAPT145t*	53·5	26·7	London British *ptCem* 5 *BHto Udk* 1 „ „2nd „	T.3Cy.26",44"&73"–48" (*s*) 200lb 545NHP 3SB,*9cf*,GS172,HS8601 FD D.Rowan&Co.Ld.Glasgow	29 " 0 s 4 " 4½ 24 " 10½	
86365 14808 MLZF	**Whitley** (*ex*JamesDunford–35) *Mchy.Aft* *ss*Shl.No.3–3,37 *Well deck* 1 *Dk(Stl)* Wireless *Cargo battens not fitted*	1196 930 712	✠100A1 3,39 3,38 MS3,37	Shl Bly ✠LMC ~~9,36~~ 9,37	*o*	CL ~~3,38~~ 3,39	1924 Swan,Hunter&Wigham Richardson, Ld Sunderlnd 8mo *Lloyd's*	AlnS.S.Co.Ld. *CellDBu E&B44'f154*	235·0 Q145'F25' FK	36·0	14·0	Newcastle British *4BHptCem* *38tFPT92t*	T.3Cy.17",28"&46"–30" (*s*) 180lb 160NHP 2SB,*4cf*,GS74,HS2941 N.E.MarineEng.Co.Ld.Slc	16 " 1 s 4 " 8 14 " 7½	
86366 21549 KLDF	**Whitney Olson** Wood (*ex*Ghislaine, *Fitted for oil fuel* *ex* AnnaChristensen) 1 *Dk* Wireless	1558 — 880				1917	Wilmington S.B.Co. Su.Pedro,Cal.	OliverJ.Olson &Co.	221·9	43·0	19·0	S. Frncisco Utd. States	T.3Cy.16",27"&46"–33" 121NH MainStreetIronWks.S.Fo.		
86367 148656 MNKG	**Whitstable** TwinSc *CruiserStern* 1 *Dk*	688 626 270				1925	D&W Hendersn&Co.Ld. Glasgow	SouthernRailway	220·6 B90'F37'	33·6	14·1	London British *WB*	T.6Cy.15",25"&41"–24" 165NH D&WHendersn&CoLd.Gls		
86368 143104 GPDR	**Whitwood** *ss*Sld.No.3–2,32 *ss*Sld.No.1–36 *Now "Jodoigne", see No. 88661 in Suppl. Sl.* D.F. *Cargo battens not fitted*	1926 1504 1147	✠100A1 ~~10,37~~ 11,38 MS3,36	Shl ✠LMC BS 11,38	*q*	CL ~~3,36~~ 11,38	1919 J.Crown& Sons.Ld. Sunderland 4mo *Lloyd's*	WFrance,Fenwick &Co.Ld. *CellDB223'425tFPT105t*	268·0 P24'Q82'B51'F30' FK	38·1	17·0	London British *4BHptCem* *APT100t*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 199NHP 2SB,*4pf*,GS80,HS3092 N.E.MarineEng.Co.Ld.Sld	19 " 9 s 1 " 11 18 " 0	
Foundered 2,39 DRAA	**Wiborg** Iron 1 *Dk*	578 426 350				1891	H.Koch Lübeck	P.Zoeke(Lübeck-Wyburger Dmpfsffahrts.Ges. *Mgrs.*)	194·5 Q40'B87'F14'	25·2	12·0	Lübeck German	C.2Cy.19¼"&31½"–21½" NB23 38NH O.Daevel,Kiel		G
86370 1048 YMEA	**Wiborg II** (*ex*Viksten–37, *ss*Got.3rdNo.3–4,28 *ex*Newton) *ss*Sbg.No.2–36 Wireless 1 *Dk(Irn)* *Well deck* *Cargo battens not fitted*	556 413 357	✠100A1 ~~7,38~~5,37 12,38 BS1 8 1 9	Dnz ~~✠LMC~~ ~~12,38~~ d 1 C9,36	*h*	OG N11,34 ~~12,38~~ N12,38	1890 P.Larsson 10mo Thorskog *Lloyd's*	DanzigerSeetransportG.m.b.H. *FPT10t*	167·1 Q55'B35'H14tF21' *APT5t* BK7'	26·9	13·2	Danzig *4BHCem*	T.3Cy.12",19¼"&32"–24" (*s*) 160lb 50NHP 1SB,*2cf*,GS33,HS760 Ross&Duncan,Glasgow	14 " 2	
86371 220961 KDMU	**Wichita** *OilEng.* Sub.Sig. 2 *Dks* GyC. *Longitudinal framing*	6174 — 3833				1920	Doullut& Williams S.B Co.Inc. NewOrleans	UnitedStates Maritime Commission	395·5 P41'B108'F37'	55·0	31·4	N Orleans Utd. States	Oil Engines 2S.C.DA 4Cy.27½"–47½" 934NHP NE29 Hooven,Owens,Rentschler Co.Hamilton,O		R
86372 219857 KUNG	**Wichita Falls** (*ex*UnionLiberty) *Fitted for oil fuel* Sub.Sig. 1 *Dk2trB*	2560 2203 1586			...	1920	Toledo S.B.Co Toledo,Ohio	SouthernS.S.Co.	251·0 P25'B64'F23' FK	43·6	25·8	Phildlphia Utd. States *WB*	T.3Cy.22",36"&59"–42" 315NHP ToledoS.B.Co.Toledo	28 " 2	R †
86373 PION	**Wickenburgh** (P) (*ex*BatavierVIII–37) *OilEng* Wireless D.F. 2 *Dks* *CruiserStern*	780 646 407				1928	NVScheepw. v.J.Smit,Czn. Alblasserdam	Wm.H.Müller&Co. N.V.	211·9 B49'	33·7	12·2	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.18⅜"–27½" 208NHP MaschinenfbrkAugsburg-NürnbergA.G.Augsburg		G
86374 104963 EIFS	**Wicklow** (*ex*Lady Wicklow–38, *ex*Wicklow) 2 *Dks*	1032 960 414				1895	Blackwood &Gordon PortGlasgow	British&IrishStm. PacketCo.~~(1933)~~ Ld.	260·2 P72'B89'F78'	34·1	15·8	Dublin British *WB*	T.3Cy.27",42"&69"–48" NB15 330NHP Blackwood&Gordon,P.Gl.		
86375 DJQG	**Widar** *Mchy.Aft* Sub.Sig. 2 *Dks* D.F. E.S.D. *CruiserStern*	5972 4998 2943				1935	Nordseewerke Emden G.m.b.H. Emden	Seereederei "Frigga" A.G.	437·1 F52'	58·9	23·6	Hamburg German *WB*	C4Cy.(2)18½"&43⅝"–43⅞" &LPturbine with DRgear-ing & hydraulic coupling A.Borsig,Berlin 313NHP		G

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Materiaux, Grément, etc / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel — Total / Sous le Pont / Net	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite. Prime assurée maintenant (pour Lettre d'entiercement)	7	7a Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	Reprint
86376 141489 GBGM	**Widestone** (*ex*Santurce-37, *ex*CanadianRancher)	*ss*Bbo.No.3–12,32 *ss*Cff.No.1–38 1 *Dk (Stl)* *Cargo battens not fitted*	3192 2880 1919	✠100A1 3.38	Cff	*v*	CL 7,37	1920 5mo *Lloyd*	Tidewater Shipbldrs,Ld. ThreeRivers, *sA&CP* P.Q.	PhoenixShipping Co.Ld. *Cell DB*	331·2|46·8|23·3 P33' B98' F33' 266'623*t FPT*	FK 95*t APT* 73*t*	London British 6 *BH Cem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 470NHP 3SB,9*cf*,GS156,HS7275 FD TidewaterShipbuilders,Ld.	25 " 6 s 3"11½ 21 " 9	
86377 DHZV	**Wiedau** Sub.Sig. 2 *Dks* Wireless *Cruiser Stern*		964 766 471					1925	Norder-werft A.G. Hamburg	Bugsier,Reed.& Bergungs,A.-G.	221·0|35·1|13·0		Hamburg German *WB*	T.3Cy.16½",25⅝"&43½"–27⅝" DresdnerMasch.& Schiffs. 98NHP UebigauA.G.		
86378 DOBQ	**Wiegand** Ⓟ D.F. Sub.Sig. 2 *Dks*		5863 5100 3599					1922	Frd.Krupp Akt.Ges. Kiel	Norddeutscher Lloyd	393·2|54·3|23·3 P34' B122' F40'		Bremen German *WB*	T.3Cy.28½",47"&75½"–51" 410NHP Frd.KruppA.G.Kiel		
Now "Basrah," see No. 87309 in Supplement 86379 PIPC	**Wieringen** (*ex*Turbinia) 1 *Dk*	*Oil Eng*	3196 2950 1990					1915	Rotterdam Droogd. Maat Rotterdam	Stoomv.Maats. "Rotterdam" (W.Ruys&Zonen, *Mgrs.*)	331·0|48·0|24·5 P32' B100' F30'		Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–41⅜" 388NHP NE24 SulzerBros.Winterthur		
86380 DODN	**Wigbert** Sub.Sig. 2 *Dks*		3648 3239 2242					1921	J.Frerichs &Co.A.G. Einswarden	Hamburg-Bremer Afrika-Linie G.m. b.H.(Woermann Linie A.G. Deutsche Ost Afrika Linie, *Mgrs.*)	361·0|49·9|22·5		Bremen German *WB*	T.3Cy.25⅝",40½"&68⅛"–47½" Görlitzer 320NHP Maschb.A.G.Görlitz		G
86381 719 OHFO	**Wiides** (*ex*Ladykirk–32) *ss*Gls.2ndNo.3–3,29 *ss*Cpn.No.2–37 1 *Dk (pt Irn & pt Stl) & deep framing*		2324 — 1402	✠100A1 ~~Lloyd's~~ 8,37 T.,38 Cpn	Cpn	*s*	~~5,36~~ NC,38	1904 9mo *Lloyd*	Nthmblnd S.B.Co.Ld Newcastle *sA&CP*	Wiides O/Y (A.Wihuri)	295·0|46·0|19·2 305·2(O.L.) P22 B64 F29' *DBaguE* 112' *f* 130'	FK *Cell*	Helsingfrs Finnish *6 BH Cem*	T.3Cy.22",36"&60"–39" (*s*) 160lb 247NH 2SB,6*pf*,GS100,HS4050 Richardsons,Westgarth& Co.Ld.Sld	21 " 7 s3 " 2½ 18 " 7	
86382 684 OHBU	**Wiima** (*ex*Everilda,*ex*Aldersgate, *ex*Britannic) *ss*Abg.3rdNo.3–8,35 1 *Dk (Irn) 2tr bo* *Web frames 3 Dk rule* *Cargo battens not fitted*		3232 2870 1956	✠100A1 3,38	Got	*u*	N11,37	1897 4mo	W.Gray& Co.Ld. W Hartlepool	A.Wihuri *A&CP*	325·0|47·0|22·4 336·3(O.L.) P27' L82' F32' *DBaguE* 130' *f* 136'	FK *Cel*	Brändö Finnish *3 BH Cem* *631t APT 53*	T.3Cy.24",38"&64"–42" (*s* 160lb NDB17 281NH 2SB,4*rf*&2*cf*,GS90,HS4455 Cen.Mar.Eng.Wrks.W Hpl	24"10 s 4 " 3½ 20 " 8	
86383 OHDT	**Wiiri** (*ex*Charterhulme,*ex*Northway, *ex*Tempestuous, *ex*Hornfels) *Well deck* 1 *Dk (Stl)* ~~ss Got.2nd~~No.3–8,38	~~ss Stl.No.3–1,26~~ ~~ss Abg.No.2–35~~	3525 — 2057	✠100A1 ~~4,36~~ Got	Abg	*w*	CL ~~11,36~~ 8,38	1912 9mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton *sA&CP*	Wiiri O/Y (A.Wihuri) *Intermediate Bll in fore & after*	360·5|50·1|21·6 P&B228' F39' *Cell D Ba*	FK	~~Petrograd~~ Finnish *Cem 1 BH only* *1141 uE21' f*	T.3Cy.25",41"&68"–45" (*s*) 180lb 376NH 2SB,6*cf*,GS121,HS6064 FL N.E.MarineEng.Co.Ld.Slc 155'924*t FPT* 92*t APT* 116*t*	23"11 s 2 " 8½ 21 " 6	
86384 DREE	**Wiking** Ⓟ Sub.Sig. E.S.D. *Cruiser Stern* 1 *Dk*		907 651 507					1935	Lübecker Maschb.Ges. Lübeck	LübeckLinie A.G.	208·6|32·1|12·0 P12' Q44' B107' F18		Lübeck German *WL*	T.3Cy.18½",29½"&47½"–31½" 125NHP LübeckerMaschb.Ges.		G
86385 SKRE	**Wikla** (*ex*Tempo–36,*ex*Bruno–33) 1 *Dk*		1143 — 609					1909	Fredrkstad Mek.Værks Fredrikstad	Wilke O/Y A.Wihuri, *Mgr.*)	228·5|36·0|14·6 P43*t* H76*t* F8*t*		Helsingfrs Finnish *WL*	T.3Cy.16½",27"&45½"–31" 115NHP FredrikstadM.V.Frdstad.		N
86386 200067	**Wilbert L. Smith** *Mchy.Aft* 1 *Dk 2tr B*		4319 — 3039					1903	American S.B.Co. Lorain,O.	GreatLakesS.S.Co Inc.	380·0|50·0|28·0 648'		Oswego, N.Y. Utd.States	T.3Cy.22",35"&58"–40" 213NHP AmericanS.B.Co.Clevelnd.		R
86387 145179 MKPX	**Wild Rose** (*ex*Monkstone) *ss*Bly.No.3–11,33 *ss*Nwc.No.1–37 *Well deck* 1 *Dk (Stl)* *Mchy.Aft* *Cargo battens not fitted*		873 592 431	✠100A1 6,37 T.,38 Nwc	Nwc	*k*	CL 6,37	1921 4mo *Lloyd*	HansenSB &S.R.Co.Ld Bideford *sA&CP*	RichardHughes& Co.(Liverpool)Ld. *Cell*	190·0|30·1|12·5 Q120' BonQ14' F26' *Bf* 126'239*t FPT* 75*t*	FK	Liverpool British *4 BH Cem* *4 PT 30t*	T.3Cy.15",25"&41"–27" (*s* 180lb 51RH 2SB,4*cf*,GS60,HS1824 LythamSB&ECoLdLytham	14 " 6 s 4 " 6½ 14 " 1½	
86388 DOFE	**Wildenfels** Sub.Sig. 2 *Dks*		6224 5753 3794					1922	J.C.Tecklenborg A.G Weser-münde-G.	DeutscheDmpfs-fahrts.Ges.Hansa	431·1|56·5|30·2 P60' B136' F57'		Bremen German *WL*	T.3Cy.29¼",47½"&76⅜"–54" &LP Turbine 424NHP J.C.TecklenborgA.G.Wsm		G
86389 219356 KORV	**Wildwood** *Fitted for oil fuel* Sub.Sig. 2 *Dks*		5043 — 3146					1919	American International S.B.Corp. HoglslandPa	AmericanForeign S.S.Corp.	390·0|54·2|27·8 P39' B121' F43'		NewYork Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
86390 LJGO	**Wilford** (*ex*RioRimac–36, *ex*NauruChief–36) 1 *Dk Shelter dk*		2158 1924 1277					1921	Nylands Værksted Oslo	BorgesRederiA/S HansBorge, *Mgr.*)	289·5|44·1|19·3 P28' B& F240'		Tönsberg Norwegian *WB*	T.3Cy.21½",34½"&60"–39" 225NHP NylandsVærksted,Oslo		
86391 DJLR	**Wilhelm A. Riedemann** TwinSc (*ex*Zoppot,*ex*WilhelmA. Riedemann) *Oil Eng* *Longitudinal framing* D.F. GyC. Sub.Sig. *Mchy.Aft* *Carrying Petroleum in bulk*		10326 9369 5929					1920	Frd.Krupp Akt.Ges. Kiel	WariedTankschiff RhedereiG.m.b.H.	525·7|66·5|33·5 H49'		Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.22⅝"–39⅜" 1070NHP Fried.KruppA.G.Kiel		G
86392 OUNJ	**Wilh. Colding** 1 *Dk*		1510 1248 928					1905	Naaml. Vnts.Schwf. v.JanSmitCz. Alblasserdm	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*)	251·3|37·8|16·3 P15' Q79' B113 F27'		Copnhagn Danish *WB*	T.3Cy.19",31"&51"–33" 149NHP Maats.deSchelde,Flushing		G
86393 DJVZ	**Wilhelm Gustloff** Ⓟ TwinSc *Oil Eng.* D.F. E.S.D. GyC. 5 *Dks* Sub.Sig. *Cruiser Stern*		25484 — 17350					1937	Blohm& Voss,K.a.A. Hamburg	DeutscheArbeits-frontG.m.b.H. (Hamburg-Süd-amerikDampf-schifff.Ges. *Mgrs.*)	650·4|77·4|26·5 B50' F538' 43·2		Hamburg German *WB*	4 Oil Engines SR geared to 2 Sc. shafts 2S.C.SA 32Cy.20½"–27⅞" 2360NHP Blohm& Voss.K.a.A.Ham.		G
86394 DHZY	**Wilhelm Russ** Wireless 1 *Dk*		997 786 575					1921	Stettiner Oderwerke Stettin	Schiffahrt–u. Assekuranz Ges.E.Russ&Co.	210·9|33·8|13·5 P23' Q59' B55' F25'		Hamburg German	T.3Cy15⅝",25⅜"&41⅛"–29½" 92NHP StettinerOderwerke		G

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned (now expired. Equipment Letter.	7† Date when last seen.	8 Built. When. Ship. Engines	9 By Whom. Where	10 Owners.	11 Revis'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnace. Engine Maker's Name.	14 Moulded depth. Freeboard (amidships). Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Build if in L.R. Port.
86395 DJPO	**Wilhelm Traber** Sub.Sig. D.F. E.S.D. GyC.	1 *Dk* *Cruiser Stern*	3093 2496 1600					1935	Flensburg Schiffsb.Ges. Flensburg	W.Traber&Co.	310·7 | 48·8 | 21·1 P21'Q18'B56'F29'	Hamburg German *WB*	C.4Cy.(2)18¾"&(2)39⅜" –39⅜" 163NH A.Borsig,G.m.b.H. Berlin-Tegel		C
86396 206997 WMCI	**Wilhelmina** *Fitted for oil fuel* *Well deck* *Mchy.Aft* *Ref.Mchy*	*ssS.Fo.No.3–10,22* *ssS.Fo.No.2–31* 2 *Dks(Stl)&Web frames* *Lower dk(Stl)in fore hold*	6725 5623 4212	✠ ... 5,38	SFo	*b*†		1909 12mo	NwprtNws S.B.&D.D.Co. Newprt News	MatsonNav.Co.	426·1 | 54·1 | 33·5 P&B310'F50' FK *W* *B = Cell D Ba56'* *n*	S.Frncisco Utd.States *7 B H Cem*	T.4Cy 35",58"&(2)69"–60" 976NH 6SB.*24cf*,GS468,HS17070 Newport NewsSB.&DD.Co *E&B78'f143'962t M* *T78'1110t D* *T65'913t F PT86t APT100t*	33 ″ 6	
86397 717 OHFP	**Wilke** (*ex*Relillio–32) *ssHfs.2ndNo.3–2,33* *ssCpn.No.1–37* 1 *Dk(pt Trnptl Stl)&deep framing* *Cargo battens not fitted*		2598 2255 1506	✠100A1 7,38~~6,37~~ ✠LMC MS6,37	Cpn Got BS~~7,37~~ 7,38	*s*	CL 6,37	1909 6mo *Lloyd's*	R.Thompson&Sons,Ld. Sunderland *A&CP*	Wilke O/Y (A.Wihuri) *Cell D Ba90'*	290·0 | 46·0 | 19·7 B74'F29' FK *uE&B36'f116'669t*	Helsingfrs Finnish *5 B H Cem* *APT163t*	T.3Cy.21½",36"&59"–39" (*s*) 180lb *100lb* 237NHP 2SB,*6pf*,GS92,HS3664 N.E.MarineEng.Co.Ld.Sld	22 ″ 0 s 3 ″ 4½ 18 ″ 10	
86398 148837 GCFD	**Willamette Valley** (*ex*WestLynn) *Oil Eng.* D.F. 1 *Dk&Shelter dk*		4702 4318 2865					1928	Napier& Miller,Ld. Glasgow	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	401·1 | 54·2 | 25·8 F41'	Bideford British *WB*	Oil Engines 4S.C.SA 6Cy.29⅝"–59–1/16" 488NHP J.G.Kincaid&Co.Ld.Grk.		C
86399 214976 KLDF	**Willapa** (*ex*FlorenceOlson) **Wood** *Fitted for oil fuel* 1 *Dk*		1185 — 604					1917	Kruse& Banks Marshfield	Hart-Wood LumberCo.	213·7 | 42·0 | 16·6	S.Frncisco Utd.States	T.3Cy.13½",23"&40"–30" 88NHP UnionIronWorks,S.Fo.		
86400 PIQE	**Willemsplein** (*ex*Morus, *ex*Valdura) *ssRot.2ndNo.3–7,35* 1 *Dk(Stl)&Spar dk(Stl)&deep framing*		5489 5168 3445	✠100A1 *Spar dk* ~~4,38~~ 12,38 BS~~9,37~~ 9,38 ✠LMC 55	Rot	*z*	CL 9,37	1910 2mo *Lloyd's*	Russell& Co. Pt.Glasgow *A&CP*	N.V.Scheepvaart Maats"Millingen" (G.A.Spliethoff, *Mgr.*) *Cell D Ba137'u*	414·3 | 56·0 | 28·0 P43'B119'F41' FK *E24'f178'1227t DT*	Rottrdam Dutch *Ccm* *4 B H to Sp dk* 2 ,, ,, *M* ,, *a35'1034t APT34t*	T.3Cy.27",45"&74"–51" (*r*) 180lb 538NHP 3SB,*9cf*,GS172,HS7890 FD Rankin&Blackmore,Grk.	30 ″ 6 s 5·11½ 24 ″ 9	
86401 148530 GKYC	**Willesden** (*ex*Antinous–33) *ssShl.No.3–1,38* D.F. 1 *Dk(Stl)&* E.S.D. *Shelter dk(Stl)*		4563 4318 2851	✠100A1 *with freeboard* ~~1,38~~ 12,38 BS5,38 ✠MC5,37	Shl Clf	*z*	CL 6,37	1925 1mo *Lloyd's*	Workman, Clark&Co.Ld Belfast *A&CP*	WattsShippingCo. Ld.(Watts,Watts &Co.Ld.*Mgrs.*) *Cell D B*	401·6 | 54·3 | 25·3 416·7(O.L.) F42' FK *a35'1034t APT34t*	London British *6 B H Cem* *Coll to Sh dk* 5 ,,2nd,,)	T.3Cy.26",42"&71"–48" (*s*) 180lb 423NHP 3SB(Spt)*9cf*,GS190,HS7146 Wrkman,Clark&Co.Ld Bel	27 ″ 9 s 2 ″ 11½ 25 ″ 0¾	
86402 77 OHKY	**William** Iron 1 *Dk2trB*		326 275 164					1884	W.Lindbergs Aktieb Stockholm	RederiA/B North Baltic(John Lindblom, *Mgr.*)	128·0 | 22·6 | 12·9 B29'H8*t*	Abo Finnish *WB*	C.2Cy.16"&31"–21" NB97 37NHP R.Thelander,Stockholm		
86403 237395 WNXO	**William A. Irvin** D.F. GyC. *Mchy.Aft* 1 *Dk* *Longitudinal framing at bottom & at deck*		8240 — 6072					~~1936~~ 1938	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	593·2 | 60·0 | ~~32·5~~ 28·2 F48'	Dul'th,Min Utd.States *WB*	DR geared steam turbine 383NHP DeLavalSteam TurbineCo.Trenton,N.J		R
86404 214234	**William A. McGonagle** *Mchy.Aft* GyC. 1 *Dk(Stl)&Web frames* *Longitudinal framing*	*ssClv.No.3–36*	7811 7381 6006	✠100A– 6,36 ~~1,38~~ ✠MC4,36 *For Service on the Great Lakes*	Clv			1916 7mo	Gt.Lakes Eng.Works Ecorse,Mich	PittsburghS.S.Co. *Cell D Ba Ex B55'f* *Twin Hopper side tanks*	580·0 | 60·0 | 27·9 F53' FK *479 8494t FPT*	D'luth,Min Utd.States *3 B H Cem* *299t APT59t*	T.3Cy.24½",40"&65"–42" (*s*) 180lb 414NH 3SB,*6cf*,GS137,HS6405 FD Gt.LakesEng.Wks.Detroit	32 ″ 0 s 10 ″ 4 21 ″ 10⅜	
86405 214583 WJCZ	**William A. McKenney** *ssN.Yk.No.3–10,28* *ssBal.No.1–33* *Fitted for oil fuel* 2 *Dks(Stl)*		6153 — 3763	✠ ... 8,37 ✠	Bal	*z*		1916 11mo	NwprtNws S.B.&D.D.Co. NewprtNews	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) *Cell D B*	395·0 | 55·1 | 31·0 P27'B117'F37' FK 326' 1711t *FPT316t* *APT334t*	Boston Utd.States *6 B H Cem*	T3Cy.25¼",41½"&72"–48" 467NH 3SB,*12cf*,GS240,HS8235 NewportNewsSB&DD.Co.	34 ″ 6	R †
86406 202305 KDXZ	**William A. Paine** *Mchy.Aft* D.F. GyC. 1 *Dk*		5798 — 4435					1905	American S.B.Co. Cleveland,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	480·0 | 52·0 | 30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NH AmericanSB.Co.Cleveland		R
86407 225045 KFXG	**William A. Reiss** (*ex*JohnA.Topping–35) GyC. *Mchy.Aft* 1 *Dk*		8345 — 6553					1925	Gt.Lakes Eng.Works River Rouge Mich.	ReissS.S.Co.	592·0 | 62·0 | 27·8 601'–6 *WB*	Wilmgton (Del.) Utd.States	Q4Cy21½",31",46½"&68"–42 300NHP Gt.LakesEng.Wks.Detroit		R
86408 204121 W[illegible]	**William B. Davock** GyC. 1 *Dk*		4220 — 2971					1907	Gt.Lakes Eng.Works St.Clair,Mich	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	420·0 | 52·0 | 23·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.21",34½"&57"–42" 211NHP Gt.LakesEng.Works		R
86409 207981	**William B. Dickson** *Mchy.Aft* D.F. GyC. 1 *Dk*		7568 — 5712					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co.	580·0 | 58·2 | 33·2 F45'	D'luth,Min Utd.States *WB*	T.3Cy.24",38"&65 1/16"–42" 275NHP Gt.LakesEng.Wks.Detroit		R
86410 116732	**William B. Pilkey** (*ex*SirWilliam Siemens) *Mchy.Aft* 1 *Dk2trB*		3886 — 3293					1896	GlobeIron WorksCo. Cleveland,O.	ColumbiaTransportationCo.(John T.Kelly, *Mgr.*)	413·2 | 48·0 | 24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23",41"&66"–42" NB08 282NHP GlobeI.W.Co.Cleveland,O		R
86411 207252	**William B. Schiller** *Mchy.Aft* GyC. 1 *Dk*		7521 — 5819					1909	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0 | 58·0 | 32·0 *WB*	D'luth,Min Utd.States	T.3Cy.24",39"&65"–42" 274NHP AmericanS.B.Co.Lorain,O		R
86412	**William Blumer** *ssShl.No.3–7,38* *ssSfj.No.1–37* 1 *Dk(Stl)*		3604 3310 2176	✠100A1 12,37 BS4~~,38~~ 3,39 ✠LMC5,37	PNl	*w*	CL 5,37	1920 8mo *Lloyd's*	J.Blumer &Co.Ld. Sunderland *A&CP*	G.H.Sörensen *Cell D*	356·3 | 48·7 | 23·8 P35'B221'F30' FK *B 312 802t FPT67t*	Arendal Norwegian *6 B H Cem* *APT109t*	T.3Cy.25 1/16",42"&68"–45"(*s*) 200lb 365NHP 2SB.*6cf*,GS139,HS5751 J.Dickinson&Sons,Ld.Sld.	25 ″ 11	
86413 221508 KDHS	**Wm. Boyce Thompson** *ssMob.No.3–9,33* *ssN.Os.No.1–37* *Mchy.Aft* 2 *Dks(Stl)&Web frames* D.F. Sub.Sig. *Longitudinal framing*		7061 6422 4350	✠100A1 2,39 ~~1,38~~ BS2,39 ✠[illegible]MC3,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21	NOs	*t*†	CL 1,38	1921 7mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	SinclairNav.Co. *Cell D Ba E&B 62'200t DT f 40'588 t F P T228t APT72t*	130·3 | 59·3 | 33·2 P134'B37'F40' FK *E.P. above 150° F.*	NewYork Utd.States *17 B Hpt Cem* (12 *to U dk* 5 ,, 2nd,,)	T.3Cy.26½",44"&74"–51"(*s*) 200lb 586NHP 3SB,*9cf*,HS8829 FD BethlehemS.B.Corp.Ld.)	33 ″ 3 s 6 ″ 8½ 26 ″ 10	
86414 217513 WTOU	**William C. Atwater** (*ex*Coulee) *Mchy.Aft* GyC. 1 *Dk*		2450 1855 1485					1919	Gt.Lakes Eng.Works Ecorse,Mich.	FallRiverNav.Co.	253·4 | 43·7 | 24·5 P115'F25	FallRiver Utd.States *WB*	T.3Cy.21",34½"&57"–42" 211NHP Gt.LakesEng.Wks.Detroit		R

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total — Sous le Pont — Net	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant d'après l'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bordau milieu d. navire. Tirant d'eau correspondant *pds. pc*	15 Indication de la Classification dans le L. R. Livre Certificats Tables.
86415	**William C. Warren**		1745					1925	Napier& Miller,Ld. Glasgow	Upper Lakes&St. Lawrence Trans-portation Co. Ld. (G.C.Leitch, *Mgr.*)	253·1 F36′	43·2	17·9	S Cathrnes Ont. British *WB*	T.3Cy.17″,28½″&47″–33″ 127NHP D.Rowan&Co.Ld.Glasgow		C
148851			1594														
	Mchy.Aft	1 *Dk*	1233														
86416	**William Cash**	*ssShl.No.2–38*	1186	✠100A1	Shl	*n*	CL	1929	Hawthorn,	Stephenson Clarke	225·5	36·1	14·0	London	T.3Cy.17″,28″&46″–30″ (*s*)	16 ″ 0	
161303	Wireless	~~*ssShl.No.1–04*~~	891	~~8,39~~ 5,39	Hul		9,37	9mo	Leslie& Co. Ld	& Associated Companies, Ld.	230 0 (O.L.)			British	180lb *100lb* 137NHP	s 5 ″ 0	
MPNW	*Well deck*	1 *Dk(Stl)*	681	~~LMC9,54~~	Newcastle		8,38	*Lloyd*	*sA&CP*	*Cell D Bu E20′*	Q127′B44′F24′ FK			*AB H Cem*	1SB,3*cf*,GS5b,HS2260	14 ″ 7	
	Mchy.Aft	*Cargo battens not fitted*		9,58							*f* 146′320*t FPT* 125*t*			*APT* 24*t*	N.E.Marine Eng.Co.Ld.Sld		
86417	**William D. Crawford**		6385			...		1914	American S.B.Co. Lorain,O.	Virginia S.S.Co. (M.A.Hanna Co. *Mgrs.*)	504·0 F44′	54·0	30·0 FK *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23½″,37″&63″–42″ 3*8NHP American S.B.Co. Lorain,O.	30 ″ 0	R †
212197		1 *Dk&Web frames*	—														
	Mchy.Aft GyC.	*Longitudinal framing*	4899														
86418	**Wm. Donovan**	WoodTwinSc	2205					1919	Elliott Bay S.B.Co. Seattle,Wash	William Donovan S.S.Co.	243·8 P50′ F35′	47·3	24·3	S.Frncisco Utd. States	Oil Engines 4S.C.S.A. 16Cy.12½″–18″ 261NHP Winton Eng. Works Cleveland,O.		
220841	(*ex* Kirketind)	*OilEng.*	1914														
KLIZ	*Mchy.Aft*	2 *Dks*	1621														
86419	**William E. Corey**		6363					1905	Chicago S.B.Co. Chicago	Pittsburgh S.S.Co.	557·8	56·0	26·5	D'luth,Min Utd. States *WL*	T.3Cy.24″,39″&65″–42″ NB37 274NHP American S.B.Co. Cleveland		R
202296			—														
	Mchy.Aft GyC.	1 *Dk*	5045														
86420	**William Edenborn**		5186					1900	West Bay City S.B.Co W.Bay City	Pittsburgh S.S.Co.	478·0 Q72′B47′F30′	52·0	25·1	D'luth,Min Utd. States *WL*	Q.4Cy.16½″,25½″,38½″&60″–40″ 228NHP American S.B.Co. Cleveland		
81702			—														
	Mchy.Aft GyC.	1 *Dk2trB*	4127														
86421	**William F. Fitch**		3629					1902	Detroit S.B.Co. Wyandotte	Detroit& Cleveland S.S.Co.	346·0	48·0	28·0	Detroit Utd. States *WB*	T.3Cy.22″,35″&58″–42″ 218NHP Detroit S.B.Co. Detroit		R
81807			—														
	Mchy.Aft GyC.	1 *Dk2trB*	2632														
86422	**William F. Humphrey**	3Mst	7983			...		1921	Bethlehem S.B.Corp. Ld Quincy,Mass.	Tide Water Associated Oil Co.	468·3	62·7	32·0 FK *WL*	Wilmgton (Del.) Utd. States	Q.4Cy.24″,35″,51″&75″–51″ 636NHP Bethlehem S.B.Corp.Ld.	32 ″ 0	R †
221354	(*ex* Axtell J. Byles, *ex* Agwibay)		7632														
KDSR	D.F. *Mchy.Aft*	2 *Dks&Shelter dk*	4938														
		Longitudinal framing															
		Fitted for oil fuel															
		Carrying Petroleum in bulk															
86423	**William F. Stifel** (*ex* Normania)		4871					1908	Gt. Lakes Eng. Work St. Clair	Columbia Trans-portation Co. (John T. Kelly, *Mgr.*)	420·0	52·0	24·0 WL	Wilmgton (Del.) Utd. States	T.3Cy.21″,34½″&57″–42″ Great Lakes 211NHP Eng. Works, Detroit		R
205017			—														
	Mchy.Aft	1 *Dk*	3705														
86424	**William G. Clyde**		7918					1929	American S.B.Co. Lorain,O	Pittsburgh S.S.Co.	587·2	60·2	27·4 WB	D'luth,Min Utd. States	T.3Cy.24⅝″,41″&65⅝″–42″ 279NHP American S.B.Co. Lorain,O.		R
228886			—														
WOYV	GyC. D.F.	1 *Dk*	6157														
86425	**William G. Mather**		8662					1925	Gt. Lakes Eng. Works River Rouge, Mich.	Cleveland Cliffs S.S Co. (Cleveland Cliffs Iron Co. *Mgrs.*)	601·0	62·0	27·7	Wilmgton (Del.) Utd. States	Q.4Cy.21″,31½″,46″&68″–42″ 300NHP Great Lakes Eng. Works, Detroit		R
224850			—														
WADJ	D.F. GyC. *Mchy.Aft*	1 *Dk*	6810														
86426	**Wm. G. Warden**	TwinSc3Mst	9114	✠100A1	NYk	*ft*	CL	1917	Nwprt News S.B.& D.D.Co Newport News	Standard Oil Co. of New Jersey	500·0	68·2	35·5	Wilmgton (Del.) Utd. States	T 6Cy.20½″,35″&60″–42″ 2001b (*s*) 628NHP	38 ″ 3	
214684		*ssN.Yk.No.3–4,29*	7561	*Shelter dk*	Gal		4,36	1mo	A&CP	*Cell D Bu E&B59′*	184*t*		FK	*AB H pt Cem*	3SB,12*cf*,GS213,HS8700 FD	s 10 0½	
WSCD		*ssNYk.No.2–36*	5686	*with freeboard*						*f* 17′71*t DT* 54′673*t*				(15 *to U dk*	NewportNewsSB&DD.Co.	28 ″ 6	
	Mchy.Aft	2 *Dks*-(*Stl*)&*Shelter*		10,38 4,68										1 „ 2*nd*„)			
	D.F. GyC.	*dk*-(*Stl*)&*Web frames*		BS4,38	~~LMC4,57~~												
		Longitudinal framing		*Carrying Petroleum in bulk*													
				Fitted for oil fuel 1,17			*F.P. above* 150° F.										
86427	**William H. Daniels**		1764					1923	Furness S.B.Co.Ld. Haverton Hill -on-Tees	Upper Lakes&St. Lawrence Trans-portation Co.Ld. (G.C.Leitch, *Mgr.*)	252·5 F34′	43·3	17·8	S Cathrnes Ont. British *WB*	T.3Cy.16″,27″&44″–33″ 183NHP MacColl&Pollock,Ld.Sld.		C
147764			1616														
		1 *Dk*	1302														
	Mchy.Aft																
86428	**William H. Donner**		6311			...		1914	Gt. Lakes Eng. Wrks. Ashtabula	Mahoning S.S.Co. (Bethlehem Transpn. Corp. *Mgrs.*)	504·0 F43′	54·0	30·0 FK *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23⅝″,38″&63″–42″ 388NHP Gt Lakes Eng Wrks, Detroit	30 ″ 0	R †
212354			—														
WNMU	GyC.	1 *Dk&Web frames*	4843														
	Mchy.Aft	*Longitudinal framing*															
86429	**William H. Machen** (*ex* Bristol)		3922	100A1	Bos	*w*	CL	1916	New York S.B.Co. Camden,N.J.	Pocahontas S.S.Co.	359·5	49·2	25·6	Wilmgton (Del.)	T.3Cy.23¼″,38½″&67″–45″ 1901b (*r*) 390NHP	30 ″ 0	
213859		*ssBos.No.3–6,31*	3556	12,384,38	NNs		5,36	2mo			P77′B17′F34′ FK			Utd. States	2SB,6*cf*,GS128,HS5406		
KEGC		*ssN.Ns.No.1–35*	2454	BS4,38	LMC6,55					*Cell D Bu E&B41′f* 251′	1513*t DT* 306*t FPT*			*8 B H Cem*	New York SB Co. Camdn NJ		
	D.F. Sub Sig	1 *Dk(Stl)*									306*t APT* 62*t*						
	Mchy.Aft	*Cargo battens not fitted*															
86430	**William H. Wolf**		6281					1908	American S.B.Co. Lorain,O.	Gartland S.S.Co. (D.Sullivan& Co. *Mgrs.*)	504·0	54·0	30·0 WB	Wilmgton (Del.) Utd. States	T.3Cy.22½″,36″&60″–42″ American 283NHP S.B.Co. Cleveland,O.		R
205180			—														
	Mchy.Aft	1 *Dk*	4767														
86431	**William J. Filbert** (*ex* William M. Mills)		7699					1907	American S.B.Co. Lorain,O.	Pittsburgh S.S.Co.	585·0	60·2	24·4 WL	Duluth,Min Utd. States	T.3Cy.22¾″,37½″&65″–42″ NB35 274NHP American S.B.Co. Cleveland		R
204417			—														
	Mchy.Aft GyC.	1 *Dk*	6376														
86432	**William J. Olcott**		7568					1910	Gt. Lakes Eng. Works Ecorse,Mich	Pittsburgh S.S.Co.	580·0 F45′	58·2	33·2 WB	Duluth,Min Utd. States	T.3Cy.24″,38″&65″–42″ 274NHP Gt. Lakes E. Works, Detroit		R
207790			—														
	Mchy.Aft GyC.	1 *Dk*	5712														
86433	**William Luckenbach** Ⓟ		6939	100A1	Sea	*dt*	CL	1913	Bremer Vulkan Vegesack	Luckenbach S.S. Co. Inc.	471·7	59·2	29·0 FK	New York Utd. States	T.3Cy32½″,52½″&86⅝″–55½″ 2201b (*s*) 890NHP	31 ″ 8	
215709		*ssSea.2ndNo.3–8,34*	6179	*with freeboard*			9,37							*SB H Cem*	NB(3*aft*)17 FD	s 5 ″ 0	
WJFE	(*ex* Rappahannock–34, *ex* Pommern)	2 *Dks&Shelter dk* *ssSea.No.1–38*	4012	~~6,86 5,77~~ 5,39	MS8,38					*Cell D B411′1694t*	(			*(Coll to Sh dk*	5SB,15*cf*,GS270,HS13125	26 ″ 10½	
	Sub.Sig.			S~~6270,~~	~~LMC8~~					*'Tween dk tanks* 25	6*t FPT* 87*t APT* 37*t*			7 „ 2*nd*„)	Bremer Vulkan, Vegesack		
	D.F. GyC.			✠NB(2*fwd.*) *made 18 refitted*													
				Fitted for oil fuel 8,34			*F.P. above* 150° F.										
86434	**William M. Connelly**		3717					1901	American S.B.Co. Lorain,O.	Dolores S.S.Co.Inc.	346·0	48·0	28·0 WB	Buffalo Utd. States	T.3Cy.22″,35″&58″–42″ 218NHP American S.B.Co Cleveland		R
130901	(*ex* Neptune–37)		—														
	GyC. *Mchy.Aft*	1 *Dk2trB*	2773														

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Year Assigned and Equipment letter.	7a Date when tail shaft last exam.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Shaded Boat Indicator
86425	**William McArthur**	2393	✠100A1	Syd	*s*	CL.	1924	J. Lewis&	R.W.Miller&Co.	284·0|40·6|19·1	Melbourne	T.3Cy.21",34"&56"–39" (*s*)	21 " 3	
144821	*ssSyd.No.3–9,37*	1790	~~1,000 2,37~~ 10,38			9,37	8mo	Sons,Ld.	Pty.Ld.		British	180lb 270NHP	s5 " 10½	
VJLB	*Mchy.Aft* 1*Dk(Stl)*	1296						Aberdeen		Q186'B18'F31' F	5*BHCem*	2SB,*6cf*,GS132,HS4958	19 " 6½	
	Well deck *Cargo battens not fitted*		D.w.2,53				*Lloyd's*	*SA&CP*	*CellDB240'608tD*	*Tf10'275t FPT110*	*APT75t*	JohnLewis&Sons,Ld.Abn		
86436	**William McLauchlan**	8024					1926	American	InterlakeS.S.Co.	586·0|60·0|28·0	Wilmgton (Del.)	T.3Cy.24½",41"&65"–42" 274NHP		R
226176		—						S.B.Co.	(Pickands,Mather					
WPBB	D.F. GyC. *Mchy.Aft* 1*Dk*	6314						Lorain,O.	&Co.*Mgrs.*)	*WB*	Utd.States	AmericanS.B.Co.Lorain,O.		
86437	**William N. Page**	5438	✠100A1	Bal	*y*	CL.	1918	New York	KoppersCoalCo.	368·6|55·2|35·0	Boston	T.3Cy.25",41½"&70"–46"(*r*)	34 " 5	
217126	*ssBal.No.3–6,30*	4795	9,37			N.,37	12mo	S.B.Corp.	(MysticS.S.Co.		Utd.States	195lb 463NHP	s 7 " 10	
WFOO	*ssBal.No.1–35*	3339				8,38		Camden,N.J	*Mgrs.*)	P27'B72'F31' FK	9*BHCem*	3SB,*9cf*,GS155,HS6624 FD	27 " 0	
	1*Dk(Stl)&Web frames*							A&CP		*CellDB320'*		NewYorkSBCo.CamdnNJ		
	D.F. *Cargo battens not fitted*									1832*tFPT220t*	*APT201t*			
86438	**William Nottingham**	4234					1902	Buffalo	Great LakesS.S.Co	376·5|50·0|29·0	Oswego, N.Y.	T.3Cy.22",35"&58"–40" NB23 213NHP		R
81804		—						Dry Dock Co.	Inc.					
	Mchy.Aft 1*Dk2trB*	3070						Buffalo		*WB*	Utd.States	AmericanS.B.Co.Clevelnd		
86439	**William P. Cowan**	5429	✠100A1	Cgo		NS,31	1918	American	StandardOilCo.	420·0|55·0|28·0	Chicago	T.3Cy.25½",41"&67"–42"(*r*)	28 " 0	
216311	*ssCgo.No.3–36*	5063	4,36				6mo	S.B.Co.	(Indiana)		Utd.States	185lb 444NHP	s5 " 4	
	GyC 1*Dk(Stl)&Web frames*	3962						Lorain,O.		F62' FK	14*BH*	3SB,*6cf*,GS147,HS6840 FD	22 "11½	
	Mchy.Aft *Longitudinal framing*		*For Service on the Great Lakes*					A&CP	*CellDB3*	74'1803*t FPT* 193*t*	*APT53t*	AmericanS.B.Co.LorainO		
			Carrying Petroleum in bulk											
			Fitted for oil fuel 6,18			*F.P. o*				*bove* 150° F.				
86440	**William P. Palmer**	7602	✠100A–	Clv		S3.37	1910	Gt.Lakes	PittsburghS.S.Co.	580·0|58·2|33·2	D'luth,Min	T.3Cy.24",38"&65"–42" (*s*)	32 " 0	
208157	*ssClv.No.4–12,34*	—	4,37				12mo	Eng.Works			Utd.States	170lb 404NHP	s11 " 0½	
	GyC. 1*Dk(Stl)&Web frames*	5746						Ecorse,Mich.		F53' FK	4*BH*	2SB,*6cf*,GS132,HS6285 FD	21 " 2	
	Mchy.Aft *Longitudinal framing*											GtLakesEngWrks,Detroit		
			For Service on the Great Lakes						*WB=CellDB3*	*E&B64'f&tinHop*	*er side tanks*	470 777*tFPT286tAPT60t*		
86441	**William P.Snyder,Jr.**	8603					1912	Gt.Lakes	Shenango Furnace	590·0|64·0|34·2	Pittsburgh,	Q.4Cy22¾",33¼"48"&69"–42"		R
209662	*Mchy Aft*	—						Eng.Works	Co.	F56' *WB*	Pa.	309NHP		
WOLZ	D.F. GyC. 1*Dk*	6650						Ecorse,Mich			Utd.States	GtLakesEngWrks,Detroit		
86442	**William Penn** TwinSc	7615				...	1921	Pusey&	UnitedStates	439·6|60·2|33·7	Phildlphia	Oil Engines 4S.C.SA	36 " 8	R
220678	*Oil Eng*	7229						Jones Co.	Maritime	P41'B134'F46'*on*	Utd.States	12Cy.29½"–45½" 987NHP		†
KLJA	1*Dk&Shelter dk&2nd dk*	4837						Gloucester	Commission	*Shelter dk*	*WI*	Akt.Burmeister&WainCpn		
	Sub.Sig. *forward Web frames*							City,N.J						
	Longitudinal framing													
86443	**William R. Linn**	3878					1898	Chicago	PittsburghS.S.Co.	400·0|48·3|23·9	D'luth,Min	Q.4Cy.19",27½",40"&58"–42"		
81597		—						S.B.Co.			Utd.States	NB24 218NHP		
	Mchy.Aft 1*Dk2trB*	3137						Chicago		*WB*		ChicagoS.B.Co.Chicago		
86444	**William Rockefeller** TwinSc	14054					1921	NwprtNws	StandardOilCo.of	554·9|75·3|43·0	Wilmgton (Del.)	T.3Cy.23",39"&68"–45" 621NHP		R
221675	*Fitted for oil fuel*	—						S.B.&D.DCo.	NewJersey					
KDVI	D.F. GyC. 3*Dks*	8790						NewportNws			Utd.States	NewportNews SB&DD.Co.		
	Mchy.Aft *Longitudinal framing*										*WB*			
	Carrying Petroleum in bulk													
86445	**William Schupp**	1779					1928	Furness	UnionTransitCo.	252·5|43·2|17·8	Middlsbro'	T.3Cy.16",27"&44"–33" 111NHP		C
160713		1595						S.B Co.Ld	Ld.(J.B.Foote,	F34'	British			
MPDV	*Mchy.Aft* 1*Dk*	1285						Haverton	*Mgr.*)		*WB*	Earle'sCo.Ld.Hull		
								Hill-on-Tees						
86446	**William Strachan**	6157	✠100A1	Rot	*z*	CL.	1931	Workman	Oppen&Sorensen's	407·5|55·2|33·6	Oslo	Oil Engines 2S.C.SA	33 " 6	
	Oil Eng	5716	~~Cont 2,38~~ Cgo			N2,38	1mo	Clark(1928)	TankrederiA/S		Norwegian	5Cy.26¾"–47½" 623NHP		
LDRS	*ssRot.No.1–38*	3650						Ld. Belfast		P98'B34'F38' FK	15*BHptCem*	2DB*150lb*		
	2*Dks(Stl)&Web frames*		*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*CellDBuE58*	*142tDTf41'*	(10 *to U dk*	WorkmanClark(1928)Ld.		
	Mchy.Aft *Longitudinal framing*								744*t*	*FPT132tAPT62t*	5 „ *2nd* „)			
	D.F. *Special Surveys to date from 6,38*													
86447	**Wm. Th. Malling**	1934	✠100A1	Cpn	*q*	OS	1913	Kjöbnhavns	DetDanske	262·6|39·2|17·0	Copnhagn	T.3Cy.20",32"&53"–36" (*s*)	19 " 9	
	ssAbg.2ndNo.3–5,39 ~~*ssCpn.No.3–10,39*~~	1456	5,00 3,38	Abg		3,38	11mo	Flydk.&Skbs.	Kulkompagni	272·2(O.L.)	Danish	18SB,*6cf*,GS90,HS3080 194NHP	s 5 " 8½	
OXND	~~*ssCpn.No.2–39*~~	1125					*Lloyd's*	*SA&CP*		Q157'F29' FK	4*BHCem*	KjbnhavnsFlydk.&Skbsv.	18 " 4	
	Well deck *Mchy.Aft* 1*Dk(Stl)*							*WB=CellDl*	*uE20'f183'500tF*	*PT100tAPT18tDe*	*ck tank aft*	*& deck tank fwd* 58*t*		
	D.F. *Cargo battens not fitted*						1930	D&W Hen-	ElderDempster	370·2|51·7|20·1	Liverpool	Oil Engines 4S.C.SA		C
86448	**William Wilberforce**	4013						dersn&Co.Ld	Lines,Ld.	P37'F43'	British	8Cy.29½"–59½" 652NHP		
161406	*Oil Eng.*	3132						Glasgow			*WB*	Harland&Wolff,Ld.Gls.		
GSJW	*Ref Mchy.* 2*Dks&Shelter dk*	2162												
86449	**Williamstown**	793	✠100A1	Rot	*j*	CL.	1937	NVSchpsw	Williamstown	191·9|29·1|12·0	London	Oil Engines 4S.C.SA	13 " 6	
165593	*Oil Eng*	549	~~2,38 10,37~~	Stl			10mo	Gebrv/dWerf	ShippingCo.Ld.	198·8(O.L.)	British	6Cy.14¾"–21⅝" 127NHP	s4 " 6½	
GFFL	*Mchy.Aft* 1*Dk*	447						Deest	(Comben Longstaff	P43'Q81'F21'			13 " 0½	
	Cruiser Stern						*Lloyd's*	*SA&CP*	&Co.Ld.*Mgrs.*)	FK	*4BHCem*	Mtrn WerkeMannheimAG		
									CellDB125'185tF	*PT60tAPT40t*				
86450	**Willimantic**	4857					1918	ToddD.D.	UnitedStates	379·4|53·0|27·0	Tacoma	T.3Cy.24",40"&70"–48"		R
217129	*Fitted for oil fuel*	4437						&Constr.Co.	Maritime	380·2 P39'B102'	Wash.	339NHP		
KLDO	Sub.Sig. 2*Dks*	2992						Tacoma	Commission	F41'	Utd.States	SeattleCnst.&D.D.Co.Sea.		
	Longitudinal framing										*WB*			
86451	**Willis L. King**	7568					1910	Gt.Lakes	InterstateS.S.Co.	580·0|58·2|33·2	D'luthMin	T.3Cy.24",38"&65"–42"		R
208397		—						Eng.Works		F53'	Utd.States	274NHP		
	Mchy.Aft 1*Dk*	5712						Ecorse,Mich.			*WB*	GtLakesEngWrks,Detroit		
86452	**Willmoto** (*ex*Seekonk)	4999	✠100A1	Bal	*z*	CL.	1919	American	SeekonkCorpora-	390·0|54·2|27·6	Phildlphia	OilEngines 4S.C.SA	32 " 0	
218088	*Oil Eng.*	4573	2,39 4,38			2,37	5mo	International	tion		Utd.States	6Cy.29½"–59" 488NHP	s 7 "10	
KIGF	*ssN.Yk.No.3–4,31*	3115					A&CP	S.B.Corp.		P39'B122'F43' FK	7*BHCem*	NDB23 *150lb*	24 " 4	
	ssBal.No.1–35							HogIslandPa	*CellDB279'1248t*	*WT24'748tFPT144*	*tAPT100t*	WCramp&SnsS&EBCoPhl		
	2*Dks(Stl)&Web frames*													
86453	**Willodale** (*ex*Ightham,*ex*Braywood,	1777	✠100A1	Npt	*q*	CL.	1909	R.Thomp-	BromageShipping	268·0|38·5|17·0	Cardiff	T.3Cy.21",34"&56"–36" (*s*)	19 " 8	
129053	*ex*Leversons) *ssShl.No 3–4,32*	1395	2,38 3,38			3,38	11mo	son&Sons,Ld	Co.Ld.		British	180lb 218NHP	s2 " 0½	
GDTK	*Well deck* *ssNpt.No.1–36*	1096						Sunderland		P20'Q84'B55'F26'	4*BHCem*	2SB,*6rf*,GS100,HS3550	17 " 10	
	1*Dk(Stl)*						*Lloyd*	*SA&CP*		FK		Blair&Co.Ld.Stockton		
	Cargo battens not fitted								*CellDBa80'uE&*	*B35'f110'535tFPT*	*36tAPT54t*			

1 Numero d'Ordre. / Numero Officiel. / Signaux.	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à la cote (Voir Lettres)	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où noté si c'est dans le L. R. Thames Cert. Bof Trade
86454 / 139236 / GLMP	**Willowpool** / *ss* Npt. No. 3–9, 37 / D.F. 1 *Dk*(*Stl*)		4815 / 4582 / 3006	✝100A1 / 8,38 12,37 2,39 / MBS8,38	Npt / Sun & Shl / ✝LMC9,37 DBS2,39	*y*	CL 1,26 1,39	1925 / 6mo	RopnerSB & RepairgCo. (Stockton) Ld. Stockton	PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld. *Mgrs.*)	390·0 | 55·5 | 26·4 / P29'B221'F42' / 408·0(O.L.) FK	W.Hartlpl / British / 6 *BHCem*	T.3Cy.25½", 40"&71"–48" (*s*) / 180lb *150lb* 437NHP / 3SB(Spt)*9cf*, GS190, HS7526 / Blair&Co.Ld Stockton	28 " 9 / s 4 " 5 / 24 " 6½	
	Lloyd's *SA&CP* *Cell D Ba* 126'*u* E25'*f* 171'1103*t* *FPT* 162*t* *APT* 194*t*																
86455 / 5310 / LCKH	**Willy** (*ex* Gold Shell) / *ss* Bkn. No. 3–9, 28 / *ss* H.Kg. No. 2–37 / *Mchy. Aft* 2 *Dks*(*Stl*) & *Web frames* *Longitudinal framing*		5832 / 3466	✝100A1 / 12,38 / BS5,38 ✝LMC3,37 / *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,16	Sng / HKg	*z*	CL 3,37	1916 / 2mo	Harlan& Hollings-worthCor. Wlmgtn, Del.	VictorJenssens RederiA/S (VictorJenssen, *Mgr.*)	411·6 | 53·4 | 29·8 / 426·0(O.L.) / P110'B29'F40' FE	Oslo / Norwegian / 16 *BHpt Cem* (12 to *Udk* 4 " 2nd ")	T.3Cy.27", 45"&74"–48" (*s*) / 180lb 550NHP / 3SB, *9cf*, GS192, HS8832 FD / Harlan&HollingsworthCor	31 " 0 / s 6 " 7½ / 24 " 7½	
	A&CP *Cell D Bu E&B* 74' 50° F.						*F.P. above* 1				199*t* *DT* *f* 32'337*t*				*FPT* 114*t* *APT* 106*t*		
86456 / DIFP	— / (*ex* Sailing Vessel) *Oil Eng.* / 1 *Dk*		307 / 265 / 182					1907	C.Lühring Hammel-warden	J.A.Reinecke	125·6 | 28·0 | 9·2 / H15'F17'	Hamburg / German	Oil Engines 4S.C.SA / 6Cy.8⅞"–14⅛" 41NHP NE35 / DeutscheWerke, KielA.G.		G
86457 / SPAD	**Wilno** / *ss* Gdy. No. 3–2, 36 / *Well deck* 1 *Dk*(*Stl*) *Cargo battens not fitted*		2018 / 1576 / 1121	✝100A1 / 2,39 ~~1,38~~ / BS8,38 LMC4,35	Gdy / Dnz	*r*	~~8,37~~ 2,39	1926 / 12mo	Chant. Nav Français Caen	"ZeglugaPolska" SpolkaAkcyjna	269·1 | 39·7 | 17·5 / 276·2(O.L.) / P22'Q87'B50'F28' FK	Gdynia / Polish / 4 *BHCem*	T3Cy18⅜"29⅛"&49⅜"–37⅛" / 185lb (*s*) 186NHP / 2SB, *4cf*, GS95, HS3247 / Etab.Nat.d'Indret, Indret	19 " 10 / s 1 " 11⅜ / 18 " 0¾	
	Cell D Ba *u* E66'*f* 107'405*t* *D*										*Ts aft* 34'205*t* *FPT*				77*t* *APT* 22*t*		
86458 / OFCB	**Wilpas** (*ex* Orkney Coast–37, *ex* Princess Thyra) 3 Mst / *Mchy. Aft* 1 *Dk*		993 / 621 / 439					1909	Russell& Co. Port Glasgow	O/Y Wirma (A.Wihuri)	210·0 | 31·5 | 13·2 / P& B115'F60'	Kulosaari / Finnish / *WB*	T.3Cy.17", 28"&45"–33" 116NHP / Dunsmuir&JacksonLd.Gls		C
86459 / 219401 / WPAO	**Wilscox** / Sub.Sig. 2 *Dks* / Gy C. *Longitudinal framing*	*Oil Eng.*	5861 / — / 3653					1919	O. Daniels Co. Tampa, Fla.	United States Maritime Commission	401·9 | 54·2 | 31·3 / P34'B118'F38'	Tampa Fla / Utd. States / *WB*	Oil Engines 2S.C.DA / 4Cy.27½"–47¼" 1050NHP NE27 / NewLondonS.&E.Co. Groton.Conn.		R
86460 / ~~13,29~~ / GPTW	**Wilston** / *ss* Shl. No. 3–12, 28 / *ss* Gls. No. 2–37 / 1 *Dk*(*Stl*) *Cargo battens not fitted*		3221 / 2975 / 2024	~~✝100A1~~ ~~12,37~~ 1,39 / ~~B57,38~~ ~~LMC~~ 39	~~Lvty~~ Dnz	*v*	CL ~~6,37~~ 1,39	1916 / 9mo	R. Duncan &Co.Ld. Pt.Glasgow	WilstonS.S.Co.Ld. (W.S.Miller&Co.)	335·0 | 48·0 | 22·4 / 348·5(O.L.) / P29'B100'F38' FK	Glasgow / British / 5 *BHCem* *APT* 88*t*	T.3Cy.24", 38"&64"–42" (*s*) / 180lb ~~190lb~~ 207 297NHP / 2SB, *6cf*, GS123, HS4706 / Rankin&BlackmoreLdGrk	24 " 10 / ~~s 3 " 10½~~ / ~~21 " 9~~	
	Lloyd's *SA&CP* *Cell D* B293'894*t*																
86461 / 222720 / KLDQ	**Wilton** / *Fitted for oil fuel* 2 *Dks*		1827 / — / 1094					1923	Bethlehem S.B.Corp.Ld Sparro'Pt.Md	EasternS.S.Lines Inc.	233·6 | 40·2 | 24·3 / *WB*	NwptNews / Utd.States	T.3Cy.19", 32"&56"–36" / Hooven, Owens, RentschlerCo.Hamilton, O.		
86462 / SHIR	**Iron** / *Well deck* 1 *Dk* 2 tr *B*		1575 / 1072 / 922				...	1878	W.Gray& Co. W Hartlepool	RederiAktieb.Box (E.Brodin, *Mgr.*)	260·8 | 34·2 | 19·6 / Q100'B62'F34' BK9'	Stockholm / Swedish / *WB*	C.2Cy.32½"&61"–38" 178NHP / T.Richardson&Sons.Hpl.	21 " 0	V †
86463 / PIQM	**Wim** / 1 *Dk* / *Mchy. Aft* *Cargo battens not fitted* *Cruiser Stern*	*Oil Eng.*	477 / 366 / 260	✝100A1 / 4,38 / ✝LMC2,37	Rot	*g*	OG	1937	N.V. Indus-triele Maats. "DeNoord" Alblasserdam	N.V. Motorship 'Wim' (J.Vermaas' Scheepvaart-bedrijf N.V. *Mgrs.*)	160·5 | 26·4 | 10·5 / 169·0(O.L.) / Q43'F23' FK	Rotterdam / Dutch / 3 *BHpt Cem*	Oil Engines 4S.C.SA / 6Cy.11"–17½" 70NHP / Humboldt-Deutzmotoren, A.G. Köln-Deutz	11 " 10 / s 1 " 1⅜ / 10 " 9	
	Lloyd's *SA&CP* *Cell D* B107'140*t* *FPT* 56*t* *APT* 9*t*							2mo									
86464 / 160330 / GFFZ	**Wimbledon** / Wireless Sub.Sig. 1 *Dk* / E.S.D. *Mchy. Aft* *Cruiser Stern* / *Cargo battens not fitted*		1598 / 1208 / 932	✝100A1 / *with freeboard* ~~8,38~~ 9,38 / ✝LMC11,37	Shl	*p*	CL ~~2,38~~ ~~1,38~~ 10,38	1937 / 12mo	Burntisind S.B.Co.Ld. Burntisland	Wandsworth& DistrictGasCo.	250·0 | 39·6 | 16·6 / 259·3(O.L.) / Q151'B16'F26' FK	London / British / 4 *BHCem*	T.3Cy.16½", 28"&47"–33" / 200lb (*s*) 198NHP / 1SB, *4cf*, GS78, HS3000 FD / Aitchison, Blair, Ld. Clydebank	18 " 6 / s 6 " 0½ / 16 " 7½	
	Lloyd's *SA&CP* *Cell D Bu E* 14'*f* 171'608*t* *Deck tank*														147*t* *APT* 38*t*		
86465 / XTUD	**Win On** (*ex* Lake George–37) / ~~"Hellenic City," *see No.* 90404 *in Supplement 1938*~~ / 1 *Dk* Topside tanks / *Cargo battens not fitted*		2486 / 1782	✝100A1 / 1,39 3,38 / BS1,39 LMC11,37	Ant / Mdb	*s*	CL 7,37	1917 / 11mo	Gt. Lakes Eng. Works Ashtabula, O.	WinOnSteamship Co.	253·0 | 43·5 | 27·5 / P115'F26'	Shanghai / Chinese / 4 *BHCem*	T.3Cy.21", 34½"&57"–42" / 175lb (*s*) 284NHP / 2SB, *6cf*, GS104, HS1160 FD / Gt.Lakes EWks, Ashtabula	27 " 6 / s 4 " 1 / 23 " 7½	
	Lloyd's *SA&CP* *Cell D* B2 99'600*t* *Topside tanks* 124'330*t* *FPT* 180*t* *APT* 750*t*																
86466 / 149732 / VPCY	**Winamac** (*ex* Pulpit Point–34) / ~~*ss* Ams. No. 3-3,39 ex But No. 2–35~~ / 2 *Dks*(*Stl*) & *Web frames* D.F. Gy C. *Longitudinal framing*		8621 / 7957 / 5208	✝100A1 / ~~8,38~~ / ✝LMC 3 ~~37~~ / ~~MS1,36~~ ~~37,38~~ / *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,26	Fal / Ams	*dt*	CL ~~8,36~~ 2,39	1926 / 10mo	Lithgows, Ld. Port Glasgow	StandardTrans-portationCo.Ld.	460·0 | 62·8 | 36·4 / P118'B43'F42' FK	HongKong / British / 18 *BHpt Cem*	T.3Cy.26½", 46"&79"–54" (*s*) / 220lb 666NHP / 3SB, *9cf*, HS9300 FD / D.Rowan&Co.Ld.Glasgow	36 " 6 / s 7 " 5½ / 29 " 3½	
	Lloyd's *SA&CP* *Cell D Bu E&B* 65' 150° F.						*F.P. above* 1				*f* 35'318*t* *FPT* 190*t*				*APT* 130*t*		
86467 / 162489 / GTPZ	**Winchester Castle** (P) Twin Sc / *Ref. Mchy.* *Oil Eng.* / D.F. E.S.D. Sub.Sig. *Cruiser Stern* 4 *Dks*		20012 / 14574 / 12169					1930	Harland& Wolff, Ld. Belfast	Union-CastleMail S.S.Co.Ld.	631·6 | 75·5 | 37·5 / P59'B330'F108'	London / British / *WB*	Oil Engines 2S.C.DA / 2Cy.24½" 55½" 4100NHP NE28 / Harland&Wolff,Ld.Bel.		BT till ~~10,38~~ 10,39
86468 / LJNI	**Wind** (*ex* Emsworth–37) / ~~"Arosa," *see No.* 87035 *in Supplement*~~ *Oil Eng.* / *ss* Shl. No. 3–6, 37 / D.F. 1 *Dk*(*Stl*)		*4963* / *4587* / *3040*	✝100A1 / 6,37 / ✝LMC CS6,37 / BS1,37 6,37	Shl	*y*	CL 6,37	1924 / 11mo	A. McMil-lan&SonLd Dumbarton	ButlerWang's RederiIIA/S (W. ButlerWang, *Mgr*)	400·0 | 53·2 | 26·9 / P36'B120'F34' FK	Tonsberg / Norwegian / 6 *BHpt Cem*	Oil Engines 4S.C.SA / 6Cy.29⅛"–59½" DB *100lb* 489NHP / Harland&Wolff.Ld.Gls.	29 " 7 / s 5 " 8½ / 24 " 2½	
	Lloyd's *SA&CP* *Cell D* *G* 351'1296*t* *FPT* 146*t* *APT* 163*t*																
86469 / 216076 / WJDK	**Wind Rush** (P) (*ex* Westbrook) / *Fitted for oil fuel* 2 *Dks* / Sub.Sig. D.F.		5536 / — / 3491				...	1918	Columbia RiverSBCorp Portland, Or.	ShepardS.S.Co.	410·0 | 54·2 | 27·5 / P47'B115'F44' FK	Portlnd Me / Utd. States / *WB*	DR geared Steam Turbine 551NHP / GeneralElectricCo. Schenectady, N.Y.	30 " 2	R †
86470 / 7543 / SHIU	**Windar** (*ex* Figaro) 4 Mst / 1 *Dk*		*1162* / *981* / *641*					1911	Fredrkstad Mek. Værks Fredrikstad	RederiA/B Norr-ström (I.Jeansson, *Mgr.*)	227·6 | 36·1 | 15·4 / P26'B59'H62*t*F16'	Stockholm / Swedish / *WB*	T.3Cy.16½", 27"&45½"–31" 115NHP / FredrikstadM.V.Frdstad		N
86471 / DJTH	**Windhuk** (P) Tw Sc / D.F. E.S.D. *Fitted for oil fuel* / Gy C. Sub.Sig. 3 *Dks* / *Ref. Mchy.* *Cruiser Stern*		16662 / 12077 / 9580					1936	Blohm& Voss, K.a.A. Hamburg	WoermannLinie A.G.	547·8 | 72·5 | 31·5 / B& F426' / *Upper* B118'	Hamburg / German / *WB*	6 Steam Turbines SR geared HS13778 4050NHP / Blohm& Voss, K.a.A. Ham.		G
86472 / 216767 / WFEE	**Winding Gulf** / *ss* Bal. No. 3–7, 30 / *ss* Bal. No. 1–34 / D.F. 1 *Dk*(*Stl*) & *Web frames* *Cargo battens not fitted*		5438 / 4795 / 3339	✝100A1 / 11,37 / BS~~7,37~~ 11,38 ✝LMC ~~4~~ 11,37	Bal	*y*	CL ~~11,35~~ 11,38	1918	New York S.B. Corp. Camden, N.J.	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*)	368·6 | 55·2 | 30·5 / P27'B72'F31' FK	Boston / Utd.States / 7 *BHCem*	T.3Cy.24½", 41⅜"&70"–46" / 195lb (*r*) 462NHP / 3SB, *9cf*, GS154, HS6624 FD	34 " 5 / s 7 " 3½ / 27 " 4⅜	
	A&CP *Cell D* B320'1832*t* *FPT* 2							8mo					20*t* *APT* 201*t*		New York SB Cor. Cmdn NJ		

Lost

Now "Dilangan," *see No.* 90405 *in Supplement 1938*

Now "Hellenic City," *see No.* 90404 *in Supplement 1938*

Now "Arosa," *see No.* 87035 *in Supplement*

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now required. Equipment Letter.	7a Date when tail shaft last exam.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of first Reg. in L.R.
86473 15311	**Windoc** (*ex*Hydrus,*ex*M.A.Hanna)	1 *Dk 2 tr B*	4599 4229 3277					1899	Globe Iron Works Co. Cleveland,O.	Paterson Steamships,Ld.	428·0	50·0	24·0 *WB*	Ft. William Ont. British	T.3Cy.21",33½"&57"–42" 211NHP GlobeIronWorks,Clevelnd		R
86474 138580	**Windsolite** *Fitted for oil fuel*	1 *Dk(Stl)* *Longitudinal framing at bottom & at dk* *Carrying Petroleum in bulk*	1930 1470 1196	✠ 5,27	Mdb			1927 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Imperial Oil Shipping Co.Ld.(H.J. Rahlves,*Mgr.*) *Middle line bu* *Cell D Bu E &*	250·0 P62'F41' *Trunk* 147' *khead non-oiltight* *B40'* 112 *t FPT* 133 *t*	43·2 FK	18·0 *AP T48 t*	Wndsr Ont British	T.3Cy.17",28"&46"–36" 158NHP 1SB,*4cf*,HS2718 N.E.MarineEng.CoLdNwc	18 " 0 8 " 11½ 16 " 2¾	
86475 146535 GFMS	**Windsor Castle** Ⓟ **TwinSc** D.F. E.S.D. *Ref.Mchy.* *Cruiser Stern*	3 *Dks*	19141 14956 11462					1922	J.Brown& Co.Ld. Clydebank	Union-Castle Mail S.S.Co.Ld.	661·3 P89'B333'F97' len 37	72·5	41·6 *WB*	London British	6 Stm Turbines SR geared to 2Sc.Shfts. NE&4NB(W.T.)37 Harland&Wolff,Ld.Bel.		BT 653 12,38 14,39
86476 16482 GYWG	**Windsorwood** D.F. E.S.D. GyC. 1 *Dk & Shelter dk* *Longitudinal framing at shelter deck* *Ref.Mchy.* *Cruiser Stern*		5395 4515 ~~5143~~ 3147	✠100A1 *with freeboard* ~~12,38~~ 12,37	Bry		CL 9,37	1936 6mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's SA&CP*	Constantine Shipping Co.Ld.	438·9 454·8(O.L.) F38' *Cell D B*	55·8 FK 372' 1249 *t FPT* 175 *t*	24·8 *AP T* 270 *t*	Middlsbro' British 7 *B H Cem* *Coll to Sh dk* 6 " *2nd* "	T.3Cy.23½",38"&65"–42" & Exhaust turbine driving steam compressor 220lb (*s*) 443NHP 2SB(Spt)(FD)&1AuxSB, *9cf*,GS130,HS6022 N.E.MarineEng.CoLdNwc	28 " 0 8 3 " 3½ 25 " 0½	
86477	**Wing Fook** (*ex*KingLee–35, *ex*YuanLee–35,*ex*Charon)	2 *Dks*	2736 2111 1643					1903	Caledon S.B.&E.Co.Ld Dundee	Kwang Tung Products Sales Bureau	306·1 P47'B124'F35'	45·2	19·7 *WB*	Canton Chinese	T.3Cy.21½",37"&60"–42" 233NHP Caledon S.B.&E.Co.Ld Dun		
86478 159488 VRBK	**Wing Sang** Ⓟ **D.F. E.S.D.**	2 *Dks* *Cruiser Stern*	~~3500~~ ~~2806~~ ~~2008~~ 2680 2777 1953	✠100A1 *with freeboard* 8,38 ~~(Class Cont. upon hull 6,33~~ ~~Cl. 6,38~~	HKg		CL	1938 8mo	Hong K'ng & Whampoa Dock Co.Ld. Hong Kong *Lloyd's SA&CP*	Indo-China Steam Nav.Co.Ld.	314·9 328·0(O.L.) P34'B85'F39' *Cell D*	48·1 FK 265' 542 *t FPT* 301 *t*	25·2 *AP T* 65 *t*	Hong Kong British 6 *B H Cem*	T.4Cy.21½",34½"&(2)44"–42"&exhaust turbine driving steam compressor 220lb (*s*) 549NHP 3SB,*9cf*,GS165,HS7710 FD Hong Kong & Whampoa Dock Co.Ld.Hong Kong	27 " 0 8 8 " 9½ 18 " 6	
86479 CSNH	**Wing Wah** Ⓟ (*ex*WingLee–35, *ex*Haimun) Wireless	2 *Dks*	1248 1055 651				...	1896	W.Hamilton&Co. Port Glasgow	Lee Yu Fung	239·7 B60'F50' *pt Promenade dk*	35·6 BK 6" 80'	17·8	Macao Portuguese	T.3Cy.22",35"&55"–36" 214NHP Hutson&Son,Glasgow	19 " 0	
86480 CQAB	**Wing Wo** (*ex*Kasara) Wireless	2 *Dks(Upt Stl–ws)* & *Shelter dk*	1200 — 495	✠ 4,90	Cly		*o*	1890 4mo	Ailsa S.B. Co. Troon	Wong Tze Shan	238·8 BK 8½'	34·1	17·0 *AB H Cem*	Macao Portuguese	T.3Cy.25",40"&65"–42" 274NHP 2DB,*8cf*,GS156 Dunsmuir&Jackson,Gls.	17 " 6	
86481 147927 MNBK	**Winga** Wireless	1 *Dk*	1478 1229 900					1924	New Waterway S.B.Co Schiedam	Clydesdale Shipowners Co.Ld. (Glen&Co. ~~Mgrs.~~ Ld *Mgrs.*)	250·0 P14'Q63'B84'F28'	37·1	16·3 *WB*	Glasgow British	T.3Cy.18",30"&49"–36" 144NHP New Waterway S.B.Co.		C
86482 143'29 ZMPD	**Wingatui** (*ex*Kairanga, *ex*Antwerpen)	1 *Dk* & *Shelter dk*	2378 2059 1344					1914	Schiffsw.v. H Koch A.G Lübeck	Union S.S.Co.of New Zealand,Ld.	312·0	42·6 *WB*	18·1	Wellingtn, N.Z. British	T.3Cy.22½",37"&57"–35½" 193NHP Ottensener Maschf.Altona		
86483 OHXC	**Winha** (*ex*Atlantic–35)	ss Got 2nd No.3–4,29 ss Got. No.2–38 1 *Dk(Stl)* 2 *tr B* & *deep framing* 3 *Dk rule*	3331 3122 1975	✠100A1 i ~~1,38~~	Got M Vo	*r*	OG 1,38	1904 10mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's SA&CP*	Winha O/Y (A.Wihuri)	340·0 352·0(O.L.) P28'B96'F34' *Cell D*	49·0 FK *t* 114' *u E & B*	22·6 *AP T* 95 *t*	Brandö Finnish *6 B H Cem*	T.3Cy.25",40½"&67"–45' (*s*) 180lb 332NHP 3SB,*9pf*,GS153,HS5208 N.E.MarineEng.CoLdNwc 14' *f* 140 721 *t AP*	25 " 3 8 4 " 6½ 20 " 11	
86484	**Winifred**		550					1901	Bow,McLachlan&Co. Ld. Paisley	Government of Kenya	175·0	29·0	9·0	Kisumu British	T.6Cy.9¾",15½"&25"–16" 25NHP Bow,McLachln&CoLd.Psy		
86485 127811 GWWP	**Winifred Moller** (*ex*Katoa–34)	1 *Dk*	2484 2122 1382					1912	Osbourne, Graham&Co. Sunderland	Moller Line,Ld. (Moller's Ld. *Mgrs.*)	298·0 P21'B80'F29'	45·8 *WB*	20·0	Shanghai British	T.3Cy.24",40"&65"–42" 274NHP G.Clark,Ld.Sunderland		C
86486 141906 GRZT	**Winkfield**	ss Cal No.3–8,27 ss Cal.No.2–35 1 *Dk(Stl)* *Cargo battens not fitted*	5279 4839 3194	✠100A1 ~~4,38~~ ~~4,37~~ BSU 4,37 1 4,36	Cal LMC 10,38	*y*	CL N10,36	1919 5mo	W.Pickersgill&Sons, Ld. Sunderland *Lloyd's SA&CP*	British India Stm. Nav.Co.Ld. *Cell D b*	400·0 P42'B113'F38' 345'1047 *t FPT*	52·2 FK 132 *t*	28·5 *AP T* 218 *t*	Glasgow British *7 B H tr Cem*	T.3Cy.27",44"&73"–48" 180lb 517NHP 3SB,*9cf*,GS189,HS7668 G.Clark,Ld.Sunderland	31 " 0 8 6 " 0 25 " 3½	
86487 149898 GNFW	**Winkleigh**	1 *Dk* & *Shelter dk*	5055 4642 3005					1927	W.Pickersgill&Sons,Ld. Sunderland	Tatem Steam Navigation Co.Ld. (W.J.Tatem,Ld. *Mgrs.*)	403·0	55·4 *WB*	25·8	London British	T.3Cy.27",45"&75"–51" 402NHP G.Clark,Ld.Sunderland		C
86488 HPBM	**Winkler** ss Phl.No.2–38 *Oil Eng.* *Mchy.Aft* GyC.	1 *Dk(Stl)* 2nd *dk(Stl)* *in way of mchy.space* & *Web frames* *Longitudinal framing*	6927 6515 ~~4383~~	✠100A1 ~~12,38~~ 12,38 ~~12,37~~ 12,38 *Carrying Petroleum in bulk*	Phl	*b* †	CL ~~7,37~~ 12,38	1930 12mo	Scotts' S.B. & E.Co.Ld. Greenock *Lloyd's SA&CP*	Atlantic Oil Shppng Co. *Cell D Bu E* 65'230 *t*	421·2 P110'F41' *DT f* 32' 423 *t FPT*	58·3 FK 173 *t*	34·9 *AP T* 110 *t*	Panama Pnamanian 17 *B H*	4 Oil Engines connected to Elec.Motor&Sc.Shaft 24Cy.19½"–24" 4S.C.SA DB *140lb* 888NHP Soc.d'Elec&Mec(Thomson-Houston&Carels)Ghent	35 " 0 8 7 " 7½ 27 " 7	
86489 DIAD	**Winnetou** (*ex*Corning,*ex*Mohican) *Mchy.Aft*	ss Ham 2nd No.3–12,37 2 *Dks(Stl)* & *Web frames* 3rd *dk(Stl)* in *No.1 hold only* & *Web frames* *Longitudinal framing*	5113 4466 3055	✠100A1 ~~12,37~~ F ✠LMC 12,3 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,13	Ham Gal	*y*	CL 11,37	1913 9mo	Howaldtswerke Kiel *Lloyd's SA&CP*	Hansa-Tank-Reederei G.m.b.H. (Atlantic-Rhedereif.F.&W. Joch,*Mgrs.*) *Cell D Bu E & B74*	385·9 399·9(O.L.) P115'B22'F37' *F.P. a bone* 150' F.	52·4 FK 221 *t DT f* 31' 480 *t*	28·5 *AP T* 169 *t*	Hamburg German 13 *B H Cem* 10 *B H to Utk* 3 " *2nd* "	Q.4Cy.19½"28"41"&59"–41½" 213lb (*s*) 331NHP 2SB,*6cf*,GS116,HS5025 FD Howaldtswerke,Kiel	28 " 8	
86490 152854 CYKM	**Winnipeg** *Mchy.Aft*	2 *Dks*	2383 1299 1448					1926	Davie S.B. & Repg Co.Ld Lauzon,Que.	Canada Steamship Lines,Ld.	250·0 F35'	42·8 *WB*	14·7	Montreal British	T.3Cy.18",30"&50"–36" Richardsons, Westgarth&Co.Ld 150NHP Hpl.		C
86491 217611 KEBZ	**Winona** (*ex*Exporter–37, *ex*TheLambs)	1 *Dk* & *Shelter dk* & *Web frames* *Longitudinal framing*	6197 — 3828	*Fitted for oil fuel*			...	1919	Federal S.B.Co. Kearny,N.J.	Weyerhaeuser S.S. Co.	395·5 P45'B110'F38' *on Shelter dk*	55·0 FK	31·4 *WB*	Tacoma Utd. States	DR geared steam turbine General Electric Co. Schenectady,N.Y.	34 " 11	R †

1 Numero d'Ordre. / Numero Official. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Avertissement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	8 Par qui. — Où.	9 Armateurs.	10 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	11 Port d'Armement. Pavillon.	12 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	13 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	14 Tonnage brut en tonneaux de 100 pds. si on l'est dans le L.R. Durée du Cert. Bof Trade
86492	**Winona**		2085					1906	Swan, Hunter & Wigham Richardson, Ld Newcastle	Canada Steamship Lines, Ld.	252·0 P18′	43·5 F36′	21·3	Hamilton, Ont. British *WB*	T.3Cy.20½″,33″&54″–36″ 175NHP MacColl & Pollock, Ld. Sld.		C
122851			1919														
CYMT	*Mchy. Aft*	1 *Dk*	1327														
86493	**Winona County**		6049			...		1919	Federal S.B.Co. Kearny, N.J.	United States Maritime Commission	395·5 P45′B110′F38′ *on Shelter dk* FK	55·0	31·4	Newark NJ Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft MidWest Eng.Co. 645NHP Indianapolis, Ind.	34 ″ 11	R †
218851			5579														
KIZR	Sub.Sig.	1 *Dk & Shelter dk & Web frames Longitudinal framing*	3767														
86494	**Winston-Salem**		6223			...		1920	G.A. Fuller Co. Wilmington, N.C.	~~Lykes Bros. Ripley S.S.Co. Inc.~~ Lykes Bros. Steamship Co., Inc.	395·3 P45′B110′F38′ *on Shelter dk* FK	55·1	31·4	N. Orleans Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ 590NHP Hooven, Owens, Rentschler Co Hamilton, O	34 ″ 11	R †
219746		*Fitted for oil fuel*	5614														
KUJS		1 *Dk & Shelter dk & Web frames*	3842														
	Sub.Sig.	*Longitudinal framing*															
86495	**Winsum**		3224	✠100A1	Rot	*v*	CL	1921	Antwerp Eng.Co. Hoboken	Stoomv.Maats. "Oostzee" (Vinke & Co. *Mgrs.*)	332·0 P27′B93′F27′	48·2	22·1	Amstrdam Dutch	T.3Cy.23″,38″&62″–42″ (*s*) 180lb 320NHP	24 ″ 7	
		ss Rot.No.3–10,33	2892	11,38 ~~11,37~~			11,37	3mo							2SB,6*cf*,GS106,HS4496 FD	s 4 ″ 2½	
PIQR		*ss* Rot.No.1–37	1945		✠LMC									5 *B H Cem*		20 ″ 7	
	D.F.	1 *Dk (Stl)*			L37	BS2.38		*Lloyd's SA&CP*		*Cell D*	B277′ 823*t*	*F P T* 759*t*		*A P T* 80*t*	N.E Marine Eng.Co. Ld. Sld.		
				Fitted for oil fuel 3.21			*F.P. above*										
86496	**Winterswijk**		3205	✠100A1	Rot	*u*	OG	1914	Schpw.v. Jan Smit, Czn. Alblasserdm	N.V. Stoom Maats. "Wijklijn" (Erhardt & Dekkers, *Mgrs*)	320·0 P28′B96′F34′	47·5 FK	22·9	Rotterdam Dutch	T.3Cy.23″,38″&62″–42″ (*r*) 180lb *100lb* 282NHP	25 ″ 2	
		ss Rot.2nd No.3-1,39 ~~*ss* Rot.No.3–7,36~~	2898	1,39 ~~11,37~~			12,36	7mo						5 *B H Cem*		s 3 12¾	
PIQX		~~*ss* Rot.No.2–35~~	1937	BS ~~3.36~~ 4.38	✠LMC ~~3.34~~ MS1.39				A&CP						Kon. Maats. de Schelde, Flushing	21 ″ 6	
	D.F. Sub.Sig.	1 *Dk (Stl)*							*WB*=	*Cell D Ba* 92′ *u E* 22′	*f* 138′ 801*t*	*F P T* 1141*t*		*A P T* 142*t*			
86497	**Wipunen** (*ex* Tabarka–32)		4103	✠100A1	Cpn	*w*	CL	1913	W. Gray & Co. Ld. West Hartlepool	Wipu O/Y (A. Wihuri, *Mgr.*)	350·0 P30′B67′F34′	50·0 FK	25·3	Helsingfrs Finnish	T.3Cy.24″,38″&64″–42″ (*s*) 180lb 314NHP	27 ″ 8	
712		*ss* Cpn.2nd No.3–8,37	3620	1,39 ~~8.37~~	Lls		8.37	2mo						6 *B H Cem*		s 5 ″ 2	
OHFR	*Cargo battens not fitted*	1 *Dk (Stl)*	2459	BS1,39	✠LMC 8.37			*Lloyd's SA&CP*		*Cell D Ba* 113′	*u E* 23′ *f* 154′ 1035*t*			*A P T* 105*t*	Cen. Mar. Eng. Wks. W. Hpl	22 ″ 8	
86498	**Wirgo**		*701*	✠100A1	Got	*l*	OG	1930	Akt. Finnboda Varf Stockholm	Stockholms Rederiaktieb. Svea (Eman. Högberg, *Mgr.*)	183·6 P16′B52′F17′	32·1 FK	12·9	Stockholm Swedish	T.3Cy.16½″,27″&44″–30″ 200lb (*s*) 150NHP	15 ″ 2	
7647		*ss* Skm.No.1–35	*482*	*with freeboard*			~~6.35~~ 5.38	5mo						4 *B H Cem*		s ″ 2	
SILN		1 *Dk (Stl)* & *Shelter dk (Stl)*	*251*	5.37	~~[illegible]~~	✠LMC ~~8.37~~ 6.37		*Lloyd's SA&CP*		*Cell D B* 132′ 172*t*	*F P T* 87*t*			*A P T* 23*t*	2SB(Spt),4*cf*,GS63,HS2692 Helsingörs Jernsk & Mskb. Elsinore	15 ″ 1½	
	Wireless	*Cruiser Stern*															
		Strengthened for Navigation in Ice															
86499	**Wirma** (*ex* Rhio–32)		2609	✠100A1	Hfs	*t*	N2,38	1903	R. Thompson & Sons Sunderland	Wirma O/Y (A. Wihuri)	299·0 310·2 (O.L.) B74′F30′	44·5 FK	19·8	Brando Finnish	T.3Cy.21½″,36″&59″–39″ (*s*) 180lb *80lb* 233NHP	22 ″ 3	
721		*ss* Shl.2nd No.3–11,29	—	2,38 ~~11,36~~	Got			11mo						5 *B H Cem*	2SB,6*pf*,GS98,HS3546	s 3 · 6½	
OHFQ		*ss* Got.No.2–38 ~~*ss* Hfs.No.1–34~~	1535	[illegible]	[illegible]			*Lloyd's SA&CP*		*Cell D Ba* 90′	*u E&B* 36 *f* 124′ 706*t*			*A P T* 62*t*	N.E. Marine Eng.Co Ld. Sld.	18 ″ 10	
		1 *Dk (pt Irn & pt Stl)* & *deep framing*															
		Cargo battens not fitted															
86500	**Wiros**		*904*	✠100A1	Got	*o*	OG	1937	Öresunds-varvet Aktiebolag Landskrona	Stockholms Rederiaktieb. Svea (E. Högberg, *Mgr.*)	224·6 231·6 (O.L.)	35·6 FK	12·0	Stockholm Swedish	2 Oil Engines 2S.C.SA 8Cy.13⅜″–22⅞″ 250NHP DB 80*lb* with electro-magnetic slip couplings & SR gearing Atlas-Diesel A/B, Skm.	15 ″ 3	
8203		*Oil Eng.*	*624*	*with freeboard*			6.38	10mo						4 *B Ilpt Cem*		s ″ 2	
SKMN		1 *Dk* & *Shelter dk*	*342*	~~6.36~~ ~~13,37~~	✠LMC									*Coll to Sh dk* 3 ″ *2nd* ″		15 ″ 2¼	
		Cruiser Stern		11,38				*Lloyd's SA&CP*		*Cell D*	B170′ 242*t*	*F P T* 54*t*		*A P T* 49*t*			
		Strengthened for navigation in ice															
86501	**Wirpi** (*ex* Scandinavia–36)		1227	✠100A1	Hfs	*o*	OG	1899	Carmichael MacLean & Co Greenock	Wiiri O/Y (A. Wihuri, *Mgr.*)	239·7 P21′B&F20½′	35·0 FK	15·5	Helsingfrs Finnish	T.3Cy 18⅜″,31″&51″–36″ (*s*) 160lb 160NHP	17 ″ 9	
		ss Abg.3rd No.3–4,30	—	7,37			~~7,37~~	6mo						4 *B H Cem*	2SB,6*pf*,GS100,HS2400	s ″ 7½	
		ss Sbg.No.1–35	542	BS ~~4.37~~ 6,38	✠LMC	4 35			A&CP		B86′ *f* 108′ 293*t*	*F P T* 53*t*		*A P T* 34*t*	Muir & Houston, Ld. Gls.	17 ″ 3	
		1 *Dk (Stl)* *lower dk forward* *deep framing aft*								*Cell D Ba* 54′ *u E&*							
86502	**Wirta** (*ex* Nippon–36)		4028	✠100A1	Got	*y*	OG	1909	Hawthorn, Leslie & Co. Ld Newcastle	Wappu O/Y (A. Wihuri, *Mgr.*)	380·4 P22′B278′F44′	49·0 FK	25·7	Brändö Finnish	T.3Cy.27½″,45″&74″–48″ (*s*) 180lb 434NHP	28 ″ 6	
		ss Got 2nd No.3–4,32	—	7,38 ~~12,36~~	Rot		~~8,36~~ 7,38	1mo						6 *B H Cem*	2SB,6*cf*,GS130,HS5604 FD	s 3 · 8	
OHZY		*ss* Got.No.1–35	2428	BS ~~4.38~~ 1,39	✠LMC	8 38										2 ″ 0½	
	D.F.	2 *Dks* (*Stl–U pt ws*) & *deep framing*						*Lloyd's SA&CP*		*Cell D Ba* 120′ *u E* 28	*f* 172′			824*t* *A P T* 92*t*	N.E. Marine Eng Co Ld. Nwc		
86503	**Wisa** (*ex* Dagmar Salen–36, *ex* Valdivia–34, *ex* Österdal, *ex* Alden)		3846					1907	J. Priestman & Co. Sunderland	O/Y Wiides (A. Wihuri, *Mgr.*)	343·6 P35′B100′H125*t* F34′	49·1	24·8	Brandö Finnish *WB*	T.3Cy.24″,40″&66″–45″ 292NHP J. Dickinson & Sons, Ld. Sld.		V
	D.F.	1 *Dk 2 tr B*	2232														
86504	**Wisborg** (*ex* Aira)		*716*	✠100A1	Got	*j*	OG	1899	Scott & Sons Bowling A&CP	Rederi A/B Carlsten (E.H. Edman, *Mgr.*)	180·0 Q93′B10′H53*t* F34′	30·1 FK	11·7	Marstrand Swedish	T.3Cy 13¼″,25½″&41″–27″ (*s*) 160lb *65lb* 98NHP	14 ″ 0	
3554	*Mchy. Aft*	*ss* Got.3rd No.3–4,36	*503*	12,38 ~~4,38~~			~~4,36~~ 12,38	10mo						3 *B H Cem*	1SB,3*pf*,GS51,HS1634	s 4 ″ 6½	
SHJK	*Well deck*	1 *Dk (Irn)*	*280*		✠LMC					*Cell D Bu E&*	B39′ *f* 103′ 222*t*	*F P T*		46*t* *A P T* 16*t*	Ross & Duncan, Glasgow	13 ″ 6½	
				MS4.36	BS4.38												
86505	**Wisconsin** Ⓟ		8062					1929	Bremer Vulkan Vegesack	Cie. Générale Transatlantique	473·4 Q46′	61·2	27·5	Havre French *WB*	T.4Cy.34½″,56½″&(2)65⅝″–59″ 654NHP		V
		Fitted for oil fuel	6329												Bremer Vulkan, Vegesack		
FNTD	D.F.	*Ref. Mchy.* 3 *Dks*	4295														
86506	—		6076					1919	G M Standifer Const. Corp. Vancouver, Wash.	~~Pacific Coast~~ ~~Corporation~~ Wisconsin S.S.Co.	402·5 P34′F38′	53·0	34·5	Portland Or Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ 559NHP Hooven, Owens, Rentschler Co. Hamilton, O.		R
218711	(*ex* Wawaloma)	*Fitted for oil fuel*	5632														
KEXM		1 *Dk 2 tr B* & *Shelter dk*	3729														
		Longitudinal framing															
86507	**Wisla**		3106	✠100A1	Dnz	*u*	CL	1928	Craig, Taylor & Co. Ld. Stockton	"Zegluga Polska" Spolka Akcyjna *Intermediate*	325·0 P33′B94′F28′	48·0 FK	22·2	Gdynia Polish	T.3Cy.23½″,39″&64″–42″ (*s*) 180lb *100lb* 293NHP	24 ″ 3	
		ss Dnz.No.3–11,35	2816	~~8,36~~ ~~7,37~~ 5,39	Rot		~~10,35~~	8mo						*Cem*	2SB,6*cf*,GS110,HS4606	s 3 ″ 9½	
SPAJ		1 *Dk (Stl)*	1842	BS ~~[illegible]~~ 11,38	✠ MC11	2	8,38	*Lloyd's SA&CP*		*Cell D*	B280′ 812*t*	*F P T*		86*t* *A P T* 109*t*	N.E. Marine Eug. Co. Ld. Sld.	20 ″ 8½	
86508	**Wittekind** (*ex* Tricolor)		4028			...		1906	Tyne I.S.B. Co. Ld. Newcastle	Emder Dampfer-kompagnie, A.G. (Wilh. Nübel, *Mgr*)	351·0 P28′B103′F36′	50·0 FK	25·7	Emden German *WB*	T.3Cy.26″,42½″&69½″–45″ 368NHP Blair & Co. Ld. Stockton	28 ″ 1	G †
		1 *Dk 2 tr B*	3773														
DFZW		& *deep framing*	2528														
86509	**Wladiwostock**		1415					1930	Cant. Riuniti dell' Adriatico Monfalcone	U.S.S.R.	234·3 B85 F25′	34·9	18·3	Archangel Russian *WB*	C.4Cy.(2)14⅞″&(2)81½″–31½″ 93NHP Cant. Riuniti dell' Adriatico, Trieste		
			1137														
		2 *Dks*	740														
		Cruiser Stern															

No. in Book / Official No. / Code Letters	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Registered Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. † for Special Survey. Port of Survey. Date of last Survey. Where Built. Additional Equipment Letter.	Date when tail shaft last worn.	Built. When. By Whom. Where.	Owners.	Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registered cable. If een retained in L.R. Parcels Ctf. Ref. Freight
86510 PIRJ	**Woensdrecht** *Oil Eng.* ss Rot. No. 3–11,37 2 *Dks* (*Stl*) *Mchy. Aft* D.F. *Longitudinal framing at bottom and at decks*	4668 4151 2627	†100A1 Rot *x* DB LMC11,37 *Carrying Petroleum in bulk*	CL 8,36	1926 3mo Maats. Fyenoord Rotterdam *Lloyd's Reg CP*	N.V. Maats. Motorschip "Woensdrecht" (N.V. Phs. VanOmmeren's Scheepv. Bedrijf, *Mgrs.*)	370·0 53·3 27·8 P99'F33' FK *Cell D Bu E64'137t*	Rottrdam Dutch 16 *B H pt Cem*	Oil Engines 4S.C.SA 6Cy.27⅞"–55½" 438NHP 3DB–(INDBof127) *142lb* Maats. Fyenoord, Rot. *PT 66t*	28 " 0 s 5 " 2 23 " 0	
86511 DOEV	**Wolfram** Sub.Sig. 2 *Dks*	3648 3239 2242			1921 J. Frerichs & Co. A.G. Einswarden	Hamburg-Bremer Afrika-Linie G.m.b.H. (Woermann Linie A.G. Deutsche Ost Afrika Linie, *Mgrs.*)	362·7 50·3 22·2 P&B286'F17'	Bremen German *WB*	T.3Cy.25⅝",40½"&68½"–47½" 318NHP Görlitzer Masch. Görlitz		G
86512 DOOY	**Wolfsburg** (*ex* Baron Lovat, *ex* Wolfsburg) ss Bmn. No. 3–8,28 ss Ham. No. 2–36 1 *Dk* (*Stl*) 2nd *dk* (*Stl*) in No. 1 hold Sub.Sig.	6201 5685 3827	100A1 Bmn *d*† LMC MS12,36 BS3,37 2,39	CL 10,38	1915 J.C. Tecklenborg A.G. Weser-münde-G.	Deutsche Dampfs. Ges. "Hansa"	469·6 62·1 25·3 B&F394'*upper* F52' FK *Cell D B389'1819t*	Bremen German 7 *B H pt Cem pt Asp*	T.3Cy.31½",50⅝"&82½"–55⅛" 1991b (*r*) 703NHP 4SB(Spt), *12cf*, GS226, HS9920 FD J.C. Tecklenborg A.G. Wsm	28 " 1	
86513	**Wollin** (P) 1 *Dk*	305 189 115			1928 Lübecker Flender-Werke A.G. Lübeck Siems	Stettin-Wollin-Cammin-Dievenower Dampfschifff. G.m.b.H.	145·1 23·1 9·4	Cammin. Pom. German	T.3Cy.10⅜",16⅜"&27½"–15⅜" 36NHP Christiansen & Meyer, Harburg		G
86514 VJYQ	**Wollongbar** (P) 150|90 *Ref. Mchy.* 1 *Dk & Awng dk*	2239 1942 874			1922 Lithgows Ld. Port Glasgow	North Coast Steam Nav. Co. Ld. (E.S. Crauford, *Mgr.*)	285·1 42·1 23·9 F51' *WB*	Sydny NSW British	T.4Cy.25",40"&(2)44½"–36" 218NHP D. Rowan & Co. Ld. Glasgow		C
86515 PIRP	**Wolsum** ss Rot. No. 1–39 ss Rot No. 3–4,34 D.F. 1 *Dk* (*Stl*)	3663 3445 2195	†100A1 Rot *w* 2,39 LMC *Fitted for oil fuel* 7,21	oc 3,38	1921 A. Vuijk & Zonen Capelle a/d Yssel *Inter* & CP	Stoomv. Maats. "Oostzee" (Vinke & Co. *Mgrs.*) *mediate B H in after hold dispensed with* 5·9 F. *Cell D B312'950t FPT74t*	359·9 48·3 23·0 P30'B229'F27' FK *B312'950t FPT74t*	Amstrdam Dutch *Cem* 5 *B H to U dk*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 1801b (*r*) 443NHP 3SB, *6cf*, GS144, HS6312 FD Maats. de Scheide, Flushing	25 " 3 s 3 " 2⅜ 22 " 3	
Sunk [illegible]	**Wong Shek Kung** (*ex* Helios) Reg. p 5,38 1 *Dk*	1656 1250 1044			1905 Wood Skinner & Co. Ld. Newcastle	Hing Lee S.S. Co. (Kwong Hang Hing, *Mgrs.*)	260·0 38·0 15·5	Canton Chinese *WB*	T.3Cy.19",31"&51"–36" 156NHP G. Clark, Ld Sunderland		N
86517 131561 VJYR	**Woniora** ss Mel. 2nd No. 3–11,37 *Well deck Mchy. Aft* 1 *Dk* (*pt Irn & pt Stl*) Wireless *Cargo battens not fitted*	823 588 338	†100A1 Mel *k* MC MS11,38	CL 10,37	1913 Hall, Russell & Co. Ld. Aberdeen *Lloyd's Reg CP*	W. Holyman & Sons. Pty. Ld. *WB = Cell D B*	195·0 30·3 12·6 *31·7* 201·5 (O.L.) Q110'B9'F84' FK *uE28'f108'187t FPT*	Melbourne British *3 B H Cem*	T.3Cy.16½",26"&43"–33" 1801b (*r*) 140NHP 2SB, *4cf*, GS77, HS2506 Hall, Russell & Co. Ld. Abn.	14 " 6 s 4 " 3½ 14 " 2	
86518 10566 JBTE	**Woo-Ling Maru** (P) Twin Sc 1 *Dk*	1298 666 716			1906 Kawasaki Dckyrd Co Ld Kobe	Nisshin Kisen K.K.	228·8 39·5 9·6 F31'	Tokyo Japanese	T.6Cy.12½",20"&33"–18" 92NHP Kawasaki Dockyard Co. Ld.		
86519 164565 GYPW	**Woodbury** 1 *Dk & Shelter dk* *Cruiser Stern*	4434 1012 2672	†100A1 Bry *z* Npt with freeboard LMC1,36	CL	1936 Burntisland S.B. Co. Ld. Burntisland *Lloyd's S & CP*	Alexander Shipping Co. Ld. (Cap per Alexander & Co.) *Cell D B326'1190t*	400·0 55·1 25·0 F33' FK *FPT117t APT118t*	London British *6 B H Cem* *Coll to Sh dk* 5 " *2nd* "	T.3Cy.21",33"&60'–45" & exhaust turbine driving steam compressor 358NHP 2SB. (FD) & 1 Aux. SB, *8cf*, GS115, HS4350 (*s*) 220lb D. Rowan & Co. Ld. Gls.	27 " 5 s 2 " 9½ 24 " 10½	
86520 119831 GJSP	**Woodcock** ss Lon. No. 2–35 Wireless 1 *Dk & Shelter dk* *Cruiser Stern*	1561 824 713	†100A1 Lth *q* with freeboard 1,37 BS7,37 9,38 MC5,35	CL 1,37	1927 5mo Greenock Dkyd. Co. Ld. Greenock *Lloyd's S & CP*	General Stm. Nav. Co. Ld. *Cell D B200'285t FPT25t*	241·4 40·2 12·7 B84 FK	Leith British *5 B H Cem* *Coll to Sh dk* 4 " *2nd* " *APT16t*	T.3Cy.23",37"&62"–39" (*s*) 2001b 341NHP 2SB, *8cf*, GS180, HS6136 J. G. Kincaid & Co. Ld. Grk.	15 " 0 s 8 " 6½ 14 " 11½	
86521 160555 MPDY	**Woodlark** ss Lon. No. 2–37 Wireless 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cruiser Stern*	1501 826 694	†100A1 Lth *q* with freeboard MC3,37	CL 3,37	1928 8mo Ailsa S.B. Co. Ld. Troon *Lloyd's S & CP*	General Stm. Nav. Co. Ld. *Cell D B194'265t*	240·0 40·1 13·3 B72' *FPT21t APT12t*	Leith British *5 B H Cem* (*B to Sh dk* 2 " *2nd* ")	T.3Cy.22",36"&59"–36" (*r*) 2001b 321NHP 2SB, *8cf*, GS174, HS6006 Ailsa S.B. Co Ld. Troon	15 " 3 s 8 " 3½ 15 " 2	
86522 118019	**Woodside** Twin Sc 1 *Dk* (*pt Stl–teak s*)	445 445 125	† Liv 6,07		1903 6mo Londonderry S.B. & E. Co. Ld. Londonderry	Bermuda Transportation Co. Ld. *WB = DT a10'39t*	150·0 41·0 10·9 *Promenade dk* 134' FK	Liverpool British *6 B H Asp* *DT f12'53t*	T.8Cy.(2)15",(2)23"&(4)28"–18" 183NHP 2SB, *6cf*, GS104, HS3433 Cen. Mar. Eng. Wrks. W Hpl	11 " 5	
86523 139077 MPXY	**Woodtown** (*ex* Dunvegan Head–36, *ex* Madame Doretta, *ex* Freshet) 4 Mst ss Ant. 2nd No. 3–4,38 *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck*	794 544 363	†100A1 Ant *k* 4,38 1,39	CL 2,38	1915 8mo R. William-son & Son Workington *Lloyd's S & CP*	Woodtown Shppg. Co. Ld. (Comben Longstaff & Co. Ld. *Mgrs.*)	186·3 29·4 12·4 Q116'B9'F25' FK *Cell D B112*	Leith British *3 B H Cem* *162t FPT40t*	T.3Cy.15½",26"&44"–30" (*s*) 1801b 95RHP 1SB, *3cf*, GS58, HS1972 Richardsons, Westgarth & Co. Ld. Mdb.	14 " 7 s 5 " 0¾ 14 " 1¾	
86524 163018 MLLY	**Wooler** *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern*	507 374 251	†100A1 Mdb *h* LMC5,36	CL	1936 5mo Smith's Dock Co. Ld. S. Bank. Mdb. *Lloyd's S & CP*	Tyne Tees Steam Shipping Co. Ld. *Cell D B106' 152t FPT65t*	165·2 27·2 10·5 P60'F22' FK *APT11t*	Sundrland British *3 B H Cem*	Oil Engines 4S.C.SA 7Cy.11"–17¾" 82NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	12 " 4 s 1 " 0¼ 11 " 4¾	
86525 LDTD	**Woolgar** ss Mel. No. 3–10,27 ss HKg No. 2–36 1 *Dk* (*Stl*) *w Shelter dk* (*Stl*)	3060 2754 1811	†100A1 Slg *w* *Shelter dk* with freeboard	CL	1914 11mo Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's S & CP*	Borges Rederi A/S (Hans Borge, *Mgr.*) *Cell D Ba114'u E&*	350·0 47·1 21·1 B41'f153'934t *FPT* FK	Tonsberg Norwegian *6 B H Cem* *S4t. APT27t*	T.3Cy.24",39⅜"&65"–45" 1801b *180lb* (*s*) 385NHP 2SB, *8cf*, GS144, HS5606 FD Swan, Hunter & Wigham Richardson, Ld. Nwc.	24 " 0 s 2 " 1 22 " 1	
86526 206658 KLDU	**Woonsocket** (P) (*ex* Mackinac) 2 *Dks*	434 231			1909 Johnston Bros. Ferrysburg, Mich.	Norfolk-Baltimore & Carolina Line Inc.	162·0 28·2 12·0	Norfolk United States	C.2Cy.18"&40"–30" 73NHP Montague Iron Works, Montague, Mich.		

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terne indique quand Limite d'Equipement	7* Dat. de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	8 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill-Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où noté si on y est dans le L. R. Durée Cert. B. of Trade
86527 142213 MCMS	**Woosung** TwinSc 2 Dks	3426 2740 2119	✠100A1				1918	Taikoo D.&E.Co.of H.Kg.Ld. Hong Kong	ChinaNav.Co.Ld.	320·0	46·2	22·3	HongKong British	T.6Cy.14½",24"&39½"–30" 171NHP WB TaikooD.&E.Co.ofH.Kg. Ld.HongKong		
86528 2983t JTTA	**Woosung Maru** (P) (*ex*Dunmail) 1 Dk&2nd dk in Nos.1, 2&3holds	3090 2839 1884				...	1919	BlythS.B. &D.DCo.Ld. Blyth	KawasakiKisen K.K.	331·3 P33'B98'F29'	46·7	23·2 FK	Kobe Japanese	T.3Cy.25",41"&68"–45" 368NHP WB Richardsons, Westgarth& Co.Ld.Sld.	25 " 6	
86529 162334 GFZM	**Worcestershire** (P) TwinSc Oil Eng. *Ref.Mchy* ssBkn.No.1–35 D.F. 3Dks(Stl–U ws) Cruiser Stern	11402 7834 7126	✠100A1 ~~2,38 11,37~~ 12,38	Bkn ~~MC~~ CS3 BS~~...~~ 5,38	*ft* 35 2,38	CL ~~e10,36~~ e1,37 ~~p12,38~~	1931 2mo *Lloyd*	Fairfield Co.Ld. Glasgow	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *sA4CP*	483·0 P51'B265'F78' *CellD B417'1746t FPT42t*	64·2 FK	32·0 *APT91t*	Liverpool British	Oil Engines 2S.C.SA 16Cy.28"–39" 2196NHP 8*BHpt Cem* DB*120lb* FairfieldCo.Ltd.Glasgow	36 " 6 s 7 " 1 29 " 9¼	BT till ~~11,36~~ 12,38
86530 YNAD	**Worden** TwinSc (*ex U.S.Navy Vessel*) Oil Eng Wireless 1Dk2trb	433 — 374					1903	Navy Yard Norfolk, Va.	~~Seaboard S.S.Corp. (Standard Fruit&S.S.Co.Mgrs.)~~ BahamasShipping Co.	264·5	23·0	14·0	Bluefields Nicaraguan	Oil Engines 2S.C.SA 12Cy.10"–13" 211NHP NE29 AtlasImperialDieselEng. Co.Oakland		
86531 8023 SKWE	**Wormo** Oil Eng. Wireless D.F. 1Dk&Shelter dk Cruiser Stern *Strengthened for Navigation in Ice*	*842* *595* *294*	✠100A1 *withfreeboard* ~~1,38 12,37~~ 12,38	Got MC7	*n* 35	OG 5,37	1935 7mo *Lloyd*	NyaVarvs-aktb.Öresund Landskrona *sA4CP*	Stockholms Rederiaktieb.Svea (E.Högberg, *Mgr.*) *CellDB162'220t FPT54t APT49t*	210·0 220·8(O.L.) *Bon Shelter dk42'*	35·5 FK	22·5 (*Coll to Sh dk* 3 „ 2nd „)	Stockholm Swedish	Oil Engines 2S.C.SA 5Cy.20½"–27⅞" 367NHP DB*30lb* Kockums M.V.Akt.Malmö	15 " 3 s " 2 15 " 2¼	
86532 160135 GJYW	**Worthing** (P) TwinSc Sub.Sig. D.F. 2Dks&Awng dk Cruiser Stern	2294 1143 932					1928	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	297·7	38·7	15·0	Newhaven British	6SteamTurbinesSRgeared to 2 Sc.Shafts W.Denny&Bros.Dmb.		BT till 1,39
86532* 221937 KLJD	**Worthington** Wood Oil Eng. 1Dk	331 — 225					1922	Vinyard S.B.Co. Milford,Del.	Norfolk-Baltimore &CarolinaLine, Inc.	127·2	34·0	11·7	Norfolk Utd.States	Oil Engines 2S.C.SA 4Cy.15¼"–16" 164NHP WorthingtonPump& MachineCorp.		R
86533 28?0? JAUA	**Wayo Maru**, *see No. 89464 in Supplement* ssYka.No.3–5,34 2Dks(Stl) *Cargo battens not fitted in holds*	5458 4396 3323	✠100A1 6,37	Kob ~~XLMC6~~ *Fitted for oil fuel* 9, 21	*z* 37 *F.P. above*	6,36	1921 9mo A&CP	Asano S.B.Co. Tsurumi	ToyoKisenK.K. 50° F.	400·0 P33'B124'F41' *CellDB339'944t*	53·2 FK	29·4 *APT28t*	Yokohama Japanese	T.3Cy.26",43½"&72"–48" (*s*) 200lb 513NHP 6*BHCem* 3SB,9*cf*,GS181,HS7362 FD Ishikawajima SB&E Co Tok	32 " 0 s 6 - 5½ 25 " 9	
86534 166231 MMNV	**Wray Castle** D.F. *CruiserStern* 1Dk&Sh dk *Longitudinal framing at bottom 'tween decks sides&decks "Arcform" Locked steel interchangeable hatches*	4253 3840 2492	✠100A1 *withfreeboard* 2,~~38~~ 4,38	PGl Mdb ~~XLMC4~~	38	CL	1938 4mo *Lloyd*	Wm.Ham-ilton&Co.Ld. PortGlasgow *sA4CP*	LancashireShppg. Co.Ld(J.Chambers &Co.*Mgrs.*) *CellD B320'977t FPT160t*	380·5 352·6(O.L.) F33' *APT111t*	56·2 FK	23·5 (*Coll to Sh dk* 5 „ 2nd„)	Liverpool British	T.3Cy.21½",37"&62"–42" 220lb (*s*) 380NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS143,HS5742 D.Rowan&Co.Ltd.Gls.	25 " 9 s 2 " 2½ 23 " 9	
86535 148355 GMZB	**Wrotham** (*ex*Firtree–35, *ex*Ramshope) ssSld.No.2–35 1Dk(Stl) *Well deck* *Cargo battens not fitted*	1884 1493 1107	✠100A1 ~~7,38 4,37~~ 11,38 BS~~3,38~~ 3,39	Cff Bry ~~XLMC10~~	*q* 3	CL ~~2,37~~ 11,38	1927 2mo *Lloyd*	J.L.Thomp-son&Sons,Ld Sunderland *sA4CP*	Constants(South Wales)Ld.(M. Constant, *Mgr.*) *CellDB229'523t MTs109t FPT47tAPT99t*	270·8 280.1(O.L.) P21'Q126'B12'F22'	38·0 FK	18·0 *4BHCem*	Sunderlnd British	T.3Cy.20",33"&54"–36" (*s*) 180lb 213NHP 2SB,6*cf*,GS107,HS3600 D.Rowan&Co.Ltd.Glasgow	20 " 1 s 6 " 1⅜ 18 " 4⅜	
86536 133250 MMVT	**Wuchang** TwinSc 2 Dks	3204 2708 1975					1914	TaikooDk-yd&E.Co.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	320·0	46·0	22·3	London British	T.6Cy.14½",24"&39½"–30" 171NHP WB TaikooDkyd.&Eng.Co.of HongKongLd. HongKong		
86537 25099	**Wugo Maru** ssKob.No.3–4,33 1Dk(Stl)&Awng dk(Stl)	3683 3252 2223	✠ ... 6,34	Kob	*v*		1920 5mo	Uraga DockCo.Ld. Uraga	KitaNipponKisen K.K. *CellDB278 716t*	330·0 P17'B72'F39' *Awng dk* *FPT50t APT31t*	46·0 FK	27·7 *6BHtoAw dk*	Kobe Japanese *Cem*	T.3Cy.24¾",41"&69"–45" 390NHP 2SB,6*cf*,GS118,HS5058 Uraga Dock Co.Ld.	29 " 11	
86538 154047 MDMD	**Wuhu** TwinSc 2 Dks	2938 2317 1712					1930	Taikoo D.&E Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	295·0	46·1	20·0	London British	T.8Cy.15",24¾",&(2)29"–18" 143NHP WB TaikooD.&E.Co. of HongKong,Ld.		
86539 159418 MKKJ	**Wulin** (P) TwinSc Oil Eng. (*River Service*) 2Dks	2515 1836 1741					1935	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	249·0	50·0	9·4	London British	Oil Engines 2S.C.SA 10Cy.14⅜"–26¾" 349NHP WB SulzerBros.Winterthur		
86540 DJSF	**Wuppertal** Oil Eng. D.F. E.S.D. 2Dks *Cruiser Stern*	6737 5634 3960					1936	Deutsche WerftAG Bet Finkenwrder Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	469·8 P26'F39'	61·7	26·2	Hamburg German	3 Oil Engines 2.S.CSA connected to electricMotor &Sc.Shaft 1548NHP 21Cy.20½"–27⅞" Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg WB		G
86541 154058 MDMC	**Wusueh** TwinSc Oil Eng. 2Dks	3009 2308 1731					1931	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	295·0	46·1	20·0	London British	Oil Engines 2S.C.SA 16Cy.13⅜"–21½" 531NHP SulzerBros.A.G. Ludwigshafen a Rh. WB		
86542 205458 WADH	**Wyandotte** D.F. (*Self-Unloader*) GyC. *Mchy.Aft* 1Dk	2450 — 1541					1908	Gt.Lakes Eng.Works Ecorse,Mich.	WyandotteTrans-portationCo.	346·0 len10	45·2	24·0 WB	Wyndotte, Mich. Utd.States	T.3Cy.18",31"&50"–36" 150NHP GtLakesEngWrks,Detroit		R
86543 171238 YLKX	**Wyangarie** Wireless D.F. *Ref.Mchy* *CruiserStern* 1Dk	1068 682 623					1938	Akt.Bur-meistr&Wain Copenhagen	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	~~315·0~~ ~~36·5~~ ~~13·6~~ Q108'B23'F30' ~~215 ... 36 8 11 8~~			Sydny NSW British	Oil Engines 2S.C.SA 8Cy.13¾"–24⅝" 263NHP WB Akt.Burmeistr&Wain,Cpn		
86544 LDUC	**Wyatt Earp** Wood (*ex*Fanefjord–33) Oil Eng. Wireless 1Dk *Mchy.Aft*	402 348 274					1919	Bolsönes Skbs.&Mek Værks. Molde	WyattEarpA/S Ld. (AxelHolm)	135·6 P48t	29·2	14·3	Aalesund Norwegian	Oil Engines 2S.C.SA 4Cy.16½"–18⅞" 61NHP J&CG Bolinder'sCoLdSkm		N

Note: Wyo Maru, see No. 89464 in Supplement

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / Date when Equipment last exam.	7* Date when tail shaft last exam.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. / in.	5 Registers in which classed, if not in L.R. Dates of Class Cert.
86545	**Wychwood**		2794	✠100A1	Shd		CL	1934	S.P.Austin	W.France,	306·0	44·5	19·3	London	T.3Cy.19″,31½″&52″–39″ (*s*)	21 ″ 6	
163515	D.F.	*ss*Sld.No.1–39	2124	1.39 12.37	Sld		~~1.36~~	9mo	&Son,Ld.	Fenwick&Co.Ld.				British	200lb FD 238NHP	s 7″ 1	
GWVM	*Mchy.Aft*	1*Dk*	1558		✠LMC		1,39		Sunderland		Q177′F31′		FK	6*BHCem*	2SB(Spt),*6cf*,GS65,HS3400	19 ″ 3¾	
	Cargo battens not fitted	*Cruiser Stern*			1,39			*Lloyd's A&CP*		*Cell DB260′661t*	*MT8′264t FPT214t*			*APT106t*	N.E.MarineEng.Co.Ld.Sld		
86546	**Wyoming** Ⓟ		8062					1930	Bremer	Cie.Générale	473·4	61·2	27·5	Havre	T.4Cy.34¼″,56¼″&(2)65⅜″–		V
		Fitted for oil fuel	6329						Vulkan	Transatlantique				French	59″ 656NHP		
FNTZ	D.F. *Ref.Mchy.*	2*Dks&Shelterdk*	4295						Vegesack				*WB*		Bremer Vulkan, Vegesack		
86547	—		2689				...	1919	Manitowoc	Merchnts&Miners	253·5	43·9	25·9	Baltimore	T.3Cy.21$\frac{9}{16}$″,35″&59″–42″	28 ″ 5	R
219090	(*ex*LakeGalata)	*Fitted for oil fuel*	2329						S.B.Co.	Transptn.Co.	P25′B65′F26′			Utd.States	326NHP		†
KOJJ	Sub.Sig.	3*Dks*	1667						Manitowoc				*WB*		NordbergMfg.CoM'lw'kee		
86548	**Wyrallah**		1049					1934	Akt.Bur-	NorthCoastSteam	216·4	36·7	8·3	Sydney	Oil Engines 4S.C.SA		C
157619		*Oil Eng.*	655						meistr&Wain	Nav.Co.Ld.(E.S.	Q108′B31′F30′			British	6Cy.19½″–35$\frac{7}{16}$″ 224NHP		
VLDP	*Ref.Mchy*	1*Dk*	535						Copenhagen	Crauford,*Mgr.*)			*WB*		Akt.Burmeistr&Wain,Cpn		
86549	**Wythburn**	3Mast	420	✠100A1	Liv	*f*	CL	1911	R.William-	WaltonS,S.Co.	141·6	24·3	11·0	Wrkingtn	C.2Cy.16″&36″–27″ (*s*)	12 ″ 0	
128970	*Well deck*	*ss*Liv.2ndNo.3–12,35	279	~~11.35~~ 1,38			~~12.35~~	10mo	son&Son	Ld.(F.L.Dawson				British	130lb 83RHP	s 4 ″ 7½	
MDQL	*Mchy.Aft*	1*Dk*(*Stl.*	161		✠LMC		10,38		Workington	&Co.Ld.*Mgrs.*)	Q81′B9′F22′		P1	3*BHCem*	1SB.3*pf*,GS45,HS1656	11 ″ 9	
				MS12.35	BS10,3			*Lloyd's A&CP*					*WB*=	*FPT30t*	Ross&Duncan,Glasgow		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 / 6 / 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de carène portée à l'édition.	8 / 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registre de coque, et renforcement de la Classe pour navigation dans les glaces.
86550 2183 ICFO	**XXI Aprile** (*ex*PanAtlantic–37, *ex*Willfaro–38, *ex*Richmond Boro) *Fitted for oil fuel* D.F. 2 *Dks*	4737 4310 — 8086 2554					1919	Standard S.B.Corp. Shooter's Island,N.Y.	Soc.Anon. Cooperativadi Nav. "Garibaldi"	386·8 P36' B110' F39'	52·2	27·4	Genoa Italian *WB*	T.3Cy.24″,40″&70″–48″ 339NHP Downey S.B.Corp. Arlington,N.Y.		IR
86551 2089 IBAZ	**XXIII Marzo** (*ex*Congonian–36, *ex*Quercus) *ss*Ham.No.2–35 2 *Dks*(*Stl*)	5006 4328 3163	✠100A1 7,88 2,37 12,38 BS11,36 BS 8,38 12,38	Gen	*y*	CL 10,35 12,38	1927 11mo	Lithgows Ld. Port Glasgow *Lloyd's SA&CP*	Soc.Anon. Cooperativadi Nav. "Garibaldi" *Inter mediate 'tween dk Cell DB* 331' 1012t	397·5 P33' B112' F44' *BH in after hold DT a* 36' 784t	52·0 FK *dispensed with FPT*	26·6	Genoa Italian *pt Cem* 4 *BH to U dk* 2 „ „ 2nd „ 80t *APT* 167	T.3Cy.25″,42″&70″–48″ (*s*) 200lb 477NHP 3SB,*9cf*,GS174,HS6789 FD Rankin&BlackmoreLd Grk	29 „ 0 s 5 „ 3¼ 23 „ 11½	
86552 2196 ICOV	**XXIV Maggio** (*ex*Orao–37, *ex*Pontbriand–38, *ex*Pennyworth–38, *ex*Gogovale) 2 *Dks*(*Stl*) E.S.D.	5388 4986 3418	✠100A1 11,32 12,37 1,32 BNE3,19 BS 7,37 11,38	Rot Gen LMC 1S12,37	*z*	CL 12,36	1916 10mo	Greenock& Grngemouth Dkyrd Co.Ld. Greenock' *Tu*	Soc.Anon. Cooperativadi Nav. "Garibaldi" *een dk B H in after Lloyd's SA&CP*	410·2 P35' B171 F41' FK *hold dispensed with Cell DB a* 6' 1012t *DT a* 33	53·5	28·4	Genoa Italian *Cem* 6 *BH to U dk* 1 „ „ 2nd „ only 985t *APT* 115	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 488NHP 3SB,*9cf*,GS165,HS6972 FD Fairfield Co.Ld.Glasgow	31 „ 0 s 5 „ 9½ 25 „ 5	
86553 1997 ICMB	**XXVIII Ottobre** (*ex*Nairn–34, *ex*Lammer Law–32) *ss*Bly.No.1–34 1 *Dk*(*Stl*)	4893 — 3060	✠ ... 6,36	Gen	*z*		1929 12mo	C.Connell &Co.Ld. Glasgow	Soc.Anon. Cooperativadi Nav. "Garibaldi" *Cell DB* 344'	417·8 P35' B255' F40 FK 1037t *DT a* 27' 1045t	53·4	26·1	Genoa Italian *6 BH Cem APT* 33t	T.3Cy.25″,42″&70″–48″ 442NH 2SB,*8cf*,GS143,HS6002 D.Rowan&Co.Ld.Gls.	28 „ 7	I †
86554 EEBL	**Xaquin** 1 *Dk2trB*	506 424 318					1920	Astilleros Riera Gijon	M.CamposPeña	148·3	24·1	14·2	Gijon Spanish *WB*	T.3Cy.10½″,17″&27″–20½″ 32NH M.Bori,Barcelona		
86555 UNGI	**Yacov Sverdlov** (*ex*TinternAbbey) 1 *Dk&deep framing*	1812 1652 1091			...		1909	Richardsn, Duck&Co. Stockton	U.S.S.R.	275·0 P24' B54' F27'	40·8 FK	18·1	Archangel Russian *WB*	T.3Cy.20½″,33½″&55″–36″ 187NH Blair&Co.Ld.Stockton	20 „ 4	
86556 25187 JAED	**Yae Maru** (*ex*YayeMaru–38) *ss*Yka.No.3–10,31 *ss*Yka.No.1–36 2 *Dks*(*Stl*),*y Shelter dk*(*Stl*)	6781 6507 5059	✠100A1 *Shelter dk with freeboard* 6,38 7,37 BS7,37	Yka LMC 7,38 LMC 7,38	*a*†	CL 7,37	1919 6mo	Harima Dkyd.Co.Ld Oh,Harima A&CP	KokusaiKisen K.K. *Cell DB* 1142t	425·0 FK *Collision FPT* 148t *APT* 220t	53·6	37·5	Kobe Japanese *Cem BH to Sh dk* 6 „ „ *U* „	T.3Cy.27″,45″&75″–51″ (*s*) 190lb 556NHP 3SB,*6cf*,GS192,HS7974 FD KobeSteel Works,Kobe	37 „ 6 s 9 „ 1¾ 28 „ 7	
86557 10314 JXSB	**Yaedake Maru** (P) (*ex*BakkaiMaru) Wireless 1 *Dk*	358 263 176					1899	Boyd&Co. Shanghai	KyushuSyosen K.K.	127·6	25·0	11·9	Osaka Japanese	C.2Cy.		
Now Dalian 86558 UPLA	**Yagoda** (P) (*ex*Amelo–35) Sub.Sig *Cruiser Stern*	6948 6380 4191	*Shelter dk* *Fitted for oil fuel* 3 *Dks&Shelter dk*				1918	Kon.Maats deSchelde Flushing	U.S.S.R.	447·5 P31'	62·8	29·7	Nogaevo Russian *WB*	T.3Cy.31″,50″&82½″–54″ 509NHP Maats.deSchelde,Flushing		
86559 32481 JKJB	**Yahiko Maru** Twin Sc *Oil Eng.* *ss*Tama.No.2–35 2 *Dks*(*Stl*)	5747 5336 3575	✠100A1 9,38 6,37 DBS 9,38	Tama LMC2 35	*z*	CL 5,36	1926 11mo	KobeSteel Works Harima *Lloyd's SA&CP*	ItayaMiyakichi (ItayaSyosen K.K. *Mgrs.*) *Inter mediate BH in fore Cell DB* 348' 1358t	417·2 P35' B142' F44' FK *holds dispensed with Tanks at sides of*	54·5	31·5	Tokyo Japanese *6 BHpt Cem tunnels* 192t	Oil Engines 2S.C.SA 8Cy 23⅜″–41⅜″ 776NHP NDB18 *refitted* 35–120lb 6 *BHpt Cem FPT* 250t *APT* 262t KobeSteel Works,Kobe	31 „ 6 s 6 „ 0⅝ 25 „ 7	
86560 220520 KDDF	**Yaka** *Fitted for oil fuel* Sub.Sig 2 *Dks&Web frames*	5432 4971 3335			...		1920	Merchant S.B.Corp. Harriman,Pa.	WatermanS.S. Corp.	400·7 P36' B124' F44' FK	54·2	30·2	Mobile Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 645NHP Westinghouse Electric &Mfg.Co.Essington,Pa.	32 „ 10	R †
86561	**Yakugir** (*ex*LakeElmwood) 1 *Dk2trB*	2701 — 1513					1920	Gt.Lakes Eng.Works Ecorse,Mich.	U.S.S.R.	253·8 P32' B65' F24'	43·6	25·1	Vladvostk Russian *WB*	T.3Cy.21″,35″&59″–42″ 225NHP Gt.Lakes Eng.Wks.Detroit		
86562 25848 JCFB	**Yakumo Maru** *ss*Osa.No.3–10,31 *ss*Kob.No.1–35 2 *Dks*(*Stl*)	3198 2676 1913	✠ ... 8,38	Kob	*u*	CL 1,38	1919 7mo	Ishikawa-jima S.B.&E. Co.Ld.Tokyo A&CP	OsakaSyosen K.K. *Cell DB* 262' 587t	305·0 P25' B92' F30' FK *FPT*	43·9	27·3	Osaka Japanese *5 BH Cem* 58t *APT* 56t	T.3Cy.22″,37″&61″–42″ (*s* 180lb 279NHP 2SB,*6cf*,GS93,HS3640 FD IshikawajimaSB.&E.CoLd	27 „ 3 ~~4 „ 4½~~ ~~20 „ 1~~	
86563 UOEV	**Yakut** (*ex*LakeElmsford–32) Sub.Sig 1 *Dk2trB*	2694 2342 1508					1919	Gt.Lakes Eng.Works Ecorse,Mich.	U.S.S.R.	253·8 P32' B65' F24'	43·6	25·1	Vladvostk Russian *WB*	T.3Cy.21″,35″&59″–62″ 225NHP Gt.Lakes Eng.Wks.Detroit		
86564 204047 WSCT	**Yale** (P) Trp Sc *Fitted for oil fuel* D.F. E.S.D. GyC. 1 *Dk*	3818 — 514					1906	Delaware River Co. Chester,Pa.	MatsonNav.Co.	376·0	61·3	20·2	L.Angeles Utd.States *WB*	8 Steam Turbines W.&A.Fletcher Co. Hoboken,N.J.		R
86565 223525	— Twin Sc 2 *Dks*	1670 — 1136					1923	New Jersey D.D.&Trans-portation Co. New Jersey	JohnM.Emery	223·8 P20' F21'	42·1	14·1	New York Utd.States *WB*	T.6Cy.15½″,26″&45″–26″ 206NH John W.Sullivan Co.N.Yk.		
86566 FNYR	**Yalou** (P) (*ex*Raimund) *Fitted for oil fuel* D.F. 2 *Dks&Shelter dk*	8564 8199 5381					1914	Akt.Ges. "Weser" Bremen	Cie.desMessa-geriesMaritimes	477·9 B44'	58·4	28·3 36·7	Dunkirk French *WB*	Q.4Cy28⅜″.40½″,58⅛″&85⅝″ -55⅛″&LP turbine A.G."Weser," Bremen		V
86567 DOBA	**Yalova** (*ex*Winfried–36) Sub.Sig 2 *Dks*	3750 3239 2241					1920	Frerichs &Co. Einswarden	Deutsche Levante-LinieHamburg A.G.	362·7 P&B300' F47'	50·3	22·2	Hamburg German *WB*	T.3Cy.25⅜″,40½″&67⅛″–47⅛″ 316NHP Görlitz Mach.A.G.Görlitz		G
86568 UOQV	**Yalta** (*ex*Grozny–34,*ex*Acheronte) *Oil Eng* Wireless *Carrying oil in bulk* 1 *Dk*	611 519 323					1916	Soc.Eser-cizio Bacini Riva Trigoso	U.S.S.R.	160·1 B54'	30·5	14·0	Tuapse Russian	Oil Engines 4S.C.SA 6Cy.13 $\frac{9}{16}$″–19 $\frac{11}{16}$″ 109NHP NE32 Kolomenskie State E.Wks.		
Broken up	**Yalza** *Fitted for oil fuel* Sub.Sig 2 *Dks&Web frames*	5976 4971 3700			...		1920	Merchant S.B.Corp. Harriman, Pa.		400·7 P36' B124' F44' FK	54·2	30·4	British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 645NHP Westinghouse Electric & Mfg.Co.Essington,Pa.	32 „ 10	
86570 44164 JYZL	**Yamabato Maru** 2 *Dks* *Cruiser Stern*	2557 2222 1432					1937	Uraga Dock Co.Ld Uraga	YamashitaKisen K.K.	295·0 P28' B75' F32'	45·0	23·7	Kobe Japanese *WB*	C.4Cy.(2)11 $\frac{7}{16}$″&(2)20½″–13⅜″&LP turbine DR geared to screw shaft 165NHP HS3014 Uraga Dock Co.Ld. Uraga		

1 No. In Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c / Special Surveys. No. of Decks, &c	4 Register Tonnage Gross / Under deck / Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey. Year Assigned, now expired. Equipment Letter.	7 Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure NH'=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth Foreboard midships / Corresponding draught ft. in.	15 Tonnages in which classed, if not in L.R. Net and Part Trade Cert.
86571	**Yamabuki Maru** (*ex*Essex Manor-38)	*ss*Shl.No.1-34	5079	✝ 3.37	Hul	*z*	1930	W.Doxford &Sons,Ld. Sunderland	YamashitaKisen K.K.	405·5 421·6 (o.l.)	55·2	25·2 FK	Kobe Japanese	T.3Cy.26″,43″&71″–48″ 441NHP	27 ″ 8	
	D.F. 1 *Dk(Stl)&Shelter dk(Stl)*		3090						*Cell DB349′1246t*	*APT134t*			6 *BHCem*		
	(STRANDED 8,37 ~~UNPORT DAMAGED~~)												*Coll to Sh dk* 5 „ *2nd„*	3SB,*9cf*,GS182,HS7665 N.E.MarineEng.Co.Ld.Sld		
86572 41832 JLMM	**Yamadori Maru** *Cruiser Stern* 1 *Dk*		2905 — 1682				1938	Mitsubishi Jukogyo K.K. Yokohama	KounKisen K.K. (YamashitaKisen K.K.*Mgrs.*)	301·8 P24′B80′F29′	45·3	26·2	Tokyo Japanese	T.3Cy 20½″,34⅞″&57⅞″–43½″ 225–260NHP MitsubishiJukogyoK.K.		
86573 1928 JCPD	**Yamagata Maru** 2 *Dks*		3807 3463 2822			…	1916	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K.	345·0 P33′B74′F40′	50·0 FK	29·1 *WB*	Tokyo Japanese	T.3Cy.23½″,38⅝″&64″–48″ 342NHP MitsuBishiD.&E.WksNag	29 ″ 1	C †
86574 43734 JYSL	**Yamagiku Maru** (*ex*KaoSing-38, *ex*Brightorion-36, *ex*Bolivar-35, *ex*Emlynian-33) *ss*Hul.No-3-2,32 *ss*Kob No.1-36 2 *Dks(Stl)*		5236 3799 3203	✝ … 3.38	Kob	*y*	1920	Irvine'sSB &D.D.Co.Ld. W Hartlepool	YamashitaKisen K.K.	400·0 P49′B113′F38′ 347′1126t *FPT117t*	52·0 FK *Cell DB*	31·0	Kobe Japanese 7 *BHCem*	T.3Cy.27″,44″&73″–48″ 517NHP 3SB,*9cf*,GS190,HS7668 Richardsons,Westgarth& Co.Ld.Hpl.	31 ″ 0	
86575	**Yamagiri Maru** *Oil Eng.* D.F. 2 *Dks* *Ref.Mchy.* *Cruiser Stern*		6438 — 4823				1938	Mitsubishi Jukogyo K.K. Yokohama	~~ToyoKisenK.K.~~ YamashitaKisen K.K.	436·4 P36′B17′F38′	58·3	32·0 *WB*	Tokyo Japanese	Oil Engines 2S.C.DA 6Cy.23⅝″–43⅛″ 1166NHP MitsubishiJukogyoK.K. Yka.		
86576 43738 JYVL	**Yamahagi Maru** (*ex*ChiSing-38, *ex*Brightcomet-36, *ex*Cairngowan-35) *ss*Bly.No.3–9,29 *ss*Shl.No.1–35 2 *Dks(Stl)*		5426 — 3315	✝ … 3.38	Kob	*y*	1919 4mo	Sunderlnd S.B.Co.Ld. Sunderland	YamashitaKisen K.K.	400·0 P49′B113′F39′ 344′1128t *FPT118t*	52·4 FK *Cell DB*	28·4	Kobe Japanese 7 *BHptCem* *APT209t*	T.3Cy.27″,44″&73″–48″ 517NHP 3SB,*9cf*,GS190,HS7668 Blair&Co.Ld.Stockton	31 ″ 0	
86577 43733 JTVL	**Yamahiko Maru** (P) *Fitted for oil fuel* *Cruiser Stern* 2 *Dks*		6795 — 4050				1937	Uraga Dock Co.Ld. Uraga	YamashitaKisen K.K.	441·7 P46′B171′F36′	59·0	33·7 *WB*	Kobe Japanese	2 steam turbines DR geared to 1 sc.shaft 833NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		
Should be	*Yamabiko Maru, see No. 90760 in Supplement*															
86578 43736 JYPL	**Yamahuzi Maru** (*ex*ChaoSing-38, *ex*Brightstar-36, *ex*CanadianImporter-33) *ss*Kob.No.3–9,33 2 *Dks(Stl)*		5360 — 3222	✝ … 3.38	Kob	*y*	1920 2mo	J Coughlan &Sons,Ld. Vancouver, B.C.	YamashitaKisen K.K. *Cell*	400·0 P49′B113′F40′ *DB334′1026t FPT1*	52·4 FK 49t	28·8 *APT131t*	Kobe Japanese 6 *BHCem*	T.3Cy.27″,44″&73″–48″ 520NHP 3SB,*9cf*,GS198,HS7743 D&W Hendersn&CoLdGls	31 ″ 0	
86579 JCUM	**Yamakaze Maru** D.F. GyC. *Oil Eng.* *Cruiser Stern*		6921 6200 4158				1938	TamaS.B. Co.Ld. Tama	YamashitaKisen K.K.	439·6 P26′B176′F38′	60·0 *WB*	34·1	Kobe Japanese	Oil Engines 2S.C.DA 9Cy.17½″–47¼″ 962NHP TamaS.B Co.Ld.Tama		
86580 UNAM	**Yamal** (P) (*ex*Vaigatch) *Ref Mchy.* 1 *Dk(Stl)&Awng dk* Wireless Sub.Sig.		938 548 447	✝ 7.11	Nwc	*m*	1911 7mo	Swan,Hunter&Wigham Richardson,. Ld. Newcastle	U.S.S.R. *Cell D Ba&u*	216·0 *E66′uB20′f83′175t*	32·2 FK	17·9	Archangel Russian 4 *BHCem* *APT15t*	T.3Cy.16″,26″&43″–30″ 163NHP 2SB,*6cf*,GS107,HS3250 Swan,Hunter&Wigham Richardson,LdNwc.	20 ″ 0	
86581 10840 JTWF	**Yamamitsu Maru** (P) 1 *Dk*		845 — 509				1907	Ishikawa-jimaS.B &E. Co.Ld.Tokyo	SawayamaKisen K.K.	216·4 B36′	28·2	17·5	Nagasaki Japanese *WB*	T.3Cy.15″,24½″&40″–30″ 88NHP IshikawajimaSB&ECo.Ld		
86582 160494 GNVC	**Yamanota** *ss*Cco.No.2–36 1 *Dk(Stl)*	TwinSc	2395 1743 1244	✝ 100A1 1.39 ~~8.98~~ ~~7.36~~ MS7.36 *Carrying Petroleum in Fitted for oil fuel* 6,28	Cco Aru MC	*t*	CL ~~10.37~~ ~~12.38~~ 12.38 *bulk F.P. a*	1928 6mo	Harland& Wolff,Ld. Belfast *Lloyd's SA&CP*	LagoShippingCo. Ld.(F.J.Wolfe, *Mgr.*) *Wing tanks* *f286t wing*	305·7 P67′F34′ *Trunk204′* *tanks a356t FPT60t*	50·2 FK	14·3 *APT75t*	London British 180lb (*s*) 6 *BHptCem*	T.6Cy.13½″,23½″&36″–27″ 196NHP 2SB,*6cf*,GS98,HS3702 Harland&Wolff,Ld.Gls.	15 ″ 0 s 1*a*10½ 13 ″ 3½	
										bove 150° F.						
86583 44602 JDZM	**Yamasimo Maru** *Fitted for oil fuel* 2 *Dks* *Cruiser Stern*		~~7000~~ 6777 4998				1938	Tsurumi Seitetsu ZosenK.K. Yokohama	YamashitaKisen K.K.	~~439·6~~ P42 B173′F47 446 ″ 5]	59·1	33·8 *WB*	Kobe Japanese	1 DR geared steam turbine HS2547 398NHP Tokyo Ishikawajima Zosensho,Tokyo		
86584 15810 JCQA	**Yamasiro Maru** (P) (*ex*YamashiroMaru-38) 2 *Dks*		3427 3015 2085			…	1912	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusenK.K.	352·0 P36′F44′	44·7 FK	25·9 *WB*	Tokyo Japanese	T.3Cy.24½″,41″&68″–48″ 400NHP KawasakiDkydCoLdKobe	28 ″ 2	
86585 33769 JQRB	**Yamato Maru** (P) (*ex*Giuseppe Verdi) D.F. 2 *Dks&Shelter dk*	TwinSc	9656 6971 5662				1915	Soc.Eser-cizioBacini RivaTrigoso	KinkaiYusenK.K.	505·1 P103 B189′F136′	59·6	25·5	Tokyo Japanese	QSCy25⅝″–37⅞″&53½″&78⅝″ –53½″ 1512NHP Soc.EsercizioBacini,Genoa		
86586 21058 JBWD	— *ss*Kob.No.3–8,29 *ss*Kob.No.1–34 1 *Dk(Stl)&Shelter dk(Stl)&Web frames* *Longitudinal framing*		4379 3693 2763	✝ … 3.35	Kob	*w*	1917 11mo	Osaka Iron Works,Ld. Innoshima	HakuyoKisenK.K. *Cell DB298′1136t DT*	345·0 P30′B99′F34′ *on Shelter dk* *a82′693t FPT115t*	49·8 FK	28·1	Amagasaki Japanese 5 *BHCem*	T.3Cy.24″,41″&67″–48″ 390NHP 2SB,*6cf*,GS126,HS5400 Osaka Iron Works Ld Osaka	28 ″ 2	C †
86587 44151 JCAM	**Yamaura Maru** *Fitted for oil fuel* D.F. 2 *Dks* *Ref.Mchy.* *Cruiser Stern*		6798 6150 4075				1937	Uraga Dock Co.Ld. Uraga	YamashitaKisen K.K.	439·6 P42′B173′F38′	59·1 *WB*	33·6	Kobe Japanese	2 steam turbines DR geared to 1 sc. shaft 833NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		
86588 43743 JYYL	**Yamayuri Maru** (*ex*ShouSing-38, *ex*Brightvega-36, *ex*Pavlina-35, *ex*Pauline-34,*ex*Strabo-32) *ss*Gls.No.3–11,25 *ss*Alg.No.2–34 2 *Dks(Stl)*		5028 — 3106	✝ … 3.38	Kob	*y*	1913 10mo	A.McMil-lan&Son,Ld. Dumbarton	YamashitaKisen K.K. *Cell D Ba117′ uE&B42 f188′955t*	400·8 P36′B129′F48′ *DT730′712t FPT*	52·1 FK *82t APT45t*	27·3	Kobe Japanese 6 *BHCem*	T.3Cy.27⅞″,44⅜″&73″–48″ 458NHP 3SB,*9cf*,GS180,HS7860 D.Rowan&Co.Glasgow	30 ″ 0	
86589 43722 JTRL	**Yamazato Maru** *Oil Eng.* D.F. 2 *Dks* *Ref.Mchy* *Cruiser Stern*		6926 — 4160				1937	Mitsui Bussan Kaisha,Ld. Tama	FusoKaiunK.K. (YamashitaKisen K.K.*Mgrs.*)	443·0 P26′B176′F36′	60·0 *WB*	34·1	Kobe Japanese	Oil Engines 2S.C.DA 9Cy.17½″–47¼″ 962NHP MitsuiBussanKaisha,Ld. Tama		
86590 44144 JYXL	**Yamazuki Maru** *Oil Eng* D.F. E.S.D. 2 *Dks* *Ref.Mchy.* *Cruiser Stern*		6439 5757 4323				1937	Mitsubishi Jukogyo K.K. Yokohama	YamashitaKisen K.K.	436·4 P36′B17′F38′	58·3 *WB*	32·0	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.23⅝″–43⅛″ 1167NHP MitsubishiJukogyoK.K. Yokohama		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Date de la dernière visite à flot ou forte-bittes.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres ou copie de L. R.
86591	**Yanawai**	TwinSc	434	✠100A1	HKg	CL	1937	Taikoo	BurnsPhilp(South	151·6	28·1	8·5	HongKong	Oil Engines 2S.C.SA	9 ″ 3	
159467	*OilEng.*		276	11,37			11mo	D.&E.Co.of	Sea)Co.Ld.	159·5(O.L.)			British	8Cy.9½–15″ 70RHP	s 1 ″ 3	
VPJV	*Mchy.Aft*	1*Dk*	225	✠LMC11,37				H.Kg.Ld.		F26′		FK	6*BHCem*		8 ″ 3½	
		CruiserStern						HongKong						TaikooD.&E.Co.		
							*Lloyd's*A&CP		*DTf*	7′39*t*	*FPT*20*t*	*APT*13*t*		ofH.Kg.Ld.H.Kg		
86592	**Yandra** Ⓟ		990			…	1928	Akt.Burmeistr&Wain	CoastSteamships, Ld.	211·1	35·2	11·9	P.Adelaide	Oil Engines 4S.C.SA	13 ″ 9	
137241		*OilEng.*	630					Copenhagen		P27′Q90′F24′		FK	British	6Cy.19½–35″ 224NHP		
	Ref.Mchy.	1*Dk*	418										*WB*			
	Well deck	*CruiserStern*												Akt.Burmeistr&WainCpn		
86593	**Yang-Tse** Ⓟ (*ex*Remscheid)		8150				1915	Howaldts-	Cie.desMessa-	475·7	60·5	32·8	Dunkirk	T3Cy33½″,53½″&86½″–57½″		V
	Fitted for oil fuel		7388					werke,A.G.	geriesMaritimes	P12′B143′F84′			French	&L.P.turbine		
FNYS	D.F.		4600					Kiel				*WB*		HowaldtswerkeA.G.Kiel		
86594	**Yankee** Ⓟ	WoodPad	780				1904	WmMcKie	GothamS.S.Corp.	199·0	31·0	12·1	New York	B.1Cy.51″–108″		
200980	(*ex*J.T.Morse–33)		—					Boston					Utd.States	NB25 208NHP		
		2*Dks*	410											W.&A.FletcherCo.Hbkn.		
86595	**Yankee Arrow**		8046	✠100A1	NYk	*d*† CL	1921	NewYork	Socony-Vacuum	468·3	62·7	32·0	NewYork	Q.4Cy.24″,36″,51″&75″–51″	32 ″ 0	
221457		*ss*Bal.No.3–7,34	7834	*Shelter dk*	Bal	~~1,37~~	8mo	S.B.Co.	OilCo.Inc.	485·2(O.L.)		FK	Utd.States	220lb (*r*) 625NHP	s 4 ″ 1½	
KDTG		*ss*N.Yk.No.1–37	4960	*withfreeboard*		6,38		Camden,N.J.					16*BHptCem*	3SB.*9cf*,GS173,HS9052 FD	28 ″ 1½	
	Mchy.Aft	2*Dks*(*Stl*)&*Shelter dk*(*Stl*)		7,38 10,37 ✠LMC				A&CP					(*Coll to Sh dk*			
	D.F.	&*Web frames*		BS[illegible] 6,38 ✠LS10,38					*CellDB*	*u*19′*uE&B*76′440*t*			9 ,, *U* ,,			
		Longitudinal framing		*Carrying Petroleum in bulk*						*dk tank aft* 990*t*			6 ,, *2nd*,,)	NewYorkSBCorp.Camden		
				Fitted for oil fuel 7,21		*F.P. above* 150° F.				*DTf*40′644′*Tween*						
										*FPT*229*t*	*APT*131*t*					
86596	**Yapalaga**		5976			…	1920	Merchant	UnitedStates	400·7	54·2	30·2	Philadelphia	2 Steam Turbines DR	32 ″ 10	R
220717		*Fitted for oil fuel*	4971					S.B.Corp.	Maritime	P36′B124′F44′			Utd.States	geared to 1 Sc. Shaft		†
KDHK	Sub.Sig.	2*Dks*&*Web frames*	3700					Harriman,Pa.	Commission			FK	*WB*	Westinghouse Electric&		
														Mfg.Co.Essington,Pa.		
86597	**Yarmouth** Ⓟ	TwinSc	5043				1927	W Cramp&	EasternS.S.Lines	365·4	55·6	26·8	Boston	4 Steam Turbines SR		R
226635	*Ref.Mchy.*	*Fitted for oil fuel*	—					SonsS&EBCo	Inc.	B&F354′			Utd.States	geared to 2 Sc.Shafts		
KGAY	D.F. E.S.D.	*CruiserStern* 2*Dks*	2714					Philadelphia				*WB*		W.Cramp&SnsS&EBCPhl		
86598	**Yarmouth Trader** (*ex*Ashdene,		312	✠100A1	Yar	*d* 2,38	1920	Crabtree&	Gt.Yarmouth	130·0	23·2	9·5	Yarmouth	C.2Cy.14″&33″–22″ (*s*)	10 ″ 6	
143512	*ex*Stertpoint)	*ss*Yar.No.3–9,38	209	2,38			7mo	Co.Ld.	ShippingCo.Ld.				British	130lb 45RHP	s ″ 9½	
MKCT		*ss*Yar.No.1–38	125	✠LMC2,38				Gt.Yarmouth		Q51′B9′F16′		FK	3*BHCem*	1SB.2*pf*,GS37,HS1183	9 ″ 10	
	Well deck	*Mchy.Aft* 1*Dk*(*Stl*)					*Lloyd's*A&CP				*FPT*44*t*		*APT*28*t*	Crabtree&Co.Ld.Gt.Yar.		
		Cargo battens not fitted														
86599	**Yarra**		2257	✠100A1	Mel	*s* CL	1907	Furness,	HuddartParker,	292·0	43·9	19·1	Melbourne	T.3Cy.22½″,37″&61″–39″ (*r*)	21 ″ 6	
120737		*ss*Syd.2ndNo.3–9,33	1987	~~12,38 12,37~~		11,37	5mo	Withy&CoLd	Ld.	303·3(O.L.)			British	180lb *100lb* 260NHP	s 3 ″ 4½	
VJLG		*ss*Mel.No.1–37	1384	✠LS10,38 ✠LMC12,37				W Hartlepool		B64′F29′		FK	5*BHCem*	2SB,6*cf*,GS118,HS4135	18 ″ 0	
		1*Dk*(*pt Irn&pt Stl*)&*deep framing*					*Lloyd's*A&CP		*WB*	= *CellDBa*90′*uE&*			83*t APT*98*t*	Richardsons,Westgarth&		
		Cargo battens not fitted								*B44′f*116′610*t FPT*				Co.Ld.Hpl.		
86600	**Yarraville**	3Mst	8627	✠100A1	Fal	*d*† CL	1928	Lithgows,	StandardTrans-	460·0	62·8	36·4	Hong Kong	T.3Cy.26½″,46″&79″–54″ (*s*)	36 ″ 6	
160395		*ss*Bat.No.2–36	7957	3,38		2,36	4mo	Ld.	portationCo.Ld.				British	220lb 666NHP	s 8 ″ 9	
VPGF	*Mchy.Aft*	2*Dks*(*Stl*)&*Web frames*	5205	✠LMC				PortGlasgow		P118′B43′F42′		FK	18*BHptAsp*	3SB,9*cf*, HS9300 FD	28 ″ 1¼	
	D.F. GyC.	*Longitudinal framing*		MS2,36 BS3,38			*Lloyd's*A&CP		*CellDBuE&B*65′	*f*35′318*t FPT*190*t*			*APT*130*t*	D.Rowan&Co.Ld.Glasgow		
				Carrying Petroleum in bulk												
				Fitted for oil fuel 4,28		*F.P. above* 150° F.										
86601	**Yastreb** Ⓟ (*ex*BoreII.)		758	✠	Skm	*i*	1900	Helsingörs	U.S.S.R.	180·5	29·3	20·0	Archangel	T.3Cy.18½″,28″&47″–27″		
		*ss*Skm.No.3–4,13	669	4,14			9mo	Jernsk&Msk		F16′*pt Awng dk*168′			Russian	176NHP		
		1*Dk*(*Stl*)&*pt Awng dk*	373	✠				Elsinore		*Promenade dk*100′		BK7½″	5*BHCem*	2SB,6*rf*,GS92,HS3400		
										*DBuE&B*53′22*t FPT*			50*t APT*20*t*	HelsingörsJernsk.&Mskb.		
86602	**Yasukuni Maru** Ⓟ	TwinSc	11933	✠100A1	Yka	*g*† CL	1930	Mitsubishi	NipponYusenK.K.	505·0	64·0	37·0	Tokyo	Oil Engines 2S.C.SA	37 ″ 0	
36223		*Oil Eng.*	8373	*withfreeboard*		~~6,36~~	9mo	ZosenKaisha					Japanese	20Cy.26¾″–47½″ 2492NHP	s 8 ″ 5½	
JRZB		*ss*Yka.No.2–39 ~~*ss*Yka.No.1–34~~	~~7156~~	~~*ss*8,35~~ 2,39		P8,37		Ld. Nagasaki		P&B373′F73′		FK	8*BHptCem*	2DB*100lb*	28 ″ 9	
		2*Dks*(*Stl–Weather dk* ws)	7149	✠LMC CS2,39		62,39	*Lloyd's*A&CP		*CellDB*432′1808*t*					MitsubishiZosenKaisha,Ld		
	Ref.Mchy.	3*rd Dk*(*Stl*)*inNos.1,3&4*		DBS2,38 8,37					*tanks in way of tunnels*				501*t DTa*13′	381*t FPT*100*t APT*160*t*		
	D.F. GyC.	&*fore end of No.* 5 *hold*		✠Lloyd'sRMC2,39												
86603	—		3025			…	1920	N.of Ire-	HamaneShoten	331·1	46·7	23·1	Takasago	T.3Cy.25″,41″&68″–45″	25 ″ 6	C
52647	(*ex*Onega)		2797					landS.B.	K.K.	P33′B100′F34′			Japanese	433NHP		†
JUIB		1*Dk*	1799					Co.Ld.				FK	*WB*	McKie&Baxter,Glasgow		
								Londonderry								
86604	**Yat Shing**		2284	✠	Nwc	*t*	1904	Swan,Hun-	Indo-ChinaSteam	290·4	42·1	15·4	Hong Kong	T.3Cy.21″,34″&56″–42″	25 ″ 0	
118378			2126	2,04			2mo	ter&Wigham	Nav.Co.Ld.	B67′F38′		22·6	British	226NHP		
VPGT		1*Dk*(*Stl*)&*Spar dk*(*Stl*–teak s)	1424	✠				Richardson,				FK	5*BHCem*	1SB,4*rf*,GS76,HS2913		
		&*deep framing*						LdNewcastle		*CellDBa*84′				Swan,Hunter&Wigham		
										399*t DTf*18′256*t*				Richardson,Ld.Nwc.		
										*uE*22′*f*108′						
										*DTa*24′374*t FPT*			56*t APT*25*t*			
86605	**Yawarra**	WoodAux4MstSr	432				1919	Lindstöl&	J.A.Olsen	140·6	31·1	13·7	P.Adelaide	Oil Engines 2S.C.SA		
137242	(*ex*Fides)	*Oil Eng.*	370					Söns Skibs og		P40′Q5′			British	2Cy.16½″–18⅝″ 96NHP		
		1*Dk*	326					Båtbyggeri				*WB*		J&CG Bolinder'sCoLdSkm		
		(*See Sailing Ship Register*)						Risör								
86606	**Yawata Maru**		1852				1935	AsanoS.B.	HinodeKisenK.K.	270·0	40·0	20·3	Tokyo	T.3Cy.18″,29½″&50″–39″		
40111			1549					Co.Ld.		P85′F29′			Japanese	156NHP		
JYHJ	*Mchy.Aft*	*CruiserStern* 1*Dk*	1340					Yokohama				*WB*		AsanoS.B.Co.Ld.Yka.		
86607	**Yayoi Maru**		5439	✠100A1	Kob	*z* CL	1919	AsanoS.B.	NissanKisenK.K.	400·0	53·2	29·4	Tokyo	T.3Cy.26¾″,43½″&72″–48″	32 ″ 0	
25010		*ss*Kob.No.3–7,32	4996	3,38		6,36	3mo	Co.Ld.					Japanese	200lb (*s*) 513NHP	s 6 - 5½	
JYID		*ss*Kob.No.1–37	3417	✠LMC3,38				Tsurumi		P33′B124′F41′		FK	3*BHCem*	3SB,9*cf*,GS175,HS7376 FD	25 ″ 9	
Now "Nittai Maru," see No.83306 in Appx. Vol.		2*Dks*(*Stl*)					A&CP			*CellDB*342′844*t*			*APT*28*t*	KobeSteelWorks.Kobe		
		Shipp. Stl nl														
86608	—		496				1935	OsakaIron	KinkaiKaisoku	165·0	27·5	14·0	Osaka	Oil Engines 4S.C.SA		
40617		*Oil Eng.*	—					Works,Ld.	KisenK.K.	P40′F18′			Japanese	6Cy.14½″–20⅛″ 117NHP		
JYZH	*Mchy.Aft*	1*Dk*	267					Innoshima						HanshinTekkosho,Kobe		
86609	**Ydun** Ⓟ		644				1910	Helsingörs	DetForenede	184·2	31·2	12·5	Horsens	T.3Cy.16½″,27″&44″–44″		V
			430					Jernsk.&Msk	DampskibsSelsk.	P115′F24′			Danish	128NHP		
OZDD	Wireless	1*Dk*	324					Elsinore				*WB*		HelsingörsJernsk.&Msbk.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Tons Assigned now required. Letter.	7 Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register in which classed if not in L.R. Date of last Certificate.
86610 160764 GQRT	**Yearby** ssShl.No.2–38 D.F.	1Dk(Stl)	5666 5355 3514	✠100A1 ~~1,36~~10,38 ✠MC MS11,37 BS4,38	Shl	*a*† CL ~~12,36~~ 10,38	1929 12mo	W.Gray&Co.Ld. W Hartlepool *Lloyd's*	TheRopnerShippingCo.Ld. *CellDB*	435·0|55·5|28·1 448·3(O.L.) P63'B251'F42' FK 386'1504*t* *FPT*189*t*	W.Hartlpl British	T.3Cy.26",41"&73"–48" (*s*) 1801b HS7932 529NHP 3SB(Spt),*9cf*,GS172, FD Cen.Mar.E.Wrks.W.Hpl.	31 ″ 1 *s* 5 ″ 1½ 26 ″ 2½	
86611 40188 JFQJ	**Yebisu Maru** *OilEng.* 1*Dk*		424 — 348				1935	Kasado Dk.K.K. Suitake Minami	KobeSanbashiK.K.	161·5|28·5|13·0	Kobe Japanese	Oil Engines		
86612 [illegible] JWOL	**Yedo Maru**, *see No. 87940 in Supplement* *Mchy.Aft.*	1*Dk*	1301 718				1937	Osaka Zosen K.K. Osaka	TokyoSeitetsu	219·3|35·8|18·5	Tokyo Japanese	T.3Cy.17$\frac{1}{16}$",29$\frac{1}{16}$"&49$\frac{3}{16}$"–35$\frac{7}{16}$" 145NHP OsakaChuzosho		
86613 28094 JAXD	**Yehime Maru** Ⓟ ssKob.No.3–12,31 ssKob.No.1–35	2*Dks*(*Stl*)	4654 3927 3867	✠100A1 2,38 ✠LMC2 38	Kob	*x* 12,36	1920 1mo	Uraga DockCo.Ld. Uraga A&CP	YamashitaKisen K.K.	360·0|51·2|28·5 P20'B91'F35' FK *CellDB* 291'919*t* *FPT* 114*t* *APT* 46*t*	Kobe Japanese	T.3Cy.22",36½"&61"–48" (*s*) 200lb 358NHP 2SB.*6cf*,GS126,HS5067 FD UragaDockCo.Ld.Uraga	28 ″ 6 *s* 5 ″ 5½ 23 ″ 3	
	Now "**Ehime Maru**," *see Supplement*													
86614 8685 JJTE	— Ⓟ 2*Dks*		638 — 339				1903	Kawasaki Dkyrd Co.Ld. Kobe	SetsuyoSyosen K.K.	178·1|25·3|16·0	Osaka Japanese	T.3Cy.15",24"&40"–27" 83NHP KawasakiDockyardCo.Ld		
86615 228 JYLA	**Yeian Maru** (*ex*Oswestry) ssShl.No.3–8,19 ssKob.No.1–24	1*Dk*(*pt Irn&pt Stl*)1*pt Dk*(*Stl*) &*deep framing*	3826 3439 2401	✠ 9,28	Drn	*w*	1905 11mo	J.L.Thompson&Sons,Ld. Sunderland	DairenKisenK.K.	352·0|49·7|24·6 P34'B100'F35' FK *CellDBa* 115*t* *uk* 23' *f* 154'8 24*t* *APT* 36*t*	Dairen Japanese	T.3Cy.24⅞",40"&67"–45" 328NHP 3SB,*9pf*,GS129,HS5090 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 2	
86616 28949 JCGA	**Yeifuku Maru** Ⓟ Wireless	1*Dk*	756 616 428				1923	Namura Gennosuke Osaka	KitaNipponKisen K.K.	183·8|27·5|17·0 P18'B50'F20'	Hakodate Japanese	T.3Cy.13⅞",22$\frac{1}{16}$"&37½"–28" 74NHP		
86617 28704 JHAA	**Yeiho Maru** Ⓟ Wireless	2*Dks*	741 599 424				1922	Namura Gennosuke Osaka	ShiotaShojiK.K.	180·0|27·5|17·0 P21'B53'F22'	Osaka Japanese	T.3Cy.13½",23½"&39⅛"–28" 81NHP		
86618 2294 JFGD	**Yeihuku Maru** Ⓟ (*ex*YeifukuMaru–38) ssYka.No.3–12,30 ssKob.No.1–35	2*Dks*(*Stl*)*&Awng dk*(*Stl*)	5866 5586 4292	✠100A1 *Awng dk* *withfreeboard* 1,38 ✠LMC1,38	Yka	*y* CL 2,37	1918 8mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's*	TodaiKisenK.K. (YamashitaKisen K.K.*Mgrs.*) *Collision BH to Awng deck* *CellDB*	385·0|51·0|36·0 FK 333'1118*t* *FPT*126*t* *APT*98*t*	Kobe Japanese *Cem* 5*BH to U dk*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 444NHP 2SB,*6cf*,GS126,HS5809 FD KawasakiDkydCoLdKobe	36 ″ 0 *s* 9 ″ 1⅜ 27 ″ 1	
	Should be "Eihuku Maru," *see No. 87910 in Supplement*													
86619 180 JKWA	**Yeijun Maru** (*ex*UragaMaru)	1*Dk*	2156 1886 1284				1916	Uraga DockCo.Ld. Uraga	DairenKisenK.K.	268·0|40·7|23·6 P13'B58'F27'	Dairen Japanese *WB*	T.3Cy.19",31½"&52"–39" 169NHP UragaDockCo.Ld.Uraga	23 ″ 6	
86620	**Yeiko Maru**		1843	*Now* "**Eiko Maru**," *which see*										
86621 111 JEMG	**Yeiko Maru** Ⓟ (*ex*SapporoMaruNo.2, *ex*HakodateMaru)	1*Dk*	1164 986 808				1918	Hakodate Dockyard Co Hakodate	ChosenYusenK.K.	215·0|31·5|18·5 B49'F29'	Jinsen Japanese	T.3Cy.13½",22½"&37½"–28" 74NHP TakedaTekkosho,Osaka		
86622 33217 JEMI	**Yeiryu Maru** Ⓟ	1*Dk*	758 647 440				1928	Yendo Hidekichi Osaka	SanrikuKisenK.K.	175·0|27·0|19·0 P11'B45'F22'	Tokyo Japanese			
86623 34540 JFAC	**Yeiyo Maru** TwinSc ssNag.No.3–4,36 *Mchy.Aft*	2*Dks*(*Stl*)	8674 8037 5102	✠100A1 5,38 ~~4,37~~ BS5,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,29	Nag Yka MC4,37 *F.P.a*	CL 5,38	1929 8mo	Yokohama DockCo.Ld. Yokohama *Lloyd's* *above* 150° F.	~~NipponTanker~~ ~~K.K.~~KantoTanker K.K. *CellDBuE&B* 93'f52' 500*t*	460·9|60·0|37·5 P141'B33'F38' FK *FPT*133*t* *APT*130*t*	Tokyo Japanese 15*BHpt Cem* (12 *to U dk* 3 ,, 2*nd* ,,)	T.6Cy.25½",42"&70"–51" (*s*) 200lb 975NHP 5SB,*15cf*, HS13825 FD YokohamaDockCo.LdYka	37 ″ 6 *s* 7 ″ 9½ 29 ″ 11½	
	Now "Eigo Maru," *see No. 87951 in Supplement*													
86624 18657 JPVF	**Yeizan Maru** (*ex*TaiunMaruNo.10–37)	1*Dk*&2*nd dk in No.1 hold*	1630 1396 1000	...			1915	Kawasaki Dkyd.Co.Ld. Kobe	Tsurumaru Hirotaro	249·0|37·5|20·9 Q14'B59'F31' FK	Nishino-Miya Japanese *WB*	T.3Cy.17½",28"&46"–36" 172NHP KawasakiDkydCoLdKobe	20 ″ 11	
	Now "Eizan Maru," *see No. 87942 in Supplement*													
86625 140 JLUG	**Yekishin Maru**		993 — 559				1918	....	DairenKisenK.K.	208·0|31·0|18·5	Dairen Japanese			
86626 TCDM	**Yelkenci** (*ex*Nazarenus, *ex*Hesperus,*ex*Mons,*ex*Torvig, *ex*Castlefield) Iron 1*Dk pt Awng dk& Web frames*		2253 — 1353				1890	Richardsn, Duck&Co. Stockton	YelkenciLutfi	277·0|37·5|18·5 P26'Q98' BK9½' *pt Awng dk* 177'	Istanbul Turkish *WB*	T.3Cy.21",35"&57"–39" NB19 201NHP Blair&Co.Ld.Stockton		I †
86627 161608 XYCJ	**Yenangyaung** *OilEng.* 2*Dks*,3*rd dk in forward hold* D.F. E.S.D. *CruiserStern* *Mchy.Aft* *Longitudinal framing*		5447 4888 3031	✠100A1 ~~1,38~~12,38 LMC3,37 *CarryingPetroleum in bulk*	Cal	CL ~~N1,38~~ 12,38	1937 8mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's*	BurmahOilCo.Ld. *CellDBuE* 92'388*t* *DTf* 34'223*t*	387·6|54·2|31·1 400·7(O.L.) P111'B37'F59' FK *FPT*175*t* *APT*100*t*	Rangoon British 13*BHpt Cem* (10 *to U dk* 3 ,, 2*nd* ,,)	Oil Engines 2S.C.SA. 4Cy.23⅝"–91⅝" 687NHP 2DB*150lb* Wm.Doxford&Sons,Ld Sld	31 ″ 0 *s* 5 ″ 0 26 ″ 2½	
86628 226 JTRB	**Yendai Maru** (*ex*CanadianSettler, *ex*Portmore, *ex*CanadianSettler) ssDrn.No.3–6,31 ssDrn.No.1–36 1*Dk*(*Stl*)		3461 2867 2070	✠ ... 1,38 ✠	Drn	*v*	1919 12mo	Tidewater Shipbldrs,Ld. ThreeRivers, P.Q.	DairenKisenK.K.	331·3|46·8|22·9 P33'B98'F53' FK *CellDB* 266'674*t* *FPT*95*t* *APT*73*t*	Dairen Japanese 6*BHCem*	T.3Cy.25",41"&68"–45" 470NHP 3SB.*9cf*,GS156,HS7275 Goldie,McCulloch,Ld. Galt,Ont.	25 ″ 6	
86629 24[illegible] JHPD	**Yesutoru Maru** (*ex*KibiMaruNo.6) *Yesutoru Maru*, *see No. 87954 in Supplement*		3295 2041				1918	Bingo Dck. Co. Bingo	NissanKisenK.K.	305·0|44·5|27·3	Tokyo Japanese	T.3Cy.22",37"&61"–42" *Emade*98*refitted*18 241NHP KobeSteelWorks,Kobe		C
86630 18188 JIDB	**Yetsuzen Maru** TwinSc (*ex*PalingMaru–33,*ex*Tamoshima Maru,*ex*Sui-Mow) 2*Dks*		2425 — 1676				1907	W.Hamilton&Co.Ld. Pt.Glasgow	KitaNipponKisen K.K.	294·4|44·0|13·3	Fuchu Japanese *WB*	T.6Cy.16",26½"&43"–30" 202NHP Muir&Houston,Ld.Gls.		

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques.	3 Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Firme assignataire maltaise expire. Lettre d'Equipement.	7 Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No & Dia. des Cylindres.—Course—Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durno,Cert.Bof Trade
86631	**Yewarch**		827	✠100A1	Shl	*k*	1931	Scott&	J.Stewart&Co.	195·0	31·1	11·9	Glasgow	T.3Cy.15″,25″&40″-27″ (*s*)	14 ″ 0	
161955		*ss*Shl.No.1–35	566	8,37			8mo	Sons	Shipping,Ld.	202 3(O.L.)			British	180lb 90RHP	~4 ″ 5½	
MQCK	*Mchy.Aft*	1 *Dk*(*Stl*)	410					Bowling		Q110′B11′F28′ FK			3 *BHAsp*	1SB,*3cf*,GS59,HS2102	13 ″ 7½	
	Well deck	*Cargo battens not fitted*		8,38			*Lloyd's*	*sA&CP*	*Cell*	*DBf*116′183*t*FPT78*t*			*APT55t*	Davey,Paxman&Co.Ld. Colchester		
86632	**Yewcroft**		827	✠100A1	Shl	*k*	1929	Scott&	J.Stewart&Co.	195·0	31·1	11·9	Glasgow	T.3Cy.15″,25″&40″-27″ (*s*)	14 ″ 0	
160273		*ss*Shl.No.2–37	566	9,37			9mo	Sons	Shipping,Ld.				British	180lb 90RHP	~4 ″ 5½	
MPNL	*Mchy.Aft*	1 *Dk*(*Stl*)	410					Bowling		Q110′B11′F28′ FK			3 *BHAsp*	1SB,*3cf*,GS59,HS2102	13 ″ 7½	
	Well deck	*Cargo battens not fitted*		[illegible]			*Lloyd's*	*sA&CP*	*Cell*	*DBf*116′183*t*FPT78*t*			*APT55t*	Davey,Paxman&Co.Ld.Col		
86633	**Yewdale**		823	✠100A1	Sld	*k*	1929	Scott&	J.Stewart&Co.	195·0	31·2	11·9	Glasgow	T.3Cy.15″,25″&40″-27″ (*s*)	14 ″ 0	
160241		*ss*Shl.No.2–37	562	3,38			3mo	Sons	Shipping,Ld.				British	180lb 90RHP	~4 ″ 5¾	
MPJN	*Mchy.Aft*	1 *Dk*(*Stl*)	410	[illegible],38				Bowling		Q110′B11′F28′ FK			3 *BHAsp*	1SB,*3cf*,GS59,HS2102	13 ″ 7½	
	Well deck	*Cargo battens not fitted*					*Lloyd's*	*sA&CP*	*Cell*	*DBf*116′185*t*FPT78*t*			*APT55t*	J.Abernethy&Co.Abn.		
86634	**Yewforest** (*ex*Barshaw)		794	✠100A1	Bly	*l*	1910	Greenock&	J.Stewart&Co.	199·3	30·1	12·1	Glasgow	T.3Cy.17″,27″&44″-30″ (*s*)	14 ″ 4	
129510	*Mchy.Aft*	*ss*Irv.2ndNo.3–6,35	563	5,37 5,37	Hav		8mo	Grangemouth	Shipping,Ld.				British	160lb 99RHP	~4 ″ 11½	
MDKB	*Well deck*	*ss*Shl.No.1–39 1 *Dk*(*Stl*)	346	[illegible]				DkyrdCo.Ld.		Q114′B11′F35′ FK			3 *BHCem*	1SB.*4cf*,GS65,HS2498	13 ″ 9	
		Cargo battens not fitted		[illegible]				Greenock	*Cell*	*DBf*127′183*t*FPT55*t*			*APT33t*	D.Rowan&Co.Glasgow		
				7,39			*Lloyd's*	*sA&CP*								
86635	**Yewglen** (*ex*Lokrum,	3 Mast	593	✠100A1	PGl	*i*	1915	Ardrossan	J.Stewart&Co.	175·8	28·1	10·4	Glasgow	T.3Cy.14″,23″&38″-27″ (*r*)	12 ″ 6	
137788	*ex*Fairmuir)	*ss*Hul.No.3–7,27	420	7,36 4,39	Shl Goo		3mo	DD&SBCo.Ld.	Shipping.Ld.				British	180lb 99RHP	~3 ″ 8	
MLZW	*Mchy.Aft*	*ss*P.Gl.No.2–36	274	BS7,37	LMC7,36			Ardrossan		Q101′B11′F26′			3 *BHCem*	1SB,*3pf*,GS58,HS1814	12 ″ 11½	
	Well deck	1 *Dk*(*Stl*)		6,38			*Lloyd's*	*sA&CP*				BK8″		Lidgerwood Ld.Coatbridge		
		Cargo battens not fitted							*Cell*	*DBf*97′150*t*	*FPT*	31*t*	*APT5t*			
86636	**Yewkyle** (*ex*Carterside–36,		824	✠100A1	PGl	*k*	1917	Bartram&	J.Stewart&Co.	195·0	30·0	12·0	Glasgow	T.3Cy.16″,26″&43″-27″ (*s*)	14 ″ 0	
140288	*ex*Sunnycroft,	*ss*Shl.No.3–6,29	582	2,38			4mo	Sons,Ld.	Shipping,Ld.				British	180lb 119NHP	~ ″ 10¾	
MGRC	*ex*Ennistown)	*ss*P.Gl.No.2–38	380	[illegible] 7,33 [illegible]				Sunderland		Q94′B11′F20′			3 *BHCem*	1SB,*3pf*,GS53,HS2028	13 ″ 3	
	Mchy.Aft	1 *Dk*(*Stl*)					*Lloyd's*	*sA&CP*	*Cell*	*Dbf*120 166*t*FPT49*t*			*APT28t*	J.Dickinson&Sons,Ld.Sld.		
	Well deck	*Cargo battens not fitted*														
86637	**Yewpark**		827	✠100A1	Bwg	*k*	1930	Scott&	J.Stewart&Co.	195·0	31·1	11·9	Glasgow	T.3Cy.15″,25″&40″-27″ (*s*)	14 ″ 0	
161890		*ss*Bwg.No.2–38	566	[illegible] 12,[illegible]			2mo	Sons,	Shipping,Ld.				British	180lb 90RHP	~4 ″ 5¾	
MPQX	*Mchy.Aft*	1 *Dk*(*Stl*)	410	[illegible]				Bowling		Q110′B11′F28′ FK			3 *BHAsp*	1SB,*3cf*,GS59,HS2102	13 ″ 7½	
	Well deck	*Cargo battens not fitted*		[illegible]			*Lloyd's*	*sA&CP*	*Cell D*	*f*116′183*t*FPT78*t*			*APT55t*	Davey Paxman&Co.Ld. Colchester		
				BS8,39												
86638	**Yewtree**		826	✠100A1	Grk	*k*	1928	Scott&	J.Stewart&Co.	195·0	31·2	11·9	Glasgow	T.3Cy.15″,25″&40″-27″ (*s*)	14 ″ 0	
160189		*ss*P.Gl.No.2–36	564	9,38 8,38	Gmh		1mo	Sons	Shipping,Ld.				British	180lb 90RHP	~4 ″5¾	
MNYQ	*Mchy.Aft*	1 *Dk*(*Stl*)	419	BS3,39	LMC			Bowling		Q110′B11′F28′ FK			3 *BHCem*	1SB,*3cf*,GS59,HS2102	13 ″ 7½	
	Well deck	*Cargo battens not fitted*		MS8,36	BS4,38		*Lloyd's*	*sA&CP*	*Cell*	*DBf*108′175*t*FPT			65*t*APT10*t*	Fleming&Fergusn,Ld.Psy		
86639	**Yewvalley**		823	✠100A1	Bwg	*k*	1928	Scott&	J.Stewart&Co.	195·0	31·2	11·9	Glasgow	T.3Cy.15″,25″&40″-27″ (*s*)	14 ″ 0	
160224		*ss*Bwg.No.2–37	562	8,38 8,37	Shl		10mo	Sons	Shipping,Ld.	202·0(O.L.)			British	180lb 90RH	~4 ″5¾	
MPFT	*Mchy.Aft*	Wireless 1 *Dk*(*Stl*)	404		LMC8,37			Bowling		Q110′B11′F28′ FK			3 *BHAsp*	1SB,*3cf*,GS59,HS2102	13 ″ 7½	
	Well deck	*Cargo battens not fitted*		BS11,38			*Lloyd's*	*sA&CP*	*Cell D*	*Bf*116′185*t*FPT78*t*			*APT55t*	Swan,Hunter&Wigham Richardson,Ld.Nwc.		
86640	**Yi Chang** (*ex*Nissho–28,*ex*Genkai Maru)		1329				1891	Napier Shanks& Bell Glasgow	YiChangSteam-shipCo.	244·9	32·3	20·0	Nwchwng	T.3Cy.18″,30″&48″-33″		
			1206							F30′			Chinese	132NHP		
XNBI	Wireless	2 *Dks*&*pt Shade dk*	784							*pt Shade dk*157′			*WB*	J.&J.Thomson,Glasgow		
86641	**Yi Sung** (*ex*Union–33,*ex*H S.Everett,		1833				1890	J.Lange	ChungHsing	246·0	39·5	22·7	Shanghai	T.3Cy.16″,27″&45″–36″		
Sunk as a b	*ex*Sailing Vessel J.W.Wendt)		—					Vegesack	SteamshipCo.Ld.	P74′F32′			Chinese	NE&B21 121NHP		
	Mchy.Aft	2 *Dks*	1018											OnoIronWorks,Osaka		
86642	**Yiannis** (*ex*NewbyHall)		*4391*				1905	Barclay,	G.Andreou	375·0	47·2	27·9	Andros	T.3Cy.23½″,40″&69″–48″		C
183			*4103*					Curle&Co.Ld		P42′B95′F43′			Greek	330NHP		
SVNT			*2840*					Glasgow					*WB*	Barclay,Curle&Co.Ld.Gls.		
86643	**Yih Hsing** (*ex*Dromana–35)		3675	✠100A1	Shi	*v*	1919	Govt.Dkyd	ChungHsingS.S.	331·0	47·7	26·0	Shanghai	T.3Cy.25⅝″,38½″&68″–45″	26 ″ 1	
Now "Beatrice," see No. 87270		*ss*Syd.No.341(38	—	4,37			8mo	Williams-	Co.Ld.				Chinese	185lb (*s*) HS8289 516NHP	~4 ″ 5¾	
XNYH		1 *Dk*(*Stl*) & *Web frames*	2099	[illegible]				town		P31′B100′F29′ FK			5 *BHCem*	3 Water Tube Boilers FD	21 ″10	
		Longitudinal framing						A&CP						Thompson&Co.(Castle-maine)Proprietary,Ld.		
		Cargo battens not fitted							*Cell D*	*B*277′882*t*FPT118*t*			*APT20t*			
86644	**Yildum**		3300				1913	Rotterdam	Rederi A/B Yildum	331·7	48·2	22·3	Mariehmn	T.3Cy.23″,38″&62″–42″		V
			2950					Droogd.Maat	(ErikNylund)	P25′B94′F31′			Finnish	249NHP		
OHVS		1 *Dk*	1891					Rotterdam					*WB*	Rotterdam Droogd.Maats		
86645	**Yilmaz** (*ex*Hizmet,*ex*Adana,	Iron	712	✠	Oda	*j*	1885	Wigham	AbdiVehbi	189·5	29·2	11·6	Istanbul	C.2Cy.25″&48″–33″	14 ″ 0	
	*ex*Flora)	*ss*Oda.No.3–4,96	543	1,01			12mo	Richrdsn&Co		Q62′B48′F23′		FK	Turkish	110NHP		
TCDL	*Well deck*	1 *Dk*(*Irn*)	380					Newcastle					4 *BHCem*	1SB,*3pf*,GS49		
										*DBa*44′			*&uE&B*31′90*t*	*FPT*24*t*	*APT*14*t*	
86646	**Ying Chun** (*ex*Himekawa Maru–34,*ex*MiyagawaMaru)	Sp	414				1894	OsakaIron Works Osaka	HoYinAn	165·1	20·8	15·4	Tsingtao	T.3Cy.14½″,22½″&36½″–24″		
			389										Chinese	63NHP		
		2 *Dks*	245											OsakaIronWorks,Osaka		
86647	**Ying Hsiang** (*ex*ShengAn–37,		1398	✠	Mdb	*p*	1903	Fevigs	TaTungStm.Nav.	235·7	35·0	19·6	Tientsin	T.3Cy.17½″,27″&47″–33″	21 ″ 0	
	*ex*RyukoMaru–32,*ex*Opland)		1275	1,07			7mo	Jernskibsbyg	Co.				Chinese	138NHP		
XNCB	Wireless	1 *Dk*(*Stl*)&*Spar dk*(*Stl*)	928					Arendal				FK	4 *BHCem*	1SB,*3pf*,GS60,HS2142		
Now "Luso," see No. 83913		*deep framing*							*Cell D*	*Ba*52′*f*104′			281*t*APT27*t*	Richardsons,Westgarth& Co.Ld.Mdb.		
86648	**Ying Ping** (*ex*YeiMaruNo.2,		2655				1890	Russell&	YingPingS.S.Co.	300·3	41·2	19·6	Shanghai	T.3Cy.22½″,35½″&58½″–39″	22 ″ 3	
	*ex*Ouraka)		—					Co.	Ld.	P30′Q84′B123′			Chinese	222NHP		
XNFH	*Well deck*	1 *Dk*&*Web frames*	1646					Greenock		F26′		FK	*WB*	J.Howden&Co.Glasgow		
86649	**Yingchow** Ⓟ		1992				1905	Scotts' S.B.	ChinaNav.Co.Ld.	266·8	40·2	21·7	London	T.3Cy.20″,33½″&56″–39″		
120647			1728					&E.Co.Ld.		B81′F34′			British	196NHP		
GMKF		2 *Dks*	1216					Greenock					*WB*	Scotts'S.B.&E.Co.Ld.Grk.		
86650																

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. How expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught.	15 Registers in which classed, if not in L.R. Date of ✠ certificate.
86651	**Yiu Lee**	2 *Dks*	494 — 271					1913	Heng Chang Dockyard Shanghai	Ching-Kee S.N.Co. Ltd.	144·5	22·2	18·6	Chefoo Chinese	T.3Cy.18½",21½"&34⅜"–24" 58NHP		
86652 7146 SHKI	**Ylva**	ss Got. No. 3–9,37 1 *Dk(Stl)* *Mchy. Aft* *Cruiser Stern*	*519* *382* *258*	✠100A1 4,39 ~~9,37~~ ~~BS4,39~~	Got	*h* ✠LMC 9,37	06 8,37	1924 9mo	Aktieb. Lödöse Varf (T. Petterson, *Mgr.*) Lödöse	Aktieb. Lödöse Varf (T. Petterson, *Mgr.*) *Cell*	151·7 P46' F25' *DB f* 59'84t *FPT* 13t	28·1 FK	12·5 *APT* 19t	Lödöse Swedish *Lloyd's*	C.2Cy.12"&27"–18" (*s*) 125lb 32NHP 1SB,2*cf*,GS27,HS583 Aktieb. Lödöse Varf. Lödöse	13 " 3 s 1 " 0½ 12 " 4	
86653 6653 SHPA	**Yngaren** *Oil Eng* ss Got. No. 3–5,33 ss Got. No. 1–37 D.F. 1 *Dk(Stl)* & *Shelter dk(Stl)*	*Oil Eng* *Shelter dk* *with freeboard*	*5246* *4856* *3145*	✠100A1 ~~1,38 12,37 7,38~~ 3,39 DBS ~~2,38~~ 3,39	Got Syri	*a*† ✠LMC CS ~~12,37~~ 3,38	CL ~~N6,35~~ 7,38	1921 3mo	W. Doxford & Sons, Ld. Sunderland	Rederiaktb. Transatlantic (G. Carlsson, *Mgr.*) *Cell DB* 364'1299t	420·0 433·8 (o.l.) F41' on *Shelter dk* *FPT* 105t	54·0 FK *Cell* *APT* 127t	25·0 Gothenbrg Swedish *pt Cem* 6 " "	Oil Engines 2S.C.SA 4Cy.22⅛"–91" 640NHP DB–*100lb* *BH to Sh dk* *U* " W. Doxford & Sons, Ld. Sld.	29 " 0 s 3 " 7½ 25 " 7½	
86654 163421 GWQB	**Yochow** *Oil Eng.* 2 *Dks*		2810 2336 1630					1933	Scotts' S.B. & Eng. Co. Ltd. Greenock	China Navigation Co. Ltd.	299·9 P36' B79' F40'	44·2	21·7 *WB*	London British	Oil Engines 2S.C.SA 5Cy.22"–36" 425NHP Scotts' S.B. & E. Co. Ltd. Grk.		
86655	**Yodogawa Maru** *Oil Eng.* D.F. *Cruiser Stern* 2 *Dks*		6441 5757 4832					1938	Mitsubishi Jukogyo K.K. Yokohama	~~Toyo Kisen K.K.~~ Toyo Kaiun K.K.	436·4 P36' B168' F39'	58·3	32·0 *WB*	Tokyo Japanese	Oil Engines 2S.C.SA D.A. 6Cy.23⅝"–43 1/16" 1165NHP Mitsubishi Jukogyo K.K.		
86656 10808 JBWK	**Yoh Yang Maru** (P) Twin Sc 3 *Dks*		3298 1517 1956					1906	Kawasaki Dockyard Co. Ld. Kobe	Nisshin Kisen K.K.	310·0	44·0	14·5 *WB*	Tokyo Japanese	T.6Cy.17",28"&46"–33" 243NHP Kawasaki Dkyd Co Ld Kobe		
86657 129516 MDJZ	**Yokefleet** (*ex* Brentham) ss Bly. 2nd No. 3–1,35 *Mchy. Aft* *Well deck* 1 *Dk(pt Stl)*		822 588 361	✠100A1 ~~5,38 1,37~~ BS ~~7,37~~ 9,38	Goo	*l* ✠LMC 6,35	06 ~~N6,35~~ 4,38	1910 9mo	Mackie & Thomson, Ld. Glasgow	Ouse S.S.Co. Ld. (A.W. Atkinson. *Mgr.*) *Cell*	200·0 Q116' B11' F35' *DB f* 127'190t *FPT*	30·2 FK	11·9 Goole British *Lloyd's*	T.3Cy.17",27"&44"–30" (*s*) 160lb NDR 21 98RHP 3BHCem 1SB,*4cf*,GS76,HS2503 W.V.V. Lidgerwood, Gls.	14 " 3 s 4 " 10½ 13 " 10	
86658 14812 JYHD	**Yokohama Maru** (P) Twin Sc ss Kob. 2nd No. 3–7,37 2 *Dks(Stl)* & *Shelter dk(Stl–ws)*		6143 5820 3790	✠100A1 *Shelter dk* *with freeboard* 7,38 ~~7,37~~ *Carrying Cargo oil*	Kob	*z* BS ~~7,37~~ MC 7,37 *F. above*	06 7,36	1912 5mo	Mitsu Bishi Dkyd & EWks Nagasaki *Lloyd's*	Nippon Yusen K.K. *WB = Cell D*	406·4 *Ba* 108' *uE & B* 61 *f*	49·1 36·4 FK 150'	27·4 Tokyo Japanese 7 *BHCem* 75' 1035t *DT*	T.6Cy.20",33½"&56"–48" (*s*) 200lb 632NHP 4SB,*12cf*,GS220,HS9222 FD Mitsu Bishi D. & E. Wks. Nag *s.a* 64'849t *FPT* 99t *APT* 26t	38 " 0 s 10 " 10½ 27 " 6	
86659 HPHX	**Yolanda** (*ex* Ilford–37 *ex* Iossifoglu–37, *ex* Uncas) *ex* Nord Atlantic–34, *ex* Uncas) 2 *Dks(Stl)* & *Web frames* D.F. *Mchy. Aft* *Longitudinal framing*	ss Rot. 2nd No. 3–8,38	4680 4214 2790	✠100A1 3,39 ~~2,37~~ ~~HS9,37~~ *Carrying Petroleum* *Fitted for oil fuel* 3,39	Pir	*r* ~~1,37~~ ~~YLM~~ *F. above* 150° F.	CL ~~1,37~~ 3,39	1913 6mo	Greenock & Grangem'th Dkyrd Co. Ld Greenock *Lloyd's*	Cia. Primera de Nav. Ltda. *Cell D Bu E & B* 75'122t	374·2 P103' B28' F46' *FPT* 138t *APT* 90t	51·2 FK	29·0 Panama Panamanian 16 *BHCem* (11 *to U dk* 5 " 2*nd* ")	T.3Cy.27",44"&73"–48" (*r*) 180lb 470NHP 3SB,9*cf*,GS195,HS8202 Rankin & Blackmore, Grk.	29 " 2 s 4 " 10½ 24 " 5⅜	
Sunk in position 12°20'N., 109°20'W. 3.8.39	**Yolande** (*ex* Jalisco–37, *ex* Berbère, *ex* Nautilus, *ex* Petrograd, *ex* Petersburg) 1 *Dk(Spar dk)* *Web frames*		1733 1525 1051					1891	J. Laing Sunderland	R. Gardella	244·9 B59' F30	36·1 20·8 BR 8½"	14·0 Marseilles French	T.3Cy.19⅝"/16",31"&50"–36" 149NHP G. Clark, Ld. Sunderland	23 " 1	V
86661 160223 GJKS	**Yoma** (P) D.F. E.S.D. 2 *Dks*	*Fitted for oil fuel*	8139 6503 5019					1928	W. Denny & Bros. Ld. Dumbarton	British & Burmese S.N.Co. Ld. (P. Henderson & Co. *Mgrs.*)	460·3 P53' B187' F51'	61·2	31·0 *WB*	Glasgow British	Q4Cy28½",40½",58"&84"–60" 550NHP W. Denny & Bros. Ld. Dmb.		C BT (il) 6.39 R
86662 219052 WPAI	**Yomachichi** *Oil Eng* GyC. Sub.Sig. 2 *Dks* *Longitudinal framing*		5868 — 3673					1919	O. Daniels S.B. Co. Tampa, Fla.	United States Maritime Commission	402·1 P34' B118' F38	54·0	34·1 *WB*	Miami, Fla. Utd. States	Oil Engines 2S.C.SA 6Cy.30"–52" NE27 938NHP Busch Sulzer Diesel Eng. Co. St. Louis, Mo		
86663 42331 JJFK	**Yōmei Maru** 2 *Dks*		2861 — 1553					1936	Mitsubishi Jukogyo K.K. Yokohama	Kinkai Yusen K.K.	326·2 P18' B66' F28'	44·3	24·0 *WB*	Tokyo Japanese	T.3Cy.23",38"&64"–48" 284NHP Mitsubishi Jukogyo K.K.		
86664 23864 JIPD	**Yoneyama Maru** (*ex* Kaian Maru) ss Kob. No 3–5,31 ss Kob. No. 1–35 2 *Dks(Stl)*		5274 4826 3276	✠100A1 4,38	Tama	*z* ✠LMC 4,38	CL 4,37	1919 3mo	Mitsubishi Zosen Kaisha, Ld. Nagasaki *A&CP*	Itaya Syosen K.K. *Cell D B* 350'1080t	400·0 P39' B121' F40' *FPT* 133t *APT* 89t	54·5 FK	30·0 Tokyo Japanese 6 *BHCem*	T.3Cy.26½",42⅛"&75"–48" 200lb (*s*) 490NHP 3SB,9*cf*,GS163,HS6499 FD Mitsubishi Zosen Kaisha, Ld	30 " 0 s 5 " 8½ 24 " 8	
86665 27457	— 1 *Dk*		584 488 312					1920	Osaka Yogyo K.K Shikizu	Naoyetsu Syosen K.K.	171·2 B40' F26	26·2	15·1 Osaka Japanese	T.3Cy.11½",19"&32"–22" 47NHP Nishibe Tekkosho, Osaka		
86666 221009 KDNS	**Yorba Linda** ss N.Yk. No. 3–3,38 ss Bal. No. 1–37 *Mchy. Aft* 2 *Dks(Stl)* & *Web frames* D.F. *Longitudinal framing*		6900 6642 4250	✠100A1 2,38 ~~BS 3,37~~ 2,39 *Carrying Petroleum in bulk* *Fitted for oil fuel*	Bal	*b*† NYk ✠LMC 4,37 *F.P. above* 150° F.	CL N4,37 1,21	1921 1mo	Bethlehem S.B. Corp. Ld Alameda, Cal	Socony-Vacuum Oil Co. Inc. *Cell D Bu E & B* 2'197t *DT* 50'884t	435·0 453·3 (o.l.) P106' B50' F42' *FPT* 104t *APT* 70t	56·0 FK	33·6 New York Utd. States 14 *BHpt Asp* (9 *to U dk* 5 " 2*nd* ")	T.3Cy.27",47"&78"–48" (*s*) 220lb 600NHP 3SB,9*cf*,GS8235 FD Bethlehem S.B. Corp. Ld.	33 " 6 s 6 · 8 27 " 1	
86667 40700 JGLI	**Yorihime Maru** *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk*		526 — 351					1935	Sanoyasu Dock Co. Osaka	Hamane Kisen K.K.	155·0	28·5	13·8 Kobe Japanese	Oil Engines 2S.C.SA 4Cy.12⅝"–16⅜" 112NHP Sanyo Kosaku Sho, Kobe		
86668 220826 KDKP	**York** (*ex* Lake Gatun) *Fitted for oil fuel* *Ref. Mchy.* D.F. 3 *Dks*		2677 — 1660					1920	Saginaw S.B. Co. Saginaw	Merchnts & Miners Transportation Co.	253·4 P25' B65' F26	43·8	26·2 Baltimore Utd. States	T.3Cy.21",35"&59 1/16"–42" 226NHP Buckeye Engine Co Salem, O		R
Sunk in port by aircraft 7.39	**Yorkbrook** (*ex* Solo) ss Gma. 2nd No. 3–4,32 ss Shl. No. 1–37 *Well deck* 1 *Dk(Irn)* & *deep framing* *Cargo battens not fitted*		1236 9[illegible] 782	✠~~100A1~~ ~~1,38 BS 7,37~~	Ant	*o* ~~YLM~~	CL ~~7,37~~ 9,38	1905 9mo	J.P. Rennoldson & Sns South Shields *Lloyd's*	Angel, Son & Co. Ld. *Cell D Ba* 56'*uEq*	234·0 P26' Q56' B48' F27' *B* 31' *f* 100'401t *FPT*	34·2 FK	14·5 Swansea British 4 *BHCem* 23t *APT* 19t	T.3Cy.19",31"&51"–33" (*s*) 160lb 156NHP 1SB,3*pf*,GS67,HS2461 J.P. Rennoldson & Sns. S. Shl.	17 " 3 s 1 " 5 16 " 0	
86670 218466 KICP	**Yorkmar** (*ex* William Perkins, *ex* West Islay) D.F. *Fitted for oil fuel* 2 *Dks*		5612 5174 3498					1919	Ames S.B. & D.D. Co. Seattle, Wash	Calmar S.S. Corp.	409·8 P44' B119' F47'	54·2	29·2 New York Utd. States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Llewellyn Iron Works, Los Angeles, Cal.		R

1 Numéro d'Ordre. Numéro (Official). Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où inscrits. L = Lloyd's R. D = Det. Cert. B = Bur. Ver.
86671	**Yorkmoor**		4457	✠100A1 Gls		*x*	CL.	1925	J Readhead	MoorLine,Ld.	381·0 52·4 26·5	London	T.3Cy.26″,43″&72″-48″ (*r*)	28 ″ 10	
148531		*ss*Gls.No.3–1,38	4173	~~12-37~~			5,36	1mo	&Sons,Ld.	(RuncimanShip-		British	180lb 118660 470NHP	s 5 ″ 5½	
GLFQ		1 *Dk*(*Stl*)	2768	~~1,38~~ LMC 10,38			12,38		SouthShields	pingCo.Ld. *Mgrs.*)	P34′B105′F43′ FK		3SB(Spt),*9cf*,GS164 FD	23 ″ 7½	
								*Lloyd's*A&CP			*CellDB*336′1084*t*		*APT*148*t*		
86672	**Yorkshire** (P)	TwinSc4Mst	10183	✠100A1 Bkn		*et*	CL.	1920	Harland&	BibbyLine,Ld.	482·4 58·3 40·4	Liverpool	4SteamTurbinesSR geared	43 ″ 7	BT till 5-36
143663		*ss*Bkn.No.3–2,38	9176	*Awng dk*			10,36	2mo	Wolff,Ld.	(BibbyBros.&Co.		British	to 2 Sc. Shafts 215lb (*s*)	s12 ″ 0	
GDKC	D.F.	*ss*Bkn.No.1–36	6254	*with freeboard* ~~12,37~~ 1,39			BS10,38		Belfast	*Mgrs.*)	FK		2DB&2SB,*24cf*, 946NHP	32 ″ 0½	6,39
		2 *Dks*(*Stl*)&*Awng dk*(*Stl*–*ws*)3*rd dk*		~~12,37~~			~~C11,36~~	*Lloyd's*A&CP			*CellDB*410′1600*t FPT*80*t*		GS420,HS17040 FD		
		(*Stl*)in Nos.1&3holds&*Web*frames									*APT*48*t*		Harland&Wolff,Ld.Bel.		
	Ref.Mchy.	*CruiserStern*		*Fitted for oil fuel*			*F.P. above* 150° F.								
86673	**Yorkshire Coast** (*ex*Llanelly		702	✠100A1 Brs		*l*	CL.	1913	Dundee	CoastLines,Ld.	200·3 31·5 12·2	Liverpool	T.3Cy.17″,28″&46″-33″ (*s*)	14 ″ 4	
135884	Trader)	*ss*Lon.No.3–6,25	584	6,36			N7.35	5mo	S.B.Co.Ld.			British	180lb *100lb* 171NHP	s ″ 3½	
MDXT	*Well deck*	*ss*Mch.No.2–34	296	~~1,34~~ LMC			BS6,37		Dundee		P&B115′F57 FK		1SB,*4cf*,GS81,HS3177	14 ″ 2	
Now Scrap, *see No. 90014 in Supp.*		1 *Dk*(*Stl*)		~~1,34~~				*Lloyd's*A&CP			*CellDB*236′*u*8′		*APT*9*t*		
											19′*f*86′168*t FPT*21*t*		Richardsons,Westgarth& Co.Ld.Hpl.		
86674	**Yorkton**		1772					1911	Sunderlnd	ColonialSteam-	250·0 42·7 16·4	Toronto	T.3Cy.17″,28″&46″-33″		R
132060			1478						S.B.Co.Ld.	ships,Ld.(R.Scott		British	122NHP		
	Mchy.Aft	1 *Dk*	1136						Sunderland	Misener,*Mgr.*)		*WB*	N.E.MarineEng.CoLd.Sld.		
86675	**Yorktown** (P)		1547					1928	NwprtNws	ChesapeakeS.S.Co.	267·0 46·0 18·0	Baltimore	T.4Cy.25″,39″&(2)47″-40″		R
227462									S.B.&D.D.Co			Utd.States	279NHP		
KLDY			—						NewprtNews			*WB*	NewportNewsSB&DD.Co.		
			817												
86676	**Yorkwood**		5401	✠100A1 Nwc			CL.	1936	Hawthorn,	ConstantineShip-	438·9 55·8 24·8	Middlsbro'	T.3Cy.23½″,38″&65″-42″ &	28 ″ 0	
164829		*CruiserStern*	4515	*withfreeboard* Cff			~~12,37~~	7mo	Leslie&Co.Ld	pingCo.Ld.	455·1(O.L.)	British	Exhaust Turbine driving	s 3 ″ 3½	
GYXL	D.F. E.S.D. GyC.	1 *Dk*&*Shelter dk*	3150	9,38 ~~12,37~~			LMC7,36		Newcastle		F38′ FK		7*BHCem* Steam Compressor 443NHP	25 ″ 0¼	
		Longitudinal framing at shelter deck					9,38	*Lloyd's*A&CP			(*Coll to Sh dk*		2SB(Spt)(FD)& 220lb (*s*)		
	Ref.Mchy.										6 ,, 2*nd* ,,)		1AuxSB,*9cf*,GS130,HS6022		
										CellDB	372′ 1249*t FPT*175*t*		*APT*270*t* N.E.MarineEngCoLd.Nwc		
86677	**Yoro**		1697	✠100A1 N.Os		*r*	OG	1911	Swan,Hun-	SeaboardS.S.Corp.	309·3 39·2 16·6	Ceiba	T.3Cy.23″,39″&66′-42″ (*r*)	18 ″ 11	
129038		*ss*N.Os.2ndNo.3–9,35	1489	*Shelter dk*			7,37	5mo	ter&Wigham	(StandardFruit&		Honduran	195lb *100lb* 347NHP	s 1 ″ 3½	
HRBM	*Ref.Mchy.*	1 *Dk*(*Stl*)2*tr B*&	1052	*withfreeboard*					Richardson,	S.S.Co. *Mgrs.*)		*4BHCem*	2SB,*8cf*,GS163,HS5786	17 ″ 9	
		Shelter dk(*Stl*–teak s)		2,38 ~~1,38~~			BS11,38		Ld Newcastle		len15 FK		Swan,Hunter&Wigham		
				~~2,38~~			~~C9,35~~	*Lloyd's*A&CP					Richardson,Ld.Nwc.		
				LloydsRMC 6,38											
				for temp. 50° F.											
				Fitted for oil fuel			*F.P. above* 150° F.			*CellDB*241′*u*E20′	*f*180′342*t FPT*12*t*	*APT*30*t*			
86678	**Yōrō Maru No. 2**		2218			...		1918	Fujinagata	KinkaiYusenK.K.	272·0 40·0 24·1	Tokyo	T.3Cy.18½″,30½″&51½″-36′	24 ″ 2	
22933			1897						DockydCoLd		P16′B60′F34′	Japanese	189NHP		
JEXD		1 *Dk*&*2nd dk in No.1 hold*	1295						Osaka		FK	*WB*	FujinagataDockyardCoLd		
86679	**Yosemite**		6077			...		1918	Moore&		402·5 53·0 24·0		2 Steam Turbines DR	34 ″ 6	
Broken up		*Fitted for oil fuel*	5721						Scott		P34 F38′ 32·6	Utd.States	geared to1Sc.Shaft 496NHP		
		1 *Dk*&*Shelter dk*&*Web frames*	4409						Iron Works		*onShelter dk* FK	*WB*	Westinghouse,E.&M.Co.		
		Longitudinal framing							Oakland,Cal.				E.Pittsburgh		
86680	—		3554					1901	Detroit	FontanaS.S.Co.	356·0 50·0 28·0	Wilmgton	T.3Cy.18⅛″,29⅛″&48″-40′		R
27682			—						S.B.Co.	(Cleveland-Cliffs		(Del.)	146NHP		
WDDT	D.F.	*Mchy.Aft* 1 *Dk*2*tr B*	2719						Wyandotte	IronCo.*Mgrs.*)		Utd.States	DetroitS.B.Co.Detroit		
												WB			
86681	**Yoshitomo Maru No. 16**		323					1935	Matsuura	TateishiYoshio	120·1 23·1 12·6	Higashino	Oil Engines		
38844		*Oil Eng.*	—						Zosensho			Japanese			
JLUJ		1 *Dk*	225						Hiroshima						
86682	**Yoshiura Maru**		541					1910	Kawasaki	UsuiShoten	169·0 26·5 16·5	Tokyo	T.3Cy.12¾″,20″&33″-23′		
13880			—						S.B.Yard	SenpakubuGomei		Japanese	52NHP		
JPFE		1 *Dk*	309						Kobe	Kaisha					
86683	**Yoshu Maru**		499					1913	I.Aizawa	HeianKisenGochi	113·0 21·0 10·0	Kobe	T.3Cy.11″,18″&30″-22′		
15838	(*ex*FukuriMaru)		464						Osaka	Kaisha		Japanese	42NHP		
JPPE		1 *Dk*	284										T.Hirao		
86684	**Yoshun Maru**		496					1935	OsakaIron	KinkaiKaisoku	165·1 27·5 14·0	Osaka	Oil Engines 4S.C.SA		
40620		*Oil Eng.*	—						Works,Ld.	KisenK.K.	P40′F18′	Japanese	6Cy.14⅜″-20⅛″ 117NHP		
JZEH	*Mchy.Aft*	1 *Dk*	267						Innoshima				HanshinTekkoshoKobe		
86685	**Yosida Maru No. 1**		5425	✠100A1 Kob		*z*	CL.	1919	Asano	YamashitaKisen	400·0 53·2 29·4	Kobe	T.3Cy.26″,43½″&72″-48″ (*s*)	32 ″ 0	
22318	(*ex*YoshidaMaru	*ss*Kob.No.3–10,29	4975	11,38 ~~9,37~~			9,35	1mo	S.B.Co.Ld.	K.K.		Japanese	200lb 513NHP	s 6 ″ 7	
JIHD	No.1–38)	~~*ss*Kob.No.1–33~~	3386				11,38		Tsurumi		P33′B124′F41′		6*BHCem*	25 ″ 9	
		*ss*Kob.No.2–38 2 *Dks*(*Stl*)		~~Ld.MC 10,37~~			~~11,38~~	A&CP		*CellDB*	342′844*t APT*28*t*		3SB,*9cf*,GS174,HS7376 FD		
													KobeSteelWorks,Kobe		
86686	**Yosida Maru No. 3**		4646	✠ ~~12,37~~ Kob		*x*	4,37	1918	Uraga	YamashitaKisen	360·0 51·0 28·4	Kobe	T.3Cy.24½″,40½″&67″-48″	28 ″ 6	
22313	(*ex*YoshidaMaru	*ss*Osa.No.3–1,30	3927	5,39				12mo	DockCo.Ld	K.K.		Japanese	180lb (*s*) 378NHP	~~s 5 ″ 5½~~	
JCYD	No.3–38)	*ss*Kob.No.1–34	3348	~~[illegible]~~					Uraga		P21′B91′F33′ FK		3SB,*9cf*,GS180,HS6382	~~28 ″ 3~~	
		2 *Dks*(*Stl*)						A&CP		*CellDB*291′919*t F*			UragaDockCo.Ld.Uraga		
											*PT*114*t APT*46*t*				
86687	**Yosino Maru** (P)	TwinSc	8998					1906	F.Schichau	KinkaiYusenK.K.	463·5 57·5 38·9	Kobe	Q.8Cy.24⅜″,36½″,55⅛″&75½″	39 ″ 0	C
28457	(*ex*YoshinoMaru-38,*ex*Kleist)		—						Danzig		P88′B196′F91′	Japanese	-53″ 820NHP		
JODD		4 *Dks*	5529									*WB*	F.Schichau,Danzig		
86688	**Yosyu Maru**(*ex*YoshuMaru-38,		5711			...		1916	Skinner&	UwajimaUnyu	411·6 54·2 27·1	Kobe	DR Geared Steam Turbine	29 ″ 9	C
32325	*ex*Niels Nielsen)	*Fitted for oil fuel*	5169						EddyCorp.	K.K.(Yamashita	P44′B115′F17′	Japanese	476NHP		†
JIVB		2 *Dks*	4360						Seattle,Wash	KisenK.K. *Mgrs.*)	FK	*WB*	Gen.Electric,SchnctdyNY		
86689	**Youngstown** (*ex*H.H.Porter)		8262					1920	American	InterlakeS.S.Co.	580·0 60·2 27·8	Wilmgton	T.3Cy.24½″,41″&65″-42″		R
220605	*Mchy.Aft*		—						S.B.Co.	(Pickands,Mather		(Del.)	274NHP		
WPBH	D.F. GyC.	1 *Dk*	6436						Lorain,O	&Co. *Mgrs.*)	*WB*	Utd.States	AmericanS.B.Co.Lorain,O.		
86690	—		6633			...		1919	Federal	~~LykesBros.~~	395·5 55·0 31·4	~~Houston,~~	DR Geared Steam Turbine	34 ″ 11	R
Broken up	~~2,38~~	*Fitted for oil fuel*	5895						S.B.Co.	~~RipleyS.S.Co.Inc.~~	P45′B110′F38′*on*	~~Tex.~~	619NHP		†
	~~4UP~~	1 *Dk*&*Shelter dk*&*Web frames*	4121						Kearny,N.J.		*Shelter dk* FK	~~Utd.States~~	General ElectricCo.		
	Sub.Sig.	*Longitudinal framing*										Italian *WB*	Schenectady,N.Y.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. *ft. in.*	15 Registers in which classed. ✠ in 1X Dis. of Oil Fuel Cert.
86691 23162 JKFC	**Yozan Maru** (*ex* Uwajima Maru No. 16–36) Wireless	1 *Dk*	1227 1028 681					1918	Teikoku Kisen K.K. Oh	Yamamoto Kisen K.K.	228·0	33·0	18·7	Kobe Japanese *WB*	T.3Cy.15½″,26″&42½″–32″ 101NHP Kobe Seikosho, Kobe		
86692 LFHJ	**Yrjar** (P)	2 *Dks*	340 307 184					1925	Trndhjms Mek Værks Trondheim	Fosens Aktie-Dampsksls k.	130·3 H33*t*	22·1	16·1	Trondheim Norwegian *WB*	T.3Cy.12½″,20″&33″–21″ 50NHP Trondhjems M V. Trondhm		N
86693 OHYV	**Yrsa** (*ex* Blairadam–36, *ex* Ubier) *ss* Rot. No. 3–9,26 *ss* Ard. No. 2–36 1 *Dk* (*pt Irn pt Stl*) *Cargo battens not fitted*	2889 2635 1779	✠100A1 Ant *u* 5,38 ~~10,37~~ Gms BS ~~4,37~~ 5,38 ✠LMC6,35			CL 10,37	1914 4mo	W. Gray & Co. Ltd. W Hartlepool *Lloyd's SA&CP*	Rederi A/B "Yrsa" (E. Nylund, *Mgr.*) *Cell D Ba98′*	320·3 P25′B98′F31′ FK *u E&B 41 f 141′817t*	46·5	21·1	Mariehmn Finnish 5 *B H Cem* *APT 146t*	T.3Cy.23″,36½″&62″–42″ (*s*) 180lb NDB27 ~~190lb~~ 288NHP 2SB, 6*cf*, GS119, HS4691 Cen. Mar. Eng. Wrks. W Hpl	23 ″ 5 s3 ″ 7¾ 20 ″ 0	
86694 OUNM	—	1 *Dk*	455 322 264					1889	Helsingörs Skibsbyggeri Elsinore	Det Forenede Dampskibs Selsk.	173·2 Q57′B22*t*F13*t*	24·1	9·1	Aarhus Danish	C.2Cy.19″&35″–21″ 47NHP Helsingörs Mskinbyggeri		V
86695 PITU	**Yselhaven** *ss* Ant No. 1–37 *ss* Ant. No. 3–7,33 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	*ss* Ant No. 1–37 *ss* Ant. No. 3–7,33 2987	4802 ✠100A1 Ant *x* 4631 *Shelter dk* Rot *with freeboard* 3,38 ~~3,37~~ ✠LMC MS ~~3,37~~ 3,38 ~~S1,37~~			CL ~~4,37~~ 10,38	1921 1mo	W. Dobson & Co. Newcastle *Lloyd's SA&CP*	N.V. Gebr. Van Uden's Scheepv. en Agentuur Maats. *Cell D B313′960t*	360·0 371·7 (O.L.) *FPT 100t. APT 87t*	52·0	31·5 FK *Collision B Hto Sh dk*	Rottrdam Dutch *Cem* 5 ″ ″ *U* ″	T.3Cy.25″,41″&69″–48″ (*s*) 180lb 401NHP 3SB, 9*cf*, GS174, HS6678 N.E. Marine Eng. Co Ltd Nwc	34 ″ 0 s8 ″ 11¾ 25 ″ 3	
86696 OOJC	**Yser** (*ex* Minerva)	1 *Dk*	1165 948 677					1903	J.C. Tecklenborg A.G. Weser-münde-G.	Cie. Nationale Belge de Transp. Mar. (Armement Deppe, *Mgrs.*)	230·0 Q82′B56′F26′	36·2	15·2	Antwerp Belgian *WB*	T.3Cy.17″,28″&45″–33″ 116NHP J.C. Tecklenborg A.G. Wsm		V
86697 PIUL	**Yssel** *Oil Eng.* 1 *Dk* *Cruiser Stern*	1956 1314	2262 ✠100A1 Rot *s* 1,39 ~~1,38~~ ✠LMC5,37			CL 4,38	1937 5mo	A. Vuijk & Zonen Capelle a/d Ysel *Lloyd's SA&CP*	N.V. "Houtvaart" (Vinke & Co. *Mgrs.*) *Intermediate B H in forward* *Cell D B248′579t FPT*	294·1 306·2 (O.L.) P25′B58′F25′ FK *hold dispensed with*	43·8	18·2 *Coll to Sh dk* 3 ″ 2nd ″ ″	Rottrdam Dutch 4 *B Hpt Cem* *36t. APT 115t*	Oil Engines 4S.C.SA 6Cy.21¼″–35½″ 474NHP Gbr. Stork & Co N V Hengelo	21 ″ 7 s3 ″ 2½ 18 ″ 5½	
86698 PIUV	**Ystroom** *Oil Eng.* *Mchy. Aft* D.F. 1 *Dk* & *Shelter dk* *Rudder electrically welded* *Cruiser Stern*	1956 308 152	400 ✠100A1 Ams *k* *with freeboard* 10,38 ~~10,39~~ ✠LMC11,			CL	1936 11mo	N.V.C. Van der Giessen & Zonen's Schps Krimpen *Lloyd's SA&CP*	N.V. Hollandsche Stoomb. Maats. *Cell D B125′ 185t*	198·3 *30·7* *FPT 222t. APT 133t*	29·6	8·1 FK *Coll to Sh dk*	Amstrdam Dutch 4 *B Hpt Cem* 3 ″ 2nd ″ ″	Oil Engines 4S.C.SA 7Cy.15⅜″–24⅞″ 160NHP Werkspoor N.V. Ams.	11 ″ 0 s8 ″ 2 10 ″ 11	
86699 XNBE	**Yu Chi** (*ex* Rollon, *ex* Ganger Rolf) Wireless	2 *Dks*	1280 1209 774					1901	Nylands Værksted Oslo	Yu Ta Hong	219·5 H52*t*	32·9	21·6	Newchang Chinese *WB*	T.3Cy.16″,26″&43″–30″ 101NHP Nylands Værksted, Oslo		
86700 XNCB	**Yu Ping** (*ex* Koromiko–36) *Turret deck* 1 *Dk*	2479 2024 1541					1907	W. Doxford & Sons, Ld. Sunderland	Yu Chung Steamship Co.	312·3 P21′F26′	43·6	19·5	Shanghai Chinese *WB*	T.3Cy.22″,37″&61″–42″ 241NHP W. Doxford & Sons, Ld. Sld.		
86701 XNCI	**Yu Shun** Sunk to block Yangtsze Kiang River 8,37 2 *Dks*	1696 1504 1079					1900	Grngem'th Dockyard Co. Grngemouth	China Merchants' Stm. Nav. Co. Ld.	260·2 P30′B68′F37′	40·2	18·3	Shanghai Chinese *WB*	T.3Cy.20″,33″&53″–36″ 169NHP Hutson & Sons, Ld. Glasgow		
86702 XNCV	**Yu Tung** (*ex* Eiger) Wireless	1 *Dk* & *Spar dk*	1505 1309 912					1904	Nylands Værksted Oslo	Yu Ta Hong	231·5 H80*t*	35·2	14·7 20·4	Shanghai Chinese *WB*	T.3Cy.18″,29″&48″–33″ 132NHP Nylands Værksted, Oslo		
86703	**Yuan Chan** *ex* Warla–34, *ex* War Hathor) *ss* Cal. No. 3–10,26 *ss* Cal. No. 1–30 1 *Dk* (*Stl*)	2264 1800 1342	✠ — Cal *r* 6,34 ✠				1918 8mo	Pt. Arthur S.B. Co. Ltd. P Arthur Ont.	Chung Wei S.S. Co. *Cell D Ba&s*	251·0 P25′B64′F28′ FK *u E98′ f 314′457t FPT*	43·8	20·7 *80t. APT 78t*	Shanghai Chinese 4 *B H Cem*	T.3Cy.20″,33″&54″–40″ 278NHP 2SB, 6*cf*, GS46, HS5246 Port Arthur S.B. Co. Ld.	23 ″ 0	
86704 Stranded & Sunk 5.38 as "Ryuan Maru"	**Yuan Cheng** (P) (*ex* Kinki Maru No. 2–34, *ex* Progress) *ss* Kob. No. 1–36	998 — 556					1892	Flensburger Schiffsb. Ges Flensburg	Tung Yuan S.S. Co.	206·0 B58′F26′	31·0	20·9	Tsingtao Chinese *WB*	T.3Cy.15¼″,24⅝″&43″–27″ 96NHP Flensburger Schiffsb. Ges.		
86705	**Yuan Hsing** (*ex* Bulusan–34, *ex* Dominga A.–36, *ex* Van Vollenhoven) 1 *Dk*	1191 — 609					1922	At. Mar. de Haïphong Haïphong	Lee Kong Poh	226·6 P20′B59′F26′	32·8	16·5	Shanghai Chinese	T.3Cy.16½″,27″&43½″–31½″ 106NHP At. & Ch. de Bretagne Nantes		
86706 25602 JYED	**Yubae Maru** *ss* Osa. No. 3–9,31 *ss* Kob. No. 1–36 2 *Dks* (*Stl*)	3217 2676 1986	✠100A1 Kob *u* 10,38 ~~10,39~~ ✠LMC11, ~~10~~			10,37	1919 5mo	Ishikawajima S.B. Co Tokyo A&CP	Kuribayashi Syosen K.K. *Cell D B262′587t FPT*	305·0 P25′B92′F30′ FK *5 B H Cem* *58t. APT 56t*	43·9	27·3	Tokyo Japanese	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 279NHP 2SB, 6*cf*, GS93, HS3640 FD Ishikawajima S B Co Tokyo	27 ″ 4 s4 ″ 4½ 23 ″ 2	
86707 35338 JFKC	**Yubari Maru** 2 *Dks*	4109 3419 2489					1930	Mitsui Bussan Kaisha Ld. Tama Dkyd.	Kyoritsu Kisen K.K.	351·5 *u*	49·0	27·7	Akashi Japanese *WB*	T.3Cy.22″,37″&61″–42″ 241NHP Mitsui Bussan Kaisha Ld.		C
86708 203791 WQBL	**Yucatan** (P) Twin Sc (*ex* Havana–35, *ex* Comfort, *ex* Havana) E.S.D. *Ref. Mchy.* *Fitted for oil fuel* 4 *Dks*	6678 — 4075					1907	W. Cramp & Sons S. & E.B. Co Philadelphia	Atlantic Gulf & West Indies S.S. Lines (New York and Cuba Mail S.S. Co. *Mgrs.*)	413·0 *u*	50·2	30·0	New York Utd. States *WB*	T.6Cy.29½″,49⅜″&86¼″–48″ NB27 1030NHP W. Cramp & Sons S. & E.B. Co		R
86709 8893 JALB	**Yuen Kiang Maru** (P) Twin Sc Sp 1 *Dk*	875 118 495					1903	Osaka Iron Works Osaka	Nisshin Kisen K.K.	202·6 *u*	37·4	6·5	Tokyo Japanese	T.6Cy.10″,16″&28″–15″ 61NHP Osaka Iron Works, Osaka		
86710 15444 VPGL	**Yuen Sang** (P) *ss* H.Kg. No. 3–4,36 2 *Dks* (*Stl–U* teaks)	3229 2351 1988	✠100A1 HKg *u* 6,38 ~~6,37~~ BS ~~5,37~~ 6,38 ✠LMC4,36			CL ~~4,36~~ 6,38	1923 12mo	Hong Kong & Whampoa Dock Co. Ld Hong Kong *Lloyd's SA&CP*	Indo-China Steam Nav. Co. Ld.	310·0 324·5 (O.L.) P&B201 F40′ FK *Cell D B265′443t FPT*	46·1	22·7 *46t. APT 54t*	Hong Kong British 5 *B H Cem*	T.3Cy.23″,38″&63″–45″ (*s*) 190lb *100lb* 414NHP 2SB, 6*cf*, GS132, HS6364 FD Hong Kong & Whampoa Dock Co. Ld. Hong Kong	25 ″ 0 s2 ″ 11 22 ″ 7	
86711																	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assignant maintenant effet aux Lettres d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, et où il est dans la L. H. Durée. Cert. R. of Trade.
86712	**Yuet Shang**	**WoodTwinSc**	704					1919	Kwong Tuck Cheong Hong Kong	ChungKwokPoLee S.S.Co.Ld.	175·0 B48′	28·0 F22′	18·0	Canton Chinese	Oil Engines 4S.C.SA 8Cy.12″–16″ 112NHP KwongTuckCheong,H.Kg		
		Oil Eng.	631														
		2 *Dks*	394														
86713	**Yuhsing** (*ex*MeiShun,*ex*LokSang)		1657	✠	Gls	*q*		1891	Lon.&Gls. Co.Ld. Glasgow	ShawHsingS.S. Co.Ld.	250·0 B64′F35′ *Shade dk a43′* *APT30t,MT10′130t*	36·1 22·5 FK	15·6 *1 BHCem*	New-chwang Chinese	T.3Cy.18½″,30″&48″–36″ NB14 166NHP 1SB,*3rf*,GS55,HS2327 Lon.&Gls.Co.Ld.Glasgow		
Sunk to block Yangtsze River			—	12,91													
XNAG		1 *Dk(Stl)&Spar dk3tr B*	971														
			—														
86714	**Yukagir**		1435	✠100A1	Yka		CL	1937	Mitsubishi Jukogyo K.K Yokohama	U.S.S.R.	237·2 246·1(O.L.) P69′F24′ *Cell DBa28′49t D*	36·1 FK *APT41t*	21·1 11 *BHptCem*	Vladvostok Russian	Oil Engines 4S.C.SA 6Cy.17½″–23½″ & hydraulic coupling SR geared to 1 screw shaft 184NHP DB *121tb* MitsubishiJukogyoKK)Yka	20 ″ 4	
		Oil Eng.	1436	10,37													
	Wireless D.F. E.S.D. 2 *Dks*		866														
	Mchy. Aft	*Cruiser Stern*	1031	*Carrying P… oil in bulk*					*Lloyd's s.14 CP*								
	Longitudinal framing at bottom & at decks		1032														
	Strengthened for navigation in ice		1042														
86715	**Yuki Maru** (*ex*Waitemata-33)		5704	✠ …	Kob	*y*		1919	Nthmblnd S.B.Co.Ld. Newcastle	DairenKisenK.K.	400·0 *Fon Shelter dk39′* *Cell DB351′128′*	53·0 FK *FPT60t APT90t*	32·8 *Collision B Hto Shdk* 6 „ „ *U* „	Dairen Japanese	T.3Cy.27″,45″&75″–54″ 619NHP 3SB,*12cf*,GS220,HS9525 N.E.MarineEng.Co Ld Nwc	35 ″ 5	
		ss Drn.No.3-8,33	5428	1,38													
JNZG		*ss* Kob.No.1-37	3507	*Shelter dk*													
		1 *Dk(Stl)&Shelter dk(Stl)*															
86716	— P		3168	✠ …	Kob	*t*		1916	Osaka Iron Works,Ld. Innoshima	Tatuuma Kisen K.K.	305·0 P19′Bs2′F32′ *Cell DB255′519t*	43·7 FK *FPT76t APT65t*	27·2 *BHCem*	Nishino-miya Japanese	T.3Cy.22″,37″&61″–42″ 288NHP 2SB,*6cf*,GS90.HS8824 FD OsakaIronWrks.Ld.Osaka	27 ″ 3	
18829		*ss* Kob.No.3-5,27	2738	8,35													
JDCD		*ss* Kob.No.1-31	1979														
		2 *Dks(Stl)&Web frames*															
		Longitudinal framing															
86717	**Yukon** (P) (*ex*Colon, *ex*Mexico)	**TwinSc**	5747					1899	W.Cramp& Sons S&EB Co Philadelphia	AlaskaS.S.Co.Inc.	360·0	50·0	32·2	New York Utd. States	T.6Cy.25″,41½″&68″–42″ NB24 599NHP W.Cramp&SonsS.&E.B.Co.		R
		Fitted for oil fuel	——														
92936 WCQZ	D.F.	3 *Dks&Awng dk*	3434											*WB*			
86718	**Yumihari Maru** (*ex*Tzizikar, *ex*Newark)		977		Nag	*m*		1894	Palmers' Co.Ld. Newcastle	UyechiK.K.	227·4 Q92′B44′F22′ *WB = Cell DB142′256t*	31·0 FK *FPT40t APT40t*	13·5 4 *BHCem*	Nishino-miya Japanese	T.3Cy.19″,31½″&51½″–33″ 150NHP 1SB.*4pf*,GS51,HS2220 Palmers'Co.Ld.Newcastle	16 ″ 4	
10893 JQVE		*ss* Nag.No.2-02	781	4,02													
		1 *Dk(Irn)&Web frames*	552														
86719	**Yumihari Maru No. 2**		1186					1918	Nitta Co. Osaka	KamichiK.K.	220·0	33·5	18·5	Kobe Japanese	T.3Cy.15½″,25½″&42½″–32″ 101NHP Yoshida Tekkosho,Osaka		
22534 JQVE	(*ex*NichiyeiMaru-36,*ex*BanyeiMaru No.8-34) Wireless	1 *Dk*	1007 803											*WB*			
86720	**Yun Yang Maru** (P)	**TwinSc**	1038					1922	Kiang Nan Dock Co. Shanghai	NisshinKisenK.K.	197·0 B92′F86′	31·0	10·0	Tokyo Japanese	T.6Cy.15″,22″&34–18″ 98NHP KiangNanDkCo.Shanghai		
28675 JBSE		1 *Dk*	438 596														
86721	**Yung An**	**TwinSc**	1422					1930	Kiousin SB&EngWks Shanghai	TaChenNav.Co.Ld.	218·8 B64′F22′	33·5	10·5	Shanghai Chinese	Oil Engines 4S.C.SA 14Cy.11″–16⅝″ 164NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		C
		Oil Eng.	—											*WB*			
		2 *Dks*	985														
86722	**Yung Chi** (*ex*Biodd-34, *ex*CapD'Alprecht,*ex*Cambrier, *ex*Lakewood)		1936			…		1917	Detroit S.B.Co. Wyandotte	TaChenNav.Co.Ld.	251·0 P25′B64′F23′	43·7 FK	17·7	Shanghai Chinese	T.3Cy.20″,33″&54″–40″ 274NHP DetroitS.B.Co Detroit	20 ″ 0	
		1 *Dk*	— 1108											*WB*			
86723	**Yung Heng** (*ex*Freikoll-34,*ex*Bjorn)		1195					1900	Bergens Mek. Værks. Bergen	YungHengS.S.Co. (KooChungSui, *Mgr.*)	230·9 Q126′B52′H17t F30t	34·3	13·6	Shanghai Chinese	T.3Cy.16″,25″&42″–30″ 97NHP BergensMekVærksBergen		
		1 *Dk*	— 706											*WB*			
86724	**Yung Hwa** (*ex*Baldina-34, *ex*WarDuchess)		4670	✠100A1	Kob	*x*	CL	1918	Canadian Vickers,Ld. Montreal	MeiShunS.S.Co.	380·6 P30′B105′F41′ *Cell DB*	49·2 FK 316′136 7t *FPT102t*	26·7 6 *BHCem* *APT136t*	Shanghai Chinese	T.3Cy.27″,44″&78″–48″ *(s)* 180lb 474NHP 3SB,*9cf*,GS171,HS6660 FD Canadian Vickers,Ld.Mtl.	30 ″ 1 s5 ″ 11½ 24 ″ 5	
		ss Syd.No.3-11,32	3937	8,37			8,37										
		ss Kob.No.1-36	2819	BS8,37 ✠LMC8,36													
		1 *Dk(Stl)*															
Now "Tensin Maru," *see No. 92218*		*Cargo battens not fitted*															
86725	**Yung-Kia** (*ex*Tachong-35, *ex*SiangKiangMaru-33)	**TwinSc Sp**	883					1903	Osaka Iron Works Osaka	NingShinS.S.Co. Ld.	202·6	37·4	6·5	Shanghai Chinese	T.6Cy.10½″,16″&28″–15′ 61NHP OsakaIronWorks,Osaka		
		1 *Dk*	— 506														
86726	**Yung Lee** (*ex*KiodoMaruNo.14, *ex*KiodoMaruNo.10)		632					1906	S.Ono Osaka	Ching-KeeS.N.Co. Ld.	170·7	23·7	18·0	Chefoo Chinese	T.3Cy.13½″,21⅞″&31″–24″ 57NHP S.Ono.Osaka		
		2 *Dks*	538 421											*WB*			
86727	**Yung Lung** (*ex*TaChung, *ex*WongKoi)		1777					1896	Fairfield Co.(Lim.) Glasgow	HengAnChengKee S.S.Co.	289·0	37·8	21·6	Shanghai Chinese	T.3Cy.22″,36″&57″–42″ 210NHP FairfieldCo.(Lim.),Gls.		
		2 *Dks*	— 1115											*WB*			
86728	**Yung Sheng** (*ex*HsinFooSing-33, *ex*Alm,*ex*Snepiggen,*ex*Alm)		1689					1903	Nylands Værkstad Oslo	YungAnS.N.Co. (KooChungSui. *Mgr.*)	260·2 H102′F33t	36·9	20·9	Shanghai Chinese	T.3Cy.19″,31″&51½″–33″ 152NHP Nylands Værksted,Oslo		
XNEG		1 *Dk&Spar dk*	— 998														
86729	**Yung Shun** (*ex*Nuestra Señora de Alba-34, *ex*Liscum,*ex*Kongsee)	**Iron**	1343	✠				1878	C.Mitchell &Co. Newcastle	YungShunS.S.Co. (T.A.Chow, *Mgr.*)	248·0 P30′B61′F34′ *DBa62′ayuEq′B46′*	31·2	17·9	New-chwang Chinese	C.2Cy.33″&66″–42″ 200NHP R.&W.Hawthorn,Nwc.		
		2 *Dks*	— 667	7,83													
86730	**Yung Wei** (*ex*Tsuruga Maru-33,*ex*Luzon)	**Iron**	972					1864	Blackwood &Gordon Pt.Glasgow	HsinTungHong	219·2	28·2	15·0	Weihaiwei Chinese	C.2Cy.27″&50½″–26″ 109NHP Blackwood& Gordon,PGls.		
		3 *Dks*	— 594														
86731	**Yung Yuan** (*ex*SoshuMaru-31, *ex*Tai-Fu)		1731					1897	Akt.Ges. "Neptun" Rostock	YungYuanS.S.Co.	259·0 B74′F37′	34·9	21·2	Chefoo Chinese	T.3Cy.21″,35⅝″&55⅞″–36″ 183NHP A.G."Neptun,"Rostock		
XNFT		1 *Dk&Spar dk2tr B*	— 1063											*WB*			
86732	**Yunghsing** (*ex*NagataMaruNo.27)		832					1915	..... Japan	ShawHsingS.S. Co.Ld.	185·0	31·0	17·7	New-chwang Chinese			
			— 502														
86733	**Yunnan** P		2812					1934	Scotts' S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	299·9 P36′B79′F40′	44·2	21·7	London British	Oil Engines 2S.C.SA 5Cy.22″–36″ 425NHP Scotts'S.B.&E.Co.Ld.Grk.		
163517 GWXP		*Oil Eng.*	2336											*WB*			
		2 *Dks*	1634														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or Replaced. Movement Letter.	T Date when tail shaft last tested.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught.	15 Registers in which classed. If not in L.R. Date of 1st Trade Entry.
86734	**Yuri Maru**	6787	✠100A1	Yka	*a*†	CL.	1919	Harima	KokusaiKisen K.K.	125·0	53·6	37·5	Kobe	T.3Cy.27″,45″&75″–51″ (*s*)	37 ″ 6	
25489		8507	*Shelter dk*	Smk		3,38	8mo	Dkyd.Co.					Japanese	200lb 557NHP	s 9 ″ 1½	
JAFD	*ssNag.No.3–11,31*	5085	*withfreeboard*					O.Harima				FK	*Cem*	3SB,9*cf*,GS192,HS7884 FD	28 ″ 7	
	2Dks(Stl)&Shelter dk(Stl)		11,353,38 ✠LMC9,37 BS11,38					A&CP		*CollisionBH to Shelter dk*			6*BH to U dk*	KobeSteelWorks,Kobe		
										CellDB	371′1224*t*	*FPT*148*t*	*APT*220*t*			
86735	**Yushar** (P) (*ex*Kolguyev)	1262	✠	Nwc	*o*		1915	Swan,Hunter&Wigham Richardson, Ld Newcastle	U.S.S.R.	240·2	35·0	18·0	Archangel Russian	T.3Cy.16½″,27″&44″–30″ 179NHP	20 ″ 0	
		1129	6,20									FK	4*BH Cem*	2SB,6*cf*,GS114,HS3640		
UNAL	Wireless	722								*CellDBa&uE77′uB19′f100′*			*2566tAPT*220*t*	Swan,Hunter&Wigham Richardson,Ld.Nwc.		
	1Dk(Stl)&Awng dk															
	Ref.Mchy. Sub.Sig.															
86736	**Yuzan Maru** (*ex*MarneMaru–36,	6039	✠	NYk	*z*		1919	FederalS.B Co. Kearny,N.J.	KokuKisenK.K.	395·5	55·0	31·4	Kobe	DRGearedSteam Turbine 619NHP	34 ″ 11	
44589	*ex*Marne 37)	—	7,19				1mo			P45′B110′F38′ *on*			Japanese			
JLBM	*Fitted for oil fuel*	3603	✠							*Shelter dk*		FK	*Cem*	3SB,9*cf*,HS8934		
	1Dk(Stl)&Shelter dk(Stl)												7*BHtoSh dk*	GeneralElectricCo. Schenectady,N.Y		
	&Web frames									*CellD*	B331′1512*t*	*FPT*187	*tAPT*175*t*			
	Longitudinal framing															
86737	**Yvonne**	731			…		1899	W.Harkess &Son Middlesbro'	ArmementL. Hermans,Soc. Anon.	184·3	28·5	13·9	Bruges	T.3Cy.14″,22½″&37″–27″ 80NHP	14 ″ 10	V
	(*ex*Feronia)	—								Q93′B16′F22′			Belgian			†
OOKC	*Well deck* Wireless 1*Dk*	409										FK	*WB*	MacColl&Pollock,Sld.		
86738	**Z.R.3.** (*ex*Muriel) WoodTwinSc	2375	✠	Sea	*s*		1920	J.H.Price	H.J.Emard	245·8	46·7	23·9	Seward	Oil Engines 2S.C.SA	26 ″ 10	
220942	*OilEng.*	—	8.24				6mo	Constr.Co. Seattle,Wash		P57′F37′			Utd.States	12Cy.16½″–18½″ 579NHP		
KLJE	*Mchy.Aft* 2*Dks*	1837	✠											SkandiaPacific OilEng.Co.OaklandCal.		
	Salted															
86739	**Zaafarau** (*ex*Philomel–34)	1563	✠100A1	Alx	*r*	CL.	1921	AilsaS.B. Co.Ld. Troon	PharaonicMail Line,S.A.E.	270·4	39·2	14·9	Alexndria Egyptian	T.3Cy.23″,37½″&60″–39″ (*s*)	17 ″ 0	
75	*ssAlx.No.3–6,34*	1163	*Shelter dk*			4,37	11mo						*Cem*	180lb 292NHP	s ″ 2	
SUBB	*1Dk(Stl)&Shelter dk*	928	*withfreeboard*							B73′*onShelter dk*		FK	3*BH to Sdk*	2SB,8*cf*,GS167,HS5154	16 ″ 11½	
	(Stl–ws)2nd dk in No.1 hold		5,37	BS12,38						*Lloyd'sA&CP*			2 ,, ,, *U* ,,	AilsaS.B.Co.Ld.Troon		
	Wireless D.F.		~~BS11,38~~	✠LMC6,34						*CellDB*236′357*t*		*FPT*16*t*	*APT*18*t*			
			Fitted for oil fuel 4,24			*F.P. above* 150° F.										
86740	**Zaan**	1299	✠100A1	Rot	*o*	OG	1921	N.V.Schipsw	N.V.Houtvaart (Vinke&Co.,	237·4	36·7	15·9	Rottrdam	T.3Cy.17½″,29″&47″–36″ (*s*)	18 ″ 0	
	ssRot.No.3–4,34	1106	~~8,39 10,37~~ 1,36			~~10,37~~	4mo	Baanhock Sliedrecht	*Mgrs.*)				Dutch	180lb 209NHP	s 2 ″ 0½	
PIVH	1*Dk(Stl)*	726	BS9,38 ✠LMC			7,38				P23′B64′F24′		FK	4*BH Cem*	2SB,*Acf*,GS66,HS3350 FD	16 ″ 1	
			MS3,342,39BS10,37							*Lloyd'sA&CP*			*APT*52*t*	Penn&Bauduin,Dordrecht		
										CellDB	195′324*t*	*FPT*30*t*	*APT*			
86741	**Zaandam** (P) TwinSc	~~10000~~	✠100A1	Rot	*f*†	CL.	~~1938~~	N.V.Wil-	Nederl.-Amerik.	480·7	64·4	36·2	Rottrdam	Oil Engines 2S.C.DA	40 ″ 0	
	OilEng	10909	1,39				1939	ton-Fijeno-	Stoomv.Maats.	501·6(O.L.)			Dutch	12Cy.~~29½″–47″~~28½″–47½″	~~29 ″ 6½~~	
PIVK	D.F. E.S.D. 3*Dks*	8289	✠Lloyd'sRMC1,39				1mo	ordSchiedam	(Holland-Amerika Lijn)	P35′B214′F16′		FK	*SBH*	2DB–*100lb* 3359NHP	~~30 ″ 7~~	
	Ref.Mchy *CruiserStern*	6365	*Carrying vegetable oil in deep tanks aft Lloyd'sA&CP*							*CellDB*362′1384*t*				N.V.Wilton-Fijenoord. Schiedm		
	Butts of part shell plating electrically welded		*Tanks at centre&sides of tunnels*4976*t*							*DuTs*a50′1334*t*		*FPT*	*tAPT*262*t*			
86742	**Zaanland**	6813	✠100A1	Ham	*c*†	CL.	1921	Barclay	N.V. tot Voortzetting van den Konink lijken Hollandschen Lloyd	460·4	60·2	27·9	Amstrdam	2 Steam Turbines DR	30 ″ 6	
	ssAms.No.3–7,38	6294	*Shelter dk*	Ams		2,38	6mo	Curle&Co.Ld. Glasgow		477·3(O.L.)			Dutch	geared to 1 Sc. Shaft (*s*)	s 4 ″ 5½	
PIVS	*Ref.Mchy.* 2*Dks(Stl)&Shelter dk(Stl)*	4141	*withfreeboard* ~~10,38~~ 1,39	BS2,38 ✠LMC 3,37								FK	*Cem*	220lb 1039NHP	26 ″ 2⅝	
	Cruiser Stern		~~9,37 1,38~~	~~BS3,37~~ 8,37						*Collision*			*BH to Sh dk*	5SB(Spt),*15cf*,GS311,		
	ssHam.No.1–37		✠Lloyd'sRMC ~~2,39 9,38~~ 4,,, 1,36							*CellDB*405′1559*t*		*FPT*79*t*	6 ,, ,, *U* ,,	HS13105 FD		
												*APT*38*t*		BarclayCurle&Co.Ld.		
			Fitted for oil fuel 6,21			*F.P. above* 150° F.										
86743	**Zaanstroom**	1519			…		1920	N.V.Haarlemsche Schpsb Maats Haarlem	N.V.Hollandsche Stoomb.Maats.	265·1	37·9	16·2	Amstrdam	T.3Cy.21″,33″&57″–39″ 203NHP		V
		1189								Q98′B78′F28′			Dutch			
PIVY	*Ref.Mchy.* 1*Dk2tr1b*	912											*WB*	Maats.Fyenoord,Rot.		
86744	**Zaboishtchik** (*ex*Komsomol,	596					1895	Akers Mek.Værks Oslo	U.S.S.R.	160·3	26·3	17·5	Loningrad Russian	T.3Cy.12″,20″&32″–27″ 53NHP		
	*ex*Hogland,*ex*Adonis,*ex*EinarSimers)	572								H5*t*			*WB*	AkersMek.Værks.Oslo		
	2*Dks*	385														
86745	**Zacapa** (P)	4488					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo. *Mgrs.*)	378·9	50·3	29·1	New York Utd.States	T.3Cy.27″,45″&75″–54″ 413NHP		C
212583	*Fitted for oil fuel*	—								B160′F45′			*WB*	Wrkman,Clark&Co.Ld.Bel		
KDCI	*Ref.Mchy.* 2*Dks*✠2*pt dks*	2476														
	D.F. Sub.Sig.															
86746	**Zafra** *For particulars see* **"Cabo Sacratif"**															
86747	**Zagreb** (P) (*ex*Gödöllö)	840	✠100A1	Ssk	*m*	CL.	1902	Wigham- Richrdsn&Co Ld Newcastle	Jadranska Plovidba D.D.	225·0	29·1	12·6	Susak	Q4Cy.17″,24″,36″&52″–36″	15 ″ 1	
	ssSsk.3rdNo.3–6,36	180	*withfreeboard*			~~8,38~~	2mo			233·6(O.L.)		BK7″	Yugoslav	200lb (*r*) 203NHP	s 2 ″ 1½	
YTOS	2*Dks(Stl Mpt teak s)*	440	~~8,38~~ 8,39	BS3,39		3,39				*CellDBa42′uE24′*			5*BH Cem*	2SB,6*cf*,GS116,HS3338	13 ″ 6⅝	
	&Shade dk(Teak)		~~BS4,36~~	✠LMC6,36						*Lloyd'sA&CP*		*f*66′95*t*		WghmRchrdsn&C.Ld.Nwc		
86748	**Zahra**	821	✠100A1	Pir	*k*	CL.	1927	Harland& Wolff.Ld. Glasgow	StandardTransportationCo.Ld.	180·2	33·9	13·2	Hong Kong	T.3Cy.16″,26″&42″–27″ (*s*)	14 ″ 0	
149944		577	1,38			10,36	11mo			Q83′F27′		FK	British	180lb 159NHP	s ″ 11	
VPDV	1*Dk(Stl)2tr Bin Nos.1&2tanks*	312	BS3,39	✠LMC						*Trunk*76′			10*BHptCem*	2SB,*4cf*,HS2608 FD	13 ″ 3	
	Mchy.Aft *CruiserStern*		~~BS4,39~~	~~BS1,39~~						*CellD*				D&W Henderson&Co Ld Gls		
			Carrying Petroleum in bulk							*BuEa&B*35′56*t*		*FPT*	46*tAPT*17*t*			
			Fitted for oil fuel 11,27			*F.P. above* 150° F.										
86749	**Zakynthos** (P) (*ex*Eperoki–33,	960	✠	Msl	*m*		1892	Earle's Co. Ld. Hull	HellenicCoast LinesCo.Ld.	230·6	26·5	14·8	Piræus	T.3Cy.23½″,35″&57″–33″	15 ″ 6	
142	*ex*Insulaire,	—	12.09				6mo						Greek	NB15 215NHP		
SVDM	*ex*Victoria)	576										BK7″	4*BH Cem*			
	1*Dk(Stl–ws)*									*WB=FPT*30*t*			*APT*35*t*	Earle'sCo.Ld.Hull		
	Wireless 2*trB&Shade dk*															
86750	**Zamalek** (*ex*Halcyon–34)	~~1566~~	✠100A1	Alx	*r*	CL.	1921	AilsaS.B. Co.Ld. Troon	PharaonicMail Line,S.A.E.	270·4	39·2	14·9	Alexndria Egyptian	T.3Cy.23″,37½″&60″–39″ (*s*)	17 ″ 0	
79	*ssAlx.No.3–5,34*	~~1105~~	*Shelter dk*			~~12,38~~	10mo	Co.Ld. Troon					*Cem*	180lb 292NHP	s ″ 2	
SUDM	Wireless D.F. 1*Dk(Stl)&Shelter dk*	929	*withfreeboard*			4,39				B73′*onShelter dk*		FK	3*BH to Sh dk*	2SB,8*cf*,GS167,HS5154	16 ″ 11½	
	(Stl–ws)2nd dk in No.1 hold		12.36	BS11,38						*Lloyd'sA&CP*			2 ,, ,, *U* ,,	AilsaS.B.Co.Ld.Troon		
			~~10,38 9,37~~	LMC5,34						*CellDB*236′357*t*		*FPT*16*t*	*APT*18*t*			
			Fitted for oil fuel 10,21			*F.P. above* 150° F.										
86751	**Zambezia** (*ex*Buzi–34,	1282			…		1903	SirRaylton Dixon&CoLd Middlesbro'	ColonialSteamshipsCo.Ld. (Rogers&Co. *Mgrs.*)	220·0	33·0	10·9	Port Louis, Mauritius	T.3Cy.17″,27″&45″–33″ 133NHP	21 ″ 1	
150034	*ex*Zambezia)	977	*ssC.Tn.2ndNo.3–1,25*				9mo			F30′		18·9	British	1SB,3*cf*,GS62,HS2165		
VRWC	*ssC.Tn.No.1–30*	879										FK	1*BH Cem*	N.E.MarineEng.Co Ld.Sld		
	1*Dk(Stl)&Awng dk*									*CellDBa61′uE&B31′f*92′2638			*APT*14*t*			
	Wireless (*pt Stl–teak s*)															

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Grêsement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de la mise hors-service.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières NHP=Force en chevaux d'après les formules de la Société RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Frame-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où cote, si on a restdans le L. R. Durée Cert. Renf. trade.
86752	**Zamzam** (P)	TwinSc 4Mst	8299	✠100A1	Suz	*d†*	CL	1909	Harland&	Société Misr de	167·2	54·3	31·7	Alexndria	Q8Cy22″,31½″,46″&65½″–48″	35 ″ 1
51	(*ex* British Exhibitor–33,		6305	12,37				9mo	Wolff,Ld.	Navigation Mari-				Egyptian	215lb (*s*) 823NHP	s 7 ″ 9
SUBZ	*ex* Leicestershire) *ss* Alx.2nd No.3–2,34		5165		LMC11,38				Belfast	time	P51′B210′F75 FK			7 *B H Cem*	2D&2S B24 *cf* GS405 HS14094	27 ″ 8
	Sub.Sig. *Ref.Mchy.*			MS2,34				*Lloyd's*	*SA&CP*	*Cell D Ba* 115′ *u E & B*	72′*f* 240′ 1296 *t FPT*			66 *t A P T* 55 *t*	Harland& Wolff,Ld. Bel.	
	D.F. 3 *Dks* (*Stl–Uws*) *& web frames*			*Fitted for oil fuel* 10,19			*F.P.*	*above*	150° F.							
86753	**Zander** (*ex* Max Weidtman, *ex* Ernal I.,		782					1922	Schiffsw (v.	Argo Reederei	191·0	30·4	12·4	Bremen	T 3Cy.14⅜″ 23⅝″ & 38⅞″–27 15/16″	G
	ex Harriet)		569						J.&Sch.) A.G.	Richard Adler & Co.	Q52′H62′F31′			German	Dresdener Mchfbk. 77NHP	
DIAG	1 *Dk*		388						Hamburg					*W B*	Uebigau A.G. Uebigau	
86754	**Zannes Gounaris** (*ex* Tuscania,		4407	✠100A1	Bry	*x*	CL	1907	R.Craggs&	A.Z.&G.Z.	376·0	52·3	25·4	Andros	T.3Cy.25″,41″&68″–48″ (*s*)	28 ″ 0
173	*ex* Alexandros, *ss* Msl.2nd No 3–6,29		4100	*Spar dk*	Pir		10,37	4mo	Sons,Ld.	Gounaris				Greek	180lb 366NHP	s 5 ″ 3
SVMC	*ex* River Araxes, *ss* Pir.No.~~1–32~~2–38		2832	11,38~~11,46~~	LMC10,38				Middlesbro'	*Cell D Ba* 118′	P28′B93′F40′ FK			3 *B H Cem*	3 S B, *9cf*, GS169, HS5900	s 5 ″ 3
	ex Fitzclarence) 1 *Dk* (*Stl*) *& Spar dk* (*Iru*)			~~Not to L~~	BS10,37		11,38	*Lloyd's*	*SA&CP*	*u E & B* 42′*f* 16	6′1159 *t* ~~B 74′ 34 comb~~			*A P T* 109 *t*	N.E. Marine Eng Co Ld. Nwc	22 ″ 11
	& deep framing															
	Hatch covers dispensed with in 'tween decks															
86755	**Zannis L. Cambanis** (*ex* Evros)		5317	✠100A1	Rot	*x*	CL	1920	Craig,Tay-	The Heirs of the	370·7	51·4	32·4	Andros	T.3Cy.26″,42″&70″–48″ (*r*)	34 ″ 9
120			5052	*Shelter dk*	Bkn		~~12,37~~	6mo	lor&Co.Ld.	late L.Z.Cambanis				Greek	180lb 386NHP	s 9 ″ 8
ŚWSS	*ss* Pir.No.3–10,32		3263	*with freeboard*			11,38		Stockton		FK			*Cem*	3 S B, *9cf*, GS190, HS6194	25 ″ 4½
	ss Hul.No.1–35			11,38~~12,37~~				*Lloyd's*	*SA&CP*	*Collision BH to Shelter dk*				5 *B H to U dk*	Blair&Co.Ld.Stockton	
	D.F. 1 *Dk* (*Stl*) *& Shelter dk* (*Stl*)									*Cell D B* 317′ 1141 *t F P T* 85 *t*				*A P T* 149 *t*		
	Cargo battens not fitted in 'tween dks			BS3,38	LMC10,38		*F.P. a*	*bove*	150° F.							
				Fitted for oil fuel 6,20												
86756	**Zapara**		2036	✠100A1	Mob	*s*	CL	1926	Palmers'	Mene Grande Oil	280·4	47·2	16·2	Maracaibo	T.3Cy.19½″,30″&49″–36″ (*s*)	16 ″ 6
	ss NNs.No.3–12,38 ~~ss Ce...No.2–26~~		1580	12,37~~12,37~~	NNs,		~~12,37~~	4mo	Co.Ld.	Co.C.A.	290·5 (O.L.)			Venezuelan	180lb 192NHP	s 2 ″ 1½
	1 *Dk* (*Stl*) *& Web frames*		1138	~~BS3,38~~	LMC12,38		12,38		Newcastle		P69′B22′F31′ FK			10 *B Hpt Cem*	2SB, *4cf*, HS8462	14 ″ 6½
	Mchy. Aft *Longitudinal framing*			*Carrying Petroleum in bulk*				*Lloyd's*	*SCP*	*Cell D Bu E*	*& B* 43′*f* 98 *t F P T* 176 *t*			*A P T* 68 *t*	MacColl&Pollock,Sld.	
				Fitted for oil fuel 4,26			*F.P. a*	*bove*	150° F.							
86757	**Zara** (P)	TwinSc	1976					1931	Cantieri	"Adriatica" Soc.	267·4	40·2	22·6	Bari	Oil Engines 2S.C.SA	I
53		*Oil Eng.*	1587						Rinniti Dell'	Anon. di Nav.	F34′			Italian	12Cy.17¾″–29½″ 654NHP	
ICOP		2 *Dks*	1074						Adriatico					*W B*	Soc An "Fiat" S.G.M. Turin	
		Cruiser Stern							Monfalcone							
86758	**Zarembo**		4957					1919	Todd D.D.	American West	380·1	53·1	27·0	New York	T.3Cy.24½″,41½″&72″–48″	R
218701		*Fitted for oil fuel*	4374						&Oonst.Co	African Line, Inc.	P39′B102′F41′			Utd. States	359NHP	
KICS	Sub.Sig	2 *Dks*	3073						Tacoma	(Barber S.S. Lines,				*W B*	Hooven, Owens, Rent-	
		Longitudinal framing								Inc. *Mgrs.*)					schler Co. Hamilton. O.	
86759	**Zarian**		4871	✠100A1	Liv		CL	1938	Furness	Elmina, Ld,	422·5	56·7	23·6	Freetown,	T 3Cy.23″,38″&65″–45″ (*s*)	26 ″ 2
157541			4344	*with freeboard*				2mo	S.B.Co.Ld.	(United Africa Co.	488·3 (O.L.)			Sierra	220lb 456NHP	s 2 ″ 4½
VPTQ	D.F.	1 *Dk & Sh dk*	2776	~~8,38~~ 2,39	LMC2,38				Haverton	Ld. *Mgrs.*)	F44′ FK			Leone	2SB, (Spt & FD) & 1 Aux SB,	24 ″ 0
	E.S.D.	*Platform dk in part No.2 hold*		*Fitted for oil fuel* 2,38	*t*		*P. abo*	*ve*	150 F.	*Cell D B*	296′ 1072 *t M T* 25·93			British	*8cf*, GS142, HS7030	
		Cruiser Stern						*Lloyd's*	*SA&CP*		*tunnel* 363 *t F P T* 18			7 *B Hpt Asp*	N.E. Marine Eng Co Ld. Nwc	
											3cf A P T 139 *t*			(*Coll to Sh dk*		
														6 „ 2nd „)		
86760	**Zawosan Maru** (*ex* Monaro)		2631					1906	W.Gray&	Sato Shoten K.K.	306·0	45·0	20·1	Tokyo	T.3Cy.22″,35″&59″–39″	C
31672		1 *Dk & deep framing*	2247						Co.Ld.		P29′B92′F31′			Japanese	231NHP	22 ″ 5
JEZB		*lower dk in Nos.1 & 3 holds*	1867						W Hartlepool		FK			*W B*	Cen.Mar.Eng.Wrks.W Hpl	†
86761	**Zé Manel** (*ex* José Manuel,		926	100A1	Lis		2,38	1921	Schiffsw (v.	Soc. Geral de Com-	209·9	31·9	13·2	Lisbon	T.3Cy.16½″,26½″&43⅞″–	15 ″ 6
	ex Argus, *ex* Minna)		701	2,38					J.&Sch.) A.G.	mercio Industria e				Portuguese	33⅞″ 185lb (*s*) 148NHP	s 1 ″ 2
CSBV			536	~~BS4,39~~	LMC2,38				Hamburg	Transportes Ltda.	Q64′B56′F26′ FK			4 *B H Asp*	2SB (Spt), *4cf*, GS71, HS2698	14 ″ 6½
	Wireless Sub.Sig.	1 *Dk* (*Stl*)								*Cell D B* 182′ 348 *t F P T*	*om Shelter dk*			34 *t A P T* 17 *t*	Gall&Seitz, Hamburg	
86762	**Zealand**		1433					1936	Barclay,	Leith, Hull &	262·2	40·2	15·9	Leith	T.3Cy.15″,25″&41″–33″	C
164363			1131						Curle&Co.Ld	Hamburg Steam				British	97NHP	
MKPP	Wireless D.F.	1 *Dk & Shelter dk*	727						Glasgow	Packet Co.Ld. (J.				*W B*	Barclay, Curle&Co.Ld.Gls.	
	E.S.D.	*Cruiser Stern*								Currie & Co. *Mgrs.*)						
86763	**Zealandia** (P)	TwinSc	6683	✠100A1	Syd	*a†*	CL	1910	J.Brown&	Huddart Parker	410·3	54·7	31·1	Melbourne	Q8Cy24½″,35″,49½″&70″–48″	34 ″ 0
120764		*ss* Syd.2nd No.3–10,34	5274	*Shelter dk*			~~15,35~~	5mo	Co.Ld.	Ld.		23·4		British	215lb (*r*) 1157NHP	s 10 ″ 8
VJLK	*Ref.Mchy.*	2 *Dks* (*Stl–ws*) *& Shelter dk*	3435	*with freeboard*			~~14,35~~		Clydebank		B100′F 90′	BK9″		8 *B H Cem*	7SB, *21cf*, GS433,	24 ″ 4½
		(*Stl–teak s*) *& Web frames*		4,38~~10,37~~	BS9,38		P4,38	*Lloyd's*	*SA&CP*		*om Shelter dk*				HS17775	
				~~BS9,38~~	LMC9,34		S11,38			*Cell D Ba* 88′ *u E & B*	117′ *f* 144′ 899 *t F P T*			42 *t A P T* 49 *t*	J.Brown&Co.Ld.Clydebnk	
86764	**Zealandic**	TwinSc	8443	✠100A1	Nwc	*†*	CL	1928	Swan, Hun-	Shaw Savill&	482·6	64·2	30·8	S'thamptn	Oil Engines 2S.C.SA	34 ″ 4
149300		*Oil Eng.*	7488	*with freeboard*	Lon		4,37	3mo	ter&Wigham	Albion Co.Ld.	499·5 (O.L.)			British	12Cy.31″–13″ 2020NHP	s 5 ″ 4½
GNRB		*ss* Lon.No.2–36	5219	~~Spec 12,37~~	3,39				Richardson,		B173′F61′ FK			8 *B H Cem*	2 D B *1000lb*	29 ″ 2½
	Ref.Mchy.	2 *Dks* (*Stl*) *& Shelter dk* (*Stl*)			LMC CS12,37				Ld Newcastle					(*Coll to Sh dk*	Wllsnd Slpwy.Co.Ld.Nwc.	
	D.F. E.S.D.			DBS~~10,38~~	12,37			*Lloyd's*	*SA&CP*	*Cell D B* 408′ 1571 *t*	*F P T* 109 *t A P T* 60 *t*			7 „ 2nd „)		
				~~Lloyd's~~	~~LMC 3,38~~		13,38 3,39									
86765	**Zealous** (*ex* Wharfedale, *ex* Dot)		324	✠100A1	Abn	*e*	CL	1902	Goole S.B.	G. McDonald	136·0	23·4	9·4	Aberdeen	T.3Cy.12″,20″&33″–24″ (*s*)	11 ″ 6
116094		*ss* Abn.2nd No.3–2,29	259	7,38~~5,36~~	Pet		11,37	10mo	&Repg.Co.Ld	(William R. Aiken,	142·1 (O.L.)			British	180lb 60RHP	s ″ 11½
MFVF		*ss* Pet.No.~~1–34~~ 2–38	173						Goole	Ld. *Mgrs.*)	Q42′B10′F16′ FK			3 *B H Cem*	1SB, *2pf*, GS33, HS1156	10 ″ 8
	Mchy. Aft	1 *Dk* (*Stl*)		BS~~1,39~~	LMC4,34			*Lloyd's*	*SA&CP*					*Cell D Bf* 77′ 88 *t*	N.E. Marine Eng.Co.Ld.Sld	
		Cargo battens not fitted		1,39	N~~...~~,38											
86766	**Zeeland**	*ss* Rot.No.2–39	2726	✠100A1	Rot	*s*	OG	1930	N.V.Schpw	Scheepvaart en	288·5	45·2	19·1	Rotrdam	T 3Cy.20⅜″,32⅝″&55½″–39¾″	21 ″ 0
		~~ss Rot.No.1–34~~	2032	2,39 ~~4,36~~			11,36	6mo	v.J.Smit,Czn.	Steenkolen Maats.				Dutch	190lb (*s*) 272NHP	s 6 ″ 5½
PIWQ	*Well deck* D.F.	1 *Dk* (*Stl*)	1557						Alblasserdam		P73′Q100′F30′			6 *B H Cem*	2SB, *6cf*, GS143, HS4950	19 ″ 8½
	Mchy. Aft				LMC 2,39			*Lloyd's*	*SA&CP*		*Trunk between* P&F FK				N.V.Mch.&Scheepswerf van P.Smit,Jr.Rot.	
				~~Mchy 1,34~~						*Cell D B* 200′ 552 *t*	*M T* 10′ 266 *t F P T*			163 *t A P T* 38 *t*		
86767	—		421					1930	J.Smit&	N.V.Scheeps.	148·8	25·6	9·3	Terneuzen	Oil Engines 4S.C.SA	V
		Oil Eng.	292						Zoon	Maats.Limburg	Q47′F17′			Dutch	4Cy.11″–17⅜″ 47NHP	
PIWT		1 *Dk*	286						Foxhol	(T.den Hartigh,				*W B*	Motorenfbr. "Deutz" A.G	
										Mgr.)					Köln-Deutz	
86768	**Zeester** (*ex* Amsterdam)		379					1918	Gebr.	J.L.de Groot	121·0	22·6	10·5	Kampen	C.2Cy.12⅝″&25⅜″–14½″	G
			235						Fikkers		P38′F16′			Dutch	21NHP	
PIXY		1 *Dk*	187						Muntendam					*W B*	L.Schaatman, Dordrecht	
86769	**Zeffiro** (*ex* River Hudson, *ex* Vennonia,		5165					1918	Caledon S.	"Corrado" Soc.	413·2	52·3	28·4	Genoa	T.3Cy.27″.44″&73″–48″	I
1694	*ex* War Carp)		4737						B.&E.Co.Ld.	Anon. di Nav.	400·6			Italian	369NHP	
ICOS	D.F.	2 *Dks*	3093						Dundee		P49′B113′F39′			*W B*	Caledon S. B.&E.Co.Ld Dun	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or now expired. Equipment Letter.	7* Date when hull shall/last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of transfer.
86770	**Zelandia** (*ex*Sailing Vessel)	585					1913	Soc. Esercizio Bacini Riva Trigoso	Cia. Argentina de Nav. Mihanovich, Ltda.	208·6	40·2	11·5	Bns. Aires Argentine *WB*	Oil Engines 2S.C.SA 4Cy.16½"–18⅛" N.E *fitted* 18 192NHP J.&C.G.Bolinders,Skm.		
		—														
	Oil Eng.	463														
	1 *Dk*															
86771	**Zelo**	2294	✠100A1	Nwc	*t*	CL	1921	S.P.Austin & Son, Ltd. Sunderland	Pelton S.S.Co.Ltd.	308·0	43·0	19·7	Newcastle British	T.3Cy.24",40"&65"–42" (*s*)	22 " 0	
145457	*ss*Nwc.No.3–7,35	2012	~~3·38 11·35~~ 1,39	Npt		~~7,35~~	10mo						5 *BH Cem*	180lb *100lb* 300NHP	s 3 " 4½	
GCLP	D.F. 1 *Dk*(*Stl*)	1346	~~—~~ ~~LMC7,35~~ 8,36			~~8,36~~ 11,38	*Lloyd's*	*s.A&CP*	*Cell D B228'6011 ank at sides of tunnels in E R* 182*t F P T* 115*t A P T* 65*t*	P25'B64'F29 FK			el	2SB *5pf*,3*cf*,GS145,HS4670 Richardsons,Westgarth& Co.Ld.Sld.	18 " 10	
	Cargo battens not fitted		*Fitted for oil fuel* 10,21			*F.P. a*	*above* 150° F.		*22'73t side Tanks*							
86772	**Zemlyak** Twin Sc	957					1928	Sevastopol Marine Wks Sevastopol	U.S.S.R.	229·6	34·0	11·8	Sevastopol Russian *WB*	Oil Engines 4S.C.SA 12Cy.13.⁵⁄₁₆"–19¹¹⁄₁₆" 214NHP State Eng Wks Kolominska		
	Oil Eng.	769								P68'F33'						
UOUZ	Wireless *Mchy. Aft* 1 *Dk*	472														
86773	**Zena** (P) (*ex*Alban–36)	5219	✠ ~~—~~ 11,35	Liv	*y*		1914	Caledon S. B & E.Co.Ld. Dundee	Ugo Musso *Cell D Ba115'u E24' f160'809t D*	392·9	51·7	29·7	Genoa Italian	T.3Cy.25½",41"&68"–48"	32 " 3	I
2061	*ss*Liv.No.3–10,26	4539					7mo			375·2			7 *BH Cem*	466NHP		†
ICOU	*ss*Liv.No.1–30 2 *Dks*(*Stl*)	3229								P33'B119'F11 FK			*APT* 22*t*	3SB,*9cf*,GS171,HS7041 Caledon S.B.&E.Co.Ld.Dun		
86774	—	1416	✠100A1	Got	*o*	CL	1911	A. Vuijk& Zonen Capelle a/d	Clydesdale Shipowners Co.Ld. (Glen&Co. Mgrs.)	240·8	35·2	16·4	Glasgow British	T.3Cy.17",28½"&46"–36" (*s*)	17 " 6	
129528	*ss*Gls.2nd No.3–2,37	1071	~~5,37 1,38~~	Gls		4,38	7mo						4 *BH Cem*	180lb *95lb* 145NHP	s 1 " 0½	
MDPR	Wireless 1 *Dk*(*Irn*)	875	4,33 ✠LMC		2,37		*Lloyd's*	*s.A&CP* Ysel	Ld. *Mgrs.*) *WB*	Q75'B82'F29 FK			18 *B.3cf*,GS63,HS2331		16 " 6½	
	Well deck		~~BS3,38~~		39					= *Cell D Ba61'f104'*			274*t A P T* 180*t*	G.T.Grey,South Shields		
86775	**Zenda**	1416	✠100A1	StJ	*q*	CL	1932	Swan, Hunter& Wigham Richardson, Ld. Newcastle	Zenda Shipping Co. Ld. (F.K.Warren)	248·2	39·5	14·9	Halifax NS British	T.3Cy.15½",25"&40"–33"	16 " 10	
161567	*ss*Hfx.No.1–36 1 *Dk*(*Stl*)& *Shelter dk*(*Stl*)	1211	*with freeboard*			5,36	5mo					FK	4 *B Hpt Cem*	180lb (*s*) 128NHP	s " 3½	
		797	5,38										2SB,4*cf*,GS61,HS2358		16 " 8½	
			~~BS3,38~~ ✠LMC		4,36		*Lloyd's*	*s.A&CP*	*Cell D B206'46 f FPT57t A P T39t*				*Coll to Sh dk* 3 " 2nd "	Swan,Hunter& Wigham Richardson,Ld.Nwc		
86776	**Zenith City**	3581					1895	Chicago S.B.Co. Chicago	Pittsburgh S.S.Co.	387·5	48·3	23·3	Duluth, Minn. Utd. States	T.3Cy.22",38"&63"–40"		
28129		—												251NHP		
	Mchy. Aft 1 *Dk*2*tr B*	3429										*WB*		Cleveland S.B.Co Cleveland		
86777	**Zenyo Maru**	6442					1937	Mitsubishi Jukogyo K.K Yokohama	Toyo Kisen K.K.	439·4	58·3	32·0	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43⅛" 1167NHP Mitsubishi Jukogyo K.K. Yokohama		
43643	*Oil Eng.*	—								P36'B168'F39'						
JKQL	D.F. 2 *Dks*	4836														
	Cruiser Stern															
86778	**Zephyros** (*ex*Cherry Branch,	4796	✠100A1	Cff	*y*	CL	1909	C.Connell & Co.Ld. Glasgow	"Zephyros" S.S. Co.Ld.	400·0	51·9	17·9	Argostoli Greek	T.3Cy.27",43"&72"–48" (*s*)	29 " 7	
96	*ex*Dunedin) *ss*Gen.2nd No.3–3,35	4546	*Spar dk* 1,38	✠LMC		3,37	6mo			412·7(O.L.)	26·9		6 *BH Cem*	180lb *80lb* 513NHP	s 5 " 9½	
SVQW	1 *Dk*(*Stl*)& *Spar dk*(*Stl*)	3051	MS3,35				*Lloyd's*	*s.A&CP*		P37'B120'F41' FK				3SB,*9cf*,GS150,HS7680 FD	24 " 0	
	& *deep framing*		MBS1,38		BS11,38					= *Cell D Ba18'u E* & *B50'f180'*				Dunsmuir&Jackson Ld.Gls		
														1067*t D T a* 34'878*t A P T* 29*t*		
86779	**Zeus** (*ex*Emilie L.D.–31,*ex*Dagfred,	4279					1920	Richardsn Duck&Co.Ld. Stockton	E.E.Hadjilias	400·6	52·9	32·2	Syra Greek	T.3Cy.26",43"&71"–48"		V
267	*ex*Vestheim) *Fitted for oil fuel*	—								H161*t*				349NHP		
SVMY	1 *Dk*& *Shelter dk*	2433										*WB*		Blair&Co.Ld.Stockton		
86780	**Zillah**	373	✠100A1	Liv	*f*	CL	1901	Ailsa S.B. Co. Troon *v&CP*	Zillah Shipping& Carrying Co.Ld. (W.A.Savage,Ld.) *WB*	143·0	24·1	11·5	Liverpool British	C.2Cy.17½"&37"–24" (*s*)	12 " 5	
111365	*ss*Liv.3rd No.3–5,37	273	5,37			1,37	6mo						3 *BH Cem*	130lb 71RHP	s " 9½	
MFFK	*Mchy. Aft*	146	~~BS1,37 1,38~~	LMC	MS5,37					Q46'B11'F26' BK7" = *DTf21'54t FPT7t*			*APT* 9*t*	1SB,*3pf*,GS57,HS1268	12 " 3	
	Well deck 1 *Dk*(*Stl–pt* teak s)		1,39											Ross&Duncan,Glasgow		
86781	**Zilos** (*ex*Zelos–37, Iron	1711	✠ ~~1~~	Shl	Lv	11,37	1884	Schlesinger Davis&Co. Newcastle	Rederi A/B Mars (T.Avellan, *Mgr.*)	260·0	36·3	19·4	Helsingfrs Finnish	C.2Cy.29"&63"–39"	20 " 7	
	*ex*Cymmrodorion) 6th Survey,Skm.4,33	—	3,38				2mo						4 *BH Cem*	70lb 191NHP	s 2 " 5	
OFAW	1st Survey Hfs.No.2–38	952		LMC						P60*t*Q103*t*B119*t* F34*t* BK9"			1 PBR	2SB,*6pf*,GS68,HS3200	18 " 11	
	Wireless 1 *Dk*(*pt Irn*)& *Web frames*		MS11,37	BS2,38	4,39									Black, Hawthorn&Co.Gts.		
	Well deck *Cargo battens not fitted*									*DBa*& *f APT*						
86782	**Zinovia** (*ex*Ulefos,*ex*Lyskekloster,	2975	✠100A1	Pir	*v*	CL	1906	Short Bros. Ld. Sunderland	Michalinos Maritime&Commercial Co.Ld.	336·6	47·1	20·5	Piræus Greek	T.3Cy.24",39"&65"–42" (*s*)	23 " 0	
453	*ex*Andriana) *ss*Pir.2nd No.3–6,33	2701	~~10,37 12,38~~			~~4,37~~ 12,38	7mo						6 *BH Cem*	180lb *180lb* NDB25 298NHP	s 11 " 1½	
SVHS	*ss*Pir.No.1–37 1 *Dk*(*pt Irn*& *pt Stl*)& *deep framing*	1758	✠LMC				*Lloyd's*	*s.A&CP*	*Cell D Ba10S'u E& B42'*	P35'B214'F38' FK			*APT* 165*t*	2SB,6*cf*,GS127,HS4607	21 " 2½	
			MS4,37	BS10,37 12,38						f 142'912t *FPT* 125*t*				G.Clark,Ld.Sunderland		
86783	**Ziryanin** (*ex*Lake Favonia)	2593					1919	American S.B.Co. Lorain,O.	U.S.S.R.	251·0	43·6	26·1	Odessa Russian *WB*	T.3Cy.21",35"&59"–42"	28 " 2	
	Fitted for oil fuel	2243								P25'B64'F23' FK				352NHP		
UOVD	1 *Dk*2*tr B*	1613												American S.B.Co. Lorain,O.		
86784	**Zitella**	4254	✠100A1	Bkn	*x*	CL	1929	Burntisland S.B.Co.Ld. Burntisland	"Z" S.S.Co.Ld. (Turner,Brightman&Co *Mgrs.*)	370·9	51·4	25·1	London British	T.3Cy.23",39"&65"–45" (*s*)	27 " 6	
161275	*ss*Bkn.No.2–38	3894	~~5,36 5,38~~ 5,39	~~Shl~~		~~5,38~~ 8,39	8mo			382·4(O.L.)			6 *B Hpt Cem*	200lb *120lb* 351NHP	s 3 " 7½	
GTCR	D.F. 1 *Dk*(*Stl*)	2627	~~✠LMC5,38~~				*Lloyd's*	*s.A&CP*	*Cell D*	P29'B233'F32' FK			*APT* 175*t*	2SB,6*cf*,GS115,HS4606 FD	24 " 1½	
			~~BS3,39~~							*B322'1133t FPT* 96*t*				D.Rowan&Co.Ld.Gls.		
86785	**Zizania** Iron Twin Sc	439					1888	Ramsey& Son Baltimore Md	J.F.Burke	157·3	27·3	10·7	Bostn,Mas Utd. States	T.6Cy.7½",15"&28"–27"		
225632		—												82NHP		
KLEA	2 *Dks*	298														
86786	**Zonguldak** (*ex*Helka,	1222					1903	Rijkee&Co Rotterdam	Türk Silepcilik Limited Sirketi	230·0	33·0	17·6	Istanbul Turkish *WB*	T.3Cy.17½",28"&45"–36"		
	*ex*Scheldestroom)	952								Q77'B40'F32'				121NHP		
TCDN	1 *Dk*	736												Maats. Fyenoord,Rot.		
86787	**Zonnewijk**	4499	✠100A1	Rot	*y*	OG	1928	Clyde S.B. &Eng.Co.Ld. Port Glasgow	N.V.Stoom.Maats. "Wijklijn" (Erhardt&Dekkers, *Mgrs.*)	383·9	52·9	25·2	Rottrdam Dutch	T.3Cy.23",39"&67"–48" (*s*)	27 " 6	
	*ss*Rot.No.2–37	4113	~~5,37~~ 2,39			~~8,36~~ 2,39	8mo						6 *BH Cem*	210lb 403NHP	s 3 " 9	
PIYK	D.F. 1 *Dk*(*Stl*)	2670	✠LMC4,37				*Lloyd's*	*s.A&CP*	*Cell D Ba*& *u E142' f*	P39'B234'F32' FK				3SB,*9cf*,GS190,HS6664	23 " 11¾	
			BS1,38							166'1100t *FPT* 147*t*			*APT* 172*t*	Clyde S.B.&E.Co.Ld.P.Gl.		
86788	**Zorroza** (*ex*Artza-Mendi)	4597	✠100A1	Val	*u*	CL	1921	Cia Euskalduna de Const Bilbao	Cia. Arrendataria del Monopolio de Petroleo S.A.	360·0	49·1	29·1	Bilbao Spanish	T.3Cy.25",41"&68"–48" (*s*)	28 " 3	
	*ss*Val.No 3–11,35	4060	~~5,38 1,39~~	Bel		N11,35	7mo						14 *E Hpt Cem*	180lb 489NHP		
EABS	*Mchy. Aft* 2 *Dks*(*Stl*)& *Web frames*	2403	✠LMC				*Lloyd's*	*s.A&CP*	*Cell D Bu E*& *B72'144t DTf38'33*	P78'B25'F38' FK			13 *to U dk* 1 " 2nd "	3SB,9*cf*,GS174,HS7594 FD	28 " 3	
	Longitudinal framing		MS4,35	BS1~~3~~,~~5~~,38						7*t F P T* 58*t A P T* 41*t*				Cen.Mar.E.Wrks Ld.W Hpl		
86789	~~NO LATER SURVEY REPORTED~~															
	Carrying Petroleum in bulk															
	Fitted for oil fuel 8,21					*F.P. a*	*above* 150° F.									

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant aux Epreuves d'Equipement. Lettre d'Echantillonnage.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia des Cylindres.—Course Pression des Chaudières NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cotés si ce n'est dans le L. Divers Cert. B. of Trade
86790 161344 GTCS	**Zouave** *ss*Nwc.No 2-38 *ss*Hul.No.1-34 D.F. 1 *Dk*(*Stl*)		4256 ~~4256~~ 3894 ~~3894~~ 2027	✠100A1 ~~5,38 7-37~~ ~~5,38~~ 5,38	Npt Nwc ~~Shel~~ LMC ~~10-34~~ 8,38	*x*	CL ~~6,36~~ 8,38	1930 1mo *Lloyd's*	Burntislnd S.B.Co.Ld. Burntisland	ZinalS.S.Co.Ld. (Turner,Brightman&Co. *Mgrs.*) *CellDB*	370·9 322′ 382·5(O.L.) P29′B233′F32′ FK 322′ 1133*t FPT*96*t*	51·4	25·1	London British 200lb *120lb* 351NHP 6*BHpt Cem* 4*PT*175*t*	T.3Cy.23″,39″&65″-45″ (*s*) 2SB,*9cf*,GS115,HS4606 FD D.Rowan&Co.Ld.Glasgow	27 ″ 6 s 3 ″7½ 24 ″ 1½	
86791 YTFQ	**Zrinski** (*ex*Erle) *ss*Rot.No.3-12,32 *ss*Rot.No.1-36 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*)		5652 5421 3524	✠100A1 *Shelter dk* *withfreeboard* ~~5,39 2-38~~ M ~~,37~~ *Fitted for oil*	Rot Cff LMC BS ~~7,37~~ 8,38 *fuel* 5,20	*y*	CL ~~4-37~~ 3,39 *F.P. above*	1920 5mo *Lloyd's*	Nthmblnd S.B Co.Ld. Newcastle	Jugoslavenski Lloyd a.d. *CellDB*351′1178*t*	399·6 418·0(O.L.) F37′ *on Shelter dk* FK *FPT*60*t APT*90*t*	53·0	32·8	Split Yugoslav *ptCem* 2*BHtoSh dk* 5 ,, ,, *U* ,,	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'S.B.Co.Ld.Nwc.	35 ″ 5 s 9 ″4¾ 26 ″ 3	
86792 TCDO	**Zuhal** (*ex*Candilli, *ex*Nadina,*ex*Vera Geelmuyden,*ex*Olga Methinity,*ex*Taras Boulba, *ex*Baron Hambro') Iron3Mst *ss*Lon.No.3-72 *ss*Hul.No.2-80 1 *Dk2trB* *Mchy.Aft*		597 — 318	✠ 1,88	Hul	*j*	F.P. *a*	1861 1mo	C.Lungley London	Dr.Nihat	209·0 Q30*t* len68	25·2	14·5 FK	Istanbul Turkish 3*BH*	C.2Cy.21″&40½″-26″ NE83 NB92 69NHP C.&W.Earle,Hull		
86793 PIYQ	**Zuid-Beijerland** *Oil Eng.* 1 *Dk* *Cruiser Stern* *Mchy.Aft*		401 291 240					1929	N.V. Industrieele Mij. DeNoord Alblasserdam	N.V.Scheepv. Maats."Zuid-Beijerland" (Gebr.Voskamp, *Mgrs.*)	148·9 P41′F17′	25·3	9·2	Rotterdam Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11″-18″ 47NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V
86794 PIYU	**Zuiderkerk** (*ex*Zosma) *ss*Rot.No.3-10,38 *ss*Rot.No.1-37 D.F. 2 *Dks*(*Stl*)&*Shelter dk* *Cruiser Stern*		8424 5967 5265	✠100A1 *Shelter dk* *withfreeboard* ~~1,38 1-38~~ ~~B81-38~~ 4,39 *Fitted for oil*	Rot LMC3,37 *fuel* 5,22	*c*† *F.P. above*	CL ~~1,38~~ 11,38	1922 4mo *Lloyd's*	New Waterway S.B.Co Schiedam	N.V.Vereenigde Nederlandsche Scheepv Maats (Directie-en Agentuur Maats,"Holland Oost Azie" Lijn N.V. *Mgrs.*) *CellDB*391′1401*t D*	476·8 *Intermediate BH dispensed with* len33 37·0 FK *Ta*33′722*t FPT*144*t*	60·4	27·8	The Hague Dutch *ptCem* 2*BHtoSh dk* 5 ,, ,, *U* ,, *APT*168*t*	2 Steam Turbines DR geared to 1 Sc. Shaft 180lb (*s*) FD 1000NHP 4SB(Spt),*16cf*,GS822, HS13600 BritishThomson-HoustonCo.Ld.Rugby	39 ″ 6 s 10 ″4¾ 29 ″ 3¾	
86795 PKBV	**Zuiderkruis** (*CableVessel*) Twin Sc 2 *Dks*		1820 — 834					1923	Nederl. Schps.Maats. Amsterdam	DutchEastIndian Government (Dienst van Scheepvaart)	257·6	36·7	22·2	Sourabaya Dutch *WB*	T.6Cy.16¾″,27⅞″&43⅛″-21⅞″ 177NHP Werkspoor,Amst.		
86796 PIZB	**Zuidland** *Oil Eng.* 1 *Dk* *Cruiser Stern* *Well Deck* *Mchy Aft*		426 280 263					1931	N.V Schspw Gebr.Pot. Bolnes	N.V.Motorschip Zuidland(T.den Hartigh,*Mgr.*)	152·1 P42′Q54′F20′	25·6	9·0	Rotterdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11″-17¾″ 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
86797 31356 JESB	**Zuiko Maru** (*ex*Jaladuta, *ex*Shadwell) 1 *Dk*&*Spar dk*&*deep framing*		4156 3846 2528	...				1904	J.L.Thompson&Sons,Ld Sunderland	InuiKisenK.K.	368·0 P30 B108′F44′ FK	49·6 27·1	19·0	Kobe Japanese *WB*	T.3Cy.26½″,44″&72″-48″ 417NHP N.E.MarineEng.Co.Ld.Sld	29 ″ 6	C †
86798 44382 JDEM	**ZuisyoMaru** (*ex*Sheng Yu-38, *ex*Salacia-36, *ex*Dunachton) *ss*Tama 2nd No.8-1,38 2 *Dks*(*Stl*)		5239 4905 ~~3826~~ 3314	✠100A1 2,39 ~~LMC~~ 2,39 *Fitted for oil*	Tama *fuel* 3,20	*z* *F.P. above*	CL 1,38	1912 10mo *Lloyd's*	C.Connell &Co.Ld. Glasgow	~~Kawasaki~~ ~~SyosenK.K.~~ KyodoKaiunK.K. *IntermediateBHin dkBH in afterhold* *CellDBa*117′*uE*	~~410·5 52·3 28·6~~ P34′B130′F44′ FK *forehold & 'tween* *hold dispensed with* &B45′*f*190′			Tokyo Japanese *Cem* 5*BHtoUdk* 1 ,, ,, 2nd ,, *only* 1146*t*	T.3Cy.26½″,44″&73″-51″ (*s*) 200lb 536NHP 3SB,*9cf*,GS157,HS7680 FD Dunsmuir&JacksonLdGls *APT*40*t*	31 ″ 2 s 5 ″10½ 25 ″ 6	
86799 33786 JQXB	**Zuiyo Maru** (*ex*Atheltarn, *ex*India,*ex*Boxleaf) Twin Sc *ss*Yka.No.3-1,30 *ss*~~Yka.No.1-34~~ 2 *Dks*(*Stl*)&*Web frames*		7385 6842 4302	✠100A1 4,38 ~~4,37~~ ~~BS5,37~~ LMC ~~4,36~~ 1,38 *Carrying Petroleum in bulk* *Fitted for oil* *fuel* 5,20	Yka *c*†	CL 10,37 *F.P. above*	1917 2mo *Lloyd's*	Barclay, Curle&Co.Ld Glasgow	NipponTanker K.K *CellDBuE&B*	450·0 P44′B161′F42′ FK 70′308*t L7f*27′291*t*	58·0	35·5	Yokohama Japanese 22*BHpt Cem* (21 *to U dk* 1 ,, *2nd* ,,) *FPT*124*t APT*70*t*	T.6Cy.20″,35½″&61″-45″ (*s*) 215lb 900NHP 4SB&1Aux.SB,*18cf*, GS338,HS14156 FD Barclay,Curle&Co.Ld.Gls.	35 ″ 6	
86800 148669 GLRJ	**Zurichmoor** *ss*Bly.No.3-9,38 ~~*ss*Bly.No.2-34~~ 1 *Dk*(*Stl*)&*Web frames* *Corrugated sides*		4455 4155 2768	✠100A1 ~~9,38~~ ~~4,37~~ 1,39 Shl BS ~~1-~~ 1,39 LMC ~~—~~ MS ~~9,38~~	Bly *x*	CL 4,37	1925 9mo *Lloyd's*	J.Readhead &Sons,Ld. SouthShields	MoorLine,Ld. (RuncimanShipping Co.Ld. *Mgrs*)	371·8 386·2(O.L.) P34′B106′F44′ FK *CellDB*326′1029*t*	55·3	26·3	London British 6*BHCem* *APT*145*t*	T.3Cy.26″,43″&72″-48″ (*r*) 180lb HS6450 460NHP 3SB(Spt),*9cf*,GS164, FD J.Readhead&SonsLd.S.Shl	28 ″ 9 s 5 ″ 3¾ 23 ″ 7½	
86801 EAJY	**Zurriola** (*ex*Begoña No.3, *ex*Matienzo) *ss*Bbo.3rd No.3-5,37 1 *Dk*(*Irn*)&*deep framing*		*1866* *1721* *1163*	✠100A1 5,37 LMC5,37	Bbo *r*	3,37	1899 6mo	R.Thompson&Son Sunderland A&CP	Cia.Nav. Guipuzcoana *CellDBa*	276·5 P23′B64′F27′ FK 82′*uE*18′*f*112′569*t*	40·5	17·9	S.Sebast'n Spanish 4*BHCem* *APT*112*t*	T.3Cy.20⅝″,33″&54″-39″ (*s*) 160lb *80lb* 185NHP 2SB.6*pf*.GS78.HS2872 N.E.MarineEng Co.Ld.Sld.	20 ″ 5 s 2 ″10½ 17 ″ 8½	
86802 YTFH	**Zvir** *ss*Rot.No.3-12,38 ~~Hck.No.3-34~~ 2 *Dks*(*Stl*)		5607 5073 3518	✠100A1 12,38 ~~—~~ LMC MS ~~7,34~~ 4,38 BS ~~7,38~~ 4,39	Rot *y*	CL 8,36	1926 7mo *Lloyd's*	ClydeS.B. &Eng.Co.Ld. PortGlasgow *CellDBa*&*u*	Prekomorska Plovidba D.D. *E*152′*f*166′1147*t D*	390·1 403·9(O.L.) B125′F35′ FK *Ta*33′906*t FPT*122*t*	54·0	29·6	Susak Yugoslav 7*BHpt Cem* 1 ,, *to2nd dk* *APT*258*t*	T.3Cy.25″,41″&68″-45″ (*s*) 200lb 468NHP 3SB(Spt),*9cf*,GS148, FD HS6960 ClydeSB.&Eng.Co.Ld.P.Gl	32 ″ 0 s 0 ″ 7½ 26 ″ 7½	
Now "Haskerland," *see No. 33337 in Supplement.* PIZM	**Zwartewater** *Oil Eng.* 1 *Dk*&*Shelter dk* *Mchy.Aft* D.F. *Cruiser Stern* *Ref.Mchy.* *Rudder electrically welded*		374 307 195	✠100A1 *with freeboard* 2,38 LMC3,37 Lloyd'sRMC2,38 for temp. 32° F.	Rot *k*		1937 3mo *Lloyd's*	N.V.C.Van der Giessen& Zonen'sSchps Krimpen *CellDB*127′194*t F*	N.V.Stoomv.Maats Nederlandsche Lloyd	198·3 205·8(O.L.) *Coll to Sh dk* 3 ,, 2nd ,, *PT*72*t APT*10*t*	29·6	8·1 FK	Rotterdam Dutch 1*BHpt Cem*	Oil Engines 2S.C.SA 6Cy.13¾″-23⅝″ 197NHP GbrStork&CoNV Hengelo	11 ″ 0 s ″ 2 10 ″ 11	
86804 8203 TVUY	**Zweena** *Oil Eng.* *ss*Msl.No.1-34 1 *Dk*(*Stl*) *Mchy.Aft*	Twin Sc	651 452 307	✠100A1 6,37 LMC11,34 *Carrying Petroleum in bulk*	Bdx *i*	CL 6,37	1930 10mo *Lloyd's*	G.Brown &Co. Greenock	Soc.Anon.des Pétroles Jupiter	174·6 P51′ *Trunk* 91′ FK	30·3	11·0	Marseilles French 9*BH* *APT*32*t*	Oil Engines 2S.C.SA 8Cy.11½″-17½″ 195NHP NV.KromhoutMtrnfbAms	12 ″ 0 s ″ 8½ 11 ″ 5½	
86805 29841 JTWA	**Zyogu Maru** Ⓟ (*ex*Johgu Maru-38, *ex*Grelgrant, *ex*Hartland) *ss*Kob.2nd No.3-4,32 *ss*Yka.No.1-36 1 *Dk*(*Irn*)2*trB*&*deep framing*3*Dk rule*		4803 4160 3526	✠100A1 3,38 ~~LMC~~ 3,39	Tama *x*	CL ~~4,35~~ ~~3,36~~ 3,39	1906 11mo *Lloyd's*	Richardson, Duck&Co. Stockton *CellD*	UkonShojiK.K. *Ba*126′*uE*&*S*39′*f*	369·2 P28 B104′F29′ FK 165′1194*t FPT*167*t*	50·8	27·6	Kobe Japanese 6*BHCem* *APT*190*t*	T.3Cy.26″,42″&70″-48″ (*s*) 180lb 371NHP 3SB,*9cf*,GS160,HS5750 Blair&Co.Ld.Stockton	30 ″ 3	
86806 PIZW	**Zypenberg** (*ex*Charterhurst-35) *ss*Rot.No.2-38 ~~*ss*Bry.No.1-34~~ 1 *Dk*(*Stl*)		4973 4668 3085	✠100A1 ~~10,37~~ 12,38 BS2,38 LMC ~~6,34~~ MS5,38	Rot *z*	CL ~~10,37~~ 12,38	1930 3mo *Lloyd's*	Ayrshire Dockyard Co.Ld. Irvine *CellDB*350′	N.V.Stoom.Maats. "Hillegersberg" (Vinke&Co. *Mgrs.*)	406·2 P26′B270′F37′ FK 1155*t APT*45*t*	53·6	25·7	Amsterdam Dutch 6*BHpt Cem*	T.3Cy.25½″,43⅞″&72″-48″ (*s*) 200lb 470NHP 2SB(FD)&1AuxSB,*9cf*, GS173,HS6695 Rankin&BlackmoreLdGrk	28 ″ 0 s 8 ″10½ 24 ″ 4	

, Additional Ships are inserted in the Supplement at the end of the Register.

NEW SHIPS NOT NAMED.

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Admitted now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Dates of Trial Trip(s).
No. 639	New "California Star," *see No. 37523 in Supplement*		8300	100A1				1938	Akt. Burmeistr & Wain Copenhagen	Am. Star Line, Ld.	444·4	60·2	36·0	London British	Oil Engines 2S.C.DA 6 Cy. 24½"–55½" Akt. Burmeistr & Wain, Cpn		
		Ref. Mchy.	500	*(Class Contemplated)*							P30'F50'						

SUPPLEMENT TO THE REGISTER OF STEAMERS AND MOTORSHIPS OF 300 TONS GROSS AND OVER.

1938-39.

SUPPLÉMENT AU REGISTRE DES NAVIRES A VAPEUR ET A MOTEURS D'UNE JAUGE BRUTE DE 300 TONNEAUX ET PLUS.

The numeration assigned for the Vessels in the Supplement of Steamers and Motorships of 300 tons gross and over is as follows:–

A	... ...	No. 87001 to No. 87250	M	... ...	No. 89051 to No. 89300
B	... ...	„ 87251 „ 87500	N	... ...	„ 89301 „ 89450
C	... ...	„ 87501 „ 87750	O	... ...	„ 89451 „ 89550
D	... ...	„ 87751 „ 87900	P	... ...	„ 89551 „ 89700
E	... ...	„ 87901 „ 88050	Q	... ...	„ 89701 „ 89800
F	... ...	„ 88051 „ 88200	R	... ...	„ 89801 „ 89950
G	... ...	„ 88201 „ 88350	S	... ...	„ 89951 „ 90200
H	... ...	„ 88351 „ 88500	T	... ...	„ 90201 „ 90400
I	... ...	„ 88501 „ 88650	U	... ...	„ 90401 „ 90500
J	... ...	„ 88651 „ 88750	V	... ...	„ 90501 „ 90600
K	... ...	„ 88751 „ 88900	W	... ...	„ 90601 „ 90750
L	... ...	„ 88901 „ 89050	X Y Z	...	„ 90751 „ 90900

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When Built.	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NH=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard (midships). Corresponding draught. ft. in.	15 Date when last classed at A.1. or Passed for Class.
87001 IBDP	**Arno** (P) (*ex*Cesarea–38, *ex*FortSt.George–35, *ex*Wandilla)	TwinSc 2*Dks*(*Stl U*–ws)(*Stl*–ws)& *Shelter dk*(*Stl*–ws)& *3rd dk in Nos.* 1,3,4&5*holds* *Fitted for oil fuel*	7785 6811 4189 8024 4709	… 5,38	Nap	*at*		1912	W.Beardmore&Co.Ltd. Glasgow	LloydTriestino Soc.Anon.diNav.	428·5 411·3 B155′F70′ *on Shelterdk* FK&BK2′ *Cell DB* 317′853*t*	56·7	34·1 *Collision BH to S dk* *After peak* „ *2nd* „ *Up* „ *FPT* 760*t APT* 65*t*	London British *Cem*	Q.8Cy.23½″,34″,50″&72″–54″ 1374NHP 6 Water Tube Boilers HS25390 W.Beardmore&Co.Ltd.Gls.	37 ″ 0	1 †
87002 140637 GCBT	**African Explorer** (*ex*Musician–38, *ex*Saint Bede)	4663 6293 2886	✠100A1 5,38	Liv	*y*	CL 2,37		1919 7mo	Lithgows, Ld. PortGlasgow	African&Continental~~S.S.Co.Ltd.~~ Steamship& Trading Co.Ltd	384·9 P43′B113′F38′ FK *Cell DB* 331′985*t* *FPT* 132*t APT* 20*t*	52·0	26·7 *7 BH Cem* 3SB,*9cf*,GS190,HS7668 FD Rankin&BlackmoreLdGrk	London British 180lb 517NHP	T.3Cy.27″,44″&73″–48″ (*s*) 3SB,*9cf*,GS190,HS7668 FD Rankin&BlackmoreLdGrk	29 ″ 3 s 5 ″ 6½ 24 ″ 0	
87003 311 IJQT	**Andrea Contarini** (*ex*Cato–38, *ex*Fink)	1417 1 *Dk* 829						1913	Stettiner Oderwerke Stettin	Salvagno Anonima Navigazione	238·8 230·9 Q75′B101′F29′	36·4	15·1 *WB*	Venice Italian	T3Cy16½″,27½″&43⅞″–31½″ 105NHP StettinerOderwerke		1C
87004 237	**Alma** (*ex*Albert–38, *ex*Tisza–35, *ex*San Paolo–35, *ex*Cadenel–34, *ex*Paso de los Libres, *ex*SajoniaII)	TwinSc 1 *Dk*	598 510 345					1905	Nordsee Werke Emden	Soc.Anon.TrasportiIndustriali	206·8 F21′	32·9	9·2	Leghorn Italian	T.6Cy.10¾″,15¾″&26¾″–17⅞″, 30NHP I.Frerichs&Co. OsterholzScharmbeck		IV
87005 CSAB	**Africa Ocidental**	*OilEng.* Wireless	900 1268	100A1 (*Class Contem plated*)				1938	Companhia UniãoFabril Lisbon	Soc.Geral de Commercio,Industria e Transportes,Ltda.	223·5 P25′B56′F25′	34·5	15·3	Lisbon Portuguese	Oil Engines 4S.C.SA 8Cy.16 9/16″–23⅝″ Humboldt-Deutzmotoren, A.G.Köln-Deutz	17 ″ 5	
87006 SVXL	**Aspasia Nomikos**	1 *Dk* & *Shelter dk* *Cruiser Stern*	~~6600~~ 4375 2611	✠100A1 *with freeboard* (*Class Contemplated*)	Lch	*at*		1938	Burntisland S.B.Co.Ld Burntisland	PetrosM.Nomikos. Ld.	414·3 430·0(O.L.) *Lloyd's SA&CP*	57·0 FK *(Coll. B'k Shelter dk, & 2 Hto Second dk)* *Cell DB* 349 1230*t FPT* 191*t APT* 207*t*	25·7 *6 B Hpt Cem*	Piræus Greek 220lb (*s*) 410NHP	T.3Cy.22″,37″&63″–45″ 2SB(Spt&FD)&1Aux.SB, *8cf*,GS148,HS6165 D.Rowan&Co.Ld.Gls.	28 ″ 1 s 3 ″ 0 20 ″ 3½	
87007 4416 JCQM	**Anzan Maru** (*ex*West Harcuvar Maru–38, *ex*West Harcuvar–37)	5412 *Fitted for oil fuel* Sub.Sig. 2 *Dks*	3966					1919	Columbia RiverSBCorp Portland,Or.	~~Terminoulc~~ ~~Miyachi~~ Kokoku Kisen K.K.	410·0 P44′B115′F46′ *WB*	54·2	27·6	Kobe Japanese	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		
87008 222747 KFFC	**American Trader** (*ex*Pennsylvania Sun–38)	8862 5535 1 *Dk*(*Stl*) & *Mchy. Aft* D.F. GyC.	✠100A1 *Shelter dk* *with freeboard* *Web frames* *Longitudinal framing*	Phl	*at*	CL ~~11,37~~ ~~3,38~~ 3,39		1923 3mo	SunS.B. Co. Chester,Pa.	AmericanTrading &ProductionCorp.	480·5 F44′ *on Shelter dk* FK *Cell DB uE&f* 84′ *f* 40′448*t*	66·0	36·8 (10 *to S dk* 8 „ *U* „) *FPT* 186*t APT* 184*t*	Baltimore Utd.States 220lb (*r*) 819NHP 18 *B Hpt Cem* 4SB,*12cf*,GS262,HS12264 FD SunS.B.Co.Chester,Pa.	Q.4Cy.27″,39″,56″&82″–54″	37 ″ 0 s 9 ″ 1 28 ″ 2½	
87009 166300 GNNX	**Amra** (P)	TwinSc 2*Dks* *Cruiser Stern*	8700 4300 8514 3933	✠100A1 (*Class Contemplated*) ✠Lloyd's R. (C11,	Nwc	CL		1938 11mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishIndiaStm. Nav.Co.Ld.	444·6 461·1(O.L.) B190′F45 *Shade dk* *Lloyd's SA&CP* *Cell DB* 372′1168*t* *Tanks at sides of tunnels* 801*t*	61·2 FK *(Coll B Hto Shade dk, 8 „ to 2nd „)*	25·2 *8 BH Cem* *F* 178*t APT* 133*t*	London British 450lb HS17895 (*s*) 3WTB(Spt)GS462, FD ParsonsMarineSteam TurbineCo.Ld.Nwc	6 steam turbines SR geared to 2 screw shafts 2155NHP	28 ″ 3 s 4 ″ 8 23 ″ 9¼	BT till 10,39
87010 871 OFDB	**Aldebaran**	2600 1009 1 *Dk* & *Shelter dk* D.F. *Strengthened for navigation in ice* *Cruiser Stern*	✠100A1 (*Class Contemplated*) 965					1938 8	Sandvikns. Skeppd&M.V Helsingfors	FinskaAngfAktieb	289·0 B10·1(O.L.) *Lloyd's SA&CP* *Cell DB* 254′899*t FPT* 73*t APT* 41*t*	41·0 17·1 FK *(Coll B Hto Shelter dk & 4 Hto 2nd dk)*	28·0 *8 BH Cest*	Helsingfrs Finnish 36″ 213lb (*s*) 255NHP 2SL(Spt)*6cf*,GS122,HS4520 SandvikensSkeppd.&M.V.	T.3Cy.22½″,32⅛″&53½″–	20 ″ 2 s ″ 9¼ 19 ″ 6	
87011 45123 JMBA	**Akiura Maru**	*OilEng.* Sub.Sig. D.F. 2 *Dks*	6800 6 94 6 18					1938	Mitsubishi Jukogyo K.K Nagasaki	MitsubishiShoji Kaisya,Ld.	~~11,500~~ 10,358·5 P30′B157′F41′ 437·4 *WB*	58·5	32·8	Tokyo Japanese	Oil Engines 2S.C.SA 6Cy.28⅜″–49 3/16″ 840NHP MitsubishiJukogyoK.K. Nag.		
87012 FNUA	**Ariege** (*ex*Sydney Lasry)	2266 2144 1410	✠100A1 2,38	Rou	/	CL N1,38		1920 9mo	Burntisland S.B.Co.Ld. Burntisland	Soc.Anon.de Gérance et d'Armement	300·7 P28′B81′F33′ FK *Cell DB* a 86′ *u E* 20′ *f* 124′ 528*t*	43·7 *Intermediate 'tween dk BH in fore hold dispensed with*	22·5 *FPT* 55*t APT* 42*t*	Dunkirk French *Cem* (4 *BH to U dk* 1 „ „ 2nd „	T.3Cy.22 2/16″,36″&59″–39″(*s*) 180lb *100lb* 286NHP 2SB,*6cf*,GS144,HS5091 Cooper&Greig,Ld.Dundee *only*)	25 ″ 0 s 4 ″ 2½ 21 ″ 0	
Now "Cap Tafelneh," see No. 71695 in body of Register																	
87013 FNTF	**Ardennes** (*ex*Nelly Lasry)	2275 2144 1406	✠100A1 1,~~10~~,~~97~~ 2 *Dks*(*Stl*)	Rou	/	CL ~~N2,86~~ 4,38		1920 7mo	Burntisl'nd S.B.Co.Ld. Burntisland	Soc.Anon.de Gérance et d'Armement	300·7 P28′B81′F29′ FK *Cell DB* a 86′ *u E* 20′ *f* 124′ 528*t*	43·7 *Intermediate 'tween dk BH in fore hold dispensed with*	22·5 *FPT* 55*t APT* 42*t*	Dunkirk French *Cem* (4 *BH to U dk* 1 „ „ 2nd „	T.3Cy.22″,36″&59″–39″(*s*) 180lb 286NHP 2SB,*6cf*,GS142,HS5091 Cooper&Greig,Ld.Dundee *only*	25 ″ 0 s 4 ″ 2½ 21 ″ 0	
Now "Cap El Hank," see No. 71635 in body of Register																	
87014	**Atlas**	*OilEng* 1 *Dk* *Mchy. Aft* *Cruiser Stern*	335 213 163					1938	NV Schipsw Delfzijl v'h Gebr.Sanders Delfzijl	J.Beck	~~137·8~~ 130·4	~~23·0~~ 24·1	~~9·4~~ 8·3	Groningen Dutch *WB*	Oil Engines 4S.C.SA 4Cy. AppingedammerBrons Motorenfb N.V.		
87015 FCTH	**Arendskerk**	TwinSc *OilEng.* D.F. E.S.D. *Cruiser Stern* 1 *Dk* & *Shelter dk* 3*r dk* except in No.3 hold Butts of deck & shell plating electrically welded	7906 6893 4764	✠100A1 *with freeboard* 9,38 (*Class Contemplated*)	Dnz	/ †	GL	1938 9mo	F Schichau G.m.b.H. Danzig	Vereenigde Nederlandsche Scheep. Maats.(Directie en Agentuur Maats. Holland Australie Lijn N.V. *Mgrs.*) 1 *Intermediate BH*	493·6 522·3(O.L.) I32′F39′ FK *Cell DB* 333′ *f* 225′1168*t Tanks at centre & sides of tunnels* 800*t DT s f* 1164*t*	63·2 Tween dk BH dispensed with	~~31·1~~ 31·2 *pt Cem* (*Coll B Hto Sh dk* 5 „ „ 2nd „ 1 „ „ 3rd „) *FPT* 73*t APT* 136*t*	The Hague Dutch	Oil Engines 2S.C.SA 20Cy.~~25⅝″~~ 25 5/16″–17¼″ 2271NHP DB *100lb* DB(WT) *100lb* F Schichau G.m.b.H. Elbing	35 ″ 2 s 5 ″ 4½ 30 ″ 0½	
87016 8268 SDIN	**Ariston**	TwinSc *OilEng.* *Mchy. Aft* 1 *Dk* D.F. E.S.D. GyC. *Cruiser Stern* *Part electrically welded including butts of keel & bottom plating, & decks*	10277 7041 6329	✠100A1 6,38 *Carrying Petroleum in bulk*	Got	*et*	GL	1938 6mo	A/B Götaverken Gothenburg	A.S.Onassis Gothenburg,Ld.(Gust E. Sandström, *Mgr.*)	508·6 P103′B31′F64′ FK *Cell DB uE* 73′ 256*t D Tf* 24′325*t FPT* 129*t*	64·3	38·5 *11 B Hpt Cem*	Gothenburg Swedish 2DU *150lb*	Oil Engines 4S.C.SA 12Cy.24½″–51½″ 710NHP A/B Gotaverken,Got.	38 ″ 2 s 8 ″ 8¾ 29 ″ 8	
87017	**Acadia**	*OilEng.* 2 *Dks* *Cruiser Stern*	5000 ~~4100~~ 5002 4403 2955					1938	Flensburger Schiffsb.Ges. Flensburg	~~SigurdBruusgaard~~ A/S Acadia (SigurdBruusgaard)	414·3 F431′	55·7	25·0	Drammen Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅜″–43 3/16″ 975NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		

1 No. in Book / Official No. / Code Letters	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Equipment Letter.	7* Date when mill shaft last took.	8 Built. When	9 Built. By Whom. Where	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Fore & amidships. Corresponding draught.	15 Remarks to which classed, if not in L. & Assoc. of Owners.
87018 EAJO	**Argentona** (ex Urkiola-Mendi-38, ex Azalea) Mdb *u* ss Blo. 2nd No. 3–8,26 ss Blo. No. 1–32 Spar dk pt Stl & pt Irn) 2 tr B & deep framing	3552 2489	✠ [illegible]				1902 7mo	Irvine's SB Co. D. D. Co. Ltd. W Hartlepool	J. Nunez Verdugo Jose de Navas Escuder *Cell D Ba*	340·0 | 47·3 | 16·0 21 Spanish *3 H Cem* 27'B262'F31' FK 12'*a* E24 *f* 144 785*t* *I P T 91t*	Bilbao Spanish	T. 3Cy. 25", 39" & 65"–42" 286 NHP 3SB, 6*cf*, GS 100, HS 1177 Richardsons, Westgarth & Co. Ltd. Hpl.	27 " 3	G ✠
87019 YWMA	**Avila** Twin Sc 1 Dk. decks & butts of keel electrically welde Mchy. Aft D.F. Longitudinal framing at bottom & at deck Cruiser Stern "Arcform"	7635 782	✠ 100 A1 Ara [illegible] Carrying Petroleum in bulk Fitted for oil fuel 8,38 F.P. above		CL	1938 8mo	Smith's Dock Co. Ltd. S. Bank, Mdb. *Lloyd's SA & CP*	Cia. de Petroleo "Lago" 150' B. *Cell D Bu E & B 50'95*	361·2 | 45·7 | 17·3 271·5 (o.l.) P71'F38' FK *D Tf 26'2 80t F P T 58t A P T 69t*	Maracaibo Venezuelan 13 *B H pt Cem*	T. 6Cy. 13½", 25" & 37"–27" (*s*) 180 lb 231 NHP 2SB, 6*cf*, GS 3700 FD Smith's Dock Co. Ltd. S. Bank	17 " 7 2 " 7½ 15 " 0½	
87020 IBYK	**Angelo Emo** Iron 3 Mast (*ex* l'eppino C.–38, *ex* Camoco, *ex* Strathadder) Mchy. Aft 1 Dk (Irn)	391 283 209	✠ 1,35 ✠ NB 12,38 ✠				1883 6mo	J. Fuller-ton & Co. Paisley	Salvagno Anonima Navigazione	165·9 | 23·2 | 10·9 160·2 Q85'B7'F25' BK 6"	Venice Italian	C. 2Cy. 19½" & 36"–27" 51 NHP 1SB, 2*cf*, GS 33, HS 930 J. & T. Young, Ayr	11 " 6	I ✠
87021	**Aprilia** (*ex* Chang-Hsing–38, *ex* Heung-Shan) 2 Dks & Shade dk	3412 2121					1890	Ramage & Ferguson Leith	Cia. Italiana di Nav. S.A.I. (Chinese Italian Nav. Co. Ltd) *WB*	290·0 | 54·0 | 10·0 B 240*t* H 688*t* F 63*t*	Shanghai Italian	T. 6Cy. 20", 31" & 49"–27" NB 10 249 NHP Ramage & Ferguson, Leith		
87022 LJYC	**Astrell** (*ex* Athelchief–38) Twin S Oil Eng Mchy. Aft D.F. ss Bkn. No. 3–8, 3 2 Dks (Stl) & Web frames Longitudinal framin	7595 7017 4500	✠ 100 A1 Bkn c ✠ [illegible] LMC 38 DBS 4,38 Carrying Molasses or Petroleum in bulk		CL	1925 8mo	Caledon S. B. & E. Co. Ltd Dundee *Lloyd's SA & CP*	Skibs. A/S Proba (Prebensen & Blakstad, *Mgrs.*) *Cell D Bu E 150'314t D T 45'651t*	460·8 | 59·2 | 33·4 476·0 (o.l.) P117'B34'F49' FK *I P T 171t A P T 328t*	Visor Norwegian 16 *B H pt Cem* (10 to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy. 24⅛"–51⅛" 709 NHP 2 DB *180 lb* NDB (*aft*) 38–*110 lb* J. G. Kincaid & Co. Ltd Grk.	33 " 4 3 " 4¾ 27 " 3	
87023 PCUY	**Ary Scheffer** Oil Eng with freeboard Mchy. Aft 1 Dk & Shelter dk Cruiser Stern	375 276 183	✠ 100 A1 Alb *i* Rot 1,38 [illegible]		oG	1938 10mo	N.V. Industrieele Maats. "De Noord" Alblasserdam *Lloyd's SA & CP*	N.V. Havre-Stoomvaart Maats. (J. C. van Balgueria & Co. (C.G.M. Driebeek & E.J.H.M. Driebeek, *Mgrs.*) *Cell D B 106'135t*	[illegible] 166·8 | 28·2 | 8·2 174·2 (o.l.) FK (*Coll B H to S dk* 2 „ to 2nd „) *I P T 53t A P T 28t*	Rotterdam Dutch 3 *B H pt Cem*	Oil Engines 4S.C.SA 6Cy. [illegible] 11⅞"–22½" 124 NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	10 " 0 8 " 2 9" 11¼	
87024	**Alcyone** Oil Eng. 1 Dk Mchy. Aft Cruiser Stern	350 212					1938	N.V. Schipsw "Foxhol" Foxhol	E. Schothorst *WB*	132·8 | 24·6 | 9·5 P43'Q45'F24'	Dutch	Oil Engines 4S.C.SA 6Cy. Mtrn. Werke Mannheim AG		
87025 DOIF	**Aar** (*ex* Adler–38) *Ref. Mchy.* Sut. Sig. „ Wireless D.F. 2 Dks	1170 1002 647					1900	Bremer Vulkan Vegesack	Argo Reederei Richard Adler & Co. *WB*	235·5 | 31·1 | 19·0 P31'B114'F25'	Bremen German	T. 3Cy. 18⅞", 30⅛" & 49⅜"–31½" 136 NHP Bremer Vulkan, Vegesack		G
	Izilda Groce, *see* No. 87915 *in Supplement*															
87026 OFDI	**Aurora** 1 Dk & Shelter dk 3rd dk except in No. 5 hold D.F. E.S.D. Oil Eng. Ref. Mchy. Cruiser Stern Strengthened for navigation in ice	4850 2710 4956 4017 2001	✠ 100 A1 Ab [illegible] with freeboard 12,38 [illegible] Lloyd's RMC 12, for temp. 36°F.		CL	1938 12mo	Crichton-Vulcan A/B Åbo *Lloyd's SA & CP*	Rederi A/B Atlanta (B. Krogius, *Mgr.*) *Cell D Bs 25'1154t F P T 84t A I Ts 188t*	404·2 | 51·7 | 23·7 427·2 (o.l.) P 70 FK (*Coll B H to Sh dk 5 B H to 2nd dk*)	Helsingfrs Finnish 6 *B H*	Oil Engines 2S.C.SA 8Cy. 28⅜"–51⅛" 1110 NHP Fr. Krupp Germaniawft A.G. Kiel	27 " 9 s2 " 4¾ 25 " 5	
87027 MJWC	**Assuan** (*ex* Ptarmigan–38, *ex* Glanton, *ex* Glanton Firth) Mchy. Aft Well deck 1 Dk (Stl) Cargo battens not fitted	493 336 204	✠ 100 A1 Lon *a* 2,39 7,38 hl [illegible] LMC 9,		CL N 7,38	1920 2mo	Ardrossan S. D. & S. B. Co. Ltd Ardrossan *Lloyd's SA & CP*	Gardonia Freighters Ltd. (J.S. Gordon & Co. *Mgrs.*) *Cell D Bs 84'108t F P T 40t*	161·4 | 25·2 | 9·7 Q95'B9'F21' BK 8" *I P T 26t*	London British 3 *B H Cem*	T. 3Cy. 13", 21" & 34"–24" (*s*) 180 lb 51 RHP 1SB. 3*cf*, GS 49. HS 1510 Aitchison Blair, Ld. Gls.	11 " 8 s 3 " 8 12 " 2	
87028	**Arnon** (*ex* Pohjarand–38, *ex* Duben–33, *ex* Nordsee, *ex* Ferdinand) Iron Wireless 1 Dks & Awng dk	558 529 381					1883	Gebr. Howaldt Kiel	Orient Coast Line *WB*	161·7 | 23·6 | 17·9 H 36'	Haifa Palestine	C. 2Cy. 17¾"&35½"–23½" NB 97 51 NHP Gebr. Howaldt Kiel		G
87029 FOYU	**Arijon** D.F. 1 Dks & Shelter dk	4350 4374	✠ 100 A1 Hpl [illegible] with freeboard (Vessel entirely plated) LMC 10,38		CL	1938 10mo	W. Gray & Co. Ltd. W Hartlepool *Lloyd's SA & CP*	Cie. de Navigation d'Orbigny (*Coll L F to Shelter M T T to 2nd dk*) *Cell D Bs 354 102t I P T 108t*	410·8 | 55·0 | 22·7 425·1 (o.l.) F37' FK 7 *B H Cem*	La Rochlle French 3 *B H Cem*	T. 3Cy. 24½", 42", & 70"–48" 2201b (*s*) 550 NHP 3SB, 9*cf*, GS 172, HS 8220 FD Con. Mar. E. Wks. (W. Gray & Co. Ltd.) W. Hpl.	25 " 0 s2 " 3½ 23 " 0½	
87030 JUHM	**Aratama Maru** Fitted for oil fuel 2 Dks Cruiser Stern	7000 [illegible] 4 [illegible] S					1938	Tsurumi Seitetsu Zosen K.K. Tsurumi	Tamai Syosen K.K. *WB*	430·6 | 59·1 | 33·8 P42'B173'F47' 446·5	Kobe Japanese	1 steam turbine DR geared HS 2517 398 NHP Ishikawajima S.B. & E. Co. Ltd. Tokio		
87031 MUZM	**Analock** (*ex* Anaconda–38) *ss* Shl 2nd No. 3–9,38 [illegible] 1 Dk, Shelter dk 2 Dks & Web frames Sub.Sig. Longitudinal framing	6638 5069 8988	✠ 100 A1 Shl *z* Shelter dk with freeboard 9,38 LMC 9,38 Fitted for oil fuel 10,19 F.P. above [illegible]		CL	1919 10mo	Federal S.B. Co. Kearny, N.J. *Lloyd's SA & CP*	G.E. Marden (Wheelock & Co. Ltd. *Mgrs.*) *Cell D B 321'151t F P T 87t I P T 175t*	396·6 | 55·2 | 31·3 P45'B110'F [illegible] on Shelter dk F 6 *B H to Sh dk* 1 pt Cem H B	Shanghai British	2 steam turbines DR geared to 1 sc. shaft [illegible] 210 lb (*s*) 3SB (Spt) 9*cf*, GS 185, HS 8934 FD Mid. West Eng. Co. Indianap lis	34 " 11 s8 " 0½ 27 " 1	R ✠
87032	**Antonio Locatelli** (*ex* West Camak–38) Fitted for oil fuel Sub.Sig. 2 Dks	5754 5108 3497					1920	Western Pipe & Steel Co. S Frncisco	Soc. Anon. Cooperativa di Nav. "Garibaldi" *WB*	427·0 | 54·3 | 27·1 410·5 P16'B112'F16	Genoa Italian	T. 3Cy. 24", 41½" & 72"–48" Joshua 359 NHP Hendy Co. San Francisco		R1
87033 LJYN	**Arne Kjöde** *Mchy. Aft* 1 Dk Cruiser Stern Oil Eng. D.F. E.S.D Carrying Petroleum in bulk pts. Longitudinal framing	11019 10114 6600					1938	Deutsche Werft A.G. Bet Finkenwrdr Hamburg	A/S Inger Jacob Kjöde A/S, *Mgrs.*)	508·1 | 69·2 | 36·5 P114'B29'F58'	Bergen Norwegian *WB*	Oil Engines 2 S.C.DA 1360 NHP 7Cy. 23⅝"–43⅛" Machinenfbrk. Augsburg–Nürnberg A.G. Augsburg		
87034	**Astrid** (*ex* Saga–38, *ex* Ulven–33, *ex* Oddborg, *ex* Ringfond) Wood Wireless 1 Dk 2 tr B	626 495 355					1901	J. Hauge Stord, near Bergen	Rederi A/B Nanna (Carl Hélin, *Mgr.*)	170·7 | 28·1 | 15·8 Q 35*t* B 61*t* H 61*t* F 20*t*	Degerby Finnish	T. 3Cy. 12½", 20" & 32"–26" 52 NHP Stavanger Stöberi & Dok		
7035 LJNI	**Arosa** (*ex* Wind–38, *ex* Elmworth–37) Oil Eng. *ss* Osl No. 3–12, 38 D.F. E.S.D. 1 Dk (Stl)	5007 [illegible] 5043 4635 3055	✠ 100 A1 Shl *y* [illegible] 12,38 Osl [illegible] DBS [illegible] LMC [illegible]		CL [illegible] 11,38	1924 11mo	A. McMillan & Son Ld Dumbarton *Lloyd's SA & CP*	Skibs. A/S Avanti (Tschudi & Eitzen, *Mgrs.*) *Cell D* [illegible] P 36'B 120'F 31' FK 351'1296t F P T 146	400·0 | 53·2 | 25·3	Oslo Norwegian 6 *B H pt Cem* *A P T 163t*	Oil Engines 4S.C.SA 6Cy. 29½"–58⅛" DN *160 lb* 489 NHP Harland & Wolff, Ld. Gls.	29 " 7 s6 " 8½ 24 " 2½	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Tonnage Brut — Net.	5 Détails de la Classification. Cote. ✠ Surveillance spéciale. Limite de la dernière Visite.	6 Port de Visite.	7 Terre-pleins couverts et Superstructures.	7* Date de la dernière Visite de flanc et de cale.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds.	pa.	15 Registre où cote. Si on est dans la L. R. Durée de la Cl. de Trinité
87036	**Anghyra** (*ex*Attika–38)		2447 / 2190 / 1437					1923	Akt.Ges. "Weser" Bremen	HellenicLines,Ld. (P.G.Callimanopulus, *Mgr.*)	315·8 / P59′	46·1 / B24′	18·8 / F37′	Pirœus Greek	T.3Cy.22⅜",36½"&60½"–39⅜" 228NHP *WB* A.G."Weser,"Bremen			G.
	D.F. Sub.Sig.	2*Dks*																
87037	**Aquila**	WoodAuxBkn	305					1904	E.Calamaro Savona	Dott.E.Dominici	140·7 / P41′	27·6 / B15′	13·7 / F30′	Viareggio Italian	Oil Engines 2S.C.SA 4Cy.7⅞"–11⅛" 43NHP *Emade37fitted38* Humboldt-Deutzmotoren, A.G.Köln-Deutz			1
200 IKCI	(*ex*Sailing Vessel–38,*ex*Adelaide *Oil Eng.* Margherita,*ex*Adelaide) 1*Dk2trB* (*See Sailing Ship Register*)		284 / 237															
87038	**Asakaze Maru**		~~6559~~ 6577					1938	Osaka Iron Works,Ld, Innoshima	~~TanakaSigeniro~~ TodaiKisenK.K.	419·9 / P41′ / 421′	57·4 / B15′	34·4 / F45′	Osaka Japanese	2DRgeared steam turbines 500NHP HitachiSeisakusho,Tokyo			
41751 JPAM	*Fitted for oil fuel* D.F. *Cruiser Stern* 2*Dks* *~~Carrying Petroleum in bulk~~*		—— 3880															
87039	**Akatuki Maru**		~~16000~~ 10215					1938	Harima S.B.&Eng. Co.Ld. Harima	NipponKaiunK.K.	504·6	64·9	37·4	Tokyo Japanese	Oil Engines			
45211 JUQM	*Oil Eng.* *Carrying Petroleum in bulk*		—— 7195															
87040	**Atuta Maru** Ⓟ	TwinSc	7983	✠100A1 Yka *d*†			CL	1909	MitsuBishi DDks&EWks Nagasaki	NipponYusenK.K.	473·9 / P61′	54·7 / B17′	31·3 / F54′	Tokyo Japanese	T.6Cy.25",41½"&69"–48"(*s*) 34 / 2000lb 973NHP s 8 / 6SB,*18cf*,GS338,HS14276FD 27		6 / 1½ / 1	
1159 JATD	(*ex*Atsuta *ss*Yka.2ndNo.3–9,32 Maru–38) D.F. *ss*Yka.No.1–37 2*Dks*(*Stl–Uteaks*)*deep framing&Web frames Lower dk*(*Stl*)*in Nos.1&3holds*		6748 4940	9,38 ~~9,37~~ ✠LMC MS3,37 ~~1.3,37~~ 9,38			9,37	3mo	DDks&EWks Nagasaki	*Lloyd's 4/4 CP*				FK 7	*BHCem*	6SB,*18cf*,GS338,HS14276FD MitsuBishiD.&E.Wks.Nag			
											*CellDBa*139′*uEs*/*B*85′*f*180′16 09*tFPT*143*tAPT*48*t*							
87041	**Alma Ata** (*ex*Chubar–38, *ex*Dijkwater–35, *ex*Maasdijk)	*ss*Rot.No.3–12,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3611 3292 2179	✠ ... 7,86 ✠		Rot *w*		1920	NV Burger houtsM.&S Rotterdam	U.S.S.R.	360·2	50·3	21·8	Odessa Russian	T.3Cy.25½",41⅛"&66½"–45¼" 340NHP		2 / 6	
														FK	*1sp*	3SB,9*cf*,GS158,HS5418 *Coll BH to Sh dk*			
											*CellDB*308′1000*t*					*FPT*63*tAPT*73*t*	5 „ „ *U* „		
87042	**Anadyr** (*ex*Redsea–38)	*ss*Lth.No.1–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5278 —— 3177	✠ ... 7,88 *withfreeboard*		Lon *a*†	CL N3,38	1930	Nthmblnd S.B.Co. (1927)Ld. Newcastle	Cie.desMessageries Maritimes	412·8 / F40′	55·3 /	26·0 /	Dunkirk French	Q4Cy.23",32½",47"&68"–48" 456NHP		28 / 6	
FQHA											*CellDB* 373′1204*t*			FK 7	*BHptCem* *Cell to Sh dk*	3SB(Spt),*6cf*,GS111, HS6240	FD	
										Lloyd's 4/4 CP	*DTa*23′904*t*				*FPT*94*tAPT*154*t*	6 „ *2nd*„		N.F.MarineEngCoLd.Nwc
87043	**Anatina**		~~5200~~ 4936					~~1938~~ 1939	Öresunds-varvet Aktiebolag Landskrona	~~Chr.Stray&Co.~~ A/S Anatina (M.Chr.Stray)	438·4 / P20′	57·4 / F42′	22·5	Krstnsand Norwegian	4 Oil Engines 2S.C.SA 4Cy.13⅜"–22⅞" with electro-magnetic slip coupl'ings & SR gearing 752NHP			
	Oil Eng.		4368												*WB* tro-magnetic slip coupl'ings & SR gearing			
LKCD	D.F. 1*Dk*&*Shelter dk* ~~2*Dks*~~ *Cruiser Stern*		2971												752NHP AtlasDieselA/B,Skm.			
87044	**Abbekerk**	TwinSc	~~7933~~ 6893	100A1 *withfreeboard*				1938	FSchichau G.m.b.H. Danzig	VereinigdeNederlandscheScheep. Maats. (Directie en AgentuurMaats Holland Australie Lijn N.V. *Mgrs.*)	~~18,000~~ 493 · 6 / F32′	~~63·0~~ 63 · 2 / F39′	~~35·1~~ 31	The Hague Dutch	Oil Engines 2S.C.DA 20Cy.25⅝"–47¼"		35 / 2 / 85 / 4½ / 30 / 0	
PCBK	D.F. E.S.D. *Cruiser Stern*		4704	(*Class Contem plated*)											FSchichau G.m.b.H.Elbing			
For full particulars see No. 87083 below																		
87045	**Arbel** (*ex*Peregrine–38, *ex*Arbonne)	*ss*Lon.No.1–38 *ss*Lon.No.3–9,33	901 ——	✠100A1 ~~6,37~~ 11,38	Lon *l*		OC 5,37	1921	Hawthorns &Co.Ld. Leith	NavigationTransmarineSoc.Anon.	210·0 / Q115′	31·7 / F26′	12·3 /	Antwerp Belgian	T.3Cy17½",28⅜"&46"–33"(*s*) 180lb 169NHP s 4 / 2SB,*6cf*,GS95,HS3138		14 / 5 / 7½ / 13 / 8¼	
DNCT	*Well deck*	1*Dk*(*Stl*)	566	~~RS6,37~~ ~~✠LMC~~							*Lloyd's 4/4 CP*			FK 4	*BHCem*	Hawthorns&Co.Ld.Lth.		
											*CellDBa*39′*uE*19′	*F*105′	205*t*		*FPT*17*tAPT*13*t*			
87046	**Askot**		~~1300~~ 1323					1938	Fredrikstad MekVrksA/S Fredrikstad	ReideriA/SAladdin(J.C.Farejé &Co.*Mgrs.*)	251·2	42·3	14·0	Oslo Norwegian	C.4Cy.(2)13"&(2)30½"–28" 82NHP			
		1*Dk*&*Shelter dk* ~~2*Dks*~~ *Cruiser Stern*	1043 715												*WB* Fredrikstad M.V.A/S Fredrikstad			
LKAC	Wireless																	
87047	**Africa Shell**	TwinSc	~~640~~ 706	✠100A1 2,39		Crk *j*	CL	~~1938~~ 1939	G.Brown& Co.(Marine) Ld. Greenock	ShellCompany of EastAfrica,Ld. (Anglo-Saxon PetroleumCo.Ld. *Mgrs.*)	184·8 / 193·5(O.L.) / ~~P60~~ P60′	29·6 / Q60′	11·5 / F24′	London British	Oil Engines 4S.C.SA 12Cy.11⅛"–18⅞" 162NHP		11 / 9 / ~~5~~ 5½ / 11 / 5½	
167164	*Oil Eng.*							2mo			*PonQ*57′	*Trunk*98		10	*BH*	*oBI8Olb*		
MMYT	*Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks&in trunk*		423 332	*(Class Contem plated)* *Carrying Petroleum in bulk* ✠LMC2,39				*Lloyd's 4/4 CP*							*FPT*16*tAPT*46*t*	Werkspoor N.V.Ams.		
87048	**Araton** (*ex*HerthaMaersk–38,*ex*Duro)		1500					1920	Svendborg Skbsv&Mskb Svendborg	A/B Arafart(A.R. Appelqvist,*Mgr.*)	253·2 / F42′	38·2 / B250′	14·9 / Q107′	Stockholm Swedish	T.3Cy.17",27½"&47"–34" 129NHP			V
8310 SEGU		1*Dk*	1190 829								P40′	H64′			*WB* Svendborg Skbsv.&Mskb.			
87049	**Argentina** Ⓟ	TwinSc	20614					1929	Newprt News SB.&D.D.Co Newprt News	United States Maritime Commission	586·4 / B315′	80·3 / F61′	20·5 / 52·0	New York Utd. States	2 steam turbines connected to electric motors *WB* & sc. shafts General Electric Co. Schenectady,N.Y.			R
229044 WMDS	(*ex*Pennsylvania–38) *Fitted for oil fuel* *Ref.Mchy.* 5*Dks* D.F. GyC. *Cruiser Stern*		—— 11324															
87050	**Ashkahabad** (*ex*Dneprostroi–38, *ex*Kutais–35, *ex*Mistley Hall–34, *ex*Aldersgate,*ex*Milazzo, *ex*WarHostage)	*ss*Bal.No.3–3,29 *ss*Bkn.No.1–33 1*Dk*(*Stl*) *Adapted for oil fuel*	5284 4743 3164	✠ ... 12,35 ✠		Rot *y*		1917	Harland& Wolff,Ld. Glasgow	U.S.S.R.	400·7 / P49′	52·3 / B112′	28·5 / F38′	Odessa Russian	T.3Cy.27",44"&73"–48" 489NHP		31 / 0	
UPER														FK 7	*BHptCem*	3SB,9*cf*,GS190,HS7020		
											*CellDB*345′1136*t*	*DT*28′1200*t*			*FPT*11 8*t*&*APT*185*t*	Harland&Wolff,Ld.Gls.		
87051	**Armilla** (*ex*Helix–38)	TwinSc	3011	✠100A1 ~~3,38~~ 11,38 Rot		LaR	CL 9,36	1931	Hawthorn Leslie&Co.Ld Newcastle	Nederl.-Indische Tankstoomboot Maats.	305·7 / P86′	50·1 / F50′	19·3 /	The Hague Dutch	Oil Engines 4S.C.SA 12Cy.18⅛"–35⅞" 380NHP s 1		19 / 3 / 9½ / 17 / 7½	
PCUL	*Oil Eng.* *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck* D.F.	*ss*Rot No.2–38 ~~*ss*Bkn.No.1–38~~	2251 1626	~~3,38~~ ✠LMC CS11,38 DB11,38 11,38			11,36				*Trunk*169′ *CellDBa*E49′112*t*			FK 11	*BHptCem* *DBI50lb* *FPT*52*tAPT*56*t*	Hwthrn,Leslie&CoLd Nwc		
				Carrying Petroleum in bulk														
87052	**Antonia** Ⓟ		~~550~~ ~~535~~ 502 341 297	✠100A1 *Philippine Coasting Service* 2,39 *(Class Contem plated)* ✠LMC2,39		HKg *y*	CL	~~1938~~ 1939	W.S.Bailey &Co.Ld. HongKong	Aboitiz&Co.Inc.	157·6 / 163·0(O.L.) / ~~P21′~~ P20′ *Shade dk*	28·1 /	9·1 /	Cebu,P.I. Utd. States	Oil Engines 4S.C.SA 6Cy.14⅜"–22⅛" 124NHP		11 / 6	
	Oil Eng.							2mo		*Hog Rails CP*				FK 4	*BHCem*			
	Wireless	1*Dk* *Cruiser Stern*													*FPT*?*tAPT*25*t*	Humboldt-Deutzmotoren, A.G.Köln-Deutz		

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Registered Tonnage. Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7a Date when tail shaft last seen	8 9 Built. When	By Whom — Where	10 Owners.	11 Registered Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Register to which classed. Date of last Reg. Alt.
87053	Ähtäri (*ex*MimisChandris-38, *ex*Oneme-36, *ex*Ingo) *Well deck*	3939 3389 2417	✠ ... 7,37 ✠	Msl	*w*	1912 3mo	Akt.Ges. "Neptun" Rostock *Cell D Ba*	Ähtäri O/Y (Alex.Siotte) *97' u E & B 42' f 164'*	361·5 | 50·0 | 28·7 P & B 234' F 45' FK *940t DT f 21'918t FP T 80t A P T 8t*	Wasa Finnish	T.3Cy.29½",41"&68⅞"–47½" 470NHP *7 B H Cem* SB,*9cf*,GS148,HS6387 A.G."Neptun,"Rostock	26 ″ 0	G ✠
87054 12117 MMZR	Ariadne Moller (P) (*ex*Hunter-38) *2 Dks*	1840 1538 985				1907	Ramage& Ferguson,Ld. Leith	Moller Line Ld (Moller Ld. *Mgrs.*)	255·0 | 40·2 | 20·7	Shanghai British *WB*	T.6Cy.17½",28½"&48"–30" 252NHP Ramage&Fergusn,Ld.Lth.		
87055 HPJD	Amarylis (*ex*Maroulio-38, *ex*Assiout-35) D.F. *ss*Liv.No.3-8,30 *ss*Liv.No.1-35 1 *Dk*	4215 3945 2644 4328 3945 3721	✠100A1 7,37 MS4,35 ✠NEmade2[illegible] *Carrying oil fuel F.P. above*	Rot	*x* CL 2,37	1918 11mo	N of Ireln'd S.B.Co.Ld. Londonderry *Lloyd's SA&CP*	Amarylis S.S.Co. Ld. *Cell D B 316' 1048t D*	370·4 | 51·2 | 25·8 P 32' B 218' F 84' FK *Ta 28' 660t FPT 107t*	Panama Panamanian 6 *B H Cem A P T 108t*	T.3Cy.23½",36"&58"–42"(*s*) 1801b 403NHP SSB,*9cf*,GS160,HS6831 FD W.Beardmore&Co.Ld.Glas.	28 ″ 2 4 ″ 4¼ 24 ″ 0	
87056 132822 GQST	Atlantic Scout (*ex*Fishpool-38) D.F. *ss*Hpl.2nd No.3-9,37 1 *Dk* (*pt Irn-pt Stl*)	4575 4263 2832	✠100A1 5,38,38 11,38 MS9,37	Cff	*y* CL 7,38	1912 5mo	Ropner& Sons,Ld. Stockton *Lloyd's SA&CP*	Atlantic&Mediterranean Trading Co.Ld. *Cell D Ba 127' u E 24' f*	379·0 | 56·0 | 24·4 391·7(O.L.) P 30' B 221' F 39' FK 167' 1046t FPT 157t	London British 6 *B H Cem A P T 184t*	T.3Cy.26",42"&70"–48" (*s*) 1801b 380NHP SSB,*9cf*,GS175,HS6012 Blair&Co Ld.Stockton	26 ″ 9 3 ″ 9½ 23 ″ 1¾	
87057 7140 BFWG	Adolf Bratt (*ex*OscarGorthon-38) *Well deck* *Cargo battens not fitted*	1323 991 704	✠100A1 11,38 MS4,37	Mmo	*p* OG 6,38	1924 8mo	Howaldts-werke Kiel *Lloyd's SA&CP*	ÅngfartygsA/B Adolf A.Bratt& Co. *Mgrs.* *Cell*	236·1 | 37·1 | 14·0 P 20' Q 71' B 101' F 23' 68t A P T 48t FK	Gothenbrg Swedish 4 *B H Cem*	T.3Cy.16⅛",27⅝"&43⅛"– 293" 185lb (*s*) 128NHP SSB,*4cf*,GS61,HS2174 Howaldtswerke,Kiel	16 ″ 0 ″ 5½ 15 ″ 9	
87058 LKBD	Alar D.F. *Mchy.Aft* 1 *Dk* *Cruiser Stern* *Longitudinal framing* *Carrying Petroleum in bulk*	9430 8796 5698				1939	Sir J.Laing &Sons,Ld. Sunderland	Skibs-A/S Preba (Prebensen& Blakstad, *Mgrs.*)	483·6 | 68·3 | 36·2 P 101' B 45' F 33'	Risör Norwegian	Oil Engines 2S.C.SA 5Cy.28¾"–47½" 982NHP Wallsend Slpwy.&E.Co.Ld		
87059 PCUX PCQW	Ary (P) (*ex*AryScheffer-38) *ss*Rot.2nd No.3-4,30 *ss*Rot.No.1-52-38 1 *Dk* (*Stl*) *deep framing*	642 467 373	✠100A1 11,38 NB12,24 MS4,36	Rot	*j* CL 3,37 11,38	1904 9mo	Nederl. Schps.Maats. Amsterdam *Lloyd's SA&CP*	Jhr.J.M.Elias vanCastricum	180·0 | 28·9 | 13·1 P 60' B 22' F 22' FK *Cell D Bu E 17 f 114' 75t FPT 41t*	Rottrdam Dutch 3 *B H Cem*	T.3Cy.15",23⅝"&39⅜"–27⅝" 1601b *80lb* (*s*) 97NHP 1SB,*2cf*,GS41,HS1079 Ned.Fb.v.Wrk&Spoor,Ams	15 ″ 5 4 ″ 4½ 14 ″ 3	
87060 16270 GTNG GQQR	Alresford (*ex*Terneuzen-38) *ss*Rot.No.3-10,36 *ss*Ams.No.1-38 1 *Dk* (*Stl*) *Cargo battens not fitted*	2472 2248 1543	✠100A1 2,38 12,38 LMC[illegible]	Ams	*s* CL 2,38	1922 3mo	G.Brown& Co. Greenock *Lloyd's SA&CP*	S[illegible] &Land S[illegible] Ld. (A.H.Smith, *Mgr.*) *Inter[illegible]*	290·2 | 44·1 | 20·9 P 25' B 88' F 35' FK *Cell D 248' 638t FPT 90t*	London British *Cem* 4 *B H only A P T 72t*	T.3Cy.22",36"&59"–39" (*s*) 1801b *100lb* 258NHP 2SB,*6cf*,GS121,HS1272 J.G.Kincaid&Co Ld.Grk.	23 ″ 0 3 ″ 1¾ 20 ″ 0	
87061 167204 MBZS	Aptity *Oil Eng.* *Mchy.Aft* *Cruiser Stern*	950 434 301 196	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*			1939	G.Brown& Co.(Marine) Ld. Greenock	F.T.Everard& Sons,Ld.	159·7 | 25·1 | 9·9 P 49' F 24'	London British	Oil Engines 2S.C.SA 5Cy.12⅝"–16½" Newbury Diesel Co.Ld. Newbury	10 ″ 8 ″ 6⅝ 10 ″ 3¼	
87062	Andenes *Oil Eng.* *Mchy.Aft* 2 *Dks* *Cruiser Stern*	858 671 421				1939	Moss Værft &Dokk,A/S Moss	A/S Vesteraalens D/S	214·2 | 34·7 | 13·8 *WB*	Stokmark-nes Norwegian	Oil Engines 4S.C.SA 6Cy.14⅜"–21⅝" & hydraulic coupling SR geared to sc. shaft 111NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		
87063 DFDW	Atlanta *Oil Eng.* D.F. E.S.D. *Ref.Mchy.* *Cruiser Stern*	4980 2600 4956 2601	100A1 (*Class Contemplated*) *with freeboard*			1939	Crichton-Vulcan A.B. Åbo	Rederi A/B Atlanta	100·3 | 54·5 | 37·0	Helsingfrs Finnish	Oil Engines 2S.C.SA 8Cy.28⅜"–51⅛" Fr.Krupp Germaniawft A.G Kiel	27 ″ 9 8 ″ 4¾ 25 ″ 6	
87064 127478 MLJQ	Agba (*ex*Moygannon-38) 3Mst *ss*Bwg.No.3-4...2 *ss*Bel.No.1-36 1 *Dk* (*Stl*) *Mchy.Aft* *Cargo battens not fitted*	498 330 193	✠100A1 3,36 S[illegible] 12,38 LMC[illegible]	Bel	*h* CL 2,36 4,38	1921 10mo	Dublin Shipbuilders, Ld. Dublin *Lloyd's SA&CP*	Newry&Kilkeel S.S.Co.Ld.(J. Fisher&Sons,Ld. *Mgrs.*) *Cell D*	164·9 | 25·7 | 9·5 *27·2* BK 7½' Q 97' B 10' F 25' *Bf 93' 108t FPT 34t*	Newry British 5 *B H Cem A P T 26t*	T.3Cy.14½",24"&40"–27" (*s*) 1801b 99RHP SSB,*3cf*,GS52,HS1962 W.Beardmore&Co.Ld. Coatbridge	11 ″ 11 4 ″ 2 12 ″ 4½	
87065	Argentina Maru (P) Twin Sc *Oil Eng.* D.F. E.S.D. 3 *Dks* GyC. *Ref.Mchy.* *Cruiser Stern*	13000				1939	Mitsubishi Jukogyo K.K. Nagasaki	Osaka Syosen K.K.	544·6 | 68·9 | 41·3 P 70' *WB*	Osaka Japanese	Oil Engines 2S.C.SA 2Cy.28⅜"–49⅜" 3080NHP Mitsubishi Jukogyo K.K. Nag.		
87066	Atjeh *Oil Eng.* 1 *Dk* *Mchy.Aft*	435 385 269				1938	Droogdok Maats "Soerabaia" Sourabaya	N.V.Koninklijke Paketvaart Maatschappij	158·5 | 30·2 | 13·1 P 48' B 37' F 27' *WB*	Sourabaya Dutch	Oil Engines 4S.C.SA 4Cy.11½"–18⅛" 80NHP Werkspoor N.V.Ams.		
87067 147714 GKRN	Atlantic Guide (*ex*Albatross-39) *ss*Lon.No.3-9,37 1 *Dk* (*Stl*) 2 *nd dk in Nos 1&2 holds*	1943 1753 1193	✠100A1 9,37 1,39 BS8,38 MC9,37	Lon	*r* CL 4,37 12,38	1924 9mo	Grngem'th Dock yd Co Ld Grngemouth *Lloyd's SA&CP*	Atlantic&Mediterranean Trading Co.Ld. *Cell D Ba 63' u E 2[illegible]*	280·3 | 41·9 | 19·0 291·7(O.L.) P 21' B 68' F 29' FK *Sf 121' 549t FPT 44t*	London British 5 *B H Cem A P T 72t*	T.3Cy.21",35"&57"–36" (*s*) 1801b *100lb* 227NHP 2SB,*6cf*,GS113,HS3712 D.Rowan&Co.Ld Glasgow	20 ″ 10 2 ″ 8¼ 18 ″ 3¼	
87068	Ancon (P) Twin Sc *Fitted for oil fuel* D.F. E.S.D. GyC. 3 *Dks* *Ref.Mchy.* *Cruiser Stern*	9000				1929	Bethlehem Steel Co.(S.B. Division) Quincy,Mass.	Panama Railroad Co.Inc.	471·5 | 64·0 | 38·6 *WB*	Utd.States	4 DR geared steam turbines Bethlehem Steel Co.(S.B. Division) Quincy,Mass.		
87069	Andromeda (*ex*Elemka-38, *ex*CapNord-35) *Mchy.Aft* SSBrs.24 *(See Sailing Ship Register Supplement)*	Wood Aux Twin Sc *Pet.Mot.* 5Mst Sr 1 *Dk* 2 *tr B*	1471 1280 1178 ✠ 2,29 ✠	Cpn	*q*	1918 9mo	Wm.Lyall S.B.Co.Ld. N.Vancouver B.C.	Commander S.M.Riis	242·8 | 44·4 | 18·7 P 43' F 49'	Washngtn, D.C. Utd.States	Petrol Motors 2S.C.SA 4Cy.15⅜"–17¾" 350NHP *Emade 19 fitted 29* DB 18 Scandia A.B.Lysekil		G ✠

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de flèche porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails d'« Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15
87070 SYVS	**Aghios Spyridon** (*ex*Dimitris–38, 28 *ex*Gyp, *ex*Kylestrome, *ex*Ballochmyle)	*ss*Bdx.2ndNo.3–7,28 *ss*Rou.No.1–31 (1*Dk*(*pt Irn*)*pt Stl*) 2*tr B*&*deep framing*	*3338* *3108* *2116*	✠ ... 6,36 ✠	Pir	*v*		1905 6mo	Craig, Taylor&Co. Stockton	G.D.Halkias	340·0 P30′B94′F33′	47·8	23·7 FK 6	Chios Greek	T.3Cy.24″,40″&65″–45″ NDR22 308NHP 2SB,*6cf*,GS140,HS4750 Richardsons,Westgarth& Co.Ltd.Mdb.	26 ″ 0	G ✠
										Cell D Ba 10 4′*u E*&*B* 38′*f* 150′74 8*t FPT* 133*t APT* 136*t*							
87071 ~~SVXV~~ SVXX	**Agioi Victores** (*ex*Treloske–39) D.F.	*ss*Fal.No.3–9,31 1*Dk Stl*)*&Shelter dk*(*Stl*) *ss*Cff.No.1–39	*4344* *4101* *2710*	✠100A1 *Shelter dk with freeboard* 1,39~~7,38~~ ~~B&12,37~~ ✠LMC4~~,36~~	Cff	*y*	CL 5,38	1918 12mo	J.Readhead &Sons,Ld. SouthShields	C.N.Pateras	400·2 413·7(O.L.)	52·1	25·2 FK	Chios Greek *Cem* *Coll B H to Sh dk*	T.3Cy.27″,44″&73″–48″ (*r*) 1801b 425NHP 3SB,*9cf*,GS190,HS6876 J.Readhead&SonsLd.S Shl	26 ″ 10 2 ″ 10½ 24 ″ 3½	
								Lloyd's SA&CP		*Cell D Ba* 131′*u E* 28′*f* 175′99*t APT* 136*t*					„ „ *U* „		
87072	**Awazisan Maru** *Oil Eng.* D.F. E.S.D. GyC. 3*Dks* *Ref Mchy* *Cruiser Stern*		7400					1939	Tama S.B.Co.Ld. Tama	MitsuiBussan Kaisha	476·2 F36′	64·0	40·7	Japanese	Oil Engines 2S.C.DA 8Cy.24⅞″–55⅛″ 1646NHP TamaS.B.Co.Ld.Tama		
87073 FPDO	**Al Rawdah** (*ex*Ville de Beyrouth–39, *ex*Chenab) D.F.	*ss*Alx.2ndNo.3–10,36 1*Dk*(*Stl–ws*)*&Shelter dk* (*Stl–ws*)*lower dk in forehold*	*3549* *3316* *2157*	✠100A1 *Shelter dk with freeboard* 8,37 ~~B&12,38~~ ✠LMC10,36	Rot	*v*	CL 11,37	1911 8mo	Cammell Laird&Co.Ld. Birkenhead	Soc.Orientale de Nav.(Khedivial MailS.S.&Graving DockCo.Ld.(*in liq.*).*Mgrs.*)	350·2 P41′F45′ *on Shelter dk* *Cell D Ba* 100′*u E*&*B* 20	44·2 FK 6	27·6 *B H Cem* 1′*f* 126′ 603*t FPT* 48*t APT* 44*t*	Beyrouth French 200lb *100lb* *Lloyd's SA&CP*	T.3Cy.21½″,40″&68″–45″ (*s*) 426NHP D.Rowan&Co.Glasgow	30 ″ 0 11 ″ 4½ 13 ″ 0½	
87074 IBBO	**Arlesiana** (*ex*Dunavis–39, *ex*Siberian Prince–33, *ex*Baron Lovat)	*ss*Shl.No.3–5,27 *ss*Pir.No.2–36 2*Dks*(*Stl*)	5702 5354 3590	✠100A1 ~~1,20~~ ~~8,37~~ 3,39 ~~B.t~~ Gen BS9,38 ✠LMC6,36	Mch	*a*†	CL 6,35 N1,39	1915 5mo	Russell &Co. Pt.Glasgow	I.N.S.A.(Industrie Navali Soc.Anon.)	423·5 P38′B123′F50′ FK 1 *Intermediate B H* *&1 'tween dk B H dispensed with*	56·0	28·7 5 *B lto U dk* 1 „ „ 2nd„ *only*	Genoa Italian 180lb *Cem* *Lloyd's SA&CP*	T.3Cy.27″,45″&74″–51″ (*r*) 555NHP 3SB,*9cf*,GS189,HS8307 FD Rankin&BlackmoreLdGrk	31 ″ 4 8 ″ 0½ 25 ″ 6	
										Cell D Ba 132′*u E* 24′*f* 186′ 1181*t D Ta* 36′ 1118*t APT* 131*t*							
87075 ~~SVXZ~~ SVXZ	**Annitsa** (*ex*Tregantle–39) D.F.	*ss*Bry.No.1–39 *ss*Fal.No.3–10,34 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *Cargo battens not fitted in Shelter 'tween dks*	*4324* *4080* *2711*	✠100A1 *Shelter dk with freeboard* 1,39~~9,37~~ ~~B&12,38~~ ~~B&12,37~~ ✠LMC~~10,36~~ 12,38	Cff Bry	*y*	CL 9,37	1918 10mo	J.Readhead &Sons,Ld. SouthShields	J.G.P.Livanos	400·2 413·3(O.L.)	52·1 FK	25·2 *Coll B H to Sh dk*	Chios Greek *Cem* *Lloyd's SA&CP*	T.3Cy.27″,44″&73″–48″ (*r*) 1801b 425NHP 3SB,*9cf*,GS190,HS6876 J.Readhead&SonsLd.S.Shl	26 ″ 10 2 ″ 10½ 24 ″ 2½	
										Cell D Ba 131′*u E* 28′*f* 175′97*t APT* 143*t*					„ „ *U* „		
87076 MPJY	**Assimi** (*ex*New Pioneer–39)	*ss*Mch.2ndNo.3–11,30 *ss*Mch.No.1–35 1*Dk*(*Stl*)	722 535 320	✠100A1 8,37 LMC MS5,35 ~~1S1,38~~ 2,39	Mch	*k*	OG N10,35	1905 12mo	W.Dobson &Co. Newcastle	E.A.Karavias (PetrosM.Nomikos,Ld.*Mgrs.*)	193·0 P19′B53′F44′ *Cell D Ba* 42′ *u E* 17′*f* 83′ 164*t FPT*	29·6 BK7½″	12·4 *4 B H Cem* 85*t APT* 28*t*	Panama Pnamanian 140lb 133NHP 2SB,*4pf*,GS122,HS2294 MacColl&Pollock,Ld.Sld.	T.3Cy.16″,27″&44″–30″ (*r*)	14 ″ 6 s 1 ″ 0½ 14 ″ 2	
87077	**Aegir** *Oil Eng.* D.F. 1*Dk*(*Stl*)*&Shelter dk* *Cruiser Stern*		~~450~~ 400 264 154	✠100A1 *with freeboard* 4,39 *(Class Contem plated)* ✠LMC4,39	Gro	*i*		1939 4mo	J.Koster Hzn.Schpsw. "Gideon" Groningen	F.van der Laan	~~160·8~~ 175·5(O.L.) *(Coll B H to Sh dk 3 B H to 2nd dk)* *Cell D B* 123′167*t M T* 9′40*t D Ta* 9′ 10*t FPT* 41*t APT* 7*t*	~~28·7~~ FK	~~10·2~~ 7·7 *4 B H Cem*	Groningen Dutch	Oil Engines 4S.C.SA 8Cy 11¾″–16⅛″ 98NHP Maschinenfbrk Augsburg-Nürnberg A.G Augsburg	10 ″ 2 s „ 2 10 „ 1½	
87078	**Äksi** (*ex*Clara–39) *Well deck*	*ss*Goo.2ndNo.3–4,34 1*Dk*(*Stl*) *deep framing* *Cargo battens not fitted*	783 535 481	✠ ~~3,39~~ ~~B&9,37~~ ~~LMC10,33~~	Ant	*k*	2,37	1908 10mo	J.Crown& Sons,Ld. Sunderland	PeetRass	195·0 202·6(O.L.) P19′Q77′B9′F24′ *Cell Ba* 40′*f* 77′ 157*t FPT*	30·1 FK	11·9 4 *B H Cem* 25*t APT* 32*t*	Tallinn Estonian 180lb *60lb* 1SB,*4cf*,GS73,HS2454 N.E.MarineEngCo.Ld.Sld.	T.3Cy.16½″,27″&44″–33″ (*s*) 141NHP	14 ″ 0 ~~11~~ ~~13~~ ~~6~~
87079	**Alba** (*ex*Dimitrios N.Bogiazides–39, *ex*Maid of Corfu, *ex*Orissa, *ex*Ingelfingen)	1*Dk*(*Stl*)2*tr B deep framing*& *Web frames 3 Dk rule*	*3444* *3204* *2259*	✠ 8,19 ✠	Ham	*v*		1908 4mo	Chant. Nav Anversois Hoboken	AlbaS.S.Co.Ld.	346·8 F31′B180′F31′ *Cell D Ba* 108′*u E*&*B* 42′*f* 152′788*t FPT*	48·1 FK 6	23·1 *B H Cem* 108*t APT* 81*t*	Panama P'namanian 317NHP 3SB,*9cf*,GS136,HS4905 N.E.MarineEng.CoLdNwc	T.3Cy.24″,40″&66″–45″	25 ″ 7
87080	**Archangelsk** (*ex*Uskvalley–39) *(STRANDED 10,35—REFLOATED—NOW TRADING)*	*ss*Shl.No.1–34 1*Dk*(*Stl*)	*2480* *2231* *1487*	✠ 9,35 ✠	Cff	*t*		1929 10mo	Burntisind S.B.Co.Ld. Burntisland	U.S.S.R.	300·0 P23′B79′F26′ *Cell D Ba*&*u E* 110′*f* 130′676*t FPT*	43·9 FK 5	21·3 *B H pt Cem* 82*t APT* 118*t*	Russian 259NHP 2SB,*6cf*,GS116,HS4200 D.Rowan&Co.Ld.Glasgow	T.3Cy.22″,36″&60″–39″	23 ″ 6
87081	**Andes** Ⓟ *Ref Mchy* D.F. E.S.D. GyC. *Cruiser Stern*	TwinSc	25300 14100	100A1 *with freeboard* *(Class Contem plated)*				1939	Harland& Wolff,Ld. Belfast	RoyalMailLines, Ld.	643·2 B&F562′	83·5	43·7	London British	6 steam turbines SR geared to 2 sc. shafts Harland& Wolff,Ld.Bel.		
87082 ESDP	**Argos** (*ex*Fredrika–39, *ex*Holmengrå, *ex*Elisborg, *ex*G.P.Braathen, *ex*Helen Heidtmann) *Well deck*	*ss*Got.2ndNo.3–6,31 *ss*Skm.No.1–35 1*Dk*(*Stl*)	1857 1409 1078	100A1 3,36~~,38~~ BS10,38 LMC2,36	Skm	*g*	CL ~~2,38~~ 3,39	1904	Schiffsw.v. Henry Koch Lübeck	Karl Mitt&Co. (Karl Mitt, *Mgr.*) *Lloyd's SA&CP*	264·4 P15′Q59′B68′F21′ *Cell B* 225′ 513*t FPT* 78*t*	38·4 FK 4	16·7 *4 B H Cem* 1*t P* 167*t*	Tallinn Estonian 185lb (*s*) 2SB(Spt),*4cf*,GS90,HS3164 J.F.Ahrens,Altona	T.3Cy.19¾″,32½″a51¼″–32½″ 187NHP	19 ″ 9 3 ″ 1 17 ″ 10
87083 GSBK	**Adviser** 166263 *Cruiser Stern*	2*Dks*	6200 6343 5863 8863	✠100A1 4,39 *(Class Contem plated)* ✠LMC4,39	PGl	✠†	CL	1939 4mo	Lithgows Ld. PortGlasgow	CharenteSSCo.Ld. (T.&J Harrison, *Mgrs.*) *Cell D B* 374′1235*t* *Lloyd's SA&CP*	445·5 459·7(O.L.) F47′B144′F43′ *Ta* 31′792*t FPT*	56·5 FK 7	29·6 *B H Cem* 71*t APT* 102*t*	Liverpool British 215lb (*T*) 2DB(Spt)&1SB(Spt) GS345,HS13205 D.Rowan&Co.Ld.Gls.	T.3Cy.29″,47″a81″–54″ & 1 Pturbine w 1 S D gearing & hydraulic coupling 867NHP	32 ″ 2 ″ 6½ 25 ″ 9½
87084 LCQO	**Aakre** (*ex*Childar–35) D.F.	*ss*Sea.No.1–29 *Oil Eng.* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	4138 3709 2336	✠ 8,33	Abg	*y*		1926 2mo	Eckums M.V.Aktieb, Malmö	Rederi A/S Bonneseid (Thorolf Holta, *Mgr.*)	377·6 F38′	54·0 FK 6 (5	22·9 *B H pt Cem* *Coll to Sh dk* „ 2nd„)	Porsgrunn Norwegian	Oil Engines 4S.C.SA 8Cy.27⅛″–55⅛″ 438NHP Eckums M.V Akt.Malmo	26 ″ 7	
										Cell D B 313′1028*t Tanks at sides of tunnel* 255*t D T* 2 10′ 101*t*					*FPT* 208*t APT* 100*t*		

Vow "Hercogs Jekabs," *see No.* 88415 *in Supplement*

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned and not applied. Explanatory Letter.	7* Date when full class was lost.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard. Deepest spring draught.	Deepest Draught.
87085 914 BZNQ	Antiklia (*ex*Katina P. II.–39, *ex*Matkovic–37, *ex*Julia, *ex*Mirone, *ex*Carlo Zeno, *ex*St. Dunston)	ssShl. No. 3–4,05 ssNap. No. 2–14 1 *Dk* & *W. decks* *Well deck*	951 — 550	✠ ... 11,19				1892 10mo	S. P. Austin & Son Sunderland	Mms. A. A. Davaris & P. H. Tzanetatos	220·0 | 31·0 | 14.0 175'B16'F27'			Piræus Greek *WB*	T. 3Cy. 18", 30" & 49"–33" 137 NHP S. E. Marine Eng. Co. Ltd. Sld	16 " 6	
87086	Ahrensburg (*Launched as* Prinsdal) *Ref. Mchy.* *Oil Eng.* *Cruiser Stern* *2 Dks*		3200 2600 1890					1939	Akt. Burmeistr & Wain Copenhagen	H. Schuldt	315·0 | 45·6 | 28·1			German *WB*	Oil Engines 2 S.C.SA 10 Cy. 19½"–35⅞" 376 NHP Akt. Burmeistr & Wain, Cpn		
87087 218017 KEVP	American Seaman (*ex*Edgemoor–39) Sub Sig. *Fitted for oil fuel* 2 *Dks* & *Shelter dk* & *Tr B*		7038 5456 5383					1919	Skinner & Eddy Corp Seattle, Wash	United States Maritime Commission	409·6 | 54·2 | 27·1			Seattle Utd. States *WB*	DR geared Steam Turbine General Electric Co. Schenectady, N.Y.		R
87088	Antilla D.F. E.S.D. *Fitted for oil fuel* 2 *Dks* *Cruiser Stern*		4400					1939	Deutsche Werft A.G. Bet Finkenwrder Hamburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	397·0 | 55·4 | 23·0			Hamburg German *WB*	2 steam turbines connected to electric motor & sc. shaft Allgemeine Elec Ges. Berlin		
87089 PCBK	Abbekerk D.F. E.S.D. *Oil Eng.* 1 *Dk* & *Shelter dk* *3rd Dk except in No. 3 hold* *Butts of deck & shell plating* *electrically welded* *Cruiser Stern*	Twin Sc	7906 6893 4704	✠ 100 A1 *Web frecboard* 2,39 ✠ 2,39 C2,39	Dnz	*f*	CL	1939 2mo *Lloyd's*	F. Schichau G.m.b.H. Danzig *SA & CP*	Vereenigde Nederlandsche Scheep. Maats. Directeuren Assentiemaats. Koninkl. Amerikaan Lijn N.V. *Mgrs.*	493·6 | 63·2 | 31·2 502·3 O.L.) 462 B16' F (Coll B H to Sh dk 1 *Intermediate B H* & 1 'tween dk B H dispensed with *Cell D Bu E 62* *f* 225'1168*t* *Tanks at centre & sides of tunnels* 800*t* *D Ts f* 1164*t* *FPT* 73*t* *APT* 396*t*	The Hague Dutch *pt Cem* FK	Oil Engines 2S.C.SA 2 Cy. 25⅞"–47½" 2274 NHP DB 100*lb* & DB (WT) 100*lb* F. Schichau G.m.b.H. Elbing	35 " 2 5 " 4½ 30 " 0	
87090	Antarktis D.F. E.S.D. G.C. *Mchy. Aft* *Ref. Mchy.* *Oil Eng.* 1 *Dk* *Carrying Whale oil in bulk* *Cruiser Stern* *Longitudinal framing*		9000					1939	Howaldts-werke A.G. Kiel	[illegible] Waltang. G.m.b.H.	502·3 | 70·5 | 35·4 P118'B39'F85'			Hamburg German *WB*	Oil Engines 2S.C.SA 8 Cy. 25⅞"–49⅛" 911 NHP Fr. Krupp Germaniawft A.G. Kiel		
87091	Arizona *Mchy. Aft* *Oil Eng.* 1 *Dk* *Cruiser Stern*		398 251 205					1939	Gebr. van Diepen N.V. Waterhuizen	H. Smid	148'4 [illegible] 8'9 P52'Q17'F21'			Groningen Dutch *WB*	Oil Engines 4S.C.SA 1 Cy. 11"–17½" 70 NHP Klöckner-Humboldt-Deutz A.G. Köln-Deutz		
87092	Angelburg (*ex* Viator–39) D.F. *Oil Eng.* *Ref. Mchy* 1 *Dk* & *Shelter dk* [illegible]		3053 2417 1750					1938	Dreesunds-vaerket Aktieselskab Landskrona	[illegible] (H. Schuldt, *Mgr.*)	324·3 | 45·8 | 26·1			Hamburg German *WB*	Oil Engines 2S.C.SA [illegible] 72 HP [illegible] Akt. Burmeistr. Wain, Cpn		R
87093	Antje Fritzen (*ex* Meophan [illegible] *ex* Gibraltar–38, *ex* Maplemore) ssLth. No. [illegible] ssBel. No. 2–38 1 *Dk* (*Stl*)		4330 2870 2608	✠ 100 A1 9,38 ✠ MC 1,38	Lon	*x*	CL N9,38	1916 7mo *Lloyd's*	W. Pickersgill & Sons. Ltd Sunderland *SA & CP*	Johs. Fritzen & Sohn vorm. W. Brunstmann *Cell D Ba* [illegible] *E25'*	365·0 | 51·0 | 25·9 336'B117'F32 FK *f* 162 977*t* *FPT* 108*t*	Stettin German *C.B.H Cem* *U* T161*t*	T. 3Cy. 26", 42½" & 62½–45" (s) 160*lb* 361 NHP HS5708	28 " 4 [illegible] " 11¼ 26 " 7	
87094	Aska (P) D.F. E.S.D. *Mchy. Aft* *Cruiser Stern*	Twin Sc	8320 4953 4000	100 A1 *Class Contemplated*				1939	Swan, Hunter & Wigham Richardson, Ld. Newcastle	British India Stm. Nav. Co. Ltd.	444·6 | 61·2 | 25·2 B189'F45'			London British	(steam turbines S R geared to 2 sc. shafts Parsons Marine Steam Turbine Co. Ltd. Nwc.		
[illegible]	[illegible] (*ex* R. W. McIlwain–39. [illegible] Point) 2 *Dks* (*Stl* & *Web frames*) *Mchy. Aft* *Longitudinal framing* D.F. *Carrying Petroleum in bulk*	Tw [illegible] Sa ssL. An. No. [illegible]	3262 2934 2002	... 11,38	Mob			1916 11mo	Baltimore Dry Dock & Shpbldg Co. Baltimore	Aztec Petroleum Trading Corp.	292·3 | 47·2 | 26·0 P76'F26' FK *FPT* 73*t* *APT* 161*t*	Baltimore United States (7 to U dk 4 „ 2nd „)	Oil Engines 4S.C.SA 2 Cy. 22"–32" DB 150*lb* NE 20 564 NHP McIntosh & Seymour Corp. Auburn, N.Y.	28 " 1	
87096	Arawai *Oil Eng.* *Mchy. Aft* *Cruiser Stern*		300 200	100 A1 *(Class Contemplated)*				1939	W. J. Yarwood & Sons (1938), Ld Northwich	Booker Bros. McConnell & Co. Ltd.	117·0 | 24·5 | 8·9 P40'F16'	George-town, Dem. British	Oil Engines 2S.C.SA 6 Cy. 11½"–13½" H. Widdop & Co. Ltd. Kghley		
87097 105158 MKNF	Accomac (*ex* Dixley–39, *ex* Oakover–37, *ex* Eendracht) 1 *Dk*		347 252 102					1914	J. Th. Wilmink Gideon	Accomac Shipping Co. Ltd. (J. E. P. Hocken)	132·3 | 23·1 | 10·8 Q&B72'F11'	London British	T. 3Cy. 11⅝", 17 7/16" & 29½"–17 7/16" NB 21 *fitted* 25 37 NHP D. H. Landauer & Zonen, Martenshoek		V
87093 147391 MLGX	Avon Coast (*ex* Sapper–39) ssMch. No. 3–1,36 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		1036 850 495	✠ 100 A1 *Shelter dk* *with freeboard* 3,39 ~~Insp'd~~ ✠ MC MS2,35 BS4,38 1,3	Mch	*o*	CL ~~1,36~~ 4,39	1923 1mo *Lloyd's*	W. Dobson & Co. Newcastle *SA & CP*	Coast Lines, Ld. *Cell D B*	230·6 | 35·0 | 14·9 *a* 58' *u E* 19' *f* 100' 204*t* FK	Liverpool British *5 B H Cem* *A P T* 17*t*	T. 3Cy. 18", 30" & 49"–33" (s) 1800*lb* [illegible] NHP 2SB, 6*cf*, GS 97. 8*s* 3570 N.E. Marine Eng Co Ltd. Nwc	17 " 0 [illegible] " 2½ 16 " 11¼	
87099 HPKS	Aurora (*ex* Margaritis–39, *ex* Fotinia–32, *ex* Photinia) ssLgn. No. [illegible] ssAir No. 2–31 1 *Dk* (*Stl*)		4584 4372 2635	✠ 100 A1 10,37 MS10,34 BS10,37	Rot	*y*	CL 11,35	1913 1mo *Lloyd's*	W. Pickersgill & Sons. Ltd Sunderland *SA & CP*	Mrs. A. Perry (S. Perivolaris, *Mgr.*) *Cell D Ba* 134'*u E* & *B* 48' *f* 164 1270*t* *F PT* 217*t* *A P T* 125*t*	383·0 | 51·7 | 26·6 P36'B221'F37' FK	Panama Panamanian 1800*lb* *6 B H Cem* [illegible]	T. 3Cy. 26", 42" & 71"–48" (s) 1800*lb* [illegible] NHP [illegible]	29 " 6 [illegible] " 6½ [illegible] " 3	
87100	Anu (*ex* Excelsior–39, *ex* Billio, *ex* Wylo) ssKel. Mth No. [illegible] 1 *Dk* (*Trunk*) [illegible] *Well deck* *Cargo battens not fitted*	Iron	1421 1128 850	✠ 100 A1 11,38 ~~S9,38~~ [illegible]	Hog	*p*	OG ~~11,38~~ 5,39	1883 8mo *Lloyd's*	J. Readhead S. Shields *SA & CP*	~~A. Prikkfrothers~~ (A. Jürgenthal, *Mgr.*) A. Saarna & others	250·0 | 36·2 | 17·6 Q95'B52'F26' BK9' *D Ba*	Haapsalu Estonian 75 *f* 100'371*t*	C. 2Cy. 29"&54"–36" 800 [illegible] 200*lb* N DB 06 [illegible] 135 NHP 1SB, 4*pf*, GS 60, [illegible] J. Readhead & Co. S. Shields	18 " 8 1 " 5½ 18 " 0	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Ex-nom, s'il y a lieu. / Visites Périodiques.	3 Matériaux, Gréement, etc. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Force motrice. Lignes de charge.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.—Force en chevaux d'après les formules de la Société. IHP.—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille jusqu'au Franc-bord d'été. Tirant d'eau correspondant. pds. pc.	15 Port en Lourd. Déplacement. Tirant d'eau.
87101	**Algarve**		465	100A1				1939	NV.Boele's Schpsw&Mch Bolnes	Hammerstein's Reederijbedryf N.V.				Rottrdam Dutch	Oil Engines 4S.C.SA. 8Cy.11"–17⅞" Klöckner-Humboldt-Deutz A.G.Köln-Deutz		
	Oil Eng. / *Mchy.Aft*			*(Class Contemplated)*													
		Cruiser Stern															
87102	**Anders Jahre**		9950					1939	Bremer Vulkan Vegesack	(Sig.Bergesen d.y. &Co. *Mgrs.*)	492·9	66·1	36·4	Oslo Norwegian	Oil Engines 2S.C.DA. 6Cy 25½" 13⅛" 1163NHP *WB* Bremer Vulkan, Vegesack		
	D.F. E.S.D. *Oil Eng.*		9110														
	Mchy.Aft *Cruiser Stern* 1 *Dk*		5900														
	Carrying Petroleum in bulk																
87103	**Aust** (*ex*Lasta-39, *ex*Danybryn-38, *ex*NailseaManor-37, *ex*NailseaCourt-36, *ex*H.H.Asquith-32)		*5630* *5293* *3460*	✠100A1 Bry *y* *Shelter dk* *with* *reboard* 12,38			CL 12,38	1920 6mo	Ropner SB. & Repairing Co (Stocktn) Ltd. Stockton	D/S A/S Carolvore (Lundegaard& Sönner, *Mgrs.*)	390·0	52·5	32·6 24·7	Farsund Norwegian	T.3Cy.26",43"a71"–48" (*s*) 35 *v* 3 180lb 475NHP 85 *v* 6½ *Com* 3SB&1AuxSB,*12cf*,gs228, 25 *v* 11 ns8647 Blair&Co.Ld.Stockton		
LKEW	D.F.	1 *Dk* (*Stl*)															
		4 Shelter dk (*Stl*)		LMC				*Lloyd's* *A4CP*		*Cell DB341'1099t*	*FPT135t*	*APT166t*	FR 5	„ „ *U* „			
87104	**Arusa**		400					1939	Bodewes Scheepswerven Martenshoek	J.GotfredJensen	143·2 153·1(O.L.)	26·2	9·1	Aarhus Norwegian	Oil Engines 4S.C.SA. 6Cy 11"–17¾" 70NHP Klöckner-Humboldt-Deutz A.G.Köln-Deutz		
OZBV	(*Launched as* Huybrecht) *Oil Eng.*		259														
	Mchy.Aft 1 *Dk*		267														
	Cruiser Stern																
87105	**Aghia Eirini** (*ex*MaryN.-39, *ex*Strathlorne)		*4330* *4073*					1909	A.McMillan&Sons,Ld. Dumbarton		376·5 T35'B100'F39'	52·2	25·5	Piræus Greek	T.3Cy.25",41"&68"–48" 320NHP *WB* J.G.Kincaid&Co.Ld.Grk.		O
SVEP	2 *Dks*		2803														

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques.	3 Nombres des Ponts.	4 Tonnage Officiel. Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7* Date de la dernière Visite de l'Arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Charge en tonnes métriques d'eau douce correspondant aux plis. ps.	15 Registre de suivi. Navire en cale dans le L. R. Enquête Cert. R. et Trans.
87251 169571 VLKY	**Barossa** *1 Dk* *Hatch covers & webs dispensed with in bridge 'tween 'ecks* *Cruiser Stern*		4240 ~~3115~~ 11,35~~4,38~~ ~~2353~~ 4239 3416 2382	✠100A1 Dun Syd ✠LMC 4	38	OL	1938 4mo *Lloyd's SA&CP*	CaledonS. B. & E Co. Ld. Dundee *Cell D B300'7 5 6t*	TheAdelaide SteamshipCo.Ld. *Tanks at sides of*	367·1|50·3|24·6 378·2(o.L.) P&B147'F43' FK *tunnel 183t FPT190t APT199t*	Melbourne British *BHCem*	T.3Cy.20½",33"x54"-42"& 27 " 3 1.Pturbine with D.R.gearing 4 " 9½ &hydraulic coupling FD 22. " 7½ 2200lb (s) 390~~5~~ NHP 2SB.Spt)6cf.Gs135,us5406 J.G.Kincaid&Co.Ld.Grk.	
87252 148913 GLQZ	**Benlomond** (*ex* Mariong.) Goulandris-38, *ex* London Corporation-37, *ex* Hoosac, *ex* Cynthiana)-38 *2 Dks (Stl) & Shelter dk (Stl)* *3rd dk in No. 1 hold* *ss* Gms. No. 1-38 D.F. *Tonnage opening closed 37*		6630 4809 4160	✠100A1 *Shelter dk* *with freeboard* 4,39~~5,38~~ *Fitted for oil fuel 2,22 F.P. above*	Mdb *at*† MS$,38 BS10,38 ✠LM ~~1,38~~	OL 8,38	1922 1mo *Lloyd's SA&CP*	IrvinesS.B. Co. Ld. (W.Thomson& W Hartlepool *Mgrs.*) *Cell D B364'1099t MT31'* *972t D Ta31'865t*	BenLineSteamers, Ld. 150° F.	420·0|55·0|36·3 27·8 F35'on *Shelter dk* FK *Collision B Hto Sh dk* 6 " " *U* " *FPT102t APT128t*	Leith British *pt Cem*	T.3Cy.29",49"&80"-54" (s) 39 " 0 180lb FD 705 NHP 8 " 10½ 4SB.*12cf*.Gs250,us10855 29 " 5 Richardsons, Westgarth& Co.Ld.Hpl.	
87253 D.F. *Ref.Mchy.*	**Barfleur** *Oil Eng.* 2 *Dks* *Cruiser Stern*		3000				1938	Akt. Burmeist & Wain Copenhagen	Cie. Générale d'Armements Maritmes	315·0|45·5|28·8 F125'	Havre French	Oil Engines 2S.C.SA 8Cy.19¾"-35½" 608 NHP *WB* Akt. Burmeistr & Wain, Cpn	
87254 DOFS	**Bahia Laura** (*ex* Rabenfels-38, *ex* Slavic Prince) Sub.Sig *Fitted for oil fuel* 2 *Dks & Shelter dk*		8561 5922 5316		...		1918	Palmer's Co.Ld. Newcastle	Hamburg-Süd-Amerik. Dampfschifffahrts Ges.	447·9|57·2|39·2 FK	Hamburg German *WB*	Q.4Cy.25½",36½",52½"&76" 40 " 9 G -51" 667 NHP † Palmer's Co.Ld. Newcastle	
87255 PCYQ	**Bart** *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern*		~~399~~ ~~273~~ ~~260~~ 435 273 229	✠100A1 ~~8,38~~ ~~(Glass Contem plated)~~ ~~✠LMC 6,38~~	Grov		1938 8mo *Lloyd's SA&CP*	Scheepsw. 'Waterhuizn' J. Pattje Waterhuizen	~~H. Mulder~~ J. Dekker	145·6|25·6|9·3 154·2(o.L.) P36'Q53'F18' FK *Cell D B90'93t FPT40t APT52t*	~~Rotterdam~~ ~~Groningen~~ Dutch *BHpt Cem*	Oil Engines 4S.C.SA 7Cy.11"-17½" 81 NHP Humboldt-Deutzmotoren, A.G Köln-Deutz	10 " 10 8 " 9½ 10 " 9½	
87256 1168 OFDH	**Bore II** Ⓟ D.F.		1965 985	100A1 *with freeboard* (*Class Contem plated*)			1938	Crichton-Vulcan A.B. Åbo	ÅngfartygsA.B. Bore (Thr.Kramer, *Mgr.*)	254·3|39·7|22·4 (o.L.) 236'9 F75'	Åbo Finnish	C.4Cy.(2)18⅛"&(2)39⅜"-39⅜" Crichton-Vulcan A.B. Åbo	24 " 11 8 " 0½ 16 " 1½	
87257 8270 BLEN	**Boreland** *Oil Eng.* 1 *Dk & Shelter dk* *Ref. Mchy.* D.F. E.S.D. *Cruiser Stern* *Strengthened for navigation in ice pt electrically welded*		*2628* *2220* *1388*	✠100A1 Got *w* *with freeboard* Skm 12,38~~6,38~~ ✠LMC 6|38 ✠Lloyd's RMC 6,38 *for temp 21 F.* *Carrying fuel oil F.P. above 150° F. or vegetable oil in deep tank & in wing & double bottom tank in E.R.*	OL	1938 6mo *Lloyd's SA&CP*	Eriksbergs M.V. Aktieb. Gothenburg	Ångf.A/B Tirfing Svenska Orient Linjen (T.E.J:son Broström, *Mgr.*)	353·6|50·2|19·3 370·3(o.L.) FK *Cell DB252'315t MT24'*	Gothenburg Swedish	Oil Engines 2S.C.DA 6Cy 17½"-17½" 644 NHP *7 B/H DB50/b* *Coll to Sh dk 6 " 2nd " 303t Tanks* *in way of tunnel 171t APT 60t*	22 " 3 1 " 10½ 21 " 6	
87258 *Transferred to No. 66517*	**Brandaris** *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern*		325				1938	NV Schpsw "De Voor-uitgang" v/h D.&J. Boot Alphen a/d Rijn	Joh. J. Tuil	127·9|23·3|9·0 P39'Q16'	Delfzijl Dutch	Oil Engines 4S.C.SA 8Cy.12"-17½" 41 NHP *WB* N.V. Motorenfb. "De Industrie" Alphen a/d Rijn	
87259 DJXD	**Balkan** (*ex* Clanwood-38) *ss* Sld. No. 3-3,36 1 *Dk (Stl)* *Well deck* *Cargo battens not fitted*		2209 1777 1260	✠100A1 Sld *r* 8,38 ~~S5,38~~ ✠LMC 3	36	OG 10,37	1924 3mo *Lloyd's SA&CP*	Sir J. Laing &Sons, Ld. Sunderland	ErnstKomrowski Reederei *Cell D Ba18'a Ea B39'f115'3 9t D Ta36'250t FPT52t APT80t*	~~290·0|46·2|18·4~~ 290·0(o.L.) P29 Q94 B18' F19' FK	Hamburg German *4 B/H Cem*	T.3Cy.20",33"&54"-39" (s) 21 " 0 180lb 199 NHP 2 " 3½ 2SB.*6cf*.Gs94,us3696 19 " 0½ G.Clark, Ld. Sunderland	
87260 DOHU	**Bahia Blanca** (*ex* Schönfels-38, *ex* Celtic Prince) Sub.Sig. 2 *Dks & Shelter dk*		8558 5319		...		1918	Short Bros. Ld. Sunderland	Hamburg Süd-amerik Dampfsch. Ges.	449·3|57·2|39·2 FK	Hamburg German *WB*	Q.4Cy.25½",36½",52½"&76"- 40 " 9 G 51" 668 NHP † Blair&Co.Ld. Stockton	
87261 166592 GPGF	**British Fidelity** 1 *Dk, 2nd dk clear of cargo tanks* *Oil Eng.* D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*		8465 7454 4850	✠100A1 Gls *d*† Bkn ~~Class Contem plated~~ *Carrying Petroleum in bulk* ✠LMC 10|38	OL	1938 10mo *Lloyd's SA&CP*	Harland& Wolff, Ld. Glasgow	BritishTankerCo. Ld. *Cell D Ba E78'17t D Tf34'431t FPT22t APT200t*	467·8|61·7|33·8 483·1(o.L.) P105~~3·12~~'F47' FK B43'	London British 17 *B/H pt Cem pt Asp* 2 *DB 150/b*	Oil Engines 4S.C.SA 6Cy.29½"-59½" 490 NHP Harland& Wolff. Ld Gls.	34 " 0 26 " 9 27 " 6	
87262	**Bremerhaven** (*ex* Island Trader-38, *ex* Bremerhaven-37) Wireless Sub.Sig. 2 *Dks*		*1598* *1388* 950				1920	Bremer Vulkan Vegesack	Norddeutscher Lloyd	237·8|35·9|19·5 H14'B37 F31'	Bremen German	T.3Cy.16⅜",26½"x44½"- 29½" 106 NHP *WB* Bremer Vulkan, Vegesack	G
87263 Mchy. Aft	**Batavia** Ⓟ Wireless *Oil Eng.* 2 *Dks*		1600				1938	NV Schpsw Gebr. Pot Bolnes	Koninkl. Paketv. Maats.	212·2|39·5|17·7 P51'F49'	Batavia Dutch *WB*	Oil Engines 4S.C.SA 7Cy.15¾"-29½" 167 NHP Gbr. Stork&Co NV Hengelo	
87264	**Banjoewangi** Ⓟ *Oil Eng.* *Mchy. Aft* Wireless 2 *Dks*		1600				1938	NV Boele's Schpsw&Mch Bolnes	Koninkl. Paketv. Maats.	212·2|39·5|17·7	Batavia Dutch *WB*	Oil Engines 4S.C.SA 7Cy.15¾"-29½" 168 NHP Gbr. Stork&Co NV Hengelo	
87265 LKAG	**Belinda** *Oil Eng.* *Mchy. Aft* *Carrying Petroleum in bulk* D.F. *Cruiser Stern* 1 *Dk*		8325 7571 4972				1938 1939	A/B Gotaverken Gothenburg	Rederi A/S Mascot Arth. H. Mathiesen, *Mgr.*)	465·1|59·4|35·9 P103'F59'	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.29½"-59½" 653 NHP A/B Gotaverken, Got.	
87266 LJGT	**Bomma** Wireless *Mchy. Aft* *Cruiser Stern* 1 *Dk* *Oil Eng.*		1116 848 550				1938	A/S Akers Mek. Verks. Oslo	Fred. Olsen&Co. *Mgrs.*)	244·2|38·2|13·7 P67'B82'F56'	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.19¾"-35½" 270 NHP A/S Akers Mek. Verks. Oslo	
87267 166599 MMXV	**Bernadette** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*		325 376 260 178	✠100A1 Dnz *c* *with freeboard* ~~(Glass Contem plated)~~ ✠LMC 10,38		OG	1938 10mo *Lloyd's SA&CP*	Internatnl S.B.&E.Co Ltd Danzig	Partenreederei Hellmann& Hippirg Co. Ld.	133·4|24·7|9·5 136·0(o.L.) P35'Q45'F16' FK *Cell D B81'105t FPT17t APT22t*	London British *3 B/H Cem*	Oil Engines 4S.C.SA 6Cy.11"-17½" 71 NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	11 " 7 8 " 2 9 " 9

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1 No. in Book / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name of any. / Special Surveys. No. of Decks, &c.	4 Register Tonnage: Gross / Under deck / Net	5 Particulars of Classification. Character.	6 Port of Survey	7 Years between Special Surveys / Date of last Special Survey / Equipment	7* Date when call shaft last withdrawn	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Registered Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry / Flag.	13 Engines. No. & Dia. of Cylinders — Stroke / Boiler Pressure NHP=Horse power by Society's formula; RHP=power or Ship's Register / Particulars of Boilers & Furnaces. / Engine Maker's Name.	14 Propelling Gear: Propeller / Revolutions / Coarse / Speed during draught. ft	14 in	15 Tonnage in Lower Holds / Tonnage in Tween Decks / Tonnage in Shelter Decks / Tonnage in Upper Decks / Tonnage in Bridge Houses / Tonnage in Poop
87268 GPVW	**Bandjermasin** (P) / *Oil Eng.* / *Mchy.Aft* 2*Dks*	1600					1938	NV Schpsw Gebr.Pot. Bolnes	Koninkl.Paketv. Maats.	221·2 | 39·5 | 17·2 / T&B94 F50′			Batavia Dutch / *WB*	Oil Engines 4S.C.SA 7Cy.15¾″–29½″ 167NHP / Gbr.Stork&CoNV Hengelo			
87269 FPDU	**Bona** (*ex*Lana-38, *ex*Djena-37, *ex*Zingara) / ssRou.3rdNo.3–10.31 / 2*Dks*(1*Stl*&*C pt*) *Wch*	3441 — 2173	✠ … 10,35 ✠NB8,19 ✠	Rou	*w*		1898 12mo	J.L.Thompson&Sons,Ld. Sunderland	P.Feret / *Cell D Ba*	347·8 | 48·3 | 23·1 / 1′28 B100′F35′ / 113′*uE*&*B39*′*f* 147′		FK	Marseilles French / *B H Cem*	T.3Cy.24″,40″&66″–45″ 310NHP / SB,6*cf*,GS123,HS4630 Blair&Co.Ld.Stockton	25	8	V t
87270 GPDT	**Beatrice** (*ex*YihHsing-38, *ex*Dromana-35) / ssSyd.No.3–1.35 / 1*Dk*(*Stl*,*sc*&*H eb frames*) *Longitudinal framing* *Cargo battens not fitted*	3575 — 2099	✠100A1 4,37 BS7,36 12,38 ✠LMC1,35	Shi	*v*	CL 4,37	1919 8mo	Govt.Dkyd Williamstown A&CP	JavaChina TradingCo.Ld. / *Cell D*	331·0 | 47·7 | 26·0 / P31′B100′F29′ FK / 277′882*t* *FPT* 118*t*			Amsterdam Dutch / *5 B H Cem*	T.3Cy.25⅝″,38″&68″–45″ 180lb (*s*) HSS8,9 516NHP / 3 Water Tube Boilers FD Thompson&Co.(Castlemaine)Proprietary,Ld.	26	1 / 4	5½ / 21	10
87271 FOMV	**Bourgogne** (*ex*HöeghRay-38) / *Carrying Petroleum in bulk* *Oil Eng.* / *Mchy.Aft* D.F. 1*Dk* / *Longitudinal framing at bottom & at deck in Cruiser Stern* *centre tanks*	9357 8680 5059	✠ … 10,38 ✠	Fal	*et*		1937 10mo	Odense Staalskibsvft ved A.P.Möller Odense	Soc.Française de Transports PétroliersS.A. / *Cell D Bu E* 81′329*t*	485·8 | 65·7 | 35·8 / 501·1(O.L.) / 498′534 F37′ FK / *DT f* 26′443*t* *FPT* 16 *t*			Havre French / *4 B H*	Oil Engines 4S.C.SA 7Cy.29⅜″–59 1/16″ 572NHP / Akt.Burmeistr&Wain,Cpn	35	10	V t
87272 GPTV	**British Trust** / 1*Dk*,2*nd dk clear of cargo tanks* *Oil Eng.* / D.F. E.S.D. / *Longitudinal framing at bottom & at deck* / *Mchy.Aft* *Cruiser Stern*	~~8465~~ — ~~4900~~ 8466 7454 4913	✠100A1 1,39 1,50 (*Class Continued—plated*) *Carrying Petroleum in bulk* ✠LMC1,39	Gls Fal	*dt*	CL	~~1939~~ 1939 1mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	BritishTankerCo. Ld. / *Cell D Bu E* 78′175*t*	467·8 | 61·7 | 33·8 / 483·1(O.L.) / P105′B42′F52′ FK B43′ / *DT f* 38′512*t* *FPT* 224*t*			London British / *12 B Hpt Cem* *pt Asp* *APT* 200*t*	Oil Engines 4S.C.SA 6Cy.29⅜″–59 1/16″ 490NHP 2*DB–150lb* Harland&Wolff,Ld.Gls.	24 / 26	0 / 8½ / 27	6½
87273 LJZP	**Björnvik** (*ex*Runa-38, *ex*Reiås-37, *ex*Elfi-36, *ex*Glynarthen, *ex*Kildress) / ssOsl.No.3–7.31 / ssOsl.No.1–36 / 1*Dk*(*Stl*) / *Cargo battens not fitted*	812 677 386	✠100A1 11,38 ~~11,37~~ BS9,37 ✠LMC7,36	Osl Got	*l*	CL 11,37	1918 11mo	Cochrane &Sons,Ld. Selby *Lloyd's A&CP*	A.F.Björnstads RederiA/S (A.F.Björnstad) / *Cell D Bu E* 26′20*t*	213·1 | 30·0 | 15·2 / 218·6(O.L.) / B44′F27′ FK / lan20 / *DT f* 42′100*t*			Oslo Norwegian / *4 B H Cem*	T.3Cy.16″,26″&44″–26″ (*s*) 200lb NDH20 *100lb* 132NHP s.s. 1 / SB,3*cf*,GS51,HS1825 FD MacColl&Pollock,Ld.Sld.	16	5 / 10 / 14	7½
87274 LDVJ	**Bust** (*ex*Fidalgo-38) / 1*Dk*	1124 974 655					1918	Trndhjms Mek.Værks. Trondheim	T.B.Torgersen	226·3 | 36·5 | 15·7 / P16 B57′F27′			Oslo Norwegian / *B B*	T.3Cy.17″,27½″&46″–30″ Trondhjems 116NHP / M.V.Trondheim			N
87275 GDVJ	**Balmung** (*ex*Coruna-38) / 1*Dk*	1481 1325 829					1908	W.Dobson &Co. Newcastle	RederiA/BNotung (O.YErnstSohn, Ld.*Mgrs.*)	253·2 | 37·7 | 17·5 / F13 F32*t*			Helsingfrs Finnish / *B B*	T.3Cy.19″,31″&51″–36″ 156NHP / N.E.MarineEngCoLd Nwc	10	9	N
87276 GPVG	**Balikpapan** (P) / *Oil Eng.* / *Mchy.Aft* 2*Dks*	1600					1938	NV.Boele's Schpsw&Mch Bolnes	Koninkl.Paketv. Maats.	212·2 | 39·5 | 17·7 /			Batavia Dutch / *WB*	Oil Engines 4S.C.SA 7Cy.15¾″–29½″ 168NHP / Gbr.Stork&CoNV Hengelo			
87277 GPLG	**British Genius** / 1*Dk*,2*nd dk clear of cargo tanks* *Oil Eng.* / D.F. E.S.D. / *Mchy.Aft* *Cruiser Stern* / *Longitudinal framing at bottom & at deck*	8553 7468 4961	✠100A1 1,39 (*Class Continued—plated*) *Carrying Petroleum in bulk* ✠LMC1,39	Sld	*dt*	CL	~~1938~~ 1mo	Wm.Doxford&Sons,Ld Sunderland *Lloyd's A&CP*	BritishTanker Co.Ld. / *Cell D Bu E* 75′17*t*	466·9 | 62·0 | 33·7 / ~~T 166′T 14′F 56′~~ / 481·7 / P108 B44′F52′		FK	London British / *12 B Hpt Cem*	Oil Engines 2S.C.SA 4Cy.23⅝″–~~91⅛″~~ 591 1/16″ 2*DB 150lb* 687NHP / *dT f* 40·408*t* *FPT* 238*t* *APT* 192*t* Wm.Doxford&Sons,Ld Sld	24	0 / 8 6½ / 27 7½	
87278 MQZL	**Bawtry** (*ex*Tourmaline-38) 3Mst / ssGls.3rdNo.3–5.35 / 1*Dk*(*Stl*) / *Well deck* / *Mchy.Aft*	835 619 357	✠100A1 11,38 ~~11,36~~ ✠NB4,28 AS5,35	Irv Lon	*lt*	CL ~~10,36~~ 11,38 ✠LMC HS12,37	1898 2mo	J.Shearer &Son Glasgow A&CP	~~Jonay S.S.Co.Ld.~~ LawtryS.S Co.Ld	200·0 | 30·1 | 12·1 / Q107′B11′F36′ / BK 7½			London British / *3 B H Cem* *Cell D Bf* 123′186*t* *FPT* 26*t*	T.3Cy.16½″,26″&42″–33″ (*s*) 160lb 90RHP s.s. 1 / SB,3*cf*,GS55,HS1954 Muir&Houston,Ld.Gls.	14	5 / 4 7½ / 14 5½	
87279 GDSY	**Benrinnes** (*ex*LondonExchange-38, *ex*Parisiana) / ssLon.No.3–12.35 / 2*Dks*(*Stl*) *Skelter dk*(*Stl*) / D.F. 3*rd dk in No.1 hold* / ~~E.S.D.~~	~~5415~~ ~~5313~~ ~~5302~~ 5410 4816 2855	✠100A1 *Shelter dk* *with freeboard* 12,38 ~~9,37~~ ~~LMC~~ M ~~12,36~~ *Fitted for oil fuel* 10,21 *F.P. above* 15 0°F.	Bkn Mch	*at*	CL ~~11,35~~ 11,38	1921 3mo	Irvines S.B. &D.D.Co.Ld. W Hartlepool *Lloyd's A&CP*	Peirce Steamers,Ld.(W.Thomson&Co.*Mgrs.*) / *Cell D B* 364′1099*t* *M T* 31′500*t* *D*	420·0 | 55·0 | 27·9 / 435·2(O.L.) / F35 *on Shelter dk* / *Collision B* *U* / *Ta* 31′394*t* *FPT* 102*t*		FK	Leith British / *pt Cem* *B Hto Sh dk* / *APT* 125*t*	3 steam turbines DR geared to 1 sc. shaft (*s*) 1901lb FD 789NHP / SB,12*cf*,GS250,HS10615 Richardsons,Westgarth& Co.Ld.Hpl.	30	6 / 3 7½ / 27 1½	
87280 WSBW	**Brazil** (P) (*ex*Virginia-38) TwinSc / *Fitted for oil fuel* / D.F. GyC. 5*Dks* / Sub.Sig. *Ref.Mchy.* *Cruiser Stern*	20614 227983 11319					1928	NwprtNws S.B.&D.D.Co Newprt News	UnitedStates MaritimeCommission / *WB*	586·4 | 80·3 | 20·5 / B315′F57′ 52·0			New York Utd.States	2 steam turbines connected to electric motors & sc.shafts 2833NHP / General Electric Co. Schenectady,N.Y.			R
87281 GPDR	**Balkan** (*ex*Epsilon-38, *ex*Madras City-33, *ex*Langholm) / *Fitted for oil fuel* / 1*Dk* *Shelter dk*	4120 — 2579			…		1911	W.Gray& Co.Ld. W Hartlepool	FranoPetrinovic	383·9 | 53·5 | 29·0 / B8′ / FK			Split Yugoslav / *WB*	T.3Cy.25″,41″&68″–48″ 312NHP Cen.Mar.Eng.Wrks.W Hpl	25	3	O t
87282 GPPT	**British Tenacity** / 1*Dk*,2*nd dk clear of cargo tanks* *Oil Eng.* / D.F. E.S.D. / *Mchy.Aft* *Cruiser Stern* / *Longitudinal framing at bottom & at deck*	~~8439~~ ~~4900~~ ~~4900~~ 7423 4355	✠100A1 2,39 (*Class Continued—plated*) *Carrying Petroleum in bulk* ✠LMC2,39	Nwc	*t*	CL	~~1938~~ 1939 2mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld. / *Cell D Bu E* 75′176*t*	466·3 | 61·9 | 33·9 / 481·1(O.L.) / ~~P103′B43′F45′~~ FK / P107 B44′ / *DT f* 31·397*t* *FPT* 209*t*			London British / *17 B Hpt Cem* *pt Asp* *APT* 183*t*	Oil Engines 2S.C.SA 4Cy.23⅝″–91 1/16″ 687NHP 2*DB 150lb* Wm.Doxford&Sons,Ld.Sld	24	0 / 8 6 / 27 7½	
87283 GRGZ	**Baron Semple** / D.F. *Cruiser Stern* 1*Dk* *Shelter dk*	4573 4138 2670					~~1938~~ 1939	C.Connell &Co.Ld. Glasgow	KelvinShipping Co.Ld. (H.Hogarth& Sons.*Mgrs.*)	~~415·0 | 54·2 | 24·7~~ 416·1 | 58·2 | 21·6 / F39 *on Shelter dk*			Ardrossan British / *WB*	T.3Cy.21½″,37″&62″–42″ 250NHP D.Rowan&Co.Ld.Gls.			
87284 GPPS	**British Sincerity** / 1*Dk*,2*nd dk clear of cargo tanks* *Oil Eng.* / D.F. E.S.D. / *Mchy.Aft* *Cruiser Stern* / *Longitudinal framing at bottom & at deck*	~~8500~~ 8533 7493 4698	✠100A1 2,39 (*Class Continued—plated*) *Carrying Petroleum in bulk* ✠LMC2,39	Bkn		CL	~~1936~~ 1939 2mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's A&CP*	BritishTankerCo. Ld. / *Cell D Bu E* 76′249*t*	466·9 | 62·0 | 34·0 / 482·5(O.L.) / P103′B86′F58′ FK / *DT* 32′422*t* *FPT* 251*t*			London British / *17 B H* *APT* 250*t*	Oil Engines 2S.C.SA 4Cy.23⅝″–91 1/16″ 687NHP 2*DB–150lb* Wm.Doxford&Sons,Ld.Sld	24	1 / 8 6 / 27 6½	
87285 VQZJ	**Bellerock** (*ex*Lavercock-38) / ssLon.2ndNo.3–4.32 / *Mchy.Aft* ssLon.No.1–37 / 1*Dk*(*Stl*) *Shelter dk*(*Stl*–ws) / *deep framing* *Lower dk in No.1 hold*	1199 564	✠100A1 *Shelter dk* *with freeboard* 5,37 BS10,38 ✠LMC 4,37	Lon	*p*	CL 4,37	1909 9mo	AilsaS.B. Co.Ld. Troon *Lloyd's A&CP*	VeranoS.S.Co. (F.V.Andlaw) / *Cell D Bf* 138′2	240·2 | 34·1 | 14·7 / BK 7½			Gibraltar British / *4 B H Cem* *APT* 124*t*	T.3Cy.22″,35″&59″–39″ (*s*) 160lb 251NHP s.s. 2 / SB,6*cf*,GS116,HS4180 AilsaS.B.Co.Ld.Troon	17	0 / 2 / 17 5½	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques.	3 Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Assignée ou Spéciale. Date de la dernière Visite.	6	7 Date de la dernière visite de la ligne de charge ou ports-hâlos.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Dessus du pont au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
87286	**Balkis**		2160				1938	A/S Akers Mek. Verks. Oslo	(Fred. Olsen & Co. *Mgrs.*)	315·2 | 44·3 | 16·7	Oslo Norwegian	Oil Engines 2S.C.SA. 8Cy.19½"–35⅞" 472NHP		
		Oil Eng.	1650								*WB*	A/S Akers Mek. Verks. Oslo		
	D.F. *Cruiser Stern*	1 *Dk & Shelter dk*	1160											
87287	**Bill**		~~2429~~				~~1937~~ 1939	Moss Værft & Dokk, A/S Moss	A/S Bill (L. Gill-Johannessen)	304·7 | 47·7 | 18·5	Oslo Norwegian	C.3Cy.(2)15¾"&39⅜"–31½" LP turbine with reduction gear & chain drive 228NHP		
	Fitted for oil fuel		2445								*WB*	HS3215 Moss Værft & Dokk, A/S		
LKBZ		*1 Dk*	2079											
	Cruiser Stern		1444											
87283	**Bantam**	Twin Sc	~~7000~~				1939	N.V. Koninklijk. Maats. "De Schelde" Flushing	Rotterdamsche Lloyd (W. Ruys & Zonen, *Mgrs.*)	~~408·0~~ 433·4 | 62·8 | 38·2	Rottrdam Dutch	Oil Engines 2S.C.SA. 4Cy.25⅝"–47¼" 1810NHP		
		Oil Eng.	9312								*WB*	Sulzer Bros. Ld. Winterthur		
TCYG	D.F. E.S.D.	3 *Dks*	8586											
	Ref. Mchy.	*Cruiser Stern*	5614											
87289	**British Unity**		8450	✠100A1	Pdl *dt*	CL	1939	Lithgows Ld. Port Glasgow	British Tanker Co. Ltd.	467·9 | 61·7 | 33·9	London British	Oil Engines 4S.C.SA. 6Cy.29½"–59½" 490NHP	34 " 0	
167215	1 *Dk, 2nd dk clear of cargo tanks*	*Oil Eng.*	8407	1.39			4 mo		Ltd.	481·5 (o.L.)		2DB 150 *lb*	36 " 8	
GPTV	*Mchy. Aft* D.F. E.S.D.		7461	~~Class Contemplated~~			*Lloyd's*			P105' B43' F52' FK	*WB*		27 " 7	
	Cruiser Stern		4881	*Carrying Petroleum in bulk*								J.G. Kincaid & Co. Ltd. Grk.		
	Longitudinal framing at bottom & at deck			✠LMC 4.39					*Cell D Ba* 78' 16¾ *t DTf* 38' 499 *t FPT* 20[illegible] *t APT* 198 *t*					
87290	**Bute** (*ex* City of Cork–38,	Iron	939		...		1881	W. Gray & Co. Hartlepool	Camomile S.S. Co. Ltd. (S. Catsell, *Mgr.*)	216·0 | 31·2 | 13·7	London British	C.2Cy.27"&50½"–33" NB00 99RHP	16 " 2	O ✠
82318	*ex* Merannio)		756							P26' Q48' B60' F26' BK7"	*WB*	Blair & Co. (Lim.), Stockton		
MMYJ	*Well deck*	1 *Dk 3 tr B*	563											
87291	**Bernhard Schulte** (*ex* Götaälv–38,		1058				1923	Nüscke Co. A.G. Stettin	Schulte & Bruns	219·7 | 34·9 | 14·3 (64' B63' F30'	Emden German	2.3Cy.17⅛",27⅜"&45⅛"–27⅝" 100NHP		V
	ex Bore VII–37, *ex* Martha Halm, *ex*		880								*WB*	K. Borsig G.m.b.H. Berlin		
DJTY	Rheinania) Wireless	1 *Dk*	585											
87292	**Banei Maru No. 6**		1191				1917	Nitta Co. Osaka	Hokkaido Tanko K.K.	220·0 | 33·5 | 18·5	Tokyo Japanese	T.3Cy.14",24"&40"–30" 88NHP		
21529	(*ex* Banyei Maru No. 6–38)		1007								*WB*	Nitta Co. Osaka		
JHLR	Wireless	1 *Dk*	808											
87293	**Britannia**	Twin Sc	9978	✠100A1	Ham *et*	CL	1939	Deutsche Werft A.G. Bet Finkenwrder Hamburg	The Texas Co. (Norway) A/S (H.C. Mathiesen, *Mgr.*)	503·8 | 67·4 | 34·3 522·0 (o.L.)	Oslo Norwegian	Oil Engines 2S.C.SA. 6Cy.26½"–35½" 1167NHP	34 " 2	
	1 *Dk, 2nd dk in mchy. space*	*Oil Eng.*	8921	3.39			3 mo			~~P128~~ P123' B38' F60' FK		2DB 171 *lb* &2DB (WT) 171 *lb*	36 " 8	
LEDK	*Longitudinal framing at bottom & deck in*		5801	~~Class Contemplated~~			*Lloyd's*						27 " 3	
	D.F. E.S.D. *Cruiser Stern*	*centre tanks*		*Carrying Petroleum in bulk*					*Cell D Bu* 279 26 *t DTf* 27·338 *t FPT* 129 *t APT* 96 *t*			Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		
	Butts of shell & deck plating electrically			✠LMC 4.39										
	Mchy. Aft	*welded*												
87294	**Bahia Castillo** (*ex* Rheinfels–38,		8530		...		1918	Short Bros. Ld. Sunderland	Hamburg-Süd-Amerik. Dampfschifffahrts Ges.	449·2 | 57·2 | 39·2 FK	Hamburg German	Q.4Cy.25½",36½",52½"&76"–54" 663NHP	40 " 9	G ✠
	(*ex* Gaelic Prince)		6003								*WB*	N.E. Marine Eng. Co. Ltd. Newc		
DOFT	Sub Sig	2 *Dks & Shelter dk*	5348											
87295	**Banei Maru No. 7**		1189				1918	Nitta Co. Osaka	Hokkaido Tanko K.K.	220·0 | 33·5 | 18·5	Tokyo Japanese	T.3Cy.14½",24½"&40"–30" Okamoto 88NHP		
21535	(*ex* Banyei Maru No. 7–38)		1007									Zosen Tekkosho, Osaka		
JOOB	Wireless	1 *Dk*	799											
87296	**Banei Maru No. 2**		1136				1917	Nitta Co. Osaka	Hokkaido Tanko K.K.	220·0 | 33·5 | 18·5	Tokyo Japanese	T.3Cy.14½",24½"&40"–30" Okamoto 88NHP		
20998	(*ex* Banyei Maru No. 2–38)		1007								*WB*	Zosen Tekkosho, Osaka		
JPNB	Wireless	1 *Dk*	800											
87297	**Banei Maru No. 3**		1778				1919	Nitta Co. Osaka	Hokkaido Tanko K.K.	265·0 | 36·0 | 20·9	Tokyo Japanese	T.3Cy.16",27"&45"–32" 114NHP		
23861	(*ex* Banyei Maru No. 3–38)		1484								*WB*	Tanaka Works, Osaka		
JQCB			1232											
87298	**Bahia Camarones**		8551		...		1918	Palmers Co. Ld. Newcastle	Hamburg-Süd-Amerik. Dampfschifffahrts Ges.	448·1 | 57·2 | 39·2 FK	Hamburg German	Q.4Cy.25½",36½"52½"&76"–54" 667NHP	40 " 9	G ✠
	(*ex* Sonnenfels–39,	*Fitted for oil fuel*	5919								*WB*	Palmers' Co. Ld. Newcastle		
DOHY	*ex* Gothic Prince)	2 *Dks & Shelter dk*	5301											
	Sub Sig.													
87299	**British Liberty**		8485	✠100A1	Mdb *dt*	CL	1939	Furness S.B. Co. Haverton Hill-on-Tees	British Tanker Co. Ltd.	466·8 | 62·0 | 33·9 481·5 (o.L.)	London British	Oil Engines 2S.C.SA. 4Cy.23⅜"–91⅛" 687NHP	34 " 0	
167191	1 *Dk, 2nd dk clear of cargo tanks*	*Oil Eng.*	7430	2.39			2 mo			P107' B44' F52' FK		2DB 150 *lb*	36 " 8	
GPTL	D.F. E.S.D. *Mchy. Aft*	*Cruiser Stern*	4871	~~Class Contemplated~~			*Lloyd's*				*WB*	Wm. Doxford & Sons, Ld Sld	27 " 7½	
	Longitudinal framing at bottom & at deck			*Carrying Petroleum in bulk*					*Cell D B* 75' 179 *t DT* [illegible] *t FPT* 209 *t APT* 183 *t*					
				✠LMC 2.39										
87300	**Banei Maru No. 15**		1828				1919	Nitta Co. Osaka	Hokkaido Tanko K.K.	265·0 | 36·0 | 20·9	Tokyo Japanese	T.3Cy.17½",29½"&49½"–36" 148NHP		
22565	(*ex* Banyei Maru No. 15–38)		1484									Yoshida Tekkosho, Osaka		
JOCB		1 *Dk*	1063											
87301	**Britamer**		~~10000~~	✠100A1	Qls	CL	1939	Barclay, Curle & Co. Ld. Glasgow	D/S A/S Baltimore (Halle & Peterson, *Mgrs.*)	497·9 | 66·9 | 35·6 [illegible] (o.L.)	Oslo Norwegian	Oil Engines 2S.C.SA. 4Cy.26⅜"–91⅛" 861NHP	35 " 6	
	D.F. E.S.D.	*Oil Eng.*	9376	3.39			3 mo			P101' B56' F40' FK		2DB 180 *lb*	37 " 4½	
LKDC		1 *Dk*	9080	~~Class Contemplated~~			*Lloyd's*				*WB*		28 " 3½	
	Longitudinal framing at bottom & at deck		5932	*Carrying Petroleum in bulk*					*Cell D Bu* 273 171 *t DTf* 29·770 *t FPT* 170 *t APT* 102 *t*			Barclay, Curle & Co. Ld. Gls.		
	Mchy. Aft	*Cruiser Stern*		✠LMC 2.39										
87302	**Bangalow**		645				1939	Harland & Wolff, Ld. Glasgow	North Coast Steam Nav. Co. Ld. (E.S. Crauford, *Mgr.*)	162·0 | 36·1 | 9·2 P31' F31'	Sydny NSW British	T.3Cy.11½",19"&32"–22" 48NHP		
	Wireless *Ref. Mchy.*										*WB*	Plenty & Sons, Ld. Newbury		
	Mchy. Aft *Cruiser Stern*	1 *Dk*	260											
	Longitudinal framing at sides & at deck													
87303	**Baudouinville** (P)	Twin Sc	13544	100A1			1939	Soc. Anon. Jhn. Cockerill Hoboken	Cie. Maritime Belge (Lloyd Royal) Soc. Anon. (Agence Maritime Internationale, *Mgrs.*)	540·9 | 67·6 | 39·0 B379' F73'	Antwerp Belgian	Oil Engines 2S.C.DA. 18Cy.17¾"–47⅛"		
	D.F. E.S.D.	*Oil Eng.*	10116	*with freeboard*										
	GyC. Sub.Sig.											Soc An. J. Cockerill, Seraing		
	Ref. Mchy.	*Cruiser Stern*		(*Class Contemplated*)										
87304	**Bundaleer**		4238	✠100A1	Dun	CL	1939	Caledon S.B. & E. Co. Ld. Dundee	The Adelaide Steamship Co. Ltd.	367·1 | 50·3 | 24·6 576·5 (o.L.)	Melbourne British	T.3Cy.20½",33"&54"–42"& LP turbine with DR gearing & hydraulic coupling	27 " 3	
	Hatch covers web dispensed with in		3416	3.39			3 mo			~~Q146' F43'~~		2DB FD (8) 590NHP	34 " 9½	
	1 *Dk*	*bridge between decks*	2382	~~Class Contemplated~~			*Lloyd's*			T & B 17' F43	*WB*		22 " 7	
	Cruiser Stern								*Cell D B* 300 *Deep Tanks at sides & tunnel* 183 *t FPT* [illegible] *t APT* 199 *t*			2SB(S) (19") 36"×36" 8S6406 J.G. Kincaid & Co. Ld. Grk.		
87305	**Breconshire** (P)	Twin Sc	10600				1939	Taikoo D. & E. Co. of H. Kg. Ld. Hong Kong	Glen Line, Ld.	482·0 | 66·2 | 35·0 P70' B217' F54'	Hong Kong British	Oil Engines 2S.C.DA. 12Cy.24⅞"–55½" 2469NHP		
		Oil Eng.									*WB*	Akt. Burmeistr & Wain, Cpn		
	D.F. E.S.D.	3 *Dks*												
	Ref. Mchy.	*Cruiser Stern*												

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Year classed new or altered. Reconstructed.	7a Date when call should be last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Type of Cylinders – Stroke. Boiler Pressure. Nominal Horse power by Society's formulæ. Rihp power by Owner's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Mean Coal Cons. Proportional Allowance. Corresponding Draught. ft. in.	15
87308 167212 GSCM	Bhima	Oil Eng. 1 Dk & Shelter dk Cruiser Stern	5000 5280 4661 2007	✠100A1 Gls (With freeboard 4,70) (Class Contem plated) LMC 1,39			CL	1939 4mo Lloyd's	C. Connell & Co. Ltd. Glasgow	James Nourse, Ltd. Cell B 353	415·6 431·5 (o.l.) P34′ 1 Intermediate SH dispensed with (Coll B Ht to Sh dk 5 Ba Ht to 2nd dk) 1366t F P T 193t A P T 200t	55·2 F36′ FK B44′	25·6	London British	Oil Engines 2S.C.SA 3Cy.20½"–41⅛" 387NHP 2DB 120lb Barclay, Curle & Co. Ltd. Gls.	28 " 9 28 " 3 25 " 8	
87307 167217 GPFP	British Prudence 1 Dk 2nd dk clear of cargo tanks Mchy. Aft D.F. E.S.D. Cruiser Stern Longitudinal framing at bottom & at deck & deck	Oil Eng.	8620 7577 4903	✠100A1 Sld (Class Contem plated) Carrying Petroleum in bulk			CL	1939 4mo Lloyd's	Sir J. Laing & Sons, Ld. Sunderland	British Tanker Co. Ltd. Cell D B 76′226	474·6 493·8 (o.l.) P109′ B48′ F56′ B44′	62·0 FK	33·9 D T 36′514t F P T 300t	London British 12 B Ht pt Com A P T 180t	Oil Engines 2S.C.SA 4Cy.23½" – 31½" – 91⅛" 687NHP 2DB 150lb Wm. Doxford & Sons, Ld Sld	24 " 0 26 " 7 27 " 8½	
87303 165766 GHMV	Bretwalda D.F. E.S.D. 1 Dk & Shelter dk Cruiser Stern		4300 4100 4355 2766	✠100A1 Sld (Class Contem plated) 3,39			CL	1939 3mo Lloyd's	J. L. Thompson & Sons Ld. Sunderland	Hall Bros. S.S. Co. Ld. (Hall Bros. Mgrs.) Cell D B 289′	415·1 431·8 (o.l.) F36′ (Coll B Ht to Shelter dk 5 Ht to 2nd dk) 750t Tanks at sides of tunnel 390t F P T 583t A P T 145t	58·2 FK	24·8	Newcastle British 6 B H Cem	T.3Cy.23", 35½ & 38½ – 42" (s) 220lb 38" & 66" 365NHP 2SB (Spt & FD) & 1 Aux SB, 9cf, GS 116, HS 5075 N.E. Marine Eng. Co. (1938) Ltd. Sld.	27 " 10 28 " 0 24 " 11½	
87309	Basra . (ex Wieringen-38, ex Turbinia)	Oil Eng. 1 Dk	3196 2950 1990					1915	Rotterdam Droogd. Maat Rotterdam	Anglo S.S. Corp. (Valdemar Skog-land A/S. Mgrs.)	331·0 F32′ B100′	48·0	24·5 F30′	Panama Panamanian WB	Oil Engines 2S.C.SA 4Cy.23⅜"–41⅜" 388NHP NE24 Sulzer Bros. Winterthur		V
87310 IBFA	Bosforo (ex Mayumbe-39) D.F.	ss. Asst. No 2–37 1 Dk (Stl) & 2nd dk (Stl) in peaks & Nos. 1, 2, 4, 5 & 6 holds	3567 3729 2087	✠100A1 Ant 2,392 2,398 BS12,38 LMC 1,37 Fitted for oil fuel 1,81			CL 1,37 2,39	1929 9mo Lloyd's	Antwerp Eng. Co. Ltd. Hoboken	"Adriatica" Soc. Anon. di Nav.	347·1 F37′ F33′ B118′ Cell D Ba & n E123′ f 150′	49·0 FK	23·5	Venice Italian 7 B H Cem	T.3Cy.25", 41" & 68" – 45" (s) 180lb FD 380NHP 3SB (Spt) 9cf, GS 165, HS 5564 1 „ to 2nd dk N.E. Marine Eng. Co. Ltd. Sld 1070t F P T 68t A P T 31t	25 " 9 24 " 2½ 21 " 8	
87311 LKDP	Brush Wireless	2 Dks Cruiser Stern	1323 1043 715					1939	Fredrkstad Mek Vrks A/S Fredrikstad	A/S Bestum II (K. Th. Einersen, Mgr.)	251·2	42·3	14·0	Oslo Norwegian WB	4Cy. (2) 13" & (2) 30 5/16" – 28⅜" 82 NHP Fredrikstad M. V. A/S Fredrikstad		
87312 LKEA	~~Britam Sea~~ Britamsea D.F. E.S.D. Mchy. Aft	1 Dk Oil Eng. Cruiser Stern Butts of deck, sheerstrake & bottom shell plating electrically welded	8238 7571 4929	✠100A1 Got (Class Contem plated) Carrying Petroleum in bulk LMC 1,39			CL	1939 1mo Lloyd's	A/B Götaverken Gothenburg	Skibs A/S Canada Tank (Eakon S. Onstad, Mgr.) Cell D B 377′	465·1 483·8 (o.l.) P101′ B38′ F60′ 221t L f 22′350t F P T 78t A P T 149t	59·4 FK	35·9	Oslo Norwegian 9 B H WB pt Cem	Oil Engines 4S.C.S.A. 8Cy.29½–59 1/16" 683NHP 2DB 150lb A/B Götaverken, Got.	35 " 6 27 " 10½ 27 " 10½	
87313	Batavier III (P) D.F. E.S.D. Ref. Mchy.	Fitted for oil fuel 4 Dks Cruiser Stern	1800					1939	N.V. Industrieele Maats "De Noord" Alblasserdam	W.H. Müller & Co. N.V.				Rottrdam Dutch WB	C.3Cy 25 3/16" & (2) 39 3/16 – 39 3/16" 23 3/16 163NHP Werkspoor N.V. Ams.		
87314 5866 SGUA	Bellona (ex Skagern-39) D.F.	ss Mmo. No 3–5, 29 ss Got. No. 2–38 1 Dk (Stl) & Shelter dk (Stl) Cruiser Stern	5842 5532 3605	✠100A– Shelter dk with freeboard 3,397 7,398 BS3,39 MC 6,38			OG 7,36 3,39	1917 1mo	Göteborgs Nya Aktieb Gothenburg	Rederi A/B Concordia (Per Waller, Mgr.) Cell D B 340′ 998t D T	406·2 409·6 (o.l.) 30′ 1020t F P T 54t	53·7 FK	31·6	Gothenburg Swedish 6 B H Cem A P T 36t	T.3Cy.28", 42⅜" & 72 1/16" – 48" 185lb (s) 430NHP 3SB (Spt), 9cf, GS 137, HS 5664 FD Göteborgs Nya Værks. Got	34 " 1 9 " 4 34 " 11½	
87315 167227 GPPJ	British Influence 1 Dk, 2nd dk clear of cargo tanks Mchy. Aft D.F. E.S.D. Longitudinal framing at bottom & at deck	Oil Eng. Cruiser Stern	8421 7410 4855 4875 8431	✠100A1 Nwc (Class Contem plated) Carrying Petroleum in bulk LMC 8,38			CL	1939 5mo Lloyd's	Swan, Hunter & Wigham Richardson, Ld. Newcastle	British Tanker Co. Ltd. Cell D Ba 75′176t	466·3 488·6 (o.l.) F50′ 1 107′ B44′ T f 10′489t F P T 209t	61·9 FK	33·9	London British 12 B Ht pt Cem pt Asp A P T 183t	Oil Engines 2S.C.SA 4Cy.23⅜"–91 1/16" 687NHP 2DB 150lb Swan, Hunter & Wigham Richardson, Ld. Nwc.	34 " 0 26 " 7½ 27 " 7½	
87316	Bess Wireless Mchy. Aft	Oil Eng. Cruiser Stern 1 Dk	1115					1939	A/S Akers Mek. Verks Oslo	(Frod. Olsen & Co. Mgrs.)	244·2	38·2	13·7	Oslo Norwegian WB	Oil Engines 2S.C.SA 4Cy.19½"–35 7/16" 270NHP A/S Akers Mek. Verks. Oslo		
87317 166220 GTTF	Barrister Cruiser Stern		6200 6348 5863 3886	100A1 (Class Contem plated)				1939	Lithgows Ld. Port Glasgow	Charente S.S. Co. Ltd (T. & J. Harrison, Mgrs.)	445·5 456·4 456·5 P47′ B144′ F43′		29·6	Liverpool British	T.3Cy 29", 47" & 81" – 54" & LP turbine with DR gearing & hydraulic coupling D. Rowan & Co. Ld. Gls.	32 " 2 26 " 6 25 " 9½	
87318 LKDE	Björkhaug (ex Stad Zaandam-38) Sub. Sig. D.F.	1 Dk	2058 1794 1235					1919	J. Meyer's Scheepsb. Mij Zalt-Bommel	Rederi A/S Björkhaug (Elling Aarseth)	280·9 F18′ B69′ F32′	41·4	19·3	Aalesund Norwegian WB	T.3Cy. 21⅜", 32 3/16" & 53⅜" – 36⅜" 170NHP Thyssen & Co. A.G. Mülheim		G
87319 GBRN	Brockley Hill (ex Penteli-39, ex David Dawson-37, ex Azul-36, ex Burgondier) D.F.	ss Npt. No. 3–12, 31 ss Ams. No. 1–36 1 Dk (Stl)	5287 4804 8200	✠100A1 Bry (With freeboard 12,38 BS9.37 LMC 3,36			CL 4,38	1919 4mo Lloyd's	Caird & Co. Ld. Greenock	Brockley Hill S.S. Co. Ld (Counties Ship Management Co. Ld. Mgrs.) Cell D B 3	400·1 P50′ B113′ F39 44′ 1062t D T	52·3 FK	28·5	British 7 B H pt Com A 1155t F P T 128t A P T 44t	T.3Cy.27", 44" & 73" – 48" (s) 180lb 517NHP 3SB. 9cf, GS 190, HS 7068 FD Caird & Co. Ld Greenock	31 " 0 5 " 11½ 25 " 3½	
87320 LCZN	Buenos Aires (ex Argentino-39, ex Atlantico)	Twin Sc 4 Mst Oil Eng. ss Bal. No. 2–36 1 Dk (Stl) & Shelter dk (Stl) 3rd dk (Stl) in No. 1 hold	4640 4119 2771	✠100A1 Bal (With freeboard 8,38 LMC 8,37 DBS 7,38 4,36		2	CL P8,37 S8,38	1928 4mo Lloyd's	Akt. Burmeistr & Wain Copenhagen	A/S Ivarans Rederi (S. Holter-Sörensen Mgr.) Cell D B 334′ 1062t	381·8 F P T 112t A P T 156t	53·8 FK	25·1	Oslo Norwegian 6 B H (Coll to Sh dk 5 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.21⅝"–59 1/16" 534NHP DB 100lb Akt. Burmeistr & Wain, Cpn.	28 " 9 25 " 11½ 25 " 11½	
87321 ESJY	Brennus (ex France-39, ex Cherbourg, ex B. F.)	ss Msl. 2nd No. 3–5, 32 ss Msl. No. 1–37 1 Dk (Stl)	424 283 125	✠100A1 Msl (With freeboard 10,37 LMC 6,37		g	9,37	1907 2mo Lloyd's	Wood Skinner & Co. Ld. Newcastle	Entreprise Côtière de Transports Maritimes D B	145·0 Q70′ B19′ F24′ 21′ u Bkr 7′ 19t F P T	25·1 BK 7′	11·4 4 10t A P T 4t	Marseilles French 6 B H Cem	T.3Cy.14", 23" & 39" – 27" (s) 180lb 92NHP 2SB. 4cf, GS 47, HS 1494 N.E. Marine Eng. Co Ld Nwc	12 " 3 7 " 3½ 12 " 7	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de Classe périodique.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille jusqu'au-dessus du Franc-bord au milieu du navire. Tirant d'eau correspondant. fds. pc.	15 Numéros ou code si on en est dans la Direction Cartulaire Trade
87322	Benvrackie (*ex* Darian-39)		6434	✠100A1	Gls	*z*	CL	1922	D&W Hen-	BenLineSteamers,	400·4	52·5	35·0	Leith	Q.4Cy.23½",34",49"&70"-51"	37 ″ 7	
145965		*ss* Liv.No.3-11,35,	6052	*Shelter dk*			11,36	9mo	dersn&Co.Ld.	Ld.(W.Thomson&	413·5(o.L.)			British	215lb (*s*) 626NHP	s 8 ″ 8½	
GCJX	*Ref.Mchy.*	2 *Dks*(*Stl*)	4065	*withfreeboard*					Glasgow	Co.,*Mars.*)	B143′ *on Shelter dk*			*pt Cem*	4SB,*12cf*,gs240,HS9791 FD	23 ″ 2	
		Shelter dk(*Stl*)		2,39							FK&BK2″			*B HtoSh dk*	D&W Hendersn&CoLdGls.		
				BS2,39 ✠LMC12,35				*Lloyd's SA&CP*		*Cell D*6340′963*t*				1 ″ ″ *U* ″			
										*DTa*26′670*t*	*FPT*123*t*	*APT*30*t*					

1 No. in Book / Official No. / Call Letters	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. Spl. Ry. Date of last Survey.	6 Port of Survey	7 Remarks Now Classed Requirements Omitted	7a Date when tail shaft last drawn	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard and Ships. Corresponding Draught. ft. in.	15 Register in which classed. If not in L. & Dates of ft. of Trade Cert.
87501 166428 CAAF	**Camroux IV** *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern*		590 361 385	✠100A1 Rot 7,38 ~~1,38~~				1938 4mo	N.V.T. van Duijvendijk's Schpsw. Lekkerkerk *Lloyd's SA&CP*	NewcastleCoal& ShippingCo.Ld. *Cell DB102·163t FPT54t APT30t*	162·5 170·0 (O.L.) P45'Q102'F17'	28·8 FK	9·6 4 *BHCem*	London British	Oil Engines 4S.C.SA 6Cy.11"–17½" 94NHP Humboldt Deutzmotoren, A.G.Köln-Deutz	11 ″ 10 4 ″ 2 11 ″ 5¾	
87502 DOFB	**Coburg** (P) (*ex* Havel–38) 4Mst *Oil Eng.* Sub.Sig *Ref.Mchy* 2*Dks* D.F. E.S.D.		7400 6601 4521	✠Lloyd's [illegible]				1928	F.Schichau Danzig	Norddeutscher Lloyd	504·0 P25'B&F469' Jan38	61·2 *WB*	28·7 Bremen German	Oil Engines 2S.C.SA SR geared to 1 sc. shaft 16Cy.20½"–29½" 2430NHP NE38 Deutsche Schiff.-u Mschb. A.G.Seebeck, Bmn.		G
87503 TWDJ	**Caid-Kebir** (*ex* Memphis–38, *ex* Smerdis) *ss* Liv.No.3–2.36 *Mchy. Aft* 1 *Dk* (*Stl*) *Shelter dk* (*Stl*)		784 695 329	✠100A1 Liv *Shelter dk with freeboard* 1,37 BS3,38 ✠LMC9,35		OL 1,37		1917 3mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's SA&CP*	Union d'Entreprises Marocaines *Cell DBuB401*	200·4 *f* 100'196*t FPT81t APT13t*	30·7 Casablnca 19·1 French FK 3 *BHCem*	12·1 T.3Cy.16",26"&41"–33" (*s*) 180lb 119NHP 2SB,*4cf*,GS63,HS2712 W.Beardmore & Co.Ld Gls.	14 ″ 4 ″ 2 14 ″ 4	
87504 166243 GMGF	**Clyde Coast** *Oil Eng.* Wireless E.S.D. 1 *Dk* ✠ *Shelter dk* *Mchy. Aft* *Cruiser Stern*		511 414 253	✠100A1 Alb *with freeboard* Bkn *(Class Contemplated)* 1,39 ~~1,38~~ ✠LMC7,38		OG		1938 7mo	N.V. Indus-triele Maats "De Noord" Alblasserdam *Lloyd's SA&CP*	Coast Lines, Ld. *Cell DB122'168t*	195·6 201·6 (O.L.) F27' *32·9* *Tf 16·80t* *FPT62t APT24t*	31·6 FK (*Coll to Sh dk* 2 ,, *2nd* ,,)	9·7 Liverpool British 3 *BHpt Cem*	Oil Engines 4S.C.SA 6Cy.15¾"–26" 144NHP Humboldt Deutzmotoren, A.G.Köln-Deutz	11 ″ 8 8 ″ 2 11 ″ 7¼	
87505 166440 GJGM	**Chulmleigh** D.F. 1 *Dk* ✠ *Shelter dk* *Cruiser Stern*		5445 4987 3202	✠100A1 Sld *with freeboard* Npt 2,39 ~~1,38~~ ✠LM[illegible],38		at OL		1938 5mo	W.Pickers-gill & Sons, Ld Sunderland *Lloyd's SA&CP*	Dulverton S.S.Co. Ld. (W.J.Tatem, Ld., *Mgrs.*) *Cell DB378'1206t FPT94t APT288t*	430·1 447·2 (O.L.) F38'	56·2 FK (*Coll to Sh dk* 6 ,, *2nd* ,,)	26·8 London British 7 *BHCem*	T.3Cy.24",40"&69"–48" (*s*) 220lb FD 502NHP 2SB(Spt)&1AuxSB,*9cf*, GS165,HS7225 Richardsons, Westgarth & Co.Ld.Hpl.	29 ″ 4 3 ″ 9½ 25 ″ 9	
87506 PJKW	**Clea** *Oil Eng.* D.F. 1 *Dk.2nd Dk clear of cargo tanks* E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*		7987 — 4764	✠100A1 Rot 12,38 ~~6,38~~ ✠LMC5,38 *Carrying Petroleum in bulk*		CL		1938 5mo	N.V.Rotter-dam Droogd. Mchts. Rotterdam *Lloyd's SA&CP*	Anglo-Saxon Petroleum Co.Ld *Cell DBuE641'156t*	463·0 483·3 (O.L.) P90 ~~F48~~ F18' *DTf* [illegible] *262t FPT* [illegible] *13 5t APT83t*	59·3 FK	33·9 London British 17 *BH*	Oil Engines 4S.C.SA 6Cy.25⅛"–55½" 502NHP DB *180lb* Werkspoor N.V.Ams.	34 ″ 0 8 ″ 8¼ 27 ″ 6	
87507 3[illegible] IBCT	**C. Arrivabene** (*ex* [illegible]) (*ex* British Knight, *ex* Danubian) *ss* Sh.2nd No.3–5,37 2 *Dks* (*Stl*) *g Web frames* D.F.		~~6669~~ ~~4702~~ ~~8112~~ 5061 4762 3009	✠100A1 Fal ~~6,38 2 dk~~ Gen ~~S6,38~~ ✠LMC5,[illegible] *Carrying Petroleum in bulk* *Fitted for oil fuel 8,20 F.P above 150 F.*		*y* CL ~~1,37~~ 6,38		1909 3mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA&CP*	Leonardo Arrivabene Soc.Anon. (L.Salom, *Mgr.*) *Cell DBuE&*	~~3[illegible]~~ 399·2 P31'B83'F37' *B54' 199t FPT130t*	~~51·8~~ ~~27·8~~ 27·6 FK	Venice Italian 16 *BHCem* (14 *to U dk* 2 ,, *M* ,,) *APT56t*	T 3Cy.27",45"&74"–48" (*s*) 180lb *120lb* 447NHP 2SB,*9cf*,GS192,HS7380 Wilsnd Slpwy.Co.Ld.Nwc.	20 ″ 3 5 ″ 3 25 ″ 2½	
87508 159482 VLBN	**Chuen Hing** Twin Sc Comp 2 *Dks*		684 283 493					1937 —	Kwong [illegible] Hong [illegible]	Law Man	145·2 P[illegible]	27·8 *WB*	9·4 Hong Kong British	C.4Cy.11"&22"–16" *Emade—fitted* 37 36RHP Kwong Sze Sang, H.Kg.		
87509 [illegible] ~~DPJA~~	**Carelia** *Oil Eng.* D.F. 1 *Dk.2nd dk clear of cargo tanks* E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*		8082 7235 4729	✠100A1 Amsic 2,39 ~~1,38~~ Sug ✠LMC[illegible] *Carrying Petroleum in bulk*		CL		1938 5mo	N.V.Nederl. Schps Maats. Amsterdam *Lloyd's SA&CP*	Anglo-Saxon Petroleum Co.Ld. *Cell DBuE70'166t*	462·9 483·3 (O.L.) P91'B43'F66' *DTf 25'264t FPT135t APT83t*	59·3 FK	33·8 London British 17 *BHpt Cem*	Oil Engines 4S.C.SA 8Cy.25⅛"–55½" 502NHP DB *180lb* Werkspoor N.V.Ams.	34 ″ 0 6 ″ 8¼ 27 ″ 6	
87510 LJLS	**Cate B.** (*ex* Unden–38) *Fitted for oil fuel* D.F. 1 *Dk* ✠ *Shelter dk*		4285 3994 2573					1920 —	J.Priest-man & Co. Sunderland	Th. Brövig	365·9 441·5 (O.L.) F10'	51·6 FK	25·2 Farsund Norwegian *WB*	T.3Cy.25",41"&69"–48" 350NHP G.Clark, Ld. Sunderland		N
87511 DHCG	**Carl Jüngst** (*ex* Bernhard Blumenfeld–38, *ex* Datewood) *ss* Ham.No.3–4,33 *ss* Ham.No.1–37 *Well deck* 1 *Dk* (*Stl*) *Cargo battens not fitted*		2879 2284 1653	✠100A1 Ham 3,39 ~~2,38~~ BS5,38 ✠LMC[illegible],37		OG 5,37		1921 8mo	Eltring-ham's, Ld. Willington Quay *Lloyd's SA&CP*	Krupp Reederei und Kohlenhandel G.m.b.H. *Intermediate* *Cell DBa59'u E23' f122' 604t DTo41' 319t*	304·8 P[illegible]Q21'Q125'B54' F25' *BH in fore hold dispensed with* *DT in No. 1 hold 52t FPT64t*	44·1 FK *Cem* *4 BH only* *APT116t*	20·5 Hamburg German	T.3Cy.23",38"&62"–42" (*s*) 180lb 288NHP 2SB,*6cf*,GS120,HS1690 Eltringnam's Ld. Willington Quay	23 ″ 0	
87512 160779 GLLL	**Cliftonhall** *Oil Eng.* D.F. 1 *Dk* ✠ *Shelter dk* *Cruiser Stern*		5063 4640 2968	✠100A1 Sld *with freeboard* Bkn 1,39 ~~6,38~~ ✠LMC[illegible]		at CL		1938 5mo	Wm. Dox-ford & Sons Ld Sunderland *Lloyd's SA&CP*	West Hartlepool Stm.Nav.Co.Ld. *Cell DB347'1174t*	426·2 441·5 (O.L.) F10' *MT29'114 6t* *FPT133t APT177t*	54·3 FK	26·1 W.Hartlpl British 7 *BHpt Cem* (*Coll to Sh dk* 6 ,, *2nd dk*)	Oil Engines 2S.C.SA 8Cy.22½"–85½" 119NHP 2 DB *120lb* Wm.Doxford & Sons, Ld Sld	28 ″ 8 3 ″ 4½ 25 ″ 6	
87513 164092 GYXB	**Carsbreck** (*ex* Coulbeg–38) D.F. 1 *Dk*		3670 3393 2254	✠100A1 Shl 3,[illegible] ~~1,38~~ [illegible]		*w* CL ~~11,37~~ 3,39		1936 9mo	Ayrshire Dkyd.Co.Ld Irvine *Lloyd's SA&CP*	Carslogie S.S.Co. Ld. (Honeyman & Co., *Mgrs.*)	352·6 361·4 (O.L.) 128'B113'F36'	50·2 FK	23·8 Glasgow British 6 *BHCem*	T.3Cy.22",38"&63"–42" (*s*) 200lb *100lb* 346NHP 2SB,*6cf*,GS118,HS1802 FD 2 D.Rowan & Co.Ld.Gls.	26 ″ 0 4 ″ 2½ 2 ″ 11½	
87514 165049 GNNZ	**Coultarn** D.F. 1 *Dk* ✠ *Shelter dk* *Cruiser Stern*		~~3659~~ 3759 3407 2155	✠100A1 PGl *with freeboard* Bry 2,39 ~~2,38~~ [illegible] ✠LM[illegible],38		*y* CL		1938 9mo	Lithgows Ld Port Glasgow *Lloyd's SA&CP*	Dornoch Shipping Co.Ld. (Lambert Bros.Ld., *Mgrs.*) *Cell DBuE332'1132t FPT177t APT107t*	386·5 401·2 (O.L.) F38'	53·2 FK (*Coll BH to Shltr dk 6 BH to 2nd dk*)	22·8 Glasgow British 7 *BHCem*	T.3Cy.21¾" ~~27~~ &62"–45" 220lb 35" (*s*) 450NHP 2SB(Spt& FD &1AuxSB, *9cf*,GS118,HS7215 Rankin & Blackmore Ld Grk	25 ″ 6 s2 ″ 4½ 23 ″ 3¾	
87515 271 IPFI	**Cervo Ligure** (*ex* Laura Moschini–38, *ex* Svarog–35, *ex* Diamant 34) *ss* Spt.3rd No. 6,34 1 *Dk* (*Stl*) *Well deck*		976 738 579	... 3,38		Tri		1901 —	Oderwerke Act.Ges. Stettin	Soc.Anon.Trasporti Marittimi e Affini *Cell DBa43'*	215·6 206·8 63'B51'F28' *E17' f 94'226t FPT46t APT8t*	32·1 FK	13·9 Venice Italian 4 *BHCem*	T3Cy.14⅝"22½/16"&33¾"–27⅞" 92NHP 2SB.*4pf*,GS56,HS1596 Oderwerke Act.Ges.Stettin	16 ″ 1	I †
87516 [illegible]	**Comandante Paolini** (*ex* Yi-Li–38, *ex* Okhotsk) Wireless 1 *Dk*		1104 — 633					1908 —	Sunderlnd S.B.Co.Ld Sunderland	Cia. Italiana di Nav.S.A.I (Chines) Italian Nav.Co.Ld.,	193·5 P[illegible]	29·5	17·8 Shanghai Italian	T.3Cy.14",23"&38"–27" 75NHP G.S.Grey, South Shields		
87517 146066 MKSQ	**Cantick Head** 3M[illegible] (*ex* Oriole–38) *ss* Lon.No 3–7.38 *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck*		481 3[illegible] 217	✠100A1 Lon 4,38 BS[illegible] ✠MC[illegible],34		*g* CL N7,38		1921 8mo	J.Lewis & Sons, Ld. Aberdeen *Lloyd's SA&CP*	A.F.Henry & MacGregor, Ld. *Cell DB95'111t*	160·2 (92'B11'F24' *FPT38t APT12t*	25·2 FK	9·7 Leith British 3 *BHpt Asp pt Cem*	T.3Cy.12½",21"&34"–24" (*s*) 180lb 66RHP 1SB.*3pf*,GS52,HS1573 J.Lewis & Sons, Ld. Abn.	11 ″ 9 3 ″ 8½ 11 ″ 8	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6	7	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Section. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15
87518 165956 MMYQ	**Citrine** *Oil Eng.* 1 *Dk* *Cruiser Stern*	*Mchy. Aft*	~~700~~ 783 530 ~~426~~ 416	✠100A1 2,39 *(Class Contem. plated)* ✠LMC 2,39	Rot			~~1938~~ 1939 2mo	NV Schpsw de Mer-wede" v/h van Vliet & Co. Hardinxveld *Lloyd's SA & CP*	Wm. Robertson	~~180·0~~ 191 ~~20·0~~ 19·2 ~~13·5~~ 199·6 (o.L.) P49 Q79 F24' FK	Glasgow British 3 *BH Cem* *Cell DB 123' 193t F PT 53t A PT 27t*	Oil Engines 4S.C.SA 6Cy. 15¾"–26" ~~144 NHP~~ 74 RHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	13 ″ 6 ~~8 4 3~~ 13 ″ ~~9~~ 4	
87519 Wireless	**Cap Pinede** (*ex* Brush–38) 1 *Dk & Shelter dk* *Cruiser Stern*		1320 1043 714					1938	Fredrkstad Mek Vrks A/S Fredrikstad	Cie. France-Navigation, S.A.	251·2	42·3	14·0	Marseilles French	C.4Cy. (2) 13" & (2) 30 7/16"–28 3/4" 82 NHP *WB* Fredrikstad M.V. A/S Fredrikstad		
87520	**Cuauhtemoc** (*ex* Amoloo–38) *ss* Bos. No. 3–1,27 *ss* N.O.s. No. 2–35 *Mchy. Aft* 2 *Dks* (*Stl*) *w Web frames*		~~3101~~ 2779 1881	~~✠100A1~~ 9,38 ~~Phl~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,27 *F.P. above* 150° F.	*u*	CL 6,35		1914 1mo	Fore River S.B. Corp. Quincy, Mass.	~~Republic of Mexico~~ Petroleos Mexicanos S.A. *Cell DB u E 868' 186t F PT 155t A PT 60t*	317·1 P72' F32' FK	46·0	23·8	~~Mexico City~~ Mexican 2 *BH Cem* (8 *to Upr dk* 4 „ 2nd „)	T. 3Cy. 22", 37" & 60"–42" (*s*) 180lb 291 NHP 2 SB, *6cf*, GS 100, HS 4001 FD Fore River S.B. Co. Quincy	25 ″ 6	
87521 200031 WDCE	**City of Munising** (P) (*ex* Pere Marquette 20–38) (*ex* Car Ferry) D.F. 2 *Dks*	Twin Sc	2626 — 1495					1903	American S.B. Co. Cleveland	State of Michigan (Highway Dept.)	338·0	56·0	19·5	Detroit Utd. States	6Cy. 19", 31" & 52"–36" 324 NHP American S.B. Co. Cleveland		
87522 166610 GJJC	**Cerion** *Oil Eng.* E.S.D D.F. 2 *Dks* *Mchy. Aft* *Cruiser Stern*		~~2600~~ 2588 2273 1406	~~✠100A1~~ 3,39 ~~12,38~~ *Carrying fuel oil F.P. above* 150° F. *in deep tank* ✠LMC 12,38	Mdb Sng	CL		1938 12mo	Smith's Dock Co. Ld. S. Bank, Mdb. *Lloyd's SA & CP*	Anglo-Saxon Petroleum Co. Ld. *Cell DB u E 857' 881' 736' 645t M P 21' 476t F PT 115t A PT 55t*	310·3 321·3 (o.L.) B28' F41' FK	42·0	22·3	London British 4 *BH to Upr dk* 1 „ „ 2nd „ *Twin dk BH. in fwd hold dispensed with*	Oil Engines 4S.C.SA 6Cy. 19 1/16"–43 5/16" 223 NHP DB–*180lb* Werkspoor N.V. Ams.	25 ″ 1 ~~8 4 0~~ 21 ″ 11	
87523 143218 ~~MKRD~~	**Carlow** (*ex* Lady Emerald–38) 1 *Dk* & *Shelter dk*		1389 1100 551					1913	Caledon S.B. & E. Co. Ld. Dundee	~~British & Irish Stm. Packet Co. (1912), Ltd.~~ Coast Lines, Ltd	270·6	38·1	16·2	Liverpool British *WB* Caledon S.B. & E. Co. Ld. Dun	T. 3Cy. 21", 34" & 56"–39" 196 NHP		C
87524 208360 KJOB	**Chatham** (Evelyn Berg–38, *ex* Wood Nymph–38, *ex* Wolfram Sulsen–34) *Mchy. Aft* Wireless 1 *Dk*		650 586 423					1906	G.I. White Everett, Wsh.	Alaska Transpn. Co.	179·1	39·1	13·5	Ketchikan Utd. States	T. 3Cy. 13", 22" & 36"–24" 63 NHP United Eng. Works, S. Fo.		
Damaged by fire 8.38																	
87525	**Crescendo** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*		350					1938	Gebr. van Diepen Waterhuizen	R. Kunst	137·8 P34' Q54' F20'	24·6	9·3	Groningen Dutch *WB* N.V. Motorenfb. "De Industrie" Alphena/d Rijn	Oil Engines 4S.C.SA 4Cy. 12"–17 1/16" 55 NHP		
87526	**Ceram** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*		325					1938	NV Schpsw Delfzijl v/h Gebr. Sanders Delfzijl	H. Beck	134·5 P36' Q43' F16'	23·9	9·3	Groningen Dutch *WB* Appingedammer Brons Motorenfb. N.V.	Oil Engines 2S.C.SA 3Cy. 11 7/8"–17 3/4" 69 NHP		
87527	**Chipka** D.F. E.S.D. 2 *Dks* *Ref. Mchy.* *Cruiser Stern*		~~2147~~ 2304 1676 1244					1938	Neptun-werft Rostock G.m.b.H. Rostock	Soc. Commerciale Bulgare de Nav. a Vapeur	303·2 P24' F27'	43·6	~~16·1~~ 16·4	Varna Bulgarian *WB*	C.4Cy. (2) 16 3/4" & (2) 35 7/16"–35 7/16" & LP turbine with DR gearing & hydraulic coupling HS 4090 307 NHP Neptunwerft Rostock G.m.b.H. Rostock		
Broken up																	
87528 223 Vega, LDIU (*ex* Carpentaria) *Ref. Mchy.* D.F.	**Capo Nord** (*ex* Mar Bianco–38, *ss* Gen 2nd No. 3–7,25 *ss* Gen. No. 2–34 2 *Dks* (*Stl*) *Str B & Shelter dk* (*Stl*) *Web frames in No. 2 hold*		6096 5658 3786	✠ —— 9,38 ~~Lloyd's R 8.44, 7s~~	Gen *b* †			1904 12mo	Sir Raylton Dixon & Co. Ld Middlesbro' *C ell DB a 129' u E 38' f 163' 961t A PT 27t*	A. Zanchi	436·3 B144' FK	53·2	29·8 6 *BH Cem*	Genoa Italian T. 3Cy. 32", 53" & 88"–54" 801 NHP E & B made 01 fitted 04 4SB, *12cf*, GS 274, HS 11896 Richardsons, Westgarth & Co. Ld Mdb.	40 ″ 7	
87529 217456 KEGF	**City of San Francisco** (P) (*ex* City of Hamburg–38, *ex* Eclipse) D.F. E.S.D. GyC. *Ref. Mchy.* *Longitudinal framing*	*Fitted for oil fuel* 2 *Dks* & *Shelter dk* & *Web frames*	8378 — 5147		...			1919	Bethlehem S.B. Corp., Ld Alameda, Cal.	Baltimore Mail S.S. Co.	493·0 B151' len 31	56·0	35·3 FK	Baltimore Utd. States *WB*	DR geared steam turbines NE & B 31 De Laval Steam Turbine Co. Trenton, N.J.	38 ″ 0	R †
87530 217060 WXIA	**City of Los Angeles** (P) (*ex* City of Havre–38, *ex* Victorious) D.F. E.S.D. GyC. *Ref. Mchy.* *Longitudinal framing*	*Fitted for oil fuel* 2 *Dks* & *Shelter dk* & *Web frames*	8378 — 5147		...			1918	Bethlehem S.B. Corp. Ld. Alameda, Cal.	Baltimore Mail S.S. Co.	493·0 B151' len 31	56·0	35·3 FK	Baltimore Utd. States *WB*	DR geared steam turbines NE & B 31 De Laval Steam Turbine Co. Trenton, N.J.	38 ″ 0	R †
87531 237981 WNZB	**Connecticut** D.F. E.S.D. GyC. 1 *Dk* *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & dk in centre tanks*		~~8550~~ 7600 8684 7617 5105	✠100A1 12,38 *(Class Contem. plated)* *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,38 *F.P. above* 150° F. ✠LMC 12,38	Bal	CL		1938 12mo	Bethlehem S.B. Corp. Ld. Sparrow's Pt. Md. *Lloyd's SA & CP*	The Texas Company *Cell DB*	468·1 490·5 (o.L.) P111 B39 F67' FK *DT 38' 552t F PT 156t A PT 74t*	65·3	34·1 14 *B Hpt Cem*	Wilmingtn Del. Utd. States	2 steam turbines DR geared to 1 screw shaft 880 NHP 2 W.T.B (Spt) 450lb FD HS 5236 Bethlehem S.B. Corp. Ld. Quincy, Mass.	31 ″ 3	
87532	**Cachapoal** (*ex* Halstead–38, *ex* Jonathan C. Holt–37) D.F. 2 *Dks* (*Stl*–*Weather dk*–teak s) *ss* Bkn No. 3–10,38		2921 2636 *with freeboard* 1794	✠100A1 Bkn ~~12,37~~ ~~✠LM C 12,38~~ ~~MC 10,38~~	Liv	CL	~~10,36~~ 8,38	1926 3mo	Smith's Dock Co. Ld. Middlesbro' *Lloyd's SA & CP*	Cia. Sud. Americana de Vap. *Cell DB 263' 520t F PT 50t A PT 26t*	310·0 F29' FK	44·6	24·3 *Cem* *GB H to Wdk*	Valparaiso Chili	T. 3Cy. 21 1/4", 35" & 59"–39" (*s*) 180lb *100lb* 256 NHP 2 SB (Spt) 6*cf*, GS 111, HS 4233 Smith's Dock Co. Ld. Mdb	26 ″ 4 ~~8 ″ 6~~ 20 ″ 2	
87533 166614 GQGD	**California Star** D.F. E.S.D. 2 *Dks*, 3*rd dk except in No. 5 hold* *Ref. Mchy.* *Cruiser Stern*	*Oil Eng.*	8300 ~~7300~~ 500 1273 5032	✠100A1 *with freeboard* Lon 4.39 ~~12,36~~ ✠LM C 12, ✠Lloyd's RMC 12,38 4, *No. 5 upper tween dk chmbrs for temp. 5° F. All other chmbrs for temp. 15° F.*	Cpn	CL		1938 12mo	Akt. Burmeistr & Wain Copenhagen *Lloyd's SA & CP*	Frederick Leyland & Co. Ld.	447·2 463·9 (o.L.) P30 F54' FK	60·2	36·0 7 *BH Cem* *Dbl wheel forward of mchy space* *Cell DB 357 141 - 1 aft sides of tunnel 290t F PT 67t A PT 59t*	London British *Intermediate bulkhead in forward hold dispensed with* *Cell DB 243' 675t F PT 59t A PT 101t*	Oil Engines 2S.C.DA 6Cy. 24 3/16"–55 1/4" 1230 NHP 2 DB–*80lb* Akt. Burmeistr & Wain, Cpn	39 ″ 0 ~~9 ″ 11~~ ~~9 ″ 0~~ 29 ″ 8	
87534	**Canelos** (*ex* Sonja–38) D.F. E.S.D. 1 *Dk* (*Stl*) *ss* Ham. No. 2–38 *Cargo battens not fitted in tween dks & after holds*		~~ex Bob. No. 1–35~~ 2061 1852 1206	✠100A1 9,38 ~~4,36~~ ~~S 9.38~~ ~~✠LM C 3.~~	Ham *s*	CL	~~11,36~~ 9,38	1930 9mo	Antwerp Eng. Co. Ld. Hoboken *Lloyd's SA & CP*	Haverbeck & Skalweit	295·3 308·0 (o.L.) P27' B165' F34' FK	43·7	17·9 4 *BH Cem*	Valdivia Chilian	T. 3Cy. 21 1/4", 35" & 57"–39" (*s*) 180lb 242 NHP 2 SB (Spt) 6*cf*, GS 105, HS 4014 N.E. Marine Eng. Co. Ld. Sld	20 ″ 4 ~~1 ″ 9~~ ~~11 ″ 9 7~~	

1 No. in Book. (Official No.) Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6	7	7a Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Oil Engines & Pumps. Engine Maker's Name.	14 Modelled Freeboard assigned. Tonnage Assigned. ft. ins.	15
87535 (A 2211 IGAD)	**Castelverde** (*ex*Sunstone-38, *ex*Inverleith-37) 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Straight frames & beveled bilge Cruiser Stern*	6666 6239 4093	✠100A1 *Shelter dk* *with freeboard* 2,38 ✠LMC5,37 *Fitted for oil fuel* 3,38 *F.P. above* 150° F. DS10,38	Ant Gen	*a*†	CL 9,37	1921 2mo	Harland & Wolff, Ld. Belfast *Lloyd's SA&CP*	Soc. Anon "Sitmar" (Soc. Italiana Trasporti Marittimi) *Cell DB* 324'1482*t FPT* 8*t APT* 126*t*	428·8 411·6 P40 *on Shelter dk* FK (*Coll to Sh dk* 6 „ *2nd* „)	55·8	34·4	Genoa Italian	T.3Cy.27",44"&73"–48" (*s*) 180lb 531NHP SB,*12cf*,GS251,HS1092 Harland & Wolff, Ld. Bel.	38 " 0 10 " 0½ 28 " 2½	
87536	**Canal Chacao** (P) (*ex*Ostbornholm-38) Wireless D.F. 1 *Dk* Chacao." *see No. 87578 in Supplement*	315 183 175					1924	Kjöbnhvns Flydk. & Skbs. Copenhagen	Chilian State Railways	133·2 P89' F32'	24·1	9·0	Puerto Montt Chilian *WB*	T.3Cy.13",21"&34"–21" 53NHP Kjbnhavns Flydk. & Skbsv.		V
87537 (167188 GQGV)	**Canadian Star** D.F. E.S.D. *Oil Eng.* *Ref. Mchy. 2 Dks, 3rd dk except in No. 5 hold Cruiser Stern*	8200 8293 7273 5004	✠100A1 *with freeboard* 2,39 ✠LMC2,39 Lloyd's RMC2,39 chambers for temp. 5° F. All other chambers for temp. 15° F.	Cpn	CL	1939 2mo	Akt. Burmeistr & Wain Copenhagen *Lloyd's SA&CP*	Blue Star Line, Ld. Union Cold Storage Co. Ld. (Blue Star Line, Ld. *Mgrs.*)	447·2 463·9 (O.L.) P30'F54' FK 7 *BH* to *W dk* 1 *Cem* *Duct keel forward of mchy. space* *Cell DB* 1411*t* tanks at sides *Cargo* 300*t FPT* 7670*t APT* 1590*t*	60·2	36·0	London British 2DB80*lb*	Oil Engines 2S.C.DA 6Cy.24⅞"–55⅛" 1236NHP Akt. Burmeistr & Wain, Cpn	39 " 0 8 " 8½ 29 " 9	
87538 (162132 MMYK)	**Cornel** *Oil Eng.* *Mchy. Aft* 1 *Dk* Wireless *Cruiser Stern*	353 254 163					1938	E. J. Smit & Zoon Westerbroek	Lovering & Sons, Ld.	128·1 P36'F25' 24·9 103' 0/8	10·2		Cardiff British *WB*	Oil Engines 4S.C.SA 6Cy.11"–17½" 70NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz		
87539 (FDLL)	**Corilla** 1 *Dk*, 2nd dk clear of cargo tanks *Oil Eng.* D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Long. final framing at bottom & at deck*	~~8000~~ 8096 7238 4710	✠100A1 2,39 *(Classification plated)* *Carrying Petroleum in bulk*	Rot	*d*†	CL	~~1938~~ 1939 2mo	N.V. Wilton-Fijenoord Schiedam *Lloyd's SA&CP*	~~Petroleum Maats~~ "La Corona" N.V. Petroleum Maats "La Corona" *Cell DB* 64'156*t DT* 25'262*t PT* 135*t APT* 83*t*	463·0 483·3 (O.L.) P91'B44'F48' FK 17 *BH*	59·3	33·9	The Hague Dutch	Oil Engines 4S.C.SA 8Cy.25⅛"–55⅛" 502NHP DB150*lb* N.V. Wilton-Fijenoord, Schiedam	34 " 0 6 " 8½ 27 " 6	
87540	**Caupolican** (*ex*Sailing Vessel Patria, *ex*Poseidon) Iron Twin Sc *Oil Eng.* 2 *Dks*	2044 — 1453	✠ 12,05				1881 6mo	R. Duncan & Co. Pt. Glasgow	José Maritano	264·5 BK9½'	39·8	23·4	Valp'raiso Chilian	Oil Engines 2S.C.SA 12Cy.16½"–22" 574NHP *E fitted* 21 Mar. Pipe & Eng. Wrks. Sea.		
87541	**Champagne** (*ex*Marietta-38) *Carrying Petroleum in bulk* *Oil Eng.* D.F. E.S.D. 1 *Dk* *Mchy. Aft* *Cruiser Stern*	9946 9191 5895					1938	Deutsche W[illegible] Flensburger [illegible]	Soc. Française de Transp. Pétroliers	492·9 P112'F68'	66·1	36·4	Havre French *WB*	Oil Engines 2S.C.DA 6Cy.23⅜"–43⅞" 1163NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		N
87542	**Canal Tenglo** (*ex*Esja-38) "Tenglo." *see No. 87579 in Supplement*	749 [illegible]					1923	Kjöbnhvns Flydk. & Skbs. Copenhagen	Chilian State Railways	176·0 F22'	30·1	18·5	Puerto Montt Chilian *WB*	T.3Cy.14",22½"&37"–27" NB34 72NHP Kjbnhavns Flydk. & Skbsv.		V
87543	**Carmen** (P) *Oil Eng.* Wireless D.F.	850					1938	Mihara S. B. Yd. Osaka	Ramon Aboitiz	185·0	31·0	17·0	Utd. States	Oil Engines 4S.C.SA 6Cy.12⅛"–19⅛" 95NHP Nippon Hatsudoki K.K. Kob		
87544 (IBXJ)	**Cesco** (*ex*Gymeric-38) *ss* Ant. No. 3–4,36 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames Longitudinal framing*	6138 5743 3838	✠100A1 [illegible] DS11,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,17	Fal	*n*†	CL 4,36	1917 8mo	Hawthorn, Leslie & Co. Ld. Newcastle *Lloyd's SA&CP*	"Corrado" Soc. Anon. di Nav. *Cell DB* 811' 116*t DT* 46'577*t FPT* 83*t APT* 37*t*	420·3 P99'B30'F48' FK	54·6	32·3	Genoa Italian 16 *BHpt Cem* (9 „ *to U dk* 7 „ „ *2nd*„)	T.3Cy.27",45"&74"–48" (*r*) 180lb 536NHP SB,*9cf*,HS7983 FD Hawthrn, Leslie & Co Ld Nwc	32 " 8 5 " 11¼ 26 " 11½	
87545 (PTGD)	**Cornouaille** (*ex*Mahagi-38) *ss* Ant. No. 2–37 D.F. 1 *Dk* (*Stl*) & 2 *nd dk* (*Stl*) *in peaks & Nos. 1, 2, 4 & 5 holds*	3824 2947 1924	✠ ... 11,38 *Adapted for oil fuel* 11,33 *F.P. above* 150° F. *Fitted for carrying oil fuel* 9,28 *F.P. above* 150° F. *in deep tank*	Ant	*v*	CL 11,38	1928 mo	Antwerp Eng. Co. Ld. Hoboken	Cie. Delmas-Vieljeux	330·2 P34'B100'F33' FK	48·2	23·0	La Rochelle French 7 *BH Cem* 1 „ *to 2nd dk* *Cell DB* 280'809*t DT* *sa FPT* 4 *t APT* 21*t*	T.3Cy.24",39"&65"–42" 344NHP SB,*9cf*,GS159,HS5961 N.E. Marine Eng Co Ld Nwc	25 " 3	V †
87546 (EADI)	**Cabo Palos** (P) D.F. *Oil Eng.* *Ref. Mchy.* *ss* Gen. No. 1–31 (*REPORTED SUNK BY SUBMARINE 6,37*)	6342 5314 3798	✠ *with freeboard* 10,34	Gen	*z*	CL 5,36	1927 1mo	Cia Euskal-duna de Const' Bilbao *Lloyd's SA&CP*	Ybarra & Co. *Intermediate 'tween deck BH in after hold dispensed with* *Cell DB* 310'842*t APT* 17*t*	397·0 F41'	53·2	31·5	Seville Spanish *pt Cem* 3 *BH* to *U dk* 2 „ *2nd* „	Oil Engines 4S.C.SA 6Cy.27⅛"–55⅛" 458NHP DB85*lb* Maschfbk. Augsburg-Nürnberg, Augsburg	34 " 0 8 " 7½ 25 " 7	
87547 (EBEE)	**Cabo Paez** (*ex*Malvarrosa, *ex*Antonia Garcia, *ex*Tenerife, *ex*Nigel) Iron *ss* Gls. No. 3–4,36 1 *Dk* *Mchy. Aft* Well deck	301 — 111	✠ 10,95	Gls	*e*		1886 2mo	Scott & Co. Bowling	Cabo Hermanos	135·6 Q52'B12'F20'	22·3	10·3 BK7'	Malaga Spanish 3 *BH Cem* *FPT* 23*t*	C.2Cy.21"&42"–30" NB08 80NHP SB,*2cf*,GS40 Muir & Houston, Glasgow	11 " 1	
87548 (171248 VLLJ)	**Cycle** 2 *Dks* E.S.D. *Cargo battens not fitted* *Cruiser Stern*	~~4600~~ ~~2700~~ 2952 3436 2229	✠100A1 2,39 *(Classification plated)* LMC2,39	Nwc		CL	~~1938~~ 1939 2mo	Hawthorn, Leslie & Co. Ld. Newcastle *Lloyd's SA&CP*	Australian Steamships Proprietary, Ld. (*Man Agents*, Howard Smith, Ld) *Cell DB* 304'824*t FPT* 71*t APT* 18*6t*	358·0 370·9 (O.L.) P11'~~B68~~ F31' FK B61'	50·7	24·7	Sydny NSW British 6 *BH Cem*	T.3Cy.22",37"&63"–45" (*s*) 220lb FD 409NHP 2SB(Spt)6*cf*,GS114,HS5884 N.E. Marine Eng Co. (1938) Ld. Nwc.	27 " 3 84 " 10½ 22 " 6½	
87549 (136738 VQZK)	**Caverock** (*ex*Seamew-38) *ss* Lon. No. 3–2,27 *Mchy. Aft* *ss* Lon. No. 2–35 1 *Dk* (*Stl*) & *Shelter dk* (*pt Stl–ws*)	1332 982 656	✠100A1 *Shelter dk* *with freeboard* 9,36 DS[illegible] LMC10,35	Lon	*p*	CL 5,36 11,38	1915 1mo	Ailsa S.B. Co. Ld. Ayr *Lloyd's SA&CP*	Verano S.S. Co. (F.V. Andlaw) *Cell DB* [illegible] *f* 163'262*t FPT* 20*t APT* 20*t*	250·0	37·5	14·2	Gibraltar British 4 *BH Cem*	T.3Cy.22",35"&59"–39" (*s*) 180lb 266NHP 2SB,*6cf*,GS126,HS1516 Ailsa S.B. Co. Ld. Troon	16 " 6 8 " 2 16 " 6	
87550 (165951 GPGB)	**Clan Forbes** D.F. E.S.D. GyC. Twin Sc 2 *Dks* & *Shelter dk* *Cruiser Stern*	7529 6321 3524	✠100A1 *with freeboard* 12,38 [illegible] C12,38 *Fitted for oil fuel* 12,38 *F.P. above* 150° F.	Grk		CL	1938 12mo	Greenock Dockyard Co. Ld. Greenock *Lloyd's SA&CP*	The Clan Line Steamers, Ld. (Cayzer, Irvine & Co. Ld. *Mgrs.*) *Duct keel forward of mchy. space* *Cell DB* 393'1260*t MT* 30'1070*t FPT* 68*t APT* 12*6t*	463·7 487·6 (O.L.) P31'B103'F69' FK (*Coll to Sh dk* 6 „ *2nd* „)	63·0	29·9	Glasgow British 7 *BHpt Cem* ng & hydraulic couplings 220lb (*s*) 1370NHP SB(Spt).20,GS402, HS17780 FD J. G. Kincaid & Co. Ld. Grk.	32 " 6 4 " 4½ 28 " 4½	
87551	**Capitaine Saint Martin** *Cruiser Stern* 1 *Dk*	3450					1938	Smith's Dock Co. Ld. S. Bank, Mdb	Union Industrielle & Maritime Soc. Française d'Arm.	355·5	48·5	22·2	Rouen French	T.3Cy.18",28"&52"–36" &exhaust turbine driving *W* steam compressor 162NHP Smith's Dock Co. Ld. Mdb.		

1 Numéro Officiel.	2 Nom du Navire. Matériaux, Gréement, etc. En-nom, s'il y a lieu. Visites Périodiques.	3 Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Mot.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné ou récent de la dernière visite.	8 Date de la dernière visite de l'arbre porte-hélice.	9 Construit. Quand. Navire. Mach.	Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Jauge. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Vitesse en Nœuds. Consommation de combustible par 24 heures de navire. Tirant d'eau correspondant. fds. pi.	15 Observations.
87552	**Coolebar** (*ex*Himatangi-38, *ex*Coolebar)	**TwinSc**	479 320					1911	Ardrossan D.D.Co Ltd. Ardrossan	NorthCoastSteam Nav.Co.Ltd.: E.S. Crawford, *Mgr.*)	150·3|30·0| 8·7 Q41'F27'	Sydny NSW British	C.4Cy.12½"&26"–18" 89RHP *WB* Dunsmuir&JacksonLd.Gls		O
131503 VLJM	Wireless	1*Dk*	224												
87553	**Chios**		5643 5239 3304	✠100A1 *with freeboard* ~~*Class Contem. plated*~~ ✠LMC 6,39	Hpl	*b*†	CL	1939	W.Gray& Co.Ld. W Hartlepool	LivanosMaritime Co.Ltd. (N.G. Livanos, *Mgr.*)	441·0|57·7|26·7 456·8(O.L.) 1 cb F48' FK *Lloyd's SA & CP*	Chios Greek	T.3Cy.24",40"&68"–48" 225lb (*s*) FD 492NHP 8SB(Spt.)*9cf*,GS145,HS7020 Con.Mar.E.Wks (W.Gray&Co.Ld.) W.Hpl.	29 " 4 83 " 6¾ 30 " 11½	
	D.F E.S.D.	1 *Dk*, *Shelter dk* *Cruiser Stern* *Longitudinal framing at Shelter deck*		*Tk. for oil fuel*, 5,39 *F.P. above* 60° F.							*Coll D B to Shltr dk*, 6 *B to 2nd dk*) *Coll D B* 378' 1303*t* *F P T* 231' *A P T* 208*t*				
87554	**Canal Moraleda** Ⓟ (*ex*Skagen-38)		785					1912	Trndhjms Mek.Værks. Trondheim	ChilianState Railways	180·0|29·4|20·2 1174*t* *WB*	Puerto Montt Chilian	T.3Cy.17¾",28"&47"–30" 121NHP TrndhjemsM.V Trondheim		N
LEVF	Wireless D.F.	1*Dk* *Awng dk*	361												
87555	**Canal Trinidad** Ⓟ (*ex*Nordbornholm-38)		378 208					1929	Frdkshvns Værft& Flydedok A/S Frederikshvn	ChilianState Railways	136·9|25·1| 9·3 P94'F35'	Puerto Montt Chilian	T.3Cy.12",20"&33"–24" 53NHP BergensMek Værks Bergen		V
	Wireless D.F.	2*Dks*	221								*WB*				
87556	**Comol Cuba** (*ex*Dora-38, *ex*Inspector)	*Fitted for oil fuel* 2*Dks* *Carrying Molasses in bulk*	5036 4572 3076					1919	American International S.B.Corp. HogIslandPa	Commercial MolassesCorp.	390·0|54·2|27·6 P39'B121'F43'	Pnamanian *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
87557 218039 KIFJ	**Comol Rico** (*ex*Kishacoquillas-38)	*Fitted for oil fuel* 2*Dks*&*Web frames* *Carrying Molasses in bulk*	5034 4572 3080					1919	American International S.B.Corp. HogIslandPa	Commercial MolassesCorp.	390·0|54·2|27·6 P39'B122'F43' FK	New York Utd. States *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
87558	**Cressida**	1*Dk* *Ref.Mchy.* *Cruiser Stern*	1050 450 480					1939	Lübecker Maschb.Ges. Lübeck	ReedereiA.Kirsten	229·9|34·4|11·9 1'23'B21'F27'	Hamburg German *WB*	C.4Cy.(2)11"&(2)29½"–31½" HS2368 160NHP Christiansen&Meyer, Harburg		
87559 IBJQ	**Capo Vita** (*ex*St.Winifred-39, *ex*Manchester Hero-37) D.F.	*ss*Mch.No.3–3,23 *ss*Mch.No.2–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*) *in No.1 hold*	5683 5461 3512	✠ 5,38 ✠	Npt	*y*		1916 1mo	Nthmblnd S.B.Co.Ld. Newcastle	Cia.Genovese di Nav.a Vap.S.A.	400·0|53·0|32·3 411·8(O.L.) *Fon Shelter dk* 37' FK *Coll D B a* 140' *u E&B* 15' *f* 166' 1303*t* *F P T* 112*t*	Genoa Italian	T.3Cy.27",45"&74"–48" 532NHP 8SB,*9cf*,GS181,HS7906 FD Blair&Co.Ld.Stockton	34 " 11	
	DAMAGED BY AIRCRAFT 6,38—NOW TRADING														
87560	**Cimarron**	TwinSc	11824					1939	SunS.B.& Dry Dock Co. Chester,Pa.		528·9|75·3|38·9 P113'B35'F62'	Wilmgton (Del.) Utd. States	2DR geared steam turbines 2000NHP WestinghouseElec.&Mfg. Co. Phl.		
	D.F. E.S.D. GyC. *Mchy. Aft* *Cruiser Stern*	*Fitted for oil fuel* 1*Dk* *Carrying Petroleum in bulk*	— 6985												
87561 HPKI	**Colombia**	*Oil Eng.* 1*Dk* *Cruiser Stern* *Flush covers to No.2 hatchway in bridge* *Butts of shell plating electrically welded*	~~1160~~ 1176 587 626	✠100A1 3,39 *(Class Contem. plated)*	Lkr	*m*	CL	1939 3mo	Öresunds-varvet Aktiebolag Landskrona *Lloyd's SA & CP*	Cia.de Nav.y Tierras "Elliot"	207·5|35·3|12·5 214·7(O.L.) P18'Q40'B94' ~~F30~~ F22' FK *Coll D B* 156' 218*t* *F P T* 44*t* *A P T* 26*t*	Panama Pnamanian *4 B Hpt Cem*	Oil Engines 2S.C.SA 8Cy.13⅜"–22⅞" 250NHP A/B Atlas Diesel, Skm. ~~Atlas Diesel A/B Skm.~~	15 " 3 8 " 4¾ 14 " 11	
87562 HPJO	**Culebra** (*ex*HeleniD.-39, *ex*Peebles-33)	*ss*Mch.No.3–10,31 *ss*Rou.No.1–36 1*Dk*(*Stl*)	5260 4790 3218	✠100A1 10,38 ✠LMC MS5,36 BS3,38	Bry	*y*	CL 3,38	1919 5mo	Richards'n Duck&Co.Ld. Stockton *Lloyd's SA & CP*	Cia.de Vapores Portobello,Ltda.	400·1|52·4|28·4 P49'B113'F40' FK *Coll D B* 345' 1058*t* *F P T* 132*t* *A P T* 213*t*	Panama Pnamanian *7 B Hpt Cem*	T.3Cy.27",44"&73"–48" (*s*) 180lb *160lb* 455NHP 2SB,*8cf*,GS153,HS6204 FD Blair&Co.Ld.Stockton	31 " 0 8 " 5–11½ 25 " 3½	
87563	**Castelbianco** (*ex*Pearlstone-39, *ex*Ovingdean Grange-36, *ex*Zapala-35)	*ss*Rot.No.3–3,37 1*Dk*(*Stl*)	4895 4598 3088	✠100A1 2,39 ~~11,37~~ Hul ✠LMC BS ~~3,38~~ 2,39 M 8,36 *Fitted for oil fuel* 5,24 *F.P. above* 150° F.	Ams	*y*	CL ~~11,37~~ 1,39	1924 5mo	Lithgows Ld. Pt. Glasgow *Lloyd's SA & CP*	Soc.Anon. "Sitmar" (Soc. Italiana Trasporti Marittimi)	400·0|52·0|27·3 412·0(O.L.) P33 B114'F41' FK *Coll D B* 341' 1032*t* *A P T* 142*t*	Genoa Italian *6 B Hpt Cem*	T.3Cy.27",44"&73"–48" (*s*) 180lb FD 440NHP 2SB,*8cf*,GS123,HS5852 Rankin&BlackmoreLdGrk	29 " 9 8 " 9½ 24 " 3	
87564 167165 GGLS	**Cairndale** (*launched as* Erato) D.F. E.S.D.	*Oil Eng.* *Longitudinal framing at bottom & at deck* *Mchy. Aft* *Cruiser Stern* 1*Dk*,2*nd dk clear of cargo tanks*	8129 7219 4826	✠100A1 1,39 *(Class Contem. plated)* *Carrying Petroleum in bulk* ✠LMC 1,39	Bel	*c*†	CL	1939 1mo	Harland& Wolff,Ld Belfast	TheAdmiralty	465·6|59·5|33·9 483·0(O.L.) ~~P93'B114'F51'~~ P90'B41'F51' FK *Coll D B* 370' 1561*t* *D T* 25' 282*t* *F P T* 145*t* *A P T* 88*t*	London British *17 B H*	Oil Engines 4S.C.SA 8Cy.25⅛"–55½" 502NHP DB-*180lb* Harland&Wolff,Ld.Bel.	34 " 0 8 " 6 27 " 0½	
87565	**Carthage** (*ex*Annita-39, *ex*Mydol-38, *ex*Robert-37, *ex*Signe, *ex*Mediana)	1*Dk*	2709 2302 1604					1897	Sir Raylton Dixon&Co. Middlesbro'	P.G.Cottaropoulos &P.Canallas (P.G.Cottaropoulos, *Mgr.*)	311·8|43·1|20·4 P31'B77'F30'	Tunis Tunisian *WB*	T.3Cy.22½",36½"&60"–42" 233NHP SirC.Furness,Westgarth &Co.Ld.Middlesbro'		G
87566 PDJW	**Ceronia** D.F. E.S.D.	1*Dk*,2*nd dk clear of cargo tanks* *Oil Eng.* *Mchy Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	~~9592~~ 8096 723 4710	✠100A1 1,39 *(Class Contem. plated)* *Carrying Petroleum in bulk* ✠LMC 4,39	Rot	*c*†	CL	1939 4mo	N.V. Wilton-Fijenoord Schiedam *Lloyd's SA & CP*	N.V.Petrolenm Maats."La Corona"	463·0|59·3|33·9 483·3(O.L.) P94'B114'F48' FK *Coll D B* to E 61' 156*t* *D T* 25' 262*t* *F P T* 15*t* *A P T* 83*t*	The Hague Dutch *17 B H*	Oil Engines 4S.C.SA 8Cy.25⅛"–55⅛" 502NHP DB-*180lb* N.V.Wilton-Fijenoord Rot	34 " 0	
87567 HPKA	**Carmar** Ⓟ (*ex*Pionier-39) D.F.	*ss*Ant.No.3–6,31 *ss*Ant.No.1–36 2*Dks*(*Stl*)	5224 4732 3227	✠100A1 2,39 ~~11,37~~ ✠LMC MS12,35 BS5,39	Ant	*y*	CL ~~5,37~~ 2,39	1919 10mo	Hong K'ng & Whampoa Dock Co.Ld. Hong Kong *Lloyd's SA & CP*	Agencia Maritima Carmar,Ltda.	400·2|50·0|28·5 P49'B113'F40' FK *Coll D B* 340' 1120*t* *F P T* 123*t* *A P T* 175*t*	Panama Pnamanian *8 B H Cem*	T.3Cy.27",41"&73"–48" (*s*) 180lb 517NHP 8SB,*9cf*,GS190,HS7668 FD Hong Kong&Whampoa Dock Co.Ld.Hong Kong	31 " 0 8 " 11½ 25 " 3½	
87568	**Chapaev**	*Oil Eng.* 1*Dk*	2150 — 1055					1936	SB.Yd."61 Kommunar" Nicolaieff	U.S.S.R.	268·3|39·7|24·9	Odessa Russian	Oil Engines 6Cy.18½"–32¾" Nicolaieff		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character.	6	7	7a	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry Flag	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Freeboard and Load Lines	15
87569	**Catharina**	*Oil Eng.*	~~500~~ 331	100A1				1939	NV.Schpsf. v/h DeGroot & van Vliet Slikkerveer	N.V.Solleveld's Scheepvaart & AgentuurMaats.	147·0 | 25·1 | 8·4 155·5(o.L.) P41'Q18'F18 FK 3 *RHpt Com* *Cell D B94'103t F P 152t A P T 321t*	Rottrdam Dutch	Oil Engines 4S.C.SA 6Cy.11"–17⅛" 71NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	10 — 3 | 8 3 - 7½ | 10 " 0	
TDJO	*Mchy.Aft*	1 *Dk* *Cruiser Stern*	250 194	*(Class Contemplated)* MC2,5				*Lloyd's SA&CP*							
87570 167259 GQCT	**Columbia Star**	*Oil Eng.*	8293 7273 5004	100A1 *with freeboard* *Class Contemplated)*				1939	Akt. Burmeistr & Wain Copenhagen	~~Blue Star Line, Ld.~~ Blue Star Shipping Co. Ltd (Blue Star Line, Ltd. *Mgrs.*)	~~440·0 | 60·0 | 30·0~~ 447 - 2/99 - 2/36 6	London British	Oil Engines 2S.C.DA 6Cy.24⅛"–55⅛" Akt. Burmeistr & Wain, Cpn	20 " 0 | 8 9 - 8¾ | 20 " 9	
	Ref. Mchy. D.F.	*Cruiser Stern*													
87571	**Cagou** (*ex* Harraton–39)	ss Sld. No.2–37	2795 2178 1586	100A1 Sld *t* 2,89 LMC MS4,38 BS2,39			CL 2,89	1930 3mo	S.P.Austin & Son, Ld. Sunderland	Soc. Anon. "Le Nickel"	308·0 | 44·5 | 19·6 318·7(o.L.) Q180'F35' FK 6 *B H Cem* *Cell D B245'6 2 D M T 12'415t F P T 25t A P T 67t*	Havre French	T.3Cy.21", 35" & 58"–39" (s) 180lb 2SB, 6*cf*, GS116, HS4476 N.E. Marine Eng. Co Ltd. Sld	21 " 9 | ~~7 - 2~~ | ~~19 " 4~~	
FQML	*Mchy.Aft*	1 *Dk (Sld)*						*Lloyd's SA&CP*							
	Well deck	*Cargo battens not fitted*													
87572	**Chrobry** (P)	Twin Sc *Oil Eng.*	11500	100A1 *(Class Contemplated)*				1939	Nakskov Skibs. A/S Nakskov	Gdynia-America Shipping Lines, Ld.	470·0 | 66·5 | 36·2	Polish	Oil Engines 2S.C.DA 16Cy.17⅛"–47¼" Akt. Burmeistr & Wain, Cpn		
	Ref. Mchy. D.F. E.S.D. GyC.	*Cruiser Stern*													
87573	**Clavella**	1 *Dk, 2nd dk clear of cargo tanks*	~~8000~~ 8097 7238 4710	100A1 Rot *ct* 4,39 *Carrying Petroleum in bulk* *(Class Contemplated)* LMC 4,39			CL	1939 4mo	NV Rotterdam Droogd. Maats. Rotterdam	N.V. Petroleum Maats. "La Corona"	463·0 | 59·3 | 33·9 483·3(o.L.) P94'B44'F48' FK 17 *B H* *Cell D Bu E64 156t D T f 25'262t F P T 185t A P T 83t*	The Hague Dutch	Oil Engines 4S.C.SA 8Cy.25⅛"–55⅛" 502NHP DB–*180lb* Werkspoor N.V. Ams.	34 " 0 | 8 6 - 8¼ | 27 " 6	
PDKB	D.F. E.S.D. *Mchy.Aft*	*Cruiser Stern*						*Lloyd's SA&CP*							
		Longitudinal framing at bottom & at deck													
87574	**Colorado** (P) (*ex* Lemnos–39, *ex* Amvrakikos–37, *ex* Tessie–34, *ex* Lelia, *ex* Albatre)	Twin Sc Wireless 1 *Dk*	623 — 827					1918	Atel & Ch. de la Loire Nantes	Cia. Panamena de Remolcadores, Ltda.	182·3 | 25·0 | 12·9 P28'F26'	Panama Panamanian	~~Triple~~ 12", 20" & 32"–19½" T 6Cy. 90 ~~NHP~~ Etablissements Cochet, Paris		
87575	**Cristobal** (P)	Twin Sc *Fitted for oil fuel*	9000					1939	Bethlehem Steel Co. S.B. Division Quincy, Mass.	Panama Railroad Co. Inc.	471·3 | 64·0 | 38·6	Utd. States *WB*	4 steam turbines D R geared to 2 sc. shafts 15000 NHP Bethlehem Steel Co. S.B. Division, Quincy, Mass.		
	D.F. E.S.D. GyC. *Ref. Mchy*	2 *Dks* *Cruiser Stern*													
87576 165965 GTTD	**Clan Lamont**	Twin Sc *Fitted for oil fuel*	7250					1939	Greenock Dockyard Co. Ld. Greenock	The Clan Line Steamers, Ld. (Cayzer, Irvine & Co. Ld. *Mgrs.*)	463·7 | 63·0 | 29·9	Glasgow British *WP*	T. 6Cy. 26", 42" & 68"–48" & L.P turbines with D.R. gearing & hydraulic couplings S.G. Kincaid & Co. Ld. Grk.		
	D.F. E.S.D. GyC.	2 *Dks & Shelter dk* *Cruiser Stern*													
87577	**Cistula**	*Oil Eng.*	~~8000~~ 8097 7238 4710	100A1 *(Class Contemplated)* *Carrying Petroleum in bulk*				1939	N.V. Wilton-Fijenoord Schiedam	N.V. Petroleum Maats. "La Corona"	463·0 | 59·3 | 33·9	The Hague Dutch	Oil Engines 4S.C.SA 8Cy.25⅛"–55⅛" Werkspoor N.V. Ams.	31 " 0 | 8 6 - 8¼ | 27 " 6	
	D.F. E.S.D. PDKL *Mchy. Aft*	*Cruiser Stern*													
87578	**Chacao** (P) (*ex* Osthornholm–38) Wireless D.F.	1 *Dk*	915 182 175					1924	Kjobnhvns Flyvk. & Skbs. Copenhagen	Chilian State Railways	133·2 | 24·1 | 9·0 P69'F32'	Valparaiso Chilian	T.3Cy.13", 21" & 34"–21" 53NHP *WB* Kjobnhavns Flyvk. & Skbsv.		V
87579 167260	**Cedardale**	*Oil Eng.*	~~8000~~ 8132	100A1				1939	Blythsw'd S.B. Co. Ld. Glasgow.	~~Anglo-Saxon Petroleum Co. Ld.~~ The Admiralty	460·0 | 59·2 | 33·8 P93'B47'F51'	London British	Oil Engines 4S.C.SA 8Cy.25⅛"–55½" J.G. Kincaid & Co. Ld. Grk.	34 " 0 | 8 6 - 8½ | 27 " 6½	
	Mchy. Aft D.F. E.S.D.	*Cruiser Stern* *Longitudinal framing at bottom & at deck*		*(Class Contemplated)* *Carrying Petroleum in bulk*											
87580	**Cathrine** (*ex* Silverlight–39, *ex* Engineer Avdakoff)	ss Cff. 2nd No. 3–8,31 ss Cff. No. 1–36	1885 1680 1154	100A1 Shl *r* 10,38 BS8,37 10,38 LMC 1,36			CL 10,38	1904 3mo	Osbourne, Graham & Co Sunderland	A. Inkapää, E. Jakobson & others (A. Truuberg, *Mgr.*)	275·1 | 40·1 | 18·1 P29'B68'F30' FK 4 *B H Cem* *Cell D B a 90' u E & B 84' f 108' 488t A P T 65t*	Tallinn Estonian	T.3Cy.20½", 33" & 54"–36" (s) 180lb 2SB, *4pf*, GS80, HS3080 G. Clark, Ld. Sunderland	20 " 6 | 8 3 - 8½ | 17 " 11½	
DSDJ	*Mchy.Aft* D.F.	1 *Dk (Stl)* & deep framing *Cargo battens not fitted*						*Lloyd's SA&CP*							
87581	**Campeche** (P) (*ex* Belize–39) Wireless	Twin Sc ss Jck. 2nd No. 3–4,38 1 *Dk* & *Shelter dk*	1498 1121 735	100A1 Jck *o* *Shelter dk* with freeboard 4,38 LMC MS4,38 BS12,37 *Fitted for oil fuel* 614 *F.P. abaft* 150°F			OL 11,37	1914 6mo	Caledon S. & E. Co. Ld Dundee	Mexican Govt. Operated by Transportes Maritimos, S.C.O.P.)	220·5 | 37·1 | 18·4 B91'F42' *on Shltr dk* FK 4 *B H Cem* *Cell D B a 52 u E 18 f 85' 224t F P T 23t A P T 18t*	Vera Cruz Mexican	T 8Cy (2) 12½" (2) 20" & (4) 24" - 24" 160lb 2SB, *4cf*, GS78, HS3892 Caledon S.B. & E. Co. Ld. Dundee	20 " 6	
87582	**Charlotte Schliemann** (*ex* Sir Karl Knudsen–39)	Twin Sc *Oil Eng.* ss Rot No. 2–37	7747 7079 4581	... Sba *bt* 5,39 ~~Trunk 6,39~~ 6,37			CL 6,37	1928 12mo	A/S Nakskov Skibsv. Nakskov	Reederei Schliemann & Meazoil A.G.	450·5 | 59·2 | 34·7 P102'B34'F52' FK 16 *B H P Cem* *Cell D B a E 71'282t D T f 36'462t F P T 103t A P T 118t*	Hamburg German	Oil Engines 4S.C.SA 16 Cy. 21½" - 43⅝" 624NHP 2 DR (MAN) GS575 (1st to Udk 5 „ 2nd „) Akt. Burmeistr & Wain, Cpn.	34 " 4	
DJLP	*Mchy.Aft* D.F.	2 *Dks (Stl) & Web frames* *Longitudinal framing* *Cruiser Stern*						*Lloyd's SA&CP*							
				Carrying Petroleum in bulk											
87583	**Corinthia** (P) (*ex* Oran[illegible]–39)	ss Ams. 2nd No. 3–1,36 2 *Dks (Stl–Uteaka)* 3 *tr B*	3701 2357 2174	100A1 Ams *v* 2,39 MC MS1,35 BS3,39			OO M3,38	1911 6mo	Kon. Maats. de Schelde Flushing	~~Hellenic Mediterranean Steam Nav. Co. Ld.~~ Hellenic Coast Lines Co. Ltd.	337·6 | 44·2 | 23·3 P&B218'F66' FK & BK 2" *Cell D B a 76' f 135'326t A P T 20t*	Piræus Greek	T.3Cy.25", 41½" & 68"–51" (s) 180lb 3SB, *9cf*, GS186, HS7827 Maats. de Schelde, Flushing	26 " 0 | 2 3 - 9½ | 23 " 6	
	D.F.	*Well deck*						A&CP							
				Intermediate bulkheads in fore & after holds dispensed with–4 B H only										*Asp*	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material. Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned Date when last Classed.	7a Date when mail steamer last sailed.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ. RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Insurance under L.R. Date of last Classification.
87584 Broker's Hill	**Caporto** (*ex* Equator-39, Manchester Exchange) *ss* Hull. 2nd No. 3-2,27 *ss* Hfs. No. 2-36 *1 Dk (Stl) & Spar dk (pt Trnk pt Stl) & deep framing*	3095 — 2415	~~I 100 A1~~ *Spar dk* 6,38 ~~MS2,36~~	Hfs	*x*	CL 6,38	1901 11mo	Furness Withy & Co Ld W Hartlepool A&OP	*Cell D Ba 124' u E & B 50' f 136' 748t FP T 66t APT 41t*	361·1 P 29' B 100' F 35'	48·1 FK 6	26·7	Italian	T. 3Cy. 25", 40" & 68"-48" (s) 180lb 374 NHP s 3 BS. 9cf, GS 147, HS 6112 Richardsons, Westgarth & Co. Ld. Hpl.	30 " 11 25 " 11½	
87585	**Cape Clear** *Oil Eng.* D.F. E.S.D. *Cruiser Stern*	5100	100 A1 *with freeboard* (*Class Contemplated*)				1939	Lithgows Ld. Port Glasgow	Cape York Motorship Co. Ld. (Lyle Shipping Co. Ld. *Mgrs.*)	432·3 F 34'	56·2	24·8	Glasgow British	Oil Engines 2S.C.SA 4Cy. 22½"-85½" D. Rowan & Co Ld. Gla.		
87586 ~~I 34780~~	**Collingdoc** (*ex* D.B. Hanna-39) *Mchy. Aft* *1 Dk*	1780 1595 1285					1925	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Paterson Steamships, Ld.	252·5 F 34'	43·2	17·8	Ft William Ont. British *WB*	T. 3Cy. 16', 27' & 44'-33' 111 NHP Earle's Co. Ld. Hull		0
87587 CAPU	**Cabo San Sebastian** (*ex* Rio Segre-39, *ex* Santamaña) *ss* Bcl. No. 3-6,34 *2 Dks (Stl)*	2661 2070 1998	✠ 12,38 (*Reclassification contemplated*) ✠	Bcl	*s*		1921 10mo	Echevarrieta y Larrinaga Cadiz	~~Fleet & Co.~~ *Cell D B 248' 600t FPT 72t APT 73t*	290·0 P 25' B 76' F 31'	44·0 FK 5	19·3	Seville Spanish *E H Cem*	T. 3Cy. 22", 36" & 59'-33' 252 NHP 2SB. 6cf, GS 118, HS 4120 J. G. Kincaid & Co. Ld. Grk.	22 " 0	
87538	**Challenge** D.F. E.S.D. GyC. *Cruiser Stern* *Fitted for oil fuel* *3 Dks* *pt Longitudinal framing*	7000					1939	Federal S.B.&D.D.Co Kearny, N.J.	United States Maritime Commission	438·4 P 39' B 77' F 47'	63·2	27·4	Utd. States *WB*	2 steam turbines SR geared to 1 screw shaft 1000 NHP General Electric Co. Lynn, Mass.		

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite. Terme assigné Date de la dernière visite de déplacement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Dunage. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Consommation Quotidienne (franco-bord en millier du navire). Tirant d'eau correspondant. pds. pg.	15
87751 21.6 IBOW	**Docilitas** (*ex*Eider–38, *ex*Stanhill–37, *ex* Eider–36) Sub Sig Wireless	*ss*Gen.3rdNo.3–5,38 1 *Dk Stl*) *Steep framing* (*pt Awng dk Stl–pt ws*)	1945 [illegible] 777	✠100A1 *pt Awng dk with freeboard* 5,38 5,38 [illegible]	Sou Gen [illegible]	n	CL 7,37 5,38 [illegible] 5,38	1900 10mo	Campbei-townS.B.Co. Campbeltwn A&Cº	AdriaticoTirreno JonioLigure (A.T.J.L.)Soc. Anon.diNav.(A. Bavano,*Mgr.*)	239·0|32·7|16·0 230·6 Q79′ *pt Awng dk*151′ FK *Cell D B a*54′*f*94′ 205*t A P T*80*t*	Genoa Italian	T.3Cy.18″,27½″&45″–33″ 160lb 120NHP 1SB.3*pf*.GS65.HS1871 Hutson&Sons,Ld.Glasgow	17 ″ 4 s7 ″ 2s 17 ″ 6
87752 166522 GJGW	**Doryssa** 1 *Dk* 2nd dk clear of cargo tanks *Oil Eng* D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*		8078 7235 4790	✠100A1 8,38 (Cl. Carrying Petroleum in bulk) [illegible] 5,38	Nwe	cº†	OL	1938 8mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's SA&CP*	Anglo-Saxon PetroleumCo.Ld.	465·3|59·3|33·8 483·3(O.L.) P91′B43′F69′ FK *Cell D Bu E*64′160*t D T f*25′271*t F P T*138*t A P T*86*t*	London British 17 *B H*	Oil Engines 4S.C.SA 8Cy.25⅛″–55½″ 502NHP *DB180lb* Hwthrn,Leslie&CoLd.Nwc	34 ″ 0 s6 ″ 8 27 ″ 7
87753 LJYT	**Duala** D.F. *Ref. Mchy.*	TwinSc *Oil Eng.* 2 *Dks* *Cruiser Stern*	1800 1335 814					1938	A/BGöta-verken Gothenburg	A/SCastillo (Chr.Gundersen& Co.*Mgrs.*)	306·7|40·4|15·6	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.19⅛″–35⅞″ 541NHP A/BGotaverken,Got.	
87754 166535 GJGQ	**Davila** D.F. 1 *Dk* 2nd dk clear of cargo tanks E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	*Oil Eng.*	8053 7235 4768	✠100A1 1,39 5,38 ✠LMC5,38 *Carrying Petroleum in bulk*	PGl Sba	c†	CL	1938 5mo	Lithgows Ld. PortGlasgow *Lloyd's SA&CP*	Anglo-Saxon PetroleumCo.Ld.	465·0|59·2|33·8 481·0(O.L.) P90′B42′F69′ FK *Cell D Bu E*69′162*t D T f*25′281*t F P T*114*t A P T*94*t*	London British 17 *B H*	Oil Engines 4S.C.SA 8Cy.25⅛″–55½″ 505NHP *DB180lb* J G.Kincaid&Co.Ld.Grk.	34 ″ 0 s6 ″ 8½ 27 ″ 7½
87755 219435 KOTL	**Desoto** (*ex*EleanorChristenson–38, *ex* Vinita) 2 *Dks*	*Fitted for oil fuel*	5411 — 3386					1919	Long BeachS.B.Co. LongBeach, Cal.	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp.*Mgrs.*)	410·5|54·3|27·2 P60′B114′F47′	Mobile Utd.States *WB*	T 3Cy.24⅝″,41½″&72″–48″ 859NHP LlewellynIronWorks, LosAngeles	R
Now "Pan Atlantic," see No. 89530 in Supplement														
87756	**De Ruyter** *Mchy. Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern*	348 211 170					1938	N.V.Schps-werf "Foxhol" Foxhol	G.deRuiter	137·0|24·7| 8·0	Schvningn Dutch *WB*	Oil Engines SA 6Cy. N.V Mchfb.Bolnes,Bolnes	
87757 166532 GNNB	**Derrynane** D.F.	1 *Dk* & *Shelter dk* *Cruiser Steru*	4750 4323 4896 4323 2920	✠100A1 *with freeboard* 8,38 (Class Contem. plated) *Fitted for oil fuel* 8,38	Lth	cº	CL	1938 8mo	BurntislndS.B.Co.Ld. Burntisland *Lloyd's SA&CP*	McGowen&Gross, Ld.	414·7|57·0|25·7 430·5(O.L.) (*Cell B H P o Shltr dk*,5 *B H P o* 2nd *dk*s) *Cell D B* 341′ 1200*t F I* 172*t A P T* 207*t*	London British FK 6 *B H*	T 3Cy.22″,37″&63″–45″ 320lb (*s*) 394NHP 2SB(Spt&FD)&1Aux&E, *8cf*,GS143,HS5807 D.Rowan&Co.Ld.Gls.	28 ″ 1 s2 ″ 11 25 ″ 4½
87758 166491 GJGS	**Daphnella** D.F. E.S.D. 1 *Dk*,2nd dk clear of cargo tanks *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	*Oil Eng.*	8078 7235 4790	✠100A1 2,39 7,38 ✠LMC7,39 *Carrying Petroleum in bulk*	Nwc	c†	CL	1938 7mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's SA&CP*	Anglo-Saxon PetroleumCo.Ld. *Cell D Bu E*64′160*t D T f*25′271*t F P T*138*t A P T*86*t*	465·3|59·3|33·8 483·3(O.L.) P91′B43′F69′ FK	London British 17 *B H*	Oil Engines 4S.C.SA 8Cy.25⅛″–55½″ 502NHP *DB180lb* Hwthrn,Leslie&CoLdNwc	34 ″ 0 s6 ″ 8 27 ″ 7
87759 237713	**Dolomite 4** D.F. *Mchy. Aft* *Electrically welded*	TwinSc *Oil Eng.*	2189 2133 1603	100A1 (*Class Contem. plated*) *Carrying Petroleum in bulk*				1938	Dolomite MarineCorp. Rochester, N.Y.	"Dolomite 4" Corp. (DolomiteMarine Corp.*Mgrs.*)	290·5|43·3|18·9	Rochester, N.Y. Utd. States	Oil Engines SR geared 16Cy.12¼″–13″ 4S.C.SA AmericanLocomotiveCo. Auburn,N.Y.	21 ″ 0 ~~4 ″ 0½~~ ~~16 ″ 3~~ s5 ″ 2½ 15 ″ 10½
87760 166828 GRGG	**Dominion Monarch** Ⓟ D.F. E.S.D. GyC. *Ref. Mchy.* *Cruiser Stern* *3 Dks, Mch. Hdg fr'd holds, 5th dk in No. 1 & No. 3 Dks & butts of topside plating electrically welded*	QuadSc *Oil Eng*	~~27000~~ 27155 18390 15813	✠100A1 *with freeboard* 1,39 ✠LMC2,39 ✠Lloyd's RMC1,39	Nwc		CL	~~1938~~ 1939 2mo	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle *Lloyd's SA&CP*	ShawSavill& AlbionCo.Ld. *Cell D B* 528′2689*t* *Tanks in way of tunnels* 590*t F P T* 136*t A P T* 228*t*	657·6|84·8|44·4 682·1(O.L.) Upr.~~F69′~~F64′ FK L&F575′Upr.B397′	S'thamptn British 10 *B H*	Oil Engines 2S.C.SA 20Cy.28⅜″–88⅛″ 5056NHP 4DB-*100lb* Two by Swan,Hunter&Wig-hamRichardson,Ld. Two by Wm.Doxford&Sons, Ld.Sld	48 ″ 6 s14 ″ 6½ 34 ″ 1½
87761 PHCS	**Danubius** (*ex*Basarabia–38, *ex*LotteReith,*ex*OttoReith,*ex*Lotte Reith,*ex*Port.mão) 1 *Dk* & *Spar dk*		1489 1258 928					1899	Schiffsw.v. HenryKoch Lübeck	MatteoLevenson	245·9|35·2|18·1 B69′F29′	Galatz Roumanian *WB*	T.3Cy.16¾″,28″&44½″–32½″ 113NHP J.F.Ahrens,Altona	G
87762 129030 MBZK	**Deslock** (*ex*Despina–38, *ex*Bournemouth, *ex*Errington Court) 1 *Dk Stl* |2 *tr B* & *deep framing* 3 *Dk rudy* *Cargo battens not fitted*	*ss*Ard 2ndNo.3–2,36	5015 4230 3201	✠100A1 [illegible] [illegible] *Lloyd's SA&CP*	Stn	x	CL 2,35 5,38	1909 8mo	Nthmblnd S.B.Co.Ld Newcastle *Lloyd's SA&CP*	C.E.Marden (Wheelock&Co.Ld. *Mgrs.*) *Cell D Ba*&*u F*150′	380·0|52·3|25·0 P45′B96′F34′ FK *f*167′1087*t F P T*106*t A P T*134*t*	Shanghai British 6 *B H Cem*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb HS7378 427NHP 2SB&1AuxSB,*8cf*,GS180, Blair&Co.Ld.Stockton	28 ″ 0 s5 ″ 8½ 22 ″ 11
87763 166589 GFPR	**Dosinia** D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck* 1 *Dk*,2nd dk clear of cargo tanks	*Oil Eng.*	~~8000~~ 8053 7235 4708	✠100A1 10,38 (Class Contem. plated) *Carrying Petroleum in bulk*	PGl	c†	CL	1938 10mo	Lithgows Ld. PortGlasgow *Lloyd's SA&CP*	Anglo-Saxon PetroleumCo.Ld. *Cell D Bu E*69′162*t D T f*25′281*t F P T*114*t A P T*94*t*	465·0|59·2|33·8 484·0(O.L.) P90′B42′F69′ FK	London British 17 *B H*	Oil Engines 4S.C.SA 8Cy. ~~25⅛″–55⅛″~~ 503NHP 25⅛″–55⅛″ *DB180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s6 ″ 8½ 27 ″ 7½
87764 FPDV	**Dunkerque** (*ex*Duc de Brabant–38) D.F. 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	*ss*Ant.No.3–10,37	2477 2293 1466	✠100A1 *with freeboard* ~~10,37~~ 10,37 ✠LMC10,37 BS9,38	Ant Rou	u	CL ~~10,37~~ 8,38	1925 6mo	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle *Lloyd's SA&CP*	LesCargos AlgériensSoc. Anon. *Cell D Ba*93′*u E*21′	315·9|45·1|20·6 FK (*Coll to Shelter dk* 4 ,, 2nd ,,) *f*142′695*t A P T*57*t*	Algiers French 5 *B H pt Cem*	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 283NHP 3SB,*Gcf*,GS135,HS1862 Wilsnd.Slpwy.Co.Ld.Nwc.	22 ″ 10 s1 ″ 6 21 ″ 5½
87765	**Dr. Heinrich Wiegand** Wireless E.S.D. *Cruiser Stern*		1416 1094 806					1938	Nylands Verkstad Oslo	ArgoReederei Richard Adler&Co.	261·1|41·3|14·8	Bremen German *WB*	C.2Cy.16¾″&33½″–33½″ & LP turbine with D R gearing & hydraulic coupling 54NHP Nylands Verksted,Oslo	
87766 139 IUKC	**Drin** (*ex Sailing Vessel* Sorelle Leoni–38, *ex*Patria, *ex*Amelia M. *(See Sailing Ship Register Supplement)*	WoodAuxBkn *Oil Eng.* 1 *Dk* 2 *tr L*	435 391 360					1920	A.Terriz-zano Imperia II	GiorgioNocetti& CarloLandi	145·3|29·1|15·9 P46′F14′	Savona Italian	Oil Engines 4S.C.SA 6Cy.8½″–14⅜″ 42NHP *Emade*37,*fitted*38 Deutsche Werke Kiel A.G. Kiel	I,

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. (+ for special survey) / Date of last Survey	6 Port of Survey.	7 Year Assigned / when expired / Symbol not under	7* Date when (all) classed last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke / Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth / Freeboard amidships / Corresponding draught. ft. in.	15 Tonnages in Tons. Thames Measurement. Panama Canal. Suez Canal.
87767 1665 MMYC	**Drake** *Oil Eng.* 1 *Dk* { *Shelter dk* *Cruiser Stern*	~~700~~ 531 370 175	+ 100 A1 *with freebd* 12,38 (*Class Contem plated*)	Lon	*k*	CL	1938 12mo	J. Koster Hzn. Schpsw. "Gideon" Groningen *Lloyd's 44 CP*	General Stm. Nav. Co. Ltd.	~~178·8~~ ~~31·0~~ ~~12·1~~ 192·7 (O.L.) B89' *Cell D B133'160 D7 a31 f PT57t A T T16t*	FK 4 *B H pt Cem* (*Coll B Hto Sh dk* 3 *pt 2nd dk*)	London British	Oil Engines 4S.C.SA 6Cy.15¾"–26" 734 N HP Humboldt-Deutzmotoren, A.G. Köln-Deutz	12 " 1 6 " 2 12 " 0	
87768 PDAX	**De Ruyter** (*ex* Bergendal–38) *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern*	458 355 291					1931	N.V. Industrieele Maats. De Noord Alblasserdam	N.V. Scheepv Maats "Bergendal" (N.V. J. Vermaas' Scheepvaartbedrijf. *Mgrs.*)	159·6 P43'	25·7 F18'	10·5	Rotterdam Dutch	Oil Engines 4S.C.SA 6Cy.11"–20" 70 N HP *WB* Motorenfbr. "Deutz" A.G. Köln-Deutz		V
87769 7243 SDFE	**Devon** (*ex* Aros–38) 1 *Dk*	926 714 493					1925	Hlsingbrgs Varfs. Aktieb. Helsingborg	Rederi A/B Gertrud (M. Olows, *Mgr.*)	204·8 B29'	33·6 Q50'	12·7 B51' F20'	Stockholm Swedish	T 3 Cy 16½", 24¼" & 42⅛"–27⅞" 93 N HP *WB* Helsingborgs Varfs Aktieb.		V
87770	**Drava** (*ex* Essex Druid–38, *ex* Kediri) 1 *Dk*	*3508* *3258* *2139*					1919	Rotterdam Droogd. Maat. Rotterdam	Jugoslavenska Oceanska Plovidba d.d.	361·4 P24'	49·9 B214'	21·8 F34'	Split Yugoslav	T 3 Cy. 25", 41" & 68"–15" 310 N HP *WB* Rotterdam Droogd. Maats.		V
87771 GQGW	**Denbighshire** Twin Sc D.F. E.S.D. *Oil Eng.* *Ref. Mchy* *Cruiser Stern* 3 *Dks*	9100					1938	N.V. Nederl. Schps. Maats. Amsterdam	~~A. Holt & Co.~~ (Ocean Line, Ltd.	475·0 P71' B	66·0 B215'	38·0 F54'	Liverpool British	Oil Engines 2S.C.DA 12Cy.24½"–55½" 2400 N HP *WB* Akt. Burmeistr & Wain. Cpn		
87772 1669 26 BMRF	**Dundalk** Wireless D.F. E.S.D. *Oil Eng.* *Cruiser Stern* 2 *Dks*	899 535 271					~~1938~~ 1939	Ardrossan Dockyard Ld. Ardrossan	British & Irish Stm. Packet Co. (~~1936~~) Ltd.	~~185·0~~ ~~35·0~~ ~~12·4~~ P86' B76' F23' 185·2	12·6		Dublin British	Oil Engines 2S.C.SA 7Cy.13⅜"–22⅞" 218 N HP *WB* British Auxiliaries, Ld. Gls.		
87773	**Donbas** Twin Sc Sub. Sig. *Mchy. Aft* *Oil Eng.* *Longitudinal framing* 2 *Dks* *Carrying Petroleum in bulk*	7661 6784 4111					1935	S.B. Yard "Andre Marti" Nicolaieff	U.S.S.R.	446·0 P98' B	56·1 B42' F58'	34·4	Tuapse Russian	Oil Engines 2S.C.SA 12Cy.18⅜"–35⅞" 717 N HP Gebr. Sulzer A.G. Ldwgshfn		
87774 JKCR	**Dicto** *Oil Eng.* D.F. *Cruiser Stern* 1 *Dk* § *Shelter dk*	5263 4589 3108					1938	A/B Götaverken Gothenburg	E.B. Aaby's Rederi A/S (E.B. Aaby, *Mgr.*)	~~425·6~~ 426·0	~~56·8~~	~~21·6~~ 22·1	Oslo Norwegian	Oil Engines 2S.C.SA 6Cy.26¾"–59⅛" 710 N HP *WB* A/B Götaverken, Got.		
87775 DMAN	**Dora Oldendorff** (*ex* Erik Larsen–38, *ex* Karl Leonhardt, *ex* Gustav Salling, *ex* Eskasoni, *ex* Wilhelmina) 1 *Dk* 2 *tr B & deep framing*	2730 2385 1672				•••	1896	Short Bros. Sunderland	Egon Oldendorff	314·0 P27' B72' F35'	48·1	21·4	Lübeck German FK	T. 3 Cy. 22½", 37" & 61"–42" NB20 288 N HP *WB* Blair & Co. Ld. Stockton	23 " 10	G
87776 XTTL	**Dinarić** (*ex* Coatsworth–38) *ss* Nwc. No. 3–11,32 *ss* Nwc. No. 1–37 1 *Dk* (*Stl*) D.F. *Cruiser Stern* *Cargo battens not fitted*	2555 2244 1418	+ 100 A1 11,37 12,38 MS 11,37	Nwc	*t*	CL 1937 11,38	1919 9mo	Dunlop, Bremner & Co. Ld. Port Glasgow *Lloyd's 44 CP*	Kvarner Brodarsko D.D.	302·9 P33' B80' F32' *Cell D B260' 669t F P T72t*	42·9 FK 6 *B Hpt Cem*	20·7 *A P T170t*	Bakar Yugoslav 2 *S B, 6cf, GS124, HS426*	T. 3 Cy. 22", 36" & 59"–39" (*s*) 1801b *100lb* 262 N HP s 2SB, 6cf, GS124, HS4426 Dunlop Bremner & Co Ld PG1	23 " 0 s 3 " 4½ 19 " 10	
87777	**Draco** Wireless *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 2 *Dks*	400					1938	N.V. Schpsw Gebr. Pot. Bolnes	Koninkl. Nederl. Stoomb. Maats.				Curacao Dutch	Oil Engines 8 Cy. 10⅜"–18⅞" Gbr. Stork & Co N.V. Hengelo		
87778 7361 BGHN	**Drabant** (*ex* Brabant–38, *ex* Innerön, *ex* Volendam, *ex* Narva, *ex* Alpha) *ss* Skm. 3rd No. 3–6,33 *ss* Skm. No. 1–37 1 *Dk* (*Stl*) *deep framing* § *pt. 1 wng dk* (*Irn*) *Cargo battens fitted*	2015 1376 1197	+ 100 A1 *pt 1 wng dk* *with freebd* 4,38 12,38 + LMC	Skm	*r*	5,37	1897 9mo	W. Gray & Co. Ld. W Hartlepool A&CP	Rederi A/B Drabant (L. Ringborg *Mgr.*)	270·0 P17' Q86' *pt 1 wng dk 167'* *Cell D B a3 a4 f106 f112 f478t*	39·2 FK 4 *B H Cem*	15·9 *A P T69t*	Norrköping Swedish	T. 3 Cy. 19", 30½" & 51"–36" (*s*) 1601b 156 N HP s 2SB, *Arf*, GS54, HS2330 Gen. Mar. Eng. Wrks. W Hpl	18 " 2 7 " 5⅜ 17 " 10	
87779 165939 GQQX	**Dornoch** 1 *Dk* § *Shelter dk* *Cruiser Stern*	5200 5186 3075	+ 100 A1 *with freebd* 2,39 (*Class Contem plated*) + LMC	PG1	*d* †	CL	~~1938~~ 1939 2mo	Lithgows Ld. Port Glasgow *Lloyd's 44 CP*	Dornoch Shipping Co. Ld. (Lambert Bros. *Mgrs.*)	432·1 F34' (*Coll B Hto Shelter dk G E Hp 2nd dk*) *Cell D B370' 1521t F P T110t*	56·2 FK 7 *B H Cem*	24·8 *A P T177t*	Glasgow British	T. 3 Cy. 22½", 36" & 65"–48" 2301b (*s*) 482 N HP 2 S B (Spt) & 1 Aux S B, *9cf*, GS102, HS7084 FD Rankin & Blackmore Ld Grk	27 " 9 s 3 " 2½ 24 " 0	
87780 217136 WJDU	**De Soto** (*ex* Pan Atlantic–38, *ex* Dorothy Cahill–38, *ex* West Wanneke) *Fitted for oil fuel* 2 *Dks*	5591 5248 3457				•••	1919	Columbia River S.B Corp Portland, Or.	Pan-Atlantic S.S. Corp (Waterman S.S. Corp. *Mgrs.*)	410·0 P44' B115' F47'	54·2 FK	27·6 *W B*	Wilmgton, Del. Utd. States	T 3 Cy. 24½", 41 11/16" & 72 11/16"–48" NE29 352 N HP Hoovens, Owens & Rentschler Co. Hamilton, Ohio	30 " 2	R.
87781 167186 GQGB	**Daronia** *Ins. Stmr. clean of cargo tanks* *Oil Eng.* D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8150 8139 7235 4840	100 A1 2,39 (*Class Contem plated*) *Carrying Petroleum in bulk* + LMC 2,39	Nwc	*t* †	CL	1939 2mo	Hawthorn, Leslie & Co. Ld Newcastle *Lloyd's 44 CP*	Anglo-Saxon Petroleum Co. Ld.	465·3 488·3 (O.L.) P93' B45' F50' *Cell D B64' 160' D7 f25' 27' F P T138t A P T86t*	59·3 FK 7 *B H*	33·8	London British DB 1801b	Oil Engines 4S.C.SA 8 Cy. 25⅛"–55⅛" 502 N HP Hawthorn, Leslie & Co Ld Nwc	34 " 0 s 6 " 8½ 27 " 6½	
87782 TCAV	**Demirhisar** (*ex* Cihat–38) Iron *Oil Eng.* (*ex* Aydin–38, *ex* Adin, *ex* Ihsanic, *ex* Fauvette, *ex* Chrysalis, *ex* Honfleur) *Well deck*	440 — 325				•••	1873	Aitken & Mansel Glasgow	Nemet Kasim Basak	176·4 Q91'	24·1 B11'	12·3 F25'	Istanbul Turkish	Oil Engines *E fitted 36*		
87783	**Devonshire** (P) Twin Sc *Oil Eng.* D.F. E.S.D. *Cruiser Stern*	11100	100 A1 (*Class Contem plated*)				1939	Fairfield Co. Ld. Glasgow	Bibby Line, Ld. (Bibby Bros. & Co. *Mgrs.*)	497·0	68·2	22·7	Liverpool British	Oil Engines 2S.C.SA 16Cy.23⅝"–41" Sulzer Bros. Ld. Winterthur		
87784	**Doros** 3 Mst *Cruiser Stern* *Oil Eng.* Wireless 1 *Dk* § *Shelter dk*	400					1939	N.V. Boele's Schpsw & Mch Bolnes	Koninklyke Nederlandsche Stoomboot Maats.				Amstrdam Dutch	Oil Engines 2S.C.SA 6Cy.14½"–23⅝" 212 N HP *WB* Gbr. Stork & Co N.V. Hengelo		
87785	**Daigen Maru No. 8** *Mchy. Aft* Wireless	1300					1938	Namura Shipyd. Co. Ld Osaka	Nitto Kogyo Kisen K.K.	224·4	35·8	19·0	Japanese	T. 3 Cy. 17 13/16", 26 13/16" & 45 11/16"–36" 196 N HP Namura Shipyd Co Ld Osaka		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6	7	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille jusqu'au pont du navire. Tirant d'eau correspondant. pds. pc.	15 Hauteur du tuyau d'air au dessus du pont. Dist. du Cert. Bur. Trade
87786	**Donau**		2909					1939	Neptun-werft Rostock G.m.b.H. Rostock	H.Schuldt	334·7	48·9	22·1	Hamburg German	C.4Cy (2)16½"&(2)35⅞"–35⅞"&LPturbine 316NHP
	D.F.	2 *Dks* *Cruiser Stern*	1609								P26'B&F295' Fon B26'			*WB*	nS1112 Neptunwerft Rostock G.m.b.H.Rostock	
87787	**Dollard**	*Oil Eng.*	~~365~~ 362					1939	Gebr.van Diepen Waterhuizen	P.Dekker	~~168·6~~ 169	~~28·3~~ 28·25	~~9·8~~ 9·2	Groningen Dutch	Oil Engines 4S.C.SA 8Cy.11" 17½" 94NHP
	Wireless	2 *Dks* *Cruiser Stern*	257 97											*WB*	Humboldt-Deutzmotoren A.G.Köln-Deutz	
87788	**Diloma**	*Oil Eng.*	~~8100~~ 8146 7226 4767	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1939	Cammell Laird&Co Ltd. Birkenhead	Anglo-Saxon PetroleumCo.Ltd.	~~460·6~~ 465	~~59·0~~ 59·3	~~33·1~~ 33·8	London British	Oil Engines 4S.C.SA 8Cy.25⅛"–55⅛"	34 ″ 0	
16.38 GSGC	*Mchy.Aft* D.F. E.S.D.	*Cruiser Stern* *pt Longitudinal framing*									P114'B52'F51'				Hwthrn,Leslie&Co.Ld Nwc	86 ″ 8 27 ″ 7¼
87789	**Dardanus** Ⓟ (*ex* Flintshire–39, *ex* Dardanus–36)		7726 6478					1923	Workman, Clark&Co.Ld. Belfast	~~Glen Line, Ld.~~ Ocean S.S.Co.Ltd. (A.Holt&Co. *Mgrs*)	459·5	58·4	32·6	Liverpool British	2 steam turbines SR geared to 1 sc. shaft	B″ till 10.39
147.29 GDRJ	D.F. *Ref.Mchy.*	2 *Dks* & 1 *pt dk*	4859								P53'B164'F63'			*WB*	Workman,Clark&Co.Ld.	
87790	**Dorington Court**	1 *Dk* & *Shelter dk*	~~5300~~ 5281 4824 3113	✠100A1 Sld 5† CL *with freeboard* ~~(Class Contemplated)~~ 5,39 ✠LMC5.39				1939	J.L.Thompson&Sons,Ld. Sunderland	Court Line, Ld. (Haldin&Philipps, Ld. *Mgrs.*)	426·0 (O.L.) 413·6	59·9	25·5	London British	T.3Cy.23",38"&65"–45" 22⅞lb (*s*) 420NHP 2SB(Spt&Pd)&1AuxSB *Scf*,nS131,nS6211	28 ″ 7 83 ″ 3¾ 25 ″ 5½
167.11 QBSF	D.F.	*Cruiser Stern*						*Lloyd's* & *CP*		*Cell D B*368'1209 *F P T*155t *A P T*175t				FK *7 B H Cem* (*Cell B H to Shelt dk* *6 B H to 2nd dk*)	N.E.MarineEng.Co.(1938) Ld.Nwc.	
87791	**Dogu** Ⓟ	Twin Sc	6000					1939	Blohm& Voss Hamburg	Denizbank-Denizyollari Isletmesi Müdürlügü	385·9	52·5	20·5	Istanbul Turkish	T6Cy22⅛",35⅞"&59⅛"–39⅜" & LP turbines	
	Sub.Sig. D.F. E.S.D. *Ref.Mchy.* GyC.	8 *Dks* *Cruiser Stern*									B16'F85'			*WB*	with DR gearing & hydraulic couplings nS12270 908NHP Blohm& Voss,Ham	
87792	**Daxhound** (*ex* Mitra–39)		1127	✠100A1 Sfj *n* OL				1931	Deutsche 10mo Werft A G Ber Finkenwrder Hamburg	Hadley Shipping Co.Ltd.	228·9	36·2	13·3	London British	T.3Cy.17½",27⅛"&45⅛"–27⅛" (*s*)	15 ″ 9
107.05 MBZW	*ss* Sfj No.2 89 *Mchy.Aft* *Cruiser Stern* Wireless D.F.	1 *Dk* (*Std*) *Longitud'nal framing in dbl bottom* *Strengthened for Navigation in Ice*	910 526	3,39 ✠LMC3.39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,31			3,39			*Intermediate bulkheads in centre tanks electrically welded*	P78'F27'			FK *11 B H*	213lb FD 194NHP 2SB,*4cf*,gs73,nS3054 A Borsig,Berlin-Tegel	61 ″ 6 14 ″ 5
								Lloyd's & *CP*		*Cell D B*148'299	*D T f*29'37	*F P T*72t	*A P T*32t			
87793	**Dalbek**		2900 2500 1600	100A1 (*Class Contemplated*)				1939	Lübecker Maschb.Ges. Lübeck	Knöhr&Burchard Nfl.	323·2	48·1	18·8	Hamburg German	C.4Cy.(2)20⅛"&(2)43⅜"–43⅜"	
	D.F. E.S.D.	*Cruiser Stern*									P17'B299'F29'				Rheinmetall-Borsig A.G. Berlin Tegel	
87794	**Dalstroi** Ⓟ (*ex* Yagoda–39, *ex* Almelo–35)		6943 6380 4191	*Fitted for oil fuel*				1918	Kon. Maats deSchelde Flushing	U.S.S.R.	447·5	62·8	29·7	Nogaevo Russian	T.3Cy.31",50"&82½"–54" 500NHP
UFLA	Sub.Sig. *Cruiser Stern*	1 *Dk* & *Shelter dk*									P31'			*WB*	Maats.deSchelde,Flushing	
87795	**Dieciocho de Marzo** (18 de Marzo)		*See No.* 87953													
87796	**Donald McKay** Ⓟ	*Oil Eng.*	6500					1939	Sun S.B.& Dry Dock Co. Chester,Pa.	U.S.Maritime Commission	438·3	63·2	27·5	New York Utd. States	Oil Engines 2S.C.SA 4Cy.32"–95" 696NHP
	D.F. E.S.D. GyC. *Ref.Mchy.*	2 *Dks* & *pt Shelter dk* *Cruiser Stern*	5000								P38'B75'F46'			*WB*	Sun S B&DD.Co.Chester Pa	
87797	**Don Isidro** Ⓟ	Twin Sc *Oil Eng.*	3200	100A1 *with freeboard*				1939	Frd. Krupp Germaniawft A.G. Kiel	De la Rama S.S.Co. Inc.(E.H.Pirovano *Mgr.*)				Iloilo Utd.States	Oil Engines 4S.C.SA 8Cy.22⅞"–29½"	
	D.F.	*Cruiser Stern*		(*Class Contemplated*)											Fr.Krupp Germaniawft AG	
87798	**Darina**	*Oil Eng.*	8000	100A1				1939	Blythsw'd S.B.Co.Ltd. Glasgow	Anglo-Saxon PetroleumCo.Ltd.	460·0	59·2	33·8	London British	Oil Engines 4S.C.SA 8Cy.25⅛"–55½"
	D.F. *Mchy.Aft* *Longitudinal framing at bottom & at deck*	*Cruiser Stern*		(*Class Contemplated*) *Carrying Petroleum in bulk*							P94'B47'F51'				J.G.Kincaid&Co.Ld.Grk.	

1 No. in Book / Official No. / Code-letters	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys.	3 No. of Decks, &c.	4 Register Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Date when Classed or Reclassed. Equipment.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Register'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Engineers in this class have passed the Society's examination.
87901 GCHS MSO JAXP	**Elizabeth Lysaght** *Mchy.Aft* Wireless *Cruiser Stern*	1 *Dk* *Cargo battens not fitted*	1037 739 573	✠100A1 5,38	Sld	*m*		CL 1938 5mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's SA&CP*	StephensonClarke &Associated Companies,Ld. *Cell D Bu E16'*	211·3|34·2|13·4 220·5(O.L.) Q120'B11'F22 *f 142'4in FPT 400 APT 30t*			London British,	T.3Cy.14½",24"&41"–30"(s) *IGOlb* FD 141NHP B(S) s18,HS2113 NE.MarineEng.Co.Ld Sld	15 " 4 4 " 7⅓ 14 " 7	
87902 SVXT	**Elias G. Kulukundis** D.F. E.S.D. *Longitudinal framing at bottom&at decks* *Cruiser Stern*	1 *Dk&Shelter dk* "Arcform"	5543 [illegible] 3,38	✠100A1 [illegible] *Fitted for oil fuel* 5,38	Sld		1,39 F.P. above	CL 1938 5mo	ShortBros. Ld. Sunderland *Lloyd's SA&CP*	AtlanticoS.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*) 1 *Intermediate* 50° F. *Cell DB350'*	420·6|60·5|26·3 433·5(O.L.) 1101t *MT14'615t FPT171t APT303t*			Piræus Greek *pt Cem dispensed with Coll 5 .. .. 2nd ..*	T.3Cy.23½",38"&56"–15" 220lb 126NH 2SB(Spt&FD)&1AuxSB &cf, ,HS6254 NE.MarineEng.Co.Ld.Nwc	3 " 0½ 25 " 11¼	
87903	**Enderta** (*ex*Lung Shan–38, *ex*Maud) *ssMob.No.1–11* *Dk(Stl)&deep framing*		2278 — 1319	✠ 2,16	Rot	*s*		1907 2mo	Fevigs Jernskibsbyg Fevig *Inter*	Cia.Italiana di Nav.S.A.I.(Chinese ItalianNav.Co.Ld.) *Cell D Ba&uE112'*	289·1|42·0|19·4 P26'B76'F29' *mediate B Hin fore hold dispensed with uB12'f 116'564t AP T90t*	FK		Shanghai Italian *4B Honly*	T 3Cy.22",36"&59"–39" 230NHP 2SB,*6pf*,GS111,HS3454 Richardsons,Westgarth &Co Ld.M lb.	21 " 9	
87904 2509? JAXP	**Ehime Maru** (P) (*ex*Yehime Maru–38) *ssKob.No.3–12,31* *ssKob.No 1–35* 2 *Dks(Stl)*		4654 3927 3367	✠ [illegible] 5,39	Kob	*x*	12,38	1920 1mo	Uraga DockCo.Ld. Uraga A&CP	YamashitaKisen K.K.	360·0|51·2|28·5 P20'B91'F35' *Cell D B291'919t FPT 114t APT 46t*	FK	6 *5 H Cem*	Kobe Japanese	T.3Cy.22",36½"&61"–48" (s) 260lb 358NHP 2SB,*6cf*,GS126,HS5967 FD UragaDockCo.Ld.Uraga	28 " 6 ~~5 " 5½~~ 23 " 3	
87905 179 OFCL	**Elle** (*ex*Ellerdale–38) D.F.	*ssNwc.2nd No.3–2,38* 1 *Dk(pt Irn pt Stl)*	3363 — 2287	✠100A1 1,39 ~~2,38~~ Rot *BS1,39*	Nwc	*w*	CL ~~12,37~~ 1,39	1913 10mo	R.Thomp-son&Sons,Ld Sunderland *Lloyd's SA&CP*	O/Y WasaS.S.Co. Ld. *Cell D Ba*	350·0|50·1|23·4 P35'B102'F35' 106'*uE25'f 148'808t*	FK	6 *B H Cem*	Wasa Finnish *80lb*	T.3Cy.25",42"&68"–45" (r) 180lb 340NHP 2SB,*8pf*,GS125,HS5302 N.E.MarineEng.Co.Ld.Sld	25 " 10 s 4 " 3½ 21 " 9	
87906 172583 VWJN	**El Hind** (P) D.F.	2 *Dks* *Cruiser Stern*	5319 4658 3225	✠100A1 ~~6,383,39~~ Rot *Fitted for oil fuel* 6,38	PGl LMC6,38		CL F.P. above	1928 6mo	Lithgows Ltd. [illegible] *Lloyd's SA&CP*	ScindiaSteam Nav. Co.Ld. *Cell D*	400·0|52·0|28·0 414·7(O.L.) P37'B146'F33' *B313'1128t FPT 78t*	FK	*7 B Hpt Cem* *APT 47t*	Bombay British	T.3Cy.24½",41"&70"–48"(r) 220lb FD 521NHP 3SB,*9ef*,HS7563 J.G.Kincaid&Co.Ld.Grk.	P0 " 6 5 " 6½ 25 " 2	
87907 923537 LHO	**Esso Delivery No. 10** (*ex*Petrolia No.10–38, *ex*J.H.Senior) *Mchy.Aft*	*Oil Eng.* 1 *Dk* *Carrying petroleum in bulk*	1155 — 728					1924	NwprtNws S.B.&D.D.Co NewprtNews	StandardOilCo.of NewJersey	207·5|38·1|16·0			Baltimore Utd.States	Oil Engines connected to electric motor&screw shaft 12Cy.13"–18" 4S.C.SA McIntosh& Seymour,Auburn,N.Y. 197NHP		
87908 SXH	**Escaut** *Mchy.Aft*	*Oil Eng.* 1 *Dk&Shelter dk* *Cruiser Stern*	*1087* *936* 529	✠100A1 *with freeboard* 5,38 LMC5,38	Ant	*o*	CL	1928 6mo	[illegible] Jm.Cockerill Hoboken *Lloyd's SA&CP*	[illegible] Maritimes Arme- [illegible] grs.) *Cell D*	230·0|36·3|13·3 216·7(O.L.) 18' *FPT 48t APT 59t*	FK	*1 B Hpt Cem pt Asp* (*Coll to Sh dk* 3 „ *2nd* „)	Antwerp Belgian	Oil Engines 2S.C.SA 6Cy.13⅝"–24⅛" 198NHP DB75*lb* Soc.An.J.CockerillSeraing	15 " 6 " 2 5 " 5½	
87909 29712 JSHD	**Eizyu Maru** (*ex*DaishinMaru No.5–38,*ex*Itibe,*ex*Georgios B. Panoutsos,*ex*Cresyl)	1 *Dk&Web frames*	2455 2144 1829			...		1897	W.Gray& [illegible] W.Hartlepool	KiharaSyosen Kogyo K.K.	302·0|43·1|19·7 P25'369'F29'	FK	*WB*	Tokyo Japanese	T.3Cy.22",35"&59"–39" 227NHP Gen.Mar.Eng.Wrks.W Hpl	22 " 3	
87910 22940 JFGH	**Eihuku Muru** (P) (*ex*Yeifuku Maru–38) *ssYka.No.3–12,30* *ssKob.No.1–35* 2 *Dks(Stl)&Aung dk(Stl)*		5866 5586 4292	✠100A1 *Aung dk* *with freeboard* 1,38	Yka	*y*	CL ~~2,37~~ 3,39	1918 8mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's SA&CP*	TodaiKisenK.K. YamashitaKisen K.K.*Mgrs.*) *Cell D B333'1118t*	385·0|51·0|36·0 *FPT 126t APT 98t*	FK	*Coll B H to Aw dk* 6 „ *to U* „)	Kobe Japanese *Cem*	T.3Cy.26",43½"&72"–48"(s) 200lb 444NHP 2SB,*6cf*,GS126,HS5809 FD KawasakiDkydCoLdKobe	36 " 0 9 " 1¾ 27 " 1	
87911	**Emna** (*ex*Ming-Shin–38, *ex*LuenHo–35, *ex*Li-Mao)	TwinSc 1 *Dk&Spar dk&Tr'd* *Promenade dk&Shade dk*	2863 2270 1735					1905	[illegible] &Ch. [illegible] rance [illegible]	Cia.Italiana di Nav.S.A.I.(Chinese ItalianNav.Co.Ld)	278·2|42·9|24·8			Shanghai Italian *WB*	T.6Cy.15",24"&39"–20" 136NHP Caillard&Co.Havre		
87912 32556	**Erie Isle** (P) (*ex*Steamer Waubic–38) (*Wood bottom*)	TwinSc *Oil Eng.* 1 *Dk*	451 183 297					1909	Collingw'd S [illegible] Ltd. Collingwood *Converted into Passenger Steamer 30.*	J.E.McQueen	135·3|25·0| ~~8·3~~ 8·2			Amherst-burg, Ont. British	Oil Engines 2S.C.SA 2Cy.10"–12" 21NHP Fairbanks-Morse NE38 &Co.Beloit,Wis.		
87913 MXD	**Ellen M.** *Mchy.Aft*	*Oil Eng.* 1 *Dk*	659 495 305 25	✠100A1 12.3 4,38 *(Class Contem. plated)* Lou	Gro	*g*	OG	1938 3mo	J.Koster Hzn.Schpsw. "Gideon" Groningen *Lloyd's SA&CP*	T.J.Metcalf	~~158·5|27·2|11·5~~ 156 ·6|27 ·3| 9 ·7 162·7(O.L.) P39 Q54'F25' *Cell D Bass'ttFPT 66t APT 11t*	FK	3 *B Hpt Asp*	London British	Oil Engines 4S.C.SA 6Cy.11"–17⅛" 71NHP Humboldt-Deutzmoren, A.G.[illegible] Deutz	11 " 6 s 3 " 10½ 11 " 5	
87914 [illegible]	**Elsie** (*ex*HaiYun–38, *ex*Hung Yuen–35, *ex*Ping Shing–35, [illegible]) *See No. 85414 in Supplement*	*ssHKg.No.1–38* *ssShl.2nd No.3–4,35* 1 *Dk(pt Irn pt Stl)*	3077 — 1871	✠100A1 7,38 ~~4,37~~ [illegible]	Shi HKg	*u*	CL 4,37	1910 5mo	Richardsn, Duck&Co. Stockton *Lloyd's SA&CP*	~~China Foreign S.S. Corp.~~ HuntS S.Corp. *Cell D Ba*	325·1|47·0|22·5 P27'B173'F31' *112'uE24'f 140'708t*	FK	5 *B H Cem* *APT 103t*	Macau Portuguese	T.3Cy.23½",39"&64"–42" 180lb (s) 278NHP 2SB,*6cf*,GS118,HS4142 Blair&Co.Ld.Stockton	24 " 10 s 3 " 2½ 21 " 10½	
87915 907 VB	**Ezilda Croce** (*ex*Aar–38,*ex*Adler–38) *Dsf Mchy.* Sub.Sig. Wireless D.F.	2 *Dks*	1230 1002 696					1900	Bremer Vulkan Vegesack	F.ItaloCroce	246·8|31·1|19·0 235·5 P31'B114'F25'		*WB*	Genoa Italian	T3Cy18⅞",30⅛"&49 3/16"–31½" 136NHP Bremer Vulkan, Vegesack		G1
87916 565 NXQ	**Eleni Stathatos** (*ex*Seapharer–38, *ex*LancasterCastle–36) D.F.	*ssAnt.No.1–32* *ssAnt.No.1–36* 1 *Dk(Stl)&Shelter dk(Stl)*	5625 5443 3529	✠100A1 *Shelter dk* *with freeboard* ~~5,38~~ 3,39 DS~~0,38~~ 3,36	Shl	*y*	CL 6,36 ~~5,39~~	1919 5mo	NthmbInd S.B.Co.Ld. Newcastle *Lloyd's SA&CP*	D.D.Stathatos *Cell D B351'1290*	399·6|53·0|32·8 413·0(O.L.) *F on Shelter dk 39' FPT 60t APT 90t*	FK	*Coll B H to S dk* 6 „ „ *U* „	Ithaca Greek *pt Cem*	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 2SB,*9cf*,GS190,HS7668 FD N.E.MarineEngCo.LdNwc	35 " 5 s 9 " 4½ 26 " 3	
87917 [illegible] 1938 PE	**Evald** (*ex*Christian–38) 1 *Dk*		962 719 573					1891	Akt.Ges. "Neptun" Rostock	E.Utow	206·3|31·2|13·9 (63'B52'F26' *WB*			Haapsalu Estonian	T.3Cy.13¾",22½"&36½"–27½" NB15 70NHP A.G."Neptun,"Rostock		G
87918 [illegible]	**Elven** (*ex*Björnongen–38, *ex*Björnengen)	Wood *Oil Eng.* 1 *Dk*	316 245 154					1912	American Car& Foundry Co. Wilmington	E.Brommelands Ltd.	150·1|24·3|10·2 Q20'H25'F17t		*WB*	Haugesnd Norwegian	Oil Engines 2S.C.SA 2Cy.11⅞"–15¾" 138NHP Emade—*fitted* 30 Skandiaverken,Lysekil		V

1 Numéro d'Ordre.	2 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3 Numéro Officiel. Signaux	4 Tonnage Officiel. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6	7	7a Date de la dernière visite de l'échro portebélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant	15
87919	**E. Sang** Ⓟ (*ex*HaiHeng-38)	164036 VRBS	3445 2715 2055	✠100A1 *with freeboard* 9,38 ~~6,38~~ ✠LMC6,38	IIKg		CL 6,38	1934 9mo	Barclay, Curle&Co.Ld. Glasgow	Indo-ChinaStm. Nav.Co.Ld.	329·3 47·2 23·2	HongKong British	T.3Cy.22″,36″&60″–42″ (*s*) 200lb *100lb* FD 388NHP 6*BHpt Cem* 2SB(Spt)*6cf*,gs128,hs6042 Barclay,Curle&Co.Ld.Gls.	25 ″ 0 7 ″ 8 17 ″ 6½	
	*ss*H.Kg.No.1–38 D.F. E.S.D. 2*Dks*							*Lloyd's SA&CP*		*Cell DB275'575t*	P35'B125'F45' FK *DTa23'435t FPT42t*				
87920	**Erminia Mazzella** (*ex*Mazic-38, *ex*Patrician-38, *ex*SaintJerome) *ss*Liv No.1–35 2*Dks*(*Stl*)	510 ICIV	5344 5291 ~~3565~~	✠100A1 8,37 ~~✠LMC~~ MS4,35 ~~LSt1,37~~	Mdb *a*†		CL 8,36 9,38	1917 10mo	Russell& Co. Pt.Glasgow	~~P.Mazella~~ P.Mazzella	421·7 55·9 28·8 437·2 (o.l.)	Naples Italian	T.3Cy.27½″,45″&74″–51″ (*r*) 180lb 561NHP 3SB,9*cf*,gs190,hs8428 FD 5*BH to Udk* J.G.Kincaid&Co.Ld.Grk.	31 ″ 4 6 ″ 0¾ 25 ″ 6	
								Lloyd's SA&CP *One intermediate BH*		*and one 'tween dk* *Cell DB360'*	P38'B123'F53' FK *EH dispensed with* 1181t *DTa36' 1109t*	*Cem* 1 ,, ,,2nd,, *only* *AFT81t*			
87921	**Efterpi** (*ex*Alexandros A.-39 *ex*Efterpi-39,*ex*Mycenae-38, *ex*LaMecta-37, *ex*Guercif-34, *ex*Fanoromeni, *ex*Freifrau, *ex*SeaHound) *ss*Ham.2ndNo.3–8,25 1*Dk*(*Stl*)&*Web frames* ~~3 dpt~~ 4½ *pt Awning dk*(*Stl*) ~~Windlass~~	903 SZNF	~~1035~~ ~~903~~ ~~1795~~ 1072 903 573	✠ ~~—~~ 4,38	Msl *o*			1901 10mo	Mackie& Thomson Glasgow	N.M.Andronicos, Ph.Philippacopoulos&D.Kozadinos (Batikans&Near EastShipping Agency S.A. *Mgrs*)	226·7 34·0 14·4 228·4 FK *Cell DB454'uE15' f104'*	Piræus Greek *4BHCem* *FPT76t*	T.3Cy.18⅝″,30½″&48″–33″ NB2,25 159NHP 2SB,4*cf*,gs70,hs2758 W.V.V.Lidgerwood,Gls.	16 ″ 6	
87922	**Esso Tracto** (*ex*Petracto–38, *ex*MinistroSalaberry) *Mchy.Aft* *Oil Eng.* 1*Dk* *Carrying Petroleum in bulk*		353 — 191					1916	Montaldo &Cia. SanFernando	Cia.Transportadora dePetroleos S.A.	164·0 29·5 10·0	Bns.Aires Argentine	Oil Engines 2S.C.SA 6Cy.10″–12½″ 105NHP NE26 FairbanksMorse&Co. Beloit,Wis.		
87923	**Esso Salta** (*ex*Criollo Bueno–38, *ex*Creole Bueno) *Mchy Aft* *Longitudinal framing–bracketless system* TwinSc *ss*B.As.No.2–37 1*Dk*(*Stl*)& *Web framing*		3109 2298 1772	✠100A1 3,38 ~~2,38~~ BS2,~~39~~ 2,38 ✠LMC4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel*	BAs *u* MVo		CL 1,38 3,39 1,28	1928 11mo	Palmers' Co.Ld. Newcastle	Cia.Transportadora dePetroleos S.A.	325·0 55·2 16·4 P73'B22'F40' FK *Trunk in wells* 1499t *side tanks* 180'2115t *DBuE&B50'*	Bns.Aires Argentine *5BHptCem* *FPT207t*	T.6Cy.14¾″,24″&39½″–27″ 180lb (*s*) 288NHP 2SB,6*cf*,hs4808 FD Palmers'Co.Ld.Newcastle *APT126t*	16 ″ 6 s 2 ″ 6 14 ″ 4½	
								Lloyd's SA&CP		*Cell DBuE&B50'*					
87924	**Esso Formosa** (*ex*CriolloLindo–38, *ex*CreoleLindo–38) *Mchy.Aft* *Longitudinal framing–bracketless system* TwinSc. *ss*B.As.No.2–37 1*Dk*(*Stl*)& *Web frames*	LOIV	3109 2299 1772	✠100A1 4,38 ~~3,38~~ BS4,39 ~~BS3,38~~ ✠LMC4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel*	BAs *u*		CL 2,39 4,39 10,28	1928 10mo	Palmers' Co.Ld Newcastle	Cia.Transportadora dePetroleos S.A.	325·0 55·2 16·4 P73'B22'F40' FK *Trunk in wells* *Lloyd's SA&CP* *Cell DBuE&B50'149t*	Bns.Aires Argentine *5BHptCem* *FPT207t*	T.6Cy.14½″,24″&39½″–27″(*s*) 180lb 288NHP 2SB,6*cf*,hs4808 FD Palmers'Co.Ld.Newcastle *APT126t*	16 ″ 6	
87925	**Esso Campana** (*ex*CriolloFiel–38, *ex*PuntaBenitez–37) *Mchy.Aft* TwinSc *ss*Cco.No.2–36 1*Dk*(*Stl*)		*2394* *1743* *1243*	✠100A1 1,39 ~~2,37~~ BS1,39 ~~BS2,38~~ ✠LMC 36 *Carrying Petroleum in bulk* *Fitted for oil fuel*	BAs *l*		CL ~~12,37~~ P12,38 3,28	1928 8mo	Harland& Wolff,Ld. Belfast	Cia.Transportadora dePetroleos S.A.	305·7 50·2 14·3 P67'F34' FK *Trunk204'* *Wing tanks* *s f286t a 356t*	Bns.Aires Argentine *7BHptCem* *FPT160t*	T6Cy.13½″,23½″&36″–27″(*s*) 180lb 196NHP 2SB,6*cf*,gs98,hs3702 Harland&Wolff,Ld.Gls.	15 ″ 0	
								Lloyd's SA&CP		*Cell DBuE&B50'149t*					
87926	**Essolene** (*ex*Transoil–38) *Mchy.Aft* *Oil Eng* ss M.Vo.No.2–38 ~~ss Ld.No.2–38~~ 1*Dk*(*Stl*)& *web frames. wing cofferdams* *Longitudinal framing at bottom & at deck*		1572 1369 923	✠100A1 3,38 ✠LMC CS10,38 10,36 *Carrying Petroleum in bulk* *For service on River Plate &*	MVo		2,33	1930 2mo	Cant.Nav. Triestino Monfalcone	Cia.Transportadora dePetroleos S.A.	255·8 40·1 16·3 F26' FK *Cell DBuE24'38t*	Bns.Aires Argentine *7BII pt Cem*	Oil Engines 2S.C.SA 4Cy.15¼″–19⅛″ 175NHP Fiat.Stab.GrandiMotori, Turin	16 ″ 6 s 2 ″ 0 13 ″ 10½	C
								Lloyd's SA&CP *to Bahia Blanca*			*FPT92t*	*APT12t*			
87927	**Espiguette** (*ex*Dobesa–38, *ex*Vasilissa Olga, *ex*Ouezzan, *ex*GertrudSchuenemann,*ex*Helmo Hemsoth) Wireless		1109 821 668	*Fitted for oil fuel* 1*Dk*				1920	N.V.Wilh. Hemsoth's Schps.enMch Delfzijl	Cie.Franco-NavigationS.A.	212·6 33·0 14·1 P12'Q15'B65'F31'	Marseilles French	T.3Cy.16¾″,26⅜″&43⅜″– 273* 100NHP *WB* DresdnerMsch.&Schiffsw. Ubigau A.G.		V
87928	**Essodan** Wireless D.F. 1*Dk* *Mchy.Aft* *Cruiser Stern* *Oil Eng.* *Strengthened for navigation in ice*	OYZI	329 350 250 131	100A1 1,29 ~~(1 Class Continuous)~~ *Carrying Petroleum in bulk* ~~✠LMC1,35~~	Abg *f*		OG	~~1936~~ 1939 1mo	Aalborg Værft A/S Aalborg *Lloyd's SA&CP*	DetDanske PetroleumsA/S (C.F.Holm, *Mgr.*)	142·2 25·1 9·9 ~~P49'F17'~~ P49'F17' *Trunk65'* *Cell DBuE13'8t*	*Nyborg* Danish *14BIIptCem*	Oil Engines 2S.C.SA 6Cy.8½″–14⅝″ 79NHP *DBII4tb* Akt.Burmeistr&Wain,Cpn	10 ″ 6 s ″ 8½ 9 ″ 10½	
											FPT25t	*APT18t*			
87929	**Erato** (*Should be*) **Cairndale,"** *see No.* 87564 *in Supplement* D.F. E.S.D. *Longitudinal framing at bottom & at deck* *Mchy.Aft* *Cruiser Stern*		8040 4770	100A1 *(Class Contemplated)* *Carrying Petroleum in bulk*				1938	Harland& Wolff,Ld. Belfast	Anglo-Saxon PetroleumCo.Ld.	465·6 59·5 33·9 P93'B44'F51'	London British	Oil Engines 4S.C.SA 8Cy.25⅛″–55⅛″ Harland&Wolff,Ld.Bel.		
87930	**El Fath** (*ex*AndréeEddé–35, *ex*Cigogne,*ex*Loriot) 1*Dk*		332 247 73					1918	Forg.&Ch. de la Médit. Lasseyne	Dr.AhmadAshour (Khedivial Mail S.S.&GravingDock Co.Ld. *Mgrs.*) (*in liq.*)	131·4 24·1 11·2 1'26'	Alexndria Egyptian	C.2Cy.18″&36″–24″ 53NHP Forg&Ch.de la Médit.Msl.		V
87931	**Evertsen** (*ex*FlyingScotsman–38) *Mchy.Aft* *Oil Eng.* 1*Dk* *Cruiser Stern*	PEDB	392 291 229					1929	N.V. Industrieele DeNoord Alblasserdam	NV.Motorzeevaart Maats."Mozem" (N.V.J.Vermaas' Scheepvaartbedrijf. *Mgrs.*)	148·8 25·3 9·2 P41'F17'	Rottrdam Dutch	Oil Engines 4S.C.SA 4Cy.11¾″–17½″ 54NHP *WB* Motorenfabr."Deutz" A.G.Köln-Deutz		V
87932	**Eika** *Mchy Aft* Wireless *Cruiser Stern*	LKBY	1503 1287 838					~~1938~~ 1939	Langes'nds MekVerk A/S Langesund	RederiA/SKragerö (K.Sandaas, *Mgr.*)	248·3 38·6 17·2	Kragerö Norwegian	C.2Cy.14½″&29½″–30″ & LP turbine with D.R.gearing & hydraulic coupling *WB* Langesunds Mek.Verk.A/S		
87933	**Erice** (*ex*Lanital–38,*ex*Isobel–37, *ex*IsobelWeems, *ex*Chappell) 1*Dk*(*Stl*)	86 IBBN	2350 1974 1412	100A1 3,39 ~~3,38~~ LMC MS4,37 ~~MS3,38~~	Pla *r* Shl		CL 4,38	1919	M'Dougall Duluth Co. Duluth,Minn	GiuseppeD'Ali&C.	261·0 43·5 22·4 F25'B64'F23' FK *Cell DB208 535t*	Trapani Italian *4BHCem*	T.3Cy.20″,33″&54″–40″ (*s*) 185lb 262NHP 2SB,4*cf*,gs100,hs3828 FD *FPT60t* *APT85t* McDougall Duluth Co.	24 ″ 2	
								Lloyd's SA&CP							
87934	**Esutoru Maru** (*ex*YesutoruMaru–38, *ex*KibiMaruNo.6)	24286 JHPD	3295 2747 2041					1918	BingoDck. Co. Bingo	OtaniMokunosuke	305·0 44·5 27·3	Tokyo Japanese	T.3Cy.22″,37″&61″–42″ *made98refitted18* 241NHP KobeSteel Works,Kobe		C
87935	**Eastern Star** (*ex*Mabuhay III–38, *ex*Eir–37, *ex*CamillaGilbert–38) *Fitted for oil fuel* 1*Dk*& *Shelter dk*	LCJA	5658 5453 3532					1920	Nthmblnd S.B.Co.Ld. Newcastle	JohanGran's RederiA/S(Johan Gran, *Mgr.*)	399·5 53·0 32·8 *37'onShelter dk*	Bergen Norwegian	T.3Cy.27″,44″&73″–48″ 517NHP *WB* Palmers' Co.Ld.Newcastle	35 ″ 5	N

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage. Gross Under deck. Net.	5 Particulars of Classification. Character. + for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned and expired. Remarks. Letter.	7a Date when full shaft tail was.	8 Built. When	9 By Whom. Where	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. length. breadth. depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Registor. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Forward / amidships. Corresponding draught. ft. in.	15
87[illegible] 42[illegible] [illegible]	**Erminia** (*ex*Tirana-38, *ex*Marin, *ex*Carlin, *ex*Fridius, *ex*Vivian)	TwinSc *Oil Eng.* 1*Dk*	439 371 243					1921	A/S Marstal Skibs Marstal	Cap. Adolfo Calzi	145·5 141·0 | 30·0 | 10·5	Trieste Italian *WB*	Oil Engines NE38 Soc. Anon. Ansaldo, Genoa		I
87937 2[illegible] KUPL	**Erica Reed** (*ex*Conness Peak-38) D.F. Sub.Sig.	*Fitted for oil fuel* 2*Dks*	5117 4598 3115					1920	American Interntl Corp Hog Island Pa	Wisconsin S.S.Co. Inc.	330·0 | 54·2 | 27·8 139'B121'F43'	New York Utd. States *WB*	DR geared steam turbine General Electric Co. Schenectady, N.Yk.		R
87938 DJXI	**Elbhof** (*ex*Chusan)	2*Dks*	1253 1025 757					1922	Shanghai Dock & Co. Ltd Shanghai	Dr. Ado Nolte, Rudolf Laurenz & Gustav Röhreke	205·0 | 33·0 | 19·0	Shanghai German *WB*	T.3Cy.16",28"&48"–33" 120NHP Shanghai Dock. & E. Co. Ltd.		
87939 DJMQ	**Erna Gaulke** (*ex*Hartmut, *ex*Björnö)	Comp *Oil Eng.* 1*Dk*	400 318 204					1919	A/S Frams Skibsbygger Larvik	Ernst Gaulke & Karlernst Gaulke	145·1 143'F22' | 26·6 | 12·2	Hamburg German	Oil Engines 4S.C.SA 4Cy.11"–16$\frac{9}{16}$" 46NHP NE38 Deutsche Werke Kiel A.G.		N
87940 4364[illegible] JWOL	**Edo Maru** (*ex*Yedo Maru-38)	*Mchy. Aft* 1*Dk*	1299 — 717					1937	Osaka Zosen K.K. Osaka	Konan Kisen K.K. (Hinode Kisen K.K. *Mgrs.*)	219·3 | 35·8 | 18·5	Tokyo Japanese	T.3Cy.17$\frac{1}{16}$",29$\frac{1}{16}$"&49$\frac{5}{16}$"–35$\frac{1}{16}$" 145NHP Osaka Chuzosho		
87941 749 OHVD	**Equator** (*ex*Atlanta-39, *ex*Shahristan-34, *ex*Ninive, *ex*Turkistan) D.F.	*ss*Gls.No.3-12,33 *ss*Hfs.No.1-37 2*Dks*(*Stl*)	4595 — 2701	+100A1 5,38 MS10,37 *Fitted for oil fuel* 4,23	Hfs Abo [illegible] MC [illegible] BS2,38 1,39	*x*	CL 5,38	1911	W. Gray & Co. Ltd. West Hartlepool	A/B Finland-Amerika Linjen O/Y *Lloyd's*	373·0 | 50·0 | 27·4 P25'B120'F38' FK 6 *BH Cem* 162'975*t DT a* 34'86*t APT* 36*t* 150° F.	Helsingfrs Finnish *Cell D Ba* 119'*u* E23'*f*	T.3Cy.28",46"&77"–48" (*s*) 1801b 616NHP GSB.*12pf.*GS213,HS9169 FD Cen. Mar. Eng. Wks. W Hpl	30 *m* 0 5 *m* 7 24 *m* 7½	
87942 18657 JPVE	**Eizan Maru** (*ex*Yeizan Maru-38, *ex*Taiun Maru No.10-37)	1*Dk* & 2nd *dk* in No.1 *hold*	1632 1396 1002					1915	Kawasaki Dkyd. Co. Ltd. Kobe	Tsurumaru Hirotaro	249·0 | 37·5 | 20·9 Q14'B59'F31' FK	Nishino-miya Japanese *WB*	T.3Cy.17½",28"&46"–36" 172NHP Kawasaki Dkyd Co Ltd. Kobe	20 *m* 11	
87943 [illegible]	[illegible]	Wood Aux 3 Mst Sr *Oil Eng.* 1*Dk* (*See Society's Register Supplement*)	333 — 260					1920	Ch. & Atel. de St. Malo St. Malo	Ivar Hermanson & others	120·7 | 28·6 | 13·4	Skärhamn Swedish	Oil Engines NE38		
87944	**Eihuku Maru**	1*Dk*	3590 3080 2100					1938	Mitsubishi Jukogyo K.K. Yokohama	Kinkai Yusen K.K.	341·2 | 48·2 | 27·9 126'B80'F34'	Tokyo Japanese *WB*	T.3Cy.20$\frac{1}{16}$",34$\frac{7}{16}$"&57$\frac{1}{16}$"–43$\frac{5}{16}$" HS5083 294NHP Mitsubishi Jukogyo K.K. Yka.		
87945	**Emily Sauber** E.S.D.	*Cruiser Stern* 1*Dk*	2475					1939	Flensburgr Schiffsb. Ges. Flensburg	Sauber & Co.	280·0 | 44·5 | 18·6 P24'Q83'B58'F25'	Hamburg German *WB*	T.3Cy22$\frac{1}{16}$",34$\frac{1}{2}$"&56$\frac{1}{16}$"–37$\frac{3}{8}$" HS4198 292NHP Flensburger Schiffsb Ges.		
87946 14811 GNNV	**Esso Panama** (*ex*Motatan-39, *ex*Paraguana-38) *Mchy. Aft*	*ss*N.Yk.No.3–4.37 1*Dk*(*Stl*) & Web frames Longitudinal framing	1971 1540 1024	+100A1 10,38 BS10,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,2	NYk [illegible] LMC4,37 *F.P.*	*s*	CL 4,37	1925	Palmers' Co. Ltd. Newcastle	Lago Shipping Co. Ltd. (F.J. Wolfe, *Mgr.*) *Lloyd's* above	280·0 | 47·2 | 16·2 P69'B22'F31' FK 10 *B Cpt Cem* 150° F. *Cell D Ba*	London British	T.3Cy.19",30"&49"–36" (*s*) 1801b 186NHP 2SB,*4cf*,HS3279 MacColl & Pollock, Ld. Sld.	16 *m* 6 2 *m* 1½ 14 *m* 7½	
87947	**Egon** (*ex*Largo-39, *ex*Falster)	1*Dk*	*589* *424* *336*					1902	Hlsingbrgs Varfs. Aktieb. Helsingborg	A. Utow	164·5 | 28·4 | 11·0 Q55'B29'H27*t*F18'	Tallinn Estonian *WB*	C.2Cy.17"&35"–26½" 53NHP Helsingborgs Varfs Aktieb.		V
87948	**Esso Copenhagen** *Mchy. Aft*	TwinSc *Oil Eng.* *Cruiser Stern* *Longitudinal framing-bracketless system*	9512 8897 5872	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1939	Akt. Burmeistr & Wain Copenhagen	Panama Transport Co.	470·0 | 65·2 | 35·4 P101'B29'F44'	Panamanian	Oil Engines 2S.C.SA 14Cy19$\frac{1}{16}$"–35$\frac{7}{16}$" Akt. Burmeistr & Wain, Cpn		
87949 238283 WTKG	**Esso New Orleans** D.F. E.S.D. Gy.C. *Mchy. Aft*	TwinSc *Carrying Petroleum in bulk* 1*Dk* *Cruiser Stern* *Fitted for oil fuel* *Longitudinal framing*	11335 — 6705					1939	Sun S.B. & Dry Dock Co Chester, Pa.	Standard Oil Co. of New Jersey	528·9 | 75·3 | 38·9 P113'B55'F62	Wilmgton (Del.) Utd. States	4DR geared steam turbines 2000NHP Westinghouse Elec. & Mfg. Co. Ltd.		
87950 YLGC	**Everest** (*ex*Stanmore-39, *ex*Arracan-38) D.F. E.S.D.	*Fitted for oil fuel* 2*Dks*	5525 5133 3543					1912	W. Denny & Bros. Dumbarton	F. Grauds	425·0 | 54·2 | 28·3 P40'B123'F 3'	Riga Latvian *WB*	T.3Cy.26",44"&73"–48" 369NHP Denny & Co. Dumbarton		
87951 [illegible] 845[illegible] JVA[illegible]	**Eiyo Maru** (*ex* Eiyo Maru-39) *Mchy. Aft*	TwinSc *ss*Nag.No.3–4.38 2*Dks*(*Stl*)	8874 8031 5102	+100A1 6,38 BS5,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,29	Yka [illegible] MC4,37 *F.P.*		CL 6,38	1929	Yokohama Dock Co Ltd Yokohama	Kanto Tanker K.K. *Lloyd's* above	460·9 | 60·0 | 37·5 P141'B38'F38 FK f52' 150° F. *Cell D Bu F & B* 93 500*t*	Tokyo Japanese 12 to U *dk* 2 „ 2nd „	T.6Cy.25½",42"&70"–51" (*s*) 200lb 6SB,*15cf*, [illegible] Yokohama Dock Co. Ltd Yka.	37 *m* 6 [illegible] 29 *m* 11½	
87952 181[illegible] YLCA	**Everagra** (*ex*Curonia-39, *ex*Glensluy) D.F.	*ss*Shl.2nd No.2–11,37 1*Dk*(*Stl*)	3702 3443 2344	+100A1 2,39 BS2,39	Ant [illegible] MC[illegible] 37	*w*	CL M2,39	1911	A. Rodger & Co. Pt. Glasgow	F. Grauds *Lloyd's*	360·3 | 49·6 | 28·5 P28'B93'F41' FK 6 *B H Cem* *Cell D Ba* *fuE* 137*f* 160'879*t*	[illegible] an [illegible]	[illegible] *cf*,GS120,HS5196 A. Rodger & Co. Glasgow	[illegible] *m* 0 [illegible] *m* 5 21 *m* 9	
87953 [illegible] XCSC	**18 de Marzo** (*ex*San Ricardo-39) *Mchy Aft* D.F.	[illegible] Mob 2nd No.2–3,39 2 *Loas*(*Stl*) & Web frames *Longitudinal framing*	6439 — 3995	+100A1 3,39 LMC3,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,16	Mob	*z*	CL NG,37	1913	Armstrong Whitworth & Co. Ltd. Newcastle	Petroleos Mexicanos S.A. *Cell D Ba* *Lloyd's* above	420·1 | 54·7 | 32·6 432 5(o.l.) P103 B26 F43' FK 43'70*t DT f* 33'4 05*t FPT* 36*t APT* 35*t* 150° F.	Tampico Mexican 17 *BH* (9 to U *dk* 8 „ 2nd „)	Q.4Cy.24",35",50½"&73"–51" (*s*) 220lb 554NHP 3SB.*9cf*,GS187,HS7740 FD Wilsn & Sl pwy. Co. Ltd. Nwc.	32 *m* 8 [illegible] 26 *m* 1	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Lettre indiquant la date de la dernière visite de l'hélice porte-aube	8 Construit. Quand. — Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Jauge. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Tirant d'eau arrière pendant gds.	pds.	15 Registres ou cert. dans l'Un. Marks Cert. à arrivée.
87954 164716 MLYM	**Errol** (*ex*Kestor-39) *Oil Eng.* *Mchy.Aft* 1 *Dk* *Cruiser Stern*	311 199 164	✠100A1 3,39 ✠NE1,38 ✠LMC1,38	Shl	*e*	OG 3,39	1936 9mo	Goole S.B. & Repg Co Ld. Goole *Lloyd's*	Dundee, Perth & London Shipping Co. Ld.	135·0 | 24·6 | 7·7 P31′Q17′F15′ FK *Cell DB* 84′ 10*t* *FPT* 28*t*		Dundee British 3 *BHCem* *AI* 7 *T* 15*t*	Oil Engines 4S.C.SA 6Cy.11″–17½″ 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	9 ″ 8 3 ″ 5 9 ″ 6½	
87955	**Earl of Zetland** Ⓟ *Oil Eng.* E.S.D. *Cruiser Stern*	500	100A1 (*Class Contemplated*)				1939	Hall, Russell & Co. Ld. Aberdeen	North of Scotland & Orkney & Shetland S.N.Co.Ld.	154·9 | 29·1 | 9·8 P&B90′F37′		Aberdeen British	Oil Engines 2S.C.SA 6Cy.13⅜″–22⅞″ BritishAuxiliaries,Ld.Gls.		
87956	**Eurofeld** (*ex*Stanbridge-39, *ex*Ch.N.Kahau-37, *ex*Limicana, *ex*Beechleaf) 1 *Dk*(*Stl*)&*Shelter dk* *Mchy.Aft* (*Stl*)&*Web frames*	5853 3449	✠100A1 *Shelter dk with freeboard* 5,39 1,S12,38 ✠LMC11,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,17 *F.P. above* 150°F.	Ham	*y*	CL 5,89	1917 3mo	Richardsn, Duck & Co Ld Stockton *Lloyd's*	Europäische Tankreederei G.m.b.H. *Cell DB*	380·0 | 50·9 | 32·4 P98′B27′F49′ FK *Tf* 36′465*t* *FPT* 136*t*		Hamburg German 15 *BHptCem* *APT* 102*t*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 395NHP 3SB,9*cf*,us6485 Blair&Co.Ld.Stockton	35 ″ 4 6 ″ 10¾ 28 ″ 8	
87957 162690 GBRM	**Elizabeth Massey** (*ex*Reaveley-39, *ex*Essex Noble-33, *ex*Juliet) 1 *Dk*(*Stl*) D.F.	4323 4004 2598	✠100A1 9,38 ✠LMC11,37	Hul	*x*	CL 11,37	1929 7mo	W. Doxford & Sons, Ld. Sunderland *Lloyd's*	W.A.Massey & Sons, Ld. *Cell DB*	370·5 | 51·7 | 25·4 P30′B225′F34′ FK 319′880*t* *FPT* 133*t*		Hull British 6 *BHCem* *APT* 168*t*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 585NHP 2SB(Spt)&1AuxSB,9*cf*, gs467,us6582 N E MarineEng Co.Ld.Sld	27 ″ 9 3 ″ 9½ 24 ″ 2	
87958	**Egemen** Ⓟ D.F. E.S.D. 3 *Dks* *Ref.Mchy.* GyC. *Cruiser Stern* Sub.Sig.	TwinSc 6000					1939	Blohm & Voss Hamburg	Denizbank-Denizyollari Isletmesi Müdürlügü	385·9 | 52·5 | 20·5 B16′F85′		Istanbul Turkish *WB*	T.6Cy.22 $\frac{13}{16}$″,35 $\frac{7}{16}$″&59 $\frac{5}{8}$″–39 $\frac{3}{8}$″&LP turbines with DR gearing & hydraulic couplings us12270 908NHP Blohm&Voss,Hamburg		

1 No. in Book.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. Under dock. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned new or altered Equipment	7a Date when last shaft last used.
38051	~~Fugikawa Maru~~ Fujikawa Maru	*Oil Eng.* 8 *Dks*	6800 — 4850				
	"Fuzikawa Maru," *see No. 38380 in Supplement*						
38052	Fukuei Maru *(to be "Hukuei Maru," see No. 38385 in Supplement)*	*Mchy. Aft*	1850				
38053	Foss Beck (*ex* Beldagny–38, ~~Shi No. 1–38~~ 160739 *ex* Port Alfred)	*Cruiser Stern* 1 *Dk (Stl)* D.F. *Cargo battens not fitted ss Mdb No. 2–38*	4876 3912 2944	✠100A1 8,38 ~~12,37~~ BS9,37	Bal Mdb	CL 8,38 9,38 ✠LMC12,38 MS10,38	
38054	Federlock (*ex* Federal–38) 171162 MBZJ	*ss Osa. 2nd No. 3–5,38* 1 *Dk* ∫ *Shelter dk* ∫ *Web frames Longitudinal framing*	6607 5614 3921	✠100A1 *Shelter dk with freeboard* 5,38 ✠LMC5,38	Osa *z*	CL 5,38	
38055	Fryken 8239 SDHG	*Oil Eng.* *Mchy. Aft* D.F. 1 *Dk Cruiser Stern* *Strengthened for navigation in ice*	1024 621 464	✠100A1 1,38 ~~8,38~~ *(Class Contem. plated)* ~~✠LMC8,38~~	Abg Shl *m*	OG 1,39	
38056	Fausto (*ex* Nedon–38, *ex* Heathfield–33, *ex* Briarwood, *ex* War Mallow)	1 *Dk*	5285 4773 3198				
38057	Fritz S. (*ex* Biscaya–38)	1 *Dk*	1475 — 855				
38058	F. S. Loop (*ex* Steamer–37) LJKD	Wood Sc *Oil Eng.* *Mchy. Aft* 1 *Dk*	794 642 445				
38059	Ferncourt LJYK	1 *Dk* D.F. E.S.D. *Mchy. Aft* *Oil Eng.* *Cruiser Stern* *Carrying Petroleum in bulk*	9918 9191 5973				
38060	Felania (*ex* Artemis–38) 186558 HMWT	Twin Sc *Oil Eng.* *ss Tri. No. 1–38* *ss Tri. 2nd No. 3–7,33* *Mchy. Aft* D.F. 2 *Dks (Stl)* ∫ *Web frames*	3882 3328 2212	✠100A1 9,38 ~~4,37~~ ~~✠LMC C8,38~~ DBS9,38 10,37 *Carrying Petroleum in bulk*	Tri *v*	CL ~~57,36~~ ~~1,37~~ 1,38 *bulk*	
38061	Fede 512 1130	D.F. E.S.D. *Oil Eng.* *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	~~8200~~ 7384 — 4459				
38062	Fortunata (*ex* Padnsay–38) 106 IBFM	Sub. Sig. *Fitted for oil fuel* 2 *Dks* *Longitudinal framing*	4786 4374 2492				
38063	Fauzon	D.F. 1 *Dk* ∫ *Shelter dk*	4376 3889 2553	✠100A1 *with freeboard* 12,38 *(Class Contem. plated)* ✠LMC12,38	Hpl *z*	CL	
38064	Fulham IV 167157 MYPL	Wireless *Mchy. Aft* 1 *Dk* *Cargo battens not fitted* *Cruiser Stern*	1584 1179 918	✠100A1 *with freeboard* 1,39 *(Class Contem. plated)*	Lth	OG	
38065	Fina (*ex* Patria–38, *ex* Virginia–38, *ex* Naukratousa–38, *ex* Stanmore–37, *ex* Morna–37) HPIM	1 *Dk*	*1387* *1058* *806*				
38066	Francis R. Hart	D.F. E.S.D. *Fitted for oil fuel* *Mchy. Aft* *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk*	~~7900~~ 7023 — 4013				
38067	Fukuei Maru No. 2 *(should be "Hukuei Maru No. 2," see No. 38386 in Supplement)*	*Mchy. Aft* 1 *Dk*	1925 1086				
38068	Flevo	Wireless *Mchy. Aft* *Oil Eng.* *Cruiser Stern* 2 *Dks*	400				

8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15
1938	Mitsubishi Jukogyo K.K. Nagasaki	Toyo Kaiun K.K.	436·4 P30′	58·5 B157′	32·8 F41′	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 6Cy. 28¾″–49–¾″ 839 NHP Mitsubishi Jukogyo K.K. Nag.		
1938	Osaka Zosen-sho Osaka	Towa Kogyo Kisen K.K.	270·0	40·0	20·3	Tokyo Japanese	T.3Cy. 18″, 29″ x 50″–39″ 150 NHP Kubota Iron Works, Osaka		
1930 5mo	Smith's Dock Co. Ltd Middlesbro' *Lloyd's* ✠ *CP*	Foss Beck Shipping, Ltd. (A.C. Lensen, *Mgr.*)	336·0 Q89′ *Cell*	60·2 B72′ *Trunk in well* FK DB297′ 1270*t*	24·9 F25′ *FPT* 1	London British ✠ *BH Cem* 74*t*	T.3Cy. 25″, 39″ & 70″–48″ & exhaust turbine driving steam compressor 200lb (*s*) 522 NHP SB 3,9*cf*, 6s 148, HS 6626 FD Smith's Dock Co Ltd. Mdb.	27 ″ 3 s 4 ″ 7½ 22 ″ 10½	
1918 11mo	Federal S.B. Co Kearny, N.J.	G.E. Marden (Wheelock & Co. Ltd. *Mgrs.*)	397·0 T45′ *Shelter dk* *Cell D*	55·2 B110′ FK 1331′ 1512*t*	31·1 F38′ *on* *FPT* 18	Shanghai British *Cem* ✠ *BH* to *W dk* 71*t* *APT* 175*t*	DR geared steam turbine 210lb (*s*) 619 NHP SB (Spt), 9*cf*, 6s 175, HS 8934 FD General Electric Co. Schenectady, N.Y.	24 ″ 11 s 7 ″ 10⅜ 27 ″ 2¾	
1938 8mo	Aalborg Aalborg *Lloyd's* ✠ *CP*	Angb. Aktiebl Ferm T.E.J : son Broström, *Mgr.*)	208·0 216·3 (O.L.) P52′ *Cell D*	33·1 Q83′ FK B106′ 268*t*	12·5 F28′ *FPT* 1	Kristine-hamn Swedish *WB* ✠ *Hpt Cem* 783*t*	Oil Engines 2S.C.SA 5Cy. 13⅜″–22–⅞″ 157 NHP Atlas-Diesel A/B, Skm.	14 ″ 5 s 4 ″ 2¾ 14 ″ 4½	
1919	Ropner & Sons, Ld. Stockton	Hugo Trumpy	413·1 402·0 P49′	52·3 B113′	28·4 F10′	Genoa Italian *WB*	T.3Cy. 27″, 44″ & 73″–48″ 490 NHP Blair & Co. Ld. Stockton		O
1907	Nylands Værksted Oslo	Rederi Sohn A/B (O/Y Ernst Sohn, Ld. *Mgrs.*)	260·0 P21*t*	37·2 H58*t*	17·1 F37*t*	Helsingfrs Finnish *WB*	T.3Cy. 19″, 31″ & 51½″–33″ 152 NHP Nylands Værksted, Oslo		N
1907	Kruse & Banks Marshfield, Or.	Dr. W.J. Ross	193·0	39·0	13·6	Los Angeles Utd. States	Oil Engines NE37		
1938	Deutsche Werft A.G Bet Reihstgwrft Hamburg	Skibs A/S Marina (Fearn. & Astrup, *Mgrs.*)	492·9 ~~P112 F68′~~ P113′	66·1 B74′	36·4	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy. 23⅝″–43–⅛″ 1163 NHP Maschinenfbrk. Augsburg-Nürnburg A.G. Augsburg		N
1914 1mo	Nederl. Schps. Maats. Amsterdam *Lloyd's* ✠ *CP*	Anglo-Saxon Petroleum Co. Ld.	346·5 360·0 (O.L.) P74′ *Cell D*	46·7 F36′ FK Ba41′ 60*t* *AP*	25·3 T53*t* *D* *If* 27′ 440*t*	London British ✠ *BH Cem* (11 *to U dk* 3 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy. 20½″–35–⅞″ 488 NHP ✠ *BI 20lb* Ned. Fabriek van Werk-tuigen, Amsterdam	27 ″ 5 s 4 ″ 9½ 22 ″ 9¾	
1938	Cantieri Riuniti Dell' Adriatico Trieste	Achille Lauro	483·3 465·2 P93′	59·2 B47′	33·8 F48′	Naples Italian *WB*	Oil Engines 2S.C.SA 8Cy. 26¾″–43–⅛″ 1000 NHP Soc An "Fiat" S.G.M. Turin		
1920	Todd D.D. & Const. Co. Tacoma	M. Scuderi	396·4 380·4 P52′	53·1 B102′	27·0 F41′	Catania Italian *WB*	T.3Cy. 24½″, 41½″ & 71½″–48″ 352 NHP Hooven, Owens, Rentschler Co. Hamilton, O.		R
1938 12mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's* ✠ *CP*	Cie. de Navigation d'Orbigny	410·8 425·1 (O.L.) ~~P86~~ *(Cell* *Cell*	55·0 ~~P37′~~ FK *9 Hto Shelter* B554′	22·7 *7 BII Cem* 1024*t* *FPT* 108	La Rochlle French *7 BII Cem* *2nd dk)* *APT* 107*t*	T.3Cy. 24½″, 42″ & 70″–48″ 220lb (*s*) 553 NHP SB 3,9*cf*, 6s 172, HS 8220 FD Cen. Mar. E. Wks. (W. Gray & Co. Ld. W Hpl.	25 ″ 0 s 2 ″ 31 23 ″ 0¾	
~~1938~~ 1939 1mo	Burntisland S.B Co. Ld. Burntisland *Lloyd's* ✠ *CP*	The Mayor, Aldermen & Councillors of the Metropolitan Borough of Fulham (Stephenson Clarke & Associated Companies, *Mgrs.*)	247·5 265·8 (O.L.) Q149′ *Cell D*	39·6 B16′ FK Bu E24′ 168′ 6	16·6 F27′ 51*t* 758*t* *FI*	London British ✠ *B Hpt Asp*	T.3Cy. 16½″, 27½″ & 47″–33″ 200lb *100lb* (*r*) 196 NHP 1SB, 3*cf*, GS 65, HS 2952 FD N.E. Marine Eng. Co. (1938) 7 s 154*t*. *APT* 18*t* Ld. Sld	18 ″ 6 s 5 ″ 11 16 ″ 9	
1919	Forth S.B. & Eng. Co. Ld. Alloa	Scotia Corporation (F. Leon, *Mgr.*)	235·6 Q136′	36·2 B16′	15·6 F30′	Panama Panamanian *WB*	T.3Cy. 18″, 30″ & 50″–33″ 111 NHP Forth S.B. & Eng. Co. Ld.		O
1938	Bremer Vulkan Vegesack	~~United Fruit Co.~~ Mayan S.S. Corp (United Fruit Co. *Mgrs.*)	~~4664~~ 448′ 7	60·3	34·5	Tela Honduran *WB*	T.3Cy. 27⅞″, 42½″ & 66½″–47½″ & LP turbine 480 NHP Bremer Vulkan, Vegesack		
1938	Kawami-nami Kogyo K.K. Nagasaki	Towa Kogyo K.K.	271·7 P87′	40·0 F29′	20·3	Tokyo Japanese *WB*	T.3Cy. 18″, 30″ & 50″–36″ 150 NHP Kawaminami Kogyo K.K. Nagasaki		
1939	N.V. Schpsw Gebr. Pot. Bolnes	Koninklijke Nederlandsche Stoomboot Maats.				Curacao Dutch *WB*	Oil Engines 8Cy. 10⅛″–18⅛″ Gbr. Stork & Co N.V. Hengelo		

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6	7	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières NP=Force en chevaux d'après les formules de la Société RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Grandeur (suite) Franc-bord au milieu du navire. Tirant d'eau correspondant pds.	pc.	15
88069 HPJP	~~Frossoula~~ (ex Kilbane–38, ex General Leman, ex Lussar) Wireless	ss Msl. 2nd No. 3–9,27 ss Msl. No. 2–36 1 Dk (Stl) & deep framing & Awng dk (Irn)	1282 1229 773	✠100A1 Awng dk with freeboard 12,38 0,38 BS11,37	Msl	n	12,38	1903 6mo	Tyne Iron S.B.Co.Ltd. Newcastle Lloyd's s.a & CP	J.E.Vardavas&Co.	220·0 | 33·0 | 21·6 FK Cell D Ba & uE73'f96'221t			Panama Panamanian 5 BHCem APT17t	T.3Cy.17",28"&46"–33" (s) 180lb 70lb 149NHP 1SB,4cf,GS72,HS2560 N.E.Marine Eng Co Ld Nwc	24 " 0 s 5 " 2½ 19 " 0		G
88070 DOAU	Flamingo (ex Reiher–38) Wireless D.F. 1 Dk		975 760 402					1909	Bremer Vulkan Vegesack	ArgoReederei Richard Adler&Co.	220·6 | 32·4 | 13·6 P&B138'F23'			Bremen German WB	T.3Cy.21½",34⅞"&54½"–35½" 179NHP Bremer Vulkan, Vegesack			
88071 237903	F. A. Verdon D.F. Electrically welded Longitudinal framing 1 Dk Mchy. Aft Carrying Petroleum in bulk	Oil Eng.	768 654					1938	J. H. Mathis Co. Camden, N.J.	Diesel Tanker "F.A.Verdon," Inc.	205·1 | 31·5 | 13·0 P10'F20'			New York Utd. States	Oil Engines 2S.C.SA 6Cy.12"–15" 152NHP Fairbanks, Morse & Co. Beloit, Wis.			
88072 171177	Fook Sing (P) Wood 2 Dks		332 153 223					1909	..... Canton	C.C.Skerrett-Rogers	114·8 | 20·8 | 6·7			Shanghai British	O.2Cy.12"&24"–16" 19NHP Kwang Sing, Hong Kong			
88073 1BHM	Fortunstella (ex Eboe–39) Ref. Mchy. ss Bkn. No. 3–11,34 2 Dks (Stl) & Shelter dk (Std–ws)		4364 4239 2934	✠100A1 Shelter dk with freeboard 1,38 BS10,58 ~~BS9,37~~	Lon	z	CL 1,38	1912 12mo	Palmers' Co.Ld. Newcastle Lloyd's s.a & CP	Fratelli Rizzuto	405·1 | 54·1 | 23·5 P31'B78'F47' FK Cell Ba 125'uE 28'f172 10 t/c PT 120t AP 780t			Genoa ~~Naples~~ Italian 7 BHCem on Shelter dk	T.3Cy.26",44"&74"–51" (s) 205lb 5 6NHP 3SB,9cf,GS191,HS3100 FD Palmers' Co.Ld Newcastle	26 " 0 s 2 " 9⅓ 23 " 5		
88074 8320 SEHG	Foxen (ex Askö–39, ex Patria) 1 Dk		1304 1112 717					1920	Stavanger Stöberi&Dok Stavanger	O.F.Ahlmark&Co. Eftr. A, B	242·7 | 37·2 | 14·7 P21'B60'F24'			Karlstad Swedish WB	T.3Cy.17½",28½"&48"–33" 132NHP Stavanger Stöberi&Dok			V
88075 D.F.	Franche Comté (ex Loosdrecht–39) Oil Eng. Mchy. Aft Cruiser Stern 1 Dk Longitudinal framing at bottom & deck in centre tanks		9314 8653 5592	✠ ... 2,39 Carrying Petroleum in bulk	Rot	e†	CL	1936 8mo	Odense Staalskibsvft ved A P Møller Odense Lloyd's s.a & CP	Soc. Française de Transports Pétroliers S.A.	483·9 | 65·2 | 35·7 P98'B31'F37' FK Cell D Bu E 81'329t DTf 26'443t			Havre French 14 BH	Oil Engines 4S.C.SA 7Cy.29½"–50½" 572NHP 2 DB Akt. Burmeistr & Wain, Cpn PT 167t AP Ts 230t	25 " 10		
88076	Fredrick S. Fales Oil Eng. D.F. E.S.D. Gy.C. Mchy. Aft Cruiser Stern Longitudinal framing		10500	100A1 (Class Contemplated) Carrying Petroleum in bulk				1939	Cantieri Riuniti Dell Adriatico Monfalcone	Socony Vacuum Oil Company, Inc.	490·2 | 70·0 | 37·0 P107'B41'F35'			British	Oil Engines 2S.C.SA 8Cy.26¾"–43⅞" Soc.An "Fiat" S.G.M. Turin			
88077	Fidelitas (ex Bolton Castle–39) ss N.Y.L. No. 3–6,26 ss Nwc No. 2–34 2 Dks (Stl) & Web frames Longitudinal framing		5826 5407 3689	✠100A1 8,37 LMC MS7,34 ~~DBS7,38~~ Carrying oil fuel F.P.	Ant	a†	CL 6,38 above	1914 6mo	W. Hamilton&Co.Ld. Pt. Glasgow Lloyd's s.a & CP	Soc. Anon. di Nav. "Mare Nostrum"	424·2 | 53·0 | 29·9 P36'B145'F48' FK Intermediate tce on dk Bft in No. 3 and dispensed with Cell D B 4124 uE & B 43' f 194'			Genoa Italian Cem 6 BH to U dk 1 " 2nd dk only 1231t DTa 27	T.3Cy.28⅝",45"&75"–51" (s) 1801b FD 568NHP 3SB(Spt)9cf,GS161,HS8490 D.Rowan&Co.Glasgow 756t FPT64t APT124t	32 " 6 s6 " 4½ 26 " 3½		
88078 PEDN	Fram Oil Eng. Mchy. Aft Cruiser Stern		~~425~~ 423 ~~265~~ 224	100A1 (Class Contemplated)				1939	N.V. Schpsw "Foxhol" Foxhol	N.V. Motorschip "Fram"	~~147·3 | 26·2 | 10·3~~ 149·3 | 26·2 | 9·4 P46 Q45 F17'			Groningen Dutch	Oil Engines 4S.C.SA 6Cy.11½"–18½" Werkspoor N.V. Ams.	10 " 4 s3 " 5⅝ 10 " 3½		
88079 15951g YRCK	Faunus (ex Selene–39) Oil Eng. Mchy. Aft ss Rot. 2nd No. 3–5,38 D.F. ss Ams. No. 1–36 2 Dks (Stl) & Web frames	Twin Sc	3200 3330 2706	✠100A1 7,38 DBS7,38 Carrying Petroleum in bulk	Bkn	v	CL 85,36 P 12,36	1914 6mo	Caledon S.B.&E.Co.Ld Dundee Lloyd's s.a & CP	Anglo-Saxon Petroleum Co. Ld.	~~244·8 | 46·1 | 25·5~~ 244·8 | 46·1 | 25·5 P74 Q31 FK Cell D Bu E 44'356t FPT 70t AP 1111t/7 52 264t			Hong Kong British 14 BH Cem (11 to U dk 3 " 2nd " only)	Oil Engines 4S.C.SA 12Cy.20½"–35⅞" 488NHP DB 120lb Ned. Fab.& Werk. Ams.	27 " 7 s 4 " 11½ 22 " 9¾ s 3 " 11½ 22 " 9¾		
88080 OFDU	Francine (ex Fredavore–39, ex Thames) Well deck 1 Dk (pt Irn & pt Stl) & deep framing Wireless Cargo battens not fitted	ss Hfs. 2nd No. 3–8,31 ss Sws. No. 1–36	1097 856 704	✠100A1 4,39 1,36 LMC MS7,36	Sws	n	CL 9,38	1905 9mo	S.P.Austin &Son.Ld. Sunderland Lloyd's s.a & CP	Laiva O/Y-Fennia & S.Co.Ld. (John Narminon O/Y. Mgrs.) Cell D Ba 60'	222·1 | 33·3 | 14·4 P75 B19'F23' FK L17'f96 278t FPT			Helsingfrs Finnish 4 BH Cem	T.3Cy.18",29½"&48½"–33" (s) 1601b 115NHP 1SB,3pf,GS62,HS2871 G.Clark,Ld.Sunderland	16 " 6 s 1 " 2½ 15 " 6		
88081	Franz E. Schütte D.F. E.S.D. 2 Dks Sub.Sig. Ref.Mchy. Cruiser Stern		2250					1939	Rickmers Werft Wesermünde-G	Argo Reederei Richard Adler&Co.	295·2 | 42·6 | 23·6 P38'B71'F39'			Bremen German WB	2-4Cy.(2)14⅛"&(2)31½"–51½"&LP turbine with DR gearing & hydraulic coupling HS3060 266NHP Ottensener Mech.G.m.b.H. Altona			
88082	Fulham V Wireless Mchy Aft Cruiser Stern		1584	100A1 with freeboard (Class Contemplated)				1939	Burntisland S.B.Co.Ld. Burntisland	The Mayor, Aldermen & Councillors of the Metropolitan Borough of Fulham (Stephenson Clarke & Associated Companies, Ld. Mgrs.)	247·0 | 39·6 | 16·5 Q149'B16'F28'			London British	T.3Cy.16½",37½"&47"–33" N.E.Marine Eng.Co.(1938) Ld. Sld.			
88083	Franco Martelli Oil Eng. Mchy. Aft Cruiser Stern 1 Dk & pt 2nd dk Carrying Petroleum in bulk Longitudinal framing-bracketless system		10800					1939	Cant. Nav. Riuniti Palermo	Azienda Generale Italiana Petroli	491·1 | 68·3 | 36·4 P153'B53'F61'			Genoa Italian	Oil Engines 2S.C.DA 6Cy.25½"–45½" 1525NHP Soc.An "Fiat" S.G.M. Turin			

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ: RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Where built in Lat. Long.
88084	**Fana**	2 Dks Cruiser Stern	1345					1939	Nylands Verksted Oslo	SkibsA/SVilhelm TorkildsensRederi (V.Torkildsen, *Mgr.*)	250·9 | 41·3 | 14·8	Bergen Norwegian *WB*	C 2Cy 16¾" & 33 7/16" – 33 7/16" & LP turbine with DR gearing & hydraulic coupling 54 NHP Nylands Verksted, Oslo		
	Wireless														
88085	**Fortunata** (*ex* Eregli–39, *ex* Erinoula, *ex* Sweethope)	ss Bly. 2nd No. 3–5,31 ss Bly. No. 1–36 1 Dk (pt I rn & pt St'l) & deep framing	2715 2513 1708	✠ 2,36	Bly	*u*		1905 1mo	Sunderlnd S.B.Co.Ld. Sunderland	M. Scuderi	314·0 | 46·5 | 20·6 I 31 B 152 F 30′ FK	Catania Italian 5 *BH Cem*	T. 3Cy. 23″, 38″ & 62″–42″ NDB 27 262 NHP 2 SB *Gpf*, Gs 111, HS 4124 N.E. Marine Eng. Co. Ld Sld	23 ″ 0	I 4 †
	(STRANDED 11,36—REFLOATED—NOW TRADING)									*Cell D Ba* 110′ *uE & B* 36′	*f* 122′ 701*t* *FPT* 100*t*	*APT* 125*t*			

1 No. in Book. Official No. Code Letters	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck Net.	5 Particulars of Classification. Character.	6 Port of Survey	7 Year when last special survey was completed	7* Date when mill shaft last tested.
88201 JPDL	**Gassan Maru**	D.F. *Cruiser Stern* 2 *Dks*	4470 3510 2560				
88202 SVXT	**George. M. Livanos**	D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern* *Longitudinal framing at upper deck*	3482 *4974 with freeboard* 3209	✠100A1 Hpl 2.39 ~~(Class Contem. plated)~~ ~~✠LMC 6.38~~	Hpl		CL
88203 MMZL	**Gladys Moller** (ex ~~Haltickmets~~–38, ex Bito, ex Centurion, ex Crown of Galicia)	2 Twin Masts D.F. ss Ham. No. 1–37 ss Ham. 2nd No. 3–2,33 2 *Dks* (*Stl U–pt ws*)	5295 4707 3294	100A1 ~~Hpl~~ 3,3~~8~~ ~~BS 1,37~~ 1,38	Ham	*y*	CL 6,37
88204 EAJK	**Gante** (ex Udondo–38, ex Guadiaro, ex Black Prince. ex Provan) Sub.Sig.	ss Pbo. 2nd No. 3–3,29 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*	3925 3647 2560	✠ 7,35 *Spar dk* ✠	Cff	*w*	
88205 GNNR	**Grayburn**	1 *Dk & Shelter dk* *Longitudinal framing at decks* *Cruiser Stern*	6342 5804 *with freeboard* 3739	✠100A1 Sld 3,39 ~~✠LMC 0.~~ *Fitted for oil fuel* 3,36	Mob	*t*	CL 3,39 *P. above* 150' F
88206 GNNK	**Goodleigh**	D.F. 1 *Dk & Shelter dk* *Cruiser Stern*	5448 4987 *with freeboard* 3208	✠100A1 Sld 10.38 ~~(Class Contem. plated)~~ ~~✠LMC 6.38~~	Fal	*a*	CL
88207	**Giotto** (ex Feng-Pu–38, ex Thong-San[illegible], ex Patani)	1 *Dk & deep framing*	1911 1172				
88208 LLAA	**Giuseppe Messina** (ex Barion–38, ex Jari–36, ex Ida ss Osc. 2nd No. 3–1,26 ex Zschimmer, ex Cambrian) ss Ham. No. 2–34	*Well deck* 1 *Dk* (*Stl*)	863 614 484	✠ ... 6,36	Ham	*l*	
88209 JLWM	**Genzan Maru** (ex Pei Ping–38, ex Jun San Shi–35. ex Cape St. Martin. ex Rotenfels) ss Spt. 2nd No. 3–8,33	1 *Dk* (*Stl*) & *Spar dk* *Stl–pt teaks*) *Web frames* ss Kob. No. 1–38	5692 5279 3576	✠100A1 Kob *Spar dk* 7,38 ~~7,37~~ ~~✠LMC 6.37~~		*a*	CL 6,36 6,38
88210 GPN	**Glenroy** (P)	Twin Sc *Oil Eng.* D.F. E.S.D. 3 *Dks* *Ref. Mchy* *Cruiser Stern*	~~10000~~ 6937 7788 5300				
88211 DHJI	**Gisela** (ex Gretchen Müller–38) Sub.Sig. Wireless	1 *Dk*	1422 1098 720				
88212 VRBQ	**Gemlock** (ex Hai Yu–38, ex Kelsomoor–37, ex Kelsomead, ex Kelsomoor) ss Smk. 2nd No. 3–2,39	1 *Dk* (*Stl*)	3194 2986 2022	✠100A1 Shi ~~5,33 6,37~~ 2,39 ~~(Class Contem. plated)~~ ~~✠LMC 6.38~~		*u*	CL ~~3,37~~ 2,39
88213 ~~HGH~~ MVMB	**Galway** (ex Lady Wimborne–38) ss Dub. No 3–3,28 ss Dub. No 2–36	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	1302 1062 629	✠100A1 Ard *Shelter dk* *with freeboard* 5,38 ~~8,06~~ ~~DS 4,35~~ 5,39 ~~LMC 4.36~~		*r*	CL ~~4,36~~ 5,39
88214 VBVQ	**Golly** (ex Kate–38, ex Velang, ex Star)	1 *Dk*	627 525 345				
88215 LJZZ	**Gard**	D.F. 1 *Dk* *Oil Eng* *Mchy. Aft* *Cruiser Stern*	8259 7562 4959	✠100A1 Got ~~Hpl 6.38~~ ~~(Class Contem. plated)~~ *Carrying Petroleum in bulk* ~~MC 1.38~~	Rot	*ct*	CL
88216	**Governor Wright** (P) Wireless	*Oil Eng.* 1 *Dk* *Cruiser Stern*	~~550~~ ~~360~~ 506 341 308	✠100A1 HKg 12.38 ~~(Class Contem. plated)~~ *Philippine Coasting Service* ~~✠LMC 2.38~~		*g*	CL
88217	**Goyo Maru**	*Ref. Mchy.* *Cruiser Stern*	5950				

8 When Built	9 By Whom Where Built	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. N.H.P.—Horse power by Society's formula; I.H.P. power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Proposed summerload draught. Corresponding draught.	15 Engineers to work Class 1 or 2 Notation.
1938	**Uraga** Dock Co. Ld. Uraga	Kita Nippon Kisen K.K.	354·0 P51	49·2 B131'	28·8 F36'	Otaru Japanese	4Cy.(2)13"&(2)23⅝"–15⅝"& L.P. turbine with D.R. gearing HS5071 350 N.H.P. *WB* Uraga Dock Co. Ld. Uraga		
1938 8mo	**W. Gray & Co. Ld.** W Hartlepool	~~S.G. Livanos.~~ Livanos Maritime Co. Ld (N G Livanos *Mgr.*)	441·1 456·8 (O.L.) F48'	57·7 FK	26·7 *7 B H Cem*	Chios Greek	T.3Cy.24",40"&68"–48" 225lb (*s*) 492 N.H.P. 6SB (Spt) *9cf*, GS145, HS7020 Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl.	29 " 4 s8 " 6¾ 26 " 0	CL
1906	**A. Stephen & Sons, Ld.** Glasgow	Moller Line, Ld. (Mollers' Ld. *Mgrs.*)	400·0 P84' B173' F42' 2559	52·0 FK	27·1 *6 B H Cem*	Shanghai British	T.3Cy.26½",42"&70"–54" (*s*) 180lb NDB20 484 N.H.P. 3SB, *9cf*, GS173, HS6015 FD A. Stephen & Sons, Ld. Gls.	29 " 9 25 " 4 24 " 8	
1903 1mo	**Russell & Co** Pt. Glasgow	Pedro Perez Gante *Intermediate*	345·2 P20' B202' F37'	49·9 FK	17·9 *6 B H Cem*	Bilbao Spanish	T.3Cy.25",41"&67"–45" NDB20 340 N.H.P. 2SB, *9pf*, GS142, HS6138 Rankin & Blackmore. Grk.	28 " 5	G †
1938 9mo	**Sir J. Laing & Sons, Ld.** Sunderland	Wallem & Co. Ld.	453·2 471·4 (O.L.)	63·7 FK	27·0 *7 B H Cem*	London British	T.3Cy.25",43"&72"–51" 220lb (*s*) 502 N.H.P. 2SL (Spt) *9cf*, GS146, HS7179 G. Clark (1938) Ld. Sld.	31 " 0 s4 " 2½ 27 " 0¾	CL
1938 10mo	**W. Pickersgill & Sons, Ld.** Sunderland	Tatem Stm Nav Co. Ld. (W. J. Tatem, Ld. *Mgrs.*)	430·1 447·2 (O.L.) F38'	56·2 FK	26·8 *7 B H Cem*	London British	T.3Cy.24",40"&69"–48" 220lb 39"(s) 502 N.H.P. 2SB (Spt) & 1 Aux SB, *9cf*, GS165, HS7225 FD Richardsons, Westgarth & Co. Ld. Hpl.	29 " 4 s8 " 9½ 25 " 9	
1907	**Schiffsw. v. Henry Koch** Lübeck	Cia. Italiana di Nav. S.A.I. (Chinese Italian Nav. Co. Ld)	265·8 136' B75' F38'	40·0	16·5	Shanghai Italian	T.3Cy.17½",28¾"&46½"–32½" 12 N.H.P. *WB* J. F. Ahrens, Altona		
1900 4mo	**Mackie & Thomson** Glasgow	Marcello Messina	219·1 207·4 Q63' B64 F22'	30·6 FK	12·5 *4 B H Cem*	Genoa Italian	T.3Cy 16⅝",29"&48"–33" 158 N.H.P. 2SB, *4cf*, GS71, HS2686 A. Stephen & Sons, Glasgow	14 " 9	I †
1906 11mo	**J.C. Tecklenborg A.G. Weser-münde-G.**	Miyachi Kisen K.K.	421·0 P58' B125' F51'	55·1 FK & BK 2"	20·3 28·3 *6 B H only* *Cem*	Kobe Japanese	Q.4Cy.24",34⅝",50⅜"&74"– 33½" 213lb (*s*) 501 N.H.P. 3SB, *9cf*, GS156, HS6456 J.C. Tecklenborg A.G. Wsm	31 " 2 8 " 5½ 25 " 0¼	
1938	**Scotts' S.B. & Eng. Co. Ld.** Greenock	Glen Line, Ld.	~~LS 10000 D 17500~~ P43' L204' F19' 488·0	66·4	31·8	Liverpool British	Oil Engines 2S.C.D.A. 12Cy.24⅜"–55½" 2469 N.H.P. *WB* Akt. Burmeistr & Wain, Cpn	38 " 0 s7 " 8 30 " 6½	G
1909	**Akt. Ges. "Neptun" Rostock**	Emder Dampfer-kompagnie A.G. (Wilh. Nübel, *Mgr*)	256·1 Q94' B59' F30'	35·7	14·7	Emden German	T.3Cy.17⅛",27⅛"&46⅞"– 31½" 121 N.H.P. *WB* A.G. "Neptun," Rostock		G
1914 1mo	**J. Blumer & Co.** Sunderland	G.E. Marden (Wheelock & Co. Ld. *Mgrs.*)	331·2 327' B95' F29' 112' *u* E24' *f* 136' 830 *t*	47·7 FK	22·5 *5 B H Cem*	Shanghai British	T.3Cy.24",39"&65"–42" (*s*) 180lb NDB30 291 N.H.P. 2SB, *6cf*, GS111, HS4100 N.E. Marine Eng Co. Ld. Sld	24 " 6 s3 " 8½ 21 " 0	
1915 ~~Stm~~	**Clyde S.B. Co. Ld.** Port Glasgow	~~British & Irish Stm. Packet Co. 1906~~ ~~Ld.~~ Coast Lines, Ltd.	260·0 271·0 (O.L.) B88' F33' *on Shelter dk*	38·2 FK	14·6 *5 B H Cem*	Liverpool British	T.3Cy.19½",31"&52"–36" (*s*) 180lb 216 N.H.P. 2SB, *6cf*, GS116, HS3896 Clyde S.B. & E. Co. Ld. P. Gls	17 " 0 s " 2¾ 16 " 10¾	
1904	**Porsgrund** Mek. Værks Porsgrunn	Ugo Pace	175·0 Q45' B104' H27' F28'	28·5	11·5	Malta British	C.2Cy.18 3/16"&29 1/16"–23" 35 N.H.P. *WB* Porsgrund N.V. Porsgrunn		N
1938 11mo	**Eriksbergs M.V. Aktieb.** Gothenburg	Skibs A/S Cerona (H.M. Wrangell & Co. A/S, *Mgrs.*)	469·2 486·3 (O.L.) T92' B28' F41'	61·1 FK	34·5 *12 B Hpt Cem*	Haugesnd Norwegian	Oil Engines 2S.C.D.A. 6Cy.17½"–47¼" 614 N.H.P. Eriksberg M.V. Aktieb. Got	34 " 0 s7 " 5 26 " 9½	
1938 12mo	**W.S. Bailey & Co. Ld.** Hong Kong	La Naviera Filipina, Inc.	157·6 163·0 (O.L.) F20' *Shade dk* *FPT* 17 *t* *APT* 25 *t*	28·1 FK	9·1 *4 B H Cem*	Cebu, P.I. U.td. States	Oil Engines 4S.C.S.A. 6Cy 14 1/16"–22 13/16" 123 N.H.P. Humboldt-Deutzmotoren, A.G. Köln-Deutz	11 " 6	
1938	**Kawasaki Dkyd. Co. Ld.** Kobe	Goyo Shosen K.K.	440·0	60·0	40·0	Japanese	2DR geared steam turbines 830 N.H.P. Kawasaki Dkyd Co Ld Kobe		

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques.	3 Matériaux, Gréement, etc. Nombres des Ponts.	4 Tonnage Officiel. Tonnage Total. Nombre de Ponts. Nombre de Mats.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Tonnage brut. Tonnage net.	7 Machines. Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Consommation du combustible en tonnes par jour. Vitesse d'essai en milles du navire. Vitesse correspondante.	15 Registre de Navire. Certificat de Classe. Dispositif Spécial.
88218 GJYU	**Giyu Maru**	*Oil Eng.*	870				1938	Mihara S.B.Yd. Osaka	OkamotoTamazi	185·0 | 31·0 | 17·0	Japanese	Oil Engines 4S.C.SA 6Cy.12⅛"–19¾" 95NHP NipponHatsudokiKK.Kob		
88219 DJXT	**Georg L-M. Russ** D.F. E.S.D.	1*Dk* *Cruiser Stern*	2930 2627 1662				1938	Flensburger Schiffsb.Ges. Flensburg	Schiffahrt und Assekuranz, Ges.E.Russ&Co.	342·2 | 52·5 | 18·2 P27'F308'	Hamburg German	T.3Cy.22⅛",34⅝"&56⅛"–87" & LP turbine with *WB* DR gearing & hydraulic coupling ns 8·14 366NHP FlensburgerSchiffsb.Ges.		
88220 IKQM	**Giuseppina** (*ex Sailing Vessel* Basilio–38, ex Fidente) *(See Sailing Ship Register Supplement)*	Wood Aux Bkn *Oil Eng.* 1*Dk* 2 *tr B*	392 366 316				1922	E.Gottuzo Chiavari	FratelliLuxardo, R.Scopini& M.Nesi	136·4 | 29·2 | 14·2	Zara Italian	Oil Engines 4S.C.SA 4Cy.11"–16⅛" 47NHP *Emaded fitted 38* DeutscheWerkeKielA.G. Kiel		I°
88221 OJYV	**Gertrud** D.F.	*Oil Eng.* 1*Dk* ~~2 *Dks*~~ *Cruiser Stern*	2282 1933 1285				1938	Helsingörs Jernsk&Msk. Elsinore	Dampsksisk.Torm A/S(A.Schmiege-low&A.Kampen, *Mgrs.*)	~~325·0~~ | 45·8 | ~~28·8~~ F76' 18·4 326·8 |	Copnhagn Danish	Oil Engines 2S.C.SA 8Cy.19¼"–35⅞" 510NHP *WB* HelsingörsJernsk.&Mskb.		
88222 LKCX	**Germania** 1*Dk.2nd Dk in eng.spc.* *Longitudinal framing at bottom & keel in D.F. E.S.D.* 1*Dk* *Butts shell & deck plating electrically welded, Mchy. Aft.*	Twin Sc *Oil Eng.* *Cruiser Stern* *centre tanks*	9977 8921 5800	✠100A1 1,39 ~~Lyne~~ *Class Contem plated)* *Carrying Petroleum in bulk* ✠LMC1,39	Ham *e*†	CL	~~1938~~ 1939	Deutsche WerftAG Bet Finkenwrder Hamburg	TheTexasCo. (Norway)A/S (H.C.Mathiesen, *Mgr.*)	503·8 | 67·4 | 34·3 022·0(o.L.) ~~P122~~ B38'F60' P123' *Lloyd's SA&CP*	Oslo Norwegian FK *Cell DB* 17 *B II pt Cem* uE79'2 6 t *LDTf* 27'388 t *PT* 12 9 t *AT* 790 t	Oil Engines 2S.C.SA 16Cy.20½"–35⅞" 1167NHP 2DB 771 ft & 2DB (WT) 17 ft 6 Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg	34 *n* 2 s 6 *n* 8½ 27 *n* 8	
88223	**Glory** *Mchy.Aft* *Cruiser Stern* 1*Dk*	*Oil Eng.*	350 165				1939	Bodewes Schpswerven v/hGebr G.& H.Bodewes Martenshoek	K.Veenma	124·6 | 23·9 | 9·3 P34'Q49'F17'	Groningen Dutch	Oil Engines 2S.C.SA 4Cy. *WB* N.V.Mchfb.Bolnes,Bolnes		
88224 EAET	**Galdames** (*ex* Aldam–38, *ex* Galdames–38)	*ss* Bbo.No.3–3,30 *ss* Bbo.No.1–34 1*Dk* (*Stl*) *Cargo battens not fitted*	3337 3002 2013	✠100A1 12,37 BS10,38	Cdz *u* ✠LMC4,34	CL 10,38	1918 9mo	Soc.Anon. Astilleros del Nervion Bilbao	Auxiliar MaritimaS.A. *Lloyd's SA&CP*	325·7 | 47·1 | 22·5 P31'B80'F39' *Cell DB* 280'8 18 t *FPT* 130 t	Bilbao Spanish FK 6 *BH Cem*	T.3Cy.24",40"&65"–45" (*s*) 180lb *100lb* 295NHP s 2SB,6*cf*,GS121,RS4374 Astilleros del Nervion,Bbo	24 *n* 11 s 4 *n* 4½ 20 *n* 9	
88225 MKLZ	**Glen Spray** (*ex* Halladale–39, ex Roswall–38, *ex* Mary Aiston II) *Well deck* *Mchy. Aft* ~~*cargo battens not fitted*~~	K *ss* Dub.No 3–5,33 *ss* Shl.No.1–37 1*Dk* (*Stl*)	305 211 122	✠100A1 ~~3,30~~ ✠ MO MS9,37 LS8,38 *Fitted for pumping fr carrying sand in bulk* 2,39	Abn Bly	CL N9,37	1921 1mo	Crabtree& Co.Ld. Gt.Yarmouth	SouthWalesSand &GravelCo.Ld. (R.A.Bevan, *Mgr.*) *Lloyd's SA&CP*	130·0 | 23·2 | 9·5 *24·3* Q51'B9'F16'	Swansea British FK 3 *BH Cem* *FPT* 21 t *APT* 28 t	C.2Cy.16"&33"–22" (*s*) 130lb 61NHP s 1SB,2*pf*,GS37,RS1183 Crabtree&Co.Ld.Gt.Yar.	10 *n* 6 s *n*9½ 9 *n* 10	
88226 ICEF	**Giorgio Fassio** (*ex* Atlantic Sun–39) *Mchy.Aft* 2*Dks* (*Stl*) & *Web frames* *Longitudinal framing*	*ss* Phl.No.3–4,32 *ss* Phl.No.1–36	6735 6038 4146	✠100A1 2,39 ✠LMC MS2,36 BS1,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4, 20 *F.P. above* 1 60° F.	Phl *b*†	CL 2,38	1920 4mo	SunS.B. Co. Chester,Pa.	Villain&Fassio Soc.Anon.Italiana diNav. Mercantile *Cell DB uE* & *B* 60' 259 t *FPT* 222 t *APT* 57 t	429·3 | 59·2 | 31·4 P133'B36'F40' FK 17 *B II pt Cem* (13 *to U dk* 4 „ 2*nd*„)	Genoa Italian 165lb 612NHP s SB,9*cf*,GS207,RS9198 SunS.B.Co.Chester,Pa.	33 *n* 3 s 6·10¾ FD 26 *n* 7½	
88227	**Genkai Maru** Windlass	2*Dks*	3800				1939	TamaS.B. Co.Ld. Tama	ShimataniShosen K.K.	337·9 | 48·2 | 26·2 P29'B100'F31'	Kobe Japanese	T.3Cy.22⅞",33⅞"&59⅛"–44⅜" & exhaust turbine driving steam compressor 2o2NHP TamaS.B.Co.Ld.Tama		
88228 MNNJ	**Guernsey Queen** D.F. E.S.D. *Mchy.Aft*	1*Dk* *Oil Eng.* *Portable dk in No.2 hold* *Cruiser Stern*	~~556~~ 567 367 277	~~✠100A1~~ 5,39 (*Class Contem plated*)	Lth *h*		1939 9mo	Burntislnd S.B.Co.Ld. Burntisland	BritishChannel IslandsShipping Co.Ld. *Lloyd's SA&CP*	169·8 | 28·1 | 9·7 175·8(o.L.) *29·4* P53'O51'F17' *Cell DB* 108'1 48 t *DTa* 0'73 t *FI T* 60 t *AT* 10	London British FK 3 *BH*	Oil Engines 2S.C.SA 6Cy.13⅜"–22⅞" 157NHP A/B Atlas-Diesel,Skm.	11 *n* 11 s 4 *n* 6½ 11 *n* 9½	
88229 VSPV	**Giang Bee** (*ex* Reijniersz–39)	1*Dk*	1646 1330 999				1908	Maats Fyenoord Rotterdam	HeapEng.Mch S.S.Co.Ld.	270·4 | 40·2 | 16·9 P33 B75'F30'	Singapore British	T.3Cy.19",31½"&51½"–39" 165NHP *WB* Maats.Fyenoord,Rot.		
88230	**Gallia** D.F. E.S.D. *Mchy.Aft*	Twin Sc *Oil Eng.* ~~*Lyne*~~ *Cruiser Stern*	9968 8921 5782	100A1 (*Class Contem plated*) *Carrying Petroleum in bulk*			1939	Deutsche WerftAG Bet Finkenwrder Hamburg	TheTexasCo. (Norway)A/S (H.C.Mathiesen, *Mgr.*)	503·8 | 67·4 | 34·3 P122'B38'F60'	Oslo Norwegian	Oil Engines 2S.C.SA 16Cy.20½"–35⅞" Maschinenfbrk Augsburg-Nürnberg A.G.Augsburg		
88231 BABD	**Gayarre** (*ex* Arichachu–39) *ss* Bbo.No.3–1,39 ~~*ss* Bbo.No.3–1,31~~ ~~*(Class Contem plated)*~~ 1*Dk* (*Stl*) & *Web frames* *Longitudinal framing* *Cargo battens not fitted*		3270 3069 2103	✠100A1 4,39 ~~Lyne~~ BS4,39	Bbo *v* ✠LMC6,38	CL 6,38	1920 12mo	Echevarieta y Larrinaga Cadiz	~~A.Alvarez,S.enC.~~ A.Alvarez Gonzalez *Lloyd's SA&CP*	331·0 | 48·0 | 23·3 I·31'B91'F32' *Cell D* B284'8 72 t *FPT* 63 t *AI* F175 t	Aviles Spanish FK 5 *BH Cem*	T.3Cy.25",41"&68"–45" (*s*) 180lb *90lb* 411NHP s 2SB,8*cf*,GS148,RS6882 J.G.Kincaid&Co.Ld.Grk.	23 *n* 8 s 0½ FD 21 *n* 10	
88232 SVKM	**Georgios Potamianos** (*ex* Petros Nomikos–39, *ex* Anuasis–38, *ex* Gleurazan)	*ss* Liv.No.3–8,26 *ss* Pir.No.2–35 1*Dk* (*Stl*) & *Shelter dk* (*pt Irn pt Stl*) & *Web frames* *Longitudinal framing*	4044 3719 2561	✠100A1 *Shelter dk* *with freeboard* 6,37 ✠LMC MS5,38 BS5,38	*x*	CL 6,38	1913 9mo	Antwerp Eng.Co.Ld. Hoboken *Lloyd's SA&CP*	EpirotikiStm.Nav. Co."GeorgePotamianos" *Cell D Ba* 115'*uE* 24'*f* 167'	370·4 | 51·9 | 24·3 I·22'F36'*on Shelter dk* FK 1038 t *DTf* 18'636 t *APT* 140 t	Piræus Greek 7 *BH Cem*	T.3Cy.25",41"&68"–48" (*s*) 180lb 374NHP s 3SB,9*cf*,GS177,RS6116 G.Clark,Ld.Sunderland	26 *n* 9 s 2 *n* 9½ 24 *n* 1	

1 No. in Book. / Official No. / Code Letters	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey / Date of last Survey. / Year completed / Equipment Letter	7a Date when tail shaft last recon.	8 9 Built. When / By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding Draught. ft. in.	15 Registers in which passes. If not in L. Date of first entry
88233 143523	Glamorgan Coast (*ex* Finola-39) *ss* Dub. No. 3-3,34 *Machy. Aft Well deck* 1 *Dk* (*Stl*)	879 621 374	✠100A1 8,38 Bkn *l* BS3,39 ... C3,34	CL 1,36	1921 2mo Dkyd. Co. Ld. Dublin *Lloyd's* 24 *CP*	CoastLines, Ld. *CellDBu B32'*	200·0 30·8 13·2 32·6 207·6 (o.l.) BK7' Q128 F28' 102' 161 *t FPT* 123 *t APT* 49 *t*	Liverpool British *BHCem*	T.3Cy. 17½", 27½" & 45"-33" 180lb (s) 155 NHP 28B, 4*cf*, 3879, HS2784 Ross & Duncan, Glasgow	15 " 3 4 " 1½ 15 " 2¾	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Ex-nom, s'il y a lieu	3 Matériaux. Groupement, etc. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière visite.	6	7	7* Date de la dernière visite de Tarière porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. Nos. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Vitesse sur Quille. Franc-bord du navire. Tirant d'eau. Tirant d'eau pendant parc. pé.	15
88351 SVXN	**Helene Kulukundis** D.F. E.S.D.	1 *Dk* *Shelter dk* *Cruiser Stern* *Longitudinal framing at bottom of at decks.* *Arc reform'*	5548 4933 3234	✠100A1 *with freeboard* 7,38 7,39 *Fitted for oil fuel*	Nwc	CL	7,38 *F.P. above*	1938 7mo	Short Bros. Ltd. Sunderland *Lloyd's SA & CP*	AtlanticosS.S.Co. Ltd. (Kulukundis ShippingCo.S.A. *Mgrs.*)	420·6 (O.L.) 433·5	60·5 FK	26·3 *pt Cem*	Piræus Greek Japanese	T.3Cy.23½",38"&66"–45" 2201b (*s*) 426NHP 2SB,(Spt&FD)&1AuxSB, 8cf,GS254 N.E.MarineEng.Co(1938) Ltd Nwc,	28 " 9 83 " 0½ 25 " 11½	
88352 JMIM	**Hukusei Maru** (*ex* FooShong–38, *ex* Canadian Victor–37)	ssMtl.No.3–7,33 2 *Dks* (*Stl*)	5802 — 4122	✠ ... 8,38	Gls	*y*		1920 8mo	Canadian Vickers, Ltd. Montreal	TaiheiyoGyogyo K.K. *Cell DB*	400·0 P50'B120'F51' 333'1025*t* *FPT* 149*t*	52·4 FK 6 *BHpt Cem* *APT* 123*t*	28·5	Tokyo Japanese	T.3Cy.27",44"&73"–48" 520NHP 3SB,9*cf*,GS198,HS7800 Canadian Vickers, Ltd. Mtl.	31 " 2	
88353 JFFM	**Hokuzyu Maru** (*ex* HokujuMaru–38, *ex* Campden Hill–37, *ex* Umlazi–37, *ex* Rosyth Castle, *ex* War Earl)	ssMdb.No.3–4,31 ssMdb.No.1–36 1 *Dk* (*Stl*)	4246 3915 8003 2004	✠100A1 5,38 ~~9,36~~ LMC 09,36 BS5,38	Mdb	*e*	CL 6,38 N1,38	1918 8mo	Canadian Vickers, Ltd. Montreal *Lloyd's SA & CP*	KitagawaKaiun K.K. *Cell DB*	380·4 P43'B102'F41' 316 1367*t* *FPT* 102 *APT* 136*t*	49·2 FK 6 *BHI*	26·7	Osaka Japanese	T.3Cy.26",44"&73"–48" (*s*) 1801b 471NHP 8SB,9*cf*,GS171,HS6660 FD Canadian Vickers, Ltd. Mtl.	30 " 1 5 " 11¾ 24 " 5	
88354 JQPG	**Hokuan Maru** D.F.	*Oil Eng.* 2 *Dks*	3712 768 3084					1938	TamaS.B. Co.Ld. Tama	DairenKisenK.K.	347·8 P34'B82'F31'	50·2	24·1 24·5	Dairen Japanese	Oil Engines 4S.C.SA 10Cy.21½"–39½" 453NHP *WB* TamaS.B.Co.Ld.Tama		
88355 MMZG	**Helga Moller** (*ex* DeikeRickmers–38, *ex* Aker, *ex* Istok, *ex* Kurmark)	ssHam.2ndNo.3–5,35 2 *Dks* (*Stl U–pt* teaks)	5546 4883 3348	100A1 8,38 ~~12,37~~ ~~BS7,37~~	Ant	*s*	CL 12,37 N7,38 LMC 8,38	1912 *Lloyd's*	Rickmers Akt.Ges. Bremerhaven *CP*	MollerLine,Ld. (Moller's Ld. *Mgrs*) *Cell DB*	401·0 P50'B134'F35' 68*t* *FPT* 146*t*	52·2 FK *APT* 8*t*	27·5	Shanghai British	T.3Cy.28",45"&74"–51" 1921b FD 510NHP 3SB(Spt)9*cf*,GS225,HS6943 A.G. "Weser," Bremen	30 " 0	
88356 LJXM	**Höegh Silvercrest** D.F. E.S.D. *Ref. Mchy.*	*Oil Eng.* 1 *Dk* *Shelter dk* *Cruiser Stern*	5460 4730 8060 4725 3311	✠100A1 *with freeboard* 11,38 7,38 *Carrying fuel oil F.P. above* 150° F. *in Lloyd's SA & CP* *tanks, &c., in ends, and forward deep tanks* 7,38 LMC 7,38 *for carriage of oil*	Ver	*bt*	CL	1938 7mo	Akt. Burmeister & Wain Copenhagen *Lloyd's SA & CP*	SkibsA/SNoruega SkibsA/SAstrea SkibsA/SAruba SkibsA/SAbaco (Leif Höegh & Co. A/S., *Mgrs.*) *Cell DB* 379'1432*t* *DT's* 11481 *DT's* in mchy sp.	442·0 459·5(O.L.) 7932 FK (Cell BHto Shlt'r dk 6BHto2nd dk) 7118*t* *DT's*	58·4 *FPT* 131*t*	25·4 *APT* 138*t*	Oslo Norwegian 7TBHpt Cem	Oil Engines 2S.C.DA 8Cy.17¾"–47½" 860NHP 2DB 900*b* Akt. Burmeistr & Wain, Cpn	29 " 0 ~~33 " 04~~ ~~25 " 11~~	Wrecked 1,39
88357 JFGM	**Hokki Maru** (*ex* WarBegum–38, *ex* Thelma–37, *ex* Herborg, *ex* Conus, *ex* War Regent)	ssYka.No 3–1,31 ssShi.No 1–35 1 *Dk* (*Stl*) 2 *tr Bs* *Web frames* *Longitudinal framing*	5601 4803 3996	✠100A1 5,38 ~~7,37~~ ~~BS6,36~~ *Carrying oil fuel in bulk* *Fitted for oil fuel* 7,19	Sng	*z*	CL 5,38 ~~9,37~~ LMC ~~9,36~~ 4,38 *F.P. above* 150° F.	1919 8mo *Lloyd's SA & CP*	Palmers' Co Ld Newcastle	KitagawaSangyo K.K. *Cell DBuE & B*	400·0 P50'B121'F39' 59'*f* 60'313*t* *FPT* 99*t*	52·3 FK 11 *BHpt Cem* *APT* 68*t*	28·4	Osaka Japanese	T.3Cy.27",44"&73"–48" (*s*) 1801b 517NHP 3SB.9*cf*,GS190. HS7668 FD Palmers' Co. Ld. Newcastle	31 " 0 s5 " 7¾ 25 " 7	
88358 JMSB	**Heiei Maru** (*ex* HeiyeiMaru–38, *ex* Heiyei Maru–37, *ex* Uralsk–36)	ssKob.No 3–2,32 ssYka.No.1–35	5460 4988 3865	✠100A1 5,38	Kob	*z*	CL 5,38 LMC 5,38	1920 2mo	AsanoS.B. Co. Tsurumi A&CP	NissanKisenK.K. *Cell DB*	400·0 P33'B124'F41' 339'941*t*	53·2 FK *APT* 28*t*	29·4	Tokyo Japanese	T.3Cy.26",43"&72"–48" (*s*) 2001b 513NHP 3SB.9*cf*,GS175,HS7376 FD Kubota Iron Works, Osaka	32 " 0 6 " 6¾ 25 " 9	
Now Inderen Maru, *see No. 88394 in Supplement*																	
88359 SHAB	**Hemsö** (*ex* Tyr–38)	TwinSc 1 *Dk*	1347 1163 696					1901	O. A Brodin Gefle	A.F. Andersson	226·5 B52 F24'	42·2	16·0	Härnosand Swedish	C.4Cy.20½"&32"–21½" 94NHP *WB* Jönköpings M.V. Jönköpg.		V
88360 DJXD	**Hans Leonhardt** D.F. E.S.D.	2 *Dks* *Cruiser Stern*	~~4160~~ 4174 3711 2846					1938	Neptun-werft Rostock G.m.b.H. Rostock	Leonhardt & Blumberg	~~410·1~~ ~~45·8~~ ~~22·0~~ F35' 399·8	55·9	20·7	Hamburg German	C.4Cy (2) 18⅞"&(2)30⅜"–39⅜" & LP turbine with DR gearing & hydraulic coupling H[illegible] 367 NHP Neptunwerft Rostock G.m.b.H. Rostock		G
88361	**Henry Bøge**	*Cruiser Stern* 1 *Dk*	2000 1760 1170					1938	Trndhjms Mek. Verks Trondheim	JohannM.K. Blumenthal	289·8	44·1	18·8	Hamburg German	T.3Cy.20½",33"&56"–36" 188NHP *WB* Trondhjems M.V.		
88362 DHEB	**Hamn onia** (*ex* ClaraBlumenfeld–38, *ex* Marsuen)	ssHam.2ndNo.3–2,35 1 *Dk* (*Stl Irne, pt Stl*) *Well deck* *Cargo battens not fitted*	2543 1970 1467	✠100A1 5,38 LMC MS10,36	Ham	*s*	CL 1,37 BS5,38 10,38	1910 10mo *Lloyd's SA & CP*	WoodSkin-ner & Co. Ld. Newcastle	Norddeutsche Kohlen- und Cokes-Werke A.G. *Cell DBuE*	304·4 Q116'B on Q. *dk* 55' F31' 89'358*t* *D*	42·2 FK *Intermediate BH in fore hold dispensed with; B H only* 7'*f* 65'709*t* *FPT* 172*t*	18·7 *Cem* *APT* 28*t*	Hamburg German	T.3Cy.21½",35"&58"–39" 1801b 54NHP 8SB,6*cf*,GS117,HS4274 N.E.MarineEng.Co Ld Nwc	20 " 11	
88363	**Huzisan Maru** (*ex* FujisanMaru–38)	*Oil Eng.* 1 *Dk* (*Stl*) 2nd *dk* (*Stl*) *clear of cargo tanks* *Mchy. Aft* *Web frames* *Longitudinal framing*	9525 8605 5440	✠100A1 7,38 ~~7,37~~ LMC ~~CS5,36~~ 7,38 LBS ~~7,37~~ 7,38 ~~7,37~~ 7,38 *Carrying Petroleum in bulk*	Yka	*ft*	CL ~~7,37~~ 7,38	1931 8mo *Lloyd's SA & CP*	Harima S.B.& Eng Co.Ld. Harima	IinoShojiK.K. *Cell DBuE*	493·4 P147'B38'F40' 89'358*t* *D* 7'*f* 65'709*t* *FPT* 172*t*	65·0 FK 12 *BHpt Cem* *APT* 28*t*	37·0	Tokyo Japanese	Oil Engines 2S.C.DA 7Cy.27½"–47½" 1857NHP s 2DB 200*b* DB(s) 100*b* Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg	37 " 0 9 " 4 27 " 10¾	
88364 OYXZ	**Hulda Mærsk** D.F. E.S.D. *Ref. Mchy.*	*Oil Eng.* *Cruiser Stern*	5750 5501 4899 3390	100A1 *with freeboard* (*Class Contemplated*)				1938	Odense Staalskibsvft yed A.P Moller Odense	D.S.A.S Svendborg og A.S.T. Saf 1912 (A.P. Moller, Copenhagen, *Mgr*)	440·0 439·0 P33'B & F39'6'	57·7 25·4	26·8	Copnhagen Danish	Oil Engines 4S.C.SA 9Cy.29½"–59½" Akt. Burmeistr & Wain, Cpn	28 " 7 ~~83 " 4¾~~ 25 " 5½	For full particulars see No. 88394 below
88365 MBZL	**Hatterlock** (*ex* Hatteras–38) ssShi.2ndNo.3–7,38 Pub.Sig.	2 *Dks* *Web frames* *Longitudinal framing*	5138 4324 3908	✠100A1 7,38 LMC 7,38 *Lloyd's SA & CP*	Shi	*x*	CL 6,38	1917 12mo	Bethlehem S.B.Corp. Ld. Sparrows Pt Md.	J.E. Marden (Wheelock & Co. *Mgrs.*)	379·5 391·7(O.L.) P54'B94'F39' *Cell DB* 342'1153*t* *FPT* 116*t*	52·4 FK 6 *BHotCem* *APT* 206*t*	26·4	Shanghai British	T.3Cy.23",39"&64½"–45" 1701b (*s*) 410NHP 2SB,9*cf*,GS132,HS6010 FD Bethlehem S.B.Corp.Ld.	29 " 6 ~~85 " 8½~~ 24 " 0½	
88366 JTHD	**Kukuyo Maru** (*ex* FukuyoMaru–38, *ex* HoshuMaru)	ssKob.No.3–5,34 2 *Dks* (*Stl*)	5463 4996 3405	✠100A1 7,37 ~~BS7,37~~	Yka	*z*	CL 6,37 8,38 LM ~~C~~	1920 12mo	AsanoS.B. Co. Tsurumi A&CP	ToyoKisenK.K.	400·0 P38'B124'F41' *Cell DB* 389'944*t*	53·2 FK 6 *BH Cem* *APT* 28*t*	25·4	Yokohama Japanese	T.3Cy.26",43½"&72"–48" (*s*) 2001b 513NHP 3SB,9*cf*,GS175,HS7376 FD Kubota Iron Works, Osaka	32 " 0 8 " 7 25 " 9	
88367 JGYC	**Hie Maru** (*ex* HiyeMaru–38) D.F. GyC. L.S.D.	TwinSc *Oil Eng.* *Ref. Mchy.* ssOsa.No.1–35 3 *Dks* (*Stl–weather dk ws*) 4th *dk* (*Stl*) *No.3 hold*	11621 9388 6818	✠100A1 *with freeboard* 7,37 LMC CS7,34 DBS7,38 7,37 Lloyd's RMC ~~6,38~~ 7,38,39 *Fitted for carrying oil* 8,30 *F.P. above* 150° F. *in 3d deep tanks aft*	Osa	*bt*	CL S7,36 P7,37	1930 8mo *Lloyd's SA & CP*	Yokohama Dock Co. Ld. Yokohama	NipponYusenK.K. *Cell DB* 124'1975*t* *Tanks in way of tunnels*	511·6 1228'F74'	66·0 FK 9 *BHpt Cem* 294*t* *DT's* at 9	41·0	Tokyo Japanese	Oil Engines 4S.C.DA 16Cy.29½"–63" 2187NHP s 2DB 120*b* Akt. Burmeistr & Wain, Cpn 1307*t* *FPT* 110*t* *APT* 156*t*	41 " 0 ~~10 " 11⅜~~ 30 " 3½	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material. Rig, &c.	4 Tonnage Measurement. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Date when last built.	7	8 Built. When.	9 By Whom. Where.	10 (Owners.)	11 Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Speed on Measured Mile. Consumption.	15
88368 JAKB	**Hukko Maru** (ex Fukko Maru-38)	Twin Sc Oil Eng. ss Kob No.3-7.36 1 Dk (Stl)	3834 3385 2290	✠100A1 8,38 ✠LMC CS7,36 DBS8,38	Kob	CL P8,38 S7,36	1924 12mo	Kobe Steel Works Harima *Lloyd's SA&CP*	Hukko Syosen K.K. (Taiy. Kaiun K.K. *Mgrs.*) *Cell DB280'8l*	350·7 50·0 27·0 P21' B97 F35' FK 6 *DTa29'855t FPT 91t AT T75t*	Hasidate Japanese	Oil Engines 2S.C.SA 8Cy.18½"–29½" DB *120lb* Sulzer Bros. (Switzerland)	27 " 0	
88369 PEC? PHUF	**Houtman** (ex Flying Norseman-38) Oil Eng. ss Rot. No.1-35 1 Dk (Stl) *Cruiser Stern* Cargo battens not fitted		394 290 196	✠100A1 1,38 ✠LMC7.35 ✠LMC 1,38	Rot	12,37	1931 6mo	N.V. Industrieele Maats. De Noord Alblasserdam *Lloyd's SA&CP*	N.V. Motorzeevaart Maats. "Mozem" N.V.J. Vermaas' Scheepvaartbedrijf *Mgrs.*) *Cell DBf102' 113t FPT25t AT T20t*	148·8 25·2 9·1 P40' F21' FK 3 *BIICem*	Rotterdam Dutch	Oil Engines 4S.C.SA 6Cy.12¼"–14⅝" 88NHP s Mtrn Werke Mannheim A.G	11 " 0 1 " 0 10 " 1	
88370 44837 JQLM	**Hukoku Maru** (ex Foo King-38, ex Otter-35, ex Canadian Otter-34, ex Chomedy-32, ex Canadian Otter) 2 Dks		2852 — 1696				1920	British American S.B.Co. Welland, Ont.	Nisshin Kaiun Shokai, Ld.	320·6 43·9 22·7 P28' B96' F31'	Kobe Japanese	T.3Cy.23",38"&63"–42" 257NHP *WB* John Inglis Co.Ld. Toronto		C
88371 LKBG	**Harpefjell** Wireless 1 Dk & Shelter dk *Cruiser Stern*		1333 1116 720				~~1938~~ 1939	Kaldnes Mek. Verks. Tönsberg	A/S Rudolf Olsen & Ugelstad, *Mgrs.*)	~~242·7 41·5 14·7~~ 219·4 42·2 16·7	Oslo Norwegian	C.2Cy. & LP turbine with DR gearing & hydraulic coupling *WB* Kaldnes M.V. Tönsberg		
88372	**Hagane Maru** *Cruiser Stern* 1 Dk		1900				1938	Mukai-shima Dk. KK Mukaishima	Ikeda Shoji K.K.	278·8 39·4 21·0 P26' Q75' B48' F28'	Osaka Japanese	T.3Cy.18⅛",30½"&50"–36" Mukaishima 150NHP Dock Co. K.K. Mukaishima		
88373 17711 JFMO	**Husimi Maru** (P) (ex Fushimi Maru-38) ss Yka No.1-37 ss Yka. No. 2 Dks (Stl–1 ws) (Stl) in Nos.1,3q Holds	Twin Sc	~~1366~~ 8971 6846	✠100A1 ~~1,36~~ 11,38 BS1,38 ✠LMC10,35 11,38	Yka	CL 12,36 P1,38	1914 12mo	Mitsu Bishi Dkyd & Wks Nagasaki *Lloyd's SA&CP*	Nippon Yusen K.K.	504·9 63·3 37·4 P99' B191' F56' FK 8 *Cem* *Cell DBa157't E 92' f193' 2056t FPT 148t AP 157t*	Tokyo Japanese	T.6Cy.28",47"&79"–51" (s) 2061b FD 1337NHP 7SB.21cf.G8443 HS19742 Mitsu Bishi D.& E.W.ks. Nag	37 " 6 8 " 11½ 29 " 9	
88374 LDC	**Hai Dah** (ex Haydrot-38, ex Hilda Rea, ex Cyrus) Wireless 1 Dk		1186 1078 715				1900	Wood Skinner & Co. Ld Newcastle	Wallem & Co. A/S (Haaken J. Wallem, *Mgr.*)	235·0 36·3 15·8 P22t H47t F30t	Bergen Norwegian	T.3Cy.18½",30"&49"–33" 188NHP *WB* NE. Marine Eng Co Ld Nwc		N
88375	**Hai Tung** (ex Mai-38) (ex Roa-36, ex Albert Clement) 1 Dk		1137 976 701				1901	Act. Ges. "Neptun" Rostock	Wallem & Co. A/S (Haaken J. Wallem, *Mgr.*)	234·2 35·3 14·5 P27t Q70t H59t F26t	Bergen Norwegian	T.3Cy.16½",25½"&43¾"–31½" 98NHP *WB* A.G. "Neptun," Rostock		C
88376 45320 JABM	**Hakkai Maru** *Ref. Mchy.* 2 Dks D.F. *Cruiser Stern*	Oil Eng.	5114 4409 2966				1938	Tama S.B.Co.Ld. Tama	Itaya Syosen K.K.	422·4 58·1 27·2 F35'	Kobe Japanese	Oil Engines 2S.C.DA 8Cy.17½"–47½" 855NHP *WB* Tama S.B.Co.Ld. Tama		
88377 43717 JTTL	**Husimi Maru** (ex Fushimi Maru-38) D.F. Gy.C. 2 Dks *Cruiser Stern*		4936 4201 2939				1937	Osaka Iron Works, Ld. Innoshima	Naigai Kisen K.K.	369·8 54·1 29·2 P36' B86' F39'	Kobe Japanese	1 DR geared steam turbine 433NHP *WB* Ishikawajima S.B & E.Co. Ld. Tokyo		
88378 20006 JFCD	**Hokuryu Maru** (ex Fuku Maru-38) ss Kob. No.3-2.30 ss Kob. No.1-33 1 Dk (Stl) & Shelter dk (Stl) *Longitudinal framing* & Web frames		4378 3692 2767	... 5,37 ✠	Kob *w*		1917	Osaka Iron Works, Ld. Innoshima	Kita Nippon Kisen K.K.	345·0 49·8 28·2 P30' B99' F34' *C.H.DB298' 113t D Ta32 693t FT 115t AP T29t*	Otaru Japanese	T.3Cy.24",41"&67"–48" 390NHP *WB H Cem* 2SB.6cf.GS126, HS5400 Osaka Iron Works Ld Osaka	28 " 2	C
88379 44297 JJOK	**Heian Maru** (P) (ex Ping An-38, ex Canadian Britisher-36) *Ref. Mchy.* 2 Dks		5346 — 3857				1921	Prince Rupert D.D. & Eng. Co. Prince Rupert	Amakasu Sangyo K.K.	400·0 52·0 28·5 P49' B113' F40'	Yokohama Japanese	T.3Cy.27",44"&73"–48" 369NHP *WB* J. Inglis & Sons, Ld. Toronto		C
88380 45067 JMHM	**Huzikawa Maru** (ex Fujikawa Maru) 3 Dks	Oil Eng.	6938 — 4968				1939	Mitsubishi Jukogyo K.K. Nagasaki	Toyo Kaiun K.K.	436·4 58·5 32·8 P30' B157' F41'	Tokyo Japanese	Oil Engines 2S.C.SA 6Cy.28¾"–49¾" 839NHP *WB* Mitsubishi Jukogyo K.K. Nag.		
88381 LKCE	**Herstein** *Cruiser Stern* 2 Dks	Oil Eng.	5100 4608 3050				1939	Akt. Burmeistr & Wain Copenhagen	(Sigurd Herlofson & Co. A/S, *Mgrs.*)	~~415·0 56·0 28·7~~ 424·7 56·4 26·3	Oslo Norwegian	Oil Engines 2S.C.DA 8Cy.17½"–47½" 855NHP Akt. Burmeistr & Wain, Cpn		
88382	**Homberg** Wireless D.F. 1 Dk *Mchy. Aft* *Cruiser Stern*	Twin Sc Oil Eng.	1250				1939	Gutehoff-nungshütte A.G. Walsum	Franz Haniel & Cie. G.m.b.H.	262·4 37·7 15·1 P60 Q14' F29'	Ruhrort German	Oil Engines 4S.C.SA 12Cy. *WB* Mtra Werke Mannheim A.G		
88383 DJZV	**Huascaran** (P) D.F. E.S.D. 3 Dks *Cruiser Stern*	Oil Eng.	~~6869~~ 6351 4026 5177				1939	Blohm & Voss Hamburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	461·8 60·3 26·9 P31' F420'	Hamburg German	3 Oil Engines 2S.C.SA 22Cy.(2–8Cy.&1–6Cy.)& electric drive 1621NHP Blohm & Voss, K.a.A. Ham.		
88384 165765 GQGC	**Hoperange** D.F. E.S.D. 1 Dk & Shelter dk *Cruiser Stern*	Oil Eng.	4784 3128				1939	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Hopemount Shipping Co. Ld. (Stott Manu & Fleming, Ld. *Mgrs.*)	419·2 57·4 25·6 F29' 418·9	Newcastle British	Oil Engines 2S.C.SA 4Cy.23½"–91⅛" 688NHP Swan, Hunter & Wigham Richardson, Ld. Nwc.		
88385 44792 JMPM	**Hukuei Maru** *Mchy. Aft*		1869 — 1094				1938	Osaka Zosen-sho Osaka	~~Towa Kogyo Kaisen K.K.~~ Towa Boeki K.K.	271·7 40·0 20·3	Tokyo Japanese	T.3Cy.18",29"&50"–39" 156NHP Kubota Iron Works, Osaka		
88386	**Hukuei Maru No. 2** *Mchy. Aft* 1 Dk		1925 1540 1086				1938	Kawaminami Kogyo K.K. Nagasaki	~~Towa Kogyo Kaisen K.K.~~ Towa Boeki K.K.	271·7 40·0 20·3 P87' F29'	Tokyo Japanese	T.3Cy.18",30"&50"–36" 150NHP *WB* Kawaminami Kogyo K.K. Nagasaki		
88387 ~~PEGH~~ PEOH	**Haskerland** (ex Zwartewater-39) Mchy. Aft D.F. *Ref. Mchy.* Rudder electrically welded	Oil Eng. 1 Dk & Shelter dk *Cruiser Stern*	374 *with freeboard* 3072,39 ~~3,38~~ 195	✠100A1 ✠LMC3,37 ✠Lloyd's RMC2,33 2,38 for temp. 32 F.	Rot	*k* 2,39	1937 3mo	N.V.C. Van der Giessen & Zonen's Scheps Krimpen *Lloyd's SA&CP*	Scheepvaart en Stoenkolen Maats. N.V. *Cell DB127' 194t F PT22t AP T10t*	198·3 29·6 8·1 205·8 (o.l.)	Rotterdam Dutch FK 4 *BIIpt Cem* (*Coll to Sh dk* 3 " *2nd* ")	Oil Engines 2S.C.SA 6Cy.13¾"–23⅝" 197NHP s Gbr Stork & Co N.V. Hengelo	11 " 0 " 2 10 " 11	

1 Numéro d'Ordre.	2 Nom du Navire. Matériaux, Armement, etc. En nom, s'il y a lieu. Visites Périodiques.	3 Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné au maintenance expiré. Lettre d'Equipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mois.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP—Force en chevaux d'après les formules de la Société. RHP—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15
88383	**Hoegh Scout**		9924					1939	Deutsche Werft A.G. Bet Reihstgwrft Hamburg	A/S Atlantica & Skibs-A/S Arnstein (Leif Hoegh & Co. A/S, *Mgrs.*)	492·9	66·1	36·4	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–13⅞" 1163NHP Maschinenfbrk. Augsburg-Nürnburg A.G. Augsburg		
LKCY	*Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern* *Carrying Petroleum in bulk*		9191 5983														
88389	**Huzan Maru** (P) (*ex* Fu Ho–38, *ex* Komata–35)		1972					1907	Swan, Hunter & Wigham Richardson Ld. Newcastle	Miyachi Kisen K.K.	286·0	42·1	18·5	Kobe Japanese *WB*	T.3Cy.22", 35" & 58"–39" 210NHP Swan, Hunter & Wigham-Richardson, Ld. Nwc.		
JCLT	1 *Dk*		1184								P24' B68' F30'						
88390	**Heie Maru No. 6**		467					1910	Osaka Iron Works Osaka	Takarabe Syoten K.K.	168·9	23·8	16·5	Tokyo Japanese	T.3Cy.11⅛", 19" & 32"–22" 48NHP Osaka Iron Works		
36240	(*ex* Heiyei Maru No.6–38,		429														
JBBS	*ex* Hakata Maru No.1) 1 *Dk*		272														
88391	**Hisayosi Maru** (P)		1264					1903	Akers Mek. Værks Oslo	Kageshima Yusen K.K.	227·0	31·6	22·1	Kobe Japanese *WB*	T.3Cy.20", 32" & 52"–33" 155NHP Akers Mek. Værks. Oslo		
300 2	*ex* Hisa oshi Maru–3 *ex* Falkefjell,		1169								H93*t*						
JAAC	*ex* Kingsten, *ex* Salvatore di Giorgio) 1 *Dk* *Aft* *Wireless* *3 tr B*		774														
88392	**Hareldawins** (*ex* Harel la–39)		1288	✠100A1 Mch *p*		CL		1901	Wigham Richrdsn & Co Ld Newcastle	Tai Yau S.S.Co.Ld. (Mak Man Sang, *Mgr.*)	255·0	33·7	18·6	Hong Kong British	T.3Cy.21⅞", 33½" & 54"–39" 1601b *80lb* (*s*) 147NHP	19 " 9	
109410	ss Mch 3rd No.3–11,38		1141	11,38			12,37	Smo			256·5 (O.L.)				ND816 *fitted* 26	21 " 9½	
VRCF	*Well deck* 2 *Dks* (*Upt Std & pt Irn*)		661								P&B 143' F26' FK 5 *BH Cem*				2SB, *Gcf*, GS 93, HS 3180	18 " 8¾	
				✠LMC 11,38						*Lloyd's SA & CP*	*Cell DB* 367 *f* 96 217*t* *FPT* 27*t* *APT* 17*t*				Wgham Rchrdsn & Co Ld Nwc		
88393	**Hōkoku Maru**		2800					1938	Osaka Zosen K.K. Osaka	Toa Boeki K.K.	270·0	40·0	20·3	Japanese	T.3Cy.18", 29" & 50"–39" 156NHP Kubota Iron Works Ld. Osa.		
	Mchy. Aft																
88394	**Hulda Mærsk**		5601	✠100A1 Odn *b*†		CL		1938	Odense Staalskibsvft & Aled A.P. Møller Odense	D/S A/S Svendborg (og A/S D/S af 1912 A.P. Møller, Copenhagen, *Mgr.*)	439·0	57·7	25·4	Copnhagn Danish	Oil Engines 4S.C.SA 9Cy.29½" 59½" 731NHP	28 " 7	
	Oil Eng.		4899	*with freeboard*				11mo			466·3 (O.L.)				2DB *1000b*	3 " 4½	
OYXZ	D.F. E.S.D. 1 *Dk* & *Shelter dk*,		3390	11,38							F15'			FK 9 *BH*	Akt. Burmeist & Wain, Cpn	25 " 5½	
	Ref. Mchy. 3rd *dk in N... hold* *Cruiser Stern*			LMC 11,38						*Lloyd's SA & CP*	*Cell LB* 374' 1538 *DT s f* 65' 1907*t*			(*Coll to Sh dk* 8 " 2nd ")			
				Lloyd's RMC 11,38							*DT a* 36' 1171*t* *tank above APT* 126*t* *FPT* 88*t* *APT* 71*t*						
				Carrying fuel oil F.P. above 150° *in FPT, after deep tank & tank above APT*													
				Carrying vegetable oil in forward deep tanks													
88395	**Hortensia Bertin** (*ex* King David–39, *ex* Gundomar) *Well deck* D.F.	ss Shl. 2nd No.3–5,37 2 *Dks* (*Std–Uws*) *& Web frames* *Longitudinal framing*	3721	✠100A1 Npt *x*		CL		1912	Akt. Ges. "Weser" Bremen	O.E. Bertin	355·1	50·4	23·2	Shanghai French	T.3Cy.25⅝", 41⅛" & 67½"– 473' 1921b (*s*) 432NHP	26 " 0	
			3335	12,38			5,37	9mo			P226' F43'			FK 6 *BH Cem*	3SB, *9cf*, GS 129, HS 6135 FD	3 " 3¾	
FPDH			2257							*Lloyd's SA & CP*	*Cell DB* a 116' *u* *E26' f* 164' 830*t* *FPT* 48*t* *APT* 14*t*				22n10½		
				DB 36,38 ✠LMC 4,37											A.G. "Weser," Bremen		
88396	**Hukusima Maru**		10008					1937	Kawasaki Dkyd. Co. Ld. Kobe	Nippon Suisan K.K.	503·3	65·0	37·1	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.28⅜"–47½" 2250NHP		
44234	(*ex* Itsukushima Maru–38	*Oil Eng.*	—												Kawasaki Dkyd Co Ld Kobe		
JYQL	*Mchy. Aft*	1 *Dk*	5818														
	Should be "Itukusima Maru,																
88397	**Haga**		1258					1938	Flensburger Schiffsb. Ges. Flensburg	Mathies Reederei K.G.	270·4	37·7	12·7	Hamburg German	C.4Cy.(2)14 $\frac{15}{16}$" & (2)31½"– 34½" HS 2831 2 00NHP		
	D.F. E.S.D. *Cruiser Stern* 1 *Dk*		983								P29' F24'				Flensburger Schiffsb. Ges.		
			698														
88398	**Hannington Court**		5449	✠100A1 Sld *d*†		CL		1939	Wm. Doxford & Sons Ld Sunderland	Court Line, Ld. Haldin & Philipps, Ld. *Mgrs.*)	429·7	57·7	26·5	London British	Oil Engines 2S.C.SA 3Cy.23⅜"–31⅝" 51⅛" 516NHP	29 " 1	
167222	*Oil Eng.*		4945	*with freeboard*				4mo			447·6 (O.L.)			FK 7 *BH*	2DB–*1200b*	8 3 " 6½	
GSSC	D.F. 1 *Dk* & *Shelter dk*		3247	4,39						*Lloyd's SA & CP*	(*Coll B Hto Shelter dk* 6 *B Hto* 2*nd dk*)				Wm. Doxford & Sons, Ld Sld	25 " 9½	
	Cruiser Stern			~~(Class Contem plated)~~							*Cell DB* 344' 1257 6 *MT* 32 1350*t* *FPT* 865*t* *APT* 160*t*						
				✠LMC 4,39													
88399	**Hitati Maru**		6550					1939	Osaka Iron Works, Ld. Innoshima	Nissan Kisen K.K.	419·9	57·4	34·4	Tokyo Japanese *WB*	2 steam turbines DR geared 1 sc. shaft 517NHP Hitati Seisaku-syo, Tokyo		
	D.F. GyC. *Cruiser Stern* 2 *Dks*										P41' B154' F45'						
88400	**Hermes** (*ex* Heraclides–39,		6937	✠100A1 Grk *c*†		CL		1916	Short Bros. Ld. Sunderland	Hermes S.S.Co.Ld.	470·5	58·3	37·8	London British	Q.4Cy.26 36½", 53" & 76"–54" 2251b *120lb* (*s*) 623NHP	32 " 0	
139183	*ex* Anglo Chilean)	*ss* Shl. No.3–12,29	6598	*Shelter dk*		7,38		11mo			491·0 (O.L.)			FK 7 *BH Cem*	3SB (Spt), *9cf* 48183,	4 " 8½	
GPYK	D.F. E.S.D.	*ss* Grk. No 2–38	4250	*with freeboard*			2,39			*Lloyd's SA & CP*	*Coll B Hto Upr dk only*				HS 8880	27 " 6¾	
		2 *Dks* (*Std*) *& Web frames*		3,39 ~~6,38~~											G. Clark, Ld. Sunderland		
		Shelter dk (*Std*)		✠NB 8,28 ✠LMC 3,38							*Cell DB* 397' 1610*t* *DT a* 36' 1183 *FPT* 186*t* *APT* 53*t*						
		Longitudinal framing															
88401	**Hakutetsu Maru No. 11**		1280					1937	Osaka Zosen-sho Osaka	Tokio Seitetsu K.K.	216·8	35·7	18·5	Tokyo Japanese	T.3Cy.16½", 29½" & 49½"– 35 $\frac{7}{16}$" 115NHP		
	Mchy. Aft														Osaka Chuzosho, Osa.		
88402	**Hellenic Trader**	3 Mst	2052					1907	Nwprt Nws S.B. & D.D. Co. Newprt News	Emmanuel P. Yannoulatos (China Hellenic Lines, Ld. *Mgrs.*)	277·0	43·0	17·3	Piræus ~~Argostoli~~ Greek	T.3Cy 19", 36" & 52"–40" 171NHP		
	(*ex* Catherine G. Sudden–39, *ex* Thorsörg, *ex* George W. Fenwick)	1 *Dk* *Mchy. Aft*	1770 1218								P50' B27' F31'				Newport News S.B. & D.D. Co		
88403	**Hoegh Silvercloud**		5300					1939	Flensburger Schiffsb. Ges. Flensburg	Leif Hoegh & Co. A/S, *Mgrs.*)	414·3	55·7	25·5	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"–13 $\frac{15}{16}$" 960NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		
	D.F. E.S.D.	*Oil Eng.* 2 *Dks* *Cruiser Stern*	4400														
88404	**Hellenic City** (*ex* Win On–39,		2436	✠100A1 Mdb *s*		CL		1917	Gt. Lakes Eng. Works Ashtabula, O.	E.P. Yannoulatos (China Hellenic Lines, Ld. *Mgrs.*)	253·0	43·5	27·5	Piræus Greek	T.3Cy.21", 34½" & 57"–42" 1751b (*s*) 284NHP	27 " 6	
	ex Lake George–37) *ss* Ant. 2nd No.3–3,38		2046	1,39			7,37	11mo			P115' F26'			FK 4 *BH Cem*	2SB, *Gcf*, GS 104, HS 4160 FD	8 4 " 1	
	Mchy. Aft 1 *Dk* *Topside tanks*		1783							*Lloyd's SA & CP*	*Cell DB* 209'600*t* *Topside tanks* 124' 330*t* *FPT* 180*t* *APT* 60*t*				Gt. Lakes E Wks, Ashtabula	23 " 7½	
	Cargo battens not fitted			DS 1,39 ✠LMC 11,37													

1 No. in Book / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 ✠ for Special Survey. Date of last Survey.	7 Port of Survey. Date assigned or altered.	7a Date when tail shaft last exam.	8 Built. When	9 By Whom / Where	10 Owners.	11 Register Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Machinery in which Oil is used for Fuel or Power.
88405	**Hans Broge** (P)	*Oil Eng.*	2100					1939	Helsingörs Jernsk.& Msk. Elsinore	DetForenede DampskibsSelsk.	270·0 F62′	43·0	25·3	Aarhus Danish	Oil Engines 2S.C.SA 9Cy.19½″–36⅞″ 608NHP Helsingörs Jernsk.& Mskb.		
D.F.	*Cruiser Stern*	2 *Dks*	1175						*WB*								
88406	**Hannover** (P)	*Oil Eng.*	5600					1939	Bremer Vulkan Vegesack	Norddeutscher Lloyd	434·7	56·1	27·7	Bremen German	Oil Engines 2S.C.DA 7Cy.23⅝″–43⅞″ 1357NHP Bremer Vulkan, Vegesack		
D.F. E.S.D.		2 *Dks* *Cruiser Stern*															
88407	**Hallfried** (*ex* Fairfield-39, *ex* Catherine Weems, *ex* Garibaldi)	2848 / 1641	✠ 6,39	NOs *u*	CL 8,38	1918 6mo	Bethlehem S.B.Corp.Ld. Wilmngtn Del	P.Kleppe	309·2 P25′B96′F38′ FK	48·2	21·5	Oslo Norwegian	T.3Cy.21¼″,35″&58″–42″ (*r*) 190lb 329 RH 2SB,6*cf*,GS121,HS4970 FD Bethlehem S.B.Corp.Ld.	24 *v* 0	
LKCK	*ss* Phl.No.3-5,20 *ss* N.Ns.No.2-34 1 *Dk*(*Stl*)	BS5,38 LMC4,34				A&CP	*Cell D B*263′701*t F P T*78*t*										
		Fitted for oil fuel 5, 29 *F.P. above* 150° F.															
88408	**Helfrid** (*ex* Fyrileif-39)	924 / 714 / 495						1921	Helsingborg Warfs Aktieb. Helsingborg	RederiA/B Östersjön i Trelleborg (Axel Christensen, *Mgr*.)	205·0 Q67′B56′F19′	33·5	15·2	Trelleborg Swedish	T.3Cy.18½″,29½″&46½″–27½″ 110NHP Helsingborg Warfs A/B		V
6865 BHJH	1 *Dk*								*WP*								
88409	**Harm Fritzen** (*ex* Laleham-39, *ex* Doringtoncourt-37)	*4818* *4546* *3032*	✠100A1 10,38 4,39	Cff *y* Avn	CL 10,38	1915 2mo	Richardsn, Duck&Co.Ld Stockton	Johs.Fritzen& Sohn vorm.W. Kunstmann	389·6 P45′B108′F35′ FK	53·4	26·4	Stettin German	T.3Cy.26″,42″&70″–48″ (*s*) 180lb HS7167 419NHP 2SB&1AuxSB,10*cf*,GS209 Blair&Co.Ld Stockton	28 *v* 10½	
	ss Shl.No.3-6,27 *ss* Shl.No.2-36 1 *Dk*(*Stl*) 2 *tr B*	BS7,38 LMC8,36				*Lloyd's* *SA&CP*	*Cell D B*130′*u E*26′*f*165′1091*t F P T*90*t A P T*165*t*									23 *v* 8½	
88410	**Huybrecht**	400	100A1			1939	Bodewes Schpswerven Martenshoek	O.Holscher	141·1 P37′Q50′F20′	26·0	10·6	Rottrdam Dutch	Oil Engines 4S.C.SA 6Cy.11″–17⅛″ Klöckner-Humboldt-Deutz A.G.Köln-Deutz		
	Mcky.Aft *Oil Eng* *Cruiser Stern*	(*Class Contem plated*)															

Should be "Arusa," see No. 87104 in Supplement

88411	**Hermod** (*ex* Essex Envoy-39, *ex* Therese Horn)	*5210* *4818* *3208*	✠100A1 *with freeboard* 8,39	Shl	CL 6,37	1922	F Schichau Danzig	Seereederei "Frigga" A.G.	387·0 405·0(o.L.) P30′F52′ FK	52·7	29·8	Hamburg German	T.3Cy.24″,40″&64″–47½″ 185lb HS1905 (*s*) 227NHP 3SB(Spt),6*cf*,GS182 FD F.Schichau, Elbing	32 *v* 2 = 7 *v* 8½ 24 *v* 8	
DKAA	*ss* Shl.No.3-6,36 2 *Dks*(*Stl*)	BS4,39 LMC9,34				*Cell D Ba* *u E* 136′*f* 183′ 1038*t*			*F P T* 141*t A P T* 142*t*			3 „ *to 2nd dk*	*BH Cem*				
88412	**Hakozaki Maru**	3800				1939	Mitsubishi Jukogyo K.K. Kobe	Yawata Seitetsyo	350·0	49·0	26·5	Japanese	C.4Cy.(2)20⅞″&(2)43⅝″–43⅝″ 206NHP Mitsubishi Jukogyo K.K. Kobe		
D.F.	*Cruiser Stern*																
88413	**Hozan Maru** (*ex* Bodö-39, *ex* Damjtem-35, *ex* Goodspeed)	2260 / — / 1848	✠ ... 4,22 ✠			1918 9mo	Detroit S.B.Co. Wyandotte	KokakuSangyo K.K.	251·2 I 62′H104′F24′ FK	43·8	22·5	Tokyo Japanese	T.3Cy.20″,33″&54″–40″ 267NHP *WB* Detroit S.B.Co. Detroit	24 *v* 2	V
JGEN	Sat.Sig. 1 *Dk*																
88414	**Hai Yun** (*ex* Elsie-39, *ex* Hai Yun-38, *ex* Hung Yuen-35, *ex* Daphne-35, *ex* Seawall)	3077 / — / 1871	✠100A1 7,38 ✠LMC7,..	HKg *u*	CL 4,37	1910 5mo	Richardsn, Duck&Co. Stockton	China Merchants' Steam Nav.Co.Ld.	325·1 P27′B173′F31′ FK	47·0	22·5	Shanghai Chinese	T.3Cy.23½″,39″&64″–42″ 180lb (*s*) 278NHP 2SB,6*cf*,GS118,HS4142 Blair&Co.Ld.Stockton	24 *v* 10 = 3 *v* 2½ 21 *v* 10½	
	ss Shl 2nd No.3-4,35 *ss* HKg.No.1-38 1 *Dk*(*pt Iron pt Stl*)					*Lloyd's* *SA&CP*		*Cell D Ba*	*u E* 24 *f* 140′703				*BH Cem*				
88415	**Hercogs Jekabs** (*ex* Aakre-39, *ex* Childar-35)	4138 / 3709 / 2336	✠ 8,33 ✠	Abg *y*		1926 2mo	Kockums M.V.Aktieb. Malmö	Apvienota Kugnieciabas Akc.Sab.	377·6 F38′ FK	54·0	22·3	Riga Latvian	Oil Engines 4S.C.SA 6Cy.27⅞″–55½″ 438NHP Kockums M.V.Akt.Malmo	26 *v* 7	N
	ss Sea.No.1-29 *Oil Eng.*						*Cell D B* 313′	28*t Tanks at sides*					*BH pt Cem*				
D.F.	1 *Dk*(*Stl*) *& Shelter dk*(*Stl*)						*of tunnel*	255*t D T a* 10′ 10*t F P T* 208*t A P T* 100*t*				5 „ *2nd*„	*Coll to Sh dk*				
88416	**Henning Oldendorff** (*ex* Leersum-39)	3648 / 3304 / 2229	✠100A1 5,39	Rot *w*	CL N3,38	1916 8mo	A.Vuijk& Zonen Capelle a/d Ysel A&CP	Egon Oldendorff	360·0 P27′B101′F27′ FN	48·2	22·8	Lübeck German	T.3Cy.23″,40″&67″–45″ (*s*) 180lb 342NHP 3SB,6*cf*,GS144,HS5490 Maats.de Schelde, Flushing	25 *v* 3 = 4 *v* 0½ 29 *v* 11	
DREW	*ss* Rot.No.2-37	BS5,39 ... C7,37				*Intermediate* *h* ...	*BII in after* *dispensed with*					5 *BH only*					
	D.F. 1 *Dk*(*Stl*)					*Cell D B* 310′	66′ *F P T* 71*t A P T* 81*t*										
88417	**Halcyon** (*ex* Sirrah-39)	3531 / 3263 / 2140				1917	Rotterdam Droogd. Maat Rotterdam	Halcyon Steamship Co.Ld. (Goulandris Bros. *Mgrs*.)	361·4 P24′B214′F34′	49·9	22·1	Panama Panamanian	T.3Cy.25″,41″&68″–45″ 310NHP Rotterdam Droogd. Maats.		V
	1 *Dk*																
88418	**Halland**	580	100A1			1939	N.V.T.van Duijvendijk's Scheepsw. Lekkerkerk	A.B.Rederi Motorfart				Gothenburg Swedish	Oil Engines 4Cy.13⅝″–22⅞″ A/B Atlas-Diesel, Skm.		
	Wireless *Mcky.Aft* *Oil Eng.* *Cruiser Stern*	(*Class Contem plated*)															

2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last survey.	6 Port of Survey.	7 Date when tail shaft last tested.	8	9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. N.P.=Horse power by Society's formula; I.H.P.=power by Ship's Register Particulars of Sellers & Purchasers. Engine Maker's Name.	14 Coal consumption per day at Sea. Tons.	15	16
01 **Ittersum**		5100 4950 3159	✠100A1 Sld *at* with freeboard Rot 1,39 ~~2,38~~ (Class Continued) Fitted for oil fuel 9,38 F.P. above			CL	1938 9mo	Wm. Dox-ford & Sons Ld Sunderland Lloyd's 14 CI	~~N.V. Stoomvaart-~~ Maats. "Oostzee" (Vinke & Co. *Mgrs.*) On interim certificate dispensed with (Coll B Hto Shltr dk 5 B H to 2nd dk) Cell DB 291'745t FPT 21t APT 14t	427·9 | 57·1 | 25·6 415·8 (O.L.) F39' FK	Amstrdam Dutch	T.3Cy.23½",38"&66"–45" 220lb (s) 464NP GS124, HS807 FD 2SB(Spt)&LAux8NP N.E.Marine Eng.Co(1938)Ltd. Nwc	28 " 1 s 3 " 0 25 " 0		
02 **Iburi Maru**		3290 2830 1890					1938	Tama S.B. Co.Ld. Tama	Hokkaido Tanko Kisen K.K.	330·0 | 47·0 | 25·0 132'1 32'1 F31'	Tokyo Japanese	T.3Cy.19¼",30⅛"&55½"–39⅜"& exhaust turbine WB driving steam compressor 191NP Tama S.B.Co.Ld.Tama			
03 **Izan Maru** (*ex* Westward Ho Maru–38, *ex* Westward Ho–37) PM	Fitted for oil fuel 2 Dks	5475 — 4000	•••				1918	Columbia River S.B.Co. Portland, Or.	Kokoku Kisen K.K.	410·0 | 54·2 | 27·5 P47 B115' F44' FK	Kobe Japanese	DR geared steam turbine NE20 551NP WB Kerr Turbine Co. Wellsville, N.Y.	30 " 2		
04 **Ionian** 236 GJ D.F. E.S.D.	1 Dk & Shelter dk Ref. Mchy. Cruiser Stern	3114 2452 1429	✠100A1 Hpl *w* with freeboard Hul 11,38 ~~12,38~~ ✠LMC 6,38 ✠Lloyd's RMC 6,38 ~~7,38~~ 1,39			CL	1938 6mo	W. Gray & Co.Ld. W Hartlepool	Ellerman Lines, Ld. (Ellerman & Papayanni Lines Ld. *Mgrs.*) Lloyd's SA & CP	345·7 | 50·1 | 20·7 361·0 (O.L.) F28' FK Cell DB 291'745t FPT 21t APT 14t	Liverpool British (Coll to Shltr dk 6 " 2nd " dk)	T.3Cy.23",38"&65"–48"& LP turbine with hydraulic coupling 225lb (s) 500NIP 3SB(Spt)&Aux6NP Cen.Mar.E.Wks. (W. Gray & Co.Ld.) W.Hpl.	23 " 3 s 1 " 3 22 " 2½		
05 **Ist** (*ex* Baltica–38, *ex* Stillesund, *ex* Rana)	Comp Oil Eng. 1 Dk Mchy. Aft	348 255 165					1917	Aktiek C.O. Christianson & Co. Strömstad	Kazimir Kozulic	116·0 | 25·1 | 11·4 P41' B7' F38'	1st Yugoslav	Oil Engines 2S.C.SA 4Cy.13 $\frac{7}{16}$"–14 $\frac{7}{16}$" 123NHP Bergsunds M.V Aktb Skm.			
06 **Ida Bakke** D.F. D	Oil Eng. Ref. Mchy. Cruiser Stern 1 Dk & Shelter dk	5455 4729 3266					1938	A/B Götaverken Gothenburg	Rederi A/S Idaho (Chr. Haaland, *Mgr.*)	435·9 | 58·8 | 26·0 F38'	Haugesnd Norwegian WB	Oil Engines 2S.C.DA 6Cy 24 $\frac{7}{8}$"–55 $\frac{1}{8}$" 1236NHP A/B Götaverken, Got.			
07 **Indigirka** (*ex* Commercial Quaker–38, *ex* Malsah, *ex* Ripon) D.F.	Fitted for oil fuel 1 Dk 2 tr B	2689 2329 1667	•••				1920	Manitowoc S.B.Co. Manitowoc	U.S.S.R.	253·5 | 43·9 | 25·9 P25' B65' F26' FK	Russian WB	T.3Cy.21",35"&59"–42" 326NHP Nordberg Mfg.Co. Milwkee	28 " 5	R †	
3508 **Ilona** (*ex* Ocu–38, *ex* Lydia–38, *ex* Stanrock–37, *ex* Castro–37, *ex* Darlington–35)	ss Hul. 2nd No. 3–11,35 1 Dk (Stl–plwds) Well deck Wireless	1105 897 446	✠100A1 Msl *p* ~~3,38~~ 12,38 BS 3,38 ✠LMC 11,38			OG 9,37	1910 8mo	Earle's Co. Ld. Hull Lloyd's SA & CP	E. Godillot (A. Davaris, *Mgr.*) Cell DBa 44' a E 23' f 121' 196t FPT 12t APT 8t	256·0 | 36·2 | 15·0 246·0 (O.L.) P8 B169' F54' FK	Colon Panamanian	T.3Cy.25½" 38"&62"–39" (s) 180lb 373NHP 2SB,8cf, GS154, HS840 FD Earle's Co.Ld. Hull	17 " 4 s 1 " 0 16 " 7½		
3509 **Impoco** (*ex* Imperial–38, *ex* Minoco) up	1 Dk & Web frames Mchy. Aft Carrying Petroleum in bulk	796 671 412	•••				1898	Tyne I.S.B. Co.Ld. Newcastle	~~Imperial Oil Shipping Co Ld. (H.J. Rahlves, Mgrs.)~~	200·0 | 32·0 | 14·4 P76' F23' FK	Sarnia, Ont British WB	T.3Cy.17",26"&45"–30" 129NIP Wallsnd Slpwy Co.Ld. Nwc	15 " 3 ~~1 " 6~~ ~~1 " 5~~		
3510 **Imperial** 1704 BX	1 Dk Mchy. Aft Oil Eng. Electrically welded Wireless D.F. Longitudinal framing	~~1569~~ 1512 1206 802	✠100A1 Ver ~~1,39~~ (Class Continued to 1939) Carrying Petroleum in bulk ✠LMC 11,38			CL	1938 11mo	Collingwd. Shipyards Ld (Imperial Oil Shipping Co Ld. (H.J. Rahlves, *Mgrs.*)) Collingwd Ont Lloyd's SA & CP	Imperial Oil Ship-ping Co Ld. (H.J. Rahlves, *Mgrs.*) Cell 1 Bu E 32' f 52' 66t FPT 15t APT 6t	230·0 ~~230·1~~ 18·5 239·0 (O.L.) P62 B26' F39' FK	Vancouver B.C. British WB	2 Oil Engines 2S.C.SA 14Cy 12"–15" with electro-magnetic slip couplings & SR gearing 364NIP DB–10 Cb Fairbanks Morse & Co. Beloit, Wis.	18 " 6 s 1 " 8½ 16 " 10½		
3511 **Isle of Alderney** (*ex* Lochiel–38, 9349 *ex* Devonia) FRG	1 Dk	318 221 126	•••				1906	Scott of Kinghorn, Ld Kinghorn	Guernsey & Alderney Trading Co.Ld.	140·2 | 23·1 | 10·5 P32' B46' F22'	Guernsey British WB	C.2Cy.16½"&36"–27" 52RHP Scott of Kinghorn, Ld. Kgn.	11 " 1	C †	
3512 **Isin Maru** (*ex* Ishin Maru–38, 1355 *ex* Baron Napier) 3KB	2 Dks	4955 4595 3137					1909	Napier & Miller, Ld. Glasgow	Nissan Kisen K.K.	400·3 | 52·3 | 27·4 P40 B117' F45'	Tokyo Japanese WB	T.3Cy.27",43"&72"–48" 359NIP Dunsmuir & Jackson Ld. Gls		C	
3513 **Iridio Mantovani** D.F. *Mchy. Aft* Cruiser Stern 1 Dk *Longitudinal framing at bottom & at deck* *Carrying Petroleum in bulk*	Oil Eng.	10000					1939	Cantieri Riuniti Dell' Adriatico Montfalcone	Azienda Generale Italiana Petroli	409·3 | 68·6 | 36·6 P116' B49' F55'	Genoa Italian	Oil Engines 2S.C.SA 9Cy.28"–49" 1260NHP Cant. Riuniti Dell' Adriatico			
3514 **Imperatore** 1049 (*ex* Patria–38, *ex* Susanne Vinnen) CAZ Sub.Sig.	Aux 5 Mst Sr Oil Eng. Mchy. Aft 2 Dks (*See Sailing Ship Register Supplement*)	1848 1579 1430					1922	Frd. Krupp Ak. Ges. Kiel	Elisa Truscello	286·4 | 44·3 | 19·1 261·5 Qs2 F55'	Genoa Italian	Oil Engines 4S.C.SA 4Cy.15¾"–21¾" 97NHP Frd. Krupp A.G. Kiel		I	
3515 **Indian Prince** (*ex* Wave–38, *ex* Japanese Prince–37) 8759 Sub.Sig. D.F.	Twin Sc Oil Eng. ss Drt. No. 2–34 2 Dks (Stl) & Shelter dk (Stl) Cruiser Stern	6376 5800 4134	✠100A1 PNI *dt* with freeboard 1,38 ~~LMC CS 2,37~~ DBS 2,37 2,37 *Carrying oil F.P. above* 150°F or Latex in deep tanks *Carrying vegetable oil or Latex in fore & after peak tanks*			CL 7,36	1926 5mo	Deutsche Werft A.G. Hamburg Lloyd's SA & CP	Prince Line, Ld. Furness, Withy & Co. Ld. *Mgrs.*) Duct keel forward of machinery space 159' Cell D B 367' 13860 M Ts 42' 1466t FPT 130t APT 156t	441·6 | 60·3 | 29·2 F42' FK (Coll to Shltr dk 7 " 2nd " dk)	London British 8 B Hpt Cem pt Asp	Oil Engines 4S.C.SA 16Cy.29 $\frac{3}{8}$"–47 $\frac{1}{4}$" 1313NHP DB 100 Cb DB 4 Ab Allgemeine Elec. Ges Berlin	32 " 3 s 4 " 6½ 27 " 10½		
3516 **Irma** (*ex* Atlante–38, *ex* Teresita–37, 409 *ex* Teresita Terzo–35, JVA *ex* Ain-Tay[illegible] Antoine Achaque, *ex* Tillydrine)	Fitted for oil fuel 1 Dk Mchy. Aft Well deck	305 232 122	•••				1908	Dundee S.B.Co.Ld. Dundee	Cap. Adolfo Calzi	138·0 | 23·1 | 10·0 132·3 Q47 B11' F25' FK	Trieste Italian WB	C.2Cy.16"&34"–24" 60NHP W.V.V. Lidgerwood, Gls.	11 " 0	I †	
3517 **Illenao** (P) (*ex* Londonier–39) PKC D.F.	ss Ant. No. 3–12,31 ss Ant. No. 1–35 1 Dk (Stl) & 2nd dk (Stl) *except in way of cross bunker*	5355 4792 3200	✠100A1 Ant *y* 2,39 ~~6,38~~ ✠LMC MS 2,36 BS 6,38			CL ~~6,38~~ 2,38	1919 10mo	Lloyd Royal Belge (Gt. Britain) Ld. Glasgow Lloyd's SA & CP	Agencia Maritima Colon, Ltda. Cell D B 344'1062t FPT 127t	400·8 | 52·3 | 28·5 413·0 (O.L.) P19 B113 F38' FK	Panama Panamanian	T.3Cy 27",44"&73"–48" (s) 510lb 517NHP 8SB,9cf, GS190, HS768 FD Wm. & W. Hendersn & Co Ld Gls	31 " 0 5 " 11 25 " 3½		

1 Numéro Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement. etc. *Ex-nom, s'il y a lieu.*	3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6	7	8 Construit. Quand. Chantier. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des cylindres.—Course Pression des chaudières. NHP=Force en chevaux d'après les formules de la Société RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Propr. Nom du Constructeur des machines.	14 Creux sur Quille Franc bord en hiver Tirant d'eau correspondant. pds. pce.	15
88518 41234 JYQL	**Itukusima Maru** (*ex*Itsukushima Maru-38) *Mchy.Aft* *Longitudinal framing*	*Oil Eng.* 1 *Dk* *Cruiser Stern* *Carrying Petroleum in bulk*	10008 — 5818				1937	Kawasaki Dkyd.Co.Ld. Kobe	NipponSuisanK.K.	503·3 | 65·0 | 37·1	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.28⅜"–47½" 2250NHP KawasakiDkydCoLd Kobe		
88519	**Inharrime** Wireless	*2 Dks* *Cruiser Stern*	1645 — 930				1939	Cant.Nav. Riuniti Ancona	Companhia Nacional de Navegacao	236·3 | 36·7 | 14·4	Lourenço Marques Portuguese	T 3Cy 19⅝"-31½"-53½"-37" 61NHP CantieriNavaliRiuniti,Ancona		
88520	**Illinoian** (*ex*Isthmian-39, [illegible]-37, Wilkeno-37, [illegible] D.F.	*Fitted for oil fuel* to 1 *Dk* & *Shelter dk* & *Web frames* *Longitudinal framing*	6473 — 4117	✠ ... 1,21 ✠			1918 9mo	Osaka Iron Works Ld. Osaka	American-Hawaiian S.S.Co.	415·1 | 55·7 | 32·0 *Shelter dk* FK	New York Utd. States	T.3Cy.27",45"&75"-51" 553NHP *WB* OsakaIronWrksLd.Osaka	34 ″ 8	R. ✠
88521	**Ila** Wireless *Mchy.Aft*	1 *Dk* *Cruiser Stern*	1580 1216 890				1938	Porsgrund Mek.Værks. Porsgrunn	LykkesRederiA/S (PerT.Lykke, *Mgr.*)	246·6 | 37·9 | 18·2 P66'B14'F29'	Oslo Norwegian *WB*	C.2Cy.13¾"&27⅝"-27⅝"& LPturbine wit[illegible]earing &hydraulic coupling 63NHP Porsgrund M.V.Porsgrunn		
88522 OZAZ	**Inge Mærsk** D.F. E.S.D. *Mchy.Aft*	*Oil Eng.* *Cruiser Stern* pt.Longitudinal framing	9397 8700 5840	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*			1939	Odense Staalskibsvft. ved A.P.Møller Odense	(A.P.Møller, Copenhagen, *Mgr.*)	482·9 | 65·5 | 33·9 P98'B34'F41'	Copenhagen Danish	Oil Engines 4S.C.SA 7Cy.29⅝"-59⅛" Akt.Burmeistr&Wain,Cpn	35 ″ 10 28 ″ 0½	
88523	**Inspiration** (*ex*Kosmos I-39, *ex*Kosmos) Wireless *For full particulars see No. 88528 below*	TwinSc *ss*N.Os.No.3–11,26 *ss*N.Os.No.1–31 1 *Dk*(*Stl*) & *Web frames*	623 542 348	A1 NOs *with freeboard* BS5,34 LMC5,31 ✠NB19 *refitted* 28 *For Service in the Gulf of Mexico & Caribbean Sea* *Fitted for oil fuel* 8,28	oc F NO6,32 5,34		1920	Schiffsw.u. Mch. "Hansa" A.G. Tönning	Capt.V.O.Peardon *Cell.DB*125'102*t D*	185·5 | 25·3 | 15·6 P11' FK *Tsa*9*t FPT*8*t APT*4*t*	Bluefields Nicaraguan 5 *B.ptCem pt.Asp*	T.6Cy.12",18"&28"-18" (*r*) 180lb 151NHP *Emade*07 *refitted*28 1SB,3*cf*,HS2733 FD UnionIronWorks,S.Fo.	18 ″ 4 3 4 ″ 2 14 ″ 4	
88524	**Iwato Maru**	*Oil Eng.* *Cruiser Stern*	500				1939	Nakata Zosensho Osaka	KyosyoKaiunK.K.	160·0 | 27·5 | 13·7	Japanese	Oil Engines 2S.C.SA 5Cy.13¾"-19⅛" 165NHP NipponHatsudokiK.K		
88525	**Irmtraut Cords** (*ex*M.C.Holm-39) D.F.	*ss*Cpn.No.3–5,37 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	2814 2623 1648	✠100A1 Bry Cpn *with freeboard* 4,39 ~~11,38~~ BS6,38-4,39 ✠LMC6,37	*v* oc ~~F11,38~~ 4,39		1924 5mo	Helsingörs Jernsk.& Msk Elsinore *Lloyd's SA & CP*	A.G.Neptun (Aug.Cords, *Mgr.*) *Intermediate BH in fore hold dispensed with*	320·4 | 48·4 | 20·1 FK *Cell.DB*272'766*t FPT*8*t APT*11*t*	Rostock German 3 *B.H Cem* *Coll. BH to Sh dk* 180lb *180lb* 2SB(Spt),6*cf*,GS92.HS4494 Helsingörs Jernsk.& Mskb.	T.3Cy.23",38"&62"-42" (*s*) 180lb 282NHP 2nd "	22 ″ 9 s 1 ″ 6½ 21 ″ 4½	
88526	**Iris** (*ex*Heroy-39, *ex*Adour-34) D.F. Sub.Sig.	2 *Dks* *Cruiser Stern*	3323 3490 2302	✠ ... 6,25			1921 5mo	A/B Ore-sundsvarvet Landskrona	A.Hansen	311·8 | 44·8 | 27·8 F30' *on Shelter dk* FK	Flensburg German *WB*	C.2Cy.17¾"&31⅝"-35⅜"& L.Pturbine with D.R.gearing &hydraulic coupling NE61 KockumsM.V.A/B Malmö	30 ″ 0	N ✠
88527 157903 VSPW	**Indragiri** (*ex*Singapore-39)	1 *Dk*	592 484 297				1912	Nederl. Schps. Maats. Amsterdam	SconBeeS.S.Co. (Singapore) Ld. (HeapEng.Mch S.S.Co.Ld. *Mgrs.*)	185·0 | 31·0 | 10·7 P27'B58'F26'	Singapore British *WB*	C.2Cy.15"&30"-21" 37NHP Wilton's Eng.Co.Rot.		V
88528 Wrecked 4.39	**Inspiration** (*ex*Kosmos I-39, *ex*Kosmos) Wireless	TwinSc *ss*N.Os.No.3–11,26 *ex*N Os.No.3–8,39 1 *Dk*(*Stl*) & *Web frames*	623 542 348	~~A1~~ NOs *with freeboard* *corresponding to an extreme summer draught of* [illegible]' 3,39 ✠NB19 *refitted* 23 *For service in the Gulf of Mexico & Caribbean Sea, or on the Great Lakes. Also for service between Great Lakes, Newfoundland & Boston with a freeboard corresponding to an extreme summer draught of* 13ft *Fitted for oil fuel* 8,28	oc 3,39		1920	Schiffsw.u. Mch. "Hansa" A.G.Tönning	Capt.V.O.Peardon *Cell.DB*125'102*t DT*8*a*9*t FPT*8*t APT*4*t*	185·5 | 25·3 | 15·6 P11' FK 5 *B.H.t Cem pt.Asp*	Bluefields Nicaraguan 180lb *Emade*07 *refitted*28 1SB,3*cf*,HS2733 FD UnionIronWorks,S.Fo.	T.6Cy.12",18"&28"-18" (*r*) 151NHP	18 ″ 4 s 4 ″ 2 14 ″ 4	
88529	**Isuzu Maru** D.F.	1 *Dk*	2800				1939	Tsurumi Seitetsu Zosen K.K. Yokohama	HinodeKisenK.K.	318·2 | 45·1 | 24·6 P10'B27'F31'	Tokyo Japanese *WB*	2 steam turbines D.R.geared to 1 sc. shaft 267NHP IshikawajimaS.B.Co.&E. Ld Tokyo		
88530	**Italia** D.F. E.S.D. *Mchy.Aft*	TwinSc *Oil Eng.* *Cruiser Stern*	9968 8921 5782	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*			1939	Deutsche Werft A.G. Bet Finkenwrder Hamburg	The Texas Company (Norway) A/S (H.C.Mathiesen, *Mgr.*)	503·8 | 67·4 | 34·3 P122'B38'F60'	Oslo Norwegian	Oil Engines 2S.C.SA 16Cy.20½"-35⅜" Maschinenfbrk.Augsburg-Nürnberg.A.G.,Augsburg		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Registered Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6	7	7a Date when last built, or last rebuilt.	8 Built. When	9 By Whom. Where	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Load Draught in Summer. Corresponding Draught. ft. in.	15 Approximate Position in which Vessel lies in Light Draught. Vessel has Propeller Tunnel.
88651 GLQD	**John A. Brown**	*Oil Eng.*	10455 9837 6059	✠100A1 5,38	Mfl	*ft*	CL	1938 5mo	Cantieri Riuniti Dell' Adriatico Monfalcone	Oriental Tankers, Ltd.	490·2 | 70·0 | 37·0 506·6(O.L.) F107 B41 F35' FK	London British	Oil Engines 2S.C.SA 8Cy.26¾"–43⅓" 1000NHP 2DB200lb	37 " 0	
	E.S.D. GyC.	*Cruiser Stern*		✠LMC 5,38				*Cell D Bu E* 89'175*t*		*DT f* 24'647*t F PT* 19 6*t A PT* 169*t*		6 *B Hpt Cem*	Soc.An "Fiat" S.G.M. Turin	s 7 " 4½ 29 " 10½	
	D.F.	1 *Dk*, 2nd dk clear of cargo tanks		*Carrying Petroleum in bulk*				*Lloyd's SA&CP*							
	Mchy. Aft	*Longitudinal framing*													
88652 VJTP	**Jessie Moller** (ex Moruya–38, ex Stuart, ex Moruya)	Twin Sc	530 476 251					1906	Caledonian Eng. & S.B. Co Preston	(Mollers' Ld. *Mgrs.*)	150·7 | 25·6 | 14·4	Shanghai British	C.4Cy.13½"&28"–20" 64RHP *WB* Caledonian E.&S.B. Co. Prs.		
	Wireless	*Mchy. Aft*													
	2 *Dks*														
Transferred to Lto. 67304															
88653 JDFG	**Jintsu Maru** Ⓟ		995 779 550					1921	Ono Seikichi Osaka	Fujiyama Kaiun K.K.	210·0 | 32·0 | 17·0	Osaka Japanese	T.3Cy.		
	Wireless	2 *Dks*													
88654 GMGY	**John Holt**		~~3311~~ ~~3250~~ 3315 3027 2205	✠100A1 ~~with freeboard~~ ~~6,28~~ 6,38	Bkn		CL	1938 6mo	Cammell Laird & Co. Ltd. Birkenhead	J. Holt & Co. (Liverpool) Ltd.	370·4 | 52·8 | 20·6 390·6(O.L.) 120'B124'F54' FK	Liverpool British	T.3Cy.23½",38"&61"–45"& 1 Turbine with D.R. gearing & hydraulic coupling 220lb (*s*) FD 471NHP	23 " 0 s 1 " 5½ 21 " 8½	
	D.F. E.S.D.	1 *Dk* & *Shelter dk*		✠LMC 38				*Lloyd's SA&CP*		6 *B Hp Cem* (*Coll to Sh dk* 5 " *2nd* ")					
				Fitted for oil fuel 6,38 *F.P. above* 150° F.						*Cell D* 288*t* 862*t F PT* 116*t A PT* 25*t*		2SB, Spt., 6*cf*, HS 500	Cammell Laird & Co. Ltd. Bkn		
88655 KINN	**Jean Lafitte** (ex Everett–38, ex West Ison)	*Fitted for oil fuel*	5773 5174 3571					1919	Ames S.B. & D.D. Co. Seattle, Wash	Waterman S.S. Corp.	410·5 | 54·2 | 29·2 P44'B119'F47'	Mobile Utd. States	T.3Cy.26",43"&73"–48" 500NHP *WB* Ames S.B. & D.D. Co. Seattle		R
		2 *Dks*													
88656 GMMG	**Joseph Swan**	1 *Dk*	1571 1153 918	✠100A1 9,38 (*Class Contem. plated*)	Sld	*p*	CL	1938 9mo	S.P. Austin & Son, Ld. Sunderland	London Power Co. Ld. (Stephenson Clarke & Associated Companies, Ld. *Mgrs.*)	239·0 | 38·7 | 16·2 246·8(O.L.) Q147'B17'F21' FK	London British	T.3Cy.16½",27½"&46"–33" (*s*) 200lb *100lb* 193NHP 1SB, *3cf*, GS59, HS2952 FD	18 " 3 s 5 " 4½ 16 " 11½	
	Mchy. Aft	*Cargo battens not fitted*		✠LMC 8,38				*Lloyd's SA&CP*		*Cell D Bu E* 23'*f* 164'600*t* *MT* 100*t F PT* 150*t A PT* 10*t*		4 *B Hpt Cem*	N.E. Marine Eng. Co. ~~Ld.~~ Sld (1938) Ld. Sld.		
	Wireless	*Cruiser Stern*													
88657 HREB	**Jupiter** (ex Ormidale–38, ex Astmahco III, ex Lake Mohonk, ex Motor I)	Twin Sc *Oil Eng.* 1 *Dk*	2063 1797 1434					1917	Manitowoc S.B. Co. Manitowoc	L. Garcia	250·5 | 43·5 | 20·4 P44'B32'F28' FK	Puerto Cortes Honduras	Oil Engines 4S.C.SA 12Cy.14½"–18" 246NHP NE38 *WB* Atlas-Imperial Diesel Eng. Co. Oakland, Cal.	13 " 0	R†
	Mchy. Aft														
88658 LKAS	**Jaguar** (ex Nike–38)	Twin Sc *Oil Eng.*	9721 ~~8,38~~ 12,38	✠100A1 Got	Liv	*et*	CL	1928 11mo	A/B Götaverken Gothenburg	Skibs. A/S Jaguar (A. Jahre, *Mgr.*)	475·6 | 64·2 | 37·5 496·1(O.L.) P103'F39' FK	Sandefjord Norwegian	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP 2DB 150lb	37 " 0 s 8 " 10½ 28 " 4½	
	D.F.	1 *Dk* (*Stl*)		~~LMC CS7,37~~ DBS ~~H10~~ 12 & 1,38			s7,36 P3,38	*Lloyd's SA&CP*		*Cell D Bu E* 71'304*t* *DT f* 33'624*t F PT* 196*t A PT* 310*t*		10 *B Hpt Cem*	Aktieb. Götaverken, Got.		
	Mchy. Aft	*Cruiser Stern*	5784	*Carrying Petroleum in bulk*											
88659 DHWQ	**Johann** (ex Strassburg–38)	Twin Sc 1 *Dk*	943 722 545					1911	Gebr. Sachsenberg A.G. Deutz	I.A. Reinecke	216·5 | 32·9 | 10·7 Q78'B43'F26'	Hamburg German	C.4Cy.12⅝"&24"–17⅞" 40NHP *WB* Gbr Sachsenbrg A.G. Rsslau		
88660	**Japara**	Twin Sc *Oil Eng.*	~~9240~~ 9312					1938	N.V. Mch. & Scheepswf. van P. Smit, Jr Rotterdam	Rotterdamsche Lloyd (W. Ruys & Zonen, *Mgrs.*)	~~483·0~~ | ~~62·7~~ | ~~38·2~~ 483·4	Rottrdam Dutch	Oil Engines 2S.C.SA 16Cy.25⅞"–17¾" *WB* Sulzer Bros. Ld. Winterthur		
	D.F. E.S.D.	3 *Dks*	8586												
	Ref. Mchy.	*Cruiser Stern*	5614												
88661 GPDR	**Josewyn** (ex Whitwood–39)		1926 1504 1147	✠100A1 1,39 ~~1,38~~	Shl Sld	*q*	CL 11,38	1919 4mo	J. Crown & Sons. Ld. Sunderland	Dillwyn S.S. Co. Ld. (Stockwood, Rees & Co. Ld. *Mgrs.*)	268·0 | 38·1 | 17·6 P24'Q82'B51'F30' FK	Swansea British	T.3Cy.20½",33"&54"–39" (*s*) 180lb 199NHP 2SB, *4pf*, GS80, HS3092	19 " 9 s 1 " 11 18 " 0	
	Well deck	ss Sld. No. 3–2,32 ss Sld. No. 1–36		✠LMC				*Lloyd's SA&CP*		*Cell D* 223'425*t F PT* 105*t A PT* 100*t*			N.E. Marine Eng. Co. Ld. Sld		
	D.F.	1 *Dk* (*Stl*)		MS 3.36 BS 11, ~~16~~											
		Cargo battens not fitted													
88662 TTGF	**Jade** (ex Louis Blanchet–38)	1 *Dk*	671 404 320					1920	Chantiers de Provence Port de Bouc	Scc. de Chalandage & Remorquage de l'Indo-Chine	181·4 | 28·3 | 12·0 128'F32'	Saigon French	T.3Cy.13⅛",21⅜"&37½"–23⅝" 68NHP *WB* Chantiers de Provence, Msl.		V
88663 LJGE	**Jamaica** (ex Giuba–38)		3015 2617 1756					1936	Akt. Burmeistr & Wain Copenhagen	Skibs-A/S "Rose" (Anders Jahre, *Mgr.*)	324·4 | 45·8 | 26·1 F42'	Sandefjord Norwegian	Oil Engines 2S.C.SA 9Cy.19⅛"–35⅞" 606NHP *WB* Akt. Burmeistr & Wain, Cpn		N
	D.F. *Ref. Mchy.*	*Oil Eng.*													
	Cruiser Stern	1 *Dk* & *Shelter dk*													
88664	**Junin** Ⓟ (ex Manizales–38, ex Pleskow)		1185 777					1915	Schiffsw. v. Henry Koch Lübeck	Fontbona y Cordero, Ltda.	216·6 | 32·9 | 13·1 P114'F27'	Valp'raiso Chilian	T.3Cy.17⅜",29½"&45⅞"–29½" 113NHP Ottensener Maschf Altona		G
	Wireless	1 *Dk*													
88665	**Jonge Willem**		1800					1939	A. Vuijk & Zonen Capelle a/d Ysel	Middellandsche Zeevaart Cie. N.V. *Mgrs.*)		Rottrdam Dutch	T.3Cy.17½",27"&48"–36" 138NHP *WB* N.V. Arnhemsche Stoomsleephellin Maats.		
	2 *Dks*														
	Cruiser Stern														
88666 GSGZ	**James J. Maguire**	*Oil Eng.*	~~10530~~ 10525 6065	✠100A1 5,39 (*Class Contem. plated*) *Carrying Petroleum in bulk*	Mfl	*ft*	CL	1939 2mo	Cantieri Riuniti Dell' Adriatico Monfalcone	~~Standard Oil Co.~~ Oriental Tankers Ltd	490·4 490·2 | 70·0 | 37·0 F107 B41 F35' FK	London British	Oil Engines 2S.C.SA 8Cy.26¾"–43⅓" 1000NHP 2DB 190lb	37 " 0 s 7 " 4½ 29 " 11	
	D.F. E.S.D. GyC.	1 *Dk*, 2nd dk clear of cargo tanks *Cruiser Stern*		✠LMC 6,39				*Lloyd's SA&CP*		*Cell D B* ~~F80'173~~ *DT f* 24'647*t F PT* 196*t A PT* 169*t*		6 *B Hpt Cem*	Soc. An "Fiat" S.G.M. Turin		
	Mchy. Aft	*Longitudinal framing*													
88667	**Juncal** (ex San Quirino–39)		~~5843~~ ~~5806~~ ~~6677~~ 3303 1902	✠100A1 1,39 ~~5,38~~ MS 6,36 ~~BS 11,37~~ 7,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,38 *F.P. above* 150° F	Shl BAs	*g*	CL 6,37 1,39	1923 7mo	Armstrong Whitworth & Co. Ld. Newcastle	Cia. Argentina de Nav. Mihanovich Ltda.	407·2 | 52·2 | 31·4 423·7(O.L.) P105'B37'F60' FK	Bns. Aires Argentine	T.3Cy.27",45"&75"–48" (*r*) 180lb 538NHP 1 *B Hpt Cem* (10 *to U dk* 5 " *2nd* ") 3SB, *9cf*, GS201, HS7896 FD Wilsnd. Slpwy. Co. Ld. Nwc.	~~35 " 6~~ ~~5 " 3½~~ ~~36 " 5~~	
	Mchy. Aft	2 *Dks* (*Stl*) & *Web frames*								*Cell D B u B* 26'67*t A PT* 80*t*					
	D.F.	*Longitudinal framing*													

1 Numéro d'Ordre. Numéro Officiel. Signaux.	2 Nom du Navire. Matériaux, Gréement, etc. Re-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Sous le Pont. Net.	5 Détails de la Classification. Total. Cote. Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite.	7a Date de la dernière Visite de Classification.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux Quille au bord du milieu du navire. Tirant d'eau correspondant.	15
88668	**Jutta**		462				1939	Jos. L. Meyer Papenburg a.d.Ems	Breyer&Co.	156·5 | 26·9 | 10·5 P50'F19'	Hamburg German	Oil Engines 4S.C.SA 8Cy.13$\frac{9}{16}$"– Klöckner-Humboldt-Deutz,A.G.Köln-Deutz		
		Oil Eng.	186											
		Cruiser Stern												
88669	**Juhan**	Wood Aux 3 Mst G	398				1938	P. Sepp Papisaare	J.Teär & others	148·1 | 30·5 | 12·2 F18'	Kuressaare Estonian	Oil Engines 2S.C.SA 2Cy.15$\frac{3}{8}$"–16$\frac{1}{16}$" 83NHP Völlind,A|S,Copenhagen		
KSXW	*Mchy.Aft*	*Oil Eng*	316											
	(See Sailing Ship Register Supplement)	1 *Dk*	301											
88670	**Java** Ⓟ		7500	100A1			1939	Deutsche Schiffs-u.Mschb. A.G.Weser Bremen	Stoomv.Maats. Nederland	489·9 | 63·0 | 39·2 P44'B193'F51'	Amstrdam Dutch	2 SR geared Oil Engines 14Cy.20$\frac{7}{8}$"–29$\frac{13}{16}$" DeutscheSchiff.-u.Mschb. A.G.Weser,Bmn.		
	D.F. E.S.D.	*Oil Eng.*	9·50											
		Cruiser Stern	5307 (*Class Contemplated*)											
			5646											
88671	**Johan**		434	100A1 Gro			1939	Scheepsw. 'Waterhuizn' J.Pattje Waterhuizen	J.L.deGroot	145·6 | 25·6 | 9·3 C53'T36'F18'	Kampen Dutch	Oil Engines 4S.C.SA 7Cy.11"–17$\frac{1}{16}$" 82NHP Klöckner-Humboldt-Deutz A.G.Köln-Deutz	10 ″ 10 8 ″ 9½ 10 ″ 9½	
PFDK	*Mchy.Aft*	*Oil Eng.*	273				4mo							
	~~Machinery~~ D.F.	1 *Dk*	~~328~~ (*Class Contemplated*)											
		Cruiser Stern	233	LMC4,39										
88672	**Jürgen Fritzen** (*ex* Peckham-39, *ex* Joannis Vatis-37, *ex* Baron Jedburgh)	1 *Dk & Shelter dk*	*4465* *4099* *2722*				1912	A. Rodger & Co. Port Glasgow	Johs.Fritzen& Sohn vormW. Kunstmann	410·0 | 54·3 | 24·8	Stettin German	T.3Cy 26",41"&74"–48" 570NHP *WB* D.Rowan&Co.Glasgow		O
88673	**Julietta** (*ex* Camden-39, *ex* Edenor)	*ss* Shl.2nd Dk.Sh.l 1 *Dk (Sh.l)*	*1449* *1961* *810*	100A1 4,39 ~~7,38~~	Shl Cff	ot. 7,38	1911	Ostbourne, Graham&Co. Sunderland	Laiva O/Y Fennia S.S.Co.Ld. (JohnNurminen, O/Y, *Mgrs.*)	240·2 | 34·2 | 20·1 250·2(O.L.) F18'F23' FK	Helsingfrs Finnish	T.3Cy.18",29"&48"–33" (s) 1800 148NHP s 8 ″ 1½ 2SCi *pp* 168 lbs 226 lbs 16 ″ 9½ MacColl&Pollock,Ld.Sld.	22 ″ 2	
QFDT	*Arch deck*	*Cargo battens not fitted*		MS11,35	~~LMC~~ Bs7,38					*Cell D Ba77 u E§ B29 f 96'322 t F P T 48 t A P T 65 t*				
88674	**John J. Boland** (*ex* United States 202087 Gypsum-39, *ex* Stephen M. Clement)		5921				1905	American S.B.Co. Lorain,O.	American S.S.Co. (Boland&Cornelius, *Mgrs.*)	480·0 | 52·0 | 30·0	Buffalo NY Utd.States	T.3Cy.22",36"&60"–42" 2300NHP *WB* American S.B.Co Cleveland		R
KFBX	*Mchy.Aft* D.F. GyC.	1 *Dk*	4487											
88675	**Johann Schulte** Ⓟ		*5334*				1921	Wallace S.B.&D.D. Co.Ld. Prince Rupert	"Atlas" Reederei-A.G.	399·9 | 52·2 | 28·5 P49'B113'F40'	Emden German	T.3Cy.27",44"&73"–48" 569NHP *WB* John Inglis Co.Ld Toronto		O
	(*ex* Mount Parnassus-39, *ex* Canadian Scottish-37)	2 *Dks*	*4864* *8242*											
	Ref.Mchy.													

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6	7	7a Date when full shaft fleets seen	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP—Horse power by Society's formula; RHP—power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Number if with classed LI not in L.P. Dist. of Trade Cert.
88751 44426 JMDM	~~Kimishima Maru~~ Kimisima Maru	2 Dks Cruiser Stern	~~6000~~ 5193 8827					1938	Tsurumi SeitetsuZosen K.K. Tsurumi	IinoKisenK.K.	~~393·7~~ 393·0 / 49′ B120′ F42′ 400·3	54·1	30·5	Kobe Japanese	1 DR geared steam turbine 500 NHP WB IshikawajimaS.B.&E.Co. Ltd. Tokyo		
88752 44609 JHWL	Kaisyo Maru D.F. GyC.	2 Dks Cruiser Stern	4200					1938	Harima S.B.&Eng. Co.Ltd. Harima	KwaiyoKisenK.K.	~~280·3~~ 263·0 / 56′ 6	50·0	29·0	Kobe Japanese WB	1 steam turbine DR geared to 1 screw shaft 167 NHP KawasakiDkydCoLtd Kobe		
88753 28430 JOUD	Kasyu Maru (P) (*ex*KashuMaru–38) *ss*Kob.No.3-7,32 *ss*Kob.No.1–35 2 Dks (*Stl*)		5460 4988 3404	✠100A1 5,38 ~~4,87~~ ✠LMC	Kob	*s*	CL 4,87	1919 12mo	AsanoS.B. Co.Ld. Tsurumi A&CP	FukuyoKisenK.K.	400·0 / P33′ B124′ F41′ Cell D B339′ 942*t*	53·2	29·4	Kobe Japanese FK 6 *BHCem* *APT27t*	261′ T.3Cy.~~20″~~,43½″&72″–48″ (*s*) 200lb 513 NHP 8SB,*12cf*,GS175,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0 6 ″ 6½ 25 ″ 8	
88754 30415 JPKA	Kōsin Maru (*ex*KoshinMaru–38) *ss*Kob.No.3-3,35 2 Dks (*Stl*)		5485 5120 4000	✠100A1 5,38 ~~4,87~~	Kob	*s*	CL ~~4,87~~ 5,38	1924 7mo	OsakaIron Works,Ld. Innoshima *Lloyd's SA&CP*	HiroumiSyoziK.K. Cell DB355′1058*t* DTa	407·2 / P40′ B137′ F46′ 27′ 767*t*	50·8	32·5	Kobe Japanese FK 7 *BHCem* *FPT106t* *APT26t*	T.3Cy.27″,45″&75″–51″ (*s*) 180lb FD 553 NHP 8SB,*9cf*,GS192,HS8110 OsakaIron Works,Ld.	32 ″ 7 6 ″ 7½ 26 ″ 2½	
88755 30040 JGQB	Kōzyun Maru (*ex*KojunMaru–38) *ss*Smk.No.1–39 2 Dks (*Stl*) *Web frames* *Longitudinal framing*		1931 1614 1186	✠100A1 4,38 ~~3,38~~ ✠LMC	Kob Smk	*q*	CL ~~2,86~~ 3,39	1924 7mo	OsakaIron WorksLd. Osaka *Lloyd's SA&CP*	HiroumiSyoziK.K. Cell DB207′406*t*	255·0 / P17′ B65′ F28′	39·0	22·7	Kobe Japanese FK 4 *BHCem* *FPT45t* *APT16t*	T.3Cy.18″,30″&50″–36″ (*s*) 200lb 211 NHP 2SB,*4cf*,GS79,HS3013 FD OsakaIronWorks,Ld.	22 ″ 9 3 ″ 1½ 19 ″ 9½	
88756 160237 GMGG	Kentish Coast Wireless E.S.D. *Mchy. Aft* D.F.	*1 Dk* *Oil Engs.* Cruiser Stern	~~485~~ 459 246	✠100A1 ~~11,38~~ (*Class Contem plated*)	Alb	*q*	~~CL~~ 3,39	1938 6mo	Werf. Jan Smit,Czn. Alblasserdam *Lloyd's SA&CP*	CoastLines,Ld. Cell DB107 151*t*	165·7 / 173·6(O.L.) Q43′ F24′ 27·6	26·4	9·7	Liverpool British WK 3 *BHptCem* *FPT50t* *APT10t*	Oil Engines 4S.C.SA 8Cy.11″–17⅛″ 94 NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 10 8 ″ 2 10 ″ 9¼	
88757 44594 JLIM	Kizan Maru (*ex*Shang-Ho–38, *ex*CapeVerde–35, *ex*Balfour,*ex*Bodwyn, *ex*Montezuma) *Cargo battens not fitted in 'tween dks*		5081 4790 3808	✠100A1 4,38 ✠MC	Kob	*s*	CL 5,37	1918 5mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd's SA&CP*	MiyachiKisenK.K. Cell DBa1	405·3 / P43′ B126′ F46′ 30′ *u* L24′ *f* 184′ 1236*t*	53·0	27·4	Kobe Japanese FK 6 *BHCem* *APT25t*	T.3Cy.27″,44″&78″–48″ (*s*) 180lb 538 NHP 8SB,*9cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0	
88758 24039 JHAD	Kōnan Maru (*ex*KohnanMaru–38) *ss*Yka.No.3–11.30 *ss*Kob.No.2–38 2 Dks (*Stl*)		5227 4844 3201	✠100A1 9,38 ~~[illegible]~~ BS9.38	Kob Yka	*z*	OG ~~12,37~~ 8,38	1918 11mo	Mitsubishi ZosenKaisha Ld.Nagasaki A&CP	KiharaSyōsen KōgyōK.K. Cell DB	400·0 / 339′ B121′ F40′ 350′ 1075*t*	54·5	30·3	Tokyo Japanese FK 6 *BHCem* *FPT130t* *APT37t*	T.3Cy 27¾″,44½″&75″–48″& LP turbine with DR gearing & hydraulic coupl[illegible] 200lb (*s*) 518 NHP BSB,*9cf*,GS162,HS6361 FD MitsubishiZosenKaishaLd.	30 ″ 0 5 ″ 8½ 21 ″ 8	
88759 160298 MMWY	Karri *1 Dk* *Oil Eng.* *Cargo battens not fitted* *Mchy Aft* Cruiser Stern		~~360~~ ~~334~~ ~~[illegible]~~ 354 234 179	✠100A1 ~~9,38~~ 12,38 (*Class Contem plated*) ✠LMC8,38	Bwg	*s*	CL 12,38	1938 9mo	Scott& Sons Bowling *Lloyd's SA&CP*	Newry&Kilkeel S.S.Co.Ld./ J. Fisher&Sons,Ld. *Mgrs.*) Cell DBs1	139·6 / 147·0(O.L.) ~~Q84~~ B10 ~~F21′~~ DK6″ 4′86″ F22′ 87*t*	23·9	8·8	Newry British 5 *BHCem* *FPT31t* *APT32t*	Oil Engines 4S.C.~~DA~~SA 8Cy.11″–17⅛″ ~~[illegible]~~ 94 NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 9 8 ″ 5¾ 11 ″ 1	
88760	Kyosei Maru Wireless *Mchy. Aft*	*Oil Eng.* Cruiser Stern	500					1938	Urabe ZosenTekkosho Osaka	TowaKisenK.K.	150·0	27·5	14·0	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.13¾″–20¼″ 111 NHP KobeHatsudokK.K.Kobe		
88761 44560 JFBM	Kosei Maru (*ex*BuffaloBridge–38) *Fitted for oil fuel* 1 *Dk.2 trks in fore & after holds & Web frames*		3263 — 1895			...		1919	Submarine Boat Corp. Newark,N.J.	Okada-gumiK.K.	324·0 / P30′ B90′ F35′	46·2	25·0	Osaka Japanese FK WB	DR geared steam turbine WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R t
88762 44583 JQPM	Kosin Maru D.F. Gy.C *Cruiser Stern* 2 Dks ~~*Completed under special survey*~~	*Fitted for oil fuel*	~~6550~~ 6530 — 3911					1938	OsakaIron Works,Ld. Innoshima	~~YamashitaKisen K.K.~~ ~~Yoshi-gumi K.K.~~	~~410·0~~ 411·0 / P11′ B54′ F35′ 410′ 157′ 0	34·4		Osaka Japanese	2 steam turbines DR geared to 1 sc. shaft 517 NHP IshikawajimaS.B.&E.Co. Ltd.Tokio		
88763	Korrigan IV (*ex*Tooya–38, *ex*Principio,*ex*Zaragoza,*ex* Appollo,*ex*Principio,*ex* ErnaDavid) Wireless	TwinSc *Oil Eng.* 1 *Dk*	597 527 344					1920	Flensburger Schiffsb.Ges. Flensburg	Cie.duBoléo	190·8 / P11′ H15′	24·1	15·7	Santa Rosalia Mexican WB	Oil Engines 2S.C.SA 12Cy.13⅜″–12″ 401 NHP *Emade18* VulcanWerke,Hamburg		O
88764 FOJX	Kerkena (*ex*Rambon–38,*ex*Tyne–36) *ss*Rot.No.3-5,36 *Mchy. Aft* 1 *Dk* (*Stl*) Wireless *Cargo battens not fitted*		1579 1207 872	✠100A1 ~~7,38~~ 2,38 BS~~7,37~~,38 ✠LMC	Ams Rot	*p* Msl.	CL 12,37	1922 6mo	N.V.Mch. &Scheepswrf. van P.Smit,Jr Rotterdam A&CP	Cie.Franco-NavigationS.A.	239·5 / P77′ F20′ *DBul*21′ *f* 145′ 500*t*	36·9	17·3	Marseilles French FK 4 *BHCem* *FPT160t* *APT18t*	T.3Cy.21″,32½″&55″–39″ 180lb (*s*) 238 NHP 2SB,*6cf*,GS125,HS4152 N.V.Mch &Scheepswerf. van P.Smit,Jr.Rot.	20 ″ 0 2 ″ 7 17 ″ 9	
88765 LJYO	K. G. Meldahl *1 Dk & Shelter dk* *Cruiser Stern* *Strengthened for navigation in ice* *Built of keel & bottom plating electrically welded*		3799 3077 2194	✠100A1 *with freeboard* 8,38 ~~9,38~~ (*Class Contem plated*) *Fitted for oil fuel*	Osl Avn	*y*	CL 12,38	1938 9mo	Fredrikstad Mek Vrks A/S Fredrikstad *Lloyd's SA&CP*	K.K. Rasmussen K.K. Rasmussens Rederi A/S(K.K. Rasmussen,*Mgr.*) *Intermediate BH in after hold dispensed with (Coll B Hto Shelter dk,5 B Hto 2nd dk)* Cell DB391′ 170*t* M129′ 1094*t*	365·2 / 363·3(O.L.) F24′	57·3	20·2	Sandefjord Norwegian FK *ptCem*	C.4Cy (2)16½″&(2)39½″–36½″ 220lb (*s*) FD 353 NHP 2SB(Spt)*6cf*,GS60,HS5510 FredrikstadM.V.A/S Fredrikstad	23 ″ 6	
88766 UOIQ	Kuznetz Lesov (*ex*Severoles) *Oil Eng.* 1 *Dk*		3974 3524 2266					1933	StatesS.B. Yd "Marti" Leningrad	U.S.S.R.	347·6 / P29′ B53′ F30′	51·6	24·9	Vladvostok Russian	Oil Engines 2S.C.SA 4Cy.26¾″–47½″ 497 NHP Russian Diesel Works,Len.		
88767	Kenzan Maru		940					1938	Sanoyasu DockGoshi Kaisha Osaka	~~YamamotoKisen~~ ~~K.K.~~ Kenzan Kisen K.K.	205·8 / P30′ B124′ F34′ 381′ 4	30·0	17·2	Kobe Japanese	T.3Cy.~~[illegible]~~ 24″&40″–30″ 14½″ 88 NHP *Emade21* *Bmade90* ImadoIronWorks,Osaka		
88768 44843 JQDM	Kensyo Maru D.F.	*Oil Eng.* Cruiser Stern 2 Dks	~~5150~~ 4362 — 2893					1938	TamaS.B. Co.Ld. Tama	InuiKisenK.K.	~~240·6~~ 236·0 / 126′ B124′ F34′ 381′ 4	52·5	30·3	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.17⅛″–47½″ 642 NHP TamaS.B.Co.Ld.Tama		

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques.	3 Matériaux, Gréement, etc. Nombres des Ponts	Tonnag. Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Vis	7 Temps auquel expire Certif. d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Profondeur.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Constructeurs des machines.	14 Orant sur Quille. Lancé au milieu du navire. Tirant d'eau correspondant	15

88769 Kōei Maru (*ex* Koyei Maru–38) 38564 JORI — *ex* Kob. No. 1–38 — *Ref. Mchy.* — *Oil Eng.* 2 *Dks* (*Stl*)
6774 | 6046 | 4915 — ✠100A1 — 6·38 4–37 — ✠LMC CS 6 38 — DBS 6,38 6 38 — Lloyd's RMC 6,38
Kob *b* † — CL 4,37
1934 — 1mo — Mitsubishi Zosen Kaisha Ld. Nagasaki — Takachiho Syosen K.K. (Taiyo Kaiun K.K. *Mgrs.*)
436·4 | 58·5 | 32·8 — P 30′ B 127′ F 43′ FK — *Tween dk B Habove after deep tank kB H dispensed with* — *Cell D B* 366′ 1383*t* — *D T* a 36′ 1131*t* *F P T* 259*t* — 6 *B H* to *U dk* 1 „ „ 2nd „ — *A P T* s 224*t*
Kobe — Japanese — Oil Engines 2S.C.SA — 6 Cy. 28⅜″–49⅛″ — 839 NHP — *pt Cem* — DB *120lb* — Mitsubishi Zosen Kaisha Ld. Nag.
32 ″ 10 — ~~6 ″ 11~~ — ~~26 ″ 11~~ — s 6 ″ 9¾ — 26 ″ 2½
Lloyd's s *A & CP* — *Carrying fish or vegetable oil in the f ore peak tank* — *Carrying car go oil F. P. above* 150° *F. in deep tank*

88770 Kobac (*ex* Cefn-y-Bryn–38, *ex* Dacre Castle–37) — *ex* Ant. No. 3–4, 31 — *ss* Cff. No. 1–35 — 2 *Dks* (*Stl*) — *Now* "Lika," *see No.* 88930 *in Supplement*
5278 | *4866* | 3277 — ✠100A1 — 1,38 — ✠LMC — MS 4,35 — BS 1,38
Ant *y* — CL 3,37
1919 — 3mo — Swan, Hunter & Wigham Richardson, Ld Newcastle — Jugoslavenska Plovidba D.D.
400·1 | 52·4 | 28·4 — P 49′ B 113′ F 29′ FK — *Cell D B* 340′ 1019*t* *F P T* 130*t* — 7 *B H pt Cem* — *A P T* 204*t*
Susak — Yugoslav — T. 3Cy. 27″, ~~44″~~ & 73″–48″ (*s*) — 1801b — ~~44~~ ⅝″ — 547 NHP — 3SB, *9cf*, GS 190, HS 7668 — FD
31 ″ 0 — s 5 ″ 11½ — 25 ″ 3¼
Lloyd's s *A & CP* — Swan, Hunter & Wigham Richardson, Ld. Nwc.

88771 Kenkoku Maru (*ex* Wan Shun–38, *ex* Maniema–37, *ex* Algerier) — 44596 JLJM — *ss* Ant. No. 3–5, 34 — D.F. — 2 *Dks* (*Stl*)
3128 | 2851 | 1855 — ✠ ... — 8,38 — ✠
Drn *u*
1920 — 1mo — Lloyd Royal Belge (Gt. Britain) Ld. Glasgow — Nisshin Kaiun Shokai, Ld.
331·0 | 46·6 | 25·5 — P 38′ B 100′ F 28′ FK — *Cell D B* 278′ 735*t* *F P T* 106*t* — 6 *B H Cem* — *A P T* 42*t*
Kobe — Japanese — T. 3Cy. 25″, 41″ & 68″–45″ — 359 NHP — 3SB, *9cf*, GS 152, HS 5844 — D. Rowan & Co. Ld. Gls.
25 ″ 6

88772 Kerry (*ex* Lady Patricia–38) — 143158 — ~~EHDL~~ — MLMC — 1 *Dk & Shelter dk*
1391 | 1100 | 552
1919 — Caledon S.B. & E. Co. Ld. Dundee — ~~British & Irish Stm. Packet Co. (1900) Ld.~~ Coast Lines, Ld.
270·6 | 38·1 | 16·2 — Liverpool — British — T. 3Cy. 21″, 34″ & 56″–39″ — 196 NHP — *WB* Caledon SB. & E. Co. Ld. Dun
C

88773 Koan Maru (*ex* Kung Ho–38, *ex* Viking II–35, *ex* Kari Skogland, *ex* Solingen) — 2 *Dks*
4306 | — | 3120
1905 — Akt. Ges. "Neptun" Rostock — Amakasu Sangyo Kisen K.K.
376·6 | 48·7 | 26·9 — P 35*t* H 237*t* F 64*t* — Yokohama — Japanese — T. 3Cy. 27⅝″, 46⅞″ & 76″–48″ — 400 NHP — *WB* A.G. "Neptun", Rostock
N

88774 Kohala (*ex* Goldeu Cross–38, *ex* West Henshaw) — 218426 KEBQ — D.F. — *Fitted for oil fuel* — *Ref. Mchy.* — 2 *Dks*
5833 | 5245 | 3674
1919 — J. F. Duthie & Co. Seattle, Wash — Matson Navigation Co.
409·7 | 54·2 | 27·7 — P 44′ B 115′ F 47′ — S. Francisco — Utd. States — T. 3Cy. 24½″, 41½″ & 72″–48″ — 359 NHP — *WB* Reutschler Co. Hamilton, O.
R

88775 Kaimalu (*ex* General M.H. Sherman–38, *ex* Mursa) — 220749 KDPT — *Fitted for oil fuel* — 1 *Dk & Shelter Dk* — *Longitudinal framing*
6047 | — | 3822
1920 — Moore S.B. Co. Oakland, Cal. — Matson Navigation Co.
402·6 | 53·0 | 32·2 — P 34′ F 36′ — S. Francisco — Utd. States — T. 3Cy 24½″, 41½″ & 72″–48″ — NE & B 29 — 359 NHP — *WB* Allis Chalmers Mfg. Co. Milwaukee, Wis.
R

88776 Kaimoku (*ex* Golden Horn–38, *ex* Crisfield) — 219157 KOKP — *Fitted for oil fuel* — 2 *Dks* — *Longitudinal framing*
6367 | 5872 | 4011
1919 — Skinner & Eddy Corp. Seattle, Wash — Matson Navigation Co.
402·6 | 54·9 | 32·1 — P 48′ F 42′ — S. Francisco — Utd. States — T. 3Cy. 25″, 42″ & 72″–48″ — 359 NHP — *WB* Skinner & Eddy Corp. Sea.
R

88777 Kenyo Maru — 44845 — JHYL — 2 *Dks* — *Cruiser Stern*
~~6800~~ | 6470 | 3896
1938 — Harima S.B. & Eng. Co. Ld. Harima — Inui Kisen K.K.
~~434·7~~ | 58·6 | 33·1 — 438′ 8″ — Kobe — Japanese — 2 D R geared steam turbines — 750 NHP — *WB* Ishikawajima S.B. & E. Co. Ld. Tokyo

88778 Keiko Maru — 44743 — JFUM — 2 *Dks* — *Cruiser Stern* — *Longitudinal framing in D B*
2929 | 2270 | 1671
1938 — Uraga Dock Co. Ld. Uraga — Osaka Syōsen K.K.
~~295·0~~ | 45·0 | 23·8 — P 24′ B 98′ F 32′ — 297′ 9″ — Osaka — Japanese — C. 4Cy. (2) 11⅞″ & (2) 20½″–13½″ SR geared & *WB* LP turbine DR geared to sc. shaft HS 3445 — 255 NHP — Uraga Dock Co. Ld. Uraga

88779 Kanko Maru — 44751 — JFYM — 2 *Dks* — *Cruiser Stern* — *Longitudinal framing in D B*
2929 | 2270 | 1671
1938 — Uraga Dock Co. Ld. Uraga — Osaka Syōsen K.K.
295·0 | 45·0 | 23·8 — P 24′ B 98′ F 32′ — Osaka — Japanese — C. 4Cy. (2) 11⅞″ & (2) 20½″–13½″ SR geared & *WB* LP turbine DR geared to sc. shaft HS 3445 — 255 NHP — Uraga Dock Co. Ld. Uraga

88780 Kyokuyo Maru — (*W hale Oil Factory*) — *Oil Eng.* — D.F. E.S.D. Gy.C. — 2 *Dks*
17549 | ——— | 13875
1938 — Kawasaki Dkyd. Co. Ld. Kobe — Kyokuyo Hogei K.K.
535·0 | 74·0 | 48·8 — P 150′ F 106′ — Tokyo — Japanese — Oil Engines 2S.C.DA — 8 Cy. 28″–55½″ — 1[illegible] NHP — Kawasaki Dkyd. Co. Ld. Kob.

88781 Kinryu Maru (*ex* Chin Yuen–38, *ex* New Brighton–34) — 43139 JUCL — *ss* N.Yk. No 3–2, 32 — *ss* Nag. No. 1–36 — 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) & 2nd *dk* (*Stl*) *in forward holds & after main hold* — *Straight frames & bevelled bilge* — *Cruiser Stern* — *Cargo battens not fitted in Shltr 'tween dks*
6524 | 6218 | 4004 — ✠100A1 — *Shelter dk* — *with freeboard* — 9,37 — BS 9,37 — ✠LMC 6,36
Kob — CL 6,56
1920 — 1mo — Harland & Wolff, Ld. Belfast — Kinryu Kisen K.K.
412·6 | 55·8 | 34·4 — P 40′ *on Shelter dk* — *Cell D Ba & u E* 143′ *f* 182′ 1478*t* *D T a* 23′ 885*t* *F P T* 91*t* *A P T* 120*t* — FK — 6 *B H to Shelter dk* 2 „ „ *U* „ — *Lloyd's* s *A & CP*
Sakai — Japanese — 2 steam turbines DR geared to sc. shaft — 2[illegible] HS 6636 — 678 NHP — Water Tube Boilers — FD — Harland & Wolff, Ld. Bel.
38 ″ 0 — (*s*) s 10 ″ 0½ — 28 ″ 3

88782 Klaus Schoke — DJYM — D.F. — 2 *Dks* — *Cruiser Stern*
~~5836~~ | ~~5325~~ | ~~5227~~ | 5848 | 5325 | 3424
1938 — Lübecker Flender-Werke A.G. Lübeck Siems — Hanseatische Reederei Emil Offen & Co.
437·8 | 59·9 | 25·0 — F 38′ — Hamburg — German — C. 4Cy. (2) 20½″ & (2) 43½″–43½″ & L. P turbine with DR gearing & hydraulic coupling HS 6297 — 474 NHP — Deutsche Schiff.-u. Maschb. A.G. Weser, Bmn.

88783 Kuretake Maru — *Mchy. Aft* — 1 *Dk*
1925 | 1540 | 1086
1938 — Kawanami Kogyo K.K. Nagasaki — Kinkai Yusen K.K.
271·7 | 40·0 | 20·3 — P 86′ F 23′ — Tokyo — Japanese — T. 3Cy. 18″, 30″ & 50″–33″ — 150 NHP — *WB* Kawanami Kogyo K.K. Nag.

88784 Kyleglen (*ex* Senator–38) — 137537 GQNM — D.F. — *ss* Gls. No. 3–8, 29 — ~~*ss* Bkn. No. 1 and~~ — *ss* Bkn. No. 2–38 — 2 *Dks* (*Stl*)
3670 | 3468 | 2335 — ✠100A1 — ~~10·38 11,36~~ 11,38 — ~~M 9·11,36~~ M 10,38 — ~~B 9·11,36~~ B 7,38
Liv *w* — CL 2,38
1917 — 2mo — C. Connell & Co. Ltd. Glasgow — Kyle Shipping Co. Ld. (Monroe Bros. *Mgrs.*)
352·9 | 47·7 | 26·9 — P 31′ B 104′ F 28′ FK — *Cell D B* 303′ 804*t* *F P T* 147*t* *A P T* 15*t* — 6 *B H Cem*
Liverpool — British — T. 3Cy. 22½″, 37⅛″ & 62½″–48″ — 215 lb — (*s*) — 387 NHP — 3SB, *9cf*, GS 172, HS 6258 — Dunsmuir & Jackson, Ld Gls
29 ″ 4 — 5 ″ 2¾ — 24 ″ 5
Lloyd's s *A & CP*

88785 Kokko Maru — *Oil Eng.* — *Cruiser Stern*
600
1938 — Nakata Zosen-sho Osaka — Sanko Kisen K.K.
170·0 | 28·5 | 15·2 — Amagasaki Japanese — Oil Engines 4S.C.SA — 6 Cy. 13″–19½″ — 99 NHP — Hanshin Iron Wks. Ld Kobe

88786 Kremlin — (*ex* Soyuz Vodnikov S.S.R.–38) — *Carrying Petroleum in bulk* — *Mchy. Aft* — Sub.Sig. — 2 *Dks* — *Longitudinal framing*
Twin Sc — *Oil Eng.*
7661 | 6784 | 4111
1932 — States S.B. Yd. "Marti" Nicolaieff — U.S.S.R.
446·0 | 56·1 | 32·7 — P 98′ B 42′ F 58′ — Tuapse — Russian — Oil Engines 2S.C.SA — 8 Cy. 23⅝″–41½″ — 772 NHP — *WB* André Marti, Nicolaieff

1 No. in Book / Official No. / Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6	7	7a Date when tail shaft last tested.	8 Built. When	9 By Whom. Where	10 Owners.	11	12	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Gross tonnage.	15
88787 165865 GQGC	**Kaituna** D.F. E.S.D.	*Oil Eng.* 1 *Dk* § *Shelter dk* *Cruiser Stern* *Butts of shell & decks electrically welded*	~~4500~~ 4507 4174 2854	† 100 A1 Got *a* † *with freeboard* 12,38 ~~(Class Custom plated)~~ *Carrying fuel oil F.P. above 150° F. in deep tank*		LMC 12,38	oc	1938 12mo	Eriksbergs M.V. Aktieb. Gothenburg	New Zealand Shipping Co. Ltd. (Trinder Anderson & Co. *Mgrs.*) *Lloyd's* § *A* & *CP*	413·6 | 56·6 | 25·8 432·2 (O.L.) ~~438~~ F39′ FK *TPH* *Cell D B* 314 151 *t M T* 176 *t F P T* 11 *A P T* 8 251 *t*	Plymouth British	Oil Engines 2 S.C.D.A. 7Cy. 17½″–47½″ 751 NHP DB *100lb* *Duct keel fwd. of mchy. space (Coll B H to Shelter dk C* ~~H~~ *to* ~~Poop~~ *dk)* Eriksbergs M.V. Akt. Got.	28 ″ 9
88788 216274 KJAO	**Kalani** (*ex* Helen Whittier–38, *ex* West Lianga) D.F.	*Fitted for oil fuel* 2 *Dks*	5506 5309 3412					1918	Skinner & Eddy Corp. Seattle, Wash	Matson Navigation Co.	409·6 | 54·2 | 27·1 P43′ B115′ F47′ *WB*	Los Angeles Cal. Utd. States	D.R. geared steam turbine General Electric Co. Schenectady, N.Y.		R
88789 165763	**Kenton** (*ex* Flore–38, *ex* Charles Le Borgne–38) *Mchy. Aft*	1 *Dk*	1047 773 553				...	1913	Osbourne, Graham & Co. Sunderland	Derwent Steam Shipping Co. Ltd. (Anthony & Bainbridge, Ld. *Mgrs.*)	210·0 | 33·2 | 13·7 Q122′ F22′ FK	Newcastle British *WB*	T. 3 Cy. 17″, 28½″ & 46″–33″ 156 NHP MacColl & Pollock, Ld. Sld.	15 ″ 9	V †
88790 44897 JQBM	**Kenzan Maru** (*ex* Shooters Island–38)	2 *Dks*	4705 4313 3414				...	1919	Standard S.B. Corp Shooter's Island, N.Y.	Kokoku Kisen K.K.	377·0 | 52·2 | 26·8 P25′ B106′ F31′ FK	Kobe Japanese *WB*	T. 3 Cy. 24½″, 41½″ & 72″–48″ 488 NHP Hooven, Owens, Rentschler Co. Hamilton, O.	29 ″ 0	C †
88791 44610 JLSM	**Keizan Maru** (*ex* Crawl Keys–38)	1 *Dk*	2116 1837 1250					1918	Gt. Lakes Eng. Works Ecorse, Mich.	Kokoku Kisen K.K.	273·5 | 15·8 | 20·1 P27 B66 F26′	Kobe Japanese *WB*	T. 3 Cy. 21, 35″ & 59″–42″ 226 NHP Gt. Lakes Eng. Wks. Detroit		
88792 45496 JZDM	**Kazuura Maru** D.F. Sub.Sig.	*Oil Eng.* 2 *Dks*	~~6000~~ 6004 4854					1938	Mitsubishi Jukogyo K.K. Nagasaki	Mitsubishi Shoji K.K.	~~(11500)~~ 437½ 58·5 | 32·8 P30′ B157′ F41′	Tokyo Japanese *WB*	Oil Engines 2 S.C.S.A. 6Cy. 28⅛″–49⅛″ 840 NHP Mitsubishi Jukogyo K.K. Nag.		
88793	**Kuwi** *Mchy. Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern*	400 269 241					1938	Schipsw. "Volharding" Gebr. Bodewes Foxhol	W. Koerts	158·1 | 25·6 | 10·8 P11 F23′	N'rdbroek Dutch *WB*	Oil Engines 4 S.C.S.A. 5Cy. 11⅞″–17½″ 61 NHP Appingedammer Brons Motorenfb. N.V.		
88794 OYZM	**Kina** D.F. E.S.D. *Ref. Mchy.*	2 *Dks* 3*rd dk in forward holds* *Oil Eng* *Cruiser Stern*	9323 9126 6159	† 100 A1 Cpn *f* † *with freeboard* ~~(Class Custom plated)~~ 1,39 LMC 39 *Carrying vegetable oil in midship deep tanks*			CL	1939	Nakskov Skibs. A/S Nakskov	A/S Det Ostasiatiske Kompagni *Lloyd's* § *A* & *CP*	483·7 | 65·2 | 38·8 508·3 (O.L.) ~~573~~ P29′ B179′ FK *Two intermediate bulkheads dispensed with* *Cell D B* 416′ 2057 *t M T* 35′ 1250 *t* *Tanks in way of tunnel* 177 *t F P T* 103 *t A P T* 77 *t*	Copnhagn Danish 6 *B H only* *pt Cem*	Oil Engines 2 S.C.D.A. 8Cy. 24½″–55½″ 1642 NHP DB *100lb* Akt. Burmeistr & Wain, Cpn.	41 ″ 0 s 12 ″ 3½ 29 ″ 8	
88795 [illegible] JHFP	**Konan Maru** (*ex* Kwonan Maru–38)	1 *Dk* § *Spar dk*	1333 1151 768					1902	.....	Konan Kisen K.K. (Hinode Kisen Kaisha, *Mgrs.*)	230·2 | 34·5 | 19·1 P31′ B56′ F29′ *WB*	Tokyo Japanese	T. 3 Cy. 18″, 30″ & 48″–33″ 132 NHP		
88796 23770 WNTQ	**Komoku** *Mchy. Aft* *Electrically welded*	Twin Sc *Oil Eng.* 1 *Dk*	693 — 828					1938	Moore D.D. Co. Oakland, Cal.	Bay & River Navigation Co.	182·5 | 40·0 | 8·7	S. Francisco Utd. States	Oil Engines 4 S.C.S.A. 12Cy. 11″–15″ 140 NHP Union Diesel Eng. Co. San Francisco, Cal.		B
88797 45154 JZAM	**Kowa Maru** (*ex* Kwan Ho–38, *ex* Mataram–35)	*ss* Kob. 2nd No. 3–8, 35 1 *Dk* (*Stl*) § *Spar dk* (*Stl–plws*)	3217 2609 2240	† ... *Spar dk* 12,38	Kob	*v*		1909 9mo	Clyde S.B. & E.Co.Ld. Pt. Glasgow	Kowa Kisen K.K.	331·2 | 43·2 | 22·4 P29′ B128′ F44′ FK *Cell D Ba* 88′ *u* *E* 18′ *f* 160′ 593 *t F P T* 79 *t A P T* 29 *t*	Tokyo Japanese	T. 3 Cy. 24″, 40″ & 65″–42″ 397 NHP 2 SB, 8 *cf*, Gs 150, Hs 6000 Clyde S.B. & E.Co. Ld. P. Gl.	24 ″ 9	
88798 29329 JSOA	**Kayo Maru** Ⓟ (*ex* Kwayo Maru–38) 1 *Dk* (*Stl*) § *Shelter dk* (*Stl*) § *Web frames* *Longitudinal framing*	*ss* Kob. No. 3–7, 34	4368 3677 2744	† 100 A1 Kob *w* *Shelter dk* *with freeboard* 19,37		1 38 LMC 37	CL 8,36	1923 12mo	Osaka Iron Works, Ld. Innoshima *Lloyd's* § *A* & *CP*	~~Kyoritsu Kisen~~ ~~K.K.~~ Hokkaido Tanko K.K.	345·0 | 49·8 | 28·1 P30′ B99′ F34′ *on* FK *Cell D B* 294′ 1118 *t D T a* 32′ 690 *t*	Tokyo Japanese *Cem* *Shelter dk Collision B H to Sh dk* 5 ,, ,, *C* ,,	T. 3 Cy. 24″, 41″ & 67″–48″ (*s*) 180 *lb* 390 NHP 2 SB, 6 *cf*, Gs 126, Hs 5400 FD Osaka Iron Wks. Innoshima	28 ″ 0¼ s 4 ″ 7½ 23 ″ 9	
88799 227162 WQBQ	**Kennebec** (*ex* *Trawler* Breeze–38, *ex* Honora, *ex* Bois des Buttes, *ex* Houdshoote) Wireless E.S.D.		384 — 261				...	1919	Foundat'n Co. Savannah, Ga	Seaboard Navigation Co.	140·8 | 25·2 | 13·6 Q79′ F26′ BK7′	Bostn, Mas Utd. States *WB*	T. 3 Cy. 12¾″, 21½″ & 35″–24″ 89 NHP Goldie & McCulloch Co. Ld. Galt, Ont.	14 ″ 8	
88800	**Karitane** *Cargo battens not fitted except in upper portion of holds*	Twin Sc *Oil Eng.* 1 *Dk* *Cruiser Stern*	2534 1898 1280	† 100 A1 Lth 2,39 ~~(Class Custom plated)~~ C2,39			CL	1939 2mo	Henry Robb, Ld. Leith *Lloyd's* § *A* & *CP*	Union S.S. Co. of New Zealand, Ld.	278·8 | 45·3 | 19·1 289·5 (O.L.) ~~P 8′ B 141′ F 33′~~ Q ~~F D 146~~ F28′ *Cell D B* 240′ 561 *t M T* 6′ 145 *t* *Tanks at sides of tunnels* 147 *t F P T* 26 *t A P T* 10 *t*	Wellingtn British 4 *B H pt Cem* *pt Asp*	Oil Engines 2 S.C.S.A. 10Cy. 13⅜″–22⅞″ 314 NHP DB *140lb* A/B Atlas-Diesel, Skm. ~~Atlas-Diesel, Skm.~~	21 ″ 6 s 2 ″ 2¾ 19 ″ 4½	
88801 218435 KILF	**Kenmar** (*ex* Elmsport–38) Sub.Sig.	*Fitted for oil fuel* 2 *Dks* § *Shelter dk*	6844 — 5380					1919	Skinner & Eddy Corp. Seattle, Wash	Calmar S.S. Corp.	409·5 | 54·2 | 27·1	New York Utd. States	D.R. geared steam turbine General Electric Co. Schenectady, N.Y.		R
88802 167207 GRGK	**Kars** 1 *Dk*, 2*nd dk clear of cargo tanks* *Mchy. Aft* D.F. E.S.D. *Cruiser Stern* *Longitudinal framing at bottom, all deck*	*Oil Eng.*	~~8500~~ 8888 8043 5420	† 100 A1 Cls Grk ~~(Class Custom plated)~~ *Carrying Petroleum in bulk*		LMC 3,39	OL	1939 3mo	Blythsw'd S.B. Co. Ld. Glasgow *Lloyd's* § *A* & *CP*	Western Oil Shipping Co. Ltd.	479·3 | 63 7 | 34·0 495·4 (O.L.) P33′ B39′ F50 FK *Cell D Ba* 269′ 1421 *t D T f* 20′ 2671 *t F P T* 162 *t A P T* 101 *t*	London British 17 *B H*	Oil Engines 4 S.C.S.A. 8Cy. 25⅛″–55⅛″ 5500 NHP 2 DB-*180lb* J.G. Kincaid & Co. Ld. Grk.	34 ″ 2 s 6 ″ 11 27 ″ 6	
88803 8363 JZHB	**Kotu Maru** Ⓟ (*ex* Kotsu Maru–38) Wireless	1 *Dk* § *Spar dk* § *Web frames*	1514 1284 917				...	1902	Ishikawa-jima S.B. & E. Co. Ld. Uraga	Kita Nippon Kisen K.K.	240·0 | 34·0 | 12·1 P37′ B77′ F39′ 19·4 FK *WB*	Hutyu Japanese	T. 3 Cy. 18½″, 30½″ & 52½″–36″ 185 NHP Ishikawajima S.B. & E. Co. Ld. Tokyo	22 ″ 0	
88804	**Kotor** (*ex* Eurymedon–39, *ex* Stylianos–35, *ex* Sverre) 1 *Dk* (*Iron*) 2 *tr B* § *deep framing* 3 *Dk rule*	*ss* Msl. 2nd No. 3–10, 27 *ss* Pir. No. 2–36	*3678* *3390* 2438	† 100 A1 Rot 12,37 LMC MS 9,36 BS 7,37 1,39		*u*	N 12,37	1904 4mo	W. Gray & Co. Ld. W Hartlepool A&CP	Levant d.d. (Ant. Babarovic, *Mgr.*) *Cell D Ba* § *u* E 133′ *u* B 17′ *f* 146′ 1 305 *t A P T* 48 *t*	339·6 | 48·0 | 24·5 P25′ B67′ F32′ FK 6 *B H Cem*	Susak Yugoslav	T. 3 Cy. 25″, 40″ & 65″–42″ (*s*) 160 *lb* *180lb* NDR 21 290 NHP 2 SB, 6 *cf*, Gs 112, Hs 4500 Cen. Mar. Eng. Wrks. W Hpl	27 ″ 2 s 5 ″ 0½ 22 ″ 4	
88805 140511 MGKW	**Kylebank** (*ex* Suffolk Coast–39) Wireless E.S.D. *Well deck* *Mchy. Aft* 1 *Dk* (*Stl*) *Cargo battens not fitted*	*ss* Bkn. No. 3–7, 29 *ss* Liv. No. 2–38	870 622 419	† 100 A1 Liv *k* 6,38 BS 6,38		LMC 7,37	CL 7,37	1917 6mo	W. Harkess & Son, Ld. Middlesbro' *Lloyd's* § *A* & *CP*	Consolidated Fisheries Ld. (Sir John D. Marsden, Bart, *Mgr.*) *Cell D B* *f* 118′ 166 *t F P T* 103 *t A P T* 31 *t*	198·0 | 30·7 | 12·5 Q111′ B13′ F25′ FK 3 *B H Cem*	Lowestoft British	T. 3 Cy. 16″, 27″ & 44″–30″ (*s*) 180 *lb* *100lb* 97 RiP 1 SB, 3 *pf*, Gs 59, Hs 2060 McColl & Pollock, Ld. Sld.	14 ″ s 4	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross. Under deck Net.	5 Particulars of Classification. Character. Special Survey. Date of last Survey.	6 Port of Survey.	7 Date when last built.	8 Built. When	9 By Where — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breast. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Nomo power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard Load Draught. Corresponding Draught. ft. in.	15 Tonnage Deductions Crew, Effects, Engine Room, Propelling Power, Total.
88806 SLUN	**Kookaburra** D.F. E.S.D.	*Oil Eng.* 1 *Dk & Shelter dk* *Cruiser Stern* *butts of shell & decks electrically welded*	4500 4913 4144 2713	✠100A1 Got *with freeboard* 3,39 1,39 3,39 *(Class Contem plated)* *Carrying cargo oil F.P. above 150° F. in deep tank*		cg	1939 3mo	Eriksbergs M.V.Aktieb Gothenburg	Rederiaktieb. Transpacific (G. Carlsson, *Mgr.*) *Lloyd's SA & CP*	418·2 | 56·7 | 25·1 432·2 (o.L.) ~~480~~ B&F 700 *Cell D B344' 1517t MT 29' 1176t FPT 12¼t APT 251t*	Gothenburg Swedish	Oil Engines 2S.C.DA 7Cy.27½"–47½" 17½"–47½" *Duct keel fwd. of machy. space* *(Coll B H to Shelter dk & H to end dk)* DB *100lb* Eriksberg M.V.Aktieb. Got	751 NHP	28 ″ 9 3 ″ 1½ 25 ″ 9½
88807 22663 JEZI	**Kasiwa Maru** (*ex* Kashiwa Maru-38, *ex* Mitsu Maru No. 1-37) 1 *Dk*		976 — 552				1918	Shindo Teizo Osaka	Marutatsu Kaiun K.K.	190·0 | 31·0 | 18·5	Kobe Japanese	T.3Cy.13″,21½″&36″–27″ Shindo Tekkosho, Osaka	67 NHP	
88808 2534 JFZK	**Kamakura Maru** Ⓟ (*ex* Chichibu Maru-39) *Ref. Mchy.* D.F. GyC.	Twin Sc *ss* Yka. No. 2-38 *Oil Eng.* 3 *Dks (Stl–Wther dk part wks)* 4 *h dk (Stl) in Nos. 1, 2 & 3 holds* *Cruiser Stern*	17523 11586 10275	✠100A1 Yka *with freeboard* 1,39 ~~2,38~~ ✠LMC CS2,38 DRS ~~1,39~~ ~~4,38~~ 10,38 ✠Lloyd's RMC ~~1,39~~ ~~4,38~~ 2,39	PK	cl 1,36 1,37 1,35	1930 3mo	Yokohama Dock Co. Ltd. Yokohama *Lloyd's SA & CP*	Nippon Yusen K.K.	560·0 | 74·0 | 42·5 583·0 (o.L.) B&F 479′ *Upperbridge 343′* FK *Cell D B455′ 2131t DT sa 40′ 746t DT / 11′ 627t FPT 106t APT 276t*	Tokyo Japanese	Oil Engines 4S.C.DA 16Cy.33 1/16"–59 1/16" 2DB *120lb* 3380 NHP Akt. Burmeistr & Wain, Cpn		42 ″ 6 34 ″ 3 28 ″ 6
88809 16588 GQGJ	**Kaipaki** 2 *Dks & Shelter dk* *Ref. Mchy.* D.F. E.S.D.	*Oil Eng.* *Cruiser Stern*	5862 ~~5,000~~ ~~8426~~ 5293 ~~3426~~	✠100A1 Gls *with freeboard* 5,39 *(Class Contem plated)* ~~Lloyd's RMC 4,39~~		cl	1939 5mo	A. Stephen & Sons, Ld. Glasgow *Lloyd's SA & CP*	New Zealand Shipping Co. Ltd. (Trinder, Anderson & Co. *Mgrs.*)	~~446·2~~ | 59·0 | 25·8 443·9′ 458·5 (o.L.) F43′ *Cell D B362 1255t DT 243 1216t FPT 124t APT 171t*	Plymouth British	Oil Engines 2S.C.SA 4Cy.26⅜"–91 1/16" 2DB *120lb* Barclay, Curle & Co. Ld. Gls.	861 NHP	29 ″ 8 ~~28 ″ 6~~ 26 ″ 3¾
88810 44573 JFKM	**Kitahuku Maru** (*ex* Pei Foo-38, *ex* Macdonald-37, *ss* Kob 2nd No. 3–10, 37 *ex* Rhymney-36, *ex* Maasdijk, *ex* Southern) 1 *Dk (Stl) & Shelter dk* *(pt Irn pt Stl)* *Tonnage opening closed '37*		5977 5794 4489	✠ 4,39 *Sheltered dk* *with freeboard* ~~LMC 10,37~~	Kob	y cl 1,37	1912 5mo	J.L. Thompson & Sons, Ld. Sunderland *Lloyd's SA & CP*	Kitagawa Sangyo Kaiun K.K. *Cell D Ba 136′ uEq B 46′*	388·4 | 53·8 | 36·5 260 (s) FK 7 *B H Cem* *163′ 1270t FPT 115t APT 238t*	Osaka Japanese	T.3Cy.27½",44½"&74"–48" 180lb (s) 445 NHP 3SB.9*cf* GS 195 RS 7575 J. Dickinson & Sons, Ld. Sld.		36 ″ 6 ~~41 ″ 10~~ ~~36 ″ 11½~~
88811 147797	**Keymont** (*ex* Deepwater-38) *Mchy. Aft* 1 *Dk*		1796 1639 1134				1928	Smith's Dock Co. Ltd. Middlesbro'	~~Canadian Inland Carriers, Ld.~~ Keystone Transports, Ltd.	253·0 | 43·4 | 18·4 F37′	Montreal British	T.3Cy.16″,26″&44″–33″ *WB* Smith's Dock Co. Ltd. Mdb.	111 NHP	0
88812 147799	**Keyholt** (*ex* Stillwater-38) *Mchy. Aft* 1 *Dk*		1796 1639 1134				1928	Smiths' Dock Co. Ltd. Middlesbro'	~~Canadian Inland Carriers, Ld.~~ Keystone Transports, Ld.	253·0 | 43·4 | 18·4 F37′	Montreal British	T.3Cy.16″,26″&41″–33″ *WB* Smith's Dock Co. Ltd. Mdb.	111 NHP	0
88813 147749	**Keydon** (*ex* Swiftwater-38) *Mchy. Aft* 1 *Dk*		1739 1578 1044				1927	Cowpen Dry Dock & S.B. Co. Ltd. Blyth	~~Canadian Lake Carriers, Ld.~~ Keystone Transports, Ld.	252·0 | 42·6 | 18·0	Montreal British	T.3Cy.16″,27″&44″–33″ *WB* Blair & Co (1926) Ld. Stk.	111 NHP	0
88814 JZEM	**Kogyo Maru** *Fitted for oil fuel* *Cruiser Stern* 2 *Dks* ~~*carrying Petroleum in bulk*~~		6353 — 3732				1938	Uraga Dock Co. Ltd. Uraga	~~Yamashita Kisen K.K.~~ Okada-gumi K.K.	~~420·0~~ | 59·0 | 32·8 P42′ B 159′ F39′ 423·2	Osaka Japanese	2 steam turbines D.R. geared to 1 sc. shaft *WB* Ishikawajima S.B. & E. Co. Ltd. Tokyo	517 NHP	
88815 — D.F.	**Kehi Maru** 2 *Dks* *Cruiser Stern*		4470 3500 2560				1938	Uraga Dock Co. Ltd. Uraga	Kita Nippon Kisen K.K.	354·3 | 49·1 | 28·8 P52′ B 135′ F36′	Tokyo Japanese	C.4Cy.(2)18″&(2)23½"–15⅜" & LP turbine with D.R. gear-ing & hydraulic coupling *WB* HS 6071 Uraga Dock Co. Ltd. Uraga	351 NHP	
88816 Sub Sig. D.F. E.S.D.	**Koningin Emma** Ⓟ *Oil Eng.* *Cruiser Stern*	Twin Sc	~~4080~~ 2200 4135 2994 2100	100A1 *with freeboard* *(Class Contem plated)* *Channel Services, also European* *Summer Cruising*			1939	N.V. Konink. Maats. "De Schelde" Flushing	Stoom. Maats. Zeeland	~~859·5~~ | ~~47·1~~ | 24·8 859·4 | 47·2	Flushing ~~Vlissingen~~ Dutch	Oil Engines 2S.C.SA 20Cy.22½"–33 1/16" N.V. Konink. Maats. "De Schelde" Flushing		28 ″ 0 26 ″ 9½ 13 ″ 6¾
88817 D.F. E.S.D.	**Kokuyo Maru** *Carrying Petroleum in bulk* *Mchy. Aft* GyC.	*Oil Eng.* *Cruiser Stern* *Longitudinal framing*	10000 8800 5800				1938	Kawasaki Dkyd. Co. Ltd. Kobe	Kokuyo Kisen Co. Ltd.	500·0 | 65·0 | 37·1 P180′ B 43′ F43′	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.28⅜"–47½" *WB* Kawasaki Dkyd Co Ld Kobe	2250 NHP	
88818 33 Sglo OFDN	**Kaste** (*ex* Esther Maria-39) D.F.	*ss* Cpn. No. 1–39 1 *Dk (Stl)* *Cargo battens not fitted*	1865 1674 1119	✠100A1 Fal 2,39 ~~3,38~~ 2,39 MS ~~2,37~~	r Cpn Lloyd's MC	cl ~~1,38~~ 2,39 11,38	1922 7mo	Antwerp Eng. Co. Hoboken *Lloyd's SA & CP*	Kaskisten Laiva O/Y. (Ilmari Vallinkoski, *Mgr.*)	279·0 | 40·2 | 18·2 P22′ B 60′ F30′ FK *Cell D B238′ 556t FPT 46t APT 68t*	Kaskö Finnish	T.3Cy.20″,33″&54″–36″ (s) 180lb 4 *B H Cem* 2SB, 6*cf*, GS 92, RS 8632 N.E. Marine Eng. Co. Ld. Sld	213 NHP	20 ″ 7 ~~18 ″ 0~~ ~~17 ″ 9~~ 18 ″ 0 17 ″ 9½
88819 Wireless *Mchy. Aft*	**Karpo** *Cruiser Stern* 2 *Dks*	*Oil Eng.*	400				1939	N.V. Schpsw Gebr. Pot. Bolnes	Koninkl. Nederl. Stoomb. Maats.		Curaçao Dutch	Oil Engines 2S.C.SA 8Cy.10½"–18½" *WB* Gbr. Stork & Co N.V. Hengelo	162 NHP	
88820 44159 JCVM	**Kasima Maru** (*ex* Kashima Maru-38) *Cruiser* 1 *Dk*	*Oil Eng.*	879 — 613				1938	Mihara S.B. Yd. Osaka	Kashima Kisen K.K.	185·0 | 31·0 | 17·0	Kobe Japanese	Oil Engines 2S.C.SA 6Cy.12½"–19½" *WB* Nippon Hatsudoki K.K. Kob.	172 NHP	
88821 LIAE	**Kis** (*ex* Procyon-39, *ex* Primo-33) *Well deck* 1 *Dk (Stl)*	*ss* Shl. No. 3–10, 27	1243 1021 740	✠ ~~10,33~~ ✠	Shl	o	1915 4mo	Cmpbltwn S.B. Co. Campbeltwn	A/S Thv. Halvorsen *Cell D H a 56′ uEq B 33′ f 102′*	229·5 | 35·8 | 15·6 Q 90t H 45t F 28t FK *A B H Cem* *395t APT 85t*	Bergen Norwegian	T.3Cy.18″,27½"&45″–33″ 136 NHP 2SB, 4*ef*, GS 73, RS 2228 Rankin & Blackmre Ld. Grk		17 ″ 7 N †
88822 LIAE	**Korshamn** (*ex* Vigeo-39, *ex* Ionopolis-37, *ex* Glenluce-36) *Ref. Mchy.* 1 *Dk & Shelter dk*	Twin Sc *Oil Eng.* *ss* Osl. No. 8–11, 38	6693 6108 4057	✠100A1 Osl *Shelter dk* *with freeboard* 11,38 ✠LMC CS 6,38 DB ~~11,38~~ 6,38		z cl 1,37	1920 1mo	Harland & Wolff, Ld. Glasgow *Lloyd's SA & CP*	Rederi A/B Jamaica (Sven Salén, *Mgr.*)	405·9 | 54·3 | 32·9 P 43′ B 81′ F 18′ *on Shelter dk* FK *Cell D B 348′ 1039t D Ta 16′ 706t FPT 116t APT 123t*	Stockholm Swedish	Oil Engines 4S.C.SA. 12 y. 26⅜"–39⅜" DB *100lb* 7 B H to Sh dk Harland & Wolff, Ld. Gls.	810 NHP	35 ″ 5 ~~28 ″ 9~~ 27 ″ 0

1 No. in Book.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 for Special Survey. Date of last Survey.	7 Built. When.	8 Built. By Whom.	9 Built. Where.	10 Owners.	11 Registered Dimensions. Length.	11 Breadth.	11 Depth.	12 Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. IHP=Horse power by Scotch formula. RHP=power of Ship's Register. Particulars of Engines & Engine Maker's Name.	14	15
88822 163925 MMVV	Kyle Fisher	*Oil Eng.* *Mchy. Aft* *Cruiser Stern*	334 397 269	100A1 (*Class Contemplated*)		1939	De Haan & Oc riemans Scheepsbwf. Leusden	James Fisher & Sons, Ld.	164·2	25·3	11·9	Barrow British	Oil Engines 2S.C.SA 6Cy. 11⅞"–19½" Sulzer Bros. Ld. Winterthur	12 " 10 54 " 3 12 " 6½	
88824 44709 JMXM	Kamikaze Maru No. 2	Wood *Oil Eng.*	382 — 294			1938	Obayasi Ta Nakano	Iinuma Koziro	124·2	28·2	13·6	Tokyo Japanese	Oil Engines		
88825	Klipfontein (P)	Twin Sc *Oil Eng.* D.F. E.S.D. *Ref. Mchy.* *Cruiser Stern*	10000	100A1 (*Class Contemplated*)		1939	N.V. Mch. & Scheepswrf. van P. Smit, Jr Rotterdam	Vereenigde Nederlandsche Scheepv. Maats.				The Hague Dutch	Oil Engines 2S.C.DA 10Cy. 24⅞"–55½" N.V. Mch. & Scheepswerf van P. Smit, Jr. Rot.		
88826 LDHO	Knoll (*ex* Mirva-39, *ex* Akabahra-36, *ex* [illegible]-33)	*1 Dk*	1151 276 601			1916	Trondhjms Mek. Værks Trondheims	A/S A. Salvesen's Rederi (A. Salvesen, *Mgr.*)	226·2 P37*t* H53*t* F29*t*	36·5	15·7	Oslo Norwegian *WB*	T.3Cy. 17", 27½" & 46"–30" 115 NHP Trondhjems M.V. Trondhm		N
88827 45674 JZPM	Kurosio Maru	*Carrying Petroleum in bulk* *Mchy. Aft* *Fitted for oil fuel* D.F. *Cruiser Stern*	~~10000~~ 10383 9260 6059			1938	Harima S.B. & Eng Co. Ld Harima	~~Togadisen K.K.~~ Tyugai Kaiun K.K.	500·0 504·7	66·0	37·5	Japanese	~~Steam turbines~~ 1 Steam Turbine D.R. geared Tokyo Ishikawajima SB. & E. Co. Tokyo.		
88828	Kokai Maru (P)	D.F. E.S.D. *2 Dks* *Cruiser Stern*	3800			1939	Hakodate Dock Co. Ld. Hakodate	Simatani Kisen K.K.	337·8 P29' B100' F31'	48·2	26·2	Kobe Japanese *WB*	T.3Cy. 22⅞", 33⅞" & 59½"–44" & exhaust turbine driving steam compressor 232 NHP Hakodate Dock Co. Ld.		
88829	Karl-Erik (*ex* Salamis-39, *ex* Oddvar-37)	*1 Dk*	1945 1684 1133			1923	Trndhjms Mek. Værks Trondheim	Lovisa Reder. A/B A/B R. Nordström & Co. O/Y, *Mgrs.*)	265·8 P26' B72' F30'	42·2	17·9	Lovisa Finnish *WB*	T.3Cy. 20½, 33" & 56"–36" 188 NHP Trondhjems M.V. Trndheim		N
88830 219408 KOSV	Kofresi (*ex* Kenowis-39) Sub. Sig. *Ref. Mchy.*	*Fitted for oil fuel* *2 Dks*	4934 4598 3014			1920	American Intern. S.B. Corp. Hog Island Pa	Waterman S.S. Corp.	390·0 P39' B121' F43'	54·2	27·8	Mobile Utd. States *WB*	D.R. geared Steam Turbine *E made 19 refitted 33* *B made 20 refitted 33* Westinghouse Elec. & Mfg. Co. Phl.		B
88831 DKAB	Karibisches Meer (*ex* Mendocino-32)	*ss* N.Yk No. 3–10,28 *ss* Shl No. 2–37 *Mchy. Aft* 2 *Dks*; Stlg Web Frames Longitudinal framing	6864 — 3981	✠100A1 5,392 38 Ams BS11,38 ~~BLM 6,37~~ 4,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,17 F.F.	Bry at ct. 8/38	1917	Sir J. Laing & Sons, Ld. Sunderland	John T. Essberger	~~425·0~~ 424·1 P101' B28' F40' FK *Lloyd's* above	~~57·0~~ 53·3 *Cell D Bu E & B* 55' 142*t*	~~23·2~~ *D Tf* 38' 511*t* *4 PT* 53*t*	Hamburg German (s) (9 " " 2nd ")	T.3Cy. 27", 45" & 74"–54" 180 lb 559 NHP *SB. J2 ef* GS 196, HS 82.8 SD G. Clark, Ld. Sunderland	33 " 0	
88832	Kokai Maru	*Oil Eng.* *Mchy. Aft*	530			1939	Sanoyasu Dock Goshi Kaisha Osaka	Sanko Kisen K.K.	160·0	27·5	12·3	Japanese	Oil Engines 4S.C.SA 6Cy. 13"–19½" 93 NHP Fukushin Iron Works		
88833	Ken-Yo Maru	D.F. *Carrying Petroleum in bulk* *Oil Eng.* *Mchy. Aft* *Gy G.* *Cruiser Stern*	10000			1939	Kawasaki Dkyd. Co. Ld. Kobe	Kokuyo Kisen K.K.	500·0 P180' B43 F43	65·0	37·1	Tokyo ~~Kobe~~ Japanese *WB*	Oil Engines 2S.C.DA 8Cy. 28" –47½" 1[illegible] NHP Kawasaki Dkyd Co. Ld. Kobe		
88834	Katura Maru	*Oil Eng.* *Mchy. Aft*	530			1938	Sanoyasu Dock Goshi Kaisha Osaka	Soteuyo Syosen K.K.	160·0	27·5	12·3	Japanese	Oil Engines 4S.C.SA 5Cy. 12⅛"–19½" 83 NHP Nippon Hatsudoki K.K.		
88835 43962 JWGL	Kaizyo Maru (*ex* Kaijo Maru-39) D.F. *Mchy. Aft* *Longitudinal framing at bottom & at deck*	*Oil Eng.* 1 *Dk*, 2nd dk clear of cargo tanks *Cruiser Stern*	8637 8030 8368	✠100A1 9,38 DBS10,38 ~~BLM 10,37~~ *Carrying Petroleum in bulk*	Yka ct. 9,38	1937	Mitsubishi 10mo Jukogyo K.K Yokohama	Nippon Tanker K.K.	474·9 494·3 (o.l.) P137' B37' F40' FK *Lloyd's* *Cell D Bu E* 48' 169*t*	61·0	37·5	Tokyo Japanese *B II pt Cem* *D Tf* 36' 292*t* *FPT* 18 6*t* *APT* 143*t*	Oil Engines 2S.C.DA 6Cy. 28½"–43⅛" 1163 NHP 2 DB 163*lb* Mitsubishi Jukogyo K.K Yka	37 " 6	
88836	Kokkinaki	D.F. *Cruiser Stern* *1 Dk*	2019 1699 1307			1938	Smith's Dock Co. Ld. S. Bank, Mdb.	U.S.S.R.	281·5	44·0	18·6	Petropavlovsk Kam. Russian *WB*	T.3Cy. 18½", 30½" & 52"–36" Smith's Dock Co. Ld. Mdb.		
88837 147782	Kenordoc (*ex* Geo. R. Donovan-39)	*Mchy. Aft* *1 Dk*	1780 1594 1280			1926	Furness S.B. Co. Ld. Haverton Hill-on-Tees	Paterson Steamships, Ld.	252·5 F34'	43·2	17·8	Ft William Ont. British *WB*	T.3Cy. 16", 27" & 44"–33" 111 NHP Earle's Co. Ld. Hull		O
88838	Kassos	E.S.D. *Oil Eng.* *Cruiser Stern*	5235 4672 3042	100A1 *with freeboard* (*Class Contemplated*)		1939	Wm. Doxford & Sons Ld Sunderland	Kassos Stm. Nav. Co. Ld. (Pnevmaticos Rethymnis, Yannaghas, *Mgrs*)	427·9	56·5	26·5	Syra Greek	Oil Engines 2S.C.SA 3Cy. 28⅜"–91½" Wm. Doxford & Sons, Ld. Sld		

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques.	3 Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cotes. Nouvelle cote. Date de la dernière Visite.	6	7	7a Date de la dernière visite de hautes portes-étoiles.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Jauge. Superstructures, &c.	12 Port d'Armement. Pavillon.	13 Machines. Nbre & Dia. des Cylindres.—Course. Pression des Chaudières. Force en chevaux d'après les formules de la Société. RFP—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Vitesse d'essai. Transmission de la force motrice.	15
88901 YPDA	**La Marsa** (ex Sargasse-38, ex Gouverneur General Piquet-34, ex Etienne de Flacourt, ex Yalta, ex Colin) Wireless D.F.	1 Dk & Shelter dk	1439 1189 838					1914	G. Seebeck Akt. Ges. Weser-münde-G.	P.G. Cottaropoulos & P. Canallas (P.G. Cottaropoulos, *Mgr.*)	268·9 | 38·5 | 14·5 B72'F36'	Marseilles French	T. 3Cy. 22½", 36½" & 59"-39½" 190 NHP *WB* G. Seebeck Akt. Ges. Wsm.		V
88902 166530 GMMY	**La Carriere** D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	1 Dk, 2nd dk *clear of cargo tanks*	5685 5141 3281	✠100A1 Nwo 8,39 8,38 ~~Class Contem. plated~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,38 *F.P. above* 150° F.	✠LMC8,38 *Lloyd's*	CL 5,38		1938 8mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Trinidad Leaseholds, Ltd. *Cell D Bu E & B* 92'52	415·0 | 53·8 | 30·6 430·6(O.L.) P111'B61'F57' FK *2t DT f* 48'260 *t FPT* 110 *t APT* 50 *t*	London British 16 *B Hpt Asp*	T. 3Cy. 26", 44" & 74"-48" 220 lb (s) 590 NHP 8SB (Spt), *9cf*, HS8565 FD Wallsend Slpwy. & E Co. Ld		30 " 9 85 " 2½ 25 " 9
88903 216 YLGF	**Lettonia** (ex Rochampton-38, ex Michael [illegible]-34, ex Helmsloch) ss Shl 2nd No. 3-5,38 1 Dk (Stl)		*4163* *3905* *2558*	✠100A1 Shl *x* 5,38 ~~5,38~~ ✠LMC5,38		CL 5,38		1913 9mo	W. Pickersgill & Sons, Ld Sunderland *Lloyd's*	G.W. Grace & Co. (Latvian Representatives—J. Zalcmanis, K. Jansons & J. Freyman) *Cell D Ba* 129'*u E & B* 40'	380·0 | 52·2 | 22·9 391·0(O.L.) P31'B221'F36' FK 6 *B H Cem* *f* 167'1178 *t F PT* 145 *t APT* 181 *t*	Riga Latvian	T. 3Cy. 26", 42" & 71"-48" (s) 180 lb 395 NHP 2SB, *8cf*, GS170, HS6312 J. Dickinson & Sons, Ld. Sld.		25 " 5 s 3 " 5½ 22 " 3½
88904 159479 VRBB	**Li Wo** Wireless	Twin So 2 Dks	707 320 342	✠ A1 HKg 4,38 ✠LMC *For Service on the Yangtsze River* *Carrying cargo oil* *F. P. above* 150° F. *in deep tanks*		oo		1938 4mo	Hong K'ng & Whampoa Dock Co. Ld. Hong Kong *Lloyd's*	Indo-China Steam Nav. Co. Ld. *Cell D Bu E* 11'9 *t D Ta* 40'107 *t*	163·8 | 30·1 | 9·1 169·9(O.L.) B&F147' FK 6 *B Hpt Asp* *DT s f* 17'113 *t*	Hong Kong British	T. 6Cy. 11¾", 18¾" & 32"-15" 250 lb FD 278 NHP 2 WTB, GS126, HS5000 Hong Kong & Whampoa Dock Co. Ld. Hong Kong		9 " 6
88905 166520 GNGL	**Leonard Pearce** Mchy. Aft Wireless 1 Dk *Cruiser Stern* *Cargo battens not fitted*		1571 1153 913	✠100A1 Sld *p* 5,39 ~~Class Contem. plated~~ ✠LMC7,38		CL 5,39		1938 7mo	S.P. Austin & Son. Ld. Sunderland *Lloyd's*	London Power Co. Ld. (Stephenson Clarke & Associated Companies Ld. *Mgrs.*) *Cell D Bu* 125'*s f* 164'*t* 60 *t*	239·0 | 38·7 | 16·2 246·8(O.L.) Q147'B17'F21' FK 4 *B Hpt Cem* *M T* 100 *t FPT* 150 *t APT* 10 *t*	London British	T. 3Cy. 16½", 27½" & 46"-33" 200 lb *100 lb* (s) 193 NHP 1SB, *3cf*, GS59, HS2952 FD N.E. Marine Eng. Co. (1938) Ld. Sld.		18 " 3 s5 " 4½ 16 " 11½
88906 ICIL	**Luciano** (ex Maronian-38) ss Liv. No. 3-7,26 ss Hul. No. 2-35 *Well deck* 1 Dk (Stl) & 2nd dk (Stl) in Nos. 1 & 2 holds *Cruiser Stern*		~~3329~~ ~~2345~~ ~~2123~~ 3329 2331 2127	✠100A1 Hul *u* 6,38 ✠LMC MS6,35 BS6,38		CL 6,38		1913 8mo	Earle's Co. Ld. Hull *Lloyd's*	~~Servia Maritima~~ ~~Suanedas~~ E. Szabados *Cell D B a* 93'*u E & B* 53 *f* 135'648 *t*	332·0 | 42·4 | 21·8 318·5 P&B207'F39' FK 6 *B H Cem*	Venice Italian	T. 3Cy. 20½", 35½" & 60"-42" (s) 715 lb 348 NHP 3SB, *6cf*, GS110, HS4875 FD Earle's Co. Ld. Hull		26 " 9 s 3 " 4 23 " 7½
88907 Now "Tenshō Maru," *see No. 90219 in Supplement*	**Loong Hwa** (ex Kalinga-37, ex Shl. No. 2-34) 2 Dks (Stl		*4994* *3150*	✠100A1 Nag *y* 6,37 BS12,36 ✠LMC5,36		CL 10,37		1914 3mo	D. & W. Henderson & Co. Ld. Glasgow *Lloyd's*	T.K. King *Cell D Ba* 123'*u E & B* 36'*f* 182'1054 *t FPT* 96 *t APT* 218 *t*	402·9 | 52·3 | 27·3 P45'B126'F38' FK 6 *B H Cem*	Chefoo Chinese	T. 3Cy. 25", 41½" & 67"-51" (s) 175 lb 135 NHP 3SB, *9cf*, GS146, HS6397 FD D. & W. Henderson & Co Ld Gls		29 " 10 s 5 " 9 24 " 3
88908 159483 VRBL	**Lakatoi** *Mchy. Aft* 1 Dk *Cruiser Stern*	Oil Eng	341 206 179	✠100A1 HKg *d* 5,38 ✠LMC5,38		CL		1938 5mo	Taikoo D. & E. Co. of H. Kg. Ld. Hong Kong *Lloyd's*	Burns Philp & Co. Ld.	132·0 | 26·1 | 9·4 138·0(O.L.) F21' FK 3 *B H Cem* *FPT* 6 *t APT* 23 *t*	Hong Kong British	Oil Engines 2S.C.SA 4Cy. 11⅞"-19½" 47 BHP Taikoo D. & E. Co. of H. Kg. Ld. H. Kg.		10 " 3 s1 " 1½ 9 " 4½
88909 166585 GPPX	**Lodestone** D.F. 1 Dk & Shelter dk *Cruiser Stern*		4877 4446 2887	✠100A1 Sld 4,39 ~~Class Contem. plated~~ *with freeboard* Rot ✠LM[illegible] *Fitted for oil fuel* 9,38 *F.P. above* 150° F		CL		1938 9mo	Bertram & Sons, Ld. Sunderland *Lloyd's*	Alva S.S. Co. Ld. (Navigation & Coal Trade Co. Ld. *Mgrs.*)	~~417·3~~ 415·6 | ~~56·6~~ 55·6 | ~~24·8~~ 25·1 430·8(O.L.) (*Cell to Shelter dk* 6 *B H to 2nd dk*) *Cell D B* 350'1263 *t M T* 23'943 *t FPT* 127 *t APT* 257 *t*	London British	T. 3Cy. 23", ~~65" & 39"~~-42" (s) 220 lb 38" & 65" 400 NHP 2SB (Spt & FD) & 1 Aux SB. *8cf*, GS129, HS5845 N.E. Marine Eng Co ~~Ld. Sld.~~ (1938) Ld. Sld		27 " 8 s2 " 7½ 25 " 3
88910	**Littoria** (ex Hsin Pu-38, ex Pong Tong-34, ex Quinnebaug, ex Pong Tong, ex Elisabeth Rickmers) 2 Dks & Spar dk		1723 1489 1001					1903	Rickmers Akt. Ges. Bremerhaven	Cia. Italiana di Nav. S.A.I (Chinese Italian Nav. Co. Ld)	253·2 | 37·4 | 19·6 P&B161'F26'	Shanghai Italian	T. 3Cy. 19½", 30½" & 49"-33" 142 NHP *WB* Orenstener Maschinenf. Alt		
88911	**Lamone** (P) (ex Lung-On-38, Twin So ex Sui-An-37) 1 Dk, Shade dk & Promenade dk		*1682* — *1047*					1899	S.C. Farnham & Co. Ld. Shanghai	Cia. Italiana di Nav. S.A.I (Chinese Italian Nav. Co. Ld)	238·0 | 30·1 | 11·9	Shanghai Italian	T. 6Cy. 11", 18" & 30"-21" 82 NHP S.C. Farnham & Co. Ld. Shi.		
88912	**Libra** *Mchy. Aft* *Cruiser Stern*	Oil Eng. 1 Dk	391 238 195					1938	Gebr. van Diepen Waterhuizen	J. Kramer	143·0 | 26·1 | 8·5 P43'Q45'F19'	Groningen Dutch	Oil Engines 2S.C.SA 6Cy. *WB* N.V. Mchfb. Bolnes, Bolnes		
88913 XNCB	**Luso** (ex Ying Hsiang-38, ex Sheng An-37, ex Ryuko Maru-32, ex Opland) Wireless 1 Dk (Stl) & Spar dk (Stl) & deep framing		1398 1275 928	✠ Mdb *p* 1,07 ✠				1903 7mo	Forvigs Jernskibsbyg Arendal	Luso S.S. Line *Cell D Ba* 52'*f* 104'	235·7 | 35·0 | 19·6 FK 4 *B H Cem* 281 *t APT* 27 *t*	Macao Portuguese	T. 3Cy. 17½", 27" & 47"-33" 138 NHP 1SB, 3*pf*, GS60, HS2142 Richardsons, Westgarth & Co. Ld. Mdb.		21 " 0
88914 YTTF	**Lasta** (ex Danybryn-38, ex Nailsea Manor-37, ex Nailsea Court-36, ex H.H. Asquith-32) D.F. 1 Dk (Stl) & Shelter dk (Stl)	ss Shl. No. 3-6,33 ss Shl. No. 1-37	*5630* *5298* *3460*	✠100A1 BAs *y* Bry *Shelter dk* *with freeboard* 12,38 ✠LMC BS~~6,578~~,38 MS9,37		CL ~~12,37~~ 12,38		1920 6mo	Ropner SB & Repairing Co (Stockton) Ld. Stockton *Lloyd's*	Jugoslavenska Providba B.D. Plovidba D.D. *Cell D B* 341'1099 *t*	390·0 | 52·5 | 32·6 24·7 P34'F36' on *Shelter dk* FK *Cell FPT* 135 *t APT* 166 *t*	Susak Yugoslav 4 Cem BH to Sh dk 5 " " U "	T. 3Cy. 26", 43" & 71"-48" (s) 180 lb 475 NHP 3SB & 1 Aux SB, *12cf*, HS8228, HS8647 Blair & Co. Ld. Stockton		35 " 3 s 9 " 6½ 25 " 11
Now "Aust," see No. 87103 in Supplement															
88915 SPBV	**Lida** Wireless 1 Dk *Cruiser Stern* *Strengthened for navigation in Ice*		*1387* *1165* *771*	✠100A1 Nwd *p* 10,38 ~~Class Contem. plated~~ ✠LMC10,38		OL		1938 10mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's*	Polish-British S.S. Co. Ld. *Cell D B* 202 363 *t FPT* 20 *t APT* 30 *t*	242·9 | 38·7 | 16·1 252·8(O.L.) P&B144'F30' FK 4 *B Hpt Cem*	Gdansk Polish	C. 2Cy. 17" & 31"-28" & LP turbine with D R gearing & hydraulic coupling 210 lb (s) 152 NHP 2SB (Spt) *4cf*, GS60, HS1925 FD Swan, Hunter & Wigham Richardson, Ld. Nwc.		18 " 1 s1 " 5½ 16 " 9½
88916	**Lena** *Mchy. Aft* 1 Dk *Cruiser Stern*	Oil Eng.	350					1938	N.V. Schps. v/h Gebr. G. & H. Bodewes Martenshoek	N.V. Abeca	134·5 | 24·6 | 10·0 P45'Q48'F22'	Zaandam Dutch	Oil Engines 4S.C.SA 6Cy. 11"-17½" 70 NHP *WB* Humboldt-Deutzmotoren A.G. Köln-Deutz		

88917 Lucrino (*ex*Afghanistan–38, *ex*Aberedw–at) — Official No. 5036 — Code Letters IBIN — Steamer — *ex*Aberedw–at — *ss*Shl No.3–8,30 — *ss*Shl No.1–35 — D.F. — 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) — *Tonnage opening closed* 191– — Gross 5536 — Under deck 5354 — Reg. 3483 — ✠ 4,39 — *Shelter dk with freecboard* — Shl — *y* — OL 8,38 — 1917 7mo — Sunderland S.B.Co.Ld. Sunderland — *Lloyd's* SA & CP — **A.Lauro** — 385·0 | 53·0 | 32·4 — P97·0 (O.L.) — 24·3 — *Cell D B* 338' 1084*t* *F P T* 87*t* *A P T* 115*t* — Naples Italian — T.3Cy.25", 42"&69"–48" (*s*) — 180lb NDB37 *180lb* 371 NHP — SB, 6*cf*, GS141, HS5892 — N.E.Marine Eng.Co.Ld.Sld — 34 " 8

88918 Lake Hallwil (*ex*Carol Dorian–38, *ex*Carol. *ex*Helmsdale) — Official No. ~~12318~~ ~~GFJV~~ — *ss*Ist.2nd No.3–10,32 — *ss*Aut.No.1–37 — *Spar dk* (*Stl*) 2*tr B & deep framing Main dk in Nos.1 & 4 holds* — Gross 3165 — Under deck 2991 — Reg. 2027 — ✠ 100A1 — *Spar dk* — *with freeboard* 12,38 ~~6,39~~ — Rot Shl — *v* — CL N6,38 — 1907 10mo — A.Rodger & Co. Port Glasgow — *Lloyd's* SA & CP — ~~Chas.Straubin & Co. Ld.~~ — A.Inkp.p83l. H.Jakobson & others (A.Truuberg *Mgr*) — 330·5 | 49·0 | 14·4 — 22·3 — P21' B92' F35' — FK — *Cell D Ba & u E* 126' *f* 146' — 5 *B II Cem* — 846*t* *A P T* 69*t* — Tallinn Estonian — T.3Cy.24", 40"&65"–42" (*s*) — 170lb NDB24 305 NHP — SB, 6*cf*, GS128, HS4786 — A.Rodger & Co. Glasgow — 24 " 9 — 21 " 11½ — 21 " 0

~~BS10,37~~ ~~LMC~~ MS2,37 — ✠LMC BS2,38

88919 Lavoro — D.F. E.S.D. — *Oil Eng.* — *Mchy.Aft* — *Cruiser Stern* — 1 *Dk* — *Carrying Petroleum in bulk* — *Longitudinal framing at bottom & at deck* — Gross 8200 — 7886 — 4453 — 1938 — Cantieri Riuniti Dell' Adriatico Trieste — **Achille Lauro** — 465·2 | 59·4 | 33·9 — P93' B47' F48' — Naples Italian — Oil Engines 2S.C.S.A. — 8Cy.26¾"–43⅞" 1000 NHP — *WB* — Soc An "Fiat" S.G.M. Turin

88920 Languedoc (*ex*Actor–38) — Twin Sc — Official No. 8778 — Code Letters FQMZ — *Carrying Petroleum in bulk* — *Oil Eng.* — 1 *Dk*, 2*nd dk clear of cargo tanks* — *Mchy.Aft* — D.F. — *Cruiser Stern* — *Longitudinal framing–bracketless system* — Gross 9512 — Under deck 8778 — Reg. 5874 — ✠ ... — 10,38 — Fal — *d*† — 1937 9mo — Akt.Burmeistr & Wain Copenhagen — Soc.Française de Transports Pétroliers S.A. — *Cell D Bu E* 76' 329*t* — 479·8 | 65·4 | 33·2 — (501·1 (O.L.)) — P101' B31' F44' — FK — *D T f* 43' 600*t* *F P T* 97*t* — Havre French — Oil Engines 2S.C.S.A. — 14Cy.19½"–35⅞" 943 NHP — 12 *B Hpt Cem* — *A P T s* 175*t* — Akt.Burmeistr & Wain, Cpn — 35 " 4 — V †

88921 Lorraine (*ex*Argus–38) — Twin Sc — *Carrying Petroleum in bulk* — *Oil Eng.* — Official No. 8778 — Code Letters FPDK — 1 *Dk*, 2*nd dk clear of cargo tanks* — *Mchy.Aft* — D.F. — *Cruiser Stern* — *Longitudinal framing–bracketless system* — Gross 9512 — Under deck 8778 — Reg. 5874 — ✠ ... — 10,38 — Got — *d*† — 1937 11mo — Akt.Burmeistr & Wain Copenhagen — Soc.Française de Transports Pétroliers S.A. — *Cell D Bu E* 76' 329*t* — 479·8 | 65·4 | 33·2 — (501·1 (O.L.)) — P101' B31' F44' — FK — *D T f* 43' 600*t* *F P T* 97*t* — Havre French — Oil Engines 2S.C.S.A. — 14Cy.19½"–35⅞" 943 NHP — 12 *B Hpt Cem* — *A P T s* 175*t* — Akt.Burmeistr & Wain, Cpn — 35 " 4 — V †

88922 Liloa (*ex*Constance Chandler–38, *ex*West Hosokie) — 216848 — WFEI — *Fitted for oil fuel* — 2 *Dks* — Gross 5523 — Under deck 5117 — Reg. 3419 — 1918 — Skinner & Eddy Corp. Seattle, Wash — **Matson Navigation Co.** — 409·6 | 54·2 | 27·1 — P43' B115' F47' — *WB* — Ls.Angeles Cal. Utd.States — DR geared steam turbine — General Electric Co. Schenectady, N.Y. — R

88923 Lutine (*ex*Torcello–38, *ex*Stahlhof) — ~~Official No. 11467~~ — ~~Motor~~ — *ss*Liv.2nd No.3–1,34 — *Well deck* — 1 *Dk* (*Stl*) — Gross 1479 — Under deck 1037 — Reg. 875 — ~~5,39~~ — Liv — OG 9,35 — 1911 — Stettiner Oderwerke Stettin — **African & Continental S.S. Co.Ld.** — 231·7 | 36·4 | 14·7 — Q75' B101' F29' — FK — *Cell D B* 190' 321*t* *F P T* 68*t* *A P T* 49*t* — Italian — T.3Cy.16⅞", 27½"&43⅞"–31½" — 185lb (*s*) 105 NHP — SB (Spt), 4*cf*, GS66, HS2453 — Stettiner Oderwerke — 17 " 7 — ~~15 " 6~~

~~MS1,34~~ ~~LMC~~ ~~BS1,37~~

88924 Lulka (*ex*Kabinga–38) — 125599 — Lulca — GCPN — *ss*Nwc.2nd No.3–3,34 — 2 *Dks* (*Stl*) & *deep framing* & *Shelter dk* (*Stl*) — Gross 4657 — Under deck 4439 — Reg. 2925 — ✠100A1 — *Shelter dk with freeboard* 7,37 — Ant — *z* — CL 3,36 — 1907 7mo — Armstrong Whitworth & Co.Ld. Newcastle — *Lloyd's* SA & CP — African & Continental ~~S.S. Co.Ld.~~ Steamship & Trading Co Ld. — 400·0 | 52·1 | 27·0 — *Cell D Ba* 123' *u E & B* 63 *f* 154' 971*t* *A P T* 29*t* — London British — T.3Cy.27", 45"&75"–48" (*s*) — 180lb 477 NHP — SB, 9*cf*, GS178, HS6192 — FD — N.E.Marine Eng.Co Ld Nwc — 29 " 9 — 3 " 8½ — 26 " 2½

BS10,38 ~~BS10,37~~ ~~LMC~~ ✠LMC 3,34

88925 Lucellum — 166255 — GQQB — D.F. E.S.D. — *Oil Eng.* — 1 *Dk* — *Mchy.Aft* — *Cruiser Stern* — *Longitudinal framing at bottom & deck in centre tanks* — Gross ~~9400~~ 9425 — Under deck 8657 — Reg. 5742 — ✠100A1 — Odn — *e*† — CL 12mo — 1938 — Odense Staalskibsvft ved A P Möller Odense — **Astrakhan S.S.Co. Ld (H.E.Moss & Co Ld.** *Mgrs.*) — 485·6 | 65·5 | 35·7 — 501·2 (O.L.) — P104' B34' F37' — FK — *Cell D Bu E* 89' 180*t* *D T f* 26' 436*t* *F P T* 165*t* *A P T s* 347*t* — Liverpool British — Oil Engines 4S.C.SA. — 7Cy.29⅝"–59⅛" 572 NHP — 2 DB-*180lb* — Akt.Burmeistr & Wain, Cpn — 35 " 10 — s8 " 0¾ — 28 " 0¾

~~(Class Contem. plated)~~ *Carrying Petroleum in bulk* ✠LMC 12,38

88926 Lövstad (*ex*Georgios Mantacas–38, *ex*Georgios) — LJZW — *ss*Pir.No.3–2,34 — *ss*Cff.No.1–37 — 1 *Dk* (*Stl*) — *Cargo battens not fitted* — Gross 3246 — Under deck 2969 — Reg. 1953 — ✠100A1 — Pir — *v* — CL N11,37 — 1921 3mo — Clyde S.B. & Eng.Co.Ld. Port Glasgow — *Lloyd's* SA & CP — Skibs A/S Sunde (V.Samuelsen, *Mgr.*) — 325·0 | 47·2 | 24·2 — P29' B100' F34' — FK — *Cell D B* 275' 749*t* *F P T* 110*t* *A P T* 99*t* — Farsund Norwegian — T.3Cy.24", 40"&65"–42" (*s*) — 180lb 306 NHP — 3SB, 9*cf*, GS150, HS1830 — Clyde S.B.&E.Co.Ld. P.Gl. — 26 " 6 — s4 " 4½ — 22 " 4½

1,38 ~~9,38~~ Rot ~~LMC~~ BS9,38 MS12,37 — *Fitted for oil fuel* 3,21 *F.P above* 150°F.

88927 Le Havre — *Oil Eng.* — ~~10100~~ — ~~Motor~~ — HPJI — D.F. E.S.D. — *Mchy.Aft* — *Cruiser Stern* — 1 *Dk*, 2*nd dk in mchy space* — *Longitudinal framing at bottom & at deck in centre tanks* — Gross 11000 — ~~10100~~ — 8869 — Under deck 10358 — 9814 — 6505 — Reg. — ✠100A1 — 1,39 — Ham — *f*† — Lab — ~~(Class Contem. plated)~~ *Carrying Petroleum in bulk* ✠LMC 01,39 — CL — ~~1930~~ 1939 — 1mo — Deutsche Werft AG Bet Finkenwrder Hamburg — *Lloyd's* SA & CP — Maritime Trading Ld (Leif Höegh & Co.A/S. *Mgrs.*) — 505·7 | 68·9 | 36·4 — 522·4 (O.L.) — P115' B29' F62' — FK — *Cell D Bu E* 43' 671 *D T f* 32' 679*t* *F P T* 254*t* *A P T* 106*t* — Panama Panamanian — Oil Engines 2S.C.DA. — 7Cy.23½"–43⅞" 1356 NHP — 2 DB *1501b* & DD (WT) *180lb* — Maschinenfbrk-Augsburg-Nürnberg A.G. Augsburg — 36 " 4 — s7 " 5½ — 29 " 2½

88928 Lidvard — 1 *Dk* & *Shelter dk* — *Oil Eng.* — LBBQ — *Cruiser Stern* — ~~2 Dks~~ — Gross 4785 — 4101 — 2799 — ~~1930~~ 1939 — Kockums M.V.Aktieb. Malmö — Klosters Rederi A/S (Lauritz Kloster, *Mgr.*) — ~~4014~~ ~~5,5~~ ~~26·0~~ — P30' F34' — 409 8 | 55·7 | — Oslo Norwegian — *WB* — Oil Engines 2S.C.DA. — 5Cy.23⅝"–43⅛" 970 NHP — Kockums M.V. Akt. Malmö

88929 Lake Neuchatel (*ex*Houstone–38, *ex*Mari–37. *ex*Ulversmead. *ex*Renfrew, *ex*Clavercs–) — 123802 — GDGN — *ss*Bbo.2nd No.3–10,35 — 1 *Dk* (*Stl*) & *Web frames* — D.F. — Gross 3859 — Under deck 3129 — Reg. 2429 — 100A1 — *Turret deck* 3,39 ~~6,37~~ — Cff — Msl — CL ~~9,35~~ 2,39 — 1907 — W.Doxford & Sons, Ld. Sunderland — *Lloyd's* SA & CP — C.Strubin & Co.Ld. — 350·4 | 50·1 | 22·4 — P32' F31' — FK — *Cell D B* 315' 1057*t* *A P T* 23*t* — London British — T.3Cy.21", 41"&68"–45" (*s*) — 180lb *110lb* 342 NHP — NDB10 *refitted* 22 — 2SB, 6*cf*, GS111, HS5340 — W.Doxford & Sons, Ld. Sld. — 25 " 3 — s 10 " 9 — 21 " 8½

LMC10,35 MBS6,38 DBS11,37

88930 Lika (*ex*Kobac–38, *ex*Cefn–Bryn–38, *ex*Dacre Castle–37) — YTTI — *ss*Ant.No.3–4,31 — *ss*Cff.No.1–35 — 2 *Dks* (*Stl*) — Gross 5278 — Under deck ~~4866~~ ~~11,38~~ 8,39 — Reg. 3277 — ✠100A1 — Ant — *y* — CL ~~3,37~~ 11,38 — 1919 3mo — Swan, Hunter & Wigham Richardson, Ld. Newcastle — *Lloyd's* SA & CP — Prekomorska Plovidba D.D. — 400·1 | 52·4 | 28·4 — P49' B113' F29' — FK — *Cell D B* 340' 1019*t* *F P T* 130*t* *A P T* 204*t* — Susak Yugoslav — T.3Cy.27", 44⅜"&73"–48" (*s*) — 180lb 517 NHP — 3SB, 9*cf*, GS190, HS7068 — FD — Swan, Hunter & Wigham Richardson, Ld. Nwc. — 31 " 0 — s 5 " 11½ — 25 " 3½

✠LMC MS4,35 ~~LSL,38~~ 5,39

88931 Loire (*ex*Irrawaddy–38) — D.F. E.S.D. — 2 *Dks* — Gross 4285 — 3361 — 2561 — 1928 — Lithgows, Ld. Port Glasgow — Cie. Générale Transatlantique (Cie. Générale d'Arm. Mar. *Mgrs.*) — 370·0 | 51·0 | 25·4 — P40' B114' F32' — Nantes French — *WB* — T.3Cy.24½", 40"&68"–45' — 310 NHP — D. Rowan & Co. Ld. Gls. — O

88932 Laura Mærsk — Twin Sc 3 Mst — OYZO — D.F. E.S.D. — *Oil Eng.* — *Ref. Mchy.* — *Cruiser Stern* — Gross 6600 — 6599 — 5422 — 3876 — 100A1 — *with freeboard* — (*Class Contem. plated*) — 1938 — Odense Staalskibsvft ved A P Möller Odense — A/S D/S Svendborg og D/S af 1912 A/S (A.P.Møller, Copenhagen, *Mgr.*) — ~~450·0~~ ~~5,50~~ ~~24·27·0~~ 455 5,50 1,27·3 — Copenhagen Danish — Oil Engines 4S.C.SA. — 14Cy.24⅛"–51⅛" — Akt.Burmeistr & Wain, Cpn — 30 " 4 — s3 " 9 — 26 " 9½

For full particulars see No. 88948 below

88933 Lamy (*ex*Jupiter–38, *ex*Gertrud. *ex*Elisabeth, *ex*Industrie X, *ex*Industrie X VII, *ex*Amsterdam V) — Twin Sc — 1 *Dk* — Gross 747 — 393 — 1895 — Nederl. Schpsb. Maats Amsterdam — Cia. Commercio e Navegação — 196·2 | 28·1 | 12·1 — B48 F26' — R. Janeiro Brazilian — C.4Cy.12⅜"&25½"–15' — 41 NHP — *WB* — Nederl Scheepsb Maats Ams

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques.	3 Matériaux, Gréement, etc. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6	7	7* Date de la dernière Visite à la flotte porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions Principales. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P. ou Force en chevaux d'après les formules de la Société. R.H.P. ou Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Vitesse aux essais. Vitesse en service. Consommation journalière pour pr.
88934 WTHK	**L. P. St. Clair** *Fitted for oil fuel* *Mchy. Aft* D.F. 1 *Dk* E.S.D. *Carrying Petroleum in bulk* *Cruiser Stern* *Longitudinal framing*		~~9000~~ 8066 — 4814					1939	Bethlehem Steel Co. (S.B. Division) Sparrow's Pt. Md.	Union Oil Co. of California	445·4 | 64·2 | 34·1 P32' B35' F10'	Los Angeles Utd. States	2 steam turbines D.R. geared to 1 sc. shaft *WB* Bethlehem Steel Co. (S.B. Division) Quincy, Mass.	R
88935 DOUN	**Lech** *Oil Eng.* D.F. E.S.D. 1 *Dk* *Cruiser Stern*		3290 2621 ~~1885~~ 1830					1939	Deutsche Sch-u-Mschb. A.G. Weser Bremen	Norddeutscher Lloyd	358·8 | 50·2 | 19·9 P30' B&F313' *Upper* F22'	Bremen German	2 Oil Engines 2S.C.SA 12Cy. 20½"–27½"SR geared *WB* to 1 sc shaft 885 N.H.P. Deutsche Schiff.-Mschb. A.G. Weser, Bmn.	
88936 FNYT	**Laos** (*ex* Gouverneur Général Paul Doumer–38, *ex* Le Myre de Vilers, *ex* Pera, *ex* Trostburg) Wireless 2 *Dks*		1467 1206 734					1918	Nüscke & Co. A.G. Stettin	Union Mar. Méditerranéenne (Cie. des Messageries Maritimes, *Mgrs.*)	265·0 | 40·0 | 14·6 H20' F25'	Saigon French	T.3Cy. 23⅝", 37⅞" & 50½"–41½" 163 N.H.P. *WB* Ottensener Mschf. Ottensen	V
88937 OZAK	**Lexa Mærsk** *Oil Eng.* D.F. E.S.D. *Cruiser Stern*		5650 4900 3400	100A1 *with freecboard* (*Class Contem plated*)				1939	Odense Staalskibsvft ved A.P. Möller Odense	D/S AS Svendborg A/S D/S af 1912 (A.P. Moller, Copenhagen, *Mgr.*)	439·0 | 57·7 | 25·4 P33' B&F395'	Copnhagn Danish	Oil Engines 4S.C.SA 9Cy. 29½"–59½" Akt. Burmeistr & Wain, Cpn	28 " 7 s3 " 4¾ 25 " 5¼
88938 HPJR	**Loida** (*ex* Lampas–39, *ex* Laurelleaf) *ss* Bkn. No. 3–6,28 *ss* Got. No. 2–36 *Mchy. Aft* 1 *Dk* (*pt Stl*) & *Shelter dk* (*Stl*) & *Web frames*		5505 5107 2965	✠100A1 *Shelter dk* *with freeboard* 2,39 ~~8,38~~ ~~C7,37~~ 3,38 ✠LMC4|36 ~~+Aux NB1 refitted 38~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,16	Gen Got	*x*	OL 7,37 1,39	1916 12mo	Craig Taylor & Co. Ld. Stockton *Lloyd's SA & CP*	Cia. Maritima Atlantica, Ltda. *Cell D Bu E & B* 71'196*t*	370·1 | 51·4 | 32·1 (O.L.) P108' F48' FK *DT* f 35'510*t* *FPT* 92*t* *APT* 184*t*	Panama Panamanian 180*lb* 15 *B Hpt Cem* 10 *to U dk* 5 „ 2nd „	T.3Cy. 26", 42½" & 69½"–45" 188 N.H.P. 2SB, (*r*) (FD) & Aux. B, (*r*) *Scr.* 887740 Blair & Co. Ld. Stockton	34 " 6 s 7 " 4 27 " 5
88939	**Los Pozos** (*ex* San Salvador–39) *ss* Shl. No. 3–7,36 *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* D.F. *Longitudinal framing*		5805 5228 3547	✠100A1 Bkn 2,39 B83, 39 ~~Carpenter 0·3d~~ MC7|36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,24		*z*	OL Carpenter 3mo	1924 Armstrong Whitworth & Co. Ld. Newcastle *Lloyd's SA & CP*	Cia. Argentina de Nav. Mihanovich, Ltda. *Cell D Bu B* 26'57*t* *APT* 30*t* *F.P. above* 150° F.	407·4 | 52·2 | 31·4 P105' B37' F60' FK	Bns. Aires Argentine 180*lb* 15 *B Hpt Cem* 10 *to U dk* 5 „ 2nd „	T.3Cy. 27", 45" & 75"–48" (*r*) 538 N.H.P. 3SB, 9*cf*, GS 186, HS 7896 FD Wilsnd Slpwy. Co. Ld. Nwc.	31 " 6 s 5 " 3¾ 26 " 6
88940	**Lena** (*ex* Navarinon–39, (*ex* Stancliffe–38, *ex* Drakelow–37, *ex* Brompton Manor–36, *ex* Warszawa, *ex* Aydon, *ex* Charity, *ex* Jet, *ex* Aydon) 1 *Dk* (*pt Trnpt Stl*) *Mchy. Aft* *Well deck* *TORPEDOED & BEACHED 3,38—NOW IN PORT.*		1735 1293 1021	✠ 11,37 ✠	Cff	*q*		1914 4mo	Blyth S.B. & D.D. Co. Ld. Blyth	Jean Milonas, Soc. Affetra *Cell D Bu E & B* 41'172'482*t* *FPT* 130*t* *APT* 25*t*	255·0 | 38·3 | 17·0 Don Q 61' Q 144' B 14' F 29' FK	Greek *4 B H Cem*	T.3Cy. 19", 33" & 54"–36" 224 N.H.P. 2SB, 6*pf*, GS 100, HS 3918 N.E. Marine Eng. Co. Ld. Sld.	19 " 6
88941	**Lumane** (P) Twin Sc *Oil Eng.* *Cruiser Stern*		~~400~~ 854 753 450	100A1 *with freecboard* (*Class Contem plated*)				1939	NV Schpsw "De Merwede" v/h van Vliet & Co. Hardinxveld	Empreza do Limpopo A. Couto, Ltda.	181·5 | 30·5 | 16·9 (O.L.) 190·6	Laurenco Marques Portuguese	Oil Engines 4S.C.SA 6Cy. 11"–17½" Klöckner-Humboldt-Deutz, A.G. Köln-Deutz	11 " 6 s2 " 5 9 " 2
88942	**Liisa** (*ex* Garibaldi–39) 1 *Dk*		772 585 431					1902	Stavanger Stöberi & Dok Stavanger	M. Utow	195·0 | 30·2 | 11·2 Q 73*t* B 46*t* H 13*t* F 30*t*	Tallinn Estonian	T.3Cy. 14", 23½" & 38"–27" 150 N.H.P. *WB* Stavanger Stöberi & Dok	N
88943 GBHX	**Lyminge** (*ex* Neath Abbey–39, *ex* Baron Herries–34, *ex* Trevelyan) *Cruiser Stern* 1 *Dk* (*Stl*) *Cargo battens not fitted*		2499 2258 1429	✠100A1 8,39 ✠NB8,27 ✠LMC1,38 B&6,38	Cff		OL 10,38	1919 7mo	C. Hill & Sons Bristol *Lloyd's SA & CP*	Constants (South Wales) Ld. (M. Constant, *Mgr*)	303·0 | 43·0 | 20·8 P33' B30' F33' FK *Cell D B* 252 670*t* *FPT* 70*t* *APT* 180*t*	Cardiff British 180*lb* *100lb* 2SB, 6*cf*, GS 115, HS 4604	T.3Cy. 22", 36" & 59"–39" (*s*) 270 N.H.P. *B Hpt Cem* Richardsons, Westgarth & Co. Ld. Hpl.	23 " 0 s 3 " 4½ 10 " 10
88944	**Lochiel** (P) Twin Sc *Oil Eng.* Wireless 2 *Dks* *Cruiser Stern*		580					1939	Wm Denny & Bros. Ld. Dumbarton	David MacBrayne Ld.	183·6 | 32·0 | 10·0 P & *Prom. Dk.* 114' F40'	Glasgow British	Oil Engines 4S.C.SA 8Cy. 9½"–17" 70 N.H.P. *WB* Davey, Paxman & Co. (Colchester), Ld.	
88945	**Lima** (*ex* Waunta–39, *ex* Cayo Cristo, *ex* Barge P.D.10) Wireless 1 *Dk* *Mchy. Aft*		642 — 409	*Fitted for oil fuel*				1919 *Rebuilt* 1921	N. of Irelnd. S.B. Co. Ld. Londonderry *by* Franco-Belge de Réparations Nav. Antwerp	Manuel R. Aguirre	180·0 | 31·2 | 13·0 P 16' B 18 F 28'	Callao Peruvian	T.3Cy. 13", 23" & 37"–26" 70 N.H.P. *WB* Cooper & Greig, Ld. Dundee	Q
88946	**Levante** D.F. E.S.D. *Oil Eng* 2 *Dks* *Cruiser Stern*		4770 3700 2730					1939	Nordseewerke Emden G.m.b.H. Emden	Atlas-Levante Linie A.G.	408·5 | 56·6 | 21·4 F24'	Bremen German	Oil Engines 2S.C.SA 7Cy. 25½"–49½" 797 N.H.P. *WB* Fr Krupp Germaniawrft A.G. Kiel	
88947 HKH	**Lucia Bottiglieri** (*ex* Cervinia–39, 83 *ex* Jules Hauzeur–37, *ex* Porvenir, *ex* Candelaria, *ex* Jan van Brunswick) 2 *Dks*		1213 934 705					1900	Rijkee & Co Rotterdam	Michele Bottiglieri	243·4 | 34·6 | 15·4 B60' F30'	Torre del Greco Italian	T.3Cy. 17½", 28" & 45"–36" 122 N.H.P. *WB* Maats. Fyenoord, Rot.	IV

No. in Book / Official No. / Code Letters	Steamer's Name. Material, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Register Tonnage. Gross. / Under deck. / Net	Particulars of Classification. Character. † for special Survey / Port of Survey / Date of last Survey	Date when last classed	Built. When	By Whom / Where	Owners.	Register Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & type of Cylinders - Boiler's Boiler Pressure. Nominal horse power by Society's formula; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Weatherdeck amidships / Corresponding draught. ft. in.	Registers in which classed, if not in the Register Book of Trade mark
88048 / OYZO	**Laura Mærsk** *Oil Engs.* D.F. E.S.D. *Key. Micky.*	**TwinSc3Mst** *CruiserStern* 6599 / 3122 / 3876	✠100A1 Odn *with refrigerated cargo spaces for* 12,500 cub. ft. *1Dk&Shelter dk,3rd dk except in Nos.2&6holds*	01	1939	3mo Odense Staalskibsvft	A/S D/S Svendborg og D/S af 1912 A/S A.P.Möller, Odense *Lloyd's RMC*	455·9 / 483·8(O.L.) / F52′	59·1	27·3	Copenhagen	Oil Engines 4S.C.SA 14Cy.24½"–51⅛" 2DB700*b* 825NHP Akt. Burmeistr & Wain,Cpn	50 ″ 4 / 33 ″ 0 / 26 ″ 9½	

Carrying oil F.P. above 150° F. in upper&lower fore peak tanks
Carrying oil F.P. above 150° F., Molasses, or Glycerine in deep tanks
Carrying vegetable oil in upper after peak tank

Cell DB367′ 1527*t DTs/f* 65′17 G*t DTs/a* 7′0″ 1693*t FPTs* 271*t APTs* 263*t*

1 Numéro d'Ordre.	2 Nom du Navire. Ex-noms, s'il y a lieu. Numéro Officiel. Visites Périodiques. Nombres des Fonds. Signaux	3	4 Tonnage Officiel. Total. Sous le Pont. — Net.	5 Détails de la Classification. Coque.	6	7	7a Date de la dernière Visite de l'Hubrey porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille. Franc bord en milieu. Tirant d'eau correspondant.	15
89051 31569 JTLB	**Mizuho Maru** (P) (ex Midzuho Maru-38, ex Infanta Isabel) 3 Dks, Std-Cws)	TwinSc ss N.g. No.3-8,27 ss Kob No.2-35	8506 7277 5195	... 7,38 *Shade dk*	Kob *c*†	CL	1912 9mo P2,37 84,38	Russell & Co. Port Glasgow	Osaka Syosen K.K.	459·5 F45'	58·2	36·8 FK	Osaka Japanese	Q.8Cy.24½",35",50"&72"-51" 215lb (s) 1131NHP 7BH Cem 3D&2SB30*cf*,GS572,HS2660 D.Rowan&Co.Glasgow	39	6
89052 LJYS	**Mosfruit** D.F. *Ref.Mchy* *Cruiser Stern*	*Oil Eng.* 1 *Dk & Shelter dk*	2714 2284 1520					1938	Eriksbergs M.V.Aktieb. Gothenburg	A/S Mosvold Shipping Co.(M. Mosvold, *Mgr.*)	314·4	50·3	23·3	Farsund Arendal Norwegian *WB* Eriksberg M.V.Aktieb. Got	Oil Engines 2S.C.SA 9Cy.15½"-35½" 608NHP		
89053 OFDC	**Mathilda Thordén** D.F. E.S.D. GyC. *Strengthened for navigation in ice*	1 *Dk & Shelter dk* 3rd dk in forward hold *Oil Eng.* *Cruiser Stern* 1 *Dk (raised forward)* *Electrically welded*	3641 — 1867	✠100A1 *with freeboard* 8,38 *(Glass Centem plated)* LMC8,38	Abo *x*	CL	1938 8mo *Lloyd's SA&CP*	Crichton-Vulcan A.B. Åbo	A/B Finska Nordamerika Linjen (G.B. Thordén, *Mgr.*)	365·9 868·2 (O.L.)	51·4	21·6 FK	Helsingfrs Finnish 6 *BH*	Oil Engines 2S.C.SA 7Cy.25⅝"-49⅜" 795NHP DB57*lb*	25	5
89054 170722 VCBD	**Matane I.** (P) D.F. E.S.D. *Ref.Mchy.* *Cruiser Stern* 1 *Dk (raised forward)* *Electrically welded*	*Oil Eng.*	432 ~~555~~ 282 470 262 225	✠100A1 7,38 *(Class Centem plated)* *For Service on the River St. Lawrence; for coast wise service on the north shore of the Gulf of St. Lawrence, west of Cape Charles*	Mtl *h* LMC7,38	CL	1938 7mo *Lloyd's SA&CP*	Marine Industries, Ltd Sorel, P.Q.	Cie. de Transport du Bas St. Laurent, Ltee.	147·2 *33·1* 152·5 (O.L.) P&B84'F21' *DTf 5·20t*	32·6	12·5 FK	Quebec British 4 *BH Cem* *FPT29t APT14t*	Oil Engines 2S.C.SA 6Cy.11 1/16"-19⅛" 136NHP Sulzer Bros. Ld. Winterthur	12 57 8	6 0¾ 6½
89055 166250 GNGW	**Malabar** D.F. E.S.D. *Ref.Mchy.* *Cruiser Stern*	2 *Dks, Std in No.1 hold*	~~8000~~ 7976 7306 4780	✠100A1 ~~4,38~~ *(Glass Centem plated)* *Fitted for oil fuel*	Mdb MC 38 9,38 *F.P. above* 150° F.	CL	1938 9mo *Lloyd's SA&CP*	Wm. Hamilton & Co. Ld. Port Glasgow	Thos. & Jno. Brocklebank, Ld. *Cell D B394'1500t DT 136'187t FPT90t APT65t*	475·8 494·9 (O.L.) P14'B16'F54'F1' *Duct keel forward of mchy. space (TBH to 9 dk 1 BH to 2nd dk)*	62·7	32·3 FK	Liverpool British *Cem*	3 steam turbines SR geared to 1 sc. shaft 250lb FD (s) 1005NHP 3SB(Spt) *12cf*, GS105 45 FD D.Rowan&Co.Ld.Gls.	34 27	10 7 4 9¼
89056 2201 IBIM	**Marzocco** D.F. *Ref.Mchy.* *Cruiser Stern*	1 *Dk (Std in 2nd Hd (Std) in Nos.1,2,3&4 holds*	5106 4613 3113	✠100A1 6,38 LMC MS7,34 BS10,32 3,38	Ant *y*	CL 6,38	1918 11mo *Lloyd's SA&CP*	Harland & Wolff, Ld. Glasgow	Marino Querci *Cell D B540'1064t FPT127t APT71t*	416·0 400·5 52·3 P49'B113'F39'	52·1	28·4 FK	Genoa Italian 11 *BHpt Cem*	T.3Cy.27",41"&73"-48" (s) 180lb 517NHP 3SB.9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 25	0 5 11½ 4
89057 140539 GQNZ	**Mazic** (*ex* Patrician-38, *ex* Saint Jerome) 2 *Dks (Std)*	*ss* Rot No.3-5,30 *ss* Liv No.1-35	5742 5356 3636	✠100A1 8,37 LMC MS4,35 BS11,37	Mdb *a*†	CL 8,36	1917 10mo *Lloyd's SA&CP*	Russell & Co. Pt. Glasgow	Golden Cross Line (Bristol Channel) Ld. *One inter mediate BH* *Cell D B360'1181t DT a36'1109t APT31t*	423·0 437·2 (O.L.) F38'B123'F53'	56·0	28·7 FK *Cem* *5 BH to Udk*	London British *BH* *and one 'tween dk dispensed with*	T.3Cy.~~27~~ 45"&74"-51" (r) 180lb 27⅝ 561NHP 3SB.9*cf*,GS190,HS8428 FD J.G.Kincaid&Co.Ld.Grk.	31 6 25	4 0¾ 6
Nptw	"Erminia Mazzella," *see No.* 87920 *in Supplement*																
89058 FNQD	**Marie José** (*ex* Princesse Marie Jose-38) D.F.	*ss* Ant. No.3-8,37 1 *Dk (Std) Shelter dk (Std)*	2477 2293 1466	✠100A1 *with freeboard* 7,38 ~~8,37~~ LMC 6,37 BS12,38	Ant *u*	CL 6,38	1925 7mo *Lloyd's SA&CP*	Swan, Hunter & Wigham Richardson, Ld Newcastle	Les Cargos Algériens Soc. Anon. *Cell D Ba93'u E21'f142'595t APT57t*	315·9 (*Coll to Sh dk* 4 „ 2nd „)	45·1	20·6 FK	Algiers French *5 B Hpt Cem*	T.3Cy.22",37",&61"-42" (s) 180lb 283NHP 3SB.6*cf*,GS135,HS4462 Wilsnd Slpwy. Co. Ld. Nwc.	22 1 21	10 6 5¾
89059 14743 GPGD	**Manchester Progress** D.F. E.S.D. *Ref.Mchy.* *Cruiser Stern*	1 *Dk & Shelter dk, 3rd dk except in aftermost hold*	~~5660~~ 5620 4939 3343	✠100A1 *with freeboard* Mch 12,35 ~~7,38~~ LMC 9,38 Lloyd's RMC 9,38 3,39	Gls	CL	1938 9mo *Lloyd's SA&CP*	Blythsw'd S.B.Co.Ld. Glasgow	Manchester Liners Ltd. *Cell D B354'1006t AT27'*	430·7 446·5 (O.L.) B127'F37' *Duct keel forward of mchy space (Coll L H to Shelter dk, 6 B H to 2nd dk)*	57·0	27·0 FK 7 *BH Cem* *161t D a36·5 52t FPT106t APT78t*	Manchester British	3 steam turbines SR geared to 1 sc. shaft 225lb FD (s) 796NHP 3SB(Spt) *9cf*, GS133, HS9195 D.Rowan&Co.Ld.Gls.	29 s 26	10 3 5
89060 FQBN	**Muron** *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern*		476 346 176	✠100A1 4,39 ~~(Class Centem plated)~~ *Carrying Petroleum in bulk* LMC 8,38	Rot *g*		1938 8mo *Lloyd's SA&CP*	NV. Schpsf v/h De Groot & Van Vliet Slikkerveer	~~N.V. Tankvaart Cie~~ N.V. Tankrederij "Muron" (F.A.Voigt & Co. *Mgrs.*)	166·4 174·9 (O.L.) Q56'F23' *Trunk 87'*	25·9	9·8 FK 8 *BH Hpt Cem* *FPT94t APT19t*	Rotterdam Dutch	Oil Engines 4S.C.SA 8Cy.11"-17 1/16" 94NHP DB100*lb* Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 s 6 9	4 6 11¼
89061 8271 SDBT	**Miramar** D.F. *Strengthened for navigation in ice* *Cargo battens no fitted*	1 *Dk*	1555 1173 856	✠100A1 11,38 ~~(Class Centem plated)~~ Hbg *g* HKg LMC 6,38		OG	1938 6mo *Lloyd's SA&CP*	Helsingborgs Varfs Aktiebolaget Helsingborg	Rederi A/B Erling (Ivar H. Caleen, *Mgr.*) *Cell D B221'460t FPT28t APT55t*	256·3 267·9 (O.L.) P19'Q83'B102'F20'	38·2	15·1 FK 1 *BH Cem*	Gothenburg Swedish	T.3Cy.17⅞",27½"&45½"-33⅞" 213lb FD (s) 165NHP 2SB(Spt).*9cf*,GS51,HS2260 Helsingborgs Varfs. A/B	17 s 16	6 11¼ 8½
89062 135721 MWWM	**Magrix** *Oil Eng.* *Mchy. Aft* *Cruiser Stern*		~~560~~ 474 224	✠100A1 8,38 ~~(Class Centem plated)~~ LMC 8,38	Gro *g*		1938 8mo *Lloyd's SA&CP*	J. Koster Hzn. Schpsw. "Gideon" Groningen	R. Rix & Sons *Cell D B97'186t FPT60t APT s18t*	157·7 26·0 165·3 (O.L.) P40'Q18'F18'	25·8	8·8 FF 8 *BH*	Hull British	Oil Engines 4S.C.SA 8Cy.11"-17 1/16" ~~402 NHP~~ 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	1 8 10	0 10½ 11½
89063 KZSC	**Montanes** (P) (*ex* Sorsogon-38, *ex* Antonio Macleod, *ex* Loch Garry) Wireless 1 *Dk s. bunq dk 2 tr B*	Iron	1236 1070 812	...			1880	Gourlay Bros. & Co. Dundee	J. Garcia Alonso	210·3	29·7	15·7 FK	Manila U.States	C.2Cy.23"&44"-42" N300 100NHP *WB* Gourlay Bros. & Co. Dundee	16	11
89064	**Mindanao** (*ex* Anatina-38, *ex* War Hermit) 1 *Dk (Std)*	*ss* Sba. No.3-3,30 *ss* Rot. No.1-34	5236 4764 3150	✠100A1 1,38 BS7,37 LMC 8,34 *Carrying oil fuel in bulk* *Fitted for oil fuel* 4,38	Nwc *y*	CL 5,38	1918 4mo *Lloyd's SA&CP*	J. Brown & Co. Ld. Clydebank	Cia. Maritima Fernandez Hermanos, Inc. *Mgrs.*) *Cell D B345'1134t FPT118t APT176t*	400·7 P49'B113'F39'	52·3	28·5 FK 11 *BH pt Cem* *Middle line Bulkhead not oil-tight*	Manila U.States	T.3Cy.27",44"&78"-48" (s) 180lb 489NHP 3SB.9*cf*,GS190,HS7020 FD Fullerton, Hodgart & Barclay, Ld. Paisley	31 s 25	0 11½ 3½
89065 127379 WRCQ	**Meteor** (P) (*ex* Chester W. Chapin-38)	Twin Sc 2 *Dks*	2868 — 1822				1899	Maryland Steel Co. Sparrow's Pt. Md.	Colonial Nav. Co.	312·0	64·0	16·9	New York Utd. States *WB* Maryland Stl. Co. Baltimore	T.6Cy.24",38"&60"-30" 394NHP		
89066	**Matteo Ricci** (*ex* Fu-Lung-38, *ex* Doen-Samud, *ex* Chiengmai) 1 *Dk & deep framing*		1911 — 1172				1906	Schiffsw. v. Henry Koch Lübeck	Cia. Italiana di Nav. S.A.I. (Chinese Italian Nav. Co. Ltd)	265·8 P36'B75'F38'	40·0	16·6	Shanghai Italian *WB* J.F.Ahrens. Altona	T.3Cy.17½",28¾"&46¾"-32½" 121NHP		
89067	**Marco Polo** (*ex* Lung-Shin-38, *ex* Lung-Shan-37) 2 *Dks & Shade dk*	Twin Sc	3063 2193 1897				1923	Hong Kong & Whampoa Dock Co. Ld. Hong Kong	Cia. Italiana di Nav. S.A.I. (Chinese Italian Nav. Co. Ltd)	290·0	54·1	11·8	Shanghai Italian *WB* Hong Kong & Whampoa Dock Co. Ld. Hong Kong	T.3Cy.20",33"&55"-30" 332NHP		

1 No. in Book. Official No. Code Letters	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Earned Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. See Special Survey. Date of last Survey.	6 Port of Survey.	7 Date when last dealt with.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure NHP=Horse power by Society's formula; IHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Machinery Weights Propellers and Shafting Corresponding Draught. ft. in.	15 Particulars in which a change is to be made in Descriptive Book.
89066 220 IBNZ	Mar Bianco (exMartano-38, exMartano-38, exPort Napier-36, ex[illegible]) Ref. Mchy. ssGen. 2nd No. 3–7,38	8443 7800 5205 1,39[illegible] 2 Dks (Stl) & Shelter dk (Stl–ws) Fitted for oil fuel 7,38	✠100A1 Shelter dk with freeboard 10,38	Gen at BS7,38 MS9,37 ✠LMC F.P. above 100 F	CL 4,38	1912 12mo	Workman, Clark & Co. Ltd Belfast Lloyd's SA & CP	A. Zanchi Cell D Ba 131' uE & B 88' f 209' 1530t	490·2 61·4 32·9 FK	Genoa Italian	T & Cy. 23", 38½" & 41" – 27" (s) 200lb 4SB, 16cf, gs 274, hs 1162 8 Rl Wrkman, Clark & Co. Ltd Bel	25 — 8 — — — 22 " 11½
89067 23755 WNQP	Malantic (exThemoni–38, exBurnhope–38) 1 Dk (Stl) Cargo battens not fitted	3837 3483 2334	✠100A1 11,38 7,38 Fitted for oil fuel 7,38	NNs at 1,07,38 F.P. above 150° F.	CL 4,38	1929 2mo	Nthnblnd S.B. Co. (1927), Ld. Newcastle Lloyd's SA & CP	C.D. Mallory, Corp. Cell D B 324' 1064t F P T 77t	370·3 51·8 22·6 P 35' B 230' F 36' FK 6 B H Cem A P T 109t	Wilmgton (Del.) Utd. States	Q.4Cy. 20", 28", 40" & 53"–42" 225lb (s) 298 NHP 2SB (Spt), 6cf, hs 4968 N.E. Marine Eng. Co Ld Nwc	24 " 8 — 22 " 11½ — 21 " 11½
89070 44855 JQTM	Matukawa Maru D.F. E.S.D. Cruiser Stern 2 Dks	3926 — 2255				1938	Kawasaki Dkyd. Co. Ltd. Kobe	Kawasaki Kisen K.K.	352·0 50·0 27·0 354 7	Kobe Japanese	2 steam turbines DR geared to 1 sc. shaft 333 NHP Kawasaki Dkyd Co Ld Kobe	
89071 SVXW	Mary Livanos D.F. E.S.D. 1 Dk & Shelter dk Cruiser Stern	4771 4379 2838	✠100A with freeboard 10,38 (Glass Content plated) ✠LMC 10,38	Hpl at	CL	1938 10mo	W. Gray & Co. Ltd. W. Hartlepool Lloyd's SA & CP	S.G. Livanos Livanos Bros. Maritime Co. Ltd. (N.G. Livanos Mgr.) Cell B H to Shelter dk 6 B H (to 2nd dk) Cell D B 365' 1200t F P T 198t A P T 200t	419·2 56·7 25·3 431·1 (o.L.) F 36' FK 7 B H Cem	Chios Greek	T. 3 Cy. 22½", 39" & 65"–45" 225lb (s) 463 NHP 2SB (Spt & FD) & 1 Aux SB, 8cf, gs 147, hs 7135 Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl.	27 " 10 — s 3 " 0 — 25 " 1
89072 PFUL	Marietje Böhmer Oil Eng. Mchy. Aft 1 Dk D.F. Cruiser Stern	~~939~~ 928 635 493	✠100A1 2,39 (Class Content plated) ✠LMC 2,39	Rot /		~~1938~~ 1939 2mo	A. Vuijk & Zonen Capelle a/d Ijsel Lloyd's SA & CP	N.V.W. Böhmer's Scheepvaart-bedrijf Cell D B 113' 233t F P T 58t A P T 30t	201·2 32·9 12·7 213·0 (o.L.) P 54' Q 77' F 25' FK 3 B H Cem	Rotterdm Dutch	Oil Engines 4S. C. SA 6Cy. 15¾"–26" 144 NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	15 " 0 — s 4 " 8½ — 14 " 5
89073 568 SVXU	Master Elias Kulukundis D.F. E.S.D. 1 Dk & Shelter dk Longitudinal framing at bottom & at decks Cruiser Stern "Arcform"	5548 4933 3294 1,39 [illegible]	✠100A1 with freeboard (Class Content plated) ✠LMC 10,38 Fitted for oil fuel 10,38	Bry	CL	1938 10mo	Short Bros. Ld. Sunderland Lloyd's SA & CP	Atlantico Steamship Co. Ltd. (Kulukundis Shipping Co. S.A. Mgrs.) Cell D B 360' 1101 M T 14' 615t F P T 171t A P T 308t	420·6 60·5 26·3 453·5 (o.L.) FK one intermediate B H dispensed with (Cell B H to Sh dk & B H to 2nd dk)	Piraeus Greek	T. 3 Cy. 23½", 38" & 66"–45" 225lb (s) 428 NHP 2SB (Spt & FD) & 1 Aux SB, 8cf, hs 6280 N.E. Marine Eng. Co Ld. Sld	28 " 9 — s 3 " 0½ — 25 " 11½
89074 2010	Mohawk (P) (exAnna Arundel–38, exAnne Arundel–38) 8 Dks	795 — 630				1904	Baltimore S.B. & D.D. Co Baltimore	Stony Creek Improvement Co.	174·0 36·0 10·2	Baltimore Utd. States	T. 3 Cy. 13", 21" & 34"–24" 57 NHP	
89075 OYXV	Marit Mærsk E.S.D. 1 Dk & Shelter dk Fitted for oil fuel Cruiser Stern ~~Poop & Bk~~	1894 1513 1043				1938	Fredrkstad Mek. Vrksted Fredrikstad	A/S Dampskibs-sslsk. af 1912 (A.P. Möller Mgr)	~~304·5~~ 301·3 44·6 ~~15·6~~ 16·1	Kalundbrg Danish	C. 4 Cy. (2) 15¾" & (2) 37¾"–34½" 140 NHP W.B. Fredrikstad M.V.A/S	N
89076	Myoken Maru D.F. 2 Dks Cruiser Stern	4000 2000				1938	Harima S.B. & Eng. Co. Ld. Harima	Nippon Yusen K.K.	360·0 50·0 29·0 P 32' B 113' F 32'	Tokyo Japanese	1 D.R. geared steam turbine 600 NHP W.B. Ishikawajima S.B. & E. Co. Ld. Tokyo.	
89077 159575 YLLQ	Matthew Flinders D.F. 1 Dk Cruiser Stern Cargo battens not fitted	~~7500~~ 4500 2255 1254	✠100A1 Mel (Class Content plated)	L.Dk		1938 10mo	Burntisind S.B. Co. Ld. Burntisland Lloyd's SA & CP	H.C.S. Coasters Proprietary, Ld. (H.C. Sleigh, Mgr) Cell D B 229' 648t F P T 76t A P T 92t	283·1 44·1 19·7 296·0 (o.L.) P 26' B 72' F 28' FK 4 B H pt Cem	Melbourne British	T. 3 Cy. 17½", 28" & 50"–33" 220lb (s) 222 NHP 2SB (Spt) 6cf, gs 99, hs 3202 FD D. Rowan & Co. Ld. Gls.	21 " 10 — s 2 " 11 — 19 " 1½
89078 2827 JBNA	Manzyu Maru (P) (exManju Maru–38) Mchy. Aft 2 Dks (Stl) & Web frames Longitudinal framing	6515 5691 3849	✠100A1 7,38 Carrying Petroleum in bulk Fitted for oil fuel 9,21	Rot at	OL N 11,37	1921 9mo	Kobe Steel Works Harima Dockyard	Asahi Sekiyo K.K. Cell D B u E & E 81' 155t D T f 41	420·0 54·0 32·9 440·0 (o.L.) P 117 B 36 F 35' FK 16 B H pt Cem (11 to U of 2nd dk) 375t 'tween dk aft & aft 16' 46t	Tokyo Japanese	T. 3 Cy. 27", 45" & 75"–51" (s) 200lb 560 NHP 3SB, gs 192 hs 7956 FD Kobe Steel Works, Kobe F P T 116t A P T 26t	33 " 0 — s 6 " 7¾ — 26 " 7½
89079 2229 IBHS	Maddalena G. (exMaria Stathatos–38, exPiave, ex War Norman) Fitted for oil fuel	5212 — 3131				1918	Barclay, Curle & Co. Ld. Glasgow	Giuseppe Gavarone	401·1 [illegible] 149' B 113' F 39'	[illegible]	T. 3 Cy. 27", 44" & 73"–[illegible] NHP W.B. Barclay, Curle & Co. Ld. Gls.	CI
89080 221086 KDVB	Mahimahi (exGolden Dragon–38, ex West Hopaka) Ref. Mchy. Fitted for oil fuel 2 Dks & Shelter dk	7350 — 4445				1921	Ls Angeles S.B. & D.D. Co San Pedro, Cal.	Matson Navigation Co.	430·7 54·3 26·2	S. Frncisco Utd. States W.B.	T. 3 Cy. 28½", 47" & 78"–48" 1422 NHP Los Angeles S.B. & D.D. Co San Pedro, Cal.	R
89081 45308 JQVM	Meiten Maru Oil Eng. Mchy. Aft 1 Dk	4474 — 2617				1938	Tama S.B. [illegible]	Meiji Kaiun K.K.	[illegible] 50·0 29·0 384' B 20' F 28' 363·5]	Kobe Japanese W.B.	Oil Engines 4S. C. SA 10Cy. 21½"–39⅜" [illegible] NHP Tama S.B. Co. Ld. Tama	
89082	Maurienne D.F. Ref. Mchy. Cruiser Stern 2 Dks	3259 2603 1895				1938	Akt. Burmeistr & Wain Copenhagen	Cie. Gén. d'Armements Maritimes	315·0 45·5 28·8 F 122'	LeHavre French W.B.	Oil Engines 2S. C. SA 9Cy. 19¼"–35⅞" 608 NHP Akt. Burmeistr & Wain, Cpn	
89083 921 IPXQ	Maremola (exSailing Vessel–88) Wood Aux Bkn Oil Eng. 1 Dk 2 tr B (See Sailing Ship Register)	428 309 330				1921	L. Pegollo & C. Pietra Ligure	A. Dell'Acqua	140·3 29·2 15·6	Genoa Italian	Oil Engines 4S. C. SA 4Cy. 9 5/16"–14 3/16" 35 NHP Emade 31, fitted 38 Humboldt-Deutzmotoren, A.G. Köln-Deutz	I
89084	Magallanes (exHibernia–38) ssN.Yk. No. 3–12,32 ssSbg. No. 1–37 Sub. Sig. 1 Dk (Stl) & Shelter dk (Stl) Cruiser Stern	1809 1612 905	✠100A1 Shelter dk with freeboard 1,38	Msl s Vpo	OG 12,37	1920 7mo	Eriksbergs M.V. Aktieb Gothenburg Lloyd's SA & CP Inter	Cia. Chilena de Nav. Interoceanica (H.R. Sansing Mgr) Cell D B 256' 54 0t F P T 29t A P T 31t 3	299·9 43·2 23·3 16·3 FK Cem	Valparaiso Chilian	T. 3 Cy. 22½", 35½" & 58½"–36" 185lb 22½" (s) 274 NHP 2SB (Spt), 6cf, gs 103, hs 3910 FD Eriksberg M.V. Aktieb. Got	19 " 0 — s " 6¾ — 18 " 7½
89085 OODJ	Mokambo D.F. GyC. E.S.D. Oil Eng. Cruiser Stern 1 Dk & Shelter dk, 3rd dk in No. 1 hold	5000 [illegible] 4936 4403 2845	[illegible] with freeboard [illegible] 1,39 ~~Lbds~~ Carrying Vegetable oil in deep tanks	Cip s Ant	CL	1938 12mo	Flensburg Schiffsb. Ges. Flensburg Lloyd's SA & CP	Fearnley & Eger Ste. Maritime Belge (Albert Royal Soc. [illegible] Maritime Internationale. Mgrs.) Cell D B 346' 1235t M T 34' 1329t F P T 70t A P T s 186t	414·3 55·7 25·5 25·0 Norwegian FK (2 B H to Shlt dk, 3 B H to 2nd dk) 7 B H pt Cem	[illegible] Belgian W.B.	Oil Engines 2S. C. DA 5Cy. 23½"–43⅝" 969 NHP DB. 100lb DB (WT) 100lb Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg	5 6 — s 6 " 2½ — 25 " 6½

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques.	3 Matériaux. Gréement, etc. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote.	6	7 Port de Visite.	7a Date de la dernière visite de classe.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Jauge. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. Nbre & Dia. des Cylindres.—Cse. &c. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails de Chaudières & Foyers. Nom du Constructeur des machines.	14 Vitesse sur Quille. Vitesse moyenne du navire. Tirant d'eau correspondant.	15
89086	**Margit** (*ex*Alice-38, *ex*Gatun-38, *ex*Helendra-38, *ex*Dobel-Antar-37, *ex* Mustaphal I-33 JBDM	2 Dks & Promenade dk	3257 2415 1491					1912	Forg.&Ch. delaMédit (La Seyne	Edouard Godillot (A.Davaris, *Mgr.*)	346·4 | 44·6 | 22·2 F46′	Colon Pnamanian	T.3Cy.34″,54′&85½″–45⅝″ 490NHP WB Forg.&Ch.delaMédit.Mel.		V
89087	**Maebasi Maru** (*ex*Mayebashi Maru-38) JADA	Twin Sc ss Kob.No.3–12,33 ss Kob.No.1–38 2 Dks (Stl)	7005 6450 4821	✠100A1 12,38 B8[illegible]	Yka b†	CL 11 P7,37 11,38	1921 8mo	Yokohama DockCo. Yokohama	Nippon Yusen K.K. Nanyo Kaiun K.K. CellD B382′1326t DTa 39′1309	445·0 | 58·0 | 34·0 F35′B135′F35′ DTf 27′1002t	Tokyo Japanese FK	T.6Cy.20½″33½″&56″–48″ (s) 2000lb 632NHP 4SB,12cf,GS225,HS9200 FPT 73t APT 58t YokohamaDockCo.Yka.	34 ″ 0 7 ″ 6½ FD 26 ″ 8	
				Carrying oil fuel F.P. above 150° F. in double bottom & forward deep tank Fitted for oil fuel 8,21 F.P. above 150° F.											
89088	**Marburg** Ⓟ (*ex*Saale-38) DOHV	4 Mst Oil Eng 2 Dks	7504 6668 4633	✠Lloyd's RMC 5,39				1928	F.Schichau Danzig	Norddeutscher Lloyd	503·6 | 61·2 | 28·7 125′B&F463′ Upper F56′ Jen.58	Bremen German	2 Oil Engines 2S.C.DA SRigeared to 1 sc. shaft WB 16Cy.20⅝″–29½″ 2440NHP NE38 Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		G
	D.F. E.S.D. *Ref.Mchy.* Sub.Sig.	2 Dks													
89089	**Maria Stathatos** (*ex*WelshCity-38) D.F.	Fitted for oil fuel 2 Dks	6303 5966 3997					1922	RopnerSB. &Repg.Co. (Stk.)Ld. Stockton	G.N.Stathatos	411·7 | 54·5 | 33·6 F36′	Ithaca Greek	T.3Cy.28″,46″&75″–51″ 402NHP WB Blair&Co.Ld.Stockton.		C
89090	**Monserrate** Ⓟ D.F. E.S.D. DJYP	Oil Eng. Cruiser Stern 2 Dks	5609 5578 4397 $245					1938	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	434·7 | 56·3 | 23·1 411·5 Upper F38 P22 B&F405′	Hamburg German	Oil Engines 2S.C.DA 7Cy.23⅝″–43⅛″ 1357NHP WB Bremen Vulkan, Vegesack		G
89091	**Mindemoya** (*ex*Jos W.Simpson-38, *ex*Manchester)	Comp 1 Dk Mchy.Aft	1778 1631 1084					1889	Detroit D.D.Co. Wyandotte, Mich.	E.F.Priddle	243·2 | 41·8 | 19·6 Shortened '22	Toronto British	T.3Cy.29″,32″&51″–42″ B made 20 jitted 22 189NHP S.F.Hodge&Co.Detroit, Mich.		R
89092	**Munlock** (*ex*Mundelta-38) MJZK	2 Dks (Stl)	5240 4427 3864	✠100A1 6,23 10,38 Shi 9,38	NOs x	CL 9,06	1917 4mo	Newport Nws B.&D.D.Co. Newport News	C.E.Marden (Wheelock&Co. Ld. *Mgrs.*)	376·0 | 53·2 | 27·0 370·8 P27′B104′F22′ Tween dk bulk heads in forward & after holds dispensed with Cell DB302′1050t	Shanghai British FK	T.3Cy.24½″,41½″&72″–48″ 1901b (s) 471NHP Cem 2SB,3cf,HS6564 FPT 152t APT 317t	30 ″ 0 FD	
				Fitted for oil fuel 9,37 F.P. above Intc F.											
89093	**Mugnone** (*ex*Andrea-38, *ex*Anomia, *ex*War Expert) IBNO	1 Dk (Stl) Cargo battens not fitted	5133 3128 5213 3123	✠100A1 1,39 Blm 1,39	y	CL 12,36 1,38	1918 3mo	Harland& Wolff Ld. Glasgow Lloyd's SA&CP	M.Querci	400·6 | 52·3 | 28·5 413·2 (o.L.) P49′B112 F38′ Cell DB345′1136t FPT 118t APT 185t DTa 23′1300t	Genoa Italian FK	T.3Cy.27″,44″&73″–48″ (s) 1801b 490NHP 8BHCem 3SB,9cf,GS190,HS7020 FPT 118t APT 185t D.Rowan&Co.Ld.Glasgow	31 ″ 0 FD 25 ″ 4	
				Carrying [illegible] F.P. above Intc F. Fitted for mineral fuel [illegible] F.P. above Intc F.											
89094	**Mokibana** (*ex*GoldenSun-38, *ex*West Prospect) KDUK	Fitted for oil fuel Ref.Mchy. 2 Dks & Shelter dk	7460 4520					1921	LsAngeles S.B.&D.D.Co SanPedro,Cal	MatsonNavigation Co.	430·7 | 54·3 | 26·2	S.Frncisco Utd.States	T.3Cy.28¼″,47″&78″–48″ 422NHP WB LosAngelesS.B.&D.D.Co		R
89095	**Maria** (*ex*Caravelle, *ex*Helga-35)	Wireless D.F. Ref.Mchy. Fitted for oil fuel 1 Dk Cruiser Stern	1390 1195 777					1933	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	259·0 | 39·7 | 15·6 P&B195′F35′	Esbjerg Danish WB	C4Cy(2)14¾″&(2)31½″–31½″ & elec.drive [illegible] turb. HS2520 192NHP Helsingörs Jernsk.&M.S.b.		VG
89096	~~Moghreb~~ (*ex*Bothnia-38) Moghreb D.F.	Oil Eng. 1 Dk Mchy.Aft Cruiser Stern	494 355 252	✠ [illegible] 1,39	Rot g		1937 6mo	Werf Jan Smit, Czn. Alblasserdam Lloyd's SA&CP	Cie.Cherifienne d'Armement	159·7 | 27·4 | 9·7 169·3(o.L.) Q43′F25′ Cell DB102′158t FPT 48t APT 10t	Casabl'nca Moroccan FK	Oil Engines 4S.C.SA 8Cy.11″–17⅛″ 91NHP 3BHptCem Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 8	
89097	**Mohlenhof** (*ex*Hsin Ningshao-38) DJXH	Twin Sc 1 Dk & 2nd dk & Promenade dk	3407 2401 2151					1914	New Eng.& S.B.Wks.Ld. Shanghai	Dr.Ado Nolte, Rudolf Laurenz& Gustav Röpreke	289·5 | 46·0 | 15·0 FK	Shanghai German WB	T.6Cy.16″,27″&43″–30″ Richardsons, 325NHP Westgarth&Co Ld.Mdb.	23 ″ 0	
89098	**Marcel** Wireless D.F. Mchy.Aft	Oil Eng. 1 Dk Cruiser Stern	400					1938	S.A. Brugeoise d'Arrimage et de Rep. de Nav. Bruges	S.A.Armement L. Hermans	177·0 | 28·4 | 11·6 P70′F45′	Bruges Belgian WB	Oil Engines 4S.C.SA 6Cy.15″–22⅛″ 131NHP Carels&Van de Kerchove, Ghent		
89099	**Minryo Maru** JILL	D.F. E.S.D. 2 Dks Cruiser Stern Strengthened for navigation in ice	2195 1769 1162	✠100A1 6,38	Nag r	CL	1938 5mo	Kawami-namiKogyo K.K. Nagasaki Lloyd's SA&CP	NagasakiKisen GomeiKaisya	257·1 | 40·4 | 23·0 269·6(o.L.) P23′B77′F31′ Cell D 1211′424t FPT 15t APT 14t	Osaka Japanese FK	T.3Cy.18⅞″,31⅜″&52¾″–39″ 1991b (s) 294NHP 2SB,6cf,GS118,HS4617 FPT 7BHCem Kawaminami Kogyo K.K. Nagasaki	23 ″ 0 FD	
				LMCS,38											
89100	**Maritima** (*ex*ClanGraham-38, *ex* Cambrian Baroness, *ss*Gls.2nd No.3–5,37 GKDT *ex*Port Lincoln)	2 Dks (Stl) & Shelter dk (Stl–ws) D.F.	5785 5237 3562	✠100A1 Shelter dk with freeboard MS12,36 B12,37	Grk n†	CL	1912 6mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd's SA&CP	Neill&Pandelis, Ld. (G.O.Till, *Mgr.*)	426·0 | 54·1 | 29·[illegible] 37·3 F on Shlt'r dk 50′ Cell D Ba117′ u E&B88′ f 170′ t 33t	[illegible] 7BHCem FK APT 27t	Q4Cy 27½″,39″,56″&81½″–54″ 2200b (s) 777NHP 4SB,16cf,GS276,HS1142 N.E.MarineEng.Co Ld Nwc	31 ″ 10 FD 27 ″ 7½	
89101	**Mormacsul** (*ex*The Angeles-38) KUJB	Fitted for oil fuel Sub.Sig. 2 Dks	5481 3420					1920	Los Angeles S.B. &D.D.Co. L.Angeles Cal	United States Maritime Commission	410·0 | 54·4 | 27·2 P46′B114′F44′	Los Angeles Cal. Utd.States WB	T.3Cy.28½″,47″&78″–48″ 422NHP LosAngeles S.B.&D.D.Co. SanPedro,Cal.		R

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 for Special Survey. Date of last Survey.	7 Port of Survey. Date when last classed. Additional Letters.	7a Date when last shown in Book.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. N.H.P.=Horse power by Society's formulæ. I.H.P.=power by ship's Register. Particulars of Builders & Progress. Engine Makers' Name.	14 Moulded depth. Freeboard and Draught. Gross tonnage at draught. ft. ins.	15 Keel laid or ship commenced. Date of entry in Book. Date of first Trade Report.
89102 21861 KILJ	**Marymar** (*ex* Colorado Springs-38) *Fitted for oil fuel* Sub.Sig.	2 *Dks & Shelter dk*	6847 — 5384					1919	Skinner & Eddy Corp. Seattle, Wash	Calmar S.S. Corp.	409·5 | 54·2 | 27·1	New York Utd. States *WB*	DR geared steam turbine General Electric Co. Schenectady, N.Y.		R.
89103 135382 GRDK	**Miriam** (*ex* Sorrento-38) *Cruiser Stern*	1 *Dk*	1903 1736 1124					1912	Earle's Co. Ld Hull	Palestine Maritime Lloyd, Ld (Cyprus) (Palestine Maritime Lloyd Ld *Mgrs*)	300·0 | 44·7 | 17·8	London British *WB*	T.3Cy.22",35"&59"-39" 217 N.H.P. Earle's Co. Ld. Hull		O.
89104 160474	**Mariposa** (*ex* Greek Mariner-38, *ex* Galeb-35, *ex ss* Npt.2nd No.3-6,38 Cefnbryn-35, 1 *Dk (Stl) & Shelter dk (Stl)* *ex* Galeb-34, *ex* Dedinje-34, *ex* Cefnbryn, *ex* Theofano, *ex* Joannis Vatis) *Cargo battens not fitted*		3807 3552 2335	✠100A1 *Shelter dk with freeboard* 12,38 ~~5,38~~ ✠LMC 5,38	Npt	*w*	CL 5,38	1914 5mo	J. Priestman & Co. Sunderland	Neill & Pandelis, Ld. (G.O. Till, *Mgr.*)	350·0 | 50·9 | 24·5 FK	London British *Lloyd's*	T.3Cy.25",41"&67"-45" (*s*) 1801b 3SB,9*pf*,GS156,HS5044 G. Clark, Ld. Sunderland	26 " 0 2 " 6¼ 23 " 8½	
89105 3386 JNSV	**Mesima Maru** (P) (*ex* Mesina Maru-38)	2 *Dks*	336 246 197					1928	Namura Gennosuke Osaka	Kyushu Syosen K.K.	135·0 | 22·0 | 13·0	Nagasaki Japanese	T.3Cy.		
89106 23634 JEJ	**Mitumine Maru** (*ex* Mitsumine Maru-38, *ex* Daisoku Maru-37)	1 *Dk*	986 873 570					1918	Osaka Zosensho Osaka	Toho Kaiun K.K.	198·7 | 31·2 | 18·5	Nagasaki Japanese *WB*	T.3Cy.18½",22½"&37½"-27" 72 N.H.P. Sanyo Tekkosho, Osaka		
89107 161574 VRCG	**Ming Sang** (P) (*ex* Hai Li-38) E.S.D. D.F.	*ss* H.Kg.No.1-38 2 *Dks*	3420 2714 2025	✠100A1 *with freeboard* 1,39 ~~7,37~~ ✠LMC 12,38	Shi H.Kg		CL 11,38	1934 10mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Indo-China Steam Nav.Co.Ld.	328·7 | 47·2 | 23·2 D.5'B.126'F.44' FK	Hong Kong British *Lloyd's*	T.3Cy.22",36"&60"-42" (*s*) 200lb *100lb* FD 583 N.H.P. 6 *B Hpt Cem* 2SB(Spt) *6cf*,GS1,HS.927 Swan, Hunter & Wigham Richardson, Ld. Nwc.	25 " 0 8 " 8 17 " 6¼	
89108 DOUU	**Minerva** D.F. E.S.D.	*Oil Eng.* 2 *Dks* *Cruiser Stern*	2446 1709 1302					1939	Bremer Vulkan Vegesack	Dampfschiffahrts Ges. Neptun	333·4 | 47·8 | 14·4	Bremen German *WB*	Oil Engines 2S C.D.A. 6Cy.23½"-35⅞" 976 N.H.P. Bremer Vulkan, Vegesack		
89109 DIKK	**Mellum** (*ex* Lighter-38, *ex* Irmgard, *ex* Stör) *Mchy. Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern*	676 588 445					1912	Heinrich Brandenburg Hamburg	Ernst Glässel	164·9 | 30·3 | 13·9 P.48'F.21'	Bremen German *WB*	Oil Engines 4S.C.SA. 6Cy.11 11/16"-19 11/16" 81 N.H.P. *Emade & fitted 38* Waggon-u. Maschinenb. A.G Görlitz		G.
	Converted to cargo vessel '38 by Rickmers Werft, Wsm.														
89110 IBGW	**Maristella** (*ex* Ebani-39) *ss* Liv.No.3-12,34 *Ref. Mchy.*	2 *Dks (Stl) & Shelter dk (Stl-ws)*	*4862* *4254* *2963*	✠100A1 *Shelter dk with freeboard* 5,37 BS10,36 ✠MC 1,35	Hul	*s*	CL ~~12,34~~ 1,39	1912 1mo	Palmers' Co. Ld. Newcastle	Fratelli Rizzuto	405·1 | 54·0 | 23·5 420·0 (O.L.) P.31'B.78 F.47' on *Shelter dk* FK *Cell D Ba* 125'*u* E.28'*f*	Genoa Naples Italian *Lloyd's*	T.3Cy.26",44"&74"-51" (*s*) 205lb 566 N.H.P. *T B.H Cem* 2SB,9*cf*.GS191,HS8100 FD Palmers' Co. Ld. Newcastle 172'10·6*t* *F.P.T* 120*t* *A.P.T* 80*t*	26 " 0 2 " 9½ 23 " 5	
89111	**Myogi Maru** D.F.	1 *Dk* *Cruiser Stern*	4100 3500 2400					1938	Mitsubishi Jukogyo K.K. Yokohama	Nippon Yusen K.K.	360·0 | 50·0 | 29·0 P.31'B.12 F.32'	Tokyo Japanese *WB*	2 steam turbines D.R. geared to 1 sc. shaft 600 N.H.P. Mitsubishi Jukogyo K.K. Nag.		
89112 PGBK	**Mr. Linthorst Homan** *Mchy. Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern*	400 248 255	✠100A1 3,39 (Class Cont. plated) ✠MC 1,39	Gro	*f*	OG	1938 1939 3mo	Van der Werff's Scheepsb. Westerbroek	N.V. Motorschip "Mr. Linthorst Homan" (W. Schuitema)	145·7 | 26·4 | 8·6 156·0 (O.L.) P.37' F.22' FK *Cell D B.92'10 t F P T 35 t A P T s 12 t*	Groningen Dutch *Lloyd's*	Oil Engines 4S.C.SA. 6Cy.11¼-16 1/16" 74 N.H.P. 3 *B.H* Mtrn Werke Mannheim A.G	10 " 2 8 " 5 10 " 1½	
89113 218810 KIXZ	**Mormacrio** (*ex* West Selene-38) *Fitted for oil fuel* Sub.Sig.	2 *Dks*	5940 — 3729					1919	Los Angeles S.B. & D.D. Co San Pedro, Cal.	United States Maritime Commission	410·0 | 54·4 | 27·2 P.43'B.115'F.47'	New York Utd. States *WB*	T.3Cy.28½",47"&78"-48" Los Angeles S.B. & D.D. Co. San Pedro, Cal. 422 N.H.P.		R.
89114 218391 KILT	**Mormacrey** (*ex* West Calumb-38) *Fitted for oil fuel* Sub.Sig.	2 *Dks*	5946 — 3744					1919	Los Angeles S.B. & D.D. Co L. Angeles Cal	United States Maritime Commission	410·0 | 54·4 | 27·2 P.47'B.114'F.44'	New York Utd. States *WB*	T.3Cy.28½",47"&78"-48" Los Angeles S.B. & D.D. Co. San Pedro, Cal. 422 N.H.P.		R.
89115 21382 KDDV	**Mormacmar** (*ex* Culberson-38) *Fitted for oil fuel* Sub.Sig.	2 *Dks*	5453 — 3395					1920	Los Angeles S.B. & DD. Co. San Pedro, Cal.	United States Maritime Commission	410·0 | 54·2 | 27·2 P.47'B.116'F.44'	L. Angeles Cal. Utd. States *WB*	T.3Cy.28½",47"&78"-48" 421 N.H.P. Los Angeles S.B. & D.D. Co. San Pedro		R.
89116	**Mobilfuel** *Mchy. Aft* Gy.C. D.F. E.S.D. *Longitudinal framing*	*Cruiser Stern*	9860	100A1 (Class Contem plated) *Carrying Petroleum in bulk*				1939	Bethlehem Steel Co. S.B. Division Sparrow's Pt. Md.	Socony-Vacuum Oil Co. Inc.	488·3 | 68·3 | 36·7 P.106'B.34'F.49'	New York Utd. States	2 steam turbines D.R. geared to screw shaft Westinghouse Elec. & Mfg. Co. Phl.		
89117 WTKB	**Markay** D.F. E.S.D. Gy.C. *Mchy. Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	Twin Sc *Fitted for oil fuel* 1 *Dk* *Cruiser Stern*	11300					1939	Federal S.B. & D.D. Co Kearny, N.J.	Keystone Tankship Corp	528·9 | 75·3 | 38·9 P.113'B.35'F.62'	Wilmgton (Del.) Utd. States *WB*	4 steam turbines D.R. geared to 2 sc. shafts 2000 N.H.P. General Electric Co. Lynn, Mass.		
89118	**Minos** Wireless D.F.	Twin Sc *Oil Eng.* 1 *Dk* *Cruiser Stern*	1100 — 570					1939	Schiffb. Ges. Unterweser A.G Weser-haunde-L.	Dampfschiffahrts Ges. "Neptun."	229·6 | 34·4 | 15·3 P.115'F.36'	Bremen German *WB*	Oil Engines 4S.C.SA. 12Cy.11¾"-16⅛" 147 N.H.P. Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		
89119	**Myōhō Maru** D.F.	2 *Dks* *Cruiser Stern*	4000					1939	Harima S.B. & Eng. Co. Ld. Harima	Nippon Yusen K.K.	360·0 | 60·0 | 29·0 P.32'B.113'F.33'	Tokyo Japanese *WB*	Steam turbine D.R. geared 600 N.H.P. Ishikawajima S.B. & E. Co. Ld. Tokyo		

1 No. in Book / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c	4 Register Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey.	6 Port of Survey.	7 Date of last Survey.	7* Date when tail shaft last exam.	8 When Built.	9 By Whom — Where Built.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15
89120	**Mcraleda** Ⓟ *(ex Skagen-38)*		785 690 861					1912	Trndhjms Mek. Verks. Trondheim	ChilianState Railways	180·0 H74t	29·4	20·2 WB	Valparaiso Chilian	T.3Cy.17¾",28"&47"-30" 121NHP Trndhjems M.V Trondheim		N
	Wireless D.F.	1 Dk ¢ Awng dk															
89121	**Matue Maru**	Twin Sc	7061	✠100A1	Osa	♂†	CL	1921	Yokohama Dock Co. Yokohama	Nippon Yusen K.K.	445·0	58·0	34·0	Tokyo Japanese	T.6Cy.29½",33½"&56"-48"	34 ″ 0	
28102	*(ex Matsuye Maru-39)*	ssYka. No.3-5,36	8450	2,39			5,37	4mo			P35'B135'F35' FK				2000lb (s) 632NHP	27 ″ 6½	
JORD	D.F.	2 Dks (Stl)	4358							Cell D B892'1334t	f27'1002t F P T 73t				4SB. 12cf, GS225, HS9200 FD	26 ″ 8	
				S2,39				*Lloyd's*	*SA&CP*	*D Ta42'1337t D T*					Yokohama Dock Co. Yka.		
				Carrying oil fuel F.P. above 150° F. in D B & forward D T													
89122	**Mars**		2500					1939	Deutsche Sch-u-Mschb. A.G. Seebeck Wesrmünd-G	Dampfschiffahrts Ges. Neptun	328·1	47·6		Bremen German	Oil Engines 2S.C.SA		
	D.F. E.S.D.	*Oil Eng.*													7Cy.24½"-46½" 727NHP		
	Cruiser Stern	1 Dk ¢ Shelter dk											WB		Fr Krupp Germaniawft A.G. Kiel		
89123	**Manto**		400					1939	N V Schpsw Gebr. Pot. Bolnes	Koninkl. Nederl. Stoomb. Maats.				Curacao Dutch	Oil Engines 8Cy.10½"-18½"		
		Oil Eng.															
	Wireless	2 Dks											WB		Gbr Stork & Co N V Hengelo		
	Mchy. Aft	*Cruiser Stern*															
89124	**Michalis** *(ex Kassos-39 ex Elveric-33,*		4680	✠100A1	Ams	*y*	CL	1919	Nthmblnd S.B. Co. Ld. Newcastle	L. Fatsis	399·6	53·0	32·8	Chios Greek	T.3Cy.26¾",45"&75"-54" (s)	26 ″ 11	
266	ex War Capitol)	ssPir. No.3-10,34	4108	*Shelter dk*			8,39	1mo			FK	24·3			1801b 619NHP	2 ″ 8½	
BVLI		ssPir. No.1-38	2879	*with freeboard*							F39' *on Shelter dk*				3SB, 12cf, GS220, HS9525 FD	24 ″ 5	
		1 Dk (Stl) ¢ Shelter dk (Stl)		4,39	LMC9,38			*Lloyd's*	*SA&CP*	*Cell D B351'1284t I P T 60t*				*Coll H to Sh dk*	N.E. Marine Eng Co Ld Nwc		
	Cargo battens not fitted in Shltr 'tween dks			*Fitted for oil fuel* 11,19 *F.P.*				*above*	150° F.					6 „ „ 2nd „			
														A P T 90t			
89125	**Maria** *(ex Isleworth-39)*		*4919*	✠100A1	Gls	*z*	CL	1928	Cowpen D. D.&S.B. Co Ld Blyth	Cia. Primera de Nav. Ltda.	400·2	54·2	26·5	Panama Panamanian	T.3Cy.27",44½"&73"-48" (s)	29 ″ 0	
		ssNwc. No.2-37	*4615*	8,39			8,39	10mo							1801b 507NHP	4 ″ 0	
	D.F.	2 Dks (Stl)	*3054*								P35'B262'F47' FK				3SB, 9cf, GS178, HS7413 FD	25 ″ 2½	
				BS11,38	LMC4,37			*Lloyd's*	*SA&CP*	*Cell D B340'1148t F P T*				*132t A P T 25t*	Blair & Co. (1926) Ld. Stk.		
89126	**Maud** *(ex Libra-89,*	Iron	*1407*	✠100A1	Hbg	*p*	2,39	1882	J. Read-head & Co. S. Shields	Rederi A/B Maud (N. M. Thore, *Mgr.*)	249·2	36·1	17·4	Jonstorp Swedish	C.2Cy.29½"&54"-36"	18 ″ 7	
3133	*ex Wilberforce)*	ssHbg 4th No.3-4,35	*1118*	3,39				6mo			256·7 (O.L.)				80lb *90lb* NDB04 135NHP	1 ″ 5½	
SFHU	*Well deck*	ssHbg. No.1-39	834								Q96'B52'F31' BK9"				1SB, *4pf*, GS61, HS2196	17 ″ 11	
		1 Dk (Irn)			LMC3,39			*Lloyd's*	*SA&CP*		*D B a74'*			*f100'371t*	J. Readhead & Co. S. Shields		
	Cargo battens not fitted																
89127	**Martand**		8000	100A1				1939	Wm. Ham-ilton & Co. Ld. Port Glasgow	Thos. & Jno. Brocklebank, Ld.	475·7	62·7	32·3	Liverpool British	3 steam turbines SR geared to 1 screw shaft		
	D.F. E.S.D.			*(Class Contemplated)*							P44'B161'F54'						
	Ref. Mchy.	*Cruiser Stern*													D. Rowan & Co. Ld. Gls.		
89128	**Myoko Maru**		4100					1939	Mitsubishi Jukogyo K.K Yokohama	Nippon Yusen K.K.	360·0	50·0	29·0	Tokyo Japanese	2 steam turbines D Reduced to 1 sc. shaft 6000 NHP		
	D.F.	1 Dk	3500								131'B115'F32'						
		Cruiser Stern	2400										WB		Mitsubishi Jukogyo K.K. Nag.		
89129	**Moldova** *(ex Ithaki-39, ex Anne,*		*4083*					1911	Rickmers Akt. Ges. Bremerhaven	Capt. S.N. Vlassopol	367·1	47·7	27·3	Braila Roumanian	T.3Cy.23½",38½"&63"-43½"	30 ″ 0	
	ex Aenne Rickmers)		*8823*								P37'B94'F44'				261NHP		
		2 Dks	2572										WB		Bremer Vulkan, Vegesack		
89130	**Morska Wola** *(ex Rio Negro-39,*		3376	100A1	Got	*u*	CL	1924	Frd. Krupp Act. Ges. Kiel	Gdynia-America Shipping Lines, Ld.	306·7	47·7	23·5	Gdynia Polish	Oil Engines 4S.C.SA	25 ″ 11	
	ex Hindhead-36,	ssHam. No.3-9,34	2747	*with freeboard*			11,36								6Cy.25½"-39½" 381NHP	4 ″ 8½	
HVEJ	*ex Consul Horn-36)*	ssGot. No.1-39	1973	2,39							P25'B93'F23' FK				*B H Cem* DB70	21 ″ 3½	
		Oil Eng.		DBS7,38	LMC10,37			*Lloyd's*	*SA&CP*	*Cell D B248'652t F P T*				*98t A P T 48t*	Frd. Krupp, A.G. Kiel		
	Cruiser Stern	2 Dks		*Carrying vegetable oil in deep tank in bridge tween decks*						*Deep tank in bridge tween decks*				*decks 24'246t*			
89131	**Moscardin** *(ex Danaos-39,*		*4419*	... ✠	Rot	*x*	CL	1906	Grngem'th & Greenock Dockyard Co. Greenock	"Polena" Società di Navigazione	370·0	52·2	17·5	Genoa Italian	T.3Cy.25",41"&68"-48" (s)	28 ″ 0	
	ex Kostantis Lemos,	*ss Bly. 2nd No.3-6,30*	*4106*	6,39			4,37	1mo			384·0 (O.L.)		25·5		1801b 353NHP	5 ″ 3½	
	ex Constantinos,	*ss Pir. No.1-35*	2845	*Spar dk*							P25'B92'F41' FK				*B H Cem* 3SB, 9cf, GS199, HS5510	22 ″ 11	
	ex Strathearn)	*1 Dk (Stl) ¢ Spar dk (Stl) ¢ deep framing*		BS7,38	LMC11,34			*Lloyd's*	*SA&CP*		*Cell D B a114'a E 7 B44' f102'*				J. G. Kincaid & Co. Greenock		
														1115t A P T 123t			
89132	**Matuyama Maru** *(ex Penybryn-39,*		*6236*					1920	Ropner S.B. & Repng. Co. (Stockton) Ld. Stockton	Matsuda Kisen K.K.	411·7	54·5	33·6				O
	ex Atlantic City-36)	*Fitted for oil fuel*	*5972*								F36'				T.3Cy.28",46"&75"-51"		
	D.F.	2 Dks	*3902*											Japanese	402NHP		
														WB	Blair & Co. Ld. Stockton		
89133	**Miltrap** *(ex Rosalie-39, ex Compass,*		320	✠100A1	Sld	*s*	CL	1906	Goole S.B. & Repg Co. Ld. Goole	Icelandic Stm. Nav. Co. Ld.	134·0	24·0	10·2	Newcastle T... b	C.2Cy.18"&36"-24" (s)	11 ″ 3	
122842	*(ex Lilian)*	*ss Sld. 2nd No.3-10,32*	227	3,39			3,39	5mo							1801b 71NHP	5 ″ 9½	
MCLK		*ss Sld. No.1-36*	130		LMC			*Lloyd's*	*SA&CP*		Q44'F20' FK			*B H Cem*	1SB, *3pf*, GS44, HS1328	10 ″ 7	
	Mchy. Aft	1 Dk (Stl)		MS11,36	LS2,									*F P T 28t*	G. T. Grey, South Shields		
	Cargo battens not fitted																
89134	**Medway Coast** *(ex Sentry-39)*		1014	✠100A1	Mch	*o*	CL	1924	Tyne I.S.B. Co. Ld. Newcastle	Coast Lines, Ld.	230·5	35·0	15·0	Liverpool British	T.3Cy.18",30"&49"-33" (s)	17 ″ 0	
147403		*ss Mch. No.3-3,37*	863	*with freeboard*			3,37	8mo					FK		1801b 193NHP	″ 2	
MLZN		1 Dk (Stl) ¢ Shelter dk (Stl)	478	9,38										*B H Cem*	2SB, 6cf, GS97, HS3560	17 ″ 0	
					LMC			*Lloyd's*	*SA&CP*					*Coll H to Sh dk*	N.E. Marine Eng. Co Ld. Nwc		
				BS10,38	LS11,36						*Cell D B a¢a E 7 f100'209t A P T 18t*			„ „ 2nd „			
89135	**Marios** *(ex Cavan-39, ex Lady*		602					1906	Earle's Co. Ld. Hull	Michail A. Karageorgis	178·0	29·6	14·1	Piræus Greek	T.3Cy.14½",24"&40"-27"		O
	Cavan-38, ex Wexfordian-33,		518								F101 F22'				83NHP		
	ex Poolmina, ex Fido)	1 Dk	267											*WB*	Earle's Co. Ld. Hull		
89136	**Monte Banderas**		1597	✠100A1	Hul	*r*	CL	1929	W. Gray & Co. Ld. W Hartlepool	Naviera Aznar Soc. Anon.	280·0	39·0	16·1	Bilbao Spanish	T.3Cy.20½",33½"&55"-39"	18 ″ 2	
	(ex Axturi-Mendi-39)	*ss Gls. No.1-33*	*1329*	*with freeboard*			5,36	7mo			289·2 (O.L.)				1801b (s) 291NHP	″ 4	
EAKO		1 Dk (Stl) ¢ Shelter dk (Stl)	756	7,37									FK	*A D H Cem*	2SB, 6cf, GS105, HS4532 FD	18 ″ 0½	
	Wireless D.F.			BS4,39	LMC8,33			*Lloyd's*	*SA&CP*					*Coll to Sh dk*	Cen. Mar. E. Wrks. Ld W Hpl		
										Cell D B245'376t A P T 40t				3 „ 2nd „			

2 / 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Und. deck / Net.	5 / 6 / 7 Particulars of Classification. Character. / for Special Survey. / Date of last Survey. / Port of Survey. / Class assigned (now expired). By	7* Date when tail shaft last seen.	8 / 9 Built. When / By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships. / Corresponding draught.	15 Register number which closes the Yard Dept. of Builder's Contract.
37 **Monte Iciar** (*ex*Aizkarai-Mendi-39, *ex*Erica-38, *ex*Blanca-37, *ex*Aizkarai-Mendi-36) ss Bbo. No. 3–5,35 1 *Dk(Stl)* § *Shelter dk(Stl)*	3274 / 3034 / 2010	✠100A1 *Shelter dk withfreeboard* 12,37 MS4,39 BS11,38 Ham *v* Bbo	CL 5,35 1,39	1922 3mo RopnerSB RepairngCo (Stocktn) Ld. Stockton	Naviera AznarSoc Anon.	339·5 / 48·6 / 22·5 FK	Bilbao Spanish	T.3Cy.24",40"&66"–45" (*s*) 180lb *100lb* 358NHP 2SB,6*cf*,GS137,HS6078 *Collision B H to Sh dk* Blair&Co.Ld.Stockton	24 ″ 10 1 ″ 11¾ 23 ″ 0½	
				Lloyd's SA&CP	*Cell D Ba 108'u E25' f147'784t A P T 126t*	5 „ „ *U* „				
38 **Mobilube** D.F. E.S.D. GyC. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing*	9860	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*		1939 Bethlehem SteelCo.S.B. Division Sparrow's Pt. Md.	Socony-Vacuum OilCo.Inc.	488·3 / 68·3 / 36·7 P106'B34'F49'	New York Utd. States	2 steam turbines D R geared to 1 screw shaft Westinghouse Elec.&Mfg. Co. Phl.		
39 **Magdalene Vinnen** (*ex*Dunstaffnage-39) ss Fal. No. 8–7,35 2 *Dks(Stl)*	4525 / 4393 / 2867	✠100A1 4,39 5,39 BS7,38 ✠LMC 7,35 Mob *y* Lon	CL 7,37 4,39	1922 9mo Lithgows, Ld. Pt. Glasgow	F. A. Vinnen&Co.	384·9 / 52·0 / 26·7 (o.L.) P34'B113'F44' FK	Bremen German *Cem*	T.3Cy.26",42"&70–48" (*s*) 180lb 488NHP 3SB,9*cf*,GS170,HS7345 FD	29 ″ 3 5 ″ 7¼ 23 ″ 11	
				Lloyd's SA&CP	*'Tween dk B H in after hold dispensed with Cell D B 331'1031t D Ta 30'780t A P T 20t*	5 *B H to Usk* 1 „ „ *2nd* „ *only*		Rankin& BlackmoreLd Grk		
40 **Matuei Maru**	1878 / 1095			1938	Osaka Iron Works, Ld. Osaka	Morita Kogyo K.K.	271·7 / 40·0 / 20·3	Tokyo Japanese	Steam Engines	
41 **Montevideo** (*ex*Uruguayo-39, *ex*Sud Pacifico) Twin Sc 4 Mst *Oil Eng.* ss Bal. No. 2–37 1 *Dk(Stl)* § *Shelter dk(Stl)* 3rd *dk(Stl)* in No 1 hold	4639 / 4119 / 2771	✠100A1 *withfreeboard* 4,38 ✠LMC CS4,36 DBS11,37 6,37 Bal *z*	CL P10,37 B12,38	1928 6mo Akt. Burmeistr&Wain Copenhagen	Ivarans RederiA/S S. Holter-Sörensen, *Mgr.*)	381·8 / 53·8 / 25·1 FK	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.21⅝"–59.½" 634NHP DB *100lb* *Coll to Sh dk* 5 „ *2nd* „ Akt. Burmeistr&Wain, Cpn	28 ″ 9 2 ″ 11 25 ″ 11	
				Lloyd's SA&CP		*Cell D B 334'1062t F P T 112t A P T 156t*				
42 **Maxim Gorki** (*ex*No. 4–39) *Oil Eng.* Wireless D.F. 1 *Dk* *Mchy. Aft* *Cruiser Stern* *Strengthened for navigation in ice*	1021 / 782 / 347	✠100A1 8,37 ✠LMC 7,37 Yka *m*	CL	1937 8mo Mitsubishi Jukogyo K.K Yokohama	U.S.S.R.	196·8 / 36·1 / 17·0 209·0 (o.L.) P69'F25' FK	Vladvostk Russian	Oil Engines 4S.C.SA 7Cy.14⅜"–19¾" 141NHP DB *120lb*	17 ″ 0	
				Lloyd's SA&CP		*Trunk 71'* *Cell D B 241'521 D T f 36'441t A P T 53t*	*12 B Hpt Cem*	Mitsubishi Jukogyo K.K. Yka.		
43 **Monte Castelo** (*ex*Arnotegi-Mendi-39) ss Bbo. No. 3–7,37 1 *Dk(Stl)* § *Shelter dk(Stl)* *Cargo battens not fitted*	3222 / 2306 / 1858	✠100A1 *Shelter dk withfreeboard* 10,38 ✠LMC MS7,37 S4,38 Bbo *v*	CL 3,37	1921 5mo Cia Euskal-duna de Const Bilbao	Naviera Aznar Soc. Anon.	335·0 / 46·6 / 22·0 FK	Bilbao Spanish *Cem*	T.3Cy.24",40"&65"–42" (*s*) 180lb *100lb* 333NHP 2SB,6*cf*,GS136,HS5620 *B H to Sh dk* 3 „ „ *U* „ Blair&Co.Ld.Stockton	24 ″ 5 1 ″ 11 22 ″ 8½	
				Lloyd's SA&CP	*Cell D B a 110'u E*	18'139'640t A P T 98t				
44 **Margareta** (*ex*Atlantic-39) ss Hul. 2nd No. 3–1,31 D.F. ss Hul. No. 1–36 1 *Dk(Irn)* 2 *tr B* § *deep framing* 3 *Dk rule*	3016 / 2812 / 1916	✠100A1 7,38 BS7,38 ✠LMC 4,38 Hpl *u*	CL 11,37	1904 3mo W. Gray& Co. Ld. W Hartlepool	O/Y Margareta SteamshipCo. A/B (Paul Eklöf, *Mgr.*)	325·0 / 47·0 / 22·4 336·1 (o.L.) P29'B88'F34' FK	Borgå Finnish	T.3Cy.24",38"&64"–42" (*s*) 145lb 270NHP 2SB,6*cf*,GS102,HS4128	24 ″ 10 4 ″ 2 20 ″ 10	
				Lloyd's SA&CP		*Cell D Ba 4u E130' f136' 726t A P T 53t*	5 *B H Cem*	Cen. Mar. Eng. Wrks. W Hpl		
45 **Monte Faro** (*ex*Arate Mendi-39, *ex*Ellen-28, *ex*Arate Mendi-37, *ex*Rio Navia-35, *ex*Mar del Norte) ss Bbo. No. 3–1,28 ss Hull No. 2–37 1 *Dk(pt Irn pt Stl)*	2661 / 2386 / 1506	✠100A1 2,38 S2,38 ✠LMC 1,37 Rot *t*	CL 1,37	1915 11mo Cia Euskal-duna de Const Bilbao	Naviera Aznar Soc. Anon.	305·4 / 44·2 / 21·9 P33'B70'F35' FK	Bilbao Spanish *B H Cem*	T.3Cy.23",36½"&62"–42"(*s*) 180lb 268NHP 2SB,6*cf*,GS104,HS4090	24 ″ 7 3 ″ 9½ 21 ″ 0	
				Lloyd's SA&CP	*Cell D Ba 102'u E20*	*f 120'633t F P T 150t*	4 *P T 163t*	Cen. Mar. Eng. Wrks. W Hpl		
46 **Monte Bu telo** (*ex*Aralar-Mendi-39) ss Bkn. No. 1–33 1 *Dk(Stl)* § *Shelter dk(Stl)* Wireless D.F.	1597 / 1324 / 758	✠100A1 *withfreeboard* 9,36 S4,39 ✠LMC 4,33 Gls *r*	CL 4,39	1928 12mo W. Gray& Co. Ld. W Hartlepool	Naviera Aznar Soc. Anon.	280·0 / 39·0 / 16·1 FK	Bilbao Spanish	T 3Cy.20½",33½"&55"–39" 180lb (*s*) 291NHP 2SB,6*cf*,GS106,HS4532 FD	18 ″ 2 8 ″ 4 18 ″ 0¾	
				Lloyd's SA&CP	*Cell D B*	245'376t A P T 40t	4 *B H Cem* *Coll to Sh dk* 3 „ 2*nd* „	Cen. Mar. Eng. Wrks. W Hpl		
47 **Marconi** (*ex*Tove-39) 1 *Dk*	1191 / 913 / 693			1919	Kjöbnhvns Flydk.&Skbs Copenhagen	Merluzzo Italiano S.A.	235·4 / 36·2 / 13·7 P13'Q69'B98'F39'	Genoa Italian	T.3Cy.15",24"&40"–27" 122NHP *WB* Kjöbnhvns Flydk.&Skbsv.	0

1 Numéro d'Ordre. Numéro Officiel.	2 3 Nom du Navire. Matériaux, Ordement, etc. Ex-noms, s'il y a lieu. Numéros Périodiques.	4 Tonnage Brut. Tonnage Net. Nombre des Ponts.	5 6 7 Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. Port de Visite.	8 Construit. Quand. Navire.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Vitesse en nœuds. Franc sur les essais. Essais du navire. Essais d'essai. Pendant 4 jours. pds. pa.	15
89301 139172 GMMM	**Naphtha Shipper** (ex Dovrefjell-38, ex Lacuna, ex Briarleaf) D.F. *Mchy. Aft* 1 *Dk (pt Stl)*	5897 3441 2711	✠100A1 Rot *Shelter dk with freeboard* 7,38 7,37 *Carrying Petroleum in bulk Fitted for oil fuel* 12,16 *F.P. above*	1916 12mo	J Readhead & Sons, Ld. South Shields *Lloyd's s.a. CP*	Naphtha Tankers, Ld. (S. Catsell & Co. Ld. *Mgrs.*)	393·5 51·1 33·5 P107'B33'F41' on *Shelter dk* FK *Cell DB* 1 *B30'67t DT* 3 *4'369t FPT* 5 *8t APT* 130 *t*	London British	T 3 Cy 27⅞", 44" & 72"-48" (r) 1801b 137 NHP 8 × B. 9 *cf*, HS 7408 J. Readhead & Sons Ld. S Shl	35 " 3 -6 - 5¾ 28 " 11½	
89302 22347 B WQCH	**North Coast** (P) Twin Sc (ex Carabobo-38) *Ref. Mchy* 2 *Dks*	2916 — 1718		1923	New York S.B. Corp. Camden, N.J.	Northland Transportation Co.	305·2 48·2 19·9 P52'B117'F37'	Ketchikan Utd. States *WB*	2 steam turbines D Rgeared to 2 sc. shafts W. & A. Fletcher Co. Hoboken, N.J.		R
89303 166780	**Ngakoa** *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern* *Cargo battens not fitted*	507 324 251	✠100A1 Rot 6,38	1938 6mo	N V Schuf. v/h De Gr. & Van Vl. Slikkerveer *Lloyd's s.a. CP*	W. A. Wilson	166·6 27·1 8·9 27·5 172·8 (o.l.) FK 1'31'Q66'Bon Q10' F11' *Cell DB* 3 *B Hpt Cem*	S'thamptn British	Oil Engines 4 S.C.SA 6 Cy. 12⅝"-17½" 93 NHP Mtrn Werke Mannheim AG 97'128 *t FPT* 10 *t APT* 19 *t*	11 " 0 8 105 10 " 9½	
89304 26562 JMSD	**Nitiren Maru** (ex Heiei Maru-38, ex Heiyei Maru No. 12-37, ex Uralsan Maru) ex *ss* Kob. No. 3-2, 32 *ss* Yaka. No. 1-35 2 *Dks (Stl)*	5460 4988 3305	✠100A1 Kob 5,38	CL 1920 2mo	Asano S.B. Co. Tsurumi A&CP	Nissan Kisen K.K.	400·0 53·2 29·4 P33'B124'F41' FK *Cell DB* 339'941 6 *t APT* 28 *t*	Tokyo Japanese	T. 3 Cy. 26", 43½" & 72"-45" (s) 2001b 516 NHP 3 SB, 9 *cf*, GS 175, HS 7376 FD Kubota Iron Works, Osaka	32 " 0 6 " 5¼ 25 " 9	
89305 25086 JOZD	**Nitiryu Maru** (ex Karafuto Maru-38, ex Rozan Maru) *ss* Kob. No. 3-6, 32 *ss* Kob. No. 1-37 2 *Dks (Stl)*	5447 4996 3406	✠100A1 Kob 11,5	CL 1919 5mo	Asano S.B. Co. Ld. Tsurumi A&CP	Nissan Kisen K.K.	400·0 53·0 29·4 P33'B124'F41' FK *Cell DB* 342'844 *t APT* 28 *t*	Tokyo Japanese	T. 3 Cy. 26", 43½" & 72"-48" (s) 2001b 516 NHP 3 SB, 9 *cf*, GS 175, HS 7376 FD Kobe Steel Works, Kobe	32 " 0 6 " 7 25 " 9	
89306 25019 JYID	**Nitiai Maru** (ex Yayoi Maru-38) *ss* Kob. No. 3-7, 32 *ss* Kob. No. 1-37 2 *Dks (Stl)*	5439 4996 3417	✠100A1 Kob 4,39	CL 1919 2mo	Asano S.B. Co. Ld. Tsurumi A&CP	Nissan Kisen K.K.	400·0 53·2 29·4 P33'B124'F41' FK *Cell DB* 342'844 *t APT* 28 *t*	Tokyo Japanese	T. 3 Cy. 26", 43½" & 72"-48" (s) 2001b 516 NHP 3 SB, 9 *cf*, GS 175, HS 7376 FD Kobe Steel Works, Kobe	32 " 0 6 - 5½ 25 " 9	
89307 UOXU	**Nicolai E'ov** (ex Karl Lepin-38, ex Murmanles) *Oil Eng.* 1 *Dk*	3974 2256		1938	Severnoye S.B. Yard Leningrad	U.S.S.R.	347·6 51·5 24·9 P29'B53'F30' *WB*	Odessa Russian	Oil Engines 2 S.C.SA 4 Cy. 26½"-47⅛" 497 NHP Russian Diesel Works, Len.		
89308	**Nissen Maru No. 2** *Oil Eng.* *Mchy. Aft* *Cruiser Stern*	400		1938	Urabe Yasuo Tsurumi (Osaka)	Nissen Sangyo K.K.	135·8 24·5 13·0	Ondo Japanese	Oil Engines 2 S.C.SA 4 Cy. 12¾"-19½" 111 NHP Nippon Hatsudoki K. K. Kobe		
89309 LJYQ	**Nyco** *Fitted for oil fuel* 2 *Dks* *Cruiser Stern* Wireless D.F.	1345 747		1938	N. [illegible] Verksted Oslo	Sverre Blix A/S Nyegaard & Co. (Sverre Blix *Mgr.*)	250·9 41·3 14·8 *WB*	Oslo Norwegian	2 Cy. 16½" & 33⅞"-33⅞" & L.P. turbine with D.R. gearing & hydraulic coupling 54 NHP Nylands Verksted, Oslo		
89310 139129 MMWC	**Normandy Coast** (ex Lady Cloé-38) Wireless D.F. 1 *Dk & Shelter dk*	1239 684		1916	Fir Raylton Dixon & Co. Ld. Middlesbro'	Coast Lines, Ld.	260·0 38·0 15·0 188'F33' *WB*	Liverpool British	T. 3 Cy. 19", 31" & 52"-36" Richardsons, Westgarth & Co. Ld. Mdb. 162 NHP		O
89311 1950 IRUJ	**Nerina** (ex Vittoria Beraldo-38, ex *Steamer* Paolace Virginia-37, ex Lebo-iff-34) *Oil Eng.* 1 *Dk* *Well deck* *Mchy. Aft*	668 467 892		1907	Scott & [illegible] Bowling	Cap. Luigi Monta	186·9 28·1 11·1 180·0 Q114'B13'F27' FK *WB*	Genoa Italian	Oil Engines 4 S.C.SA 6 Cy. 12⅝"-17½" NE 7 87 NHP Mtrn Werke Mannheim AG	13 " 3	I †
89312 507 ICAB	**Nirvo** (ex Tremorvah-38) *ss* Cff. No. 3-6, 31 *ss* Cff. No. I-36 1 *Dk (Stl)* D.F.	5164 4744 3118	✠ Cff Bry	CL 1919 4mo	D & W Henderson & Co. Ld. Glasgow *Lloyd's s.a. CP*	"Nivose" Soc. di Nav. (A. Scinicariello, *Mgr.*)	400·0 52·3 28·4 412·8 (o.l.) 28·7 P49'B113'F37' FK *Cell DB* 344'103 *t FPT* 1 25 *t APT* 210 *t*	Naples Italian	T. 3 Cy. 27", 41" & 73"-48" (s) 1801b 517 NHP 3 SB. 9 *cf*, GS 190, HS 7668 FD D & W Henderson & Co. Ld. Gls.	31 " 0	
89313 44361 JZLL	**Nittoku Maru** (ex Shoko-38, ex Chang Kwang-37, ex Apikia-36. ex Koranna) 1 *Dk (Stl)* & *deep framing* & *Shelter dk (Stl)* *ss* Pir. 2nd No. 3-5, 30 *ss* Pir. No. 1-36 *ss* Osa No. 2-38	3591 3404 2628	✠100A1 Osa *Shelter dk with freeboard* 9,37	CL 1905 2mo	Armstrong Whitworth & Co. Ld. Newcastle *Lloyd's s.a. CP*	Akai Shoten K.K.	350·0 52·0 23·4 *Cell DB* a 10 8 'u E & B 42 'f	Osaka Japanese FK	T. 3 Cy. 25", 41" & 67"-45" (s) 1801b 337 NHP 3 SB, 9 *cf*, GS 154, HS 5355 N.E. Marine Eng Co Ld Nwc 156'955 *t FPT* 105 *t APT* 108 *t*	26 " 0 2 " 6¾ 23 " 8¾	
89314 158168	**Norco** (ex Inoa-38) 1 *Dk*	1512 1217		1915	Gt. Lakes [illegible] Bay City, Mich.	Northern Paper Mills, Ld.	246·0 38·2 16·0 B65'F25' *WB*	Sault Ste. Marie FK British	T. 3 Cy. 17", 28½" & 48"-36" 200 NHP Gt. Lakes Eng Wrks Detroit	18 " 0	R †
89315 27912 JPBA	**Nisso Maru No. 1** (ex Toyohiko Maru-38, ex Upada) 2 *Dks (Stl-Uteak s) & tr B* & *Web frames*	5449 4919 4608	✠ Gls 5,09	1899 6mo	A. & J. Inglis Glasgow	Nippon Soda K.K. *Cell DB* a 123 'u E & f 195'1208 *t M*	410·0 50·7 28·8 B95'F62' B13' FK 6 *B H Cem* 730'922 *t FPT* 184 *t APT* 112 *t*	Tokyo Japanese	T. 3 Cy. 26½", 42" & 66½"-51" 387 NHP 2 SB, 6 *cf*, GS 123, HS 1500 A. & J. Inglis, Glasgow	32 " 0	O †
89316 32329 JIPH	**Nisso Maru No. 2** (ex Toyohiko Maru No. 2-38, ex Jalaveera, ex Frankinver, ex Inveran) 1 *Dk* & *Spar dk* & *deep framing*	4242 4101 3806		1906	Russell & Co. Port Glasgow	Nippon Soda K.K.	385·0 49·8 18·4 F86'B108 F44' 26·4 FK	Tokyo Japanese *WB*	T. 3 Cy. 26", 42" & 70"-48" 410 NHP Rankin & Blackmor, Gtk.	29 " 0	O †
89317 45446 JMYM	**Nissyo Maru** D.F. E.S.D. *Oil Eng.* *Mchy. Aft* G.y.C. 1 *Dk* *Ref. Mchy.* *Carrying Petroleum in bulk* *Longitudinal framing* *Cruiser Stern*	11600 1052 7038		1938	Mitsubishi Jukogyo K.K. Yokohama	Showa Tankers K.K.	628·8 521·7 65·6 39·4 P148'F36'	Tokyo Japanese	Oil Engines 2 S.C.DA 8 Cy. 28⅜"-47¼" 2250 NHP Mitsubishi Jukogyo K.K. Yka.		
83318 45497 JUVM	**Nitiyu Maru** D.F. 2 *Dks* *Cruiser Stern*	6400 6317 3991		1938	Kawanami Kogyo K.K. Nagasaki	Nissan Kisen K.K.	451·8 440·2 58·1 32·8 P25'B17'F40'	Tokyo Japanese	T. 3 Cy. 26¾", 44⅛" & 76½"-51⅞" 420 NHP *WB* Kawanami Kogyo K.K. Nag.		

1 No. in Book. Official No. Code Letters	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey.	6 Port of Survey.	7 Year assigned and when last altered. Equipment Letter.	7a Date when still masts last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. WHP=Horse power by Society's formula; BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Additional Letters. Equipment Letters. Date when last classed.
89319	**Nord-Est**	*Oil Eng.* *Mchy Aft* *Carrying Petroleum in bulk* Wireless D.F. *Cruiser Stern* 1 *Dk* *Longitudinal framing*	534 330					1938	Jos Boel & Fils S.A. Tamise	CiternaMaritime S.A.	190·3 27·5 12·0 P56′ F29′	Rouen French	Oil Engines 4S.C.SA 6Cy.13¾″–17½″ 105NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		
89320 2183 IRBL	**Ninfea** (*ex* Bomtevi-38, *ex* Matthias, *ex* Maxton, *ex* Kilgobnet) Wireless D.F.	1 *Dk*	607 — 298				...	1918	Smith's Dock Co. Ltd. Middlesbro'	OrazioRosini	172·3 30·0 15·6 B50′ FK	Genoa Italian *WB*	T.3Cy.16″,26″&44″–26″ 116NHP Smith's Dock Co.Ltd.Mdb.	16 ″ 6	
89321	**Nuria** Ⓟ (*ex* Ethel Conklin-36, *ex* Alfonso) (*See Sailing Ship Register Supplement*)	Aux Twin Scr Met Str *Oil Eng.* *Mchy. Aft* 1 *Dk* (pt St)	424 371 312	✠ 11,19	Man	*g*		1918 7mo	New Eng. & S.B.Wks Ltd Shanghai	FranciscoBoix	141·0 30·8 14·8 Q36′ F24′ BK7″ *2 BH Cem* *Cell DB* 150′ 82t *FPT* 2 3t	Manila Utd. States	Oil Engines 4S.C.SA 4Cy.14½″–15½″ 87NHP Niigata Eng. Works, Tokyo	14 ″ 6	
89322 LEZP	**Nydalen** (*ex* Kong Frode-38, *ex* Sunnland-37, *ex* Carham, *ex* Grevelingen) *Mchy. Aft* 1 *Dk*		625 470 288					1920	Gebr. Volker Sliedrecht	Anton Nielsens Rederi A/S (Anton Nielsen, *Mgr.*)	171·1 28·4 12·3 (24 *tB* 36 *t* H 13 *t* F 24 *t*	Bergen Norwegian *WB*	T.3Cy.13″,21″&34″–20″ 52NHP J.A.vdSchuyt Papendrecht		V
89323 131682	**Norah Moller** Ⓟ (*ex* Kangaroo-38)	Twin Scr *Oil Eng.* ss Fre. No. 3–1,28 ss Fre. No. 1–32 2 *Dks* (*Stl*) 3rd *dk in No. 2 hold*	4433 3912 2706	✠ 100 A1 12,36	Sng	cl P11.36t 10mo s10,37		1915	Harland & Wolff, Ld. Irvine	Moller Line, Ld. (Moller's Ld., *Mgrs.*) *Lloyd's SA&CP*	365·2 50·1 26·5 P22′ B91′ F36′ FS *Cell DB* 88′ *u* 542′/174′ 770*t* *Tanks between Tunnels* 81′ 190*t*	Shanghai British 5 *BH to U dk* *APBH to 2nd dk only*	Oil Engines 4S.C.SA 12Cy.22″–29½″ 567NHP DB 80*lb* Burmeister & Wain, Ld. Gla.	29 ″ 2 6 ″ 1½ 23 ″ 5	
	~~*Ref. Mchy.*~~			LMC CS4,37 DBS3,38 8,36 ~~Carrying oil fuel F.P. above 150° F. in M.T.~~											
89324 JZLM	**Nissan Maru**	*Fitted for oil fuel* D.F. *Cruiser Stern* 2 *Dks* ~~*carrying Petroleum in bulk*~~	6650 ~~6534~~ — 3887					1938	Osaka Iron Works, Ld. Osaka	NissanKisenK.K.	~~419·0~~ 57·4 34·4 P41′ B154′ F45′ 454·1	Tokyo Japanese	2 steam turbines D R geared to 1 sc. shaft 500NHP Hitachi Seisaku-sho, Tokyo		
89325 43915 JTSL	**Nissin Maru No. 2** (*ex* Nisshin Maru No. 2–38)	(*Whale oil Factory*) *Oil Eng.* 2 *Dks* *Mchy. Aft* *Carrying Whale oil in bulk* E.S.D. Gyo. *Cruiser Stern*	17583 — 14320					1937	Kawasaki Dkyd. Co. Ltd. Kobe	TaiyoHogeiK.K.	537·0 74·0 48·8	Kobe Japanese *WB*	[illegible] 2S.C.DA [illegible]		
89326 44775 JMLM	**Nitiho Maru** (*ex* Ortwo-38, *ex* Strinda-31)	1 *Dk* *Shelter dk*	6200 5586 4587					1912	W. Doxford & Sons, Ld. Sunderland	NissanKisenK.K.	439·5 57·0 26·3 P91′ H512′ F71′	Tokyo Japanese *WB*	T.3Cy.25″,41″&[illegible]″–[illegible]″ [illegible]NHP W. Doxford & Sons.		N
89327	**Njord**	*Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*	360 253 160					1939	E.J.Smit & Zoon Westerbroek	P.vanWering	138·4 24·9 10·2 P33′ F36′	Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11⅞″–17½″ 64NHP Appingedammer Brons Motorenfb. N.V.		
89328 FNFJ	**Nemours** (*ex* Al Racou-38, *ex* Nijverdal-37) Wireless *Mchy. Aft*	*Oil Eng* 2 *Dks* *Cruiser Stern*	673 446 370					1930	N.V. Industrieele De Noord Alblasserdam	Cie. France-Navigation S.A.	171·7 27·2 11·6 P109′ F25′	Havre French *WB*	Oil Engines 4S.C.SA 6Cy.14⅛″–2[illegible] [illegible]NHP Motorenfabr. Deutz" A.G.Köln-Deutz		V
89329 38753 ~~JRBB~~ JRBJ	**Nitiyo Maru** (*ex* Nichiyo Maru-38)	*Oil Eng.* ss Yka. No. 1–37 2 *Dks* (*Stl*)	7509 6070 5513	✠ 100 A1 11,38 ~~9,37~~ LMC CS9,37 DBS9,38 11,38 9,37 *Carrying car go oil F.P. above 150° F. in deep tanks*	Yka Tama	*b* † cl 9,36		1934 3mo	Mitsubishi Zosen Kaisha, Ld. Nagasaki	ToyoKaiunK.K. *Lloyd's SA&CP*	436·3 58·5 32·8 P30′ B157′ F41′ FK *'Tween Dk BH above after deep tank BH dispensed with* *Cell DB* 369′ 140*t* *FPT* 263*t* *APT* s 227*t* *D To* 36′ 114*t*	Tokyo Japanese *pt Cem* (*BH to U dk*	Oil Engines 2S.C.SA 6Cy.28¾″–49⅜″ DB 120*lb* 839NHP Mitsubishi Zosen Kaisha, Ld. Nag.	32 ″ 10	
89330 PGHF	**Nigerstroom** Ⓟ 1 *Dk* *Shelter dk* *3rd dk except in No. 4 hold* D.F. E.S.D. *Oil Eng.* ~~*Mchy. Aft*~~ *Cruiser Stern*		4660 4639 3763 2666	✠ 100 A1 *with freeboard* 4.39 ~~*(Class Centre plated)*~~ LMC 6.39	Rot	*z* cl *Lloyd's SA&CP*		1939 4mo	N.V.C.Van der Giessen & Zonen's Schps Krimpen a/d Yssel	N.V. Hollandsche Stoomboot maatschappij	383·7 55·3 24·7 401·1 (O.L.) F47′ FK *(Cell BH to Shltr dk C BH to 2nd dk)* *Cell DB* 303′ 84 4*t* *FPT* 150*t* *APT* 116*t*	Amstrdam Dutch *7 BH pt Cem*	Oil Engines 4S.C.SA 8Cy.28⅛″–55½″ DB *100lb* 618NHP Werkspoor. N.V. Ams.	28 ″ 11 22 ″ 8¾ 26 ″ 4	
89331 DJYL	**Norderau** *Mchy. Aft* Wireless D.F.	1 *Dk* *Cruiser Stern*	1453 1203 748					1939	Deutsche Sch-u-Mschb. A.G. Seebeck Wesrmünd-G	Bugsier Reed-und Bergungs A.G.	257·5 41·3 16·2	Hamburg German	C.2Cy.17½″&35⅞″–35⅞″ & I.Pturbine with D R gearing & hydraulic coupling HS 3767 209NHP Deutsche Schiff.-u Mschb. A.G.Seebeck, Wsm.		
89332 45076 JUBM	**Nittai Maru** (*ex* Krone-38, *ex* Tilthorn-37)	*ss* Bgn. No. 3–10,34 *ss* Kob. No. 1–37 1 *Dk* (*Stl*) *Shelter dk* (*Stl*)	6484 6253 4796	✠ ... 8,39 *Shelter dk* *with freeboard* ~~LMC 12,37~~	Kob	*z* cl 11,37		1921 8mo	W. Doxford & Sons, Ld. Sunderland	NissanKisenK.K. *Lloyd's SA&CP*	420·0 54·0 34·3 FK *Intermediate BH in fore hold dispensed with* *Cell DB* 364′ 118*0t* *FPT* 105*t* *APT* 127*t*	Tokyo Japanese *Cem* 1 *BH to Sh dk* 5 " " *U* "	T.3Cy 27″,44½″&7[illegible]″–54″ 180*lb* (*s*) 577NHP 2 SB, 9*cf*, 98 198, HS 8530 FD ~~29′ 4~~ W. Doxford & Sons, Ld Sld.	37 ″ 0 ~~28 ″ 11~~	
89333	**Nordbornholm** Ⓟ	*Oil Eng* 2 *Dks* *Cruiser Stern*	400					1939	Aalborg Værft A/S Aalborg	Det Östbornholmske D/S A/S (E. Sonne Hansen, *Mgr.*)	153·6 31·0 19·1 B&F 116′	Neksö Danish *WB*	Oil Engines 2S.C.SA 6Cy.13¾″–22⅞″ 188NHP Atlas-Diesel A/B, Skm.		
89334	**Nicolaos D. L.** D.F. E.S.D.	1 *Dk* *Shelter dk* *Cruiser Stern* *Longitudinal framing at upper deck*	5486 4974 3210	✠ 100 A1 *with freeboard* 4.39 ~~MC 4.39~~	Hpl	*b* † cl		1939 4mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's SA&CP*	Cephalonian Maritime Co. Ltd. (N. D. Lykiardopulo, *Mgr.*)	441 ~~8~~ 57·7 26·7 456·8 (O.L.) ~~F50~~ F48′ FK *(Cell BH to Sh dk 6 BH to 2nd dk)* *Cell DB* 378′ 131*0t* *FPT* 254*t* *APT* 218*t*	Piræus Greek *7 BH Cem*	T.3Cy.24″,40″&68″–48″ 225*lb* FD (*s*) 492NHP 3 SB (Spt) 9*cf*, 98 145, HS 7020 Con. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl.	29 ″ 4 23 ″ 6¾ 26 ″ 0½	
89335	**Nitiei Maru**	*Cruiser Stern*	2500					1938	Naniwa Dockyard Co. Ld. Osaka	Okazaki Kisen K.K.	280·0 43·0 23·0	Japanese	T.3Cy.21″,35″&58″–39″ 210NHP Osaka Kikai Kosakusho, Osaka		

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-noms, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Visites intermédiaires entre Levées de Bâtiment.	7a Date de la dernière visite de la ligne de pavois.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P. Force en chevaux d'après les formules de la Société. B.H.P. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Propulseurs. Nom du Constructeur des machines.	14 Creux sur Pont de Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Navires classés L. M. ou R. Navires dans L. M. & Trans. K. & T.
89336 HPBY	**Narocz** (*ex*Pegasos-39, *ex*Harlow-32) *Well deck*	ss Hul. No 3-7,27 ss Pir. No.2-36 1 *Dk (pt tr'd pt Stl)* *Cargo battens not fitted*	1797 1341 881	✠100A1 4,37 B88,38	Nwc	*p*	CL 2,36 2,39	1915 6mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's & CP*	BaltyckaSpolka OkretowaSp.z.o.o. (T.Olszowski, *Mgr.*) *Cell D Bag u E*	245·1|37·0|18·0 Q95'B58'F24' FK 96'*f* 96'384*t FPT* 47*t*	Danzig ~~Polish~~ 4 *B II Cem*	T.3Cy.19",30½"&51"–36" (*r*) 180lb *100lb* 202NHP 2SB.6*cf*, GS98, HS3568 Cen.Mar.Eng.Wks.W.Hpl.	20 " 0 1 " 8 18 " 6	
89337 D.F. E.S.D.	**Nestor** *Oil Eng.* *Cruiser Stern* 2 *Dks*		2446 1302					1939	Bremer Vulkan Vegesack	Dampfschiffahrts Ges.Neptun	333·4|47·8|14·4 P23'B77'F41'	Bremen German *WB*	Oil Engines 2S.C.DA 5Cy.23¾"–35 7/16" 975NHP Bremer Vulkan, Vegesack		
89338 Wireless	**Notos** 3Mst *Cruiser Stern* *Oil Eng.* 1 *Dk & Shelter dk*		400					1939	NV Boele's Schpsw&Mch Bolnes	Koninkl.Nederl. Stoomb.Maats.		Amstrdam Dutch *WB*	Oil Engines 2S.C.SA 6Cy.14½"–23⅝" 212NHP Gbr.Stork&Co NV Hengelo		
89339 7744 SFJE	**Nils Sture** (*ex*Lida-89, *ex*Rolf, *ex*Danefelt) 1 *Dk*		1259 946 691					1920	P Ph Stuhrs Msk.&Skvs. Aalborg	Rederi A/B Eruths (Sture Eruths, *Mgr.*)	234·2|36·3|13·4 P14'Q71'B94'F29'	Trelleborg Swedish *WB*	T.3Cy.15",24"&40"–27" 83NHP A/S Frichs, Aarhus		V
89340 4162 JNBM	**Nankai Maru No. 1**		1163 — 747					1938	Ohara Zosen Tekkosyo K.K. Osaka	NankaiKisen K.K.	216·5|34·0|18·5	Nagoya Japanese	Steam Engines		
89341 HPKM	**Norness** *Oil Eng.* D.F. E.S.D. *Mchy. Aft* *Cruiser Stern*		~~9909~~ ~~8200~~ ~~6068~~ 9577 8912 6007	100A1 (*Class Contem plated*) *Carrying Petroleum in bulk*				1939	Deutsche Werft A G Be Finkenwrder Hamburg	Tanker Corporation (Johan Rasmussen & Co. *Mgrs*)	~~492·9|66·1|36·1~~ 489·4|65·7|36·2	Panama Pnamanian	Oil Engines 2S.C.DA. 6Cy.23⅝"–43 7/16" Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg	35 " 11 37 " 10 28 " 3½	
89342 DJZV	**Nordmeer** (*ex*Mantilla-39) ss Bal No.3-4,27 ss Fal. No.2-36 *Mchy. Aft* 2 *Dks (Stl) & Web frames* *Longitudinal framing*		5671 5249 3495	✠100A1 4,39 ~~2,30~~ BS5,38 LMC5, *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,17	NYk Rot	*z*	CL 5,36 4,39 *F.P. above* 1	1916 12mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's & CP*	John T. Essberger *Cell D Bu E* 69'167*t*	407·0|52·2|31·4 420·0 (O.L.) P104'B28'F43' FK (10 " *to U dk* 5 " " *2nd* ") *DTf* 38'475*t FPT* 118*t APT* 63*t*	Hamburg German	T.3Cy.26½",44"&73"–48" (*s*) 180lb *120lb* 505NHP 15 *b Hpt Cem* 3SB, 9*cf*, GS157, HS7374 FD N.E.Marine Eng.Co Ld Nwc	31 " 6 ~~32 " 0~~ ~~35 " 4~~	
89343 D.F. E.S.D. *Mchy. Aft* *Cruiser Stern*	**Nike** *Oil Eng.*		8400 7500 4800	100A1 (*Class Contem plated*) *Carrying Petroleum in bulk*				1939	A/B Götaverken Gothenburg	Rederiaktieb. Transoil (Rolf Sörman, *Mgr.*)	477·5|59·1|35·9 P101'B33'F60'	Gothenburg Swedish	Oil Engines 4S.C.SA. 8Cy.29⅛"–59 1/16" A/B Gotaverken, Got.		
89344 *Mchy. Aft* *Cruiser Stern* 1 *Dk*	**Nomadisch** *Oil Eng.*		300 150					1939	Van der Werff's Scheepsbouw Westerbroek	D.R.Kajuiter	124·6|23·1| 9·3 P41'F25'	Groningen Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9 7/16"–14⅜" 63NHP Appingedammer Brons Motorenfb.N.V.		
89345 45672 JZUM	**Nitiran Maru** Ⓟ *Fitted for oil fuel* D.F. 2 *Dks*		6504 — 3983					1938	Mitsubishi Jukogyo K.K. Kobe	Nanyo Kaiun K.K.	419·9|57·2|33·8 P32'B144'F44'	Tokyo Japanese	2 steam turbines D R geared to 1 sc. shaft 750NHP		
89346 152087 VRCL	**New Mathilde** Ⓟ (*ex* Acolus-39, *ex* New Mathilde-37, *ex*Paz, *ex* Don Zoilo, *ex*Mathilde) Wireless	1 *Dk & Spar dk*	1559 935					1906	Howaldts-werke Kiel	Pang Kwok Sui	230·8|34·1|19·3 P20'B68'F36'	Hong Kong British	T 3Cy.17½",29½"&44"–26" 97NHP Howaldtswerke, Kiel		
89347 D.F. E.S.D. GyC.	**Nightingale** *Fitted for oil fuel* 2 *Dks* *Cruiser Stern*		6100 5351 3600					1939	Newprt News S.B.&D.D.Co Newprt News	U.S.Maritime Commission	P23'B77'F41'	New York Utd. States *WB*	2 steam turbines D R geared to 1 sc. shaft 1100NHP Newport News SB&DD.Co.		
89348 D.F.	**Nissyo Maru** Ⓟ *Fitted for oil fuel* 2 *Dks*		6500					1939	Mitsubishi Jukogyo K.K. Kobe	Nanyo Kaiun K.K.	419·9|57·2|33·8 P32'B144'F44'	Tokyo Japanese	2 steam turbines D R geared to 1 sc. shaft 750NHP Mitsubishi Jukogyo K.K.		
89349 D.F. E.S.D. GyC.	**Nea Hellas** Ⓟ Twin Sc (*ex*Tuscania-39) *Fitted for oil fuel* *Ref. Mchy.* Sub.Sig. 3 *Dks* *Cruiser Stern*		*16991* *13201* *10016*					1922	Fairfield Co.Ld. Glasgow	General Steam Nav Co.Ld. of Greece i Goulandris Bros. *Mgrs.*)	552·3|70·3|38·6 B&F169' *on Shelter dk*	Andros Greek *WB*	6 steam turbines D R geared to 2 sc. shafts Fairfield Co. Ld. Glasgow		O BT 611 2,39
89350 YTFL	**Neti** (*ex*Jela Topic-39, *ex*Olga Topic-35, *ex*Ben Corlic, *ex*Frank Parish) 1 *Dk (Irn) 2 tr B & deep framing 3 Dk rule*	ss Fin. No.3-7,35	2908 2695 1816	✠100A1 1,38 MS7,35 LMO BS3,38	Spt	*u*	CL 1,36	1900 10mo	W.Pickers-gill&Sons Sunderland A&CP	Parobrodarsko drustvo "Marovic" S.o.j. (G.J.Marović, *Mgr.*) *Cell D B* 104'*u* E 20'*f* 128'709*t*	324·0|47·1|21·7 131'B96'F35' FK *APT* 39*t*	Susak Yugoslav 6 *B H Cem*	T.3Cy.23",38"&64"–42" (*s*) 180lb 283NHP 2SB, 8*spf*, GS125, HS4285 G.Clark, Ld. Sunderland	24 " 1 3 " 10 20 " 6	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Names if any* Special Surveys. No. of Decks, &c.	3	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6	7	8	9 Built. When	By Whom Where	10 Owners.	11 Register Dimensions. Deck Erections, &c.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15
89451 YTTG	**Orao** (*ex*Ger y Bryn-38, *ex*Beechpark.-37) D.F.	*ss*Rot.No.3-7,32 *ss*Shl.No.1-37 1 *Dk(Stl)* & *Platform dk(Stl)* in Nos.1,2,4 & 5 holds *Longitudinal framing in DB & at Dks*	*5135* *3125*	✠100A1 Cliff *y* BS6,38	OL 12,37	1919 7mo	Greenock & Grangem'th Dkyd.Co.Ld. Greenock *Lloyd's SA & CP*	Jugoslavenska PlovidbaD.D. *Cell DB*	400·4|52·3|28·5 1 51'B114'F39' FK *FPT*	Susak Jugoslav 7 *B Hpt Cem* 647 1296*t* 125*t* *APT*	T.3Cy 27",44"&73"-48" (*s*) 180lb 517NHP SB,9*cf*,GS190,HS7068 FD 200*t* J.G.Kincaid&Co.Ld.Grk.	31 " 0 5 " 11½ 25 " 3½
89452 GJGR	**Otina** D.F. *Mchy.Aft*	1 *Dk*,2nd dk clear of cargo tanks *Cruiser Stern* *Longitudinal framing at bottom & at deck*	6217 5508 3604	✠100A1 Odn *at* 12,38 ~~6,35~~ HKg LMC5,38 *Carrying Petroleum in bulk*	CL	1938 5mo	Odense Shipbuilding & Engineering Co.Ld. Odense *Lloyd's SA & CP*	Anglo-Saxon PetroleumCo.Ld. *Cell DB*	431·5|54·6|30·8 446·3(O.L.) 287'B38'F51' FK 6 *BHCem* 666'132 *DTf* 25'257*t* *FPT* 103*t*	London British *BH* *APT* 155*t*	Oil Engines 4S.C.SA 6Cy.25⅛"-55" 377NHP DB *180lb* Werkspoor N.V.Ams.	31 " 0 5 " 6¾ 25 " 8½
89453 GJGP	**Opalia** D.F. E.S.D. *Mchy.Aft*	1 *Dk*,2nd dk clear of cargo tanks *Cruiser Stern* *Longitudinal framing at bottom & at deck*	6195 5495 3596	✠100A1 Ams *at* 1,39 ~~5,00~~ Nwe MC5,38 *Carrying Petroleum in bulk*	CL	1938 5mo	NVNederl. Dok.Maats. Amsterdam *Lloyd's SA & CP*	Anglo-Saxon PetroleumCo.Ld. *Cell DB*	430·2|54·6|30·8 416·4(O.L.) 288 B38'F67' FK 6 *B Hpt Cem* 666'140*t* *Tween dk tank aft* 60*t* *DTf* 25'259 *FPT* 104*t* *APT* 155*t*	London British *DB* *180lb* Werkspoor N.V.Ams.	Oil Engines 4S.C.SA 6Cy.25⅛"-55½" 377NHP DB *180lb* Werkspoor N.V.Ams.	31 " 0 ~~5 " 11~~ ~~Moulded~~ 85 " 6½ 25 " 8
89454 YGMP	**Omala** 5655 D.F. E.S.D. *Mchy.Aft*	1 *Dk* 2nd dk clear of cargo tanks *Cruiser Stern* *Longitudinal framing at bottom & at deck*	6256 5510 3594	✠100A1 Mfl *at* ~~7,38~~ 1,39 Tai HKg MC 38 *Carrying Petroleum in bulk*	CL	1938 6mo	Cantieri Riuniti Dell' Adriatico Monfalcone *Lloyd's SA & CP*	N.V.Petroleum Maats."La Corona" *Cell DB*	428·1|54·5|30·9 446·3(O.L.) 287 B38 F67' FK 6 *B Hpt Cem* *Asp* 661'87 *DTf* 25' 259*t* *FPT* 106*t* 756*t*	The Hague Dutch *B* *APT*	Oil Engines 4S.C.SA 6Cy.26½"-55½" 377NHP DB *180lb* Cant. Riuniti Dell' Adriatico Trieste	31 " 0 5 " 6½ 25 " 7¾
89455 LJYJ	~~O. H. Knutsen~~ O. A. Knudsen D.F. E.S.D. *Mchy.Aft*	*Oil Eng.* *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk*	11007 10114 6602			1938	Deutsche Werft A.G. Bet Finkenwrder Hamburg	Skibs-A/S MarieBakke (KnutKnutsen O.A.S.*Mgr.*)	508·1|69·2|36·5	Haugesnd Norwegian *WB*	Oil Engines 2S.C.DA 4Cy.25⅝"-43⅞" 1360NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg	
89456	**Oity** (*ex*Maistas-38,*ex*Coldair-36, *ex*Kong-dal,*ex*Liana,*ex*Denetown, *ex*Ernst)	1 *Dk*	641 473 847			1915	Hlsingbrgs Varfs Aktieb. Helsingborg	Cia.Commercio e Navegação *WB*	175·1|30·1|12·0	R.Janeiro Brazilian Helsingborgs Varf.Aktieb.	C.2Cy.16¾"&31½"-21⅛" 38NHP	V.
89457 PUQH	**Oswaldo Aranha** (*ex*Jacuhy)	Twin Sc *ss*Rio.2nd No.3-5,34 1 *Dk(Stl)*	*1951* *1599* *1182*	✠ ... 8,38	Rio *r*	1912 6mo	Mackie & Thomson,Ld. Glasgow	Cia.Commercio e Navegação *Cell DB*	276·7|45·2|15·4 187'B61'F22' FK 6 *BH Cem* 114'569*t* *FPT* 126*t* *APT* 127*t*	R.Janeiro Brazilian 6 SB,6*cf*,GS105,HS3600 Muir&Houston,Ld.Gls.	T.6Cy.15",25"&40"-27" 208NHP	17 " 6
89458 OYWV	**Ove Toft** (*ex*Hav-38,*ex*Putten-35, *ex*Dagfin,*ex*Aarstad)	1 *Dk*	2135 1882 1230			1921	Dundee S.B.Co.Ld. Dundee	Dampskibsk. "Jutlandia" (Jens P. Toft, *Mgr.*)	286·0|43·5|19·1 B77'F32' *WB*	Copnhagn Danish	T.3Cy.21",35"&58"-39" 202NHP Cooper&Greig,Ld.Dun.	N.
89459 KUBK	**Olopana** (*ex*GoldenMountain-38, *ex*Bearport)	*Fitted for oil fuel* 1 *Dk* & *Shelter dk* *Longitudinal framing*	6069 5563 3823			1920	GMStandi-ferCnstCorp. Vancouver, Wash.	MatsonNavigation Co.	401·4|53·2|31·9 P48'B81'F38' *WB*	S.Frncisco Utd.States	T.3Cy.24½",41½"&72"-48" 358NHP Hooven,Owens,Rentschler Co.Hamilton,O.	R.
89460 CYMX	**Oakbranch** (*ex*Mapchill-38, *ex*Haddington)	1 *Dk* *Carrying Petroleum in bulk*	1749 1409 1278			1904	Bertram E. Works Co.Ld. Toronto	MarineIndustries, Ld. *Converted into a Tanker'38*	256·0|42·6|15·3	Sorel,P.Q. British *WB*	T.3Cy.15",25"&42"-30" 97NHP E&B *made 18 refitted 38* AllisChalmers	
89461 DJYT	**Osorno** (P) D.F. E.S.D.	*Oil Eng.* 3 *Dks* *Cruiser Stern*	~~6300~~ 6971 5273 4024			1938	Blohm& Voss,K.a.A. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	~~459·3|60·0|26·2~~ P31 F120' 461·8|60·3	Hamburg German *WB*	3 Oil Engines 2S.C.SA 24Cy.20½"-27½" connected & Electric drive 1768NHP Blohm& Voss,K.a.A.Ham.	
89462 WBCV	**Onomea** (*ex*MarianOtisChandler-38, *ex*West Haven) D.F.	*Fitted for oil fuel* 2 *Dks*	5520 5036 3398	...		1917	Skinner& Eddy Corp. Seattle, Wash	MatsonNavigation Co.	409·6|54·1|27·1 P41'B115 F47' FK *WB*	S.Frncisco Utd.States	T.3Cy.25",42"&72"-48" PugetSound 549NHP Machy.Depot,Seattle	R. †
89463	**Omlandia**	*Oil Eng.* 1 *Dk* *Mchy.Aft* *Cruiser Stern*	400 258 257			1938	N.V.Schps v/h Geb r G.& H.Bodewes Martenshoek	Mrs.G.Albers Mrs. G.Albers-Panjer	142·8|26·2| 8·9 P49'Q48'F23'	Hoogezand Dutch *WB*	Oil Engines 4S.C.SA 6Cy. Humboldt-Deutzmotoren, A.G.Köln-Deutz	
89464 JAUA	**Oyo Maru** (*ex*WoyoMaru-38) 28306	*ss*Yka.No.3-5,34 2 *Dks(Stl)* *Cargo battens not fitted in holds*	5458 4996 3323	✠100A1 Kob *s* 6.37 10,38 ~~5,37~~ *Fitted for oil fuel* 5,21	~~—~~ CL N10,38	1921 9mo	Asano S.B.Co. Tsurumi	ToyoKisenK.K. *Cell DB*	400·0|53·2|29·4 P33'B124'F41' FK 6 *BH Cem* 339'944*t* *FPT* 28*t*	Yokohama Japanese SB,9*cf*,GS181,HS7362 FD Ishikawajima SB& Co.Tok	T.3Cy.26",43½"&72"-48" (*s*) 180lb 513NHP s 6 " 5¼ 25 " 9
89465 DIEB	**Odenwald** (P) D.F. Sub.Sig.	Twin Sc (*ex*Assuan-38,*ex*Odenwald-35. *Oil Eng.* 2 *Dks* *Cruiser Stern*	5098 4467 3007			1923	Deutsche Werft A.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. Ham.-Amr.Linie)	399·6|54·2|27·4 F42'	Hamburg German *WB*	Oil Engines 4S.C.SA 12Cy.24½"-38½" 714NHP Allgemeine Elec Ges. Berlin	G
89466 VXOI	**Olga** (*ex*IdaHayAtwater-38, *ex*Penobscot-33,*ex*Craigrownie) D.F. Sub.Sig.	*Mchy.Aft* 2 *Dks*	2496 — 1490			1919	Gt.Lakes Eng.Works Ashtabula, O.	CarterCoal TransportationCo.	254·4|43·6|25·1	Wilmgton Del. Utd.States *WB*	T.3Cy.21",34½"&57"-42" 211NHP Gt.Lakes Eng Works, Ashtabula,O.	R.
89467 GCBZ	**Ogmore Castle** (*ex*Rockworth 39) 42837 D.F.	*ss*Shl.No.3-10,32 *ss*Bly.No.[illegible] 1 *Dk* *Cruiser Stern*	2481 2244 1442	✠100A1 Bly *t* 1,39 ~~10,37~~ Nwe BS12,38 ~~LMC 37~~	CL ~~10,37~~ 1,39	1919 8mo	Dunlop, Bremner& Co.Ld. Port Glasgow *Lloyd's SA & CP*	Branch S.S.Co.Ld. *Cell DB*	302·9|42·9|20·7 P32'B80'F33' FK 6 *B H Cem* 260'669*t*	Sunder- land British	T.3Cy.22",36½"&59"-39" (*s*) 180lb *100lb* 262NHP s 2SB,6*cf*,GS124,HS4426 Dunlop,Bremner& Co.Ld. *FPT* 72*t* *APT* 170*t*	23 " 0 3 " 4½ 19 " 10

1 Numéro d'Ordre. Nom du Navire. Matériaux, Gréement, etc. Numéro Officiel. Visites Périodiques. Nombres des Ponts. Signaux.	4 Tonnage Officiel. Tonn. Sous le Pont. Mon.	5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Date de la dernière visite de l'Arbre porte-hélice.	8 9 Construit. Quand. Navire. Mach. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Tirant d'eau à bord au milieu du navire. Tirant d'eau correspondant. pds. pp.	15 Lettres de Cl. dans le Lt. de Cl. dans le Reg. Dern. Cert. Lint Trade

89468 Opsterland (*ex*Oudewater–39) — 374 — ✠100A1 Rot *k* — OL — 1937 — N.V.C.Van derGiessen& Zonen'sSchps Krimpen — Scheepvaart en Steenkolen Maats. N.V. — 198·3|29·6|8·1 (205·8 o.l.) — Rottrdam Dutch — Oil Engines 2S.C.SA 6Cy.13¾"–23⅝" 197NHP — 11 ″ 0 — 8 ″ 2 — 10 ″ 11

Oil Eng. — *with freeboard* — *Hrl* — *FE 4 B Ipt Cem* — *Coll to Sh dk* — Gbr.Stork&CoNV Hengelo

~~P&T~~ TGNS D.F. — 1 *Dk & Shelter dk* — 194 1,33 ~~2,36~~ — ✠LMC5,37 — ✠Lloyd's SMC ~~7,37~~ — *Cell DB 127'194t FPT 22t APT 10t* — *3 „ 2nd „)*

Mchy. Aft — *Cruiser Stern* — *Ref. Mchy.* — *Rudder electrically welded* — for temp. 32°F.

Lloyd's SA & CP

89469 Oremar (*ex*Edgehill–39) — 6854 — 1919 — Skinner& Eddy Corp. Seattle, Wash — CalmarS.S.Corp. — 409·6|54·2|27·0 — New York Utd. States — DR geared steam turbine — R″

21780G — *Fitted for oil fuel* — —— — *WB* — General Electric Co. Schenectady, N.Y.

KETN Sub.Sig. — 3 *Dks* — 5246

89470 Onsyu Maru Ⓟ (*ex*OnshuMaru–38, *ex*Björnstjerne Björnson) — 1185 — 1904 — Nylands Værksted Oslo — KitaNipponKisen K.K. — 229·1|32·6|12·7 H76*t* — Hutyu Japanese — T.3Cy.16½",27"&44"–32" 190NHP

9447 — 1084

JBUC Wireless — 1 *Dk & Spar dk* — 695 — 19·0 — *WB* Nylands Værksted, Oslo

89471 Ole Jacob — 8305 — 1939 — A/B Gotaverken Gothenburg — Johs.Hansens TankrederiA/S (Johs.Hansen *Mgr*) — 465·1|59·4|35·9 — Arendal Norwegian — Oil Engines 4S.C.SA 8Cy.29½"–59 1/16" 653NHP

D.T. E.S.D. — *Oil Eng.* — 7571

LKDW *Mchy. Aft* — *Cruiser Stern* — 1 *Dk* — 4972 — *WB* A/B Gotaverken, Got.

Carrying Petroleum in bulk

89472 Octane — 2020 — 1939 — Ch.& Atel. deSt.Nazaire Penhöet) SA St.Nazaire — Cie.Navale des Petroles — 250·1|46·0|17·0 P74 B87 F29′ — Havre French — Oil Engines 2S.C.SA 5Cy.20½"–27 9/16" 369NHP Ch.& Atel. deSt.Nazaire (Penhöet)

Carrying Petroleum in bulk — *Oil Eng.*

Mchy. Aft — D.F. — 1 *Dk*

Sub.Sig. — *Longitudinal framing*

89473 Orizaba — ~~4400~~ 4354 — 1939 — Deutsche Werft A G Bet Finkenwrder Hamburg — Hamburg-Amerik. Packetf. Akt. Ges. (ham.-Amr. Linie) — ~~247·0|65·4|28·0~~ 398·2|55·7|22·8 — Hamburg German — 2 steam turbines connected to electric motor & sc. shaft

Fitted for oil fuel — *WB* Allgemeine Elec Ges. Berlin

DKAK D.F. E.S.D — 2 *Dks* — —

Cruiser Stern — 2136

89474 Oinas (*ex*Borgila–39) — 4 Mst — 1552 — 1910 — Fredrkstad Mek. Værks Fredrikstad — HelsinginLloyd — 243·0|38·4|17·1 P47*t* H54*t* — Helsingfrs Finnish — T.3Cy.18",29½"&50"–36" 150NHP — N

OFDM — 1 *Dk* — —

Wireless D.F. — 892 — *WB* Fredrikstad M.V. Frdstad.

89475 Otto (*ex*Nestor–39, *ex*Frank Lynch–37, *ex*Lake Sunapee) — 1954 ✠ ... — 1918 — Toledo S.B. Co. Toledo, O. — K.Jurnas — 252·0|43·5|18·9 P21′B64′F29′ — Pärnu Estonian — T.3Cy.19",31"&51½"–33" 153NHP — 21 ″ 0 — ~~R~~ G

~~*Oil Eng.*~~ — 1631 — 4,32 — 4mo — FK — *WB* John Lewis&Son Ld. Abn.

EsCS — 1 *Dk* — 1053

89476 Ottoland (*ex*Sarkani–39, *ex*Sint Jansland–36) — 2202 — ✠100A1 Rot *r* — oo — 1916 — Schpw.v. Jan.Smit,Czn Alblasserdm — Scheepvaart en Steenkolen Maats. N.V. — 272·0|40·0|18·2 P69′Q86′F25′ — Rotterdam Dutch — T.3Cy.20",32"&52"–39" (*s*) 180lb 212NHP — 20 ″ 7 — 6 ″ 5½ — 18 ″ 9½

PGPL — *ss*Rot No.3–8.29 — 1612 — 3,39 ~~4,38~~ — 10,37 8mo — A&CP — FE 5 *B H Cem* — 2SB,6*cf*,GS101,HS5710 Maats.deSchelde, Flushing

Well deck D.F. — *ss*Amt. No.2–37 — 1194 — ✠NB11,34 ✠LMC — 3,39

Mchy. Aft — 1 *Dk (Stl)* — ✠NS11,37 ✠S3,37

Cargo battens not fitted — *Cell DB f 190'514t MT 12'288t FPT 14'2t APT 78t*

89477 Oi Maru — 380 — 1939 — Mitsubishi JukogyoK.K Hikoshima — SankyoKaiunK.K. — 141·0|24·6|11·8 — Osaka Japanese — Oil Engines 4S.C.SA 6Cy.11⅜"–17 7/16" 79NHP

Oil Eng. — Haaslin Tekkosho, Kobe

Mchy Aft — *Cruiser Stern*

89478 Østbornholm — 400 — 1939 — Aalborg Værft A/S Aalborg — Det Østborn-holmske Damp-skibsselskab A/S (E.Sonne Hansen, *Mgr.*) — 150·0|31·0|12·0 B4 F115′ — Nekső Danish — Oil Engines 2S.C.SA 6Cy.13½"–22 7/16" 168NHP

Oil Eng. — A/B Atlas-Diesel, Skm.

Wireless D.F. — 2 *Dks*

Longitudinal framing

89479 Oleum — ~~475~~ 476 — 100A1 — 1939 — NV Schpsf. v/h De Groot & Van Vliet Slikkervcer — N.V. Tankreederij "Muron" (F.A. Voigt&Co. *Mgrs.*) — 165·6|25·8|10·3 Q61′F21′ — Rotterdam Dutch — Oil Engines 8Cy.11"–17 1/16" DeutzKeulen — 10 ″ 4 — 6 ″ 5 — 10 ″ 9

Oil Eng. — (*Class Contem plated*)

PGMJ *Mchy. Aft* — *Carrying Petroleum in bulk*

Cruiser Stern

89480 Olivia — 6240 — 100A1 — 1939 — Cantieri Riuniti Dell' Adriatico Monfalcone — N.V.Curaçaosche Scheepv.Maats. — 429·5|54·5|30·8 P87′B47′F48′ — Dutch — Oil Engines 4S.C.SA 6Cy.25 1/16"–55⅛" Cant.Riuniti Dell'Adriatico

D.F. E.S.D. — *Oil Eng.* — (*Class Contem plated*)

Longitudinal framing at bottom & at deck — *Carrying Petroleum in bulk*

Mchy. Aft — *Cruiser Stern*

89481 Oscilla — 6250 — 100A1 — 1939 — N.V.C.Van der Giessen& Zonen's Schps Krimpen a/d Yssel — N.V. Petroleum Maats "La Corona" — The Hague Dutch — Oil Engines 4S.C.SA 6Cy.25 1/16"–55½" Werkspoor N.V. Ams.

Oil Eng. — (*Class Contem plated*)

D.F. E.S.D. — *Carrying Petroleum in bulk*

Mchy. Aft — *Cruiser Stern*

Longitudinal framing at bottom & at deck

89482 Ondina — 6200 — 100A1 — 1939 — NV Nederl. Dok.Maats. Amsterdam — N.V. Petroleum Maats "La Corona" — 425·0|52·2|31·0 P106′B52′F51′ — The Hague Dutch — Oil Engines 4S.C.SA 6Cy.25 1/16"–55½" Werkspoor N.V. Ams.

Oil Eng. — (*Class Contem plated*)

D.F. E.S.D. GyC. — *Carrying Petroleum in bulk*

Mchy. Aft — *Cruiser Stern*

Longitudinal framing at bottom & at deck

89483 Oscar Gorthon — 3 Mst — 1850 — 100A1 — 1939 — Fredrkstad Mek Vrks A/S Fredrikstad — (Joh.Gorthon, *Mgr.*) — 293·0|44·0|15·8 — Hlsingborg Swedish — C.4Cy.(2)15⅜"&(2)37½"–34 7/16" Fredrikstad M.V.A/S Fredrikstad

D.F. E.S.D. — 1460 *with freeboard* — 950

Cruiser Stern — (*Class Contem plated*)

89484 Okuni Maru (*ex*OhkuniMaru–39, *ex*Daikoku Maru, *ex*Araluen, *ex*Scharzfels) — 5633 — ✠100A1 Kob *z* — cr. — 1901 — Wigham Richrdsn& Co Ld Newcastle — NaigaiKisenK.K. — 420·0|55·1|20·5 28·6 — Amagasaki Japanese — Q.4Cy.24",34",51"&74"–54" 210lb (*r*) 494NHP — 31 ″ 4

29849 — *Spar dk* — 5336 — 3,38 — N2,37 7mo — *Lloyd's SA & CP* — P60′B96′F48′ — *6 B H Cem* — 3SB,9*cf*,GS150,HS6303 FD

JYGA — 1 *Dk (Stl) & Spar dk (Stl–pt teaks) & Web frames* — 3559 — ✠LMC3,38 — BK11″ — *Cell D Ba 142'a 227'f 177'1115t AP 74t* — Wghm Richrdsn&C. Ld Nwc

1 No. in Book.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 Port of Survey	7 Year Assigned	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ: RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught.	15 Registers to which classed, if not in Lloyd's Register
89435	**Ost**	*Oil Eng.*	565					1939	Schulte& Bruns Emden	Schulte&Bruns	164·0	29·5	12·0	Emden German	Oil Engines 4S C.SA (Cy.11$\frac{7}{8}$"-22$\frac{13}{16}$" 122NHP	ft. in.	
	D.F. *Mchy Aft*	1 *Dk* *Cruiser Stern*							Emden		P39 F20			WB	Klöckner-Humboldt-Deutz A.G. Köln-Deutz		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Nominal Tonnage. Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. 1 Yr Special Survey. Date of last Survey.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard and deck-line. Corresponding draught.	15 Registered in British Dominions and U.S.A. Date of last survey.
89551 2376-7 WNMJ	**Pan-New York** D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy. Aft* *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk* *Longitudinal framing—"Arcform"*		7700 — 4641		1938	Federal S.B.&D.D.Co Kearny, N.J.	PanAmerican Petroleum& TransportCo.	440·0 | 66·7 | 34·2 P96′B53′F36′	New York Utd. States	2 steam turbines DR geared *WB* DeLavalSteam TurbineCo. Trenton, N.J.		
89552 exTung-Tuck-37, exCeanna, exClanMackay)	**Pananis** (exChangTeh-38, ssSyd.2 dNo.3–9,19 2 *Dks* (1 *Stl*) *Utn*–ws) *g Web frames*		2744 — 1600	4,25	1894 12mo	NavalCon. &ArmCo.Ltd. Barrow	J.D.Tsounias	312·0 | 40·2 | 24·7 P29′B62′F39′ BK 10″	Piræus Greek	T.3Cy.23″,38″&63″–42″ 317NHP 2SB.*6cf*,GS95.HS1140 FD Nav.C.&A.Co.Ltd.Brw.	26 ″ 2	
89553 D.F. E.S.D. DJWV *Ref. Mchy.*	**Pomona** *Oil Engs* 3 *Dks* *Cruiser Stern*		~~3709~~ 3457 2398 1765		1938	Deutsche WerftAG Bet. Finkenwrder Hamburg	Afrikanische FruchtCie.A.G. (ReedereiF.Laeisz, G.m.b.H. *Mgrs.*)	~~[illegible]~~ | 52·6 | 16·3 F54	Hamburg German	Oil Engines 2S.C.DA 6Cy.23¾″–43⅞″ 1163NHP *WB* Maschinenfbrk.Augsburg-Nürnberg A.G. Augsburg		G
89554	**Panaro** (exChangOn-38) TwinSc		1660 — 1306		1890	S.C.Farnham&Co. Shanghai	Cia.Italiana di Nav.S.A.I (Chinese Italian Nav.Co.Ltd.)	244·8 | 30·6 | 12·0 1764*t* F36*t* len04	Shanghai Italian	C.4Cy.16″&32″–24″ 42NHP S.C.Farnham&Co.Shi.		
89555 237704 WNRU	**Pan-Maryland** D.F. E.S.D. GyC *Fitted for oil fuel* *Mchy. Aft* *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk* *Longitudinal framing "Arcform"*		7700 6943 4641		1938	Federal S.B.&D.D.Co Kearny, N.J.	PanAmerican Petroleum& TransportCo.	440·0 | 66·8 | ~~32·3~~ P96′B33′F36′	New York Utd. States	2 steam turbines DR geared to sc.shaft 500NHP *WB* DeLavalSteam TurbineCo. Trenton, N.J.		
89556 170227	**Princess Arlene** Wood *Oil Eng.* 1 *Dk*		318 257 212		1937	Smith& Rhuland Lunenbrg NS	W.L.Sweeney	129·1 | 27·6 | 12·6	Yarmouth N.S. British	Oil Engines 6Cy.10″–12″ 10RHP *Emade29 refitted37* Standard Motor C[illegible] Co. Jersey City, N.J.		
89557 PGVH	**Prins Bernhard** 1 *Dk* *Lower keel & part bilge plating* *Mchy. Aft* *Oil Eng.* *electrically welded* *Cruiser Stern* *Cargo battens not fitted in No. 1 hold*		~~768~~ 567 *with engines* 322 *(Closed spaces plated)*	✠100A1 Ams *h* OG 1,38 ~~L.M.0 10,38~~	1938 10mo	N.V.Haar-lemsche Schpsb Maats Haarlem *Lloyd's*	N.V.Gemengd bedryf.Vaar-tuigendienst Suriname	165·4 | 26·5 | 10·6 *26·8* 179·6 (O.L.) FK P69′F26′ *Cell D B113 124t F P T 23t A P T 22t*	Paramaribo Dutch 4 *B Hpt Cem*	Oil Engines 2S O.SA 6Cy.11⅛″–15¾″ 147NHP NV.KromhoutMtrnfbAms	12 ″ 6 s ″11⅞ 11 ″ 7½	
89558 DNAL	**Plus** (exKamerun-38, exBilbao-38) Sub.Sig. D.F. 2 *Dks* *Ref. Mchy.*		2449 2144 1523		1922	Nordd. Werft.m.b.H. Wesermünde-G.	Oldenbrg.-Portug. Dmpfsch.Rhed.	278·4 | 40·5 | 23·7 P18′B39′H39′F36′	Hamburg German	C.4Cy.18½″&39⅜″–39⅜″ 162NHP *WB* A.Borsig G.m.b.H. Berlin-Tegel		G
89559 221906 exEckmuhl) KLGN	**Penobscot** (exLexington–38, *Oil Eng.* 1 *Dk*		522 — 352	...	1919	Foundat'n Co. Savannah, Ga	SeaboardNavigationCo.	139·4 | 25·2 | 14·2 alt.33 BK	Boston Utd. States	Oil Engines 4S.C.SA 6Cy.14½″–22″ 122NHP *WB* NewLondonS.&E.Co. New London, Conn.	14 ″ 8	R †
89560	**Pacific** *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern*		362 215 150		1938	N.V.Noord Nederlndsch. Schpswerven Groningen	G.Tammes	141·7 | 23·0 | 9·7 Q48′F15′	Groningen Dutch	Oil Engines 4S.C.SA 6Cy.11½″–16⅞″ 70NHP MtrnWerkeMannheimAG		
83561 219155 exDaniel KOKM Webster–36)	**Pan Carolina** (exBulkoil–38, ssN.Ns.2nd No.3–2,37 2 *Dks* *Mchy. Aft* *Longitudinal framing*		~~7782~~ ✠100A1 Phl CL ~~M~~ ~~M3,37~~ 6557 L.M. 3,37 3,39 *BS5,38 5,39* *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,19 *F.P. above* 150′ F.	1919 11mo A&CP	PhePusey &JonesCo. Gloucester City, N.J.	NationalBulk Carriers, Inc.	439·6 | 60·2 | 33·7 F79′B134′F44′ FK *Converted into a tanker 2,37* *Cell (1) Bu E81′65t F P T 235t A P T 163t*	New York Utd. States 13 *B Hpt Cem*	DR geared steam turbine 36 ″ 8 HS10080 FD (*s*) 750NHP s 7 ″ 0 1 WTB(Spt),&1 AuxWTB 29 ″10½ 250lb NB*made29 refitted37* GeneralElectricCo. Schenectady, N.Y.		
89562 TCCJ	**Platin** (exNeptun–38, exKaroles–33, ssGls.No.3–6,16 exAngelos, exTugela) ssCff.No.1–14 1 *Dk* (*Stl*) *2 tr Bkd deep framing* 3 *Dk rule*		3903 ✠ Hul *v* 3114 6,20 2143		1900 4mo	A.Rodger &Co. Port Glasgow	Sadikoglu Kardesler	326·2 | 48·1 | 28·7 P29′B80′F30′ *Cell D Ba§u E122′ f136′ 774t A P T 120t*	Istanbul Turkish FK 6 *B H Cem*	T.3Cy.24″,40″&65″–42″ 281NHP 2SB.*6cf*,GS109.HS1313 A.Rodger&Co.Pt.Glasgow	26 ″ 4	V †
89563 216873 WTBS	**Pan-Delaware** (exDefiance–38) Sub.Sig. 1 *Dk* & *Shelter dk* & *Web frames* GyC. *Longitudinal framing* *Carrying Petroleum in bulk*		7572 — 4826	...	1918	Bethlehem S.B.Corp. Alameda, Cal.	NationalBulk Carriers, Inc.	440·0 | 56·0 | 35·2 FK	New York Utd. States *WB*	Geared turbines 38 ″ 0 NE38 833NHP AllisChalmersMfg.Co. Milwaukee, Wis.		R †
89564 219400 KOSS	**Pan-Virginia** ssNNs.2nd No.3–7,37 (exJohnAdams–38) 2 *Dks* & *Web frames* *Mchy. Aft* *Longitudinal framing* *Trunk electrically welded*		~~7843~~ ✠100A1 NYk CL ~~Tpose 1,38~~ 3,39 ~~NNs~~ Mob 3,39 ~~BS3,38~~ *BS3,39* ~~LMC3,37~~ *LMC3,37* 12,38 8143 *Carrying Petroleum in bulk* A&CP 7262 *Fitted for oil fuel* 12,19 *F.P. above* 150′ F. 6234 ~~NE1 refitted~~ d38	1919 12mo	ThePusey &JonesCo. Gloucester City, N.J.	NationalBulk Carriers, Inc.	439·5 | 60·0 | 36·6 456·4 (O.L.) *279 B134 F44′* FK *Trunk78′* *Converted into a Tanker 7,37 Cell D Bu E31′65t F P T 235t A P T s 28,37*	New York Utd. States 13 *B B Hpt Cem*	1 steam turbine DR geared 36 ″ 8 250lb (*s*) HS10080 ~~750~~ NHP ~~7 0~~ 1 WTB(Spt)&1 Aux WTB ~~2 ″ 11½~~ *Bmade29 refitted37* FD s6 ″ 7½ ~~[illegible]~~ 30 ″ 2½ ~~General Trenton, N.J.~~ ElectricCo.Schenectady N.Y.		
89565 161545 GKVW D.F.	**Photinia** (exHopedene–38) ssNwc.No.2–38 1 *Dk* (*Stl*)		4010 ✠100A1 Nwc *w* CL 3625 ~~4,38 4,38~~ 1,39 Gls ~~10,39~~ 2457 ~~MC~~ MC 1,39 BS4,39 M$10,37 4,39	1929 12mo	Swan,Hun-ter&Wigham Richardson, LdSunderlnd *Lloyd's*	StagLine,Ld. J.Robinson& Sons, *Mgrs.*)	364·5 | 50·7 | 24·4 374·0 (O.L.) P34′B115′F35′ FK *Cell D Ba§u E135′ f157′ 918t F P T 86t A P T 132t*	N.Shields British 6 *B Hpt Cem*	T.3Cy.24″,39″&65″–45″ (*s*) 26 ″ 9 180lb *100lb* 338NHP s4 ″ 6½ 2 SB(Spt),*5cf*,GS148, 22 ″ 5½ HS5616 N.E.MarineEng.Co.Ltd.Sld		
89566 (exCubanan–38) HPIZ Wireless	**Panamanian** TwinSc *Oil Eng.* *Mchy. Aft* 1 *Dk* & *Shelter dk* *Cruiser Stern*		932 ✠100A1 Lth *q* OG 680 *with freeboard* 500 8,38 *(Closed spaces plated)* ~~Cl.M.C. 7,38~~	1938 8mo	Henry Robb,Ld Leith *Lloyd's*	BahamaLine,Ld.	257·5 | 38·2 | 10·9 236·8 (O.L.) *39·5* *Cell B Hull Spaces 4k.5 B Hto2nd dk)* *Cell D B 238′ 357t F P T 33t A P T 23t*	Panama Panamanian	Oil Engines 2S.C.SA 13 ″ 6 1 Cy.13⅜″–22⅞″ 436NHP s ″ 2 13 ″ 5 BritishAuxiliaries,Ld.Gls.		
Should be "Cubahama," see No. 72910 in body of Register												
89567 E.S.D.	**Prinses Maria-Pia** *Oil Eng.* *Cruiser Stern* 1 *Dk* & *Shelter dk*		2588 2082 1332		1938	Soc.Anon. Jn.Cockerill Hoboken	Cie."Dens-Océan Spc.Anon.	307·4 | 45·2 | 16·8 126′	Antwerp Belgian	Oil Engines 2S C.SA 6Cy.19¼″–35⅞″ 405NHP *WB* Soc.An.J Cockerill, Seraing		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréements, etc. En acier, s'il y a lieu. Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cadre — Surveillance Spéciale Date de la dernière Visite	6	7	7a Date de la dernière visite de Largage porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Jauge. Superstructures, &c. Longueur	Largeur	Creux	12 Port d'Armement. — Pavillon.	13 Machines. Nos. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP—Force en chevaux d'après formules de la Société. IHP—Force en chevaux d'après papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15

89568 Pohjanmaa (*ex*Nordland–38, *ex*Manhem.) — *Oil Eng.* — OFDE D.F. — 1 *Dk (Stl) & Shelter dk (Stl)* — *Strengthened for navigation in ice*

832 — 2063 — ✠100A1 Got *t* — CL 4,38 — 1078 — *with freeboard* — 4,38 — ✠LMC CS8,38 — DBS7,38 4,38 — *Carrying veg etable oil in No.4 DB tank*

1929 Eriksbergs 9mo M.V.Aktieb. Gothenburg — *Lloyd's SA & CP*

Finska Ångf. A/B

289·2 | 43·0 | 16·6 — 305·2 (o.L.) — F26

Helsingfrs — Finnish — FK

Oil Engines 4S.C.SA 6Cy.24½"–51⅛" DB50lb — 355NHP s — 19 ft 0 — 4½ — 18 ft 9

5 *B Hpt Cem* — *Coll to Sh dk* — *Cell D B246'646t A P T25t* — 4 „ 2nd „) — Eriksberg M.V.Aktieb, Got

89569 Port Lyautey (*Launched as* Mildred) — *Oil Eng.* — TKFC Wireless — 1 *Dk* — *Mchy. Aft* — *Cruiser Stern*

540 — ✠100A1 Alb *i* — OG — 10.38 — ~~835~~ 375 — ~~(Cement coat on plated)~~ — 250 — *Carrying Petroleum in bulk* — LMC10,38

1938 N.V. Industriele Maats. "De Noord" Alblasserdam — *Lloyd's SA & CP*

"Soflumar" (Soc. d'Armement Fluvial & Maritime) (Soflumar Fluvial et Maritime)

177·3 | 27·6 | 10·2 — 189·0 (o.L.) — Q61'F31' — *Trunk 85'*

Rouen — French — FK

Oil Engines 4S.C.SA 8Cy.11"–17⅛" DB145lb — 91NHP — 11 ft 2 — 6 ft 3¼ — 11 ft 0

9 *B Hpt Cem* — *F P T115t A P T18t* — Humboldt-Deutzmotoren, A.G. Köln-Deutz

89570 Pacifico (*ex*Caper–38, *ex*Olga S.–37, *ex*Olga–36, *ex*Moray Coast–35, *ex*Princess Helena) — 1 *Dk* — 121226 — MMXZ

687 — 617 — 331

1905 Caledon S. — B.&E.Co.Ld. Dundee

Alcyone Shipping Finance Co.Ld.

210·5 | 31·1 | 14·3 — F&B123'F55'

London — British

T.3Cy.17", 28" & 45"–33" — 116NHP — *WB* Caledon SB.&E.Co.Ld. Dun — G

89571 Petrolite — 1 *Dk* — *Oil Eng.* — *Electrically welded* — *Longitudinal framing* — *Mchy. Aft* — 170138 — VQBY D.F.

~~2599~~ — ✠100A1 Mul *p* — CL — 11.38 — 1561 — ~~(Cement coat on plated)~~ — 1212 — 856 — *Carrying Petroleum in bulk* — ✠LMC 1,38

1938 Marine 11mo Industries, Ld. Sorel, P.Q. — *Lloyd's SA & CP*

Imperial Oil Shipping Co.Ld. (H.J. Rahlves, *Mgr.*)

230·0 | 39·1 | ~~16·7~~ 16·5 — P62'B26'F39' — *Cell D B u E32' f 32'65t F P T55t A P T63t*

Montreal — British — FK

2 Oil Engines 2S.C.SA with electro-magnetic slip couplings & S.R. gearing 14Cy.12"–15" DB100lb — 351NHP — 18 ft 6 — s 1 ft 8¾ — 16 ft 10½

10 *B Hpt Asp* — Fairbanks, Morse & Co. Beloit, Wis.

89572 Pass of Ballater (*ex*Rallinagh–38, *ex*Passage Trader–31) — 1 *Dk (Stl) & Mchy. Aft* E.S.D. Wireless D.F. — *ss* Hul.No.2–36 — *Web frames* — *Longitudinal framing*

160192 — QPPK — 793 — ~~Shl~~ ~~CIF~~ *k* — CL — ~~1938~~ — 3,39 — MS3,39 — BS11,38 — LMC — 577 — *Carrying Petroleum in bulk* — 337 — *Fitted for oil fuel* 3,35 *F.P. above* 150°F.

1928 Blythsw'd 5mo S.B.Co.Ld. Glasgow — *Lloyd's SA & CP*

Bulk Oil S.S.Co.Ld. (J.W.Cook & Co.Ld. *Mgrs.*)

185·8 | 30·6 | 13·7 — 196·3 (o.L.) — P75'F25' — *Trunk 85'* — *Cell D B u E20'18t D T f 11'40t F P T39t A P T25t*

London — British — FK

T.3Cy.15", 25½" & 41"–30" (c) — 180lb — 13 ft 10 — s 1 ft 10¾ — 2

13SB(Spt).4*cf*.Gs73.4s2536 — 131NHP — Aitchison, Blair, Ld. Clydebank

89573 Piet Hein — *Oil Eng.* — *Mchy. Aft* — 1 *Dk* — *Cruiser Stern*

400 — 227

1938 NV Schpsw "Voermiddelgang" Feijnoord — *Lloyd's SA & CP*

J.Koopman

144·3 | 26·0 | 10·6 — P19'Q18'F23'

Groningen — Dutch

Oil Engines 2S.C.SA 6Cy. — *WB* Bolnes Motorenfbk. Bolnes

89574 Patria — Wireless — 1 *Dk & Shelter dk* — *Cruiser Stern*

1341 — 1156 — 730

~~1938~~ Xiansands 1939 Mek.Værks. A/S Xiansand — *Lloyd's SA & CP*

~~Clyde S.B.Co.Ltd.~~ Dan[illegible]sbisk Patr[illegible] A/S (Olufs Knudsen *Mgr.*)

250·7 | 42·1 | 14·0 — Xiansand — Norwegian

T.3Cy.17½", 26" & 46"–33½" — 122NHP — *WB* Akt. Lindholmens Varv Got

89575 Prins Willem II — Wireless — 2 *Dks* — *Cruiser Stern*

1300 — 695

1938 Fredrkstad Mek Vrksted Fredrikstad — *Lloyd's SA & CP*

Maats. Zeetransport N.V. (Anthony Veder N.V. *Mgrs.*)

250·5 | 42·2 | 14·0 — Rotterdam — Dutch

C4Cy(2)13"&(2)30½"–28¾" — 82NHP — *WB* Fredrikstad M.V.A/S Fredrikstad

89576 Poldhu — *Oil Eng.* — *Mchy. Aft* D.F. — 1 *Dk, 2nd dk aft* — Wireless — *Cruiser Stern* — 164250

410 — ✠100A1 Gro *f* — OG — 2,39 — ~~(Class Contem plated)~~ — ✠LMC 2,39

~~1938~~ NV Schpsw 1939 "Foxhol" 2mo Foxhol — *Lloyd's SA & CP*

H.&S.Shipping Co Ld. (Hannan, Samuel & Co.Ld. *Mgrs.*)

145·7 | 26·0 | 9·0 — 151·9 (o.L.) — Q88'F22' — *Cell D B T0 58t l P T53t A P T s13t*

Fowey — British — FK

Oil Engines 4S.C.SA 6Cy.11⅞"–17½" — 76NHP — 10 ft 10 — s 8 ft 5½ — 10 ft 9½

3 *B Hpt Cem* — Appingedammer Brons Motorenfb. N.V.

89577 Pahang (P) — *Oil Eng.* — Wireless — 1 *Dk & Shelter dk* 2 *Dks* — *Mchy. Aft*

~~1938~~ Taikoo 1939 D.&E.Co. of H.Kg. Ld. Hong Kong — *Lloyd's SA & CP*

Straits S.S.Co.Ld.

~~210·0~~ | 36·6 | ~~11·5~~ — 218·0 | 11·3

Singapore — British

Oil Engines 4S.C.SA 6Cy.15¾"–23⅝" — 144NHP — *WB* Humboldt-Deutzmotoren, A.G. Köln-Deutz

89578 Pan Massachusetts — Sub.Sig. — GyC. — 1 *Dk & Shelter dk & Web frames* — *Longitudinal framing* — *Mchy. Aft* — *Carrying Petroleum in bulk* — *Fitted for oil fuel* — KEND

8202 — 7336 — 6025

1919 Bethlehem S.B.Corp. Alameda, Cal.

National Bulk Carriers, Inc.

456·1 | 56·0 | 35·4 — len29

New York — Utd. States — FK

Geared turbines NE&B38 833NHP — Allis-Chalmers Mfg. Co. Milwaukee, Wis. — *WB*, ~~McIntosh & Seymour Corp. Auburn, N.Y.~~ — 38 ft 0 — R† — ...

89579 Phryne — D.F. *Mchy Aft* — 1 *Dk*

~~Leon~~ — 2660 — 1967 — 1393

1938 Ch.&Atel. de St. Nazaire (Penhoët) SA Gd. Quevilly

Soc. Navale Caennaise (G. Lamy & Cie. *Mgrs.*)

306·0 | 43·5 | 21·2 — P26'Q92'B62'F21'

Caen — French

T.3Cy.21⅝", 35⅛" & 59⅛"–41⅜" — 225NHP — *WB* Atel.&Ch. de la Seine Maritime Worms et Cie

89580 Pan Atlantic (*ex*Desoto–38, *ex*Eleanor Christenson–38, *ex*Vinita) — *Fitted for oil fuel* — 2 *Dks* — 219435 — KOTL

5411 — — 3386

1919 Long Beach S.B.Co. Long Beach, Cal.

Pan-Atlantic S.S. Corp. (Waterman S.S.Corp. *Mgrs.*)

410·5 | 54·3 | 27·2 — P60'B111'F47'

Mobile — Utd. States

T.3Cy.24½", 41¼" & 72"–48" — 350NHP — *WB* Llewellyn Iron Works, Los Angeles — R

89581 Puyehue (P) (*ex*Alfonso–38) — *ss* Vpo.No.2–36 — 2 *Dks (Stl–Weather dk* ws) — 3rd *dk (Stl. in No. 1 hold)* — CBAF

3188 — ✠100A1 Vpo — CL — ~~3,38~~ — *with freeboard* — 2141 — 3,38 — ✠LMC — BS~~9,37~~ 11,38 — MF1,36

1928 Ayrshire 1mo Dckyd Co.Ld. Irvine — *Lloyd's SA & CP*

Chilian State Railways

278·6 | 44·1 | 24·7 — B126'F21'

Valparaiso — Chilian — FK

T.3Cy.18½", 30" & 50"–36" (s) — 2000lb — 2SB.4*cf*.Gs105.4s3552 — 5 *B & H Cem* — *Cell „ to Wdk* — 26 ft 9 — s 8 ft 11 — FD 18 ft 3

Cell D B230'430t F P T38t A P T62t — J.G. Kincaid & Co. Ltd. Grk.

89582 Pinguin (*ex*Schwan–38) — DOBL Wireless D.F. Sub.Sig. — 2 *Dks* — Rostock

983 — 707 — 572

1907 Akt.Ges. "Neptun" Rostock — *WB* A.G. "Neptun," Rostock

Argo Reederei Richard Adler & Co.

240'8 | [illegible] | 11'7 — P29'B6'F25' — 18'7 German

Bremen — German

T.3Cy.19", 32½" & 53"–36" — 116NHP — G

89583 Panevezys (*ex*Ulefoss–38, *ex*Beira–37, *ex*Dago–35) — 1 *Dk*

1607 — 1395 — 933

1924 Akers Mek Værks Oslo — *WB* Akers Mek Varks. Oslo

Akc.B-vé Lietuvos Baltijos Lloydas (Baltijos Transporto B-vė S.a.a. *Mgrs.*)

256'9 | 40'0 | 17'3 — P56'H73'F16'

Klaipeda — Lithuanian

T.3Cy.19", 31" & 53"–36" — 168NHP — N

89584 Panama (P) — Twin Sc — *Fitted for oil fuel* — D.F. E.S.D. Gy C. — 3 *Dks* — *Ref. Mchy.* — *Cruiser Stern*

9000

1939 Bethlehem Steel Co. (S.B. Division) Quincy, Mass.

Panama Railroad Co. Inc.

471·5 | 64·0 | 38·6

Utd. States

4 DR geared steam turbines — *WB* Bethlehem Steel Co. (S.B. Division) Quincy, Mass.

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year in which Passenger Accommodation Equipment Letter is assigned.	8 Date when last altered.	9 Built. When	By Whom — Where	10 Owners.	11 Register Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Speed. Trial. Service.	15
89585 2215 ICFB	Polcevera (*ex*SantaEulalia-38, *ex*Eulalia-38, *ex*Ramon-37) *Fitted for oil fuel* 1*Dk* 2 *trB*	2609 — 1627					1920	Toledo, O. S.B.Co. Toledo	A.Benato& C.Pestalozza	251·0 P25′ B64′ F23′	43·6	25·8 FK	Genoa Italian	T.3Cy.22½″,36″&59″–42″ 315NHP *WB* Toledo S.B.Co. Toledo, O.	28 ″ 2	1. †
89585 HPJU	Penelopi (*ex*Penelope-39, *ex*NewGeorgia-33) *ss*Rou.No.1-37 *ss*Drt.No.3-7,33 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Straight frames & bevelled bilge Cruiser Stern*	4787 4424 2899	✠100A1 *Shelter dk with freeboard* 12,37	Rou	*a* †	CL 12,37	1919 8mo Lloyd's	Harland& Wolff,Ld. Belfast	"Polar" Cia. de Navegacion,Ltda. *SA&CP* *Cell DB* 34′ 1571*t* *D*	412·6 (o.L.) 433·8 *Ta* 25′ 858*t*	55·8 34·4 FK *FPT* 91*t*	25·0 *APT* 126*t*	Panama Panamanian *SB H Cem* (*Coll to Sh dk* 7 „ 2nd „)	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3 *SB*, *cf*, gs 130, hs 7638 FD Harland& Wolff, Ld. Bel.	28 ″ 7 13 ″ 4 25 ″ 6½	
89587 UPTQ	Pugashev *Oil Eng.* 1 *Dk*	2150 — 1055					1936	SB. Yd. "61 Kommunar" Nicolaieff	U.S.S.R.	268·3	39·7	24·9	Odessa Russian	Oil Engines 6Cy.18½″–32¼″ Nicolaieff		
89588 LKBF	Polycastle *Carrying Petroleum in bulk* *Oil Eng.* *Mchy. Aft* D.F. *Cruiser Stern* 1 *Dk*	8267 7562 4963					1939	Eriksbergs M.V.Aktieb. Gothenburg	A/S Kristiansands Tankrederi II (E. Rasmussen, *Mgr.*)	469·2 P92′ B28′ F41′	61·1	34·5	Xiansand Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.17½″–17½″ 642NHP Eriksberg M.V.Aktieb. Got		
89589 21925 KONJ	Pan-Georgia (*ex*Andrew Jackson-39) *Fitted for oil fuel* 1 *Dk* & *Shelter dk* & *Web frames* *Mchy. Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	8197 7262 6252	✠ ... 11,39 ✠				1919 11mo	The Pusey & Jones Co. Gloucester, N.J.	National Bulk Carriers, Inc.	439·6 P89′ B134′ F46′ *on Shelter dk*	60·2	33·7 FK	New York Utd. States *WB*	DR geared steam turbine General Electric Co. Schenectady, N.Y.	36 ″ 8	R. †
89590 FPGH	Penestin (*ex*Teal-39) *ss*Lon.No.3-2,34 *ss*Lon.No.1-38 *Mchy. Aft* Wireless 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*-ws)	1336 982 612	✠100A1 *Shelter dk with freeboard* 2,39 ✠LMC12,38	Lon	*p*	CL 2,37	1921 10mo Lloyd's	Bow, McLachlan& Co.Ld. Paisley	Cie. Nantaise des Chargeurs de l'Ouest *SA&CP* *Cell DB* 161′ 255*t*	250·2 *FPT* 20*t*	37·2 FK *APT* 18*t*	14·0	Nantes French 2 *to Sh dk* 2 „ 2nd „)	T.3Cy.22″,35″&57″–39″ (*s*) 180lb 273NHP 4 *SB H Cem* 2 *SB*, 6 *cf*, gs 126, hs 1939 Bow, McLachlan& Co Ld Psy.	16 ″ 6 ″ 2 16 ″ 5½	
89591	Principessa di Piemonte Ⓟ *Oil Eng.* Twin Sc	470					1939	S.A. Bacini e Scali Napoletani Naples	Società Partenopea Anonima di Navigazione	157·4 P10′ B102′ F28′	25·6	12·5	Naples Italian	Oil Engines 12Cy.10½″–17½″ Soc An "Fiat" S.G.M. Turin		
89592 DJZS	Paranagua *Oil Eng.* D.F. E.S.D. 1 *Dk* *Cruiser Stern*	6062 — 3464					1939	Howaldts-werke A.G. Hamburg	Hamburg-Süd-Amerik. Dampf-schiffahrts Ges.	~~441·2~~ P52′ B83′ F41′ 446·5	~~50·1~~ 23·8	~~23·9~~	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.25⅝″–47½″ 910NHP Howaldtswerke A.G. Kiel		
89593 6361 SKIA	Pegasus (*ex*Lappland-39, *ex*Benares-34) D.F. *ss*Got.No.3-11,32 *ss*Got.No.1-36 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	4399 4006 2612	✠100A1 *Shelter dk with freeboard* 4,39 ~~4,38~~ MS6,36 MS ~~5,36~~ 4,39 *Fitted for oil fuel* 9,20 *F.P. above*	Yka Got	*z*	CL 2,37 4,39	1920 9mo Lloyd's	Furness S.B.Co. Ld. Haverton Hill -on-Tees *SA&CP*	G.N. Loulioudis *Cell DB*	391·7 F38′ *on Shelter dk* *Collision Bltd to Sh dk* 351′ 1272*t* *APT* 100*t* 5	52·3 FK *pt Cem* „ „ *U* „	24·0	Andros Greek	T.3Cy.26½″,45′&75″–51″ (*s*) 180lb 569NHP 3 *SB*, 9 *cf*, gs 187, hs 8491 FD Richardsons, Westgarth & Co. Ld. Hpl.	26 ″ 11 2 ″ 9¾ 21 ″ 3¾	
89594	Prinses Beatrix Ⓟ *Oil Eng.* D.F. E.S.D. Sub.Sig.	3500	100A1 *with freeboard* (*Class Contemplated*) *Channel Services, also European Summer Cruising*			Twin Sc *Cruiser Stern*	1939	N.V. Konink. Maats. [illegible]	Stoomv. Maats Zeeland	[illegible]			Vlissingen Dutch	Oil Engines 2S.C.SA 20Cy.22½″–33⅛″ N.V. Konink. Maats. "De Schelde" Flushing		
89595 PGRZ	Pendrecht *Oil Eng.* D.F. E.S.D. 1 *Dk* *Mchy. Aft* *Cruiser Stern* *pt Longitudinal framing*	~~11000~~ 10746 9642 6367	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1939	N.V. Rotter-dam Droogd. Maats. Rotterdam	N.V. Maats Motorschip "Pendrecht" N.V. Phs. van Ommeren's Scheepvaartbedrijf. *Mgrs.*)	494·8	73·3	35·6	Rottrdam Dutch *WB*	Oil Engine 4S.C.SA 8Cy.28½″–63″ Gebr. Stork& Co N.V. Hengelo	35 ″ 5 ~~87~~ 83¾ 28 ″ 3¾	
89596	Princess Victoria P (*Ferry*) D.F. E.S.D.	2500	A– *with freeboard* (*Class Contemplated*) *For Irish Channel Service*			Twin Sc *Oil Eng.*	1939	Wm Denny & Bros. Ld. Dumbarton	London, Midland& Scottish Railway	309·8 P&B 280′ F26′	48·1	15·0	Stranraer British	Oil Engines 2S.C.SA 14Cy.18⅞″–27⅝″ Wm. Denny& Bros. Ld. Dmb Sulzer Bros. Ld. Winterthur		
89597	Pauline Friederich (*ex*Vassos-39, *ex*Emanuel (Nederland) 35) *Carrying Petroleum in bulk* *Mchy. Aft* 2 *Dks*	4733 4255 2529					1912	Nederl. Schps. Maats. Amsterdam	Reederei Eugen Friederich	375·0 P88′ B33′ F40′	51·0	29·0	Hamburg German *WB*	T.3Cy.26″,43″&72″–48″ NE&B20 350NHP Wallsend Slipway& E. Co.		G
89598	Perun *Oil Eng.* D.F. *Mchy. Aft* *Longitudinal framing–bracketless system* *Cruiser Stern* "Arcform"	3006 2277 1326	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*			Twin Sc	1939	Soc. Anon. Jhn. Cockerill Hoboken	Komanda Mor-narice Kraljévine Jugoslavije	291·0 P82′ B35′ F53′	42·8	23·6	Yugoslav	Oil Engines 2S.C.SA 12Cy.13⅞″–24½″ Soc An. J. Cockerill, Seraing	23 ″ 7 ~~82~~ 7½ 21 ″ 2½	
89599 147246	Portadoc (*ex*James B. Foote-39, *ex*Eugene C. Roberts) *Mchy. Aft* 1 *Dk* *Longitudinal framing*	1746 1593 1264					1924	Cammell Laird& Co. Ld. Birkenhead	Paterson Steamships, Ld.	253·0	43·2	17·8	Ft William Ont. British *WB*	T.3Cy.16″,27″&44″–33″ 111NHP Cammell Laird& Co. Ld Bkn		C
89600	Peterjo (*ex*Maryad-39, *ex*Vitruvia-38) *ss*Rot No.2-36 *Carrying Petroleum in bulk* 2 *Dks* (*Stl*) & *Fitted for oil fuel* *Web frames* *Mchy. Aft* *Longitudinal framing* (DAMAGED BY AIRCRAFT 6,38)	4870 4223 2944	✠ 4,38 ✠	Msl	*z*		1926 5mo	R. Duncan & Co. Ld. Pt. Glasgow	J.P. Eastwick *Cell DB u E & B* 60′ 123*t* *APT* 81*t*	375·1 P108′ B35′ F51′	51·7 FK	29·0 5	Antwerp Belgian 11 *B H to Udk* „ „ 2nd „	T.3Cy.25½″,42″&70″–48″ 470NHP *pt Cem* 2 *SB*, 8 *cf*, hs 6950 Rankin& Blackmore Ld Grk	29 ″ 2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. for Special Survey Date of last Survey.	Port of Survey.	Year Assigned. Date when now expired. Equipment Letter.	7* Date when last built part was taken off.	8 9 Built. When	By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Surveyors in which Class. If not in L.R.
89601 226 SVRB	Pagasitikos (*ex*Tamesis-39, *ex*Oranian-34) *ss*Liv.No.3-3,27 *ss*Pir.No.2-36 *2Dks(Stl)*	3942 *3682* 2443	✠100A1 12,37	Cff	*x*	CL 12,37	1914 4mo	Napier& Miller,Ld. Glasgow *Lloyd's A&CP*	L.A.Embiricos *Cell D Ba 96' u E & B 58' f 158' 772t F P T 110t A P T 40t*	265·2' 8S0·0(O.L.) 238' B 40' F 67' FK&BK 2"	47·8	27·0	Andros Greek *7 B II Cem*	C.3Cy.25½",42½"&72"-48" 200lb (*s*) 419NHP 3SB,9·*f*,GS207,nS7443 Dunsmuir&JacksonLd.Gls	29 " 6 24 " 9 21 " 11¾	

1 d'Ordre	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Nut.	5 6 7 Détails de la Classification. — Surveillance Spéciale. Date de la dernière Visite.	Date de la dernière Visite de l'hélice portée à l'Index.	9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longr.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. Nbre & Dia. des Cylindres.—Course. Nbre et Surface des Chaudières. RHP = Force en chevaux d'après les formules [illegible]. RBP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14	15
89701	Quiñenco (*ex* Baron Murray–38) *ss* Shl No. 3–8.38 D.F. 1 *Dk* *Cargo battens not fitted*	3643 — 2497	100A1 Shl 8,38 ~~Classification (contemplated)~~ LMC8,38		1924 Glasgow *Lloyd's*	Napier & Miller, Ld.	Cia. Carbonifera y de Fundicion Schwager	332·6 P29'B98'F37'	48·3 FK	22·0	Valparaiso Chilian	1.3Cy.21½",35½"&60"–39" 200lb (*s*) 294NHP 2SB,6*cf*,GS118,HS5020 D. Rowan & Co. Ld. Glasgow		
89702	Queen Elizabeth		100A1 *with freeboard* (*Class Contem plated*)		1938	J'hn Brown & Co. Ld. Clydebank	Cunard White Star Ld.				Liverpool British			

89801 Rowanfield — 166248 MMWQ — *Mchy.Aft* — 1 *Dk* — *Cruiser Stern*
Gross 599 Net 331 Under deck 197 295 — ✠100A1 — Liv *g* — CL
3,39 — ✠LMC9,38
1938 — 9mo — Lytham S.B. & E.Co.Ltd. Lytham — *Lloyd's SA & CP*
Lytham Shipping & Carrying Co.Ltd. (W.A. Savage, Ltd. Mgrs.)
142·5 | 27·2 | 11·4 — 148·5 (O.L.) — P50' Q35' F20' HK 6½' — 3 *B H Cem* — *DB* 1187 *t FPT* 611 *t APT* 37 *t*
Liverpool — British
T.3Cy.12¾", 21" & 36" – 24" — 200lb (s) 72 NHP — 1SB, 2*cf*, Gs38, Hs1637 FD
12 ″ 6 — 84 ″ 0 — 12½ ″ 9¾
Lytham S.B. & E.Co.Ltd.

89802 Rådmansö (*ex* Nordic-38) — 5642 SGPN — *ss* Skm.2nd No.3-3,39 ~~*ss* Shl. No.3 b.hd.~~ ~~*ss* Shl. No.2-35~~ — D.F. — 1 *Dk (Stl)* & *Shelter dk (Stl)*
Gross 4280 Net 3874 2596 — ✠100A1 — Vcr *y* — CL
Shelter dk — Skm — *with freeboard*
3,39 ~~4,38~~ — MS6,38 — ~~BS8,37~~ 9,38, ✠LMC ~~4,39~~
1914 — 9mo — J.L. Thompson & Sons, Ld. Sunderland — *Lloyd's SA & CP*
Rederi A/B Rex (K.M. Källström, *Mgr.*)
385·0 | 53·7 | 23·6 — FK — 6 *B H Cem* — *Cell D Ba* 134 *t u E & B* 45' *f* 164 *t* 1176 *t FPT* 76 *t APT* 77 *t*
Stockholm — Swedish
T.3Cy.27", 45" & 74" – 48" (s) — 180lb 465 NHP — SB (Spt). 9*cf*, Gs197, Hs7906
26 ″ 1 — s 2 ″ 6½ — 23 ″ 9¼
Blair & Co.Ld. Stockton

89803 Rita (*ex* Montrose-38, *ex* Milburg-33, *ex* Ophelia) — 7895 SDCT — *ss* Got. No.3-4,38 *ss* Shl. No.1-37 — *Cargo battens not fitted* — 1 *Dk (Stl)* — *New Bottom 38*
Gross 1784 Net 1631 1011 — 100A1 — Got — CL
3,38 ~~6,38~~ — ~~BS5,38~~ 3,39 — LMC 5,37
1922 — Nuscke & Co. A.G. Stettin — *Lloyd's CP*
Ingolf Schander
264·3 | 42·2 | 17·6 — ~~267·5~~ — 278·9 (O.L.) — FK — 4 *B H Cem* — *Cell D Ba* 112 *f* 163 *t* 417 *t APT* 30 *t*
Elleholm — Swedish
T.3Cy.19⅝", 30½" & 51⅛" – 55⅞" — 200lb (s) 200 NHP — 2 SB, 6*cf*, Gs98, Hs3350
20 ″ 0 — s 2 ″ 8½ — 17 ″ 7
Waggon u. Maschb. A.G. Görlitz

89804 Robur VIII — *Mchy.Aft* — *E.S.D.* — 1 *Dk* — *Cargo battens not fitted* — *Cruiser Stern* — *Strengthened for navigation in ice*
Gross 2864 Net 2169 1611 — ✠100A1 — Lth *t* — CL
3,39 ~~6,38~~ — Sld — 3,39 — ✠LMC 6,38
1938 — 5mo — S.B. Co. Ltd. Burntisland — *Lloyd's SA & CP*
"Polskarob" Polska Skandynawskie Towarzystwo Transportowe S.A.
313·7 | 44·5 | 19·7 — 323·3 (O.L.) — Q186' F54' — FK — 5 *B H pt Cem* — *Cell D B* 259 *t* 91 *t MT* 11 *t* 278 *t FPT* 157 *t APT* 64 *t*
Gdynia — Polish
T.3Cy.18½", 29" & 52" – 79" (s) — 220lb 274 NHP — 2 SB (Spt), 6*cf*, Gs92, Hs3336 — FD
26 ″ 8 — s 7 ″ 2½ — 19 ″ 8¼
N.E. Marine Eng. Co Ld. Sld.

89805 Rod-el-Farag Ⓟ (*ex* Chindwin-38) — SUDN — D.F. E.S.D. — *Fitted for oil fuel* — 2 *Dks*
Gross 6369 Net 5445 4103
1910 — W. Denny & Bros. Dumbarton — *WB*
Société Misr de Navigation Maritime
445·5 | 55·2 | 28·6 — F61' B149' F42' — Alexndria — Egyptian
T.3Cy.28½", 46½" & 76" – 60" — 447 NHP — Denny & Co. Dumbarton
C — ~~BS 6,38~~ — ~~LMC 6,38~~

89806 Robert H. Colley — 237762 WRUN — D.F. E.S.D. — *Fitted for oil fuel* — Gy.C *Cruiser Stern* 1 *Dk (Stl)* 2nd *tk fwd.* — *Mchy.Aft* — *Carrying Petroleum in bulk* — *Longitudinal framing-bracketless system* — *pt electrically welded*
Gross 12000 Net 11651 — 7258
1938 — Sun S.B. & Dry Dock Co. Chester, Pa. — *WB*
Atlantic Refining Co.
~~521 ′ 70 ′ 0 | 40 ′ 0~~ — P101' B32' F45' — 523 · 5 | 70 · 2 | 39 · 8 — Phildlphia — Utd. States
1 steam turbine connected to electric motor & sc. shaft
General Electric Co. Schenectady, N.Y.

89807 Regensburg Ⓟ (*ex* Trave-38) — DOAL — D.F. E.S.D. — 4 Mst *Oil Eng.* — 8 *Dks* — *Ref. Mchy.* Sub.Sig.
Gross 8068 Net 7291 5013 — ✠Lloyd's R 1C ~~10,37~~ 7,38 — 4,39 ~~11,38~~
1927 — Akt. Ges. "Vulcan" Stettin — *WB*
Norddeutscher Lloyd
506·7 | 60·3 | 31·8 — P23' B & F457' — *Upper* F47' — Len. 38 — Bremen — German
2 Oil Engines 2S.C DA SR geared to 1 sc. shaft — ~~Gy. 20½"–29½"~~ 2447 NHP — NE. 8
Deutsche Schiff. u. Mschb. A.G. Weser, Bmn.
G

89808 Ransel — *Oil Eng.* — *Mchy.Aft* — 1 *Dk* — *Cruiser Stern*
Gross 400 Net 299 ~~299~~ 250
1938 — NV Schpsw "Vooruitgang" Foxhol — *WB*
J. Teerling
~~144·2~~ | 26·1 | ~~11·5~~ — P49' F28' — 146·1 — 10·0 — Delfzijl — Dutch
Oil Engines 4S.C DA — Gy. 11 7/16" – 17½" — 75 NHP — Appingedammer Brons Motorenfb. N.V.

89809 Reggio Emilia (*ex* Graziella-38, *ex* Marie-Thérèse-LeBorgne-33, *ex* Ustaritz) — 260 IOLJ — *Well deck* — 1 *Dk*
Gross 1217 Net 863 712
1914 — G. Brown & Co. Greenock — *WB*
Soc. Anon. Trasporti Marittimi e Affini
243·1 | 33·1 | 13·9 — 231·8 — Q166' F28' — FK — Venice — Italian
T.3Cy.17½", 27½" & 45" – 33" — 152 NHP — Ross & Duncan, Glasgow
15 ″ 9 — I †

89810 Reno (*ex* ChingAn-38, *ex* Sikiang) — *2 Dks*
Gross 1840 Net 1369 1015
1907 — Schiffsw. v. H. Koch A.G. Lübeck — *WB*
Cia. Italiana di Nav. S.A.I. (Chinese Italian Nav. Co. Ltd.)
260·8 | 40·3 | 16·2 — B168' F36' — Shanghai — Italian
T.3Cy.21¼", 34½" & 58" – 38" — 177 NHP — J.F. Ahrens, Ahrens.

89811 Rimutaka Ⓟ — 145517 GHBJ — D.F. E.S.D. — Twin Sc — *Fitted for oil fuel* — 2 *Dks* — *Stl–Upt w* — *Ref. Mchy.* — *Shelter & Shade dks (Stl–teak s)*
Gross ~~16000~~ ~~17440~~ ~~16139~~ 16576 11944 10009 — ✠ — Syd *l* †
8,24 — ✠Lloyd's R M C ~~8,37~~ 4,39 ~~12,38~~
1923 — 4mo — Armstrong Whitworth & Co. Ld. Newcastle — *Cell D B* 176' 227 *t* — *Tank at after end of tunnels* 44 *t* — *Tanks (cr. & sides) fore end of tunnels* 20 *t*
P. & O. Stm. Nav. Co.
551·6 | 72·0 | 38·5 — *Prom dk* 368' F54' — *on Shade dk* — FK — 10
Plymouth — British — *Cem*
6 steam turbines D R geared to 2 sc. shafts — Hs32190 — 2567 NHP — 3D & 4SB, 40*cf*, Gs900.
Armstrong Whitworth & Co. Ld. Nwc.
12 ″ 3 — BT ~~1111~~ 11,39 — *B H to Sh dk* — *FPT* 136 *t APT* 200 *t*

89812 Reet (*ex* Solveig-38, *ex* Larus-36, *ex* Madir) — *Mchy.Aft* — 1 *Dk*
Gross 805 Net 588 406
1904 — Hlsingborgs Varfs Aktieb. Helsingborg — *A. Jürgenthal*
196·0 | 32·0 | 12·3 — P59' H67' F20' — Haapsalu — Estonian
T.3Cy.13", 20½" & 33½" – 21" — E & B made C — 51 NHP — Kjbnhavns Flydk & Skbsv
V

89813 Ryusyo Maru Ⓟ — 44136 JCGM — *ex* Yamashiro-38, *ex* Kinki Maru No.2-34, *ex* Progress) — 1 *Dk* & *Spar dk*
Gross 999 Net — 706
1892 — Flensburger Schiffsb. Ges. Flensburg — *WB*
Ryusyo Kaiun K.K.
206·0 | 31·0 | 20·9 — B58' F26' — Mikagage — Japanese
T.3Cy.15½", 24½" & 43" – 27" — 96 NHP — Flensburger Schiffsb. Ges.
Stranded & Sunk 5,38

89814 Reiher Ⓟ — Wireless — D.F. E.S.D. — 2 *Dks* — *Ref. Mchy.* — *Cruiser Stern*
Gross 1550
1938 — Howaldtswerke A.G. Kiel — *WB*
Argo Reederei R. Adler & Co.
245·2 | 38·5 | 12·4 — B70' F33' — Bremen — German
C.2Cy.17¾" & 35 7/16" – 35 7/16" & I.Pt. turbine with D R gearing & hydraulic coupling — Deutsche 222 NHP — Sch. u. Mschb. Bremen
V †

89815 Roussillon (*ex* Harald Brøvig-38) — PDL — D.F. E.S.D. — *Carrying Petroleum in bulk* — *Oil Eng.* — 1 *Dk*, 2nd *dk in mchy. space* — *Mchy.Aft* — *Cruiser Stern* — *Part electrically welded*
Gross 9967 Net 9191 5906 — ✠ — ... — Bkn *f* †
10,38 — ✠
1936 — 12mo — Bremer Vulkan Vegesack — *Cell D Bu E* 75' 218 *t* — *D Tf* 43' 715 *t FPT* 16 *t APT* 258 *t*
Soc. Française de Transports Pétroliers S.A.
492·9 | 66·1 | 36·4 — P113' F75' — FK — 12 *B H Cem*
Havre — French
Oil Engines 2S.C DA — 6Cy.23⅝"–43 7/16" — 1167 NHP
35 ″ 11 — V †
Bremer Vulkan, Vegesack

89816 Raloo (*ex* Consett-38, *ex* War Rother) — 143043 MJNK — Wireless — *Well deck* — *Cargo battens not fitted* — *ss* Shl. No.3-9,31 — *ss* Nwc. No.1-36 — 1 *Dk (Stl)*
Gross 1368 Net 1030 758 — ✠100A1 — Shl *o* — CL
~~11,38~~ — ✠LMC — MS6,36 — ~~BS7,38~~ 11,38
1919 — 3mo — Campbeltown S.B. Co. Ld. Campbeltown — *Lloyd's SA & CP*
Shamrock Shipping Co. Ld.
229·8 | 35·8 | 15·6 — 235·6 (O.L.) — Q79 B56 F27' — FK — 4 *B H pt Cem* — *Cell D B* 190' 395 *t APT* 50 *t*
Newcastle — British
T.3Cy.18", 30" & 50" – 33" (s) — 180lb 172 NHP — 2 SB, 6*cf*, Gs97, Hs2886
17 ″ 7 — s 1 ″ 2 — 16 ″ 8
Ross & Duncan Ld. Glasgow

89817 Richmond Castle — 167169 GRGB — D.F. — *Oil Eng.* — 4 *Dks* — *Ref. Mchy.* — *Cruiser Stern*
Gross ~~7800~~ Net 7793 6963 4728 — ✠100A1 — Bel — CL
~~2,39~~ 2,39 — Hull — ~~(Class Custom-plated)~~ — ✠LMC 2,39
1938 — ~~1933~~ — 2mo — Wolff, Ld. Belfast — *Lloyd's SA & CP*
~~Union Castle Mail S.S. Co. Ltd.~~ Union-Castle Mail S.S. Co. Ltd.
457·4 | 63·3 | 34·3 — ~~B129' F48'~~ — B121' — FK — 7 *B H pt Cem* — *Duct keel forward of mchy. space* — *Cell D B* 335 1111 *Tanks at sides of tunnel* 55 *t* 326 *t FPT* 146 *t APT* 126 *t*
London — British
Oil Engines 2S.C.DA — 8Cy.24 7/16"–55⅛" — 1613 NHP — DB–100lb
37 ″ 0 — s 8 ″ 0½ — 20 ″ 2¼
Harland & Wolff, Ld. Bel.

Numéro d'Ordre / Numéro Officiel	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mois.	Par qui. — On.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Tirant d'eau sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ge.
89818 172631 VOC	**Rothermere** *Oil Eng.* **D.F. E.S.D.** 1 *Dk & Shelter dk*	5350 3070 4750	✠100A1 Gls *with freeboard* 12.38 *(Class Contem plated)* *Freeboard assigned 12,38 P.P. above 150°F*	CL	1938 12mo	C.Connell Co.Ld. Glasgow *Lloyd's SA & CP*	Anglo-Newfoundland S.S.Co.Ld. (Donaldson Bros. & Black, Ld. *Mgrs.*)	421·2 | 56·5 | 25·7 434·0 (o.L.) F34 FK *Cem* *No intermediate BH dispensed with* *Coll BH to Shelter dk & 2 BH to 2nd dk* *Coll DB 360'1468t Tanks at sides of tunnel 54'286t FPT 178t APT 165t*	St Johns NFL British 220lb	D.4Cy.23",31½",45½"&65"-36" (s) 489NHP 3SB,(Spt)9*cf*,GS184,HS7350 D.Rowan & Co.Ld.Gls.	28 ″ 9 s 8 ″ 3⅜ 25 ″ 8
89819 44828 JLUM	**Ryuzan Maru** (*ex* Kerhonkson-38) 2 *Dks*	4720 4330 3419			1920	Standard S.B.Corp Shooter's Island, N.Y.	Kokoku Kisen K.K.	377·0 | 52·0 | 26·8 P39 B105 F10	Kobe Japanese *WB*	T.3Cy 25",42"&70"-48" Standard S.B.Corp, Shooter's Island, N.Y.	339NHP
89820 PHAL	**Reze** *Oil Eng.* *Mchy. Aft* D.F. 1 *Dk & Shelter dk* *Cruiser Stern*	~~350~~ 328 233 163	✠100A1 Rot *h* *with freeboard* *(Class Contem plated)* 3,39 ✠LMC 4,39		~~1938~~ 1939 3mo	A.Vuijk & Zonen Capelle a/d Ysel *Lloyd's SA & CP*	N.V. "Reze"	~~1040~~ | 27·4 | 7·4 167·8 175·8 (o.L.) FK 3 *BH Cem* *(Coll BH to Sh dk 2 BH to 2nd dk)* 1 *additional BH in tween dk* *Coll DB 108'137t FPT 31 APT 12t*	Hansweert Dutch	O.1 Engines 4S.C.SA 6Cy.11⅛"-19⅛" 81NHP Waggon- und Masch.A.G. Görlitz	9 ″ 8 s 2 ″ 9 ″ 7½
89821 142322 ~~GQBF~~ VRVB	**Ronwyn** (*ex* Tinge-38, *ex* Ottinge-37, *ss* Cff.No.3-9.36 *ex* Lord Rhondda) *ss* Cff.No.1-35 *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted*	1894 1496 1110	✠100A1 Ams *q* 4,38 BS4,38 ✠LMC 10,35	CL N4,38	1918 3mo	Wood Skinner & Co.Ld Newcastle *Lloyd's SA & CP*	Dillwyn S.S.Co.Ld. (Stockwood, Rees & Co.Ld. *Mgrs.*)	260'1 | ~~27·7~~ | ~~10·4~~ ~~37·8~~ | 16·5 Q153'F29' FK 4 *BH Cem* Bon RQD52 *Coll DB 212'422t FPT 92t APT 10t*	Malta British	T.3Cy.20",33"&54"-36" (s) 207NHP 2SB,6*pf*,GS94,HS3412 J.Dickinson & Sons, Ld.Sld.	18 ″ 7 s 5 ″ 7 17 ″ 2
89822 44847 JQNM	**Ryunan Maru** (*ex* Mabuhay I-38, *ex* Terrier-31) *ss* Kob.2nd No.3-6,35 2 *Dks (C-pt Irn pt St 2nd dk St)*	5106 4717 3753	✠100A1 Tama *y* ~~8,37~~ 10,38 ~~BS8,38~~ ✠LMC ~~10,38~~ 10,38	CL ~~6,35~~ 10,38	1911 2mo	J.L.Thompson & Sons, Ld. Sunderland *Lloyd's SA & CP*	Koun Kisen K.K. (Yamashita Kisen K.K. *Mgrs.*)	400·0 | 52·0 | 27·4 P44'B121'F41' FK 6 *BH Cem* *Coll DB a 137'u E 24'f 173'1194t FPT 123t APT 123t*	Kobe Japanese	T.3Cy.~~25½"-44½"~~ &78"-48" 180lb (s) 410NHP 3SB,9*cf*,GS192,HS7829 Blair & Co.Ld. Stockton	30 ″ 0 s5 ″ 9½ 24 ″ 5
89823 167190 GRRK	**Rowallan Castle** *Oil Eng.* D.F. 4 *Dks* *Ref. Mchy.* *Cruiser Stern*	~~7800~~ 7798 6963 4728	✠100A1 Bel 3,39 *(Class Contem plated)* ✠LMC 3,39	CL	~~1938~~ 1939 3mo	Harland & Wolff, Ld. Belfast *Lloyd's SA & CP*	Union-Castle Mail Steamship Co.Ld.	457·4 | 63·3 | 34·6 474·2 (o.L.) B121'F48' FK 7 *BH pt Cem* *Trunk keel forward of mch space* *Coll DB 335'1114t Tanks at sides of tunnel 45'326t FPT 146t APT 126t*	London British *DB 100lb*	Oil Engines 2S.C.DA 8Cy.24⅞"-55⅛" 1643NHP Harland & Wolff, Ld. Bel.	37 ″ 0 s8 ″ 0½ 29 ″ 2½
89824 32489 JOKB	**Ryuto Maru** (*ex* Ryutoh Maru-38, *ex* Camberley, *ss* Kob.No.3-1,27 *ex* Wyvisbrook) *ss* Osa.No.1-30 1 *Dk (pt Irn pt Stl)*	3311 2972 2010	✠ ... Hak *v* 12,34 ✠		1912 3mo	J.Blumer & Co. Sunderland	Uyeno Kisen Goshi Kaisha (Nakamura Gumi, Ld. *Mgrs.*)	332·5 | 48·7 | 21·9 P28'B101'F32' FK 5 *BH Cem* *Coll DB a 119'u E 25'f 137'846t FPT 73t APT 106t*	Hutyu Japanese	T.3Cy.23",38½"&61"-42" 284NHP 2SB,6*cf*,GS116,HS4700 N.E.Marine Eng.Co.Ld Sld	24 ″ 3
89825 DDTB	**Riga** (*ex* Stella-38) Sub.Sig. 1 *Dk*	655 482 333			1920	Wft. Nobiskrug G.m.b.H Rendsburg	Lübeck Linie A.G.	180·4 | 29·6 | 10·8 Q50'B48'F21'	Lübeck German *WB*	T.3Cy.14½",22⅜"&37⅜"-23⅜" 68NHP Ottensener Msch.G.m.b.H Altona	G
~~89826~~ ~~DDTB~~	**Roland L.-M. Russ** *Oil Eng.* *Ref. Mchy.* Wireless D.F. 2 *Dks* *Cruiser Stern*	1200			1939	Lübecker Flender-Werke A.G. Lübeck Siems	Schiffahrts-u. Assekuranz-Ges. E.Russ & Co.	250·9 | 39·7 | 12·3 F28'	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.22⅛"-29½" Fr.Krupp Germaniawft A.G Kiel	294NHP
89827 147248 MLWJ	**Rockleaze** (*ex* Monkton Combe-39, *ex* Golderest-34, *ss* Brs.No.3-11,36 *ex* Glyuconwy) 1 *Dk (Stl)* *Mchy. Aft* *Well deck*	486 309 196	✠100A1 Brs *g* 12,38 LMC MS11,36 S8,38	CL 12,38	1924 4mo	Goole S.B. & R Co.Ld. Goole *Lloyd's SA & CP*	Osborn & Wallis, Ld.	156·2 | 25·6 | 9·8 Q86'B11'F23' FK 3 *BH Cem* *Coll DB f 8'115t FPT 37t APT 25t*	Bristol British	T.3Cy.13",21"&35"-24" (s) 180lb 84RHP 3SB,3*cf*,GS51,HS1566 W.Beardmore & Co.Ld.Gls.	12 ″ 0 s4 ″ 6¾ 11 ″ 9¾
89828 167210 GSGL	**Royal Daffodil** Ⓟ Twin Sc *Oil Eng.* *Cruiser Stern*	2060 938 1046	A– *with freeboard* *(Class Contemplated)* *Corresponding to a moulded draught of 8' 3" for service between London, Cherbourg & Hook of Holland, May to Sept*		1939	Wm Denny & Bros. Ld. Dumbarton	General Stm. Nav. Co. Ld.	~~240·8~~ | ~~50·3~~ | ~~12·5~~ 299·7 | 50·1 | 9·9 *Promenade dk 313'*	London British	Oil Engines 2S.C.SA 24Cy.14⅛"-23⅝" Wm.Denny & Bros, Ld Dmb	12 ″ 6 s4 ″ 5 8 ″ 9
89829 1Dk	**Raune** (*ex* Ravnedal-39)	946 654 561			1918	Larvik Slip & Verk Larvik	O/Y Sarmatia Seppinen & kemppi O/Y, *Mgrs.*)	197·9 | 32·2 | 12·5 Q50*t* B86*t* H65*t* F30*t*	Koiristo Finnish *WB*	T.3Cy.14",23½"&38"-27" 75NHP Bergens Mek Værks Bergen	N
89830 *Mchy. Aft*	**Rungholt** *Oil Eng.* 1 *Dk* *Cruiser Stern*	400			1939	H.Brand Oldenburg	R.Bröhan	152·5 | 27·6 | 7·2 P30'F20'	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.11"-16⅛" 70NHP Deutsche Werke Kiel A.G. Kiel	
89831 DJZN	**Rio Grande** *Oil Eng.* D.F. E.S.D. *Cruiser Stern* 1 *Dk*	6062 5142 3464			1939	Howaldts-werke A.G. Hamburg	Hamburg-Süd-amerik. Dampf-schiffahrts Ges.	446·5 | 61·3 | 28·8 P30'B&F40' *Upper F31'*	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.25⅝"-47½" 909NHP Maschf.Augsburg Nürnberg A.G	
89832 166599 MMXV	**Rosedene** (*ex* Bernadette-39) *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*	376 260 178	✠100A1 Sld *s* *with freeboard* 2,39 ✠LMC 10,38	oc	1938 10mo	Internatnl S.B.&E.Co Ld Danzig *Lloyd's SA & CP*	T.G.Irving, Ld. (T.G.Irving, *Mgr.*)	133·4 | 24·7 | 9·5 140·0 (o.L.) P35 Q15'F16' FK 6 *BH Cem* *Coll DB 81'105t FPT 47t APT 14t*	Sundrland British	Oil Engines 4S.C SA 6Cy.11"-17¾" 71NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	11 ″ 7 s 4 ″ 2 9 ″ 9½
89833 29831 JPWA	**Rissyun Maru** (*ex* Rishsun Maru-39, *ex* Ida Maru-36, *ss* Kob.2nd No.3-5,24 *ex* Ida, *ex* Tukawski, *ss* Kob.No.3-9,36 *ex* Ida) 1 *Dk (Stl)* & *Spar dk (Stl-pt wsf)* & *deep framing*	4414 4077 2753	✠100A1 Kob *x* *Spar dk* 2,39 ~~12,37~~ 2,39 ✠LMC ~~2,39~~	CL 12,37	1906 6mo	Russell & Co. Pt. Glasgow *Lloyd's SA & CP*	Kusakabe Kisen K.K.	370·3 | 49·8 | 19·2 270 P36 B108' F10' FK 6 *BH Cem* *Coll DB 318'1010t APT 45t*	Amagasaki Japanese	T.3Cy.26",42"&70"-48" (s) 180lb 410NHP 2SB,6*cf*,GS118,HS5523 FD Rankin & Blackmore, Grk.	29 ″ 8
89834 203 JSFA	**Ryuzin Maru** (*ex* Ryujin Maru-39, *ex* Culna) *ss* Kob.2nd No.3-9,23 *ss* Kob.No.3-7,36 2 *Dks (Stl)* 8 *tr B*	6243 5879 3366	✠100A1 Yka *a†* 2,39 ~~1,38~~ ✠LMC ~~1,38~~ 2,39	CL 1,38	1907 2mo	W.Denny & Bros. Dumbarton *Lloyd's SA & CP*	Ryuoh Kisen K.K.	430·5 | 54·2 | 31·9 P31'B82'F39' FK 7 *BH Cem* *Coll DB a 154'u E & B 87'f 143'1153t FPT 135t APT 77t*	Dairen Japanese	T.3Cy.33",53½"&86"-60" (r) 180lb 760NHP 4SB,12*cf*,GS266,HS10920 FD Denny & Co. Dumbarton	34 ″ 10 s7 ″ 9½ 27 ″ 4

No. in Book. / Official No. / Code Letters	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Tonnage	Classification & Class-Notation	Built: When / By whom / Where	Dimensions: Length / Breadth / Depth	Place of Registry	Engines: No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Engine Makers Name.	Moulded depth.	
89835	**Rabenhaupt**	539 / 244 / 148		1939 N.V.Noord Nederlndsch. Scheepswerven Groningen	Evert Smid	141·7 | 23·0 | 9·7 P47 F16′	Groningen Dutch	Oil Engines 4S.C.SA 6Cy.11¾″–16.9″ 78NHP WB Maru Werke Mannheim A G	
	D.F. 1 *Dk* *Mchy. Aft* *Cruiser Stern* *Oil Eng*								
89836	**Reinholt**	4801 / 4100 / 2829		1939 Kockums M.V.Aktieb. Malmö	A/S Ivarans Rederi (S.Holter-Sörensen, *Mgr.*)	409·8 | 55·7 | 25·5 P29′ F34′	Oslo Norwegian WB	Oil Engines 2S.C.DA 6Cy.23⅝″–43.3/4″ 1163NHP Kockums M.V.Akt. Malmö	
	Oil Eng. 2 *Dks*								
89837	**Rodina** (*ex* Alkaid, *ex* Tenbergen) *ss* Rot. No. 2–31 2 *Dks* (*Stl*) (*STRANDED 7,33 — REFLOATED — NOW TRADING*)	4441 / 4126 / 2702 ✠ 7,38	Rot *y*	1922 9mo N.V. Lobithsche Scheepsb. My. Lobith	U.S.S.R. *Cell D B* 333′ 882*t* *F P T* 106*t*	385·0 | 50·3 | 26·4 P31′ D242′ F37′ FK 6 *B II pt Cem* *A P T* 50*t*	Russian	2 Steam Turbines DR geared to 1 Sc. Shaft 439NHP 3SB, *9cf*, GS171, HS6660 British Thomson-Houston Co. Ld. Rugby	29 ″ 0
89838	**Ronin** (*ex* Huntress–39, *ex* Tower Ensign–37, *ex* Waikawa–35) *ss* Auk. No. 3–12,31 *ss* Bly. No. 1–35 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	5704 / 5448 / 3517 ✠ 100A1 *Shelter dk* *with freeboard* 2,39 BS12, LMC12,38	Msl	CL 7,36 1919 10mo S.B.Co. Ld. Newcastle *Lloyd*	M.V. Vassiliades *Cell D B* 351′ 1290*t*	399·5 | 53·0 | 24·3 32·8 F on *Shelter dk* 38′ FK *S A & C P* *Coll A H to Sh dk* 6 „ „ *U* „ *F P T* 60*t* *A P T* 80*t*	Panama Panamanian *pt Cem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 547NHP 3SB.*9cf*, GS190, HS7668 FD N.E. Marine Eng. Co. Ld. Nwc	35 ″ 5 9 ″ 4¾ 26 ″ 3
89839	**Regin** (*ex* Marg–39, *ex* Spind, *ex* Rex) 1 *Dk*	1386 / 1132 / 709		1917 A.&J.van derSchuyt Papendrecht	Hannestad Rederi A/S	239·9 | 36·7 | 15·8 P50*t* B102*t* H72*t* F25*t*	Halden Norwegian WB	T.3Cy.17½″,29″&16″–36″ 127NHP J.&A.van derSchuyt, Ppn.	N
89840	**Robert Bornhofen** (*ex* Mount Oswa–39, *ex* Tower Crown–37, *ex* Bothwell–34, *ex* War Beryl) *ss* Fal. No. 3–3,34 *ss* Rot. No. 1–38 1 *Dk* (*Stl*) *Cruiser Stern* & *Shelter dk* (*Stl*)	6643 / — / 4041 ✠ 100A1 *Shelter dk* *with freeboard* 4,39 10,38 LMC10,38	Rot *a*†	CL M11,38 4,39 1919 4mo W.Doxford &Sons, Ld. Sunderland *Lloyd*	R.Bornhofen *Cell D B* 366′ 1334*t*	411·3 | 55·1 | 34·2 F on *Shelter dk* 36′ FK *S A & C P* *D T a* 27′ 1019*t* *F P T* 148*t* *A P T* 292*t*	Hamburg German *pt Cem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 596NHP 3SB, *12cf*, GS230, HS9525 FD *B II to Sh dk* 2 „ „ *U* „) W.Doxford&Sons, Ld. Sld.	29 ″ 0 3 ″ 5½ 25 ″ 9¾
89841	**Rio Grande** (*ex* Sokol–39, *ex* Nile–33) *ss* Lth. No. 3–6,33 *ss* Rot. No. 1–38 2 *Dks* (*Stl*)	5696 / 5378 / 3618 ✠ 100A1 5,39 11,38 LMC MS3,38 S12,38 2,39	Rot *a*†	CL M11,38 4,39 1919 1mo Lithgows, Ld. Port Glasgow *Lloyd*	Cia. Panamena de Vapores, Ltda. 1 *Intermediate B H* & 1 'tween d *C Cell D B* 360′ 1181*t* *D T a* 36′ 1109*t*	423·5 | 56·0 | 28·7 487·6 (O.L.) P38′ B123′ F43′ FK *S A & C P* *B H* dispensed with 5 *B H to U dk* 1 „ „2nd„ *A P T* 31*t*	Panama Panamanian *Cem*	T.3Cy.27″,45″&75″–48″ (*s*) 180lb 548NHP 3SB, *9cf*, GS186, HS8151 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 4 6 ″ 1½ 25 ″ 5
89842	**Raila** (*ex* Gunnel–39) *ss* Osc. No. 3–6,35 *ss* Osc. No. 1–39 1 *Dk* (*Stl*) *Cargo battens not fitted*	1465 / 1126 / 823 / 1334 / 739 ✠ 100A1 2,39 LMC2,39	Osc *p*	OG 1,39 1922 4mo Oskrshmns M.V.A/B Oskarshamn *Lloyd*	Merilike O/Y Trading Ld. *Cell D B* 199′ 374*t* *F P T* 31*t*	232·5 | 38·3 | 15·7 P26′ B58′ F21′ FK *S A & C P* 4 *B H Cem* *A P T* 30*t*	Helsingfrs Finnish	T.3Cy.17½″,29″&48″–30″ (*s*) 200lb 165NHP 2SB, *4cf*, GS68, HS2812 Oskarshamns M.V. Aktieb.	17 ″ 9 1 ″ 8½ 16 ″ 3
89843	**Red Jacket** D.F. E.S.D. GyC. *Cruiser Stern* 3 *Dks* *Fitted for oil fuel* *pt Longitudinal framing*	7000		1939 Federal S.B.&D.D.Co Kearny, N.J.	United States Maritime Commission	438·4 | 63·2 | 27·4 P39′ B77′ F47′	Utd. States WB	2 steam turbines SR geared to 1 screw shaft 1000NHP General Electric Co. Lynn, Mass.	

1 Numéro d'Ordre / Numéro Official / Signaux	2 Nom du Navire. Matériaux, Croisement, etc. En-noms, s'il y a lieu. Visites Périodiques.	3 Nombres des Ponts.	4 Tonnage Officiel — Sous le Pont — Net.	5 Détails de la Classification. Cote. Total.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Date de la dernière Visite de la Cloison porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — On.	10 Architecte.	11 Déplacement en tonnes de 2240 livres. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres. — Course. Pression des Chaudières. NHP — Puissance nominale. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Chargement. Grain. Balle. Liquide.
8 [illegible]	[illegible]	[illegible]	950 765 418	✠100A1 Mal *n* 11,38 BS11,38 ✠LMC1,37	OQ — 5,36 N10,38	1907 12m	Clyde S.B. & E.Co.Ltd Pt.Glasg *Lloyd's*	E Athanassiades [illegible]	[illegible]	236·6 32·1 13·6 F30 B79 F51 BR7 *Cell* DBa48 *uE* 24 *f* 67 185 *t*	Piræus Greek	T.3Cy.21",35" [illegible] 180 lb 2SB(Spt), [illegible] 134 ClydeS.B.&E.Co.Ltd.P.Gls.	[illegible]
89952 S. Thom [illegible]	*Oil Eng.* E.S.D. 1 *Dk* *Shelter dk* *Ref.Mchy.* *Cruiser Stern*		5237 4680 3174	✠100A1 Sld *a*† *with freeboard* 9,38 *(Class Contem plated)* ✠Lloyd's RMC9,38	CL	1938 9mo	Wm.Dox-ford&Sons Ld Sunderland *Lloyd's*	Cia. Nacional de Navegação Navegação	(Coll *B* Hto Shelter dk, [illegible] Hto 2nd dk) *Cell* DB340'12 [illegible] *Ta* 29'1130 *t* *FPT* 160 *t* *APT* 190 *t*	425·5 55·5 24·7 440·9 (O.L.) F41' FK 7 *BHCem*	Lisbon Portuguese	Oil Engines 2S.C.SA 4Cy.23" [illegible] 2DB 120 *lb* 687 NHP Wm.Doxford&Sons,Ld Sld	28 " 7 83 " 4 25 " 6
89953 Scientist	*2 Dks* *Cruiser Stern*		6199 6199 5722 3794	✠100A1 PGI *a*† Mdb *(Class Contem plated)* ✠LMC [illegible]	CL	1938 8mo	Lithgows Ld. Port Glasgow *Lloyd's*	Charente S.S.Co. Ltd. T.&J.Harrison, *Mgrs.*) *Cell* DB365'1197 *t* *DTa* 34'732 *t* *FPT* 71 *t* *APT* 62 *t*	438·7 56·4 29·6 452·9 (O.L.) P47 B144 F43' FK 7 *BHCem*	Liverpool British	T 3Cy 29",47" & 81"-54" & LP turbine with DR gearing & hydraulic coupling 867 NHP 215 lb GS345, HS13205 (r) 2DB(Spt) & 1SB(Spt) 15 *cf*, D.Rowan&Co.Ld.Gls.	32 " 2 6 " 5 25 " 11½
89954 Semarang (*ex* Doggersbank-38) PDHF PKSZ	ss Sba. No. 1–37 *Mchy. Aft* *Oil Eng.* 1 *Dk* *Cruiser Stern* *Cargo battens not fitted*		309 227 249	✠100A1 Sba *d* Bat ✠LMC1,37 ✠LMC(M)2,39	1,37 1,39	1933 1mo	N.V. Indus-triele Maats. "De Noord" Alblasserdam *Lloyd's*	Koninklijke Paketvaart Maats.	131·9 23·5 8·8 Q26' F16' FK 3 *BHCem* *Cell* *DBf* 28'28 *t* *FPT* 10 *t* *APT* 4 *t*	Batavia Dutch	Oil Engines 4S.C.SA 4Cy.11"-17⅛" 47 NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	9 " 6 " 11½ 8 " 7½
89955 Surat	*Oil Eng.* GQQC D.F. E.S.D. *2 Dks* *Shelter dk* *Ref.Mchy.* *Cruiser Stern*		5529 4964 3253	✠100A1 Gls *b*† *with freeboard* 1,39 *(Class Contem plated)* ✠Lloyd's RMC1,39 5,39	CL	~~1938~~ 1939 1mo	A Stephen &Sons,Ld. Glasgow *Lloyd's*	P.&O.Stm.Nav.Co.	442·2 57·9 25·7 459·5 (O.L.) F36 FK 7 *BHptCem* (*Coll* *B* Hto Shelter dk 6 *B* Hto 2nd dk) *Cell* DB377'1413 *t* *MT* 23'978 *t* *FPT* 141 *t* *APT* 219 *t*	London British	Oil Engines 2S C.SA 4Cy.23⅝"-31⅛" 688 NHP 2DB-*120 lb* Barclay,Curle&Co.Ld Gls.	28 " 3 3 " 4½ 25 " 0½
89956 Syonan Maru No. 1 *Transferred to No. 69257*	*Stern* 1 *Dk* *Carrying Petroleum in bulk* Wireless D.F. *Fitted for oil fuel*		340			1938	Osaka Iron Works,Ld. Osaka	Nippon Suisan K.K.	131·2 26·2 14·8	Tokyo Japanese	T.3Cy.15¾",26½"&40⅜"-27½" 85 NHP Osaka Iron Works,Ld.Osa.	
89957 Seikai Maru (*ex* Wen Yuan-38, *ex* Kawat ri- *ex* Shahristan)	ss Kob. 2nd No. 3–6,36 1 *Dk* (*Stl*) *Cargo battens not fitted*		3108 — 1838	✠100A1 Osa *u* 5,38 ~~6,37~~ ✠LMC ~~6,38~~ 5,38	CL 6,37	1919 7mo	J.Priest-man&Co. Sunderland *Lloyd's*	Sakamoto Shoji K.K.	331·3 46·8 23·2 P33' B98' F28' FK 5 *BHCem* *Cell* *D* B278'749 *t* *FPT* 113 *t* *APT* 122 *t*	Osaka Japanese	T.3Cy.25",41"&68"-45" (*s*) 180 lb FD NHP 3SB,9 *cf*, GS156, HS [illegible] 21 G.Clark,Ld.Sunderland	25 " 6 3 " 11½ 21 " 9
89958 Syunko Maru (*ex* Shunko Maru-38) 2617 JSQD	ss Kob. No. 3–7,31 ss Osa. No. 1–35 2 *Dks* (*Stl*) *Shelter dk* (*Stl*)		6781 6507 5015	✠100A1 Kob *a*† *Shelter dk* *with freeboard* 6,38 ~~5,37~~ ✠LMC [illegible]	CL N7,36	1919 11mo	Teikoku S.S.Co. O Harima A&CP	Osaka Syosen K.K.	425·0 53·6 37·5 FK *Collision* *Cell* *B* 371'1172 *t* *FPT* 145 *t* *APT* 220 *t*	Osaka Japanese	T.3Cy.27¼",45"&75"-51" (*s*) 200 lb 575 NHP *Cem* 2SB&1AuxSB, 15 *cf*, GS [illegible] 4, HS8270 FD 6 " " *U* " KobeSteelWorks,Ld.Kobe	37 " 6 9 " 1½ 28 " 7
89959 Seiwa Maru (*ex* Sheng Ho-38, *ex* 44370 Malakuta-35) JZZL	ss Mdb. No. 3–12,27 ss Kob. No. 2–36 2 *Dks* (*Stl*) §3 *rd Dk* (*Stl*) in No. 1 hold		7210 — 4519	✠100A1 Kob *c*† 9,38 ~~9,37~~ BS ~~7,37~~ 9,38 ✠LMC9,35	CL 8,36 9,38	1914 9mo	C.Connell & Co.Ld. Glasgow *Lloyd's*	Okada-Gumi K.K.	470·2 58·0 32·1 P46' B124' F43' FK 7 *BHCem* *Cell* *DBa* & *uE* 188' *f* 178' 1352 *t* *FPT* 79 *t* *APT* 54 *t*	Osaka Japanese	T.3Cy.26½",45"&75"-54" (*s*) 200 lb HS12300 648 NHP 2D&1AuxSB, 15 *cf*, GS264 D.Rowan&Co.Glasgow	34 " 11 7 " 10½ 27 " 3
	Fitted for oil fuel 7,18 *F.P. above* 150° F. *Carrying oil fuel* 5,9 *F.P. above* 150° F. *in Nos.* 1,2 & 7 *DB Tanks*												
89960 Seizan Maru (*ex* Shing Ho-38, 44604 *ex* Barunga- Cape JLLM Premier, *ex* War Faith)	ss Syd. No. 3–11,32 ss Kob. No. 1–37 1 *Dk* (*Stl*) *Cargo battens not fitted*		4233 3922 2584	✠100A1 Kob *x* 6,38 ~~5,37~~ Yka ✠LMC7,38 BS6,38	CL 1,37	1918 10mo	Canadian Vickers,Ld. Montreal *Lloyd's*	Miyaji Kisen K.K. Miyachi Kisen K.K.	380·0 49·2 26·7 P30' B102' F41' FK 6 *BHCem* *Cell* *DB* 316' 1367 *t* *FPT* 102 *t* *APT* 136 *t*	Kobe Japanese	T.3Cy.27",44"&73"-48" (*s*) 180 lb 471 NHP 3SB.9 *cf*, GS174, HS6660 FD Canadian Vickers,Ld.Mtl.	30 " 1 5 " 11½ 24 " 5
89961 Schwan (P)	Wireless D.F. E.S.D. *Ref.Mchy.* *2 Dks* *Cruiser Stern*		1550			1938	Howaldts-Werke A.G. Kiel	Argo Reederei Richard Adler&Co.	245·2 38·5 12·4 B70' F33'	Bremen German	C.2Cy.17 [illegible]"&35 [illegible]"-35 [illegible]"& LP turbine with DR [illegible] *WB* ing & hydraulic coup [illegible] HS3122 HP Deutsche Schiff- u. Masch. bb. A.G. Weser, Bmn.	
89962 Senja	*Oil Eng.* *2 Dks* *Mchy.Aft* *Cruiser Stern*		860 670 420			1938	Moss Værft & Dokk, A/S Moss	A/S Vesteraalens D/S	214·3 34·7 13·8	Stokmarknes Norwegian	Oil Engines 4S.C.SA 7Cy.14" [illegible] -21" & hydraulic coupling SR [illegible] ced to sc. *WB* shaft 1 [illegible] NHP Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg	
89963 Scottish Prince 166480 GLLS D.F.	*Oil Eng.* 1 *Dk* § *Shelter dk* *Cruiser Stern*		4917 4515 2924	✠100A1 Gls *a*† *with freeboard* Phl 10,38 [illegible] ✠LMC5,38	CL	1938 6mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd's*	Rio Cape Line, Ld. (Furness, Withy & Co.Ld. *Mgrs.*) *Cell* DB363'1253 *t* *MT* 27'1054 *t*	417·8 56·0 24·5 431·5 (O.L.) F39' FK 7 *BHptCem* (*Coll* to *Sh dk* 6 „ 2nd „) *FPT* 170 *t* *APT* 172 *t*	London British	Oil Engines 2S.C.SA 3Cy.20¼"-31¾" 387 NHP 2DB 120 *lb* Barclay,Curle&Co.Ld.Gls.	27 " 6 3 " 0½ 24 " 7½
89964 Shahristan 166563 CNGS D.F. E.S.D.	*2 Dks* *Cruiser Stern*		6935 6280 4225	✠100A1 Shl Ava (*Class Contem plated*) [illegible] ✠LMC9,38	CL	1938 9mo	J.Read-head&Sons Ld South Shields *Lloyd's*	Strick Line (1923) Ld. (F.C.Strick & Co.Ld. *Mgrs.*) *Cell* DB392'1510	454·0 58·5 29·7 472 (O.L.) 29·5 P42' B116 F40' FK 7 *BH*, *Cem* P30' B133' F38' *dTa* 39'1030 *t* *FPT* 150 *t* *APT* 15 *t*	London British	T.3Cy.26½",44"&74"-48"& LP turbine with DR gearing & hydraulic coupling 220 lb HS8994 (*s*) 706 NHP 3SB(Spt) 12 *cf* (GS [illegible] FD [illegible] S.Shl	32 " 2 86 " 10 25 " 6½
89965 San Delfino 166580 CNNY D.F. *Mchy Aft* *Cruiser Stern*	*Oil Eng.* 1 *Dk*, 2nd dk clear of cargo tanks *Longitudinal framing at bottom & at deck.*		8072 7236 4771	✠100A1 Mdb Nwc *(Class Contem plated)* *Carrying Petroleum in bulk* ✠LMC9,38	CL	1938 9mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's*	Eagle Oil & Shipping Co.Ld.	463·0 [illegible] 61·2 33·1 479·0 (O.L.) P97' B45 F45' FK 7 *BHptCem* *Cell* *DBu* E66 159 *DT* 22'2484 *FPT* 129 *t* *APT* 95 *t*	London British	Oil Engines 4S.C.SA 8Cy.25 [illegible]"-54" 502 NHP 17 [illegible] Hwthrn,Leslie&Co Ld Nwc	33 " 3 86 " 5½ 27 " 1¼
89966 Sire 166471 GMCQ D.F. E.S.D.	*1 Dk* *Cruiser Stern*		5664 5130 3367	✠100A1 Sld 5,38 11,38 Hlx ✠LMC6,38	CL	1938 6mo	J.L.Thomp-son&Sons Ld Sunderland *Lloyd's*	Sire S.S.Co.Ld. Muir Young, Ld. *Mgrs.*) *Cell* *D* B294'11 42 *t* *Tanks at sides of tunnel* 315 *t* *FPT* 16 *t* *APTs* 225 *t*	109·3 57·6 29·1 425·3 (O.L.) P35 B122 F32' FK 6 *BHCem*	London British	T.3Cy 22",37½"&63"-45" 220 lb (*s*) FD 395 NHP 3SB(Spt) 16 *cf*, GS112, HS5380 George Clark (1938) Ld. Sld.	31 " 7 6 " 9½ 25 " 0

1 No. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6	7	8 When Built.	9 By Whom Built. Where Built.	10 Owners.	11 Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. N.H.P.=Horse power by Society's formula; B.H.P.=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard (Summer). Corresponding draught.	15	16
89967 166480 MMTM	**Sylvia Beale** Wireless *Mchy. Aft* 1 *Dk* *Cruiser Stern* *Cargo battens not fitted*		1040 739 572	✠100A1 Sld *m* 7,38		CL	1938 6mo	S.P. Austin & Son, Ld. Sunderland *Lloyd's SA & CP*	StephensonClarke & Associated Companies, Ld. *Cell D Bu E16′*	211·3 | 34·2 | 13·4 220·5 (O.L.) G120′ B11′ F22′ FK *f* 142 410 *t PT* 900 *t APT* 300	London British *3 BH Cem*	T.3Cy.14½″,21″&41″–30″ (*s*) 2900lb *100lb* FD 141 NHP 4S B (Spt), 3*cf*, GS148, HS2113 N.E. Marine Eng Co Ld. Sld	15 ″ 4 s 4 ″ 7½ 14 ″ 7	
89968 8292 SLPN	**Sveadrott** 1 *Dk*, 2nd & 3rd *dks* of cargo tanks, *Oil Eng.* *Electrically welded except deck, bulkhead* *Mchy. Aft* ~~1~~ *side shell longitudinals* *Cruiser Stern* *Longitudinal framing*		9599 8748 5678	✠100A1 Mmo ~~spec~~ 12,38 Rot ~~(Class Custom plated)~~ *Carrying Petroleum in bulk*		CL	1938 9mo	Kockums M.V. Aktieb., Malmö *Lloyd's SA & CP*	Stockholms Rederiaktieb. Svea (E. Högberg, *Mgr.*) *Cell D Bu E70′ 179t*	514·3 | 63·0 | 36·6 P97′ B41′ F67′ FK *Dl f* 54 496 *t FPT* 161 *t APT* 3295 *t*	Stockholm Swedish *11 B Hpt Cem*	Oil Engines 2S.C.DA 8Cy.23½″–48½″ 1566 NHP 2 DB *171lb* & DB (WT) *171lb* Kockums M.V. Akt. Malmö	36 ″ 7 s 8 ″ 1¾ 28 ″ 7	
89969 D.F.	**Süd** *Oil Eng.* 1 *Dk* *Mchy. Aft* *Cruiser Stern*		475				1938	Schulte & Bruns, Emden	Schulte & Bruns	164·0 | 29·5 | 12·0 139′ F20′	Emden German	Oil Engines 4S.C.SA 6Cy.14 7/16″–22 13/16″ 122 NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz		
89970 2 *Dks* *Cruiser Stern*	**Suvat** Ⓟ Twin Sc		922 510 395				1938	Atlas-Werke A.G. Bremen	Denizbank-"Akay" Isletmesi	~~213·2 | 33·4 | 10·5~~ 204·8 | 33·7 | 11·2	Istanbul Turkish	T.6Cy.14 3/16″,23 5/8″ & 3 1/16″–21 13/16″ 132 NHP Christiansen & Meyer, Harburg		
89971 LJYO D.F. E.S.D. 1 *Dk* *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & deck in centre tanks*	**Stiklestad** *Oil Eng.*		9349 8651 5030	✠100A1 Odnet 4,38 Rot *(Class Custom plated)* *Carrying Petroleum in bulk*		CL	1938 9mo	Odense Staalskibsvft. ved A. Møller, Odense *Lloyd's SA & CP*	Universal Shipping Co. A/S (A.F. Klaveness & Co. A/S, *Mars.*) *Cell D Bu E88′ 133t*	485·8 | 65·7 | 35·8 P98′ B34′ F31′ F37′ *f* 26′ 138 *t FPT* 165 *t APT* 225 *t*	Oslo Norwegian *14 I H*	Oil Engines 4S.C.SA 7Cy.23½″–59 1/16″ 72 NHP 2 DT *180lb* Akt. Burmeister & Wain, Cpn	35 ″ 10 s 8 ″ 0½ 28 ″ 0½	
89972 145510 GPMB	**Stanlake** (*ex* Mortlake–38, *ex* Ruckinge–36, *ex* Courcelles, *ex* Marjorie S.) 1 *Dk* (*Stl*) D.F. *Cargo battens not fitted*		1742 1562 979	✠100A1 Bkn *p* *with freeboard* Gms ~~12,37~~ ~~1,10~~ ~~1,38~~ LMC 3,36		CL 8,37 10,38	1923 8mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA & CP*	Stanhope S.S.Co. Ld. (J.A. Billmeir & Co. Ld. *Mgrs.*) *Cell D B217′ 434t*	253·0 | 37·2 | 22·0 215′ F23′ FK *tank in way of mast* 62 *t* *FPT* 8 *t APT* 44 *t*	London British *4 BH Cem*	T.3Cy.20″,33″&54″–36″ (*s*) 1801b 214 NHP S.B. 6 GS 113, HS 3640 Swan, Hunter & Wigham Richardson, Ld.	24 ″ 2 s 6 ″ 3½ 18 ″ 1	
89973 D.F. E.S.D. 2 *Dks* *Cruiser Stern*	**Schipka** *Should be "Chipka," see No. 87527 in Supplement*		2147				1938	Neptun-werft Rostock G.m.b.H. Rostock	Soc. Commerciale Bulgare de Nav. a Vapeur	303·2 | 43·6 | 16·1 F24′ F27′	Varna Bulgarian	(4Cy. (2) 16½″ & (2) 3 …″–35 7/8″ & LP turbine with D.R. gearing & hydraulic coupling HS 4090 307 NHP Neptunwerft Rostock G.m.b.H. Rostock		
89974 *Mchy. Aft*	**Sakae Maru** *Oil Eng.* *Cruiser Stern*		540				1938	Urabe Zosen Tekk…sho (…) Osaka	Kitto Sangyo K.K.	150·0 | 27·5 | 14·0	Japanese	Oil Engines 4S.C.SA 6Cy.13½″–20½″ 111 NHP Kobe Hatsudoki K.K. Kobe		
89975 1 *Dk*	**Sitisei Maru**		1925 1537 1064				1938	Kawami-…ni Kogyo K.K.	Yamishita Kisen K.K.	270·0 | 39·4 | 20·3 P86′ F29′	Kobe Japanese *WB*	T.3Cy.18″,30″&50″–36″ 150 NHP Kawaminami Kogyo K.K. Koyagijima Zosensho, Nag.		
89976 13313 GJVR	**Stratford** (*ex* Luminous–38, *ex* Vitruvia) *Mchy. Aft* 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	ss Shl 2nd No.3–3,37	4753 4211 2876	✠100A1 Shl *x* 6,38 ~~2,38~~ LMC 3,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,38 *F.P.*		CL 6,38	1913 9mo	Russell & C… Glasgow *Lloyd's SA & CP*	Pall…e Oil & Trading Co. Ld. (O. Margulies, *Mgr.*) *Cell D B u E & B75′ 115t*	476·0 | 51·2 | 29·0 103′ B28′ F43′ FK *FPT* 12 *t APT* 97 *t*	London British *16 B Hpt Cem* (15 *to U dk* 1 „ 2*nd* „)	T.3Cy.26″,44″&78″–48″ (*r*) 1801b 170 NHP S.B. 9*cf*, GS 195, HS 8202 …ankin & Blackmore, Grk.	29 ″ 2 4 ″ 10 24 ″ 6½	
89977 GJVB	**Sussanna** (*ex* Drott–38, *ex* Danelag, *ex* Peter Bom, *ex* …onsul …pe) 1 *Dk*		932 700 493				1904	F. Schichau Danzig	N.T. Papadatos & Alex. G. Tsavliris	208·4 | 33·6 | 13·4 Q78′ B53′ H35 *t* F22′	Piræus Greek *WB*	T.3Cy.16½″,27½″&42½″–27½″ 94 NHP F. Schichau, Elbing		V
89978 *ex* Pao Ching) E.S.D.	**Savio** (*ex* Teh Hsing–38, Twin Sc		1625 — 1270				18 8/9 0	S.C. Farnham & Co. Shanghai	Cia. Italiana di Nav. S.A.I. (Chinese Italian Nav. Co. Ld.)	238·0 | 30·1 | 12·0 72 *t* F18 *t* *Saloon dk* 138 *t* *Promenade dk* 372 *t*	Shanghai Italian	C.4Cy.16″&32″–18″ 72 NHP S.C. Farnham & Co. Shl.		
89979 140536 GPSM	**Scottish Star** (*ex* Millais–38) ss Cff. No.3–7,36 ss Nwc. No.2–38 *Ref. Mchy* 3 *Dks* (*Stl*) & *Shelter dk* (*Stl*) D.F.		7224 6744 4314	✠100A1 Nwc *bf* *Shelter dk* BS1,38 ~~11,36~~ *with freeboard* MS10,37 7,38 ~~9,38~~ ~~7,38~~ ~~10~~ Lloyd's RMC 9, ~~39~~ 4,39		CL	1917 6mo	Harland & Wolff, Ld. Glasgow *Lloyd's SA & CP*	Blue Star Line, Ld. *Cell D B377′ 1095t*	434·9 | 55·3 | 35·2 415′ F25′ on Shelter dk *FPT* 34 *t APT* 25 *t*	London British *7 BH Cem*	O.4Cy.27″,38½″,54½″&78½″–54″ 2150 (*s*) 808 NHP 2 DB (Spt) & 1 Aux SB. *21cf*, GS 420, HS 15803 Harland & Wolff, Ld. Bel.	38 ″ 0 s 9 ″ 2¾ 22 ″ 3	
89980 OYXW D.F. E.S.D.	**Selandia** Ⓟ 2 *Dks*, 3rd *dk in forward holds* *Oil Eng.* *Cruiser Stern*		~~8900~~ 8432 6673 5170	✠100A1 Cpn *et* *with freeboard* 8,38 ~~10,38~~ LMC 10,38		CL	1938 10mo	Nakskov Skibs. A/S, Nakskov *Lloyd's SA & CP*	D/S Det Östasiatiske Kompagni *Cell D B379′ 1730t* *Tanks at sides of funnel*	432·4 | 63·1 | 32·6 452·3 (O.L.) B178′ F68′ FK (6 *B Hpt to U dk* 1 *B Hpt to 2nd dk*) 187 *t D T* 8,303 *t FPT* 64 *t APT* 84 *t*	Copnhagn Danish *7 B Hpt Cem*	Oil Engines 2S.C.DA 5Cy.24 7/16″–55 1/8″ 1026 NHP *DB-114lb* Akt. Burmeistr & Wain, Cpn	36 ″ 0 s 11 ″ 1 25 ″ 0½	
89981 *Cruiser Stern*	**Seiko Maru** *Oil Eng.*		600				1938	Yendo Iron Works, Osaka	Sanko Kaiun K.K.	170·0 | 28·6 | 15·3	Japanese	Oil Engines 4S.C.SA 6Cy.18″–19 11/16″ 99 NHP Hanshin Iron Works, Kobe		
89982 167175 GRGM *Ref. Mchy.* D.F. E.S.D. *Cruiser Stern* 2 *Dks & Shelter dk*	**Shillong** *Oil Eng.*		5529 ~~4000~~ ~~3000~~ 4963 3253	✠100A1 Gls *bf* ~~Shelter deck~~ ~~Shelter~~ ~~Bridge~~ ~~Poop~~			~~1938~~ 1939 3mo	A. Stephen & Sons, Ld. Glasgow *Lloyd's SA & CP*	P. & O. Stm. Nav. Co. *Cell D B377′ 1413t*	442·2 | 57·9 | 25·7 459·5 (O.L.) F38′ FK (*Cell B Hpt to Shelter dk* 6 *B Hpt to 2nd dk*) *MT* 23 978 *t FPT* 141 *t APT* 219 *t*	London British *7 B Hpt Cem*	Oil Engines 2S.C.SA 4Cy.23⅝″–91 1/16″ 688 NHP 2 DB *120lb* Barclay Curle & Co. Ld. Gls.	28 ″ 4 s 8 ″ 4½ 25 ″ 1½	
89983 162147 GFGY E.S.D. D.F. 1 *Dk & Shelter dk* *Cruiser Stern*	**St. Elwyn**		~~4020~~ 4940 4355 2937	✠100A1 Sld 10,38 LMC 10,38 *Fitted for oil fuel* 10,38 *F.P. about*		CL	1938 10mo	J.L. Thompson & Sons, Ld. Sunderland *Lloyd's SA & CP*	South American Saint Line, Ld. (B. & S.S. Shipping Co. Ld. *Mgrs.*) *Cell D B269′ 551t*	415·1 | 58·2 | 24·8 431·8 (O.L.) F37′ FK (*B Hpt to Shltr dk* 5 *B Hpt to 2nd dk*) *f* tunnel 440 *t PT* 155 *t APT* 145 *t*	Newport British *6 B Hpt Cem*	C.4Cy (2) 10 3/16″ & (2) 21 5/8″–13″ SR geared & LP turbine DR geared to 1 sc. shaft 320 NHP 2101b (*s*) FD 2 SB (Spt) 6 GS 196, HS 3802 Whites Mar Eng Co Ld. Nwc	27 ″ 10 s 8 ″ 0½ 24 ″ 11½	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux. Grééments, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière visite.	6	7	8 Date de la dernière visite à flot avant portebâtiers.	9 Construit. Quand. Navire. Mach.	Par qui. Ou.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après l'appareil du navire. Détails des Chaudières & Foyers.	14 Hélices. Tubes. Arbres. Hélices. Tubes. Arbres. Hélices de rechange. Tubes. Arbres. Hélices de rechange. Tubes. Arbres.	15 Tirant d'eau en charge. Tirant d'eau en lège. Tirant d'eau en charge. Tirant d'eau en lège.
89984 82 ICAC	**Sagitta** (*ex*Tremeadow–38) *ss*Clyde No.3–7.32 *ss*Bry.No.1–37 1 *Dk*(*Stl*)		5153 4723 3101	✠100A1 Cff *y* 8,38 ~~7,98~~ ✠LMC ~~B.S. 8,38~~ 8,38 MS8,36				1919 3mo	D&W Henderson&Co.Ltd Glasgow *Lloyd's* SA & CP	Biagio Borriello Lauro & Montella, *Mgrs.*) *Cell D* 3315' 1035*t*	413·2 | 52·2 | 28·4 399·5 P49'B113'F39' FK *FPT* 125*t*. *APT* 210*t*	Torre del Greco Italian *7 B Hpt Cem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB.9-*f*.gs190.hs7668 FD D&W Henderson & Co Ld Gls.	31 ″ 0 5 ″ 11½ 25 ″ 3½	
89985 IBTY	**Silvano** (*ex*Nirvo–38,*ex*Irish Monarch) D.F. 2 *Dks*		4234 4030 2676					1906	Napier & Miller Glasgow	Biagio Borriello (Lauro & Montella, *Mgrs.*)	385·4 | 48·7 | 27·2 P37'B104'F38' *WB*	Torre del Greco Italian	T.3Cy.27",44"&75"–48" 369NHP D.Rowan&Co.Glasgow		CI
89986 OYWY	**Sicilien** *Oil Eng.* D.F. 1 *Dk* ~~2 Dks~~ *Ref. Mchy.* *Cruiser Stern*		1654 1298 910					1938	Helsingörs Jernsk&Msk. Elsinore	Det.Forenede DampskibsSelsk.	~~271·7 | 40·4 | 16·6~~	Copenhagn Danish *WB*	Oil Engines 2S.C.SA 5Cy.19¼"–35.7/8" 328NHP HelsingörsJernsk.&Mskb.		
89987 OYYG	**Slesvig** *Oil Eng.* D.F. *Cruiser Stern* 2 *Dks* ~~*Carrying Petroleum in bulk*~~		~~3200~~ 3038 2611 1767					1938	Helsingörs Jernsk&Msk. Elsinore	Det Dansk-Franske D.S.A.N.Petersen & E.Holm-*Mgrs.*)	351·2 | 50·5 | ~~31·7~~ 20·7	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 7Cy.19¼"–35.7/8" 475NHP HelsingörsJernsk.&Mskb.		
89988 See 82942 *in body of Register* E.S.D.	**Sandanger** *Oil Eng.* *Cruiser Stern* 1 *Dk* *Mchy. Aft* *Carrying Petroleum in bulk* *Longitudinal framing*		9060					1938	JL Thompson&Sons,Ld. Sunderland	Westfal-Larsen&Co.A/S	495·3 | 68·4 | 36·2	Bergen Norwegian *WB*	Oil Engines 2 S.C.SA 7Cy.28⅜"–49.7/8" 980NHP WallsendSlpwy.&E.CoLd.		
89989 Gy.C.	**Schiecki** Ⓟ D.F. 1 S.D. *Ref Mchy.* *Cruiser Stern*	Twin Sc *Oil Eng.*	~~11030~~ 7344 6351	100A1 *with freeboard* (*Class Contem plated*)				1938	Swan Hunter&Wigham Richardson, LdNewcastle	Gdynia-America ShippingLines,Ld.	~~408·5 | 67·2 | 31·7~~ 493·0 | 67·3 | 31·6 511·2(o.l.)	Gdynia Polish	Oil Engines 2S.C.DA 16Cy.17⅜"–47½" J.G.Kincaid&Co.Ld.Grk.	36 ″ 3 89 ″ 9½ 26 ″ 9	
89990 LDHL	**Solgry** (*ex*Olli–38,*ex*Sylvi–37, *ex*Gullaug–33,*ex*Wargön) *Mchy. Aft* Wireless 1 *Dk*		559 419 290					1919	Götaverken A/B Gothenburg	A/S Solskin (HolgerFischer)	166·9 | 27·3 | 11·3 P72*t* H17*t* F25*t*	Oslo Norwegian *B B*	T.3Cy.12¾",20½"&33⅞"–24" 54NHP GötaverkenA/B,Got.		V
89991 LJXP	**Strindheim** (*ex*Guermor–38, *ex*Arbeit) 1 *Dk*		321 251 167					1923	Gebr.E.& M.Coops. Hoogezand	A/S Strindheims Rederi(Bjarne Isaksen)	130·4 | 22·9 | 11·4 P38' H—F21'	Trndheim Norwegian	T3Cy10¼",15¼"&26¾"–19⅞" 31NHP Botje,Ensing&Co. Groningen		V
89992 LKAI	**Silvaplana** 1 *Dk*&*Shelter dk* *Oil Eng.* *Cruiser Stern* ~~2 *Dks*~~		4793 4106 ~~2824~~					1938	Kockums M.V.Aktieb. Malmö	H.TschudisTankrederiA/S Tschudi &Ditzen,*Mgrs.*)	~~401·0 | 57·1 | 24·4~~ P30'F34' 409·8 | 55·7 | 25·5 *WB*	Oslo Norwegian	Oil Engines 2S.C.DA 5Cy.23½–43.5/8" 970NHP KockumsM.V.Akt.Malmö		
89993 76GQS GHGX	**Scottish Trader** D.F. E.S.D. 1 *Dk*&*Shelter dk* *Cruiser Stern* *Longitudinal framing at decks* *Locked steel hatches*		~~4020~~ 4016 3595 2221	✠100A1 Sld *y* *with freeboard* Aut (~~*Class Contem plated*~~) 5,39 ~~4,98~~ ✠LMC 1,38			CL	1938 11mo	J.L.Thompson&Sons,Ld. Sunderland *Lloyd's* SA & CP	TraderNavigation Co.Ld.	~~390·5 | 54·7 | 22·1~~ 390·1 | 22·5 406·1(o.l.) F37' FK (*Coll 3 Hto Shlt dk 6 Hto 2nd dk*) *Cell D* R271'792*t* *Tanks at sides of tunnel* 368*t*	T.3Cy.21½",36"&62"–39" 220lb (*s*) 328NHP 2SB(Spt&FD)&1 AuxSB *6 B H Cem* *Gcf*,gs100,hs1655 N.E.MarineEng.Co.(1938) Ld.Nwc. Ld.Sld.	25 ″ 4 s2 ″ 4½ 23 ″ 1½	
89994 92850 VQWQ	**Suva** E.S.D. D.F. 1 *Dk*&*Shelter dk* *Cruiser Stern*		4873 4348 2891	✠100A1 Sld *with freeboard* Lon 4,39 ~~4,08~~ (~~*Class Contem plated*~~) *Fitted for oil fuel* 111,38 *F.P. above* 150° F ✠LMC 1,38			CL	1938 11mo	Bartram& Sons,Ld. Sunderland *Lloyd's* SA & CP	W.R.Carpenter& Co.Ld.	422·0 | 56·7 | 25·3 436·9(o.l.) ~~F35'~~ F34' FK (*Coll B H to Shlr dk 6 B H to 2nd dk*) *Cell D* B355'116 ... F23'934*t* *FPT* 133*t*. *APT* 209*t*	Suva, Fiji British *7 B Hpt Cem* T.3Cy.24",~~~~"–48" 39"~~~~ 220lb (*s*) FD 407NHP 3SB(Spt)6*cf*,gs96,hs6625 N.E.MarineEng.Co.(1938) Ld.Sld.	28 ″ 4 s8 ″ 0½ 25 ″ 6	
89995 Cruiser Stern	**Sinsei Maru No. 6**		4950					1938	Osaka Iron Works,Ld. Osaka	HaraShojiK.K.	365·8 | 54·1 | 29·2	Osaka Japanese	2DRgeared steam turbines 500NHP HitachiSeisakusho,Tokyo		
89996 Sub.Sig. D.F. E.S.D.	**Steiermark** *Oil Eng.* 8 *Dks* *Cruiser Stern*	Twin Sc	9400					1938	Frd.Krupp Germaniawft A.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	515·1 | 66·3 | 30·5 P31'F476'	Hamburg German *WB*	4 Oil Engines 4S.C.SA 36Cy.22⅞"–29½" connected to electric motors & 2 sc. shafts 1767NHP Fr.KruppGermaniawftAG		
89997 *See No. 82863 in body of Register* D.F.	**San Demetrio** *Oil Eng.* *Mchy Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*		8000	100A1 (*Class Contem plated*) *Carrying Petroleum in bulk*				1938	Blythsw'd S.B.Co.Ld. Glasgow	Eagle Oil& Shipping Co.Ld.	463·0 | 61·4 | 33·0 P97'B44'F47'	London British	Oil Engines 4S.C.SA 8Cy.25.5/16"–55⅛" J.G.Kincaid&Co.Ld.Grk.		
89998 237782	**S. T. Kiddoo** *Oil Eng.* D.F. 1 *Dk* *Mchy Aft* *Carrying Petroleum in bulk*		613 — 499					1938	John H. Mathis&Co Camden,N.J.	Diesel Tanker S.T. Kiddoo,Inc.(Ira S. Bushey&Sons, *Mgrs.*)	166·2 | 31·6 | 12·7	New York Utd. States	Oil Engines 2S.C.SA 6Cy.12"–15" 152NHP FairbanksMorse&Co. Beloit,Wis.		
89999 D.F. E.S.D *Ref. Mchy*	**Straat Soenda** *Oil Eng.* 1 *Dk*&*Shelter dk*	Twin Sc	~~6800~~ 6439 6513 ~~3859~~					1938	N.V.C.Van der Giessen& Zonen'sScheps Krimpen	Koninkl.Paketv. Maats.	455·2 | 62·2 | 27·5 F51' *WB*	Batavia Dutch	Oil Engines 4S.C.SA 16Cy.28⅜"–55⅛" 1240NHP WerkspoorN.V.Amst		
90000 165953 GPPF	**Scottish Monarch** D.F. E.S.D. 1 *Dk*(*Stl*)&*Shelter dk* *Cruiser Stern*		4719 4225 2691					1938	Caledon S. B.&E.Co.Ld. Dundee	Menarch Steamship Co Ld. (Lacburn&Vérel, Ld.,*Mgrs.*)	432·6 | 56·7 | 23·8 F42'	Glasgow British *WB*	T.3Cy.23½",39½"&~~6"~~–15" 263NHP J.G.Kincaid&Co.Ld.Grk.		
90001 167016 MMSW	**Scottish Co-operator** *Oil Eng.* Wireless E.S.D. 1 *Dk*&*Shelter dk* *Mchy. Aft* *Ref. Mchy.* *Cruiser Stern*		513 382 248	✠100A1 Alb *b* (~~*Class Contem plated*~~) 4,39 ~~4,39~~ ✠LMC 1,38			CG N4,39	~~1938~~ 1939 1mo	NV Industrie "De Noord" Alblasserdam *Lloyd's* SA & CP	Scottish Co-operative Wholesale Society Ld.	209·9 | 30·1 | 9·0 31·3 F30' 216·0(o.l.) FK (*Coll B Hto Shlr dk 6 B H to 2nd dk*) *Cell D* b128'15 ... F25' *FPT* 75*t*. *APT* 124*t*	Leith British *3 B Hpt Cem*	Oil Engines 2 S.C.SA 6Cy.13⅜"–22.7/8" 97RHP AlasDiesel A/B,Skm.	11 ″ 0 6 ″ 2 10 ″ 11	
90002 LDEW	**Sirehav** (*ex*Regulus–38) *ss*Clo.No.3–2.29 *ss*Osl.No.2–38 1 *Dk*(*Stl*)*2 tr B*		3785 3458 2307	✠100A1 Osl *v* 2,38 10,38 ~~B.S. 2,37~~ ✠LM			CL 2,38	1917 4mo	Union Iron Works Co. Alameda,Cal. A&CP	A/S "Odderö" (A.I.Langfeldt& Co.*Mgrs.*)	340·0 | 48·2 | 26·0 P29'B73 F36' FK	Xiansand Norwegian *5 B B Hpt Cem*	T.3Cy.24",39"&65"–42" (*r*) 180lb 325NHP 2-*B.Gcf*,gs144,hs5400 UnionIron WksCo Alameda	27 ″ 3 8 ″ 10 22 ″ 7½	

Fitted for oil fuel 4,17 *F.P. above* 150° F *Cell D* B290'967*t* *FPT* 120*t* *APT* 102*t*

Now "Senta," see No. 90048 in Supplement

1 Yard Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Registered Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 Year of Survey. Where Special Survey completed. Engine Department (letter)	7 Date when built if not 1938	8 Built. When	9 By Whom. Where	10 Owners.	11 Register Dimensions. Deck Erections, &c.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders. Stroke. Boilers. Pressure. Power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Machinery.	15
90003 DBAD	**Stettiner Greif**	*Cruiser Stern* 1 *Dk*	2180 2214 1721 1292				1938	Stettiner OderwerkeAG Stettin	FranzL.Nimtz	296·8 42·7 17·0 Dk 296·0 42·5 16·0 P 117 Q 100 B 118′ 126′	Stettin German	T3Cy.16½″,26⅜″&43⅛″-31½″ & LP turbine with DR gearing & hydraulic coupling 161NHP *WB* StettinerOderwerkeA.G.		
90004 812 SVFX	**Salaminia** (*ex*Tassos-38, *ex*Nicolaos-35, *ex*Roma)	*ss*Hul.2ndNo.3-3,26 *ss*Pir.No.2-35 1 *Dk*(*Irn*)2*trB* *Deep framing & Web frames*	*3634* *3439* *2363*	✠ Bry *w* 5,38	CL 5,36	1901 8mo	JI.Thompson&Sons,Ld. Sunderland A&CP	C.A.Petroutsis& &TanesBros.(C.A. Petroutsis, *Mgr.*) *CellD*	342·0 49·5 25·0 P 20′ B 100′ F 32′ FK 6 *BHCem* Ba 104′ *uE* 23′ *f* 150′ 332 *IPT* 55*t*	Piræus Greek	T.3Cy.24½″,40″&66″-45″ (*s*) 160lb 299NHP 3SB.*9pf*,GS135,HS4580 J. Dickinson&Sons,Ld.Sld.	27 ″ 6 ~~4 ″ 11~~ 22 ″ 10	
90005 LJZJ	**Selbo** (*ex*Balder-38,*ex*Hubro)	1 *Dk*	1778 1351 1027				1921	OuseS.B. Co.Ld. Goole	Skibs.A/S Selvik (EinarWahlström, *Mgr.*)	255·7 40·1 16·1 P 49′ Q 122′ H 102′ F 11*t*	Oslo Norwegian *WB*	T.3Cy.19½″,31″&53″-36″ 169NHP Earle'sCo.Ld.Hull		V
90006 7166 SEJI	**Somerset** (*ex*Gertrud-38, *ex*Bretagne, *ex*Skinfaxe) *Well deck*	*ss*Cpn.No.3-2,24 *ss*Skm.No.1-28 1 *Dk*(*Stl*) *& deep framing*	*1298* *1029* *728*	✠ Hbg *p* 4,33 ✠		1908 6mo	Helsingörs Jernsk.&Msk. Elsinore	RederiA/BGertrud (M.Olows) *CellD*	237·9 36·7 14·2 P 18′ Q 77′ B 100′ F 23′ FK 4 *BHCem* Ba 77′ *uE* 8′ *f* 98′ 415*t* *FPT* 26*t* *APT* 15*t*	Stockholm Swedish	T.3Cy.17″,27½″&47″-33″ 118NHP 2SB,*4cf*,GS54,HS2426 Helsingörs Jernsk.& Mskb.	16 ″ 9	V ✝
90007 PNQK	**Sagittaire** Ⓟ (*ex*Washington-38) *Ref.Mchy.* D.F.	TwinSc *OilEng.* 8 *Dks*	7706 6439 4591			1929	Bremer Vulkan Vegesack	ServicesContractuels desMessageriesMaritimes	473·4 61·2 27·5 F 12	Marseilles French *WB*	Oil Engines 2S.C.DA 10Cy.23⅝″-35⅜″ 976NHP BremerVulkan,Vegesack		V
90008 UOWG	**Sakhalin** *Carrying Petroleum in bulk*	TwinSc *OilEng.* 1 *Dk* *Longitudinal framing*	6085 — 3167			1935	StatesS.B. Yard "61 Kommunar" Nicolaieff	U.S.S.R.	406·5 53·9 32·2 P 66′ F 36′	Tuapse Russian	Oil Engines 2.S.CSA 8Cy.23⅝″-41½″ 776NHP		
90009 [illegible]	**Stanmore** (*ex*Arragan-38) ~~Everest,~~ *see No. 8729*		5525 4132 3543			1912	W.Denny& Bros. Dumbarton	~~London & S.A.Co.~~ ~~Ltd.~~ P 10′ F 28′	425·0 54·2 28·3	~~London~~ ~~British~~ Latvian *WB*	T.3Cy.26″,44″&73″-48″ 369NHP Denny&Co.Dumbarton		O
90010	**Sirogane Maru**	2 *Dks* *Cruiser Stern*	3000			1938	Harima S.B.& Eng. Co.Ltd Harima	NipponKaiunK.K.	314·9 45·9 24·6	Tokyo Japanese *WB*	T.3Cy.20 3/16″,33 11/16″&56 1/16″-39″ 200NHP HarimaS.B.&E.Co.Ld.		
90011 PHOC	**Sakito Maru** D.F. E.S.D. GyC. *Ref.Mchy.*	TwinSc *OilEng.* 2 *Dks* *Cruiser Stern*	7100 — 3950			1938	Mitsubishi Jukogyo K.K Nagasaki	NipponYusenK.K.	475·7 62·3 41·0 F 38′	Tokyo Japanese *WB*	Oil Engines 2S C.SA 14Cy.28⅜″-49 7/16″ 1960NHP MitsubishiJukogyoK.K. Nag.		
90012	**Sinko Maru**	*OilEng.*	940			1938	Sanoyasu Dock K.K. Osaka	SanyoNenryoK.K.	205·8 30·0 17·2	Sikama Japanese	Oil Engines 4S.C.SA 6Cy.16 3/16″-24 7/16″ 157NHP HanshinIronWorks,Kobe		
90013 PHOC	**Slamat** ~~Djalan~~ (~~Kasan~~ ~~Sakti~~ ~~Samat~~ Djalan) *Mchy.Aft*	*OilEng.* 1 *Dk* *Cruiser Stern*	~~3~~ — ~~Spd~~ 357 248 182	✠100A1 Rot *f* 2,33 ~~LMC~~		1939 2mo	NVScheepsw Gebrv/dWerf Deest *Lloyd's A&CP*	R.J.Kunst *CellDB*	142·4 25·1 8·7 151·1 (O.L.) P 37′ Q 49′ F 20′ FK 5 *BHCem* 84′ 69*t* *FPT* 40*t* *APT* 13*t*	Groningen Dutch	Oil Engines 4S.C.SA 6Cy.11¾″-16 1/16″ 74NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsberg	9 ″ 10 ~~6 ″ 8~~ 9 ″ 9½	
90014 YTRB	**Solin** (*ex*YorkshireCoast-38, *ex*Llandovery Trader) *Well deck*	~~Solon No.1~~ ~~Solon No.2~~ *ss*Liv.2ndNo.3-11,38 1 *Dk*(*Stl*)	700 583 293	✠100A1 Brs *l* Spt 4,39 ~~LMC~~ MS7,34	CL ~~7,35~~ 10,38	1913 1939	Dundee S.B.Co.Ld. Dundee *Lloyd's A&CP*	I.L.Bulić *CellDB*	200·3 31·5 12·2 P & B 115′ F 57 FK 4 *BHCem* 19′ *f* 86′ 168*t* *FPT* 24*t* *APT* 9*t*	Split Yugoslav	T.3Cy.17″,28″&46″-33″ (*s*) 180lb *100lb* 171NHP 1SB,*4cf*,GS81,HS3177 Richardsons,Westgarth& Co.Ld.Hpl.	14 ″ 4 ″ ″ 3½ 14 ″ 2	
90015	**Seaforth** *See No. 9318 in Body of Register*	*OilEng.* 2 *Dks* & *Shelter dk*	4124 3254 2321			1938	CaledonS. B.&E Co.Ld Dundee	ElderDempster Lines.Ld.	379·0 52·7 21·3 P 86′ F 48′	Liverpool British *WB*	Oil Engines 4Cy.22 1/16″-35 1/16″ 598NHP Wm.Doxford&Sons,Ld.Sld		
90016 167214 GRKT	**San Ernesto** D.F. *Mchy.Aft* *Longitudinal framing at bottom & at deck*	*OilEng.* 1 *Dk*,2*nd dk clear of cargo tanks* *Cruiser Stern*	8078 7236 4804	✠100A1 Mdb 3,39 ~~LMC~~	CL ~~1936~~ 1939 3mo	~~Furness~~ S.B Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	EagleOil& ShippingCo.Ld. *CellDB*	463·0 61·2 ~~35·0~~ 35·1 479·0 (O.L.) P 97′ ~~F 41′~~ F 15′ FK 1 *7 BHptCem* E66 15*t* *D* 1 *f* 22 24*t* *FPT* 129*t* *APT* 95*t*	London British 2DB *180lb*	Oil Engines 4S.C.SA 8Cy.25 3/16″-55½″ 503NHP J.G.Kincaid&Co.Ld.Grk.	33 ″ 3 86 ″ 5½ 27 ″ 1¼	
90017 VQCP	**St. Clair Theriault** Foundered 1,39 (~~Passed~~ ~~Lost~~ ~~Missed~~ ~~Posted~~ ~~Reported~~ ~~Wrecked~~ ~~Abandoned~~ ~~Condemned~~ ~~Sunk~~ ~~Burnt~~ ~~Broken up~~ ~~Transferred~~ ~~Converted~~ ~~Lengthened~~ ~~Shortened~~ ~~Rebuilt~~ ~~Repaired~~ ~~Refitted~~ ~~Renewed~~ ~~Altered~~ ~~Removed~~ ~~Restored~~ ~~Replaced~~ ~~Fitted~~ ~~Supplied~~ ~~Delivered~~ ~~Received~~ ~~Returned~~ ~~Exchanged~~ ~~Sold~~ ~~Purchased~~ ~~Leased~~ ~~Chartered~~ ~~Registered~~ ~~Transferred~~ ~~Converted~~ ~~Lengthened~~ ~~Shortened~~ ~~Rebuilt~~ ~~Repaired~~ ~~Refitted~~ ~~Renewed~~ ~~Altered~~ ~~Removed~~ ~~Restored~~ ~~Replaced~~ ~~Fitted~~ ~~Supplied~~ ~~Delivered~~ ~~Received~~ ~~Returned~~ ~~Exchanged~~ ~~Sold~~ ~~Purchased~~ ~~Leased~~ ~~Chartered~~	WoodAux ~~Passed~~ ~~Lost~~ ~~Missed~~ ~~Posted~~ ~~Reported~~ ~~Wrecked~~ ~~Abandoned~~ ~~Condemned~~ ~~Sunk~~ ~~Burnt~~ ~~Broken up~~ ~~Transferred~~ ~~Converted~~ ~~Lengthened~~ ~~Shortened~~ ~~Rebuilt~~ ~~Repaired~~ ~~Refitted~~ ~~Renewed~~ ~~Altered~~ ~~Removed~~ ~~Restored~~ ~~Replaced~~ ~~Fitted~~ ~~Supplied~~ ~~Delivered~~ ~~Received~~ ~~Returned~~ ~~Exchanged~~ ~~Sold~~ ~~Purchased~~ ~~Leased~~ ~~Chartered~~ *OilEng.* 3MastSr 1 *Dk* (*See Sailing Ship Register*)	331 250				1919	P.A.Theriault Belliveau's Cove,N.S.	J.Parker	135·5 31·6 11·0	Bridgetwn Barbados British	Oil Engines 6Cy.10″-12″ *Emaded & fitted* 38 LavalBergsund		R
90018 22329 JNQD	**Sinyu Maru** (*ex*ShinyuMaru-38, *ex*Hiyeizan Maru-33)	*ss*Kob.No.3-4,38 *ss*TamaNo.1-38 2 *Dks*(*Stl*)	4622 3927 3307	✠100A1 Tama *x* ~~4366~~ 11,38 Kob ~~LMC~~ 4,38	7,37	1919 2mo	Uraga DockCo.Ld. Uraga A&CP	Kuribayashi SyosenK.K. *CellDB*	360·0 51·2 25·1 P 21′ B 91′ F 35′ FK 6 *BHCem* 291′ 91*t* *FPT* 114*t* *APT* 46*t*	Tokyo Japanese	T.3Cy.24½″,40½″&67″-48″ 180lb (*s*) 377NHP 3SB,*2cf*,GS180,HS3381 Uraga DockCo.Ld.Uraga	28 ″ 4 ″ 5 ″ 5⅜ 23 ″ 1	
90019 1227 GCLN	**Stancleet** (*ex*Clan Robertson-38, *ex*Otaki-31) *Ref.Mchy* D.F. E.S.D.	TwinSc *ss*Fal.No.3-9,32 *ss*Gls No.1-37 2 *Dks*(*Stl*) *& Shelter dk* *Cruiser Stern*	7951 5777 4954	✠100A1 Gls *c*† *Shelter dk* *with freeboard* 11,38 BS3,38 ~~LMC~~ 3,37 Lloyd's R. 012,38	CL 37,37 P 3,38	1920 2mo	Barclay, Curle&Co. Ltd. Glasgow *Lloyd's A&CP*	StanhopeS.S.Co. Ld. (J.A.Billmeir& Co.Ld.. *Mgrs.*) *CellDB*	449·1 58·2 ~~37·1~~ P 31′ F 43′ *on Shelter dk* FK 8 *BHtoSh dk* 336′ 127*t* *FPT* 125*t* *APT* 80*t*	London British *Shelter dk*	T.6Cy.26½″,41″&73″-48″(*s*) 200lb HS1668 1,122NHP 2DB&2SB.*22cf*,GS429, 1D Barclay,Curle&Co.Ld.Gls.	40 ″ 0 ″ 11 ″ 0½ 29 ″ 3	
90020 125491 MCKF	**Stancourt** (*ex*Oder-38) *Well deck* Wireless	*ss*Lth.2ndNo.3-3,34 1 *Dk*(*Stl*) *ss*Gls.No.1-38	965 690 550	✠100A1 Lth *m* ~~10,38~~ 5,39 Harr Cliff ~~LMC~~ 5,38	~~10,38~~ 5,39	1909 3mo	Ramage& Ferguson,Ld. Leith *Lloyd's A&CP*	StanhopeS.S.Co. Ld. (J.A.Billmeir& Co.Ld.. *Mgrs.*) *CellDB*	215·0 31·5 13·8 225·0 (O.L.) P & B 122′ F 68′ FK 5 *BHCem* 40′ *u* E 18′ *f* 90′ 230*t* *APT* 39*t*	London British	T.3Cy.16½″,27″&44″-30″ (*s*) 180lb 98RHP 2SB,*4cf*,GS80,HS2303 Ramage&Fergusn,Ld.Lth.	14 ″ 8 ″ 3 14 ″ 6¾	

1 Numéro d'Ordre. Numéro Official. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Sous le Pont. Net.	5 Détails de la Classification. Total. Spécial. Date de la dernière visite périodique.	6	7 Date de la dernière visite à sec ou périodique.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres. Course. Pression de Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Constructeurs des machines.	14 Vitesse d'essai correspondante.	15
90021 167197 GRRD	**Silverlaurel** D.F. E.S.D. *Ref.Mchy.*	2 *Dks* § *Shelter dk* *Cruiser Stern*	5520 6142 5223 3817	✠100A1 Sld *with freeboard* ✠LMC3,39 Lloyd's RS 15.39 *Carrying Petroleum in bulk, about 1750 T.* *or later as in FPT, APT & deep tanks* *fitted for oil fuel 3,921 T. P. above* 150 F.	CL	1939 3mo	J.L.Thompson& Sons,Ld. Sunderland	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*)	448·4 465·1(O.L.) F41′ *(Cell DH to Shelter dk 2nd dk)* *Cell DB 380′ 1170t DT 5,364 1546t* *MT 45′ 1229t FPT 187t APT 108t*	London British FK 7 BH *Cell DB 284′ 734t FPT 110t APT 123t*	3 Steam Turbines HP-DR geared, I.P. & L.P. SR geared to 1 sc. shaft 877 NHP 2 WTB (Spt) 450 lb HS 6090 FD	25 ″ 7 33 ″ 7 26 ″ 2¾	
90022 8310 SLQN	**Siljan** (*ex* Pilton-38) *ss* Cff. No. 3–5,35 1 *Dk* (*Stl*)		3058 2783 1798	✠ ... Bry *u* 12,38 ✠			1920 1mo	Tyne I.S.B. Co. Ltd. Newcastle	Rederi A/B Sigyn (H. Lundgren, *Mgr.*)	331·1 P33′ B101′ F29′ *Cell D B284′ 734t FPT 110t*	46·8 23·1 FK 5 *BHpt Cem* *APT 123t*	Helsingborg Swedish	T. 3 Cy. 25″, 41″ & 68″–45″ 358 NHP 3 SB. 9 *cf.* GS 155, H 5829 N.E. Marine Eng Co Ltd Nwc 2 DR geared steam turbines 458 NHP Ishikawajima S. B. & E. Co. Ltd. Tokyo	25 ″ 6	
90023 42949 JVBL	**Sinryu Maru** (*ex* Shinryu Maru-38)	2 *Dks* *Cruiser Stern*	4936 — 2937				1937	Osaka Iron Works, Ltd. Innoshima	Naigai Kisen K.K.	365·8 P	54·1 29·2 *WB*	Kobe Japanese	2 DR geared steam turbines 458 NHP Ishikawajima S. B. & E. Co. Ltd. Tokyo		
90024 38581 JUUI	**Sinsyu Maru** (*ex* Shinshu Maru-38)	*Oil Eng.* 2 *Dks*	4183 — 2489				1933	Mitsubishi Zosen Kaisha, Ltd. Kobe	Azuma Kisen K.K.	360·0 P28′ B79′ F37′	50·0 29·0 *WB*	Kobe Japanese	Oil Engines 4 S.C.S.A. 8 Cy. 17 16½″ 6 NHP Mitsubishi Zosen Kaisha, Ltd. Kob.		O
90025 JFQC	**Sorati Maru** (*ex* Sorachi Maru-38) Wrecked 9,38	1 *Dk*	4107 3419 2487				1930	Mitsui Bussan Kaisha, Ltd. Tama Dkyd.	Hokkaido Tanko K.K.	351·5 P31′ B95′ F34′	49·0 27·7 *WB*	Tokyo Japanese	T. 3 Cy. 22″, 37″ & 61″–42″ 211 NHP Mitsui Bussan Kaisha, Ld.		O
90026 167216 GRGL	**San Emiliano** D.F. E.S.D. *Mchy. Aft* *Longitudinal framing at bottom & at deck*	*Oil Eng.* 1 *Dk*, 2nd dk clear of cargo tanks *Cruiser Stern*	8098 8071 7231 4814	✠100A1 Gls 4,39 *(Classed Custom plated)* *Carrying Petroleum in bulk* ✠LMC4,39	CL		1939 1mo	Howland& Wolff, Ld. Glasgow	Eagle Oil& Shipping Co. Ld.	463·2 479·4(O.L.) P97 B44′ F47′ *Cell D B a 71′ 166t DT f 22′ 258t FPT 188t A P T 100t*	61·2 33·1 FK 17 *B Hpt Cem* *pt Asp*	London British	Oil Engines 4 S.C.S.A. 8 Cy. 25½″–55½″ 502 NHP 3 DB *180b* Harland& Wolff, Ld. Gls.	33 ″ 3 86 ″ 5½ 27 ″ 0½	
90027 167176 GKKV	**San Eliseo** D.F. 1 *Dk*, 2nd dk clear of cargo tanks *Mchy. Aft* *Longitudinal framing at bottom & at deck*	*Oil Eng.* *Cruiser Stern*	8098 5042 7228 4786	✠100A1 PGl 2,39 *(Class Custom plated)* *Carrying Petroleum in bulk* ✠LMC2,39	CL		1939 2mo	Lithgows Ld. Port Glasgow	Eagle Oil& Shipping Co. Ld.	462·4 478·6(O.L.) P97 B45′ F47′ *Cell D B 266′ 161t DT f 22′ 218t FPT 130t APT 96t*	61·2 33·1 FK 17 *B Hpt Cem*	London British	Oil Engines 4 S.C.S.A. 8 Cy. 25½″ 55½″ 503 NHP 2 DB *180b* J.G. Kincaid& Co. Ltd. Grk.	33 ″ 3 86 ″ 5½ 27 ″ 0½	
90028	**Storebælt** (P) (*Train Ferry*) D.F. E.S.D.	Twin Sc *Oil Eng.* *Cruiser Stern* 1 *Dk*	2800 1400				1939	Helsingörs Jernsk& Msk. Elsinore	De Danske Statsbaner	339·5	56·5 20·8	Korsör Danish	Oil Engines 2 S.C.S.A. 12 Cy. 19½″–35½″ 810 NHP Akt. Burmeistr& Wain, Cpn		
90029 2382 JRHB	**Sinei Maru No. 3** (*ex* Shinyei Maru No. 3-38) Wireless	1 *Dk*	953 825 550				1918	Nitta K.K.K. Osaka	Hokkaido Tanko K.K.	196·0	31·5 18·0 *WB*	Tokyo Japanese	T. 3 Cy. 13⅜″, 22½″ & 37½″–28″ 75 NHP Hinomaru Tekkosho Osaka		
90030 19584 JJSC	**Syoten Maru** (*ex* Shoten Maru-38, *ex* Misaki Maru No. 3) Wireless	1 *Dk*	1152 988 799				1918	Hakodate Dock Co. Hakodate	~~Homeguti Hiroei K.K.~~ Homeguti Hiroei K.K.	215·0	31·5 18·5 *WB*	Osaka Japanese	T. 3 Cy. 14½″, 24½″ & 40″–30″ Hakodate 88 NHP Dock Co. Hakodate		
90031 3802 JDWB	**Singu Maru** (P) (*ex* Shinguru Maru-38, *ex* Pusan)	2 *Dks*	2744 2551 1666				1890	Scott& Co. Greenock	Nippon Godo Kosen K.K.	344·7	37·7 26·3	Hutyu Japanese	C. 2 Cy. 26¾″ & 62¾″–60″ 248 NHP Scott& Co. Greenock		
90032 3115 JLDZ	**Sintohoku Maru** (P) (*ex* Shin Tohoku Maru-38)	2 *Dks*	305 245 174				1925	Yendo Hidekichi Osaka	Kanamori Syosen	125·5 B43′	22·0 13·0	Hakodate Japanese	T. 3 Cy.		
90033 DOAQ	**Steuben** (P) (*ex* General von Steuben-38, *ex* München) D.F. E.S.D. Gyc. Sub.Sig.	Twin Sc *Fitted for oil fuel* 4 *Dks*	14660 12150 8385				1922	Vulkan Werke Stettin	Norddeutscher Lloyd	526·9	65·0 43·7 *WB*	Bremen German	T. 8 Cy. (2) 31½″ (2) 51½″ & (4) 69 7/16″–55 7/16″ && LP turbines 1622 NHP Vulkan Werke, Stettin		G
90034 3940 BFPQ	**Syd** (*ex* Nancy-38) (*ex* John Jonsson) *Mchy. Aft* *Well deck*	3 Mst *ss* Got. 3rd No. 3–7,38 1 *Dk* (*Trn*) *Cargo battens not fitted*	654 472 320	✠100A1 Got *i* 1,39 ~~7,38~~ Sbg DBS 1,39 ✠LMC 7,38		5,38	1901 10mo	Irvine S.B. & E. Co. Ltd. Irvine	Rederi A/B Söderö (W. Grosche, *Mgr.*)	180·0 Q88′ B22′ F26′ *Cell DBf 112′ 200t FPT 42t APT 4t*	29·1 11·2 FK 3 *BH Cem*	Öregrund Swedish	T. 3 Cy 15½″, 25″ & 40″–27″ (*s*) 160 lb *75lb* 96 NHP s 1 SB. 3 *pf.* GS 60. HS 1630 McKie& Baxter. Glasgow	13 ″ 6 ″6½ 13 ″ 2	
90035 DJYQ	**Südcrau** *Mchy. Aft* Wireless D.F.	1 *Dk* *Cruiser Stern*	1453 1203 748				1938	Deutsche Schau-Mschb. A.G. Seebeck Wesermünd-G	Bugsier Reed.-und Bergungs A.G.	257·5	41·3 16·2	Hamburg German	C 2 Cy 17½″ & 25 ″–25 5/16″ & LP turbine with DR gearing & hydraulic coupling HS 3767 209 NHP Deutsche Schau-Mschb. A.G. Seebeck, Wsm.		
90036 43731 JYOL	**Syoan Maru** (*ex* Shoan Maru-38) D.F.	2 *Dks* *Cruiser Stern*	5618 — 3333				1937	Tama Zosensho K.K. Tama	Matsuoka Kisen K.K.	406·8 P33′ B118′ F35′	55·1 30·8 *WB*	Sedo Japanese	T. 3 Cy. 23½″, 36·″ & 66 ″–47½″ & exhaust turbine driving steam compressor 396 NHP Tama Zosensho K.K. Tama		
90037 41167 JZLH	**Syoka Maru** (*ex* Shokwa Maru-38)	2 *Dks*	4467 4038 2582				1935	Mitsubishi Jukogyo K.K. Nagasaki	Osaka Syosen K.K.	357·0 B79′ F38′	49·2 32·8 *WB*	Osaka Japanese	2 DR geared steam turbines 500 NHP Mitsubishi Jukogyo K.K. Nag.		
90038 44147 JCHM	**Syoei Maru** (*ex* Shoei Maru-38, D.F.	*Cruiser Stern*	5644 — 3342				1937	Tama Zosensho K.K. Tama	Matsuoka Kisen K.K.	406·8	55·1 30·8 *WB*	Sedo Japanese	T. 3 Cy. 23½″, 36·″ & 66½″–47½″ & exhaust turbine driving steam compressor 396 NHP Tama Zosensho K.K. Tama		
90039 HPJS	**Santiago** (*ex* Eirin, *ex* Redgate, *ex* Gordonia)	N. Rallia-38, *ss* N.w.c. 2nd No. 3. 12.32 *ss* Mch. No. 1–37 1 *Dk* (*part incpt S. 2nd Dk*) *deep framing & Dk rule*	3860 3657 2461	✠100A1 Rot *w* 9,38 BS 5,38 ✠LMC 4,37	CL	5,38	1908 1mo	J. Readhead & Sons South Shields	Santiago S.S. Co. Ltd.	346·1 P30′ B96′ F33′ *Cell D Ba 115′ u E 25′ f 148′*	49·6 26·5 FK 6 *BH Cem* *APT 65t*	Panama Panamanian	T. 3 Cy. 25″ 42″ & 68″–45″ (*r*) 180 lb ND 628 *160lb* 331 NHP 2 SB. *cf.* GS 12. H. HS 5026 J. Readhead& Sons, S. Shl.	27 ″ 11 s 5 · 0½ 23 ″ 2	

No. in Book / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. Last Name if any. Special Surveys. No. of Decks, &c.	Registered Tonnage	Particulars of Classification. Character.	Date When Built	Built. When / By Whom / Where	Owners.	Registered Dimensions. Length / Breadth / Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=Power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	Speed. Loaded / Corresponding draught.
90040 44329 JOSL	**Syoryu Maru** (*ex*ChangLung 35, *ex*Mitsui No.3 1,31 *ex*Glenshane-31,*ex* Sunshine-34, 1 *Dk(Stl)*/*Shelter dk(Stl)* *ex*Glenshane,*ex*WarDream) *ss*Smk.No.3–3,39 *Cruiser Stern* *Cargo battens not fitted in 'tween decks* *Straight frames, bevelled bilge*	6519 6344 3985	✠100A1 *Shelter dk* *withfreeboard* 3,39 ~~11,37~~ LMC11,37 BS3,39	Nag *a*† Smk	CL 11,37	1919 Harland& Wolff,Ld. Belfast *Lloyd's s.&CP*	~~SanciraShojiK.K.~~ SyoryuKisenK.K. (TanakaShoji K.K. *Mgrs.*) *CellDB343'*	412·3|55·5|33·8 1571*t* *DTa23'858t* *FPT91tAPT120t*	Mihara Japanese FK *pt Cem* *CBH&Shaft*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,nS7668 FD Harland&Wolff,Ld.Bel.	38 *n* 0 10 *n* 0½ 28 *n* 3
90041 LKDF	**Sörholt** *Oil Eng* 2 *Dks*	4801 4101 2829				1939 Kockums M.V.Aktieb. Malmö	A/S Igadi(S. Holter-Sörensen, *Mgr.*)	395·0|54·6|37·1 129'F34' |25 5 409 · 8|55 · 7|	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43⅞" 1163NHP Kockums M.V.Akt.Malmö
90042 YTTM	**Sréca** Ⓟ (*ex*Eglantier–39, *ex*WarBeetle) D.F. *ss*Ant.No.3–5,31 *ss*Ant.No.1–35 2 *Dks(Stl)*	5355 4737 3270	✠100A1 9,38 12,38 MS1,36 S7,38	Ant *y*	CL N9,38	1918 Workman, Clark&Co.Ld Belfast *Lloyd's s.&CP*	AtlantskaPlovidba d.d. *CellDB*	400·4|52·3|28·4 P49'B113'F39' FK 647' 1120*t* *FPT115t* *APT170t*	Susak Yugoslav *BHptCem*	T.3Cy.27",41"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,nS7668 FD Wrkman,Clark&Co.LdBel	31 *n* 0 5 *n* 11¼ 25 *n* 2½
90043 GQQN	**Sansu** *Oil Eng.* *Cruiser Stern* 2 *Dks* & *Shelter dk*	4174 3254 2345				1939 Scotts'S.B. & Eng.Co.Ld. Greenock	ElderDempster Lines,Ld.	~~379·0~~|52·7|~~21·4~~ P36'F48' |21·8 378 · 0|	Liverpool British	Oil Engines 2S.C.DA 6Cy.23⅜"–35⅞" 1170NHP Scotts'S.B.& E.Co.Ld.Grk.
90044	**Sao Be[illegible]o** (*ex*Nornan–38, *ex*Garm–34, *ex*Hamburg *ex*Helburn 1 *Dk(Irn)*/*deep framing* *Well deck*	1062 824 606	✠ 4,16 ✠	Gms		1900 WoodSkinner&Co.Ld. Newcastle	~~BelmireRodrigues~~ Cia de Nav Norte-Sul *CellDBa52'uE*	220·0|33·2|14·4 Q112'B10'F25' FK 4 *BHCem* 633'*f*94'285t*FPT42tAPT63t*	R.Janeiro Brazilian	T.3Cy.17⅛",28"&46 6.3NHP 3SB,4*pf*,GS58,nS2160 N.E.MarineEngCo Ld.Nwc	16 *n* 6 V. †
90045 ~~TQNB~~	**St. Cuthbert** (*ex*Trawler–36) ~~K 135943~~ *Oil Eng.* *ss*Flt.No.3–8,24 *ss*Hfx.No.2–32	311 282 241	✠ ... 10,36 ✠	Hfx		1916 Cochrane &Sons,Ld. Selby	~~WarrenTransportationCo.Ld.~~	137·0|23·5|12·3 Q75'F22' BK8' 4 *BHCem* *APT6t*	Honduras	Oil Engines 2S.C.SA 2Cy.16½"–18⅛" 96NHP *Emade17refitted36* J&O.G.BolindersCo.Ld. Skm	13 *n* 0
90046 135132 GKXM	**Stangrant** (*ex*ClanGrant–39, *ex*Cambusmore, *ex*Port Macquarie) *ss*Grk.2ndNo.3–4,38 2 *Dks(Stl)*/ D.F. *Shelter dk (Stl–ws)*	5804 5237 3538	✠100A1 *Shelter dk* *withfreeboard* 2,39 ~~4,38~~ LMC4,38	Grk *a*†	CL 12,37	1912 Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's s.&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld. *Mgrs.*) *CellDBa117'uE&*	426·0|54·1|29·3 443·2(O.L.) *FonShelterd* 50' FK 7 *BHCem* *B38'f170'1033tAP* *T27t*	London British	Q4Cy26¾",39",56"&81½"–54" 2201b (*s*) 777NHP 3SB,16*cf*,GS276,nS11420 FD N.E.MarineEng.CoLdNwc	31 *n* 10 31 *n* 7½ 27 *n* 7½
90047	**Sophocles** D.F. *Oil Eng* *Cruiser Stern* 1 *Dk* *Shelter dk*	4200				1939 A/B Götaverken Gothenburg	D/S A/S Eikland (Isak M.Skaugen, *Mgr.*)	425·6|56·8|21·6	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.29½"–59⅛" 653NHP A/B Gotaverken,Got.
90048 LDEW	**Senta** (*ex*Shehav–39, *ex*Regulus–38) *ss*Clo.No.3–2 29 *ss*Osl.No.2–38 1 *Lk(Stl)* 2 *tr B*	3765 3458 2367	✠100A1 1,39 2,38 LMC MS2,38 1 S10,38 *Fitted for oil fuel* 4,17 *F.P. above* 1 50 F	Osl *v*	CL 2,38 4mo 1,39	1917 Union Iron	OleL.Lökke Skibs-A/S Senta (OleLLökke *Mgr.*) *CellD*	340·0|48·2|26·6 P29'B73'F36' FK 5 *BHCem* *B290'967tFPT120t* *APT102t*	Oslo Norwegian	T.3Cy.24",39"&65"–42" (*r*) 136lb 325NHP 2SB,6*cf*,GS144,nS6400 Union Iron Wks Co Alameda	27 *n* 3 4 *n* 10 22 *n* 7½
90049	**Sinto Maru No. 2** *Oil Eng.* *Mchy. Aft*	500				1938 Sanoyasu Dock Goshi Kaisha Osaka	SawayamaKisen K.K.	160·0|27·6|12·3	Fusan Japanese	Oil Engines 2S.C.SA 5Cy.12½"–19½" 148NHP NipponHatsudokiK.K. Kobe
90050	**Straat Malakka** Twin Sc *Oil Eng.* D.F. E.S.D. 1 *Dk*/*Shelter dk*	~~6000~~ 5439 5513 3659				1939 N.V.C.Van derGiessen& Zonen'sSchps Krimpen a/d Yssel	Koninkl.Paketv. Maats.	~~455·0|62·0~~|27·5 400 2,02 2|	Batavia Dutch *WB*	Oil Engines 4S.C.SA 16Cy.28⅜"–55½" 1240NHP WerkspoorN.V.Ams.
90051 LCSA	**Siremalm** (*ex*Senta–39, *ex*Ottawa–35, *ex*Craigisla) *ss*Osl.2ndNo 3–7,30 *ss*Osl.No.1–35 *Spar dk* & *deep framing* *Cargo battens not fitted*	2468 2319 1543	✠100A1 *Spar dk* *withfreeboard* 2,38 ~~BS12,38~~ LMC7,35	Mdb *t*	CL N2,38	1906 A.Rodger &Co. PortGlasgow *Lloyd's s.&CP*	A/S Helgöy (A.I.Langfeldt& Co. *Mgrs.*) *Cell DBa5uE118't*	313·6|43·8|13·3 20·7 P29'B82'F30' FK 5 *BHCem* 623*tAPT67t*	Xiansand Norwegian	T.3Cy.21⅝",35"&57"–39" (*s*) 180lb 248NHP 2SB,~~9~~,GS116,nS4220 A.Rodger&Co.Glasgow	23 *n* 3 3 *n* 8½ 19 *n* 9
90052 33588 JCAC	**Syunten Maru** (*ex*ShuntenMaru–38) *Oil Eng.* D.F. 2 *Dks(Stl)*	5623 5210 4137	✠ ... 8,33 ✠	Yka		1928 Mitsubishi Zosen Kaisha, Ld. Nagasaki	TamamotoShoji K.K. *Intermediate 'tween dk* *BH in aft hold dispensed with* *Cell DB317' 1215t DT*	405·0|55·0|32·0 P39 B110'F40' FK *ptCem* DB100*lb* 4 *BH to U dk* 2 ... 2nd ,, *t Side tank*	Hutyu Japanese	Oil Engines 2S.C.SA 6Cy.23⅜"–41⅛" 582NHP *uER251tFPT162tAPT95t* Mitsubishi Zosen Kaisha Ld	32 *n* 0 C †
90053 44154 JCMM	**Syozan Maru** (*ex*ShozanMaru–38, *ex*Eastern Kogyo Maru–38, *ex*Yone Maru) *ex*Sub.Sig. 2 *Dks*	2937 2695 1781				1918 Harima Dckyd.Co. Harima	KokckuKisenK.K.	305·0|43·7|27·2 P25'B94'F33' FK	Kobe Japanese *WB*	T.3Cy.22",37"&61"–42" 230NHP Kobe Steel Works, Kobe	27 *n* 3
90054	**Sinko Maru** *2 Dks* *Cruiser Stern*	2560 1430				1938 Uraga Dock Co.Ld. Uraga	OsakaSyosenK.K.	295·0|45·0|23·7 P38'B72'F32	Osaka Japanese *W*	C.4Cy.(2)11-⅞"&(2)20" 13½" &LP turbine with DR gearing&hydraulic coupling HS3445 188NHP Uraga Dock Co.Ld.Uraga.
90055	**Stad Maastricht** (*ex*Mount Dirfy –38,*ex* Invergarry–37) *ss*Ams.No.3–6,37 1 *Dk (Stl)*/*Shelter dk (Stl)* *Straight frames, bevelled bilge*	6552 6190 3873	✠100A1 *Shelter dk* *withfreeboard* 2,37 1,38 MC6,37 *Fitted for oil fuel* 4,24 *F.P. above* 1 50 F.	Ams *a*† Rot	CL 6,37 4mo 2,39	1924 Harland& Wolff,Ld. Belfast *Lloyd's s.&CP*	HalcyonLijnN.V. *CellD*	412·6|55·6|~~34·0~~ 34·4 F40' *on Shelterdk* 7 *BH Cem* *B312'1482tFPT87t*	Rottrdam Dutch FK *BH to Sh dk* 5 ,, ,, 2nd ,,	T.3Cy.27",44"&73"–48" (*s*) 180lb 581NHP 3SB,12*cf*,GS251,nS6992 Harland&Wolff,Ld.Bel.	38 *n* 0 10 *n* 0 28 *n* 2½
90056 LKDM	**Solfonn** *Oil Eng.* D.F. E.S.D. 1 *Dk* *Mchy. Aft* *Cruiser Stern* *Carrying Petroleum in bulk*	~~9200~~ ~~5990~~ ~~5980~~ 9325 9191 5901				1939 Deutsche Werft A.G Bet Finkenwrder Hamburg	Skibs-A/S Dalfonn (Sigval Bergesen, *Mgr.*)	492·9|66·1|36·4	Stavanger Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43⅞" 1163NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg

1 No. in Book. Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 for Special Survey. Date of last Survey.	7	8 Built. When	9 By Whom. Where	10 Owners.	11 Length	Breadth	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Working Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Builders & Place. Indicated Horse Power. Name.	14 Mean Draft Feet. Freeboard amidships. Corresponding Displacement.	15
90057	**Sanuki Maru** *Ref.Mchy* D.F. E.S.D. GyC.	TwinSc *Oil Eng.* 2 *Dks* *Cruiser Stern*	7100 — 3950				1939	Mitsubishi Jukegyo K.K. Nagasaki	NipponYusenK.K.	475·7 F38′	62·3	41·0	Tokyo Japanese	Oil Engines 2S.C.SA 11Cy.28⅜″–49 1/16″ 1158NHP *WB* MitsubishiJukogyoK.K. Nag.		
90058	**Samir** (*ex*Pelonia-39, *ex*Holtby-36) 1 *Dk*		*3681* *3384* *2255*				1909	Ropner & Sons,Ld. Stockton	V.Bassili	346·5 P23′B98′F36′	51·0	23·3	Alexandria Egyptian	T.3Cy.25″,41″&67″–45′ 301NHP *WB* Blair&Co.Ld.Stockton		O
90059	**Scotia** *Carrying Petroleum in bulk Oil Eng.* *Mchy.Aft* E.S.D. *Cruiser Stern* 1 *Dk*		9950 9110 5900				1939	Bremer Vulkan Vegesack	Lorentzen's Rederi Co.	492·9	66·1	36·4	Oslo Norwegian	Oil Engines 2S.C.DA 6Cy.28⅝″–43 1/16″ 1163NHP *WB* Bremer Vulkan, Vegesack		
90060 HETH	**St-Cergue** (*ex*Folldene-39) D.F. 1 *Dk* *Cruiser Stern*		*4260* *3905* *2818*	✠100A1	Cpn *y* Cll	CL 2,39	1937	W.Gray & Co.Ld. W Hartlepool *Lloyd's SA&CP*	Demaurex & Pasche (André & Cie. *Mgrs.*)	385·5 396·4(O.L.) P51′B237′F31′ FK 6 *Cell D B331·9 95t F PT 116t A PT 104t*	53·2	24·6	Panama Panamanian	T.3Cy.21″,33″&58″–42″(*s*) 2000b 289NHP s 26 *n* 10 2SB Spt *Gcf*,GS109,RS1964 23 *n* 10½ Cen.Mar.E.Wks (W.Gray&Co.Ld.) W.Hpl.		
90061 44512 JMFM	**Seiko Maru No. 2**	*Oil Eng.*	479 — 306				1938	Kanasasi Zosensyo K.K. Simizu	Tetudo Kinosita Gumi K.K.	155·8	25·6	13·4	Tokyo Japanese	Oil Engines		
90062 8111 SJTN	**Saint Gobain** (*ex*Regulus-39) D.F. 1 *Dk*,2nd *dk in Mchy.space* *Mchy.Aft* *Cruiser Stern*	*Oil Eng.*	9959 9132 5962	✠100A1	Rot *et* Ham LMC10,36 *Carrying Petroleum in bulk* LMC(M)11,37	CL 3,39	1936 10mo	Deutsche Werft A G Bet Finkenwrder Hamburg *Lloyd's SA&CP*	Trelleborgs Ångf. Nya Aktieb. (Jari Malmros) *Cell D Bu E75′ 210t D Tf 43′ 713t F PT 164t A PT 258t*	492·9 P114′F69′ FK 12	66·1	36·4	Trelleborg Swedish	Oil Engines 2S.C.DA 6Cy.28⅜″–43 1/16″ 1163NHP 3DB Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg	35 *n* 11 28 *n* 4½	
90063 258196 WTKA	**Seakay** D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft* *Cruiser Stern* 1 *Dk* *Carrying Petroleum in bulk* *Longitudinal framing*	TwinSc	11335 — 6705				1939	Sun S.B.& Dry Dock Co. Chester,Pa.	Keystone Tankship Corp.	528·9 P113′B35′F62′	75·3	38·9	Wilmington (Del.) Utd. States	4 steam turbines D Rgeared to 2 sc. shafts 2 Westinghouse Elec.& Mfg. Co.Phil.		B
90064	**Sangara** *Oil Eng.* *Cruiser Stern* 2 *Dks* *Shelter dk*		4124 3254 2321				1939	Scotts' S.B. & Eng.Co.Ld. Greenock	Elder,Dempster Lines,Ld.	379·0 P36′F48′	52·7	21·4	Liverpool British	Oil Engines 2S.C.DA 6Cy.23⅜″–35 7/16″ 1170NHP Scotts' S.B.&E.Co.Ld.Grk.		
90065	**Sudest** Wireless D.F. *Mchy.Aft* *Oil Eng.* *Longitudinal framing* 1 *Dk* *Cruiser Stern* *Carrying Petroleum in bulk*		652 — 372				1939	Jos. Boel & Fils Tamise	Citerna Maritime S.A.	194·0	28·9	12·6	Rouen French	Oil Engines 4S.C.SA 6Cy.11″–16″ 71NHP Van de Kerchove&Carels Ghent		
90066 FPGM	**Saintonge** (*ex*Henning Mærsk-39) *Mchy.Aft* D.F. 1 *Dk* *Longitudinal framing at bottom & deck in centre tanks* *Cruiser Stern*	*Oil Eng.*	9336 8700 5839	✠ ...	4,39 Fal *et* *Carrying Petroleum in bulk*	CL	1936 3mo	Odense Staalskibsvft ved A P Möller Odense *Lloyd's SA&CP*	Soc.Française de Transports Pétroliers,S.A. *Cell D Bu E81′329t D Tf 26′443t F PT 167t A PTs 230t*	482·9 P98′B34′F37′ FK 14	65·5	33·9	Havre French	Oil Engines 4S.C.SA 7Cy.29⅝″–59 1/16″ 572NHP 2DB *180lb* Akt.Burmeistr&Wain,Cpn	35 *n* 10 ~~8 — 1~~ ~~16 — 0½~~	
90067	**San Rafael** P) (*ex*Mayan-39, *ex*Corinto-35, *ex*Caldas, *ex*Governor Forbes, *ex*Admiral von Tirpitz)	TwinSc *Fitted for oil fuel* 1 *Dk* *Spar dk*	1973 1644 1161				1905	G.Seebeck Akt.Ges. Bremerhaven	F.Benitez Rexach	261·1 P8′B59 H—F28′	40·0	19·5	Ciudad Trujillo Dominican *WB*	T.6Cy.14⅝″,23¼″&38¼″–25⅝″ 118NHP G.Seebeck A.G.Bremerhvn		V
90068 LDUA	**Saphir** (*ex*Christian Börs-39) *ss* N.Ns.No.3–9,17 *ss* Rot.No.2–25 1 *Dk* *Spar dk* *deep framing*		4306 4019 2788	✠ ...	5,29 ✠		1905 6mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Skibs A/S Saphir (Edvin Endresen)	375·5 P33′B110′F37′	51·0	25·5 FK	Stavanger Norwegian *WB*	T.3Cy.25″,41″&67″–45′ 373NHP Swan, Hunter & Wigham Richardson, Ld. Nwc.	28 *n* 0	N ✝
90069 42423 JGJL	**Syunko Maru** (*ex*Shunko Maru-38) *Cruiser Stern* 2 *Dks*		4027 3380 2360				1936	Kawasaki Dkyd.Co.Ld. Kobe	Yamamoto Shoji K.K.	352·0 P34′B80′F30′	50·0	27·5	Osaka Japanese *WB*	2 steam turbines D Rgeared Kawasaki Dkyd Co Ld Kobe		O
90070 QFDJ	**Satakunta** (*ex*Everest-39) *ss* Lie.3rd No 3–7,32 *ss* Lie.No.1–37 1 *Dk* (*Irn*) *deep framing* *Cargo battens not fitted*		2095 ~~1922~~ ~~1268~~ 2141 — 1267	✠100A1	Lie *s* 8,39 ~~8,38~~ 5,39 LMC2,37	CL N2,37	1898 11mo	W.Gray & Co.Ld. W Hartlepool A&OP	Satakunnan Laiva O/Y (H.Liljestrand, *Mgr.*) *Intermediate B Hin fore hold dispensed with* *Cell D B a 5u E110′ f 120′ 607t A PT 54t*	289·8 P27′B69′F29′ FK 4	42·1	19·2	Port ~~Sovisa~~ Finnish	T.3Cy.21½″,35″&58″–39″ (*s*) 1601b NDR10 217NHP s 21 *n* 9 3 *n* 2½ 2SB,*Grf*,GS73,RS5070 18 *n* 8½ Cen.Mar.Eng.Wks W Hpl		
90071	**Stathis A.** (*ex*Nokol-38, *ex*Avissos-34, *ex*Amvrosios N.)	Iron TwinSc 1 *Dk*	303 — 166				1885	Stablimento Tecnico Trieste	Stathis Apostolopoulos,Ld.	176·0	27·4	7·5	Panama Panamanian	C.4Cy.11¼″&21″–18″ 31NHP Stabilimento Tecnico,Tri.		
90072 30497 JOBB	**Syuntai Maru** (*ex*Shuntai Maru-38, *ex*North American) *Fitted for oil fuel* 1 *Dk*		2253 1857 1325	✠ ...	12,24 ✠		1920 8mo	Canadian Allis Chalmers,Ld. Brdgbrg,Ont.	Yamamoto Shoji K.K.	252·0 P27′B64′F24′	43·6	20·5	Hutyū Japanese *WB*	T.3Cy.20″,33″&54″–40″ 274NHP Canadian Allis Chalmers Ld	23 *n* 0	C ✝
90073 31354 JEGB	**Syunsei Maru** (*ex*Shunsei Maru-38, *ex*Baron Polwarth) 2 *Dks*		4939 4581 3086				1911	Napier & Miller,Ld. Glasgow	Yamamoto Shoji K.K.	400·2 P40′B117′F46′	52·3	27·4	Hutyū Japanese *WB*	T.3Cy.27″,44″&73″–48″ 369NHP Dunsmuir&Jackson,Ld Gls		C
90074	**Sinto Maru No. 1** *Mchy.Aft* 1 *Dk*		1925 1540 1086				1939	Kawaminami Kogyo K.K. Nagasaki	Sawayama Kisen K.K.	271·6 P87′F29′	40·0	20·3	Kobe Japanese *WB*	T.3Cy.18½″,30″&50″–36″ 150NHP Kawaminami Kogyo K.K. Nagasaki		

1 Official No. / Code letters.	2 Steamer's Name. / Late Name if any.	3 Material, Rig, &c. / Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / + for Special Survey. Date of last Survey.	6 Port of Survey	7 Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Register'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name	14 Moulded depth. Freeboard amidships. Corresponding draught.	15
90075	**Schwaneck**	D.F. E.S.D. / 2 Dks / Cruiser Stern	2190				1939	Deutsche Sch.-u.-Mschb A.G. Seebeck / Wesermünd-G	Deutsche Dampfs. Ges. "Hansa"	305·2 / F29′	44·8	16·7	Bremen German / WB	T.3Cy.22⅜",36⅛"×59 1/16"–393⅛" & LP turbine with DR gearing & hydraulic coupling HS2530 286NHP / Deschimag Seebeck, Wsm.		
90076	**Silja**	Oil Eng. / Mchy. Aft / 1 Dk / Cruiser Stern	400				1939	N.V. Schpsw "Vooruitgang" / Foxhol	L.G.W. Boxberg	144·3 / P51′B77′F23′	25·3	10·5	Helsingfrs Finnish / WB	Oil Engines 4S.C.SA 6Cy.11¾"–16 5/16" 74NHP / Mtrn Werke Mannheim A.G		
90077	**Saint-Yves**	Fitted for oil fuel / Mchy Aft / 1 Dk / Carrying Petroleum in bulk / Longitudinal framing	1600				1939	Atel. & Ch. de France / Dunkirk	"Soflumar" (Soc. d'Armement Fluvial et Maritime)	236·1	35·7	20·1	Dunkirk French	G.3Cy.18½"&(2)30 1/16"–23⅝" 76NHP / Atel. & Ch. de France, Dnk.		
90078 / 167243 / INNR	**Summity**	Oil Eng. / Mchy. Aft / Cruiser Stern	600 / 554 / 353 / 287	100A1 / (Class Contemplated)			1939	G. Brown & Co. (Marine) Ld. / Greenock	F.T. Everard & Sons, Ld.	168·6 / Q105′F18′	27·7	10·1	London British	Oil Engines 2S.C.SA 5Cy.12⅝"–16½" / Newbury Diesel Co. Ld. / Newbury	11 " 3 / 8 3 " 8 / 11 " 3	
90079	**Seikan Maru No. 3** Ⓟ	Twin Sc. (Ferry) / D.F. Cruiser Stern	2800				1939	Uraga Dock Co. Ld. / Uraga	Govt. of Japan (Dept. of Railways)	360·9 / B & Shade Dk. 310′	52·0	21·6	Tokyo Japanese / WB	4 steam turbines DR geared to 2 sc. shafts 7300NHP / Uraga Dock Co. Ld. Uraga		
90080	~~Sahel~~ **Sahel**	D.F. E.S.D. / Mchy. Aft / Oil Eng. / 1 Dk / Cruiser Stern	2550				1938	Frdrkshvn Værft og Flydk. A/S / Fredrikshavn	Soc. Anon. de Gérance & d'Armement	299·0 / F38′	41·6	27·1	Dunkirk French / WB	Oil Engines 2S.C.SA 9Cy.19 1/16"–35 7/16" 608NHP		
90081 / LDOA	**Sarp** (ex Eika III–39)	1 Dk	1113 / 980 / 655				1916	Akers Mek. Værks. / Oslo	Skibs. A/S Hardy (Osw. L. Mörch & Appar Holter, Mgs)	226·2 / P18′B56′F24′	36·4	15·7	Sarpsborg Norwegian / WB	T.3Cy.17",29"&47"–33" 127NHP / Akers. Mek. Værks. Oslo		N
90082 / DIFF	**Spreewald** Ⓟ (ex Anubis–39, ex Spreewald–35)	Twin Sc. Oil Eng. / 2 Dks / D.F. Sub. Sig. Cruiser Stern	5033 / 4467 / 3002				1922	Deutsche Werft / Hamburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	399·6 / F40′	54·2	27·4	Hamburg German / WB	Oil Engines 4S.C.SA 12Cy.24¾"–38¾" 711NHP / Algemeine Elec. Ges. Berlin		G
90083	**Stamsund**	Oil Eng. / Mchy. Aft / Cruiser Stern	860				1939	Moss Værft & Dokk. A/S / Moss	Vesteraalens Dampskibsselskab	214·3 / F38′	34·7	13·8	Stokmarknes Norwegian / WB	Oil Engines 4S.C.SA 7Cy.14⅝"–21⅝" & hydraulic coupling SR geared to screw shaft 441NHP / Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		
90084 / 36558 / JJTC	**Syohei Maru** (ex Shohei Maru–39)	Oil Eng. / ss Kob. No. 3–5,37 / 2 Dks (Stl)	7256 / 6365 / 4413	+100A1 with freeboard / 3,39 ~~5,39~~ / LM CS5,37 / DBS4,39 ~~5,39~~ 4,39 / Carrying cargo oil F.P above	Tama b†	CL 5,37 / 5,39	1931 / 3mo	Mitsui Bussan Kaisha, Ld. / Tama	Shimatani Kisen K.K.	437·0 / F37′B165′F33′ FR / 1 Intermediate between dk BH in forward hold dispensed with / Cell DB 376′ 1301t MT 33′ 75t	58·0	35·0	Kobe Japanese / pt Cem	Oil Engines 4S.C.SA 6Cy.29½"–59 1/16" 489NHP / DB 100lb / Mitsui Bussan Kaisha, Ld.	35 " 0 / 8½ / 26 " 5½	
90085	**Sanko Maru**	D.F. Mchy. Aft / Cruiser Stern	5500				1939	Osaka Iron Works, Ld. / Osaka	Dairen Kisen K.K.	393·7	53·8	30·5	Japanese	2 steam turbines DR geared to 1 sc. shaft 550NHP / Hitachi Seisaku-sho		
90086	**Stella Maris** (ex Tove–39) *Should be "Marconi," see No. 89147 in Supplement*	1 Dk	1191 / 696				1919	Kjöbnhvns Flydk. & Skbs / Copenhagen	Merluzzo Italiano S.A.	235·4 / P13′Q69′B98′F29′	36·2	13·7	Genoa Italian / WB	T.3Cy.15",24"–40"–27" 122NHP / Kjbnhavns Flydk. & Skbs v.		G
90087	**Settler**	Cruiser Stern	6000	100A1 / (Class Contemplated)			1939	C. Connell & Co. Ld. / Glasgow	T. & J. Harrison	438·7 / P47′B144′F43′	56·4	29·6	Liverpool British	T.3Cy.29",47"&81"–54" & LP turbine with DR gearing & hydraulic coupling / Barclay, Curle & Co. Ld. Gls.		
90088	**Suffolk**	Twin Sc. Oil Eng. / D.F. E.S.D. / Ref. Mchy. Cruiser Stern	11063 / 10020 / 6516	100A1 with freeboard / (Class Contemplated)			1939	John Brown Co. Ld. / Clydebank	~~New Zealand Shipping Co. Ld.~~ Federal Steam Nav. Co. Ld.	532·2	70·4	34·6	London British	Oil Engines 2S.C.SA 10Cy.28 3/16"–88 7/16" / John Brown & Co. Ld.		
90089	**Sado Maru**	Twin Sc. Oil Eng. / D.F. GyC. E.S.D. / Ref. Mchy. 2 Dks / Cruiser Stern	7100 / 3950				1939	Mitsubishi Jukogyo K.K. / Nagasaki	Nippon Yusen K.K.	475·7 / F38′	62·3	41·0	Tokyo Japanese	Oil Engines 2S.C.SA 14Cy.26⅜"–19 5/16" 1960NHP / Mitsubishi Jukogyo K.K. Nag.		
90090	**Evolder**	D.F. Cruiser Stern / Oil Eng. / Longitudinal framing 1 Dk / Mchy. Aft / Carrying Petroleum in bulk	9430 / 8795 / 5695				1939	Sir J. Laing & Sons, Ld. / Sunderland	E.B. Aaby's Rederi A/S (E.B. Aaby, Mgr.)	483·6 / P103′B86′F36′	68·3	36·2	Norwegian / WB	Oil Engines 2S.C.SA 4Cy.26⅜"–39¼" 838NHP / Wm. Doxford & Sons, Ld. Sld		
90091	**San Antonio** (ex Nea Tyhi–39, ex Maid of Syra, ex Hornecap) / Well deck	ss Alx. 2nd No. 3–2,39 / 1 Dk (Stl)	3451 / 3177 / 2130	100A1 with freeboard / 2,39 / MS2,39	Alx w	CL 2,39 / LMC BS10,38	1912	Schiffsw. v. Henry Koch / Lübeck	Wallem & Co.	361·4 / P & B288′F42′ FR / Intermediate bulkhead in fore and after hold dispensed with / Cell D B319′8 11t FP T142t	50·7	21·4	Panama Panamanian / Cem	T.3Cy.25⅜",41¾"&68⅞"–43⅜" 2000lb (s) 385NHP / 2SB.8cf, GS113, HS4993 FD / Ottensener Maschf. Altona	23 " 11 / 2 " 7¾ / 21 " 6	

Lloyd's SA CP

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Registered Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 for Special Survey Date of last Survey.	7 Port of Survey. Years Assigned. Date Last Reported.	7a Date when Oil Fuel Bunkers last Surveyed.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. N.H.P.=Horse power by Society's formula: I.H.P.=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Mean load draugh Proposed amidships Corresponding draught. ft. in.
90092 LDGN	**Santos** (*ex*Paraguayo-39, *ex*Sud Africano)	Twin Sc 4 Mst *Oil Eng.* *ss* Bal. No. 1 *Dk (Stl)* § *Shelter* 3rd *dk (Stl)* in No. 1 hold	4639 1119 4272	✠100A1 *with freeboard* 7,38 ✠LMC (C 10,37 D 8,38 7,38	Bal *z*	CL 7,38		1928 10mo	Akt. Burmeistr & Wain *Copenhagen* *Lloyd's A & CP*	A/S Ivarans Rederi (S. Holter-Sörensen, *Mgr.*) *Cell D B 334' 1062t*	381·8 FK	53·8	25·1 *FPT 1121t A PT 156t*	Oslo Norwegian *G B H Collis Shak* 6, 2nd,)	Oil Engines 4S.C.SA 12 Cy 21⅛"–59 1/16" 534 N.H.P. DB *100lb* Akt. Burmeistr & Wain, Cpn	28 " 9 22 " 11½ 25 " 11
90093 JSVD	**Singo Maru** (P) (*ex*Shingo Maru-39)	*ss* Kob. No. 3-12, 29 *ss* Kob. No. 2-36' 2 *Dks (Stl)*	4740 4484 3423	✠100A1 12,38 ✠LMC 12,38	Tama *x*	CL 12,38		1917 5mo	Uraga Dock Co. Ltd. Uraga A & CP	Kuribayashi Syosen K.K. *Cell D B 291' 934*	360·0 FK	51·0	28·4 *FPT 143t A PT 53t*	Muroran Japanese *Cruiser Cem*	T. 3 Cy. 24½", 40½" & 67"–48" 180 lb (*s*) 378 N.H.P. S.B. *9cf*, GS 180, HS 382 Uraga Dock Co. Ltd. Uraga	28 " 5 25 " 5¾ 23 " 2
90094 26749 JTFB	**Sin-i-Maru** (*ex*Shin-i-Maru-39) *Mchy. Aft*	*ss* Kob. No. 3-8, 3 *ss* Osa. No. 1-38 2 *Dks (Stl)*	3812 2316	✠100A1 8,38 ✠LMC 8,	Osa *w*	8,38		1920 4mo	Yokohama Dock Co. Yokohama A & CP	Kishimoto Kisen K.K. *Cell D*	345·0 FK	50·0	29·1 *FPT 56t*	Kobe *B H Cem*	T. 3 Cy. 23", 38" & 64"–48" (*s*) 200 lb 343 N.H.P. S.B. *6cf*, GS 106, HS 411 FD Yokohama Dock Co. Yka.	29 " 1 25 " 3¾ 23 " 11
90095 33333 JQKB	**Syoyo Maru** (*ex*Shoyo Maru-39) *Mchy. Aft*	*ss* Yka *ss* Yka 2 *Dks (Stl)*	7403 4	✠100A1 6,38 ✠LMC 6,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,28	Yka *b* †	CL 5,38 *F.P. above* 150° F.		1928 3mo	Yokohama Dock Co. Ltd. Yokohama *Lloyd's A & CP*	Nippon Tanker K.K. *Cell D B u E § B 73' 300t D T f 43' 550t*	430·6 P 110' B 33' F 38' FK *F P T 144t A P T 207t*	57·7	34·5	Tokyo Japanese *B H pt Cem* (9 to U dk 4 " 2nd ")	T. 3 Cy. 27", 45" & 75 1/16"–54" 200 lb (*s*) 582 N.H.P. 3 S.B. *9cf*, GS 185, HS 295 FD Yokohama Dock Co. Ltd. Yka	34 " 6 26 " 9½ 28 " 0½
90096	**Saba** *Mchy. Aft* *Cruiser Stern* 1 *Dk*	*Oil Eng.*	397 250 204					1939	Gebr. van Diepen N.V. Waterhuizen	C. J. Roorda	144' 2" 2' 9" 0			Vlaardingen Dutch	Oil Engines 4 Cy. N.V. Kromhout Mtrnfb. Ams	
90097	**Siranger** *Ref. Mchy.* *Cruiser Stern*	*Oil Eng.* 2	5500					1939	Cant. Nav. del Quarnaro Fiume	Westfal Larsen & Co. A/S	400·0 F 29'	55·5	28·5	Bergen Norwegian *W B*	Oil Engines 2S.C.SA 8 Cy. 28½"–19 3/16" 701 N.H.P. Cant. Riuniti Dell'Adriatico Trieste	
90098	**Silvio Scaroni** (*ex*Gudenaa-39, *ex*Wheelsman-35)	1 *Dk*	1359 1204 784					1920	L. Smit & Zoon Kinderdijk	Dott. Ing. Cav. Mario Zoboli	239·2 B 23' B 62' F 25'	36·2	16·4	Genoa Italian *W B*	T. 3 Cy. 17½", 29" & 46"–36" 127 N.H.P. L. Smit & Zoon, Kinderdijk	
90099	**Sommelsdijk** D.F. E.S.D. *Ref. Mchy.* *Cruiser Stern*	Twin Sc *Oil Eng.*	7900	100A1 *with freeboard* (*Class Contemplated*)				1939	Odense Staalskibsvft ved A P Möller Odense	Nederl.-Amerik. toomv. Maats. Holland Amerika Lijn)	470·0 B 80' F 42'	62·3	29·5	Rotterdam Dutch	il Engines 2S.C.SA 16 Cy. 24 7/16"–45¼" Akt. Burmeistr & Wain, Cpn	

No. Ordre. / Numéro Officiel. / Signal Letters.	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. / Sous le Pont. / Net.	Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Lieu de la dernière visite.	Construit. Quand. / Navire / Mach.	Par qui. / Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Pompes. Nom du Constructeur des machines.	Creux sur Quille. Au bord au milieu du navire. Quand d'exécution pendant	Ordre
90201 Thames (Queen T) PadSk [illegible] *Fitted for oil fuel* MCDC Southcot[illegible]er (ex Dartmouth Belle) 2 Dks	517 409 216			1[illegible]	W. [illegible]	New Medway Stm. Packet Co. Ltd. (S.J. Sidgwick, *Mgr.*)	240·0 | 28·1 | 9·3 *Promenade Dk 150'*	London British	T.3Cy.20½",30"&43"–60" Penny & Co. Dumbarton	10.38
90202 Tintern Abbey 162131 GMMX	[illegible] [illegible] 1451	[illegible]A1 *withfreeboard*		1938	W. Gray & Co. Ld. W. Hartlepool	Abbey Line Ld. (Frederick Jones & Sons, *Mgrs.*)	308·0 | 45·1 | 20·7 P 25' B 70' F 29'	Cardiff British	T.3Cy.20",33"&55"–39" Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl.	23 ″ 4 13 ″ 7½ 19 ″ 11
Cruiser Stern	2471 2276 1482	(*Class Contemplated*)								
90203 Terukawa Maru 44593 (ex Norse Viking–38) JLGM *Mchy. Aft* D.F.	6172 ✠ — 4367	7,38 ✠ HKg *c* †		1934 8mo	Odense Staalskibsvft ved A. Møller Odense	Goyo Syosen K.K.	458·2 | 58·0 | 29·9 152' *Cell D B 371' 1446t D T a 19' 540t* *M T 1665t F P T s 240 t A P T s 173t*	Kobe Japanese FK	Oil Engines 2S.C.SA 5Cy.24⅞"–55⅛" 1026NHP Akt. Burmeistr & Wain, Cpn	29 ″ 11
Oil Eng. *1 Dk & Shelter dk* *Bridge in Nos. 1, 3 & 4 holds* *Cruiser Stern* *Rudder electrically worked* *(DAMAGED BY FIRE 7,36—NOW TRADING)*							*Coll to Sh dk 6 „ 2nd „)*			
90204 Tynningö (ex Sydic–38) 5662 ~~88~~ Got 2nd No. 3–6,38 ~~Shelter No. 3 9,37~~ SGTA D.F. ~~Shelter No. 3 10~~	4272 ✠ 100A1 3874 *Shelter dk* 2625 *with freeboard* 6,38	Shl Got MS3,37 MC 5,37 6,38	*y* CL	1914 10mo 6,38	J.L. Thompson & Sons, Ld. Sunderland	Rederi A/B Rex (K.M. Källström, *Mgr.*)	385·0 | 53·7 | 23·6 *Lloyd's SA & CP* *Cell D B a 134' a E & E 45' f 164' 1176t F P T 76t A P T 77t*	Stockholm Swedish FK	T.3Cy.27",45"&74"–48" (*s*) 26 ″ 1 180lb (*s*) 111NHP 2 6½ 6SB(Spt) *9cf*, GS197 HS7906 23 ″ 9½ Blairs Co. Ld. Stockton	
Oil Eng. *1 Dk (Stl) & Shelter dk (Stl)*										
90205 Triadic 166448 E.S.D.	6378 ✠ 100A1 5222 *Freeboard* 3500 ~~7,38~~ 1,39	PGl Mel LM C 5,38	CL	1938 5mo	Lithgows Ld. Port Glasgow	British Phosphate Commissioners (A.H. *Mgr.*)	442 [illegible] 25·0 *Lloyd's SA & CP* *Cell D B 252' 1356t D T f 16' 708t*	London British FK	Oil Engines 4S.C.SA [illegible] Cy.29½"–52½" [illegible] NHP 2 DR [illegible] G. Kincaid & Co. Ld. Grk.	29 ″ 4 13 ″ 3½ 25 ″ 9
Oil Eng. *1 Dk & Shelter dk* *Cargo battens not fitted* *Cruiser Stern* *Spar [illegible] oiltight bulkhead No. 2 hold*							*Tanks in way of tunnel 42' 178t F P T 213t*			
90206 Tembien (ex Ningshin–38, Twin Scr. ex Taishan) *1 Dk & Awng dk*	3439 — 2099			1913	Hong K'ng & Whampoa Dock Co. Ld. Hong Kong	Cia. Italiana di Nav. S.A.I. (Chinese Italian Nav. Co. Ld.)	280·0 | 53·1 | 10·0 FK *WB*	Shanghai Italian	T.3Cy.21",33"&55" Hong Kong & Whampoa Dock Co. Ld. H. Kong	12 [illegible]
90207 Themoni *1 Dk & Shelter dk* SVXT D.F. E.S.D. *Cruiser Stern*	5719 ✠ 100A1 5876 *with freeboard* 3486 9,38 (*Class Contemplated*) *Fitted for oil fuel* 9,38 *F.P. above* 150' F. LM C 9,38	Sld *ot* †	CL	1938 9mo *Lloyd's SA & CP*	Wm. Doxford & Sons Ld. Sunderland	Kassos Steam Nav. Co. Ld. (Pnevmaticos, Rethymnais, Yannaghas, *Mgs.*)	~~432·1·6·7·5·26·6~~ 431·9 | 57·5 | 26·7 447·7 (o.l.) FK (*Coll B H to Shelter dk 6 B H to 2nd dk*) *Cell D B 373' 1362t M T 16' 655t F P T 195t A P T 191t*	Syra Greek 7 *B H pt Cem*	T.3Cy.24",39"&69"–48" 29 ″ 1 220lb (*s*) 471NHP 8 ″ 4½ 8SB(Spt) *9cf*, GS151, HS6585 25 ″ 11½ FD Richardsons, Westgarth & Co. Ld. Hpl.	
90208 Taiyu Maru *Mchy. Aft*	1850			1938	Osaka Zosensho, Ld. Osaka	Ube Chisso Kogyo K.K.	270·0 | 40·0 | 20·2 [illegible]	Tokyo Japanese	T.3Cy.18",29"&50"–39" 156NHP Kubota Iron Works, Osaka	
90209 Twee Gebroeders *Oil Eng.* *Mchy. Aft* 1 Dk (Stl) *Cruiser Stern*	350			1938	Schpsw. "Volharding" Gebr. Bodewes Foxhol	J. Damhof	140·6 | 25·7 | 10·3 134' F 16'	Delfzijl Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11 [illegible]"–17½" Appingedammer Bronsmotorenf. N.V.	68NHP
90210 Taisyo Maru 44590 JLAM *Mchy. Aft* *Cruiser Stern*	4816 — 2824			1938	Kawasaki Dkyd. Co. Ld. Kobe	Taisyo Kisen K.K.	[illegible] 4,02 3,20 1	Kobe Japanese	2 steam turbines D.R. geared to 1 sc. shaft Kawasaki Dkyd Co. Ld. Kobe	650NHP
90211 Thor I *Oil Eng.* LKAA 1 Dk *Cruiser Stern*	2600 2352 2068 1482			1938	Framnæs Mek Værks. A/S Sandefjord	Fryde & Dahls Hvalfangerselskap A/S (A/S Thor Dahl, *Mgrs.*)	210·0 | 46·6 | 18·5 [illegible] 0	Sandefjord Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.18½"–35 [illegible]" Sulzer Bros. Ld. Winterthur	374NHP
90212 Tchernishevski (ex Pokrovski–38, ex Hagno–35,) UPLB 1 Dk	3588 3263 2160			1919	Rotterdam Droogd. Maat Rotterdam	U.S.S.R.	361·4 | 49·9 | 22·1 P 31' B 214' F 86'	Odessa Russian *WB*	T.3Cy.25",41"&68"–15" 310NHP Rotterdam Droogd. Maats.	
90213 Tirso (ex Hein Ningshin–38, ex Bertha) *1 Dk & Spar dk & deep framing*	2175 — 1845			1906	Fevigs Jernskibsbyg Arendal	Cia. Italiana di Nav. S.A.I. (Chinese Italian Nav. Co. Ld.)	269·6 | 39·0 | 10·5 250' 18·4 FK *WB*	Shanghai Italian	T.3Cy.20½",33"&56"–39" Richardsons, Westgarth & Co. Ld. Mdb.	21 ″ 3 207NHP
90214 Tjitjalengka Ⓟ JMQH D.F. *Oil Eng.* *Cruiser Stern*	~~10600~~ 6972 *with freeboard* 7877 6623 (*Class Contemplated*)	100A1		1938	N.V. Nederl. Schps. Maats. Amsterdam	Java-China-Japan-Lijn	~~450·0 | 64·5 | 38·5~~ 454·9 | 64·7 | 31·0	Batavia Dutch	Oil Engines 2S.C.DA 6Cy.28 [illegible]"–47½" Gbr. Stork & Co. N.V. Hengelo	38 ″ 6 s10 ″ 6 28 ″ 1½
90215 Tyōryu Maru 44497 JMBM *Oil Eng.*	301 217 200			1937	Urabe Zosen Dekkosyo Gosikaisha	Asahigumi Kisoten K.K.	120·0 | 23·5 | 11·5	Tokyo Japanese	Oil Engines	
90216 Tassia (ex Majestic–38) *ss Hul 2nd No. 3–6,29* *ss Hul. No. 1–34* D.F. *Spar Dk (pt long & Stl)* *2 tr B & deep framing* *Cargo battens not fitted*	3034 2811 [illegible] ~~11,38~~ *Spar dk with freeboard* ~~8&9,37~~ (*Class Contemplated*)	Hpl *u*	CL 2.37	1904 4mo	Irvines' SB & D.D. Co. Ld. W. Hartlepool	G. Sigalas Sons	325·0 | 47·1 | 13·7 P 32' B 100' F 32' FK 22·5 *Lloyd's SA & CP* *Cell D B a 106' a E 22' f 136' 663t F P T 100t A P T 42t*	Piræus Greek *B H Cem*	T.3Cy.24",38"&64"–42" (*s*) 24 ″ 10 160lb 277NHP ~~24 ″ 0~~ 2SB, *6cf*, GS100, HS4329 ~~M 0~~ Richardsons, Westgarth & Co. Ld. Hpl.	
90217 Tide Penn (ex Betterton–38) 219637 KUBG D.F. *Mchy. Aft* *Fitted for oil fuel* *2 Dks & Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	7198 6593 4382			1920	Baltimore D.D. & S.B. Co. Baltimore, Md.	Tide Water Associated Oil Co.	431·0 | 59·2 | 31·4 P 105' B 37' F 39' FK	Wilmington (Del.) Utd. States *WB*	T.3Cy.24½",41½"&72"–48" NE25 536NHP Hooven, Owens & Rentschler Co. Hamilton, O.	35 ″ 3 13 †

1 No. in Book. Official No. Code Letters	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Tons Gross Under deck Net.	5 Particulars of Classification. Character.	6 Part of Vessel	7 Additional Notes	8 Date when last built.	9 Built. When	By Whom Where	10 Owners.	11 Length	Breadth	Depth	12 Port of Registry Flag.	13 Engines. No. & type of engines. Nominal power by Society's formula. Makers' names. Date of trial. Particulars of boilers & furnaces. Engine Maker's Name.	14 Consumption of fuel. Coal. Oil.	15 Boilers working pressure.
90218 42837 JIZE	**Tensin Maru** (*ex* Yung Hwa-38, *ex* Baldima-31, *ex* War Duchess) ss Syd No.3-11,32 ss Kob.No.1-36 1 *Dk (Stl)*	4936 3000	✠ ... 8,38		Kob	*x*		1918 9mo	**Canadian** Vickers, Ld. Montreal	Zuiko Syosen K.K. (Taiyo Kaiun K.K. *Mgrs.*) *Cell DB* 380'5 | 48'6 | 29'7 P30'B105'F41' FK 316'1367*t* *FPT* 102*t*	Hasidate Japanese *BHCem* *APT* 136*t*	T.3Cy.27",44"&78"–48" 471 NIP 3SB,*12cf*,GS174, HS6660 Canadian Vickers, Ld. Mtl.	30 " 1	
90219 42836 JIYE	**Tensho Maru** (*ex* Loong Hwa-38, *ex* Kalimba-37) ss Rot.No.3-8,26 ss Shl.No.2-34 2 *Dks (Stl)*	5013 4777 3754	✠ ... 8,38		Nag	*y*		1914 3mo	**D & W Hendersons** Co. Ltd. Glasgow	Shoko Syosen K.K. (Taiyo Kaiun K.K. *Mgrs.*) *Cell DBa* 123' *uE&B* 36' *f* 182'1054*t* *FPT* 96*t*	Hasidate Japanese *BHCem* *APT* 218*t*	T.3Cy.25",41½"&67"–51" 135 NIP 3SB,*9cf*,GS146, HS6397 D & W. Hendersons & Co. Ltd. Gls	29 " 10	
90220 PHZM	**Tiba** *Oil Eng.* D.F. 1 *Dk & Shelter dk* *Cruiser Stern*	5239 4505 8102	✠ 100A1 *with freeboard* 9,38 *(Class Custom plated)* ✠L... C9,		Rot	*b* †	CL	1938 9mo	**N.V.Mch. & Scheepswrf. van P.Smit, Jr** Rotterdam	N.V. Maats. "Vrachtvaart" *Lloyd's SA&CP*	434'1 | 59'3 | 24'1 455'9 (O.L.) P10'F31' FK (*Cell B H* to *Shltr dk*, 6 *B H* to 2nd *dk*) *Cell DB* 356'1412*t* *FPT* 2[illegible] *APT* 68*t*	Rottrdam Dutch *7 BH*	Oil Engines 2S.C.SA 7Cy.24 7/16"–45¼" 724 NIP DB *80lb* N.V. Mch. & Scheepswerf van P. Smit, Jr. Rot.	27 " 6	s 8 " 3¾ 24 " 8½
90221 34114 JCMC	**Taizin Maru** Ⓟ (*ex* Taijin Maru-38, *ex* Hallfried) *Oil Eng.* ss Kob.No.3-11,28 ss Kob.No.2-36 2 *Dks (Stl–Weather dk pt ws)* *Cruiser Stern*	Twin Sc 5155 4835 3642	100A1 *with freeboard* 6,38 LMC CS6,37 DB 86,38 6,37		Yka	*y*	CL 6,38	1922	**Wrf. voorh.** Rijkee & Co. Rotterdam	Shimomura Kisen K.K. (Taiyo Kaiun K.K. *Mgrs.*) *Cell DB* 819'1016*t* *Tank in way of tunnels* 85*t* *FPT* 48*t* *APT* 90*t*	375'0 | 51'2 | 34'1 H272*t* FK	Hutyu Japanese *BH* (3 *to* 2nd *dk*)	Oil Engines 4S.C.SA 12Cy.22½"–39½" 563 NIP DB *100lb* Werkspoor, Amsterdam	34 " 1	s 8 " 9½ 25 " 10½
90222	**Traverse City Socony** *Carrying Petroleum in bulk* *Mchy. Aft*	Twin Sc 2350	*Oil Eng.* *Longitudinal framing* *Electrically welded*					1938	**Manitowoc** S.B.Corp. Manitowoc, Wis.	Socony-Vacuum Oil Co. Inc.	280'4 | 49'6 | 20'6	Utd. States	2 Oil Engines		
90223 29670 JOSA	**Tyoko Maru** (*ex* Choko Maru-38) *Ref. Mchy.* *Mch. Aft*	1805 1187 967	*Fitted for oil fuel* 2 *Dks*					1923	**Mitsubishi** Zosen Kaisha, Ld. Nagasaki	Nichiro Gyogyo K.K.	250'0 | 39'0 | 19'0 P101'B74'F40'	Yokohama Japanese	T.3Cy.17",28½"&48"–36" 138 NIP *WB* Mitsubishi Zosen Kaisha, Ld		O
90224 8300 5DOU	**Trio** (*ex* Inger Mærsk-38) 1 *Dk*	1482 1173 837						1922	**Svendborg** Skibs & Mask. Svendborg	Rederi A/B Frode (H. Sclander, *Mgr.*)	253'2 | 38'2 | 14'9 P29'Q77'B101'F54'	Stockholm Swedish	T.3Cy.17",27½"&47"–34" 140 NIP *WB* Svendborg Msk. Svendborg		V
90225 29305 JNVA	**Titibu Maru** (*ex* Chichibu Maru-38) Wireless *Ref. Mchy.* *Mchy. Aft* 1 *Dk*	1521 1159 881	*Fitted for oil fuel*					1923	**Yokohama** Dock Co. Yokohama	Nichiro Gyogyo K.K.	250'0 | 37'0 | 19'0 P56'B60'F88'	Yokohama Japanese	T.3Cy.17",28½"&48"–36" 156 NIP *WB* Yokohama Dock Co. Yka.		O
90226 Transferred to No. 68336	**Tegri** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*	325						1938	**Scheepswrf** Waterhuizen J.J. Pattje Waterhuizen	T. Eeftingh	124'0 | 23'0 | 9'5 P46'Q4'B8'F22'	Groningen Dutch	Oil Engines 2S.C.SA 4Cy.9⅞"–14⅜" 62 NIP *WB* Appingedammer Bronsmotorenfb. N.V.		
90227 LJZK	**Thorshavet** *Oil Eng.* *Mchy. Aft* *Cruiser Stern* 1 *Dk* D.F. L.S.D. *Carrying Petroleum in bulk* *pt Longitudinal framing*	11015 10114 6602						1938	**Deutsche** Werft A.G. Bet Finkenwrder Hamburg	Bryde & Dahls Hvalfangerselskap A/S (A/S Thor Dahl, *Mgrs.*)	508'1 | 69'2 | 36'5 P114'B29'F58'	Sandefjord Norwegian	Oil Engines 2S.C.DA 7Cy.23⅝"–43⅞" 1362 NIP *WB* Maschinenfbrk. Augsburg-Nürnberg A.G. Augsburg		N
90228	**Tormes** (*ex* Tornes-38) Wireless 2 *Dks* *Cruiser Stern*	1339 1156 729						1938	**Xiansands** Mek. Værks. A/S Xiansand	M.M. de Pinillos	250'7 | 42'1 | 14'0	Cadiz Spanish	T.3Cy.17½",26"&46"–38½" &exhaust turbine driving steam compressor 122 NIP Akt. Lindholmens Varv Got		N
90229	**Tatumiya Maru** D.F. Gyo. 2 *Dks* *Ref. Mchy.* *Cruiser Stern*	6300 — 3700						1938	**Mitsubishi Jukogyo K.K.** Kobe	Tatsuma Kisen K.K.	410'9 | 56'1 | 30'7	Nishino-miya Japanese	2 D.R. geared steam turbines 750 NIP Mitsubishi Jukogyo K.K. Kobe		
90230 17757 JMAD	**Tusima Maru** (*ex* Tsushima Maru-38) ~~Wireless~~ ss Yka. 2nd No.3-9,38 2 *Dks (Stl)*	Twin Sc 6754 6284 4200	✠ 100A1 4,38 ~~5,97~~ Osa 9 ~~LMC 39~~ BS9,37 B.34,39 ✠LMC 39		Yka	*b* †	CL S9,38 P1,39	1914 9mo	**Russell &** Co. Pt. Glasgow	Nippon Yusen K.K. *Lloyd's SA&CP* *Cell DB* 366	444'4 | 58'2 | 31'3 P35'B138'F39' FK 376*t* *DT sa* 39' 1239*t*	Tokyo Japanese *7 BH Cem* *APT* 136*t*	T.6Cy.20",33½"&56"–48" (*s*) 200 lb 619 NIP 3SB,*12cf*,GS217, HS8892 FD D. Rowan & Co. Glasgow	34 " 0	s 7 " 4¾ 26 " 11
90231 167156 GQQV	**Turkistan** D.F. E.S.D. 2 *Dks* *Cruiser Stern*	6935 6250 4228	✠ 100A1 1,39 *(Class Custom plated)* ✠L... C1, *Water ballast well* 1,39 *F.P. above* 16'6"		Shl		CL	~~1938~~ 1939 1 mo	**J. Read-head & Sons Ld** South Shields	Strick Line (1923) Ltd., F.C. Strick & Co. Ltd. *Mgrs.*) *Lloyd's SA&CP*	454'0 | 58'5 | 29'5 472'5 (O.L.) P42'B140'F40' FK P4'v B133'T38' *Cell D BS* 27 1537*t* *DT sa* 39' 1080*t* *FPT* 190*t* *APT* 94*t*	London British *7 BH pt Cem*	T.3Cy.26½",44"&74"–48"& L.P. turbine with D.R. gearing & hydraulic coupling 220 lb HS8994 (*s*) 706 NIP 3SB(Spt) *12cf*, GS190, FD J. Read-head & Sons Ld. S. Shl	32 " 2	s 6 " 10½ 25 " 6½
90232 LKCQ	**Trondheim** *Oil Eng.* *Mchy. Aft* D.F. 1 *Dk* *Cruiser Stern* *Bulkheads of shelt & upper deck plating electrically welded*	8258 7562 4951	✠ 100A1 1,39 *Carrying Petroleum in bulk* ✠LMC 1,39		Got	*c* †	CL	~~1938~~ 1939 1 mo	**Eriksbergs** M.V. Aktieb. Gothenburg	A/S Tank (B. Matheson) *Lloyd's SA&CP* *Cell DB* 568 170*t* *DT f* 23' 492*t* *APT* 140*t*	469'2 | 61'1 | 34'5 486'3 (O.L.) P92'B48'F41' FK *12 B H pt Cem* 2 DR *142lb*	Oslo Norwegian	Oil Engines 2S.C.DA 6Cy.17½"–47½" 644 NIP Eriksberg M.V. Aktieb. Got	34 " 0	s 7 " 5 26 " 9½
90233 PIBE	**Tromp** (*ex* Flying Irishman-38) *Oil Eng.* ss Rot.No.1-36 *Mchy. Aft* 1 *Dk (Stl)* *Cruiser Stern* *Cargo battens not fitted*	391 290 198	✠ 100A1 1,39 2,38 ✠LMC 11,36 ✠LC(M) 2,38		Rot	*f*	2,38 N1,39	1932 1 mo	**N.V. Industrie Maats. De Noord** Alblasserdam	N.V. Motorzeevaart Maats. "Mozem" (N.V. J. Vermaas' Scheepvaartbedrijf *Mgrs.*) *Lloyd's SA&CP*	148'8 | 25'2 | 9'1 P40'F21' FK *Cell DB f* 102' 115*t* *FPT* 25*t*	Rottrdam Dutch *3 BH Cem*	Oil Engines 4S.C.SA 6Cy.12½"–14⅜" 88 NIP Mirrn Werke Mannheim A.G. *APT* 20*t*	11 " 0	s 1 " 0 10 " 1
90234 131445 GRQK	**Trade** (*ex* Eurypylus-88, *ex* Indrakuala) 2 *Dks (Stl)* *Carrying oil fuel F.P. above 150° F. in D.B.*	5848 5307 3563	✠ 100A1 5,38 11,38 Lon BS3,38 ✠LMC 5,36		Liv	*a* †	CL 5,38	1912 7mo	**C. Connell** & Co. Ltd. Glasgow	Continental Transit Co. Ltd. *Lloyd's SA&CP* *Cell DB a* 118' *uE&B* 76' *f* 196'1260*t* *FPT* 98*t* *APT* 58*t*	430'0 | 54'0 | 30'5 P80'B148'F80' FK *7 BH Cem*	London British	T.3Cy.26½",45"&75½"–54" 200 lb HS13405 (*r*) 687 NIP 2D&1 Aux SB, *15cf*, GS300 Dunsmuir & Jackson, Ld Gls	33 " 1	s 5 " 9½ 27 " 6½
90235 18490 JPAD	**Turuga Maru** (*ex* Tsuruga Maru-38) ss Yka. No.3-9,35 2 *Dks (Stl)*	Twin Sc 6988 6468 4284	✠ 100A1 10,38 BS10,38 ✠LMC 3,38		Yka	*b* †	CL 12,87	1916 6mo	**Mitsu Bishi** Dkyd & EWks Nagasaki *Lloyd's SA&CP*	Nippon Yusen K.K. *Cell DB* 892'1838*t* 2	445'0 | 58'0 | 34'0 462'6 (O.L.) P35'B138'F35' FK *7 BH Cem*	Tokyo Japanese *7 BH Cem* *APT* 62*t*	T.6Cy.20½",33½"&56"–48" 200 lb (*s*) 620 NIP 4SB(Spt), *12cf*, GS225, HS8903 FD Mitsu Bishi D. & E. Wks. Nag	34 " 0	s 7 " 6 26 " 8

1 Numéro d'Ordre.	2 Nom du Navire. Matériaux. Gréement, etc.	3	4 Tonnage Officiel	5 Détails de la Classification. Cote.	6	7	7a	8 Construit. Quand.	9 Par qui.	10 Armateurs.	11 Dimensions d'après la Douane Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement.	13 Machines.	14 Grues sur Quille
Numéro Officiel. Signaux	*Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.		Total — Sous le Pont — Net.	Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Tonnage additionnel maintenant acquitté. Lettre d'Equipement.	Date de la dernière visite à flot ou porte-hélice.	Navires. — Mach.	Où.		Pavillon.				Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Frais de bord au mille d'un navire. Tirant d'eau correspondant.

90236 Tysa — *Oil Eng.* — 1 *Dk Shelter dk Cruiser Stern* — PIBZ — D.F.
5400 / 3327 / 4505 / 3179 — ✠100A1 — Rot *b*† — CL — 11,38
with freeboard (~~*Class Contem plated*~~) — ✠LMC11,38
1938 — N.V.Mch. & Scheepswerf van P. Smit, Jr., Rotterdam — ~~N.V. Vraachtvaart~~ N.V. Maats "Vrachtvaart" — *Lloyd's SA&CP*
434·1 | 59·3 | 24·1 — Rotterdam — Dutch — FK
455·9(o.L.) — F31' — *7 BH* — (*Coll BH to Shltr dk & BH to 2nd dk*) — *Coll DB 356' 1412t FPT 290t APT 68t*
Oil Engines 2S.C.SA — 7Cy.21⅞"–45¼" — 724NHP — *DB80b*
N.V.Mch. & Scheepswerf van P. Smit, Jr. Rot.
27 " 6 — 83 " 3¼ — 24 " 3¾

90237 Transeas (*ex* Polmela–38, *ex* Lilburn–37, *ex* Islington) — 14583 — MNWZ — *ss* Gmb. No. 3–9,27 — *ss* Bkn. No. 2–35 — 1 *Dk (Stl)* — *Cargo battens not fitted*
1499 / 1280 / 836 — ✠100A1 — Cff *p* — CL — 11,38
4,39 ~~12,38~~ — Msl — BS12,38 — ✠LMC11,38
1924 — Swan, Hunter & Wigham Richardson, Ld. Sunderland — Continental Transit Co. Ltd. — *Lloyd's SA&CP*
240·0 | 37·2 | 17·7 — 248·3(o.L.) — London — British — FK
P 17' B 53' F 22' — *4 BHpt Cem* — *Cell DB 203' 417t FPT 82t APT 29t*
T.3Cy.18", 29" & 48"–33" (*s*) — 180lb — 168NHP
2SB, *4cf*, GS88, HS2350 — MacColl & Pollock, Ld. Sld.
19 " 9 — 2 " 7½ — 17 " 3

90238 Tuapse (*ex* Stanislav Kossior–38, *ex* Germanic) — *Oil Eng.* — UOWM — *Mchy. Aft* — 2 *Dks (Stl) & Web frames* — *Longitudinal framing* — *Carrying Petroleum in bulk*
6326 / 5975 / 3912 — ✠ — Nwc *a*† — 10,31
1931 — Swan, Hunter & Wigham Richardson, Ld. Newcastle — U.S.S.R. — *Cell DB u E 75' 296t DT f 38' 571t FPT 97t APT 116t*
420·5 | 57·3 | 32·3 — P 108' B 28' F 38' — Tuapse — Russian — FK
15 *B Ipt Cem* — (11 *to U dk* 4 „ *2nd* „) — Barclay, Curle & Co. Ld. Gls.
Oil Engines 2S.C.SA — 4Cy.23¾"–91 5/16" — 687NHP
32 " 4

90239 Tiryo Maru — 44577 — JIKL — D.F. E.S.D. — 2 *Dks* — *Cruiser Stern* — *Strengthened for navigation in ice*
2225 / 1769 / 1171 — ✠100A1 — Nag *r* — CL — 7,38
✠LMC7,38
1938 — Kawaminami Kogyo K.K. Nagasaki — ~~Kawaminami Kogyo K.K.~~ Nagasaki Kisen Gomei Kaisya — *Lloyd's SA&CP*
257·1 | 40·4 | 23·0 — 269·6(o.L.) — Osaka — Japanese — FD
P 23' B 77' F 31' — *7 BH Cem* — *Cell DB 211' 424t FPT 151t APT 14t*
T.3Cy.18⅞", 31⅞" & 52½"–39" — 199lb (*s*) — 294NHP
2SB, *6cf*, GS118, HS4617 — Kawaminami Kogyo K.K. Nagasaki
23 " 0

90240 Tenryo Maru — 44606 — JLJL — D.F. E.S.D. — 2 *Dks* — *Cruiser Stern* — *Strengthened for navigation in ice*
2193 / 1769 / 1158 — ✠100A1 — Nag *r* — CL — 5,38
✠LMC5,38
1938 — Kawaminami Kogyo K.K. Nagasaki — ~~Kawaminami~~ ~~Kogyo K.K.~~ Nagasaki Kisen Gomei Kaisya — *Lloyd's SA&CP*
257·1 | 40·4 | 23·0 — 269·6(o.L.) — Osaka — Japanese — FD
P 23' B 77' F 31' — *7 BH Cem* — *Cell DB 211' 424t FPT 151t APT 14t*
T.3Cy.18⅞", 31⅞" & 52½"–39" — 199lb (*s*) — 294NHP
2SB(Spt) *6cf*, GS118, HS4617 — Kawaminami Kogyo K.K. Nagasaki
23 " 0

90241 Tatibana Maru Ⓟ (*ss* Kob. No. 1–38, *ex* Tachibana Maru–38) — 27806 — JAGA — *ss* Kob. No. 3–8,34 — 2 *Dks (Stl) & Web frames* — *Longitudinal framing*
6522 / 5679 / 3863 — ✠100A1 — Kob *a*† — CL — ~~11,38~~ 11,38 — N8,37 — ✠LMC~~8,37~~ 8,37
1921 — Kobe Steel Works, Harima Dockyard — Asahi Sekiyu K.K. — *Lloyd's SA&CP*
420·0 | 54·0 | 32·9 — P 117' B 36' F 35' — Tokyo — Japanese — FK
16 *B Ipt Cem* — (11 *to U dk* 5 „ *2nd* „) — *Cell DB u E & B 81' 1155t DT f 41' 375t* — *'tween dk tunk aft 10' 16t FPT 116t APT 26t*
T.3Cy.27", 45" & 75"–51" (*s*) — 200lb — 560NHP
3SB, *9cf*, GS192, HS7356 — Kobe Steel Works, Kobe
33 " 0 — 6 " 8 — 25 " 7½
Carrying Petroleum in bulk A&CP — *Fitted for oil fuel* 6,21 *F.P. above* 150° F.

90242 Tuyama Maru — TwinSc — 19288 (*ex* Tsuyama Maru–38) — JYMD — D.F. — *ss* Yka. No. 3–11,28 — *ss* Kob. No. 2,36 — 2 *Dks (Stl)*
6963 / 4280 — ✠100A1 — Kob *b*† — CL — ~~9,37~~ 11,38 — PN4,38 — BS~~9,37~~ 10,38 — ✠LMC10,38 — ~~11,38~~
1916 — Mitsu Bishi Dkyd & EWks Nagasaki — Nippon Yusen K.K. — *Lloyd's SA&CP*
445·0 | 58·0 | 34·0 — P 35' B 138' F 35' — Tokyo — Japanese — FK
7 BH Cem — *Cell DB 392' 1338t DT a 12 1361t* — *DT s f 1500t FPT 58t APT 62t*
T.6Cy.20½", 33½" & 55"–48" — 200lb (*s*) — 620NHP
4SB(Spt), *12cf*, GS225, HS8903 — Mitsu Bishi D & E. Wks. Nag
34 " 0 — 7 " 6½ — 26 " 8
Fitted for oil fuel 9,23 *F.P. above* 150° F. — *Adapted for carrying oil fuel* 11,28 *F.B above* 150° F. *in D & E deep tanks*

90243 Tohuku Maru — 21076 (*ex* Fotuku Maru–38) — JDDD — *ss* Nag. No. 3–1,32 — *ss* Kob. No. 1–36 — 2 *Dks (Stl) & Awng dk (Stl)*
5857 / 5586 / 4259 — ✠100A1 — Kob *y* — OG — ~~6,36~~ 11,38 — Osa — *Awng dk* — *with freeboard* — 11,38 ~~11,37~~ — ✠LMC~~11,37~~
1919 — Kawasaki Dkyd. Co. Ltd. Kobe — Daiko Syosen K.K. — A&CP
385·0 | 51·0 | 36·0 — Moto — Japanese — FK
Cem — *Collision BH to Awng dk & BH to U dk* — *Cell DB 334 1118t FPT 126t APT 93t*
T.3Cy.26", 43½" & 72"–48" (*s*) — 200lb — 436NHP
2SB & 1 Aux SB, *8cf*, GS154, HS5636 — Kawasaki Dkyd Co Ld. Kobe
36 " 0 — 9 " 1½ — 27 " 1

90244 The Lady Mostyn — 162046 — GHGT — *Mchy. Aft* — 1 *Dk* — *Cruiser Stern*
305 / 220 / 129 (*Class Contem plated*) — 100A1
1938 — Goole S.B. & Repg Co. Ltd. Goole — Darwen & Mostyn Iron Co. Ltd.
128·3 | 23·5 | 8·8 — Q 47' F 19' — Chester — British
Oil Engines 4S.C.SA — 6Cy.11"–17 1/16" — s
11 " 0 — s " 10 — 10 " 2¼

90245 Tazan Maru (*ex* West Nosska Maru–38, *ex* West Nosska–37) — 4601 — JLSM — *Fitted for oil fuel* — 2 *Dks*
5478 / 5237 / 3970 — •••
1919 — Columbia River SB Corp. Portland, Or. — Kokoku Kisen K.K. — FK
410·0 | 54·2 | 27·7 — P 11' B 115' F 17' — Kobe — Japanese — *WB*
Humboldt-Deutzmotoren, Köln-Deutz — DR geared steam turbine — 579NHP — General Electric Co. Schenectady, N.Y.
30 " 2

90246 Tyosei Maru Ⓟ (*ex* Chosei Maru–38, *ex* Tainei Maru) — 22518 — 3OLB — 1 *Dk*
1729 / 1411 / 1015
1920 — Hakodate Senkyo K.K. Hakodate — Shimatani Kisen K.K. — *WB*
242·0 | 36·0 | 21·5 — Kobe — Japanese
T.3Cy.18", 29" & 49"–33" — 138NHP — Hakodate Senyo K.K. Hakodate

90247 Tosan Maru — TwinSc — *Oil Eng.* — 44373 — JFAM — *Ref. Mchy.* — 3 *Dks* — *Cruiser Stern*
8684 / — / 5402
1938 — Mitsubishi Jukogyo K.K. Nagasaki — Settsu Syosen K.K. (Osaka Syosen K.K. *Mgrs.*) — *WB*
465·9 | 62·3 | 41·0 — F 38' — Osaka — Japanese
Oil Engines 2S.C.SA — 14Cy 28⅜"–49 3/16" — 1960NHP — Mitsubishi Jukogyo K.K. Nag.

90248 Toa Maru — *Oil Eng.* — D.F. GyC. — 2 *Dks* — *Cruiser Stern*
6750
1939 — Kawasaki Dkyd Co Ltd. Kobe — Osaka Syosen K.K. — *WB*
446·2 | 58·1 | 32·8 — P 25' B 177' F 40' — Osaka — Japanese
Oil Engines 2S.C.SA — 7Cy.28⅜"–49 3/16" — 982NHP — Sulzer Bros. Ld. Winterthur

90249 Taityu Maru Ⓟ — 1754 (*ex* Taichu Maru–38) — JTCD — 1 *Dk & Spar dk & Web frames*
3213 / 2594 / 1610 — •••
1897 — Sir J. Laing Sunderland — Osaka Syosen K.K. — *WB*
330·0 | 44·0 | 16·9 — P 36' B 150' F 37' 24·7 — Osaka — Japanese — FK
T.3Cy.28½", 47½" & 79"–~~48~~" — 589NHP — J. Dickinson & Sons, Ld. Sld.
27 " 7

90250 Temnaren — TwinSc — 83301 — *Dk Shelter dk & dk in between dks forward* — SLTN — D.F. E.S.D. — *Oil Eng.* — *Cruiser Stern* — *Strengthened for navigation in ice*
3136 / *2636* / *1704* / 5,39 ~~7,39~~ — ✠100A1 — Got *x* — OG — *with freeboard* — ~~(Class Contem plated)~~ — ✠LMC3,39
1939 — Akt. Lindholmens Varv Gothenburg — Rederiaktieb. Transatlantic (G. Carlsson, *Mgr.*) — *Completed by A/B Götaverken* — *Lloyd's SA&CP*
~~367·9~~ | ~~51·7~~ | 20·2 — 369·7 | 51·6 | 381·1(o.L.) — Gothenburg — Swedish — FK
6 *BH* — *Duct keel forward of mchy. space* — (*Coll BH to Shltr dk 5 BH to 2nd dk*) — *Cell DB 305' 1092t tanks at sides of funnel 191t FP 155t APT 59t*
Oil Engines 2S.C.SA — 12Cy.19⅛"–35⅞" — 810NHP — A/B Götaverken, Got.
25 " 6 — 81 " 11 — 23 " 9

90251 Tuira (*ex* Andriotis–39, *ex* Bellfield, *ex* Craigwen, *ex* Orpheus) — HPJQ — *ss* Ant. 2nd No. 3–7,38 — 1 *Dk (Stl)*
4397 / *4163* / 2732 — ✠100A1 — Ant *y* — CL — 4,39 ~~4,38~~ — Rot — ~~N6,36~~ 4,39 — ✠LMC8,38
1912 — Bartram & Sons Sunderland — Tuira S.S. Co. Ltd. — *Lloyd's SA&CP*
385·0 | 52·0 | 25·1 — P 33' B 237' F 36' — Panama — Panamanian — FK
6 *BH Cem* — *Cell DB 305' 1092t tanks at sides of funnel 191t FP 155t APT 59t* — *Cell DB a 133' u E 23' f 160' 1113t FPT 172t APT 150t*
T.3Cy.25½", 42" & 71"–48" (*r*) — 180lb — 404NHP
3SB, *9pf*, GS167, HS6568 — J. Dickinson & Sons, Ld. Sld.
27 " 6 — 33 " 10½ — 33 " 10

90252 Trovatore (*ex* Ariadne–38, *ex* Sonora–34, *ex* Northern) — ICFR — *ss* Hav. No. 3–5,25 — *ss* Hav. No. 1–29 — 1 *Dk (Stl) & Shelter dk (pt Irn pt Stl)*
~~4745~~ / ~~4414~~ / ~~2909~~ / 4700 / 4118 / 2335 — ✠ — Hav *y* — ~~7,34~~
1912 — J.L. Thompson & Sons, Ld. Sunderland — I.N.S.A. (Industria Navali Soc. Anon.) — *Cell DB a 136' u E & B 16' f 163' 1270t FPT 151t*
403·4 | 54·1 | 26·0 — 408 1 — Genoa — Italian — FK
6 *BH Cem* — 8SB, *9cf*, GS195, HS7575
Oil Engines 2S.C.SA — 4Cy.28¼", 44½" & 74"–48" — 455NHP — J. Dickinson & Sons, Ld. Sld.
28 " 6 — 0 1 †

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any.	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 Port of Survey	7 Date when built last began	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No & Dia of Cylinders—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register in Class. Date of last Survey. Dates of last Special Surveys.
90253 Code: GCWL	**Tantalus** Ⓟ (ex Radnorshire-39, exTantalus-36) *Ref. Mchy.* D.F.	Twin Sc. *Oil Eng.* 2 *Dks*	7726 6556 4809				1923	Caledon S.B. & E.Co.Ld. Dundee	Ocean S.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	458·3 P52'	58·2 B159'	32·6 F64'	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy. 28½"-45½" 1317NHP Burmeister&Wain,Cpn.		BT 5-51 8.39
90254 Code: GSGY	**Thornliebank** 10·963 E.S.D.	1 *Dk* ‡ *Shelter dk* *Cruiser Stern*	5569 5070 3249	✠100A1 *withfreeboard* 3.39 (*Class Contem plated*)	Shl	*b*†	CL	1939	J.Read-head&Sons Ld SouthShields *Lloyd's*	Bank Line,Ld. (A.Weir&Co. *Mgrs.*)	435·2 451·8(o.l.) F37' (*Cell B Hto Shltr dk,6 B Hto 2nd dk*) *Cel D* B371' 1444*t*	56·7 F.K. 7 *B Hpt Cem* F.P.T. 149 *A*	26·0 PT227*t*	Glasgow British	T.3Cy.25",42"&71"-48" 220lb (*s*) 524NHP 2SB(Spt)A1AuxSB,9*cf.* GS167, HS7444 J.Readhead&SonsLd.S.Shl	29 s 3 25	1 7 8½
90255 Code:	**Tōkō Maru** *Cruiser Stern*	*Oil Eng.*	772				1938	Nakata Zosensyo Ld. Osaka	Sanko Kisen K.K.	170·0	28·5	15·3	Japanese	Oil Engines 4S.C.SA 6Cy.13"-19½" 98NHP Hanshin Iron Wks Ld. Kobe		
90256 Code:	**Tatu Maru** *Cruiser Stern*	*Oil Eng.*	490				1939	Yendo Iron Works Osaka	Nisimoto Zyuhei	195·0	26·5	13·5	Japanese	Oil Engines 4S.C.SA 6Cy.13"-19½" 98NHP Hanshin Iron Wks Ld. Kobe		
90257 Code:	**Takegawa Maru** *Mchy. Aft*	1 *Dk*	1920 1550 1365				1938	Tsurumi Seitetsu Zosen K.K. Yokohama	Kawasaki Kisen K.K.	270·0 P87' F29'	40·0	20·3	Kobe Japanese *WB*	T.3Cy.18",29½"&50"-39" HS1155 228NHP Tsurumi Seitetsu Zosen K.K. Yka.		
90258 Code: D.F. *Mchy. Aft* Dy.C.	**Tōei Maru** E.S.D. *Cruiser Stern* *Carrying Petroleum in bulk* *Longitudinal framing*	*Oil Eng.*	10000 8800 5800				1938	Kawasaki Dkyd.Co.Ld. Kobe	Nitto Kōgyō Kisen Co.Ld.	500·0 P180' B43' F38'	65·0	37·1	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 8Cy.28¾"-47½" 2250NHP Kawasaki Dkyd Co Ld Kobe		
90259 Code:	**Tilly** *Mchy. Aft*	*Oil Eng.* 1 *Dk* *Cruiser Stern*	450				1939	Bodewes Scheeps-werven Martenshoek	N.V. "Abeca"	184·5 P45' Q43'	24·6 F22'	10·0	Zaandam Dutch *WB*	Oil Engines 4S.C.SA 6Cy. Klöckner-Humboldt-Deutz,A.G.Köln-Deutz		
90260	**Togo Maru** (ex Breiva-39, ex Veronica-37) *Fitted for oil fuel* ss B.I.No.2-29 1 *Dk* 2 *tr* ✠		2623 2254 1617	✠ ... 4.33 ✠			1920 10mo	Toledo S.B. Co. Toledo, O.	Okada-gumi K.K.	251·1 P25' B64' F23'	43·8	26·0 FK	Osaka Japanese *WB*	T.3Cy.22",36"&59"-42" 316NHP Toledo S.B.Co. Toledo, O.	28 s 2	
90261 Code: LKAV	**Tripp** *Mchy. Aft*	*Oil Eng.* *Cruiser Stern* *Carrying Petroleum in bulk*	364 294 147				1939	N.V. Industrieele Maats "De Noord" Rotterdam	Skibs.A/S Tripp (Osw.Aamodt)	147·9 Q13' F22'	25·7	10·6	Oslo Norwegian *WB*	Oil Engines 2Cy.11"-17⅛" Humboldt-Deutzmotoren, A.G.Köln-Deutz		
90262 Code: 11630 JNCM	**Turuga Maru**	Wood *Oil Eng.*	301 — 173				1938	Kawasaki Zosensyo Turuga	Matusita Matuziro	109·3	24·4	11·9	Turuga Japanese	Oil Engines		
90263 Code:	**Tama Maru** *Mchy. Aft* *Cruiser Stern*	*Oil Eng.*	380				1939	Mitsubishi Jukogyo K.K. Hikoshima	Sankyo Kaiun K.K.	141·0	24·6	11·8	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.11⅞"-17⅞" 79NHP Hanshin Tekkosho,Kobe		
90264 Code:	**Tetuzan Maru** D.F. *Mchy. Aft*	1 *Dk*	1925 1540 1086				1939	Kawaminami Kogyo K.K. Nagasaki	Osaka Syōsen K.K.	271·6 P87' F29'	40·0	20·3	Osaka Japanese *WB*	T.3Cy.18½",30"&50"-36" 150NHP Kawaminami Kogyo K.K. Nag.		
90265 Code:	**Tokati Maru** D.F. *Cruiser Stern*		2000 1650				1939	Tsurumi Seitetsu Zosen K.K. Yokohama	Hokkaido Tanko Kisen K.K.	275·6 P36' B72' F30'	40·0	21·3	Tokyo Japanese *WB*	T.3Cy.20⅞",33½"&56½"-39" HS1259 263NHP Tsurumi Seitetsu Zosen K.K. Yka.		
90266 Code:	**Tibia** D.F. E.S.D. *Mchy Aft* *Cruiser Stern* *pt Longitudinal framing*	*Oil Engs.*	10000 — 5900	100A1 (*Class Contem plated*) *Carrying Petroleum in bulk*			1939	N.V. Nederl. Schps. Maats Amsterdam	Petroleum Maats. "La Corona" N.V.	500·0 P105' B44' F56'	64·2	37·0	The Hague Dutch	Oil Engines 4S.C.SA 10Cy.25⅞"-55⅛" Werkspoor N.V. Ams.		
90267 Code:	**Tulagi** *Mchy. Aft* D.F. *Cruiser Stern*	Twin Sc. *Oil Eng.*	2300	100A1 *withfreeboard* (*Class Contem plated*)			1939	Hong Kong & Whampoa Dock Co. Ld. Hong Kong	Burns Philp (South Seas) Co.Ld.	240·0 B36' F32'	44·0	27·5	Hong Kong British	Oil Engines 2S.C.SA 12Cy.13¾"-24⅞" Hong Kong & Whampoa Dock Co.Ld. Hong Kong		
90268	**Tenglo** (ex Esja-38) Wireless	2 *Dks*	749 621 442				1923	Kjöbnhvns Flydk.&Skbs. Copenhagen	Chilian State Railways	176·0 F22'	30·1	18·5 *WB*	Valparaiso Chilian	T.3Cy.14",22½"&37"-27" NB34 72NHP Kjöbnhavns Flydk.&Skbsv.		
90269	**Trinidad** Ⓟ (ex Nordbornholm-38) Wireless D.F.	2 *Dks*	376 208 221				1929	Frdkshvns Værft& Flydedok A/S Frederikshvn	Chilian State Railways	136·9 P94' F35'	25·1	9·3 *WB*	Valparaiso Chilian	T.3Cy.12",20"&33"-24" 53NHP Bergens Mek Værks Bergen		
90270 Code: CBAO	**Taitao** (ex Araucano-38, ex Americano) Wireless	ss B.As No.3-10,28 *Well deck* 1 *Dk*	704 450 374	✠ ... 4.33			1921 11mo	G.Brown &Co. Greenock	Chilian State Railways	170·0 P&B109' F30'	30·1 FK	12·3 *WB*	Valparaiso Chilian	T.3Cy.14",23"&37"-24" 108NHP W.Beardmore&Co.Ld. Coatbridge	13 s 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material. Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned now expired Equipment Letter.	7* Date when tail shaft last seen	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula: RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 For letters in white, classed if not, in L.R. Dir. of H.of Trade Cert.
90271 868 SVSG	**Theodoros Coumantaros** (*ex* Maleas-39, *ex* Chef Mécanicien Maillol-36, *ex* War Admiral) 2 *Dks & Awng dk*		5709 — 4282 6692	✠ ... 7,20 ✠				1917	Kawasaki Dkyd.Co.Ld. Kobe	Coumantaros Bros. (Th.& N.Coumantaros Ld. *Mgrs.*)	385·3 | 51·2 | 33·5			Piraeus Greek	T.3Cy.26″,43″&72″–48″ 440NHP *WB* Kawasaki Dkyd.Co.Ld.	36 ″ 0	♥
90272 LKFA	**Torrens** Twin Sc *Oil Eng.* D.F. E.S.D. GyC. *Cruiser Stern*		6700 6800 4000	100A1 *with freeboard* (*Class Contemplated*)				1939	Kockums M.V. Aktieb. Malmö	Wilh. Wilhelmsen	479·1 | 62·3 | 28·8 P42′ F44′			Tönsberg Norwegian	Oil Engines 2S.C.D.A. 1 Cy.23⅝″–43 7/16″ Kockums M.V. Akt. Malmö	31 ″ 7 27 ″ 4	
90273 169484	**Tinley** (*ex Dumb Lighter-38*) Comp Comp Twin Sc		380 257 173						*Unknown* Hong Kong	~~Hawkins~~ Colonial Navigation & Trading Co. Ld.	138·5 | 26·8 | 9·0			Hong Kong British	O.4Cy.10″&16″–20″ *Emade-refitted* 38 32NHP Kwong Sze Sang, H.Kg.		
90274 DGLR	**Theda Fritzen** (*ex* Ostfriesland-39, *ex* Vigor-37, *ex* Sheaf Dart, *ex* Leander) ss Got.2nd No.3–5,33 ss Lkr. No.1–37 1 *Dk pt Irn & pt Stl & deep framing*		2882 2623 1735	✠100A1 Bmn *u* 4,38		CL N7,37		1905 1mo	W. Gray & Co. Ld. W Hartlepoo	Johs. Fritzen & Sohn vorm Lexzau Scharbau & Co. *Celt DB a114′ uE & Lloyd's SA & CP*	330·0 | 47·6 | 19·9 342·0 (o.l.) B40′ f140′ 905*t FPT* 85*t APT* 74*t*			Emden German	T.3Cy.24½″,38⅜″&64″–42″ (*s*) 180lb 294NHP 2SB,6*cf*, gs108, us1608 Cen.Mar.Eng.Wrks. WHpl	22 ″ 6 20 ″ 0	
90275 D.F.	**Texas** *Oil Eng.* 2 *Dks* *Cruiser Stern*		2250					1939	Helsingörs Jernsk & Msk. Elsinore	Det Forenede Dampskibsselskab	325·0 | 45·9 | 28·1			Copnhagn Danish	Oil Engines 4S.C.SA 8Cy.21⅝″–39⅜″ 361NHP Akt. Burmeister & Wain, Cpn.		
90276 225292 KFAJ	**Taku** (*ex* Ormes-39) ss N.Yk.No.3–5,33 ss N.Os.No.1–36 Wireless 1 *Dk (Stl) & Awng dk (Stl–ws) & tr B*		1362 1185 763	✠100A1 NOs *o* *Awng dk* *with freeboard* 1,39 *Fitted for oil fuel* 12,20		CL 2,38		1920 12mo	Todd Ship-yards Corp. (Tebo Plant) Brooklyn N.Y.	Alaska Transptn. Co. *Cell DB* 165′ 177*t D Tf* 17′2	227·6 | 38·7 | 23·7 42*t FPT* 18*t APT* 22*t*		Ketchikan U.States FK *Com* *Collision Bll to Aw dk* 4 „ „ *Up* „	T.3Cy.19″,32″ [illegible]–36″ (*s*) 180lb 245NHP 2SB,6*cf*, gs200, us3780 FD White Fuel Oil Engineering Co. New York	23 ″ 7 7 ″ 3 16 ″ 9	
90277 135360 MFQS	**Thames Coast** (*ex* Cuirassier-39) ss Mch.No.3–4,27 ss Mch.No.2–36 1 *Dk (Stl) & Shelter dk (Stl & pt Irn)* *Tonnage opening closed* 1917		1045 850 474	✠100A1 Mch *o* *Shelter dk* *with freeboard* 10,38 MS3,36		CL 9,38		1914 11mo	W. Dobson & Co. Newcastle	Coast Lines, Ld.	230·6 | 35·0 | 14·9 *Cell DB* a58′ *u* E19′ *f* 100′ 205*t*			Liverpool British FK	T.3Cy.18″,30″&49″–33″ (*s*) 180lb 170NHP 2SB,4*cf*, gs80, us2918 N.E. Marine Eng Co Ld Nwc	24 ″ 0 6 ″ 0½ 18 ″ 1	
90278 D.F.	**Tiina** (*ex* Stina-39, *ex* Lisa, *ex* Bolderau, *ex* Lisa) 1 *Dk & Spar dk*		1597 — 1148					1898	Howaldts-werke Kiel	A. Laane & E. Baltser	243·8 | 36·3 | 20·2 B36′ H57*t* F21′			Pärnu Estonian	T.3Cy.16½″,27 9/16″&42½″–21⅝″ 91NHP Howaldtswerke, Kiel		
90279 *Mchy. Aft*	**Tiny** *Oil Eng.* 1 *Dk* *Cruiser Stern*		300					1939	Zaanland-sche Scheeps. Mij. Werf "Czaar Peter" Zaandam	J. de Vries	144·4 | 23·7 | 9·5 P46′ Q11′ F26′			Groningen Dutch	Oil Engines 2S.C.SA 4Cy.11⅛″–15⅝″ 99NHP N.V. Kromhout Mtrnfb Ams		
90280 Wireless	**Tyoki Maru** *Oil Eng.* *Cruiser Stern*		850					1939	Nakata Zosensho Osaka	Asahi-Gumi K.K.	188·0 | 31·0 | 17·5			Tokyo Japanese	Oil Engines 4S.C.SA 6Cy.14¾″–20⅝″ 128NHP Hanshin Iron Works		
90281 D.F. *Ref. Mchy.*	**Tatuharu Maru** 2 *Dks* *Cruiser Stern*		6300					1939	Mitsubishi Jukogyo K.K. Kobe	Tatsuma Kisen K.K.	410·9 | 55·8 | 30·7			Nisino-miya Japanese	2 steam turbines DR geared to 1 sc. shaft 750NHP Mitsubishi Jukogyo K.K. Kobe		
90282 *Mchy. Aft*	**Tetukai Maru** 1 *Dk*		1925 1540 1086					1939	Kawamin-ami Kogyo K.K. Nagasaki	Osaka Syosen K.K.	271·6 | 40·0 | 20·3 P37′ F29′			Osaka Japanese *WB*	T.3Cy.18½″,30″&50″–36″ 150NHP Kawaminami Kogyo K.K. Nag.		
90283 TCBR	**Trabzon** Wood Twin Sc 3 Mas (*ex* Izmir-38, *ex* Izmir, *ex* Alberta) 2 *Dks*		2495 1943 1556					1919	Foundat'n Co. of British Columbia, Ld. Victoria, B.C.	Türk Silepçilik Limitet Sirketi	279·0 | 46·7 | 21·1 P46′ T26′			Istanbul Turkish	T.6Cy.18½″,22″&30″–26″ 92NHP Vulcan Iron Works, Denver, Col.		
90284 201563 KDWB	**Thunder Bay Quarries** ex John J. Boland-39) (*Self-Unloader*) GyC D.F. *Mchy. Aft*		6493 — 5440					1907	Gt. Lakes Eng. Works Ecorse, Mich.	American S.S.Co. (Boland & Cornelius. *Mgrs.*)	511·5 | 54·1 | 26·7 len36			Buffalo NY U.States *WB*	T.3Cy.22½″,36″&60″–12″ 233NHP Gt.Lakes Eng.Wks. Detroit		R
90285 Wireless	**Tokai Maru** *Oil Eng.* *Mchy. Aft* *Cruiser Stern*		300					1939	Nakata Zosensho Osaka	Hilaka Akio	130·0 | 24·0 | 11·5			Japanese	Oil Engines 1S.C.SA 1Cy.9⅛″–14⅛″ Kobe Hatsudoki K.K.		
90286 D.F. E.S.D. *Mchy. Aft* *Cruiser Stern*	**Torinia** *Oil Eng.* *Long. dinal framing at bottom & deck*		10330	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1939	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Anglo-Saxon Petroleum Co. Ld.	505·7 | 64·5 | 36·9 P106′ B47′ F57′			London British	Oil Engines 4S.C.SA 10Cy.25″–55″ Hawthrn, Leslie & Co Ld Nwc		
90287 1 *Dk*	**Taihuku Maru**		3590 3080 2100					1939	Mitsubishi Jukogyo K.K Yokohama	Kinkai Yusen K.K.	341·2 | 48·2 | 27·9 P26′ B80′ F34′			Tokyo Japanese *WB*	T.3Cy.20½″,34 7/16″&57 1/16″–43 5/16″ HS5083 294NHP Mitsubishi Jukogyo K.K. Yka.		
90288 *Mchy. Aft* *Cruise Stern* 1 *Dk*	**Tenryu Maru** *Oil Eng.*		500					1939	Mitsubishi Jukogyo K.K Hikoshima	Sankyo Kaiun K.K.	158·1 | 27·5 | 12·9			Osaka Japanese	Oil Engines 4S.C.SA 6Cy.13″–19⅛″ 98NHP Hanshin Tekkosho, Kobe		

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. / *Late Name if any.* / Special Surveys.	3 Material, Rig, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey / Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ: RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth / Freeboard amidships / Corresponding draught. ft. in.	15 Numerals in which classed, if not in L.R. Date of last Survey.
90289	Tamesis	Twin Sc Oil Eng.	7229	100A1 *with freeboard*				1939	F. Schichau G.m.b.h. Danzig	Wilh. Wilhelmsen	503·6	63·3	29·0	Tönsberg Norwegian	Oil Engines 2 S C.S.A. 8 Cy. 25⅝"–47¼" F Schichau G.m.b.H. Elbing		
	D.F. E.S.D. GyC. *Ref. Mchy.* Sub. Sig.	*Cruiser Stern*		(*Class Contemplated*)							P42' B46'						
90290	Tamon Maru No. 5	Twin Sc	5261	✠100A1	Kob	z		1911	Mitsu Bishi Nagasaki	Kuribayashi Syosen K.K.	400·0	51·0	32·4	Tokyo Japanese	T. 6 Cy. 19½", 32"&54"-48" (*s*)	32 *n* 5	
13690	(*ex* Canada Maru-39)	*ss* Osa. 2nd No. 3–8,34 / *ss* Kob. No. 1–38	4881 / 3206	8,38				✠11,37 ✠8,38	4mo Dkyd & EWks A&CP		29·8 P34 B152' F44'	FK		*Cem*	200lb 578 NHP SB, 9*cf*, GS198, HS344 FD	6 *n* 8½ 6 *n* 0	
JCDD					LMC 8.38						*Cell D Ba* 181' *a E* 79' *f* 187' 107 0			*B Hto Up dk*	Mitsu Bishi D. & E Wks Nag		
	2 *Dks* (*Upt Irn & pt Stl M–Stl*) *& deep framing Lower dk* (*Stl*) *in forehold*										*FPT* 122 *t APT* 39 *t*			„ „ *2nd* „			

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale Date de la dernière Visite.	6 Date de la dernière visite de l'arbre porte-hélice.	7 Remplacement intermédiaire rapide. Lettres d'Emplacement.	7*	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails de Chaudières & Foyers Nom du Constructeur des machines.	14	15	16
90401	**Umgeni** (P)	Twin Sc	8180	✠100 A1 Nwc				1938	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Bullard, King & Co. Ltd.	451·4 | 61·2 | 32·1	London	T.6Cy.22½",38"-63"-39"&2	35 — 6	BT
166461			6654	*with freeboard* Mdb							468·0 (o.l.)	British	LP turbines with DR gear-s	10 " 2½	101
GKGW	D.F.		5082	9,38 [illegible] M [illegible] 38							P45'B192'F52'	FK 6	ing & hydraulic couplings	25 " 6	5,89
	Ref. Mchy.	2 *Dks*, 8 *rd dk in Nos.* 1 & 3 *holds*						*Lloyd's* &4 *CP*				*B Hpt Cem*	225lb (s) FD 1121 NHP		
		Cruiser Stern									*Cell DB370'940t*	*FPT80t APT242t*	4SB (Sp [illegible] .16 [illegible] 347, [illegible]		
												pt Asp	Swan, Hunter & Wigham Richardson, Ld. Nwc.		
90402	**Ülev** (P)	Twin Sc	922					1938	Atlas-Werke A.G. Bremen	Denizbank-"Akay" Isletmesi	~~213·2 | 33·5 | 10·5~~ 204·8 | 33·7 | 11·2	Istanbul Turkish	T.6Cy.14¼",23½"&38⅜"-- 21⅝" 152 NHP		G
			511									*WB*	Christiansen & M [illegible] yer, Harburg		
		2 *Dks*	395												
		Cruiser Stern													
90403	**Uruguay** (P)	Twin Sc	20183					1928	Nwprt News S.B. & D.D. Co Newprt News	United States Maritime Commission	574·4 | 80·3 | 20·5 B818'F57' 52·0	New York Utd. States *WB*	2 steam turbines connected to electric motors & sc. shaft 2835 NHP General Electric Co. Schenectady, N.Y.		H
227115	(*ex* California–38)	*Fitted for oil fuel*	— — —												
WMCM	D.F. *Ref. Mchy.*	5 *Dks*	11743												
	Gy.C Sub.Sig.	*Cruiser Stern*													
90404	**Unyu Maru**		467					1937	Totigi Syōzi K.K. Totigi Zosensho Wakamatu	Totigi Zyunsaku	161·9 | 27·0 | 13·0	Kobe Japanese	Oil Engines		
43764		*Oil Eng.*	368												
JCDM			350												
90405	**Utlängan** (*ex* Wilton–38)	Iron	*1575*				•••	1878	W. Gray & Co. W Hartlepool	Torsten Carlbom	260·8 | 34·2 | 19·6 Q100 B62 F51' BK9"	Stockholm Swedish	C.2Cy.32½"&61"-33" 178 NHP	21 " 0	V †
3170			*1272*									*WB*	T. Richardson & Sons, Hpl.		
SHJR	*Well deck*	1 *Dk 2 tr B*	*922*												
90406	**Unitas**		359					1938	N.V. Noord-Nederlandsch. Schpswerven Groningen	L. van Bruggen	141·7 | 23·0 | 96·8 P47 F16'	Groningen Dutch	Oil Engines 4S.C.SA 6Cy.11"-17⅛" 70 NHP		
		Oil Eng.	244									*WB*	Humboldt-Deutzmotoren, A.G. Köln-Deutz		
		1 *Dk*	148												
	Mchy. Aft	*Cruiser Stern*													
90407	**Ukisima Maru** (P)		4730					1936	Mitsui Bussan Kaisha, Ld. Tama	Osaka Syosen K.K.	355·7 | 51·5 | 32·0 F14'	Osaka Japanese	Oil Engines 2S.C.DA 7Cy.17½"-47½" 748 NHP		
42602	(*ex* Kisshima Maru–38)	*Oil Eng.*	3780									*WB*	Mitsui Bussan Kaisha, Ld. Tama		
JJOL	D.F.	2 *Dks*	2810												
90408	**Ulianov**		2150					1936	SB. Yd. "61 Kommunar" Nicolaieff	U.S.S.R.	268·3 | 39·7 | 24·9	Odessa Russian	Oil Engines 6Cy.18½"-32½"		
		Oil Eng.	—										Nicolaieff		
		1 *Dk*	1055												
90409	**Umegawa Maru**		1920					1939	Tsurumi Seitetsu Zosen K.K. Yokohama	Kawasaki Kisen K.K.	270·0 | 40·0 | 20·3 P87'F29'	Koke Japanese	T.3Cy.18",29½"&50"-39" HS4155 228 NHP		
	Mchy. Aft	1 *Dk*	1365									*WB*	Tsurumi Seitetsu Zosen K.K. Yka.		
90410	**United States Gypsum**		6612					1910	Gt. Lakes Eng. Works	American S.S. Co. (Boland & Cornelius, *Mgrs.*)	511·1 | 56·2 | 26·2 F48'	Buffalo NY Utd. States	T.3Cy.23",37"&63½"-42" 258 NHP		R
207766	(*ex* Thunder Bay Quarries–39, *ex* Theodore H. Wickwire, Jr.)	(*Self-Unloader*)	— 5335						St. Clair, Mich			*WB*	Great Lakes Eng. Works, St. Clair		
KDUL	*Mchy. Aft* D.F. Gy.C.														
90411	**Urania** (*ex* Elsa–89. *ex* Erasmus)	Iron	*1180*	✠100 A– Ant	*0*	oc		1884	J. Smit, Czn Imo Rotterdam	O. Treikelder & Co. (O. Treikelder, *Mgr.*)	244·4 | 33·2 | 15·5 244·5 (o.l.) B59'H26t F21'	Tallinn Estonia BK8½"	C.2Cy.28"&52⅛"-33" (*s*) 90lb 75*lb* NDB60 132 NHP s 1 DB, 6*cf*, gs71, hs2300 4 *B H Cem* *D B172'300t*	17 " 10 1 " 8½ 16 " 10	
		ss Osc. 4th No. 3–7,34	*997*	9,87		4,89									
		1 *Dk 2 tr B*	*646*												
		Cargo battens not fitted		✠NB3,16 ✠LMO MS5,34 BS5,36									Kon Maats de Schlde Flshng		

1 No. in Book / Official No. / Code Letters.	2 Steamer's Name. Late Name (if any)	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross / Under deck / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Date of Special Survey. Tonnage Mark. Date of Last Special Survey. Date of Last Boilers Survey.	7a Date when built and last rest.	8 Built. When	9 By Whom / Where	10 Owners,	11 Register'd Dimensions Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Nom. Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Machinery Constr. Revolutions per minute. Centre Screw Shaft. Diameter of Propeller.	15
90501 LJYG	**Viator** (ex**Elburg**) Now "Andelburg," see No. 87092 in Supplement.		3053 1750					1938	Öresunds-varvet Aktiebolag Landskrona	~~A/S Viator~~ Skibs-A/S Viator (C.H. Sörensen & Sönner)	~~325·0~~ 321·3 | 45·8 | 26·1	Arendal Norwegian	Oil Engines 2S.C.SA 8Cy.19½"–35⅞" 607NHP WB Akt.Burmeistr&Wain,Cpn		N
90502 LJWJ	**Viva** D.F.	*Cruiser Stern 1Dk & Shelter dk Part electrically welded including butts of keel & bottom plating Strengthened for navigation in ice*	3793 3077 2194	✠100A1 with freeboard 12,38 LMC5,38 *Fitted for oil fuel* 5,38	Osl Gal	*y*	CL 5mo	1938	Fredrkstad Mek Vrks A/S Fredrikstad *Lloyd's SA & CP*	A/S Viva (C.H. Sörensen & Sönner, *Mgrs.*) *Intermediate BH in after Cell DB* 150°F.	265·2 | 57·3 | 20·2 383·3 (O.L.) F24' FK (*Cold dispensed with* 301' 1070t *MT* 29' 10	Arendal Norwegian	C 8Cy (2·16, [illegible] 9"– 20lb (*s*) FD 3,38 NHP 2SB,*Spt*),*6cf*,GS80,HS5510 *BH to Sh dk* (*Coll BH to Sh dk* 5 „ „ 2nd „) *MT* 29' 10 94t *FPT* 212t *APT* 233t Fredrikstad M.V.A/S Fredrikstad	23 " 6 11 " 14 22 " 3	
90503	**Vesuvio** (ex ChingPu-38, ex Wai-Shing-32) 1*Dk (Stl)* & *Spar dk (Stl*-teak s) & *deep framing*		1865 1713 1170	✠ 5,08	Nwc	*r*		1903 5mo	Wigham-Richrdsn & Co Ld. Newcastle	Cia. Italiana di Nav. S.A.I (Chinese Italian Nav. Co. Ld.) *Cell D Ba* 38' *u* E21' *f* 107'871t *D T f* 15'190t *D T a* 19' 265t *FPT* 500t *APT* 17t	275·3 | 40·0 | 12·9 268'F33' 20·1 FK 5 *BH Cem*	Shanghai Italian	T.8Cy.21",34"&56"–12" 226NHP 1SB,4*cf*,GS76,HS2913 Wgham Rchrdsn & C. Ld Nwc	22 " 3	
90504 17117 MMZJ	**Vitorlock** (ex Vittorio Emanuele II–38) *ss* Shl. 2nd No. 3–10 Sub. Sig. 2*Dks*		5030 4494 3665	✠100A1 10,38	Shi	*y*	CL 8,38	1918 6mo	Seattle Const & D D Co Seattle, Wsh. *Lloyd's SA & CP*	G.E. Marden Wheelock & Co. Ld. *Mgrs.*) *Cell D B* 325'960t	~~8,38~~ 10 240'E 100'F41' 880·6 FK *FPT* 115t *APT* 264t	Shanghai British *7 BH WB Cem*	T.3Cy.24',40'&~~56"~~ 701" –48" 190lb (*s*) 472NHP 3SB,9*cf*,GS169,HS6831 FD Seattle Const. & D.D. Co.	20 " 4	R.
90505 8315 SLRN	**Venezuela** (P) D.F. E.S.D. GyC. *Ref. Mchy.* 3*Dks*	Twin Sc *Oil Eng.* *Strengthened for navigation in ice*	~~6991~~ ~~6166~~ 4171 4060	✠100A1 *with freeboard* 4,39 ~~4,30~~ LMC1,39 Lloyd's RMC 1,39 No. 3 lower t[illegible] dk All other cha[illegible]	Got	*qt*	OG ~~1938~~ 1939 1mo *Lloyd's SA & CP*	A/B Götaverken Rederiaktieb. Nordstjernan (A.A. Johnson, *Mgr.*) *Cell DB* 307'1486t *Tanks in way of tunnels* 309t *FPT* 7[illegible] *APT* 52t	420·8 | 55·9 | 24·0 440·1 (O.L.) ~~F30~~ F85' FK *7 BH* [illegible] *DB*–35*lb* A/B Götaverken, Got.	Stockholm Swedish	Oil Engines 4S.C.SA 16Cy.24½"–51⅛" 945NHP	37 " 6 8 " 5 26 " 2½	
90506	**Vironia** (P) (ex Kong Haakon–38) D.F. 1*Dk*		1775 1024 850					1906	Akt. Burmeistr & Wain Copenhagen	Pärnu Laeva A/S	273·0 | 38·2 | 22·8	Pärnu Estonian	T.4Cy.25',42½"&(2)51"–42" 337NHP *WB* Akt. Burmeistr & Wain, Cpn		V
90507 1COC	**Voluntas** (ex City of Batavia–38, ex Gandelon) *ss* Hpl. 2nd No. 3–4,38 2*Dks* (*Stl*) & *deep framing*		5653 5572	✠100A1 8,37 ~~B31,30~~	NYka	*t*	CL 6,38	1907 7mo *Lloyd's SA & CP*	Swan, Hunter & Wigham Richardson, Ld Newcastle	Soc. Anon. Industria Armamenti *Cell D Ba* 150' *u* E 23' *f* 181'1049t *FPT* 83t *APT* 25t	425·5 | 53·1 | 29·3 P37 B151'F44' FK *7 BH Cem*	Genoa Italian	T.3Cy.28½",46"&77"–54" (*s*) 180lb 556NHP 3SB,9*cf*,GS191,HS7785 FD Wallsnd Slpwy Co. Ld. Nwc	32 " 0 6 " 2½ 26 " 0	
90508	**Vecta** (P) Wireless *Cruiser Stern* 2*Dks*	Twin Sc *Oil Eng.*	622					19[illegible]	J.I. Thorny-croft & Co. Ld Southampton	Scot. I. of Wight & S. of Eng. Royal Mail Stm. Pkt Co. Ld	199·5 | 30·2 | 8·7	Southampton British	Oil Engines 4S.C.SA 12Cy.15"–20" 263NHP English Elec. Co. Ld. Rugby		
90509 CBAJ	**Villarrica** (P) (ex Alejandro–38, ex Argentine) *ss* Vp. Shd. No 3–5,37 2 *Dks* (*Stl-Uws*)		2989 1962	✠100A1 2,39 ~~3,38~~ NB10,32 ~~[illegible]~~ ~~B26,36~~	Vpo	*t*	CL ~~10,38~~ 10mo 2,39 *Lloyd's SA & CP*	1913 Ailsa S.B. Co. Ld. Troon	Chilian State Railways *Cell* [illegible] *Ea* 68' *u Ea* 686'*f* 114	209·6 | 41·6 | 20·5 P & B197 F38' FK 452t *FPT* 20t *APT* 5t	Valparaiso Chilian	T.3Cy.21½",36½"&59"–45" 200lb (*s*) 310NHP 2SB,*6cf*,GS121,HS4920 FD Ailsa S.B. Co. Ld. Troon	23 " 0 2 " 11½ 20 " 7	
90510 ESUL	**Vohi** (ex Beta–38, ex Rigel, ex Fez, ex Quebracho Argentino, ex Rio) 1*Dk*	Iron	516 446 312					19[illegible]	C. A. Brodin [illegible]	Baltic Salvage Association	181·5 | 27·1 | 10·9 [illegible] 58' B32' F18'	Tallinn Estonian *WB*	C.2Cy.18"&32"–22" NB11 40NHP J.&C.G. Bolinders M.V.A/B		V
90511	**Vacuum** *Mchy.* 4*ft* E.S.D.	*Oil Eng.* 1*Dk* *Carrying Petroleum in bulk*	620					19[illegible]	D.W. Kremer Sohn Elmshorn	Deutsche Vacuum Oel A.G.	184·8 | 29·7 | 11·6 P46 F39' *Trunk* 81'	Hamburg German *WB*	Oil Engines 4SC SA 6Cy.15⅜"–21⅝" M-schinenfbrk. Augsburg-Nürnberg A.G. Augsburg		
90512 4727 SFJ1	**Valen** (ex Lydia–39, ex Swansea) *ss* Hbg. 3rd No. 3–7,34 1*Dk* (*Trn*) & *Web frames* *Well deck* *Cargo battens not fitted*		933 733 546	✠100A1 7,38 LMC MS8,33 BS4,37	Hbg	*m*	OG 9,37	1894 2mo	W. Harkess & Son Middlesbro' A & CP	Peder A/B Silva (C.H. Witt, *Mgr.*) *Cell D B* 155' 230t *FPT* 48t *APT* 12t	210·2 | 32·1 | 13·4 219·8 (O.L.) Q98 B27 F25' FK	Hlsingborg Swedish *B BH Cem*	T.3Cy.17",28"&46"–30" (*s*) 160lb *90lb* KDB20 120NHP 1SB,3*pf*,GS47,HS1870 N.E. Marine Eng Co. Ld. Sld.	15 " 10 1 " 1½ 14 " 10	
90513 BSDF	**Vapper** (ex Pilcot–39, ex Seapool–36) D.F. *Cargo battens not fitted* 1*Dk* (*pt Trn pt Stl*)		4549 4260 2828	✠100A1 2,39 BS1,39 LMC 8,36	Nwc	*y*	CL 2,39	1913 10mo *Lloyd's SA & CP*	Ropner & Sons, Ld. Stockton	Tallinna Laevaühisus A.S. (The Tallinn Shppg. Co. Ld.) *Cell D Ba* 127' *u* E24' *f* 167'1046t *FPT* 157t *APT* 192t	379·0 | 56·0 | 24·4 [illegible] 30' B221' F39' FK	Tallinn Estonian *6 BH Cem*	T.3Cy.26",42"&70"–48" (*s*) 180lb 280NHP 2SB,9*cf*,GS175 HS6012 Blair & Co. Ld. Stockton	26 " 9 3 " 9½ 23 " 1½	
90514	**Vido** (ex Aarö–39, ex Börglum, ex Secalia) 1*Dk* (*Stl*) & *deep framing* & *Awng dk* (*Stl*)		~~1999~~ ~~1726~~ ~~1169~~ 1319 1134 1176	✠100A1 *Shelter dk with freeboard* 5,38 MS3,37	Rot	*s*	CL ~~9,37~~ 3,39 A & CP	1906 8mo	Howaldts-werke Kiel	Parobrodarsko Drustvo "Jugo-levant" S.o.j. *Intermediate bulkhead in fore hold dispensed with, Cell D Ba* 88' *u* E 20' *f* 124'55t	284·0 | 42·0 | 18·5 294·9 (O.L.) 26·0 FK *1t APT* 150t	Dubrovnik Yugoslav *Cem*	T.3Cy 20⅞",33⅜"&55⅛"–35½" 185lb (*s*) 206NHP 2SB,*6cf*,GS100,HS3279 Howaldtswerke, Kiel	20 " 7 8 " 11 19 " 9½	
90515	**Vera Cruz** (ex Cayo Mambi–39) *ss* N.Os. No. 3–11,32 1*Dk* (*Stl–ws*) & *Shelter dk* (*Stl–ws*) 8*tr B* *Fitted for oil fuel*		1925 1737 1055	✠ 1,38 *Shelter dk*	NOs	*q*		1920 6mo	Manitowoc S.B. Co. Manitowoc	Transportes Maritimos y Vias Fluviales S.C.M. de R.L. *Cell D B* 194'475t	249·8 | 37·7 | 14·8 FK *FPT* 38t *APT* 36t	Vera Cruz Mexican *t Cem* 3 *BH to S dk* 1 „ „ *U* „	T.3Cy.23",37"&63"–39" 357NHP 2SB.*6cf*,GS123,HS5258 Manitowoc S.B. Co.	25 " 0	
90516 MDGQ	**Vestal** (ex Patricia II–39, (ex) Miramichi II. ex Micmac) Sub. Sig. E.S.D.	Twin Sc ss Cws No. 1–[illegible] 2*Dk* (*Stl*-Teak) Wireless D.F.	79 — 36	✠ *Yacht* 10,18	Shl			1910 1mo	J.I. Thorny-croft & Co. Ld. Southampton	Corporation of the Trinity House	206·5 | 31·8 | 16·4 BK 81' *DT a* 15'83t	Portsmth British	T.6Cy.14½",23½"&38"–24" 206NHP 2SB.*6cf*,GS131,HS3920 J.I. Thornycroft & Co. Ld.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Classed and Date expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15
90517 FIGM	Virgo	*Oil Eng.* *Mchy. Aft* *Cruiser Stern*	~~350~~ 337 248 183	✠100A1 (*Class Contemplated*)				1939	NV Schpsw Gebr. van der Werf Deest	N.V. Scheepsexploitatie Maats. "Virgo" C. Holscher's Rustvaartbedrijf N.V.)	142·4 | 25·1 | 8·7	Rotterdam Dutch	Oil Engines 6Cy. 11¾"-16⅛" Maschinenfbrk. Augsburg-Nürnburg A.G. Augsburg	9 " 11 8 " 8 9 " 9½	
90518 MNNB	Vestra (*ex* Warmond-39, *ex* Ledewyk-36, *ex* Goote-36, *ex* Grane)	*1 Dk*	1141 917 560					1921	John Cran & Somerville, Ld. Leith	O.T. Salvesen & Co.	235·2 | 34·1 | 15·2 P 26' B 63' F 26'	Grngemth British	T. 3Cy. 17½", 28½" & 47½"-28" 120 N HP *WB* John Cran & Somerville, Ld.		G
90519 YTAG	Vicko Ferić (*ex* Ante Topić-39, *ex* Oreland)	*ss* Spt. 2nd No. 3-9.35 *1 Dk (Stl)*	*4130* *4021* *2709*	✠100A1 Rot *x* Spt. BS 8,38	CL ~~N 4,36~~ 4,39	1911 6mo	Nthmblnd S.B. Co. Ld. Newcastle *Lloyd's* 8.14 CP	Shipping Ferić Marin Ferić, *Mgr.*) *Cell D Bal*	370·2 | 51·0 | 27·2 P 22' B 100' F 33' FK 17' *u E & B* 43' *f* 166' 11 *bt APT* 45 *t*	Split Yugoslav *GBHCem*	T. 3Cy. 25", 41" & 69"-48" (*s*) 180 lb 372 NHP *3SB, 9cf, Gs* 150, *Us* 5940 Richardsons, Westgarth & Co. Ld. Sld.	28 " 9 5 " 4½ 23 " 7½	
90520 LKEV	Vest (*ex* Galeb-39, *ex* Cefnbryn-36, *ex* Ardenball-36, *ex* Silverbarch, *ex* Stonewall) D.F.	*ss* Bry. No. 3-7.39 *ss* Hpl. No. 1-36 *2 Dks (Stl)*	*5074* *4803* *3150*	✠100A1 2,39 Bry *y* BS 12,38 ✠LMC 1.36	CL 2,39	1920 12mo	Bartram & Sons, Ld. Sunderland *Lloyd's* 8.14 CP	(Lundegaard & Sönner, *Mgrs.*) *Cell D Bal*	400·0 | 52·2 | 28·5 413·1 (O.L.) P 36' B 117' F 39' FK 19' *u E* 26' *f* 176' 1050 *t FPT* 13 *bt APT* 220 *t*	Farsund Norway *VBHCem*	T. 3Cy. 27½", 45" & 75"-48" (*s*) 180 lb 476 NHP 3SB, 9*cf*, Gs 201, *Us* 8055 J. Dickinson & Sons, Ld. Sld.	31 " 0 6 " 0½ 25 " 2½	

1 Numéro d'Ordre.	2 Nom du Navire. Mâtures, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques.	3 Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6	7	7a Date de la dernière visite à sec ou sous pression.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Diam. des Cylindres.—Course. Procédé des Chaudières. Nbre. Force en chevaux d'après les formules de la Société. HP. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Sur Quille à franc bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
90601 8287 SLJN	**Waria** 1 Dk & Shelter dk Wireless D.F. Cruiser Stern Oil Eng. Butts of shell plating part electrically welded Strengthened for navigation in ice		900 936 639 358	✠100A1 Lkr *o* with freeboard LMC8,38 ~~Class Contem. plated~~ Lloyd's s.14 CP		OG	1938 8mo	Öresunds-varvet Aktiebolag Landskrona	Stockholms Rederi-aktiebolag Svea (Eman Högberg, *Mgr.*) Cell DB 174' 254t F PT 54t A PT 19t	228·8 220·4 36·6 12·0 236·0 (O.L.) B42' F24' FK (Coll B Ho to Shlt'r dk, 3 B Ho to 2nd dk)	12·1 Stockholm Swedish 4 B Hpt Cem	2 Oil Engines 2 S.C.SA with electro-magnetic slip couplings & SR gearing 8Cy.13⅜"-22" 250 NHP DF 80lb Atlas-Diesel A B, Skm.	15 ″ 3 8 ″ 2 15 ″ 2¼
90602 106137 GMGC	**Wellpark** D.F. E.S.D. 1 Dk & Shelter dk		4649 2724	✠100A1 Gls 9,38 ~~spar~~ LMC6,38		CL	1938 6mo	C. Connell & Co. Ltd. Glasgow Lloyd's s.16 CP	Denholm Line Steamers Ltd. (J. & J. Denholm, Ltd. Mgrs.) Cell DB 311' 129t F PT 169t A PT 210t	407·4 54·7 24·5 419·5 (O.L.) F32' FK (Coll 'o Sh'r dk 5 „ 2nd „)	Greenock British 6 B H Cem	T.3Cy.22", 38" & 65"–45" (s) 220lb 131 NHP 2 SB (Spt & FD) & 1 Aux SB, 8cf, GS 146, HS 647 Rankin & Blackmore Ld Grk	27 ″ 8 2 ″ 10½ 25 ″ 0½
90603 PIQI	**Willy** (*ex* Prina-38, *ex* Navex-37, *ex* Wellpark) ss Ant. No. 3–6, 31 ss Ant. No 1–36 1 Dk (Stl) Cargo battens not fitted except in No. 1 hold		1981 1792 1194	✠100A1 Brt *r* 3,38 LMC MS3,36 BS3,38		CL 7,37	1918 4mo	Greenock & Grangemouth Dkyd. Co. Ltd. Grangemouth Lloyd's s.4 CP	N.V. Europeesche Vrachtvaart Maats (N.V. Nederlandsch Bevrachtingskantoor, *Mgrs*) Cell D Ba 70' u E 28'	280·0 41·9 18·9 P21' B68' F29' FK	Amstrdam Dutch 4 B H Cem	T.3Cy.21", 35" & 57"–36" (r) 180lb 228 NHP 2 SB, 6cf, GS 112, HS 3734 Dunsmuir & Jackson Ld Gls	20 ″ 9 2 ″ 10½ 18 ″ 1
90604	**Walenburgh** Oil Eng. Mchy. Aft 1 Dk Cruiser Stern		498 407 254				1938	E. J. Smit & Zoon Westerbroek	Wm. H. Müller & Co. N.V.	165·0 29·0 13·0 P & B 96'	Rottrdam Dutch WB	Oil Engines 4S.C.SA 6Cy.14 $\frac{1}{16}$"–22 $\frac{1}{16}$" 123 NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	28 ″ 6 8 ″ 10 23 ″ 10½
90605 M2917 ZMFL	**Waipori** 1 Dk, 2nd dk clear of mchy space Ref. Mchy. D.F. Cruiser Stern "Arcform"		4282 3690 2473	✠100A1 Nwc 10,38 ~~Class Contem. plated~~ LMC10,38 Fitted for oil fuel 10,38 F.P. above 150°F		CL	1938 10mo	Hawthorn. Leslie & Co. Ltd Newcastle Lloyd's s.4 CP	Union S.S. Co. of New Zealand, Ld. Intermediate is Hin after hold dispensed with Cell DB 277' 75 8t F PT 110t A PT 143t	357·6 55·2 26·2 370·8 (O.L.) P36' B92' F36 FK 5 B H pt Cem pt Asp	Dunedin British 5 B H pt Cem	T.3Cy.23", 38" & 65"–45" 220lb FD (s) 456 NHP 6SB (Spt) 9cf, GS 142, HS 6101 N.E. Marine Eng Co. ~~Ltd. Nwc~~ (1938) Ld. Nwc.	28 ″ 6 8 ″ 10 23 ″ 10½
90606 8306 SLON	**Wiril** 1 Dk & Shelter dk Wireless D.F. Cruiser Stern Oil Eng. Butts of shell plating part electrically welded Strengthened for navigation in ice		900 933 637 357	✠100A1 Lkr *o* with freeboard ~~Class Contem. plated~~ LMC11,38		OG	1938 11mo	Öresunds-varvet Aktiebolag Landskrona Lloyd's s.14 CP	Stockholms Rederi-aktiebolag Svea (Eman Högberg, *Mgr.*) Cell D B 174' 254t F PT 54t A PT 19t	228·8 35·6 12·1 236·0 (O.L.) B42' F24' FK (Coll B H to Shelter dk, 3 B H to 2nd dk	Stockholm Swedish 4 B H pt Cem	2 Oil Engines 2 S.C.SA with electro-magnetic slips couplings & SR gearing 8Cy.13⅜" 22.7" 250 NHP DF 80lb Atlas-Diesel A B, Skm.	15 ″ 3 ″ 2 15 ″ 2¼
90607 DJXY	**Wikinger** (*ex* Vikingen-38) Twin Sc ss Rot. No. 2–37 2 Dks (Stl) & 3rd Dk (Stl) in Mchy Aft Nos. 1, 2, 3, 4, 5 & 9 tanks & fore D.F. holds & Web frames Cruiser Stern Longitudinal framing Strengthened for navigation in ice		14772 14163 10678	✠100A1 Sfj *ht* Whaling Service ~~spar~~ 10,38 Pr. BS8,38 LMC MS5,37 ~~BS8,38~~ Carrying Petroleum in bulk Fitted for oil fuel 9,29 F.P. above 150°F.		CL 8,37	1929 9mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle Lloyd's s.4 CP	Deutsche Ölmühlen-Rohstoffe G.m.b.H Hamburger Walfang-Kontor G.m.b.H. Mgrs.) Cell D Bu E & B 96' 487t D T f 48' 775t F PT 3	493·2 71·1 50·4 B42' F24' FK (2 to superstructure dk 10 to 2nd dk 4 to 3rd dk) Tanks above after peak 683t 16t A PT 123t	Hamburg German 16 B H pt Cem	T 6Cy 22½", 36½" & 61"–39" (s) 210lb 2 DB 100lb 773 NHP 8 SB (Spt), 16cf, GS 118 10 28 Pr. B – 60lb 4 Pr. B 4 lb 3 Pr. B – 28lb Swan, Hunter & Wigham Richardson, Ld. Nwc.	51 ″ 0 15 ″ 11 35 ″ 3¾
90608 Transferred to No. 68621	**Wegro** Oil Eng. Mchy. Aft 1 Dk Cruiser Stern		350				1938	Gebr. van Diepen N.V. Waterhuizen	J. Wester	131·8 23·0 9·2 P37' F15'	Groningen Dutch WB	Oil Engines 2S.C.SA 4Cy.9 $\frac{7}{16}$"–11 $\frac{7}{16}$" 92 NHP Appingedammer Bronsmotorenfb. N.V.	
90609 106037 VRBZ	**Wo Sang** (P) (*ex* Hai Chen-38) ss H. Kg. No. 1–38 2 Dks D.F. E.S.D.		3448 2715 2058	✠100A1 HKg ~~spar~~ LMC MS9,38 BS6,38		CL 6,88	1934 10mo	Barclay, Curle & Co. Ltd Glasgow Lloyd's s.4 CP	Indo-China Steam Nav. Co. Ltd. Cell D B 275' 57 6t	329·8 47·2 23·2 P35' B125' F15' FK D T a 23' 435t F PT 42t A PT 43t	Hong Kong British 4 B H pt Cem	T.3Cy.22", 36" & 60"–42" (s) 200lb 100lb FD 388 NHP 2SB (Spt) 6cf, GS 138, HS 6042 Barclay, Curle & Co. Ltd Gls.	25 ″ 0 8 ″ 8 17 ″ 6½
90610 ~~LKDS~~ LKBI	**Wyvern** (*ex* Hopecrag-38) ss Nwc. No. 2–38 D.F. 1 Dk (Stl)		4007 3625 2457	✠100A1 Nwc *u* 12,38 ~~spar~~ LMC 4,38		CL 6,37	1929 10mo	Swan, Hunter & Wigham Richardson, Ld Sunderlnd Lloyd's s.14 CP	Borges Rederi A/S (Hans Borge. *Mgr*) Cell D Ba 5 u E	364·5 50·7 24·4 P34' B115' F35' FK 135' f 157' 918t F PT 86t A PT 132t	Tonsberg Norwegian 6 B H ~~pt~~ Cem	T.3Cy.24", 39" & 65"–45" (s) 180lb 100lb 338 NHP 2SB (Spt), 8cf, GS 148, HS 5616 N.E. Marine Eng. Co. Ld. Sld	26 ″ 9 4 ″ 6½ 22 ″ 5½
90611 165955 GRGX	**Willowbank** Oil Eng. D.F. E.S.D. 1 Dk Shelter dk Cruiser Stern		5041 4631 3005	✠100A1 Sld *a*† with freeboard 1,39 ~~Class Contem. plated~~ LMC 1,39		CL	1939 1mo	~~Wm.~~ Dox-ford & Sons Ld Sunderland Lloyd's s.4 CP	Bank Line, Ld. A. Weir & Co. Mgrs.) Cell D B 347' 117 R M T 29' 1140t F PT 136t A PT 177t	423·8 54·3 26·1 439·3 (O.L.) FK (Coll B H to Shlt'r dk 6 B H to 2nd dk)	Glasgow British 7 B H pt Cem	Oil Engines 2S.C.SA 8Cy.22 $\frac{1}{16}$"–85 $\frac{1}{16}$" 449 NHP 2 DB 120lb Barclay, Curle & Co. Ltd. Gls.	28 ″ 8 8 ″ 4½ 25 ″ 6
90612 217032 WSOI	**Waimea** (P) (*ex* Golden Cloud-38, *ex* West Sequana) Ref. Mchy. D.F. Fitted for oil fuel 2 Dks		5670 — 3604				1919	S. Western S.B. Co. San Pedro, Cal	Matson Navigation Co.	410·5 54·3 27·2 P46' B112' F46'	S. Fncisco Utd. States WB	T.3Cy 24½", 41½" & 72"–48" Lllewellyn Iron Works, Los Angeles, Cal.	R
90613 146239 MKZC	**Whintown** (*ex* Dalwhinnie-38, 3 Mst ss Lth. No 3–10, 31 ss Lth. No. 1–36 Mchy. Aft Well deck 1 Dk (Stl)		734 518 338	✠100A1 Lth *j* 2,38 BS9,38 LMC 4,36		OG 11,36	1919 9mo	NV Schpsw de Merwede Hardinxveld A & CP	Brook Shipping Co. Ld. (Comben, Longstaff & Co. Ld. Mgrs.) Cell D B f 103' 146t F PT 63t A PT 7t	180·2 28·1 12·4 187·3 (O.L.) Q103' B15' F23' FK	London British 3 B H Cem	T 3Cy 15 $\frac{9}{16}$".25 $\frac{1}{16}$" & 41 $\frac{1}{16}$"–27 $\frac{1}{16}$" 176lb (s) 134 NHP 2SB, 4cf, GS 110, HS 2590 Machfabr, Schipp & van Dongen, G'eertudenberg	14 ″ 6 8 4 ″ 5½ 14 ″ 2¼
90614 146138 MKTS	**Westown** (*ex* Channel Queen-39) ss Lon No. 1–38 Mchy. Aft ss Shl. No. 3–6, 34 Well deck 1 Dk (Stl)		710 490 320	✠100A1 Lon *j* 1,39 LMC MS6,38 ~~DS 1,38~~ 3,39		CL 9,38	1921 10mo	C. Rennold-son & Co South Shields Lloyd's s.4 CP	Brook Shipping Co. Ld. (Comben Long-staff & Co. Ld. Mgrs.) Cell D B f 103' 155t F P	180·4 28·0 12·1 Q105' B11' F24' FK	London British 3 B H Cem	T.3Cy.13¼", 22" & 37"–27" (s) 180lb 102 NHP 2SB, 4pf, GS 62, HS 1900 Day, Summers & Co. Ld. Sou	14 ″ 6 4 ″ 5½ 14 ″ 2¼
90615 JNBN	**Winnipeg** (P) (*ex* Painpol-39, *ex* Winnipeg-38, *ex* Jacques Cartier) Ref. Mchy. Twin Sc 4 Mst ss Binn. No. 3–4, 30 ss Hav. No. 1–34 2 Dks (Stl) & Shelter dk (Stl) D.F. Fitted for oil fuel		8379 6476 5031	✠ ... Hav *d*† 6,38 Shelter dk with freeboard NB(o) 9,21 ✠			1918 10mo	Atel. & Ch. de France Dunkirk	Cie. France-Navigation S.A. Cell D B 388' 149 4t F PT 101t A PT 75t Tank between tunnels 92t	473·5 59·8 28·7 P56' B189' F48' FK on Shelter dk Coll B H to Sh dk 6 „ „ U „	Havre French Cem	T.6Cy.23", 38½" & 61½"–45" 968 NHP FD 5 SB. 20cf, GS 357, HS 15873 Ateliers et Chantiers de France	31 ″ 5 V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. + for Special Survey. Date of last Survey.	8 Built. When.	9 By Whom. Where.	10 Owners.	11 Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. S.H.P. or Horse power by Builder's formula; R.H.P. = power by Rule's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Forward. Amidships. Corresponding draught. ft. in.	15
90616 KJUF	**William L. Thompson** 220634 (ex Pacific Spruce-39, ex West Canon) *Fitted for oil fuel* 2 *Dks*	6202 — 4658		1920	Western Pipe & Steel Co. S. Fracisco	Thompson Salmon Corp.	410·5 | 54·2 | 27·2 P46′ B112′ F46′	Astoria Utd. States	T. 3 Cy. 24½″, 41½″ & 72″–48″ 359 NHP *WB* Joshua Hendy Co. S. Fo.		R
90617	**Waija** (ex Bastant-38) D.F. 1 *Dk*	1715 1503 998		1912	Nylands Værksted Oslow	A/B Baltic Lloyd Line, Ld. O/Y (Herbert Janhonen *Mgr.*)	264·9 | 40·2 | 18·6 P22′ B63′ F29′	Helsngfors Finnish	T. 3 Cy. 19″, 31″ & 15½″–33″ 152 NHP *WB* Nylands Værksted, Oslo		N
90618	**William Hansen** Wireless *Fitted for oil fuel* *Cruiser Stern* 2 *Dks*	1345		1939	Nylands Verksted Oslo	Aksel Molvigs Rederi A/S (Aksel Molvig, *Mgr.*)	250·9 | 41·3 | 14·8	Oslo Norwegian	C. 2 Cy. 16¾″ & 33 7/16″–33 7/16″ & L.P. turbine with D.R. gearing *WB* & hydraulic coupling 54 NHP Nylands Verksted, Oslo		
90619	**Wellington Star** Twin Sc. *Oil Eng.* D.F. E.S.D. Gy. 2 *Dks* & *Shelter dk* *Ref. Mchy.* *Cruiser Stern*	11400 — 7000	100A1 *with freeboard* (*Class Contemplated*)	1939	Harland & Wolff, Ld. Belfast	Blue Star Line, Ld.	534·4 | 70·3 | 32·3 P64′ B196′ F71′	Belfast British	Oil Engines 2 S.C.D.A. 12 Cy. 24 7/16″–55⅛″ Harland Wolff, Ld. Bel.		
90620 SFBZ	**Wigry** (ex River Dart-39, ex Jenny-37, ex Glanbrydan-38, ex Hooton) ss Ant. 2nd No. 3–3.37 1 *Dk* (*Stl*) *Well deck*	*1859* *1440* *1052*	+100A1 Pir Q 3,39 LS 7.38	1912 2mo	Sir R Dixon & Co. Ld. Middlesbro' *Lloyd's A & CP*	Baltycka Spólka Okretowa Sp. z.o.o. (Baltic Shipping Co. Ld.) (T. Olszowski, *Mgr.*)	265·3 | 38·7 | 17·6 Q110′ Bon Q *dk* 46′ F24′ *Cell D Bu E* 21 *f* 106′ 232 *t Tanks at sides of Tunnels* 170 *t*	Danzig PK	T. 3 Cy. 19″, 31″ & 56″–36″ (s) 180 lb 228 NHP s.b. 2 S.B. *6pf*, G.S. 129, 85, 3850 (G. Clark Ld. Sunderland *BH Cem* *FP* T 40 *t* *AP* T 52 *t*	19 ″ 8 6 ″ 0 18 ″ 1	

1 Numéro d'Ordre. Numéro Officiel. Signaux.	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques.	3 Nombres des Ponts.	4 Tonnage Officiel. Tonn. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière visite.	6 Tenders assignés maintenant à ce bâtiment.	7 Date de la dernière visite de la liste précédente.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Dousne. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille jusqu'au Pont Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
90751	**Yolande Bertin** (ex[illegible]38, ex[illegible]37, ex Malvern Range) ssLiv.No.8-6.2 ssAnt.No.2-34 2Dks,Stl) D.F.		4524 2883	✠100A1 Msl HKg 10,38		CL 10,38	1915 7mo	J.Priestman&Co. [illegible] Lloyd's SA&CP	O.E.Bertin Cell DBa125' uE26'	380·0 50·0 26·7 P32'B98'F37' FK f167 1063t FPT84t	Shanghai [illegible]	T.3Cy.25" 37½"(69"–48" 18olb [illegible] 381NHP 3SB,9cf,gs165,hs[illegible]30 Richardsons,Westgarth& Co.Ld.Sld.	29 ″ 7 15 ″ 8¼ 23 ″ 8	
90752	**Zephyr** (ex Deva-38,ex Levensau) ssBcl.2ndNo.3-12,38 1Dk(Stl)sdeep framing ssHls.No.1-38 Cargo battens not fitted		2556 1515	✠100A1 Ams 12,38 6,373,39 Abo Ant [illegible] MC 10,38		CL 5,37	1907 5mo	Eiderwerft Akt.Ges. Tönning Lloyd's SA&CP Intermediate	RederiA/B Mars (T.Avellan,Mgr. Bulkhead in fore Cell DBa96'uE	~~310·6~~ 302·8 42·6 17·5 P15'Q100'B116' F27' FK Cem hold dispensed with f116'566t FPT49t APT27t	Helsingfors Finnish	T3Cy.18¾",30½"&49¾"–35" 18olb (s) 182NHP 2SB,4cf,gs88,hs[illegible]120 EiderwerftA.G.Tönning	19 ″ 7 1 ″ 2¾ 18 ″ 6¼	
90753	**Ypanis** (ex Mary-38,ex Devonbrae, ex Constantine) Well deck Wireless		1459 1183 880	✠100A1 Pir 4,35 MS9,34 DBS4,35	LMC BS12,37	CL 12,36	1909 11 mo	BlythS.B. &D.D.Co.Ld. Blyth Lloyd's SA&CP	SynodinosBros. Cell DBa71 uE9	245·0 36·7 16·0 Q91'B49'F24' FK B35'f102'402t FPT 62t APT79t	Piræus Greek	T.3Cy.19",31"&51"–36" (s) 180lb NDB35–100lb 181NHP 1SB,4cf,gs75,hs2945 N.E.MarineEng.CoLdNwc	18 ″ 4 [illegible] ″ 9 16 ″ 10	I.
90754	**Yürük** (ex Sefak-38, ex Chafak,ex Aurore, ex Agordat,ex Abbas) TCDD	TwinSc Oil Eng. 1Dk	330 280 198				1888	Lobnitz& Co. Renfrew	FaikZeren ve Seriki	131·2 25·0 10·2	Istanbul Turkish	Oil Engines 2S.C.SA 6Cy.7⅞"–11⅛" made33fitted34 MtrnWerkeMannheimAG. Oil Engines 4S.C.SA 6Cy.8¼"–11⅛" 139NHP made22 fitted34 MtrnWerkeMannheimAG.	8 ″ 7½ 16 ″ 10	
90755	**Yu Sang** Ⓟ (ex HaiYuan-38) 161573 ssHKg.No.1-38 VRBV E.S.D. 2Dks D.F.		3432 2714 2089	✠100A1 HKg with freeboard 9,38 ~~7,37~~ LMC 9,38		CL 6,37 9,38	1934 9mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd's SA&CP	Indo-ChinaS.Nav. Co.Ld. Cell DB275'575t D	328·7 47·2 23·2 343·0(o.L.) P35'B126'F44' FK Ta23'435t FPT42t	Hong Kong British 6BHptCem APT43t	T.3Cy.22",36"&60"–42" (s) 200lb 100lb FD 383NHP 2SB(Spt)6cf,gs[illegible]hs5927 Swan,Hunter&Wigham Richardson,Ld.Nwc.	25 ″ 0 7 ″ 8 17 ″ 6¼	
90756	**Yüsei Maru** 44383 JDKM	Oil Eng.	600 526 370				1937	Kanasashi Zosensho K.K. Simizu	City of Tokyo	159·3 30·2 16·1	Tokyo Japanese	Oil Engines		
90757	**Yewmount** 165057 GQQF	Wireless Mchy Aft 1Dk Oil Eng. Cruiser Stern	~~850~~ 859 574 455	✠100A1 Bwg 1,39 (Class Custom plated) LMC		CL	~~1938~~ 1939 1mo	Scott& Sons Bowling Lloyd's SA&CP	J.Stewart&Co. Shipping,Ld. Cell DB121'208t DT744t FPT47t	202·8 33·2 11·4 210·9(o.L.) Q121'F28' FK 2BHAsp	Glasgow British	Oil Engines 2S.C.SA 5Cy.13⅜"–22⅛" 80RHP Atlas-DieselA/B,Skm.	13 ″ 10 8 ″ 3½ 13 ″ 4⅜	
90758	**Zyuzan Maru** (ex Cranenest-38) 44833 JQBM	1Dk	2111 1838 1244				1918	Gt.Lakes Eng.Works Ecorse,Mich.	KokokuKisenK.K.	253·5 43·8 20·4 F27'B66'F26'	Kobe Japanese	T.3Cy.21",35"&59"–42" 226NHP Gt.LakesEng.Wks.Detroit		
90759	**Yeguchi Maru No. 7** Cruiser Stern	Oil Eng. 1Dk	500 270				1938	Saisaki Dock K.K Saisaki	YeguchiKisenK.K.	145·0 28·0 14·0 B40'Q115'F24'	Shimono-seki Japanese	Oil Engines 4S.C.SA 6Cy.14¾"–20⅜" 327NHP HanshinIronWorks,Kobe		
90760	**Yamabiko Maru** Ⓟ 43733 JTVL	Fitted for oil fuel Cruiser Stern 2Dks	6795 — 4050				1937	Uraga Dock Co.Ld Uraga	YamashitaKisen K.K.	441·7 59·0 33·7 P46'B171'F36'	Kobe Japanese WB	2 steam turbines DR geared to 1 sc. shaft 833NHP IshikawajimaS.B.&E.Co. Ld Tokyo		
90761	**Zyunyo Maru** (ex Junyo Maru-38, ex Sunaway,ex Hartmore,ex Hartland Point,ex Ardgorm) Sub.Sig.	2Dks	5065 4720 3872				1913	R.Duncan &Co.Ld. Port Glasgow	BabaShoji K.K	405·0 53·0 27·2 P42'B122'F35' FK	Tokyo Japanese WB	T.3Cy.27"44"&73"–48" 475NHP J.G.Kincaid&Co.Ld Grk.	29 ″ 9	C
90762	**Zyunyosi Maru** Ⓟ 34489 JDJC	(ex Junyoshi Maru-38,ex Hoten Maru, ex Mukden,ex Showyang,ex Mukden ex Lord Ailsa) 1Dk Shelter dk&Web frames Well Deck	1639 1575 969				1891	AilsaShip-building Co Troon	KawasakiShoji GoshiKaisha	253·7 33·1 22·6 BK8½' WB	Kago-shima Japanese	T.3Cy.18",29"&48"–36" NB02 155NHP Dunsmuir&Jackson,Gls.	18 ″ 5	
90763	**Zinzan Maru** (ex Hindustan-39) JZOM	ssNwc.No.3-10,34 ssKob.No.1-38 2Dks(Stl) Cargo battens not fitted	5190 4762 3107	✠100A1 Cff 3,39 12,36 Kob LMC 9,34 12,38		CL 4,37 12,38	1919 3mo	Short Bros. Ld. Sunderland Lloyd's SA&CP	KokokuSangyo K.K. Cell D B340'1067t FPT135	400·0 52·4 28·5 P49'B113'F40' FK	Tokyo Japanese	T.3Cy.25½",44'&78"–48" (s) 180lb 517NHP 8SB.9cf,gs189,hs7668 FD N.E.MarineEng Co.LdSld.	31 ″ 0 5 ″ 11½ 25 ″ 4	
90764	**Yeguchi Maru No. 6** 43560 JMOL	Oil Eng. Cruiser Stern 1Dk	499 — 274				1937	Saizaki Dock K.K Saizaki	YeguchiSadaji	145·0 28·0 14·0 Q115'B40'F24'	Shimono-seki Japanese	Oil Engines 4S.C.SA 6Cy.14¾"–20½" 127NHP HanshinIronWorks,Kobe		
90765	**Yoko Maru** 44833 JQKM	Oil Eng. Wireless Cruiser Stern 1Dk	1050 — 743				1938	Nakata Zosen-sho Osaka	SankoKisenK.K.	197·9 32·0 18·3	Amagasaki Japanese WB	Oil Engines 4S.C.SA 6Cy.16⅞"–24⅜" 158NHP HanshinIronWorks,Kobe		
90766	**Yodogawa Maru** See No. 86855 in Vol. of Register D.F.	Oil Eng. 2Dks Cruiser Stern	6441 5757 4833				1939	Mitsubishi Jukogyo K.K Yokohama	ToyoKaiunK.K.	436·4 58·3 31·9 P36'B168'F38'	Tokyo Japanese WB	Oil Engines 2S.C.DA 6Cy.23¾"–43⅝" 1163NHP MitsubishiJukogyoK.K. Yka.		
90767	**Zyuyo Maru** Ⓟ (ex Juyo Maru-39) 31716 JDIB	ssYka.No.3-9,33 2Dks(Stl) ssTama No.1-38	5458 4980 3407	✠100A1 Nag 2,30 ~~1,37~~ Tama LMC 2,39		CL 12,37	1926 4mo	AsanoS.B. Co. Tsurumi Lloyd's SA&CP	ToyoKisenK.K. Cell DB334'948t	400·0 53·0 32·0 P33'B124'F41' FK	Tokyo Japanese BHptCem APT27t	T.3Cy.26",43¼"&72"–48"(s) 200lb 513NHP 8SB,9cf,gs181,hs7383 FD KobeSteel Works,Kobe	32 ″ 0 6 ″ 6½ 26 ″ 8	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey	6 Port of	7 Year Assigned now expired	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Register; to which classed, if not in L.R. Date of Alt. or Trade Cert.
90768	Zeus		2500					1939	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G	Dampfschiffahrts Ges.Neptun	328·1	47·6		Bremen German	Oil Engines 2S.C.SA 7Cy.24 7/8"-45 1/2" 727NHP Fr.KruppGermaniawftAG		
	D.F. E.S.D.	*Oil Eng.* 1Dk.& Shelter dk *Cruiser Stern*	7											*WB*			
90769	Zuiko Maru		2950 2270 1720					1939	Uraga DockCo Ld. Uraga	OsakaShosenK.K.	295·0 P23'	45·0 B97'	23·8 F32'	Osaka Japanese	C.4Cy.(2)11 1/2 (2)20 1/2"-18 3/4"&LP turbine with DR gearing & hydraulic coupling HS5445 255NHP UragaDockCo Ld.Uraga		
		2 Dks *Cruiser Stern*												*WB*			

LLOYD'S REGISTER OF SHIPPING.

1938–1939.

POSTED TO:

1938.		1938.		1939.	
June	3	November	3	March	2
—	24	—	10	—	9
July	8	—	17	—	16
—	22	—	24	—	23
—	—	December	1	—	30
August	4	—	8	April	4
—	12	—	15	—	20
—	25	—	22	—	27
—	—	—	—	—	—
September	1	1939.		May	4
—	8	January	5	—	11
—	15	—	12	—	18
—	22	—	19	—	25
—	29	—	26	June	1
October	6	February	2	—	8
—	13	—	9		
—	20	—	16		
—	27	—	23		

TABLE giving the EQUIVALENTS of FEET and INCHES in METRES.

Fractions of an Inch.	Metres and Fractions.
1/20	0·0013
2/20	0·0025
3/20	0·0038
4/20	0·0051
5/20	0·0063
6/20	0·0076
7/20	0·0089
8/20	0·0102
9/20	0·0114
10/20	0·0127
11/20	0·0140
12/20	0·0152
13/20	0·0165
14/20	0·0178
15/20	0·0190
16/20	0·0203
17/20	0·0216
18/20	0·0229
19/20	0·0241
20/20	0·0254
1/16	0·0016
2/16	0·0032
3/16	0·0048
4/16	0·0063
5/16	0·0079
6/16	0·0095
7/16	0·0111
8/16	0·0127
9/16	0·0143
10/16	0·0159
11/16	0·0175
12/16	0·0190
13/16	0·0206
14/16	0·0222
15/16	0·0238
16/16	0·0254

Inches.	Metres and Fractions.
1	0·0254
2	0·0508
3	0·0762
4	0·1016
5	0·1270
6	0·1524
7	0·1778
8	0·2032
9	0·2286
10	0·2540
11	0·2794
12	0·3048
13	0·3302
14	0·3556
15	0·3810
16	0·4064
17	0·4318
18	0·4572
19	0·4826
20	0·5080
21	0·5334
22	0·5588
23	0·5842
24	0·6096
25	0·6350
26	0·6604
27	0·6858
28	0·7112
29	0·7366
30	0·7620
31	0·7874
32	0·8128
33	0·8382
34	0·8636

Inches.	Metres and Fractions.
35	0·8890
36	0·9144
37	0·9398
38	0·9652
39	0·9906
40	1·016
41	1·041
42	1·066
43	1·092
44	1·117
45	1·143
46	1·168
47	1·193
48	1·219
49	1·244
50	1·270
51	1·295
52	1·320
53	1·346
54	1·371
55	1·397
56	1·422
57	1·447
58	1·473
59	1·498
60	1·524
61	1·549
62	1·574
63	1·600
64	1·625
65	1·651
66	1·676
67	1·701
68	1·727
69	1·752
70	1·777
71	1·803
72	1·828
73	1·854
74	1·879
75	1·905
76	1·930
77	1·955
78	1·981
79	2·006
80	2·032
81	2·057
82	2·082
83	2·108
84	2·133
85	2·159
86	2·184
87	2·209
88	2·235
89	2·260
90	2·285
91	2·311
92	2·336
93	2·362
94	2·387
95	2·412
96	2·438
97	2·463
98	2·489
99	2·514
100	2·539

Fractions of a Foot.	Metres and Fractions.
0·1	0·030
0·2	0·061
0·3	0·091
0·4	0·122
0·5	0·152
0·6	0·183
0·7	0·213
0·8	0·244
0·9	0·274
1·0	0·305

Feet.	Metres and Fractions.
1	0·305
2	0·610
3	0·914
4	1·219
5	1·524
6	1·829
7	2·134
8	2·438
9	2·743
10	3·048
11	3·35
12	3·66
13	3·96
14	4·27
15	4·57
16	4·88
17	5·18
18	5·49
19	5·79
20	6·10
21	6·40
22	6·70
23	7·01
24	7·31
25	7·62
26	7·92
27	8·23
28	8·53
29	8·84
30	9·14
31	9·45
32	9·75
33	10·06
34	10·36
35	10·67
36	10·97
37	11·28
38	11·58
39	11·89
40	12·19
41	12·50
42	12·80
43	13·10
44	13·41
45	13·71
46	14·02
47	14·32
48	14·63
49	14·93
50	15·24
51	15·54
52	15·85
53	16·15
54	16·46
55	16·76
56	17·07
57	17·37
58	17·68
59	17·98
60	18·29
61	18·59

Feet.	Metres and Fractions.
62	18·90
63	19·20
64	19·50
65	19·81
66	20·11
67	20·42
68	20·72
69	21·03
70	21·33
71	21·64
72	21·94
73	22·25
74	22·55
75	22·86
76	23·16
77	23·47
78	23·77
79	24·08
80	24·38
81	24·69
82	24·99
83	25·30
84	25·60
85	25·90
86	26·21
87	26·51
88	26·82
89	27·12
90	27·43
91	27·73
92	28·04
93	28·34
94	28·65
95	28·95
96	29·26
97	29·56
98	29·87
99	30·17
100	30·48
101	30·78
102	31·09
103	31·39
104	31·70
105	32·00
106	32·30
107	32·61
108	32·91
109	33·22
110	33·52
111	33·83
112	34·13
113	34·44
114	34·74
115	35·05
116	35·35
117	35·66
118	35·96
119	36·27
120	36·57
121	36·88
122	37·18
123	37·49
124	37·79
125	38·10
126	38·40
127	38·70
128	39·01
129	39·31
130	39·62
131	39·92
132	40·23
133	40·53
134	40·84
135	41·14

Feet.	Metres and Fractions.
136	41·45
137	41·75
138	42·06
139	42·36
140	42·67
141	42·97
142	43·28
143	43·58
144	43·89
145	44·19
146	44·50
147	44·80
148	45·10
149	45·41
150	45·71
151	46·02
152	46·32
153	46·63
154	46·93
155	47·24
156	47·54
157	47·85
158	48·15
159	48·46
160	48·76
161	49·07
162	49·37
163	49·68
164	49·98
165	50·29
166	50·59
167	50·90
168	51·20
169	51·50
170	51·81
171	52·11
172	52·42
173	52·72
174	53·03
175	53·33
176	53·64
177	53·94
178	54·25
179	54·55
180	54·86
181	55·16
182	55·47
183	55·77
184	56·08
185	56·38
186	56·69
187	56·99
188	57·30
189	57·60
190	57·90
191	58·21
192	58·51
193	58·82
194	59·12
195	59·43
196	59·73
197	60·04
198	60·34
199	60·65
200	60·95
201	61·26
202	61·56
203	61·87
204	62·17
205	62·48
206	62·78
207	63·09
208	63·39
209	63·70

Feet.	Metres and Fractions.
210	64·00
211	64·30
212	64·61
213	64·91
214	65·22
215	65·52
216	65·83
217	66·13
218	66·44
219	66·74
220	67·05
221	67·35
222	67·66
223	67·96
224	68·27
225	68·57
226	68·88
227	69·18
228	69·49
229	69·79
230	70·10
231	70·40
232	70·70
233	71·01
234	71·31
235	71·62
236	71·92
237	72·23
238	72·53
239	72·84
240	73·14
241	73·45
242	73·75
243	74·06
244	74·36
245	74·67
246	74·97
247	75·28
248	75·58
249	75·89
250	76·19
251	76·50
252	76·80
253	77·11
254	77·41
255	77·72
256	78·02
257	78·33
258	78·63
259	78·94
260	79·24
261	79·55
262	79·85
263	80·16
264	80·46
265	80·77
266	81·07
267	81·38
268	81·68
269	81·99
270	82·29
271	82·60
272	82·90
273	83·20
274	83·51
275	83·81
276	84·12
277	84·42
278	84·73
279	85·03
280	85·34
281	85·64
282	85·95
283	86·25

Feet.	Metres and Fractions.
284	86·56
285	86·86
286	87·17
287	87·47
288	87·78
289	88·08
290	88·39
291	88·69
292	89·00
293	89·30
294	89·60
295	89·91
296	90·21
297	90·52
298	90·82
299	91·13
300	91·43
301	91·74
302	92·04
303	92·35
304	92·65
305	92·96
306	93·26
307	93·57
308	93·87
309	94·18
310	94·48
311	94·79
312	95·09
313	95·40
314	95·70
315	96·00
316	96·31
317	96·61
318	96·92
319	97·22
320	97·53
321	97·83
322	98·14
323	98·44
324	98·75
325	99·05
326	99·36
327	99·66
328	99·97
329	100·27
330	100·58
331	100·88
332	101·19
333	101·49
334	101·80
335	102·10
336	102·40
337	102·71
338	103·01
339	103·32
340	103·62
341	103·93
342	104·23
343	104·54
344	104·84
345	105·15
346	105·45
347	105·76
348	106·06
349	106·37
350	106·67
351	106·98
352	107·28
353	107·59
354	107·89
355	108·20
356	108·50
357	108·80

Feet.	Metres and Fractions.
358	109·11
359	109·41
360	109·72
361	110·02
362	110·33
363	110·63
364	110·94
365	111·24
366	111·55
367	111·85
368	112·16
369	112·46
370	112·77
371	113·07
372	113·38
373	113·68
374	113·99
375	114·29
376	114·60
377	114·90
378	115·20
379	115·51
380	115·81
381	116·12
382	116·42
383	116·73
384	117·03
385	117·34
386	117·64
387	117·95
388	118·25
389	118·56
390	118·86
391	119·17
392	119·47
393	119·78
394	120·08
395	120·39
396	120·69
397	121·00
398	121·30
399	121·61
400	121·91
401	122·22
402	122·52
403	122·83
404	123·13
405	123·44
406	123·74
407	124·05
408	124·35
409	124·66
410	124·96
411	125·27
412	125·57
413	125·88
414	126·18
415	126·49
416	126·79
417	127·10
418	127·40
419	127·70
420	128·01
421	128·31
422	128·62
423	128·92
424	129·23
425	129·53
426	129·84
427	130·14
428	130·45
429	130·75
430	131·06
431	131·36

Feet.	Metres and Fractions.
432	131·67
433	131·97
434	132·28
435	132·58
436	132·89
437	133·19
438	133·50
439	133·80
440	134·10
441	134·41
442	134·71
443	135·02
444	135·32
445	135·63
446	135·93
447	136·24
448	136·54
449	136·85
450	137·15
451	137·46
452	137·76
453	138·07
454	138·37
455	138·68
456	138·98
457	139·29
458	139·59
459	139·90
460	140·20
461	140·50
462	140·81
463	141·11
464	141·42
465	141·72
466	142·03
467	142·33
468	142·64
469	142·94
470	143·25
471	143·55
472	143·86
473	144·16
474	144·47
475	144·77
476	145·08
477	145·38
478	145·69
479	145·99
480	146·30
481	146·60
482	146·90
483	147·21
484	147·51
485	147·82
486	148·12
487	148·43
488	148·73
489	149·04
490	149·34
491	149·65
492	149·95
493	150·26
494	150·56
495	150·87
496	151·17
497	151·48
498	151·78
499	152·09
500	152·39
600	182·87
700	213·35
800	243·83
900	274·31
1000	304·79